06-13-2025 LETTING ITEM 050

INDEX OF SHEETS

0

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1 COVER SHEET
2 SUMMARY OF QUANTITIES
3-235 PROPOSED STEEL AND BEARING FABRICATION PLANS

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

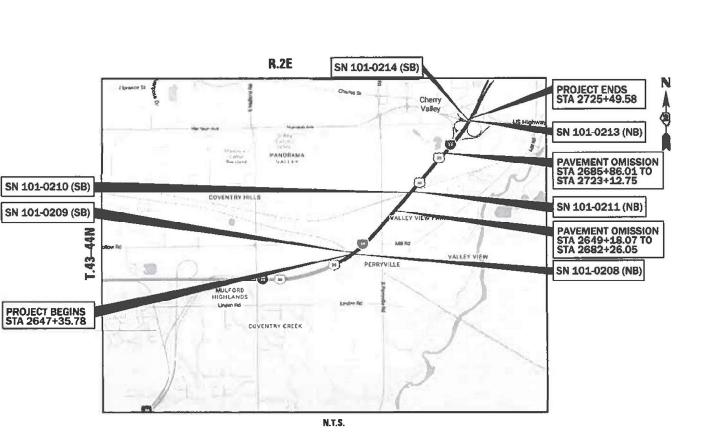
TOTAL SHEE SECTION COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 1 ELINOIS CONTRACT NO. 64U51

D-92-130-25

PROPOSED HIGHWAY PLANS FAI ROUTE 39 (I-39)

SECTION ((201-3)R & (4-1,5)R)F BRIDGE FABRICATION: 0.3 MI E OF MULFORD RD **TO 0.2 MI N OF HARRISON AVE WINNEBAGO COUNTY**

C-92-074-25



GROSS LENGTH = 7813.800 FT. = 1.480 MILE benesch Corpary
23 West Waszar Divo State 3300
Chasgo, Broad 60601
3172AACA460 NET LENGTH = 779.080 FT. = 0.148 MILE



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

Ame grosor

OATE: 03-12-2025 SEETS: 1-2



BORMAN ARTHUR J HOWAK OBI - 005694 DATE: 03-12-2025

SHEETS: 3-62 LICENSE EXPIRATION DATE: 11-30-2026

LICENSE EXPIRATION DATE: 11-30-2026

BENESCH MATTHEW F HELLENTHAL 081-007652

DATE: 03-12-2025

081-007741 LICENSED STRUCTURAL ENGINEER

ATE: 03-12-2025 SHEETS: 155-235 LICENSE EXPIRATION DATE: 11-30-2026

DESIGN DESIGNATION

L-39 & US 20: 9,595(DHV) 106,610(ADT) (40) INTERSTATE 101 (CRPC-20)
DESIGN SPEED: 70MPH POSTED SPEED: 65MPH
PV: 76% MU: 20% SU: 4%

STRUCTURES

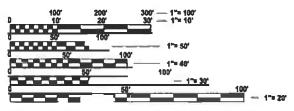
1-39 /US20 OVER CN RAILROAD EXISTING SN 101-0067 /0068 (NB /SB) PROPOSED SN 101-0208 /0209 (NB /SB)

I-39 /US20 OVER UP RAILROAD EXISTING SN 101-0069 /0070 (SB /NB) PROPOSED SN 101-0210 /0211 (SB /NB)

I-39 /US20 OVER HARRISON AVE EXISTING SN 101-0071 /0072 (NB /SB) PROPOSED SN 101-0213 /0214 (NB /SB)

TOWNSHIPS: ROCKFORD & CHERRY VALLEY

SECTIONS: 16, 9, 10, 11, 3. 2. 35 AND 36



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

J.U.L.I.E.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123 OR 811

PROJECT MANAGER: ROBERT BARTON SECTION ENGINEER: ANDREW LEE

CONTRACT NO. 64U51

COMMITMENTS

TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT CAN ONLY BE CLEARED AUGUST 1 - OCTOBER 10 OF ANY GIVEN YEAR TO PROTECT THE QUEENS BEFORE THEY RETURN TO THEIR OVER-WINTERING BURROWS. THE US FISH AND WILDLIFE SERVICE CONCURRED WITH OUR DETERMINATION AND DATE RESTRICTION ON TREE CLEARING.

THE PROJECT SPONSOR WILL BEGIN MOWING AND CONTINUE TO MOW WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENT FROM MARCH 15 - OCTOBER 10. THE MOWING SHOULD BE KEPT AT A HEIGHT OF 6". THIS COMMITMENT WILL BE ADHERED TO UNTIL THE END OF CONSTRUCTION.

ALL TREE IMPACTS WILL BE MITIGATED UNDER INTER GOVERNMENTAL AGREEMENT NO. 21-IDNR-JREES-D2 WITH IDNR, THEREFORE NO TREE REPLACEMENT IS INCLUDED WITH THIS PROJECT. THIS AGREEMENT COVERS ALL

				BRIDGE
CODE	ITEM DESCRIPTION		TOTAL	0010
NO.	II EM DESCRIPTION	M DESCRIPTION UNIT QUANTITY		10 03% STATE
50500205	FURNISHING STRUCTURAL STEEL	L SUM	1	1
52100110	FURNISHING ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	52	52
52100120	FURNISHING ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	20	20
X5212422	FURNISHING HIGH LOAD MULTI-ROTATIONAL BEARINGS, DISC, FIXED-600K	EACH	20	20
				:
X5212622	FURNISHING HIGH LOAD MULTI-ROTATIONAL BEARINGS, DISC, GUIDED EXPANSION-600K	EACH	20	20
X5050301	STORAGE OF STRUCTURAL STEEL AND BEARINGS - STAGE 1	CAL DA	366	366
X5050302	STORAGE OF STRUCTURAL STEEL AND BEARINGS - STAGE 2	CAL DA	366	366
VEUEU3U3	STORAGE OF STRUCTURAL STEEL AND BEARINGS - STAGE 3	CAL DA	366	200
V2020202	STURAGE OF STRUCTURAL STEEL AND BEARINGS - STAGE S	CAL DA	300	366
17				
		1	l	

benesch Aftet Bereich & Company 30 West Instance (Deep, Suke 33000 Chicago (Stories and Chicago

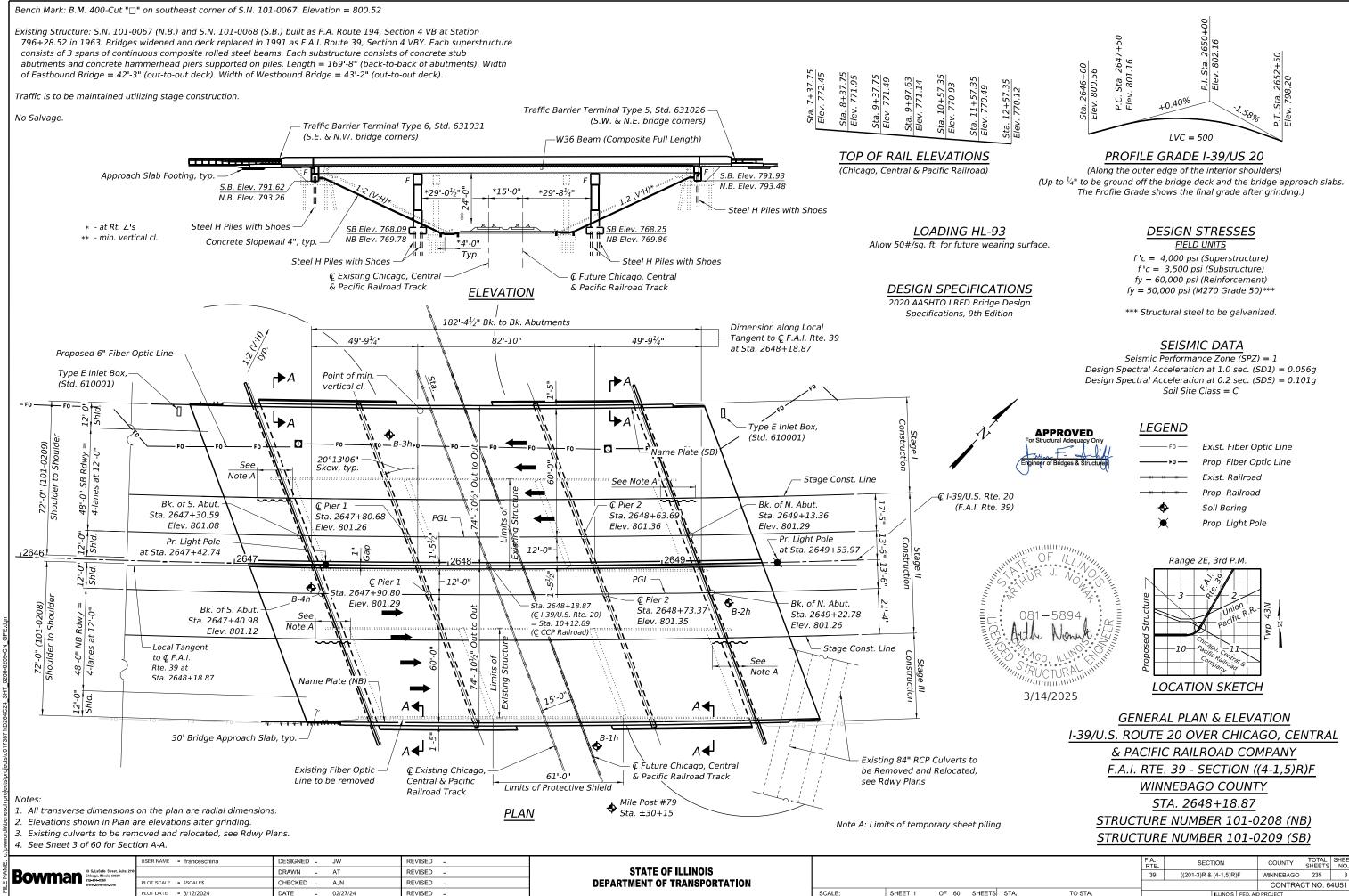
	USER NAME = agibson	DESIGNED - A. GIBSON	REVISED -
3300		DRAWN - A. GIBSON	REVISED -
	PLOT SCALE = \$SCALE\$	CHECKED - J. TARDY	REVISED -
- 5	PLOT DATE = 3/13/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Ī		F.A.I RTE.	SECTION			
					39	((201-3)R & (4-1,5)R)F
	SCALE: Full Size 1 = 1 SHEET	1 OF 1	SHEETS STA	. TO STA.		ILLINOIS FED. A

COUNTY TOTAL SHEET NO.
WINNEBAGO 235 2

CONTRACT NO. 64U51



* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

GENERAL NOTES

- Fasteners shall be ASTM F 3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel." Bolts 7/8 in. diameter, holes 15/16 in. diameter, unless otherwise noted.
- Calculated weight of Structural Steel (Grade 50) = 751,120 lb and Structural Steel (Grade 36) = 89,100 lb.
- 3. All structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."
- 4. It is anticipated that delivery of the structural steel and bearings will be required by June 1, 2026 for Stage 1, June 1, 2027 for Stage 2, and June 1, 2028 for Stage 3. The delivery dates shall be coordinated with IDOT and the Contractor responsible for Contract No. 64C24. Shop drawings for all three stages shall be submitted for approval at the same time prior to Stage 1 fabrication.
- 5. These plans are for fabrication and storage of the structural steel. All work shown related to the erection and installation of the structural steel is for information only and is to be included in Contract

INDEX OF SHEETS

- 1. General Plan & Elevation
- 2. General Notes & Total Bill of Material
- 3. General Details
- 4. Foundation Layout
- 5. Temporary Concrete Barrier
- 6. Stage 1 Construction & Removal
- 7. Stage 2 Construction & Removal
- 8. Stage 3 Construction & Removal 9. Removal Plan and Elevation
- 10. Existing Southbound Abutments Removal 11. Existing Northbound Abutments Removal
- 12. Existing Southbound Piers Removal
- 13. Existing Northbound Piers Removal
- 14. Slab Elevations 1
- 15. Slab Elevations 2
- 16. Slab Elevations 3
- 17. Slab Elevations 4
- 18. Slab Elevations 5
- 19. Slab Elevations 6
- 20. Slab Elevations 7
- 21. Approach Slab Elevations Southbound
- 22. Approach Slab Elevations Northbound 23. Deck Slab - Southbound Structure
- 24. Deck Slab Northbound Structure
- 25. Deck Slab Details Miscellaneous & Bill of Material
- 26. Deck Slab Details Southbound Parapets 27. Deck Slab Details - Northbound Parapets
- 28. Deck Slab Details Parapet Light Pole
- 29. Concrete End Diaphragm Southbound
- 30. Concrete End Diaphragm Northbound

31. Concrete End Diaphragm Details 32. Approach Slabs - Southbound

- 33. Approach Slabs Details Southbound 34. Approach Slabs - Northbound
- 35. Approach Slabs Details Northbound
- 36. Framing Plan
- 37. Structural Steel
- 38. Structural Steel Details
- 39. Structural Steel Diaphragms
- 40. Bearing Details
- 41. South Abutment Southbound Stage 1
- 42. South Abutment Southbound Stage 2A 43. South Abutment - Northbound Stage 2B
- 44. South Abutment Northbound Stage 3 45. North Abutment - Southbound Stage 1
- 46. North Abutment Southbound Stage 2A
- 47. North Abutment Northbound Stage 2B 48. North Abutment - Northbound Stage 3
- 49. Pier 1 Southbound
- 50. Pier 1 Northbound 51. Pier 2 - Southbound
- 52. Pier 2 Northbound
- 53. Pier Details & Bill of Material Southbound 54. Pier Details & Bill of Material - Northbound
- 55. Pile Details
- 56. Concrete Parapet Slipforming
- 57. Bar Splicer Details
- 58. Boring Logs 1
- 59. Boring Logs 2 60. Boring Logs 3

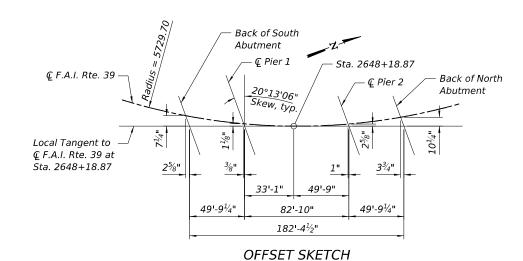
ABBREVIATIONS

abut.	abutment	NE	north east
B.F.	back face	NW	north west
B	baseline	No.	number
brg.	bearing	N.S.	near side
Œ	centerline	O.F.	outside face
cl.	clearance	PJF	preformed joint filler
conc.	concrete	PJS	preformed joint sealer
cts.	centers	PG	profile grade
const.	construction	prop.	proposed
E.B.	expansion bearings	req'd	required
EA	east abutment	rte.	route
EB	east bound	SB	south bound
E.F.	each face	SE	south east
elev.	elevation	SW	south west
exist.	existing	sect.	section
F.B.	fixed bearings	spa.	spaces
F.F.	front face	spec.	specification
F.S.	far side	sta.	station
H.S.	high strength	std.	standard
I.F.	inside face	struct.	structure
jt.	joint	typ.	typical
long.	longitudinal	UNO	unless noted otherwise
max.	maximum	WA	west abutment
min.	minimum	WB	west bound
NB	north bound	WW	wingwall

TOTAL BILL OF MATERIAL

ITEM	UNIT	101-0208/0209			
11 EIVI	UNIT	SUPER	SUB	TOTAL	
FURNISHING STRUCTURAL STEEL	L SUM	0.22	ı	0.22	

Note: Pay items associated with storage of structural steel and bearings are not listed in the Total Bill of Material on this sheet. Refer to the Summary of Quantities and Special Provision for Storage of Structural Steel and Bearings for additional information.



CURVE DATA (€ I-39/US Rte 20)

P.I. Sta. = 2638 + 19.71

 $\Delta = 50^{\circ}41'00'' (LT)$

 $D = 1^{\circ}00'00"$

 $R = 5,729.70^{\circ}$ T = 2713.52

L = 5,068.44

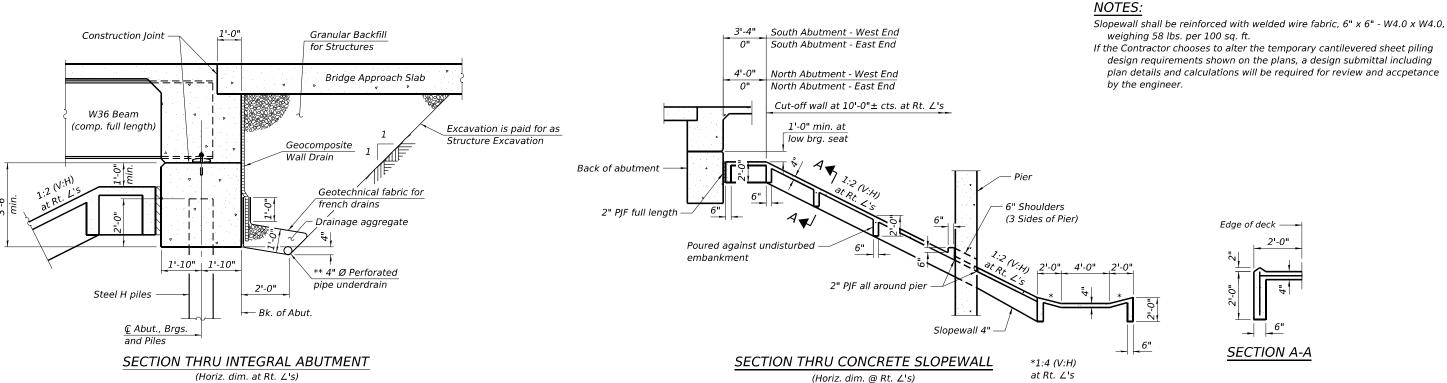
E = 610.07

S.E. Run = 3.4%

P.C. Sta. = 2611 + 06.19

P.T. Sta. = 2661 + 74.63

Ē		USER NAME = Ifranceschina	DESIGNED - JW	REVISED -		GENERAL NOTES & TOTAL BILL OF MATERIAL		F.A.I RTF	SECTION	COUNTY	TOTAL SHEET
i§ Rov	VMAn 10 S. LaSalle Street, Suite 2110 Chicago, Illinois 60603 312-614-0360		DRAWN - AT	REVISED -	STATE OF ILLINOIS		STRUCTURE NO. 101-0208/0209	39	((201-3)R & (4-1,5)R)F	WINNEBAGO	235 4
	www.bowman.com	PLOT SCALE = \$SCALE\$	CHECKED - AJN	REVISED -	DEPARTMENT OF TRANSPORTATION					CONTRAC	T NO. 64U51
≥ 11		PLOT DATE = 8/12/2024	DATE - 02/27/24	REVISED -		SCALE:	SHEET 2 OF 60 SHEETS STA. TO STA.		ILLINOIS FED AID	PROJECT	

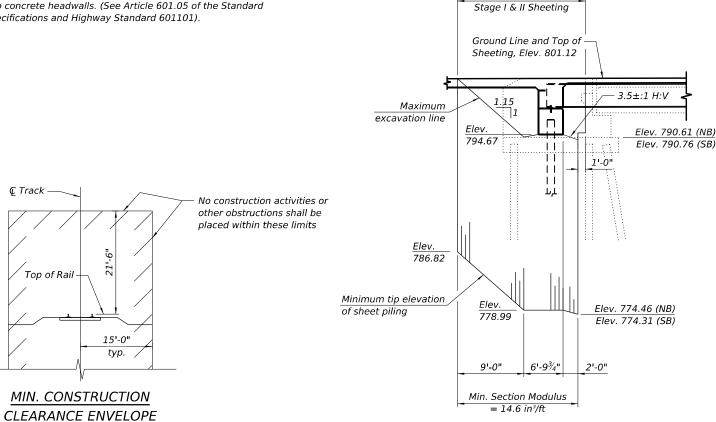


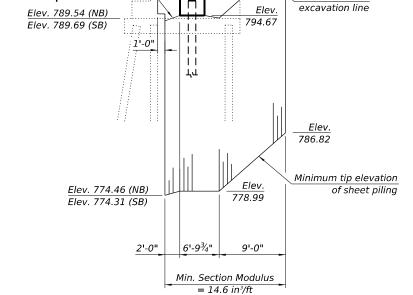
18'-6"

**Included in the cost of Pipe Underdrains for Structures.

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

(Normal to Railroad)





18'-6"

Stage I & II Sheeting

Ground Line and Top of

3.5±:1 H:V

Sheeting, Elev. 801.12

1.15

Maximum

New Name Plate Bridge Deck

SECTION A-A

Approach Slab

Edge of deck -

PARAPET (Typical)

> STA. 2648+18.87 BUILT 20 BY STATE OF ILLINOIS F.A.I. Rt. I-39 Sec. (4-1,5)R LOADING HL-93 STR. NO. 101-0209

NAME PLATE

(SB I-39 over CCP Railroad) See Std. 515001

> STA. 2648+18.87 BUILT 20__ BY STATE OF ILLINOIS F.A.I. Rt. I-39 Sec. (4-1,5)R LOADING HL-93 STR. NO. 101-0208

NAME PLATE

(NB I-39 over CCP Railroad) See Std. 515001

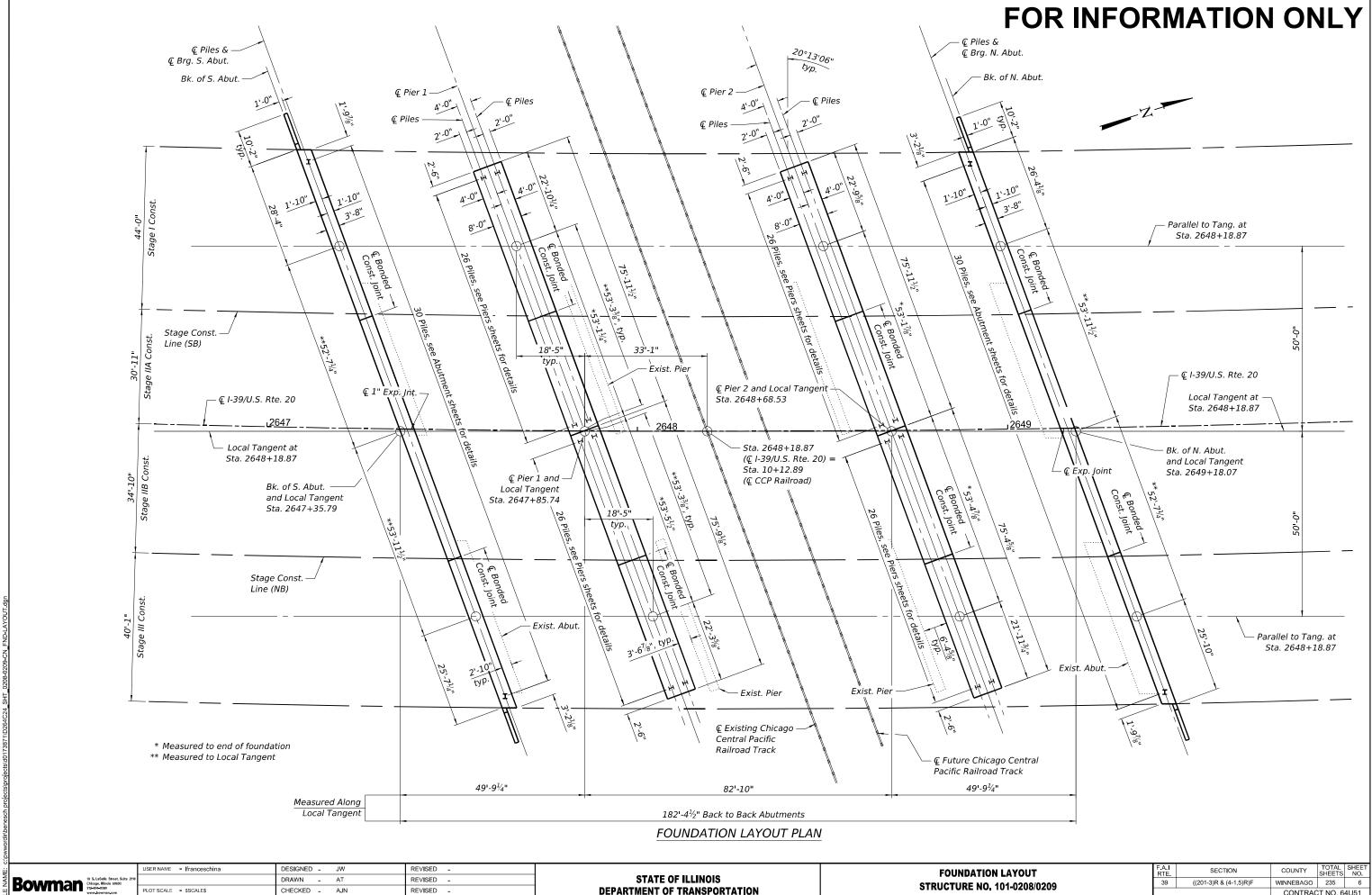
FOR INFORMATION ONLY

		USER NAME = Ifranceschina	DESIGNED	-	JW	REVISED -	Ī
Bowman	10 S. LaSalle Street, Suite 2110 Chicago, Illinois 60603		DRAWN	-	AT	REVISED -	l
DUVIII I I I	312-614-0360 www.bowman.com	PLOT SCALE = \$SCALE\$	CHECKED	-	AJN	REVISED -	l
		PLOT DATE = 8/12/2024	DATE	_	02/27/24	REVISED -	l

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY SHEET PILING

GENERAL DETAILS STRUCTURE NO. 101-0208/0209			09	F.A.I RTE.	((201-	
<u> </u>	,		0200/020			
SHEET 3	OF 60	SHEETS	STA.	TO STA.		



PLOT DATE = 8/12/2024

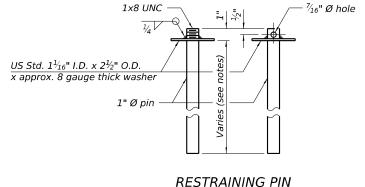
DATE

REVISED .

Stage construction line -1'-101/2" Temporary Concrete Barrier See Standard 704001 See Detail I, II or III When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according

- Stage removal line - Stage removal line 1'-10½" 1'-101/2" Temporary Concrete Barrier See Standard 704001 6" 6" min. min. <u>Drill 3-1 $\frac{1}{4}$ " Ø Holes in existing slab for 1" Ø restraining pins.</u> Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint * When hot-mix asphalt wearing surface is present, embedment is required when "A" is greater than 3'-1". shall be 3" plus the wearing surface depth.

FOR INFORMATION ONLY



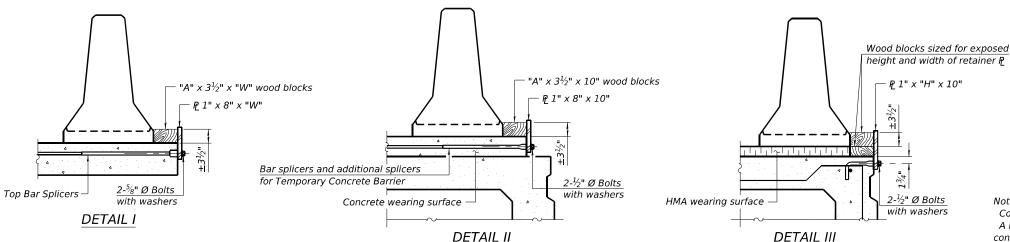
NEW SLAB OR NEW DECK BEAM

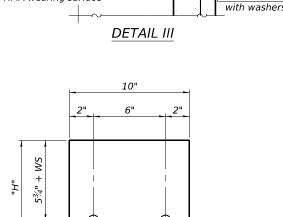
to Detail I, II or III. No restraint is required

when "A" is greater than 3'-1".

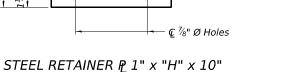
SECTIONS THRU SLAB OR DECK BEAM

EXISTING SLAB





(Detail III)



SCALE:

EXISTING DECK BEAM

BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate Q of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than $1\frac{1}{2}$ ", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

		10"		Detail II
	2"	Top bars Spa.	_2"_	Detail I
		6"		Detail II
+ +				
8""		 	l 	
-8 6				
_	_			
11/4"			7	
		 	 ($\widehat{L}^{7\!\!/8}$ " Ø Holes

STEEL RETAINER P 1" x 8" x "W"

(Detail I and II)

"W"

Detail I

RAII ING CRITERIA

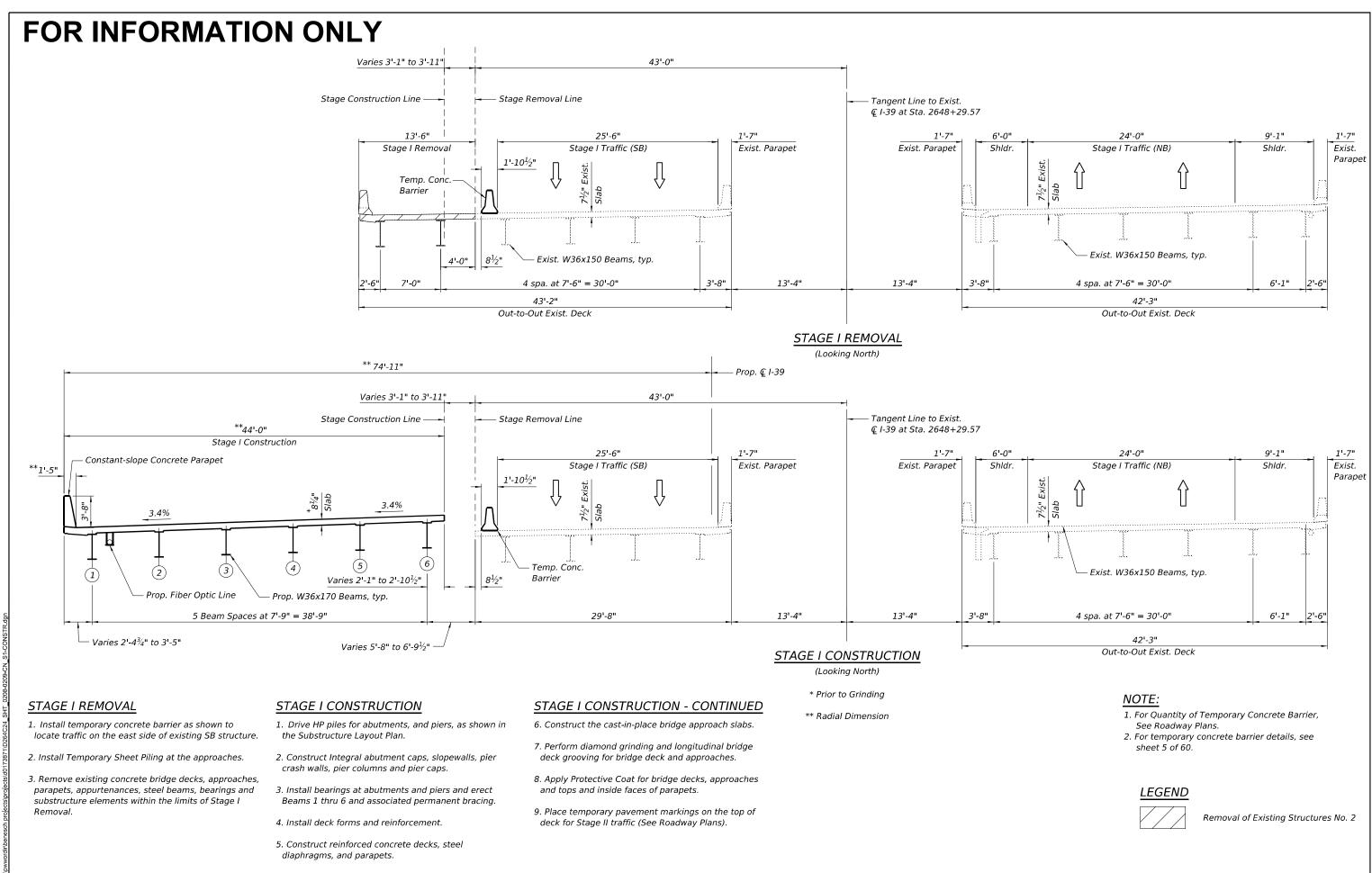
NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

Owman 10 S. LaSalle Street. Suite 2710 Chicago, Illinois 60003 315-61-62360 www.bowman.com	USER NAME = Ifranceschina	DESIGNED - JW	REVISED -	
		DRAWN - AT	REVISED -	
	PLOT SCALE = \$SCALE\$	CHECKED - AJN	REVISED -	
	PLOT DATE = 8/12/2024	DATE - 02/27/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
STRUCTURE NO. 101-0208/0209			39	((201-3)R & (4-1,5)R)F	WINNEBAGO	235	7			
		COTONE	110, 101	-0200/02	.03			CONTRAC	T NO. 6	4U51
	SHEET 5	OF 60	SHEETS	STA.	TO STA.		ILLINOIS EE	D AID PROJECT		



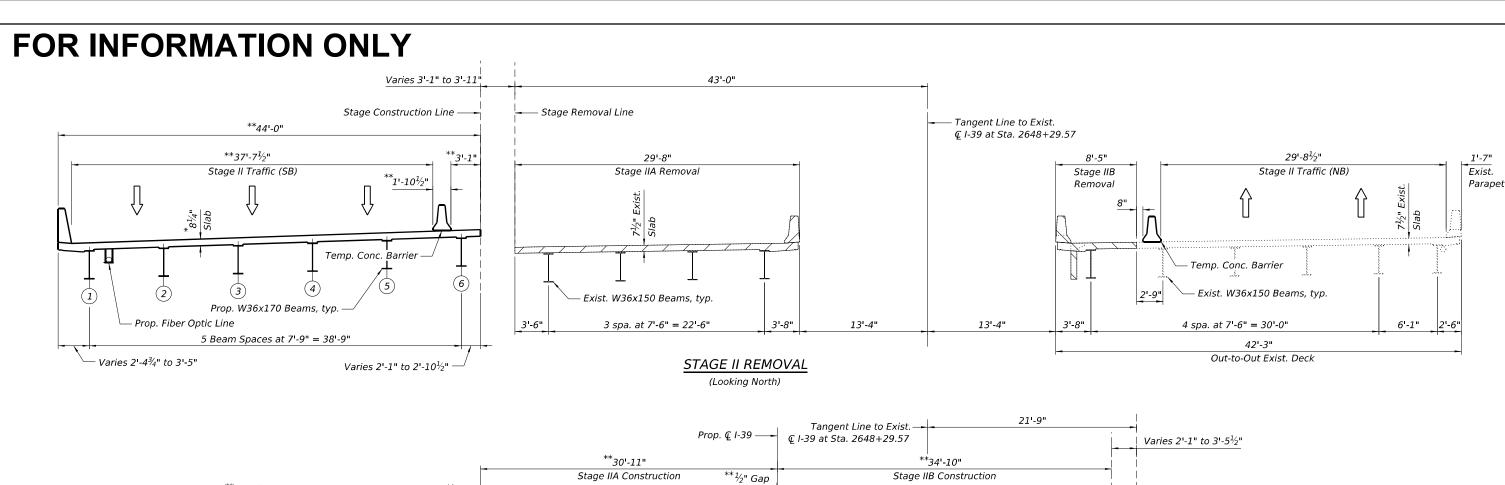
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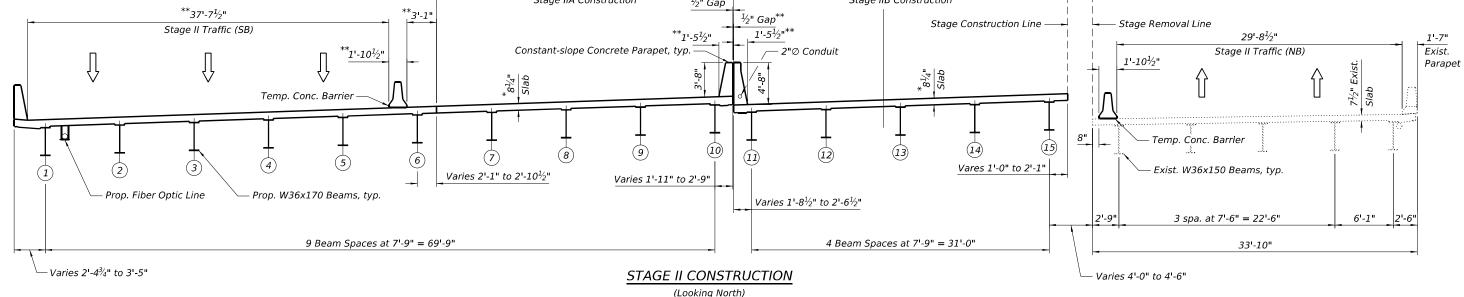
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 CONSTRUCTION & REMOVAL STRUCTURE NO. 101-0208/0209

SCALE:

TO STA.





STAGE II REMOVAL

- 1. Install temporary concrete barrier as shown to locate traffic on the west side of proposed SB structure.
- 2. Install Temporary Sheet Piling at the approaches.
- 3. Remove existing concrete bridge decks, approaches, parapets, appurtenances, steel beams, bearings and substructure elements within the limits of Stage II Removal.

STAGE II CONSTRUCTION

- 1. Drive HP piles for abutments, and piers, as shown in the Substructure Layout Plan.
- 2. Construct Integral abutment caps, slopewalls, pier crash walls, pier columns and pier caps.
- 3. Install bearings at abutments and piers and erect Beams 7 thru 15 and associated permanent bracing.
- 4. Install deck forms and reinforcement.
- 5. Construct reinforced concrete decks, steel diaphragms, and parapets.

STAGE II CONSTRUCTION - CONTINUED

- 6. Construct the cast-in-place bridge approach slabs.
- 7. Perform diamond grinding and longitudinal bridge deck grooving for bridge deck and approaches.
- 8. Apply Protective Coat for bridge decks, approaches and tops and inside faces of parapets.
- 9. Place temporary pavement markings on the top of deck for Stage III traffic (See Roadway Plans).

* Prior to Grinding

** Radial Dimension

SCALE:

NOTE:

- 1. For Quantity of Temporary Concrete Barrier, See Roadway Plans.
- 2. For temporary concrete barrier details, see sheet 5 of 60.

LEGEND



Removal of Existing Structures No. 1



Removal of Existing Structures No. 2

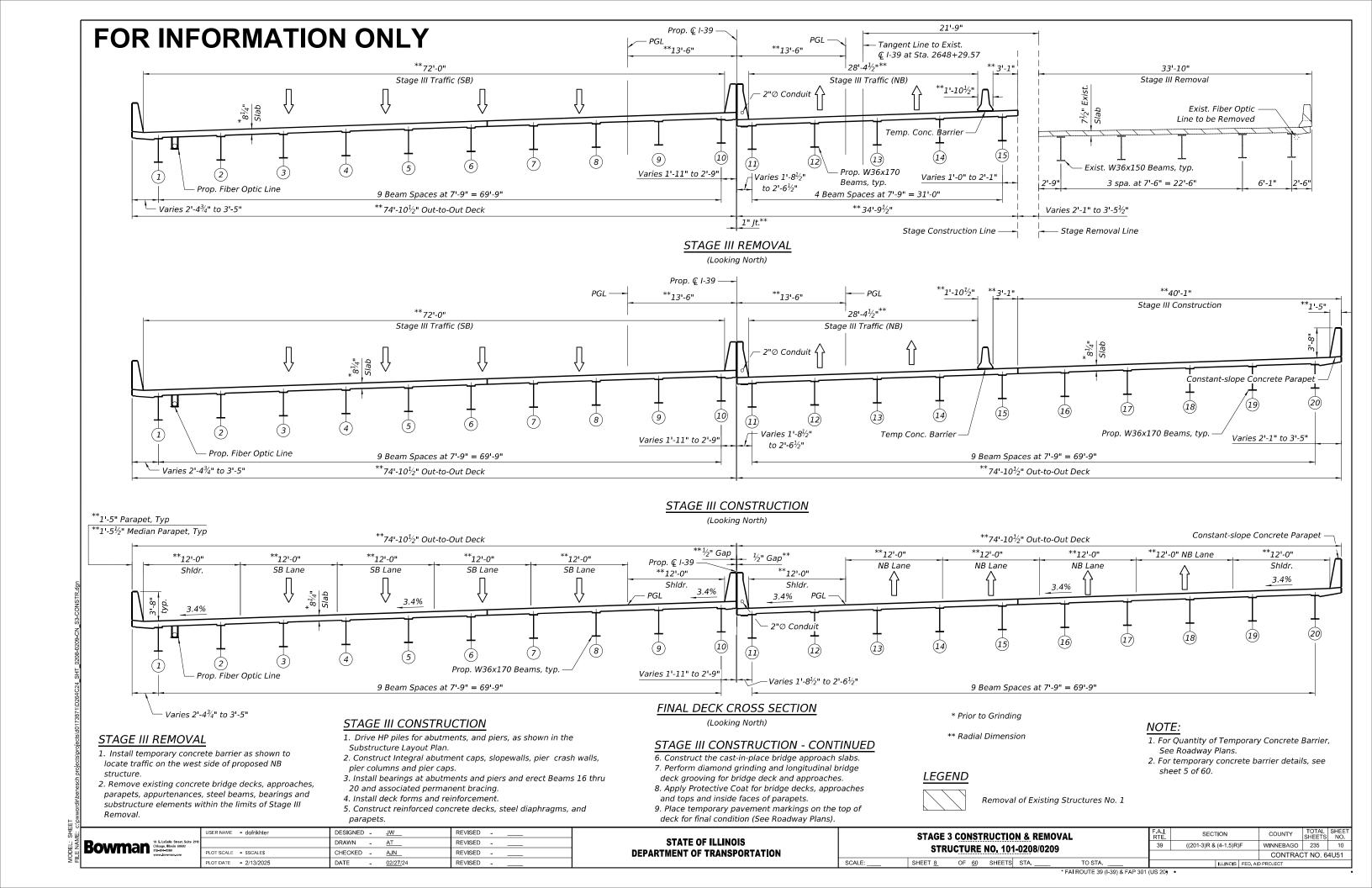
i	Bowman	10 S. LaSalle Street, Suite 2110 Chicago, Illinois 60603 312-614-0360 www.bowman.com	USER NAME	= Ifranceschina
			PLOT SCALE	= \$SCALE\$
•			PLOT DATE	= 8/12/2024

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

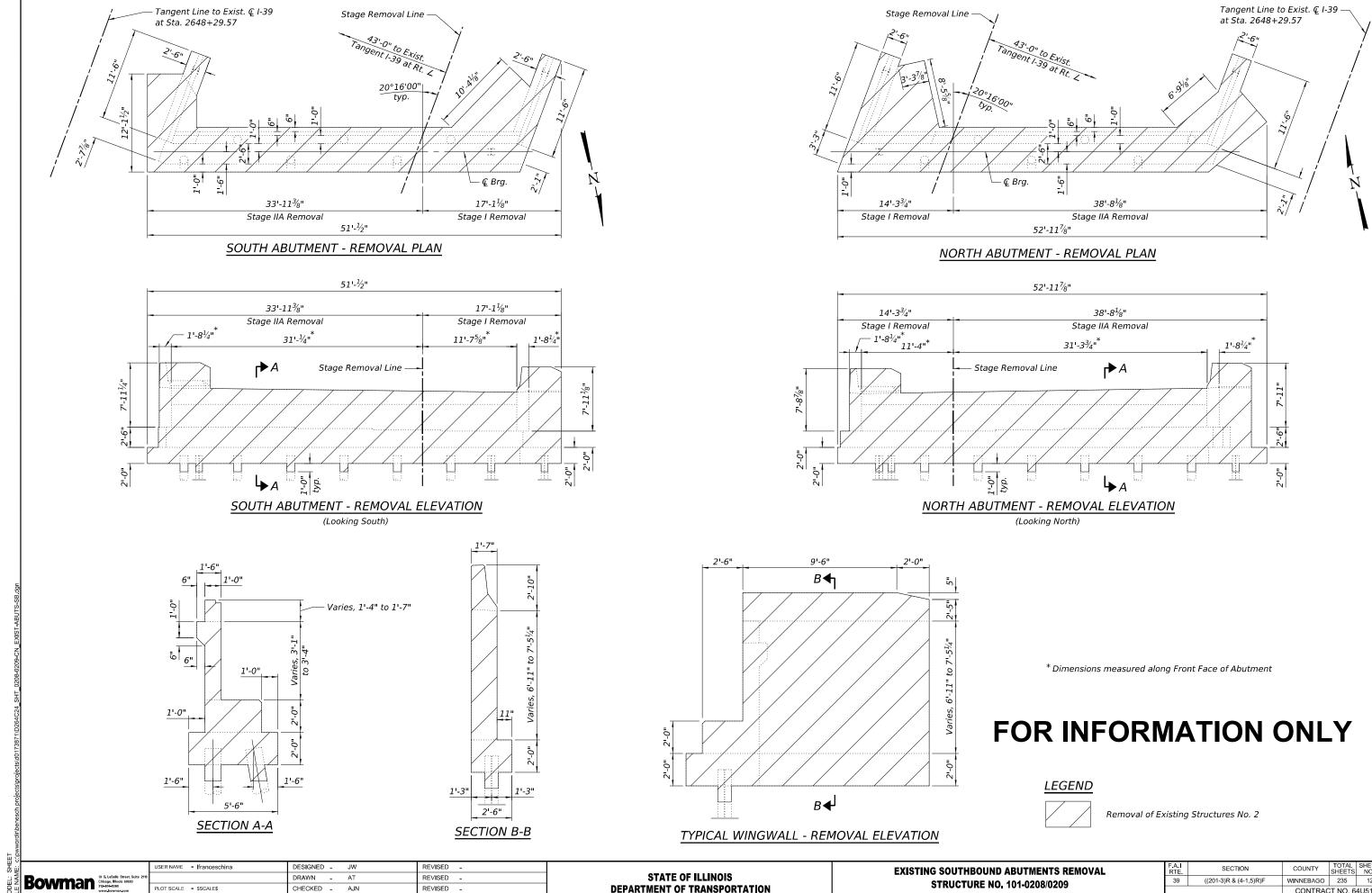
 STAGE 2 CONSTRUCTION & REMOVAL

 STRUCTURE NO. 101-0208/0209

 SHEET 7
 OF 60 SHEETS STA. TO STA.



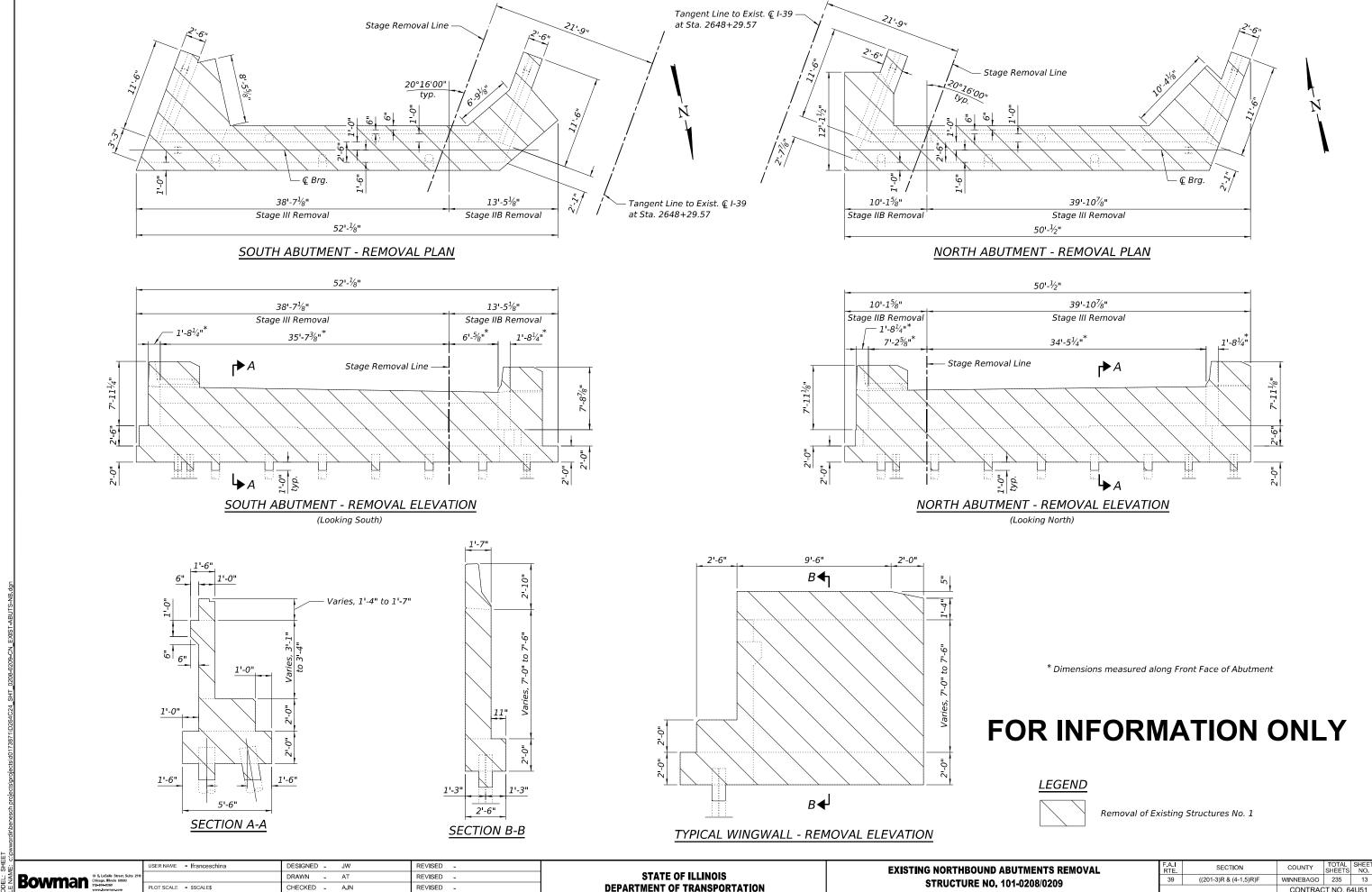
FOR INFORMATION ONLY 169'-8" Bk. to Bk. of Abutments 61'-0" 52'-3" 2'-1" 52'-3" 2'-1" 43'-2" Out-to-Out Deck Span 1 Span 2 Span 3 Exist. S. Abut. & -Exist. N. Abut. & Limits of Removal of Existing Structures No. 2 Wingwalls to be & Brg. Exist. S. Abut. C Exist. Pier 1 € Exist. Pier 2 @ Brg. Exist. N. Abut. Wingwalls to be 13'-6" Removed Removed Stage I Removal 1'-7" 10'-11" 12'-0" 12'-0" 5'-1" 1'-7" Parapet WB Lane WB Lane Shldr. Parapet Exist. Pier 2 to Exist. Pier 1 to be removed C Stage Removal be removed Exist. Piles at Abutments to be removed 1' below € Exist. Chicago, Central existing footing, typ. & Pacific Railroad Track Exist. Beam to be Removed, typ. Exist. Slope Wall to Exist. Slope Wall to 4 Spa. at 7'-6" = 30'-0" 2'-6" be Removed be Removed EXISTING SOUTHBOUND DECK CROSS SECTION (Looking North) REMOVAL ELEVATION 42'-3" Out-to-Out Deck Limits of Removal of Existing Structures No. 1 33'-10" 169'-8" Bk. to Bk. of Abutments Stage III Removal 2'-1" 52'-3" 61'-0" 52'-3" 1'-7" 12'-0" 10'-0" 1'-7" Span 1 Span 2 Span 3 Parapet Shldr. EB Lane EB Lane Shldr. Parapet Exist. Beam to be Removed, typ. 3'-8" 4 Spa. at 7'-6" = 30'-0" EXISTING NORTHBOUND DECK CROSS SECTION Stage Removal Line (Looking North) Prop. © 1-39 LEGEND Removal of Existing Structures € Brg. Exist. S. Abut. € Brg. Exist. N. Abut. C Exist. Pier 1 - Ç Exist. Pier 2 Removal of Existing Structures No. 1 Tangent Line to Exist. @ 1-39 Removal of Existing Structures No. 2 8'-6" Stage IIB at Sta. 2648+29.57 **NOTES** Stage 1. For suggested stages of construction and sequencing Removal Line requirements, see Roadway Plans and Special Provisions 2. For substructure removal details, see Sheets 10 thru 13 of 60. 3. For Temporary Sheet Piling limits and details, see Sheet 3 of 60. 4. The Contractor shall take all necessary precautions to protect existing utilites and adjacent structures during removal/construction of the bridge. 5. Existing Piers shall be removed according to Art. 501.05 of the Standard Specifications and as shown in the Plans. Exist. Fiber Optic Line to be removed Exist. 84" RCP Culverts to be REMOVAL PLAN 6. For Approach Slab Removal, See Roadway Plans. Removed and Relocated ISER NAME = Ifranceschina DESIGNED - JW REVISED SECTION COUNTY **REMOVAL PLAN & ELEVATION** STATE OF ILLINOIS DRAWN - AT REVISED ((201-3)R & (4-1,5)R)F Bowman 10 S. LaSalle Street Chicago, Illinois 606 WINNEBAGO 235 **STRUCTURE NO. 101-0208/0209** REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 64U51 SCALE: SHEET 9 OF 60 SHEETS STA. LOT DATE = 8/12/2024 DATE - 02/27/24 REVISED . TO STA. * FAI ROUTE 39 (I-39) & FAP 301 (US 20)



DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 101-0208/0209 TO STA. WINNEBAGO 235 12 CONTRACT NO. 64U51

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) •

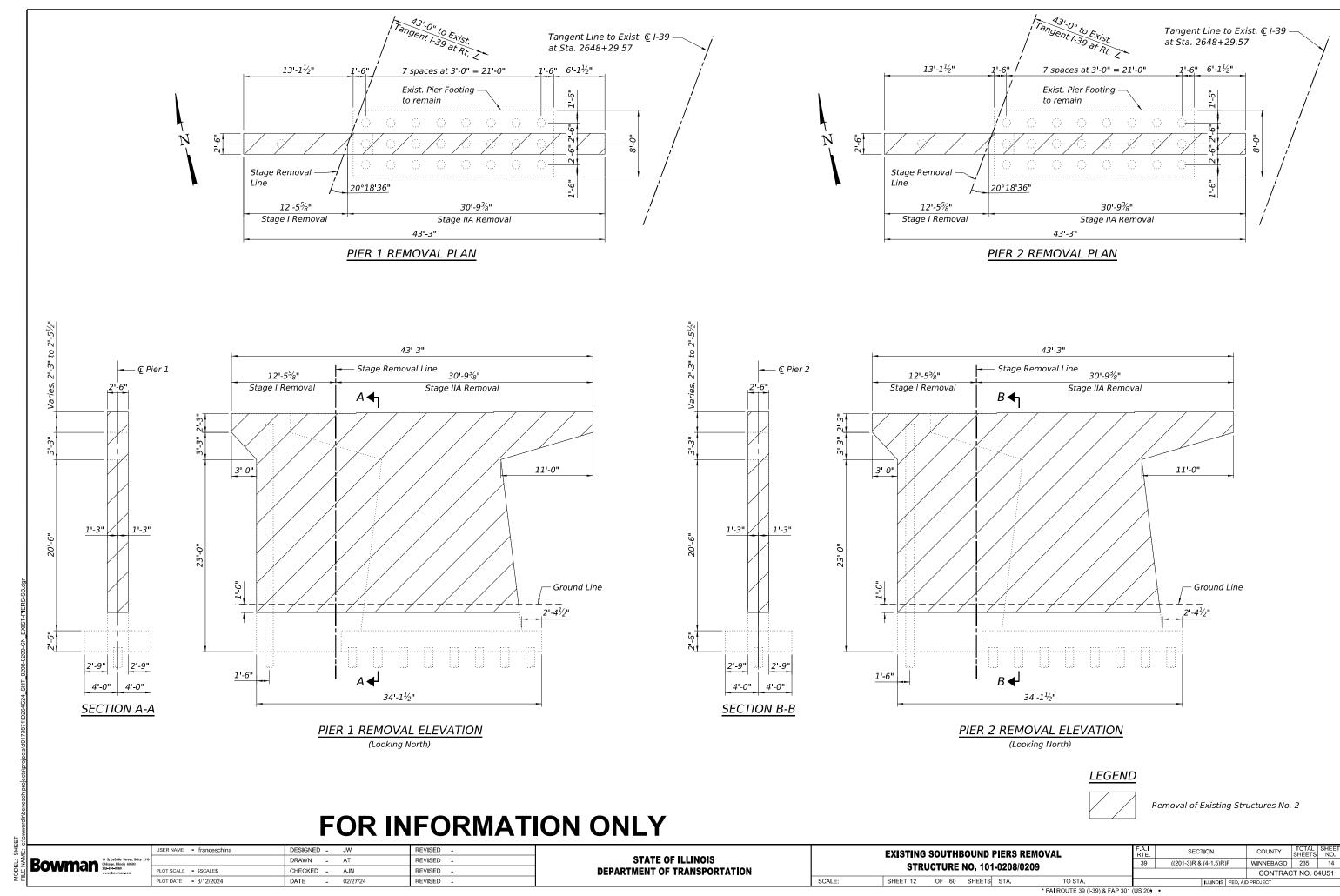


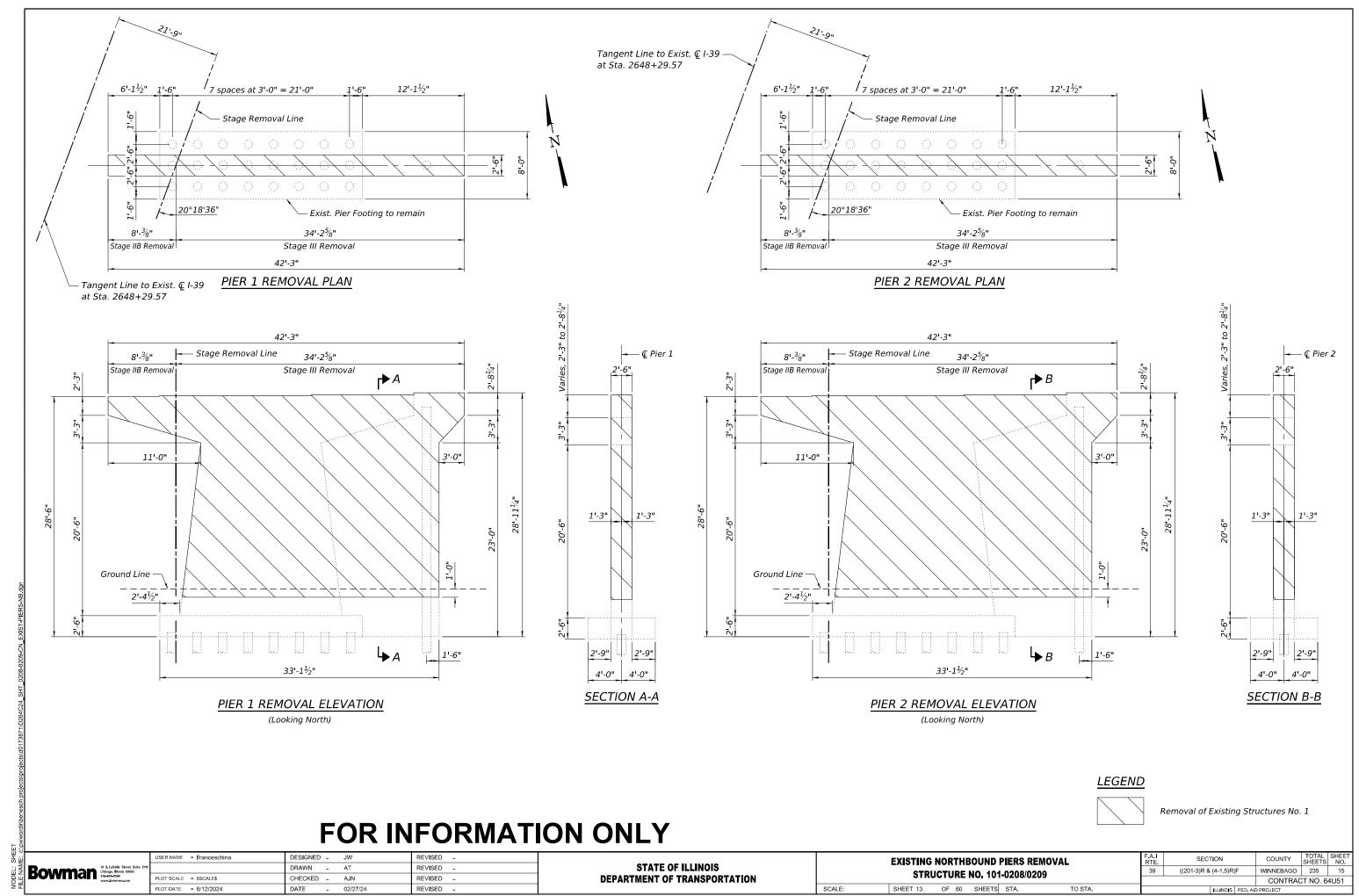
DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 101-0208/0209 TO STA.

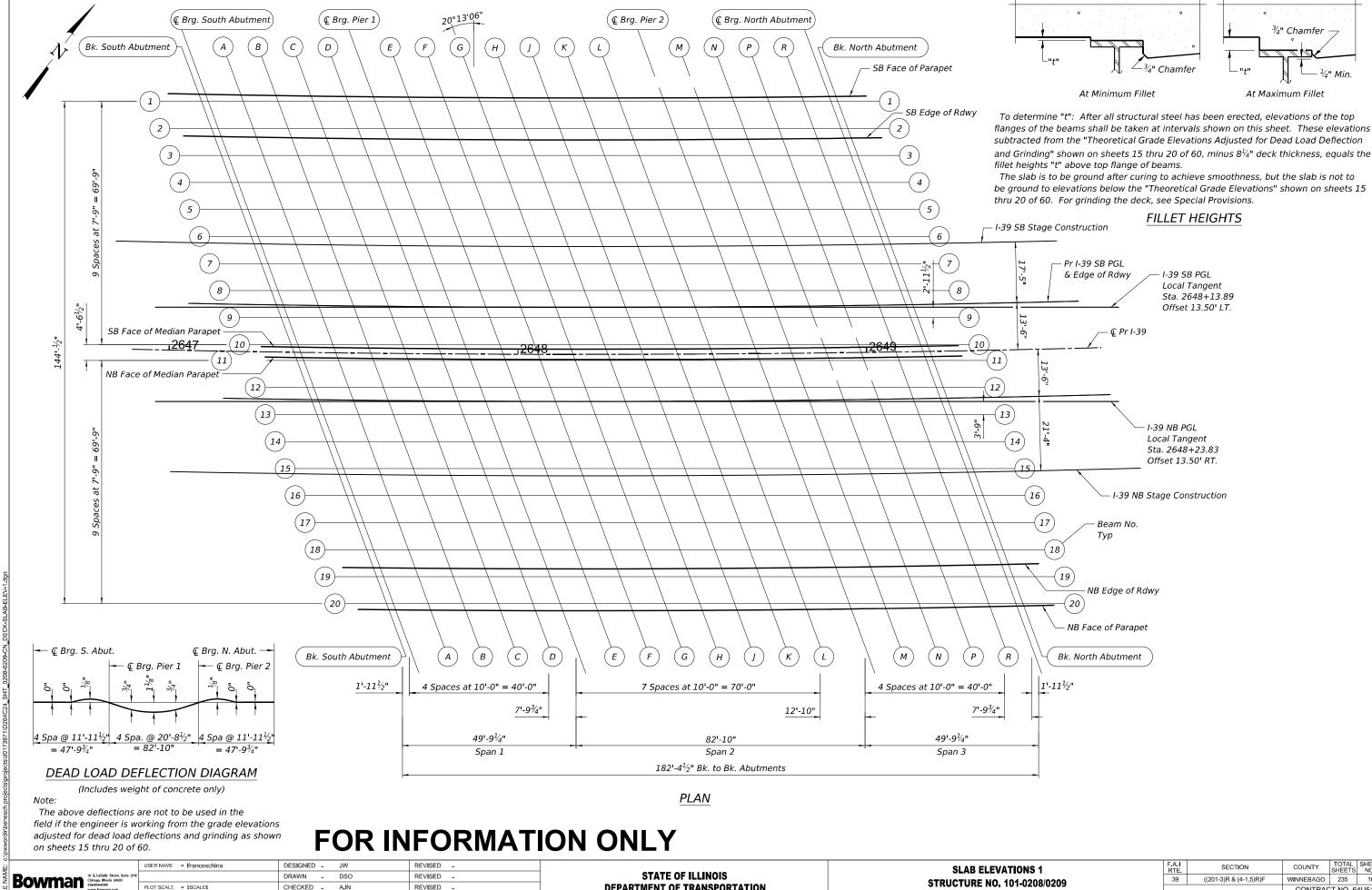
CONTRACT NO. 64U51

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) •





* FAI ROUTE 39 (I-39) & FAP 301 (US 20) •



DEPARTMENT OF TRANSPORTATION

SCALE:

SHEET 14 OF 60 SHEETS STA.

TO STA.

* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

CONTRACT NO. 64U51

PLOT DATE = 8/12/2024

- 02/27/24

REVISED -

SOUTHBOUND FACE OF PARAPET				
	, and the second			

^		-	
SEA	М	1	

BEAM 2

SOUTHBOUND FACE OF PARAPET					
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	
Bk. S. Abutment	2647+07.11	-73.50	798.88	798.90	
⊈ Brg. S. Abutment	2647+09.11	-73.50	798.88	798.90	
A B C D	2647+19.31 2647+29.50 2647+39.69 2647+49.87	-73.50 -73.50 -73.50 -73.50	798.93 798.97 799.01 799.05	798.95 798.99 799.03 799.07	
₡ Brg. Pier 1	2647+57.82	-73.50	799.08	799.10	
E F G H J K L € Brg. Pier 2	2647+67.99 2647+78.15 2647+88.30 2647+98.45 2648+08.59 2648+18.72 2648+28.85 2648+41.83	-73.50 -73.50 -73.50 -73.50 -73.50 -73.50 -73.50	799.11 799.14 799.17 799.19 799.21 799.23 799.24	799.15 799.20 799.25 799.28 799.30 799.30 799.29	
M N P R	2648+51.94 2648+62.05 2648+72.15 2648+82.24	-73.50 -73.50 -73.50 -73.50	799.25 799.25 799.24 799.23	799.28 799.27 799.26 799.25	
© Brg. N. Abutment Bk. N. Abutment	2648+90.13 2648+92.10	-73.50 -73.50	799.22 799.21	799.24 799.23	
SOUTHBOUND EDGE OF ROADWAY					

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+07.91	-71.49	799.02	799.04
€ Brg. S. Abutment	2647+09.89	-71.52	799.03	799.05
A B C D	2647+19.96 2647+30.14 2647+40.26 2647+50.39	-71.70 -71.87 -72.02 -72.14	799.06 799.10 799.13 799.17	799.08 799.12 799.15 799.19
€ Brg. Pier 1	2647+58.31	-72.23	799.19	799.21
E F G H J K L	2647+68.43 2647+78.56 2647+88.69 2647+98.82 2648+08.95 2648+19.07 2648+29.20	-72.33 -72.41 -72.47 -72.51 -72.54 -72.55 -72.54	799.23 799.25 799.28 799.30 799.32 799.33 799.34	799.27 799.31 799.36 799.39 799.41 799.40 799.39
₡ Brg. Pier 2	2648+42.20	-72.50	799.35	799.37
М	2648+52.33	-72.45	799.36	799.39
N	2648+62.46	-72.38	799.36	<i>7</i> 99.38
P	2648+72.58	-72.30	799.35	799.37
R	2648+82.71	-72.20	799.35	799.37
€ Brg. N. Abutment	2648+90.63	-72.10	799.34	799.36
Bk. N. Abutment	2648+92.61	-72.08	799.33	799.35

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+10.95	-63.79	799.29	799.31
€ Brg. S. Abutment	2647+12.92	-63.83	799.30	799.32
A	2647+23.03	-64.01	799.34	799.36
B	2647+33.15	-64.16	799.37	799.39
C	2647+43.26	-64.30	799.41	799.43
D	2647+53.37	-64.43	799.44	799.46
© Brg. Pier 1	2647+61.28	-64.51	799.47	799.49
E	2647+71.39	-64.60	799.50	799.54
F	2647+81.50	-64.68	799.52	799.59
G	2647+91.62	-64.73	799.55	799.64
H	2648+01.73	-64.77	799.57	799.67
J	2648+11.85	-64.79	799.59	799.68
K	2648+21.96	-64.80	799.60	799.68
L	2648+32.08	-64.78	799.61	799.66
€ Brg. Pier 2	2648+45.06	-64.74	799.62	799.64
M	2648+55.17	-64.68	799.62	799.65
N	2648+65.28	-64.61	799.62	799.65
P	2648+75.40	-64.52	799.61	799.63
R	2648+85.51	-64.41	799.61	799.63
© Brg. N. Abutment	2648+93.42	-64.32	799.60	799.62
Bk. N. Abutment	2648+95.39	-64.29	799.59	799.61

SOUTHBOUND EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+11.85	-61.50	799.38	799.40
₡ Brg. S. Abutment	2647+13.84	-61.50 -61.50	799.38	799.40
A	2647+24.02	-61.50	799.42	799.44
B	2647+34.18	-61.50	799.47	799.49
C	2647+44.35	-61.50	799.51	799.53
D	2647+54.50	-61.50	799.54	799.56
€ Brg. Pier 1	2647+62.43	-61.50	799.57	799.59
E	2647+72.58	-61.50	799.61	799.65
F	2647+82.71	-61.50	799.63	799.70
G	2647+92.84	-61.50	799.66	799.75
Н	2648+02.96	-61.50	799.68	799.78
J	2648+13.08	-61.50	799.70	799.79
K	2648+23.19	-61.50	799.71	799.79
L	2648+33.29	-61.50	799.72	799.77
₡ Brg. Pier 2	2648+46.24	-61.50	799.73	799.75
М	2648+56.33	-61.50	799.73	799.76
N	2648+66.41	-61.50	799.72	799.75
P	2648+76.49	-61.50	799.72	799.74
R	2648+86.56	-61.50	799.70	799.72
₡ Brg. N. Abutment	2648+94.42	-61.50	799.69	7 99.71
Bk. N. Abutment	2648+96.39	-61.50	799.69	799.71

BEAM 3

<u>DEAIM 3</u>					
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	
Bk. S. Abutment	2647+13.98	-56.10	799.57	799.59	
€ Brg. S. Abutment	2647+15.95	-56.13	799.57	799.59	
A B C D	2647+26.05 2647+36.15 2647+46.24 2647+56.34	-56.30 -56.46 -56.59 -56.71	799.61 799.64 799.68 799.71	799.63 799.66 799.70 799.73	
₡ Brg. Pier 1	2647+64.24	-56.79	799.74	799.76	
E F G H J K L	2647+74.34 2647+84.44 2647+94.54 2648+04.64 2648+14.74 2648+24.84 2648+34.94	-56.88 -56.95 -57.00 -57.03 -57.05 -57.04 -57.03	799.77 799.79 799.82 799.84 799.85 799.87 799.88	799.81 799.86 799.91 799.94 799.95 799.93	
⊈ Brg. Pier 2	2648+47.90	-56.97	799.88	799.90	
M N P R	2648+58.00 2648+68.10 2648+78.20 2648+88.30	-56.92 -56.84 -56.74 -56.63	799.88 799.88 799.88 799.87	799.91 799.91 799.90 799.89	
₡ Brg. N. Abutment	2648+96.20	-56.53	799.86	799.88	
Bk. N. Abutment	2648+98.17	-56.50	799.85	799.87	

BEAM 4

DLAM 4				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+17.00	-48.40	799.84	799.86
₡ Brg. S. Abutment	2647+18.97	-48.43	799.85	799.87
A B C D	2647+29.05 2647+39.14 2647+49.22 2647+59.31	-48.60 -48.75 -48.88 -48.99	799.88 799.92 799.95 799.99	799.90 799.94 799.97 800.01
€ Brg. Pier 1	2647+67.19	-49.07	800.01	800.03
E F G H J K L	2647+77.28 2647+87.36 2647+97.45 2648+07.54 2648+17.62 2648+27.71 2648+37.80	-49.15 -49.21 -49.26 -49.29 -49.30 -49.29 -49.27	800.04 800.06 800.09 800.11 800.12 800.13	800.08 800.13 800.18 800.21 800.21 800.21 800.19
ℚ Brg. Pier 2	2648+50.74	-49.21	800.15	800.17
M N P R	2648+60.83 2648+70.91 2648+81.00 2648+91.09	-49.15 -49.06 -48.96 -48.85	800.15 800.14 800.14 800.13	800.18 800.17 800.16 800.15
€ Brg. N. Abutment	2648+98.97	-48.74	800.12	800.14
Bk. N. Abutment	2649+00.94	-48.71	800.11	800.13

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	USER NAME = Ifranceschina	DESIGNED - JW	REVISED -
10 S. LaSalle Street, Suite 2110 Chicago, Illinois 60603		DRAWN - DSO	REVISED -
Owman Chicago, Illinois 60603 312-614-0360 Wyw.bowman.com	PLOT SCALE = \$SCALE\$	CHECKED - AJN	REVISED -
	PLOT DATE = 8/12/2024	DATE - 02/27/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLAB ELEVATIONS 2					F.A.I RTE.	SECTIO ((201-3)R & (4	
STRUCTURE NO. 101-0208/0209							
SHEET 15	OF	60	SHEETS	STA.	TO STA.		IL

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.	
39	((201-3)R & (4-1,5)R)F	WINNEBAGO	235	17	
·			CONTRAC	T NO. 6	4U51
ILLINOIS FED, AIL			D PROJECT		

FOR INFORMATION ONLY

Location Station Offset Theoretical Grade Elevations Adjusted For Dead Elevations Load Deflection and Grinding Bk. S. Abutment 2647+20.01 -40.70 800.12 800.14

-41.04

-41.16

-41.27

-41.34

-41.42

-41.48

-41.52

-41.54

-41.55

-41.54

-41.51

-41.44

-41.37

-41.29

-41.18

-41.06

-40.95

-40.92

800.12

800.16

800.19

800.23

800.26

800.28

800.31

800.33

800.36

800.37

800.39

800.40

800.41

800.41

800.41

800.41

800.40

800.39

800.38

800.37

800.39

Theoretical Grade

BEAM 5

2647+21.98

2647+32.05

2647+42.12

2647+52.19

2647+62.26

2647+70.14

2647+80.21

2647+90.28

2648+00.35

2648+10.43

2648+20.50

2648+30.57

2648+40.65

2648+53.57

2648+63.65

2648+73.72

2648+83.79

2648+93.86

2649+01.73

2649+03.70

€ Brg. S. Abutment

В

D

⊈ Brg. Pier 1

G

€ Brg. Pier 2

€ Brg. N. Abutment

Bk. N. Abutment

SOUTHBOUND STAGE CONSTRUCTION

oretical Grade	
Elevations	
sted For Dead	
ad Deflection	
nd Grinding	
800.14	
800.14	
800.18	
800.21	
800.25	
800.28	
800.30	
800.35	
800.40	
800.45	
800.47	
800.48	
800.48	
800.46	
800.43	
800.44	
800.44	
800.42	
800.41	
800.40	

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+23.02	-33.00	800.39	800.41
⊈ Brg. S. Abutment	2647+24.98	-33.03	800.40	800.42
A B C D	2647+35.04 2647+45.10 2647+55.15 2647+65.21	-33.19 -33.33 -33.45 -33.55	800.43 800.47 800.50 800.53	800.45 800.49 800.52 800.55
⊈ Brg. Pier 1	2647+73.07	-33.62	800.55	800.57
E F G H J K L	2647+83.13 2647+93.19 2648+03.25 2648+13.31 2648+23.37 2648+33.43 2648+43.49	-33.69 -33.74 -33.78 -33.80 -33.80 -33.78 -33.75	800.58 800.60 800.63 800.64 800.66 800.67	800.62 800.67 800.72 800.74 800.75 800.75 800.72
€ Brg. Pier 2	2648+56.40	-33.68	800.67	800.69
М	2648+66.46	-33.60	800.67	800.70

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutm	ent 2647+23.83	-30.92	800.46	800.48
€ Brg. S. Abutı	ment 2647+25.80	-30.92	800.47	800.49
A B C	2647+35.92 2647+46.02 2647+56.12	-30.92 -30.92 -30.92	800.51 800.55 800.59	800.53 800.57 800.61
D	2647+66.21	-30.92	800.63	800.65
€ Brg. Pier	2647+74.10	-30.92	800.65	800.67
E F G H J K	2647+84.18 2647+94.25 2648+04.32 2648+14.38 2648+24.43 2648+34.48	-30.92 -30.92 -30.92 -30.92 -30.92 -30.92	800.68 800.70 800.73 800.74 800.76 800.76	800.72 800.77 800.82 800.84 800.85 800.84
Ĺ	2648+44.52	-30.92	800.77	800.82
€ Brg. Pier	2 2648+57.40	-30.92	800.77	800.79
M N P R	2648+67.43 2648+77.45 2648+87.46 2648+97.47	-30.92 -30.92 -30.92 -30.92	800.76 800.75 800.74 800.73	800.79 800.78 800.76 800.75
€ Brg. N. Abuti	ment 2649+05.29	-30.92	800.71	800.73

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+26.01	-25.30	800.66	800.68
₡ Brg. S. Abutment	2647+27.97	-25.33	800.67	800.69
Α	2647+38.02	-25.48	800.71	800.73
В	2647+48.06	-25.61	800.74	800.76
С	2647+58.11	-25.73	800.77	800.79
D	2647+68.15	-25.82	800.81	800.83
€ Brg. Pier 1	2647+76.00	-25.89	800.83	800.85
Ε	2647+86.05	-25.95	800.85	800.89
F	2647+96.09	-26.00	800.88	800.95
G	2648+06.14	-26.03	800.89	800.98
Н	2648+16.19	-26.05	800.91	801.01
J	2648+26.23	-26.04	800.92	801.01
Κ	2648+36.28	-26.02	800.93	801.01
L	2648+46.32	-25.98	800.94	800.99
ℚ Brg. Pier 2	2648+59.21	-25.91	800.94	800.96
М	2648+69.26	-25.83	800.93	800.96
N	2648+79.30	-25.73	800.93	800.96
Р	2648+89.35	-25.62	800.92	800.94
R	2648+99.39	-25.48	800.91	800.93
ı	I	ı		

2649+07.24

2649+09.21

BEAM 8

-33.51

-33.40

-33.27

-33.16

-33.13

800.67

800.66

800.65

800.64

800.63

800.70

800.68

800.67

800.66

800.65

SCALE:

2648+76.51

2648+86.57

2648+96.63

2649+04.49

2649+06.46

⊈ Brg. N. Abutment

Bk. N. Abutment

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding		
Bk. S. Abutment	2647+29.00	-17.60	800.94	800.96		
₡ Brg. S. Abutment	2647+30.96	-17.63	800.94	800.96		
Α	2647+40.99	-17.77	800.98	801.00		
В	2647+51.02	-17.90	801.01	801.03		
С	2647+61.05	-18.01	801.05	801.07		
D	2647+71.08	-18.10	801.08	801.10		
€ Brg. Pier 1	2647+78.93	-18.16	801.10	801.12		
E	2647+88.96	-18.22	801.12	801.16		
F	2647+98.99	-18.26	801.15	801.22		
G	2648+09.02	-18.29	801.16	801.25		
Н	2648+19.05	-18.30	801.18	801.28		
J	2648+29.08	-18.29	801.19	801.28		
K	2648+39.12	-18.26	801.20	801.28		
L	2648+49.15	-18.22	801.20	801.25		
⊈ Brg. Pier 2	2648+62.02	-18.14	801.20	801.22		
М	2648+72.05	-18.05	801.20	801.23		
N	2648+82.08	-17.95	801.19	801.22		
P	2648+92.12	-17.83	801.18	801.20		
R	2649+02.15	-17.69	801.17	801.19		
⊈ Brg. N. Abutment	2649+09.99	-17.58	801.15	801.17		
Bk. N. Abutment	2649+11.95	-17.54	801.15	801.17		

SOUTHBOUND PGL & EDGE OF ROADWAY

-30.92

800.71

800.73

ONLY

INFORMATION

OR

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2649+07.24

Bk. N. Abutment

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+30.59	-13.50	801.08	801.10
₡ Brg. S. Abutment	2647+32.56	-13.50	801.09	801.11
A B C D	2647+42.63 2647+52.70 2647+62.77 2647+72.82	-13.50 -13.50 -13.50 -13.50	801.13 801.17 801.21 801.24	801.15 801.19 801.23 801.26
Ç Brg. Pier 1	2647+80.68	-13.50	801.26	801.28
E F G H J K L	2647+90.73 2648+00.77 2648+10.80 2648+20.82 2648+30.84 2648+40.86 2648+50.86	-13.50 -13.50 -13.50 -13.50 -13.50 -13.50	801.29 801.31 801.33 801.34 801.35 801.36	801.33 801.38 801.42 801.44 801.44 801.44
€ Brg. Pier 2 M	2648+63.69 2648+73.69	-13.50 -13.50	801.36 801.35	801.38 801.38
N P R	2648+73.69 2648+83.67 2648+93.65 2649+03.62	-13.50 -13.50 -13.50 -13.50	801.34 801.32 801.31	801.38 801.37 801.34 801.33
© Brg. N. Abutment	2649+11.42	-13.50	801.29	801.31
Bk. N. Abutment	2649+13.36	-13.50	801.28	801.30

		OOLITTEANL
Rouman	10 S. LaSalle Street, Suite 2110 Chicago, Illinois 60603 312-514-0360 www.bowman.com	
DOWINGI		PLOT SCALE
		PLOT DATE

€ Brg. N. Abutment

Bk. N. Abutment

	USER NAME = ITranceschina	DESIGNED -	JVV	REVISED -
Street, Suite 2110 ois 60603		DRAWN -	DSO	REVISED -
an_com	PLOT SCALE = \$SCALE\$	CHECKED -	AJN	REVISED -
	PLOT DATE = 8/12/2024	DATE -	02/27/24	REVISED -

800.89

800.89

800.91

800.91

-25.37

-25.34

STATE OF ILLINOIS			
DEPARTMENT OF TRANSPORTATION			

			F.A.I RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.			
STRUCTURE NO. 101-0208/0209				39	((201-3)R & (4-1,5)R)F		WINNEBAGO	235	18		
	31K0010KL NO; 101-0200/0203							CONTRAC	T NO. 6	4U51	
8	SHEET 16	OF 60	SHEETS	STA.	TO STA.		ILLINOIS F	ED. AID	PROJECT		

<u> </u>					
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	
Bk. S. Abutment	2647+31.98	-9.89	801.21	801.23	
₡ Brg. S. Abutment	2647+33.94	-9.92	801.22	801.24	
A B C D	2647+43.96 2647+53.97 2647+63.99 2647+74.01	-10.06 -10.18 -10.29 -10.37	801.25 801.29 801.32 801.35	801.27 801.31 801.34 801.37	
€ Brg. Pier 1	2647+81.84	-10.43	801.37	801.39	
E F G H J K L	2647+91.86 2648+01.87 2648+11.89 2648+21.91 2648+31.93 2648+41.95 2648+51.97	-10.48 -10.52 -10.54 -10.55 -10.53 -10.50 -10.45	801.39 801.41 801.43 801.44 801.46 801.46	801.43 801.48 801.52 801.54 801.55 801.54	
€ Brg. Pier 2 M N	2648+64.82 2648+74.84 2648+84.86	-10.36 -10.27 -10.17	801.46 801.46 801.45	801.48 801.49 801.48	
P R	2648+94.88 2649+04.89	-10.04 -9.90	801.44 801.43	801.46 801.45	
₡ Brg. N. Abutment	2649+12.72	-9.78	801.41	801.43	
Bk. N. Abutment	2649+14.68	-9.75	801.41	801.43	

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+34.95	-2.18	801.49	801.51
₡ Brg. S. Abutment	2647+36.91	-2.21	801.49	801.51
A B C D	2647+46.91 2647+56.92 2647+66.92 2647+76.92	-2.35 -2.46 -2.56 -2.64	801.53 801.56 801.59 801.62	801.55 801.58 801.61 801.64
ℚ Brg. Pier 1	2647+84.74	-2.70	801.64	801.66
E F G H J K L	2647+94.75 2648+04.75 2648+14.76 2648+24.76 2648+34.77 2648+44.77 2648+54.78	-2.75 -2.78 -2.80 -2.79 -2.78 -2.74 -2.69	801.66 801.68 801.70 801.71 801.72 801.73	801.70 801.74 801.78 801.80 801.81 801.80 801.78
€ Brg. Pier 2	2648+67.62	-2.59	801.73	801.75
M N P R	2648+77.62 2648+87.62 2648+97.63 2649+07.63	-2.50 -2.39 -2.26 -2.11	801.72 801.71 801.70 801.68	801.75 801.73 801.72 801.70
€ Brg. N. Abutment	2649+15.45	-1.98	801.67	801.69
Bk. N. Abutment	2649+17.40	-1.95	801.67	801.69

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	
Bk. S. Abutment	2647+35.22	-1.50	800.62	800.64	
⊈ Brg. S. Abutment	2647+37.18	-1.50	800.63	800.65	
A B C D	2647+47.24 2647+57.28 2647+67.32 2647+77.35	-1.50 -1.50 -1.50 -1.50	800.67 800.71 800.74 800.77	800.69 800.73 800.76 800.79	
€ Brg. Pier 1	2647+85.19	-1.50	800.79	800.81	
E F G H J K L	2647+95.21 2648+05.23 2648+15.24 2648+25.24 2648+35.23 2648+45.22 2648+55.21	-1.50 -1.50 -1.50 -1.50 -1.50 -1.50	800.82 800.84 800.85 800.87 800.88 800.88	800.86 800.90 800.93 800.96 800.97 800.95 800.93	
€ Brg. Pier 2	2648+68.01	-1.50	800.87	800.89	
M N P R	2648+77.98 2648+87.94 2648+97.89 2649+07.85	-1.50 -1.50 -1.50 -1.50	800.87 800.85 800.84 800.82	800.90 800.87 800.86 800.84	
€ Brg. N. Abutment	2649+15.62	-1.50	800.80	800.82	
Bk. N. Abutment	2649+17.56	-1.50	800.79	800.81	

٠.		
		USE
	POLATION 10 S. LaSalle Street, Suite 2110 Chicago, Illinois 60603	
	DOVIII (al II 312-614-0360 www.bowman.com	PLO
Ë		PLO [°]

	USER NAME = Ifranceschina	DESIGNED - JW	REVISED -
treet, Suite 2110 60603		DRAWN - DSO	REVISED -
com	PLOT SCALE = \$SCALE\$	CHECKED - AJN	REVISED -
	PLOT DATE = 8/12/2024	DATE - 02/27/24	REVISED -

SCALE:

SLAB ELEVATIONS 4				F.A.I RTE.	SECTIO	
STRUCTURE NO. 101-0208/0209					39	((201-3)R & (4
3110	JOIONE	140, 101	-0200/02			
SHEET 17	OF 60	SHEETS	STA.	TO STA.		IL.

NORTHBOUND FACE OF MEDIAN PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	
Bk. S. Abutment	2647+36.37	1.50	800.63	800.65	
₡ Brg. S. Abutment	2647+38.34	1.50	800.63	800.65	
A B	2647+48.38 2647+58.42	1.50 1.50	800.67 800.71	800.69 800.73	
Ċ	2647+68.46	1.50	800.75	800.77	
D	2647+78.48	1.50	800.77	800.79	
€ Brg. Pier 1	2647+86.32	1.50	800.79	800.81	
E	2647+96.33	1.50	800.82	800.86	
F	2648+06.34	1.50	800.84	800.90	
G	2648+16.34	1.50	800.86	800.94	
Н	2648+26.34	1.50	800.87	800.96	
J	2648+36.33	1.50	800.88	800.97	
K	2648+46.31	1.50	800.88	800.95	
L	2648+56.29	1.50	800.88	800.93	
₡ Brg. Pier 2	2648+69.08	1.50	800.87	800.89	
М	2648+79.05	1.50	800.87	800.90	
N	2648+89.00	1.50	800.85	800.87	
P	2648+98.95	1.50	800.84	800.86	
R	2649+08.90	1.50	800.81	800.83	
€ Brg. N. Abutment	2649+16.67	1.50	800.80	800.82	
Bk. N. Abutment	2649+18.61	1.50	800.79	800.81	

BEAM 11

Location		Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
	Bk. S. Abutment	2647+36.69	2.33	800.73	800.75
	₡ Brg. S. Abutment	2647+38.65	2.31	800.73	800.75
	A B C D	2647+48.64 2647+58.64 2647+68.63 2647+78.63	2.17 2.06 1.96 1.89	800.77 800.80 800.83 800.86	800.79 800.82 800.85 800.88
	ℚ Brg. Pier 1	2647+86.44	1.84	800.88	800.90
	E F G H J K L L @ Brg. Pier 2	2647+96.44 2648+06.44 2648+16.43 2648+26.43 2648+36.43 2648+46.42 2648+56.42 2648+69.25	1.79 1.76 1.74 1.75 1.77 1.81 1.87 1.97	800.90 800.92 800.94 800.95 800.96 800.96 800.96	800.94 800.98 801.02 801.04 801.05 801.03 801.01 800.98
	N P	2648+89.24 2648+99.24	2.18 2.31	800.95 800.93	800.97 800.95
	R	2649+09.23	2.46	800.92	800.94
	ℚ Brg. N. Abutment	2649+17.04	2.59	800.90	800.92
	Bk. N. Abutment	2649+19.00	2.62	800.90	800.92

<u>BEAM 12</u>

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+39.65	10.04	801.00	801.02
€ Brg. S. Abutment	2647+41.60	10.02	801.01	801.03
A B C D	2647+51.58 2647+61.57 2647+71.55 2647+81.53	9.89 9.78 9.69 9.62	801.04 801.08 801.10 801.13	801.06 801.10 801.12 801.15
€ Brg. Pier 1	2647+89.34	9.57	801.15	801.17
E F G H J K L	2647+99.32 2648+09.30 2648+19.29 2648+29.27 2648+39.25 2648+49.24 2648+59.22	9.53 9.50 9.49 9.50 9.53 9.57 9.64	801.17 801.19 801.20 801.22 801.22 801.23 801.23	801.21 801.26 801.29 801.32 801.31 801.31
€ Brg. Pier 2	2648+72.03	9.74	801.22	801.24
M N P R	2648+82.01 2648+92.00 2649+01.98 2649+11.96	9.84 9.96 10.10 10.25	801.22 801.21 801.19 801.18	801.25 801.24 801.21 801.20
₢ Brg. N. Abutment	2649+19.76	10.38	801.16	801.18
Bk. N. Abutment	2649+21.71	10.42	801.16	801.18

NORTHBOUND PGL & EDGE OF ROADWAY

MONTH DOOR OF A LEGIS OF MONEY					
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	
Bk. S. Abutment	2647+40.98	13.50	801.12	801.14	
₢ Brg. S. Abutment	2647+42.94	13.50	801.13	801.15	
А В	2647+52.96 2647+62.98	13.50 13.50	801.17 801.21	801.19 801.23	
C D	2647+72.99 2647+82.99	13.50 13.50	801.24 801.27	801.26 801.29	
€ Brg. Pier 1	2647+90.80	13.50	801.29	801.31	
E F	2648+00.79 2648+10.78	13.50 13.50	801.31 801.33	801.35 801.40	
G H J	2648+20.76 2648+30.73 2648+40.70	13.50 13.50 13.50	801.34 801.35 801.36	801.43 801.45 801.45	
K L	2648+50.66 2648+60.61	13.50 13.50	801.36 801.36	801.44 801.41	
€ Brg. Pier 2	2648+73.37	13.50	801.35	801.37	
M N	2648+83.31 2648+93.24	13.50 13.50	801.34 801.32	801.37 801.35	
P R	2649+03.17 2649+13.09	13.50 13.50	801.31 801.28	801.33 801.30	
€ Brg. N. Abutment	2649+20.84	13.50	801.26	801.28	
Bk. N. Abutment	2649+22.78	13.50	801.26	801.28	

REVISED -REVISED -REVISED -REVISED -

BEAM 13

DEAM 13						
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding		
Bk. S. Abutment	2647+42.60	17.75	801.28	801.30		
€ Brg. S. Abutment	2647+44.55	17.73	801.28	801.30		
A B C D	2647+54.52 2647+64.49 2647+74.46 2647+84.43	17.61 17.50 17.42 17.35	801.32 801.35 801.38 801.40	801.34 801.37 801.40 801.42		
₡ Brg. Pier 1	2647+92.22	17.31	801.42	801.44		
E F G H J K L	2648+02.19 2648+12.16 2648+22.13 2648+32.10 2648+42.07 2648+52.04 2648+62.01	17.27 17.25 17.24 17.26 17.29 17.34 17.41	801.44 801.46 801.47 801.48 801.49 801.49	801.48 801.53 801.56 801.58 801.58 801.57		
⊈ Brg. Pier 2	2648+74.80	17.52	801.49	801.51		
M N P R	2648+84.77 2648+94.74 2649+04.71 2649+14.68	17.62 17.75 17.89 18.05	801.48 801.47 801.45 801.43	801.51 801.50 801.47 801.45		
⊈ Brg. N. Abutment	2649+22.47	18.18	801.42	801.44		
Bk. N. Abutment	2649+24.42	18.22	801.41	801.43		

<u>BEAM 14</u>

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+45.55	25.47	801.55	801.57
€ Brg. S. Abutment	2647+47.49	25.44	801.56	801.58
A B C D	2647+57.45 2647+67.40 2647+77.36 2647+87.32	25.32 25.23 25.14 25.08	801.59 801.62 801.65 801.67	801.61 801.64 801.67 801.69
€ Brg. Pier 1	2647+95.10	25.04	801.69	801.71
E F G H J K L	2648+05.06 2648+15.01 2648+24.97 2648+34.93 2648+44.88 2648+54.84 2648+64.79	25.01 25.00 25.00 25.02 25.05 25.11 25.18	801.71 801.72 801.74 801.75 801.75 801.75 801.75	801.75 801.79 801.83 801.85 801.84 801.83 801.80
€ Brg. Pier 2	2648+77.57	25.30	801.75	801.77
M N P R	2648+87.53 2648+97.48 2649+07.44 2649+17.39	25.41 25.54 25.68 25.84	801.74 801.73 801.71 801.69	801.77 801.76 801.73 801.71
€ Brg. N. Abutment	2649+25.17	25.98	801.68	801.70
Bk. N. Abutment	2649+27.11	26.02	801.67	801.69

INFORMATION ONLY

FOR

		USER NAME	= Ifranceschina	DESIGNED	-	JW
Bowman	10 S. LaSalle Street, Suite 2110 Chicago, Illinois 60603			DRAWN	-	DSO
DOWINGI	312-614-0360 www.bowman.com	PLOT SCALE	= \$SCALE\$	CHECKED	-	AJN
		PLOT DATE	= 8/12/2024	DATE		02/27/24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

	SLAB ELEVATIONS 5			F.A.I RTE. SECTION			COUNTY	TOTA SHEET			
STRUCTURE NO. 101-0208/0209			39	((201-3)R & (4-1,5)R)F			WINNEBAGO	235			
	, JIN	JOIONE	110, 10	1-0200/0	203					CONTRAC	T NO.
	SHEET 18	OF 60	SHEETS	STA.	TO STA.			ILLINOIS	FED. AII	PROJECT	

BEAM 15

NORTHBOUND STAGE CONSTRUCTION

<u>BEAM 16</u>

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding				
Bk. S. Abutment	2647+48.49	33.18	801.82	801.84				
€ Brg. S. Abutment	2647+50.43	33.16	801.83	801.85				
A B C D	2647+60.37 2647+70.31 2647+80.25 2647+90.20	33.04 32.95 32.87 32.82	801.86 801.89 801.92 801.94	801.88 801.91 801.94 801.96				
€ Brg. Pier 1	2647+97.97	32.78	801.96	801.98				
E F G H J K L U Brg. Pier 2 M N P R	2648+07.91 2648+17.86 2648+27.80 2648+37.74 2648+47.69 2648+57.63 2648+67.57 2648+80.33 2648+90.27 2649+00.21 2649+10.15 2649+20.09	32.75 32.74 32.75 32.78 32.82 32.88 32.95 33.08 33.19 33.32 33.48 33.64	801.98 801.99 802.01 802.02 802.02 802.02 802.02 802.01 802.00 801.99 801.97 801.95	802.02 802.06 802.10 802.11 802.11 802.10 802.07 802.03 802.03 802.03 801.99 801.97				
₡ Brg. N. Abutment	2649+27.86	33.79	801.93	801.95				
Bk. N. Abutment	2649+29.81	33.82	801.93	801.95				
		· · · · · ·						

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+49.11	34.83	801.88	801.90
₡ Brg. S. Abutment	2647+51.06	34.83	801.89	801.91
A B C D	2647+61.04 2647+71.02 2647+80.99 2647+90.95	34.83 34.83 34.83 34.83	801.93 801.96 801.99 802.01	801.95 801.98 802.01 802.03
ℚ Brg. Pier 1	2647+98.73	34.83	802.03	802.05
E F G H J K L	2648+08.68 2648+18.62 2648+28.56 2648+38.49 2648+48.41 2648+58.33 2648+68.24	34.83 34.83 34.83 34.83 34.83 34.83	802.05 802.06 802.08 802.08 802.09 802.09 802.09	802.09 802.13 802.17 802.18 802.18 802.17 802.13
₡ Brg. Pier 2	2648+80.95	34.83	802.07	802.09
M N P R	2648+90.85 2649+00.74 2649+10.63 2649+20.51	34.83 34.83 34.83 34.83	802.05 802.04 802.01 801.99	802.08 802.07 802.03 802.01
₡ Brg. N. Abutment	2649+28.23	34.83	801.97	801.99
Bk. N. Abutment	2649+30.15	34.83	801.96	801.98

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+51.41	40.89	802.10	802.12
€ Brg. S. Abutment	2647+53.35	40.87	802.10	802.12
A B C D	2647+63.28 2647+73.21 2647+83.14 2647+93.07	40.77 40.68 40.61 40.55	802.14 802.16 802.19 802.21	802.16 802.18 802.21 802.23
€ Brg. Pier 1	2648+00.83	40.52	802.23	802.25
E F G H J K L	2648+10.76 2648+20.69 2648+30.62 2648+40.55 2648+50.48 2648+60.41 2648+70.34	40.50 40.49 40.51 40.54 40.58 40.65 40.73	802.25 802.26 802.27 802.28 802.28 802.28 802.28	802.29 802.33 802.36 802.38 802.37 802.36 802.33
€ Brg. Pier 2	2648+83.08	40.86	802.27	802.29
M N P R	2648+93.01 2649+02.94 2649+12.86 2649+22.79	40.98 41.12 41.27 41.44	802.26 802.25 802.23 802.21	802.29 802.28 802.25 802.23
₡ Brg. N. Abutment	2649+30.55	41.59	802.19	802.21
Bk. N. Abutment	2649+32.49	41.63	802.19	802.21

BEAM 17

BEAM 18

<u>NC</u>	NORTHBOUND EDGE OF ROADWAY					
			Theoretical			

DEAPT 17						
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding		
Bk. S. Abutment	2647+54.33	48.61	802.37	802.39		
₡ Brg. S. Abutment	2647+56.27	48.59	802.38	802.40		
A B C D	2647+66.19 2647+76.10 2647+86.02 2647+95.93	48.49 48.40 48.34 48.29	802.41 802.43 802.46 802.48	802.43 802.45 802.48 802.50		
€ Brg. Pier 1	2648+03.69	48.26	802.50	802.52		
E F G H J K L	2648+13.60 2648+23.52 2648+33.44 2648+43.35 2648+53.27 2648+63.18 2648+73.10	48.25 48.25 48.26 48.30 48.35 48.42 48.50	802.51 802.53 802.54 802.54 802.54 802.54 802.54	802.55 802.60 802.63 802.64 802.63 802.62 802.59		
₡ Brg. Pier 2	2648+85.83	48.64	802.53	802.55		
M N P R	2648+95.74 2649+05.65 2649+15.57 2649+25.48	48.76 48.91 49.07 49.24	802.52 802.50 802.49 802.47	802.55 802.53 802.51 802.49		
₡ Brg. N. Abutment	2649+33.23	49.39	802.45	802.47		
Bk. N. Abutment	2649+35.17	49.43	802.44	802.46		

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+57.25	56.33	802.64	802.66
€ Brg. S. Abutment	2647+59.18	56.31	802.65	802.67
A B	2647+69.08 2647+78.99	56.21 56.13	802.68 802.70	802.70 802.72
C D	2647+88.89 2647+98.79	56.07 56.03	802.73 802.75	802.75 802.77
₡ Brg. Pier 1	2648+06.53	56.01	802.77	802.79
E	2648+16.44	55.99	802.78	802.82
F	2648+26.34	56.00	802.79	802.86
G	2648+36.24	56.02	802.80	802.89
Н	2648+46.15	56.06	802.81	802.91
J	2648+56.05	56.12	802.81	802.90
K	2648+65.95	56.19	802.81	802.89
L	2648+75.85	56.28	802.80	802.85
€ Brg. Pier 2	2648+88.56	56.42	802.79	802.81
М	2648+98.46	56.55	802.78	802.81
N	2649+08.36	56.70	802.76	802.79
Р	2649+18.26	56.86	802.75	802.77
R	2649+28.16	57.05	802.72	802.74
₡ Brg. N. Abutment	2649+35.90	57.20	802.70	802.72
Bk. N. Abutment	2649+37.84	57.24	802.70	802.72

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+59.19	61.50	802.83	802.85
€ Brg. S. Abutment	2647+61.13	61.50	802.83	802.85
A B	2647+71.06 2647+80.98	61.50 61.50	802.87 802.89	802.89 802.91
	2647+90.90	61.50	802.92	802.94
D	2648+00.81	61.50	802.94	802.96
€ Brg. Pier 1	2648+08.55	61.50	802.96	802.98
E	2648+18.44	61.50	802.97	803.01
F	2648+28.34	61.50	802.98	803.05
G	2648+38.22	61.50	802.99	803.08
Н	2648+48.10	61.50	802.99	803.09
J	2648+57.97	61.50	802.99	803.08
K	2648+67.84	61.50	802.99	803.07
L	2648+77.70	61.50	802.98	803.03
€ Brg. Pier 2	2648+90.34	61.50	802.96	802.98
l M	2649+00.19	61.50	802.95	802.98
l N	2649+10.03	61.50	802.92	802.95
P	2649+19.86	61.50	802.90	802.92
R	2649+29.69	61.50	802.87	802.89
€ Brg. N. Abutment	2649+37.37	61.50	802.85	802.87
Bk. N. Abutment	2649+39.29	61.50	802.84	802.86

INFORMATION ONLY

FOR

Bowman 10 S. LaSalle Street. Suite 271 Chicago. Illinois 60803 313-614-0280 www.bowman.com	USER NAME = Ifranceschina	DESIGNED - JW	REVISED -
	0	DRAWN - DSO	REVISED -
	PLOT SCALE = \$SCALE\$	CHECKED - AJN	REVISED -
	PLOT DATE = 8/12/2024	DATE - 02/27/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

SHEET

SLAB ELEVATIONS 6		F.A.I RTE.	SECT	ION		COUNTY	TOTAL SHEETS	SHEET NO.				
STRUCTURE NO. 101-0208/0209		39	((201-3)R &	(4-1,5)R)F	WINNEBAGO	235	21				
3 I IV	0010	/IXL	110, 101	-0200/02						CONTRAC	CT NO. 6	4U51
19	OF	60	SHEETS	STA.	TO STA.			ILLINOIS	FED AII	PROJECT		

DEAM 19						
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding		
Bk. S. Abutment	2647+60.15	64.05	802.92	802.94		
⊈ Brg. S. Abutment	2647+62.08	64.03	802.92	802.94		
A B C D	2647+71.97 2647+81.86 2647+91.75 2648+01.64	63.94 63.86 63.81 63.77	802.95 802.97 803.00 803.02	802.97 802.99 803.02 803.04		
€ Brg. Pier 1	2648+09.37	63.75	803.03	803.05		
E F G H J K L	2648+19.26 2648+29.15 2648+39.04 2648+893 2648+58.82 2648+68.71 2648+78.60	63.74 63.75 63.78 63.82 63.88 63.96 64.06	803.05 803.06 803.07 803.07 803.07 803.07	803.09 803.13 803.16 803.17 803.16 803.15 803.12		
€ Brg. Pier 2 M N	2648+91.29 2649+01.18 2649+11.07	64.21 64.34 64.49	803.05 803.04 803.02	803.07 803.07 803.05		
P R	2649+20.95 2649+30.84	64.66 64.85	803.00 802.98	803.02 803.00		
© Brg. N. Abutment	2649+38.57	65.01	802.96	802.98		
Bk. N. Abutment	2649+40.50	65.05	802.96	802.98		

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abutment	2647+63.05	71.77	803.19	803.21
₡ Brg. S. Abutment	2647+64.98	71.75	803.20	803.22
A B C D	2647+74.85 2647+84.73 2647+94.61 2648+04.48	71.67 71.60 71.55 71.51	803.22 803.25 803.27 803.29	803.24 803.27 803.29 803.31
€ Brg. Pier 1	2648+12.20	71.50	803.30	803.32
E F G H J K L	2648+22.08 2648+31.96 2648+41.83 2648+51.71 2648+61.59 2648+71.46 2648+81.34	71.49 71.51 71.54 71.59 71.66 71.74 71.84	803.32 803.33 803.34 803.34 803.34 803.33 803.33	803.36 803.39 803.41 803.43 803.43 803.40 803.38
€ Brg. Pier 2	2648+94.01	71.99	803.31	803.33
M N P R	2649+03.89 2649+13.76 2649+23.64 2649+33.51	72.13 72.29 72.46 72.66	803.30 803.28 803.26 803.24	803.33 803.30 803.28 803.26
© Brg. N. Abutment	2649+41.23	72.82	803.22	803.24
Bk. N. Abutment	2649+43.16	72.86	803.21	803.23

NORTH BOOND FACE OF FARAFET						
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding		
Bk. S. Abutment	2647+63.70	73.50	802.36	802.38		
€ Brg. S. Abutment	2647+65.63	73.50	802.37	802.39		
A B C D	2647+75.54 2647+85.44 2647+95.33 2648+05.21	73.50 73.50 73.50 73.50	802.40 802.42 802.45 802.47	802.42 802.44 802.47 802.49		
€ Brg. Pier 1	2648+12.94	73.50	802.48	802.50		
E F G H J K L	2648+22.81 2648+32.68 2648+42.54 2648+52.39 2648+62.24 2648+72.09 2648+81.92	73.50 73.50 73.50 73.50 73.50 73.50 73.50	802.50 802.51 802.51 802.51 802.51 802.50 802.49	802.54 802.57 802.59 802.60 802.60 802.57 802.54		
€ Brg. Pier 2	2648+94.54	73.50	802.47	802.49		
M N P R	2649+04.36 2649+14.18 2649+23.99 2649+33.80	73.50 73.50 73.50 73.50	802.46 802.43 802.41 802.38	802.49 802.45 802.43 802.40		
₡ Brg. N. Abutment	2649+41.46	73.50	802.35	802.37		
Bk. N. Abutment	2649+43.37	73.50	802.34	802.36		

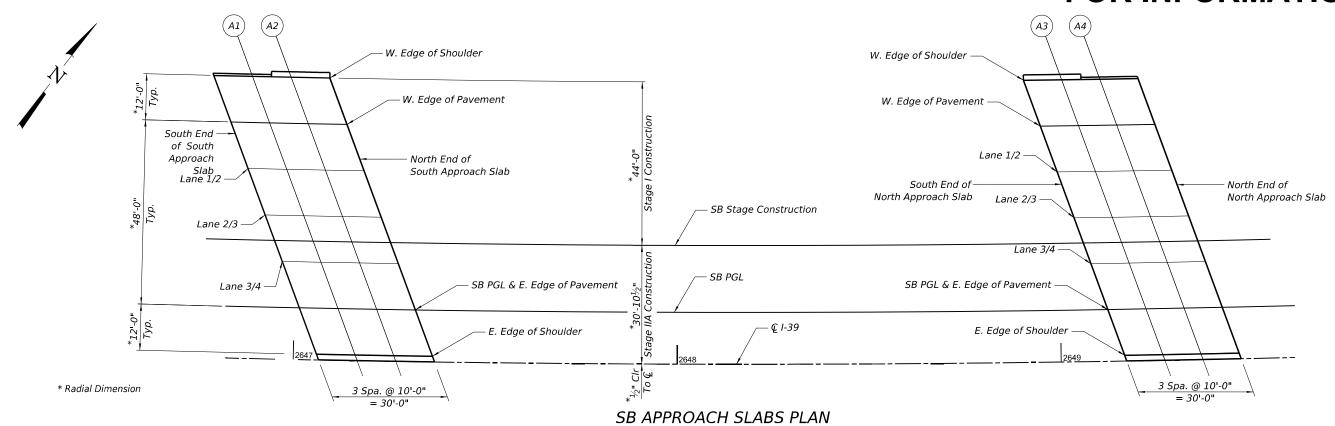
۶L				
	USER NAME = Ifranceschina	DESIGNED - JW	REVISED -	
	10 S. LaSalle Street, Suite 2110 Chicago, Illinois 60603		DRAWN - DSO	REVISED -
	Bowman Chiago, Black 60003 312-519-0300 www.downan.com	PLOT SCALE = \$SCALE\$	CHECKED - AJN	REVISED -
Į		PLOT DATE = 8/12/2024	DATE - 02/27/24	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE:

| COUNTY | SHEET | NO. |
| R & (4-1,5)R)F | WINNEBAGO | 235 | 22 |
| CONTRACT NO. 64U51 |
| ILLINOIS | FED. AID PROJECT | SECTION **SLAB ELEVATIONS 7** ((201-3)R & (4-1,5)R)F STRUCTURE NO. 101-0208/0209 SHEET 20 OF 60 SHEETS STA. TO STA.

FOR INFORMATION ONLY



WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab	2646+87.71 2646+97.93	-73.50 -73.50	798.87 798.91	798.85 798.89 798.93 798.97
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+01.17 2649+11.24	-73.50 -73.50	799.27 799.25	799.31 799.29 799.27 799.24

LANE 1/2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab	2646+97.26 2647+07.42	-49.50 -49.50	799.73 799.77	799.71 799.75 799.79 799.83
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+09.69 2649+19.72	-49.50 -49.50	800.07 800.04	800.11 800.09 800.06 800.03

SB STAGE CONSTRUCTION

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
I	2647+04.59 2647+14.72	-30.92 -30.92	800.39 800.43	800.37 800.41 800.45 800.49
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+16.24 2649+26.23	-30.92 -30.92	800.68 800.66	800.73 800.70 800.68 800.65

SB PGL & EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab	2647+11.42 2647+21.51	-13.50 -13.50	801.01 801.04	800.98 801.03 801.06 801.10
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+22.33 2649+32.29	-13.50 -13.50	801.26 801.23	801.30 801.28 801.25 801.22

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab	2646+92.50 2647+02.69	-61.50 -61.50	799.30 799.34	799.28 799.32 799.36 799.40
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+05.44 2649+15.49	-61.50 -61.50	799.67 799.65	799.71 799.69 799.67 799.64

LANE 2/3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab	2647+02.00 2647+12.14	-37.50 -37.50	800.15 800.19	800.13 800.17 800.21 800.25
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+13.92 2649+23.93	-37.50 -37.50	800.47 800.44	800.51 800.49 800.46 800.43

LANE 3/4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grad Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab S. End of N. Appr. Slab	2647+06.72 2647+16.84 2647+26.95 2649+08.15	-25.50 -25.50 -25.50 -25.50	800.58 800.62 800.66 800.89	800.56 800.60 800.64 800.68
A3 A4 N. End of N. Appr. Slab	2649+18.14 2649+28.11 2649+38.09	-25.50	800.83	800.88 800.85 800.82

SCALE:

EAST EDGE OF SHOULDER

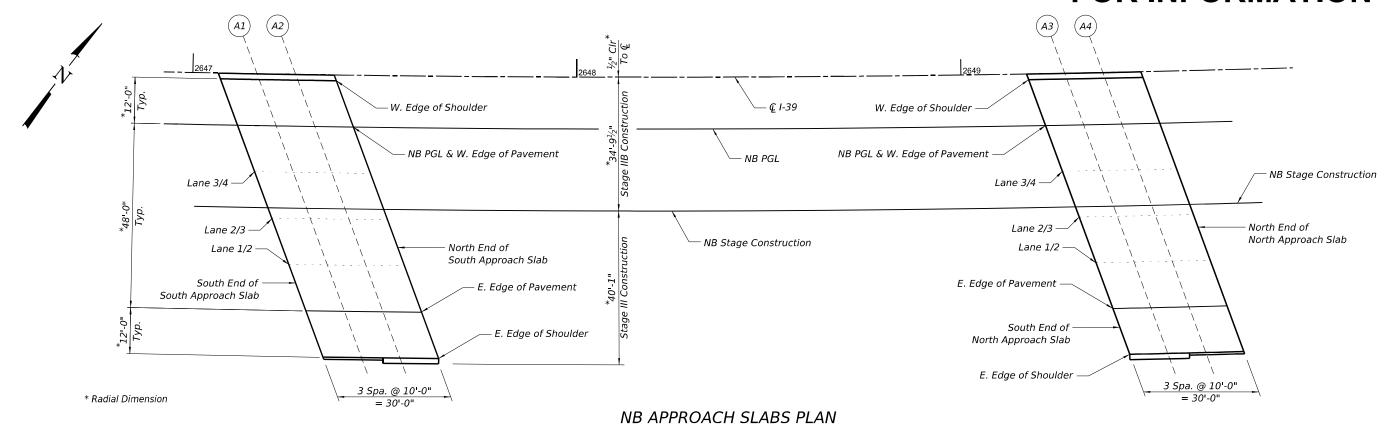
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab	2647+16.11 2647+26.18	-1.46 -1.46	801.39 801.43 801.48 801.52	801.41 801.45 801.50 801.54
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+26.52 2649+36.45	-1.46 -1.46	801.68 801.66 801.63 801.59	801.70 801.68 801.65 801.61

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB ELEVATIONS - SOUTHBOUND
STRUCTURE NO. 101-0208/0209

SHEET 21 OF 60 SHEETS STA. TO STA.

FOR INFORMATION ONLY



WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab	2647+17.25 2647+27.31	1.46 1.46 1.46 1.46	800.58 800.62 800.66 800.70	800.60 800.64 800.68 800.72
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+27.53 2649+37.46	1.46 1.46 1.46 1.46	800.86 800.83 800.80 800.77	800.88 800.85 800.82 800.79

LANE 3/4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grad Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab	2647+21.91 2647+31.95	25.50 25.50	801.48 801.52	801.45 801.50 801.54 801.57
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+31.70 2649+41.60	25.50 25.50	801.63 801.59	801.68 801.65 801.61 801.57

LANE 2/3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab	2647+31.15 2647+41.14 2647+51.12	37.50 37.50 37.50	801.90 801.94 801.98	801.88 801.92 801.96 802.00
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+39.95 2649+49.81	37.50 37.50	802.05 802.02 801.98 801.94	802.07 802.04 802.00 801.96

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical	Theoretical Grade Elevations Adjusted For Grinding
· ·	2647+40.31 2647+50.25	61.50 61.50	802.75	802.73 802.77 802.81 802.85
· · · -	2649+48.13 2649+57.94	61.50 61.50		802.86 802.82 802.79 802.74

NB PGL & WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab	2647+21.91 2647+31.95	13.50 13.50 13.50 13.50	801.01 801.05 801.09 801.13	801.03 801.07 801.11 801.15
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+31.70 2649+41.60	13.50 13.50 13.50 13.50	801.26 801.23 801.20 801.16	801.28 801.25 801.22 801.18

NB STAGE CONSTRUCTION

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grad Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab	2647+30.13 2647+40.12	34.83 34.83	801.77 801.81 801.85 801.89	801.79 801.83 801.87 801.91
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+39.04 2649+48.90	34.83 34.83	801.96 801.93 801.90 801.86	801.98 801.95 801.92 801.88

LANE 1/2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grad Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab S. End of N. Appr. Slab A3	2647+35.74 2647+45.71 2647+55.67 2649+34.21 2649+44.05	49.50 49.50 49.50 49.50 49.50	802.29 802.33 802.37 802.40 802.45 802.41	802.31 802.35 802.39 802.42 802.47 802.43
A4 N. End of N. Appr. Slab	2649+53.88 2649+63.71		802.37 802.33	802.39 802.35

SCALE:

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr. Slab A1 A2 N. End of S. Appr. Slab	2647+44.86 2647+54.78	73.50 73.50		803.16 803.20 803.24 803.27
S. End of N. Appr. Slab A3 A4 N. End of N. Appr. Slab	2649+52.19 2649+61.98	73.50 73.50	803.20 803.16	803.25 803.22 803.18 803.13

Bowman 10 S. Lissile Street. Salte 2110 Chiego, Blade 60001 7379-574200 www.Zownsta.com

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

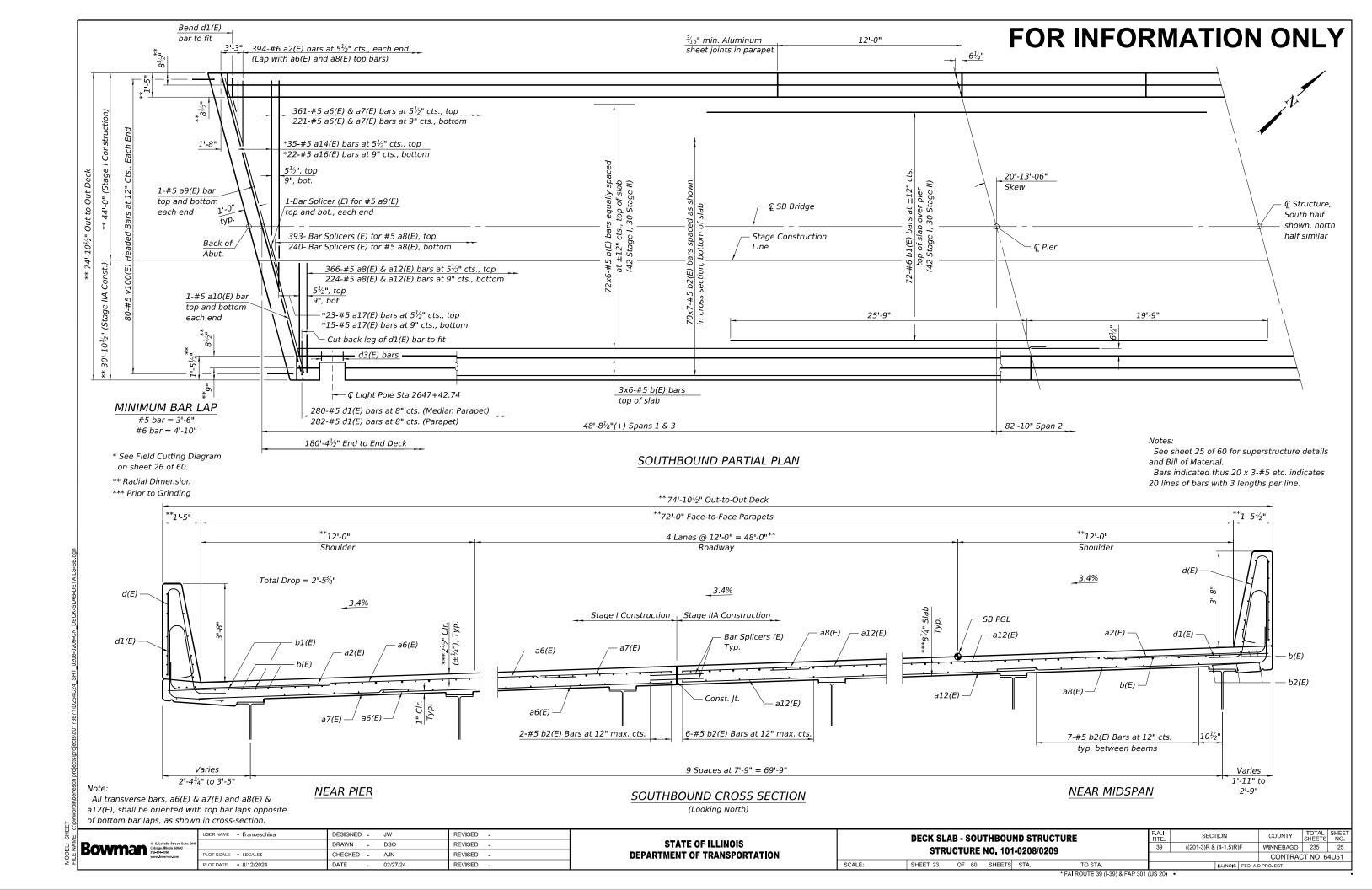
APPROACH SLAB ELEVATIONS - NORTHBOUND STRUCTURE NO. 101-0208/0209

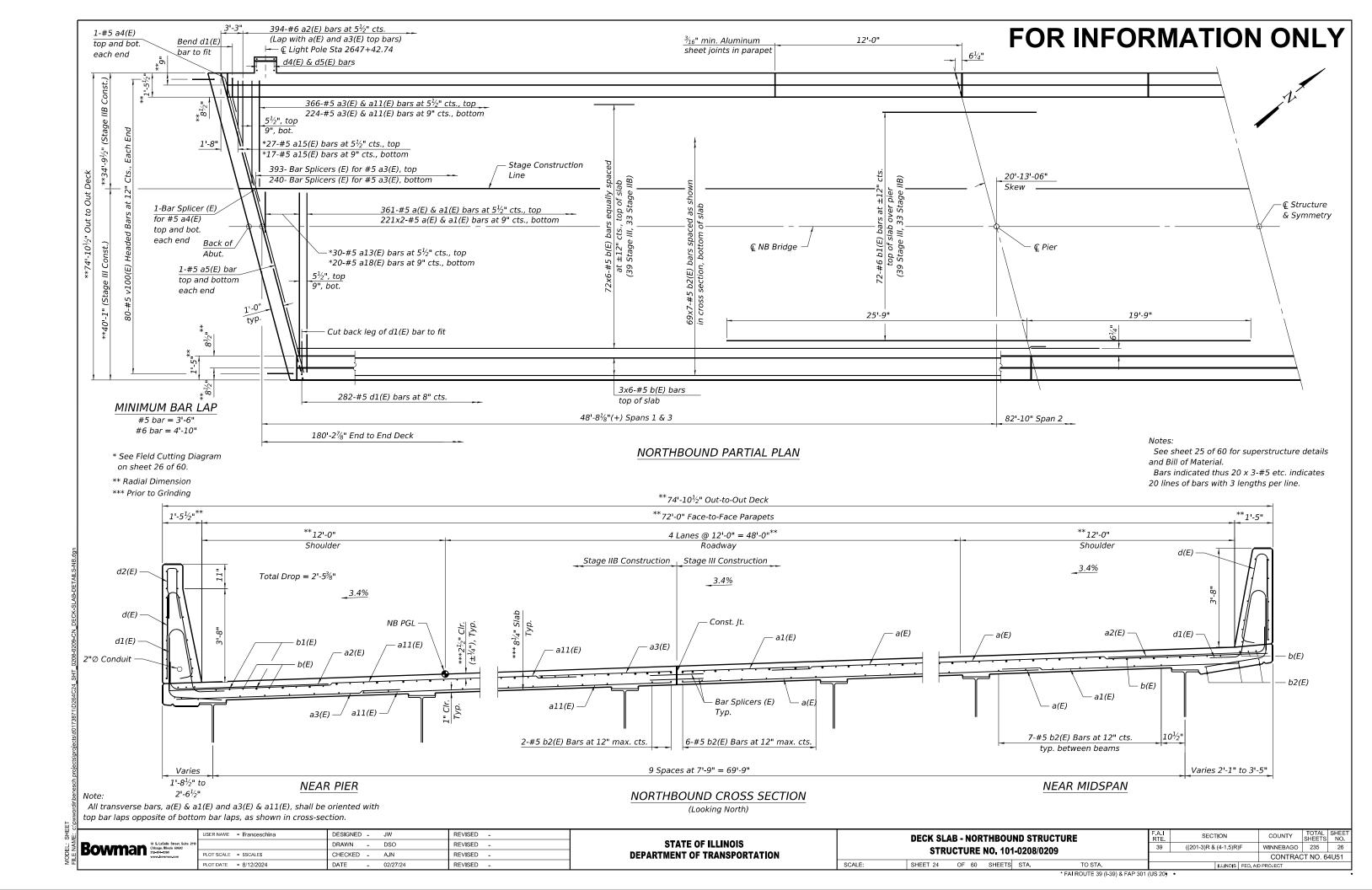
| SHEET 22 OF 60 SHEETS STA. TO STA.

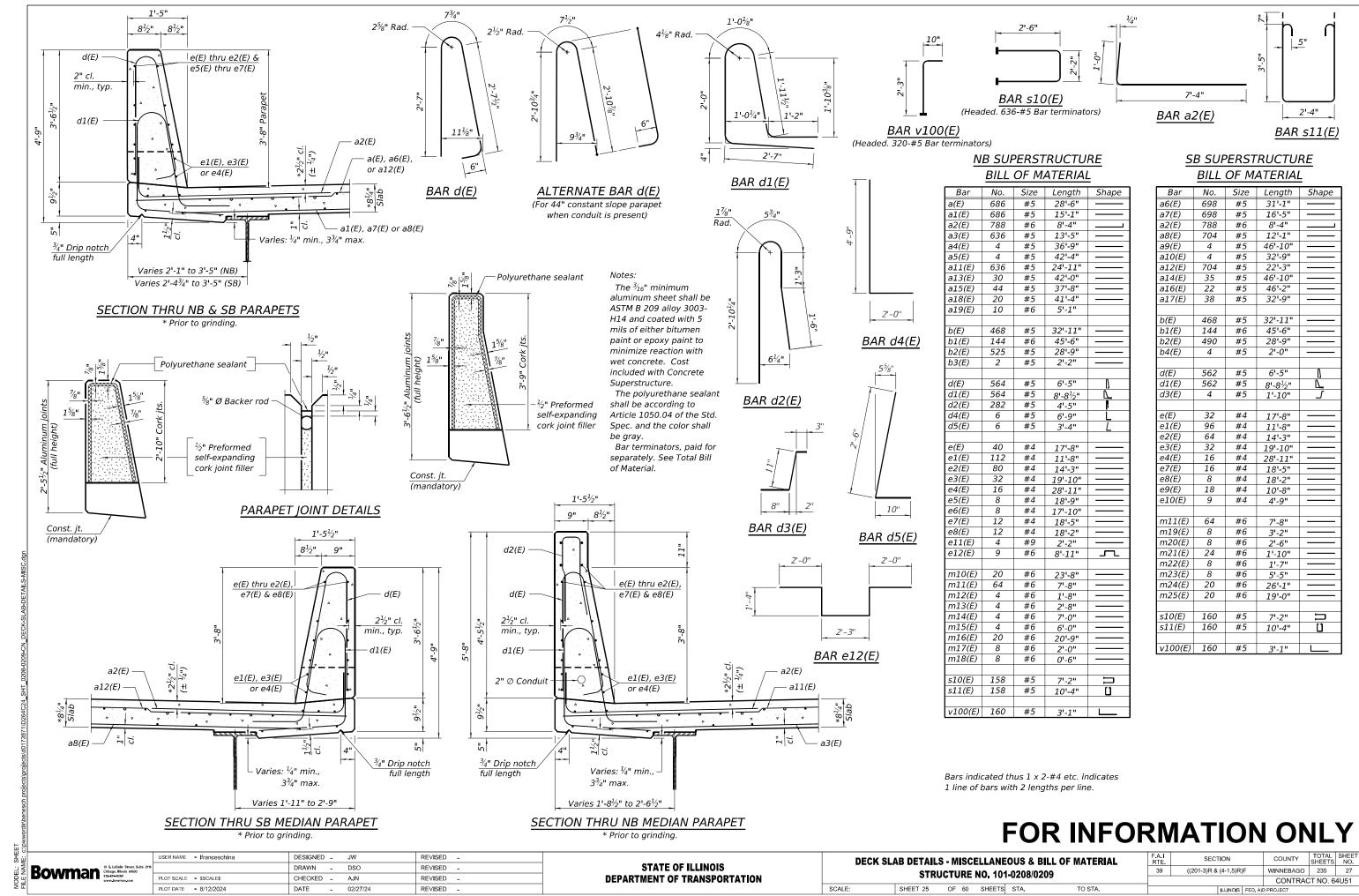
 F.A.I. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS
 NO.

 39
 ((201-3)R & (4-1,5)R)F
 WINNEBAGO
 235
 24

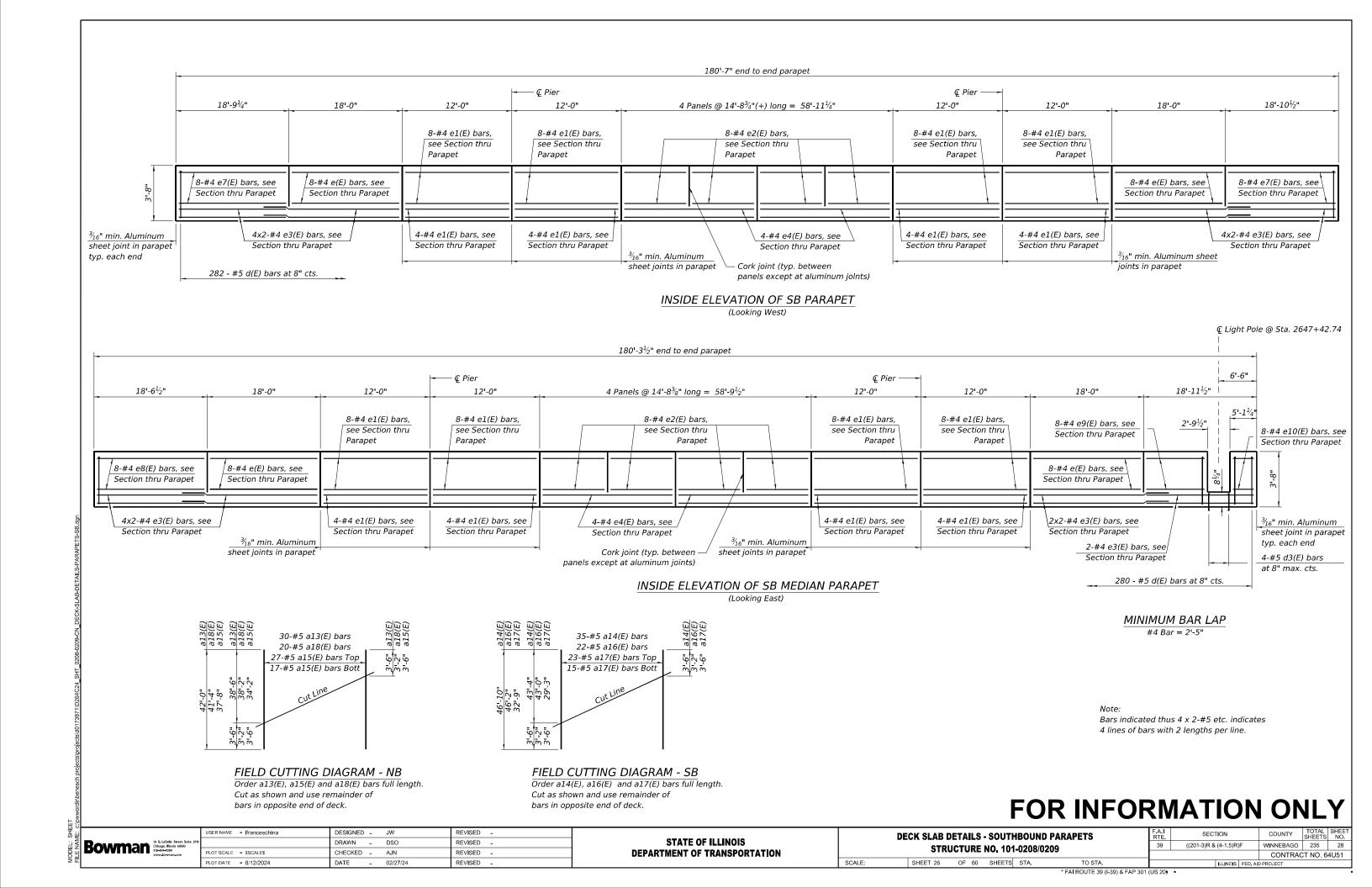
 CONTRACT NO. 64U51

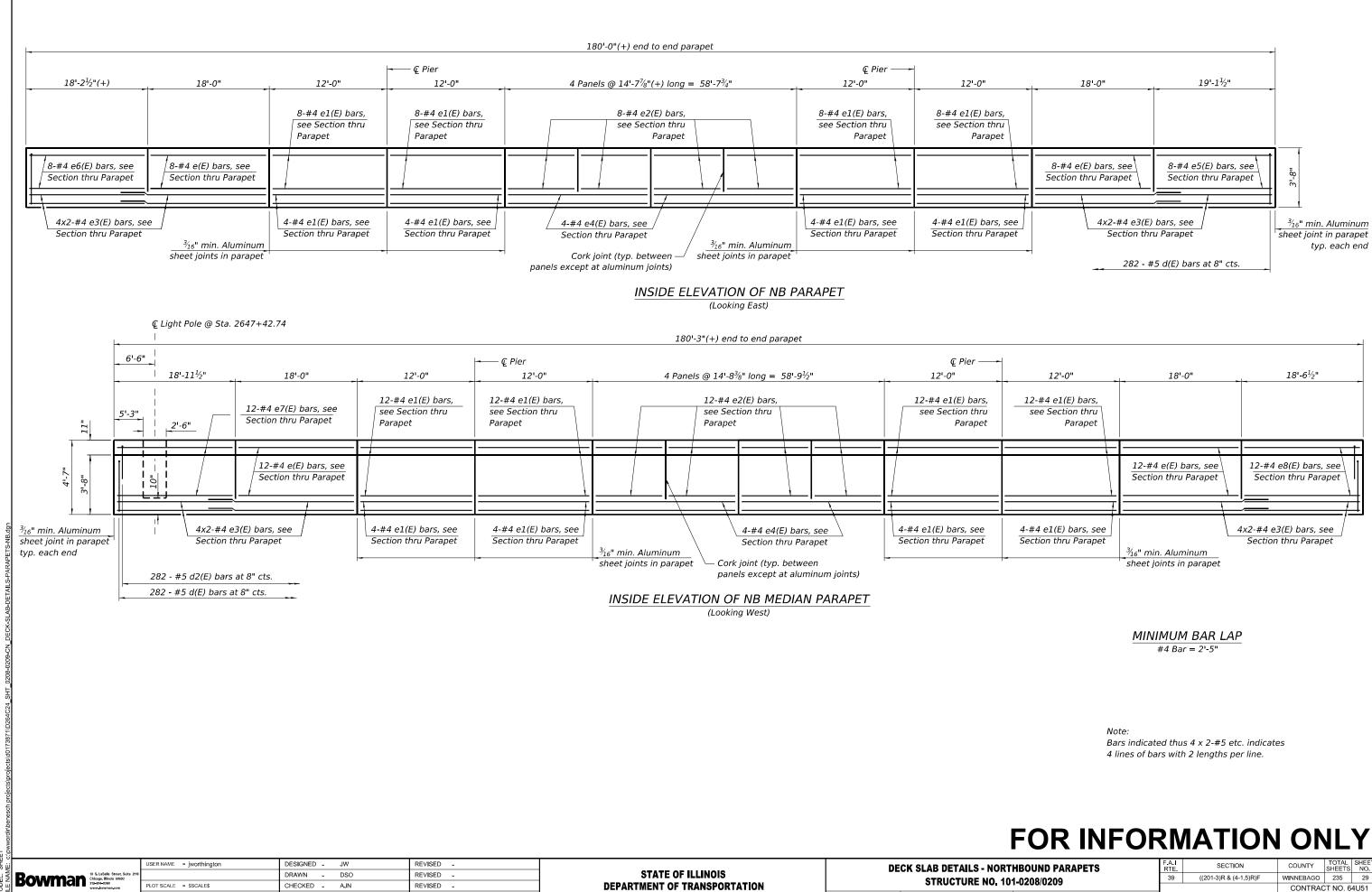






* FAI ROUTE 39 (I-39) & FAP 301 (US 20)





SCALE:

SHEET 27 OF 60 SHEETS STA.

TO STA.

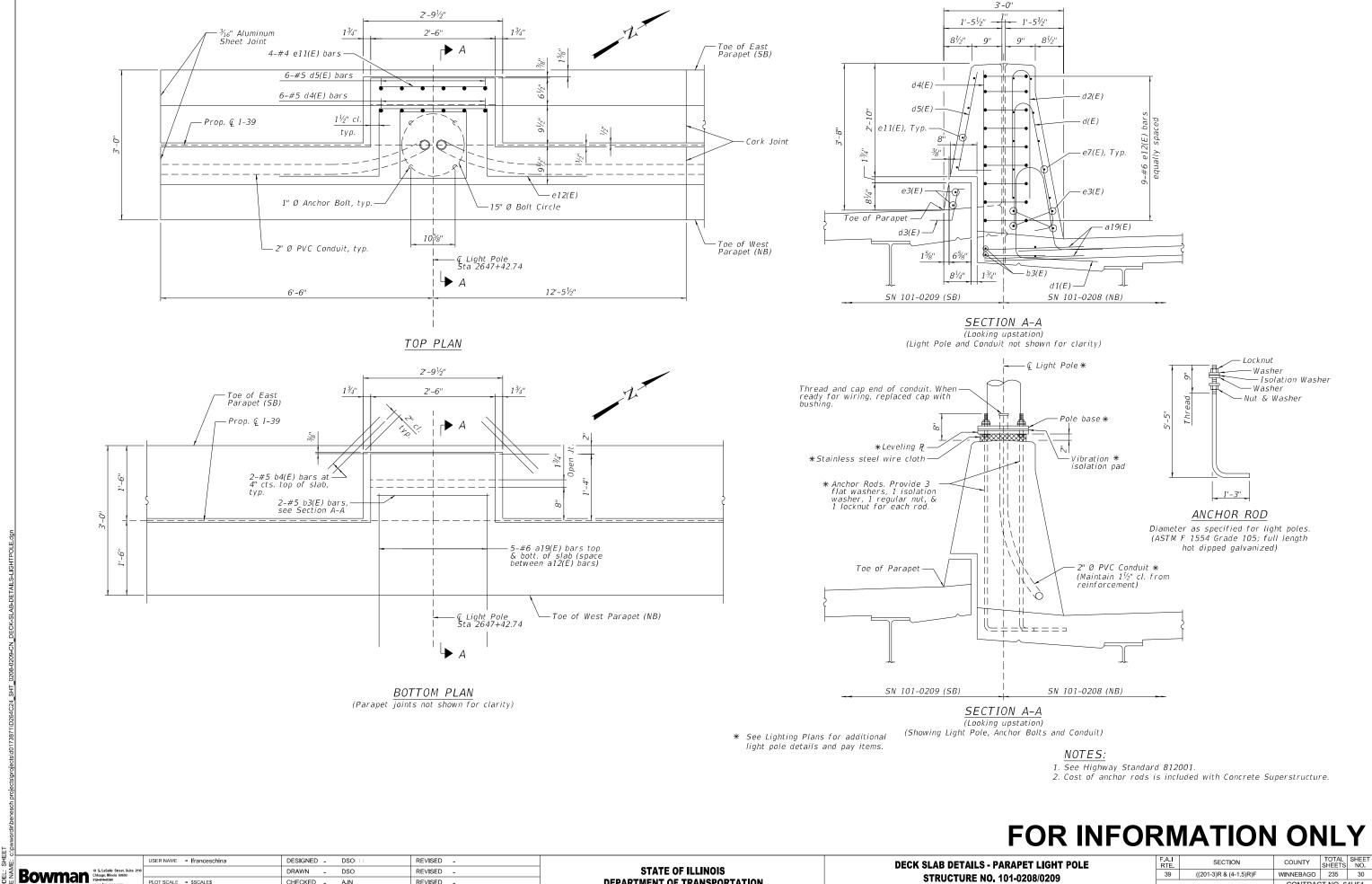
* FAI ROUTE 39 (I-39) & FAP 301 (US 20) •

MODEL: S

PLOT DATE = 2/9/2025

DATE - 02/27/24

REVISED -



DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 101-0208/0209

TO STA.

* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

SHEET 28 OF 60 SHEETS STA.

SCALE:

CONTRACT NO. 64U51

CHECKED -

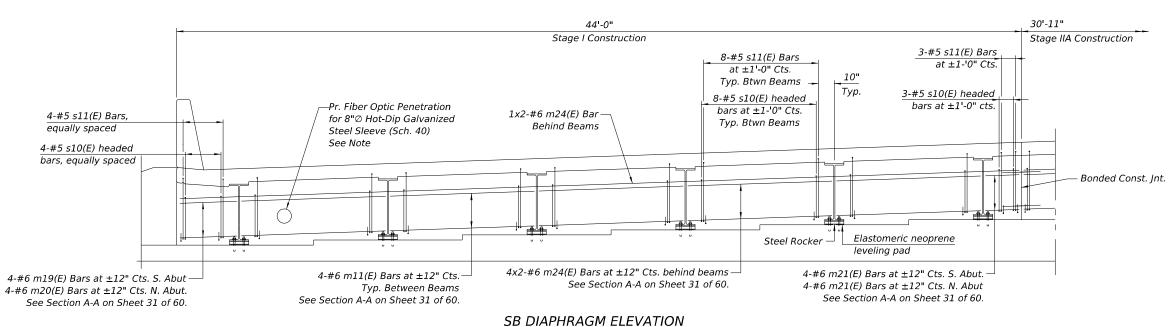
05/23/2024

DATE

PLOT DATE = 8/12/2024

REVISED

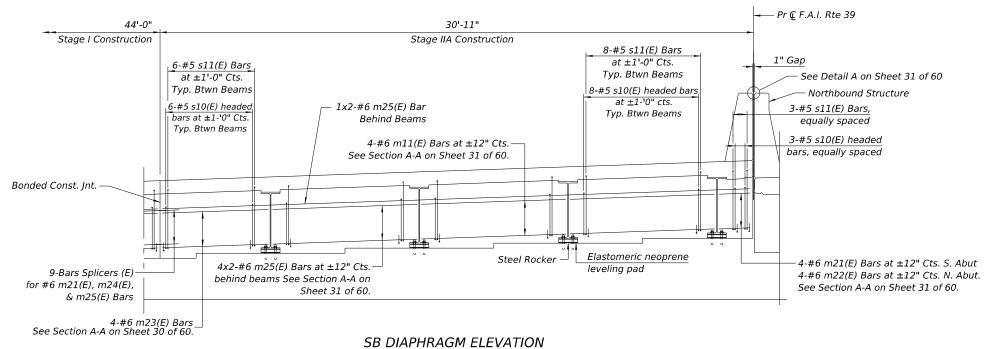
REVISED -



Note:

See Electrical Plans for additional conduit details at the backwall. The cost of steel sleeves shall be included in the cost of Concrete Structures.

(North Abutment diaphragm shown. South Abutment diaphragm similar.)
(Looking North)



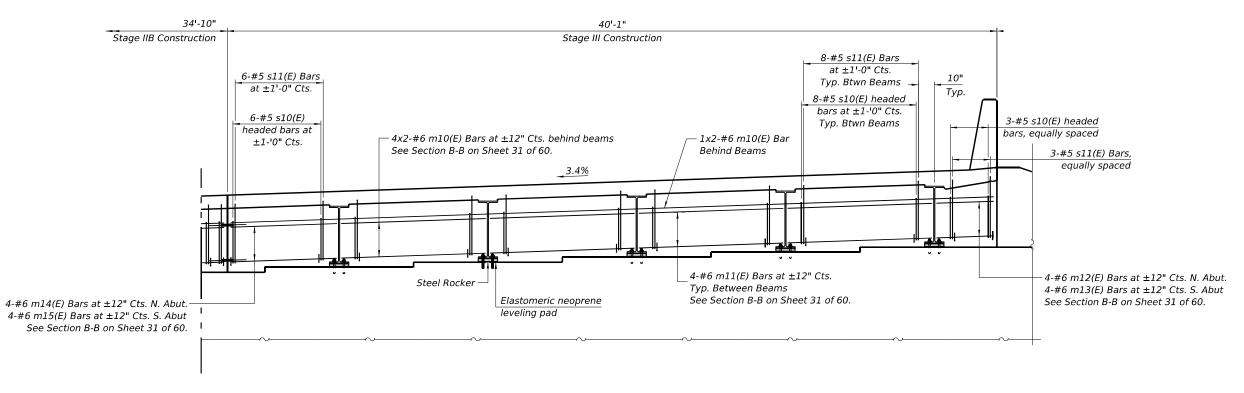
(North Abutment diaphragm shown. South Abutment diaphragm similar.) (Looking North)

FOR INFORMATION ONLY

USER NAME = Ifranceschina DESIGNED - JW REVISED COUNTY **CONCRETE END DIAPHRAGM - SOUTHBOUND** COUNTY SHEETS NO.
WINNEBAGO 235 31 **STATE OF ILLINOIS** DRAWN - DSO REVISED -Bowman 10 S. LaSalle Street. S Chicago, Illinois 60603 312-614-0350 ((201-3)R & (4-1,5)R)F **STRUCTURE NO. 101-0208/0209** REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 64U51 SCALE: SHEET 29 OF 60 SHEETS STA. PLOT DATE = 8/12/2024 DATE - 02/27/24 REVISED -TO STA. ILLINOIS FED. AID PROJECT * FAI ROUTE 39 (I-39) & FAP 301 (US 20)

NB DIAPHRAGM ELEVATION

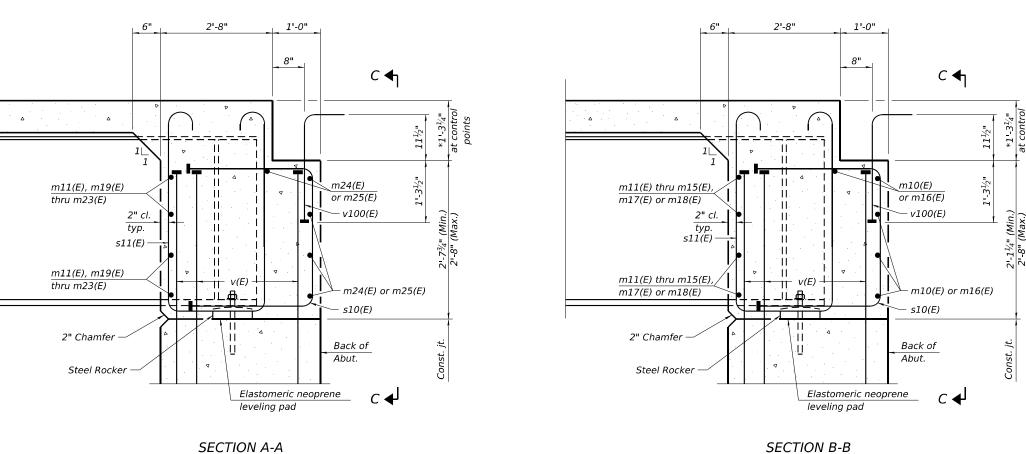
(North Abutment diaphragm shown. South Abutment diaphragm similar.) (Looking North)



NB DIAPHRAGM ELEVATION

(North Abutment diaphragm shown. South Abutment diaphragm similar.) (Looking North)

FOR INFORMATION ONLY



* Prior to Grinding

Formed Trapezoidal Preformed Joint Opening Seal (2½")

See sheet 25 of 60 for superstructure details and Bill of Material.

See sheets 29 & 30 of 60 for Concrete End Diaphragm elevations. 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

DETAIL A

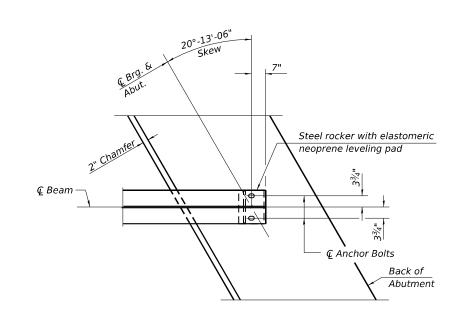
1/2"

_1" Open Joint

SECTION B-B (at Rt. ∠'s)

← **©** Roadway 3.4% – PJF Control point -Approach slab seat - Control point Optional construction joints Construction joint VIEW C-C

(at Rt. ∠'s)



BOTTOM FLANGE PLAN AT ABUTMENT (Showing bottom flange of beam)

Notes:

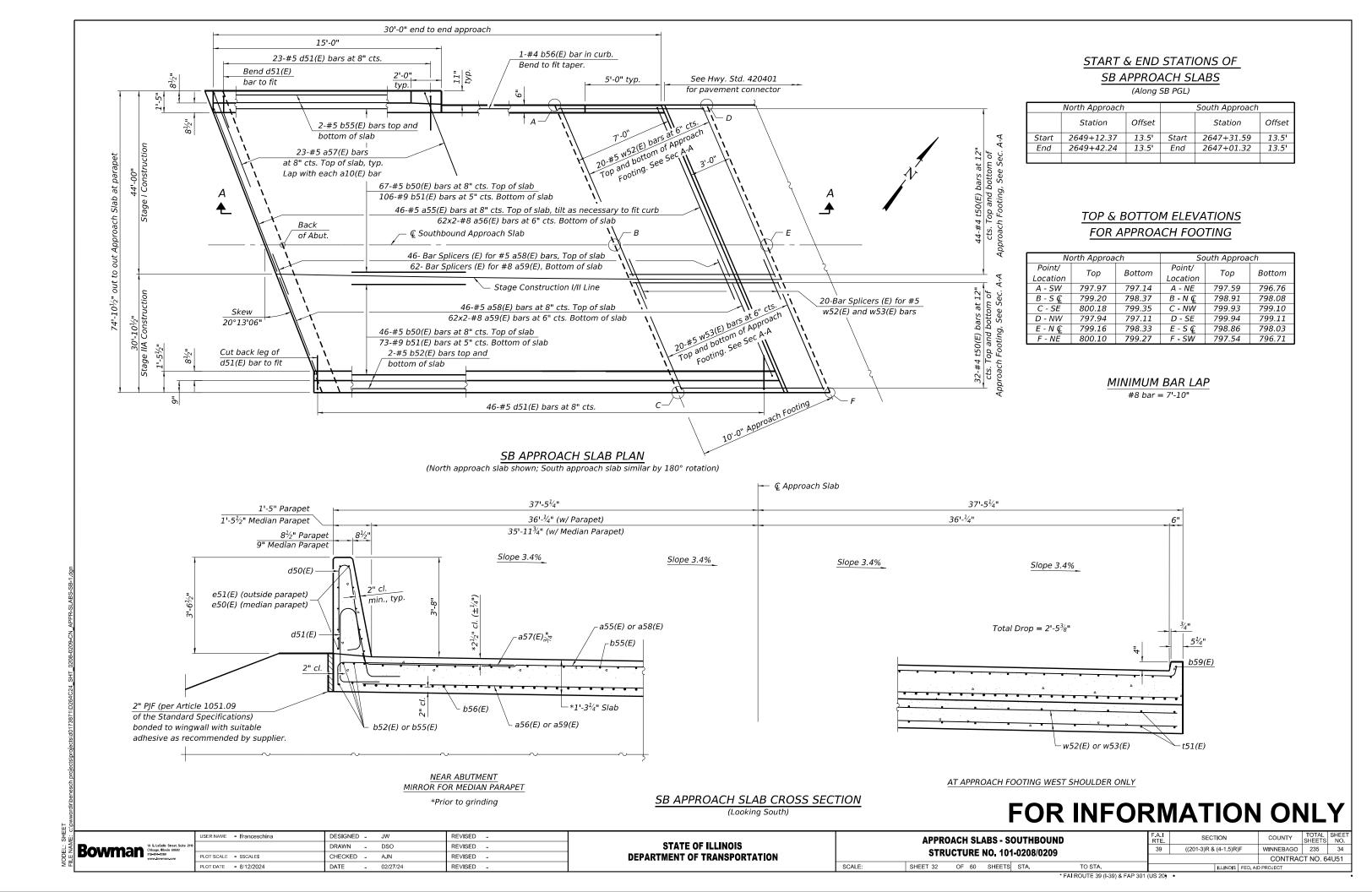
See sheet 25 of 60 for PJF details.

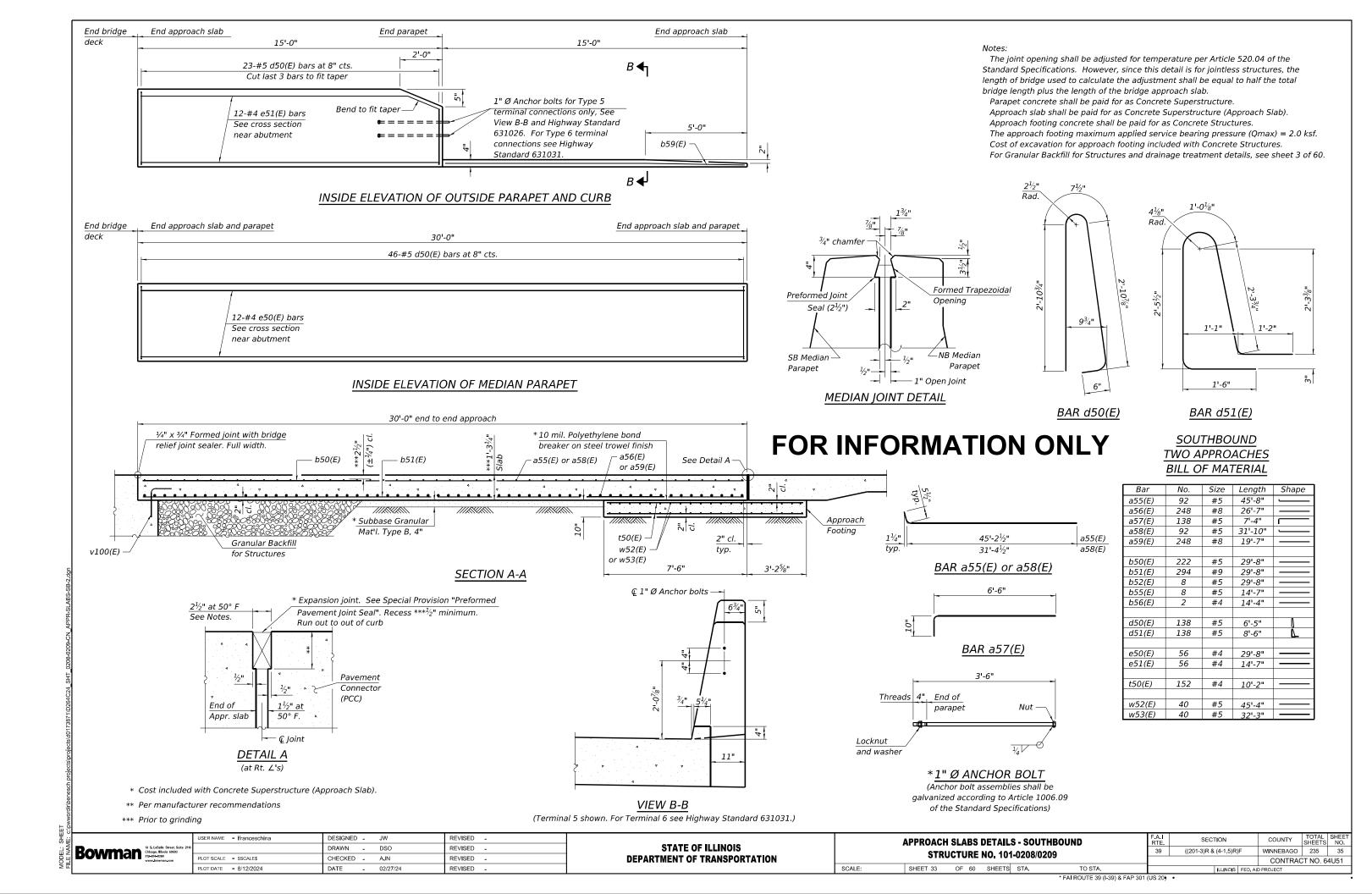
3/4" chamfer

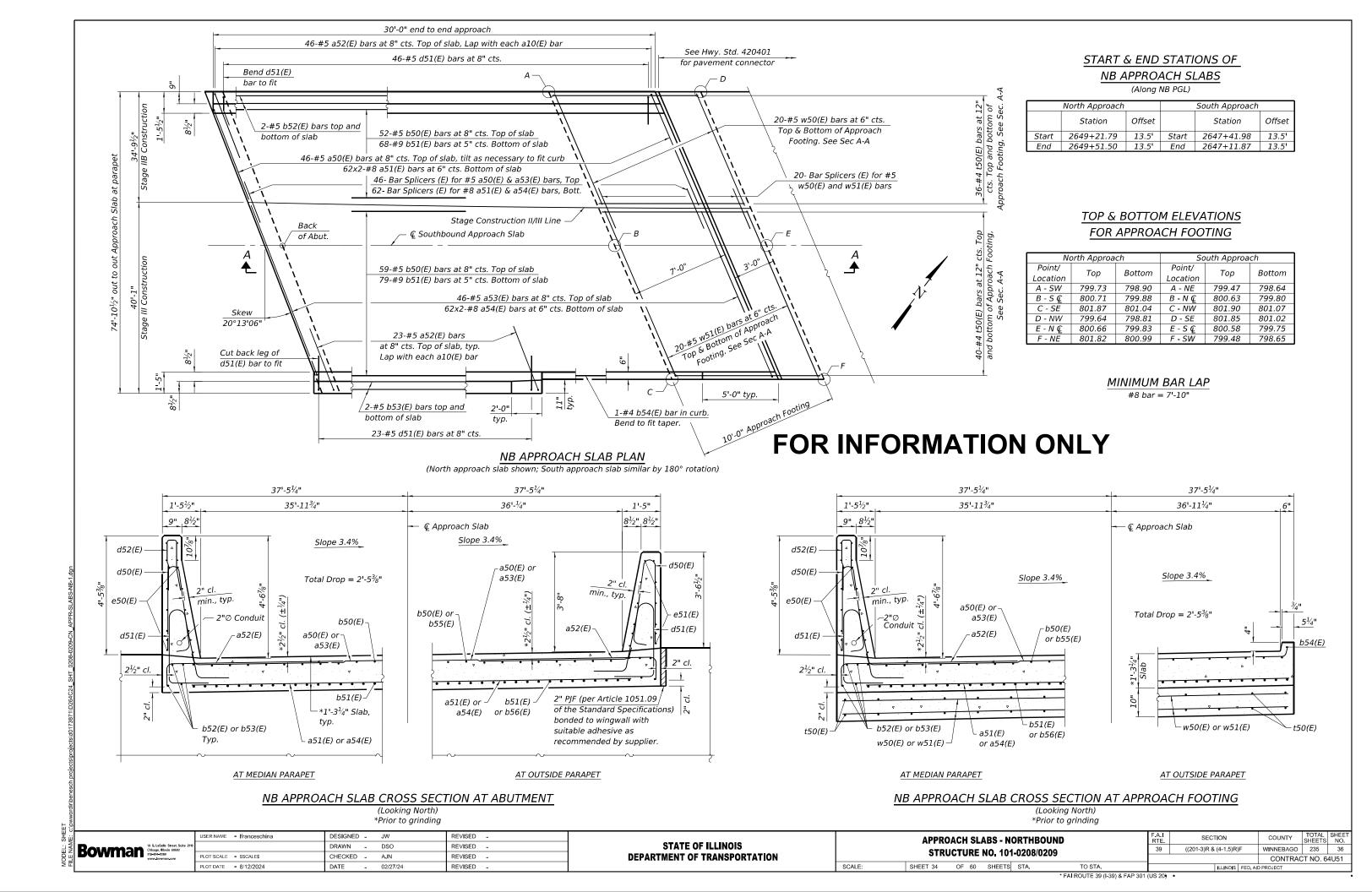
the control points shown.

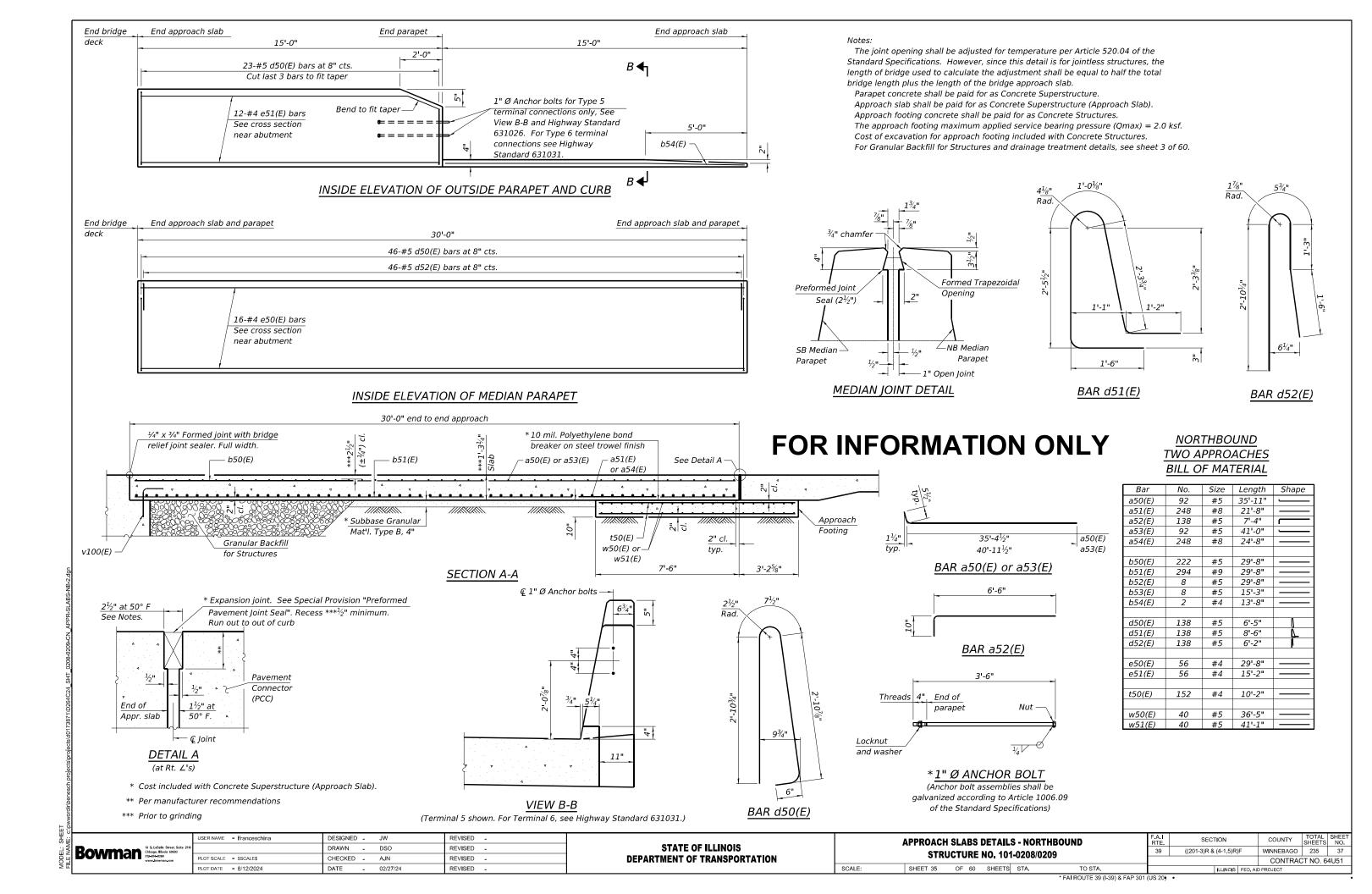
FOR INFORMATION ONLY

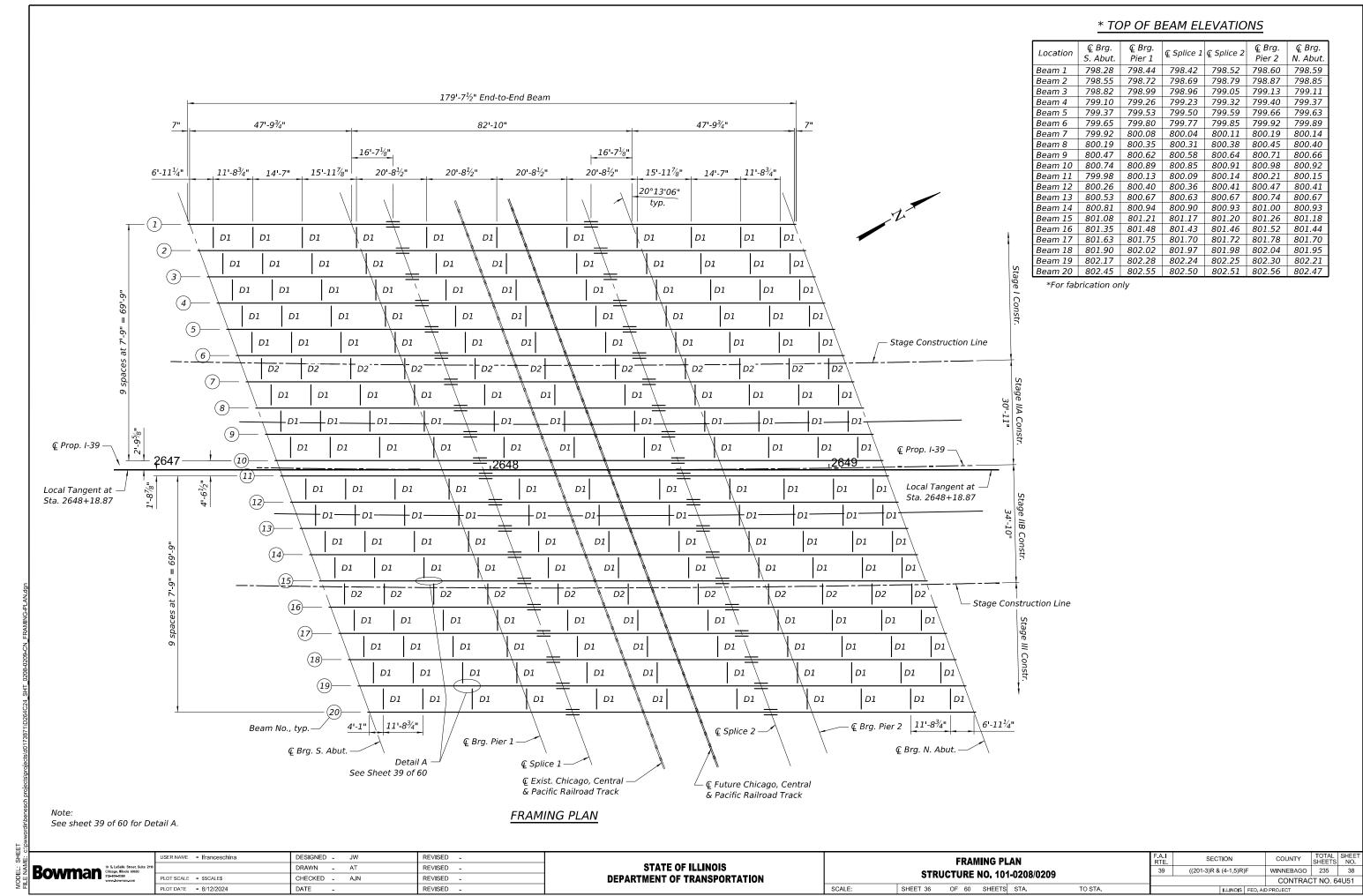
USER NAME = Ifranceschina DESIGNED - JW REVISED **CONCRETE END DIAPHRAGM - DETAILS** COUNTY COUNTY SHEETS NO.
WINNEBAGO 235 33 STATE OF ILLINOIS DRAWN - DSO REVISED Bowman 10 & LaSalle Street, 5 Chicago, Illinois 80603 312-614-0360 ((201-3)R & (4-1,5)R)F **STRUCTURE NO. 101-0208/0209** REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 64U51 SCALE: SHEET 31 OF 60 SHEETS STA. PLOT DATE = 8/12/2024 TO STA. DATE - 02/27/24 REVISED -ILLINOIS FED. AID PROJECT * FAI ROUTE 39 (I-39) & FAP 301 (US 20)

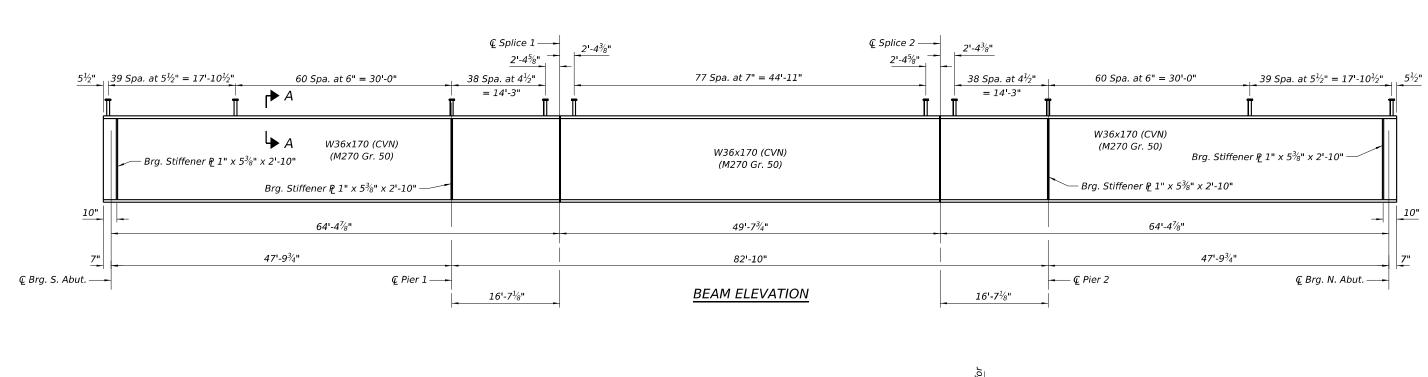


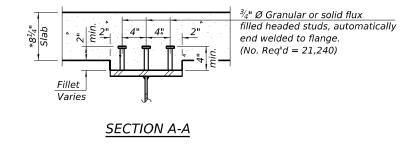












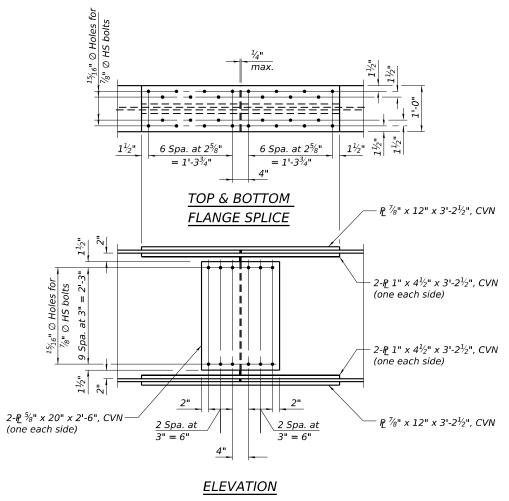
See Clip Detail on Sheet 39 of 60.

If $1" \times 5\%" \times 2'-10"$ Brg. stiffener to bear, typ.

BEARING STIFFENER DETAIL

Brg. Stiffeners 90°, typ

SECTION B-B



SPLICE DETAIL
(40 Required)

* Prior to grinding

NOTES:

- 1. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
- 2. The splice plates for beams shall be AASHTO M270 Grade 50.

ü		USER NAME = Ifranceschina	DESIGNED - JW	REVISED -			STRUCTURAL STEEL	F.A.	.I SECTION	COUNTY	TOTAL	SHEET
₹	Bowman 10 S. LaSalle Street, Suite 2110 Chleago, Illinois 60603 312-614-0360		DRAWN - AT	REVISED -	STATE OF ILLINOIS		STRUCTURE NO. 101-0208/0209	39) ((201-3)R & (4-1,5)R)F	WINNEBAGO	235	39
빌	BOVVIII (all 312-614-0360 www.bowman.com	PLOT SCALE = \$SCALE\$	CHECKED - AJN	REVISED -	DEPARTMENT OF TRANSPORTATION					CONTRA	CT NO. 6	4U51
띡		PLOT DATE = 8/12/2024	DATE - 02/27/24	REVISED -		SCALE:	SHEET 37 OF 60 SHEETS STA. TO STA.		ILLINOIS FED.	AID PROJECT		

MODEL: (FILE NAM

INTERIOR BEAM MOMENT TABLE							
		0.4 Sp. 1 or	Pier 1 or 2	0.5 Span 2			
		0.6 Sp. 3		· ·			
Is	(in⁴)	10,500	10,500	10,500			
I _c (n)	(in⁴)	30,304	-	30,304			
Ι _c (3n)	(in⁴)	22,186	-	22,186			
I_c (cr)	(in⁴)	-	14,420	-			
S_s	(in³)	581	581	581			
$S_c(n)$	(in³)	889	-	889			
S_c (3n)	(in³)	803	-	803			
S_c (cr)	(in³)	-	678	-			
DC1	(k/')	0.996	0.996	0.996			
M _{DC1}	('k)	79	485	369			
DC2	(k/')	0.123	0.123	0.123			
M _{DC2}	('k)	5	30	22			
DW	(k/')	0.36	0.36	0.36			
M _{DW}	('k)	30	191	142			
LLDF		0.702	0.702	0.637			
MŁ + IM	('k)	558	684	735			
ft (Strength I)	(ksi)	0	0	0			
$M_u + \frac{1}{3} f_{\ell} S_{\chi}$	('k)	1,126	2,128	1,988			
$\Phi_f M_n$	('k)	4,773	2,499	4,466			
f _s DC1	(ksi)	1.60	10.00	7.60			
f _s DC2	(ksi)	0.07	0.37	0.33			
f _s DW	(ksi)	0.45	2.37	2.12			
f_s (4+1M)	(ksi)	15.2	26.4	26.8			
ft (Service II)	(ksi)	0.0	0.0	0.0			
$f_s + f_l/_2$ (Service II)	(ksi)	21.9	47.1	44.9			
Service II Resistance	(ksi)	47.5	47.5	47.5			
$f_s + f_l/3$ (Strength I)	(ksi)	29.4	62.8	60.1			
$\Phi_f F_n$	(ksi)	-	-	-			
Vf	(k)	51.52	49.52	47.59			

BEAM REACT	ION T	ABLE	
		S. Abut. or N. Abut.	Pier 1 or 2
LLDF		0.8550	0.8550
OCF		-	-
R _{DC1}	(k)	14.63	75.22
R _{DC2}	(k)	0.83	4.61
Row	(k)	5.28	29.34
R Ł	(k)	59.73	103.19
R _{Im}	(k)	15.69	19.95
R _{Total} (Strength I)(Impact)	(k)	159.23	359.29
R _{Total} (Strength I)(No Impact)	(k)	131.77	324.38

Vf: Maximum factored shear range in span computed according to Article 6.10.10.

Obtuse Correction Factor according to Article 4.6.2.2.3c or as

further simplified by IDOT provisions.

R_{DC1}: Un-factored reaction due to non-composite dead load (kip). R_{DC2}: Un-factored reaction due to long-term composite (superimposed

excluding future wearing surface) dead load (kip). Un-factored reaction due to long-term composite (superimposed

future wearing surface only) dead load (kip).

R & : Un-factored live load reaction (kip).

Un-factored dynamic load allowance (impact) (kip).

Strength I load combination of factored design reactions (kip). RTotal (Strength I) (Impact):

 $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{4} + R_{IM})$

R_{Total}(Strength I)(No Impact): Strength I load combination of factored design reactions, not

including dynamic load allowance (Impact) (kip).

 $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{4})$

M¼ and R¼ include the effects of centrifugal force and superelevation.

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

 $I_c(n)$, $S_c(n)$: 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).

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

 I_c (cr), S_c (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).

 S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.3).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: 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.).

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.). M_{DW}: Un-factored moment due to long-term composite (superimposed

future wearing surface only) dead load (kip-ft.). Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.

 M_{L+IM} : Un-factored live load moment plus dynamic load allowance (impact)

Mu: Strength I load combination of factored design moments (kip-ft.). $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\pm} + IM$

fi: Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi)

 $\Phi_f M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

f₅ DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

 M_{DC1}/S_s

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated

 $M_{DC2} / S_c (3n)$ or $M_{DC2} / S_c (cr)$ 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).

 M_{DW} / S_c (3n) or M_{DW} / S_c (cr) as applicable.

 f_s ($\frac{1}{2}$ + 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).

 $M_{\xi+IM}/S_c(n)$ or $M_{\xi+IM}/S_c(cr)$ as applicable.

 $f_s + f_t/2$ (Service II): Sum of stresses as computed below (ksi).

 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (+ IM) + f_{\ell}/2$

Service II Resistance: Composite (0.95 R_hF_{yf}) or noncomposite (0.80 R_hF_{yf}) stress capacity

according to Article 6.10.4.2 (ksi).

 $f_s + f_l / 3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi).

 $1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (\frac{1}{2} + \frac{1}{1}M) + f_{\frac{1}{2}}/3$

 $\Phi_f F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

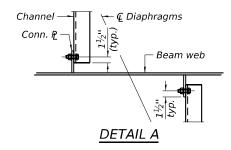
		USER NAME	= Ifranceschina	DESIGNED	-	JW
Bowman	10 S. LaSalle Street, Suite 2110 Chicago, Illinois 60603			DRAWN	-	ΑT
Bowm an	312-614-0360 www.bowman.com	PLOT SCALE	= \$SCALE\$	CHECKED	-	AJN
		PLOT DATE	= 8/12/2024	DATE	-	02/27/

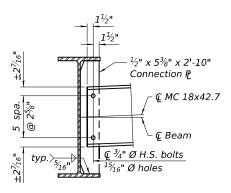
SCALE:

TO STA.

WELD LIMITS AND CLIP DETAILS

** Stop welds $\frac{1}{4}$ " ($\pm \frac{1}{8}$ ") from edges as shown. Typical.





DIAPHRAGM - D1

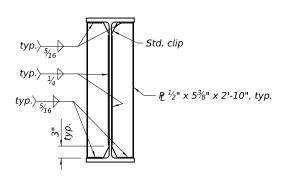
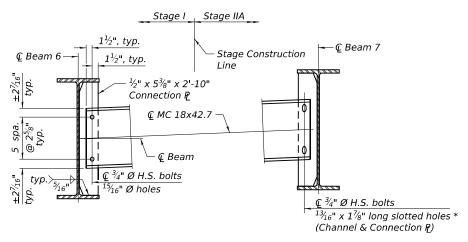


PLATE CONNECTION DETAIL FOR DIAPHRAGMS

** Stop welds $\frac{1}{4}$ " ($\pm \frac{1}{8}$ ") from edges as shown. Typical.



DIAPHRAGM - D2

(Stage I/IIA Construction Line shown, Stage IIB/III similar)

* Long slotted holes shall be at Beam 7 for Stage I/IIA diaphragms and at Beam 16 for Stage IIB/III diaphragms.

SCALE:

NOTES:

- 1. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.
- 2. Two hardened washers required for each set of oversized holes.
- 3. Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.
- 4. Bolts in long-slots shall be finger tight until the second stage pour is complete, and position slots so bolts start at one end with no concrete load and finish near the opposite end under deck load, allowing maximum displacement without laterally stressing main members. All holes shall have appropriate hardened or plate washers.

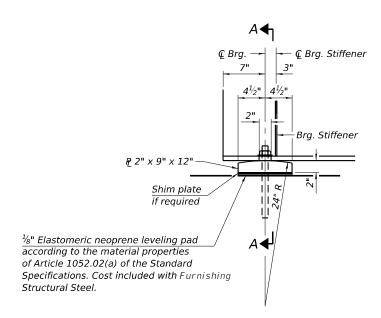
ISER NAME = Ifranceschina DESIGNED - JW REVISED -DRAWN - AT REVISED Bowman 10 & LaSalle Street. Chicago, Illinois 6060 REVISED PLOT DATE = 8/12/2024 DATE - 02/27/24 REVISED -

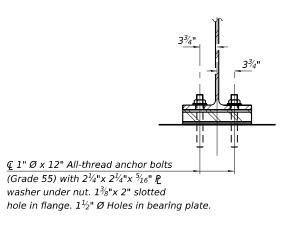
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DIAPHRAGMS **STRUCTURE NO. 101-0208/0209** SHEET 39 OF 60 SHEETS STA. TO STA.

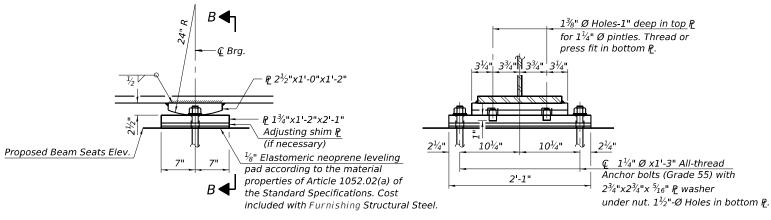
SECTION COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 41 CONTRACT NO. 64U51

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) •





SECTION A-A

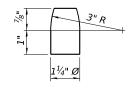


ELEVATION AT PIER

SECTION B-B

FIXED BEARING

Typical at Each Beam at Piers (40 Req'd)



<u>PINTLE</u>

SCALE:

ELEVATION AT ABUTMENT

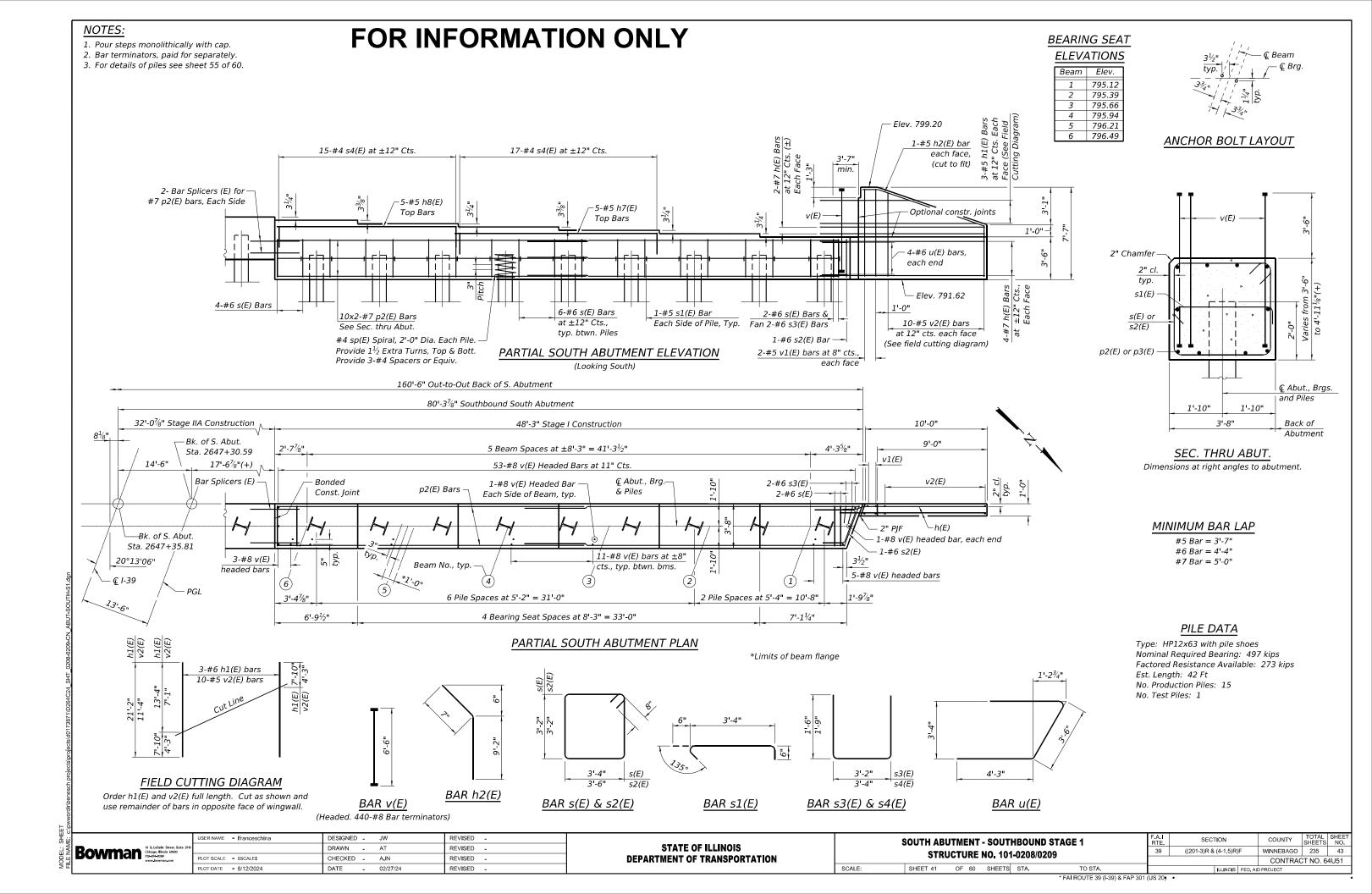
FIXED BEARING

Typical at Each Beam End (40 Reg'd)

<u>NOTES:</u>

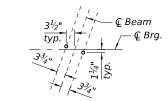
- 1. Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- 2. Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- 3. All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
- 4. The structural steel plates and pintles of the bearing shall conform to the requirements of AASHTO M270 Grade 50.

	BEAR	ING DET	AILS		F.A.I RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
STRI	ICTURE	NO 101	-0208/02	na	39	((201-3)R & (4-1,5)R)I	F	WINNEBAGO	235	42
- 31KC	OIOIL	. 110, 10	1-0200/02	09				CONTRAC	T NO. 6	4U51
SHEET 40	OF 60	SHEETS	STA.	TO STA.		ILLINOIS	FED. AII	D PROJECT		

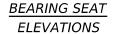


- 1. Pour steps monolithically with cap.
- 2. Bar terminators, paid for separately.
- 3. For details of piles see sheet 55 of 60.

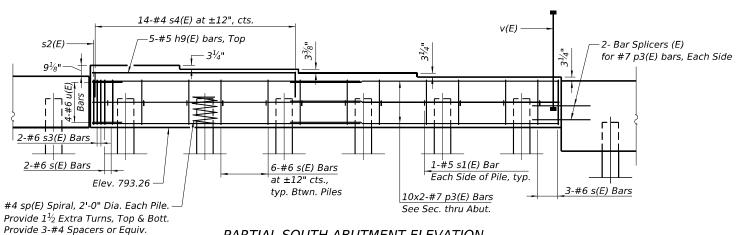
FOR INFORMATION ONLY





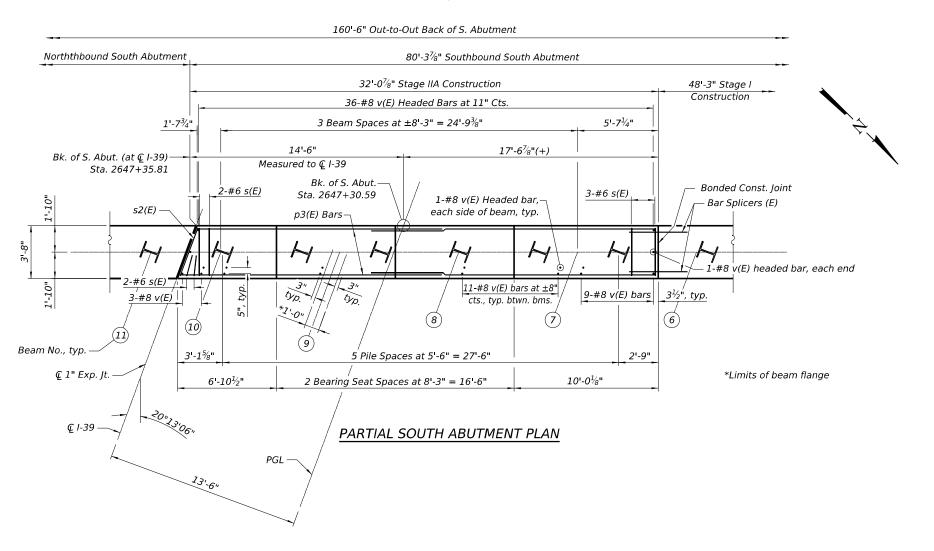


Beam	Elev.
7	796.76
8	797.03
9	797.31
10	797 58



PARTIAL SOUTH ABUTMENT ELEVATION

(Looking South)



SOUTHBOUND SOUTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	6	#7	14'-10"	
h1(E)	3	#6	21'-2"	
h2(E)	2	#5	9'-9"	
h7(E)	5	#5	16'-8"	
h8(E)	5	#5	14'-9"	
h9(E)	5	#5	14'-2"	
p2(E)	20	#7	26'-5"	
p3(E)	20	#7	19'-0"	
s(E)	89	#6	14'-4"	
s1(E)	30	#5	4'-4"	Ţ
s2(E)	2	#6	14'-8"	
s3(E)	4	#6	6'-2"	
s4(E)	46	#4	6'-10"	
**sp(E)	15	#4	2'-0"	//////
u(E)	8	#6	12'-0"	
v(E)	220	#8	6'-6"	
v1(E)	4	#5	7'-3"	
v2(E)	10	#5	11'-4"	

** Length is height of spiral

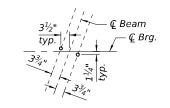
Bowman 10 S. LaSalle Street Chicago, Blinds 6000 312-493-4930 www.Adownan.com

	USER NAME = Ifranceschina	DESIGNED	-	JW	REVISED -
eet, Suite 2110 10603		DRAWN	-	AT	REVISED -
m	PLOT SCALE = \$SCALE\$	CHECKED	-	AJN	REVISED -
	PLOT DATE = 8/12/2024	DATE	_	02/27/24	REVISED -

F.A.I RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
39	((201-3)R & (4-1,5)R)F	((201-3)R & (4-1,5)R)F			44
		CONTRAC	T NO. 6	4U51	
	ILLINOIS	EED AIR	DDO IECT		

- 1. Pour steps monolithically with cap.
- 2. Bar terminators, paid for separately.
- 3. For details of piles see sheet 55 of 60.

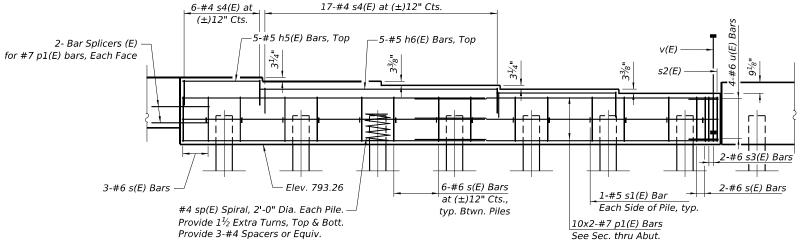
FOR INFORMATION ONLY



ANCHOR BOLT LAYOUT

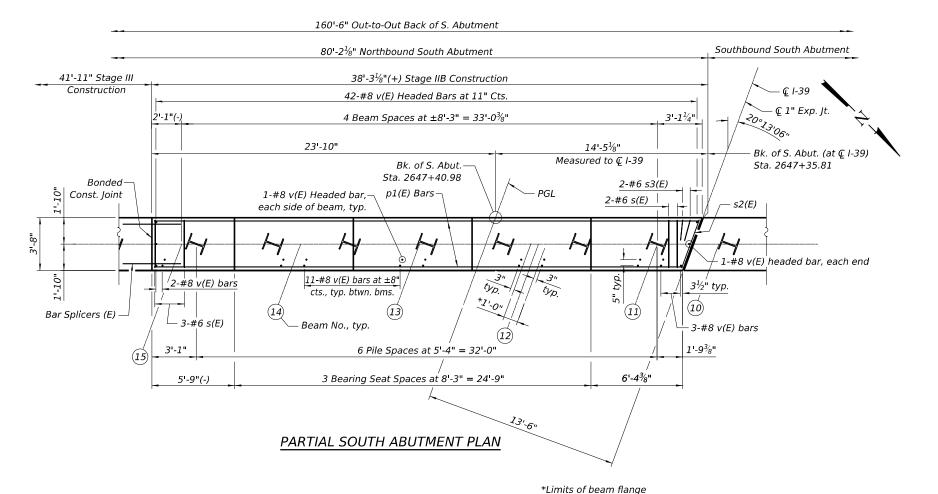
BEARING SEAT ELEVATIONS

Beam	Elev.
11	796.82
12	797.10
13	797.37
14	797.65
15	797.92



PARTIAL SOUTH ABUTMENT ELEVATION

(Looking South)



NORTHBOUND SOUTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	9	#7	14'-10"	
h1(E)	2	#6	21'-2"	
h2(E)	2	#5	9'-9"	
h3(E)	5	#5	15'-4"	
h4(E)	5	#5	17'-0"	
h5(E)	5	#5	5'-5"	
h6(E)	5	#5	16'-6"	
p(E)	20	#7	23'-11"	
p1(E)	20	#7	21'-5"	
s(E)	89	#6	14'-4"	
s1(E)	30	#5	4'-4"	
s2(E)	2	#6	14'-8"	
s3(E)	4	#6	6'-2"	
s4(E)	56	#4	6'-10"	
**sp(E)	15	#4	2'-0"	<i></i> ₩₩
u(E)	8	#6	12'-0"	
v(E)	217	#8	6'-6"	—
v3(E)	4	#5	8'-9"	
v4(E)	10	#5	14'-6"	l ——

** Length is height of spiral

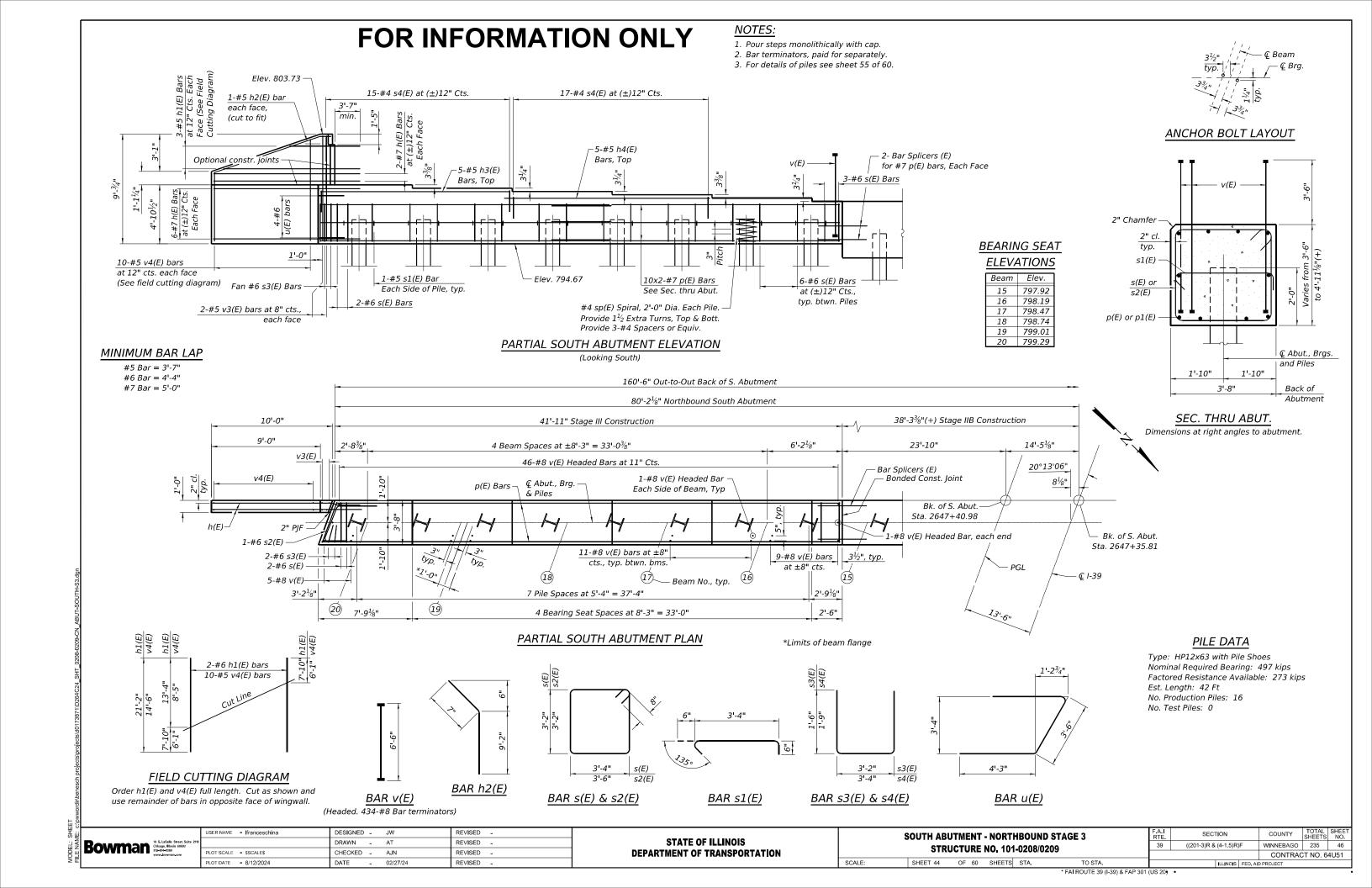
Bowman 19 & LaSate Street. Suite 2779 PLO' 19 PLO' 19

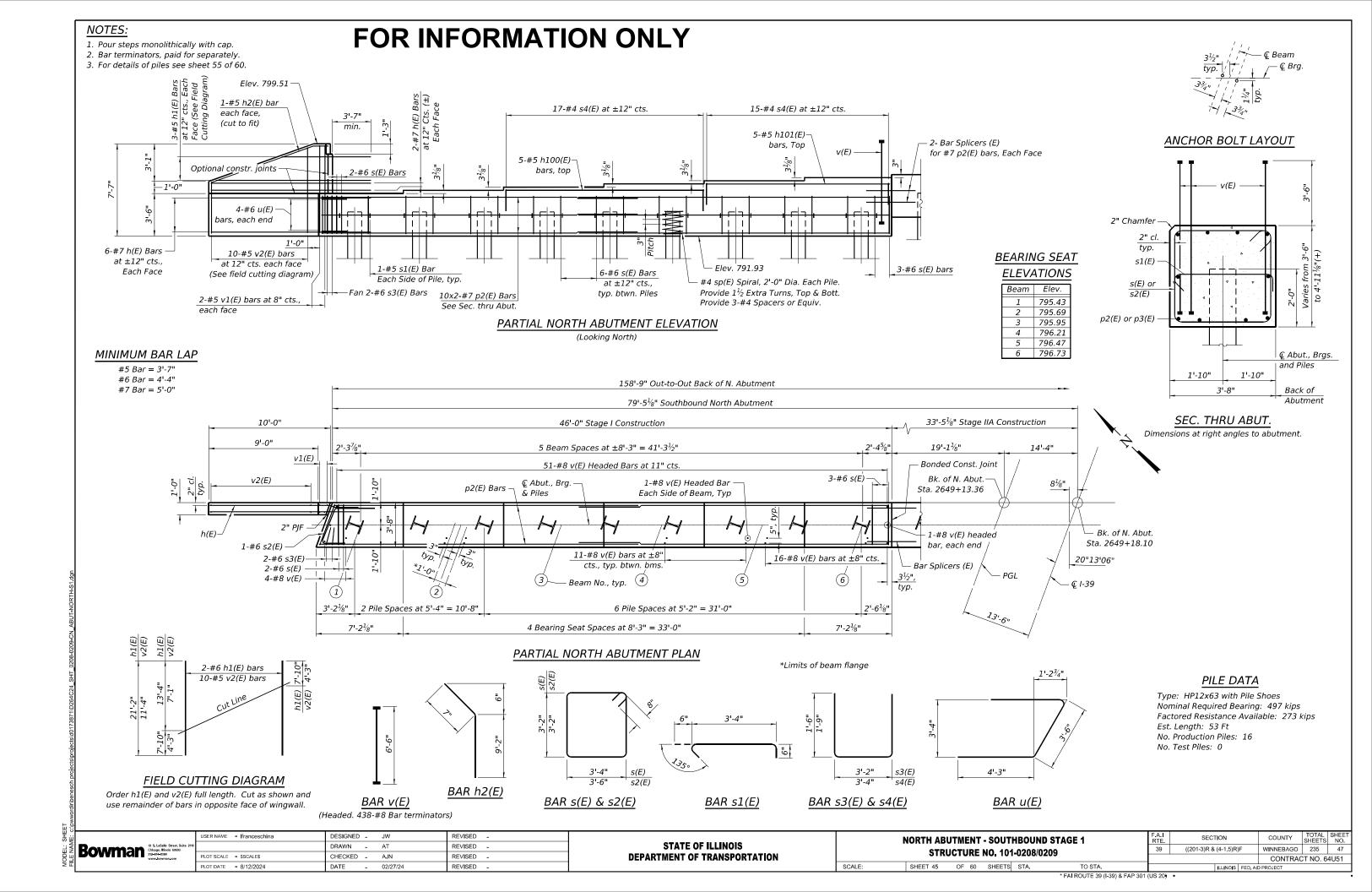
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

SOUTH ABUTMENT - NORTHBOUND STAGE 2B STRUCTURE NO. 101-0208/0209 SHEET 43 OF 60 SHEETS STA. TO STA.

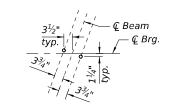
| FA.I | SECTION | COUNTY | TOTAL SHEETS | NO. |
| 39 | ((201-3)R & (4-1,5)R)F | WINNEBAGO | 235 | 45 |
| CONTRACT NO. 64U51





- 1. Pour steps monolithically with cap.
- 2. Bar terminators, paid for separately.
- 3. For details of piles see sheet 55 of 60.

FOR INFORMATION ONLY







Beam Elev. 7 796.98 8 797.24 9 797.50 10 797.76

BEARING SEAT ELEVATIONS

SOUTHBOUND NORTH ABUTMENT **BILL OF MATERIAL**

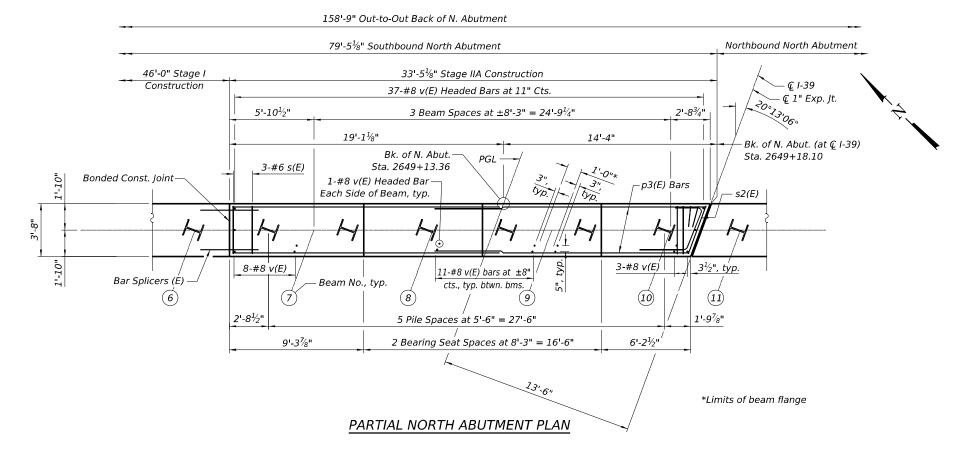
Bar	No.	Size	Length	Shape
h(E)	9	#7	14'-10"	
h1(E)	2	#6	21'-2"	
h2(E)	2	#5	9'-9"	
h100(E)	5	#5	16'-8"	
h101(E)	5	#5	14'-9"	
h102(E)	5	#5	14'-2"	
p2(E)	20	#7	26'-5"	
p3(E)	20	#7	19'-0"	
s(E)	88	#6	14'-4"	
s1(E)	30	#5	4'-4"	
s2(E)	2	#6	14'-8"	
s3(E)	4	#6	6'-2"	
s4(E)	47	#4	6'-10"	
**sp(E)	15	#4	2'-0"	www
u(E)	8	#6	12'-0"	
(5)	270	" 0	CI CII	
v(E)	219	#8	6'-6"	
v1(E)	4	#5	7'-3"	
v2(E)	10	#5	11'-4"	

**Length is height of spiral

v(E) ————————————————————————————————————	6-#6 s(E) Bars at ±12" cts., typ. Btwn. Piles	_	15-#4 s4(E) at ±1. 5-#5 h102(E)	-	52(E)	
for #7 p3(E) bars, Each Face	37/8"		<u> </u>		9	4.46. (5)
}	Pro	Elev. 7 sp(E) Spiral, 2'-0" Dia. vide 1½ Extra Turns, To vide 3-#4 Spacers or E	93.48 Each Pile.	- -		· 4-#6 u(E) bars, each end

PARTIAL NORTH ABUTMENT ELEVATION

(Looking North)



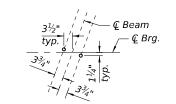
		USE
Rowman	10 S. LaSalle Street, Suite 2110 Chicago, Illinois 60603	
DOWINGI	312-614-0360 www.bowman.com	PLO1
		PLO1

	USER NAME = Ifranceschina	DESIGNED - JW	REVISED -
2110		DRAWN - AT	REVISED -
	PLOT SCALE = \$SCALE\$	CHECKED - AJN	REVISED -
	PLOT DATE = 8/12/2024	DATE - 02/27/24	REVISED -

	F.A.I RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	39	((201-3)R & (4-1,5)R	WINNEBAGO 235 48				
_			CONTRACT NO. 64U51				
		ILLINOIS	D PROJECT				

- 1. Pour steps monolithically with cap.
- 2. Bar terminators, paid for separately.
- 3. For details of piles see sheet 55 of 60.

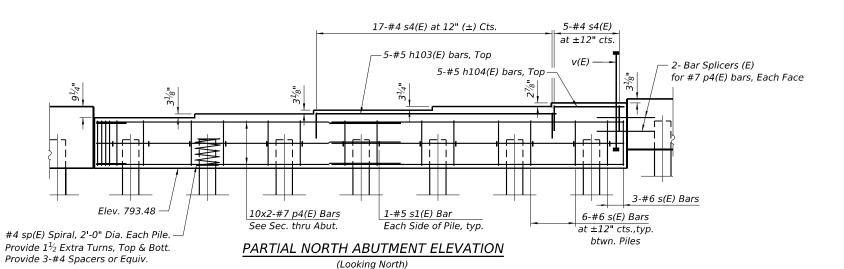
FOR INFORMATION ONLY





BEARING SEAT ELEVATIONS

Beam	Elev.
11	796.99
12	797.25
13	797.51
14	797.78
15	798.02



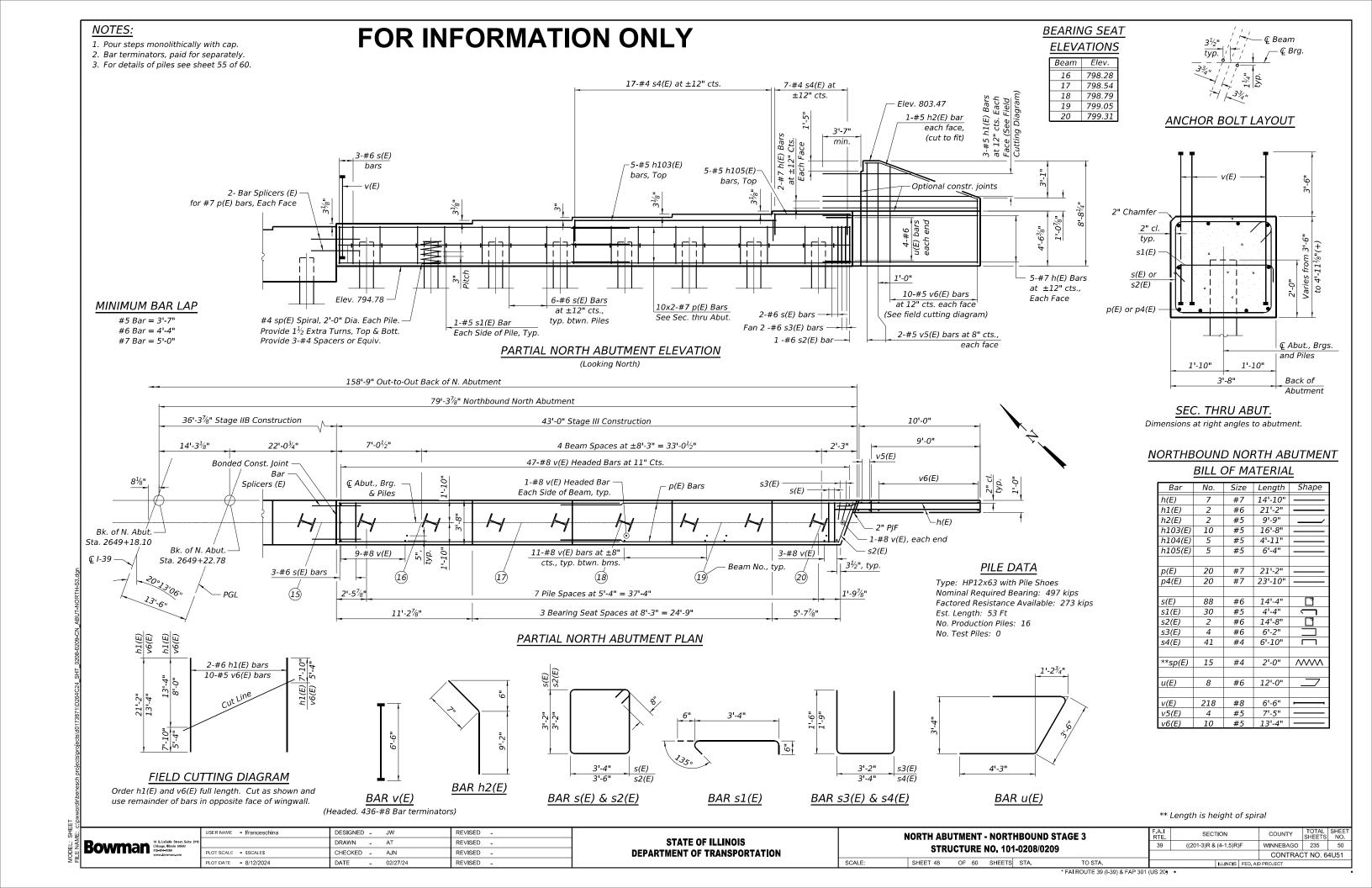
158'-9" Out-to-Out Back of N. Abutment Southbound North Abutment 79'-3⁷/₈" Northbound North Abutment 36'-3\%" Stage IIB Construction 43'-0" Stage III Construction 41-#8 v(E) Headed Bars at 11" Cts. -3½", typ. 1'-23/4" 2'-01/4" 4 Beam Spaces at $\pm 8'-3'' = 33'-0\frac{3}{8}''$ 14'-3¹/₈" 22'-0³/₄" Bk. of N. Abut. (at £ I-39) Sta. 2649+18.10 - 1-#8 v(E) Headed Bar Each Side of Beam, typ. Bonded Const. Joint Bk. of N. Abut. – Bar Splicers (E) Sta. 2649+22.78 _ p4(E) Bars s2(E) -1-#8 v(E) headed bar, each end 2-#6 s3(E) & 4-#8 v(E) / -11-#8 v(E) bars at ±8" 2-#6 s(E) cts., typ. btwn. bms. -2-#8 v(E) Beam No., typ. — 3-#6 s(E) (15) 2'-5½" € 1" Exp. Jt. 3'-2¹/₈" 6 Pile Spaces at 5'-4" = 32'-0" 7'-7½" 3 Bearing Seat Spaces at 8'-3" = 24'-9" 5'-3¹/₈" € I-39 -PARTIAL NORTH ABUTMENT PLAN PGL :

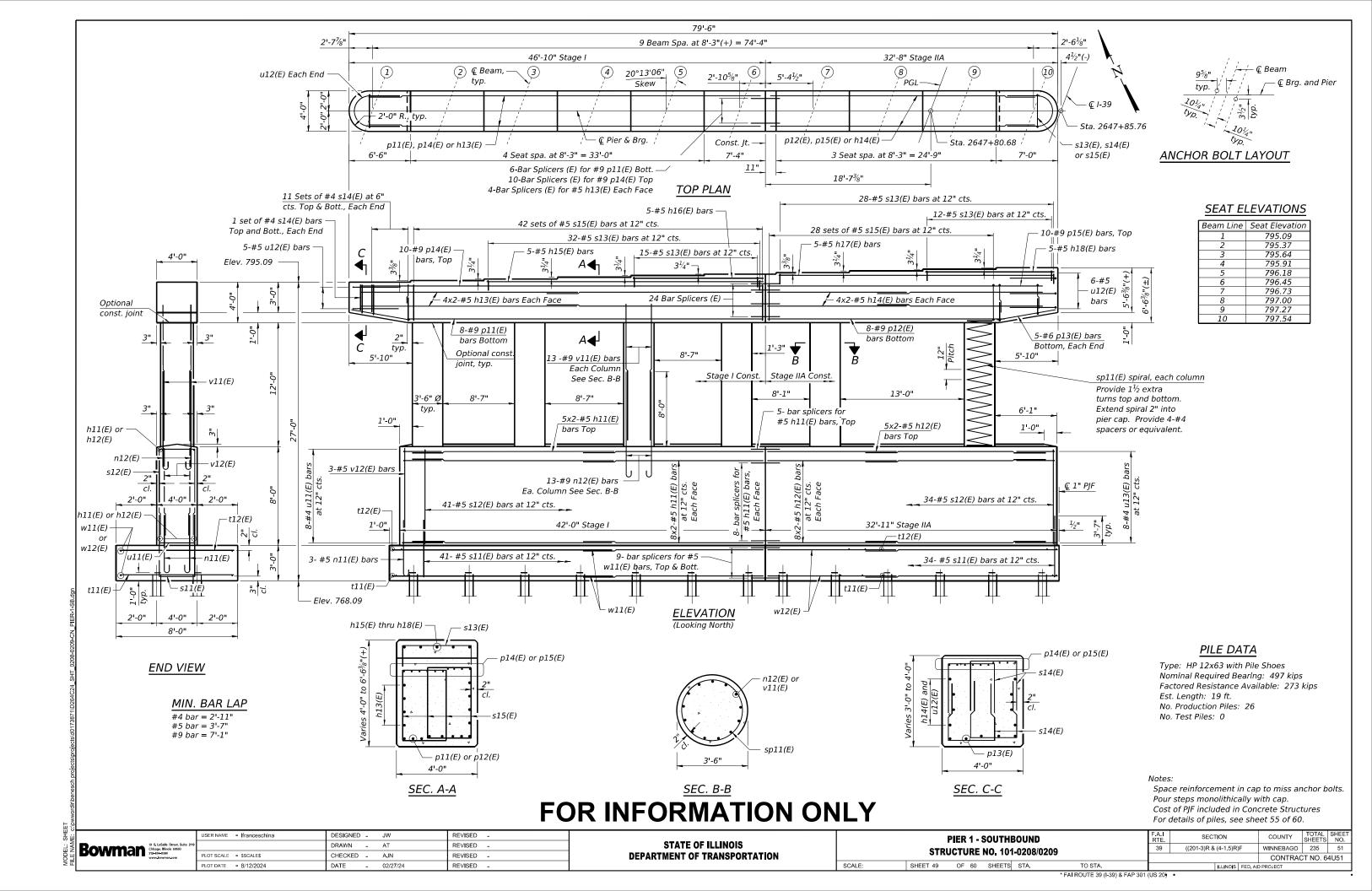
PILE DATA

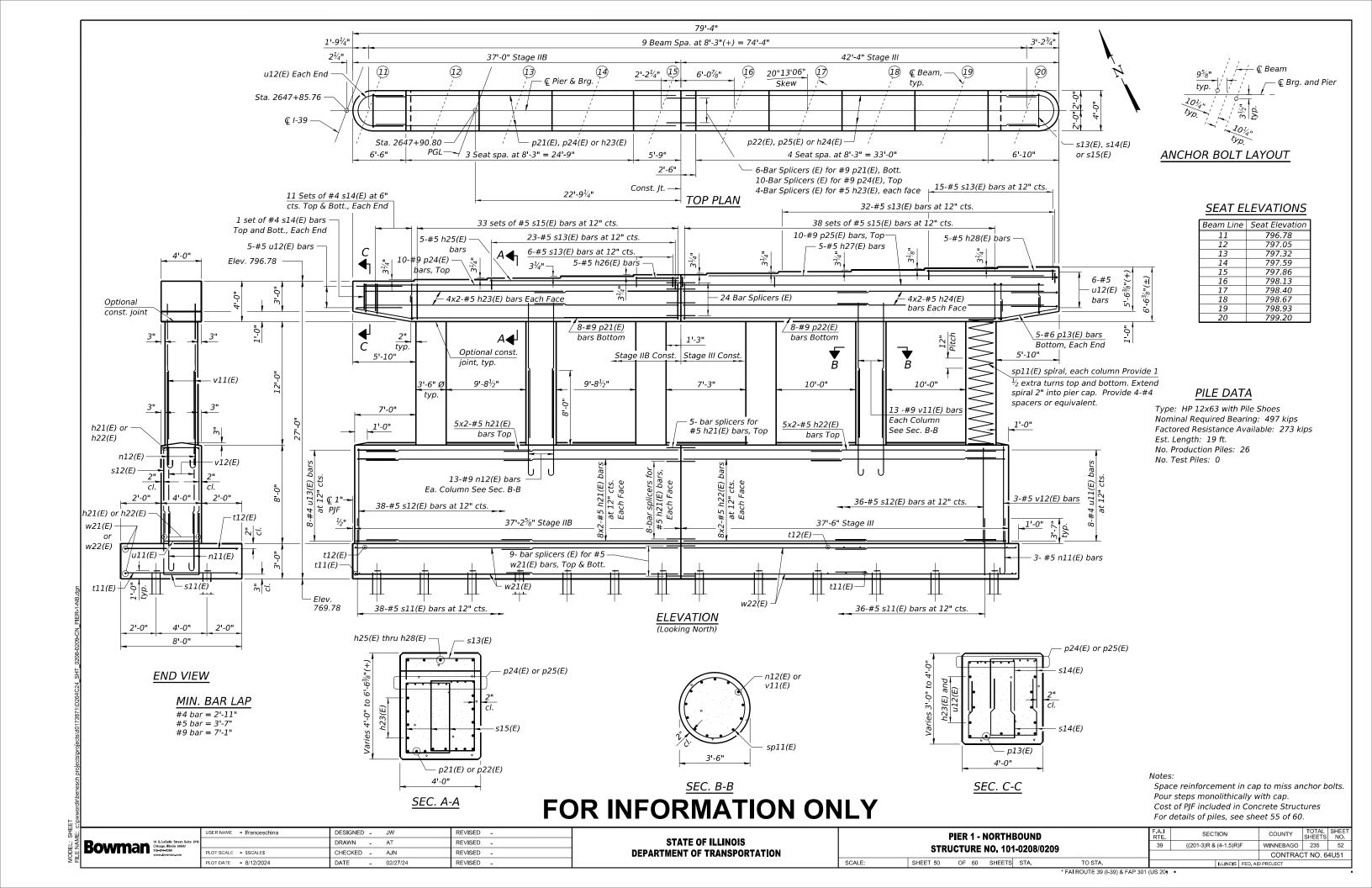
Type: HP12x63 with Pile Shoes Nominal Required Bearing: 497 kips Factored Resistance Available: 273 kips Est. Length: 53 Ft No. Production Piles: 16 No. Test Piles: 0

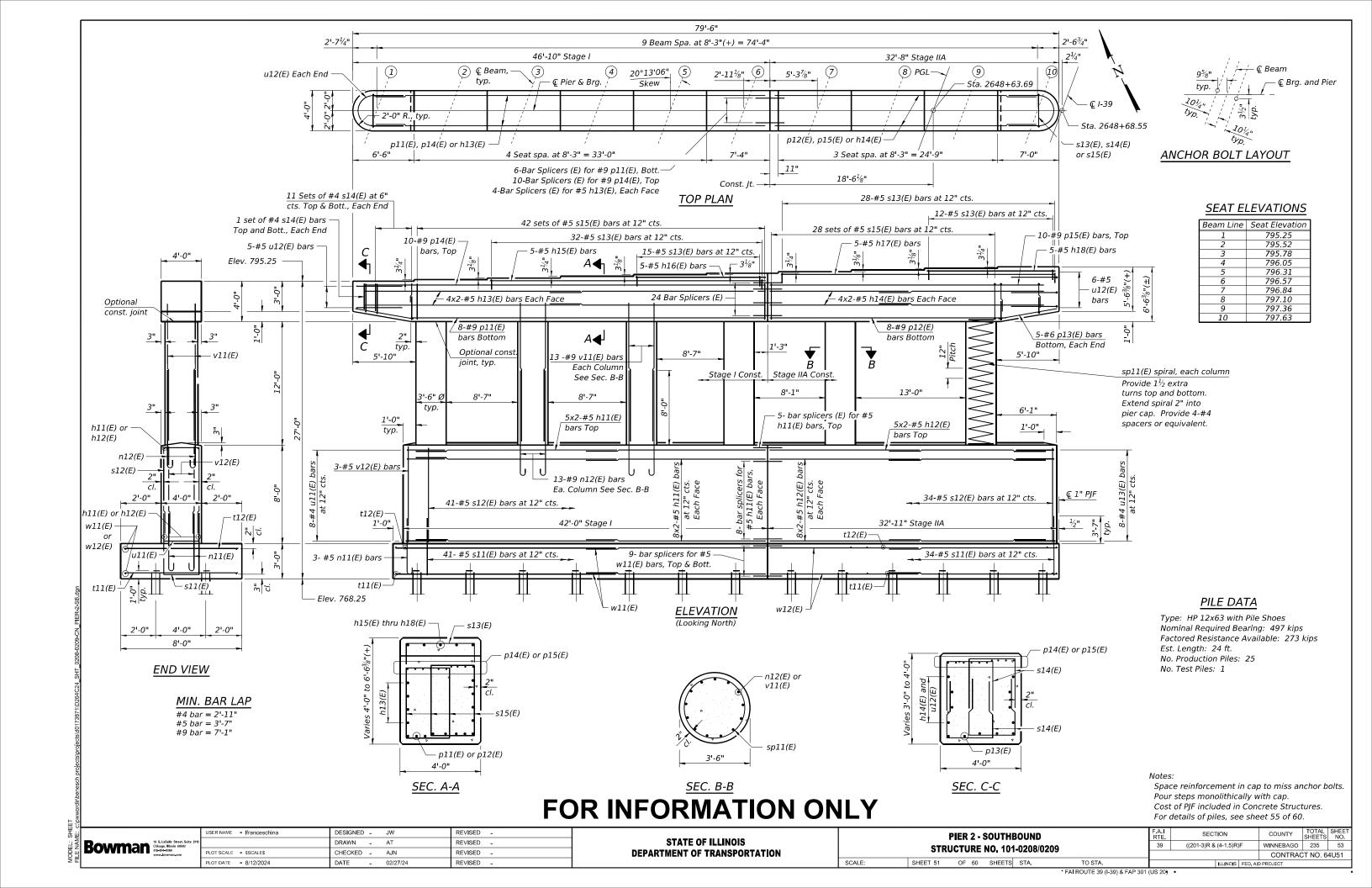
	USER NAME = Ifranceschina	DESIGNED - JW	REVISED -
2110		DRAWN - AT	REVISED -
	PLOT SCALE = \$SCALE\$	CHECKED - AJN	REVISED -
	PLOT DATE = 8/12/2024	DATE - 02/27/24	REVISED -

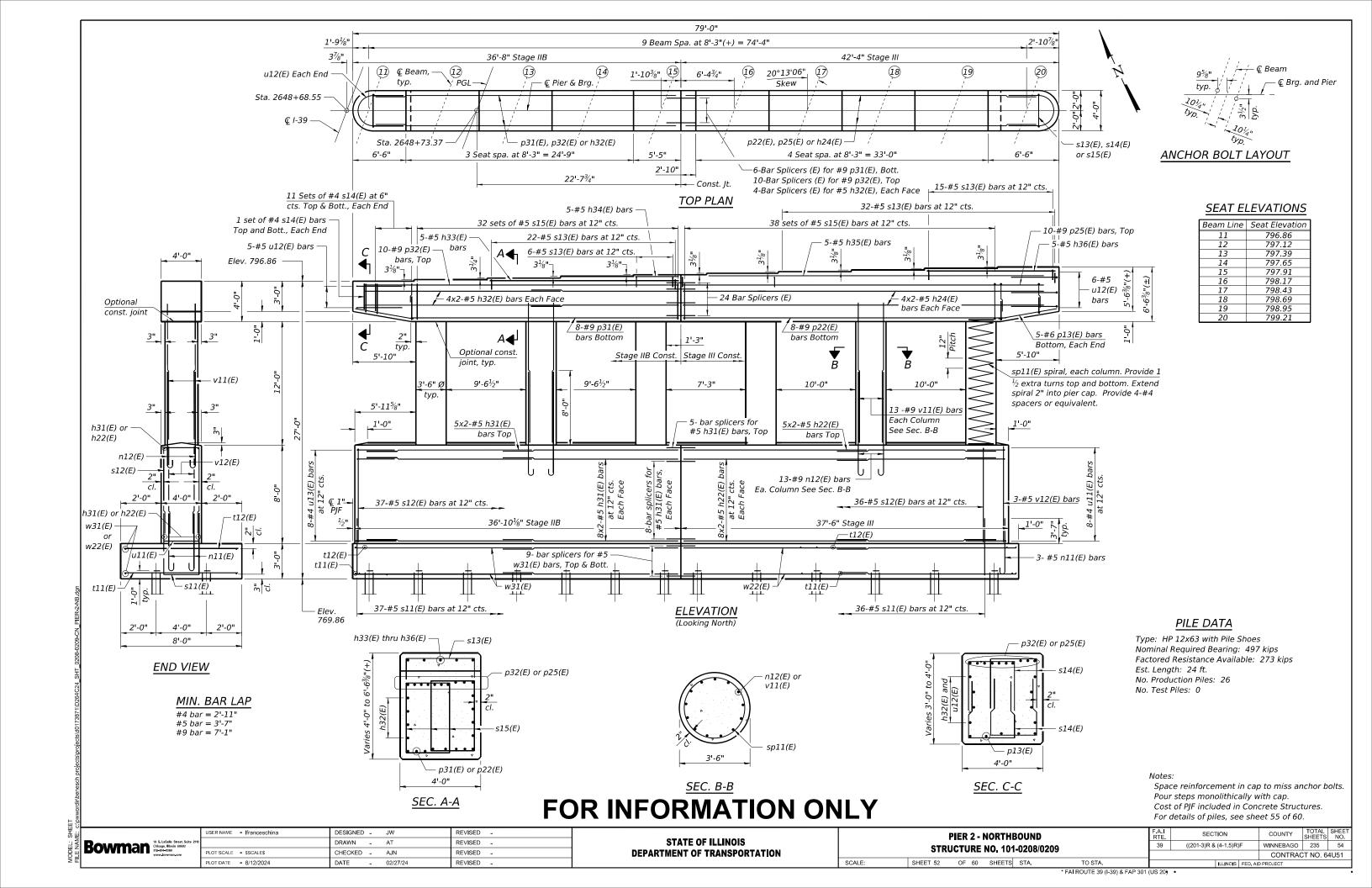
F.A.I RTE.	SECT	TION	COUNTY	TOTAL SHEETS	SHEET NO.	
39	((201-3)R &	((201-3)R & (4-1,5)R)F			235	49
			CONTRACT NO. 64U51			
		ILLINOIS	PROJECT			

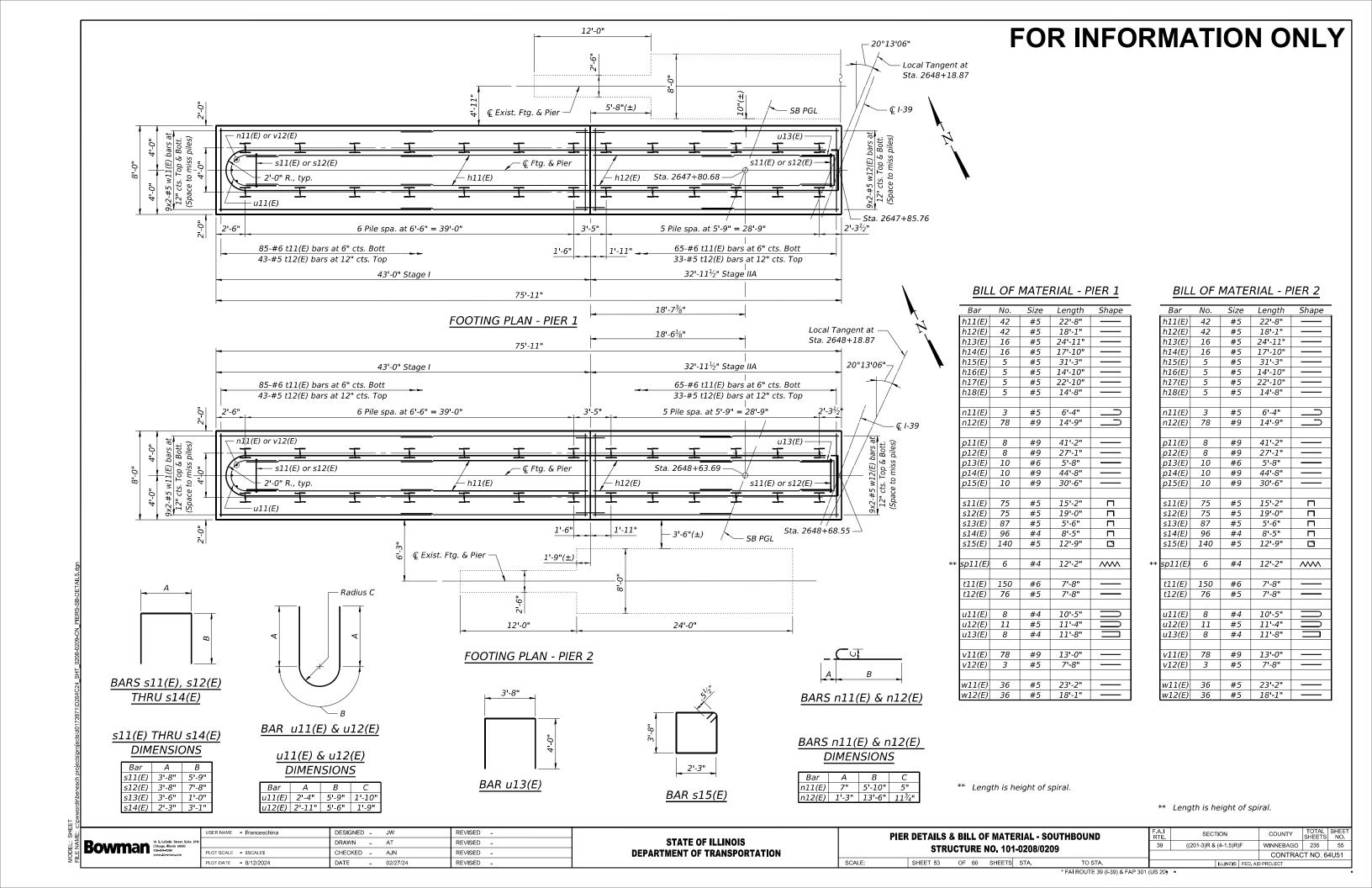


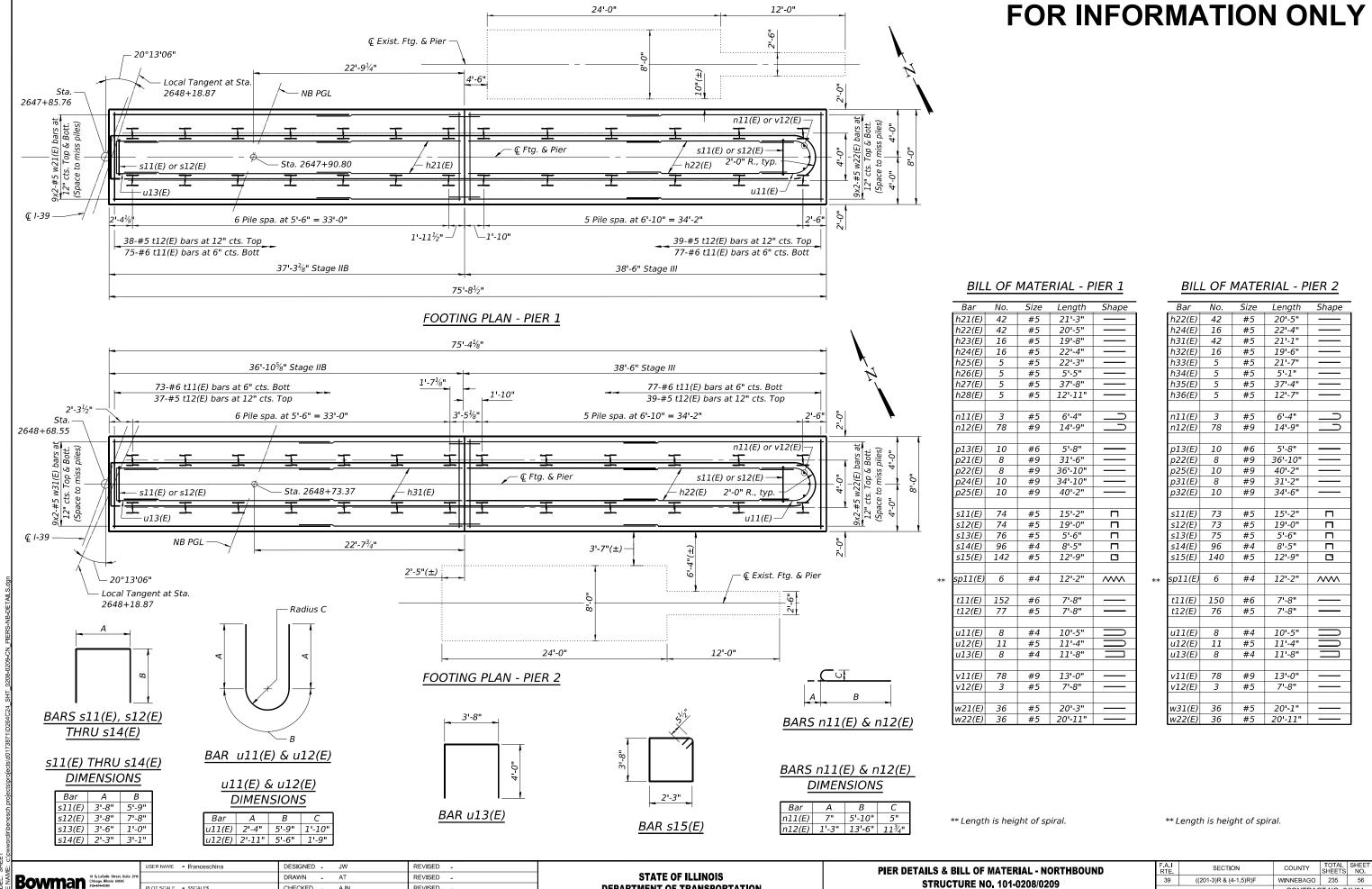












DEPARTMENT OF TRANSPORTATION

REVISED

DATE

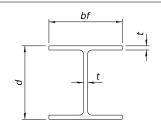
* FAI ROUTE 39 (I-39) & FAP 301 (US 20) •

TO STA.

CONTRACT NO. 64U51

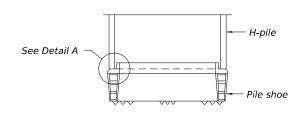
STRUCTURE NO. 101-0208/0209

SHEET 54 OF 60 SHEETS STA.

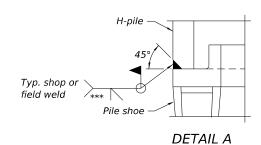


STEEL PILE TABLE

Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	141/4"	147/8"	¹³ / ₁₆ "	30"
x102	14"	143/4"	¹¹ ⁄ ₁₆ "	30"
x89	13%"	14 ³ / ₄ "	5/8"	30"
x73	135/8"	145/8"	1/2"	30"
HP 12x84	12 ¹ ⁄ ₄ "	12 ¹ / ₄ "	¹¹ ⁄ ₁₆ "	24"
x74	121/8"	121/4"	5/8"	24"
x63	12"	121/8"	1/2"	24"
x53	113/4"	12"	7/16"	24"
HP 10x57	10"	101/4"	⁹ / ₁₆ "	24"
x42	93/4"	101/8"	7∕ ₁₆ "	24"
HP 8x36	8"	81/8"	7∕ ₁₆ "	18"



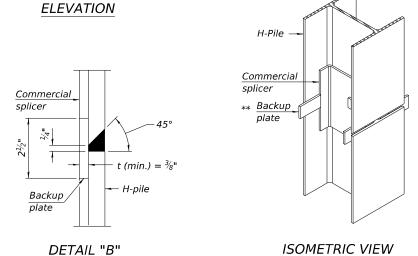
ELEVATION



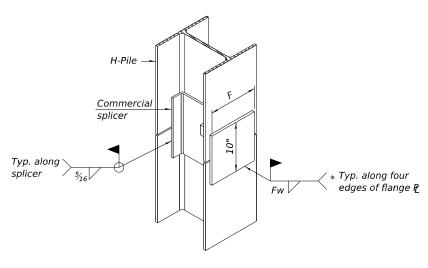
SHOE ATTACHMENT

The steel H-piles shall be according to AASHTO M270 Grade 50.

Typ. along H-Pile splicer Commercial See Detail B



WELDED COMMERCIAL SPLICE



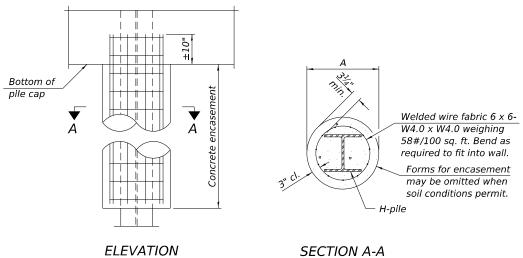
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds $\frac{1}{4}$ " from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.

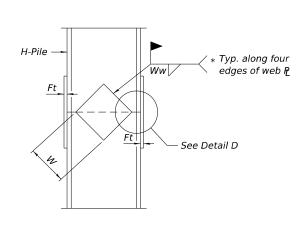
*** Weld size per pile shoe manufacturer ($\frac{5}{16}$ " min.).

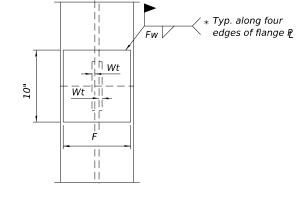
FOR INFORMATION ONLY



INDIVIDUAL PILE CONCRETE ENCASEMENT

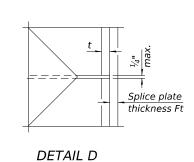
(when specified)





ELEVATION

END VIEW



Designation	F	Ft	Fw	w	Wt	Ww
HP 14x117	12½"	1"	7∕8"	7¾"	5/8"	1/2"
x102	12½"	<i>7</i> / ₈ "	3/4"	73/4"	5/8"	1/2"
x89	12½"	3/4"	¹¹ ⁄ ₁₆ "	7¾"	5/8"	1/2"
x73	12½"	5/8"	%16"	7¾"	5/8"	1/2"
HP 12x84	10"	7∕ ₈ "	¹¹ ⁄ ₁₆ "	6½"	5/8"	1/2"
x74	10"	7/8"	¹¹ ⁄ ₁₆ "	6½"	5/8"	1/2"
x63	10"	5/8"	1/2"	6½"	1/2"	3/8"
x53	10"	<i>5</i> ⁄ ₈ "	1/2"	6½"	1∕2"	3/8"
HP 10x57	8"	3/4"	%16"	51/4"	1/2"	3/8"
x42	8"	5/8"	%16"	51/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7∕ ₁₆ "	41/4"	1/2"	3/8"

COUNTY

WINNEBAGO 235

CONTRACT NO. 64U51

WELDED PLATE FIELD SPLICE

F-HP

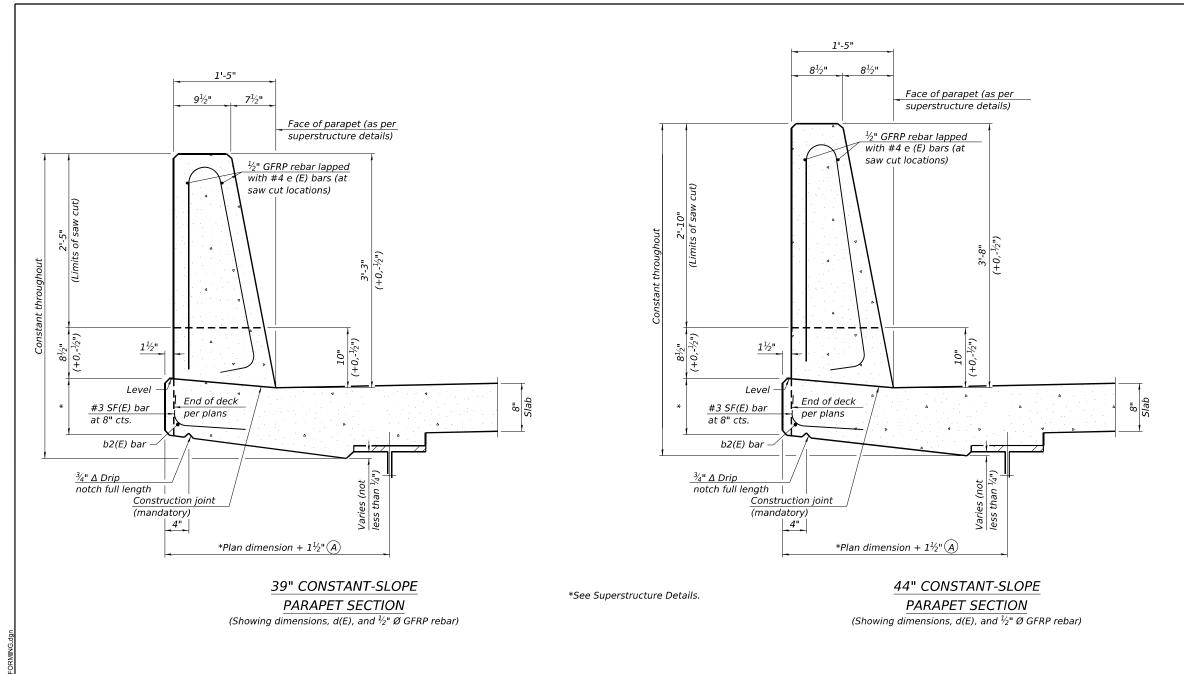
5-15-2023

USER NAME = Ifranceschina DESIGNED - JW REVISED DRAWN -DSO REVISED Bowman 10 S. LaSalle Stre CHECKED -REVISED PLOT DATE = 8/12/2024 DATE 02/27/24 REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SECTION **PILE DETAILS** ((201-3)R & (4-1,5)R)F **STRUCTURE NO. 101-0208/0209** SCALE: SHEET 55 OF 60 SHEETS STA. TO STA.

* FAI ROUTE 39 (I-39) & FAP 301 (US 20)



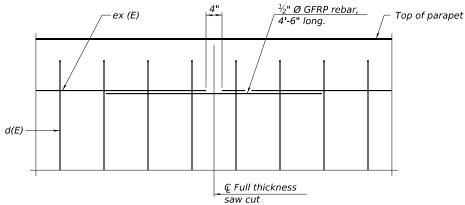
Notes: All dir

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.



GFRP REBAR STIFFENING DETAIL

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

SFP 39-44

5-15-2023

FOR INFORMATION ONLY

		USER NAME = Ifranceschina	DESIGNED - JW	REVISED -	Τ
	10 S. LaSalle Street, Suite 2110 Chicago, Illinois 60603 312-614-0360 www.bowman.com		DRAWN - DSO	REVISED -	
DUVIIIAII 312		PLOT SCALE = \$SCALE\$	CHECKED - AJN	REVISED -	
	l l	PLOT DATE = 8/12/2024	DATE -	REVISED -	

1'-0"

SF(E) BAR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING
STRUCTURE NO. 101-0208/0209

SHEET 56 OF 60 SHEETS STA. TO STA.

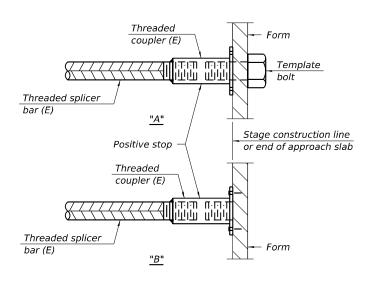
| F.A.I | SECTION | COUNTY | SHEET | SHOOTH | COUNTRACT NO. 64U51

STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + $1\frac{1}{2}$ " + thread length

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

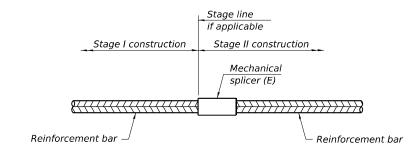


INSTALLATION AND SETTING METHODS

"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

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.

BSD-1

5-15-2023

FOR INFORMATION ONLY

ü		USER NAME = Ifranceschina	DESIGNED -	JW	REVISED -
₹	Bowman 10 & LaSalle Street, Sulte 2710 Stago, Illinois 60002 Sta-854-6360		DRAWN -	DSO	REVISED -
Ė	DOVIII AII 312-614-0360	PLOT SCALE = \$SCALE\$	CHECKED -	AJN	REVISED -
띠		PLOT DATE = 8/12/2024	DATE -	02/27/24	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE:

BAR SPLICER DETAILS STRUCTURE NO. 101-0208/0209 SHEET 57 OF 60 SHEETS STA. TO STA.

SECTION COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 CONTRACT NO. 64U51

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) •

of Transp	ortat	tio	ent n		S	OIL BORING LOG		Page	e <u>1</u>	of
Division of Highways Illanios Department of Tra				. P92	2111-	06 Bridge over the CC&P RR, .3 m. W.			6/1	
1AF 301	DE	SCR	(IPTIO	N		of Perryville Road	LOGG	GED B	Y W.	Garza
						y Valley Twp 10 NE, SEC., TWP. 43N.				
COUNTY Winnebago	DRILLIN	G ME	ETHO	·	Но	flow Stem Auger HAMMER TYP	E <u>B-53</u>	3 Diedr	ich Auf	toma
STRUCT. NO.		D	B	U	M	Surface Water Elev ft Stream Bed Elev 72.50 ft	D		U	M
Station		P	0	S	1	Stream Bed Elev. 72.50 ft	E		C	0
BORING NO. B-1h		T	W	Qu	S	Groundwater Elev.:	Т	W		S
StationOffset			-	2000	'	First Encounter 754.2 ft 1 Upon Completion ft	H	S	Qu	T
Ground Surface Elev. 769.2	0 ft	(ft)	(/6")	(tsf)	(%)	After Hrs. ft	(ft)	(/6")	(tsf)	(%)
MEDIUM dark brown LOAM				0.5	14.0	MEDIUM tan LOAM TILL with SAND lens		2		
				P.	14.0	O'ND IEIIS		12	0.6 B	13.0
						747.	20 -	12		-
MEDIUM/STIFF brown LOAM	766.70		3			VERY DENSE tan weathered		13		
	2		2	1.0	13.0	LIMESTONE	***************************************	20		
	765.20		3	Р		745.2	0	65		
		-5					_			
MEDIUM brown SILTY CLAY -OAM with SAND lens			1			VERY DENSE tan weathered	25	100/2"		
	762.70		1	0.8 P	23.0	LIMESTONE 743.2 Borehole continued with rock	0			
2	702.70		<u> </u>	-		coring.				
STIFF brown LOAM with SAND		_	1							
lens			1	1.1	18.0					
	760.20		3	В				1		
		-								
VERY SOFT brown SILTY CLAY	-	-10	1				-30			
LOAM			1		21.0		-			i
lipresturo.	757.20	+	3	Р						
VEDV.1 6 9 9 5	131.20									
VERY LOOSE tan dirty moist SAND			0							
		\dashv	1							
	754.70								l	
LOOSE tan dirty SAND	2	- 15	2	- 1			-35			
a as as a supplementary of the		+	3	-	17.0		_			
	752.70	1	4			£	-			
	-	\dashv							1	
MEDIUM gray SANDY LOAM	100	\exists	2				-	1		
TILL			3		11.0					
	750.20	-	4	В					-	

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, from 137 (Rev. 8-99)

Illinois Department of Transportation Division of Highway glinico Department of Transportation/U-2 ROCK CO	RE	LC	ΟG	;		age 1	
ROUTE FAP 301 DESCRIPTION P92-111-06 Bridge over the of Pernyville (CC&P RE	₹. 3	m. W	/. LC	L GGE!	Date6	Garza
SECTION (201-3), K (4-1, 5) K LOCATION Cherry Valley Twp 10 P	NE, SEC.,	TW	P. 43	N, RN	G . 2E		
COUNTY Winnebago CORING METHOD				R		CORE	s
STRUCT. NO CORING BARREL TYPE & SIZE		D	С	ECO	R	Ţ	R
Core Diameter 2 in		E P T H	O R E	V E R Y	Q . D .	M E	E N G T H
Dolomite: yellow tan-buff, vuggy and pitted, very finely crystalline with chert inclusions	743.20	(ft)	(#)	100	7	(min/ft)	(tsf) 287.0
1 s 1: 739.2 to 738.8		-30					
Dolomite: as above with fractured zone at 736.2.	738.20		2	100	10	3.2	
ivo lesiable segments.	733.20	-35	-	100	io .	5.2	
Dolomite: as above, though medium to massively bedded. t.s.f.: 732.3 to 731.8	-	-40	3	100	58	2	200.0
End of Boring	728.20	7	-				
	-	-45					

Cores will be stored for examination until

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)

BORING B-1h

Station: 2648+67.50 Offset from € I-39: 85.33' Rt.

Illinois Department of Transportation

Ground Surface Elev. 795.10 ft
STIFF dark brown LOAM

BORING NO.

SOIL BORING LOG

Page <u>1</u> of <u>2</u>

0.4 20.0

6 0.9 19.0 7 B

COUNTY

Date 6/17/08

LOGGED BY W. Garza (201-3), K (4-1, 5) K LOCATION Cherry Valley Twp. - 10 NE, SEC., TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD _

750.1 ft ▼ (ft) (6") (tsf) (%) Upon Completion After Hrs. VERY STIFF gray SILTY CLAY LOAM 4 2.5 19.0 6 B

763.60

MEDIUM brown SANDY LOAM 2 MEDIUM gray SILTY CLAY 3 0.8 16.0 LOAM 2 0.5 26.0 5 B

MEDIUM gray SILTY LOAM with brown SAND lens STIFF gray SILTY CLAY LOAM 3 0.6 22.0 2 STIFF gray SILTY CLAY LOAM with SANDY LOAM lens MEDIUM gray SANDY LOAM 1.2 22.0

STIFF gray SANDY LOAM SOFT gray SILTY LOAM 5 1.1 10.0 6 S

DESCRIPTION

783.60 SOFT gray LOAM with SAND lens MEDIUM gray SANDY LOAM 2 0.4 23.0 3 B

VERY STIFF gray/tan SILTY CLAY LOAM STIFF gray LOAM with SAND

778.60

MEDIUM gray/brown SILTY CLAY LOAM

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, from 137 (Rev. 8-99)

MEDIUM dark gray LOAM

BORING B-2h

Station: 2649+31.16 Offset from € I-39: 17.58' Rt.

FOR INFORMATION ONLY

USER NAME = Ifranceschina DESIGNED - JW Bowman 10 S. LaSalle Street, Sul Chicago, Illinois 60603 312-614-0360 DRAWN - DSO REVISED REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS 1 ((201-3)R & (4-1,5)R)F **STRUCTURE NO. 101-0208/0209** SHEET 58 OF 60 SHEETS STA.

WINNEBAGO 235 CONTRACT NO. 64U51 TO STA. * FAI ROUTE 39 (I-39) & FAP 301 (US 20)

Illinois Depart of Transporta	tio	ent n		SC	OIL BORING LOG	Page <u>2</u> of <u>2</u>
Division of Highways Illinies Department of Transportation ROUTEFAP 301D		RIPTIO	P92	2-111-0	06 Bridge over the CC&P RR, .3 m. W. of Pernyville Road L	Date 6/17/08
SECTION(201-3), K (4-1, 5) K	i	LOCA	TION	Chern	y Valley Twp 10 NE, SEC., TWP. 43N, RI	NO OF
					llow Stem Auger HAMMER TYPE	
STRUCT, NO	D E P T H	B L O W S	U C S Qu	M O i S T	Surface Water Elev. ft Stream Bed Elev. 72.50 ft Groundwater Elev.: First Encounter 750.1 ft ▼	
Offset	(ft)	(/6")	(tsf)	(%)	Upon Completion ft After Hrs. ft	
VERY STIFF gray LOAM TILL		3 6 9	2.3 B	31.0		
753.10 MEDIUM tan dirty moist SAND		10				
	_	11 14			-	
HARD gray SANDY LOAM TILL	▼-45	11 23	4.2	9.0		
748.60		29	\$	9.0		
VERY STIFF olive-green SANDY LOAM TILL		5 22 28	3.1 P	12.0		1.77
745.60 VERY DENSE tan weathered	-50	100/6				
LIMESTONE 743.60		100/0			ē	
VERY DENSE tan weathered						
LIMESTONE	亅	100/1"				
Auger Refusal at 52.5' End of Boring	-55					
~						
	-60					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penctronger of The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)	
BBC	9-991

BORING B-2h

Station: 2649+31.16 Offset from © 1-39: 17.58' Rt.

Illinois De of Transp	UFTAT	.101 _{D-2}	n		JC	DIL BORING LOG Date6/20/0
			IPTIO	P92 N	-111-0	6 Bridge over the CC&P RR., .3 m, W. of Perryville Road LOGGED BY W. Gar
						y Valley Twp 10 NE, SEC., TWP. 43N, RNG. 2E
COUNTY Winnebago D	RILLIN	G ME	ETHOE)	Ho	flow Stem Auger HAMMER TYPE CME-45 Automati
STRUCT. NOStation		D E P	B L O	u C S	0	Surface Water Elev. ft Stream Bed Elev. 72.50 ft
BORING NO. B-3h Station Offset		T H	w	Qu	S	Groundwater Elev.: First Encounter #
Ground Surface Elev. 769.80		(ft)	(/6")	(tsf)	(%)	Upon Completion ft After Hrs. ft
MEDIUM dark brown SILTY CLAY LOAM		_		0.5 P	24.0	
STIFF brown CLAY LOAM	767.30		2	4.5	40.0	
	765.80		4	1.5 P	18.0	
STIFF tan SANDY LOAM		5	8	1.1	12.0	
STIFF tan SANDY LOAM TILL	763.30		10	Р		
STILL IN SANDY COMM HEL			7 9 11	1.8 P	11.0	
VERY DENSE tan weathered	760.30	-10	37			
	758.30		100/5"			_
VERY DENSE tan weathered LIMESTONE		4	100/2			
Auger Refusal at 14'	755.80					
Borehole continued with rock coring,		-15 -				v.
	-	ㅣ				

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

T206)	7	
BBS.	78 3 5 4	3-99)

(PS)	Illinois Department
(A)	of Transportation

ROCK CORE LOG

Page <u>1</u> of <u>1</u>

Date 6/20/08

COUNTY TOTAL SHEET NO.
WINNEBAGO 235 61

CONTRACT NO. 64U51

P92-111-06 Bridge over the CC&P RR., .3 m. W. of Perryville Road __ DESCRIPTION_ LOGGED BY W. Garza (201-3), K (4-1, 5) K LOCATION Cherry Valley Twp. - 10 NE, SEC., TWP. 43N, RNG. 2E

CORE S
T
T R
I E
M N
E G
T
H COUNTY Winnebago CORING METHOD CORING BARREL TYPE & SIZE_
 Core Diameter
 2
 in

 Top of Rock Elev.
 760.30
 ft

 Begin Core Elev.
 755.80
 ft
 BORING NO. Offset
Ground Surface Elev. 769.80 ft

Dolomite: yellow tan-buff, vuggy and pitted, very linely crystalline, with chert inclusions, top foot contains one-inch segments.

Ls.f.: 751.8 to 751.2 (ft) (#) (%) (%) (min/ft) (tsf)

1 100 32 1.8 97.0 755 80

Dolomite: as above, though medium to massively bedded, with sandy inclusions. t.s.f.: 747.1 to 746.5 2 100 62 1.4 87.0

Dolomite: as above, less pitted t.s.f.: 744.2 to 743.5 100 83 2 184.0

End of Boring

Color pictures of the cores _____
Cores will be stored for examination until____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 8-99)

BORING B-3h

Station: 2647+72.12 Offset from © I-39: 61.58' Lt.

FOR INFORMATION ONLY

DESIGNED - JW USER NAME = Ifranceschina DRAWN - DSO Bowman 10 & LaSalle Street, Su Chicago, Illinois 60603 312-514-0350 www.bowman.com REVISED -PLOT DATE = 8/12/2024 DATE - 02/27/24 REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SECTION **BORING LOGS 2** ((201-3)R & (4-1,5)R)F **STRUCTURE NO. 101-0208/0209** SHEET 59 OF 60 SHEETS STA. TO STA.

* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

of Transport	ortat	ioi	7		SC	IL BORING LO	G				
			IPTIOI	P92	-111-0	6 Bridge over the CC&P RR., .3 m. of Perryville Road	W.	nec		6/2 W C	
						Valley Twp 10 NE, SEC., TWP. 4					
						low Stem Auger HAMMER					
STRUCT. NO. Station BORING NO. B-4h		D E P T H	B L O W	U C S	M O I S	Surface Water Elev. Stream Bed Elev. 72.50 Groundwater Elev.:	_ ft	D E P	B L O W	U C S	M 0 1 S
Station Offset Ground Surface Elev. 797.00			(/6")		(%)	First Encounter 757.0 Upon Completion After Hrs.	ft	(ft)	(/6")	Qu (tsf)	T (%
707.00					,	STIFF gray SILTY CLAY LOAM	_ !!	(.4)	4	(10.)	170
		_					775.50		9	1.4 P	14.0
MEDIUM brown LOAM	794.50		3	0.5		MEDIUM tan SANDY LOAM			5		
	793.00	_	3 4	0.5 P	13.0		773.00		13 11		7.0
STIFF brown SILTY CLAY LOAM	5	5	1 2	4.0	40.0	VERY STIFF gray/brown SILTY CLAY LOAM		-25	3		
	790.50	_	5	1.2 B	19.0	CDAT EGAIN	770.50		5 8	2.9 B	21.0
VERY LOOSE gray very moist dirty SAND	,		3		18.0	STIFF brown LOAM			2		
	788.00		1		16.0		768.00	_	6 9	1.8 B	16.0
STIFF gray LOAM		~10	2	1.9	15.0	VERY STIFF gray CLAY LOAM with SANDY LOAM lens		30	8		
	785.50		6	S	15.0	THE STAD LOANTERS	765.50		11 9	3.7 B	17.
STIFF gray SILTY CLAY LOAM			3	1.0		VERY STIFF gray CLAY LOAM			4		
	783.00	_	4 6	1.8 B	20.0	1 SLL	763.00	-	8 9	2.5 P	18.
VERY STIFF light brown CLAY		-15	2			VERY STIFF brown LOAM TILL		-35	2		
LOAW	780.50	_	5 7	2.5 B	21.0		a contraction agreement		5 7	3.5	13.
VERY STIFF gray SILTY CLAY			2			MEDIUM tan weathered	760.00		9		

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, from 137 (Rev. 8-99)

Illinois Departi of Transportat Division of Highways Illinios Department of Transportation/C		1		JC	Date 6/2
		IPTION	P92-	111-0	6 Bridge over the CC&P RR., .3 m. W. of Perryville Road LOGGED BY W. C
SECTION (201-3), K (4-1, 5) K	_ 1	OCAT	ION_	Cherry	Valley Twp 10 NE, SEC., TWP. 43N, RNG. 2E
COUNTY Winnebago DRILLING	S ME	THOD		Hol	llow Stem Auger HAMMER TYPE CME-45 Autom
STRUCT. NO. Station BORING NO. B-4h Station Offset	D E P T H	O W	U c s Qu	M O I S T	Surface Water Elev. ft Stream Bed Elev. 72.50 ft Groundwater Elev.: 757.0 ft Upon Completion ft
Ground Surface Elev. 797.00 ft MEDIUM tan weathered LIMESTONE	(ft)	(/6") 12 15	(tsf)	(%)	After Hrs. ft
755.50	_	9			
VERY DENSE tan weathered LIMESTONE Auger Refusal at 43.5' Borehole continued with rock		100/4"			-
coring.	-45				
	_				,
	-50				
-	-55				
! —	-	-			

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

BBS (5.

BORING B-4h

Station: 2647+36.30 Offset from © I-39: 11.8' Rt.

Illinois Department of Transportation

Page <u>1</u> of <u>1</u>

Date 6/24/08

ROUTE FAP 301 DESCRIPTION P92-111-08 Bridge over the CC&P R of Perryville Road	R., .3	m. W	_ LO	GGE	BY W.	Garza
SECTION (201-3), K (4-1, 5) K LOCATION Cherry Valley Twp 10 NE, SEC	., TW	P. 43	N, RN	G. 2E		
COUNTY Winnebago CORING METHOD			R		CORE	s
			E	R	т	T R
STRUCT. NO CORING BARREL TYPE & SIZE Station	_ D	С	0	Q	1	E
Core Diameter 2 in	P	OR	V E	Ď	M E	N G
Station Begin Core Elev753.50 ft	H	E	R			T H
Ground Surface Elev. 797.00 ft	1	(#)	(%)	1961	(min/ft)	
Dolomite: yellow tan-buff, yuggy and pitted, very finely crystalline, chalky with washed, 753.5		1	90	0	1	1017
out sand size particles and fractured throughout.						
	45	1				
		1				
748.5						
Dolomite: as above t.s.f.: 745.1 to 744.6	_	2	100	42	1.4	193.0
t.s.i 743.1 (0 744.0	_					
	-50					
	_					
743.5	,					1
Abandoned run - problems with water		3				
	55					1
	_					
						1
738.56	,					ļ
End of Boring						
	-60					1
	_					

Color pictures of the cores _____
Cores will be stored for examination until____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 8-99)

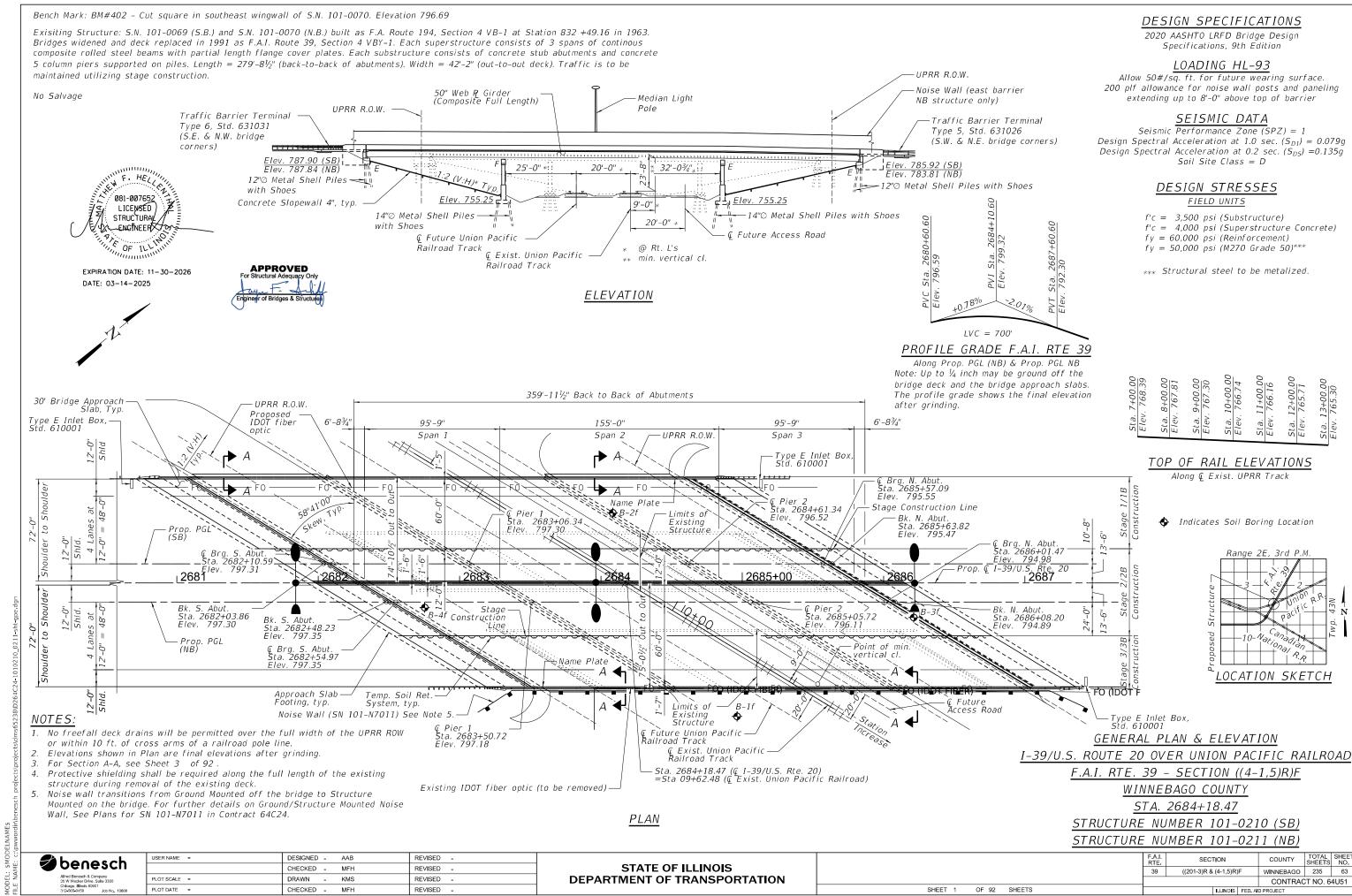
FOR INFORMATION ONLY

		USER NAME	= Ifranceschina	DESIGNED	-	JW	REVISED	-	Π
Bowman 10 S. LaSallo Street Suite 2110 Chiago, Illinois 60603 310-614-629 www.bowman.com			DRAWN	-	DSO	REVISED	-		
	www.bowman.com	PLOT SCALE	= \$SCALE\$	CHECKED	-	AJN	REVISED	-	
		PLOT DATE	= 8/12/2024	DATE	-		REVISED	-	

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

BORING LOGS 3 STRUCTURE NO. 101-0208/0209 SHEET 60 OF 60 SHEETS STA.

COUNTY TOTAL SHEET NO.
WINNEBAGO 235 62 ((201-3)R & (4-1,5)R)F CONTRACT NO. 64U51 TO STA. * FAI ROUTE 39 (I-39) & FAP 301 (US 20)



INDEX OF SHEETS:

- General Plan and Elevation
- General Notes, Bill of Material and Index of Sheets
- 3 General Data
- Foundation Layout (Southbound)
- Foundation Layout (Northbound)
- Stage Construction Details (1 of 3) 6
- Stage Construction Details (2 of 3)
- Stage Construction Details (3 of 3)
- Temporary Concrete Barrier Details
- 10 Existing Abutment Removal Details
- 11 Existing Pier Removal Details (1 of 2)
- Existing Pier Removal Details (2 of 2)
- 13 Temporary Soil Retention System Details
- 14 Top of Slab Elevations Plan (Southbound)
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- 16 Top of Slab Elevations (1 of 12)
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- 20 Top of Slab Elevations (5 of 12)
- 21 Top of Slab Elevations (6 of 12)
- 22 Top of Slab Elevations (7 of 12)
- Top of Slab Elevations (8 of 12) 24 Top of Slab Elevations (9 of 12)
- 25 Top of Slab Elevations (10 of 12)
- 26 Top of Slab Elevations (11 of 12)
- 27 Top of Slab Elevations (12 of 12) 28 Top of North Approach Slab Elevations (Southbound)
- 29 Top of South Approach Slab Elevations (Southbound)
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- 32 Deck Plan (Southbound 1 of 2)
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- 34 Deck Plan (Northbound 1 of 2)
- 35 Deck Plan (Northbound 2 of 2)
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- 42 Parapet Details (2 of 3)
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- 47 South Approach Slab Plan (Southbound)
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- 52 Approach Slab Details (3 of 3)
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- 60 Girder Top of Web Elevations and Camber
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- 67 Elastomeric Bearing Details - Abutments
- 68 Fixed HLMR Disc Bearing Details Pier 1
- 69 Guided Expansion HLMR Disc Bearing Details Pier 2
- 70 North Abutment Plan and Elevation (Stage 1) 71 North Abutment Plan and Elevation (Stage 2)
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- 83 Pier Plan and Elevation (Stage 3)
- 84 Pier Details (1 of 2)
- 85 Pier Details (2 of 2)
- 86 Metal Shell Pile Details
- Concrete Parapet Slipforming Option Bar Splicer Assembly and Mechanical Splicer Details
- Soil Boring Logs (1 of 4)
- 90 Soil Boring Logs (2 of 4)
- 91 Soil Boring Logs (3 of 4)
- 92 Soil Boring Logs (4 of 4)

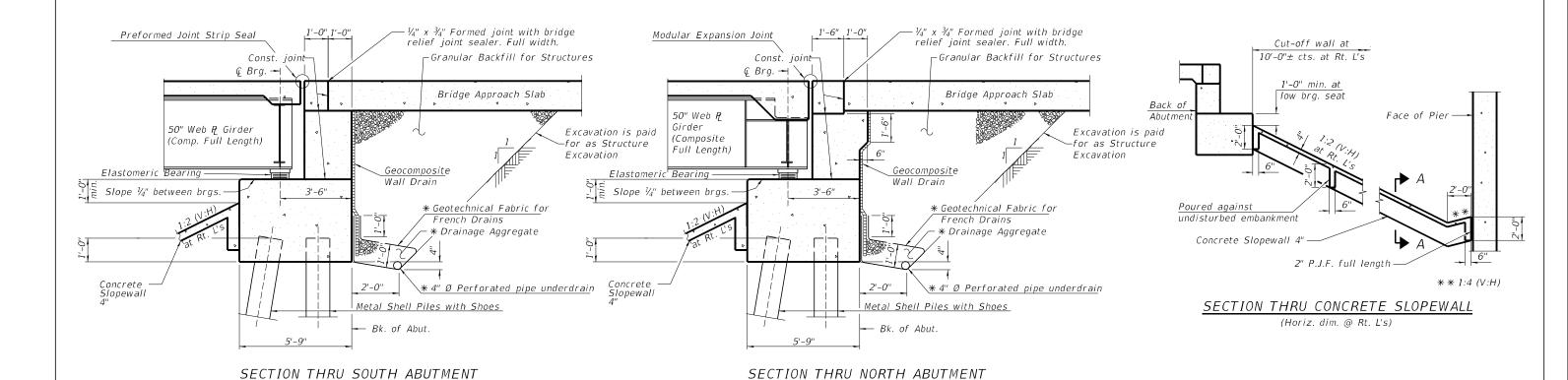
GENERAL NOTES:

- 1. Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot dip galvanized bolts in metallized areas. Bolts $\frac{7}{8}$ " diameter, holes $\frac{15}{16}$ " diameter, unless otherwise noted. See special provision for "Metallizing of Structural Steel".
- Calculated weight of Structural Steel = 2,220,000 lbs
- All structural steel shall be AASHTO M270 Grade 50 and shall be metallized. See Special Provision for "Metallizing of Structural
- 4. It is anticipated that delivery of the structural steel and bearings will be required by June 1, 2026 for Stage 1, June 1, 2027 for Stage 2, and June 1, 2028 for Stage 3. The delivery dates shall be coordinated with IDOT and the Contractor responsible for Contract No. 64C24. Shop drawings for all three stages shall be submitted for approval at the same time prior to Stage 1 fabrication.
- 5. These plans are for fabrication and storage of the structural steel and bearings. All work shown related to the erection and installation of the structural steel and bearings is for information only and is to be included in Contract 64C24.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SN 101-0210/0211				
II E M	UNTI	SUPER	SUB	TOTAL		
Furnishing Structural Steel	L. Sum	0.58	-	0.58		
Furnishing Elastomeric Bearing Assembly, Type I	Each	20	-	20		
Furnishing Elastomeric Bearing Assembly, Type II	Each	20	-	20		
Furnishing High Load Multi-Rotational Bearings, Disc, Fixed-600k	Each	20	-	20		
Furnishing High Load Multi-Rotational Bearings, Disc, Guided Expansion-600k	Each	20	-	20		

Note: Pay items associated with storage of structural steel and bearings are not listed in the Total Bill of Material on this sheet. Refer to the Summary of Quantities and Special Provision for Storage of Structural Steel and Bearings for additional information



(Horiz. dim. @ Rt. angles)

* Included in the cost of Pipe Underdrains for Structures 4".

(Horiz. dim. @ Rt. angles)

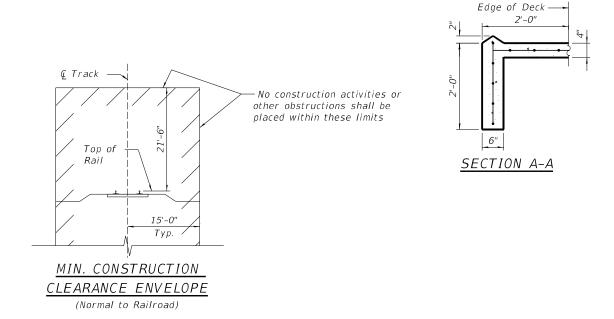
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

STATION 2684+18.47 BUILT 202_ BY STATE OF ILLINOIS F.A.I. RT. 39 SEC. (4-1, 5)R LOADING HL-93 STRUCTURE NO. 101-0210

> NAME PLATE See Std. 515001

STATION 2684+18.47 BUILT 202_ BY STATE OF ILLINOIS F.A.I. RT. 39 SEC. (4-1, 5)R LOADING HL-93 STRUCTURE NO. 101-0211

> NAME PLATE See Std. 515001



1. Slope wall shall be reinforced with welded wire fabric, 6in x 6in - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

WINNEBAGO 235 65

CONTRACT NO. 64U51

FOR INFORMATION ONLY

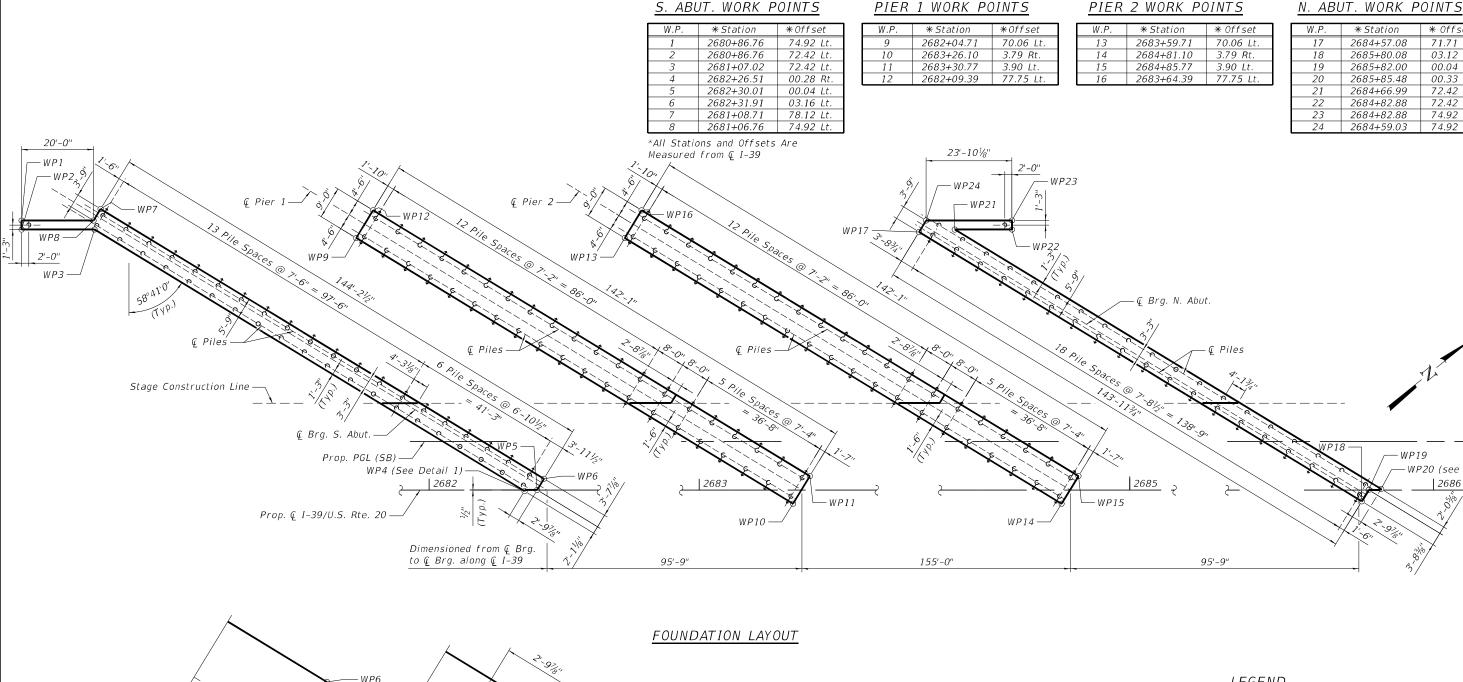
	h h	
	benesch	
_	Alfred Benesch & Company	
	35 W Wacker Drive, Suite 3300	
	Chicago, Illinois 80601	

USER NAME =	DESIGNED .	-	AAB	REVISED	-
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PLOT SCALE =	DRAWN -	-	KMS	REVISED	-
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SECTION **GENERAL DATA** ((201-3)R & (4-1,5)R)F STRUCTURE NO. 101-0210 & 101-0211 SHEET 3 OF 92 SHEETS

2/11/2025 9:32:31 AM



WP20

LEGEND

 \downarrow = Pile Battered 1H:4V

○ = Vertical Pile

- See Sheets 81 to 85 of 92 for pier details.
- See Sheets 70 to 79 of 92 for abutment details.
- After demolition of the existing abutments, the Contractor shall verify that the existing back row vertical piles will not conflict with driving the proposed abutment batter piles. The Contractor shall inform he Engineer of any potential conflicts before driving piles.
- 4. Pile batter may be reduced to a minimum of 1H:12V for piles located directly adjacent to the stage lines where the pile leads conflict with the existing or proposed structure.

FOR INFORMATION ONLY

DETAIL 1



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WP18

DETAIL 2

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

FOUNDATION LAYOUT (SOUTHBOUND) STRUCTURE NO. 101-0210 & 101-0211 SHEET 4 OF 92 SHEETS

((201-3)R & (4-1,5)R)F WINNEBAGO 235 66 CONTRACT NO. 64U51

* Offset

71.71 Lt.

03.12 Rt.

00.04 Lt.

00.33 Lt.

72.42 Lt.

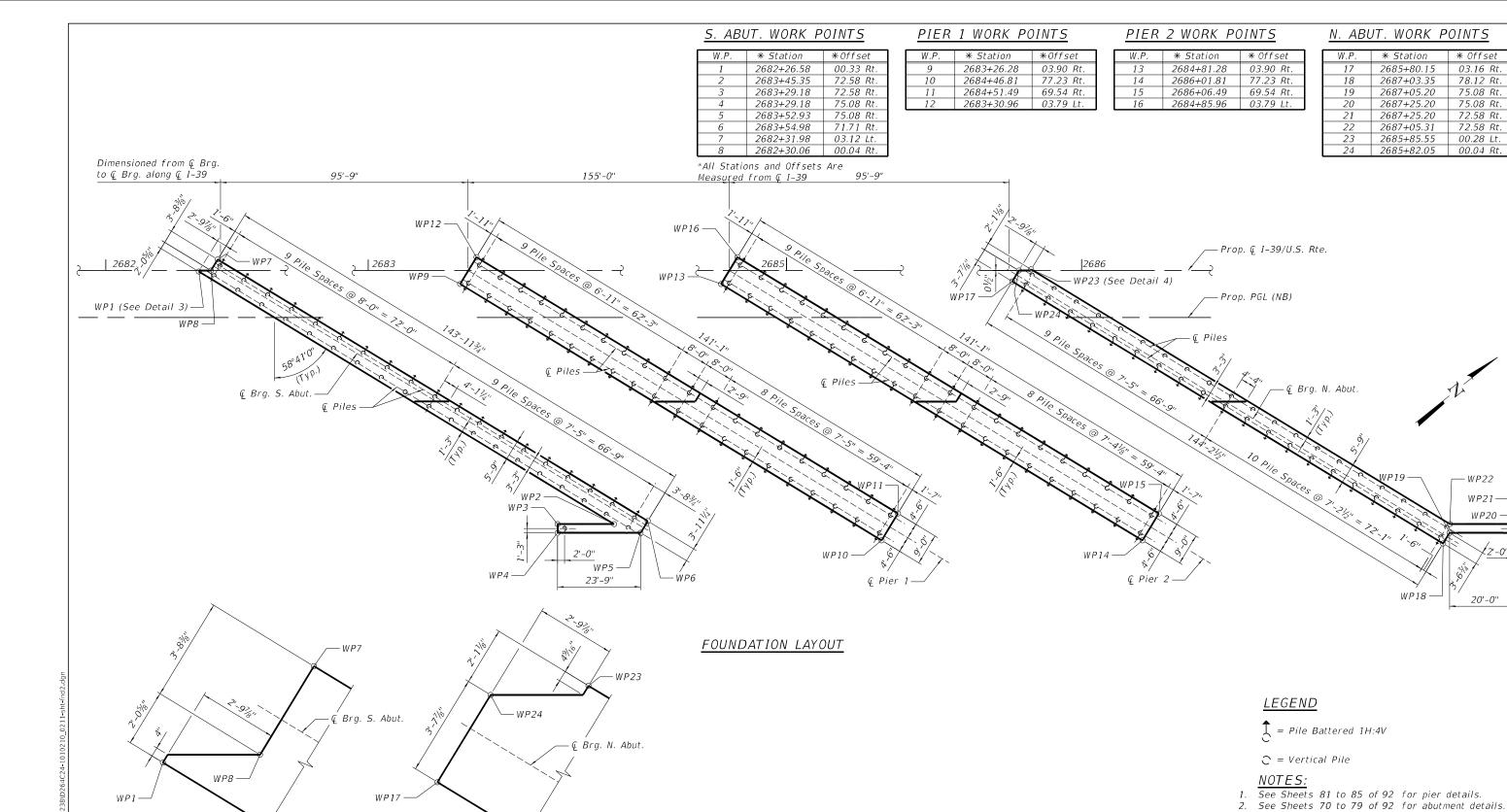
72.42 Lt.

74.92 Lt.

-WP20 (see Detail 2)

2686

74.92 Lt.



FOR INFORMATION ONLY

DETAIL 3

S benesch

Alfred Benesch & Company
35 W Wecker Drive, Salar 3300
Crisago, Illinos 83001

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 PLOT DATE
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DETAIL 4

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

FOUNDATION LAYOUT (NORTHBOUND)
STRUCTURE NO. 101-0210 & 101-0211

SHEET 5 OF 92 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
39	((201-3)R & (4-1,5)R)F		WINNEBAGO	235	67
			CONTRACT NO. 64U51		
ILLINOIS FED. AI			D PROJECT		

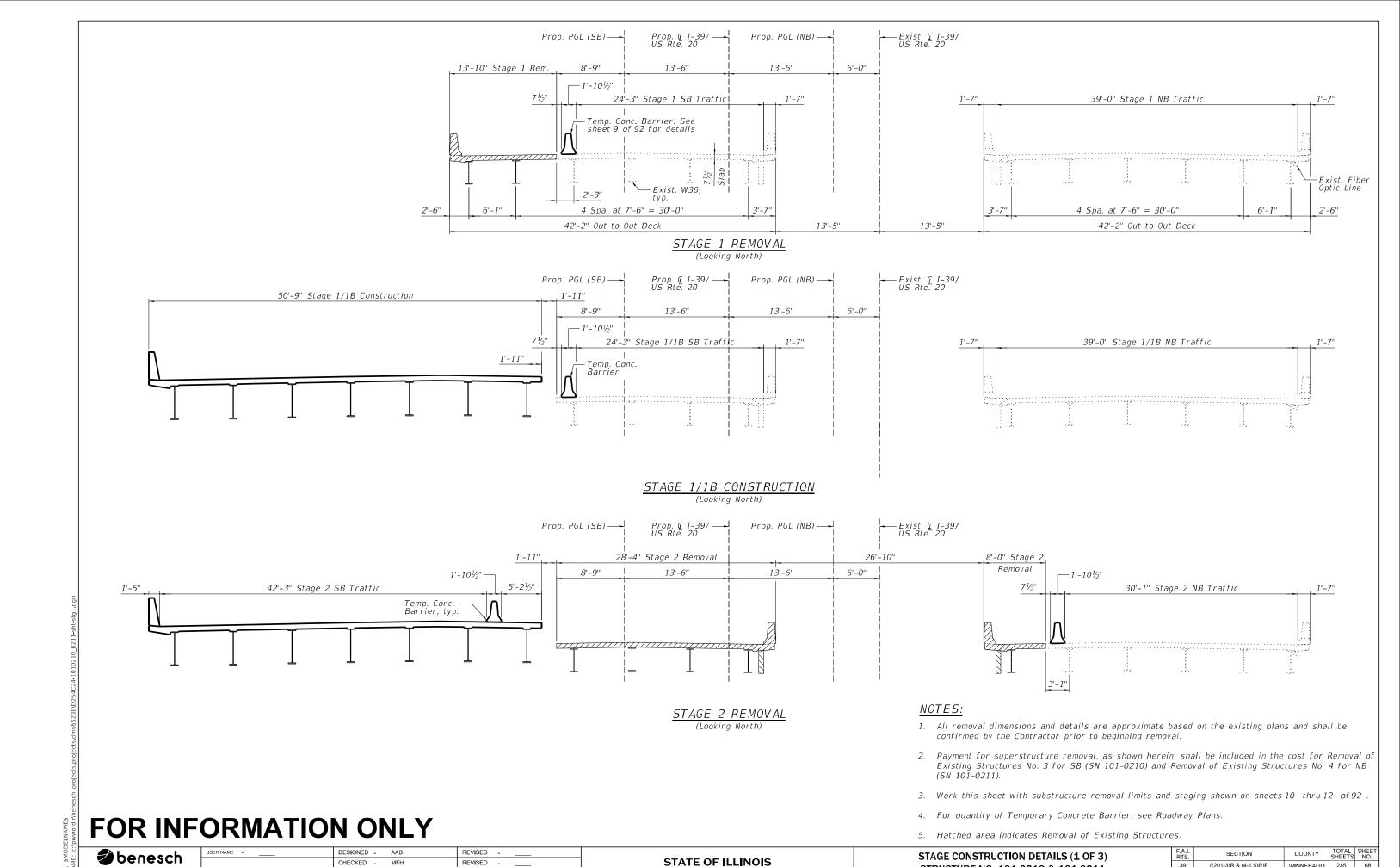
After demolition of the existing abutments, the Contractor shall verify that the existing back row vertical piles will not conflict with driving the proposed abutment batter piles. The Contractor shall inform he Engineer of any potential conflicts before

4. Pile batter may be reduced to a minimum of 1H:12V for piles located directly adjacent to the stage lines where the pile leads conflict with the existing or

driving piles.

proposed structure.

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DEPARTMENT OF TRANSPORTATION

((201-3)R & (4-1,5)R)F

STRUCTURE NO. 101-0210 & 101-0211

SHEET 6 OF 92 SHEETS

WINNEBAGO 235 68

CONTRACT NO. 64U51

PLOT DATE =

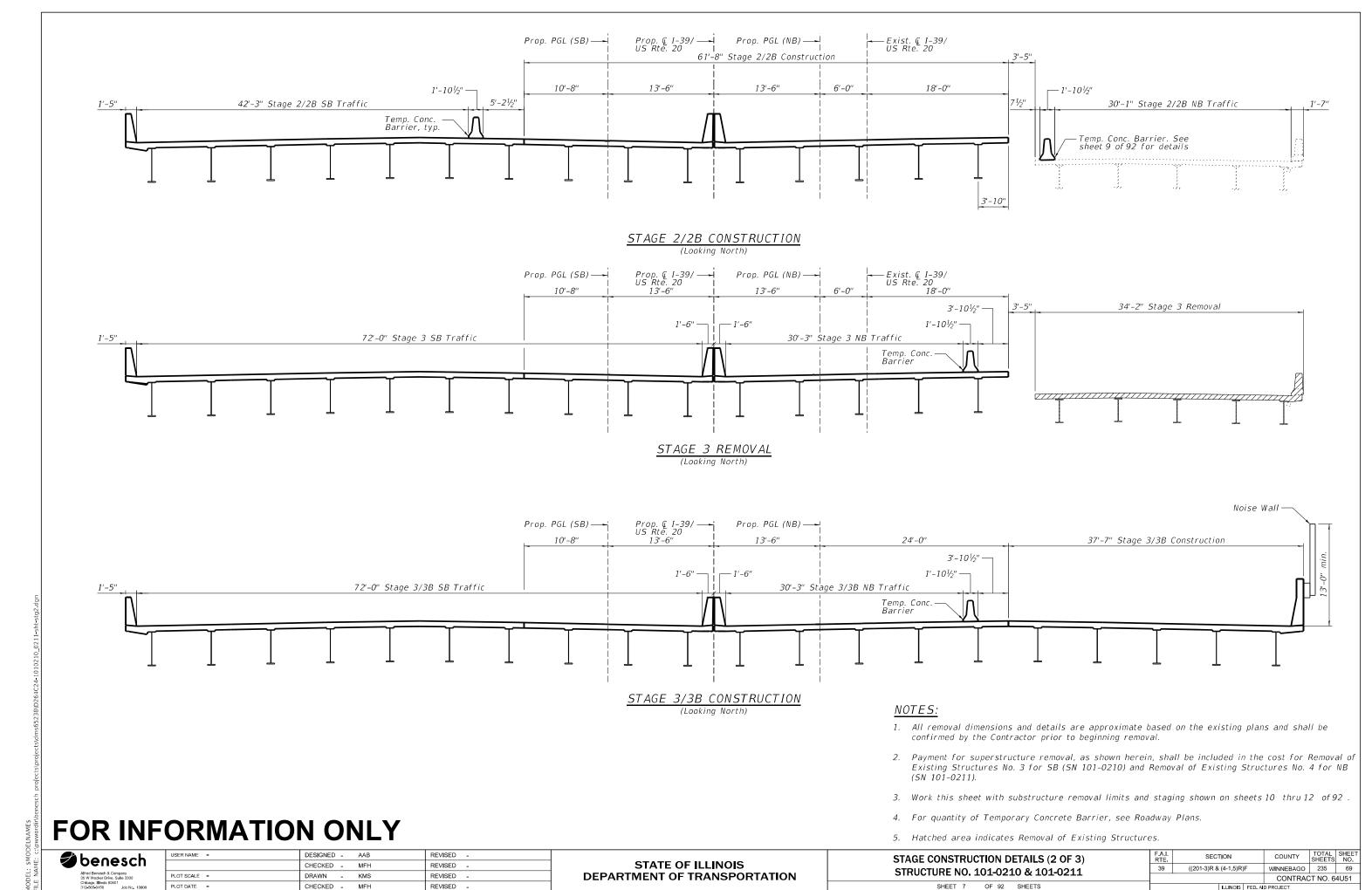
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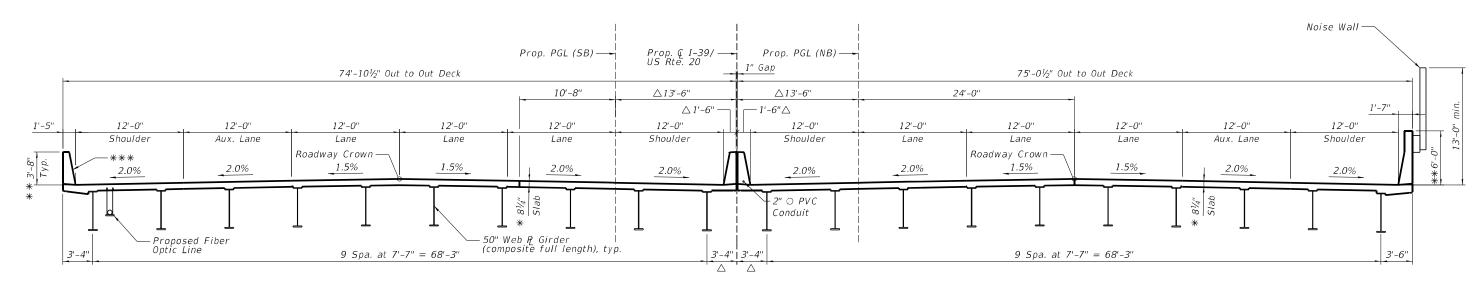
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* Prior to grinding.

** After grinding.

*** Constant-slope concrete parapet, typ. △ Measured to Prop. © 1-39/US Rte. 20. CROSS SECTION (FINAL CONDITION)
(Looking North)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS (3 OF 3)
STRUCTURE NO. 101-0210 & 101-0211

— See Detail I, II or III When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

Temporary Concrete Barrier See Standard 704001 min. min. Drill 3-11/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

— Stage removal line

EXISTING DECK BEAM

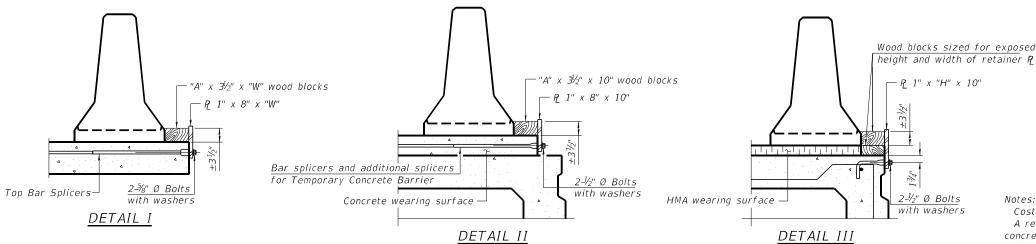
$US~Std.~11/_{16}"~I.D.~x~21/_2"~0.D.$ x approx. 8 gauge thick washer 1" Ø pin-RESTRAINING PIN

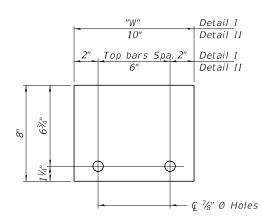
NEW SLAB OR NEW DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

← Stage removal line

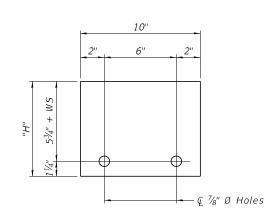
EXISTING SLAB





RAILING CRITERIA

STEEL RETAINER P 1" x 8" x "W"



STEEL RETAINER P 1" x "H" x 10"
(Detail III)

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate Q of each temporary concrete barrier.

BAR SPLICER FOR #4 BAR - DETAIL III

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than $1\frac{1}{2}$ ", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost FOR INFORMATION ONLY of the bar splicers is included with the deck beam.

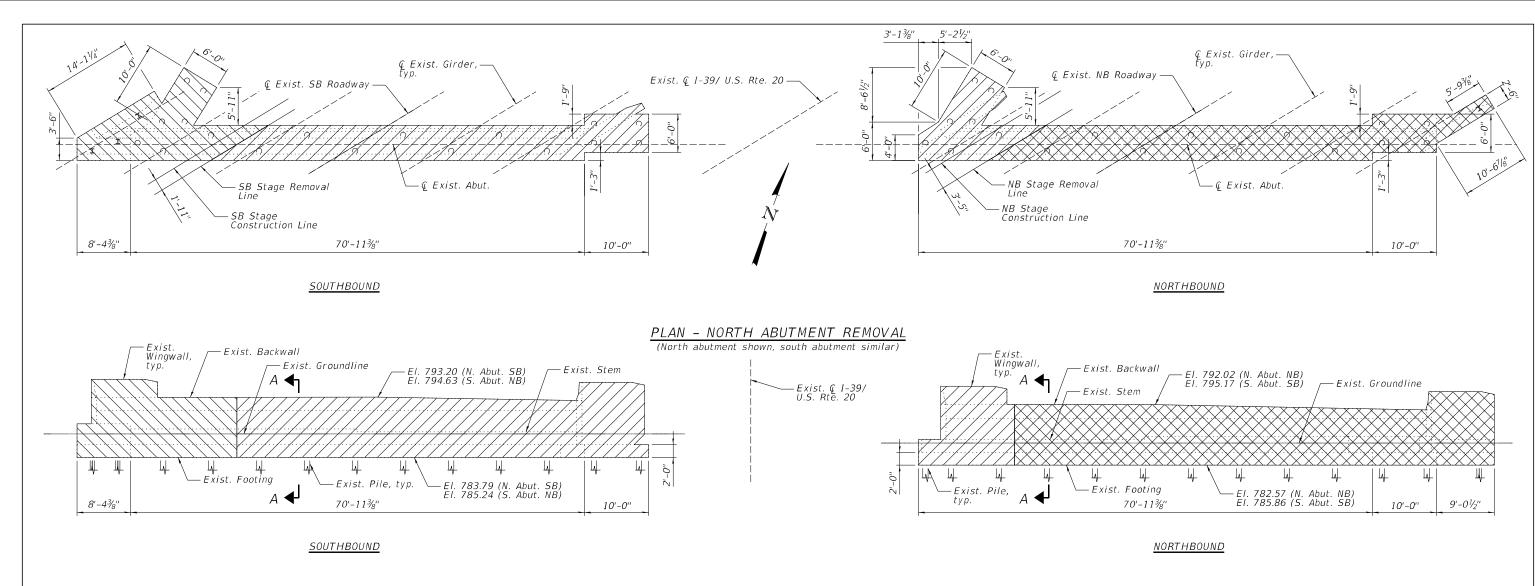
NCHRP 350 Test Level Railing Weight (plf)

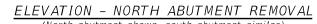
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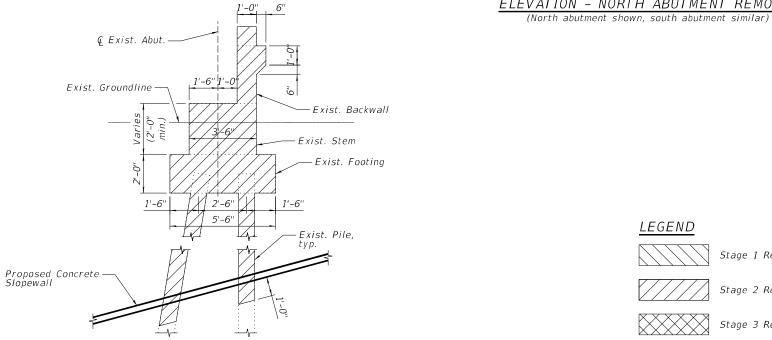
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TEMPORARY CONCRETE BARRIER DETAILS STRUCTURE NO. 101-0210 & 101-0211

SHEET 9 OF 92 SHEETS

SECTION COUNTY WINNEBAGO 235 71 ((201-3)R & (4-1,5)R)F CONTRACT NO. 64U51







- 1. $\overline{\textit{All removal dimensions}}$ and details are approximate based on the existing plans and shall be confirmed by the Contractor prior to beginning removal.
- 2. Payment for substructure removal, as shown herein, shall be included in the cost for Removal of Existing Structures No. 3 for SB (SN 101-0210) and Removal of Existing Structures No. 4 for NB
- 3. Work this sheet with superstructure removal limits and staging shown on Sheets 6 and 7 of 92.

FOR INFORMATION ONLY

Stage 1 Removal

Stage 2 Removal

Stage 3 Removal

EXISTING ABUTMENT REMOVAL DETAILS STRUCTURE NO. 101-0210 & 101-0211 SHEET 10 OF 92 SHEETS

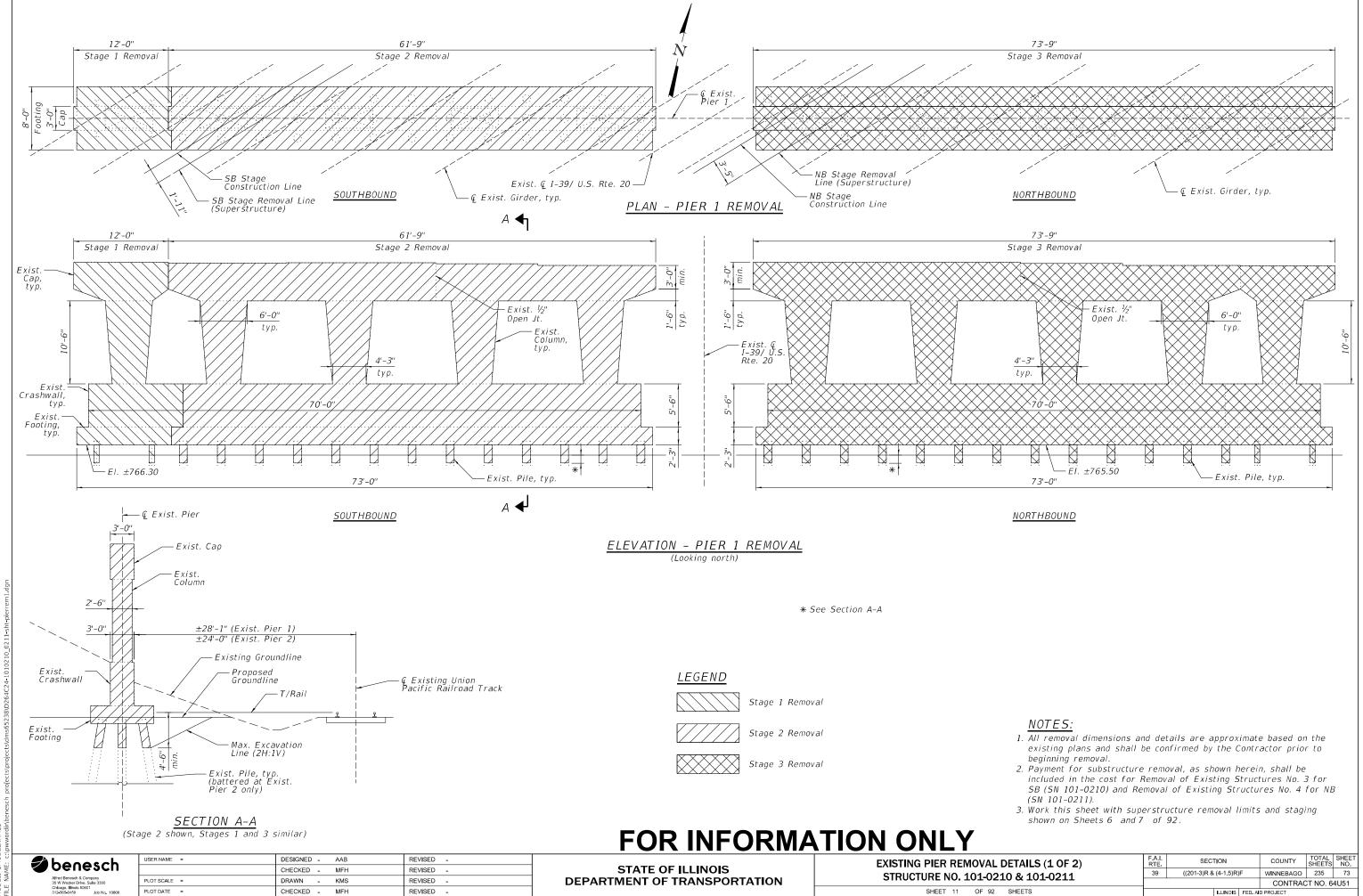
SECTION ((201-3)R & (4-1,5)R)F WINNEBAGO 235 72 CONTRACT NO. 64U51

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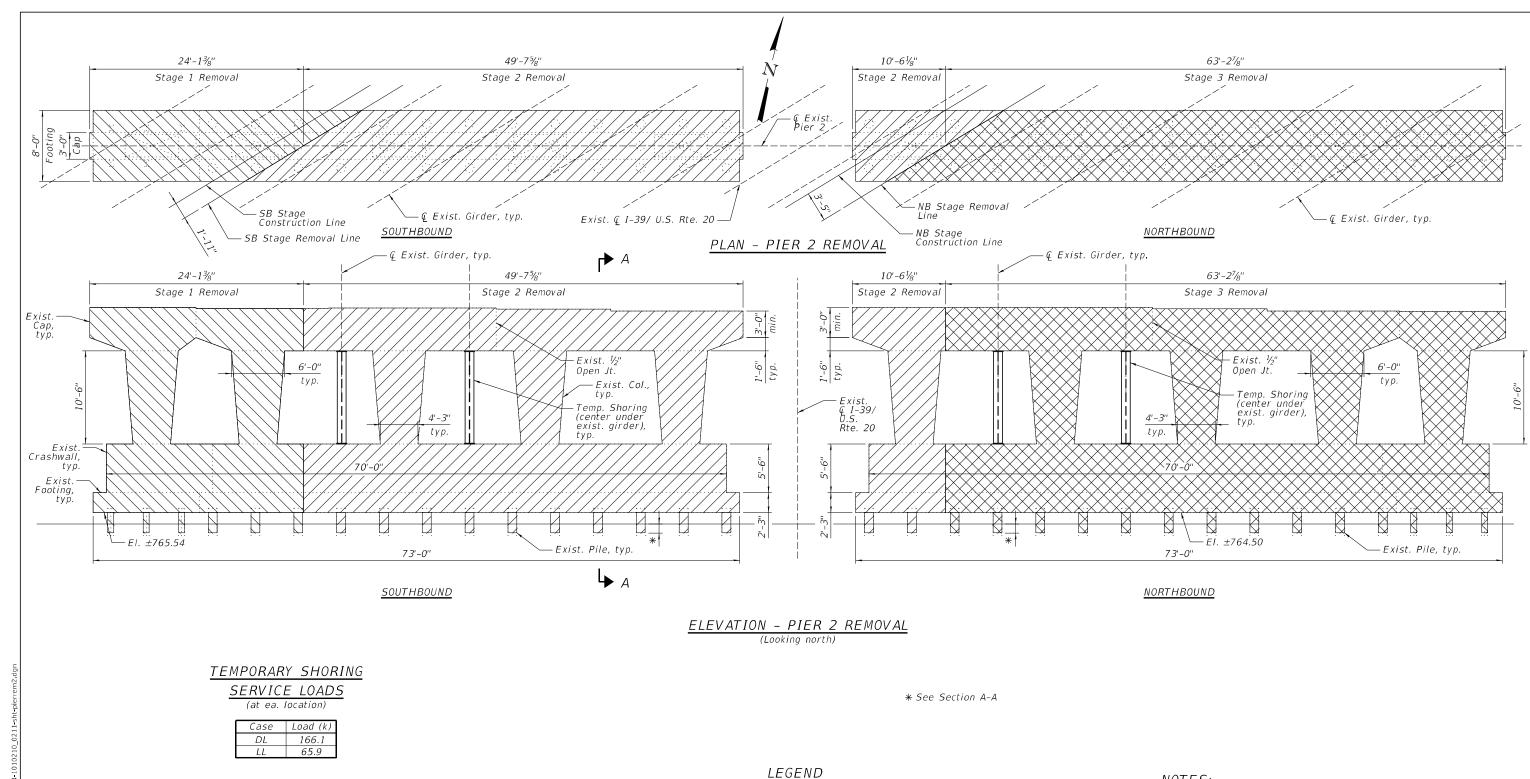
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SECTION A-A

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**



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Stage 1 Removal

Stage 2 Removal

Stage 3 Removal

- 1. All removal dimensions and details are approximate based on the existing plans and shall be confirmed by the Contractor prior to beginning removal.
- 2. Payment for substructure removal, as shown herein, shall be included in the cost for Removal of Existing Structures No. 3 for SB (SN 101-0210) and Removal of Existing Structures No. 4 for NB (SN 101-0211).
- 3. Work this sheet with superstructure removal limits and staging shown on Sheets 6 and 7 of 92.
- 4. See Sheet 11 of 92 for Section A-A.
- 5. Temporary shoring shall be installed prior to Stage 1 removal for SB and prior to Stage 2 removal for NB.
- 6. See Special Provision for Temporary Shoring for additional information.

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** **EXISTING PIER REMOVAL DETAILS (2 OF 2)** STRUCTURE NO. 101-0210 & 101-0211 SHEET 12 OF 92 SHEETS

SECTION COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 74 CONTRACT NO. 64U51

ELEVATION - TEMPORARY SOIL RETENTION SYSTEM

(Looking west at south abutment, north abutment opposite hand)

DIMENSIONS AND ELEVATIONS

Abut.	Bound	Α	В	С	D	E	M 1	M2	М3	5	T	U	V	W	Χ	Y	Z
S. Abut.	SB	22'-3"	±48'-7"	±65'-6"	18'-5"	±16'-5"	1.9	2.3	1.0	797.47	±795.06	±785.86	±788.68	±771.66	787.90	755.25	±768.55
3. Abut.	NB	22'-11"	±48'-7"	±65'-6"	19'-1"	±16'-5"	1.9	2.3	1.0	797.75	±794.53	±785.24	±788.68	±771.66	787.84	755.25	±767.75
N. Abut.	SB	23'-0"	±31'-8"	±84'-0"	19'-2"	±18'-0"	1.9	2.4	1.9	795.89	±793.20	±783.79	±786.46	±764.63	785.92	755.25	±767.79
N. Abut.	NB	24'-10"	±31'-8"	±84'-0"	21'-0"	±18'-0"	1.9	2.6	1.9	794.72	±792.08	±782.57	±786.46	±764.63	783.81	755.25	±766.75

NOTE:

- 1. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
- 2. All slopes and dimensions are measured along the temporary soil retention system.
- 3. Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting the temporary soil retention system and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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	h h	
	benesch	
_	Alfred Benesch & Company	
	35 W Wacker Drive, Suite 3300	
	Chicago, Illinois 80601	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION SYSTEM DETAILS STRUCTURE NO. 101-0210 & 101-0211

 F.A.I. RTE.
 SECTION
 COUNTY SHEETS NO.
 TOTAL SHEETS NO.
 SHEE NO.

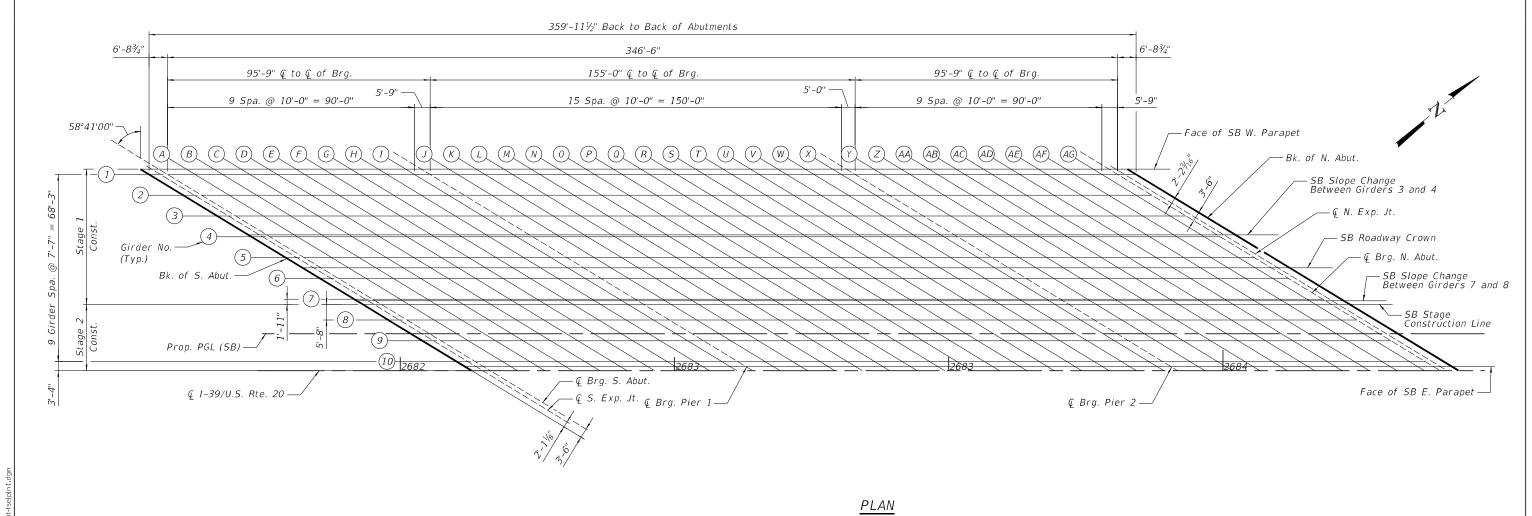
 39
 ((201-3)R & (4-1,5)R)F
 WINNEBAGO
 235
 75

 CONTRACT NO. 64U51

 ILLINOIS
 FED. AID PROJECT

ILE NAME: c:\pwwordir\benesch

SHEET 13 OF 92 SHEETS

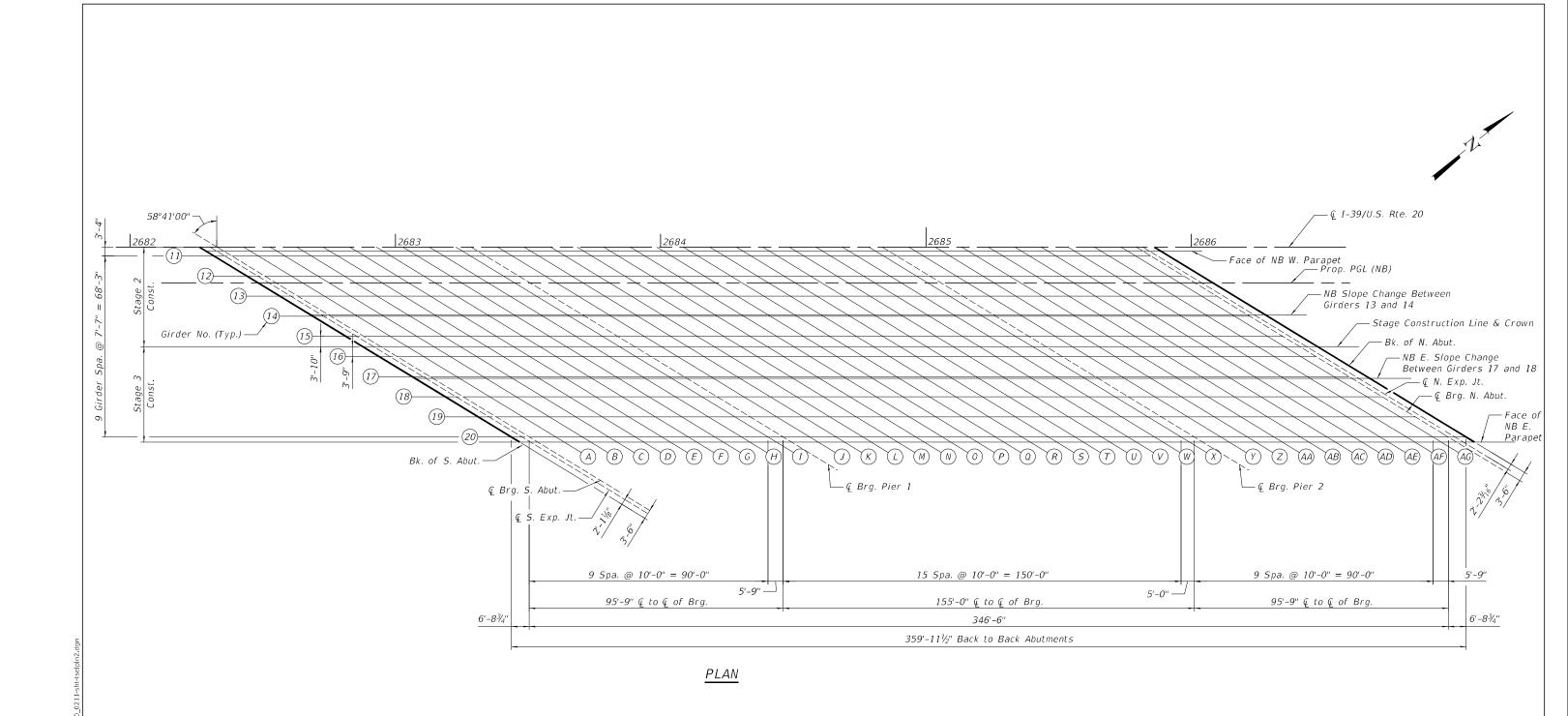


Ø ber	esch
Alfred Benesch	& Company
35 W Wacker D	rive, Suite 3300
Chicago, Illinois	80601
212 565 0450	Joh No. 10900

USER NAME =	DESIGNED -	AAB	REVISED -
	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	KMP	REVISED -

TOP OF SLAB ELEY STRUCTURE N			•	,
SHEET	14	OF 92	SHEETS	

F.A.I. RTE	SECT	COUNTY	TOTAL SHEETS	SHE		
39	((201-3)R &	(4-1,5)R)	F	WINNEBAGO	235	76
				CONTRAC	T NO. 6	4U51
		ILLINOIS	FED ΔI	D PROJECT		



Øt	ene	esc	:h	
	red Benesch & C			ı
35	W Wacker Drive	Sulte 3300		
Ch	icago, Illinois 606	501		ı
31	2.565.0450	Joh No	10800	- 1

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	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	KMP	REVISED -

				LAN (NORTHBOUND) 10 & 101-0211
SHEET	15	OF	92	SHEETS

F.A.I. RTE	SEC ⁻	TION	COUNTY	TOTAL SHEETS	SHEET NO.	
39	((201-3)R &	(4-1,5)R))F	WINNEBAGO	235	77
				CONTRAC	T NO. 6	4U51
		ILLINOIS	FED. A	D PROJECT		

	FACE OF S	B. W. PA	<u>RAPET</u>	
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Deac Load Deflection & Grinding
BK. S. ABUT.	2681+05.24	-73.50	796.66	796.68
CL. S. EXP. JT.	2681+09.27	-73.50	796.68	796.70
CL. BRG. S. ABUT.	2681+11.97	-73.50	796.70	796.72
A B C D E F G H I	2681+21.97 2681+31.97 2681+41.97 2681+51.97 2681+61.97 2681+71.97 2681+81.97 2681+91.97 2682+01.97	-73.50 -73.50 -73.50 -73.50 -73.50 -73.50 -73.50 -73.50 -73.50	796.75 796.81 796.85 796.90 796.94 796.97 797.00 797.03 797.05	796.79 796.86 796.91 796.95 796.98 797.00 797.02 797.04 797.07
J K L M N O P Q R S T U	2682+17.72 2682+27.72 2682+47.72 2682+47.72 2682+57.72 2682+67.72 2682+77.72 2682+97.72 2683+07.72 2683+17.72	-73.50 -73.50 -73.50 -73.50 -73.50 -73.50 -73.50 -73.50 -73.50 -73.50 -73.50	797.08 797.10 797.11 797.11 797.11 797.11 797.10 797.09 797.08 797.04 797.01	797.14 797.19 797.25 797.30 797.35 797.38 797.39 797.36 797.31 797.26

2683+37.72

2683+47.72

2683+57.72

2683+62.72 2683+72.72

2683+82.72

2683+92.72

2684+02.72

2684+12.72

2684+22.72

2684+32.72

2684+42.72 2684+52.72

2684+58.47

2684+61.00

2684+65.20

-73.50

-73.50

-73.50

-73.50

-73.50

-73.50

-73.50

-73.50

-73.50

-73.50

-73.50

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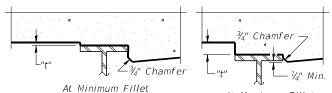
796.28

796.24

	1
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Grinding	
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797.02	
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796.85	l
796.80	l
796.75	l
796.71	l
796.67	
796.61	l
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GIRDER 1

	<u> </u>	DER I		
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dea Load Deflection & Grinding
BK. S. ABUT.	2681+08.40	-71.58	796.72	796.74
CL. S. EXP. JT.	2681+12.43	-71.58	796.74	796.76
CL. BRG. S. ABUT.	2681+15.13	-71.58	796.75	796.78
A B C D E F G H I CL. BRG. PIER 1 K L M N 0 P Q R 5 T U V W X	2681+25.13 2681+35.13 2681+45.13 2681+55.13 2681+65.13 2681+75.13 2681+95.13 2682+05.13 2682+05.13 2682+10.88 2682+20.88 2682+30.88 2682+50.88 2682+50.88 2682+70.88 2682+70.88 2682+90.88 2682+90.88 2683+00.88 2683+00.88 2683+10.88 2683+50.88 2683+40.88	-71.58 -71.58	796.81 796.86 796.91 796.95 796.99 797.02 797.05 797.08 797.11 797.11 797.15 797.15 797.15 797.15 797.15 797.14 797.13 797.11 797.13 797.11 797.09 797.07 797.04 797.04 797.01 796.97	796.85 796.91 796.97 797.00 797.03 797.05 797.06 797.08 797.11 797.13 797.18 797.18 797.23 797.29 797.34 797.39 797.42 797.42 797.39 797.42 797.35 797.29 797.13 797.05 797.05 796.97
CL. BRG. PIER 2	2683+65.88	-71.58	796.91	796.93
Y Z AA AB AC AD AE AF AG	2683+75.88 2683+85.88 2683+95.88 2684+05.88 2684+15.88 2684+25.88 2684+35.88 2684+45.88	-71.58 -71.58 -71.58 -71.58 -71.58 -71.58 -71.58 -71.58 -71.58	796.87 796.82 796.76 796.71 796.64 796.58 796.51 796.44 796.36	796.87 796.82 796.78 796.73 796.69 796.63 796.56 796.48 796.39
CL. BRG. N. ABUT.	2684+61.63	-71.58	796.31	796.33
CL. N. EXP. JT.	2684+64.16	-71.58	796.29	796.31
BK. N. ABUT.	2684+68.36	-71.58	796.26	796.28

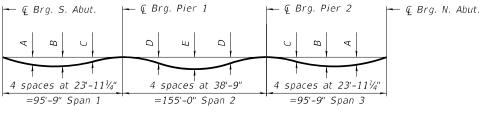


At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheets 14~&15~ of 92~. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown below and on sheets 17~ thru 27~ of 92~, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of girders.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown below and on Sheets 17 thru 27 of 92 . For grinding the deck, see Special Provisions.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.) (See Dead Load Deflection Table.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown in the tables on this sheet and Sheets 17 thru 27 of 92.

DEAD LOAD DEFLECTION TABLE

(All deflections given in inches.)

Girders	Α	В	С	D	Ε
1,10,11,20	7/16	5/16	-1/8	2	35/16
2,9,12,19	7/16	5/16	-1/8	17/8	31/16
3,8,13,18	3/8	1/4	-1/8	15/8	23/4
4-7,14-17	3/8	1/4	-1/16	17/16	27/16

FOR INFORMATION ONLY

benesch

Alred Benesch & Company
39 W Weeker Drive, Sube 3300
Citago, Blinds 65001

CL. BRG. PIER 2

CL. BRG. N. ABUT

CL. N. EXP. JT.

BK. N. ABUT.

AB

AC AD

ΑE

ΑF

USER NAME =	DESIGNED -	AAB	REVISED -
	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	KMP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (1 OF 12)
STRUCTURE NO. 101-0210 & 101-0211

SHEET 16 OF 92 SHEETS

F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
39	((201-3)R & (4-1,5)R)F	WINNEBAGO	235	78
			CONTRAC	CT NO. 6	4U51
	ILLINOIS	FED. Al	D PROJECT		

Station

Location

Offset

Theoretical Grade

Elevations

Adjusted For Dead

Elevations Load Deflection & Grinding

Theoretical

Grade

				Grinaring
BK. S. ABUT.	2681+20.86	-64.00	796.94	796.96
0, 0, 5, 7, 17	2501.24.00	6400	70000	706.00
CL. S. EXP. JT.	2681+24.89	-64.00	796.96	796.98
CL. BRG. S. ABUT.	2681+27.59	-64.00	796.97	796.99
Α	2681+37.59	-64.00	797.02	797.06
В	2681+47.59	-64.00	797.07	797.12
С	2681+57.59	-64.00	797.11	797.17
D	2681+67.59	-64.00	797.15	797.20
E	2681+77.59	-64.00	797.18	797.22
F	2681+87.59	-64.00	797.21	797.24
, G	2681+97.59	-64.00	797.23	797.25
Ĭ	2682+07.59	-64.00	797.26	797.26
I				
I	2682+17.59	-64.00	797.27	797.29
CL. BRG. PIER 1	2682+23.34	-64.00	797.28	797.30
1				
J	2682+33.34	-64.00	797.29	797.35
K	2682+43.34	-64.00	797.30	797.39
Ĺ	2682+53.34	-64.00	797.30	797.44
I M	2682+63.34	-64.00	797.30	797.48
l N	2682+73.34	-64.00	797.30	797.52
0	2682+83.34	-64.00 -64.00	797.30	797.54
P			797.29 797.28	
· ·	2682+93.34	-64.00		797.55
Q	2683+03.34	-64.00	797.26	797.53
R	2683+13.34	-64.00	797.24	797.50
5	2683+23.34	-64.00	797.21	797.45
T	2683+33.34	-64.00	797.19	797.39
U	2683+43.34	-64.00	797.15	797.31
V	2683+53.34	-64.00	797.12	797.23
l w	2683+63.34	-64.00	797.07	797.15
X	2683+73.34	-64.00	797.03	797.07
^	2003173.54	-04.00	757.05	7 37 .07
CL. BRG. PIER 2	2683+78.34	-64.00	797.01	797.03
γ	2683+88.34	-64.00	796.96	796.96
Z	2683+98.34	-64.00	796.90	796.91
AA	2684+08.34	-64.00	796.84	796.86
			l .	
AB	2684+18.34	-64.00	796.78	796.81
AC	2684+28.34	-64.00	796.71	796.75
AD	2684+38.34	-64.00	796.64	796.69
AE	2684+48.34	-64.00	796.57	796.62
AF	2684+58.34	-64.00	796.49	796.53
AG	2684+68.34	-64.00	796.41	796.44
CL. BRG. N. ABUT.	2684+74.09	-64.00	796.36	796.38
CL. N. EXP. JT.	2684+76.62	-64.00	796.34	796.36
BK. N. ABUT.	2684+80.82	-64.00	796.30	796.32
BN. N. ABUT.	2084+80.82	-64.00	796.30	790.32
	I			l

Location BK. S. ABUT. CL. S. EXP. JT. CL. BRG. S. ABUT. A B	Station 2681+33.33 2681+37.36	0ffset -56.41 -56.41	Theoretical Grade Elevations 797.15	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding 797.17
CL. S. EXP. JT. CL. BRG. S. ABUT.				797.17
CL. S. EXP. JT. CL. BRG. S. ABUT.				
CL. BRG. S. ABUT.	2081+37.30	-36.41		
A		I	737.17	797.19
	2681+40.06	-56.41	797.19	797.21
В	2681+50.06	-56.41	797.23	797.27
	2681+60.06	-56.41	797.27	797.32
C	2681+70.06	-56.41	797.31	797.36
D	2681+80.06	-56.41	797.34	797.39
Ε	2681+90.06	-56.41	797.37	797.41
F	2682+00.06	-56.41	797.39	797.42
G	2682+10.06	-56.41	797.41	797.43
Н	2682+20.06	-56.41	797.43	797.44
Ι	2682+30.06	-56.41	797.44	797.46
CL. BRG. PIER 1	2682+35.81	-56.41	797.45	797.47
J	2682+45.81	-56.41	797.45	797.50
Κ	2682+55.81	-56.41	797.45	797.54
L	2682+65.81	-56.41	797.45	797.58
M	2682+75.81	-56.41	797.45	797.61
N.	2682+85.81	-56.41	797.44	797.64
0	2682+95.81	-56.41	797.42	797.65
P	2683+05.81	-56.41	797.41	797.65
Q	2683+15.81	-56.41	797.38	797.63
R	2683+25.81	-56.41	797.36	797.60
5	2683+35.81	-56.41	797.33	797.54
T	2683+45.81	-56.41	797.30	797.48
U	2683+55.81	-56.41	797.26	797.40
V	2683+65.81	-56.41	797.22	797.32
W	2683+75.81	-56.41	797.17	797.24
X	2683+85.81	-56.41	797.12	797.16
CL. BRG. PIER 2	2683+90.81	-56.41	797.09	797.12
Υ	2684+00.81	-56.41	797.04	797.05
Z	2684+10.81	-56.41	796.98	796.99
AA	2684+20.81	-56.41	796.92	796.93
AB	2684+30.81	-56.41	796.85	796.87
AC	2684+40.81	-56.41	796.78	796.81
AD	2684+50.81	-56.41	796.70	796.75
AE	2684+60.81	-56.41	796.62	796.67
AF	2684+70.81	-56.41	796.54	796.58
AG	2684+80.81	-56.41	796.45	796.48
CL. BRG. N. ABUT.	2684+86.56	-56.41	796.40	796.42
CL. N. EXP. JT.	2684+89.09	-56.41	796.38	796.40
BK. N. ABUT.	2684+93.29	-64.00	796.34	796.36

<u>SB SLOPE</u>	CHANGE BE	TWEEN C	<u> IRDERS</u>	3 AND 4
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2681+44.69	-49.50	797.34	797.37
CL. S. EXP. JT.	2681+48.72	-49.50	797.36	797.38
CL. BRG. S. ABUT.	2681+51.42	-49.50	797.37	797.39
A B C D E F G H I CL. BRG. PIER 1 J K L M N O P Q R S T	2681+61.42 2681+71.42 2681+81.42 2681+91.42 2682+01.42 2682+11.42 2682+31.42 2682+41.42 2682+47.17 2682+67.17 2682+67.17 2682+67.17 2682+97.17 2683+07.17 2683+07.17 2683+07.17 2683+27.17 2683+27.17 2683+27.17	-49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50	797.41 797.45 797.48 797.51 797.53 797.55 797.57 797.59 797.59 797.59 797.59 797.56 797.56 797.54 797.54 797.49 797.46 797.43 797.39	797.45 797.50 797.53 797.56 797.57 797.58 797.59 797.60 797.61 797.64 797.67 797.69 797.72 797.74 797.74 797.74 797.73 797.71 797.67 797.62 797.55
U V W X CL. BRG. PIER 2	2683+67.17 2683+77.17 2683+87.17 2683+97.17	-49.50 -49.50 -49.50 -49.50	797.35 797.30 797.25 797.20	797.48 797.40 797.31 797.23
Y Z AA AB AC AD AE AF AG	2684+12.17 2684+22.17 2684+32.17 2684+42.17 2684+52.17 2684+62.17 2684+82.17 2684+92.17	-49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50 -49.50	797.11 797.04 796.98 796.90 796.83 796.75 796.66 796.58 796.48	797.12 797.05 796.99 796.93 796.86 796.79 796.71 796.62 796.51
CL. BRG. N. ABUT.	2684+97.92	-49.50	796.43	796.45
CL. N. EXP. JT.	2685+00.45	-49.50	796.41	796.43
BK. N. ABUT.	2685+04.65	-49.50	796.36	796.38

8	benesch
	Alfred Benesch & Company 35 W Wecker Drive, Suite 3300 Chicago, Illinois 80601

USER NAME =	DESIGNED -	AAB	REVISED -	
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PLOT SCALE =	DRAWN -	KMS	REVISED -	
PLOT DATE =	CHECKED -	KMP	REVISED -	

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(7/1	RD	$\vdash \kappa$	~

SB ROADWAY CROWN

Station 2681+45.79 2681+49.82 2681+52.52 2681+62.52 2681+72.52 2681+82.52 2682+02.52 2682+12.52 2682+22.52 2682+42.52 2682+48.27 2682+58.27	-48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83	Theoretical Grade Elevations 797.36 797.38 797.39 797.43 797.46 797.49 797.52 797.55 797.57 797.58 797.59 797.60 797.60	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding 797.38 797.40 797.41 797.46 797.51 797.55 797.57 797.58 797.59 797.60 797.60 797.61
2681+49.82 2681+52.52 2681+52.52 2681+72.52 2681+82.52 2681+92.52 2682+02.52 2682+12.52 2682+22.52 2682+32.52 2682+42.52 2682+48.27 2682+58.27 2682+58.27	-48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83	797.38 797.39 797.43 797.46 797.49 797.52 797.55 797.57 797.60 797.60	797.40 797.41 797.46 797.51 797.55 797.57 797.58 797.59 797.60 797.60 797.61
2681+52.52 2681+62.52 2681+72.52 2681+82.52 2681+92.52 2682+02.52 2682+12.52 2682+22.52 2682+32.52 2682+42.52 2682+48.27 2682+58.27 2682+68.27	-48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83	797.39 797.43 797.46 797.49 797.52 797.57 797.58 797.59 797.60	797.41 797.46 797.51 797.55 797.57 797.58 797.59 797.60 797.60 797.61
2681+62.52 2681+72.52 2681+82.52 2681+92.52 2682+02.52 2682+12.52 2682+22.52 2682+32.52 2682+42.52 2682+48.27 2682+58.27 2682+58.27	-48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83	797.43 797.46 797.49 797.52 797.55 797.57 797.58 797.59 797.60	797.46 797.51 797.55 797.57 797.58 797.59 797.60 797.60
2681+72.52 2681+82.52 2681+92.52 2682+02.52 2682+12.52 2682+22.52 2682+32.52 2682+42.52 2682+48.27 2682+58.27 2682+68.27	-48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83	797.43 797.46 797.49 797.52 797.55 797.57 797.58 797.59 797.60	797.46 797.51 797.55 797.57 797.58 797.59 797.60 797.60
2681+72.52 2681+82.52 2681+92.52 2682+02.52 2682+12.52 2682+22.52 2682+32.52 2682+42.52 2682+48.27 2682+58.27 2682+68.27	-48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83	797.46 797.49 797.52 797.55 797.57 797.58 797.59 797.60	797.51 797.55 797.57 797.58 797.59 797.60 797.60 797.61
2681+82.52 2681+92.52 2682+02.52 2682+12.52 2682+22.52 2682+32.52 2682+42.52 2682+48.27 2682+58.27 2682+68.27	-48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83	797.49 797.52 797.55 797.57 797.58 797.60 797.60	797.55 797.57 797.58 797.59 797.60 797.60 797.61
2681+92.52 2682+02.52 2682+12.52 2682+22.52 2682+32.52 2682+42.52 2682+48.27 2682+58.27 2682+58.27	-48.83 -48.83 -48.83 -48.83 -48.83 -48.83 -48.83	797.52 797.55 797.57 797.58 797.59 797.60	797.57 797.58 797.59 797.60 797.60 797.61
2682+02.52 2682+12.52 2682+22.52 2682+32.52 2682+42.52 2682+48.27 2682+58.27 2682+68.27	-48.83 -48.83 -48.83 -48.83 -48.83 -48.83	797.55 797.57 797.58 797.59 797.60	797.58 797.59 797.60 797.60 797.61
2682+12.52 2682+22.52 2682+32.52 2682+42.52 2682+48.27 2682+58.27 2682+68.27	-48.83 -48.83 -48.83 -48.83 -48.83	797.57 797.58 797.59 797.60	797.59 797.60 797.60 797.61
2682+22.52 2682+32.52 2682+42.52 2682+48.27 2682+58.27 2682+68.27	-48.83 -48.83 -48.83 -48.83	797.58 797.59 797.60 797.60	797.60 797.60 797.61
2682+32.52 2682+42.52 2682+48.27 2682+58.27 2682+68.27	-48.83 -48.83 -48.83	797.59 797.60 797.60	797.60 797.61
2682+42.52 2682+48.27 2682+58.27 2682+68.27	-48.83 -48.83	797.60 797.60	797.61
2682+48.27 2682+58.27 2682+68.27	-48.83 -48.83	797.60	
2682+58.27 2682+68.27	-48.83		/97.62
2682+68.27			
	1000	797.60	797.65
2602170 27	-48.83	797.60	797.68
2682+78.27	-48.83	797.59	797.70
2682+88.27	-48.83	797.58	797.73
2682+98.27	-48.83	797.57	797.74
2683+08.27	-48.83	797.55	797.75
2683+18.27	-48.83	797.53	797.74
2683+28.27	-48.83	797.50	<i>797.72</i>
2683+38.27	-48.83	797.47	797.68
2683+48.27	-48.83	797.43	797.63
2683+58.27	-48.83	797.40	797.56
2683+68.27	-48.83	797.35	797.48
2683+78.27	-48.83	797.31	797.40
2683+88.27	-48.83	797.26	797.32
2683+98.27	-48.83	797.20	797.24
2684+03.27	-48.83	797.17	797.19
2684+13.27	-48.83	797.11	797.12
		797.05	797.06
			796.99
			796.93
			796.87
			796.79
			796.71
			796.62
2684+93.27	-48.83	796.48	796.51
2684+99.02	-48.83	796.43	796.45
2685+01.55	-48.83	796.40	796.43
2685+05.75	-48.83	796.36	796.38
	2683+08.27 2683+18.27 2683+28.27 2683+38.27 2683+48.27 2683+68.27 2683+68.27 2683+88.27 2683+88.27 2683+98.27 2684+03.27 2684+13.27 2684+23.27 2684+33.27 2684+53.27 2684+63.27 2684+73.27 2684+83.27 2684+93.27 2684+93.27 2684+93.27	2683+08.27 -48.83 2683+18.27 -48.83 2683+28.27 -48.83 2683+38.27 -48.83 2683+48.27 -48.83 2683+58.27 -48.83 2683+68.27 -48.83 2683+78.27 -48.83 2683+88.27 -48.83 2684+03.27 -48.83 2684+13.27 -48.83 2684+33.27 -48.83 2684+63.27 -48.83 2684+73.27 -48.83 2684+83.27 -48.83 2684+93.27 -48.83 2684+99.02 -48.83 2685+01.55 -48.83	2683+08.27 -48.83 797.55 2683+18.27 -48.83 797.53 2683+28.27 -48.83 797.50 2683+38.27 -48.83 797.47 2683+48.27 -48.83 797.43 2683+58.27 -48.83 797.40 2683+68.27 -48.83 797.35 2683+88.27 -48.83 797.31 2683+98.27 -48.83 797.26 2684+03.27 -48.83 797.17 2684+13.27 -48.83 797.17 2684+23.27 -48.83 797.05 2684+3.27 -48.83 796.91 2684+53.27 -48.83 796.91 2684+73.27 -48.83 796.75 2684+83.27 -48.83 796.75 2684+83.27 -48.83 796.58 2684+93.27 -48.83 796.48 2684+99.02 -48.83 796.43 2685+01.55 -48.83 796.40

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2681+58.25	-41.25	797.53	797.55
CL. S. EXP. JT.	2681+62.28	-41.25	797.54	797.56
CL. BRG. S. ABUT.	2681+64.98	-41.25	797.55	797.57
А В	2681+74.98 2681+84.98	-41.25 -41.25	797.59 797.62	797.62 797.66
C	2681+94.98	-41.25	797.64	797.69
D	2682+04.98	-41.25	797.66	797.71
E	2682+14.98	-41.25	797.68	797.72
F	2682+24.98	-41.25	797.70	797.72
G	2682+34.98	-41.25	797.71	797.72
H	2682+44.98	-41.25	797.71	797.72
I	2682+54.98	-41.25	797.72	797.73
CL. BRG. PIER 1	2682+60.73	-41.25	797.72	797.74
J	2682+70.73	-41.25	797.71	797.76
K	2682+80.73	-41.25	797.71	797.78
L	2682+90.73	-41.25	797.69	797.80
М	2683+00.73	-41.25	797.68	797.82
N	2683+10.73	-41.25	797.66	797.83
0	2683+20.73	-41.25	797.63	797.84
Р	2683+30.73	-41.25	797.61	797.82
Q	2683+40.73	-41.25	797.57	797.79
R	2683+50.73	-41.25	797.54	797.75
5	2683+60.73	-41.25	797.50	797.69
\mathcal{T}	2683+70.73	-41.25	797.46	797.62
U	2683+80.73	-41.25	797.41	797.54
V	2683+90.73	-41.25	797.36	797.45
W	2684+00.73	-41.25	797.30	797.36
X	2684+10.73	-41.25	797.24	797.28
CL. BRG. PIER 2	2684+15.73	-41.25	797.21	797.23
Υ	2684+25.73	-41.25	797.14	797.15
Z	2684+35.73	-41.25	797.08	797.08
AA	2684+45.73	-41.25	797.00	797.02
AB	2684+55.73	-41.25	796.92	796.95
AC	2684+65.73	-41.25	796.84	796.88
AD	2684+75.73	-41.25	796.76	796.80
AE	2684+85.73	-41.25	796.67	796.71
AF	2684+95.73	-41.25	796.57	796.61
AG	2685+05.73	-41.25	796.48	796.51
CL. BRG. N. ABUT.	2685+11.48	-41.25	796.42	796.44
CL. N. EXP. JT.	2685+14.01	-41.25	796.39	796.41
BK. N. ABUT.	2685+18.21	-41.25	796.35	796.37
		I		[

	<u>SB ROAD</u>	WAY CRO	7 7 7 7 7	
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2681+64.41	-37.50	797.60	797.63
CL. S. EXP. JT.	2681+68.44	-37.50	797.62	797.64
CL. BRG. S. ABUT.	2681+71.14	-37.50	797.63	797.65
A B C D E F G H I	2681+81.14 2681+91.14 2682+01.14 2682+11.14 2682+21.14 2682+31.14 2682+41.14 2682+51.14 2682+61.14	-37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50	797.66 797.69 797.71 797.73 797.75 797.76 797.77 797.77	797.70 797.74 797.76 797.78 797.79 797.79 797.78 797.78 797.79
CL. BRG. PIER 1	2682+66.89	-37.50	797.77	797.79
J K L M N O P Q R S T U V W X	2682+76.89 2682+86.89 2682+96.89 2683+06.89 2683+16.89 2683+36.89 2683+46.89 2683+56.89 2683+66.89 2683+76.89 2683+96.89 2683+96.89 2683+96.89 2684+06.89	-37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50	797.76 797.75 797.74 797.72 797.67 797.64 797.61 797.57 797.53 797.48 797.48 797.38 797.32	797.81 797.83 797.85 797.87 797.88 797.86 797.83 797.72 797.65 797.56 797.47 797.38 797.29
CL. BRG. PIER 2	2684+21.89	-37.50	797.23	797.25
Y Z AA AB AC AD AE AF AG	2684+31.89 2684+41.89 2684+51.89 2684+61.89 2684+71.89 2684+81.89 2684+91.89 2685+01.89 2685+11.89	-37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50 -37.50	797.16 797.09 797.01 796.93 796.85 796.76 796.67 796.57	797.17 797.09 797.02 796.96 796.88 796.80 796.71 796.61 796.50
CL. BRG. N. ABUT.	2685+17.64	-37.50	796.41	796.43
CL. N. EXP. JT.	2685+20.17	-37.50	796.39	796.41
BK. N. ABUT.	2685+24.37	-37.50	796.34	796.36

2	bene	sch
	Alfred Benesch & Co 35 W Wacker Drive.	
	Chicago, Illinois 8068	31

USER NAME =	DESIGNED -	AAB	REVISED -
	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	KMP	REVISED -

Offset

-33.66

-33.66

-33.66

Station

2681+70.72

2681+74.75

2681+77.45

Location

BK. S. ABUT.

CL. S. EXP. JT.

CL. BRG. S. ABUT.

Theoretical Grade

Elevations

Adjusted For Dead

Load Deflection & Grinding
797.59

797.60

797.61

heoretical

Grade

797.57

797.58

797.59

Elevations

18	26.08 -26	Theoretical Grade Elevations 797.50 797.51 797.51 797.54 797.56 797.58 797.59 797.60 797.60 797.60 797.55 797.57 797.55 797.57 797.57 797.51 797.48 797.41 797.46 797.36 797.36 797.37 797.21	Adjusted For Dead Load Deflection & Grinding 797.52 797.53 797.53 797.58 797.61 797.63 797.63 797.63 797.62 797.61 797.61 797.61 797.65 797.65 797.65 797.64 797.65 797.65 797.65 797.64 797.65 797.65 797.64 797.65 797.65 797.64 797.65 797.64 797.65 797.65 797.64 797.65 797.64 797.65 797.65 797.64 797.65 797.64 797.65 797.64
21	-26.08 -26.08	797.51 797.51 797.54 797.56 797.58 797.59 797.60 797.60 797.60 797.55 797.55 797.55 797.51 797.48 797.41 797.36 797.32 797.27	797.52 797.53 797.53 797.58 797.61 797.63 797.63 797.62 797.61 797.61 797.61 797.65 797.65 797.64 797.65 797.64 797.65 797.64 797.65 797.64 797.65 797.64 797.65 797.64 797.65 797.64 797.65 797.64 797.65 797.64 797.65 797.64
21	-26.08 -26.08	797.51 797.51 797.54 797.56 797.58 797.59 797.60 797.60 797.60 797.55 797.55 797.55 797.51 797.48 797.41 797.36 797.32 797.27	797.53 797.53 797.58 797.61 797.63 797.63 797.62 797.61 797.61 797.61 797.65 797.65 797.65 797.64 797.65 797.65 797.62 797.63 797.65 797.65 797.65 797.64 797.65 797.65 797.64 797.58 797.53 797.46
91 - 91 - 91 - 91 - 91 - 91 - 91 - 91 -	-26.08 -26.08	797.51 797.54 797.56 797.58 797.60 797.60 797.60 797.59 797.58 797.57 797.55 797.51 797.48 797.41 797.36 797.32 797.27	797.53 797.58 797.61 797.63 797.63 797.62 797.61 797.61 797.62 797.63 797.63 797.64 797.65 797.65 797.65 797.64 797.65 797.64 797.62 797.58 797.53 797.46
91 - 91 - 91 - 91 - 91 - 91 - 91 - 91 -	-26.08 -26.08	797.51 797.54 797.56 797.58 797.60 797.60 797.60 797.59 797.58 797.57 797.55 797.51 797.48 797.41 797.36 797.32 797.27	797.53 797.58 797.61 797.63 797.63 797.62 797.61 797.61 797.62 797.63 797.63 797.64 797.65 797.65 797.65 797.64 797.65 797.64 797.62 797.58 797.53 797.46
91	-26.08 -2	797.54 797.56 797.58 797.59 797.60 797.60 797.60 797.59 797.58 797.57 797.55 797.51 797.48 797.44 797.44 797.41 797.36 797.32 797.27	797.58 797.61 797.63 797.64 797.63 797.63 797.62 797.61 797.61 797.62 797.63 797.64 797.65 797.65 797.64 797.65 797.58 797.58 797.53 797.46
91 91 91 91 91 91 91 91 91 91 66 66 666	-26.08 -2	797.56 797.58 797.59 797.60 797.60 797.60 797.59 797.58 797.57 797.55 797.53 797.51 797.44 797.44 797.41 797.36 797.32 797.27	797.61 797.63 797.64 797.63 797.62 797.61 797.61 797.62 797.63 797.64 797.65 797.65 797.65 797.65 797.65 797.65 797.65
91	-26.08 -2	797.58 797.59 797.60 797.60 797.60 797.59 797.58 797.57 797.55 797.53 797.48 797.44 797.41 797.36 797.32 797.27	797.63 797.64 797.63 797.62 797.61 797.61 797.61 797.62 797.63 797.64 797.65 797.65 797.65 797.65 797.65 797.65 797.65
91	-26.08 -2	797.59 797.60 797.60 797.60 797.59 797.58 797.57 797.55 797.51 797.48 797.41 797.36 797.32 797.27	797.64 797.63 797.62 797.61 797.61 797.61 797.62 797.63 797.64 797.65 797.65 797.65 797.65 797.65 797.65 797.58 797.58 797.53 797.46
91	-26.08 -26.08	797.60 797.60 797.60 797.60 797.59 797.58 797.57 797.55 797.51 797.48 797.44 797.41 797.36 797.32 797.27	797.63 797.63 797.62 797.61 797.61 797.62 797.63 797.65 797.65 797.65 797.65 797.65 797.65 797.65
91	-26.08 -26.08	797.60 797.60 797.60 797.60 797.59 797.58 797.57 797.55 797.51 797.48 797.44 797.41 797.36 797.32 797.27	797.63 797.63 797.62 797.61 797.61 797.62 797.63 797.65 797.65 797.65 797.65 797.65 797.65 797.65
91 91 91 91 91 91 96 67 67	-26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08	797.60 797.60 797.60 797.59 797.58 797.57 797.55 797.53 797.51 797.48 797.44 797.41 797.36 797.32 797.27	797.63 797.62 797.61 797.61 797.61 797.62 797.63 797.65 797.65 797.65 797.65 797.58 797.58 797.58 797.53
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91 91 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66	-26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08	797.60 797.59 797.58 797.57 797.55 797.51 797.48 797.44 797.41 797.36 797.32 797.27	797.61 797.61 797.61 797.62 797.63 797.64 797.65 797.65 797.62 797.52 797.58 797.53 797.46
91 - 66 - 66 - 66 - 66 - 66 - 66 - 66 - 6	-26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08	797.59 797.58 797.57 797.55 797.51 797.48 797.44 797.41 797.36 797.32 797.27	797.61 797.62 797.63 797.64 797.65 797.65 797.64 797.62 797.58 797.53 797.46
66 - 66 - 66 - 66 - 66 - 66 - 66 - 66 -	-26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08	797.58 797.57 797.55 797.53 797.51 797.48 797.44 797.41 797.36 797.32 797.27	797.61 797.62 797.63 797.65 797.65 797.65 797.64 797.62 797.58 797.53 797.46
66 - 66 - 66 - 66 - 66 - 66 - 66 - 66 -	-26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08	797.57 797.55 797.53 797.51 797.48 797.44 797.41 797.36 797.32 797.27	797.62 797.63 797.64 797.65 797.65 797.64 797.62 797.58 797.53 797.46
566 566 566 566 566 566 566 566	-26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08	797.55 797.53 797.51 797.48 797.44 797.41 797.36 797.32 797.27	797.63 797.64 797.65 797.65 797.64 797.62 797.58 797.53 797.46
566 566 566 566 566 566 566 566	-26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08	797.55 797.53 797.51 797.48 797.44 797.41 797.36 797.32 797.27	797.63 797.64 797.65 797.65 797.64 797.62 797.58 797.53 797.46
566 566 566 566 566 566 566	-26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08	797.53 797.51 797.48 797.44 797.41 797.36 797.32 797.27	797.64 797.65 797.65 797.64 797.62 797.58 797.53 797.46
566 566 566 566 566 566	-26.08 -26.08 -26.08 -26.08 -26.08 -26.08 -26.08	797.51 797.48 797.44 797.41 797.36 797.32 797.27	797.65 797.65 797.64 797.62 797.58 797.53 797.46
56 56 56 56 56 56 56	-26.08 -26.08 -26.08 -26.08 -26.08 -26.08	797.48 797.44 797.41 797.36 797.32 797.27	797.65 797.64 797.62 797.58 797.53 797.46
56 56 56 56 56	-26.08 -26.08 -26.08 -26.08 -26.08 -26.08	797.44 797.41 797.36 797.32 797.27	797.64 797.62 797.58 797.53 797.46
56 56 56 56	-26.08 -26.08 -26.08 -26.08 -26.08	797.41 797.36 797.32 797.27	797.62 797.58 797.53 797.46
56 56 56 56	-26.08 -26.08 -26.08 -26.08 -26.08	797.41 797.36 797.32 797.27	797.62 797.58 797.53 797.46
56 56 56 56	-26.08 -26.08 -26.08 -26.08	797.36 797.32 797.27	797.58 797.53 797.46
56 56 56	-26.08 -26.08 -26.08	797.32 797.27	797.53 797.46
56 56	-26.08 -26.08	797.27	797.46
56 56	-26.08	1	
56 -		I 797 21	
	-26.08	, , , , , , , ,	797.38
56 l -	20.00	797.16	797.29
	-26.08	797.10	797.19
56 -	-26.08	797.03	797.09
	-26.08	796.96	796.99
56 -	-26.08	796.92	796.95
	26.00	706.05	706.06
		1	796.86
			796.78
		1	796.70
56	-26.08	796.60	796.62
56 -	-26.08	796.51	796.54
56	-26.08	796.41	796.46
56 -	-26.08	796.31	796.36
		1	796.25
		1	
70 -	-20.08	796.10	796.13
41 -	-26.08	796.04	796.06
94 -	-26.08	796.01	796.03
14 -	-26.08	795.96	795.98
	66 66 66 66 66 66 67	.66 -26.08 .66 -26.08 .66 -26.08 .66 -26.08 .66 -26.08 .66 -26.08 .66 -26.08 .76 -26.08 .71 -26.08 .72 -26.08 .73 -26.08 .74 -26.08	766 -26.08 796.77 766 -26.08 796.69 766 -26.08 796.60 766 -26.08 796.51 766 -26.08 796.41 766 -26.08 796.31 766 -26.08 796.21 766 -26.08 796.10 77 -26.08 796.04 78 -26.08 796.01

<u>SB SLOPE</u>	CHANGE BE	TWEEN C	<u> IRDERS</u>	7 AND 8
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2681+84.14	-25.50	797.49	797.51
CL. S. EXP. JT.	2681+88.17	-25.50	797.50	797.52
CL. BRG. S. ABUT.	2681+90.87	-25.50	797.51	797.53
A B C D E F G H I CL. BRG. PIER 1 J K L M N O P Q R S T U V	2682+00.87 2682+10.87 2682+20.87 2682+30.87 2682+40.87 2682+50.87 2682+60.87 2682+86.62 2682+86.62 2682+86.62 2683+06.62 2683+26.62 2683+36.62 2683+46.62 2683+56.62 2683+66.2 2683+76.62 2683+76.62 2683+76.62 2683+96.62 2683+96.62 2683+96.62 2683+96.62 2683+96.62 2683+96.62 2683+96.62 2683+96.62 2684+06.62 2684+16.62	-25.50 -25.50	797.53 797.55 797.57 797.58 797.59 797.59 797.59 797.58 797.57 797.56 797.54 797.52 797.49 797.46 797.43 797.30 797.30 797.25 797.20 797.14 797.08	797.57 797.60 797.62 797.63 797.62 797.61 797.60 797.60 797.60 797.61 797.62 797.63 797.64 797.63 797.61 797.52 797.52 797.45 797.37 797.27
W X CL. BRG. PIER 2	2684+26.62 2684+36.62 2684+41.62	-25.50 -25.50 -25.50	797.02 796.95 796.91	797.07 796.98 796.93
Y Z AA AB AC AD AE AF AG	2684+51.62 2684+61.62 2684+71.62 2684+81.62 2684+91.62 2685+01.62 2685+11.62 2685+21.62 2685+31.62	-25.50 -25.50 -25.50 -25.50 -25.50 -25.50 -25.50 -25.50 -25.50	796.83 796.75 796.67 796.58 796.49 796.39 796.29 796.19 796.08	796.84 796.76 796.68 796.61 796.53 796.44 796.34 796.23 796.11
CL. BRG. N. ABUT.	2685+37.37	-25.50	796.02	796.04
CL. N. EXP. JT.	2685+39.90	-25.50	795.99	796.01
BK. N. ABUT.	2685+44.10	-25.50	795.94	795.96

7	A 04	esch	
	C116	- JCII	
Alfrei	Benesch & Co	mpany	
	Wacker Drive.		
	go, Illinois 6060		

USER NAME =	DESIGNED -	AAB	REVISED	-
	CHECKED -	KMP	REVISED	-
PLOT SCALE =	DRAWN -	KMS	REVISED	-
PLOT DATE =	CHECKED -	KMP	REVISED	-

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2681+86.33	-24.17	797.47	797.49
CL. S. EXP. JT.	2681+90.36	-24.17	797.48	797.50
CL. BRG. S. ABUT.	2681+93.06	-24.17	797.49	797.51
A B C D E F G H I	2682+03.06 2682+13.06 2682+23.06 2682+33.06 2682+43.06 2682+53.06 2682+63.06 2682+73.06 2682+83.06	-24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17	797.51 797.53 797.54 797.56 797.56 797.57 797.57 797.55	797.55 797.58 797.60 797.60 797.60 797.59 797.58 797.57 797.57
J K L M N O P Q R S T U V W X	2682+98.81 2683+08.81 2683+18.81 2683+28.81 2683+38.81 2683+48.81 2683+68.81 2683+78.81 2683+88.81 2683+98.81 2684+08.81 2684+18.81 2684+28.81	-24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17	797.53 797.51 797.49 797.46 797.43 797.36 797.31 797.27 797.22 797.16 797.10 797.04 796.97	797.58 797.59 797.60 797.61 797.61 797.60 797.57 797.53 797.48 797.41 797.33 797.23 797.13 797.03 796.94
CL. BRG. PIER 2	2684+43.81	-24.17	796.87	796.89
Y Z AA AB AC AD AE AF AG	2684+53.81 2684+63.81 2684+73.81 2684+83.81 2684+93.81 2685+03.81 2685+13.81 2685+23.81 2685+33.81	-24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17 -24.17	796.79 796.71 796.62 796.54 796.44 796.35 796.25 796.14 796.03	796.80 796.72 796.64 796.56 796.48 796.39 796.29 796.18 796.06
CL. BRG. N. ABUT.	2685+39.56	-24.17	795.97	795.99
CL. N. EXP. JT.	2685+42.09	-24.17	795.94	795.96
BK. N. ABUT.	2685+46.29	-24.17	795.89	795.91

Location BK. S. ABUT. CL. S. EXP. JT. CL. BRG. S. ABUT. A B C D E F G H I CL. BRG. PIER 1	Station 2681+95.65 2681+99.68 2682+02.38 2682+12.38 2682+22.38 2682+32.38 2682+42.38 2682+52.38 2682+52.38 2682+62.38 2682+72.38	0ffset -18.50 -18.50 -18.50 -18.50 -18.50 -18.50	Theoretical Grade Elevations 797.38 797.39 797.40	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding 797.40 797.41
CL. S. EXP. JT. CL. BRG. S. ABUT. A B C D E F G H I	2681+99.68 2682+02.38 2682+12.38 2682+22.38 2682+32.38 2682+42.38 2682+52.38 2682+62.38	-18.50 -18.50 -18.50 -18.50	797.39 797.40	797.40 797.41
CL. S. EXP. JT. CL. BRG. S. ABUT. A B C D E F G H I	2681+99.68 2682+02.38 2682+12.38 2682+22.38 2682+32.38 2682+42.38 2682+52.38 2682+62.38	-18.50 -18.50 -18.50 -18.50	797.39 797.40	797.41
CL. BRG. S. ABUT. A B C D E F G H I	2682+02.38 2682+12.38 2682+22.38 2682+32.38 2682+42.38 2682+52.38 2682+62.38	-18.50 -18.50 -18.50	797.40	
A B C D E F G H I	2682+12.38 2682+22.38 2682+32.38 2682+42.38 2682+52.38 2682+62.38	-18.50 -18.50		797.42
B C D E F G H I	2682+22.38 2682+32.38 2682+42.38 2682+52.38 2682+62.38	-18.50	797.41	
C D E F G H I	2682+32.38 2682+42.38 2682+52.38 2682+62.38			797.45
D E F G H I	2682+42.38 2682+52.38 2682+62.38	-18.50	797.43	797.48
E F G H I	2682+52.38 2682+62.38		797.44	797.50
F G H I	2682+62.38	-18.50	797.45	797.50
G H I	2682+62.38	-18.50	797.45	797.49
G H I		-18.50	797.45	797.48
H I	2002172.30	-18.50	797.45	797.46
I	2602102 20		797.44	797.45
·	2682+82.38 2682+92.38	-18.50 -18.50	797.44	797.44
	2682+98.13	-18.50	797.42	797.44
J	2683+08.13	-18.50	797.40	797.45
К	2683+18.13	-18.50	797.38	797.46
L	2683+28.13	-18.50	797.35	797.47
М	2683+38.13	-18.50	797.32	797.48
N	2683+48.13	-18.50	797.29	797.48
0	2683+58.13	-18.50	797.25	797.47
P	2683+68.13	-18.50	797.20	797.45
•				
Q	2683+78.13	-18.50	797.16	797.40
R	2683+88.13	-18.50	797.11	797.34
5	2683+98.13	-18.50	797.05	797.27
T	2684+08.13	-18.50	796.99	797.18
U	2684+18.13	-18.50	796.93	797.08
V	2684+28.13	-18.50	796.86	796.97
W	2684+38.13	-18.50	796.79	796.86
X	2684+48.13	-18.50	796.72	796.76
CL. BRG. PIER 2	2684+53.13	-18.50	796.68	796.70
Υ	2684+63.13	-18.50	796.60	796.61
Z	2684+73.13	-18.50	796.52	796.52
AA	2684+83.13	-18.50	796.43	796.44
AB	2684+93.13	-18.50	796.34	796.36
AC	2685+03.13	-18.50	796.24	796.28
AD	2685+13.13	-18.50	796.14	796.18
AE AE	2685+23.13	-18.50 -18.50	796.03	796.08
AF	2685+33.13	-18.50	795.93	795.97
AG	2685+43.13	-18.50	795.81	795.84
CL. BRG. N. ABUT.	2685+48.88	-18.50	795.75	795.77
CL. N. EXP. JT.	2685+51.41	-18.50	795.72	795.74
BK. N. ABUT.	2685+55.61	-18.50	795.67	795.69

		TOL (3D	<u>~</u>	
Location	Station	0ffset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
				Grinarity
BK. S. ABUT.	2682+03.86	-13.50	797.30	797.32
CL. S. EXP. JT.	2682+07.89	-13.50	797.31	797.33
CL. BRG. S. ABUT.	2682+10.59	-13.50	797.31	797.33
A	2682+20.59	-13.50	797.33	797.37
В	2682+30.59	-13.50	797.34	797.39
C	2682+40.59	-13.50	797.35	797.41
D	2682+50.59	-13.50	797.35	797.41
E	2682+60.59	-13.50	797.35	797.39
F	2682+70.59	-13.50	797.35	797.38
G	2682+80.59	-13.50	797.34	797.35
H	2682+90.59	-13.50	797.33	797.34
Ï	2683+00.59	-13.50 -13.50	797.31	797.33
CL. BRG. PIER 1	2683+06.34	-13.50	797.30	797.32
J	2683+16.34	-13.50	797.28	797.33
К	2683+26.34	-13.50	797.26	797.35
L	2683+36.34	-13.50	797.23	797.36
М	2683+46.34	-13.50	797.19	797.37
N	2683+56.34	-13.50	797.15	797.37
0	2683+66.34	-13.50	797.1 1	797.37
Р	2683+76.34	-13.50	797.07	797.34
Q	2683+86.34	-13.50	797.02	797.29
Ŕ	2683+96.34	-13.50	796.96	797.23
5	2684+06.34	-13.50	796.90	797.14
T	2684+16.34	-13.50	796.84	797.05
Ü	2684+26.34	-13.50	796.78	796.94
V	2684+36.34	-13.50	796.71	796.82
W	2684+46.34	-13.50	796.63	796.70
X	2684+56.34	-13.50	796.56	796.59
CL. BRG. PIER 2	2684+61.34	-13.50	796.52	796.54
Υ	2684+71.34	-13.50	796.43	796.44
Z	2684+81.34	-13.50 -13.50	796.43	796.44 796.35
AA	2684+91.34	-13.50 -13.50	796.34	796.27
AA AB	2685+01.34	-13.50 -13.50	796.23	796.27 796.18
AC AC	2685+11.34	-13.50 -13.50	796.16	796.18 796.10
AC AD	2685+21.34 2685+21.34	-13.50 -13.50	795.95	796.10 796.00
AD AE	2685+31.34	-13.50 -13.50	795.85	795.90 795.90
AF	2685+41.34	-13.50 -13.50	795.73	795.78
AG AG	2685+51.34	-13.50 -13.50	795.62	795.65
CL. BRG. N. ABUT.	2685+57.09	-13.50	795.55	795.57
CL. N. EXP. JT.	2685+59.62	-13.50	795.52	795.54
BK. N. ABUT.	2685+63.82	-13.50	795.47	795.49

Ø ben	esch
Alfred Benesch i	& Company
35 W Wacker Dr	ive, Suite 3300
Chicago, Illinois	80601
240 505 0450	L-1- N - 40000

USER NAME =	DESIGNED -	AAB	REVISED -
	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	KMP	REVISED -

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2682+08.11	-10.91	797.26	797.28
CL. S. EXP. JT.	2682+12.14	-10.91	797.26	797.28
CL. BRG. S. ABUT.	2682+14.84	-10.91	797.27	797.29
A B C D E F G H I	2682+24.84 2682+34.84 2682+44.84 2682+54.84 2682+74.84 2682+74.84 2682+84.84 2682+94.84 2683+04.84	-10.91 -10.91 -10.91 -10.91 -10.91 -10.91 -10.91 -10.91	797.28 797.29 797.30 797.30 797.30 797.29 797.29 797.27 797.25	797.32 797.35 797.36 797.35 797.34 797.32 797.30 797.28 797.27
CL. BRG. PIER 1	2683+10.59	-10.91	797.24	797.26
J K L M N O P Q R S T U V W X	2683+20.59 2683+30.59 2683+40.59 2683+50.59 2683+70.59 2683+70.59 2683+80.59 2683+90.59 2684+00.59 2684+20.59 2684+20.59 2684+40.59 2684+50.59 2684+60.59	-10.91 -10.91 -10.91 -10.91 -10.91 -10.91 -10.91 -10.91 -10.91 -10.91 -10.91 -10.91 -10.91	797.22 797.19 797.16 797.12 797.08 797.04 796.99 796.94 796.89 796.83 796.76 796.70 796.62 796.55 796.47	797.27 797.28 797.30 797.31 797.29 797.26 797.22 797.15 797.07 796.97 796.86 796.74 796.62 796.51
CL. BRG. PIER 2	2684+65.59	-10.91	796.43	796.45
Y Z AA AB AC AD AE AF AG	2684+75.59 2684+85.59 2684+95.59 2685+05.59 2685+15.59 2685+25.59 2685+35.59 2685+45.59 2685+55.59	-10.91 -10.91 -10.91 -10.91 -10.91 -10.91 -10.91 -10.91	796.34 796.25 796.16 796.06 795.96 795.86 795.75 795.63 795.52	796.35 796.26 796.17 796.09 796.00 795.91 795.80 795.68 795.55
CL. BRG. N. ABUT.	2685+61.34	-10.91	795.45	795.47
CL. N. EXP. JT.	2685+63.87	-10.91	795.42	795.44
BK. N. ABUT.	2685+68.07	-10.91	795.36	795.39

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Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2682+20.58	-3.33	797.12	797.15
CL. S. EXP. JT.	2682+24.61	-3.33	797.13	797.15
CL. BRG. S. ABUT.	2682+27.31	-3.33	797.13	797.15
A B C D E F G H I CL. BRG. PIER 1	2682+37.31 2682+47.31 2682+57.31 2682+67.31 2682+77.31 2682+87.31 2682+97.31 2683+07.31 2683+17.31 2683+23.06 2683+33.06 2683+43.06 2683+53.06	-3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33	797.14 797.15 797.15 797.15 797.14 797.13 797.12 797.10 797.08 797.06 797.03 797.00 796.96	797.18 797.20 797.21 797.20 797.18 797.16 797.13 797.10 797.09 797.09 797.09 797.09
M N O P Q R S T U V W X	2683+63.06 2683+73.06 2683+83.06 2684+03.06 2684+13.06 2684+23.06 2684+33.06 2684+43.06 2684+43.06 2684+73.06	-3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33	796.92 796.88 796.83 796.78 796.72 796.66 796.60 796.53 796.45 796.38 796.30	797.11 797.11 797.10 797.06 797.01 796.94 796.85 796.74 796.62 796.50 796.37
CL. BRG. PIER 2	2684+78.06	-3.33	796.17	796.19
Y Z AA AB AC AD AE AF AG	2684+88.06 2684+98.06 2685+08.06 2685+18.06 2685+28.06 2685+38.06 2685+48.06 2685+68.06	-3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33 -3.33	796.08 795.99 795.89 795.68 795.57 795.45 795.34 795.21	796.08 795.99 795.90 795.81 795.72 795.62 795.51 795.38 795.24
CL. BRG. N. ABUT.	2685+73.81	-3,33	795.14	795.16
CL. N. EXP. JT.	2685+76.34	-3.33	795.11	795.13
BK. N. ABUT.	2685+80.54	-3.33	795.05	795.08

		B E. PAR		
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2682+23.58	-1.50	797.09	797.11
CL. S. EXP. JT.	2682+27.61	-1.50 -1.50	797.10	797.11
CL. BRG. S. ABUT.	2682+30.31	-1.50	797.10	797.12
А В	2682+40.31 2682+50.31	-1.50 -1.50	797.11 797.11	797.15 797.17
C	2682+60.31	-1.50	797.11	797.17
D	2682+70.31	-1.50	797.11	797.16
E	2682+80.31	-1.50 -1.50	797.11	797.14
F	2682+90.31	-1.50 -1.50	797.10	797.12
G		-1.50 -1.50	797.03	797.12
	2683+00.31			
H	2683+10.31	-1.50	797.06	797.06
I	2683+20.31	-1.50	797.03	797.04
CL. BRG. PIER 1	2683+26.06	-1.50	797.02	797.04
J	2683+36.06	-1.50	796.99	797.04
К	2683+46.06	-1.50	796.95	797.05
L	2683+56.06	-1.50	796.91	797.06
М	2683+66.06	-1.50	796.87	797.07
N	2683+76.06	-1.50	796.83	797.06
0	2683+86.06	-1.50	796.78	797.05
Р	2683+96.06	-1.50	796.72	797.01
Q	2684+06.06	-1.50	796.67	796.96
R	2684+16.06	-1.50	796.60	796.89
5	2684+26.06	-1.50	796.54	796.79
T	2684+36.06	-1.50	796.47	796.69
Ü	2684+46.06	-1.50	796.40	796.57
V	2684+56.06	-1.50	796.32	796.44
W	2684+66.06	-1.50	796.24	796.31
X	2684+76.06	-1.50	796.15	796.19
CL. BRG. PIER 2	2684+81.06	-1.50	796.11	796.13
Υ	2684+91.06	-1.50	796.01	796.02
Z	2685+01.06	-1.50	795.92	795.92
AA	2685+11.06	-1.50	795.82	795.83
AB	2685+21.06	-1.50	795.72	795.74
AC	2685+31.06	-1.50	795.61	795.65
AD	2685+41.06	-1.50	795.50	795.55
AE	2685+51.06	-1.50	795.38	795.43
AF	2685+61.06	-1.50	795.26	795.31
AG	2685+71.06	-1.50	795.14	795.17
CL. BRG. N. ABUT.	2685+76.81	-1.50	795.07	795.09
CL. N. EXP. JT.	2685+79.34	-1.50	795.03	795.05
BK. N. ABUT.	2685+83.54	-1.50	794.98	795.00
BK. N. ABUT.	2083763.34	-1.50	794.90	793.00

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Alfred Benesch & Com	pany
35 W Wacker Drive, Su	ilte 3300
Chicago, Illinois 60601	
	1-1- No. 40000

USER NAME =	DESIGNED -	AAB	REVISED -
	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	KMP	REVISED -

	TACL OF NE	J W. I AI	17 11 2 7	
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2682+28.51	1.50	797.10	797.12
CL. S. EXP. JT.	2682+32.55	1.50	797.10	797.12
CL. BRG. S. ABUT.	2682+35.25	1.50	797.10	797.13
A B C D E F G H I	2682+45.25 2682+55.25 2682+65.25 2682+75.25 2682+85.25 2682+95.25 2683+05.25 2683+15.25 2683+25.25	1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50	797.11 797.11 797.11 797.11 797.10 797.08 797.07 797.04 797.02	797.15 797.17 797.17 797.16 797.14 797.11 797.08 797.05 797.03
CL. BRG. PIER 1	2683+31.00	1.50	797.00	797.02
J K L M N O P Q R S T U V W X	2683+41.00 2683+51.00 2683+61.00 2683+81.00 2683+91.00 2684+01.00 2684+11.00 2684+21.00 2684+31.00 2684+41.00 2684+51.00 2684+71.00 2684+71.00	1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50	796.97 796.93 796.89 796.85 796.80 796.75 796.70 796.64 796.51 796.43 796.36 796.28 796.19	797.03 797.03 797.04 797.04 797.02 796.98 796.93 796.85 796.76 796.65 796.53 796.40 796.27 796.15
CL. BRG. PIER 2	2684+86.00	1.50	796.06	796.08
Y Z AA AB AC AD AE AF AG	2684+96.00 2685+06.00 2685+16.00 2685+26.00 2685+36.00 2685+46.00 2685+66.00 2685+76.00	1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50	795.97 795.87 795.77 795.66 795.55 795.44 795.32 795.20 795.08	795.97 795.87 795.78 795.69 795.60 795.49 795.38 795.25 795.11
CL. BRG. N. ABUT.	2685+81.75	1.50	795.00	795.02
CL. N. EXP. JT.	2685+84.27	1.50	794.97	794.99
BK. N. ABUT.	2685+88.48	1.50	794.91	794.94

Location BK. S. ABUT. CL. S. EXP. JT. CL. BRG. S. ABUT.	Station 2682+31.52 2682+35.56	0ffset 3.33 3.33	Theoretical Grade Elevations 797.14	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding 797.16
CL. S. EXP. JT.			797.14	
CL. S. EXP. JT.				
	2002133.30	5.55	797.14	797.16
CL. BRG. S. ABUT.				
	2682+38.26	3.33	797.14	797.16
А В	2682+48.26 2682+58.26	3.33 3.33	797.15 797.15	797.19 797.20
C	2682+68.26	3.33	797.15	797.21
D	2682+78.26	3.33	797.14	797.20
E	2682+88.26	3.33	797.13	797.17
F	2682+98.26	3.33	797.11	797.14
G	2683+08.26	3.33	797.10	797.11
H	2683+18.26	3.33	797.07	797.08
Ï	2683+28.26	3.33	797.05	797.06
CL. BRG. PIER 1	2683+34.01	3.33	797.03	797.05
1	260214401	2 22	797.00	707.05
J	2683+44.01	3.33		797.05
K	2683+54.01	3.33	796.96	797.06
L	2683+64.01	3.33	796.92	797.06
М	2683+74.01	3.33	796.87	797.07
N	2683+84.01	3.33	796.82	797.06
0	2683+94.01	3.33	796.77	797.04
P	2684+04.01	3.33	796.72	797.00
Q	2684+14.01	3.33	796.65	796.95
		3.33	796.59	
R	2684+24.01		1	796.87
<u>S</u>	2684+34.01	3.33	796.52	796.77
\mathcal{T}	2684+44.01	3.33	796.45	796.67
U	2684+54.01	3.33	796.37	796.54
V	2684+64.01	3.33	796.29	796.41
W	2684+74.01	3.33	796.21	796.28
X	2684+84.01	3.33	796.12	796.16
CL. BRG. PIER 2	2684+89.01	3.33	796.07	796.09
Υ	2684+99.01	3.33	795.98	795.98
Z	2685+09.01	3.33	795.88	795.88
AA	2685+19.01	3.33	795.77	795.79
			795.67	
AB	2685+29.01	3.33		795.69
AC	2685+39.01	3.33	795.56	795.60
AD	2685+49.01	3.33	795.44	795.49
AE	2685+59.01	3.33	795.32	795.38
AF	2685+69.01	3.33	795.20	795.25
AG	2685+79.01	3.33	795.07	795.11
CL. BRG. N. ABUT.	2685+84.76	3.33	795.00	795.02
CL. N. EXP. JT.	2685+87.28	3.33	794.97	794.99
BK. N. ABUT.	2685+91.49	3.33	794.91	794.93

	GIRL	JER 12		
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2682+43.98	10.92	797.30	797.32
CL. S. EXP. JT.	2682+48.02	10.92	797.30	797.32
CL. BRG. S. ABUT.	2682+50.72	10.92	797.30	797.32
A B C D E F G H I CL. BRG. PIER 1 J K L M N O P	2682+60.72 2682+70.72 2682+80.72 2682+90.72 2683+00.72 2683+10.72 2683+20.72 2683+40.72 2683+46.47 2683+56.47 2683+66.47 2683+66.47 2683+66.47 2683+96.47 2683+96.47 2684+06.47 2684+16.47	10.92 10.92 10.92 10.92 10.92 10.92 10.92 10.92 10.92 10.92 10.92 10.92 10.92 10.92	797.30 797.30 797.29 797.28 797.26 797.24 797.22 797.19 797.16 797.14 797.10 797.06 797.01 796.96 796.91 796.85 796.79	797.34 797.35 797.35 797.33 797.30 797.27 797.23 797.20 797.17 797.16 797.15 797.15 797.15 797.15 797.15 797.17
Q R S T U V W X	2684+26.47 2684+36.47 2684+46.47 2684+56.47 2684+66.47 2684+76.47 2684+86.47 2684+96.47	10.92 10.92 10.92 10.92 10.92 10.92 10.92	796.72 796.65 796.58 796.50 796.42 796.34 796.25 796.15	797.00 796.92 796.82 796.71 796.58 796.45 796.32 796.19
CL. BRG. PIER 2 Y Z AA AB AC AD AE AF AG	2685+01.47 2685+21.47 2685+21.47 2685+31.47 2685+41.47 2685+51.47 2685+61.47 2685+81.47 2685+91.47	10.92 10.92 10.92 10.92 10.92 10.92 10.92 10.92 10.92	796.10 796.00 795.90 795.68 795.57 795.45 795.32 795.19 795.06	796.12 796.01 795.90 795.81 795.71 795.61 795.49 795.37 795.24 795.09
CL. BRG. N. ABUT.	2685+97.22	10.92	794.99	795.01
CL. N. EXP. JT.	2685+99.74	10.92	794.95	794.97
BK. N. ABUT.	2686+03.95	10.92	794.89	794.91

COUNTY TOTAL SHEET NO.
WINNEBAGO 235 84

CONTRACT NO. 64U51

1	ben	esch	_
	Alfred Benesch & C	ompany	
	35 W Wacker Drive	Sulte 3300	
	Chicago, Illinois 606	301	

USER NAME =	DESIGNED -	AAB	REVISED -
	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	KMP	REVISED -
			•

		I DL (ND	<u>~</u>	
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
DV C ADUT	2602+40-22	12.50	707.25	
BK. S. ABUT.	2682+48.23	13.50	797.35	797.37
CL. S. EXP. JT.	2682+52.27	13.50	797.35	797.37
CL. BRG. S. ABUT.	2682+54.97	13.50	797.35	797.37
А	2682+64.97	13.50	797.35	797.39
В	2682+74.97	13.50	797.35	797.40
С	2682+84.97	13.50	797.34	797.39
D	2682+94.97	13.50	797.32	797.38
E	2683+04.97	13.50	797.31	797.35
F	2683+14.97	13.50	797.28	797.31
G	2683+24.97	13.50	797.26	797.27
		1		
H	2683+34.97	13.50	797.23	797.24
I	2683+44.97	13.50	797.20	797.21
CL. BRG. PIER 1	2683+50.72	13.50	797.18	797.20
J	2683+60.72	13.50	797.14	797.19
K	2683+70.72	13.50	797.09	797.18
Ĺ	2683+80.72	13.50	797.04	797.18
M	2683+90.72	13.50	796.99	797.17
N N	2684+00.72	13.50	796.94	797.17 797.16
0	2684+10.72	13.50	796.88	797.13
Р	2684+20.72	13.50	796.81	797.08
Q	2684+30.72	13.50	796.75	797.02
R	2684+40.72	13.50	796.68	796.94
S	2684+50.72	13.50	796.60	796.84
T	2684+60.72	13.50	796.52	796.73
U	2684+70.72	13.50	796.44	796.60
v	2684+80.72	13.50	796.35	796.46
w	2684+90.72	13.50	796.26	796.33
X	2685+00.72	13.50	796.16	796.20
CL. BRG. PIER 2	2685+05.72	13.50	796.11	796.13
V	2605.15.72	12.50	700.01	706.00
Y	2685+15.72	13.50	796.01	796.02
Z	2685+25.72	13.50	795.91	795.91
AA	2685+35.72	13.50	795.80	795.81
AB	2685+45.72	13.50	795.68	795.71
AC	2685+55.72	13.50	795.57	795.61
AD	2685+65.72	13.50	795.45	795.49
AE	2685+75.72	13.50	795.32	795.37
AF	2685+85.72	13.50	795.19	795.23
AG	2685+95.72	13.50	795.06	795.09
CL. BRG. N. ABUT.	2686+01.47	13.50	794.98	795.00
CL. N. EXP. JT.	2686+03.99	13.50	794.94	794.96
BK. N. ABUT.	2686+08.20	13.50	794.89	794.91
BK. N. ABUT.	2686+08.20	13.50	794.89	794.91

Location			GIRDER 13					
	Station	0ffset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection &				
				Grinding				
BK. S. ABUT.	2682+56.45	18.50	797.45	797.47				
CL. S. EXP. JT.	2682+60.49	18.50	797.45	797.47				
CL. BRG. S. ABUT.	2682+63.19	18.50	797.45	797.47				
А	2682+73.19	18.50	797.45	797.49				
В	2682+83.19	18.50	797.44	797.49				
C	2682+93.19	18.50	797.43	797.48				
D	2683+03.19	18.50	797.41	797.46				
E	2683+13.19	18.50	797.39	797.43				
F	2683+23.19	18.50	797.36	797.39				
G	2683+33.19	18.50	797.34	797.35 797.35				
H	2683+43.19	18.50	797.30	797.33 797.31				
Ī	2683+53.19	18.50	797.27	797.28				
CL. BRG. PIER 1	2683+58.94	18.50	797.24	797.26				
J	2683+68.94	18.50	797.20	797.25				
K	2683+78.94	18.50	797.15	797.24				
L	2683+88.94	18.50	797.10	797.23				
М	2683+98.94	18.50	797.05	797.21				
N	2684+08.94	18.50	796.99	797.19				
0	2684+18.94	18.50	796.93	797.15				
P	2684+28.94	18.50	796.86	797.10				
Q	2684+38.94	18.50	796.79	797.04				
R	2684+48.94	18.50	796.71	796.95				
S	2684+58.94	18.50	796.63	796.85				
T T	2684+68.94	18.50	796.55	796.74				
Ü	2684+78.94	18.50	796.47	796.61				
V	2684+88.94	18.50	796.37	796.48				
W X	2684+98.94 2685+08.94	18.50 18.50	796.28 796.18	796.35 796.22				
CL. BRG. PIER 2	2685+13.94	18.50	796.13	796.15				
Υ	2685+23.94	18.50	796.03	796.03				
Z	2685+33.94	18.50	795.92	795.92				
AA	2685+43.94	18.50	795.80	795.82				
AB	2685+53.94	18.50	795.69	795.71				
AC	2685+63.94	18.50	795.57	795.61				
AD	2685+73.94	18.50	795.44	795.49				
AE	2685+83.94	18.50	795.31	795.36				
AF	2685+93.94	18.50	795.18	795.22				
AG AG	2686+03.94	18.50	795.04	795.22 795.07				
	2686+09.69		794.96	794.99				
CI PDG N ADUT	ZUOUTU9.U9	18.50	7 94.90	794.99				
CL. BRG. N. ABUT.								
CL. BRG. N. ABUT. CL. N. EXP. JT.	2686+12.21	18.50	794.93	794.95				

	<u>NB W. SLO</u>	DPE CHA	<u>NGE</u>	
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2682+67.95	25.50	797.59	797.61
CL. S. EXP. JT.	2682+71.99	25.50	797.59	797.61
CL. BRG. S. ABUT.	2682+74.69	25.50	797.59	797.61
A B C D E F G H I CL. BRG. PIER 1	2682+84.69 2682+94.69 2683+04.69 2683+14.69 2683+24.69 2683+34.69 2683+54.69 2683+64.69 2683+70.44	25.50 25.50 25.50 25.50 25.50 25.50 25.50 25.50 25.50 25.50	797.58 797.56 797.55 797.53 797.50 797.47 797.44 797.36 797.33	797.61 797.61 797.60 797.57 797.54 797.50 797.45 797.41 797.37
K L M N O P Q R S T U V W X	2683+90.44 2684+10.44 2684+10.44 2684+20.44 2684+30.44 2684+40.44 2684+60.44 2684+70.44 2684+80.44 2684+90.44 2685+00.44 2685+10.44	25.50 25.50 25.50 25.50 25.50 25.50 25.50 25.50 25.50 25.50 25.50 25.50 25.50	797.23 797.18 797.12 797.06 796.99 796.92 796.84 796.76 796.68 796.59 796.50 796.41 796.31	797.31 797.29 797.26 797.23 797.19 797.13 797.06 796.97 796.87 796.76 796.63 796.37 796.24
CL. BRG. PIER 2 Y Z AA AB AC AD AE AF AG	2685+25.44 2685+35.44 2685+45.44 2685+55.44 2685+75.44 2685+85.44 2685+95.44 2686+05.44 2686+15.44	25.50 25.50 25.50 25.50 25.50 25.50 25.50 25.50 25.50 25.50	796.15 796.04 795.93 795.81 795.69 795.56 795.43 795.30 795.16 795.02	796.17 796.05 795.93 795.82 795.71 795.60 795.48 795.35 795.20 795.05
CL. BRG. N. ABUT.	2686+21.19	25.50	794.94	794.96
CL. N. EXP. JT.	2686+23.71	25.50	794.90	794.92
BK. N. ABUT.	2686+27.92	25.50	794.84	794.86

Sbenesch
Alfred Benesch & Company
39 W Wicker Drive, Suite 3300
Chleago, Illinice 150801

USER NAME =	DESIGNED -	AAB	REVISED -
	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	KMP	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (8 OF 12)
STRUCTURE NO. 101-0210 & 101-0211

SHEET 23 OF 92 SHEETS

F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHE
39	((201-3)R & (4-1,5)R)F		WINNEBAGO	235	85
			CONTRAC	T NO. 6	4U51
	ILLINOIS	FED. All	D PROJECT		

				Theoretical Grade
			Theoretical	Elevations
1	Chatian	066		
Location	Station	Offset	Grade	Adjusted For Dead
			Elevations	Load Deflection &
				Grinding
BK. S. ABUT.	2682+68.91	26.08	797.60	797.62
CL. S. EXP. JT.	2682+72.95	26.08	797.60	797.62
CL. BRG. S. ABUT.	2682+75.65	26.08	797.59	797.62
CL. DNO. S. ADOT.	2002173.03	20.00	1 97.59	7 97 .02
l .	2502.05.55	26.00	707.50	707.60
 	2682+85.65	26.08	797.58	797.62
В	2682+95.65	26.08	797.57	797.62
С	2683+05.65	26.08	797.55	797.60
D	2683+15.65	26.08	797.53	797.58
E		26.08		797.54
	2683+25.65	1	797.51	
F	2683+35.65	26.08	797.48	797.50
G	2683+45.65	26.08	797.44	797.46
Н	2683+55.65	26.08	797.41	797.42
I	2683+65.65	26.08	797.36	797.38
1	2003/03.03	20.00	1 / 3/ .50	7 97 .50
61 886 8:58 :	2002.71.10	20.00	1 707 34	707.30
CL. BRG. PIER 1	2683+71.40	26.08	797.34	797.36
l			1	
J	2683+81.40	26.08	797.29	797.34
K	2683+91.40	26.08	797.24	797.31
		1		
L	2684+01.40	26.08	797.18	797.29
М	2684+11.40	26.08	797.12	797.27
N	2684+21.40	26.08	797.06	797.24
0	2684+31.40	26.08	796.99	797.19
P	2684+41.40	26.08	796.92	797.13
•		1		
Q	2684+51.40	26.08	796.84	797.06
R	2684+61.40	26.08	796.76	796.97
S	2684+71.40	26.08	796.68	796.87
T	2684+81.40	26.08	796.59	796.76
Ü	2684+91.40	26.08	796.50	796.63
V		1		
· ·	2685+01.40	26.08	796.40	796.50
W	2685+11.40	26.08	796.31	796.36
X	2685+21.40	26.08	796.20	796.24
CL. BRG. PIER 2	2685+26.40	26.08	796.15	796.17
CL. Brie. Fier 2	2003/20170	20.00	, 50.15	, 30.17
	2605 / 26 / 40	26.00	70004	706.05
Y	2685+36.40	26.08	796.04	796.05
Z	2685+46.40	26.08	795.92	795.93
AA	2685+56.40	26.08	795.81	795.82
AB	2685+66.40	26.08	795.69	795.71
AC	2685+76.40	26.08	795.56	795.60
		1		
AD	2685+86.40	26.08	795.43	795.47
AE	2685+96.40	26.08	795.30	795.34
AF	2686+06.40	26.08	795.16	795.20
AG	2686+16.40	26.08	795.02	795.05
			1	
CL. BRG. N. ABUT.	2686+22.15	26.08	794.93	794.96
CL. DNO. N. ADUI.	2000 122.13	20.00	1 / 54,35	/ 34,30
			1	70
CL. N. EXP. JT.	2686+24.67	26.08	794.90	794.92
			1	
BK. N. ABUT.	2686+28.88	26.08	794.84	794.86
			1	
			1	
			1	
			1	
l			1	
1	1	1	I	[
1	1	1	I]
			1	
•	•	-	-	

Location	Station	0ffset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection &
DI C ABUT	2622.04.22	22.67	707.70	Grinding
BK. S. ABUT.	2682+81.38	33.67	797.70	797.72
CL. S. EXP. JT.	2682+85.42	33.67	797.70	797.72
CL. BRG. S. ABUT.	2682+88.12	33.67	797.70	797.72
А	2682+98.12	33.67	797.68	797.72
В	2683+08.12	33.67	797.66	797.71
С	2683+18.12	33.67	797.64	797.69
D	2683+28.12	33.67	797.61	797.66
E	2683+38.12	33.67	797.58	797.62
F	2683+48.12	33.67	797.55	797.57
G	2683+58.12	33.67	797.51	797.52
Н	2683+68.12	33.67	797.47	797.48
Ι	2683+78.12	33.67	797.42	797.43
CL. BRG. PIER 1	2683+83.87	33.67	797.39	797.41
J	2683+93.87	33.67	797.34	797.38
K	2684+03.87	33.67	797.28	797.36
L	2684+13.87	33.67	797.22	797.33
М	2684+23.87	33.67	797.16	797.30
N	2684+33.87	33.67	797.09	797.26
0	2684+43.87	33.67	797.01	797.22
D P				
•	2684+53.87	33.67	796.94	797.15
Q	2684+63.87	33.67	796.86	797.08
R	2684+73.87	33.67	796.77	796.98
5	2684+83.87	33.67	796.68	796.87
\mathcal{T}	2684+93.87	33.67	796.59	796.76
U	2685+03.87	33.67	796.49	796.62
V	2685+13.87	33.67	796.39	796.49
W	2685+23.87	33.67	796.29	796.35
X	2685+33.87	33.67	796.18	796.21
CL. BRG. PIER 2	2685+38.87	33.67	796.12	796.15
Υ	2685+48.87	33.67	796.01	796.02
Z	2685+58.87	33.67	795.89	795.90
AA	2685+68.87	33.67	795.77	795.78
AB	2685+78.87	33.67	795.64	795.67
	2685+88.87	33.67	795.54	
AC				795.55
AD	2685+98.87	33.67	795.38	795.42
AE	2686+08.87	33.67	795.24	795.28
AF	2686+18.87	33.67	795.10	795.14
AG	2686+28.87	33.67	794.95	794.98
CL. BRG. N. ABUT.	2686+34.62	33.67	794.86	794.88
CL. N. EXP. JT.	2686+37.14	33.67	794.83	794.85
CE. W. EXT. 31.		ı		

Location BK. S. ABUT. CL. S. EXP. JT. CL. BRG. S. ABUT. A B C D E F G H I CL. BRG. PIER 1	Station 2682+87.68 2682+91.72 2682+94.42 2683+04.42 2683+14.42 2683+24.42 2683+34.42 2683+44.42 2683+54.42 2683+54.42 2683+64.42	37.50 37.50 37.50 37.50 37.50 37.50 37.50	Theoretical Grade Elevations 797.75 797.75 797.74	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding 797.77 797.77
CL. S. EXP. JT. CL. BRG. S. ABUT. A B C D E F G H I	2682+91.72 2682+94.42 2683+04.42 2683+14.42 2683+24.42 2683+34.42 2683+44.42 2683+54.42 2683+64.42	37.50 37.50 37.50 37.50 37.50	797.75 797.74 797.73	797.77 797.77
CL. S. EXP. JT. CL. BRG. S. ABUT. A B C D E F G H I	2682+91.72 2682+94.42 2683+04.42 2683+14.42 2683+24.42 2683+34.42 2683+44.42 2683+54.42 2683+64.42	37.50 37.50 37.50 37.50 37.50	797.75 797.74 797.73	797.77
CL. BRG. S. ABUT. A B C D F G H I	2682+94.42 2683+04.42 2683+14.42 2683+24.42 2683+34.42 2683+44.42 2683+54.42 2683+64.42	37.50 37.50 37.50 37.50	797.74 797.73	
A B C D E F G H I	2683+04.42 2683+14.42 2683+24.42 2683+34.42 2683+44.42 2683+54.42 2683+64.42	37.50 37.50 37.50	797.73	797.77
B C D E F G H I	2683+14.42 2683+24.42 2683+34.42 2683+44.42 2683+54.42 2683+64.42	37.50 37.50		
C D E F G H I	2683+24.42 2683+34.42 2683+44.42 2683+54.42 2683+64.42	37.50		797.76
D E F G H I	2683+34.42 2683+44.42 2683+54.42 2683+64.42		797.71	797.75
E F G H I	2683+44.42 2683+54.42 2683+64.42		797.68	797.73
F G H I	2683+54.42 2683+64.42	37.50	797.65	797.70
G H I	2683+64.42	37.50	797.62	797.66
G H I	2683+64.42	37.50	797.58	797.61
H I		37.50	797.54	797.56
I	200217442			
	2683+74.42	37.50	797.50	797.51
CL. BRG. PIER 1	2683+84.42	37.50	797.45	797.46
	2683+90.17	37.50	797.42	797.44
J	2684+00.17	37.50	797.36	797.41
K	2684+10.17	37.50	797.30	797.38
L	2684+20.17	37.50	797.24	797.35
M I	2684+30.17	37.50	797.17	797.32
N	2684+40.17	37.50	797.10	797.28
0	2684+50.17	37.50	797.02	797.23
Р	2684+60.17	37.50	796.94	797.16
Q	2684+70.17	37.50	796.86	797.08
R	2684+80.17	37.50	796.77	796.99
S	2684+90.17	37.50	796.68	796.87
$\frac{\sigma}{\tau}$	2685+00.17	37.50	796.59	796.75
Ü	2685+10.17	37.50	796.49	796.62
· ·				
V	2685+20.17	37.50	796.39	796.48
W	2685+30.17	37.50	796.28	796.34
X	2685+40.17	37.50	796.17	796.20
CL. BRG. PIER 2	2685+45.17	37.50	796.11	796.13
Υ	2685+55.17	37.50	795.99	796.00
Z	2685+65.17	37.50	795.87	795.88
AA	2685+75.17	37.50	795.75	795.76
AB	2685+85.17	37.50	795.62	795.64
AC	2685+95.17	37.50	795.48	795.52
AD	2686+05.17	37.50	795.35	795.39
AE	2686+15.17	37.50	795.21	795.25
AF	2686+25.17	37.50	795.06	795.10
AG	2686+35.17	37.50	794.91	794.94
CL. BRG. N. ABUT.	2686+40.92	37.50	794.83	794.85
CL. N. EXP. JT.	2686+43.44	37.50	794.79	794.81
BK. N. ABUT.	2686+47.65	37.50	794.72	794.74

benesch

Alfred Benesch & Corrpeny
35 W Wester Drive, Sulte 3300
Chicago, Blanck 5000

USER NAME =	DESIGNED -	AAB	REVISED -	
	CHECKED -	KMP	REVISED -	
PLOT SCALE =	DRAWN -	KMS	REVISED -	
PLOT DATE =	CHECKED -	KMP	REVISED -	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (9 OF 12)
STRUCTURE NO. 101-0210 & 101-0211

SHEET 24 OF 92 SHEETS

F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
39	((201-3)R & (4-1,5)R)F		WINNEBAGO	235	86
			CONTRAC	T NO. 6	4U51
	ILLINOIS	FED. A	D PROJECT		

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	<u>GIRI</u>	DER 16		
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2682+93.84	41.25	797.69	797.71
CL. S. EXP. JT.	2682+97.88	41.25	797.68	797.70
CL. BRG. S. ABUT.	2683+00.58	41.25	797.68	797.70
A B C D E F G H I CL. BRG. PIER 1 J K L M N O P Q R S T	2683+10.58 2683+20.58 2683+30.58 2683+40.58 2683+50.58 2683+70.58 2683+90.58 2683+90.58 2683+96.33 2684+16.33 2684+26.33 2684+36.33 2684+56.33 2684+66.33 2684+66.33 2684+66.33 2684+66.33 2684+76.33 2684+76.33 2684+76.33 2684+76.33	41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25	797.66 797.63 797.61 797.58 797.54 797.50 797.46 797.41 797.36 797.33 797.27 797.21 797.14 797.00 796.92 796.84 796.75 796.66 796.57 796.47	797.69 797.68 797.66 797.62 797.58 797.53 797.47 797.42 797.35 797.31 797.28 797.25 797.22 797.17 797.12 797.05 796.97 796.87 796.64
U V W X CL. BRG. PIER 2	2685+16.33 2685+26.33 2685+36.33 2685+46.33	41.25 41.25 41.25 41.25 41.25	796.37 796.26 796.15 796.04 795.98	796.50 796.36 796.21 796.07
Y Z AA AB AC AD AE AF AG	2685+61.33 2685+71.33 2685+81.33 2685+91.33 2686+01.33 2686+11.33 2686+21.33 2686+31.33 2686+41.33	41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25 41.25	795.86 795.74 795.61 795.48 795.34 795.21 795.06 794.91 794.76	795.87 795.75 795.63 795.50 795.38 795.25 795.11 794.95 794.79
CL. BRG. N. ABUT.	2686+47.08	41.25	794.67	794.69
CL. N. EXP. JT.	2686+49.60	41.25	794.63	794.66
BK. N. ABUT.	2686+53.81	41.25	794.57	794.59

Location BK. S. ABUT. CL. S. EXP. JT. CL. BRG. S. ABUT. A B C D E F G H	Station 2683+06.30 2683+10.34 2683+13.04 2683+23.04 2683+33.04	0ffset 48.83 48.83 48.83	Theoretical Grade Elevations 797.55 797.55	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding 797.57
CL. S. EXP. JT. CL. BRG. S. ABUT. A B C D E F	2683+10.34 2683+13.04 2683+23.04 2683+33.04	48.83	797.55	797.57 797.57
CL. S. EXP. JT. CL. BRG. S. ABUT. A B C D E F	2683+10.34 2683+13.04 2683+23.04 2683+33.04	48.83	797.55	797.57
CL. BRG. S. ABUT. A B C D E F G	2683+13.04 2683+23.04 2683+33.04			
A B C D E F G	2683+23.04 2683+33.04	48.83	797.54	
B C D E F G	2683+33.04		I	797.56
B C D E F G		48.83	797.51	797.55
D E F G		48.83	797.49	797.53
E F G	2683+43.04	48.83	797.45	797.50
F G	2683+53.04	48.83	797.42	797.46
F G	2683+63.04	48.83	797.38	797.41
G	2683+73.04	48.83	797.33	797.36
-	2683+83.04	48.83	797.28	797.30
	2683+93.04	48.83	797.23	797.24
I	2684+03.04	48.83	797.17	797.19
CL. BRG. PIER 1	2684+08.79	48.83	797.14	797.16
4	2004,10.70	40.03	707.00	707.12
J	2684+18.79	48.83	797.08	797.12
K	2684+28.79	48.83	797.01	797.09
L	2684+38.79	48.83	796.94	797.05
М	2684+48.79	48.83	796.86	797.01
N	2684+58.79	48.83	796.79	796.96
0	2684+68.79	48.83	796.70	796.91
Р	2684+78.79	48.83	796.62	796.83
Q	2684+88.79	48.83	796.53	796.75
R	2684+98.79	48.83	796.43	796.64
5	2685+08.79	48.83	796.33	796.52
au	2685+18.79	48.83	796.23	796.39
U	2685+28.79	48.83	796.12	796.25
V	2685+38.79	48.83	796.01	796.11
W	2685+48.79	48.83	795.90	795.96
X	2685+58.79	48.83	795.78	795.81
CL. BRG. PIER 2	2685+63.79	48.83	795.72	795.74
Υ	2685+73.79	48.83	795.59	795.60
Z	2685+83.79	48.83	795.47	795.47
AA	2685+93.79	48.83	795.33	795.35
AB	2686+03.79	48.83	795.20	795.22
AC AC	2686+13.79	48.83	795.06	795.22 795.09
AC AD	2686+23.79	48.83	793.00	793.09 794.96
			794.91	
AE	2686+33.79	48.83		794.81
AF	2686+43.79	48.83	794.61	794.65
AG	2686+53.79	48.83	794.45	794.48
CL. BRG. N. ABUT.	2686+59.54	48.83	794.36	794.38
CL. N. EXP. JT.	2686+62.06	48.83	794.32	794.34
BK. N. ABUT.	2686+66.27	48.83	794.25	794.27

	<u>NB E. SLO</u>	DPE CHA	<u>NGE</u>	
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2683+07.40	49.50	797.54	797.56
CL. S. EXP. JT.	2683+11.44	49.50	797.53	797.55
CL. BRG. S. ABUT.	2683+14.14	49.50	797.53	797.55
A B C D E F G H I CL. BRG. PIER 1 J K L M N O	2683+24.14 2683+34.14 2683+44.14 2683+54.14 2683+74.14 2683+94.14 2683+94.14 2684+04.14 2684+09.89 2684+19.89 2684+29.89 2684+39.89 2684+49.89 2684+49.89 2684+49.89 2684+59.89 2684+69.89	49.50 49.50 49.50 49.50 49.50 49.50 49.50 49.50 49.50 49.50 49.50 49.50 49.50	797.50 797.47 797.44 797.40 797.36 797.32 797.27 797.16 797.12 797.06 796.99 796.92 796.85 796.77	797.54 797.52 797.49 797.45 797.40 797.28 797.22 797.17 797.14 797.11 797.07 797.03 796.99 796.94 796.89
P Q R S T U V W X	2684+79.89 2684+89.89 2684+99.89 2685+09.89 2685+19.89 2685+29.89 2685+39.89 2685+49.89 2685+59.89	49.50 49.50 49.50 49.50 49.50 49.50 49.50 49.50	796.60 796.51 796.41 796.31 796.21 796.10 795.99 795.88 795.76	796.81 796.73 796.62 796.50 796.37 796.23 796.08 795.94 795.79
Y Z AA AB AC AD AE AF	2685+04.89 2685+84.89 2685+94.89 2686+04.89 2686+14.89 2686+24.89 2686+34.89 2686+44.89 2686+54.89	49.50 49.50 49.50 49.50 49.50 49.50 49.50 49.50 49.50	795.70 795.57 795.44 795.31 795.17 795.03 794.89 794.74 794.58 794.43	795.72 795.58 795.45 795.32 795.20 795.07 794.93 794.78 794.62 794.46
CL. BRG. N. ABUT.	2686+60.64	49.50	794.34	794.36
CL. N. EXP. JT.	2686+63.16	49.50	794.29	794.32
BK. N. ABUT.	2686+67.37	49.50	794.23	794.25

Sbenesch
Alfred Benesch & Company
39 W Wecker Drive, Suite 3390
Chicago, Illinois 60801

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PLOT DATE =	CHECKED -	KMP	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (10 OF 12)					
STRUCTURE NO. 101-0210 & 101-0211					
QUEET	- 25	ΩE	02	QUEETQ	_

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.	
39	((201-3)R & (4-1,5)R)	WINNEBAGO	235	87	
		CONTRAC	T NO. 6	4U51	
	ILLINOIS	FED. A	D PROJECT		

312-565-0450

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		•		
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2683+18.77	56.42	797.38	797.40
CL. S. EXP. JT.	2683+22.81	56.42	797.37	797.39
CL. BRG. S. ABUT.	2683+25.51	56.42	797.36	797.38
A B C D E F G H I	2683+35.51 2683+45.51 2683+55.51 2683+65.51 2683+75.51 2683+85.51 2683+95.51 2684+05.51 2684+15.51	56.42 56.42 56.42 56.42 56.42 56.42 56.42 56.42 56.42	797.33 797.30 797.26 797.22 797.17 797.12 797.07 797.01 796.95	797.37 797.35 797.31 797.27 797.21 797.15 797.08 797.02 796.96
CL. BRG. PIER 1	2684+21.26	56.42	796.91	796.93
J K L M N O P Q R S T U V W X CL. BRG. PIER 2 Y Z AA AB AC AD AE AF AG	2684+31.26 2684+41.26 2684+51.26 2684+61.26 2684+81.26 2684+91.26 2685+01.26 2685+11.26 2685+21.26 2685+31.26 2685+31.26 2685+31.26 2685+71.26 2685+61.26 2685+61.26 2685+61.26 2686+61.26 2686+16.26 2686+16.26 2686+16.26 2686+26.26 2686+36.26 2686+46.26 2686+46.26 2686+56.26 2686+66.26	56.42 56.42	796.84 796.77 796.70 796.62 796.45 796.35 796.36 796.16 796.06 795.95 795.84 795.72 795.60 795.48 795.41 795.29 795.15 795.01 794.87 794.73 794.58 794.42 794.27 794.11	796.89 796.86 796.82 796.78 796.73 796.60 796.51 796.40 796.27 796.13 795.98 795.83 795.67 795.51 795.44 795.29 795.16 795.03 794.90 794.77 794.62 794.47 794.31 794.13
CL. BRG. N. ABUT.	2686+72.01	56.42	794.01	794.03
CL. N. EXP. JT.	2686+74.53	56.42	793.97	793.99
BK. N. ABUT.	2686+78.74	56.42	793.90	793.92

			Theoretical	Theoretical Grade Elevations
Location	Station	0ffset	Grade Elevations	Adjusted For Dead Load Deflection &
				Grinding
BK. S. ABUT.	2683+31.23	64.00	797.19	797.21
CL. S. EXP. JT.	2683+35.27	64.00	797.18	797.20
CL. BRG. S. ABUT.	2683+37.97	64.00	797.17	797.19
А	2683+47.97	64.00	797.14	797.18
B	2683+57.97	64.00	797.10	797.15
C		64.00	797.05	
	2683+67.97		1	797.11
D	2683+77.97	64.00	797.01	797.06
E	2683+87.97	64.00	796.96	797.00
F	2683+97.97	64.00	796.90	796.93
G	2684+07.97	64.00	796.84	796.86
H	2684+17.97	64.00	796.78	796.79
П I		64.00	796.78	796.73
I	2684+27.97	64.00	/90./2	/90./3
CL. BRG. PIER 1	2684+33.72	64.00	796.68	796.70
J	2684+43.72	64.00	796.60	796.66
K	2684+53.72	64.00	796.53	796.62
L	2684+63.72	64.00	796.45	796.58
_ M	2684+73.72	64.00	796.36	796.54
N	2684+83.72	64.00	796.27	796.49
			1	
0	2684+93.72	64.00	796.18	796.43
Р	2685+03.72	64.00	796.08	796.35
Q	2685+13.72	64.00	795.98	796.26
R	2685+23.72	64.00	795.88	796.14
S	2685+33.72	64.00	795.77	796.01
T	2685+43.72	64.00	795.66	795.86
· ·			1	
U	2685+53.72	64.00	795.54	795.70
V	2685+63.72	64.00	795.42	795.53
W	2685+73.72	64.00	795.30	795.37
Χ	2685+83.72	64.00	795.17	795.20
CL. BRG. PIER 2	2685+88.72	64.00	795.10	795.12
Υ	2685+98.72	64.00	794.97	794.97
Z	2686+08.72	64.00	794.83	794.83
AA	2686+18.72	64.00	794.69	794.70
AB	2686+28.72	64.00	794.54	794.57
AC	2686+38.72	64.00	794.39	794.43
AD	2686+48.72	64.00	794.23	794.28
AE	2686+58.72	64.00	794.08	794.13
AF	2686+68.72	64.00	793.91	793.96
AG	2686+78.72	64.00	793.75	793.78
CL. BRG. N. ABUT.	2686+84.47	64.00	793.65	793.67
	2686+86.99	64.00	793.61	793.63
CL. N. EXP. JT.	2000100.55			

	GIRL	JER 20		
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2683+43.70	71.58	797.00	797.02
CL. S. EXP. JT.	2683+47.74	71.58	796.99	797.01
CL. BRG. S. ABUT.	2683+50.44	71.58	796.98	797.00
A B C D E F G H I CL. BRG. PIER 1 K L	2683+60.44 2683+70.44 2683+80.44 2683+90.44 2684+00.44 2684+10.44 2684+30.44 2684+30.44 2684+46.19 2684+66.19 2684+66.19 2684+76.19	71.58 71.58 71.58 71.58 71.58 71.58 71.58 71.58 71.58 71.58	796.94 796.89 796.84 796.79 796.74 796.68 796.61 796.55 796.48 796.43 796.36 796.27	796.98 796.95 796.90 796.85 796.78 796.70 796.63 796.55 796.49 796.45
M N O P Q R S T U V W X	2684+86.19 2684+96.19 2685+06.19 2685+16.19 2685+26.19 2685+36.19 2685+56.19 2685+66.19 2685+76.19 2685+86.19 2685+96.19	71.58 71.58 71.58 71.58 71.58 71.58 71.58 71.58 71.58 71.58 71.58	796.10 796.00 795.91 795.81 795.70 795.59 795.48 795.36 795.24 795.11 794.98 794.85	796.29 796.24 796.18 796.09 795.99 795.87 795.73 795.58 795.41 795.23 795.06 794.89
CL. BRG. PIER 2 Y Z AA AB AC AD	2686+01.19 2686+11.19 2686+21.19 2686+31.19 2686+41.19 2686+51.19	71.58 71.58 71.58 71.58 71.58 71.58 71.58	794.78 794.64 794.50 794.35 794.20 794.04 793.88	794.80 794.65 794.50 794.36 794.23 794.09 793.94
AE AF AG	2686+71.19 2686+81.19 2686+91.19	71.58 71.58 71.58	793.72 793.55 793.38	793.77 793.60 793.41
CL. BRG. N. ABUT.	2686+96.94	71.58	793.28	793.30
CL. N. EXP. JT.	2686+99.46	71.58	793.24	793.26
BK. N. ABUT.	2687+03.67	71.58	793.16	793.18

3 bene	sch
Alfred Benesch & Com	pany
35 W Wacker Drive, Su	ilte 3300
Chicago, Illinois 60601	
	1-1- No. 40000

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	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	KMP	REVISED -

FACE OF NB E. PARAPET

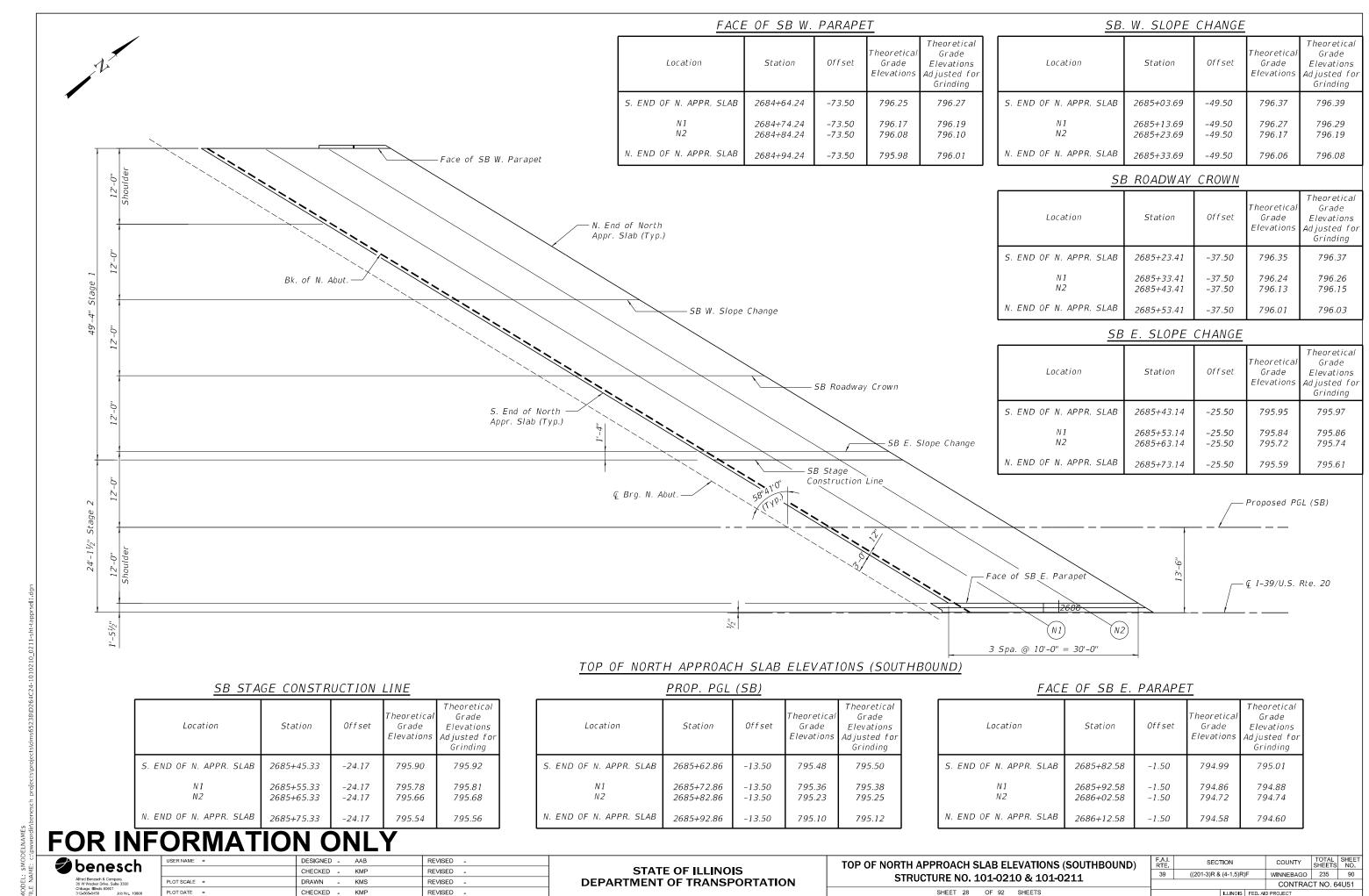
	TACL OF N	D L. I AI	VALL	
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection &
				Grinding
BK. S. ABUT.	2683+46.85	73.50	796.95	796.97
CL. S. EXP. JT.	2683+50.89	73.50	796.93	796.96
CL. BRG. S. ABUT.	2683+53.59	73.50	796.92	796.95
A	2683+63.59	73.50 73.50	796.88	796.92
B C	2683+73.59 2683+83.59	73.50 73.50	796.84 796.79	796.89 796.85
D	2683+93.59 2683+93.59	73.50	796.79	796.79
E E	2684+03.59	73.50	796.68	796.79 796.72
F F	2684+13.59	73.50	796.62	796.65
G	2684+23.59	73.50	796.56	796.57
H	2684+33.59	73.50	796.49	796.49
I	2684+43.59	73.50	796.41	796.43
CL. BRG. PIER 1	2684+49.34	73.50	796.37	796.39
J	2684+59.34	73.50	796.29	796.35
K	2684+69.34	73.50	796.23	796.30
Ĺ	2684+79.34	73.50	796.12	796.27
M	2684+89.34	73.50	796.03	796.22
N	2684+99.34	73.50	795.94	796.17
0	2685+09.34	73.50	795.84	796.11
Р	2685+19.34	73.50	795.73	796.02
Q	2685+29.34	73.50	795.63	795.92
R	2685+39.34	73.50	795.52	795.80
5	2685+49.34	73.50	795.40	795.66
T	2685+59.34	73.50	795.28	795.50
U	2685+69.34	73.50	795.16	795.33
V	2685+79.34	73.50	795.03	795.16
W X	2685+89.34 2685+99.34	73.50 73.50	794.90 794.77	794.98 794.81
CL. BRG. PIER 2	2686+04.34	73.50	794.70	794.72
Υ	2686+14.34	73.50	794.56	794.56
Z	2686+24.34	73.50	794.41	794.42
AA	2686+34.34	73.50	794.27	794.28
AB	2686+44.34	73.50 73.50	794.11	794.14
AC	2686+54.34 2686+64.34	73.50 73.50	793.96 793.80	794.00 793.85
AD AE	2686+74.34 2686+74.34	73.50	793.80	793.68 793.68
AL AF	2686+84.34	73.50	793.03	793.51
AG	2686+94.34	73.50	793.29	793.32
CL. BRG. N. ABUT.	2687+00.09	73.50	793.19	793.21
CL. N. EXP. JT.	2687+02.61	73.50	793.14	793.16
BK. N. ABUT.	2687+06.82	73.50	793.07	793.09

Shaa	b
a peuc	escn
Alfred Benesch & C	ompany
35 W Wacker Drive	Sulte 3300
Chicago, Illinois 806	301
312-565-0450	Job No. 10800

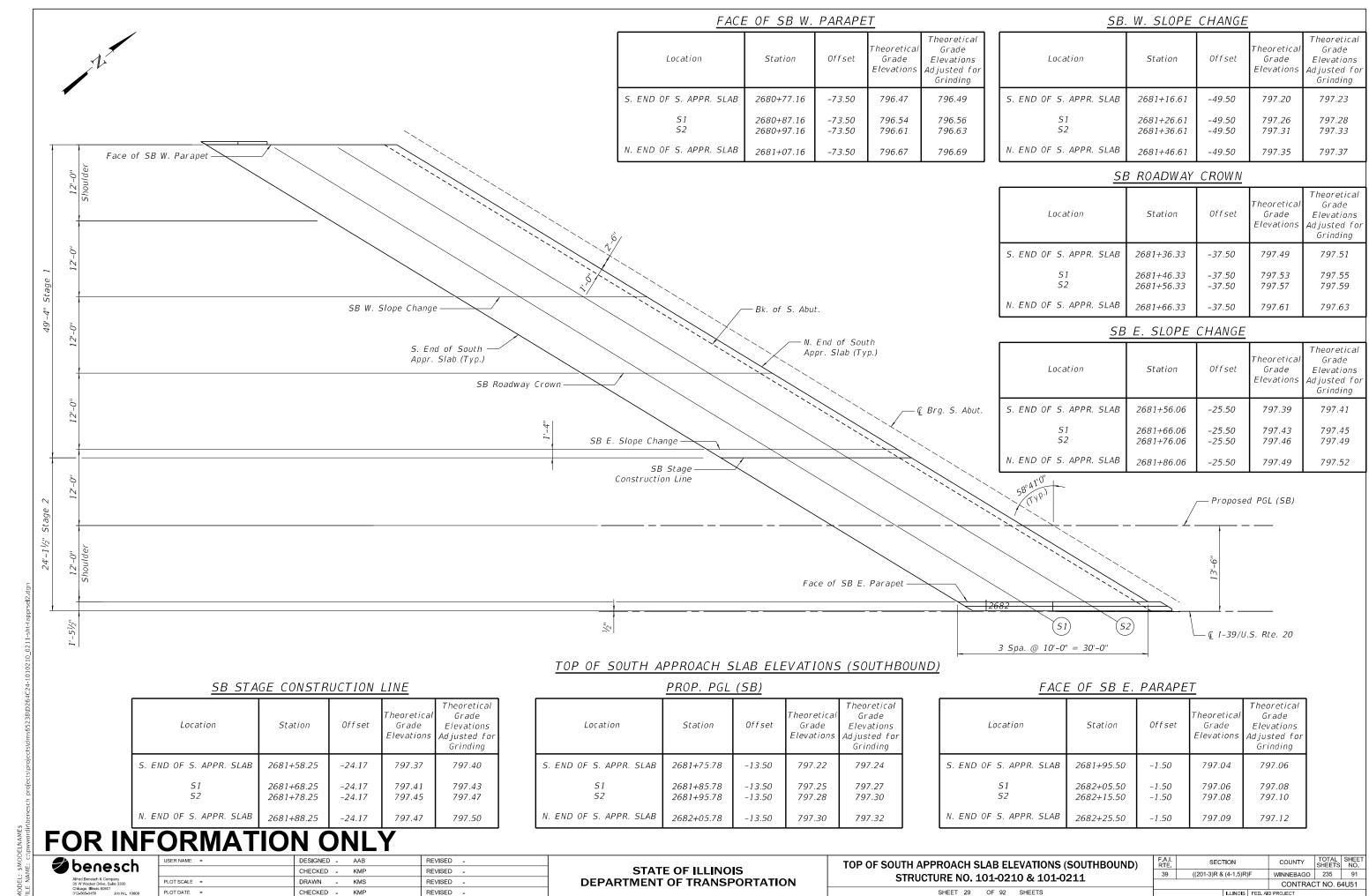
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TOP OF SLAE STRUCTURE N			NS (12 OF 12) .0 & 101-0211	-
SHEET	27	OF 92	SHEETS	

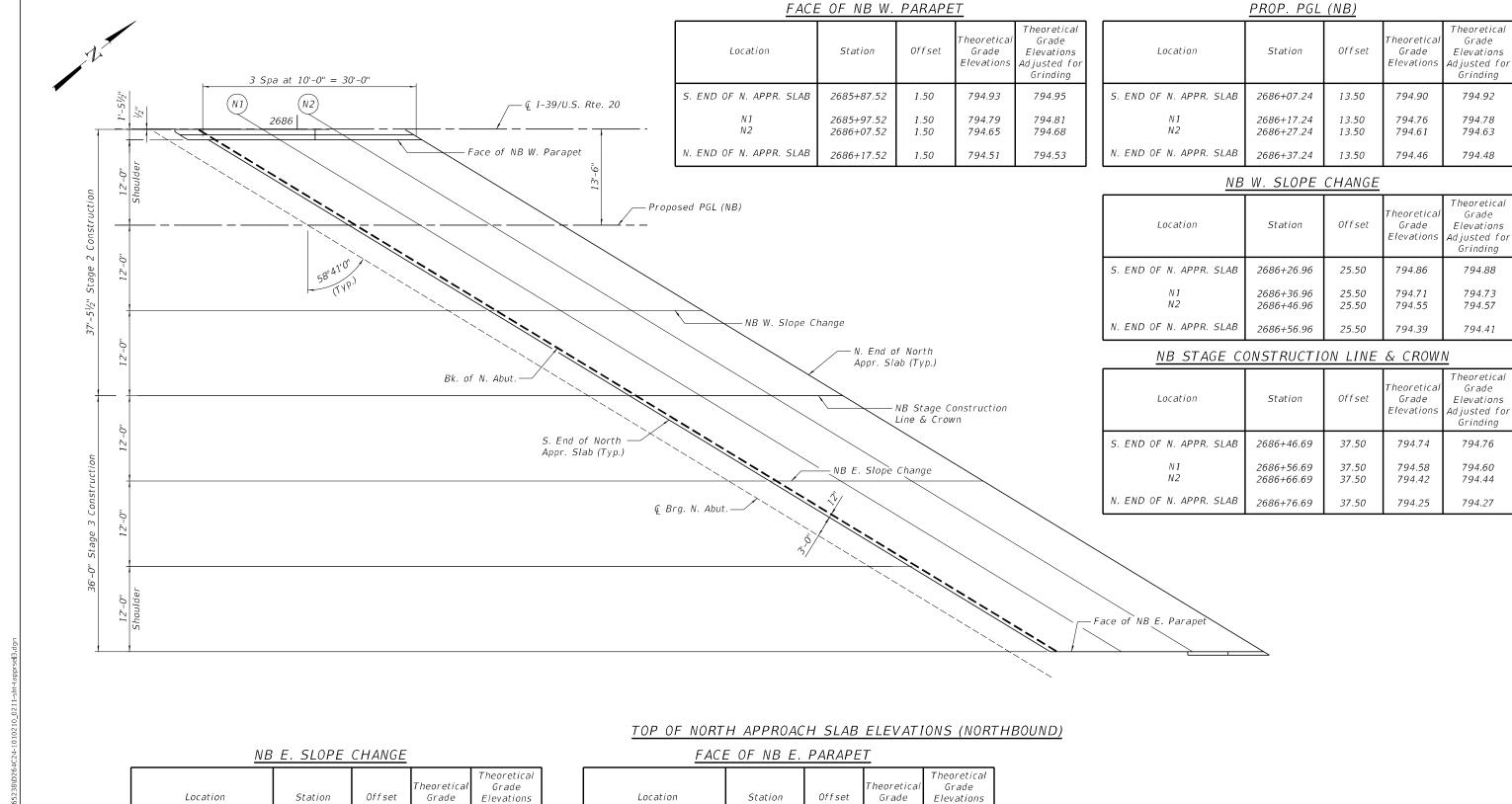
F.A.I. RTE. SECTION			COUNTY	TOTAL SHEETS	SHE	
39	((201-3)R & (4-1,5)R)F			WINNEBAGO	235	8
·		CONTRAC	CT NO. 6	4U5		
		ILLINOIS	FED. A	D PROJECT		



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Elevations Adjusted for Grinding S. END OF N. APPR. SLAB 794.24 2686+66.41 794.26 2686+76.41 794.08 794.10 2686+86.41 49.50 793.91 793.93 N. END OF N. APPR. SLAB

2686+96.41

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted fo Grinding
S. END OF N. APPR. SLAB	2687+05.86	73.50	793.09	793.11
N1 N2	2687+15.86 2687+25.86	73.50 73.50	792.90 792.72	792.93 792.74
N. END OF N. APPR. SLAB	2687+35.86	73.50	792.53	792.55

FOR INFORMATION ONLY

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1	OCIII	53CII
_	Alfred Benesch & C	omnany
	35 W Wacker Drive	
	Chicago, Illinois 606	
	313 565 0450	Joh No. 10900

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793.73

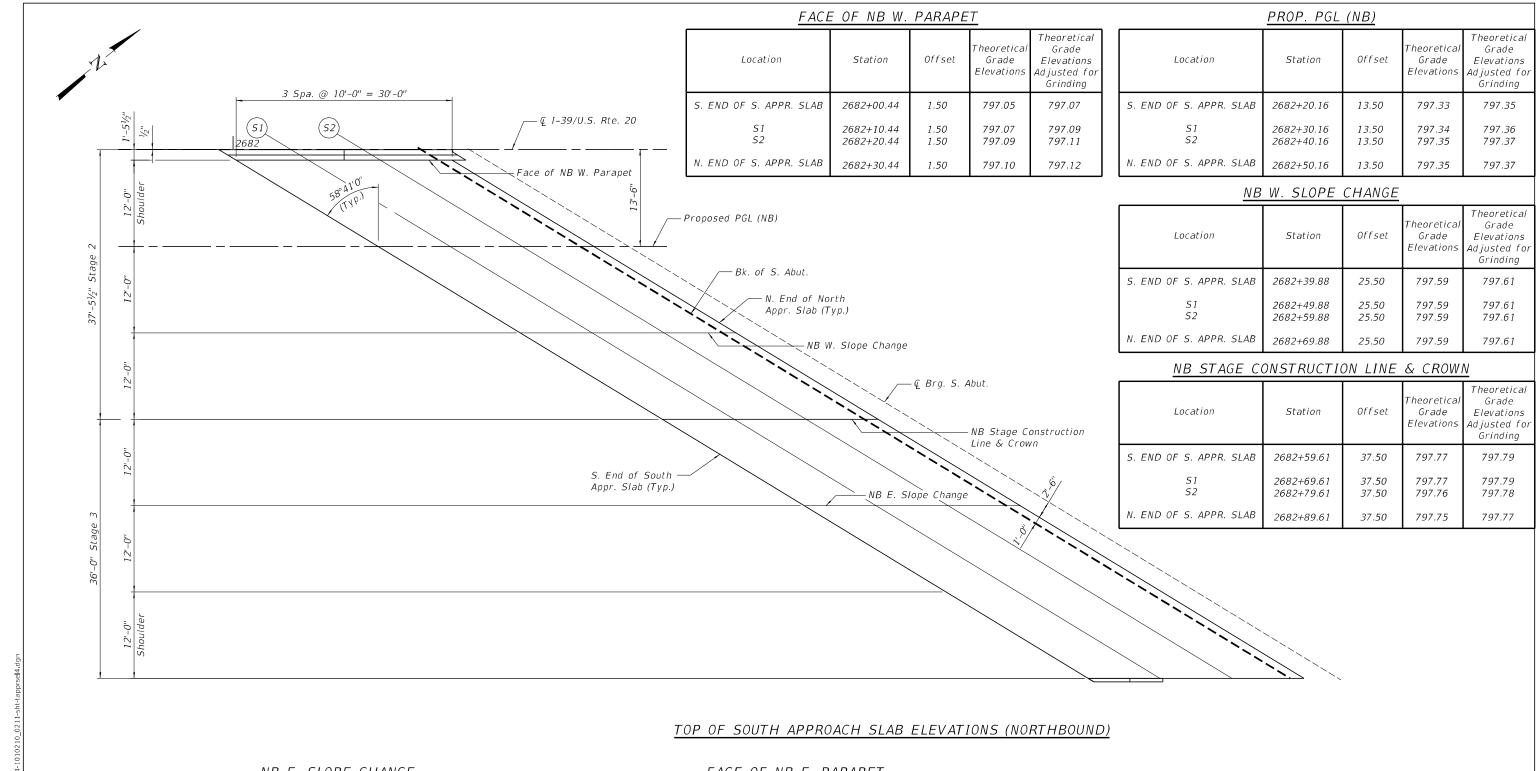
793.75

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TOP OF NORTH APPROACH SLAB ELEVATIONS (NORTHBOUND)						
STRUCTURE NO. 101-0210 & 101-0211						
CHEET 30	OE 02	CHECTO				

F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
39	((201-3)R & (4-1,5)R)	WINNEBAGO	235	92	
			CONTRAC	CT NO. 6	4U51
	ILLINOIS	FED. A	D PROJECT		

2/11/2025 9:34:09 AM



NB E. SLOPE CHANGE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF S. APPR. SLAB	2682+79.33	49.50	797.58	797.60
51 52	2682+89.33 2682+99.33	49.50 49.50	797.57 797.56	797.59 797.58
N. END OF S. APPR. SLAB	2683+09.33	49.50	797.54	797.56

FACE OF NB E. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF S. APPR. SLAB	2683+18.78	73.50	797.04	797.06
51 52	2683+28.78 2683+38.78	73.50 73.50	797.01 796.98	797.03 797.00
N. END OF S. APPR. SLAB	2683+48.78	73.50	796.94	796.96

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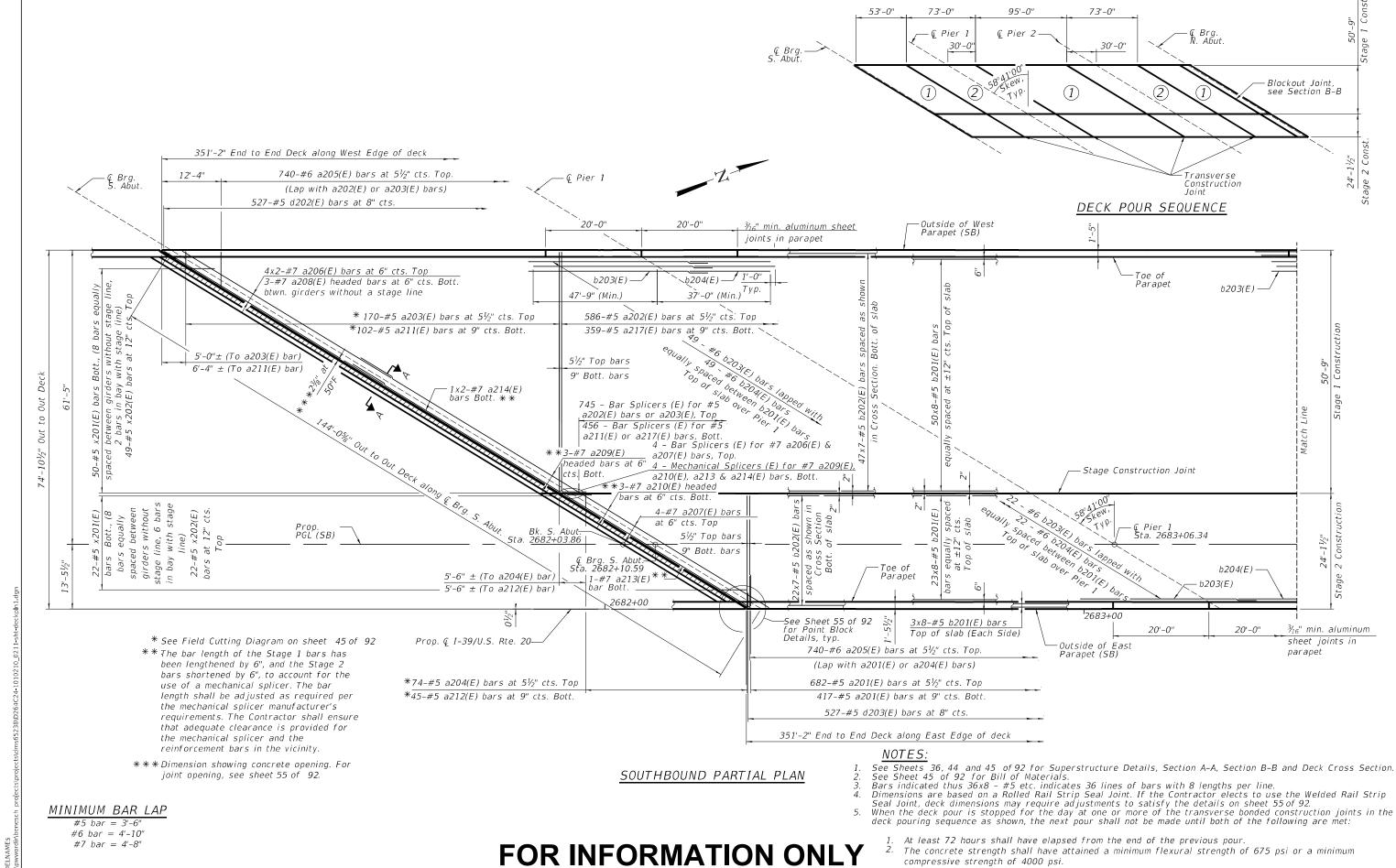
Z	ben	esc	:h
	Alfred Benesch	& Company	
	35 W Wacker D	rive, Suite 3300	
	Chicago, Illinois	80601	

USER NAME =	DESIGNED -	AAB	REVISED -	
	CHECKED -	KMP	REVISED -	
PLOT SCALE =	DRAWN -	KMS	REVISED -	
PLOT DATE =	CHECKED -	KMP	REVISED -	
				_

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS (NORTHBOUND) STRUCTURE NO. 101-0210 & 101-0211					
SHEET :	31 O	F 92	SHEETS		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.	
39	((201-3)R & (4-1,5)R	WINNEBAGO	235	93	
			CONTRAC	CT NO. 6	4U51
	ILLINOIS	FED. Al	D PROJECT		



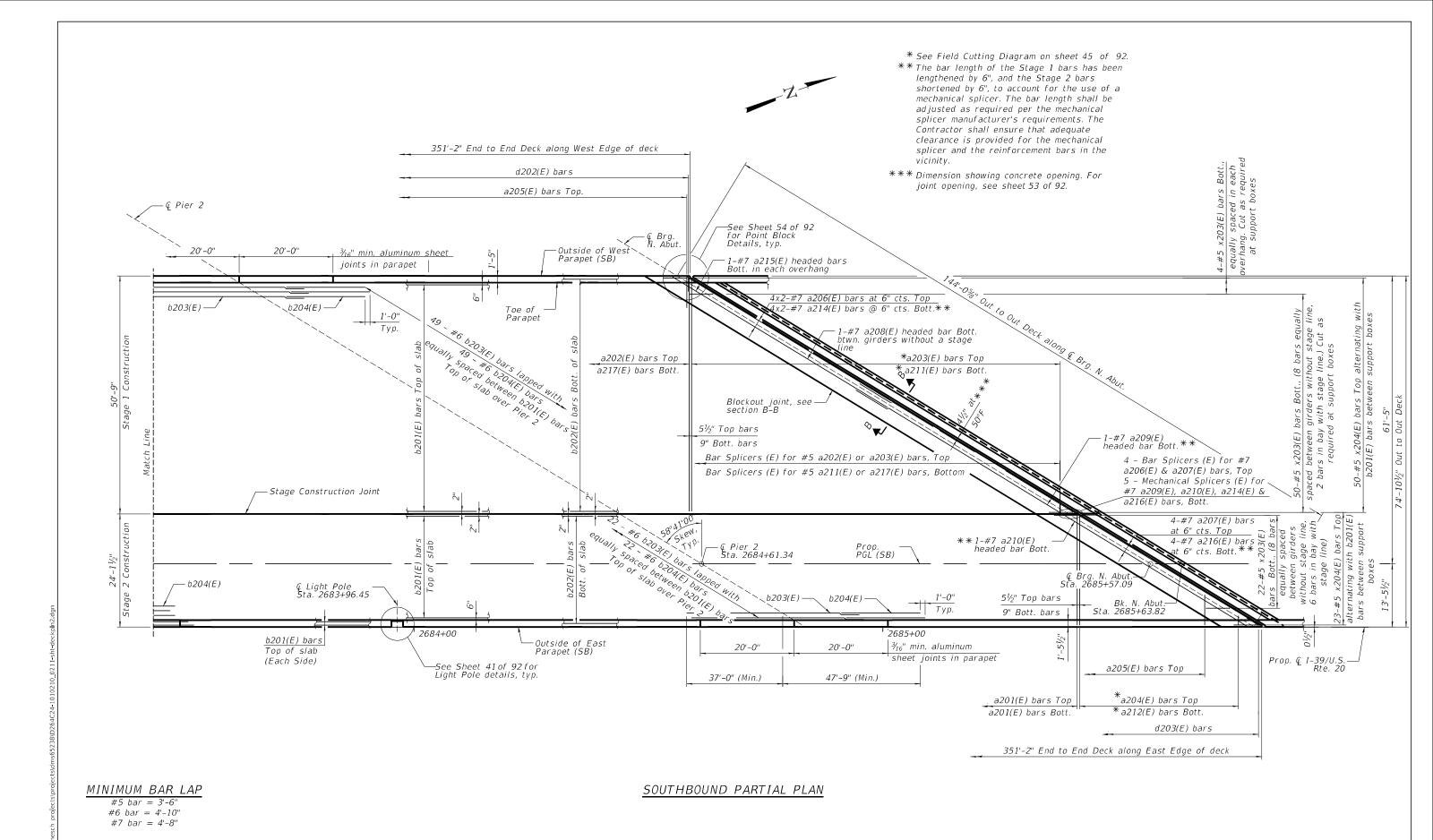
benesch

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

COUNTY DECK PLAN (SOUTHBOUND 1 OF 2) ((201-3)R & (4-1,5)R)F WINNEBAGO 235 STRUCTURE NO. 101-0210 & 101-0211 CONTRACT NO. 64U51 SHEET 32 OF 92 SHEETS



♦ benesch

Alfred Benesch & Company
35 W Wecker Drive, Sulte 3300
Chaogo, Illinot 80801

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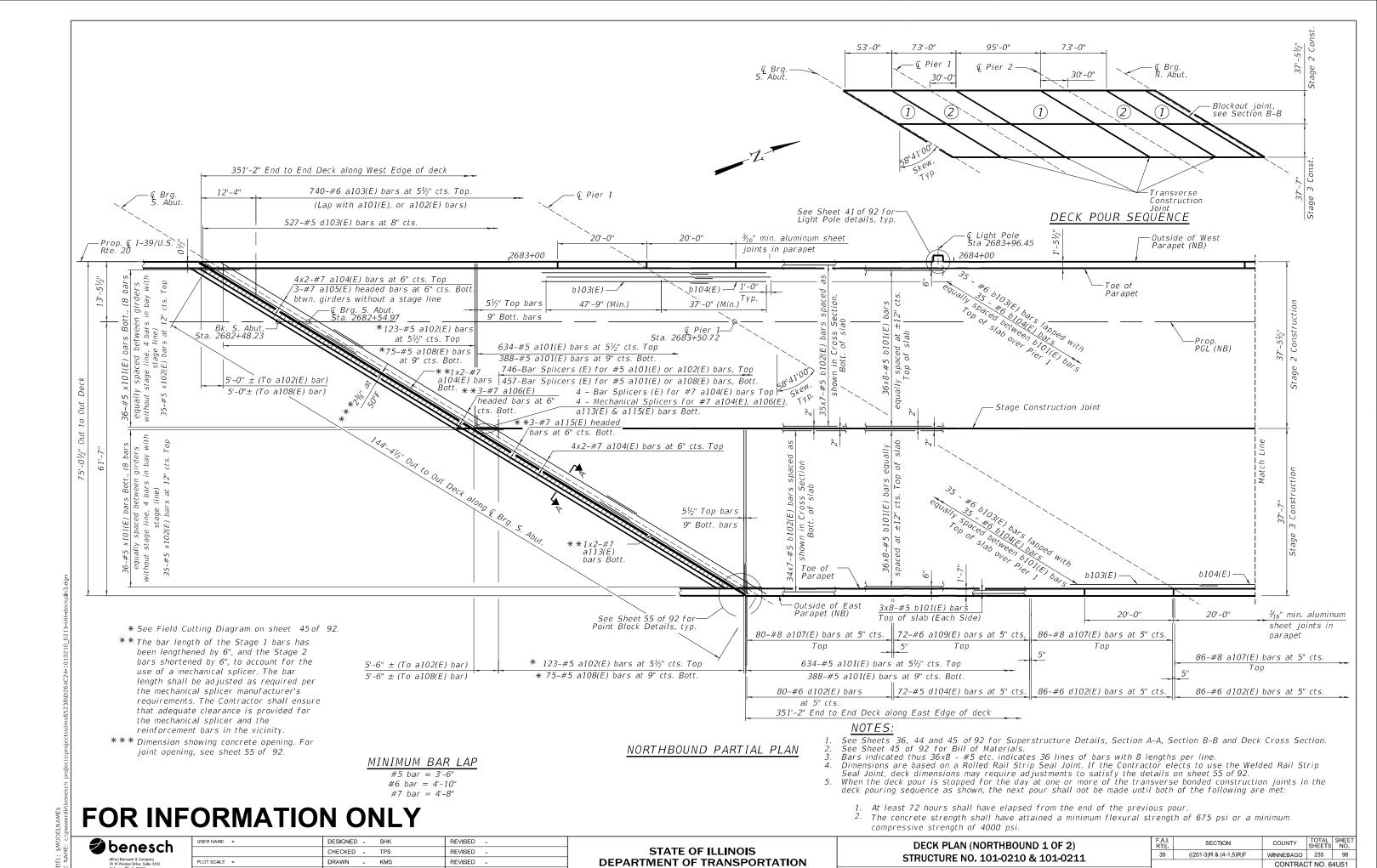
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 TPS
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN (SOUTHBOUND 2 OF 2)
STRUCTURE NO. 101-0210 & 101-0211

SHEET 33 OF 92 SHEETS

2/11/2025 9:34:20 AM

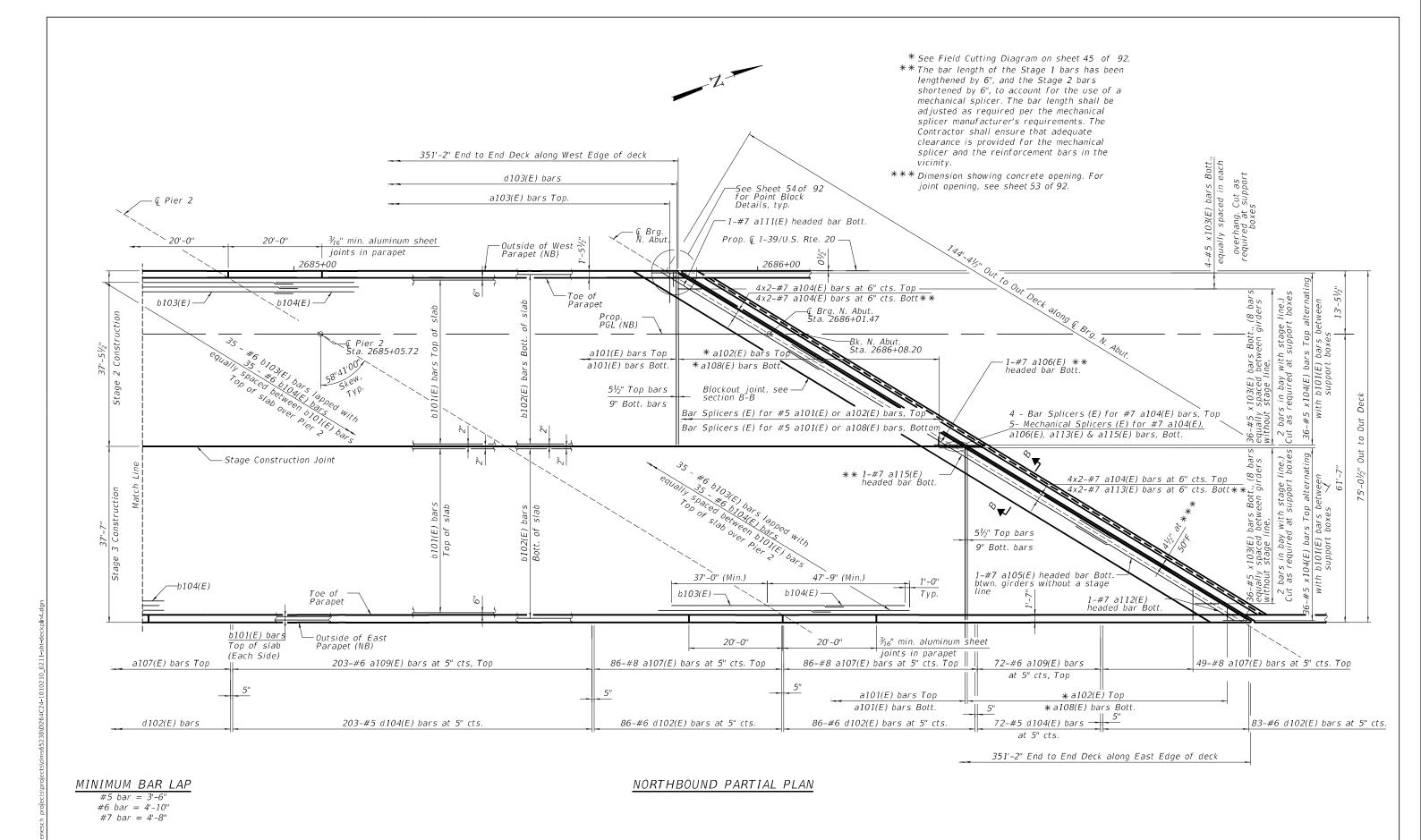


SHEET 34 OF 92 SHEETS

2/11/2025 9:34:23 AM

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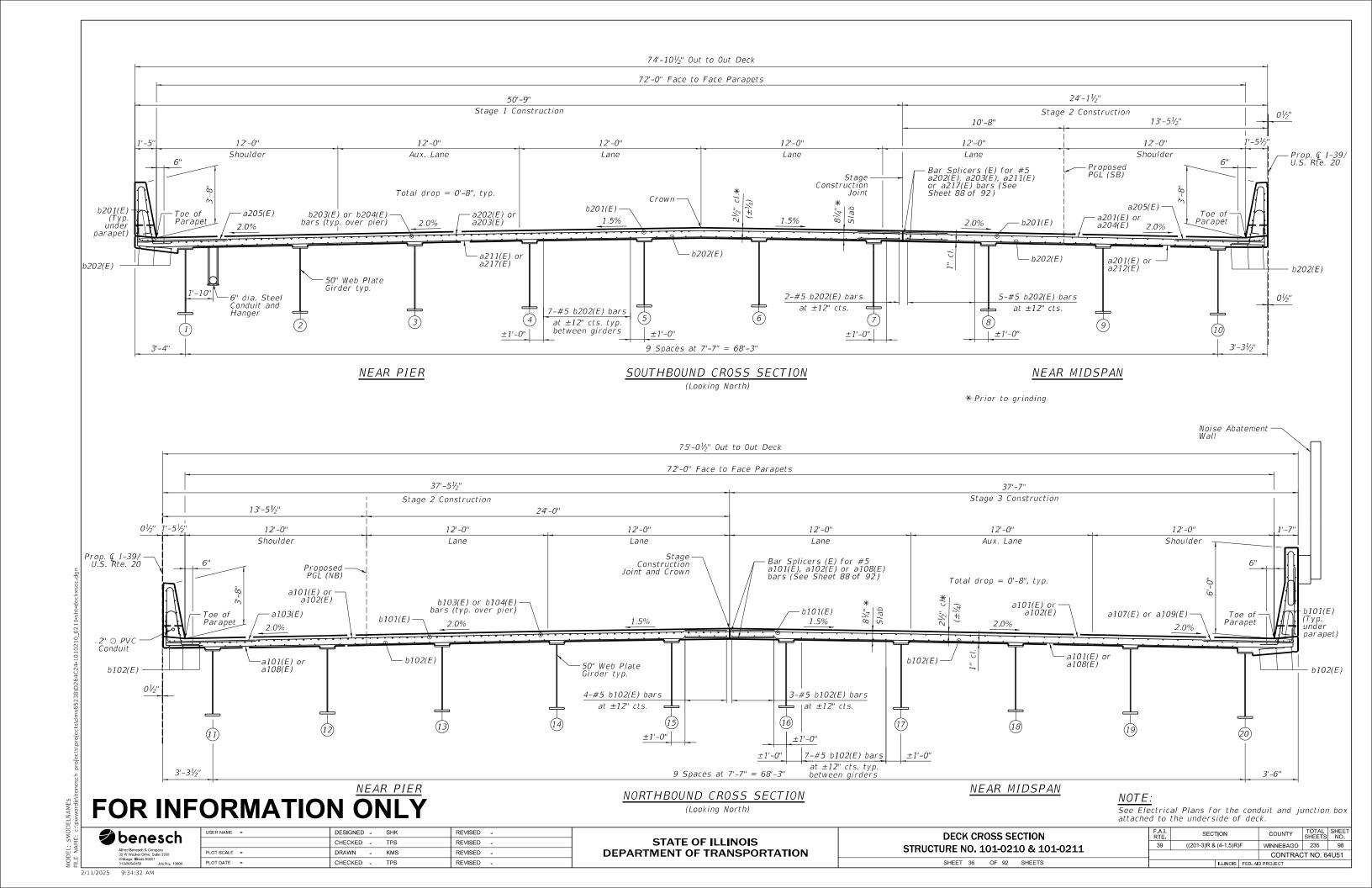
Øb	ene	esch	1
Alfre	d Benesch & Co	mpany	
35 V	V Wacker Drive,	Sulte 3300	
Chilo	ago, Illinois 606	01	
242	505.0450	tale black door	100

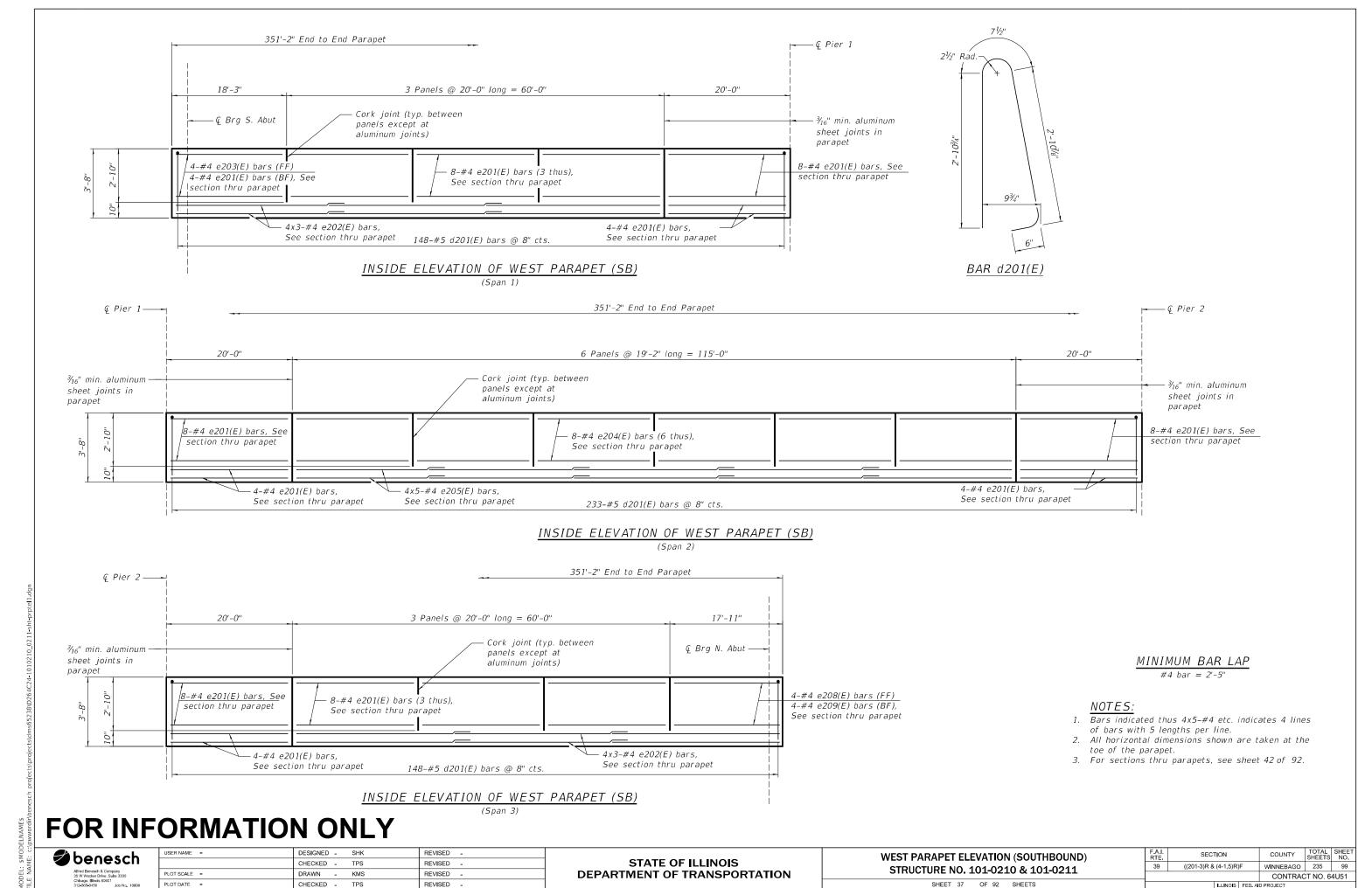
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	CHECKED - T	TPS .	REVISED	-
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PLOT DATE =	CHECKED - T	TPS	REVISED	-

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

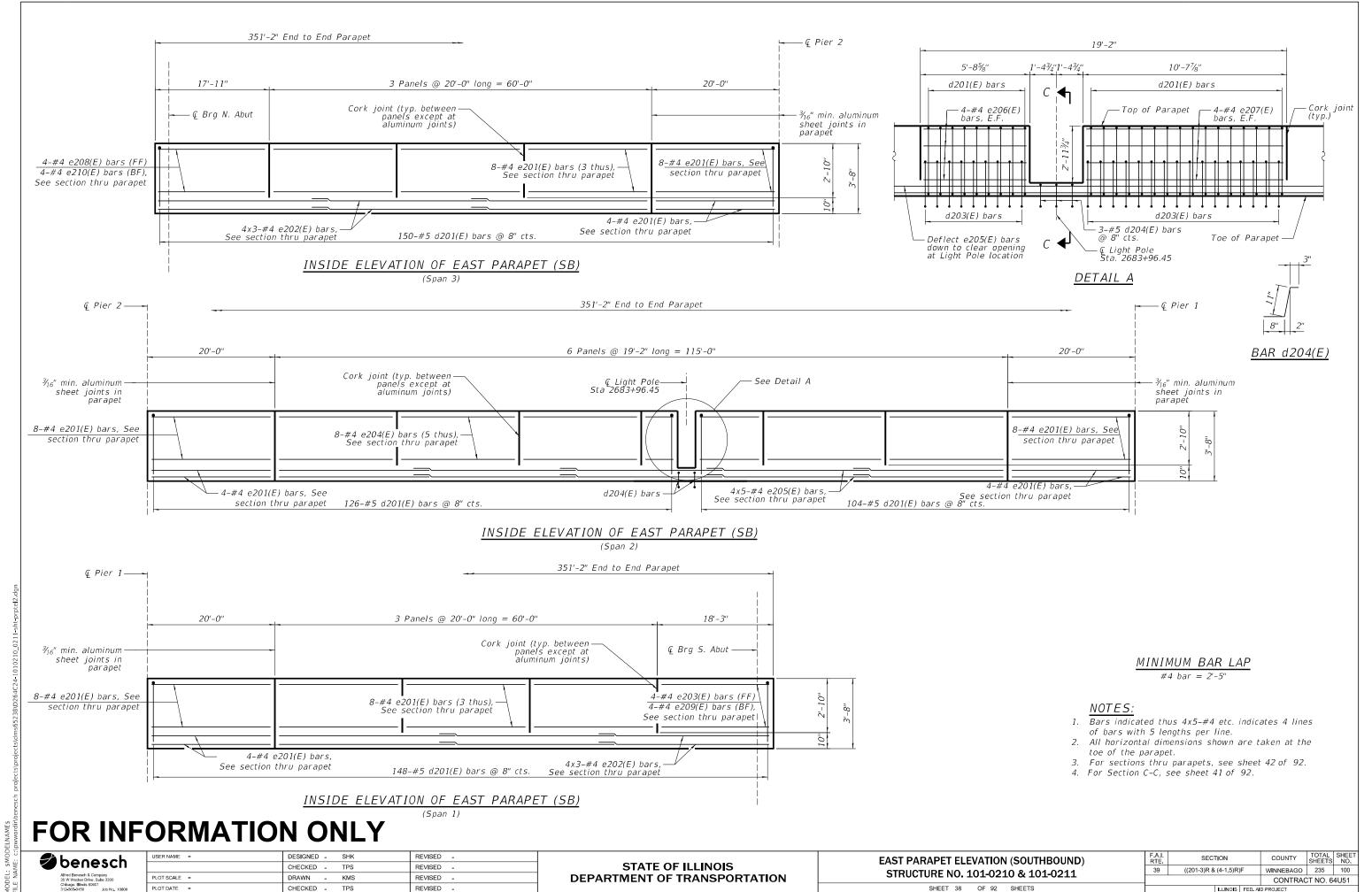
 DECK PLAN (NORTHBOUND 2 OF 2)
 FA.I. RTE.
 SECTION
 COUNTY SHEETS
 NO. 101-0210
 SHEETS
 NO. 39
 ((201-3)R & (4-1.5)R)F
 WINNEBAGO
 235
 97

 SHEET
 35
 OF 92
 SHEETS
 SHEETS
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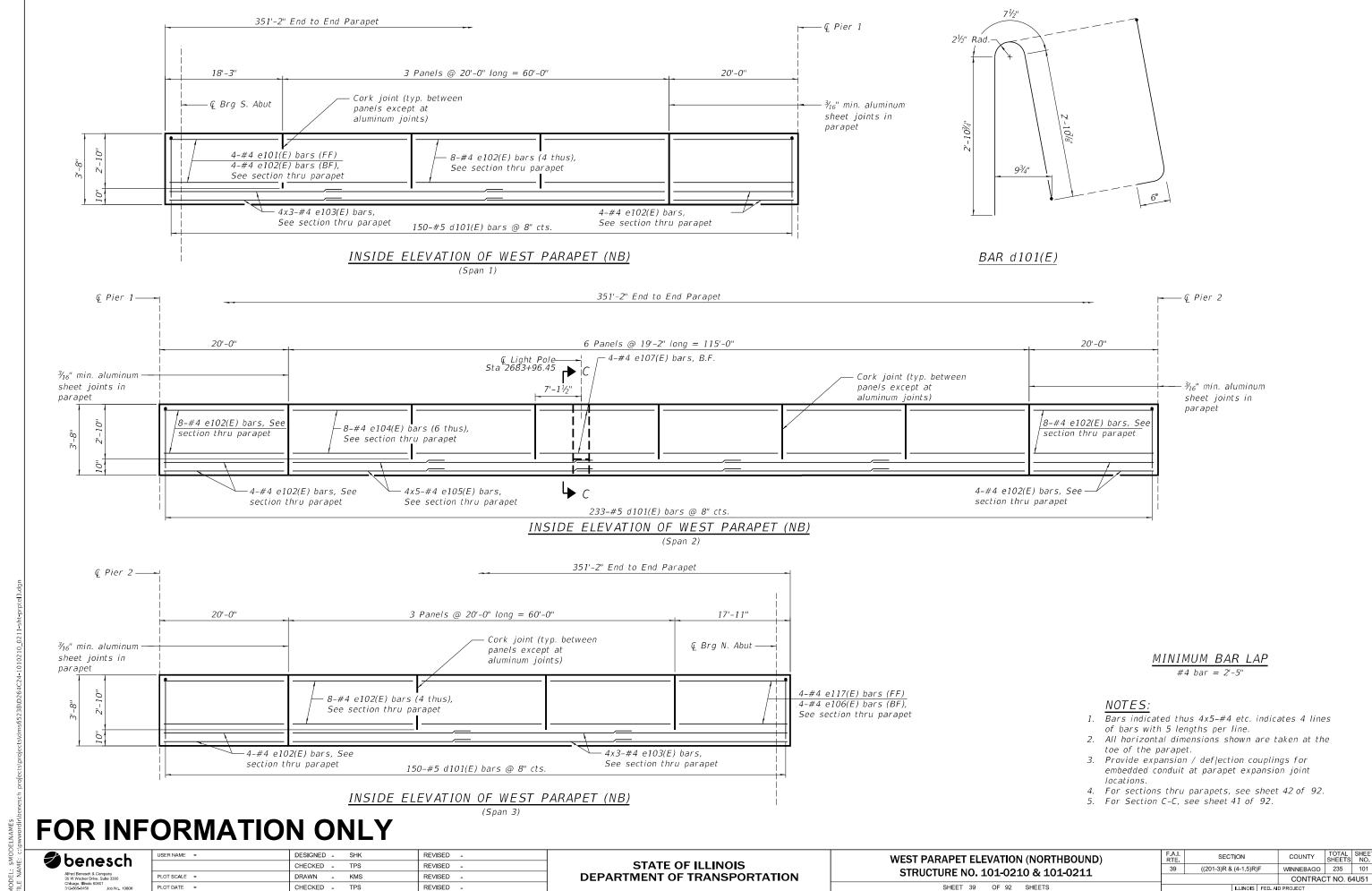




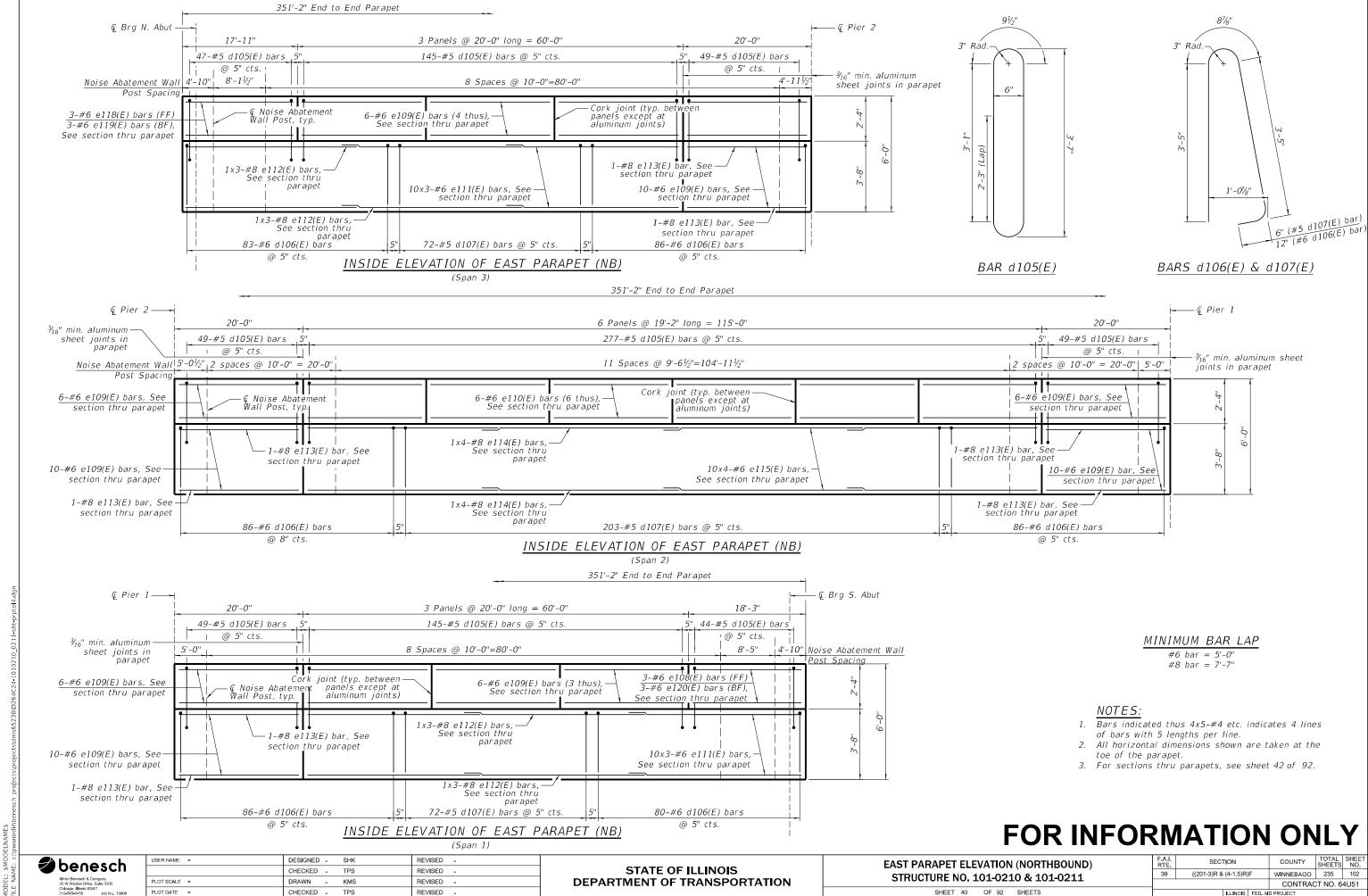
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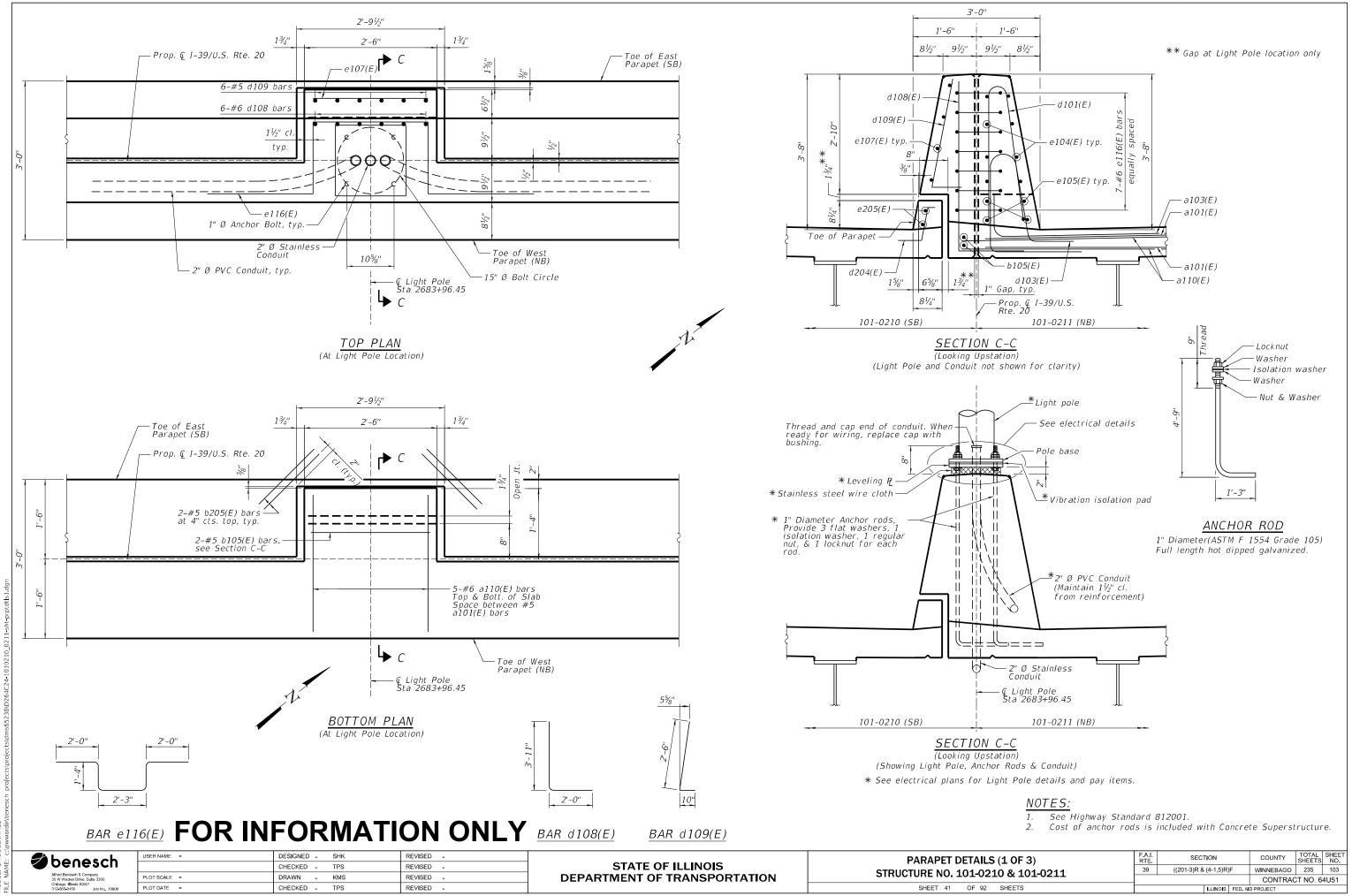
2/11/2025 9:34:38 AM



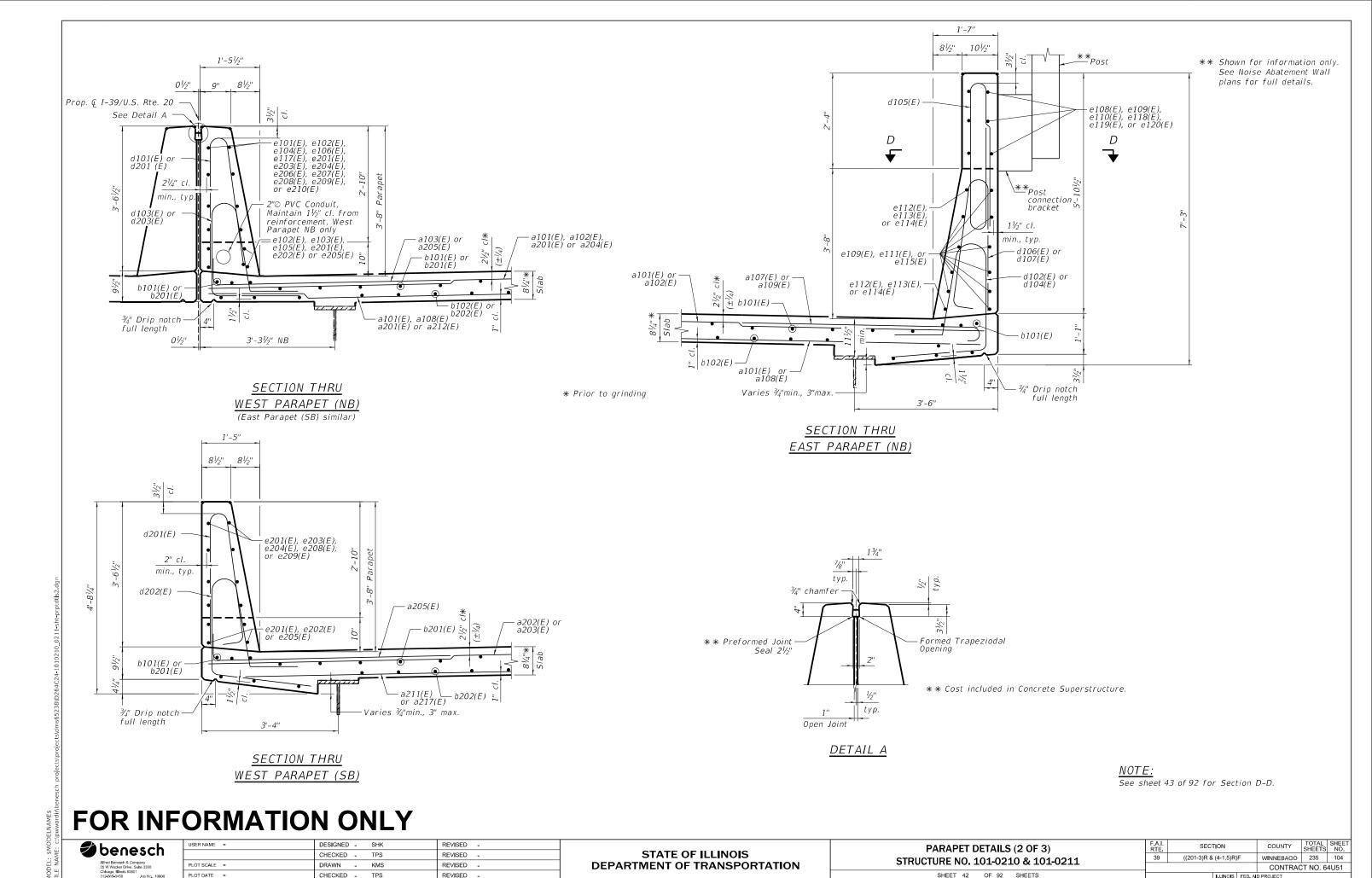
2/11/2025 9:34:41 AM



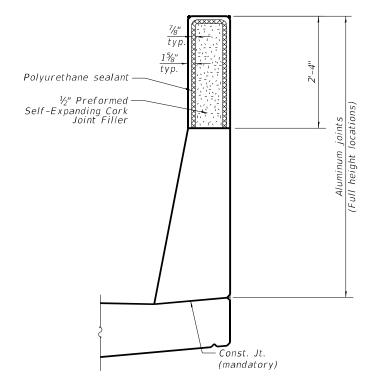
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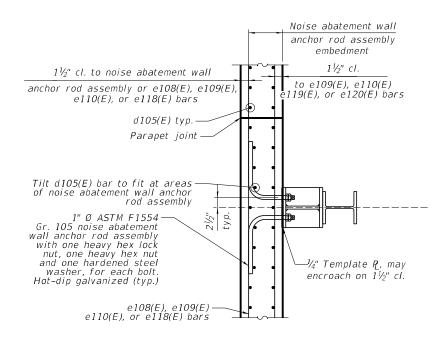
2/11/2025 9:34:47 AM



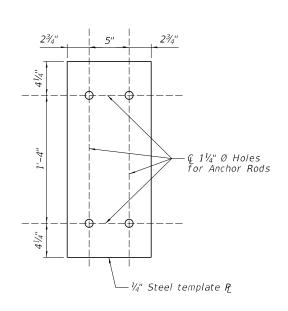
2/11/2025 9:34:50 AM



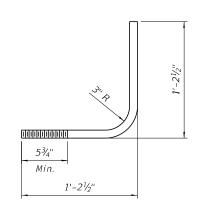
6'-0" PARAPET JOINT DETAILS



SECTION D-D



TEMPLATE PLATE FOR NOISE ABATEMENT WALL ANCHOR ROD ASSEMBLY



NOISE ABATEMENT WALL ANCHOR ROD ASSEMBLY

- The $rac{3}{16}$ " minimum aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete
- The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

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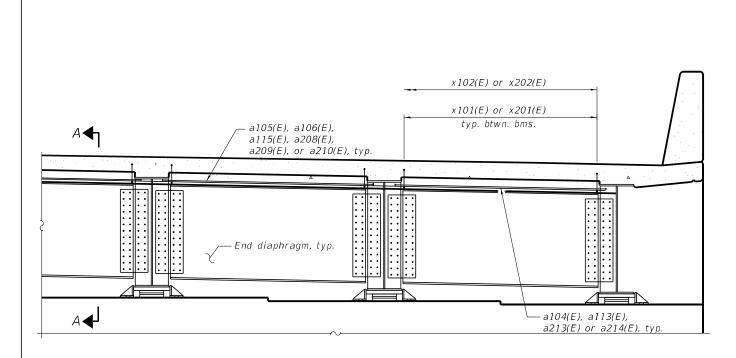
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	CHECKED -	TPS	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	TPS	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

PARAPET DETAILS (3 OF 3) STRUCTURE NO. 101-0210 & 101-0211

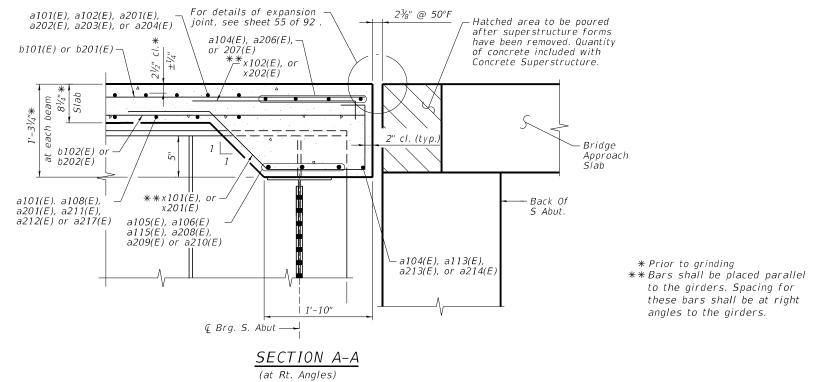
WINNEBAGO 235 105 ((201-3)R & (4-1,5)R)F CONTRACT NO. 64U51

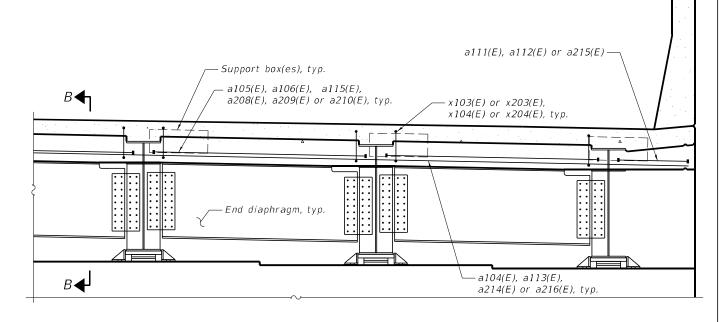
SHEET 43 OF 92 SHEETS



DIAPHRAGM AT SOUTH ABUTMENT

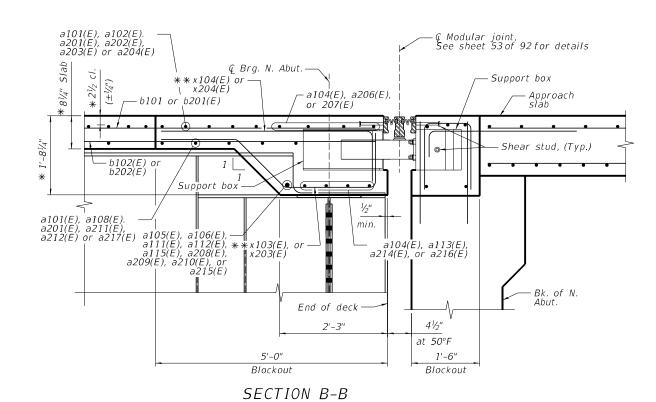
(Northbound shown, Southbound similar)





DIAPHRAGM AT NORTH ABUTMENT

(Northbound shown, Southbound similar)



Note:

See sheet 45 of 92 for superstructure details and Bill of Material.

FOR INFORMATION ONLY

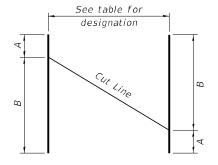
Øb	ene	esch	_
Alfre	ed Benesch & Co	ompany	
35 \	V Wacker Drive,	Sulte 3300	
Chli	ago, Illinois 606	301	
242	505.0450	Joh No. 10900	

USER NAME =	DESIGNED -	MFH	REVISED -
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PLOT DATE =	CHECKED -	KMP	REVISED -

(Full end diaphragm not shown for clarity)

F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
39	((201-3)R & (4-1,5)R)F		WINNEBAGO	235	106
		CONTRAC	T NO. 6	4U51	
	ILL BLOIC FEE	n 41	D DDO IECT		

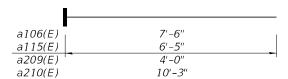
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FIELD CUTTING DIAGRAM

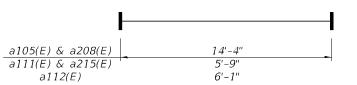
Order bars full length. Cut as shown and use remainder of bars in opposite end of deck.

Bar	No.	Size	А	В
a102(E)	246	#5	3'-0"	36'-8"
a108(E)	150	#5	3'-0"	36'-6"
a203(E)	170	#5	3'-0"	50'-1"
a211(E)	102	#5	3'-0"	49'-11"
a204(E)	74	#5	3'-0"	23'-4"
a212(E) 45		#5	3'-0"	23'-1"



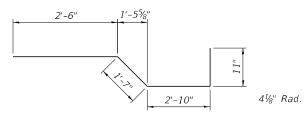
HEADED BARS a106(E), a115(E), a209(E), & 210(E)

(Headed. 16-#7 Bar Terminators)

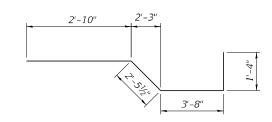


HEADED BARS a105(E), a111(E), a112(E),

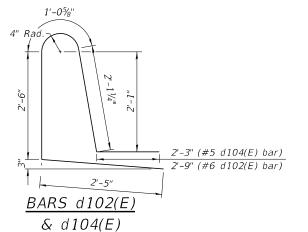
a208(E) & a215(E) (Headed. 136-#7 Bar Terminators)

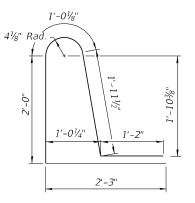


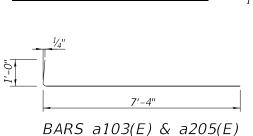
BARS x101(E) & x201(E)



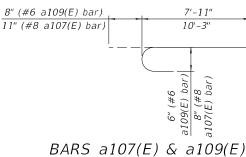
BARS x103(E) & x203(E)

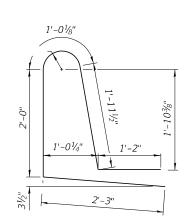


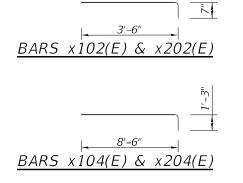




BARS d103(E) & d203(E)







BAR d202(E)

SUPERSTRUCTURE BILL OF MATERIAL NB (SN 101-0211)

Bar	No.	Size	Length	Shape
a101(E)	2044	#5	37'-2"	
a102(E)	246	#5	39'-8"	
a103(E)	740	#6	8'-4"	
a104(E)	42	#7	38'-6"	
a10 (E)	32	#7	14'-4"	-
a106(E)	4	#7	7'-6"	
a100(E)	473	#8	11'-2"	-
a107(E)	150	#5	39'-6"	
a100(E)	347	#6	8'-7"	
a103(E)	10	#6	5'-1"	
a111(E)	1	#7	5'-9"	
a111(E)	1	#7	6'-1"	
a112(E)	10	#7	38'-1"	
a115(E)	4	#7	6'-5"	
0113(L)	4	#7	0 5	'
b101(E)	624	#5	47'-2"	
b102(E)	483	#5	53'-3"	
	140	#6	58'-6"	
b103(E) b104(E)	140	#6	32'-2"	
b105(E)	2	#5	2'-2"	
d101(F)	E 2 2	# 5	7'-0"	n
d101(E)	533	#5		
d102(E)	507	#6	10'-10"	
d103(E)	527	#5	8'-5"	<u> </u>
d104(E)	347	#5	10'-4"	
d105(E)	854	#5	10'-0"	Ü
d106(E)	507	#6	8'-7"	I)
d107(E)	347	#5	8'-1"	
d108(E)	6	#6	5'-11"	L
d109(E)	6	#5	3'-4"	L
e101(E)	8	#4	17'-11"	
e102(E)	100	#4	19'-8"	
	24	#4	28'-2"	
e103(E)		#4	18'-10"	
e104(E)	48		25'-0"	
e105(E)	20	#4	15'-9"	
e106(E)	4	#4	2'-2"	
e107(E)	4	#4		
e108(E)	3	#6	17'-11" 19'-8"	
e109(E)	100 36	#6 #6	18'-10"	
e110(E)			30'-0"	
e111(E)	60	#6		
e112(E)	12	#8	31'-9" 19'-8"	
e113(E)	8	#8		
e114(E)	8	#8	34'-6"	
e115(E)	40	#6	32'-6" 8'-11"	
e116(E)	7	#6		7
e117(E)	4	#4	17'-7"	
e118(E)	3	#6	17'-7"	
e119(E)	3	#6	19'-5"	
e120(E)	3	#6	15'-11"	
x101(E)	72	#5	7'-10"	
x101(E)	70	#5	4'-1"	
x102(E) x103(E)		#5	10'-4"	
	80		9'-9"	7
x104(E)	72	#5	9-9	. 1

SUPERSTRUCTURE BILL OF MATERIAL SB (SN 101-0210)

Bar	No.	Size	Length	Shape
a201(E)	1099	#5	23'-9"	
a202(E)	586	#5	50'-5"	
a203(E)	170	#5	53'-1"	
a204(E)	74	#5	26'-4"	
a205(E)	1480	#6	8'-4"	
a206(E)	16	#7	51'-5"	
a207(E)	8	#7	45'-9"	
a208(E)	32	#7	14'-4"	
a209(E)	4	#7	4'-0"	-
a210(E)	4	#7	10'-3"	-
a211(E)	102	#5	52'-11"	
a212(E)	45	#5	26'-1"	
a213(E)	1	#7	39'-3"	
a214(E)	10	#7	51'-11"	
a215(E)	2	#7	5'-9"	-
a216(E)	4	#7	45'-6"	
a217(E)	359	#5	49'-7"	
b201(E)	632	#5	47'-2"	
b202(E)	483	#5	53'-3"	
b203(E)	142	#6	58'-6"	
b204(E)	142	#6	32'-2"	
b205(E)	4	#5	2'-0"	
d201(E)	1057	#5	7'-0"	
d202(E)	527	#5	8'-5"	
d203(E)	<i>527</i>	#5	8'-5"	
d204(E)	3	#5	1'-10"	
e201(E)	200	#4	19'-8"	
e202(E)	48	#4	28'-2"	
e203(E)	8	#4	18'-0"	
e204(E)	88	#4	18'-10"	
e205(E)	40	#4	25'-0"	
e206(E)	8	#4	5'-4"	
e207(E)	8	#4	10'-3"	
e208(E)	8	#4	17'-7"	
e209(E)	8	#4	15'-11"	
e210(E)	4	#5	19'-5"	
x201(E)	72	#5	7'-10"	
x202(E)	71	#5	4'-1"	
x203(E)	80	#5	10'-4"	
x204(E)	73	#5	9'-9"	

FOR INFORMATION ONLY

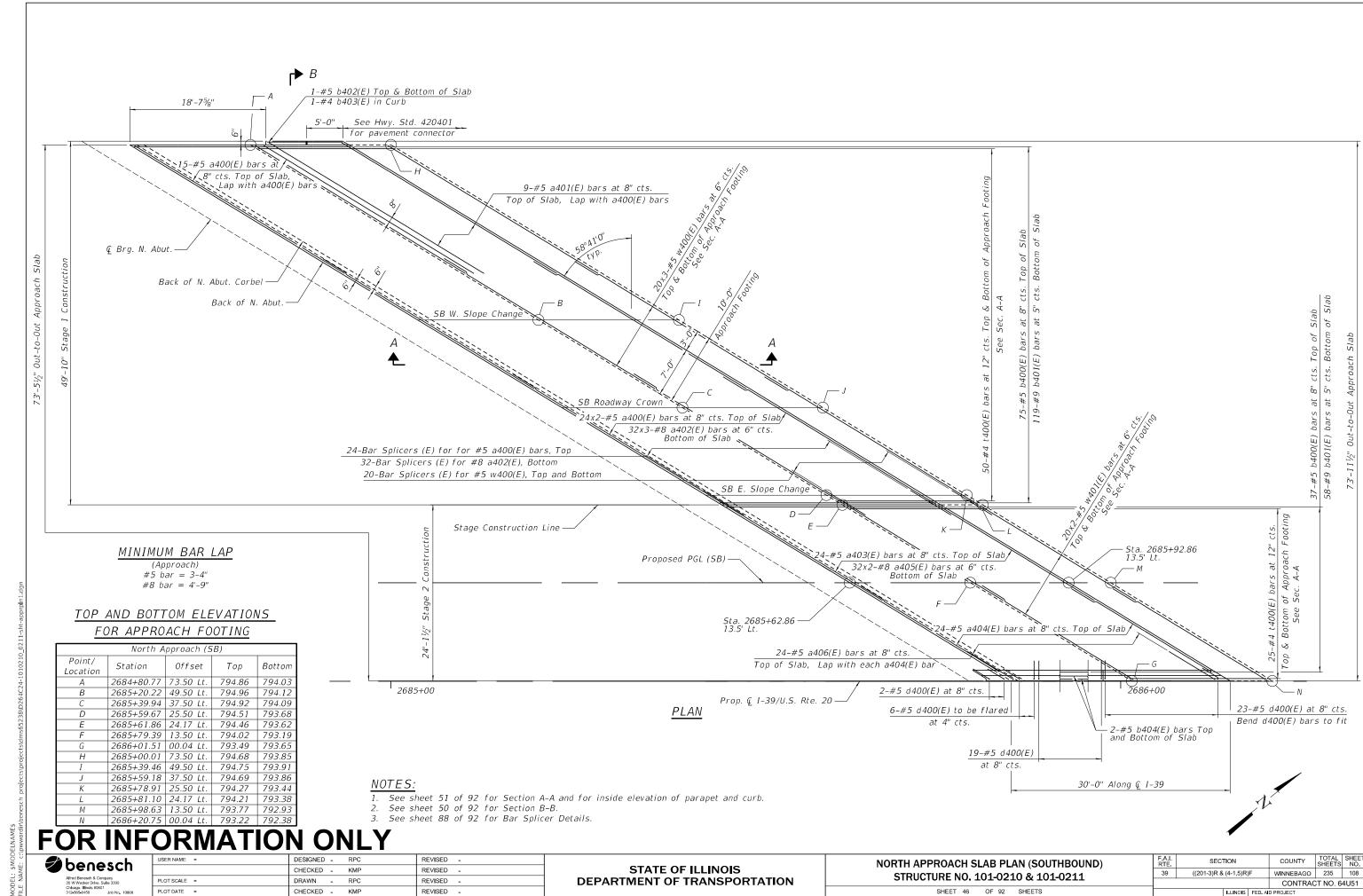


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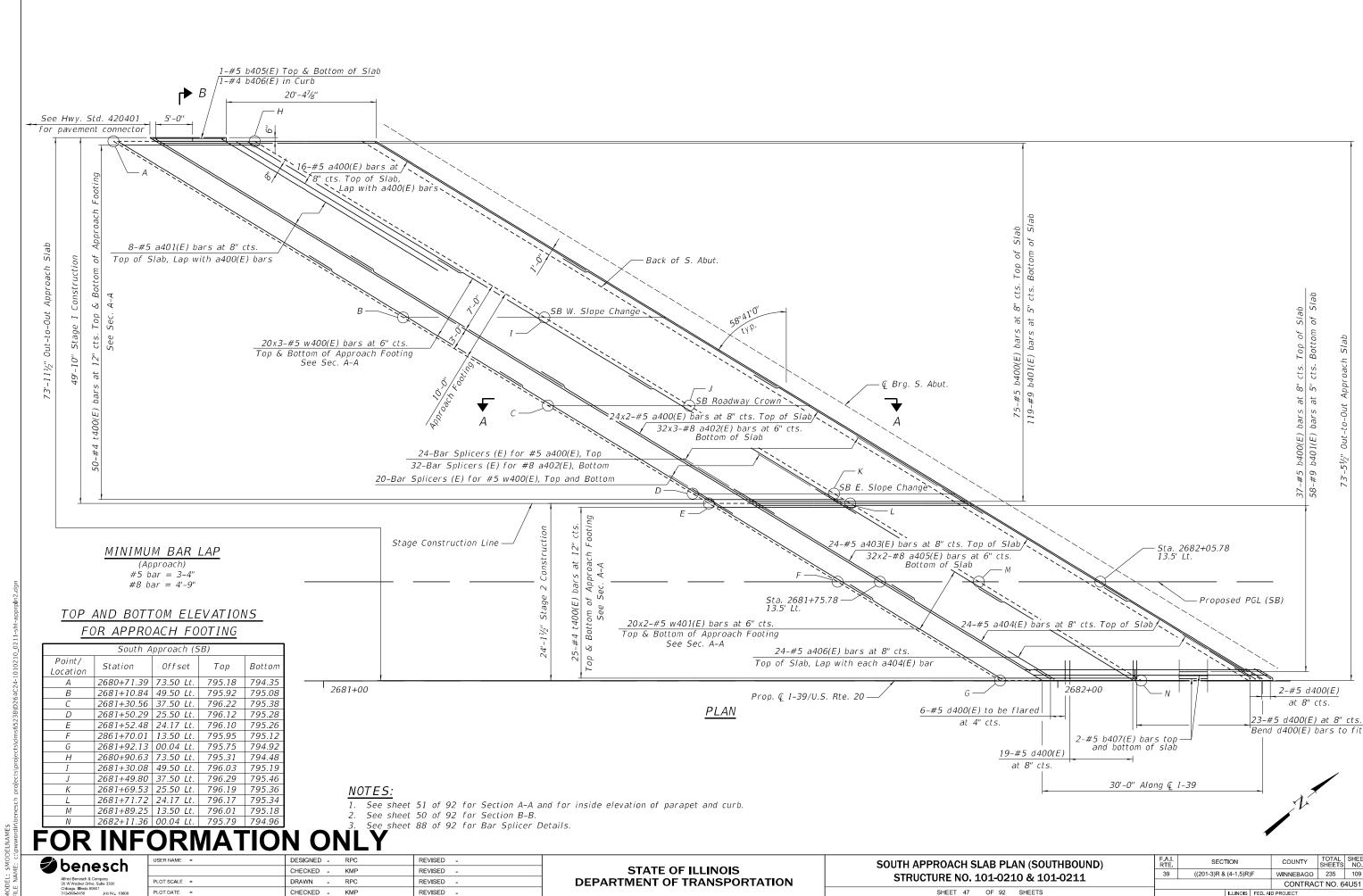
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SUPERSTRUCTURE DETAILS STRUCTURE NO. 101-0210 & 101-0211 SHEET 45 OF 92 SHEETS

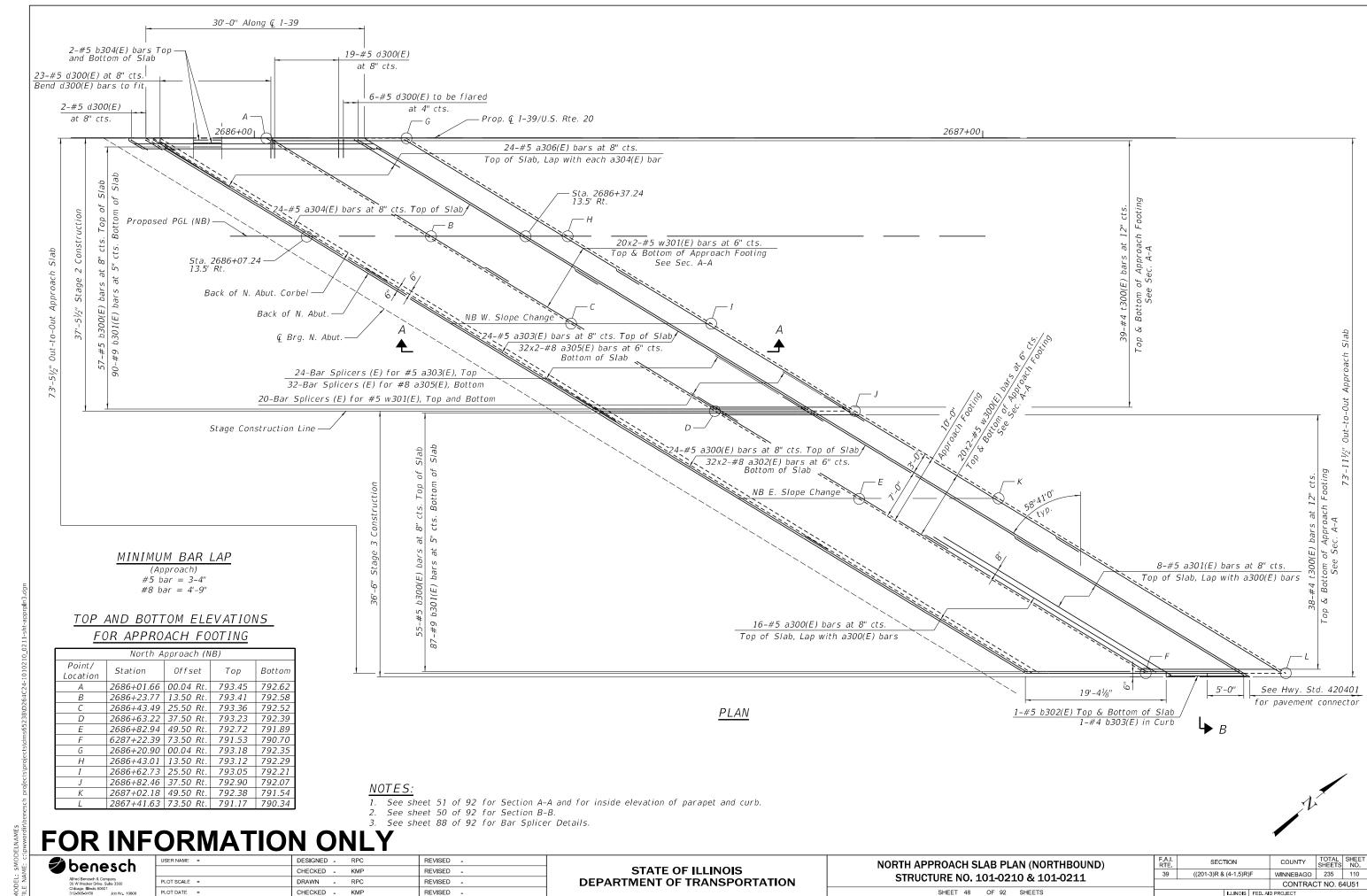
A.I. RTE	SECTION			COUNTY	TOTAL SHEETS	SHEET NO.
39	((201-3)R & (4-1,5)R)F			WINNEBAGO	235	107
·				CONTRAC	CT NO. 6	4U51
	ILLINOIS FED. AID PROJECT					



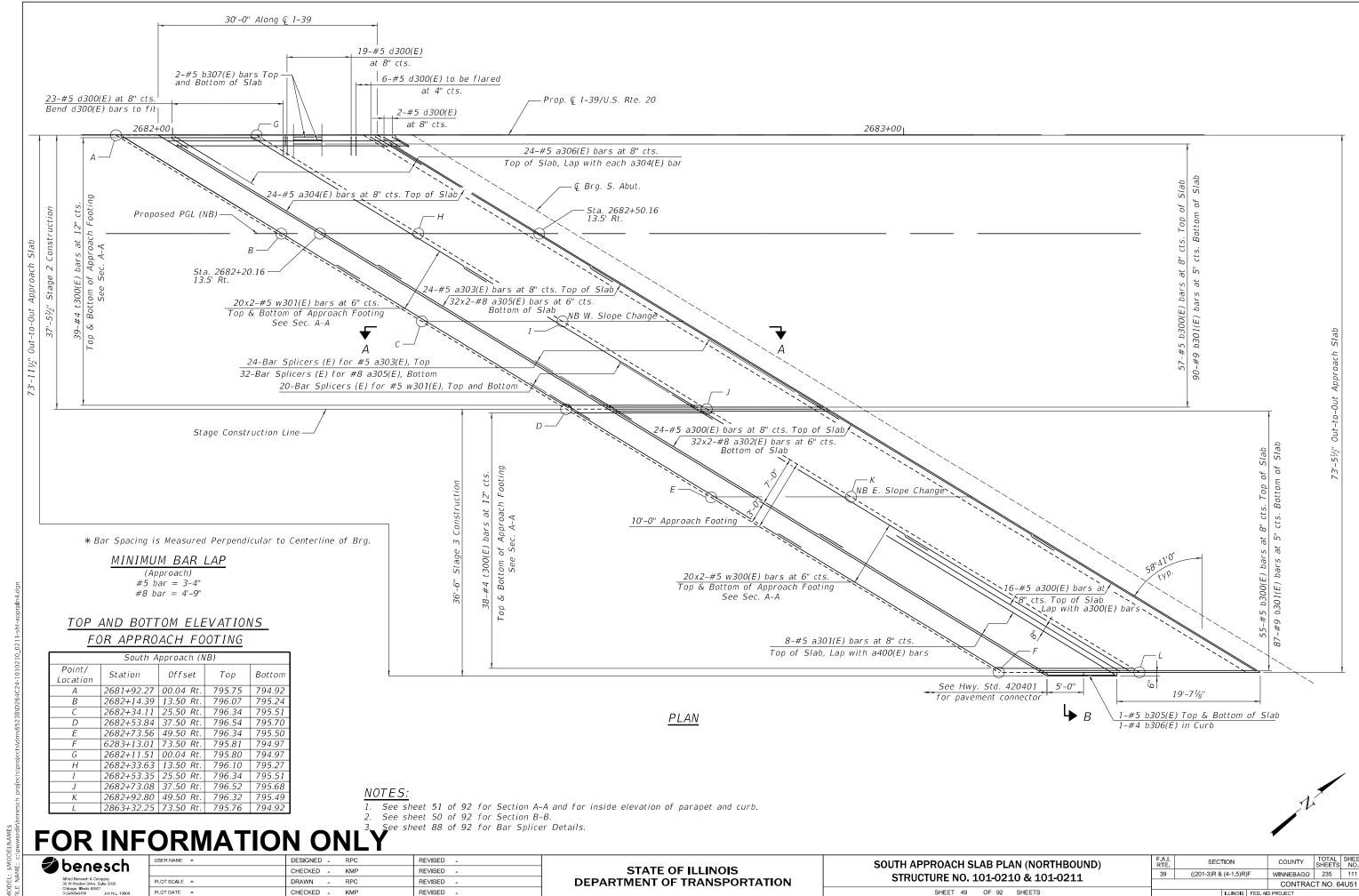
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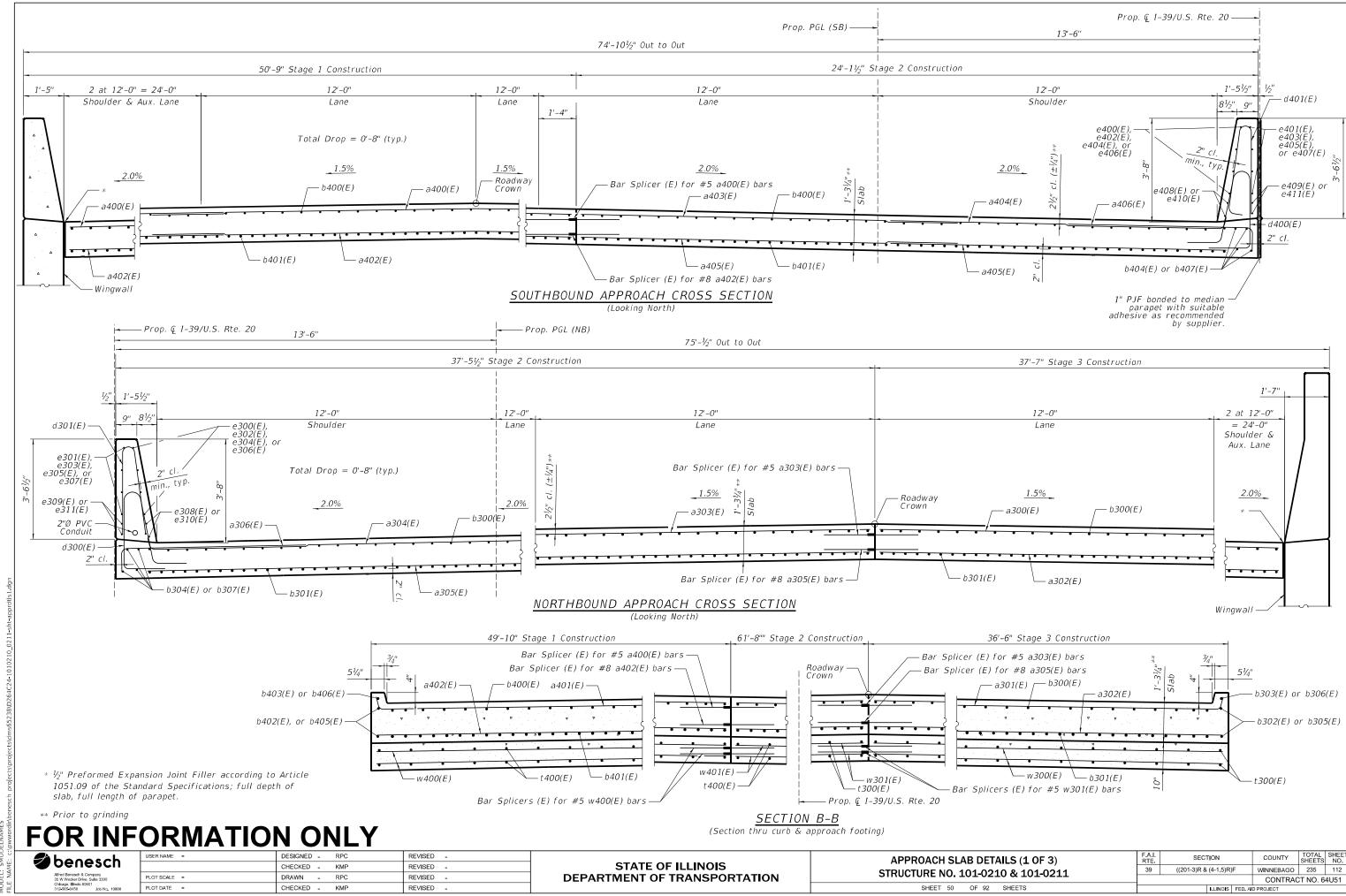
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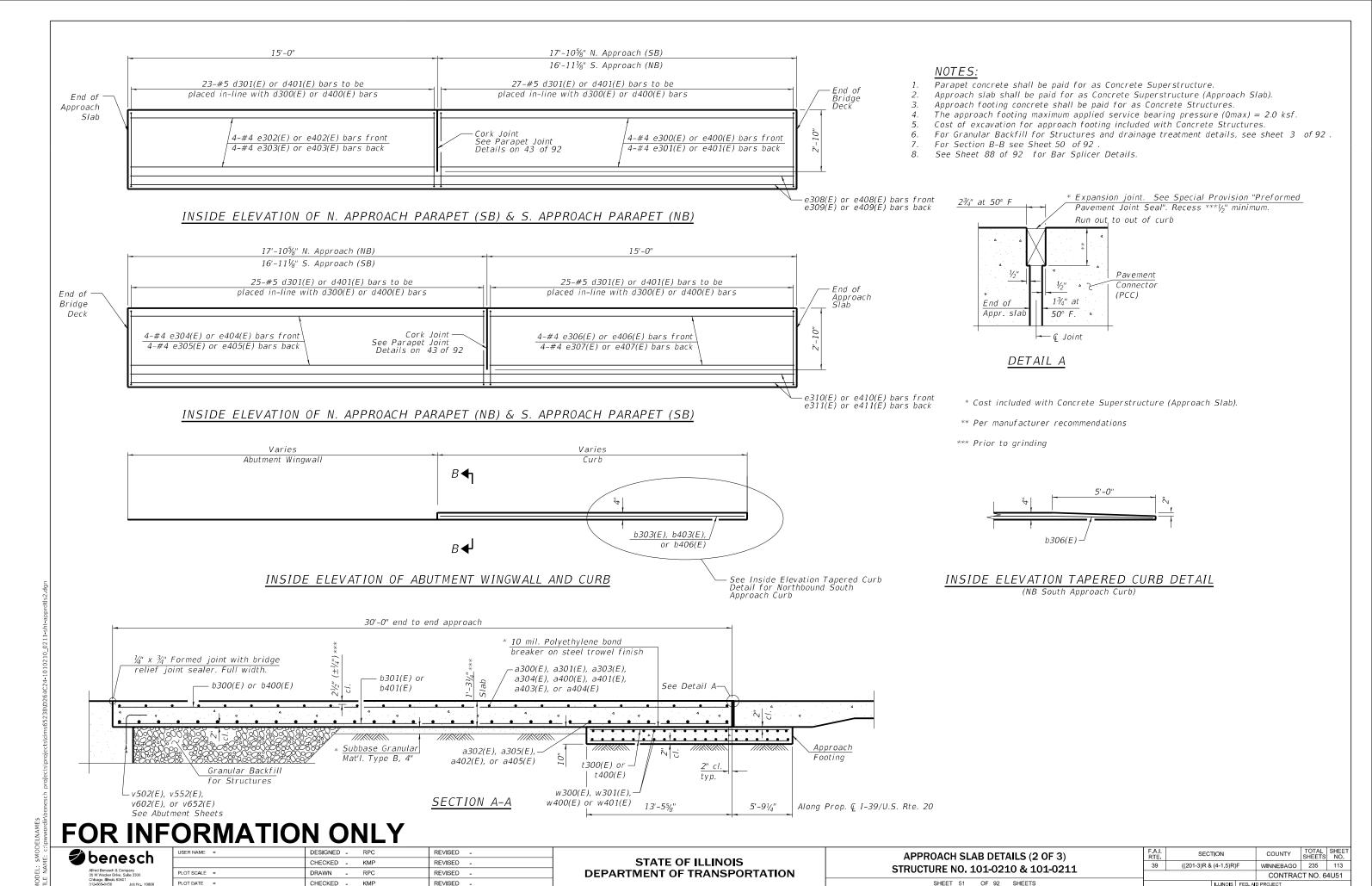
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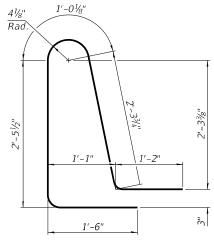
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NORTH APPROACH BILL OF MATERIAL NB (SN 101-0211)

Bar	No.	Size	Length	Shape
a300(E)	40	#5	36'-8"	
a301(E)	8	#5	37'-2"	ш.
a302(E)	64	#8	37'-5"	
a303(E)	24	#5	37'-7"	
a304(E)	24	#5	38'-1"	
a305(E)	64	#8	38'-4"	-
a306(E)	24	#5	7'-4"	
b300(E)	112	#5	29'-8"	
b301(E)	177	#9	29'-8"	
b302(E)	2	#5	10'-7"	
b303(E)	1	#4	10'-7"	
b304(E)	4	#5	31'-8"	
d300(E)	50	#5	8'-6"	
d301(E)	50	#5	7'-0"	V
e304(E)	4	#4	17'-9"	
e305(E)	4	#4	19'-4"	
e306(E)	4	#4	14'-4"	
e307(E)	4	#4	12'-3"	
e310(E)	2	#4	32'-5"	
e311(E)	2	#4	31'-11"	
t300(E)	154	#4	18'-11"	
w300(E)	80	#5	36'-2"	
w301(E)	80	#5	37'-7"	

NORTH APPROACH BILL OF MATERIAL SB (SN 101-0210)

Bar	No.	Size	Length	Shape
a400(E)	63	#5	34'-2"	
a401(E)	9	#5	34'-8"	
a402(E)	96	#8	35'-1"	
a403(E)	24	#5	24'-9"	
a404(E)	24	#5	25'-3"	
a405(E)	64	#8	25'-6"	
a406(E)	24	#5	7'-4"	
b400(E)	112	#5	29'-8"	
b401(E)	177	#9	29'-8"	
b402(E)	2	#5	10'-2"	
b403(E)	1	#4	10'-2"	
b404(E)	4	#5	31'-8"	
d400(E)	50	#5	8'-6"	<u> </u>
d401(E)	50	#5	7'-0"	0
e400(E)	4	#4	17'-2"	
e401(E)	4	#4	15'-8"	
e402(E)	4	#4	14'-11"	
e403(E)	4	#4	16'-8"	
e408(E)	2	#4	32'-5"	
e409(E)	2	#4	32'-8"	
t400(E)	150	#4	18'-11"	
w400(E)	120	#5	33'-10"	
w401(E)	80	#5	24'-9"	



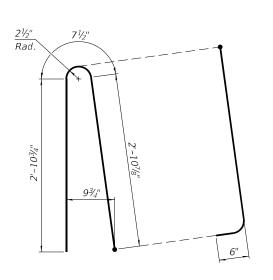
BAR d300(E) & d400(E)

SOUTH APPROACH BILL OF MATERIAL NB (SN 101-0211)

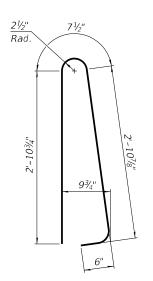
Bar	No.	Size	Length	Shape
a300(E)	40	#5	36'-8"	
a301(E)	8	#5	37'-2"	
a302(E)	64	#8	37'-5"	
a303(E)	24	#5	37'-7"	
a304(E)	24	#5	38'-1"	
a305(E)	64	#8	38'-4"	
a306(E)	24	#5	7'-4"	
b300(E)	112	#5	29'-8"	
b301(E)	177	#9	29'-8"	
b305(E)	2	#5	9'-3"	
b306(E)	1	#4	9'-3"	
b307(E)	4	#5	31'-2"	
d300(E)	50	#5	8'-6"	<u> </u>
d301(E)	50	#5	7'-0"	N
e300(E)	4	#4	16'-3"	
e301(E)	4	#4	14'-8"	
e302(E)	4	#4	14'-11"	
e303(E)	4	#4	16'-9"	
e308(E)	2	#4	31'-6"	
e309(E)	2	#4	31'-9"	
t300(E)	154	#4	18'-11"	
w300(E)	80	#5	36'-2"	
w301(E)	80	#5	37'-7"	

SOUTH APPROACH BILL OF MATERIAL SB (SN 101-0210)

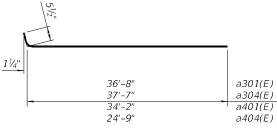
-				
Bar	No.	Size	Length	Shape
a400(E)	64	#5	34'-2"	
a401(E)	8	#5	34'-8"	
a402(E)	96	#8	35'-1"	
a403(E)	24	#5	24'-9"	
a404(E)	24	#5	25'-3"	
a405(E)	64	#8	25'-6"	
a406(E)	24	#5	7'-4"	
b400(E)	112	#5	29'-8"	
b401(E)	177	#9	29'-8"	
b405(E)	2	#5	9'-3"	
b406(E)	1	#4	9'-3"	
b407(E)	4	#5	31'-2"	
d400(E)	50	#5	8'-6"	<u>L</u>
d401(E)	50	#5	7'-0"	Ŋ
e404(E)	4	#4	16'-8"	
e405(E)	4	#4	18'-5"	
e406(E)	4	#4	14'-4"	
e407(E)	4	#4	12'-6"	
e410(E)	2	#4	31'-4"	
e411(E)	2	#4	31'-3"	
t400(E)	150	#4	18'-11"	
w400(E)	120	#5	33'-10"	
w401(E)	80	#5	24'-9"	



BAR d301(E)



BAR d401(E)



....

BAR a306(E) & a406(E)

6'-6"

BARS a301(E), a304(E), a401(E), & a404(E)

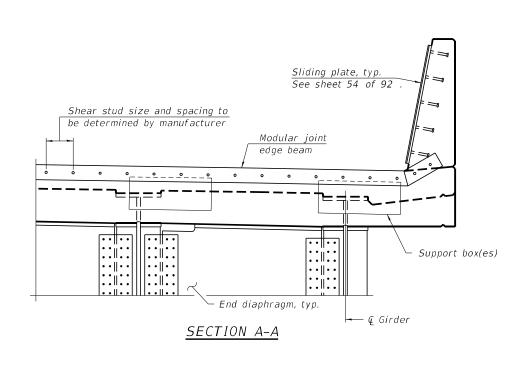
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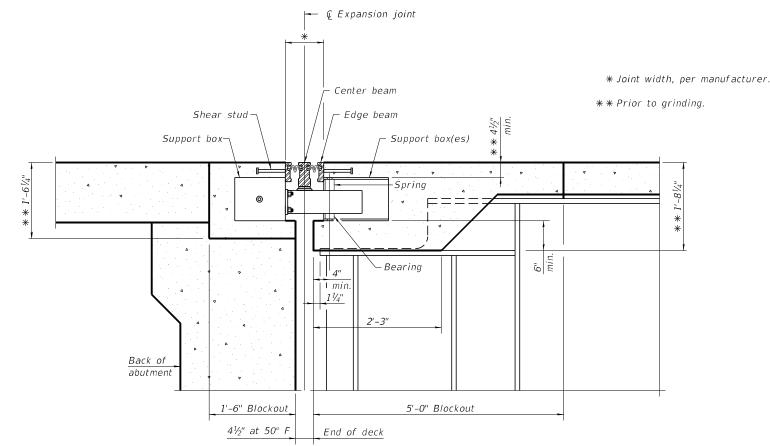


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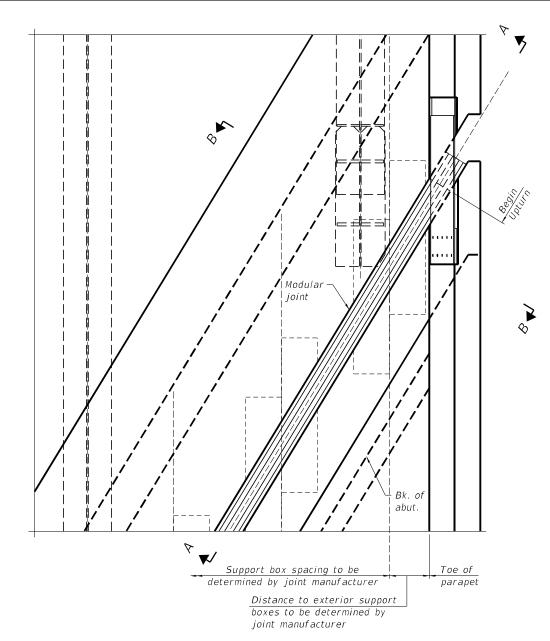
A.I. ΓΕ.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
9	((201-3)R & (4-1,5)R)	F	WINNEBAGO	235	114
			CONTRAC	CT NO. 6	4U51
	ILLINOIS	FED. All	D PROJECT		

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 $\underbrace{SECTION\ B-B}_{\text{(Dimensions shown at right L's to the joint)}}$



PARTIAL PLAN

Actual dimensions may vary depending on modular joint manufacturer's design.

A support box is required outside the fascia beam. Modular expansion joints shall be installed with forming and reinforcement bars in place prior to pouring the adjoining concrete deck span or approach slab.

Modular joint assemblies shall be temporarily supported off the beam ends until the concrete is placed. Additional supports, if required by design, shall be detailed on the shop drawings to connect to the top of the end diaphragm.

Modular expansion joints shall be adjusted for temperature prior to pouring the blockout area. Modular expansion joints shall be assembled in their final relative position with ends in place for shop inspection and acceptance.

For beam coping details see sheet 66 of 92 For end diaphragm details see sheet 64 of 92 For modular joint deck edge beam details see sheet 44 of 92

Bars in the blockout may be adjusted in the field if necessary to miss joint support boxes, as approved by the Engineer.

Total Long.	Total Lateral	Joint
Movement 3¾"	Movement 1/"	Size 6"
37/8"	1/2"	6"

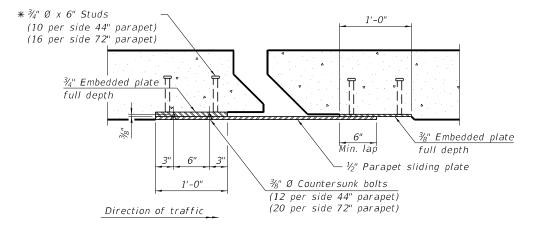
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION NORTH MODULAR JOINT DETAILS (1 OF 2) STRUCTURE NO. 101-0210 & 101-0211 SHEET 53 OF 92 SHEETS

SECTION COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 115 CONTRACT NO. 64U51



PLAN AT PARAPET

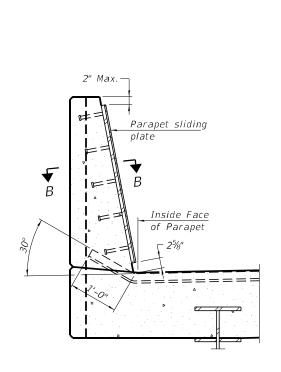
SECTION B-B

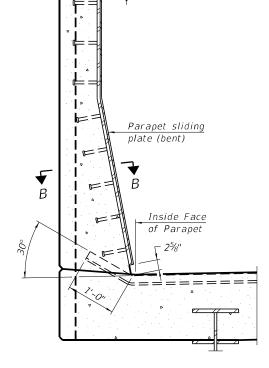
Notes:

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

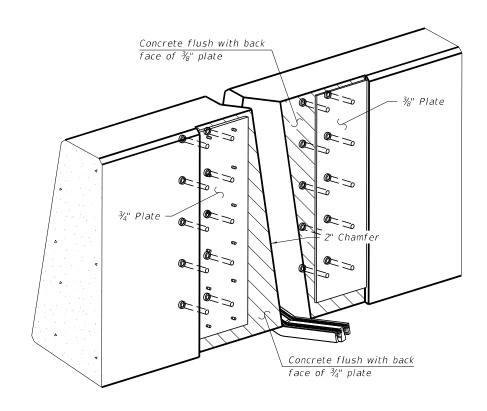
Cost of parapet sliding plates, embedded plates, and anchorage studs, is included with Modular Expansion Joint 6".

Actual dimension of joint opening may vary based on modular joint manufacturer's design.





– 2" Max.



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

SECTION AT 44" PARAPET

SECTION AT 72" PARAPET

TRIMETRIC VIEW

(Showing embedded plates only; 44" barrier shown, 72" barrier similar)

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PLOT DATE =	CHECKED - TPS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH MODULAR JOINT DETAILS (2 OF 2) STRUCTURE NO. 101-0210 & 101-0211
 F.A.I. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS
 SHEETS NO.

 39
 ((201-3)R & (4-1,5)R)F
 WINNEBAGO
 235
 116

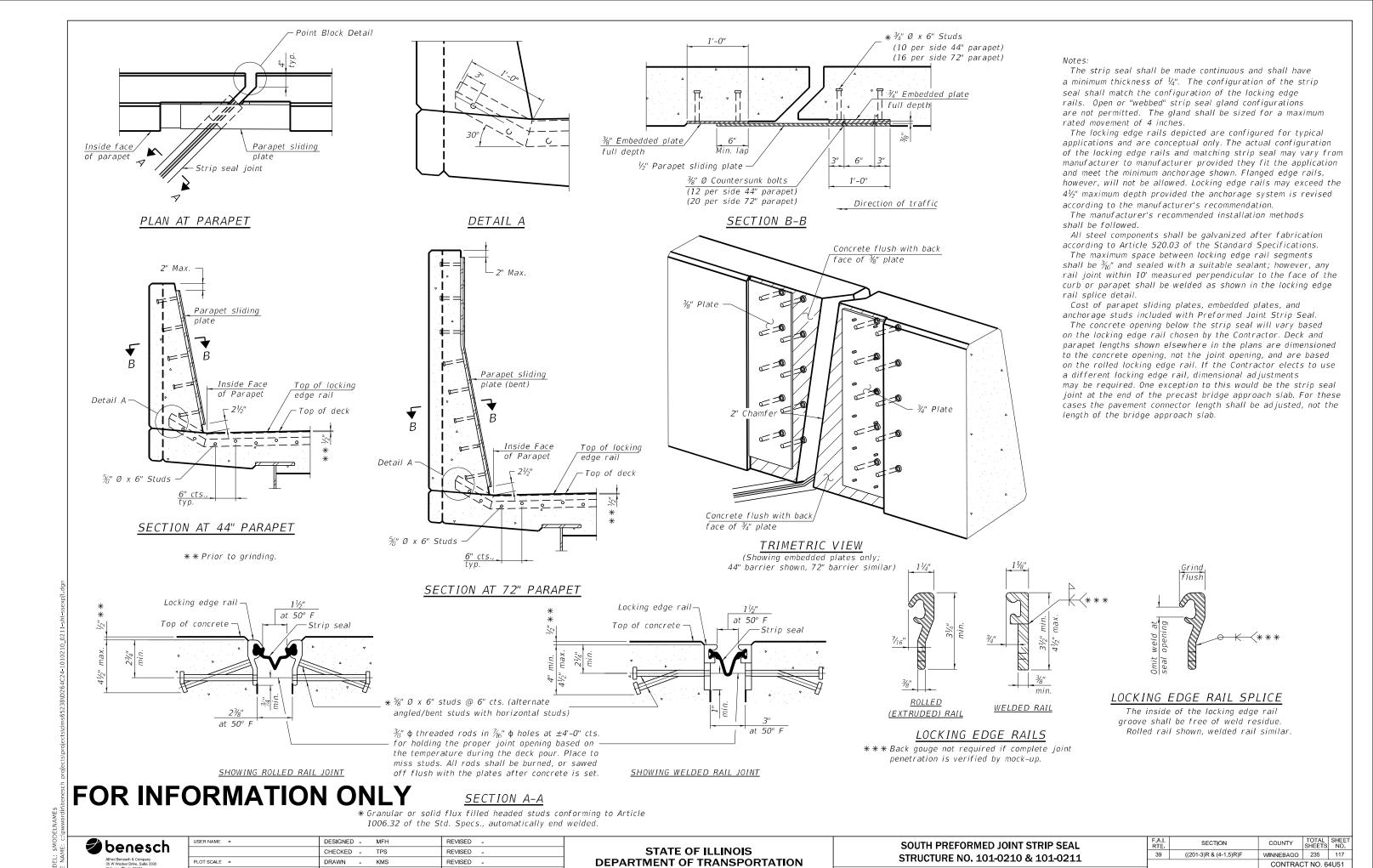
 CONTRACT NO. 64U51

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SHEET 54 OF 92 SHEETS



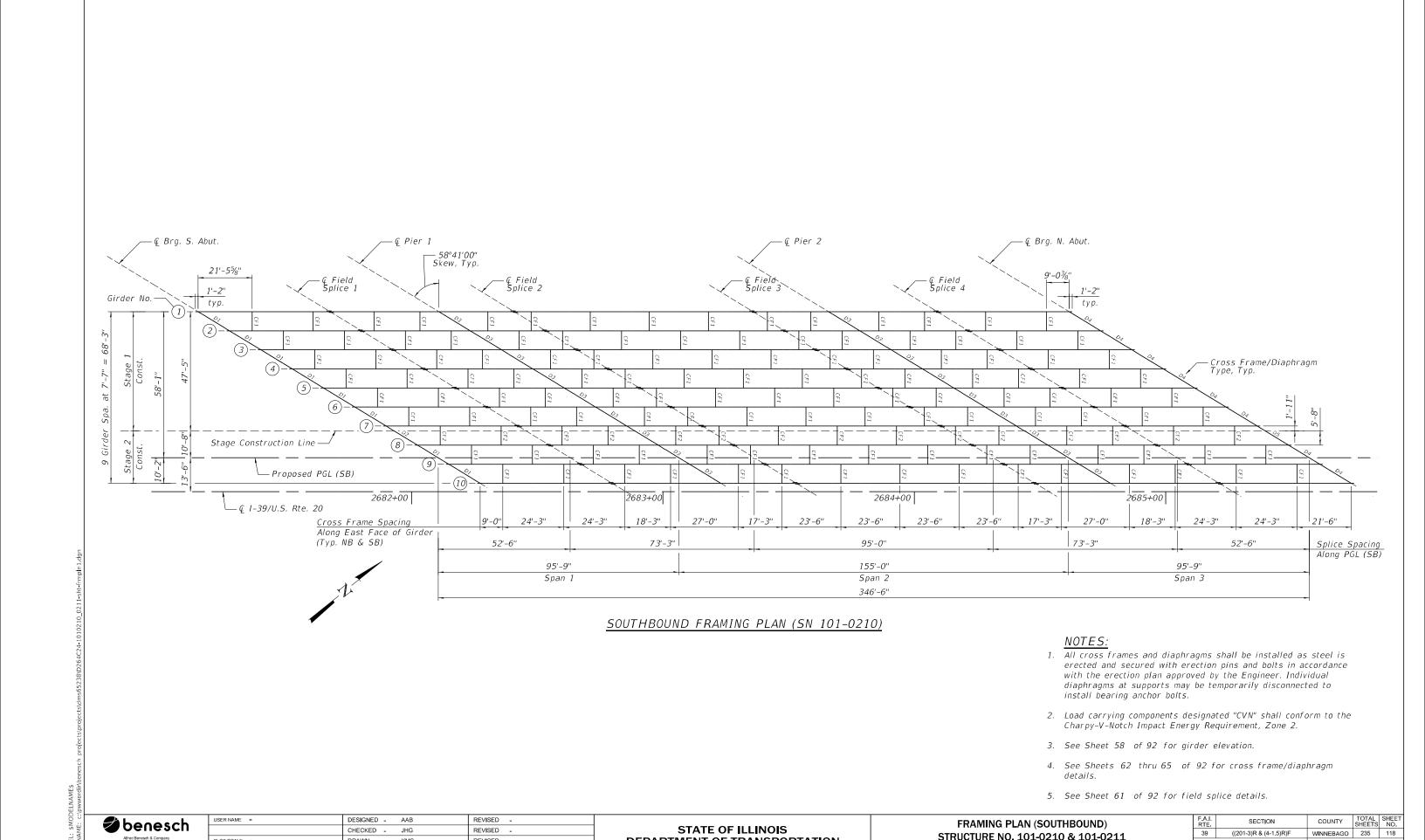
SHEET 55 OF 92 SHEETS

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STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

SECTION

((201-3)R & (4-1,5)R)F

CONTRACT NO. 64U51

FRAMING PLAN (SOUTHBOUND)

STRUCTURE NO. 101-0210 & 101-0211

SHEET 56 OF 92 SHEETS

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USER NAME =

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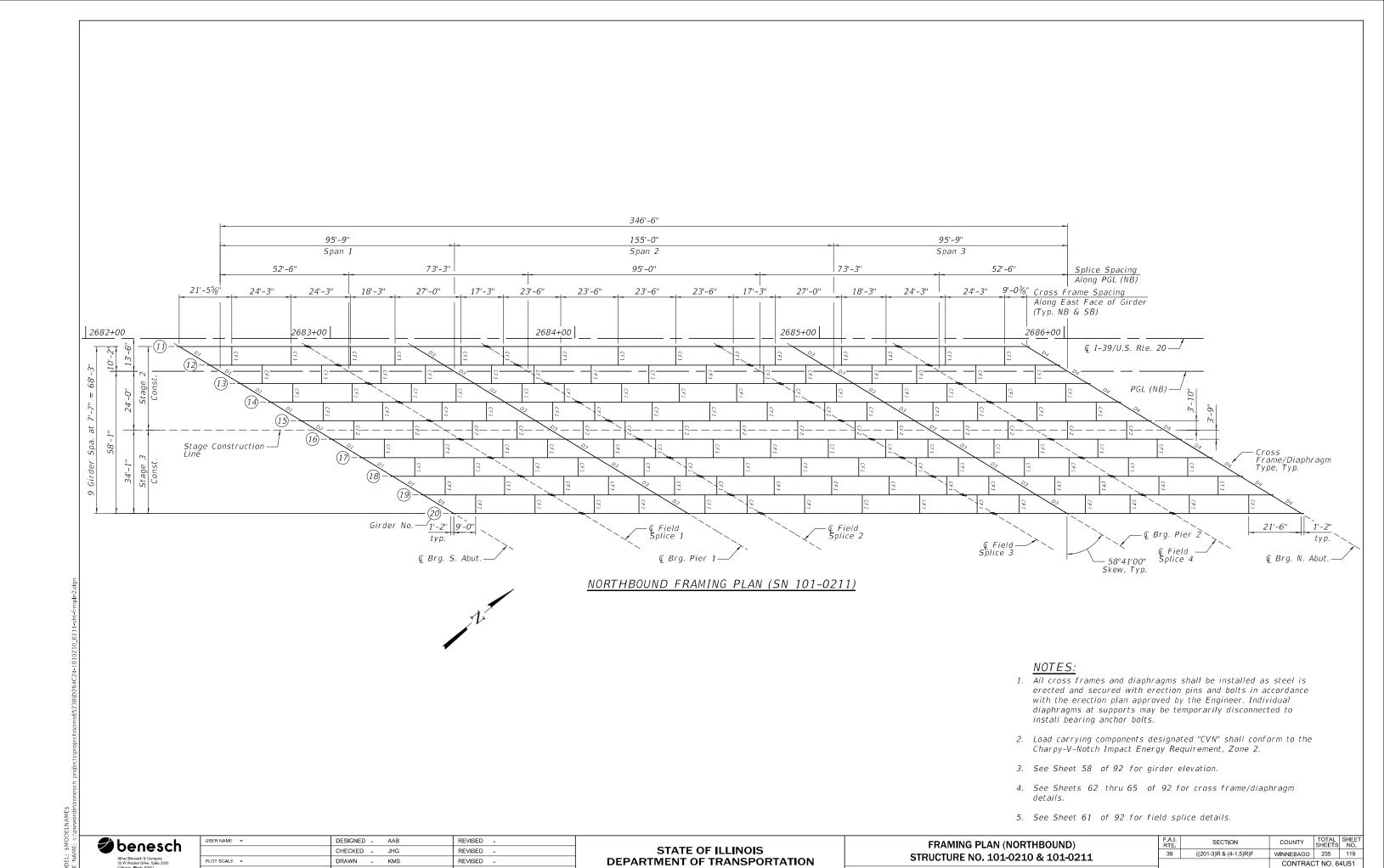
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REVISED -

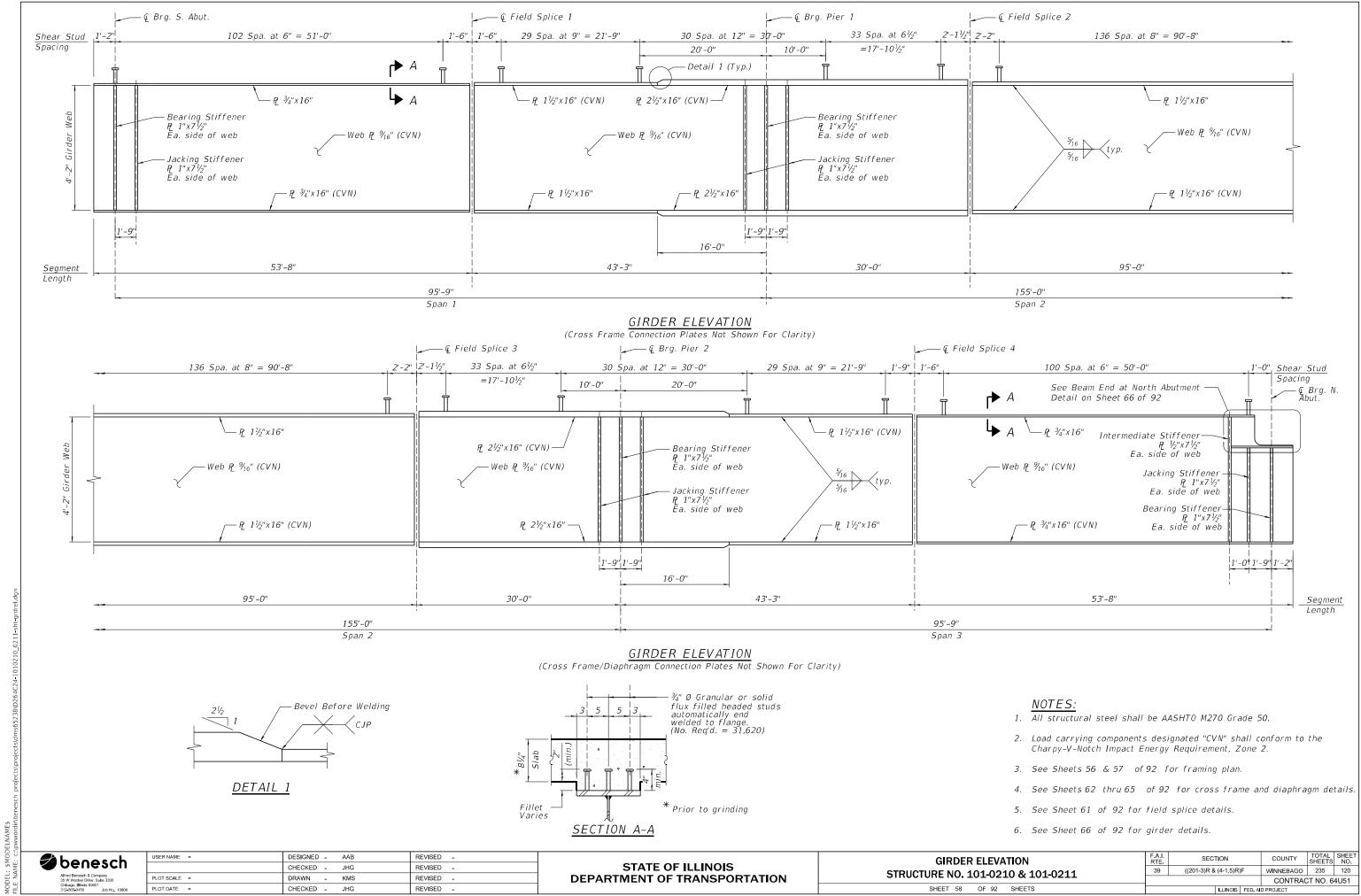


SHEET 57 OF 92 SHEETS

2/11/2025 9:35:32 AM

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REVISED -



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INTERIOR GIRDER MOMENT TABLE					
		0.4 Sp. 1/	Pier 1/	0.5 Sp. 2	
		0.6 Sp. 3	Pier 2		
Is	(in⁴)	21,314	61,026	37,695	
Ic(n)	(in4)	55,913		83,107	
Ic(3n)	(in⁴)	41,505		61,707	
Ic(cr)	(in⁴)		69,009		
Ss	(in³)	828	2,219	1,422	
Sc(n)	(in³)	1,206		1,861	
Sc(3n)	(in³)	1,097		1,707	
Sc(cr)	(in³)		2,320		
Sx	(in³)	1,165	2,296	1,751	
DC1	(k/')	1.019	1.210	1.101	
MDC1	('k)	318	2,194	1,246	
DC2	(k/')	0.386	0.386	0.386	
MDC2	('k)	133	738	425	
DW	(k/')	0.380	0.380	0.380	
MDW	('k)	131	7 <i>2</i> 7	419	
LLDF	('k)	0.612	0.584	0.563	
MŁ + IM	('k)	1,299	1,947	1,663	
fl (Strength I)	('k)	16.0	14.5	14.8	
Mu + ⅓fl Sxc	('k)	3,55 1	9,088	6,347	
Øf Mn	(ksi)	6,251	-	9,113	
fs DC1	(ksi)	4.6	11.9	10.5	
fs DC2	(ksi)	1.5	3.8	3.0	
fs DW	(ksi)	1.4	3.8	2.9	
fs (±+IM)	(ksi)	12.9	10.1	10.7	
fl (Service II)	(ksi)	12.1	11.2	11.4	
fs+ ^{fl} / ₂ (Service II)	(ksi)	30.3	38.1	36.1	
Service II Resistanc		47.5	47.5	47.5	
fs + f / 3 (Strength I)	(ksi)	37.7	47.7	45.0	
Øf Fn	(ksi)	1	50.0	_	
Vf	(k)	125.7	458.3	105.2	

INTERIOR GIRDER REACT	TION TABLE	
	S. Abut./	Pier 1/
	N. Abut.	Pier 2
LLDF	1.044	1.044
OCF	1.333	1.333
RDC1 (k.	29.4	168.0
RDC2 (k.	10.8	56.2
RDW (k.	10.6	55.3
R ½ (k.	95.0	208.2
R IM (k.	21.7	38.5
RTotal (Strength I) (Impact) (k.	270.3	794.9
RTotal (Strength I) (No Impact) (k	232.3	727.5

EXTERIOR GIRDER MOMENT TABLE				
	0.4 Sp. 1/	Pier 1/	0.5 Sp. 2	
		0.6 Sp. 3	Pier 2	,
Is	(in⁴)	21,314	61,026	37,695
Ic(n)	(in⁴)	55,203		81,955
Ic(3n)	(in⁴)	40,800		60,761
Ic(cr)	(in⁴)		69,009	
Ss	(in³)	828	2,219	1,422
Sc(n)	(in³)	1,202		1,855
Sc(3n)	(in³)	1,090		1,699
Sc(cr)	(in³)		2,320	
Sx	(in³)	1,162	2,297	1,747
DC1	(k/')	0.951	1.142	1.033
MDC1	('k)	295	2,063	1,173
DC2	(k/')	0.551	0.551	0.551
MDC2	('k)	190	1,054	607
DW	(k/')	0.360	0.360	0.360
MDW	('k)	124	689	397
LLDF	('k)	0.612	0.584	0.563
MŁ + IM	('k)	1,299	1,947	1,663
fl (Strength I)	('k)	3.2	2.9	3.0
Mu + ⅓fl Sxc	('k)	3,169	8,522	5,876
Øf Mn	(ksi)	6,235	-	9,030
fs DC1	(ksi)	4.3	11.2	9.9
fs DC2	(ksi)	2.1	5.5	4.3
fs DW	(ksi)	1.4	3.6	2.8
fs (4+IM)	(ksi)	13.0	10.1	10.8
fl (Service II)	(ksi)	2.4	2.2	2.3
fs+ ^{fl} / ₂ (Service II)	(ksi)	25.8	34.4	32.1
Service II Resistanc		47.5	47.5	47.5
$fs + f \frac{1}{3}$ (Strength I)	(ksi)	33.8	44.7	41.8
Øf Fn	(ksi)	_	50.0	_
Vf	(k)	106.2	413.0	83.4

EXTERIOR GIRDER R	EACT	ION TABLE	
		S. Abut./	Pier 1/
		N. Abut.	Pier 2
LLDF		0.827	0.827
OCF		1.333	1.333
RDC1	(k)	27.5	158.1
RDC2	(k)	15.5	80.2
RDW	(k)	10.1	52.4
R Ł	(k)	<i>75.2</i>	165.0
R IM	(k)	17.2	30.5
RTotal (Strength I) (Impact)	(k)	230.6	718.4
RTotal (Strength I) (No Impact)	(k)	200.5	665.0

OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as

further simplified by IDOT provisions.

Un-factored reaction due to non-composite dead load (kip). R_{DC2} : Un-factored reaction due to long-term composite (superimposed

excluding future wearing surface) dead load (kip).

Un-factored reaction due to long-term composite (superimposed

future wearing surface only) dead load (kip).

Un-factored live load reaction (kip).

Un-factored dynamic load allowance (impact) (kip).

R_{TOTAL} (Strength I)(Impact): Strength I load combination of factored design reactions (kip).

 $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{L} + R_{IM})$ R_{TOTAL} (Strength I)(No Impact). Strength I load combination of factored design reactions, not

including dynamic load allowance (Impact) (kip).

 $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{4})$

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).

 $\mathit{Ic(n)},\ \mathit{Sc(n)}$: 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).

Sx: Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (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.).

LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and other IDOT provisions.

 M_{\pm} + IM: Un-factored live load moment plus dynamic load allowance (impact)(kip-ft.).

Mu: Strength I load combination of factored design moments (kip-ft.). 1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 ME + IM

fl: Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).

Of Mn: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (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 / Ss

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated

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 (½+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).

 $M^{\frac{1}{2}+IM}$ / Sc(n) or $M^{\frac{1}{2}+IM}$ / Sc(cr) as applicable.

 $fs + \frac{f\ell}{2}$ (Service II): Sum of stresses as computed below (ksi). fsDC1 + fsDC2 + fsDW + 1.3 fs(4+ IM) + fl/2

Service II Resistance: Composite (0.95RhFyf) or noncomposite (0.80RhFyf) stress capacity according to Article 6.10.4.2 (ksi).

fs + fl/3 (Strength I): Sum of stresses as computed below on non-compact section (ksi).

 $1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(\frac{1}{2} + IM) + \frac{fl}{3}$

Øf Fn: Factored nominal flexural resistance of the section a specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

Vf: Maximum factored shear range in span computed according to Article 6.10.10.

M½ and R½ include the effects of centrifugal force and superelevation.

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	Alfred Benesch & Com	pany
	35 W Wacker Drive, Su	ite 3300
	Chicago, Illinois 60601	

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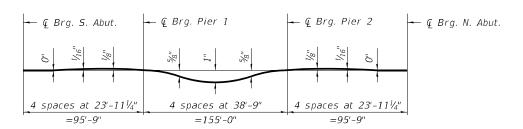
A.I. TE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
39	((201-3)R & (4-1,5)R)F	WINNEBAGO	235	121
			CONTRAC	T NO. 6	4U51

SHEET 59 OF 92 SHEETS

CAMBER DIAGRAM

GIRDER DIMENSIONS

ſ	Girders	CM1	CM2	СМЗ	CM4	CM5	СМ6	CM7	СМ8	СМ9	CM10	CM11	CM12	CM13	CM14	CM15
ſ	1 thru 20	15/16"	11/4"	15/16"	5/8"	3/4"	1/2"	35/16"	43/8"	35/16"	1/2"	3/4"	5/8"	15/16"	11/4"	15/16"



STEEL DEAD LOAD DEFLECTION DIAGRAM (All Girders)

TOP OF WEB ELEVATIONS*

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9	Girder 10
ℚ Brg. S. Abut.	795.92	796.14	796.35	796.56	796.72	796.76	796.68	796.56	796.43	796.30
© Field Splice 1	796.09	796.28	796.47	796.64	796.78	796.80	796.69	796.55	796.39	796.23
€ Brg. Pier 1	796.14	796.30	796.46	796.61	796.72	796.72	796.59	796.43	796.26	796.09
	796.28	796.42	796.56	796.69	796.79	796.77	796.63	796.46	796.28	796.09
← Field Splice 3	796.16	796.26	796.35	796.43	796.48	796.41	796.23	796.01	795.79	795.55
⊈ Brg. Pier 2	795.94	796.03	796.11	796.18	796.22	796.13	795.93	795.69	795.45	795.19
	795.77	795.85	795.91	795.97	795.99	795.88	795.66	795.39	795.12	794.84
ℚ Brg. N. Abut.	795.46	795.50	795.54	795.58	795.57	795.43	795.18	794.89	794.59	794.29

Location	Girder 11	Girder 12	Girder 13	Girder 14	Girder 15	Girder 16	Girder 17	Girder 18	Girder 19	Girder 20
ℚ Brg. S. Abut.	796.31	796.47	796.62	796.76	796.86	796.84	796.71	796.53	796.34	795.87
← Field Splice 1	796.22	796.35	796.48	796.59	796.67	796.62	796.46	796.25	796.04	795.57
ℚ Brg. Pier 1	796.06	796.16	796.26	796.34	796.40	796.33	796.15	795.93	795.70	795.22
€ Field Splice 2	796.05	796.13	796.21	796.28	796.31	796.23	796.03	795.81	795.57	795.09
€ Field Splice 3	795.46	795.50	795.53	795.55	795.54	795.42	795.17	794.89	794.61	794.08
⊈ Brg. Pier 2	795.10	795.13	795.14	795.15	795.13	794.99	794.73	794.43	794.12	793.57
← Field Splice 4	794.72	794.73	794.74	794.73	794.69	794.53	794.24	793.91	793.58	792.99
	794.15	794.13	794.11	794.08	794.01	793.82	793.51	793.16	792.80	792.18

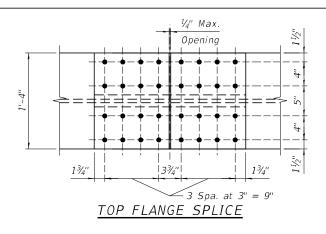
^{*}For fabrication only.

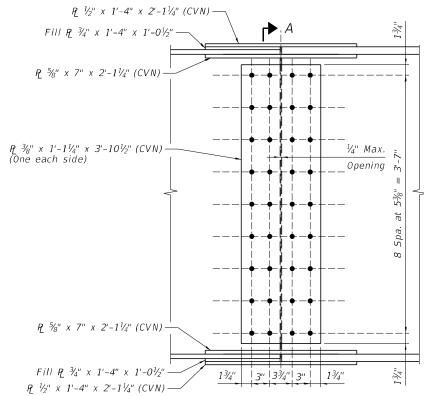
NOTES:

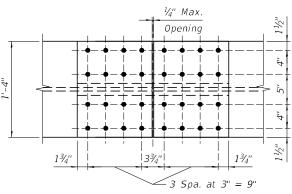
1. See sheet 58 of 92 for girder segment lengths.

S benesch
Alred Benesch & Company
35 W Water Drive, Sales 3001
Orderpy Black 2006, Let No. 1990

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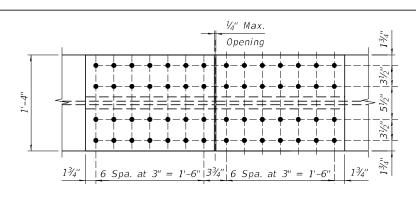


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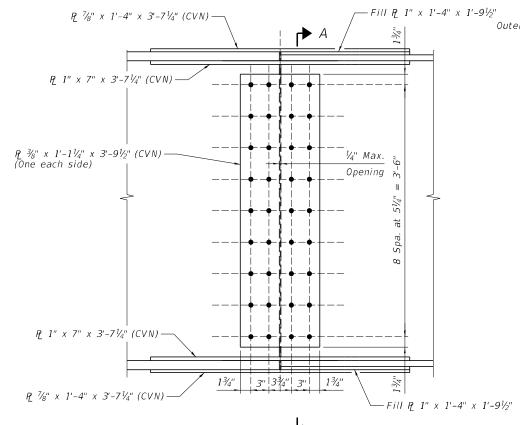
ELEVATION

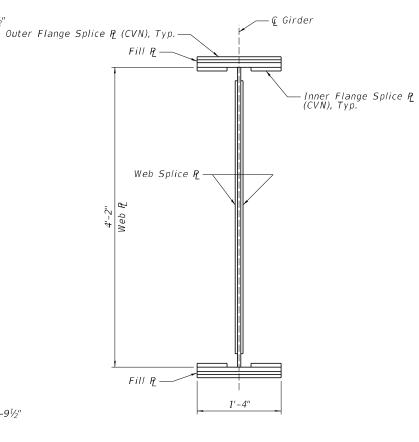
BOTTOM FLANGE SPLICE

FIELD SPLICE 1 & 4 (40 Total Locations)



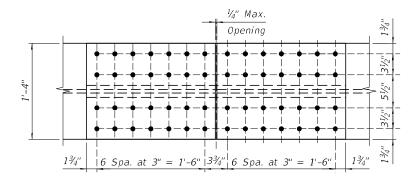
TOP FLANGE SPLICE





 \downarrow A **ELEVATION**

SECTION A-A



BOTTOM FLANGE SPLICE

FIELD SPLICE 2 & 3 (40 Total Locations)

- 1. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
- 2. Fasteners shall be ASTM F 3125 A325 Type 1, hot dipped galvanized bolts. Bolts $\frac{7}{6}$ " diameter, holes $\frac{15}{16}$ " diameter. See provision for "Metalizing of Structural Steel".

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	Alfred Benesch & C	ompany
	35 W Wacker Drive	Sulte 3300
	Chicago, Illinois 606	301
	212 565 0450	Joh No. 10000

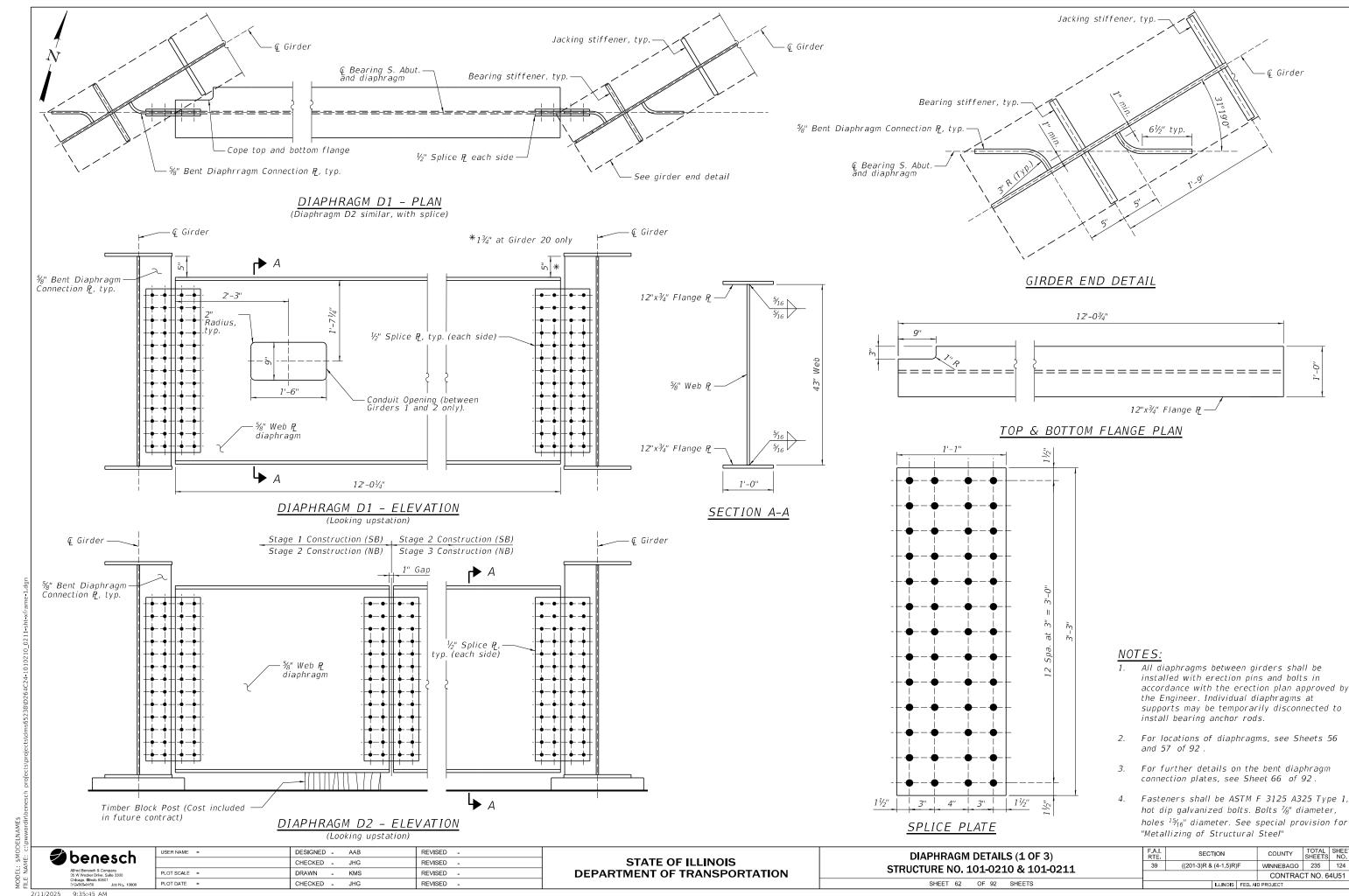
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PLOT DATE =	CHECKED - JHG	REVISED -

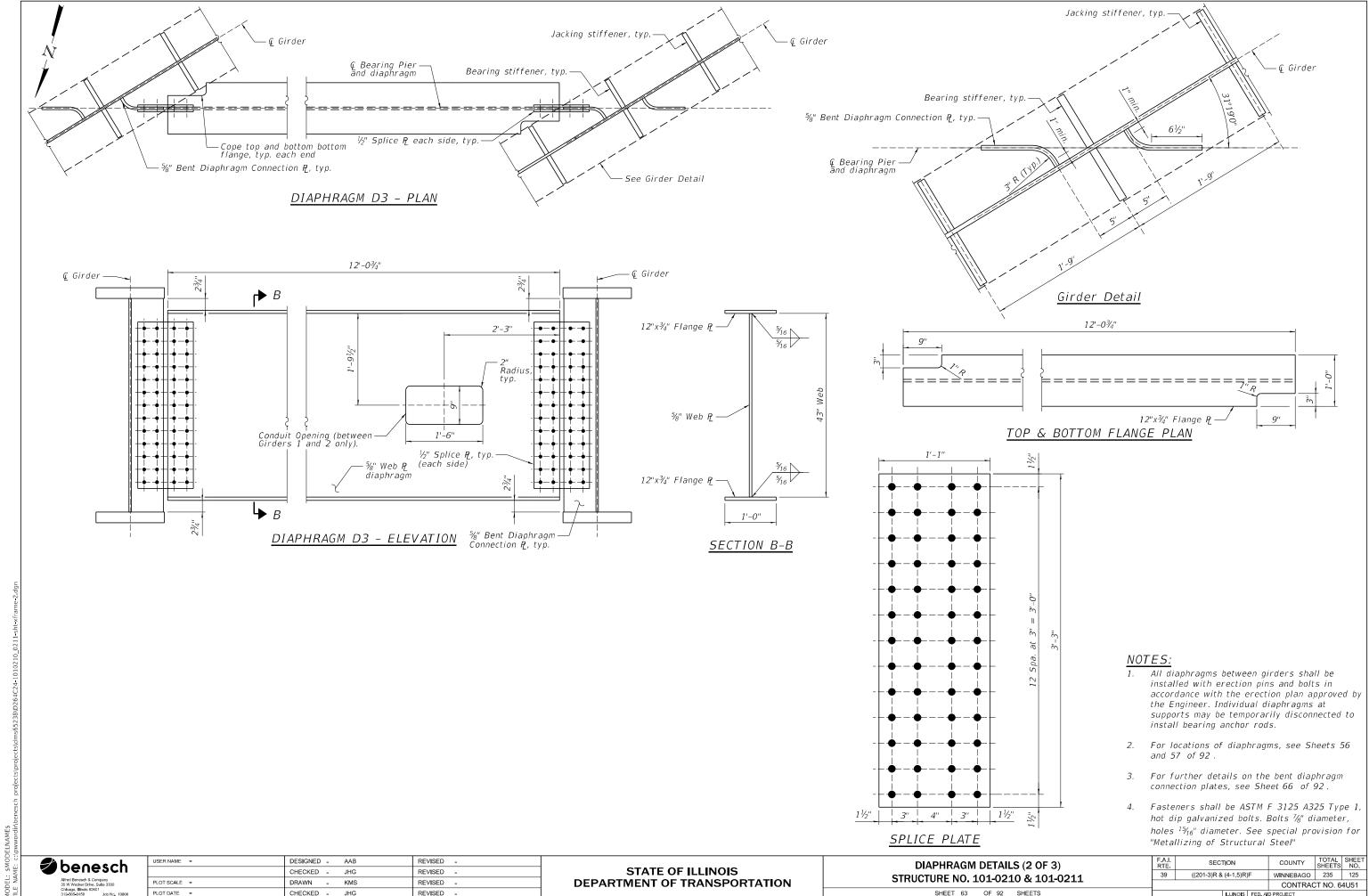
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

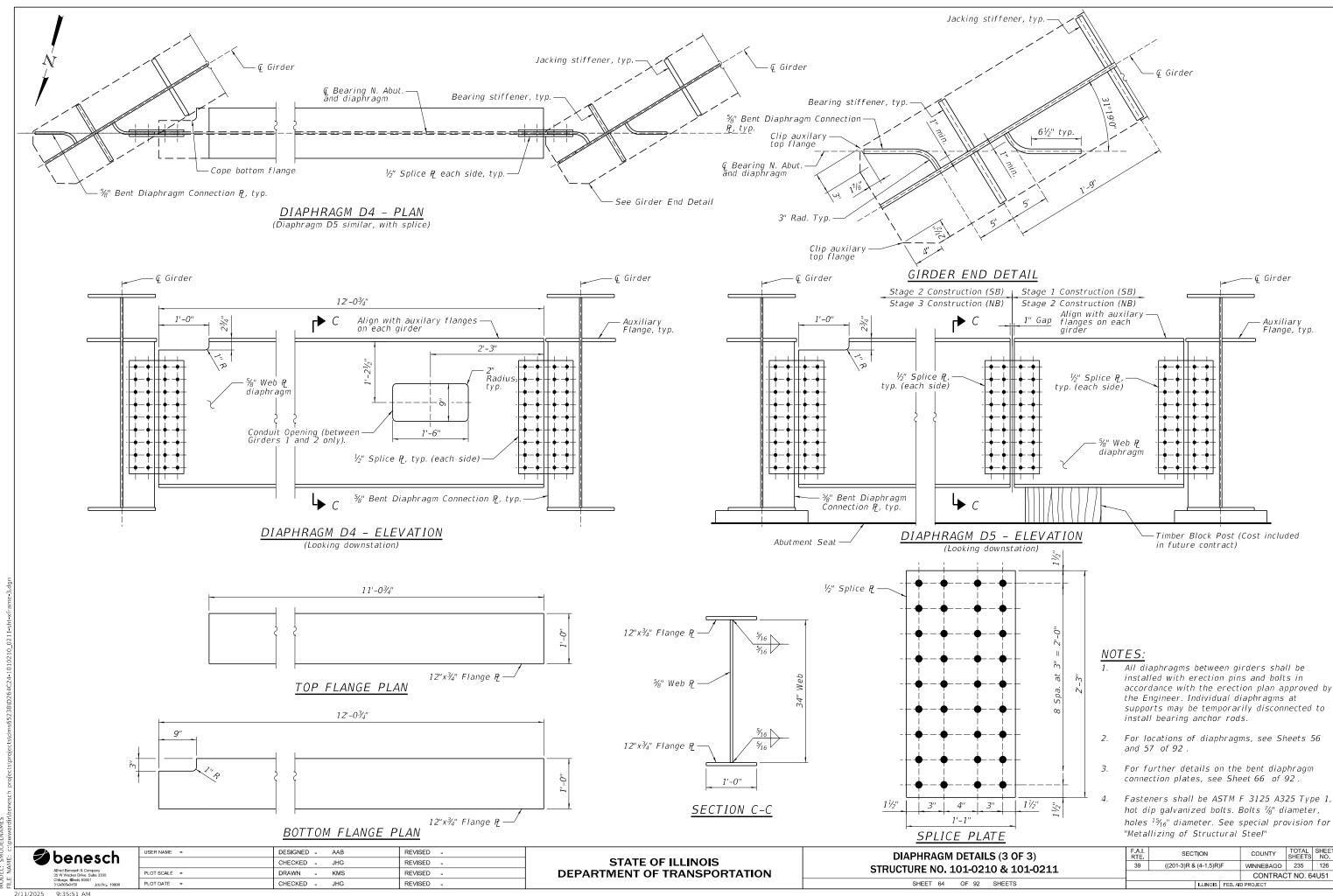
FIELD SPLICE DETAILS STRUCTURE NO. 101-0210 & 101-0211 SHEET 61 OF 92 SHEETS

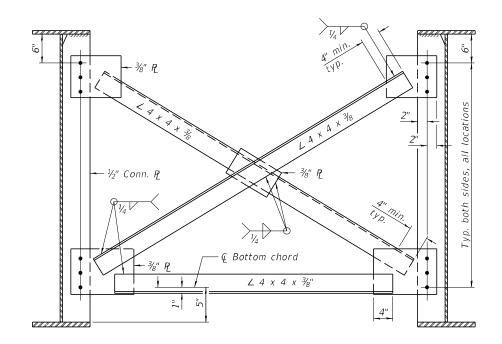
COUNTY TOTAL SHEETS NO.
WINNEBAGO 235 123 SECTION ((201-3)R & (4-1,5)R)F CONTRACT NO. 64U51

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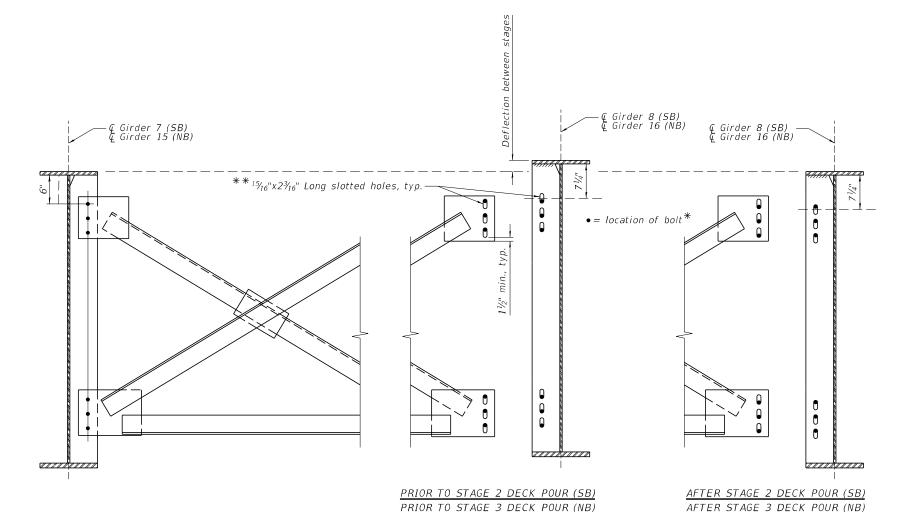






CROSS-FRAME CF1

(240 Total CF1 Locations)



CROSS-FRAME CF2

(Similar to CF1 Except As Noted Above) (30 Total CF2 Locations)

* The bolts shall be finger tight until the Stage 2 (SB)/Stage 3 (NB) deck concrete is poured, girders to deflect vertically without stressing the cross frames or previous stage's girders.

** One plate washer required on each side (2 washers total) $\overline{1}$. for each set of slotted holes.

NOTES:

- All cross frames between girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- 2. For locations of cross frames, see Sheets 56 and 57 of 92 .
- 3. Cross frames shall be fitted during the girder erection sequence and shall be detailed for steel dead load fit.
- 4. Fasteners shall be ASTM F 3125 A325 Type 1, hot dip galvanized bolts. Bolts 1/8" diameter, holes 15/16" diameter. See special provision for "Metallizing of Structural Steel"

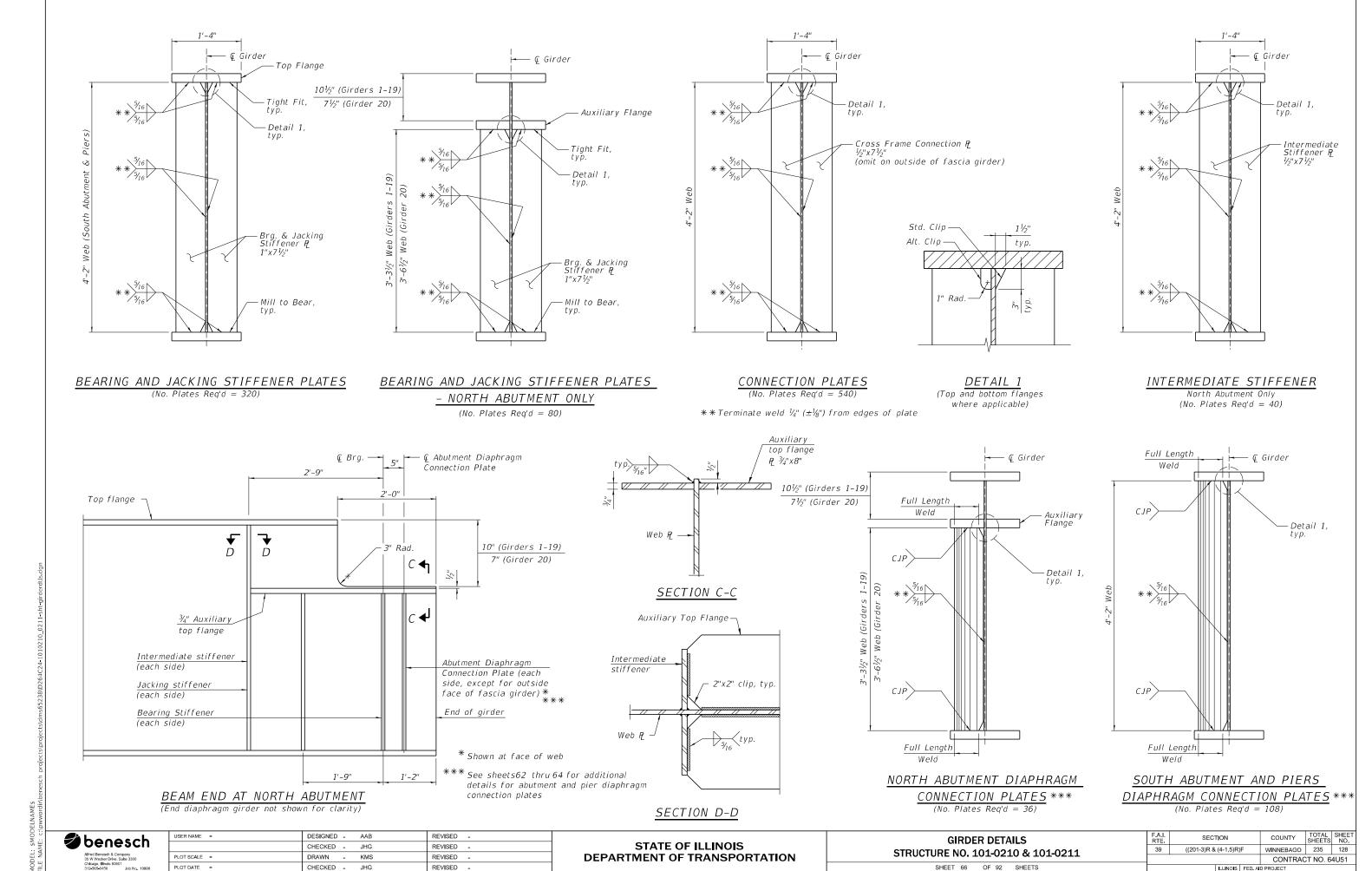
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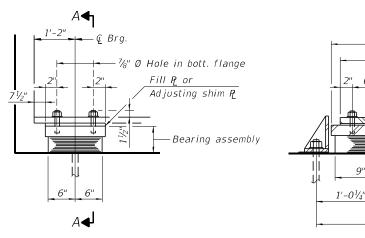
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

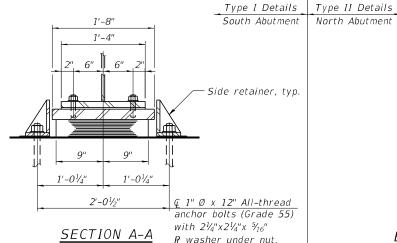
CROSS FRAME DETAILS STRUCTURE NO. 101-0210 & 101-0211 SHEET 65 OF 92 SHEETS

SECTION COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 127 CONTRACT NO. 64U51

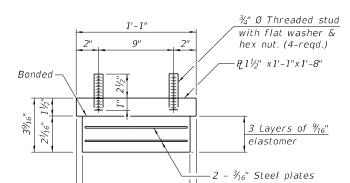


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TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

1'-0"

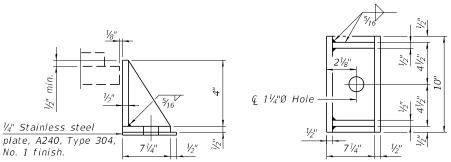
ELEVATION AT SOUTH ABUT

Shim plates shall not be placed under bearing assembly.

REQUIRED FILL PLATE AT S. ABUT

NOTES:

- 1. Side retainers and stainless steel plates shall be included in the cost of Furnishing Elastomeric Bearing Assembly, Type I
- 2. 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.
- 3. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- 4. All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers, and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
- 5. The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.



SIDE RETAINER

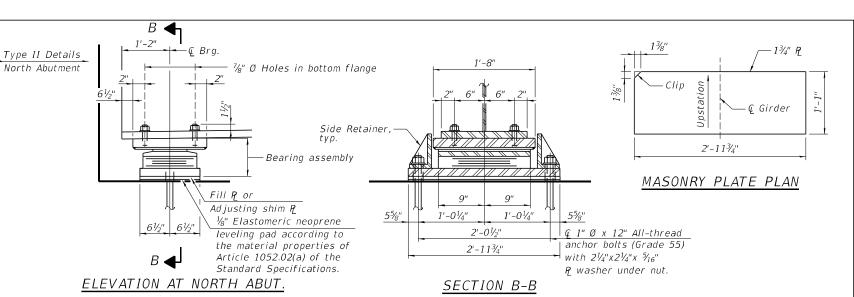
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL SB (SN 101-0210)

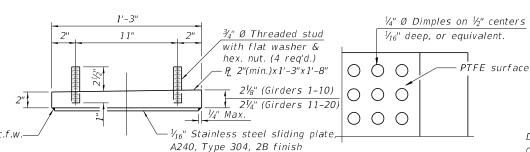
Item	Unit	Total
Furnishing Elastomeric Bearing Assembly Type I	Each	10

BILL OF MATERIAL NB (SN 101-0211)

Item	Unit	Total
Furnishing Elastomeric Bearing Assembly, Type I	Each	10

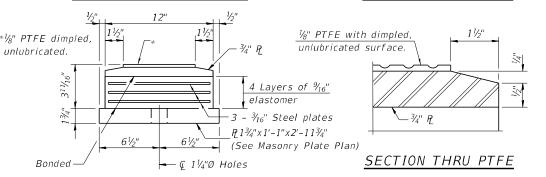


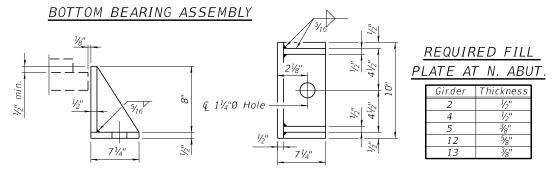
TYPE II ELASTOMERIC EXP. BRG.



TOP BEARING ASSEMBLY

PLAN-PTFE SURFACE



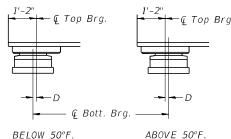


SIDE RETAINER Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL SB (SN 101-0210)

Item	Unit	Total
Furnishing Elastomeric Bearing Assembly, Type II	Each	10

Item	Unit	Total
Furnishing Elastomeric Bearing Assembly, Type II	Each	10



 $D=\frac{1}{8}$ " per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

EXPANSION BEARING ORIENTATION

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

NOTES:

- 1. Side retainers and leveling pad required for the elastomeric bearing assembly shall be included in the cost of Furnishing Elastomeric Bearing Assembly, Type II
- 2. The $\frac{1}{8}$ " PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
- 3. Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
- 4. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- 5. All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers, and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
- BILL OF MATERIAL NB (SN 101-0211) 6. Two $\frac{1}{2}$ adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
 - 7. The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.



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PLOT DATE =	CHECKED	-	JHG	REVISED	-

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** **ELASTOMERIC BEARING DETAILS - ABUTMENTS** STRUCTURE NO. 101-0210 & 101-0211 SHEET 67 OF 92 SHEETS

A.I. TE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
39	((201-3)R & (4-1,5)R)	F	WINNEBAGO	235	129
			CONTRAC	T NO. 6	4U51
	II LINOIS	EED AU	D PRO IECT		

SECTION THRU BEARING

DESIGN DATA

Unfactored Vertical Dead Load Reaction (RDC)	240	kips
Unfactored Vertical Wearing Surface Reaction (R _{DW})	56	kips
Unfactored Vertical Live Load without Impact Reaction (R_{LL})	210	kips
Maximum Strength or Extreme Event Lateral Reaction (H_u)	74	kips
Maximum Strength Limit State Rotation (Θ _u according to Article 14.4.2.2)	0.022	rad
Service I Factored Lateral Reaction	59.2	kips
Service I Rotation	0.021	rad
Service I Factored Vertical Reaction	506	kips
Strength I Factored Vertical Reaction	822	kips

Service I Load Factors = 1.0DC + 1.0DW + 1.00LL $Strength\ I\ Load\ Factors = 1.25DC + 1.5DW + 1.75LL + 1.2TU$ Extreme Event Load Factors = 1.0EQ

NOTES:

- 1. Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Shim plates not included in total bearing height. Cost included with bearing pay item.
- 2. Total bearing height is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The Contractor shall be responsible for verifying bearing heights and adjusting seat elevations, if required, prior to placing pier or abutment concrete.
- 3. The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.
- 4. All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable

REQUIRED FILL PLATE AT PIER 1

Girder	Thickness
5	1/8"
14	1/8"
15	3/4"

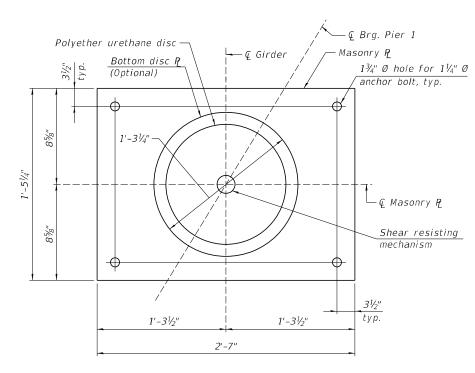
Shear resisting mechanism - C Sole R Polyether urethane disc 1'-61/4" SOLE PLATE AND TOP DISC PLATE PLAN

Tapped hole for H.S.

threaded studs, typ.

Sole A

Top Disc P



MASONRY PLATE AND BOTTOM DISC PLATE PLAN

BILL OF MATERIAL SB (SN 101-0210)

DIEL OF THE SE (SE	101 0	
Item	Unit	Total
Furnishing High Load Multi-Rotational Bearings, Disc, Fixed-600K	Each	10

BILL OF MATERIAL NB (SN 101-0211)

	<u> </u>		
	Item	Unit	Total
*	Furnishing High Load Multi-Rotational Bearings, Disc, Fixed-600K	Each	10

* The value specified in the pay item name is an approximate vertical load capacity that is used for letting and bidding purposes only. Exact bearing capacity will vary subject to final design.

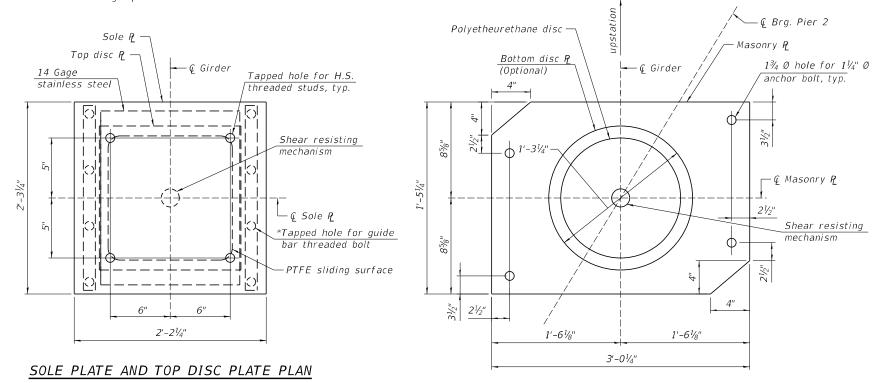


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PLOT SCALE =	DRAWN - KMS	REVISED -
PLOT DATE =	CHECKED - JHG	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION FIXED HLMR DISC BEARING DETAILS - PIER 1 STRUCTURE NO. 101-0210 & 101-0211 SHEET 68 OF 92 SHEETS

A.I. ΓΕ.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
9	((201-3)R & (4-1,5)R)F	:	WINNEBAGO	235	130
CONTRACT NO. 64U51					4U51

*As alternates to the bolted connection shown, the guide bars may be connected to the sole plate by groove welds or the guide bars and sole plate may be fabricated as a single piece.

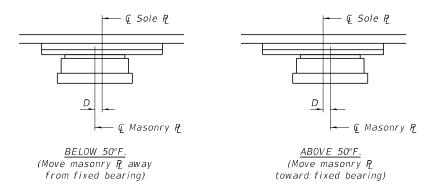


MASONRY PLATE AND BOTTOM DISC PLATE PLAN

DESIGN DATA

Unfactored Vertical Dead Load Reaction (Rpc)	240	kips
Unfactored Vertical Wearing Surface Reaction (Rpw)	56	kips
Unfactored Vertical Live Load without Impact Reaction ($R_{ m LL}$)	210	kips
Maximum Strength or Extreme Event Lateral Reaction ($H_{ u}$)	74.0	kips
Maximum Strength Limit State Rotation (Θ_u according to Article 14.4.2.2)	0.022	rad
Unfactored Design Thermal Movement from 50 $^\circ$ F (Δ T)	0.85	in.
Service I Factored Lateral Reaction	59.2	kips
Service I Rotation	0.021	rad
Strength I Factored Longitudinal Movement	1.02	in.
Service I Factored Vertical Reaction	506	kips
Strength I Factored Vertical Reaction	822	kips

Service I Load Factors = 1.0DC + 1.0DW + 1.00LL Strength I Load Factors = 1.25DC + 1.5DW + 1.75LL + 1.2TU Extreme Event Load Factors = 1.0EQ



SETTING ANCHOR BOLTS AT EXPANSION BEARING

 $D=\frac{1}{8}$ " per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

NOTES:

- 1. Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Shim plates not included in total bearing height. Cost included with bearing pay item.
- 2. Total bearing height is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The Contractor shall be responsible for verifying bearing heights and adjusting seat elevations, if required, prior to placing pier or abutment concrete.
- 3. The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.
- 4. All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable

REQUIRED FILL PLATE AT PIER 2

Girder	Thickness
4	1"
5	11/2"
6	3/8"
12	3/8"
13	3/4"
14	7/8"
15	5/8"

BILL OF MATERIAL SB (SN 101-0210)

1	Item	Unit	Total
kojk	Furnishing High Load Multi-Rotational Bearings, Disc, Guided Expansion-600K	Each	10

BILL OF MATERIAL NB (SN 101-0211)

	Item	Unit	Total
**	Furnishing High Load Multi-Rotational Bearings, Disc, Guided Expansion-600K	Each	10

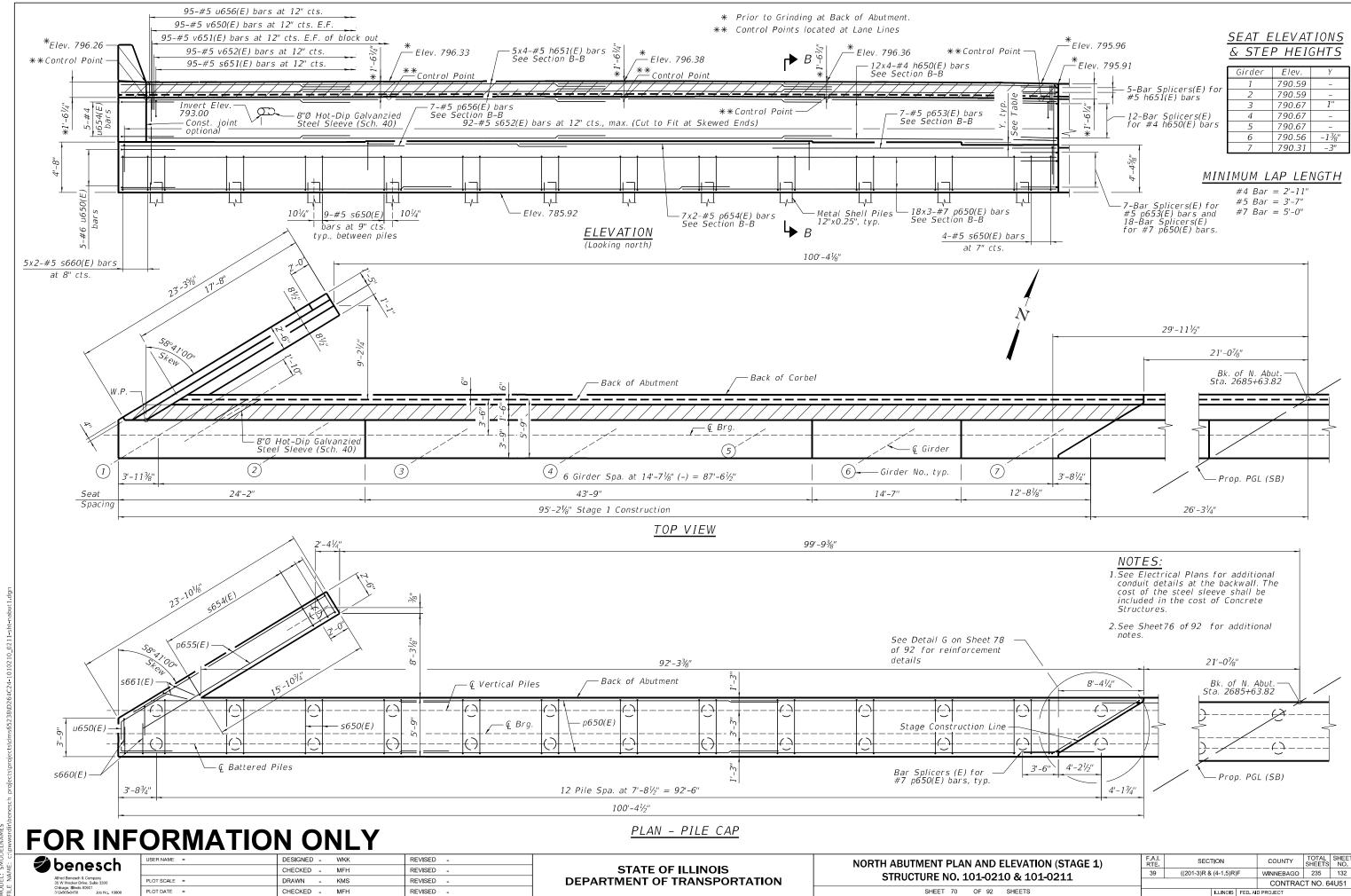
** The value specified in the pay item name is an approximate vertical load capacity that is used for letting and bidding purposes only. Exact bearing capacity will vary subject to final design.



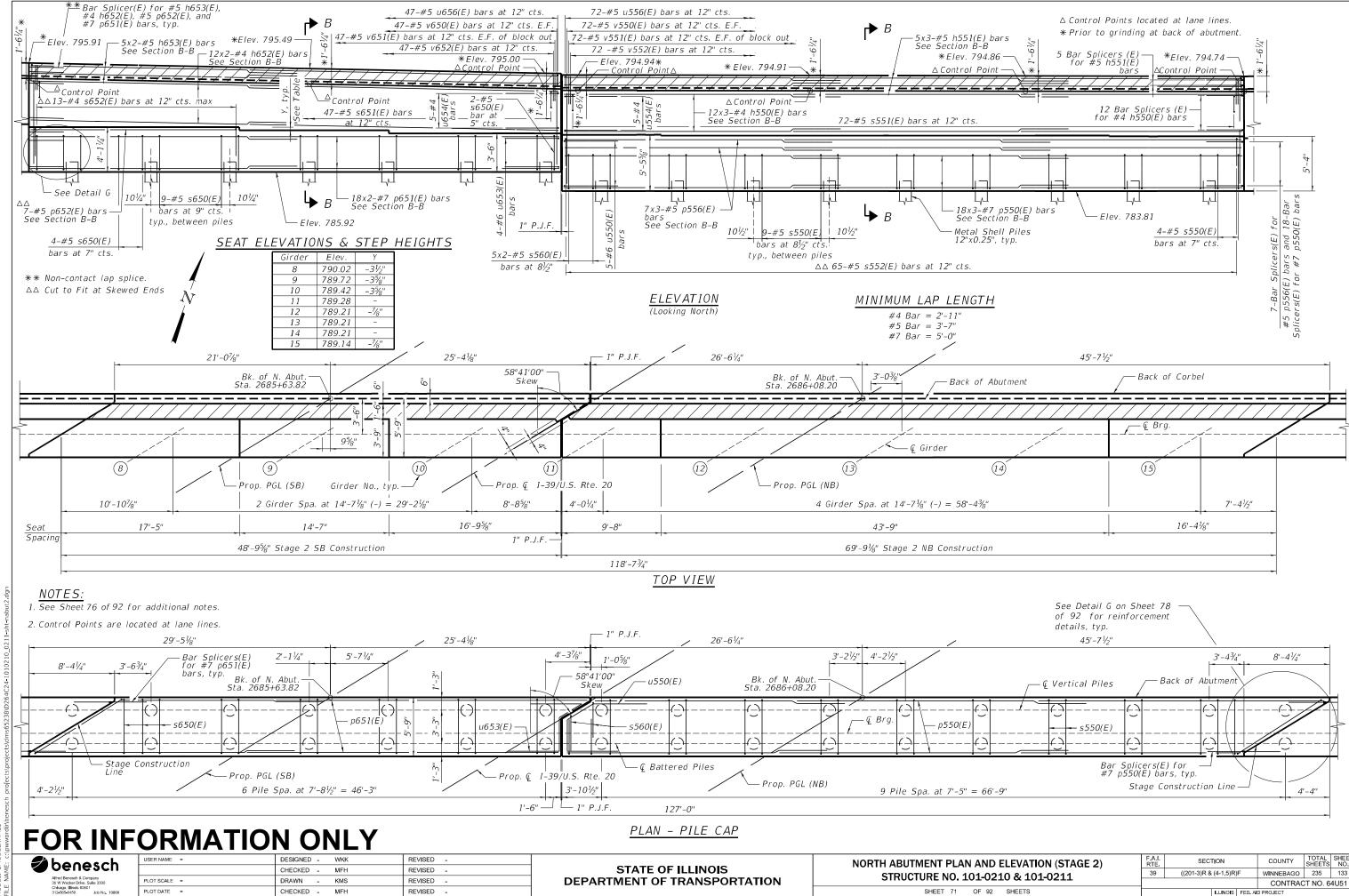
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PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	JHG	REVISED -

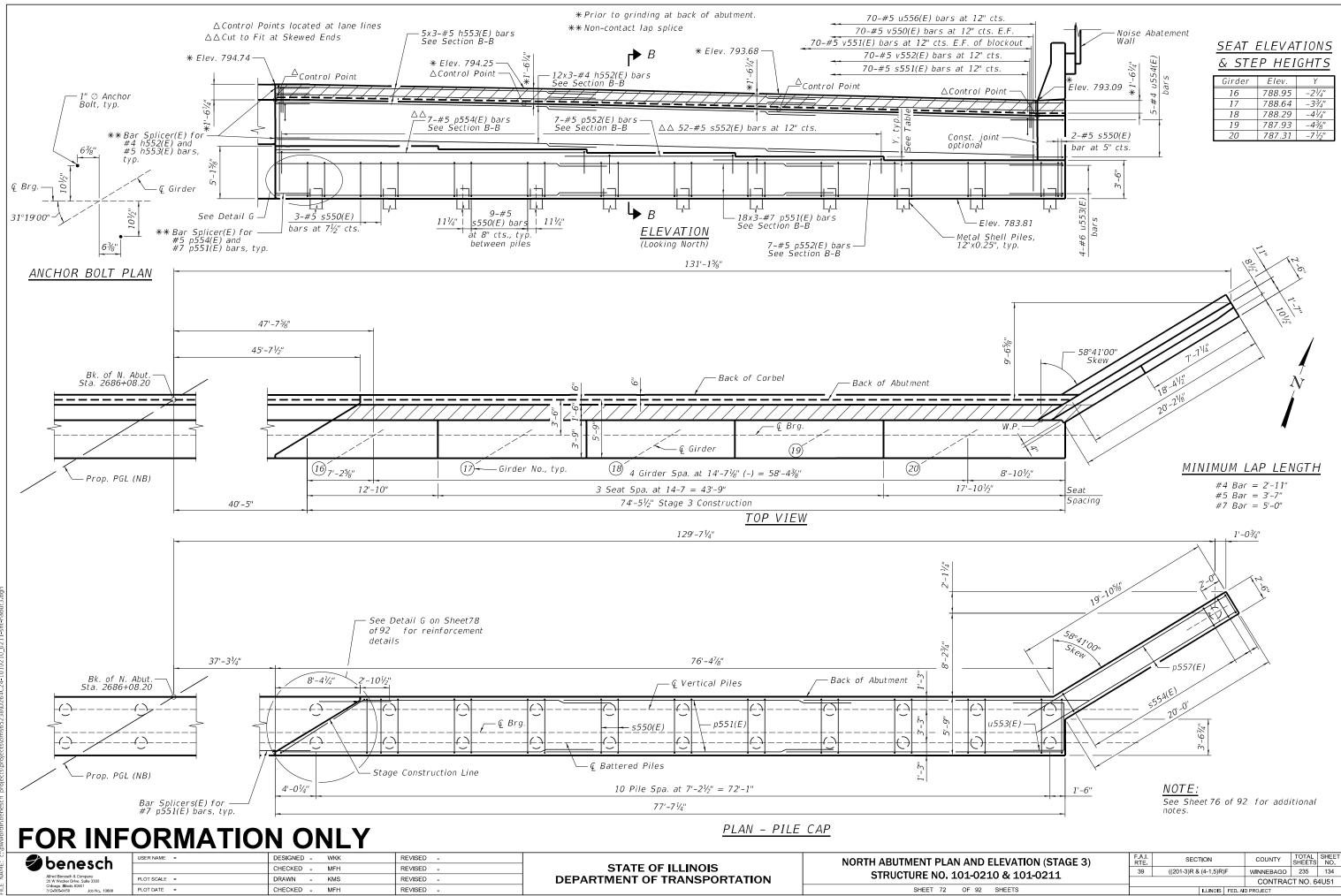
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION **GUIDED EXPANSION HLMR DISC BEARING DETAILS - PIER 2** STRUCTURE NO. 101-0210 & 101-0211 SHEET 69 OF 92 SHEETS

A.I. RTE	SECT	ION		COUNTY	TOTAL SHEETS	SHEET NO.
39	((201-3)R & (4-1,5)R)F			WINNEBAGO	235	131
				CONTRAC	T NO. 6	4U51
ILLINOIS FED AID PROJECT						

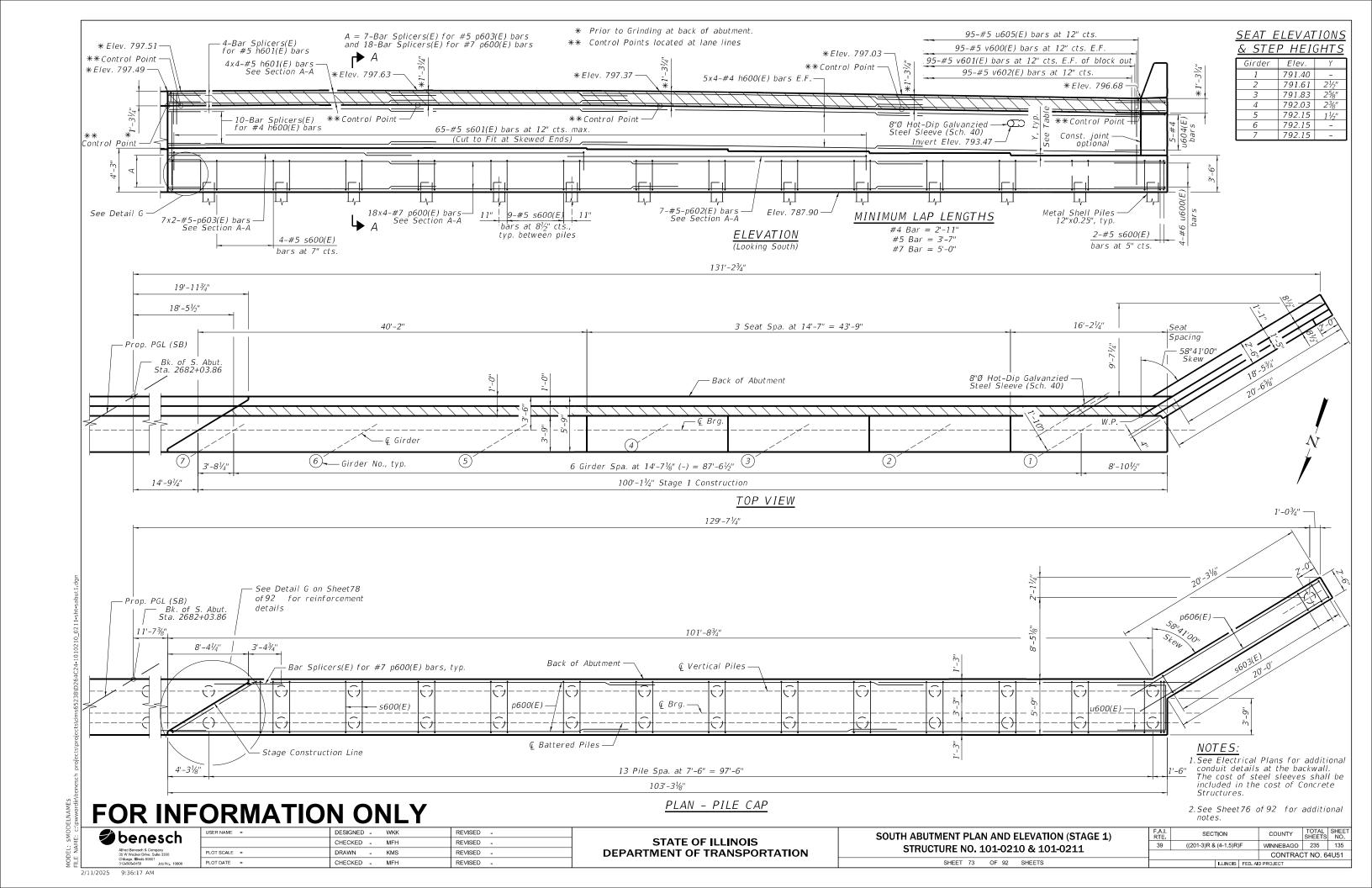


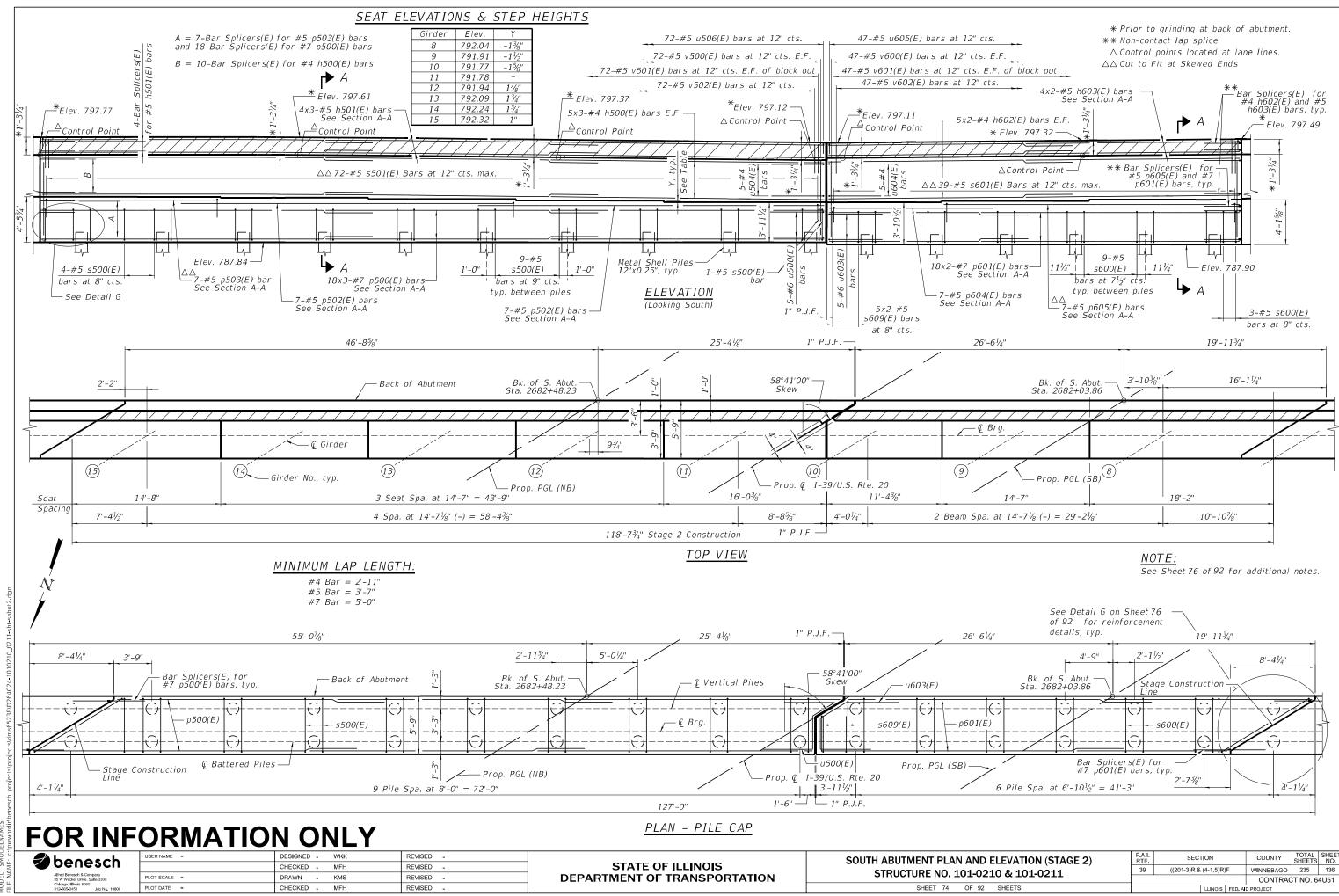
2/11/2025 9:36:09 AM



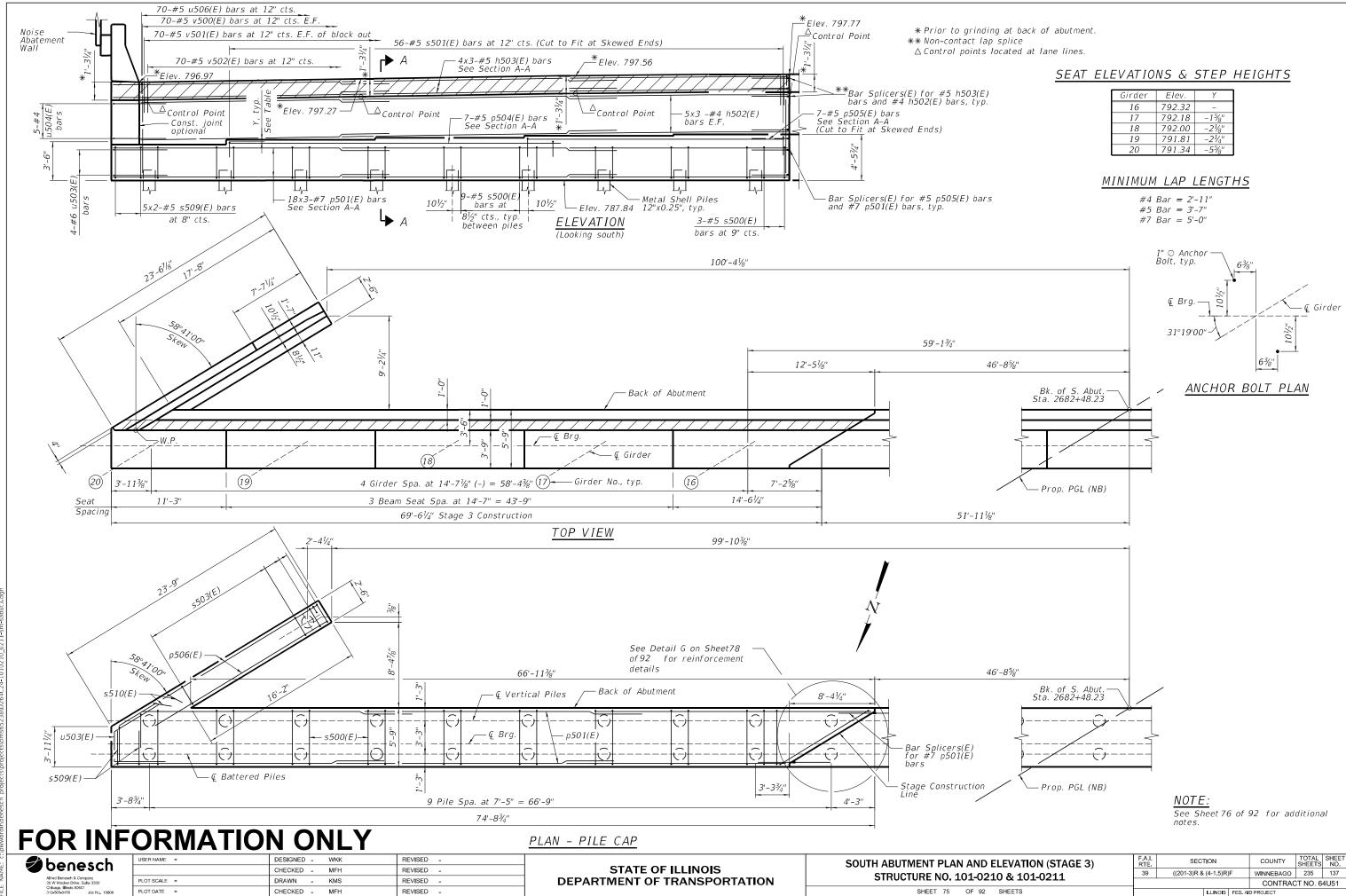


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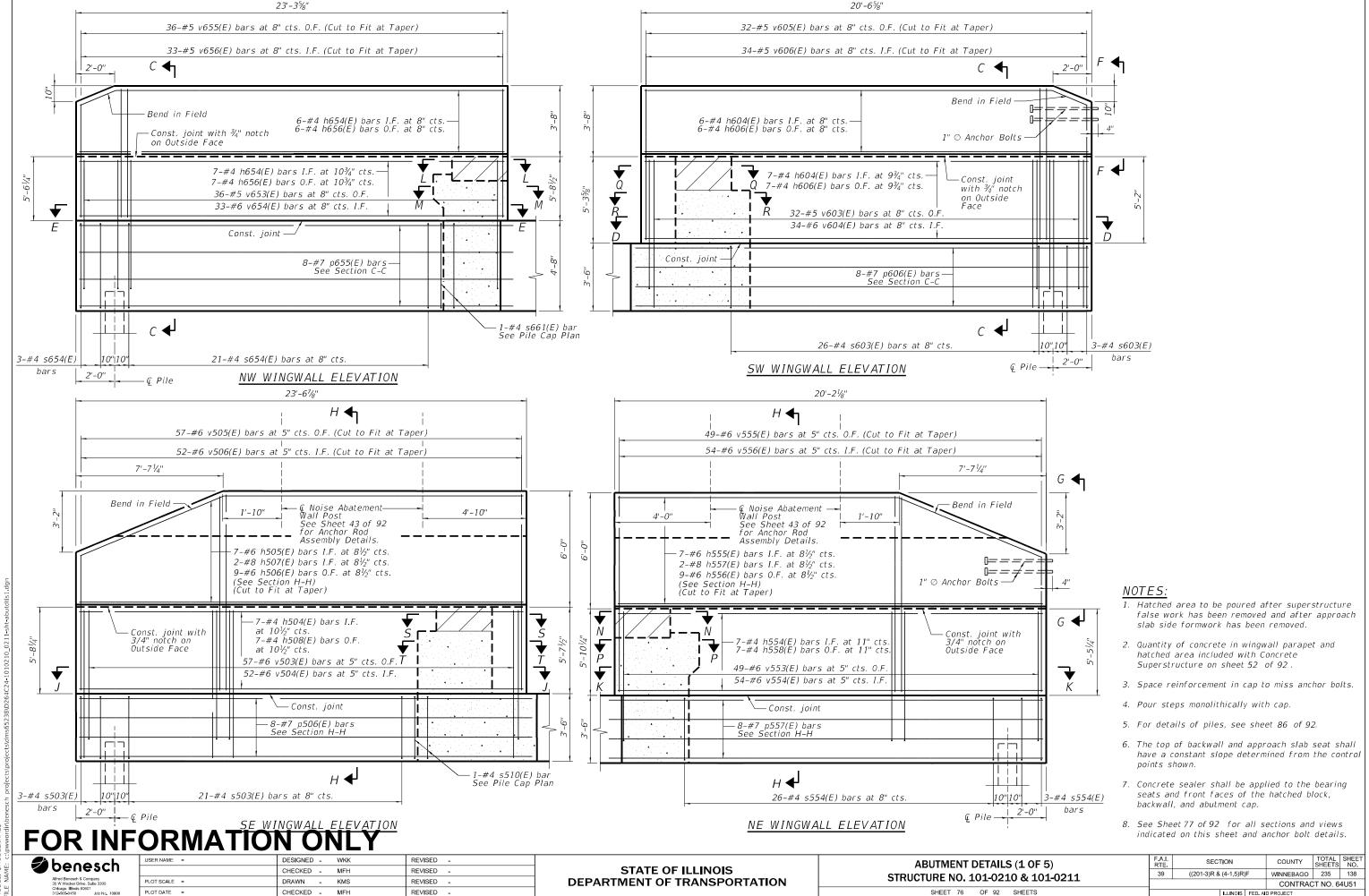




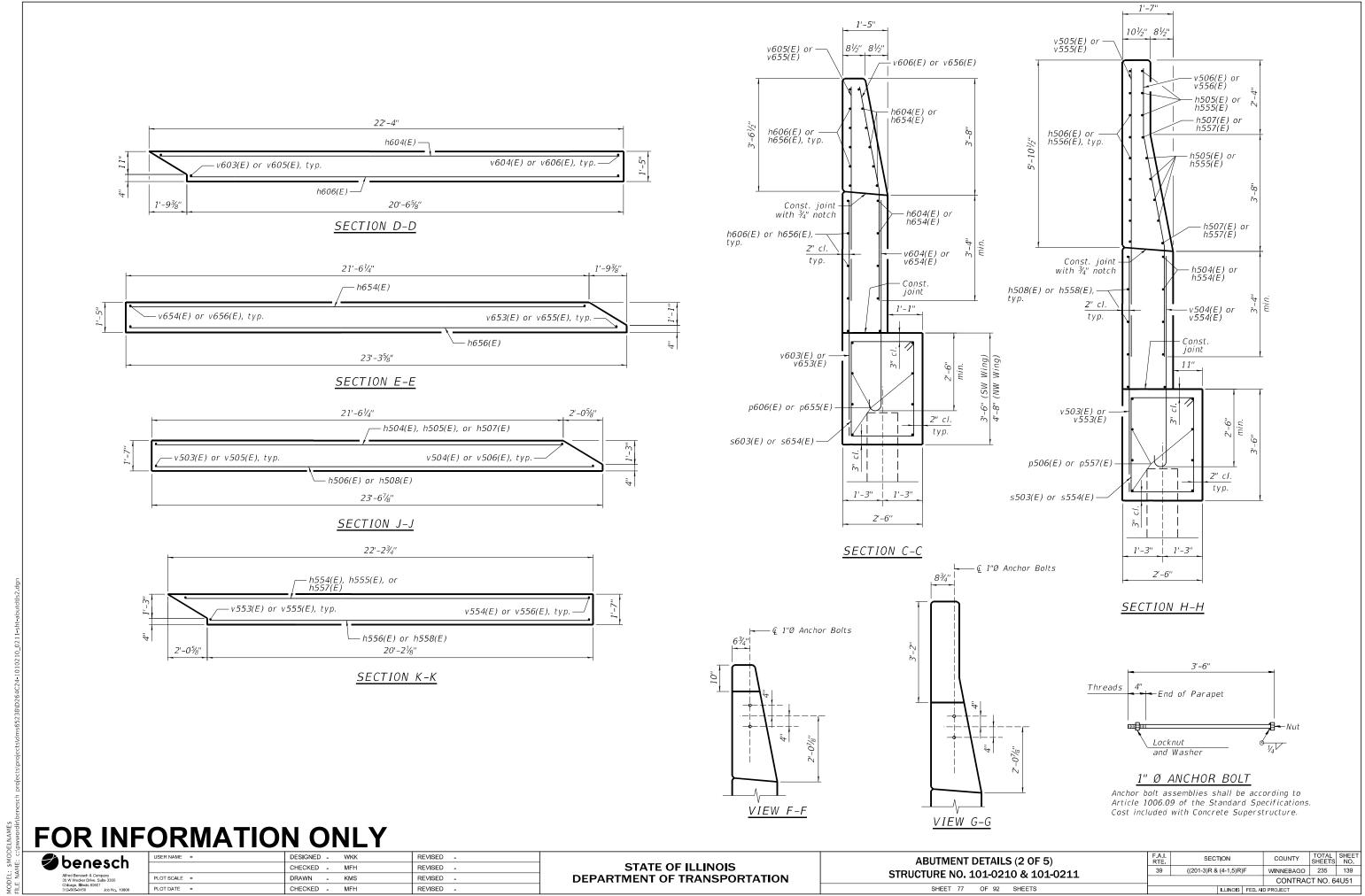
2/11/2025 9:36:20 AM

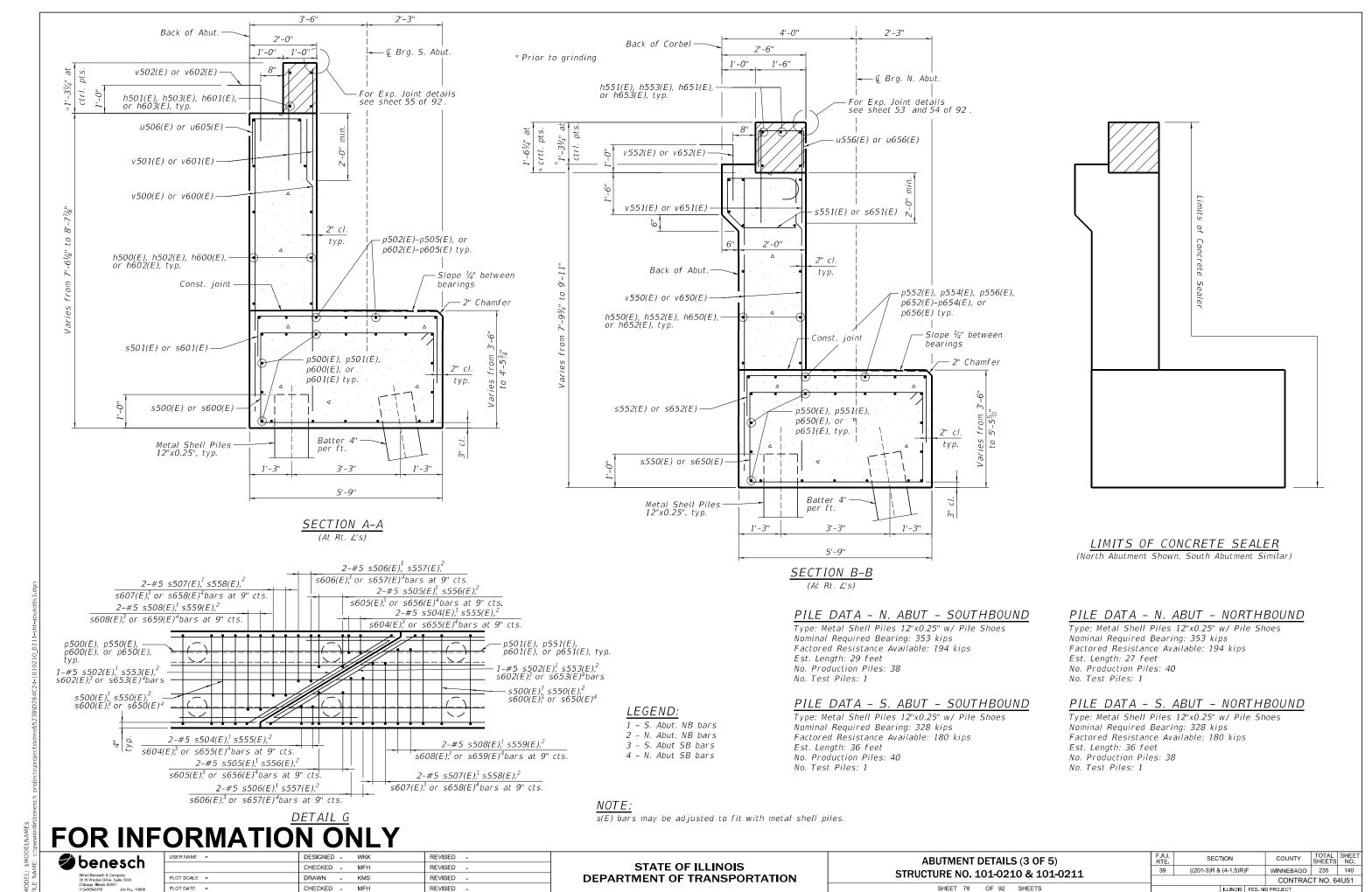


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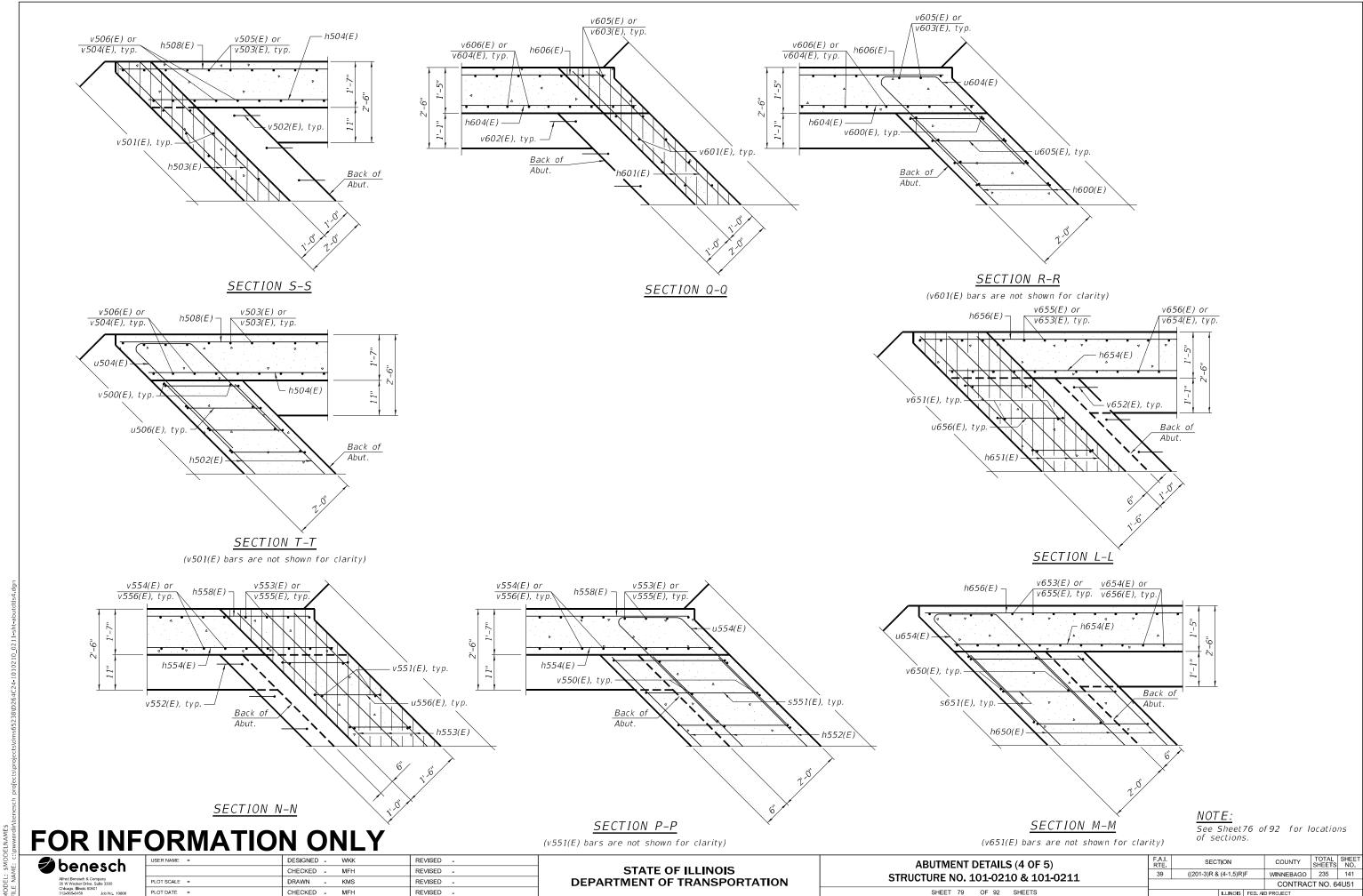


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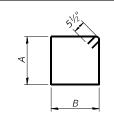




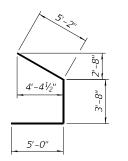
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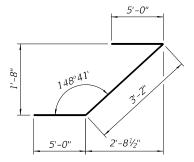
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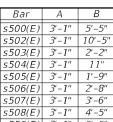
BARS s500(E), s502(E)-s508(E), s550(E), s553(E)-s559(E), s600(E), s602(E)-s608(E), s650(E) & s653-s659(E)



BAR u503(E) & u650(E)



BAR u504(E), u554(E), u604(E), & u654(E)

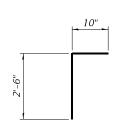


s504(E)	3'-1"	11"
s505(E)	3'-1"	1'-9"
s506(E)	3'-1"	2'-8"
s507(E)	3'-1"	3'-6"
s508(E)	3'-1"	4'-5"
s550(E)	3'-1"	5'-5"
s553(E)	3'-1"	10'-5"
s554(E)	3'-1"	2'-2"
s555(E)	3'-1"	11"
s556(E)	3'-1"	1'-9"
s557(E)	3'-1"	2'-8"
s558(E)	3'-1"	3'-6"
s559(E)	3'-1"	4'-5"
s600(E)	3'-1"	5'-5"
s602(E)	3'-1"	10'-5"
s603(E)	3'-1"	2'-2"
s604(E)	3'-1"	11"

s605(E) 3'-1" 1'-9" \$606(E) 3'-1" 2'-8" \$607(E) 3'-1" 3'-6" s608(E) 3'-1" 4'-5" s650(E) 3'-1" 5'-5" s653(E) 3'-1" 10'-5' 5654(E) 4'-3" 2'-2"

s655(E) 3'-1" 11"

s657(E) 3'-1" 2'-8" s658(E) 3'-1" 3'-6" 5659(E) 3'-1" 4'-5"



BARS v502(E), v552(E), v602(E), & v652(E)

S. ABUTMENT BILL OF MATERIAL SB (SN 101-0210)

Bar	No.	Size	Length	Shape
h600(E)	40	#4	26'-9"	
h601(E)	16	#5	27'-3"	
h602(E)	20	#4	24'-6"	
h603(E)	8	#5	25'-0"	
h604(E)	13	#4	22'-0"	
h606(E)	13	#4	20'-2"	
p600(E)	72	#7	29'-6"	
p601(E)	36	#7	25'-9"	
p602(E)	7	#5	32'-10"	
p603(E)	14	#5	23'-6"	
p604(E)	7	#5	15'-0"	
p605(E)	7	#5	37'-8"	
p606(E)	8	#7	22'-0"	
s600(E)	162	#5	17'-11"	
s601(E)	104	#5	11'-5"	
s602(E)	2	#5	27'-11'	
s603(E)	29	#4	11'-5"	
s604(E)	4	#5	8'-11"	
s605(E)	4	#5	10'-7"	
s606(E)	4	#5	12'-5"	
s607(E)	4	#5	14'-1"	
s608(E)	4	#5	15'-11"	
s609(E)	10	#5	9'-11"	
u600(E)	4	#6	15'-3"	
u603(E)	5	#6	17'-4"	
u604(E)	10	#4	13'-2"	
u605(E)	142	#5	7'-2"	
v600(E)	284	#5	7'-2"	
v601(E)	284	#5	3'-1"	
v602(E)	142	#5	3'-4"	
v603(E)	32	#5	8'-3"	
v604(E)	34	#6	8'-2"	
v605(E)	32	#5	7'-0"	
v606(E)	34	#5	7'-1"	

S. ABUTMENT BILL OF MATERIAL NB (SN 101-0211)

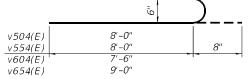
Bar	No.	Size	Length	Shape
h500(E)	30	#4	26'-0"	
h501(E)	12	#5	26'-6"	
h502(E)	30	#4	26'-0"	
h503(E)	12	#5	26'-6"	
h504(E)	7	#4	21'-2"	
h505(E)	7	#6	21'-2"	
h506(E)	9	#6	23'-2"	
h507(E)	2	#8	21'-2"	
h508(E)	7	#4	23'-2"	
o500(E)	54	#7	29'-3"	
o501(E)	54	#7	27'-3"	
o502(E)	14	#5	32'-10"	
o503(E)	7	#5	17'-6"	
o504(E)	7	#5	32'-9"	
o505(E)	7	#5	34'-0"	
o506(E)	8	#7	22'-9"	
s500(E)	153	#5	17'-11"	
s501(E)	128	#5	9'-5"	
s502(E)	2	#5	27'-11"	
s503(E)	24	#4	11'-5"	
s504(E)	4	#5	8'-11"	
s505(E)	4	#5	10'-7"	
s506(E)	4	#5	12'-5"	
s507(E)	4	#5	14'-1"	
s508(E)	4	#5	15'-11"	
s509(E)	10	#5	9'-11"	
s510(E)	2	#4	6'-9"	
u500(E)	5	#6	16'-9"	Ź
u503(E)	4	#6	13'-10"	— →
u504(E)	10	#4	13'-2"	
u506(E)	142	#5	7'-2"	
E00/E)	20.4	,, =	7'-2"	
√500(E)	284	#5		
√501(E)	284	#5	3'-1"	
v502(E)	142	#5	3'-4"	
√503(E)	57 52	#6	8'-8" 8'-8"	
v504(E)		#6		├ ──
√505(E)	57	#6	9'-4"	
√506(E)	52	#6	9'-5"	

N. ABUTMENT BILL OF MATERIAL SB (SN 101-0210)

Bar	No.	Size	Longth	Shape
			Length	эпаре
h650(E)	48	#4	26'-6"	
h651(E)	20	#5	27'-0"	
h652(E)	24	#4	24'-6"	
h653(E)	10	#5	24'-10"	
h654(E)	13	#4	21'-5"	
h656(E)	13	#4	23'-2"	
p650(E)	54	#7	35'-9"	
p651(E)	36	#7	28'-4"	
p652(E)	7	#5	20'-2"	
p653(E)	7	#5	36'-1"	
p654(E)	14	#5	23'-6"	
p655(E)	8	#7	23'-6"	
p656(E)	7	#5	27'-5"	
s650(E)	154	#5	17'-11"	
s651(E)	142	#5	5'-10"	
s652(E)	105	#5	11'-5"	
s653(E)	2	#5	27'-11"	7
s654(E)	24	#4	13'-9"	$\overline{7}$
s655(E)	4	#5	8'-11"	Ħ
s656(E)	4	#5	10'-7"	Ħ
s657(E)	4	#5	12'-5"	7
s658(E)	4	#5	14'-1"	Ħ
s659(E)	4	#5	15'-11"	Ħ
s660(E)	10	#5	9'-11"	
s661(E)	2	#4	6'-9"	_=
3001(2)		<i>" '</i>		
u650(E)	5	#6	13'-10"	
u653(E)	4	#6	16'-9"	7
u654(E)	10	#4	13'-2"	7
u656(E)	142	#5	4'-7"	
v650(E)	284	#5	7'-6"	
v651(E)	284	#5	3'-4"	
v652(E)	142	#5	3'-4"	
v653(E)	36	#5	9'-1"	
v654(E)	33	#6	9'-8"	\neg
v655(E)	36	#5	7'-0"	
v656(E)	33	#5	7'-1"	
**************************************	- 55	77	, <u>,</u>	
l				

N. ABUTMENT BILL OF MATERIAL NB (SN 101-0211)

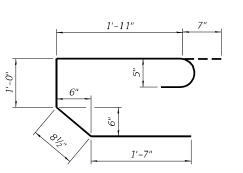
Bar	No.	Size	Length	Shape
h550(E)	36	#4	25'-11"	
h551(E)	15	#5	26'-4"	
h552(E)	36	#4	25'-10"	
h553(E)	15	#5	26'-3"	
h554(E)	7	#4	21'-10"	
h555(E)	7	#6	21'-10"	
h556(E)	9	#6	19'-10"	
h557(E)	2	#8	21'-10"	
h558(E)	7	#4	19'-10"	
p550(E)	54	#7	27'-6"	
p551(E)	54	#7	29'-3"	
p552(E)	14	#5	18'-2"	
p554(E)	7	#5	30'-2"	
p556(E)	42	#5	26'-6"	
p557(E)	8	#7	22'-0"	
s550(E)	162	#5	17'-11"	
s551(E)	142	#5	5'-10"	
s552(E)	117	#5	9'-5"	
s553(E)	2	#5	27'-11"	
s554(E)	29	#4	11'-5'	
s555(E)	4	#5	8'-11"	
s556(E)	4	#5	10'-7"	
s557(E)	4	#5	12'-5"	
s558(E)	4	#5	14'-1"	
s559(E)	4	#5	15'-11"	
s560(E)	10	#5	9'-11"	
u550(E)	5	#6	17'-4"	フ
u553(E)	4	#6	15'-3"	
u554(E)	10	#4	13'-2"	
u556(E)	142	#5	4'-7"	
v550(E)	284	#5	7'-6"	
v551(E)	284	#5	3'-4"	
v552(E)	142	#5	3'-4"	
v553(E)	49	#6	8'-6"	
v554(E)	54	#6	8'-8"	
v555(E)	49	#6	9'-4"	
v556(E)	54	#6	9'-5"	



BARS v504(E), v554(E), v604(E), and v654(E)

For details of Bar Splicers, see sheet 88 of 92.

For details of piles, see sheet 86 of 92



BARS s551(E) & s651(E)

PLOT DATE =

5'-1	0"
3'-37/8"	3 - 5
5'-0"	3-11
ADCEEO/E)	C 4602/E)

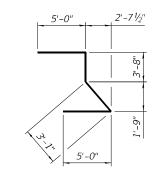
BARS u550(E) & u603(E)

DESIGNED - WKK

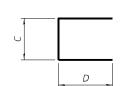
CHECKED - MFH

CHECKED - MFH

DRAWN -



BARS u500(E) & u653(E)



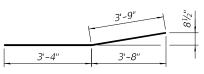
BARS s501(E), s509(E), s510(E), s552(E), s560(E), s601(E), s609(E), s652(E), s660(E), s661(E), u506(E), <u>u553(E), u556(E), u600(E),</u> u605(E), & u656(E)

s501(E) 5'-5" 2'-0" s509(E) 3'-1" 3'-5' s510(E) 3'-1" 1'-10 s560(E) 3'-1" 3'-5' s601(E) 5'-5" 3'-0" s609(E) 3'-1" 3'-5' s652(E) 5'-5" 3'-0" s660(E) 3'-1" 3'-5'

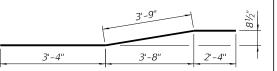
Bar	С	D
u553(E)	5'-3"	5'-0"
u556(E)	2'-3"	1'-2"
u600(E)	5'-3"	5'-0"
u605(E)	3'-2"	2'-0"
u656(E)	2'-3"	1'-2"

Bars indicated thus 6x2 #5 etc. indicates

6 lines of bars with 2 lengths per line.



BAR v606(E) & v656(E)



INFORMATION ONLY BAR V 506(E) & V 556(E)

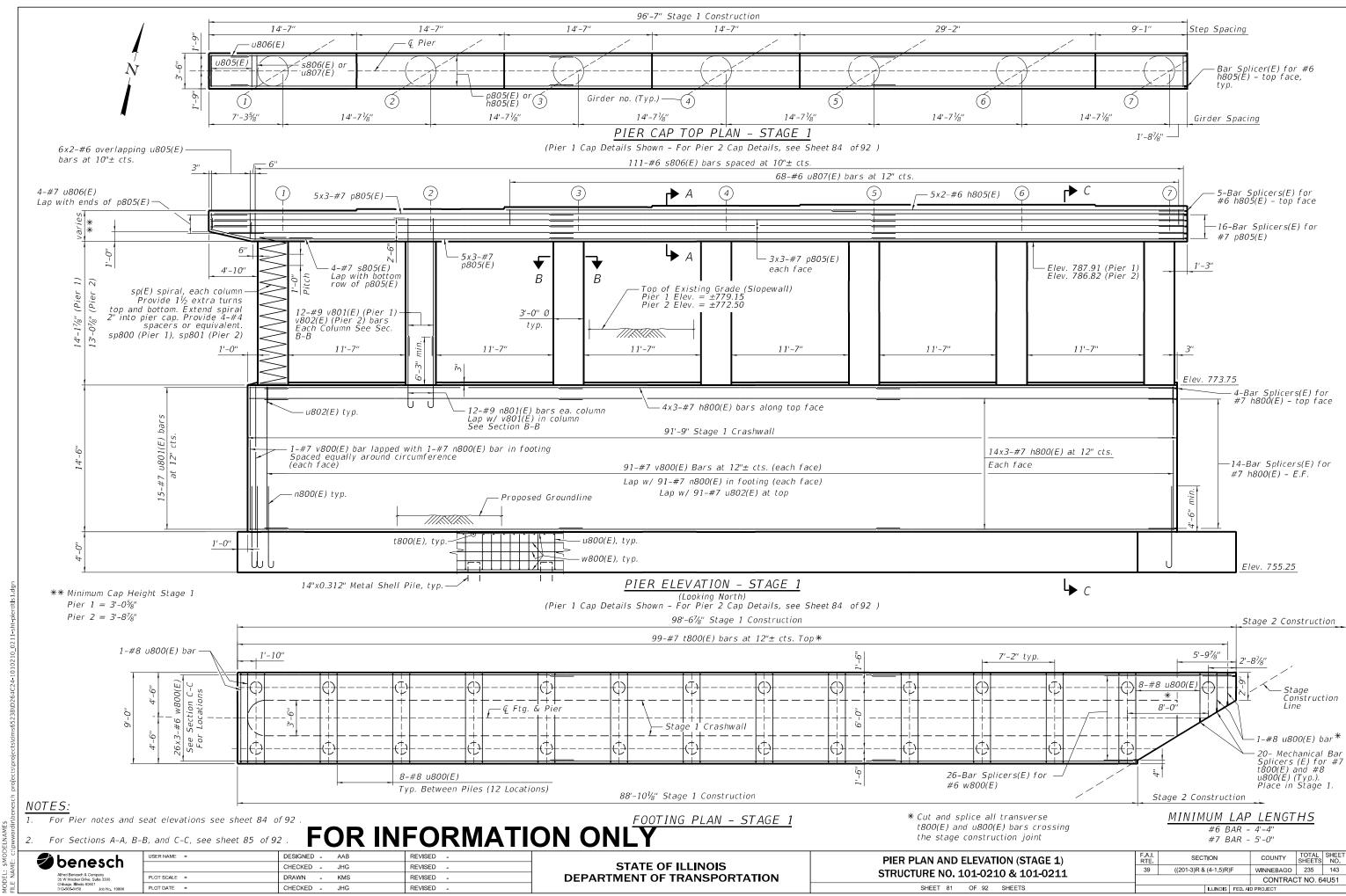
ABUTMENT DETAILS (5 OF 5) STRUCTURE NO. 101-0210 & 101-0211 SHEET 80 OF 92 SHEETS

F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
39	((201-3)R & (4-1,5)R	WINNEBAGO	235	142	
			CONTRAC	T NO. 6	4U51
	ILLINOIS	FED. A	D PROJECT		

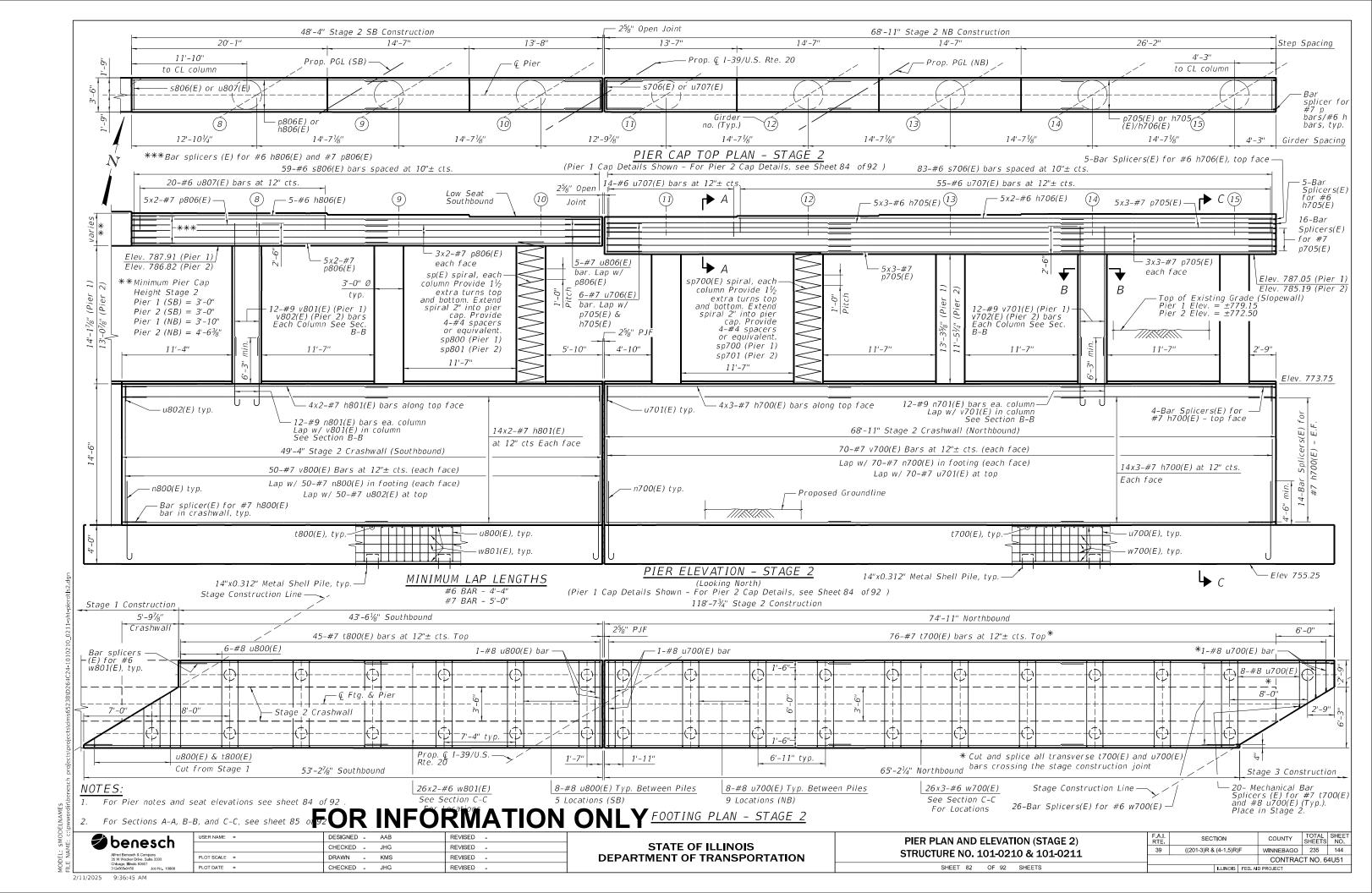
REVISED REVISED -REVISED -REVISED .

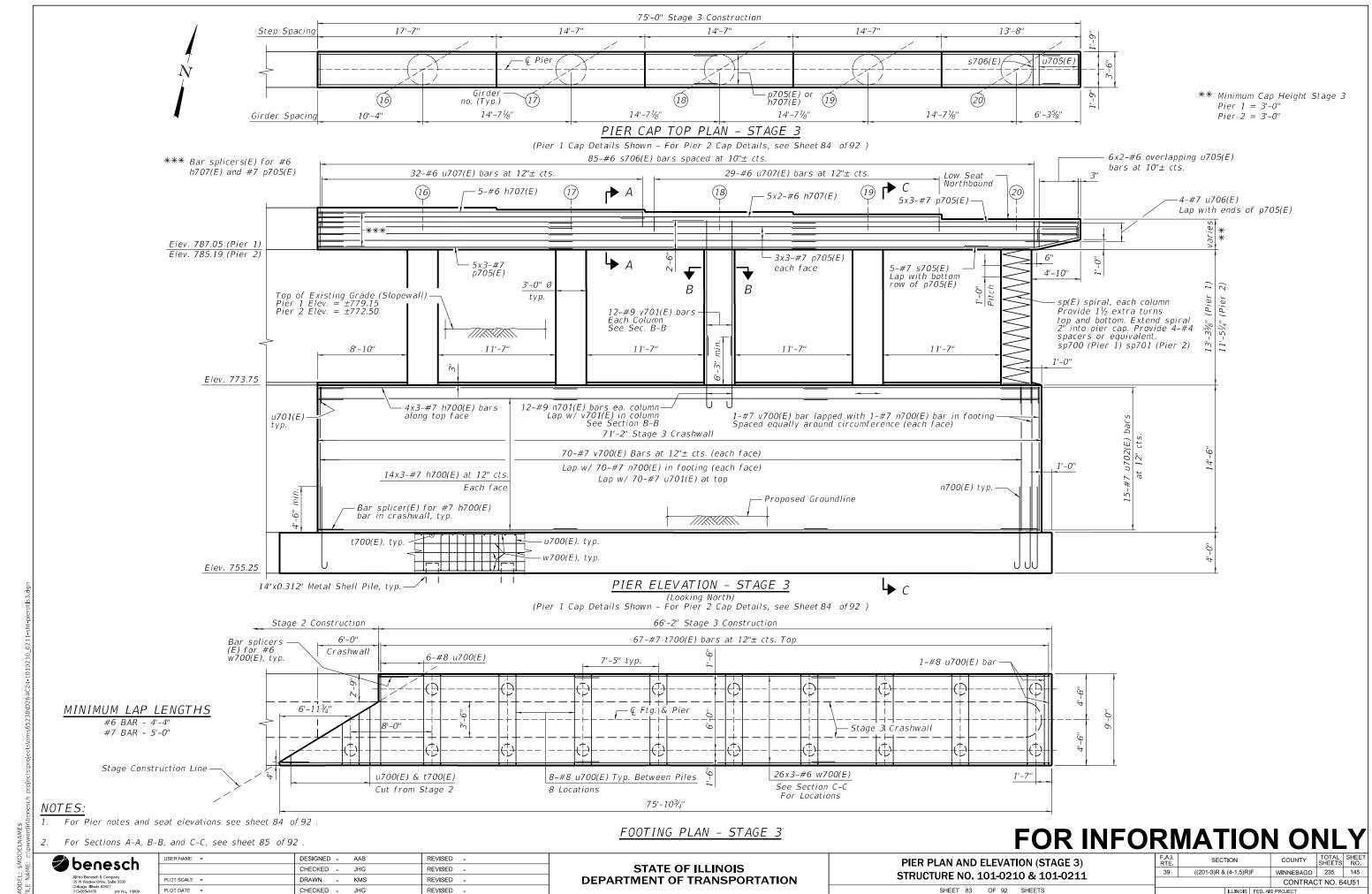
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

benesch

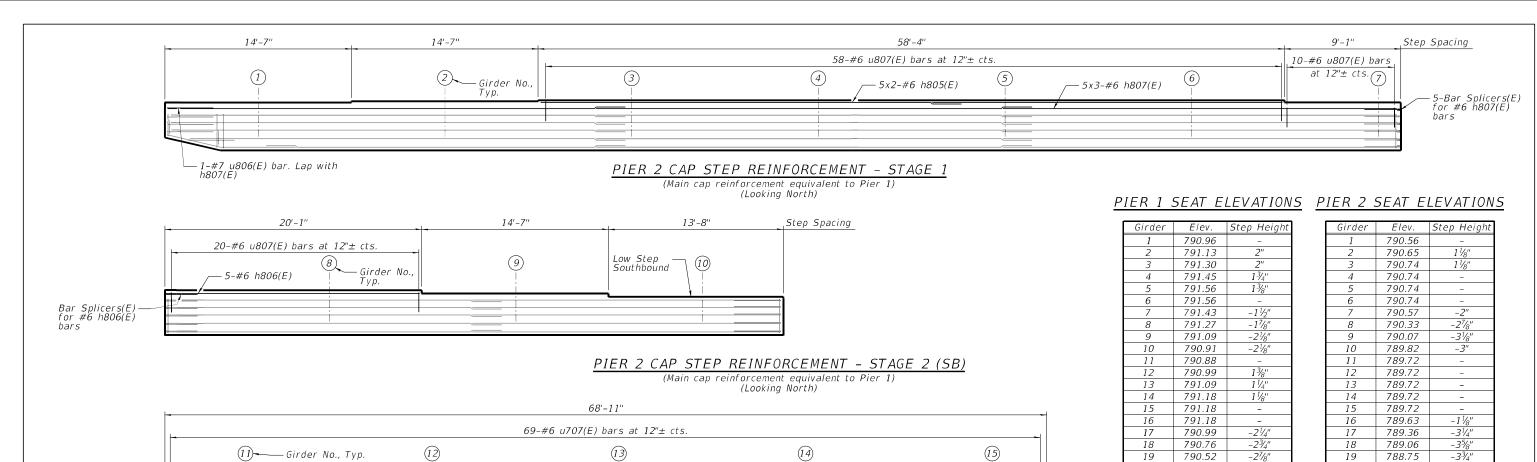


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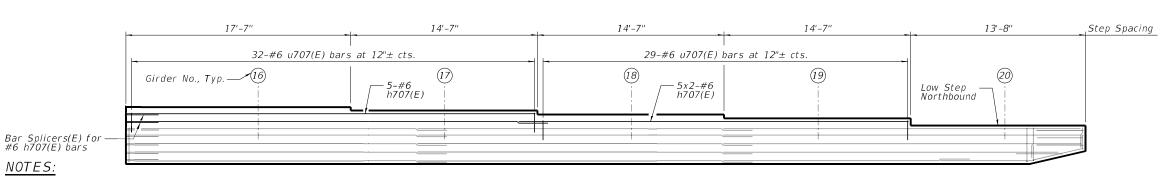
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PIER 2 CAP STEP REINFORCEMENT - STAGE 2 (NB)

(Main cap reinforcement equivalent to Pier 1)

(Looking North)



1. Space Reinforcement in cap to miss anchor bolts.

PIER 2 CAP STEP REINFORCEMENT - STAGE 3 (Main cap reinforcement equivalent to Pier 1) (Looking North)

2. Pour steps monolithically with cap.

3. For details of metal shell piles, see sheet 86 of 92

4. Hard driving conditions are expected at both SB piers as well as at the east end of the northbound piers. Piles shall be driven to a min. tip elevation of 741.25. If pier piles cannot be driven to the min. tip elevation without pile damage, the Contractor shall drive an adjacent pile next to the damaged one, using measures such as pre-coring and limiting the pile hammer energy. If pre-coring is utilized, the pre-core diameter shall be 18" and the annulus between the pile and the pre-core hole shall be filled with sand after placing the pile in the hole and prior to driving the pile. This work shall be performed at the Contractor's expense and considered in the cost of

— 5x2-#6 h705(E)

7-#7 u706(E) bars. Lap

with p705(E) & h705(E)

— 5x2-#6 h705(E)

Bolt, typ.

11/4" Anchor

Bolt, typ. 1'-01/2"

11/4" Anchor

19

10-Bar Splicers(E) for #6 h705(E) bars

790.52

790.05

ANCHOR BOLT PLAN - PIER 2

-33/4" 19 788.75 20 788.19

PILE DATA - PIER 1 - NORTHBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes Nominal Required Bearing: 513 kips Factored Resistance Available: 282 kips Est. Length: 40 feet No. Production Piles: 38 No. Test Piles: 2*

PILE DATA - PIER 2 - NORTHBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes Nominal Required Bearing: 513 kips Factored Resistance Available: 282 kips Est. Length: 40 feet No. Production Piles: 38 No. Test Piles: 2*

PILE DATA - PIER 1 - SOUTHBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes Nominal Required Bearing: 513 kips Factored Resistance Available: 282 kips Est. Lenath: 14 feet No. Production Piles: 39 No. Test Piles: 1 *

PILE DATA - PIER 2 - SOUTHBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes Nominal Required Bearing: 513 kips Factored Resistance Available: 282 kips Est. Length: 14 feet No. Production Piles: 39 No. Test Piles: 1 *

> * Due to varying soil strata encountered at the site, it is recommended that a test pile be driven at the east end of each stage.

ANCHOR BOLT PLAN - PIER 1

STATE OF ILLINOIS

SECTION COUNTY PIER DETAILS (1 OF 2) ((201-3)R & (4-1,5)R)F WINNEBAGO 235 146 STRUCTURE NO. 101-0210 & 101-0211 CONTRACT NO. 64U51 SHEET 84 OF 92 SHEETS

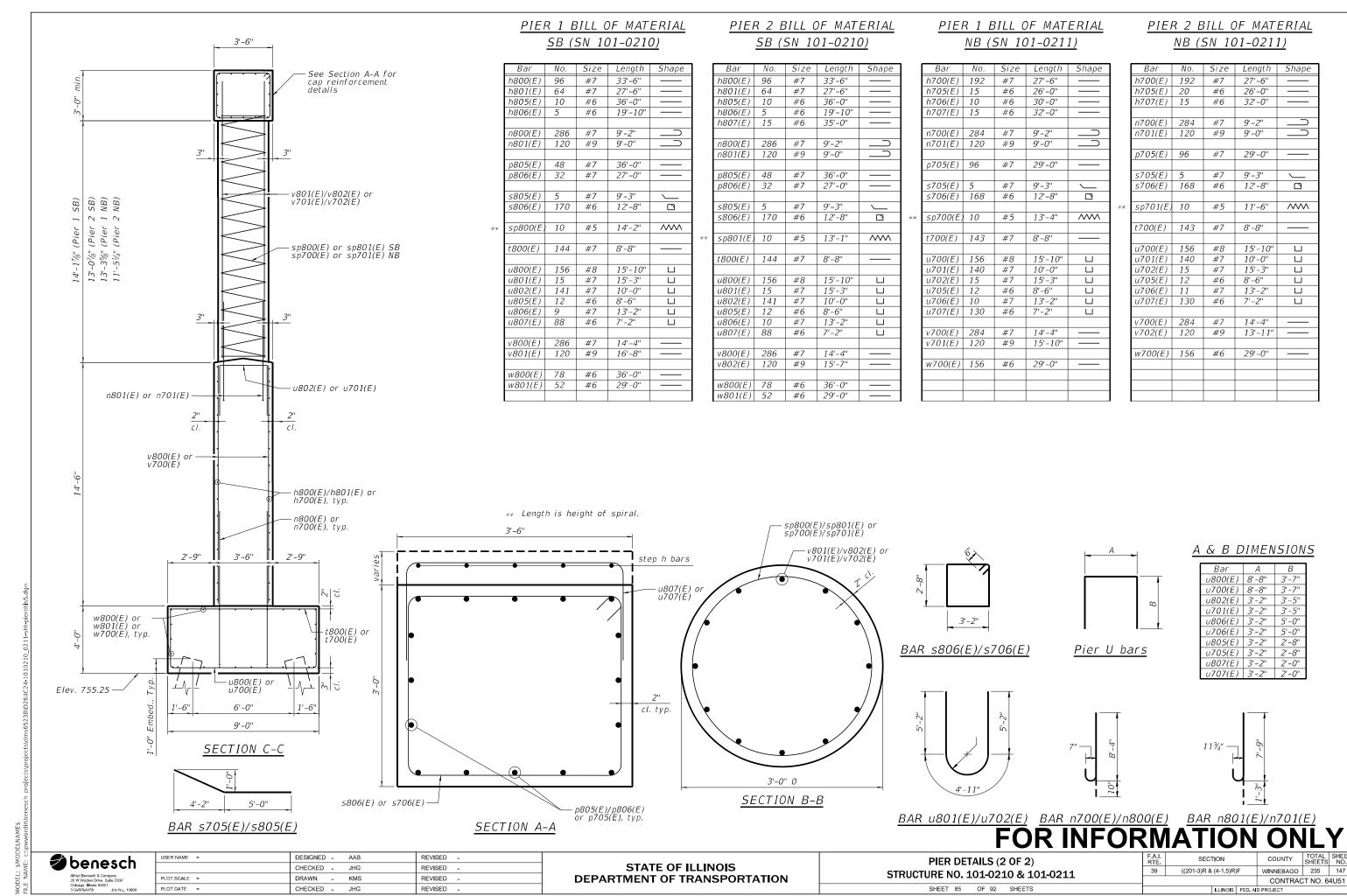
5. Bars noted thus, 3x2-#5 indicates 3 lines of bars with 2 lengths of bars per line. FOR INFORMATION ONLY

. •
benesch
- Cellescii
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 80601
312-565-0450 Joh No. 10800

DESIGNED - AAB REVISED -CHECKED - JHG REVISED -REVISED PLOT DATE = CHECKED - JHG REVISED .

DEPARTMENT OF TRANSPORTATION

NOTES:

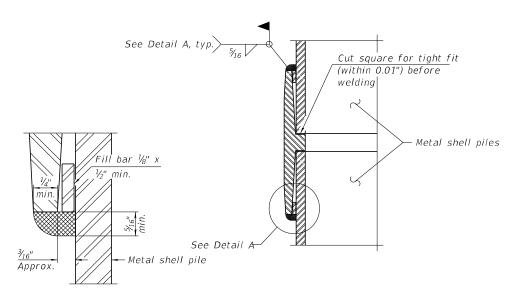


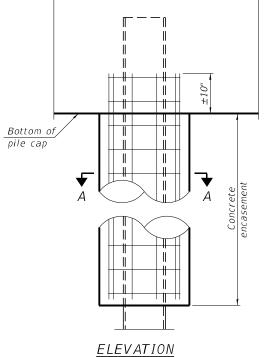
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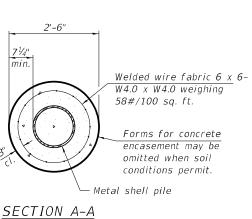


METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³/ft.)
PP12	0.250"	31.40	0.0267
PP14	0.250"	36.75	0.0368
PP14	0.312"	45.65	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470





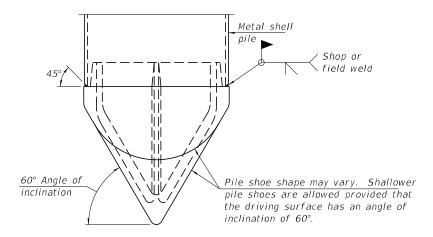


DETAIL A

Metal shell pile ¾" End plate Shop or field weld

 $s = t - \frac{1}{8}$ "

END PLATE ATTACHMENT



PILE SHOE ATTACHMENT

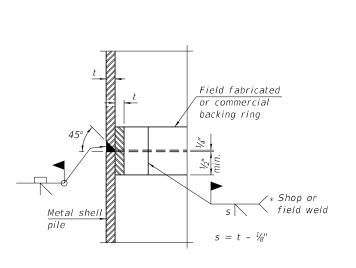
(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full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

WELDED COMMERCIAL SPLICE

Notes:

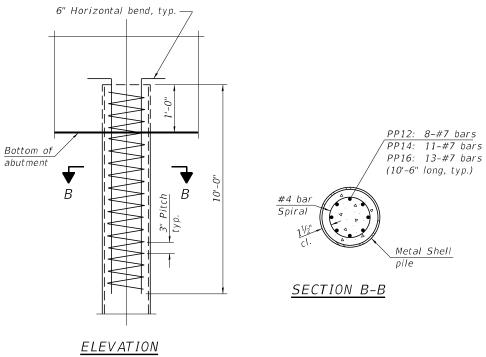
The $\frac{1}{8}$ " x $\frac{1}{2}$ " min. fill bar may be constructed of 2 bars with a $\frac{1}{8}$ " max. gap between them. Pile segments shall be driven to solid contact with splicer before welding.

INDIVIDUAL PILE CONCRETE ENCASEMENT (When specified)



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.



REINFORCEMENT AT ABUTMENTS

(Omit when concrete encasement is specified)

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

FOR INFORMATION ONLY

METAL SHELL PILE DETAILS STRUCTURE NO. 101-0210 & 101-0211 SHEET 86 OF 92 SHEETS

LI.	SEC ⁻	TION		COUNTY	SHEETS	SHEE NO.
9	((201-3)R &	(4-1,5)R)	F	WINNEBAGO	235	148
			CONTRAC	CT NO. 6	4U51	
		ILLINOIS	FED. Al	D PROJECT		

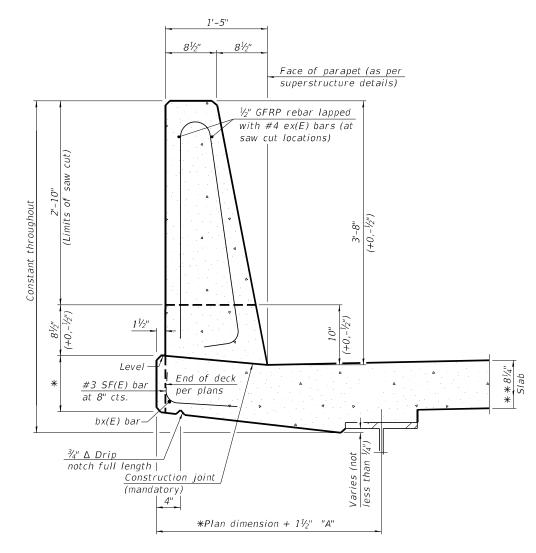
F-MS

5-15-2023



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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

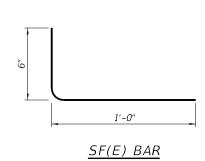


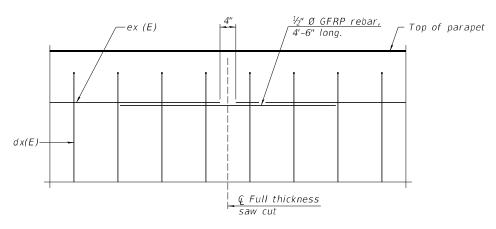
* See Superstructure Details.

* * Prior to grinding.

44" CONCRETE-SLOPE PARAPET SECTION

(Showing dimensions, dx(E), and $\frac{1}{2}$ " Ø GFRP rebar)





DETAIL - GFRP REBAR STIFFENING ELEVATION

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

FOR INFORMATION ONLY

Notes:

superstructure details.

thickness saw cut.

All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is

needed to revise dimension "A" = 0.00348 cu. yds./ft. Place full depth aluminum sheets as shown on

Replace all cork joint filler locations with a full

to be revised as shown. Additional concrete

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PLOT DATE =	CHECKED - TPS	REVISED -

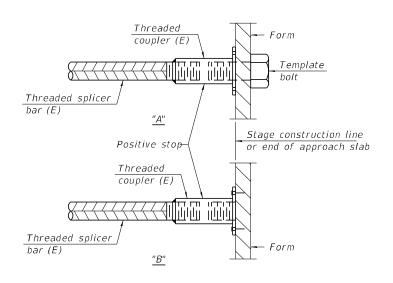
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 101-0210 & 101-0211 SHEET 87 OF 92 SHEETS

COUNTY TOTAL SHEETS NO.
WINNEBAGO 235 149 ((201-3)R & (4-1,5)R)F CONTRACT NO. 64U51

STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

if applicable Stage I construction Stage II construction Stage II construction Stage III construction Mechanical splicer (E) ?<<<<<<<<<<<<<< Reinforcement bar-– Reinforcement bar

Stage line

STANDARD MECHANICAL SPLICER

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.

BSD-1

5-15-2023



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STATE OF ILLINOIS

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 101-0210 & 101-0211 SHEET 88 OF 92 SHEETS

FOR INFORMATION ONLY COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 150 CONTRACT NO. 64U51

DEPARTMENT OF TRANSPORTATION

Page <u>1</u> of <u>2</u>

Date	5/19/08

	ROUTE Bypass 20	DE	SCF	RIPTIC	P92 DN	2-111-	06 US Bypass 20 Bridge over U.P. .8 m. S. of Harrison Avenue	R.R.,	oge	SED B	Y <u>J. S</u>	Strating
	SECTION			LOCA	TION	Cheri	y Valley Twp 2 SW, SEC., TWP.	43N, RN	IG. 2	E		
	COUNTY Winnebago	RILLING	G MI	ETHO	D	Н	ollow Stem Auger HAMME	R TYPE	C	ME-45	Autor	natic
	STRUCT. NOStation		D E P	L	U C S	M 0 1	Surface Water Elev	ft) ft	D E P	L	U C S	M O I
	BORING NO. B-1f Station 832+95 Offset 43.00ft Rt EB Cl		H	S	Qu		Groundwater Elev.: First Encounter 756.5	ft		S	Qu	S T
	Ground Surface Elev. 773.50 SOFT brown SILTY CLAY LOAM		(ft)	(/6")	(tst)	(%)	After Hrs. Wash	ft	(nt)	(/6")	(tsf)	(%)
	SOFT Brown SILTY CLAY LOAM		_		0.3 P	20.0		752.50	_	5		
	STIFF brown SILTY CLAY LOAM	771.50	_	2			MEDIUM tan fine SAND			8		
		770.00		4	1.5 B	27.0		750.00		13		
	MEDIUM brown SILTY LOAM		-5				MEDIUM tan fine SAND					
		767.50	_	2	1.0 P	26.0		747.50		9		
	STIFF tan/gray SILTY CLAY	-	_	2		8	LOOSE tan fine SAND		_	0		
	LOAM	765.00		3 4	1.5 B	26.0				2 7		
	MEDIUM brown SANDY LOAM	-		2			STIFF tan SILT	744.50		3		
	INCESTOR STOWN OF THE CONTROL	-	-10	4 8	0.5 P	15.0	orn tunder	742.50	-30	3 7	1.0 P	26.0
	LOGOF to make 5 m CAND	762.00					OTIES 1 - 1 - OH T - OH CAND			0		
	LOOSE tan moist fine SAND	760.00	\exists	3 5			STIFF tan/gray SILT with SAND lenses		_	5 10	1.7 P	22.0
		760.00	\dashv					739.50	\exists			
	LOOSE tan very moist fine SAND		-15	4	-		MEDIUM tan dirty medium SAND with GRAVEL	-	-35	2		
		757.50 _		4				737.50 _	7	8		
Name of Street or other Persons	MEDIUM tan fine SAND	7	+	6			VERY DENSE tan medium SAND with GRAVEL, bottom 2" LOAM	-	_	13 26		
The second second		755.00	7	6				735.00	_	25		
	Î		- 1			Ш			1	- 1		

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, from 137 (Rev. 8-99)



SOIL BORING LOG

Page <u>2</u> of <u>2</u>

Illinios Department of Tra	nsportation/	D-2		DOG	444.0	Date	
ROUTE Bypass 20	DE	SCR	IPTIO	N	-111-0	6 US Bypass 20 Bridge over U.P.R.R., .8 m. S. of Harrison Avenue LOGGED BY J. Strating	<u>ıg</u>
SECTION		1	LOCA	TION_	Cherr	y Valley Twp 2 SW, SEC., TWP. 43N, RNG. 2E	_
COUNTY Winnebago	ORILLING	G ME	THOE		Но	llow Stem Auger HAMMER TYPE CME-45 Automatic	_
STRUCT. NOStation		D E P T	B L O	U C S	M 0 1	Surface Water Elev.	
BORING NO. B-1f Station 832+95 Offset 43.00ft Rt EB C	L	Н	S	Qu	S	First Encounter 756.5 ft H S Qu T	
Ground Surface Elev. 773.5	0 ft	(ft)		(tsf)	(%)	After Hrs ft (ft) (/6") (tsf) (%))
MEDIUM tan fine SAND, bottom 2" SILT (continued)		_	8			DENSE tan/gray dirty medium 20 SAND with GRAVEL (continued) 712.50 22	
	732.00					End of Boring	
MEDIUM gray SILT			8				
			12 14				
	729.50					_	
DENSE tan fine SAND with gray	,	-45	0				
SILT ICIIS	727.50	_	22				
		4					
MEDIUM tan fine SAND	-	\exists	5 8				
	725.00	ᅵ	9				
	-						
DENSE tan clean medium SAND with GRAVEL	-	-50	14			70	
			31			_	
	722.00	\exists					
Wash HARD gray CLAY LOAM TILL		+	15	4.3	12.0	-	
	_	7	13	В		7	
	719.50	\dashv					
VERY DENSE tan/brown dirty SAND & GRAVEL with 2" TILL	-	-55	17 30			75	
lens in middle	717.50 _		33			_	
		\dashv					
MEDIUM tan dirty medium SAND with GRAVEL	_	7	9	\dashv		-	
	715.00	\exists	13			<u> </u>	
	-	\dashv				-	
		-60	18			-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, from 137 (Rev. 8-99)

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS (1 OF 4) STRUCTURE NO. 101-0210 & 101-0211 SHEET 89 OF 92 SHEETS

Along CL I-39, Boring B-1f is located at Sta. 2684+96, 94.5' RT ((201-3)R & (4-1,5)R)F CONTRACT NO. 64U51

Page <u>1</u> of <u>1</u>

Date __5/21/08 DO2 111 06 LIC Punges 20 Bridge over LI D.D.D.

ROUTE Bypass 20	DE	SCR	RIPTIO	N	-111-0	.8 m. S. of Harrison Avenu	ie O.F.N.	LC	ogg	ED BY	/ <u>J. St</u>	trating
SECTION		!	LOCA	TION	Cherr	y Valley Twp 2 SW, SEC.	., TWP. 4	3N, RN	G. 1E			
COUNTY Winnebago	RILLING	G ME	ETHOL	o	Но	Ilow Stem Auger	HAMMER	TYPE	3- <u>53</u>	Diedri	ch Aut	omat
STRUCT. NO		D E P T H	L O W	U C S Qu	M O I S T	Surface Water Elev. Stream Bed Elev. Groundwater Elev.: First Encounter	750.0	ft 🔻	D E P T H	B L O W S	U C S Qu	M O I S T
Offset 37.00ft Lt WB Cl Ground Surface Elev. 772.00	0 ft	(ft)	(/6")	(tsf)	(%)	Upon Completion After Hrs	/4/.5	_ft ⊻	(ft)	(/6")	(tsf)	(%)
STIFF brown SILTY CLAY LOAM		_		1.0	18.0	HARD tan LOAM TILL (co				45 50		6.0
STIFF tan/brown SILTY CLAY	770.00		4	Р		HARD tan LOAM TILL		751.00	<u> </u>	20		
LOAM	768.50		6 7	1.5 P	26.0			748.50	\exists	100/7"		8.0
SOFT tan/brown SILTY CLAY LOAM		-5	2	0.4	24.0	HARD tan LOAM TILL		<u>-</u>	Z -25	18		7.0
	765.50	-	8	В		End of Boring		746.00	\dashv	42		
MEDIUM tan LOAM TILL	-		2 5 6	0.9 B	12.0			-				
STIFF tan LOAM TILL	763.50 - -	-10			8.0			-	-30			
	761.00 _	-	7	P. P.	0.0			-				
VERY STIFF tan LOAM TILL	758.50	1	6 10 14	2.3 P	10.0			_	=			
HARD tan LOAM TILL	-	-15	24	4.5	6.0			-	-35			
HAPD top LOAM THE	756.00 _	=	45	Р				-				
HARD tan LOAM TILL	753.50	10	21 00/11		6.0							
HARD tan LOAM TILL	-	-20	25					_	-40			

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, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 2

Date 5/22/08

P92-111-06 US Bypass 20 Bridge over U.P.R.R., .8 m. S. of Harrison Avenue LOGGED BY J. Strating DESCRIPTION Bypass 20 LOCATION Cherry Valley Twp. - 2 SW, SEC., TWP. 43N, RNG. 1E COUNTY Winnebago DRILLING METHOD HAMMER TYPE B-53 Diedrich Automatic Hollow Stem Auger D В Surface Water Elev. Ε C 0 C E L Stream Bed Elev. 765.00 ft P S 0 S 0 Т W W **Groundwater Elev.:** Н Qu S Qu T S First Encounter 784.5 ft 🔻 834+20 Station 5.00ft Rt Med CL **Upon Completion** (/6") (tsf) (%) (ft) (/6") (tsf) __ Hrs. Ground Surface Elev. 792.00 After MEDIUM brown SILTY CLAY MEDIUM dark gray SILTY LOAM 0.8 28.0 LOAM 0.5 11.0 P P 5 770.50 STIFF tan/brown SILTY CLAY STIFF brown SILTY CLAY LOAM 1.8 16.0 LOAM 1.5 26.0 В 3 P 3 788.00 767.50 MEDIUM brown SILTY CLAY STIFF tan/gray LOAM TILL LOAM 1.8 9.0 0.5 20.0 10 P 2 P 785.50 765.50 15 VERY STIFF brown CLAY LOAM HARD tan LOAM TILL 23 4.5 7.0 3.3 19.0 4 23 P 9 В 763.00 783.00 VERY STIFF brown CLAY LOAM HARD tan LOAM TILL 4.5 7.0 2.0 14.0 9 P 10 В 780.50 760.50 VERY STIFF brown CLAY LOAM HARD tan LOAM TILL 14 4.5 8.0 3.3 20.0 26 Р 7 758.00 778.00 16 STIFF brown/gray CLAY LOAM HARD tan LOAM TILL 1.3 17.0 28 4.5 9.0 6 7 P 36 775.50 755.50 17 VERY STIFF brown/gray LOAM HARD tan LOAM TILL 8.0 10 2.5 13.0 00/10 11 S 773.00 753.00

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, from 137 (Rev. 8-99)

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (2 OF 4) STRUCTURE NO. 101-0210 & 101-0211 SHEET 90 OF 92 SHEETS

SECTION ((201-3)R & (4-1,5)R)F WINNEBAGO 235 152 CONTRACT NO. 64U51

Along CL I-39, Boring B-2f is located at Sta. 2684+08, 49.5' LT Along CL I-39, Boring B-3f is located at Sta. 2686+21, 24.5' RT

Page <u>2</u> of <u>2</u>

Date 5/22/08

minios Department or Transportation	D-2		P92	-111-0	06 US Bypass 20 Bridge over U.P.R.R., .8 m. S. of Harrison Avenue LOGGED BY J. Strating
ROUTE Bypass 20 DE	SCR	IPTIO	N		.8 m. S. of Harrison Avenue LOGGED BY J. Strating
SECTION		LOCA	TION	Cherr	y Valley Twp 2 SW, SEC., TWP. 43N, RNG. 1E
COUNTY Winnebago DRILLING	G ME	THOE		Но	HAMMER TYPE B-53 Diedrich Automatic
STRUCT. NO	D E P	B L O	U C S	M 0 1	Surface Water Elev ft Stream Bed Elev 765.00 ft
BORING NO. B-3f Station 834+20 Offset 5.00ft Rt Med CL	H	S	Qu	S	Groundwater Elev.: First Encounter 784.5 ft ▼ Upon Completion ft
Ground Surface Elev. 792.00 ft	(ft)	(/6")	(tsf)	(%)	After Hrs ft
HARD tan LOAM TILL		39 00/12	,	8.0	v
750.50 HARD tan LOAM TILL	_	29 00/10	,	9.0	
748.00 HARD tan LOAM TILL	-45	100/9"		9.0	
745.50					
End of Boring	-500				

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, from 137 (Rev. 8-99)

Illinois Department of Transportation Division of Highways Illinios Department of Transportation/D-2

SOIL BORING LOG

Page <u>1</u> of <u>2</u>

Date 6/12/08

	Illinios Department of Tra	nsportation/	D-2		DO	0 444	00 H0 P 00 P H P	D D		Date		12/00
ROUTE	Bypass 20	DE	SCF	RIPTIC	ON	2-111-	06 US Bypass 20 Bridge over U.P. .8 m. S. of Harrison Avenue	K.K., L	oge	SED B	Y _W.	Garza
SECTION _				LOCA	NOITA	Cher	ry Valley Twp 2 SW, SEC., TWP	.43N, RN	IG. 1	E		
COUNTY _	Winnebago I	DRILLING	G MI	ETHO	D	Н	ollow Stem Auger HAMME	R TYPE	<u>B-53</u>	Diedr	ich Au	tomatic
STRUCT. NO Station)		D E P		C	M 0 1	Surface Water Elev. Stream Bed Elev. 765.0	ft 0_ ft	D E P		U C S	M 0 1
Station Offset	B-4f 830+74 2.00ft Lt Med Cl			S	Qu		Groundwater Elev.: First Encounter 755. Upon Completion	ft	1	S	Qu	
Ground Su	rface Elev. 793.0	0 ft	(ft)	(/6")	(tsf)	(%)	After Hrs	ft	(ft)		(tsf)	(%)
STIFF brown	SILTY CLAY LOAM		_		1.1	17.0	STIFF redish brown CLAY LOAN	ı	-	3	2.0	15.0
			_		P			771.50	_	7	В	
OTIES have	1044	790.50	_	2								
STIFF brown	LOAM			3	1.1	19.0	MEDIUM dark gray SILTY LOAM			3	0.8	32.0
		789.00	,	4	В	-		769.00	_	5	S	
CTIEC brown	SILTY CLAY LOAM		-5				OTIES OUT THE OLD AND LOADS		-25			
STIFF Drown	SILTY CLAY LOAM		-	2	1.2	25.0	STIFF gray SILTY CLAY LOAM		-	3	1.7	25.0
		786.50	-	3	В			766.50	_	6	В	
MEDIUM		-						9				
MEDIUM gray	LOAM	-	\dashv	2	0.7	24.0	MEDIUM gray SANDY LOAM with SAND lens	1		3	0.6	17.0
		784.00 _	\neg	6	S			700.50	\exists	8	В	
07/55 0/	TV 01 4V 1 0 4 14	_	-10	_		,		763.50	-30			
with SAND ler	LTY CLAY LOAM ns		+	5	1.2	23.0	VERY STIFF tan SANDY LOAM		+	4	2.5	9.0
		781.50		8	В			761.50		8	Р	
		-										
STIFF gray/br	own LOAM	-	+	7	1.2	17.0	HARD tan SANDY LOAM TILL	-	-	10	4.5	8.0
		779.00 _	7	8	В			759.00 _	4	17	Р	
		_	-15					_	-35			
VERY STIFF	gray LOAM		+	5	2.5	22.0	VERY DENSE tan SANDY LOAM TILL		+	12		
		776.50	\exists	8	В			756.50	\dashv	32		
		-						5				
VERY STIFF t	an SANDY LOAM	-	7	5	2.8	9.0	VERY DENSE tan SANDY LOAM TILL with SAND lens	-	7	3	-	_
		774.00 _	1	5	P			_		35		
			-20		8			753.50	-40			

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, from 137 (Rev. 8-99)

Along CL I-39, Boring B-3f is located at Sta. 2686+21, 24.5' RT Along CL I-39, Boring B-4f is located at Sta. 2682+75, 17.5' RT

FOR INFORMATION ONLY

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS (3 OF 4) STRUCTURE NO. 101-0210 & 101-0211 SHEET 91 OF 92 SHEETS

SECTION ((201-3)R & (4-1,5)R)F WINNEBAGO 235 153 CONTRACT NO. 64U51

P	Illinois Department of Transportation
	Division of Highways

Page <u>2</u> of <u>2</u>

Division of Highways Illinios Department of Trai	nsportation/	/D-2				Date 6/12/08
54-50 V C - C - C - C - C - C - C - C - C - C	-		RIPTIO	P92	2-111-0	06 US Bypass 20 Bridge over U.P.R.R., .8 m. S. of Harrison Avenue LOGGED BY W. Garza
SECTION	,, , , , , , , , , , , , , , , , , , , ,		LOCA	TION	Cherr	y Valley Twp 2 SW, SEC., TWP. 43N, RNG. 1E
COUNTYWinnebago	RILLIN	G MI	ETHO	o	Но	llow Stem Auger HAMMER TYPE B-53 Diedrich Automatic
STRUCT. NOStation		D E P	B L O	UCS	M O I	Surface Water Elev ft Stream Bed Elev ft
BORING NO. B-4f Station 830+74 Offset 2.00ft Lt Med Cl		T H		Qu	ST	Groundwater Elev.: First Encounter 755.5 ft ▼ Upon Completion ft
Ground Surface Elev. 793.00 VERY SOFT tan SANDY LOAM) ft	(π)	26	(tsf)	(%)	After Hrs ft
TILL with SAND lens		_	22	3.3	9.0	
	751.50		13	Р		
VERY DENSE tan SANDY LOAM			39			
TILL			100/6"			
2	749.00		- 0			
VERY DENSE tan SANDY LOAM		-45	00/10	•		
	746.50					
VERY DENSE tan fine SAND		_	12			
			22			
	744.00		47			
VERY DENSE tan clean medium	-	-50	38			
coarse SAND		-	00/10			
End of Boring	741.50	+				,
Α	-					
	-	-				
		-				
	-	-55				
	-	_				
		\dashv				~
	_					
	, _	\dashv				
	_					
	_					

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, from 137 (Rev. 8-99)

FOR INFORMATION ONLY

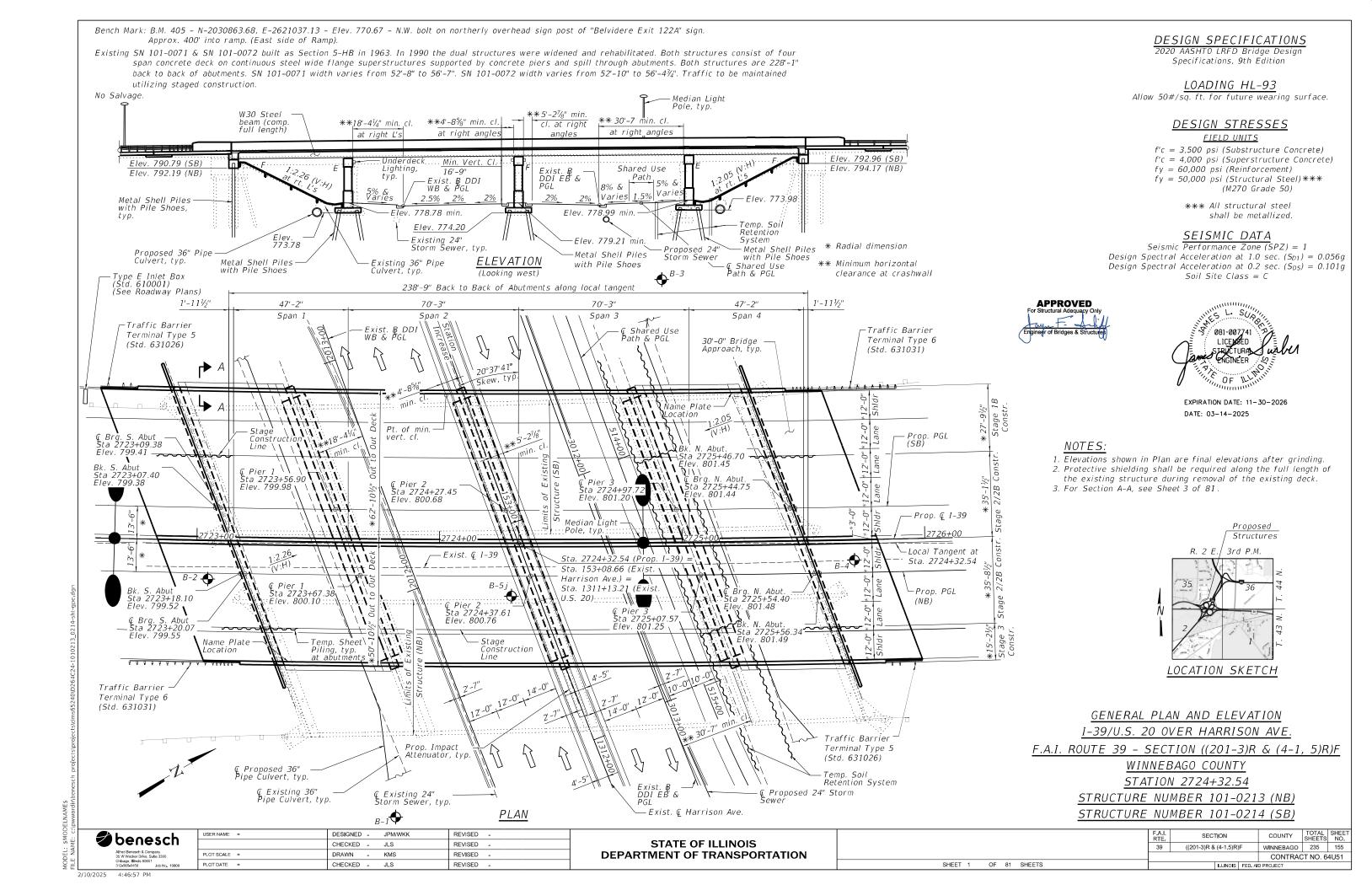
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	CHECKED - MFH	REVISED -	
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PLOT DATE =	CHECKED - MFH	REVISED -	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (4 OF 4) STRUCTURE NO. 101-0210 & 101-0211 SHEET 92 OF 92 SHEETS

Along CL I-39, Boring B-4f is located at Sta. 2682+75, 17.5' RT ((201-3)R & (4-1,5)R)F CONTRACT NO. 64U51



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- General Details
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- Staging Details (3 of 4)
- Staging Details (4 of 4)
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- 79 Soil Boring Logs (3 of 5)
- Soil Boring Logs (4 of 5)
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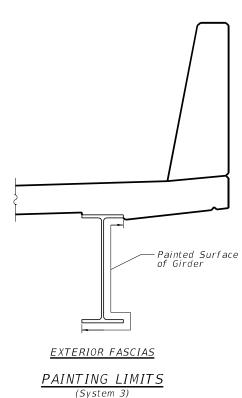
GENERAL NOTES:

- 1. Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot dip galvanized bolts in metallized areas. Bolts $\frac{7}{8}$ diameter, holes $\frac{15}{16}$ diameter, unless otherwise noted. See Special Provision for "Metallizing of Structural Steel"
- 2. Calculated weight of Structural Steel (Grade 50) = 693,000 lbs. and Structural Steel (Grade 36) = 78,000 lbs.
- 3. All structural steel shall be metallized. See Special Provision for "Metallizing of Structural Steel."
- 4. It is anticipated that delivery of the structural steel and bearings will be required by June 1, 2026 for Stage 1, June 1, 2027 for Stage 2, and June 1, 2028 for Stage 3. The delivery dates shall be coordinated with IDOT and the Contractor responsible for Contract No. 64C24. Shop drawings for all three stages shall be submitted for approval at the same time prior to Stage 1 fabrication.
- 5. Exterior fascia and bottom of bottom flange areas shall be metalized and shop painted with System 3 (see detail this sheet). The color of the final finish coat of paint of fascia areas shall be Blue, Munsell No. 10B 3/6. See Special Provision for "Metallizing of Structural Steel." The interior metalized areas shall be painted with System 1.
- 6. These plans are for fabrication and storage of the structural steel and bearings. All work shown related to the erection and installation of the structural steel and bearings is for information only and is to be included in Contract 64C24.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Furnishing Structural Steel	L. Sum	0.20		0.20
Furnishing Elastomeric Bearing Assembly, Type I	Each	32		<i>32</i>

Note: Pay items associated with storage of structural steel and bearings are not listed in the Total Bill of Material on this sheet. Refer to the Summary of Quantities and Special Provision for Storage of Structural Steel and Bearings for additional information.

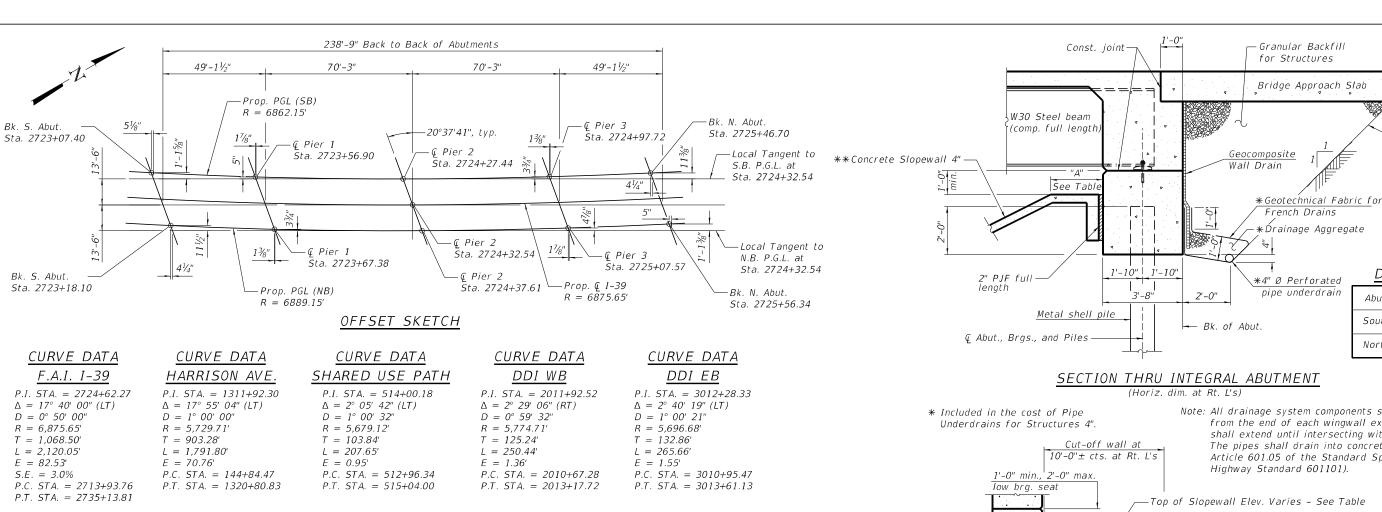


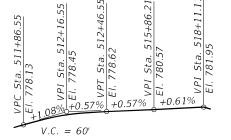
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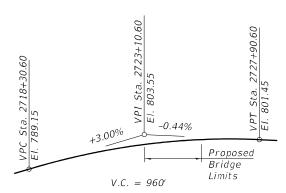
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION **GENERAL NOTES, BILL OF MATERIAL AND INDEX OF SHEETS** STRUCTURE NO. 101-0213 & 101-0214 SHEET 2 OF 81 SHEETS

SECTION COUNTY ((201-3)R & (4-1,5)R)F 39 WINNEBAGO 235 156 CONTRACT NO. 64U51





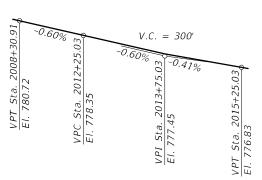
PROFILE GRADE SHARED USE PATH



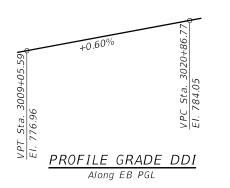
PROFILE GRADE I-39

Along NB & SB PGL

Note: The profile grade shows the final elevations after grinding. Up to $\frac{1}{4}$ inch may be ground off the bridge deck and the bridge approach slabs.



PROFILE GRADE DDI Along WB PGL



** Slope wall shall be reinforced with welded wire fabric, 6 in. x 6in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

STATION 2724+32.54 BUILT 202_ BY STATE OF ILLINOIS F.A.I. RT. 39 SEC. (201-3)R & (4-1, 5)R LOADING HL-93 STR. NO. 101-0213

NAME PLATE (NB) See Std. 515001

STATION 2724+32.54 BUILT 202 BY STATE OF ILLINOIS F.A.I. RT. 39 SEC. (201-3)R & (4-1, 5)R LOADING HL-93 STR. NO. 101-0214

NAME PLATE (SB) See Std. 515001

Note: All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

Excavation is paid

for as Structure

Excavation

DIMENSION "A"

Fnd

West

East

West

Value

0'-0"

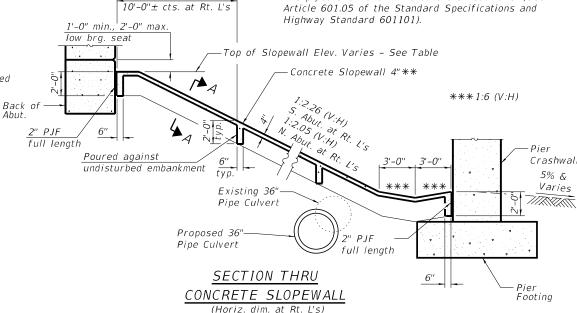
1'-8"

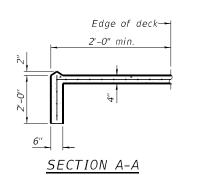
0'-0"

2'-11"

Abut.

North





TOP OF SLOPEWALL ELEVATIONS

Abut.	End	Elev.
South	East	795.25
	West	793.29
North	East	797.09
WOTCH	West	795.46

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Chicago, Illinois 606	01
240 505 0450	Lib No. 40000

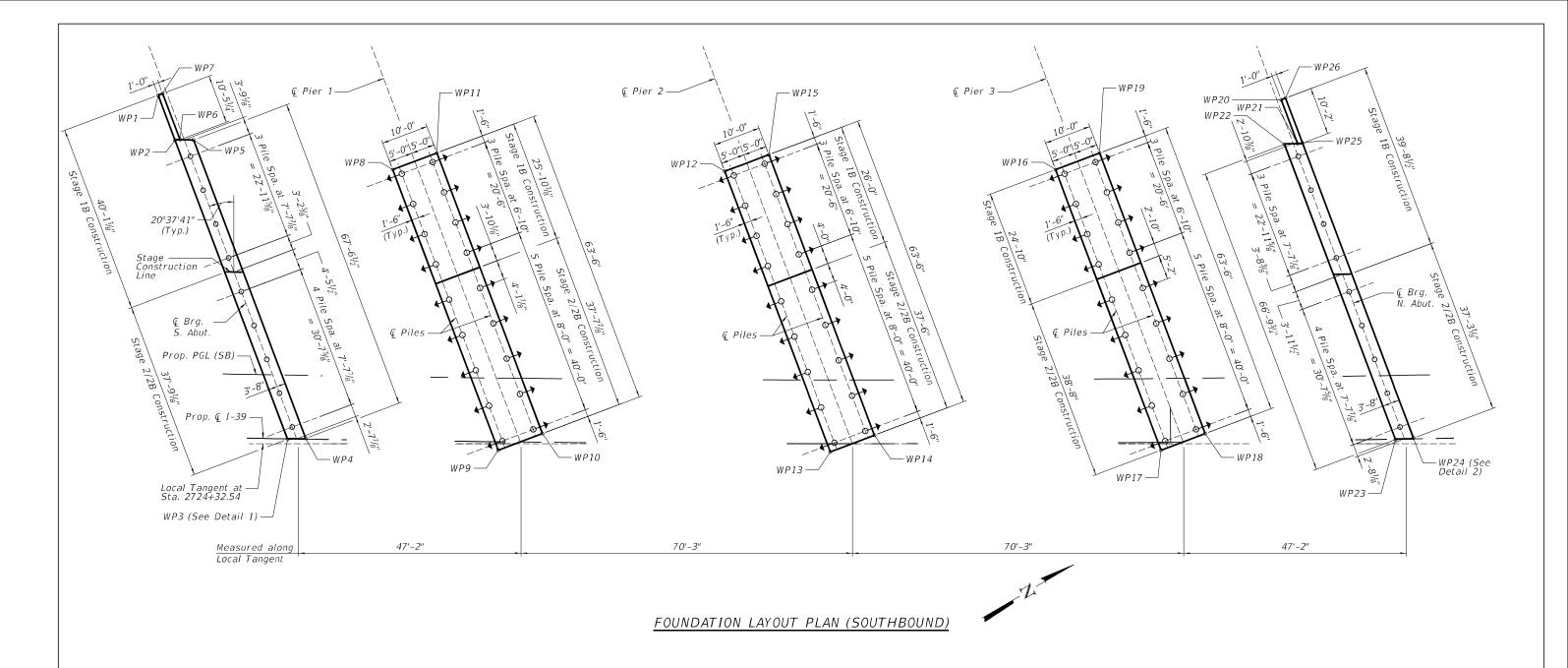
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

GENERAL DETAILS STRUCTURE NO. 101-0213 & 101-0214 SHEET 3 OF 81 SHEETS

COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 157 CONTRACT NO. 64U51

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S. ABUT. WORK POINTS

<u> </u>				
W.P.	Station	Offset		
1	2722+83.80	72.23 Lt.		
2	2722+87.62	62.79 Lt.		
3	2723+12.80	00.09 Rt.		
4	2723+16.64	00.16 Lt.		
5	2722+91.56	62.92 Lt.		
6	2722+88.66	62.92 Lt.		
7	2722+84.74	72.60 Lt.		

*All Stations and Offsets Are Measured from Prop. @ I-39

PIER 1 WORK POINTS

_		
W.P.	Station	0ffset
8	2723+34.26	57.37 Lt.
9	2723+57.48	01.77 Rt.
10	2723+66.80	01.85 Lt.
1 1	272211265	61.02 lt

*All Stations and Offsets Are Measured from Prop. @ I-39

PIER 2 WORK POINTS

W.P.	Station	Offset
12	2724+05.24	57.65 Lt.
13	2724+27.84	01.72 Rt.
14	2724+37.20	01.80 Lt.
15	2724+14.67	61.21 Lt.

*All Stations and Offsets Are Measured from Prop. © 1-39

PIER 3 WORK POINTS

W.P.	Station	0ffset
16	2724+75.95	57.93 Lt.
17	2724+97.94	01.68 Rt.
18	2725+07.34	01.75 Lt.
19	2724+85.42	61.39 Lt.

*All Stations and Offsets Are

N. ABUT. WORK POINTS

W.P.	Station	0ff set
20	2725+24.39	72.25 Lt.
21	2725+27.79	62.92 Lt.
22	2725+24.97	62.80 Lt.
23	2725+47.66	00.08 Rt.
24	2725+51.48	00.15 Lt.
25	2725+28.82	63.03 Lt.
26	2725+25.34	72.59 Lt.

*All Stations and Offsets Are Measured from Prop. © I-39

€ Brg. S. Abut

DETAIL 1 DETAIL 2

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FOUNDATION LAYOUT PLAN (SOUTHBOUND) STRUCTURE NO. 101-0213 & 101-0214 SHEET 4 OF 81 SHEETS

driving piles. 4. Pile batter may be reduced for piles located directly adjacent to the stage lines where the pile leads conflict with the existing or proposed structure.

proposed abutment batter piles. The Contractor shall inform the Engineer of any potential conflicts before

See Sheets 63 to 72 of 81 for pier details. See Sheets 56 to 62 of 81 for abutment details.

After demolition of the existing abutments, the Contractor shall verify that the existing back row

vertical piles will not conflict with driving the

5. To miss existing piles, the pile driving tolerance relative to the plan position in Article 512.12 of the Standard Specifications may be increased to 1 ft. measured along centerline of bearing. The tolerance measured perpendicular to centerline of bearing shall remain at 6 in.

LEGEND

I = Pile Battered 1H:6V

○ = Vertical Pile

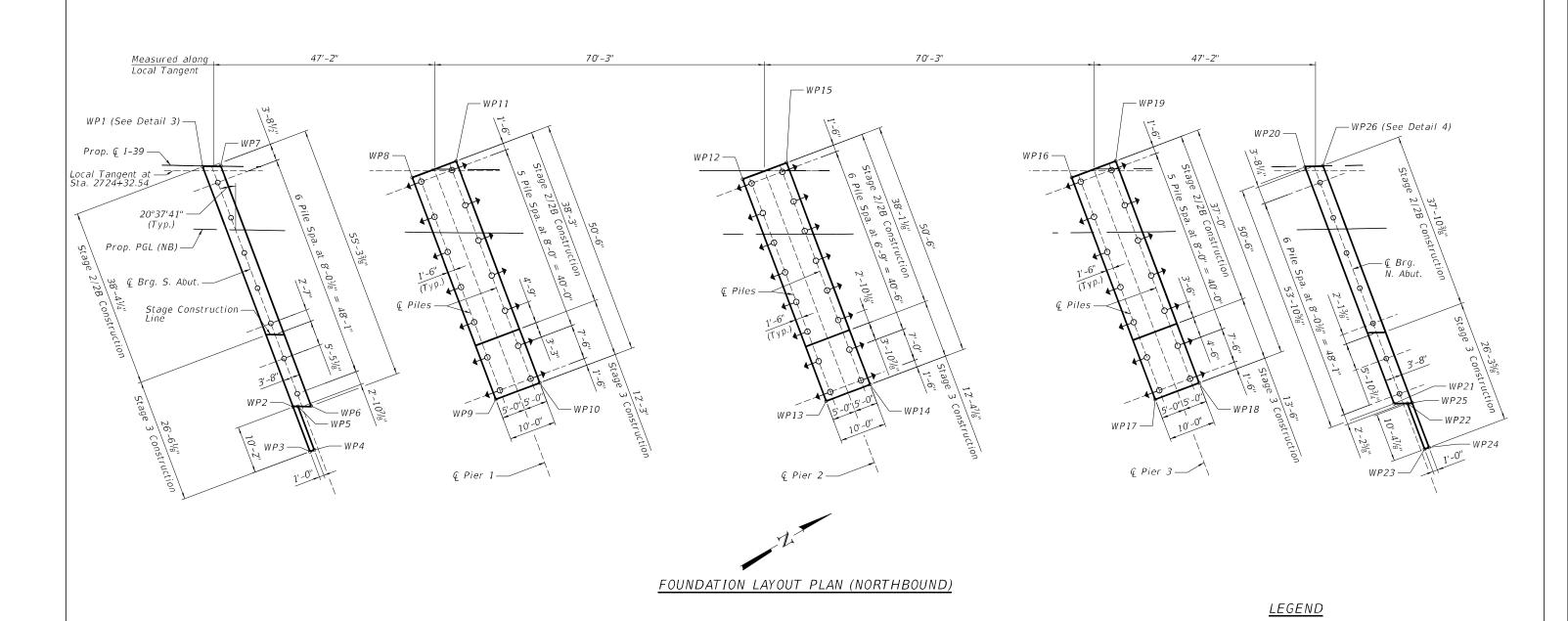
Measured from Prop. ♀ I-39 REVISED DESIGNED - WKK

((201-3)R & (4-1,5)R)F WINNEBAGO 235 158 CONTRACT NO. 64U51

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION



S. ABUT. WORK POINTS

W.P.	Station	Offset
1	2723+12.83	00.16 Rt.
2	2723+32.84	51.04 Rt.
3	2723+36.52	60.50 Rt.
4	2723+37.45	60.14 Rt.
5	2723+33.86	50.92 Rt.
6	2723+36.65	50.79 Rt.
7	2723+16.67	00.09 Lt.

*All Stations and Offsets Are Measured from Prop. @ I-39

PIER 1 WORK POINTS

W.P.	Station	0ffset
8	2723+57.51	01.85 Rt.
9	2723+75.68	48.94 Rt.
10	2723+84.95	45.35 Rt.
11	2723+66.83	01.77 Lt.

*All Stations and Offsets Are Measured from Prop. © I-39

PIER 2 WORK POINTS

W.P.	Station	Offset
12	2724+27.87	01.80 Rt.
13	2724+45.57	49.08 Rt.
14	2724+54.87	45.58 Rt.
15	2724+37.23	01.72 Lt.

*All Stations and Offsets Are Measured from Prop. @ I-39

PIER 3 WORK POINTS

W.P.	Station	Offset
16	2724+97.97	01.75 Rt.
17	2725+15.19	49.21 Rt.
18	2725+24.53	45.80 Rt.
19	2725+07.37	01.67 Lt.

*All Stations and Offsets Are Measured from Prop. @ I-39

N. ABUT. WORK POINTS

W.P.	Station	0ffset		
20	20 2725+47.69			
21	2725+65.70	50.92 Rt.		
22 2725+68.50		50.92 Rt.		
23	2725+71.94	60.72 Rt.		
24	2725+72.88	60.39 Rt.		
25	2725+69.52	50.81 Rt.		
26	2725+51.50	00.08 Lt.		

*All Stations and Offsets Are Measured from Prop. @ I-39

DETAIL 3

DETAIL 4

FOR INFORMATION ONLY

FOUNDATION LAYOUT PLAN (NORTHBOUND) STRUCTURE NO. 101-0213 & 101-0214 SHEET 5 OF 81 SHEETS

((201-3)R & (4-1,5)R)F WINNEBAGO 235 159 CONTRACT NO. 64U51

 \bot = Pile Battered 1H:6V

See Sheets 63 to 72 of 81 for pier details. See Sheets 56 to 62 of 81 for abutment details. After demolition of the existing abutments, the

Contractor shall verify that the existing back row

inform the Engineer of any potential conflicts before

Pile batter may be reduced for piles located directly

relative to the plan position in Article 512.12 of the Standard Specifications may be increased to 1 ft. measured along centerline of bearing. The tolerance measured perpendicular to centerline of bearing shall

adjacent to the stage lines where the pile leads conflict with the existing or proposed structure. To miss existing piles, the pile driving tolerance

vertical piles will not conflict with driving the proposed abutment batter piles. The Contractor shall

○ = Vertical Pile

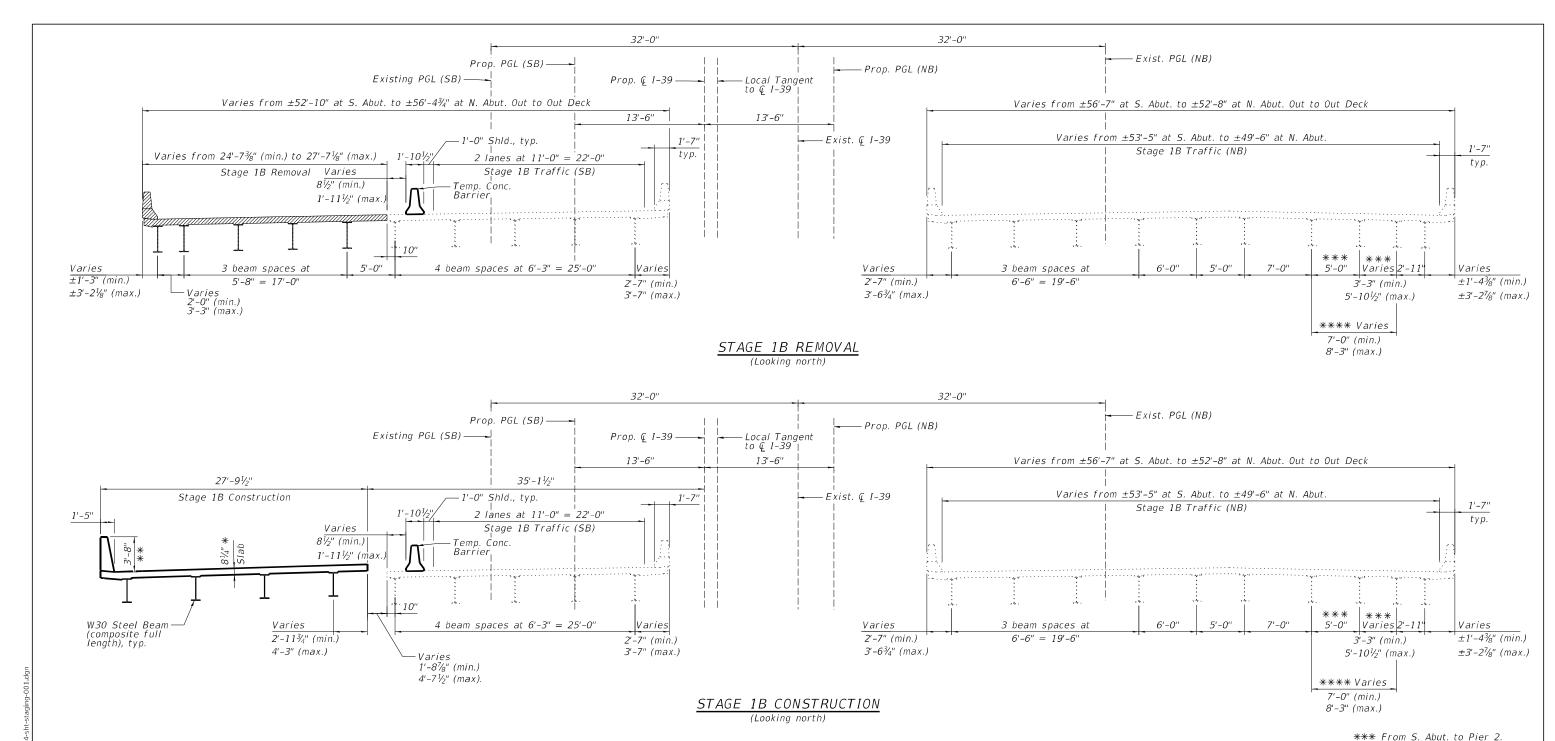
driving piles.

remain at 6 in.

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CHECKED - JHG CHECKED - JHG

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION



* Prior to grinding

** After grinding

**** From Pier 2 to N. Abut.

NOTES:

- 1. All dimensions shown are radial except those to existing/proposed beams or Stage Removal Lines, which are normal to the existing/proposed local tangents.

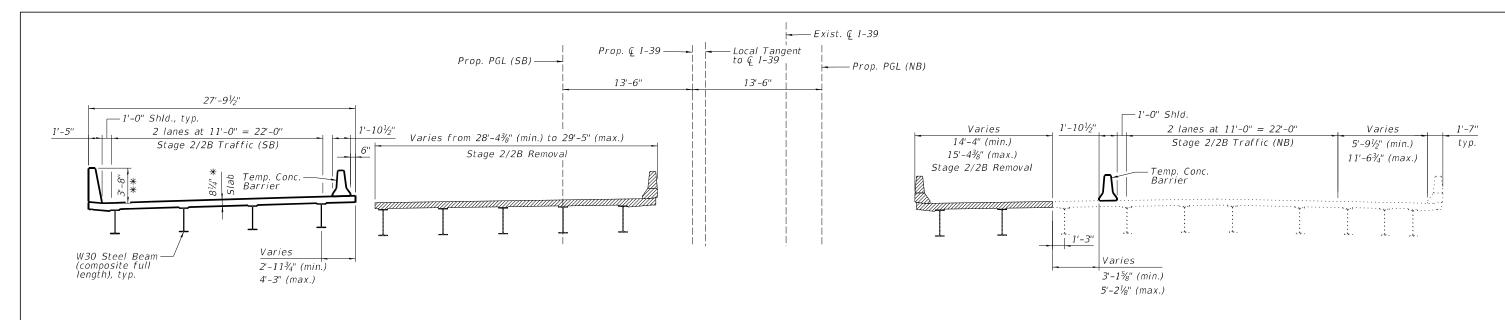
 2. See Sheets 11 and 12 of 81 for substructure removal lines.

 3. For quantity of Temporary Concrete Barrier, see Roadway
- 4. Hatched area indicates Removal of Existing Structures No. 5
- 5. See Sheet 10 of 81 for Temporary Concrete Barrier details.

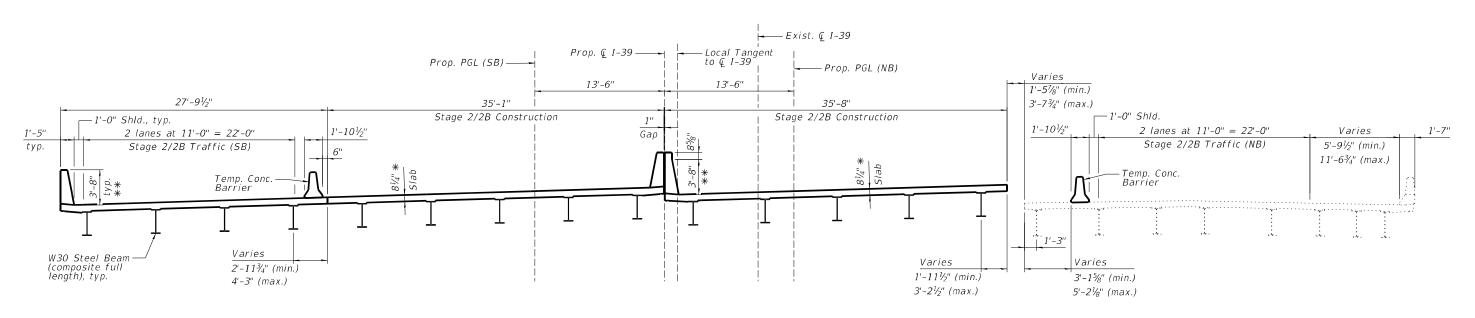
DESIGNED - JPM REVISED SECTION COUNTY benesch STAGING DETAILS (1 OF 4) STATE OF ILLINOIS CHECKED - JLS REVISED -((201-3)R & (4-1,5)R)F STRUCTURE NO. 101-0213 & 101-0214 DRAWN REVISED **DEPARTMENT OF TRANSPORTATION** PLOT DATE = SHEET 6 OF 81 SHEETS CHECKED - JLS REVISED -

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WINNEBAGO 235 160 CONTRACT NO. 64U51



STAGE 2/2B REMOVAL (Looking north)



STAGE 2/2B CONSTRUCTION (Looking north)

* Prior to grinding

FOR INFORMATION ONLY

** After grinding

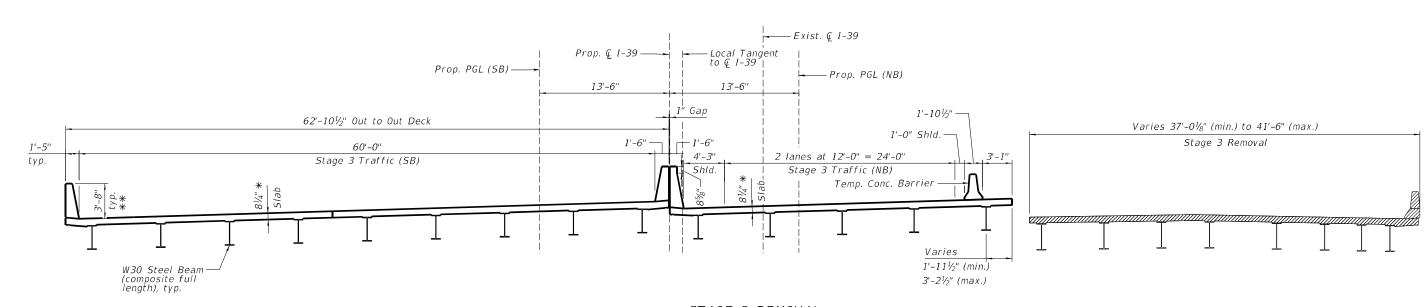
NOTES:

- 1. All dimensions shown are radial except those to existing/proposed beams or Stage Removal Lines, which are normal to the existing/proposed local tangents.

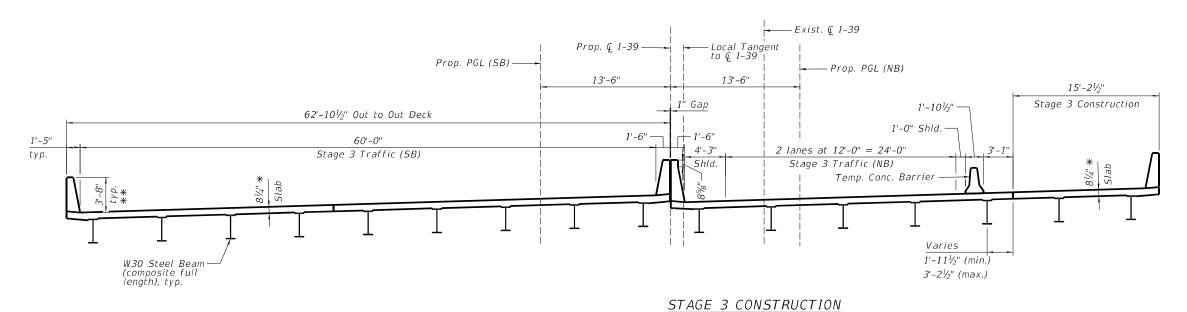
 2. See Sheets 11 and 12 of 81 for substructure removal lines.

 3. For quantity of Temporary Concrete Barrier, see Roadway
- 4. Hatched area indicates Removal of Existing Structures No. 5
- 5. See Sheet 10 of 81 for Temporary Concrete Barrier details.

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$\frac{STAGE~3~REMOVAL}{(Looking~north)}$



* Prior to grinding

** After grinding

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PLOT DATE =	CHECKED - JLS	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

STAGING DETAILS (3 OF 4) STRUCTURE NO. 101-0213 & 101-0214 SHEET 8 OF 81 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	((201-3)R & (4-1,5)R)F	WINNEBAGO	235	162
		CONTRAC	CT NO. 6	4U51
	ILLINOIS FED A	ID PROJECT		

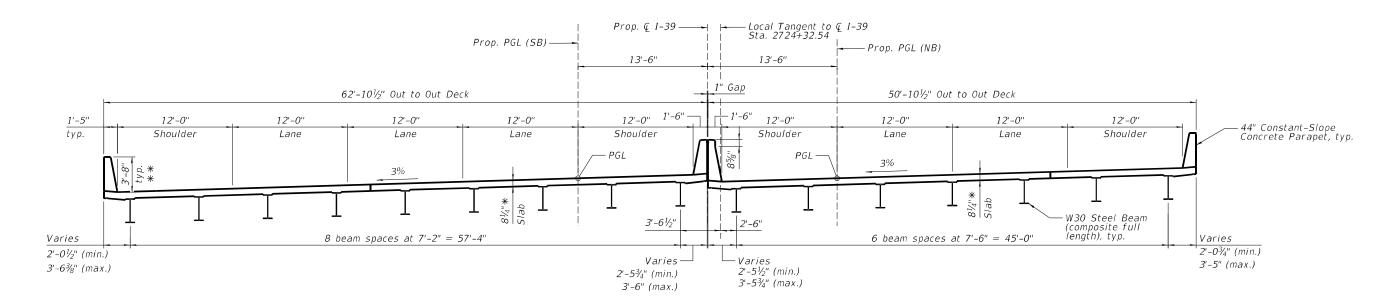
All dimensions shown are radial except those to existing/proposed beams or Stage Removal Lines, which are normal to the existing/proposed local tangents.

2. See Sheets 11 and 12 of 81 for substructure removal lines.

3. For quantity of Temporary Concrete Barrier, see Roadway Plans.

4. Hatched area indicates Removal of Existing Structures No. 5

5. See Sheet 10 of 81 for Temporary Concrete Barrier details.



CROSS SECTION (FINAL CONDITION) (Looking north)

* Prior to grinding

** After grinding

NOTES:

- 1. All dimensions shown are radial except those to existing/proposed beams or Stage Removal Lines, which are normal to the existing/proposed local tangents.

 2. See Sheets 11 and 12 of 81 for substructure removal lines.

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Chicago, Illinois 6060*	l .
242 505 0450	1-1- No. 40000

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	PLOT DATE =	CHECKED -	JLS	REVISED -
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when "A" is greater than 3'-1".

When "A" is 3'-1" or less, the temporary concrete

to Detail I, II or III. No restraint is required

barrier shall be restrained to the new slab according

← Stage removal line — Stage removal line Temporary Concrete Barrier See Standard 704001 min. min. Drill 3-11/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint

* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

US Std. $1\frac{1}{16}$ " I.D. \times $2\frac{1}{2}$ " O.D. x approx. 8 gauge thick washer

1" Ø pin-

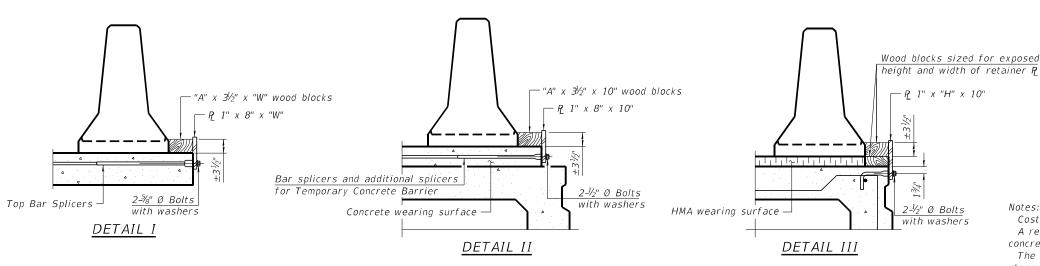
RESTRAINING PIN

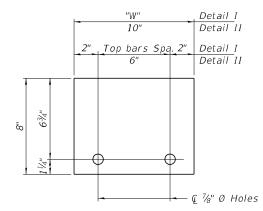
NEW SLAB OR NEW DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

is required when "A" is greater than 3'-1".

EXISTING SLAB





RAILING CRITERIA

Railing Weight (plf) 440 5-15-2023

STEEL RETAINER P 1" x 8" x "W"

— Ç 1⁄8" Ø Holes

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TEMPORARY CONCRETE BARRIER STRUCTURE NO. 101-0213 & 101-0214

SECTION COUNTY ((201-3)R & (4-1,5)R)F

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate Q of each temporary

BAR SPLICER FOR #4 BAR - DETAIL III

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than $1\frac{1}{2}$ ", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

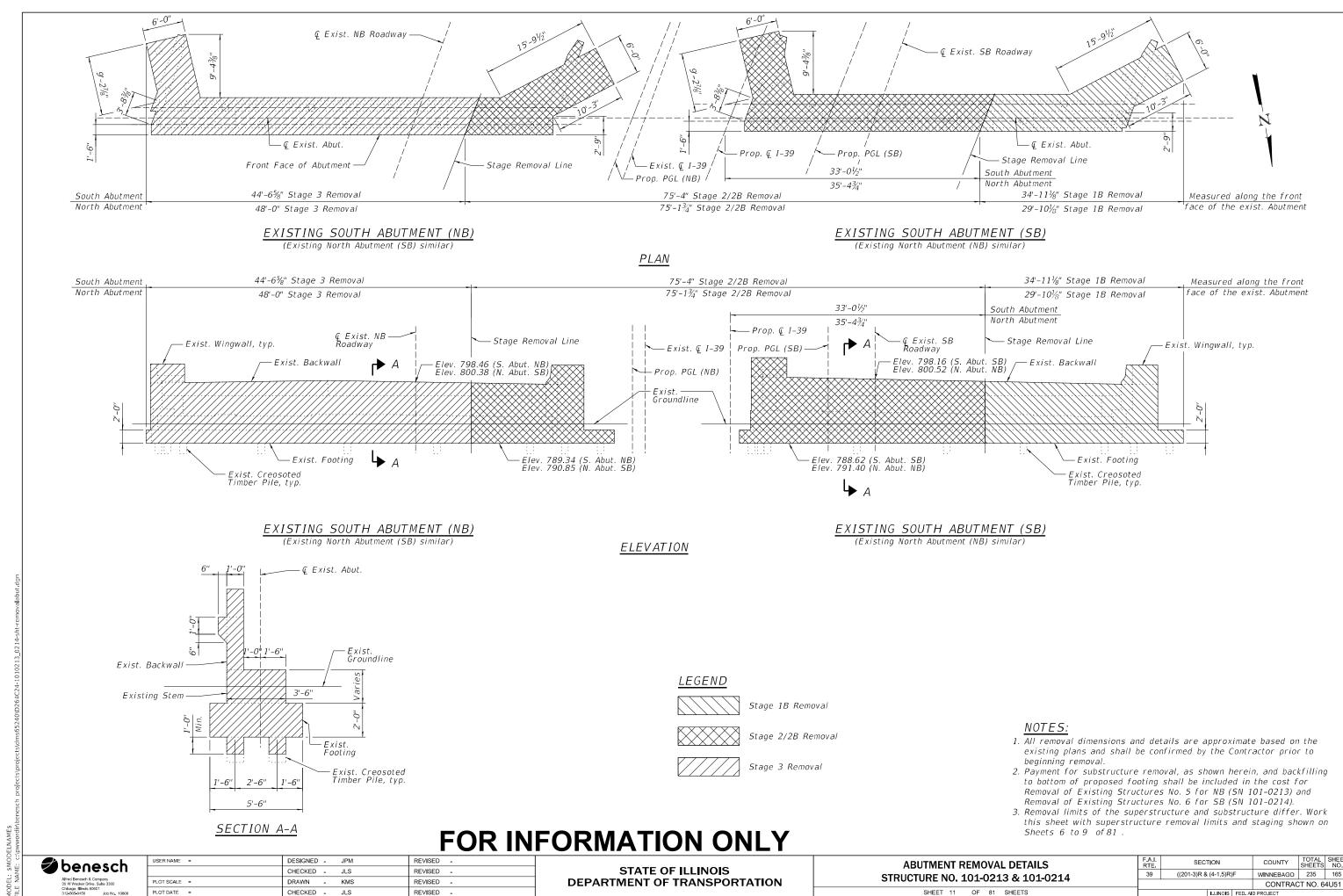
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

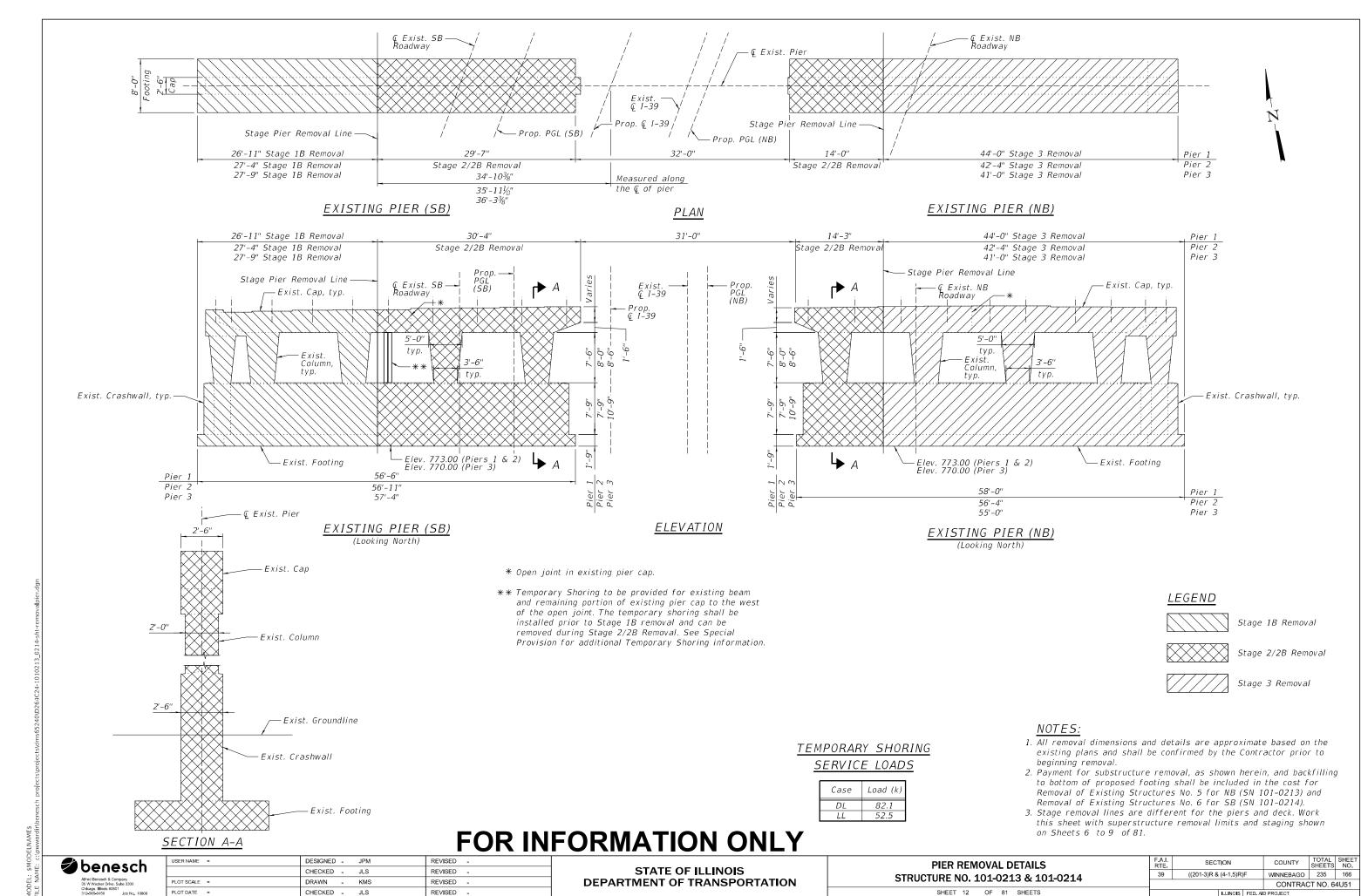
NCHRP 350 Test Level

SHEET 10 OF 81 SHEETS

WINNEBAGO 235 164 CONTRACT NO. 64U51



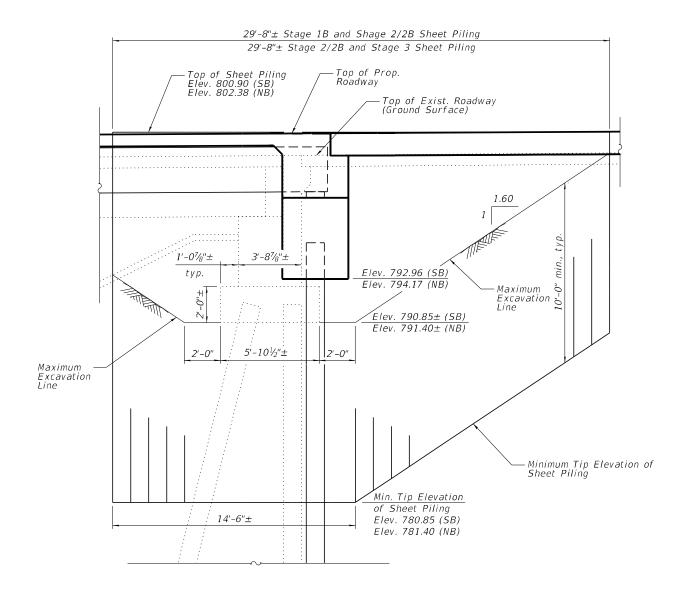
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TEMPORARY SHEET PILING - SOUTH ABUTMENT

(Looking west) (Horizontal dimensions given along the skew)



TEMPORARY SHEET PILING - NORTH ABUTMENT

(Looking west)

(Horizontal dimensions given along the skew)

- 1. See Sheet 1 of 81 for plan view of Temporary Sheet Piling.
- 2. Temporary Sheet Piling left in place for re-use in later stages will only be measured for payment once.
- 3. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
- 4. The Contractor shall connect the first sheet sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
- 5. The minimum section modulus for the Temporary Sheet Piling shall be 18.1 in. 3/ft.

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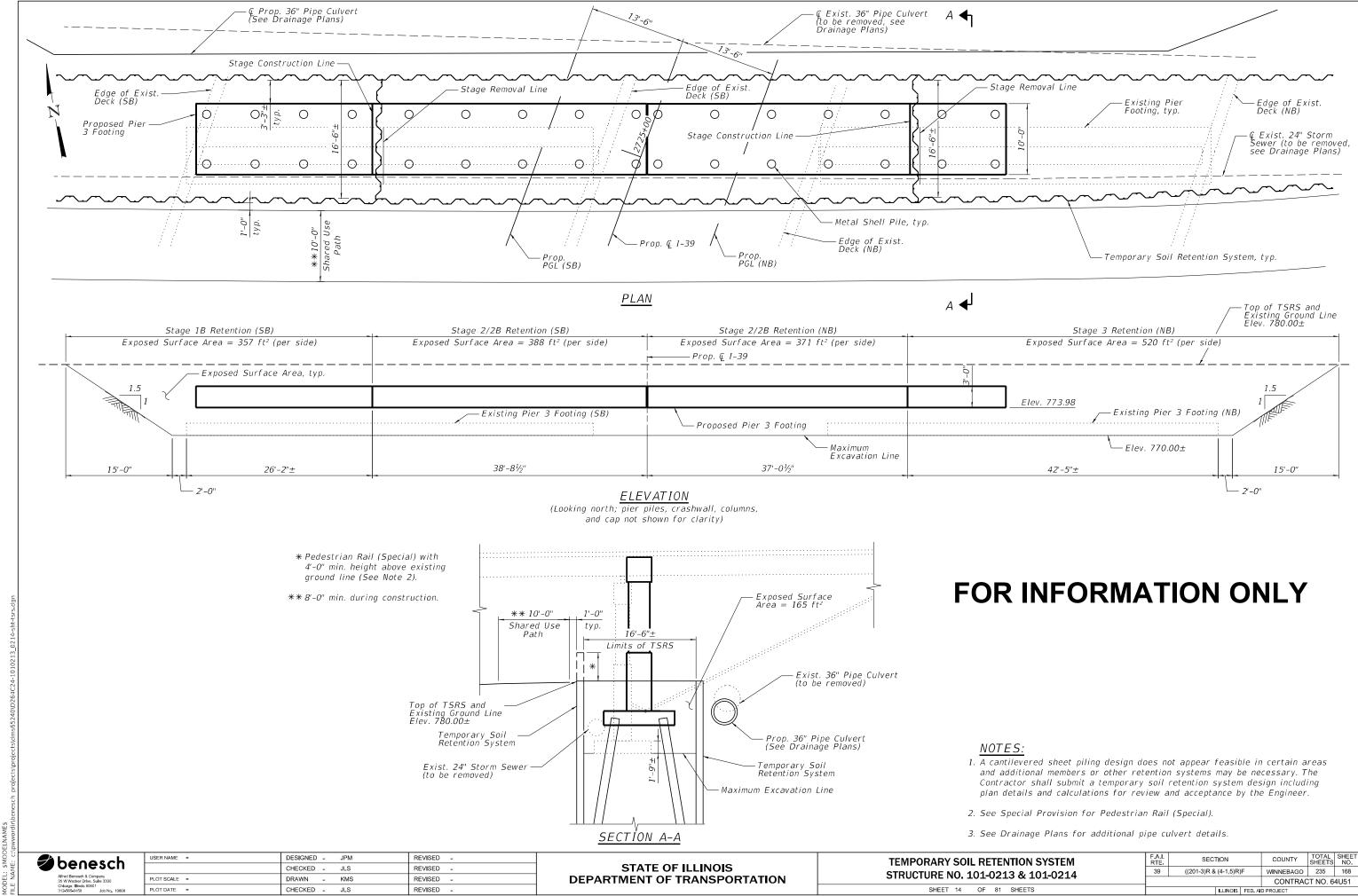
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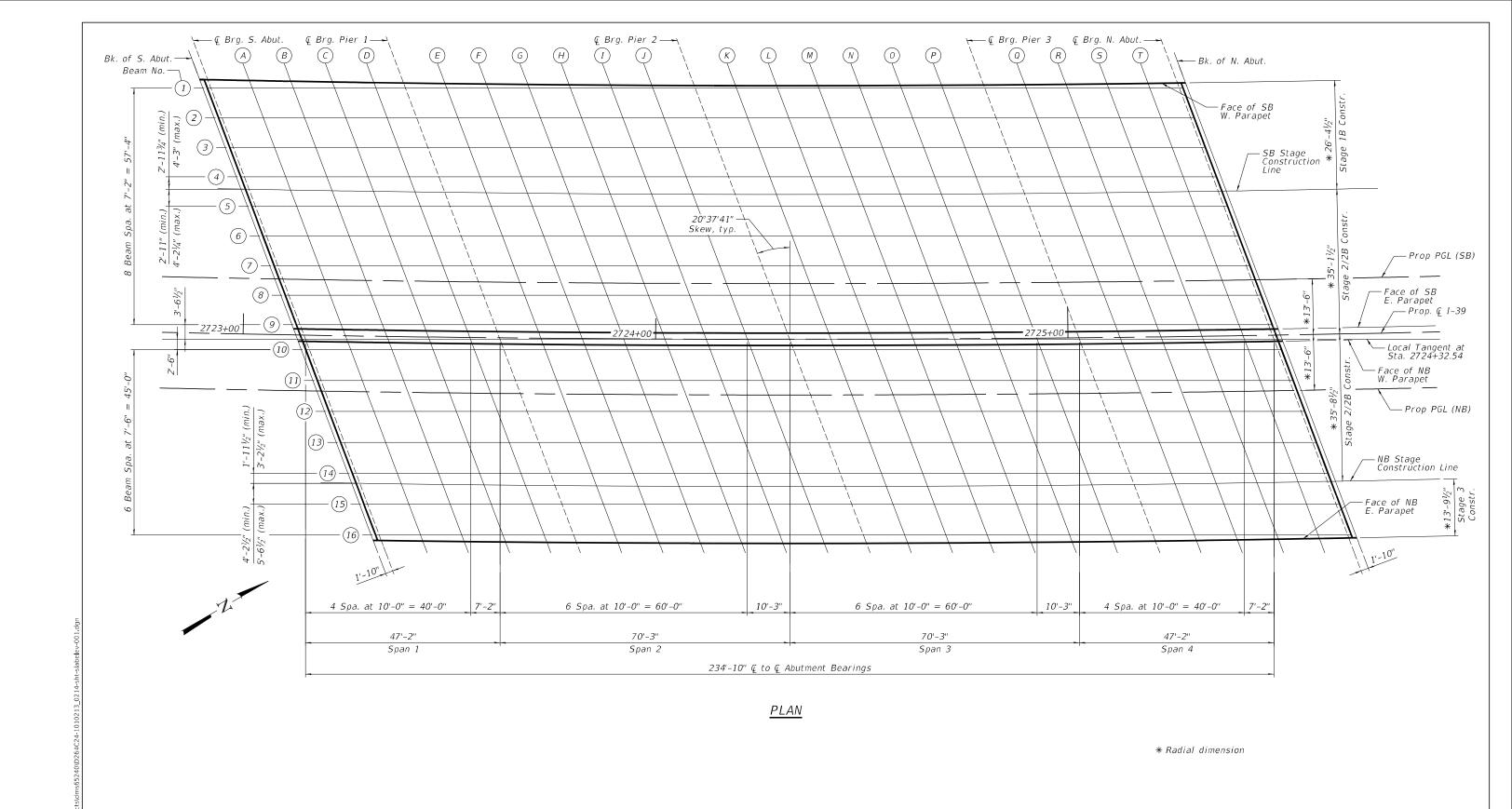
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SECTION TEMPORARY SHEET PILING DETAILS STRUCTURE NO. 101-0213 & 101-0214 SHEET 13 OF 81 SHEETS

COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 167 CONTRACT NO. 64U51



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<u>NOTE:</u>

All horizontal dimensions are along the local tangent.

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Chlica	igo, Illinois 6060	31
312-5	65-0450	Joh No. 10800

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	CHECKED -	KMP	REVISED -
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TOP OF SLAB ELEVATIONS PLAN
STRUCTURE NO. 101-0213 & 101-0214

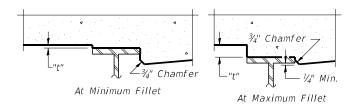
SHEET 15 OF 81 SHEETS

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	NO.
39	((201-3)R & (4-1,5)R)F	WINNEBAGO	235	169
CONTRACT NO. 64U51				

2/10/2025 4:48:43 PM

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2722+88.14	-61.50	797.69	797.71
CL. BRG. S. ABUT.	2722+90.14	-61.50	797.72	797.74
А В С D	2723+00.31 2723+10.47 2723+20.62 2723+30.78	-61.50 -61.50 -61.50 -61.50	797.85 797.98 798.11 798.24	797.88 798.01 798.14 798.26
CL. BRG. PIER 1	2723+38.05	-61.50	798.32	798.34
E F G H I J	2723+48.19 2723+58.32 2723+68.45 2723+78.57 2723+88.69 2723+98.80	-61.50 -61.50 -61.50 -61.50 -61.50	798.44 798.56 798.67 798.77 798.88 798.98	798.47 798.60 798.72 798.83 798.92 799.01
CL. BRG. PIER 2	2724+09.16	-61.50	799.07	799.10
K L M N O P	2724+19.26 2724+29.36 2724+39.45 2724+49.53 2724+59.61 2724+69.68	-61.50 -61.50 -61.50 -61.50 -61.50	799.17 799.25 799.34 799.42 799.50 799.57	799.20 799.30 799.39 799.48 799.54 799.60
CL. BRG. PIER 3	2724+80.00	-61.50	799.64	799.66
Q R S T	2724+90.06 2725+00.12 2725+10.17 2725+20.22	-61.50 -61.50 -61.50 -61.50	799.71 799.77 799.83 799.88	799.73 799.80 799.86 799.91
CL. BRG. N. ABUT.	2725+27.41	-61.50	799.92	799.94
BK. N. ABUT.	2725+29.38	-61.50	799.93	799.95

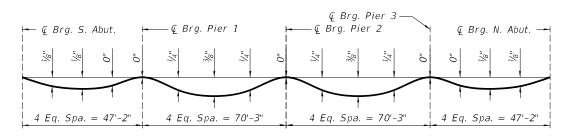
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2722+89.00	-59.39	797.76	797.78
CL. BRG. S. ABUT.	2722+90.97	-59.43	797.79	797.81
A	2723+01.06	-59.63	797.92	797.94
В	2723+11.14	-59.81	798.04	798.07
\overline{c}	2723+21.23	-59.98	798.17	798.19
D	2723+31.32	-60.14	798.28	798.30
CL. BRG. PIER 1	2723+38.55	-60.24	798.37	798.39
E	2723+48.63	-60.37	798.48	798.51
F	2723+58.72	-60.48	798.59	798.64
G	2723+36.72 2723+68.81	-60.58	798.70	798.75
l H	2723+08.81 2723+78.90	-60.67	798.80	798.86
	2723+76.90 2723+88.99	-60.74	798.90	798.95
J	2723+86.99	-60.74 -60.79	798.90	798.93
J	2723+99.00	-00.79	799.00	799.03
CL. BRG. PIER 2	2724+09.42	-60.84	799.10	799.12
K	2724+19.51	-60.86	799.19	799.22
L	2724+29.60	-60.87	799.28	799.32
М	2724+39.69	-60.87	799.36	799.41
N	2724+49.77	-60.85	799.44	799.50
0	2724+59.86	-60.82	799.52	799.57
Р	2724+69.95	-60.77	799.59	799.63
CL. BRG. PIER 3	2724+80.29	-60.71	799.67	799.69
Q	2724+90.38	-60.63	799.74	799.76
R	2725+00.47	-60.54	799.80	799.83
S	2725+10.56	-60.44	799.86	799.89
T	2725+20.65	-60.32	799.92	799.95
CL. BRG. N. ABUT.	2725+27.88	-60.22	799.96	799.98
BK. N. ABUT.	2725+29.85	-60.19	799.97	799.99
1				

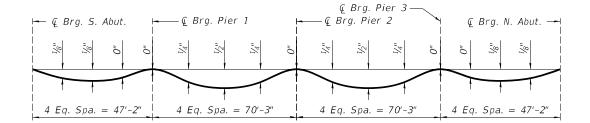


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheet 15 of 81. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" as shown on Sheets 16 to 24 of 81, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams. The slab is to be ground after curing to achieve smoothness, but the slab is not

to be ground to elevations below the "Theoretical Grade Elevations" shown on Sheets 16 to 24 of 81. For grinding the deck, see Special Provisions.

FILLET HEIGHTS





DEAD LOAD DEFLECTION DIAGRAM - SB (SN 101-0214)

(Includes weight of concrete only.)

DEAD LOAD DEFLECTION DIAGRAM - NB (SN 101-0213)

(Includes weight of concrete only.)

The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on Sheets 16 to 24 of 81.

FOR INFORMATION ONLY



USER NAME =	DESIGNED - JPM	REVISED -
	CHECKED - KMP	REVISED -
PLOT SCALE =	DRAWN - KMS	REVISED -
PLOT DATE =	CHECKED - KMP	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (1 OF 9) STRUCTURE NO. 101-0213 & 101-0214 SHEET 16 OF 81 SHEETS

F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
39	((201-3)R & (4-1,5)R)F		WINNEBAGO	235	170
			CONTRAC	T NO. 6	4U51
ILLINOIS FED. AID PROJECT					

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2722+91.87	-52.28	798.02	798.04
CL. BRG. S. ABUT.	2722+93.84	-52.32	798.04	798.06
A B C D CL. BRG. PIER 1	2723+03.91 2723+13.99 2723+24.07 2723+34.14 2723+41.36	-52.51 -52.69 -52.86 -53.01	798.17 798.29 798.41 798.53	798.20 798.32 798.44 798.55
E F G H I J	2723+51.44 2723+61.52 2723+71.60 2723+81.67 2723+91.75 2724+01.83	-53.23 -53.34 -53.44 -53.52 -53.59 -53.64	798.73 798.84 798.94 799.05 799.14 799.24	798.76 798.88 799.00 799.10 799.19 799.27
CL. BRG. PIER 2	2724+12.16	-53.68	799.34	799.36
K L M N O P	2724+22.24 2724+32.32 2724+42.40 2724+52.48 2724+62.55 2724+72.63	-53.70 -53.71 -53.70 -53.68 -53.64 -53.59	799.43 799.51 799.60 799.68 799.75 799.83	799.46 799.56 799.65 799.73 799.80 799.86
CL. BRG. PIER 3	2724+82.96	-53.53	799.90	799.92
Q R S T	2724+93.04 2725+03.12 2725+13.20 2725+23.27	-53.44 -53.35 -53.24 -53.11	799.97 800.03 800.09 800.15	799.99 800.06 800.12 800.18
CL. BRG. N. ABUT.	2725+30.50	-53.02	800.19	800.21
BK. N. ABUT.	2725+32.47	-52.99	800.20	800.22

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2722+94.73	-45.17	798.27	798.29
CL. BRG. S. ABUT.	2722+96.70	-45.21	798.29	798.31
A	2723+06.76	-45.40	798.42	798.45
В	2723+16.83	-45.58	798.54	798.57
С	2723+26.89	-45.74	798.66	798.69
D	2723+36.96	-45.88	798.78	798.80
CL. BRG. PIER 1	2723+44.17	-45.98	798.86	798.88
E	2723+54.24	-46.10	798.97	799.01
F	2723+64.31	-46.21	799.08	799.13
G	2723+74.38	-46.30	799.19	799.24
Н	2723+84.44	-46.38	799.29	799.34
I	2723+94.51	-46.44	799.39	799.43
J	2724+04.58	-46.49	799.48	799.51
CL. BRG. PIER 2	2724+14.90	-46.52	799.58	799.60
К	2724+24.97	-46.54	799.67	799.69
L	2724+35.03	-46.54	799.75	799.80
М	2724+45.10	-46.53	799.83	799.89
N	2724+55.17	-46.51	799.91	799.97
0	2724+65.24	-46.46	799.99	800.04
Р	2724+75.31	-46.41	800.06	800.10
CL. BRG. PIER 3	2724+85.63	-46.34	800.13	800.16
Q	2724+95.69	-46.25	800.20	800.22
R	<i>2725+05.76</i>	-46.15	800.26	800.29
5	<i>2725+15.83</i>	-46.04	800.32	800.35
Т	2725+25.89	-45.91	800.38	800.41
CL. BRG. N. ABUT.	2725+33.11	-45.81	800.42	800.44
BK. N. ABUT.	2725+35.08	-45.78	800.43	800.45

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2722+97.58	-38.06	798.52	798.54
CL. BRG. S. ABUT.	2722+99.55	-38.10	798.54	798.57
A B C D CL. BRG. PIER 1	2723+09.61 2723+19.66 2723+29.72 2723+39.77 2723+46.98	-38.28 -38.45 -38.61 -38.75	798.67 798.79 798.91 799.03	798.70 798.82 798.94 799.05
E F G H I J	2723+57.04 2723+67.09 2723+77.15 2723+87.21 2723+97.26 2724+07.32	-38.96 -39.07 -39.15 -39.23 -39.29 -39.33	799.22 799.33 799.43 799.53 799.63 799.72	799.25 799.37 799.49 799.58 799.67 799.75
CL. BRG. PIER 2 K L M	2724+17.63 2724+27.69 2724+37.75 2724+47.80	-39.36 -39.37 -39.37 -39.36	799.82 799.90 799.99 800.07	799.84 799.93 800.03 800.12
N O P	2724+57.86 2724+67.92 2724+77.98	-39.33 -39.28 -39.23	800.15 800.22 800.30	800.20 800.27 800.33
CL. BRG. PIER 3	2724+88.28	-39.15	800.37	800.39
Q R S T	2724+98.34 2725+08.40 2725+18.45 2725+28.51	-39.06 -38.96 -38.84 -38.71	800.43 800.50 800.55 800.61	800.45 800.52 800.58 800.64
CL. BRG. N. ABUT.	2725+35.72	-38.61	800.65	800.67
BK. N. ABUT.	2725+37.69	-38.58	800.66	800.68



USER NAME =	DESIGNED -	JPM	REVISED -
	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	KMP	REVISED -

5	_
BEAM	5

$D \Gamma$	Λ	М	
DE.	Α.	ΙVΙ	О

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2722+98.76	-35.13	798.62	798.64
CL. BRG. S. ABUT.	2723+00.74	-35.13	798.65	798.67
A B C D CL. BRG. PIER 1	2723+10.87 2723+20.99 2723+31.10 2723+41.20 2723+48.44	-35.13 -35.13 -35.13 -35.13	798.78 798.91 799.03 799.15	798.81 798.94 799.06 799.17
E F G H I J	2723+58.54 2723+68.63 2723+78.71 2723+88.79 2723+98.86 2724+08.93	-35.13 -35.13 -35.13 -35.13 -35.13 -35.13	799.35 799.46 799.57 799.67 799.77 799.86	799.38 799.51 799.62 799.72 799.81 799.89
CL. BRG. PIER 2	2724+19.24	-35.13	799.96	799.98
K L M N O P	2724+29.30 2724+39.35 2724+49.39 2724+59.43 2724+69.47 2724+79.50	-35.13 -35.13 -35.13 -35.13 -35.13 -35.13	800.05 800.13 800.21 800.29 800.36 800.43	800.07 800.17 800.26 800.34 800.41 800.46
CL. BRG. PIER 3	2724+89.77	-35.13	800.50	800.52
Q R S T	2724+99.79 2725+09.80 2725+19.81 2725+29.81	-35.13 -35.13 -35.13 -35.13	800.56 800.62 800.67 800.72	800.58 800.65 800.70 800.75
CL. BRG. N. ABUT.	2725+36.97	-35.13	800.76	800.78
BK. N. ABUT.	2725+38.93	-35.13	800.77	800.79

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+00.44	-30.95	798.77	798.79
CL. BRG. S. ABUT.	2723+02.40	-30.98	798.80	798.82
A B C D CL. BRG. PIER 1 E F	2723+12.45 2723+22.49 2723+32.54 2723+42.58 2723+49.78 2723+59.83 2723+69.87	-31.16 -31.33 -31.48 -31.62 -31.71 -31.83 -31.92	798.92 799.04 799.16 799.27 799.35 799.46 799.57	798.95 799.07 799.18 799.29 799.37 799.50 799.62
G H I J	2723+79.92 2723+89.96 2724+00.01 2724+10.06	-32.01 -32.08 -32.13 -32.17	799.67 799.77 799.87 799.96	799.73 799.83 799.91 799.99
CL. BRG. PIER 2 K L M N O P	2724+20.36 2724+30.40 2724+40.45 2724+50.50 2724+60.54 2724+70.59 2724+80.64	-32.20 -32.21 -32.20 -32.19 -32.15 -32.10 -32.04	800.06 800.14 800.23 800.31 800.38 800.46 800.53	800.08 800.17 800.27 800.36 800.44 800.51 800.56
CL. BRG. PIER 3 Q R S T CL. BRG. N. ABUT. BK. N. ABUT.	2724+90.94 2725+00.98 2725+11.03 2725+21.07 2725+31.12 2725+38.32 2725+40.29	-31.96 -31.87 -31.76 -31.64 -31.51 -31.40 -31.37	800.60 800.66 800.73 800.78 800.84 800.88	800.62 800.69 800.75 800.81 800.87 800.90

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+03.28	-23.83	799.02	799.04
CL. BRG. S. ABUT.	2723+05.25	-23.87	799.05	799.07
А В С	2723+15.28 2723+25.31 2723+35.35	-24.05 -24.21 -24.36	799.17 799.29 799.41	799.20 799.32 799.43
D	2723+45.38	-24.49	799.52	799.54
CL. BRG. PIER 1	2723+52.57	-24.58	799.60	799.62
E F G H I J	2723+62.61 2723+72.64 2723+82.68 2723+92.72 2724+02.75 2724+12.79	-24.69 -24.78 -24.86 -24.93 -24.98 -25.01	799.71 799.81 799.92 800.01 800.11 800.20	799.74 799.86 799.97 800.07 800.15 800.23
CL. BRG. PIER 2	2724+23.08	-25.04	800.29	800.31
K L M N O P	2724+33.11 2724+43.15 2724+53.19 2724+63.22 2724+73.26 2724+83.30	-25.04 -25.03 -25.01 -24.97 -24.92 -24.86	800.38 800.46 800.54 800.62 800.69 800.76	800.41 800.51 800.60 800.68 800.74 800.80
CL. BRG. PIER 3	2724+93.58	-24.77	800.83	800.85
Q R S T	2725+03.62 2725+13.65 2725+23.69 2725+33.72	-24.68 -24.57 -24.44 -24.30	800.90 800.96 801.01 801.07	800.92 800.98 801.04 801.09
CL. BRG. N. ABUT.	2725+40.91	-24.19	801.11	801.13
BK. N. ABUT.	2725+42.88	-24.16	801.12	801.14



USER NAME =	DESIGNED - JPM	REVISED -
	CHECKED - KMP	REVISED -
PLOT SCALE =	DRAWN - KMS	REVISED -
PLOT DATE =	CHECKED - KMP	REVISED -

PROP. PGL (SB)

<u>BEAM</u>	8	

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+06.12	-16.72	799.27	799.29
CL. BRG. S. ABUT.	2723+08.08	-16.75	799.30	799.32
A	2723+18.11	-16.93	799.42	799.45
B	2723+28.13	-17.08	799.54	799.57
C	2723+38.15	-17.23	799.65	799.68
D	2723+48.18	-17.36	799.77	799.79
CL. BRG. PIER 1 E F G H I J	2723+55.36	-17.44	799.85	799.87
	2723+65.39	-17.55	799.95	799.98
	2723+75.41	-17.64	800.06	800.10
	2723+85.44	-17.71	800.16	800.21
	2723+95.46	-17.78	800.26	800.31
	2724+05.49	-17.82	800.35	800.39
	2724+15.51	-17.85	800.44	800.47
CL. BRG. PIER 2	2724+25.79	-17.87	800.53	800.55
K	2724+35.82	-17.87	800.62	800.65
L	2724+45.84	-17.86	800.70	800.74
M	2724+55.87	-17.84	800.78	800.83
N	2724+65.90	-17.79	800.85	800.91
O	2724+75.92	-17.74	800.93	800.97
P	2724+85.95	-17.67	801.00	801.03
CL. BRG. PIER 3	2724+96.22	-17.58	801.06	801.09
Q	2725+06.25	-17.48	801.13	801.15
R	2725+16.27	-17.37	801.19	801.21
S	2725+26.30	-17.24	801.24	801.27
T	2725+36.32	-17.09	801.30	801.32
CL. BRG. N. ABUT. BK. N. ABUT.	2725+43.50	-16.98	801.33	801.35
	2725+45.47	-16.95	801.34	801.36

7 (6)				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+07.40	-13.50	799.38	799.41
CL. BRG. S. ABUT.	2723+09.38	-13.50	799.41	799.43
A B C D	2723+19.46 2723+29.54 2723+39.62 2723+49.69	-13.50 -13.50 -13.50 -13.50	799.54 799.66 799.78 799.90	799.57 799.69 799.81 799.92
CL. BRG. PIER 1	2723+56.90	-13.50	799.98	800.00
E F G H I J CL. BRG. PIER 2 K L M N O P	2723+66.96 2723+77.01 2723+87.06 2723+97.10 2724+07.14 2724+17.17 2724+27.45 2724+27.45 2724+37.46 2724+47.48 2724+57.49 2724+67.49 2724+77.49 2724+87.48	-13.50 -13.50 -13.50 -13.50 -13.50 -13.50 -13.50 -13.50 -13.50 -13.50 -13.50 -13.50	800.09 800.20 800.30 800.40 800.50 800.59 800.68 800.76 800.84 800.92 800.99 801.07 801.13	800.12 800.24 800.36 800.45 800.54 800.62 800.70 800.79 800.89 800.98 801.05 801.11
CL. BRG. PIER 3	2724+97.72	-13.50	801.20	801.22
Q R S T CL. BRG. N. ABUT.	2725+07.70 2725+17.68 2725+27.65 2725+37.61 2725+44.75	-13.50 -13.50 -13.50 -13.50	801.26 801.31 801.36 801.41	801.28 801.34 801.39 801.44
BK. N. ABUT.	2725+46.70	-13.50	801.45	801.47

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+08.95	-9.60	799.52	799.54
CL. BRG. S. ABUT.	2723+10.91	-9.63	799.55	799.57
A B C D CL. BRG. PIER 1 E	2723+20.93 2723+30.94 2723+40.95 2723+50.97 2723+58.14 2723+68.16 2723+78.17	-9.80 -9.96 -10.10 -10.23 -10.31 -10.41 -10.49	799.67 799.79 799.90 800.01 800.09 800.20 800.30	799.69 799.81 799.93 800.03 800.11 800.23 800.35
г Н 1 Ј	2723+78.17 2723+88.19 2723+98.20 2724+08.22 2724+18.23	-10.49 -10.57 -10.62 -10.67 -10.69	800.30 800.40 800.50 800.59 800.68	800.33 800.46 800.55 800.63 800.71
CL. BRG. PIER 2 K L M N O P	2724+28.50 2724+38.52 2724+48.53 2724+58.55 2724+68.56 2724+78.58 2724+88.59	-10.71 -10.71 -10.69 -10.66 -10.61 -10.55 -10.48	800.77 800.86 800.94 801.01 801.09 801.16 801.23	800.79 800.88 800.98 801.07 801.14 801.21
CL. BRG. PIER 3 Q R S T CL. BRG. N. ABUT.	2724+98.86 2725+08.87 2725+18.89 2725+28.90 2725+38.91 2725+46.09	-10.39 -10.29 -10.17 -10.03 -9.89	801.30 801.36 801.42 801.47 801.53	801.32 801.38 801.44 801.50 801.55
BK. N. ABUT.	2725+48.05	-9.74	801.57	801.59



USER NAME =	DESIGNED -	JPM	REVISED -
	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	KMP	REVISED -

FACE OF SB E. PARAPET

FACE OF NB W. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+11.78	-2.48	799.77	799.79
CL. BRG. S. ABUT.	2723+13.74	-2.52	799.80	799.82
A B C D	2723+23.74 2723+33.74 2723+43.75 2723+53.75	-2.68 -2.83 -2.97 -3.09	799.92 800.03 800.15 800.26	799.94 800.06 800.17 800.28
CL. BRG. PIER 1 E F G H I J	2723+60.92 2723+70.92 2723+80.93 2723+90.93 2724+00.94 2724+10.94 2724+20.95	-3.17 -3.27 -3.35 -3.42 -3.47 -3.51 -3.53	800.34 800.44 800.54 800.64 800.74 800.83 800.92	800.36 800.47 800.59 800.70 800.79 800.87 800.95
CL. BRG. PIER 2	2724+31.20	-3.54	801.01	801.03
K L M N O P	2724+41.21 2724+51.21 2724+61.22 2724+71.22 2724+81.23 2724+91.23	-3.54 -3.52 -3.48 -3.43 -3.37 -3.29	801.09 801.17 801.25 801.32 801.39 801.46	801.12 801.22 801.30 801.38 801.44 801.49
CL. BRG. PIER 3	2725+01.49	-3.20	801.53	801.55
Q R S T	2725+11.49 2725+21.50 2725+31.50 2725+41.50	-3.09 -2.97 -2.83 -2.68	801.59 801.65 801.70 801.75	801.61 801.67 801.73 801.78
CL. BRG. N. ABUT.	2725+48.67	-2.56	801.79	801.81
BK. N. ABUT.	2725+50.63	-2.53	801.80	801.82

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+12.17	-1.50	799.81	799.83
CL. BRG. S. ABUT.	2723+14.14	-1.50	799.83	799.85
A B C D	2723+24.21 2723+34.27 2723+44.32 2723+54.37	-1.50 -1.50 -1.50 -1.50	799.96 800.08 800.20 800.31	799.98 800.11 800.22 800.33
CL. BRG. PIER 1	2723+61.57	-1.50	800.39	800.41
E F G H I J	2723+71.61 2723+81.64 2723+91.67 2724+01.69 2724+11.71 2724+21.72	-1.50 -1.50 -1.50 -1.50 -1.50	800.50 800.61 800.71 800.80 800.90 800.99	800.53 800.65 800.76 800.86 800.94 801.02
CL. BRG. PIER 2	2724+31.97	-1.50	801.08	801.10
K L M N O P	2724+41.97 2724+51.97 2724+61.96 2724+71.94 2724+81.92 2724+91.89	-1.50 -1.50 -1.50 -1.50 -1.50 -1.50	801.16 801.24 801.31 801.39 801.46 801.52	801.19 801.28 801.37 801.44 801.50 801.55
CL. BRG. PIER 3	2725+02.11	-1.50	801.58	801.60
Q R S T	2725+12.07 2725+22.03 2725+31.98 2725+41.92	-1.50 -1.50 -1.50 -1.50	801.64 801.69 801.74 801.79	801.66 801.72 801.77 801.82
CL. BRG. N. ABUT.	2725+49.05	-1.50	801.82	801.84
BK. N. ABUT.	2725+51.00	-1.50	801.83	801.85

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+13.36	1.50	799.10	799.12
CL. BRG. S. ABUT.	2723+15.33	1.50	799.13	799.15
A B C D CL. BRG. PIER 1 E F G H	2723+25.39 2723+35.45 2723+45.50 2723+55.54 2723+62.73 2723+72.77 2723+82.80 2723+92.82 2724+02.83	1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50	799.25 799.37 799.49 799.61 799.69 799.79 799.90 800.00 800.10	799.28 799.40 799.52 799.63 799.71 799.83 799.95 800.06 800.15
I J	2724+12.85 2724+22.85	1.50 1.50	800.19 800.28	800.23 800.31
CL. BRG. PIER 2 K L M N O P	2724+33.10 2724+43.10 2724+53.09 2724+63.07 2724+73.05 2724+83.02 2724+92.99	1.50 1.50 1.50 1.50 1.50 1.50 1.50	800.37 800.45 800.53 800.60 800.67 800.74 800.81	800.39 800.48 800.57 800.66 800.73 800.79 800.84
CL. BRG. PIER 3 Q R S T CL. BRG. N. ABUT. BK. N. ABUT.	2725+03.20 2725+13.16 2725+23.11 2725+33.06 2725+43.00 2725+50.12 2725+52.07	1.50 1.50 1.50 1.50 1.50 1.50	800.87 800.93 800.98 801.03 801.08 801.11	800.89 800.95 801.01 801.06 801.10 801.13



USER NAME =	DESIGNED -	JPM	REVISED -
	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
PLOT DATE =	CHECKED -	KMP	REVISED -

<u>BEAM 11</u>

PROP. PGL (NB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+14.16	3.52	799.17	799.19
CL. BRG. S. ABUT.	2723+16.12	3.49	799.20	799.22
А	2723+26.11	3.32	799.31	799.34
В	2723+36.10	3.18	799.43	799.46
C	2723+46.10	3.04	799.54	799.57
D	2723+56.09	2.93	799.65	799.67
CL. BRG. PIER 1	2723+63.26	2.85	799.73	799.75
Ε	2723+73.25	2.76	799.84	799.87
F	2723+83.25	2.68	799.94	799.99
G	2723+93.24	2.61	800.04	800.09
Н	2724+03.24	2.56	800.13	800.19
I	2724+13.24	2.53	800.22	800.27
J	2724+23.23	2.51	800.31	800.34
CL. BRG. PIER 2	2724+33.48	2.50	800.40	800.42
К	2724+43.47	2.51	800.48	800.51
L	2724+53.47	2.53	800.56	800.61
М	2724+63.47	2.57	800.64	800.69
N	2724+73.46	2.62	800.71	800.77
0	2724+83.46	2.69	800.78	800.83
P	2724+93.45	2.77	800.85	800.88
CL. BRG. PIER 3	2725+03.70	2.87	800.91	800.93
Q	2725+13.70	2.98	800.97	800.99
R	2725+23.69	3.10	801.03	801.06
S	2725+33.68	3.24	801.09	801.11
T	2725+43.68	3.40	801.14	801.16
CL. BRG. N. ABUT.	2725+50.84	3.52	801.17	801.19
BK. N. ABUT.	2725+52.80	3.55	801.18	801.20

BK. S. ABUT. 2723+17.10 10.97 799.43 799.45 CL. BRG. S. ABUT. 2723+19.06 10.94 799.46 799.48 A 2723+29.04 10.78 799.57 799.60 B 2723+39.03 10.64 799.69 799.72 C 2723+49.01 10.51 799.80 799.83 D 2723+58.99 10.39 799.91 799.93 CL. BRG. PIER 1 2723+66.15 10.32 799.99 800.01 E 2723+76.14 10.23 800.09 800.12 F 2723+86.12 10.16 800.19 800.24 G 2723+96.11 10.10 800.29 800.35 H 2724+06.09 10.05 800.38 800.44	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
A 2723+29.04 10.78 799.57 799.60 B 2723+39.03 10.64 799.69 799.72 C 2723+49.01 10.51 799.80 799.83 D 2723+58.99 10.39 799.91 799.93 CL. BRG. PIER 1 2723+66.15 10.32 799.99 800.01 E 2723+76.14 10.23 800.09 800.12 F 2723+86.12 10.16 800.19 800.24 G 2723+96.11 10.10 800.29 800.35 H 2724+06.09 10.05 800.38 800.44	BK. S. ABUT.	2723+17.10	10.97	799.43	799.45
B 2723+39.03 10.64 799.69 799.72 799.83 799.83 799.93 799.93 799.93 799.93 799.93 799.93 799.94 799.83 799.94 799.95 799.75 799.95 799.95 799.95 799.75 799.	CL. BRG. S. ABUT.	2723+19.06	10.94	799.46	799.48
F 2723+86.12 10.16 800.19 800.24 G 2723+96.11 10.10 800.29 800.35 H 2724+06.09 10.05 800.38 800.44	B C D	2723+39.03 2723+49.01 2723+58.99	10.64 10.51 10.39	799.69 799.80 799.91	799.72 799.83 799.93
J 2724+16.08 10.02 800.47 800.52 J 2724+26.06 10.00 800.56 800.59	F G H I	2723+86.12 2723+96.11 2724+06.09 2724+16.08	10.16 10.10 10.05 10.02	800.19 800.29 800.38 800.47	800.24 800.35 800.44 800.52
CL. BRG. PIER 2 2724+36.30 10.00 800.65 800.67	CL. BRG. PIER 2	2724+36.30	10.00	800.65	800.67
K 2724+46.28 10.01 800.73 800.76 L 2724+56.27 10.04 800.81 800.85 M 2724+66.25 10.08 800.88 800.94 N 2724+76.24 10.14 800.96 801.01 0 2724+86.22 10.21 801.02 801.07 P 2724+96.21 10.30 801.09 801.12	L M N O	2724+56.27 2724+66.25 2724+76.24 2724+86.22	10.04 10.08 10.14 10.21	800.81 800.88 800.96 801.02	800.85 800.94 801.01 801.07
CL. BRG. PIER 3 2725+06.44 10.40 801.15 801.18	CL. BRG. PIER 3	2725+06.44	10.40	801.15	801.18
Q 2725+16.43 10.51 801.21 801.24 R 2725+26.41 10.64 801.27 801.30 S 2725+36.39 10.79 801.32 801.35 T 2725+46.38 10.94 801.37 801.40	R S	2725+26.41 2725+36.39	10.64 10.79	801.27 801.32	801.30 801.35
CL. BRG. N. ABUT. 2725+53.53 11.07 801.41 801.43	CL. BRG. N. ABUT.	2725+53.53	11.07	801.41	801.43
BK. N. ABUT. 2725+55.49 11.10 801.42 801.44	BK. N. ABUT.	2725+55.49	11.10	801.42	801.44

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+18.10	13.50	799.52	799.54
CL. BRG. S. ABUT.	2723+20.07	13.50	799.55	799.57
A B C D CL. BRG. PIER 1	2723+30.11 2723+40.15 2723+50.18 2723+60.20 2723+67.38	13.50 13.50 13.50 13.50	799.67 799.79 799.90 800.02	799.70 799.82 799.93 800.04 800.12
E F G H I J	2723+77.39 2723+87.40 2723+97.40 2724+07.40 2724+17.39 2724+27.38	13.50 13.50 13.50 13.50 13.50 13.50	800.20 800.30 800.40 800.50 800.59 800.68	800.23 800.35 800.46 800.55 800.64 800.71
CL. BRG. PIER 2	2724+37.61	13.50	800.76	800.78
K L M N O P	2724+47.58 2724+57.55 2724+67.52 2724+77.48 2724+87.43 2724+97.38	13.50 13.50 13.50 13.50 13.50 13.50	800.84 800.92 801.00 801.07 801.13 801.19	800.87 800.97 801.05 801.12 801.18 801.23
CL. BRG. PIER 3	2725+07.57	13.50	801.25	801.28
Q R S T	2725+17.51 2725+27.44 2725+37.37 2725+47.29	13.50 13.50 13.50 13.50	801.31 801.36 801.41 801.45	801.33 801.39 801.44 801.48
CL. BRG. N. ABUT.	2725+54.40	13.50	801.48	801.51
BK. N. ABUT.	2725+56.34	13.50	801.49	801.51



USER NAME =	DESIGNED -	JPM	REVISED -
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<u>BEAM 13</u>

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Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+20.05	18.42	799.69	799.71
CL. BRG. S. ABUT.	2723+22.00	18.39	799.72	799.74
A B C D	2723+31.97 2723+41.94 2723+51.92 2723+61.89	18.24 18.10 17.97 17.86	799.83 799.95 800.06 800.17	799.86 799.98 800.08 800.19
CL. BRG. PIER 1	2723+69.04	17.79	800.24	800.26
E F G H I J	2723+79.01 2723+88.99 2723+98.96 2724+08.94 2724+18.91 2724+28.88	17.71 17.64 17.58 17.54 17.51 17.50	800.34 800.44 800.54 800.63 800.72 800.81	800.38 800.49 800.60 800.69 800.77 800.84
CL. BRG. PIER 2	2724+39.11	17.50	800.90	800.92
K L M N O P	2724+49.08 2724+59.06 2724+69.03 2724+79.01 2724+88.98 2724+98.95	17.52 17.55 17.60 17.66 17.73	800.98 801.05 801.13 801.20 801.27 801.33	801.01 801.10 801.19 801.26 801.32 801.37
CL. BRG. PIER 3	2725+09.18	17.93	801.40	801.42
Q R S T	2725+19.15 2725+29.12 2725+39.10 2725+49.07	18.05 18.18 18.33 18.49	801.46 801.51 801.56 801.61	801.48 801.54 801.59 801.64
CL. BRG. N. ABUT.	2725+56.21	18.62	801.65	801.67
BK. N. ABUT.	2725+58.17	18.65	801.65	801.68

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+22.98	25.88	799.95	799.97
CL. BRG. S. ABUT.	2723+24.93	25.85	799.98	800.00
A B C D	2723+34.89 2723+44.86 2723+54.82 2723+64.78	25.70 25.56 25.44 25.34	800.09 800.21 800.32 800.42	800.12 800.24 800.34 800.44
CL. BRG. PIER 1	2723+71.92	25.27	800.50	800.52
E F G H I J	2723+81.88 2723+91.85 2724+01.81 2724+11.77 2724+21.74 2724+31.70	25.19 25.12 25.07 25.03 25.01 25.00	800.60 800.70 800.79 800.88 800.97 801.06	800.63 800.75 800.85 800.94 801.02 801.09
CL. BRG. PIER 2	2724+41.91	25.01	801.14	801.17
K L M N O P	2724+51.88 2724+61.84 2724+71.81 2724+81.77 2724+91.73 2725+01.69	25.03 25.06 25.11 25.18 25.26 25.35	801.22 801.30 801.37 801.44 801.51 801.58	801.25 801.35 801.43 801.50 801.56 801.61
CL. BRG. PIER 3	2725+11.91	25.46	801.64	801.66
Q R S T	2725+21.87 2725+31.83 2725+41.79 2725+51.75	25.58 25.72 25.87 26.04	801.70 801.75 801.80 801.85	801.72 801.78 801.83 801.88
CL. BRG. N. ABUT.	2725+58.89	26.17	801.88	801.90
BK. N. ABUT.	2725+60.84	26.20	801.89	801.91

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+25.91	33.33	800.21	800.23
CL. BRG. S. ABUT.	2723+27.86	33.30	800.24	800.26
A B C D CL. BRG. PIER I E F G H	2723+37.81 2723+47.76 2723+57.71 2723+67.66 2723+74.80 2723+84.75 2723+94.70 2724+04.65 2724+14.61	33.16 33.03 32.91 32.81 32.74 32.67 32.60 32.56 32.52	800.35 800.46 800.57 800.68 800.75 800.85 800.95 801.04 801.14	800.38 800.49 800.60 800.70 800.77 800.89 801.00 801.10 801.19
I J	2724+24.56 2724+34.51	32.50 32.50	801.22 801.31	801.27 801.34
CL. BRG. PIER 2 K L M N O P	2724+44.71 2724+54.67 2724+64.62 2724+74.57 2724+84.52 2724+94.48 2725+04.43	32.51 32.54 32.58 32.63 32.70 32.78 32.88	801.39 801.47 801.55 801.62 801.69 801.75 801.82	801.41 801.50 801.59 801.68 801.75 801.80 801.85
CL. BRG. PIER 3 Q R S T CL. BRG. N. ABUT. BK. N. ABUT.	2725+14.63 2725+24.58 2725+34.53 2725+44.48 2725+54.43 2725+61.56 2725+63.51	32.99 33.12 33.26 33.42 33.59 33.72 33.75	801.88 801.94 801.99 802.04 802.09 802.12 802.13	801.90 801.96 802.02 802.07 802.11 802.14



USER NAME =	DESIGNED -	JPM	REVISED -
	CHECKED -	KMP	REVISED -
PLOT SCALE =	DRAWN -	KMS	REVISED -
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Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+26.84	35.71	800.30	800.32
CL. BRG. S. ABUT.	2723+28.80	35.71	800.32	800.34
А	2723+38.80	35.71	800.44	800.47
В	2723+48.80	35.71	800.56	800.59
C	2723+58.79	35.71	800.67	800.69
D	2723+68.78	35.71	800.78	800.80
CL. BRG. PIER 1	2723+75.93	35.71	800.85	800.87
Ε	2723+85.91	35.71	800.96	800.99
F	2723+95.88	35.71	801.05	801.10
G	2724+05.85	35.71	801.15	801.21
Н	2724+15.81	35.71	801.24	801.30
I	2724+25.76	35.71	801.33	801.38
J	2724+35.71	35.71	801.41	801.44
CL. BRG. PIER 2	2724+45.91	35.71	801.50	801.52
K	2724+55.84	35.71	801.58	801.60
L	2724+65.78	35.71	801.65	801.69
М	2724+75.70	35.71	801.72	801.78
N	2724+85.63	35.71	801.79	801.84
0	2724+95.54	35.71	801.85	801.90
Р	2725+05.46	35.71	801.91	801.94
CL. BRG. PIER 3	2725+15.61	35.71	801.97	801.99
Q	2725+25.51	35.71	802.02	802.04
R	2725+35.41	35.71	802.07	802.09
S	2725+45.30	35.71	802.11	802.14
T	2725+55.19	35.71	802.15	802.18
CL. BRG. N. ABUT.	2725+62.27	35.71	802.18	802.20
BK. N. ABUT.	2725+64.20	35.71	802.19	802.21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+28.83	40.79	800.47	800.49
CL. BRG. S. ABUT.	2723+30.78	40.76	800.49	800.52
A B C D CL. BRG. PIER 1 E F G H I	2723+40.72 2723+50.66 2723+60.60 2723+70.54 2723+77.67 2723+87.61 2723+97.55 2724+07.49 2724+17.43 2724+27.37	40.62 40.49 40.38 40.28 40.22 40.15 40.09 40.05 40.02 40.00	800.61 800.72 800.83 800.93 801.01 801.11 801.20 801.30 801.39 801.47	800.64 800.75 800.85 800.95 801.03 801.14 801.25 801.35 801.44 801.52
J CL. BRG. PIER 2	2724+37.32 2724+47.51	40.00 40.02	801.56 801.64	801.59 801.66
K L M N O P	2724+57.45 2724+67.39 2724+77.33 2724+87.28 2724+97.22 2725+07.16	40.05 40.09 40.15 40.22 40.31 40.41	801.72 801.79 801.86 801.93 802.00 802.06	801.75 801.84 801.92 801.99 802.05 802.09
CL. BRG. PIER 3 Q R S T	2725+17.35 2725+27.29 2725+37.23 2725+47.17	40.53 40.66 40.80 40.96	802.12 802.18 802.23 802.28	802.14 802.20 802.26 802.31 802.35
CL. BRG. N. ABUT.	2725+57.11 2725+64.23	41.14 41.27	802.32 802.36	802.38
BK. N. ABUT.	2725+66.18	41.31	802.36	802.39

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+31.75	48.24	800.73	800.75
CL. BRG. S. ABUT.	2723+33.69	48.22	800.75	800.77
A B C D CL. BRG. PIER 1	2723+43.62 2723+53.55 2723+63.48 2723+73.41 2723+80.53	48.08 47.96 47.85 47.76	800.87 800.98 801.08 801.19	800.89 801.01 801.11 801.21
E F G H I J	2723+90.46 2724+00.39 2724+10.32 2724+20.25 2724+30.18 2724+40.12	47.63 47.58 47.54 47.51 47.50 47.50	801.36 801.45 801.55 801.64 801.72 801.80	801.39 801.50 801.60 801.69 801.77 801.83
CL. BRG. PIER 2	2724+50.30	47.52	801.89	801.91
K L M N O P	2724+60.23 2724+70.16 2724+80.09 2724+90.02 2724+99.95 2725+09.88	47.56 47.60 47.67 47.74 47.83 47.94	801.96 802.04 802.11 802.18 802.24 802.30	801.99 802.08 802.16 802.23 802.29 802.33
CL. BRG. PIER 3	2725+20.06	48.06	802.36	802.38
Q R S T CL. BRG. N. ABUT.	2725+29.99 2725+39.92 2725+49.85 2725+59.77 2725+66.89	48.20 48.34 48.51 48.69	802.42 802.47 802.52 802.56	802.44 802.49 802.54 802.59
BK. N. ABUT.	2725+68.83	48.86	802.60	802.62

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FACE OF NB E. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+32.24	49.50	800.77	800.80
CL. BRG. S. ABUT.	2723+34.19	49.50	800.80	800.82
A B C D	2723+44.17 2723+54.15 2723+64.12 2723+74.08 2723+81.22	49.50 49.50 49.50 49.50 49.50	800.92 801.03 801.14 801.25	800.94 801.06 801.16 801.27 801.34
E F G H I J	2723+91.17 2724+01.12 2724+11.06 2724+21.00 2724+30.93 2724+40.86	49.50 49.50 49.50 49.50 49.50 49.50	801.42 801.52 801.61 801.70 801.79 801.87	801.45 801.57 801.67 801.76 801.83 801.90
CL. BRG. PIER 2	2724+51.03	49.50	801.95	801.97
K L M N O P	2724+60.94 2724+70.86 2724+80.76 2724+90.66 2725+00.56 2725+10.44	49.50 49.50 49.50 49.50 49.50 49.50	802.03 802.10 802.17 802.23 802.29 802.35	802.06 802.14 802.22 802.29 802.34 802.38
CL. BRG. PIER 3	2725+20.58	49.50	802.41	802.43
Q R S T	2725+30.46 2725+40.33 2725+50.20 2725+60.06	49.50 49.50 49.50 49.50	802.46 802.50 802.55 802.59	802.48 802.53 802.58 802.61
CL. BRG. N. ABUT. BK. N. ABUT.	2725+67.13 2725+69.06	49.50 49.50	802.61 802.62	802.63 802.64

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Alfred Benesch & Company
35 W Winder Drive, Sulve 3300
Chicago, Billiote Socie

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (9 OF 9)
STRUCTURE NO. 101-0213 & 101-0214

SHEET 24 OF 81 SHEETS

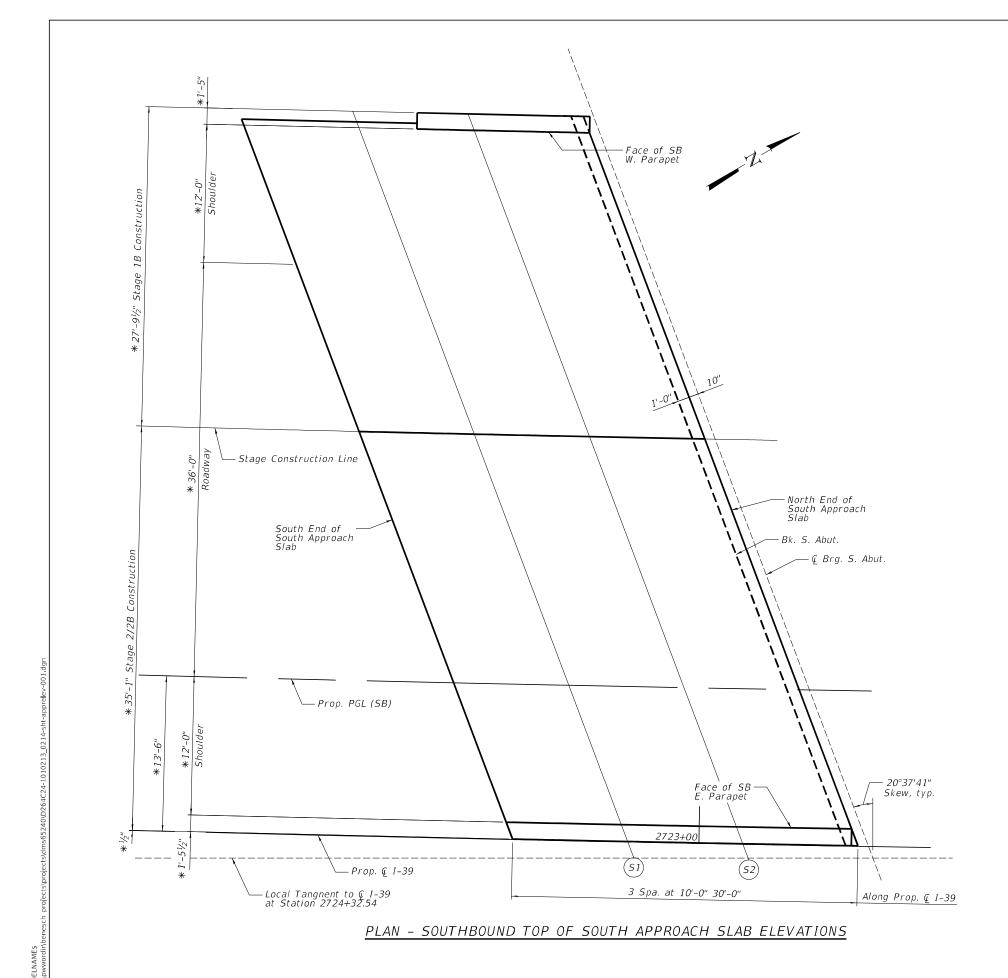
A.I. SECTION COUNTY TOTAL SHEETS NO.
9 ((201-3)R & (4-1,5)R)F WINNEBAGO 235 178

CONTRACT NO. 64U51

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FACE OF SB W. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF S. APPR. SLAB	2722+58.92	-61.50	797.28	797.30
51 52	2722+69.02 2722+79.12	-61.50 -61.50	797.42 797.56	797.44 797.59
N. END OF S. APPR. SLAB	2722+89.23	-61.50	797.70	797.72

SB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Elevations
S. END OF S. APPR. SLAB	2722+69.66	-35.13	798.22	798.24
51 52	2722+79.72 2722+89.78	-35.13 -35.13	798.36 798.50	798.39 798.52
N. END OF S. APPR. SLAB	2722+99.84	-35.13	798.64	798.66

PROP. PGL (SB)

Location	Station	0ffset	Theoretical Grade Elevations	Elevations
S. END OF S. APPR. SLAB	2722+78.41	-13.50	798.99	799.02
S1 S2	2722+88.43 2722+98.45	-13.50 -13.50	799.13 799.27	799.15 799.29
N. END OF S. APPR. SLAB	2723+08.48	-13.50	799.40	799.42

FACE OF SB E. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF S. APPR. SLAB	2722+83.24	-1.50	799.42	799.44
51 52	2722+93.24 2723+03.24	-1.50 -1.50	799.56 799.69	799.58 799.71
N. END OF S. APPR. SLAB	2723+13.25	-1.50	799.82	799.84

* Radial dimension

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benesch
Afred Benesch & Compuny
39 W Wecker Drive, Suler 3300
Chicago, Illinois 68611
312-665-6460
Jds Na, 10800

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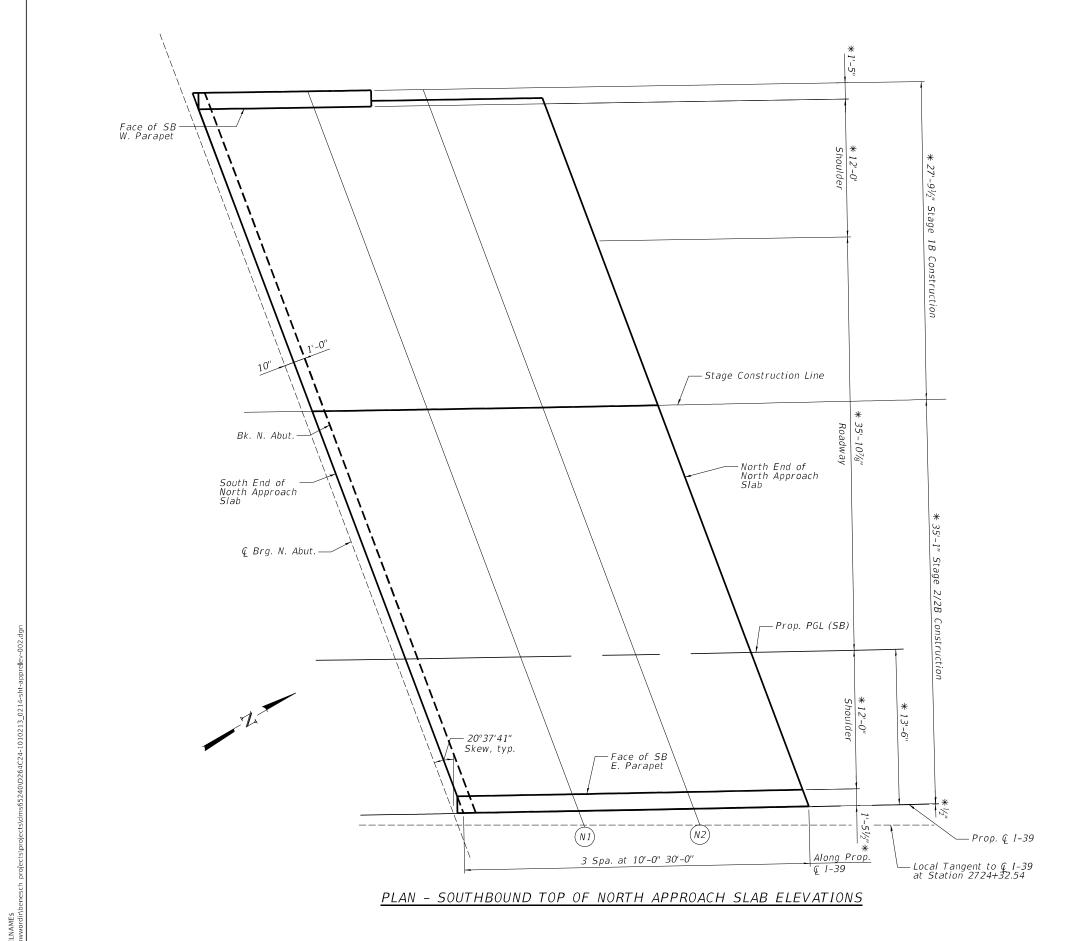
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTHBOUND TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 101-0213 & 101-0214

SHEET 25 OF 81 SHEETS

A.I. SECTION COUNTY TOTAL SHEETS NO.
39 (((201-3)R & (4-1.5)R)F WINNEBAGO 235 179

CONTRACT NO. 64U51



FACE OF SB W. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF N. APPR. SLAB	2725+28.30	-61.50	799.93	799.95
N 1 N 2	2725+38.41 2725+48.51	-61.50 -61.50	799.98 800.02	800.00 800.04
N. END OF N. APPR. SLAB	2725+58.61	-61.50	800.06	800.08

SB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF N. APPR. SLAB	2725+37.86	-35.13	800.76	800.78
N 1 N 2	2725+47.92 2725+57.98	-35.13 -35.13	800.81 800.85	800.83 800.87
N. END OF N. APPR. SLAB	2725+68.04	-35.13	800.89	800.91

PROP. PGL (SB)

Location	Station	0ffset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF N. APPR. SLAB	2725+45.64	-13.50	801.45	801.47
N 1 N 2	2725+55.66 2725+65.68	-13.50 -13.50	801.49 801.53	801.51 801.55
N. END OF N. APPR. SLAB	2725+75.71	-13.50	801.56	801.58

FACE OF SB E. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Elevations
S. END OF N. APPR. SLAB	2725+49.93	-1.50	801.83	801.85
N 1 N 2	2725+59.94 2725+69.94	-1.50 -1.50	801.87 801.90	801.89 801.92
N. END OF N. APPR. SLAB	2725+79.94	-1.50	801.94	801.96

* Radial dimension

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Sbenesch
Alfred Benesch & Company
59 W Wecker Drive, Saler 3300
Orleage, Bliende (1800)

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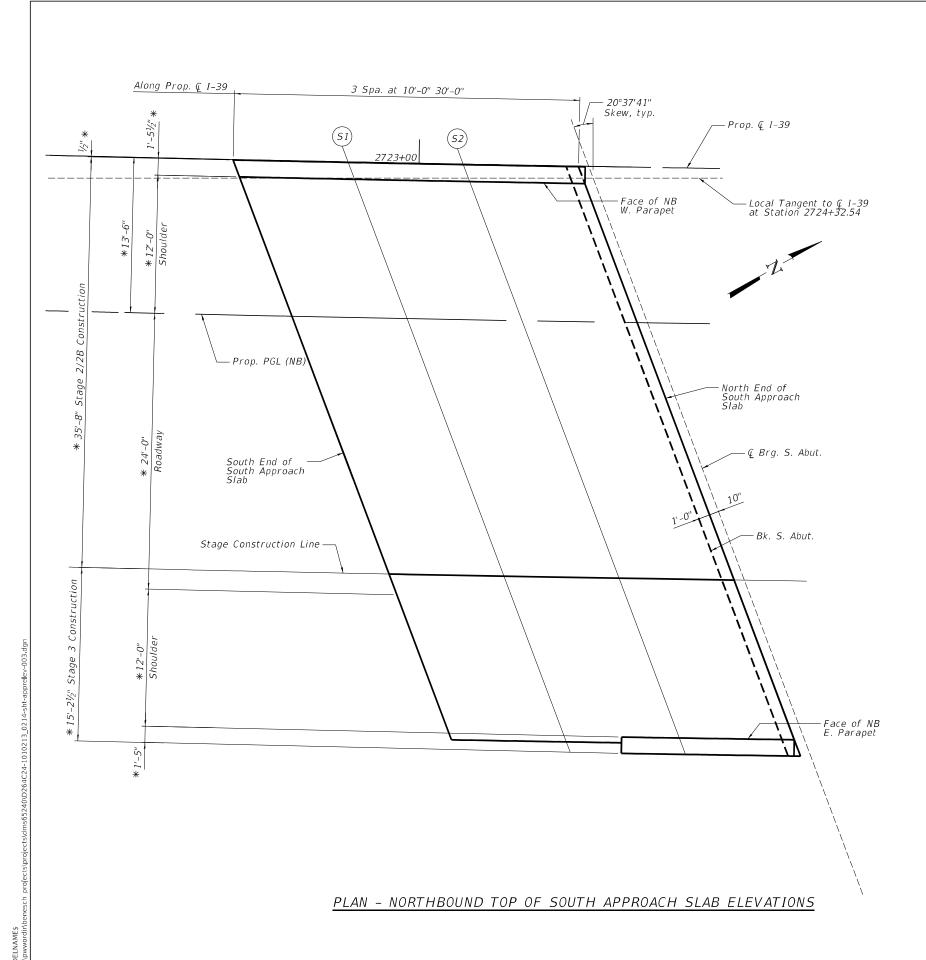
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTHBOUND TOP OF NORTH APPROACH SLAB ELEVATIONS STRUCTURE NO. 101-0213 & 101-0214

A.I. SECTION COUNTY TOTAL SHEETS NO.

39 ((201-3)R & (4-1.5)R)F WINNEBAGO 235 180

CONTRACT NO. 64U51



FACE OF NB W. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF S. APPR. SLAB	S. END OF S. APPR. SLAB 2722+84.44		798.72	798.74
51 52	2722+94.44 2723+04.43	1.50 1.50	798.85 798.99	798.87 799.01
N. END OF S. APPR. SLAB	2723+14.43	1.50	799.11	799.14

PROP. PGL (NB)

Location	Station	Offset	Theoretical Grade Elevations	Elevations
S. END OF S. APPR. SLAB	2722+89.25	13.50	799.14	799.16
51 52	2722+99.22 2723+09.20	13.50 13.50	799.28 799.41	799.30 799.43
N. END OF S. APPR. SLAB	2723+19.18	13.50	799.53	799.56

NB STAGE CONSTRUCTION LINE

Location	Station	0ffset	Theoretical Grade Elevations	Elevations
S. END OF S. APPR. SLAB	2722+98.09	35.71	799.93	799.95
S1 S2	2723+08.03 2723+17.97	35.71 35.71	800.06 800.19	800.08 800.21
N. END OF S. APPR. SLAB	2723+27.91	35.71	800.31	800.33

FACE OF NB E. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Elevations
S. END OF S. APPR. SLAB 2723+03.55		49.50	800.41	800.44
51 2723+13.47 52 2723+23.38		49.50 49.50	800.54 800.67	800.56 800.69
N. END OF S. APPR. SLAB	2723+33.30	49.50	800.79	800.81

* Radial dimension

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benesch

Alfred Benesch & Company
38 W Wester Drive, Saler 3930
Chicago, Blinole 50801
312-685-6160
312-685-6160

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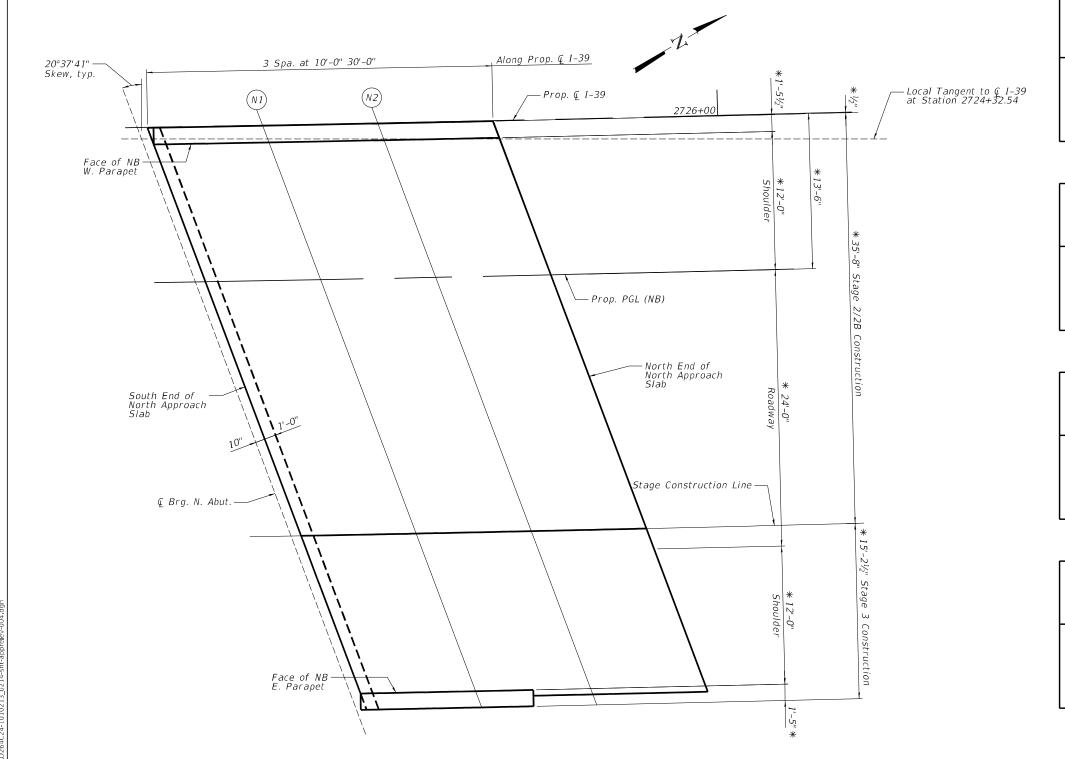
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTHBOUND TOP OF SOUTH APPROACH SLAB ELEVATIONS STRUCTURE NO. 101-0213 & 101-0214

SECTION	COUNTY	SHEETS	NO.	
39	((201-3)R & (4-1.5)R)F	WINNEBAGO	235	181
CONTRACT NO. 64U51				



FACE OF NB W. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF N. APPR. SLAB	2725+51.00	1.50	801.11	801.13
N 1 N 2	2725+61.00 2725+71.00	1.50 1.50	801.15 801.19	801.17 801.21
N. END OF N. APPR. SLAB	2725+81.00	1.50	801.22	801.24

PROP. PGL (NB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF N. APPR. SLAB	2725+55.28	13.50	801.49	801.51
N 1 N 2	2725+65.26 2725+75.23	13.50 13.50	801.53 801.56	801.55 801.58
N. END OF N. APPR. SLAB	2725+85.21	13.50	801.59	801.61

NB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF N. APPR. SLAB 2725+63.15		35.71	802.19	802.21
N1 N2			802.22 802.25	802.24 802.27
N. END OF N. APPR. SLAB	2725+92.97	35.71	802.28	802.30

FACE OF NB E. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Elevations
S. END OF N. APPR. SLAB	2725+68.01	49.50	802.62	802.64
N1 N2	2725+77.93 2725+87.84	49.50 49.50	802.65 802.68	802.67 802.70
N. END OF N. APPR. SLAB	2725+97.76	49.50	802.71	802.73

FOR INFORMATION ONLY

* Radial dimension

PLAN - NORTHBOUND TOP OF NORTH APPROACH SLAB ELEVATIONS

benesch Alfred Benesch & Company 39 W Wacker Drive, Sulie 3300 Chicago, Illinois 68081

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DEPARTMENT OF TRANSPORTATION

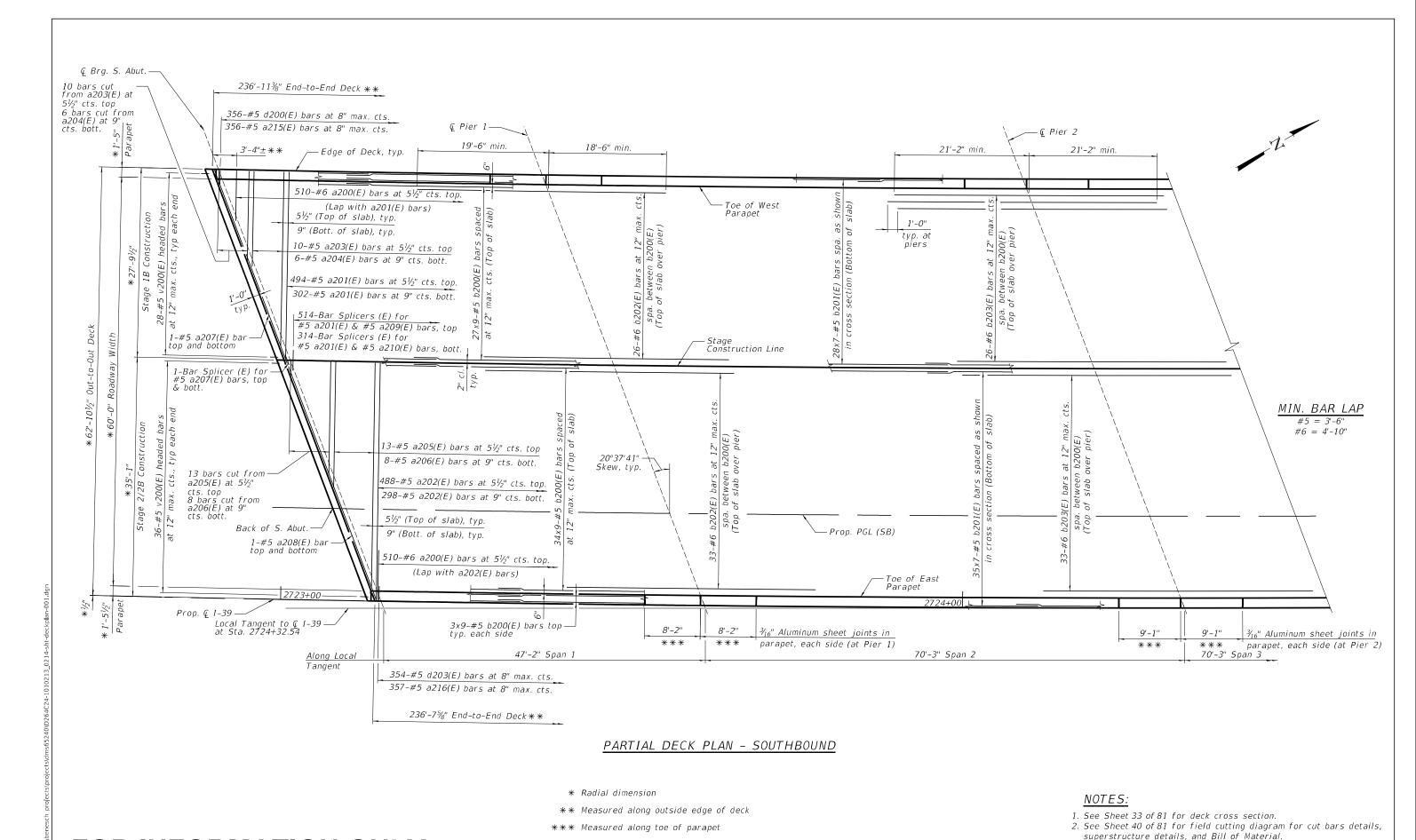
NORTHBOUND TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 101-0213 & 101-0214

SHEET 28 OF 81 SHEETS

A.I.	SECTION	COUNTY	TOTAL SHEETS	NO.
39	((201-3)R & (4-1.5)R)F	WINNEBAGO	235	182
CONTRACT NO. 64U51	ILLINOIS	FED. AID PROJECT		

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- benesch

 Alfred Benesch & Company
 35 W Wesker Drive, Salte 3300

 Orkapp, Blinds Stores
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

- SOUTHBOUND DECK PLAN (1 OF 2)

 STRUCTURE NO. 101-0213 & 101-0214

 SHEET 29 OF 81 SHEETS
- F.A.I. RTE.
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 COUNTY
 TOTAL SHEETS
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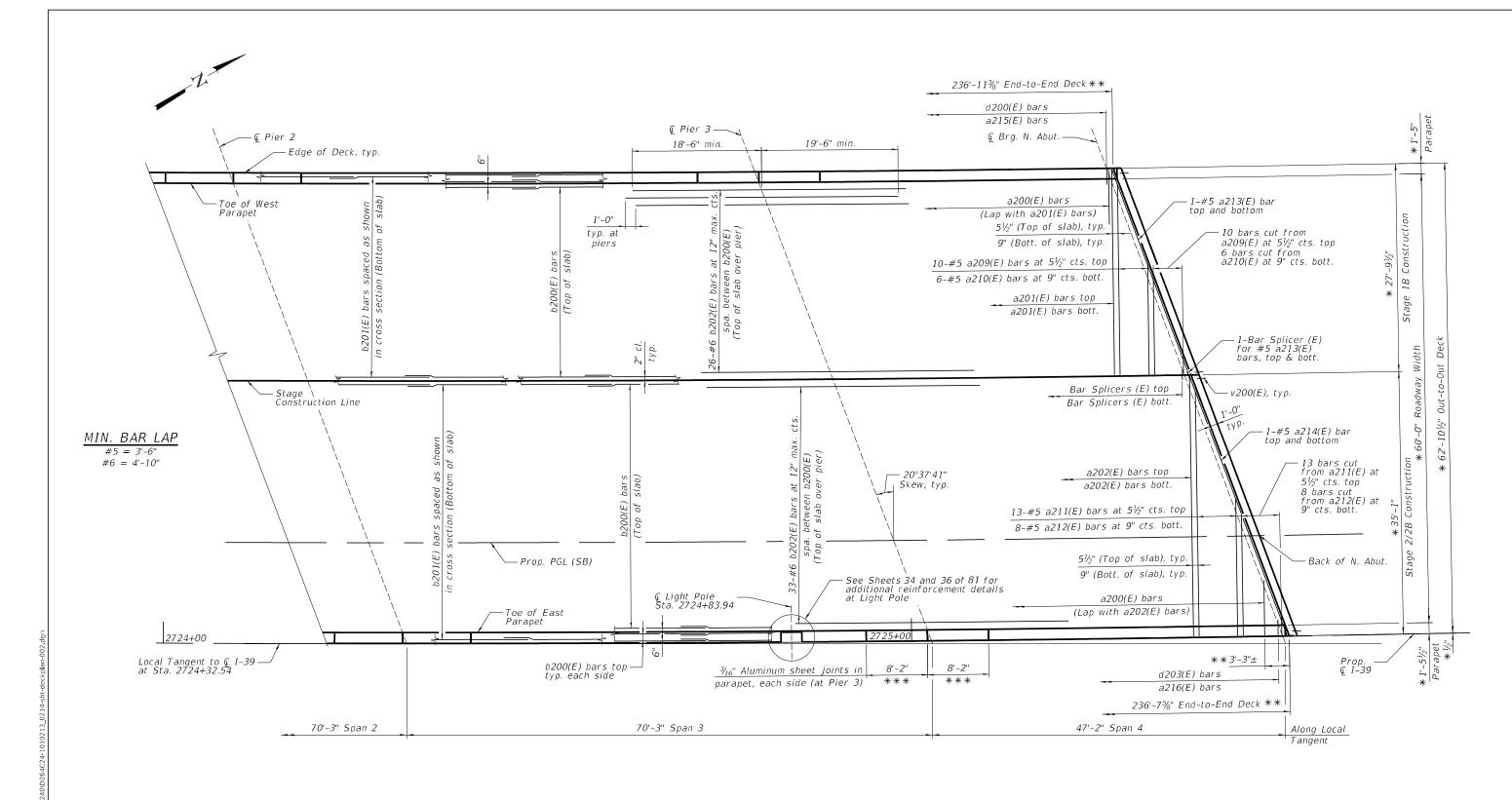
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 CONTRACT NO. 64U51

3. Bars indicated thus 27x9-#5 etc. indicates 27 lines of bars with

9 lengths per line.

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PARTIAL DECK PLAN - SOUTHBOUND

- * Radial dimension
- ** Measured along outside edge of deck
- *** Measured along toe of parapet

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOUTHBOUND DECK PLAN (2 OF 2) STRUCTURE NO. 101-0213 & 101-0214 SHEET 30 OF 81 SHEETS

NOTES:

9 lengths per line.

1. See Sheet 33 of 81 for deck cross section.

superstructure details, and Bill of Material.

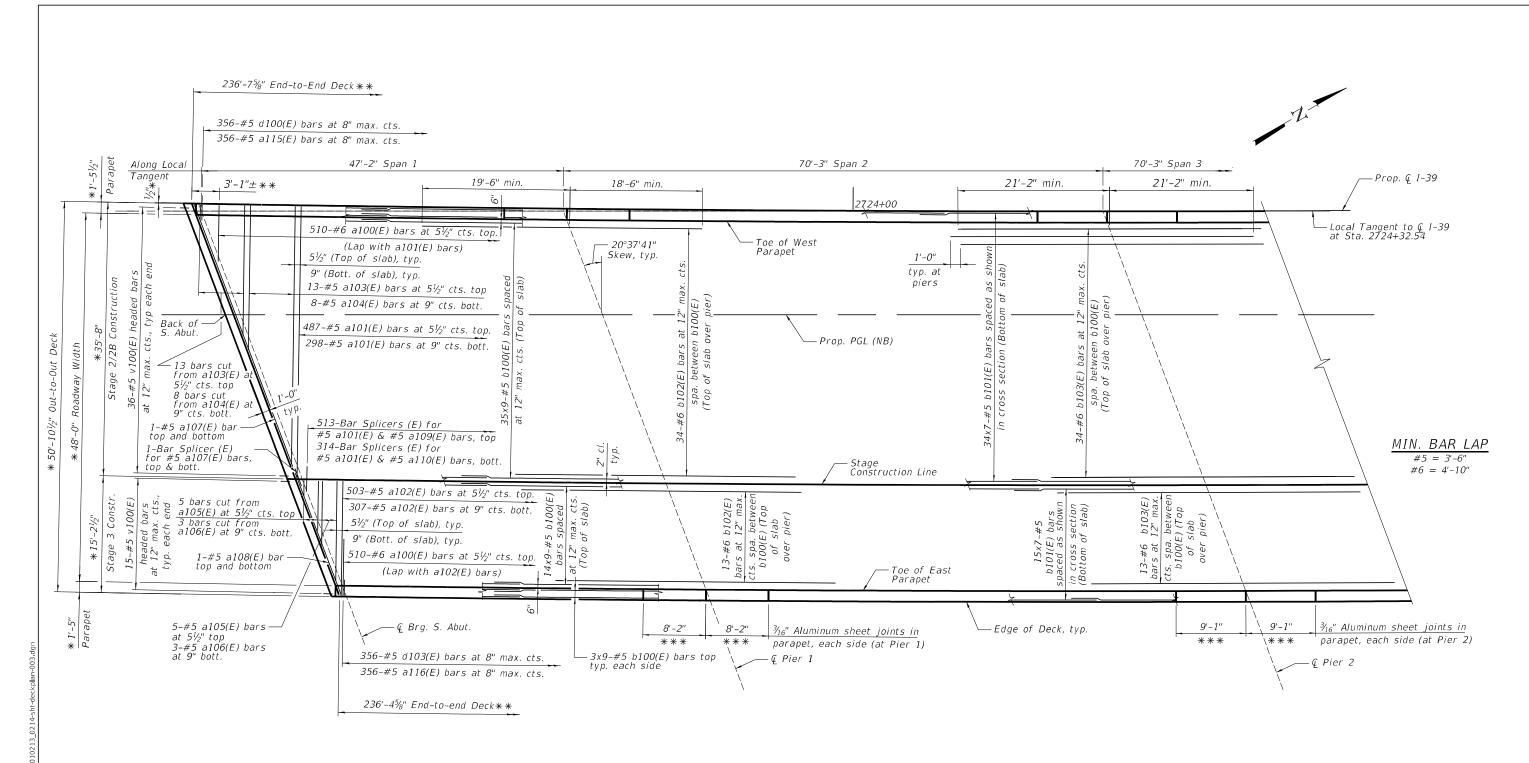
2. See Sheet 40 of 81 for field cutting diagram for cut bars details,

3. Bars indicated thus 27x9-#5 etc. indicates 27 lines of bars with

F.A.I. SECTION			COUNTY	TOTAL SHEETS	SHEE NO.
39	((201-3)R & (4-1,5)R)I	WINNEBAGO	235	184	
			CONTRAC	CT NO. 6	4U51
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PARTIAL DECK PLAN - NORTHBOUND

- * Radial dimension
- ** Measured along outside edge of deck
- *** Measured along toe of parapet

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Shenesch

Alfred Benesch & Company
35 W Wesder Drive, Sules 3300
Chapp, Blinde Story

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

NORTHBOUND DECK PLAN (1 OF 2) STRUCTURE NO. 101-0213 & 101-0214 SHEET 31 OF 81 SHEETS

NOTES:

9 lengths per line.

1. See Sheet 33 of 81 for deck cross section.

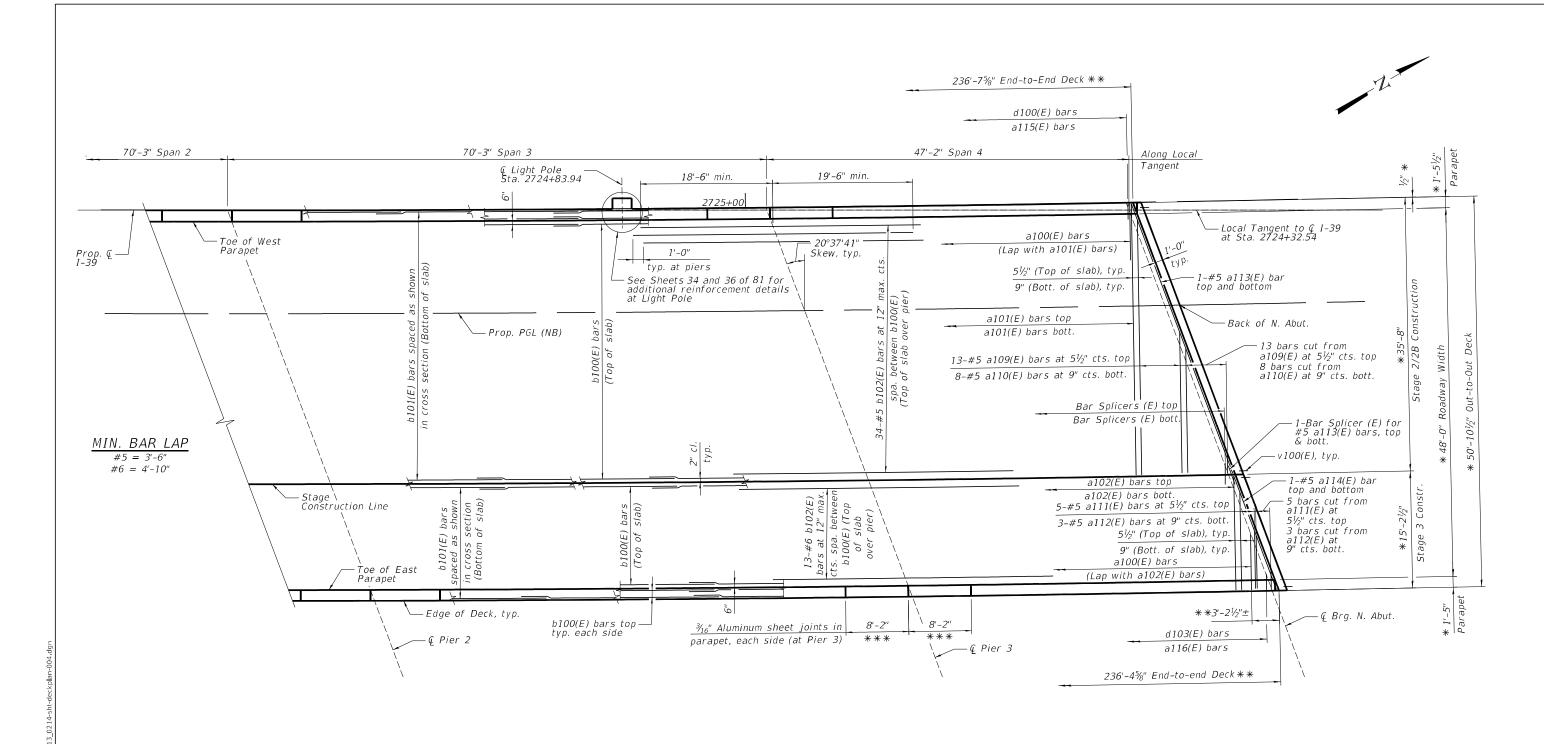
superstructure details, and Bill of Material.

2. See Sheet 40 of 81 for field cutting diagram for cut bars details,

3. Bars indicated thus 27x9-#5 etc. indicates 27 lines of bars with

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.		
39	((201-3)R & (4-1,5)R)	WINNEBAGO	235	185		
			CONTRAC	T NO. 6	4U51	
	ILLINOIS FED AID PROJECT					

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PARTIAL DECK PLAN - NORTHBOUND

- * Radial dimension
- ** Measured along outside edge of deck
- *** Measured along toe of parapet

NOTES:

- 1. See Sheet 33 of 81 for deck cross section.
- 2. See Sheet 40 of 81 for field cutting diagram for cut bars details, superstructure details, and Bill of Material.
- 3. Bars indicated thus 27x9-#5 etc. indicates 27 lines of bars with 9 lengths per line.

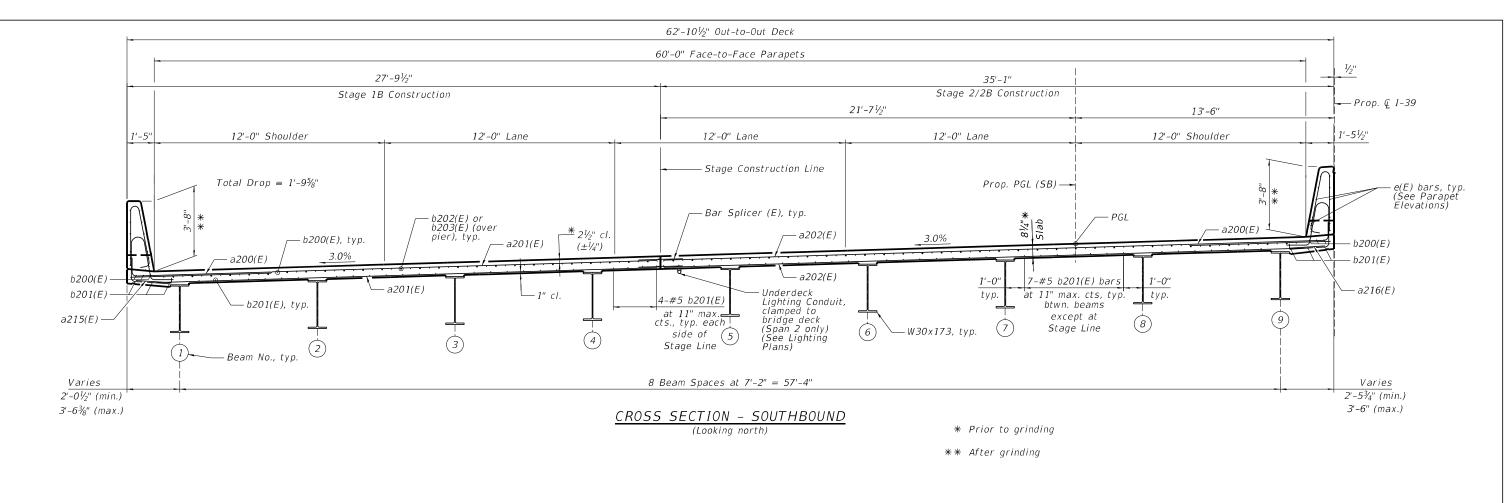
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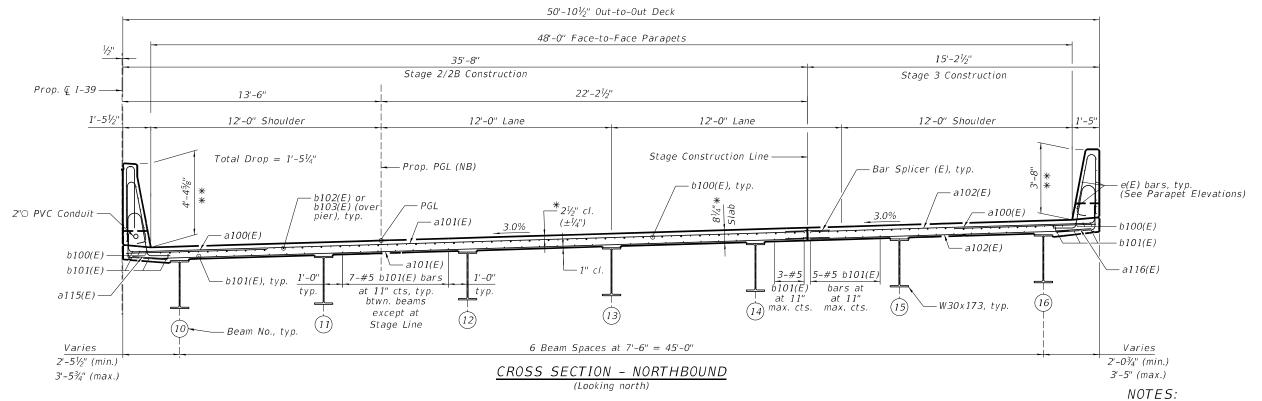


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NORTHBOUND DECK PLAN (2 OF 2) STRUCTURE NO. 101-0213 & 101-0214								
SHEET	32	OF	81	SHEETS				

F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
39	((201-3)R & (4-1,5)R)F	WINNEBAGO	235	186	
		CONTRAC	T NO. 6	4U51	
ILLINOIS FED. AID PROJECT					





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3 benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 80601
312-565-0450 Joh No. 10800

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DECK CROSS SECTION

STRUCTURE NO. 101-0213 & 101-0214

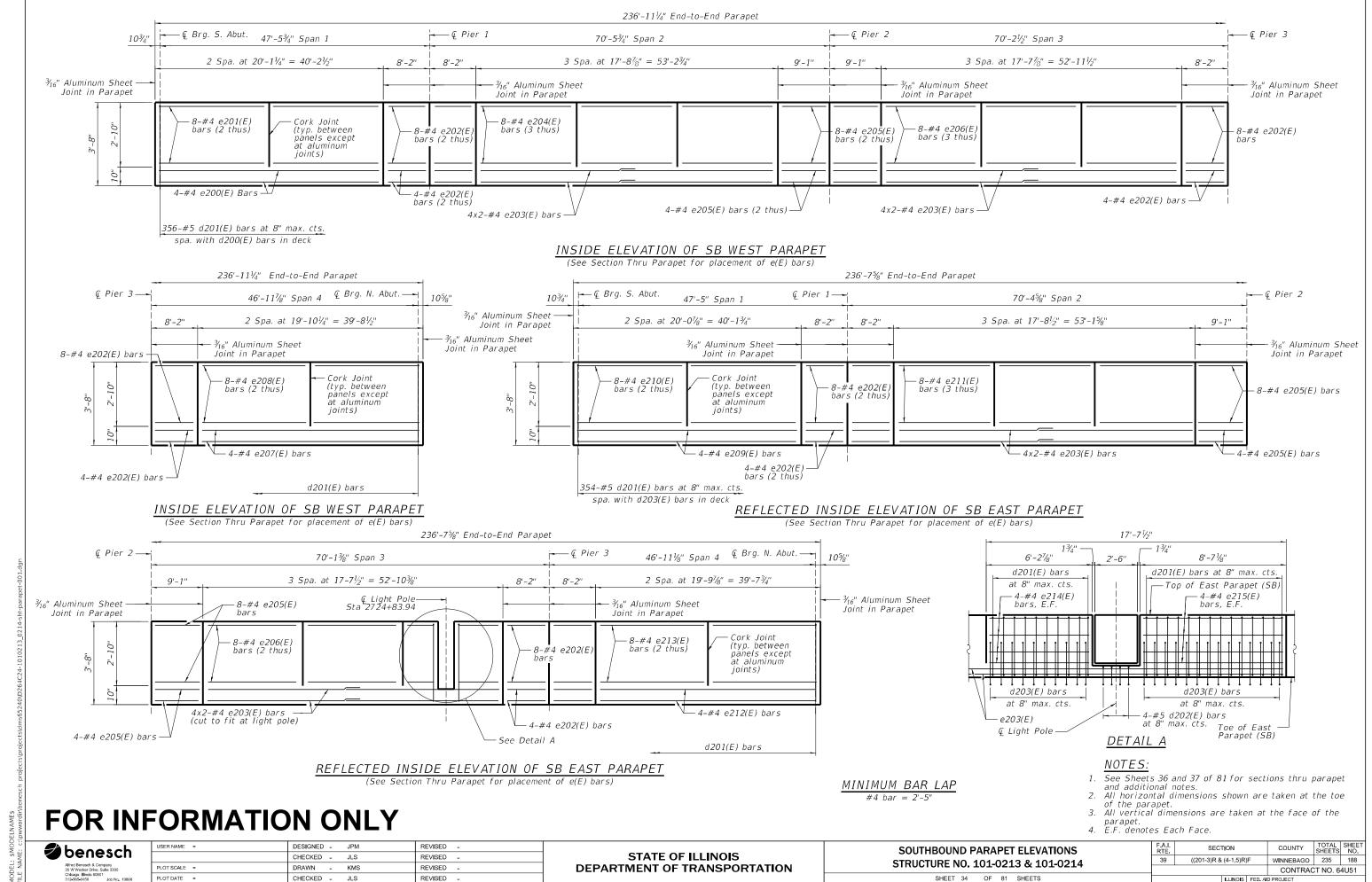
SHEET 33 OF 81 SHEETS

1. All dimensions shown are radial except those to proposed beams, which are normal to the proposed

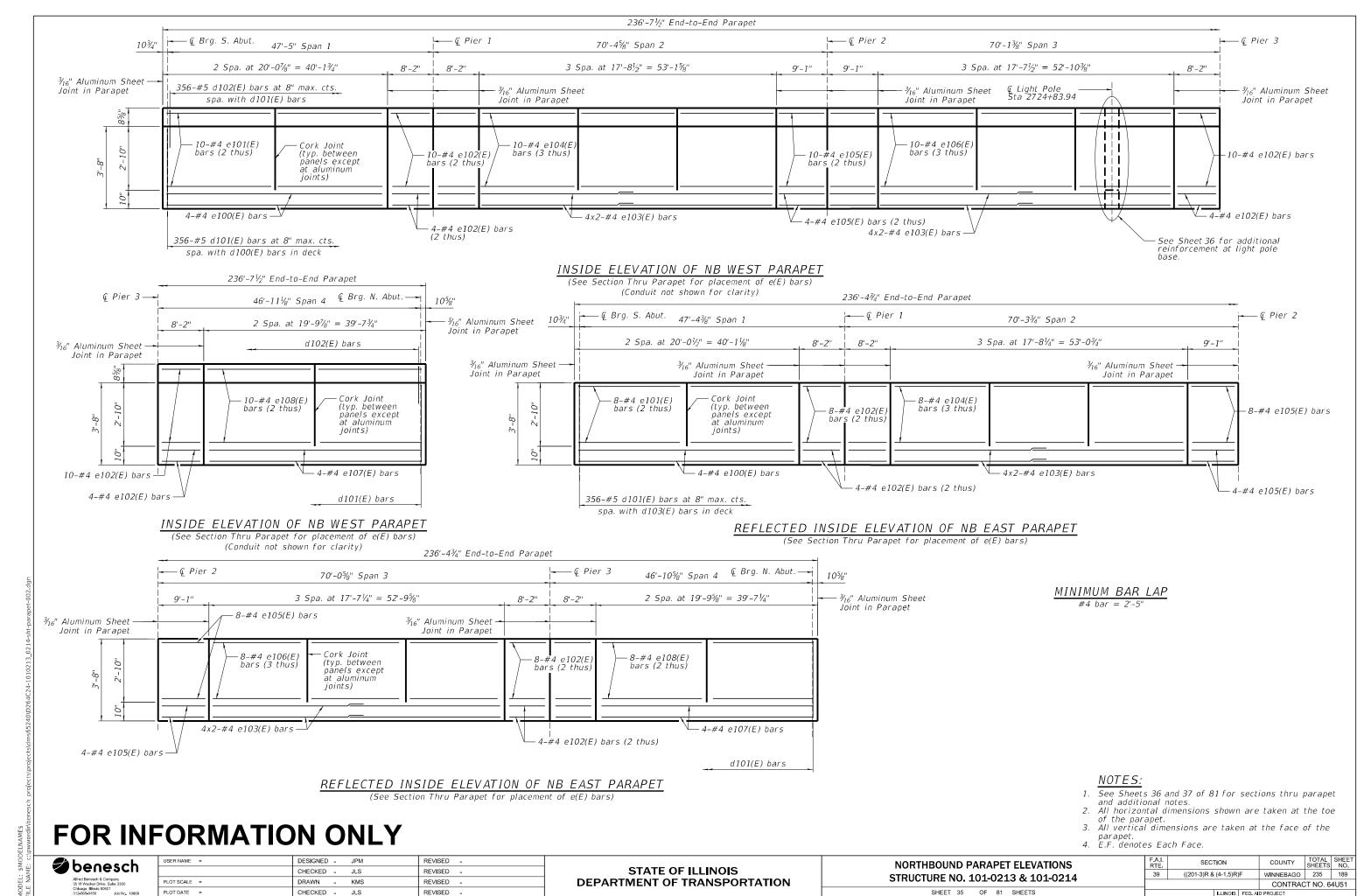
2. Flare longitudinal bars at stage lines as required to maintain 2" clear cover along the length of stage line.

local tangent.

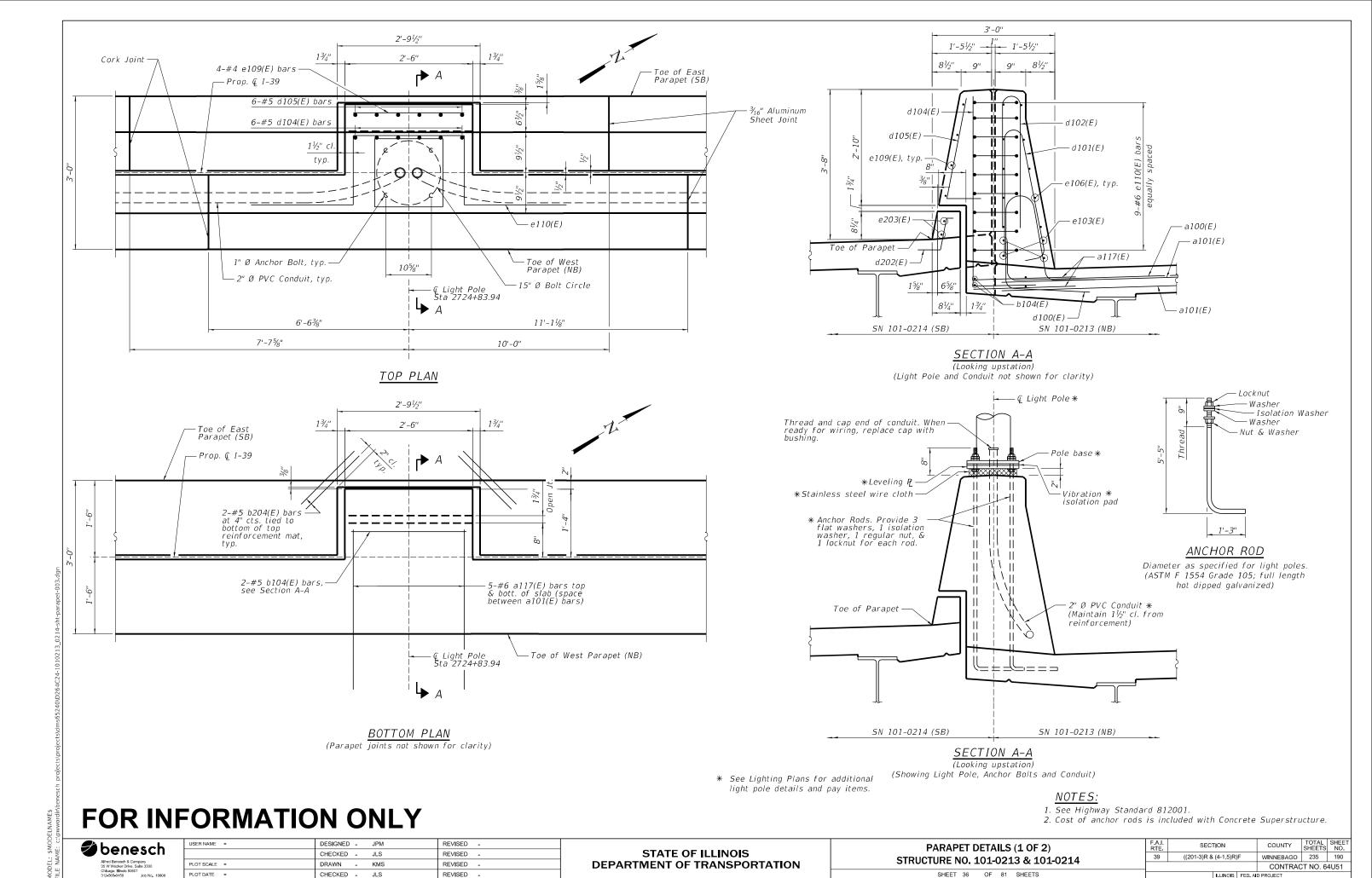
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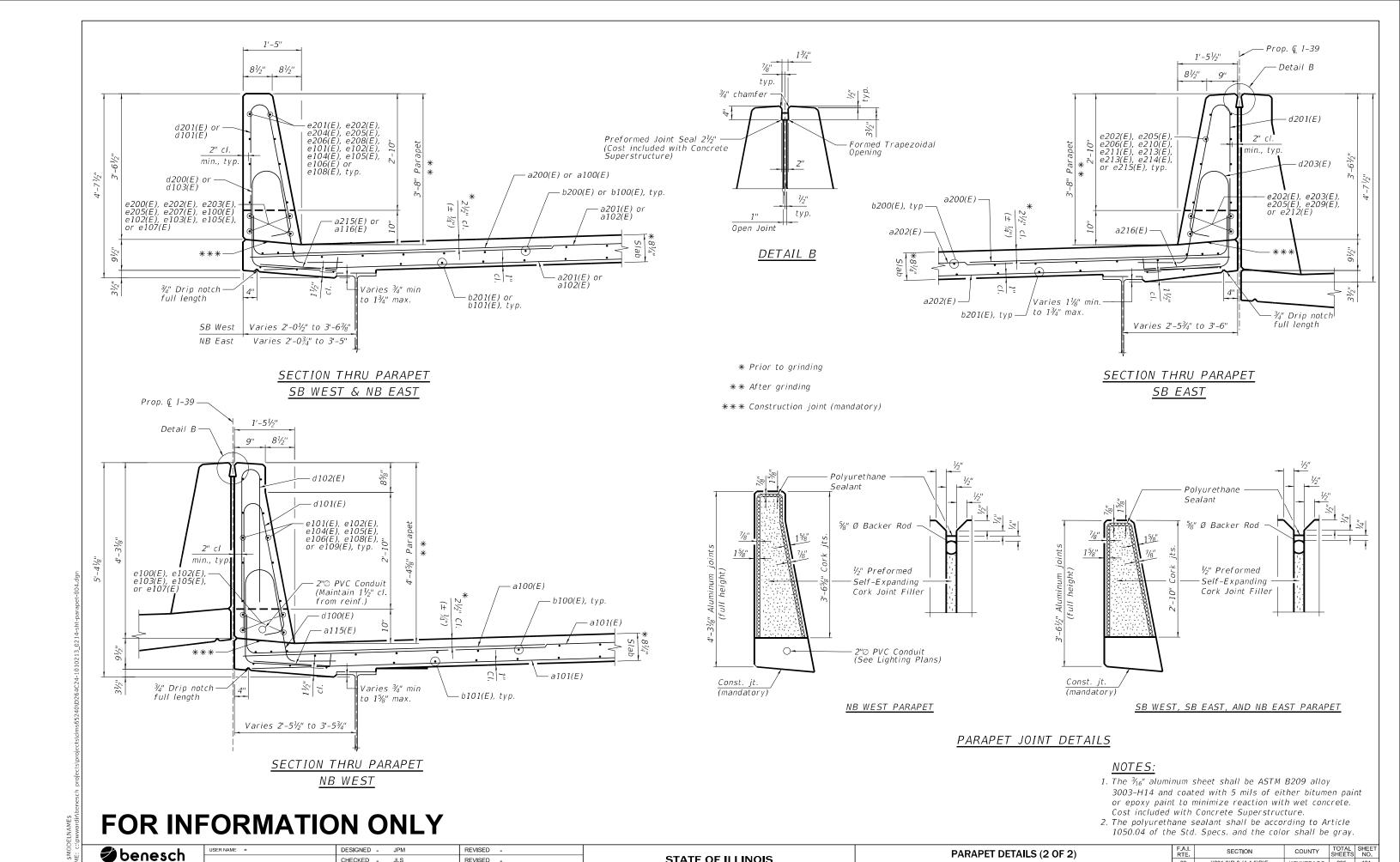
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STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

((201-3)R & (4-1,5)R)F

STRUCTURE NO. 101-0213 & 101-0214

SHEET 37 OF 81 SHEETS

WINNEBAGO 235 191

CONTRACT NO. 64U51

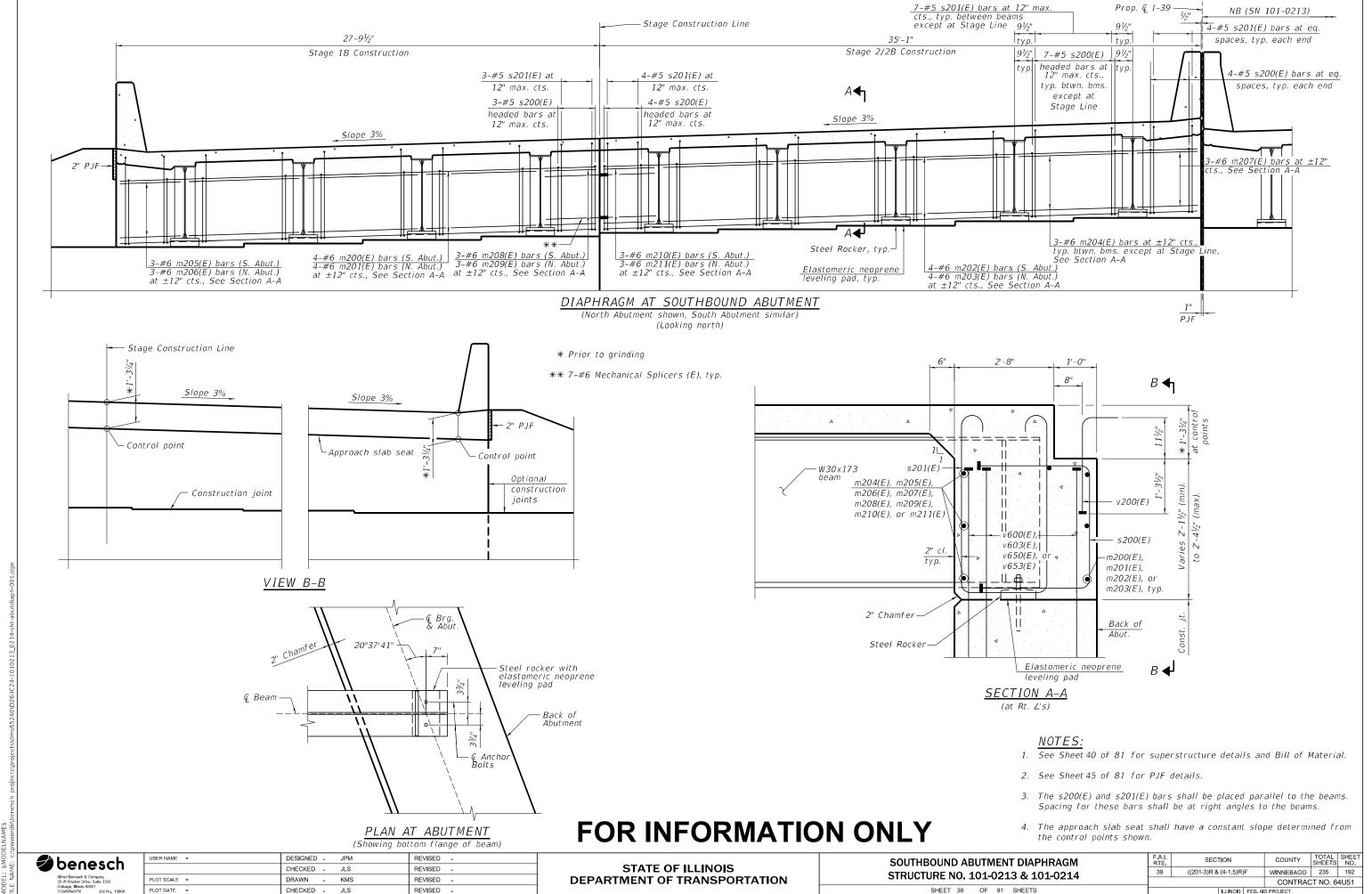
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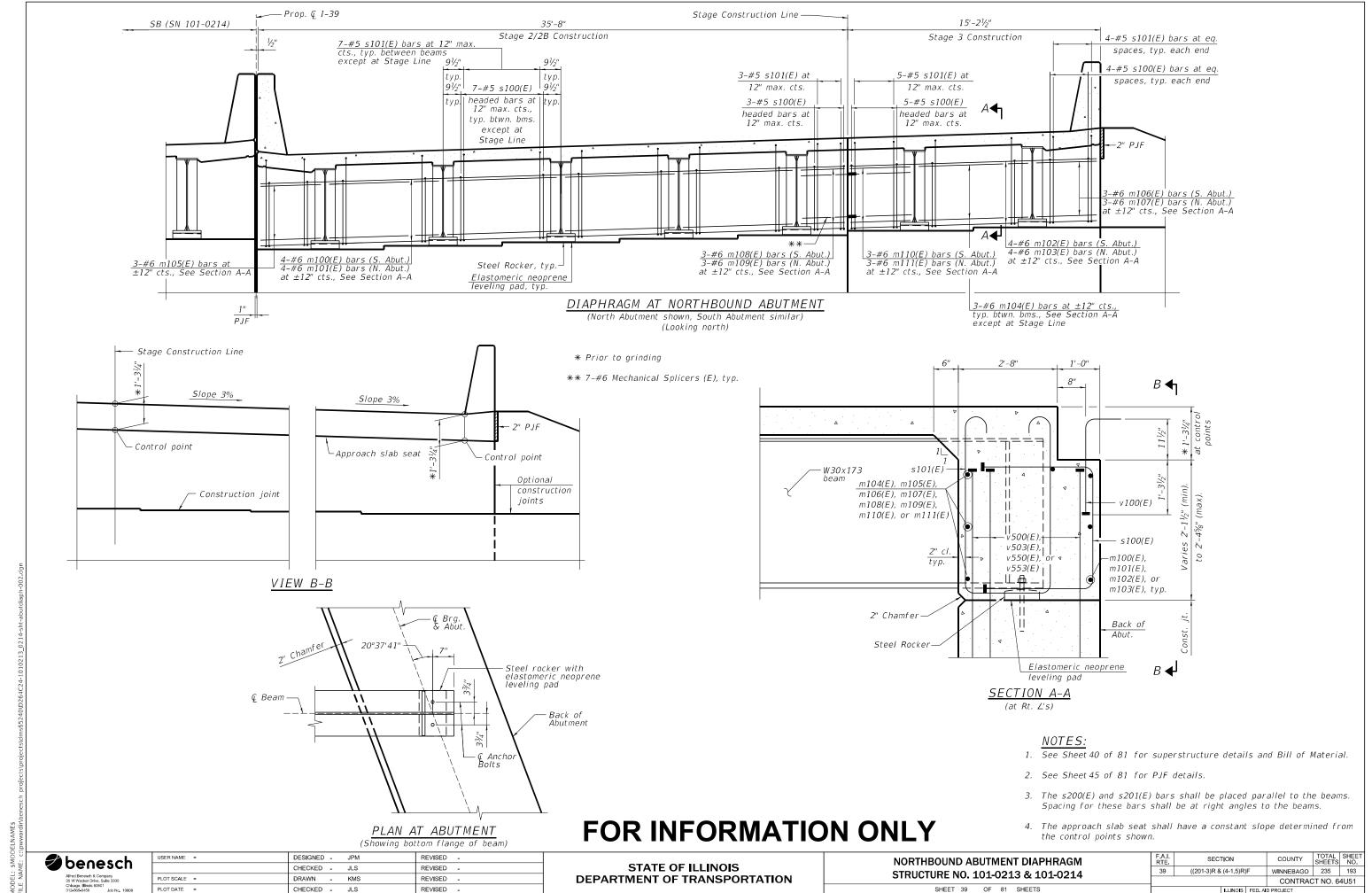
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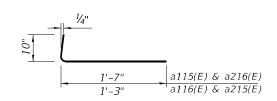
SUPERSTRUCTURE BILL OF MATERIAL SB (SN 101-0214)

Bar	No.	Size Length		Shape
a200(E)	1020	#6 8'-4"		
a201(E)	796	#5	27'-6"	
a202(E)	786	#5	34'-9"	
a203(E)	10	#5	29'-7"	
a204(E)	6	#5	29'-3"	
a205(E)	13	#5	36'-11"	
a206(E)	8	#5	37'-0"	
a207(E)	2	#5	29'-7"	
a208(E)	2	#5	37'-5"	
a209(E)	10	#5	30'-3"	
a210(E)	6	#5	31'-0"	
a211(E)	13	#5	36'-8"	
a212(E)	8	#5	36'-11"	
a213(E)	2	#5	29'-2"	
a214(E)	2	#5	36'-11"	
a215(E)	356	#5	2'-1"	
a216(E)	357	#5	2'-5"	
b200(E)	603	#5	30'-0"	
b201(E)	441	#5	37'-6"	
b202(E)	118	#6	39'-6"	
b203(E)	59	#6	43'-10"	
b204(E)	4	#5	2'-0"	
d200(E)	356	#5	7'-5"	
d201(E)	710	#5	7'-0"	<u> </u>
d202(E)	4	#5	1'-10"	Ž
d203(E)	354	#5	7'-9"	
e200(E)	4	#4	39'-11"	
e201(E)	16	#4	19'-9"	
e202(E)	96	#4	7'-10"	
e203(E)	32	#4	27'-9"	
e204(E)	24	#4	17'-5"	
e205(E)	48	#4	8'-9"	
e206(E)	40	#4	17'-4"	
e207(E)	4	#4	39'-5"	
e208(E)	16	#4	19'-6"	
e209(E)	4	#4	39'-10"	
e210(E)	16	#4	19'-9"	
e211(E)	24	#4	17'-5"	
e212(E)	4	#4	39'-4"	
e213(E)	16	#4	19'-6"	
e214(E)	8	#4	5'-11"	
e215(E)	8	#4	8'-3"	
	1	1	1	

SUPERSTRUCTURE BILL OF MATERIAL SB (SN 101-0214) (CONT.)

Bar	No.	Size	Length	Shape
m200(E)	4	#6	30'-0"	
m201(E)	4	#6	29'-7"	
m202(E)	4	#6	37'-4"	
m203(E)	4	#6	36'-10"	
m204(E)	42	#6	7'-2"	
m205(E)	3	#6	3'-3"	
m206(E)	3	#6	2'-5"	
m207(E)	6	#6	2'-3"	
m208(E)	3	#6	3'-3"	
m209(E)	3	#6	3'-9"	
m210(E)	3	#6	3'-11"	
m211(E)	3	#6	3'-5"	
s200(E)	128	#5	6'-10"	
s201(E)	128	#5	9'-4"	U
v200(E)	128	#5	3'-1"	

7'-4" BARS a100(E) AND a200(E)



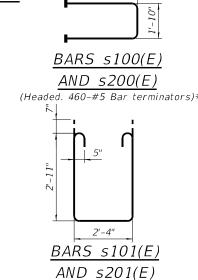
BARS a115(E), a116(E), a215(E), AND a216(E)

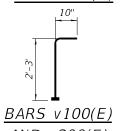
SUPERSTRUCTURE BILL OF MATERIAL NB (SN 101-0213)

Bar	No.	Size	Length	Shape
a100(E)	1020	#6	8'-4"	
a101(E)	785	#5	35'-4"	
a102(E)	810	#5	14'-11"	
a103(E)	13	#5	38'-1"	
a104(E)	8	#5	37'-0"	
a105(E)	5	#5	17'-7"	
a106(E)	3	#5	17'-3"	
a107(E)	2	#5	38'-0"	
a108(E)	2	#5	16'-0"	
a109(E)	13	#5	38'-2"	
a110(E)	8	#5	37'-3"	
a111(E)	5	#5	17'-0"	
a112(E)	3	#5	19'-5"	
a113(E)	2	#5	37'-6"	
a114(E)	2	#5	15'-10"	
a115(E)	356	#5	2'-5"	
a116(E)	356	#5	2'-1"	
a117(E)	10	#6	5'-6"	
b100(E)	495	#5	30'-0"	
b101(E)	343	#5	37'-6"	
b102(E)	94	#6	39'-6"	
b103(E)	47	#6	43'-10"	
b104(E)	2	#5	2'-2"	
, , , , , , , , , , , , , , , , , , , ,				
d100(E)	356	#5	7'-9"	
d101(E)	712	#5	7'-0"	l l
d102(E)	356	#5	6'-8"	ň
d103(E)	356	#5	7'-5"	N
d104(E)	6	#5	6'-7"	
d105(E)	6	#5	3'-4"	<u> </u>
e100(E)	8	#4	39'-10"	
e101(E)	36	#4	19'-9"	
e102(E)	104	#4	7'-10"	
e103(E)	32	#4	27'-9"	
e104(E)	54	#4	17'-5"	
e105(E)	52	#4	8'-9"	
e106(E)	54	#4	17'-4"	
e107(E)	8	#4	39'-4"	
e108(E)	36	#4	19'-6"	
e109(E)	4	#4	2'-2"	
e110(E)	9	#6	8'-11"	
. ,				

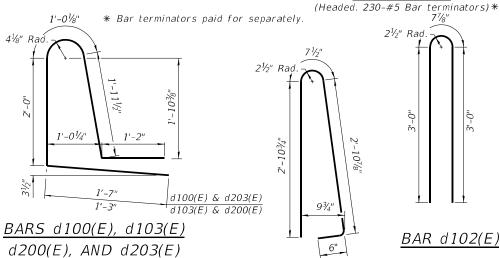
SUPERSTRUCTURE BILL OF MATERIAL NB (SN 101-0213) (CONT.)

Bar	No.	Size	Length	Shape
m100(E)	4	#6	38'-5"	
m101(E)	4	#6	37'-11"	
m102(E)	4	#6	15'-11"	
m103(E)	4	#6	15'-9"	
m104(E)	30	#6	7'-6"	
m105(E)	6	#6	3'-3"	
m106(E)	3	#6	2'-6"	
m107(E)	3	#6	1'-10"	
m108(E)	3	#6	2'-8"	
m109(E)	3	#6	2'-2"	
m110(E)	3	#6	4'-11"	
m111(E)	3	#6	5'-5"	
s100(E)	102	#5	6'-10"	Π
s101(E)	102	#5	9'-4"	
v 100(E)	102	#5	3'-1"	

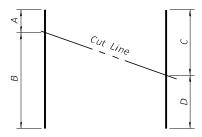




AND v200(E)



FIELD CUTTING DIAGRAM TABLE

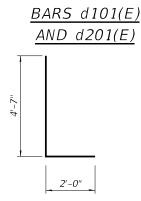


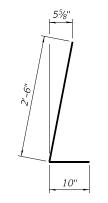
FIELD CUTTING DIAGRAM (See table for designation)

Bar	No.	Size	А	В	С	D
a103(E)	13	#5	3'-11"	34'-2"	18'-5"	19'-8"
a104(E)	8	#5	3'-8"	33'-4"	17'-6"	19'-6"
a105(E)	5	#5	3'-4"	14'-3"	8'-2"	9'-5"
a106(E)	3	#5	3'-8"	13'-7"	7'-8"	9'-7"
a109(E)	13	#5	3'-9"	34'-5"	18'-6"	19'-8"
a110(E)	8	#5	3'-7"	33'-8"	17'-7"	19'-8"
a111(E)	5	#5	3'-0"	14'-0"	7'-11"	9'-1"
a112(E)	3	#5	4'-8"	14'-9"	8'-8"	10'-9"

Bar	No.	Size	Α	В	С	D
a203(E)	10	#5	3'-4"	26'-3"	14'-2"	15'-5"
a204(E)	6	#5	3'-9"	25'-6"	13'-8"	15'-7"
a205(E)	13	#5	3'-4"	33'-7"	17'-10"	19'-1"
a206(E)	8	#5	3'-8"	33'-4"	17'-6"	19'-6"
a209(E)	10	#5	3'-6"	26'-9"	14'-6"	15'-9"
a210(E)	6	#5	4'-6"	26'-6"	14'-6"	16'-6"
a211(E)	13	#5	3'-0"	33'-8"	17'-9"	18'-11"
a212(E)	8	#5	3'-5"	33'-6"	17'-5"	19'-6"

2'-3" BAR e110(E) BAR d202(E)





BAR d104(E)

BAR d105(E)

FOR INFORMATION ONLY **benesch**

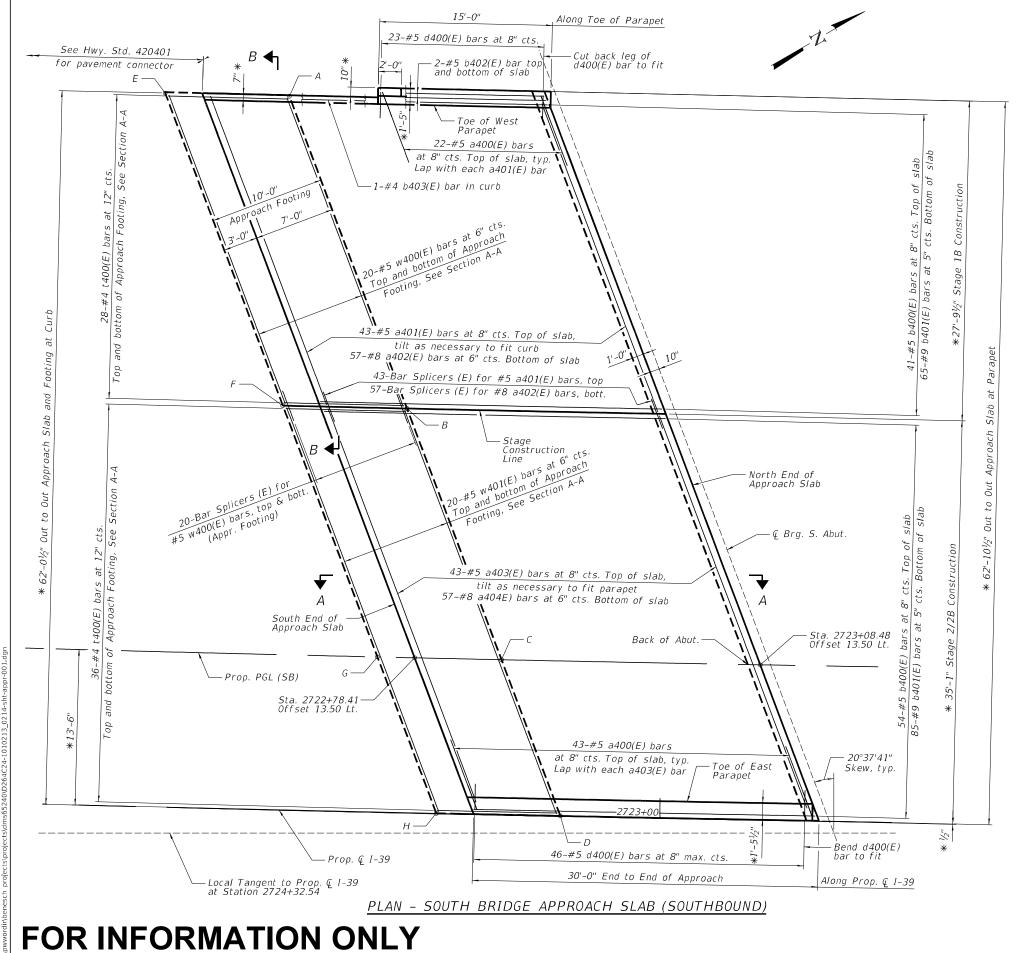
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PLOT DATE =	CHECKED -	JLS	REVISED	-

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SUPERSTRUCTURE DETAILS STRUCTURE NO. 101-0213 & 101-0214

ı.l. E.	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
9	((201-3)R & (4-1,5)R)F	WINNEBAGO	235	194
CONTRACT NO. 64U51					4U51
	ILLINOIS	FED. AL	D PROJECT		

SHEET 40 OF 81 SHEETS



TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	S. A	pproach (S	B)	
Point/	Station	Offset	Тор	Bottom
Location	Station	011300	7 υρ	Doctom
Α	2722+66.30	-62.08	796.12	795.28
В	2722+77.25	-35.13	797.08	796.25
С	2722+85.97	-13.50	797.85	797.02
D	2722+91.36	-0.04	798.33	797.49
E	2722+55.41	-62.08	795.96	795.12
F	2722+66.41	-35.13	796.93	796.09
G	2722+75.17	-13.50	797.70	796.87
Н	2722+80.59	-0.04	798.18	797.35

* Radial dimension

NOTF

See Sheet 76 of 81 for bar splicer details.

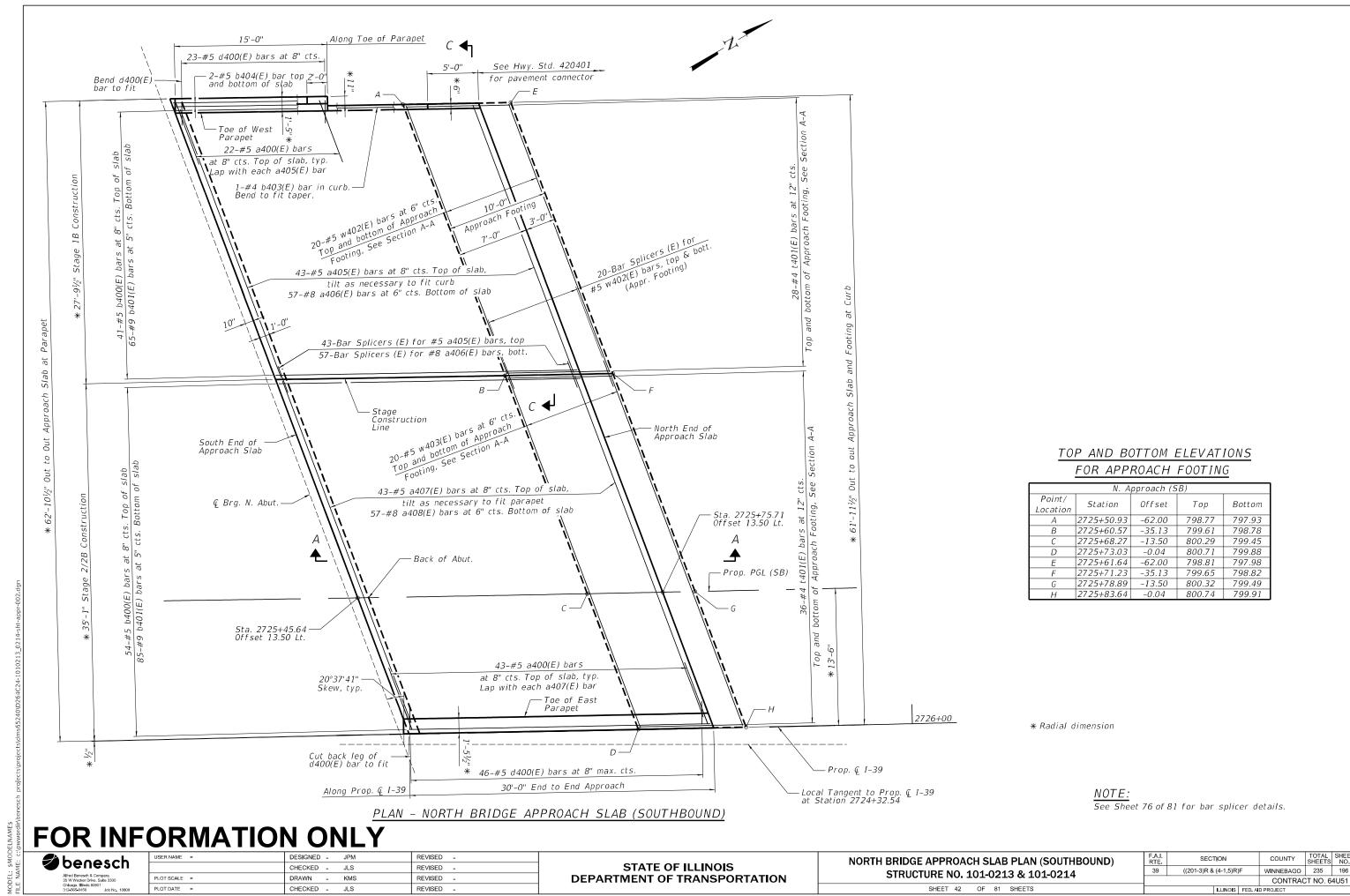
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_	& .
	benesch
~	oenesch
	Alfred Benesch & Company
	35 W Wacker Drive, Suite 3300
	Chicago, Illinois 60601
	312-565-0450 Joh No. 10800

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	PLOT SCALE =	DRAWN - KMS	REVISED -
10	PLOT DATE =	CHECKED - JLS	REVISED -

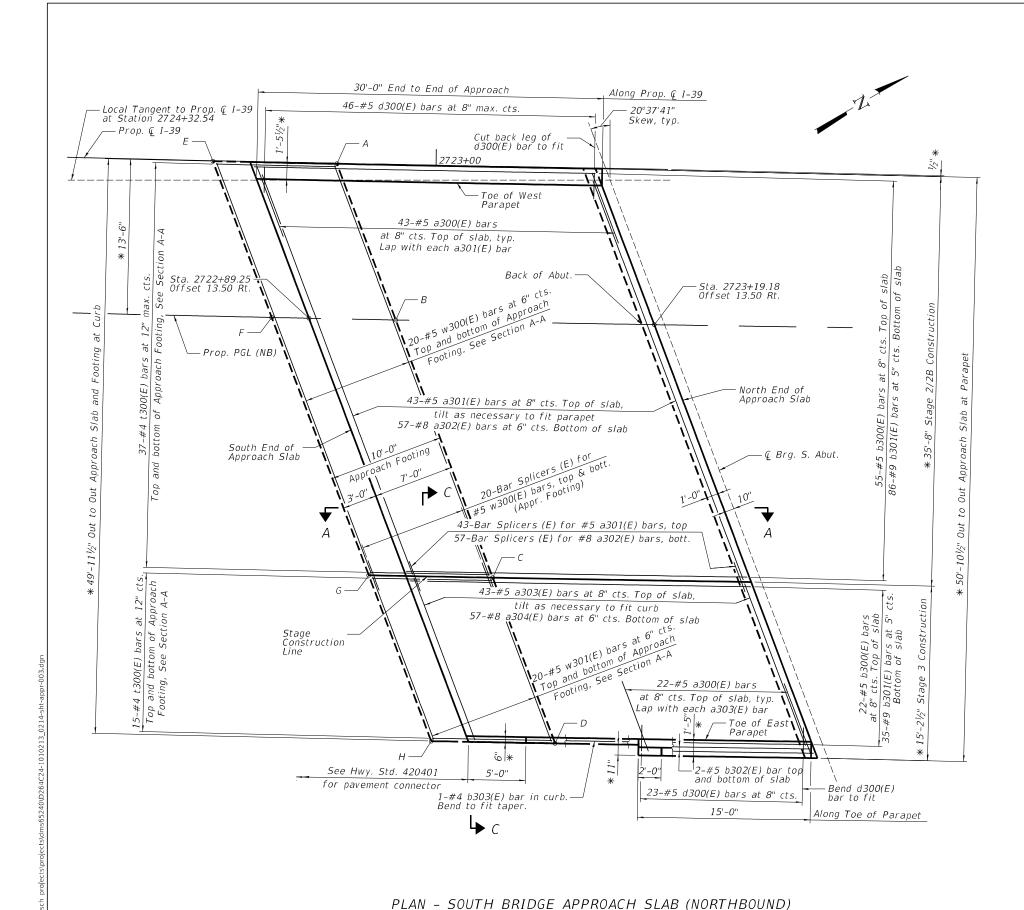
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH BRIDGE APPROACH SLAB PLAN (SOUTHBOUND)
STRUCTURE NO. 101-0213 & 101-0214

SHEET 41 OF 81 SHEETS



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TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	S. Approach (NB)						
Point/	Station	Offset	Тор	Bottom			
Location	Dederon.	07.500		Bottom			
Α	2722+91.40	0.04	797.52	796.69			
В	2722+96.77	13.50	798.00	797.16			
С	2723+05.59	35.71	798.78	797.94			
D	2723+11.23	50.00	799.28	798.45			
Ε	2722+80.62	0.04	797.37	796.54			
F	2722+86.02	13.50	797.85	797.02			
G	2722+94.88	35.7 1	798.64	797.80			
Н	2723+00.54	50.00	799.14	798.31			

* Radial dimension

NOTE:

See Sheet 76 of 81 for bar splicer details.

FOR INFORMATION ONLY

benesch

Alfred Benesch & Company
39 W Worker Drive, Sales 3300

Chappo, Illinois Book

 USER NAME
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 PLOT DATE
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 JLS
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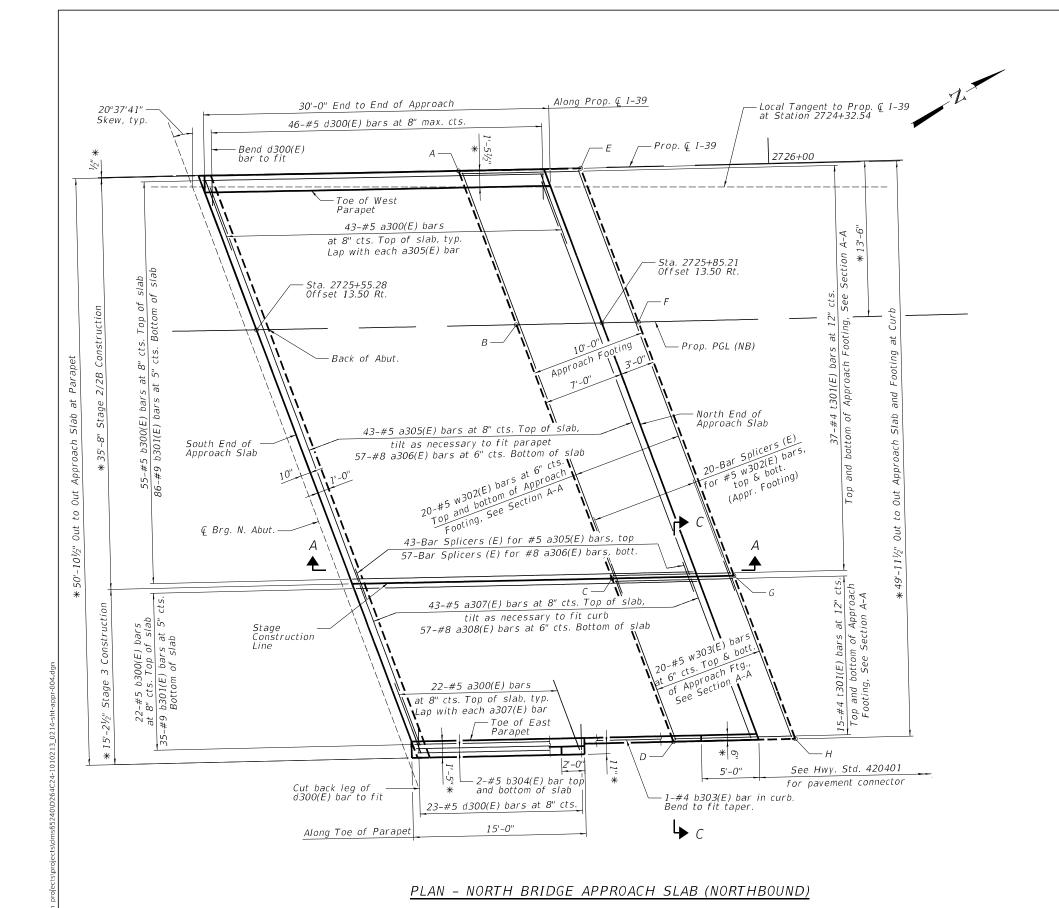
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH BRIDGE APPROACH SLAB PLAN (NORTHBOUND)
STRUCTURE NO. 101-0213 & 101-0214

SHEET 43 OF 81 SHEETS

F.A.I.	SECTION	COUNTY	TOTAL SHEETS NO.	
39	((201-3)R & (4-1,5)R)F	WINNEBAGO	235	197
CONTRACT NO. 64U51	ILLINOIS	FED. AID PROJECT		

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TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	N. Approach (NB)						
Point/ Location	Station	0ffset	Тор	Bottom			
Α	2725+73.06	0.04	799.90	799.07			
В	2725+77.81	13.50	800.32	799.49			
С	2725+85.59	35.71	801.01	800.18			
D	2725+90.58	50.00	801.45	800.62			
Ε	2725+83.66	0.04	799.94	799.10			
F	2725+88.39	13.50	800.35	799.52			
G	2725+96.13	35.71	801.04	800.21			
Н	2726+01.09	50.00	801.48	800.65			

* Radial dimension

NOTF

See Sheet 76 of 81 for bar splicer details.

FOR INFORMATION ONLY

benesch
Allred Benesch & Company
38 Wilveker Drive's Sulfe 300
Chicago Illinois 60001
012-0656-04500 Job No. 10800

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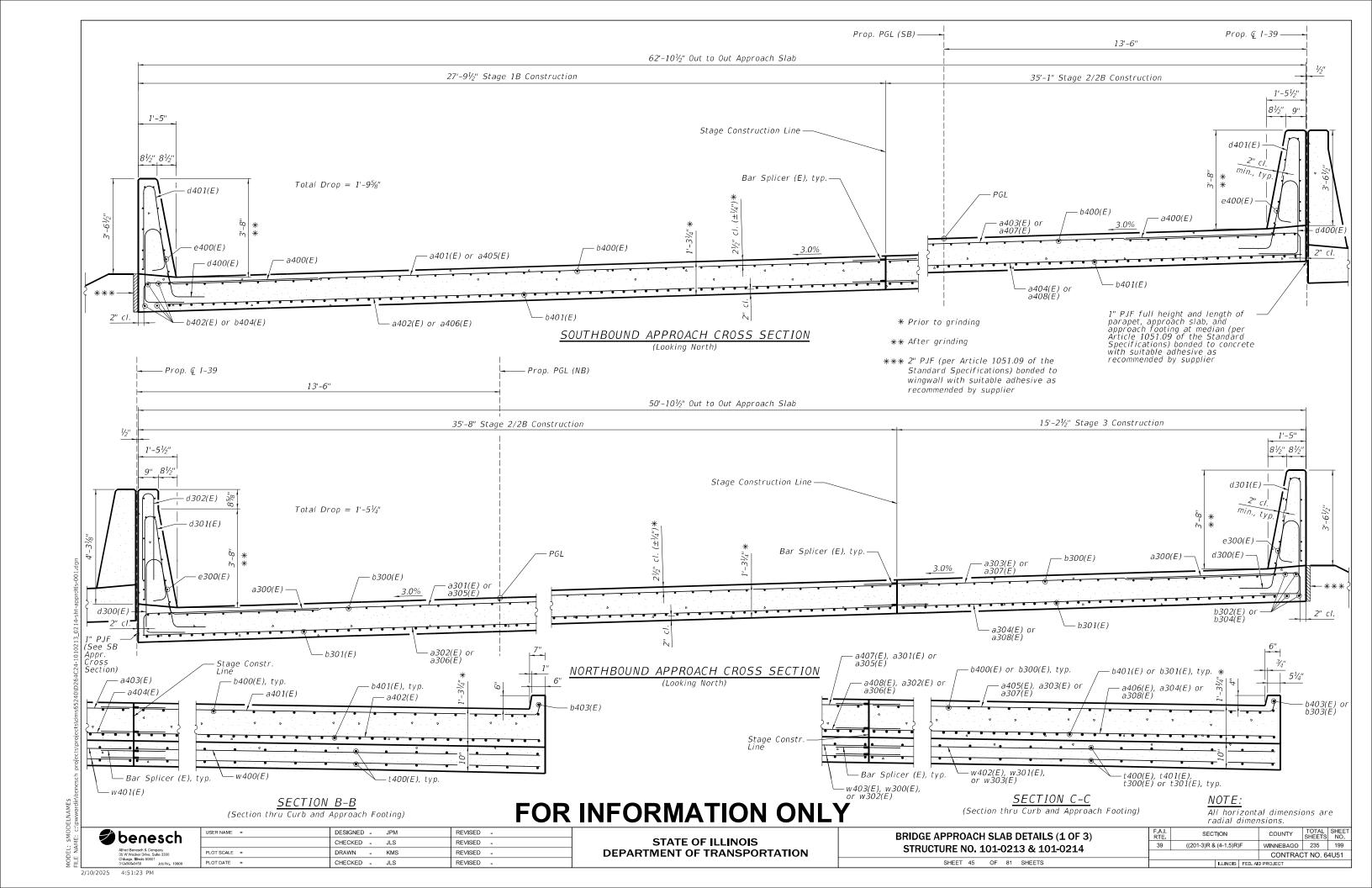
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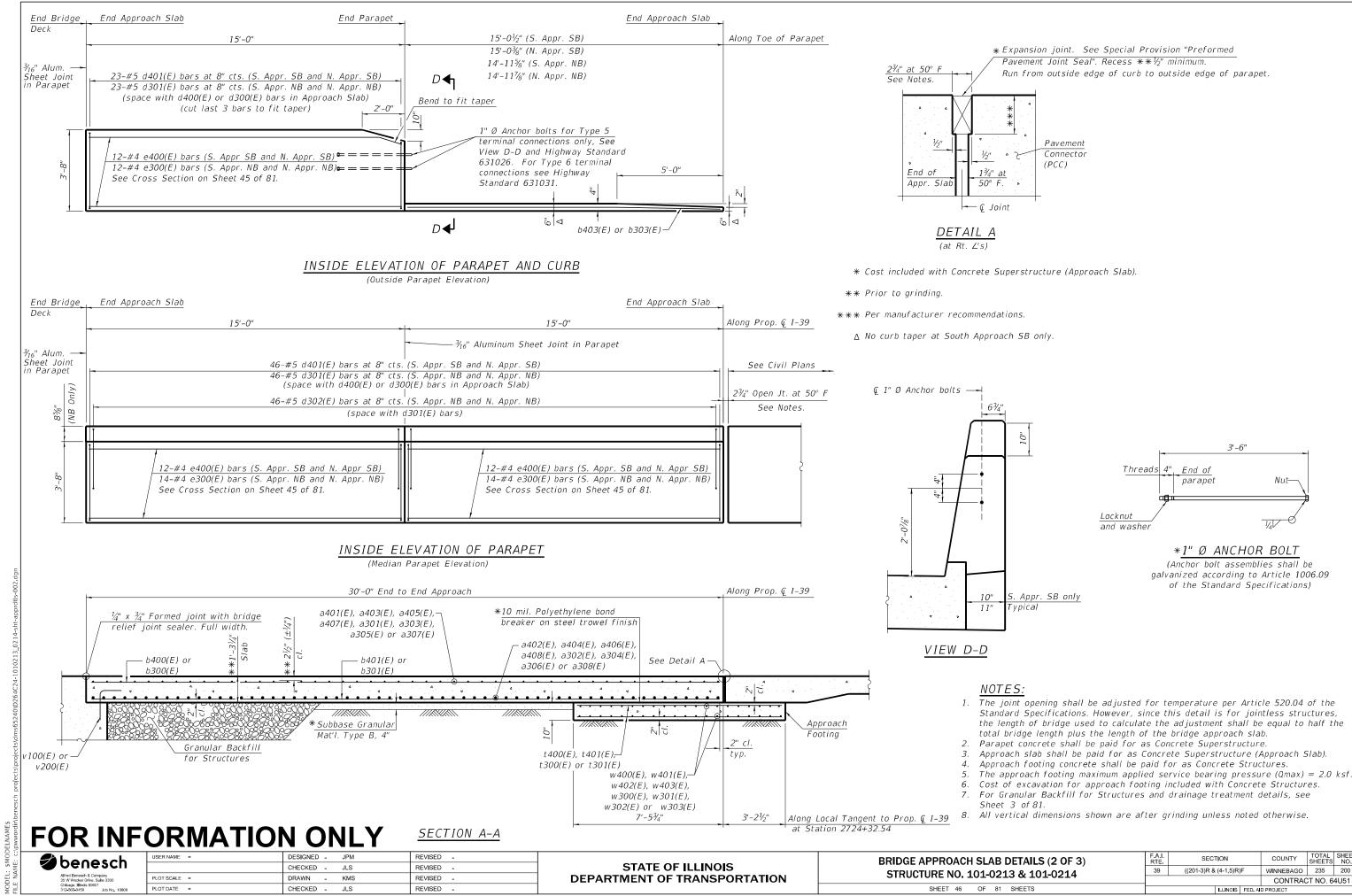
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

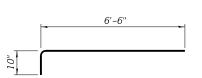
NORTH BRIDGE APPROACH SLAB PLAN (NORTHBOUND)
STRUCTURE NO. 101-0213 & 101-0214

SHEET 44 OF 81 SHEETS

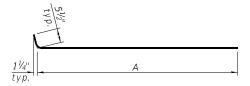
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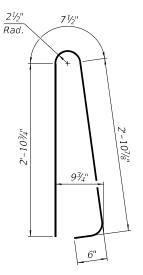


BARS a400(E) AND a300(E)



BARS a401(E), a403(E), a405(E), a407(E), a301(E), a303(E), a305(E), AND a307(E)

Bar	Α
a401(E)	28'-6"
a403(E)	36'-4"
a405(E)	28'-1"
a407(E)	35'-8"
a301(E)	36'-11"
a303(E)	14'-11"
a305(E)	36'-5"
a307(E)	14'-8"



BARS d401(E) AND d301(E)

BARS d400(E) AND d300(E)

BILL OF MATERIAL SOUTH APPROACH SB (SN 101-0214)

Bar	No.	Size	Length	Shape
a400(E)	65	#5	7'-4"	
a401(E)	43	#5	29'-0"	
a402(E)	57	#8	28'-8"	
a403(E)	43	#5	36'-10"	
a404(E)	57	#8	37'-5"	
b400(E)	95	#5	29'-8"	
b401(E)	150	#9	29'-8"	
b402(E)	4	#5	14'-2"	
b403(E)	1	#4	14'-8"	
d400(E)	69	#5	8'-6"	
d401(E)	69	#5	7'-0"	D.
e400(E)	36	#4	14'-8"	
t400(E)	128	#4	10'-5"	
w400(E)	40	#5	28'-9"	
w401(E)	40	#5	37'-6"	

BILL OF MATERIAL NORTH APPROACH SB (SN 101-0214)

Bar No. Size Length Shape a400(E) 65 #5 7'-4" — a405(E) 43 #5 28'-7" — a406(E) 57 #8 28'-2" — a407(E) 43 #5 36'-2" — a408(E) 57 #8 36'-10" — b400(E) 95 #5 29'-8" — b401(E) 150 #9 29'-8" — b403(E) 1 #4 14'-8" — d404(E) 4 #5 14'-8" — d400(E) 69 #5 7'-0"] e400(E) 36 #4 14'-8" — t401(E) 128 #4 10'-3" — w402(E) 40 #5 28'-2" — w403(E) 40 #5 36'-10" —					
a405(E) 43 #5 28'-7" a406(E) 57 #8 28'-2" a407(E) 43 #5 36'-2" a408(E) 57 #8 36'-10" b400(E) 95 #5 29'-8" b401(E) 150 #9 29'-8" b403(E) 1 #4 14'-8" b404(E) 4 #5 14'-8" d400(E) 69 #5 8'-6" 6 d401(E) 69 #5 7'-0" 6 e400(E) 36 #4 14'-8" 14'-8" t401(E) 128 #4 10'-3" 10'-3" w402(E) 40 #5 28'-2"	Bar	No.	Size	Length	Shape
a406(E) 57 #8 28'-2" a407(E) 43 #5 36'-2" a408(E) 57 #8 36'-10" b400(E) 95 #5 29'-8" b401(E) 150 #9 29'-8" b403(E) 1 #4 14'-8" b404(E) 4 #5 14'-8" d400(E) 69 #5 8'-6" \$\bigcup_{\text{d}}\$ d401(E) 69 #5 7'-0" \$\bigcup_{\text{d}}\$ e400(E) 36 #4 14'-8" \$\bigcup_{\text{d}}\$ t401(E) 128 #4 10'-3" \$\bigcup_{\text{d}}\$ w402(E) 40 #5 28'-2" \$\bigcup_{\text{d}}\$	a400(E)	65	#5	7'-4"	
a407(E) 43 #5 36'-2" a408(E) 57 #8 36'-10" b400(E) 95 #5 29'-8" b401(E) 150 #9 29'-8" b403(E) 1 #4 14'-8" b404(E) 4 #5 14'-8" d400(E) 69 #5 8'-6" \$\bigcup_{\text{d}}\$ d401(E) 69 #5 7'-0" \$\bigcup_{\text{d}}\$ e400(E) 36 #4 14'-8"	a405(E)	43	#5	28'-7"	
a408(E) 57 #8 36'-10" b400(E) 95 #5 29'-8" b401(E) 150 #9 29'-8" b403(E) 1 #4 14'-8" b404(E) 4 #5 14'-8" d400(E) 69 #5 8'-6" d401(E) 69 #5 7'-0" e400(E) 36 #4 14'-8" t401(E) 128 #4 10'-3" w402(E) 40 #5 28'-2"	a406(E)	57	#8	28'-2"	
b400(E) 95 #5 29'-8"	a407(E)	43	#5	36'-2"	
b401(E) 150 #9 29'-8"	a408(E)	57	#8	36'-10"	
b401(E) 150 #9 29'-8"					
b403(E) 1 #4 14'-8"	b400(E)	95	#5	29'-8"	
b404(E) 4 #5 14'-8"	b401(E)	150	#9	29'-8"	
d400(E) 69 #5 8'-6" d401(E) 69 #5 7'-0" e400(E) 36 #4 14'-8" t401(E) 128 #4 10'-3" w402(E) 40 #5 28'-2"	b403(E)	1	#4	14'-8"	
d401(E) 69 #5 7'-0" \$\begin{array}{cccccccccccccccccccccccccccccccccccc	b404(E)	4	#5	14'-8"	
d401(E) 69 #5 7'-0" \$\begin{array}{cccccccccccccccccccccccccccccccccccc					
e400(E) 36 #4 14'-8" ————————————————————————————————————	d400(E)	69	#5	8'-6"	[/_
t401(E) 128 #4 10'-3"	d401(E)	69	#5	7'-0"	D.
t401(E) 128 #4 10'-3"					
w402(E) 40 #5 28'-2"	e400(E)	36	#4	14'-8"	
w402(E) 40 #5 28'-2"					
	t401(E)	128	#4	10'-3"	
w403(E) 40 #5 36'-10" ———	w402(E)	40	#5	28'-2"	
	w403(E)	40	#5	36'-10"	

BILL OF MATERIAL SOUTH APPROACH NB (SN 101-0213)

Bar	No.	Size	Length	Shape
a300(E)	65	#5	7'-4"	
a301(E)	43	#5	37'-5"	
a302(E)	57	#8	38'-0"	
a303(E)	43	#5	15'-5"	
a304(E)	57	#8	15'-0"	
b300(E)	77	#5	29'-8"	
b301(E)	121	#9	29'-8"	
b302(E)	4	#5	14'-8"	
b303(E)	1	#4	14'-8"	
d300(E)	69	#5	8'-6"	
d301(E)	69	#5	7'-0"	Ū
d302(E)	46	#5	6'-9"	<u> </u>
e300(E)	40	#4	14'-8"	
t300(E)	104	#4	10'-5"	
w300(E)	40	#5	38'-0"	
w301(E)	40	#5	15'-0"	

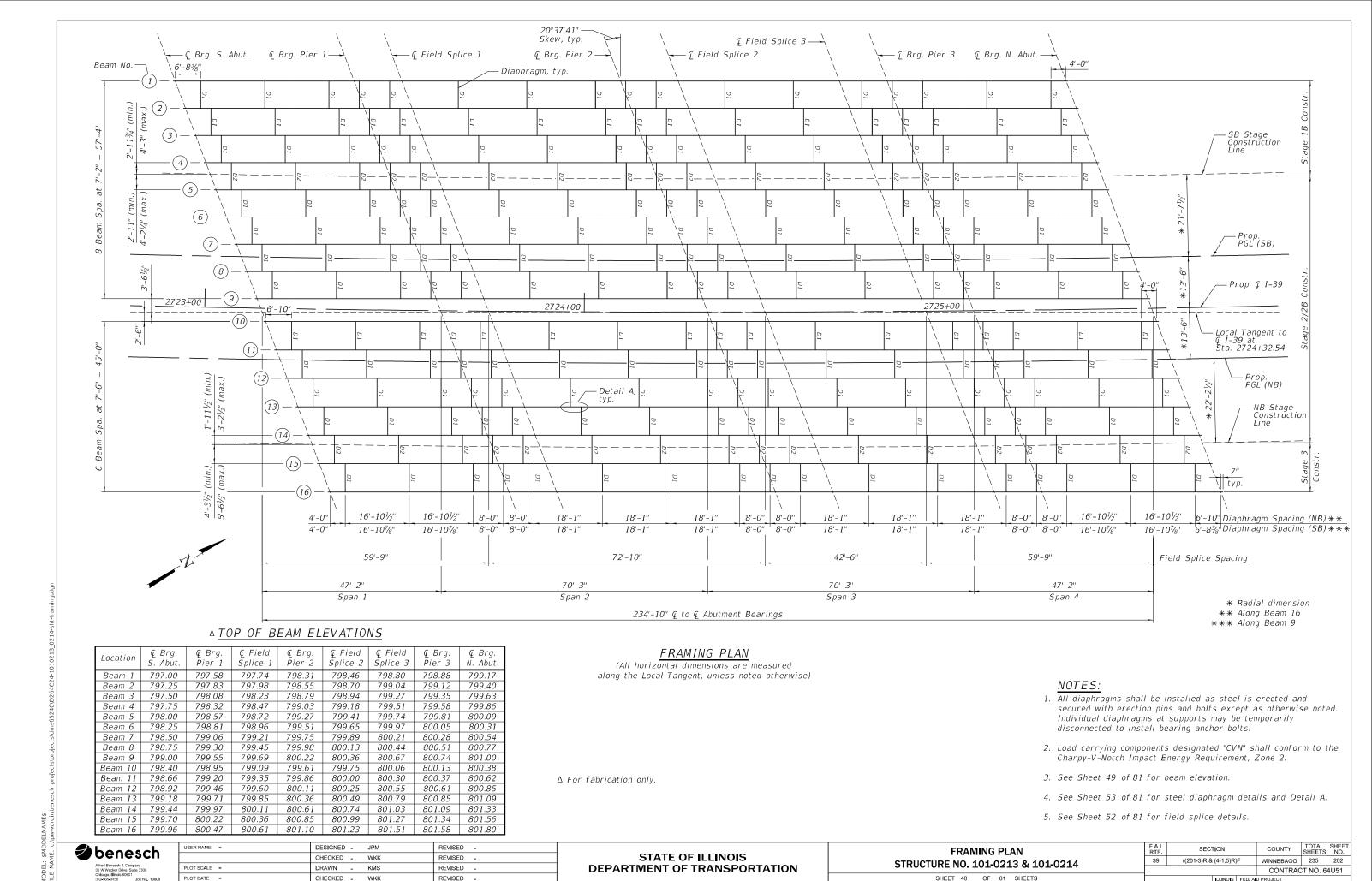
BILL OF MATERIAL NORTH APPROACH NB (SN 101-0213)

Bar	No.	Size	Length	Shape
a300(E)	65	#5	7'-4"	-
a305(E)	43	#5	36'-11"	
a306(E)	57	#8	37'-6"	
a307(E)	43	#5	15'-2"	
a308(E)	57	#8	14'-10"	
b300(E)	77	#5	29'-8"	
b301(E)	121	#9	29'-8"	
b303(E)	1	#4	14'-8"	
b304(E)	4	#5	14'-2"	
d300(E)	69	#5	8'-6"	
d301(E)	69	#5	7'-0"	D.
d302(E)	46	#5	6'-9"	N
e300(E)	40	#4	14'-8"	
t301(E)	104	#4	10'-3"	
w302(E)	40	#5	37'-6"	
w303(E)	40	#5	14'-10"	

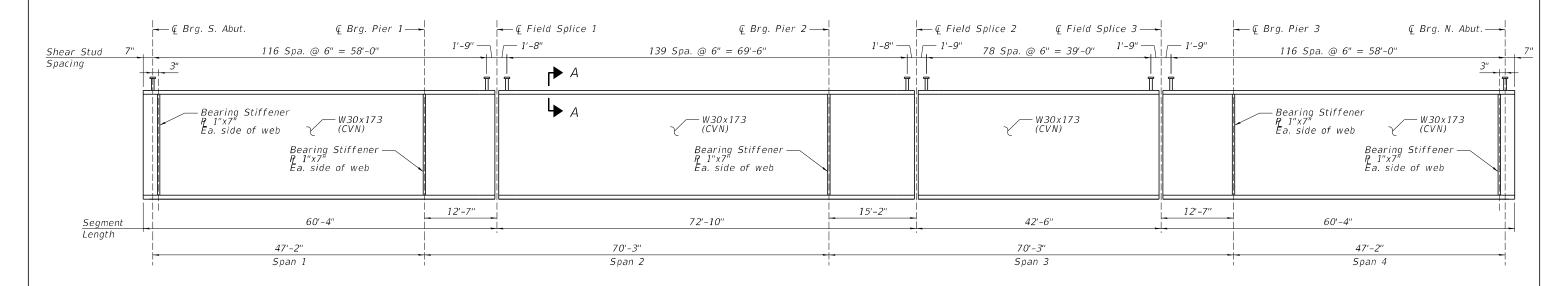
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PLOT SCALE =	DRAWN - KMS	REVISED -
PLOT DATE =	CHECKED - JLS	REVISED -



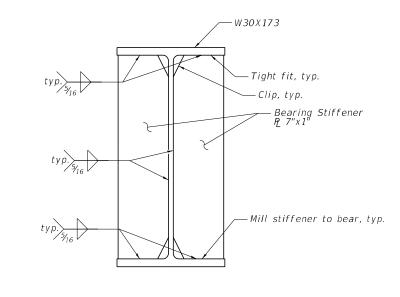
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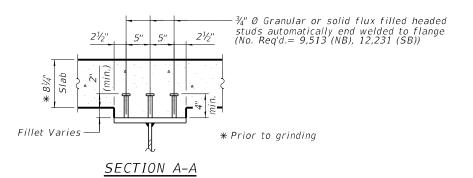


BEAM ELEVATION

(Looking west)

(Diaphragm connections plates not shown for clarity)





BEARING STIFFENER

(See Sheet 53 of 81 for weld limits and clip details)

NOTES:

- 1. Structural steel for the rolled W beams and bearing stiffeners shall be AASHTO M270 Grade 50.
- 2. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
- 3. See Sheet 48 of 81 for framing plan.
- 4. See Sheet 53 of 81 for steel diaphragm details.
- 5. See Sheet 52 of 81 for field splice details.

2	ben	esch
	Alfred Benesch & C	ompany
	35 W Wacker Drive	, Sulte 3300
	Chicago, Illinois 606	301

USER NAME =	DESIGNED - JPM	REVISED -
	CHECKED - WKK	REVISED -
PLOT SCALE =	DRAWN - KMS	REVISED -
PLOT DATE =	CHECKED - WKK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

		1 ELE\ 101-(TON L3 & 101-0214	_
SHEET	49	OF	81	SHEETS	

A.I. SECTION COUNTY TOTAL SHEETS NO.
9 ((201-3)R & (4-1,5)R)F WINNEBAGO 235 203

CONTRACT NO. 64U51

ILLINOIS FED. AID PROJECT

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	INTERIO	D CIDDED A	10MENT TABI	E /COUTUR	OTMD)		
	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
Is (in ⁴)	8.230	8.230	8.230	8.230	8.230	8.230	8.230
$Ic(n)$ (in^4)	20,425		20.425		20.425		20.425
1 1			+				
Ic(3n) (in ⁴)	15,159		15,159		15,159		15,159
$Ic(cr)$ (in^4)		10,863		10,863		10,863	
Ss (in³)	541	541	541	541	541	541	541
$Sc(n)$ (in^3)	749		749		749		749
Sc(3n) (in³)	684		684		684		684
Sc(cr) (in³)		611		611		611	
Sx (in³)	733	598	721	595	721	598	733
DC1 (k/')	0.917	0.917	0.917	0.917	0.917	0.917	0.917
MDC1 ('k)	122	326	212	414	212	326	122
DC2 $(k/')$	0.127	0.127	0.127	0.127	0.127	0.127	0.127
MDC2 ('k)	16	44	28	56	28	44	16
DW (k/')	0.358	0.358	0.358	0.358	0.358	0.358	0.358
MDW ('k)	46	125	79	158	79	125	46
LLDF	0.666	0.641	0.621	0.621	0.621	0.641	0.666
$M_{\pm + IM}$ ('k)	526	547	639	664	639	547	526
fl (Strength I) (ksi)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
$Mu + \frac{1}{3}fl Sxc$ ('k)	1,161	1,607	1,538	1,987	1,538	1,607	1,161
Øf Mn ('k)	3,667		3,667		3,667		3,667
fs DC1 (ksi)	2.7	7.2	4.7	9.2	4.7	7.2	2.7
fs DC2 (ksi)	0.3	0.9	0.5	1.1	0.5	0.9	0.3
fs DW (ksi)	0.8	2.5	1.4	3.1	1.4	2.5	0.8
fs (½+IM) (ksi)	8.4	10.7	10.2	13.0	10.2	10.7	8.4
fl (Service II) (ksi)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
fs+ ^{fl} / ₂ (Service II) (ksi)	14.8	24.5	19.9	30.3	19.9	24.5	14.8
Service II Resistance(ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5
$fs + f^{\ell}/_{3}$ (Strength I) (ksi)	19.7	32.6	26.5	40.3	26.5	32.6	19.7
Øf Fn (ksi)		50.0		50.0		50.0	
Vf (k)	55.1	219.9	63.3	227.2	64.9	219.8	60.7

DER REACTION S. Abut.	ON TABLE (S Pier 1	OUTHBOUND, Pier 2		
	Pier 1	Dior 2	D'	
		F 101 Z	Pier 3	N. Abut.
0.813	0.813	0.813	0.813	0.813
1.075	1.075	1.075	1.075	1.075
() 15.9	61.3	69.0	61.3	15.9
() 2.1	8.2	9.3	8.2	2.1
() 5.8	23.2	26.1	23.2	5.8
() 56.7	93.4	97.1	93.4	56.6
() 14.8	18.7	18.6	18.7	14.8
() 156.3	317.8	339.5	317.8	156.2
() 130.3	285.2	307.0	285.2	130.2
kkk	k) 15.9 k) 2.1 k) 5.8 k) 56.7 k) 14.8 k) 156.3	1.075 1.075 k) 15.9 61.3 k) 2.1 8.2 k) 5.8 23.2 k) 56.7 93.4 k) 14.8 18.7 k) 156.3 317.8	1.075 1.075 1.075 k) 15.9 61.3 69.0 k) 2.1 8.2 9.3 k) 5.8 23.2 26.1 k) 56.7 93.4 97.1 k) 14.8 18.7 18.6 k) 156.3 317.8 339.5	1.075 1.075 1.075 1.075 k) 15.9 61.3 69.0 61.3 k) 2.1 8.2 9.3 8.2 k) 5.8 23.2 26.1 23.2 k) 56.7 93.4 97.1 93.4 k) 14.8 18.7 18.6 18.7 k) 156.3 317.8 339.5 317.8

		EXTER10	R GIRDER M	OMENT TAB	LE (SOUTHB	OUND)		
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
Is	(in⁴)	8,230	8,230	8,230	8,230	8,230	8,230	8,230
Ic(n)	(in⁴)	19,852		20,304		20,313		19,880
Ic(3n)	(in⁴)	14,636		15,046		15,055		14,661
Ic(cr)	(in⁴)		10,545		10,647		10,553	
Ss	(in³)	541	541	541	541	541	541	541
Sc(n)	(in³)	742		747		747		743
Sc(3n)	(in³)	676		682		682		676
Sc(cr)	(in³)		603		605		603	
Sx	(in³)	729	<i>592</i>	720	591	720	592	729
DC1	(k/')	0.834	0.870	0.899	0.909	0.900	0.873	0.838
MDC1	('k)	106	308	208	406	208	309	106
DC2	(k/')	0.127	0.127	0.127	0.127	0.127	0.127	0.127
MDC2	('k)	16	44	28	56	28	44	16
DW	(k/')	0.334	0.334	0.334	0.334	0.334	0.334	0.334
MDW	('k)	43	116	74	149	74	116	43
LLDF		0.666	0.641	0.621	0.621	0.621	0.641	0.666
M& + IM	('k)	525	544	640	666	641	544	525
fl (Strength I)	(ksi)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mu + ⅓fl Sxc	('k)	1,136	1,567	1,526	1,966	1,527	1,569	1,136
Øf Mn	('k)	3,573		3,646		3,648		3,578
fs DC1	(ksi)	2.3	6.8	4.6	9.0	4.6	6.8	2.3
fs DC2	(ksi)	0.3	0.9	0.5	1.1	0.5	0.9	0.3
fs DW	(ksi)	0.8	2.3	1.3	3.0	1.3	2.3	0.8
fs (½+IM)	(ksi)	8.5	10.8	10.3	13.2	10.3	10.8	8.5
fl (Service II)	(ksi)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
fs+ ^{fl} / ₂ (Service II)	(ksi)	14.4	24.1	19.8	30.2	19.8	24.1	14.4
Service II Resistanc		47.5	47.5	47.5	47.5	47.5	47.5	47.5
$fs + f^{\ell}/_{3}$ (Strength I)	(ksi)	19.3	32.0	26.3	40.2	26.3	32.1	19.3
Øf Fn	(ksi)		50.0		50.0		50.0	
Vf	(k)	41.4	180.1	50.9	194.1	52.1	181.0	45.6

LLDF OCF	S. Abut. 0.570 1.075	Pier 1 0.623	Pier 2 0.654	Pier 3 0.626	N. Abut.
			0.654	0.626	0.574
OCF	1.075	4 0		0.020	0.574
	1.0,0	1.075	1.075	1.075	1.075
RDC1 (k)	14.0	57.7	67.6	57.9	14.0
RDC2 (k)	2.1	8.2	9.3	8.2	2.1
RDW (k)	5.4	21.6	24.4	21.6	5.4
R + (k)	39.7	71.6	78.2	71.9	40.0
R im (k)	10.4	14.3	14.9	14.4	10.5
RTotal (Strength I) (Impact) (k)	115.8	265.0	295.6	265.9	116.5
RTotal (Strength I) (No Impact) (k)	97.6	240.0	269.5	240.8	98.2

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).

Sx: Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (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.). LLDF: Live Load Distribution Factor for moment and shear computed

according to Article 4.6.2.2 and other IDOT provisions. M½ + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

Mu: Strength I load combination of factored design moments (kip-ft.). $1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_{++IM}$

fl: Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).

Of Mn: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (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 / Ss

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated

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 (½+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).

 $M_{\frac{1}{4}+IM}$ / Sc(n) or $M_{\frac{1}{4}+IM}$ / Sc(cr) as applicable.

 $fs + \frac{f\ell}{2}$ (Service II): Sum of stresses as computed below (ksi). $fsDC1 + fsDC2 + fsDW + 1.3 fs(4+ IM) + f /_{2}$

Service II Resistance: Composite (0.95RhFyf) or noncomposite (0.80RhFyf) stress capacity according to Article 6.10.4.2 (ksi).

fs + fl/3 (Strength I): Sum of stresses as computed below on non-compact section (ksi).

 $1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(+ im) + f^{\ell}/3$ Of Fn: Factored nominal flexural resistance of the section a specified

in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

Vf: Maximum factored shear range in span computed according to Article 6.10.10.

 R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as

R_{DC2}: Un-factored reaction due to long-term composite (superimposed

 $R_{\text{\tiny DCI}}$: Un-factored reaction due to non-composite dead load (kip).

excluding future wearing surface) dead load (kip).

Un-factored live load reaction (kip). R_{IM} : Un-factored dynamic load allowance (impact) (kip).

further simplified by IDOT provisions.

 R_{TOTAL} (Strength I) (Impact): Strength I load combination of factored design reactions (kip).

 $1.25 (R_{DCI} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{4} + R_{IN})$ R_{TOTAL} (Strength I) (No Impact) Strength I load combination of factored design reactions, not

> including dynamic load allowance (Impact) (kip). $1.25 (R_{DCI} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{4})$

benesch

USER NAME =	DESIGNED - JPM	REVISED -
	CHECKED - WKK	REVISED -
PLOT SCALE =	DRAWN - KMS	REVISED -
PLOT DATE =	CHECKED - WKK	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** **BEAM MOMENT AND REACTION TABLES (SOUTHBOUND)** STRUCTURE NO. 101-0213 & 101-0214

SECTION COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 204 CONTRACT NO. 64U51

SHEET 50 OF 81 SHEETS

		INTERIO	R GIRDER M	10MENT TABL	LE (NORTHB	OUND)		
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
Is	(in ⁴)	8,230	8,230	8,230	8,230	8,230	8,230	8,230
Ic(n)	(in⁴)	20,640		20,640		20,640		20,640
Ic(3n)	(in⁴)	15,362		15,362		15,362		15,362
Ic(cr)	(in⁴)		11,027		11,027		11,027	
Ss	(in³)	541	541	541	541	541	541	541
Sc(n)	(in³)	751		751		751		751
Sc(3n)	(in³)	687		687		687		687
	(in³)		614		614		614	
Sx	(in³)	734	601	722	597	722	601	734
DC1	(k/')	0.952	0.952	0.952	0.952	0.952	0.952	0.952
MDC1	('k)	126	337	220	428	220	337	126
DC2	(k/')	0.174	0.174	0.174	0.174	0.174	0.174	0.174
MDC2	('k)	22	61	39	77	39	61	22
DW	(k/')	0.375	0.375	0.375	0.375	0.375	0.375	0.375
	('k)	48	131	83	166	83	131	48
LLDF		0.688	0.662	0.641	0.641	0.641	0.662	0.688
	('k)	543	565	660	685	660	565	543
	(ksi)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mu + ⅓fl Sxc	('k)	1,208	1,683	1,602	2,080	1,602	1,683	1,208
Øf Mn	('k)	3,705		3,705		3,705		3,705
	(ksi)	2.8	7.5	4.9	9.5	4.9	7.5	2.8
	(ksi)	0.4	1.2	0.7	1.5	0.7	1.2	0.4
fs DW	(ksi)	0.8	2.6	1.5	3.2	1.5	2.6	0.8
	(ksi)	8.7	11.0	10.5	13.4	10.5	11.0	8.7
(= =	(ksi)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
fs+ ^{fl} / ₂ (Service II)	(ksi)	15.3	25.6	20.7	31.6	20.7	25.6	15.3
Service II Resistance	(ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	(ksi)	20.4	34.0	27.6	42.0	27.6	34.0	20.4
	(ksi)		50.0		50.0		50.0	
Vf	(k)	56.9	229.0	65.3	236.7	67.0	229.0	62.8

INTERIOR G	IRD	ER REACTION	N TABLE (N	ORTHBOUND,)	
		S. Abut.	Pier 1	Pier 2	Pier 3	N. Abut.
LLDF		0.838	0.838	0.838	0.838	0.838
OCF		1.075	1.075	1.075	1.075	1.075
RDC1	(k)	16.5	63.5	71.5	63.5	16.5
RDC2	(k)	2.8	11.3	12.7	11.3	2.8
RDW	(k)	6.1	24.3	27.4	24.3	6.1
R ½	(k)	58.4	96.3	100.1	96.3	58.4
R IM	(k)	15.3	19.2	19.2	19.2	15.3
RTotal (Strength I) (Impact)	(k)	162.2	332.1	355.0	332.1	162.1
RTotal (Strength I) (No Impact)	(k)	135.5	298.4	321.5	298.5	135.4
		·	· ·	· ·	·	· ·

		EXTER10	R GIRDER M	OMENT TAB	LE (NORTHB	OUND)		
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
Is	(in⁴)	8,230	8,230	8,230	8,230	8,230	8,230	8,230
Ic(n)	(in⁴)	20,102		20,411		20,288		19,721
Ic(3n)	(in⁴)	14,860		15,145		15,032		14,520
Ic(cr)	(in⁴)		10,625		10,672		10,526	
Ss	(in³)	541	541	541	541	541	541	541
Sc(n)	(in³)	745		748		747		741
Sc(3n)	(in³)	680		683		682		674
Sc(cr)	(in³)		605		606		602	
Sx	(in³)	730	594	721	591	720	592	727
DC1	(k/')	0.869	0.897	0.915	0.915	0.896	0.859	0.816
MDC1	('k)	111	317	212	409	207	305	103
DC2	(k/')	0.174	0.174	0.174	0.174	0.174	0.174	0.174
MDC2	('k)	22	60	38	77	39	60	22
DW	(k/')	0.337	0.337	0.337	0.337	0.337	0.337	0.337
MDW	('k)	43	117	74	150	75	117	43
LLDF		0.688	0.662	0.641	0.641	0.641	0.662	0.688
MŁ + IM	('k)	542	563	661	687	661	562	542
fl (Strength I)	(ksi)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mu + ⅓fl Sxc	('k)	1,181	1,633	1,581	2,035	1,575	1,615	1,170
Øf Mn	('k)	3,613		3,664		3,644		3,553
fs DC1	(ksi)	2.5	7.0	4.7	9.1	4.6	6.8	2.3
fs DC2	(ksi)	0.4	1.2	0.7	1.5	0.7	1.2	0.4
fs DW	(ksi)	0.8	2.3	1.3	3.0	1.3	2.3	0.8
fs (4+IM)	(ksi)		11.2	10.6	13.6	10.6	11.2	8.8
fl (Service II)	(ksi)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
fs+ ^{fl} / ₂ (Service II)	(ksi)		25.1	20.4	31.3	20.4	24.8	14.9
Service II Resistanc			47.5	47.5	47.5	47.5	47.5	47.5
$fs + f^{\ell}/_{3}$ (Strength I)	(ksi)	20.0	33.3	27.2	41.5	27.1	33.0	19.9
Øf Fn	(ksi)		50.0		50.0		50.0	
Vf	(k)	43.9	189.2	52.6	199.5	52.7	182.1	45.0

EXTERIOR GIRDER REACTION TABLE (NORTHBOUND)										
	S. Abut.	Pier 1	Pier 2	Pier 3	N. Abut.					
LLDF	0.610	0.654	0.668	0.623	0.560					
OCF	1.075	1.075	1.075	1.075	1.075					
RDC1 (k,	14.6	59.4	68.1	57.1	13.6					
RDC2 (k,	2.8	11.3	12.7	11.3	2.8					
RDW (k,	5.5	21.8	24.6	21.8	5.5					
$R \not = (k,$	42.5	75.1	79.9	71.5	39.0					
R IM $(k,$	11.1	15.0	15.3	14.3	10.2					
RTotal (Strength I) (Impact) (k,	123.8	278.7	304.3	268.2	114.8					
RTotal (Strength I) (No Impact) (k,	104.4	252.5	277.6	243.3	96.9					

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).

Sx: Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (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.). LLDF: Live Load Distribution Factor for moment and shear computed

according to Article 4.6.2.2 and other IDOT provisions. M½ + IM: Un-factored live load moment plus dynamic load allowance

(impact) (kip-ft.). Mu: Strength I load combination of factored design moments (kip-ft.). $1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_{++IM}$

fl: Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).

Of Mn: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (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 / Ss

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated

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 (½+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).

 $M_{\frac{L}{2}+IM}$ / Sc(n) or $M_{\frac{L}{2}+IM}$ / Sc(cr) as applicable.

 $fs + \frac{f\ell}{2}$ (Service II): Sum of stresses as computed below (ksi). $fsDC1 + fsDC2 + fsDW + 1.3 fs(+ M) + f\ell_2$

Service II Resistance: Composite (0.95RhFyf) or noncomposite (0.80RhFyf) stress capacity according to Article 6.10.4.2 (ksi).

fs + fl/3 (Strength I): Sum of stresses as computed below on non-compact section (ksi).

 $1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(+ im) + f^{\ell}/3$

Of Fn: Factored nominal flexural resistance of the section a specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

Vf: Maximum factored shear range in span computed according to Article 6.10.10.

OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.

 $R_{\text{\tiny DCI}}$: Un-factored reaction due to non-composite dead load (kip). R_{DC2}: Un-factored reaction due to long-term composite (superimposed

excluding future wearing surface) dead load (kip). Un-factored reaction due to long-term composite (superimposed

future wearing surface only) dead load (kip).

Un-factored live load reaction (kip).

 R_{IM} : Un-factored dynamic load allowance (impact) (kip).

 R_{TOTAL} (Strength I) (Impact): Strength I load combination of factored design reactions (kip).

 $1.25 (R_{DCI} + R_{DCZ}) + 1.5 R_{DW} + 1.75 (R_{4} + R_{IM})$ R_{TOTAL} (Strength I) (No Impact) Strength I load combination of factored design reactions, not

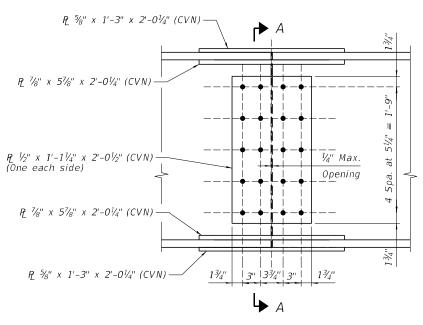
> including dynamic load allowance (Impact) (kip). $1.25 (R_{DCI} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{4})$

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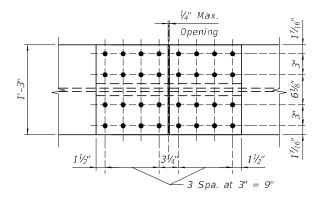
JSER NAME = DESIGNED - JPM REVISED -CHECKED - WKK REVISED -DRAWN REVISED PLOT DATE = CHECKED - WKK REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** **BEAM MOMENT AND REACTION TABLES (NORTHBOUND)** STRUCTURE NO. 101-0213 & 101-0214 SHEET 51 OF 81 SHEETS

SECTION COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 205 CONTRACT NO. 64U51

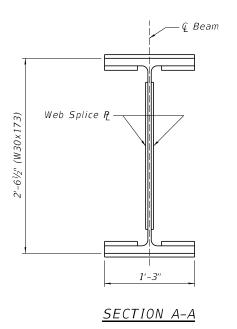


ELEVATION



BOTTOM FLANGE SPLICE

FIELD SPLICE 1, 2 & 3 (No. Req'd. = 21 (NB), 27 (SB))



NOTES:

- 1. All splice plates shall be AASHTO M270 Grade 50.
- 2. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
- 3. Fasteners shall be ASTM F3125 Grade A325 Type 1, hot dipped galvanized bolts. Bolts $\frac{7}{8}$ " diameter, holes $\frac{15}{16}$ " diameter. See Special Provision for "Metallizing of Structural Steel".

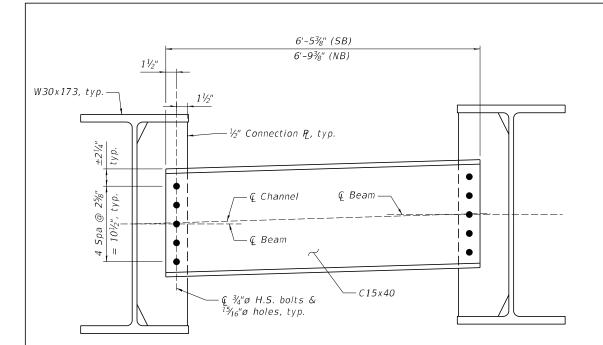
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	CHECKED - JHG	REVISED -
PLOT SCALE =	DRAWN - KMS	REVISED -
PLOT DATE =	CHECKED - JHG	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

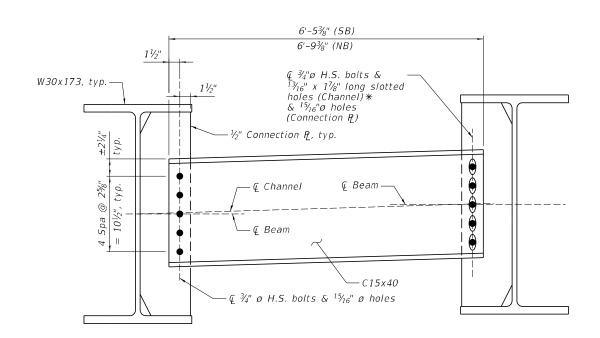
SPLICE DETAILS STRUCTURE NO. 101-0213 & 101-0214 SHEET 52 OF 81 SHEETS

COUNTY TOTAL SHEETS NO.
WINNEBAGO 235 206 SECTION ((201-3)R & (4-1,5)R)F CONTRACT NO. 64U51



DIAPHRAGM D1

(Looking north) (No. Req'd. = 85 (NB), 119 (SB))

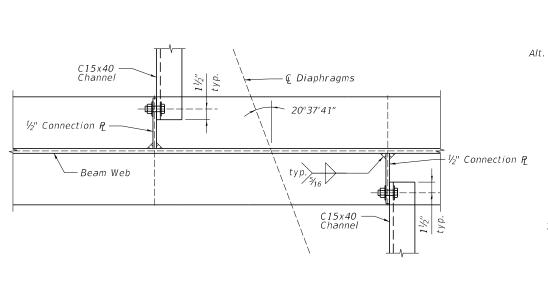


DIAPHRAGM D2

AT STAGE CONSTRUCTION LINE

(Looking north) (No. Req'd. = 17 (NB), 17 (SB))

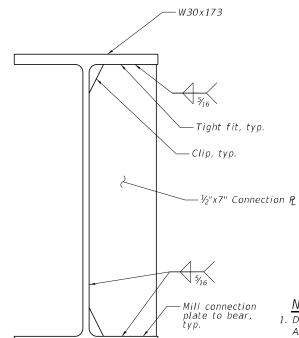
* Long slotted holes shall be at Beam 5 (SB Stage Line) and Beam 15 (NB Stage Line).



<u>DETAIL A</u>
(Bearing stiffener not shown for Pier locations)

WELD LIMITS AND CLIP DETAILS

** Stop welds $\frac{1}{4}$ " ($\pm \frac{1}{8}$ ") from edges as shown, typ.



CONNECTION PLATE

(Plate on east side shown, plate on west side opposite hand) (No. Req'd. = 204 (NB), 272 (SB)

NOTES:

- 1. Diaphragm channels and connection plates shall be AASHTO M270 Grade 36 minimum.
- 2. Two hardened washers required for each set of oversized and slotted holes.
- 3. Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.
- provided at no additional cost to the Department.

 4. Bolts in long-slots shall be finger tight until the subsequent stage pour for the adjacent beams is complete
- 5. See Sheet 48 of 81 for location of diaphragms.

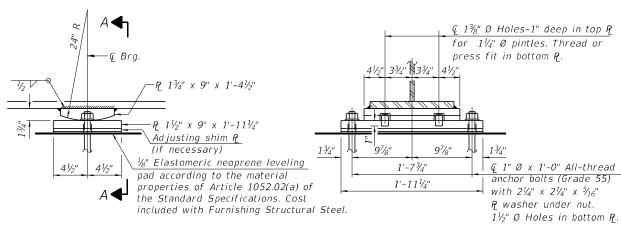


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PLOT SCALE =	DRAWN - KMS	REVISED -	
PLOT DATE =	CHECKED - WKK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

				DETAILS 13 & 101-0214
SHEET	53	OF	81	SHEETS

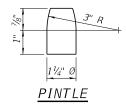
F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.	
39	((201-3)R & (4-1,5)R)F		WINNEBAGO	235	207	
		CONTRAC	T NO. 6	4U51		
	ILLINOIS FED AID PROJECT					

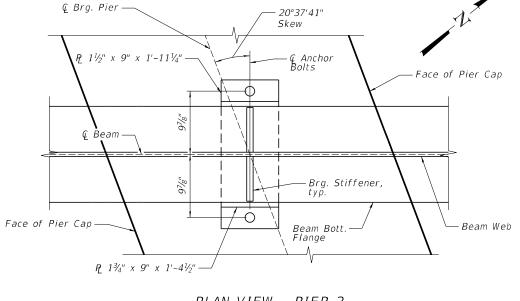


ELEVATION AT PIER

SECTION A-A

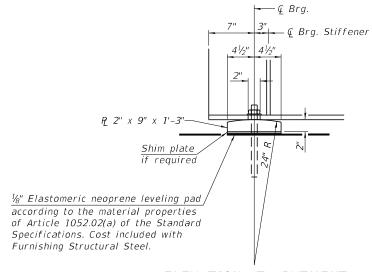
FIXED BEARING - PIER 2



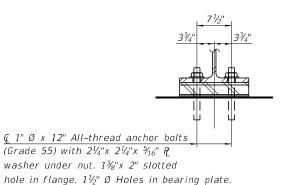


PLAN VIEW - PIER 2

(Diaphragms and Connection Plates not shown for clarity)

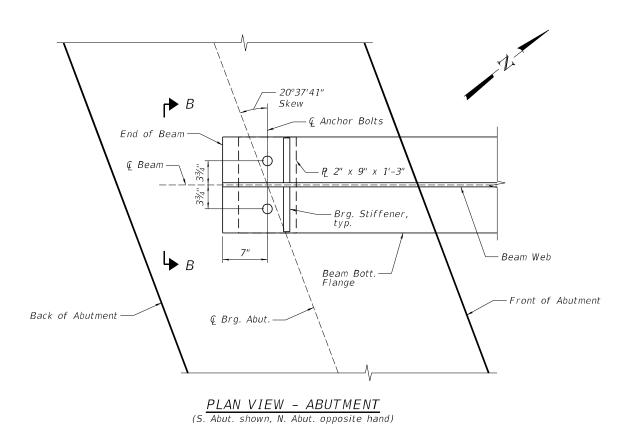


ELEVATION AT ABUTMENT (S. Abut. looking west, N. Abut. opposite hand)



SECTION B-B

FIXED BEARING - ABUTMENT



NOTES:

- 1. All bearings plates, side retainers, shims, leveling pads, and pintles shall be included in the cost of Furnishing Structural Steel.
- 2. The structural steel plates of the bearing and the pintles shall conform to the requirements of AASHTO M270 Grade 50.
- 3. Two $\frac{1}{8}$ " adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- 4. All (embedded and separate) bearings plates, side retainers, anchor bolts, nuts, washers, and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
- 5. Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

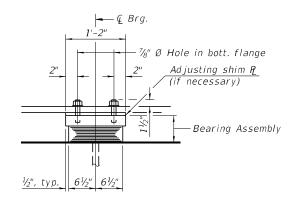
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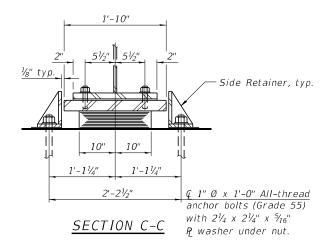
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

FIXED BEARING DETAILS STRUCTURE NO. 101-0213 & 101-0214 SHEET 54 OF 81 SHEETS

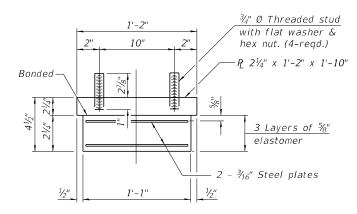
SECTION COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 208 CONTRACT NO. 64U51





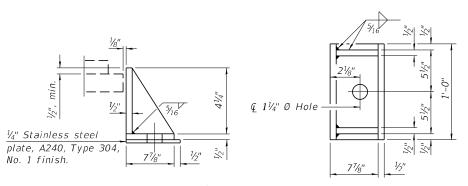
ELEVATION AT PIER

TYPE I ELASTOMERIC EXP. BRG. - PIER 1 & 3



BEARING ASSEMBLY

Shim plates shall not be placed under bearing assembly.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL NB (SN 101-0213)

Item	Unit	Total
Furnishing Elastomeric Bearing Assembly, Type I	Each	14

BILL OF MATERIAL SB (SN 101-0214)

Item	Unit	Total
Furnishing Elastomeric Rearing Assembly Type I	Each	18

← Anchor Bolts - P₂ 2½" × 1'-2" × 1'-10" Threaded Stud, typ. - Elastomeric ⊈ Beam – - Brg. Stiffene Beam Bott. Flange Side Retainer, 10" -Face of Pier Cap Face of Pier Cap- \downarrow C@ Pier -

- 20°37'41' Skew

PLAN VIEW - PIER 1 & 3 (Diaphragms and Connection Plates not shown for clarity)

NOTES:

- 1. Side retainers and stainless steel plates shall be included in the cost of Furnishing Elastomeric Bearing Assembly, Type I.
- 2. The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.
- 3. Two \(\frac{1}{8} \)" in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- 4. All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
- 5. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

EXPANSION BEARING DETAILS STRUCTURE NO. 101-0213 & 101-0214 SHEET 55 OF 81 SHEETS

SECTION COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 209 CONTRACT NO. 64U51

SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Υ
1	794.29	
2	794.54	3"
3	794.79	3"
4	795.04	3"

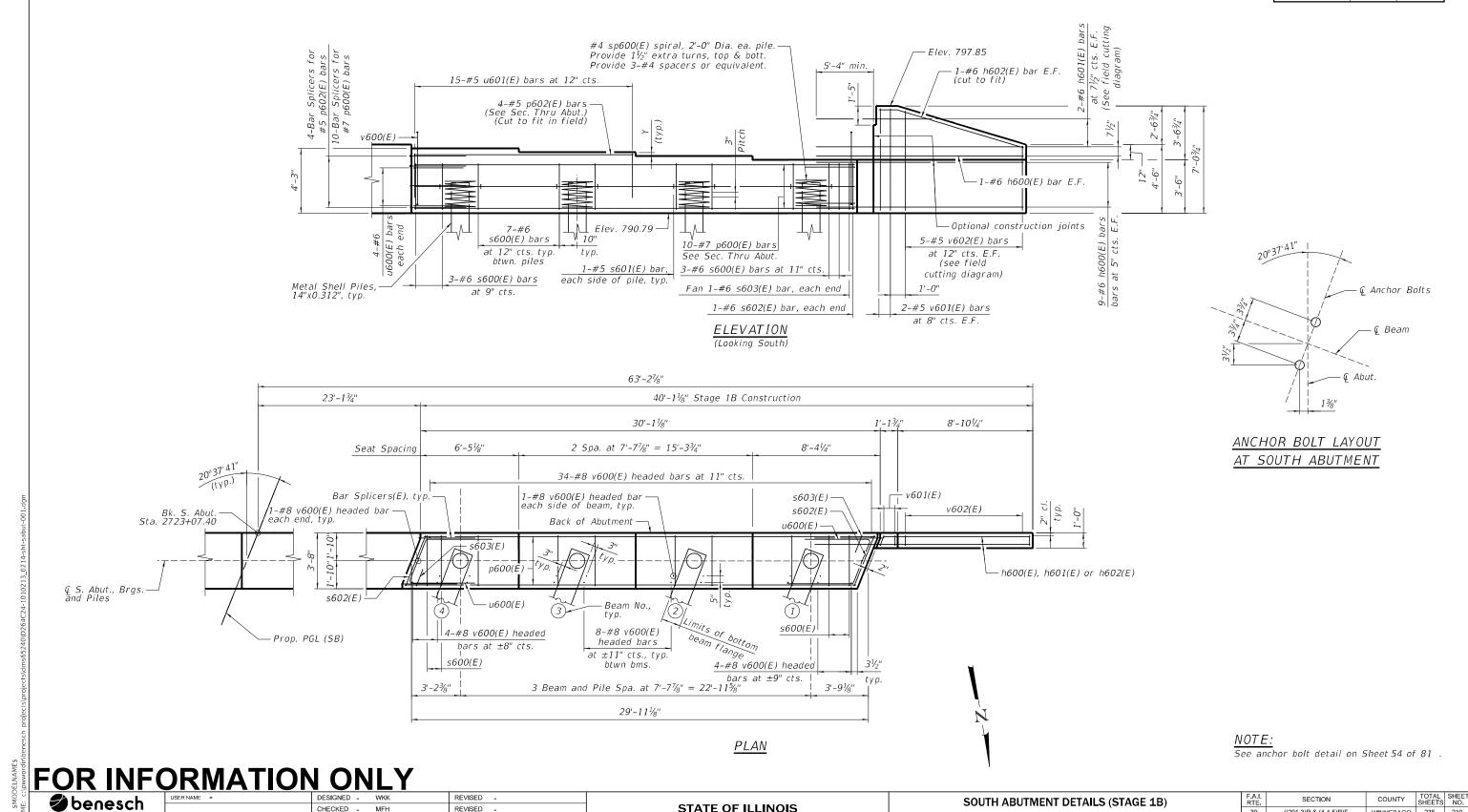
((201-3)R & (4-1,5)R)F

STRUCTURE NO. 101-0213 & 101-0214

SHEET 56 OF 81 SHEETS

WINNEBAGO 235 210

CONTRACT NO. 64U51



STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PLOT DATE =

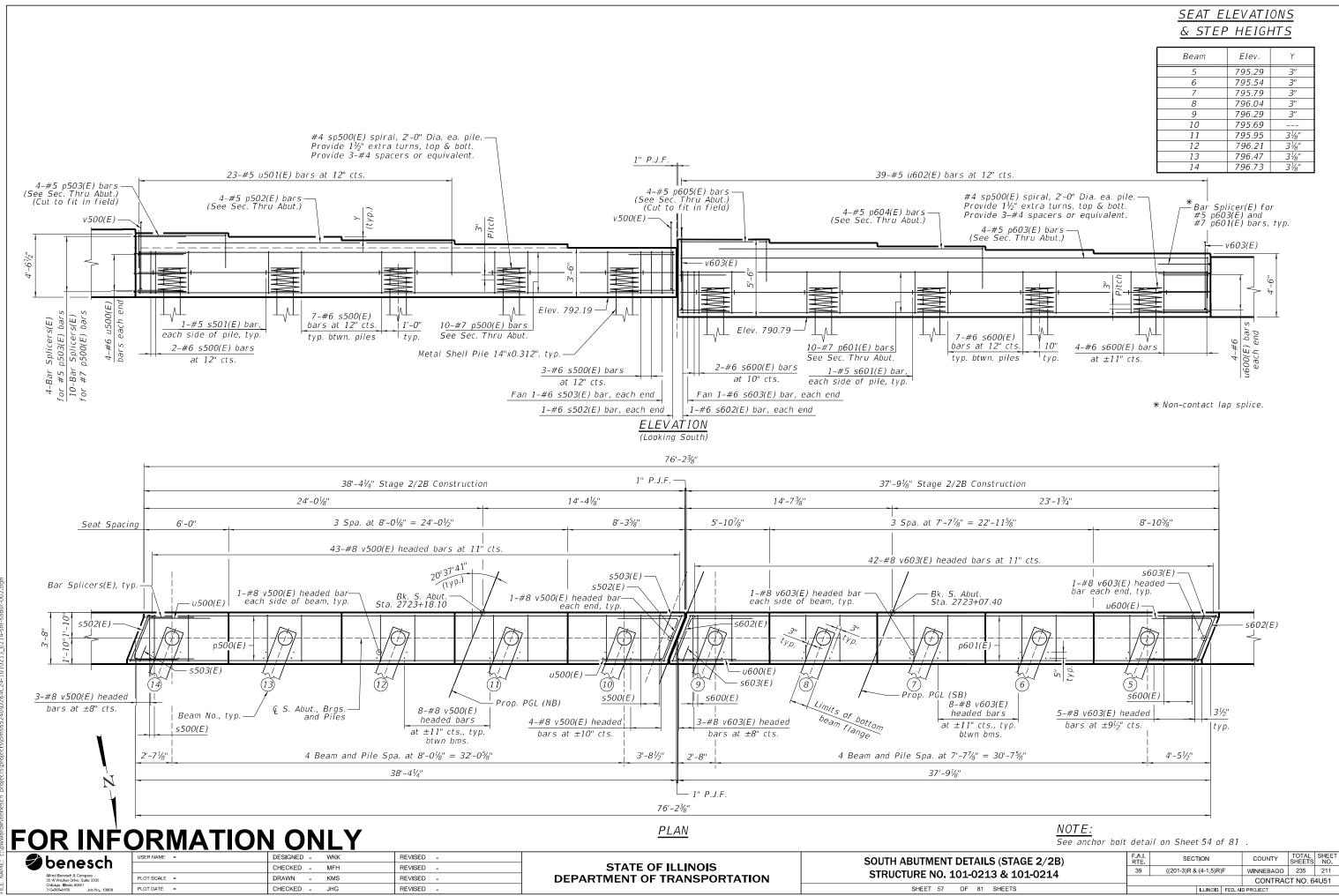
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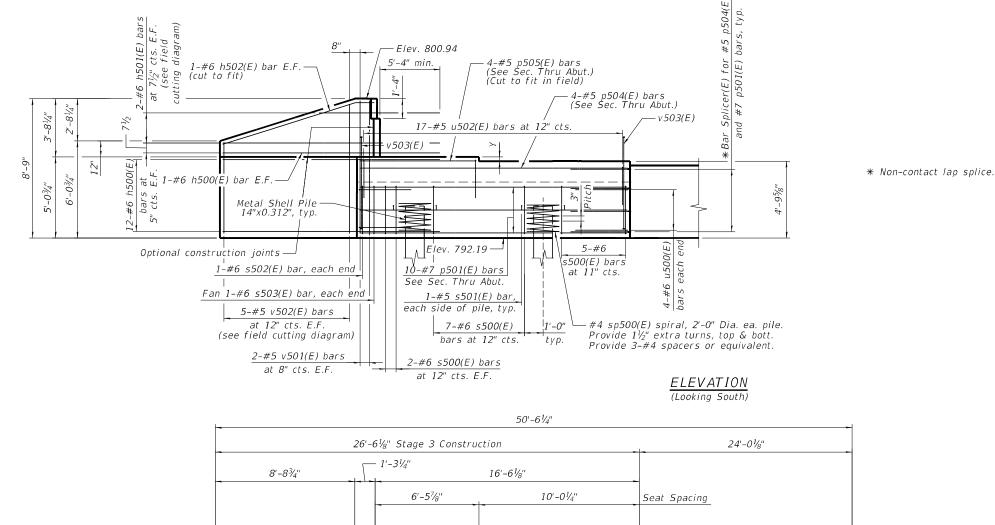
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SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Υ
15	796.99	3½"
16	797.25	31/8"



20°37'41" (typ.) 19-#8 v503(E) headed bars at 11" cts. s503(E) -s502(E) v501(E)v502(E) 1-#8 v503(E) -headed bar Bar Splicers(E), typ. - Bk. S. Abut. Sta. 2723+18.10 – u500(E) each end, ty s502(E p501(E h500(E), h501(E) or h502(E)-ℚ S. Abut., Brgs. and Piles u500(E) G S. Abut. Brgs. and Piles 1-#8 v503(E)-headed bar each side of beam, typ. s500(E) Beam No., typ Prop. PGL (NB) 3-#8 v503(E) headed typ. bars at ±10" cts. 8-#8 v503(E) s500(E) 6-#8 v503(E) headed headed bars at bars at ±10" cts. ±11" cts. 2'-107/8" 8'-01/8" 5'-51/8" Beam and Pile Spacing 16'-41/8"

FOR INFORMATION ONLY

<u>PLAN</u>

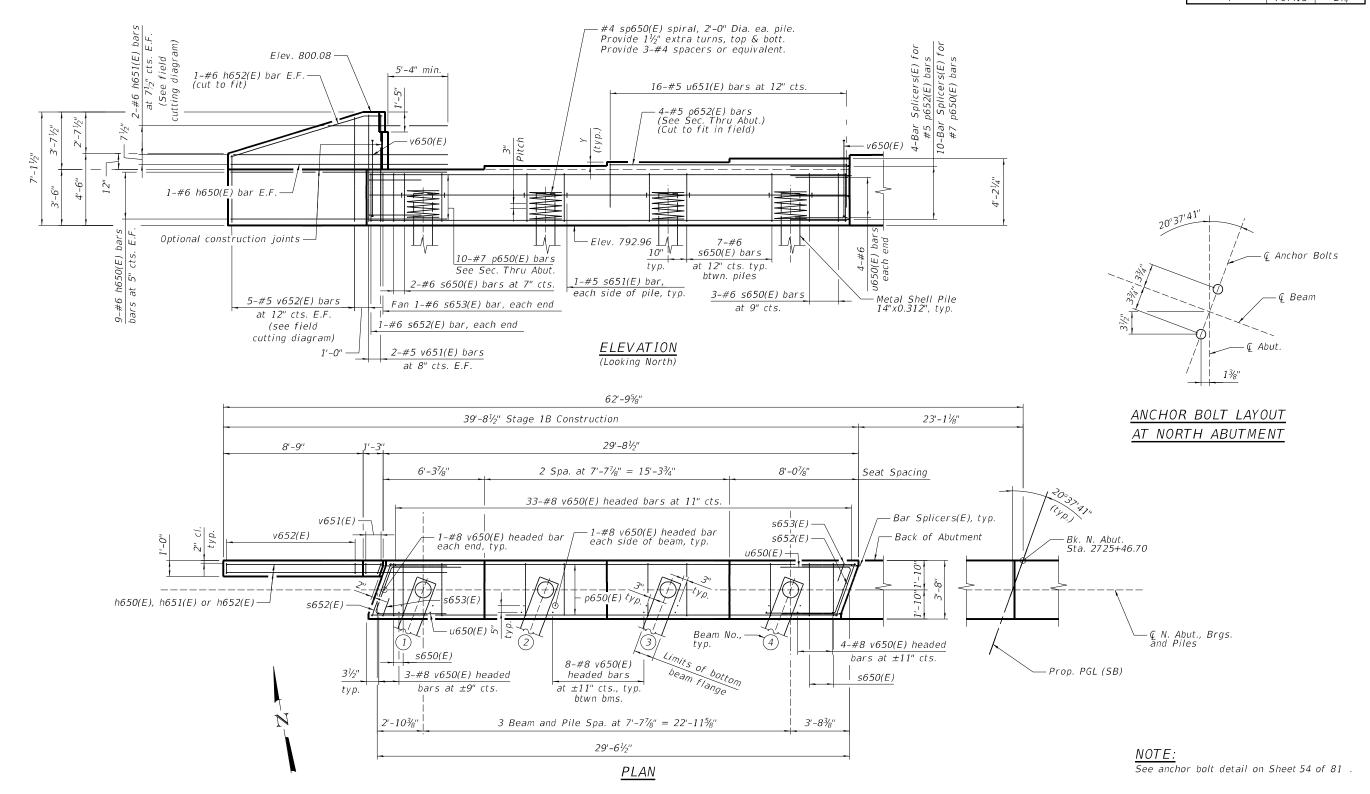
NOTE: See anchor bolt detail on Sheet 54 of 81

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001100011
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35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Joh No. 10800

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PLOT SCALE =	DRAWN -	KMS	REVISED	-
PLOT DATE =	CHECKED -	JHG	REVISED	-

<u>SEAT ELEVATIONS</u> <u>& STEP HEIGHTS</u>

Beam	Elev.	Υ
1	796.46	
2	796.69	23/4"
3	796.92	23/4"
4	797 15	23/1"



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35 W Wocker Drive, Sulte 30000
Chleago, Blinde 50001

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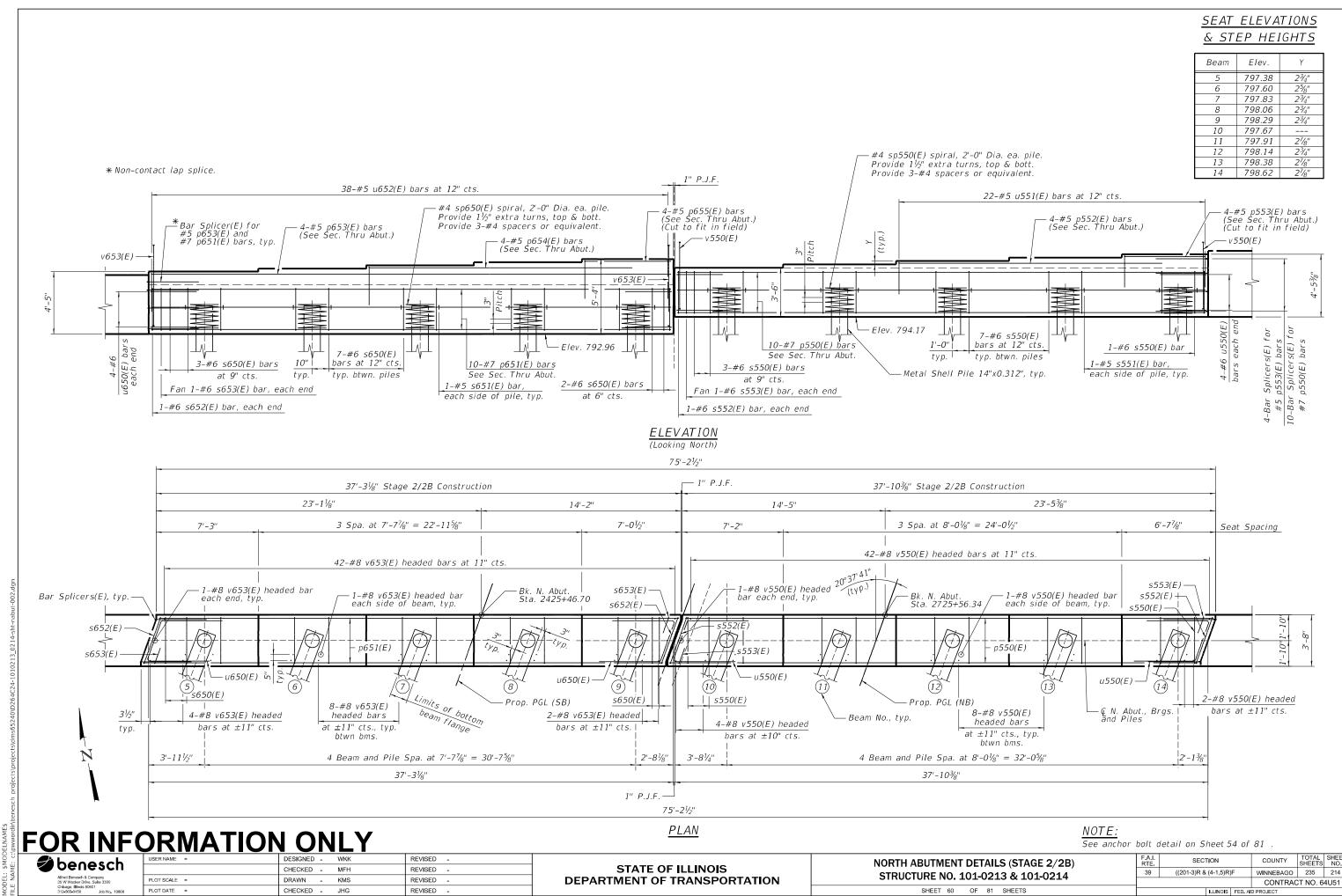
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 PLOT DATE =
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS (STAGE 1B)
STRUCTURE NO. 101-0213 & 101-0214

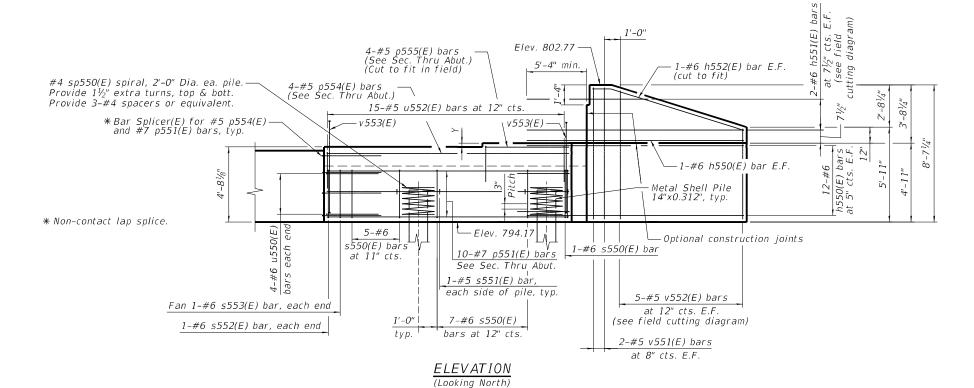
SHEET 59 OF 81 SHEETS

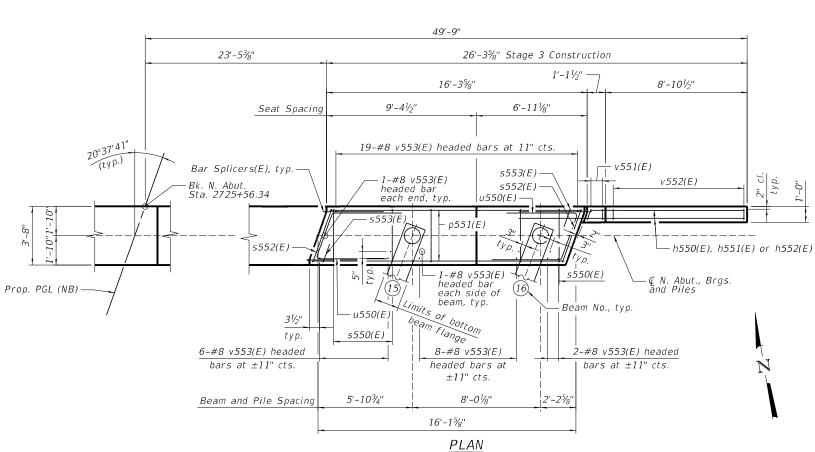


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<u>SEAT ELEVATIONS</u> <u>& STEP HEIGHTS</u>

Beam	Elev.	Υ
15	798.85	23/4"
16	799.09	27/8"





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Chleago, Illinols 68601
312-265-0450
Job No. 10800

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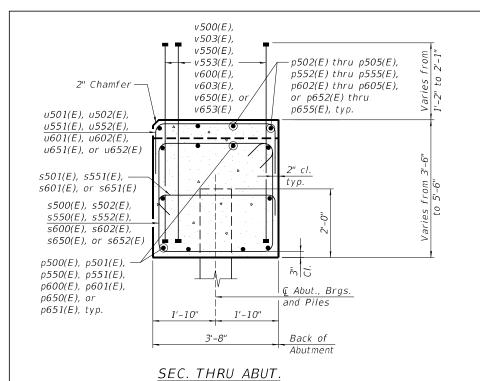
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION NORTH ABUTMENT DETAILS (STAGE 3)
STRUCTURE NO. 101-0213 & 101-0214

SHEET 61 OF 81 SHEETS

F.A.I.	SECTION	COUNTY	TOTAL	SHEETS	NO.
39	((201-3)R & (4-1,5)R)F	WINNEBAGO	235	215	
CONTRACT NO. 64U51	LLINOIS	FED. AID PROJECT			

See anchor bolt detail on Sheet 54 of 81

NOTE:



(Dimensions at right angles to abutment.)

SOUTH ABUTMENT BILL OF MATERIAL SB (SN 101-0214)

-				-
Bar	No.	Size	Length	Shape
h600(E)	20	#6	15'-4"	
h601(E)	4	#6	24'-4"	
h602(E)	2	#6	9'-10"	
p600(E)	10	#7	29'-9"	
p601(E)	10	#7	37'-5"	
p602(E)	4	#5	14'-11"	
p603(E)	4	#5	37'-5"	
p604(E)	4	#5	18'-11"	
p605(E)	4	#5	6'-9"	
		#6		
s600(E)	600(E) 61		14'-4"	
s601(E)	18	#5	4'-4"	
s602(E)	4	#6	14'-10"	
s603(E)	4	#6	7'-2"	
sp600(E)	9	#4	2'-0"	WWW
u600(E)	16	#6	12'-0"	
u601(E)	15	#5	6'-4"	
u602(E)	39	#5	9'-4"	
v600(E)	76	#8	5'-4"	
v601(E)	4	#5	6'-7"	
v602(E)	10	#5	10'-9"	
v603(E)	94	#8	6'-4"	

SOUTH ABUTMENT BILL OF MATERIAL NB (SN 101-0213)

Bar	No.	Size	Length	Shape
h500(E)	26	#6	15'-4"	
h501(E)	4	#6	24'-4"	
h502(E)	2	#6	9'-10"	
p500(E)	10	#7	38'-0"	
p501(E)	10	#7	16'-0"	
p502(E)	4	#5	19'-7"	
p503(E)	4	#5	6'-10"	
p504(E)	4	#5	16'-0"	
p505(E)	4	#5	7'-2"	
s500(E)	47	#6	14'-4"	
s501(E)	14	#5	4'-4"	
s502(E)	4	#6	14'-10"	
s503(E)	4	#6	7'-2"	
sp500(E)	7	#4	2'-0"	WWW
u500(E)	16	#6	12'-0"	
u501(E)	23	#5	7'-6"	
u502(E)	17	#5	8'-6"	
v500(E)	94	#8	5'-4"	
v501(E)	4	#5	8'-3"	
v502(E)	10	#5	13'-11"	
v503(E)	42	#8	6'-8"	

NORTH ABUTMENT BILL OF MATERIAL SB (SN 101-0214)

Bar	No.	Size	Length	Shape
h650(E)	20	#6	15'-4"	
h651(E)	4	#6	24'-4"	
h652(E)	2	#6	9'-10"	
p650(E)	10	#7	29'-2"	
p651(E)	10	#7	36'-11"	
p652(E)	4	#5	15'-4"	
p653(E)	4	#5	36'-11"	
p654(E)	4	#5	18'-11"	
p655(E)	4	#5	6'-8"	
s650(E)	59	#6	14'-4"	
s651(E)	18	#5	4'-4"	
s652(E)	4	#6	14'-10"	
s653(E)	4	#6	7'-2"	
sp650(E)	9	#4	2'-0"	WWW
u650(E)	16	#6	12'-0"	
u651(E)	16	#5	6'-4"	
u652(E)	38	#5	9'-0"	
v650(E)	74	#8	5'-4"	
v651(E)	4	#5	6'-7"	
v652(E)	10	#5	10'-9"	
v653(E)	92	#8	6'-3"	

NORTH ABUTMENT BILL OF MATERIAL NB (SN 101-0213)

_				_
Bar	No.	Size	Length	Shape
h550(E)	26	#6	15'-4"	
h551(E)	4	#6	24'-4"	
h552(E)	2	#6	9'-10"	
p550(E)	10	#7	37'-6"	
p551(E)	10	#7	15'-11"	
p552(E)	4	#5	19'-7"	
p553(E)	4	#5	6'-3"	
p554(E)	4	#5	15'-11"	
p555(E)	4	#5	6'-5"	
s550(E)	45	#6	14'-4"	
s551(E)	14	#5	4'-4"	
s552(E)	4	#6	14'-10"	
s553(E)	4	#6	7'-2"	
sp550(E)	7	#4	2'-0"	www
u550(E)	16	#6	12'-0"	
u551(E)	22	#5	7'-4"	
u552(E)	15	#5	8'-4"	
v550(E)	92	#8	5'-4"	
v551(E)	4	#5	8'-1"	
v552(E)	10	#5	13'-8"	
v553(E)	41	#8	6'-6"	

PILE DATA - N. ABUT. - NORTHBOUND

PILE DATA - N. ABUT. - SOUTHBOUND

1. Pour steps monolithically with cap.

2. Bar terminators, paid for separately.

3. For details of piles see Sheet 74 of 81.

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes

Nominal Required Bearing: 513 kips

Nominal Required Bearing: 513 kips

NOTES:

Factored Resistance Available: 282 kips

Est. Length: 29 feet

Est. Length: 28 feet

No. Test Piles: 1

No. Production Piles: 8

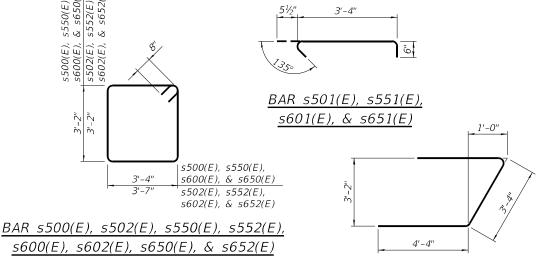
No. Test Piles: 1

No. Production Piles: 6

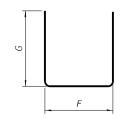
Factored Resistance Available: 282 kips

FOR INFORMATION ONLY

(Headed. 1210-#8 Bar Terminators)



BAR u500(E), u550(E), u600(E). & u650(E)



BAR s503(E), s553(E), s603(E), s653(E) u501(E), u502(E), u551(E), u552(E) u601(E), u602(E), u651(E), or u652(E)

2'-0"

1'-6"

3'-0"

s503(E) 3'-2" s553(E) 3'-2" 3'-2"

s653(E) 3'-2"

u501(E) 3'-4"

u502(E) 3'-4" u551(E) 3'-4"

u552(E) 3'-4"

<u>u601(E) | 3'-</u>4"

u602(E) 3'-4"

u651(E) 3'-4" 1'-6"

u652(E) | 3'-4" | 2'-10"

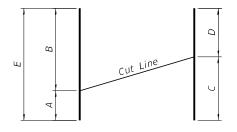
PILE DATA - S. ABUT. - NORTHBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes Nominal Required Bearing: 513 kips Factored Resistance Available: 282 kips Est. Length: 21 feet No. Production Piles: 6 No. Test Piles: 1

No. Test Piles: 1 5'-4" 6'-8" 6'-6" 6'-6" 6'-4" 6'-4" 6'-4"

PILE DATA - S. ABUT. - SOUTHBOUND Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes Nominal Required Bearing: 513 kips Factored Resistance Available: 282 kips Est. Length: 20 feet No. Production Piles: 8

BAR h502(E), h552(E), BAR v500(E), v503(E), v550(E), v553(E) h602(E), & h652(E) v600(E), v603(E), v650(E) & v653(E)



Bar	No.	Size	Α	В	С	D	Ε
h501(E)	4	#6	9'-2"	15'-2"	15'-2"	9'-2"	24'-4"
h551(E)	4	#6	9'-2"	15'-2"	15'-2"	9'-2"	24'-4"
h601(E)	4	#6	9'-2"	15'-2"	15'-2"	9'-2"	24'-4"
h651(E)	4	#6	9'-2"	15'-2"	15'-2"	9'-2"	24'-4"
v502(E)	10	#5	5'-9"	8'-2"	8'-2"	5'-9"	13'-11"
v552(E)	10	#5	5'-8"	8'-0"	8'-0"	5'-8"	13'-8"
v602(E)	10	#5	4'-2"	6'-7"	6'-7"	4'-2"	10'-9"
v652(E)	10	#5	4'-2"	6'-7"	6'-7"	4'-2"	10'-9"

FIELD CUTTING DIAGRAM

Order h501(E), h551(E), h601(E), h651(E), v502(E), v552(E), v602(E), and v652(E) full length. Cut as shown and use remainder of bars on the opposite face of the wingwall.

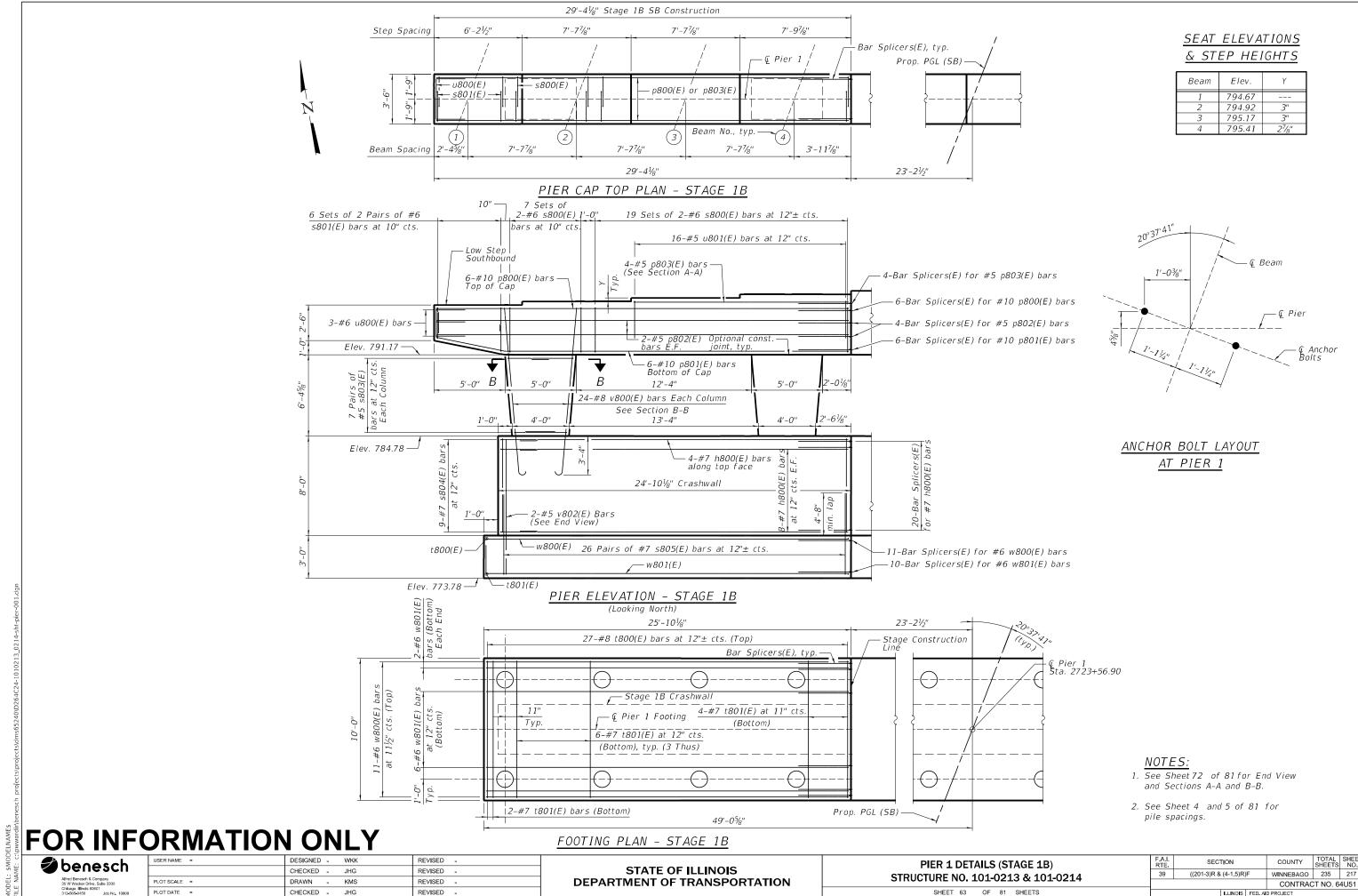
USER NAME = DESIGNED - WKK REVISED -CHECKED - MFH REVISED -DRAWN REVISED PLOT DATE = CHECKED - JHG REVISED .

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

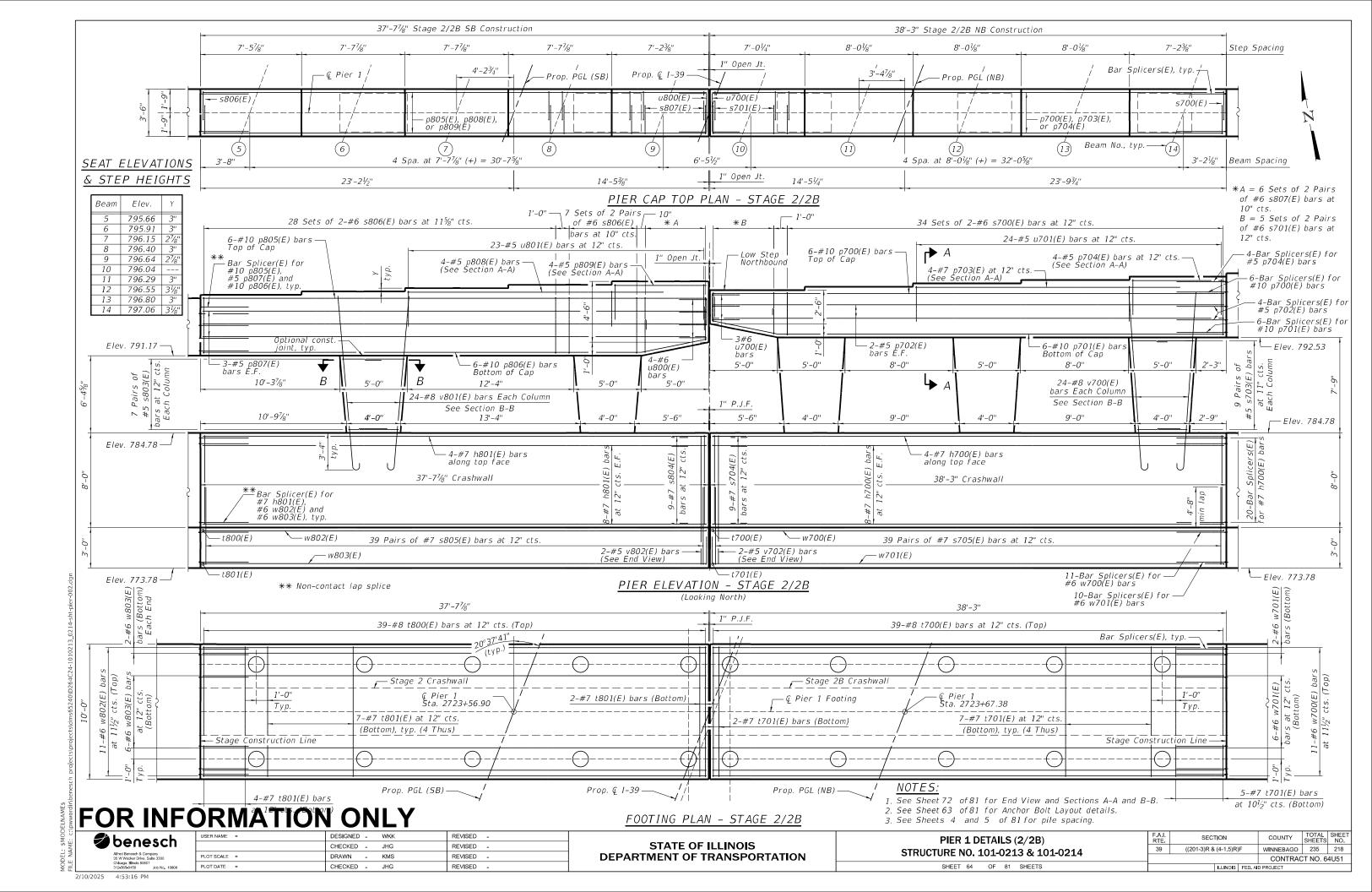
ABUTMENT DETAILS STRUCTURE NO. 101-0213 & 101-0214 SHEET 62 OF 81 SHEETS

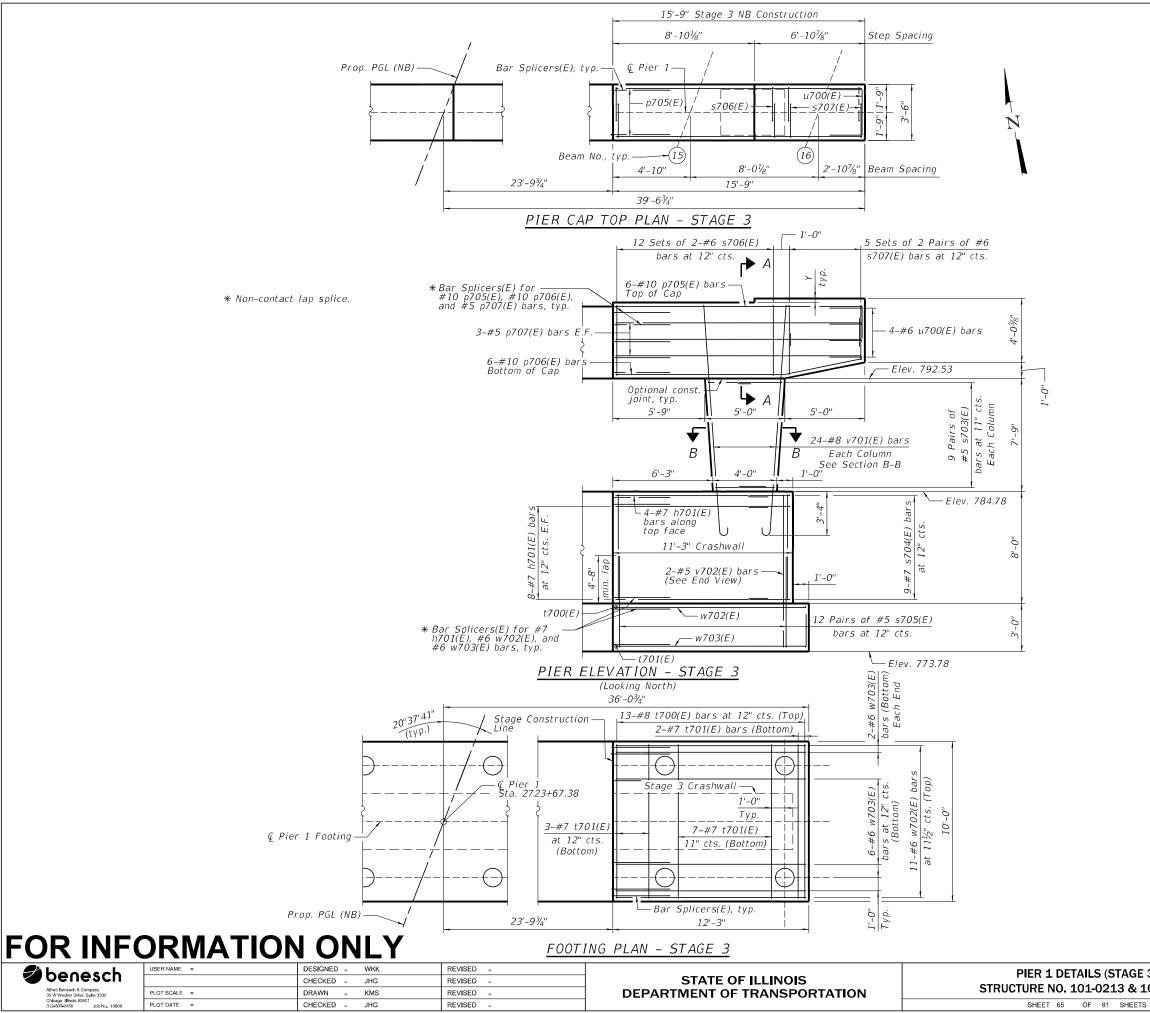
	F.A.I. RTE	SECTION			COUNTY	TOTAL SHEETS	SHEET NO.	
ı	39	((201-3)R & (4-1,5)R)F			WINNEBAGO	235	216	
				CONTRAC	T NO. 6	4U51		
	ILLINOIS FED. AID PROJECT							

benesch



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SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Υ
15	797.31	3"
16	797.57	31///

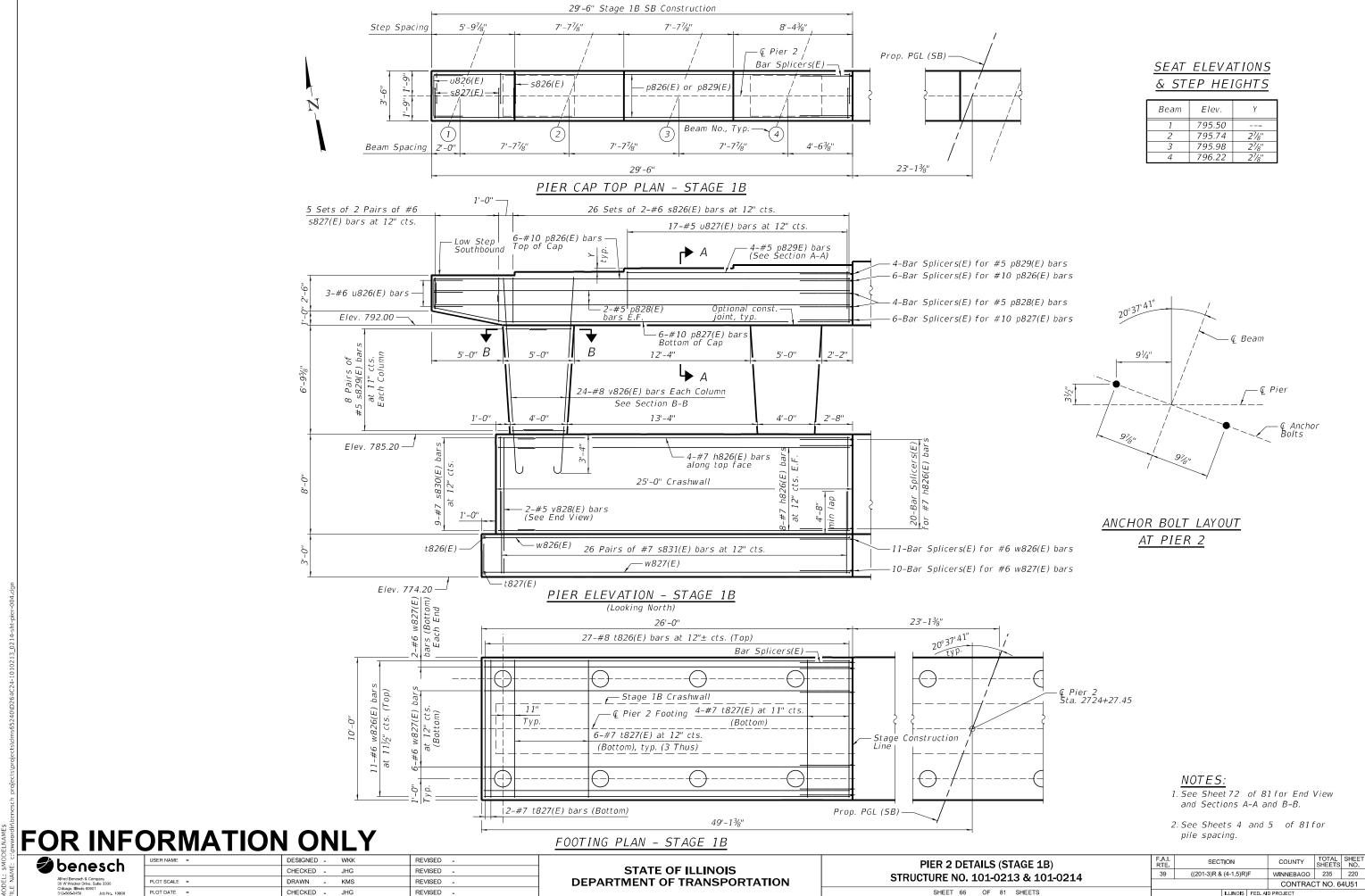
NOTES:

- 1. See Sheet 72 of 81 for End View and Sections A-A and B-B.
- 2. See Sheet 63 of 81 for Anchor Bolt Layout details.
- 3. See Sheets 4 and 5 of 81 for pile spacing.

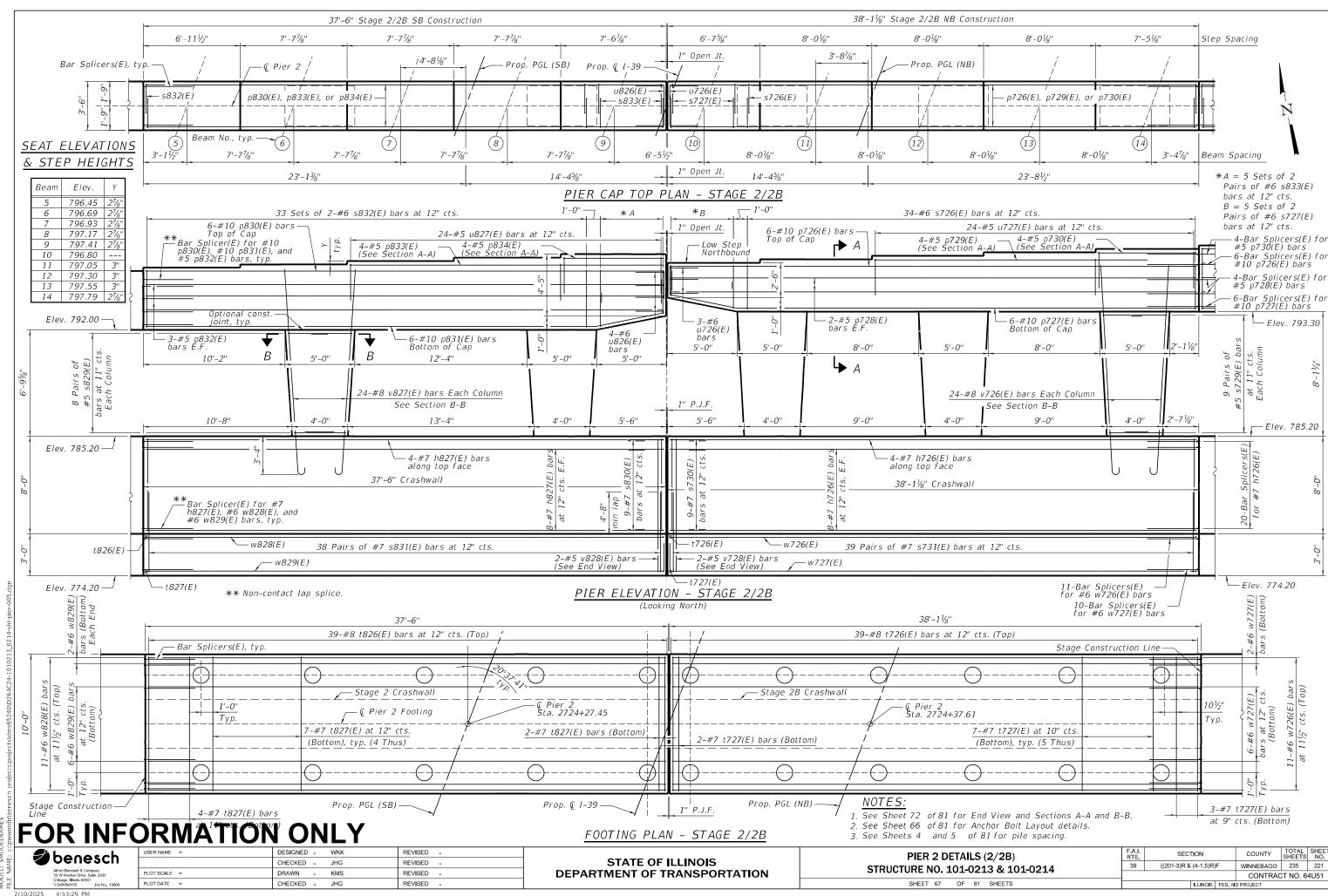
SECTION COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 219

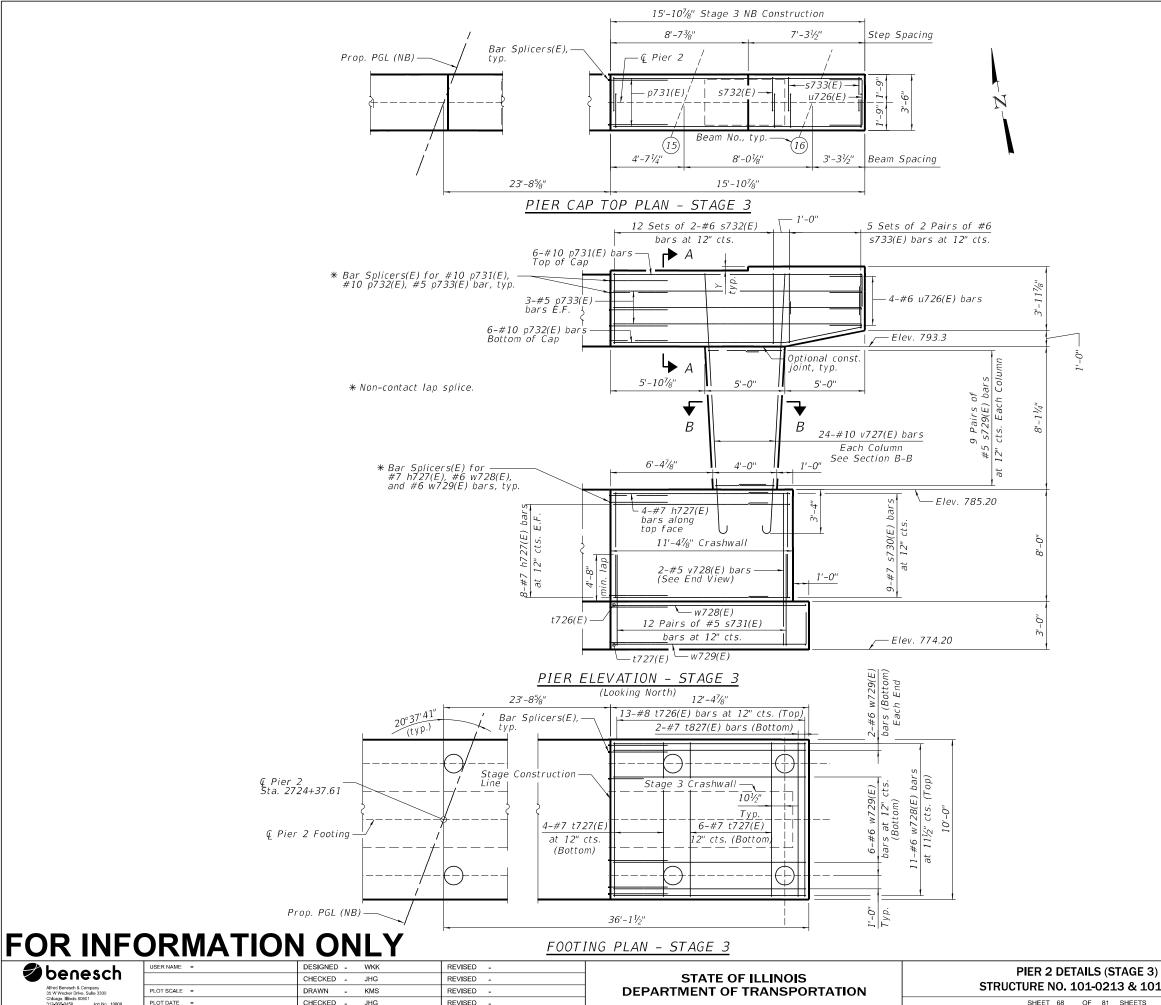
PIER 1 DETAILS (STAGE 3) STRUCTURE NO. 101-0213 & 101-0214

CONTRACT NO. 64U51



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SEAT ELEVATIONS & STEP HEIGHTS

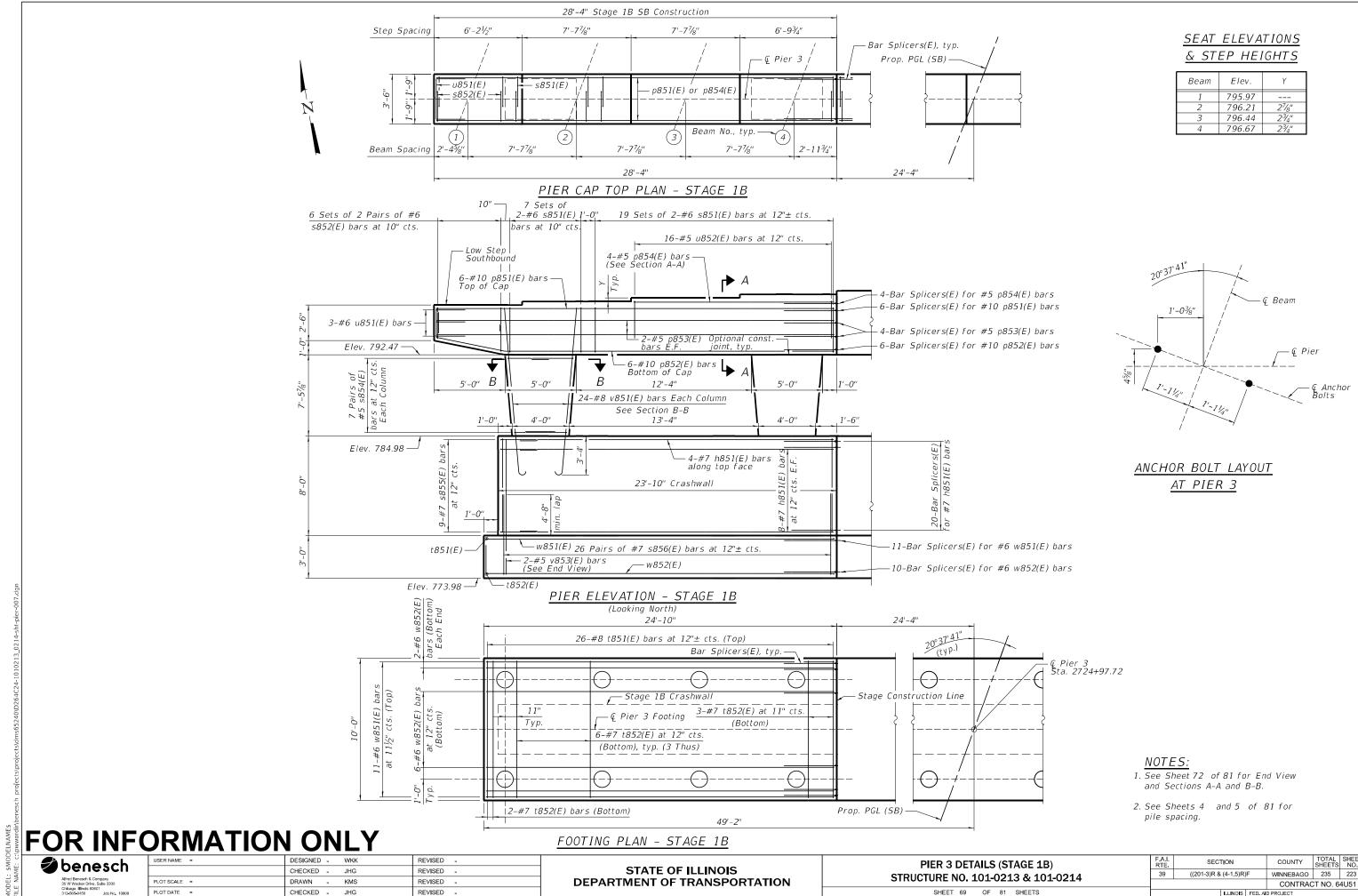
	Beam	Elev.	Y
ı	15	798.04	3"
ı	16	798 29	3"

- 1. See Sheet 72 of 81 for End View and Sections A-A and B-B.
- 2. See Sheet 66 of 81 for Anchor Bolt Layout details.
- 3. See Sheets 4 and 5 of 81 for pile spacing.

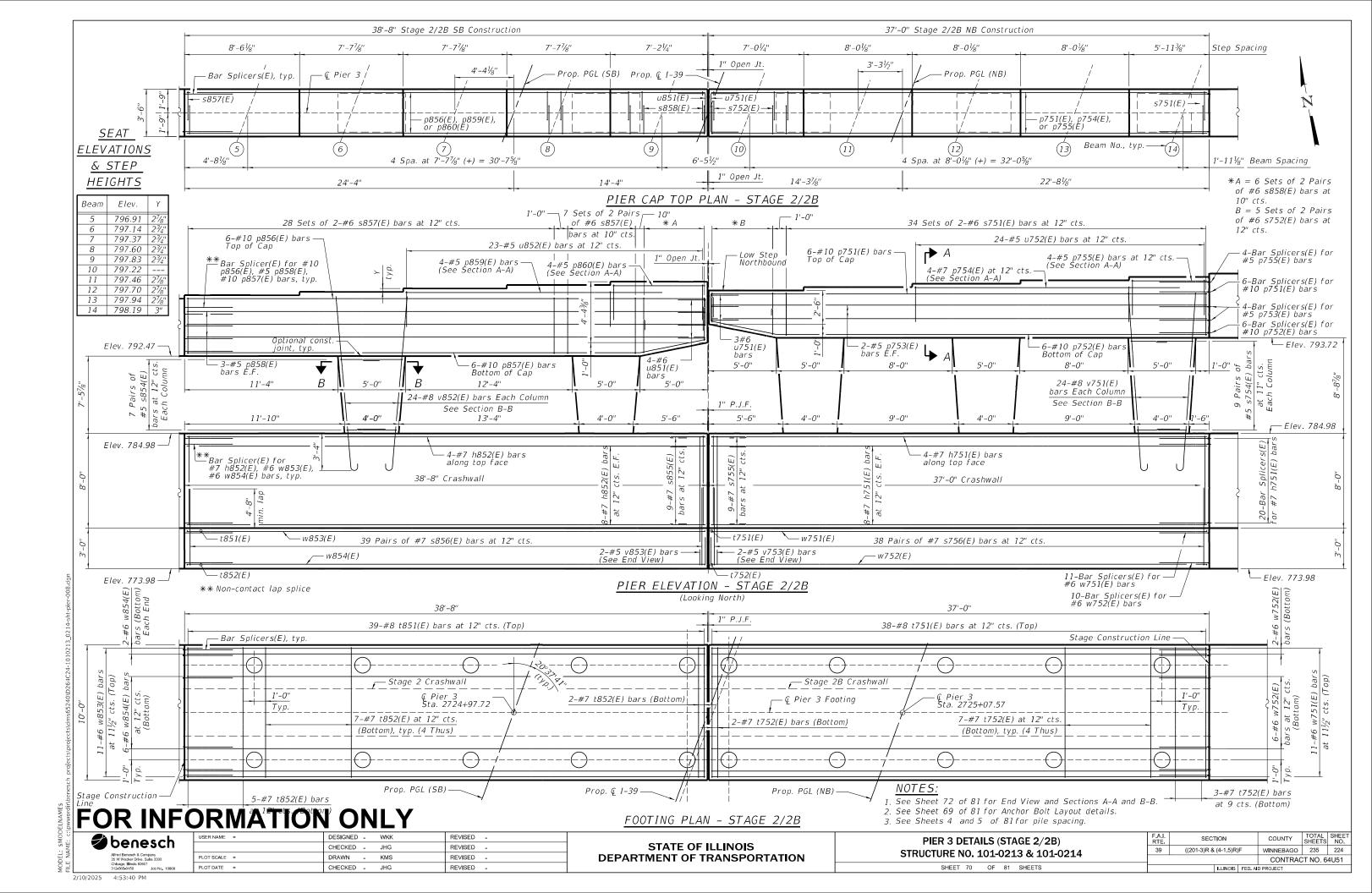
SECTION COUNTY

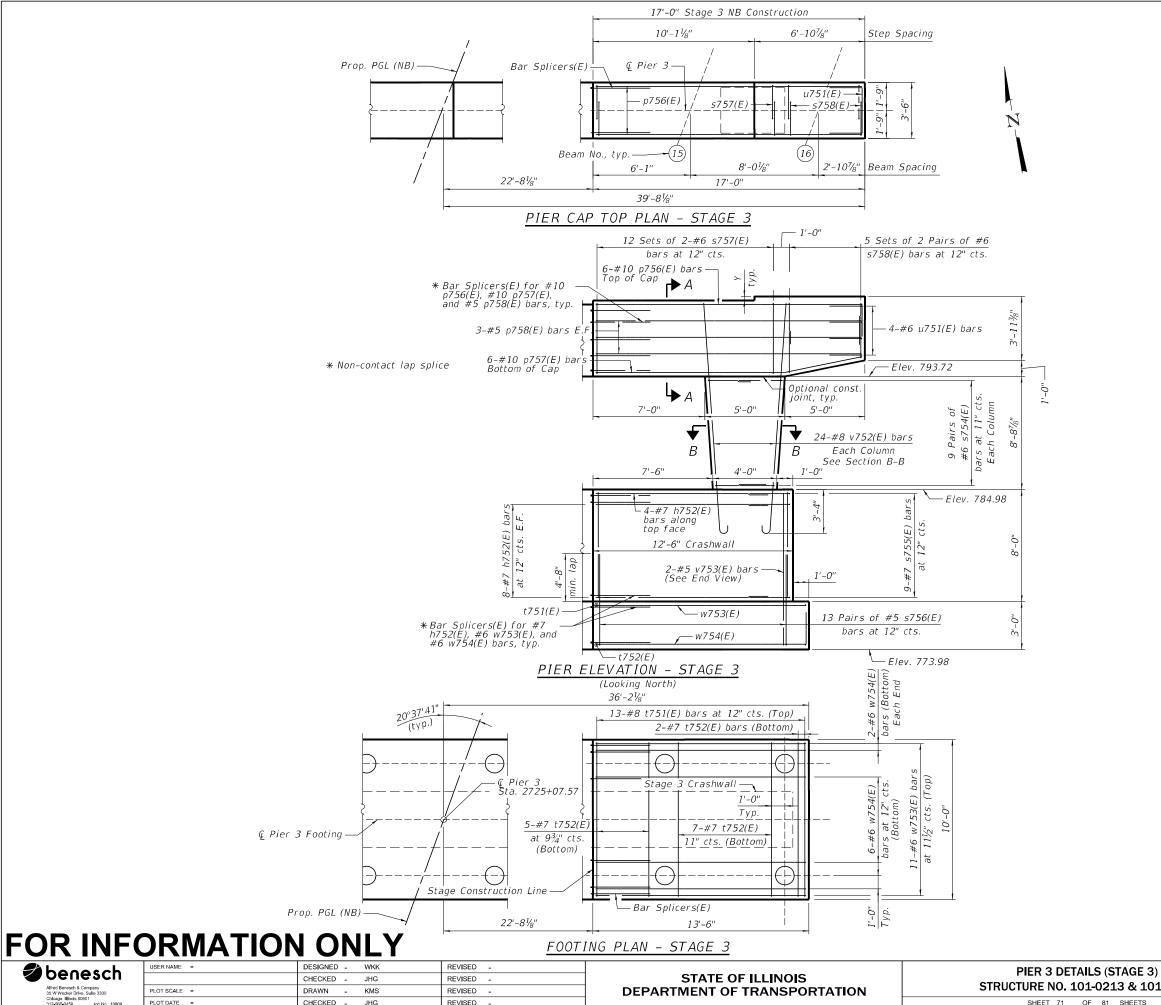
STRUCTURE NO. 101-0213 & 101-0214 SHEET 68 OF 81 SHEETS

((201-3)R & (4-1,5)R)F WINNEBAGO 235 222 CONTRACT NO. 64U51



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SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Υ
15	798.43	2 ⁷ /8"
16	798.67	27/6"

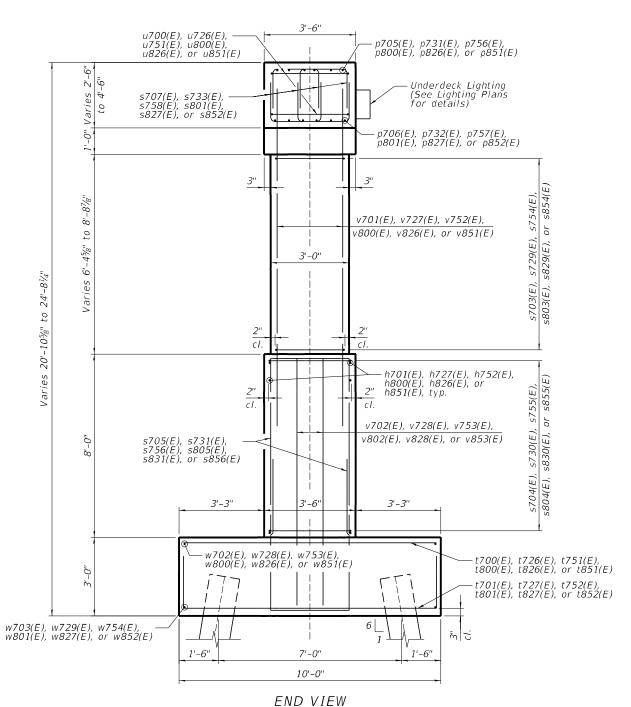
NOTES:

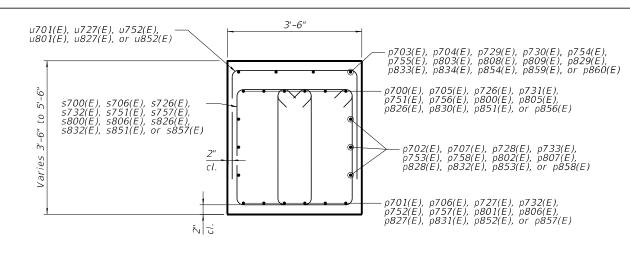
- 1. See Sheet 72 of 81 for End View and Sections A-A and B-B.
- 2. See Sheet 69 of 81 for Anchor Bolt Layout details.
- 3. See Sheets 4 and 5 of 81 for

pile spacing. COUNTY

STRUCTURE NO. 101-0213 & 101-0214 SHEET 71 OF 81 SHEETS

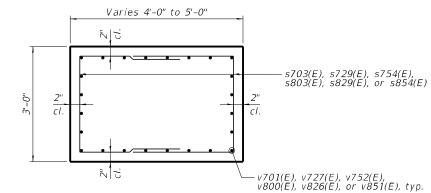
39 ((201-3)R & (4-1,5)R)F WINNEBAGO 235 225 CONTRACT NO. 64U51





SECTION A-A

SECTION B-B



BAR p700(E), p705(E), p726(E), p731(E), p751(E), p756(E), p800(E), p805(E), p826(E), p830(E), p851(E), or p856(E)

J DIMENSIONS

<u> </u>	<u> </u>
Bar	J
p700(E)	37'-11"
p705(E)	15'-5"
p726(E)	37'-9"
p731(E)	15'-7"
p751(E)	36'-8"
p756(E)	16'-8"
p800(E)	29'-0"
p805(E)	37'-4"
p826(E)	29'-2"
p830(E)	37'-2"
p851(E)	28'-0"
p856(E)	38'-4"

Bar	J
p700(E)	37'-11"
p705(E)	15'-5"
p726(E)	37'-9"
p731(E)	15'-7"
p 751(E)	36'-8"
p756(E)	16'-8"
p800(E)	29'-0"
p 805(E)	37'-4"
p826(E)	29'-2"
p830(E)	37'-2"
p851(E)	28'-0"
p 856(E)	38'-4"

NOTES:

- 1. Space Reinforcement in cap to miss anchor bolts.
- 2. Pour steps monolithically with cap.
- 3. For details of metal shell piles, see Sheet 74 of 81.
- 4. Concrete Sealer shall be applied to the exposed surface areas of Pier 2.
- 5. See Sheet 73 of 81 for bar lists.

PILE DATA - PIER 1 - NORTHBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes Nominal Required Bearing: 513 kips Factored Resistance Available: 282 kips Est. Length: 20 feet No. Production Piles: 13 No. Test Piles: 1

PILE DATA - PIER 1 - SOUTHBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes Nominal Required Bearing: 513 kips Factored Resistance Available: 282 kips Est. Length: 11 feet No. Production Piles: 17 No. Test Piles: 1

PILE DATA - PIER 2 - NORTHBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes Nominal Required Bearing: 513 kips Factored Resistance Available: 282 kips Est. Length: 12 feet No. Production Piles: 15 No. Test Piles: 1

PILE DATA - PIER 2 - SOUTHBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes Nominal Required Bearing: 513 kips Factored Resistance Available: 282 kips Est. Length: 12 feet No. Production Piles: 17 No. Test Piles: 1

PILE DATA - PIER 3 - NORTHBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes Nominal Required Bearing: 513 kips Factored Resistance Available: 282 kips Est. Length: 41 feet No. Production Piles: 13 No. Test Piles: 1

PILE DATA - PIER 3 - SOUTHBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes Nominal Required Bearing: 513 kips Factored Resistance Available: 282 kips Est. Length: 41 feet No. Production Piles: 17 No. Test Piles: 1

FOR INFORMATION ONLY



USER NAME =	DESIGNED .	-	WKK	REVISED	-
	CHECKED .	-	JHG	REVISED	-
PLOT SCALE =	DRAWN -	-	KMS	REVISED	-
PLOT DATE =	CHECKED .	-	JHG	REVISED	-

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
39	((201-3)R & (4-1,5)R)F	WINNEBAGO	235	226	
·			CONTRAC	T NO. 6	4U51
	ILLINOIS	FED. All	D PROJECT		

PIER 1 BILL OF MATERIAL SB (SN 101-0213)

				<u>- /</u>
Bar	No.	Size	Length	Shape
h800(E)	20	#7	24'-6"	
h801(E)	20	#7	37'-4"	
p800(E)	6	#10	31'-0"	L
p801(E)	6	#10	29'-1"	_
p802(E)	4	#5	29'-0"	
p803(E)	4	#5	15'-1"	
p805(E)	6	#10	39'-4"	L
p806(E)	6	#10	37'-5"	
p807(E)	6	#5	37'-4"	
p808(E)	4	#5	18'-11"	
p809(E)	4	#5	6'-10"	
s800(E)	52	#6	11'-5"	
s801(E)	24	#6	6'-5"	
s803(E)	56	#5	10'-0"	
s804(E)	18	#7	13'-2"	
s805(E)	130	#7	18'-6"	
s806(E)	70	#6	13'-5"	
5807(E)	24	#6	8'-5"	
t800(E)	66	#8	9'-8"	
t801(E)	58	#7	13'-8"	
u800(E)	7	#6	13'-2"	
u801(E)	39	#5	7'-2"	
v800(E)	48	#8	14'-0"	
v801(E)	48	#8	14'-10"	
v802(E)	4	#5	10'-8"	
w800(E)	11	#6	25'-6"	
w801(E)	10	#6	27'-6"	<u> </u>
w802(E)	11	#6	37'-3"	
w803(E)	10	#6	39'-3"	L

PIER 2 BILL OF MATERIAL SB (SN 101-0213)

-	00 (0	10		<u>- 7</u>
Bar	No.	Size	Length	Shape
h826(E)	20	#7	24'-8"	
h827(E)	20	#7	37'-2"	
p826(E)	6	#10	31'-2"	L
p827(E)	6	#10	29'-3"	
p828(E)	4	#5	29'-2"	
p829(E)	4	#5	15'-8"	
p830(E)	6	#10	39'-2"	L
p831(E)	6	#10	37'-3"	
p832(E)	6	#5	37'-2"	
p833(E)	4	#5	18'-11"	
p834(E)	4	#5	7'-3"	
s826(E)	<i>52</i>	#6	11'-5"	
s827(E)	20	#6	6'-5"	
s829(E)	64	#5	10'-0"	
s830(E)	18	#7	13'-2"	
s831(E)	128	#7	18'-6"	
5832(E)	66	#6	13'-4"	
s833(E)	20	#6	8'-4"	
t826(E)	66	#8	9'-8"	
t827(E)	58	#7	13'-8"	
u826(E)	7	#6	13'-2"	
u827(E)	41	#5	7'-1"	
v826(E)	48	#8	14'-5"	
v827(E)	48	#8	15'-4"	
v828(E)	4	#5	10'-8"	
w826(E)	11	#6	25'-8"	
w827(E)	10	#6	27'-8"	L
w828(E)	11	#6	37'-2"	
w829(E)	10	#6	39'-2"	L

PIER 3 BILL OF MATERIAL SB (SN 101-0213)

Bar	No.	Size	Length	Shape
h851(E)	20	#7	23'-6"	
h852(E)	20	#7	38'-4"	
p851(E)	6	#10	30'-0"	
p852(E)	6	#10	28'-1"	_
p853(E)	4	#5	28'-0"	
p854(E)	4	#5	14'-1"	
p856(E)	6	#10	40'-4"	
p857(E)	6	#10	38'-5"	_
p858(E)	6	#5	38'-4"	
p859(E)	4	#5	18'-11"	
p860(E)	4	#5	6'-10"	
s851(E)	52	#6	11'-5"	
s852(E)	24	#6	6'-5"	П
s854(E)	56	#5	10'-0"	П
s855(E)	18	#7	13'-2"	П
s856(E)	130	#7	18'-6"	П
s857(E)	70	#6	13'-3"	
5858(E)	24	#6	10'-2"	П
t851(E)	65	#8	9'-8"	
t852(E)	58	#7	13'-8"	
u851(E)	7	#6	13'-2"	
u852(E)	39	#5	7'-0"	
v851(E)	48	#8	15'-1"	
v852(E)	48	#8	16'-0"	
v853(E)	4	#5	10'-8"	
w851(E)	11	#6	24'-6"	
w852(E)	10	#6	26'-6"	
w853(E)	11	#6	38'-4"	
w854(E)	10	#6	40'-4"	
				1

PIER 1 BILL OF MATERIAL NB (SN 101-0214)

Bar	No.	Size	Length	Shape
h700(E)	20	#7	37'-11"	
h701(E)	20	#7	10'-11"	
p700(E)	6	#10	39'-11"	L
p701(E)	6	#10	38'-0"	
p702(E)	4	#5	37'-11"	
p703(E)	4	#5	19'-7"	
p704(E)	4	#5	6'-10"	
p705(E)	6	#10	17'-5"	L
p706(E)	6	#10	15'-6"	
p707(E)	6	#5	15'-5"	
s700(E)	68	#6	11'-5"	
s701(E)	20	#6	6'-5"	
s703(E)	72	#5	10'-0"	
s704(E)	18	#7	13'-2"	
s705(E)	102	#7	18'-6"	
s706(E)	24	#6	13'-11"	
s707(E)	20	#6	9'-5"	
t700(E)	<i>52</i>	#8	9'-8"	
t701(E)	47	#7	13'-8"	
u700(E)	7	#6	13'-2"	
u701(E)	24	#5	7'-3"	
v700(E)	72	#8	15'-4"	
v701(E)	24	#8	16'-7"	
v702(E)	4	#5	10'-8"	
w700(E)	11	#6	37'-11"	
w701(E)	10	#6	39'-11"	
w702(E)	11	#6	11'-11"	
w703(E)	10	#6	13'-11"	

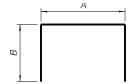
PIER 2 BILL OF MATERIAL NB (SN 101-0214)

Bar	No.	Size	Length	Shape
h726(E)	20	#7	37'-9"	
h727(E)	20	#7	11'-1"	
p726(E)	6	#10	39'-9"	L
p727(E)	6	#10	37'-10"	
p728(E)	4	#5	37'-9"	
p729(E)	4	#5	19'-7"	
p730(E)	4	#5	7'-1"	
p731(E)	6	#10	17'-7"	L
p732(E)	6	#10	15'-8"	
p733(E)	6	#5	15'-7"	
s726(E)	68	#6	11'-5"	
s727(E)	20	#6	6'-5"	
5729(E)	72	#5	10'-0"	
5730(E)	18	#7	13'-2"	
s731(E)	102	#7	18'-6"	
s732(E)	24	#6	13'-11"	
s733(E)	20	#6	9'-5"	
t726(E)	52	#8	9'-8"	
t727(E)	47	#7	13'-8"	
u726(E)	7	#6	13'-2"	
u727(E)	24	#5	7'-2"	
v726(E)	72	#8	15'-8"	
v727(E)	24	#8	16'-11"	
v728(E)	4	#5	10'-8"	
w726(E)	11	#6	37'-9"	
w727(E)	10	#6	39'-9"	L
w728(E)	11	#6	12'-1"	
w729(E)	10	#6	14'-1"	L

PIER 3 BILL OF MATERIAL NB (SN 101-0214)

Bar	No.	Size	Length	Shape
h751(E)	20	#7	36'-8"	
h752(E)	20	#7	12'-2"	-
p751(E)	6	#10	38'-8"	
p752(E)	6	#10	36'-9"	
p753(E)	4	#5	36'-8"	
p754(E)	4	#5	19'-7"	
p755(E)	4	#5	5'-7"	
p756(E)	6	#10	18'-8"	L
p757(E)	6	#10	16'-9"	_
p758(E)	6	#5	16'-8"	
c7 = 1 / F \	68	#6	11'-5"	
s751(E)			6'-5"	<u> </u>
s752(E) s754(E)	20 72	#6 #5	10'-0"	
' '	18	#7	13'-2"	
s755(E)	102	#7	18'-6"	
s756(E)		#6		
s757(E)	24 20	#6	13'-10" 8'-10"	⊢∺
s758(E)	20	#0	8-10	- 11
t751(E)	51	#8	9'-8"	
t752(E)	47	#7	13'-8"	L
751/51		".6	1 2/ 2//	
u751(E)	7	#6	13'-2" 7'-2"	<u> </u>
u752(E)	24	#5	1'-2"	
v751(E)	72	#8	16'-4"	
v752(E)	24	#8	17'-6"	
v753(E)	4	#5	10'-8"	
w751(E)	11	#6	36'-8"	l
w752(E)	10	#6	38'-8"	1
w753(E)	11	#6	13'-2"	
w754(E)	10	#6	15'-2"	
/				

FOR INFORMATION ONLY



BAR s701(E), s703(E)-s705(E), s707(E), s727(E), s729(E)-s731(E) s733(E), s752(E), s754(E)-s756(E) s758(E), s801(E), s803(E)-s805(E) s807(E), s827(E), s829(E)-s831(E) s833(E), s852(E), s854(E)-s856(E) s858(E), u700(E), u701(E), u726(E) u727(E), u751(E), u752(E), u800(E) u801(E), u826(E), u827(E), u851(E)

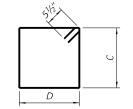
or u852(E)

USER NAME =

See Sheet 72 of 81 for additional bar bend details.



	Bar		Α	В
5701(E),	5727(E),	5752(E)	2'-1"	2'-2"
s703(E),	s729(E),	s754(E)	2'-8"	3'-8"
s704(E),	s730(E),	s755(E)	3'-2"	5'-0"
s705(E),	s731(E),	s756(E)	3'-2"	7'-8"
	s707(E)		2'-1"	3'-8"
	s733(E)		2'-1"	3'-8"
	s758(E)		2'-1"	3'-4½"
s801(E),	s827(E),	s852(E)	2'-1"	2'-2"
s803(E),	s829(E),	s854(E)	2'-8"	3'-8"
s804(E),	s830(E),	s855(E)	3'-2"	5'-0"
s805(E),	5831(E),	5856(E)	3'-2"	7'-8"
	s807(E)		2'-1"	3'-2"
	s833(E)		2'-1"	3'-11/2"
	s858(E)		2'-1"	4'-0½"
u700(E),	u726(E),	u751(E)	3'-2"	5'-0"
	u701(E)		3'-2"	2'-01/2"
	u727(E)		3'-2"	2'-0"
	u752(E)		3'-2"	2'-0"
u800(E),	u826(E),	u851(E)	3'-2"	5'-0"
	u801(E)		3'-2"	2'-0"
	u827(E)		3'-2"	1'-111/2"
	u852(E)		3'-2"	1'-11"

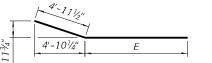


BAR s700(E), s726(E), s751(E), s706(E), s732(E), s757(E),

s800(E), s806(E), s826(E), s832(E), s851(E), or s857(E)

C & D DIMENSIONS

Bar	С	D
s700(E), s726(E), s751(E)	3'-2"	2'-1"
s706(E)	4'-5"	2'-1"
s732(E)	4'-5"	2'-1"
s757(E)	4'-41/2"	2'-1"
s800(E), s826(E), s851(E)	3'-2"	2'-1"
s806(E)	4'-2"	2'-1"
s832(E)	4'-11/2"	2'-1"
s857(E)	4'-1"	2'-1"



p732(E), p752(E), p757(E), p801(E), p806(E), p827(E),

p831(E), p852(E), or p857(E)

E DIMENSIONS

Bar	Ε	
p701(E)	33'-01/2"	
p706(E)	10'-6½"	
p727(E)	32'-10 ¹ / ₂ "	
p732(E)	10'-81/2"	
p752(E)	31'-91/2"	
p757(E)	11'-91/2"	
p801(E)	24'-11/2"	
p806(E)	32'-5½"	
p827(E)	24'-31/2"	
p831(E)	32'-31/2"	
p852(E)	23'-11/2"	
p857(E)	33'-51/2"	

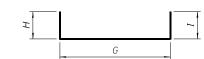


BAR p701(E), p706(E), p727(E), BAR v700(E), v701(E), v726(E), v727(E), v751(E), v752(E), v800(E), v801(E), v826(E),

v827(E), v851(E), or v852(E)

F DIMENSIONS

<u> </u>	DIFFERSIONS				
	Dar	Е	1		
	Bar	F			
	v700(E)	14'-5"			
	v701(E)	15'-8"			
	v726(E)	14'-9"			
	v727(E)	16'-0"			
	v751(E)	15'-5"			
	v752(E)	16'-7"			
	v800(E)	13'-1"			
	v801(E)	13'-11"			
	v826(E)	13'-6"			
	v827(E)	14'-5"			
	v851(E)	14'-2"			
	v852(E)	15'-1"			



BAR t701(E), t727(E), t752(E), t801(E), t827(E) t852(E), w701(E), w703(E), w727(E), w729(E)

w752(E), w754(E), w801(E), w803(E), w827(E), w829(E), w852(E), or w854(E)

G, H, & I DIMENSIONS

Bar	G	Н	I	
t701(E), t727(E), t752(E)	9'-8"	2'-0"	2'-0'	
t801(E), t827(E), t852(E)	9'-8"	2'-0"	2'-0"	
w701(E)	37'-11"	2'-0"	0'-0"	
w703(E)	11'-11"	2'-0"	0'-0"	
w727(E)	37'-9"	2'-0"	0'-0"	
w729(E)	12'-1"	2'-0"	0'-0"	
w752(E)	36'-8"	2'-0"	0'-0"	
w754(E)	13'-2"	2'-0"	0'-0"	
w801(E)	25'-6"	2'-0"	0'-0"	
w803(E)	37'-3"	2'-0"	0'-0"	
w827(E)	25'-8"	2'-0"	0'-0"	
w829(E)	37'-2"	2'-0"	0'-0"	
w852(E)	24'-6"	2'-0"	0'-0"	
w854(E)	38'-4"	2'-0"	0'-0"	

PIER DETAILS (2 OF 2) STRUCTURE NO. 101-0213 & 101-0214

05 N L	. /	50 .			0		U		
F.A.I. RTE	SEC	TION			COU	NTY	TOTA SHEE	L TS	SHE
39	((201-3)R	& (4-1,5)R)F			WINNE	BAGO	235		227
				Т	CON	NTRAC	CT NO	. 6	4U51
		BLUNOIS	FED	ΔID I	DRO JECT				

benesch
Tochic sch
Alfred Benesch & Company
35 W Wecker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Joh No. 10800

CHECKED - JHG CHECKED - JHG

DESIGNED - WKK

REVISED

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET 73 OF 81 SHEETS

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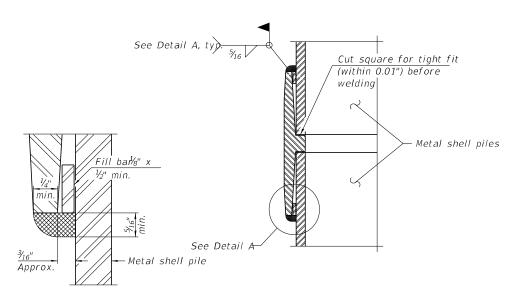


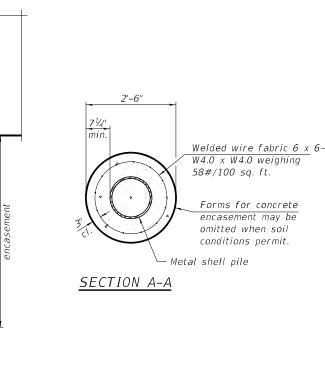
METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³/ft.)
PP12	0.250"	31.40	0.0267
PP14	0.250"	36.75	0.0368
PP14	0.312"	45.65	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470

¾" End plate

END PLATE ATTACHMENT





DETAIL A

field weld

WELDED COMMERCIAL SPLICE

The $\frac{1}{2}$ " min. fill bar may be constructed of 2 bars with 26" max. gap between them. Pile segments shall be driven to solid contact with splicer before welding.

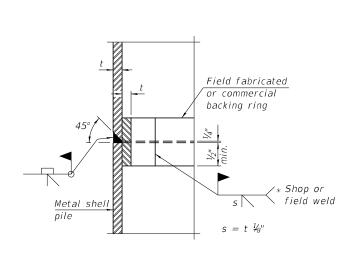
INDIVIDUAL PILE CONCRETE ENCASEMENT (When specified)

Metal shell Shop or ∖ field weld 60° A<u>ngle of</u> Pile shoe shape may vary. Shallower inclination pile shoes are allowed provided that the driving surface has an angle of inclination of 60°.

PILE SHOE ATTACHMENT

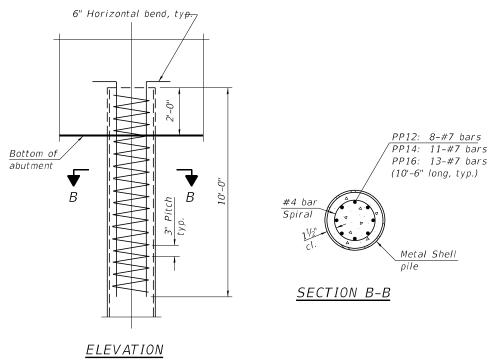
(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full 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

5-15-2023



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.



REINFORCEMENT AT ABUTMENTS

(Omit when concrete encasement is specified)

FOR INFORMATION ONLY

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

Bottom of

ELEVATION

pile cap

benesch

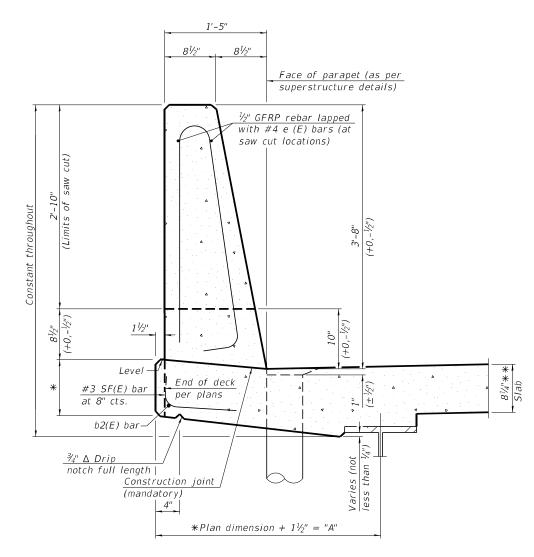
Metal shell

pile

DESIGNED - WKK CHECKED - JHG CHECKED - JHG REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SECTION **METAL SHELL PILE DETAILS** ((201-3)R & (4-1,5)R)F WINNEBAGO 235 228 STRUCTURE NO. 101-0213 & 101-0214 CONTRACT NO. 64U51 SHEET 74 OF 81 SHEETS

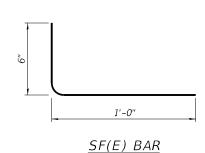


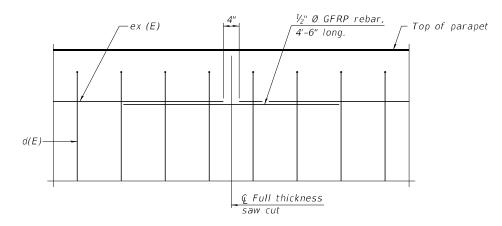
* See Superstructure Details

** Prior to grinding

44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and $\frac{1}{2}$ " Ø GFRP rebar)





GFRP REBAR STIFFENING DETAIL

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

FOR INFORMATION ONLY

•	O 1 V 1 1 V 1	
	benesch	
	Alfred Benesch & Company 35 W Wecker Drive, Suite 3300 Chicago, Illinois 60601	
	312-565-0450 Joh No. 10800	

USER NAME =	DESIGNED	-	JPM	REVISED	-
	CHECKED	-	JLS	REVISED	-
PLOT SCALE =	DRAWN	-	KMS	REVISED	-
PLOT DATE =	CHECKED	-	JLS	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 101-0213 & 101-0214

Notes:

superstructure details.

thickness saw cut.

All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is

needed to revise dimension "A" = 0.00348 cu. yds./ft. Place full depth aluminum sheets as shown on

Replace all cork joint filler locations with a full

to be revised as shown. Additional concrete

	F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
ı	39	((201-3)R & (4-1,5)R)F	WINNEBAGO	235	229
				CONTRAC	T NO. 6	4U51
ı		ILLINOIS	FED. A	D PROJECT		

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.NAME\$ vwordir\benesch proje

SHEET 7

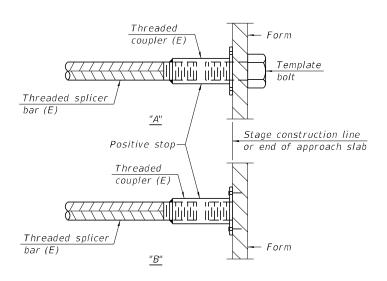
SHEET 75 OF 81 SHEETS

STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

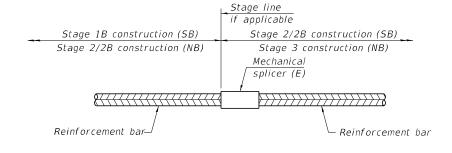
Threaded splicer bar length = min. lap length + $1\frac{1}{2}$ " + thread length

* 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

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.

BSD-1 5-15-2023

FOR INFORMATION ONLY



USER NAME =	DESIGNED	-	JPM/WKK	REVISED	-
	CHECKED	-	JLS/JHG	REVISED	-
PLOT SCALE =	DRAWN	-	KMS	REVISED	-
PLOT DATE =	CHECKED	-	JLS/JHG	REVISED	-

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 101-0213 & 101-0214 SHEET 76 OF 81 SHEETS

SECTION COUNTY ((201-3)R & (4-1,5)R)F WINNEBAGO 235 230 CONTRACT NO. 64U51

Page $\underline{1}$ of $\underline{2}$

Date 1/24/12 101-0071 0072 I-39 Bridge over Harrison Road, 6 miles west of Mill Road LOGGED BY W Garra

ROUTE FAP 301	DE	SCR	IPTION	V	1-0071	.6 miles west of Mill Road	L(ogg	ED BY	W. 0	Garza
SECTION(201-3) K	(4-1, 5) K		LOCAT	TION .	Rockf	ord Twp 35SE, SEC. , TWP. 44N,	RNG. 21	<u> </u>			
COUNTY Winnebago	DRILLING	ME	THOD	-	Ho	llow Stem Auger HAMMER	TYPE	B-53	Diedri	ich Au	tomatio
STRUCT. NO101-0071		D E P	0	U C S	M 0 -	Surface Water Elev. Stream Bed Elev.	_ ft _ ft	D E P	B L O	U C S	M O I
BORING NO. B-1 Station 50+92 - Harris Offset 88.00ft F	on Avenue		S	Qu	T	Groundwater Elev.: First Encounter Upon Completion	ft	H	S	Qu	S T
Ground Surface Elev		(nt)	(/6")	(tsf)	(%)	After Hrs.	_ ft	(ft)	(/6")	(tsf)	(%)
MEDIUM IAN SANDY LUAN	ı	-		0.9	9.0	DENSE tan clean medium coarse dry SAND		_	10 16		
			1	P	0.0		754.31		22		
	773.81						754.51	_			
MEDIUM And Sounds CAND											
MEDIUM tan fine dry SAND			8		-	DENSE tan clean medium coarse SAND with GRAVEL			15		
	771.81		14				751.81	-	26		
	271.01				†		731.01				
	2 11	-5						-25			
VERY DENSE tan fine SAN GRAVEL	D with		9 30		ļ	VERY DENSE tan clean medium coarse SAND with GRAVEL			26		
0101122			35			Coarse SAIND WILL GRAVEE			23 32		
	768.81		- 00		-		748.81	-	32		
							740.01				
DENSE tan SANDY LOAM	TILL		17			STIFF tan SANDY LOAM TILL			10		
			14 19		9.0	with SAND lens		_	8	100000	17.0
	766.81		19			and the state of t			31	В	
		-10					746.31	-30			
DENSE tan SANDY LOAM	TILL		13			VERY DENSE tan dry SANDY	10	-30	33		
			14		9.0	GRAVEL			34		
	764.31		20					_	38		
							743.81				
VERY STIFF tan SANDY LO	DAM	-	10			HARD tan LOAM TILL with SAND		-	13		
TILL			14	2.4	9.0	lens			17	4.3	11.0
	761.81		18	S			741.81		20	Р	
		_						-			
DENSE tan SANDY LOAM	TILL	-15	13			VERY STIFF tan LOAM TILL with		-35	19		
		-	13	4.0	13.0	dirty SANDY GRAVEL		-	19	3.1	13.0
		*****	17	Р			739.31		17	Р	
	758.81										
DENSE tan fine SAND			12			VERY DENSE tan dirty SANDY		_	24		
DETTOE IGHT INTO OFTER			13			GRAVEL	9		24		
	756.81		18				736.81	-	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, from 137 (Rev. 8-99)



COUNTY

SOIL BORING LOG

Page 2 of 2

Date 1/24/12

101-0071 0072 I-39 Bridge over Harrison Road, .6 miles west of Mill Road FAP 301 DESCRIPTION LOGGED BY W. Garza (201-3) K (4-1, 5) K LOCATION Rockford Twp. - 35SE, SEC. , TWP. 44N, RNG. 2E

Winnebago DRILLING METHOD HAMMER TYPE B-53 Diedrich Automatic Hollow Stem Auger STRUCT. NO. ____101-0071/0072 C S Stream Bed Elev. 0 BORING NO. W Groundwater Elev.: Station 50+92 - Harrison Avenue First Encounter 88.00ft Rt CL **Upon Completion** (ft) (/6") (tsf) (%) Ground Surface Elev. 775.81 After __ DENSE tan moist SANDY GRAVEL 23 27 734.31

End of Boring

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, from 137 (Rev. 8-99)

Along Prop. © I-39, Boring B-1 is located at Sta. 2723+87.66, 127.19' Rt.

FOR INFORMATION ONLY

-		
USER NAME =	DESIGNED - JPM	REVISED -
	CHECKED - JHG	REVISED -
PLOT SCALE =	DRAWN - KMS	REVISED -
PLOT DATE =	CHECKED - JHG	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

				6 (1 OF 5) 13 & 101-0214	
SHEET	SHEETS				

A.I. RTE	SECT	ION		COUNTY	TOTAL SHEETS	SHEET NO.
39	((201-3)R & ((4-1,5)R)	F	WINNEBAGO	235	231
				CONTRAC	T NO. 6	4U51
		ILLINOIS	FED. All	D PROJECT		

(V)	Illinois Department of Transportation
	Division of Highways

Page 1 of 1

		Division of Highways illinios Department of Transp	portation/D-	2							Date	1/2	6/12
	ROUTE	FAP 301	DE	SCR	IPTION	101	-0071	0072 I-39 Bridge over Harrison Ro .6 miles west of Mill Road	ad, L C	ogg	ED BY	W. (Garza
	SECTION	(201-3) K (4-1, 5	5) K	l	OCAT	ION _	Rockfo	ord Twp 35SE, SEC. , TWP. 44 N, I	RNG, 2E	=			
	COUNTY	Winnebago DI	RILLING	ME	ТНОВ	*********	Hol	low Stem Auger HAMMER	TYPE	B-53	Diedri	ch Aut	omatic
		101-0071/0072		D E P	B L O	U C S	M 0	Surface Water Elev. Stream Bed Elev.	_ ft _ ft	D E P	B L O	U C S	M 0
	BORING NO.	B-2		Т	W		S	Groundwater Elev.:		Т	w		S
	Station	871+05 - I-39	THE PARTY NAMED IN COLUMN TO PARTY NAMED IN CO	Н	S	Qu	T	First Encounter	ft	н	S	Qu	Т
	Offset	5.00ft Rt CL						Upon Completion	ft				
	Ground Surf	ace Elev. 797.00	ft	(ft)	(/6")	(tsf)	(%)	After Hrs.		(ft)	(/6")	(tsf)	(%)
		vn SILTY CLAY		A				VERY DENSE tan LOAM TILL			27		
	LOAM					0.6	15.0				22		7.0
						Р			775.50	-	32		
			794.50										
	SOFT tan SA	NDY LOAM			6			VERY DENSE tan SANDY LOAM			22		
					4	0.3	13.0	TILL with GRAVEL			25		7.0
			793.00	-	6	В			773.00		30		
				5						-25			
i		NDY LOAM with			4			VERY DENSE tan SANDY LOAM			19		
	GRAVEL				5	1.5	10.0	TILL with GRAVEL			28		
			790.50		8	Р			770.50		43		
ĺ	STIFF gray LO	DAM with GRAVEL			4			VERY DENSE tan SANDY LOAM			100/6		
				-	4	1.1	17.0	TILL with big GRAVEL					
			788.00		5	Р			768.00				
				-10						-30			
	with medium (LTY CLAY LOAM			4			Same as above			100/1"		
	with medium	SKAVEL			3	1.7	15.0						
					4	В			765.50				
			785.00										
	N- D				_								
	No Recovery				6			VERY DENSE tan SANDY LOAM			100/4"		
					8			TIEL					
			783.00		8				763.00				
	OTICE L	244		-15	_			VEDV DENOE (- OAND)		-35	00/5	.	
	STIFF gray LO	DAM with GRAVEL			6		116	VERY DENSE tan SANDY LOAM		_1	00/5.5		
					6	1.1	14.0	1166					
			780.50		7	В		End of Doring	760.50	-			
-								End of Boring				ĺ	
-	OTICE 1	DAM . III ODAVE!											
1	OTHE Gray LC	DAM with GRAVEL			8		1	I		- 1	1	1	1

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)

778.00

BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 2

Date 1/27/12

Illinios Department of Transp	ortation/D-	2		404	0074	0070 100 0:1			Date	1/2	1112
ROUTE FAP 301	DE	SCR	PTION	101	-0071	0072 I-39 Bridge over Harrison Ro .6 miles west of Mill Road	ad, L(OGGE	ED BY	_W. (Barza
SECTION (201-3) K (4-1, 5) K	ι	OCAT	ION _	Rockfo	ord Twp 35SE, SEC. , TWP. 44N,	RNG. 28				
COUNTY Winnebago D	RILLING	ME	THOD		Hol	low Stem Auger HAMMER	TYPE !	3-53	Diedrie	ch Aut	omatic
STRUCT. NO101-0071/0072 Station		D E P	B L O	U C S	M O I	Surface Water Elev. Stream Bed Elev.		D E P	B L O	U C S	M 0 1
BORING NO. B-3		T H	S ((e")	Qu (tsf)	S T (%)	Groundwater Elev.: First Encounter 757.5 Upon Completion 734.0	_ ft ∑	H H	w s	Qu	S T
Ground Surface Elev. 775.00 MEDIUM brown SILTY CLAY	n	(11)	(10)	(131)	(70)	After Hrs. VERY DENSE tan SANDY LOAM		(ft)	33	(tsf)	(%)
LOAM				0.6 P	35.0	TILL with GRAVEL Hard Drilling	753.50		32 39		8.0
MEDIUM light brown SILTY CLAY	772.50		3			DENSE gray SANDY LOAM TILL			17		
LOAM	770.50		4 5	0.7 B	27.0		751.00	_	19 17		8.0
MEDIUM tan dirty SAND with medium GRAVEL	770.50		6		14.0	VERY STIFF gray SANDY LOAM TILL		-25	14 16	3.8	8.0
	768.00		10				748.50	*********	17	Р	
SOFT tan SANDY LOAM TILL	700.00	_	4 5	0.4	10.0	VERY STIFF gray SANDY LOAM			11	3.4	7.0
	766.00		7	B	10.0		746.00		19	Э. 4 Р	7.0
STIFF tan SANDY LOAM TILL		10	5 8	1.4	10.0	HARD gray SANDY LOAM TILL		-30	5	4.5	8.0
	763.50		8	Р	10.0		743.50		15	В	
MEDIUM tan SANDY LOAM TILL			3	0.6	10.0	HARD gray SANDY LOAM TILL		_	6 12	4.5	8.0
	761.00		8	В			741.00		13	Р	
SOFT tan SANDY LOAM TILL		-15	3	0.4	10.0	DENSE gray SANDY LOAM TILL		-35	13 18		
	758.50		11	S			738.50		22		
VERY DENSE tan SANDY LOAM TILL with GRAVEL		<u> </u>	38 40	4.5	8.0	VERY STIFF gray SANDY LOAM TILL			2 7	3.5	9.0
	756.00		35	Р			736.00		14	В	

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, from 137 (Rev. 8-99)

NOTES:

- 1. Along Prop. © I-39, Boring B-2 is located at Sta. 2723+04.77, 15.95' Rt. 2. Along Prop. © I-39, Boring B-3 is located at Sta. 2724+94.26, 115.81' Lt.

FOR INFORMATION ONLY

benesch

REVISED -CHECKED - JHG REVISED -DRAWN - KMS REVISED -PLOT DATE = CHECKED - JHG REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS (2 OF 5) STRUCTURE NO. 101-0213 & 101-0214 SHEET 78 OF 81 SHEETS

SECTION ((201-3)R & (4-1,5)R)F WINNEBAGO 235 232 CONTRACT NO. 64U51

(V)	Illinois Department of Transportation
	Division of Highways

Page 2 of 2

Division of Highways Illinios Department of Transporta	tion/D-2							Date	1/27/12
ROUTE FAP 301		RIPTION	101	1-0071	0072 I-39 Bridge ove 6 miles west of Mill F	r Harrison Ro Road	ad, L	OGGED BY	W. Garza
SECTION (201-3) K (4-1, 5) K		LOCAT	TION .	Rockf	ord Twp 35SE, SEC.	, TWP. 44N, I	RNG. 2	<u>!E</u>	
COUNTY Winnebago DRIL	LING MI	THOD		Ho	llow Stem Auger	_ HAMMER	TYPE	B-53 Diedric	ch Automatic
STRUCT. NO101-0071/0072 Station		L	U C S	M O	Surface Water Elev. Stream Bed Elev.		_ ft _ ft		
BORING NO. B-3 Station 49+03 - Harrison Avenu Offset 98.00ft Lt CL Ground Surface Elev. 775.00		S	Qu (tsf)	S T (%)	Groundwater Elev.: First Encounter Upon Completion After Hrs.	757.5 734.0	_ ft ▼ _ ft ▽ _ ft		
VERY STIFF gray SANDY LOAM TILL	Ā	6 10 16	3.3 B	8.0					
VERY DENSE tan SANDY GRAVEL	33.00	38 31 60							
VERY DENSE tan/gray SANDY GRAVEL	28.50	19 43 33							
End of Boring		<u>0</u>							

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, from 137 (Rev. 8-99)



SOIL BORING LOG

Page $\underline{1}$ of $\underline{2}$

Date 1/30/12 101-0071 0072 I-39 Bridge over Harrison Road,

ROUTE	FAP 301	DE:	SCR	PTION	1	-0071	.6 miles west of Mill Road	ao, L(OGG	ED BY	W. (Garza
SECTION	(201-3) K (4-1, 5	5) K	_	LOCAT	rion _	Rockf	ord Twp 35SE, SEC. , TWP. 44N,	RNG. 21	Ε			
COUNTY	Winnebago D	RILLING	ME	THOD		Но	llow Stem Auger HAMMER	TYPE	B-53	Diedri	ch Aut	tomatic
STRUCT. NO Station	101-0071/0072		D E P	B L O	U C S	M 0 1	Surface Water Elev. Stream Bed Elev.	_ ft _ ft	D E P	B L O	U C S	M O I
Station Offset	B-4 873+74 - I-39 1.00ft Rt CL		H		Qu	S	Groundwater Elev.: First Encounter Upon Completion	_ ft _ ft	Н	w S	Qu	S T
	face Elev. 799.60 wn SILTY CLAY)ft	(ft)	(/6")	(tsf)	(%)	After Hrs.	_ ft	(ft)	(/6")	(tsf)	(%)
LOAM	WII SIL I Y CLAY				0.6	18.0	VERY STIFF gray SILTY CLAY		_	4 5	2.9	25.0
					Р					7	S	20.0
								777.60				
	t brown SANDY	797.10		4			MEDIUM tan SAND			6		
LOAM				6	0.9	14.0				8		
		795.60		7	Р	 				9		
			-5					775.10	-25			
MEDIUM ligh	t brown/tan SANDY			2						6		
LOAM		793.10		3 6	0.5 P	12.0		773.10		10 9	1.5 P	8.0
		793.10						773.10	-			
MEDIUM bro	wn I OAM			4			STIEF top SANDY LOAM TILL			_		
WILDIOW DIO	WITLOAM			5	0.8	16.0	STIFF tan SANDY LOAM TILL			5 8	1.2	8.0
		790.60		9	В		Added water, hard drilling	770.60		8	S	
									-			
STIFF gray S	ILTY CLAY LOAM		-10	3			STIFF tan SANDY LOAM TILL		-30	5		
				4 6	1.5 P	17.0				8	1.6	9.0
		788.10		В	Р_			768.10		14	S	
			-									
STIFF gray S	ANDY LOAM	,		5 7	1.5	10.0	VERY DENSE tan SANDY LOAM TILL with GRAVEL			17 30		8.0
		785.60		8	В	10.0		765.60	-	54		0.0
								, 55.55				
STIFF gray L	OAM		-15	4			VERY DENSE tan SANDY LOAM		-35	29		
3.4)	ma maa		see to the second	7	1.7	13.0	TILL with GRAVEL		-	36		-
		783.10		14	В			763.10		41		
								1				
	light brown SILTY	14		4			VERY DENSE tan SANDY LOAM		-	25		
CLAY LOAM		•		6 9	2.0	24.0	TILL with medium GRAVEL			28		8.0
		780.60		9	В			760.60		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, from 137 (Rev. 8-99)

- 1. Along Prop. & I-39, Boring B-3 is located at Sta. 2724+94.26, 115.81' Lt. 2. Along Prop. & I-39, Boring B-4 is located at Sta. 2725+73.34, 9.47' Rt.

FOR INFORMATION ONLY

benesch

REVISED -CHECKED - JHG REVISED -REVISED -CHECKED - JHG REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS (3 OF 5) STRUCTURE NO. 101-0213 & 101-0214 SHEET 79 OF 81 SHEETS

SECTION ((201-3)R & (4-1,5)R)F WINNEBAGO 235 233 CONTRACT NO. 64U51

P	Illinois Department of Transportation
	Division of Highways

Page $\underline{2}$ of $\underline{2}$

	Division of Highways Illinios Department of Transp	Onetation	,						Date	1/30/12
ROUTE				IPTION	101 v	1-0071	0072 I-39 Bridge ove 6 miles west of Mill I	r Harrison Road, Road		
							ord Twp 35SE, SEC.			
COUNTY _	Winnebago Di	RILLING	ME	THOD	Control	Ho	llow Stem Auger	HAMMER TYP	E B-53 Diedric	ch Automatic
	D101-0071/0072		D E P	B L O	UCS	M 0	Surface Water Elev. Stream Bed Elev.	ft		
BORING NO	. <u>B-4</u>		T	w	Qu	S	Groundwater Elev.:			
Officet	873+74 - I-39 1.00ft Rt CL	******			Qu	'	First Encounter	ft		
	rface Elev. 799.60	ft	(ft)	(/6")	(tsf)	(%)	Upon Completion After Hrs.			
VERY DENS	SE tan SANDY LOAM	Alternative .		25	 	 				
TILL with me	edium GRAVEL			25	4.6	8.0				
		758.10		32	S					
VERY DENG	SE tan SANDY LOAM		-	25						
	edium GRAVEL			34	3.5	8.0				
		755.60	******	52	S	0.0				
		155.50	********							
			45							
	VERY DENSE tan SANDY LOAM TILL with GRAVEL			32						
TILL WILL GF	KAVEL			36	4.4	7.0				
		753.10		37	S					
DENSE tan	SANDY LOAM TILL		-	21						
with GRAVE	L			21						
		750.60		23						
DENSE tan	SANDY LOAM TLIL		-50	15						
with SAND I			_	19	5.5	9.0				
		748.10		25	S					
		7-10.10								
LOAM TILL	gray SANDY CLAY			8	20	0.0				
LOVIN MEL				12 16	3.9 B	9.0				
		745.60		10	В					
			-55							
VERY STIFF	gray SANDY CLAY		-00	23						
LOAM TILL				16	3.5	9.0				
		743.10		20	S					
VERY STIFE	gray SANDY CLAY			10						
TILL	gia, onito i och i	,		13	3.9	9.0				
		740 60		20	В	5.0				

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, from 137 (Rev. 8-99)

Illinois Department of Transportation

SOIL BORING LOG

Page $\underline{1}$ of $\underline{2}$

Date 8/2/16

ROUTE FAI 39 & FAP 301	DESC	RIPTIC	ON .	P92-	111-06	NB & SB Bridge - I-39 over Harrison Avenue			LOGGED BY			W. Garza	
SECTION (201-3)K & 4-1,5)K							C. 35, TWP. 44	N, RNC	3. 2E				
COUNTY Winnebago DRIL													
STRUCT. NO101-0213	La	atitude		42°	14' 23. 57' 58	03"	Northing Easting	2,032	,170.			-	
Station 153+19 Elevation Conversion: 99.80 = El. 780	E		3	U	M O	Surface Water Elev. Stream Bed Elev.		ft	D E	B L	U	M O	
BORING NO. B-5J	- - -	P C T V H S ft) (/6	V 5	Qu (tsf)	I S T (%)	Groundwater Elev.: First Encounter Upon Completion After Hrs.	62.3 59.8	ft ∇	P T H (ft)	O W S (/6")	Qu (tsf)	I S T (%)	
9" Asphalt Shoulder		_						79.30	-	53			
VERY STIFF gray CLAY LOAM	98.30 — — 96.80 _	╝;	2 3 4	2.7 B	18.0	VERY DENSE tan SA TILL	NDY LOAM			22 33 29			
MEDIUM brown SANDY LOAM	94.30	-5	2 4 5	0.5 S	12.0	VERY STIFF tan SAN	NDY LOAM	76.30	-25	7 13 14	2.1 P	10.0	
MEDIUM tan SANDY LOAM TILL	91.80 _		3 3 4	0.9 P	9.0	VERY DENSE light g	ray SANDY	73.80 71.80		14 35 38		8.0	
No Recovery	- 89.30	-10	6 8 9			DENSE light gray SA TILL	NDY LOAM	69.30	-30	11 17 22	4.5 P	7.0	
MEDIUM tan SANDY GRAY TILL	86.80		0 3 5	0.8 B	11.0	VERY DENSE light g	ray SANDY			18 28 33			
STIFF tan SANDY LOAM TILL	-	-15	4 11 20	1.6 S	9.0	VERY STIFF light gra	ay SANDY	64.30	-35	7 11 13	2.9 S	9.0	
VERY DENSE tan SANDY LOAM	83.80 81.80		27 00/8'			VERY STIFF light gr LOAM TILL with SAI		61.8	 	10 15 29	3.4 P	9.0	
TILL VERY DENSE tan SANDY LOAM TILL	01.00	-20	30 39			VERY STIFF light gr	ray SANDY		∇-4	5 0 7	3.5	9.0	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
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BBS, from 137 (Rev. 8-99)

FOR INFORMATION ONLY

End of Boring

benesch

_			
	USER NAME =	DESIGNED - JPM	REVISED -
		CHECKED - JHG	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE =	CHECKED - JHG	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS (4 OF 5) STRUCTURE NO. 101-0213 & 101-0214 SHEET 80 OF 81 SHEETS

A.I. TE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.	
39	((201-3)R & (4-1,5)R	F	WINNEBAGO	235	234	
		CONTRACT NO. 64U51				
	ILLINOIS	FED. Al	D PROJECT			

1. Along Prop. & I-39, Boring B-4 is located at Sta. 2725+73.34, 9.47' Rt. 2. Along Prop. & I-39, Boring B-5j is located at Sta. 2724+29.64, 21.80 Rt.

The state of the s	Illinois Depa of Transpor	artment tation
ROUTE _	FAI 39 & FAP 301	_ DESCRIPTION

Page <u>2</u> of <u>2</u>

ROUTE	FAI 39 & FAP 301	_ DES	SCRII	PTION			06 NB & SB Bridge - I- Avenue		LC	OGGE	D BY	_W. (Barza
SECTION _	(201-3)K & 4-1,5)	K	_ L	OCAT	ION _	Rockfo	orrd N.E. Twp SE, SE	C. 35, TWP. 4	4N, RN	G . 2E			-
COUNTY _	Winnebago DR	ILLING	MET	HOD		Hol	low Stem Auger	HAMMER 1	YPE		CM	E-55	
STRUCT. NO	. 101-0213			ude jitude	<u>42°</u> -88'	14' 23 ° 57' 58	.03" 3.86"	Northing Easting	2,032	2,170 1,608	.6978 .6896		_
BORING NO. Station Offset	153+19 B-5J 153+28 10.00ft Rt Median C face Elev. 99.80	L_	D E P T H	B L O W S	U C S Qu (tsf)	M O I S T (%)	Upon Completion	62.3 59.8	_ft.▼ _ft.▽		O W	U C S Qu (tsf)	M O I S T
		59.30		12	В				39.30		24		
STIFF/VERY SANDY LOA lens	STIFF light gray M TILL with SAND	56.80		5 7 16	2.0 B	10.0	MEDIUM tan SANDY	GRAVEL	36.80		12 13 14		
No Recovery		54.30	-45 —	13 13 13						-65 -			
VERY STIFF LOAM TILL	light gray SANDY	51.80		10 9 12	3.6 P	26.0							
No Recovery	,	49.30	-50 	6 9 13						-70			
No Recovery SANDY LOA		46.30		6 8 10							Const.		
MEDIUM tan	7.62		-55	8 9 18	A CONTRACTOR OF THE CONTRACTOR					-75		CALLON ANNUAL CONTRACTOR OF THE CONTRACTOR OF TH	
STIFF light g	iray LOAM TILL	43.80	_	8 6 10	1.2 B	15.0							
DENSE light	gray fine SAND with	41.30		7						_			

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BBS, from 137 (Rev. 8-99)

FOR INFORMATION ONLY

USER NAME =	DESIGNED -	JPM	REVISED	-
	CHECKED -	JHG	REVISED	-
PLOT SCALE =	DRAWN -	KMS	REVISED	-
PLOT DATE =	CHECKED -	JHG	REVISED	-

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (5 OF 5) STRUCTURE NO. 101-0213 & 101-0214 SHEET 81 OF 81 SHEETS

COUNTY TOTAL SHEETS NO.
WINNEBAGO 235 235 ((201-3)R & (4-1,5)R)F CONTRACT NO. 64U51

<u>NOTE:</u> Along Prop. & 1-39, Boring B-5j is located at Sta. 2724+29.64, 21.80 Rt.