

RAMP C

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W Abut.	1060+11.64	53.59	787.34	787.36
⊘ Brg. W. Abut.	1060+13.48	53.55	787.34	787.36
A	1060+23.48	53.35	787.34	787.41
B	1060+33.48	53.15	787.34	787.45
C	1060+43.48	52.95	787.33	787.48
D	1060+53.48	52.75	787.33	787.50
E	1060+63.47	52.55	787.32	787.50
F	1060+73.47	52.35	787.30	787.49
G	1060+83.47	52.15	787.29	787.46
H	1060+93.47	51.95	787.27	787.42
I	1061+03.47	51.75	787.24	787.37
J	1061+13.46	51.55	787.22	787.32
K	1061+23.46	51.35	787.19	787.26
L	1061+33.46	51.15	787.15	787.20
M	1061+43.46	50.95	787.12	787.15
⊘ Brg. Pier	1061+48.98	50.84	787.10	787.12
N	1061+58.98	50.64	787.05	787.08
O	1061+68.98	50.44	787.01	787.04
P	1061+78.98	50.24	786.96	787.01
Q	1061+88.98	50.04	786.91	786.97
R	1061+98.97	49.84	786.86	786.94
S	1062+08.97	49.64	786.80	786.90
T	1062+18.97	49.44	786.74	786.85
U	1062+28.97	49.24	786.68	786.80
V	1062+38.97	49.04	786.61	786.73
W	1062+48.96	48.84	786.54	786.65
X	1062+58.96	48.64	786.47	786.56
Y	1062+68.96	48.44	786.39	786.46
Z	1062+78.96	48.24	786.31	786.35
⊘ Brg. E. Abut.	1062+84.49	48.13	786.27	786.29
Bk. E. Abut.	1062+86.33	48.10	786.25	786.27

GIRDER 20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W Abut.	1060+12.17	58.08	787.24	787.26
⊘ Brg. W. Abut.	1060+14.02	58.04	787.24	787.26
A	1060+24.01	57.84	787.25	787.31
B	1060+34.01	57.64	787.24	787.35
C	1060+44.01	57.44	787.24	787.39
D	1060+54.01	57.24	787.23	787.40
E	1060+64.01	57.04	787.22	787.40
F	1060+74.00	56.84	787.21	787.39
G	1060+84.00	56.64	787.19	787.36
H	1060+94.00	56.45	787.17	787.32
I	1061+04.00	56.25	787.15	787.27
J	1061+14.00	56.05	787.12	787.21
K	1061+23.99	55.85	787.09	787.16
L	1061+33.99	55.65	787.06	787.10
M	1061+43.99	55.45	787.02	787.05
⊘ Brg. Pier	1061+49.52	55.33	787.00	787.02
N	1061+59.51	55.13	786.96	786.98
O	1061+69.51	54.93	786.91	786.95
P	1061+79.51	54.73	786.87	786.92
Q	1061+89.51	54.53	786.81	786.90
R	1061+99.51	54.33	786.76	786.87
S	1062+09.50	54.13	786.70	786.83
T	1062+19.50	53.93	786.64	786.79
U	1062+29.50	53.73	786.58	786.73
V	1062+39.50	53.53	786.51	786.66
W	1062+49.50	53.33	786.44	786.57
X	1062+59.49	53.14	786.37	786.48
Y	1062+69.49	52.94	786.29	786.37
Z	1062+79.49	52.74	786.21	786.26
⊘ Brg. E. Abut.	1062+85.02	52.62	786.17	786.19
Bk. E. Abut.	1062+86.86	52.59	786.15	786.17

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-019-TOS Elevations SN 010-1018 (EB)
1/21/2022 9:18:44 AM



BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.
433 NORTH COURT STREET
MARIETTA, IL 60090-2000
PHONE: 618-292-0100

USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 010-1018 (EB)

SHEET NO. 19 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	901
CONTRACT NO. 70C01				
ILLINOIS		FED. AID PROJECT		

NORTH EDGE OF SHOULDER/INSIDE FACE OF CURB OR PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+62.86	-53.51	787.30	787.32
A1	1059+72.84	-53.71	787.31	787.33
A2	1059+82.82	-53.91	787.32	787.34
E. End of W. Appr. Slab	1059+92.79	-54.10	787.32	787.34

B RAMP F/NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+63.57	-47.52	787.43	787.45
A1	1059+73.55	-47.72	787.43	787.45
A2	1059+83.52	-47.92	787.44	787.46
E. End of W. Appr. Slab	1059+93.50	-48.12	787.44	787.46

SOUTH EDGE OF RAMP F

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+64.94	-36.00	787.67	787.69
A1	1059+74.94	-36.00	787.68	787.70
A2	1059+84.94	-36.00	787.69	787.71
E. End of W. Appr. Slab	1059+94.94	-36.00	787.70	787.72

Notes:

The Location of stage construction joint for East Approach Slab is different than for the Superstructure and West Approach Slab. Stations and offsets are referenced from C F.A.I. Rte. 74 and P.G. SN 010-1019 respectively.

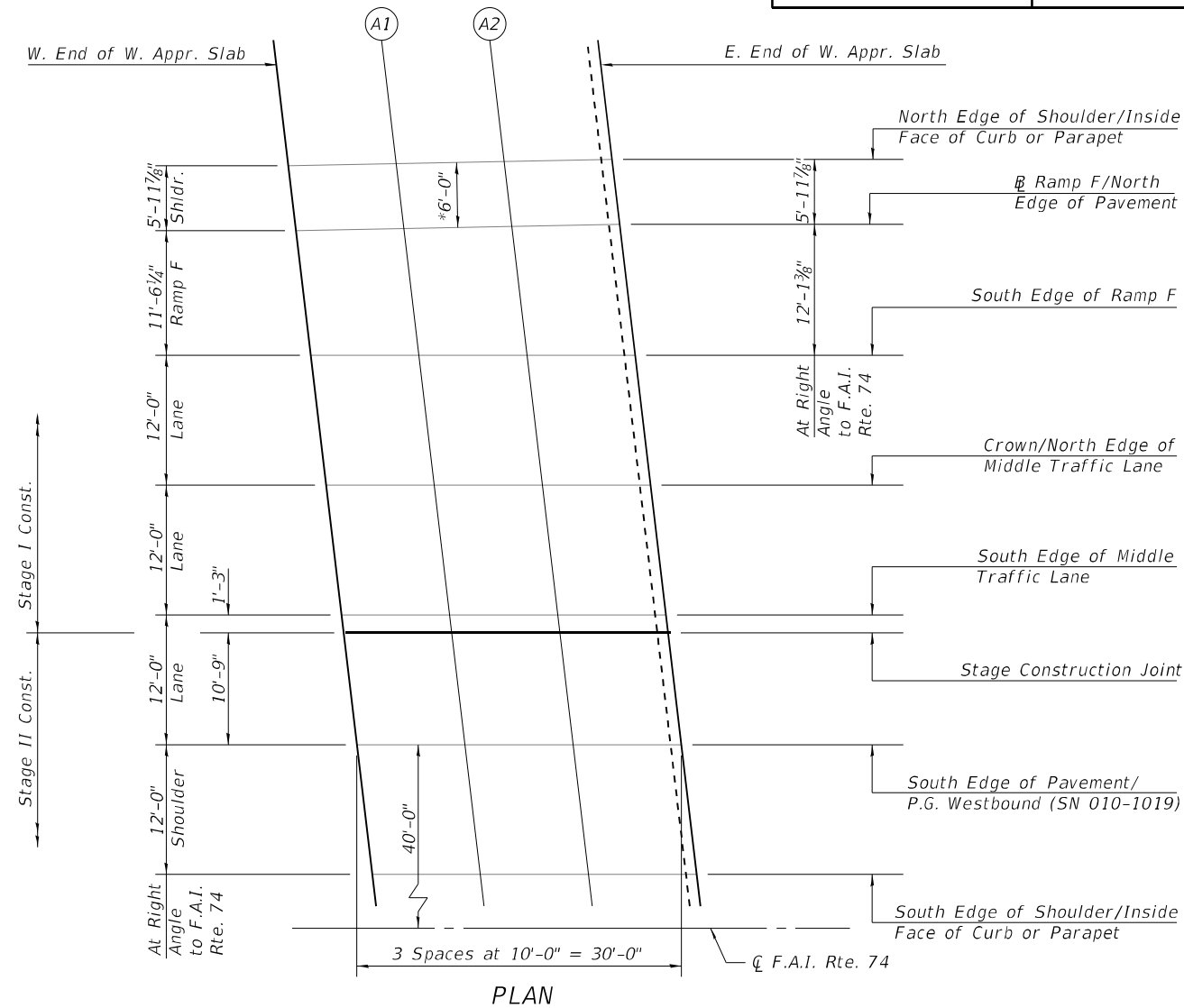
*Perpendicular distance between B Ramp F and North Edge of Shoulder

CROWN/NORTH EDGE OF MIDDLE TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+66.36	-24.00	787.86	787.88
A1	1059+76.36	-24.00	787.87	787.89
A2	1059+86.36	-24.00	787.88	787.90
E. End of W. Appr. Slab	1059+96.36	-24.00	787.89	787.91

SOUTH EDGE OF MIDDLE TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+67.78	-12.00	787.67	787.69
A1	1059+77.78	-12.00	787.68	787.70
A2	1059+87.78	-12.00	787.69	787.71
E. End of W. Appr. Slab	1059+97.78	-12.00	787.70	787.72



STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+67.93	-10.75	787.65	787.67
A1	1059+77.93	-10.75	787.66	787.68
A2	1059+87.93	-10.75	787.67	787.69
E. End of W. Appr. Slab	1059+97.93	-10.75	787.67	787.69

SOUTH EDGE OF PAVEMENT/P.G. WESTBOUND (SN 010-1019)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+69.20	0.00	787.42	787.44
A1	1059+79.20	0.00	787.44	787.46
A2	1059+89.20	0.00	787.44	787.46
E. End of W. Appr. Slab	1059+99.20	0.00	787.45	787.47

SOUTH EDGE OF SHOULDER/INSIDE FACE OF CURB OR PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+70.62	12.00	787.18	787.20
A1	1059+80.62	12.00	787.19	787.21
A2	1059+90.62	12.00	787.20	787.22
E. End of W. Appr. Slab	1060+00.62	12.00	787.20	787.22

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-020-TOS of W. Approach Slab Elevations SN 010-1019 (WB)



BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.
433 NORTH COUNTY STREET
MARIETTA, GA 30067
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USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 010-1019 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	902
CONTRACT NO. 70C01				

SHEET NO. 20 OF 79 SHEETS

ILLINOIS FED. AID PROJECT

NORTH EDGE OF SHOULDER/INSIDE FACE OF CURB OR PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+65.47	-59.56	786.19	786.21
A3	1062+75.44	-59.76	786.10	786.12
A4	1062+85.42	-59.96	786.01	786.03
E. End of E. Appr. Slab	1062+95.40	-60.16	785.92	785.94

RAMP F/NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+66.18	-53.57	786.31	786.33
A3	1062+76.15	-53.77	786.22	786.24
A4	1062+86.13	-53.97	786.13	786.15
E. End of E. Appr. Slab	1062+96.11	-54.17	786.04	786.06

SOUTH EDGE OF RAMP F

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+68.26	-36.00	786.66	786.68
A3	1062+78.26	-36.00	786.57	786.59
A4	1062+88.26	-36.00	786.49	786.51
E. End of E. Appr. Slab	1062+98.26	-36.00	786.40	786.42

Notes:

The Location of stage construction joint for East Approach Slab is different than for the Superstructure and West Approach Slab. Stations and offsets are referenced from C.F.A.I. Rte. 74 and P.G. SN 010-1019 respectively.

*Perpendicular distance between R Ramp F and North Edge of Shoulder

CROWN/NORTH EDGE OF MIDDLE TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+69.68	-24.00	786.83	786.85
A3	1062+79.68	-24.00	786.75	786.77
A4	1062+89.68	-24.00	786.66	786.68
E. End of E. Appr. Slab	1062+99.68	-24.00	786.57	786.59

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+70.89	-13.75	786.66	786.68
A3	1062+80.89	-13.75	786.58	786.60
A4	1062+90.89	-13.75	786.49	786.51
E. End of E. Appr. Slab	1063+00.89	-13.75	786.40	786.42

SOUTH EDGE OF MIDDLE TRAFFIC LANE

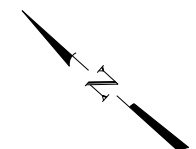
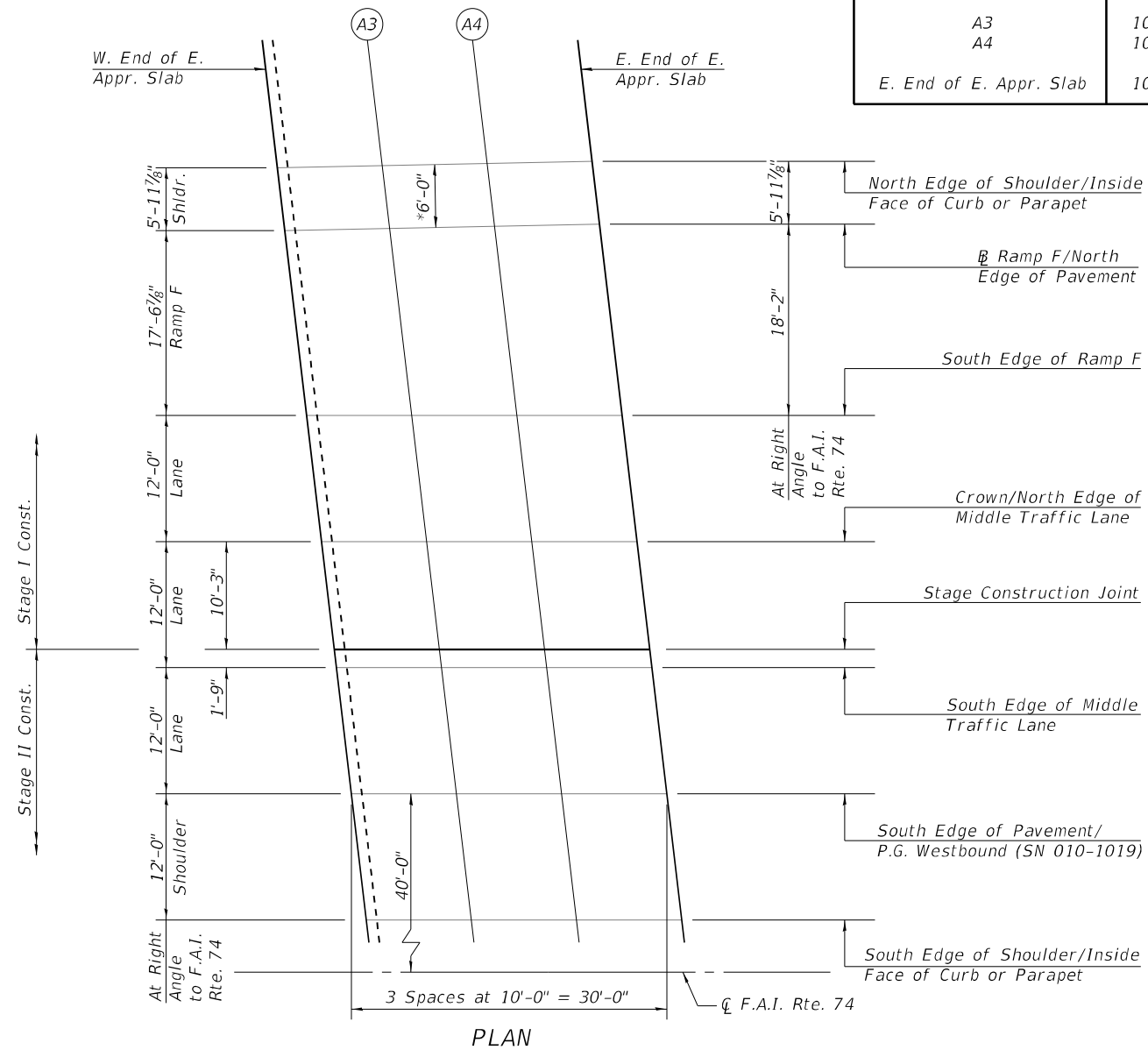
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+71.10	-12.00	786.63	786.65
A3	1062+81.10	-12.00	786.55	786.57
A4	1062+91.10	-12.00	786.46	786.48
E. End of E. Appr. Slab	1063+01.10	-12.00	786.37	786.39

SOUTH EDGE OF PAVEMENT/P.G. WESTBOUND (SN 010-1019)

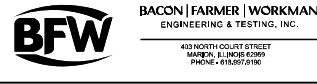
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+72.52	0.00	786.37	786.39
A3	1062+82.52	0.00	786.29	786.31
A4	1062+92.52	0.00	786.20	786.22
E. End of E. Appr. Slab	1063+02.52	0.00	786.11	786.13

SOUTH EDGE OF SHOULDER/INSIDE FACE OF CURB OR PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+73.94	12.00	786.11	786.13
A3	1062+83.94	12.00	786.02	786.04
A4	1062+93.94	12.00	785.94	785.96
E. End of E. Appr. Slab	1063+03.94	12.00	785.84	785.86



MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-021-TOS of E. Approach Slab Elevations SN 010-1019 (WB)



USER NAME =	DESIGNED - FAM	REVISOR -
PLOT SCALE =	CHECKED - GBR	REVISIONS -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISIONS -
	CHECKED - GBR	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 010-1019 (WB)**

SHEET NO. 21 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	903
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER/INSIDE FACE OF CURB OR PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+74.88	-12.00	787.18	787.20
A1	1059+84.88	-12.00	787.19	787.21
A2	1059+94.88	-12.00	787.20	787.22
E. End of W. Appr. Slab	1060+04.88	-12.00	787.20	787.22

NORTH EDGE OF PAVEMENT/P.G. EASTBOUND (SN 010-1018)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+76.30	0.00	787.43	787.45
A1	1059+86.30	0.00	787.44	787.46
A2	1059+96.30	0.00	787.45	787.47
E. End of W. Appr. Slab	1060+06.30	0.00	787.45	787.47

NORTH EDGE OF MIDDLE TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+77.72	12.00	787.68	787.70
A1	1059+87.72	12.00	787.69	787.71
A2	1059+97.72	12.00	787.70	787.72
E. End of W. Appr. Slab	1060+07.72	12.00	787.70	787.72

Note:
Stations and offsets are referenced from \bar{C} F.A.I. Rte. 74 and P.G. SN 010-1018 respectively.

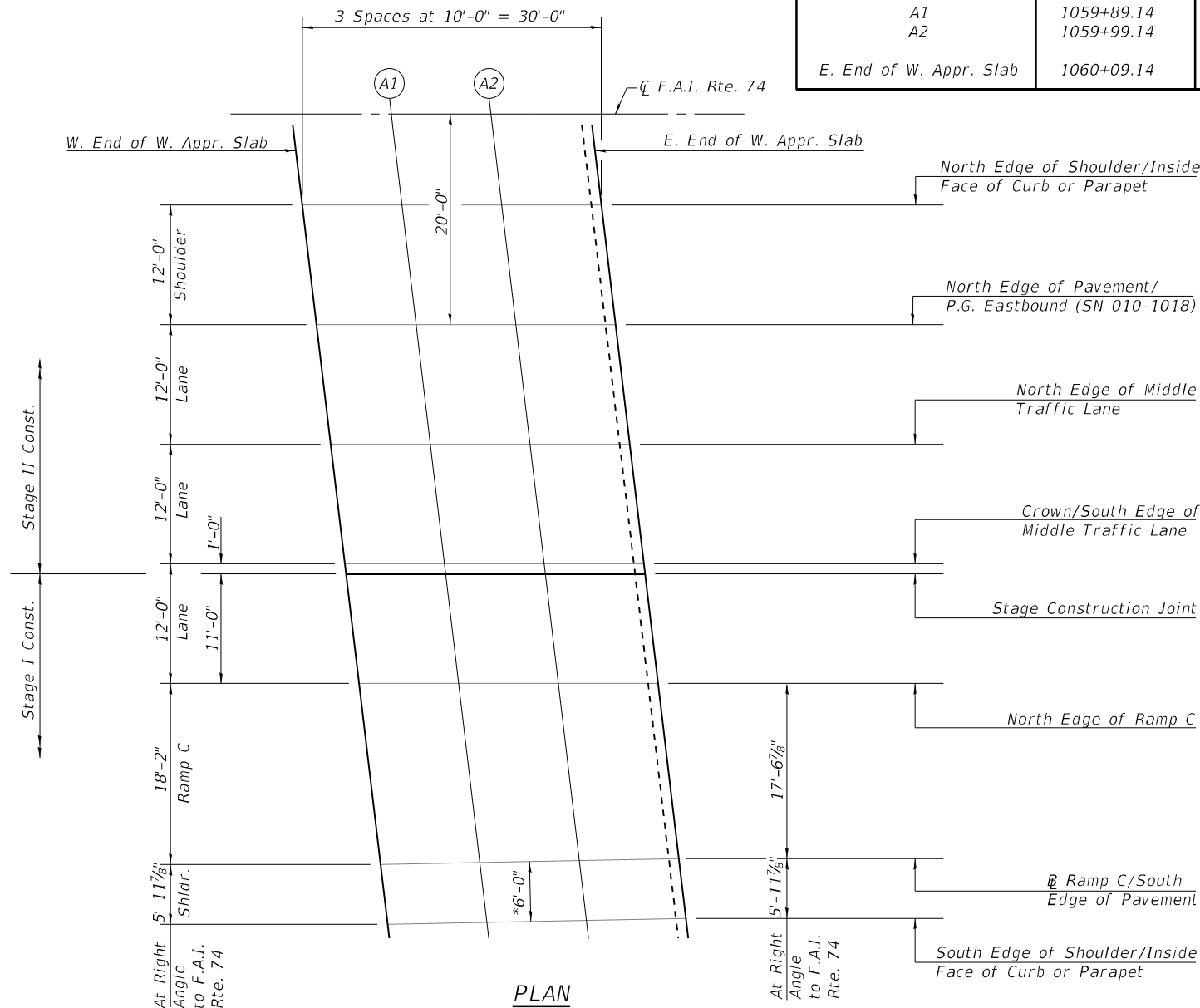
*Perpendicular distance between \bar{B} Ramp C and South Edge of Shoulder

CROWN/SOUTH EDGE OF MIDDLE TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+79.14	24.00	787.87	787.89
A1	1059+89.14	24.00	787.88	787.90
A2	1059+99.14	24.00	787.89	787.91
E. End of W. Appr. Slab	1060+09.14	24.00	787.89	787.91

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+79.26	25.00	787.86	787.88
A1	1059+89.26	25.00	787.87	787.89
A2	1059+99.26	25.00	787.87	787.89
E. End of W. Appr. Slab	1060+09.26	25.00	787.87	787.89



NORTH EDGE OF RAMP C

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+80.57	36.00	787.69	787.71
A1	1059+90.57	36.00	787.70	787.72
A2	1060+00.57	36.00	787.70	787.72
E. End of W. Appr. Slab	1060+10.57	36.00	787.70	787.72

\bar{B} RAMP C/SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+82.72	54.17	787.31	787.33
A1	1059+92.69	53.97	787.32	787.34
A2	1060+02.67	53.77	787.33	787.35
E. End of W. Appr. Slab	1060+12.65	53.57	787.34	787.36

SOUTH EDGE OF SHOULDER/INSIDE FACE OF CURB OR PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1059+83.43	60.16	787.19	787.21
A1	1059+93.40	59.96	787.20	787.22
A2	1060+03.38	59.76	787.21	787.23
E. End of W. Appr. Slab	1060+13.36	59.56	787.21	787.23

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-022-TOS of W. Approach Slab Elevations SN 010-1018 (EB)



USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 010-1018 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	904
CONTRACT NO. 70C01				

SHEET NO. 22 OF 79 SHEETS

ILLINOIS FED. AID PROJECT

NORTH EDGE OF SHOULDER/INSIDE FACE OF CURB OR PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+78.20	-12.00	786.07	786.09
A3	1062+88.20	-12.00	785.99	786.01
A4	1062+98.20	-12.00	785.90	785.92
E. End of E. Appr. Slab	1063+08.20	-12.00	785.80	785.82

NORTH EDGE OF PAVEMENT/P.G. EASTBOUND (SN 010-1018)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+79.62	0.00	786.31	786.33
A3	1062+89.62	0.00	786.22	786.24
A4	1062+99.62	0.00	786.13	786.15
E. End of E. Appr. Slab	1063+09.62	0.00	786.04	786.06

NORTH EDGE OF MIDDLE TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+81.05	12.00	786.55	786.57
A3	1062+91.05	12.00	786.46	786.48
A4	1063+01.05	12.00	786.37	786.39
E. End of E. Appr. Slab	1063+11.05	12.00	786.28	786.30

CROWN/SOUTH EDGE OF MIDDLE TRAFFIC LANE

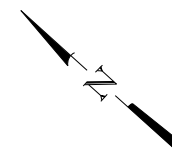
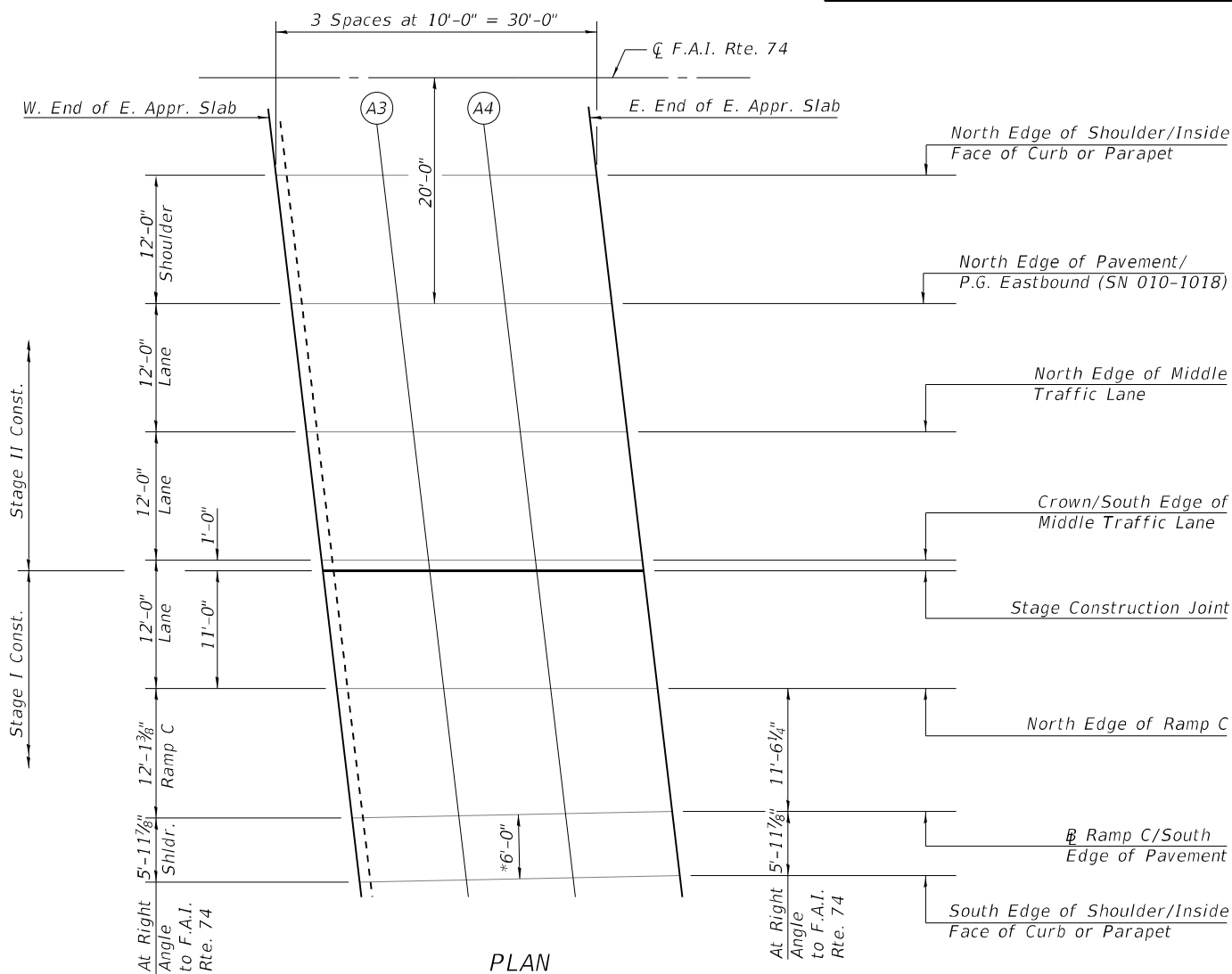
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+82.47	24.00	786.72	786.74
A3	1062+92.47	24.00	786.64	786.66
A4	1063+02.47	24.00	786.55	786.57
E. End of E. Appr. Slab	1063+12.47	24.00	786.45	786.47

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+82.58	25.00	786.71	786.73
A3	1062+92.58	25.00	786.62	786.64
A4	1063+02.58	25.00	786.53	786.55
E. End of E. Appr. Slab	1063+12.58	25.00	786.43	786.45

Note:
Stations and offsets are referenced from \bar{C} F.A.I. Rte. 74 and P.G. SN 010-1018 respectively.

*Perpendicular distance between \bar{B} Ramp C and South Edge of Shoulder



NORTH EDGE OF RAMP C

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+83.89	36.00	786.52	786.54
A3	1062+93.89	36.00	786.44	786.46
A4	1063+03.89	36.00	786.34	786.36
E. End of E. Appr. Slab	1063+13.89	36.00	786.25	786.27

\bar{B} RAMP C/SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+85.32	48.12	786.26	786.28
A3	1062+95.30	47.92	786.17	786.19
A4	1063+05.28	47.72	786.09	786.11
E. End of E. Appr. Slab	1063+15.25	47.52	786.00	786.02

SOUTH EDGE OF SHOULDER/INSIDE FACE OF CURB OR PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1062+86.03	54.10	786.13	786.15
A3	1062+96.01	53.91	786.04	786.06
A4	1063+05.98	53.71	785.96	785.98
E. End of E. Appr. Slab	1063+15.96	53.51	785.86	785.88

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-023-TOS of E. Approach Slab Elevations SN 010-1018 (EB)



BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.
433 NORTH COUNTY STREET
MARIETTA, IL 60159-2500
PHONE: 618-292-1200

USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 010-1018 (EB)

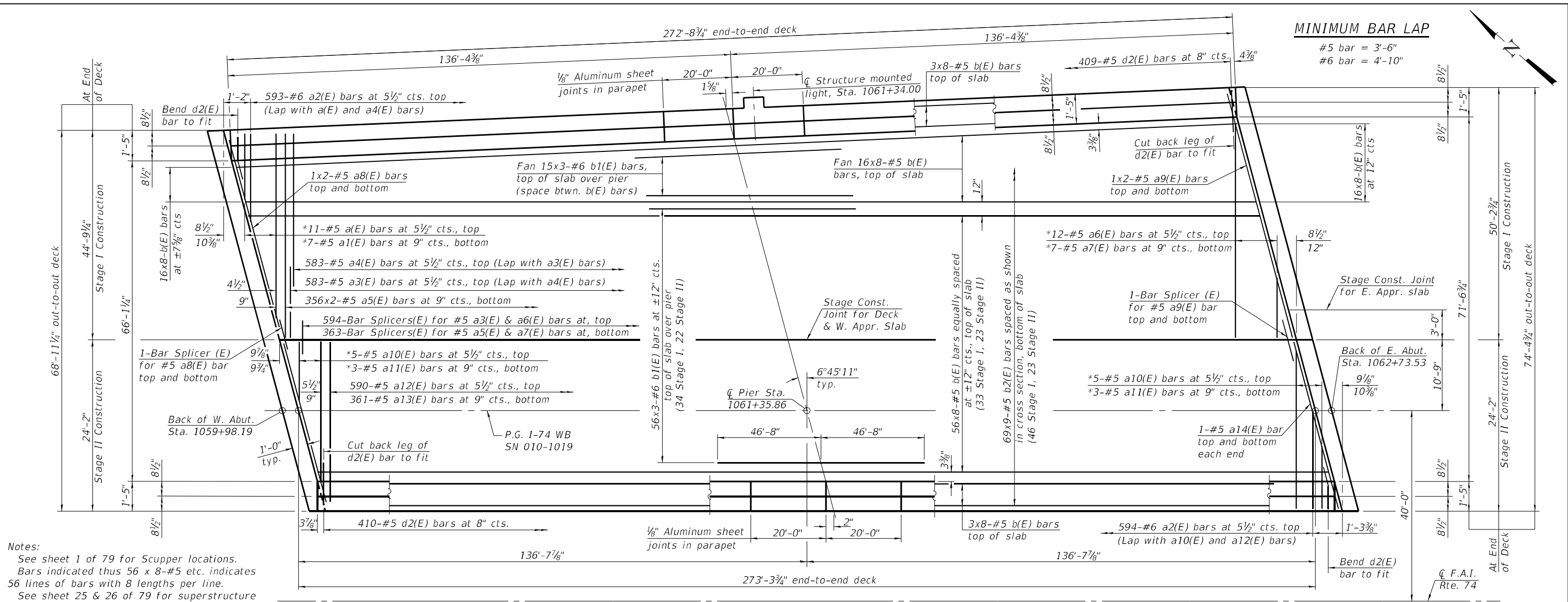
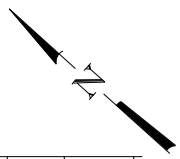
SHEET NO. 23 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	905
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT

MINIMUM BAR LAP

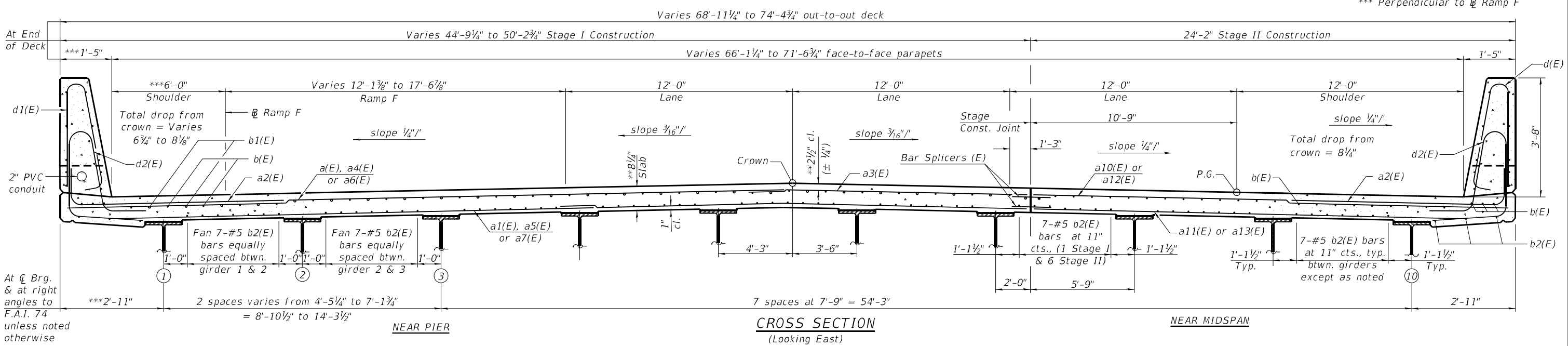
#5 bar = 3'-6"
#6 bar = 4'-10"



Notes:
See sheet 1 of 79 for Scupper locations.
Bars indicated thus 56 x 8-#5 etc. indicates 56 lines of bars with 8 lengths per line.
See sheet 25 & 26 of 79 for superstructure details and Bill of Material.
See sheet 74 of 79 for Bar Splicer Detail.

* See Field Cutting Diagrams on sheet 26 of 79.
** Prior to Grinding
*** Perpendicular to \perp Ramp F

PLAN



CROSS SECTION

(Looking East)

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-024-Superstructure SN 010-1019 (WB)



USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

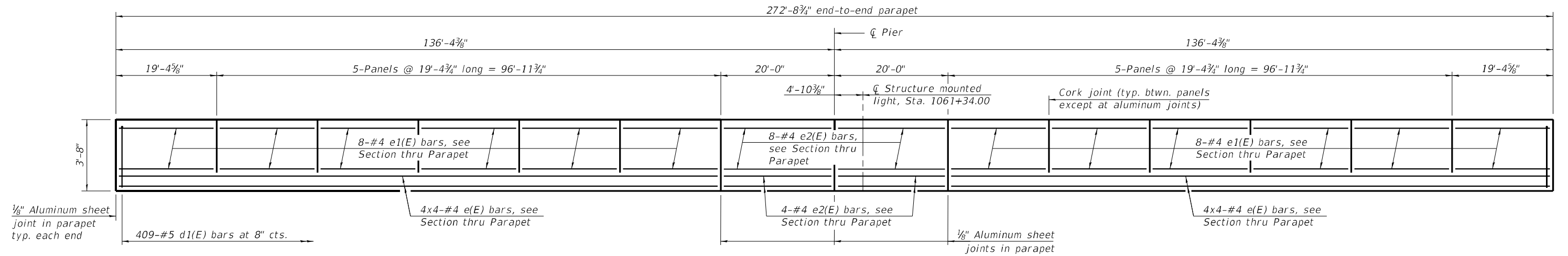
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE
STRUCTURE NO. 010-1019 (WB)**

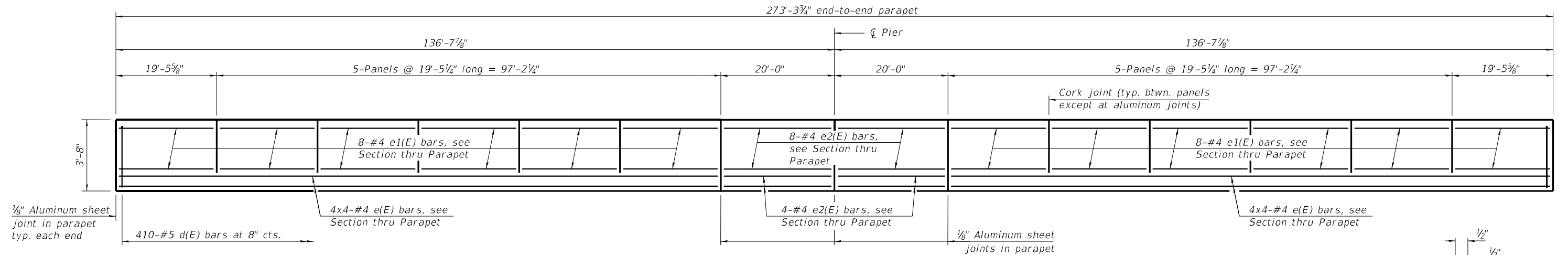
SHEET NO. 24 OF 79 SHEETS

F.A.I. RTE. 57	SECTION 10-(33.34,5,14)R & (10-34)B	COUNTY CHAMPAIGN	TOTAL SHEETS 1182	SHEET NO. 906
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT

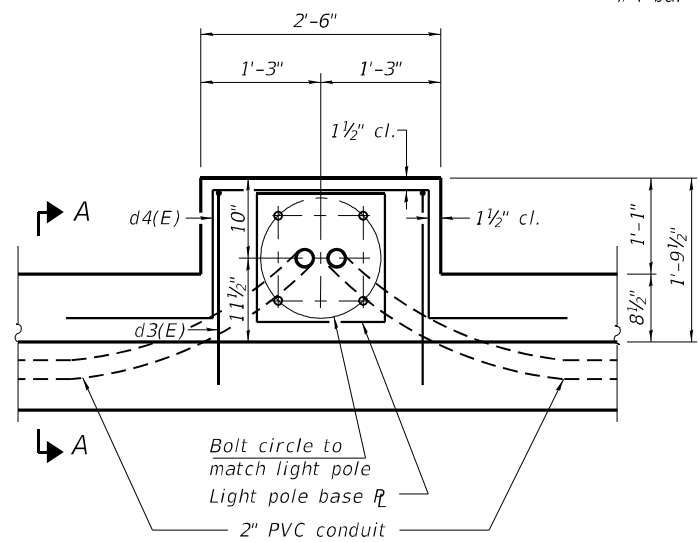


INSIDE ELEVATION OF NORTH PARAPET

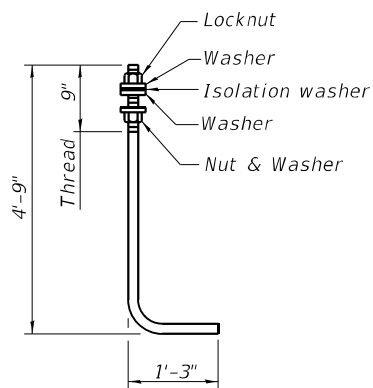


INSIDE ELEVATION OF SOUTH PARAPET

MINIMUM BAR LAP
#4 bar = 2'-5"



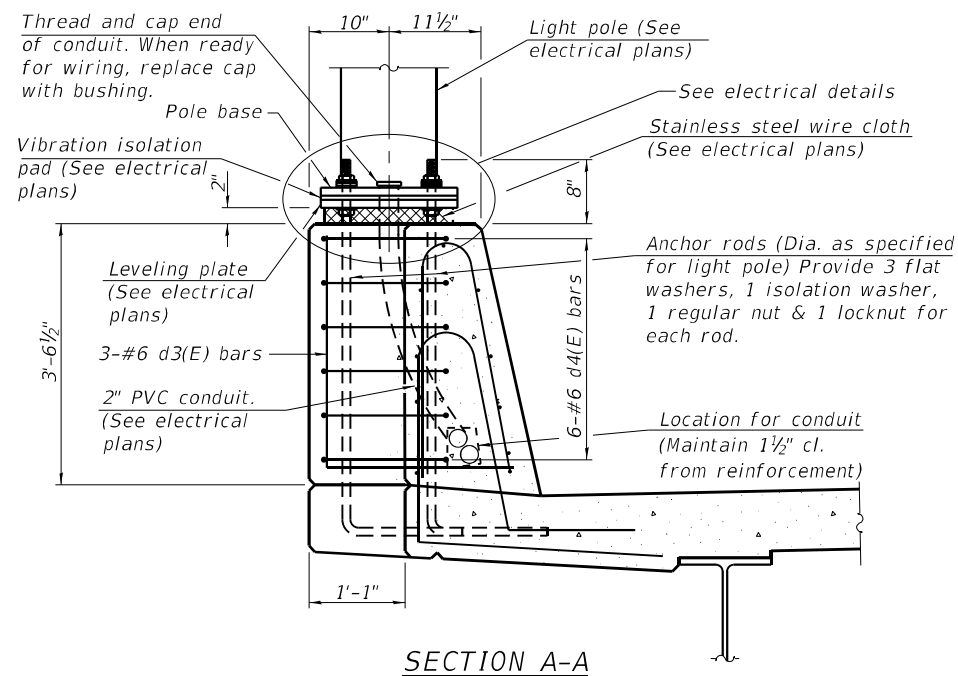
PLAN - LIGHT POLE MOUNTED ON NORTH PARAPET



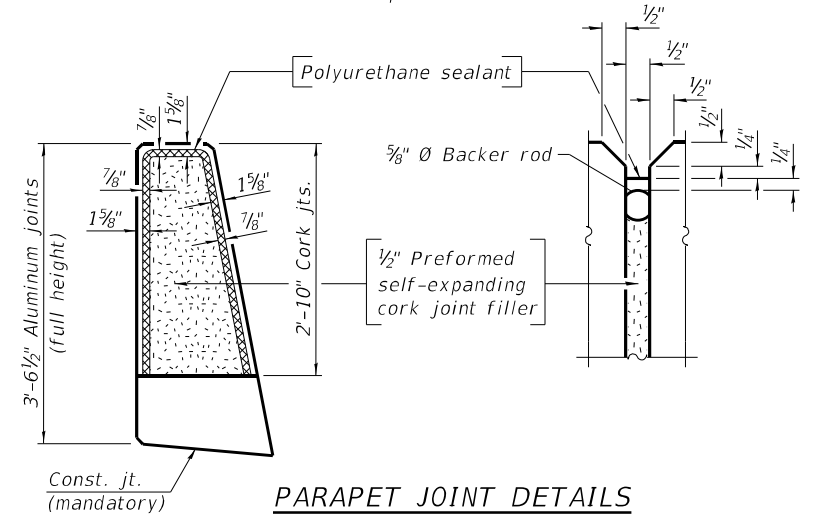
ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.

Note: Cost of anchor rods is included with Concrete Superstructure.



SECTION A-A



PARAPET JOINT DETAILS

Notes:
The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure. The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Bars indicated thus 4 x 4-#4 etc. indicates 4 line of bars with 4 lengths per line. See sheet 26 of 79 for Section Thru Parapets.

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-025-Superstructure Details SN 010-1019 (WB)



USER NAME =	DESIGNED - FAM	REVISIONS -
PLOT SCALE =	CHECKED - GBR	REVISIONS -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISIONS -
	CHECKED - GBR	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 010-1019 (WB)**

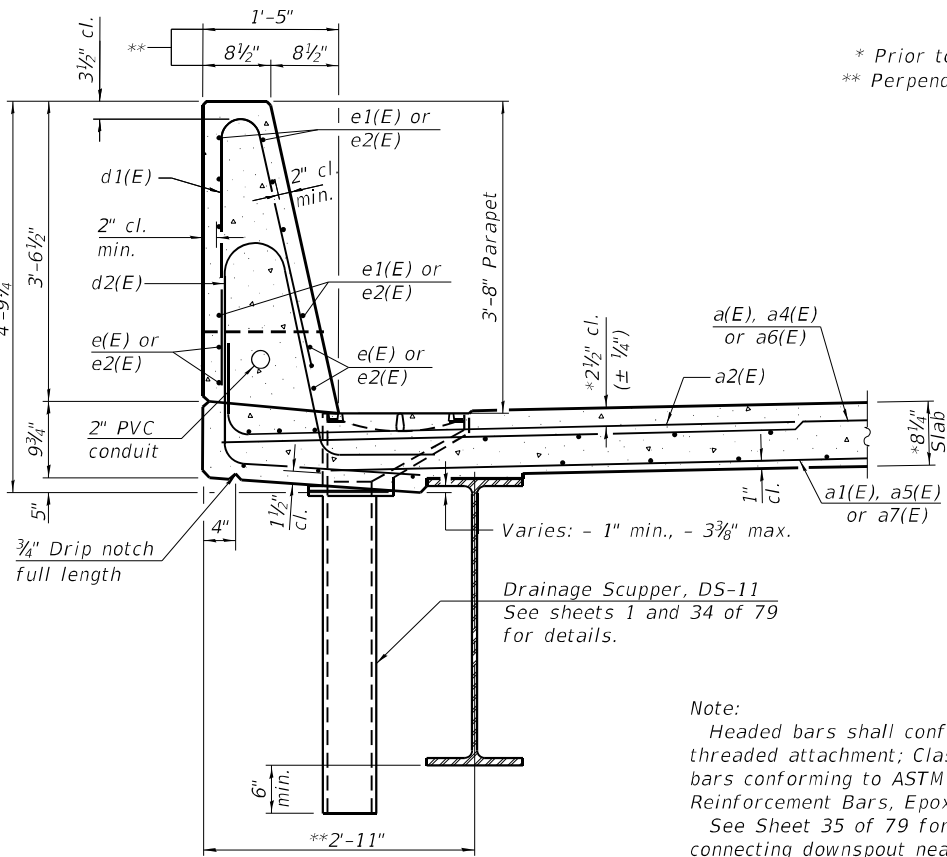
SHEET NO. 25 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	907
CONTRACT NO. 70C01				

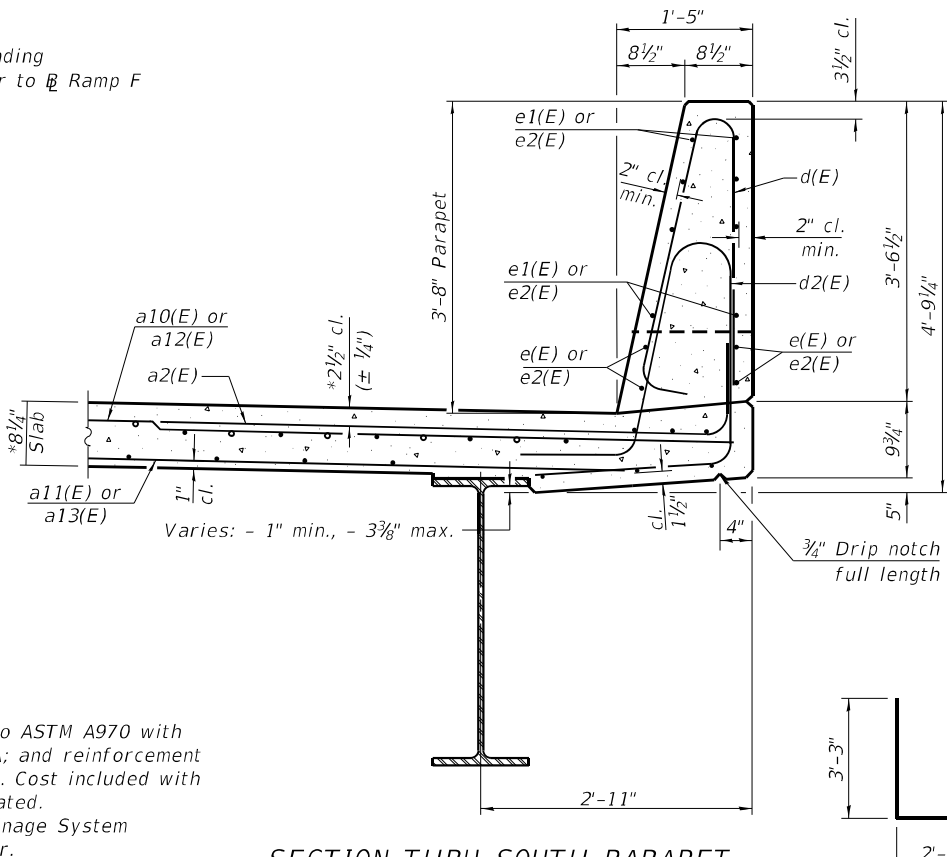
ILLINOIS FED. AID PROJECT

SUPERSTRUCTURE BILL OF MATERIAL FOR SN 010-1019

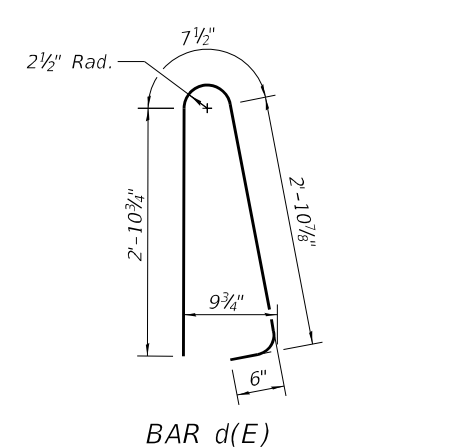
Bar	No.	Size	Length	Shape
a(E)	6	#5	47'-7"	—
a1(E)	4	#5	48'-10"	—
a2(E)	1187	#6	8'-4"	—
a3(E)	583	#5	15'-3"	—
a4(E)	583	#5	38'-2"	—
a5(E)	712	#5	26'-6"	—
a6(E)	6	#5	51'-6"	—
a7(E)	4	#5	51'-10"	—
a8(E)	4	#5	24'-2"	—
a9(E)	4	#5	26'-10"	—
a10(E)	5	#5	26'-2"	—
a11(E)	3	#5	23'-4"	—
a12(E)	590	#5	23'-10"	—
a13(E)	361	#5	23'-6"	—
a14(E)	4	#5	23'-8"	—
a15(E)	16	#5	1'-6"	—
b(E)	624	#5	37'-3"	—
b1(E)	213	#6	34'-8"	—
b2(E)	621	#5	33'-6"	—
d(E)	410	#5	7'-0"	—
d1(E)	409	#5	7'-0"	—
d2(E)	819	#5	7'-9"	—
d3(E)	3	#6	5'-3"	—
d4(E)	6	#6	8'-11"	—
e(E)	64	#4	30'-11"	—
e1(E)	192	#4	19'-1"	—
e2(E)	48	#4	19'-8"	—
m10(E)	10	#6	24'-9"	—
m11(E)	10	#6	27'-7"	—
m12(E)	8	#6	4'-1"	—
m13(E)	8	#6	6'-9"	—
m14(E)	48	#6	7'-5"	—
m15(E)	8	#6	2'-10"	—
m16(E)	16	#6	2'-7"	—
m17(E)	10	#6	24'-0"	—
m18(E)	8	#6	4'-7"	—
s10(E)	114	#5	8'-8"	—
s11(E)	114	#5	13'-10"	—
Reinforcement Bars, Epoxy Coated		Lbs.	170,900	
Concrete Superstructure		Cu. Yds.	691.1	



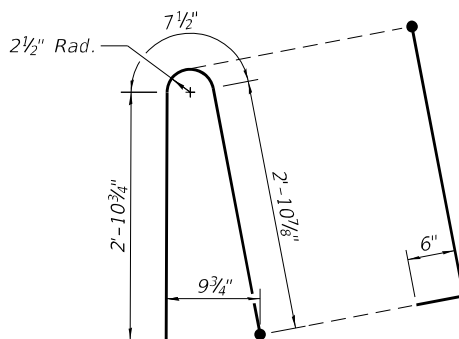
SECTION THRU NORTH PARAPET
(Looking East)



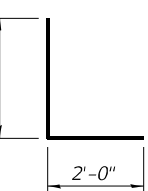
SECTION THRU SOUTH PARAPET
(Looking East)



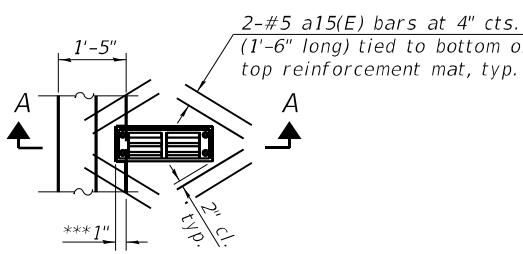
BAR d(E)



BAR d1(E)

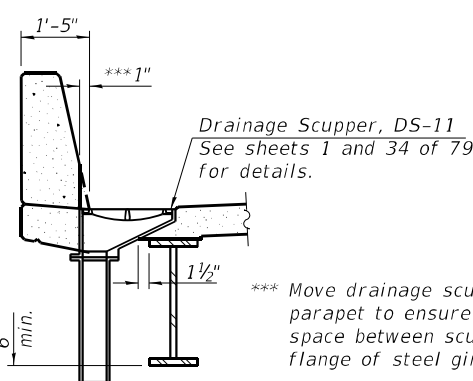


BAR d3(E)

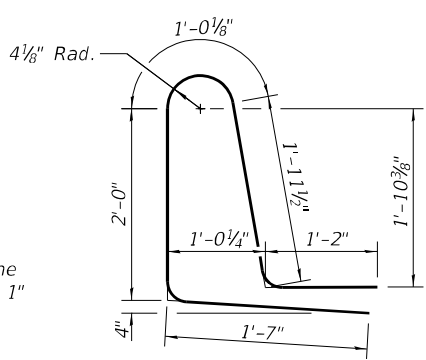


PLAN

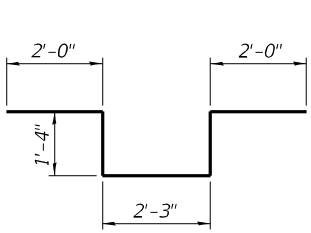
Note:
Cut longitudinal reinforcement to clear drainage scuppers.
Bend d1(E) and d2(E) bars near scupper location to clear drainage scuppers.



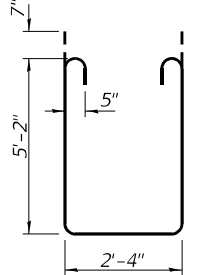
SECTION A-A



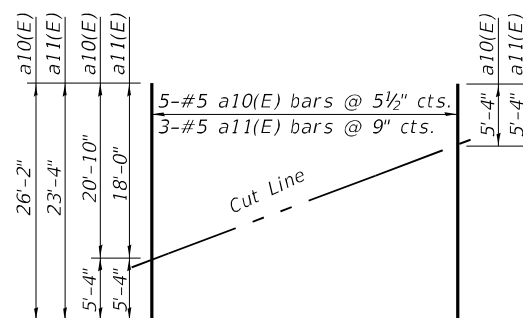
BAR d2(E)



BAR d4(E)

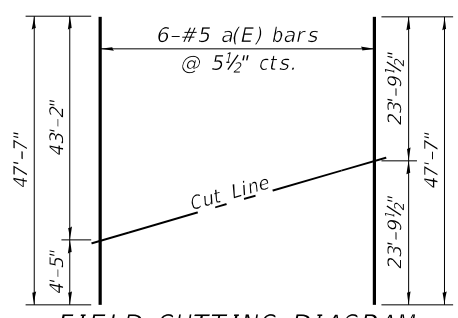


BAR s11(E)



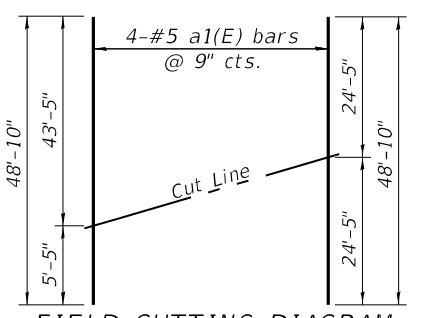
FIELD CUTTING DIAGRAM FOR a10(E) & a11(E)

Order a10(E) and a11(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



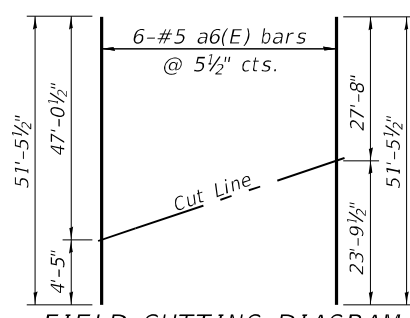
FIELD CUTTING DIAGRAM FOR a(E)

Order 6 a(E) bars full length. Cut as shown to obtain 12 bars. Use 11 bars as shown on Sheet 24 of 79 and discard remaining bar with length 23'-9 1/2 inch.



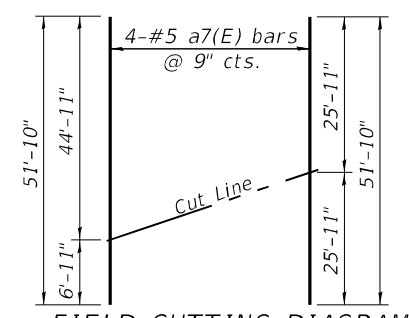
FIELD CUTTING DIAGRAM FOR a1(E)

Order 4 a1(E) bars full length. Cut as shown to obtain 8 bars. Use 7 bars as shown on Sheet 24 of 79 and discard remaining bar with length 24'-5 inch.



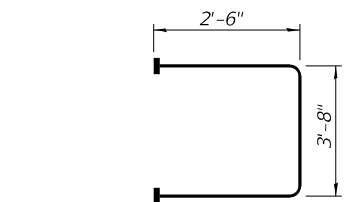
FIELD CUTTING DIAGRAM FOR a6(E)

Order 6 a6(E) bars full length. Cut as shown to obtain 12 bars. Use 12 bars as shown on Sheet 24 of 79.

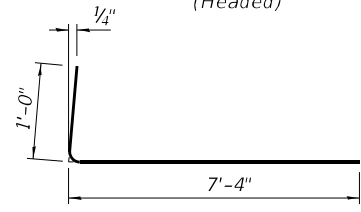


FIELD CUTTING DIAGRAM FOR a7(E)

Order 4 a7(E) bars full length. Cut as shown to obtain 8 bars. Use 7 bars as shown on Sheet 24 of 79 and discard remaining bar with length 25'-11 inch.



BAR s10(E)
(Headed)



BAR a2(E)

MODEL: Default
FILE NAME: 0101018 & 0101019-70C0-026-Superstructure Details SN 010-1019 (WB)
1/21/2022 9:21:33 AM



USER NAME =	DESIGNED - FAM	REvised -
PLOT SCALE =	CHECKED - GBR	REvised -
PLOT DATE = 1/21/2022	DRAWN - FAM	REvised -
	CHECKED - GBR	REvised -

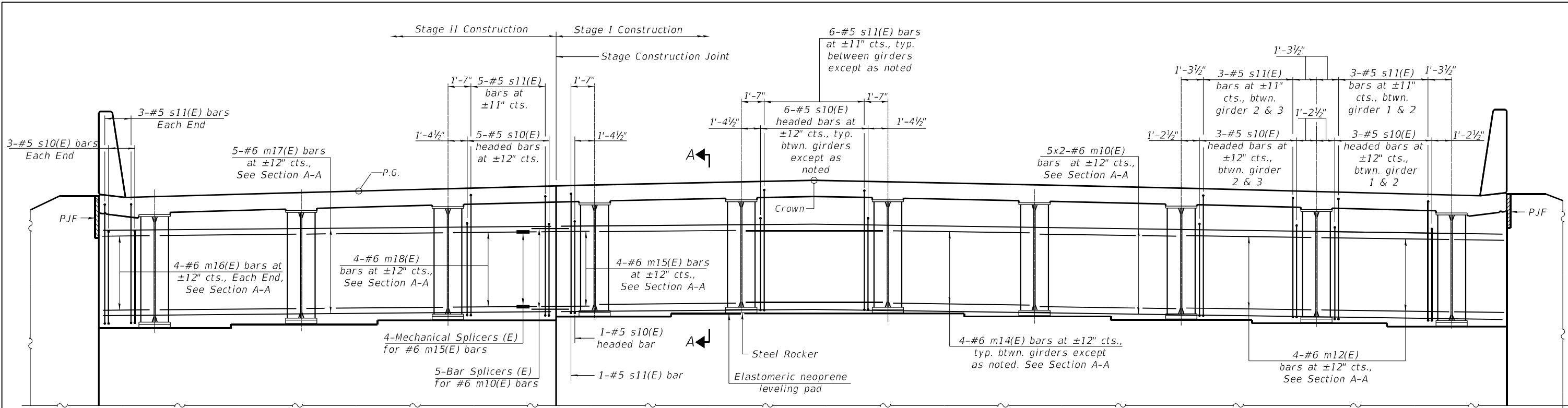
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 010-1019 (WB)**

SHEET NO. 26 OF 79 SHEETS

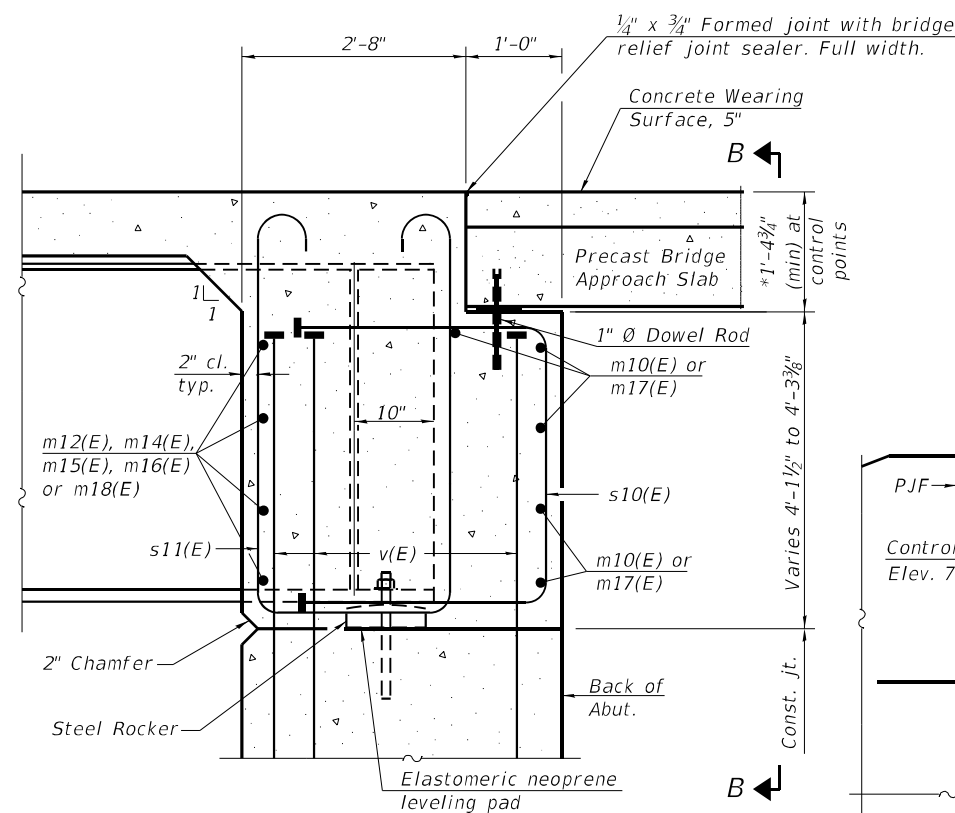
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	908
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT

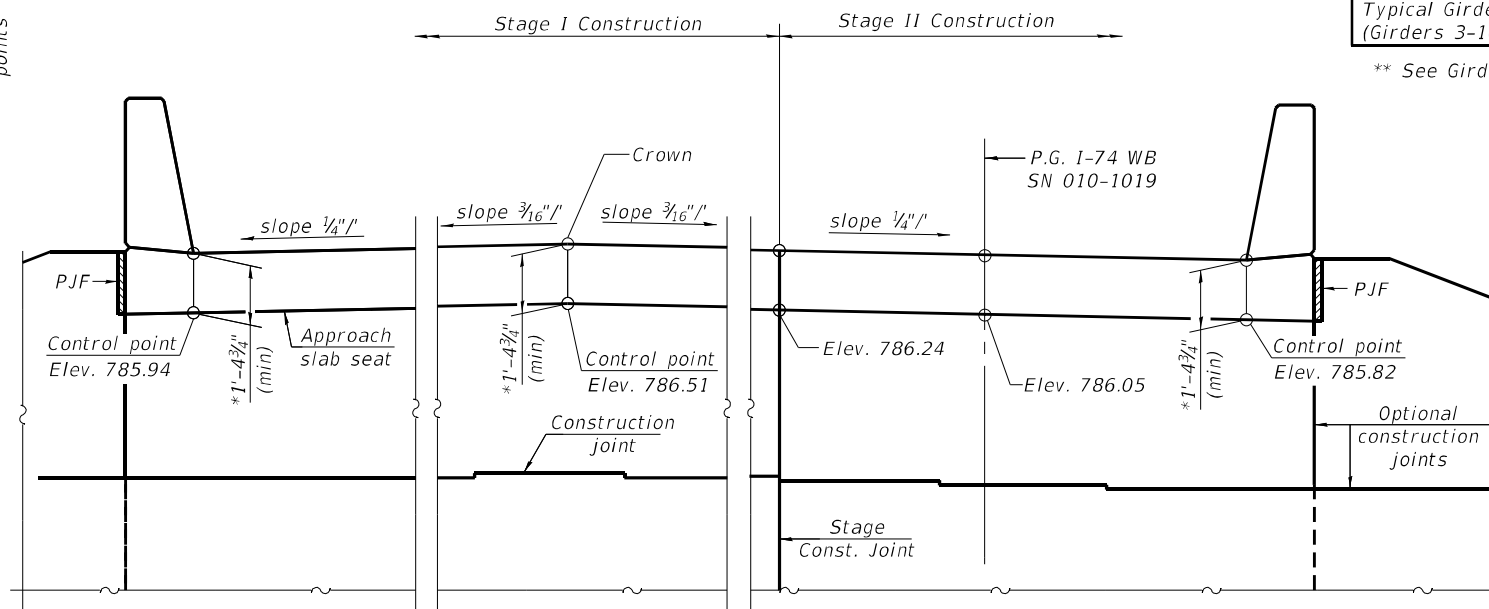


DIAPHRAGM AT WEST ABUTMENT
(Looking West)

Notes:
 See sheet 25 & 26 of 79 for superstructure details and Bill of Material.
 See sheet 37 of 79 for P.J.F. details.
 See sheet 74 of 79 for Bar Splicer and Mechanical Splicer details.
 The s10(E) and s11(E) bars shall be placed parallel to the beams.
 Spacing for these bars shall be at right angles to the beams.
 The approach slab seat shall have a constant slope determined from the control points shown.
 The location of stage construction joint on the East Approach Slab is different than the joints on the Superstructure and West Approach Slab.



SECTION A-A
(at Rt. L's)



VIEW B-B

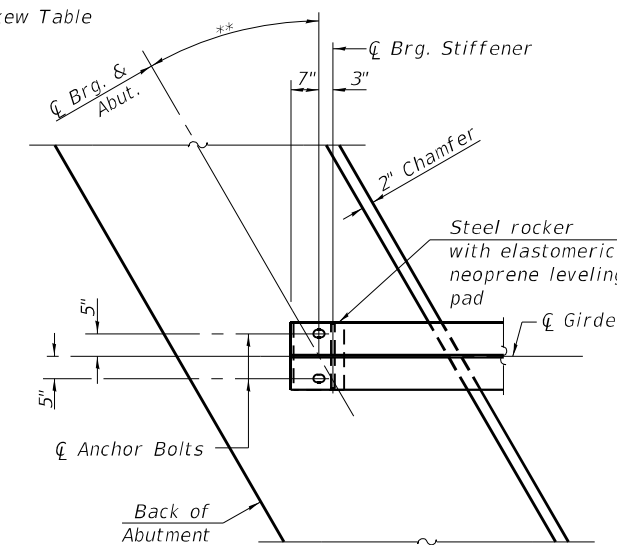
**** GIRDER SKEW TABLE**

Girder No.	Skew Angle
Girder 1	5°36'26"
Girder 2	6°10'51"
Typical Girder (Girders 3-10)	6°45'11"

** See Girder Skew Table

MINIMUM BAR LAP

#6 bar = 4'-10"



PLAN AT ABUTMENT
(Showing bottom flange of girder)

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-027-Diaphragm_Details SN 010-1019 (WB)



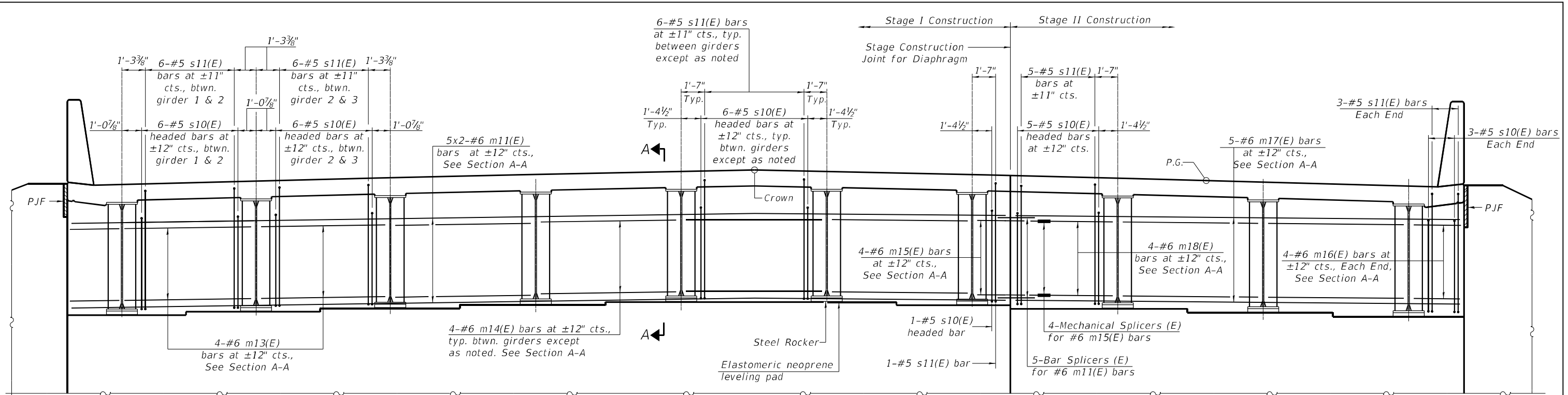
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PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST DIAPHRAGM DETAILS
STRUCTURE NO. 010-1019 (WB)**

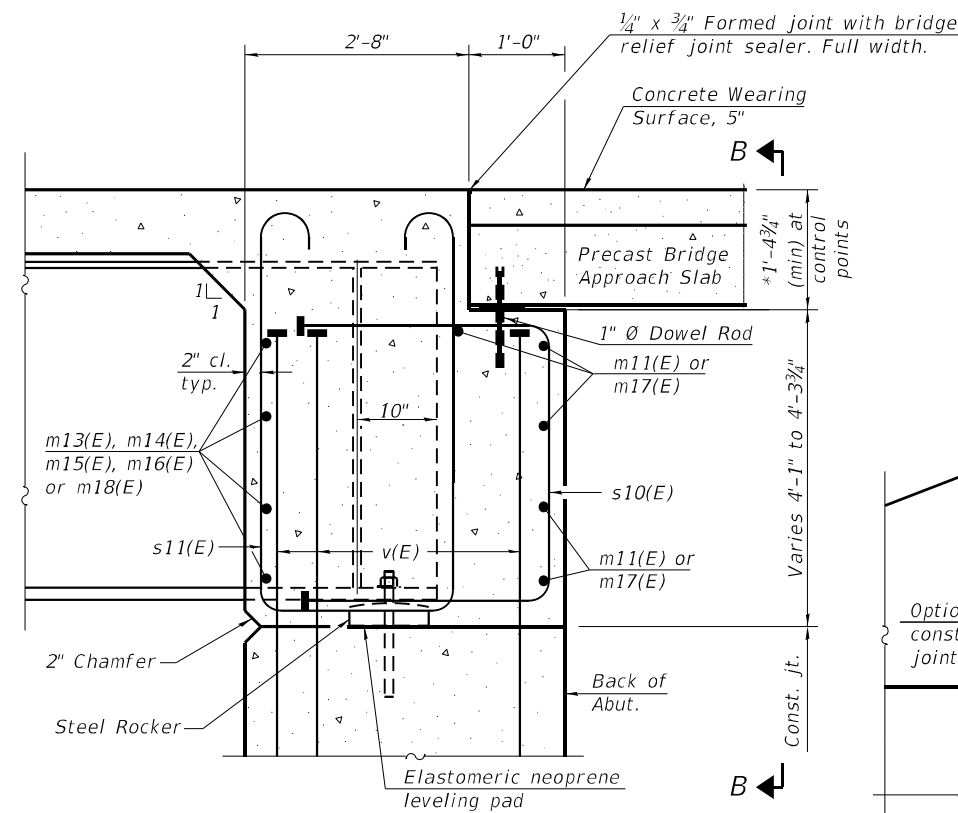
SHEET NO. 27 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	909
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				

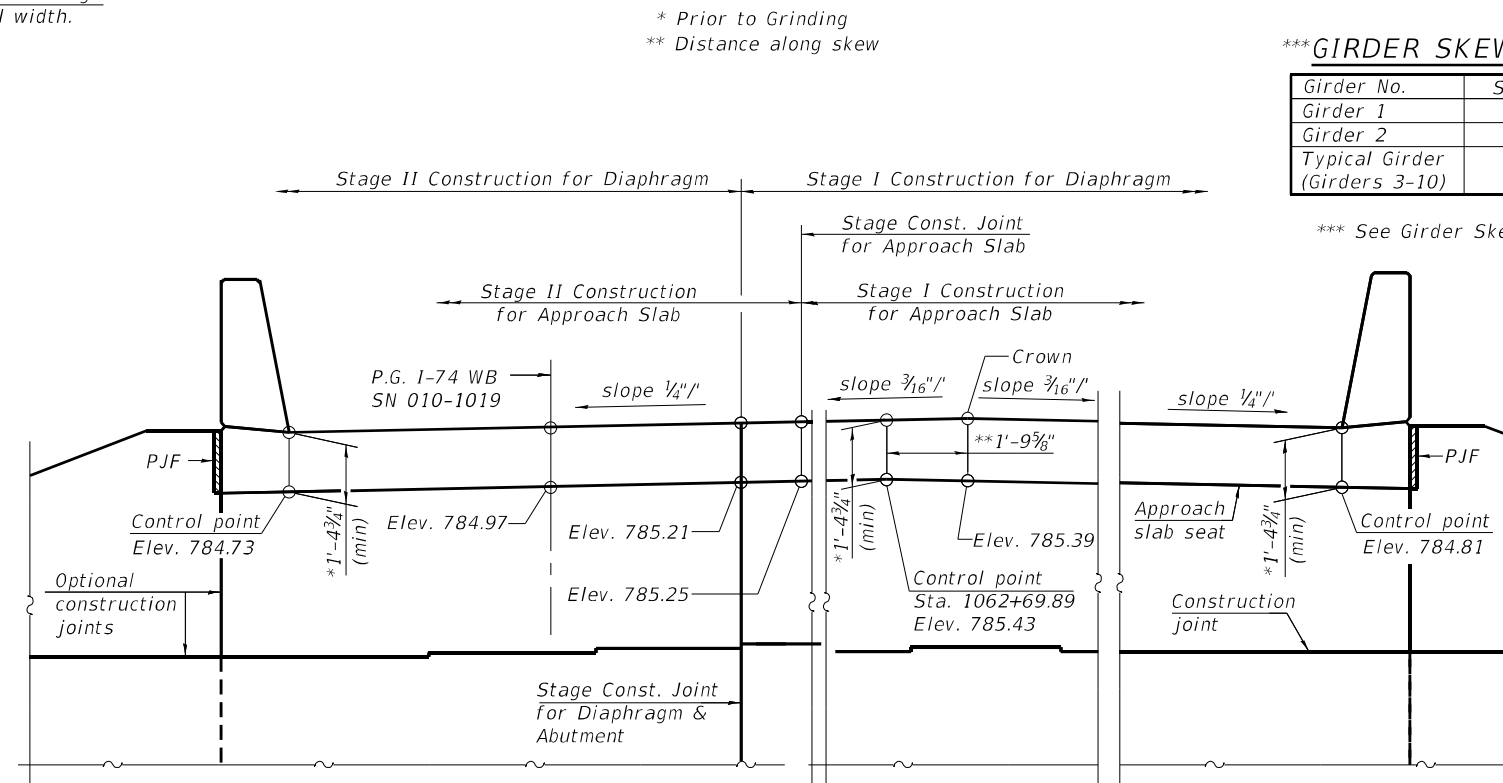


DIAPHRAGM AT EAST ABUTMENT
(Looking East)

Notes:
 See sheet 25 & 26 of 79 for superstructure details and Bill of Material.
 See sheet 41 of 79 for P.J.F. details.
 See sheet 74 of 79 for Bar Splicer and Mechanical Splicer details.
 The s10(E) and s11(E) bars shall be placed parallel to the beams.
 Spacing for these bars shall be at right angles to the beams.
 The approach slab seat shall have a constant slope determined from the control points shown.
 The location of stage construction joint on the East Approach Slab is different than the joints on the Superstructure and West Approach Slab.



SECTION A-A
(at Rt. L's)



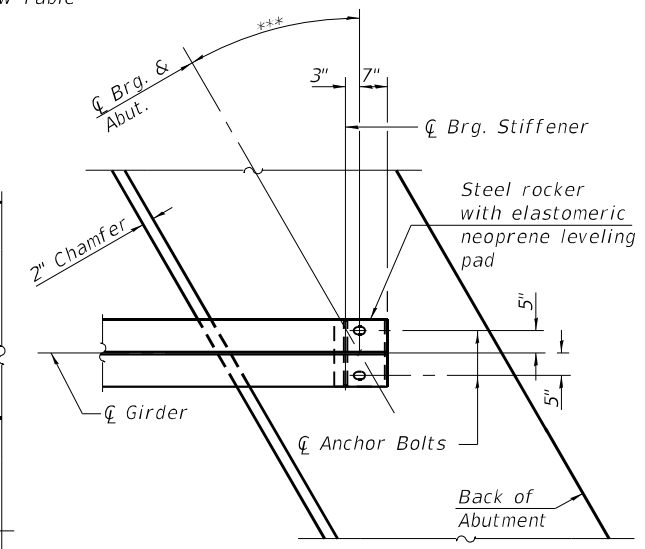
VIEW B-B

***** GIRDER SKEW TABLE**

Girder No.	Skew Angle
Girder 1	5°36'26"
Girder 2	6°10'51"
Typical Girder (Girders 3-10)	6°45'11"

*** See Girder Skew Table

MINIMUM BAR LAP
#6 bar = 4'-10"



PLAN AT ABUTMENT
(Showing bottom flange of girder)

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-028-Diaphragm_Details SN 010-1019 (WB)



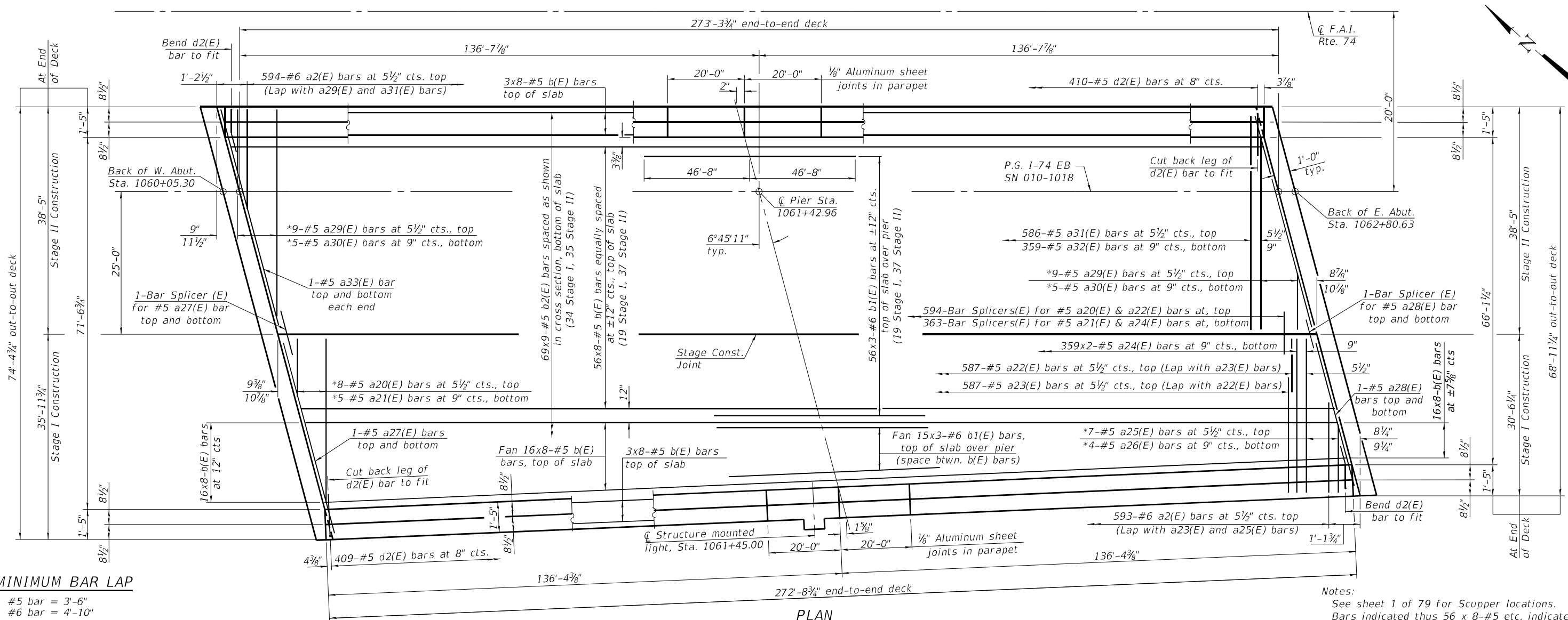
USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST DIAPHRAGM DETAILS
STRUCTURE NO. 010-1019 (WB)

SHEET NO. 28 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	910
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				

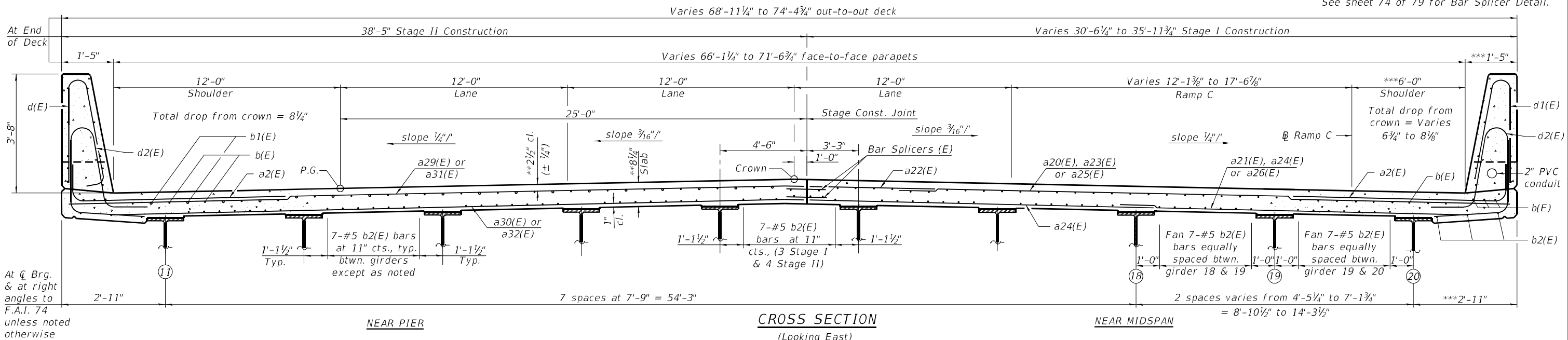


MINIMUM BAR LAP

#5 bar = 3'-6"
#6 bar = 4'-10"

* See Field Cutting Diagrams on sheet 31 of 79.
** Prior to Grinding
*** Perpendicular to Ramp C

Notes:
See sheet 1 of 79 for Scupper locations.
Bars indicated thus 56 x 8-#5 etc. indicates 56 lines of bars with 8 lengths per line.
See sheet 30 & 31 of 79 for superstructure details and Bill of Material.
See sheet 74 of 79 for Bar Splicer Detail.



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE
STRUCTURE NO. 010-1018 (EB)**

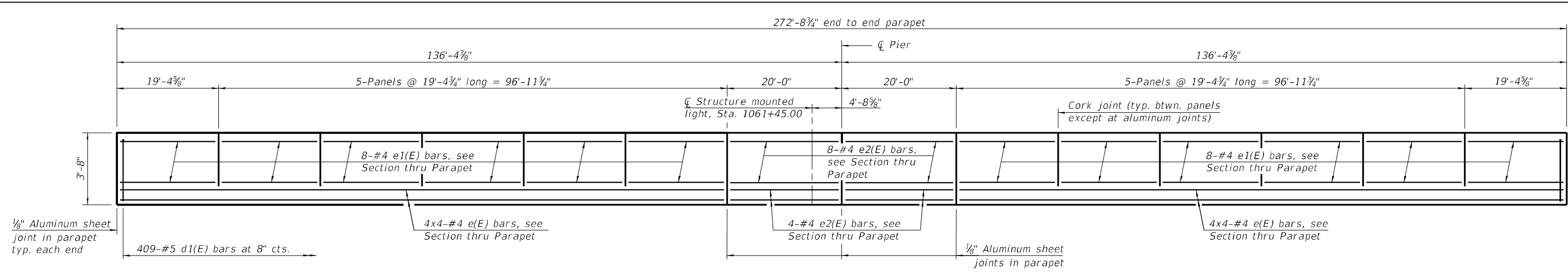
USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	911
CONTRACT NO. 70C01				

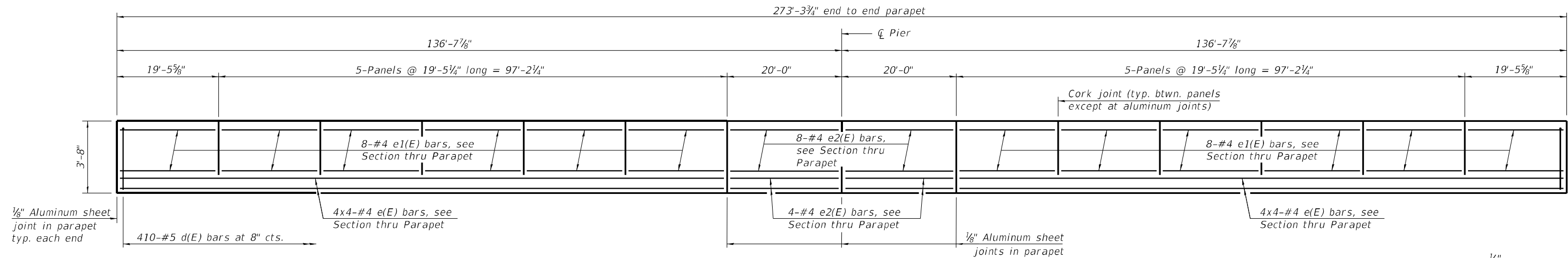
SHEET NO. 29 OF 79 SHEETS

ILLINOIS FED. AID PROJECT

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-029-Superstructure SN 010-1018 (EB)
1/21/2022 9:22:48 AM

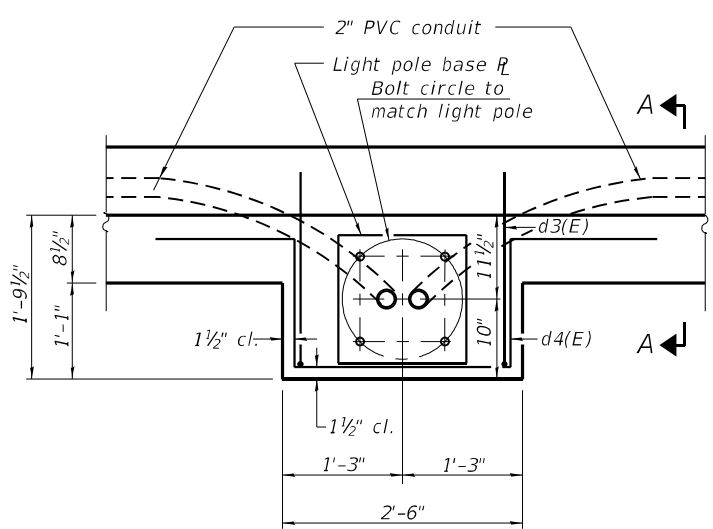


INSIDE ELEVATION OF SOUTH PARAPET

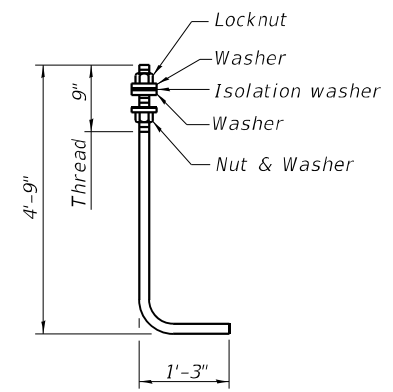


INSIDE ELEVATION OF NORTH PARAPET

MINIMUM BAR LAP
#4 bar = 2'-5"



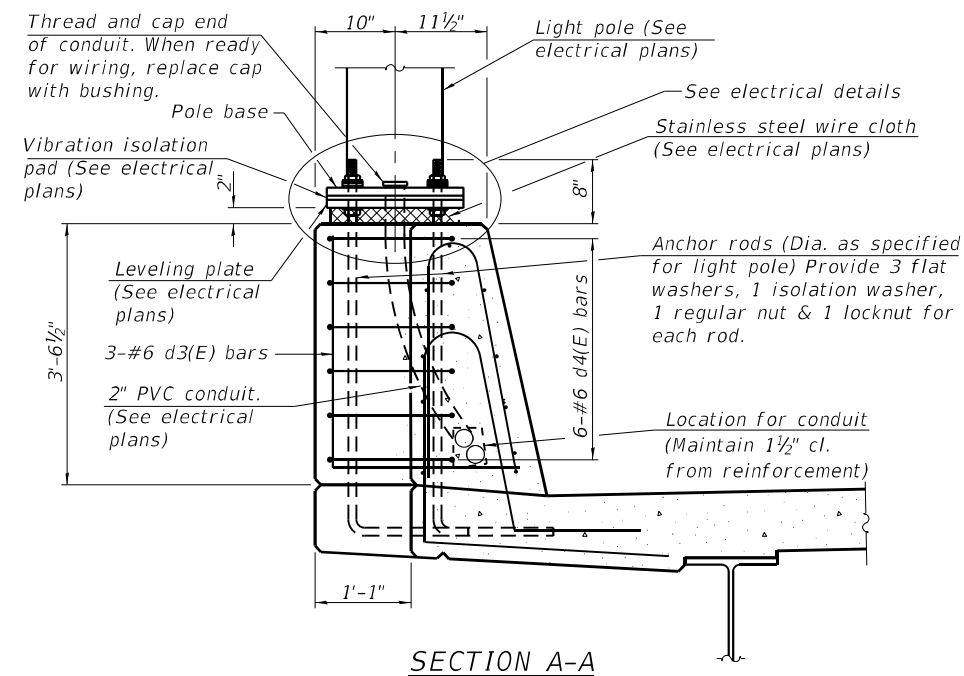
PLAN - LIGHT POLE MOUNTED ON SOUTH PARAPET



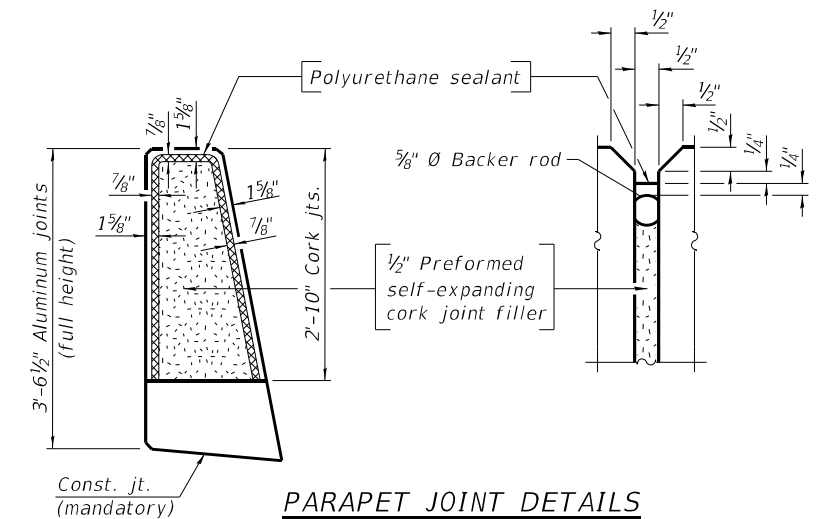
ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.

Note:
Cost of anchor rods is included with Concrete Superstructure.



SECTION A-A



PARAPET JOINT DETAILS

Notes:
The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure. The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Bars indicated thus 4 x 4-#4 etc. indicates 4 line of bars with 4 lengths per line. See sheet 31 of 79 for Section Thru Parapets.

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-030-Superstructure Details SN 010-1018 (EB)



USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 010-1018 (EB)

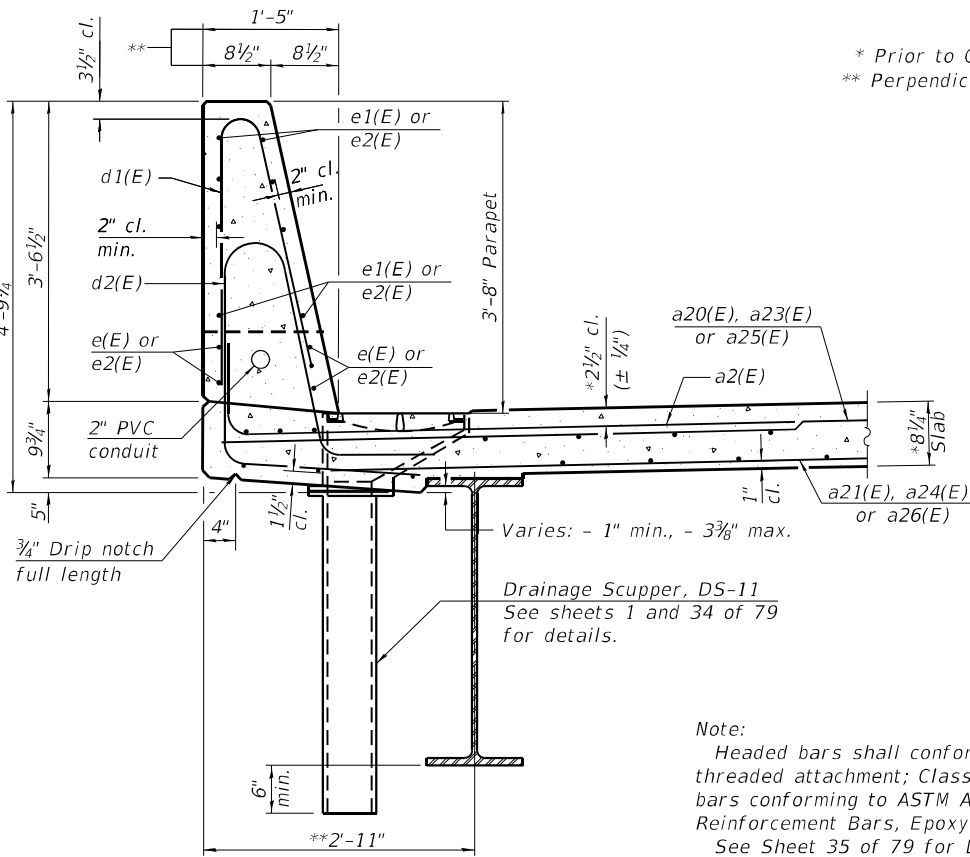
SHEET NO. 30 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	912
CONTRACT NO. 70C01				

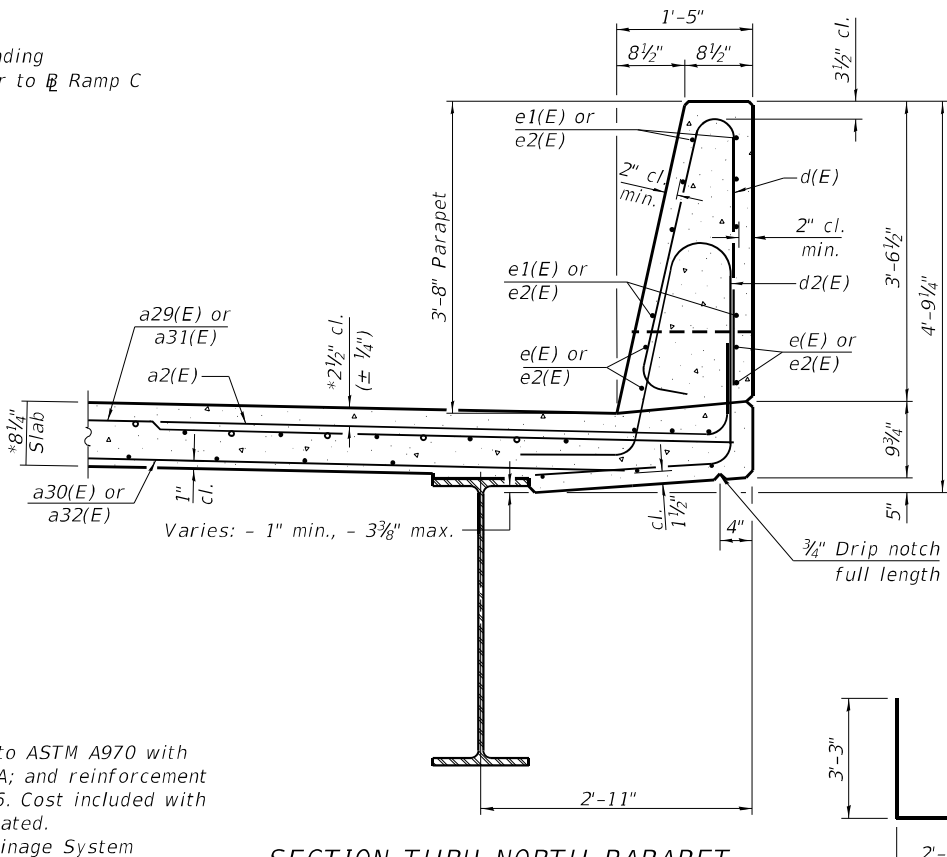
ILLINOIS FED. AID PROJECT

SUPERSTRUCTURE BILL OF MATERIAL FOR SN 010-1018

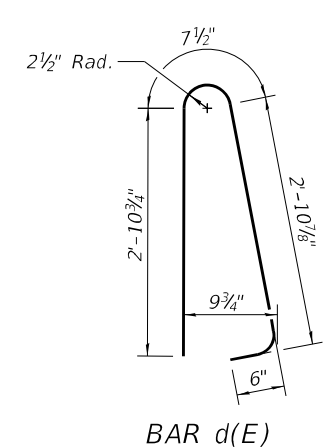
Bar	No.	Size	Length	Shape
a2(E)	1187	#6	8'-4"	┌
a15(E)	16	#5	1'-6"	—
a20(E)	4	#5	37'-4"	—
a21(E)	3	#5	37'-8"	—
a22(E)	587	#5	8'-9"	—
a23(E)	587	#5	30'-5"	—
a24(E)	718	#5	19'-5"	—
a25(E)	4	#5	31'-9"	—
a26(E)	2	#5	28'-2"	—
a27(E)	2	#5	35'-7"	—
a28(E)	2	#5	30'-1"	—
a29(E)	9	#5	40'-5"	—
a30(E)	5	#5	37'-8"	—
a31(E)	586	#5	38'-1"	—
a32(E)	359	#5	37'-9"	—
a33(E)	4	#5	38'-0"	—
b(E)	624	#5	37'-3"	—
b1(E)	213	#6	34'-8"	—
b2(E)	621	#5	33'-6"	—
d(E)	410	#5	7'-0"	┌
d1(E)	409	#5	7'-0"	┌
d2(E)	819	#5	7'-9"	┌
d3(E)	3	#6	5'-3"	┌
d4(E)	6	#6	8'-11"	┌
e(E)	64	#4	30'-11"	—
e1(E)	192	#4	19'-1"	—
e2(E)	48	#4	19'-8"	—
m12(E)	8	#6	4'-1"	—
m13(E)	8	#6	6'-9"	—
m14(E)	48	#6	7'-5"	—
m16(E)	16	#6	2'-7"	—
m19(E)	5	#6	35'-11"	—
m20(E)	8	#6	4'-1"	—
m21(E)	5	#6	30'-5"	—
m22(E)	8	#6	3'-4"	—
m23(E)	10	#6	38'-4"	—
s10(E)	114	#5	8'-8"	┌
s11(E)	114	#5	13'-10"	┌
Reinforcement Bars, Epoxy Coated		Lbs.	170,860	
Concrete Superstructure		Cu. Yds.	691.0	



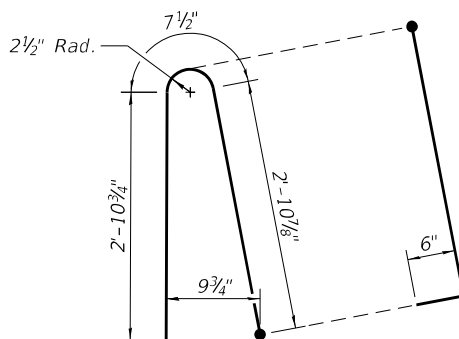
SECTION THRU SOUTH PARAPET
(Looking West)



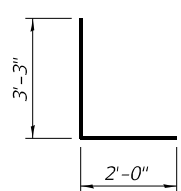
SECTION THRU NORTH PARAPET
(Looking West)



BAR d(E)

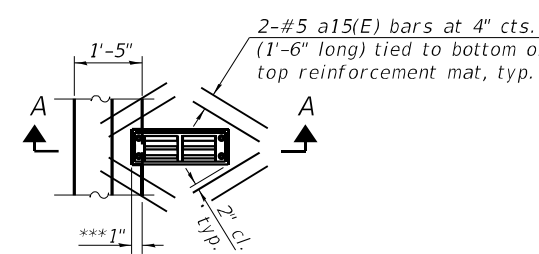


BAR d1(E)



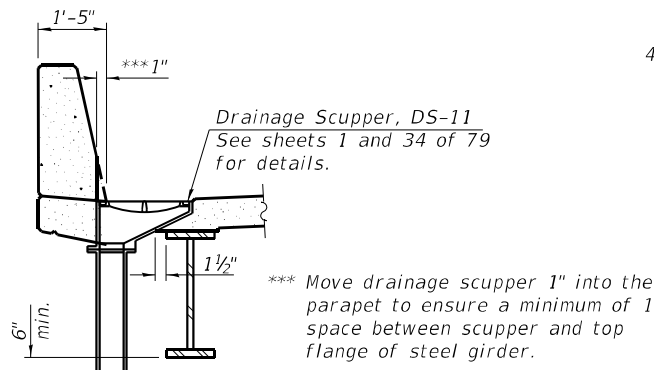
BAR d3(E)

Note:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
See Sheet 35 of 79 for Drainage System connecting downspout near Pier.

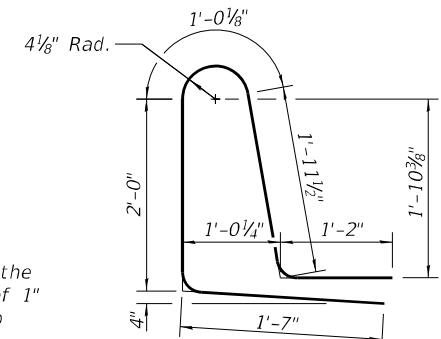


PLAN

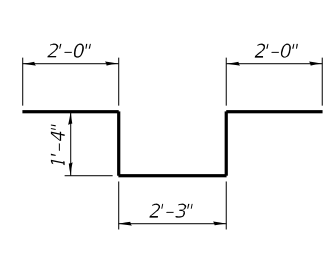
Note:
Cut longitudinal reinforcement to clear drainage scuppers.
Bend d1(E) and d2(E) bars near scupper location to clear drainage scuppers.



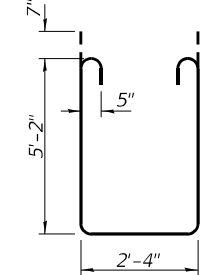
SECTION A-A



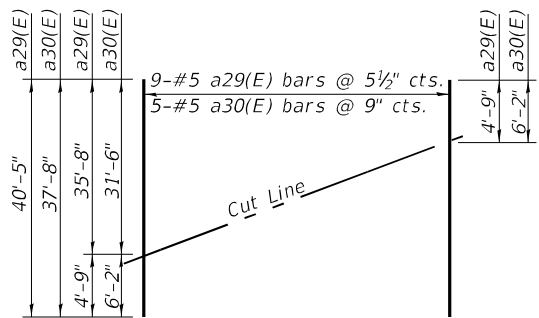
BAR d2(E)



BAR d4(E)

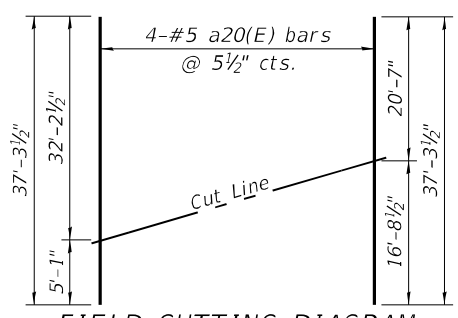


BAR s11(E)



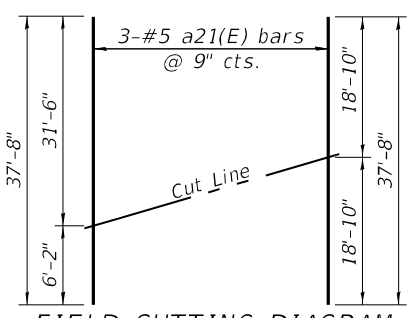
FIELD CUTTING DIAGRAM FOR a29(E) & a30(E)

Order a29(E) and a30(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



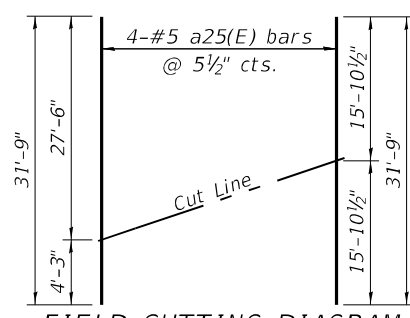
FIELD CUTTING DIAGRAM FOR a20(E)

Order 4 a20(E) bars full length. Cut as shown to obtain 8 bars. Use 8 bars as shown on Sheet 29 of 79.



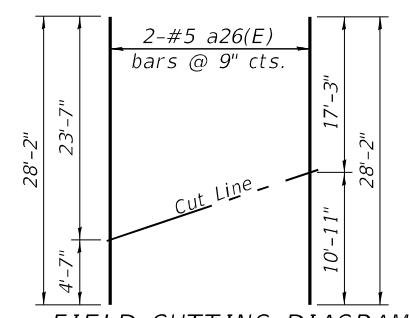
FIELD CUTTING DIAGRAM FOR a21(E)

Order 3 a21(E) bars full length. Cut as shown to obtain 6 bars. Use 5 bars as shown on Sheet 29 of 79 and discard remaining bar with length 18'-10".



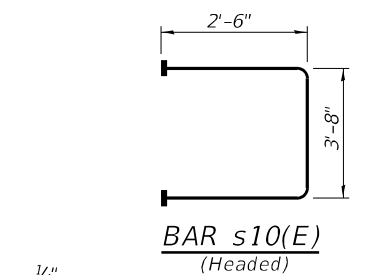
FIELD CUTTING DIAGRAM FOR a25(E)

Order 4 a25(E) bars full length. Cut as shown to obtain 8 bars. Use 7 bars as shown on Sheet 29 of 79 and discard remaining bar with length 15'-10 1/2".

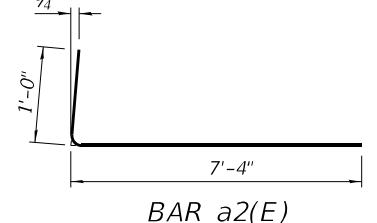


FIELD CUTTING DIAGRAM FOR a26(E)

Order 2 a26(E) bars full length. Cut as shown to obtain 4 bars. Use 4 bars as shown on Sheet 29 of 79.



BAR s10(E) (Headed)



BAR a2(E)

MODEL: Default
FILE NAME: 0101018 & 0101019-70C0-031-Superstructure Details SN 010-1018 (EB)
1/21/2022 9:23:36 AM



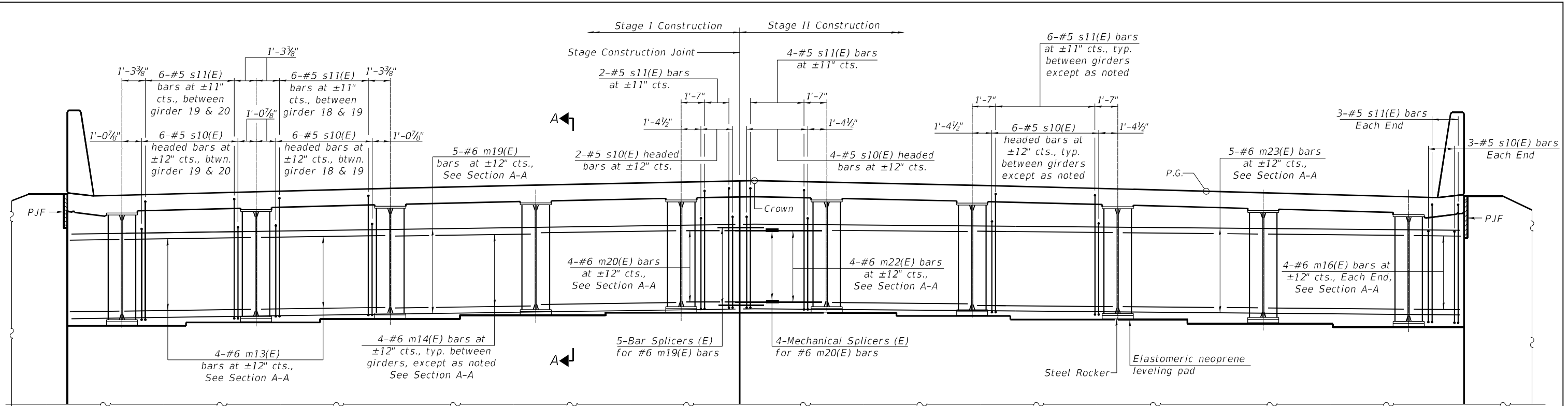
USER NAME =	DESIGNED - FAM	REVISOR -
PLOT SCALE =	CHECKED - GBR	REVISOR -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISOR -
	CHECKED - GBR	REVISOR -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS STRUCTURE NO. 010-1018 (EB)

SHEET NO. 31 OF 79 SHEETS

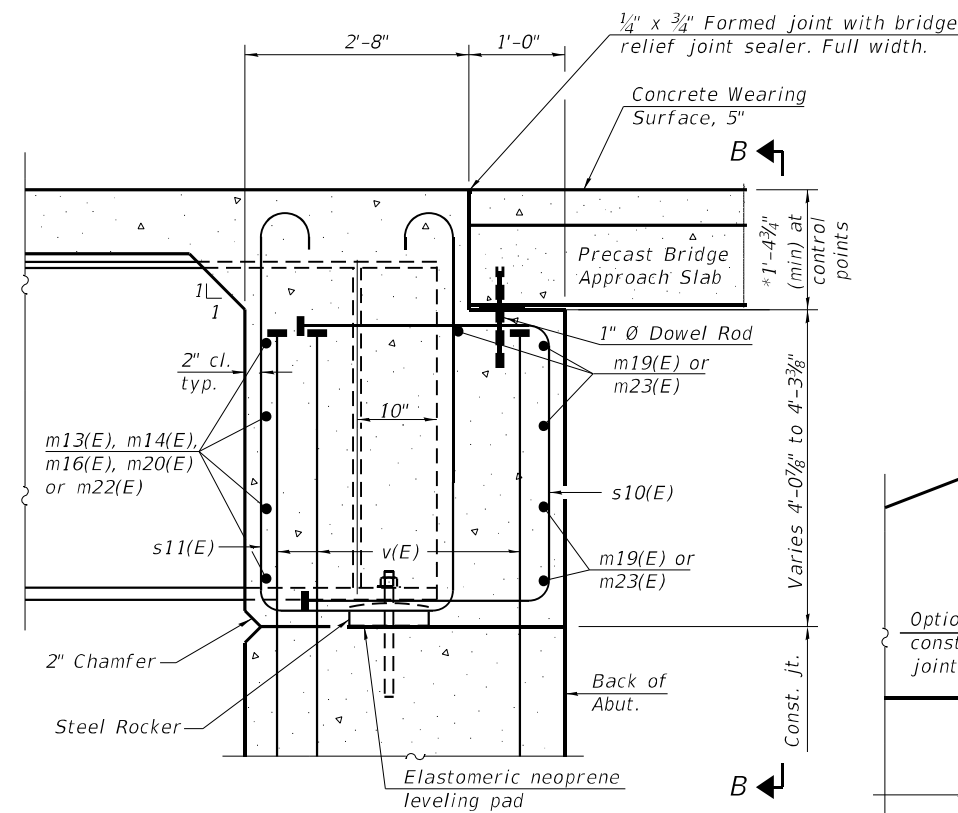
F.A.I. RTE. 57	SECTION 10-(33.34,5,14)R & (10-34)B	COUNTY CHAMPAIGN	TOTAL SHEETS 1182	SHEET NO. 913
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				



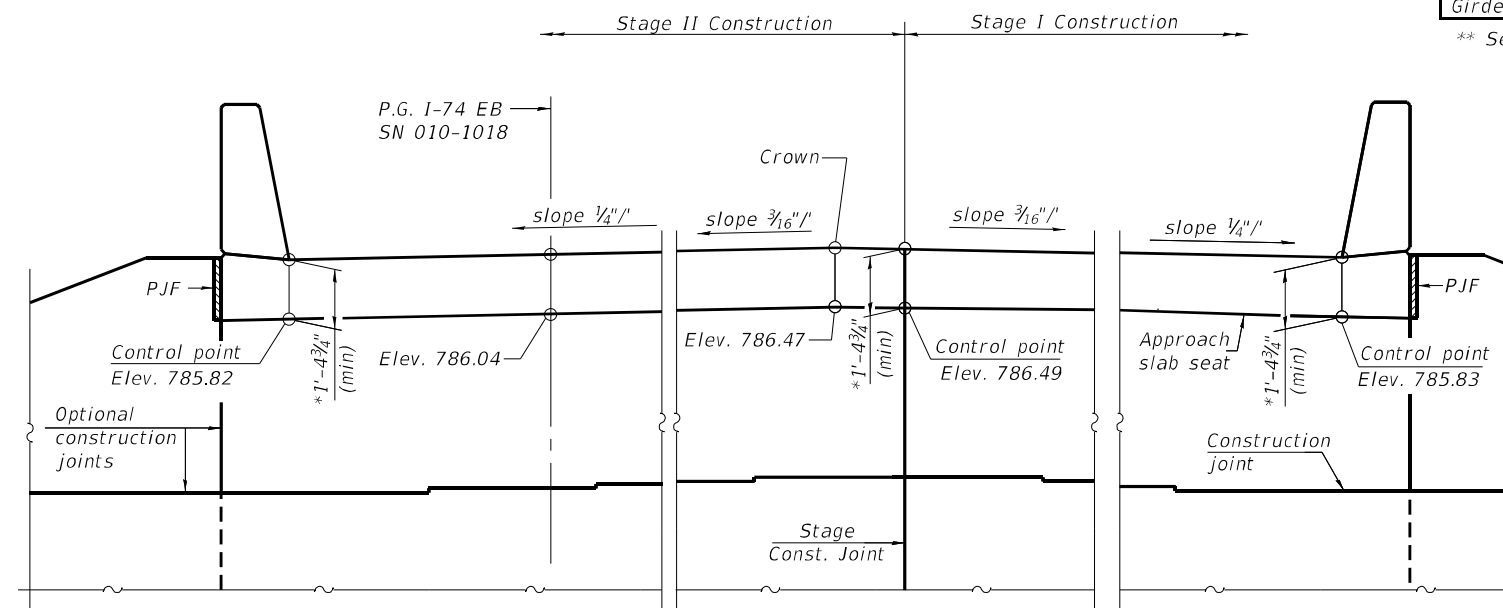
DIAPHRAGM AT WEST ABUTMENT
(Looking West)

* Prior to Grinding

Notes:
 See sheet 30 & 31 of 79 for superstructure details and Bill of Material.
 See sheet 45 & of 79 for P.J.F. details.
 See sheet 74 of 79 for Bar Splicer and Mechanical Splicer details.
 The s10(E) and s11(E) bars shall be placed parallel to the beams.
 Spacing for these bars shall be at right angles to the beams.
 The approach slab seat shall have a constant slope determined from the control points shown.



SECTION A-A
(at Rt. L's)

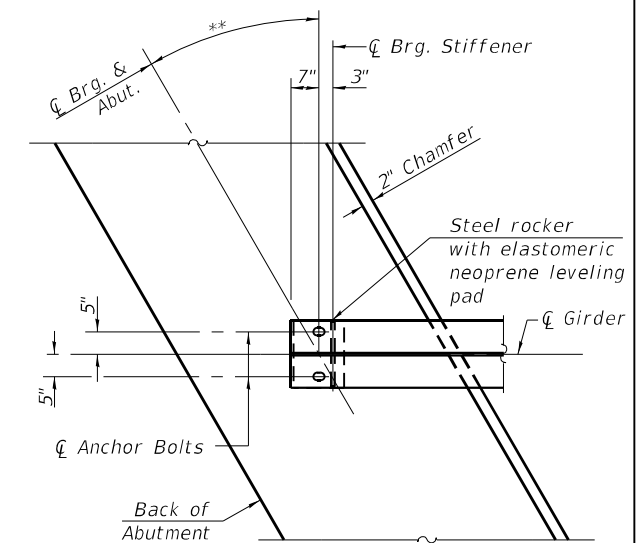


VIEW B-B

**** GIRDER SKEW TABLE**

Girder No.	Skew Angle
Typical Girder (Girders 11-18)	6°45'11"
Girder 19	6°10'51"
Girder 20	5°36'26"

** See Girder Skew Table



PLAN AT ABUTMENT
(Showing bottom flange of girder)

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-032-Diaphragm_Details_SN_010-1018 (EB)



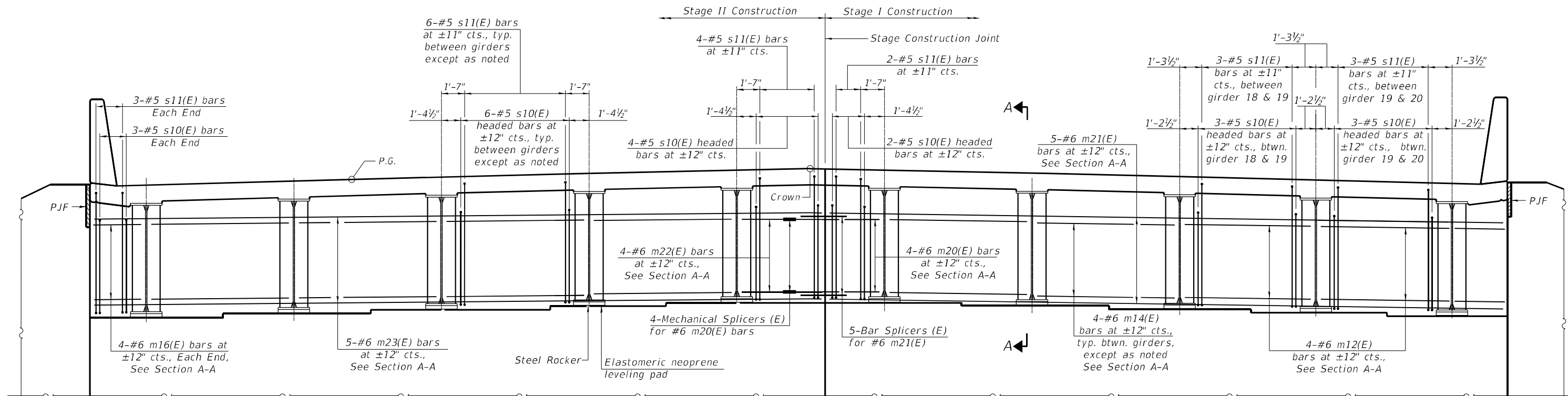
USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST DIAPHRAGM DETAILS
STRUCTURE NO. 010-1018 (EB)**

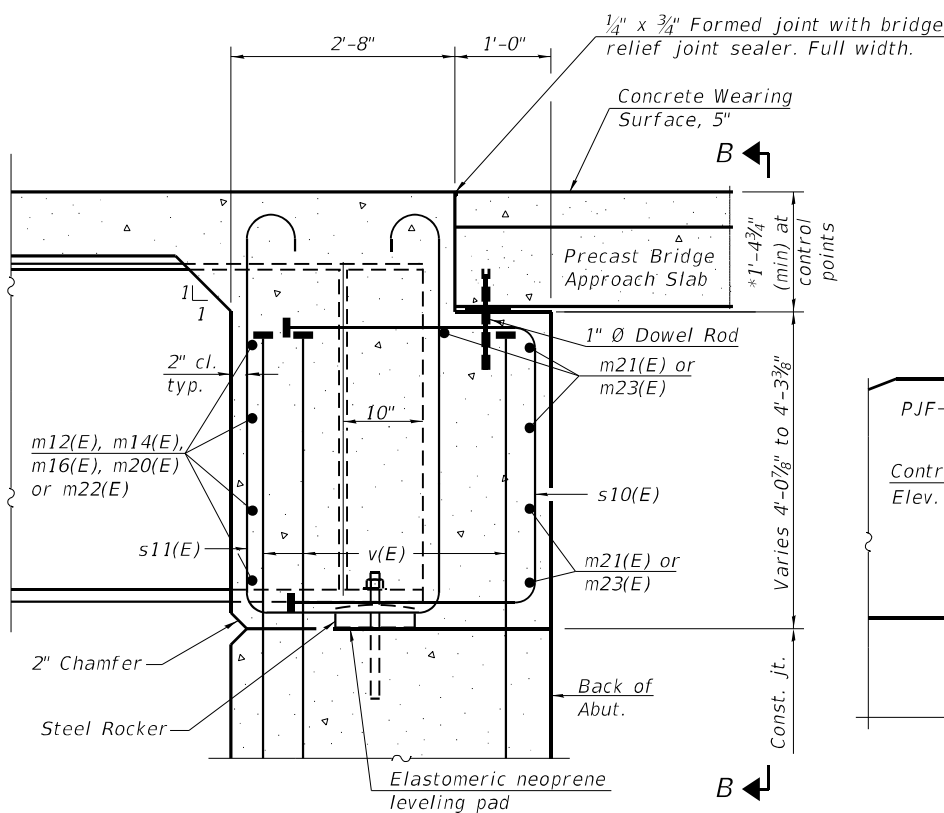
SHEET NO. 32 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	914
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				



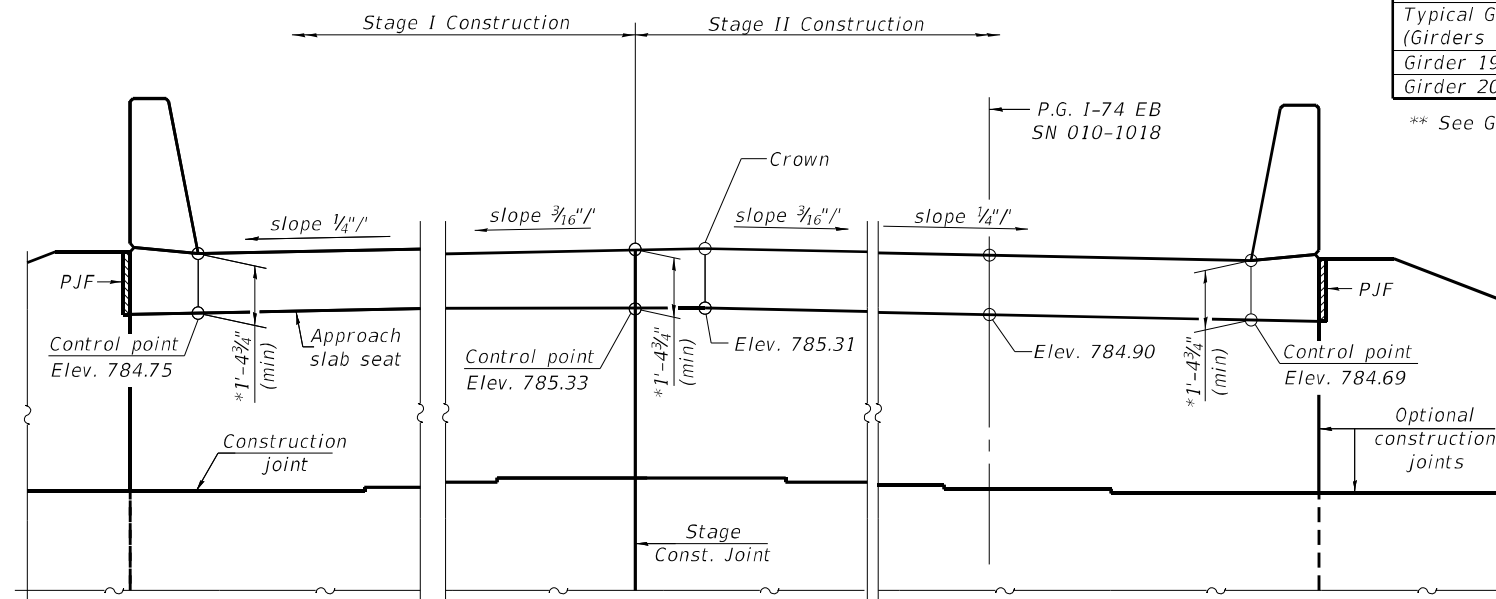
DIAPHRAGM AT EAST ABUTMENT
(Looking East)

Notes:
 See sheet 30 & 31 of 79 for superstructure details and Bill of Material.
 See sheet 49 of 79 for P/JF details.
 See sheet 74 of 79 for Bar Splicer and Mechanical Splicer details.
 The s10(E) and s11(E) bars shall be placed parallel to the beams.
 Spacing for these bars shall be at right angles to the beams.
 The approach slab seat shall have a constant slope determined from the control points shown.



SECTION A-A
(at Rt. L's)

* Prior to Grinding

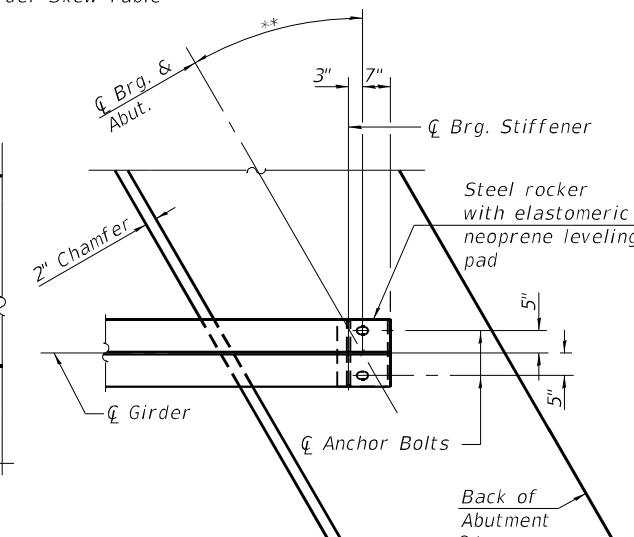


VIEW B-B

****GIRDER SKEW TABLE**

Girder No.	Skew Angle
Typical Girder (Girders 11-18)	6°45'11"
Girder 19	6°10'51"
Girder 20	5°36'26"

** See Girder Skew Table



PLAN AT ABUTMENT
(Showing bottom flange of girder)

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-033-Diaphragm_Details SN 010-1018 (EB)



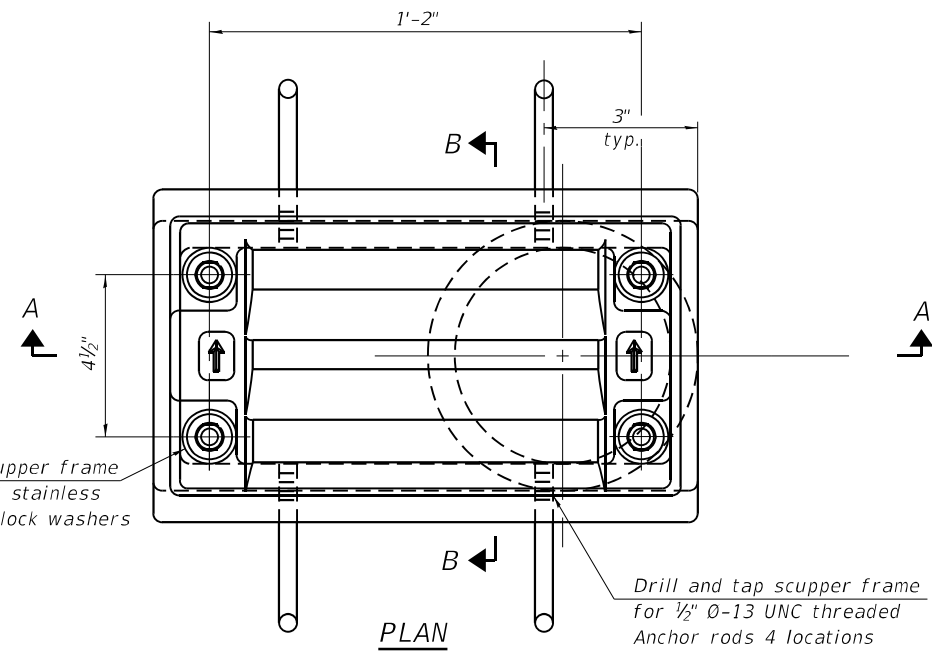
USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST DIAPHRAGM DETAILS
STRUCTURE NO. 010-1018 (EB)**

SHEET NO. 33 OF 79 SHEETS

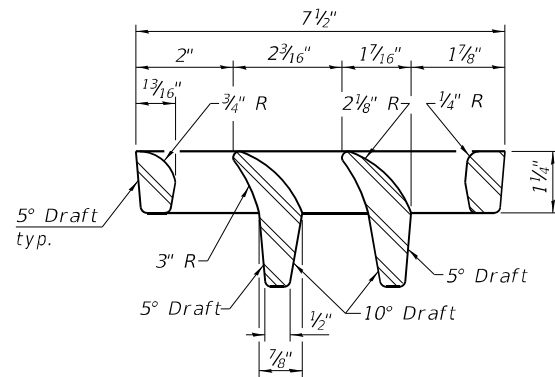
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	915
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				



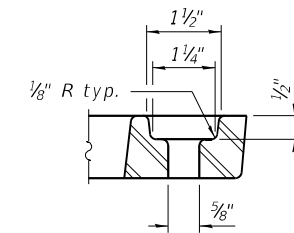
Drill and tap scupper frame for 1/2" Ø-13 UNC stainless steel bolts with lock washers 4 locations

Drill and tap scupper frame for 1/2" Ø-13 UNC threaded Anchor rods 4 locations

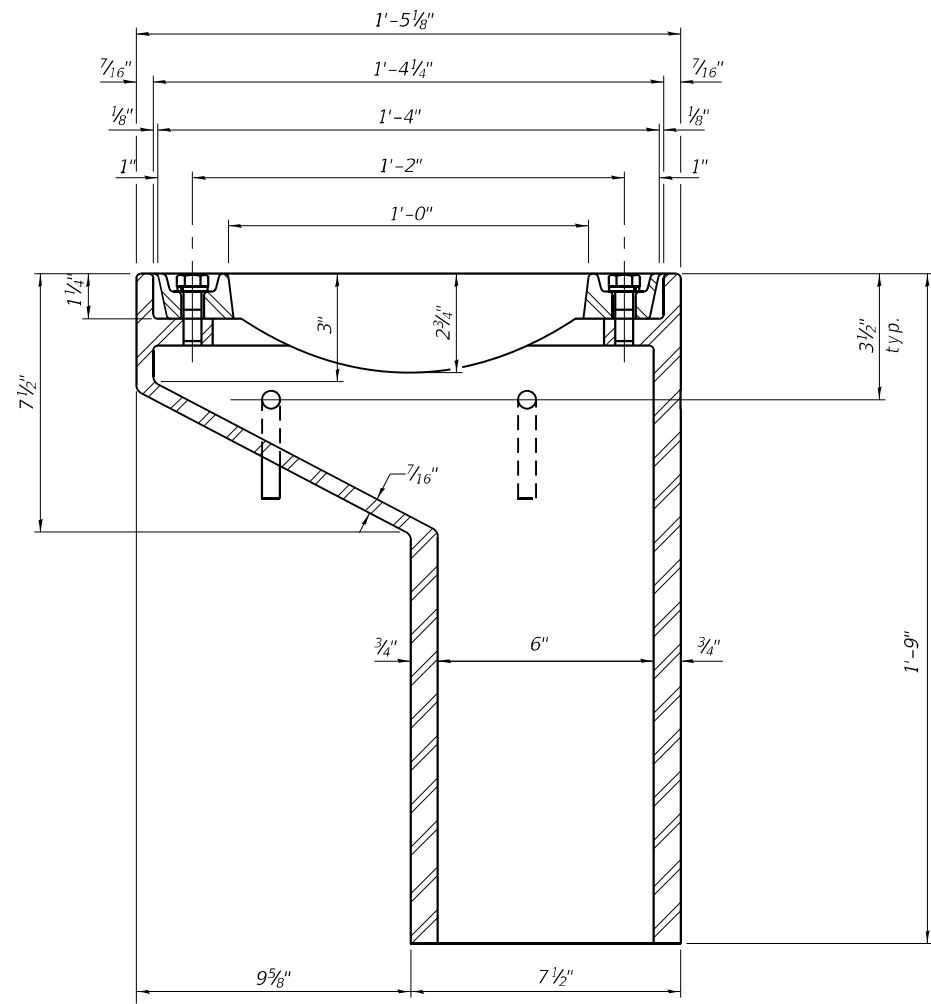
PLAN



VANE GRATE DETAIL

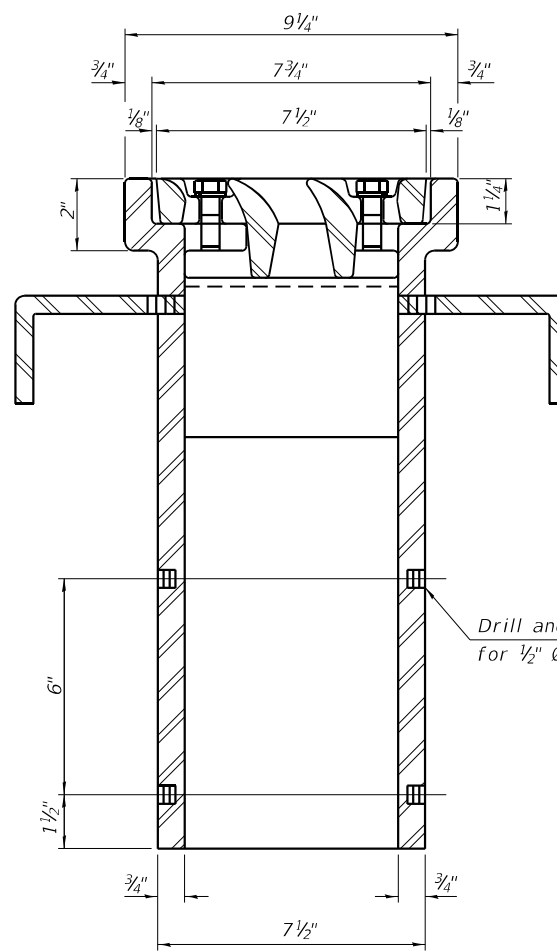


GRATE BOLT HOLE DETAIL



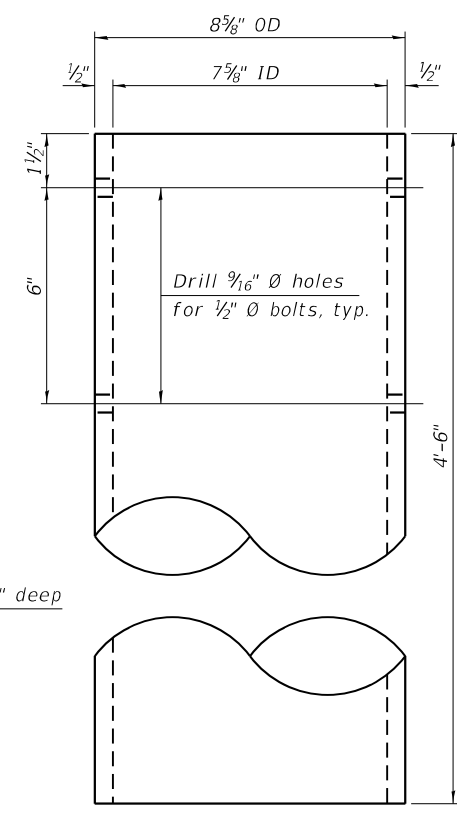
SECTION A-A

See sheet 26 & 31 of 79 for scupper location relative to parapet.

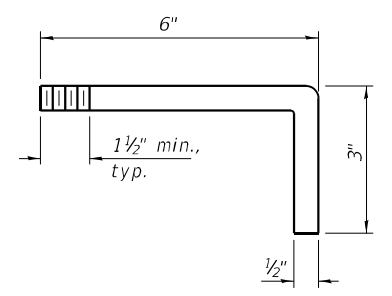


SECTION B-B

Drill and tap 4 holes 1/2" deep for 1/2" Ø-13 UNC bolts.



DOWNSPOUT



ANCHOR ROD DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be pigmented or painted to match the color of the adjacent beam.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.

See sheet 35 of 79 for Drainage system connecting downspout near Pier.

BILL OF MATERIAL (BOTH STRUCTURES)

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DS-11

1-1-2020



USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022		

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

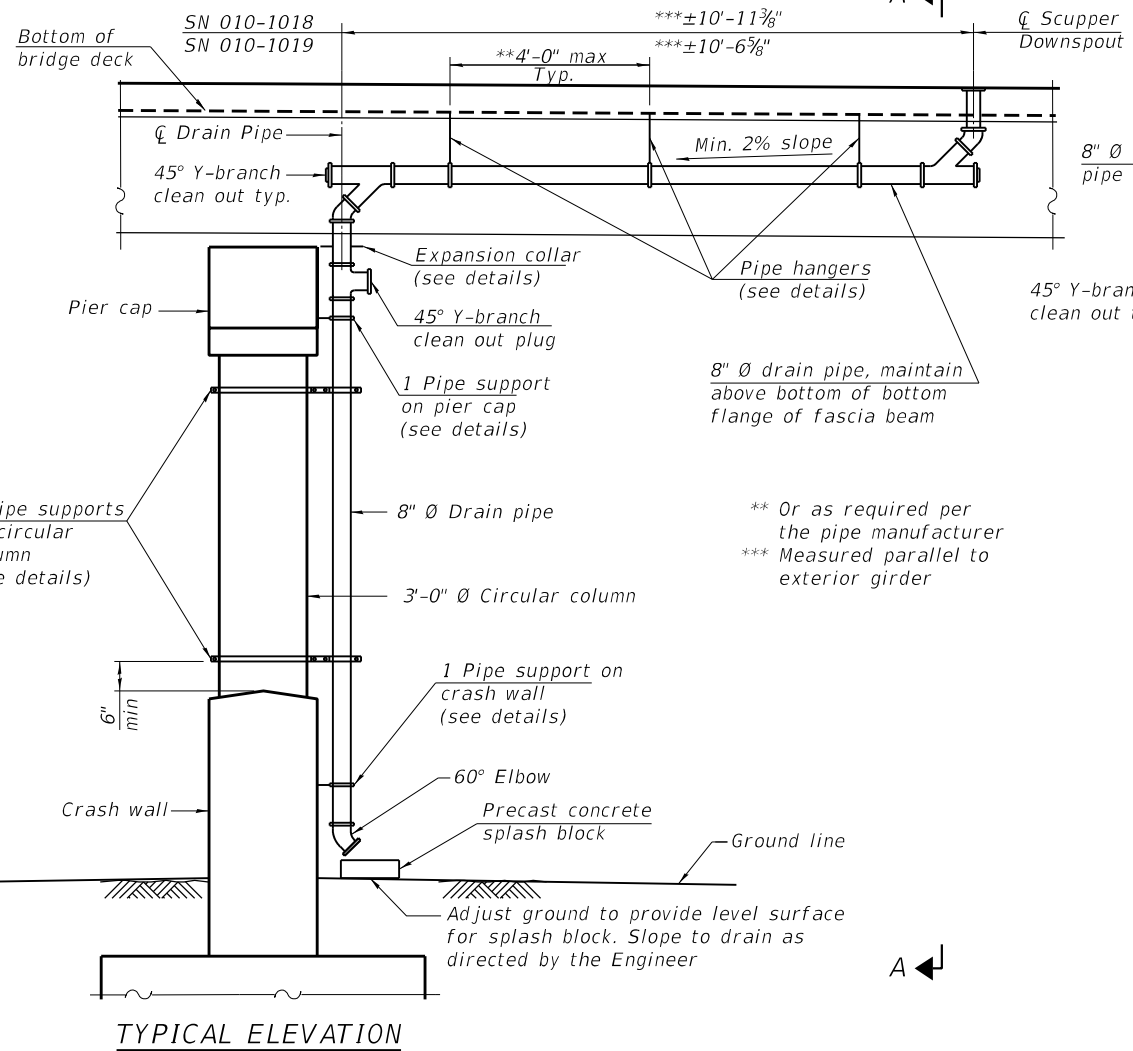
DRAINAGE SCUPPER, DS-11 STRUCTURE NO. 010-1018 (EB) & 010-1019 (WB)

SHEET NO. 34 OF 79 SHEETS

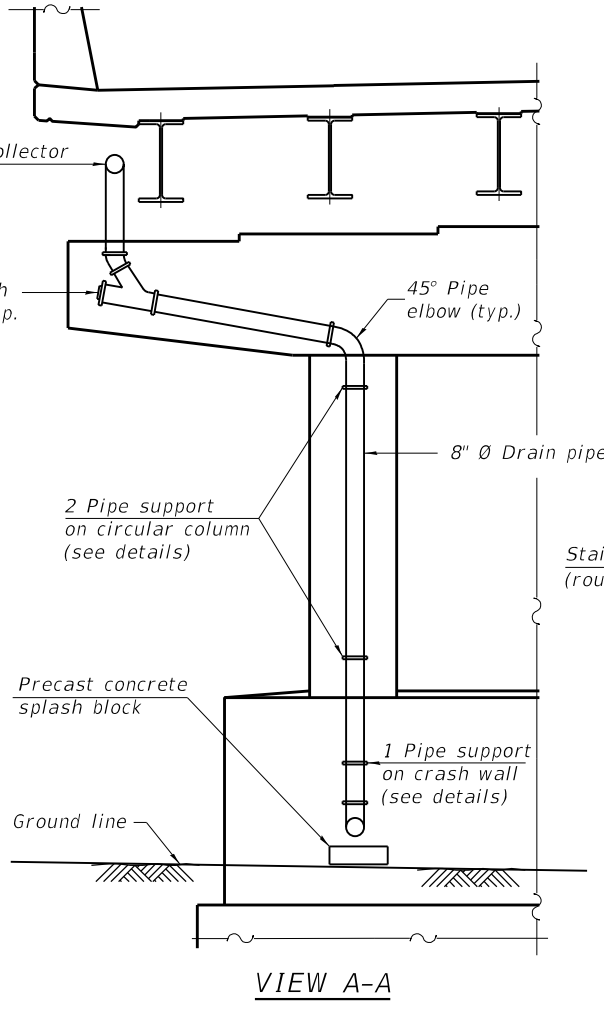
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	916
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-034-Drainage_Scupper



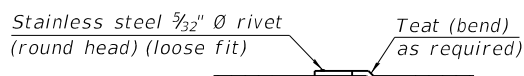
TYPICAL ELEVATION



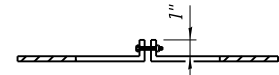
VIEW A-A

BILL OF MATERIAL
(BOTH STRUCTURES)

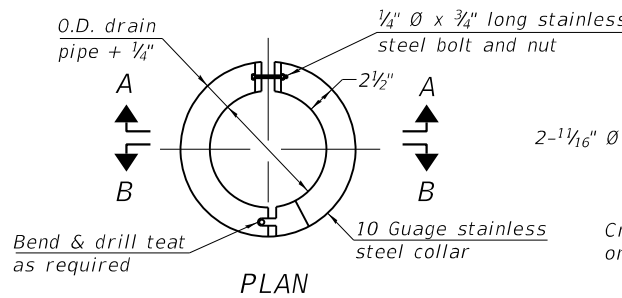
ITEM	UNIT	QUANTITY
Drainage System for Structures	L SUM	1



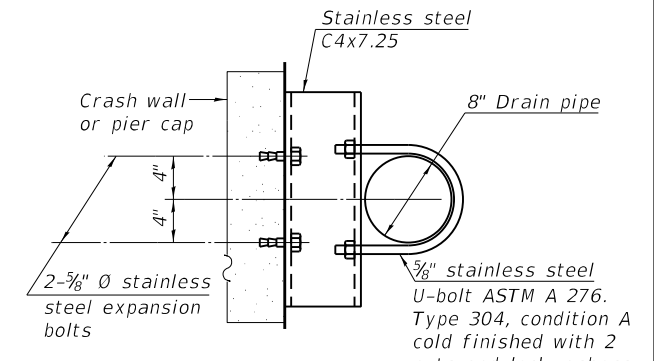
SECTION B-B



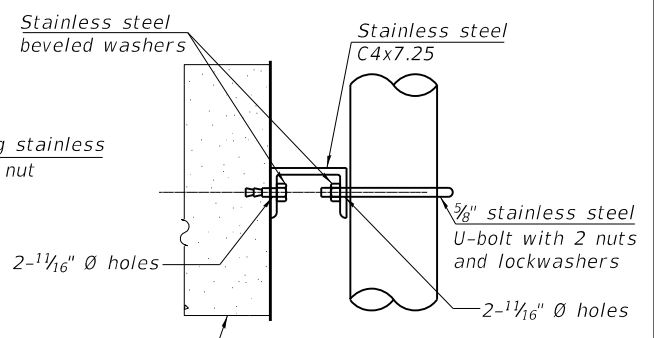
SECTION A-A



EXPANSION COLLAR DETAILS

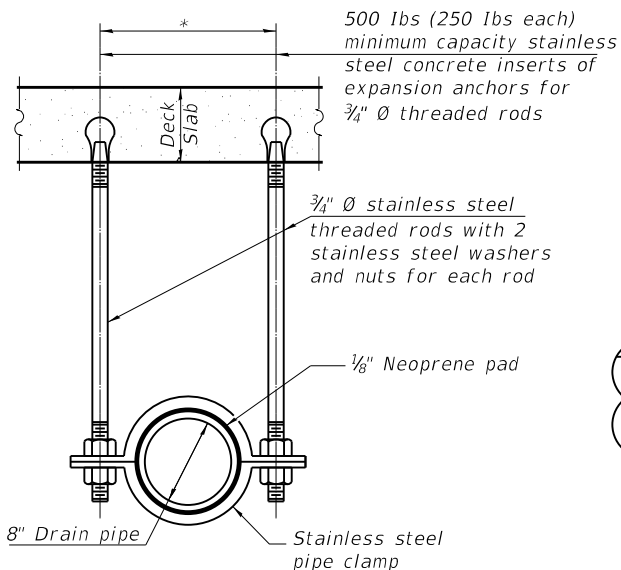


PLAN

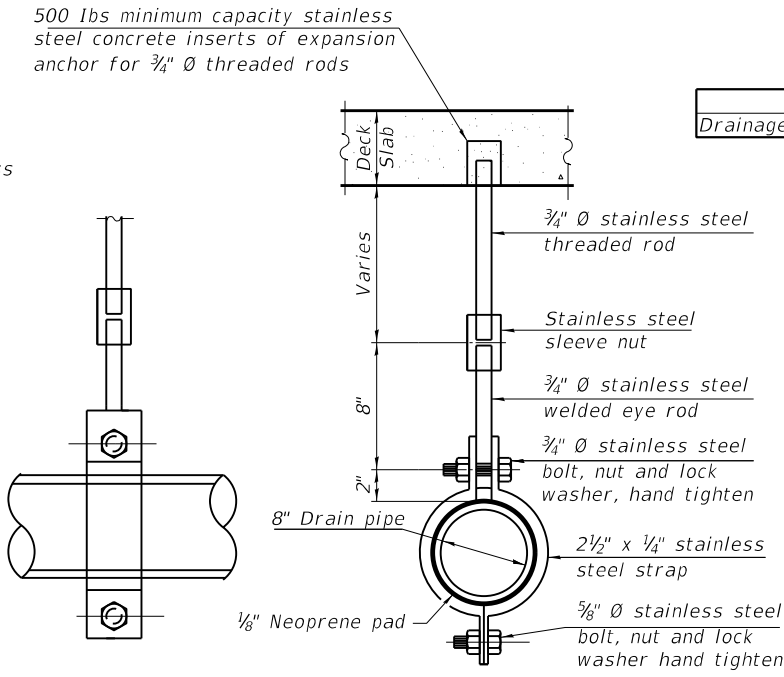


ELEVATION

VERTICAL DRAIN PIPE SUPPORT DETAILS FOR CAP & CRASH WALL



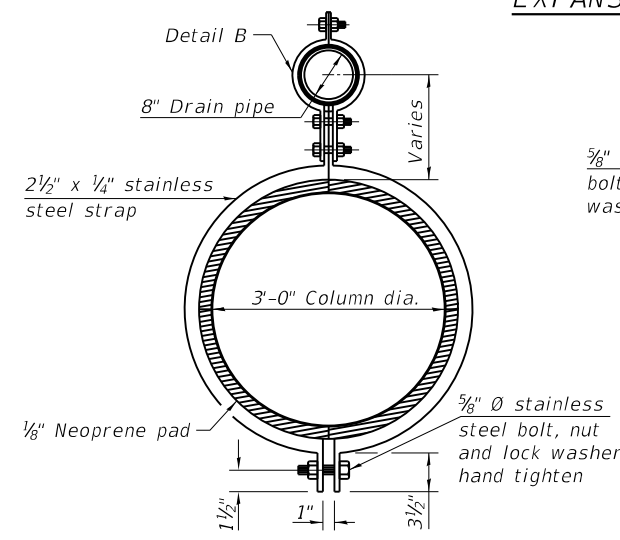
COLLECTOR PIPE HANGER DETAILS



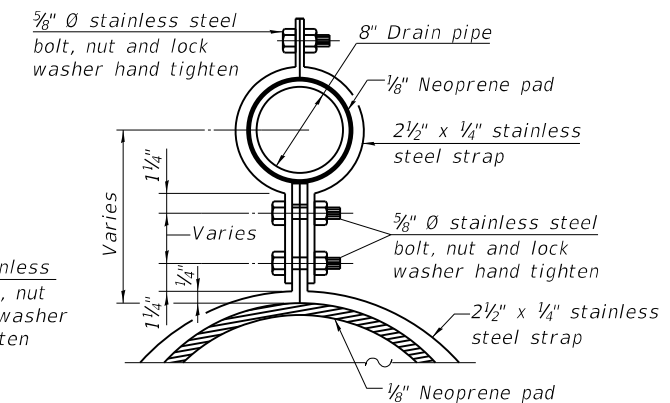
ELEVATION

TYPICAL SECTION

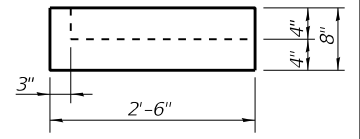
ALTERNATE COLLECTOR PIPE HANGER DETAILS



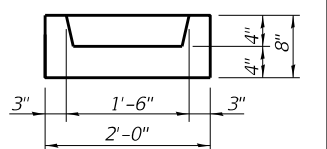
VERTICAL DRAIN PIPE SUPPORT DETAILS FOR CIRCULAR COLUMN



DETAIL B



ELEVATION



TYPICAL SECTION

PRECAST CONCRETE SPLASH BLOCK

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-035-Drainage System for Structures



USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 3/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

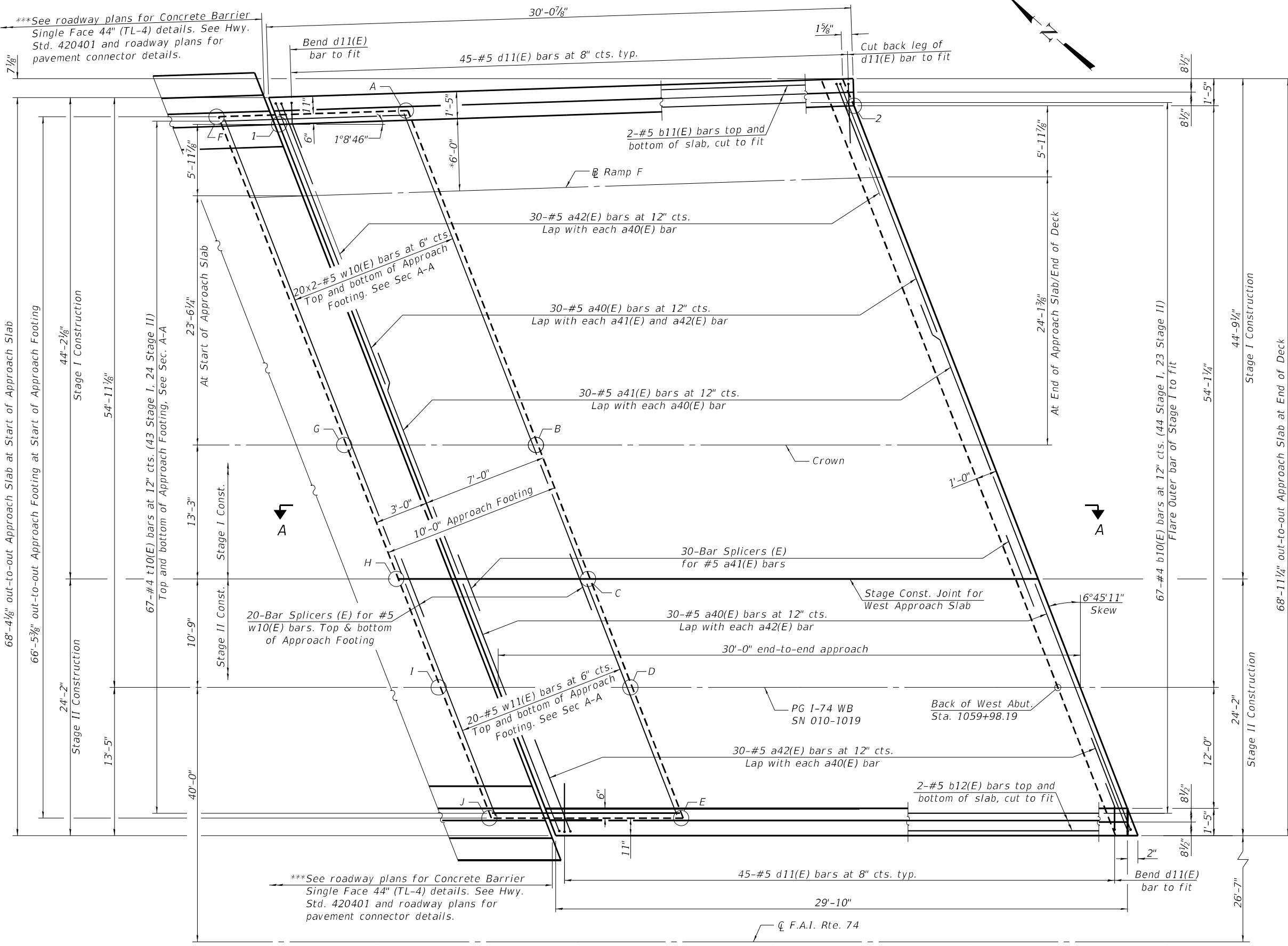
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SYSTEM FOR STRUCTURES
STRUCTURE NO. 010-1018 (EB) & 010-1019 (WB)

SHEET NO. 35 OF 79 SHEETS

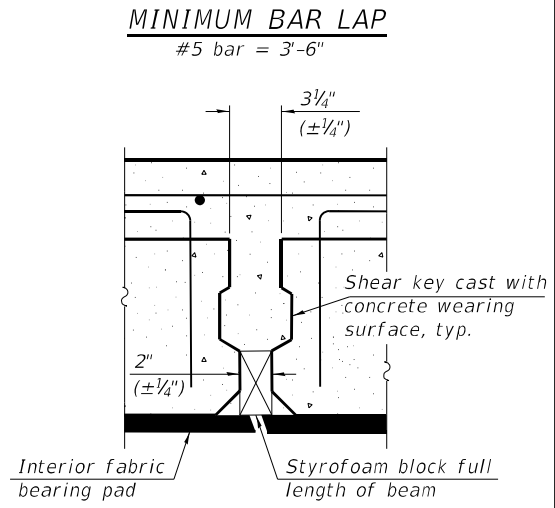
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	917
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT



Notes:
 The Location of stage construction joint for East Approach Slab is different than for the stage construction joints on the Superstructure and West Approach Slab for Westbound Structure (SN 010-1019). See Sheet 37 & 39 of 79 for Cross section and Section A-A respectively.

* Perpendicular distance between Ramp F and North Inside Face of Curb or Parapet.
 ** Station and offset are referenced from \bar{C} F.A.I. Rte. 74 and PG SN 010-1019 respectively.
 *** Coordinate construction of Approach Footing and Concrete Barrier Single Face 44" (TL-4)



****STATION AND OFFSET ALONG INSIDE FACE OF NORTH PARAPET**

Point	Station	Offset
1	1059+62.86	-53.51
2	1059+92.79	-54.10

****TOP AND BOTTOM ELEVATIONS FOR APPROACH SLAB FOOTING**

West Approach (SN 010-1019)				
Point	Station	Offset	Top	Bottom
A	1059+69.84	-54.15	785.90	785.07
B	1059+73.41	-24.00	786.47	785.64
C	1059+74.97	-10.75	786.22	785.39
D	1059+76.25	0.00	786.01	785.18
E	1059+77.73	12.50	785.77	784.94
F	1059+59.79	-53.95	785.89	785.06
G	1059+63.34	-24.00	786.45	785.62
H	1059+64.90	-10.75	786.21	785.38
I	1059+66.18	0.00	786.00	785.17
J	1059+67.66	12.50	785.76	784.93

PLAN - WEST APPROACH SLAB

(Sheet 1 of 4)

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-036-W-Approach Slab SN 010-1019 (WB)



USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

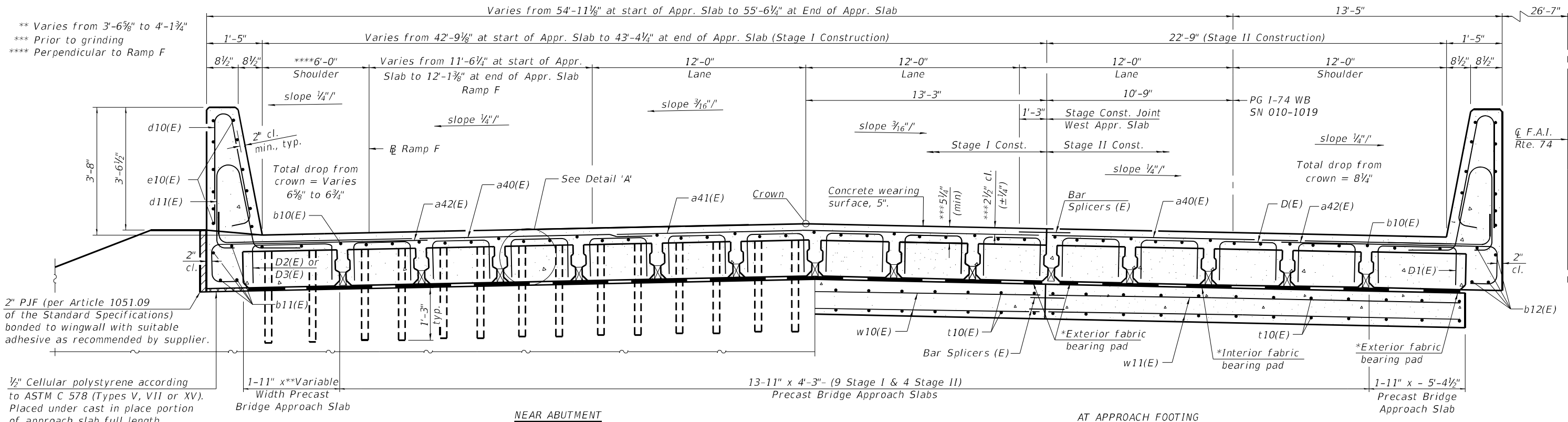
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE WEST APPROACH SLAB
 STRUCTURE NO. 010-1019 (WB)

SHEET NO. 36 OF 79 SHEETS

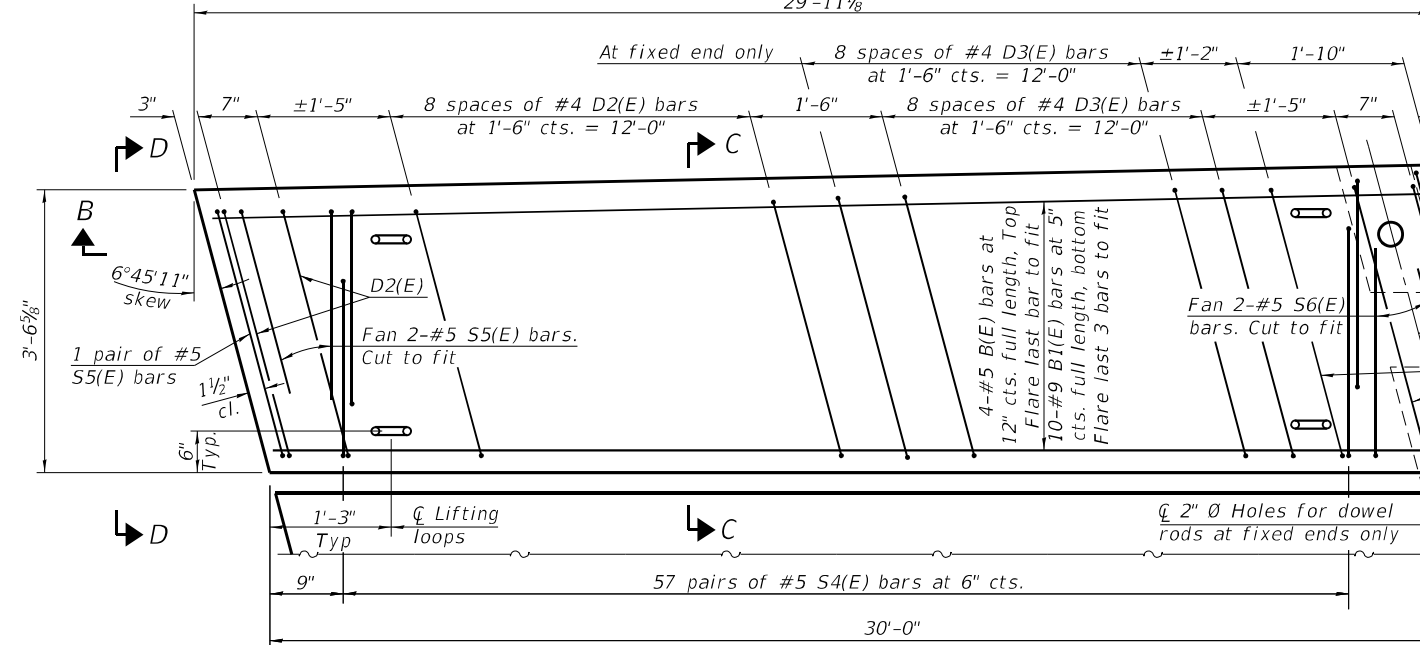
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	918

CONTRACT NO. 70C01

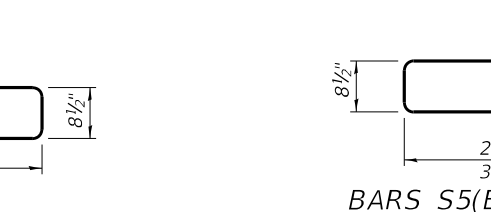
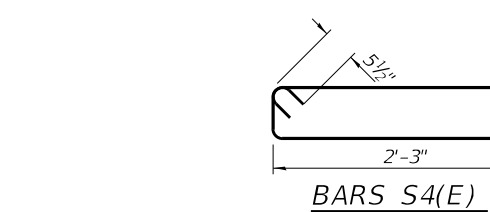
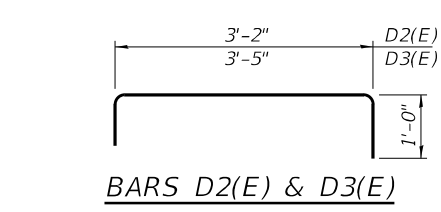


NEAR ABUTMENT

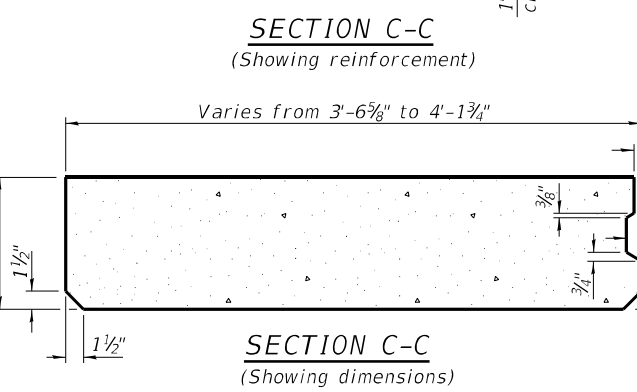
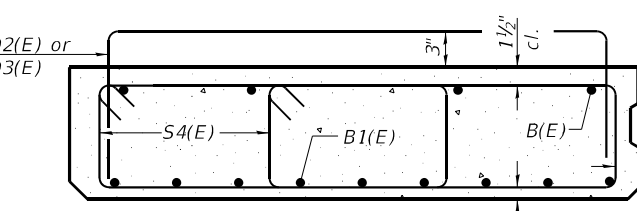
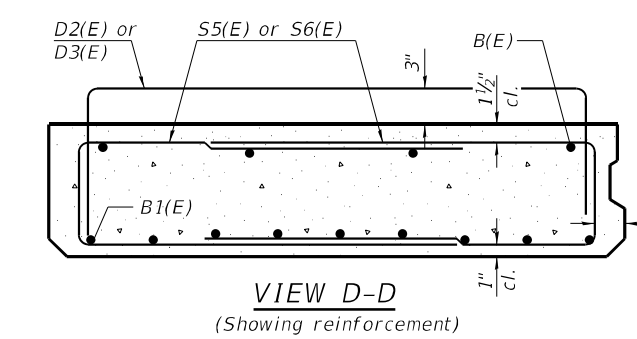
AT APPROACH FOOTING



PLAN VIEW - NORTH EXTERIOR PRECAST APPROACH SLAB BEAM
 (showing variable width north exterior precast bridge approach beam)
 (Spacing of D2(E) and D3(E) bars may be adjusted up to 3\"/>

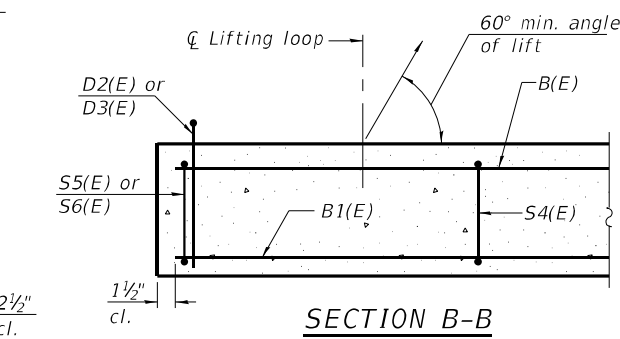


CROSS SECTION
(Looking East)



Notes:
 See Sheet 36 of 79 for Detail A
 See Sheet 38 of 79 for fabric bearing pad and lifting loops details.
 For notes on precast beams, see Sheet 38 of 79.
 See Sheet 38 of 79 for details of interior and south exterior precast approach slab beams.

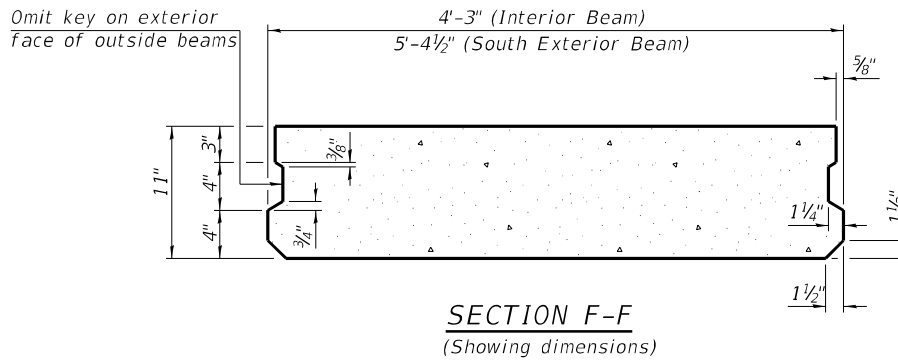
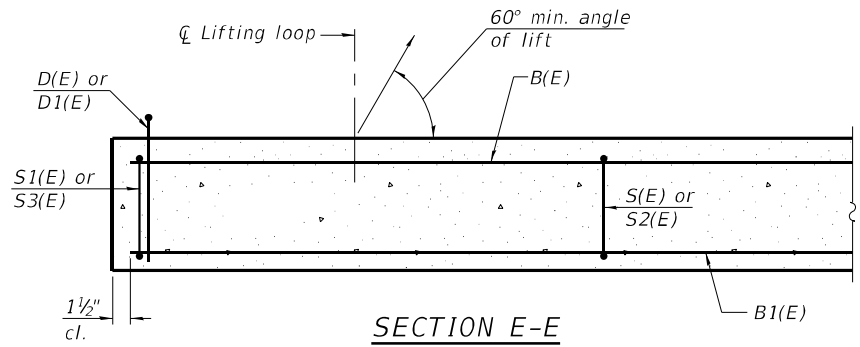
* Fabric bearing pads at the expansion end shall be recessed 1/4\"/>



BAR LIST
NORTH EXTERIOR BEAM
 (For information only)

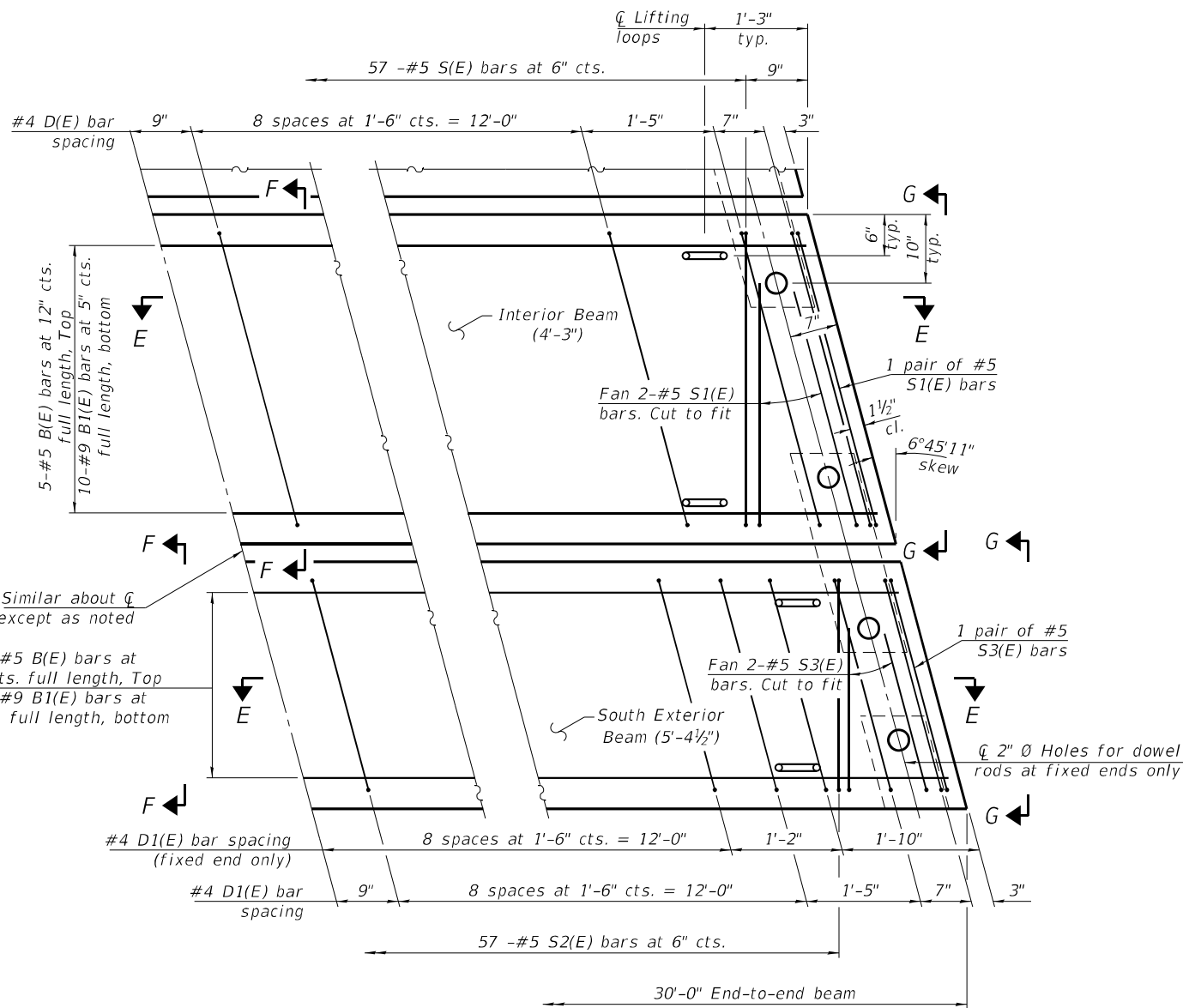
Bar	No.	Size	Length	Shape
B(E)	4	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D2(E)	11	#4	5'-2"	┌
D3(E)	21	#4	5'-5"	┌
S4(E)	114	#5	6'-10"	▬
S5(E)	4	#5	6'-5"	▬
S6(E)	4	#5	7'-1"	▬

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-037-W, Approach Slab SN 010-1019 (WB)
 1/21/2022 9:26:02 AM

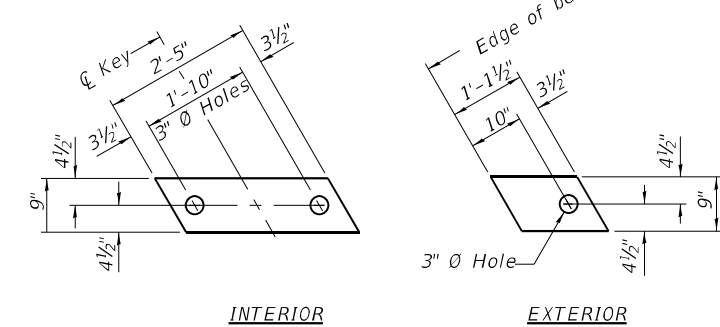
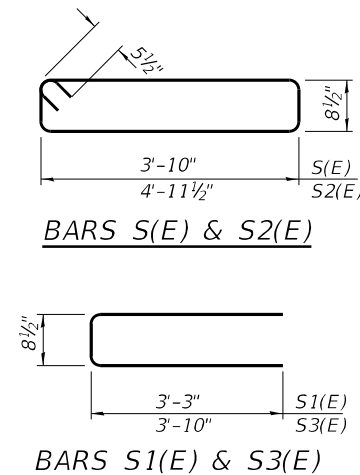
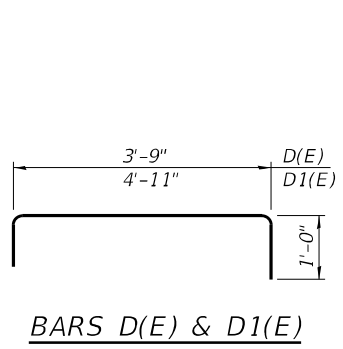
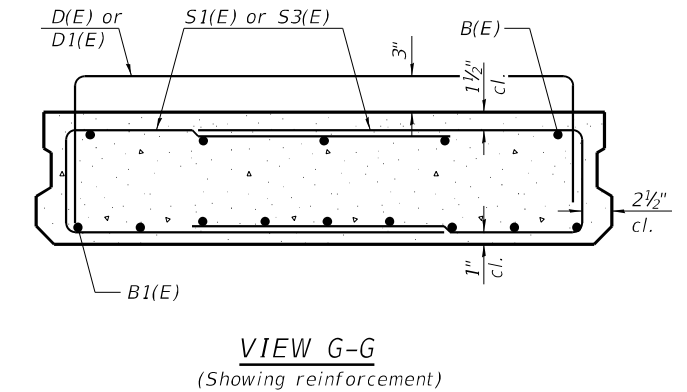
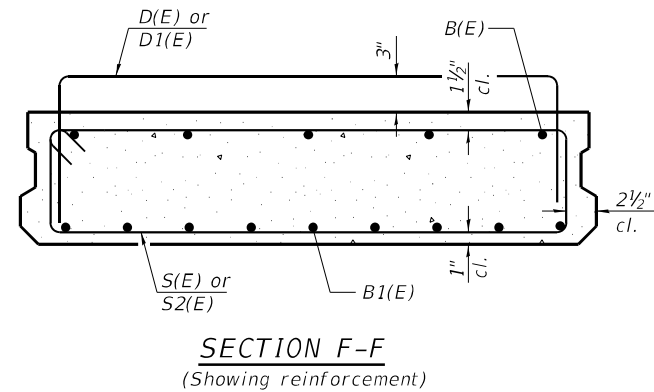


Notes:

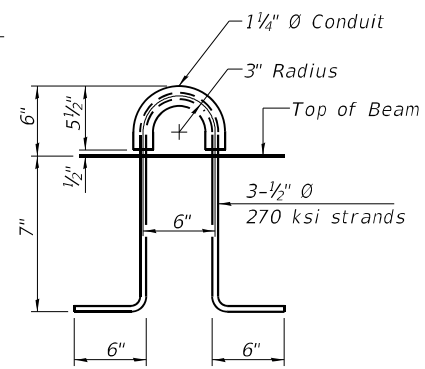
The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
 Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
 The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
 Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
 A minimum 2 1/2" Ø lifting pins shall be used to engage the lifting loops during handling.
 Compressive strength of precast concrete, f'c shall be 6,000 psi.
 Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.
 See Sheet 37 of 79 for details of variable north exterior precast approach slab beam.



PLAN VIEW
 (showing precast bridge approach beams)
 (Spacing of D(E) and D1(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)



FABRIC BEARING PAD
 Notes:
 Bearing pads at fixed end shall be 1/2" thick and bearing pads at expansion end shall be 3/4" thick.
 Omit holes for fabric bearing pads at approach slab footing end of beams.



LIFTING LOOP DETAIL
 (An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)

BAR LIST EACH INTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D(E)	22	#4	5'-9"	┌
S(E)	57	#5	10'-0"	▬
S1(E)	8	#5	7'-3"	▬

BAR LIST SOUTH EXTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	13	#9	29'-8"	—
D1(E)	32	#4	6'-11"	┌
S2(E)	57	#5	12'-3"	▬
S3(E)	8	#5	8'-5"	▬

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-038-W, Approach Slab SN 010-1019 (WB)



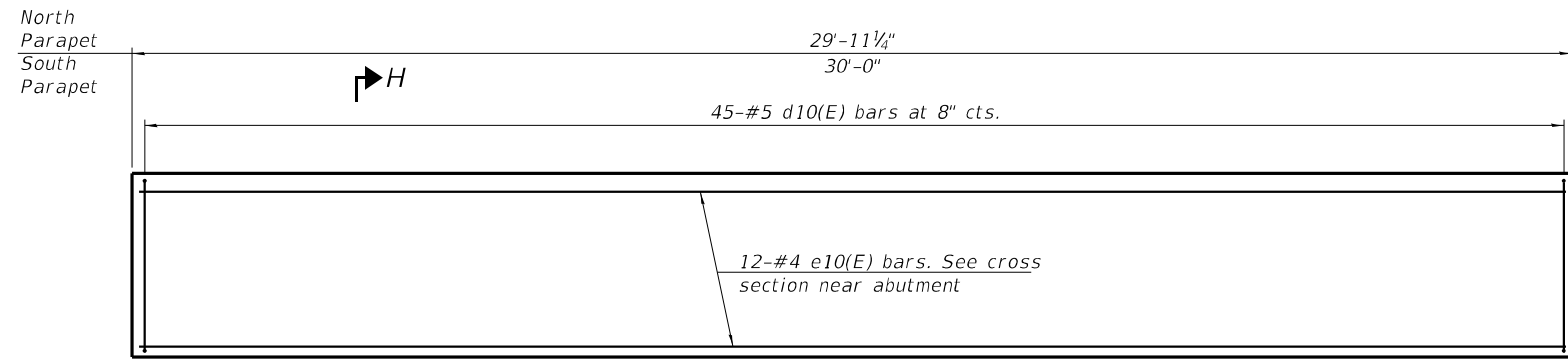
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PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE WEST APPROACH SLAB
STRUCTURE NO. 010-1019 (WB)

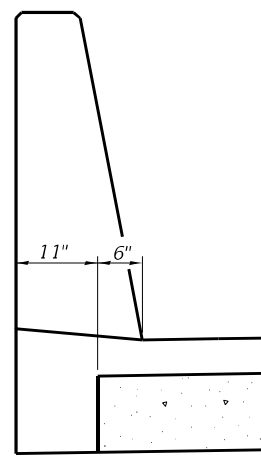
SHEET NO. 38 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	920
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET

(Looking North - North Parapet)
(Looking South - South Parapet)



VIEW H-H

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

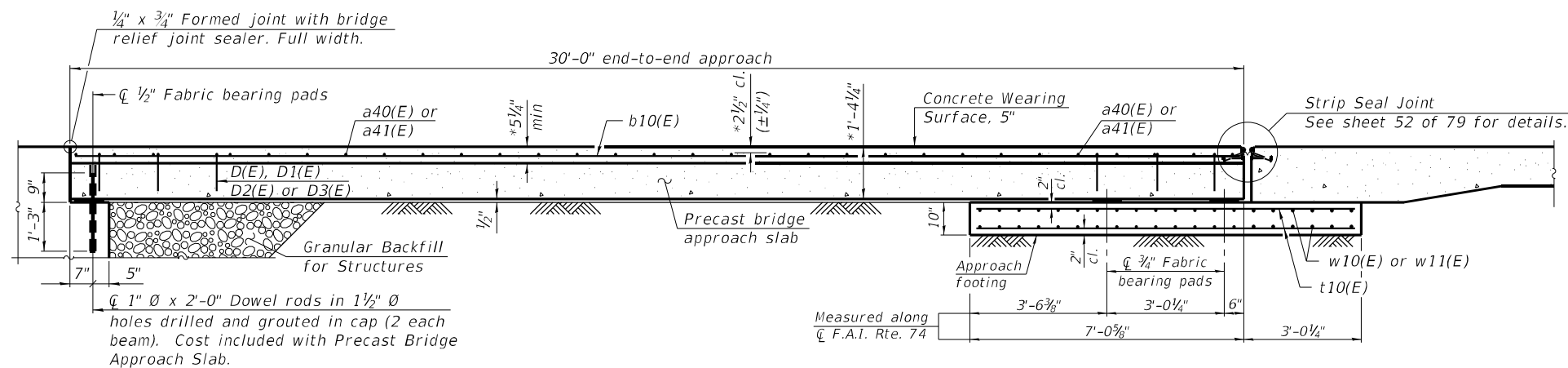
After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.

Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Structures Wearing Surface, 5". Parapet concrete shall be paid for as Concrete Superstructure.

Approach footing concrete shall be paid for as Concrete Structures.

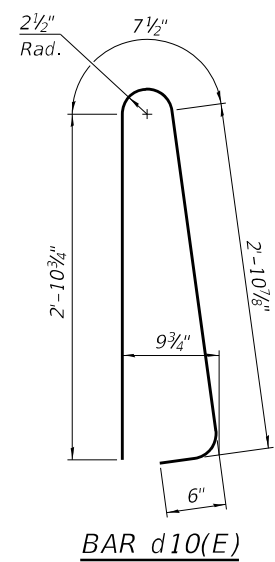
The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 79. Cost of cellular polystyrene is included with Concrete Superstructure.

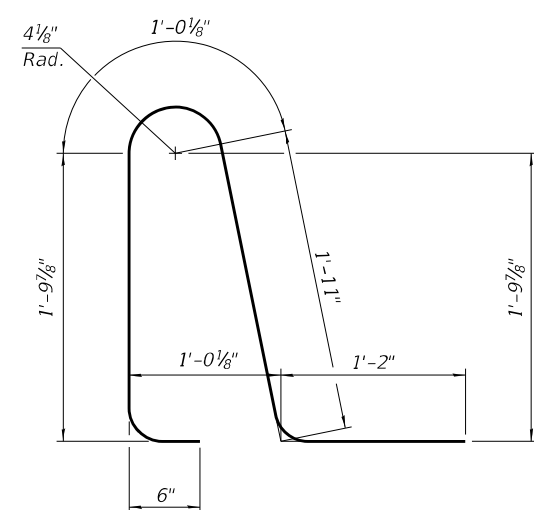


SECTION A-A

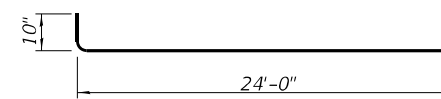
*Prior to grinding



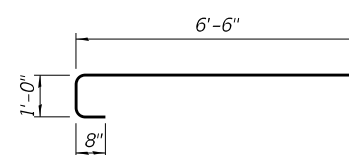
BAR d10(E)



BAR d11(E)



BAR a40(E)



BAR a42(E)

WEST APPROACH SLAB BILL OF MATERIAL FOR SN 010-1019

Bar	No.	Size	Length	Shape
a40(E)	60	#5	24'-10"	┌───┐
a41(E)	30	#5	24'-4"	┌───┐
a42(E)	60	#5	8'-2"	┌───┐
b10(E)	67	#4	29'-8"	───
b11(E)	4	#5	29'-7"	───
b12(E)	4	#5	29'-8"	───
d10(E)	90	#5	7'-0"	┌───┐
d11(E)	90	#5	6'-5"	┌───┐
e10(E)	24	#4	29'-8"	───
t10(E)	134	#4	9'-8"	───
w10(E)	80	#5	23'-6"	───
w11(E)	40	#5	23'-1"	───
			Cu. Yd.	8.5
Concrete Superstructure				
Concrete Structures			Cu. Yd.	20.7
Reinforcement Bars, Epoxy Coated			Pound	9930
Precast Bridge Approach Slab			Sq. Ft.	2004
Concrete Wearing Surface, 5"			Sq. Yd.	225.8

(Sheet 4 of 4)

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-039-W, Approach Slab SN 010-1019 (WB)



USER NAME =	DESIGNED - FAM	REVISED -
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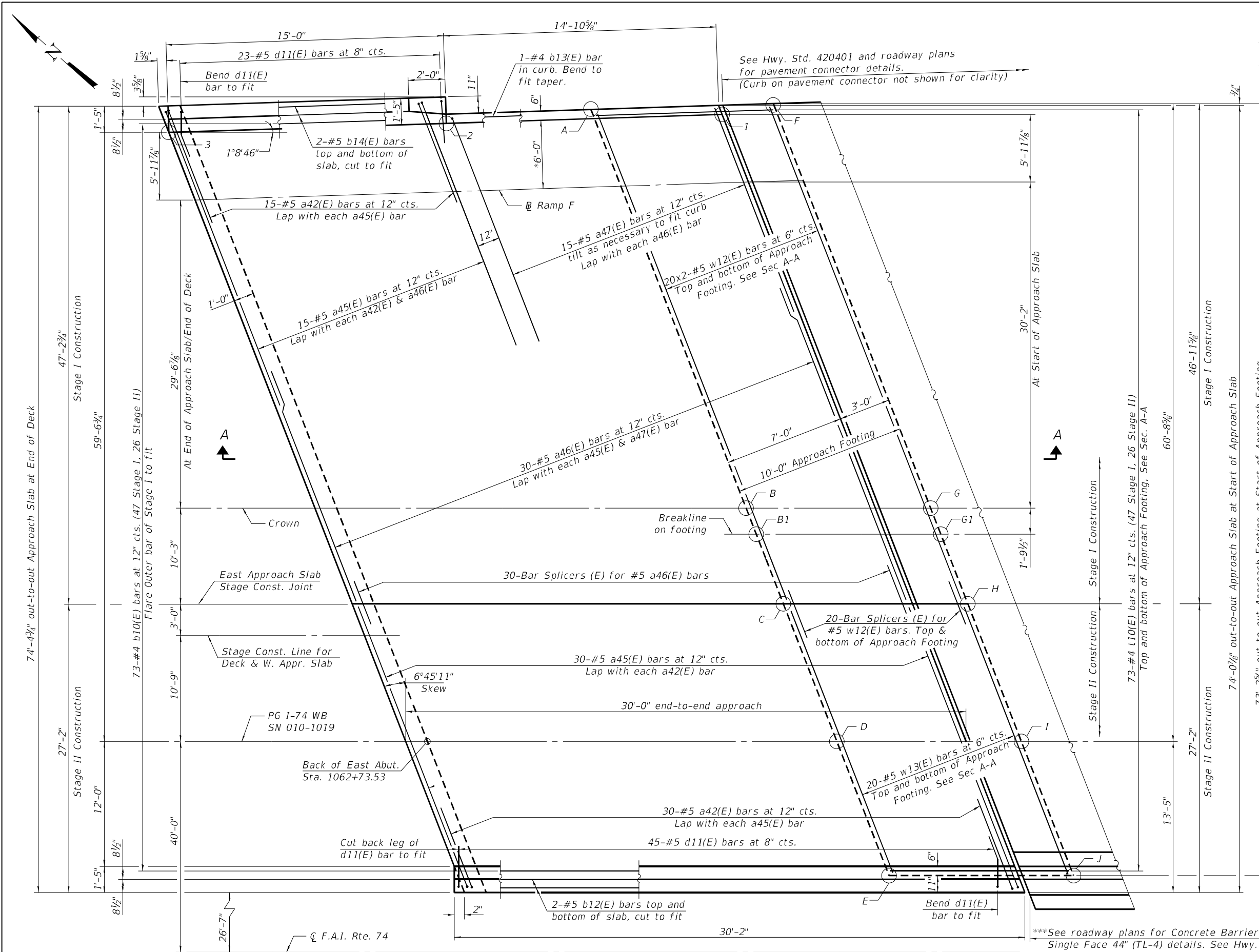
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRECAST BRIDGE WEST APPROACH SLAB
STRUCTURE NO. 010-1019 (WB)**

SHEET NO. 39 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	921
CONTRACT NO. 70C01				

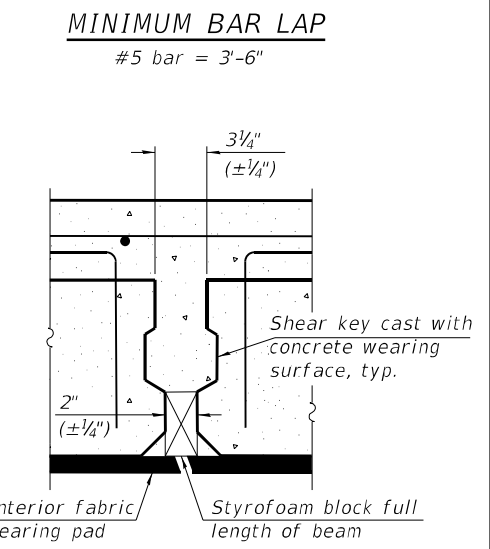
ILLINOIS FED. AID PROJECT



PLAN - EAST APPROACH SLAB

Notes:
 The Location of stage construction joint for East Approach Slab is different than for the stage construction joints on the Superstructure and West Approach Slab for Westbound Structure (SN 010-1019). See Sheet 41 & 43 of 79 for Cross section and Section A-A respectively.

- * Perpendicular distance between Ramp F and North Inside Face of Curb or Parapet.
- ** Station and offset are referenced from \bar{C} F.A.I. Rte. 74 and PG SN 010-1019 respectively.
- *** Coordinate construction of Approach Footing and Concrete Barrier Single Face 44" (TL-4)



DETAIL 'A'

**STATION AND OFFSET ALONG INSIDE FACE OF NORTH CURB OR PARAPET

Point	Station	Offset
1	1062+95.40	-60.16
2	1062+80.46	-59.86
3	1062+65.47	-59.56

**TOP AND BOTTOM ELEVATIONS FOR APPROACH SLAB FOOTING

East Approach (SN 010-1019)				
Point	Station	Offset	Top	Bottom
A	1062+88.31	-60.52	784.57	783.74
B	1062+92.63	-24.00	785.17	784.34
B1	1062+92.84	-22.21	785.23	784.40
C	1062+93.84	-13.75	785.03	784.20
D	1062+95.47	0.00	784.75	783.92
E	1062+96.95	12.50	784.50	783.67
F	1062+98.35	-60.72	784.48	783.65
G	1063+02.70	-24.00	785.08	784.25
G1	1063+02.91	-22.21	785.14	784.31
H	1063+03.91	-13.75	784.94	784.11
I	1063+05.54	0.00	784.66	783.83
J	1063+07.02	12.50	784.40	783.57

***See roadway plans for Concrete Barrier Single Face 44" (TL-4) details. See Hwy. Std. 420401 and roadway plans for pavement connector details.
 (Sheet 1 of 4)

MODEL: Default
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 1/21/2022 9:27:15 AM



USER NAME =	DESIGNED - FAM	REVISED -
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PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
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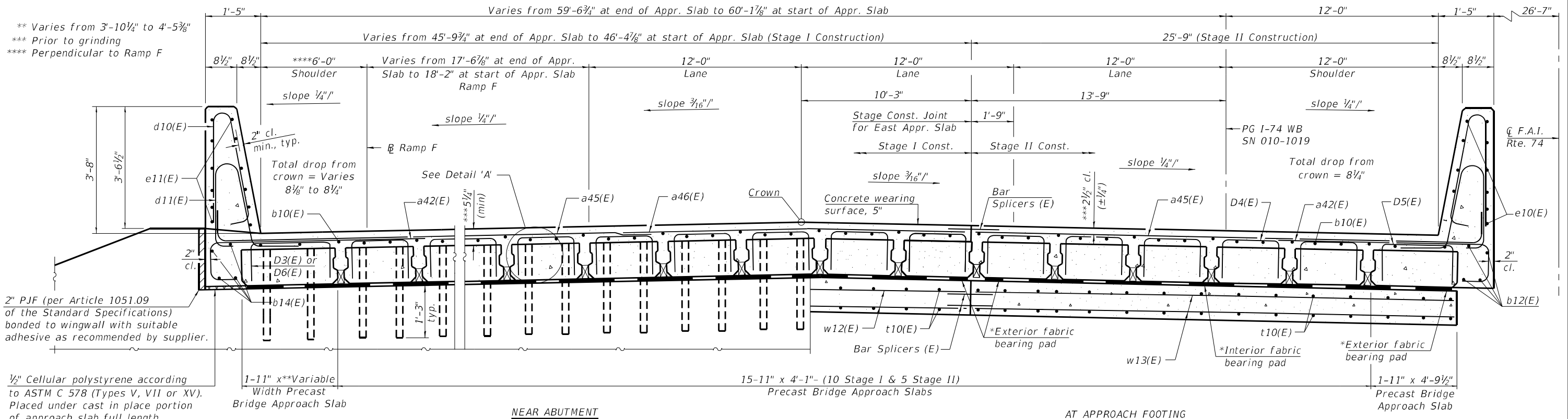
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE EAST APPROACH SLAB
 STRUCTURE NO. 010-1019 (WB)

SHEET NO. 40 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	922
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT



** Varies from 3'-10 1/4" to 4'-5 3/8"
 *** Prior to grinding
 **** Perpendicular to Ramp F

2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.

1/2" Cellular polystyrene according to ASTM C 578 (Types V, VII or XV). Placed under cast in place portion of approach slab full length.

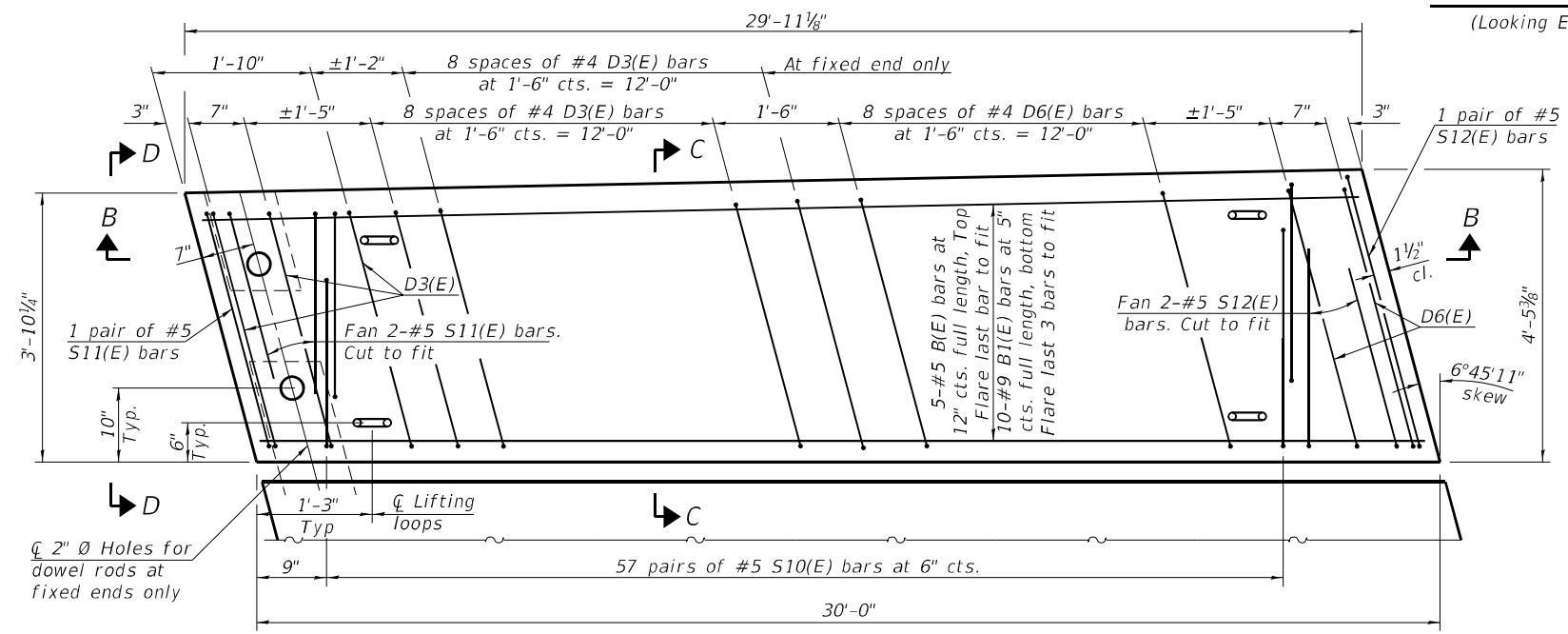
NEAR ABUTMENT

CROSS SECTION
(Looking East)

AT APPROACH FOOTING
(Parapet Side Shown, See Detail B for details of Curb at Approach Footing)

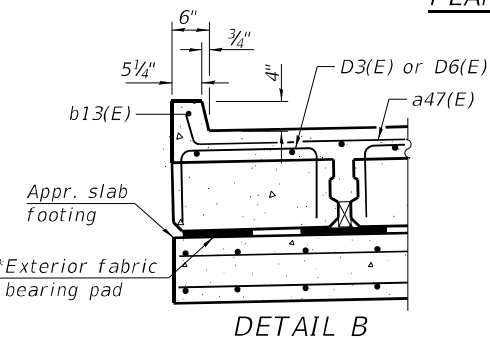
Notes:
 See Sheet 40 of 79 for Detail A
 See Sheet 42 of 79 for fabric bearing pad and lifting loops details.
 For notes on precast beams, see Sheet 42 of 79.
 See Sheet 42 of 79 for details of interior and south exterior precast approach slab beams.

* Fabric bearing pads at the expansion end shall be recessed 1/4" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.

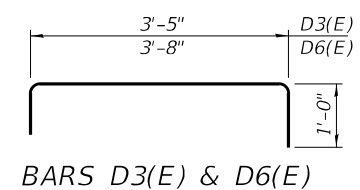


PLAN VIEW - NORTH EXTERIOR PRECAST APPROACH SLAB BEAM
(showing variable width north exterior precast bridge approach beam)

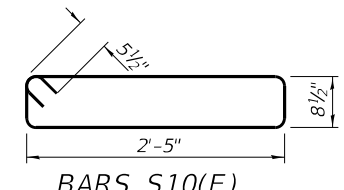
(Spacing of D3(E) and D6(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)



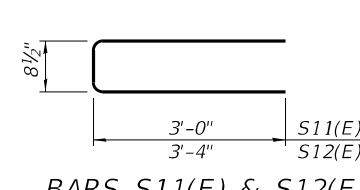
DETAIL B



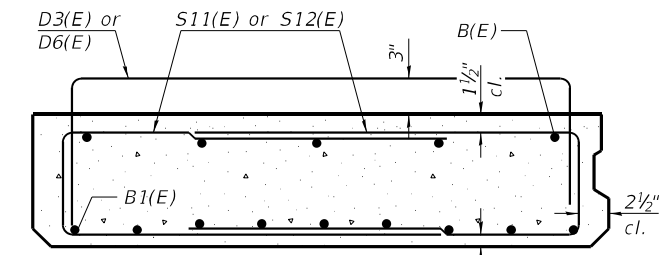
BARS D3(E) & D6(E)



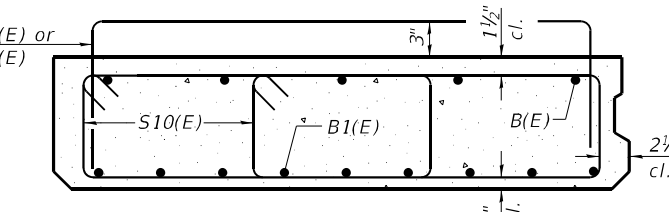
BARS S10(E)



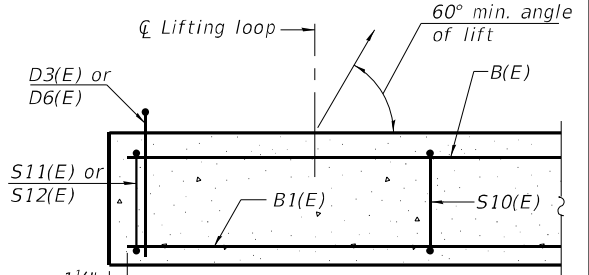
BARS S11(E) & S12(E)



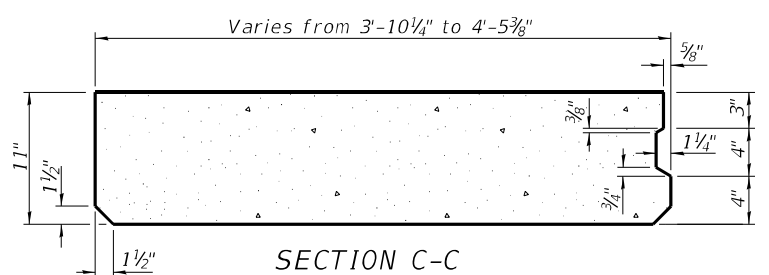
VIEW D-D
(Showing reinforcement)



SECTION C-C
(Showing reinforcement)



SECTION B-B



SECTION C-C
(Showing dimensions)

BAR LIST
NORTH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D3(E)	21	#4	5'-5"	┌
D6(E)	11	#4	5'-8"	┌
S10(E)	114	#5	7'-2"	▭
S11(E)	4	#5	6'-9"	▭
S12(E)	4	#5	7'-5"	▭

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-041-E, Approach Slab SN 010-1019 (WB)



USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
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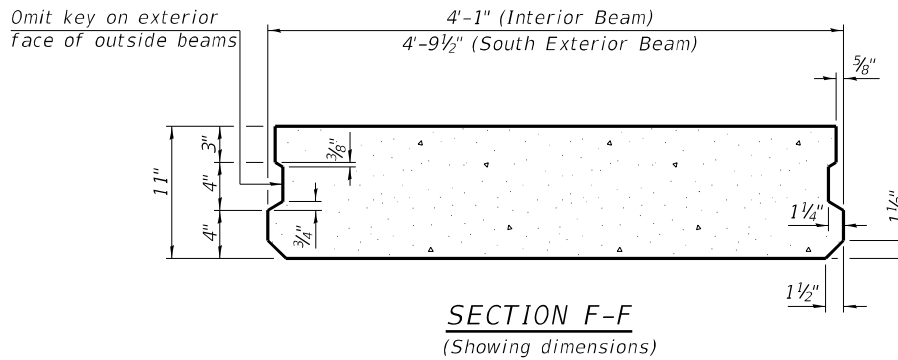
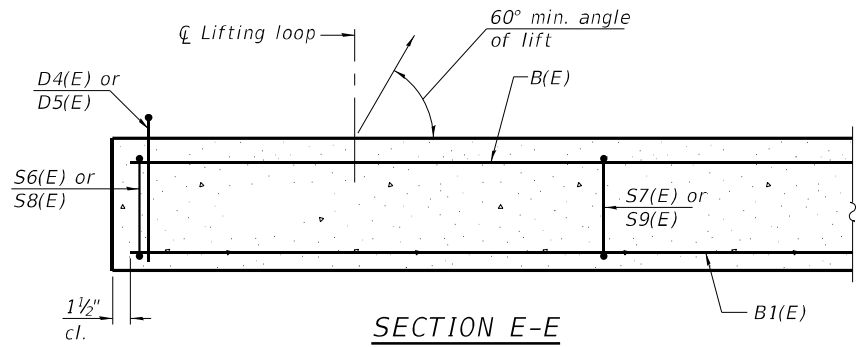
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE EAST APPROACH SLAB
STRUCTURE NO. 010-1019 (WB)

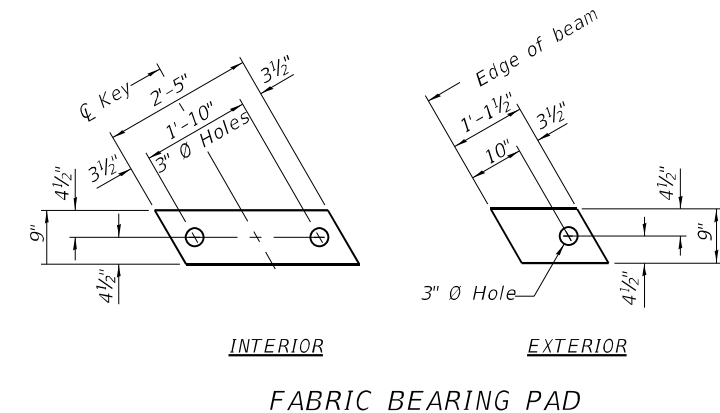
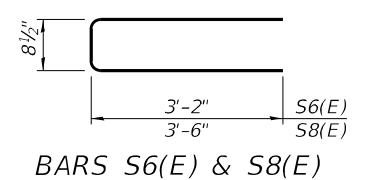
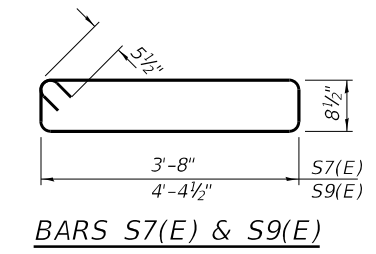
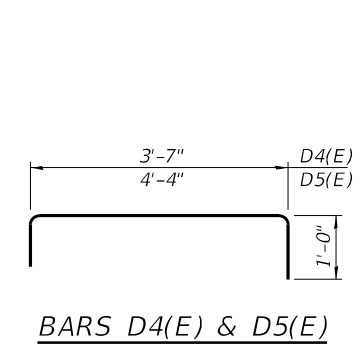
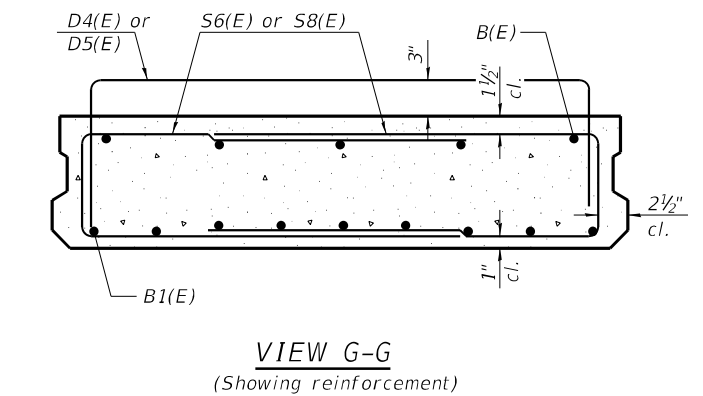
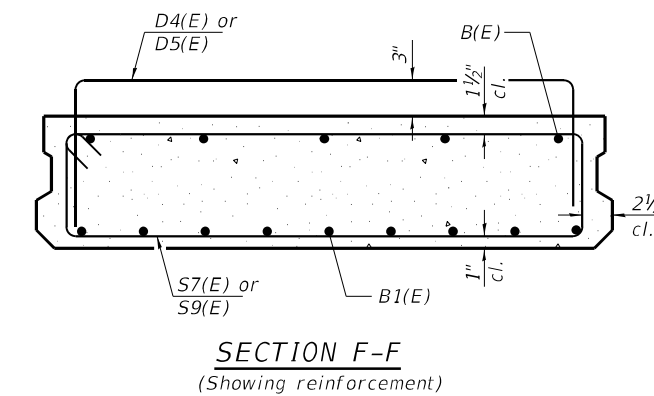
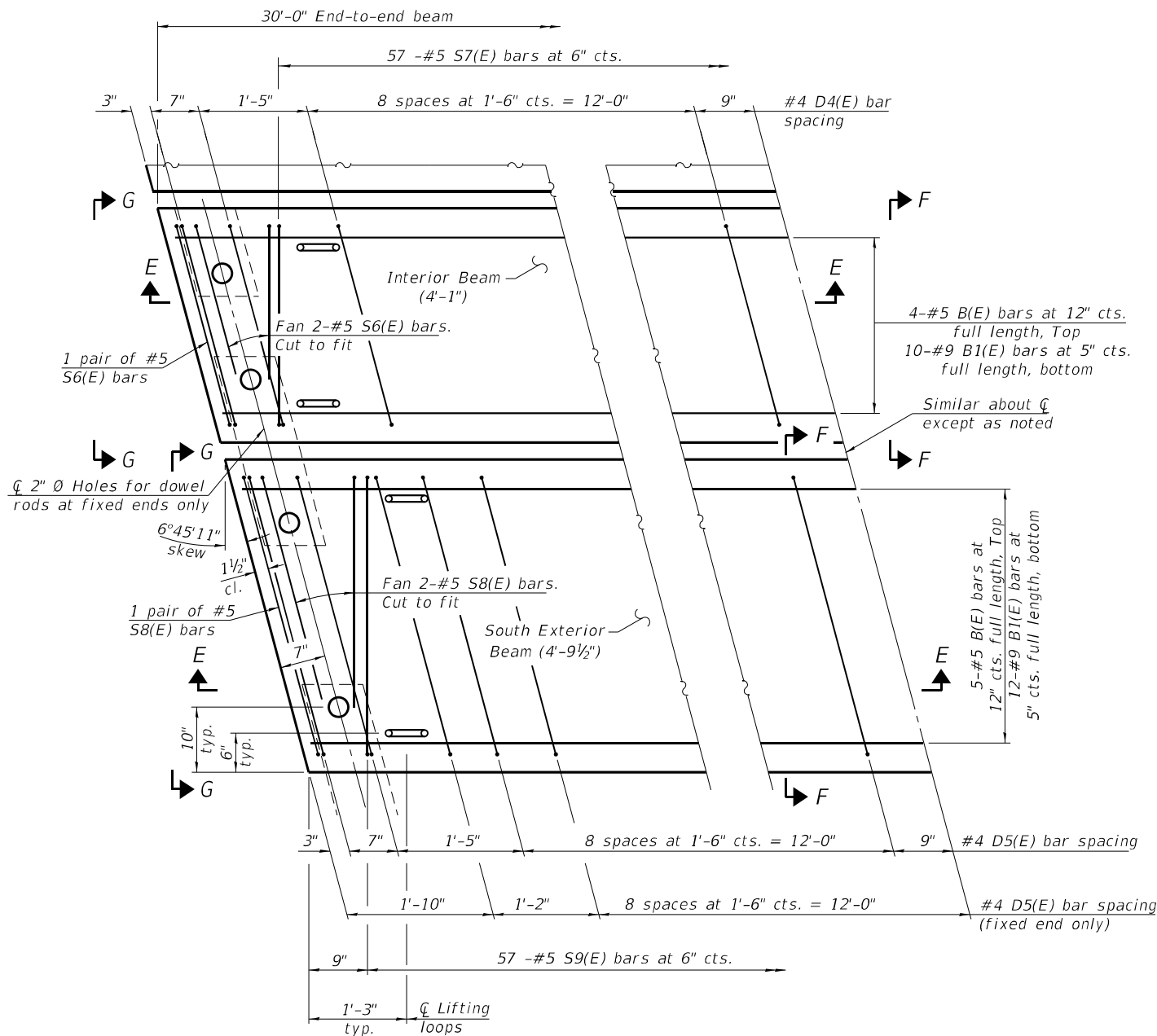
F.A.I. RTE. 57	SECTION 10-(33,34,5,14)R & (10-34)B	COUNTY CHAMPAIGN	TOTAL SHEETS 1182	SHEET NO. 923
CONTRACT NO. 70C01				

SHEET NO. 41 OF 79 SHEETS

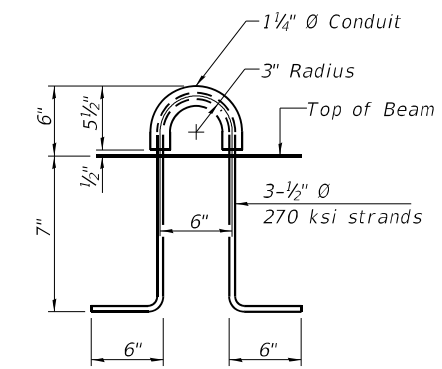
(Sheet 2 of 4)



Notes:
 The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
 Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
 The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
 Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
 A minimum 2 1/2" Ø lifting pins shall be used to engage the lifting loops during handling.
 Compressive strength of precast concrete, f'c shall be 6,000 psi.
 Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.
 See Sheet 41 of 79 for details of variable north exterior precast approach slab beam.



Notes:
 Bearing pads at fixed end shall be 1/2" thick and bearing pads at expansion end shall be 3/4" thick.
 Omit holes for fabric bearing pads at approach slab footing end of beams.



BAR LIST EACH INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	4	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D4(E)	22	#4	5'-7"	┌
S6(E)	8	#5	7'-1"	┌
S7(E)	57	#5	9'-8"	▬

BAR LIST SOUTH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	12	#9	29'-8"	—
D5(E)	32	#4	6'-4"	┌
S8(E)	8	#5	7'-9"	┌
S9(E)	57	#5	11'-1"	▬

PLAN VIEW
 (showing precast bridge approach beams)
 (Spacing of D4(E) and D5(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)

LIFTING LOOP DETAIL
 (An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)

(Sheet 3 of 4)

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-042-E, Approach Slab SN 010-1019 (WB)



USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

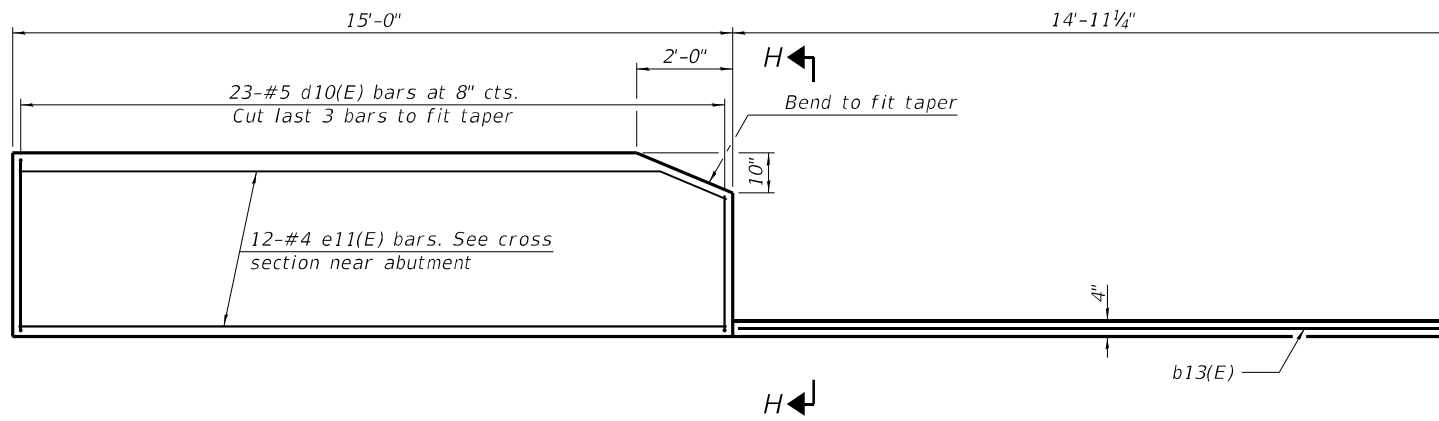
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE EAST APPROACH SLAB
STRUCTURE NO. 010-1019 (WB)

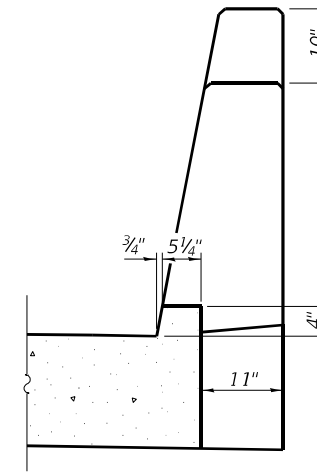
SHEET NO. 42 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C01				

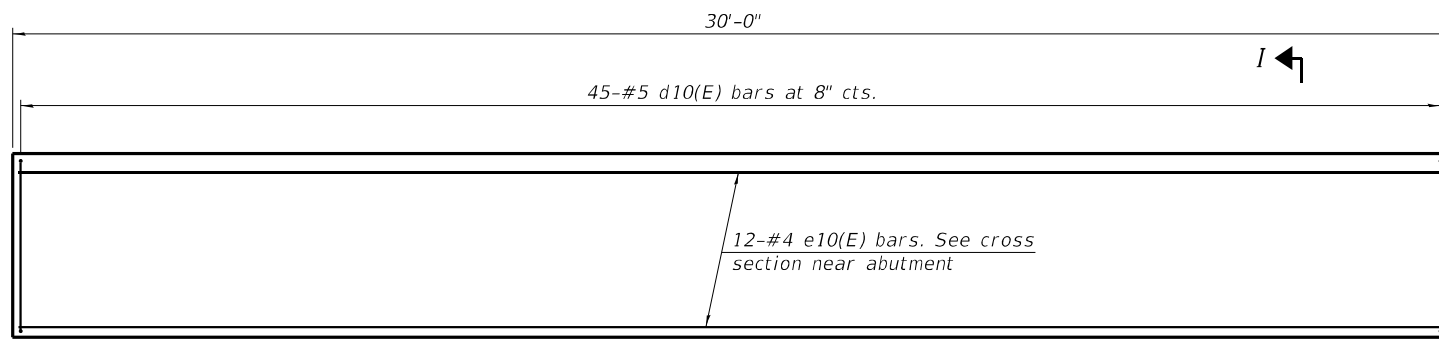
ILLINOIS FED. AID PROJECT



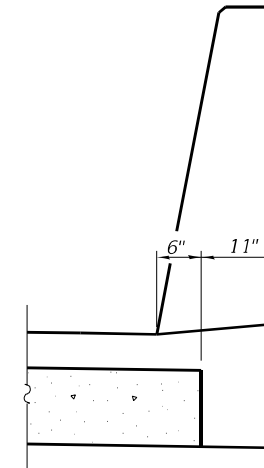
INSIDE ELEVATION OF NORTH PARAPET AND CURB
(Looking North)



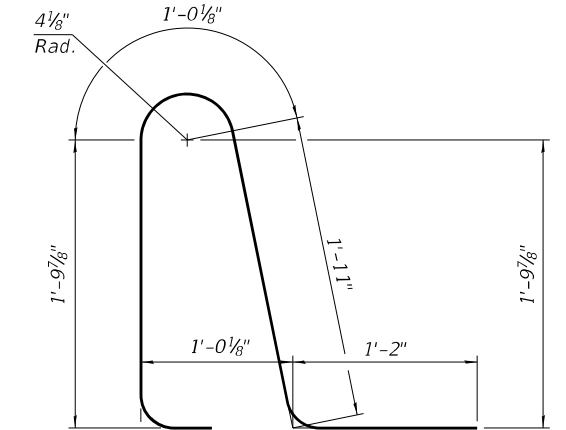
VIEW H-H



INSIDE ELEVATION OF SOUTH PARAPET
(Looking South)



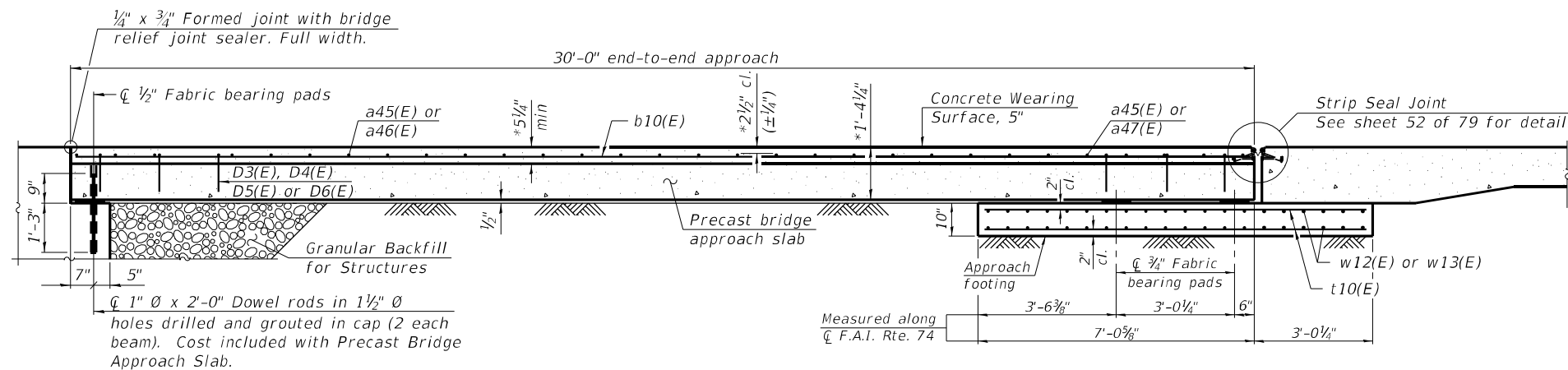
VIEW I-I



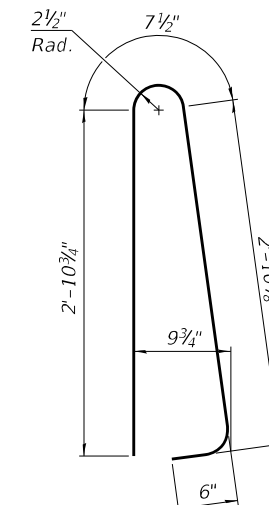
BAR d11(E)

EAST APPROACH SLAB BILL OF MATERIAL FOR SN 010-1019

Bar	No.	Size	Length	Shape
a42(E)	45	#5	8'-2"	
a45(E)	45	#5	27'-11"	
a46(E)	30	#5	24'-0"	
a47(E)	15	#5	26'-10"	
b10(E)	73	#4	29'-8"	
b12(E)	4	#5	29'-8"	
b13(E)	1	#4	14'-7"	
b14(E)	4	#5	14'-8"	
d10(E)	68	#5	7'-0"	
d11(E)	68	#5	6'-5"	
e10(E)	12	#4	29'-8"	
e11(E)	12	#4	14'-8"	
t10(E)	146	#4	9'-8"	
w12(E)	80	#5	25'-3"	
w13(E)	40	#5	26'-1"	
Concrete Superstructure			Cu. Yd.	6.4
Concrete Structures			Cu. Yd.	22.7
Reinforcement Bars, Epoxy Coated			Pound	9960
Precast Bridge Approach Slab			Sq. Ft.	2186
Concrete Wearing Surface, 5"			Sq. Yd.	246.0

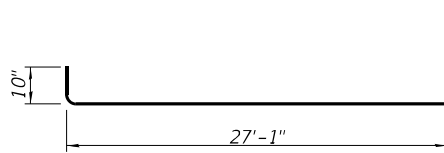


SECTION A-A

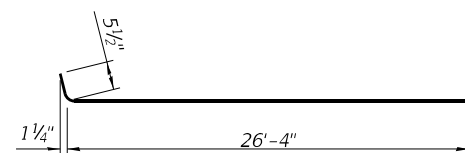


BAR d10(E)

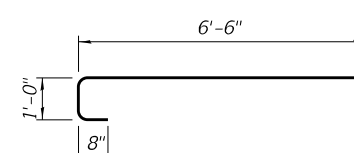
*Prior to grinding



BAR a45(E)



BAR a47(E)



BAR a42(E)

(Sheet 4 of 4)

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-043-E, Approach Slab SN 010-1019 (WB)



USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

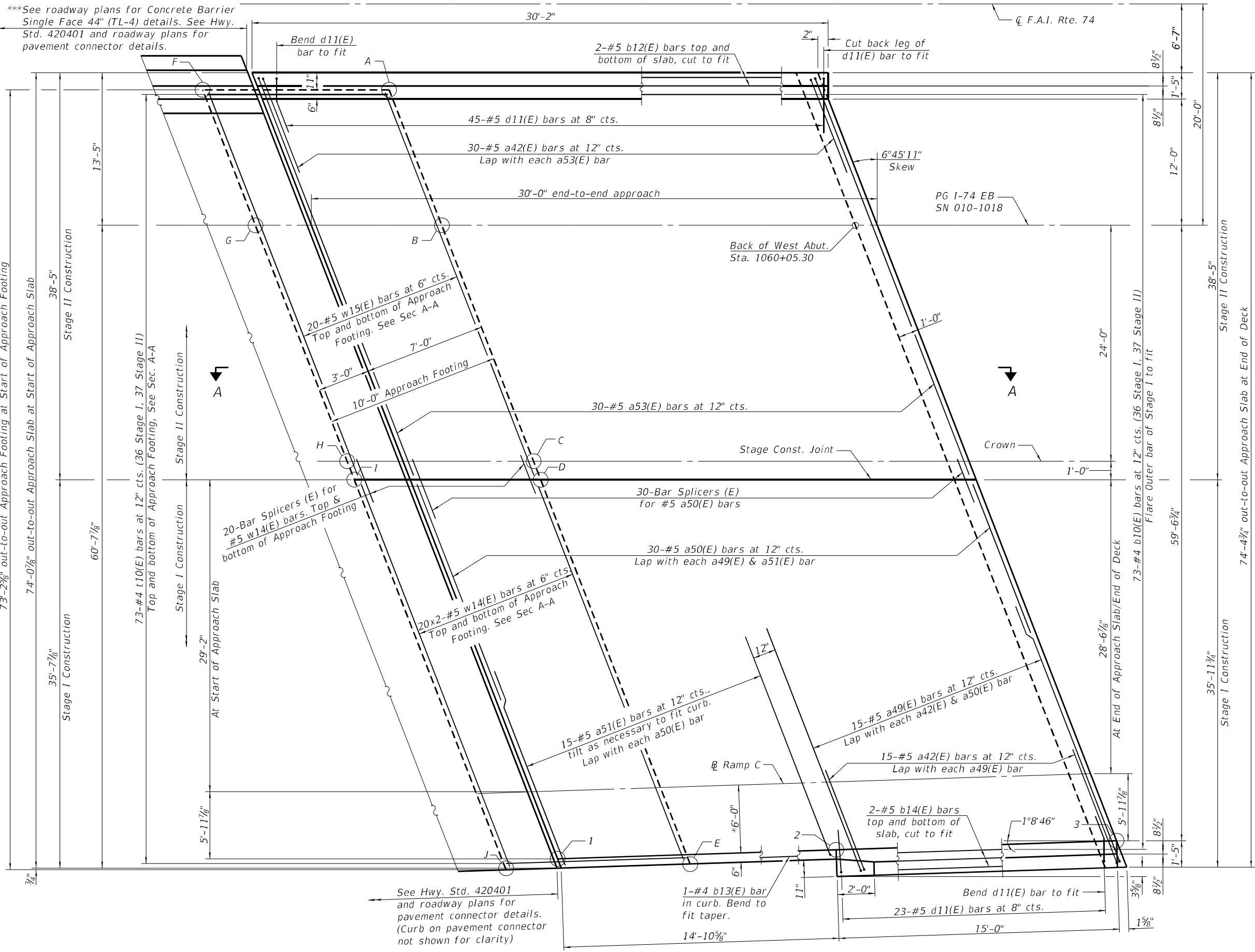
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRECAST BRIDGE EAST APPROACH SLAB
STRUCTURE NO. 010-1019 (WB)**

SHEET NO. 43 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	925
CONTRACT NO. 70C01				

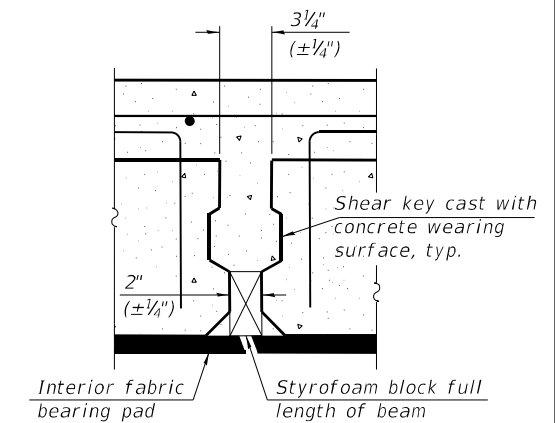
ILLINOIS FED. AID PROJECT



Note:
See Sheet 45 & 47 of 79 for Cross section and Section A-A respectively.

* Perpendicular distance between Ramp C and South Inside Face of Curb or Parapet.
** Station and offset are referenced from \bar{C} F.A.I. 74 and PG SN 010-1018 respectively.
*** Coordinate construction of Approach Footing and Concrete Barrier Single Face 44" (TL-4)

MINIMUM BAR LAP
#5 bar = 3'-0"



DETAIL 'A'

****STATION AND OFFSET ALONG INSIDE FACE OF SOUTH CURB OR PARAPET**

West Approach (SN 010-1018)		
Point	Station	Offset
1	1059+83.43	60.16
2	1059+98.36	59.86
3	1060+13.36	59.56

****TOP AND BOTTOM ELEVATIONS FOR APPROACH SLAB FOOTING**

West Approach (SN 010-1018)				
Point	Station	Offset	Top	Bottom
A	1059+81.87	-12.50	785.78	784.95
B	1059+83.35	0.00	786.01	785.18
C	1059+86.19	24.00	786.45	785.62
D	1059+86.31	25.00	786.46	785.63
E	1059+90.52	60.52	785.78	784.95
F	1059+71.80	-12.50	785.77	784.94
G	1059+73.28	0.00	786.00	785.17
H	1059+76.12	24.00	786.44	785.61
I	1059+76.24	25.00	786.45	785.62
J	1059+80.47	60.72	785.77	784.94

PLAN - WEST APPROACH SLAB

(Sheet 1 of 4)

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-044-W, Approach Slab SN 010-1018 (EB)



USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
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PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

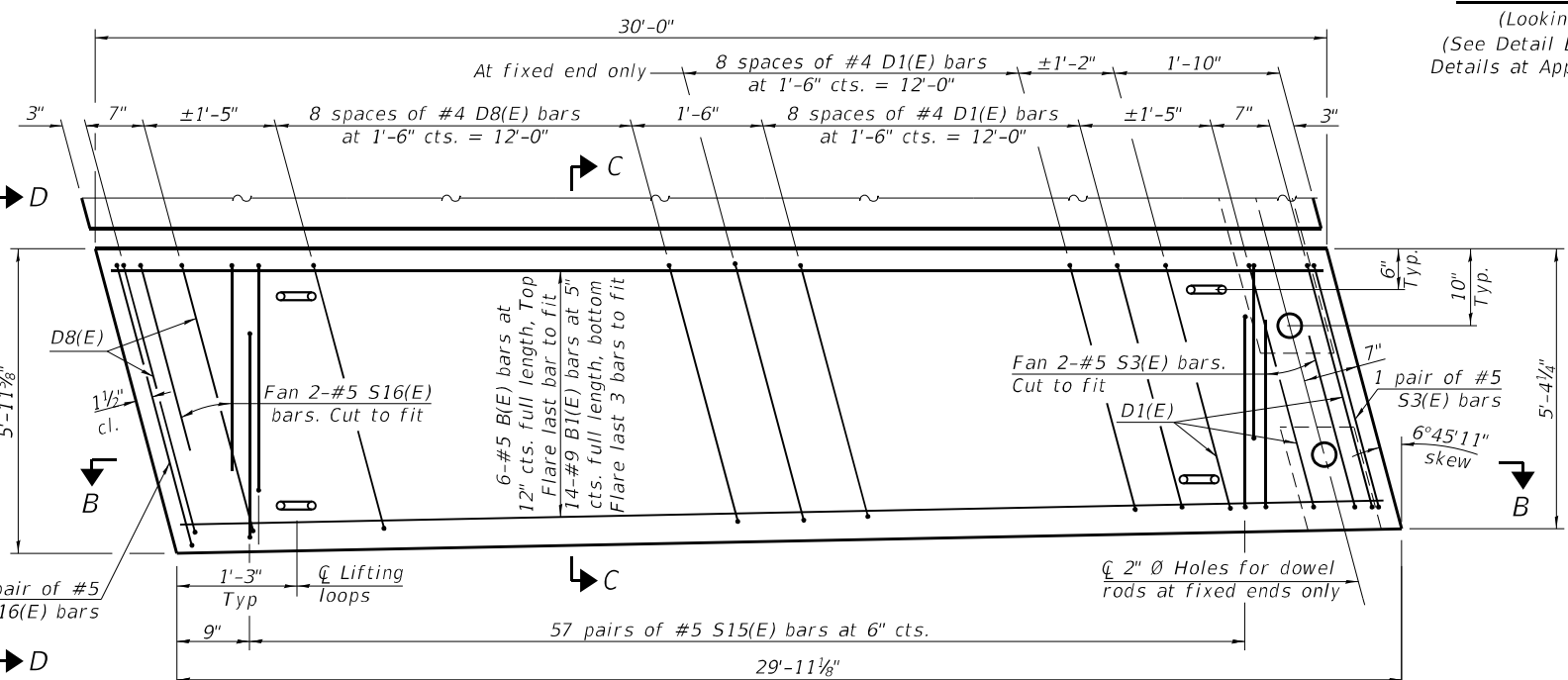
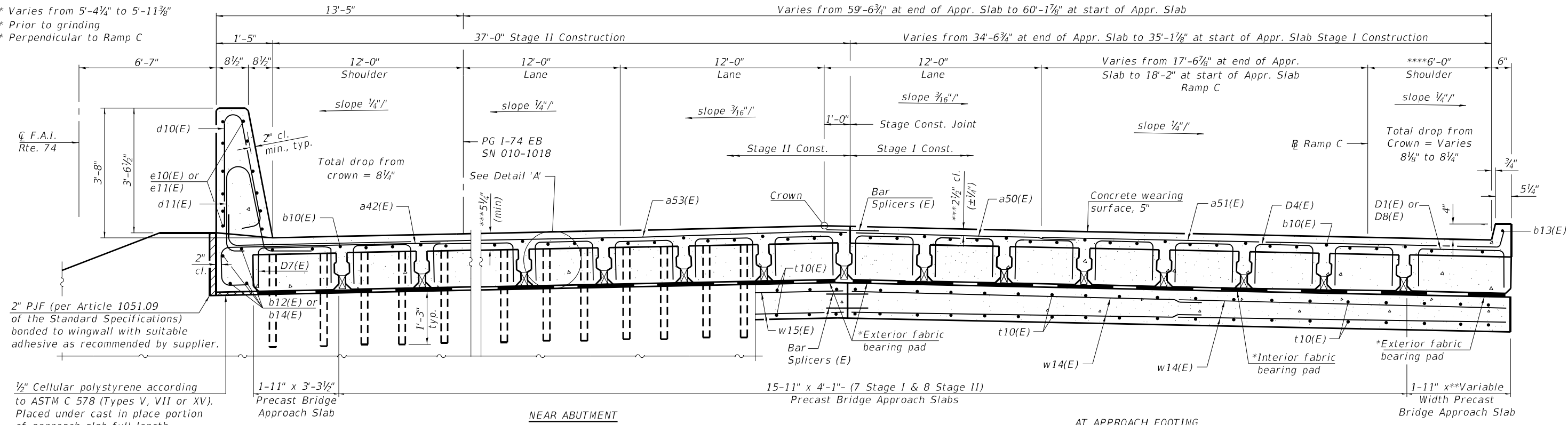
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRECAST BRIDGE WEST APPROACH SLAB
STRUCTURE NO. 010-1018 (EB)**

SHEET NO. 44 OF 79 SHEETS

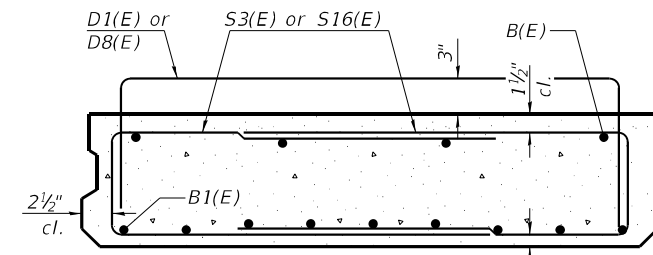
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5.14)R & (10-34)B	CHAMPAIGN	1182	926
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				

** Varies from 5'-4 1/4" to 5'-11 3/8"
 *** Prior to grinding
 **** Perpendicular to Ramp C

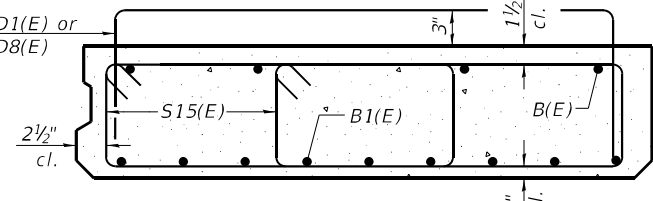


PLAN VIEW - SOUTH EXTERIOR PRECAST APPROACH SLAB BEAM
 (showing variable width south exterior precast bridge approach beam)
 (Spacing of D1(E) and D8(E) bars may be adjusted up to 3' to miss the dowel rod holes and the lifting loops at the beam ends)

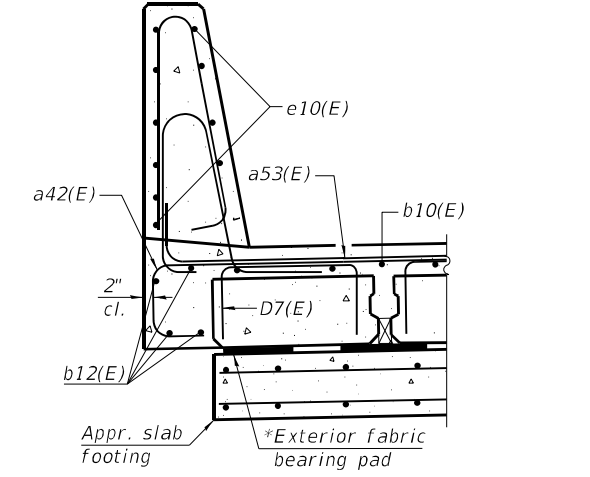
CROSS SECTION
 (Looking East)
 (See Detail B for Parapet Details at Approach Footing)



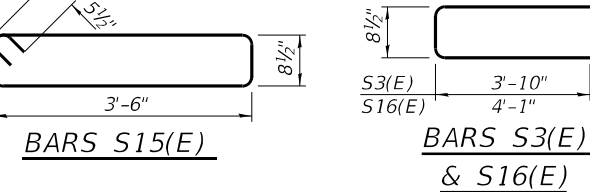
VIEW D-D
 (Showing reinforcement)



SECTION C-C
 (Showing reinforcement)



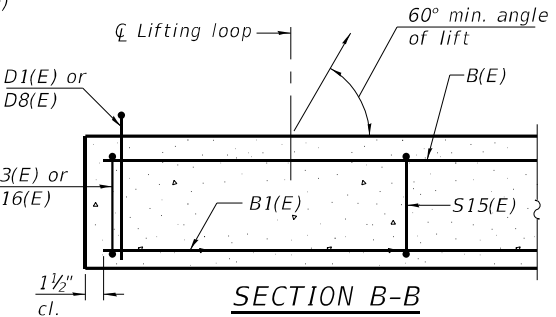
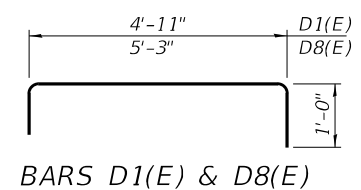
DETAIL B



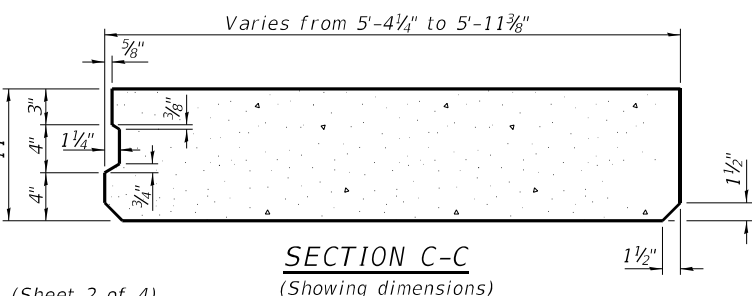
BAR LIST
SOUTH EXTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D1(E)	21	#4	6'-11"	┌
D8(E)	11	#4	7'-3"	┌
S3(E)	4	#5	8'-5"	┌
S15(E)	114	#5	9'-4"	┌
S16(E)	4	#5	8'-11"	┌

Notes:
 See Sheet 44 of 79 for Detail A
 See Sheet 46 of 79 for fabric bearing pad and lifting loops details.
 For notes on precast beams, see Sheet 46 of 79.
 See Sheet 46 of 79 for details of interior and north exterior precast approach slab beams.
 * Fabric bearing pads at the expansion end shall be recessed 1/4" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.



SECTION B-B



SECTION C-C
 (Showing dimensions)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE WEST APPROACH SLAB
STRUCTURE NO. 010-1018 (EB)

SHEET NO. 45 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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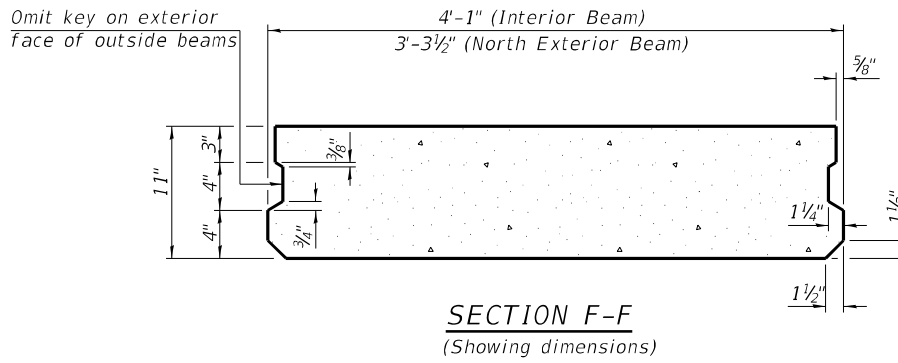
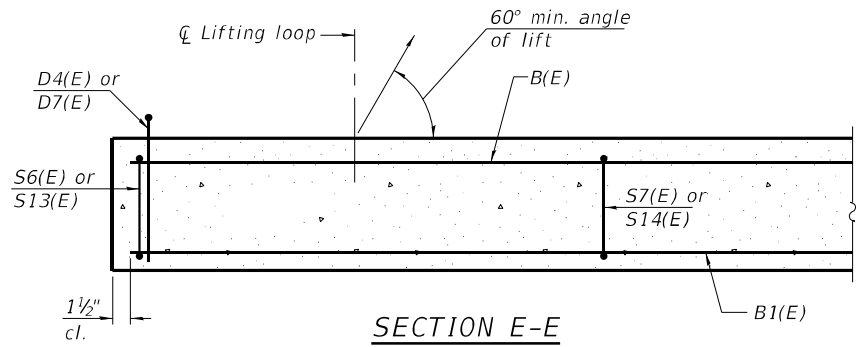
CONTRACT NO. 70C01

ILLINOIS FED. AID PROJECT

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-045-W, Approach Slab SN 010-1018 (EB)
 1/21/2022 9:29:16 AM



USER NAME	DESIGNED	CHECKED	PLOT SCALE	PLOT DATE	FAM	GBR	FAM	GBR	1/21/2022
	FAM	GBR							



Notes:

The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.

Cast-in-place substitution of Precast Bridge Approach Slab is not allowed. The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."

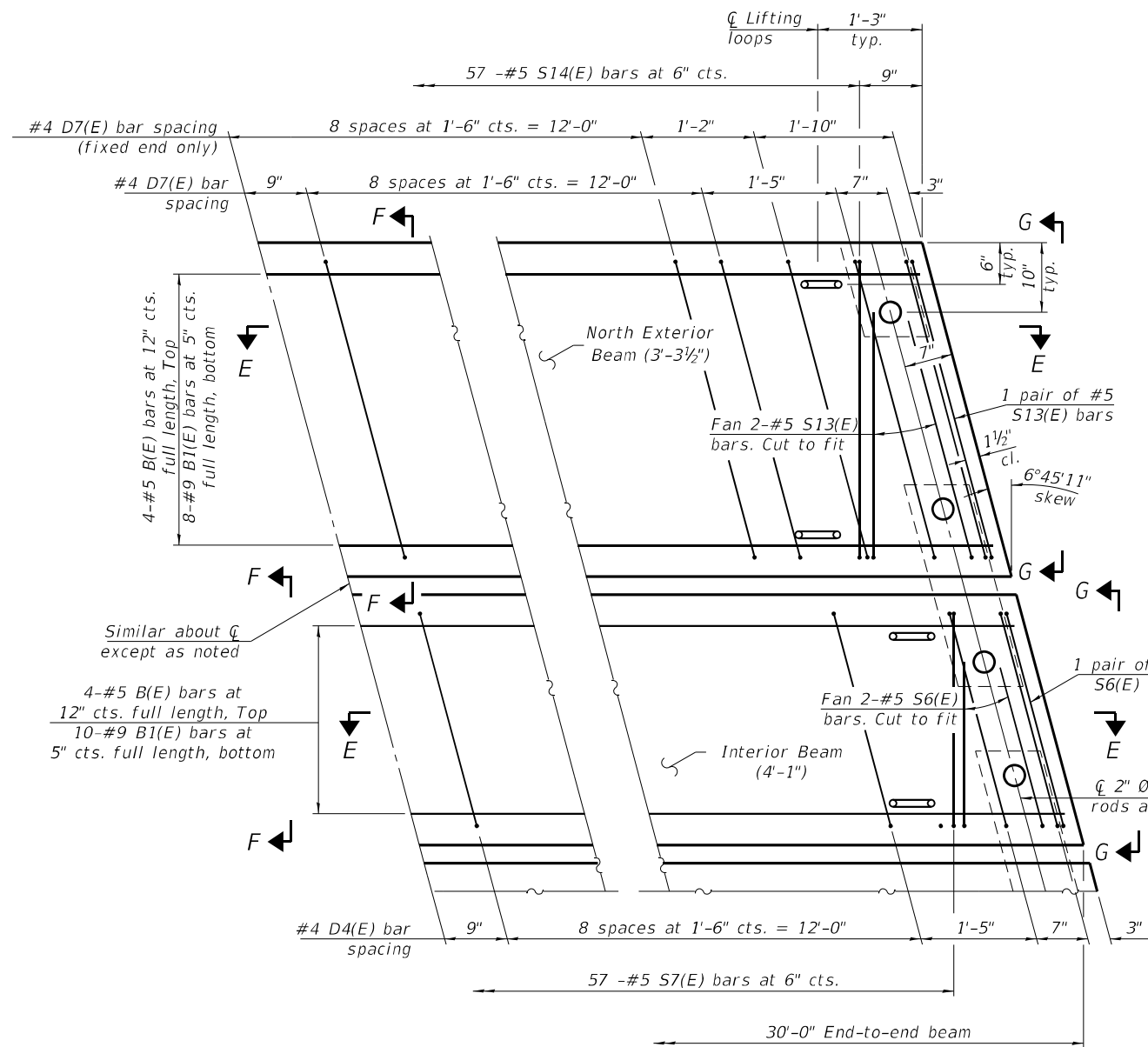
Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.

A minimum 2 1/2" Ø lifting pins shall be used to engage the lifting loops during handling.

Compressive strength of precast concrete, f'c shall be 6,000 psi.

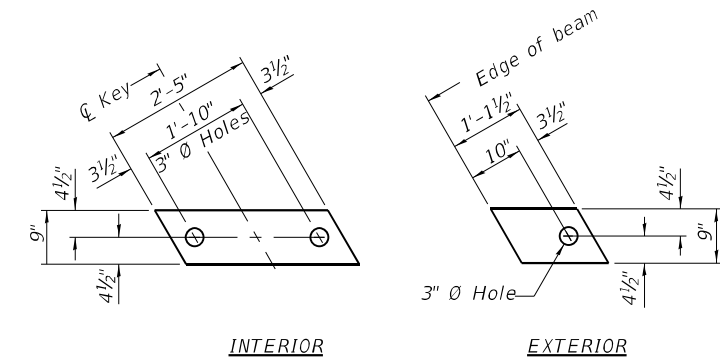
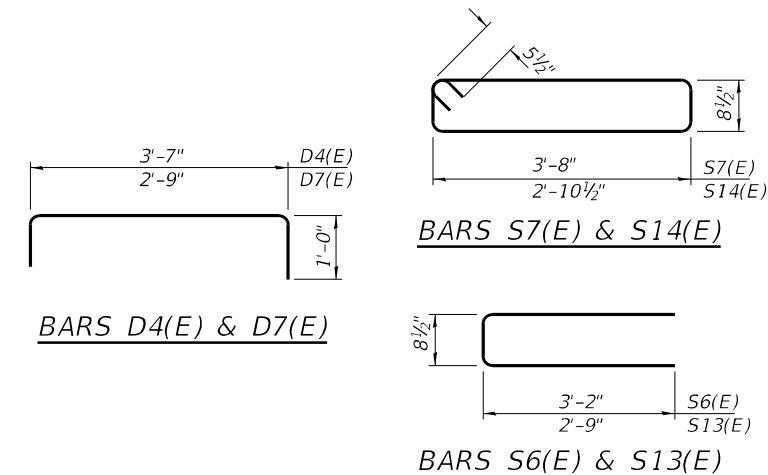
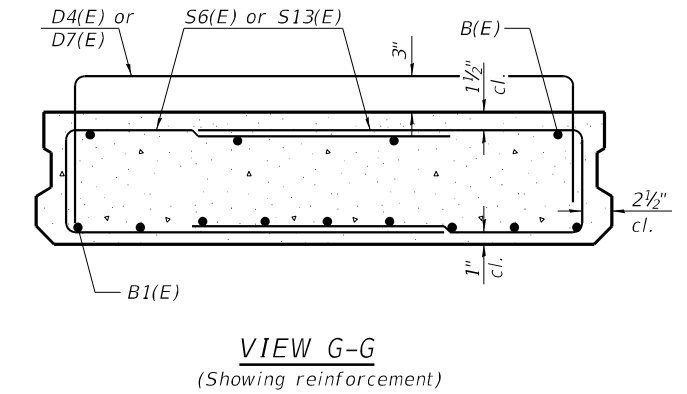
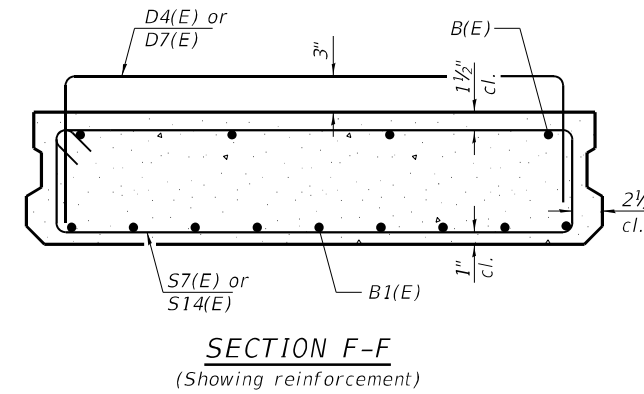
Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.

See Sheet 45 of 79 for details of variable south exterior precast approach slab beam.

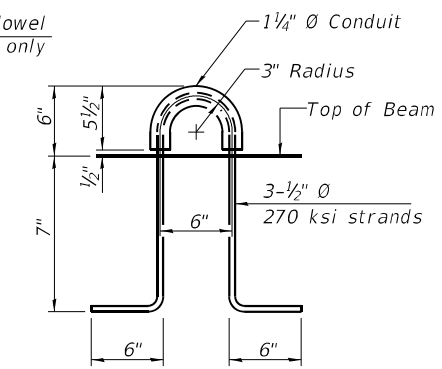


PLAN VIEW

(showing precast bridge approach beams)
(Spacing of D4(E) and D7(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)



Notes:
Bearing pads at fixed end shall be 1/2" thick and bearing pads at expansion end shall be 3/4" thick.
Omit holes for fabric bearing pads at approach slab footing end of beams.



LIFTING LOOP DETAIL

(An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)

BAR LIST EACH INTERIOR BEAM (For information only)

Bar	No.	Size	Length	Shape
B(E)	4	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D4(E)	22	#4	5'-7"	┌
S6(E)	8	#5	7'-1"	▬
S7(E)	57	#5	9'-8"	▬

BAR LIST NORTH EXTERIOR BEAM (For information only)

Bar	No.	Size	Length	Shape
B(E)	4	#5	29'-8"	—
B1(E)	8	#9	29'-8"	—
D7(E)	32	#4	4'-9"	┌
S13(E)	8	#5	6'-3"	▬
S14(E)	57	#5	8'-1"	▬

(Sheet 3 of 4)

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-046-W, Approach Slab SN 010-1018 (EB)
1/21/2022 9:29:41 AM



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PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

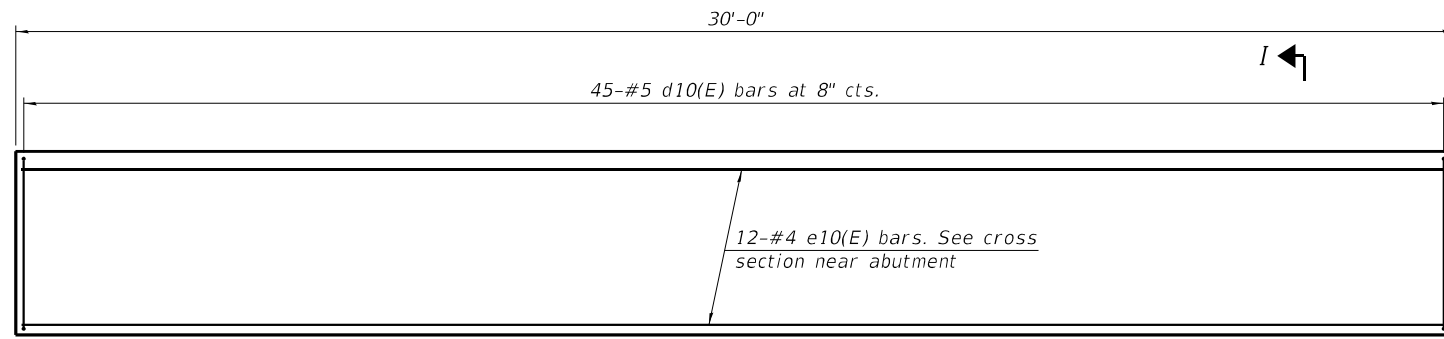
PRECAST BRIDGE WEST APPROACH SLAB
STRUCTURE NO. 010-1018 (EB)

SHEET NO. 46 OF 79 SHEETS

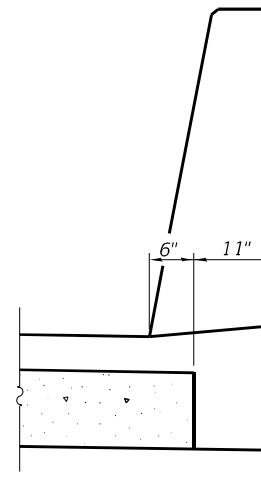
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	928

CONTRACT NO. 70C01

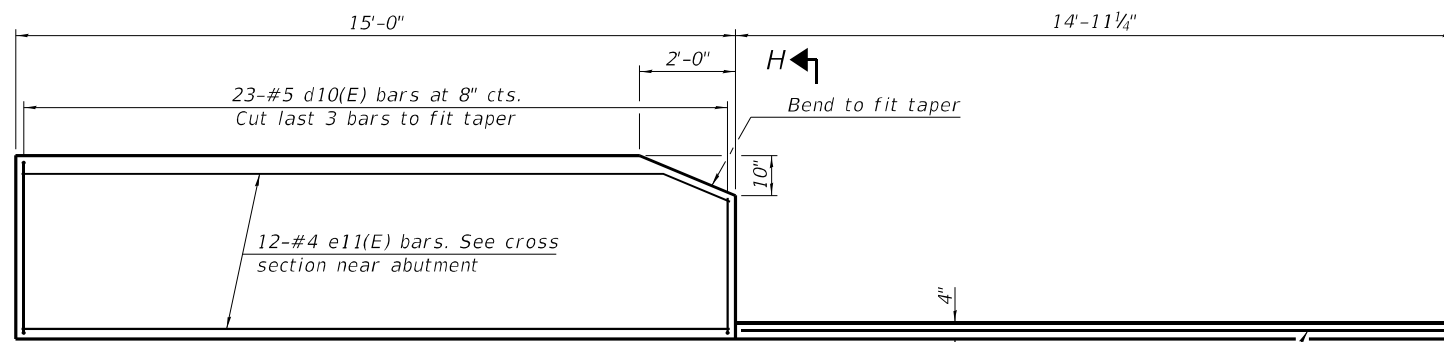
ILLINOIS FED. AID PROJECT



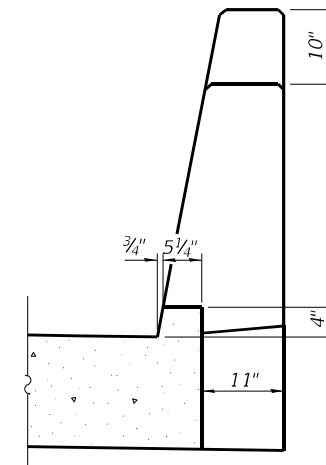
INSIDE ELEVATION OF NORTH PARAPET
(Looking North)



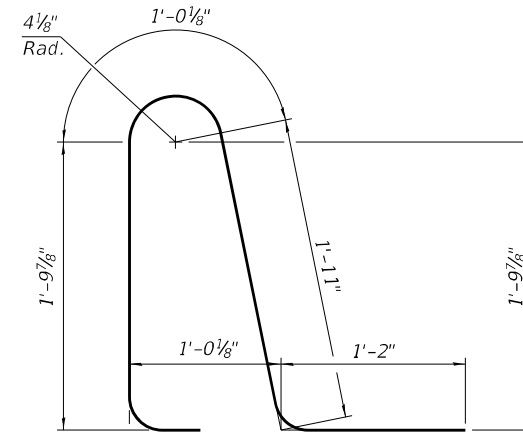
VIEW I-I



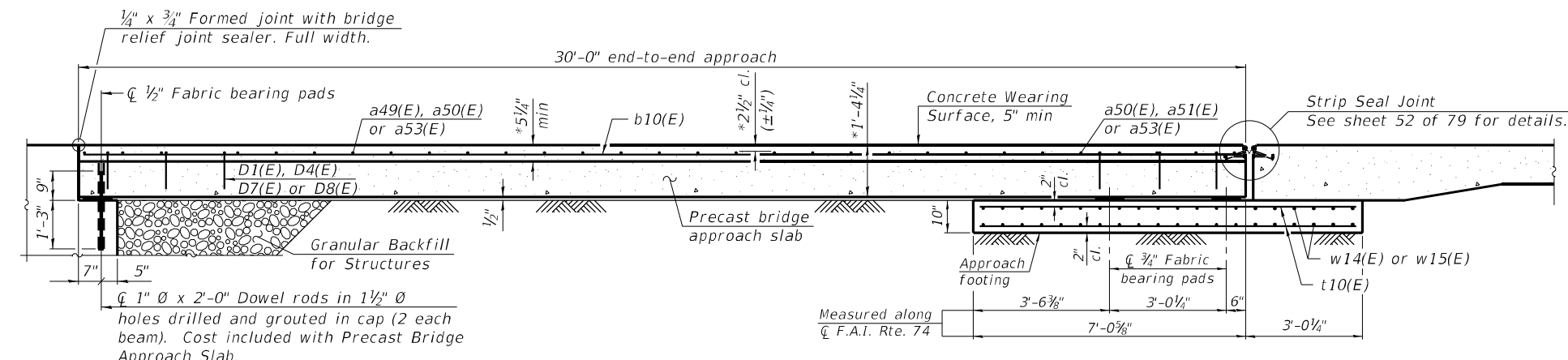
INSIDE ELEVATION OF SOUTH PARAPET AND CURB
(Looking South)



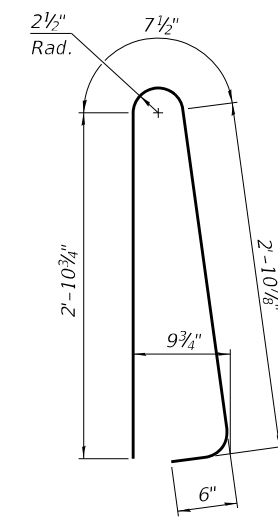
VIEW H-H



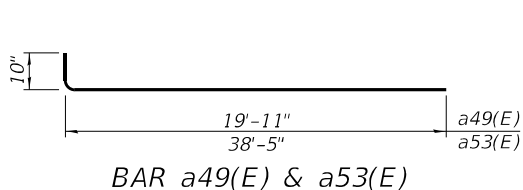
BAR d11(E)



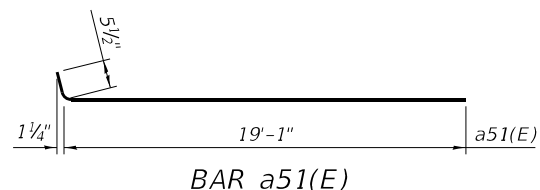
SECTION A-A



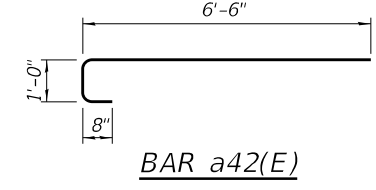
BAR d10(E)



BAR a49(E) & a53(E)



BAR a51(E)



BAR a42(E)

(Sheet 4 of 4)

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.

Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5". Parapet concrete shall be paid for as Concrete Superstructure.

Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 79.

Cost of cellular polystyrene is included with Concrete Superstructure.

WEST APPROACH SLAB BILL OF MATERIAL FOR SN 010-1018

Bar	No.	Size	Length	Shape
a42(E)	45	#5	8'-2"	[Diagram]
a49(E)	15	#5	20'-9"	[Diagram]
a50(E)	30	#5	19'-11"	[Diagram]
a51(E)	15	#5	19'-7"	[Diagram]
a53(E)	30	#5	39'-3"	[Diagram]
b10(E)	73	#4	29'-8"	[Diagram]
b12(E)	4	#5	29'-8"	[Diagram]
b13(E)	1	#4	14'-7"	[Diagram]
b14(E)	4	#5	14'-8"	[Diagram]
d10(E)	68	#5	7'-0"	[Diagram]
d11(E)	68	#5	6'-5"	[Diagram]
e10(E)	12	#4	29'-8"	[Diagram]
e11(E)	12	#4	14'-8"	[Diagram]
t10(E)	146	#4	9'-8"	[Diagram]
w14(E)	80	#5	19'-7"	[Diagram]
w15(E)	40	#5	37'-5"	[Diagram]
Concrete Superstructure		Cu. Yd.	6.4	
Concrete Structures		Cu. Yd.	22.7	
Reinforcement Bars, Epoxy Coated		Pound	9960	
Precast Bridge Approach Slab		Sq. Ft.	2186	
Concrete Wearing Surface, 5"		Sq. Yd.	246.0	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRECAST BRIDGE WEST APPROACH SLAB
STRUCTURE NO. 010-1018 (EB)**

SHEET NO. 47 OF 79 SHEETS

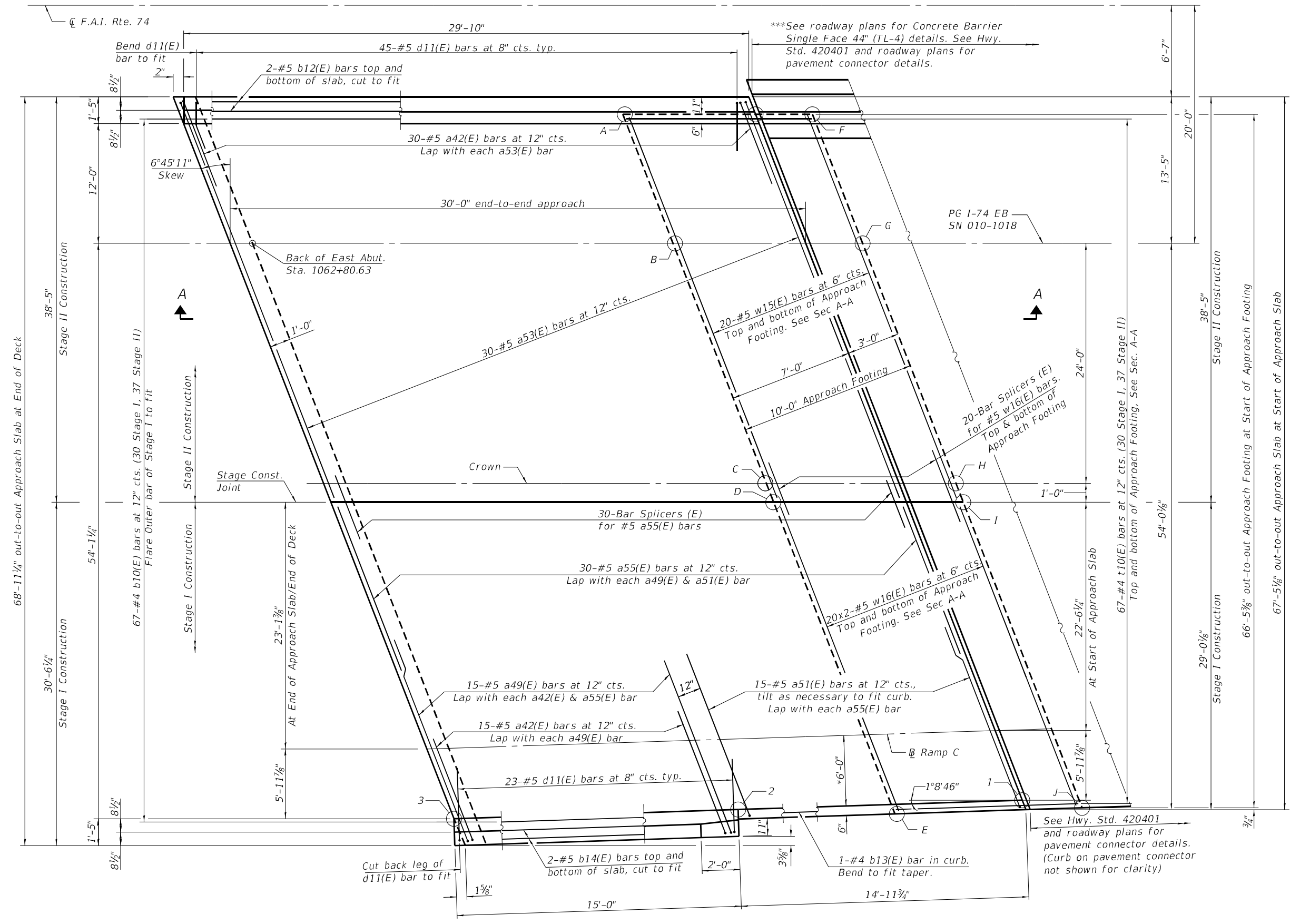
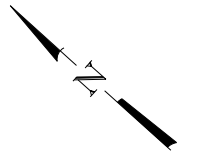
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57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	929
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT

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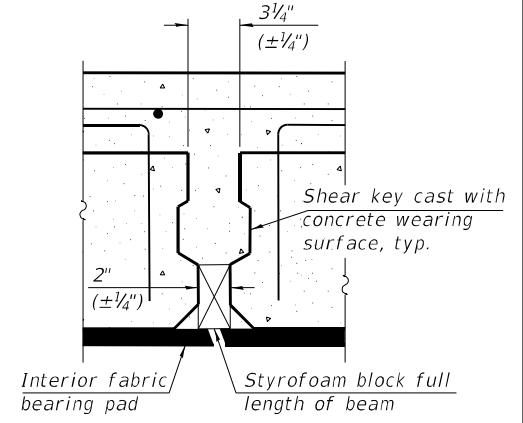
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PLAN - EAST APPROACH SLAB

Note:
 See Sheet 49 & 51 of 79 for Cross section and Section A-A respectively.
 * Perpendicular distance between Ramp C and South Inside Face of Curb or Parapet.
 ** Station and offset are referenced from \bar{C} F.A.I. 74 and PG SN 010-1018 respectively.
 *** Coordinate construction of Approach Footing and Concrete Barrier Single Face 44" (TL-4)

MINIMUM BAR LAP
 #5 bar = 3'-6"



DETAIL 'A'

****STATION AND OFFSET ALONG INSIDE FACE OF SOUTH CURB OR PARAPET**

Point	Station	Offset
1	1063+15.96	53.51
2	1063+01.03	53.80
3	1062+86.03	54.10

****TOP AND BOTTOM ELEVATIONS FOR APPROACH SLAB FOOTING**

East Approach (SN 010-1018)				
Point	Station	Offset	Top	Bottom
A	1063+01.10	-12.50	784.46	783.63
B	1063+02.58	0.00	784.68	783.85
C	1063+05.42	24.00	785.09	784.26
D	1063+05.54	25.00	785.10	784.27
E	1063+08.99	54.15	784.52	783.69
F	1063+11.17	-12.50	784.37	783.54
G	1063+12.65	0.00	784.58	783.75
H	1063+15.49	24.00	784.99	784.16
I	1063+15.61	25.00	785.00	784.17
J	1063+19.03	53.95	784.43	783.60

(Sheet 1 of 4)

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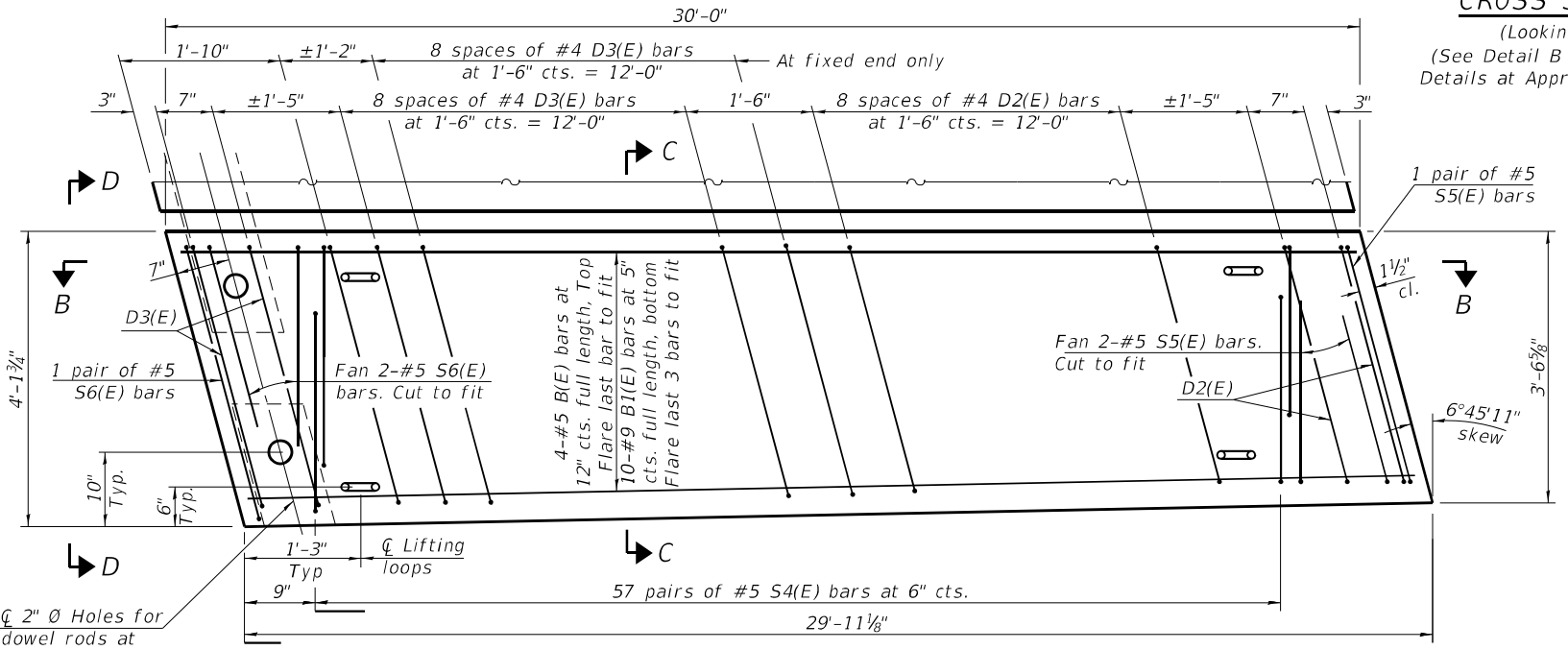
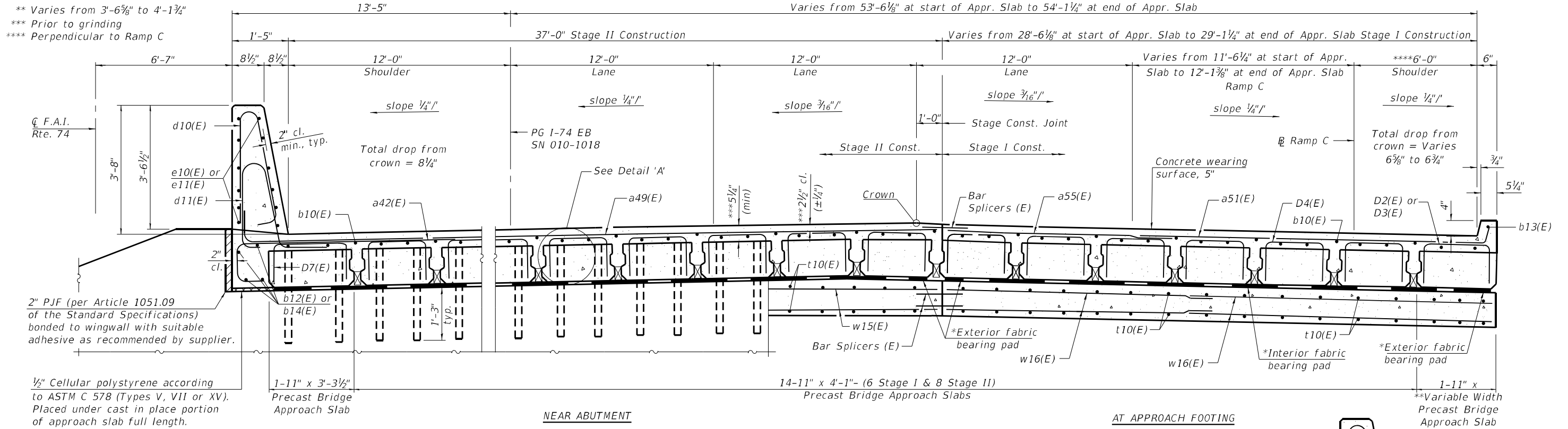
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE EAST APPROACH SLAB
 STRUCTURE NO. 010-1018 (EB)

SHEET NO. 48 OF 79 SHEETS

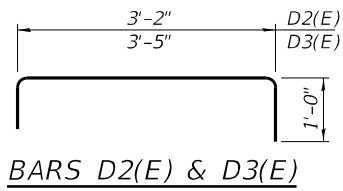
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CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				



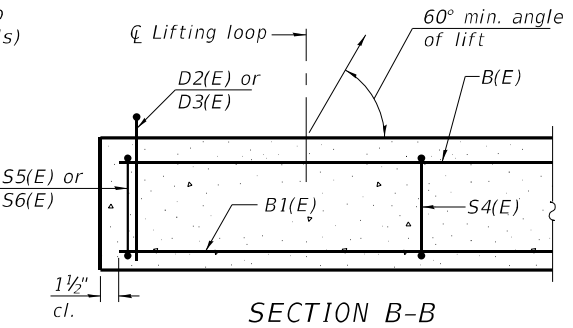
PLAN VIEW - SOUTH EXTERIOR PRECAST APPROACH SLAB BEAM

(showing variable width south exterior precast bridge approach beam)
 (Spacing of D2(E) and D3(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)

Notes:
 See Sheet 48 of 79 for Detail A
 See Sheet 50 of 79 for fabric bearing pad and lifting loops details.
 For notes on precast beams, see Sheet 50 of 79.
 See Sheet 50 of 79 for details of interior and north exterior precast approach slab beams.
 * Fabric bearing pads at the expansion end shall be recessed 1/2" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.



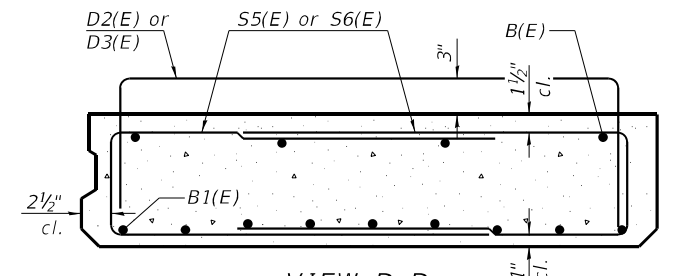
BARS D2(E) & D3(E)



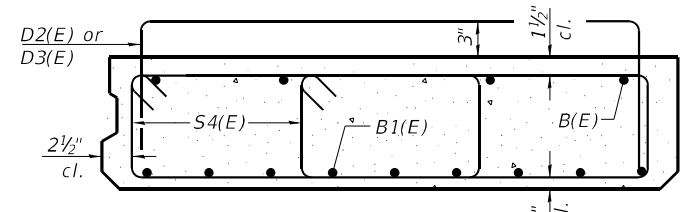
SECTION B-B

CROSS SECTION

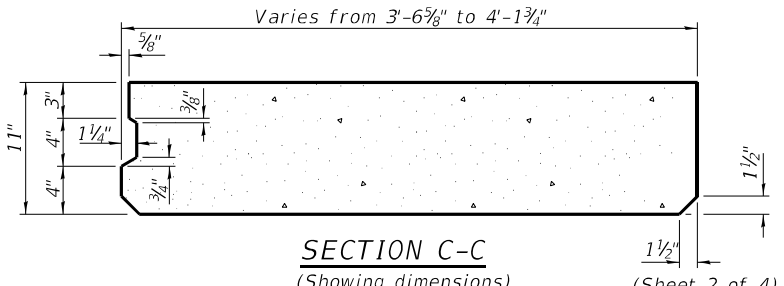
(Looking East)
 (See Detail B for Parapet Details at Approach Footing)



VIEW D-D
 (Showing reinforcement)

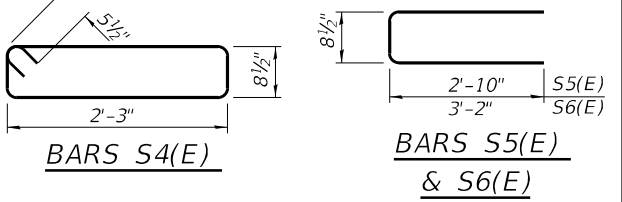
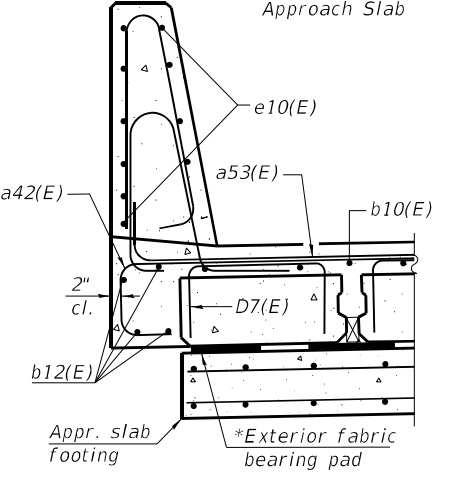


SECTION C-C
 (Showing reinforcement)



SECTION C-C
 (Showing dimensions)

DETAIL B



BARS S4(E) & BARS S5(E) & S6(E)

BAR LIST SOUTH EXTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	4	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D2(E)	11	#4	5'-2"	┌
D3(E)	21	#4	5'-5"	┌
S4(E)	114	#5	6'-10"	┌
S5(E)	4	#5	6'-5"	┌
S6(E)	4	#5	7'-1"	┌

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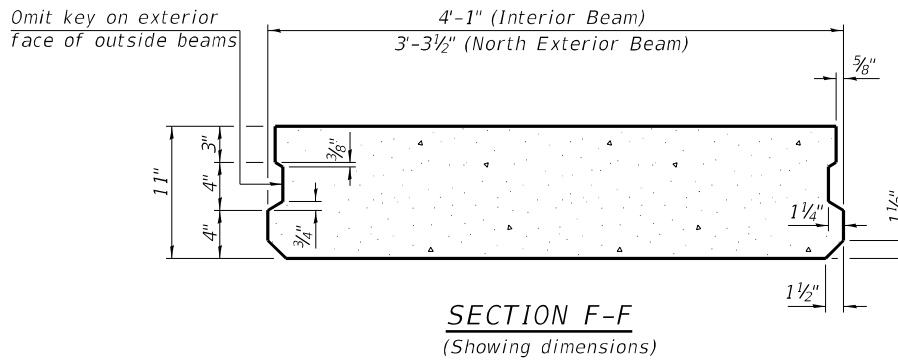
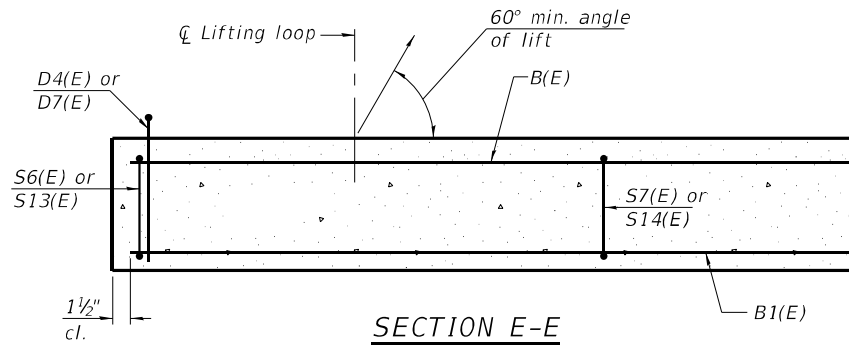
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

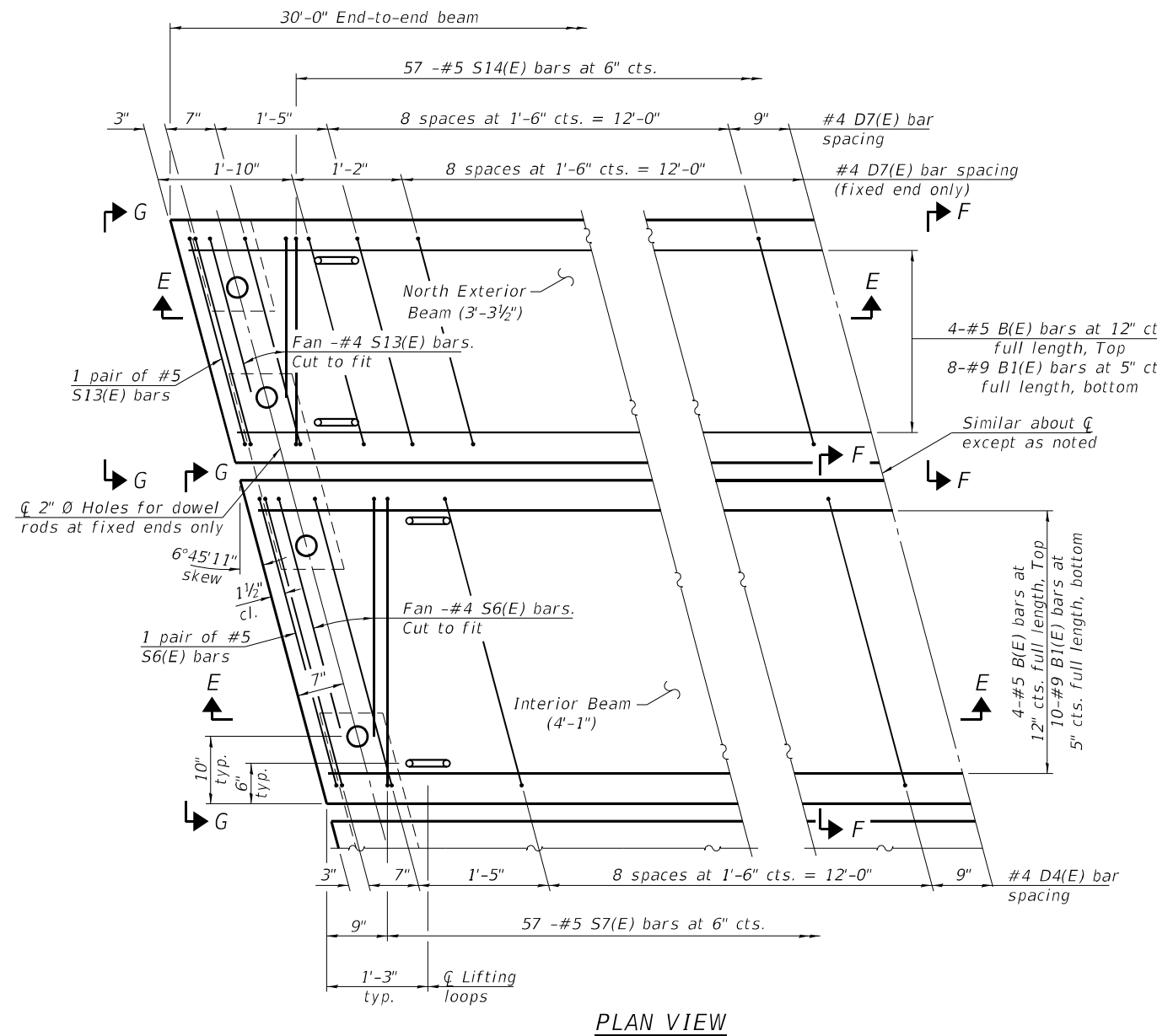
PRECAST BRIDGE EAST APPROACH SLAB
STRUCTURE NO. 010-1018 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	931

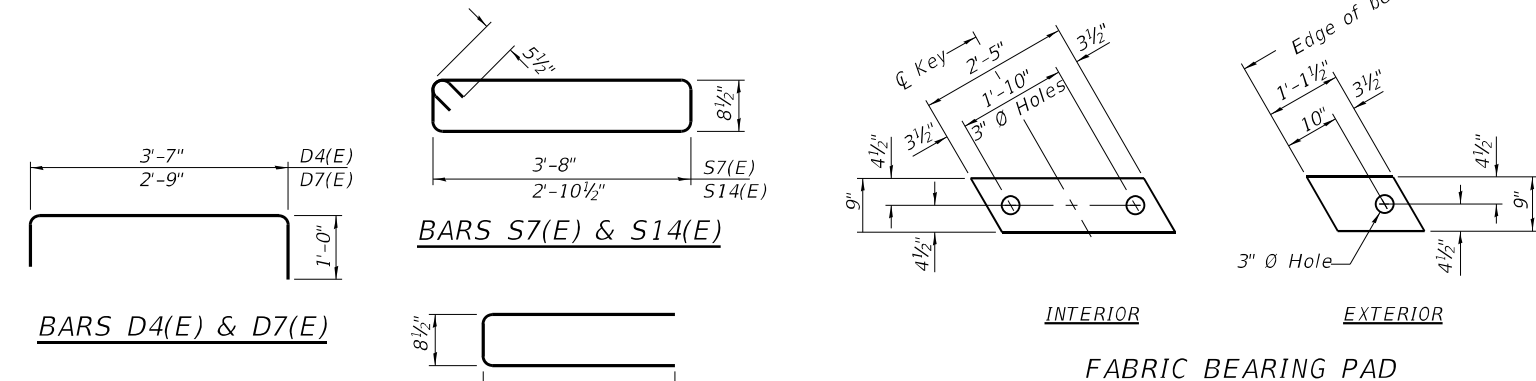
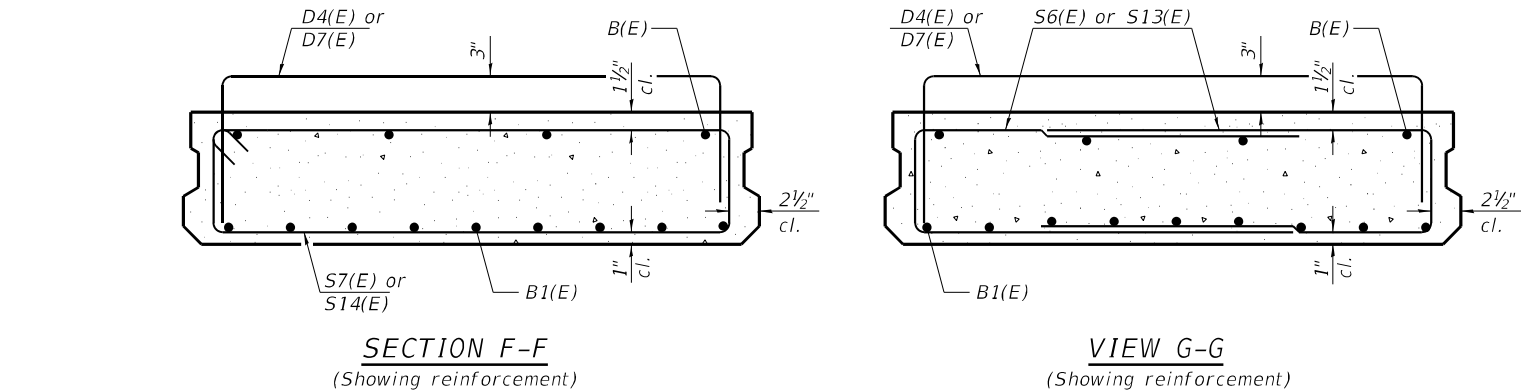
CONTRACT NO. 70C01



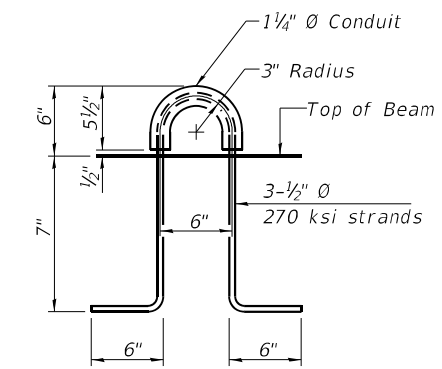
Notes:
 The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
 Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
 The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
 Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
 A minimum 2 1/2" Ø lifting pins shall be used to engage the lifting loops during handling.
 Compressive strength of precast concrete, f'c shall be 6,000 psi.
 Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.
 See Sheet 49 of 79 for details of variable south exterior precast approach slab beam.



PLAN VIEW
 (showing precast bridge approach beams)
 (Spacing of D4(E) and D7(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)



Notes:
 Bearing pads at fixed end shall be 1/2" thick and bearing pads at expansion end shall be 3/4" thick.
 Omit holes for fabric bearing pads at approach slab footing end of beams.



BAR LIST EACH INTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	4	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D4(E)	22	#4	5'-7"	┌
S6(E)	8	#5	7'-1"	┌
S7(E)	57	#5	9'-8"	▬

BAR LIST NORTH EXTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	4	#5	29'-8"	—
B1(E)	8	#9	29'-8"	—
D7(E)	32	#4	4'-9"	┌
S13(E)	8	#5	6'-3"	┌
S14(E)	57	#5	8'-1"	▬

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE EAST APPROACH SLAB
 STRUCTURE NO. 010-1018 (EB)

SHEET NO. 50 OF 79 SHEETS

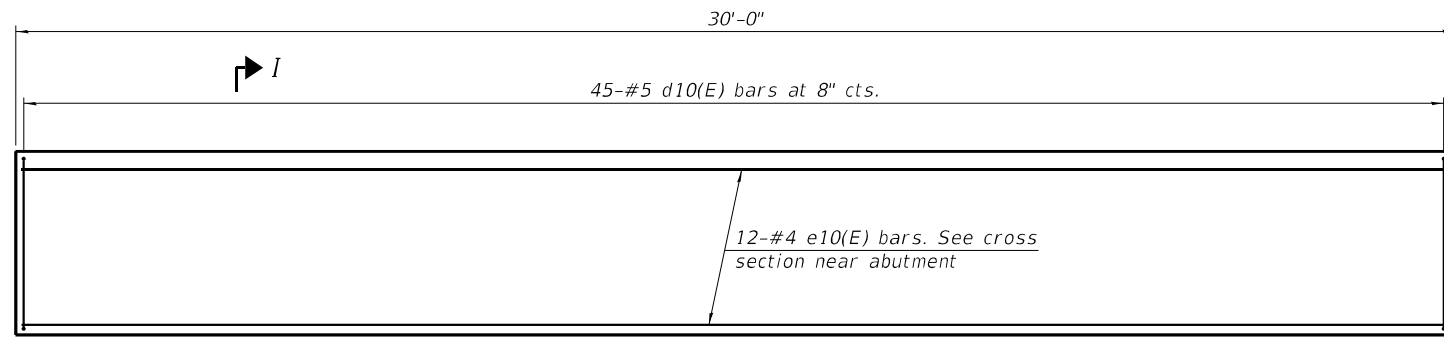
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C01

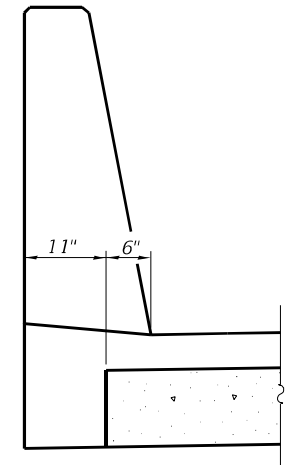
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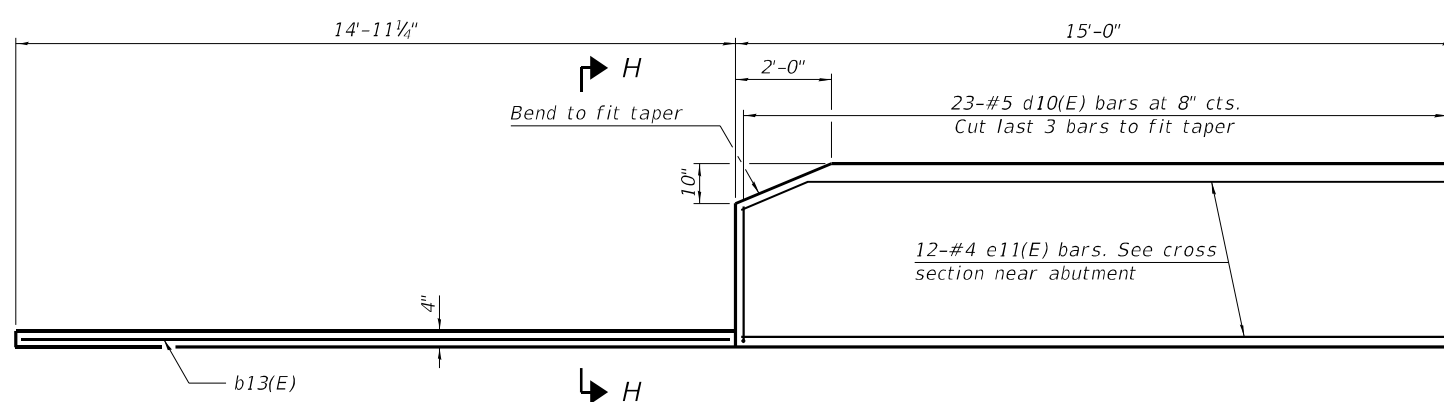
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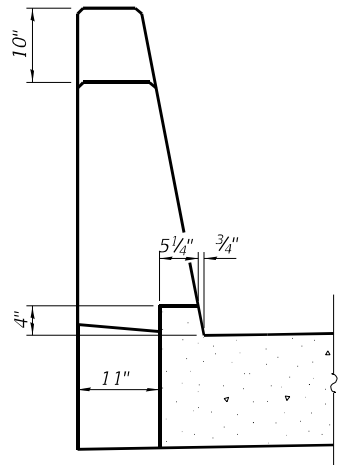
INSIDE ELEVATION OF NORTH PARAPET
(Looking North)



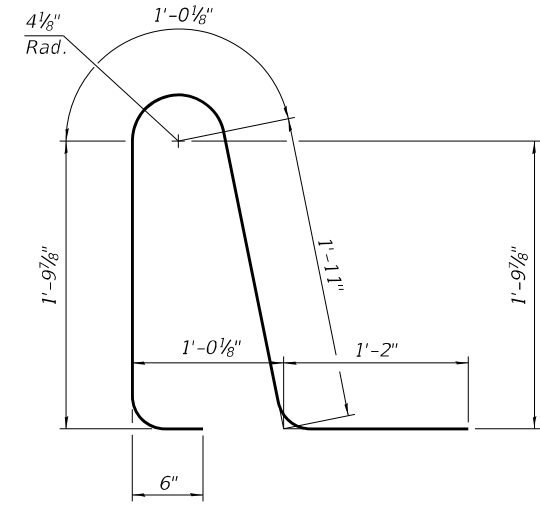
VIEW I-I



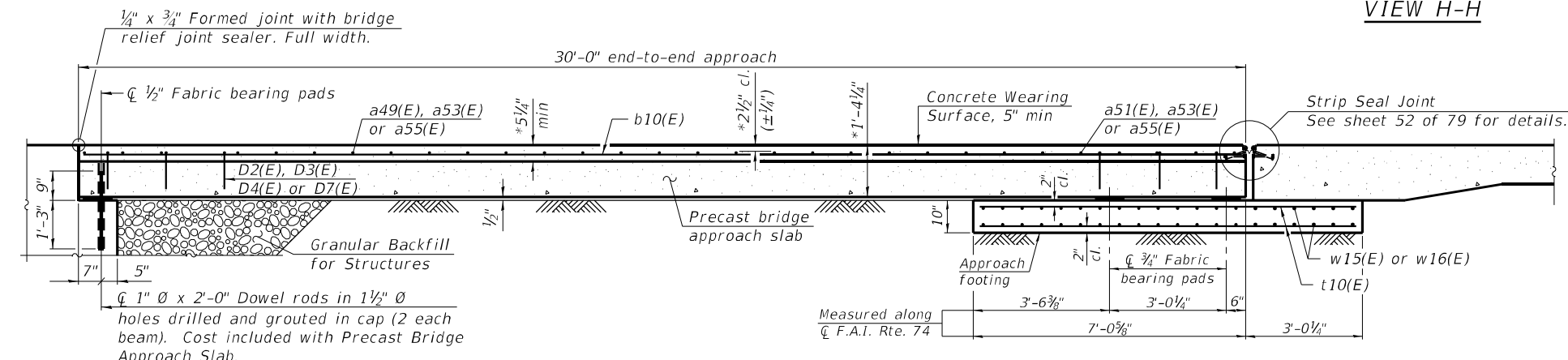
INSIDE ELEVATION OF SOUTH PARAPET AND CURB
(Looking South)



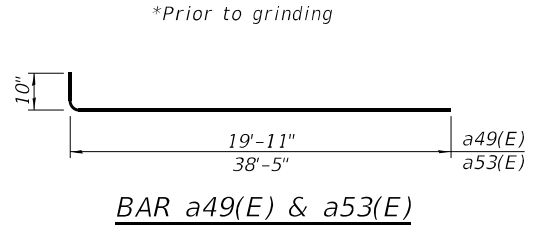
VIEW H-H



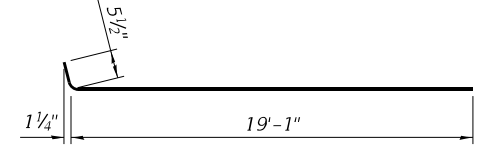
BAR d11(E)



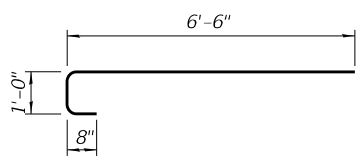
SECTION A-A



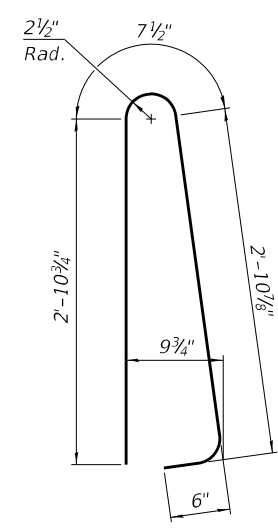
BAR a49(E) & a53(E)



BAR a51(E)



BAR a42(E)



BAR d10(E)

(Sheet 4 of 4)

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.
 Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5". Parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 79. Cost of cellular polystyrene is included with Concrete Superstructure.

EAST APPROACH SLAB BILL OF MATERIAL FOR SN 010-1018

Bar	No.	Size	Length	Shape
a42(E)	45	#5	8'-2"	U
a49(E)	15	#5	20'-9"	U
a51(E)	15	#5	19'-6"	U
a53(E)	30	#5	39'-3"	U
a55(E)	30	#5	14'-1"	U
b10(E)	67	#4	29'-8"	U
b12(E)	4	#5	29'-8"	U
b13(E)	1	#4	14'-7"	U
b14(E)	4	#5	14'-8"	U
d10(E)	68	#5	7'-0"	U
d11(E)	68	#5	6'-5"	U
e10(E)	12	#4	29'-8"	U
e11(E)	12	#4	14'-8"	U
t10(E)	134	#4	9'-8"	U
w15(E)	40	#5	37'-5"	U
w16(E)	80	#5	16'-4"	U
Concrete Superstructure			Cu. Yd.	6.4
Concrete Structures			Cu. Yd.	20.7
Reinforcement Bars, Epoxy Coated			Pound	9310
Precast Bridge Approach Slab			Sq. Ft.	2004
Concrete Wearing Surface, 5"			Sq. Yd.	225.8

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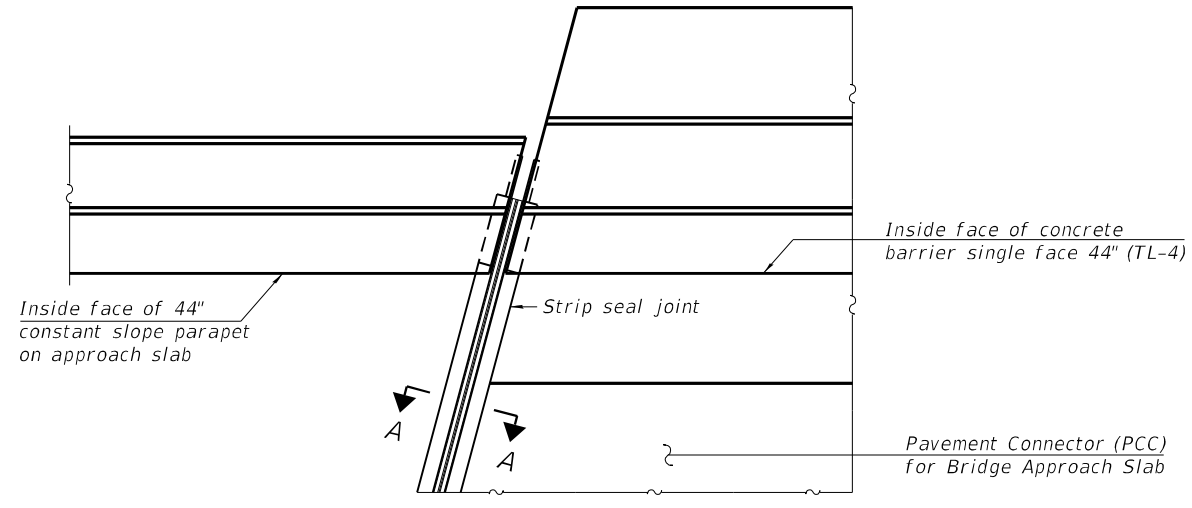
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRECAST BRIDGE EAST APPROACH SLAB
STRUCTURE NO. 010-1018 (EB)**

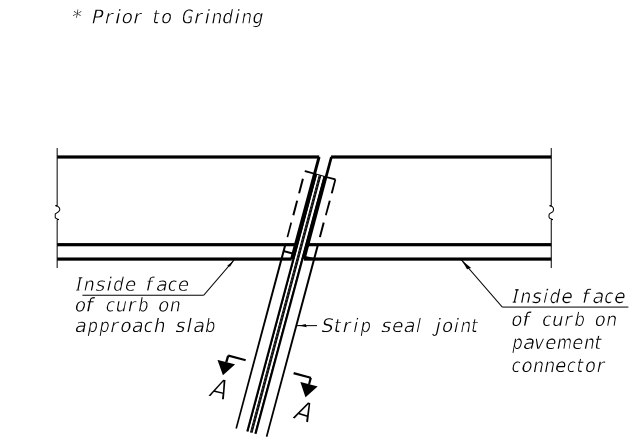
SHEET NO. 51 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C01				

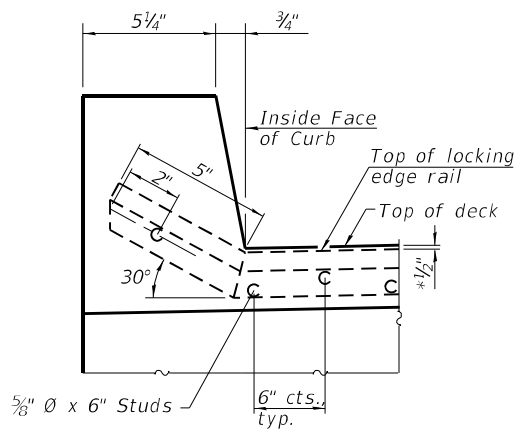
ILLINOIS FED. AID PROJECT



PLAN AT PARAPET

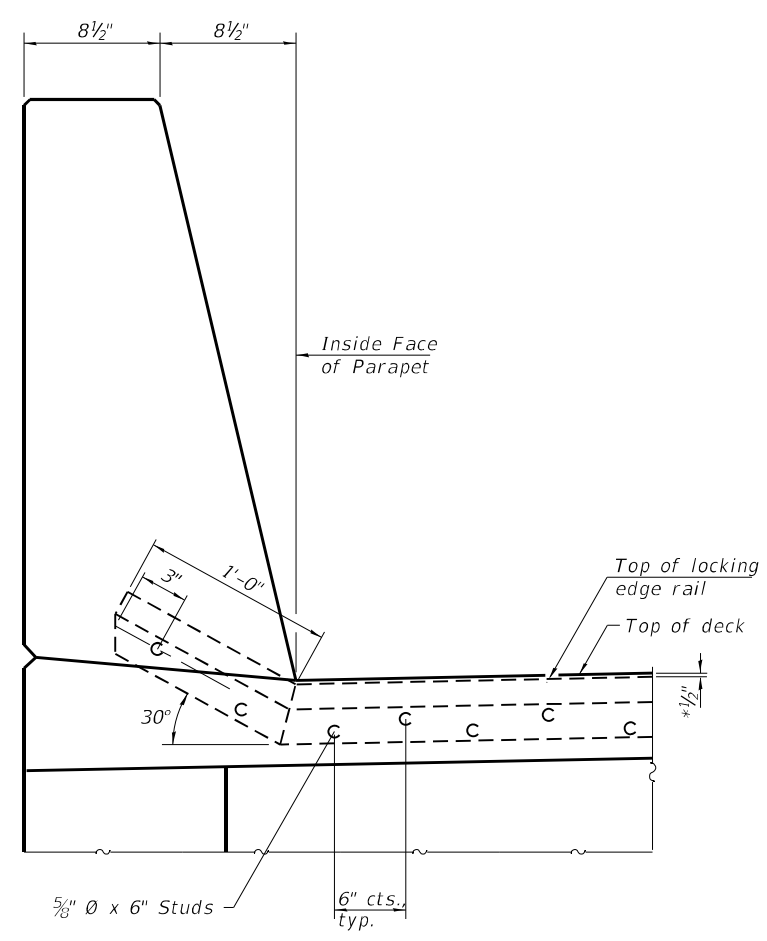


PLAN AT CURB



SECTION AT CURB

(Curb on approach slab shown. Curb on pavement connector similar except as shown in plan view & roadway plans.)



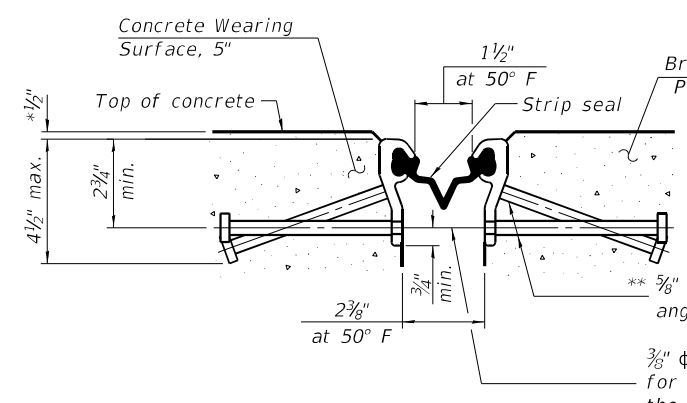
SECTION AT PARAPET

(Parapet on approach slab shown. Parapet on pavement connector similar except as shown in plan view & roadway plans.)

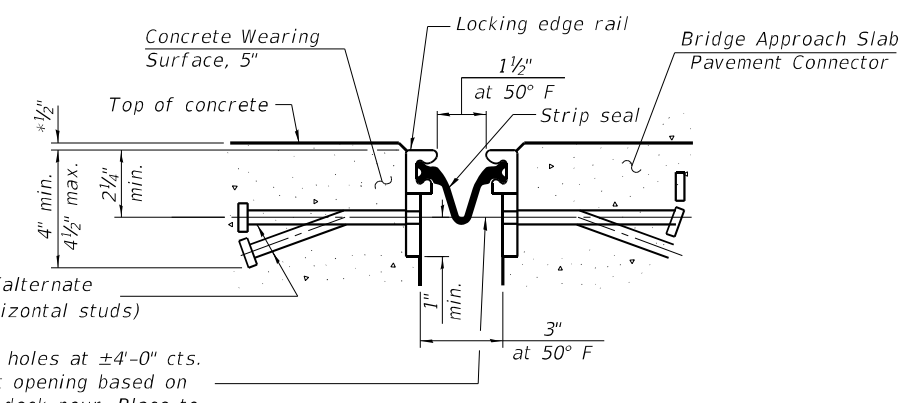
Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 Cost of anchorage studs included with Preformed Joint Strip Seal.
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

BILL OF MATERIAL (BOTH STRUCTURES)

Item	Unit	Total
Preformed Joint Strip Seal	Foot	284



SHOWING ROLLED RAIL JOINT

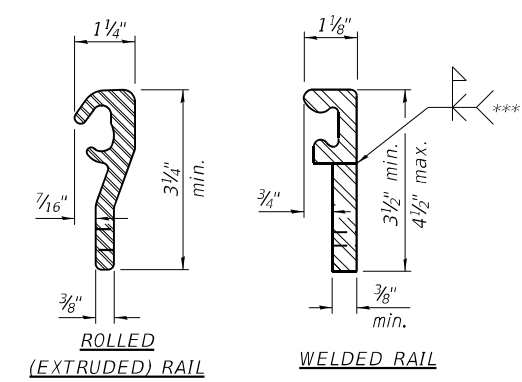


SHOWING WELDED RAIL JOINT

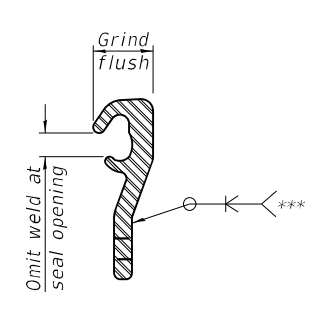
** 5/8" ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)
 3/8" ϕ threaded rods in 7/16" ϕ holes at $\pm 4'-0"$ cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

** Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



LOCKING EDGE RAILS



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

*** Back gouge not required if complete joint penetration is verified by mock-up.

MODEL: Default
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	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

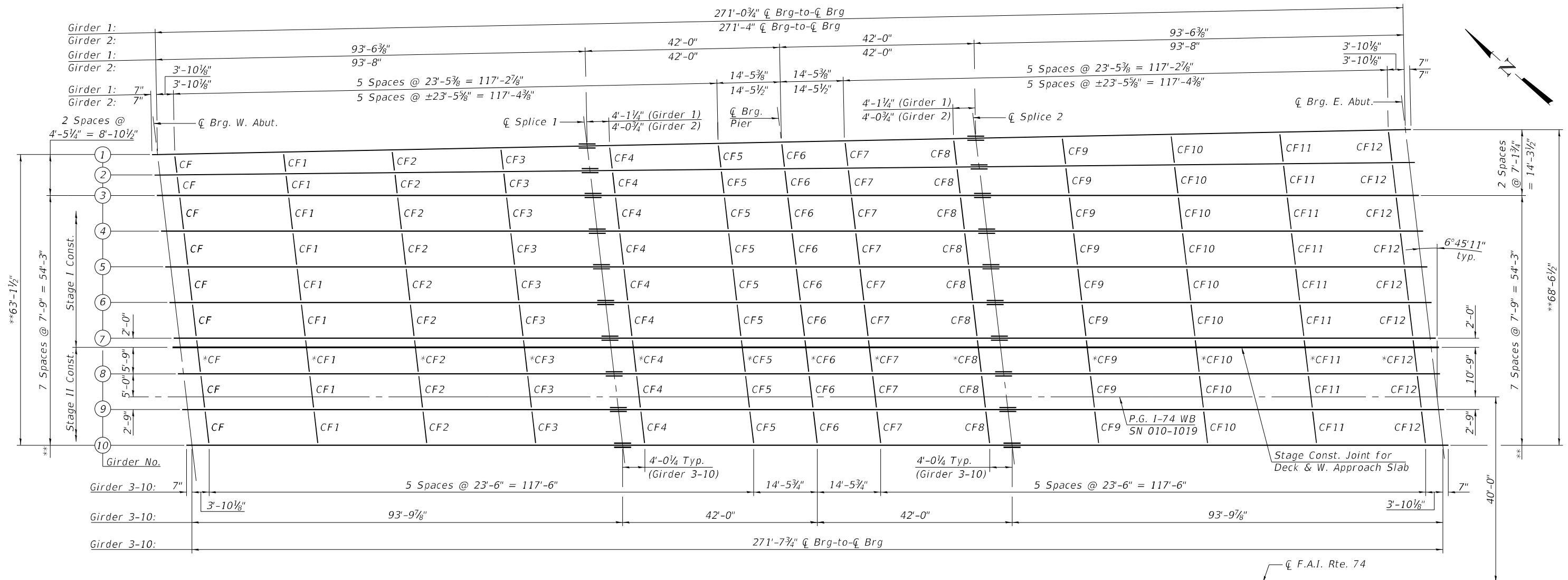
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
 STRUCTURE NO. 010-1018 (EB) & 010-1019 (WB)**

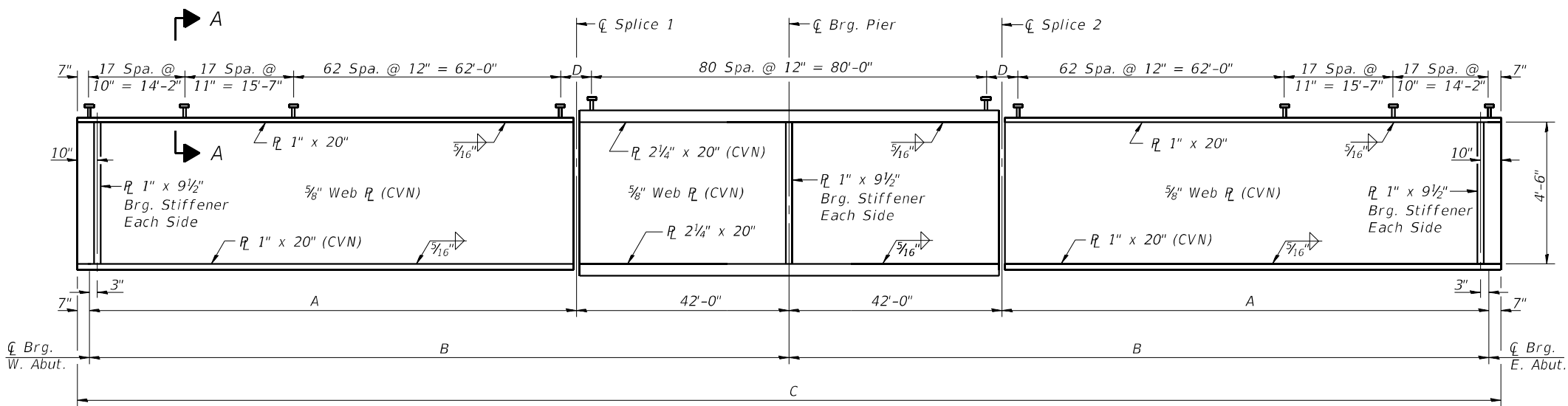
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	934
CONTRACT NO. 70C01				

SHEET NO. 52 OF 79 SHEETS

ILLINOIS FED. AID PROJECT



FRAMING PLAN (WB)



GIRDER ELEVATION
"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

* Cross frame at stage construction bay. See Sheet 55 of 78 for details
** At C Brg. and perpendicular to F.A.I. Rte. 74

GIRDER DIMENSION TABLE

Girder No.	A	B	C	D
Girder 1	93'-6 3/8"	135'-6 3/8"	272'-2 3/4"	3'-9 3/8"
Girder 2	93'-8"	135'-8"	272'-6"	3'-11"
Typical Girder (Girders 3-10)	93'-9 7/8"	135'-9 7/8"	272'-9 3/4"	4'-0 7/8"

Notes:
All flange, web and bearing stiffener plates shall be AASHTO M 270, Grade 50.
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
See Sheet 54 of 79 for top of web elevations, sections at pier and abutment, section A-A, field splice details, camber diagram, girder moment and reaction tables.
See Sheet 55 of 79 for cross frame details.

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-053-Structural Steel SN 010-1019 (WB)



USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

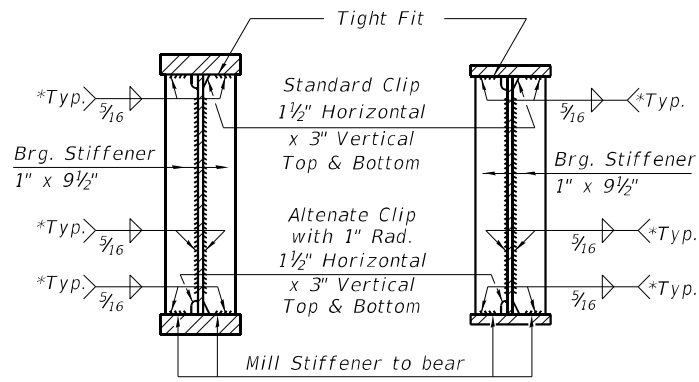
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL
STRUCTURE NO. 010-1019 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5.14)R & (10-34)B	CHAMPAIGN	1182	935
CONTRACT NO. 70C01				

SHEET NO. 53 OF 79 SHEETS

ILLINOIS FED. AID PROJECT



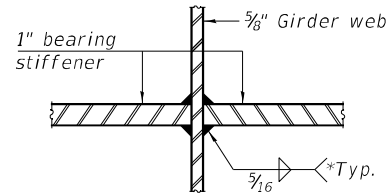
SECTION AT PIER

(No. of Plates Req'd. for SN 010-1019 = 20)

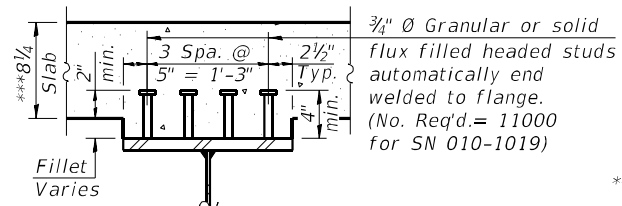
SECTION AT ABUTMENT

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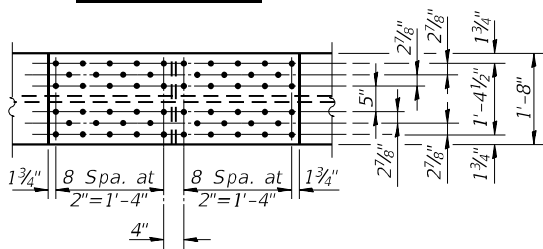
* Stop 1/4" (±1/8") from edges as shown, typical.



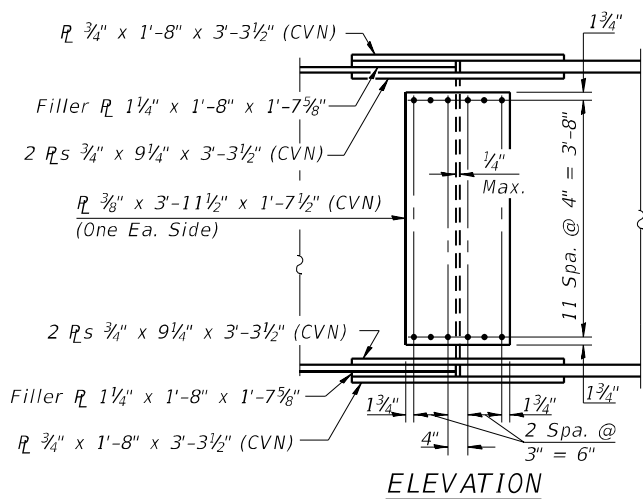
INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
Is	(in ⁴)	38455	79431
Ic(n)	(in ⁴)	82891	141905
Ic(3n)	(in ⁴)	62521	109177
Ic(cr)	(in ⁴)	---	87633
Ss	(in ³)	1334	2716
Sc(n)	(in ³)	1779	3203
Sc(3n)	(in ³)	1640	2996
Sc(cr)	(in ³)	---	2804
DC1	(k/')	1.109	1.304
MDC1	(k)	1235	-3272
DC2	(k/')	0.190	0.190
MDC2	(k)	215	-514
DW	(k/')	0.364	0.364
MDW	(k)	412	-984
LLDF		0.584	0.584
M _l + IM	(k)	1942	-2414
M _u (Strength I)	(k)	5829	-10433
Øf Mn	(k)	8945	---
f _s DC1	(ksi)	10.79	-14.46
f _s DC2	(ksi)	1.57	-2.20
f _s DW	(ksi)	3.01	-4.21
f _s (L+IM)	(ksi)	13.10	-10.33
f _s (Service II)	(ksi)	32.40	-34.30
0.95Rh F _{yf}	(ksi)	47.5	47.5
f _s (Total)(Strength I)	(ksi)	---	-45.22
Øf F _n	(ksi)	---	50
Vf	(k)	72.4	72.4



SECTION A-A



TOP & BOTTOM FLANGE



FIELD SPLICE 1 & 2 DETAIL

Notes:

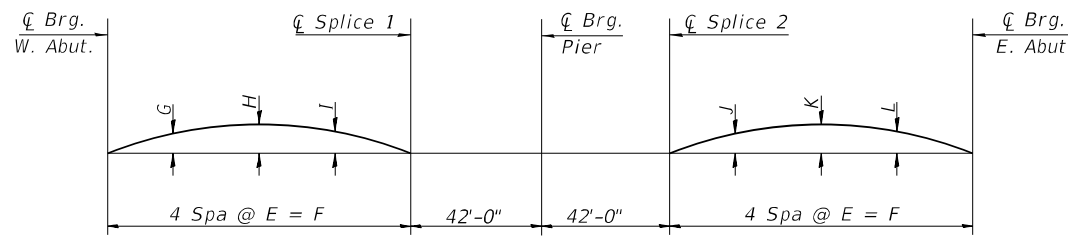
Use 7/8" Ø H.S. bolts with 15/16" Ø holes for all splice connections.
 "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
 All splice plates shall be AASHTO M 270 Grade 50.

	GIRDER REACTION TABLE				
	Abutment		Pier		
	Interior	Exterior	Interior	Exterior	
LLDF	0.797	0.598	0.797	0.598	
OCF	---	1.023	---	---	
RDC1	(k)	53.9	54.1	214.2	215.1
RDC2	(k)	9.2	9.2	33.4	33.4
RDW	(k)	17.5	17.5	64.0	64.0
R _l	(k)	81.9	62.9	172.7	129.6
R _{IM}	(k)	17.3	13.3	30.5	22.9
RTotal	(k)	179.8	157.0	514.8	465.0

**TOP OF WEB ELEVATIONS

Location	Ø Brg. W. Abut.	Ø Splice 1	Ø Brg. Pier	Ø Splice 2	Ø Brg. E. Abut.
Girder 1	786.52	786.29	786.13	785.97	785.39
Girder 2	786.61	786.38	786.24	786.11	785.54
Girder 3	786.71	786.50	786.35	786.21	785.68
Girder 4	786.87	786.68	786.52	786.36	785.83
Girder 5	786.99	786.80	786.64	786.48	785.95
Girder 6	787.01	786.81	786.65	786.49	785.96
Girder 7	786.89	786.69	786.52	786.36	785.83
Girder 8	786.72	786.54	786.38	786.21	785.66
Girder 9	786.56	786.38	786.21	786.05	785.49
Girder 10	786.40	786.22	786.05	785.88	785.32

**For fabrication use only.



CAMBER DIAGRAM

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).

Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).

DC1: Un-factored non-composite dead load (kips/ft.).
 MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 M_l + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
 Mu (Strength I): Factored design moment (kip-ft.).
 1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_l + IM
 Øf Mn: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
 f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 MDC1/ S_{nc}
 f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 MDC2/ Sc(3n) or MDC2/ Sc(cr) as applicable.
 f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 MDW/ Sc(3n) or MDW/ Sc(cr) as applicable.
 f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 M_l + IM / Sc(n) or M_l + IM / Sc(cr) as applicable.
 f_s (Service II): Sum of stresses as computed below (ksi).
 f_sDC1 + f_sDC2 + f_sDW + 1.3 f_s(L + IM)
 0.95RhF_{yf}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
 f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 1.25 (f_sDC1 + f_sDC2) + 1.5 f_sDW + 1.75 f_s(L + IM)
 Øf F_n: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
 Vf: Maximum factored shear range in span computed according to Article 6.10.10.
 LLDF: Live Load Distribution Factor
 OCF: Obtuse Correction Factor

CAMBER DIAGRAM DIMENSION TABLE

Girder No.	E	F	G	H	I	J	K	L
Girder 1	23'-4 1/2"	93'-6 3/8"	1 3/4"	2 3/4"	2 1/2"	2 3/4"	3 1/4"	2"
Girder 2	23'-5"	93'-8"	1 3/4"	2 3/4"	2 1/2"	2 3/4"	3 1/4"	2"
Typical Girder (Girders 3-10)	23'-5 1/2"	93'-9 7/8"	2"	3 1/4"	2 3/4"	2 3/4"	3 1/4"	2"

(Sheet 1 of 2)

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-054-Structural Steel Details SN 010-1019 (WB)



BACON | FARMER | WORKMAN
 ENGINEERING & TESTING, INC.
 433 NORTH COLONY STREET
 MARIETTA, GA 30067
 PHONE: 404.875.0100

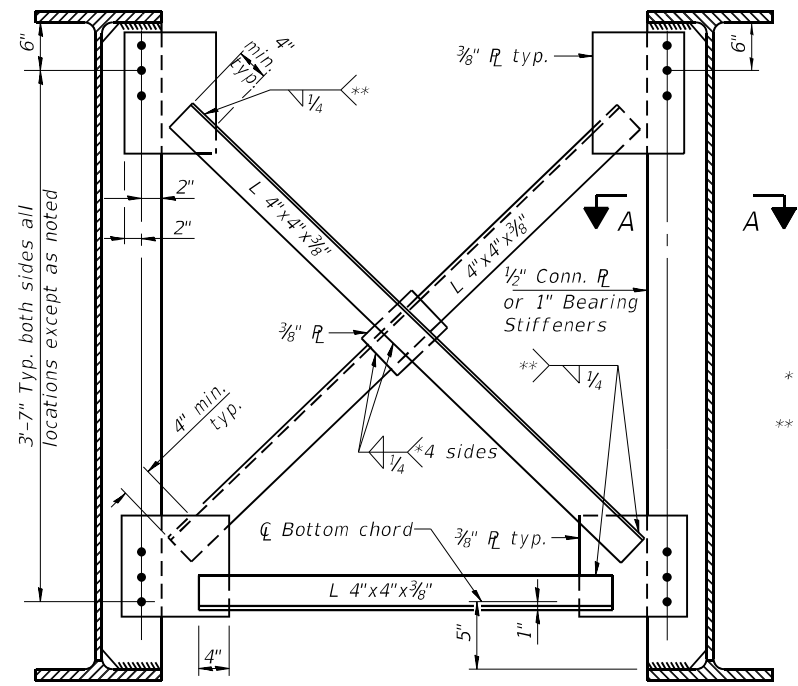
USER NAME	DESIGNED	DESIGNED -	REVISIONS
FAM	FAM	FAM	-
GBR	GBR	GBR	-
FAM	FAM	FAM	-
GBR	GBR	GBR	-

STATE OF ILLINOIS
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STRUCTURAL STEEL DETAILS
 STRUCTURE NO. 010-1019 (WB)

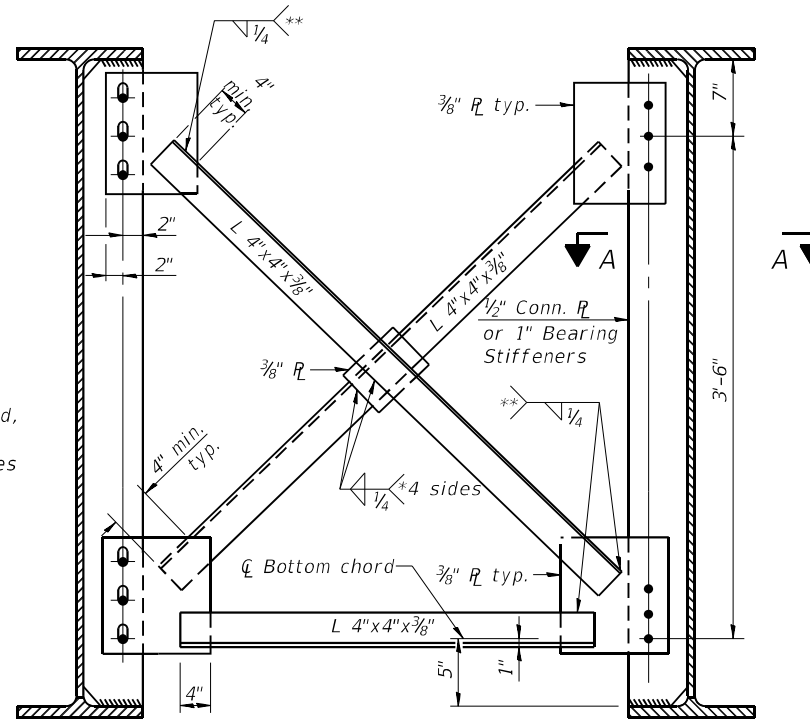
SHEET NO. 54 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	936
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				



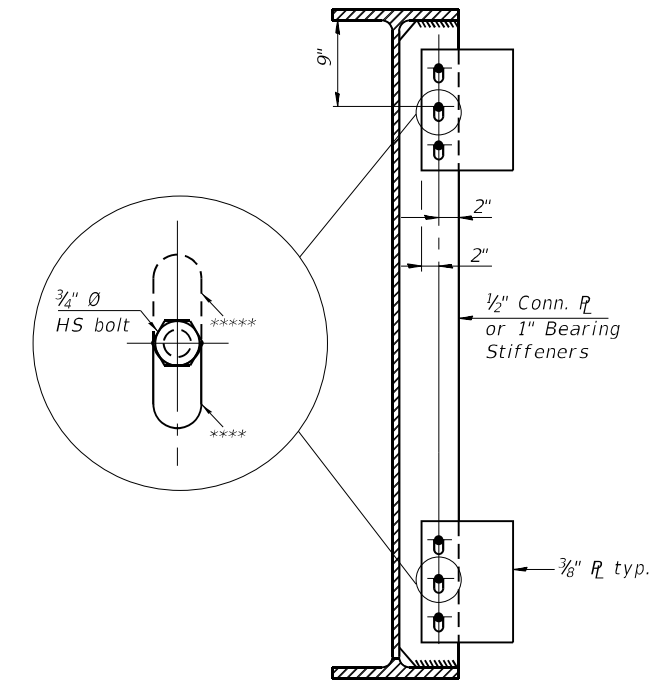
TYPICAL INTERIOR CROSS FRAME
(No. Req'd. for SN 010-1019 = 104)

Notes:
 3/4" Ø HS bolts with 1 5/16" Ø hole shall be provided for all cross frames connections except as noted.
 Two hardened washers required for each set of oversized holes.



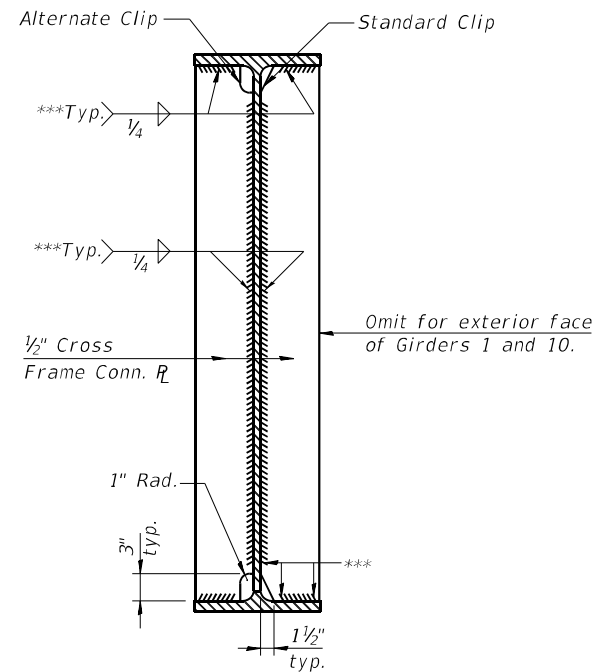
TYPICAL CROSS FRAME AT STAGE CONSTRUCTION BAY (GIRDER 7-8)
(Showing Final Erection Position) (Looking West)
(No. Req'd. for SN 010-1019 = 13)

Notes:
 3/4" Ø HS bolts with 1 5/16" Ø hole shall be provided for all cross frames connections except as noted. 1 5/16" x 1 7/8" vertical slotted holes shall be provided for both connection plates or bearing stiffeners on north side of girder 8 to accommodate the differential displacement between girder 7 and 8 due to stage construction. The bolts in slotted holes shall be finger tightened until the second stage pour is completed. Position slots so bolts move from one end with no concrete load to the opposite end under the deck load. The slotted holes in the connection plates shall be positioned as shown to allow the bolts move to final erection position under deck load. The holes shall be positioned to allow maximum bolt displacement without laterally stressing the girders. Two hardened washers required for each set of oversized holes. See Framing Plan on Sheet 53 of 79 for cross frame orientation.



INITIAL BOLT ERECTION POSITION
(North Side Girder 8)

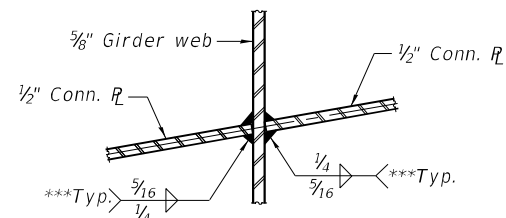
**** Slotted hole in cross frame connection plate
 ***** Slotted hole in girder connection plate/bearing stiffener



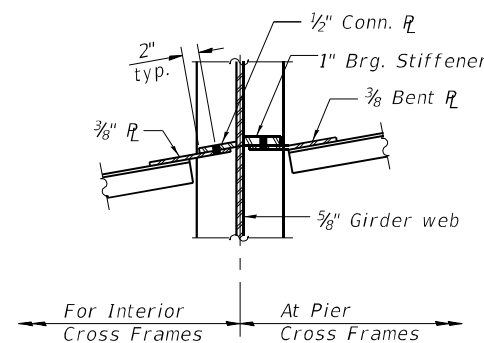
WELD LIMITS AND CLIP DETAILS AT CONNECTION PLATE LOCATIONS

*** Stop welds 1/4" (±1/8") from edges as shown, typical.

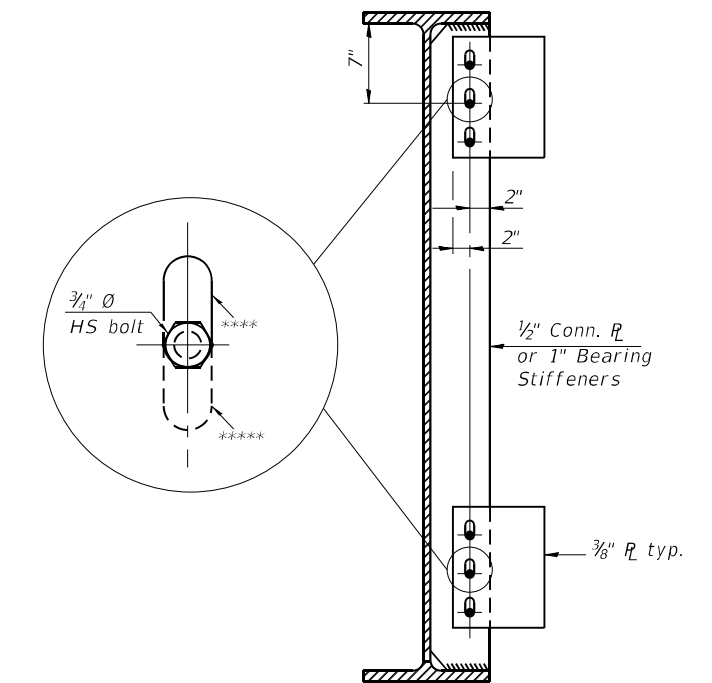
Note:
 See Sheet 54 of 79 for weld limits, clip details and web weld details for bearing stiffener.



WEB WELD DETAILS FOR CONNECTION PLATES



SECTION A-A



FINAL BOLT ERECTION POSITION AFTER STAGE II DECK POUR
(North Side Girder 8)

(Sheet 2 of 2)

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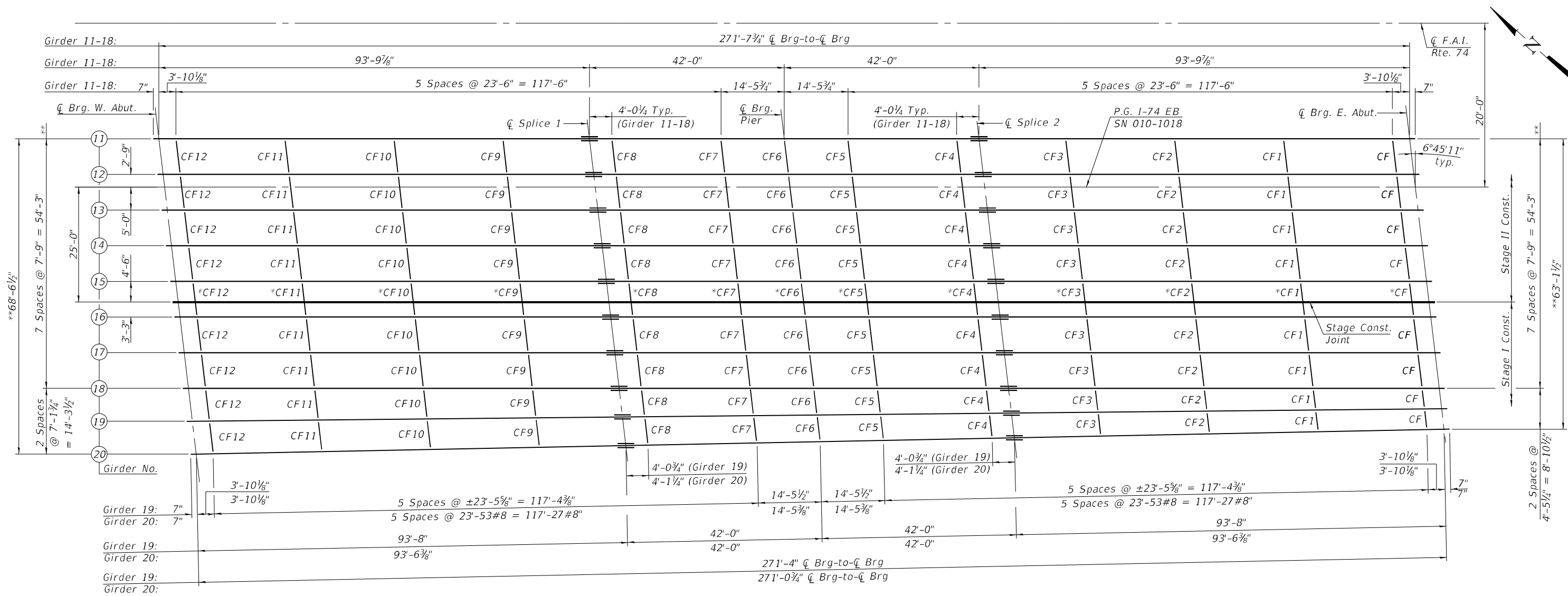
STRUCTURAL STEEL DETAILS
 STRUCTURE NO. 010-1019 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	937
CONTRACT NO. 70C01				

SHEET NO. 55 OF 79 SHEETS

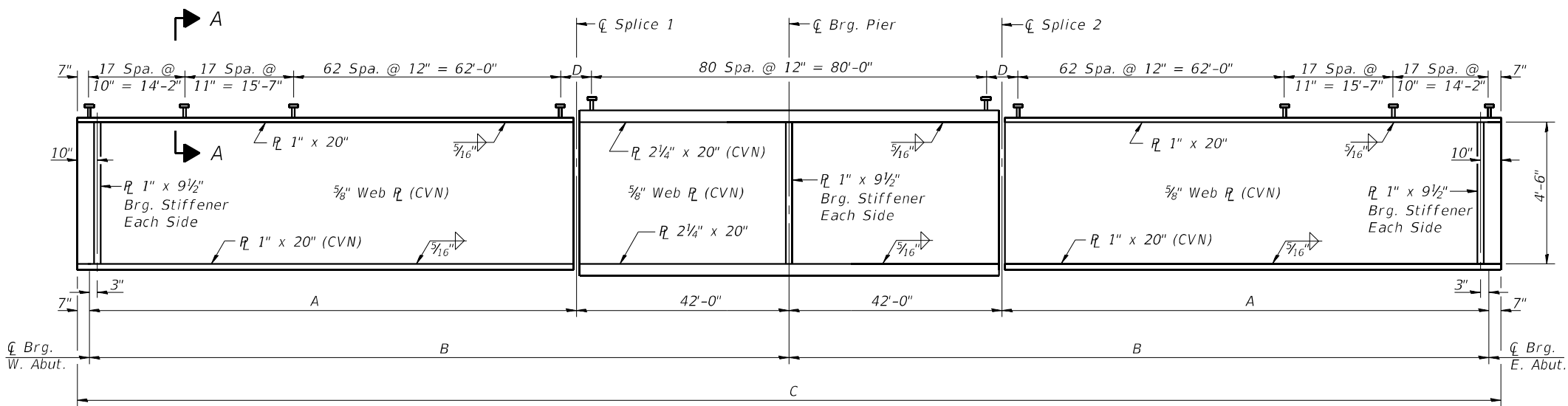
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USER NAME =	DESIGNED - FAM	REVISD -
	CHECKED - GBR	REVISD -
PLOT SCALE =	DRAWN - FAM	REVISD -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISD -



FRAMING PLAN (EB)

* Cross frame at stage construction bay. See Sheet 58 of 78 for details
 ** At \bar{C} Brg. and perpendicular to F.A.I. Rte. 74



GIRDER ELEVATION

"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

GIRDER DIMENSION TABLE

Girder No.	A	B	C	D
Typical Girder (Girders 11-18)	93'-9 ⁷ / ₈ "	135'-9 ⁷ / ₈ "	272'-9 ³ / ₄ "	4'-0 ⁷ / ₈ "
Girder 19	93'-8"	135'-8"	272'-6"	3'-11"
Girder 20	93'-6 ³ / ₈ "	135'-6 ³ / ₈ "	272'-2 ³ / ₄ "	3'-9 ³ / ₈ "

Notes:
 All flange, web and bearing stiffener plates shall be AASHTO M 270, Grade 50.
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 See Sheet 57 of 79 for top of web elevations, sections at pier and abutment, section A-A, field splice details, camber diagram, girder moment and reaction tables.
 See Sheet 58 of 79 for cross frame details.

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-056-Structural Steel SN 010-1018 (EB)



USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

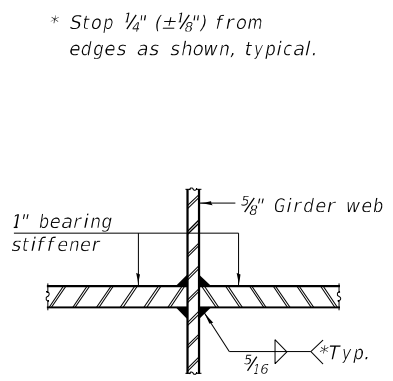
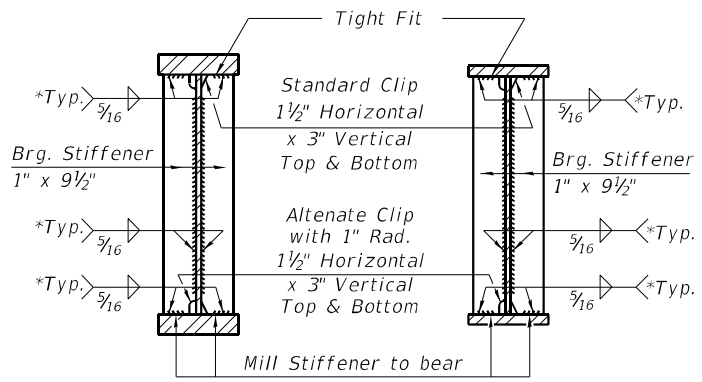
**STATE OF ILLINOIS
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**STRUCTURAL STEEL
 STRUCTURE NO. 010-1018 (EB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	938
CONTRACT NO. 70C01				

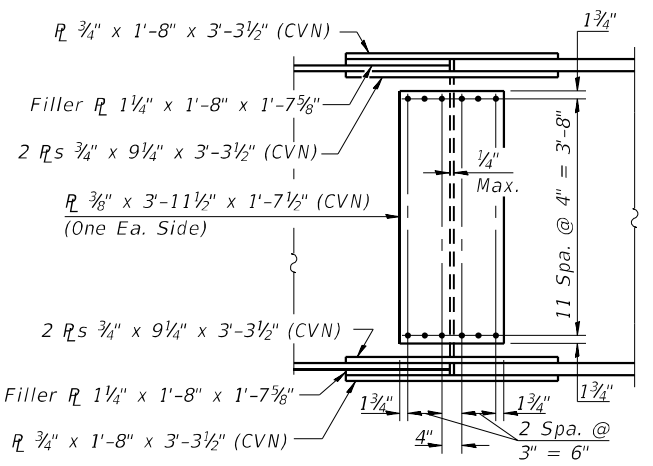
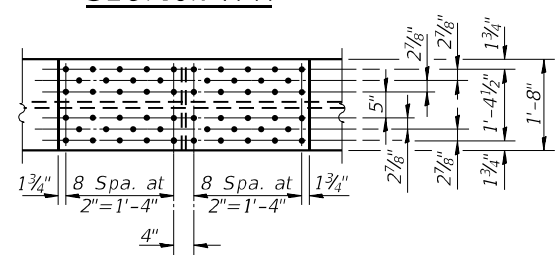
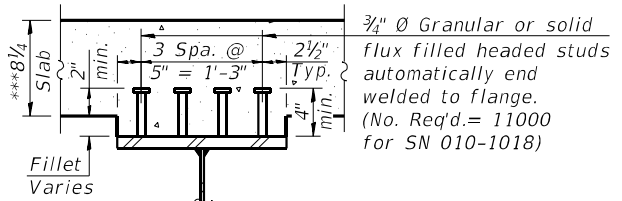
SHEET NO. 56 OF 79 SHEETS

ILLINOIS FED. AID PROJECT



INTERIOR GIRDER MOMENT TABLE

	0.4 Sp. 1 or 0.6 Sp. 2	Pier
Is	(in ⁴) 38455	79431
Ic(n)	(in ⁴) 82891	141905
Ic(3n)	(in ⁴) 62521	109177
Ic(cr)	(in ⁴) ---	87633
Ss	(in ³) 1334	2716
Sc(n)	(in ³) 1779	3203
Sc(3n)	(in ³) 1640	2996
Sc(cr)	(in ³) ---	2804
DC1	(k/ft) 1.109	1.304
MDC1	(k) 1235	-3272
DC2	(k/ft) 0.190	0.190
MDC2	(k) 215	-514
DW	(k/ft) 0.364	0.364
MDW	(k) 412	-984
LLDF	0.584	0.584
M _l + IM	(k) 1942	-2414
Mu (Strength I)	(k) 5829	-10433
Øf Mn	(k) 8945	---
fs DC1	(ksi) 10.79	-14.46
fs DC2	(ksi) 1.57	-2.20
fs DW	(ksi) 3.01	-4.21
fs (l+IM)	(ksi) 13.10	-10.33
fs (Service II)	(ksi) 32.40	-34.30
0.95Rh Fyf	(ksi) 47.5	47.5
fs (Total)(Strength I)	(ksi) ---	-45.22
Øf Fn	(ksi) ---	50
Vf	(k) 72.4	72.4



FIELD SPLICE 1 & 2 DETAIL
(20 Required for SN 010-1018)

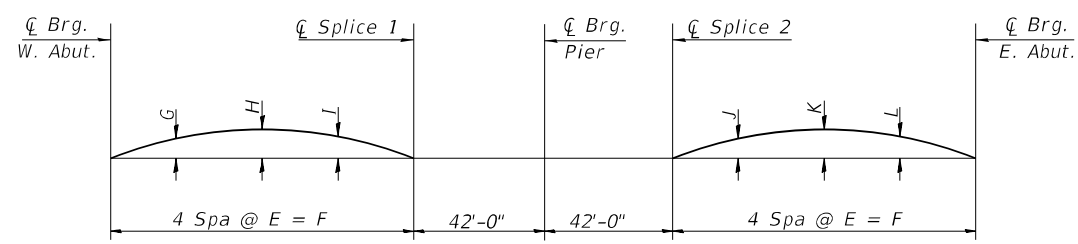
GIRDER REACTION TABLE

	Abutment		Pier	
	Interior	Exterior	Interior	Exterior
LLDF	0.797	0.598	0.797	0.598
OCF	---	1.023	---	---
RDC1 (k)	53.9	54.1	214.2	215.1
RDC2 (k)	9.2	9.2	33.4	33.4
RDW (k)	17.5	17.5	64.0	64.0
R _l (k)	81.9	62.9	172.7	129.6
R _{IM} (k)	17.3	13.3	30.5	22.9
RTotal (k)	179.8	157.0	514.8	465.0

****TOP OF WEB ELEVATIONS**

Location	Ø Brg. W. Abut.	Ø Splice 1	Ø Brg. Pier	Ø Splice 2	Ø Brg. E. Abut.
Girder 11	786.40	786.20	786.03	785.86	785.28
Girder 12	786.57	786.36	786.19	786.01	785.43
Girder 13	786.73	786.52	786.35	786.17	785.59
Girder 14	786.89	786.66	786.48	786.30	785.74
Girder 15	787.01	786.78	786.60	786.42	785.85
Girder 16	787.00	786.76	786.58	786.40	785.84
Girder 17	786.87	786.64	786.46	786.27	785.70
Girder 18	786.71	786.48	786.28	786.08	785.53
Girder 19	786.56	786.37	786.17	785.97	785.44
Girder 20	786.41	786.23	786.05	785.87	785.34

**For fabrication use only.



CAMBER DIAGRAM DIMENSION TABLE

Girder No.	E	F	G	H	I	J	K	L
Typical Girder (Girders 11-18)	23'-5 1/2"	93'-9 7/8"	2"	3 1/4"	2 3/4"	2 3/4"	3 1/4"	2"
Girder 19	23'-5"	93'-8"	2"	3 1/4"	2 3/4"	2 1/2"	2 3/4"	1 3/4"
Girder 20	23'-4 1/2"	93'-6 3/8"	2"	3 1/4"	2 3/4"	2 1/2"	2 3/4"	1 3/4"

CAMBER DIAGRAM

Notes:
Use 7/8" Ø H.S. bolts with 1 1/16" Ø holes for all splice connections.
"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
All splice plates shall be AASHTO M 270 Grade 50.

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

DC1: Un-factored non-composite dead load (kips/ft.).
MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
M_l + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
Mu (Strength I): Factored design moment (kip-ft.).
1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_l + IM
Øf Mn: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1/ Snc
fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2/ Sc(3n) or MDC2/ Sc(cr) as applicable.
fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW/ Sc(3n) or MDW/ Sc(cr) as applicable.
fs (l+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_l + IM / Sc(n) or M_l + IM / Sc(cr) as applicable.
fs (Service II): Sum of stresses as computed below (ksi).
fsDC1 + fsDC2 + fsDW + 1.3 fs(l + IM)
0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
fs (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(l + IM)
Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
Vf: Maximum factored shear range in span computed according to Article 6.10.10.
LLDF: Live Load Distribution Factor
OCF: Obtuse Correction Factor

(Sheet 1 of 2)

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-057-Structural Steel Details SN 010-1018 (EB)
1/21/2022 9:34:09 AM



USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

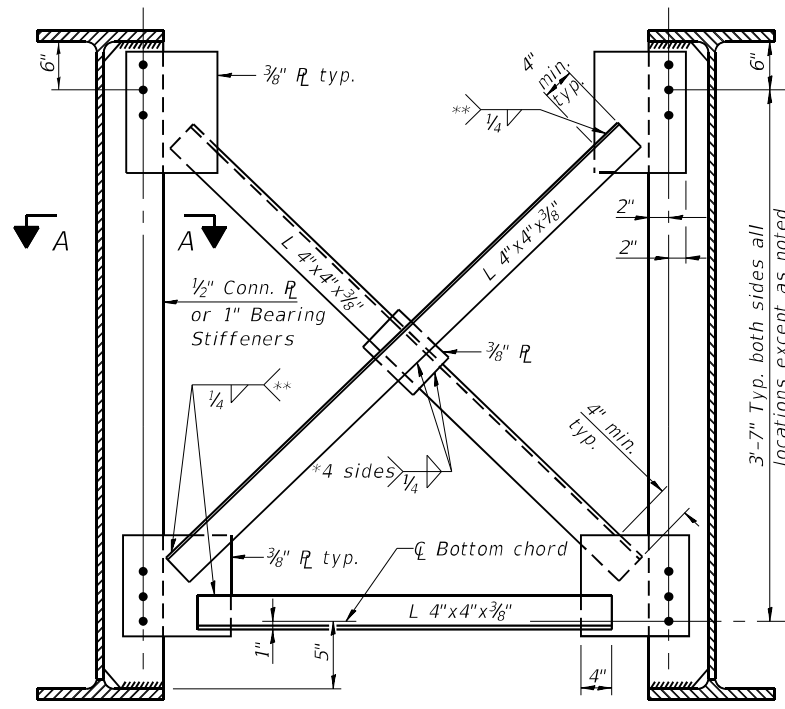
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 010-1018 (EB)

SHEET NO. 57 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	939
CONTRACT NO. 70C01				

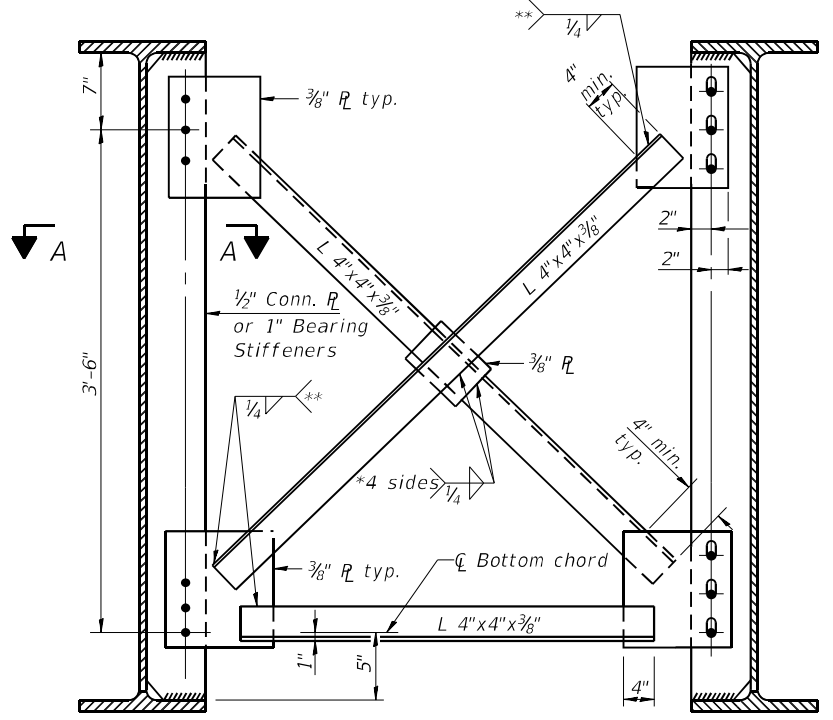
ILLINOIS FED. AID PROJECT



TYPICAL INTERIOR CROSS FRAME
(No. Req'd. for SN 010-1018 = 104)

Notes:
 3/4" Ø HS bolts with 15/16" Ø hole shall be provided for all cross frames connections except as noted.
 Two hardened washers required for each set of oversized holes.

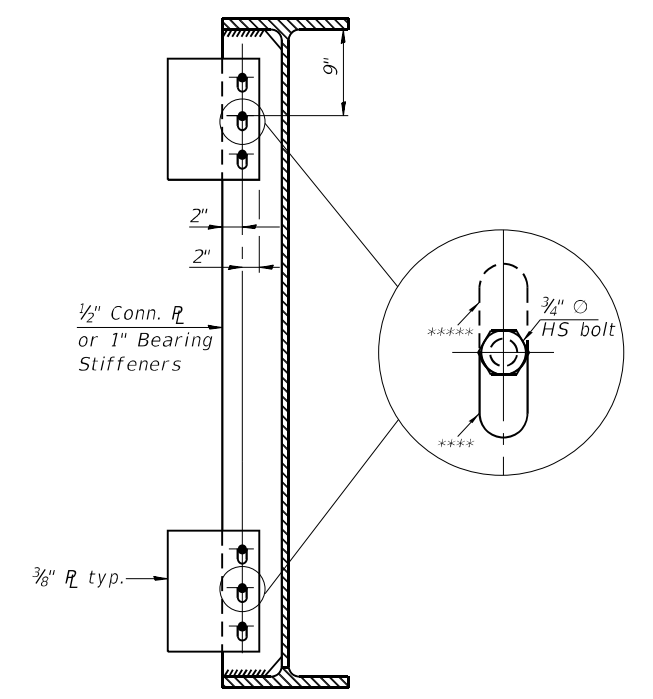
* If cross-frames are galvanized, weld all-around.
 ** Fillet weld angles along 3 sides on one face of gusset plate; however, if cross-frames are galvanized, weld all-around.



TYPICAL CROSS FRAME AT STAGE CONSTRUCTION BAY (GIRDER 15-16)
(Showing Final Erection Position)
(Looking West)

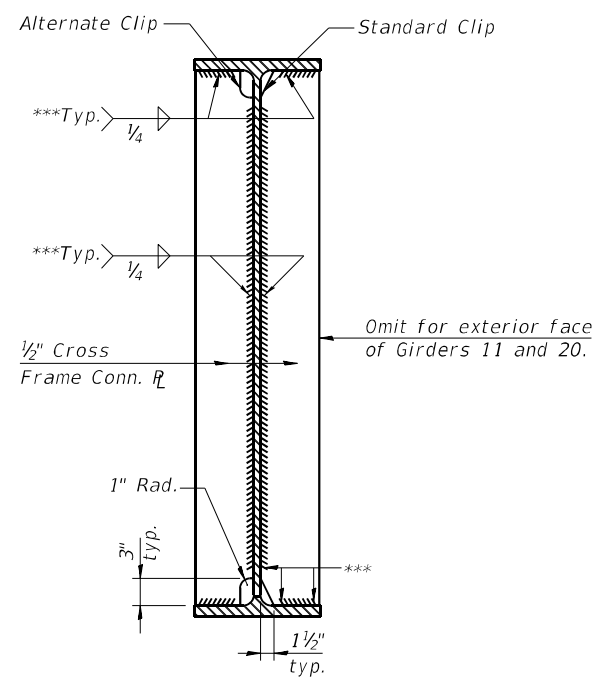
(No. Req'd. for SN 010-1018 = 13)

Notes:
 3/4" Ø HS bolts with 15/16" Ø hole shall be provided for all cross frames connections except as noted. 1 3/16" x 1 7/8" vertical slotted holes shall be provided for both connection plates or bearing plates on south side of girder 15 to accommodate the differential displacement between girder 15 and 16 due to stage construction. The bolts in slotted holes shall be finger tightened until the second stage pour is completed. Position slots so bolts move from one end with no concrete load to the opposite end under the deck load. The slotted holes in the connection plates shall be positioned as shown to allow the bolts move to final erection position under deck load. The holes shall be positioned to allow maximum bolt displacement without laterally stressing the girders. Two hardened washers required for each set of oversized holes. See Framing Plan on Sheet 56 of 79 for cross frame orientation.

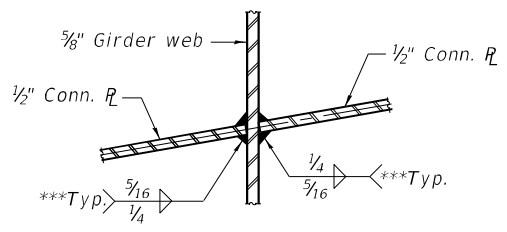


INITIAL BOLT ERECTION POSITION
(South Side Girder 15)

**** Slotted hole in cross frame connection plate
 ***** Slotted hole in girder connection plate/bearing stiffener

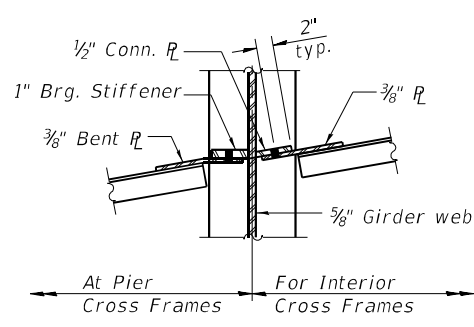


WELD LIMITS AND CLIP DETAILS AT CONNECTION PLATE LOCATIONS

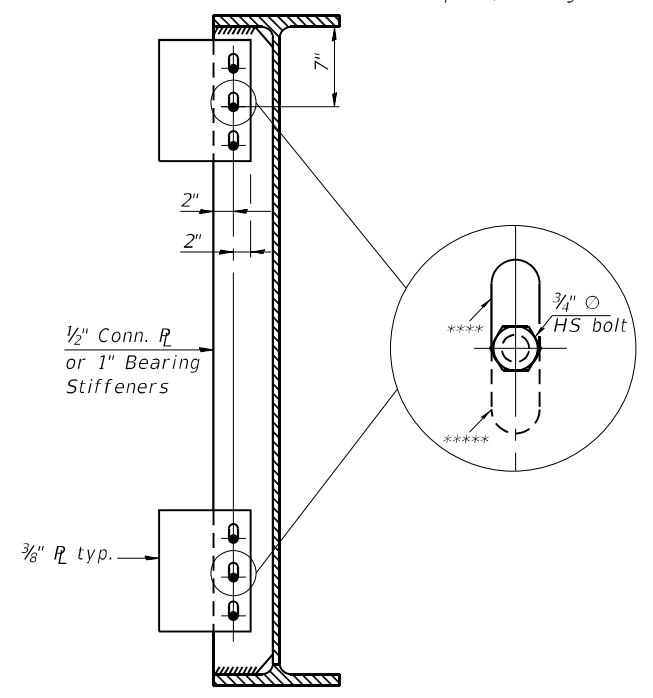


WEB WELD DETAILS FOR CONNECTION PLATES

*** Stop welds 1/4" (±1/8") from edges as shown, typical.
 Note:
 See Sheet 57 of 79 for weld limits, clip details and web weld details for bearing stiffener.



SECTION A-A



FINAL BOLT ERECTION POSITION AFTER STAGE II DECK POUR
(South Side Girder 15)

(Sheet 2 of 2)

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-058-Structural Steel Details SN 010-1018 (EB)



USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

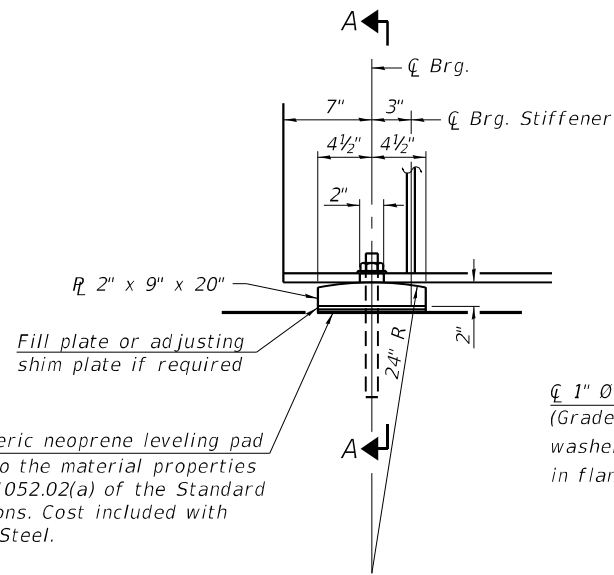
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS
 STRUCTURE NO. 010-1018 (EB)**

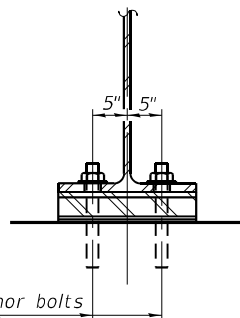
SHEET NO. 58 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	940
CONTRACT NO. 70C01				

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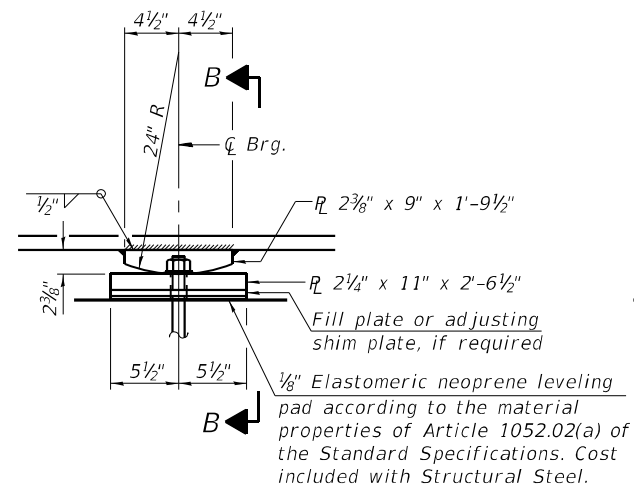
ELEVATION AT ABUTMENT



SECTION A-A

FIXED BEARING AT ABUTMENTS

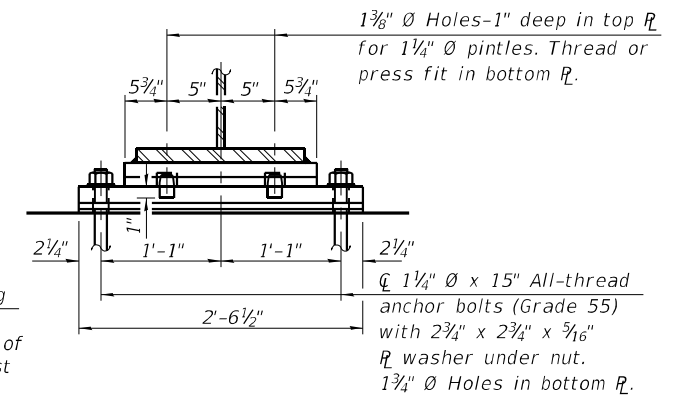
(20 Required for SN 010-1018)
(20 Required for SN 010-1019)



ELEVATION AT PIER

FIXED BEARING AT PIERS

(10 Required for SN 010-1018)
(10 Required for SN 010-1019)



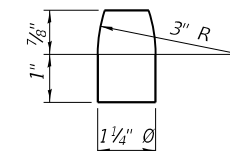
SECTION B-B

FILL PLATE THICKNESS FOR SN 010-1019

Girder	W. Abut.	Pier	E. Abut.
Girder 1	---	---	---
Girder 2	---	---	---
Girder 3	---	---	---
Girder 4	---	---	---
Girder 5	---	---	---
Girder 6	1/4"	1/8"	---
Girder 7	---	---	---
Girder 8	---	---	---
Girder 9	---	---	---
Girder 10	---	---	---

FILL PLATE THICKNESS FOR SN 010-1018

Girder	W. Abut.	Pier	E. Abut.
Girder 11	---	---	---
Girder 12	---	---	---
Girder 13	---	---	---
Girder 14	---	1/8"	---
Girder 15	1/8"	1/4"	1/4"
Girder 16	---	---	---
Girder 17	---	---	---
Girder 18	---	---	---
Girder 19	---	---	---
Girder 20	---	---	---



PINTLE

BILL OF MATERIAL (BOTH STRUCTURES)

Item	Unit	Total
Anchor Bolts, 1"	Each	80
Anchor Bolts, 1 1/4"	Each	40

Notes:
 Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
 Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
 The bearing plates and pintles of the bearings shall be AASHTO M 270 Grade 50.
 All bearing plates, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M 111 or M 232 as applicable.
 Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-059-Bearing Details



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 423 NORTH COLT STREET
 MARIETTA, IL 60159
 PHONE: 618.652.0100

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	CHECKED - JGY	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - JGY	REVISED -

STATE OF ILLINOIS
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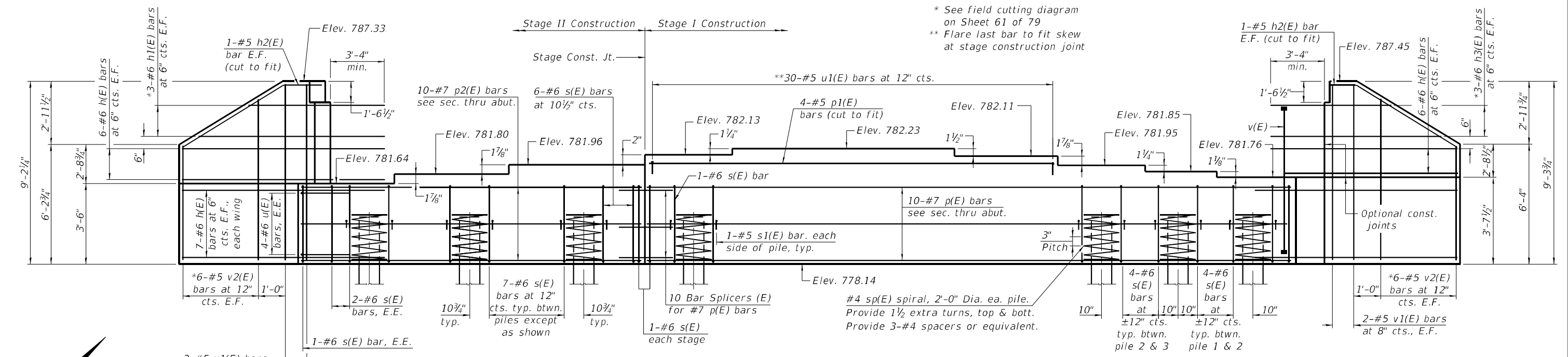
BEARING DETAILS
 STRUCTURE NO. 010-1018 (EB) & 010-1019 (WB)

SHEET NO. 59 OF 79 SHEETS

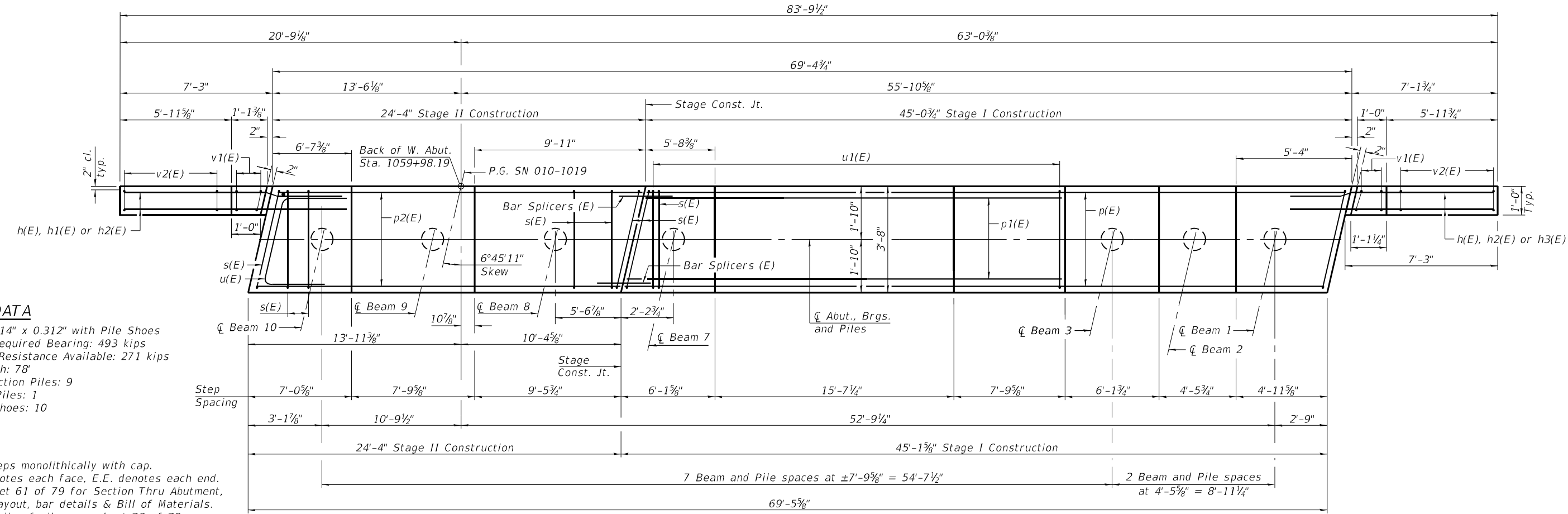
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	941

CONTRACT NO. 70C01

ILLINOIS FED. AID PROJECT



ELEVATION
(Looking West)



PLAN

PILE DATA

Type: MS 14" x 0.312" with Pile Shoes
 Nominal Required Bearing: 493 kips
 Factored Resistance Available: 271 kips
 Est. Length: 78'
 No. Production Piles: 9
 No. Test Piles: 1
 No. Pile Shoes: 10

Notes:
 Pour steps monolithically with cap.
 E.F. denotes each face, E.E. denotes each end.
 See sheet 61 of 79 for Section Thru Abutment,
 v(E) bar layout, bar details & Bill of Materials.
 For details of piles see sheet 73 of 79.
 See sheet 74 of 79 for Bar Splicer Details.

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-060-West Abutment SN 010-1019 (WB)
 1/21/2022 9:35:23 AM

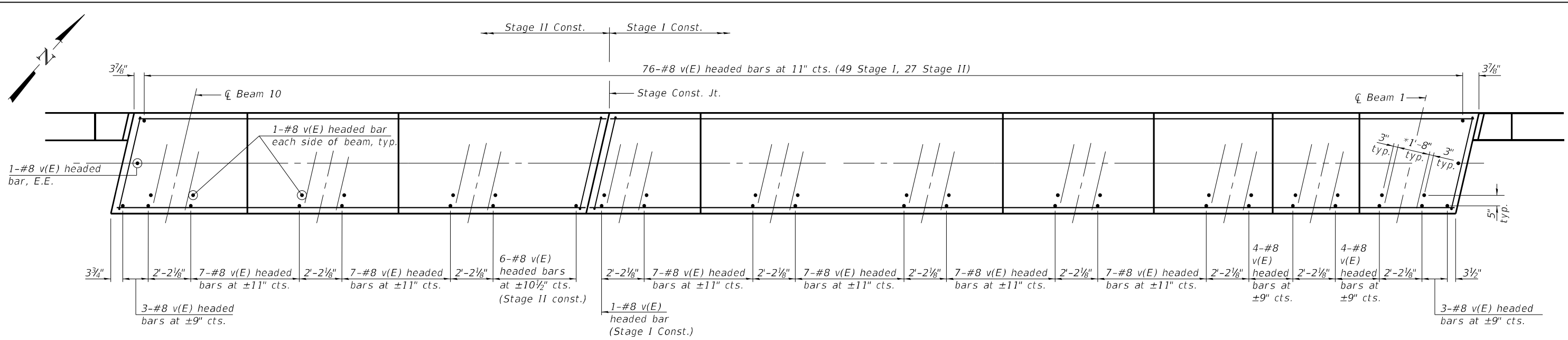


USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
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WEST ABUTMENT
STRUCTURE NO. 010-1019 (WB)

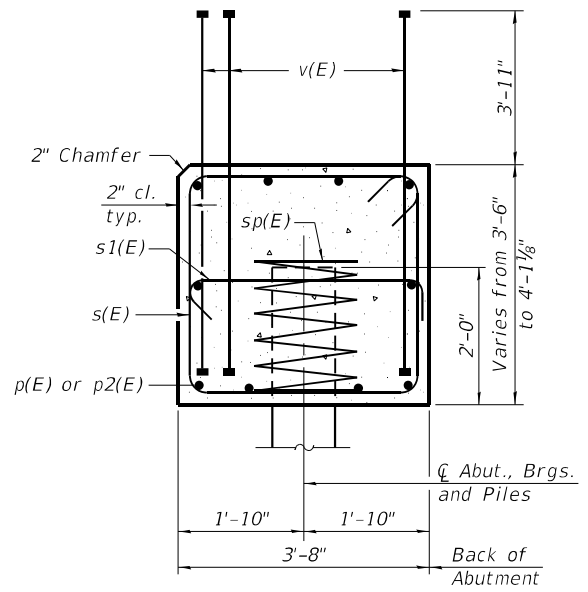
F.A.I. RTE. 57	SECTION 10-(33.34,5,14)R & (10-34)B	COUNTY CHAMPAIGN	TOTAL SHEETS 1182	SHEET NO. 942
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				



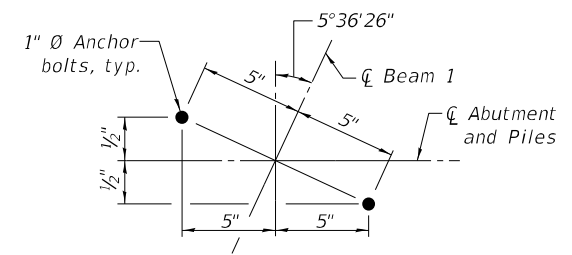
LAYOUT OF v(E) BARS

* Limits of bottom beam flange

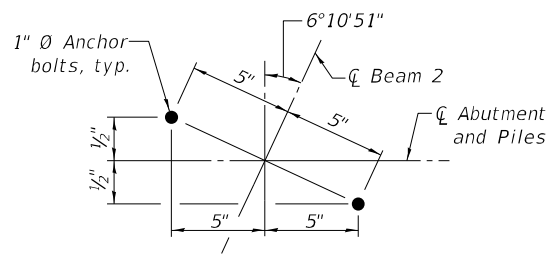
Note:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



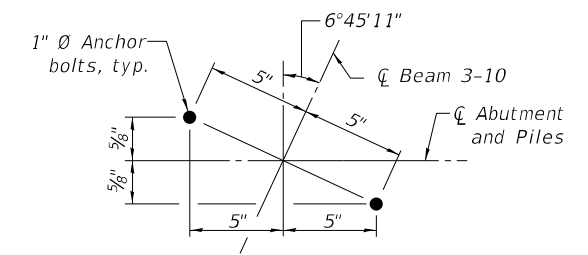
SEC. THRU ABUT.
Dimensions at right angles to abutment.



ANCHOR BOLT DETAIL FOR BEAM 1



ANCHOR BOLT DETAIL FOR BEAM 2

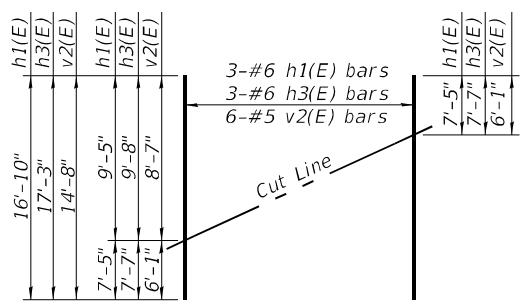


ANCHOR BOLT DETAIL FOR BEAM 3-10

BILL OF MATERIAL FOR WEST ABUTMENT (SN 010-1019)

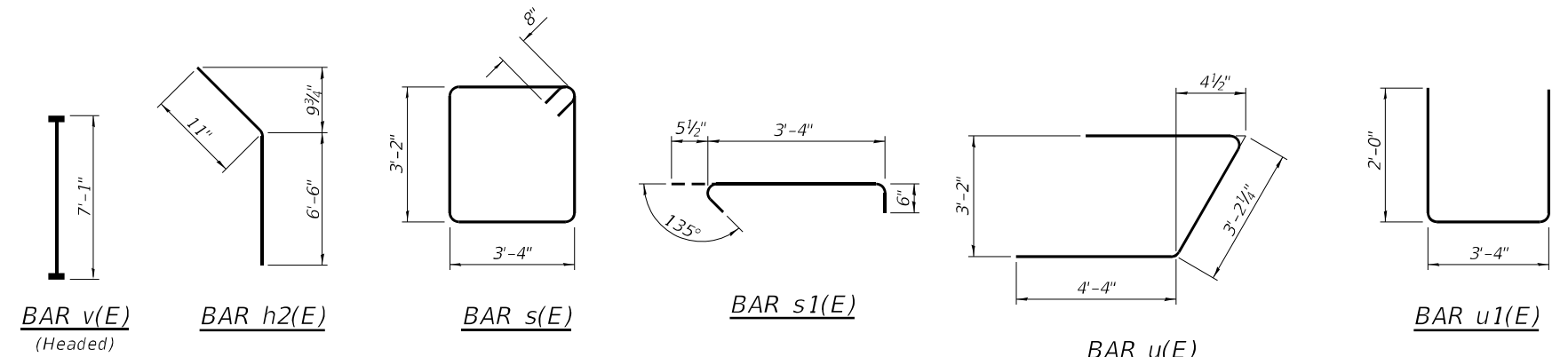
Bar	No.	Size	Length	Shape
h(E)	52	#6	10'-5"	—
h1(E)	3	#6	16'-10"	—
h2(E)	4	#5	7'-5"	—
h3(E)	3	#6	17'-3"	—
p(E)	10	#7	44'-9"	—
p1(E)	4	#5	29'-2"	—
p2(E)	10	#7	24'-0"	—
s(E)	65	#6	14'-4"	□
s1(E)	20	#5	4'-4"	┌
sp(E)	10	#4	2'-0"	W
u(E)	8	#6	11'-10"	—
u1(E)	30	#5	7'-4"	—
v(E)	161	#8	7'-1"	—
v1(E)	8	#5	8'-11"	—
v2(E)	12	#5	14'-8"	—
Structure Excavation		Cu. Yd.	160	
Concrete Structures		Cu. Yd.	40.5	
Reinforcement Bars, Epoxy Coated		Pound	8160	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	702	
Driving Piles		Foot	702	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	10	

** Length is height of spiral.



FIELD CUTTING DIAGRAM

Order h1(E), h3(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite face.



MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-061-West Abutment SN 010-1019 (WB)
1/21/2022 9:35:48 AM



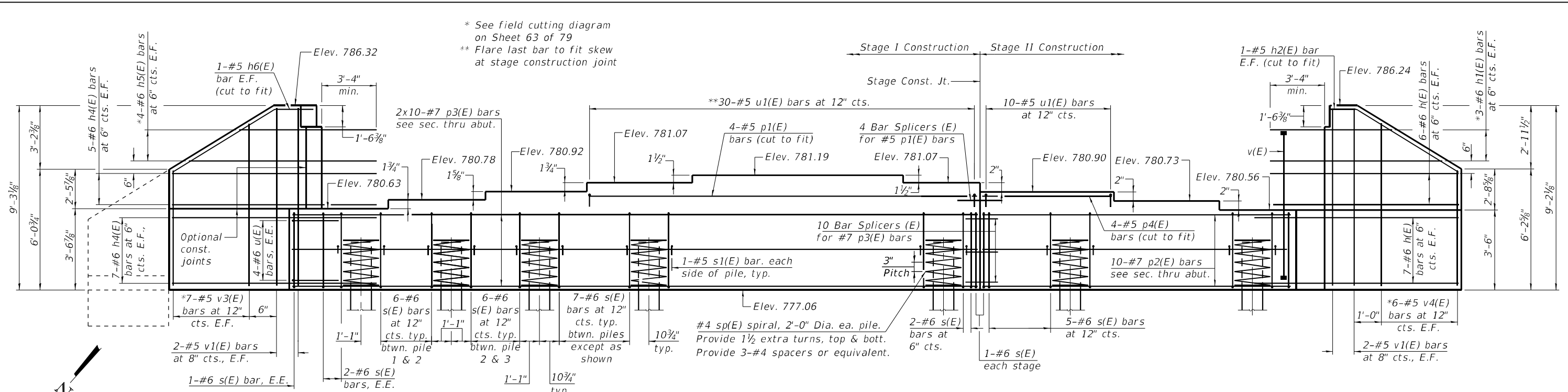
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	CHECKED - GBR	REVISIONS -
PLOT SCALE =	DRAWN - FAM	REVISIONS -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISIONS -

STATE OF ILLINOIS
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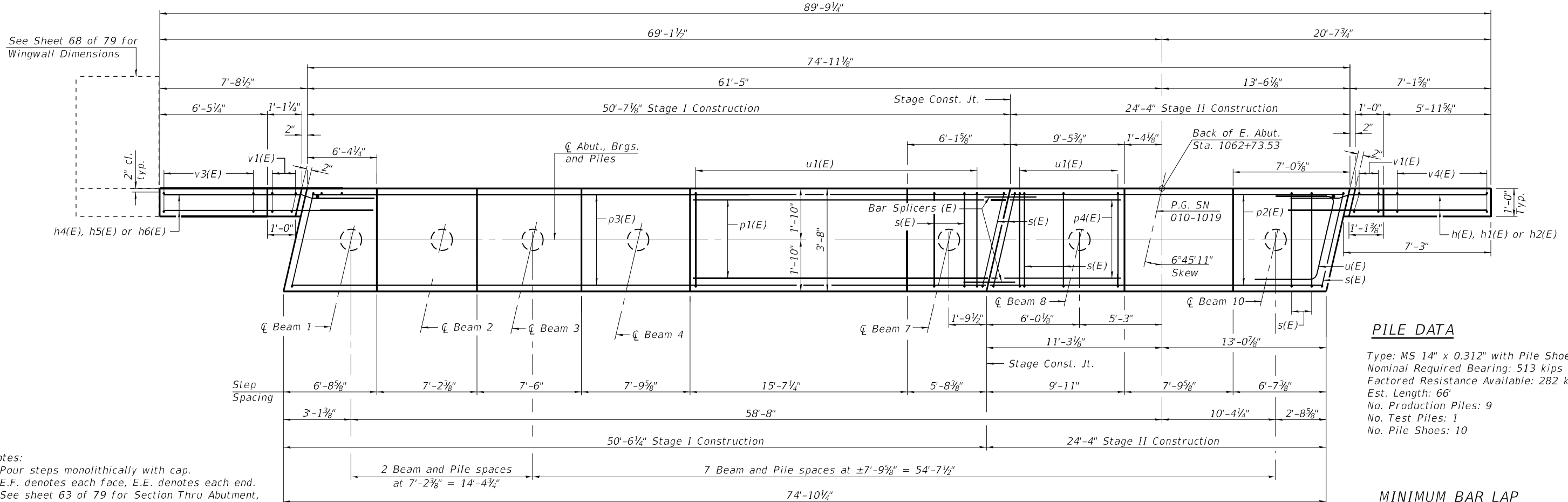
WEST ABUTMENT
STRUCTURE NO. 010-1019 (WB)

SHEET NO. 61 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	943
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				



ELEVATION
(Looking East)



PILE DATA

Type: MS 14" x 0.312" with Pile Shoes
 Nominal Required Bearing: 513 kips
 Factored Resistance Available: 282 kips
 Est. Length: 66'
 No. Production Piles: 9
 No. Test Piles: 1
 No. Pile Shoes: 10

MINIMUM BAR LAP
#7 bar = 5'-0"

Notes:
 Pour steps monolithically with cap.
 E.F. denotes each face, E.E. denotes each end.
 See sheet 63 of 79 for Section Thru Abutment,
 v(E) bar layout, bar details & Bill of Materials.
 For details of piles see sheet 73 of 79.
 See sheet 74 of 79 for Bar Splicer Details.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

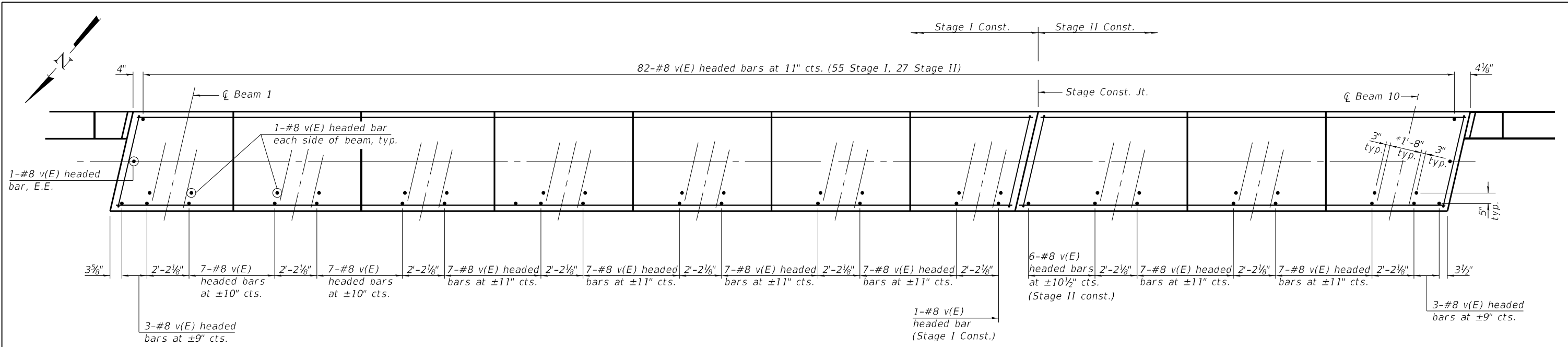
EAST ABUTMENT
STRUCTURE NO. 010-1019 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	944
CONTRACT NO. 70C01				

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-062-East Abutment SN 010-1019 (WB)

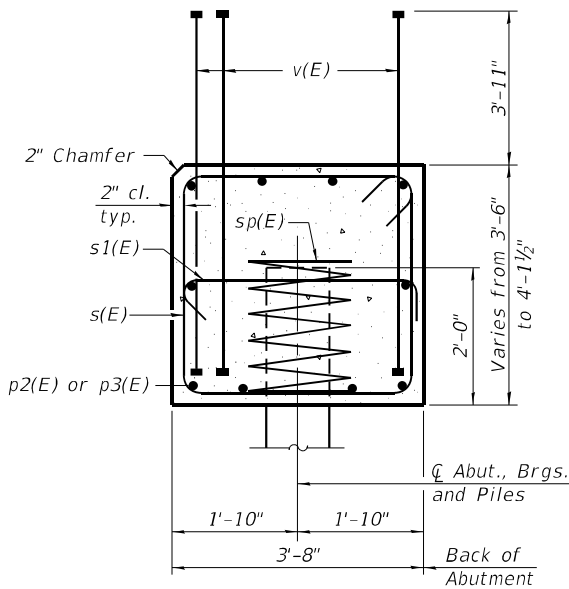


USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -



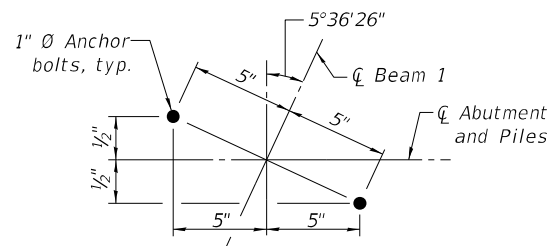
LAYOUT OF v(E) BARS

* Limits of bottom beam flange

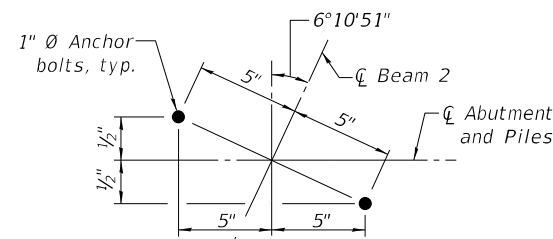


SEC. THRU ABUT.

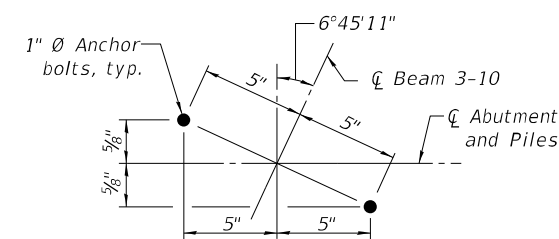
Dimensions at right angles to abutment.



ANCHOR BOLT DETAIL FOR BEAM 1



ANCHOR BOLT DETAIL FOR BEAM 2



ANCHOR BOLT DETAIL FOR BEAM 3-10

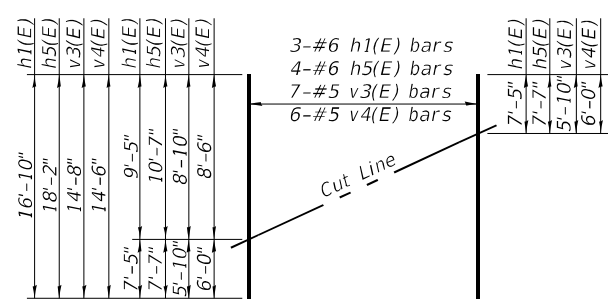
Note:

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

BILL OF MATERIAL FOR EAST ABUTMENT (SN 010-1019)

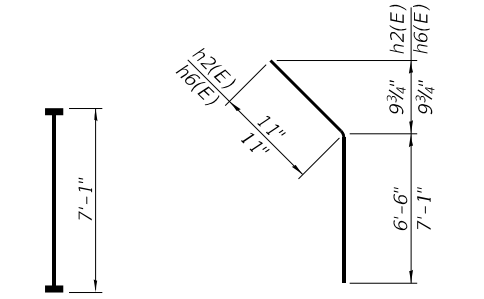
Bar	No.	Size	Length	Shape
h(E)	26	#6	10'-5"	—
h1(E)	3	#6	16'-10"	—
h2(E)	2	#5	7'-5"	—
h4(E)	24	#6	10'-11"	—
h5(E)	4	#6	18'-2"	—
h6(E)	2	#5	8'-0"	—
p1(E)	4	#5	29'-2"	—
p2(E)	10	#7	24'-0"	—
p3(E)	20	#7	27'-8"	—
p4(E)	4	#5	9'-6"	—
s(E)	69	#6	14'-4"	┌
s1(E)	20	#5	4'-4"	┌
sp(E)	10	#4	2'-0"	⊞
u(E)	8	#6	11'-10"	└
u1(E)	40	#5	7'-4"	└
v(E)	173	#8	7'-1"	—
v1(E)	8	#5	8'-11"	—
v3(E)	7	#5	14'-10"	—
v4(E)	6	#5	14'-6"	—
Structure Excavation		Cu. Yd.	169	
Concrete Structures		Cu. Yd.	43.6	
Reinforcement Bars, Epoxy Coated		Pound	8840	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	594	
Driving Piles		Foot	594	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	10	

** Length is height of spiral.

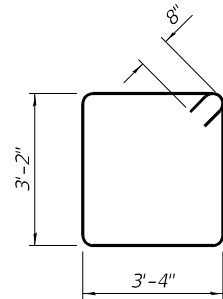


FIELD CUTTING DIAGRAM

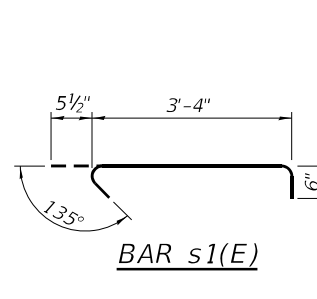
Order h1(E), h5(E), v3(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.



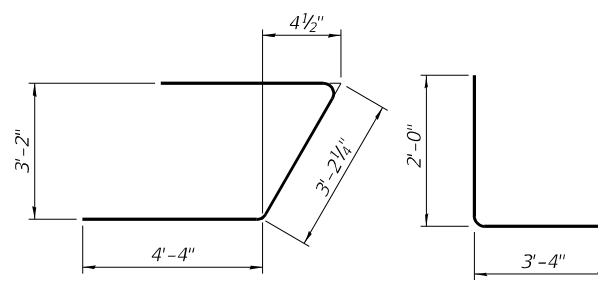
BAR v(E)
(Headed)



BAR h2(E) & h6(E)



BAR s(E)



BAR u(E)

BAR u1(E)

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-063-East Abutment SN 010-1019 (WB)



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ENGINEERING & TESTING, INC.
433 NORTH COUNTY STREET
MARIETTA, IL 60090-8200
PHONE: 618-297-2100

USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

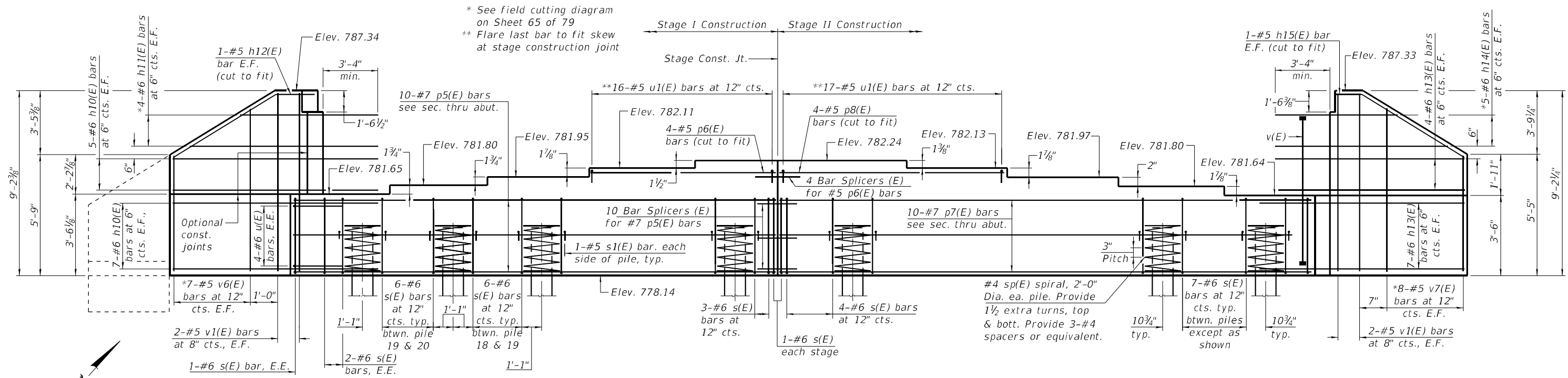
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 010-1019 (WB)

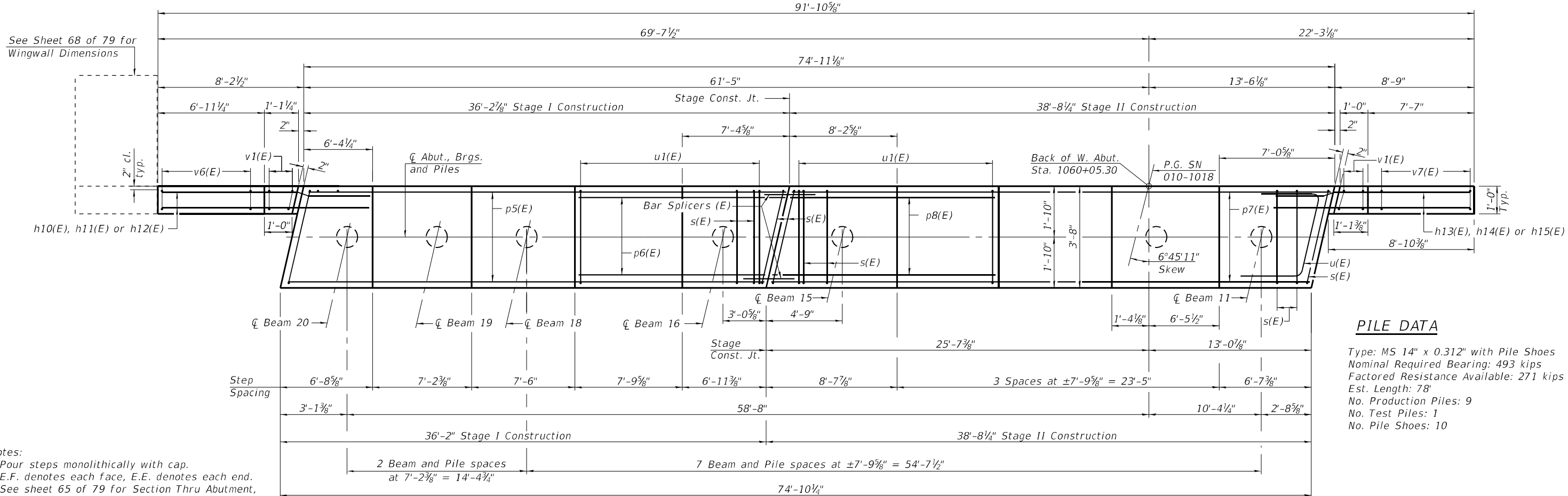
SHEET NO. 63 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	945
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT



ELEVATION
(Looking West)



PILE DATA

Type: MS 14" x 0.312" with Pile Shoes
 Nominal Required Bearing: 493 kips
 Factored Resistance Available: 271 kips
 Est. Length: 78'
 No. Production Piles: 9
 No. Test Piles: 1
 No. Pile Shoes: 10

Notes:
 Pour steps monolithically with cap.
 E.F. denotes each face, E.E. denotes each end.
 See sheet 65 of 79 for Section Thru Abutment,
 v(E) bar layout, bar details & Bill of Materials.
 For details of piles see sheet 73 of 79.
 See sheet 74 of 79 for Bar Splicer Details.

PLAN

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-064-West Abutment SN 010-1018 (EB)
 1/21/2022 9:37:03 AM



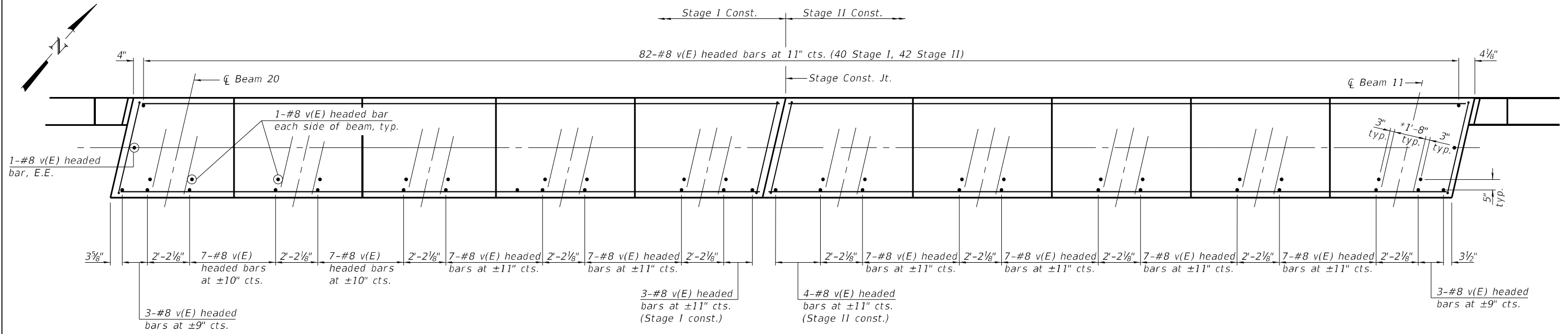
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PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

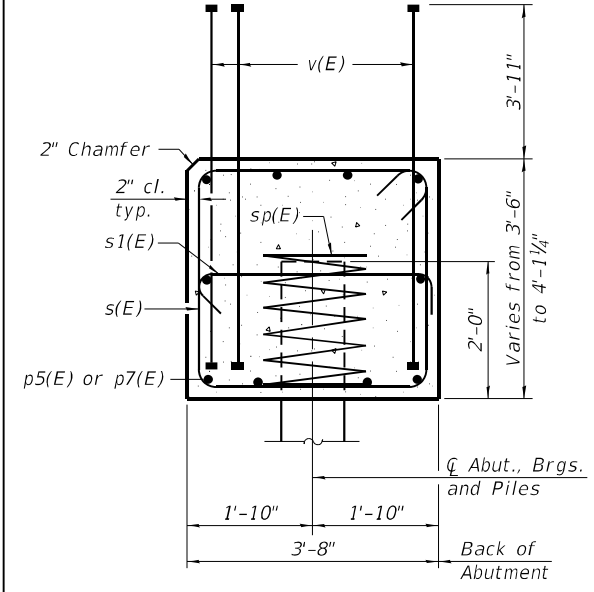
WEST ABUTMENT
STRUCTURE NO. 010-1018 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	946
CONTRACT NO. 70C01				
ILLINOIS		FED. AID PROJECT		

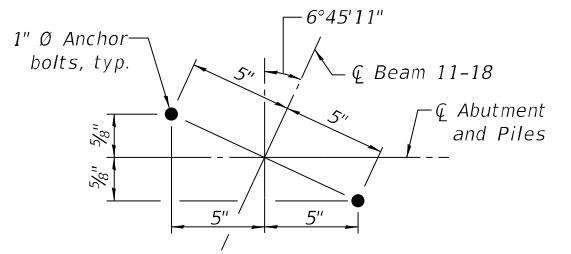
SHEET NO. 64 OF 79 SHEETS



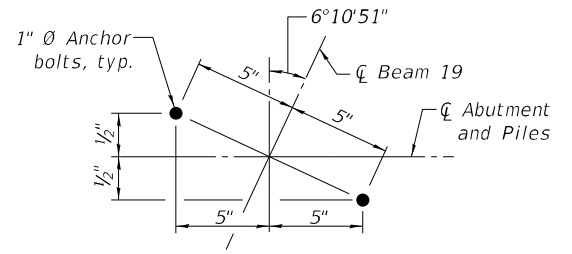
LAYOUT OF v(E) BARS



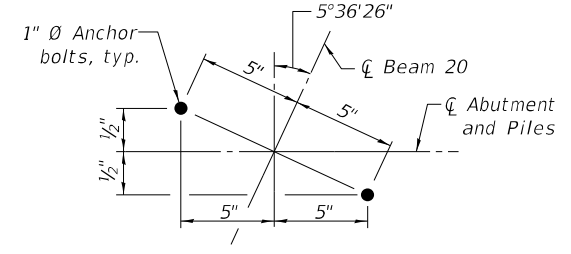
SEC. THRU ABUT.
Dimensions at right angles to abutment.



ANCHOR BOLT DETAIL FOR BEAM 11-18



ANCHOR BOLT DETAIL FOR BEAM 19



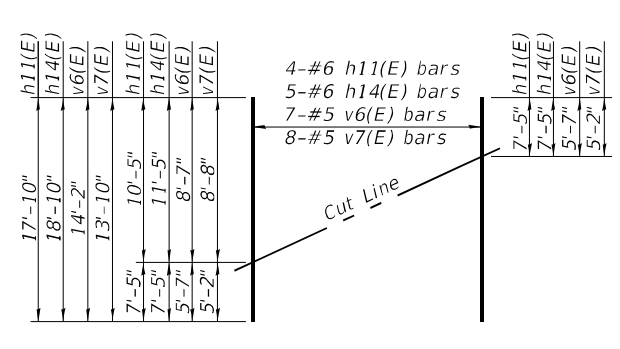
ANCHOR BOLT DETAIL FOR BEAM 20

Note:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

BILL OF MATERIAL FOR WEST ABUTMENT (SN 010-1018)

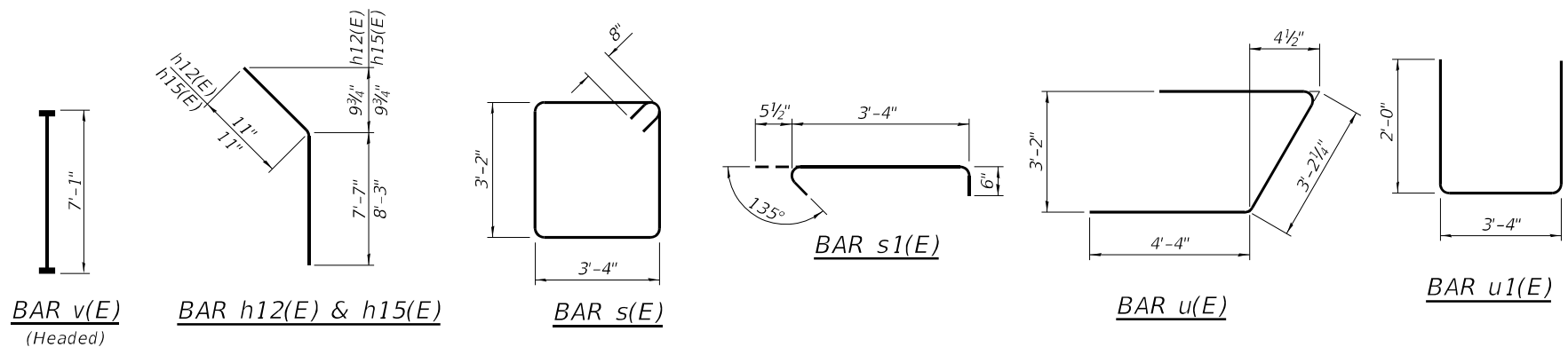
Bar	No.	Size	Length	Shape
h10(E)	24	#6	11'-5"	—
h11(E)	4	#6	17'-10"	—
h12(E)	2	#5	8'-6"	—
h13(E)	22	#6	12'-0"	—
h14(E)	5	#6	18'-10"	—
h15(E)	2	#5	9'-2"	—
p5(E)	10	#7	35'-10"	—
p6(E)	4	#5	14'-10"	—
p7(E)	10	#7	38'-4"	—
p8(E)	4	#5	16'-1"	—
s(E)	69	#6	14'-4"	—
s1(E)	20	#5	4'-4"	—
sp(E)	10	#4	2'-0"	—
u(E)	8	#6	11'-10"	—
u1(E)	33	#5	7'-4"	—
v(E)	173	#8	7'-1"	—
v1(E)	8	#5	8'-11"	—
v6(E)	7	#5	14'-2"	—
v7(E)	8	#5	13'-10"	—
Structure Excavation		Cu. Yd.		172
Concrete Structures		Cu. Yd.		43.7
Reinforcement Bars, Epoxy Coated		Pound		8740
Furnishing Metal Shell Piles 14" x 0.312"		Foot		702
Driving Piles		Foot		702
Test Pile Metal Shells		Each		1
Pile Shoes		Each		10

** Length is height of spiral.



FIELD CUTTING DIAGRAM

Order h11(E), h14(E), v6(E) and v7(E) full length.
Cut as shown and use remainder of bars in opposite face.



MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-065-West-Abutment-SN 010-1018 (EB)
1/21/2022 9:37:28 AM



USER NAME =	DESIGNED - FAM	REVISSED -
PLOT SCALE =	CHECKED - GBR	REVISSED -
PLOT DATE = 1/21/2022	DRAWN - FAM	REVISSED -
	CHECKED - GBR	REVISSED -

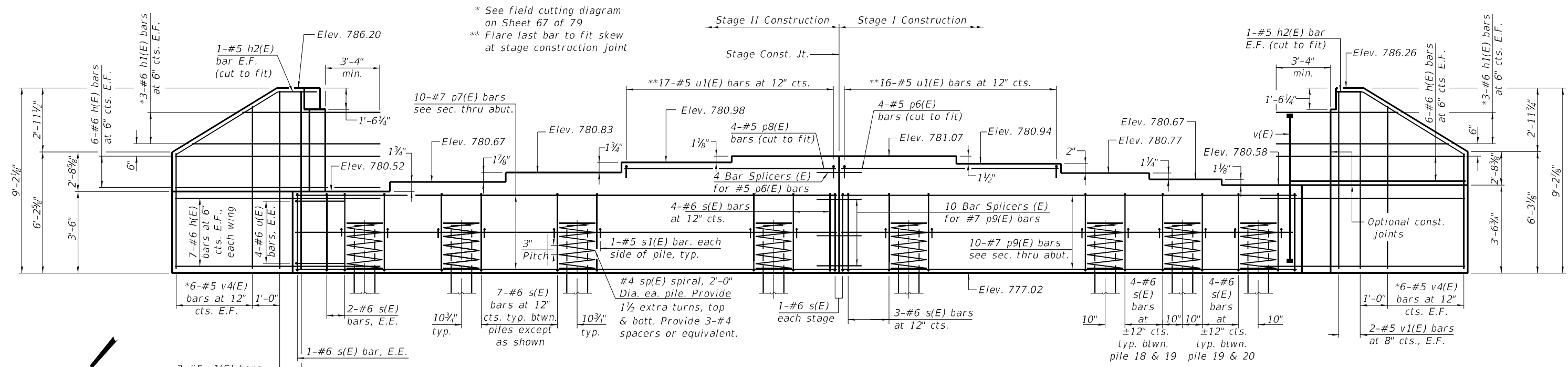
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT STRUCTURE NO. 010-1018 (EB)

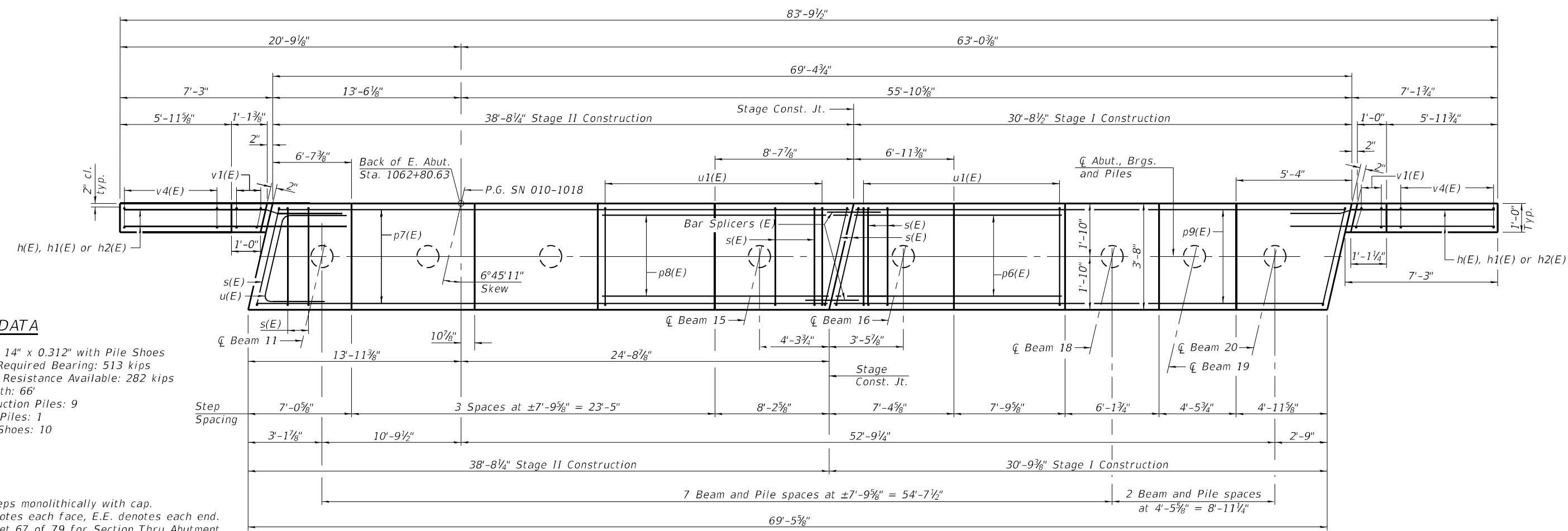
SHEET NO. 65 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	947
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT



ELEVATION
(Looking East)



PLAN

PILE DATA

Type: MS 14" x 0.312" with Pile Shoes
 Nominal Required Bearing: 513 kips
 Factored Resistance Available: 282 kips
 Est. Length: 66'
 No. Production Piles: 9
 No. Test Piles: 1
 No. Pile Shoes: 10

Notes:
 Pour steps monolithically with cap.
 E.F. denotes each face, E.E. denotes each end.
 See sheet 67 of 79 for Section Thru Abutment,
 v(E) bar layout, bar details & Bill of Materials.
 For details of piles see sheet 73 of 79.
 See sheet 74 of 79 for Bar Splicer Details.

* See field cutting diagram on Sheet 67 of 79
 ** Flare last bar to fit skew at stage construction joint

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-066-East Abutment SN 010-1018 (EB)
 1/21/2022 9:37:56 AM

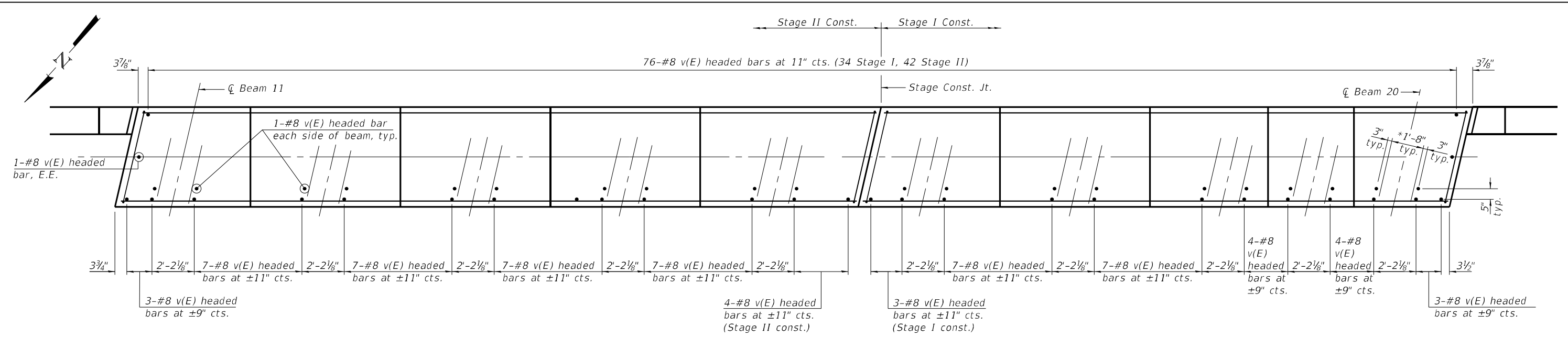


USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

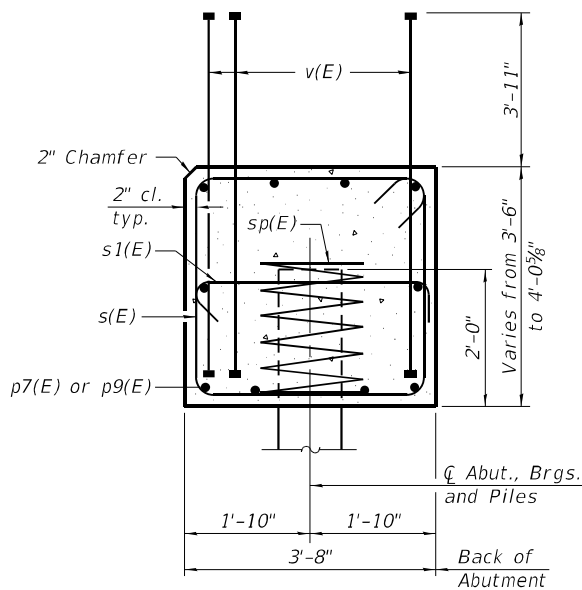
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 010-1018 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	948
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				

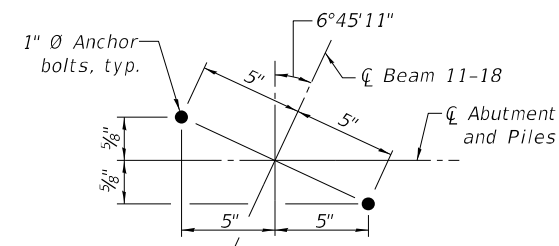


LAYOUT OF v(E) BARS

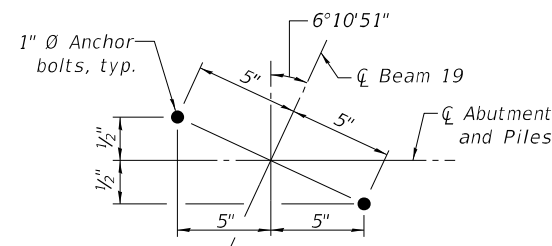


SEC. THRU ABUT.

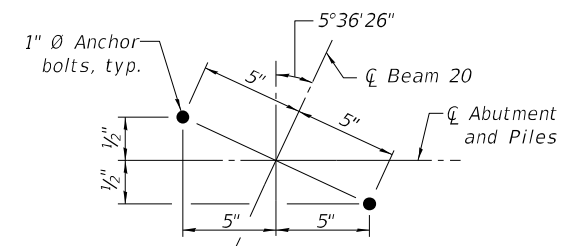
Dimensions at right angles to abutment.



ANCHOR BOLT DETAIL FOR BEAM 11-18



ANCHOR BOLT DETAIL FOR BEAM 19



ANCHOR BOLT DETAIL FOR BEAM 20

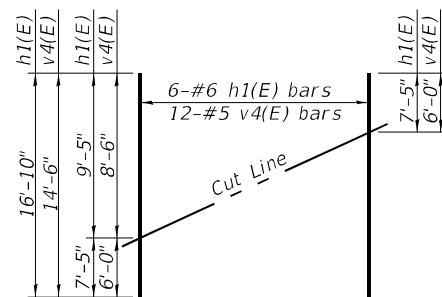
Note:

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

BILL OF MATERIAL FOR EAST ABUTMENT (SN 010-1018)

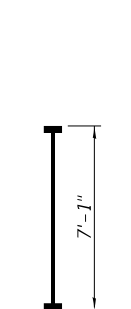
Bar	No.	Size	Length	Shape
h(E)	52	#6	10'-5"	—
h1(E)	6	#6	16'-10"	—
h2(E)	4	#5	7'-5"	—
p6(E)	4	#5	14'-10"	—
p7(E)	10	#7	38'-4"	—
p8(E)	4	#5	16'-1"	—
p9(E)	10	#7	30'-4"	—
s(E)	65	#6	14'-4"	□
s1(E)	20	#5	4'-4"	┌
sp(E)	10	#4	2'-0"	WWM
u(E)	8	#6	11'-10"	┌
u1(E)	33	#5	7'-4"	┌
v(E)	161	#8	7'-1"	—
v1(E)	8	#5	8'-11"	—
v4(E)	12	#5	14'-6"	—
Structure Excavation		Cu. Yd.	159	
Concrete Structures		Cu. Yd.	40.2	
Reinforcement Bars, Epoxy Coated		Pound	8180	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	594	
Driving Piles		Foot	594	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	10	

** Length is height of spiral.

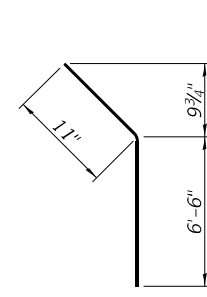


FIELD CUTTING DIAGRAM

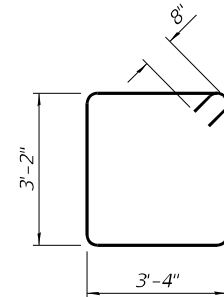
Order h1(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.



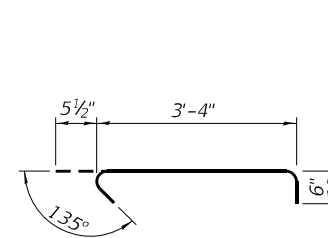
BAR v(E)
(Headed)



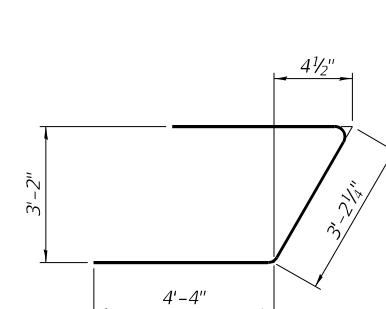
BAR h2(E)



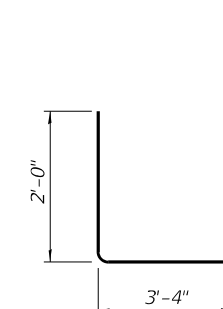
BAR s(E)



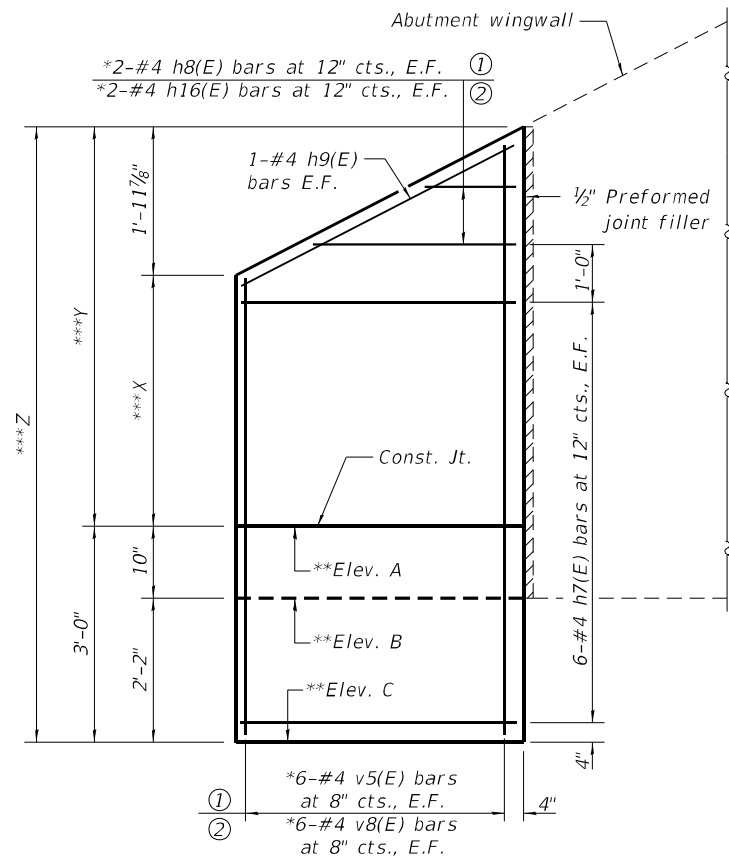
BAR s1(E)



BAR u(E)

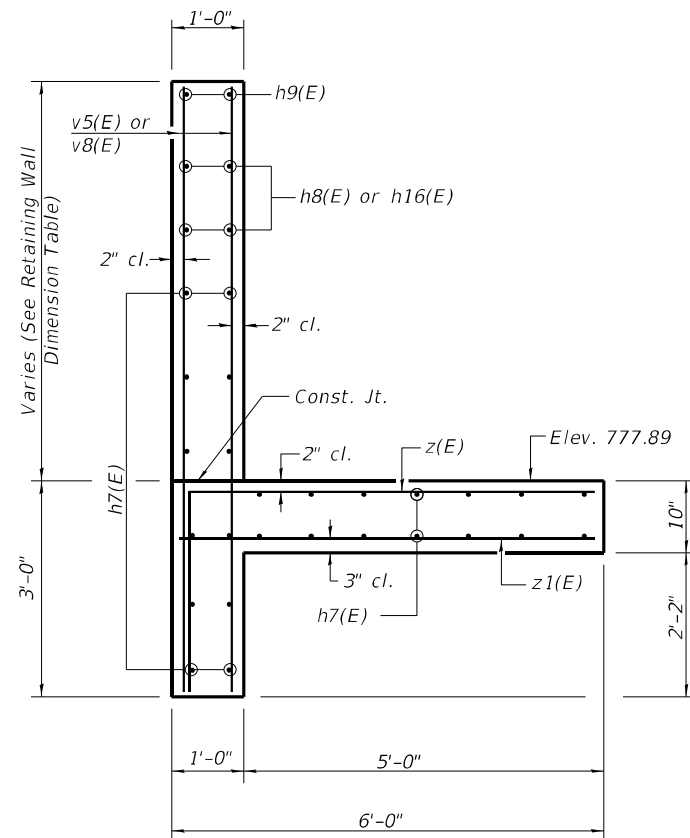


BAR u1(E)



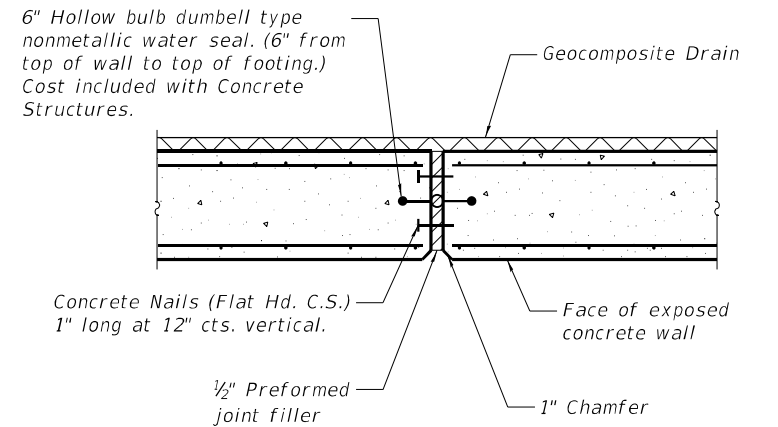
ELEVATION - WINGWALL EXTENSION

(Looking East for East Abutment-North Side of SN 010-1019)
 (Looking West for West Abutment-South Side of SN 010-1018)



SECTION A-A

Maximum Applied Service Bearing Pressure, $Q_{max} = 1018$ psf



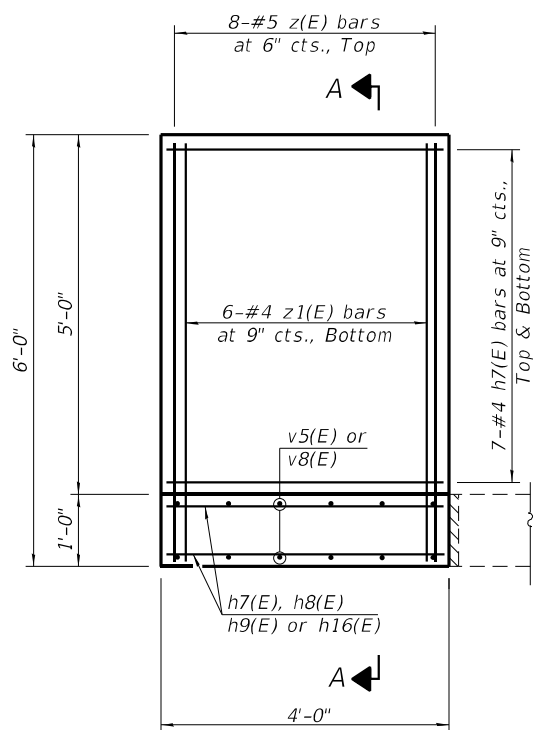
EXPANSION JOINT DETAIL

RETAINING WALL DIMENSIONS

	SN 010-1019	SN 010-1018
Dimension	East Abut. - North Side	West Abut. - South Side
X	3'-2 $\frac{1}{8}$ "	2'-10 $\frac{1}{8}$ "
Y	5'-2 $\frac{1}{2}$ "	4'-10 $\frac{3}{4}$ "
Z	8'-2 $\frac{1}{2}$ "	7'-10 $\frac{3}{4}$ "

FOOTING ELEVATIONS

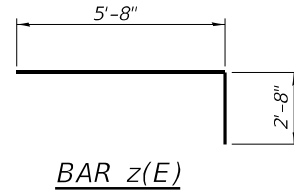
	SN 010-1019	SN 010-1018
Elevation	East Abut. - North Side	West Abut. - South Side
A	777.89	778.97
B	777.06	778.14
C	774.89	775.97



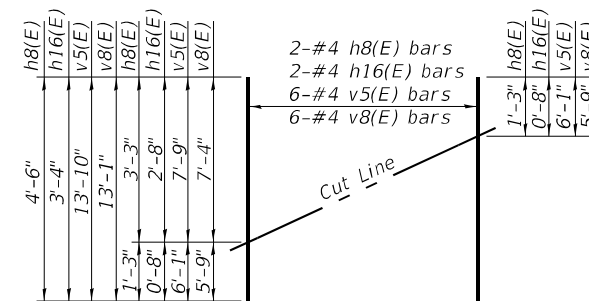
PLAN - WINGWALL EXTENSION

- * See Field Cutting Diagram
- ** See Footing Elevation Table
- *** See Retaining Wall Dimension Table

- ① East Abutment-North Side of SN 010-1019
- ② West Abutment-South Side of SN 010-1018



BAR z(E)



FIELD CUTTING DIAGRAM

Order h8(E), h16(E), v5(E) and v8(E) full length.
 Cut as shown and use remainder of bars in opposite face.

BILL OF MATERIAL FOR BOTH STRUCTURES

Bar	No.	Size	Length	Shape
h7(E)	52	#4	3'-8"	—
h8(E)	2	#4	4'-6"	—
h9(E)	4	#4	4'-1"	—
h16(E)	2	#4	3'-4"	—
v5(E)	6	#4	13'-10"	—
v8(E)	6	#4	13'-1"	—
z(E)	16	#5	8'-4"	┌
z1(E)	12	#4	5'-8"	—
Concrete Structures			Cu. Yd.	3.4
Reinforcement Bars, Epoxy Coated			Pound	450

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-06B-Wingwall Extension



USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

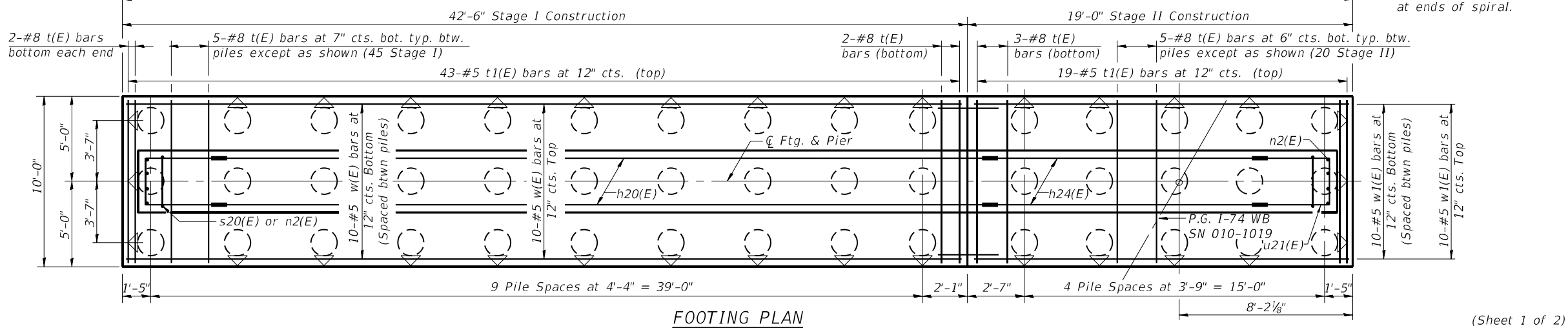
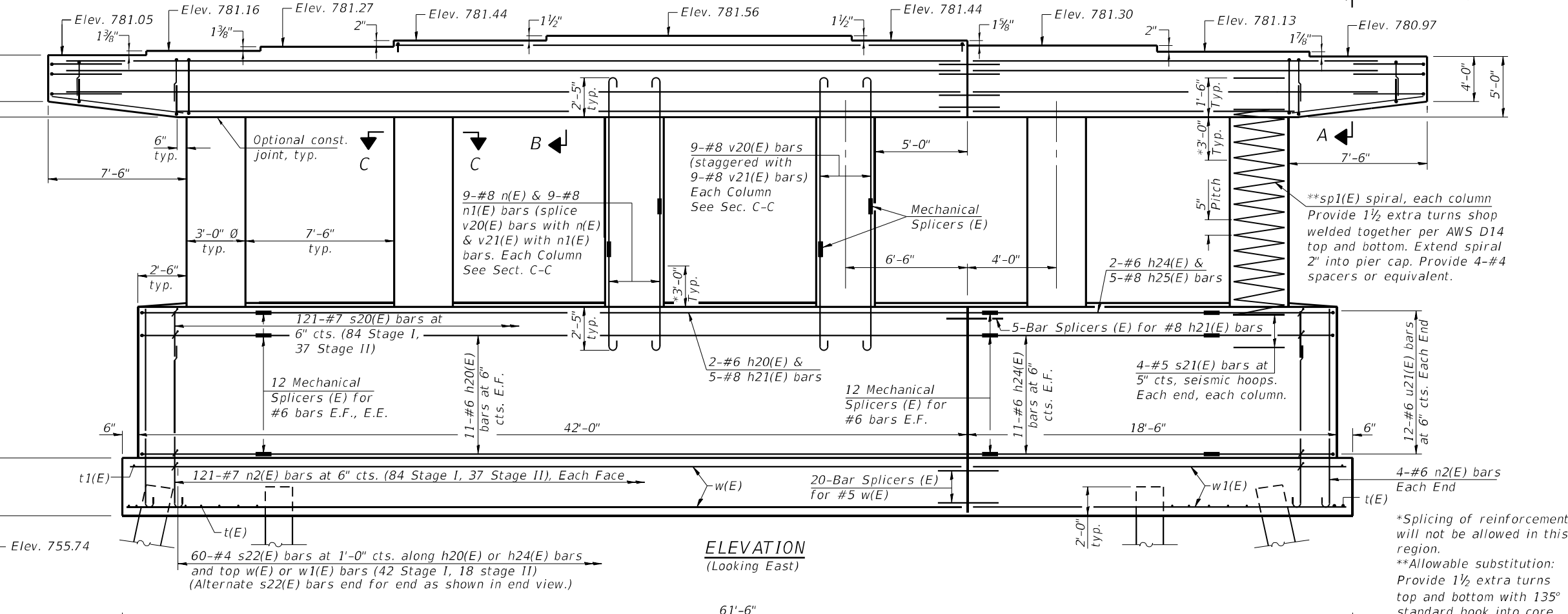
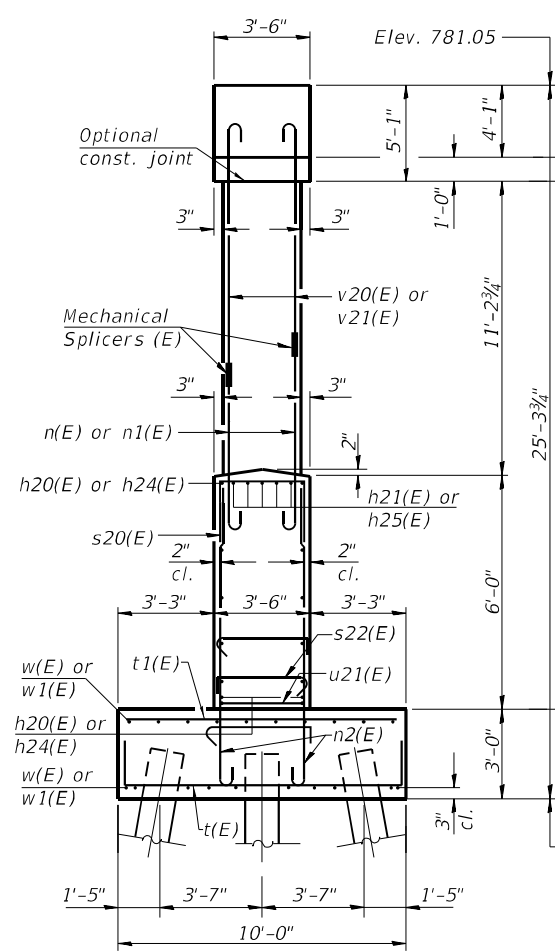
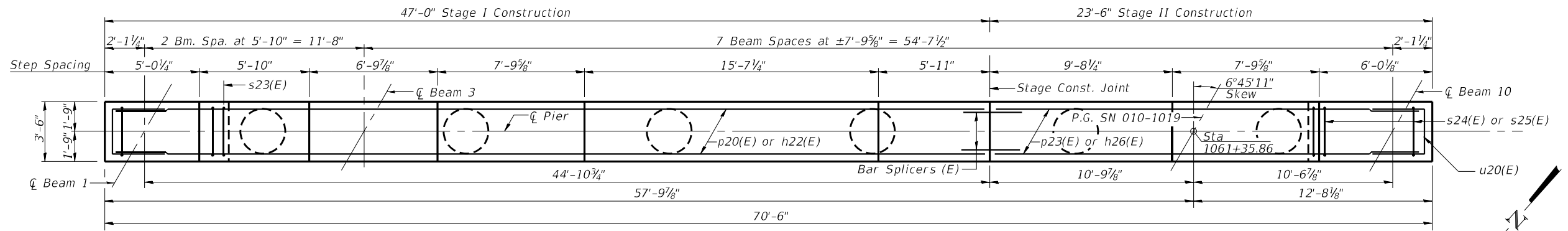
**WINGWALL EXTENSION
 STRUCTURE NO. 010-1018 (EB) & 010-1019 (WB)**

SHEET NO. 68 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	950
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				

PILE DATA

Type: MS 14" x 0.312" with Pile Shoes
 Nominal Required Bearing: 484 kips
 Factored Resistance Available: 266 kips
 Est. Length: 71'
 No. Production Piles: 44
 No. Test Piles: 1

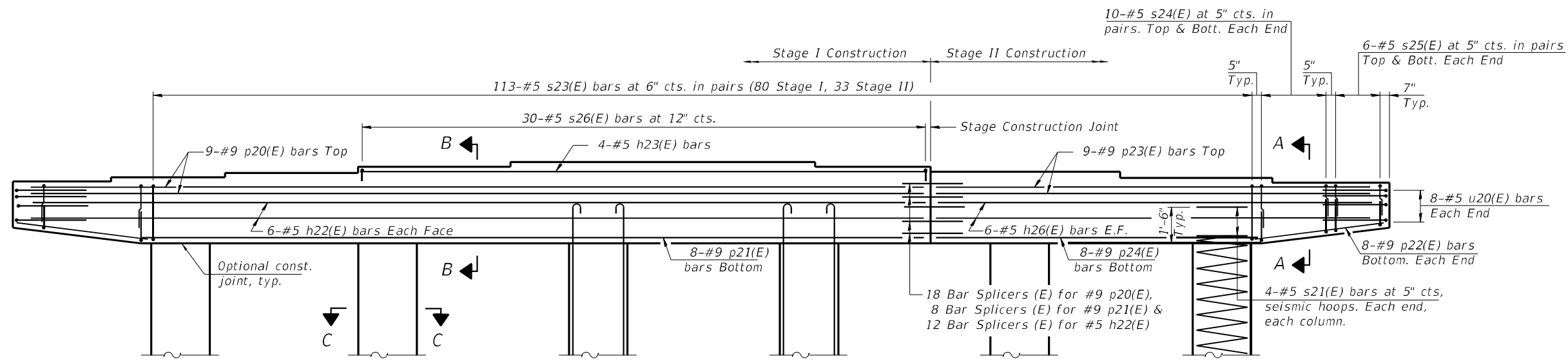


Notes:
 Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap.
 E.F. denotes each face, E.E. denotes each end.
 For pier cap reinforcement, see sheet 70 of 79.
 See sheet 70 of 79 for Section A-A, B-B & C-C, bar details & Bill of Materials.
 For details of piles, see sheet 73 of 79.
 See sheet 74 of 79 for bar and mechanical splicer details.

*Splicing of reinforcement will not be allowed in this region.
 **Allowable substitution: Provide 1 1/2 extra turns top and bottom with 135° standard hook into core at ends of spiral.

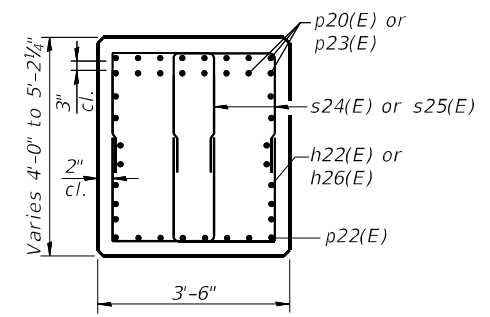
MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-069-Pier-SN 010-1019 (WB)
 1/21/2022 9:39:14 AM

<p>BACON FARMER WORKMAN ENGINEERING & TESTING, INC. 433 NORTH COUNTY STREET MARIETTA, GA 30067 PHONE: 404.875.0100</p>	USER NAME =	DESIGNED - FAM	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">PIER STRUCTURE NO. 010-1019 (WB)</p>	F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
	PLOT SCALE =	DRAWN - FAM	REVISED -			57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	951
PLOT DATE = 1/21/2022	CHECKED - JGY	REVISED -		SHEET NO. 69 OF 79 SHEETS		CONTRACT NO. 70C01		ILLINOIS FED. AID PROJECT		

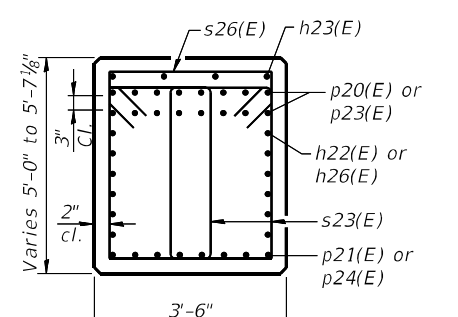


**BILL OF MATERIAL FOR
PIER (SN 010-1019)**

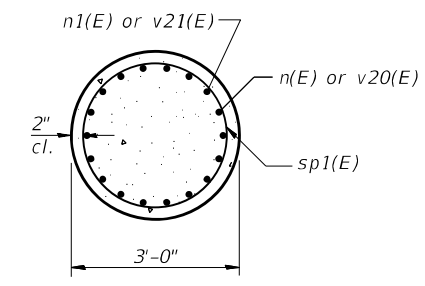
Bar	No.	Size	Length	Shape
h20(E)	24	#6	38'-6"	—
h21(E)	5	#8	41'-8"	—
h22(E)	12	#5	46'-8"	—
h23(E)	4	#5	29'-0"	—
h24(E)	24	#6	13'-0"	—
h25(E)	5	#8	18'-2"	—
h26(E)	12	#5	23'-2"	—
n(E)	54	#8	8'-0"	—
n1(E)	54	#8	10'-0"	—
n2(E)	250	#7	9'-3"	—
p20(E)	18	#9	46'-8"	—
p21(E)	8	#9	40'-2"	—
p22(E)	16	#9	6'-11"	—
p23(E)	18	#9	23'-2"	—
p24(E)	8	#9	16'-8"	—
s20(E)	121	#7	12'-0"	—
s21(E)	48	#5	13'-0"	—
s22(E)	780	#4	3'-11"	—
s23(E)	226	#5	14'-7"	—
s24(E)	80	#5	10'-2"	—
s25(E)	48	#5	9'-6"	—
s26(E)	30	#5	7'-2"	—
sp1(E)	6	#5	11'-7"	—
t(E)	74	#8	14'-6"	—
t1(E)	62	#5	9'-6"	—
u20(E)	16	#5	10'-4"	—
u21(E)	24	#6	11'-10"	—
v20(E)	54	#8	9'-11"	—
v21(E)	54	#8	7'-11"	—
w(E)	20	#5	42'-2"	—
w1(E)	20	#5	18'-8"	—
Structure Excavation		Cu. Yd.	186	
Concrete Structures		Cu. Yd.	182.0	
Reinforcement Bars, Epoxy Coated		Pound	37350	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	3124	
Driving Piles		Foot	3124	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	45	



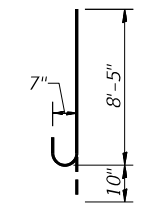
SEC. A-A



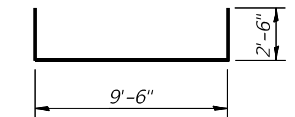
SEC. B-B



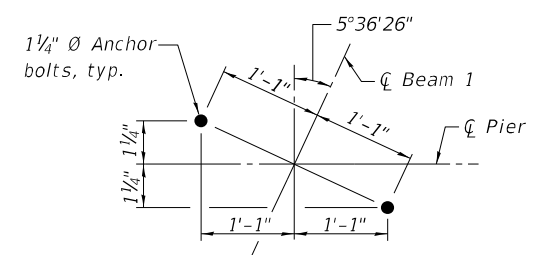
SEC. C-C



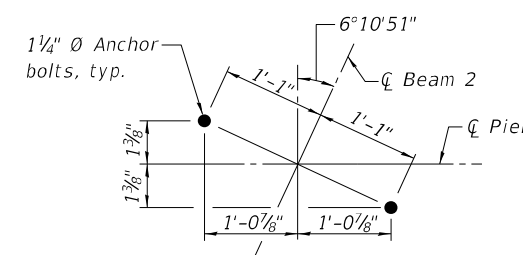
BAR n2(E)



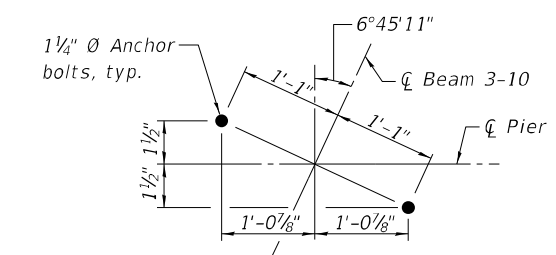
BARS t(E)



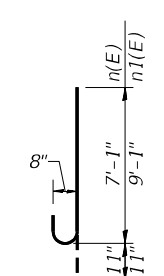
ANCHOR BOLT DETAIL FOR BEAM 1



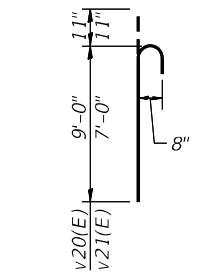
ANCHOR BOLT DETAIL FOR BEAM 2



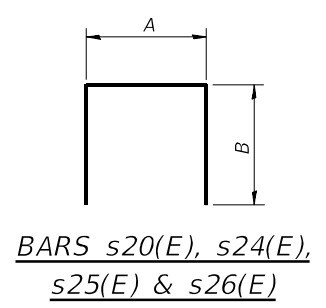
ANCHOR BOLT DETAIL FOR BEAM 3-10



BARS n(E) & n1(E)



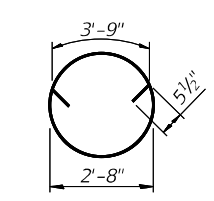
BARS v20(E) & v21(E)



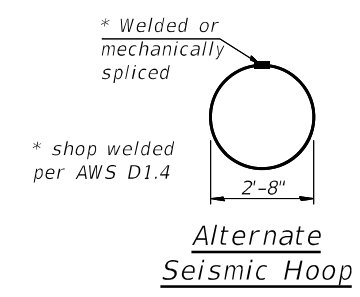
BARS s20(E), s24(E), s25(E) & s26(E)

A & B DIMENSIONS

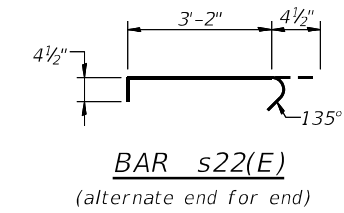
Bar	A	B
s20(E)	3'-2"	4'-5"
s24(E)	2'-2"	4'-0"
s25(E)	2'-2"	3'-8"
s26(E)	3'-2"	2'-0"



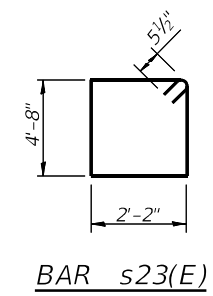
BAR s21(E)



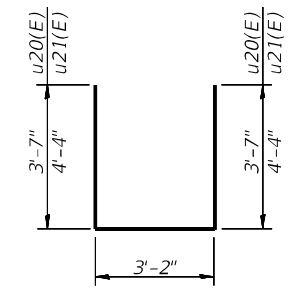
Alternate Seismic Hoop



BAR s22(E)
(alternate end for end)



BAR s23(E)



BARS u20(E) & u21(E)

MODEL: Default
FILE NAME: 0101018 & 0101019-70C0-070-Pier, SN 010-1019 (WB)
1/21/2022 9:39:39 AM



USER NAME =	DESIGNED - FAM	REVISED -
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PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - JGY	REVISED -

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DEPARTMENT OF TRANSPORTATION**

**PIER
STRUCTURE NO. 010-1019 (WB)**

SHEET NO. 70 OF 79 SHEETS

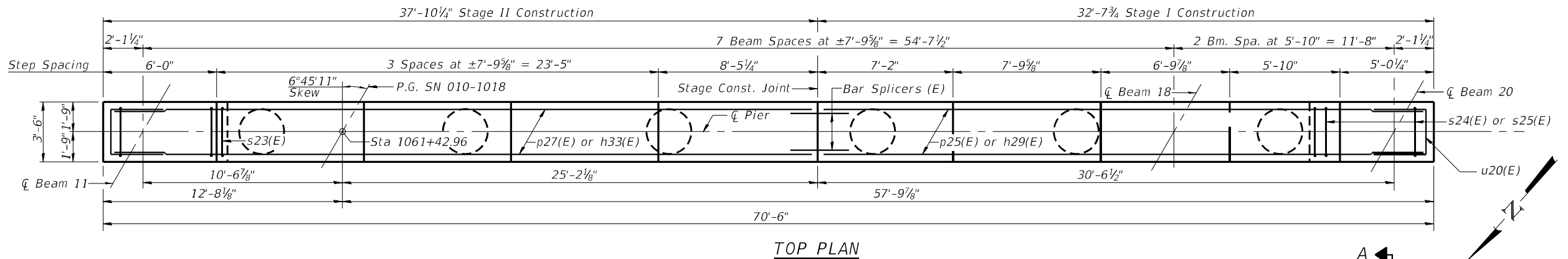
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	952

CONTRACT NO. 70C01

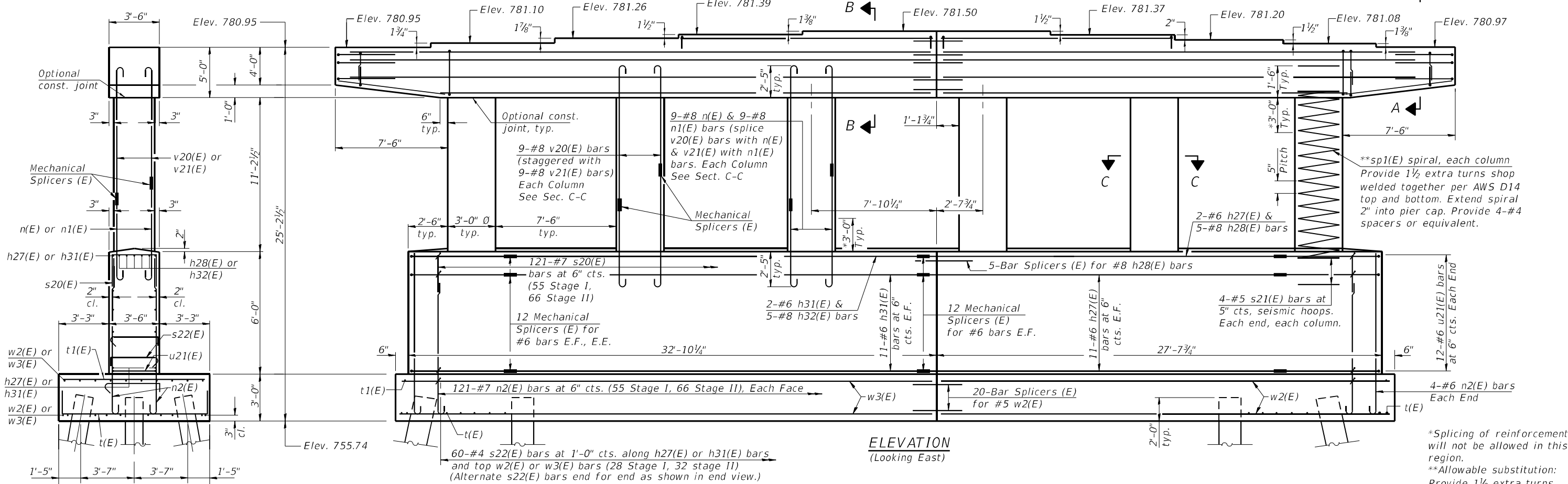
ILLINOIS FED. AID PROJECT

PILE DATA

Type: M5 14" x 0.312" with Pile Shoes
 Nominal Required Bearing: 485 kips
 Factored Resistance Available: 267 kips
 Est. Length: 70'
 No. Production Piles: 44
 No. Test Piles: 1

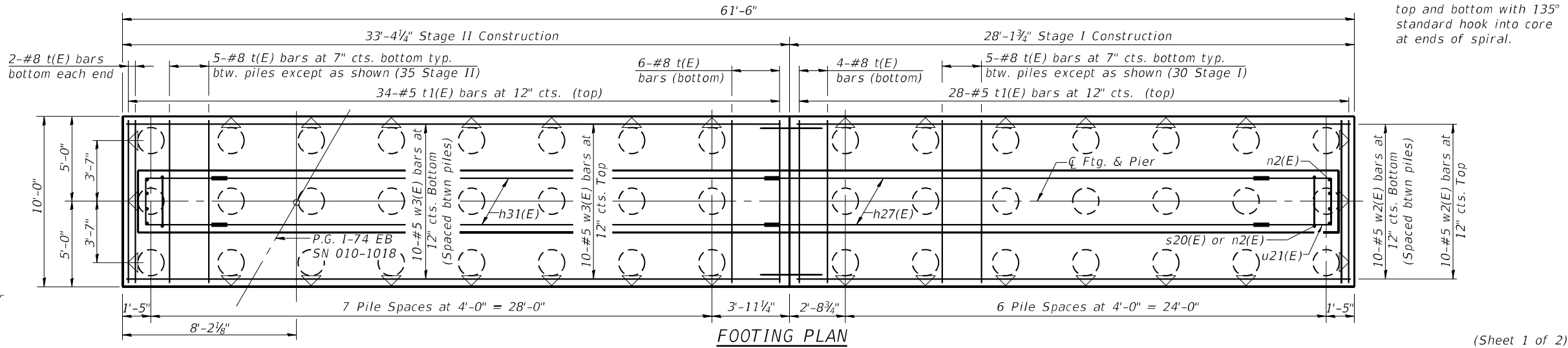
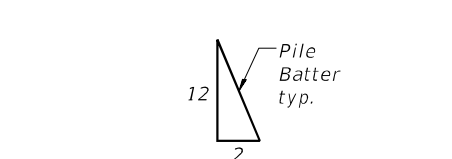


TOP PLAN



ELEVATION
(Looking East)

END VIEW



FOOTING PLAN

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 E.F. denotes each face, E.E. denotes each end.
 For pier cap reinforcement, see sheet 72 of 79.
 See sheet 72 of 79 for Section A-A, B-B & C-C,
 bar details & Bill of Materials.
 For details of piles, see sheet 73 of 79.
 See sheet 74 of 79 for bar and mechanical splicer
 details.

*Splicing of reinforcement will not be allowed in this region.
 **Allowable substitution: Provide 1 1/2 extra turns top and bottom with 135° standard hook into core at ends of spiral.

MODEL: Default
 FILE NAME: 0101018 & 0101019-70C01-071-Pier-SN 010-1018 (EB)
 1/21/2022 9:40:03 AM

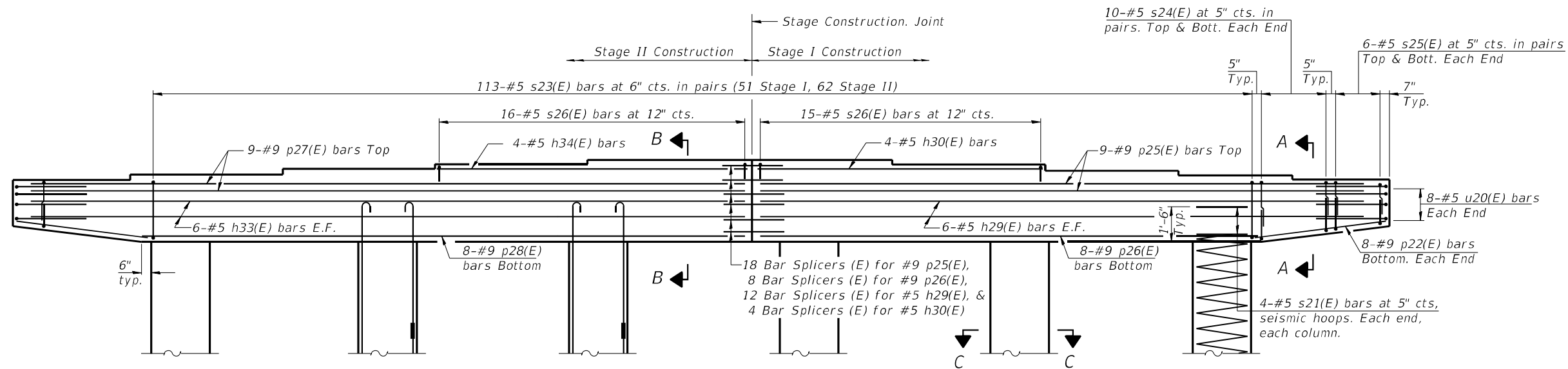


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PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - JGY	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER
STRUCTURE NO. 010-1018 (EB)
 SHEET NO. 71 OF 79 SHEETS

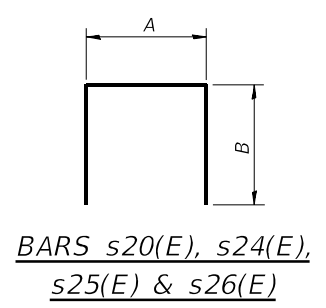
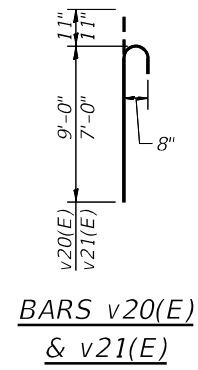
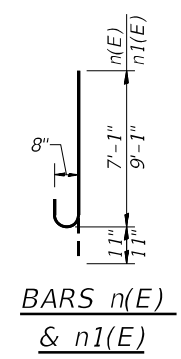
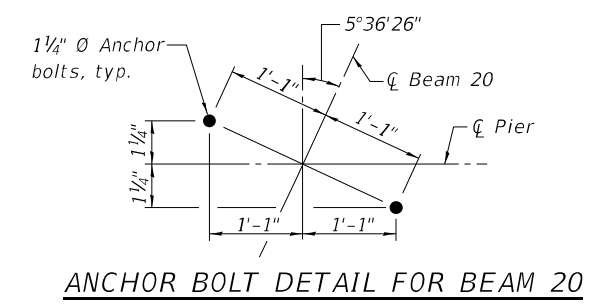
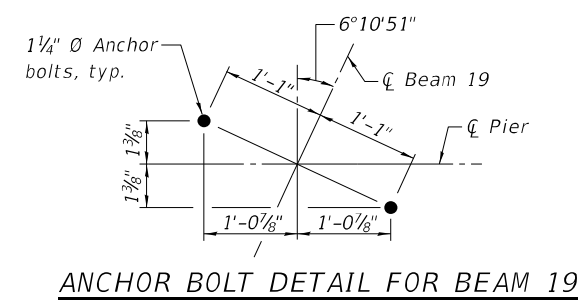
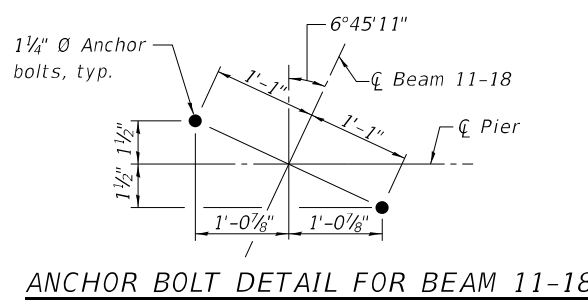
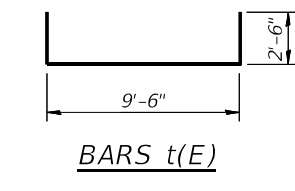
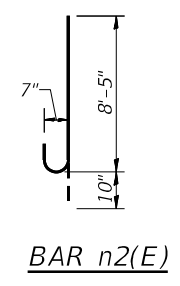
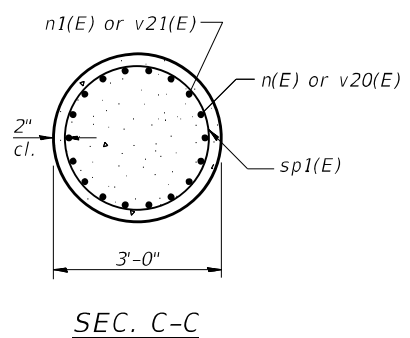
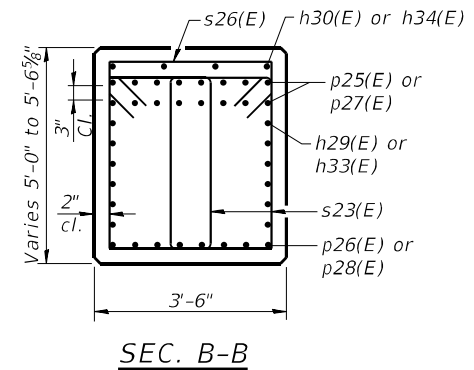
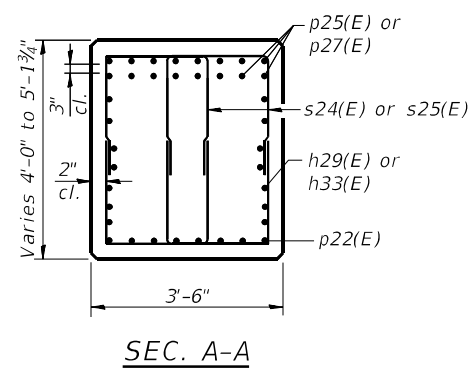
F.A.I. RTE. 57	SECTION 10-(33.34,5,14)R & (10-34)B	COUNTY CHAMPAIGN	TOTAL SHEETS 1182	SHEET NO. 953
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				



**BILL OF MATERIAL FOR
PIER (SN 010-1018)**

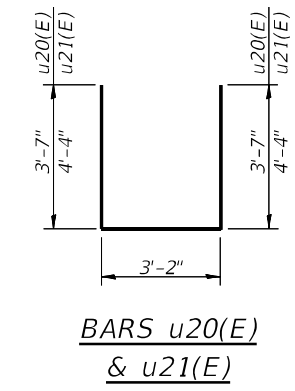
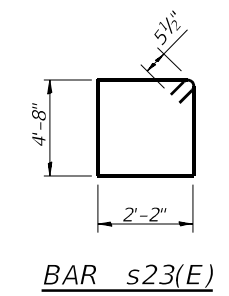
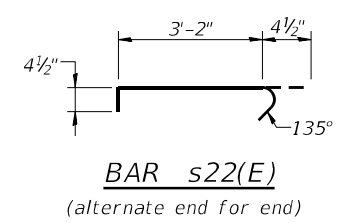
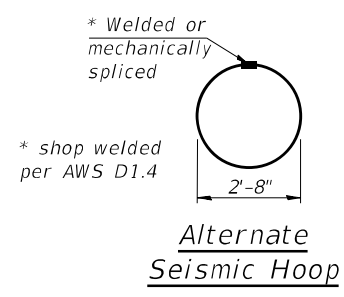
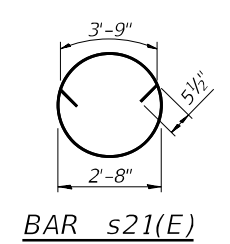
Bar	No.	Size	Length	Shape
h27(E)	24	#6	24'-2"	—
h28(E)	5	#8	27'-4"	—
h29(E)	12	#5	32'-4"	—
h30(E)	4	#5	14'-8"	—
h31(E)	24	#6	27'-4"	—
h32(E)	5	#8	32'-7"	—
h33(E)	12	#5	37'-7"	—
h34(E)	4	#5	15'-11"	—
n(E)	54	#8	8'-0"	U
n1(E)	54	#8	10'-0"	U
n2(E)	250	#7	9'-3"	U
p22(E)	16	#9	6'-11"	—
p25(E)	18	#9	32'-4"	—
p26(E)	8	#9	26'-0"	—
p27(E)	18	#9	37'-7"	—
p28(E)	8	#9	30'-11"	—
s20(E)	121	#7	12'-0"	U
s21(E)	48	#5	13'-0"	U
s22(E)	780	#4	3'-11"	U
s23(E)	226	#5	14'-7"	U
s24(E)	80	#5	10'-2"	U
s25(E)	48	#5	9'-6"	U
s26(E)	31	#5	7'-2"	U
sp1(E)	6	#5	11'-7"	W
t(E)	79	#8	14'-6"	U
t1(E)	62	#5	9'-6"	U
u20(E)	16	#5	10'-4"	U
u21(E)	24	#6	11'-10"	U
v20(E)	54	#8	9'-11"	U
v21(E)	54	#8	7'-11"	U
w2(E)	20	#5	27'-10"	—
w3(E)	20	#5	33'-1"	—
Structure Excavation		Cu. Yd.	186	
Concrete Structures		Cu. Yd.	181.7	
Reinforcement Bars, Epoxy Coated		Pound	37570	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	3080	
Driving Piles		Foot	3080	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	45	

** Length is height of spiral.



A & B DIMENSIONS

Bar	A	B
s20(E)	3'-2"	4'-5"
s24(E)	2'-2"	4'-0"
s25(E)	2'-2"	3'-8"
s26(E)	3'-2"	2'-0"



MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-072-Pier-SN 010-1018 (EB)
1/21/2022 9:40:28 AM



USER NAME =	DESIGNED - FAM	REVISED -
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PLOT DATE = 1/21/2022	DRAWN - FAM	REVISED -
	CHECKED - JGY	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER
STRUCTURE NO. 010-1018 (EB)**

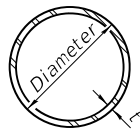
SHEET NO. 72 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	954

CONTRACT NO. 70C01

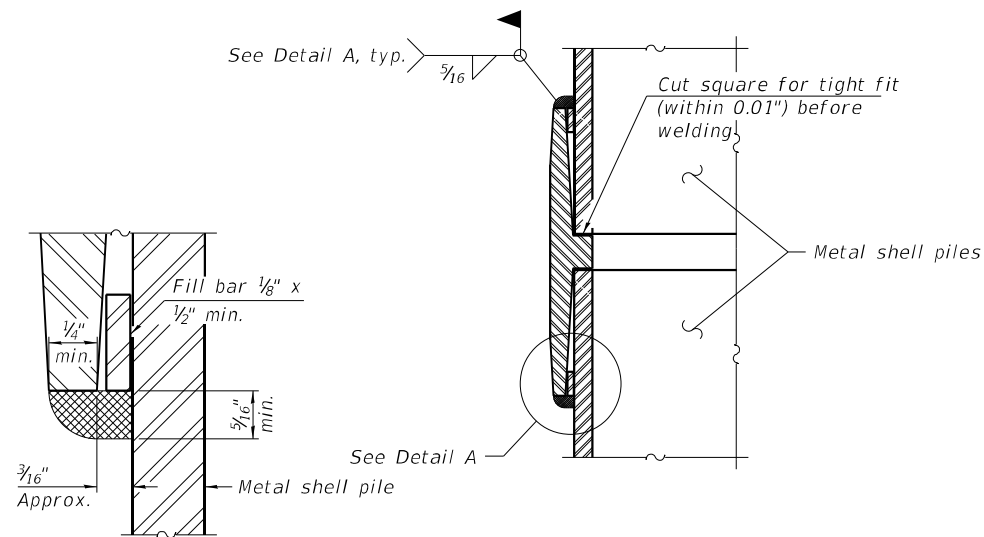
(Sheet 2 of 2)

ILLINOIS FED. AID PROJECT

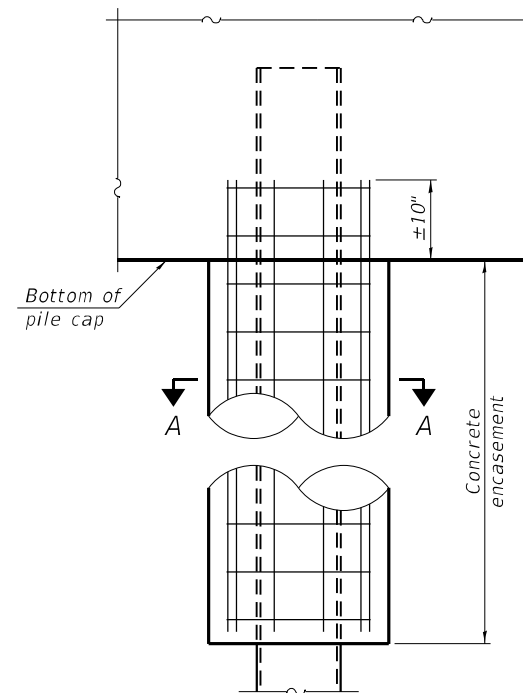


METAL SHELL PILE TABLE

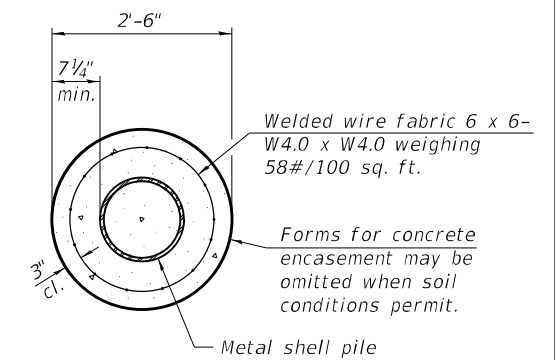
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



DETAIL A

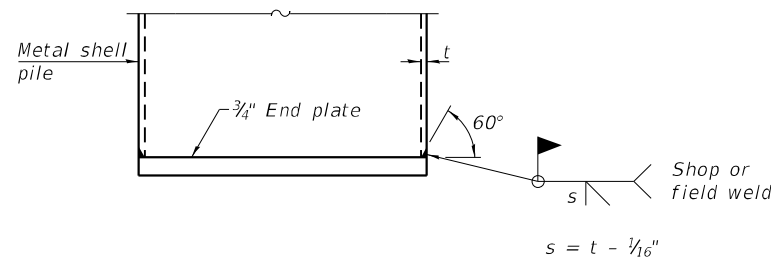


ELEVATION



SECTION A-A

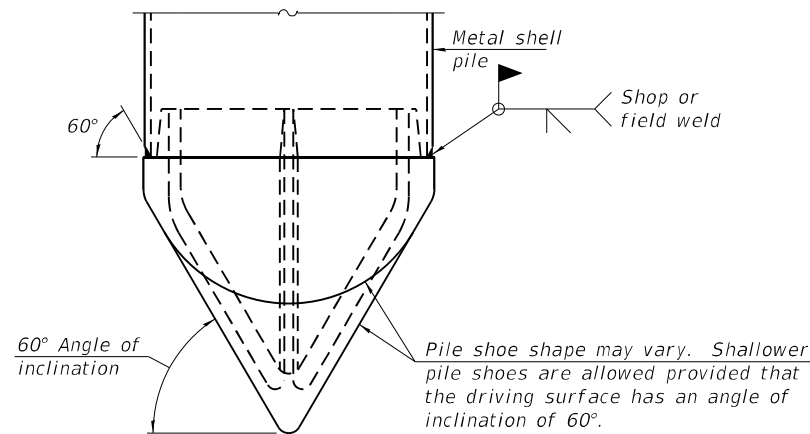
INDIVIDUAL PILE CONCRETE ENCASUREMENT
(When specified)



END PLATE ATTACHMENT

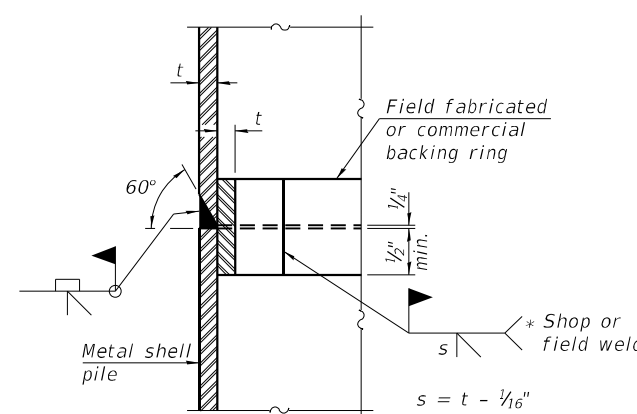
WELDED COMMERCIAL SPLICE

Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



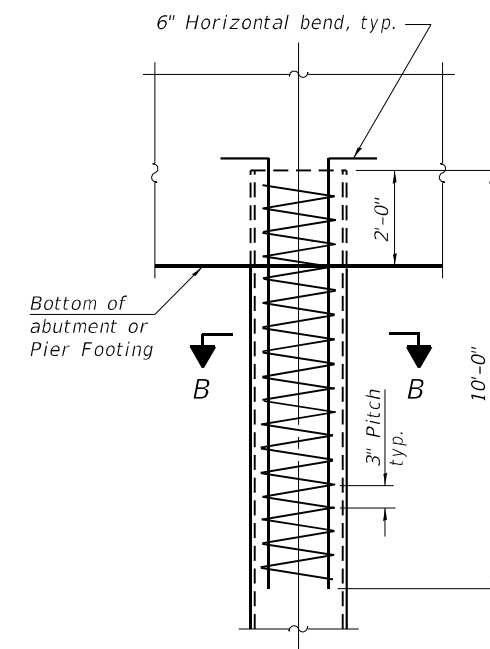
PILE SHOE ATTACHMENT

(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).



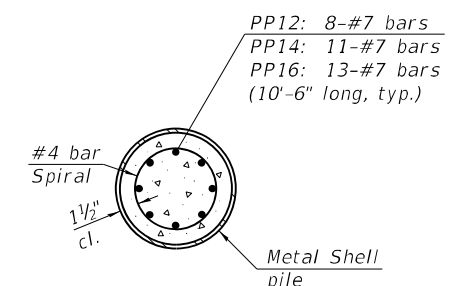
COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION

REINFORCEMENT AT ABUTMENTS AND PIERS
(Omit when concrete encasement is specified)



SECTION B-B

Note:
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-073-Piles Details

F-MS 1-1-2020



USER NAME =	DESIGNED - FAM	REVISED -
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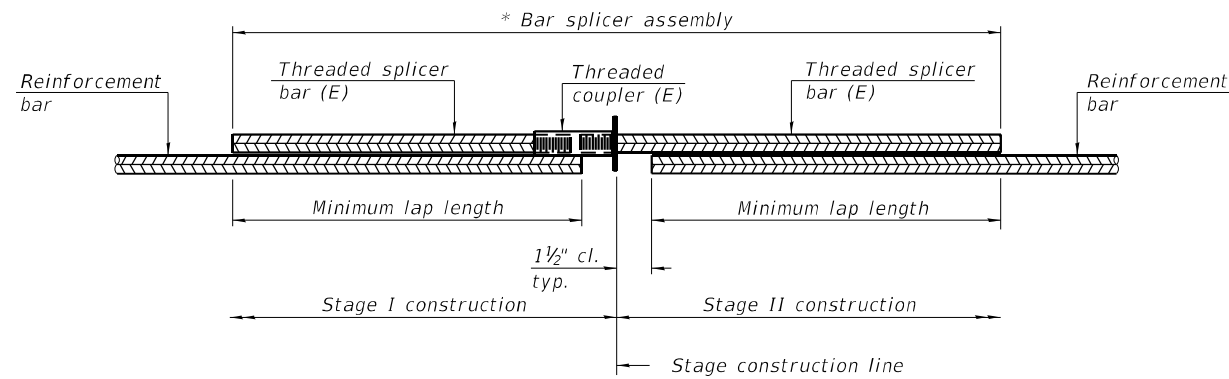
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS
STRUCTURE NO. 010-1018 (EB) & 010-1019 (WB)**

SHEET NO. 73 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	955
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT

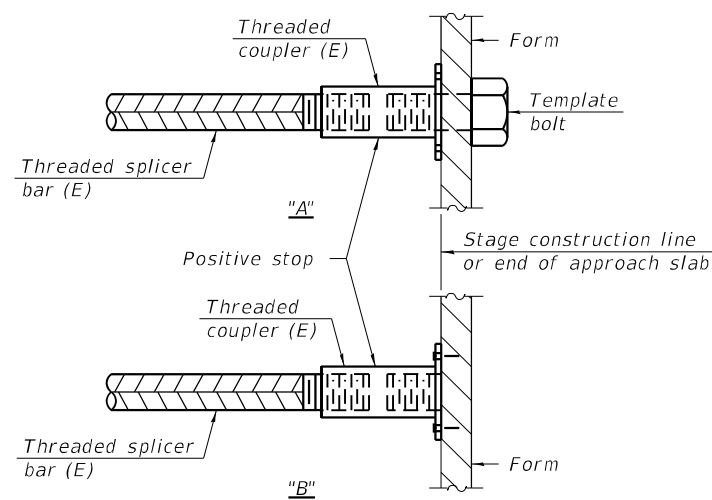


STANDARD BAR SPLICER ASSEMBLY PLAN

(All components shall be provided from one supplier)

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

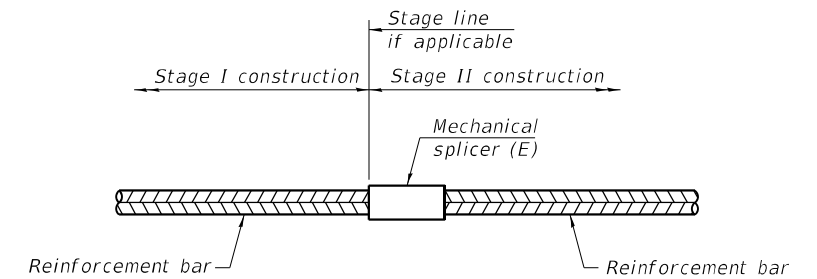


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER FOR BOTH STRUCTURES

Location	Bar size	No. assemblies required
W. Abut. Diaph. (SN 010-1019)	#6	4
E. Abut. Diaph. (SN 010-1019)	#6	4
W. Abut. Diaph. (SN 010-1018)	#6	4
E. Abut. Diaph. (SN 010-1018)	#6	4
Pier Column (SN 010-1019)	#8	108
Pier Column (SN 010-1018)	#8	108
Pier Crash Wall (SN 010-1019)	#6	72
Pier Crash Wall (SN 010-1018)	#6	72

Location	Bar size	No. assemblies required	Minimum lap length
Top of Slab (SN 010-1019)	#5	596	3'-1"
Bottom of Slab (SN 010-1019)	#5	365	3'-6"
Top of Slab (SN 010-1018)	#5	596	3'-1"
Bottom of Slab (SN 010-1018)	#5	365	3'-6"
W. Abut. Diaph. (SN 010-1019)	#6	5	4'-0"
E. Abut. Diaph. (SN 010-1019)	#6	5	4'-0"
W. Abut. Diaph. (SN 010-1018)	#6	5	4'-0"
E. Abut. Diaph. (SN 010-1018)	#6	5	4'-0"
W. Approach C.W.S. (SN 010-1019)	#5	30	3'-0"
E. Approach C.W.S. (SN 010-1019)	#5	30	3'-0"
W. Approach C.W.S. (SN 010-1018)	#5	30	3'-0"
E. Approach C.W.S. (SN 010-1018)	#5	30	3'-0"
W. Approach Footing (SN 010-1019)	#5	40	3'-2"
E. Approach Footing (SN 010-1019)	#5	40	3'-2"
W. Approach Footing (SN 010-1018)	#5	40	3'-2"
E. Approach Footing (SN 010-1018)	#5	40	3'-2"
West Abutment (SN 010-1019)	#7	10	5'-0"
East Abutment (SN 010-1019)	#7	10	5'-0"
East Abutment (SN 010-1019)	#5	4	3'-7"
West Abutment (SN 010-1018)	#7	10	5'-0"
West Abutment (SN 010-1018)	#5	4	3'-7"
East Abutment (SN 010-1018)	#7	10	5'-0"
East Abutment (SN 010-1018)	#5	4	3'-7"
Pier Cap (SN 010-1019)	#9	26	10'-4"
Pier Cap (SN 010-1019)	#5	12	3'-7"
Pier Cap (SN 010-1018)	#9	26	10'-4"
Pier Cap (SN 010-1018)	#5	16	3'-7"
Pier Crash Wall (SN 010-1019)	#8	5	5'-9"
Pier Crash Wall (SN 010-1018)	#8	5	5'-9"
Pier Footing (SN 010-1019)	#5	20	3'-7"
Pier Footing (SN 010-1018)	#5	20	3'-7"

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-074-Bar and Mechanical Splicers

BSD-1

1-1-2020



USER NAME =	DESIGNED - FAM	REVISED -
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PLOT SCALE =	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT DATE = 1/21/2022		

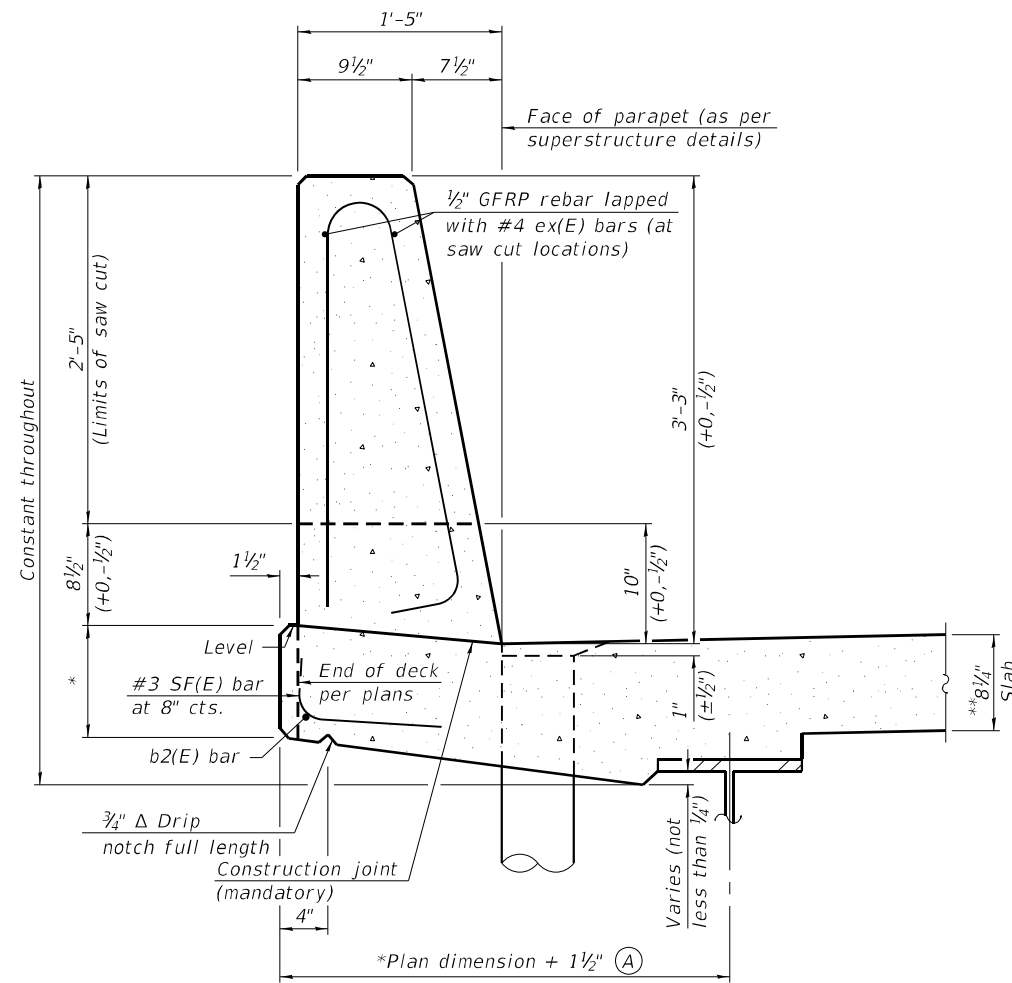
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 010-1018 (EB) & 010-1019 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	956
CONTRACT NO. 70C01				

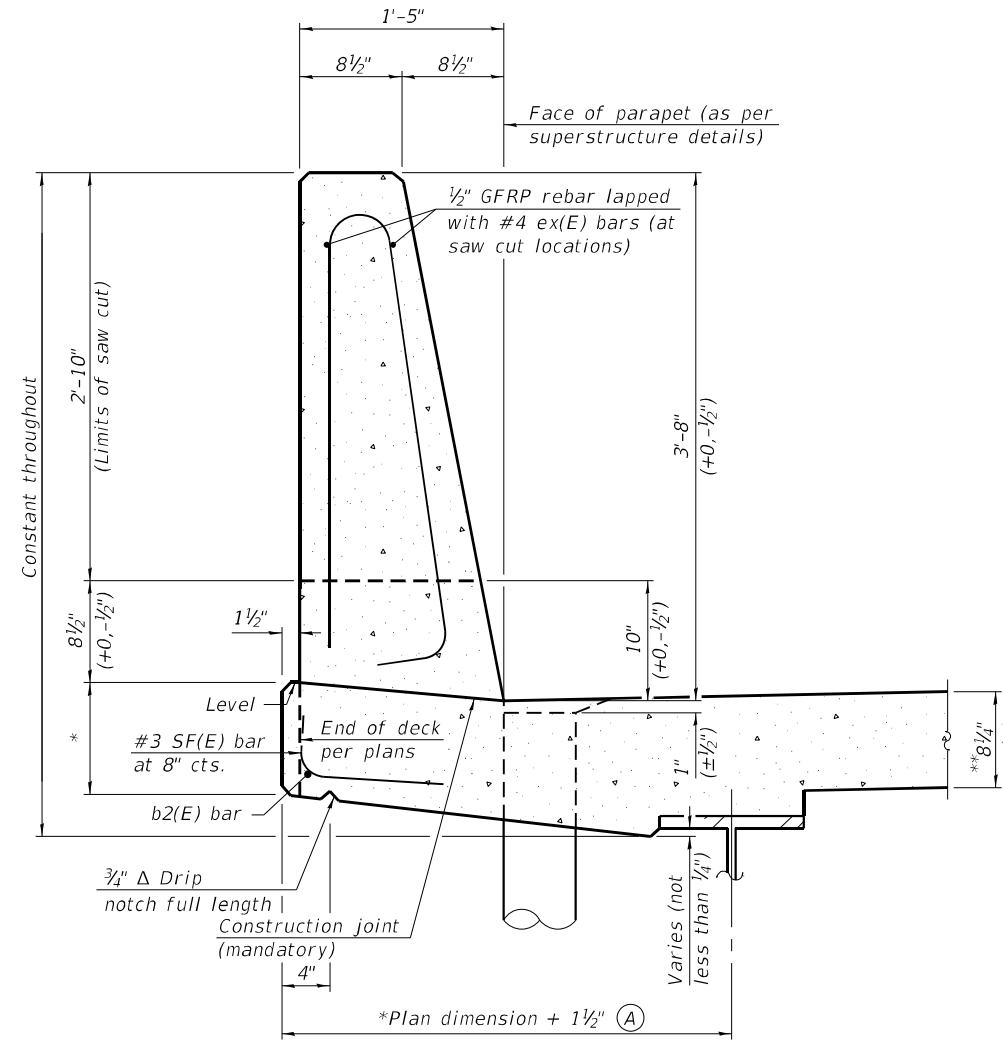
SHEET NO. 74 OF 79 SHEETS

ILLINOIS FED. AID PROJECT



**39" CONSTANT-SLOPE
PARAPET SECTION**

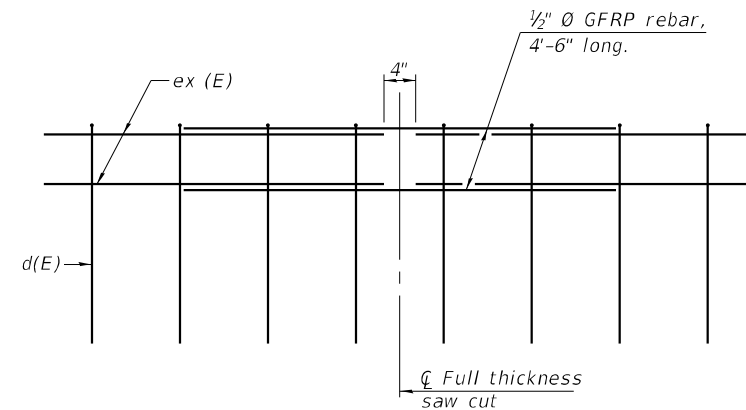
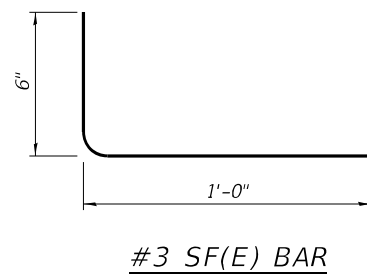
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



**44" CONSTANT-SLOPE
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

* See Superstructure Details.
** Prior to Grinding



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

Notes:
All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel superstructure shown. Other superstructure types similar.

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-075-Concrete Slip Forming Option



BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.
433 NORTH COURT STREET
MARIETTA, FL 32909
PHONE: 407.525.2100

USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 1/21/2022	CHECKED - GBR	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 010-1018 (EB) & 010-1019 (WB)**

SHEET NO. 75 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	957
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT



Illinois Department of Transportation
Division of Highways
Kaskaskia Engineering Group

SOIL BORING LOG

Page 1 of 2

Date 2/6/15

ROUTE I-57/74 DESCRIPTION West Abut I-74 over I-57 LOGGED BY TC, MLL

SECTION 10(5-1-RS-1, 14-1.6)R LOCATION SEC. 34, TWP. 20N, RNG. 8E, 3 PM

COUNTY Champaign DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. _____
Station _____
BORING NO. B-1/4
Station 1060+08
Offset 2.0ft Left
Ground Surface Elev. 784.84 ft (ft)

DEPTH (ft)	BLOW COUNT (blows/ft)	UNIFIED SOIL CLASSIFICATION (UCS)	MOISTURE (%)	DEPTH (ft)	BLOW COUNT (blows/ft)	UNIFIED SOIL CLASSIFICATION (UCS)	MOISTURE (%)
0		6" TOPSOIL		0		SILTY CLAY LOAM: Brown, very stiff	
3		SILTY CLAY LOAM: Dark Brown, very stiff		3		SILTY CLAY LOAM: Brown, very stiff	
7	3.5		18.7	7	2.75		21.9
8	B			11	B		
3		CLAYEY SAND: Light Brown, very loose		3		SILTY CLAY LOAM: Gray, very stiff	
6	2.68		19.3	8	0.62		18.0
9	B			8	S		
-5				-10		Brown last 6"	
3		SILTY CLAY LOAM: Brown, very stiff		3		SILTY CLAY TILL: Gray, stiff	
7	2.47		16.8	7	2.47		16.8
8	S			8	S		
5		SILTY LOAM: Brown, medium		4		SILTY LOAM: Dark Brown, very stiff	
8	0.62		18.0	7	2.06		20.7
8	S			8	S		
-10				-15			
3		SILTY LOAM: Brown, very stiff		4		SILTY CLAY LOAM: Brown, stiff	
6	1.90		19.3	6	1.90		19.3
7	B			7	B		
3		SILTY CLAY LOAM: Brown, very stiff		3		SILTY CLAY TILL: Gray, very stiff	
6	2.47		23.6	6	2.47		23.6
7	B			7	B		
-20				-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name P:\GINT\PROJECTS\15774 CHAMPAIGN COUNTY.GPJ Data Template D6TEMPLT.GDT Date Printed 3/2/15
Latitude 40.146299 Longitude -88.284334 Datum Job Number MCE-14044



Illinois Department of Transportation
Division of Highways
Kaskaskia Engineering Group

SOIL BORING LOG

Page 2 of 2

Date 2/6/15

ROUTE I-57/74 DESCRIPTION West Abut I-74 over I-57 LOGGED BY TC, MLL

SECTION 10(5-1-RS-1, 14-1.6)R LOCATION SEC. 34, TWP. 20N, RNG. 8E, 3 PM

COUNTY Champaign DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. _____
Station _____
BORING NO. B-1/4
Station 1060+08
Offset 2.0ft Left
Ground Surface Elev. 784.84 ft (ft)

DEPTH (ft)	BLOW COUNT (blows/ft)	UNIFIED SOIL CLASSIFICATION (UCS)	MOISTURE (%)	DEPTH (ft)	BLOW COUNT (blows/ft)	UNIFIED SOIL CLASSIFICATION (UCS)	MOISTURE (%)
0		SILTY CLAY TILL: Gray, very stiff (continued)		0		SILTY CLAY TILL: Gray, very stiff, wet (continued)	
4				6			
7	2.27		10.8	8	2.06		12.7
10	B			10	B		
-45				-65			
3		SILTY CLAY TILL: Gray, stiff		3		SILTY CLAY TILL: Gray, stiff	
5	1.48		11.1	6			
12	B			10	1.73		13.3
-50				-70			
7		very little recovery, some clayey gravel		5			
24			17.9	11	1.03		13.9
14				15	B		
-55				-75			
6		SILTY CLAY TILL: Gray, very stiff, wet		6			
10	2.68		13.1	10	2.68		13.1
13	B			13	B		
-60				-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name P:\GINT\PROJECTS\15774 CHAMPAIGN COUNTY.GPJ Data Template D6TEMPLT.GDT Date Printed 3/2/15
Latitude 40.146299 Longitude -88.284334 Datum Job Number MCE-14044

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-076-Boring_Logs



BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.
433 NORTH COURT STREET
MARIETTA, IL 62450
PHONE: 618-952-2100

USER NAME =	DESIGNED - FAM	REVISED -
CHECKED - GBR	REVISED -	
PLOT SCALE =	DRAWN - FAM	REVISED -
CHECKED - GBR	REVISED -	
PLOT DATE = 1/21/2022		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 010-1018 (EB) & 010-1019 (WB)

SHEET NO. 76 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33.34,5,14)R & (10-34)B	CHAMPAIGN	1182	958
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT



Illinois Department of Transportation
Division of Highways
Kaskaskia Engineering Group

SOIL BORING LOG

Page 1 of 2

Date 2/6/15

ROUTE I-57/74 DESCRIPTION East Abut I-74 over I-57 LOGGED BY TLM

SECTION 10(5-1-RS-1, 14-1.6)R LOCATION SEC. 34, TWP. 20N, RNG. 8E, 3 PM

COUNTY Champaign DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.		D	B	U	M	Surface Water Elev. n/a ft	D	B	U	M
Station		E	L	C	O	Stream Bed Elev.	E	L	C	O
		P	O	S	I	Groundwater Elev.:	P	L	S	I
BORING NO. B-2/B-3		T	W	Q	T	▽ First Encounter 760.7 ft	H	S	U	T
Station 1063+03.80		H	S	u	S	▽ Upon Completion	S	Q	S	T
Offset 3.0ft Left						▽ After				
Ground Surface Elev. 783.74 ft	(ft)				(%)		(ft)	(tsf)	(%)	

8" TOPSOIL: Dark Brown, silty clay	783.04				FILL: Silty Clay, brown and dark brown, very stiff (continued)				
FILL: Silty Clay, brown/gray, very stiff		4							
		4	3.3	13.3					
		11	B						
					SILTY CLAY: Brown/Gray, stiff (likely original ground)				
		3							
		5	2.10	16.6					
		7	B						
		-5							
FILL: Silty Clay, brown, stiff, with limestone aggregate pieces	778.24								
		5							
		7	1.15	21.4					
		6	B						
					SILTY CLAY: Brown, very stiff, trace gravel				
		4							
		6	1.65	14.6					
		6	B						
		-10							
FILL: Silty Clay, dark brown/black and brown, very stiff	773.24								
		5							
		7	2.68	19.7					
		7	B						
					SILTY CLAY LOAM TILL: Gray, hard LL: 15 PL: 12 PI: 3				
FILL: Silty Clay, dark brown/black and brown, stiff	770.74								
		4							
		8	1.90	18.5					
		8	B						
		-15							
FILL: Silty Clay, dark brown to black, some organics, hard	768.24								
		5							
		11	5.56	20.1					
		12	B						
FILL: Silty Clay, brown and dark brown, very stiff cobbles @ 18 ft.	765.74								
		4							
		7	2.5	21.7					
		9	P						
		-20							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name P:\GINT\PROJECTS\15774 CHAMPAIGN COUNTY.GPJ Data Template DGETEMPLT.GDT Date Printed 3/2/15
Latitude 40.145828 Longitude -88.283446 Datum Job Number MCE-14044

MODEL: Default
FILE NAME: 0101018 & 0101019-70C0-077-Boring_Logs



Illinois Department of Transportation
Division of Highways
Kaskaskia Engineering Group

SOIL BORING LOG

Page 2 of 2

Date 2/6/15

ROUTE I-57/74 DESCRIPTION East Abut I-74 over I-57 LOGGED BY TLM

SECTION 10(5-1-RS-1, 14-1.6)R LOCATION SEC. 34, TWP. 20N, RNG. 8E, 3 PM

COUNTY Champaign DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.		D	B	U	M	Surface Water Elev. n/a ft	D	B	U	M
Station		E	L	C	O	Stream Bed Elev.	E	L	C	O
		P	O	S	I	Groundwater Elev.:	P	L	S	I
BORING NO. B-2/B-3		T	W	Q	T	▽ First Encounter 760.7 ft	H	S	U	T
Station 1063+03.80		H	S	u	S	▽ Upon Completion	S	Q	S	T
Offset 3.0ft Left						▽ After				
Ground Surface Elev. 783.74 ft	(ft)				(%)		(ft)	(tsf)	(%)	

SILTY CLAY LOAM TILL: Gray, hard (continued)					SILTY CLAY LOAM TILL: Gray, very stiff (continued)				
SAND: Gray, loose, medium to coarse	739.74	4	2.5	12.8					5
		4	P						11
		3		16.8					15
		-45							-65
SILTY LOAM TILL: Medium dense *Clay portion significantly reduced from that seen between 32' and 44'	736.24								
		5							6
		6	0.99	10.5					10
		5	B						12
		-50							-70
SILTY CLAY LOAM TILL: Brown, very stiff	731.74								
		5							5
		10	3.6	11.7					10
		11	S						15
		-55							-75
SILTY CLAY LOAM TILL: Gray, very stiff	726.74								
		7							
		9	3.35	12.2					
		15	B						
		-60							-80

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
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File Name P:\GINT\PROJECTS\15774 CHAMPAIGN COUNTY.GPJ Data Template DGETEMPLT.GDT Date Printed 3/2/15
Latitude 40.145828 Longitude -88.283446 Datum Job Number MCE-14044



Illinois Department of Transportation
Division of Highways
Kaskaskia Engineering Group

SOIL BORING LOG

Page 1 of 2

Date 2/11/15

ROUTE I-57/74 DESCRIPTION N. Boring Pier I-74 over I-57 LOGGED BY TC

SECTION 10(5-1-RS-1, 14-1.6)R LOCATION SEC. 34, TWP. 20N, RNG. 8E, 3 PM

COUNTY Champaign DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	DEPTHS	BLOWS	UCS	MOIST	Surface Water Elev.	ft	DEPTHS	BLOWS	UCS	MOIST
Station					Stream Bed Elev.	ft				
BORING NO. B-32					Groundwater Elev.:					
Station 1061+31					First Encounter	726.3 ft				
Offset 95.0ft Left					Upon Completion	ft				
Ground Surface Elev. 761.30 ft	(ft)	(tsf)	(%)		After	Hrs.	(ft)	(tsf)	(%)	
8" TOPSOIL	760.63				SILTY CLAY LOAM TILL: Gray, very stiff (continued)					
SILTY CLAY: Brown, stiff	4									
	7	1.85	14.5							
	10	B			SILTY CLAY TILL: Gray, stiff	739.30				
	758.30									
SILTY CLAY TILL: Gray, very stiff	5									
	8	3.92	11.3							
	8	B								
	-5									
	4									
	6	2.06	11.6		SAND: Gray, very loose, fine	734.80				
	8	B								
	4									
	9	3.60	11.3							
	9	B								
	-10									
	4									
	7	3.10	10.4							
	10	B			SAND: Gray, medium, fine	729.30				
	748.30									
SILTY CLAY TILL: Gray, stiff	4									
	6	1.73	11.6							
	7	B								
	-15									
	4									
	5	1.65	11.9							
	8	S								
	743.30									
SILTY CLAY LOAM TILL: Gray, very stiff	4									
	6	2.06	11.5							
	10	B			SANDY CLAY: Gray, hard	721.80				
	-20									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name P:\GINT\PROJECTS\15774 CHAMPAIGN COUNTY.GPJ Data Template D6TEMPLT.GDT Date Printed 3/2/15
Latitude 40.146341 Longitude -88.283629 Datum Job Number MCE-14044



Illinois Department of Transportation
Division of Highways
Kaskaskia Engineering Group

SOIL BORING LOG

Page 2 of 2

Date 2/11/15

ROUTE I-57/74 DESCRIPTION N. Boring Pier I-74 over I-57 LOGGED BY TC

SECTION 10(5-1-RS-1, 14-1.6)R LOCATION SEC. 34, TWP. 20N, RNG. 8E, 3 PM

COUNTY Champaign DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	DEPTHS	BLOWS	UCS	MOIST	Surface Water Elev.	ft	DEPTHS	BLOWS	UCS	MOIST
Station					Stream Bed Elev.	ft				
BORING NO. B-32					Groundwater Elev.:					
Station 1061+31					First Encounter	726.3 ft				
Offset 95.0ft Left					Upon Completion	ft				
Ground Surface Elev. 761.30 ft	(ft)	(tsf)	(%)		After	Hrs.	(ft)	(tsf)	(%)	
SANDY CLAY: Gray, hard (continued)					SILTY CLAY TILL: Gray, stiff, trace gravel (continued)					
	719.80									
SILTY CLAY TILL: Gray, very stiff										
	5									
	8	3.92	11.4							
	13	B								
	-45									
	8									
	10	1.98	12.4							
	14	B								
	-65									
	694.30									
					CLAY TILL: Gray, medium					
	5									
	7	2.68	15.5							
	13	B								
	-50									
	13									
	17	0.75	15.1							
	23	P								
	-70									
	689.30									
					SILTY CLAY TILL: Gray, stiff					
	7									
	11	1.65	12.3							
	13	B								
	-75									
	686.30									
					End of Boring					
	704.30									
SILTY CLAY TILL: Gray, stiff, trace gravel										
	6									
	8	1.32	12.7							
	11	B								
	-60									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name P:\GINT\PROJECTS\15774 CHAMPAIGN COUNTY.GPJ Data Template D6TEMPLT.GDT Date Printed 3/2/15
Latitude 40.146341 Longitude -88.283629 Datum Job Number MCE-14044

MODEL: Default
FILE NAME: 0101018 & 0101019-70C01-078-Boring_Logs



BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.
433 NORTH COURT STREET
MADISON, IL 61702-2500
PHONE: 618-932-2100

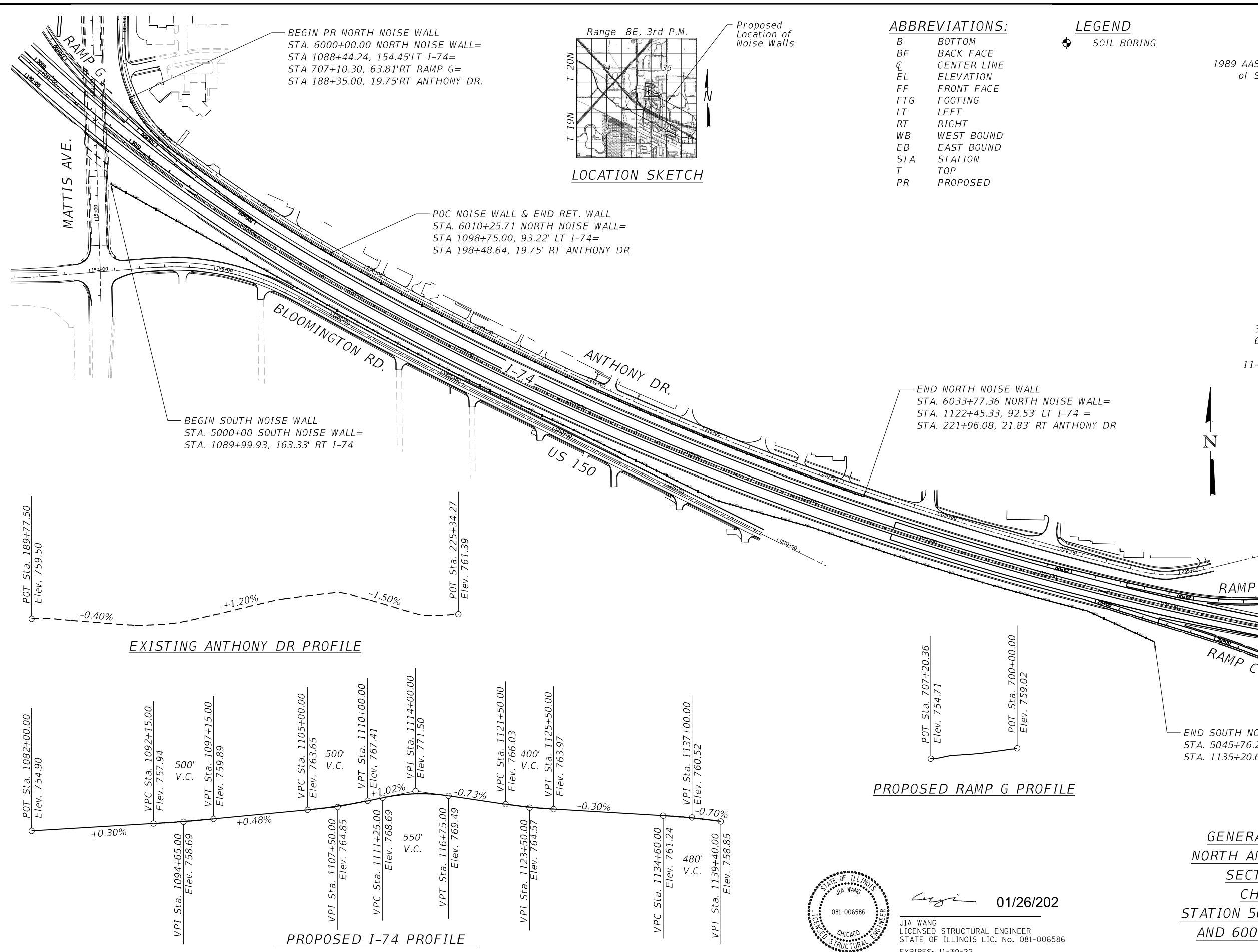
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CHECKED - GBR	REVISED -	
PLOT SCALE =	DRAWN - FAM	REVISED -
CHECKED - GBR	REVISED -	
PLOT DATE = 1/21/2022		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

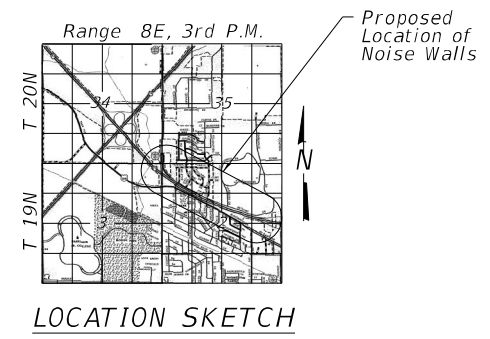
BORING LOGS
STRUCTURE NO. 010-1018 (EB) & 010-1019 (WB)
SHEET NO. 78 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	960
CONTRACT NO. 70C01				

ILLINOIS FED. AID PROJECT



BEGIN PR NORTH NOISE WALL
 STA. 6000+00.00 NORTH NOISE WALL=
 STA 1088+44.24, 154.45' LT I-74=
 STA 707+10.30, 63.81' RT RAMP G=
 STA 188+35.00, 19.75' RT ANTHONY DR.



POC NOISE WALL & END RET. WALL
 STA. 6010+25.71 NORTH NOISE WALL=
 STA 1098+75.00, 93.22' LT I-74=
 STA 198+48.64, 19.75' RT ANTHONY DR

BEGIN SOUTH NOISE WALL
 STA. 5000+00 SOUTH NOISE WALL=
 STA. 1089+99.93, 163.33' RT I-74

END NORTH NOISE WALL
 STA. 6033+77.36 NORTH NOISE WALL=
 STA. 1122+45.33, 92.53' LT I-74 =
 STA. 221+96.08, 21.83' RT ANTHONY DR

END SOUTH NOISE WALL
 STA. 5045+76.20 SOUTH NOISE WALL=
 STA. 1135+20.61, 148.65' RT I-74

EXISTING ANTHONY DR PROFILE

PROPOSED RAMP G PROFILE

PROPOSED I-74 PROFILE

ABBREVIATIONS:

B	BOTTOM
BF	BACK FACE
CL	CENTER LINE
EL	ELEVATION
FF	FRONT FACE
FTG	FOOTING
LT	LEFT
RT	RIGHT
WB	WEST BOUND
EB	EAST BOUND
STA	STATION
T	TOP
PR	PROPOSED

LEGEND

	SOIL BORING
--	-------------

DESIGN SPECIFICATIONS
 2020 AASHTO LRFD Bridge Design Specifications, 9th Edition
 1989 AASHTO Guide Specifications for Structural Design of Sound Barriers with 1992 and 2002 interim

DESIGN STRESSES
 FIELD UNITS

f'_c = 3,500 psi (drilled shafts)
 f_y = 60,000 psi (Reinforcement)
 f_y = 36,000 psi or 50,000 psi (M270 Grade 36 or 50)

PRECAST UNITS

f'_c = 5,000 psi
 f_y = 60,000 psi (Reinforcement)
 f_y = 65,000 psi (Welded Wire Fabric)

NOISE WALL DESIGN LOADS

Wind = 25 PSF (Ground Mounted)
 Wind = 35 PSF (Structure Mounted)

INDEX OF SHEETS

- 1 General Plan and Elevation
- 2 General Data
- 3-5 North Noise Wall Plan & Profile
- 6-9 South Noise Wall Plan & Profile
- 10 Typical Sections
- 11-24 Boring Logs

GENERAL PLAN & ELEVATION
 NORTH AND SOUTH NOISE WALLS
 SECTION (10-34-1) HBK
 CHAMPAIGN COUNTY
 STATION 5000+00.00 TO 5045+76.20
 AND 6000+00.00 TO 6033+77.36



Jia Wang 01/26/2022
 JIA WANG
 LICENSED STRUCTURAL ENGINEER
 STATE OF ILLINOIS LIC. No. 081-006586
 EXPIRES: 11-30-22

FILE NAME = ...\\0570C01-sht-Noise-Wall 001 174 GPE.dgn	USER NAME =	DESIGNED - -	REVISED - -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION I-74		F.A.I. RTE. = 57	SECTION = 10-(33,34,5,14)R & (10-34)B	COUNTY = CHAMPAIGN	TOTAL SHEETS = 1182	SHEET NO. = 962	
Noise Wall	PLOT SCALE = 2.0000' / 1" =	CHECKED - -	REVISED - -		SCALE:	SHEET 1 OF 24 SHEETS	STA. TO STA.	CONTRACT NO. 70C01				
	PLOT DATE = 01/25/22 - 2:44:17 PM	DATE = JANUARY 2022	REVISED - -		ILLINOIS FED. AID PROJECT							

NOTES:

- DESIGN OF THE NOISE WALL SHALL MEET THE REQUIREMENTS OF THE CURRENT EDITION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF BRIDGES AND STRUCTURES BRIDGE MANUAL AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- PANELS SHALL BE LIGHT TAN IN COLOR (FEDERAL STANDARD 595, COLOR #36555).
- THE EXISTING RETAINING WALL SUPPORTING THE NORTH NOISE WALL FROM STATION 6000+00 TO APPROXIMATELY STATION 6010+25 (NORTH WALL STATIONING) HAS ANCHOR RODS FOR THE NOISE WALL POSTS. NO ADDITIONAL ANCHORS SHALL BE DRILLED INTO THE WALL WITHOUT PERMISSION OF THE ENGINEER. THE CONTRACTOR SHALL FIELD-VERIFY ANCHOR BOLT LOCATIONS PRIOR TO DESIGNING AND DETAILING THE NOISE WALL.
- MAINTAIN UNIFORMITY BETWEEN WALL PANEL LENGTHS TO GREATEST EXTENT POSSIBLE.
- THE CONTRACTOR IS RESPONSIBLE FOR RETAINING AN ILLINOIS LICENSED STRUCTURAL ENGINEER TO DESIGN AND FULLY DETAIL NOISE WALLS REQUIRED ON THE CONTRACT PLANS WITH SHOP DRAWINGS. THESE SHOP DRAWINGS SHALL BE SUBMITTED TO THE BUREAU OF BRIDGES AND STRUCTURES FOR REVIEW AND APPROVAL.
- NOISE WALL FOUNDATION LOCATIONS TO BE DETERMINED SO AS TO NOT BE IN CONFLICT WITH EXISTING AND PROPOSED UTILITIES, EXISTING AND PROPOSED DRAINAGE CULVERTS, AND STRUCTURES. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATIONS OF THESE UTILITIES IN THE FIELD PRIOR TO LAYING OUT FOUNDATIONS FOR THE WALLS AND FINALIZING WALL PANEL LENGTHS. NO ADDITIONAL PAYMENT WILL BE MADE DUE TO DISCREPANCY IN THE ACTUAL LOCATIONS PROVIDED ON THE DRAWINGS.
- THE CONTRACTOR'S ATTENTION IS DRAWN TO THE FACT THAT THERE ARE EXISTING OVERHEAD POWER LINES LOCATED ABOVE BOTH NOISE WALLS. CONTRACTOR SHALL ACCOUNT FOR THIS EXISTING CONDITION IN PLANNING THE MEANS, METHODS, AND EQUIPMENT TO BE USED FOR CONSTRUCTING AND ERECTING THE WALLS.
- STATIONS AND OFFSETS SHOWN ON NOISE WALL PLAN AND PROFILE SHEETS ARE TO CENTERLINE OF WALL.
- ALL ADJACENT EXISTING FENCES BEYOND HIGHWAY RIGHT OF WAY SHALL REMAIN AND BE UNDAMAGED BY NOISE WALL CONSTRUCTION.
- CONTRACTOR SHALL VERIFY ACCESS DOOR LOCATIONS AND DIMENSIONS PRIOR TO MANUFACTURING OR INSTALLING NOISE WALL.

**NORTH NOISE WALL @
COORDINATE DATA**

CONT.

PROP. CURVE
 PI STA. = 6002+54.23
 N: 1265133.2944
 E: 1000212.7193
 Δ = 01° 50' 11" (LT)
 D = 10° 54' 04"
 R = 525.60'
 T = 8.42'
 L = 16.85'
 E = 0.07'
 P.C.C. STA. 6002+45.81
 N: 1265138.5518
 E: 1000206.1372
 P.C.C. STA. 6002+62.66
 N: 1265128.2507
 E: 1000219.4666

PROP. CURVE
 PI STA. = 6006+57.84
 N: 1264891.6452
 E: 1000535.9881
 Δ = 06° 36' 13" (LT)
 D = 00° 50' 11"
 R = 6,850.06'
 T = 395.18'
 L = 789.49'
 E = 11.39'
 P.C.C. STA. 6002+62.66
 N: 1265128.2507
 E: 1000219.4666
 P.C.C. STA. 6010+52.14
 N: 1264693.0085
 E: 1000877.6188

PROP. CURVE
 PI STA. = 6011+01.55
 N: 1264668.1730
 E: 1000920.3326
 Δ = 00° 49' 36" (LT)
 D = 00° 50' 11"
 R = 6,850.06'
 T = 49.41'
 L = 98.82'
 E = 0.18'
 P.C.C. STA. 6010+52.14
 N: 1264693.0085
 E: 1000877.6188
 P.C.C. STA. 6011+50.96
 N: 1264643.9565
 E: 1000963.4000

PROP. CURVE
 PI STA. = 6015+52.11
 N: 1264447.3411
 E: 1001313.0668
 Δ = 03° 55' 04" (LT)
 D = 00° 29' 19"
 R = 11,728.57'
 T = 401.15'
 L = 802.00'
 E = 6.86'
 P.C.C. STA. 6011+50.96
 N: 1264643.9565
 E: 1000963.4000
 P.T. STA. 6019+52.95
 N: 1264275.0767
 E: 1001675.3504

PROP. CURVE
 PI STA. = 6027+78.73
 N: 1263929.8130
 E: 1002425.4512
 Δ = 05° 36' 18" (LT)
 D = 00° 28' 04"
 R = 12,248.50'
 T = 599.59'
 L = 1,198.21'
 E = 14.67'
 P.C. STA. 6021+79.14
 N: 1264177.9474
 E: 1001879.6197
 P.T. STA. 6033+77.36
 N: 1263736.1760
 E: 1002992.9082

**SOUTH NOISE WALL @
COORDINATE DATA**

START OF WALL

P.O.T STA. = 5000+00.00
 N: 1264984.3743
 E: 999982.6328

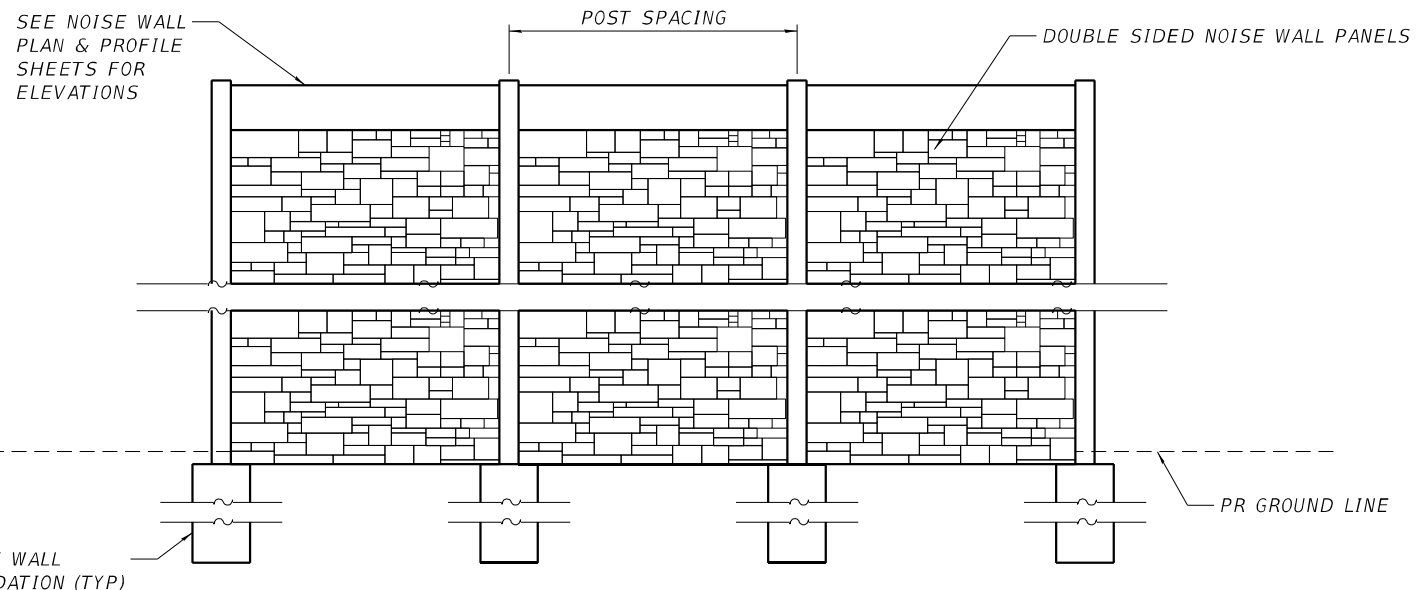
PROP. CURVE
 PI STA. = 5009+76.19
 N: 1264509.1563
 E: 1000835.3357
 Δ = 00° 43' 58" (LT)
 D = 00° 48' 14"
 R = 7,127.73'
 T = 45.58'
 L = 91.16'
 E = 0.15'
 P.C. STA. 5009+30.61
 N: 1264531.9917
 E: 1000795.8864
 P.C.C. STA. 5010+21.77
 N: 1264486.8274
 E: 1000875.0737

PROP. CURVE
 PI STA. = 5015+25.39
 N: 1264240.1221
 E: 1001314.1261
 Δ = 04° 41' 02" (LT)
 D = 00° 27' 55"
 R = 12,314.11'
 T = 503.62'
 L = 1,006.67'
 E = 10.29'
 P.C.C. STA. 5010+21.77
 N: 1264486.8274
 E: 1000875.0737
 P.C.C. STA. 5020+28.44
 N: 1264030.0932
 E: 1001771.8578

PROP. CURVE
 PI STA. = 5020+55.92
 N: 1264018.6342
 E: 1001796.8312
 Δ = 00° 15' 17" (LT)
 D = 00° 27' 48"
 R = 12,364.65'
 T = 27.48'
 L = 54.95'
 E = 0.03'
 P.C.C. STA. 5020+28.44
 N: 1264030.0932
 E: 1001771.8578
 P.T. STA. 5020+83.40
 N: 1264007.2863
 E: 1001821.8553

PROP. CURVE
 PI STA. = 5037+09.25
 N: 1263419.8835
 E: 1003333.0107
 Δ = 05° 16' 53" (LT)
 D = 00° 27' 48"
 R = 12,368.65'
 T = 570.46'
 L = 1,140.12'
 E = 13.15'
 P.C. STA. 5031+38.79
 N: 1263610.5077
 E: 1002795.3407
 P.T. STA. 5042+78.91
 N: 1263279.5596
 E: 1003885.9446

END OF WALL
 P.O.T STA. = 5045+76.20
 N: 1263155.1919
 E: 1004155.9734



NOISE WALL TEXTURE ELEVATION

NOISE WALL (GROUND MOUNTED) SHOWN, TEXTURE ON NOISE WALL (STRUCTURE MOUNTED) SIMILAR

**NOISE ABATEMENT WALL,
GROUND MOUNTED**

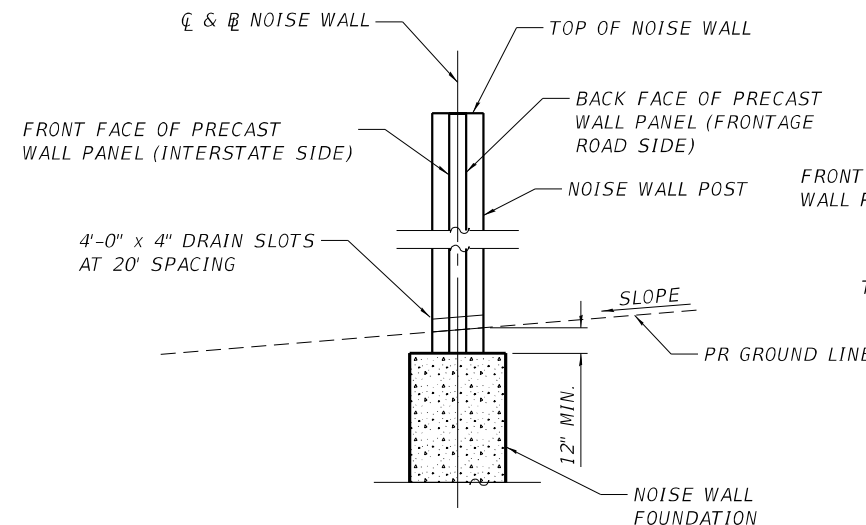
WALL	AREA (SQ FT)
NORTH NOISE WALL	29,877
SOUTH NOISE WALL	76,918
TOTAL	106,795

**NOISE ABATEMENT WALL,
STRUCTURE MOUNTED**

WALL	AREA (SQ FT)
NORTH NOISE WALL	14,372
TOTAL	14,372

NOISE ABATEMENT EMERGENCY ACCESS GATE

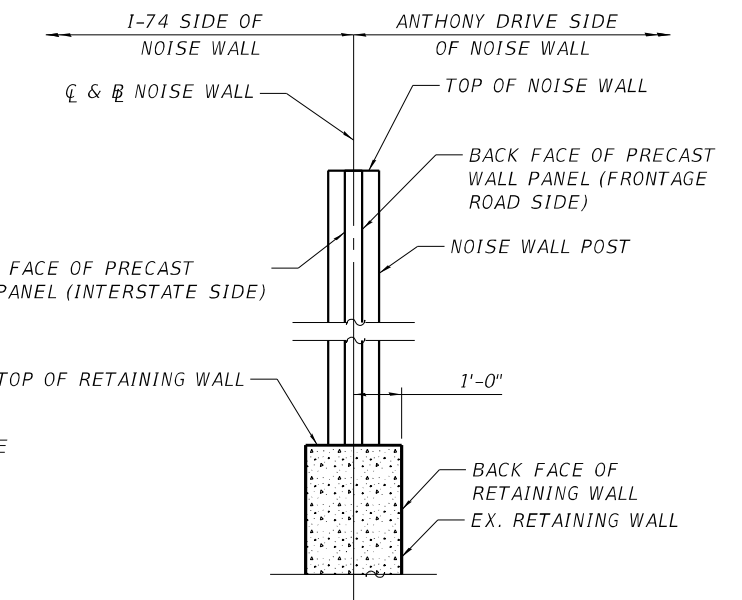
WALL	LUMP SUM
BOTH	1



**PROPOSED TYPICAL SECTION THRU
GROUND MOUNTED WALL**

SEE TYPICAL SECTIONS FOR DITCH LOCATION AND SLOPES

**DETAIL OF NOISE WALL TEXTURE AND COLOR
(STACKED FIELDSTONE)**



**PROPOSED TYPICAL SECTION THRU
STRUCTURE MOUNTED WALL**

SEE TYPICAL SECTIONS FOR DITCH LOCATION AND SLOPES

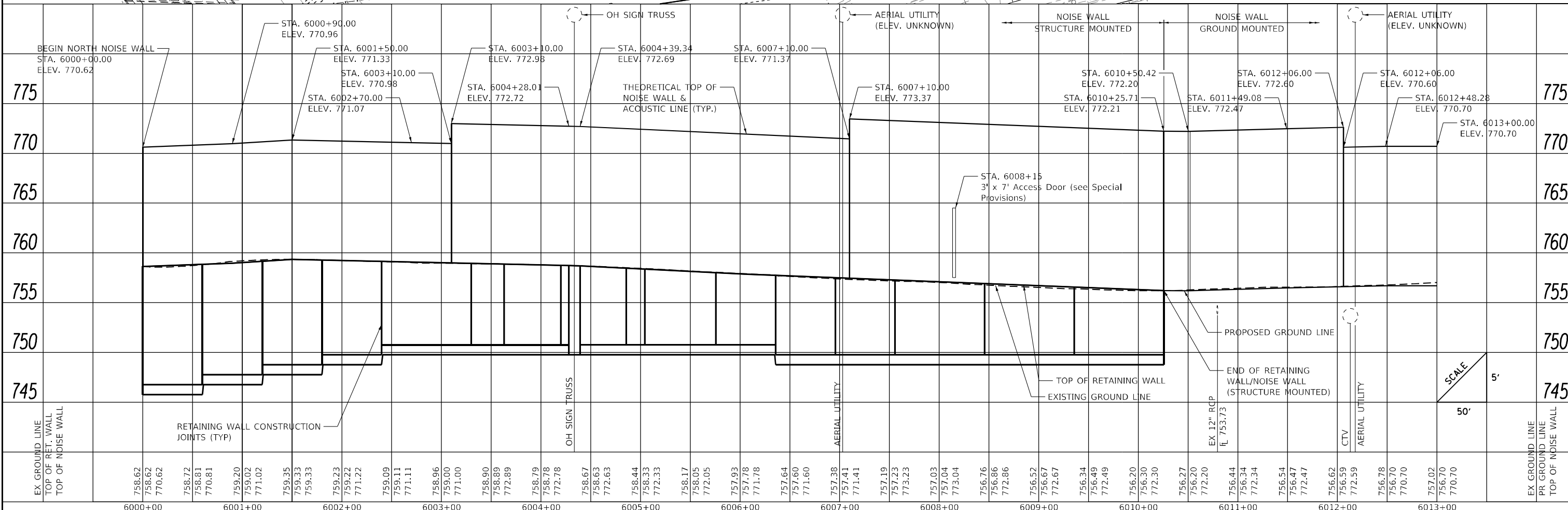
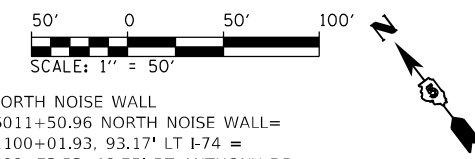
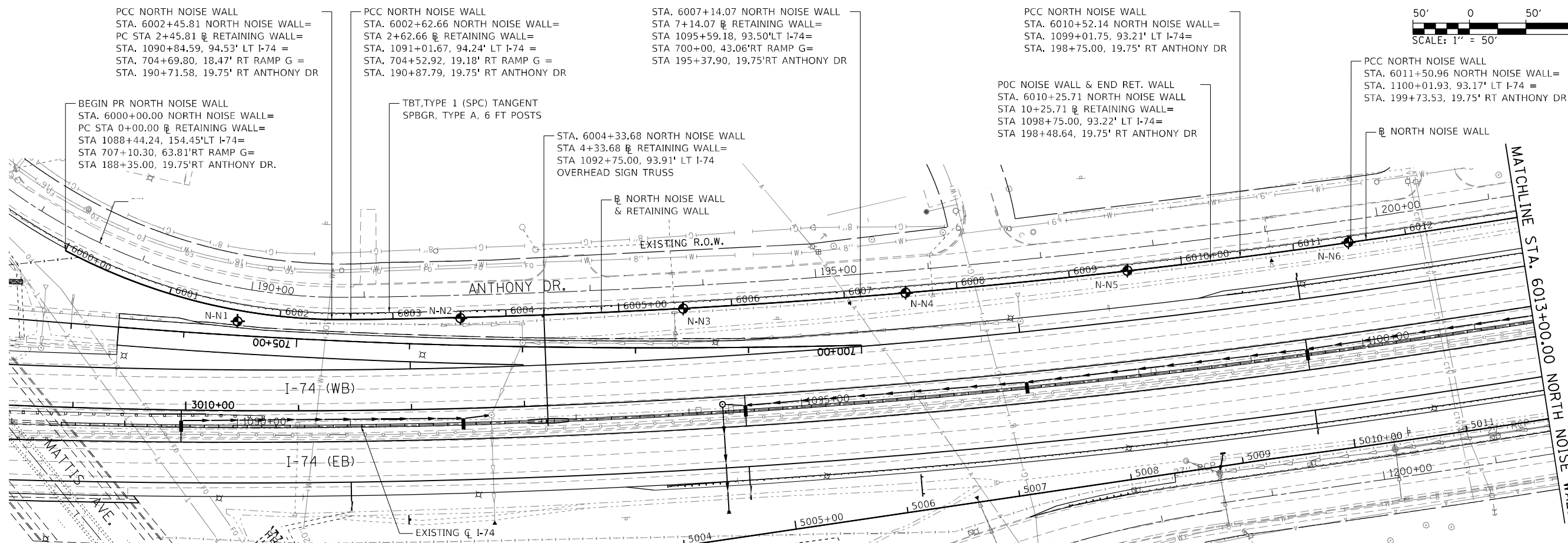
**NORTH NOISE WALL @
COORDINATE DATA**

PROP. CURVE
 PI STA. = 6001+25.19
 N: 1265216.6842
 E: 1000108.3157
 Δ = 26° 47' 45" (LT)
 D = 10° 54' 04"
 R = 525.60'
 T = 125.19'
 L = 245.81'
 E = 14.70'
 P.C. STA. 6000+00.00
 N: 1265330.5258
 E: 1000056.2216
 P.C.C. STA. 6002+45.81
 N: 1265138.5518
 E: 1000206.1372

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MLC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA I-74			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...\\0570C01-sht-Noise_Wall 002 174 Genera	Notes.dgn	DRAWN - RJO	REVISED -		SCALE:	SHEET 2	OF 24 SHEETS	STA.	TO STA.	57	10-(33,34,5,14)R & (10-34)B	1182	963
Noise Wall	PLOT SCALE = 2.0000' / in.	CHECKED - JW	REVISED -		CHAMPAIGN CONTRACT NO. 70CO1								
	PLOT DATE = 1/25/2022 - 9:45:09 PM	DATE - JANUARY 2022	REVISED -		ILLINOIS FED. AID PROJECT								

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CARD FILE NAME	

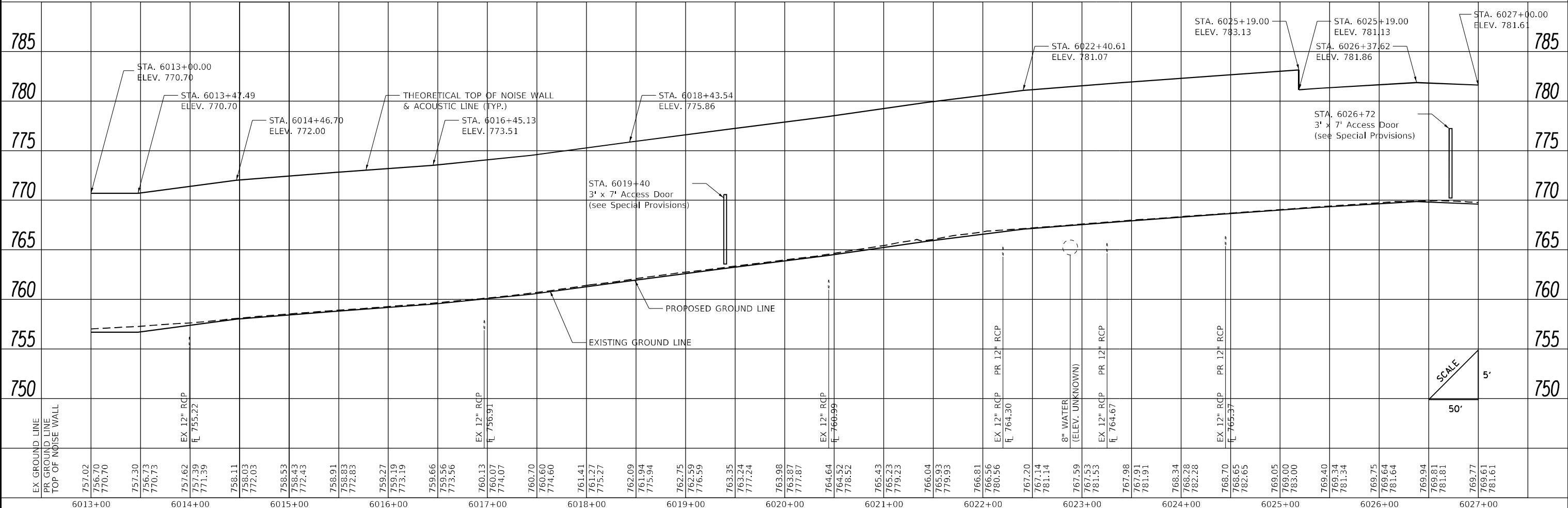
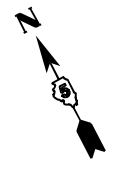
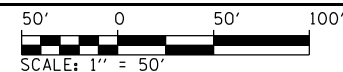
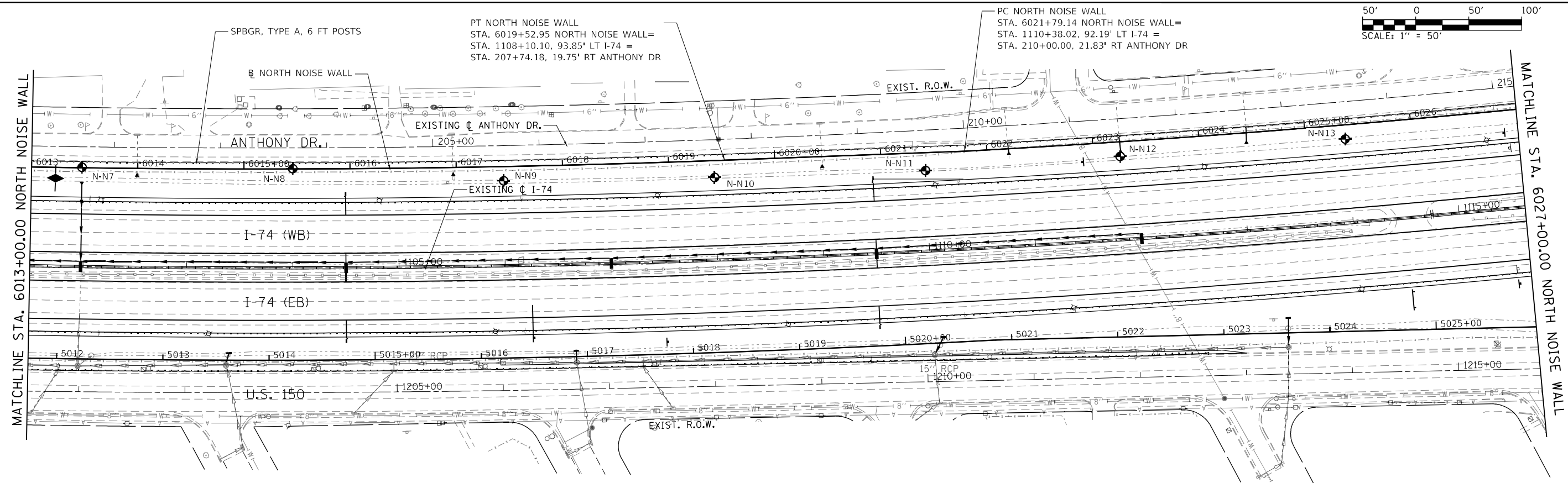
PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CARD FILE NAME	



FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MLC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH NOISE WALL PLAN AND PROFILE I-74	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
... \D570C01-sht-Noise_Wall 003 North Wall 17.dgn		DRAWN - RJO	REVISED -			57	10-133.34,5.14R & (10-34)B	CHAMPAIGN	1182	964	
PLOT SCALE = 100.0000' / in.		CHECKED - JW	REVISED -			SCALE: 1" = 50'		SHEET 3 OF 24 SHEETS		STA. 6000+00 TO STA. 6013+00	
PLOT DATE = 1/25/2022 - 9:45:16 PM		DATE - JANUARY 2022	REVISED -			CONTRACT NO. 70C01		ILLINOIS FED. AID PROJECT			

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	ALIGNMENT CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	ALIGNMENT CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		



EX GROUND LINE	757.02	756.70	757.30	756.73	757.62	757.39	758.11	758.03	758.53	759.27	759.19	759.66	760.13	760.70	761.41	762.09	763.35	764.64	765.43	766.81	767.20	767.98	768.34	769.05	769.40	769.77	770.00	770.70	771.39	772.03	772.83	773.19	773.56	774.07	774.60	775.27	775.94	776.59	777.24	777.87	778.52	779.23	779.93	780.56	781.14	781.53	781.91	782.28	782.65	783.00	783.34	783.64	783.94	784.11	784.28	784.40	784.55	784.67	784.81	784.94	785.05	785.13	785.16	785.18	785.20	785.22	785.24	785.26	785.28	785.30	785.32	785.34	785.36	785.38	785.40	785.42	785.44	785.46	785.48	785.50	785.52	785.54	785.56	785.58	785.60	785.62	785.64	785.66	785.68	785.70	785.72	785.74	785.76	785.78	785.80	785.82	785.84	785.86	785.88	785.90	785.92	785.94	785.96	785.98	786.00	786.02	786.04	786.06	786.08	786.10	786.12	786.14	786.16	786.18	786.20	786.22	786.24	786.26	786.28	786.30	786.32	786.34	786.36	786.38	786.40	786.42	786.44	786.46	786.48	786.50	786.52	786.54	786.56	786.58	786.60	786.62	786.64	786.66	786.68	786.70	786.72	786.74	786.76	786.78	786.80	786.82	786.84	786.86	786.88	786.90	786.92	786.94	786.96	786.98	787.00	787.02	787.04	787.06	787.08	787.10	787.12	787.14	787.16	787.18	787.20	787.22	787.24	787.26	787.28	787.30	787.32	787.34	787.36	787.38	787.40	787.42	787.44	787.46	787.48	787.50	787.52	787.54	787.56	787.58	787.60	787.62	787.64	787.66	787.68	787.70	787.72	787.74	787.76	787.78	787.80	787.82	787.84	787.86	787.88	787.90	787.92	787.94	787.96	787.98	788.00	788.02	788.04	788.06	788.08	788.10	788.12	788.14	788.16	788.18	788.20	788.22	788.24	788.26	788.28	788.30	788.32	788.34	788.36	788.38	788.40	788.42	788.44	788.46	788.48	788.50	788.52	788.54	788.56	788.58	788.60	788.62	788.64	788.66	788.68	788.70	788.72	788.74	788.76	788.78	788.80	788.82	788.84	788.86	788.88	788.90	788.92	788.94	788.96	788.98	789.00	789.02	789.04	789.06	789.08	789.10	789.12	789.14	789.16	789.18	789.20	789.22	789.24	789.26	789.28	789.30	789.32	789.34	789.36	789.38	789.40	789.42	789.44	789.46	789.48	789.50	789.52	789.54	789.56	789.58	789.60	789.62	789.64	789.66	789.68	789.70	789.72	789.74	789.76	789.78	789.80	789.82	789.84	789.86	789.88	789.90	789.92	789.94	789.96	790.00
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

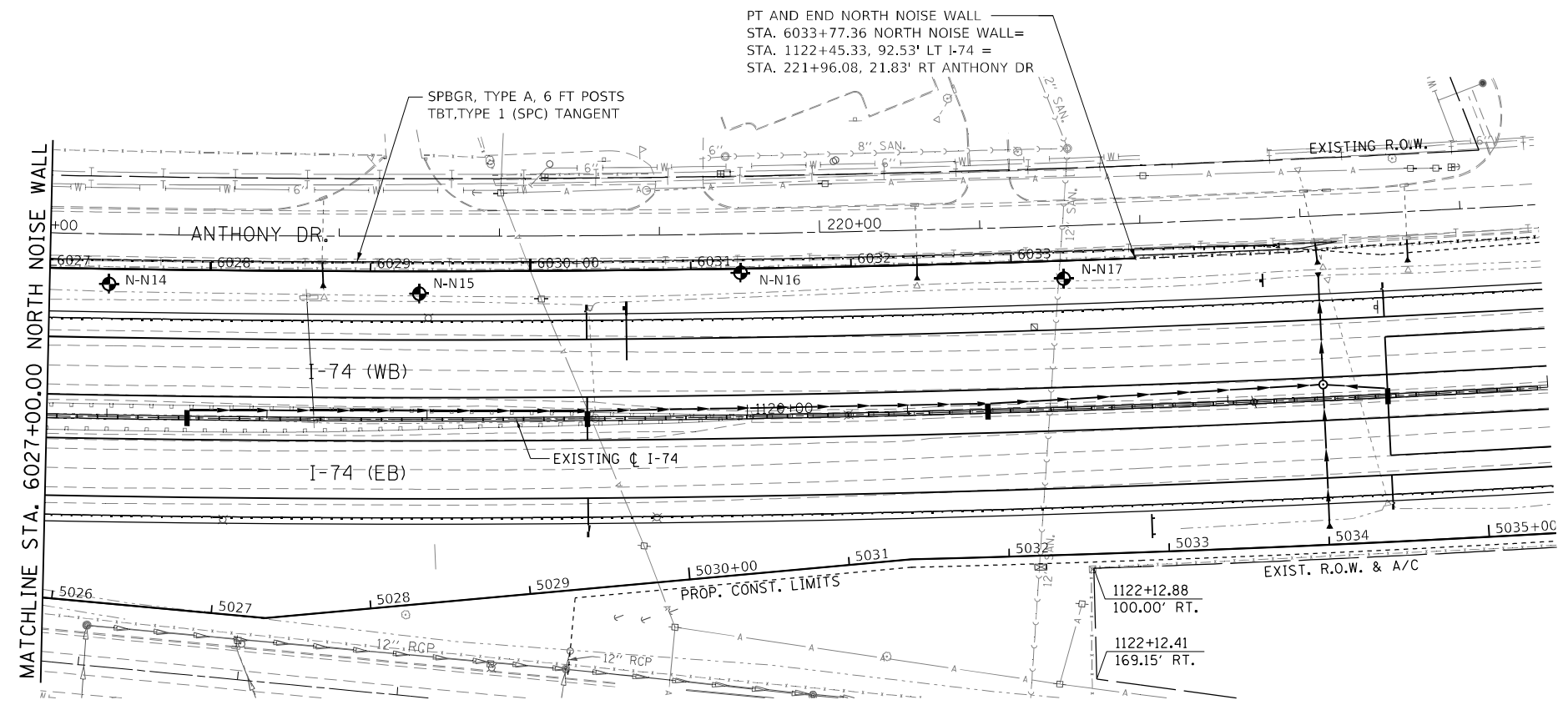
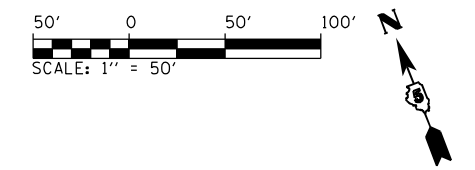
**NORTH NOISE WALL
PLAN AND PROFILE
I-74**

FILE NAME = ... \D570C01-sht-Noise_Wall 004 North Wall 17.dgn
P/NP-174

USER NAME = Matt Overbey	DESIGNED - MLC	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - RJO	REVISED -
PLOT DATE = 1/25/2022 9:45:21 PM	CHECKED - JW	REVISED -
	DATE - JANUARY 2022	REVISED -

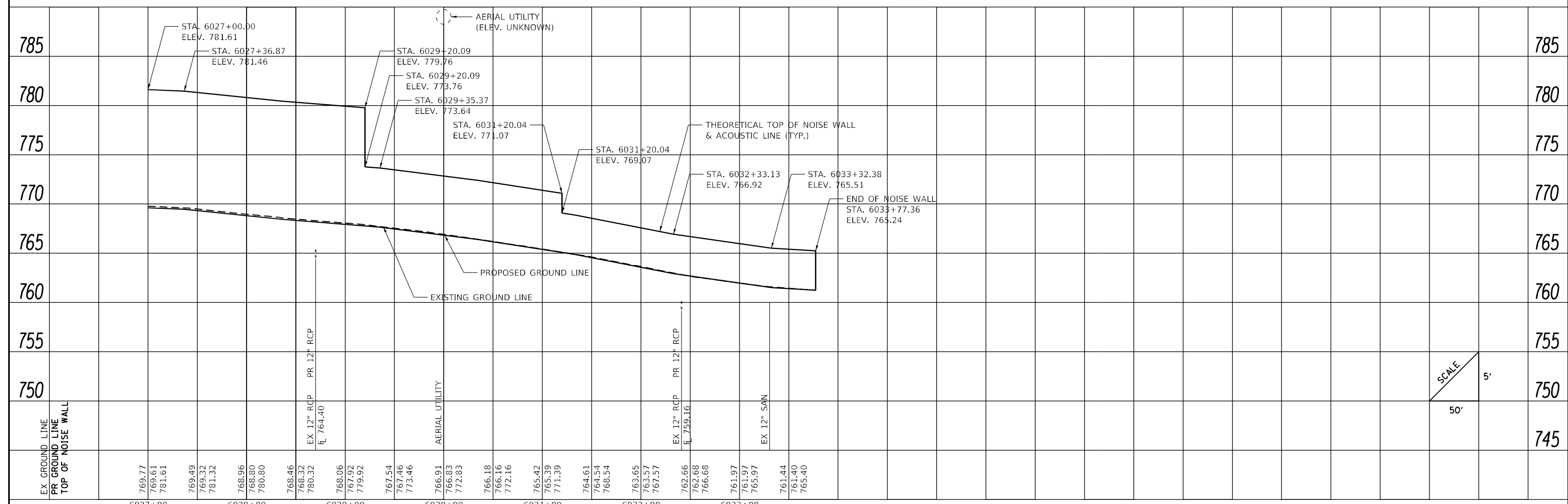
SCALE: 1" = 50'	SHEET 4	OF 24 SHEETS	STA. 6013+00	TO STA. 6027+00
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F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133.34,5,14R & (10-34)B	CHAMPAIGN	1182	965
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

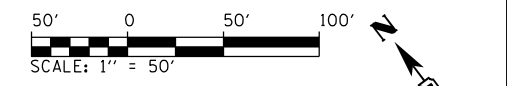


PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

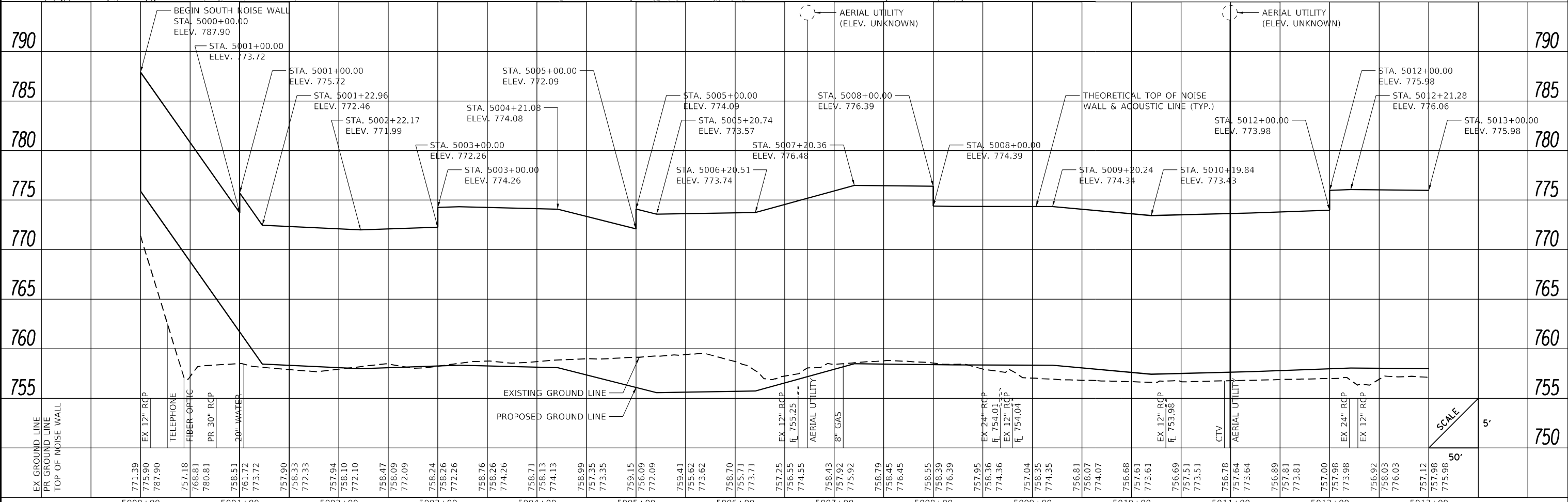
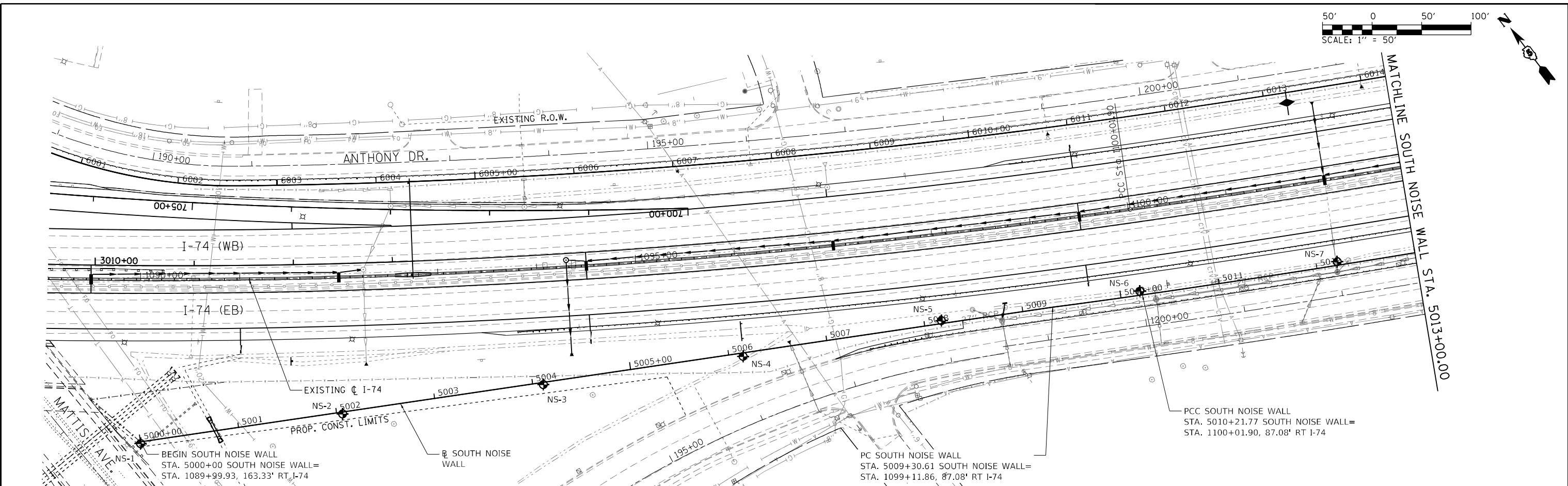


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MLC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH NOISE WALL PLAN AND PROFILE I-74	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \D570C01-sht-Noise Wall 005 North Wall 17.dgn		DRAWN - RJO	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	966
PLOT SCALE = 100.0000' / 1"		CHECKED - JW	REVISED -			CONTRACT NO. 70C01				
PNP-174		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

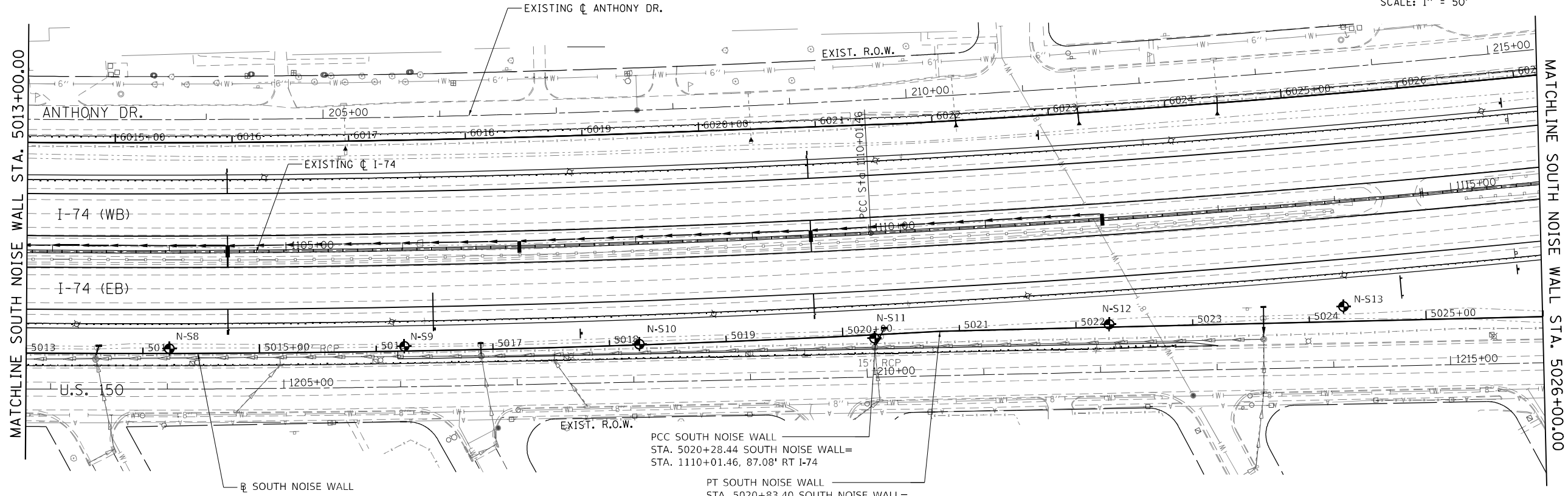
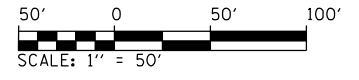


PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	

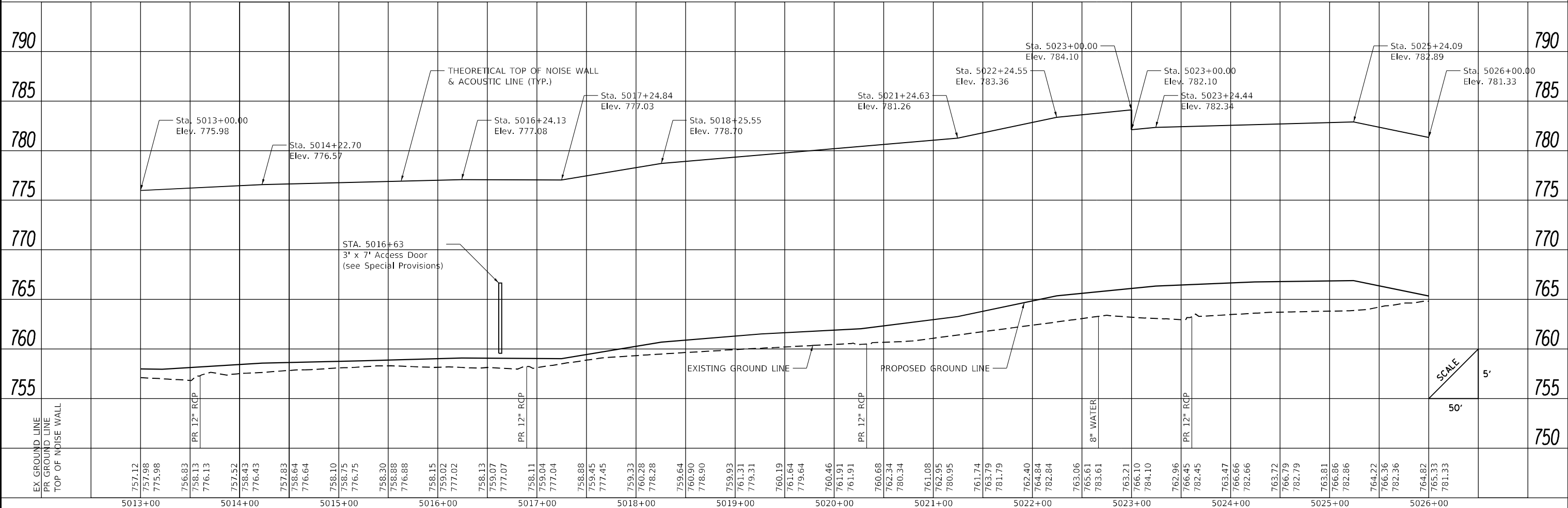


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MLC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH NOISE WALL PLAN AND PROFILE I-74			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D570C01-sht-NoiseWall 006 South Wall 17.dgn		DRAWN - RJO	REVISED -		57	10-133,34,5,141R & (10-34)B	CHAMPAIGN	1182	967			
PLOT SCALE = 1/25/2022 9:45:33 PM		CHECKED - JW	REVISED -		CONTRACT NO. 70C01							
		DATE - JANUARY 2022	REVISED -		ILLINOIS FED. AID PROJECT							



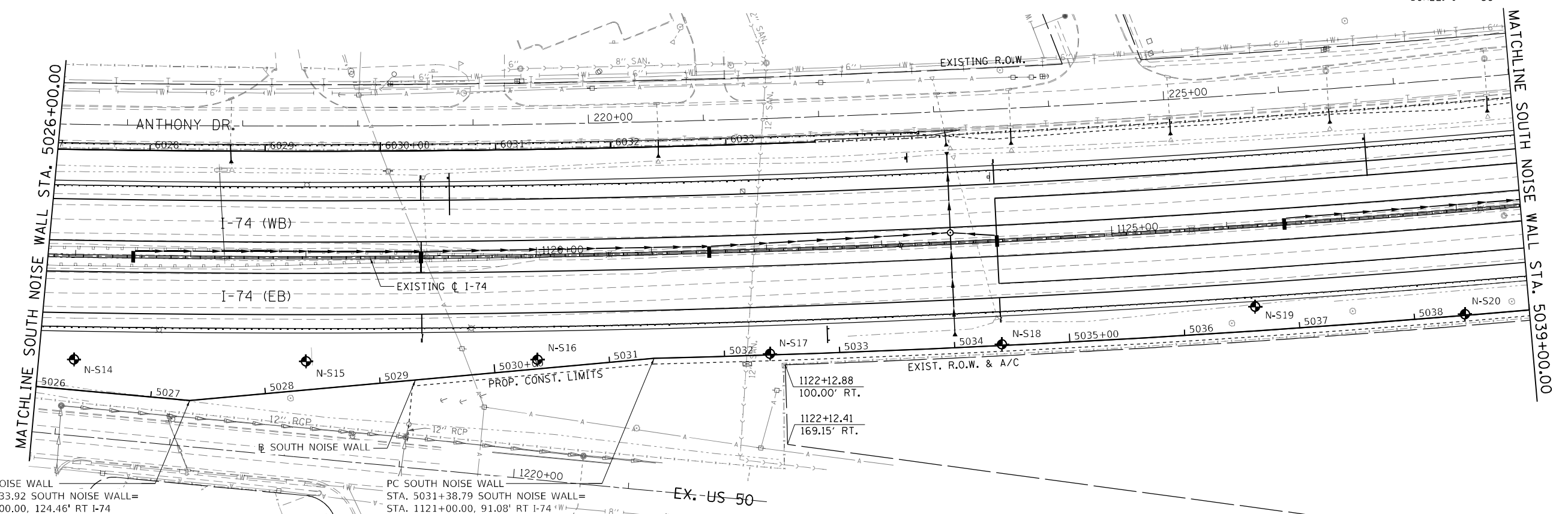
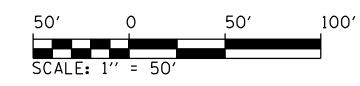
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	ALIGNMENT CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
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	NOTE BOOK NO.		
	FILE NAME		



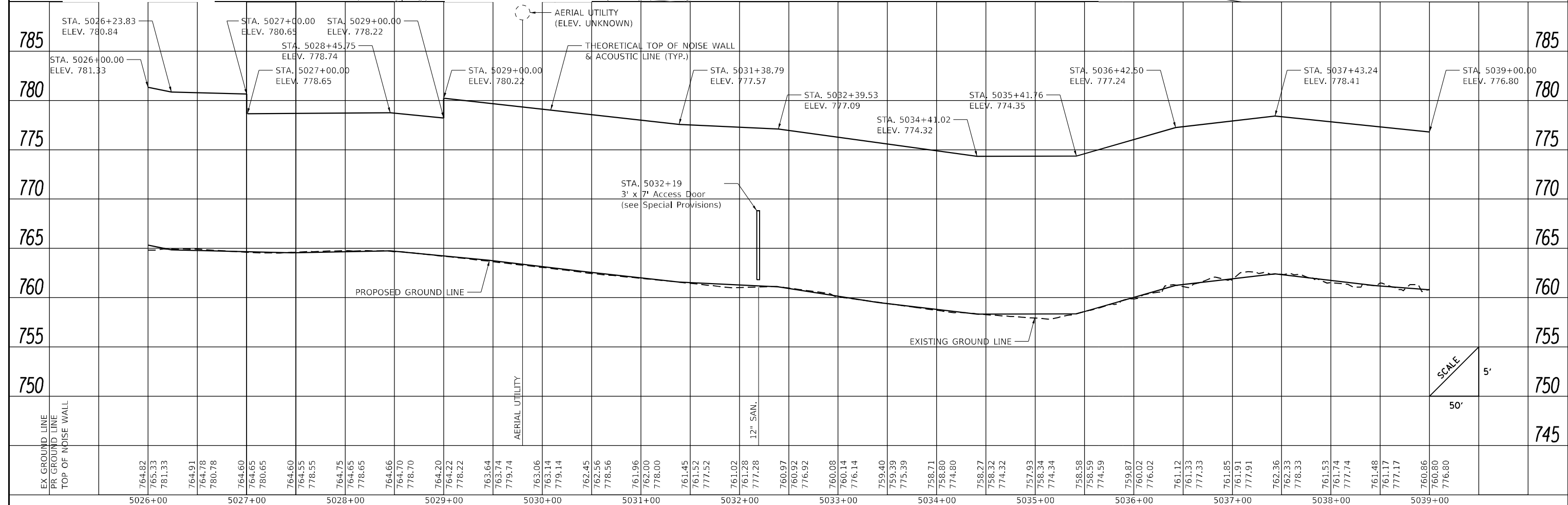
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... \D570C01-sht-Noise Wall 007 South Wall 17.dgn		DRAWN - RJO	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	968	
PNP-174	PLOT SCALE = 100.0000' / in.	CHECKED - JW	REVISED -			CONTRACT NO. 70C01					
	PLOT DATE = 1/25/2022 - 9:45:38 PM	DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 1" = 50' SHEET 7 OF 24 SHEETS STA. 5013+00 TO STA. 5026+00



PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	

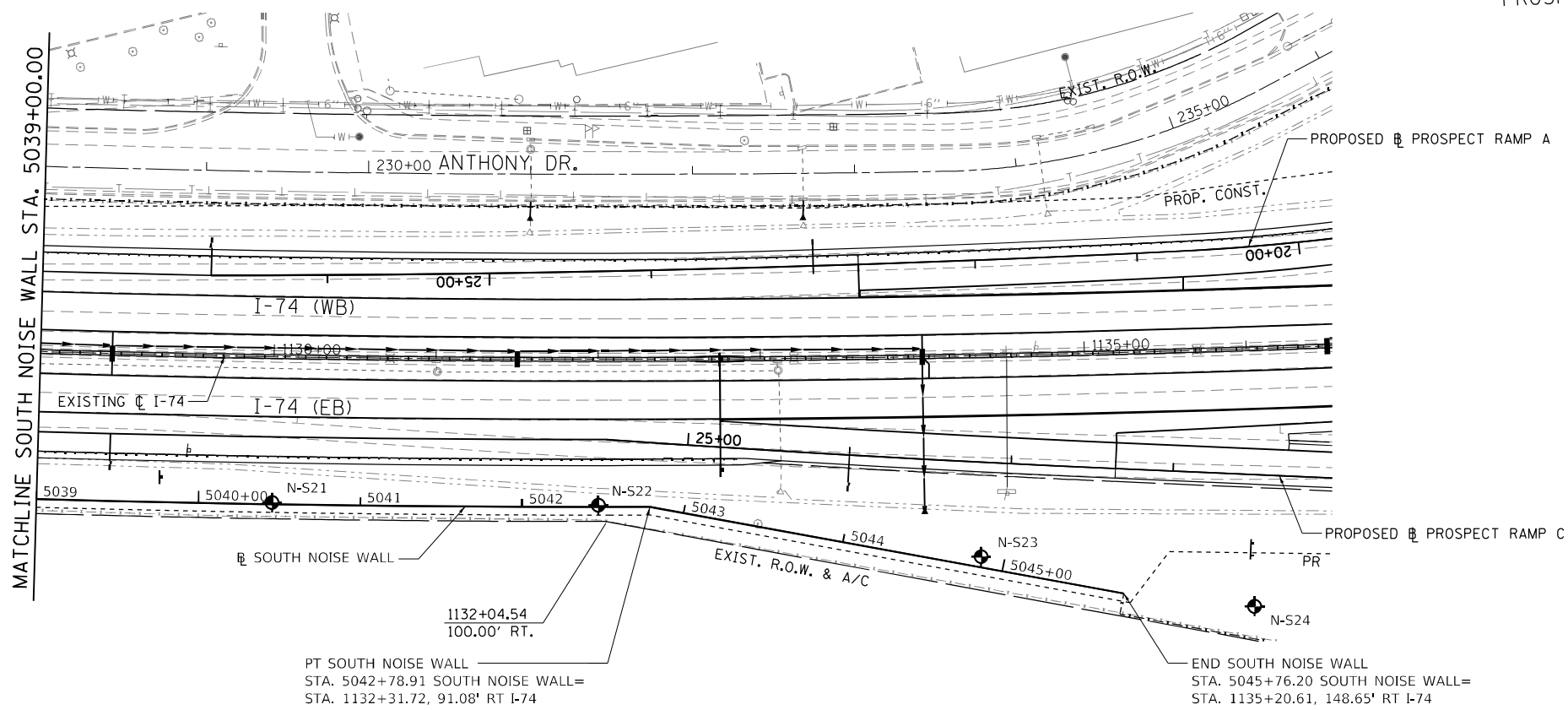


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MLC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH NOISE WALL PLAN AND PROFILE I-74	F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
... \D570C01-sht-Noise Wall 008 South Wall 17.dgn		DRAWN - RJO	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	969	
PLOT SCALE = 100.0000' / 1in.		CHECKED - JW	REVISED -			CONTRACT NO. 70C01					
PLOT DATE = 1/25/2022 - 9:45:44 PM		DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 1" = 50' SHEET 8 OF 24 SHEETS STA. 5026+00 TO STA. 5039+00



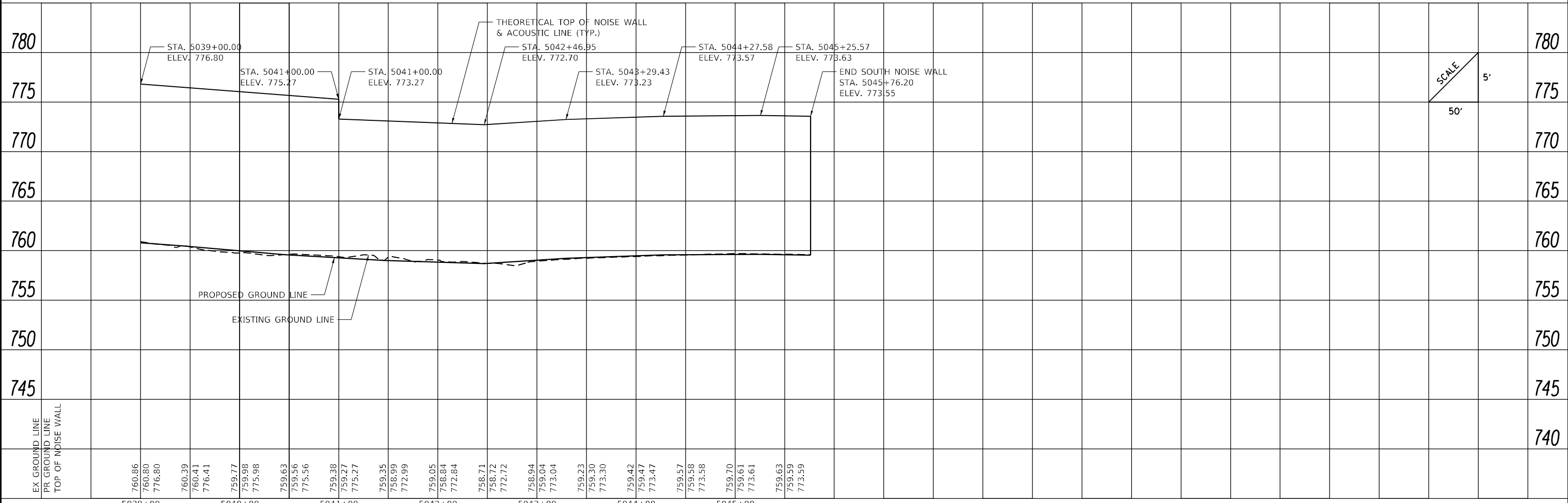
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PT SOUTH NOISE WALL STA. 5042+78.91 SOUTH NOISE WALL= STA. 1132+31.72, 91.08' RT I-74

1132+04.54 100.00' RT.

END SOUTH NOISE WALL STA. 5045+76.20 SOUTH NOISE WALL= STA. 1135+20.61, 148.65' RT I-74



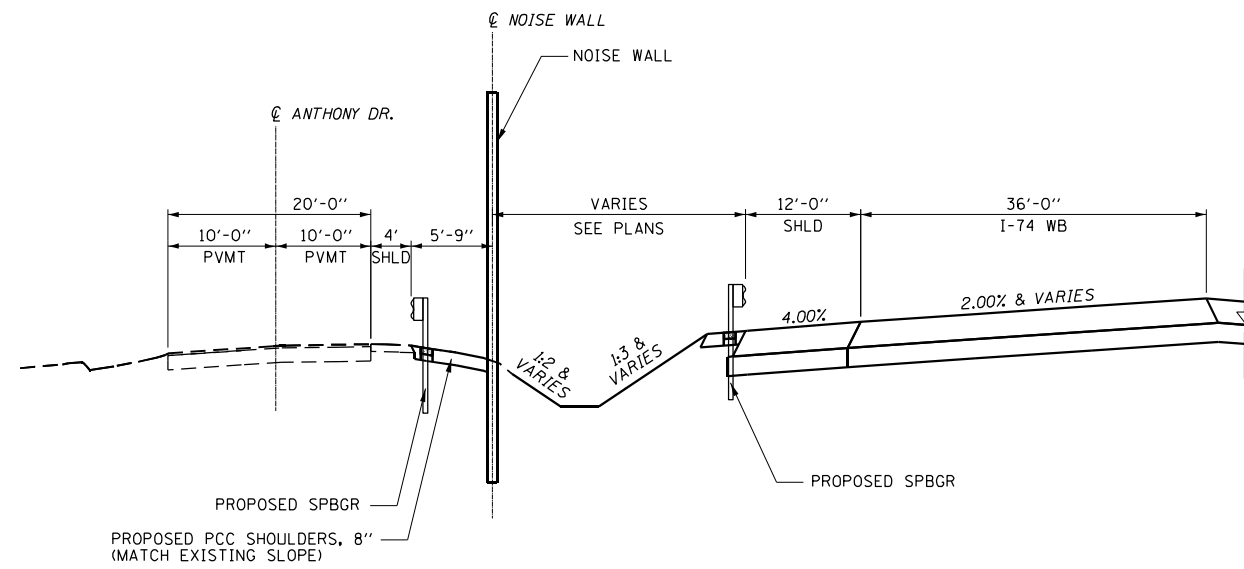
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DATE	
BY	
SURVEYED	
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FILE NAME	
NOTE BOOK NO.	

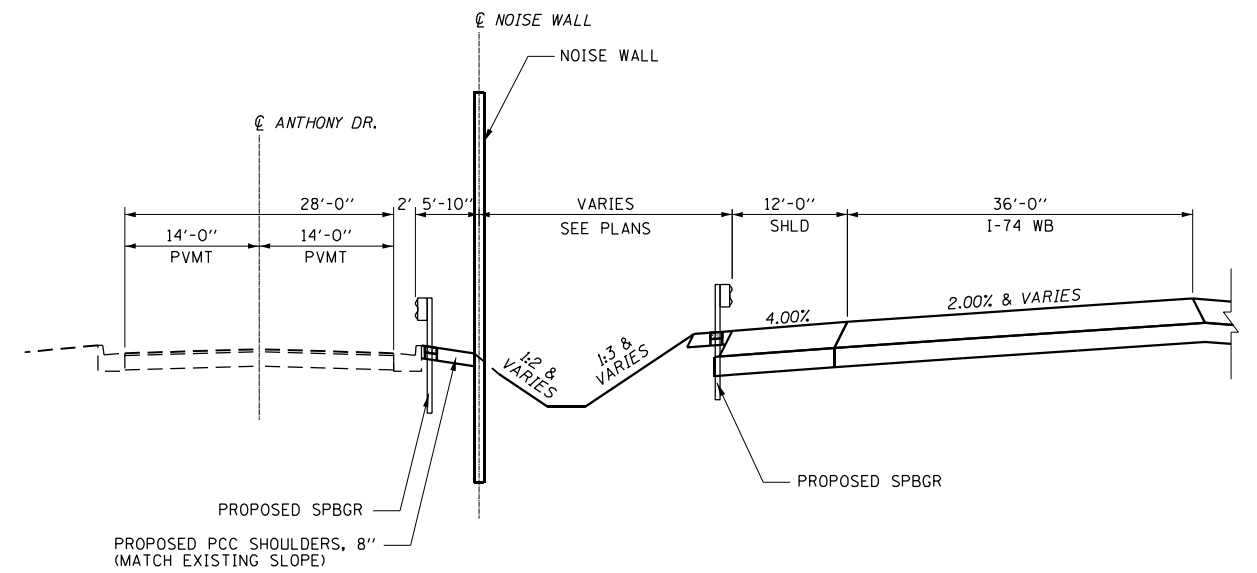
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DATE	
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NOTE BOOK NO.	

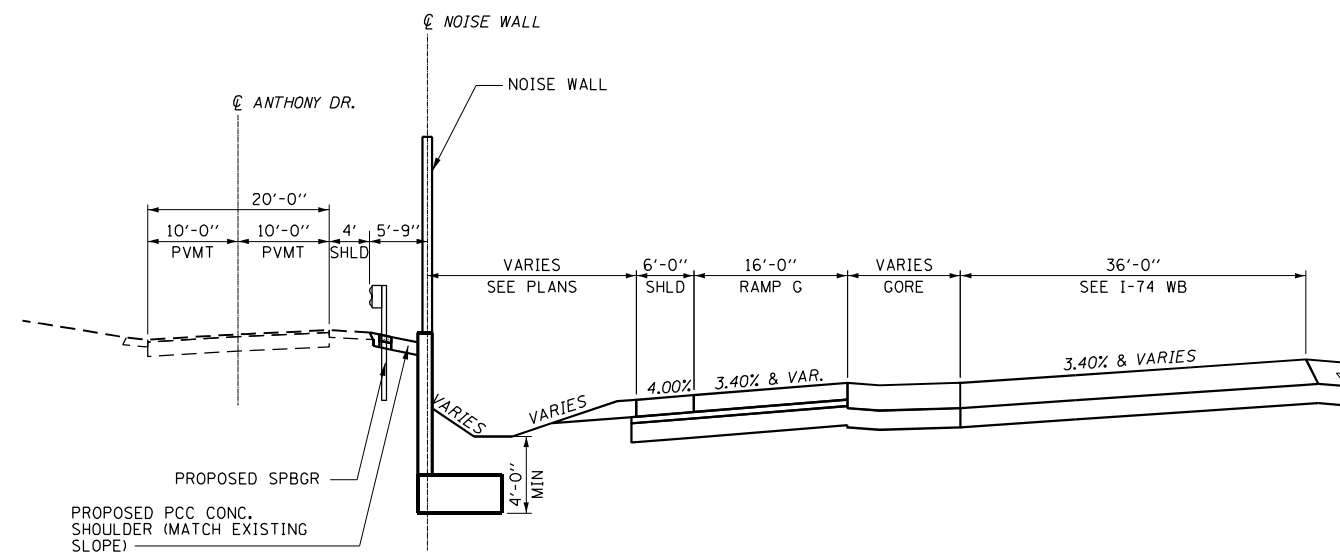
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... \D570C01-sht-Noise.Wall 009 South Wall 17.dgn	DRAWN - RJO	REVISED -				57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	970
PLOT SCALE = 100.0000' / in.	CHECKED - JW	REVISED -				CONTRACT NO. 70C01				
PLOT DATE = 1/25/2022 - 9:45:49 PM	DATE - JANUARY 2022	REVISED -				ILLINOIS FED. AID PROJECT				



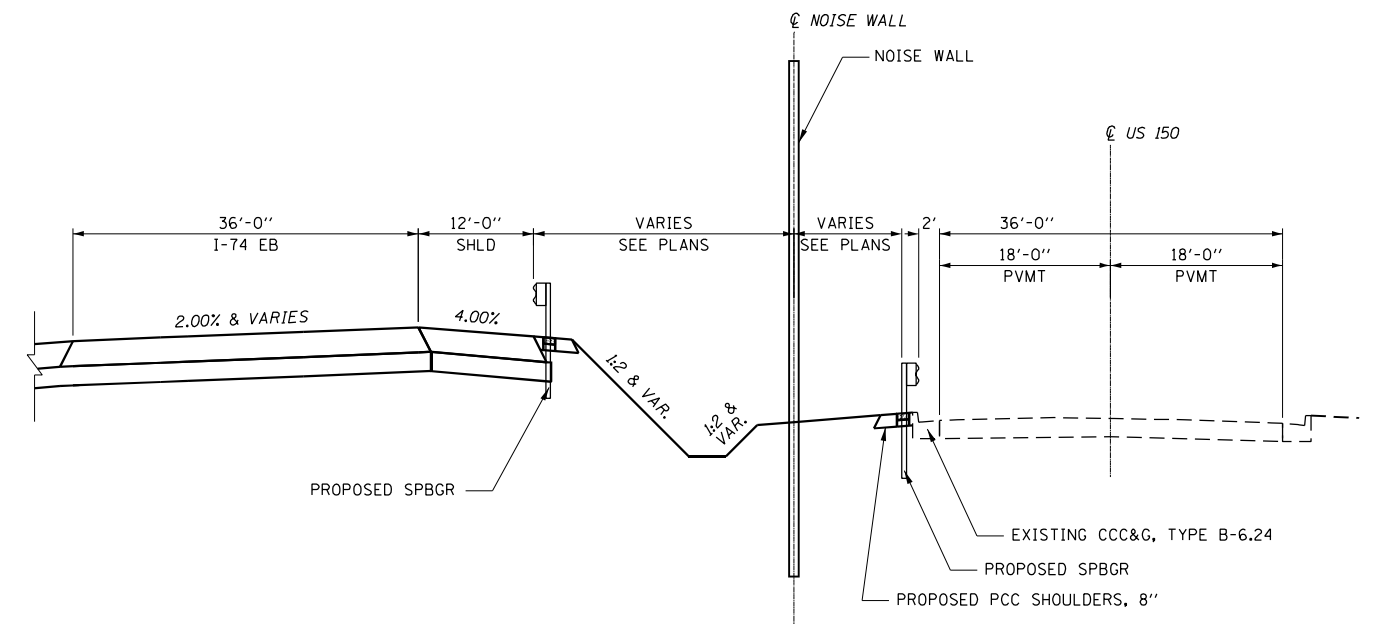
**NORTH NOISE WALL PROPOSED TYPICAL SECTION
AT PAVED SHOULDER
(LOOKING EAST)**



**NORTH NOISE WALL PROPOSED TYPICAL SECTION
AT CURB AND GUTTER
(LOOKING EAST)**



**NORTH NOISE WALL
PROPOSED SECTION ON RETAINING WALL
(LOOKING EAST)**



**SOUTH NOISE WALL
PROPOSED TYPICAL SECTION
(LOOKING EAST)**

- NOTES:**
1. THE COST OF THE HMA STABILIZATION AT SPBGR INCLUDING THE CORED HOLES, AGGREGATE BACKFILL, AND 3 INCH HMA OR GROUT CAP SHALL BE INCLUDED IN THE CONTRACT UNIT COST PER SQUARE YARD FOR PCC SHOULDERS, 8". SEE STANDARD 630201 AND SECTION 630 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAIL.
 2. EXISTING ROADWAY DIMENSIONS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS THAT SHALL BE VERIFIED BY THE CONTRACTOR OR AS DIRECTED BY THE ENGINEER.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - RLW	REVISED -
... \0570C01-sht-Noise_Wall 010 Details.dgn		DRAWN - RJO	REVISED -
Noise Wall		CHECKED - BB	REVISED -
	PLOT DATE = 1/25/2022 - 9:45:52 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NOISE WALL DETAILS
I-74**

SCALE: SHEET 10 OF 24 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	971
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

SOIL BORING LOG

Solutions You Can Build On Date 7/14/17 ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC. TWP. RNG. COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. BORING NO. NN-1 Station 1090+00.00 Offset 93.5 ft Lt. Ground Surface Elev. 757.40 ft

Table with columns for Depth (ft), Soil Description, and SPT values (Blows per foot). Includes soil types like Light Brown Clay, Brown Silty Clay Till, Gray Clayey Silt, Gray Silt, Gray Silty Clay Till, and Gray Clay Till.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/14/17 ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC. TWP. RNG. COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. BORING NO. NN-2 Station 1092+00.00 Offset 93.5 ft Lt. Ground Surface Elev. 759.64 ft

Table with columns for Depth (ft), Soil Description, and SPT values (Blows per foot). Includes soil types like Brown Mottled Gray Clay, Brown Silty Clay, Brown Clay Till, Gray Clay Till, Gray Silty Clay Till, and Gray Clay Till.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

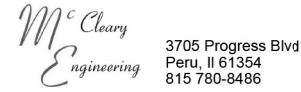
Solutions You Can Build On Date 7/14/17 ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC. TWP. RNG. COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. BORING NO. NN-3 Station 1094+00.00 Offset 93.5 ft Lt. Ground Surface Elev. 758.77 ft

Table with columns for Depth (ft), Soil Description, and SPT values (Blows per foot). Includes soil types like Brown Clay, Brown Clay, soft, moist, Gray Silty Clay till, Gray Clay Till, and Gray Clay Till, stiff, more trace silt.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Solutions You Can Build On Date 7/14/17
ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG., Latitude, Longitude
COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

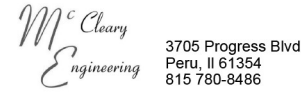
STRUCT. NO. _____ D B U M
Station _____ P L O C O
BORING NO. NN-4 T W S I
Station 1096+00.00 H S Qu T
Offset 93.5 ft Lt. H S Qu T
Ground Surface Elev. 758.04 ft (ft) (6") (tsf) (%)

Surface Water Elev. _____ ft D B U M
Stream Bed Elev. _____ ft P L O C O
Groundwater Elev.: T W S I
First Encounter 744.0 ft H S Qu T
Upon Completion _____ ft
After _____ ft (ft) (6") (tsf) (%)

End of Boring _____

Table with 4 columns: Soil Description, Depth (ft), UCS (tsf), and Failure Mode. Rows include: Brown/Orange Clay, very stiff; Brown/Orange Sandy Clay, medium stiff; Orange Coarse Medium Density Sand, trace clay, moist; Orange Medium Density Sand, trace clay, wet; Gray Silty Clay Till, very stiff, trace sand; Gray Silty Clay Till, very stiff, more clay than previous layer; Gray Silty Clay Till, stiff, trace sand, trace large rocks; Gray Silty Clay Till, stiff.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Solutions You Can Build On Date 7/14/17
ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG., Latitude, Longitude
COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

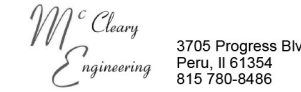
STRUCT. NO. _____ D B U M
Station _____ P L O C O
BORING NO. NN-5 T W S I
Station 1098+00.00 H S Qu T
Offset 93.5 ft Lt. H S Qu T
Ground Surface Elev. 757.37 ft (ft) (6") (tsf) (%)

Surface Water Elev. _____ ft D B U M
Stream Bed Elev. _____ ft P L O C O
Groundwater Elev.: T W S I
First Encounter 745.4 ft H S Qu T
Upon Completion _____ ft
After _____ ft (ft) (6") (tsf) (%)

End of Boring _____

Table with 4 columns: Soil Description, Depth (ft), UCS (tsf), and Failure Mode. Rows include: Black/Dark Brown Clay, dry, trace organics, very stiff; Dark Brown Clay, stiff, trace iron staining; Black/Dark Brown Clay, stiff; Light Brown Medium Density Coarse Sand, trace clay, moist; Orange Medium Density Coarse Sand, wet; Gray Sandy Clay, very stiff; Gray Silty Clay Till, stiff, trace sand, trace large rocks; Gray Silty Clay Till, stiff.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Solutions You Can Build On Date 7/14/17
ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG., Latitude, Longitude
COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ D B U M
Station _____ P L O C O
BORING NO. NN-6 T W S I
Station 1100+00.00 H S Qu T
Offset 93.5 ft Lt. H S Qu T
Ground Surface Elev. 757.58 ft (ft) (6") (tsf) (%)

Surface Water Elev. _____ ft D B U M
Stream Bed Elev. _____ ft P L O C O
Groundwater Elev.: T W S I
First Encounter 741.1 ft H S Qu T
Upon Completion _____ ft
After _____ ft (ft) (6") (tsf) (%)

End of Boring _____

Table with 4 columns: Soil Description, Depth (ft), UCS (tsf), and Failure Mode. Rows include: Black/Dark Brown Clay, stiff; Brown Clay, stiff; Brown/Orange Sandy Clay, soft; Light Brown/Gray Clay, trace silt, very stiff to stiff; Gray Silty Clay Till, very stiff; Gray Gravelly Loose Dense Sand, wet; Gray Silty Clay Till, very stiff.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On

Date 7/14/17

ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG. Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ DEPOSITS _____ Surface Water Elev. _____ ft DEPOSITS _____
 Station _____ H S Qu T Stream Bed Elev. _____ ft DEPOSITS _____
 BORING NO. NN-7 T W S H S Qu T Groundwater Elev.: _____ ft DEPOSITS _____
 Station 1102+00.00 H S Qu T First Encounter 744.3 ft DEPOSITS _____
 Offset 93.5 ft Lt. H S Qu T Upon Completion _____ ft DEPOSITS _____
 Ground Surface Elev. 758.31 ft (ft) (/6") (tsf) (%) After _____ ft (ft) (/6") (tsf) (%)

Soil Description	Depth (ft)	Penetration (6")	Blow Count (tsf)	Penetration (%)
Black/Dark Brown Clay, dry, hard	4			
	5	4.5	17	
	7	P		
	3			
	3	4.5	24	
	-5	P		
752.31				
Light Brown/Gray Mottled Orange Clay, medium to soft	2			
	2	0.7	16	
	2	S		
	1			
	1	0.4	26	
	-10	B		
747.31				
Light Brown/Gray Clay, stiff	4			
	5	1.1	13	
	7	B		
744.81				
Gray Clay Till, stiff, trace silt	2			
	5	1.7	14	
	-15	B		
	4			
	5	1.9	13	
	7	B		
739.81				
Gray Silty Clay Till, stiff	3			
	5	1.8	10	
	8	B		
738.31	-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On

Date 7/14/17

ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG. Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ DEPOSITS _____ Surface Water Elev. _____ ft DEPOSITS _____
 Station _____ H S Qu T Stream Bed Elev. _____ ft DEPOSITS _____
 BORING NO. NN-8 T W S H S Qu T Groundwater Elev.: _____ ft DEPOSITS _____
 Station 1104+00.00 H S Qu T First Encounter _____ ft DEPOSITS _____
 Offset 93.5 ft Lt. H S Qu T Upon Completion _____ ft DEPOSITS _____
 Ground Surface Elev. 759.80 ft (ft) (/6") (tsf) (%) After _____ ft (ft) (/6") (tsf) (%)

Soil Description	Depth (ft)	Penetration (6")	Blow Count (tsf)	Penetration (%)
Black/Dark Brown Silty Clay, dry, hard	5			
	5	4.5	16	
	5	P		
756.30				
Light Brown Clay, trace silt, stiff	3			
	3	1.2	17	
	-5	B		
753.80				
Light Brown Clayey Silt, trace silt layer, stiff	2			
	3	1.8	17	
	3	B		
751.30				
Light Brown Clay Till, trace silt, very stiff	2			
	4	2.1	13	
	-10	B		
748.80				
Brown/Gray Silty Clay till, 1" gravel layer, very stiff	4			
	7	2.5	13	
	10	B		
746.30				
Gray Silty Clay Till, very stiff	4			
	7	3.0	10	
	-15	B		
743.80				
Gray Silt Till, trace clay, medium density	6			
	11	3.5	17	
	14	B		
741.30				
Gray Silty Clay Till, very stiff	5			
	9	2.2	13	
	10	B		
738.80	-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On

Date 7/13/17

ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG. Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ DEPOSITS _____ Surface Water Elev. _____ ft DEPOSITS _____
 Station _____ H S Qu T Stream Bed Elev. _____ ft DEPOSITS _____
 BORING NO. NN-9 T W S H S Qu T Groundwater Elev.: _____ ft DEPOSITS _____
 Station 1106+00.00 H S Qu T First Encounter 736.8 ft DEPOSITS _____
 Offset 80.0 ft Lt. H S Qu T Upon Completion _____ ft DEPOSITS _____
 Ground Surface Elev. 756.27 ft (ft) (/6") (tsf) (%) After _____ ft (ft) (/6") (tsf) (%)

Soil Description	Depth (ft)	Penetration (6")	Blow Count (tsf)	Penetration (%)
Light Brown Mottled Gray Clay, trace organics, medium stiff	1			
	2	0.6	26	
	2	B		
752.77				
Light Brown Clayey Silt, wet, very soft	1			
	1	0.1	23	
	-5	B		
750.27				
Light Brown/Gray Clay Till, medium stiff	1			
	2	0.7	15	
	4	B		
747.77				
Light Brown/Gray Silty Clay Till, very stiff	3			
	5	2.2	13	
	-10	B		
748.80				
Brown/Gray Silty Clay till, 1" gravel layer, very stiff	3			
	6	2.3	12	
	8	B		
742.77				
Gray Silty Clay Till, very stiff	3			
	6	2.1	11	
	-15	B		
736.27	-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/13/17

ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG. Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ DEPTH _____ SURFACE WATER Elev. _____ ft
 Station _____ H S Qu T Stream Bed Elev. _____ ft
 BORING NO. NN-10 GROUNDWATER Elev.: _____ ft
 Station 1108+00.00 H S Qu T First Encounter 748.1 ft
 Offset 78.0 ft LT Upon Completion _____ ft
 Ground Surface Elev. 759.14 ft (ft) (6") (tsf) (%) After _____ ft (ft) (6") (tsf) (%)

DEPTH (ft)	DESCRIPTION	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)
2	Light Brown/Gray Clay Loam, trace organics, medium stiff	2	2	22	
1		0.7	B		
755.64					
1	Light Brown Mottled Gray Clayey Silt, trace organics, soft	2	0.5	16	
2		B			
753.14					
4	Brown/Gray Clay, moist, trace silt, soft	6	0.5	16	
6		P			
15					
750.64					
11	Brown Sandy Clay, heavy sand layers, stiff	13	2.0	16	
13		P			
748.14					
6	Brown/Gray Silty Clay Till, hard	11	5.8	15	
13		B			
745.64					
3	Gray Silty Clay Till, hard	5	4.7	12	
5		B			
6					
743.14					
3	Gray Silty Clay Till, very stiff, more clay than previous layer	3	2.5	12	
3		B			
5					
7		2.1	12		
739.14		B			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/13/17

ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG. Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ DEPTH _____ SURFACE WATER Elev. _____ ft
 Station _____ H S Qu T Stream Bed Elev. _____ ft
 BORING NO. NN-11 GROUNDWATER Elev.: _____ ft
 Station 1110+00.00 H S Qu T First Encounter _____ ft
 Offset 76.0 ft LT Upon Completion _____ ft
 Ground Surface Elev. 762.43 ft (ft) (6") (tsf) (%) After _____ ft (ft) (6") (tsf) (%)

DEPTH (ft)	DESCRIPTION	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)
3	Light Brown Silt, trace clay layers, loose	3	1.7	26	
5		B			
758.93					
2	Light Brown Clayey Silt, very stiff	3	2.1	16	
4		B			
756.43					
4	Light Brown Clayey Silt, medium stiff, trace iron staining	5	0.8	14	
7		B			
753.93					
4	Gray Silty Clay Till, very stiff	6	2.9	13	
5		B			
751.43					
4	Gray Silty Clay Till, 2" light brown sand layer, very stiff	5	2.9	12	
8		B			
748.93					
4	Gray Clay, stiff, little recovery, not enough sample to perform strength testing	6	-	13	
8		-			
746.43					
4	Gray Silty Clay Till, stiff	5	2.0	12	
6		B			
742.43					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/13/17

ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG. Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ DEPTH _____ SURFACE WATER Elev. _____ ft
 Station _____ H S Qu T Stream Bed Elev. _____ ft
 BORING NO. NN-12 GROUNDWATER Elev.: _____ ft
 Station 1111+85.00 H S Qu T First Encounter _____ ft
 Offset 78.5 ft LT Upon Completion _____ ft
 Ground Surface Elev. 764.80 ft (ft) (6") (tsf) (%) After _____ ft (ft) (6") (tsf) (%)

DEPTH (ft)	DESCRIPTION	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)
2	Brown Mottled Gray Clay, trace iron staining, stiff	2	1.6	29	
2		B			
761.30					
2	Brown Sandy Clay, soft	1	0.3	18	
2		P			
758.80					
WH	Light Brown Clayey Silt, medium stiff	1	0.7	22	
2		B			
756.30					
2	Brown/Gray Silty Clay Till, very stiff	3	2.2	13	
3		B			
753.80					
4	Gray Silty Clay Till, very stiff	7	3.8	11	
9		B			
751.30					
7	Gray Silt, dry, medium density, 2" gravel layer, trace clay	9	2.9	12	
14		S			
748.80					
6	Gray Silty Clay Till, dry, very stiff to hard	10	4.7	11	
12		B			
744.80					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/13/17

ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG. Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	DEPT	BLOCS	UCS	MOS	Surface Water Elev.	ft	DEPT	BLOCS	UCS	MOS
BORING NO. NN-13	Station 1113+99.00	Offset 79.0 ft LT	Ground Surface Elev. 766.06 ft		Groundwater Elev.: First Encounter	ft	HTWS	Qu	T	
					Upon Completion	ft	(ft)	(/6")	(tsf)	(%)
					After	ft				

Soil Description	Depth (ft)	Blow Count (/6")	UCS (tsf)	MOS (%)
End of Boring				
Brown Mottled Gray Clay, trace organics, stiff	4	3	1.4	26
	4	B		
762.56				
Brown Mottled Gray Clay, medium stiff	2	2	0.6	29
	3	B		
760.06				
Light Brown Clay, medium stiffness	1	2	0.6	16
	3	B		
757.56				
Brown/Gray Silty Clay Till, very stiff	3	5	2.1	13
	7	B		
755.06				
Gray Silty Clay Till, dry to very dry, hard to very stiff	5	8	4.5	12
	9	B		
	4	8	4.7	11
	9	B		
	4	8	3.7	11
	13	B		
	4	7	3.1	11
	9	B		
746.06				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/13/17

ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG. Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	DEPT	BLOCS	UCS	MOS	Surface Water Elev.	ft	DEPT	BLOCS	UCS	MOS
BORING NO. NN-14	Station 1116+00.00	Offset 83.0 ft LT	Ground Surface Elev. 767.75 ft		Groundwater Elev.: First Encounter	ft	HTWS	Qu	T	
					Upon Completion	ft	(ft)	(/6")	(tsf)	(%)
					After	ft				

Soil Description	Depth (ft)	Blow Count (/6")	UCS (tsf)	MOS (%)
End of Boring				
Light Brown Silt, medium density, trace organics	4	6	1.4	18
	5	S		
764.25				
Light Brown Clay Till, trace organics, stiff	3	2	1.3	17
	4	B		
761.75				
Light Brown Clay Till, stiff, trace silt layers	3	4	1.8	16
	5	B		
759.25				
Light Brown Clayey Silt, very stiff	3	4	2.9	14
	6	B		
756.75				
Gray/Brown Silty Clay Till, very stiff	3	5	3.1	12
	7	B		
754.25				
Gray Silt Till, very dry, medium density	4	8	6.9	10
	10	B		
751.75				
Gray Silty Clay Till, very dry, very stiff	5	6	3.7	11
	9	B		
749.25				
Gray Silty Clay Till, dry, very stiff, more clay than previous layer	4	5	3.5	11
	8	B		
747.75				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/13/17

ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG. Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	DEPT	BLOCS	UCS	MOS	Surface Water Elev.	ft	DEPT	BLOCS	UCS	MOS
BORING NO. NN-15	Station 1117+95.00	Offset 78.5 ft LT	Ground Surface Elev. 764.10 ft		Groundwater Elev.: First Encounter	ft	HTWS	Qu	T	
					Upon Completion	ft	(ft)	(/6")	(tsf)	(%)
					After	ft				

Soil Description	Depth (ft)	Blow Count (/6")	UCS (tsf)	MOS (%)
End of Boring				
Black/Dark Brown Clay, trace organics, very stiff	3	2	3.5	22
	2	P		
760.60				
Light Brown Clay, trace organics, soft	2	1	0.5	19
	2	B		
758.10				
Light Brown Clay Till, soft	1	2	0.5	19
	4	B		
755.60				
Brown Silty Clay Till, very stiff	3	6	3.9	14
	10	B		
753.10				
Gray Silty Clay Till, very stiff to stiff	5	8	2.3	12
	9	B		
	3	4	1.7	12
	7	B		
748.10				
Gray Silty Clay Till, stiff, more clay than previous layer	4	6	1.9	12
	8	B		
745.60				
Gray Clay Till, stiff, trace silt	2	4	1.1	12
	6	B		
744.10				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/12/17

ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG.

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	DEPT	BL	UCS	M	Surface Water Elev.	ft	DEPT	BL	UCS	M
BORING NO. NN-16	H	S	Qu	T	Station 1119+97.00		H	S	Qu	T
Offset 90.0 ft Lt.					Ground Surface Elev. 764.30	ft	(ft)	(/6")	(tsf)	(%)

Soil Description	Depth (ft)	Blow Count (/6")	UCS (tsf)	M (%)
Black Silty Clay, stiff, trace organics	4	2.0	21	
Dark Brown Clay, stiff, trace sand	4	1.7	17	
Light Brown Clay Till, stiff, trace iron staining	4	1.2	13	
Light Brown Silty Clay Till, very stiff	6	2.5	14	
Light Brown Silty Clay Till, very stiff, iron staining	9	3.4	13	
Gray Silty Clay Till, very dry, hard, iron staining	9	4.3	11	
Gray Silty Clay Till, very dry, stiff, trace black clay	11	1.0	18	
Gray Clay Till, stiff, trace silt	5	1.7	12	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/12/17

ROUTE I-57/74 DESCRIPTION North Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG.

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	DEPT	BL	UCS	M	Surface Water Elev.	ft	DEPT	BL	UCS	M
BORING NO. NN-17	H	S	Qu	T	Station 1122+00.00		H	S	Qu	T
Offset 81.5 ft Lt.					Ground Surface Elev. 759.10	ft	(ft)	(/6")	(tsf)	(%)

Soil Description	Depth (ft)	Blow Count (/6")	UCS (tsf)	M (%)
Light Brown/Black Silty Clay Till, hard	4	5.1	19	
Black Clay, medium stiff	2	0.8	28	
Black/Brown Silty Clay, stiff	1	1.2	27	
Black/Brown Clay, soft	3	0.3	24	
Rock/Gravel, dense	100/4	-	22	
Gray Silty Clay Till, very stiff	5	2.3	12	
	7	2.9	11	
	4	2.6	13	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/10/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

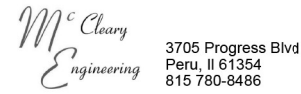
SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG.

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	DEPT	BL	UCS	M	Surface Water Elev.	ft	DEPT	BL	UCS	M
BORING NO. NS-1	H	S	Qu	T	Station 1090+00.00		H	S	Qu	T
Offset 165.0 ft Rt.					Ground Surface Elev. 771.68	ft	(ft)	(/6")	(tsf)	(%)

Soil Description	Depth (ft)	Blow Count (/6")	UCS (tsf)	M (%)
Light Brown Silty Clay Till, very stiff	4	3.3	14	
Light Gray Silty Clay, stiff, trace iron staining	4	1.7	14	
Gray Silty Clay, very stiff, trace sand deposits	6	3.1	11	
Gray Clay Till, very stiff, trace silt	5	2.6	12	
Gray Clay Till, stiff	4	1.6	12	
Gray Clay Loam, stiff, trace rocks	5	1.7	15	
Gray Sandy Clay Till, very stiff	4	-	11	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Solutions You Can Build On

Date 7/10/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC. TWP. RNG.

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____

Station _____

BORING NO. NS-5

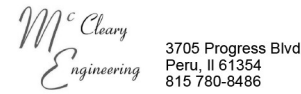
Station 1098+00.00

Offset 87.0 ft Rt.

Ground Surface Elev. 757.70 ft

SOIL DESCRIPTION	DEPTH (ft)	(ft)	(6")	(tsf)	(%)
End of Boring					
Dark Brown Silty Clay, trace iron staining, very stiff	4			3.0	18
	3			B	
	6				
754.20					
Dark Gray Clay, stiff, trace organics	4			1.7	21
	3			B	
	6				
751.70					
Light Brown/Gray Clayey Silt, very stiff	4			2.2	21
	4			B	
	6				
749.20					
Light Brown Silt, loose, wet	3			0.4	14
	3			B	
	3				
746.70					
Light Brown Silt, medium density, wet	5			1.0	14
	9			B	
	10				
744.20					
Brown/Orange Silt, trace sand/gravel, wet, medium density	5				27
	8				
	9				
741.70					
Brown Gravelly Sand, trace silt, medium density	3				14
	7				
	13				
739.20					
Gray Clayey Silt, trace sand layer, very stiff, trace gravel layer	4			2.2	13
	8			B	
	17				
737.70					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Solutions You Can Build On

Date 7/10/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC. TWP. RNG.

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____

Station _____

BORING NO. NS-6

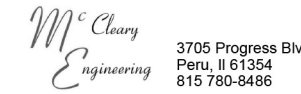
Station 1100+00.00

Offset 83.0 ft Rt.

Ground Surface Elev. 755.90 ft

SOIL DESCRIPTION	DEPTH (ft)	(ft)	(6")	(tsf)	(%)
End of Boring					
Dark Brown Clay, trace silt, stiff	5			1.8	17
	4			P	
	4				
752.40					
Light Brown/Gray Silty Clay, very stiff, trace iron staining	4			3.3	14
	4			B	
	4				
749.90					
Light Brown Clay Till, stiff, trace silt	3			1.4	16
	3			B	
	4				
747.40					
Light Brown/Gray Silty Clay, stiff, trace iron staining	2			2.0	14
	5			B	
	6				
744.90					
Light Brown Clay, medium stiff, trace silt	11			0.8	13
	11			B	
	17				
742.40					
Gray Silty Clay, hard, wet, trace sandy silt	7			4.5	11
	10			B	
	15				
739.90					
Gray Gravelly Sand, trace fine sand, medium density, very wet	16				14
	8				
	9				
	8				
	11				11
	12				
735.90					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Solutions You Can Build On

Date 7/11/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC. TWP. RNG.

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____

Station _____

BORING NO. NS-7

Station 1102+00.00

Offset 83.5 ft Rt.

Ground Surface Elev. 756.30 ft

SOIL DESCRIPTION	DEPTH (ft)	(ft)	(6")	(tsf)	(%)
End of Boring					
Brown Mottled Black Clay, stiff, trace sand layers	4			1.5	13
	3			P	
	4				
752.80					
Brown Silty Clay Till, stiff	3			1.2	17
	4			B	
	5				
750.30					
Light Brown Clay Till, very stiff	4			2.1	16
	4			B	
	7				
747.80					
Light Brown/Gray Silty Clay Till, very stiff	4			2.3	14
	6			B	
	9				
745.30					
Gray Silty Clay Till, very stiff	4			2.5	11
	6			B	
	8				
	3			3.1	11
	6			B	
	8				
	4				
	6			3.6	11
	8			B	
	4				
	5			3.1	11
	8			B	
736.30					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

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Peru, IL 61354
815 780-8486

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SOIL BORING LOG

Solutions You Can Build On

Date 7/11/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG.

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station _____	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
BORING NO. NS-8	P	W	S	Q	Groundwater Elev.: _____	P	W	S	Q
Station 1104+00.00	T	H	S	T	First Encounter _____ ft	T	H	S	T
Offset 83.0 ft Rt.	W	S	Qu	U	Upon Completion _____ ft	W	S	Qu	U
Ground Surface Elev. 756.60 ft	(ft)	(/6")	(tsf)	(%)	After _____ ft	(ft)	(/6")	(tsf)	(%)

				End of Boring				
Dark Brown Clay, very stiff		4						
		5	2.5	17				
		8	S					
753.10								
Light Brown/Gray Clay, medium stiff, dry, trace organics		3						
		4	1.8	19				
		4	B					
750.60								
Light Brown Clayey Silt, moist, very stiff		3						
		4	2.6	21				
		4	B					
748.10								
Light Brown Clay, moist, 1" silt layer, stiff		3						
		4	1.3	15				
		4	B					
745.60								
Light Brown Clayey Silt, moist, stiff		3						
		5	1.2	21				
		6	B					
743.10								
Gray Silty Clay Till, very stiff		4						
		6	2.8	13				
		9	B					
		12						
		12	1.3	12				
		16	P					
		5						
		6	3.0	11				
		9	B					
736.60								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
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SOIL BORING LOG

Solutions You Can Build On

Date 7/11/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG.

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station _____	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
BORING NO. NS-9	P	W	S	Q	Groundwater Elev.: _____	P	W	S	Q
Station 1106+00.00	T	H	S	T	First Encounter 747.0 ft	T	H	S	T
Offset 83.0 ft Rt.	W	S	Qu	U	Upon Completion _____ ft	W	S	Qu	U
Ground Surface Elev. 757.50 ft	(ft)	(/6")	(tsf)	(%)	After _____ ft	(ft)	(/6")	(tsf)	(%)

				End of Boring				
Dark Brown Silty Clay Till, very stiff		3						
		6	2.7	15				
		3	S					
754.00								
Brown Mottled Gray Clay, stiff		4						
		3	1.3	20				
		4	B					
751.50								
Black Mottled Light Brown Clay, very stiff, 3" silt loam layer		1						
		2	3.0	19				
		4	P					
749.00								
Light Brown Silty Loam, wet, medium density		2						
		4	-	20				
		10						
746.50								
Gray/Brown Silt, medium density		5						
		9	1.8	23				
		12	B					
744.00								
Gray Silty Clay, very stiff, moist		7						
		9	2.7	19				
		11	B					
		3						
		5	2.9	11				
		9	B					
		3						
		5	3.0	12				
		6	B					
737.50								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Solutions You Can Build On

Date 7/11/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG.

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station _____	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
BORING NO. NS-10	P	W	S	Q	Groundwater Elev.: _____	P	W	S	Q
Station 1108+00.00	T	H	S	T	First Encounter _____ ft	T	H	S	T
Offset 83.5 ft Rt.	W	S	Qu	U	Upon Completion _____ ft	W	S	Qu	U
Ground Surface Elev. 758.60 ft	(ft)	(/6")	(tsf)	(%)	After _____ ft	(ft)	(/6")	(tsf)	(%)

				End of Boring				
Black Clay Till, very stiff		3						
		3	2.5	21				
		4	P					
755.10								
Light Brown Clay, stiff		3						
		2	1.3	25				
		2	B					
752.60								
Brown Sandy Clay, very wet, very soft		1						
		1	-	24				
750.10								
Light Brown Clay, medium stiffness, moist, trace silt		1						
		2	1.0	15				
		5	B					
747.60								
Light Gray/ Brown Silt, trace clay layers, medium density		3						
		5	2.1	16				
		8	B					
745.10								
Gray Silt, medium density		4						
		6	2.5	18				
		6	S					
742.60								
Gray Silty Clay Till, hard to very stiff		6						
		6	4.1	12				
		5	B					
		3						
		4	2.1	12				
		6	B					
738.60								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

FILE NAME =	USER NAME = Matt Overbey	DESIGNED = MLC	REVISED =
...0570001-shd-Noise_Wall 011 Boring logs.dgn		DRAWN = MLC	REVISED =
Noise Wall	PLOT SCALE = 2.0000' / in.	CHECKED = JW	REVISED =
	PLOT DATE = 1/25/2022 - 9:46:38 PM	DATE = JANUARY 2022	REVISED =

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

NOISE WALL BORINGS I-74

SCALE: SHEET 19 OF 24 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	980
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

SOIL BORING LOG

Solutions You Can Build On Date 7/11/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG. Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ DEPTH _____ SURFACE WATER Elev. _____ ft
 Station _____ D P L U M
 BORING NO. NS-11 T W S O I
 Station 1110+00.00 H S Qu T
 Offset 86.5 ft Rt. First Encounter _____ ft
 Ground Surface Elev. 660.70 ft (ft) (6") (tsf) (%) Upon Completion _____ ft
 After _____ Hrs. _____ ft (ft) (6") (tsf) (%)

Soil Description	Depth (ft)	Penetration (6")	Blow Count (tsf)	Moisture (%)
Dark Brown Clay, stiff, trace organics	2	2	1.2	19
	3		S	
657.20				
Light Brown Sandy Clay Till, stiff, moist	3	2	1.1	16
	4	-5	B	
654.70				
Light Brown Clayey Silt Till, stiff	4	4	1.4	15
	5		B	
652.20				
Gray Clay Loam Till, medium stiff	3	4	0.7	12
	5	-10	B	
649.70				
Light Brown/Gray Clay Loam Till, medium stiff, some medium to coarse sand	4	5	0.8	11
	7		B	
647.20				
Gray Silt, medium density, trace clay	5	7	2.2	16
	11	-15	S	
644.70				
Gray Clayey Silt, stiff	10	6	1.3	12
	7		P	
642.20				
Gray Silt Till, moist, medium dense	6	6	1.9	15
	7		B	
640.70				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/11/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG. Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ DEPTH _____ SURFACE WATER Elev. _____ ft
 Station _____ D P L U M
 BORING NO. NS-12 T W S O I
 Station 1112+00.00 H S Qu T
 Offset 90.0 ft Rt. First Encounter _____ ft
 Ground Surface Elev. 762.60 ft (ft) (6") (tsf) (%) Upon Completion _____ ft
 After _____ Hrs. _____ ft (ft) (6") (tsf) (%)

Soil Description	Depth (ft)	Penetration (6")	Blow Count (tsf)	Moisture (%)
Black Mottled Brown Clay, medium stiff, trace organics	3	2	0.6	20
	2		B	
758.10				
Light Brown Silty Clay Till, stiff, trace iron staining	3	3	1.8	14
	5	-5	B	
756.60				
Light Brown/Gray Silty Clay Till, stiff	4	6	1.2	13
	6		B	
754.10				
Gray Silty Clay Till, stiff	3	6	1.7	11
	7	-10	B	
751.60				
Gray Silty Clay Till, more clay than previous layer, stiff	4	6	1.7	11
	8		B	
	3			
	4		1.7	12
	6	-15	B	
748.60				
Gray Clay Till, stiff	3	4	1.4	12
	6		B	
	2			
	3		1.4	12
	4		B	
742.60				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/11/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG. Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ DEPTH _____ SURFACE WATER Elev. _____ ft
 Station _____ D P L U M
 BORING NO. NS-13 T W S O I
 Station 1114+00.00 H S Qu T
 Offset 90.0 ft Rt. First Encounter _____ ft
 Ground Surface Elev. 764.00 ft (ft) (6") (tsf) (%) Upon Completion _____ ft
 After _____ Hrs. _____ ft (ft) (6") (tsf) (%)

Soil Description	Depth (ft)	Penetration (6")	Blow Count (tsf)	Moisture (%)
Dark Brown/Gray Silty Clay, stiff, trace organics	9	10	2.0	10
	12		P	
760.50				
Light Brown Clay Till, stiff, trace silt, trace iron staining	5	4	1.4	16
	5	-5	B	
758.00				
Pink/Light Brown Clayey Silt, loose	3	4	1.1	15
	4		B	
755.50				
Gray Silty Clay Till, very stiff	3	6	2.5	11
	7	-10	B	
	4			
	6		2.2	12
	8		B	
	3			
	5		2.5	13
	7	-15	B	
	3			
	5		2.3	12
	6		B	
	3			
	4		2.1	12
	7		B	
744.00				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/11/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC. TWP. RNG.

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
Station	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O
BORING NO.	P	O	S	I	Groundwater Elev.:		P	O	S	I
Station	T	W	S	T	First Encounter	ft	H	S	Q	T
Offset	H	S	Q	T	Upon Completion	ft				
Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	After	ft	(ft)	(/6")	(tsf)	(%)

End of Boring				
Light Brown Silt, medium density, trace iron staining	5	1.8	21	
	7	B		
762.61				
Brown Sandy Clay, trace silt, medium stiffness	4	0.7	14	
	2	B		
-5				
760.11				
Light Brown Clayey Silt Till, medium stiff, trace iron staining	3	0.7	15	
	4	B		
5				
757.61				
Light Brown/Gray Silt, medium density, moist	3	0.5	24	
	7	P		
-10				
755.11				
Gray Silt, dry, medium density	6	3.3	15	
	8	B		
9				
4				
6	3.3	11		
9	B			
-15				
750.11				
Gray Silt Till, medium density, dry	4	4.8	11	
	6	B		
10				
747.61				
Gray Silty Clay Till, very stiff	5	3.1	11	
	6	B		
10				
746.11				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/11/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC. TWP. RNG.

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
Station	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O
BORING NO.	P	O	S	I	Groundwater Elev.:		P	O	S	I
Station	T	W	S	T	First Encounter	ft	H	S	Q	T
Offset	H	S	Q	T	Upon Completion	ft				
Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	After	ft	(ft)	(/6")	(tsf)	(%)

End of Boring				
Dark Brown Silt, medium density, dry, trace organics	6	2.3	18	
	6	P		
7				
761.69				
Light Brown Silt Loam, wet, loose	3	0.3	19	
	2	P		
-5				
759.19				
Light Brown Clay Loam, stiff, trace silt	3	1.7	14	
	4	B		
5				
756.69				
Light Gray/Brown Silty Clay Till, very stiff	3	2.1	13	
	6	B		
-10				
754.19				
Gray Silty Clay Till, trace iron staining, very stiff	5	3.6	13	
	11	B		
13				
751.69				
Gray Silty Clay Till, very stiff, trace gray sand layers	3	2.1	12	
	6	B		
-15				
749.19				
Gray Silty Clay Till, stiff to very stiff	3	1.9	11	
	5	B		
6				
4				
5	2.3	12		
6	B			
-20				
745.19				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/12/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC. TWP. RNG.

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
Station	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O
BORING NO.	P	O	S	I	Groundwater Elev.:		P	O	S	I
Station	T	W	S	T	First Encounter	ft	H	S	Q	T
Offset	H	S	Q	T	Upon Completion	ft				
Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	After	ft	(ft)	(/6")	(tsf)	(%)

End of Boring				
Dark Brown Clay, very stiff, trace organics	6	2.2	17	
	6	B		
8				
759.16				
Brown/Orange Course Sand, loose, trace gravel	4	-	14	
	3			
-5				
756.66				
Brown Sandy Clay Till, hard, very dry	6	4.5	14	
	6	P		
9				
754.16				
Gray Mottled Brown Silty Clay Till, very stiff	4	3.5	12	
	7	B		
-10				
751.66				
Gray Silty Clay Till, very stiff to hard	4	2.8	11	
	7	S		
8				
4				
6	3.3	11		
8	B			
-15				
742.66				
4				
6	4.2	11		
8	B			
3				
5	3.3	11		
6	B			
-20				
742.66				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/12/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG., Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ DEPTH (ft) (6") (tsf) (%)
 BORING NO. NS-17
 Station 1122+00.00
 Offset 90.0 ft Rt.
 Ground Surface Elev. 761.07 ft (ft) (6") (tsf) (%)

DEPTH (ft)	(6")	(tsf)	(%)	DESCRIPTION
5				Dark Brown Clay, hard, very dry, trace organics
4	4.5	14		
5	P			
757.57				
4				Brown/Orange Clayey Sand, loose
3	-	18		
2				
755.07				
3				Light Brown Clay Till, stiff
3	1.5	15		
7	B			
752.57				
4				Brown Sandy Silt, medium density, very wet
6	0.3	14		
12	P			
750.07				
7				Gray Silty Clay Till, very stiff
6	3.1	11		
8	B			
744.80				
4				Gray Clay Till, dry, stiff
5	2.9	12		
6	B			
742.57				
4				Gray Clay Till, dry, stiff
5	1.6	12		
7	B			
741.07				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/11/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG., Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ DEPTH (ft) (6") (tsf) (%)
 BORING NO. NS-18
 Station 1124+00.00
 Offset 90.0 ft Rt.
 Ground Surface Elev. 758.30 ft (ft) (6") (tsf) (%)

DEPTH (ft)	(6")	(tsf)	(%)	DESCRIPTION
2				Black Clay, stiff, trace organics
2	1.5	30		
3	B			
754.80				
2				Black Gray Clay, soft, trace iron staining
1	0.3	34		
1	B			
752.30				
1				Black/Brown Clay, soft, trace silt layer
1	0.5	22		
2	B			
749.80				
2				Gray Clay, medium stiffness, trace silt
3	1.0	14		
4	B			
747.30				
2				Gray Silty Clay Till, stiff
3	1.7	12		
4	B			
744.80				
2				Gray Clay Till, medium stiff
4	1.8	13		
5	B			
738.30				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/12/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG., Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____ DEPTH (ft) (6") (tsf) (%)
 BORING NO. NS-19
 Station 1126+20.00
 Offset 70.0 ft Rt.
 Ground Surface Elev. 759.00 ft (ft) (6") (tsf) (%)

DEPTH (ft)	(6")	(tsf)	(%)	DESCRIPTION
3				Brown Sandy Clay, soft
2	0.3	23		
2	B			
755.50				
2				Brown Clayey Sand, loose to medium density, wet, trace gravel
5	-	16		
5				
753.00				
3				Gray Clay Till, medium stiff, moist
1	0.7	15		
4	P			
750.50				
3				Gray Clay Till, stiff, dry
3	1.6	12		
4	B			
748.00				
2				Gray Silty Clay Till, stiff
3	1.7	11		
6	B			
745.50				
2				Gray Clay Till, stiff
4	1.0	12		
5	B			
743.00				
3				Gray Silty Clay, very stiff
5	3.3	12		
7	B			
739.00				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/12/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG., Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station _____	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
BORING NO. NS-20	P	W	S	I	Groundwater Elev.: _____ ft	P	W	S	I
Station 1128+00.00	T	H	S	Q	First Encounter 744.2 ft	T	H	S	Q
Offset 90.0 ft Rt.	H	S	Qu	T	Upon Completion _____ ft	H	S	Qu	T
Ground Surface Elev. 761.23 ft	(ft)	(/6")	(tsf)	(%)	After _____ ft	(ft)	(/6")	(tsf)	(%)

Soil Description	Depth (ft)	Blow Count (/6")	UCS (tsf)	Moisture (%)
Black Silty Clay, hard, very dry	3	4.5	14	
	3	P		
	5			
757.73				
Light Brown Clay, stiff, trace iron staining	3	1.5	30	
	2	B		
	4			
755.23				
Brown/Orange Sandy Clay, soft, moist	2	0.0	18	
	1	P		
	2			
752.73				
Brown/Orange Fine Sand, loose, moist	5		19	
	3			
	3			
750.23				
Black Silty Clay, medium stiff	1	0.7	18	
	2	B		
	2			
747.73				
Gray Clayey Silt, stiff	2	1.1	10	
	3	B		
	4			
745.23				
Gray Clay Loam Till, very stiff, wet, heavy sand layer	5	3.1	17	
	6	B		
	10			
742.73				
Gray Silty Clay Till, hard	4	4.8	14	
	6	B		
	8			
741.23				
	8	B		
	20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/12/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG., Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station _____	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
BORING NO. NS-21	P	W	S	I	Groundwater Elev.: _____ ft	P	W	S	I
Station 1130+00.00	T	H	S	Q	First Encounter 750.1 ft	T	H	S	Q
Offset 90.0 ft Rt.	H	S	Qu	T	Upon Completion _____ ft	H	S	Qu	T
Ground Surface Elev. 759.59 ft	(ft)	(/6")	(tsf)	(%)	After _____ ft	(ft)	(/6")	(tsf)	(%)

Soil Description	Depth (ft)	Blow Count (/6")	UCS (tsf)	Moisture (%)
Light Brown Mottled Black Clay, medium stiff	1	0.6	27	
	1	B		
	1			
756.09				
Light Brown Mottled Black Clay, soft, trace organics	1	0.4	27	
	1	B		
	2			
753.59				
Gray/Brown Sandy Clay, moist, soft	1	0.0	19	
	2	P		
	2			
751.09				
Black Silty Clay, very soft	2	0.0	22	
	1	P		
	1			
748.59				
Dark Gray/Black Silty Clay, medium stiff, wet	1	0.7	22	
	2	B		
	2			
746.09				
Gray Clayey Silt, very stiff, moist	2	2.5	22	
	4	B		
	7			
743.59				
Dark Brown Silty Clay Till, very stiff	3	3.9	14	
	6	B		
	8			
741.09				
Gray Silty Clay Till, very stiff	3	2.5	12	
	6	B		
	7			
739.59				
	20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Solutions You Can Build On Date 7/12/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1,14-1.6)RS LOCATION SEC., TWP., RNG., Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station _____	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
BORING NO. NS-22	P	W	S	I	Groundwater Elev.: _____ ft	P	W	S	I
Station 1132+00.00	T	H	S	Q	First Encounter 744.6 ft	T	H	S	Q
Offset 90.0 ft Rt.	H	S	Qu	T	Upon Completion _____ ft	H	S	Qu	T
Ground Surface Elev. 758.60 ft	(ft)	(/6")	(tsf)	(%)	After _____ ft	(ft)	(/6")	(tsf)	(%)

Soil Description	Depth (ft)	Blow Count (/6")	UCS (tsf)	Moisture (%)
Light Brown Mottled Black Clay, trace organics, stiff	3	1.1	23	
	3	B		
	2			
755.10				
Light Brown/Orange Clayey Silt, soft to medium stiff	2	0.3	21	
	1	B		
	1			
750.10				
Gray Clayey Silt, stiff	1	0.8	24	
	1	B		
	1			
750.10				
Gray Clayey Silt, stiff	2	1.2	20	
	2	B		
	2			
747.60				
Gray Silty Clay Till, very stiff to stiff, dry	6	3.2	11	
	6	B		
	7			
	4			
	5	3.5	11	
	8	B		
	8			
	4			
	6	3.1	11	
	7	B		
	7			
	3			
	5	1.6	12	
	7	B		
738.60				
	20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)



3705 Progress Blvd
Peru, IL 61354
815 780-8486

SOIL BORING LOG

Solutions You Can Build On Date 7/12/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1.14-1.6)RS LOCATION SEC., TWP., RNG.,

Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
Station	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O
BORING NO.	P	O	S	I	Groundwater Elev.:		P	O	S	I
Station	T	W	S	Q	First Encounter	746.6	T	W	S	Q
Offset	H	S	Qu	T	Upon Completion	ft	H	S	Qu	T
Ground Surface Elev.					After	ft				
	(ft)	(/6")	(tsf)	(%)		(ft)	(/6")	(tsf)	(%)	

					End of Boring					
Black/Dark Brown Silty Clay, hard, very dry	5									
	5	7.7	15							
	5	S								
756.07										
Light Brown Mottled Gray Clay, stiff, trace organics	2									
	2	1.1	20							
	3	B								
	3									
	2									
	1	1.5	20							
	1	P								
751.07										
Light Brown Clayey Silt, soft	2									
	1	0.5	21							
	3	B								
	3									
748.57										
Gray Silty Loam, medium density, wet	6									
	10	1.0	13							
	7	P								
746.07										
Gray Silty Clay Till, very stiff	3									
	6	3.4	12							
	9	B								
	9									
	5									
	8	3.9	11							
	10	B								
	10									
	4									
	7	3.6	10							
	10	B								
739.57										
	10									
	20									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



3705 Progress Blvd
Peru, IL 61354
815 780-8486

SOIL BORING LOG

Solutions You Can Build On Date 7/12/17

ROUTE I-57/74 DESCRIPTION South Noise Wall LOGGED BY KEG

SECTION 10(5-1-RS-1.14-1.6)RS LOCATION SEC., TWP., RNG.,

Latitude, Longitude

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
Station	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O
BORING NO.	P	O	S	I	Groundwater Elev.:		P	O	S	I
Station	T	W	S	Q	First Encounter	749.0	T	W	S	Q
Offset	H	S	Qu	T	Upon Completion	ft	H	S	Qu	T
Ground Surface Elev.					After	ft				
	(ft)	(/6")	(tsf)	(%)		(ft)	(/6")	(tsf)	(%)	

					End of Boring					
Black Silty Clay, hard, very dry, trace organics	5									
	6	7.3	15							
	7	S								
755.97										
Dark Brown/Black Clay, hard to very stiff, trace organics	4									
	1	4.5	17							
	3	B								
	3									
	2									
	2	3.8	17							
	2	P								
750.97										
Light Brown/Orange Silt, loose, trace clay	1									
	3	0.5	22							
	2	B								
	2									
748.47										
Gray Sandy Silt, medium density, trace clay	1									
	4	0.9	17							
	10	B								
745.97										
Gray Clayey Silt, very stiff	1									
	4	3.3	16							
	6	B								
	6									
743.47										
Gray Silt, medium density	3									
	6	1.8	15							
	9	B								
	9									
740.97										
Gray Silty Clay Till, very stiff	4									
	5	2.2	11							
	6	B								
739.47										
	20									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MLC	REVISED -
...\\0570C01-sht-Noise-Wall 011 Boring logs.dgn		DRAWN - MLC	REVISED -
Noise Wall		CHECKED - JW	REVISED -
	PLOT DATE = 1/25/2022 - 9:47:18 PM	DATE - JANUARY 2022	REVISED -

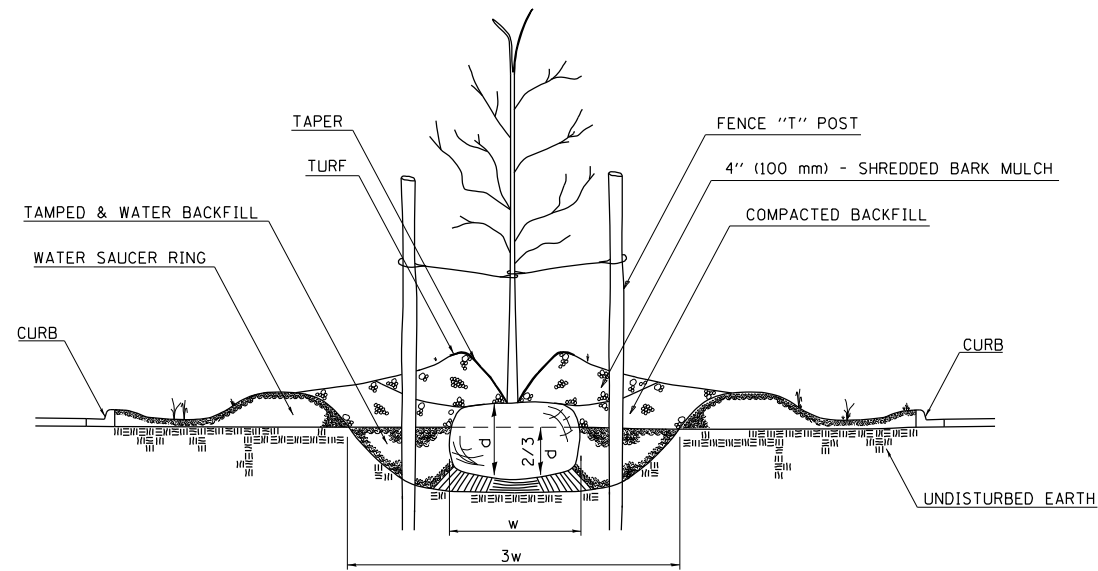
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL BORINGS
I-74

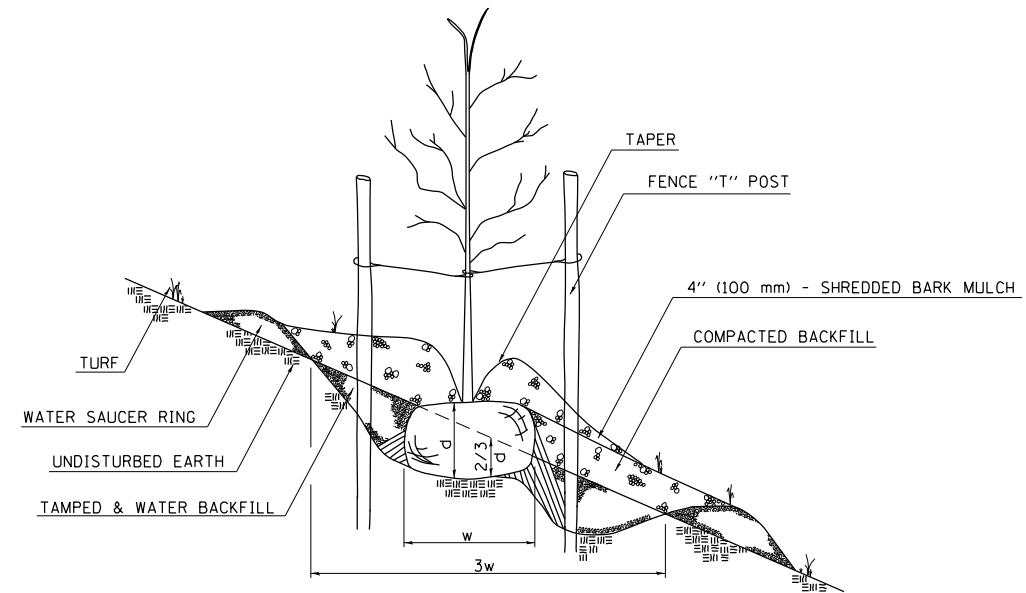
SCALE: SHEET 24 OF 24 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	985
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

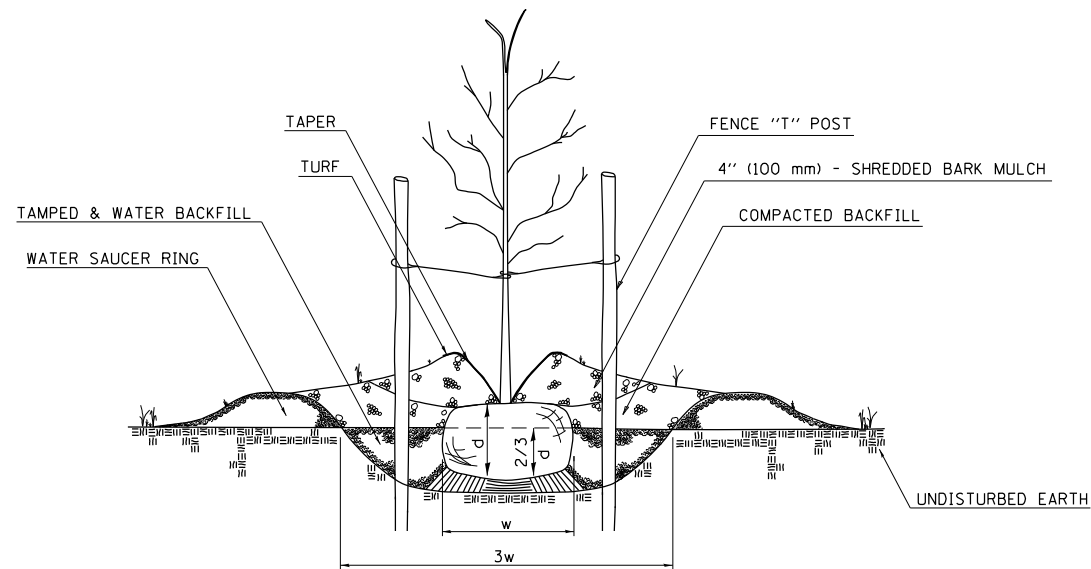
PARKWAY PLANTING DETAIL



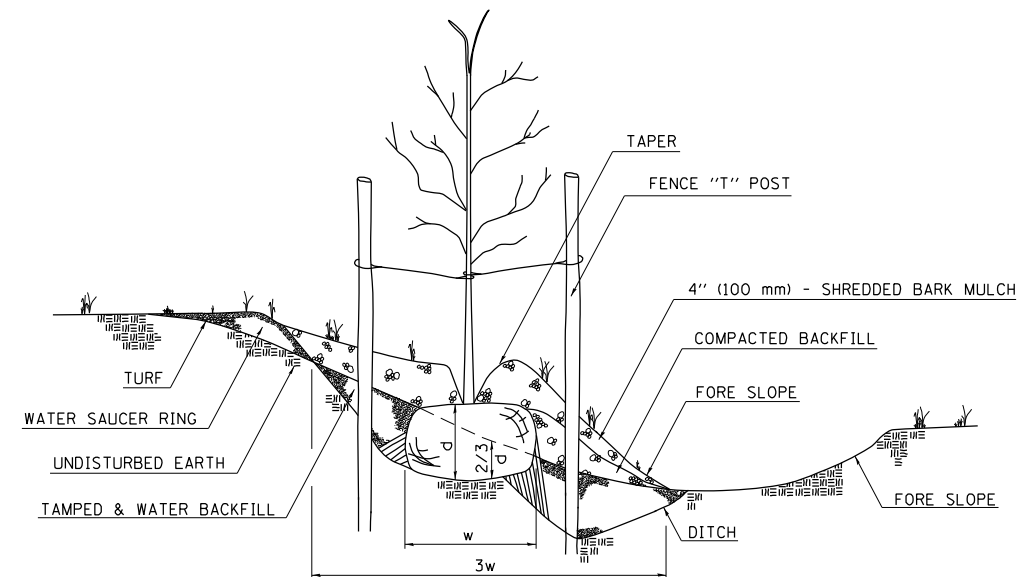
HILL PLANTING DEPTH



FLAT GROUND PLANTING DETAIL



DITCH AREA PLANTING DETAIL



HOLE DEPTH SCHEDULE

Tree Size (Caliper)		Shrub Tree Height		Evergreen Height		Min. Diameter Ball (w)		Min. Depth Ball (d)		Hole Depth (2/3d)		Hole Width (3w)	
6 mm	1/4 in	600 mm	2 ft	500 mm	1.5 ft	255 mm	10 in	190 mm	7 1/2 in	130 mm	5 in	760 mm	30 in
13	1/2	900	3	600	2	300	12 in	230	9	150	6	900	36
19	3/4	1250	4	900	3	355	14	270	10 1/2	180	7	1070	42
25	1	1500	5	1250	4	400	16	300	12	205	8	1220	48
30	1 1/4	1800	6	1375	4 1/2	460	18	345	13 1/2	230	9	1375	54
40	1 1/2	2000	7	1500	5	500	20	345	13 1/2	230	9	1525	60
45	1 3/4	2500	8	1800	6	560	22	370	14 1/2	255	10	1680	66
50	2	2700	9	2000	7	600	24	400	16	280	11	1830	72
60	2 1/2	3000	10	2500	8	700	28	470	18 1/2	300	12	2140	84
80	3	3500	11	2700	9	800	32	500	20	330	13	2440	96
90	3 1/2	3700 mm	12 ft	3700	12	960	38	585	23	380	15	2900	114
100	4			4300	14	1070	42	635	25	430	17	3200	126
110	4 1/2			4900	16	1220	48	740	29	485	19	3660	144
130	5			5400 mm	18 ft	1375	54	815	32	535	21	4115	162
140	5 1/2					1450	57	865	34	585	23	4315	171
150	6					1525	60	915	36	610	24	4575	180
180	7					1780	70	1070	42	700	28	5330	210
205 mm	8 in					2030 mm	80 in	1220 mm	48 in	815 mm	32 in	6070 mm	240 in

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 253AAAAA

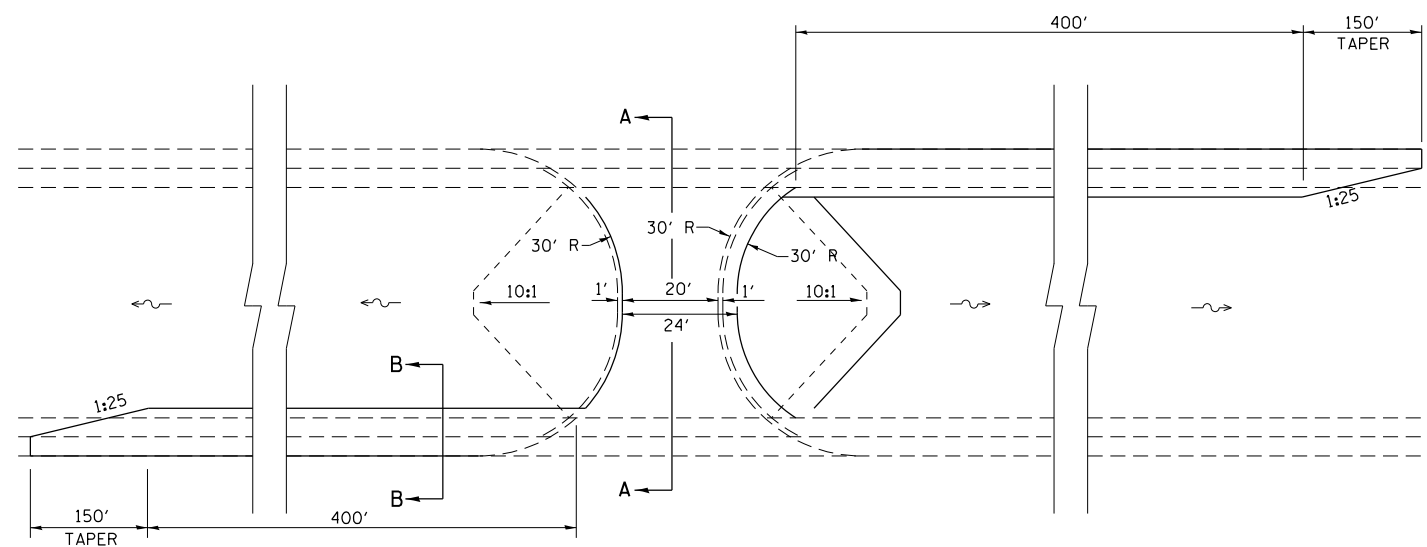
FILE NAME =	USER NAME = Matt Overbey	DESIGNED -	REVISED - 12/06
...\\0570C01-sht-05-District Standards.dgn		DRAWN -	REVISED -
Section 200	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2022 - 9:48:05 PM	DATE - JANUARY 2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

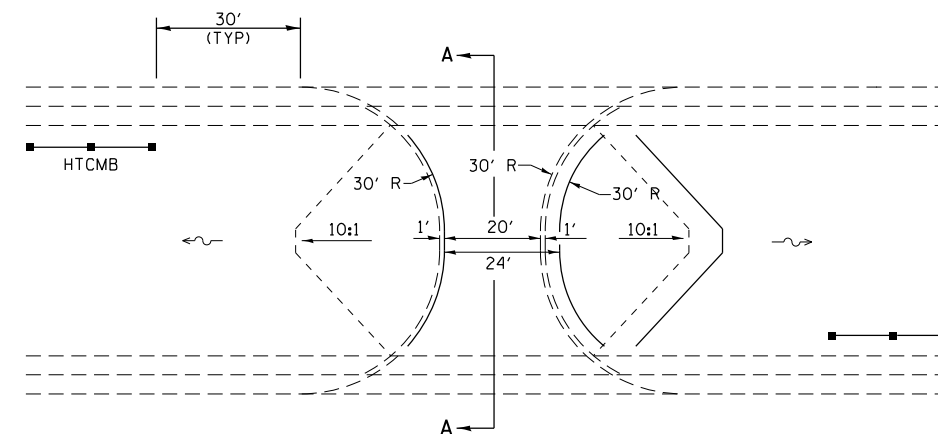
PLANTING DETAILS
DISTRICT 5 DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

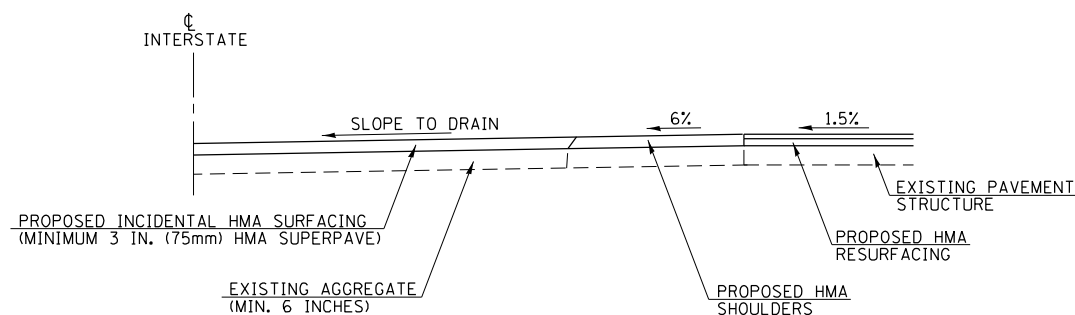
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	986
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



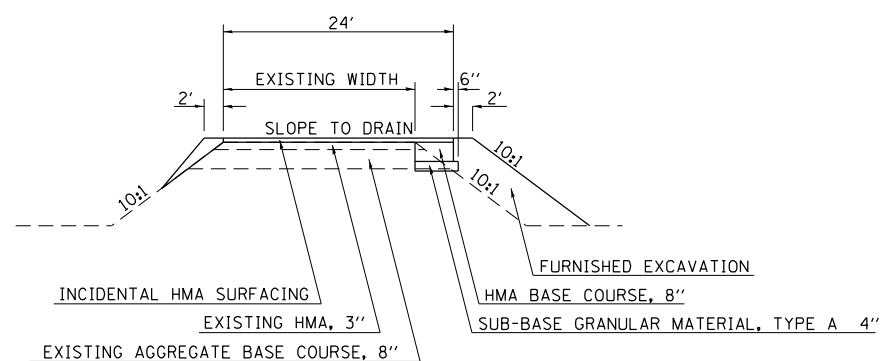
PLAN VIEW WITH DECELERATION LANES
(USE AT "SPOT" LOCATIONS ONLY)



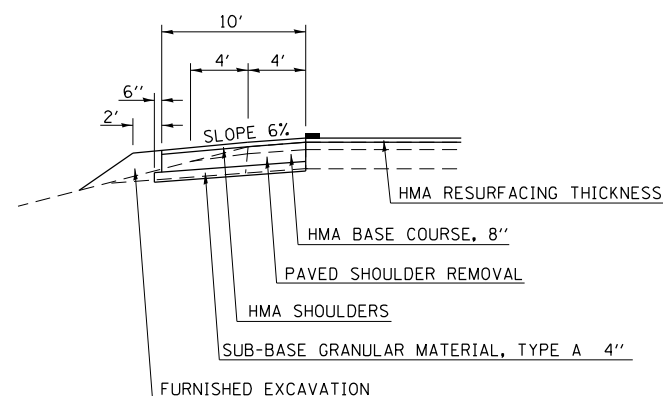
TYPICAL PLAN VIEW
(STANDARD APPLICATION)



SECTION A-A
SYMMETRICAL ABOUT CENTERLINE



ELEVATION



SECTION B-B

GENERAL NOTES

- OMIT SHOULDER RUMBLE STRIPS THROUGHOUT MEDIAN CROSSOVER AND DECELERATION LANES.
- REMOVAL OF EXISTING AGGREGATE SHOULDERS IS INCIDENTAL TO THE COST OF PROPOSED 8" BITUMINOUS CONCRETE BASE COURSE.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED -	REVISED - 12/06 TJB
... \0570C01-sht-05-District Standards.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
Section 300	PLOT DATE = 1/25/2022 9:48:06 PM	DATE - JANUARY 2022	REVISED -

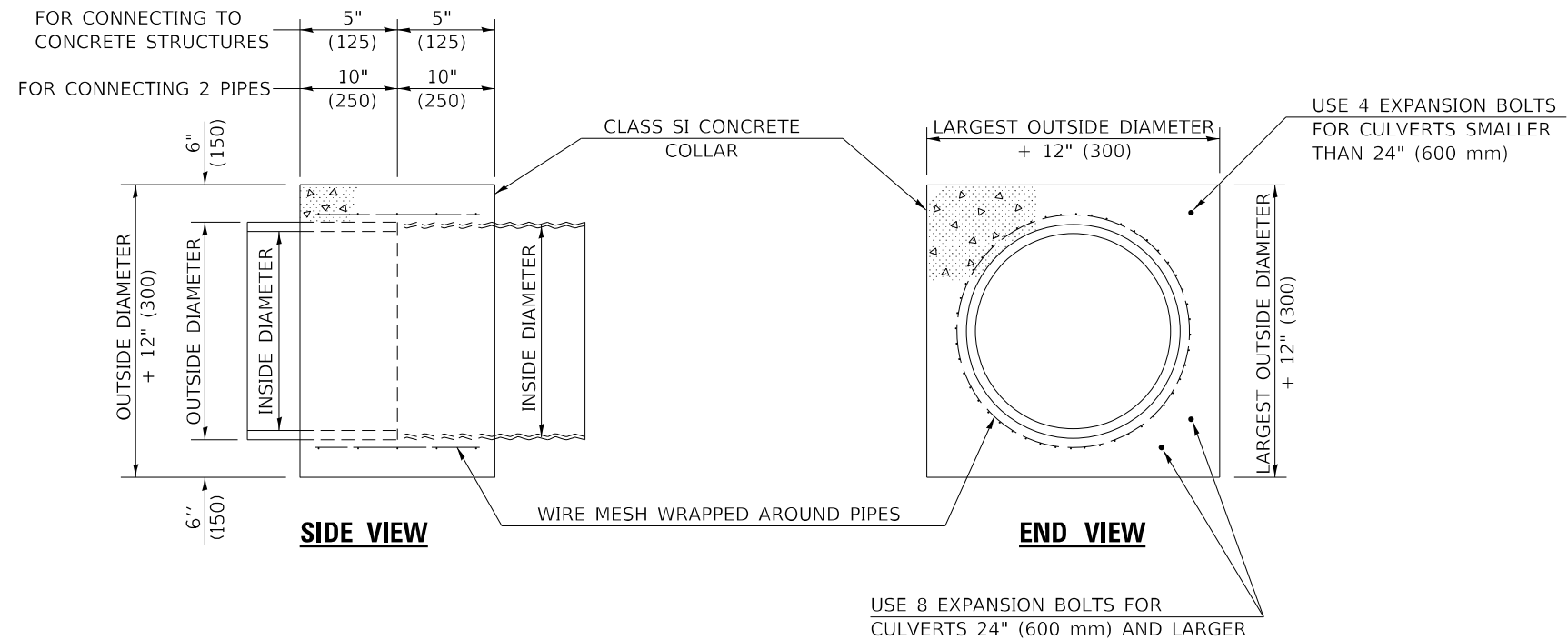
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MEDIAN CROSSOVER
DISTRICT 5 DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 35501316

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	987
			CONTRACT NO. 70C01	
ILLINOIS FED. AID PROJECT				



GENERAL NOTES

1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
2. WHEN CONCRETE COLLARS ARE USED TO CONNECT PIPES OF DIFFERENT OUTSIDE DIAMETERS, THE CONCRETE COLLAR SHALL BE FORMED USING THE LARGEST OUTSIDE DIAMETER (SEE END VIEW).
3. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54#/100 SQ. FT. (2.63 kg/m²).
4. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (HEADWALLS, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, EACH, FOR EXPANSION BOLTS OF THE SIZE SPECIFIED IN THE PLANS.
5. CONCRETE COLLARS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, PER CUBIC YARD (CUBIC METER), FOR CONCRETE COLLARS INCLUDING ALL MATERIAL AND LABOR SPECIFIED TO COMPLETE THE WORK IN PLACE.

QUANTITIES FOR CONCRETE PIPES	
INSIDE DIAMETER OF PIPE	ESTIMATED CLASS SI CONCRETE REQUIRED
INCH (mm)	20" (500 mm) WIDTH CU.YD. (m ³)
4" (100)	0.14 (0.11)
6" (150)	0.16 (0.12)
8" (200)	0.19 (0.14)
10" (250)	0.22 (0.17)
12" (300)	0.25 (0.19)
15" (375)	0.30 (0.23)
18" (450)	0.35 (0.27)
24" (600)	0.45 (0.35)
30" (750)	0.57 (0.43)
36" (900)	0.69 (0.53)
42" (1050)	0.83 (0.63)
48" (1200)	0.97 (0.74)
54" (1350)	1.12 (0.86)
60" (1500)	1.28 (0.98)

QUANTITIES FOR METAL PIPES	
INSIDE DIAMETER OF PIPE	ESTIMATED CLASS SI CONCRETE REQUIRED
INCH (mm)	20" (500 mm) WIDTH CU.YD. (m ³)
4" (100)	0.12 (0.09)
6" (150)	0.14 (0.11)
8" (200)	0.16 (0.12)
10" (250)	0.19 (0.14)
12" (300)	0.21 (0.16)
15" (375)	0.25 (0.19)
18" (450)	0.29 (0.22)
24" (600)	0.38 (0.29)
30" (750)	0.47 (0.36)
36" (900)	0.59 (0.45)
42" (1050)	0.69 (0.53)
48" (1200)	0.81 (0.62)
54" (1350)	0.93 (0.71)
60" (1500)	1.05 (0.81)

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED -	REVISED - 12/06
...\\0570C01-sht-05-District Standards.dgn		DRAWN -	REVISED -
Section 500	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2022 - 9:48:07 PM	DATE - JANUARY 2022	REVISED -

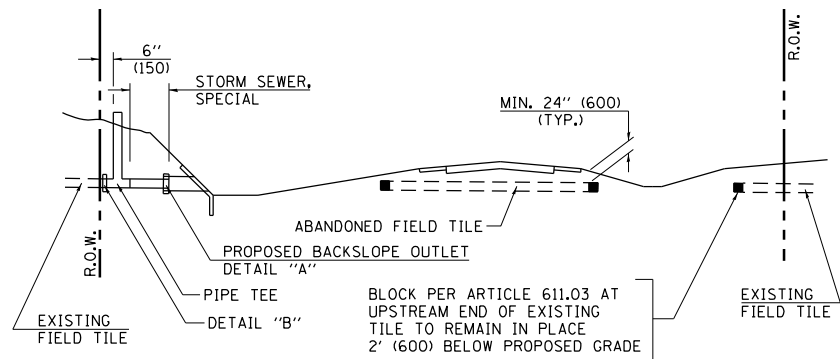
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE COLLAR
DISTRICT 5 DETAILS**

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

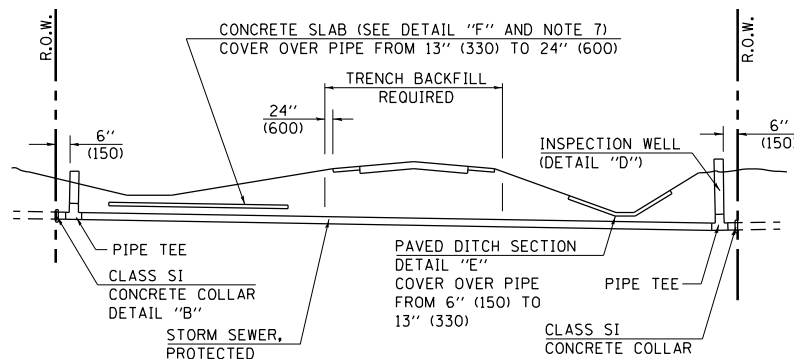
DISTRICT 5 DETAIL NO. 54248510

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	988
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



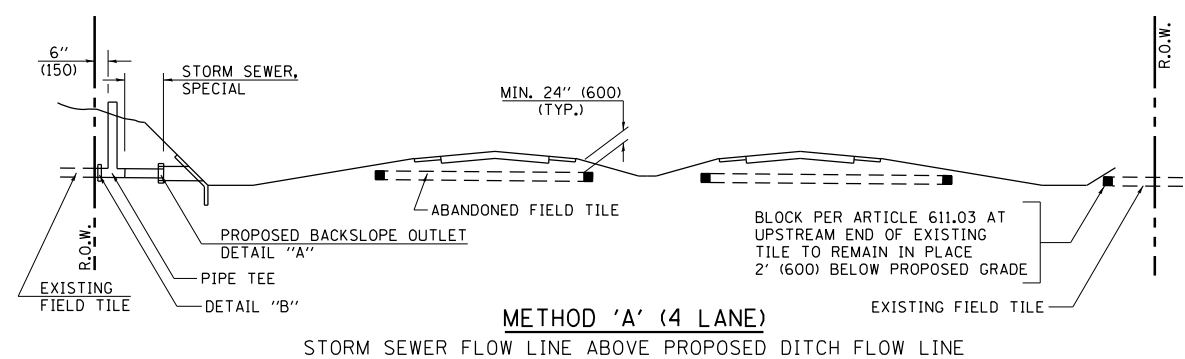
METHOD 'A' (2 LANE)

STORM SEWER FLOW LINE ABOVE PROPOSED DITCH FLOW LINE



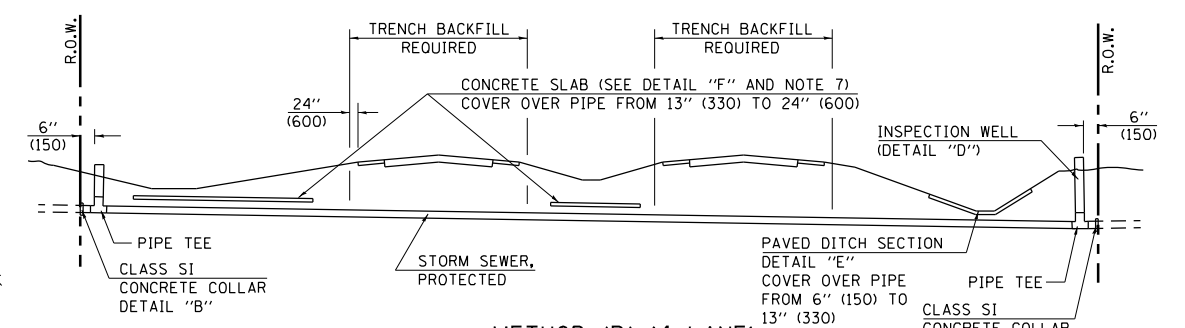
METHOD 'B' (2 LANE)

STORM SEWER LESS THAN 2' (600 mm) BELOW DITCH FLOW LINE AND STORM SEWERS CROSSING UNDER PAVEMENT AND PAVED DITCH



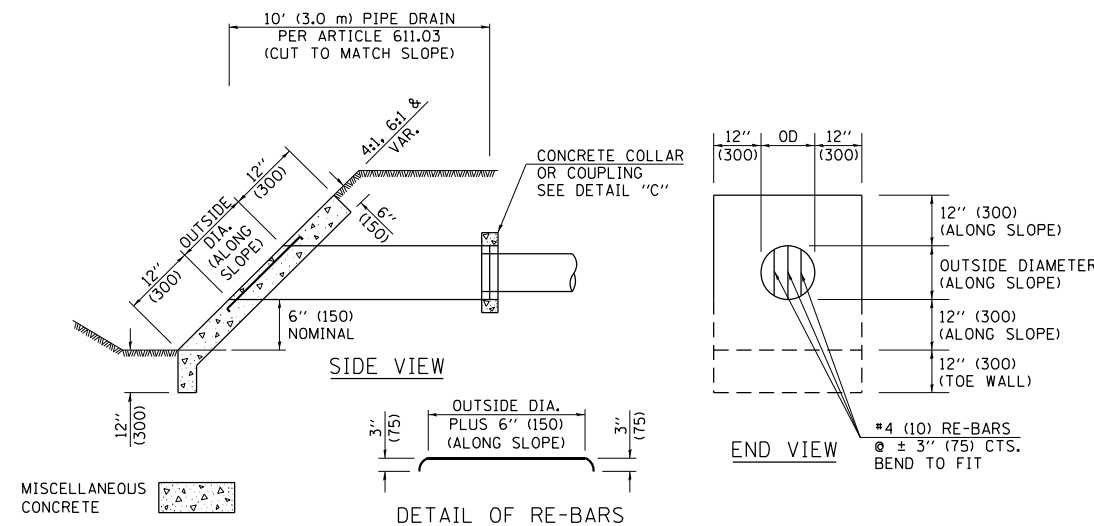
METHOD 'A' (4 LANE)

STORM SEWER FLOW LINE ABOVE PROPOSED DITCH FLOW LINE

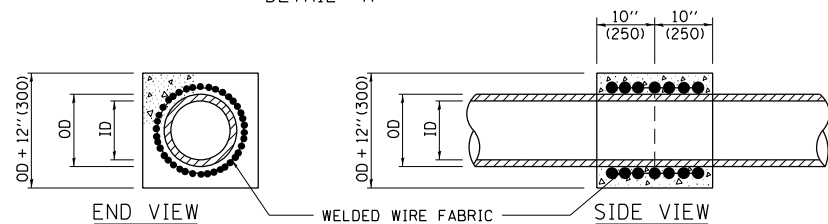


METHOD 'B' (4 LANE)

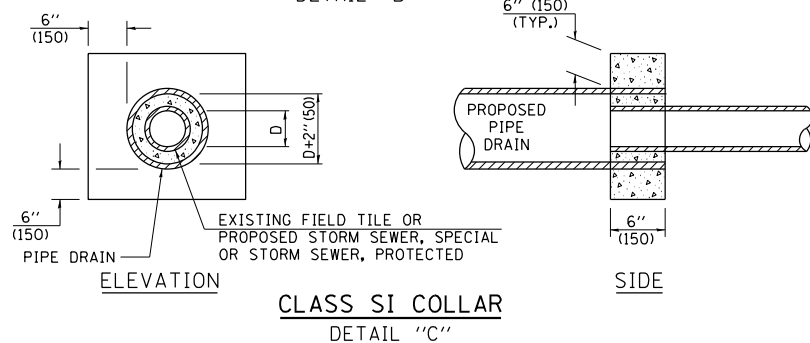
STORM SEWER LESS THAN 2' (600 mm) BELOW DITCH FLOW LINE AND STORM SEWERS CROSSING UNDER PAVEMENTS AND PAVED DITCHES



**HEADWALL FOR BACKSLOPE OUTLET
DETAIL "A"**



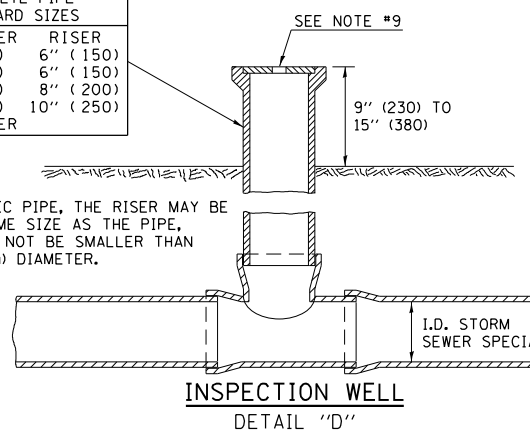
**CONCRETE COLLAR
DETAIL "B"**



**CLASS SI COLLAR
DETAIL "C"**

CONCRETE PIPE STANDARD SIZES	
STORM SEWER RISER	
6" (150)	6" (150)
8" (200)	6" (150)
10" (250)	8" (200)
12" (300)	10" (250)
OR GREATER	

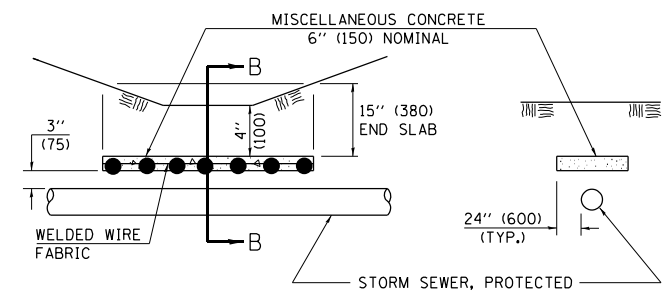
FOR PLASTIC PIPE, THE RISER MAY BE OF THE SAME SIZE AS THE PIPE, BUT SHALL NOT BE SMALLER THAN 4" (100 mm) DIAMETER.



**INSPECTION WELL
DETAIL "D"**

GENERAL NOTES

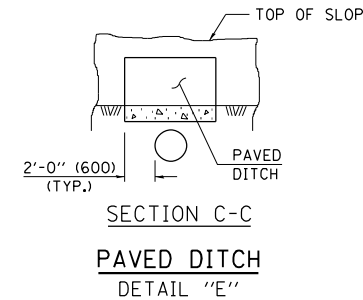
- EXISTING FIELD TILE ENCOUNTERED BY EXPLORATION TRENCH SHALL BE INSPECTED BY THE ENGINEER FOR UNOBSTRUCTED FLOW WITHIN THE LIMITS OF THE RIGHT-OF-WAY.
- ONLY FIELD TILE THAT DOES NOT HAVE SATISFACTORY FLOW AND OR HAS VISIBLE SIGNS OF DETERIORATION (SINK HOLES, ETC.) SHALL BE REPLACED WITHIN THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH METHOD "B".
- INSPECTION WELLS SHALL BE CONSTRUCTED APPROXIMATELY 6" (150 mm) INSIDE OF BOTH RIGHT-OF-WAY LINES AT ALL FIELD TILE LOCATIONS.
- EXISTING FIELD TILE ABANDONED UNDER EXISTING PAVEMENTS OR PAVED SHOULDERS SHALL BE FILLED WITH FLOWABLE GROUT AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.
- NON-CIRCULAR FIELD TILE SHALL BE REPLACED WITH STORM SEWER, SPECIAL OF AT LEAST THE SAME CROSS SECTIONAL AREA. ALL EXISTING FIELD TILE SHALL BE REPLACED WITH STORM SEWER OF THE TYPE REQUIRED FOR THE MINIMUM DEPTH OF COVER.
- THE 6" (150 mm) CONCRETE SLAB OR DITCH LINING SHALL BE POURED THE LENGTH OF THE TRENCH AT ALL DITCH FLOW LINE LOCATIONS WITHIN THE RIGHT-OF-WAY WITH LESS THAN 2' (600 mm) OF EARTH COVER. MISCELLANEOUS CONCRETE SHALL BE USED ACCORDING TO SECTION 611.
- ALL MISCELLANEOUS SLABS, APRONS AND DITCH LININGS SHALL BE REINFORCED WITH WELDED WIRE FABRIC AS SHOWN FOR PAVED DITCH IN STANDARD 606401.
- HEADWALL FOR BACKSLOPE OUTLET MAY BE USED FOR PIPE DRAIN DIAMETERS UP TO 10" (250 mm). SPECIAL DESIGNS WILL BE REQUIRED FOR LARGER SIZES.
- THE INSPECTION WELL LID FOR P.C.C. PIPE SHALL BE CONSTRUCTED OF 3/8" (10 mm) CAST IRON AND PROVIDED WITH A 1" (25 mm) DIAMETER HOLE IN CENTER. THE LID FOR THE OTHER PIPE MATERIALS SHALL BE A GRATE ASSEMBLY PREFABRICATED FOR AND COMPATIBLE WITH THE PIPE SYSTEM.



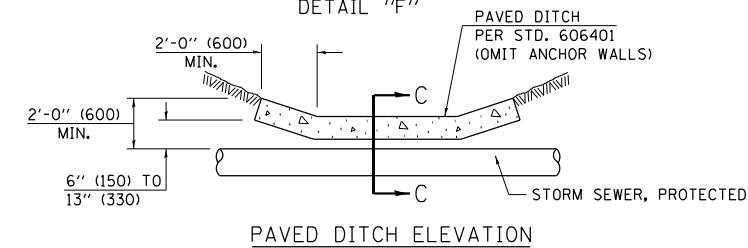
SLAB ELEVATION

**CONCRETE SLAB
DETAIL "F"**

SECTION B-B



**SECTION C-C
PAVED DITCH
DETAIL "E"**



PAVED DITCH ELEVATION

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED -	REVISED - 11/06
...\\0570C01-sht-05-District Standards.dgn		DRAWN -	REVISED -
Section 600	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2022 - 9:48:09 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

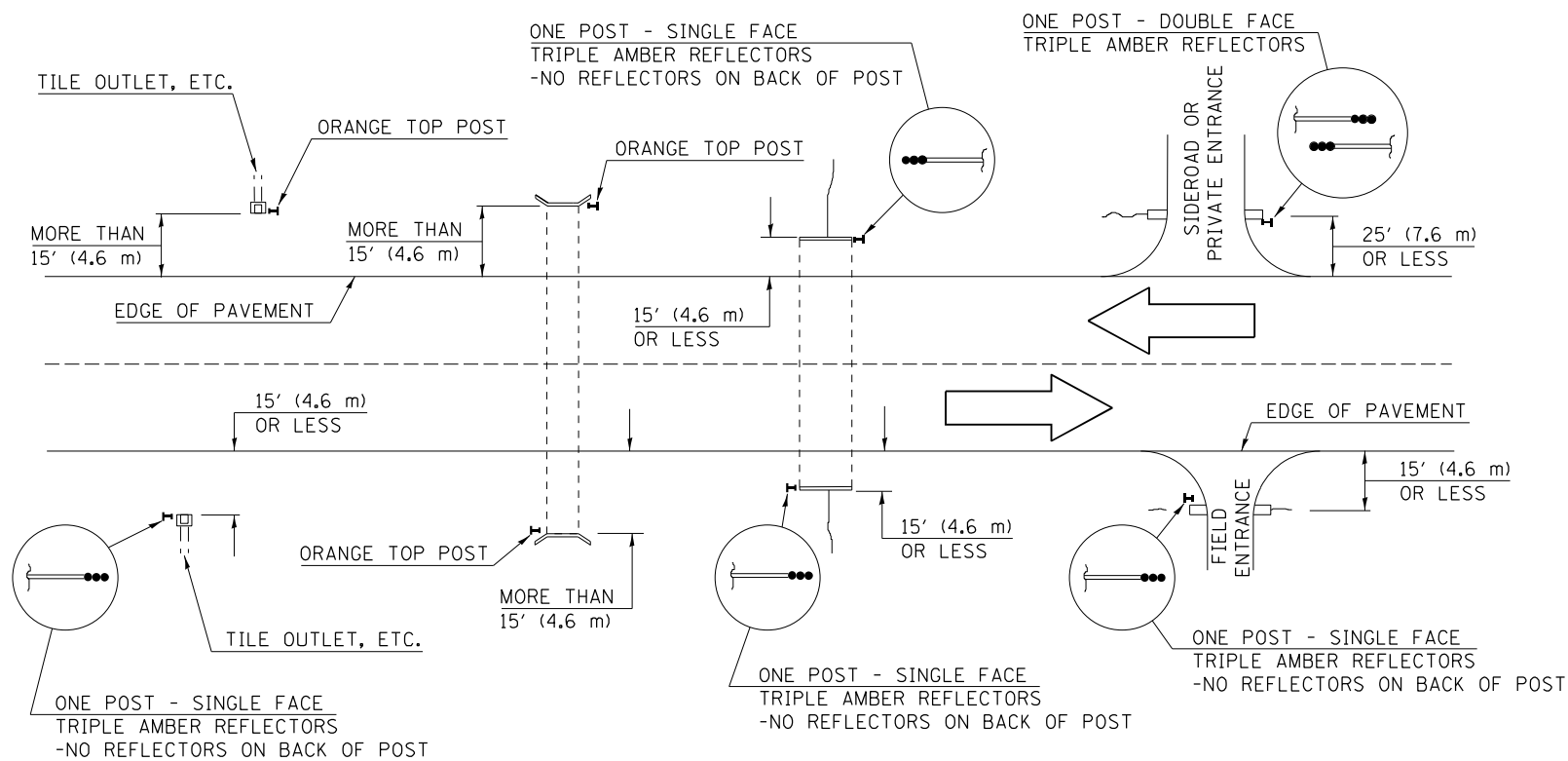
**FIELD TILE SYSTEMS (TREATMENT OF EXISTING)
DISTRICT 5 DETAILS**

SCALE: SHEET OF SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 61101011A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	989
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

IDENTIFICATION OF ROADSIDE HAZARDS FOR TWO-LANE ROADWAYS



BILL OF MATERIALS

DELINEATOR TYPE	SINGLE FACE	DOUBLE FACE	NO REFLECTOR	TOTAL DELINEATORS
SINGLE CRYSTAL		N/A	N/A	
DOUBLE CRYSTAL			N/A	
SINGLE AMBER			N/A	
DOUBLE AMBER		N/A	N/A	
TRIPLE AMBER			N/A	
ORANGE TOP	N/A	N/A		
			TOTAL	

NOTES

DELINEATORS FOR ROADSIDE HAZARDS SHALL ONLY BE PLACED AT LOCATIONS WHERE THERE IS NO GUARDRAIL, OR OTHER PERMANENT BARRIER, ON THE SAME SIDE OF ROAD AS THE HAZARD.

DELINEATORS FOR ROADSIDE HAZARDS SHALL ONLY BE PLACED AT LOCATIONS WHERE DELINEATORS ARE NOT IN PLACE ALONG THE EDGE OF SHOULDER.

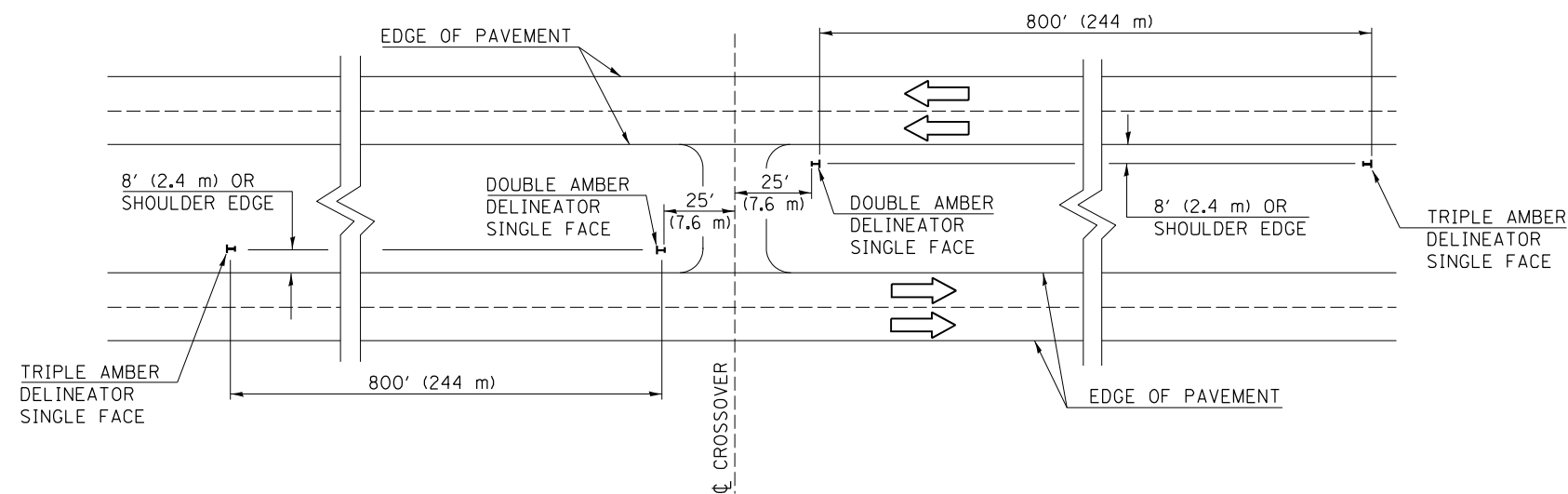
EACH POST SHALL BE CONSIDERED AS ONE DELINEATOR FOR PAYMENT, REGARDLESS OF THE NUMBER OF DELINEATORS ATTACHED TO IT.

POSTS INDICATED AS "ORANGE TOP" SHALL HAVE NO REFLECTORS. THEY SHALL HAVE THE TOP 12" (300 mm) (MINIMUM) OF THE POST PAINTED A BRIGHT ORANGE COLOR SIMILAR TO CONSTRUCTION SIGNS, AND SHALL MEET THE APPROVAL OF THE ENGINEER. FLUORESCENT PAINT OR OTHER SPECIAL RETROREFLECTIVE COATINGS WILL NOT BE REQUIRED.

FOR ONE-WAY ROADWAYS THE APPLICATION SHALL BE SIMILAR WITH DELINEATORS PLACED ON THE TRAFFIC APPROACH SIDE OF HAZARDS AND OBJECTS. ONLY SINGLE FACE DELINEATORS WILL BE REQUIRED ON ONE-WAY ROADWAYS.

FOR OTHER DELINEATOR APPLICATIONS, REFER TO HIGHWAY STANDARD 635001.

MEDIAN DELINEATORS AT CROSSOVER
(FOR INTERSTATES, EXPRESSWAYS, DUAL HIGHWAYS)



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 63500105

FILE NAME =	USER NAME = Matt Overbey	DESIGNED -	REVISED - 12/06
... \0570C01-sht-05-District Standards.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
Section 600	PLOT DATE = 1/25/2022 - 9:48:09 PM	DATE - JANUARY 2022	REVISED -

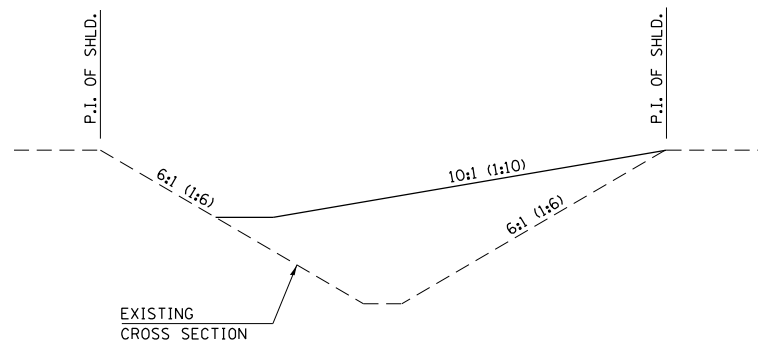
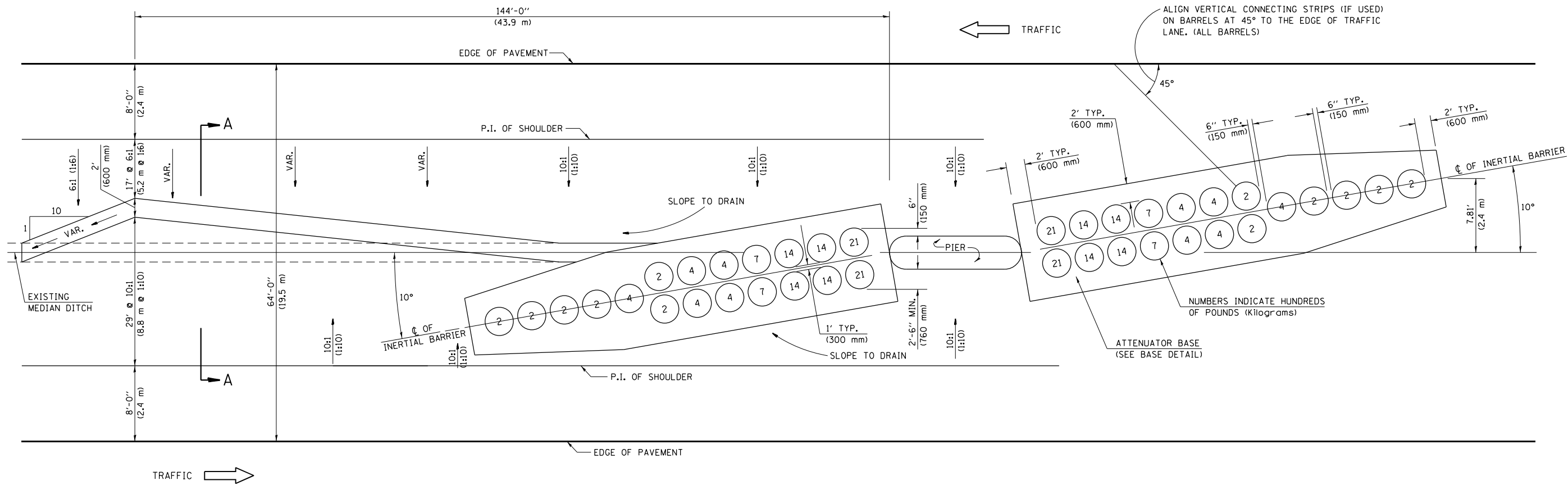
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DELINEATORS
DISTRICT 5 DETAILS

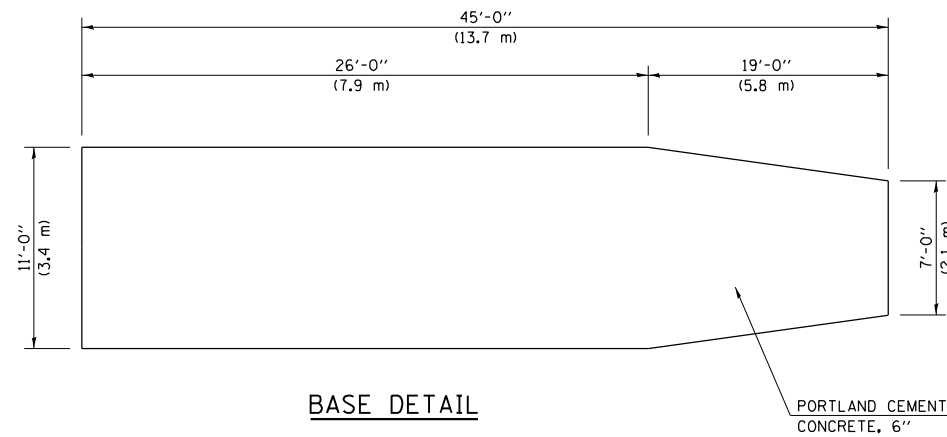
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	990
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

70 MPH (110 km/h) DESIGN - 64' (19.5 m) MEDIAN



SECTION A-A
GRADING AND SHAPING DETAIL



BASE DETAIL

GENERAL NOTES

1. ALL 10:1 (1:10) SLOPES SHOWN ON THIS DETAIL SHALL BE CONSTRUCTED 10:1 (1:10) OR FLATTER.
2. THE SLOPES AS SHOWN ON THIS DETAIL SHALL APPLY TO BOTH ENDS OF THE BRIDGE PIERS.
3. THE LENGTH X WIDTH OF MODULE LAYOUT IS 41.0' x 7.0' : 19 MODULES - 14,400 LBS.
(12.5 m x 2.1 m : 19 MODULES - 6532 kg).
4. IN AREAS OF 10:1 (1:10) SLOPES PRECEDING THE ATTENUATOR IN THE MEDIAN INSTALLATION, FOUR OR MORE WOOD POSTS SHALL BE PLACED AT 5' (1.5 m) INTERVALS IN THE MEDIAN \bar{C} . SEE SPECIAL PROVISIONS AND SCHEDULES.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. Z0030150D

FILE NAME =	USER NAME = Matt Overbey	DESIGNED -	REVISED - 11/06
... \0570C01-sht-05-District Standards.dgn		DRAWN -	REVISED - 12/08
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED - 05/11
Section 600	PLOT DATE = 1/25/2022 - 9:48:09 PM	DATE - JANUARY 2022	REVISED -

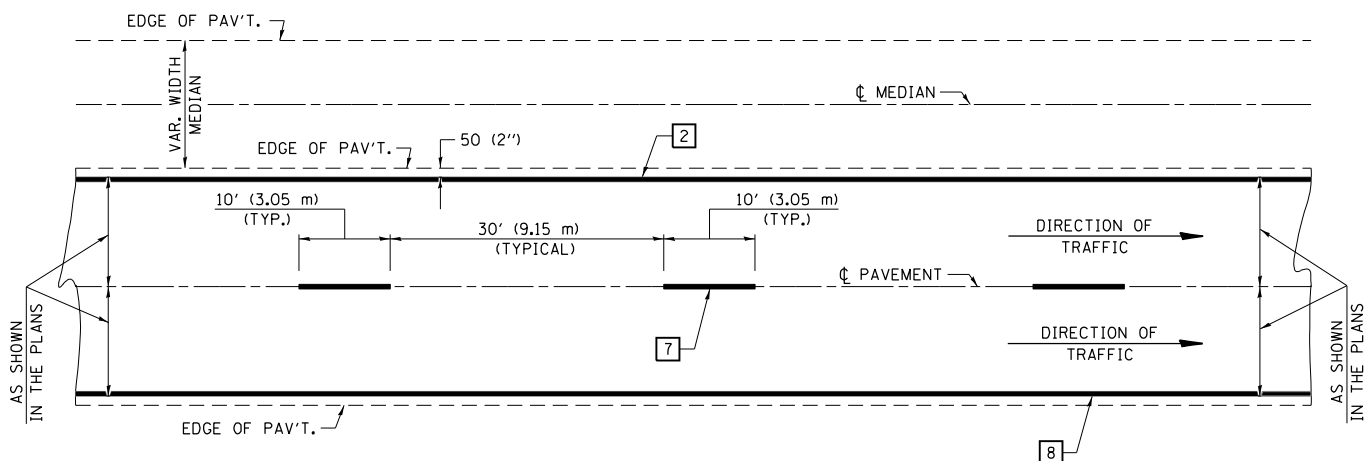
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IMPACT ATTENUATORS (NON-REDIRECTIVE) TEST LEVEL 3
DISTRICT 5 DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	991
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

CENTERLINE INTERSTATE OR MULTI-LANE TWO WAY DIVIDED HIGHWAY

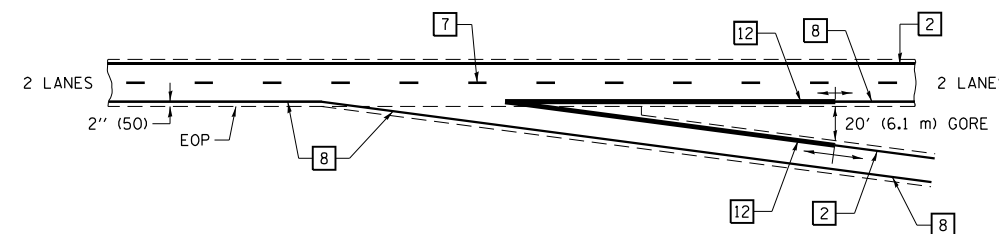


NOTE: PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.

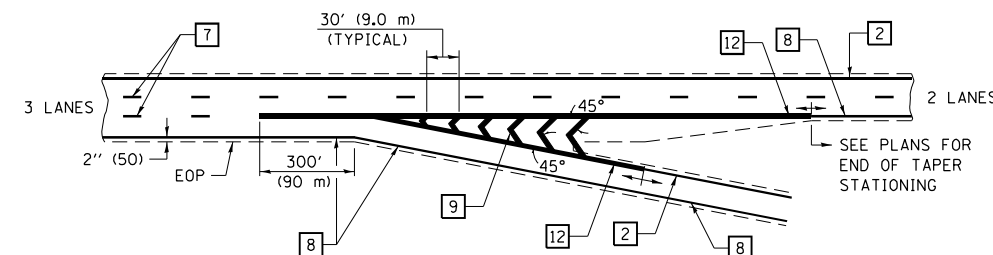
NOTE: SEE ARTICLES 780.04 & 781.03 FOR LOCATION OF STRIPES AND MARKERS RELATIVE TO EDGES OR JOINTS.

FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO STANDARD 781001.

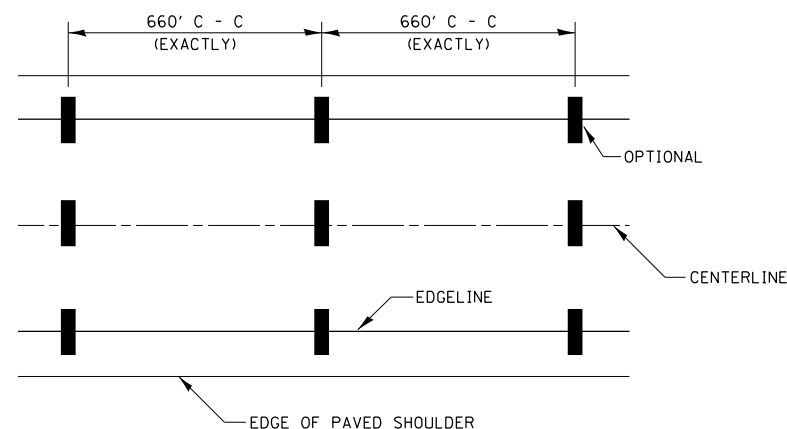
TYPICAL EXIT RAMP TERMINAL



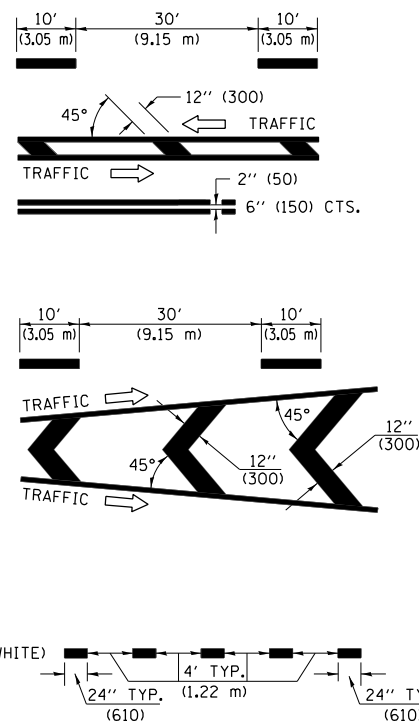
EXIT RAMP TERMINAL with EXCLUSIVE (auxiliary) LANE



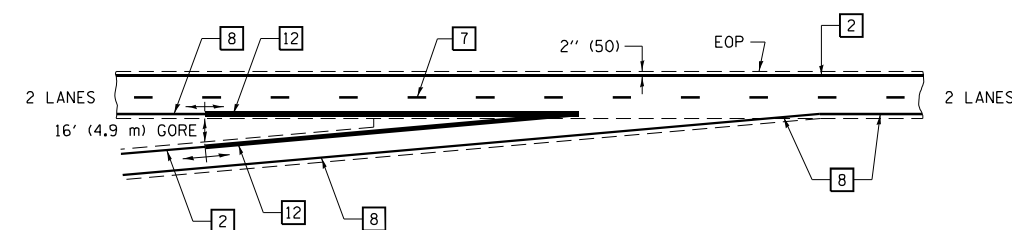
TYPICAL PAVEMENT MARKING LEGEND



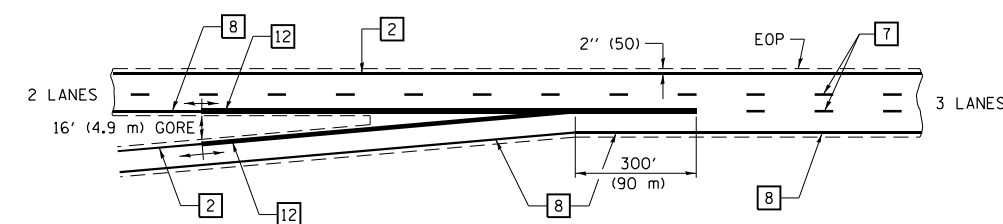
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) LANE LINE EXTENSIONS (WHITE)



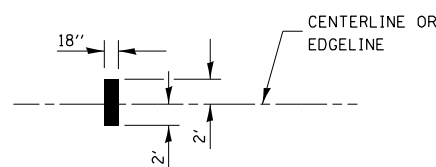
TYPICAL ENTRANCE RAMP TERMINAL



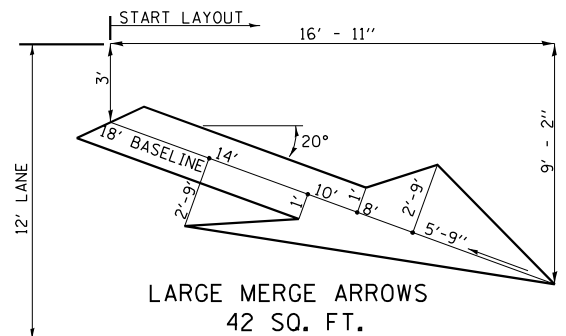
ENTRANCE RAMP TERMINAL with EXCLUSIVE LANE



IT WILL BE NECESSARY TO HAVE A REPRESENTATIVE OF THE STATE POLICE PRESENT SO THAT THE ACCURACY OF MEASUREMENT CAN BE ATTESTED TO IN COURT.



AERIAL SPEED CHECK ZONES



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800BBBB

FILE NAME =	USER NAME = Matt Overbey	DESIGNED -	REVISED - 11/06
... \0570C01-sht-05-District Standards.dgn		DRAWN -	REVISED -
Section 700	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2022 - 9:48:11 PM	DATE - JANUARY 2022	REVISED -

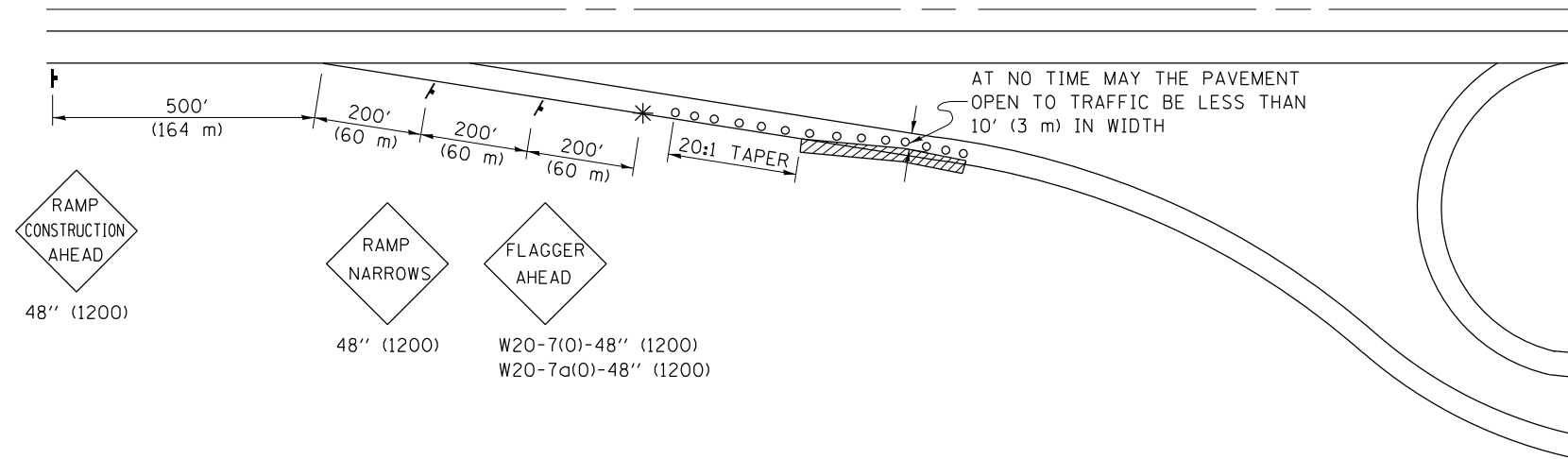
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING (INTERSTATE MULTI-LANE APPLICATIONS)
DISTRICT 5 DETAILS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	992
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				

**APPLICATION NO. 1
DAY OPERATION ONLY
PARTIAL RAMP CLOSURE**



SYMBOLS

- (APPLICATION NO. 1) TYPE I OR II BARRICADES OR DRUMS @ 50' (15 m) CTS.
- ⦿ (APPLICATION NO. 2) TYPE I OR II BARRICADES OR DRUMS @ 25' (7.5 m) CTS. W/STEADY BURNING LIGHTS
- * (APPLICATION NO. 1) FLAGGER PLACED AS DIRECTED BY THE ENGINEER
- † SIGN ON PORTABLE OR PERMANENT SUPPORT
- ▨ WORK AREA

TYPICAL APPLICATIONS

- PAVEMENT PATCHING
- PIPE UNDERDRAINS
- HMA RESURFACING

GENERAL NOTES

CONSTRUCTION OPERATIONS SHALL BE CONFINED TO AN AREA NARROW ENOUGH THAT A MINIMUM OF 10' (3 m) OF PAVEMENT SHALL BE OPEN TO TRAFFIC AT ALL TIMES.

FULL WIDTH PAVEMENT ON THE RAMPS SHALL BE OPEN TO TRAFFIC AT NIGHT.

WHEN NO WORK IS BEING PERFORMED, THE FLAGGER WILL NOT BE REQUIRED. IF THE FLAGGER IS NOT PRESENT, THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED.

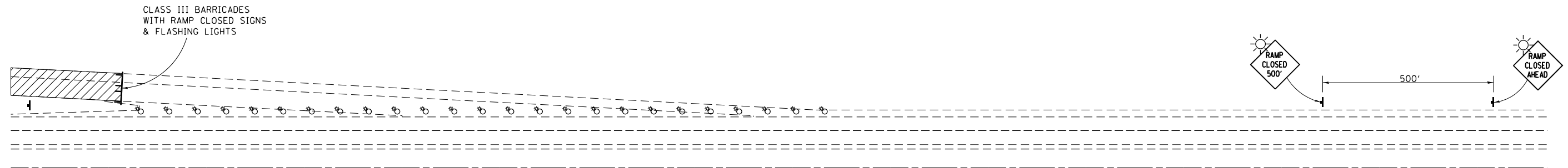
ALL SIGNS SHALL BE POST MOUNTED IF WORK IN THE AREA EXCEEDS FOUR DAYS OF DAYTIME OPERATIONS.

LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.

ALL VEHICLES, EQUIPMENT, WORKERS (EXCEPT FLAGGER) AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE DISTRICT ENGINEER.

Traffic Control for all ramps shall be in accordance with the appropriate application of plan detail **TRAFFIC CONTROL FOR RAMPS** and will not be paid for separately, but shall be included in the contract lump sum prices for Traffic Control and Protection, Standard 701401 and Traffic Control and Protection, Standard 701406.

**APPLICATION NO. 2
RAMP CLOSURE**



GENERAL NOTES

STEADY BURN LIGHTS ARE NOT REQUIRED FOR DAYTIME OPERATIONS.

CONTACT THE DISTRICT TRAFFIC OPERATIONS ENGINEER AT 217-465-4181, ONE WEEK PRIOR TO CLOSING THE RAMP.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED -	REVISED - 11/09
...\\0570C01-sht-05-District Standards.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
Section 700	PLOT DATE = 1/25/2022 - 9:48:11 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL FOR RAMPS
DISTRICT 5 DETAILS**

SCALE: SHEET OF SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 70103710				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	993
			CONTRACT NO. 70C01	
ILLINOIS FED. AID PROJECT				

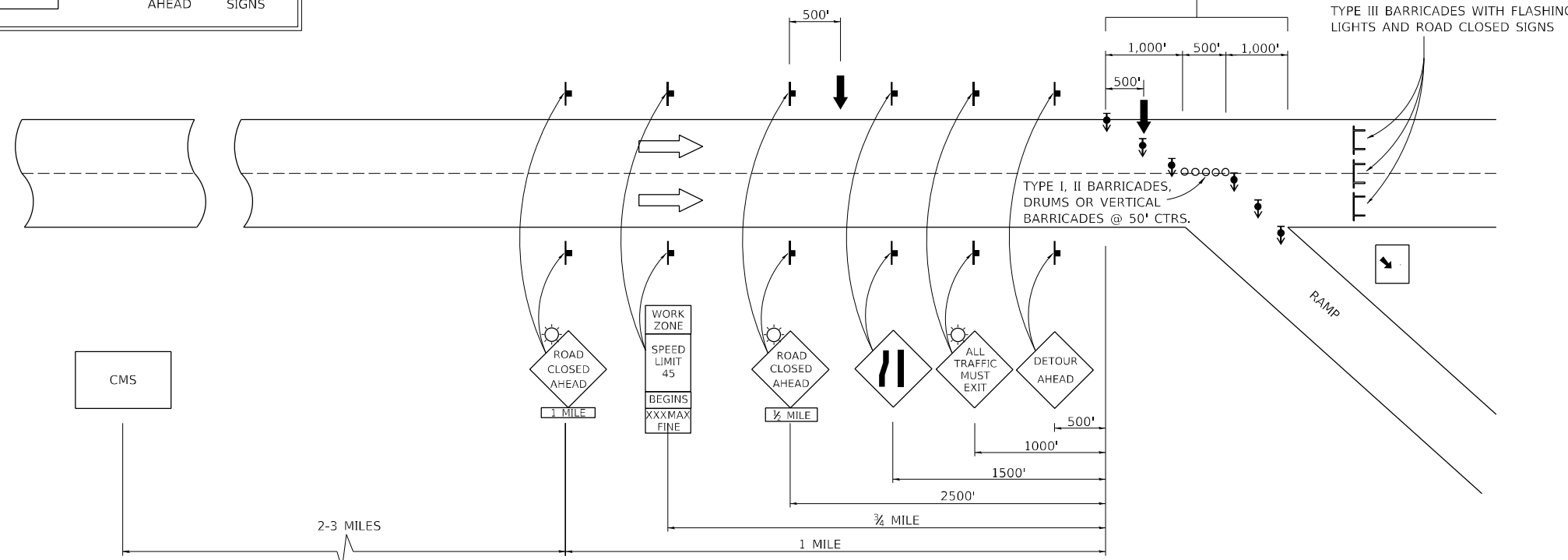
INTERSTATE DETOUR USING ENTRANCE AND EXIT RAMP

A CHANGEABLE MESSAGE SIGN SHALL BE USED
IN ADVANCE OF SIGNING TO WARN OF CLOSURE

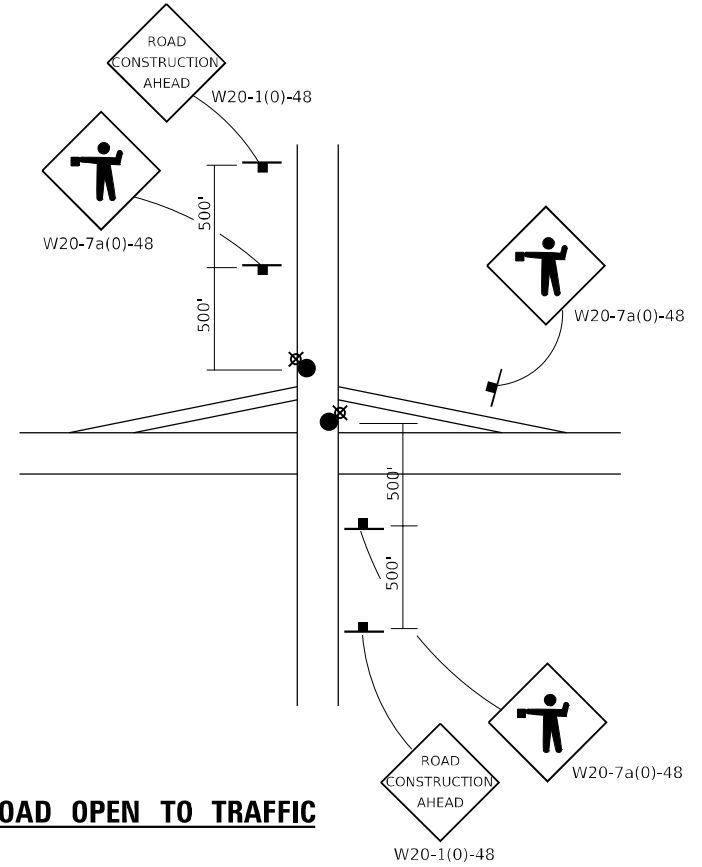
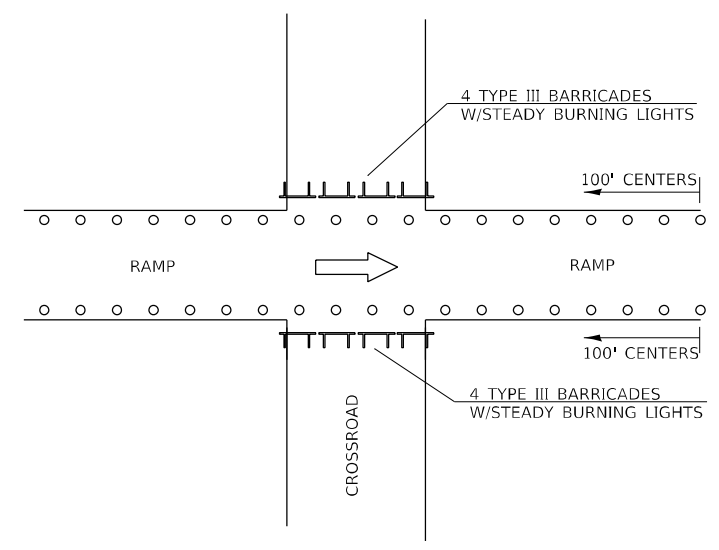
CMS	ROAD CLOSED	2-3 MILES AHEAD	FOLLOW DETOUR SIGNS
-----	----------------	-----------------------	---------------------------

DIRECTIONAL BARRICADES WITH STEADY
BURNING LIGHTS AT 50' (15 m) CTS. IN TAPER.
DRUMS WITH STEADY BURNING LIGHTS IN TANGENT
(BETWEEN TAPERS) AT 100' (30 m) CTS.

FOR OFF PEAK CLOSURES LESS THAN 24 HOURS,
THE TANGENT SECTION MAY BE OMITTED BY
APPROVAL OF THE ENGINEER.



SYMBOLS	
	ARROW BOARD
	SIGN
	DRUM W/STEADY BURNING LIGHT
	TYPE III BARRICADE
	DIRECTIONAL BARRICADE W/STEADY BURNING LIGHT
	LIGHTED FLAGGER STATIONS



Note: All dimensions are in INCHES
(millimeters) unless otherwise shown.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED -	REVISED -
...\\0570C01-sht-05-District Standards.dgn		DRAWN -	REVISED -
Section 700	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2022 - 9:48:12 PM	DATE - JANUARY 2022	REVISED -

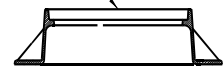
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION FOR TEMPORARY DETOUR
DISTRICT 5 DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

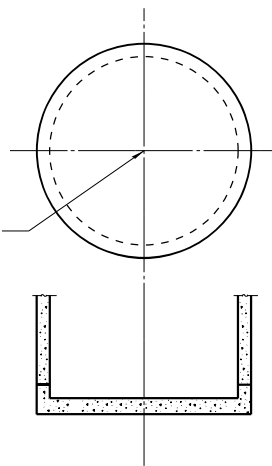
DISTRICT 5 DETAIL NO. X7011005				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	994
			CONTRACT NO. 70C01	
ILLINOIS FED. AID PROJECT				

ELEVATION GIVEN IN SCHEDULE & PLANS

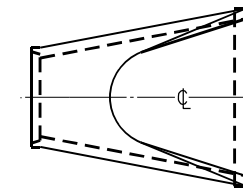


TYPE 1 FRAME AND LID

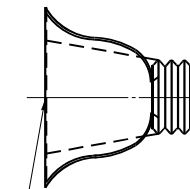
STATION AND OFFSET GIVEN IN SCHEDULE AND PLANS TO CENTER OF STRUCTURE



MANHOLES AND INLETS, TYPE A AND TYPE B



CONC. END SECTIONS



METAL END SECTIONS

STATION, OFFSET & INVERT GIVEN IN SCHEDULE & PLANS

ELEVATION GIVEN IN SCHEDULE & PLANS

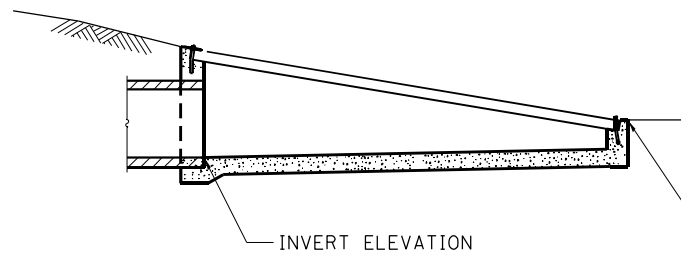


TYPE 8 GRATE

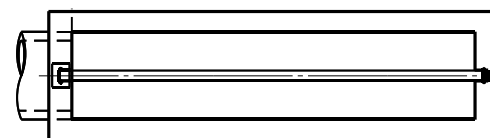
STATION, OFFSET, AND ELEVATION GIVEN IN SCHEDULE & PLANS



TYPE 20 FRAME AND GRATE

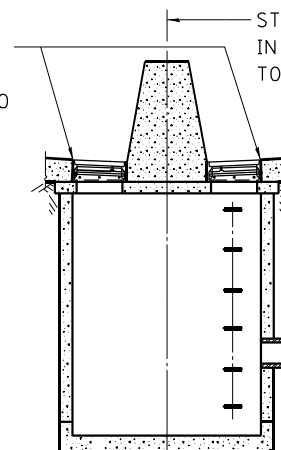


INLET BOX STANDARD 542511 (TYPE 24 C)



STATION, OFFSET & ELEV. GIVEN IN SCHEDULE & PLANS

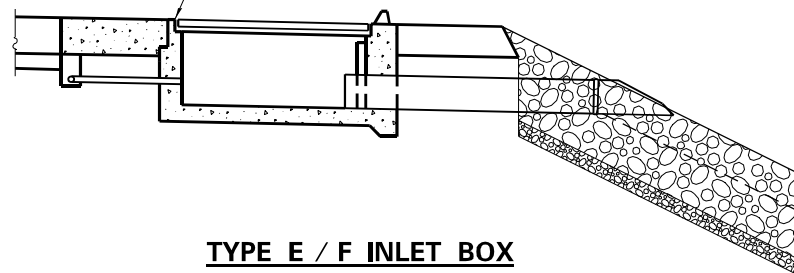
ELEVATION GIVEN IN SCHEDULE & PLANS TO EDGE OF TYPE 20 FRAME & GRATE



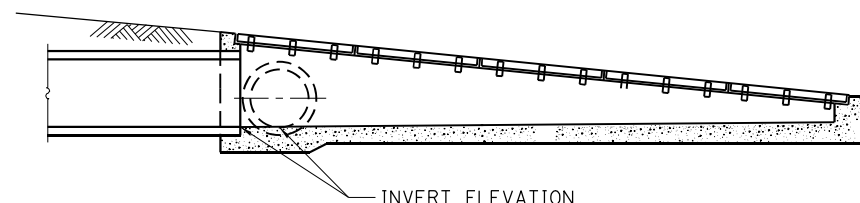
DRAINAGE STRUCTURE TYPE 4 WITH TWO TYPE 20 FRAME AND GRATES

STATION, OFFSET GIVEN IN SCHEDULE & PLANS TO CENTER OF STRUCTURE

STATION, OFFSET & ELEV. GIVEN IN SCHEDULE & PLANS



TYPE E / F INLET BOX



INLET BOX STANDARD 542531 (TYPE 24 G)

STATION, OFFSET & ELEV. GIVEN IN SCHEDULE & PLANS

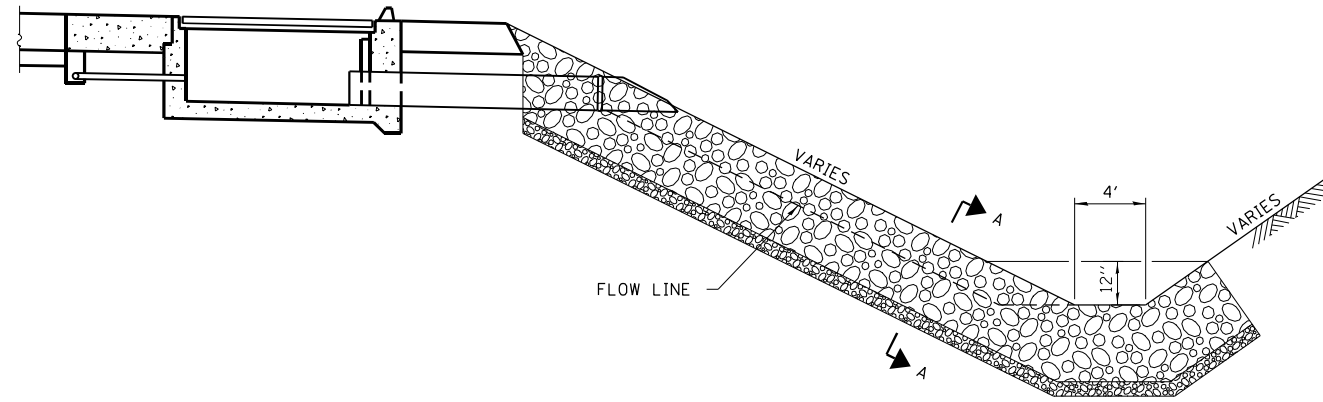
FILE NAME = ... \D570C01-sht-Det-DrainRef.dgn	USER NAME = Matt Overbey	DESIGNED - SCD	REVISED -
Default	PLOT SCALE = 2.0000' / in.	DRAWN - SCD	REVISED -
	PLOT DATE = 1/25/2022 - 9:55:56 PM	CHECKED - OE1	REVISED -
		DATE - JANUARY 2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

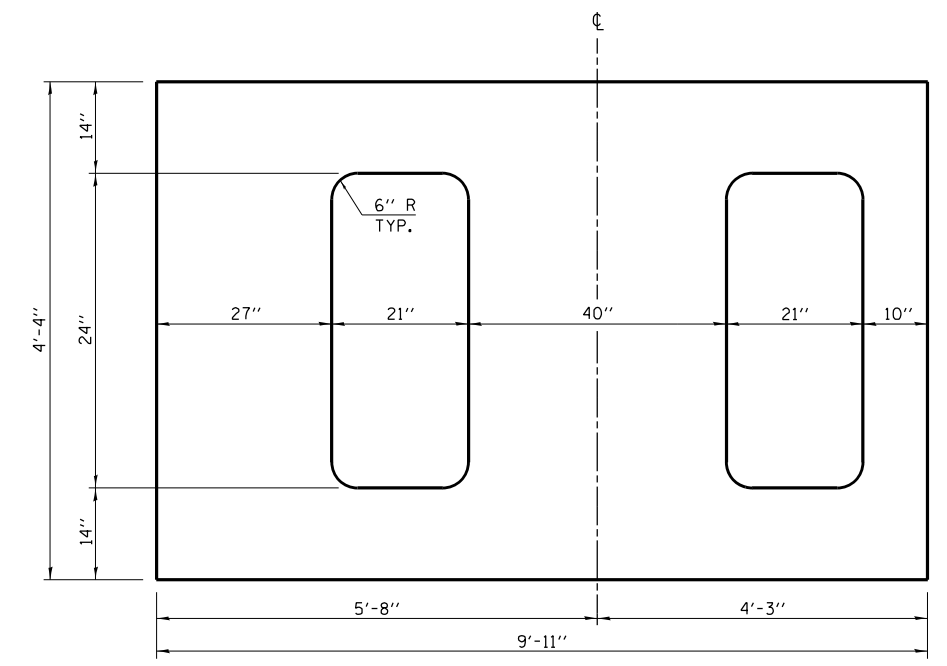
MISCELLANEOUS DETAILS
DRAINAGE STRUCTURE REFERENCE POINTS

SCALE: SHEET OF SHEETS STA. TO STA.

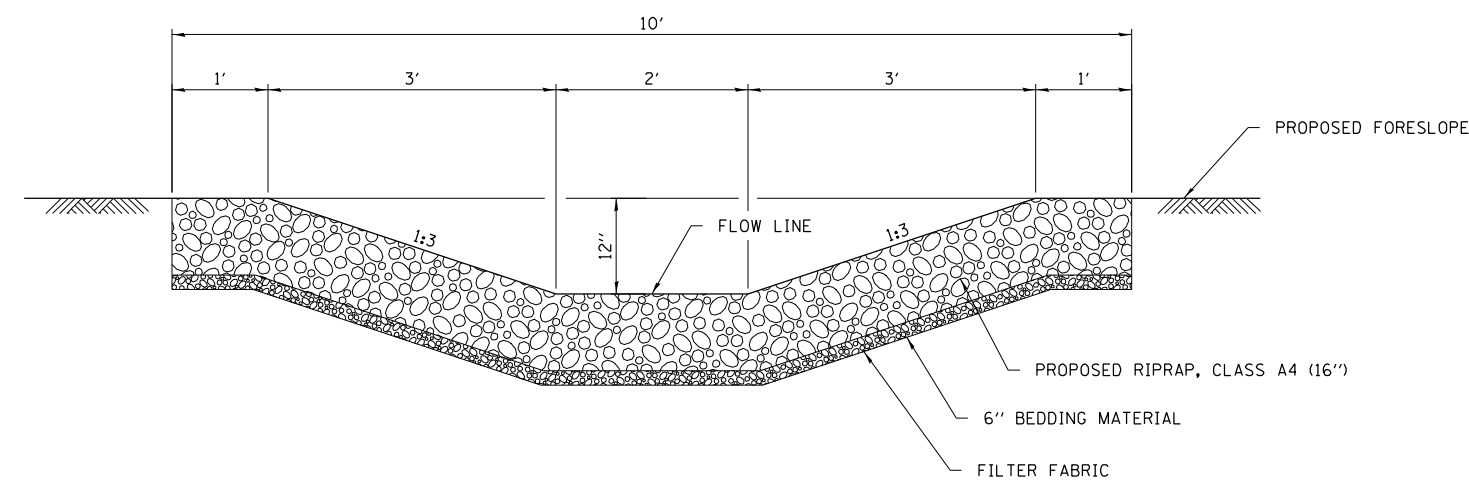
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	995
				CONTRACT NO. 70C01
ILLINOIS FED. AID PROJECT				



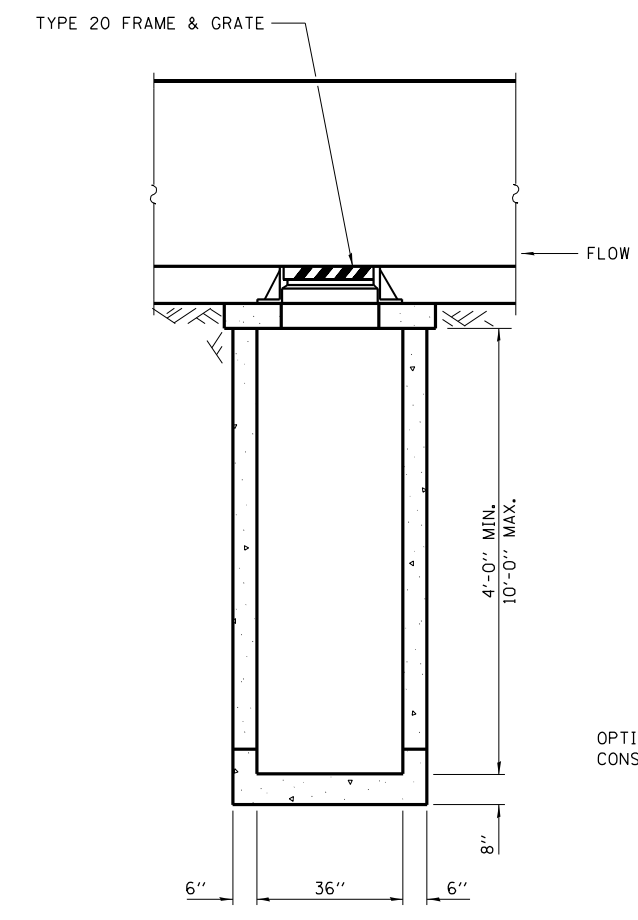
RIPRAP DETAIL AT DRAINAGE OUTLET



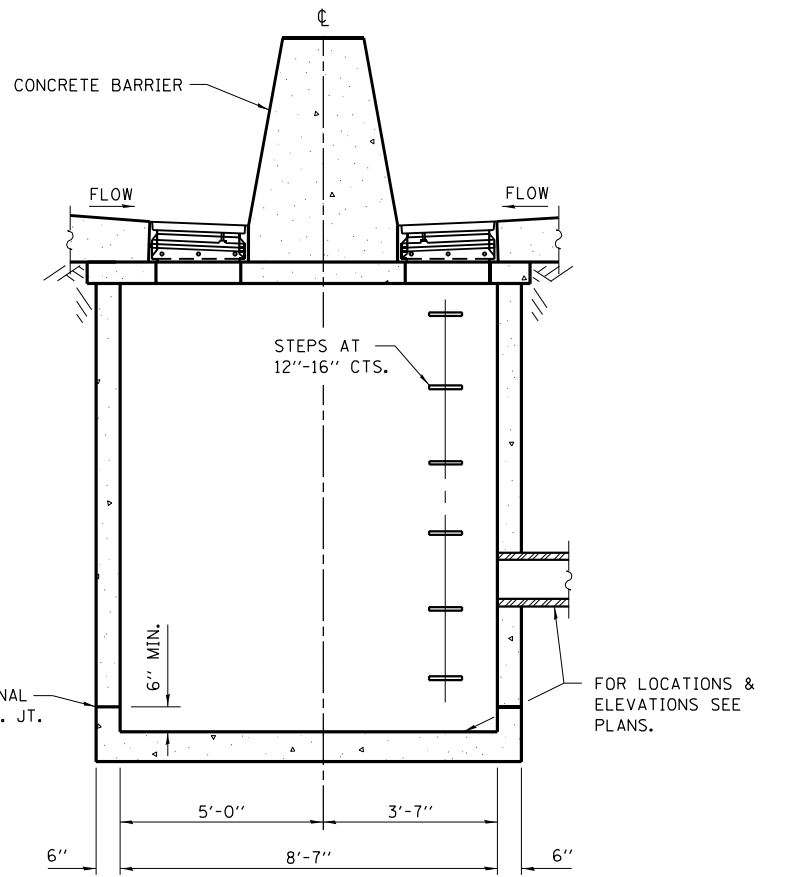
REINFORCED LID - TYPE 4



SECTION A-A



FRONT ELEVATION - TYPE 4



SIDE ELEVATION - TYPE 4

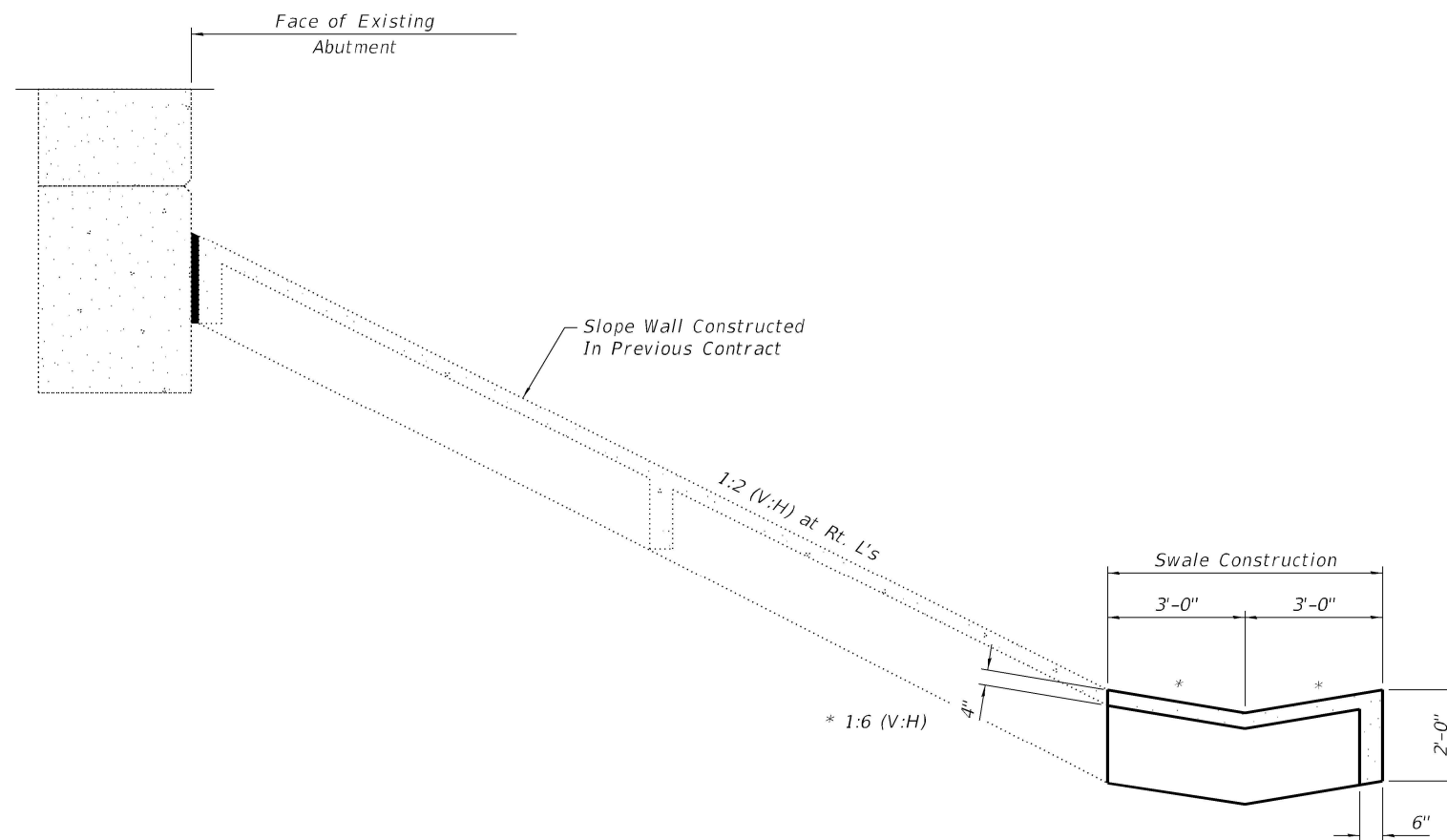
FILE NAME = ... \0570C01-sht-Det-DrainDetail.dgn	USER NAME = Matt Overbey	DESIGNED - SCD	REVISED -
Default	PLOT SCALE = 2.0000' / in.	DRAWN - RG	REVISED -
	PLOT DATE = 1/25/2022 - 9:56:00 PM	CHECKED - OE1	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS DETAILS
RIPRAP AND DRAINAGE STRUCTURE TYPE 4 SPECIAL**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	996
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



**SECTION THRU CONCRETE
SWALE AT EXISTING SLOPEWALL**

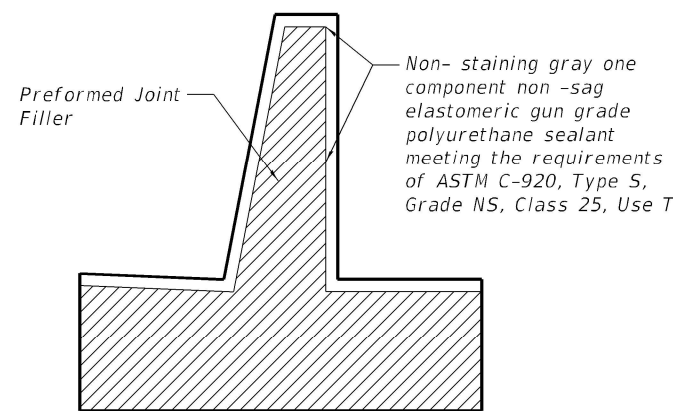
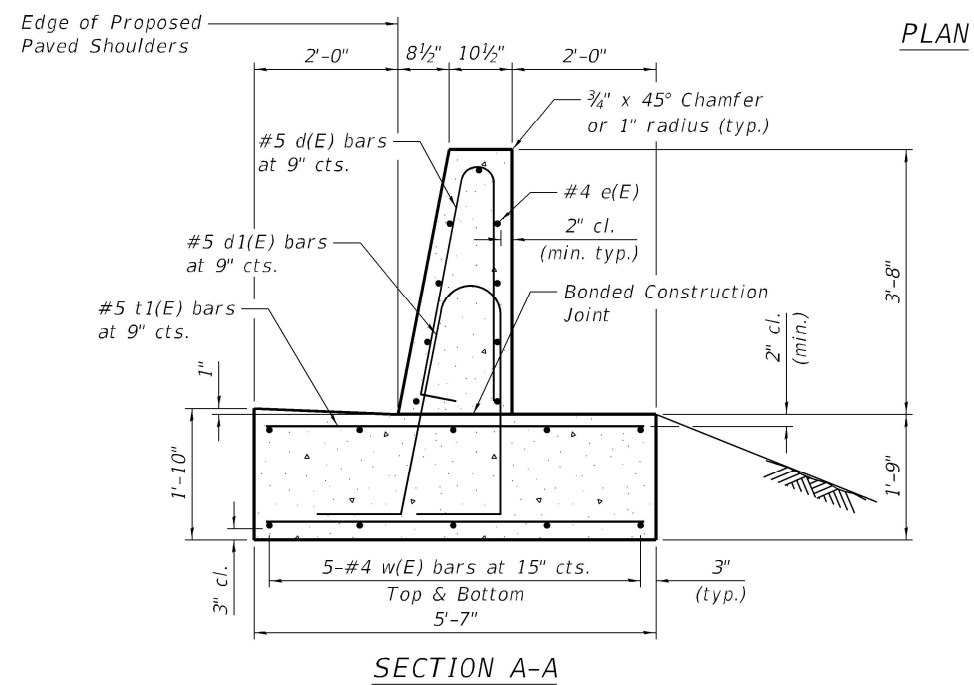
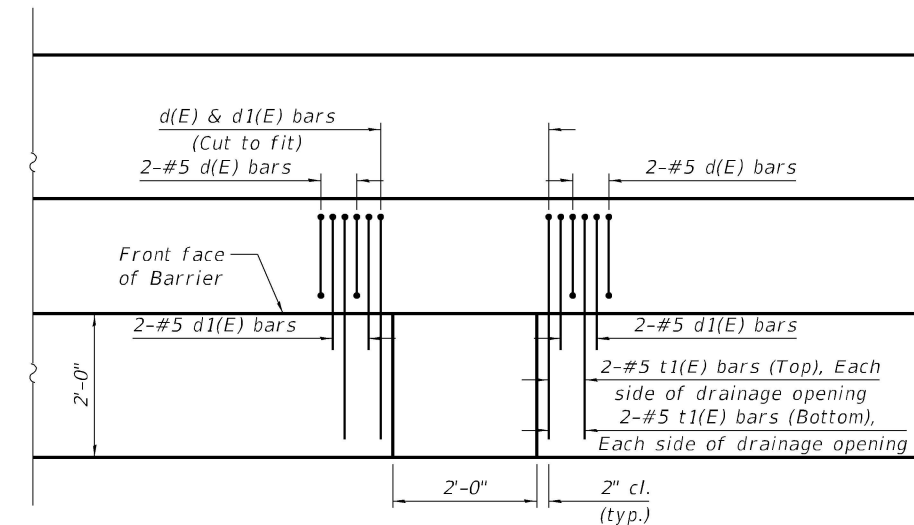
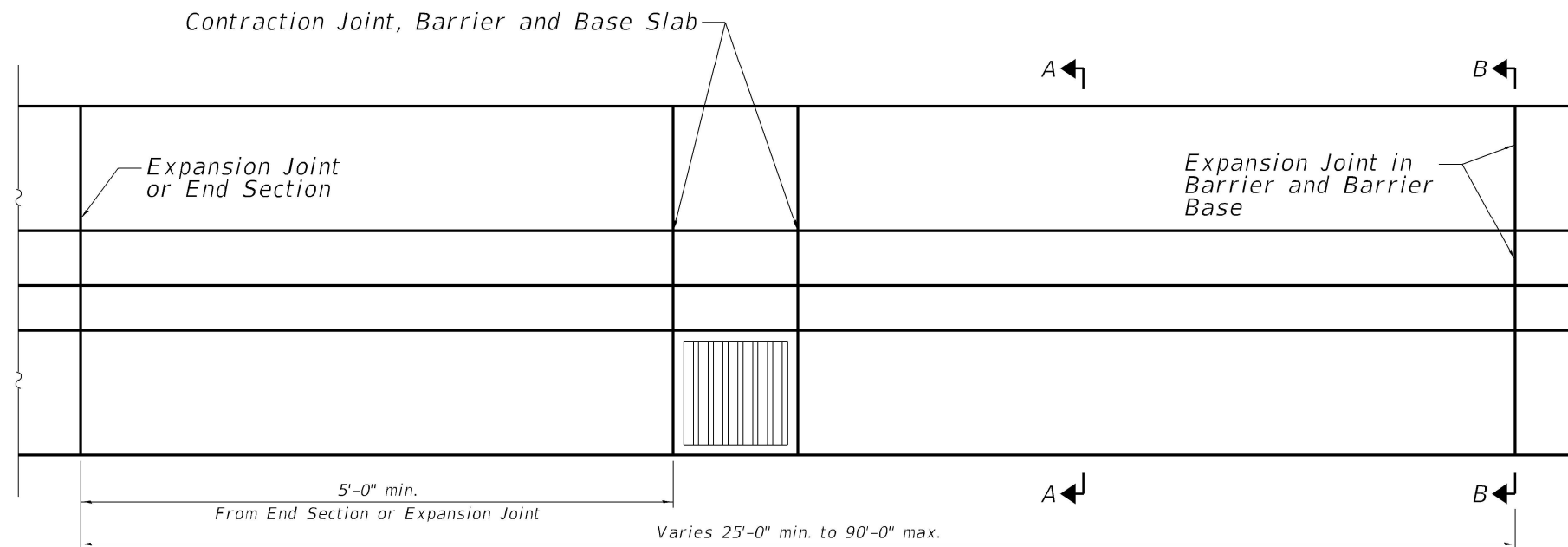
Slopedwall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

BILL OF MATERIAL

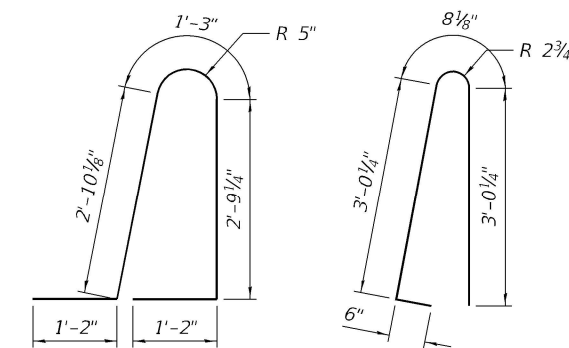
<i>S.N. 010-1050 (U.S. 150 OVER I-57)</i>		
<i>Slope Wall, 4 inch</i>	<i>Sq. Yd.</i>	<i>40.3</i>
<i>S.N. 010-1100 (MATTIS OVER I-57)</i>		
<i>Slope Wall, 4 inch</i>	<i>Sq. Yd.</i>	<i>58.2</i>
<i>S.N. 010-1270 (MATTIS OVER I-74)</i>		
<i>Slope Wall, 4 inch</i>	<i>Sq. Yd.</i>	<i>82.4</i>
<i>Total</i>		
<i>Slope Wall, 4 inch</i>	<i>Sq. Yd.</i>	<i>180.9</i>

SEE STRUCTURE PLANS FOR STRUCTURE NO. 010-1018 (EB) & 010-0019 (WB) FOR ADDITIONAL SLOPE WALL, 4 INCH QUANTITY.

*S.N. 010-1050 (U.S. 150 OVER I-57) - EAST SLOPE WALL
S.N. 010-1100 (MATTIS OVER I-57) - NORTH SLOPE WALL
S.N. 010-1270 (MATTIS OVER I-74) - SOUTH SLOPE WALL*

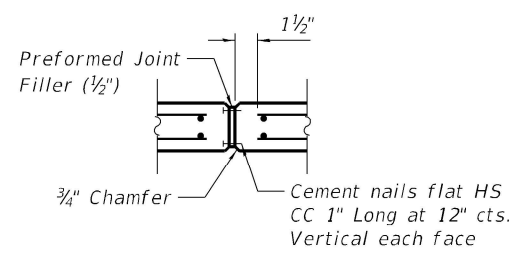


PLAN
(Reinforcement shown around Drainage Structure)



BAR d1(E) BAR d(E)

NOTES:
 This is a reinforced concrete TL-4 roadside barrier. The minimum length of installation shall be 25'-0".
 Top of shoulder edge of barrier base gutter shall match the top of shoulder elevation.
 1" deep contraction joints shall be constructed in both the reinforced concrete barrier wall and base. Contraction joints shall also be constructed at both sides of all drainage structures. Maximum contraction joint spacing shall be 30'-0".
 The forming of contraction joints shall be done with an approved finishing tool or by sawing subject to the satisfactory control of cracking.
 Reinforcement bars designated (E) shall be epoxy coated.
 Reinforcement bars bending details shall be in accordance with the "Manual of Standard Practice for Detailing Reinforced Concrete Structures", ACI 315, Latest Edition. Reinforcement bar bending dimensions are out to out.
 At drainage structures, cut footing bars to fit. Add an additional pair of d(E), d1(E), t(E) and t1(E) bars on each side of the drainage structure.
 Expansion joints shall be constructed in barrier wall at a maximum joint spacing of 90'-0" and a minimum joint spacing of 25'-0". See section B-B for details.



EXPANSION JOINT



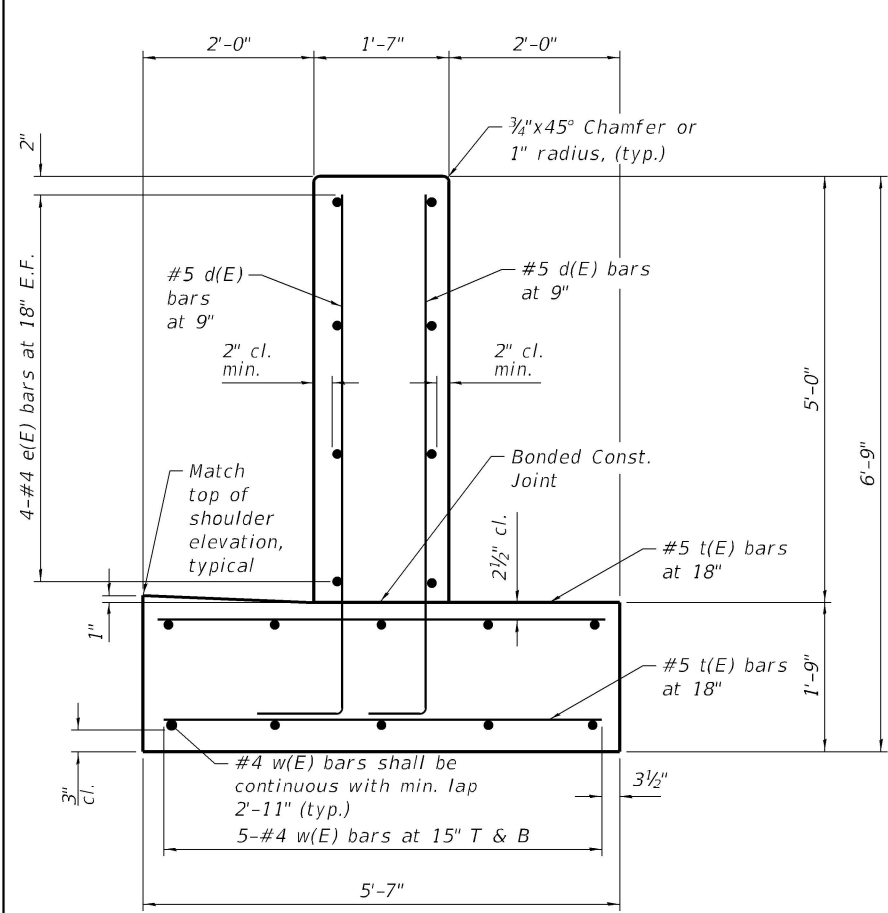
FILE NAME =	USER NAME = Matt Overbey	DESIGNED - KEG	REVISED -
... \D570C01-sht-Det-BarrierSingleFace.dgn		DRAWN - KEG	REVISED -
Default	PLOT SCALE = 0.1667' / in.	CHECKED - KEG	REVISED -
	PLOT DATE = 1/25/2022 - 9:56:06 PM	DATE - JANUARY 2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

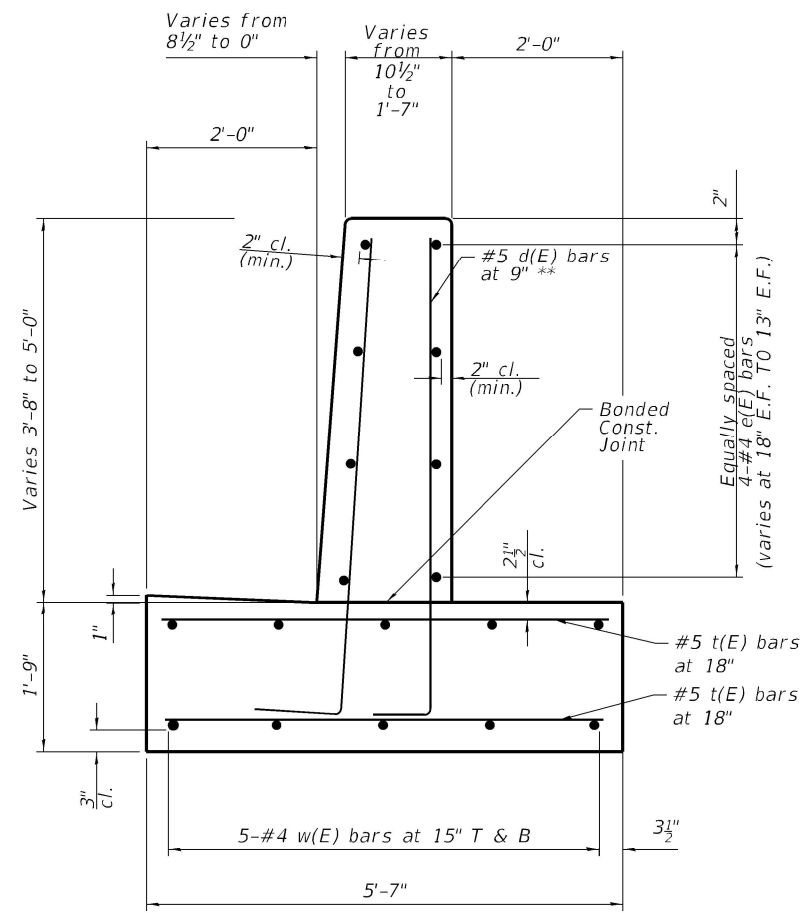
MISCELLANEOUS DETAILS
CONCRETE BARRIER, SINGLE FACE, 44 INCH (TL-4)

SCALE: SHEET OF SHEETS STA. TO STA.

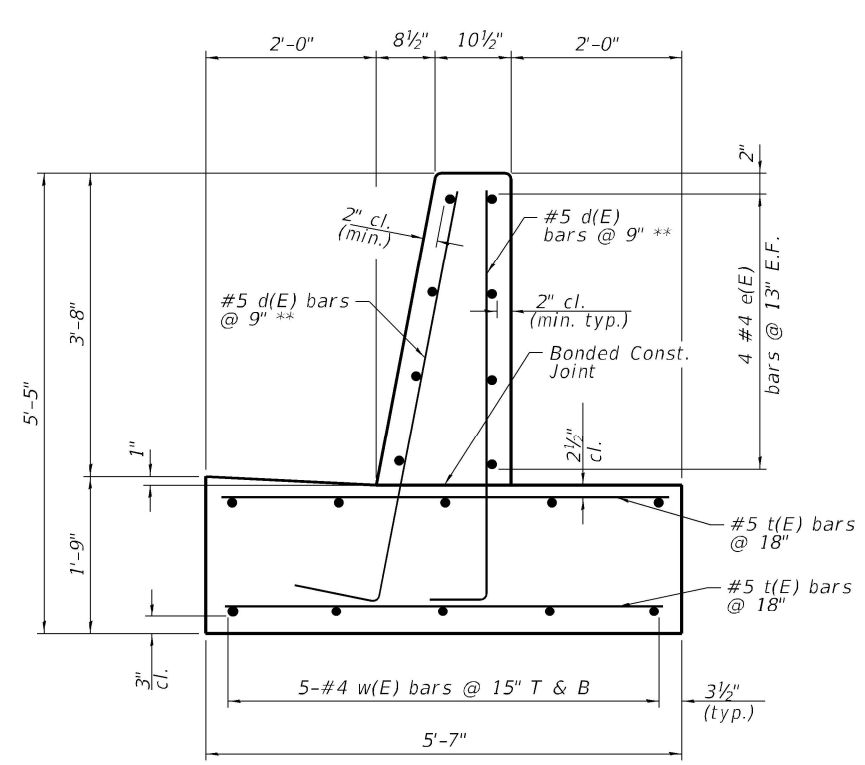
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34-1)HBK	CHAMPAIGN	1182	998
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



SECTION C-C

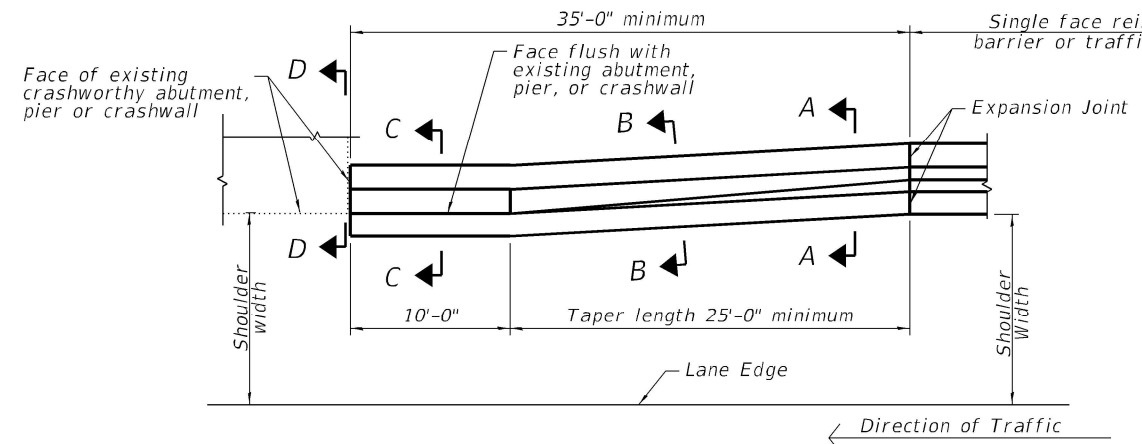


SECTION B-B

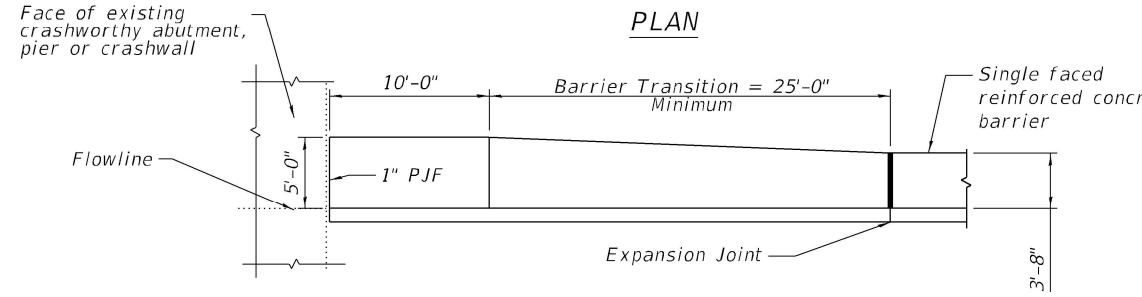


** cut to fit in field
2" min. vertical cl.

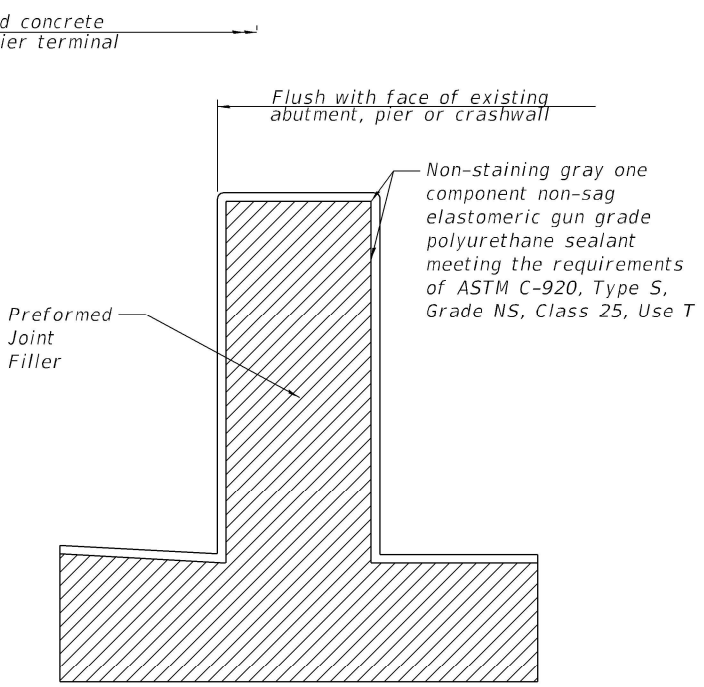
#5 d(E) BAR



PLAN



ELEVATION



SECTION D-D

NOTES:

- Taper length required for the shoulder width transition shall be 25'-0" minimum. Increase taper rate as required to obtain the length of 25'-0"
- Top shoulder edge of barrier base gutter shall match the top of shoulder elevation.
- 1" deep contraction joints shall be constructed in both the reinforced concrete barrier wall and base. Contraction joints shall also be constructed at both sides of all drainage structures. Maximum contraction joint spacing shall be 30'-0".
- The forming of contraction joints shall be done with an approved finishing tool or by sawing subject to the satisfactory control of cracking.
- Reinforcement bars designated (E) shall be epoxy coated.
- Reinforcement bar bending details shall be in accordance with the "Manual for Standard Practices for Detailing Reinforced Concrete Structures", ACI 315, Latest Edition
- Reinforcement bars bending dimensions are out to out.
- Constant-slope barrier shall be used with all new construction or reconstruction of existing barriers.
- E.F. denotes Each Face
- Minimum expansion joint spacing shall be 25'-0"



FILE NAME =	USER NAME = Matt Overbey	DESIGNED - KEG	REVISED -
... \D570C01-sht-Det-BarrierTransition-XXX.dgn		DRAWN - KEG	REVISED -
		CHECKED - KEG	REVISED -
		DATE - JANUARY 2022	REVISED -

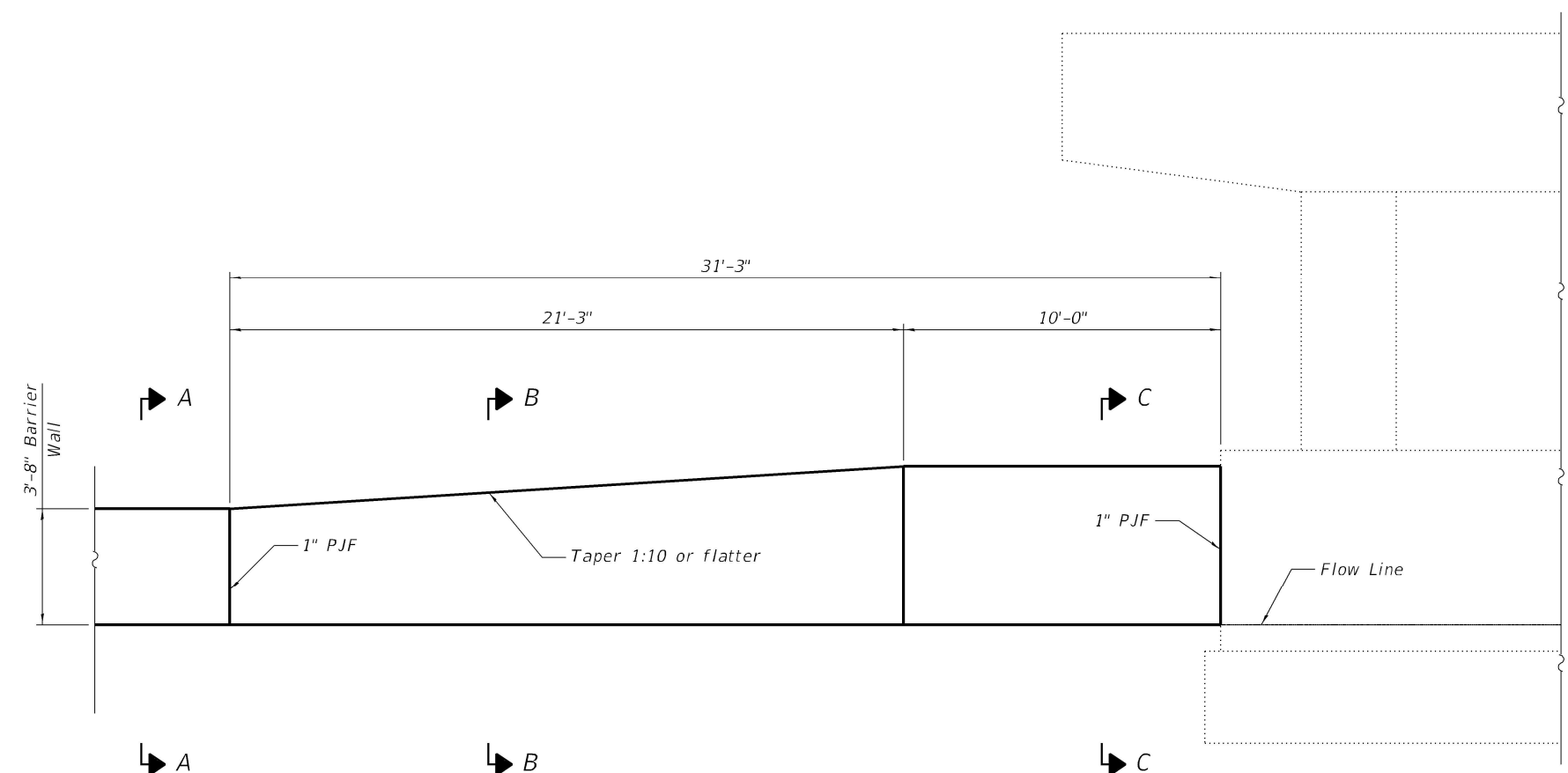
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS
CONCRETE BARRIER TRANSITION AT BRIDGE PARAPET

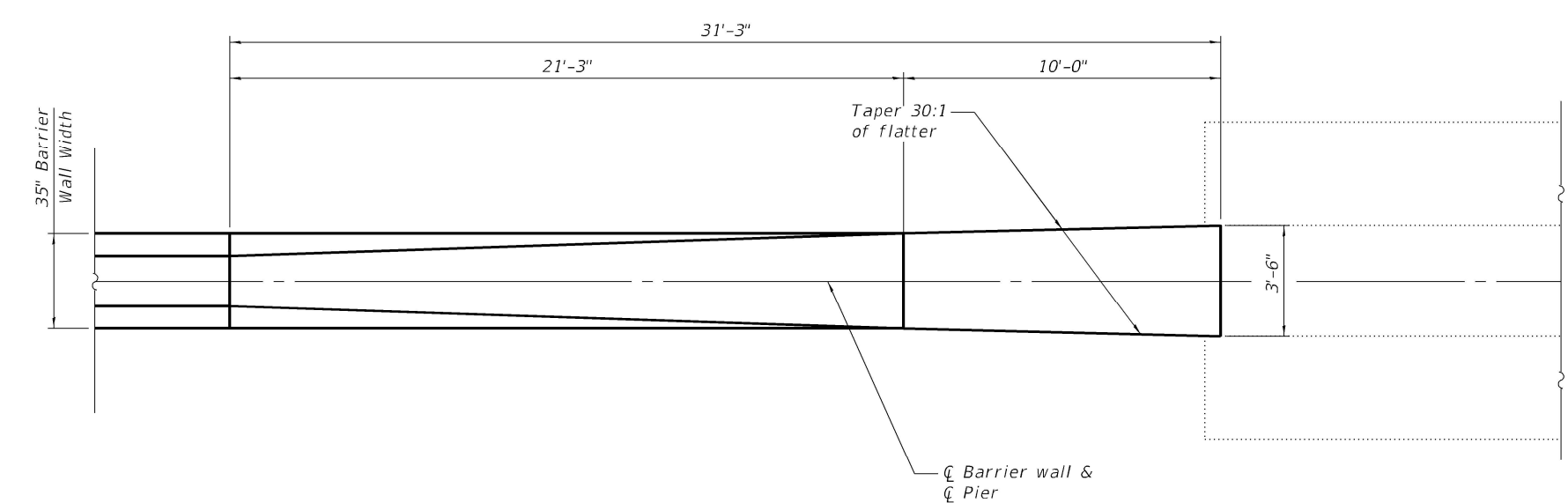
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34-1)HKB	CHAMPAIGN	1182	999
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.

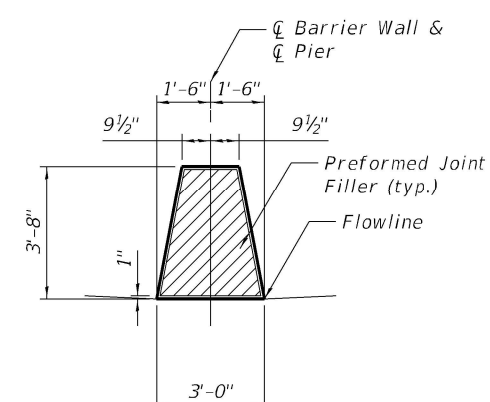
NOTES:
 2" deep contraction joints shall be done by sawing and shall be constructed in the concrete barrier wall, concrete barrier base, and concrete gutter. Contraction joints shall also be constructed at both sides of all drainage structures. Maximum contraction joint spacing shall be 30'-0". The minimum distance between contraction joints in the median barrier wall shall be 2'-0". When a drainage structure falls within 2'-0" from an expansion joint (or) contraction joint, the nearest contraction joint shall be omitted.
 Gutter profile in the vicinity of sag vertical curves, along flat grades and at the meeting of proposed and existing gutter, shall be carefully controlled and field adjusted if necessary to ensure positive drainage and avoid ponding.
 Non-staining gray one compound non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25, use T with a backer rod.
 Tie bars shall be included in the cost of the various barrier and gutter items and shall be epoxy coated. Tie bars between the barrier and base wall shall be on 30" centers and alternate left and right of the barrier centerline.



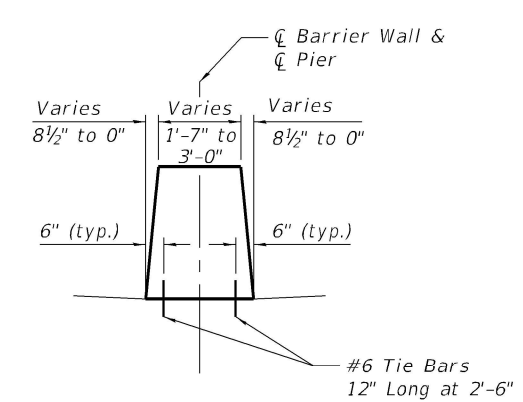
ELEVATION



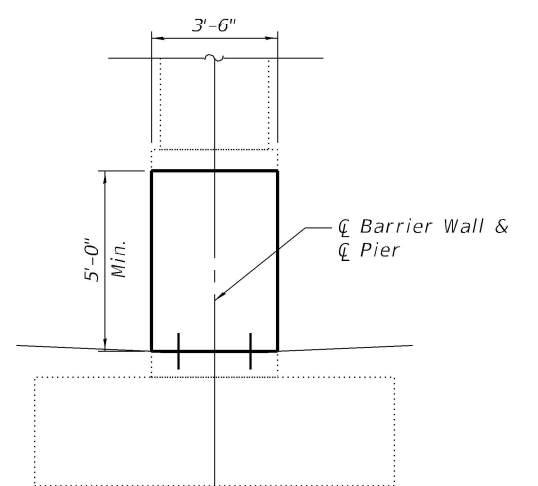
PLAN VIEW



SECTION A-A



SECTION B-B



SECTION C-C



FILE NAME = ... \D570C01-sht-Det-PierMattis.dgn	USER NAME = Matt Overbey	DESIGNED - KEG	REVISED -
Default	PLOT SCALE = 0.1667' / 1"	DRAWN - KEG	REVISED -
	PLOT DATE = 1/25/2022 - 9:56:13 PM	CHECKED - KEG	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

S.N. 010-1270 (MATTIS OVER I-74) - CENTER PIER - EAST & WEST ENDS

**MISCELLANEOUS DETAILS
 CONCRETE BARRIER TRANSITION AT MATTIS BRIDGE PIER**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34-1)HBK	CHAMPAIGN	1182	1000
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

SCALE: SHEET OF SHEETS STA. TO STA.