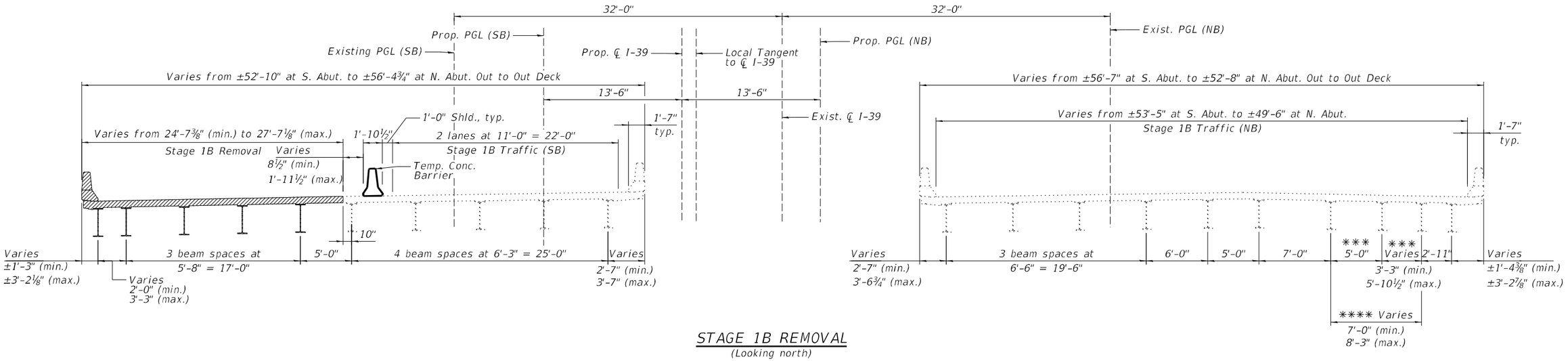
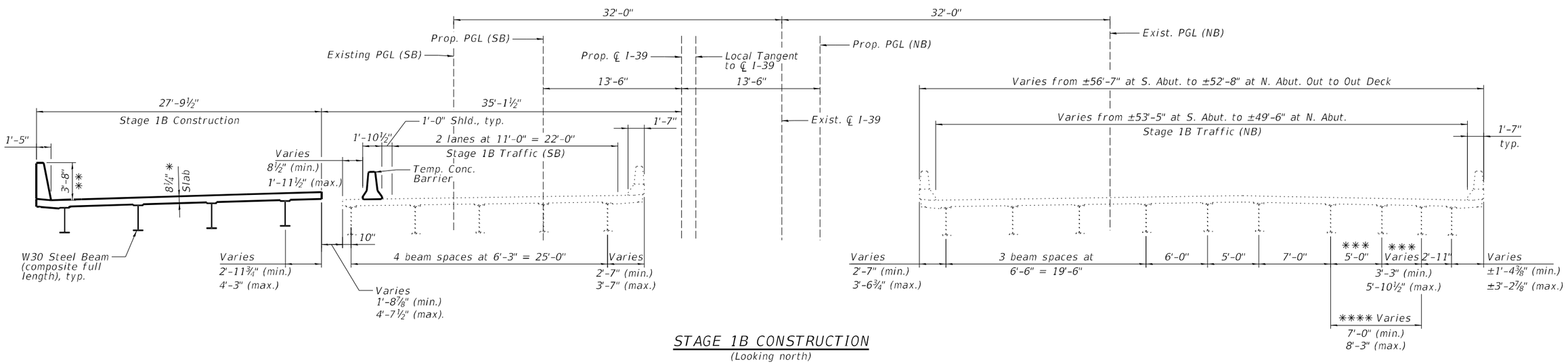


STAGE 1B REMOVAL
(Looking north)



STAGE 1B CONSTRUCTION
(Looking north)

* Prior to grinding

** After grinding

*** From S. Abut. to Pier 2.

**** 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 Plans.
4. Hatched area indicates Removal of Existing Structures No. 5 or No. 6.
5. See Sheet 10 of 81 for Temporary Concrete Barrier details.

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STAGING DETAILS (1 OF 4)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 6 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	701
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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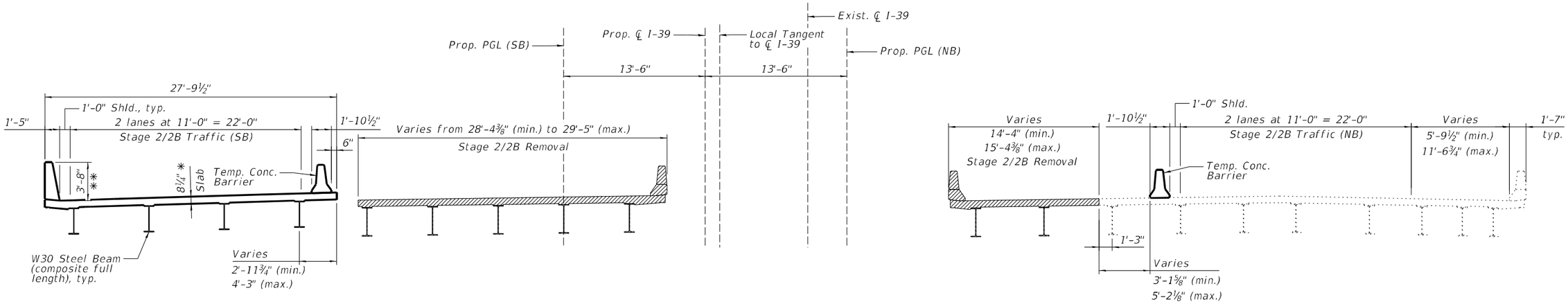
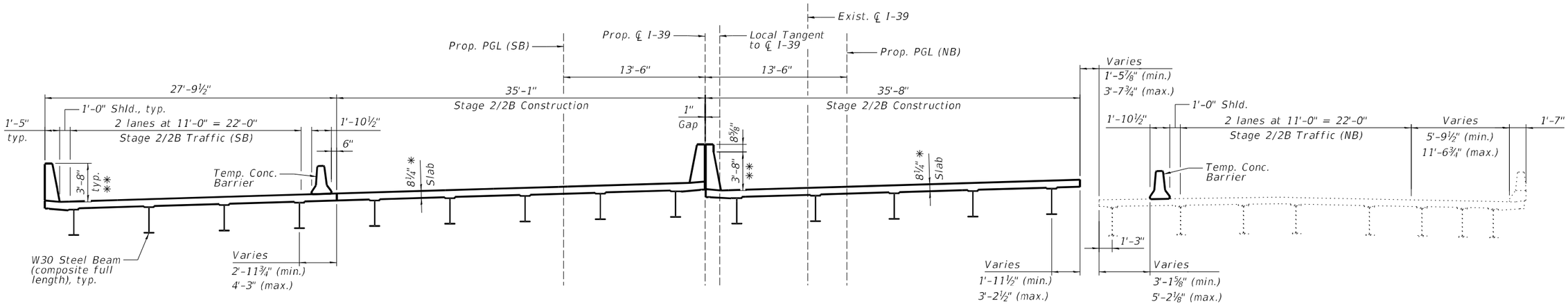


STAGE 2/2B REMOVAL
(Looking north)



STAGE 2/2B CONSTRUCTION
(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.
3. For quantity of Temporary Concrete Barrier, see Roadway Plans.
4. Hatched area indicates Removal of Existing Structures No. 5 or No. 6.
5. See Sheet 10 of 81 for Temporary Concrete Barrier details.

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STAGING DETAILS (2 OF 4)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 7 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	702
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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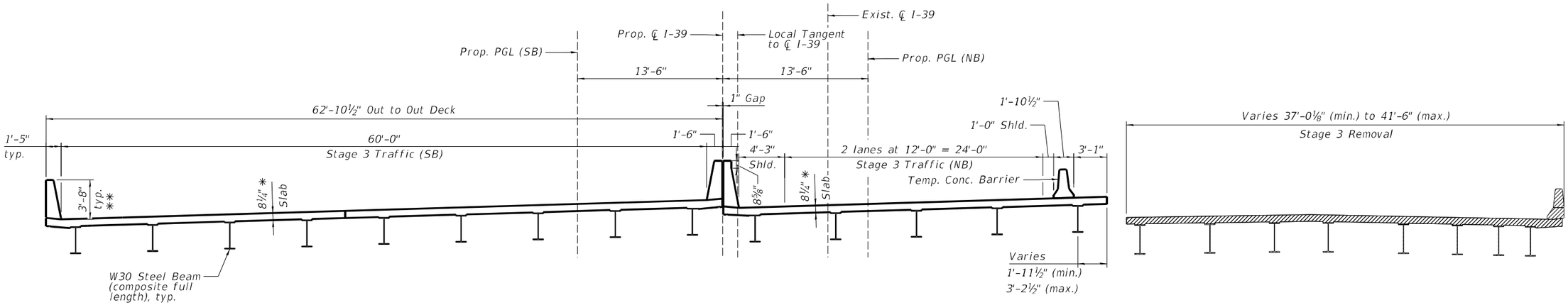
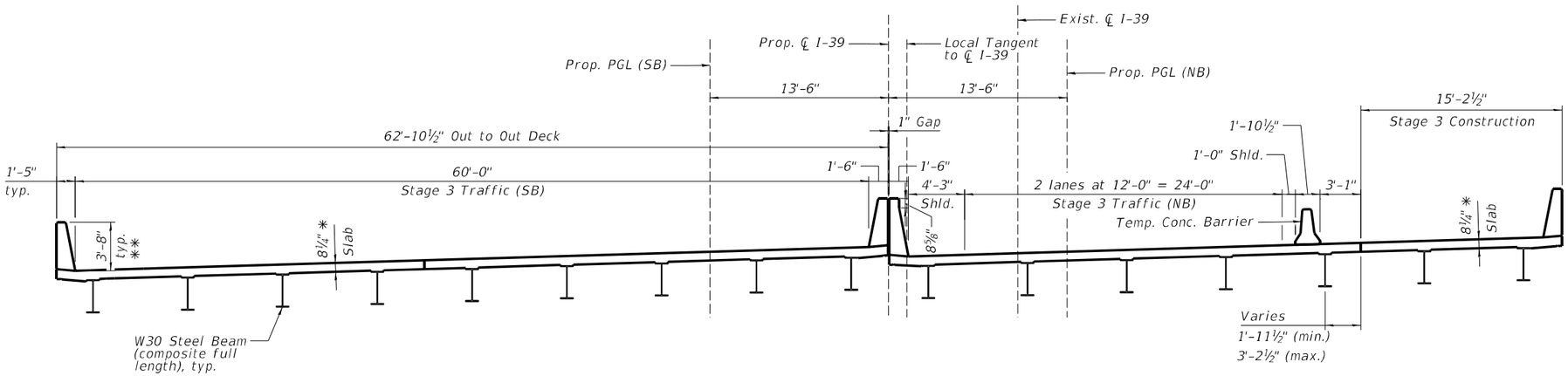


STAGE 3 REMOVAL
(Looking north)



STAGE 3 CONSTRUCTION
(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.
3. For quantity of Temporary Concrete Barrier, see Roadway Plans.
4. Hatched area indicates Removal of Existing Structures No. 5 or No. 6.
5. See Sheet 10 of 81 for Temporary Concrete Barrier details.

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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	WINNEBAGO	1685	703
		CONTRACT NO. 64C24		
	ILLINOIS FED. AID PROJECT			

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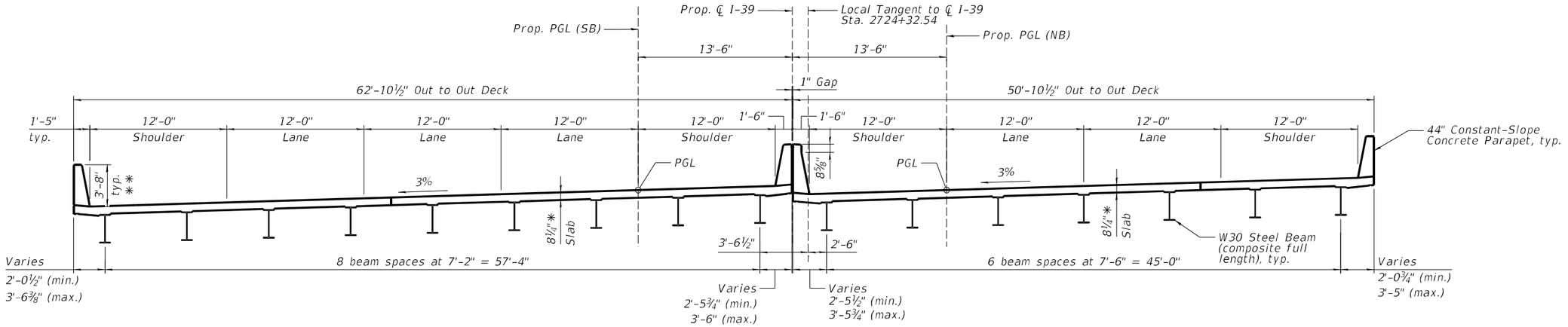

CROSS SECTION (FINAL CONDITION)

(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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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING DETAILS (4 OF 4)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 9 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	704
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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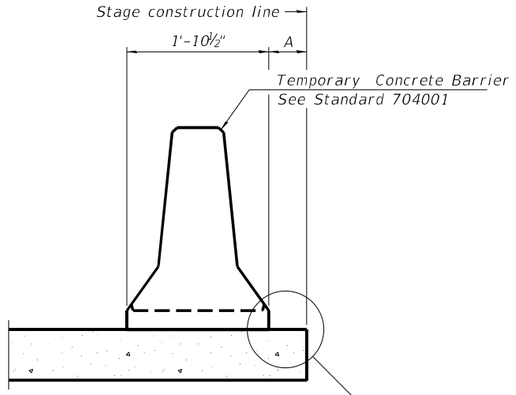
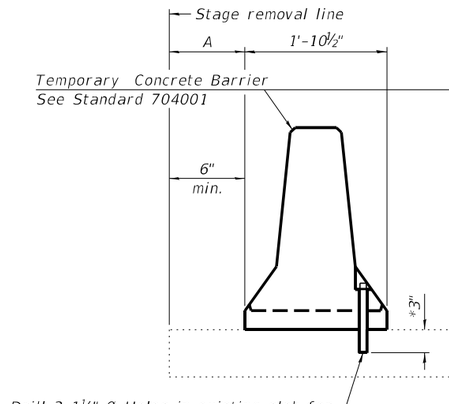


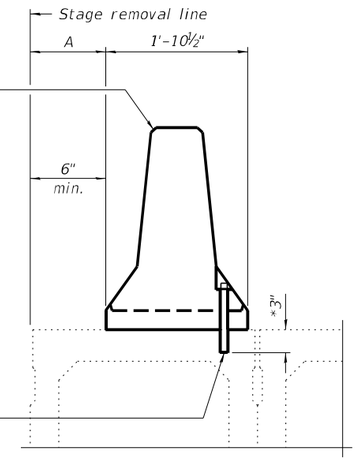
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" 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".

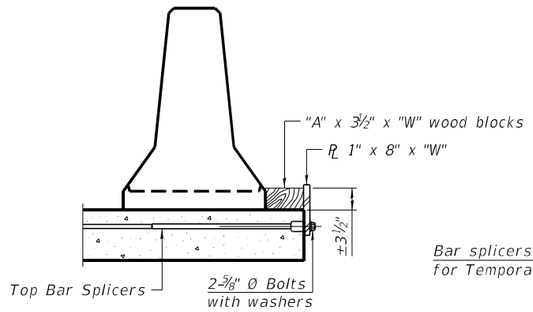
EXISTING SLAB



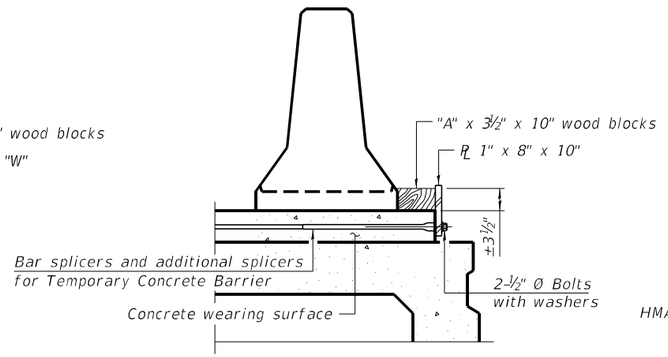
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

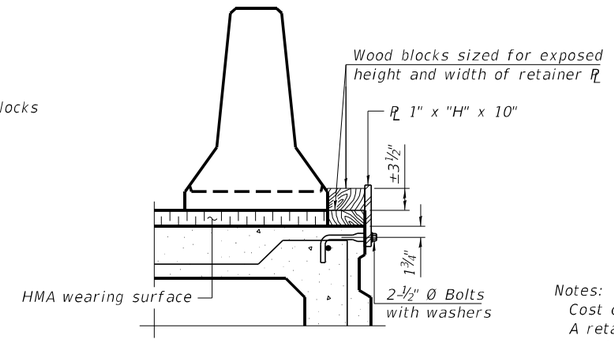
SECTIONS THRU SLAB OR DECK BEAM



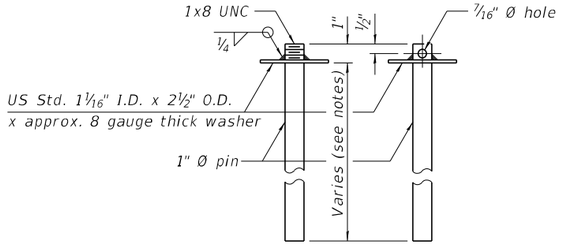
DETAIL I



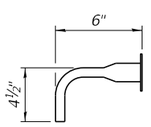
DETAIL II



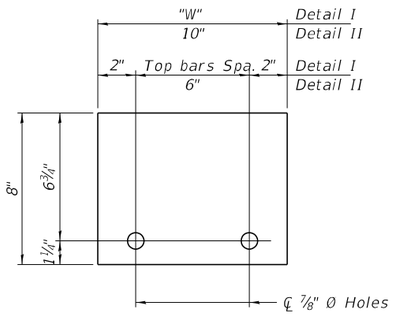
DETAIL III



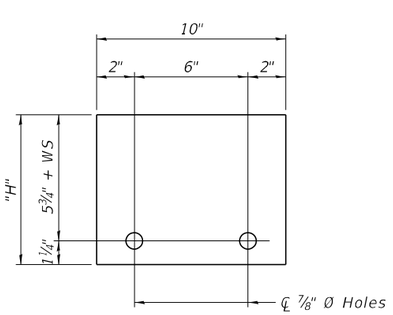
RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER PL 1" x 8" x "W"
(Detail I and II)



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

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ 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 1½", 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.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

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TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 101-0213 & 101-0214
SHEET 10 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	705
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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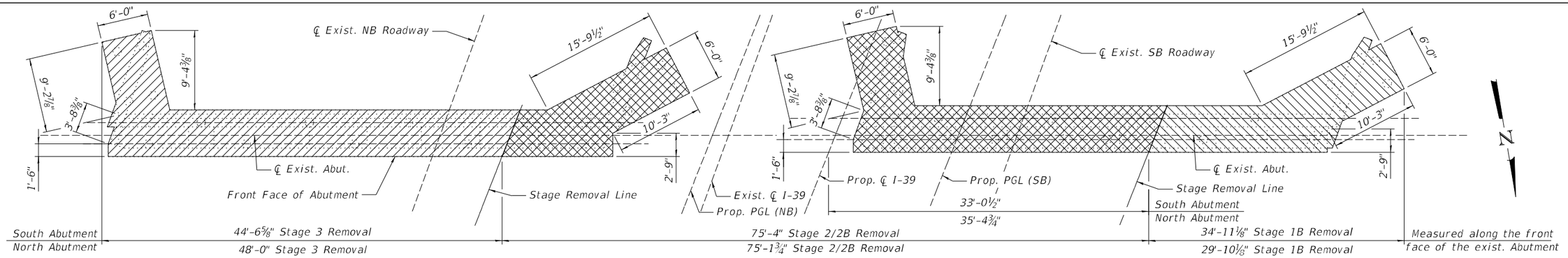
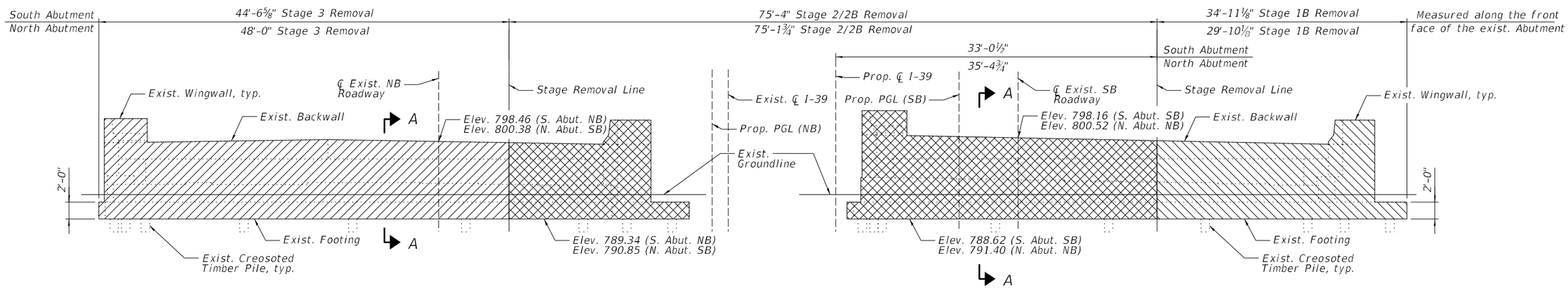


EXISTING SOUTH ABUTMENT (NB)
(Existing North Abutment (SB) similar)

EXISTING SOUTH ABUTMENT (SB)
(Existing North Abutment (NB) similar)

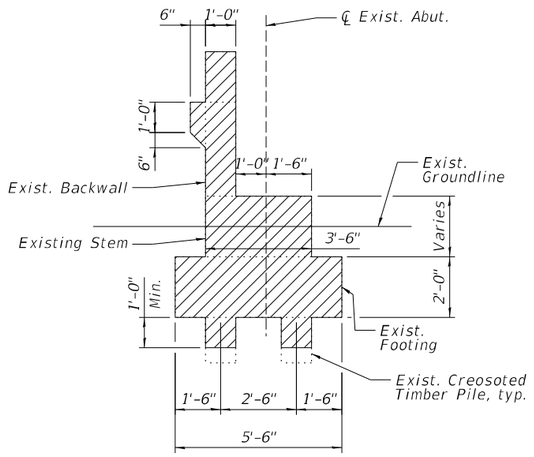
PLAN



EXISTING SOUTH ABUTMENT (NB)
(Existing North Abutment (SB) similar)

EXISTING SOUTH ABUTMENT (SB)
(Existing North Abutment (NB) similar)

ELEVATION



SECTION A-A

LEGEND

- Stage 1B Removal
- Stage 2/2B Removal
- Stage 3 Removal

NOTES:

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, and backfilling to bottom of proposed footing shall be included in the cost for Removal of Existing Structures No. 5 for NB (SN 101-0213) and Removal of Existing Structures No. 6 for SB (SN 101-0214).
3. Removal limits of the superstructure and substructure differ. Work this sheet with superstructure removal limits and staging shown on Sheets 6 to 9 of 81 .

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ABUTMENT REMOVAL DETAILS
STRUCTURE NO. 101-0213 & 101-0214
SHEET 11 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	706
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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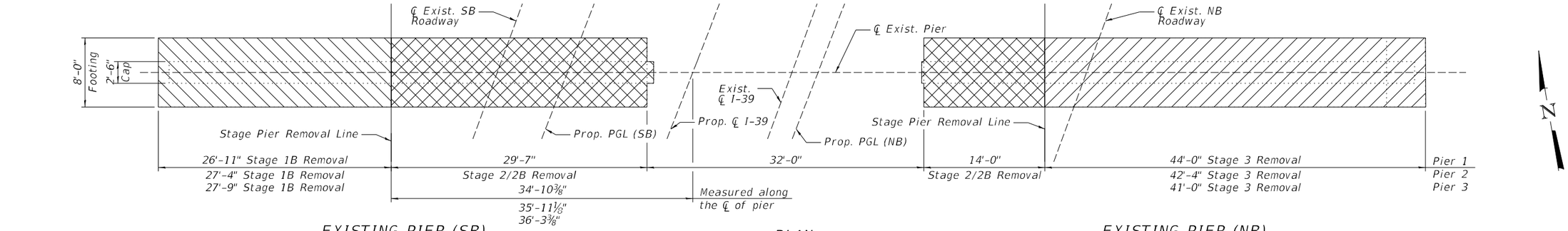
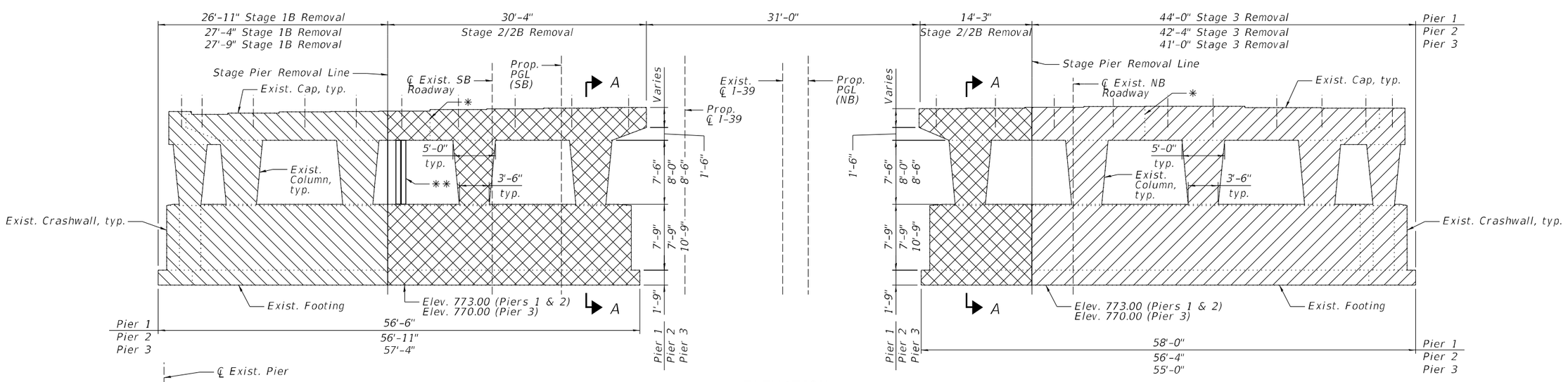
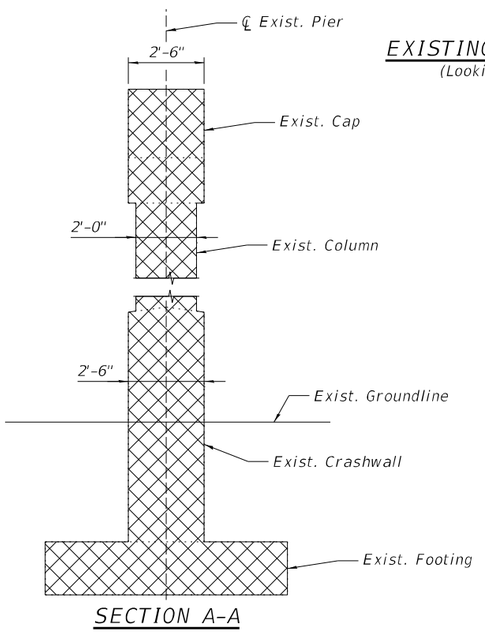


PLAN





SECTION A-A

EXISTING PIER (SB)
(Looking North)

ELEVATION

EXISTING PIER (NB)
(Looking North)

* Open joint in existing pier cap.

** Temporary Shoring to be provided for existing beam and remaining portion of existing pier cap to the west of the open joint. The temporary shoring shall be installed prior to Stage 1B removal and can be removed during Stage 2/2B Removal. See Special Provision for additional Temporary Shoring information.

LEGEND

- Stage 1B Removal
- Stage 2/2B Removal
- Stage 3 Removal

BILL OF MATERIAL
SB (SN 101-0214)

ITEM	UNIT	TOTAL
Temporary Shoring	Each	3

TEMPORARY SHORING SERVICE LOADS

Case	Load (k)
DL	82.1
LL	52.5

NOTES:

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, and backfilling to bottom of proposed footing shall be included in the cost for Removal of Existing Structures No. 5 for NB (SN 101-0213) and Removal of Existing Structures No. 6 for SB (SN 101-0214).
3. Stage removal lines are different for the piers and deck. Work this sheet with superstructure removal limits and staging shown on Sheets 6 to 9 of 81.

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3124964000 Job No. 10800

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PLOT DATE =	CHECKED - JLS	REVISED -	

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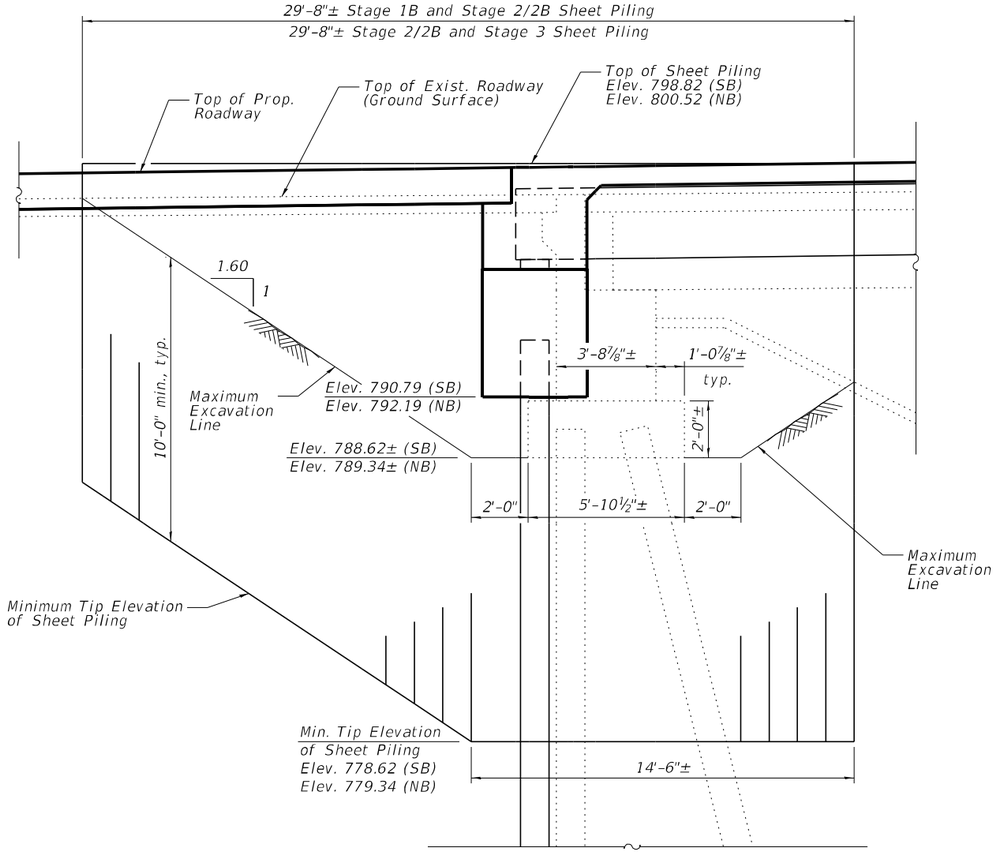
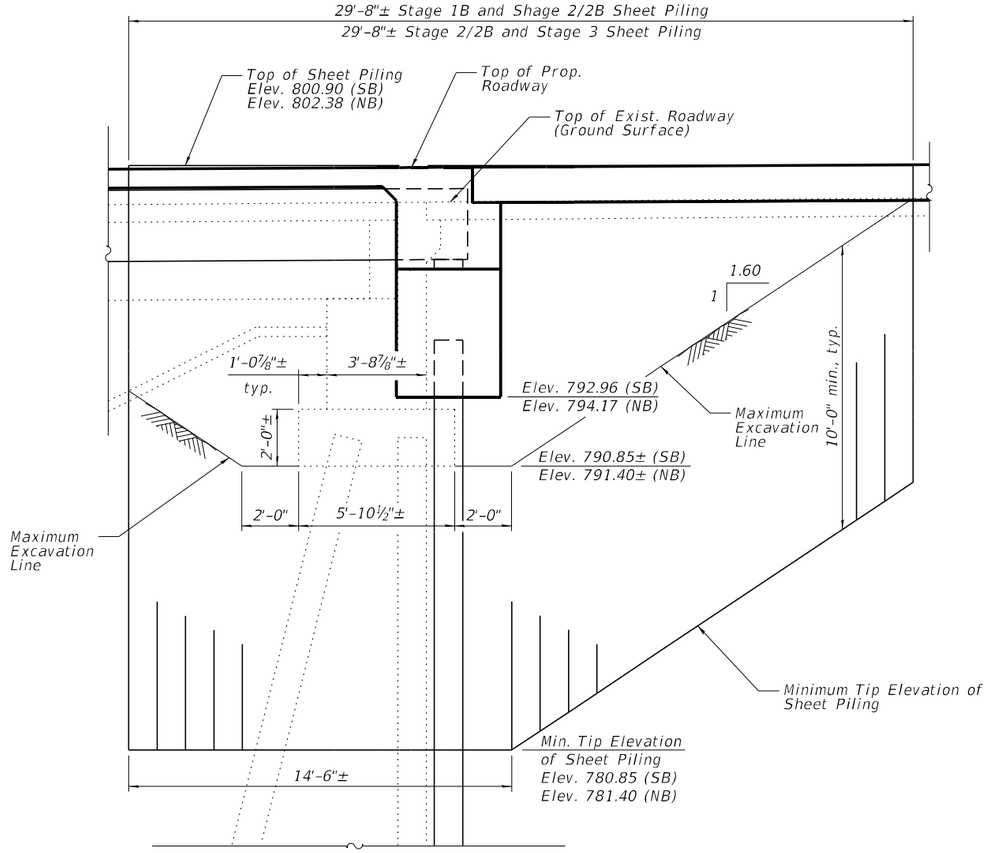
PIER REMOVAL DETAILS
STRUCTURE NO. 101-0213 & 101-0214
SHEET 12 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	707
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



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)

BILL OF MATERIAL
SB (SN 101-0214)

ITEM	UNIT	TOTAL
Temporary Sheet Piling	Sq. Ft.	1,052

BILL OF MATERIAL
NB (SN 101-0213)

ITEM	UNIT	TOTAL
Temporary Sheet Piling	Sq. Ft.	1,110

NOTES:

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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PLOT DATE =	CHECKED - JLS	REVISED -	

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DEPARTMENT OF TRANSPORTATION

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	708
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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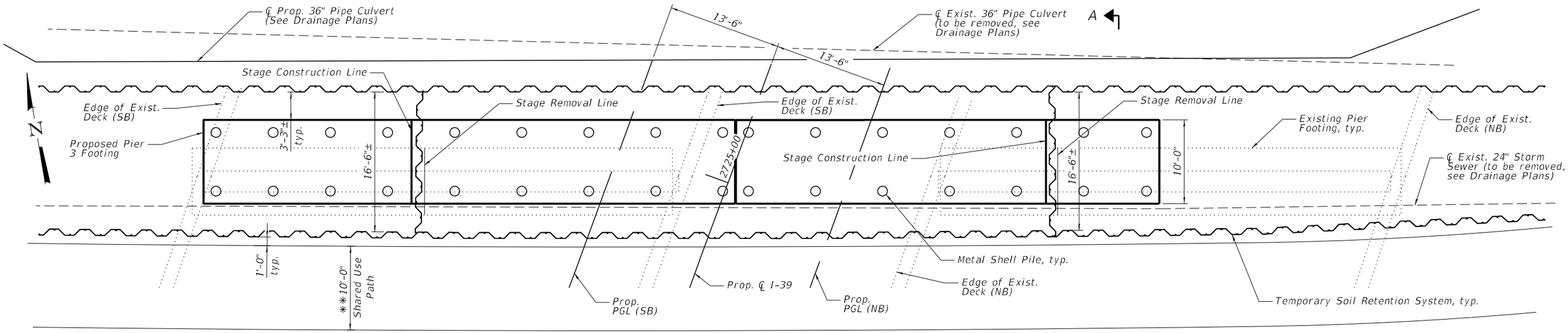
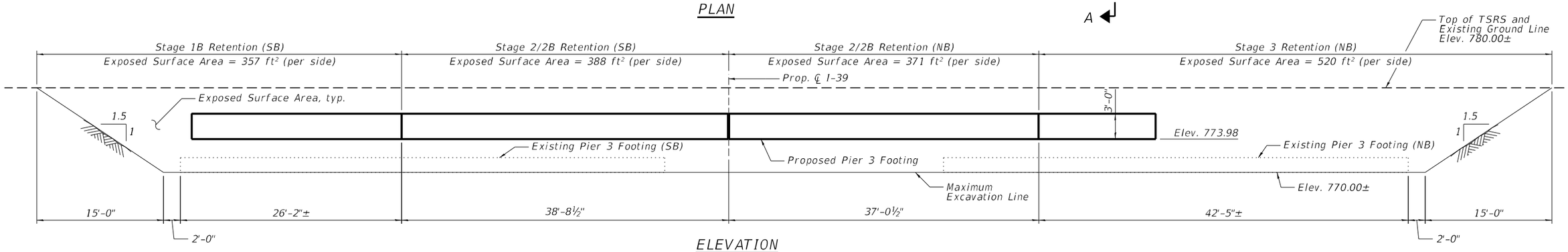


PLAN

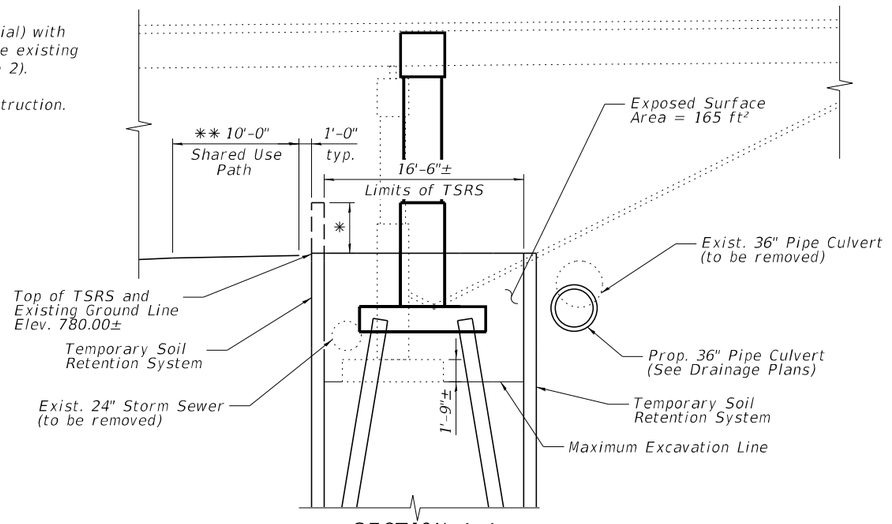


ELEVATION

(Looking north; pier piles, crashwall, columns, and cap not shown for clarity)

∗ Pedestrian Rail (Special) with 4'-0" min. height above existing ground line (See Note 2).

∗∗ 8'-0" min. during construction.



SECTION A-A

BILL OF MATERIAL
SB (SN 101-0214)

ITEM	UNIT	TOTAL
Temporary Soil Retention System	Sq. Ft.	1,655
Pedestrian Rail (Special)	Foot	82

BILL OF MATERIAL
NB (SN 101-0213)

ITEM	UNIT	TOTAL
Temporary Soil Retention System	Sq. Ft.	1,947
Pedestrian Rail (Special)	Foot	97

NOTES:

1. A cantilevered sheet piling design does not appear feasible in certain areas 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. See Special Provision for Pedestrian Rail (Special).
3. See Drainage Plans for additional pipe culvert details.

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3124960450 Job No. 10800

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 101-0213 & 101-0214

SHEET 14 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	709
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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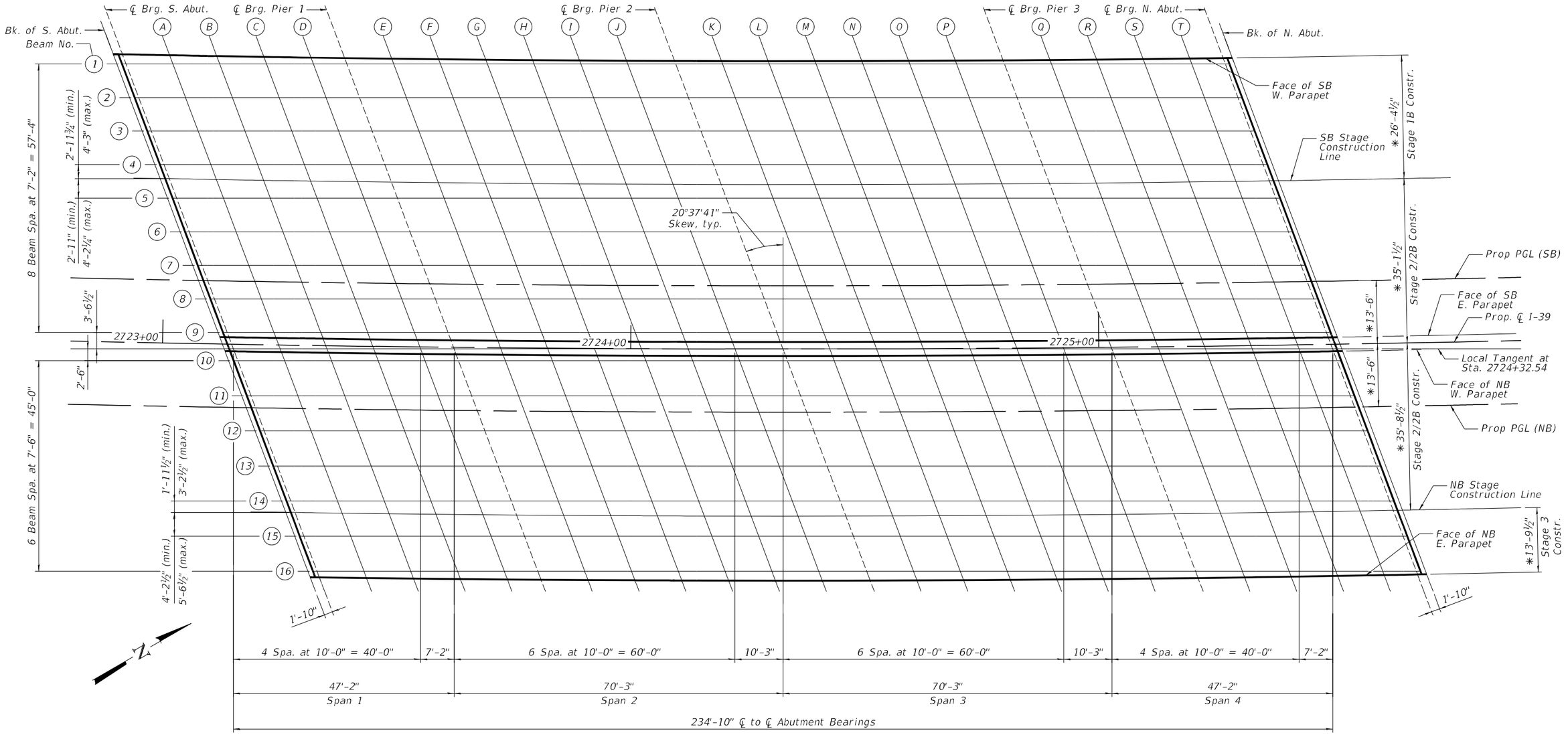

PLAN

∗ Radial dimension

NOTE:
All horizontal dimensions are along the local tangent.

MODEL: sMODELNAMES
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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

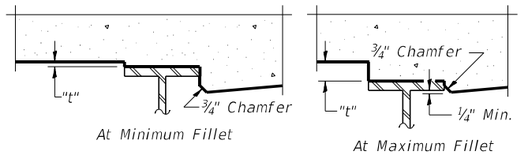
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	710
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

FACE OF SB W. PARAPET

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
A	2723+00.31	-61.50	797.85	797.88
B	2723+10.47	-61.50	797.98	798.01
C	2723+20.62	-61.50	798.11	798.14
D	2723+30.78	-61.50	798.24	798.26
CL. BRG. PIER 1	2723+38.05	-61.50	798.32	798.34
E	2723+48.19	-61.50	798.44	798.47
F	2723+58.32	-61.50	798.56	798.60
G	2723+68.45	-61.50	798.67	798.72
H	2723+78.57	-61.50	798.77	798.83
I	2723+88.69	-61.50	798.88	798.92
J	2723+98.80	-61.50	798.98	799.01
CL. BRG. PIER 2	2724+09.16	-61.50	799.07	799.10
K	2724+19.26	-61.50	799.17	799.20
L	2724+29.36	-61.50	799.25	799.30
M	2724+39.45	-61.50	799.34	799.39
N	2724+49.53	-61.50	799.42	799.48
O	2724+59.61	-61.50	799.50	799.54
P	2724+69.68	-61.50	799.57	799.60
CL. BRG. PIER 3	2724+80.00	-61.50	799.64	799.66
Q	2724+90.06	-61.50	799.71	799.73
R	2725+00.12	-61.50	799.77	799.80
S	2725+10.17	-61.50	799.83	799.86
T	2725+20.22	-61.50	799.88	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

BEAM 1

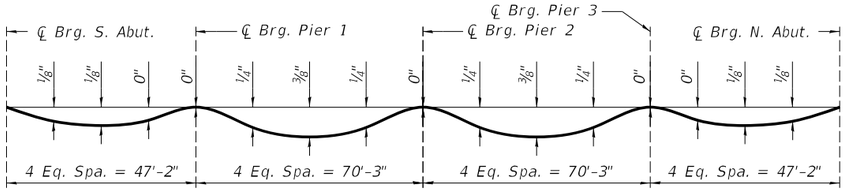
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2722+89.00	-59.39	797.76	797.78
CL. BRG. S. ABUT.	2722+90.97	-59.43	797.79	797.81
A	2723+01.06	-59.63	797.92	797.94
B	2723+11.14	-59.81	798.04	798.07
C	2723+21.23	-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+68.81	-60.58	798.70	798.75
H	2723+78.90	-60.67	798.80	798.86
I	2723+88.99	-60.74	798.90	798.95
J	2723+99.08	-60.79	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
M	2724+39.69	-60.87	799.36	799.41
N	2724+49.77	-60.85	799.44	799.50
O	2724+59.86	-60.82	799.52	799.57
P	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



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.

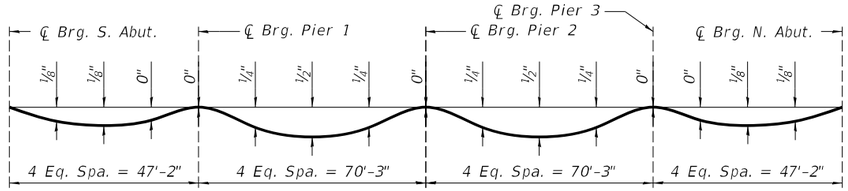
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on Sheets 16 to 24 of 81. For grinding the deck, see Special Provisions.

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.)

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 on Sheets 16 to 24 of 81.

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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	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	711
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

BEAM 2

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	2723+03.91	-52.51	798.17	798.20
B	2723+13.99	-52.69	798.29	798.32
C	2723+24.07	-52.86	798.41	798.44
D	2723+34.14	-53.01	798.53	798.55
CL. BRG. PIER 1	2723+41.36	-53.11	798.61	798.64
E	2723+51.44	-53.23	798.73	798.76
F	2723+61.52	-53.34	798.84	798.88
G	2723+71.60	-53.44	798.94	799.00
H	2723+81.67	-53.52	799.05	799.10
I	2723+91.75	-53.59	799.14	799.19
J	2724+01.83	-53.64	799.24	799.27
CL. BRG. PIER 2	2724+12.16	-53.68	799.34	799.36
K	2724+22.24	-53.70	799.43	799.46
L	2724+32.32	-53.71	799.51	799.56
M	2724+42.40	-53.70	799.60	799.65
N	2724+52.48	-53.68	799.68	799.73
O	2724+62.55	-53.64	799.75	799.80
P	2724+72.63	-53.59	799.83	799.86
CL. BRG. PIER 3	2724+82.96	-53.53	799.90	799.92
Q	2724+93.04	-53.44	799.97	799.99
R	2725+03.12	-53.35	800.03	800.06
S	2725+13.20	-53.24	800.09	800.12
T	2725+23.27	-53.11	800.15	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

BEAM 3

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
B	2723+16.83	-45.58	798.54	798.57
C	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
H	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
K	2724+24.97	-46.54	799.67	799.69
L	2724+35.03	-46.54	799.75	799.80
M	2724+45.10	-46.53	799.83	799.89
N	2724+55.17	-46.51	799.91	799.97
O	2724+65.24	-46.46	799.99	800.04
P	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	2725+05.76	-46.15	800.26	800.29
S	2725+15.83	-46.04	800.32	800.35
T	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

BEAM 4

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	2723+09.61	-38.28	798.67	798.70
B	2723+19.66	-38.45	798.79	798.82
C	2723+29.72	-38.61	798.91	798.94
D	2723+39.77	-38.75	799.03	799.05
CL. BRG. PIER 1	2723+46.98	-38.85	799.11	799.13
E	2723+57.04	-38.96	799.22	799.25
F	2723+67.09	-39.07	799.33	799.37
G	2723+77.15	-39.15	799.43	799.49
H	2723+87.21	-39.23	799.53	799.58
I	2723+97.26	-39.29	799.63	799.67
J	2724+07.32	-39.33	799.72	799.75
CL. BRG. PIER 2	2724+17.63	-39.36	799.82	799.84
K	2724+27.69	-39.37	799.90	799.93
L	2724+37.75	-39.37	799.99	800.03
M	2724+47.80	-39.36	800.07	800.12
N	2724+57.86	-39.33	800.15	800.20
O	2724+67.92	-39.28	800.22	800.27
P	2724+77.98	-39.23	800.30	800.33
CL. BRG. PIER 3	2724+88.28	-39.15	800.37	800.39
Q	2724+98.34	-39.06	800.43	800.45
R	2725+08.40	-38.96	800.50	800.52
S	2725+18.45	-38.84	800.55	800.58
T	2725+28.51	-38.71	800.61	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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (2 OF 9)
STRUCTURE NO. 101-0213 & 101-0214

SHEET 17 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	712
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

SB STAGE CONSTRUCTION LINE

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	2723+10.87	-35.13	798.78	798.81
B	2723+20.99	-35.13	798.91	798.94
C	2723+31.10	-35.13	799.03	799.06
D	2723+41.20	-35.13	799.15	799.17
CL. BRG. PIER 1	2723+48.44	-35.13	799.24	799.26
E	2723+58.54	-35.13	799.35	799.38
F	2723+68.63	-35.13	799.46	799.51
G	2723+78.71	-35.13	799.57	799.62
H	2723+88.79	-35.13	799.67	799.72
I	2723+98.86	-35.13	799.77	799.81
J	2724+08.93	-35.13	799.86	799.89
CL. BRG. PIER 2	2724+19.24	-35.13	799.96	799.98
K	2724+29.30	-35.13	800.05	800.07
L	2724+39.35	-35.13	800.13	800.17
M	2724+49.39	-35.13	800.21	800.26
N	2724+59.43	-35.13	800.29	800.34
O	2724+69.47	-35.13	800.36	800.41
P	2724+79.50	-35.13	800.43	800.46
CL. BRG. PIER 3	2724+89.77	-35.13	800.50	800.52
Q	2724+99.79	-35.13	800.56	800.58
R	2725+09.80	-35.13	800.62	800.65
S	2725+19.81	-35.13	800.67	800.70
T	2725+29.81	-35.13	800.72	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

BEAM 5

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	2723+12.45	-31.16	798.92	798.95
B	2723+22.49	-31.33	799.04	799.07
C	2723+32.54	-31.48	799.16	799.18
D	2723+42.58	-31.62	799.27	799.29
CL. BRG. PIER 1	2723+49.78	-31.71	799.35	799.37
E	2723+59.83	-31.83	799.46	799.50
F	2723+69.87	-31.92	799.57	799.62
G	2723+79.92	-32.01	799.67	799.73
H	2723+89.96	-32.08	799.77	799.83
I	2724+00.01	-32.13	799.87	799.91
J	2724+10.06	-32.17	799.96	799.99
CL. BRG. PIER 2	2724+20.36	-32.20	800.06	800.08
K	2724+30.40	-32.21	800.14	800.17
L	2724+40.45	-32.20	800.23	800.27
M	2724+50.50	-32.19	800.31	800.36
N	2724+60.54	-32.15	800.38	800.44
O	2724+70.59	-32.10	800.46	800.51
P	2724+80.64	-32.04	800.53	800.56
CL. BRG. PIER 3	2724+90.94	-31.96	800.60	800.62
Q	2725+00.98	-31.87	800.66	800.69
R	2725+11.03	-31.76	800.73	800.75
S	2725+21.07	-31.64	800.78	800.81
T	2725+31.12	-31.51	800.84	800.87
CL. BRG. N. ABUT.	2725+38.32	-31.40	800.88	800.90
BK. N. ABUT.	2725+40.29	-31.37	800.89	800.91

BEAM 6

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
A	2723+15.28	-24.05	799.17	799.20
B	2723+25.31	-24.21	799.29	799.32
C	2723+35.35	-24.36	799.41	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	2723+62.61	-24.69	799.71	799.74
F	2723+72.64	-24.78	799.81	799.86
G	2723+82.68	-24.86	799.92	799.97
H	2723+92.72	-24.93	800.01	800.07
I	2724+02.75	-24.98	800.11	800.15
J	2724+12.79	-25.01	800.20	800.23
CL. BRG. PIER 2	2724+23.08	-25.04	800.29	800.31
K	2724+33.11	-25.04	800.38	800.41
L	2724+43.15	-25.03	800.46	800.51
M	2724+53.19	-25.01	800.54	800.60
N	2724+63.22	-24.97	800.62	800.68
O	2724+73.26	-24.92	800.69	800.74
P	2724+83.30	-24.86	800.76	800.80
CL. BRG. PIER 3	2724+93.58	-24.77	800.83	800.85
Q	2725+03.62	-24.68	800.90	800.92
R	2725+13.65	-24.57	800.96	800.98
S	2725+23.69	-24.44	801.01	801.04
T	2725+33.72	-24.30	801.07	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

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10600

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 (3 OF 9)
STRUCTURE NO. 101-0213 & 101-0214

SHEET 18 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	713
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

BEAM 7

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	2723+55.36	-17.44	799.85	799.87
E	2723+65.39	-17.55	799.95	799.98
F	2723+75.41	-17.64	800.06	800.10
G	2723+85.44	-17.71	800.16	800.21
H	2723+95.46	-17.78	800.26	800.31
I	2724+05.49	-17.82	800.35	800.39
J	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.	2725+43.50	-16.98	801.33	801.35
BK. N. ABUT.	2725+45.47	-16.95	801.34	801.36

PROP. PGL (SB)

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	2723+19.46	-13.50	799.54	799.57
B	2723+29.54	-13.50	799.66	799.69
C	2723+39.62	-13.50	799.78	799.81
D	2723+49.69	-13.50	799.90	799.92
CL. BRG. PIER 1	2723+56.90	-13.50	799.98	800.00
E	2723+66.96	-13.50	800.09	800.12
F	2723+77.01	-13.50	800.20	800.24
G	2723+87.06	-13.50	800.30	800.36
H	2723+97.10	-13.50	800.40	800.45
I	2724+07.14	-13.50	800.50	800.54
J	2724+17.17	-13.50	800.59	800.62
CL. BRG. PIER 2	2724+27.45	-13.50	800.68	800.70
K	2724+37.46	-13.50	800.76	800.79
L	2724+47.48	-13.50	800.84	800.89
M	2724+57.49	-13.50	800.92	800.98
N	2724+67.49	-13.50	800.99	801.05
O	2724+77.49	-13.50	801.07	801.11
P	2724+87.48	-13.50	801.13	801.16
CL. BRG. PIER 3	2724+97.72	-13.50	801.20	801.22
Q	2725+07.70	-13.50	801.26	801.28
R	2725+17.68	-13.50	801.31	801.34
S	2725+27.65	-13.50	801.36	801.39
T	2725+37.61	-13.50	801.41	801.44
CL. BRG. N. ABUT.	2725+44.75	-13.50	801.44	801.46
BK. N. ABUT.	2725+46.70	-13.50	801.45	801.47

BEAM 8

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	2723+20.93	-9.80	799.67	799.69
B	2723+30.94	-9.96	799.79	799.81
C	2723+40.95	-10.10	799.90	799.93
D	2723+50.97	-10.23	800.01	800.03
CL. BRG. PIER 1	2723+58.14	-10.31	800.09	800.11
E	2723+68.16	-10.41	800.20	800.23
F	2723+78.17	-10.49	800.30	800.35
G	2723+88.19	-10.57	800.40	800.46
H	2723+98.20	-10.62	800.50	800.55
I	2724+08.22	-10.67	800.59	800.63
J	2724+18.23	-10.69	800.68	800.71
CL. BRG. PIER 2	2724+28.50	-10.71	800.77	800.79
K	2724+38.52	-10.71	800.86	800.88
L	2724+48.53	-10.69	800.94	800.98
M	2724+58.55	-10.66	801.01	801.07
N	2724+68.56	-10.61	801.09	801.14
O	2724+78.58	-10.55	801.16	801.21
P	2724+88.59	-10.48	801.23	801.26
CL. BRG. PIER 3	2724+98.86	-10.39	801.30	801.32
Q	2725+08.87	-10.29	801.36	801.38
R	2725+18.89	-10.17	801.42	801.44
S	2725+28.90	-10.03	801.47	801.50
T	2725+38.91	-9.89	801.53	801.55
CL. BRG. N. ABUT.	2725+46.09	-9.77	801.56	801.58
BK. N. ABUT.	2725+48.05	-9.74	801.57	801.59

BEAM 9

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	2723+23.74	-2.68	799.92	799.94
B	2723+33.74	-2.83	800.03	800.06
C	2723+43.75	-2.97	800.15	800.17
D	2723+53.75	-3.09	800.26	800.28
CL. BRG. PIER 1	2723+60.92	-3.17	800.34	800.36
E	2723+70.92	-3.27	800.44	800.47
F	2723+80.93	-3.35	800.54	800.59
G	2723+90.93	-3.42	800.64	800.70
H	2724+00.94	-3.47	800.74	800.79
I	2724+10.94	-3.51	800.83	800.87
J	2724+20.95	-3.53	800.92	800.95
CL. BRG. PIER 2	2724+31.20	-3.54	801.01	801.03
K	2724+41.21	-3.54	801.09	801.12
L	2724+51.21	-3.52	801.17	801.22
M	2724+61.22	-3.48	801.25	801.30
N	2724+71.22	-3.43	801.32	801.38
O	2724+81.23	-3.37	801.39	801.44
P	2724+91.23	-3.29	801.46	801.49
CL. BRG. PIER 3	2725+01.49	-3.20	801.53	801.55
Q	2725+11.49	-3.09	801.59	801.61
R	2725+21.50	-2.97	801.65	801.67
S	2725+31.50	-2.83	801.70	801.73
T	2725+41.50	-2.68	801.75	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

FACE OF SB E. PARAPET

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	2723+24.21	-1.50	799.96	799.98
B	2723+34.27	-1.50	800.08	800.11
C	2723+44.32	-1.50	800.20	800.22
D	2723+54.37	-1.50	800.31	800.33
CL. BRG. PIER 1	2723+61.57	-1.50	800.39	800.41
E	2723+71.61	-1.50	800.50	800.53
F	2723+81.64	-1.50	800.61	800.65
G	2723+91.67	-1.50	800.71	800.76
H	2724+01.69	-1.50	800.80	800.86
I	2724+11.71	-1.50	800.90	800.94
J	2724+21.72	-1.50	800.99	801.02
CL. BRG. PIER 2	2724+31.97	-1.50	801.08	801.10
K	2724+41.97	-1.50	801.16	801.19
L	2724+51.97	-1.50	801.24	801.28
M	2724+61.96	-1.50	801.31	801.37
N	2724+71.94	-1.50	801.39	801.44
O	2724+81.92	-1.50	801.46	801.50
P	2724+91.89	-1.50	801.52	801.55
CL. BRG. PIER 3	2725+02.11	-1.50	801.58	801.60
Q	2725+12.07	-1.50	801.64	801.66
R	2725+22.03	-1.50	801.69	801.72
S	2725+31.98	-1.50	801.74	801.77
T	2725+41.92	-1.50	801.79	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

FACE OF NB W. PARAPET

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	2723+25.39	1.50	799.25	799.28
B	2723+35.45	1.50	799.37	799.40
C	2723+45.50	1.50	799.49	799.52
D	2723+55.54	1.50	799.61	799.63
CL. BRG. PIER 1	2723+62.73	1.50	799.69	799.71
E	2723+72.77	1.50	799.79	799.83
F	2723+82.80	1.50	799.90	799.95
G	2723+92.82	1.50	800.00	800.06
H	2724+02.83	1.50	800.10	800.15
I	2724+12.85	1.50	800.19	800.23
J	2724+22.85	1.50	800.28	800.31
CL. BRG. PIER 2	2724+33.10	1.50	800.37	800.39
K	2724+43.10	1.50	800.45	800.48
L	2724+53.09	1.50	800.53	800.57
M	2724+63.07	1.50	800.60	800.66
N	2724+73.05	1.50	800.67	800.73
O	2724+83.02	1.50	800.74	800.79
P	2724+92.99	1.50	800.81	800.84
CL. BRG. PIER 3	2725+03.20	1.50	800.87	800.89
Q	2725+13.16	1.50	800.93	800.95
R	2725+23.11	1.50	800.98	801.01
S	2725+33.06	1.50	801.03	801.06
T	2725+43.00	1.50	801.08	801.10
CL. BRG. N. ABUT.	2725+50.12	1.50	801.11	801.13
BK. N. ABUT.	2725+52.07	1.50	801.12	801.14

BEAM 10

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
A	2723+26.11	3.32	799.31	799.34
B	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
E	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
H	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
K	2724+43.47	2.51	800.48	800.51
L	2724+53.47	2.53	800.56	800.61
M	2724+63.47	2.57	800.64	800.69
N	2724+73.46	2.62	800.71	800.77
O	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

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
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
I	2724+16.08	10.02	800.47	800.52
J	2724+26.06	10.00	800.56	800.59
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
O	2724+86.22	10.21	801.02	801.07
P	2724+96.21	10.30	801.09	801.12
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
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

PROP. PGL (NB)

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	2723+30.11	13.50	799.67	799.70
B	2723+40.15	13.50	799.79	799.82
C	2723+50.18	13.50	799.90	799.93
D	2723+60.20	13.50	800.02	800.04
CL. BRG. PIER 1	2723+67.38	13.50	800.10	800.12
E	2723+77.39	13.50	800.20	800.23
F	2723+87.40	13.50	800.30	800.35
G	2723+97.40	13.50	800.40	800.46
H	2724+07.40	13.50	800.50	800.55
I	2724+17.39	13.50	800.59	800.64
J	2724+27.38	13.50	800.68	800.71
CL. BRG. PIER 2	2724+37.61	13.50	800.76	800.78
K	2724+47.58	13.50	800.84	800.87
L	2724+57.55	13.50	800.92	800.97
M	2724+67.52	13.50	801.00	801.05
N	2724+77.48	13.50	801.07	801.12
O	2724+87.43	13.50	801.13	801.18
P	2724+97.38	13.50	801.19	801.23
CL. BRG. PIER 3	2725+07.57	13.50	801.25	801.28
Q	2725+17.51	13.50	801.31	801.33
R	2725+27.44	13.50	801.36	801.39
S	2725+37.37	13.50	801.41	801.44
T	2725+47.29	13.50	801.45	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

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
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312-565-0450 Job No. 10800

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 (6 OF 9)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 21 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	716
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

BEAM 12

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	2723+31.97	18.24	799.83	799.86
B	2723+41.94	18.10	799.95	799.98
C	2723+51.92	17.97	800.06	800.08
D	2723+61.89	17.86	800.17	800.19
CL. BRG. PIER 1	2723+69.04	17.79	800.24	800.26
E	2723+79.01	17.71	800.34	800.38
F	2723+88.99	17.64	800.44	800.49
G	2723+98.96	17.58	800.54	800.60
H	2724+08.94	17.54	800.63	800.69
I	2724+18.91	17.51	800.72	800.77
J	2724+28.88	17.50	800.81	800.84
CL. BRG. PIER 2	2724+39.11	17.50	800.90	800.92
K	2724+49.08	17.52	800.98	801.01
L	2724+59.06	17.55	801.05	801.10
M	2724+69.03	17.60	801.13	801.19
N	2724+79.01	17.66	801.20	801.26
O	2724+88.98	17.73	801.27	801.32
P	2724+98.95	17.82	801.33	801.37
CL. BRG. PIER 3	2725+09.18	17.93	801.40	801.42
Q	2725+19.15	18.05	801.46	801.48
R	2725+29.12	18.18	801.51	801.54
S	2725+39.10	18.33	801.56	801.59
T	2725+49.07	18.49	801.61	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

BEAM 13

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	2723+34.89	25.70	800.09	800.12
B	2723+44.86	25.56	800.21	800.24
C	2723+54.82	25.44	800.32	800.34
D	2723+64.78	25.34	800.42	800.44
CL. BRG. PIER 1	2723+71.92	25.27	800.50	800.52
E	2723+81.88	25.19	800.60	800.63
F	2723+91.85	25.12	800.70	800.75
G	2724+01.81	25.07	800.79	800.85
H	2724+11.77	25.03	800.88	800.94
I	2724+21.74	25.01	800.97	801.02
J	2724+31.70	25.00	801.06	801.09
CL. BRG. PIER 2	2724+41.91	25.01	801.14	801.17
K	2724+51.88	25.03	801.22	801.25
L	2724+61.84	25.06	801.30	801.35
M	2724+71.81	25.11	801.37	801.43
N	2724+81.77	25.18	801.44	801.50
O	2724+91.73	25.26	801.51	801.56
P	2725+01.69	25.35	801.58	801.61
CL. BRG. PIER 3	2725+11.91	25.46	801.64	801.66
Q	2725+21.87	25.58	801.70	801.72
R	2725+31.83	25.72	801.75	801.78
S	2725+41.79	25.87	801.80	801.83
T	2725+51.75	26.04	801.85	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

BEAM 14

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	2723+37.81	33.16	800.35	800.38
B	2723+47.76	33.03	800.46	800.49
C	2723+57.71	32.91	800.57	800.60
D	2723+67.66	32.81	800.68	800.70
CL. BRG. PIER 1	2723+74.80	32.74	800.75	800.77
E	2723+84.75	32.67	800.85	800.89
F	2723+94.70	32.60	800.95	801.00
G	2724+04.65	32.56	801.04	801.10
H	2724+14.61	32.52	801.14	801.19
I	2724+24.56	32.50	801.22	801.27
J	2724+34.51	32.50	801.31	801.34
CL. BRG. PIER 2	2724+44.71	32.51	801.39	801.41
K	2724+54.67	32.54	801.47	801.50
L	2724+64.62	32.58	801.55	801.59
M	2724+74.57	32.63	801.62	801.68
N	2724+84.52	32.70	801.69	801.75
O	2724+94.48	32.78	801.75	801.80
P	2725+04.43	32.88	801.82	801.85
CL. BRG. PIER 3	2725+14.63	32.99	801.88	801.90
Q	2725+24.58	33.12	801.94	801.96
R	2725+34.53	33.26	801.99	802.02
S	2725+44.48	33.42	802.04	802.07
T	2725+54.43	33.59	802.09	802.11
CL. BRG. N. ABUT.	2725+61.56	33.72	802.12	802.14
BK. N. ABUT.	2725+63.51	33.75	802.13	802.15

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35 W Wacker Drive, Suite 3300
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312-565-0450 Job No. 10800

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 (7 OF 9)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 22 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	717
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

NB STAGE CONSTRUCTION LINE

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
A	2723+38.80	35.71	800.44	800.47
B	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
E	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
H	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
M	2724+75.70	35.71	801.72	801.78
N	2724+85.63	35.71	801.79	801.84
O	2724+95.54	35.71	801.85	801.90
P	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

BEAM 15

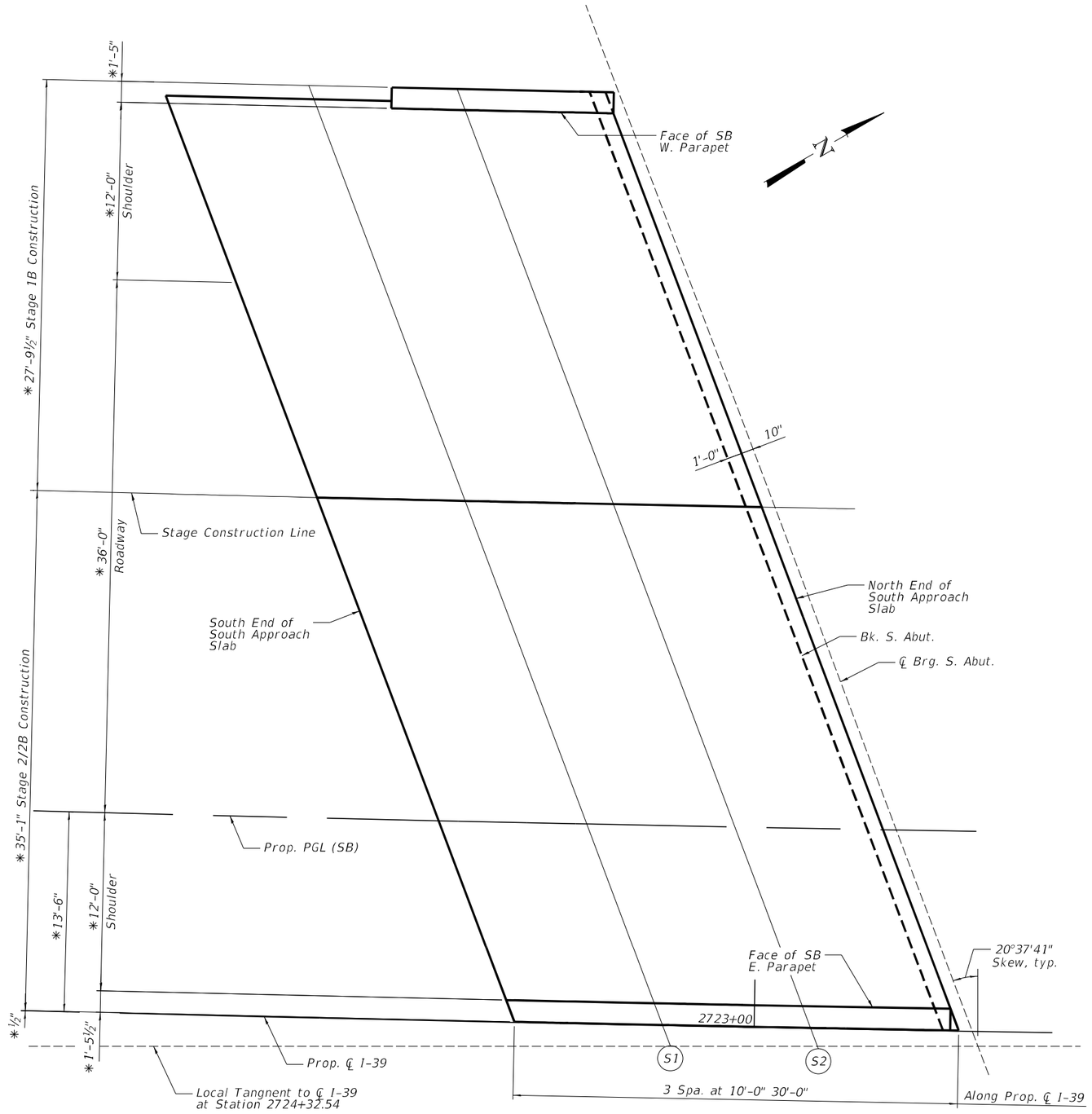
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. S. ABUT.	2723+28.83	40.79	800.47	800.49
CL. BRG. S. ABUT.	2723+30.78	40.76	800.49	800.52
A	2723+40.72	40.62	800.61	800.64
B	2723+50.66	40.49	800.72	800.75
C	2723+60.60	40.38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

BEAM 16

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	2723+43.62	48.08	800.87	800.89
B	2723+53.55	47.96	800.98	801.01
C	2723+63.48	47.85	801.08	801.11
D	2723+73.41	47.76	801.19	801.21
CL. BRG. PIER 1	2723+80.53	47.70	801.26	801.28
E	2723+90.46	47.63	801.36	801.39
F	2724+00.39	47.58	801.45	801.50
G	2724+10.32	47.54	801.55	801.60
H	2724+20.25	47.51	801.64	801.69
I	2724+30.18	47.50	801.72	801.77
J	2724+40.12	47.50	801.80	801.83
CL. BRG. PIER 2	2724+50.30	47.52	801.89	801.91
K	2724+60.23	47.56	801.96	801.99
L	2724+70.16	47.60	802.04	802.08
M	2724+80.09	47.67	802.11	802.16
N	2724+90.02	47.74	802.18	802.23
O	2724+99.95	47.83	802.24	802.29
P	2725+09.88	47.94	802.30	802.33
CL. BRG. PIER 3	2725+20.06	48.06	802.36	802.38
Q	2725+29.99	48.20	802.42	802.44
R	2725+39.92	48.34	802.47	802.49
S	2725+49.85	48.51	802.52	802.54
T	2725+59.77	48.69	802.56	802.59
CL. BRG. N. ABUT.	2725+66.89	48.82	802.59	802.61
BK. N. ABUT.	2725+68.83	48.86	802.60	802.62

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	2723+44.17	49.50	800.92	800.94
B	2723+54.15	49.50	801.03	801.06
C	2723+64.12	49.50	801.14	801.16
D	2723+74.08	49.50	801.25	801.27
CL. BRG. PIER 1	2723+81.22	49.50	801.32	801.34
E	2723+91.17	49.50	801.42	801.45
F	2724+01.12	49.50	801.52	801.57
G	2724+11.06	49.50	801.61	801.67
H	2724+21.00	49.50	801.70	801.76
I	2724+30.93	49.50	801.79	801.83
J	2724+40.86	49.50	801.87	801.90
CL. BRG. PIER 2	2724+51.03	49.50	801.95	801.97
K	2724+60.94	49.50	802.03	802.06
L	2724+70.86	49.50	802.10	802.14
M	2724+80.76	49.50	802.17	802.22
N	2724+90.66	49.50	802.23	802.29
O	2725+00.56	49.50	802.29	802.34
P	2725+10.44	49.50	802.35	802.38
CL. BRG. PIER 3	2725+20.58	49.50	802.41	802.43
Q	2725+30.46	49.50	802.46	802.48
R	2725+40.33	49.50	802.50	802.53
S	2725+50.20	49.50	802.55	802.58
T	2725+60.06	49.50	802.59	802.61
CL. BRG. N. ABUT.	2725+67.13	49.50	802.61	802.63
BK. N. ABUT.	2725+69.06	49.50	802.62	802.64



PLAN - SOUTHBOUND TOP OF SOUTH APPROACH SLAB ELEVATIONS

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
S1	2722+69.02	-61.50	797.42	797.44
S2	2722+79.12	-61.50	797.56	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	Theoretical Grade Elevations Adjusted for Grinding
S. END OF S. APPR. SLAB	2722+69.66	-35.13	798.22	798.24
S1	2722+79.72	-35.13	798.36	798.39
S2	2722+89.78	-35.13	798.50	798.52
N. END OF S. APPR. SLAB	2722+99.84	-35.13	798.64	798.66

PROP. PGL (SB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF S. APPR. SLAB	2722+78.41	-13.50	798.99	799.02
S1	2722+88.43	-13.50	799.13	799.15
S2	2722+98.45	-13.50	799.27	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
S1	2722+93.24	-1.50	799.56	799.58
S2	2723+03.24	-1.50	799.69	799.71
N. END OF S. APPR. SLAB	2723+13.25	-1.50	799.82	799.84

* Radial dimension

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35 W Wacker Drive, Suite 3300
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312-565-0450 Job No. 10600

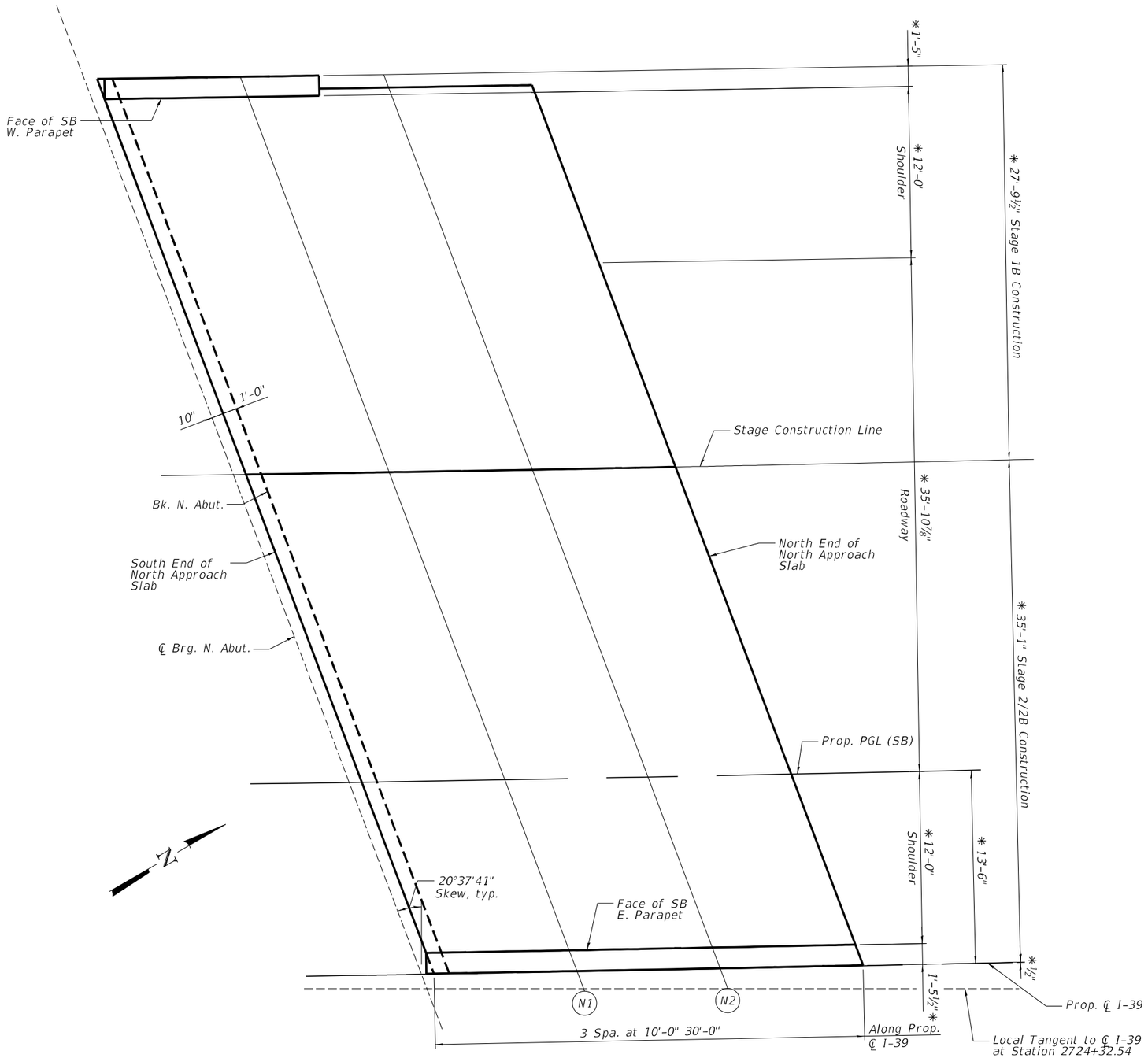
USER NAME =	DESIGNED - JPM	REVISED -	
	CHECKED - KMP	REVISED -	
PLOT SCALE =	DRAWN - KMS	REVISED -	
PLOT DATE =	CHECKED - KMP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 25 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	720
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



PLAN – SOUTHBOUND TOP OF NORTH APPROACH SLAB ELEVATIONS

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
N1	2725+38.41	-61.50	799.98	800.00
N2	2725+48.51	-61.50	800.02	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
N1	2725+47.92	-35.13	800.81	800.83
N2	2725+57.98	-35.13	800.85	800.87
N. END OF N. APPR. SLAB	2725+68.04	-35.13	800.89	800.91

PROP. PGL (SB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF N. APPR. SLAB	2725+45.64	-13.50	801.45	801.47
N1	2725+55.66	-13.50	801.49	801.51
N2	2725+65.68	-13.50	801.53	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	Theoretical Grade Elevations Adjusted for Grinding
S. END OF N. APPR. SLAB	2725+49.93	-1.50	801.83	801.85
N1	2725+59.94	-1.50	801.87	801.89
N2	2725+69.94	-1.50	801.90	801.92
N. END OF N. APPR. SLAB	2725+79.94	-1.50	801.94	801.96

✳ Radial dimension

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35 W Wacker Drive, Suite 3300
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312-565-0450 Job No. 10800

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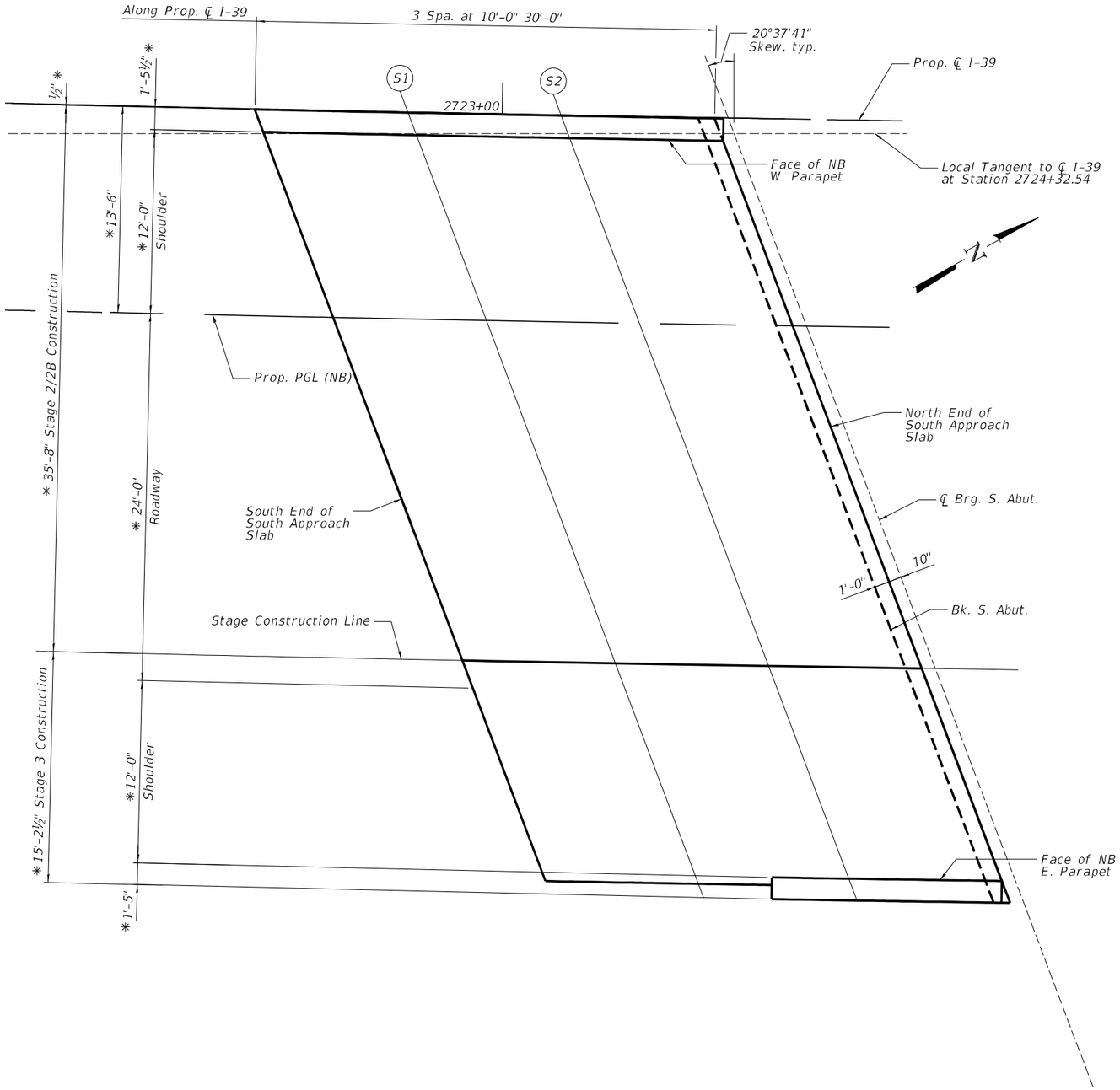
PLOT SCALE =	DRAWN - KMS	REVISED -	
PLOT DATE =	CHECKED - KMP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 26 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	721
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



PLAN – NORTHBOUND TOP OF SOUTH APPROACH SLAB ELEVATIONS

FACE OF NB W. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF S. APPR. SLAB	2722+84.44	1.50	798.72	798.74
S1	2722+94.44	1.50	798.85	798.87
S2	2723+04.43	1.50	798.99	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	Theoretical Grade Elevations Adjusted for Grinding
S. END OF S. APPR. SLAB	2722+89.25	13.50	799.14	799.16
S1	2722+99.22	13.50	799.28	799.30
S2	2723+09.20	13.50	799.41	799.43
N. END OF S. APPR. SLAB	2723+19.18	13.50	799.53	799.56

NB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. END OF S. APPR. SLAB	2722+98.09	35.71	799.93	799.95
S1	2723+08.03	35.71	800.06	800.08
S2	2723+17.97	35.71	800.19	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	Theoretical Grade Elevations Adjusted for Grinding
S. END OF S. APPR. SLAB	2723+03.55	49.50	800.41	800.44
S1	2723+13.47	49.50	800.54	800.56
S2	2723+23.38	49.50	800.67	800.69
N. END OF S. APPR. SLAB	2723+33.30	49.50	800.79	800.81

✳ Radial dimension

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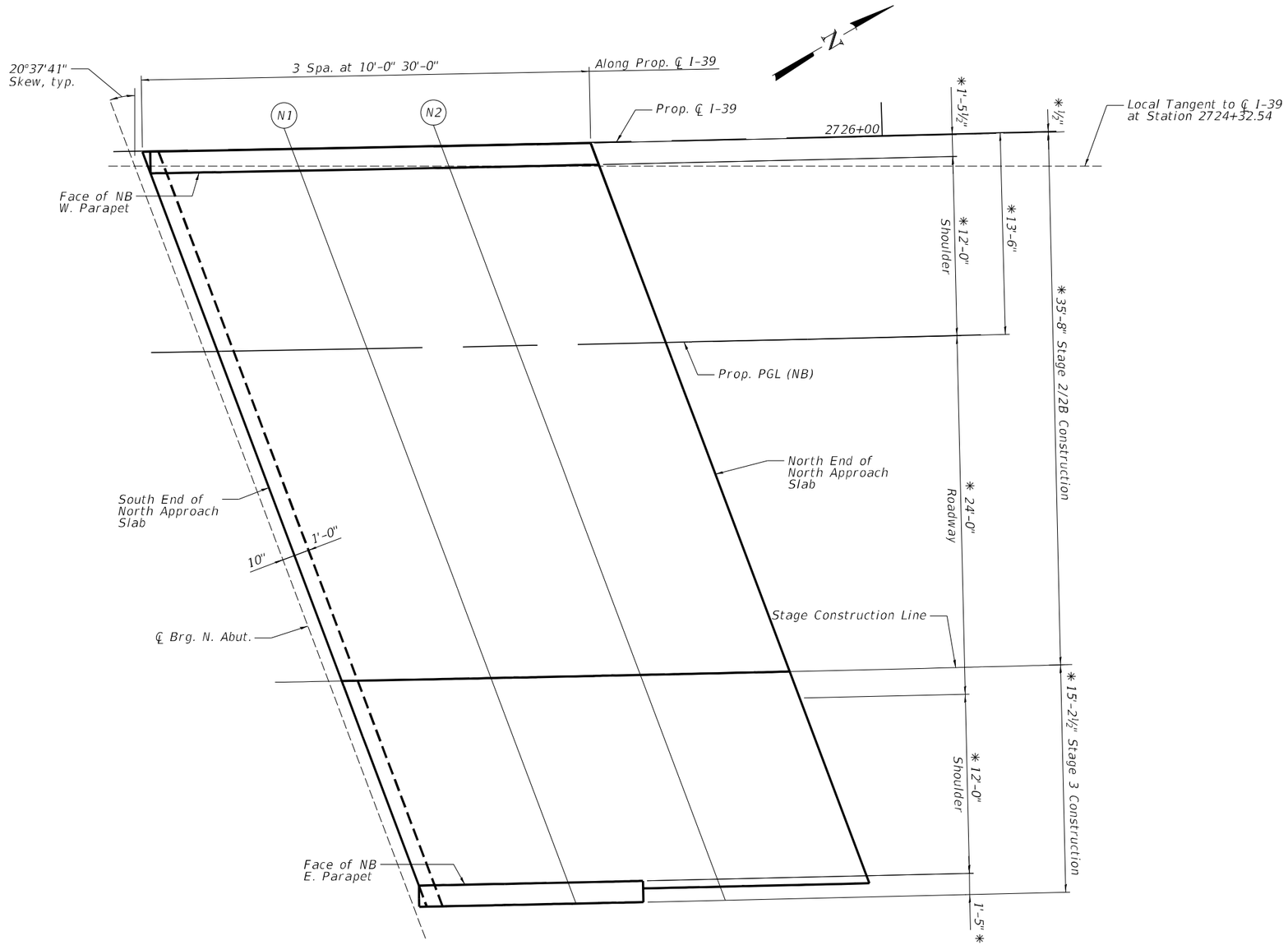
Chicago, Illinois 60601
312-565-0150 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTHBOUND TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 101-0213 & 101-0214
SHEET 27 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	722
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



PLAN - NORTHBOUND TOP OF NORTH APPROACH SLAB ELEVATIONS

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
N1	2725+61.00	1.50	801.15	801.17
N2	2725+71.00	1.50	801.19	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
N1	2725+65.26	13.50	801.53	801.55
N2	2725+75.23	13.50	801.56	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	2725+73.09	35.71	802.22	802.24
N2	2725+83.03	35.71	802.25	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	Theoretical Grade Elevations Adjusted for Grinding
S. END OF N. APPR. SLAB	2725+68.01	49.50	802.62	802.64
N1	2725+77.93	49.50	802.65	802.67
N2	2725+87.84	49.50	802.68	802.70
N. END OF N. APPR. SLAB	2725+97.76	49.50	802.71	802.73

∗ Radial dimension

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312-565-0150 Job No. 10600

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTHBOUND TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 101-0213 & 101-0214
SHEET 28 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	723
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

℄ Brg. S. Abut.
10 bars cut from a203(E) at 5½" cts. top
6 bars cut from a204(E) at 9" cts. bott.
236'-11⅜" End-to-End Deck **
356-#5 d200(E) bars at 8" max. cts.
356-#5 a215(E) bars at 8" max. cts.
*1'-5" Parapet
3'-4"± **
Edge of Deck, typ.
℄ Pier 1
19'-6" min.
18'-6" min.
℄ Pier 2
21'-2" min.
21'-2" min.
6"
510-#6 a200(E) bars at 5½" cts. top.
(Lap with a201(E) bars)
5½" (Top of slab), typ.
9" (Bott. of slab), typ.
10-#5 a203(E) bars at 5½" cts. top
6-#5 a204(E) bars at 9" cts. bott.
494-#5 a201(E) bars at 5½" cts. top.
302-#5 a201(E) bars at 9" cts. bott.
514-Bar Splicers (E) for #5 a201(E) & #5 a209(E) bars, top
314-Bar Splicers (E) for #5 a201(E) & #5 a210(E) bars, bott.
1'-0" typ.
1-#5 a207(E) bar top and bottom
1-Bar Splicer (E) for #5 a207(E) bars, top & bott.
27x9-#5 b200(E) bars spaced at 12" max. cts. (Top of slab)
2" cl. typ.
26-#6 b202(E) bars at 12" max. cts. spa. between b200(E) (Top of slab over pier)
Toe of West Parapet
Stage Construction Line
28x7-#5 b201(E) bars spa. as shown in cross section (Bottom of slab)
1'-0" typ. at piers
26-#6 b203(E) bars at 12" max. cts. spa. between b200(E) (Top of slab over pier)
*62'-10½" Out-to-Out Deck
*60'-0" Roadway Width
*27'-9½"
Stage 1B Construction
28-#5 v200(E) headed bars at 12" max. cts., typ each end
*35'-1"
Stage 2/2B Construction
36-#5 v200(E) headed bars at 12" max. cts., typ each end
13-#5 a205(E) bars at 5½" cts. top
8-#5 a206(E) bars at 9" cts. bott.
13 bars cut from a205(E) at 5½" cts. top
8 bars cut from a206(E) at 9" cts. bott.
488-#5 a202(E) bars at 5½" cts. top.
298-#5 a202(E) bars at 9" cts. bott.
5½" (Top of slab), typ.
9" (Bott. of slab), typ.
Back of S. Abut.
1-#5 a208(E) bar top and bottom
20°37'41" Skew, typ.
34x9-#5 b200(E) bars spaced at 12" max. cts. (Top of slab)
33-#6 b202(E) bars at 12" max. cts. spa. between b200(E) (Top of slab over pier)
Prop. PGL (SB)
35x7-#5 b201(E) bars spaced as shown in cross section (Bottom of slab)
33-#6 b203(E) bars at 12" max. cts. spa. between b200(E) (Top of slab over pier)
510-#6 a200(E) bars at 5½" cts. top.
(Lap with a202(E) bars)
*½"
*1'-5½" Parapet
2723+00
Prop. ℄ I-39
Local Tangent to ℄ I-39 at Sta. 2724+32.54
6"
3x9-#5 b200(E) bars top typ. each side
Toe of East Parapet
2724+00
8'-2" ***
8'-2" ***
3/16" Aluminum sheet joints in parapet, each side (at Pier 1)
9'-1" ***
9'-1" ***
3/16" Aluminum sheet joints in parapet, each side (at Pier 2)
Along Local Tangent
47'-2" Span 1
70'-3" Span 2
70'-3" Span 3
354-#5 d203(E) bars at 8" max. cts.
357-#5 a216(E) bars at 8" max. cts.
236'-7⅝" End-to-End Deck **

N

MIN. BAR LAP
#5 = 3'-6"
#6 = 4'-10"

PARTIAL DECK PLAN - SOUTHBOUND

* 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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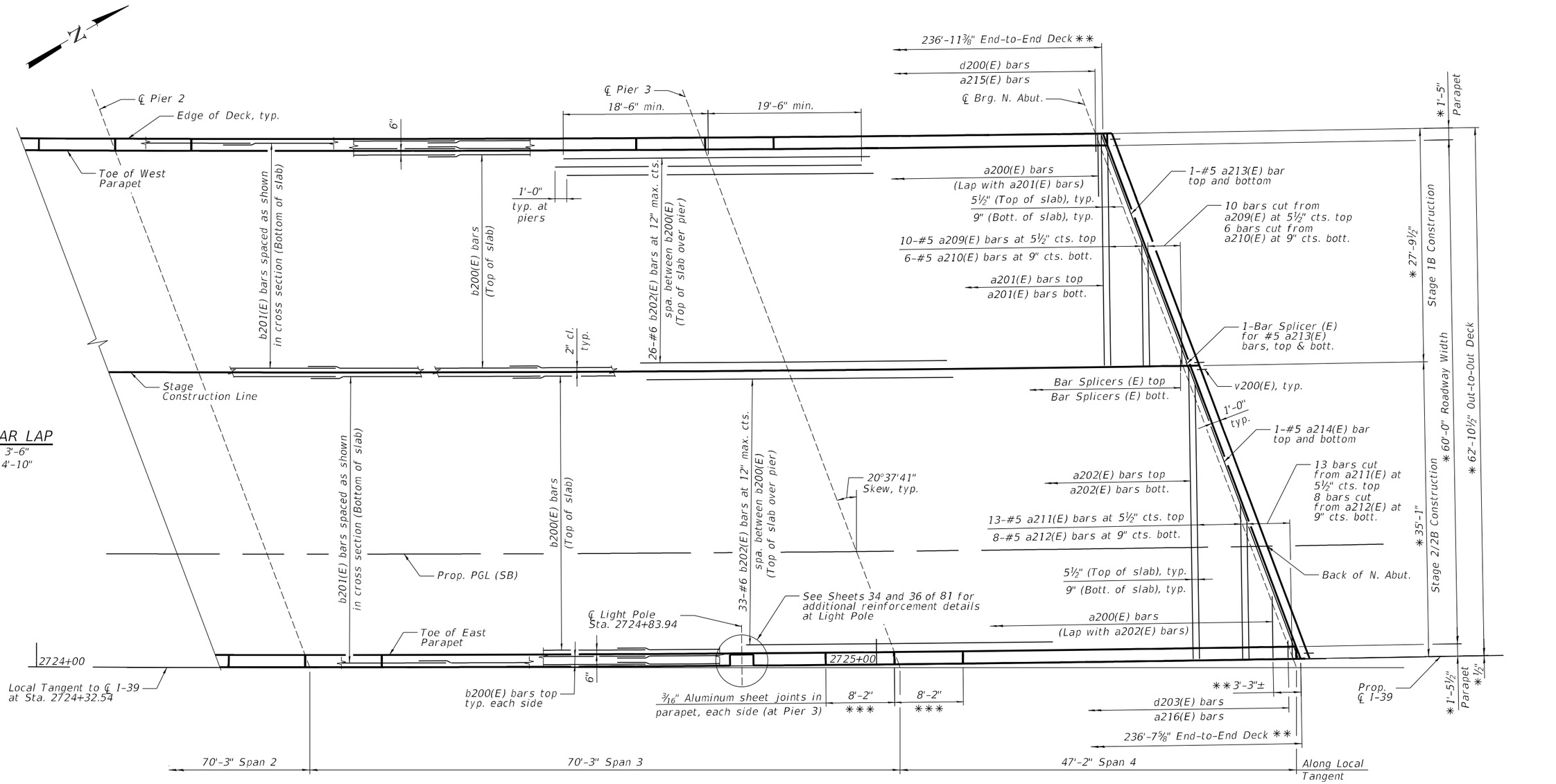
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTHBOUND DECK PLAN (1 OF 2)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 29 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	724
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	



MIN. BAR LAP

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

PARTIAL DECK PLAN - SOUTHBOUND

* 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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DEPARTMENT OF TRANSPORTATION

SOUTHBOUND DECK PLAN (2 OF 2)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 30 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	725
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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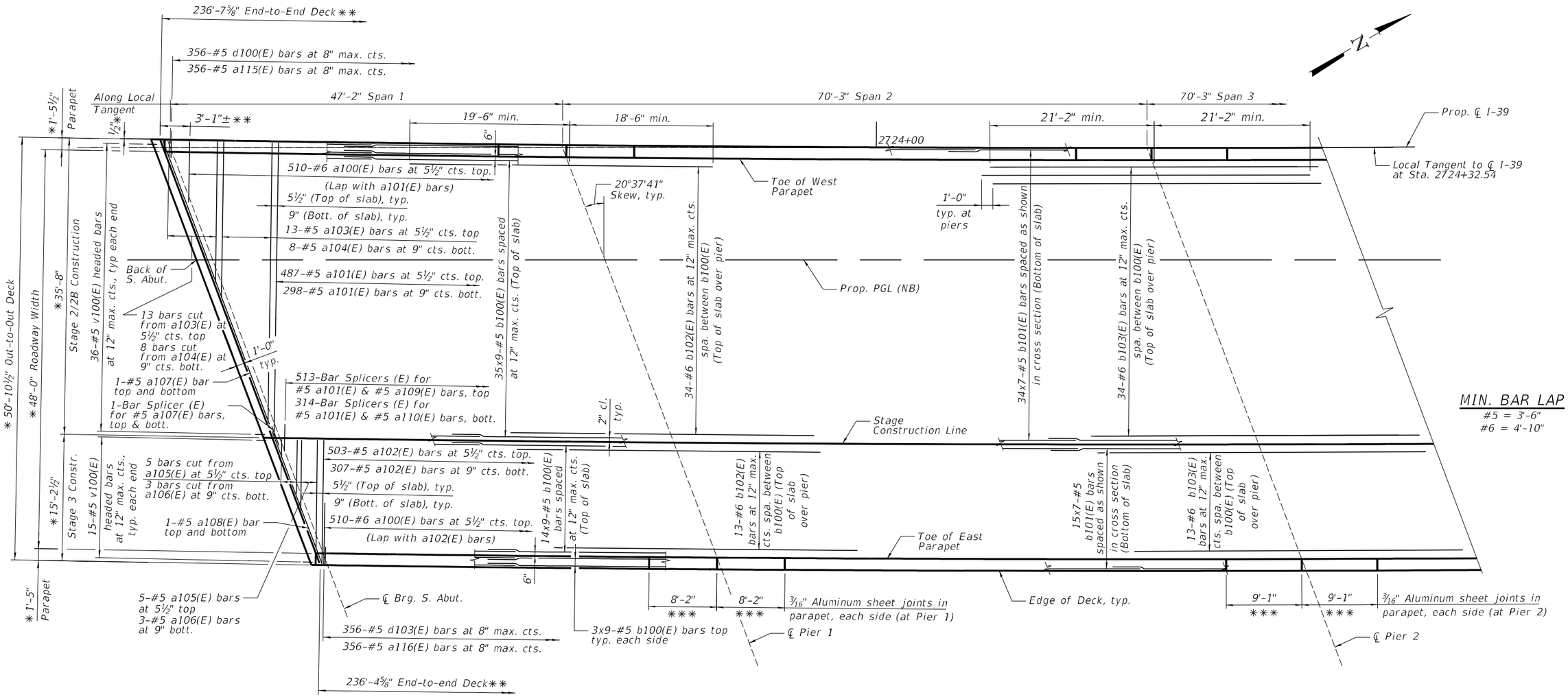

MIN. BAR LAP

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

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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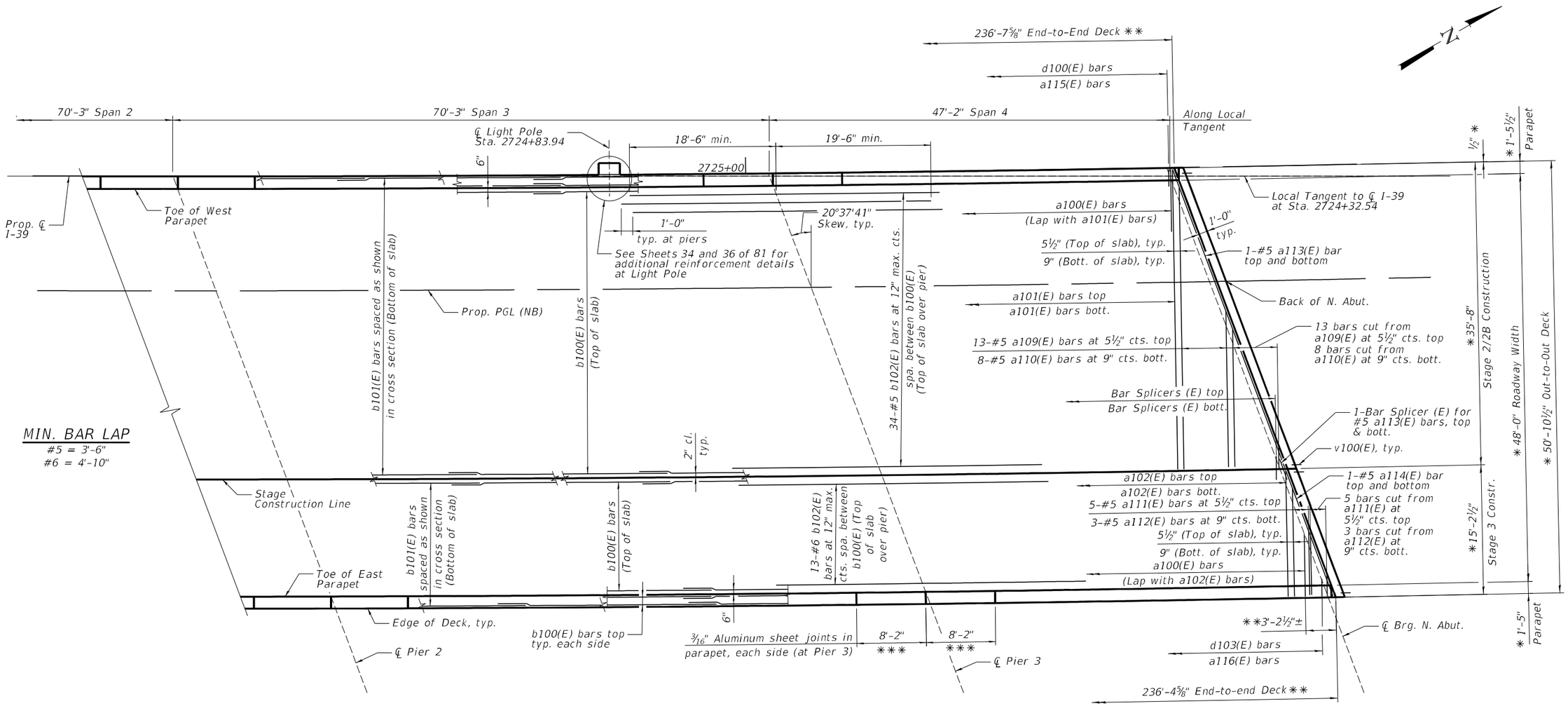
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTHBOUND DECK PLAN (1 OF 2)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 31 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	726
		CONTRACT NO. 64C24		
	ILLINOIS FED. AID PROJECT			



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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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	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	727
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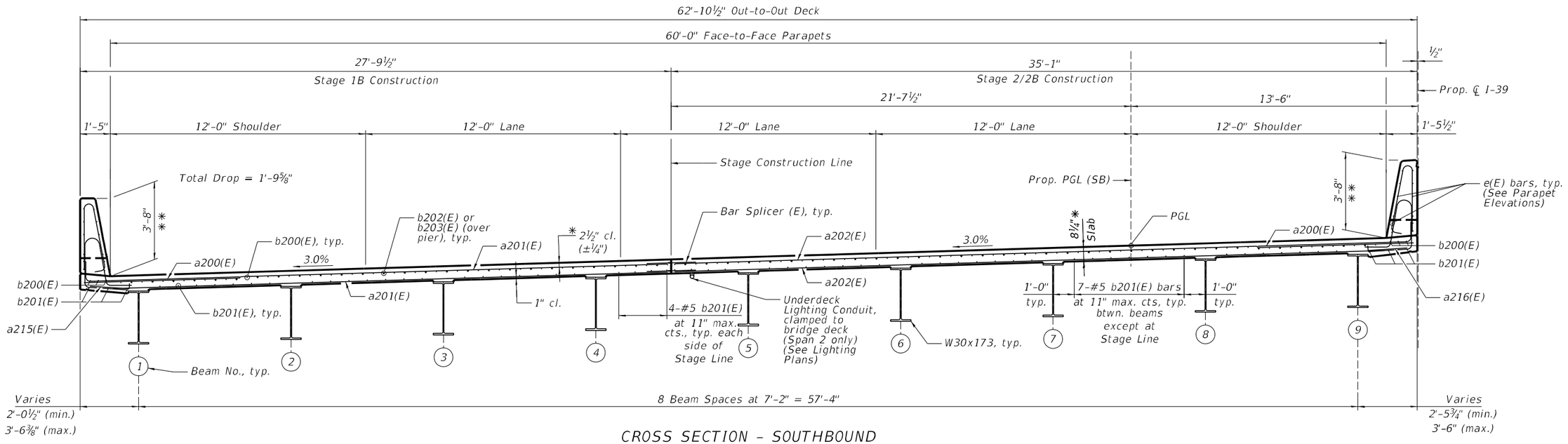
		ILLINOIS	FED. AID PROJECT	

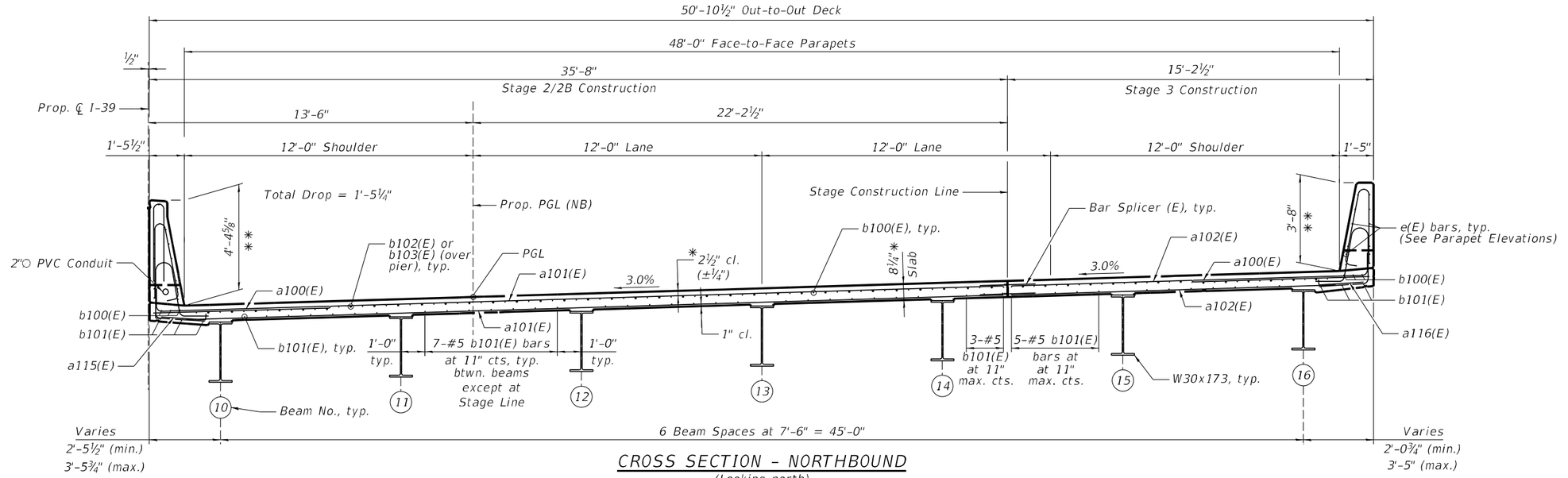


CROSS SECTION - SOUTHBOUND

(Looking north)

* Prior to grinding

** After grinding



CROSS SECTION - NORTHBOUND

(Looking north)

NOTES:

1. All dimensions shown are radial except those to proposed beams, which are normal to the proposed local tangent.
2. Flare longitudinal bars at stage lines as required to maintain 2" clear cover along the length of stage line.

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DECK CROSS SECTION
STRUCTURE NO. 101-0213 & 101-0214

SHEET 33 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	728
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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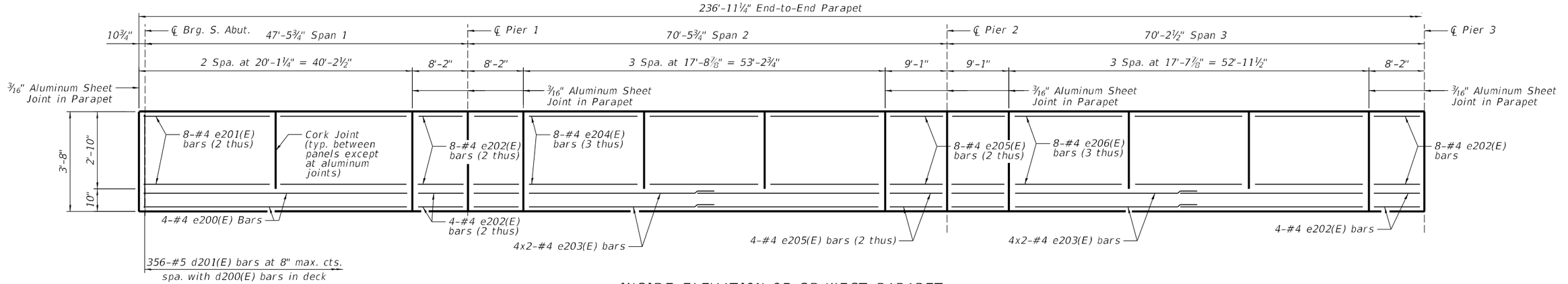
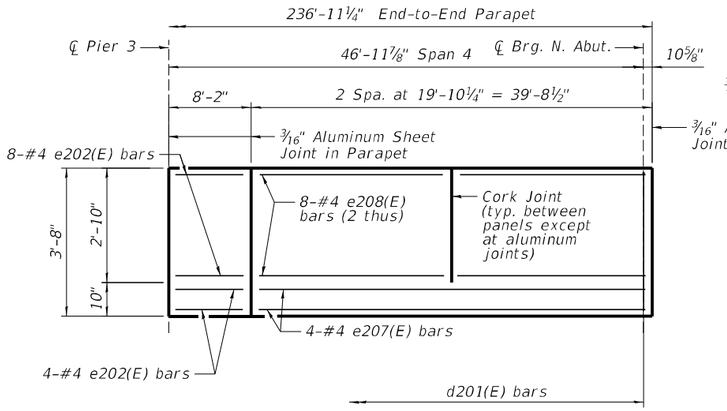


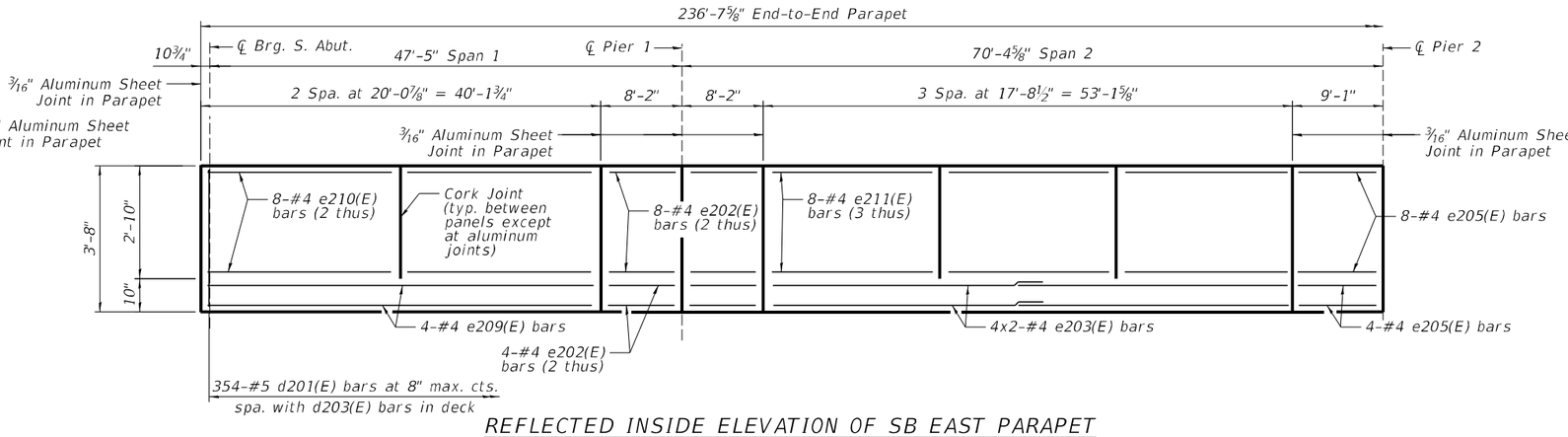
INSIDE ELEVATION OF SB WEST PARAPET

(See Section Thru Parapet for placement of e(E) bars)



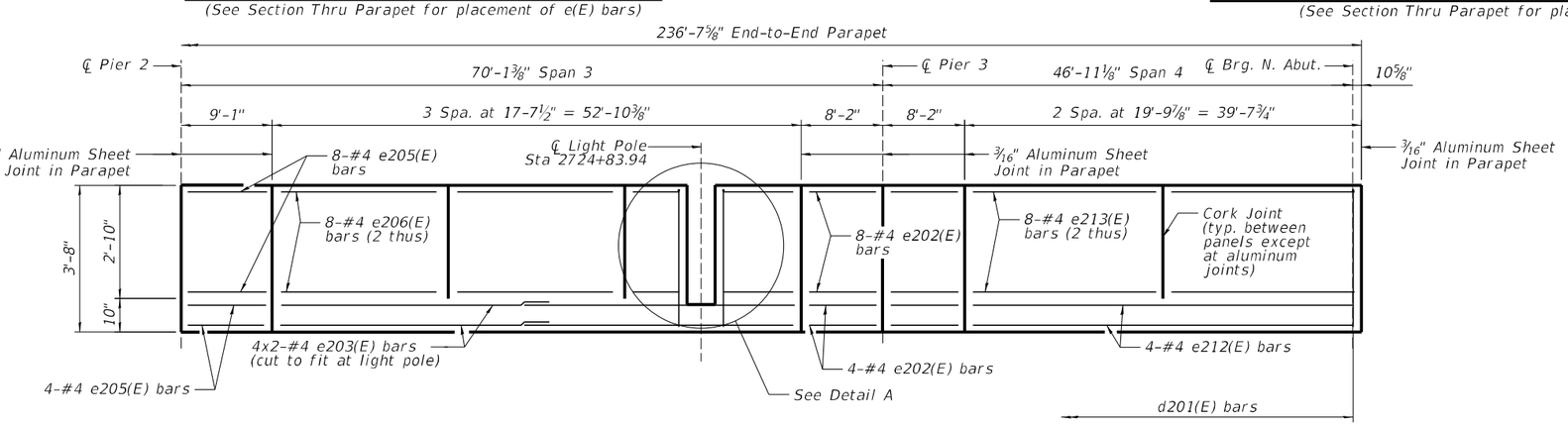
INSIDE ELEVATION OF SB EAST PARAPET

(See Section Thru Parapet for placement of e(E) bars)



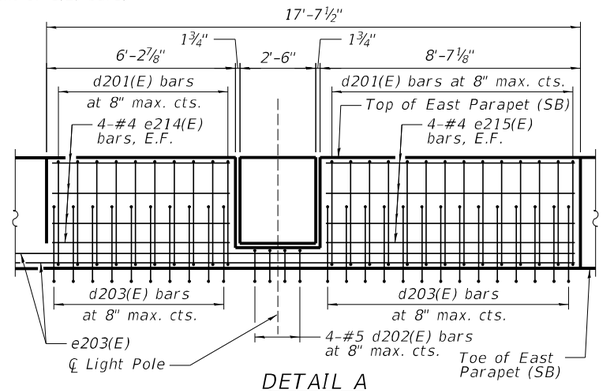
REFLECTED INSIDE ELEVATION OF SB EAST PARAPET

(See Section Thru Parapet for placement of e(E) bars)



REFLECTED INSIDE ELEVATION OF SB EAST PARAPET

(See Section Thru Parapet for placement of e(E) bars)



DETAIL A

MINIMUM BAR LAP

#4 bar = 2'-5"

NOTES:

1. See Sheets 36 and 37 of 81 for sections thru parapet and additional notes.
2. All horizontal dimensions shown are taken as the toe of the parapet.
3. All vertical dimensions are taken at the face of the parapet.
4. E.F. denotes Each Face.

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SOUTHBOUND PARAPET ELEVATIONS
STRUCTURE NO. 101-0213 & 101-0214

SHEET 34 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	729
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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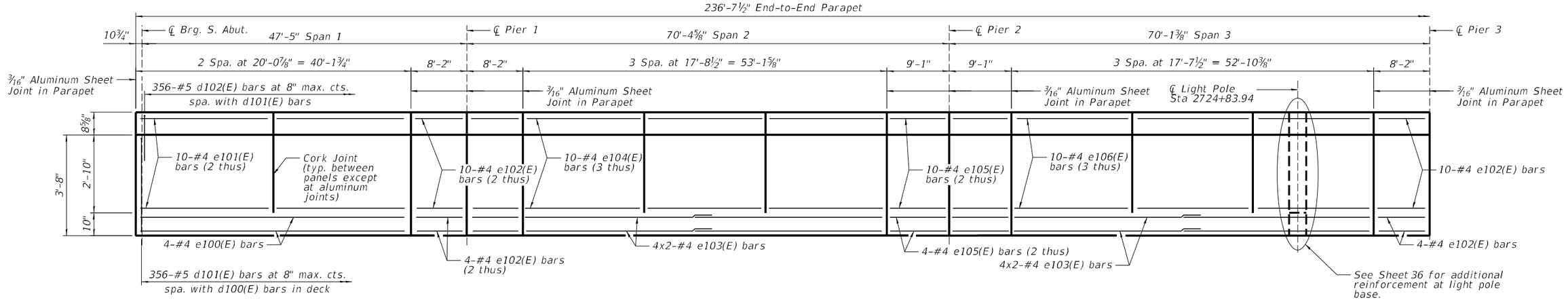
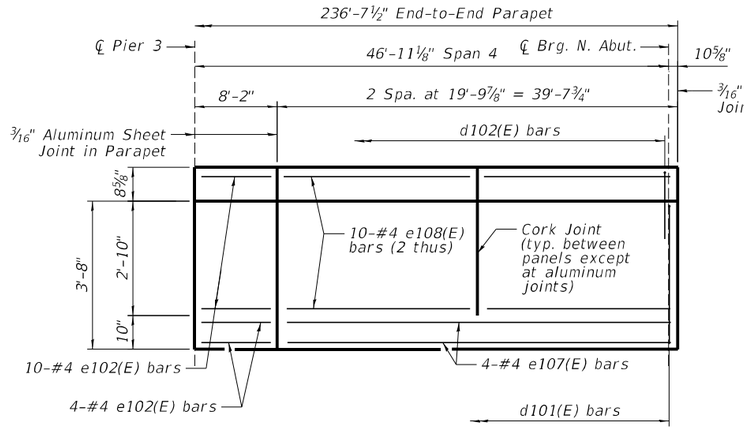


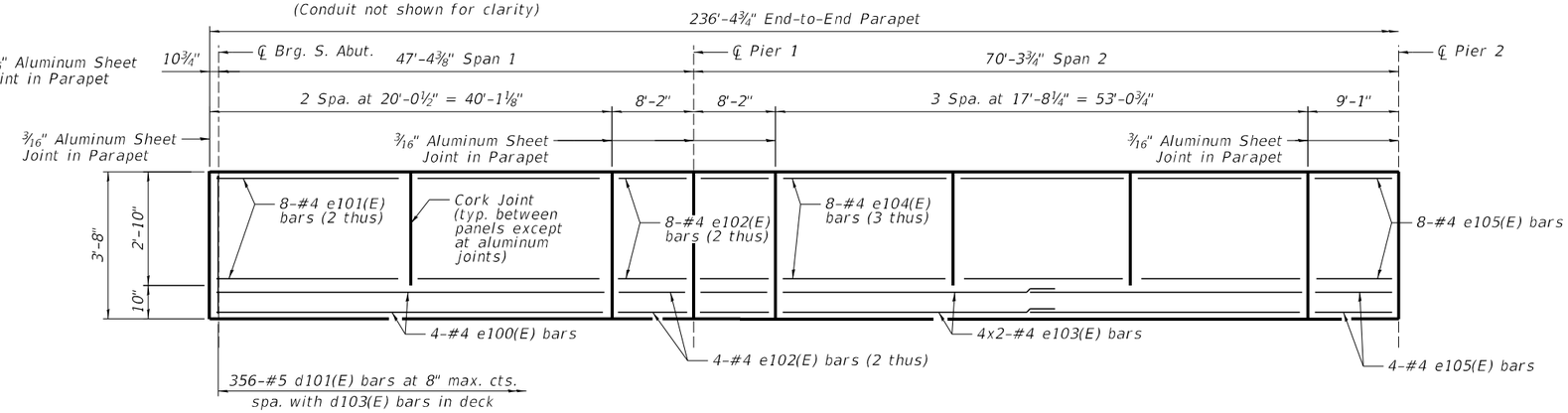
INSIDE ELEVATION OF NB WEST PARAPET

(See Section Thru Parapet for placement of e(E) bars)
(Conduit not shown for clarity)



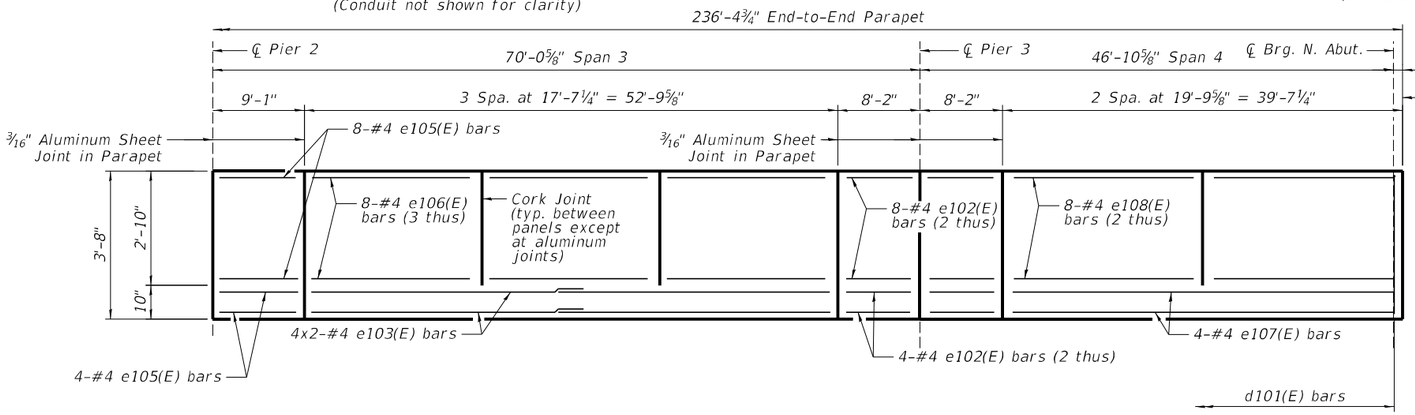
INSIDE ELEVATION OF NB EAST PARAPET

(See Section Thru Parapet for placement of e(E) bars)
(Conduit not shown for clarity)



INSIDE ELEVATION OF NB WEST PARAPET

(See Section Thru Parapet for placement of e(E) bars)
(Conduit not shown for clarity)



REFLECTED INSIDE ELEVATION OF NB EAST PARAPET

(See Section Thru Parapet for placement of e(E) bars)

REFLECTED INSIDE ELEVATION OF NB EAST PARAPET

(See Section Thru Parapet for placement of e(E) bars)

MINIMUM BAR LAP

#4 bar = 2'-5"

NOTES:

1. See Sheets 36 and 37 of 81 for sections thru parapet and additional notes.
2. All horizontal dimensions shown are taken at the toe of the parapet.
3. All vertical dimensions are taken at the face of the parapet.
4. E.F. denotes Each Face.

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NORTHBOUND PARAPET ELEVATIONS
STRUCTURE NO. 101-0213 & 101-0214

SHEET 35 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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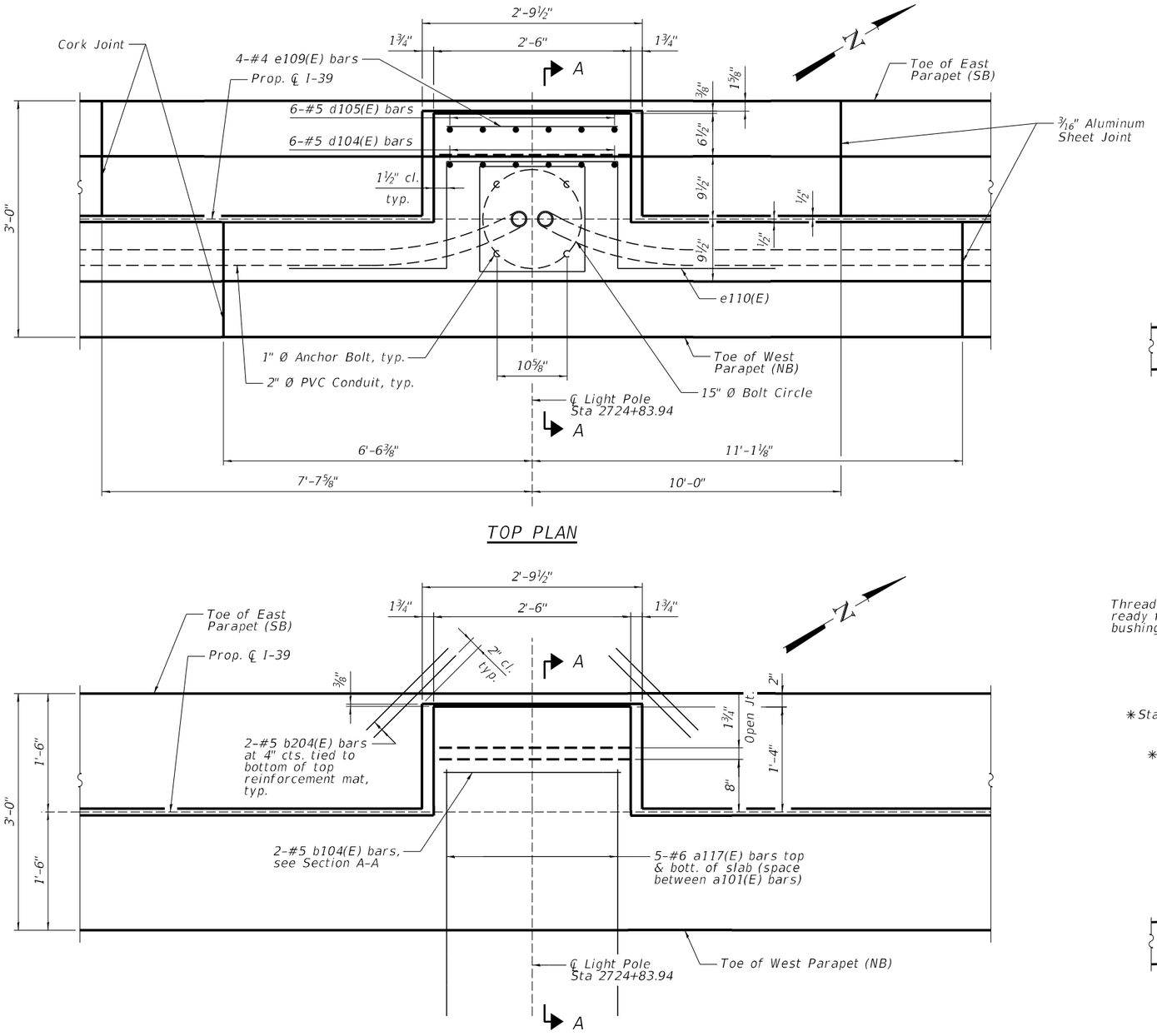
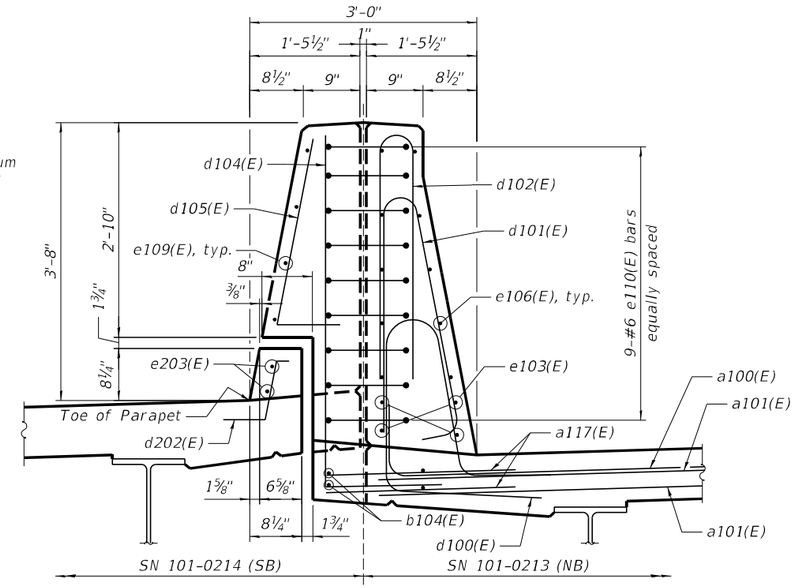
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



TOP PLAN



SECTION A-A

(Looking upstation)
(Light Pole and Conduit not shown for clarity)

BOTTOM PLAN

(Parapet joints not shown for clarity)

SECTION A-A

(Looking upstation)
(Showing Light Pole, Anchor Bolts and Conduit)

ANCHOR ROD

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

✳ *See Lighting Plans for additional light pole details and pay items.*

NOTES:

1. *See Highway Standard 812001.*
2. *Cost of anchor rods is included with Concrete Superstructure.*

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PARAPET DETAILS (1 OF 2)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 36 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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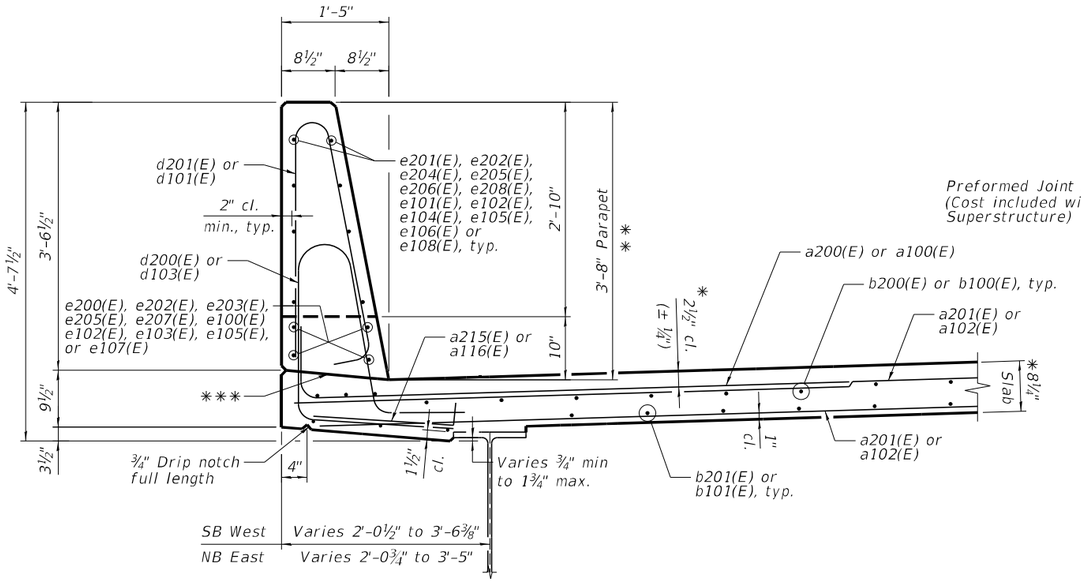
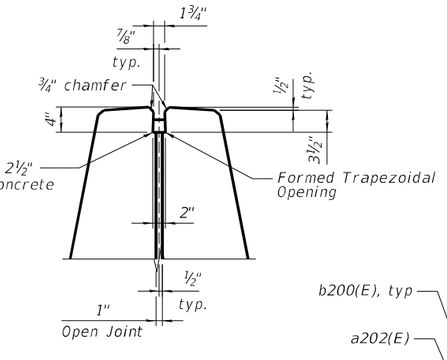
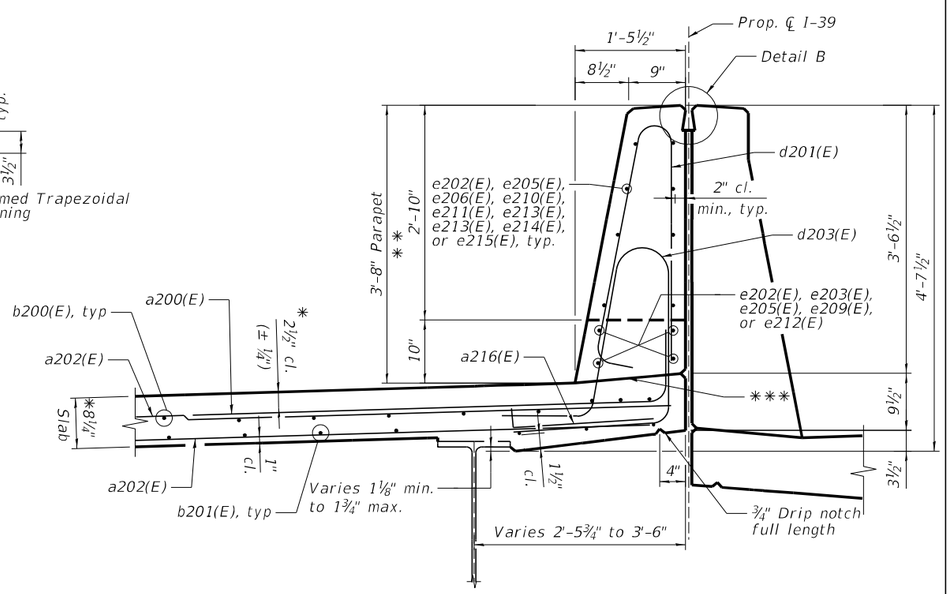
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



SECTION THRU PARAPET
SB WEST & NB EAST



DETAIL B

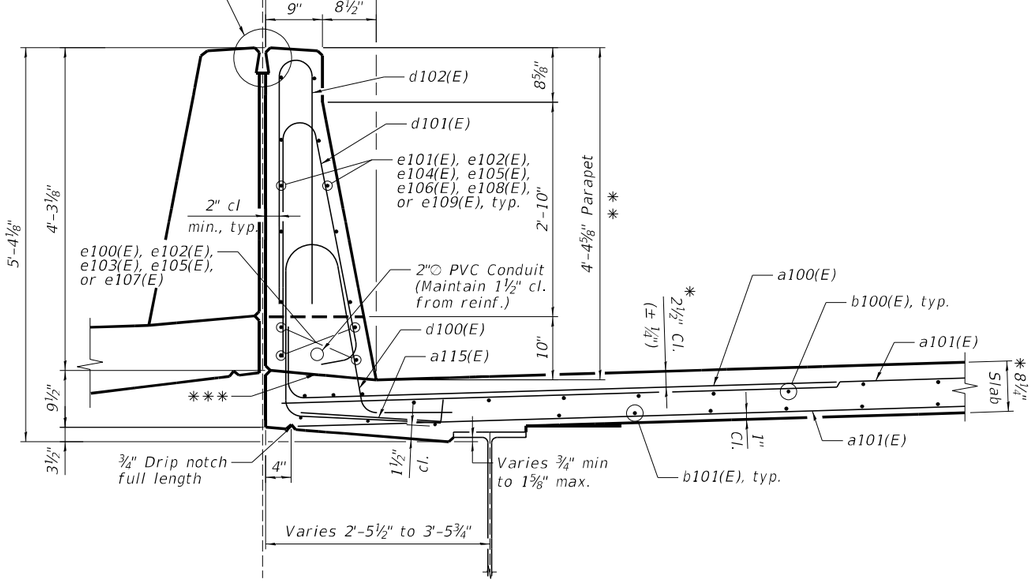


SECTION THRU PARAPET
SB EAST

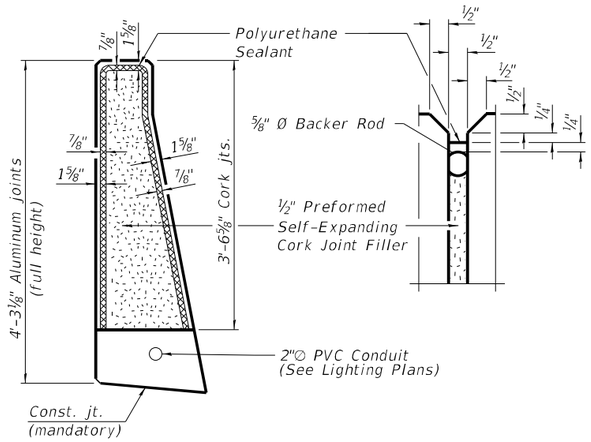
∗ Prior to grinding

∗∗ After grinding

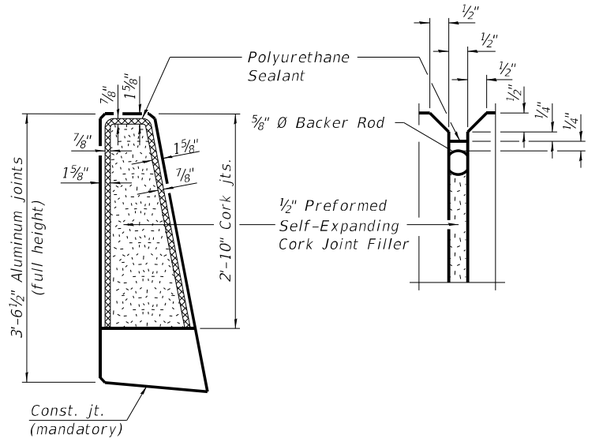
∗∗∗ Construction joint (mandatory)



SECTION THRU PARAPET
NB WEST



NB WEST PARAPET



SB WEST, SB EAST, AND NB EAST PARAPET

PARAPET JOINT DETAILS

NOTES:

1. The 3/16" aluminum sheet shall be ASTM B209 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 Superstructure.
2. The polyurethane sealant shall be according to Article 1050.04 of the Std. Specs. and the color shall be gray.

MODEL: SMODELNAMES
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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
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Job No. 10800

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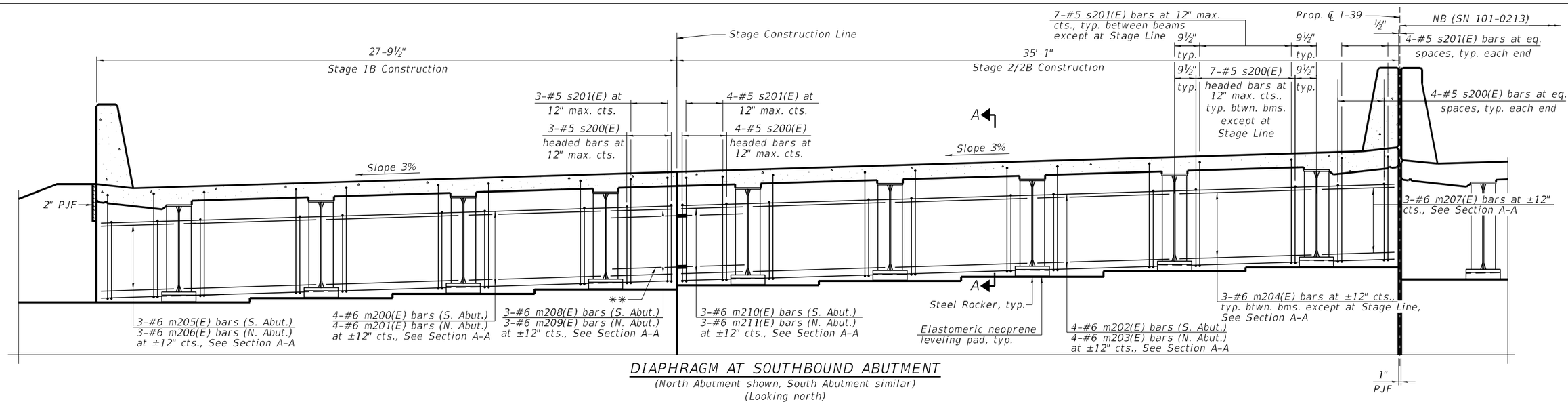
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

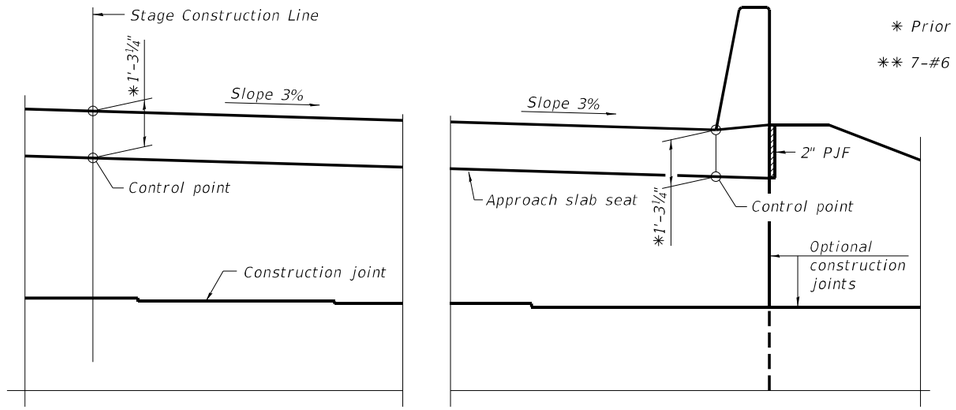
PARAPET DETAILS (2 OF 2)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 37 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	732
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



DIAPHRAGM AT SOUTHBOUND ABUTMENT

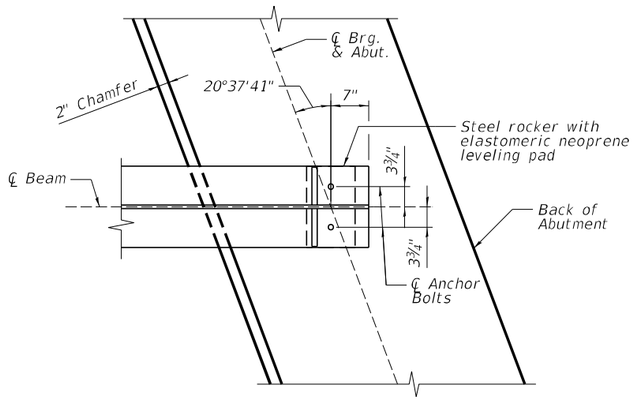
(North Abutment shown, South Abutment similar)
(Looking north)



VIEW B-B

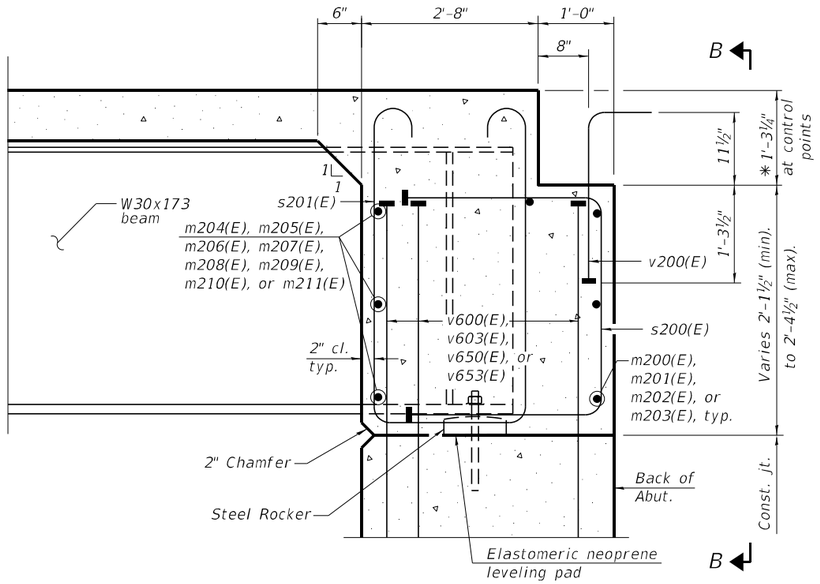
∗ Prior to grinding

∗∗ 7–#6 Mechanical Splicers (E), typ.



PLAN AT ABUTMENT

(Showing bottom flange of beam)



SECTION A-A

(at Rt. ℄'s)

NOTES:

1. See Sheet 40 of 81 for superstructure details and Bill of Material.
2. See Sheet 45 of 81 for PJF details.
3. The s200(E) and s201(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
4. The approach slab seat shall have a constant slope determined from the control points shown.

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3124960450
Job No. 10800

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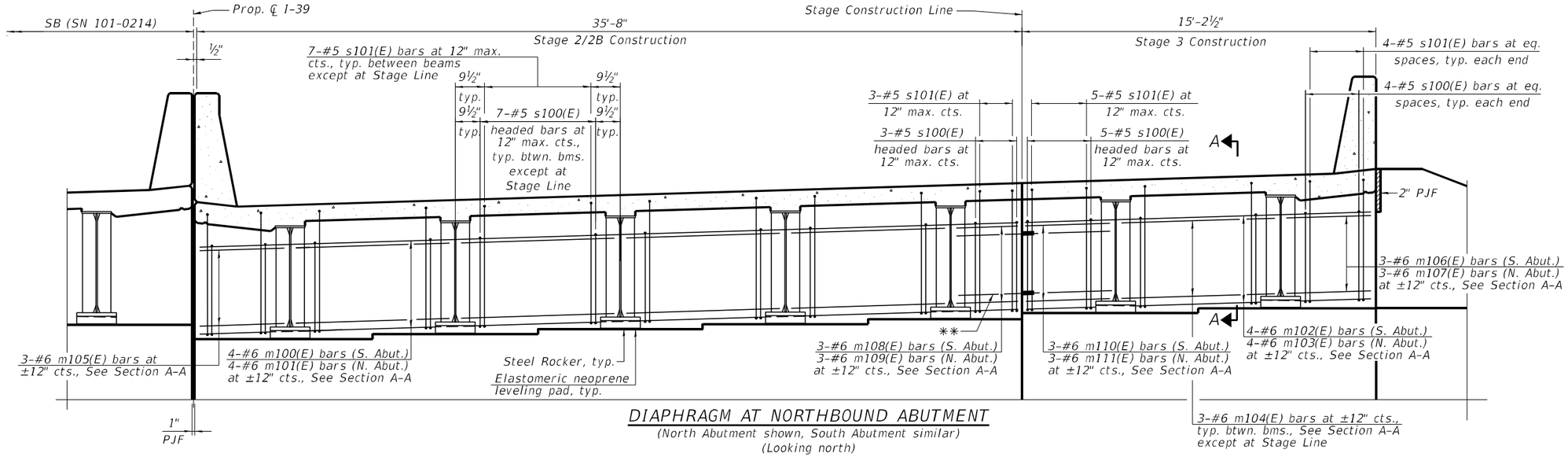
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

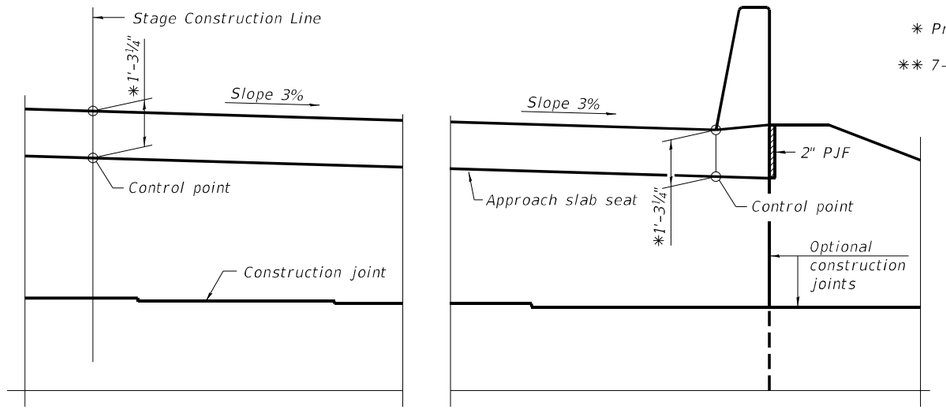
SOUTHBOUND ABUTMENT DIAPHRAGM
STRUCTURE NO. 101-0213 & 101-0214
SHEET 38 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	733
		CONTRACT NO. 64C24		
	ILLINOIS FED. AID PROJECT			

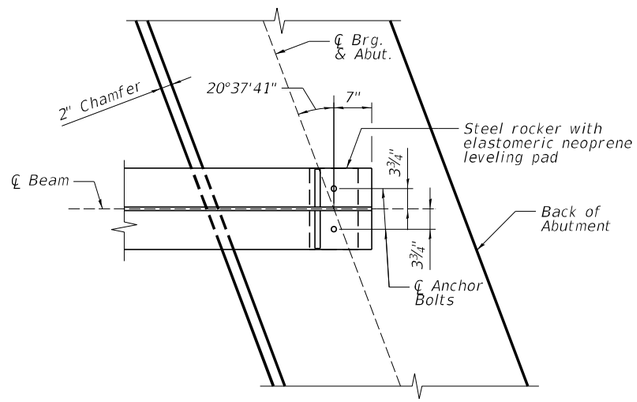


DIAPHRAGM AT NORTHBOUND ABUTMENT

(North Abutment shown, South Abutment similar)
(Looking north)



VIEW B-B

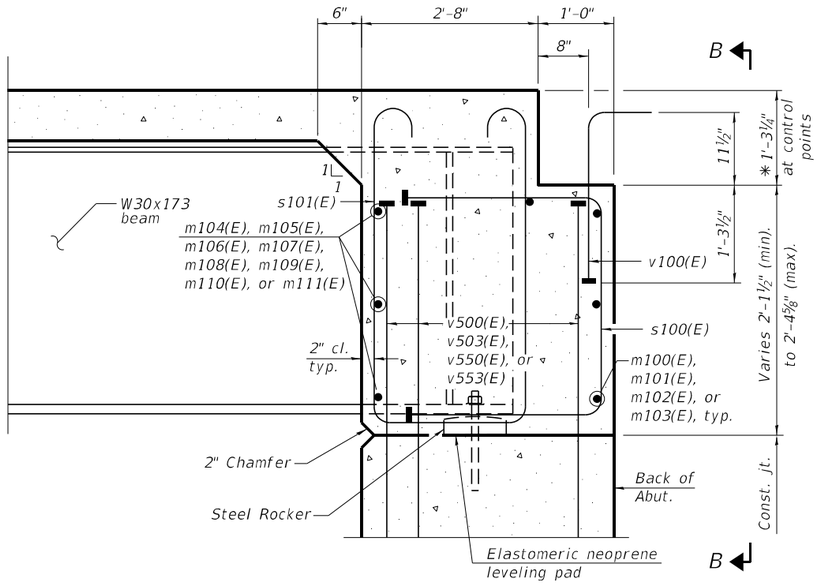


PLAN AT ABUTMENT

(Showing bottom flange of beam)

* Prior to grinding

** 7-#6 Mechanical Splicers (E), typ.



SECTION A-A

(at Rt. ℄'s)

NOTES:

1. See Sheet 40 of 81 for superstructure details and Bill of Material.
2. See Sheet 45 of 81 for PJF details.
3. The s200(E) and s201(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
4. The approach slab seat shall have a constant slope determined from the control points shown.

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35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
3124960450 Job No. 10800

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PLOT DATE =	CHECKED - JLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTHBOUND ABUTMENT DIAPHRAGM
STRUCTURE NO. 101-0213 & 101-0214
SHEET 39 OF 81 SHEETS

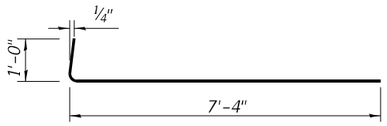
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	734
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

SUPERSTRUCTURE BILL OF MATERIAL
SB (SN 101-0214)

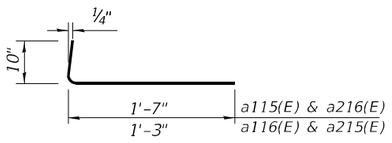
Bar	No.	Size	Length	Shape
a200(E)	1020	#6	8'-4"	
a201(E)	796	#5	27'-6"	
a202(E)	786	#5	34'-9"	
a203(E)	10	#5	29'-7"	
a204(E)	6	#5	29'-3"	
a205(E)	13	#5	36'-11"	
a206(E)	8	#5	37'-0"	
a207(E)	2	#5	29'-7"	
a208(E)	2	#5	37'-5"	
a209(E)	10	#5	30'-3"	
a210(E)	6	#5	31'-0"	
a211(E)	13	#5	36'-8"	
a212(E)	8	#5	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"	
d202(E)	4	#5	1'-10"	
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"	

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"	
v200(E)	128	#5	3'-1"	
Concrete Superstructure			Cu. Yd.	497.6
Protective Coat			Sq. Yd.	1,810
Reinforcement Bars, Epoxy Coated			Pound	134,150
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	948
Diamond Grinding (Bridge Section)			Sq. Yd.	1,474



BARS a100(E) AND a200(E)



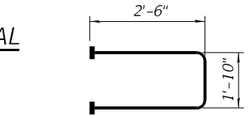
BARS a115(E), a116(E), a215(E), AND a216(E)

SUPERSTRUCTURE BILL OF MATERIAL
NB (SN 101-0213)

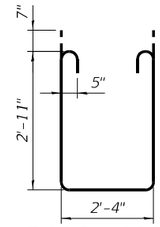
Bar	No.	Size	Length	Shape
a100(E)	1020	#6	8'-4"	
a101(E)	785	#5	35'-4"	
a102(E)	810	#5	14'-11"	
a103(E)	13	#5	38'-1"	
a104(E)	8	#5	37'-0"	
a105(E)	5	#5	17'-7"	
a106(E)	3	#5	17'-3"	
a107(E)	2	#5	38'-0"	
a108(E)	2	#5	16'-0"	
a109(E)	13	#5	38'-2"	
a110(E)	8	#5	37'-3"	
a111(E)	5	#5	17'-0"	
a112(E)	3	#5	19'-5"	
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"	
d102(E)	356	#5	6'-8"	
d103(E)	356	#5	7'-5"	
d104(E)	6	#5	6'-7"	
d105(E)	6	#5	3'-4"	
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.)

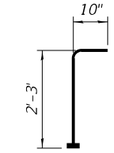
Bar	No.	Size	Length	Shape
m100(E)	4	#6	38'-5"	
m101(E)	4	#6	37'-11"	
m102(E)	4	#6	15'-11"	
m103(E)	4	#6	15'-9"	
m104(E)	30	#6	7'-6"	
m105(E)	6	#6	3'-3"	
m106(E)	3	#6	2'-6"	
m107(E)	3	#6	1'-10"	
m108(E)	3	#6	2'-8"	
m109(E)	3	#6	2'-2"	
m110(E)	3	#6	4'-11"	
m111(E)	3	#6	5'-5"	
s100(E)	102	#5	6'-10"	
s101(E)	102	#5	9'-4"	
v100(E)	102	#5	3'-1"	
Concrete Superstructure			Cu. Yd.	430.6
Protective Coat			Sq. Yd.	1,511
Reinforcement Bars, Epoxy Coated			Pound	116,520
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	631
Diamond Grinding (Bridge Section)			Sq. Yd.	1,157



BARS s100(E) AND s200(E)
(Headed. 460-#5 Bar terminators)*

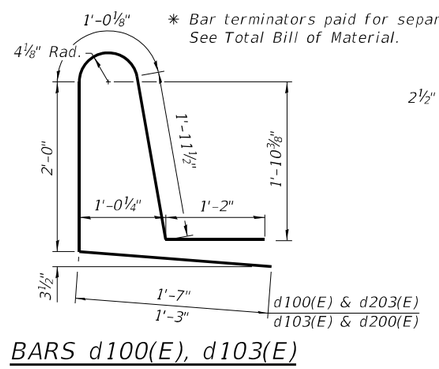


BARS s101(E) AND s201(E)

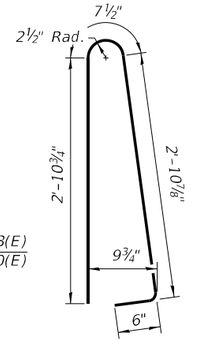


BARS v100(E) AND v200(E)
(Headed. 230-#5 Bar terminators)*

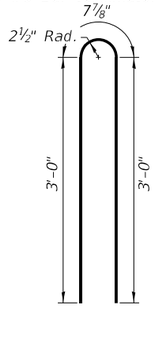
* Bar terminators paid for separately. See Total Bill of Material.



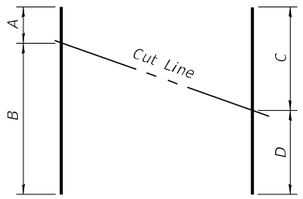
BARS d100(E), d103(E) d200(E), AND d203(E)



BARS d101(E) AND d201(E)



BAR d102(E)

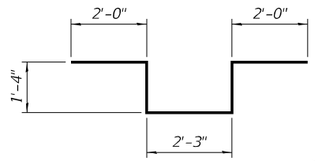


FIELD CUTTING DIAGRAM
(See table for designation)

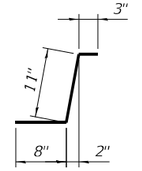
FIELD CUTTING DIAGRAM TABLE

Bar	No.	Size	A	B	C	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"

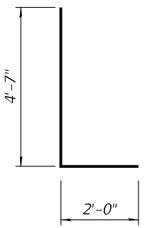
Bar	No.	Size	A	B	C	D
a203(E)	10	#5	3'-4"	26'-3"	14'-2"	15'-5"
a204(E)	6	#5	3'-9"	25'-6"	13'-8"	15'-7"
a205(E)	13	#5	3'-4"	33'-7"	17'-10"	19'-1"
a206(E)	8	#5	3'-8"	33'-4"	17'-6"	19'-6"
a209(E)	10	#5	3'-6"	26'-9"	14'-6"	15'-9"
a210(E)	6	#5	4'-6"	26'-6"	14'-6"	16'-6"
a211(E)	13	#5	3'-0"	33'-8"	17'-9"	18'-11"
a212(E)	8	#5	3'-5"	33'-6"	17'-5"	19'-6"



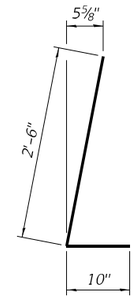
BAR e110(E)



BAR d202(E)



BAR d104(E)



BAR d105(E)

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35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

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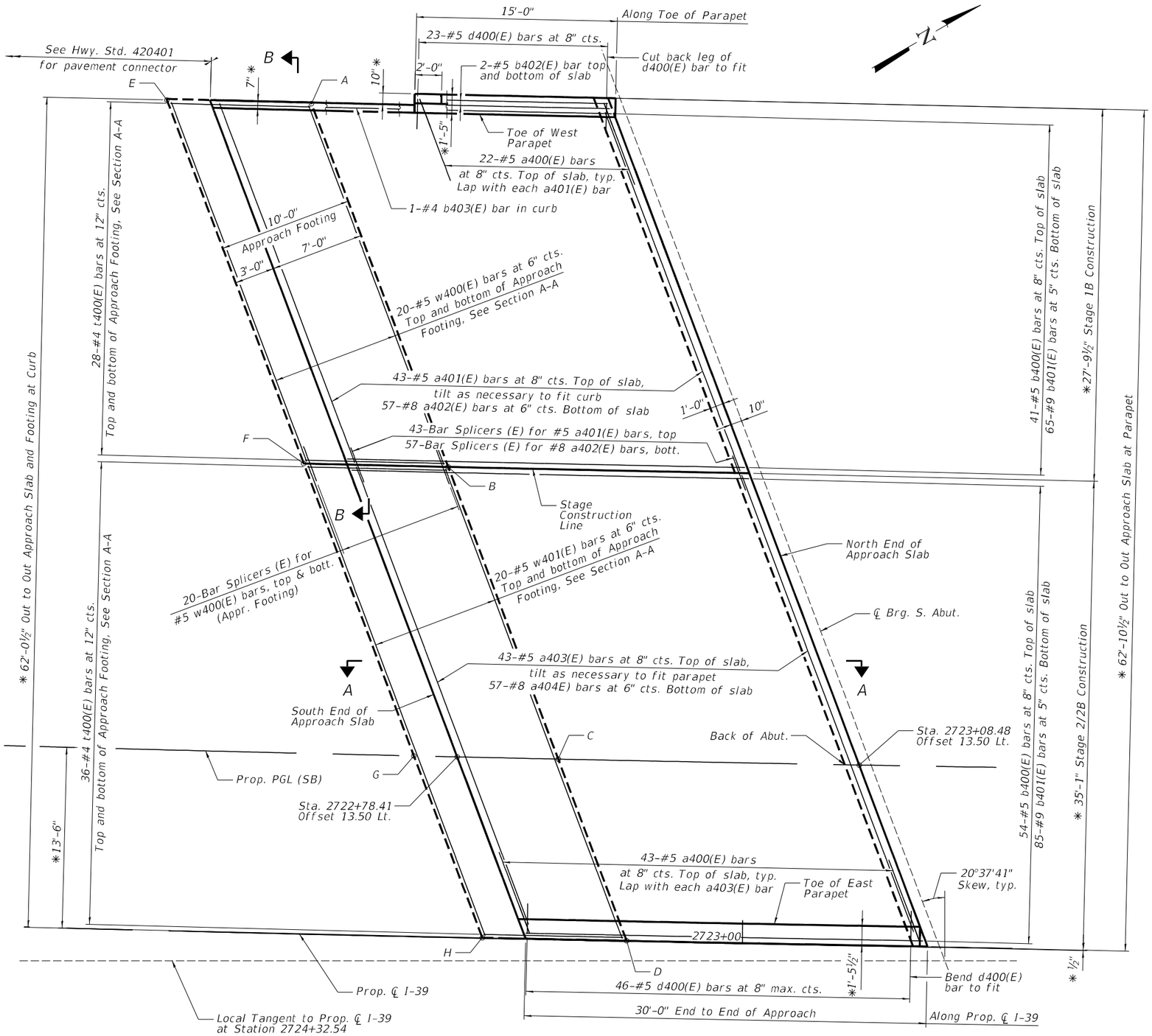
PLOT SCALE =	DRAWN - KMS	REVISED -	
PLOT DATE =	CHECKED - JLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 101-0213 & 101-0214
SHEET 40 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	735
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	



PLAN – SOUTH BRIDGE APPROACH SLAB (SOUTHBOUND)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

S. Approach (SB)				
Point/ Location	Station	Offset	Top	Bottom
A	2722+66.30	-62.08	796.12	795.28
B	2722+77.25	-35.13	797.08	796.25
C	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
H	2722+80.59	-0.04	798.18	797.35

* Radial dimension

NOTE:
See Sheet 76 of 81 for bar splicer details.

MODEL: sMODELNAMES
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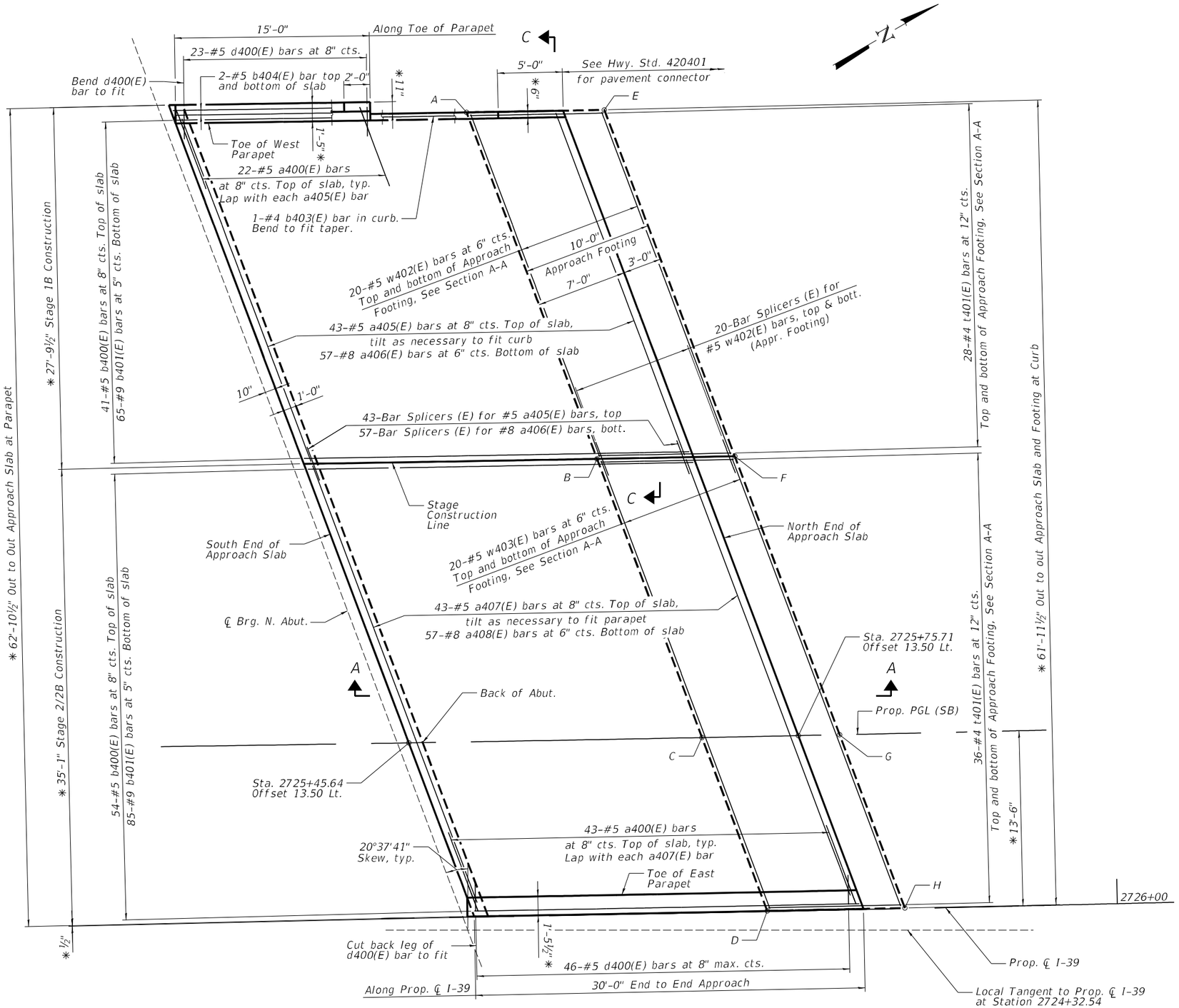
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH BRIDGE APPROACH SLAB PLAN (SOUTHBOUND)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 41 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	736
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



PLAN – NORTH BRIDGE APPROACH SLAB (SOUTHBOUND)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

N. Approach (SB)				
Point/ Location	Station	Offset	Top	Bottom
A	2725+50.93	-62.00	798.77	797.93
B	2725+60.57	-35.13	799.61	798.78
C	2725+68.27	-13.50	800.29	799.45
D	2725+73.03	-0.04	800.71	799.88
E	2725+61.64	-62.00	798.81	797.98
F	2725+71.23	-35.13	799.65	798.82
G	2725+78.89	-13.50	800.32	799.49
H	2725+83.64	-0.04	800.74	799.91

∗ Radial dimension

NOTE:
See Sheet 76 of 81 for bar splicer details.

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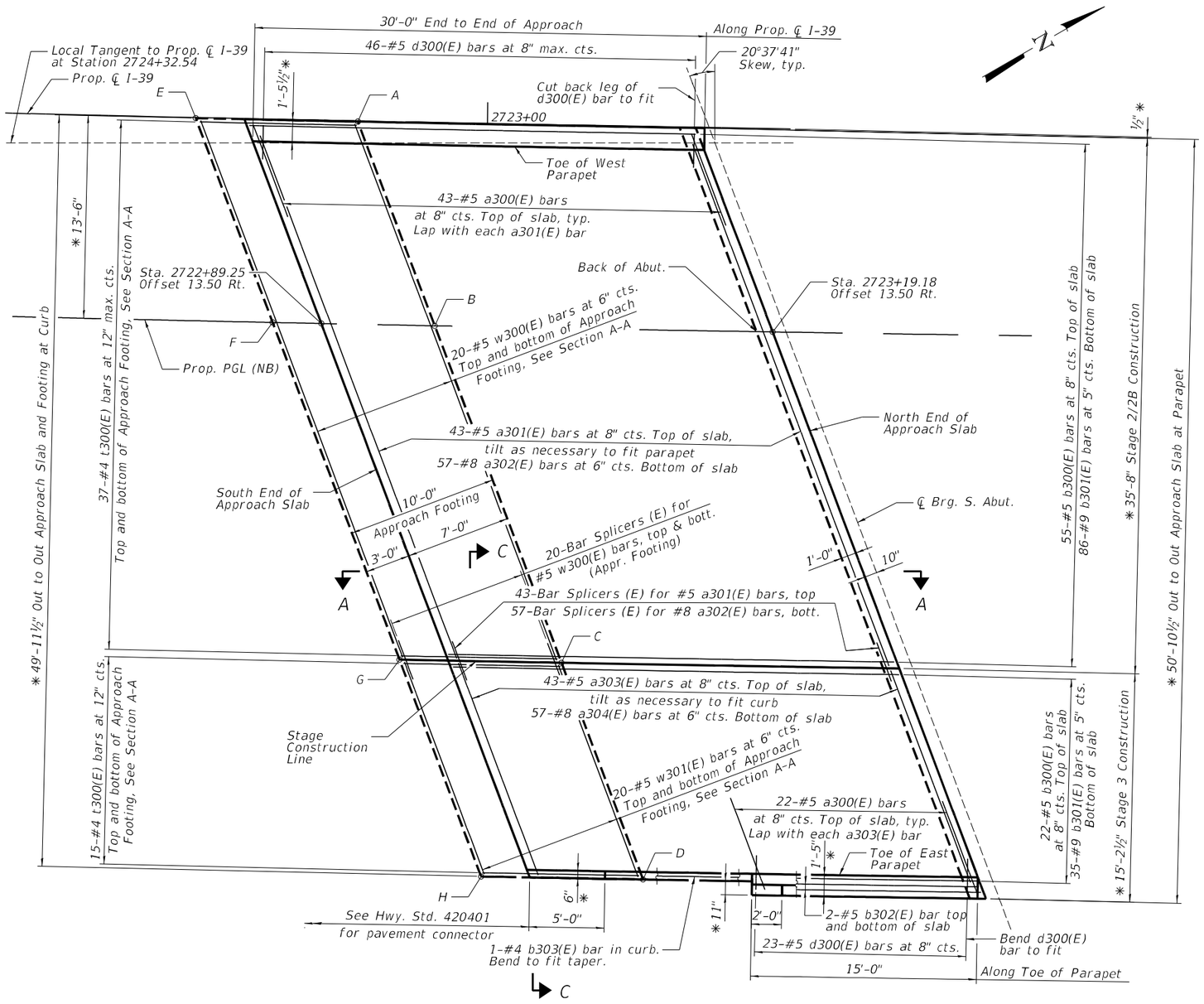
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH BRIDGE APPROACH SLAB PLAN (SOUTHBOUND)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 42 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	737
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



PLAN – SOUTH BRIDGE APPROACH SLAB (NORTHBOUND)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

S. Approach (NB)				
Point/ Location	Station	Offset	Top	Bottom
A	2722+91.40	0.04	797.52	796.69
B	2722+96.77	13.50	798.00	797.16
C	2723+05.59	35.71	798.78	797.94
D	2723+11.23	50.00	799.28	798.45
E	2722+80.62	0.04	797.37	796.54
F	2722+86.02	13.50	797.85	797.02
G	2722+94.88	35.71	798.64	797.80
H	2723+00.54	50.00	799.14	798.31

* Radial dimension

NOTE:
See Sheet 76 of 81 for bar splicer details.

MODEL: SMODELNAMES
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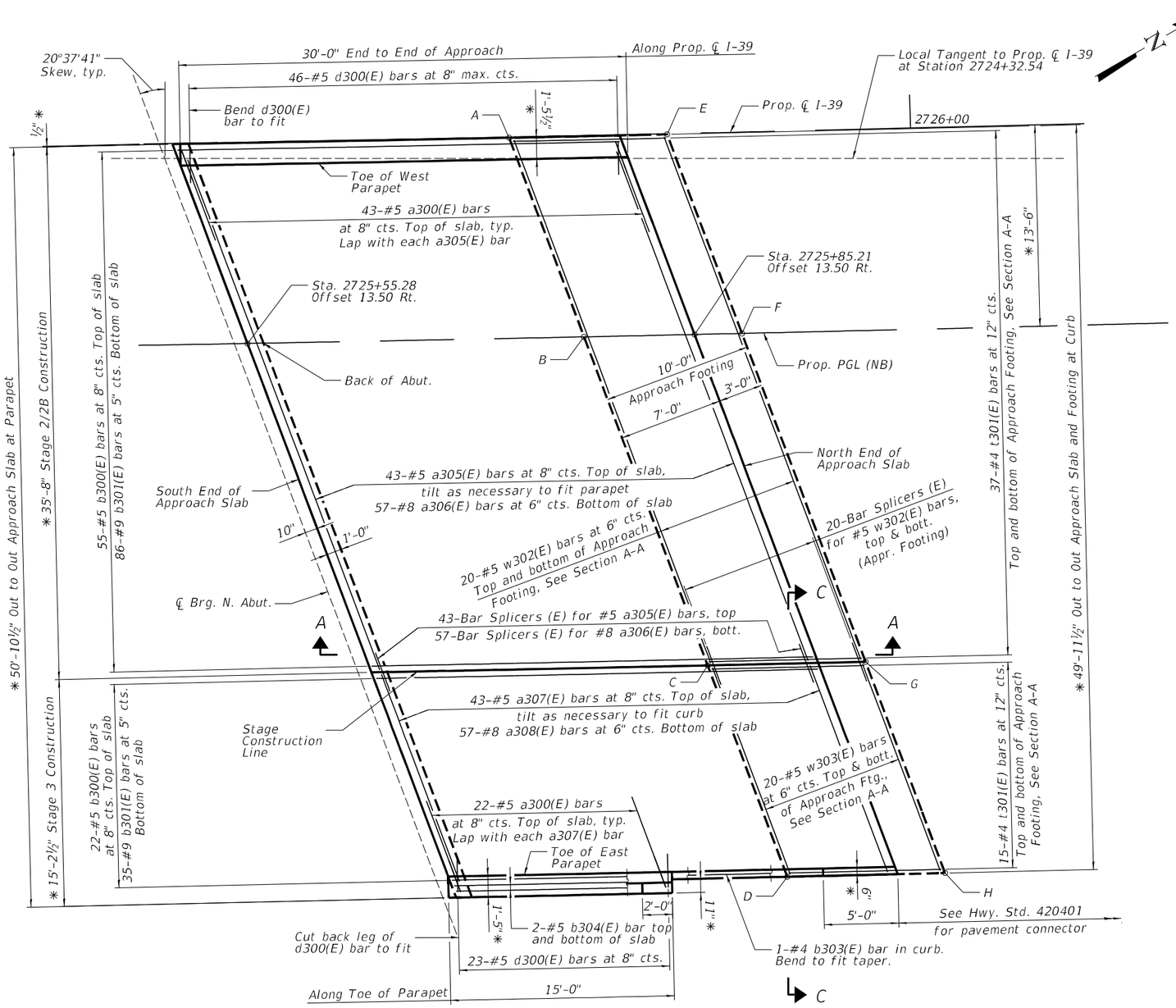
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH BRIDGE APPROACH SLAB PLAN (NORTHBOUND)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 43 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	738
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



PLAN – NORTH BRIDGE APPROACH SLAB (NORTHBOUND)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

N. Approach (NB)				
Point/ Location	Station	Offset	Top	Bottom
A	2725+73.06	0.04	799.90	799.07
B	2725+77.81	13.50	800.32	799.49
C	2725+85.59	35.71	801.01	800.18
D	2725+90.58	50.00	801.45	800.62
E	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
H	2726+01.09	50.00	801.48	800.65

* Radial dimension

NOTE:
See Sheet 76 of 81 for bar splicer details.

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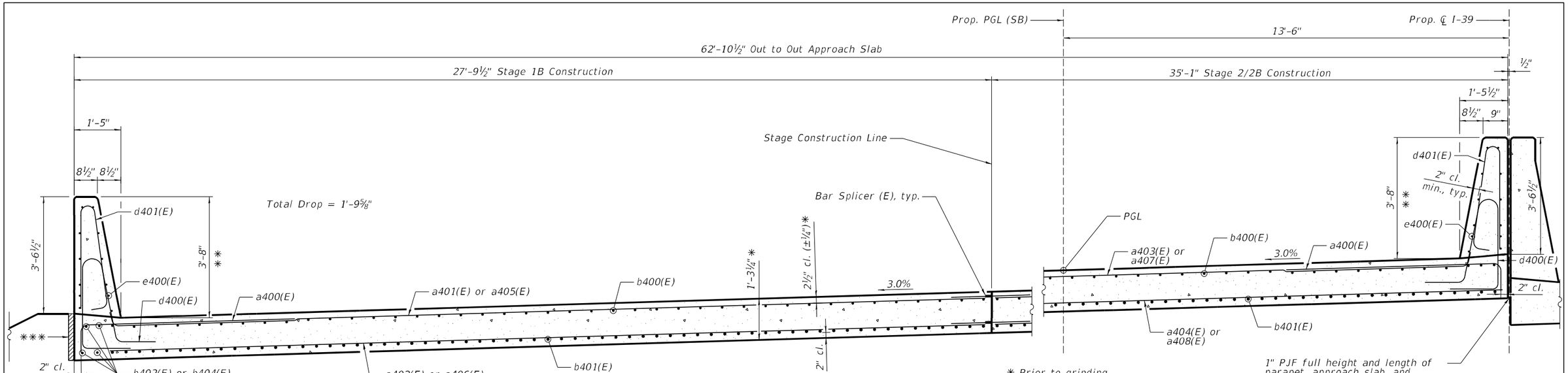
PLOT DATE =	CHECKED - JLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH BRIDGE APPROACH SLAB PLAN (NORTHBOUND)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 44 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	739
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

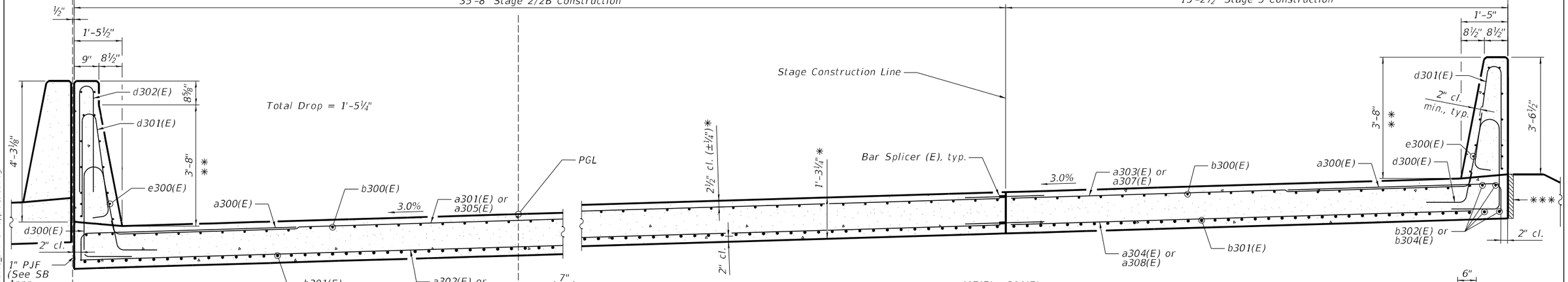


SOUTHBOUND APPROACH CROSS SECTION

(Looking North)

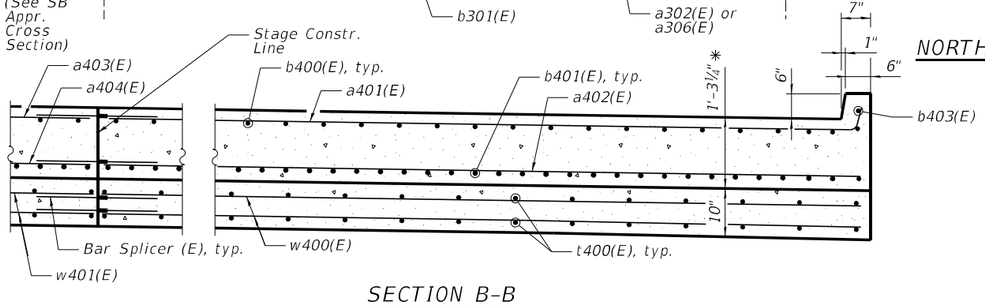
* Prior to grinding

** After grinding



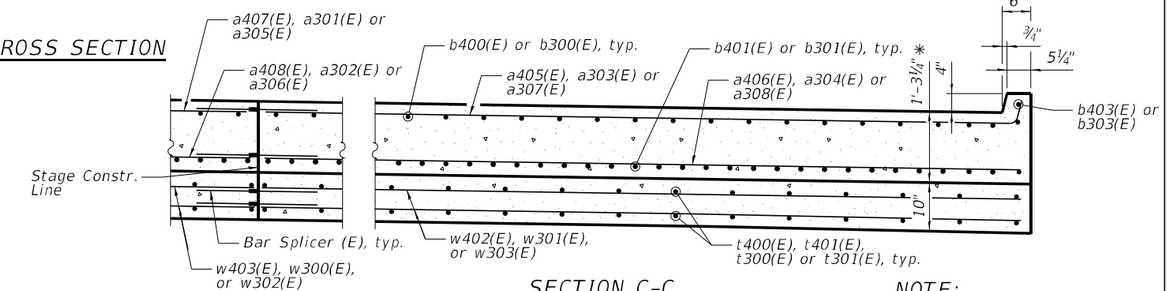
NORTHBOUND APPROACH CROSS SECTION

(Looking North)



SECTION B-B

(Section thru Curb and Approach Footing)



SECTION C-C

(Section thru Curb and Approach Footing)

NOTE:
All horizontal dimensions are radial dimensions.

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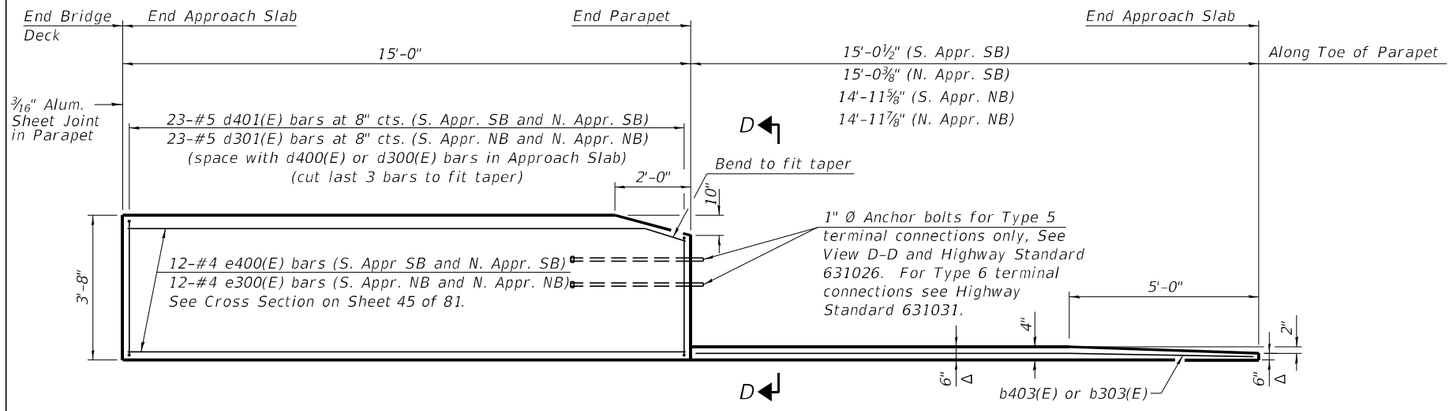
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

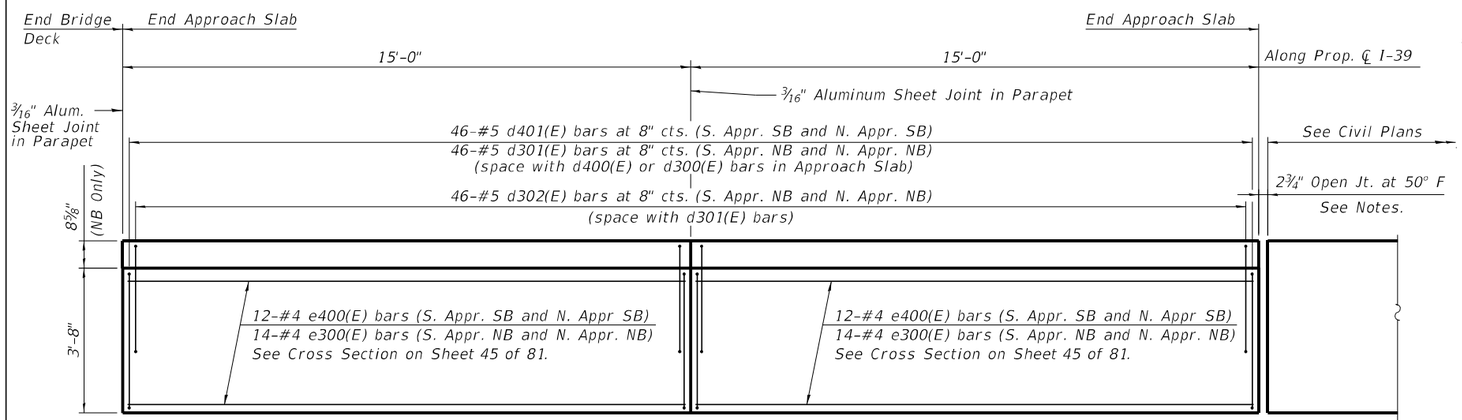
BRIDGE APPROACH SLAB DETAILS (1 OF 3)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 45 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	740
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



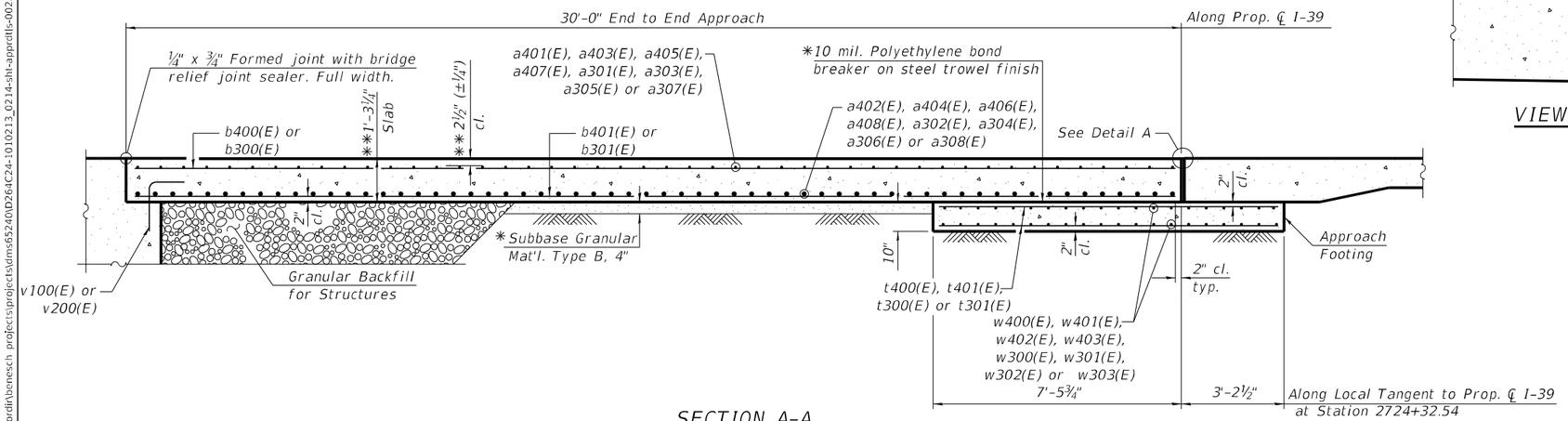
INSIDE ELEVATION OF PARAPET AND CURB

(Outside Parapet Elevation)

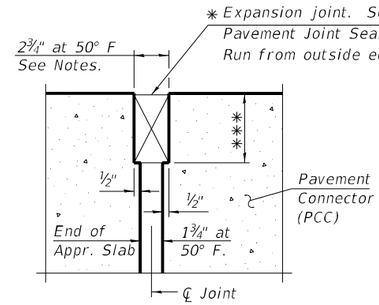


INSIDE ELEVATION OF PARAPET

(Median Parapet Elevation)

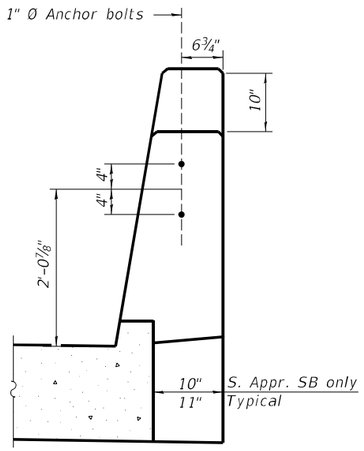


SECTION A-A

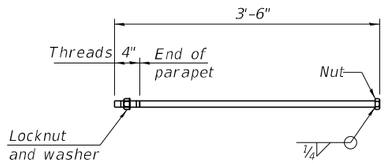


DETAIL A

(at Rt. ∠'s)



VIEW D-D



*1" Ø ANCHOR BOLT

(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

* Cost included with Concrete Superstructure (Approach Slab).

** Prior to grinding.

*** Per manufacturer recommendations.

Δ No curb taper at South Approach SB only.

NOTES:

1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
2. Parapet concrete shall be paid for as Concrete Superstructure.
3. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
4. Approach footing concrete shall be paid for as Concrete Structures.
5. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
6. Cost of excavation for approach footing included with Concrete Structures.
7. For Granular Backfill for Structures and drainage treatment details, see Sheet 3 of 81.
8. All vertical dimensions shown are after grinding unless noted otherwise.

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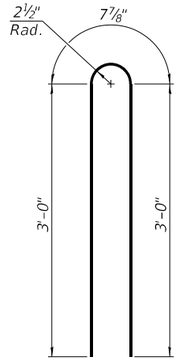
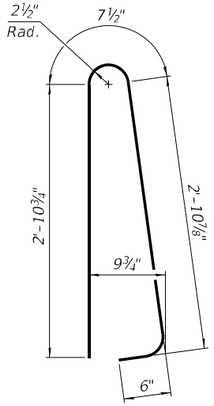
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS (2 OF 3)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 46 OF 81 SHEETS

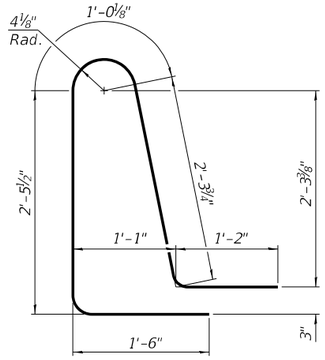
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	741
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



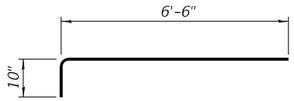
BAR d302(E)



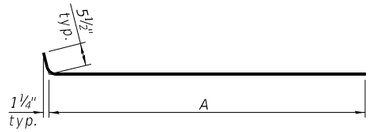
BARS d401(E) AND d301(E)



BARS d400(E) AND d300(E)



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	A
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"

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"	
	e400(E)	36	#4	14'-8"	
	t400(E)	128	#4	10'-5"	
	w400(E)	40	#5	28'-9"	
	w401(E)	40	#5	37'-6"	
	Concrete Superstructure		Cu. Yd.	6.4	
	Protective Coat		Sq. Yd.	222	
	Concrete Superstructure (Approach Slab)		Cu. Yd.	89.0	
	Concrete Structures		Cu. Yd.	20.7	
	Reinforcement Bars, Epoxy Coated		Pound	36,770	
	Bridge Deck Grooving (Longitudinal)		Sq. Yd.	120	
*	Diamond Grinding (Bridge Section)		Sq. Yd.	361	

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"	
	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"	
	w403(E)	40	#5	36'-10"	
	Concrete Superstructure		Cu. Yd.	6.4	
	Protective Coat		Sq. Yd.	222	
	Concrete Superstructure (Approach Slab)		Cu. Yd.	88.9	
	Concrete Structures		Cu. Yd.	20.3	
	Reinforcement Bars, Epoxy Coated		Pound	36,500	
	Bridge Deck Grooving (Longitudinal)		Sq. Yd.	120	
*	Diamond Grinding (Bridge Section)		Sq. Yd.	350	

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"	
	d302(E)	46	#5	6'-9"	
	e300(E)	40	#4	14'-8"	
	t300(E)	104	#4	10'-5"	
	w300(E)	40	#5	38'-0"	
	w301(E)	40	#5	15'-0"	
	Concrete Superstructure		Cu. Yd.	7.0	
	Protective Coat		Sq. Yd.	185	
	Concrete Superstructure (Approach Slab)		Cu. Yd.	72.0	
	Concrete Structures		Cu. Yd.	16.7	
	Reinforcement Bars, Epoxy Coated		Pound	30,360	
	Bridge Deck Grooving (Longitudinal)		Sq. Yd.	80	
*	Diamond Grinding (Bridge Section)		Sq. Yd.	270	

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"	
	d302(E)	46	#5	6'-9"	
	e300(E)	40	#4	14'-8"	
	t301(E)	104	#4	10'-3"	
	w302(E)	40	#5	37'-6"	
	w303(E)	40	#5	14'-10"	
	Concrete Superstructure		Cu. Yd.	7.0	
	Protective Coat		Sq. Yd.	185	
	Concrete Superstructure (Approach Slab)		Cu. Yd.	72.0	
	Concrete Structures		Cu. Yd.	16.4	
	Reinforcement Bars, Epoxy Coated		Pound	30,190	
	Bridge Deck Grooving (Longitudinal)		Sq. Yd.	80	
*	Diamond Grinding (Bridge Section)		Sq. Yd.	265	

* Includes quantity for approach slab and pavement connector.

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DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS (3 OF 3)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 47 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	742
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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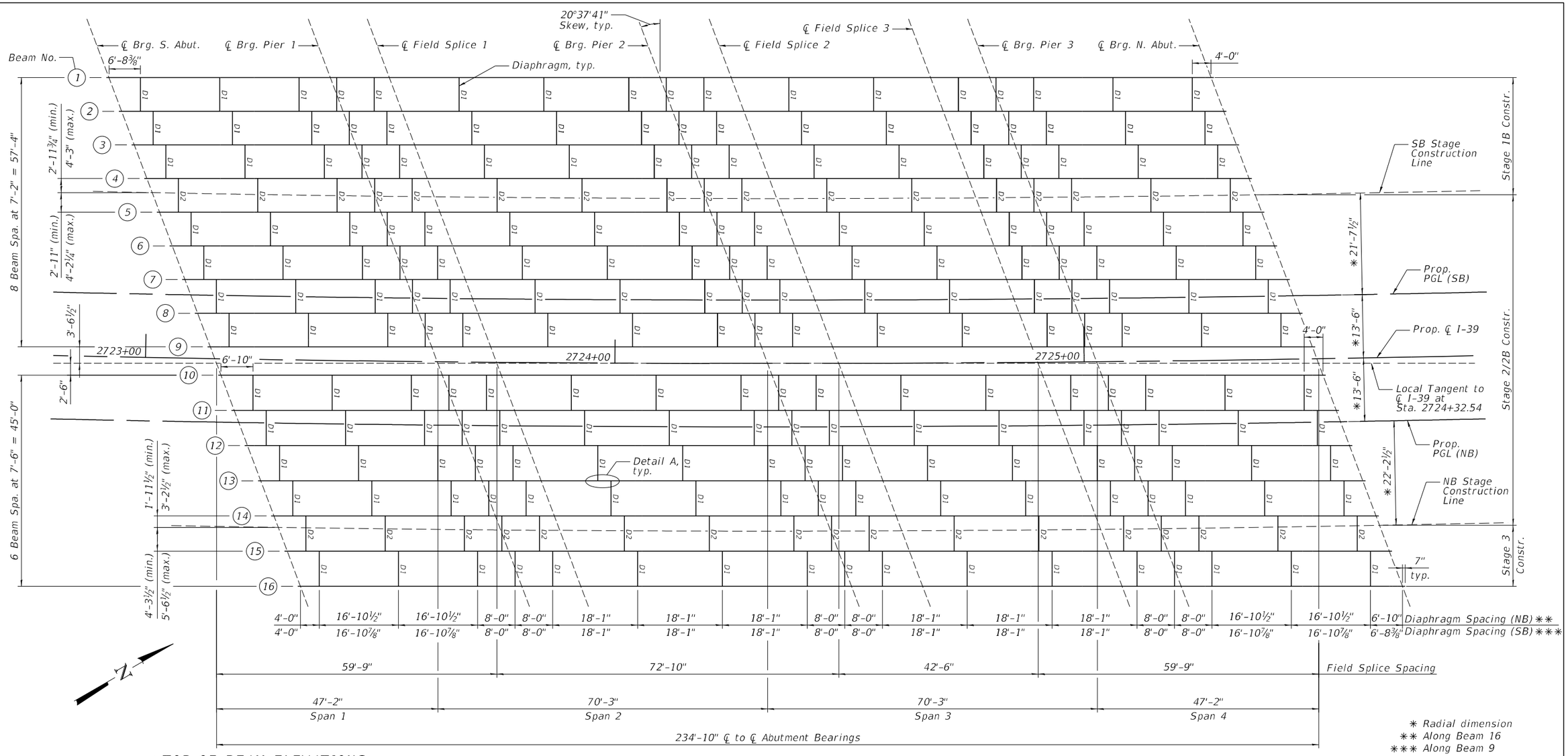

∗ Radial dimension
∗∗ Along Beam 16
∗∗∗ Along Beam 9

△ TOP OF BEAM ELEVATIONS

Location	℄ Brg. S. Abut.	℄ Brg. Pier 1	℄ Field Splice 1	℄ Brg. Pier 2	℄ Field Splice 2	℄ Field Splice 3	℄ Brg. Pier 3	℄ Brg. N. Abut.
Beam 1	797.00	797.58	797.74	798.31	798.46	798.80	798.88	799.17
Beam 2	797.25	797.83	797.98	798.55	798.70	799.04	799.12	799.40
Beam 3	797.50	798.08	798.23	798.79	798.94	799.27	799.35	799.63
Beam 4	797.75	798.32	798.47	799.03	799.18	799.51	799.58	799.86
Beam 5	798.00	798.57	798.72	799.27	799.41	799.74	799.81	800.09
Beam 6	798.25	798.81	798.96	799.51	799.65	799.97	800.05	800.31
Beam 7	798.50	799.06	799.21	799.75	799.89	800.21	800.28	800.54
Beam 8	798.75	799.30	799.45	799.98	800.13	800.44	800.51	800.77
Beam 9	799.00	799.55	799.69	800.22	800.36	800.67	800.74	801.00
Beam 10	798.40	798.95	799.09	799.61	799.75	800.06	800.13	800.38
Beam 11	798.66	799.20	799.35	799.86	800.00	800.30	800.37	800.62
Beam 12	798.92	799.46	799.60	800.11	800.25	800.55	800.61	800.85
Beam 13	799.18	799.71	799.85	800.36	800.49	800.79	800.85	801.09
Beam 14	799.44	799.97	800.11	800.61	800.74	801.03	801.09	801.33
Beam 15	799.70	800.22	800.36	800.85	800.99	801.27	801.34	801.56
Beam 16	799.96	800.47	800.61	801.10	801.23	801.51	801.58	801.80

△ For fabrication only.

FRAMING PLAN

(All horizontal dimensions are measured along the Local Tangent, unless noted otherwise)

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. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
3. See Sheet 49 of 81 for beam elevation.
4. See Sheet 53 of 81 for steel diaphragm details and Detail A.
5. See Sheet 52 of 81 for field splice details.

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FRAMING PLAN
STRUCTURE NO. 101-0213 & 101-0214
SHEET 48 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	743
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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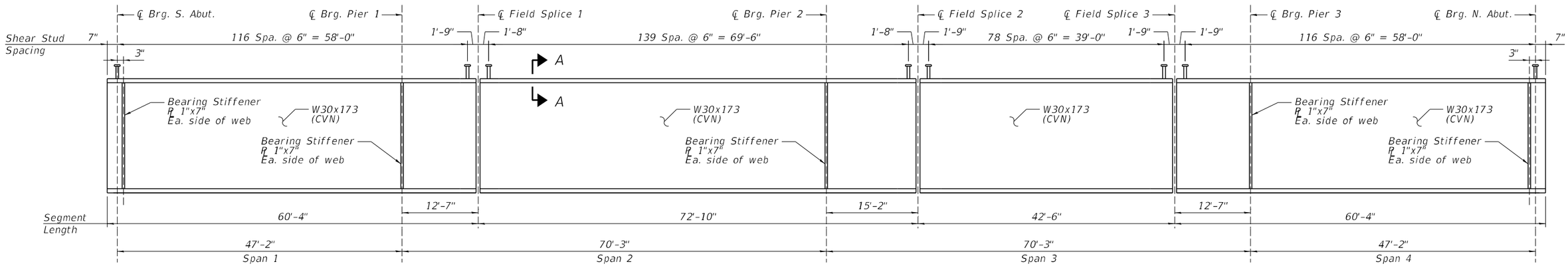
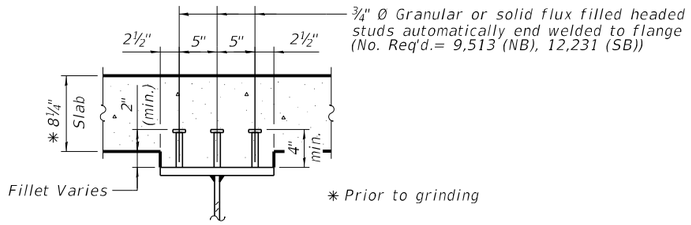


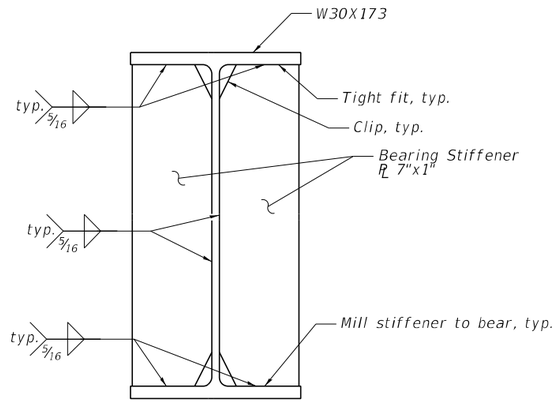
BEAM ELEVATION

(Looking west)

(Diaphragm connections plates not shown for clarity)



SECTION A-A



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.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM ELEVATION
STRUCTURE NO. 101-0213 & 101-0214
SHEET 49 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	744
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

INTERIOR GIRDER MOMENT TABLE (SOUTHBOUND)								
		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
Ic(3n)	(in^4)	15,159	----	15,159	----	15,159	----	15,159
Ic(cr)	(in^4)	-----	10,863	-----	10,863	-----	10,863	-----
Ss	(in^3)	541	541	541	541	541	541	541
Sc(n)	(in^3)	749	-----	749	-----	749	-----	749
Sc(3n)	(in^3)	684	-----	684	-----	684	-----	684
Sc(cr)	(in^3)	-----	611	-----	611	-----	611	-----
Sx	(in^3)	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_{L+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 + 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 (L+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+ $f_f/2$ (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 + $f_f/3$ (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

INTERIOR GIRDER REACTION TABLE (SOUTHBOUND)						
		S. Abut.	Pier 1	Pier 2	Pier 3	N. Abut.
LLDF		0.813	0.813	0.813	0.813	0.813
OCF		1.075	1.075	1.075	1.075	1.075
RDC1	(k)	15.9	61.3	69.0	61.3	15.9
RDC2	(k)	2.1	8.2	9.3	8.2	2.1
RDW	(k)	5.8	23.2	26.1	23.2	5.8
R_L	(k)	56.7	93.4	97.1	93.4	56.6
R_{IM}	(k)	14.8	18.7	18.6	18.7	14.8
RTotal (Strength I) (Impact)	(k)	156.3	317.8	339.5	317.8	156.2
RTotal (Strength I) (No Impact)	(k)	130.3	285.2	307.0	285.2	130.2

EXTERIOR GIRDER MOMENT TABLE (SOUTHBOUND)								
		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)	19,852	----	20,304	----	20,313	----	19,880
Ic(3n)	(in^4)	14,636	----	15,046	----	15,055	----	14,661
Ic(cr)	(in^4)	-----	10,545	-----	10,647	-----	10,553	-----
Ss	(in^3)	541	541	541	541	541	541	541
Sc(n)	(in^3)	742	-----	747	-----	747	-----	743
Sc(3n)	(in^3)	676	-----	682	-----	682	-----	676
Sc(cr)	(in^3)	-----	603	-----	605	-----	603	-----
Sx	(in^3)	729	592	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_{L+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 + 1/3 fl 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 (L+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+ $f_f/2$ (Service II)	(ksi)	14.4	24.1	19.8	30.2	19.8	24.1	14.4
Service II Resistance	(ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5
fs + $f_f/3$ (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

EXTERIOR GIRDER REACTION TABLE (SOUTHBOUND)						
		S. Abut.	Pier 1	Pier 2	Pier 3	N. Abut.
LLDF		0.570	0.623	0.654	0.626	0.574
OCF		1.075	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_L	(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.

M_{L+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_{L+IM}

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

Øf 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 below (ksi).
MDC2 / Sc(3n) or MDC2 / Sc(cr) as applicable.

fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW / Sc(3n) or MDW / Sc(cr) as applicable.

fs (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_{L+IM} / Sc(n) or M_{L+IM} / Sc(cr) as applicable.

fs + $f_f/2$ (Service II): Sum of stresses as computed below (ksi).
fsDC1 + fsDC2 + fsDW + 1.3 fs($L+IM$) + $f_f/2$

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

fs + $f_f/3$ (Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs($L+IM$) + $f_f/3$

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.

OCF: 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).

R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

R_L : 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_{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_L)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM MOMENT AND REACTION TABLES (SOUTHBOUND)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 50 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	745
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

MODEL: SMODELNAMES
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INTERIOR GIRDER MOMENT TABLE (NORTHBOUND)

		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)	20,640	----	20,640	----	20,640	----	20,640
Ic(3n)	(in^4)	15,362	----	15,362	----	15,362	----	15,362
Ic(cr)	(in^4)	-----	11,027	-----	11,027	-----	11,027	-----
Ss	(in^3)	541	541	541	541	541	541	541
Sc(n)	(in^3)	751	-----	751	-----	751	-----	751
Sc(3n)	(in^3)	687	-----	687	-----	687	-----	687
Sc(cr)	(in^3)	-----	614	-----	614	-----	614	-----
Sx	(in^3)	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
MDW	('k)	48	131	83	166	83	131	48
LLDF		0.688	0.662	0.641	0.641	0.641	0.662	0.688
M_{L+IM}	('k)	543	565	660	685	660	565	543
fl (Strength I)	(ksi)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mu + 1/3 fl 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
fs DC1	(ksi)	2.8	7.5	4.9	9.5	4.9	7.5	2.8
fs DC2	(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
fs (L+IM)	(ksi)	8.7	11.0	10.5	13.4	10.5	11.0	8.7
fl (Service II)	(ksi)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
fs+ $f_f/_2$ (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
fs + $f_f/_3$ (Strength I)	(ksi)	20.4	34.0	27.6	42.0	27.6	34.0	20.4
Øf Fn	(ksi)	-----	50.0	-----	50.0	-----	50.0	-----
Vf	(k)	56.9	229.0	65.3	236.7	67.0	229.0	62.8

EXTERIOR GIRDER MOMENT TABLE (NORTHBOUND)

		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)	20,102	----	20,411	----	20,288	----	19,721
Ic(3n)	(in^4)	14,860	----	15,145	----	15,032	----	14,520
Ic(cr)	(in^4)	-----	10,625	-----	10,672	-----	10,526	-----
Ss	(in^3)	541	541	541	541	541	541	541
Sc(n)	(in^3)	745	-----	748	-----	747	-----	741
Sc(3n)	(in^3)	680	-----	683	-----	682	-----	674
Sc(cr)	(in^3)	-----	605	-----	606	-----	602	-----
Sx	(in^3)	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
M_{L+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 + 1/3 fl 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 (L+IM)	(ksi)	8.7	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+ $f_f/_2$ (Service II)	(ksi)	15.0	25.1	20.4	31.3	20.4	24.8	14.9
Service II Resistance	(ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5
fs + $f_f/_3$ (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

INTERIOR GIRDER REACTION TABLE (NORTHBOUND)

		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_L	(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

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_L	(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.

M_{L+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_{L+IM}

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

Øf 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 below (ksi).
MDC2 / Sc(3n) or MDC2 / Sc(cr) as applicable.

fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW / Sc(3n) or MDW / Sc(cr) as applicable.

fs (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_{L+IM} / Sc(n) or M_{L+IM} / Sc(cr) as applicable.

fs + $f_f/_2$ (Service II): Sum of stresses as computed below (ksi).
fsDC1 + fsDC2 + fsDW + 1.3 fs($_{L+IM}$) + $f_f/_2$

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

fs + $f_f/_3$ (Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs($_{L+IM}$) + $f_f/_3$

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.

OCF: 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).

R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

R_L : 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_{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_L)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM MOMENT AND REACTION TABLES (NORTHBOUND)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 51 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	746
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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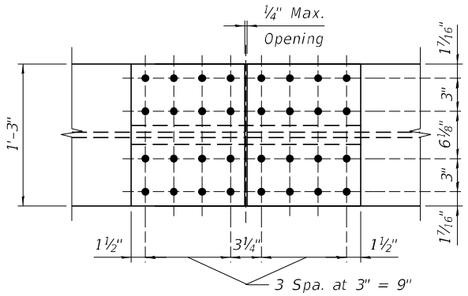
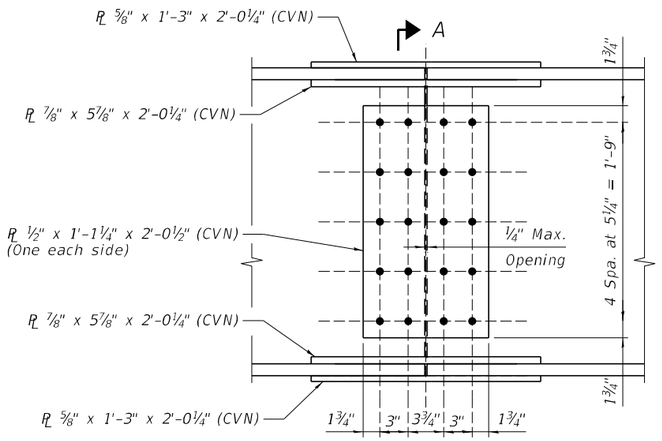


TOP FLANGE SPLICE



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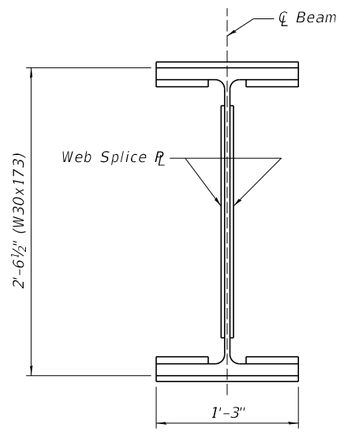
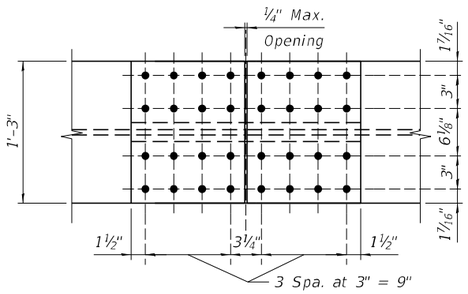


SECTION A-A



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 7/8" diameter, holes 15/16" diameter. See Special Provision for "Metallizing of Structural Steel".

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SPLICE DETAILS
STRUCTURE NO. 101-0213 & 101-0214
SHEET 52 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	747
		CONTRACT NO. 64C24		
	ILLINOIS FED. AID PROJECT			

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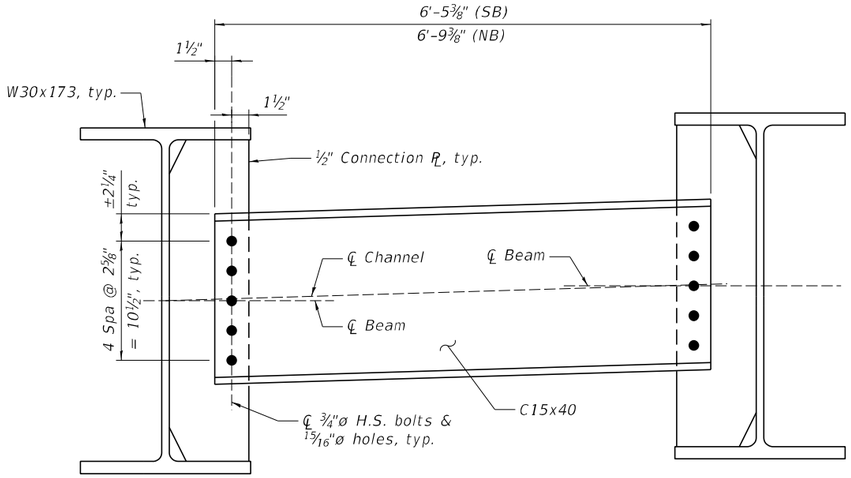
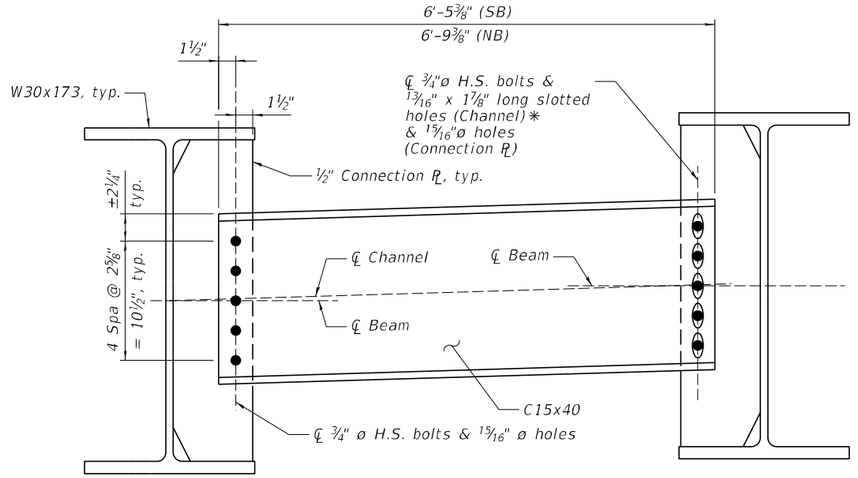


DIAPHRAGM D1

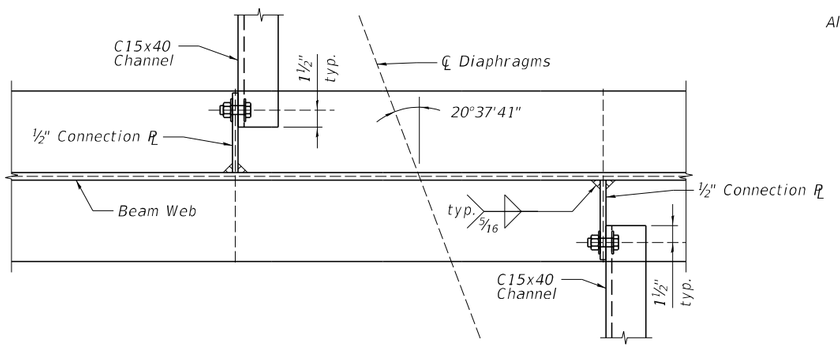
(Looking north)
(No. Req'd. = 85 (NB), 119 (SB))



DIAPHRAGM D2
AT STAGE CONSTRUCTION LINE

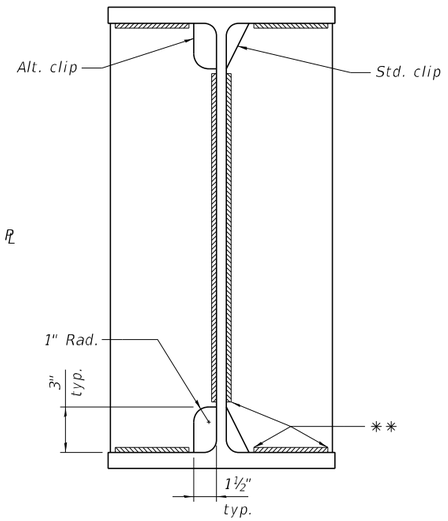
(Looking north)
(No. Req'd. = 17 (NB), 17 (SB))

* *Long slotted holes shall be at Beam 5 (SB Stage Line) and Beam 15 (NB Stage Line).*



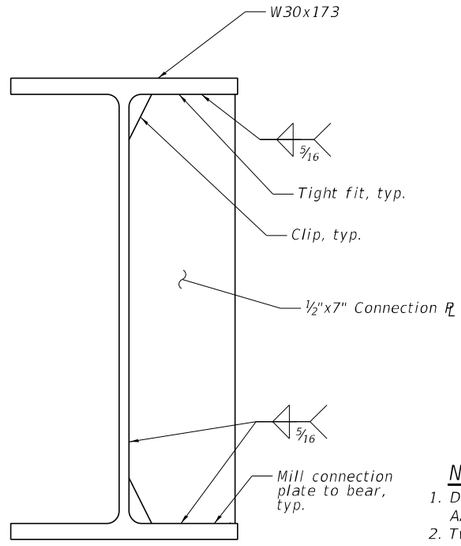
DETAIL A

(Bearing stiffener not shown for Pier locations)



WELD LIMITS AND CLIP DETAILS

** *Stop welds ¼" (±⅛") 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.*
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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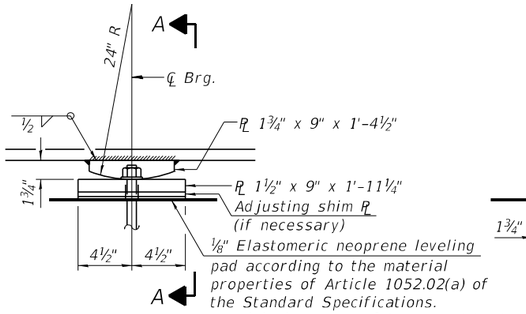
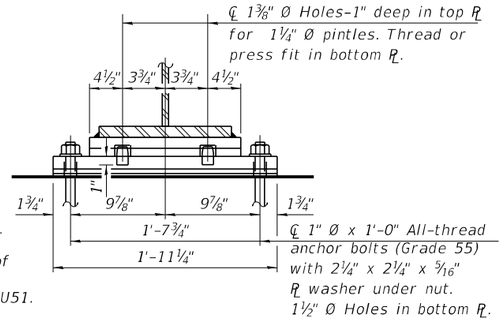
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL DIAPHRAGM DETAILS
STRUCTURE NO. 101-0213 & 101-0214
SHEET 53 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	748
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

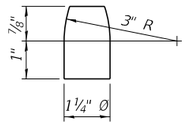


ELEVATION AT PIER

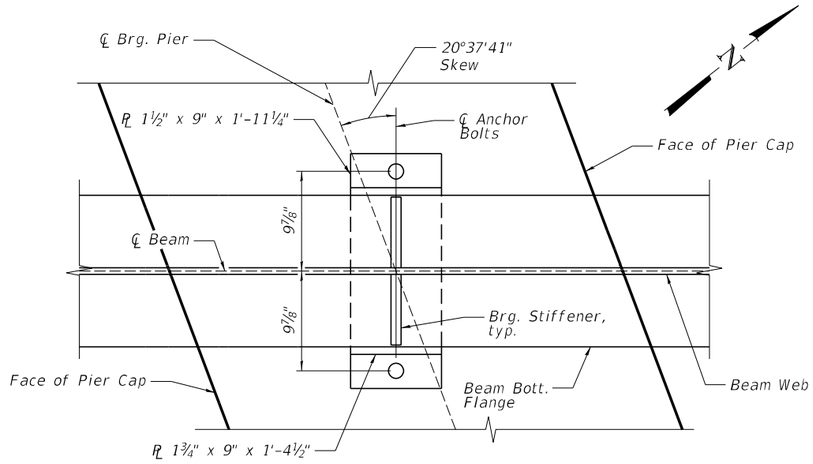


SECTION A-A

FIXED BEARING - PIER 2

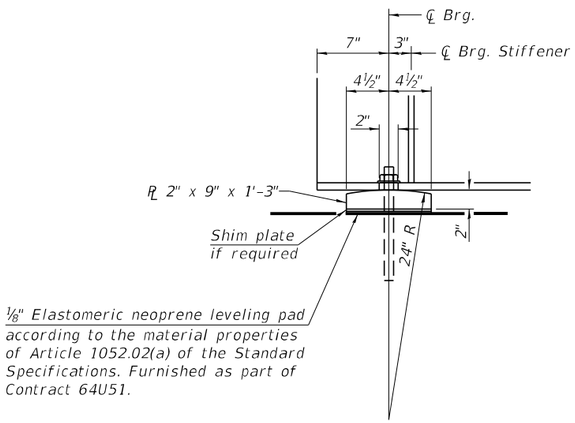


PINTLE



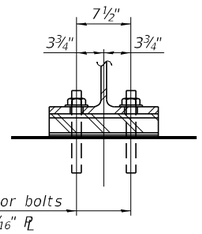
PLAN VIEW - PIER 2

(Diaphragms and Connection Plates not shown for clarity)



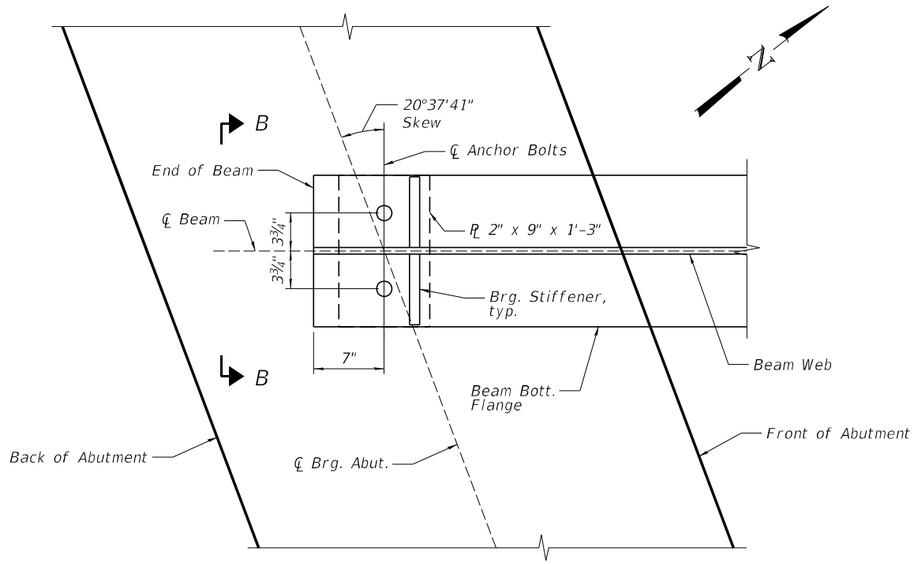
ELEVATION AT ABUTMENT

(S. Abut. looking west, N. Abut. opposite hand)



SECTION B-B

FIXED BEARING - ABUTMENT



PLAN VIEW - ABUTMENT

(S. Abut. shown, N. Abut. opposite hand)

BILL OF MATERIAL NB (SN 101-0213)

Item	Unit	Total
Anchor Bolts, 1"	Each	42

BILL OF MATERIAL SB (SN 101-0214)

Item	Unit	Total
Anchor Bolts, 1"	Each	54

NOTES:

1. Installation of all bearing plates, shims, leveling pads, and pintles shall be included in the cost of Erecting 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 ⅛" adjusting shims shall be furnished as part of Contract 64U51 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 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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DEPARTMENT OF TRANSPORTATION

FIXED BEARING DETAILS
STRUCTURE NO. 101-0213 & 101-0214
SHEET 54 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	749
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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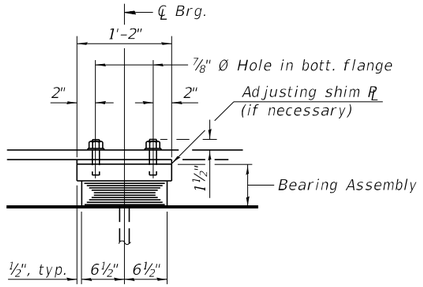

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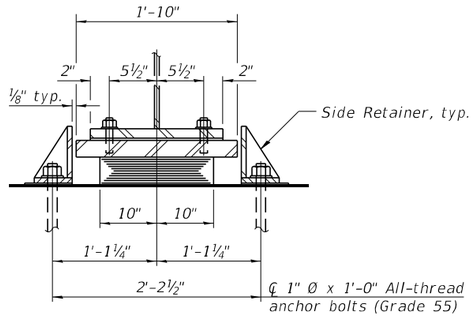
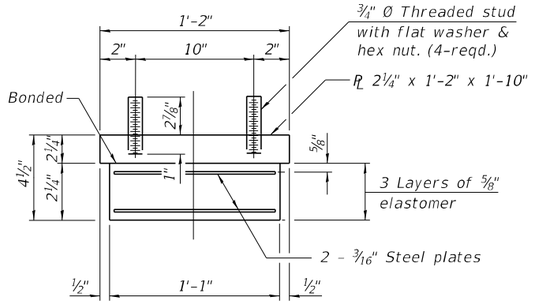


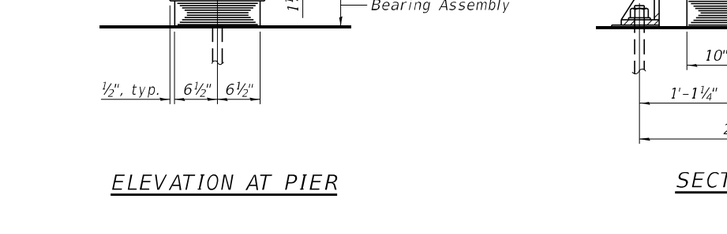
SECTION C-C

TYPE I ELASTOMERIC EXP. BRG. - PIER 1 & 3



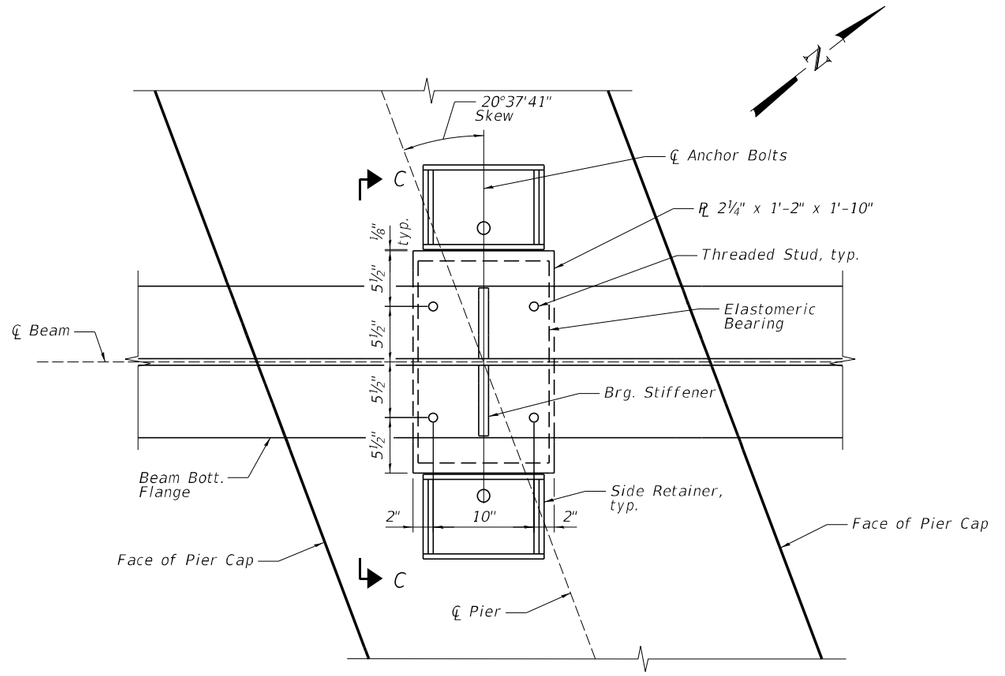
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER

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



PLAN VIEW - PIER 1 & 3

(Diaphragms and Connection Plates not shown for clarity)

BILL OF MATERIAL NB (SN 101-0213)

Item	Unit	Total
Erecting Elastomeric Bearing Assembly, Type I	Each	14
Anchor Bolts, 1"	Each	28

BILL OF MATERIAL SB (SN 101-0214)

Item	Unit	Total
Erecting Elastomeric Bearing Assembly, Type I	Each	18
Anchor Bolts, 1"	Each	36

NOTES:

1. Installation of side retainers, shims, and stainless steel plates shall be included in the cost of Erecting 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 ⅛" in. adjusting shims shall be furnished as part of Contract 64U51 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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Chicago, Illinois 60601
3124960450 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION BEARING DETAILS
STRUCTURE NO. 101-0213 & 101-0214

SHEET 55 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	750
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

MODEL: sMODELNAMES
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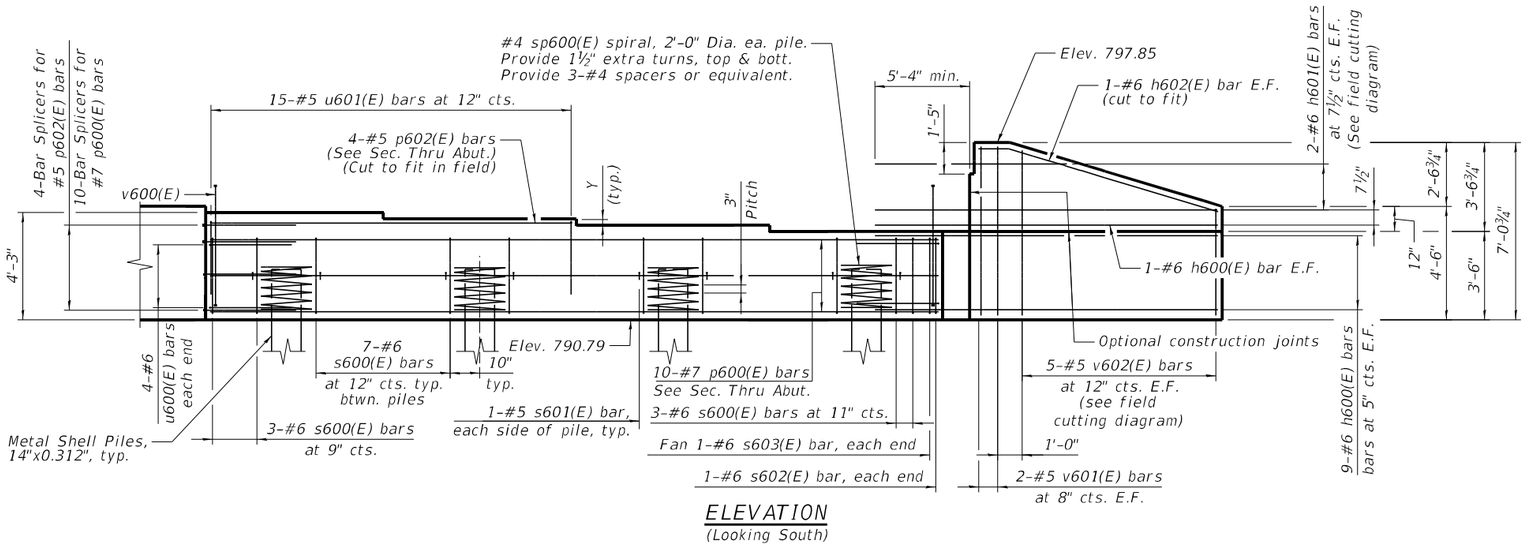
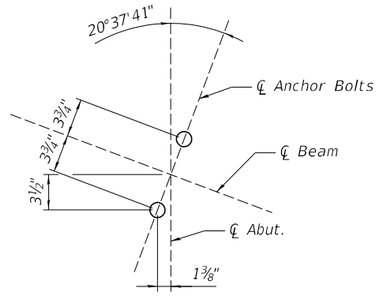
5/20/2025 8:32:51 AM

SEAT ELEVATIONS & STEP HEIGHTS

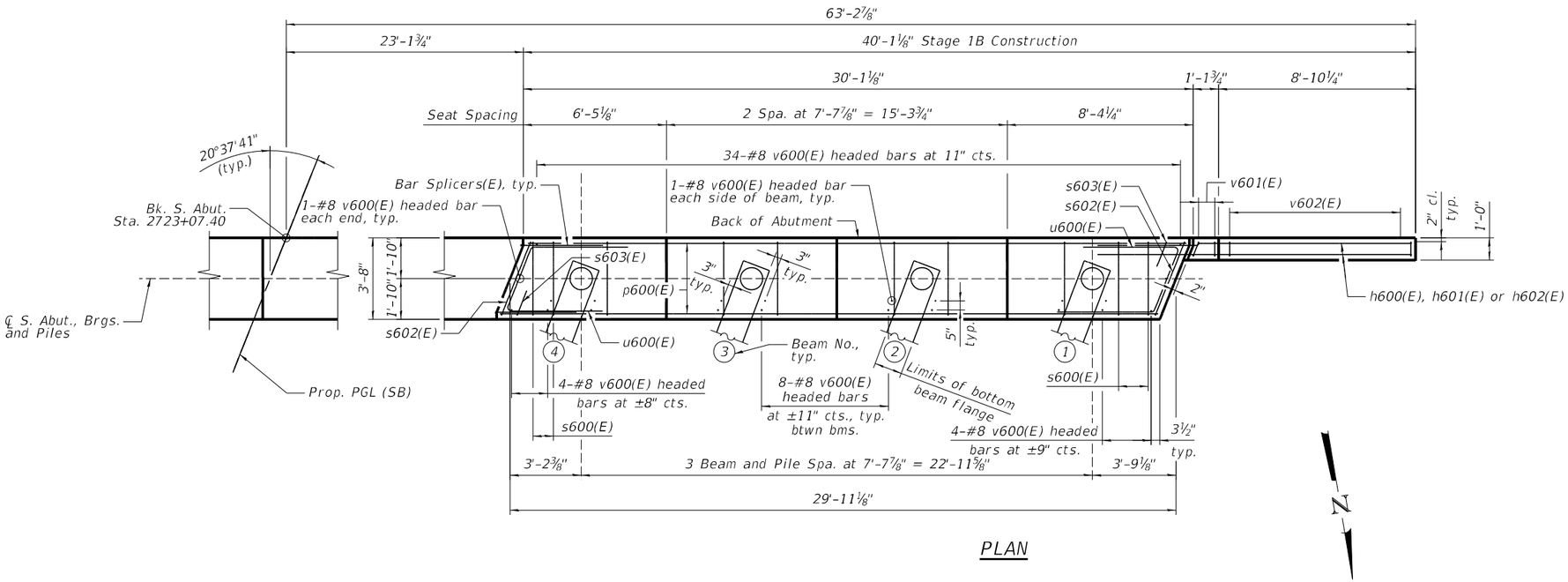
Beam	Elev.	Y
1	794.29	---
2	794.54	3"
3	794.79	3"
4	795.04	3"



ELEVATION
(Looking South)



ANCHOR BOLT LAYOUT AT SOUTH ABUTMENT



PLAN

NOTE:
See anchor bolt detail on Sheet 54 of 81 .

benesch
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35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0150 Job No. 10800

USER NAME =	DESIGNED - WKK	REVISED -
	CHECKED - MFH	REVISED -
PLOT SCALE =	DRAWN - KMS	REVISED -
PLOT DATE =	CHECKED - JHG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DETAILS (STAGE 1B)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 56 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	751
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

MODEL: SMODELNAMES
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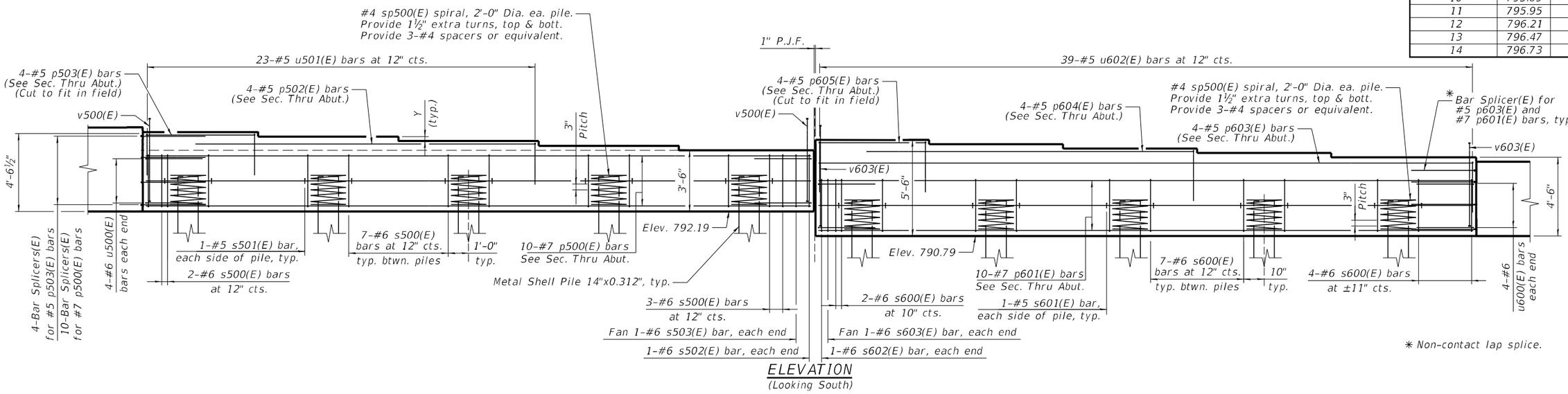
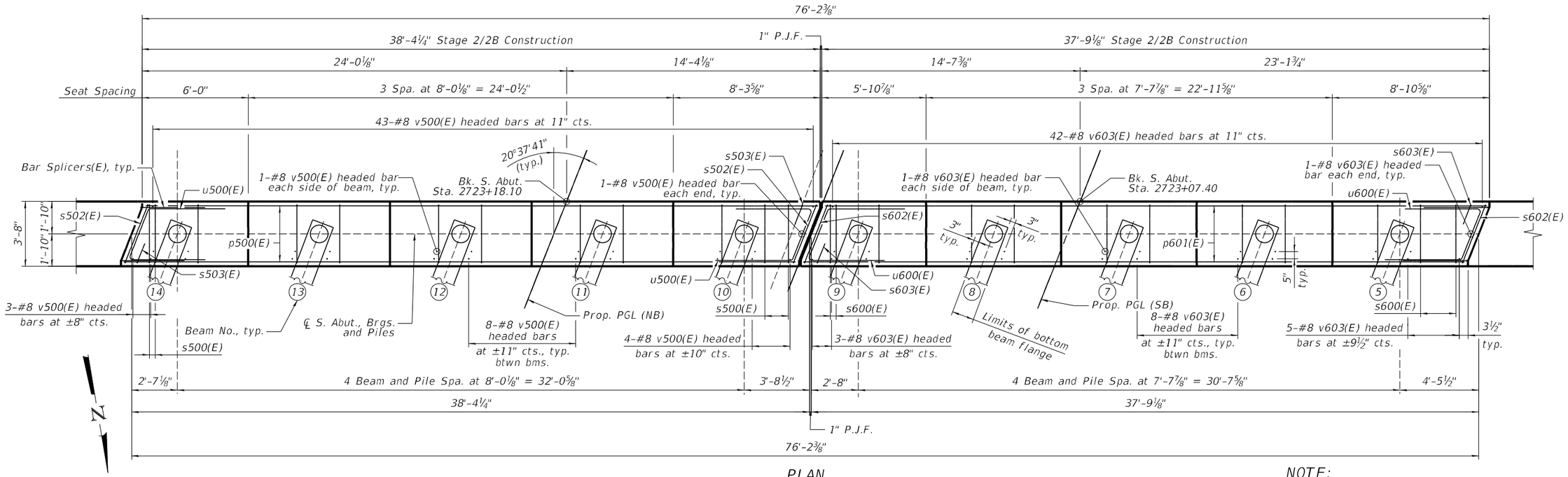
4/22/2025 12:42:23 PM

SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Y
5	795.29	3"
6	795.54	3"
7	795.79	3"
8	796.04	3"
9	796.29	3"
10	795.69	---
11	795.95	3⅛"
12	796.21	3⅛"
13	796.47	3⅛"
14	796.73	3⅛"



ELEVATION
(Looking South)



PLAN

NOTE:
See anchor bolt detail on Sheet 54 of 81 .

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35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

USER NAME =	DESIGNED - WKK	REVISED -	
	CHECKED - MFH	REVISED -	
PLOT SCALE =	DRAWN - KMS	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DETAILS (STAGE 2/2B)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 57 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	752
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

MODEL: SMODELNAMES
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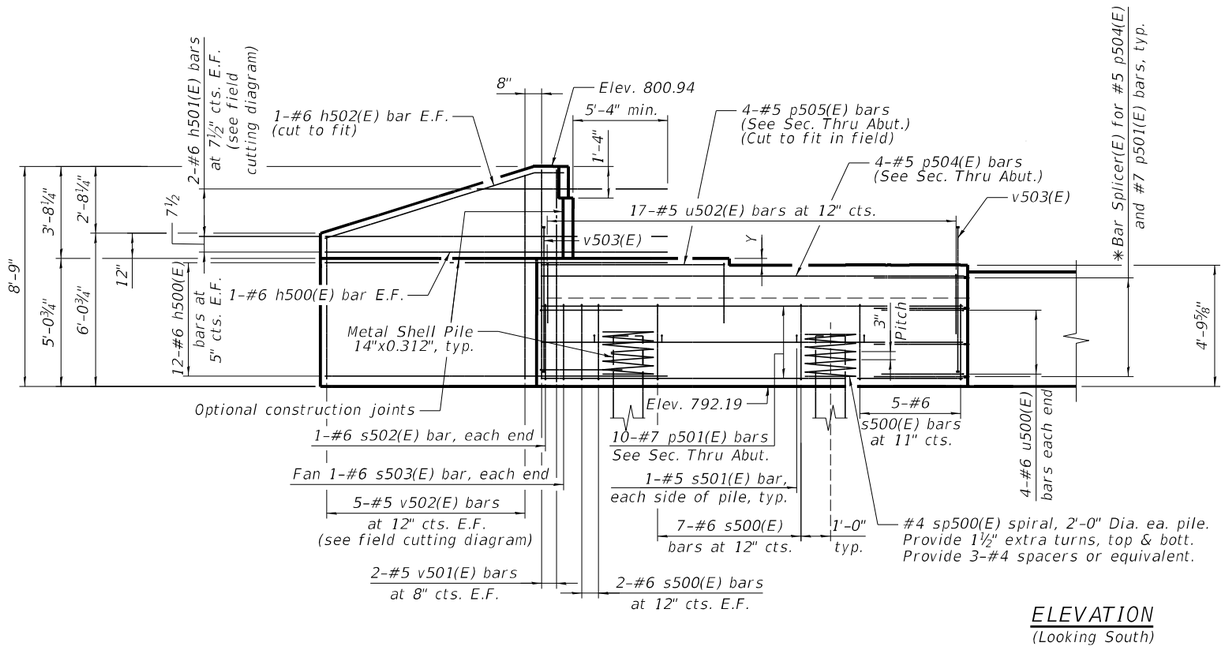
4/22/2025 12:42:27 PM

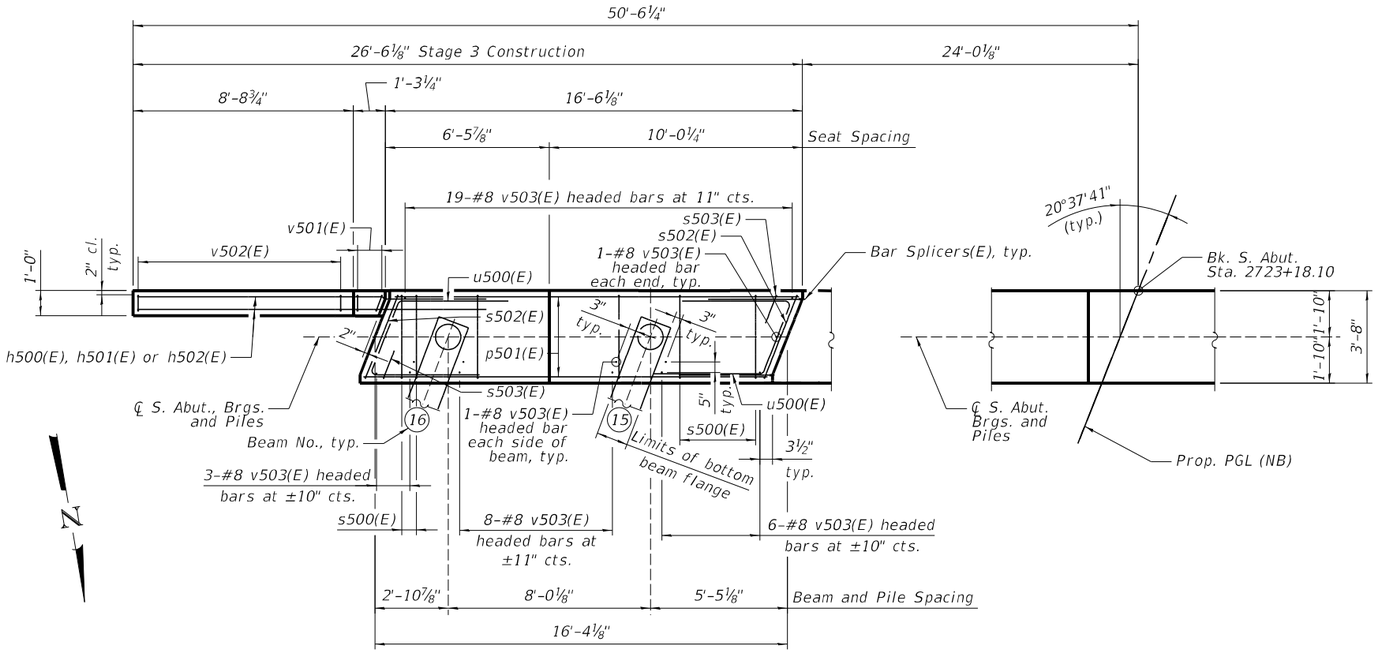
SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Y
15	796.99	3⅛"
16	797.25	3⅛"



ELEVATION
(Looking South)

* Non-contact lap splice.



PLAN

NOTE:
See anchor bolt detail on Sheet 54 of 81 .

benesch
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312-565-0450 Job No. 10600

USER NAME =	DESIGNED - WKK	REVISED -	
	CHECKED - MFH	REVISED -	
PLOT SCALE =	DRAWN - KMS	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

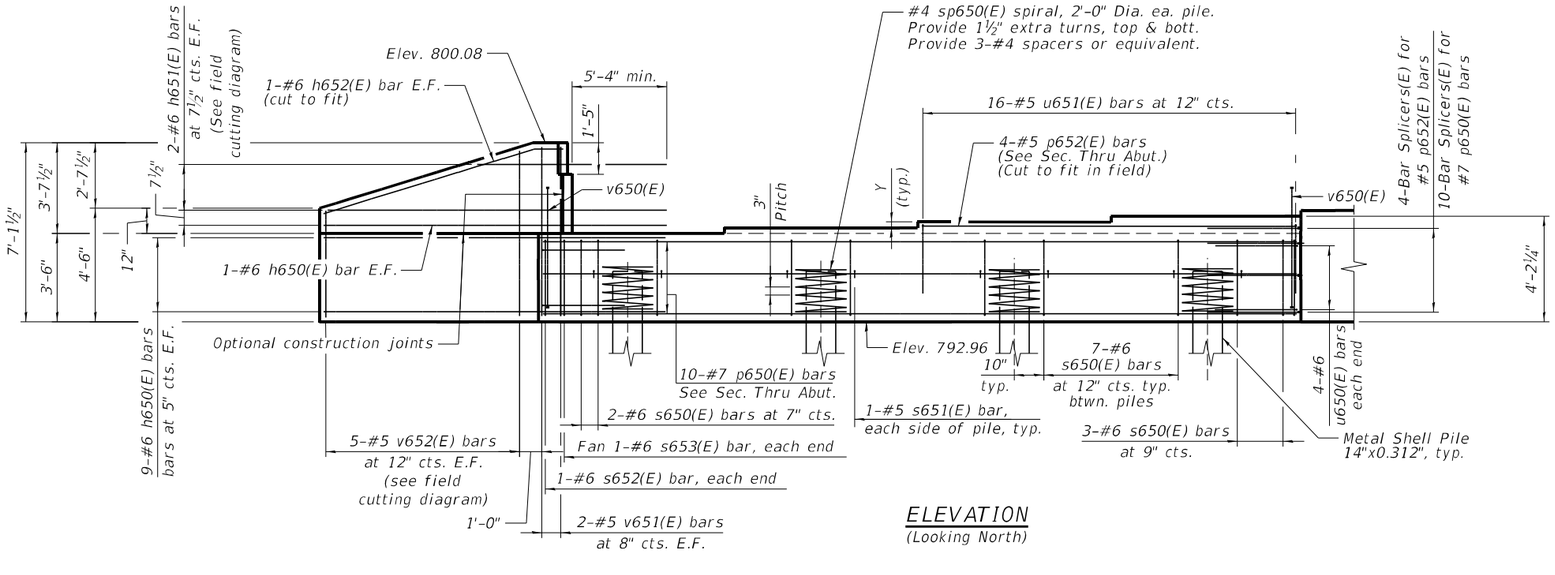
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DETAILS (STAGE 3)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 58 OF 81 SHEETS

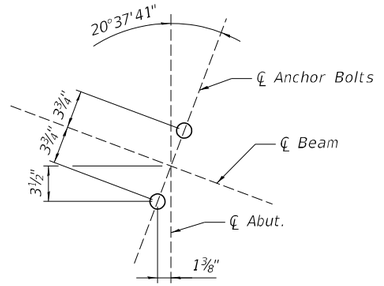
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	753
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

SEAT ELEVATIONS & STEP HEIGHTS

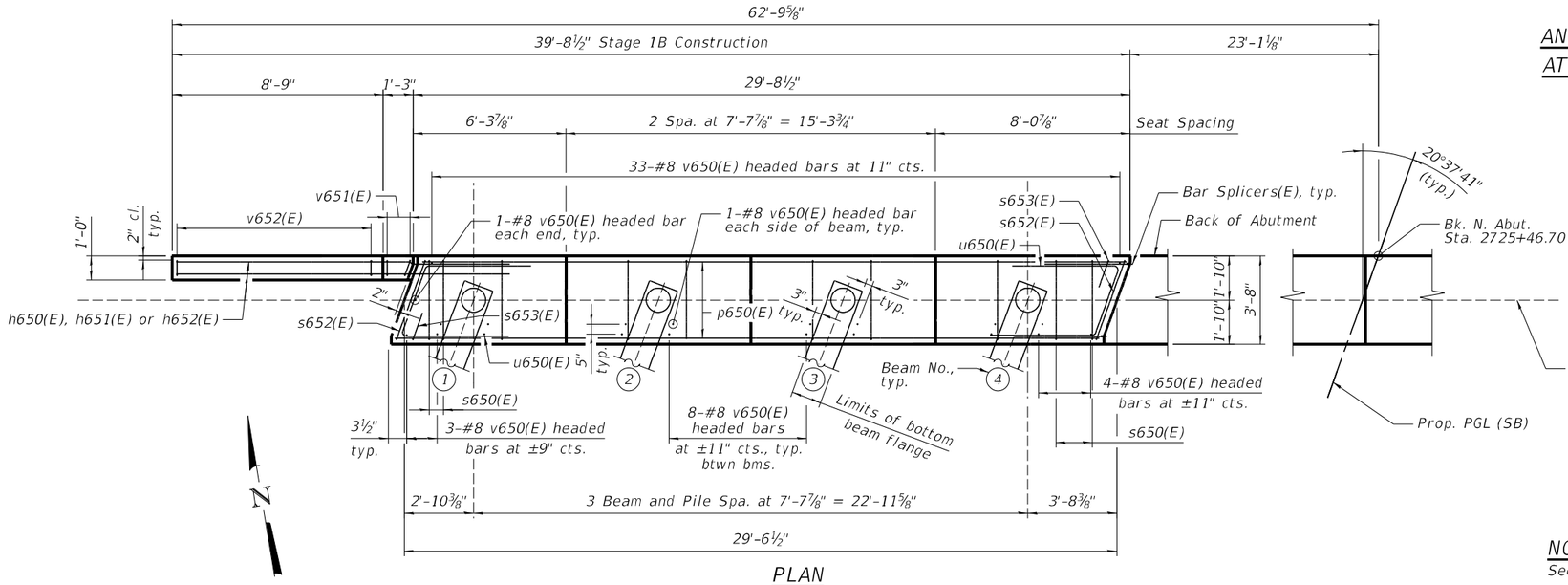
Beam	Elev.	Y
1	796.46	---
2	796.69	2¾"
3	796.92	2¾"
4	797.15	2¾"



ELEVATION
(Looking North)



ANCHOR BOLT LAYOUT AT NORTH ABUTMENT



PLAN

NOTE:
See anchor bolt detail on Sheet 54 of 81 .

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312-565-0450 Job No. 10800

USER NAME =	DESIGNED - WKK	REVISED -	
	CHECKED - MFH	REVISED -	
PLOT SCALE =	DRAWN - KMS	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

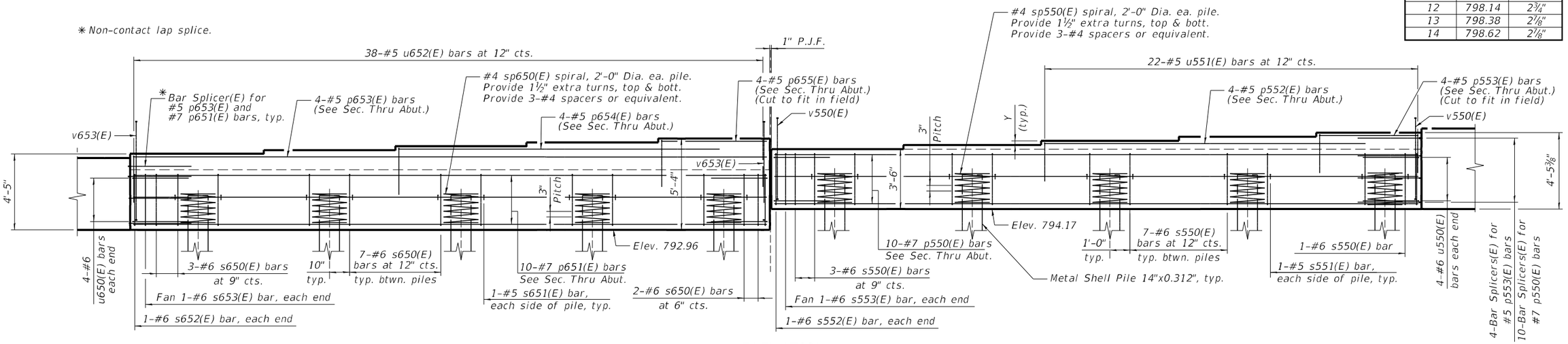
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS (STAGE 1B)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 59 OF 81 SHEETS

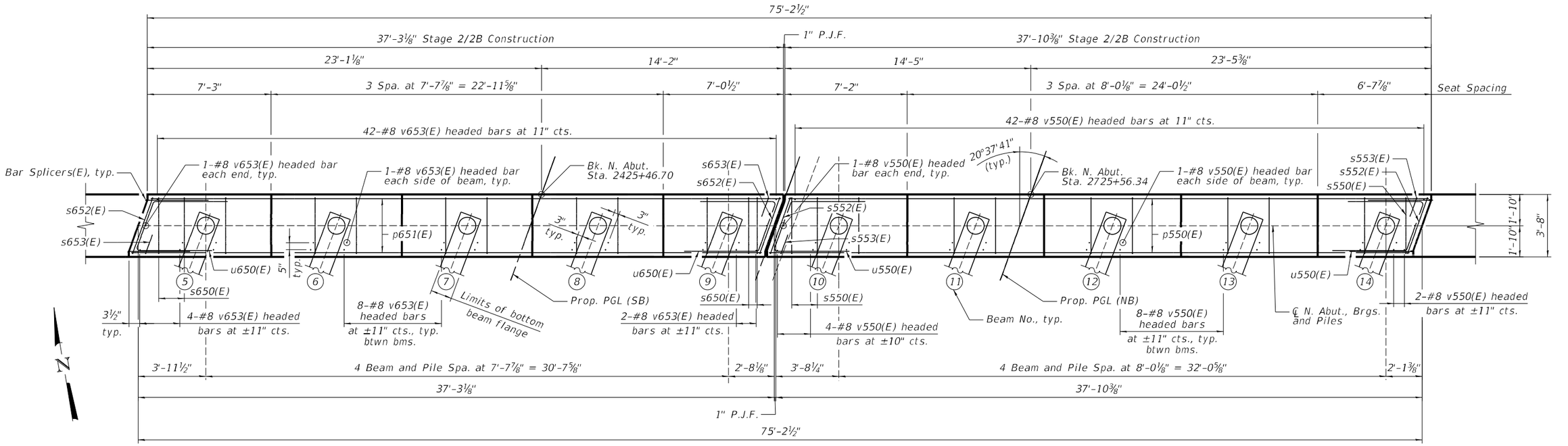
F.A.I. RTE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	754
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Y
5	797.38	2¾"
6	797.60	2⅝"
7	797.83	2¾"
8	798.06	2¾"
9	798.29	2¾"
10	797.67	---
11	797.91	2⅛"
12	798.14	2¾"
13	798.38	2⅛"
14	798.62	2⅛"



ELEVATION
(Looking North)



PLAN

NOTE:
See anchor bolt detail on Sheet 54 of 81 .

MODEL: sMODELNAMES
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	CHECKED - MFH	REVISED -	
PLOT SCALE =	DRAWN - KMS	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

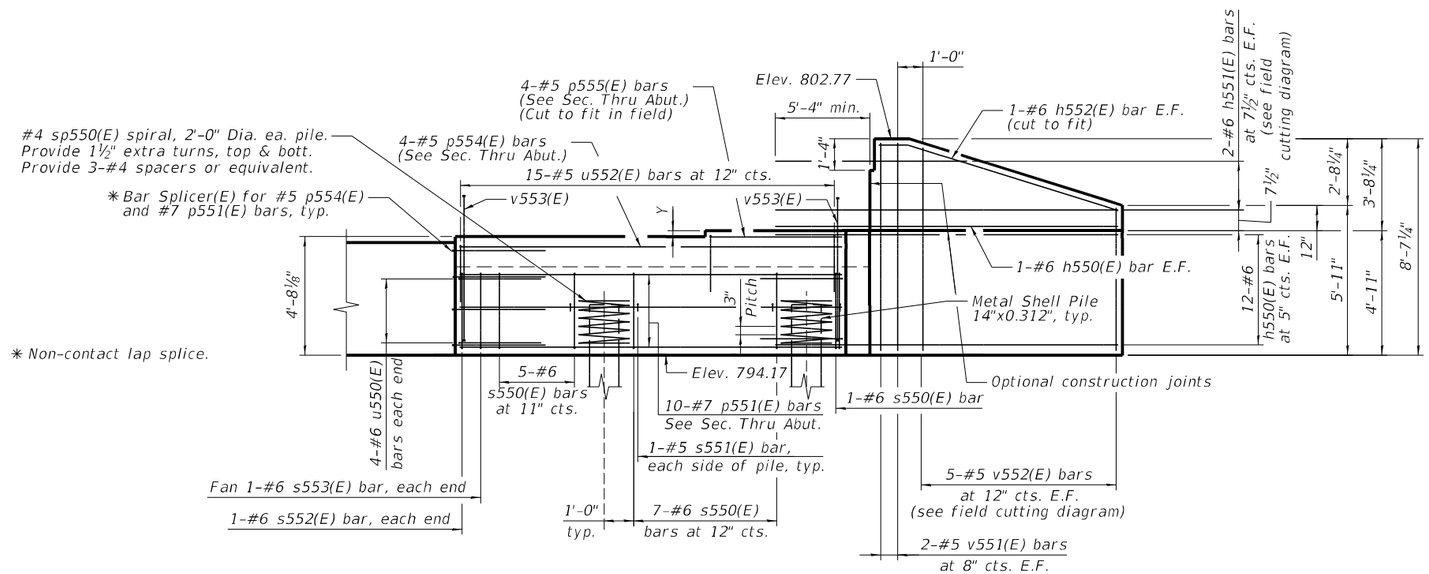
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS (STAGE 2/2B)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 60 OF 81 SHEETS

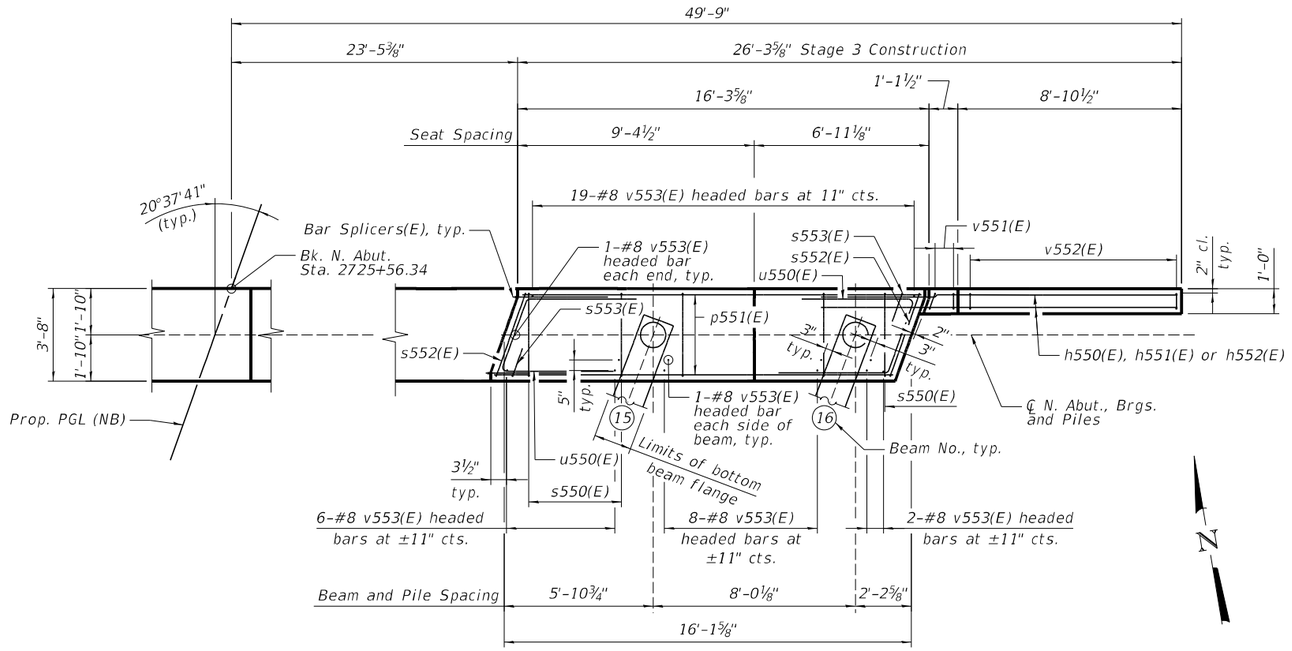
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	755
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Y
15	798.85	2¾"
16	799.09	2⅞"



ELEVATION
(Looking North)



PLAN

NOTE:
See anchor bolt detail on Sheet 54 of 81 .

MODEL: sMODELNAMES
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4/22/2025 12:42:43 PM

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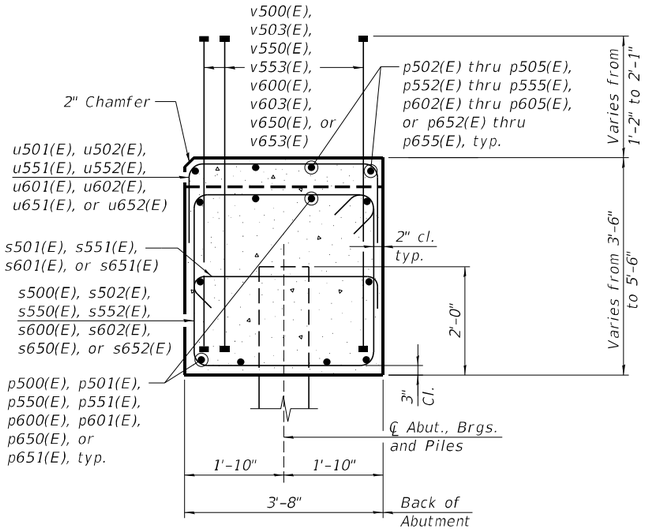
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10600

USER NAME =	DESIGNED - WKK	REVISED -	
	CHECKED - MFH	REVISED -	
PLOT SCALE =	DRAWN - KMS	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	756
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



SEC. THRU ABUT.

(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"	
	s600(E)	61	#6	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"	
	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"	
	Structure Excavation		Cu. Yd.	159	
	Concrete Structures		Cu. Yd.	43.6	
	Reinforcement Bars, Epoxy Coated		Pound	7,890	
	Furnishing Metal Shell Piles, 14"x0.312"		Foot	160	
	Driving Piles		Foot	160	
	Test Pile Metal Shells		Each	1	
	Pile Shoes		Each	9	

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"	
	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"	
	Structure Excavation		Cu. Yd.	102	
	Concrete Structures		Cu. Yd.	34.6	
	Reinforcement Bars, Epoxy Coated		Pound	6,530	
	Furnishing Metal Shell Piles, 14"x0.312"		Foot	126	
	Driving Piles		Foot	126	
	Test Pile Metal Shells		Each	1	
	Pile Shoes		Each	7	

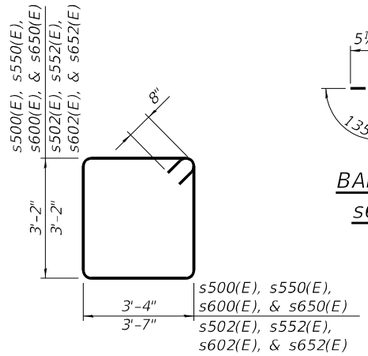
* Length is height of spiral

NORTH ABUTMENT BILL OF MATERIAL SB (SN 101-0214)

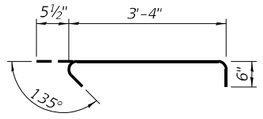
	Bar	No.	Size	Length	Shape
	h650(E)	20	#6	15'-4"	
	h651(E)	4	#6	24'-4"	
	h652(E)	2	#6	9'-10"	
	p650(E)	10	#7	29'-2"	
	p651(E)	10	#7	36'-11"	
	p652(E)	4	#5	15'-4"	
	p653(E)	4	#5	36'-11"	
	p654(E)	4	#5	18'-11"	
	p655(E)	4	#5	6'-8"	
	s650(E)	59	#6	14'-4"	
	s651(E)	18	#5	4'-4"	
	s652(E)	4	#6	14'-10"	
	s653(E)	4	#6	7'-2"	
*	sp650(E)	9	#4	2'-0"	
	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"	
	Structure Excavation		Cu. Yd.	159	
	Concrete Structures		Cu. Yd.	42.2	
	Reinforcement Bars, Epoxy Coated		Pound	7,730	
	Furnishing Metal Shell Piles, 14"x0.312"		Foot	224	
	Driving Piles		Foot	224	
	Test Pile Metal Shells		Each	1	
	Pile Shoes		Each	9	

NORTH ABUTMENT BILL OF MATERIAL NB (SN 101-0213)

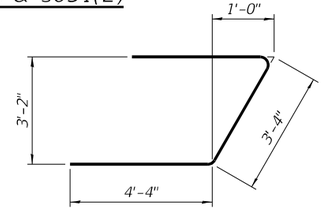
	Bar	No.	Size	Length	Shape
	h550(E)	26	#6	15'-4"	
	h551(E)	4	#6	24'-4"	
	h552(E)	2	#6	9'-10"	
	p550(E)	10	#7	37'-6"	
	p551(E)	10	#7	15'-11"	
	p552(E)	4	#5	19'-7"	
	p553(E)	4	#5	6'-3"	
	p554(E)	4	#5	15'-11"	
	p555(E)	4	#5	6'-5"	
	s550(E)	45	#6	14'-4"	
	s551(E)	14	#5	4'-4"	
	s552(E)	4	#6	14'-10"	
	s553(E)	4	#6	7'-2"	
*	sp550(E)	7	#4	2'-0"	
	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"	
	Structure Excavation		Cu. Yd.	103	
	Concrete Structures		Cu. Yd.	33.6	
	Reinforcement Bars, Epoxy Coated		Pound	6,370	
	Furnishing Metal Shell Piles, 14"x0.312"		Foot	174	
	Driving Piles		Foot	174	
	Test Pile Metal Shells		Each	1	
	Pile Shoes		Each	7	



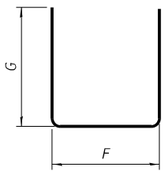
BAR s500(E), s502(E), s550(E), s552(E), s600(E), s602(E), s650(E), & s652(E)



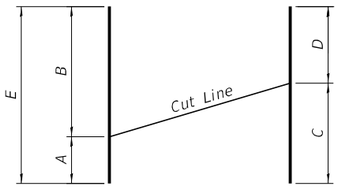
BAR s501(E), s551(E), s601(E), & s651(E)



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)



Bar	No.	Size	A	B	C	D	E
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.

Bar	F	G
s503(E)	3'-2"	2'-0"
s553(E)	3'-2"	2'-0"
s603(E)	3'-2"	2'-0"
s653(E)	3'-2"	2'-0"
u501(E)	3'-4"	2'-1"
u502(E)	3'-4"	2'-7"
u551(E)	3'-4"	2'-0"
u552(E)	3'-4"	2'-6"
u601(E)	3'-4"	1'-6"
u602(E)	3'-4"	3'-0"
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

PILE DATA - N. ABUT. - NORTHBOUND

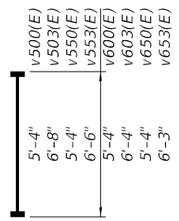
Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes
Nominal Required Bearing: 513 kips
Factored Resistance Available: 282 kips
Est. Length: 29 feet
No. Production Piles: 6
No. Test Piles: 1

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
No. Test Piles: 1

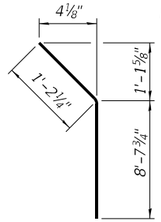
PILE DATA - N. ABUT. - SOUTHBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes
Nominal Required Bearing: 513 kips
Factored Resistance Available: 282 kips
Est. Length: 28 feet
No. Production Piles: 8
No. Test Piles: 1



BAR v500(E), v503(E), v550(E), v553(E) v600(E), v603(E), v650(E) & v653(E)

(Headed. 1210-#8 Bar Terminators)



BAR h502(E), h552(E), h602(E), & h652(E)

NOTES:

1. Pour steps monolithically with cap.
2. Bar terminators, paid for separately. See Total Bill of Materials.
3. For details of piles see Sheet 74 of 81.

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ABUTMENT DETAILS
STRUCTURE NO. 101-0213 & 101-0214
SHEET 62 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	757
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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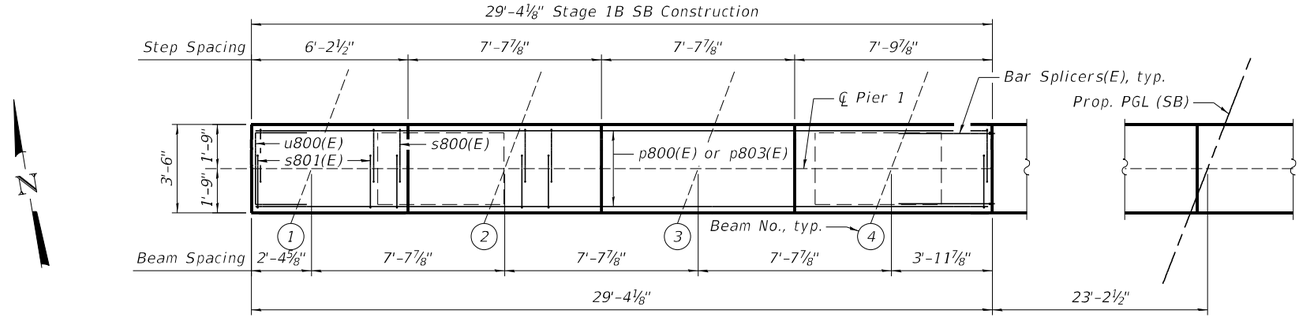
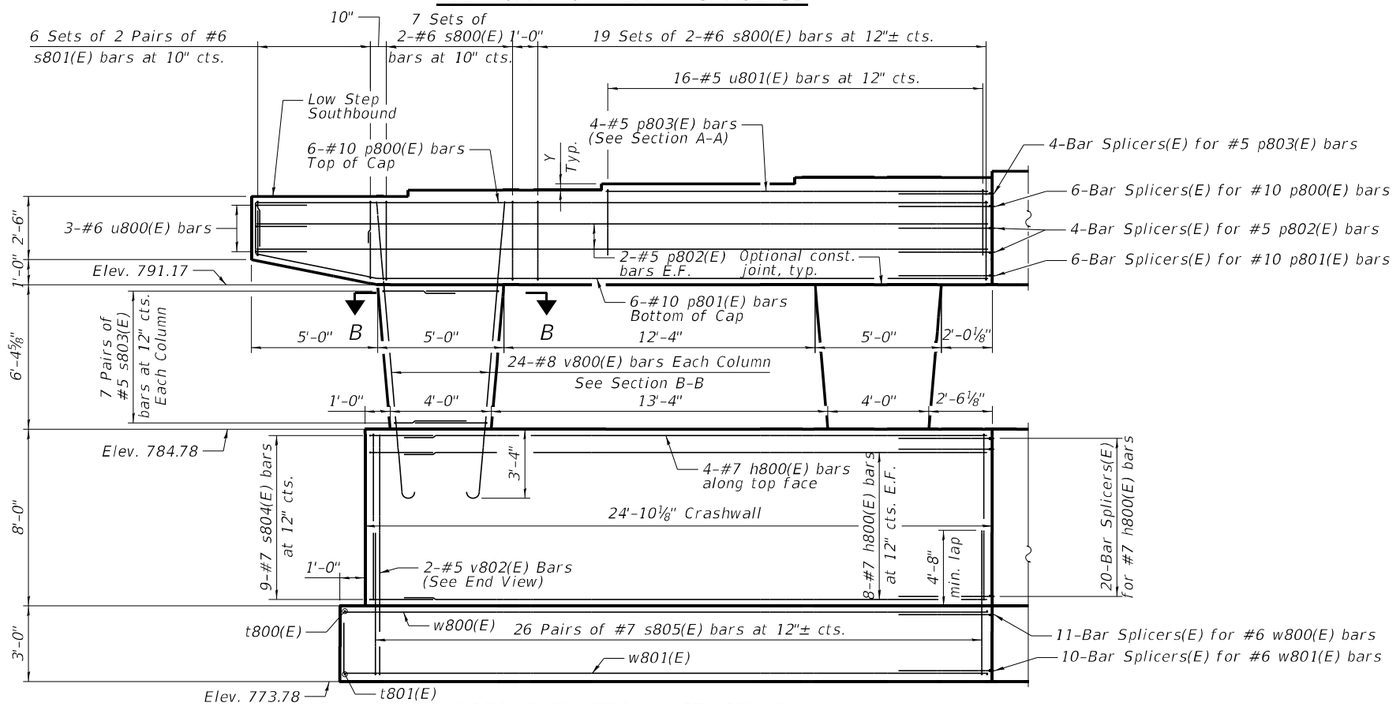
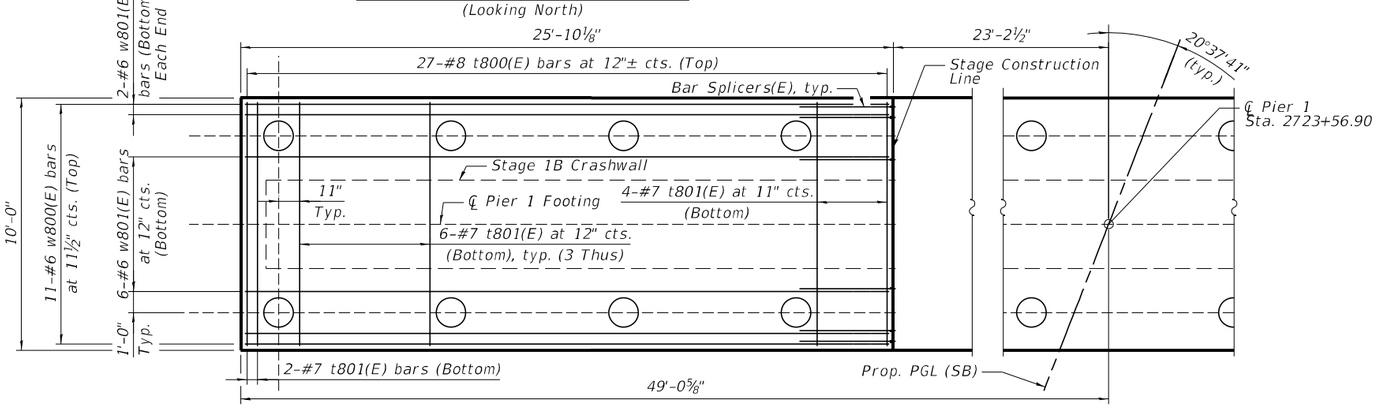


PIER CAP TOP PLAN - STAGE 1B



PIER ELEVATION - STAGE 1B

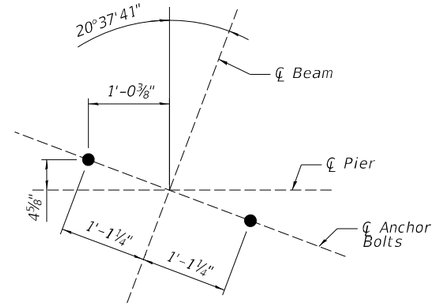
(Looking North)



FOOTING PLAN - STAGE 1B

SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Y
1	794.67	---
2	794.92	3"
3	795.17	3"
4	795.41	2⅞"



ANCHOR BOLT LAYOUT AT PIER 1

NOTES:

1. See Sheet 72 of 81 for End View and Sections A-A and B-B.
2. See Sheet 4 and 5 of 81 for pile spacings.

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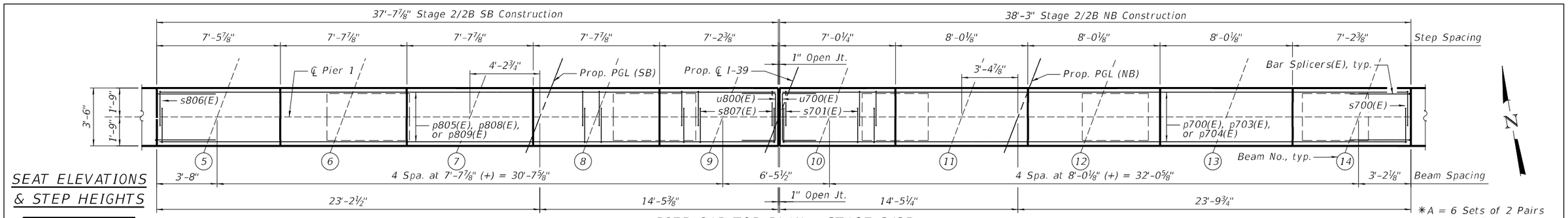
PIER 1 DETAILS (STAGE 1B)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 63 OF 81 SHEETS

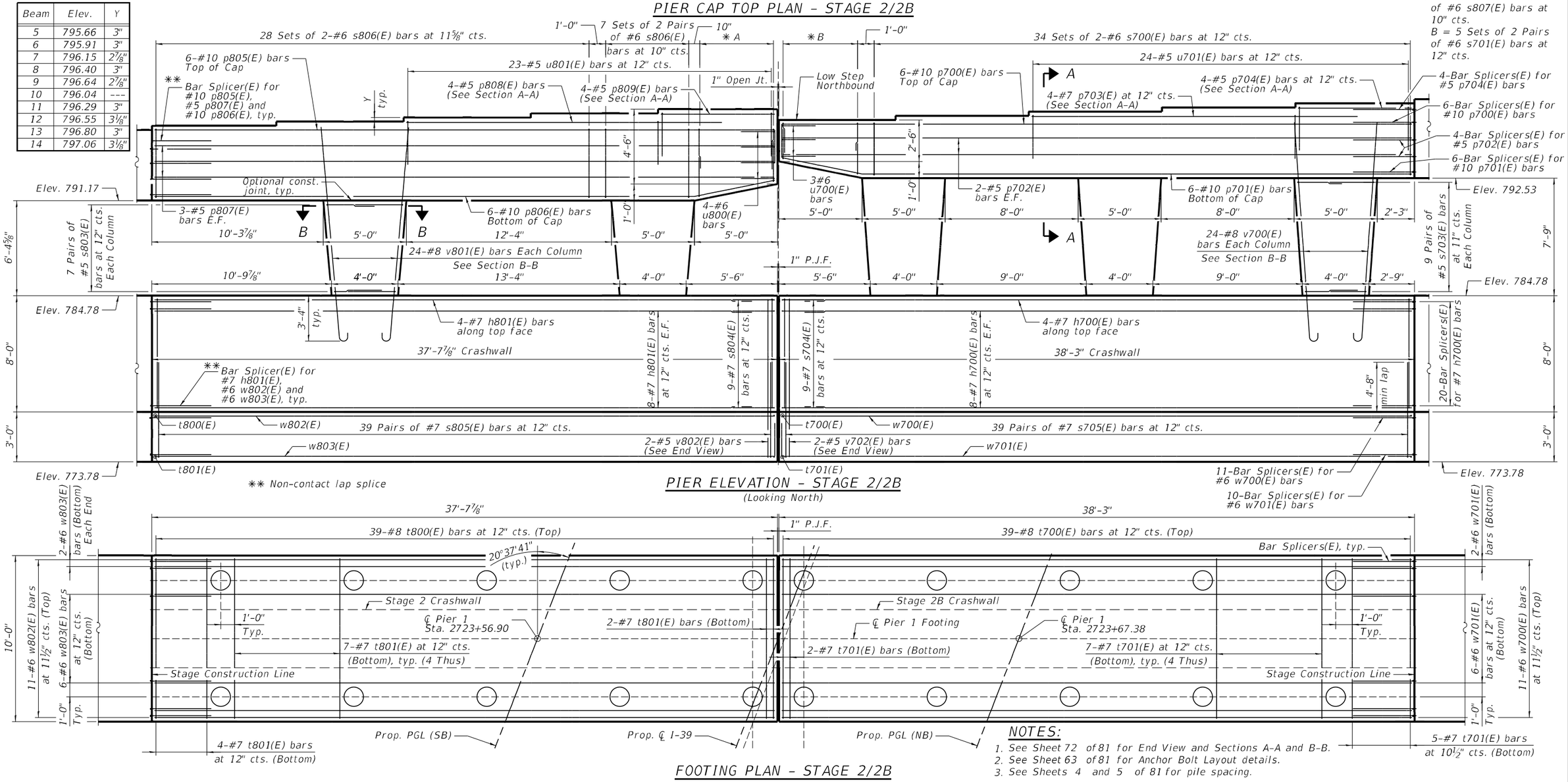
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	758
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Y
5	795.66	3"
6	795.91	3"
7	796.15	2 7/8"
8	796.40	3"
9	796.64	2 7/8"
10	796.04	---
11	796.29	3"
12	796.55	3 1/8"
13	796.80	3"
14	797.06	3 1/8"



PIER CAP TOP PLAN - STAGE 2/2B



∗∗ Non-contact lap splice

PIER ELEVATION - STAGE 2/2B

(Looking North)

∗A = 6 Sets of 2 Pairs of #6 s807(E) bars at 10" cts.
B = 5 Sets of 2 Pairs of #6 s701(E) bars at 12" cts.

FOOTING PLAN - STAGE 2/2B

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.

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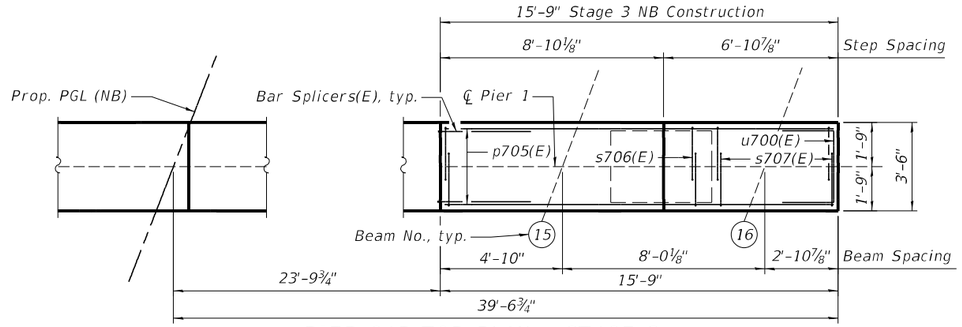
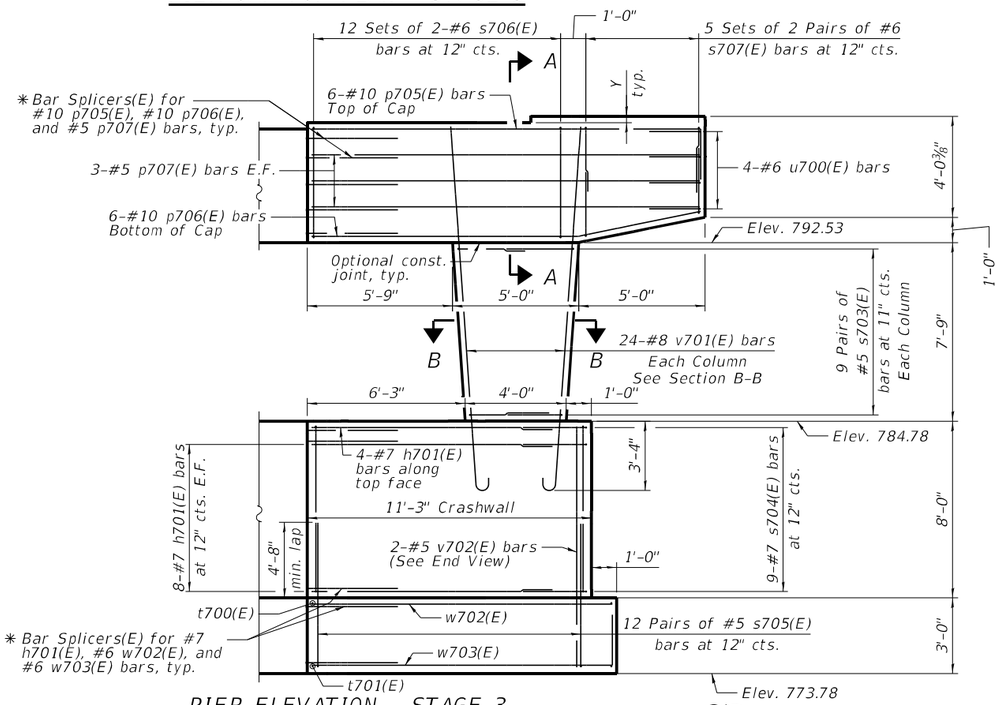
PIER 1 DETAILS (2/2B)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 64 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	759
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



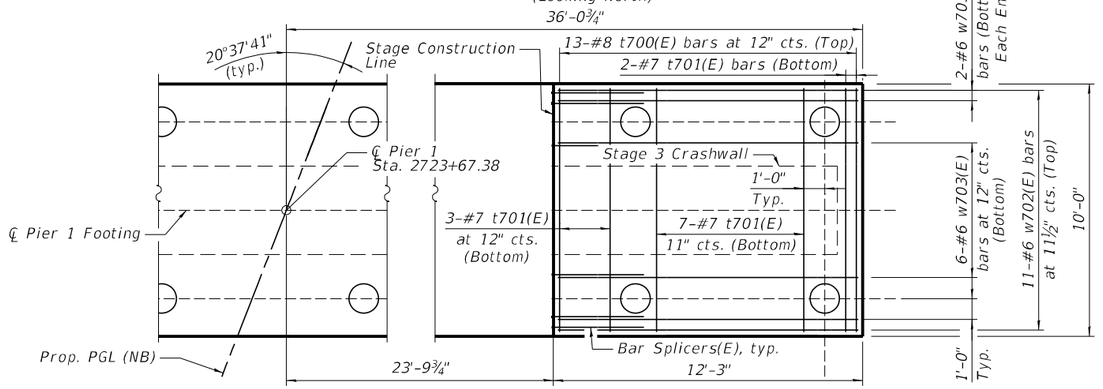
PIER CAP TOP PLAN - STAGE 3



✳ Non-contact lap splice.

PIER ELEVATION - STAGE 3

(Looking North)



FOOTING PLAN - STAGE 3

SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Y
15	797.31	3"
16	797.57	3⅛"

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.

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PIER 1 DETAILS (STAGE 3)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 65 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	760
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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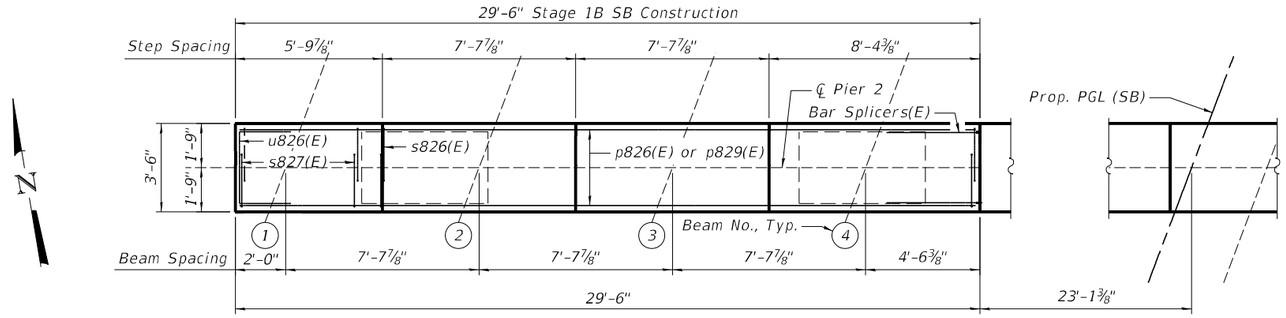
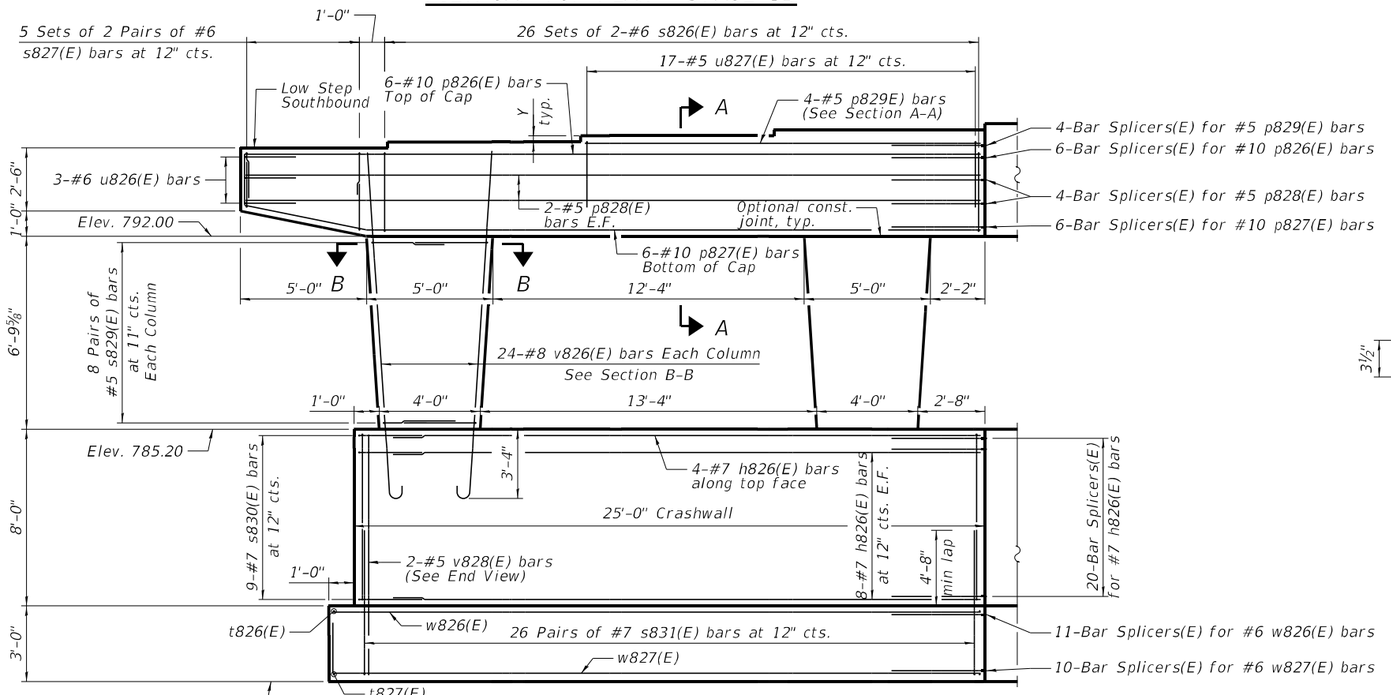


PIER CAP TOP PLAN - STAGE 1B

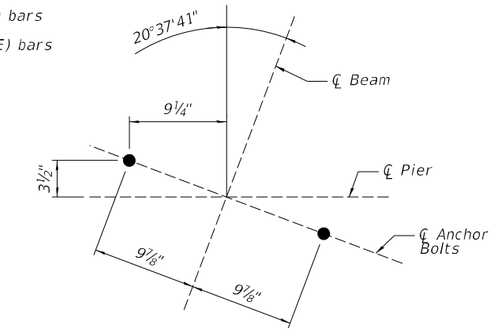
SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Y
1	795.50	---
2	795.74	2⅞"
3	795.98	2⅞"
4	796.22	2⅞"

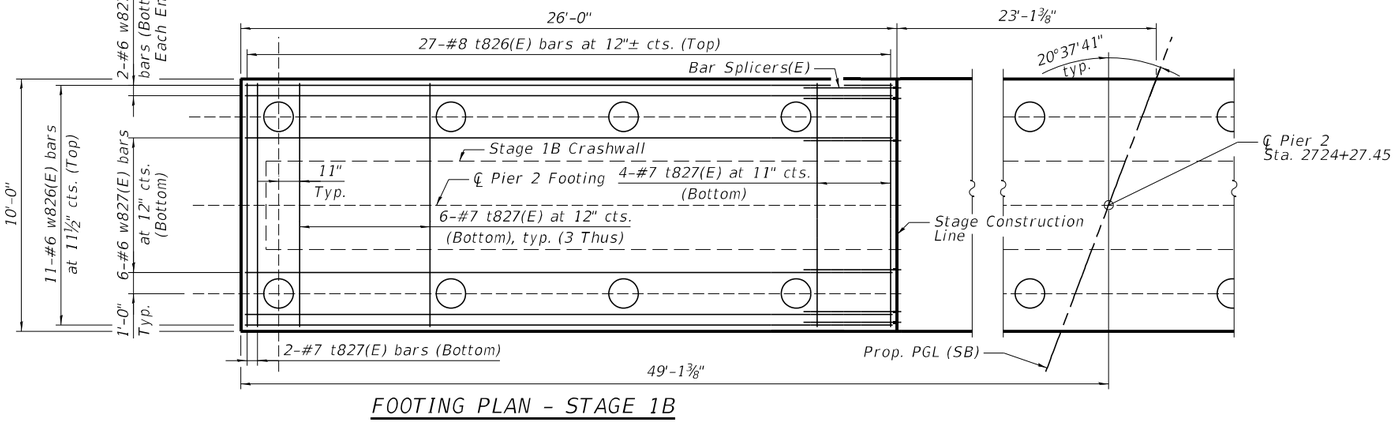


PIER ELEVATION - STAGE 1B

(Looking North)



ANCHOR BOLT LAYOUT AT PIER 2



FOOTING PLAN - STAGE 1B

NOTES:

1. See Sheet 72 of 81 for End View and Sections A-A and B-B.
2. See Sheets 4 and 5 of 81 for pile spacing.

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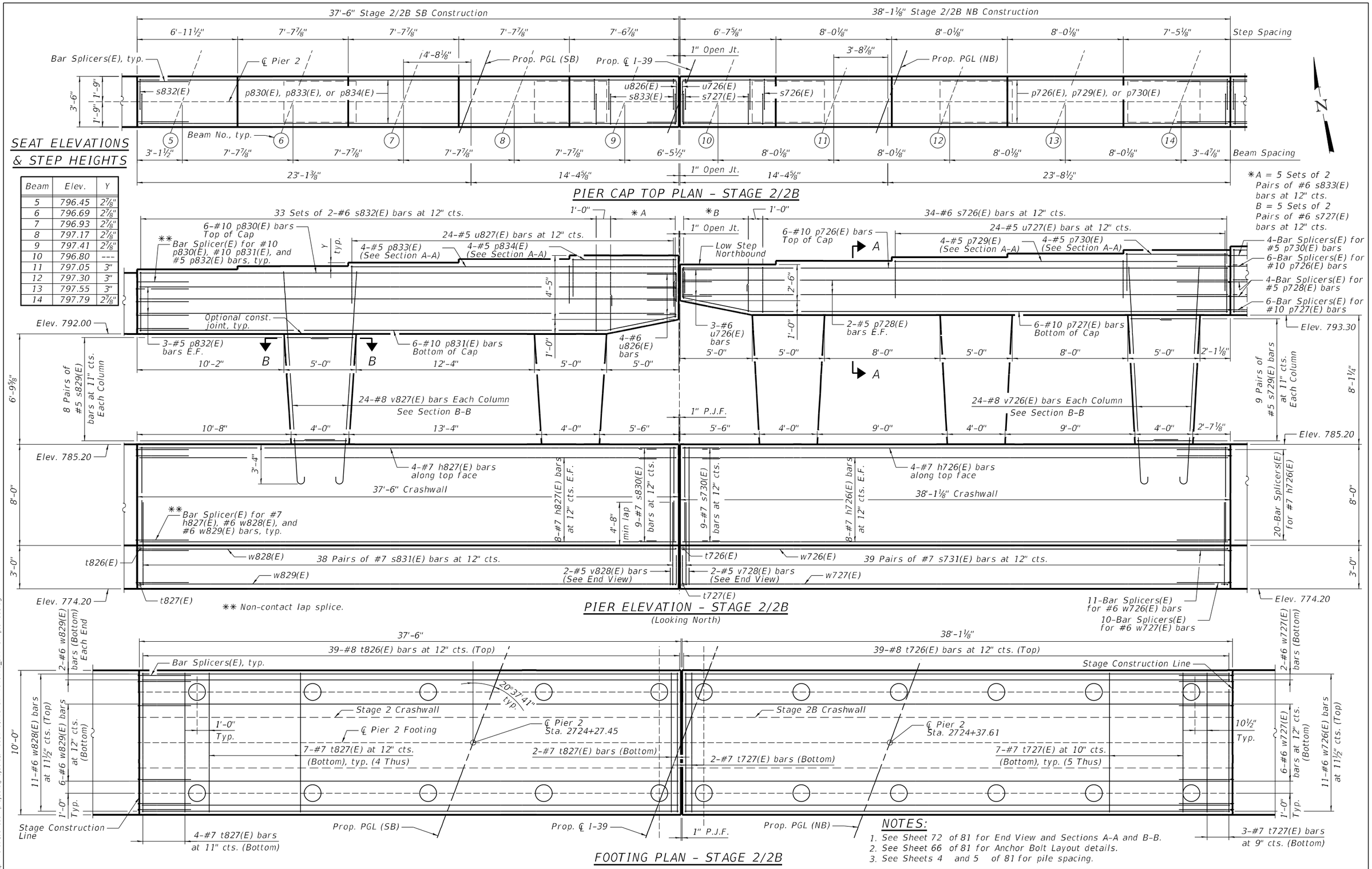
PIER 2 DETAILS (STAGE 1B)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 66 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	761
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



Beam	Elev.	Y
5	796.45	2⅞"
6	796.69	2⅞"
7	796.93	2⅞"
8	797.17	2⅞"
9	797.41	2⅞"
10	796.80	---
11	797.05	3"
12	797.30	3"
13	797.55	3"
14	797.79	2⅞"

NOTES:

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.

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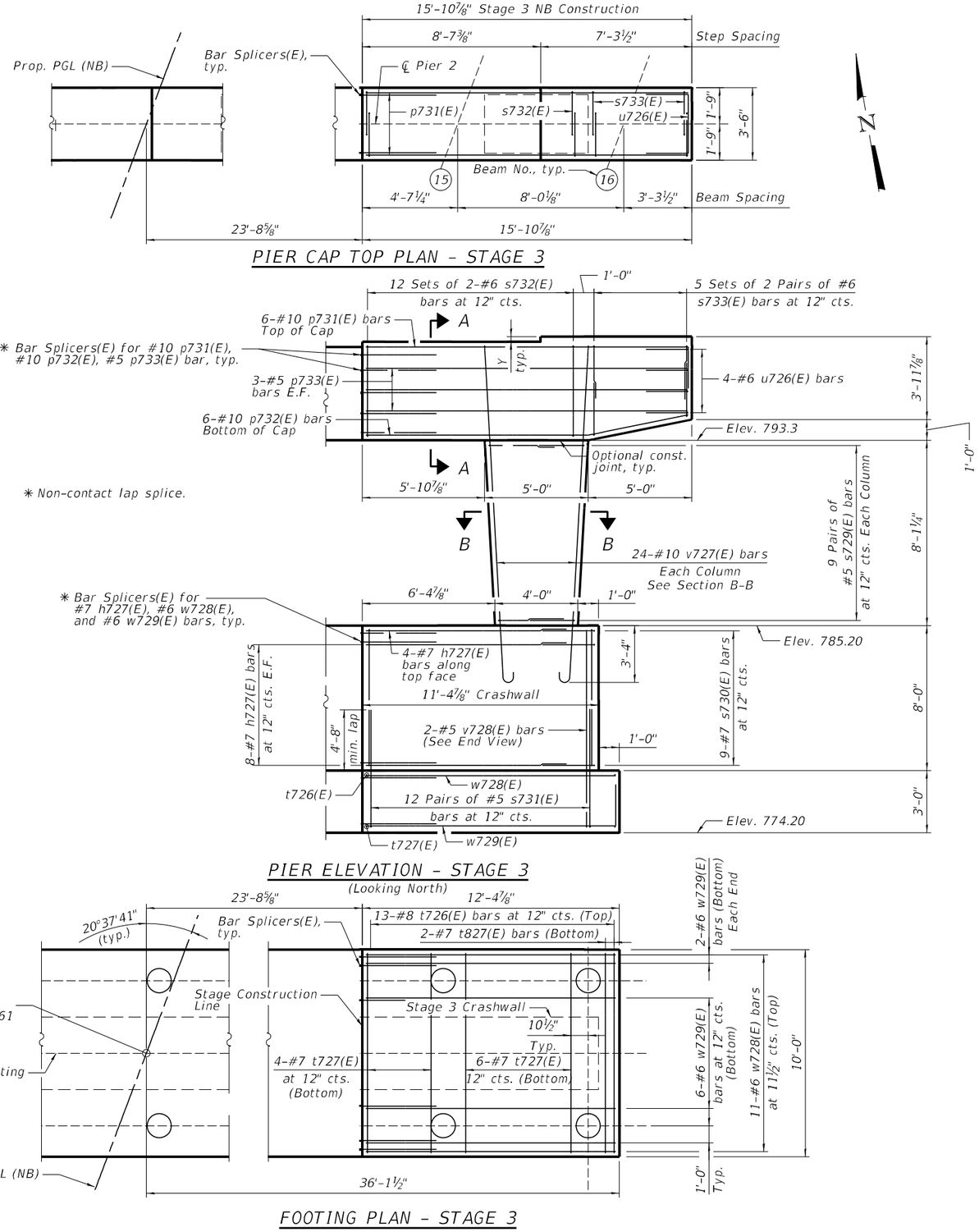
DEPARTMENT OF TRANSPORTATION

PIER 2 DETAILS (2/2B)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 67 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	762
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Y
15	798.04	3"
16	798.29	3"

NOTES:

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.

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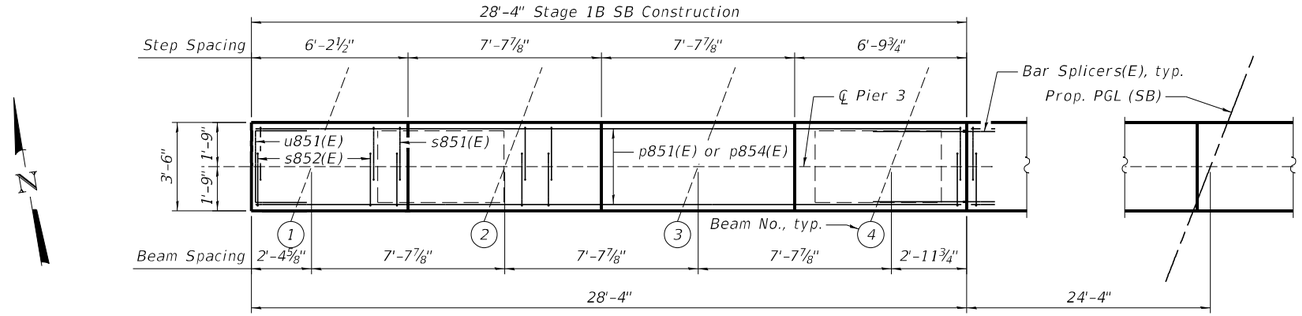
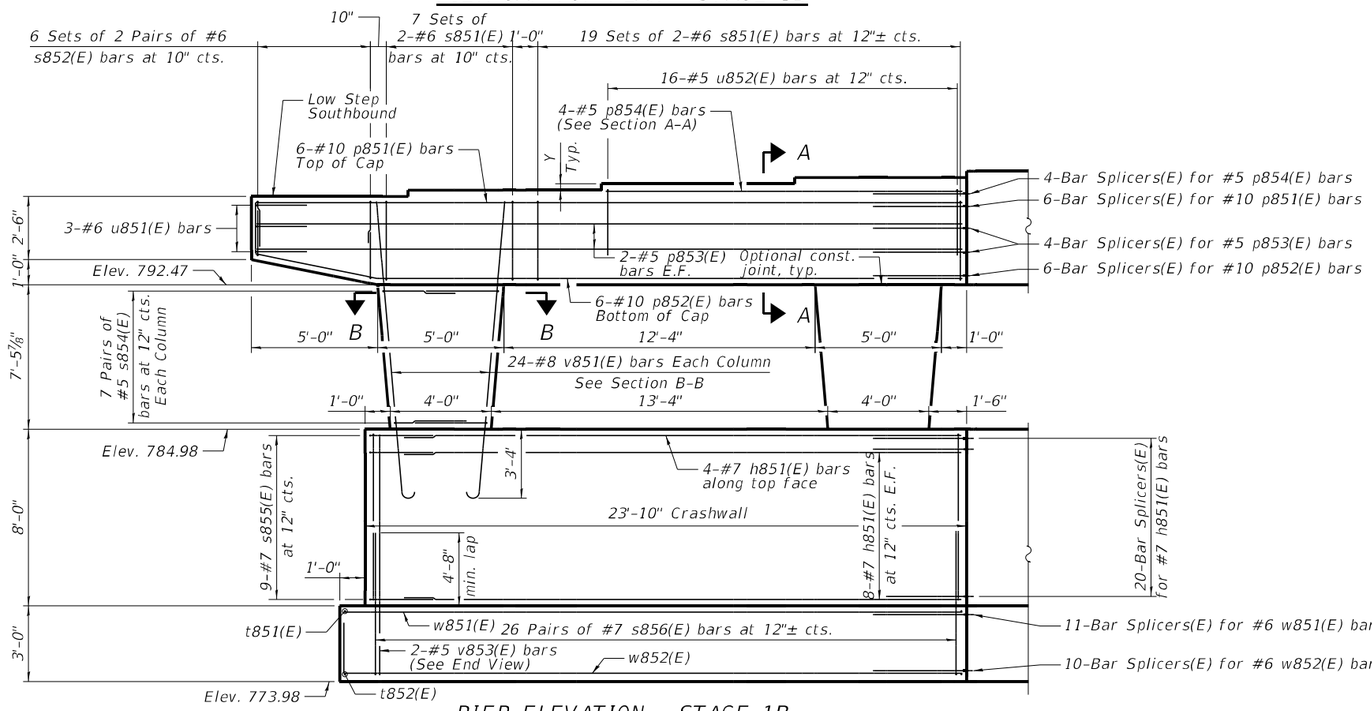
PIER 2 DETAILS (STAGE 3)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 68 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	763
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

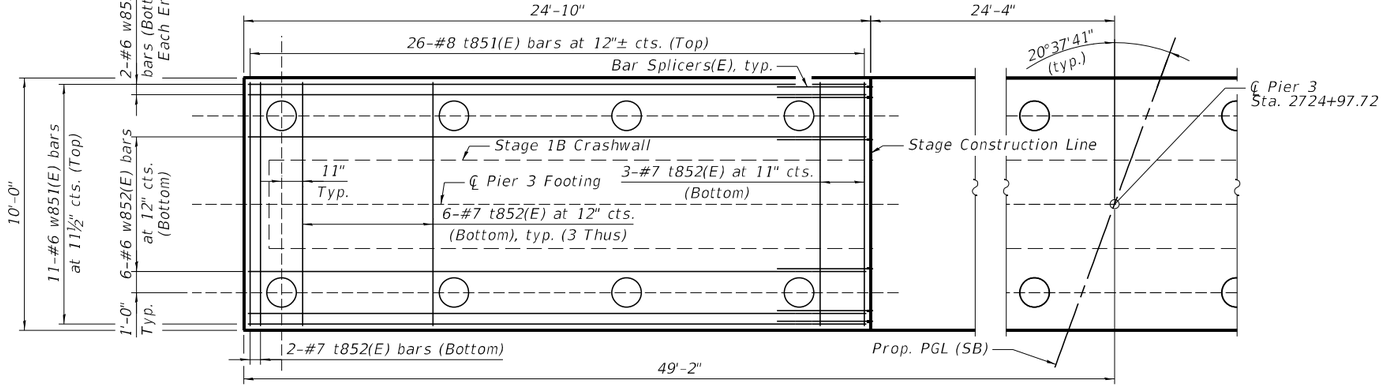


PIER CAP TOP PLAN - STAGE 1B



PIER ELEVATION - STAGE 1B

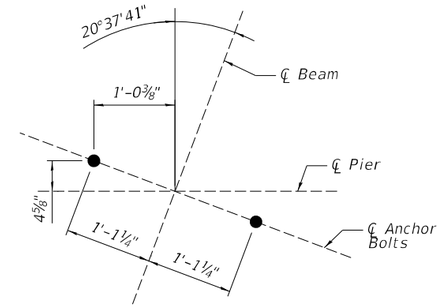
(Looking North)



FOOTING PLAN - STAGE 1B

SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Y
1	795.97	---
2	796.21	2⅞"
3	796.44	2¾"
4	796.67	2¾"



ANCHOR BOLT LAYOUT AT PIER 3

NOTES:

1. See Sheet 72 of 81 for End View and Sections A-A and B-B.
2. See Sheets 4 and 5 of 81 for pile spacing.

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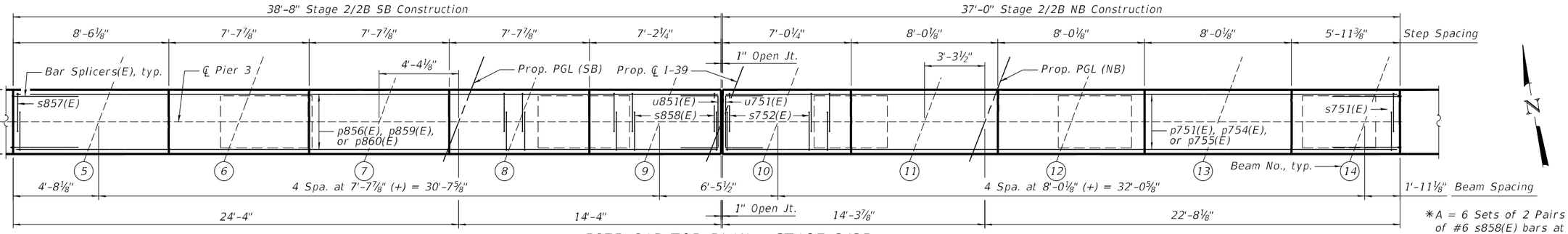
PIER 3 DETAILS (STAGE 1B)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 69 OF 81 SHEETS

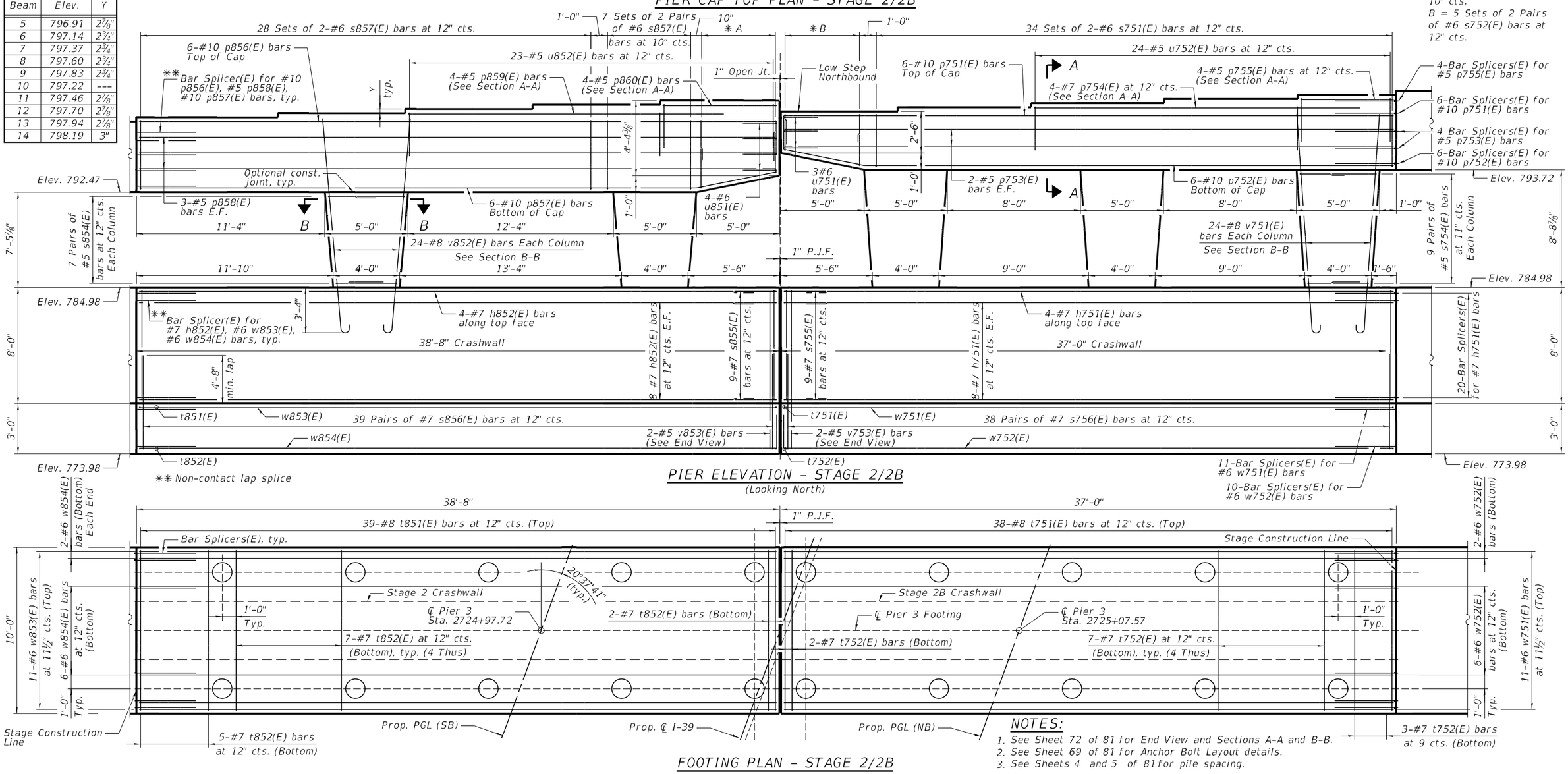
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	764
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Y
5	796.91	2 7/8"
6	797.14	2 3/4"
7	797.37	2 3/4"
8	797.60	2 3/4"
9	797.83	2 3/4"
10	797.22	---
11	797.46	2 7/8"
12	797.70	2 7/8"
13	797.94	2 7/8"
14	798.19	3"



PIER CAP TOP PLAN - STAGE 2/2B



PIER ELEVATION - STAGE 2/2B

(Looking North)

∗A = 6 Sets of 2 Pairs of #6 s858(E) bars at 10" cts.
B = 5 Sets of 2 Pairs of #6 s752(E) bars at 12" cts.

FOOTING PLAN - STAGE 2/2B

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.

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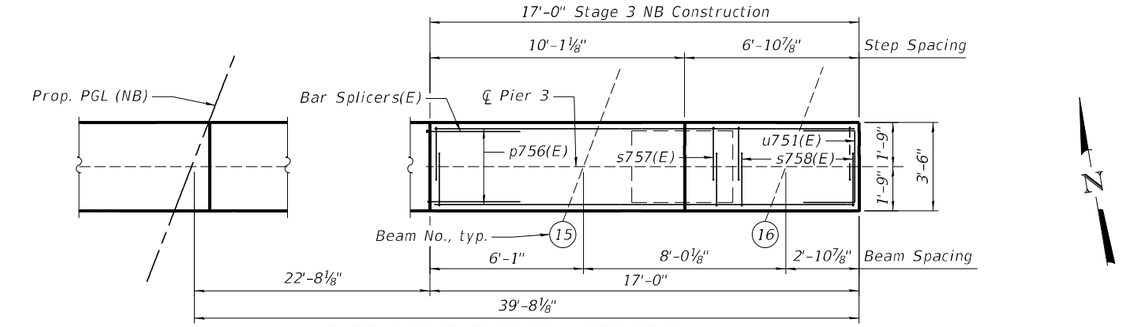
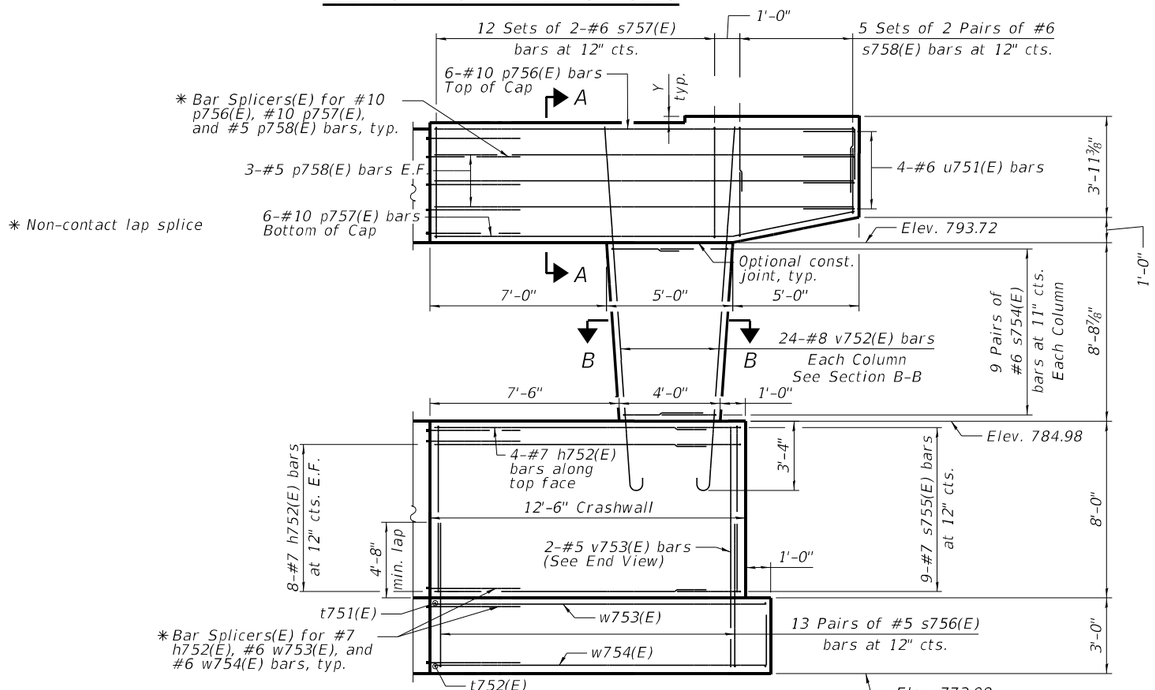
PIER 3 DETAILS (STAGE 2/2B)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 70 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	765
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

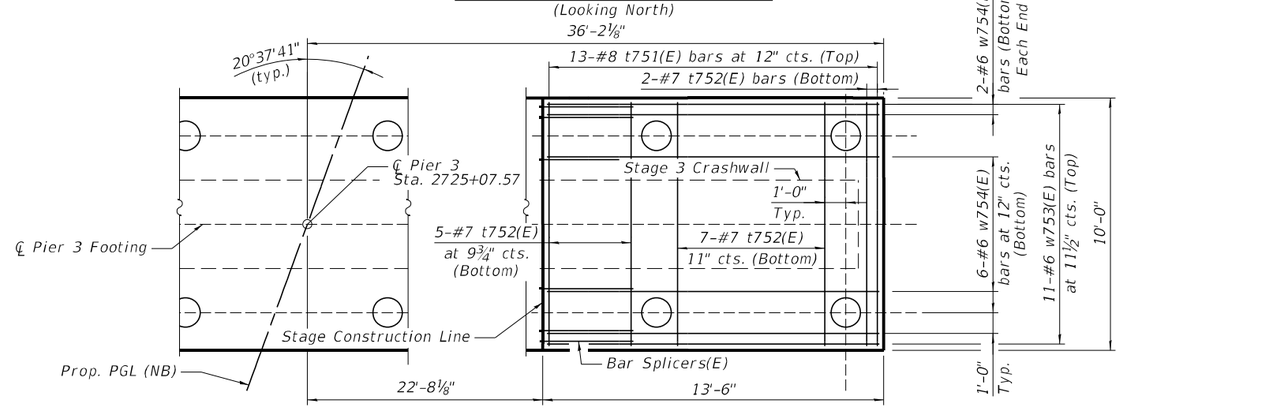


PIER CAP TOP PLAN - STAGE 3



PIER ELEVATION - STAGE 3

(Looking North)



FOOTING PLAN - STAGE 3

SEAT ELEVATIONS & STEP HEIGHTS

Beam	Elev.	Y
15	798.43	2⅞"
16	798.67	2⅞"

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.

MODEL: sMODELNAMES
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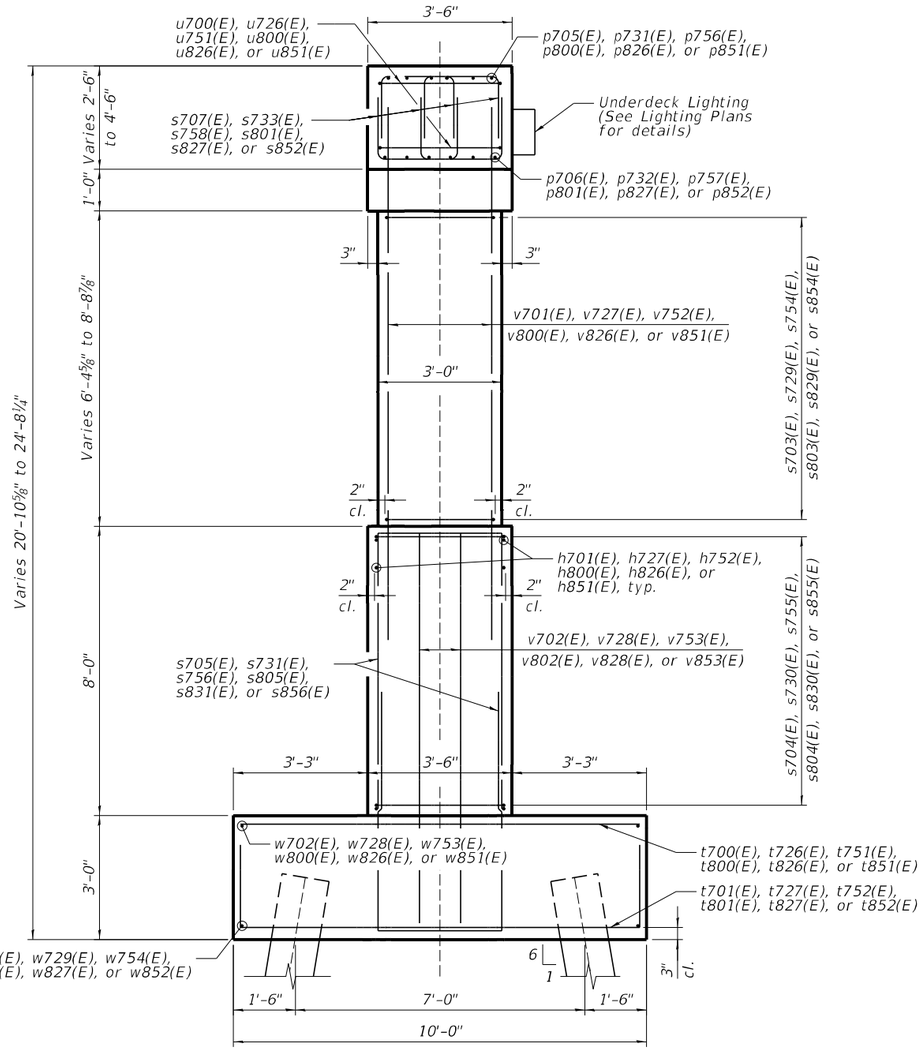
benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
3124960450 Job No. 10800

USER NAME =	DESIGNED - WKK	REVISED -	
	CHECKED - JHG	REVISED -	
PLOT SCALE =	DRAWN - KMS	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

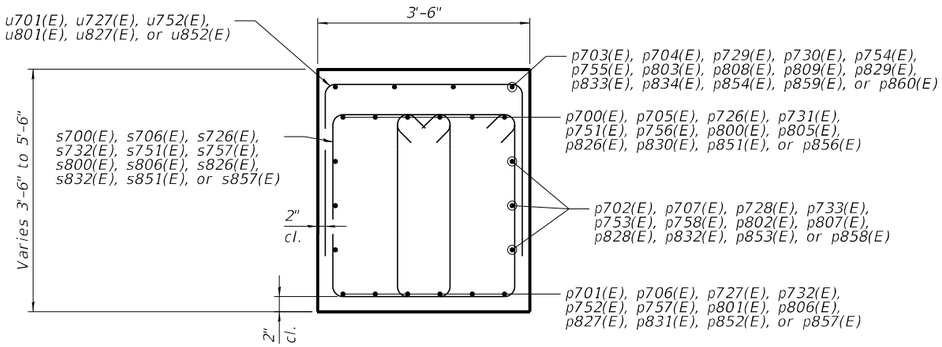
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 3 DETAILS (STAGE 3)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 71 OF 81 SHEETS

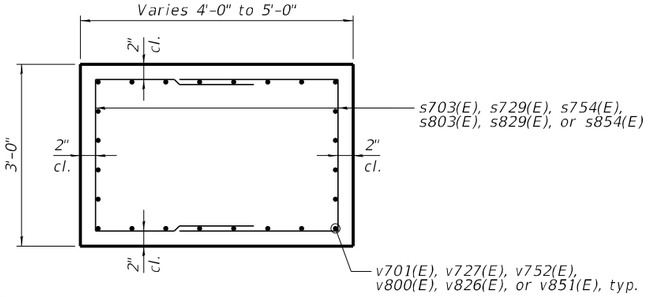
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	766
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



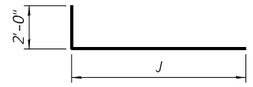
END VIEW



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

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"

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 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 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 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 - 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 - 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

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25 W Wacker Drive, Suite 3300
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312-565-0150 Job No. 10800

USER NAME =	DESIGNED - WKK	REVISED -	
	CHECKED - JHG	REVISED -	
PLOT SCALE =	DRAWN - KMS	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DETAILS (1 OF 2)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 72 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	767
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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PIER 1 BILL OF MATERIAL
SB (SN 101-0213)

Bar	No.	Size	Length	Shape
h800(E)	20	#7	24'-6"	
h801(E)	20	#7	37'-4"	
p800(E)	6	#10	31'-0"	
p801(E)	6	#10	29'-1"	
p802(E)	4	#5	29'-0"	
p803(E)	4	#5	15'-1"	
p805(E)	6	#10	39'-4"	
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"	
s807(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"	
w802(E)	11	#6	37'-3"	
w803(E)	10	#6	39'-3"	

Structure Excavation	Cu. Yd.	175
Concrete Structures	Cu. Yd.	186.6
Reinforcement Bars, Epoxy Coated	Pound	24,940
Furnishing Metal Shell Piles, 14"x0.312"	Foot	187
Driving Piles	Foot	187
Test Pile Metal Shells	Each	1
Pile Shoes	Each	18

PIER 2 BILL OF MATERIAL
SB (SN 101-0213)

Bar	No.	Size	Length	Shape
h826(E)	20	#7	24'-8"	
h827(E)	20	#7	37'-2"	
p826(E)	6	#10	31'-2"	
p827(E)	6	#10	29'-3"	
p828(E)	4	#5	29'-2"	
p829(E)	4	#5	15'-8"	
p830(E)	6	#10	39'-2"	
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)	52	#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"	
s832(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"	
w828(E)	11	#6	37'-2"	
w829(E)	10	#6	39'-2"	

Structure Excavation	Cu. Yd.	206
Concrete Structures	Cu. Yd.	187.1
Reinforcement Bars, Epoxy Coated	Pound	24,910
Furnishing Metal Shell Piles, 14"x0.312"	Foot	204
Driving Piles	Foot	204
Test Pile Metal Shells	Each	1
Pile Shoes	Each	18
Concrete Sealer	Sq. Ft.	2,392

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"	
s854(E)	56	#5	10'-0"	
s855(E)	18	#7	13'-2"	
s856(E)	130	#7	18'-6"	
s857(E)	70	#6	13'-3"	
s858(E)	24	#6	10'-2"	
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"	

Structure Excavation	Cu. Yd.	175
Concrete Structures	Cu. Yd.	188.2
Reinforcement Bars, Epoxy Coated	Pound	25,250
Furnishing Metal Shell Piles, 14"x0.312"	Foot	697
Driving Piles	Foot	697
Test Pile Metal Shells	Each	1
Pile Shoes	Each	18

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"	
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"	
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)	52	#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"	

Structure Excavation	Cu. Yd.	170
Concrete Structures	Cu. Yd.	152.2
Reinforcement Bars, Epoxy Coated	Pound	21,130
Furnishing Metal Shell Piles, 14"x0.312"	Foot	260
Driving Piles	Foot	260
Test Pile Metal Shells	Each	1
Pile Shoes	Each	14

PIER 2 BILL OF MATERIAL
NB (SN 101-0214)

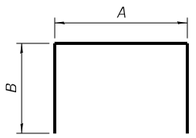
Bar	No.	Size	Length	Shape
h726(E)	20	#7	37'-9"	
h727(E)	20	#7	11'-1"	
p726(E)	6	#10	39'-9"	
p727(E)	6	#10	37'-10"	
p728(E)	4	#5	37'-9"	
p729(E)	4	#5	19'-7"	
p730(E)	4	#5	7'-1"	
p731(E)	6	#10	17'-7"	
p732(E)	6	#10	15'-8"	
p733(E)	6	#5	15'-7"	
s726(E)	68	#6	11'-5"	
s727(E)	20	#6	6'-5"	
s729(E)	72	#5	10'-0"	
s730(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"	
w728(E)	11	#6	12'-1"	
w729(E)	10	#6	14'-1"	

Structure Excavation	Cu. Yd.	184
Concrete Structures	Cu. Yd.	152.8
Reinforcement Bars, Epoxy Coated	Pound	21,210
Furnishing Metal Shell Piles, 14"x0.312"	Foot	180
Driving Piles	Foot	180
Test Pile Metal Shells	Each	1
Pile Shoes	Each	16
Concrete Sealer	Sq. Ft.	2,015

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"	
p757(E)	6	#10	16'-9"	
p758(E)	6	#5	16'-8"	
s751(E)	68	#6	11'-5"	
s752(E)	20	#6	6'-5"	
s754(E)	72	#5	10'-0"	
s755(E)	18	#7	13'-2"	
s756(E)	102	#7	18'-6"	
s757(E)	24	#6	13'-10"	
s758(E)	20	#6	8'-10"	
t751(E)	51	#8	9'-8"	
t752(E)	47	#7	13'-8"	
u751(E)	7	#6	13'-2"	
u752(E)	24	#5	7'-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"	
w752(E)	10	#6	38'-8"	
w753(E)	11	#6	13'-2"	
w754(E)	10	#6	15'-2"	

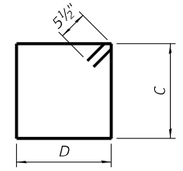
Structure Excavation	Cu. Yd.	156
Concrete Structures	Cu. Yd.	153.9
Reinforcement Bars, Epoxy Coated	Pound	21,320
Furnishing Metal Shell Piles, 14"x0.312"	Foot	533
Driving Piles	Foot	533
Test Pile Metal Shells	Each	1
Pile Shoes	Each	14



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)

A & B DIMENSIONS

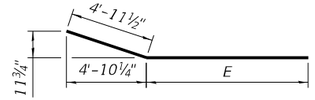
Bar	A	B
s701(E), s727(E), s752(E)	2'-1"	2'-2"
s703(E), s729(E), s754(E)	2'-8"	3'-8"
s704(E), s730(E), s755(E)	3'-2"	5'-0"
s705(E), s731(E), s756(E)	3'-2"	7'-8"
s707(E)	2'-1"	3'-8"
s733(E)	2'-1"	3'-8"
s758(E)	2'-1"	3'-4½"
s801(E), s827(E), s852(E)	2'-1"	2'-2"
s803(E), s829(E), s854(E)	2'-8"	3'-8"
s804(E), s830(E), s855(E)	3'-2"	5'-0"
s805(E), s831(E), s856(E)	3'-2"	7'-8"
s807(E)	2'-1"	3'-2"
s833(E)	2'-1"	3'-1½"
s858(E)	2'-1"	4'-0½"
u700(E), u726(E), u751(E)	3'-2"	5'-0"
u701(E)	3'-2"	2'-0½"
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'-11½"
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

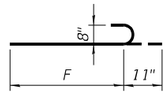
Bar	C	D
s700(E), s726(E), s751(E)	3'-2"	2'-1"
s706(E)	4'-5"	2'-1"
s732(E)	4'-5"	2'-1"
s757(E)	4'-4½"	2'-1"
s800(E), s826(E), s851(E)	3'-2"	2'-1"
s806(E)	4'-2"	2'-1"
s832(E)	4'-1½"	2'-1"
s857(E)	4'-1"	2'-1"



BAR p701(E), p706(E), p727(E), p732(E), p752(E), p757(E), p801(E), p806(E), p827(E), p831(E), p852(E), or p857(E)

E DIMENSIONS

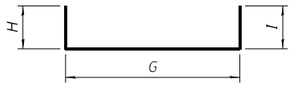
Bar	E
p701(E)	33'-0½"
p706(E)	10'-6½"
p727(E)	32'-10½"
p732(E)	10'-8½"
p752(E)	31'-9½"
p757(E)	11'-9½"
p801(E)	24'-1½"
p806(E)	32'-5½"
p827(E)	24'-3½"
p831(E)	32'-3½"
p852(E)	23'-1½"
p857(E)	33'-5½"



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

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	H	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"

NOTE:
See Sheet 72 of 81 for additional bar bend details.

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Chicago, Illinois 60601
312-565-0450 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DETAILS (2 OF 2)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 73 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	768
		CONTRACT NO. 64C24		
	ILLINOIS FED. AID PROJECT			

MODEL: SMODELNAMES
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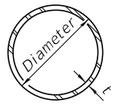
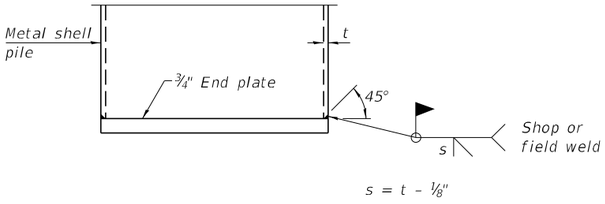


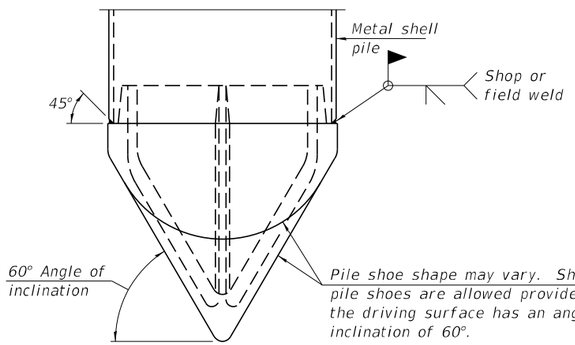
METAL SHELL PILE TABLE

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



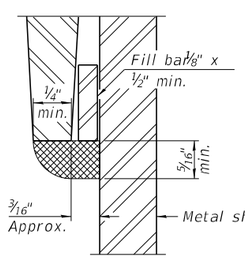
$s = t - \frac{1}{8}"$

END PLATE ATTACHMENT

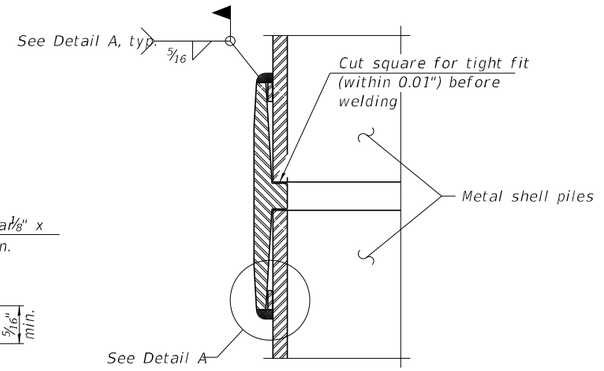


PILE SHOE ATTACHMENT

(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).

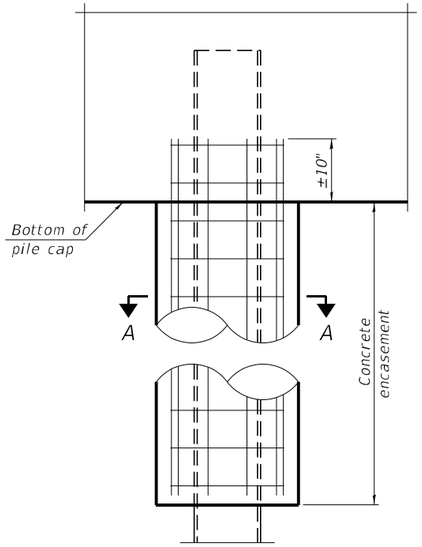


DETAIL A

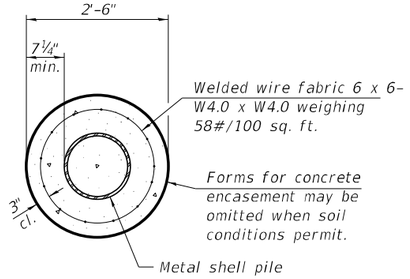


WELDED COMMERCIAL SPLICE

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



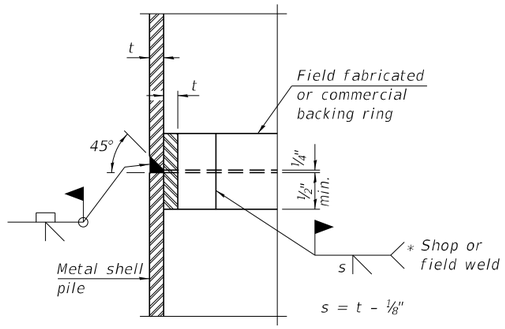
ELEVATION



SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

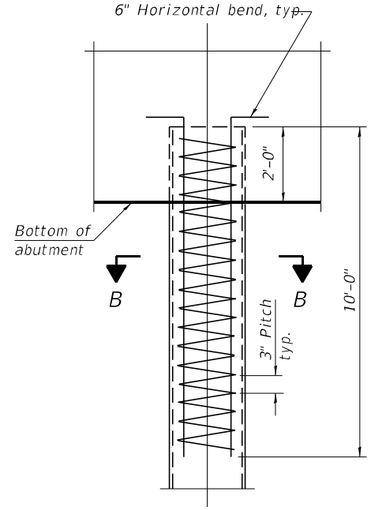
(When specified)



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

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.



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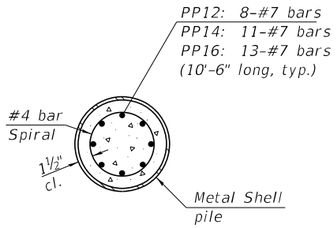

SECTION B-B

REINFORCEMENT AT ABUTMENTS

(Omit when concrete encasement is specified)

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

F-MS 5-15-2023

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35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0150 Job No. 10600

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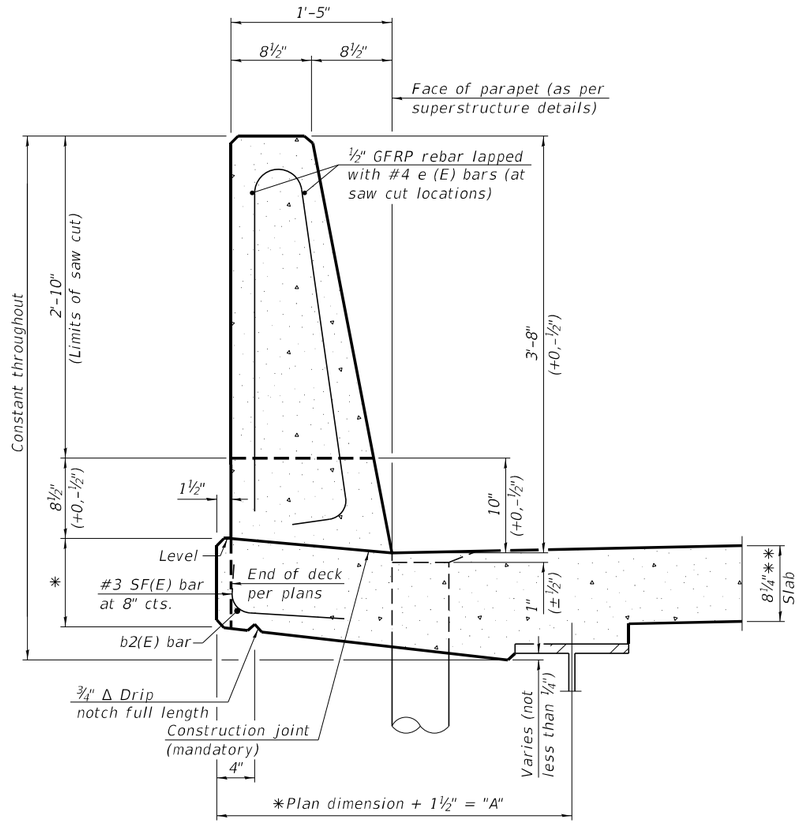
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 101-0213 & 101-0214
SHEET 74 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	769
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



* See Superstructure Details

** Prior to grinding

44" CONSTANT-SLOPE PARAPET SECTION

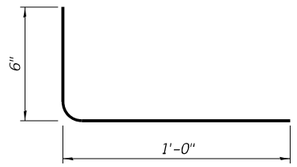
(Showing dimensions, d(E), and ½" Ø GFRP rebar)

Notes:

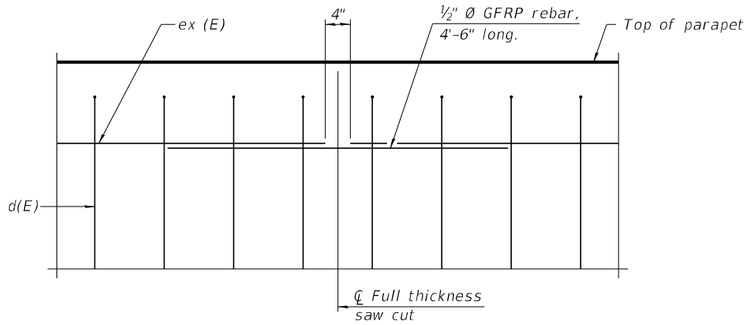
All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown. Additional concrete needed to revise dimension "A" = 0.00348 cu. yds./ft.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.



SF(E) BAR



GFRP REBAR STIFFENING DETAIL

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

MODEL: sMODELNAMES
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STATE OF ILLINOIS
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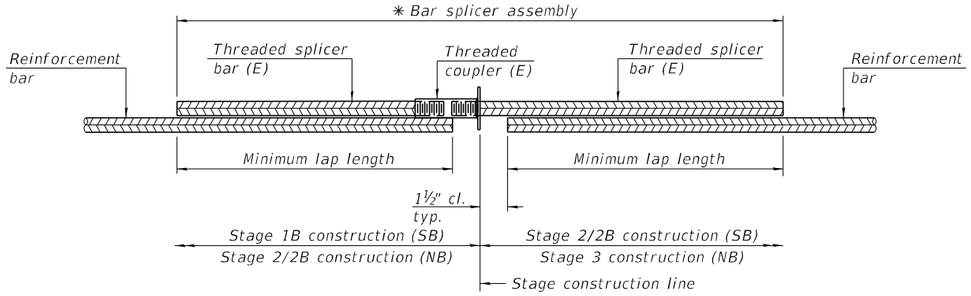
CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 101-0213 & 101-0214
SHEET 75 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	770
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



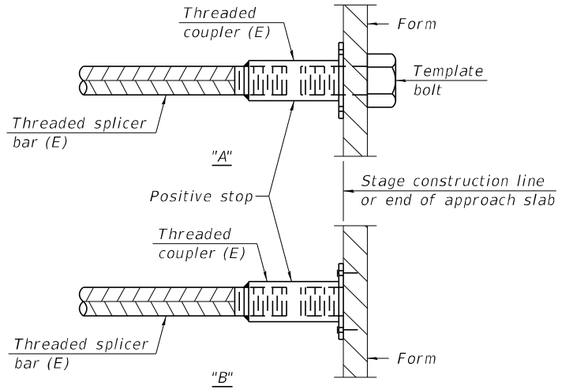
STANDARD BAR SPLICER ASSEMBLY PLAN

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

Threaded splicer bar length = min. lap length + 1½" + thread length

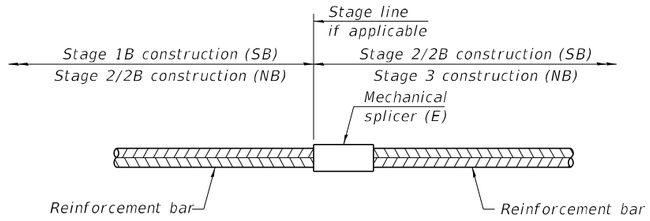
* *Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.*

Location	Bar size	No. assemblies required	Minimum lap length
SB Deck	#5	832	3'-6"
NB Deck	#5	831	3'-6"
SB S. Approach	#5	83	3'-4"
SB S. Approach	#8	57	4'-9"
SB N. Approach	#5	83	3'-4"
SB N. Approach	#8	57	4'-9"
NB S. Approach	#5	83	3'-4"
NB S. Approach	#8	57	4'-9"
NB N. Approach	#5	83	3'-4"
NB N. Approach	#8	57	4'-9"
SB S. Abut.	#5	4	3'-7"
SB S. Abut.	#7	10	5'-0"
NB S. Abut.	#5	4	3'-7"
NB S. Abut.	#7	10	5'-0"
SB N. Abut.	#5	4	3'-7"
SB N. Abut.	#7	10	5'-0"
NB N. Abut.	#5	4	3'-7"
NB N. Abut.	#7	10	5'-0"
NB Pier 1 Cap	#5	8	3'-7"
NB Pier 1 Cap	#10	12	8'-9"
NB Pier 1 Crashwall	#7	20	5'-0"
NB Pier 1 Footing	#6	21	4'-4"
NB Pier 2 Cap	#5	8	3'-7"
NB Pier 2 Cap	#10	12	8'-9"
NB Pier 2 Crashwall	#7	20	5'-0"
NB Pier 2 Footing	#6	21	4'-4"
NB Pier 3 Cap	#5	8	3'-7"
NB Pier 3 Cap	#10	12	8'-9"
NB Pier 3 Crashwall	#7	20	5'-0"
NB Pier 3 Footing	#6	21	4'-4"
SB Pier 1 Cap	#5	8	3'-7"
SB Pier 1 Cap	#10	12	8'-9"
SB Pier 1 Crashwall	#7	20	5'-0"
SB Pier 1 Footing	#6	21	4'-4"
SB Pier 2 Cap	#5	8	3'-7"
SB Pier 2 Cap	#10	12	8'-9"
SB Pier 2 Crashwall	#7	20	5'-0"
SB Pier 2 Footing	#6	21	4'-4"
SB Pier 3 Cap	#5	8	3'-7"
SB Pier 3 Cap	#10	12	8'-9"
SB Pier 3 Crashwall	#7	20	5'-0"
SB Pier 3 Footing	#6	21	4'-4"



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

Location	Bar size	No. assemblies required
SB S. Abut. Diaphragm	#6	7
SB N. Abut. Diaphragm	#6	7
NB S. Abut. Diaphragm	#6	7
NB N. Abut. Diaphragm	#6	7

Notes:
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 5-15-2023

MODEL: SMODELNAMES
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35 W Wacker Drive, Suite 3300
Chicago Illinois 60601
312-565-0450 Job No. 10800

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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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	771
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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

SOIL BORING LOG

Date 1/24/12

ROUTE FAP 301 DESCRIPTION 101-0071 0072 I-39 Bridge over Harrison Road, .6 miles west of Mill Road LOGGED BY W. Garza

SECTION (201-3) K (4-1, 5) K LOCATION Rockford Twp. - 35SE, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 101-0071/0072
Station

BORING NO. B-1
Station 50+92 - Harrison Avenue
Offset 88.00ft Rt CL
Ground Surface Elev. 775.81 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				MEDIUM tan SANDY LOAM
		0.9 P	9.0	
773.81				
	8			MEDIUM tan fine dry SAND
	11			
771.81	14			
-5				
	9			VERY DENSE tan fine SAND with GRAVEL
	30			
768.81	35			
	17			DENSE tan SANDY LOAM TILL
	14		9.0	
766.81	19			
-10				
	13			DENSE tan SANDY LOAM TILL
	14		9.0	
764.31	20			
	10			VERY STIFF tan SANDY LOAM TILL
	14	2.4	9.0	
761.81	18	S		
-15				
	13			DENSE tan SANDY LOAM TILL
	13	4.0	13.0	
	17	P		
758.81				
	12			DENSE tan fine SAND
	13			
756.81	18			
-20				
	10			DENSE tan clean medium coarse dry SAND
	16			
754.31	22			
	15			DENSE tan clean medium coarse SAND with GRAVEL
	21			
751.81	26			
-25				
	26			VERY DENSE tan clean medium coarse SAND with GRAVEL
	23			
748.81	32			
	10			STIFF tan SANDY LOAM TILL with SAND lens
	8	1.7	17.0	
746.31	31	B		
-30				
	33			VERY DENSE tan dry SANDY GRAVEL
	34			
743.81	38			
	13			HARD tan LOAM TILL with SAND lens
	17	4.3	11.0	
741.81	20	P		
-35				
	19			VERY STIFF tan LOAM TILL with dirty SANDY GRAVEL
	19	3.1	13.0	
739.31	17	P		
	24			VERY DENSE tan dirty SANDY GRAVEL
	24			
736.81	30			
-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)

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

SOIL BORING LOG

Date 1/24/12

ROUTE FAP 301 DESCRIPTION 101-0071 0072 I-39 Bridge over Harrison Road, .6 miles west of Mill Road LOGGED BY W. Garza

SECTION (201-3) K (4-1, 5) K LOCATION Rockford Twp. - 35SE, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 101-0071/0072
Station

BORING NO. B-1
Station 50+92 - Harrison Avenue
Offset 88.00ft Rt CL
Ground Surface Elev. 775.81 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
	18			DENSE tan moist SANDY GRAVEL
	23			
734.31	27			
				End of Boring
-45				
-50				
-55				
-60				

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

BBS, from 137 (Rev. 8-99)

NOTE:
Along Prop. ℄ I-39, Boring B-1 is located at Sta. 2723+87.66, 127.19' Rt.

MODEL: sMODELNAME
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Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10600

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 (1 OF 5)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 77 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	772
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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

SOIL BORING LOG

Date 1/26/12

ROUTE FAP 301 DESCRIPTION 101-0071 0072 I-39 Bridge over Harrison Road, .6 miles west of Mill Road LOGGED BY W. Garza

SECTION (201-3) K (4-1, 5) K LOCATION Rockford Twp. - 35SE, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 101-0071/0072
Station
BORING NO. B-2
Station 871+05 - I-39
Offset 5.00ft Rt CL
Ground Surface Elev. 797.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)		BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM				
			0.6 P	15.0
	794.50			
SOFT tan SANDY LOAM		6		
		4	0.3	13.0
	793.00	6	B	
	-5			
STIFF tan SANDY LOAM with GRAVEL		4		
		5	1.5	10.0
	790.50	8	P	
STIFF gray LOAM with GRAVEL		4		
		4	1.1	17.0
	788.00	5	P	
	-10			
STIFF gray SILTY CLAY LOAM with medium GRAVEL		4		
		3	1.7	15.0
		4	B	
	785.00			
No Recovery		6		
		8		
	783.00	8		
	-15			
STIFF gray LOAM with GRAVEL		6		
		6	1.1	14.0
	780.50	7	B	
STIFF gray LOAM with GRAVEL		8		
		8	1.9	11.0
	778.00	12	S	
	-20			

DEPTH (ft)		BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY DENSE tan LOAM TILL		27		
		22		7.0
	775.50	32		
VERY DENSE tan SANDY LOAM TILL with GRAVEL		22		
		25		7.0
	773.00	30		
	-25			
VERY DENSE tan SANDY LOAM TILL with GRAVEL		19		
		28		
	770.50	43		
VERY DENSE tan SANDY LOAM TILL with big GRAVEL		100/6"		
	768.00			
	-30			
Same as above		100/1"		
	765.50			
VERY DENSE tan SANDY LOAM TILL		100/4"		
	763.00			
	-35			
VERY DENSE tan SANDY LOAM TILL		100/5.5"		
	760.50			
End of Boring				
	-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)

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

SOIL BORING LOG

Date 1/27/12

ROUTE FAP 301 DESCRIPTION 101-0071 0072 I-39 Bridge over Harrison Road, .6 miles west of Mill Road LOGGED BY W. Garza

SECTION (201-3) K (4-1, 5) K LOCATION Rockford Twp. - 35SE, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 101-0071/0072
Station
BORING NO. B-3
Station 49+03 - Harrison Avenue
Offset 98.00ft Lt CL
Ground Surface Elev. 775.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 757.5 ft ▼
Upon Completion 734.0 ft ▽
After Hrs. ft

DEPTH (ft)		BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM				
			0.6 P	35.0
	772.50			
MEDIUM light brown SILTY CLAY LOAM		3		
		4	0.7	27.0
	770.50	5	B	
	-5			
MEDIUM tan dirty SAND with medium GRAVEL		6		
		7		14.0
	768.00	10		
SOFT tan SANDY LOAM TILL		4		
		5	0.4	10.0
	766.00	7	B	
	-10			
STIFF tan SANDY LOAM TILL		5		
		8	1.4	10.0
	763.50	8	P	
MEDIUM tan SANDY LOAM TILL		3		
		5	0.6	10.0
	761.00	8	B	
	-15			
SOFT tan SANDY LOAM TILL		3		
		7	0.4	10.0
	758.50	11	S	
	▼			
VERY DENSE tan SANDY LOAM TILL with GRAVEL		38		
		40	4.5	8.0
	756.00	35	P	
	-20			

DEPTH (ft)		BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY DENSE tan SANDY LOAM TILL with GRAVEL Hard Drilling		33		
		32		8.0
	753.50	39		
DENSE gray SANDY LOAM TILL		17		
		19		8.0
	751.00	17		
	-25			
VERY STIFF gray SANDY LOAM TILL		14		
		16	3.8	8.0
	748.50	17	P	
VERY STIFF gray SANDY LOAM TILL		11		
		12	3.4	7.0
	746.00	19	P	
	-30			
HARD gray SANDY LOAM TILL		5		
		10	4.5	8.0
	743.50	15	B	
HARD gray SANDY LOAM TILL		6		
		12	4.5	8.0
	741.00	13	P	
	-35			
DENSE gray SANDY LOAM TILL		13		
		18		
	738.50	22		
VERY STIFF gray SANDY LOAM TILL		2		
		7	3.5	9.0
	736.00	14	B	
	-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)

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.

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0150 Job No. 10600

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 (2 OF 5)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 78 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	773
		CONTRACT NO. 64C24		
	ILLINOIS FED. AID PROJECT			

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

SOIL BORING LOG

Date 1/27/12

ROUTE FAP 301 DESCRIPTION 101-0071 0072 I-39 Bridge over Harrison Road, 6 miles west of Mill Road LOGGED BY W. Garza

SECTION (201-3) K (4-1, 5) K LOCATION Rockford Twp. - 35SE, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 101-0071/0072
Station

BORING NO. B-3
Station 49+03 - Harrison Avenue
Offset 98.00ft Lt CL
Ground Surface Elev. 775.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 757.5 ft ▼
Upon Completion 734.0 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF gray SANDY LOAM TILL ▽		6		
		10	3.3	8.0
		16	B	
	733.00			
VERY DENSE tan SANDY GRAVEL		38		
		31		
	731.00	60		
	-45			
VERY DENSE tan/gray SANDY GRAVEL		19		
		43		
	728.50	33		
End of Boring				
	-50			
	-55			
	-60			

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

BBS, from 137 (Rev. 8-99)

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

SOIL BORING LOG

Date 1/30/12

ROUTE FAP 301 DESCRIPTION 101-0071 0072 I-39 Bridge over Harrison Road, 6 miles west of Mill Road LOGGED BY W. Garza

SECTION (201-3) K (4-1, 5) K LOCATION Rockford Twp. - 35SE, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 101-0071/0072
Station

BORING NO. B-4
Station 873+74 - I-39
Offset 1.00ft Rt CL
Ground Surface Elev. 799.60 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM			0.6	18.0
			P	
	797.10			
MEDIUM light brown SANDY LOAM		4		
		6	0.9	14.0
	795.60	7	P	
	-5			
MEDIUM light brown/tan SANDY LOAM		2		
		3	0.5	12.0
	793.10	6	P	
MEDIUM brown LOAM		4		
		5	0.8	16.0
	790.60	9	B	
	-10			
STIFF gray SILTY CLAY LOAM		3		
		4	1.5	17.0
	788.10	6	P	
STIFF gray SANDY LOAM		5		
		7	1.5	10.0
	785.60	8	B	
	-15			
STIFF gray LOAM		4		
		7	1.7	13.0
	783.10	14	B	
VERY STIFF light brown SILTY CLAY LOAM		4		
		6	2.0	24.0
	780.60	9	B	
	-20			

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF gray SILTY CLAY		4		
		5	2.9	25.0
		7	S	
	777.60			
MEDIUM tan SAND		6		
		8		
	775.10	9		
	-25			
STIFF tan SANDY LOAM TILL with GRAVEL		6		
		10	1.5	8.0
	773.10	9	P	
STIFF tan SANDY LOAM TILL		5		
		8	1.2	8.0
Added water, hard drilling	770.60	8	S	
	-30			
STIFF tan SANDY LOAM TILL		5		
		8	1.6	9.0
	768.10	14	S	
VERY DENSE tan SANDY LOAM TILL with GRAVEL		17		
		30		8.0
	765.60	54		
	-35			
VERY DENSE tan SANDY LOAM TILL with GRAVEL		29		
		36		
	763.10	41		
VERY DENSE tan SANDY LOAM TILL with medium GRAVEL		25		
		28		8.0
	760.60	30		
	-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)

NOTES:
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.

MODEL: SMODELNAMES
FILE NAME: c:\pwworkdir\benesch projects\dms\65240\D264C24-1010213_0214-sht-boring-003.dgn

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10600

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 (3 OF 5)
STRUCTURE NO. 101-0213 & 101-0214
SHEET 79 OF 81 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	774
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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

SOIL BORING LOG

Date 1/30/12

ROUTE FAP 301 DESCRIPTION 101-0071 0072 I-39 Bridge over Harrison Road, 6 miles west of Mill Road LOGGED BY W. Garza

SECTION (201-3) K (4-1, 5) K LOCATION Rockford Twp. - 35SE, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 101-0071/0072
Station

BORING NO. B-4
Station 873+74 - I-39
Offset 1.00ft Rt CL
Ground Surface Elev. 799.60 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY DENSE tan SANDY LOAM TILL with medium GRAVEL		25		
		25	4.6	8.0
758.10		32	S	
VERY DENSE tan SANDY LOAM TILL with medium GRAVEL		25		
		34	3.5	8.0
755.60		52	S	
	-45			
VERY DENSE tan SANDY LOAM TILL with GRAVEL		32		
		36	4.4	7.0
753.10		37	S	
DENSE tan SANDY LOAM TILL with GRAVEL		21		
		21		
750.60		23		
	-50			
DENSE tan SANDY LOAM TLIL with SAND lens		15		
		19	5.5	9.0
748.10		25	S	
VERY STIFF gray SANDY CLAY LOAM TILL		8		
		12	3.9	9.0
745.60		16	B	
	-55			
VERY STIFF gray SANDY CLAY LOAM TILL		23		
		16	3.5	9.0
743.10		20	S	
VERY STIFF gray SANDY CLAY TILL		10		
		13	3.9	9.0
740.60		20	B	
End of Boring	-60			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 8/2/16

ROUTE FAI 39 & FAP 301 DESCRIPTION P92-111-06 NB & SB Bridge - I-39 over Harrison Avenue LOGGED BY W. Garza

SECTION (201-3)K & 4-1,5)K LOCATION Rockforrd N.E. Twp. - SE, SEC. 35, TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-55

Latitude 42° 14' 23.03" Northing 2,032,170.6978
Longitude -88° 57' 58.86" Easting 2,621,608.6896

STRUCT. NO. 101-0213
Station 153+19
Elevation Conversion: 99.80 = El. 780

BORING NO. B-5J
Station 153+28
Offset 10.00ft Rt Median CL
Ground Surface Elev. 99.80 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 62.3 ft ▼
Upon Completion 59.8 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
9" Asphalt Shoulder				
	98.30			
VERY STIFF gray CLAY LOAM		2		
		3	2.7	18.0
	96.80	4	B	
MEDIUM brown SANDY LOAM		2		
	-5	4	0.5	12.0
	94.30	5	S	
MEDIUM tan SANDY LOAM TILL		3		
		3	0.9	9.0
	91.80	4	P	
No Recovery		6		
	-10	8		
	89.30	9		
MEDIUM tan SANDY GRAY TILL		0		
		3	0.8	11.0
	86.80	5	B	
STIFF tan SANDY LOAM TILL		4		
	-15	11	1.6	9.0
	83.80	20	S	
VERY DENSE tan SANDY LOAM TILL		27		
		100/8"		
	81.80			
VERY DENSE tan SANDY LOAM TILL	-20	30		
		39		
	79.30	53		
VERY DENSE tan SANDY LOAM TILL		22		
		33		
	76.30	29		
VERY STIFF tan SANDY LOAM TILL		7		
	-25	13	2.1	10.0
	73.80	14	P	
VERY DENSE light gray SANDY LOAM TILL		14		
		35		8.0
	71.80	38		
DENSE light gray SANDY LOAM TILL		11		
	-30	17	4.5	7.0
	69.30	22	P	
VERY DENSE light gray SANDY LOAM TILL		18		
		28		
	66.30	33		
VERY STIFF light gray SANDY LOAM TILL		7		
	-35	11	2.9	9.0
	64.30	13	S	
VERY STIFF light gray SANDY LOAM TILL with SAND lens		10		
	▼	15	3.4	9.0
	61.80	29	P	
VERY STIFF light gray SANDY LOAM TILL	▽ -40	5		
		7	3.5	9.0

Northing and Easting were calculated using the ILHP-WF coordinate system

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-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.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 8/2/16

ROUTE FAI 39 & FAP 301 DESCRIPTION P92-111-06 NB & SB Bridge - I-39 over Harrison Avenue LOGGED BY W. Garza

SECTION (201-3)K & 4-1,5)K LOCATION Rockforrd N.E. Twp. - SE, SEC. 35, TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-55

STRUCT. NO. 101-0213
Station 153+19

Latitude 42° 14' 23.03" Northing 2,032,170.6978
Longitude -88° 57' 58.86" Easting 2,621,608.6896

BORING NO. B-5J
Station 153+28
Offset 10.00ft Rt Median CL
Ground Surface Elev. 99.80 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 62.3 ft ▼
Upon Completion 59.8 ft ▽
After ____ Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
59.30	12	B		
				STIFF/VERY STIFF light gray SANDY LOAM TILL with SAND lens
	5			
	7	2.0	10.0	
56.80	16	B		
				No Recovery
	13			
-45	13			
54.30	13			
				VERY STIFF light gray SANDY LOAM TILL
	10			
	9	3.6	26.0	
51.80	12	P		
				No Recovery
	6			
-50	9			
49.30	13			
				No Recovery SANDY LOAM TILL
	6			
	8			
46.30	10			
				MEDIUM tan fine SAND
	8			
-55	9			
43.80	18			
				STIFF light gray LOAM TILL
	8			
	6	1.2	15.0	
41.30	10	B		
				DENSE light gray fine SAND with medium GRAVEL
-60	7			
	14			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
39.30	24			
				MEDIUM tan SANDY GRAVEL
	12			
	13			
36.80	14			
				End of Boring
-65				
-70				
-75				
-80				

Northing and Easting were calculated using the ILHP-WF coordinate system

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)

NOTE:
Along Prop. ℄ I-39, Boring B-5j is located at Sta. 2724+29.64, 21.80 Rt.

MODEL: SMODELNAMES
FILE NAME: c:\pwworkdir\benesch projects\dms65240\D264C24-1010213_0214-sht-boring-005.dgn

4/22/2025 12:44:10 PM

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10600

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

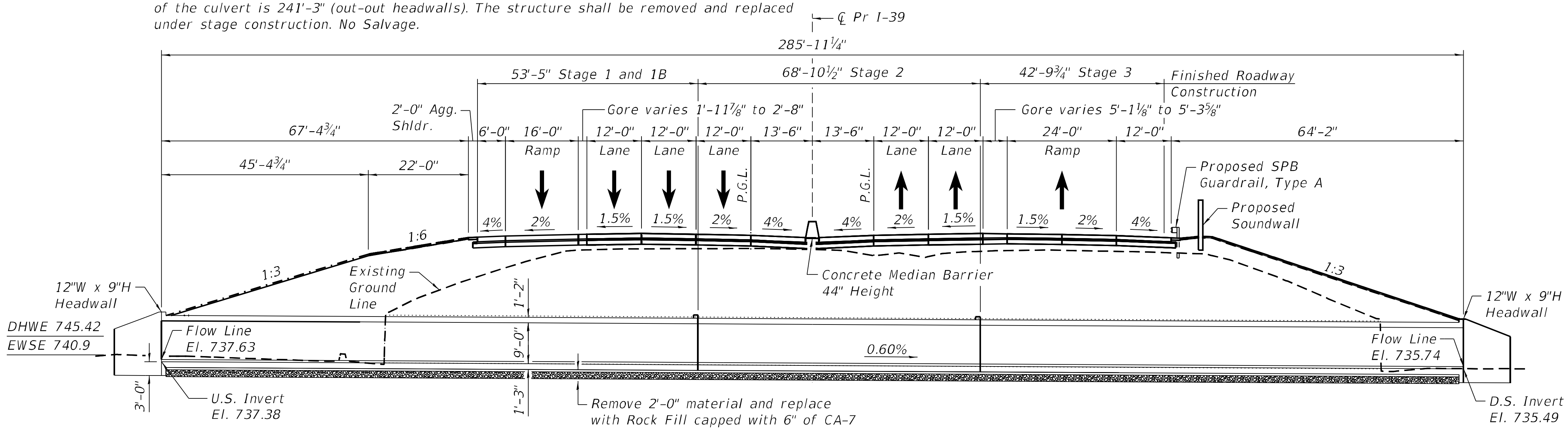
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	776
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

Existing Structure: The existing culvert S.N. 101-2025 was constructed in 1963 as a 12'-0"x10'-0" (WxH) double barrel reinforced concrete box culvert at Sta. 2708+77. Skewed 25° Left Ahead. The culvert consists of a 12" thick top slab, 13" bottom slab, 10" sidewalls with horizontal cantilever wingwalls and maximum fill height of approximately 16 feet. The overall length of the culvert is 241'-3" (out-out headwalls). The structure shall be removed and replaced under stage construction. No Salvage.

Bench Mark: #405 Found cut "X" on the northwest bolt of east end of the overhead sign for "Belvidere Exit 122A" on exit ramp on I39 North. 42°14'10.2"N 88°58'06.7"W, El. 770.67

STATION 2708+77.50
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. I-39
SECTION (201-3)R & (4-1,5)R
LOADING HL-93
STRUCTURE NO. 101-2053

NAME PLATE
See Std. 515001



SCOTT A. BROWN 081-005981 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

5/9/2025
DATE

SCOTT A. BROWN
DIXON, ILLINOIS
ILLINOIS LICENSED STRUCTURAL ENGINEER NO. 081-005981
EXPIRES 11-30-2026

LONGITUDINAL SECTION
Looking North
(Dimensions shown are at Right Angles to ℄ Pr. I-39)

WATERWAY INFORMATION

Drainage Area = 5.8 Sq. Mi.
Exist. Overtopping El. = 756.6 at Sta. 2706+00
Prop. Overtopping El. = 756.6 at Sta. 2706+00

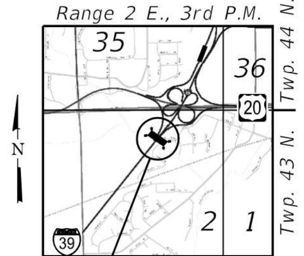
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	994	158	172				743.86	743.74
Design	50	1,382	196	212				745.42	745.24
Base	100	1,518	207	224				745.87	745.66
Max. Calc.	500	1,903	235	243				747.03	746.73

Existing 10-year outlet Velocity = 5.8 ft./s.
Proposed 10-year outlet Velocity = 5.1 ft./s.

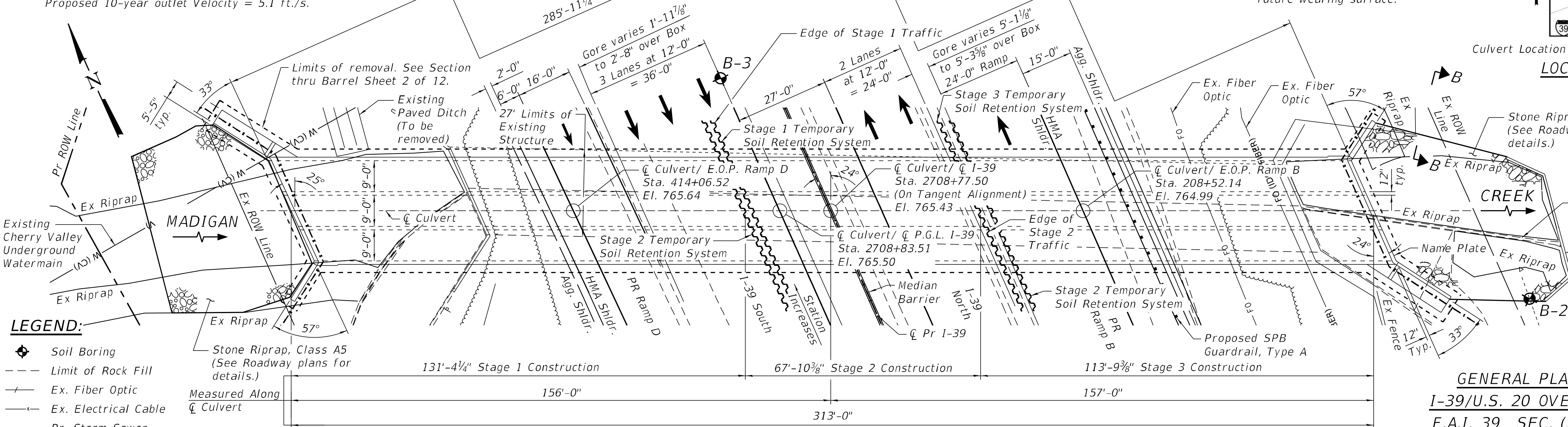
DESIGN SPECIFICATIONS
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.



LOCATION SKETCH



PLAN VIEW

LEGEND:
- Soil Boring
- Limit of Rock Fill
- Ex. Fiber Optic
- Ex. Electrical Cable
- Pr. Storm Sewer
- Underground Watermain
- Pr. Access Control
- Ex. Access Control
- Stone Riprap
- Rock Fill

GENERAL PLAN & ELEVATION
I-39/U.S. 20 OVER MADIGAN CREEK
F.A.I. 39 SEC. (201-3)R & (4-1,5)R
WINNEBAGO COUNTY
STATION 2708+77.50
STRUCTURE NO. 101-2053

MODEL: $MODELNAME$
FILE NAME: $FILE$

WILLETT HOFMANN & ASSOCIATES INC
809 EAST 2ND STREET, DIXON, IL 61021

USER NAME = $USER$	DESIGNED - RB	REVISED -
	CHECKED - SAB	REVISED -
PLOT SCALE =	DRAWN - RDA	REVISED -
PLOT DATE = $DATE$	CHECKED - SAB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	777

WHA # 1390D19 CONTRACT NO. 64C24
ILLINOIS FED. AID PROJECT

GENERAL NOTES

1.) A distance of half the length of the wingwall but not less than 6'-0" of the barrel shall be poured monolithically with the wingwalls.

2.) It will be the responsibility of the Contractor to direct the stream flow during construction in order to keep the construction areas free of water. The method of water diversion shall be subject to the approval of the Engineer and cost shall be included with the cost of the Concrete Box Culverts.

3.) Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

4.) The limits and quantities of removal and replacement shown are based on the boring data and may be modified by the District Geotechnical and Field Engineers for variable subsurface conditions encountered in the field.

5.) The Rock Fill shall be capped with 6" of CA-7 and satisfy the Standard Specifications unless otherwise indicated in the Special Provisions. The cost and quantity of the capping material shall be included in the pay item for Rock Fill. See Special Provisions.

6.) Precast culvert alternate is not allowed.

7.) Reinforcement bars designated (E) shall be epoxy coated.

8.) See drainage sheets for riprap details and quantities.

9.) Removal of Existing Structures No. 7 shall include removal and disposal of the box culvert, wingwalls, path inside the box, and the modular block retaining wall extension on the southeast wing.

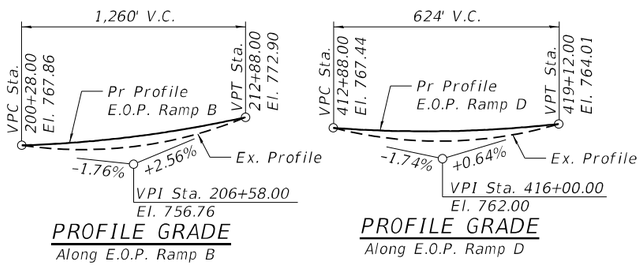
10.) Confined space access and protective measures between stages shall be included in the Contractor's design of the temporary soil retention system. The cost shall be included with the Temporary Soil Retention System.

11.) The Contractor shall block the ends of the existing and proposed culverts to prevent unauthorized access during construction stages. The cost shall be included with the cost of the Concrete Box Culvert.

INDEX OF SHEETS

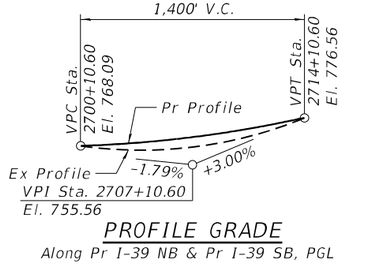
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	2,771
Removal of Existing Structures No. 7	Each	1
Structure Excavation	Cu. Yd.	7,868
Reinforcement Bars	Pound	400,470
Reinforcement Bars, Epoxy Coated	Pound	1,980
Bar Splicers	Each	412
Name Plates	Each	1
Temporary Soil Retention System	Sq. Ft.	7,216
Concrete Box Culverts	Cu. Yd.	1,332.7
Rock Fill	Ton	1,339
Temporary Support System	Each	2

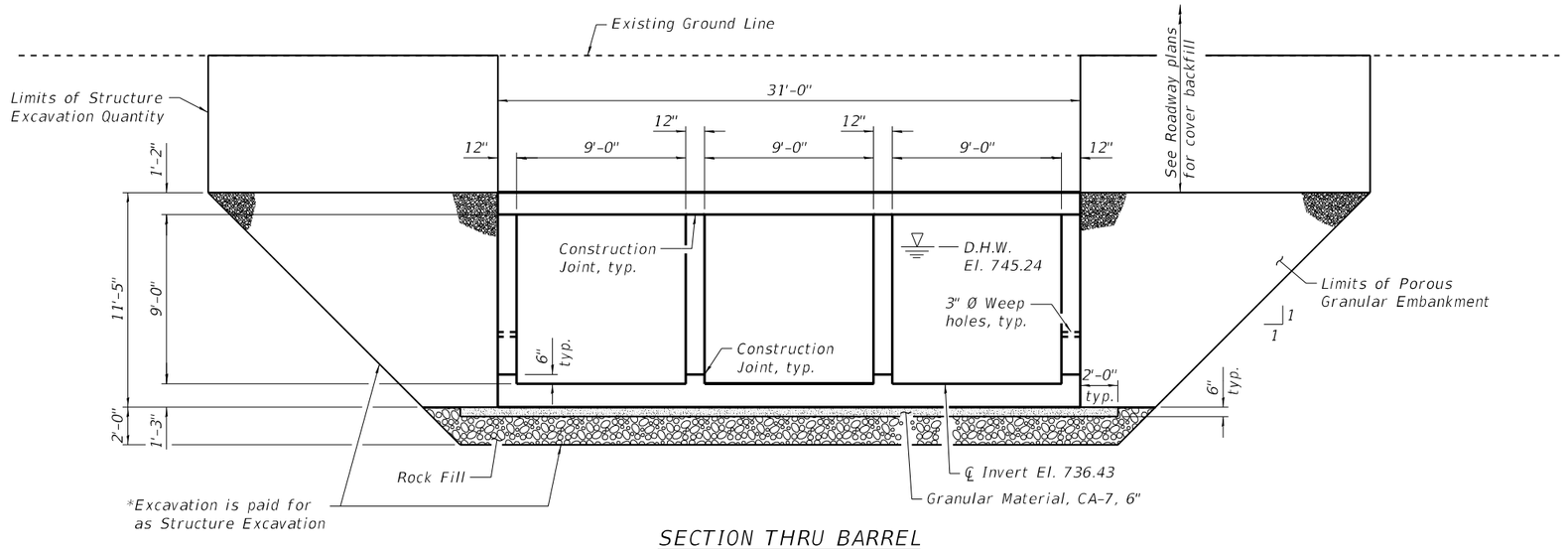


PROFILE GRADE
Along E.O.P. Ramp B

PROFILE GRADE
Along E.O.P. Ramp D



PROFILE GRADE
Along Pr I-39 NB & Pr I-39 SB, PGL



SECTION THRU BARREL
(At Rt. ∠'s to ℄ Structure)
Looking West

* The Structure Excavation plan quantity is based on the limits shown minus the volume of the existing culvert and the soil directly above the existing culvert.

MODEL: $MODELNAME$
FILE NAME: $FILEL$

WILLETT HOFMANN & ASSOCIATES INC
ENGINEERING ARCHITECTURE LANDSCAPING
809 EAST 2ND STREET, DIXON, IL 61021-0367
T: 815-284-3361 IDES CENTRAL: 9184-000916

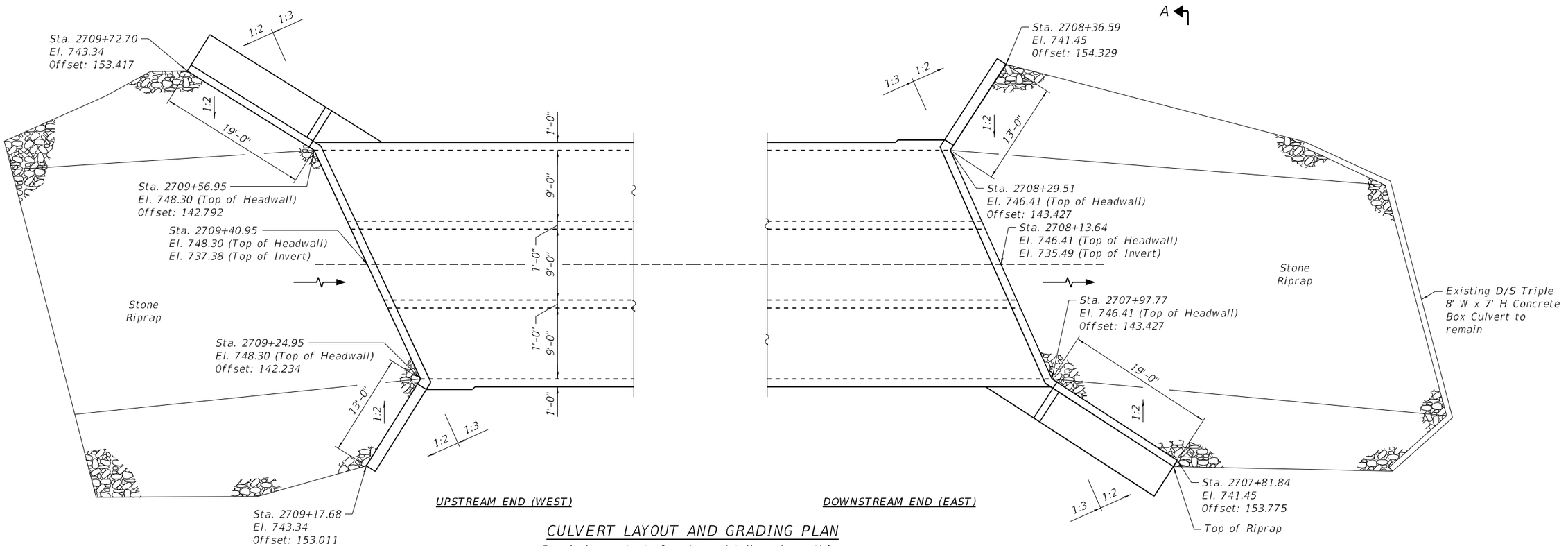
USER NAME = $USER$	DESIGNED - RB	REVISED -	
	CHECKED - SAB	REVISED -	
PLOT SCALE =	DRAWN - RDA	REVISED -	
PLOT DATE = $DATE$	CHECKED - SAB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA

SHEET 2 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	778
WHA # 1390D19		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

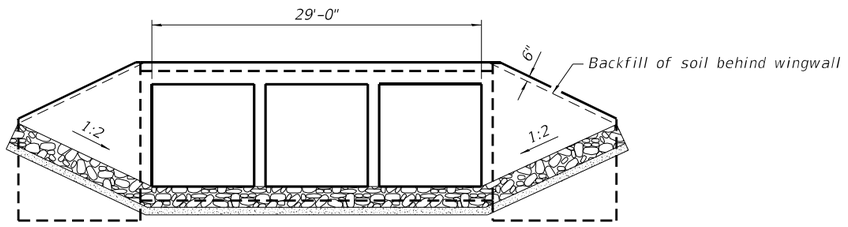


UPSTREAM END (WEST)

DOWNSTREAM END (EAST)

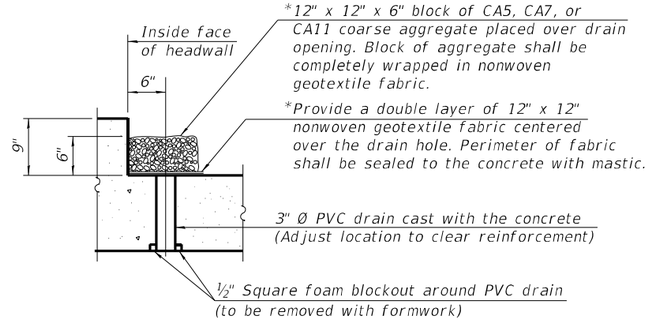
CULVERT LAYOUT AND GRADING PLAN

See drainage sheets for riprap details and quantities.



SECTION A-A

*Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard.



DRAIN DETAIL - CENTER OF EACH CELL

(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.)
(6 Required)

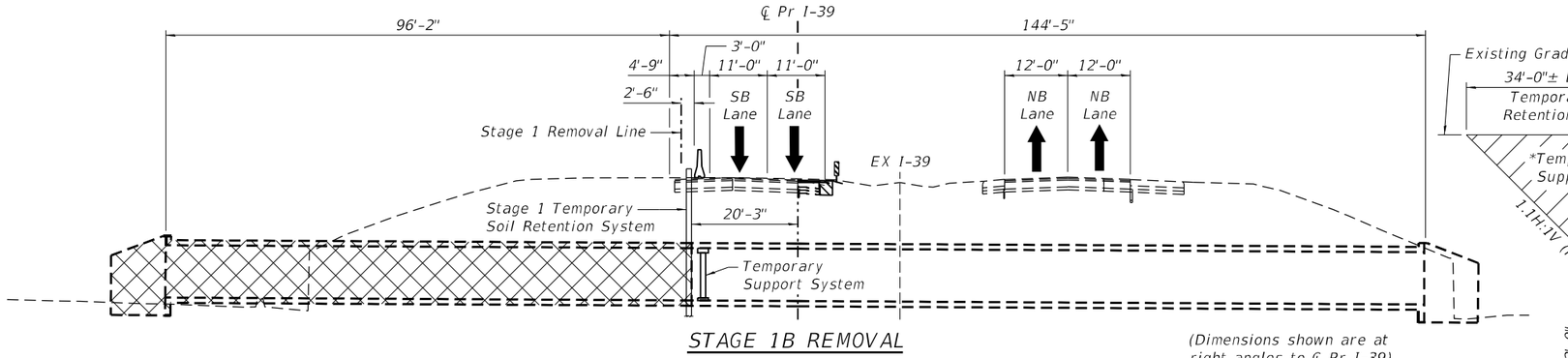
MODEL: $MODELNAME$
FILE NAME: $FILEL$

WILLETT HOFMANN & ASSOCIATES, INC. ENGINEERING, ARCHITECTURAL, AND SURVEYING 809 EAST 2ND STREET, DIXON, IL 61021-0367 T. 815-284-3381 LIES CERTIFICATE: 184-000916	USER NAME = $USER$	DESIGNED - RB	REVISED -
		CHECKED - SAB	REVISED -
	PLOT SCALE =	DRAWN - RDA	REVISED -
	PLOT DATE = $DATE$	CHECKED - SAB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

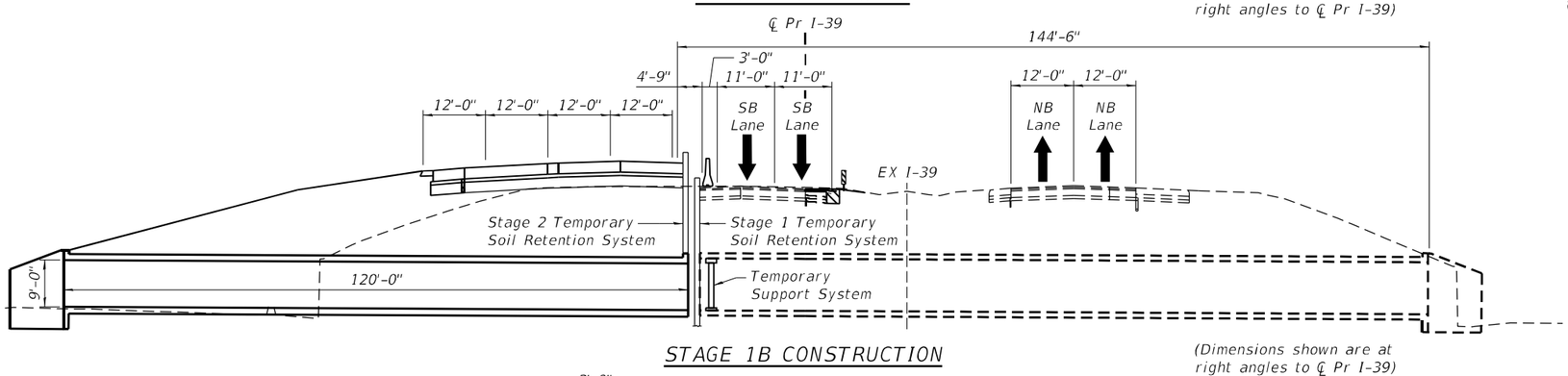
CULVERT LAYOUT AND GRADING PLAN
STRUCTURE NO. 101-2053
SHEET 3 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	(201-3)R & (4-1.5)R	WINNEBAGO	1685	779
WHA # 1390D19		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



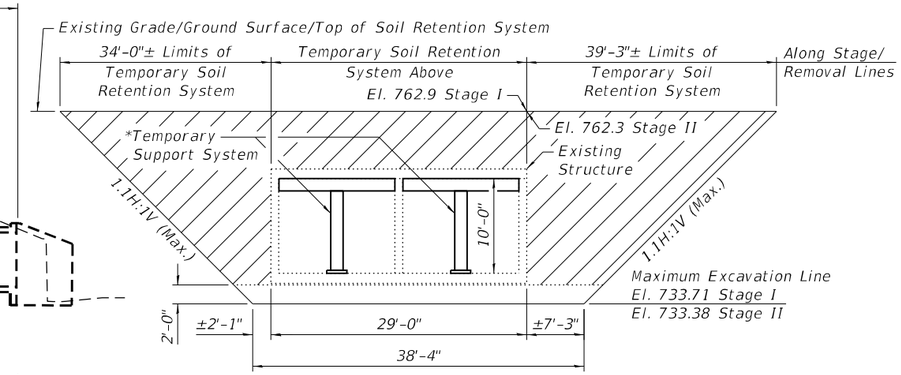
STAGE 1B REMOVAL

(Dimensions shown are at right angles to ℄ Pr I-39)



STAGE 1B CONSTRUCTION

(Dimensions shown are at right angles to ℄ Pr I-39)



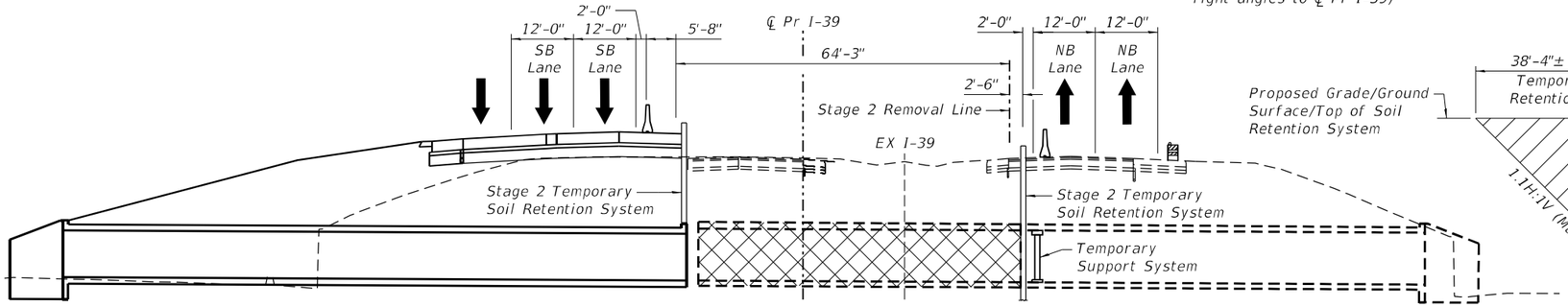
STAGE 1 & 2 TEMPORARY SOIL RETENTION SYSTEM

*Temporary Support System at Stage 1 and 2 Removal Lines

Support system shall be paid for each removal line and each system shall include supports for both culvert cells.

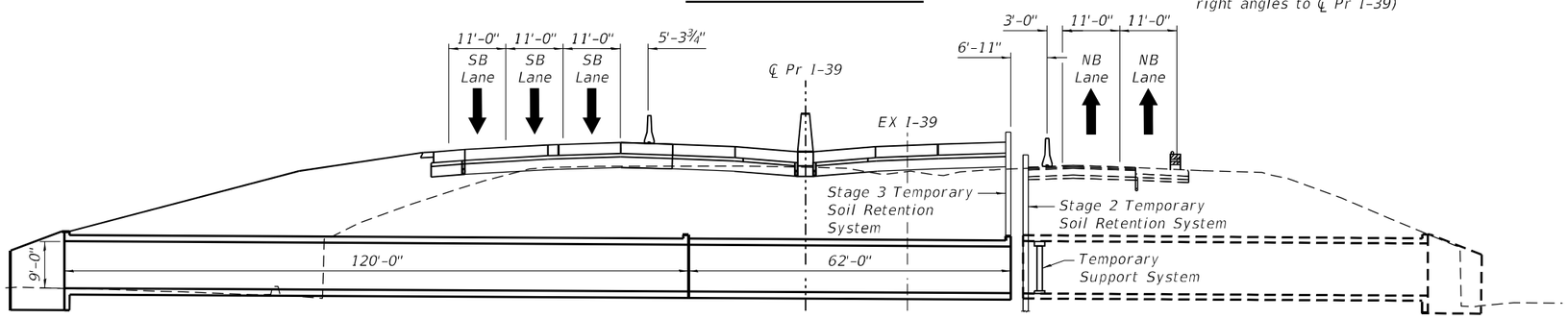
A cantilever sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

= Exposed Surface Area



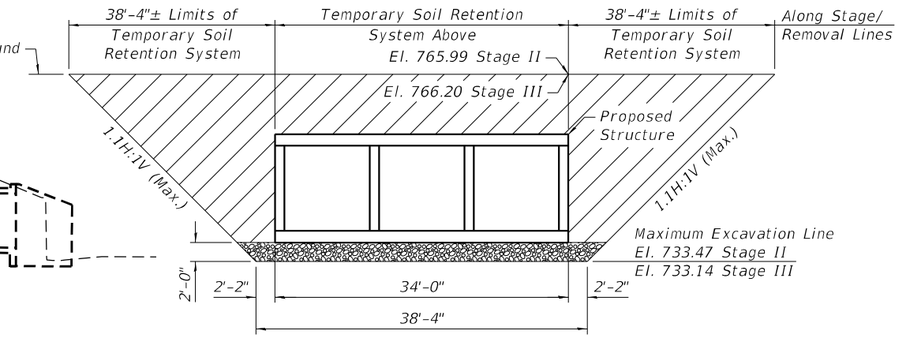
STAGE 2/2B REMOVAL

(Dimensions shown are at right angles to ℄ Pr I-39)



STAGE 2/2B CONSTRUCTION

(Dimensions shown are at right angles to ℄ Pr I-39)



STAGE 2 & 3 TEMPORARY SOIL RETENTION SYSTEM

A cantilever 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.

= Exposed Surface Area

MODEL: $MODELNAMES
FILE NAME: $FILELS

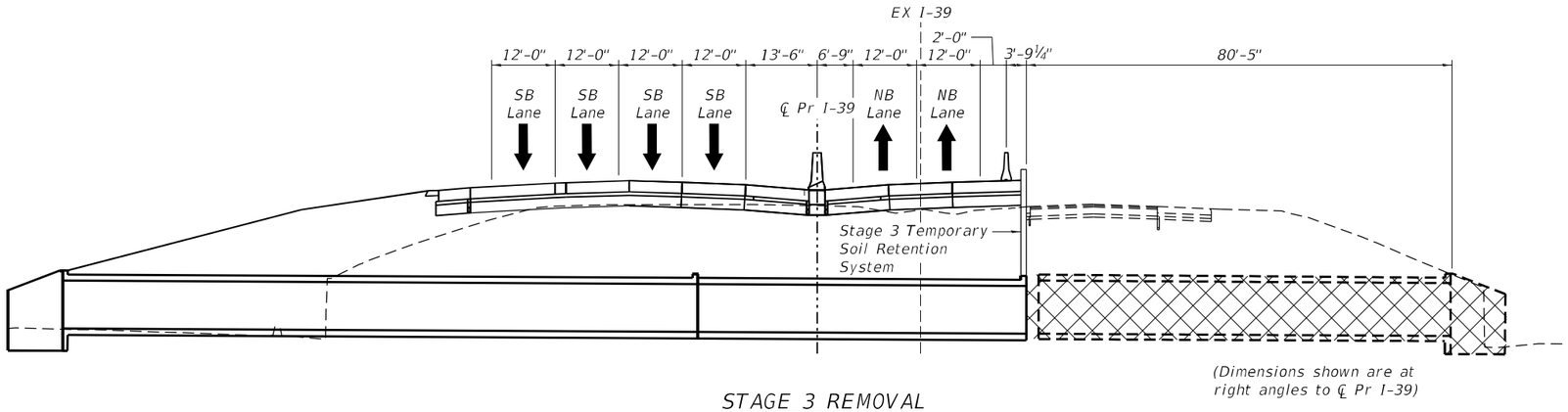
WILLETT HOFMANN & ASSOCIATES INC
ENGINEERING AND LAND SURVEYING
809 EAST 2ND STREET, DIXON, IL 61021-0367
T 815-284-3361 LMS CENTRAL #184-000916

USER NAME = $USER$	DESIGNED - RB	REVISED -
	CHECKED - SAB	REVISED -
PLOT SCALE =	DRAWN - RDA	REVISED -
PLOT DATE = $DATE$	CHECKED - SAB	REVISED -

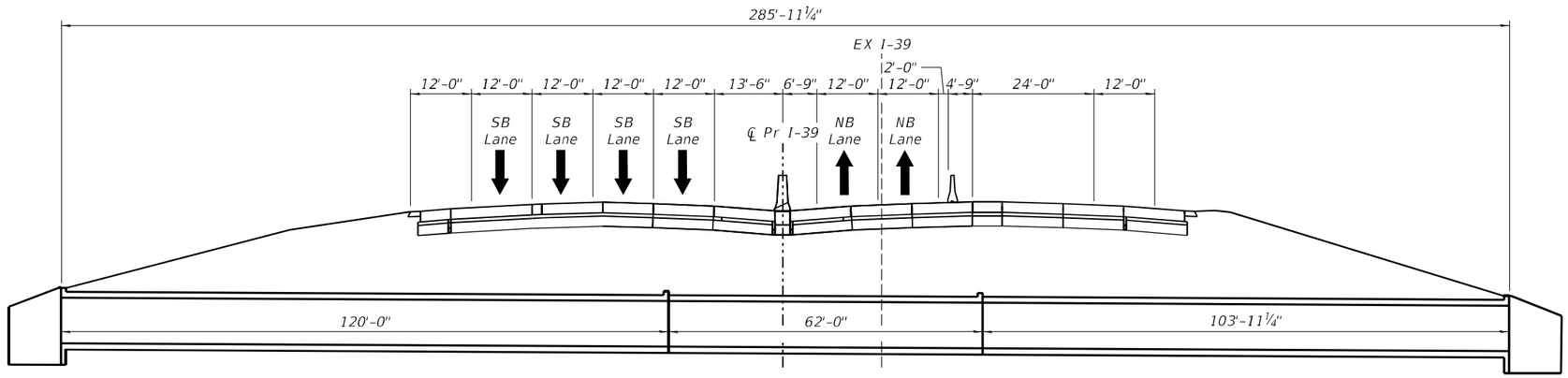
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE REMOVAL AND CONSTRUCTION DETAILS
STRUCTURE NO. 101-2053
SHEET 4 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	780
WHA # 1390D19		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



STAGE 3 REMOVAL



STAGE 3 CONSTRUCTION

MODEL: $MODELNAME$
FILE NAME: $FILEL$

WILLETT HOFMANN ASSOCIATES, INC
ENGINEERING ARCHITECTURE LAND SURVEYING
809 EAST 2ND STREET, DIXON, IL 61021-0367
T 815-284-3351 LTD CH FAX: 815-288-9515

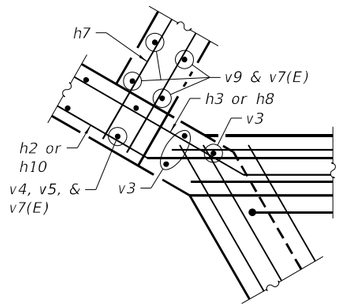
USER NAME = $USER$	DESIGNED - RB	REVISED -
	CHECKED - SAB	REVISED -
PLOT SCALE =	DRAWN - RDA	REVISED -
PLOT DATE = $DATE$	CHECKED - SAB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

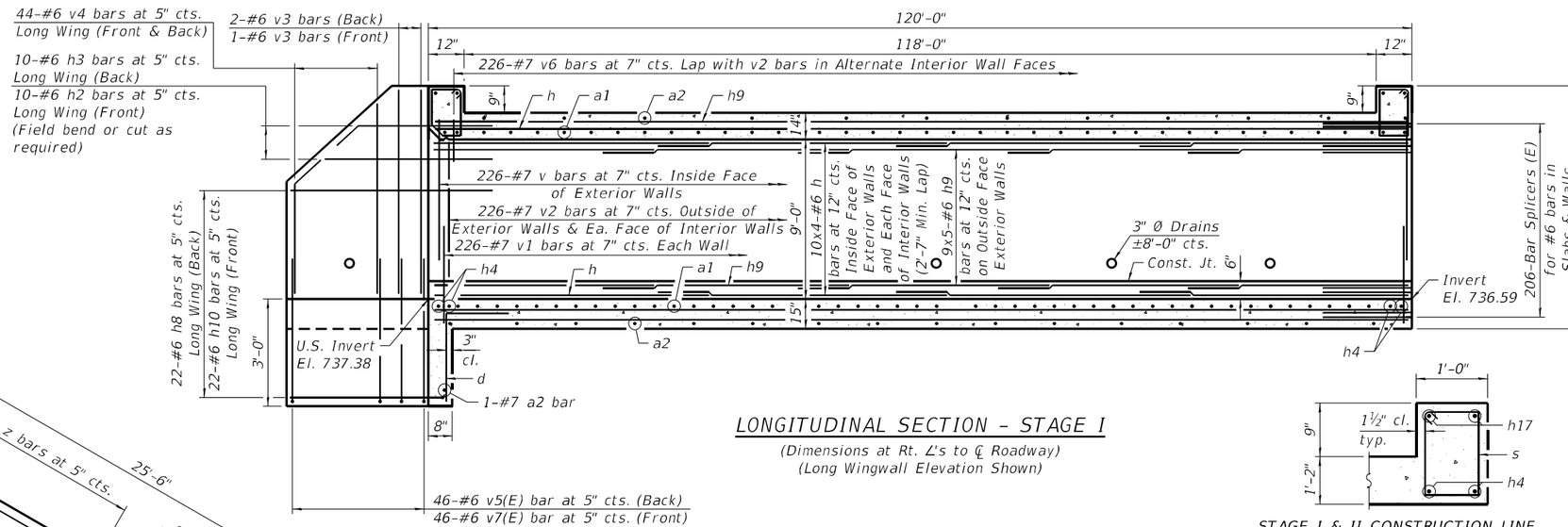
STAGE REMOVAL AND CONSTRUCTION DETAILS
STRUCTURE NO. 101-2053

SHEET 5 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	(201-3)R & (4-1.5)R	WINNEBAGO	1685	781
WHA # 1390D19		CONTRACT NO. 64C24		
ILLINOIS	FED. AID PROJECT			

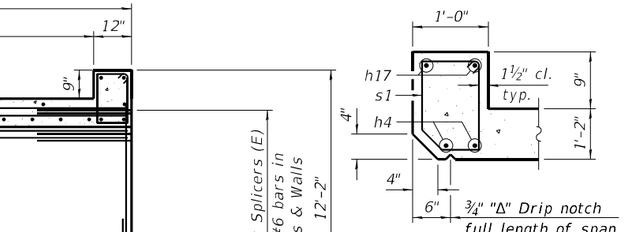


DETAIL A



LONGITUDINAL SECTION - STAGE I

(Dimensions at Rt. L's to ℄ Roadway)
(Long Wingwall Elevation Shown)



SECTION THRU HEADWALL

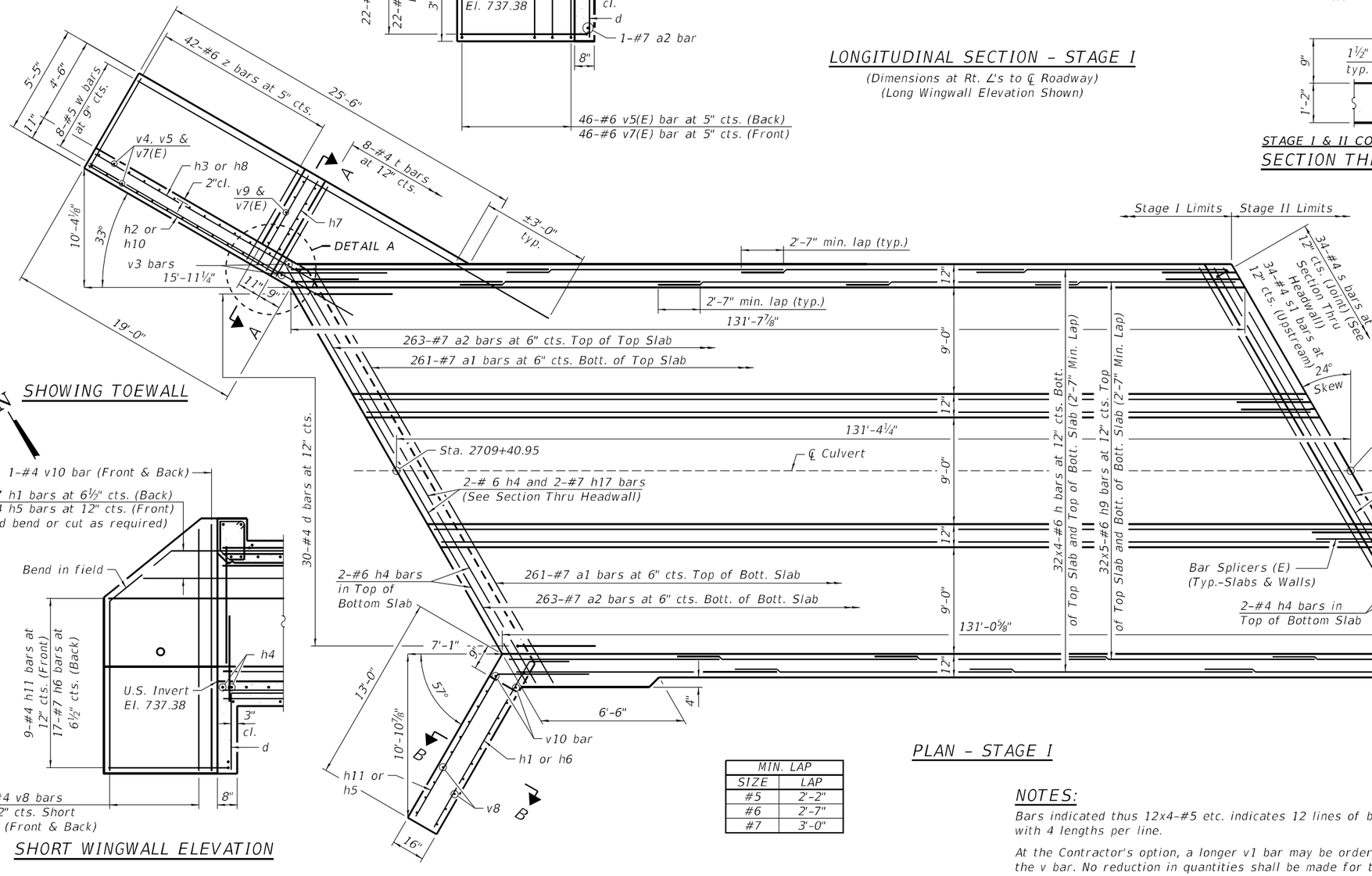
STAGE I & II CONSTRUCTION LINE

SECTION THRU HEADWALL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	522	#7	35'-2"	
a2	527	#7	33'-6"	
d	30	#4	4'-5"	
h	496	#6	34'-9"	
h1	8	#7	15'-1"	
h2	10	#6	21'-11"	
h3	10	#6	22'-0"	
h4	8	#6	33'-6"	
h5	5	#4	16'-2"	
h6	17	#7	16'-4"	
h7	20	#4	5'-1"	
h8	22	#6	22'-8"	
h9	410	#6	28'-4"	
h10	22	#6	22'-6"	
h11	9	#4	16'-6"	
h17	4	#7	33'-6"	
s	34	#4	5'-4"	
s1	34	#4	5'-2"	
t	8	#4	5'-1"	
v	452	#7	9'-4"	
v1	904	#7	5'-8"	L
v2	1,356	#7	8'-2"	
v3	3	#6	10'-7"	
v4	44	#6	16'-3"	
v5(E)	46	#6	6'-2"	
v6	452	#7	4'-6"	
v7(E)	68	#6	5'-6"	
v8	12	#4	22'-3"	
v9	22	#6	9'-10"	
v10	2	#4	13'-7"	
w	8	#5	50'-4"	
z	42	#6	7'-9"	

Porous Granular Embankment	Cu. Yd.	1,169
Structure Excavation	Cu. Yd.	2,510
Reinforcement Bars	Pound	169,610
Reinforcement Bars, Epoxy Coated	Pound	990
Temporary Soil Retention System	Sq. Ft.	3,592
Concrete Box Culverts	Cu. Yd.	563.0
Rock Fill	Ton	566



SHOWING TOEWALL

PLAN - STAGE I

SHORT WINGWALL ELEVATION

MIN. LAP	
SIZE	LAP
#5	2'-2"
#6	2'-7"
#7	3'-0"

NOTES:

Bars indicated thus 12x4-#5 etc. indicates 12 lines of bars with 4 lengths per line.

At the Contractor's option, a longer v1 bar may be ordered to replace the v bar. No reduction in quantities shall be made for this substitution.

MODEL: $MODELNAME$
FILE NAME: $FILEIL$

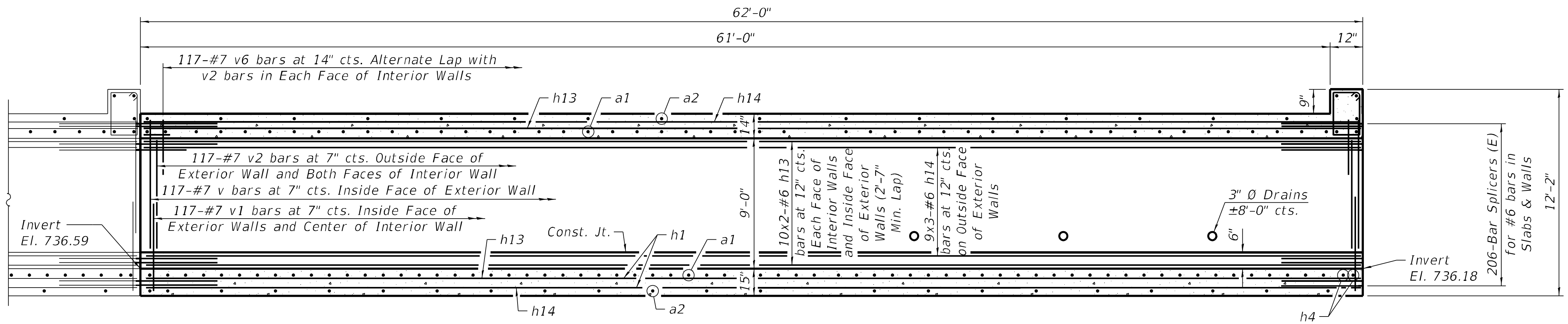
WILLETT HOFMANN & ASSOCIATES INC
ENGINEERING AND LAND SURVEYING
859 EAST 2ND STREET, DIXON, IL 61021-3167
T 815-284-3351 LIC EXPIRATION: 4184-000915

USER NAME = $USER$	DESIGNED - RB	REVISED -	
	CHECKED - SAB	REVISED -	
PLOT SCALE =	DRAWN - RDA	REVISED -	
PLOT DATE = $DATE$	CHECKED - SAB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

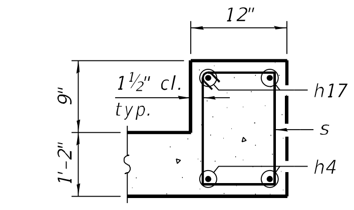
CULVERT DETAILS - STAGE I
STRUCTURE NO. 101-2053
SHEET 6 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	782
WHA # 1390D19		CONTRACT NO. 64C24		
	ILLINOIS | FED. AID PROJECT			



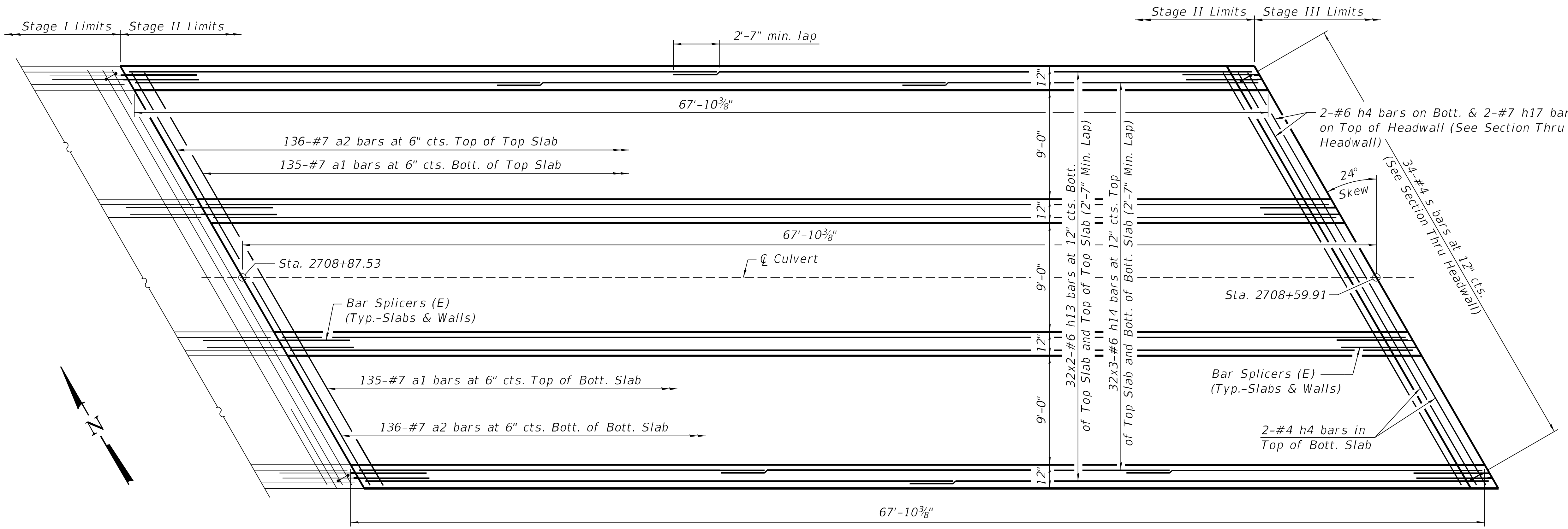
LONGITUDINAL SECTION - STAGE II

(Dimensions at Rt. ∠'s to ℄ Roadway)



STAGE II & III CONSTRUCTION LINE

SECTION THRU HEADWALL



PLAN - STAGE II

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	270	#7	35'-2"	
a2	272	#7	33'-6"	
h4	4	#6	33'-6"	
h13	248	#6	35'-1"	
h14	246	#6	24'-3"	
h17	2	#7	33'-6"	
s	34	#4	5'-4"	
v	234	#7	9'-4"	
v1	468	#7	5'-8"	L
v2	702	#7	8'-2"	
v6	234	#7	4'-6"	

Porous Granular Embankment	Cu. Yd.	558
Structure Excavation	Cu. Yd.	2,415
Reinforcement Bars	Pound	84,280
Reinforcement Bars, Epoxy Coated	Pound	0
Temporary Soil Retention System	Sq. Ft.	3,624
Concrete Box Culverts	Cu. Yd.	279.8
Rock Fill	Ton	279

NOTES:

Bars indicated thus 12x4-#5 etc. indicates 12 lines of bars with 4 lengths per line.

At the Contractor's option, a longer v1 bar may be ordered to replace the v bar. No reduction in quantities shall be made for this substitution.

WILLETT HOFMANN & ASSOCIATES INC	USER NAME = $USER$	DESIGNED - RB	REVISED -
		CHECKED - SAB	REVISED -
	PLOT SCALE =	DRAWN - RDA	REVISED -
	PLOT DATE = $DATE$	CHECKED - SAB	REVISED -

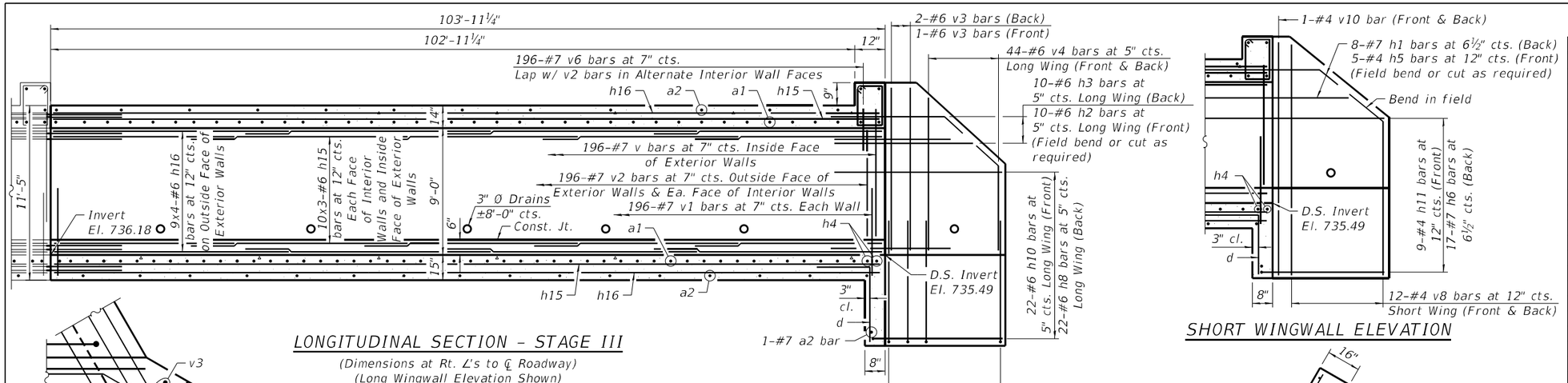
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS - STAGE II
STRUCTURE NO. 101-2053

SHEET 7 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	(201-3)R & (4-1.5)R	WINNEBAGO	1685	783
WHA # 1390D19		CONTRACT NO. 64C24		
ILLINOIS	FED. AID PROJECT			

MODEL: $MODELNAME$
FILE NAME: $FILE$



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	452	#7	35'-2"	
a2	457	#7	33'-6"	
d	30	#4	4'-5"	
h1	8	#7	15'-1"	
h2	10	#6	21'-11"	
h3	10	#6	22'-0"	
h4	4	#6	33'-6"	
h5	5	#4	16'-2"	
h6	17	#7	16'-4"	
h7	20	#4	5'-1"	
h8	22	#6	22'-8"	
h10	22	#6	22'-6"	
h11	9	#4	16'-6"	
h15	372	#6	39'-8"	
h16	328	#6	30'-4"	
h17	2	#7	33'-6"	
s	34	#4	5'-4"	
t	8	#4	5'-1"	
v	392	#7	9'-4"	
v1	784	#7	5'-8"	L
v2	1,176	#7	8'-2"	
v3	3	#6	10'-7"	
v4	44	#6	16'-3"	
v5(E)	46	#6	6'-2"	
v6	392	#7	4'-6"	
v7(E)	68	#6	5'-6"	
v8	12	#4	22'-3"	
v9	22	#6	9'-10"	
v10	2	#4	13'-7"	
z	42	#6	7'-9"	

Porous Granular Embankment	Cu. Yd.	1,044
Structure Excavation	Cu. Yd.	2,943
Reinforcement Bars	Pound	146,580
Reinforcement Bars, Epoxy Coated	Pound	990
Concrete Box Culverts	Cu. Yd.	489.9
Rock Fill	Ton	494

NOTES:

Bars indicated thus 12x4-#5 etc. indicates 12 lines of bars with 4 lengths per line.

At the Contractor's option, a longer v1 bar may be ordered to replace the v bar. No reduction in quantities shall be made for this substitution.

MIN. LAP	
SIZE	LAP
#5	2'-2"
#6	2'-7"
#7	3'-0"

MODEL: $MODELNAME$
FILE NAME: $FILEIL$

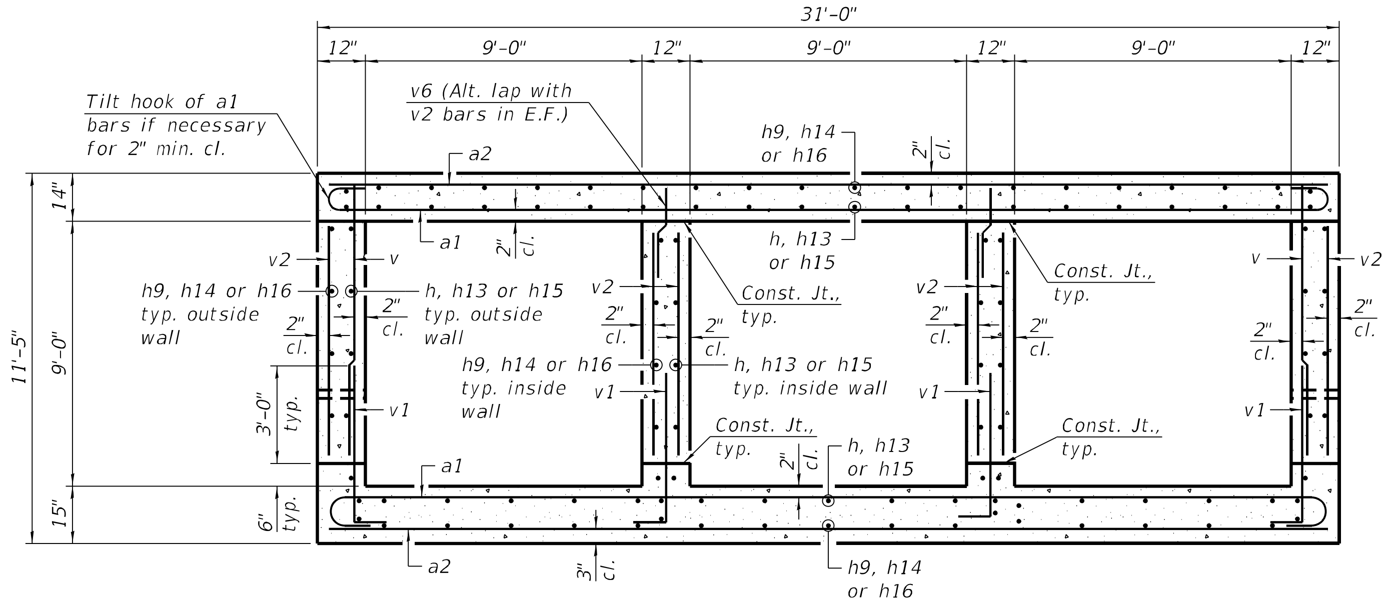
WILLETT HOFMANN & ASSOCIATES INC
ENGINEERING AND LAND SURVEYING
859 EAST 2ND STREET, DIXON, IL 61021-0367
T 815-284-3351 FAX 815-284-3351 #184-000916

USER NAME = $USER$	DESIGNED - RB	REVISED -	
	CHECKED - SAB	REVISED -	
PLOT SCALE =	DRAWN - RDA	REVISED -	
PLOT DATE = $DATE$	CHECKED - SAB	REVISED -	

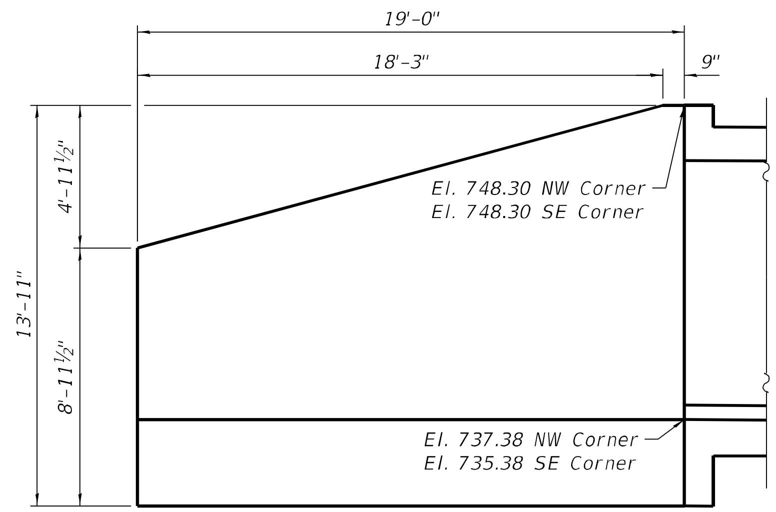
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS - STAGE III
STRUCTURE NO. 101-2053
SHEET 8 OF 12 SHEETS

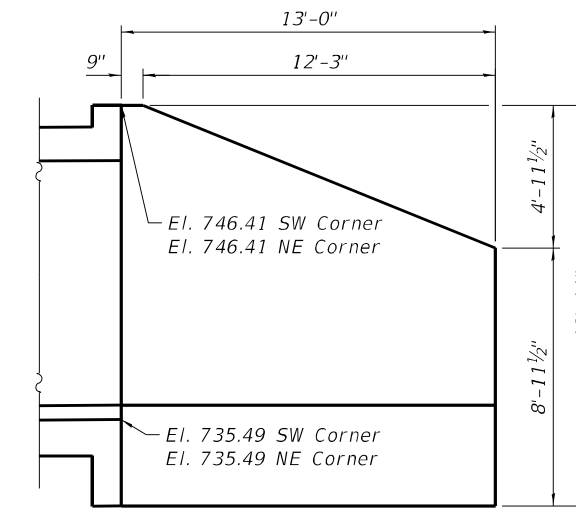
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	(201-3)R & (4-1.5)R	WINNEBAGO	1685	784
	WHA # 1390D19	CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



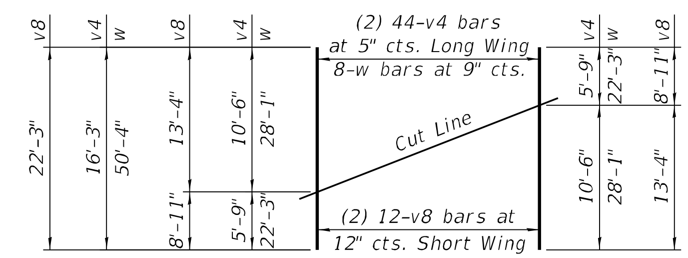
SECTION THRU BARREL



LONG WING

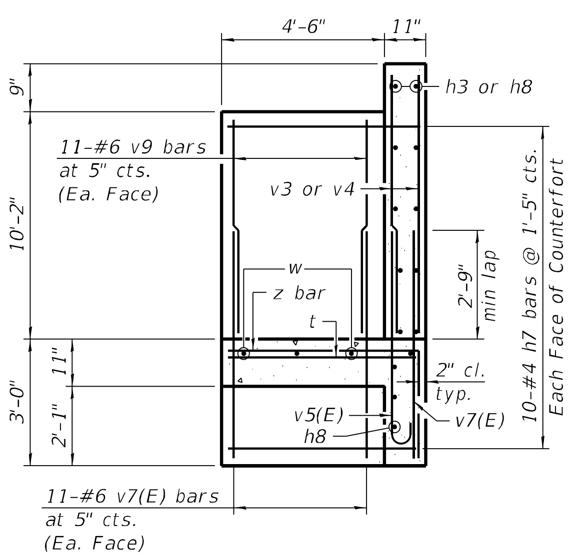


SHORT WING



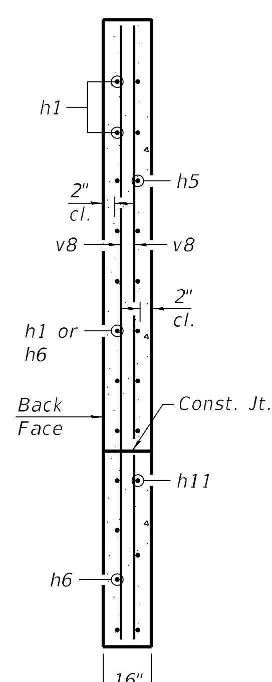
FIELD CUTTING DIAGRAM

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

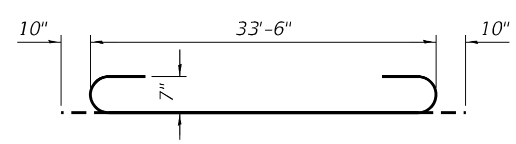


SECTION A-A

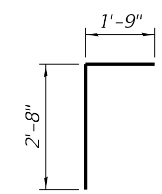
Showing long wing with counterfort.



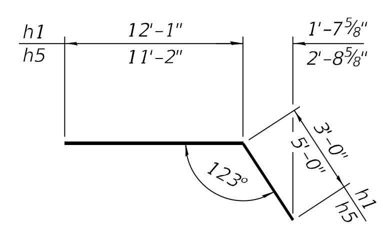
SECTION B-B



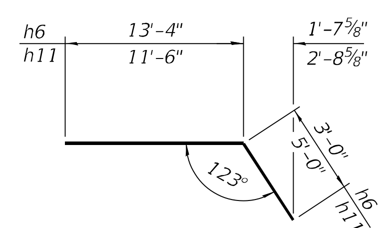
BAR a1



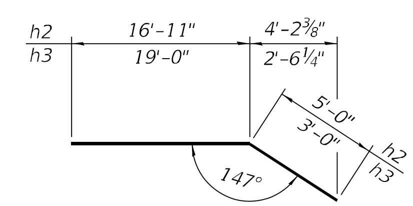
BAR d



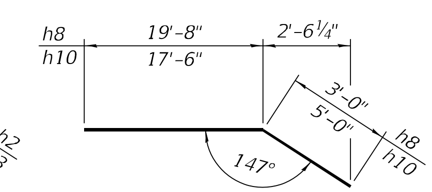
BAR h1 & h5



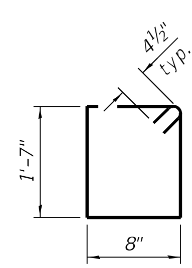
BAR h6 & h11



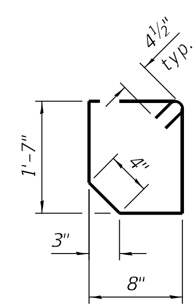
BAR h2 & h3



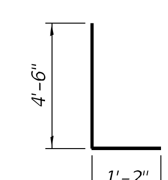
BAR h8 & h10



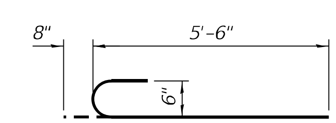
BAR s



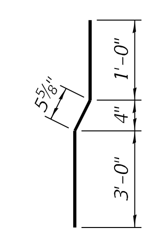
BAR s1



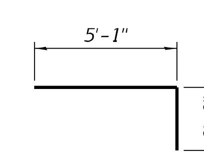
BAR v1



BAR v5(E)



BAR v6



BAR z

NOTES:

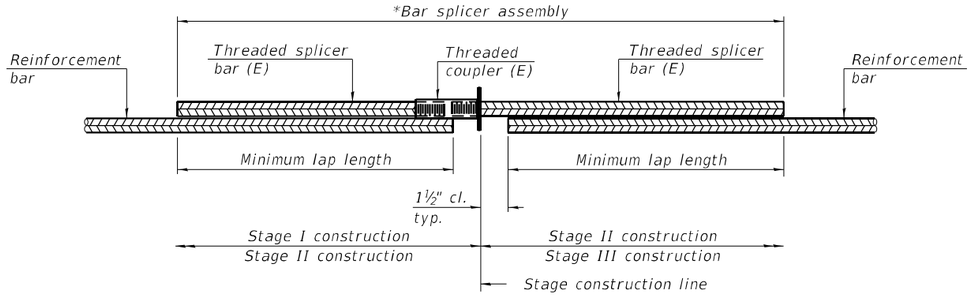
Bars indicated thus 12x4-#5 etc. indicates 12 lines of bars with 4 lengths per line.

At the Contractor's option, a longer v1 bar may be ordered to replace the v bar. No reduction in quantities shall be made for this substitution.

MODEL: $MODELNAME$
FILE NAME: $FILE$

WILLETT HOFMANN & ASSOCIATES INC	USER NAME = $USER$	DESIGNED - RB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CULVERT DETAILS - CROSS SECTION AND DETAILS STRUCTURE NO. 101-2053	
		CHECKED - SAB	REVISED -			
	PLOT SCALE =	DRAWN - RDA	REVISED -			
	PLOT DATE = $DATE$	CHECKED - SAB	REVISED -		SHEET 9 OF 12 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	(201-3)R & (4-1.5)R	WINNEBAGO	1685	785
WHA # 1390D19		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	



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 + 1½" + thread length

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

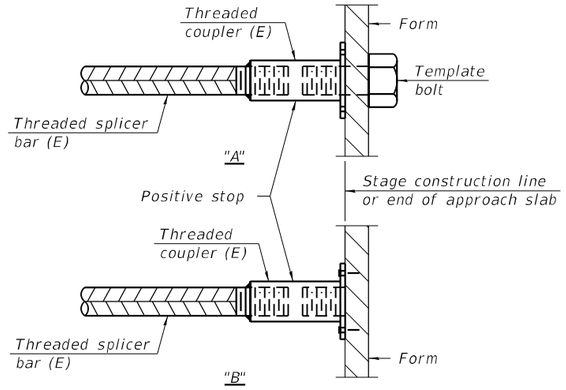
STAGE 1

Location	Bar size	No. assemblies required	Minimum lap length
Top Slab	#6	64	3'-10"
Bottom Slab	#6	64	3'-10"
Side Walls	#6	38	3'-10"
Center Walls	#6	40	3'-10"
SUBTOTAL		206	

STAGE 2

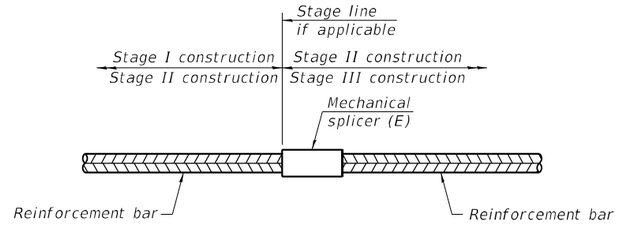
Location	Bar size	No. assemblies required	Minimum lap length
Top Slab	#6	64	3'-10"
Bottom Slab	#6	64	3'-10"
Side Walls	#6	38	3'-10"
Center Walls	#6	40	3'-10"
SUBTOTAL		206	

TOTAL	412



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

Location	Bar size	No. assemblies required

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 2-1-2023

MODEL: $MODELNAME$
FILE NAME: $FILEL$

WILLETT HOFMANN & ASSOCIATES INC
ENGINEERING ARCHITECTURE LAND SURVEYING
809 EAST 2ND STREET, DIXON, IL 61021-0367
T: 815-284-3361 DES CH PHONE: 9184-000916

USER NAME = $USER$	DESIGNED - RB	REVISED -
	CHECKED - SAB	REVISED -
PLOT SCALE =	DRAWN - RDA	REVISED -
PLOT DATE = $DATE$	CHECKED - SAB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 101-2053
SHEET 10 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	786
WHA # 1390D19		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 4/23/08

ROUTE Bypass 20/I-39 DESCRIPTION P-92-111-06 Box Culvert over Madigan Creek on Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K &(4-1,5)R LOCATION Cherry Valley, 2 NW. SEC., TWP. 43N RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station 857+18

BORING NO. B-1d
Station 2708+81
Offset 166.5 ft LT
Ground Surface Elev. 739.49 ft

Surface Water Elev. 2.50 ft
Stream Bed Elev. 4.00 ft
Groundwater Elev.:
First Encounter 735.0 ft ▼
Upon Completion Wash ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				SOFT dark gray LOAM
737.5		0.4 P	22	
	2			MEDIUM dark gray SANDY LOAM
	2 4	0.6 P	20	
735.5				
	5			MEDIUM tan SAND with medium GRAVEL
-5	9 8			
733.5				
	5			LOOSE/MEDIUM tan SAND
	6 4			
731.0				
	3			Wash LOOSE tan dirty SAND
-10	4 8			
728.0				
	6			STIFF tan/gray SILT
	9 7	1.4 S	21	
726.0				
	3			MEDIUM gray SILT
-15	4 6	0.7 B	17	
723.5				
	3			MEDIUM gray SILT
	4 5	0.6 B	16	
721.0				
-20	2			MEDIUM gray SILT with fine SAND lens

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	3 4	0.8 P	19	MEDIUM gray SILT with fine SAND lens *(continued)*
718.5				
	13			STIFF gray SILTY CLAY TILL
715.5				
-25	21			VERY DENSE tan weathered LIMESTONE
	25 22			
	100/5"			Wash VERY DENSE tan weathered LIMESTONE
711.0				
-30				End of Boring
-35				
-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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 4/23/08

ROUTE Bypass 20/I-39 DESCRIPTION P-92-111-06 Box Culvert over Madigan Creek on Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K &(4-1,5)R LOCATION Cherry Valley, 2 NW. SEC., TWP. 43N RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station 857+18

BORING NO. B-2d
Station 2707+71
Offset 175.5 ft RT
Ground Surface Elev. 737.59 ft

Surface Water Elev. 2.50 ft
Stream Bed Elev. 4.00 ft
Groundwater Elev.:
First Encounter 733.1 ft ▼
Upon Completion Wash ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				MEDIUM dark gray LOAM
		0.5 P	13	
735.6				
	2			MEDIUM dark gray dirt SAND & GRAVEL
	13 10			
733.6				
	2			STIFF tan SANDY LOAM TILL
-5	9 6	1.4 P	10	
731.6				
	6			STIFF tan SANDY LOAM TILL
	11 15	1.0 S	9	
729.1				
-10	5 7 8	1.7 S	8	STIFF tan SANDY LOAM TILL
726.6				
	3			VERY STIFF gray LOAM TILL
	5 9	2.7 B	8	
724.1				
-15	5			STIFF gray LOAM TILL
	9 11	1.8 S	8	
721.6				
	8 10 17	4.6 S	8	HARD gray LOAM TILL
718.6				
-20	4			MEDIUM gray clean medium coarse SAND

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	10 12			MEDIUM gray clean medium coarse SAND *(continued)*
716.1				
	12			HARD gray LOAM TILL
	17 18	4.6 S	8	
-25	11			HARD gray LOAM TILL
	18 19	6.3 S	8	
711.6				
-30				End of Boring
-35				
-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, form 137 (Rev. 8-99)

(SHEET 1 OF 2 SHEETS)

MODEL: $MODELNAME$
FILE NAME: $FILEL$

WILLETT HOFMANN & ASSOCIATES, INC.
ENGINEERING, ARCHITECTURE, AND SURVEYING
809 EAST 2ND STREET, DIXON, IL 61021-0367
T 815-284-3381 DES CR NUM: 184-000916

USER NAME = $USERS	DESIGNED - RB	REVISED -
	CHECKED - SAB	REVISED -
PLOT SCALE =	DRAWN - RDA	REVISED -
PLOT DATE = $DATE$	CHECKED - SAB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
STRUCTURE NO. 101-2053
SHEET 11 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	787
	WHA # 1390D19	CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 8/3/20

ROUTE Bypass 20/I-39 DESCRIPTION P-92-111-06- Box Culvert carrying US Bypass 20 over Madigan Creek LOGGED BY W. Garza

SECTION (201-3)K &(4-1,5)R LOCATION Cherry Valley, 2 NW. SEC., TWP. 43N RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. _____
Station _____

BORING NO. B-3
Station 2709+25
Offset 14.0 ft LT
Ground Surface Elev. 762.62 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 733.1 ft ▼
Upon Completion 722.6 ft ▽
After _____ Hrs. _____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM gray LOAM				
			0.8 P	13
	760.6			
HARD tan SANDY LOAM		7		
		7	4.5	10
		9	P	
	758.1			
VERY STIFF tan SANDY LOAM	-5	9		
		7	2.8	9
		5	P	
	755.6			
HARD tan SANDY LOAM		7		
		10	4.5	14
		9	P	
	753.1			
HARD tan SANDY LOAM	-10	9		
		11	4.5	10
		14	P	
	750.6			
HARD tan SANDY LOAM		10		
		8	4.0	8
		8	P	
	748.1			
VERY STIFF light brown CLAY LOAM	-15	6		
		6	3.5	23
		9	B	
	745.6			
MEDIUM gray SILTY CLAY LOAM with GRAVEL		4		
		4	0.8	23
		9	P	
	743.1			
DENSE tan FINE SAND	-20	15		
DENSE tan FINE SAND *(continued)*		16		
		16		
	740.6			
VERY DENSE tan moist SANDY GRAVEL		21		
		30		
		46		
	738.1			
DENSE tan moist SANDY GRAVEL	-25	13		
		22		
5' Run		21		
	733.1			
VERY STIFF tan SANDY LOAM TILL top 6" SANDY GRAVEL	-30	18		
		9	2.3	10
5' Run		8	B	
	728.1			
STIFF light gray SANDY LOAM TILL	-35	3		
		8	1.4	26
5' Run		14	S	
	723.1			
	-40	26		

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 8/3/20

ROUTE Bypass 20/I-39 DESCRIPTION P-92-111-06- Box Culvert carrying US Bypass 20 over Madigan Creek LOGGED BY W. Garza

SECTION (201-3)K &(4-1,5)R LOCATION Cherry Valley, 2 NW. SEC., TWP. 43N RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. _____
Station _____

BORING NO. B-3
Station 2709+25
Offset 14.0 ft LT
Ground Surface Elev. 762.62 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 733.1 ft ▼
Upon Completion 722.6 ft ▽
After _____ Hrs. _____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF gray SANDY LOAM TILL		27		12
		24		
5' Run *(continued)*				
	718.1			
VERY STIFF light gray SANDY LOAM TILL	-45	7		
		10	2.1	9
	716.6	13	P	
End of Boring				
	-50			
	-55			
	-60			

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

BBS, form 137 (Rev. 8-99)

(SHEET 2 OF 2 SHEETS)

MODEL: $MODELNAMES
FILE NAME: $FILELS

WILLETT HOFMANN & ASSOCIATES INC
ENGINEERING ARCHITECTURE LAND SURVEYING
809 EAST 2ND STREET, DIXON, IL 61021-0367
T: 815-284-3361 LIES CHRYSAL: #184-000916

USER NAME = $USER$	DESIGNED - RB	REVISED -
	CHECKED - SAB	REVISED -
PLOT SCALE =	DRAWN - RDA	REVISED -
PLOT DATE = $DATE$	CHECKED - SAB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
STRUCTURE NO. 101-2053
SHEET 12 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	788
	WHA # 1390D19		CONTRACT NO. 64C24	
		ILLINOIS	FED. AID PROJECT	

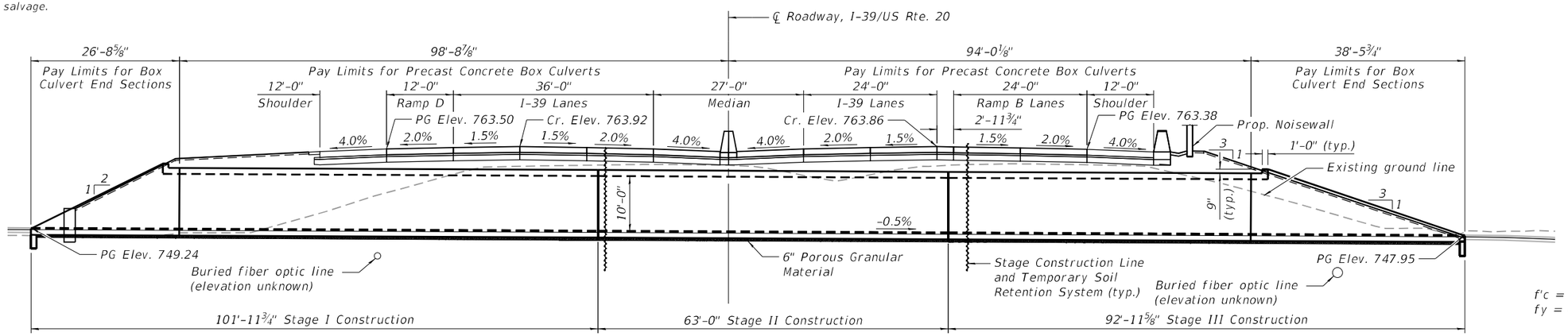
Benchmark: BM #402 – Cut square in southeast wingwall of S.N. 101-0070. Elevation 796.69.

Existing structure: None

Structure to be constructed under stage construction. See Roadway plans for traffic staging.

No salvage.

INDEX OF SHEETS



ELEVATION

DESIGN STRESSES

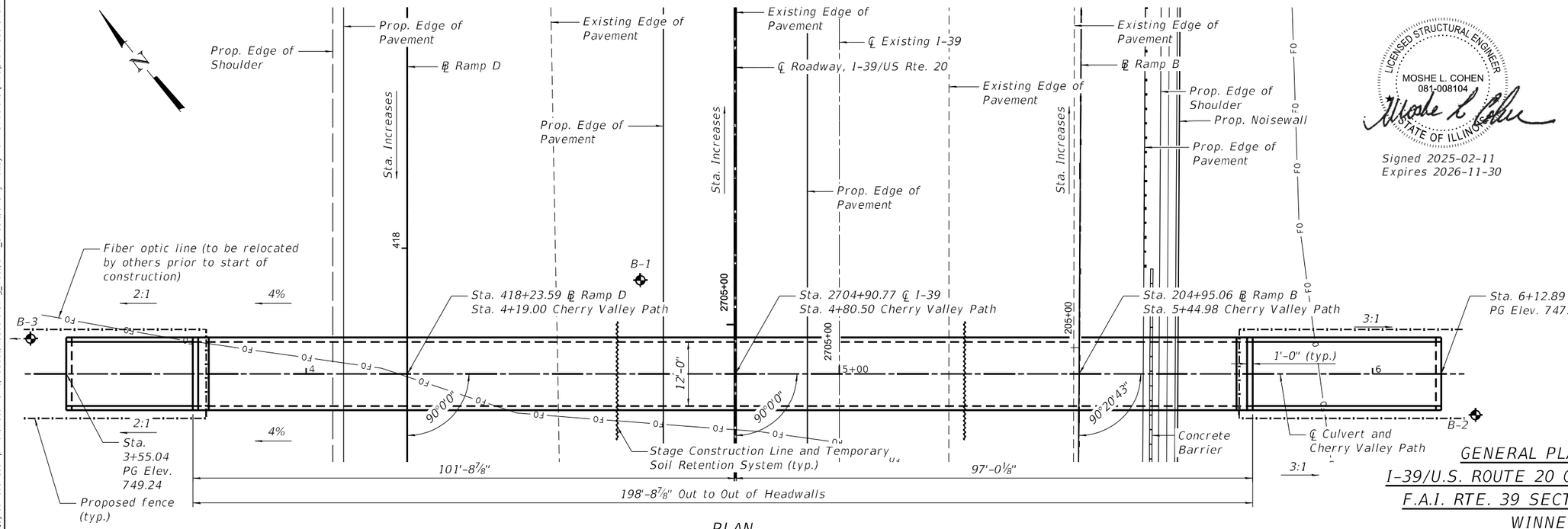
PRECAST UNITS

f'c = 5,000 psi
fy = 65,000 psi (Welded Wire Reinforcement)

LOADING HL-93

DESIGN SPECIFICATIONS

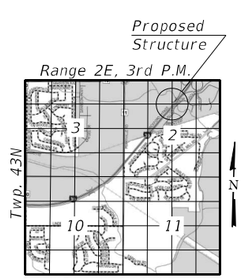
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition



PLAN

LICENSED STRUCTURAL ENGINEER
MOSHE L. COHEN
081-008104
STATE OF ILLINOIS

Signed 2025-02-11
Expires 2026-11-30



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
I-39/U.S. ROUTE 20 OVER CHERRY VALLEY PATH
F.A.I. RTE. 39 SECTIONS (201-3)K & (4-1,5)R
WINNEBAGO COUNTY
STATION 2704+90.77
S.N. 101-1360

Kaskaskia Engineering Group, LLC
700 E. Main St., Suite 100, Belleville, Illinois 62220
618.233.5077 phone | 618.233.5977 fax | www.kaskaskiaengineering.com
PROFESSIONAL REGISTRATIONS: Illinois Professional Design Firm 184.005722; Professional Engineering Group 20-5000586
LICENSE NO.

USER NAME =	DESIGNED - MLC	REVISED -	
	CHECKED - MMC	REVISED -	
PLOT SCALE =	DRAWN - MLC	REVISED -	
PLOT DATE =	CHECKED - MMC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K & (4-1,5)R	WINNEBAGO	1685	789
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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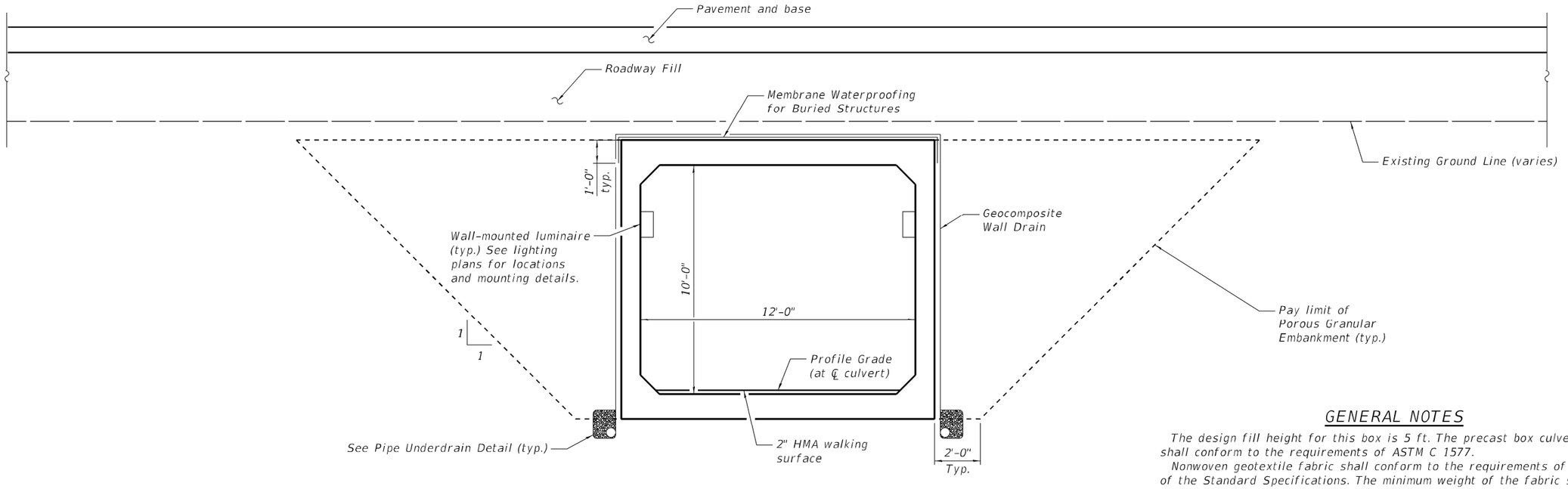
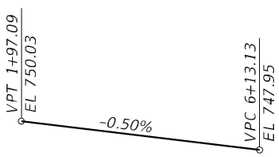
2/11/2025 9:21:47 AM



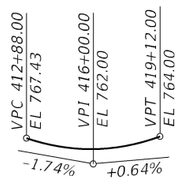
SECTION THRU BARREL

Showing limits of Membrane Waterproofing System for Buried Structures and Geocomposite Wall Drain and pay limits for Porous Granular Embankment.



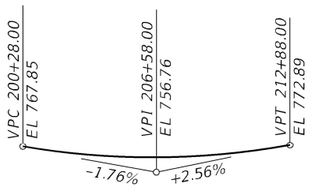
PROPOSED PROFILE

Along ℄ Cherry Valley Path



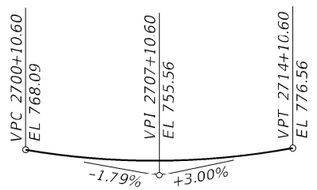
PROPOSED PROFILE

Along ℄ Ramp D



PROPOSED PROFILE

Along ℄ Ramp B



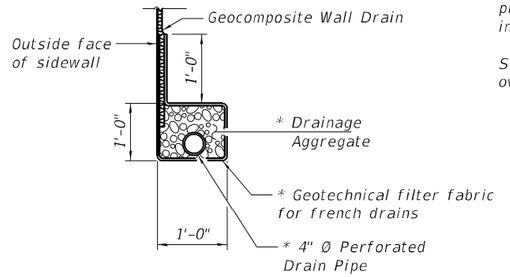
PROPOSED PROFILE

Along I-39/U.S. Route 20

STATION 2704+90.77
BUILT 202_ BY
STATE OF ILLINOIS
F.A.I. RT. 39
SEC. (201-3)K & (4-1,5)R
LOADING HL-93
STR. NO. 101-1360

NAME PLATE

See Std. 515001



PIPE UNDERDRAIN DETAIL

* *Cost Included with Pipe Underdrains for Structures 4". All draiange components shall extend to 2'-0" from the end of each wingwall, except an outlet pipe shall extend until interesecting with side slopes. The pipes shall drain into concrete headwalls. See Highway Standard 601101.*

GENERAL NOTES

The design fill height for this box is 5 ft. The precast box culvert sections shall conform to the requirements of ASTM C 1577.

Nonwoven geotextile fabric shall conform to the requirements of Art. 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard.

Precast concrete box culverts and box culvert end sections shall be backfilled with Porous Granular Embankment in the required excavation areas on the sides of the box culvert from the top of the box culvert to the bottom of the box culvert. This area of PGE is included in the Porous Granular Embankment pay item. The 6-inch thick layer of porous granular material required under the precast concrete box culvert, according to Section 540.06 of the standard specifications, shall also apply to the end sections. Cost of this porous granular material will not be paid for separately but shall be included in the unit price of the work for which it is required.

Confined space access and protective measures between stages shall be included in the Contractor's design of the Temporary Soil Retention System. The cost shall be included with the Temporary Soil Retention System.

The Contractor shall block the ends of the existing and proposed culverts to prevent unauthorized access during construction stages. The cost shall be included with the cost of Precast Concrete Box Culvert 12' X 10'.

Geocomposite Wall Drain shall be according to Section 591 of the Standard Specifications, except that concrete nails shall not be used in areas where it overlaps Membrane Waterproofing System for Buried Structures.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	1,557
Bituminous Materials (Tack Coat)	Pound	78
Hot-Mix Asphalt Surfacc Coursc, IL-9.5FG, N50	Ton	41
Structure Excavation	Cu. Yd.	1,440
Name Plates	Each	1
Temporary Soil Retention System	Sq. Ft.	990
Geotextile Retaining Wall	Sq. Ft.	125
Box Culvert End Sections, Culvert No. 1	Each	2
Precast Concrete Box Culverts 12' X 10'	Foot	193
Geocomposite Wall Drain	Sq. Yd.	910
Pipe Underdrains for Structures 4"	Foot	536
Membrane Waterproofing System for Buried Structures	Sq. Yd.	349

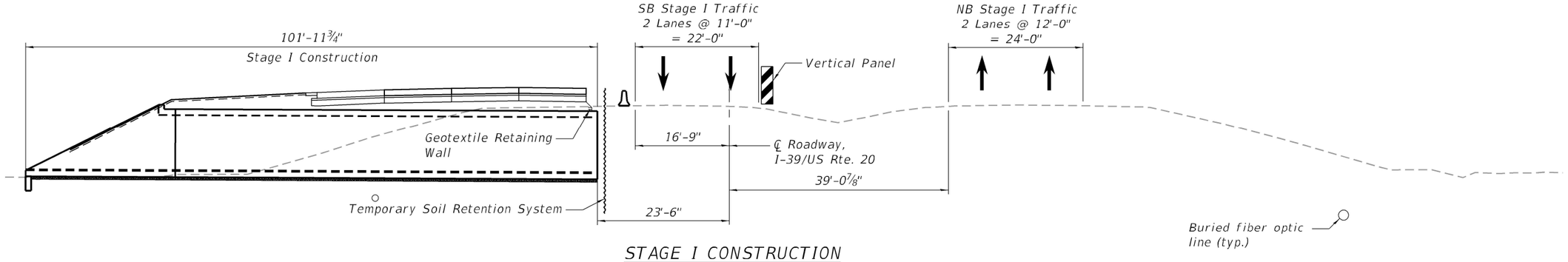
Kaskaskia Engineering Group, LLC
PROFESSIONAL REGISTRATIONS
Illinois Professional Design Firm
Professional Engineering Group
LICENSE NO.
184.005772
20-5800565

USER NAME =		DESIGNED - MLC	REVISED -	
		CHECKED - MMC	REVISED -	
PLOT SCALE =		DRAWN - MLC	REVISED -	
PLOT DATE =		CHECKED - MMC	REVISED -	

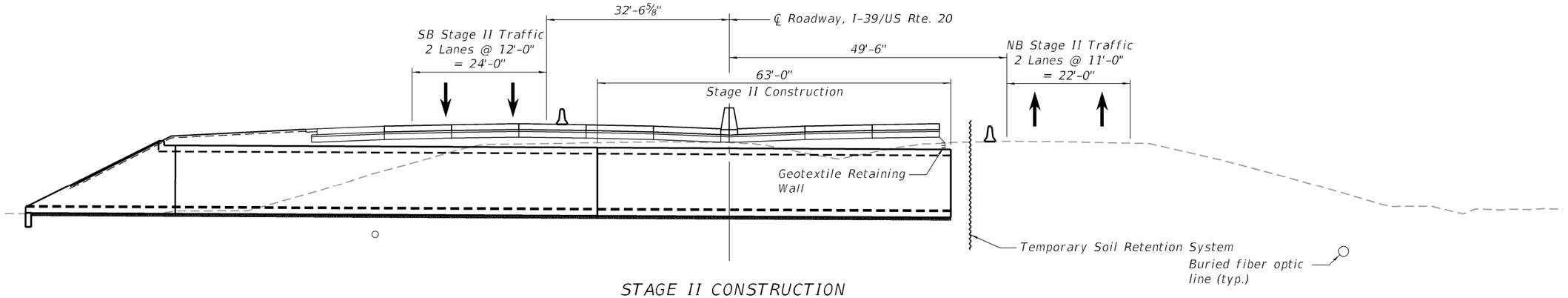
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA & BILL OF MATERIAL
STRUCTURE NO. 101-1360
SHEET 2 OF 7 SHEETS

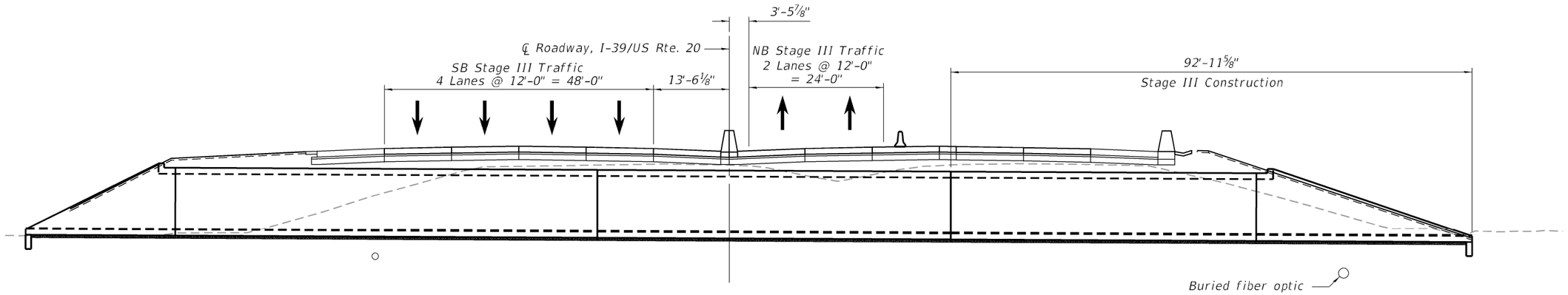
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K & (4-1,5)R	WINNEBAGO	1685	790
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION



STAGE III CONSTRUCTION

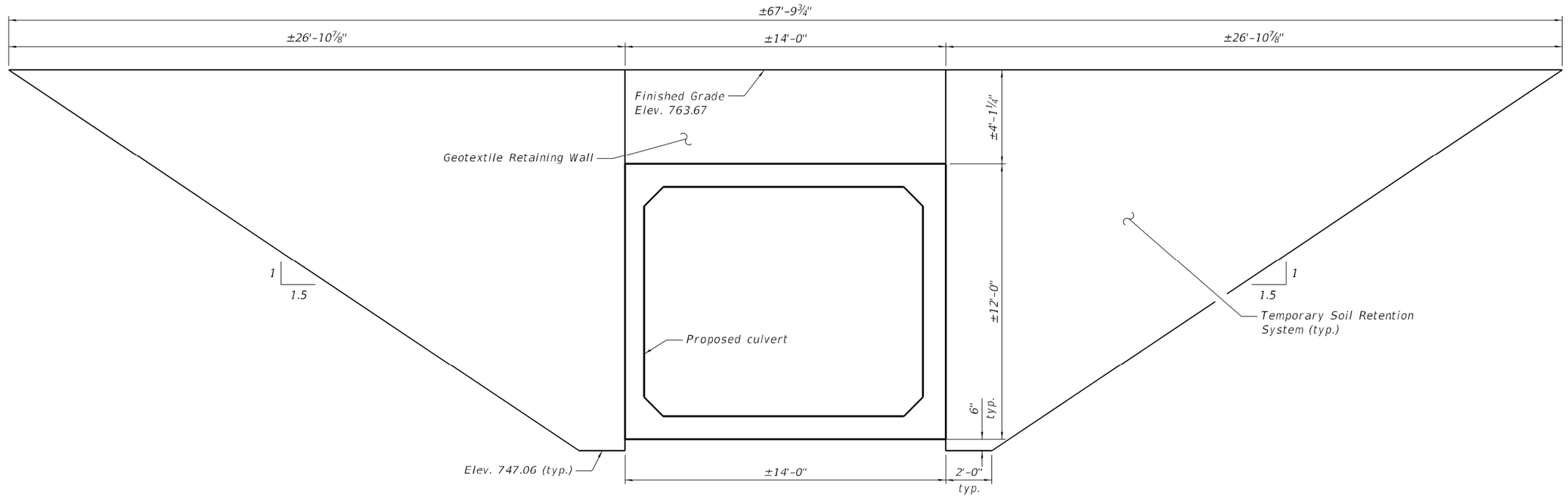
Kaskaskia Engineering Group, LLC
200 E. Main St., Suite 300
Belleville, Illinois 62220
618.233.5077 Phone
618.233.5077 Fax
www.kaskaskiaeng.com
PROFESSIONAL DESIGNATIONS
Illinois Professional Design Firm
Professional Engineering Group
LICENSE NO.
184.007753
20-3880185

USER NAME =	DESIGNED - MLC	REVISED -	
	CHECKED - MMC	REVISED -	
PLOT SCALE =	DRAWN - MLC	REVISED -	
PLOT DATE =	CHECKED - MMC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

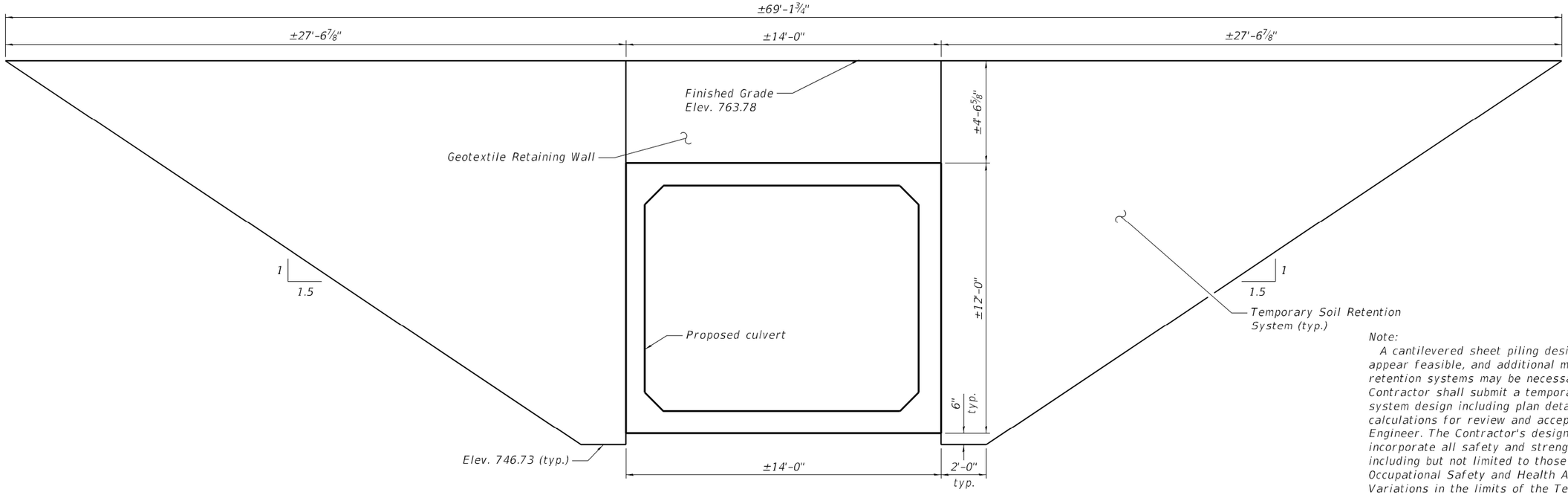
STAGING DIAGRAMS
STRUCTURE NO. 101-1360
SHEET 3 OF 7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K & (4-1,5)R	WINNEBAGO	1685	791
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		



TEMPORARY SHORING - STAGES I & II CONSTRUCTION (CVP STA. ±4+58)

(Showing Pay Limits)



TEMPORARY SHORING - STAGES II & III CONSTRUCTION (CVP STA. ±5+23)

(Showing Pay Limits)

Note:
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. The Contractor's design shall incorporate all safety and strength requirements, including but not limited to those of IDOT and the Occupational Safety and Health Administration. Variations in the limits of the Temporary Soil Retention System from those shown shall not be paid; plan quantity will be considered total compensation for the amount actually furnished.

Kaskaskia Engineering Group, LLC
PROFESSIONAL REGISTRATIONS
Illinois Professional Design Firm 184.005773
Professional Engineering Group 20-5000345

USER NAME =	DESIGNED - MLC	REVISED -	
	CHECKED - MMC	REVISED -	
PLOT SCALE =	DRAWN - MLC	REVISED -	
PLOT DATE =	CHECKED - MMC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SHORING
STRUCTURE NO. 101-1360
SHEET 4 OF 7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K & (4-1,5)R	WINNEBAGO	1685	792
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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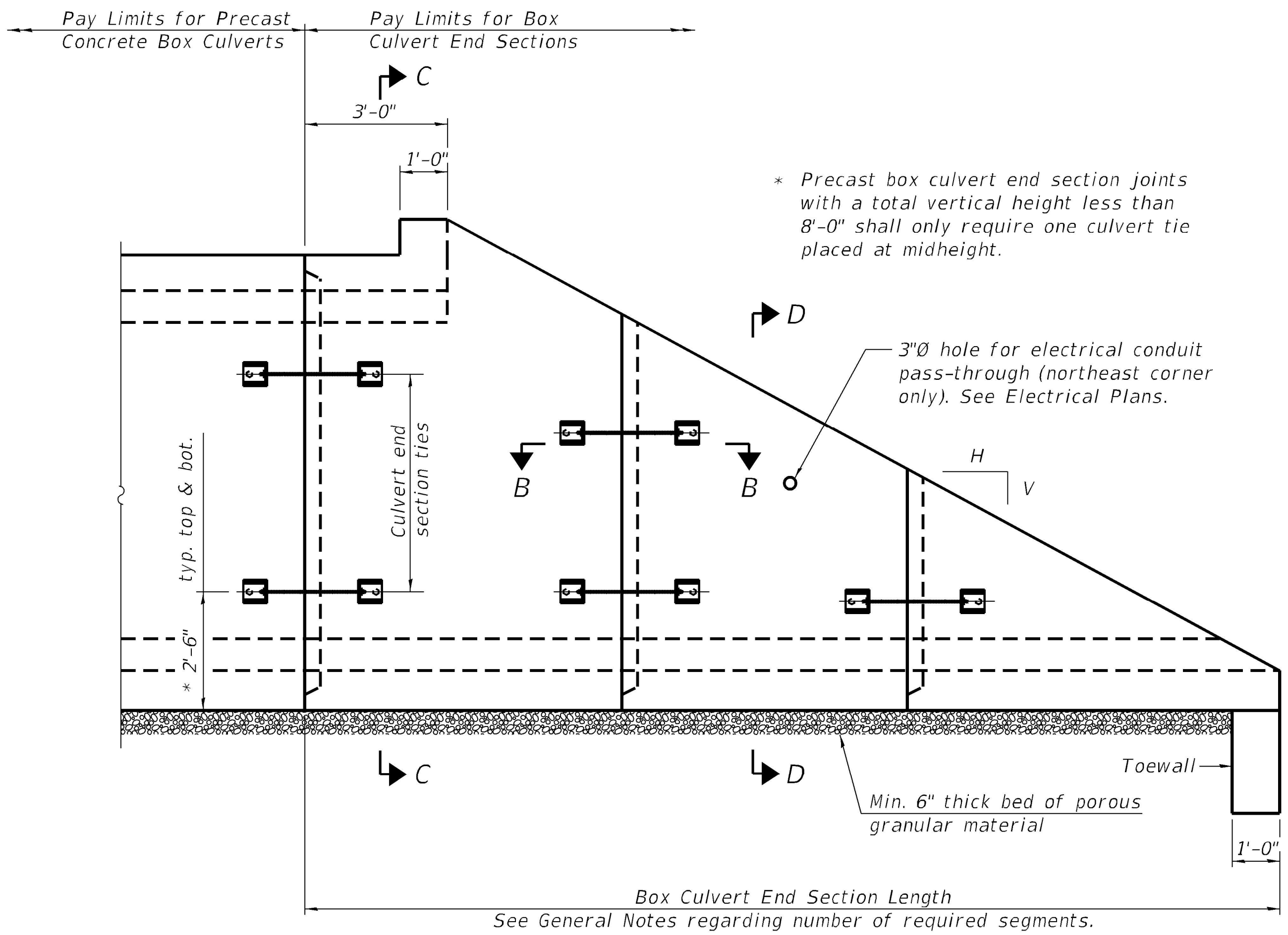
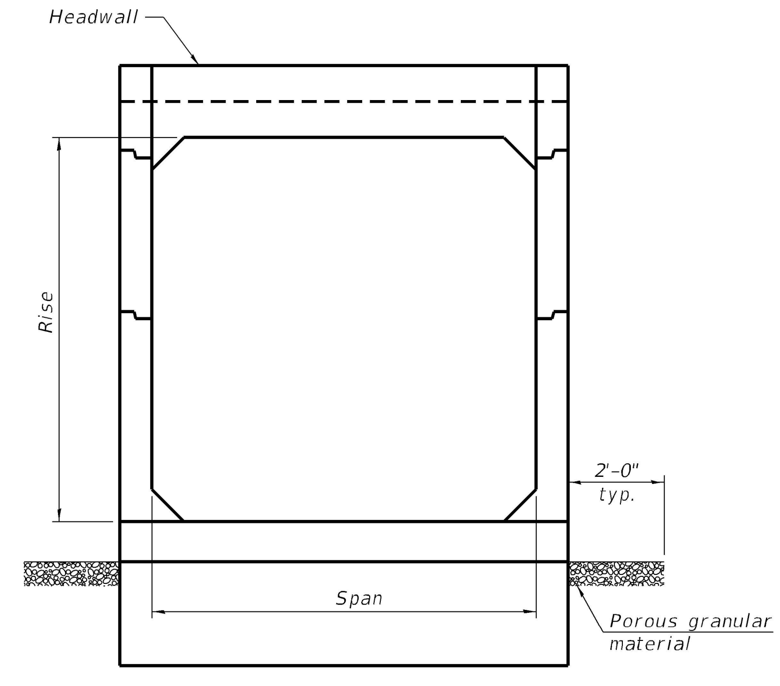
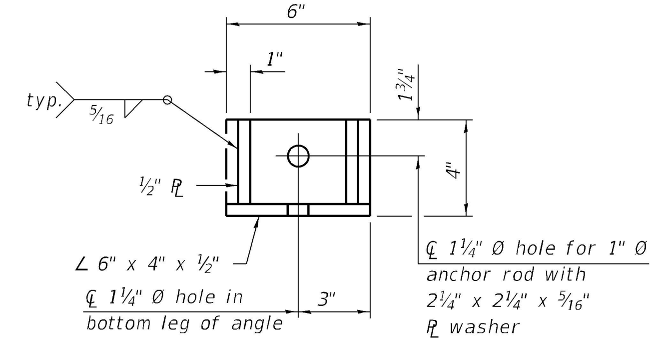


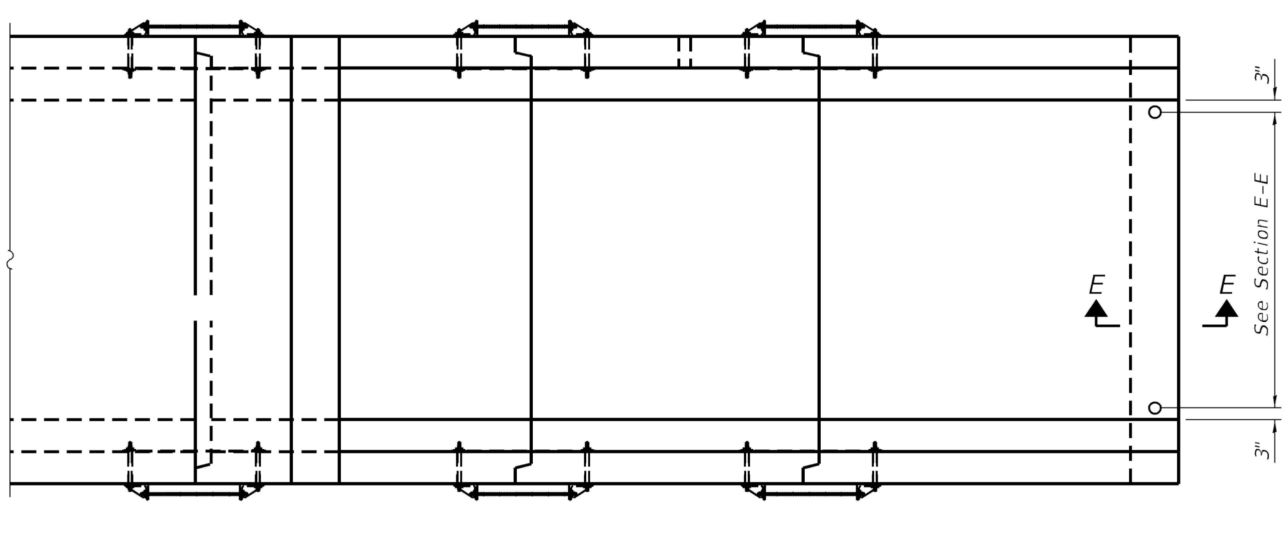
ELEVATION



END VIEW



RESTRAINT ANGLE DETAIL



PLAN

GENERAL NOTES

Box Culvert End Sections shall be constructed according to the requirements of Section 540 of the Standard Specifications except as modified herein. This work will be measured for payment as each, with each end of each culvert being one each. End sections will be paid for at the contract unit price per each for Box Culvert End Sections of the culvert number specified.

Typical box section dimensions, materials, and reinforcement details for Box Culvert End Sections shall be according to the requirements of ASTM C 1577 as required for the design of the portion of the culvert within the limits of Precast Concrete Box Culverts except as modified herein.

Number of segments shown in Elevation is for example only. Length and number of precast box sections required to construct Box Culvert End Sections shall be determined by the Contractor.

See roadway plans for embankment slope (V:H).

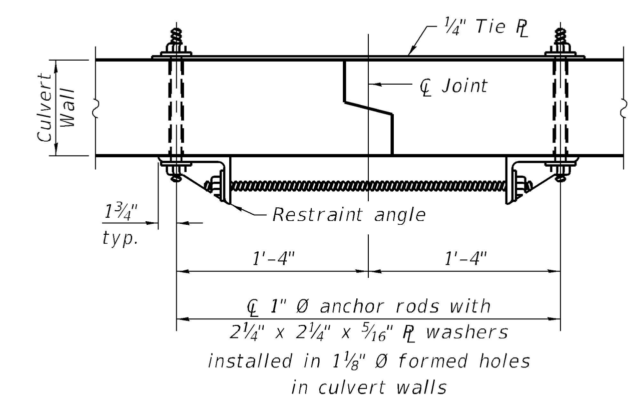
1" Ø anchor rods for the culvert ties shall conform to the requirements of ASTM F1554, Grade 105. Structural steel for tie plate and restraint angle shall conform to the requirements of Article 1006.04 of the Standard Specifications. All components of the culvert tie detail shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. 2¼" x 2¼" x 5/16" plate washers shall be provided under each nut required for the anchor rods. Anchor rods connecting precast sections shall be brought to a snug tight condition followed by an additional ½ turn on one of the nuts for anchor rods installed in the walls. Match marks shall be provided on the bolt and nut to verify relative rotation between the bolt and the nut. Holes in the walls for the culvert tie assembly may be drilled using core bits in lieu of using formed holes.

All costs associated with furnishing and installing or constructing the toewall and culvert ties will not be measured for payment but shall be included in the contract unit price for Box Culvert End Sections of the culvert number specified.

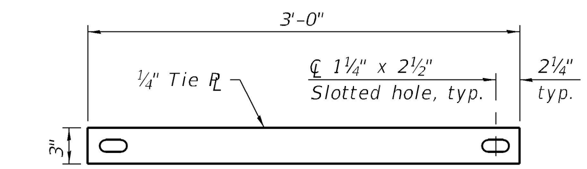
Drain holes shall conform to the requirements of Article 503.11 of the Standard Specifications unless noted otherwise.

Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01. The minimum weight of the fabric shall be 6 oz. / sq. yd..

For end sections with traversable pipe grate systems, see grate detail sheet for required modifications.

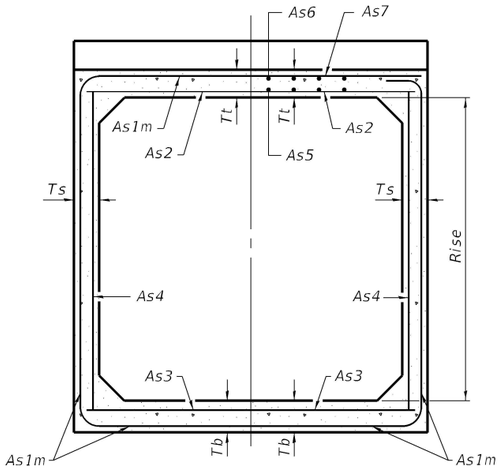


SECTION B-B
(Showing end section tie details)



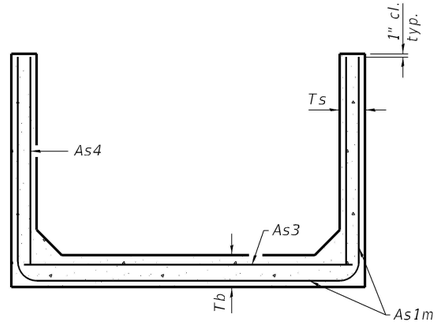
TIE PLATE DETAIL

(Sheet 1 of 2)

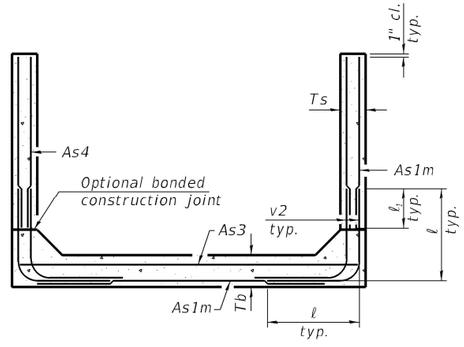


(Design Earth Cover ≥ 2 ft) (Design Earth Cover < 2 ft)

SECTION C-C



SECTION D-D



ALTERNATE SECTION D-D

As1m REINFORCEMENT

(in.²/ ft)

Ts (in.) \ Rise (ft)	2	3	4	5	6	7	8	9	10	11	12
4	0.19	0.17									
5	0.26	0.21	0.18								
6	0.22	0.26	0.23	0.22							
7	0.25	0.33	0.59	0.27	0.28						
8	0.40	0.35	0.43	0.39	0.36	0.34	0.40				
9	0.44	0.39	0.35	0.43	0.40	0.37	0.36	0.48			
10	0.48	0.42	0.38	0.47	0.44	0.41	0.38	0.42	0.56		
11	0.52	0.45	0.54	0.50	0.46	0.44	0.41	0.46	0.50	0.65	
12	0.55	0.49	0.58	0.54	0.50	0.48	0.45	0.46	0.46	0.61	0.75

(As1m reinforcement based upon welded wire reinforcement conforming to AASHTO M 55 or M 221).

ℓ_1 DIMENSION

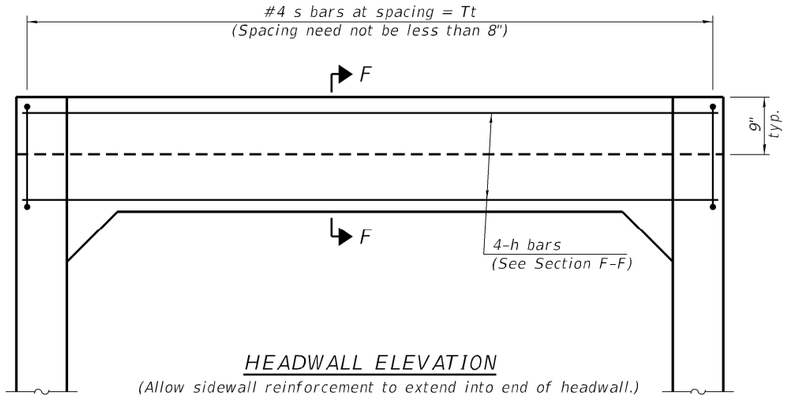
#3 bar = 2'-0"
#4 bar = 2'-8"
#5 bar = 3'-4"
#6 bar = 3'-11"

Notes:

Alternate Section D-D is provided to allow the Contractor the option of casting the bottom slab of the end section first followed by construction of the sidewalls using conventional forming methods. Shop drawings that detail slab thickness and reinforcement layout shall be submitted to the Engineer for review and approval when using Alternate Section D-D.

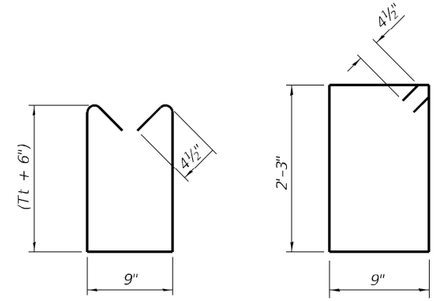
The size and spacing of the v2 bars shall provide a minimum reinforcement area along each face of the walls (in.²/ft.) equal to 1.10*(As1m). v2 bars may consist of #3 thru #6 size reinforcement bars and the longitudinal spacing shall not exceed the lesser of the wall thickness or 8 inches.

Bonded construction joints shall be prepared according to Article 503.09 of the Standard Specifications.



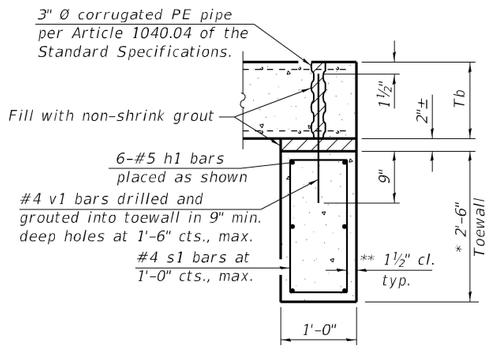
HEADWALL ELEVATION

(Allow sidewall reinforcement to extend into end of headwall.)



BAR s

BAR s1



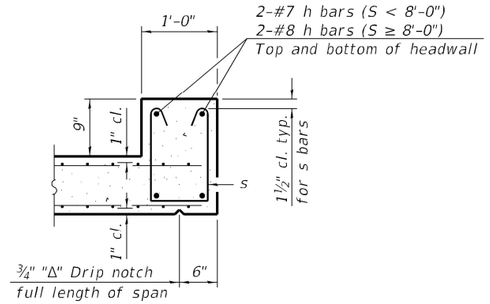
SECTION E-E

TOEWALL CONSTRUCTION SEQUENCE

1. Perform excavation and construct toewall.
2. Backfill according to the applicable paragraphs of Article 502.10 of the Standard Specifications and place bedding for precast box culvert end sections.
3. Set precast box culvert end section.
4. Drill and epoxy grout reinforcement in toewall in accordance with Section 584 of the Standard Specifications.
5. Pressure grout voids using non-shrink grout conforming to Section 1024 of the Standard Specifications.

* The Contractor may furnish a precast or cast-in-place toewall. The Contractor shall be responsible for the strength and stability of the precast toewall during handling. Additional lifting points may be required depending upon the length of the toewall or the Contractor may need to modify the design of the toewall for the proposed handling the method.

** If soil conditions permit, the sides of the toewall may be poured directly against the soil. The clear cover on the sides of the toewall shall be increased to 3" by increasing the thickness of the toewall.



SECTION F-F

SCB-TES 2-17-2017

Kaskaskia Engineering Group, LLC	USER NAME =	DESIGNED - MLC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SINGLE CELL PRECAST BOX CULVERT TAPERED END SECTIONS STRUCTURE NO. 101-1360	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - MMC	REVISED -			39	(201-3)K & (4-1.5)R	WINNEBAGO	1685	794
	PLOT SCALE =	DRAWN - MLC	REVISED -						CONTRACT NO. 64C24	
	PLOT DATE =	CHECKED - MMC	REVISED -		SHEET 6 OF 7 SHEETS			ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800s/10800.01/Eng_Docs/CAD_Sheets/Cherry Valley Path Structure [KEG]/1011360-64C24-004-005-TES.dgn
2/11/2025 9:22:38 AM

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

ROUTE I-39/US Bypass 20 DESCRIPTION P92-111-06 - Proposed bike path under US 20, W of Madigan Creek LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, NW2, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 101-0215
Station

Latitude 42° 14' 06.40" Longitude -88° 58' 13.03"
Northing 2,030,472.4837 Easting 2,620,567.0446

BORING NO. B-1
Station 2705+10
Offset 14.00ft Lt of CL
Ground Surface Elev. 759.95 ft

Surface Water Elev. ft
Stream Bed Elev. 86.00 ft
Groundwater Elev.:
First Encounter 743.0 ft ▼
Upon Completion 737.5 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Shoulder Rock
758.95				
	2			MEDIUM tan SANDY LOAM
	3	0.5		
756.45	6	P		
-5	6			STIFF tan SANDY LOAM
	8	1.7	13.0	
753.95	6	B		
	3			STIFF gray SILTY CLAY LOAM
	4	1.1	17.0	
750.45	8	P		
-10	4			VERY DENSE tan BIG GRAVEL
	50			Auger Refusal at 10'
748.95	for 2"			Moved 2705+07
	6			MEDIUM tan/brown DIRTY SANDY GRAVEL
	9			
746.45	8			
-15	3			MEDIUM tan moist MEDIUM COARSE SAND
	8			
743.95	10			
	10			DENSE tan SANDY GRAVEL
	14			
741.45	25			
-20	6			
738.95	15			DENSE tan SANDY GRAVEL
	21			5' Run *(continued)*
-25	18			DENSE tan SANDY GRAVEL
	24			5' Run
733.95	25			
-30	34			VERY DENSE tan SANDY GRAVEL
	36			
728.95	29			End of Boring
-35				
-40				

Northing and Easting were calculated using the ILHP-WF coordinate system

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
IDOT

SOIL BORING LOG

Page 1 of 1

ROUTE I-39/US Bypass 20 DESCRIPTION P92-111-06 - Proposed bike path under US 20, W of Madigan Creek LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, NW2, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 101-0215
Station

Latitude 42° 14' 05.22" Longitude -88° 58' 11.63"
Northing 2,030,354.7913 Easting 2,620,673.5201

BORING NO. B-2
Station 2704+95
Offset 110.00ft Rt of CL
Ground Surface Elev. 749.04 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 739.5 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				HARD light brown SANDY LOAM
747.04		4.0	9.0	
	6	P		HARD light brown SANDY LOAM
	5	4.0	12.0	
744.54	7	P		
-5	5			MEDIUM tan dirty MEDIUM SAND MEDIUM GRAVEL
	5			
743.04	14			
	4			MEDIUM tan SAND with MEDIUM GRAVEL
	7			
740.54	10			
-10	7			MEDIUM tan SANDY GRAVEL
	11			
738.04	12			
	9			MEDIUM tan SANDY GRAVEL
	11			
735.54	16			
-15	21			VERY DENSE tan SANDY GRAVEL
	21			5' Run
733.04	32			
-20	18			
728.04	15			DENSE tan SAND with MEDIUM GRAVEL
	16			5' Run *(continued)*
-25	15			MEDIUM tan SANDY GRAVEL
	14			
723.04	15			End of Boring
-30				
-35				
-40				

Northing and Easting were calculated using the ILHP-WF coordinate system

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
IDOT

SOIL BORING LOG

Page 1 of 1

ROUTE I-39/US Bypass 20 DESCRIPTION P92-111-06 - Proposed bike path under US 20, W of Madigan Creek LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, NW2, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 101-0215
Station

Latitude 42° 14' 07.13" Longitude -88° 58' 14.45"
Northing 2,030,544.9548 Easting 2,620,458.7671

BORING NO. B-3
Station 2705+10
Offset 156.00ft Lt of CL
Ground Surface Elev. 747.46 ft

Surface Water Elev. ft
Stream Bed Elev. 14.30 ft
Groundwater Elev.:
First Encounter 738.0 ft ▼
Upon Completion Wash ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				SOFT brown SANDY LOAM
		0.3	23.0	
745.46		P		
	6			MEDIUM tan SANDY LOAM with GRAVEL
	4	0.5	10.0	
743.96	8	P		
-5	4			SOFT tan SANDY LOAM with GRAVEL
	5	0.4	11.0	
741.46	6	P		
	3			MEDIUM tan SANDY LOAM GRAVEL with FINE SAND LENS
	4	0.7	12.0	
737.96 ▼	4	B		
-10	3			VERY DENSE tan WEATHERED LIMESTONE
	11			
736.46	100			18" Wash
	for 5"			
734.96	100			VERY DENSE tan WEATHERED LIMESTONE
	for 2"			End of Boring
-15				
-20				

Northing and Easting were calculated using the ILHP-WF coordinate system

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)

Note:
For location of soil borings, see Sheet 1 of 7.

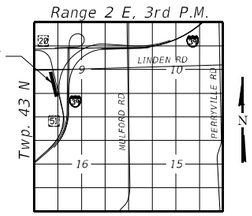
Kaskaskia Engineering Group, LLC
300 E. Main St., Suite 100, Belleville, Illinois 62220
618.233.5077 phone
618.233.5077 fax
www.kaskaskiaeng.com
PROFESSIONAL REGISTRATIONS: Illinois Professional Design Firm; Professional Engineering Group
LICENSE NO.: 184.005772; 20-5800546

USER NAME =		DESIGNED - MLC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS STRUCTURE NO. 101-1360
		CHECKED - MMC	REVISED -		
PLOT SCALE =		DRAWN - MLC	REVISED -		SHEET 7 OF 7 SHEETS
PLOT DATE =		CHECKED - MMC	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K & (4-1.5)R	WINNEBAGO	1685	795
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

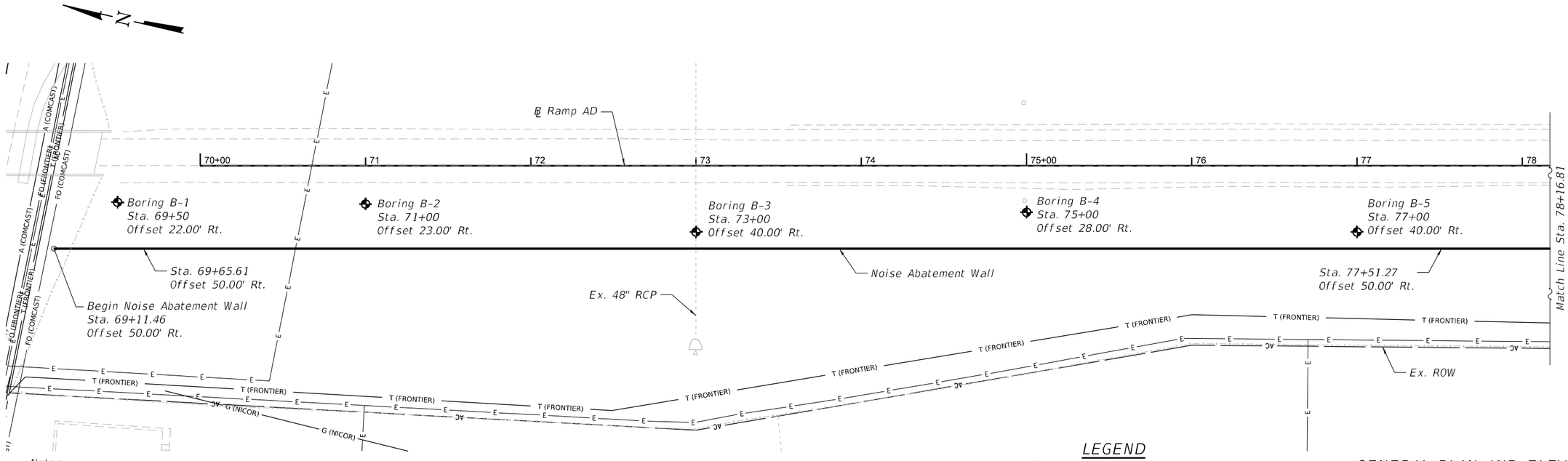
Benchmark: BM#454 – Cut "□" on westerly sign base of 30 mph ramp sign located 0.1 mile north of the centerline of Linden Road along the west side of I-39. Elev. 850.53, 42°13'06.4" N. 89°00'40.8" W.

INDEX OF SHEETS



LOCATION SKETCH

ELEVATION



PLAN

Notes:

Offsets are measured from ℄ Ramp AD to ℄ Noise Abatement Wall or Boring location.

See Data Table on sheet 3 of 9 for Offsets and Theoretical Elevations along the Noise Abatement Wall.

Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., and Finished Grade Elev. along the Noise Abatement Wall shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 3 of 9.

Access doors are to be spaced at 300' maximum intervals.

LEGEND

- Noise Abatement Wall Soil Boring
- Existing Fence
- AC — Access Control
- FO (COMCAST) — Comcast Fiber Optic
- FO (FRONTIER) — Frontier Fiber Optic
- T (FRONTIER) — Frontier Underground Telephone
- E — E — Underground Electric
- G (NICOR) — Nicor Gas Line
- A (COMCAST) — Comcast Aerial Line

GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL
F.A.I ROUTE 39 SEC. (201-3)R & (4-1,5)R
WINNEBAGO COUNTY
STA. 69+11.46 TO STA. 87+20.69
STRUCTURE NO. 101-N7009

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE ABATEMENT WALL GENERAL PLAN AND ELEVATION I STRUCTURE NO. 101-N7009	
101W7009-64C24-001-GPE1.dgn	CHECKED - KWB	REVISED -			
PLOT SCALE =	DRAWN - ZLD	REVISED -			
PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -		SHEET 1 OF 9 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	796
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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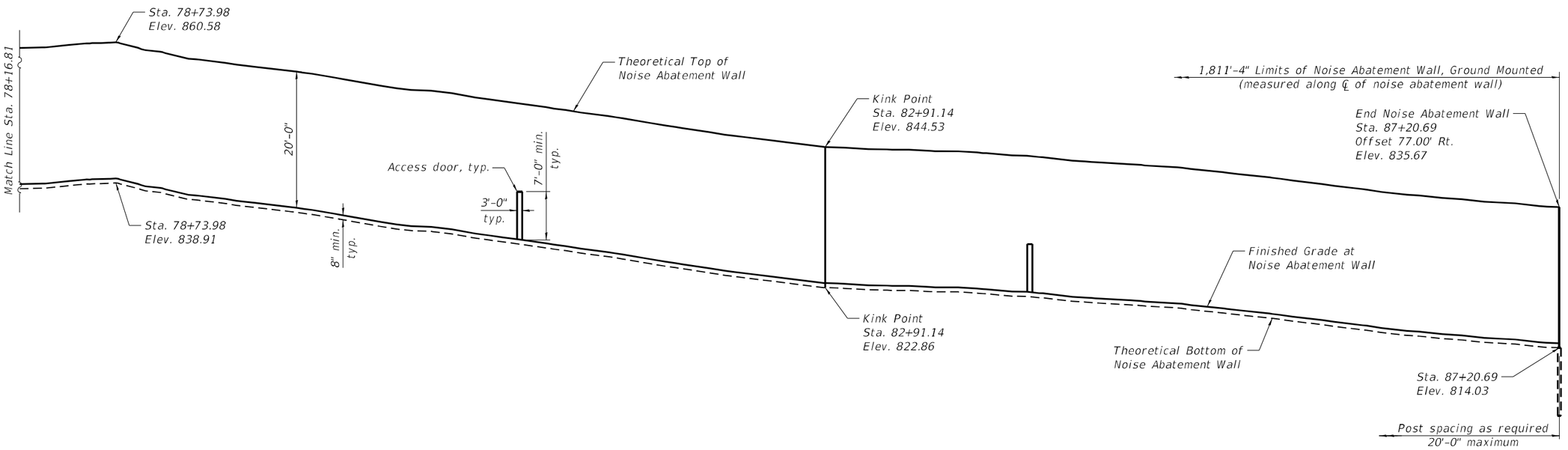
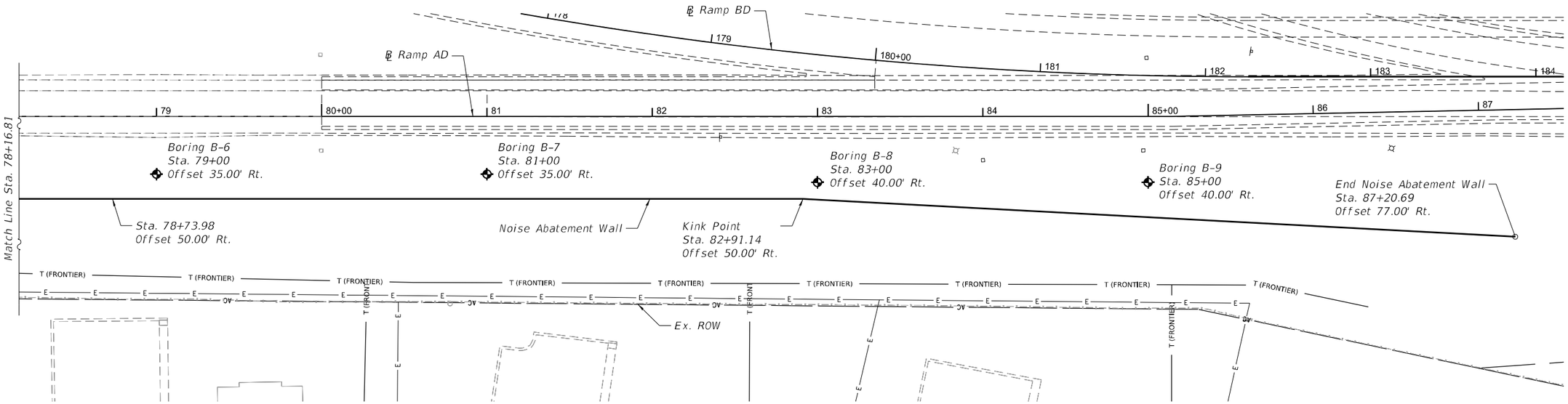


ELEVATION



PLAN

Notes:

Offsets are measured from ℄ Ramp AD to ℄ Noise Abatement Wall or Boring location.

See Data Table on sheet 3 of 9 for Offsets and Theoretical Elevations along the Noise Abatement Wall.

Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., and Finished Grade Elev. along the Noise Abatement Wall shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 3 of 9.

Access doors are to be spaced at 300' maximum intervals.

LEGEND

- Noise Abatement Wall Soil Boring
- Existing Fence
- AC — Access Control
- T (FRONTIER) — Frontier Underground Telephone
- E — E — Underground Electric

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
101W7009-64C24-002-GPE2.dgn	CHECKED - KWB	REVISED -	
PLOT SCALE =	DRAWN - ZLD	REVISED -	
PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL GENERAL PLAN AND ELEVATION II
STRUCTURE NO. 101-N7009

SHEET 2 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	797
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES

1. All excavation and grading below the finished grade elevation required for installation of the Noise Abatement Wall elements shall be included in the cost of Noise Abatement Wall, Ground Mounted.

2. Contractor shall follow requirements of Guide Bridge Special Provision "Noise Abatement Wall, Ground Mounted" for material, design, fabrication, construction and erection requirements of the proposed Noise Abatement Wall.

3. The Contractor shall field verify location of the existing utilities prior to construction. The Contractor shall take precautions not to damage existing utilities. Any such damage shall be repaired by the Contractor at no additional cost. All adjacent utilities shall be shown on the shop drawings.

4. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor.

5. Precast panels for the Ground Mounted Noise Abatement Walls shall be cast using form liners with a simlulated limestone surface. Form liners shall be used on both faces of the panels. The form liner shall match the exact size of each panel such that there are no joints crossing the stone modules. The relief shall be an average of 1½" deep and no greater than 2½" deep at any point. The desired appearance is as follows:

6. Form liners shall be made from high-strength elastomeric urethane and be removable without causing concrete surface damage or weakness in the substrate. Form release agents shall be non-staining, non-residual, non-reactive, and shall not contribute to the degradation of the form liner material.

7. The following form liner manufacturers have been pre-approved to provide the listed pattern for the simulated limestone surface:

   a. Custom Rock International, St. Paul, MN (Jim Rogers; 800-637-2447)
      #1104-R2 14¾" Random Cut Stone or #11016 16" Random Cut Stone
   b. Milestones Incorporated, Hudson, WI (Paul Nasvik; 715-381-9660)
      #MS-1018 16" Weathered Limestone
   c. Architectural Polymers, New Ringgold, PA (Rick Fasching; 610-824-3322)
      #893 14" Quarry Stone or #894 16" Quarry Stone

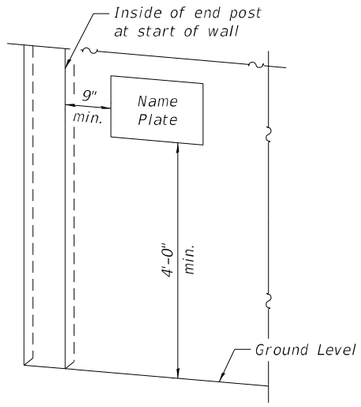
   Other products will be considered, provided sufficient information is submitted 30-days prior to use to allow the Engineer to determine that products proposed are equivalent to those named.

8. Form liners shall be used in accordance with the manufacturer's recommendations, including, but not limited to, installation and removal methods, form release agents, cleaning procedures, inspection procedures, repair procedures, curing methods, concrete slump requirements, and consolidation methods to achieve the highest quality concrete appearance possible. Manufacturer recommendations shall not supplant requirements listed elsewhere in the Contract Documents without prior approval from the Engineer.

9. The finished exposed formed concrete surfaces shall be free of visible vertical seams, horizontal seams, and butt joint marks after removing the form liners. Grinding and chipping of finished formed surfaces shall be avoided.

10. The Contractor shall provide a full-size precast panel mockup containing the form liner surface. Upon receipt of comments from inspection of the mockup, adjustments or corrections shall be made where imperfections are found. If required, additional mockups shall be prepared when the initial mockup is found to be unsatisfactory.

11. All work and materials associated with form liners and mockups, including adjustments or corrections needed to address mockup comments and additional mockups, if required, will not be paid for separately but shall be included in the cost of Noise Abatement Wall, Ground Mounted.



NAME PLATE LOCATION

NOISE ABATEMENT WALL
BUILT 202_ BY
STATE OF ILLINOIS
F.A.I. RT. 39
SEC. (201-3)R & (4-1,5)R
FROM STA. 69+11.46 TO STA. 87+20.69
STR. NO. 101-N7009

NAME PLATE

See Std. 515001

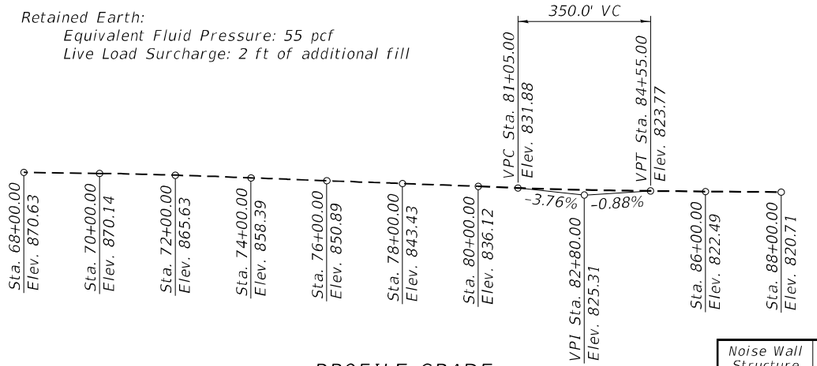
DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design
Specifications, 9th Edition

DESIGN LOADS

Wind Loads:
Strength III or V: 35 psf
Service I: 15 psf

Retained Earth:
Equivalent Fluid Pressure: 55 pcf
Live Load Surcharge: 2 ft of additional fill



PROFILE GRADE

(Along ℄ Ramp AD)

DATA TABLE

Station	Offset to ℄ Wall (ft.)	Theor. Top of NAW Elev.	Finished Grade Elev. at Front Face of NAW	Finished Grade Elev. at Back Face of NAW	Theor. Bottom of NAW Elev.	Maximum Retained Height (ft.)
69+11.46	50.00	878.19	858.19	857.19	856.52	1.67
69+50.00	50.00	883.79	863.79	862.78	862.11	1.68
69+65.61	50.00	884.43	864.43	863.43	862.76	1.67
70+00.00	50.00	884.04	864.04	863.04	862.37	1.67
70+50.00	50.00	883.13	863.13	862.13	861.46	1.67
71+00.00	50.00	882.20	862.20	861.20	860.53	1.67
71+50.00	50.00	881.01	861.01	860.01	859.34	1.67
72+00.00	50.00	879.65	859.65	858.65	857.98	1.67
72+50.00	50.00	878.20	858.20	857.20	856.53	1.67
73+00.00	50.00	876.31	856.31	855.31	854.64	1.67
73+50.00	50.00	874.26	854.26	853.26	852.59	1.67
74+00.00	50.00	872.06	852.06	851.06	850.39	1.67
74+50.00	50.00	869.93	849.93	848.93	848.26	1.67
75+00.00	50.00	867.74	847.74	846.74	846.07	1.67
75+50.00	50.00	865.65	845.65	844.65	843.98	1.67
76+00.00	50.00	863.61	843.61	842.61	841.94	1.67
76+50.00	50.00	862.37	842.37	841.37	840.70	1.67
77+00.00	50.00	860.91	840.91	839.91	839.24	1.67
77+50.00	50.00	859.65	839.65	838.65	837.98	1.67
77+51.27	50.00	859.65	839.65	838.65	837.98	1.67
78+00.00	50.00	859.77	839.77	838.77	838.10	1.67
78+50.00	50.00	860.47	840.47	839.47	838.80	1.67
78+73.98	50.00	860.58	840.58	839.58	838.91	1.67
79+00.00	50.00	859.54	839.54	838.54	837.87	1.67
79+50.00	50.00	857.51	837.51	836.51	835.84	1.67
80+00.00	50.00	855.85	835.85	834.85	834.18	1.67
80+50.00	50.00	852.96	831.96	832.96	831.29	1.67
81+00.00	50.00	851.32	830.32	831.32	829.65	1.67
81+50.00	50.00	849.57	828.57	829.57	827.90	1.67
82+00.00	50.00	847.59	826.59	827.59	825.92	1.67
82+50.00	50.00	845.79	824.79	825.79	824.12	1.67
82+91.14	50.00	844.53	823.53	824.53	822.86	1.67
83+00.00	50.47	844.47	823.47	824.47	822.80	1.67
83+50.00	53.12	844.03	823.03	824.03	822.36	1.67
84+00.00	55.78	843.33	822.33	823.33	821.66	1.67
84+50.00	58.43	842.29	821.29	822.29	820.62	1.67
85+00.00	61.09	841.51	820.01	821.51	819.34	2.17
85+50.00	64.52	840.10	818.60	820.10	817.93	2.17
86+00.00	68.17	838.52	817.52	818.52	816.85	1.67
86+50.00	71.83	837.16	816.16	817.16	815.49	1.67
87+00.00	75.48	836.10	815.10	816.10	814.43	1.67
87+20.69	77.00	835.67	814.70	815.67	814.03	1.64

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Struct. Steel, M270 Grade 50, posts)
fy = 36,000 psi (Struct. Steel, M270 Grade 36, all other structural steel)

PRECAST UNITS

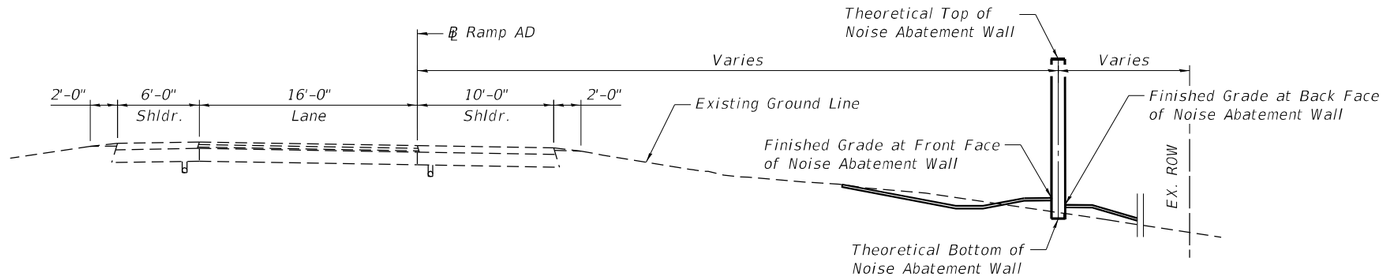
f'c = 4,500 psi
fy = 60,000 psi (Reinforcement)
fy = 65,000 psi (Welded Wire Reinforcement)

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	37,435

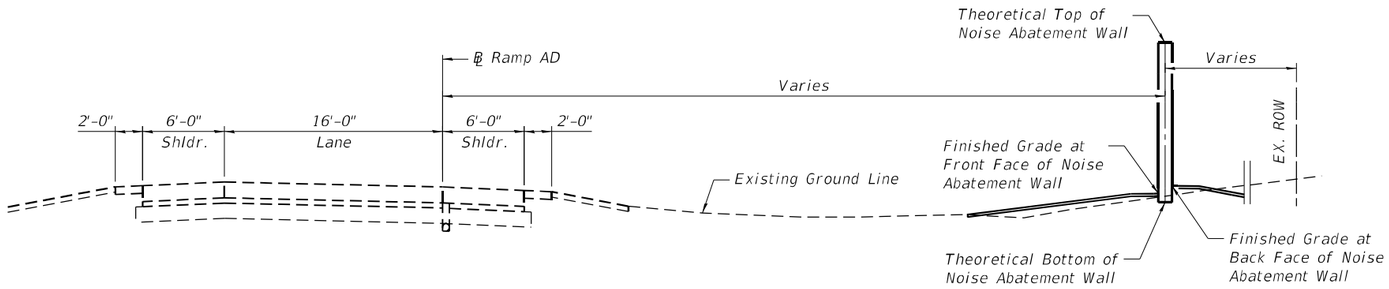
NOISE REDUCTION DATA TABLE

Noise Wall Structure Number	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
101-N7009	Ramp AD Face	69+11.46	87+20.69	Reflective	-
	Residential Face	69+11.46	87+20.69	Reflective	-



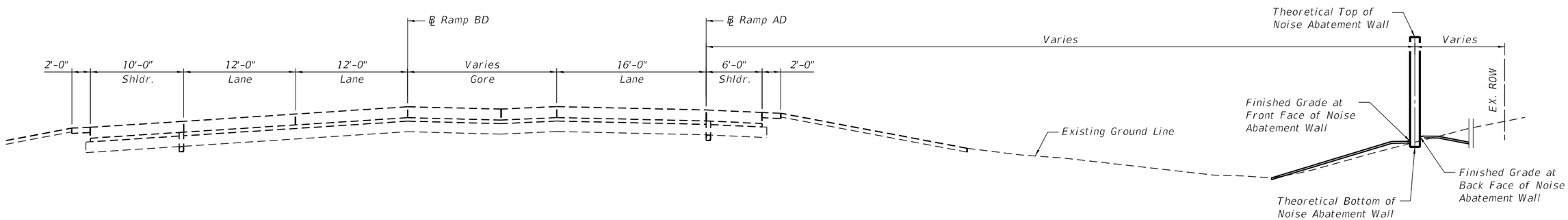
TYPICAL SECTION THRU WALL

(Sta. 69+11.46 to Sta. 80+00.00)
(Wall stations are measured along ℄ Ramp AD)



TYPICAL SECTION THRU WALL

(Sta. 80+00.00 to Sta. 83+34.57)
(Wall stations are measured along ℄ Ramp AD)



TYPICAL SECTION THRU WALL

(Sta. 83+34.57 to Sta. 87+20.69)
(Wall stations are measured along ℄ Ramp AD)

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QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS STRUCTURE NO. 101-N7009
101W7009-64C24-004-Typical Sections.dgn	CHECKED - KWB	REVISED -		
PLOT SCALE =	DRAWN - ZLD	REVISED -		
PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -		SHEET 4 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1.5)R	WINNEBAGO	1685	799
		CONTRACT NO. 64C24		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 5/22/23

ROUTE FAI 39 DESCRIPTION P92-111-06 - Noise Wall from Linden Road S, 0.35 mi. LOGGED BY W. Garza

SECTION (201-3)K LOCATION Cherry Valley, NE 1/4 9

COUNTY Winnabago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-1
Station 69+50
Offset 22.0 ft RT
Ground Surface Elev. 869.64 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM			
		0.8 P	18
867.6			
VERY STFF light brown SITLY CLAY LOAM	2		
	3 7	2.3 B	15
865.1			
STIFF light brown CLAY LOAM	-5 3		
	3 5	1.3 P	16
862.6			
STIFF light brown CLAY LOAM with SAND	2		
	5 6	1.7 B	19
860.1			
STIFF light brown SANDY LOAM with GRAVEL	-10 2		
	10 9	1.7 B	16
857.6			
STIFF light brown SANDY LOAM	3		
	10 12	1.4 B	16
855.1			
STIFF light brown SANDY CLAY LOAM with DRY SANDY GRAVEL LENS	-15 4		
	8 7	1.2 B	16
852.6			
VERY STIFF gray CLAY LOAM	3		
	6 10	2.7 B	18
850.1			
	-20 4		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF light brown CLAY LOAM TILL *(continued)* 848.6	7 11	1.9 B	18
End of Boring			
	-25		
	-30		
	-35		
	-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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 5/22/23

ROUTE FAI 39 DESCRIPTION P92-111-06 - Noise Wall from Linden Road S, 0.35 mi. LOGGED BY W. Garza

SECTION (201-3)K LOCATION Cherry Valley, NE 1/4 9

COUNTY Winnabago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-2
Station 71+00
Offset 23.0 ft RT
Ground Surface Elev. 866.57 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown LOAM			
		0.8 P	15
864.6			
MEDIUM tan WEATHERED LIMESTONE	15		
	11 9		
862.1			
MEDIUM tan WEATHERED LIMESTONE FILL	-5 6		
	7		6
859.6			
STIFF light brown SANDY CLAY LOAM TILL	6		
	5 6	1.3 B	12
857.1			
VERY STIFF light brown SANDY CLAY LOAM	-10 6		
	9 14	2.7 B	15
854.6			
VERY STIFF light brown SANDY CLAY LOAM	5		
	7 10	3.9 B	13
852.1			
VERY STIFF light brown SANDY CLAY LOAM	-15 5		
	8 13	2.9 B	14
849.6			
STIFF brown SANDY CLAY LOAM	5		
	7 10	1.2 B	17
847.1			
	-20 5		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF gray SANDY CLAY LOAM with FINE SAND LENS 845.6 *(continued)*	10 16	2.3 S	11
End of Boring			
	-25		
	-30		
	-35		
	-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, form 137 (Rev. 8-99)