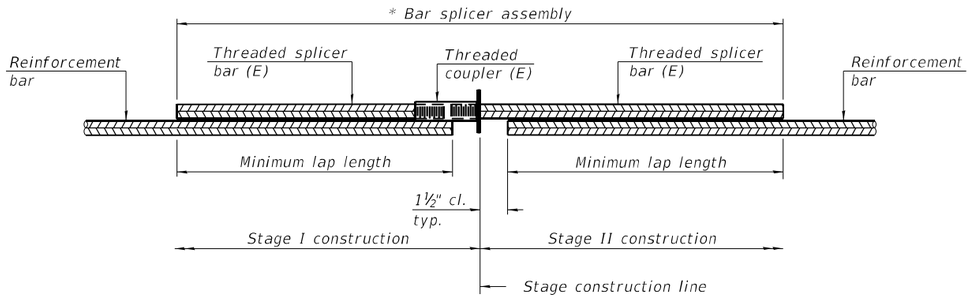


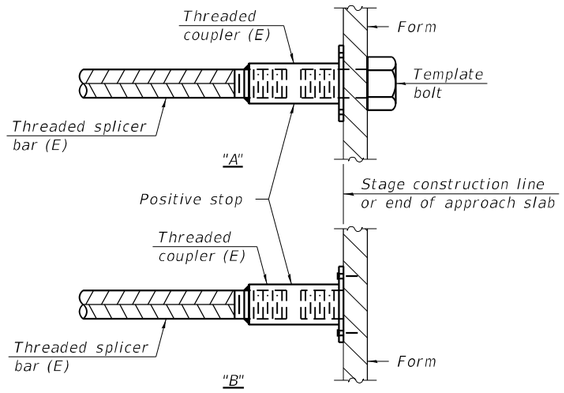
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

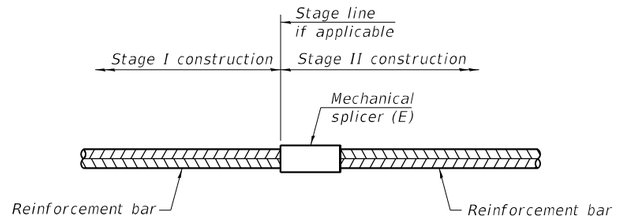
** Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.*

Location	Bar size	No. assemblies required	Minimum lap length
Pier 1 (SB)	#5	40	2'-9"
Pier 2 (SB)	#5	64	2'-9"
Pier 1 (NB)	#5	40	2'-9"
Pier 2 (NB)	#5	64	2'-9"



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
Pier 1 (SB)	#11	102
Pier 2 (SB)	#11	102
Pier 1 (SB)	#11/#8	102
Pier 2 (SB)	#11/#8	102
Pier 1 (NB)	#11	102
Pier 2 (NB)	#11	102
Pier 1 (NB)	#11/#8	102
Pier 2 (NB)	#11/#8	102

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

EFK•Moen Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -
	CHECKED - ACB	REVISED -
PLOT SCALE =	DRAWN - CMC	REVISED -
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 006-0193 (SB) & 006-0194 (NB)
SHEET 61 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	201
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: \\SERVER18\Projects$\22057.08 IDOT D3 PTB 204-028 WO 08 I-180 over Bureau Creek\DGN\Bridge\Final\Plotsheets\006-0193&0194-66K66-061-Bar Splicer.dgn
2/12/2024 10:38:09 AM

Illinois Department of Transportation
Division of Highways
Shannon & Wilson, Inc.

SOIL BORING LOG

Date 2/6/23

ROUTE FAI 180 (I-180) **DESCRIPTION** I-180 over Bureau Creek, 1.2 mi South of IL 26 **LOGGED BY** Jim Zschau

SECTION 06-2B-1 **LOCATION** East shoulder, NB lane, south of creek., **SEC.** 12, **TWP.** 15N, **RNG.** 9E, 4th **PM**, **Latitude** 41°18'0.17"N, **Longitude** 89°24'2.38"W

COUNTY Bureau **DRILLING METHOD** Mud Rotary (4.0" ID, 8.0" OD) **HAMMER TYPE** Auto SPT 140 lb

STRUCT. NO. 006-0052 (Exist.)
Station 521+42

BORING NO. NB-SW-1
Station 521+95
Offset 16.0 ft East
Ground Surface Elev. 477.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 468.6 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Dense Gray-brown, Moist SILTY SAND; trace organics, iron-oxide staining	9		
	3 14		26
474.00			
Loose to Medium Dense Brown, Wet GRAVEL; poorly-graded gravel	2		
-5	4 4		7
	7		
	8 6		14
469.00			
Medium Dense Brown, Wet SILTY GRAVEL with Sand ▼	9		
-10	9 5		8
466.50			
Loose Brown, Wet SAND with Silt and Gravel; poorly-graded sand	6 2 3		16
463.30			
Medium Dense Brown, Wet GRAVEL with Sand; well-graded gravel	3		
-15	4 6		18
460.50			
Medium Dense Brown, Wet SAND with Gravel; well-graded sand	5		
	8 10		23
459.00			
Medium Dense Brown, Wet GRAVEL with Sand; well-graded gravel	10		
-20	9 11		18

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Dense Brown, Wet GRAVEL with Sand; well-graded gravel *(continued)*			
455.00			
Dense Brown, Wet SAND; trace fine gravel, poorly-graded sand	18		
-25	17 24		20
	21		
	19 18		14
-30			
	12		
	15 17		19
-35			
	13		
	15 17		19
-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)

Date 2/6/23

ROUTE FAI 180 (I-180) **DESCRIPTION** I-180 over Bureau Creek, 1.2 mi South of IL 26 **LOGGED BY** Jim Zschau

SECTION 06-2B-1 **LOCATION** East shoulder, NB lane, south of creek., **SEC.** 12, **TWP.** 15N, **RNG.** 9E, 4th **PM**, **Latitude** 41°18'0.17"N, **Longitude** 89°24'2.38"W

COUNTY Bureau **DRILLING METHOD** Mud Rotary (4.0" ID, 8.0" OD) **HAMMER TYPE** Auto SPT 140 lb

STRUCT. NO. 006-0052 (Exist.)
Station 521+42

BORING NO. NB-SW-1
Station 521+95
Offset 16.0 ft East
Ground Surface Elev. 477.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 468.6 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Dense Brown, Wet SAND; trace fine gravel, poorly-graded sand *(continued)*	13		
432.00 -45	16 22		15
Dense Brown, Wet SAND with Silt and Gravel; poorly-graded sand	24		
	22 21		17
-50			
423.50	20		
Dense to Very Dense Brown to Gray-brown, Wet SAND with Silt and Gravel; poorly-graded sand	18 18		13
-55			
	28		
	37 47		11
-60			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Dense to Very Dense Brown to Gray-brown, Wet SAND with Silt and Gravel; poorly-graded sand *(continued)*	47		
-65	36 44		15
408.50			
Very Dense to Hard Light-gray, Wet GRAVEL; well-graded gravel	50/3		7
-70			
406.00			
Completely Weathered, Dark-gray, Wet SHALE; fissile rock			
403.00	50/4		23
Completely Weathered, Light-gray, Wet SHALE; slightly fissile rock			
-75			
	50/5		15
-80			

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

BBS, form 137 (Rev. 8-99)

SOILBORING 107741-026.GPJ IL_DOT.GDT 3/3/23

SOILBORING 107741-026.GPJ IL_DOT.GDT 3/3/23

MODEL: Default
FILE NAME: \\SERVER18\Projects\Ssa\22057.08 IDOT D3 PTB 204-028 WO 08 I-180 over Bureau Creek\DGN\BridgeFinal\Plotsheets\006-0193&0194-66K66-062-Soil Borings Log.dgn

2/12/2024 10:38:13 AM

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 62 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	202
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
Shannon & Wilson, Inc.

SOIL BORING LOG

Date 2/6/23

ROUTE FAI 180 (I-180) **DESCRIPTION** I-180 over Bureau Creek, 1.2 mi South of IL 26 **LOGGED BY** Jim Zschau

SECTION 06-2B-1 **LOCATION** East shoulder, NB lane, south of creek., **SEC.** 12, **TWP.** 15N, **RNG.** 9E, 4th **PM**, **Latitude** 41°18'0.17"N, **Longitude** 89°24'2.38"W

COUNTY Bureau **DRILLING METHOD** Mud Rotary (4.0" ID, 8.0" OD) **HAMMER TYPE** Auto SPT 140 lb

STRUCT. NO. 006-0052 (Exist.)
Station 521+42

BORING NO. NB-SW-1
Station 521+95
Offset 16.0 ft East
Ground Surface Elev. 477.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 468.6 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Completely Weathered, Light-gray, Wet SHALE; slightly fissile rock *(continued)*				Completely Weathered, Light-gray to Gray, Wet SHALE; slightly fissile to fissile rock *(continued)*			
394.00							
Completely Weathered, Light-gray, Wet LIMESTONE/SHALE; slightly fissile rock, argillaceous Limestone, calcareous Shale	50/4		23		50/5		25
-85				-105			
390.00							
Completely Weathered, Light-gray to Gray, Wet SHALE; slightly fissile to fissile rock	50/2		21		50/4		20
-90				-110			
	50/5		16		50/5		15
-95				-115			
	50/4		16		50/3		16
-100				-120			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 107741-026.GPJ IL_DOT.GDT 3/3/23

Illinois Department of Transportation
Division of Highways
Shannon & Wilson, Inc.

SOIL BORING LOG

Date 2/6/23

ROUTE FAI 180 (I-180) **DESCRIPTION** I-180 over Bureau Creek, 1.2 mi South of IL 26 **LOGGED BY** Jim Zschau

SECTION 06-2B-1 **LOCATION** East shoulder, NB lane, south of creek., **SEC.** 12, **TWP.** 15N, **RNG.** 9E, 4th **PM**, **Latitude** 41°18'0.17"N, **Longitude** 89°24'2.38"W

COUNTY Bureau **DRILLING METHOD** Mud Rotary (4.0" ID, 8.0" OD) **HAMMER TYPE** Auto SPT 140 lb

STRUCT. NO. 006-0052 (Exist.)
Station 521+42

BORING NO. NB-SW-1
Station 521+95
Offset 16.0 ft East
Ground Surface Elev. 477.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 468.6 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Completely Weathered, Light-gray to Gray, Wet SHALE; slightly fissile to fissile rock *(continued)*			
-125	50/4		22
348.20	50/4		17
Bottom of hole @ 128.8 ft End of Boring			
-130			
-135			
-140			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 107741-026.GPJ IL_DOT.GDT 3/3/23

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 63 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	203
		CONTRACT NO. 66K66		
		ILLINOIS	FED. AID PROJECT	

Illinois Department of Transportation
Division of Highways
Shannon & Wilson, Inc.

SOIL BORING LOG

Date 2/9/23

ROUTE FAI 180 (I-180) **DESCRIPTION** I-180 over Bureau Creek, 1.2 mi South of IL 26 **LOGGED BY** Jim Zschau

SECTION 06-2B-1 **LOCATION** East shoulder, NB lane, north of creek., **SEC.** 12, **TWP.** 15N, **RNG.** 9E, 4th **PM**, **Latitude** 41°18'1.35"N, **Longitude** 89°24'2.35"W

COUNTY Bureau **DRILLING METHOD** Mud Rotary (4.0" ID, 8.0" OD) **HAMMER TYPE** Auto SPT 140 lb

STRUCT. NO. 006-0052 (Exist.)
Station 521+42

BORING NO. NB-SW-2
Station 520+45
Offset 11.0 ft East
Ground Surface Elev. 476.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 463.5 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose Brown, Moist SANDY SILT			
	4		
	2 4		18
	2		
-5	4 4		15
	1		
	1 3		17
467.20	1		
Very Loose Brown, Moist SAND with Gravel; well-graded sand	1		
-10	2		11
465.00			
Very Loose to Loose Gray, Wet SANDY SILT	1		
	1		
▼	1		28
	1		
-15	1 2		33
	4		
	2 3		23
457.70			
Loose Gray, Wet SAND with Gravel; poorly-graded sand	4		
-20	4 4		21
Loose Gray, Wet SAND with Gravel; poorly-graded sand *(continued)*			
454.00			
Medium Dense, Wet GRAVEL with Silt and Sand, poorly-graded gravel			
	4		
-25	10 10		13
449.00			
Medium Dense Gray-brown to Gray, Wet GRAVEL with Sand; poorly-graded gravel	6		
-30	14 15		13
	10		
-35	11 12		16
437.20	9		
-40	10 13		19

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Shannon & Wilson, Inc.

SOIL BORING LOG

Date 2/9/23

ROUTE FAI 180 (I-180) **DESCRIPTION** I-180 over Bureau Creek, 1.2 mi South of IL 26 **LOGGED BY** Jim Zschau

SECTION 06-2B-1 **LOCATION** East shoulder, NB lane, north of creek., **SEC.** 12, **TWP.** 15N, **RNG.** 9E, 4th **PM**, **Latitude** 41°18'1.35"N, **Longitude** 89°24'2.35"W

COUNTY Bureau **DRILLING METHOD** Mud Rotary (4.0" ID, 8.0" OD) **HAMMER TYPE** Auto SPT 140 lb

STRUCT. NO. 006-0052 (Exist.)
Station 521+42

BORING NO. NB-SW-2
Station 520+45
Offset 11.0 ft East
Ground Surface Elev. 476.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 463.5 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Dense to Dense Gray, Wet SAND with Gravel; poorly-graded sand *(continued)*			
	9		
-45	11 12		19
	17		
-50	17 14		17
424.00			
Dense to Very Dense Gray-brown, Wet SAND with Silt; poorly-graded sand	11		
-55	18 30		16
407.20			
Dense Gray, Wet SAND with Silt; poorly-graded sand			
-70			17
399.00			
Very Dense Gray, Wet GRAVEL with Sand; poorly-graded gravel			
	17		
-60	25 38		8
-80	26 50/4		9
Dense to Very Dense Gray-brown, Wet SAND with Silt; poorly-graded sand *(continued)*			
	25		
-65	27 27		10
	12		
	19		
-70	21		17
	20		
-75	20 28		14
	30		
-80	26 50/4		9

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

BBS, form 137 (Rev. 8-99)

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -
	CHECKED - ACB	REVISED -
PLOT SCALE =	DRAWN - CMC	REVISED -
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 64 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	204
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
Shannon & Wilson, Inc.

SOIL BORING LOG

Date 2/9/23

ROUTE FAI 180 (I-180) **DESCRIPTION** I-180 over Bureau Creek, 1.2 mi South of IL 26 **LOGGED BY** Jim Zschau

SECTION 06-2B-1 **LOCATION** East shoulder, NB lane, north of creek., **SEC.** 12, **TWP.** 15N, **RNG.** 9E, 4th **PM**, **Latitude** 41°18'1.35"N, **Longitude** 89°24'2.35"W

COUNTY Bureau **DRILLING METHOD** Mud Rotary (4.0" ID, 8.0" OD) **HAMMER TYPE** Auto SPT 140 lb

STRUCT. NO. 006-0052 (Exist.)
Station 521+42

BORING NO. NB-SW-2
Station 520+45
Offset 11.0 ft East
Ground Surface Elev. 476.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 463.5 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Material
				Very Dense Gray, Wet GRAVEL with Sand; poorly-graded gravel *(continued)*
392.50				
	17			Completely Weathered, Light-gray, Wet SHALE; slightly fissile rock
-85	50/4		18	
	50/5	6.6 S	14	
-90				
	50/3		9	
-95				
	50/3		15	
-100				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Material
				Completely Weathered, Light-gray, Wet SHALE; slightly fissile rock *(continued)*
	50/4		18	
-105				
	50/5		12	
-110				
	50/3		15	
-115				
	50/4		13	
-120				

SOIL BORING 107741-026.GPJ IL_DOT.GDT 3/3/23

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
Shannon & Wilson, Inc.

SOIL BORING LOG

Date 2/9/23

ROUTE FAI 180 (I-180) **DESCRIPTION** I-180 over Bureau Creek, 1.2 mi South of IL 26 **LOGGED BY** Jim Zschau

SECTION 06-2B-1 **LOCATION** East shoulder, NB lane, north of creek., **SEC.** 12, **TWP.** 15N, **RNG.** 9E, 4th **PM**, **Latitude** 41°18'1.35"N, **Longitude** 89°24'2.35"W

COUNTY Bureau **DRILLING METHOD** Mud Rotary (4.0" ID, 8.0" OD) **HAMMER TYPE** Auto SPT 140 lb

STRUCT. NO. 006-0052 (Exist.)
Station 521+42

BORING NO. NB-SW-2
Station 520+45
Offset 11.0 ft East
Ground Surface Elev. 476.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 463.5 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Material
				Completely Weathered, Light-gray, Wet SHALE; slightly fissile rock *(continued)*
	50/4		13	
-125				
347.10	50/5		14	
				Bottom of hole @ 128.9 ft End of Boring
-130				
-135				
-140				

SOIL BORING 107741-026.GPJ IL_DOT.GDT 3/3/23

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)

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS\422057.08 IDOT D3 PTB 204-028 WO 08 I-180 over Bureau Creek\DGN\Bridge\Final\Plotsheets\006-0193&0194-66K66-065-Soil Borings Log.dgn
2/12/2024 10:38:40 AM

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 65 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	205
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0052 (Exist.)
Station 521+42.00

BORING NO. 1
Station 520+18
Offset 0.0 ft NB CL
Ground Surface Elev. 470.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 464.0 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Topsoil 469.50
				Soft Gray and Black Organic Sandy Clay
	3			
			24	
-5	3			
▽				
	4		25	
				461.50
				Loose Fine Sand, Trace Gravel
-10	6		34	
				458.00
	8			Firm Medium Gravelly Sand
-15	12			
	9			
-20	10			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Firm Medium Gravelly Sand *(continued)*
	16			
445.00 -25	20			
				Dense Medium Sand, with Little Medium Gravel
	38			
440.00 -30	40			
				Hard Gray Silty Clay, with Little Fine Sand
	51	>4.5 P	15	
-35	60	>4.5 P	13	
	61		14	
-40	129	>4.5 P	10	

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0052 (Exist.)
Station 521+42.00

BORING NO. 1
Station 520+18
Offset 0.0 ft NB CL
Ground Surface Elev. 470.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 464.0 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Hard Gray Silty Clay, with Little Fine Sand *(continued)*
	143	>4.5 P	10	
425.00 -45	184	>4.5 P	10	
				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)

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 66 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	206
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0051 (Exist.)
Station 521+42.00

BORING NO. 2
Station 520+55
Offset 0.0 ft SB CL
Ground Surface Elev. 471.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 465.0 ft ▽
After Hrs. ft

Material	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Topsoil 470.50				
Soft Black Organic Sandy Clay				
		3		35
	-5	4		25
▽ 464.50				
Loose Fine Gray Sand, Wet		3		
	-10	3		
		5		
456.00	-15	6		
Dense Medium Sand with Trace Gravel				
		36		
	-20	39		
Dense Medium Sand with Trace Gravel *(continued)*				
	-25	34		
		41		
441.00	-30	47		
Very Dense Medium Sand with Trace Gravel				
		49		
433.00	-35	55		
Hard Silty Clay				
	-40	98		

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 2/10/22

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0051 (Exist.)
Station 521+42.00

BORING NO. 2
Station 520+55
Offset 0.0 ft SB CL
Ground Surface Elev. 471.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 465.0 ft ▽
After Hrs. ft

Material	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Hard Silty Clay *(continued)*				
		127		8
426.00	-45	138		6
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)

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 2/10/22

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.08 IDOT D3 PTB 204-028 WO 08 I-180 over Bureau Creek\DGN\Bridge\Final\PltSheets\006-0193&0194-66K66-067-Soil Borings_Log.dgn
2/12/2024 10:38:58 AM

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 67 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	207
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0052 (Exist.)
Station 521+42.00

BORING NO. 3
Station 521+46
Offset 0.0 ft NB CL
Ground Surface Elev. 471.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 467.0 ft
After 24 Hrs. 460.0 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Brown Silty Topsoil
469.50				
	2		27	Soft Dark Brown Silty Clay
▽				
-5	4		114	
	3		33	
-10	3		27	
▼				
	3		25	
-15	4		28	
456.00				
	29	0.7-1.0 P	31	Very Tough Gray Clay
-20	33	1.1-1.5 P		
450.00				Very Tough Gray Clay *(continued)*
	24			Firm Fine Sand with Trace Small Gravel
-25	25			
445.00				
	36			Dense Coarse Sand with Trace Small Gravel
-30	46			
-35	30			
-40	27			

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
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0052 (Exist.)
Station 521+42.00

BORING NO. 3
Station 521+46
Offset 0.0 ft NB CL
Ground Surface Elev. 471.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 467.0 ft
After 24 Hrs. 460.0 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Dense Coarse Sand with Trace Small Gravel *(continued)*
	46			
427.50				
				Very Dense Coarse Sand, Trace Medium Gravel
-45	50			
	53			
421.00 -50	50			
				End of Boring
-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)

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 2/10/22

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.08 IDOT D3 PTB 204-028 WO 08 I-180 over Bureau Creek\DGN\Bridge\Final\Plotsheets\006-0193&0194-66K66-Soil Borings Log.dgn
2/12/2024 10:39:07 AM

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 68 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	208
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0051 (Exist.)
Station 521+42.00

BORING NO. 4
Station 521+80
Offset 0.0 ft SB CL
Ground Surface Elev. 464.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 460.0 ft
After 24 Hrs. 455.0 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
463.70				Topsoil
				Very Loose Fine Sand
	3		23	
460.50				
				Very Loose Fine Silty Sand ▽
-5	5			
	4		27	
455.50				
				Soft Gray Silty and Sandy Clay ▼
-10	4		30	
	3		25	
-15	6		26	
	3			
446.00				
				Firm Medium Sand with Trace of Small Gravel
-20	16			
				Firm Medium Sand with Trace of Small Gravel *(continued)*
	19			
439.00 -25	27			
				Dense Medium Sand with Trace Small Gravel
	37			
-30	50			
	39			
-35	30			
	28			
-40	31			

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
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0051 (Exist.)
Station 521+42.00

BORING NO. 4
Station 521+80
Offset 0.0 ft SB CL
Ground Surface Elev. 464.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 460.0 ft
After 24 Hrs. 455.0 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Dense Medium Sand with Trace Small Gravel *(continued)*
421.50	48			
				Very Dense Coarse Sand, Some Small Gravel
-45	52			
	54			
414.00 -50	51			
				End of Boring
-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)

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 2/10/22

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 69 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	209
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0052 (Exist.)
Station 521+42.00

BORING NO. 5
Station 522+72
Offset 0.0 ft NB CL
Ground Surface Elev. 471.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 465.0 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
470.50				Brown Topsoil
				Stiff Brown Silty Clay, Trace Small Gravel
	5		28	
-5	10	0.9 P	20	
▽				
	7		22	
-10	8		25	
460.00				Loose Fine to Medium Sand
	7			
457.50				Firm Brown Silty Fine Sand
-15	5		28	
	16			
-20	23			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Firm Brown Silty Fine Sand *(continued)*
	24	0.4 P	28	
-25	24		39	
445.00				Dense Fine to Medium Sand
	40			
-30	40			
				Boulder at 31 Feet
	100/0"			
-35	100/0"			
	42			
-40	46			

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
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0052 (Exist.)
Station 521+42.00

BORING NO. 5
Station 522+72
Offset 0.0 ft NB CL
Ground Surface Elev. 471.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 465.0 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
430.00				Dense Fine to Medium Sand *(continued)*
				Very Dense Fine to Medium Sand, Wet
	52			
-45	56			
	47			
-50	24			
	53			
-55	65			
	74			
411.00 -60	74			

End of Boring

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0051 (Exist.)
Station 521+42.00

BORING NO. 6
Station 523+04
Offset 0.0 ft SB CL
Ground Surface Elev. 471.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 467.5 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Brown Clayey Silty Topsoil 470.50
				Stiff Brown Silty Clay, Moist
	6		19	
▽				
-5	6		26	
	7			
-10	7			
			22	
	7			
456.00 -15	8	0.3 P	25	
				Tough Brown Silty Clay, Moist
	10		23	
-20	13		29	
				Tough Brown Silty Clay, Moist *(continued)* 450.00
				Firm Fine Brown Sand
-25	16			
				445.00
				Very Tough Gray Silty Clay
	33		23	
-30	35		24	
				440.00
				Very Dense Medium Sand, with Some Medium Gravel
	40			
-35	50			
	50			
-40	56			

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 2/10/22

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
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0051 (Exist.)
Station 521+42.00

BORING NO. 6
Station 523+04
Offset 0.0 ft SB CL
Ground Surface Elev. 471.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 467.5 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Very Dense Medium Sand, with Some Medium Gravel *(continued)*
	59			
-45	60			
	72			
-50	75			
	81			
-55	96			
	104			
411.00 -60	113			
				End of Boring

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 2/10/22

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)

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.08 IDOT D3 PTB 204-028 WO 08 I-180 over Bureau Creek\DGN\Bridge\Final\Plotsheets\006-0193&0194-66K66-071-Soil Borings Log.dgn
2/12/2024 10:39:34 AM

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 71 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	211
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0051 (Exist.)
Station 521+42.00

BORING NO. 7
Station 519+31
Offset 0.0 ft SB CL
Ground Surface Elev. 470.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 464.0 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
				Soft Black Topsoil
469.00				
				Stiff Black to Brown Silty Clay, Moist
	4		32	
-5	6		30	
▽				
	8		32	
-10	8		8	
459.00				
				Firm Silty Fine Sand with Trace Gravel
	16			
-15	14			
	16			
-20	21		28	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
				Firm Silty Fine Sand with Trace Gravel *(continued)*
	19			
445.00 -25	23			
				Dense Medium Sand
	29			
440.00 -30	39			
				Very Dense Silty Fine Sand
	51			
-35	53			
	48			
-40	51			

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 2/10/22

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
Illinois Department of Transportation

SOIL BORING LOG

Date 1/1/67

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 miles South of IL 26 Junction LOGGED BY

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude , Longitude

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE

STRUCT. NO. 006-0051 (Exist.)
Station 521+42.00

BORING NO. 7
Station 519+31
Offset 0.0 ft SB CL
Ground Surface Elev. 470.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 464.0 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
				Very Dense Silty Fine Sand *(continued)*
	54			
425.00 -45	57			
				End of Boring
-50				
-55				
-60				

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 2/10/22

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)

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.08 IDOT D3 PTB 204-028 WO 08 I-180 over Bureau Creek\DGN\Bridge\Final\Plotsheets\006-0193&0194-66K66-072-Soil Borings Log.dgn
2/12/2024 10:39:43 AM

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 72 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	212
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 4/19/22

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 mi South of IL 26 LOGGED BY Larry Myers

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude 41.3008, Longitude -89.40105

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 006-0051 (Exist.)
Station 521+42.00

BORING NO. 01 (NW Quad)
Station 519+16
Offset 61.1 ft Rt.
Ground Surface Elev. 502.55 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 461.5 ft ▼
Upon Completion 474.5 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Bituminous Shoulder, Gray Silty Clay Loam/Silty Loam Till Fill			
497.55 -5			
Very Stiff to Hard Gray Silty Clay Loam Till Fill	6		
	6 9	4.5 P	10
	4		
	4 5	4.5 P	12
-10			
	4		
	3 3	4.1 B	13
	3		
	4 4	4.2 B	15
Saturated Sand Layer at 14'			
-15	3		
	3 5	4.1 B	14
	3		
	4 5	4.1 B	11
483.05 -20			
Very Stiff Light Brown Silty Clay Loam Till Fill *(continued)*	3		
	3 5	3.8 B	15
480.55			
Medium Brown Fine to Medium Sand - with Minor Sandy Loam Layers - Fill	5		
	11 14		7
-25	4		
	9 10		3
475.55			
Very Stiff Gray Silty Clay Loam Till - Possibly Fill ▽	4		
	6 4	3.4 B	9
473.05			
Hard Brown and Gray Silty Clay Loam Till -30	2		
	7 9	4.1 S	19
470.55			
Hard Gray Silty Clay Loam Grading to Silty Sand	2		
	8 16	>4.5 P	8
468.05			
Dense to Loose Gray Fine to Coarse Sand with Some Fine to Medium Gravel Pieces -35	8		
	16 16		5
	3		
	5 6		9
-40			

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 6/7/22

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
Illinois Department of Transportation

SOIL BORING LOG

Date 4/19/22

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 mi South of IL 26 LOGGED BY Larry Myers

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude 41.3008, Longitude -89.40105

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 006-0051 (Exist.)
Station 521+42.00

BORING NO. 01 (NW Quad)
Station 519+16
Offset 61.1 ft Rt.
Ground Surface Elev. 502.55 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 461.5 ft ▼
Upon Completion 474.5 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Dense to Loose Gray Fine to Coarse Sand with Some Fine to Medium Gravel Pieces *(continued)* ▼	2		
	3 4		16
Free Water at 41' 460.55			
Loose Gray and Black Silty Fine to Medium Sand with Some Black Organics	2		
	2 4		26
-45	5		
	4 6		25
455.55			
Dense to Medium Gray Fine Sand to Coarse Gravel	10		
	14 18		11
-50	6		
*Washed Sample 50.0'-51.5'	11 14	*	12
*Washed Sample 52.5'-54.0'	8		
	10 12	*	11
-55	11		
*Washed Sample 55.0'-56.5'	10 12	*	13
	10		
	12 15		18
-60			
Dense to Medium Gray Fine Sand to Coarse Gravel *(continued)*	11		
	13 17		14
	10		
	18 21		16
-65	11		
	22 24		12
436.05			
End of Boring			
-70			
-75			
-80			

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 6/7/22

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)

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 73 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	213
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 4/21/22

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 mi South of IL 26 LOGGED BY Larry Myers

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude 41.29959, Longitude -89.40096

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 006-0051 (Exist.)
Station 521+42.00

BORING NO. 02 (SE Quad)
Station 523+51
Offset 23.9 ft Rt.
Ground Surface Elev. 514.12 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 459.1 ft ▼
Upon Completion 464.1 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Brown and Gray Silty Clay Loam Fill				
	511.62			
Very Stiff Brown Silty Clay Loam Till Fill, and Sand and Gravel Fill		3		
		4 3	2.5 P	13
	509.62			
Hard Gray Silty Clay Loam Till Fill with Some Larger Gravel Pieces	-5	3		
		7 8	4.8 S	10
		3		
		6 10	5.1 S	11
	-10	10		
		12 9	5.1 S	10
		11		
		12 13	5.0 S	10
1.5' of Medium Brown Sand at 15'	-15	5		
		11 13		6
		2		
		5 7	4.6 S	10
	-20			
Hard Gray Silty Clay Loam Till Fill with Some Larger Gravel Pieces *(continued)*		5		
		5 7	4.5 S	11
		5		
	489.62			
Dense Brown Fine Sand to Coarse Gravel - Layered Fill	-25	20		
		22 21		8
	487.12			
Hard Gray Silty Clay Loam Till Fill		5		
		7 8	4.3 S	11
	-30	4		
		6 9	4.6 S	11
	482.12			
Medium Gray and Brown Sandy Loam, Sand, Loam Layered - Possibly Fill		6		
		9 10		11
	-35	4		
		7 7		14
		12		
	476.12			
Hard Gray Silty Clay Loam Till		9 10	4.6 S	11
	-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
Illinois Department of Transportation

SOIL BORING LOG

Date 4/21/22

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 mi South of IL 26 LOGGED BY Larry Myers

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude 41.29959, Longitude -89.40096

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 006-0051 (Exist.)
Station 521+42.00

BORING NO. 02 (SE Quad)
Station 523+51
Offset 23.9 ft Rt.
Ground Surface Elev. 514.12 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 459.1 ft ▼
Upon Completion 464.1 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Hard Gray Silty Clay Loam Till *(continued)*		7		
		8 8	4.6 S	9
	471.62			
Medium Gray Sandy Loam Grading to Medium Sand with Organics		8		
		11 16		15
	469.62			
Hard Black to Gray Silty Clay with Some Organics	-45	7		
		8 9	4.0 S	16
	467.12			
Very Stiff to Soft Brown Silty Clay with Silty Loam/Silt Layers, and Sand Layers Alternating		3		
		4 5	2.4 B	22
WH = Weight of Hammer	▽ -50	WH		
		WH 2	0.5 P	24
		3		
		2 3	1.5 P	22
	▼ -55	3		
		2 3		24
		3		
*Washed Sample 57.5'-59.0'		3 4	*	27
	-60			
Very Stiff to Soft Brown Silty Clay with Silty Loam/Silt Layers, and Sand Layers Alternating		3		
		4 5	2.0 P*	25
WH = Weight of Hammer *(continued)*				
*Washed Sample 60.0'-61.5'		4		
		5 6	2.5 P	28
	-65	5		
		5 6	3.0 P	23
		6		
		7 8	3.5 P	21
	-70	7		
		7 9	3.5 P	25
	442.62			
End of Boring				
	-75			
	-80			

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

BBS, form 137 (Rev. 8-99)

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -
	CHECKED - ACB	REVISED -
PLOT SCALE =	DRAWN - CMC	REVISED -
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 74 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	214
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 4/26/22

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 mi South of IL 26 LOGGED BY Larry Myers

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude 41.29954, Longitude -89.40064

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 006-0052 (Exist.)
Station 521+42.00

BORING NO. 03 (SE Quad)
Station 523+71
Offset 62.1 ft Lt.
Ground Surface Elev. 514.87 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 457.9 ft ▼
Upon Completion 457.9 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Bituminous Shoulder.				
Brown/Gray Silty Clay Loam Till Fill				
	509.87 -5			
Hard Gray Silty Clay Loam Till Fill with Some Silty Loam Till Fill Layers		3		
		6 7	5.0 S	11
		6		
		8 10	5.0 S	10
	-10			
		9		
		13 9	6.1 S	8
		4		
		5 8	5.0 S	10
	-15			
		4		
		4 8	4.6 S	10
		4		
		5 6	4.0 B	12
	-20			
Hard Gray Silty Clay Loam Till Fill with Some Silty Loam Till Fill Layers *(continued)*		3		
		3 5	3.8 B	11
		3		
		5 6	4.0 B	12
	-25			
		4		
		8 10	5.1 S	9
Minor Fill Sand Layer at 27.5'		5		
		8 7	4.6 B	9
	-30			
		4		
		5 8	4.2 S	11
		6		
		8 10	4.7 S	13
	-35			
		6		
		8 12	5.1 S	14
		9		
Minor Fill Sand Layer at 37.5'		14 10		15
	-40			

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 6/7/22

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
Illinois Department of Transportation

SOIL BORING LOG

Date 4/26/22

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 mi South of IL 26 LOGGED BY Larry Myers

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude 41.29954, Longitude -89.40064

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 006-0052 (Exist.)
Station 521+42.00

BORING NO. 03 (SE Quad)
Station 523+71
Offset 62.1 ft Lt.
Ground Surface Elev. 514.87 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 457.9 ft ▼
Upon Completion 457.9 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Hard Gray Silty Clay Loam Till Fill with Some Silty Loam Till Fill Layers *(continued)*		9		
		10 11	5.1 S	10
		6		
		6 7	4.2 S	10
	470.87			
Hard to Very Stiff Black to Brown Silty Clay	-45			
		5		
		5 9	4.0 B	20
		3		
		5 6	3.6 B	15
	465.37			
Medium to Stiff Brown Silty Loam with Layers of Silt and Fine Sand and Fine Gravel Layers	-50	2		
		2 2	1.0 P	25
		1		
		2 3	1.0 P	24
	-55			
		2		
		2 3	1.0 P	19
	▽▼			
*Washed Sample 57.5'-59.0'		2		
		3 4	1.5 P*	25
	-60			
Medium to Stiff Brown Silty Loam with Layers of Silt and Fine Sand and Fine Gravel Layers *(continued)*		3		
		3 4	1.5 P*	27
*Washed Sample 60.0'-61.5'				
*Washed Sample 62.5'-64.0'		3		
		4 4	1.5 P*	28
	-65			
*Washed Sample 65.0'-66.5'		3		
		5 4	2.0 P*	24
	448.37			
End of Boring				
	-70			
	-75			
	-80			

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 6/7/22

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)

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 75 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	215
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 4/27/22

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 mi South of IL 26 LOGGED BY Larry Myers

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude 41.30076, Longitude -89.40074

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 006-0052 (Exist.)
Station 521+42.00

BORING NO. 04 (NW Quad)
Station 519+24
Offset 22.9 ft Lt.
Ground Surface Elev. 502.28 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 462.3 ft ▼
Upon Completion 462.3 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Brown to Gray Silty Clay Loam Till Fill				
	497.28 -5			
Hard to Very Stiff Gray Silty Clay Loam Till Fill		5		
		5	4.0	10
		5	P	
		4		
		5	4.4	12
		5	S	
	-10			
		4		
		3	3.2	13
		3	B	
		5		
		4	3.9	11
		4	B	
	-15			
		5		
		8	4.4	11
		7	S	
		5		
		7	4.6	11
		8	S	
	-20			
Hard to Very Stiff Gray Silty Clay Loam Till Fill *(continued)*		5		
		6	5.0	11
		11	S	
10" Fill Sand at 22.5'		5		
		4	3.8	12
		4	B	
	-25			
		4		
		4	3.9	11
		6	B	
Some Silty Clay and Silty Loam Fill Layers after 27'				
		3		
		2	2.0	22
		4	P	
	-30			
		3		
	470.28			
Hard Alternating Layers of Black, Brown, Gray Silty Clay, Silty Loam, Silty Clay Loam Till, Silt - Possibly Fill		5		
		5	4.1	14
		5	B	
		7		
		11	5.1	14
		14	S	
	-35			
		8		
		11	5.1	12
		13	S	
	465.28			
Medium to Loose Brown Fine to Coarse Gravel		4		
		7		11
WH = Weight of Hammer		9		
	-40			

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 6/7/22

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
Illinois Department of Transportation

SOIL BORING LOG

Date 4/27/22

ROUTE FAI 180 (I-180) DESCRIPTION I-180 over Bureau Creek, 1.2 mi South of IL 26 LOGGED BY Larry Myers

SECTION 06-2B-1 LOCATION NE 1/4, SEC. 12, TWP. 15N, RNG. 9E, 4th PM,
Latitude 41.30076, Longitude -89.40074

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 006-0052 (Exist.)
Station 521+42.00

BORING NO. 04 (NW Quad)
Station 519+24
Offset 22.9 ft Lt.
Ground Surface Elev. 502.28 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 462.3 ft ▼
Upon Completion 462.3 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium to Loose Brown Fine to Coarse Gravel		WH		
		2		18
		4		
WH = Weight of Hammer *(continued)*				
Free Water at 40'				
		4		25
		6		
	-45			
		3		
		5		28
		7		
	455.28			
Medium Gray Fine to Coarse Sand with Fine to Coarse Gravel		3		
*Washed Sample 47.5-49.0'		5		9
		7	*	
	-50			
*Washed Sample 50.0'-51.5'		3		
		5		13
		8	*	
		6		
		9		18
	448.28	10		
Dense Gray to Fine Sand to Coarse Gravel - Loamy				
	-55			
		13		
		20		9
		13		
*Washed Sample 57.5'-59.0'		13		
		14		14
		15	*	
	-60			
Dense Gray to Fine Sand to Coarse Gravel - Loamy *(continued)*		12		
		13		10
		15	*	
*Washed Sample 60.0'-61.5'				
*Washed Sample 62.5'-64.0'		13		
		15		13
		16	*	
	437.78			
Hard Gray Silty Loam Till	-65			
*Washed Sample 65.0'-66.5'		20		
		13	5.1	12
	435.78	20	S*	
End of Boring				
	-70			
	-75			
	-80			

SOIL BORING 006-0051,0052.GPJ IL_DOT.GDT 6/7/22

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)

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS\422057.08 IDOT D3 PTB 204-028 WO 08 I-180 over Bureau Creek\DGN\Bridge\Final\PltSheets\006-4193&0194-66K66-076-Soil Borings Log.dgn

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 76 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	216
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

2/12/2024 10:40:21 AM

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 2/13/23

ROUTE F. A. I. - 180 DESCRIPTION I-180 over Bureau Creek LOGGED BY KEG

SECTION 06-2B-1 LOCATION Near Princeton IL, 41.300390333° Latitude and -89.400923361° Longitude

COUNTY Bureau DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 006-0051
Station 521+42.45

BORING NO. SB-01
Station 520+25.53
Offset 19.9 ft RT
Ground Surface Elev. 468.97 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 453.0 ft ▼
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILT LOAM - Grayish Brown, Soft		3		
		3 3	0.7 B	20
		2		
w/ Some Fine Sand + Gravel		2 3	0.2 B	28
	-5	4		
13.9% Gravel, 30.2% Sand, 45.3% Silt, 10.5% Clay		6 9	0.1 B	27
		4		
w/ Some Coarse Sand		7 6	0.2 B	25
	-10			
	458.0	1 2 4	-	24
SAND - Gray, Loose, w/ Organics	455.5			
		2		
SILT LOAM- Light Brown, Soft, w/ some Gray, Fine, Sands		3 1	0.2 B	23
	-15			
	453.0 ▼	3		
SAND - Gray, Loose, Coarse, w/ Some Pebbles		3 4	-	16
		5		
	-20	4 5	-	12
SAND - Gray, Loose, Coarse, w/ Some Pebbles *(continued)*		8		
Becomes Medium Dense		8 11	-	10
		4		
	-25	4 10	-	13
		9		
		8 12	-	18
		6		
	-30	10 12	-	20
	435.5	11		
GRAVEL - Medium-dense		14 12	-	7
	-35			
	430.5	10		
SILT LOAM - Gray, Medium Stiff to Stiff, w/ Trace Gravel	-40	11 12	1.5 B	15

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 2/13/23

ROUTE F. A. I. - 180 DESCRIPTION I-180 over Bureau Creek LOGGED BY KEG

SECTION 06-2B-1 LOCATION Near Princeton IL, 41.300390333° Latitude and -89.400923361° Longitude

COUNTY Bureau DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 006-0051
Station 521+42.45

BORING NO. SB-01
Station 520+25.53
Offset 19.9 ft RT
Ground Surface Elev. 468.97 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 453.0 ft ▼
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILT LOAM - Gray, Medium Stiff to Stiff, w/ Trace Gravel *(continued)*				
w/o Gravel		12		
		15 14	1.3 B	15
	-45			
w/ Gravel		13		
		14 16	1.5 P	11
	-50			
	410.5	33		
SAND - Gray, Medium Dense to Very Dense, w/Gravel + Granite Fragments		32 39	-	10
	-60			
SAND - Gray, Medium Dense to Very Dense, w/Gravel + Granite Fragments *(ccntinued)*				
	-65			
		17		
	-70	26 28	-	12
	-75			
	-80	33 35 19	-	10

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

BBS, form 137 (Rev. 8-99)

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -
	CHECKED - ACB	REVISED -
PLOT SCALE =	DRAWN - CMC	REVISED -
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 77 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	217
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 2/13/23

ROUTE F. A. I. - 180 DESCRIPTION I-180 over Bureau Creek LOGGED BY KEG

SECTION 06-2B-1 LOCATION Near Princeton IL, 41.300390333° Latitude and -89.400923361° Longitude

COUNTY Bureau DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 006-0051
Station 521+42.45

BORING NO. SB-01
Station 520+25.53
Offset 19.9 ft RT
Ground Surface Elev. 468.97 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 453.0 ft ▼
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND - Gray, Medium Dense to Very Dense, w/Gravel + Granite Fragments *(continued)*				
	385.5			
SHALE - Gray, Moderately Hard		100/5"		
	-85	- -	5.6 S	17
Poor Recovery		100/1"		
	-90	- -	-	20
Becomes Blueish Gray		100/3.25"		
	-95	- -	1.5 B	15
Becomes Soft, Dark Gray Poor Recovery		100/3"		
	-100	- -	-	19
SHALE - Gray, Moderately Hard *(continued)*				
Becomes Moderately Hard		100/2.75"		
	-105	- -	2.8 P	17
		100/3.25"		
	-110	- -	3.2 S	18
		100/2.5"		
	-115	- -	1.2 S	17
		100/5.375"		
	-120	- -	0.7 B	18

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 2/13/23

ROUTE F. A. I. - 180 DESCRIPTION I-180 over Bureau Creek LOGGED BY KEG

SECTION 06-2B-1 LOCATION Near Princeton IL, 41.300390333° Latitude and -89.400923361° Longitude

COUNTY Bureau DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 006-0051
Station 521+42.45

BORING NO. SB-01
Station 520+25.53
Offset 19.9 ft RT
Ground Surface Elev. 468.97 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 453.0 ft ▼
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SHALE - Gray, Moderately Hard *(continued)*				
Becomes Moderately Hard to Hard		100/5.75"		
	-125	- -	4.2 B	19
		100/5"		
	-130	- -	4.8 B	21
No Recovery		100/0.8"		
	334.0 -135	- -	-	
End of Boring	-140			

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)

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 78 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	218
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 2/15/23

ROUTE F. A. I. - 180 DESCRIPTION I-180 over Bureau Creek LOGGED BY KEG

SECTION 06-2B-1 LOCATION Near Princeton IL, 41.3000433° Latitude and -89.4011098° Longitude

COUNTY Bureau DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 006-0051
Station 521+42.45

BORING NO. SB-02
Station 521+80.00
Offset 60.4 ft RT
Ground Surface Elev. 513.86 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 (%)
Blind Coring			
-5			
-10			
-15			
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Blind Coring *(continued)*			
-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 2/15/23

ROUTE F. A. I. - 180 DESCRIPTION I-180 over Bureau Creek LOGGED BY KEG

SECTION 06-2B-1 LOCATION Near Princeton IL, 41.3000433° Latitude and -89.4011098° Longitude

COUNTY Bureau DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 006-0051
Station 521+42.45

BORING NO. SB-02
Station 521+80.00
Offset 60.4 ft RT
Ground Surface Elev. 513.86 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 (%)
Blind Coring *(continued)*			
-45			
-50			
-55			
-60			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Blind Coring *(continued)*			
-65			
-70			
-75			
-80			

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

BBS, form 137 (Rev. 8-99)

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 79 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	219
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 2/15/23

ROUTE F. A. I. - 180 DESCRIPTION I-180 over Bureau Creek LOGGED BY KEG

SECTION 06-2B-1 LOCATION Near Princeton IL, 41.3000433° Latitude and -89.4011098° Longitude

COUNTY Bureau DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 006-0051
Station 521+42.45

BORING NO. SB-02
Station 521+80.00
Offset 60.4 ft RT
Ground Surface Elev. 513.86 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 (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Blind Coring *(continued)*				SAND - Grayish Brown, Dense, Coarse, w/Gravel *(continued)*			
430.4							
SAND - Grayish Brown, Dense, Coarse, w/Gravel	18			Poor Recovery	50/5"		
	19	-	15		-	-	19
-85	23			-105	-		
1.3% Gravel, 93.8% Sand, 4.9% Silt + Clay	12			Poor Recovery	50/3.75"		
	14	-	18		-	-	12
	15				-		
-90				-110			
	13				36		
	16	-	14		50/4.75"	-	21
	27				-		
-95				-115			
Becomes Very Dense	43			Poor Recovery	50/5.25"		
	26	-	15		-	-	19
	34				-		
-100				-120			

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)

Date 2/15/23

ROUTE F. A. I. - 180 DESCRIPTION I-180 over Bureau Creek LOGGED BY KEG

SECTION 06-2B-1 LOCATION Near Princeton IL, 41.3000433° Latitude and -89.4011098° Longitude

COUNTY Bureau DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 006-0051
Station 521+42.45

BORING NO. SB-02
Station 521+80.00
Offset 60.4 ft RT
Ground Surface Elev. 513.86 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 (%)
SAND - Grayish Brown, Dense, Coarse, w/Gravel *(continued)*			
390.4			
No Recovery	100/1"		
	-	-	
-125	-		
End of Boring			
-130			
-135			
-140			

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)

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - CMC	REVISED -	
	CHECKED - ACB	REVISED -	
PLOT SCALE =	DRAWN - CMC	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

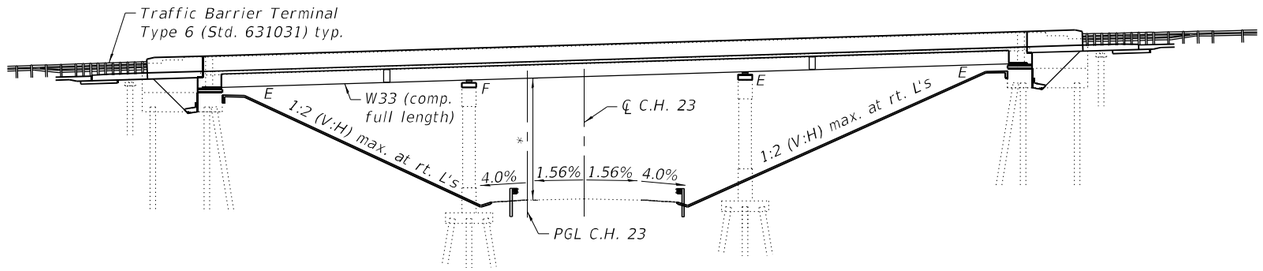
SOIL BORING LOGS
STRUCTURE NO. 006–0193 (SB) & 006–0194 (NB)
SHEET 80 OF 80 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1)ES	BUREAU	327	220
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

Benchmark:
Square cut on wall at southwest corner of NB I-180 over Bottom Road in concrete. Elev. 532.52.

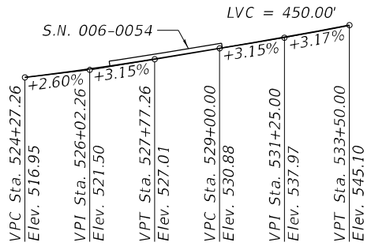
Existing Structure:
SN 006-0053 and SN 006-0054 were originally built in 1967 as Section 06-2-HB-I to carry I-180 over C.H. 23. Each superstructure consists a 7½" normal crowned reinforced concrete slab supported on three simple spans of 42" concrete I-beams. Substructure elements consist of concrete stub abutments and three column piers, on concrete pile supported footings. In 2000, concrete repairs were made to the deck and beams, expansion joint and abutment bearing were replaced and a micro-silica overlay was placed. Bridges measure 176'-3" bk.-to-bk. of abutments and 42'-6" wide o.-to-o. The structures are skewed 23°46' left-forward. The existing superstructure will be removed and replaced. Traffic will be maintained utilizing cross-overs.

No salvage.



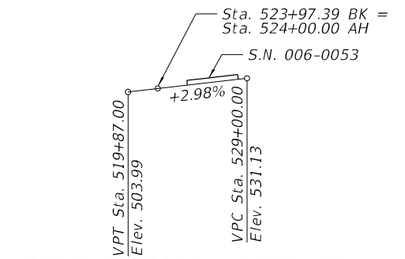
ELEVATION

** 27'-0" N.B. Min. Cl.*
24'-0" S.B. Min. Cl.



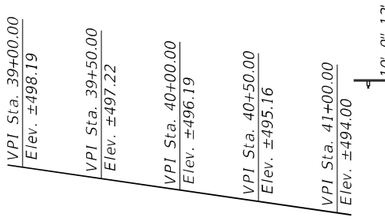
PROFILE GRADE - I-180 (NB)

(Along inside Edge of Pavement)
Up to ¼ inch to be ground off the bridge deck and the bridge approach slabs. The Profile Grade shows the final grade after grinding.

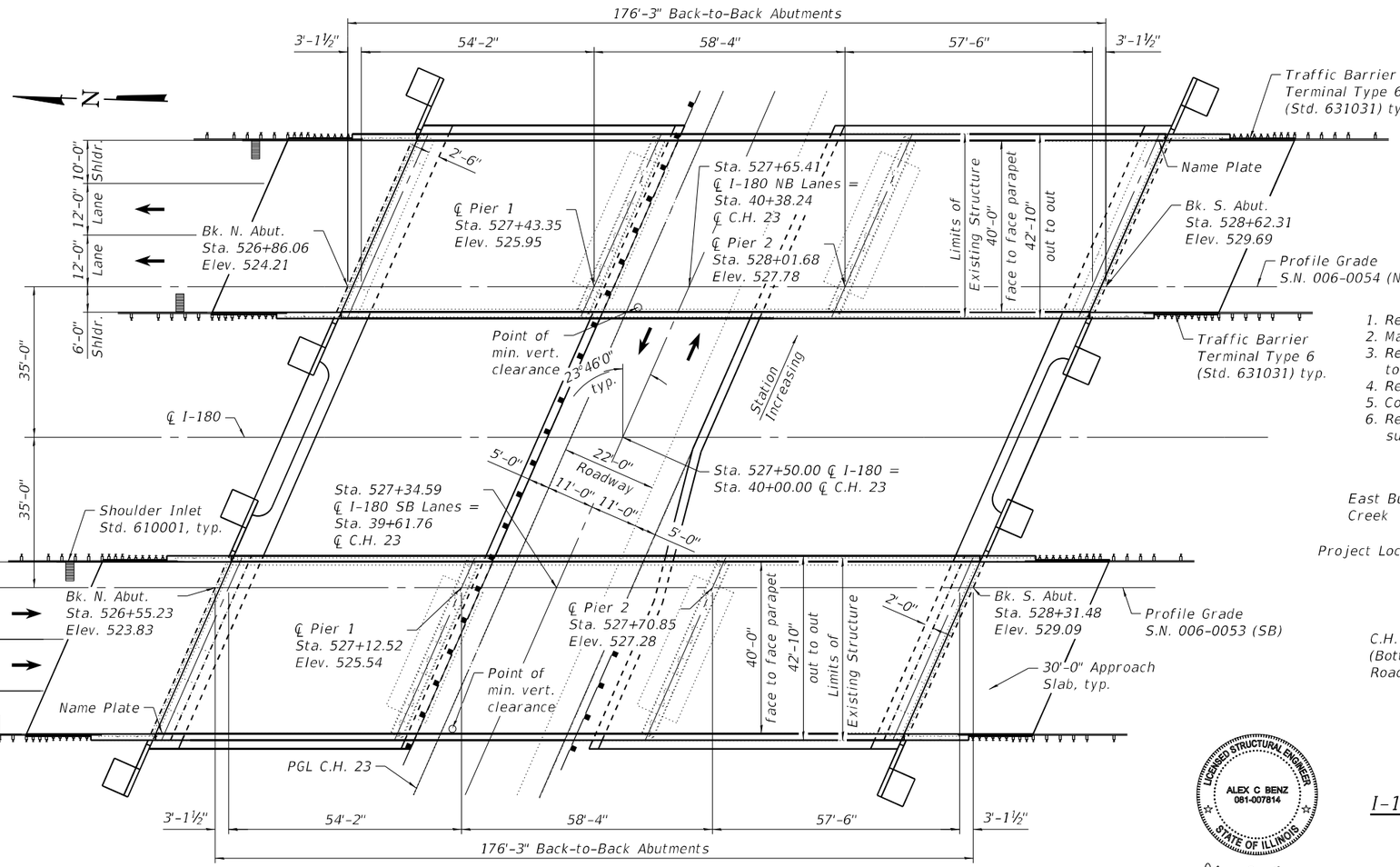


PROFILE GRADE - I-180 (SB)

(Along inside Edge of Pavement)
Up to ¼ inch to be ground off the bridge deck and the bridge approach slabs. The Profile Grade shows the final grade after grinding.



PROFILE GRADE - COUNTY HWY 23



PLAN

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

NEW CONSTRUCTION

f'c = 3,500 psi
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

EXISTING CONSTRUCTION

fc = 1,400 psi (1967 Construction)
fs = 20,000 psi (Reinforcement)

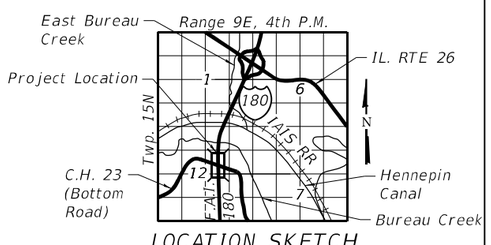
SEISMIC DATA

Seismic Performance Category (SPC) = A
Acceleration Coefficient (A) = 0.04g
Soil Coefficient (S) = 1.5

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

SCOPE OF WORK

1. *Remove and replace existing superstructure.*
2. *Make new deck composite full length.*
3. *Reconfigure existing abutments and wingwalls to semi-integral configuration.*
4. *Replace bearings utilizing extensions.*
5. *Construct approach slabs.*
6. *Replace north and south slopewalls and repair substructures.*



LOCATION SKETCH

LICENSED STRUCTURAL ENGINEER
ALEX C BENZ
081-007814
STATE OF ILLINOIS

Signed: Alex C. Benz
Date: 1/11/2024
License Expires: 11/30/2024

GENERAL PLAN & ELEVATION
I-180 OVER C.H. 23 (BOTTOM ROAD)
F.A.I. 180-SEC. (06-2HB-1)ES
BUREAU COUNTY
STATION 527+50.00
STRUCTURE NO. 006-0053 (SB)
STRUCTURE NO. 006-0054 (NB)

EFK•Moen
Civil Engineering Design

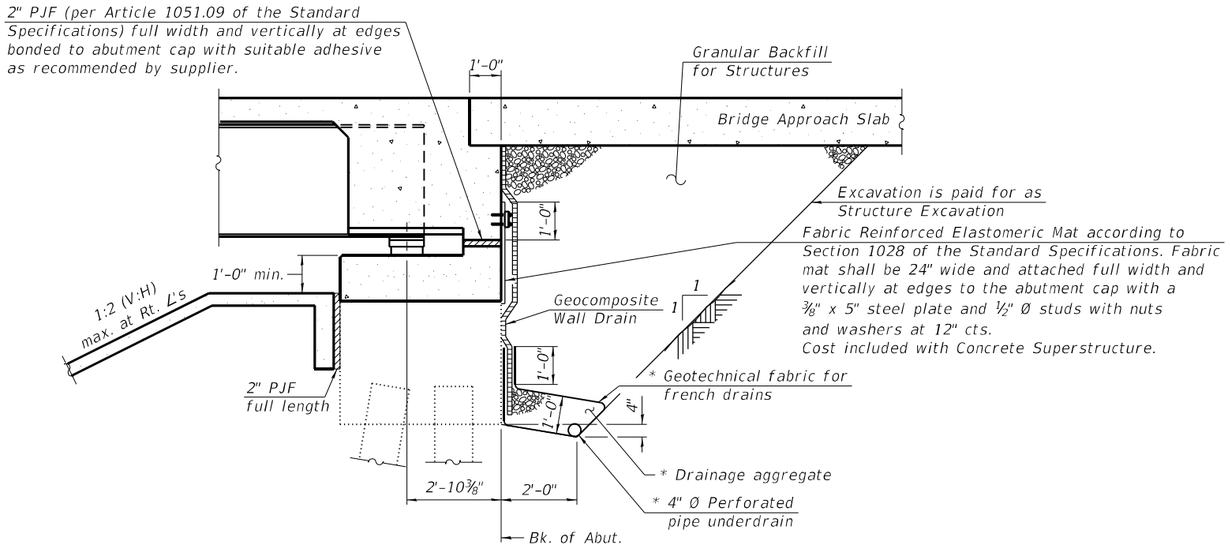
USER NAME = ABenz	DESIGNED - ACB	REVISED -
	CHECKED - CDL	REVISED -
PLOT SCALE =	DRAWN - ACB	REVISED -
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 006-0053 (SB) & 006-0054 (NB)
SHEET 1 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	221
		CONTRACT NO. 66K66		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: \\SERVER18\Projects\54\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Platsheets\006-0053&0054-66K66-001-General Plan and Elevation.dgn
1/11/2024 8:50:24 AM

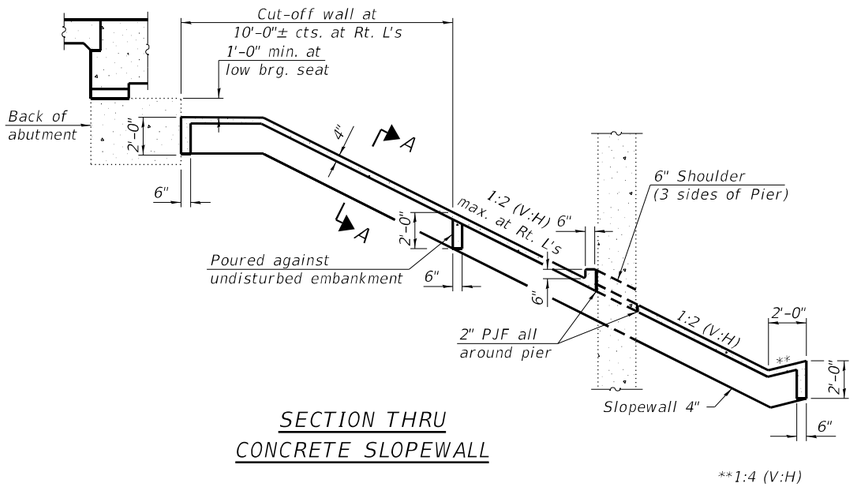


SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. at Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

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



SECTION THRU CONCRETE SLOPEWALL

**1:4 (V:H)

STA. 527+51.27
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. Rte. 180 Sec. (06-2HB-1)BR
LOADING HL-93
STR. NO. 006-0053

STA. 527+51.27
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. Rte. 180 Sec. (06-2HB-1)BR
LOADING HL-93
STR. NO. 006-0054

NAME PLATE

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts 7/8 in. diameter, holes 15/16 in. diameter, unless otherwise noted.

Calculated weight of Structural Steel = 158,460 lb (Grade 50)
34,210 lb (Grade 36)

No field welding is permitted except as specified in the contract documents.

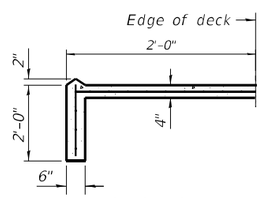
Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

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

The Inorganic Zinc Rich Primer/Acrylic/Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

Deck slab repairs may be required on the Stage 1 Traffic existing bridge (SN 006-0054) before shifting traffic to it. See Roadway Plans for more information and quantities.



SECTION A-A

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	2		2
Concrete Removal	Cu. Yd.		75.6	75.6
Slope Wall Removal	Sq. Yd.		2,336	2,336
Structure Excavation	Cu. Yd.		378	378
Concrete Structures	Cu. Yd.		145.8	145.8
Concrete Superstructure	Cu. Yd.	588.6		588.6
Protective Coat	Sq. Yd.	2,464		2,464
Concrete Superstructure (Approach Slab)	Cu. Yd.	237.6		237.6
Furnishing and Erecting Structural Steel	L. Sum	0.5		0.5
Stud Shear Connectors	Each	7,092		7,092
Reinforcement Bars, Epoxy Coated	Pound	232,100	20,950	253,050
Slope Wall 4 Inch	Sq. Yd.		2,322	2,322
Name Plates	Each	2		2
Elastomeric Bearing Assembly, Type I	Each		36	36
Anchor Bolts, 3/4"	Each		120	120
Granular Backfill For Structures	Cu. Yd.		349	349
Geocomposite Wall Drain	Sq. Yd.		193	193
Pipe Underdrains For Structures 4"	Foot		345	345
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,248		1,248
Bar Terminator	Each	500		500
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.		75	75
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.		40	40
Diamond Grinding (Bridge Section)	Sq. Yd.	2,252		2,252

INDEX OF SHEETS

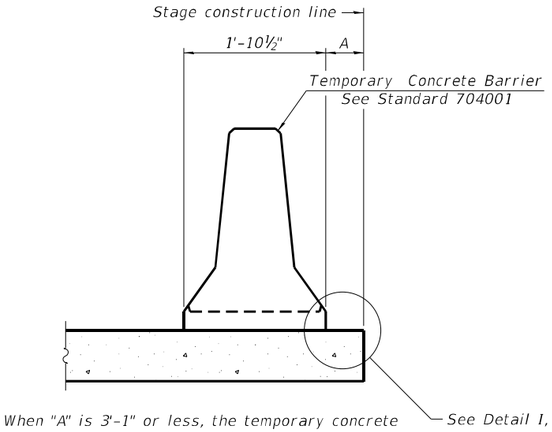
EFK•Moen Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 2/12/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

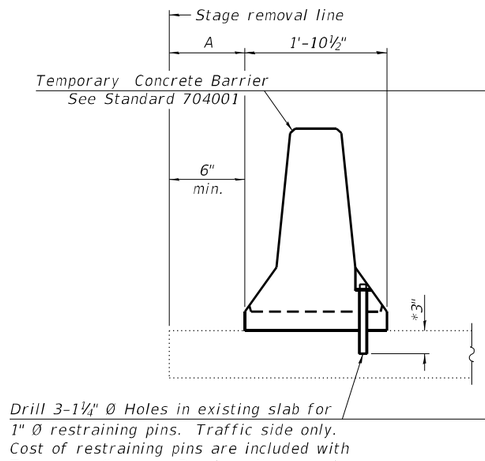
GENERAL DATA
STRUCTURE NO. 006-0053 (SB) & 006-0054 (NB)
SHEET 2 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	222
		CONTRACT NO. 66K66		
		ILLINOIS	FED. AID PROJECT	



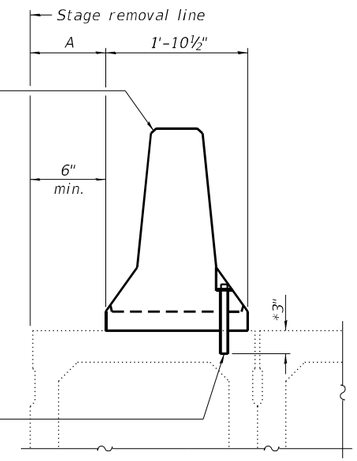
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

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".

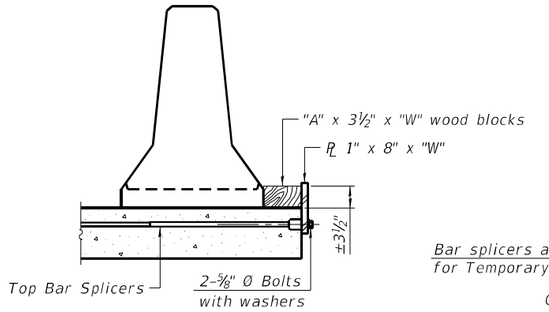
EXISTING SLAB



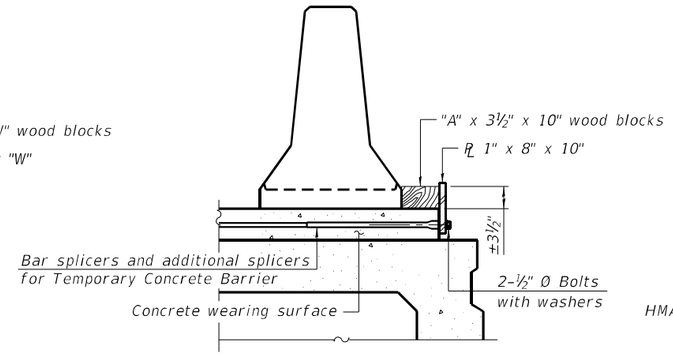
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

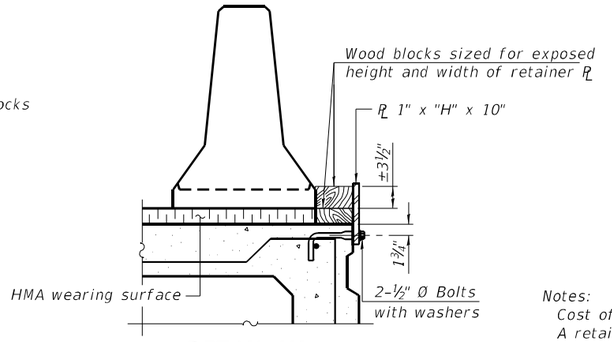
SECTIONS THRU SLAB OR DECK BEAM



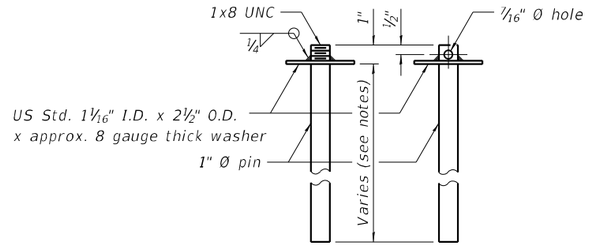
DETAIL I



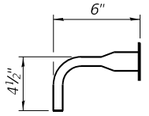
DETAIL II



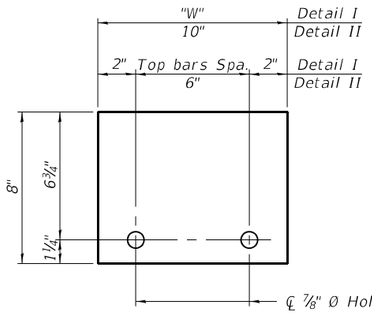
DETAIL III



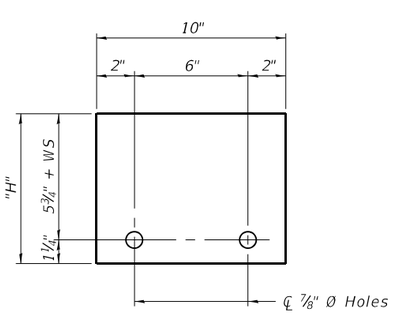
RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III



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



STEEL RETAINER ℄ 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

10-12-2021

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PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 006-0053 (SB) & 006-0054 (NB)
SHEET 3 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	223
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: \\SERVER18\Projects55a\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Platsheets\006-0053&0054-66K66-003-Temporary Barrier.dgn

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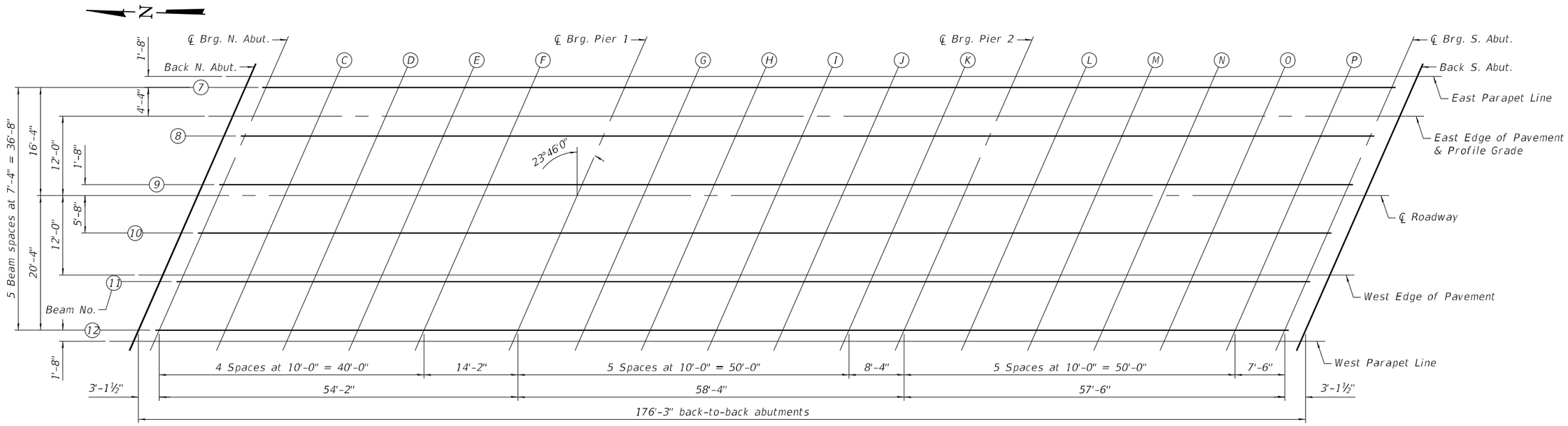
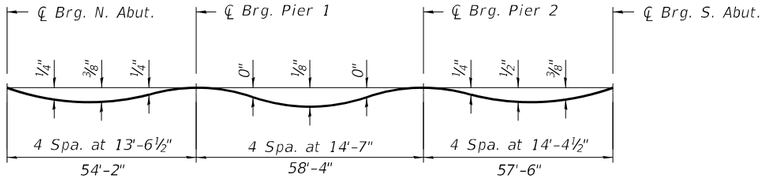


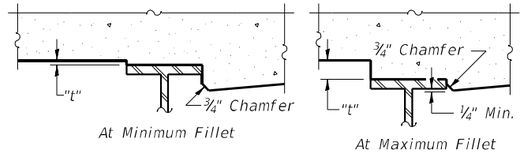
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(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 5 and 6 of 42.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 5 and 6 of 42, 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 5 and 6 of 42. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

E-S1

1-14-2019

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PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 006-0053 (SB)
SHEET 4 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	224
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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1/11/2024 8:50:34 AM

EAST PARAPET LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+57.87	-6.00	523.79	523.81
℄ Brg. N. Abut.	526+61.00	-6.00	523.88	523.91
C	526+71.00	-6.00	524.18	524.22
D	526+81.00	-6.00	524.48	524.53
E	526+91.00	-6.00	524.78	524.83
F	527+01.00	-6.00	525.08	525.12
℄ Brg. Pier 1	527+15.16	-6.00	525.50	525.52
G	527+25.16	-6.00	525.80	525.82
H	527+35.16	-6.00	526.10	526.12
I	527+45.16	-6.00	526.39	526.42
J	527+55.16	-6.00	526.69	526.72
K	527+65.16	-6.00	526.99	527.01
℄ Brg. Pier 2	527+73.49	-6.00	527.24	527.26
L	527+83.49	-6.00	527.54	527.57
M	527+93.49	-6.00	527.83	527.89
N	528+03.49	-6.00	528.13	528.19
O	528+13.49	-6.00	528.43	528.49
P	528+23.49	-6.00	528.73	528.77
℄ Brg. S. Abut.	528+30.99	-6.00	528.95	528.97
Back S. Abut.	528+34.12	-6.00	529.05	529.07

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+57.14	-4.33	523.80	523.82
℄ Brg. N. Abut.	526+60.26	-4.33	523.90	523.92
C	526+70.26	-4.33	524.19	524.25
D	526+80.26	-4.33	524.49	524.53
E	526+90.26	-4.33	524.79	524.81
F	527+00.26	-4.33	525.09	525.11
℄ Brg. Pier 1	527+14.43	-4.33	525.51	525.53
G	527+24.43	-4.33	525.81	525.83
H	527+34.43	-4.33	526.11	526.13
I	527+44.43	-4.33	526.41	526.43
J	527+54.43	-4.33	526.70	526.72
K	527+64.43	-4.33	527.00	527.04
℄ Brg. Pier 2	527+72.76	-4.33	527.25	527.30
L	527+82.76	-4.33	527.55	527.57
M	527+92.76	-4.33	527.85	527.87
N	528+02.76	-4.33	528.14	528.17
O	528+12.76	-4.33	528.44	528.47
P	528+22.76	-4.33	528.74	528.76
℄ Brg. S. Abut.	528+30.26	-4.33	528.96	528.99
Back S. Abut.	528+33.39	-4.33	529.06	529.08

EAST EDGE OF PAVEMENT & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+55.23	0.00	523.83	523.85
℄ Brg. N. Abut.	526+58.35	0.00	523.93	523.95
C	526+68.35	0.00	524.22	524.26
D	526+78.35	0.00	524.52	524.57
E	526+88.35	0.00	524.82	524.87
F	526+98.35	0.00	525.12	525.16
℄ Brg. Pier 1	527+12.52	0.00	525.54	525.56
G	527+22.52	0.00	525.84	525.86
H	527+32.52	0.00	526.14	526.16
I	527+42.52	0.00	526.44	526.46
J	527+52.52	0.00	526.73	526.76
K	527+62.52	0.00	527.03	527.05
℄ Brg. Pier 2	527+70.85	0.00	527.28	527.30
L	527+80.85	0.00	527.58	527.61
M	527+90.85	0.00	527.88	527.93
N	528+00.85	0.00	528.17	528.24
O	528+10.85	0.00	528.47	528.53
P	528+20.85	0.00	528.77	528.81
℄ Brg. S. Abut.	528+28.35	0.00	528.99	529.01
Back S. Abut.	528+31.48	0.00	529.09	529.11

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+53.91	3.00	523.84	523.86
℄ Brg. N. Abut.	526+57.03	3.00	523.93	523.95
C	526+67.03	3.00	524.23	524.27
D	526+77.03	3.00	524.53	524.58
E	526+87.03	3.00	524.83	524.88
F	526+97.03	3.00	525.12	525.16
℄ Brg. Pier 1	527+11.20	3.00	525.55	525.57
G	527+21.20	3.00	525.84	525.87
H	527+31.20	3.00	526.14	526.17
I	527+41.20	3.00	526.44	526.47
J	527+51.20	3.00	526.74	526.76
K	527+61.20	3.00	527.04	527.06
℄ Brg. Pier 2	527+69.53	3.00	527.29	527.31
L	527+79.53	3.00	527.58	527.62
M	527+89.53	3.00	527.88	527.93
N	527+99.53	3.00	528.18	528.24
O	528+09.53	3.00	528.48	528.54
P	528+19.53	3.00	528.78	528.82
℄ Brg. S. Abut.	528+27.03	3.00	529.00	529.02
Back S. Abut.	528+30.16	3.00	529.09	529.11

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+50.68	10.33	523.85	523.87
℄ Brg. N. Abut.	526+53.80	10.33	523.95	523.97
C	526+63.80	10.33	524.24	524.28
D	526+73.80	10.33	524.54	524.59
E	526+83.80	10.33	524.84	524.89
F	526+93.80	10.33	525.14	525.18
℄ Brg. Pier 1	527+07.97	10.33	525.56	525.58
G	527+17.97	10.33	525.86	525.88
H	527+27.97	10.33	526.16	526.18
I	527+37.97	10.33	526.45	526.48
J	527+47.97	10.33	526.75	526.78
K	527+57.97	10.33	527.05	527.07
℄ Brg. Pier 2	527+66.30	10.33	527.30	527.32
L	527+76.30	10.33	527.60	527.63
M	527+86.30	10.33	527.90	527.95
N	527+96.30	10.33	528.19	528.26
O	528+06.30	10.33	528.49	528.55
P	528+16.30	10.33	528.79	528.83
℄ Brg. S. Abut.	528+23.80	10.33	529.01	529.03
Back S. Abut.	528+26.93	10.33	529.11	529.13

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+49.95	12.00	523.86	523.88
℄ Brg. N. Abut.	526+53.07	12.00	523.95	523.97
C	526+63.07	12.00	524.25	524.29
D	526+73.07	12.00	524.54	524.60
E	526+83.07	12.00	524.84	524.89
F	526+93.07	12.00	525.14	525.18
℄ Brg. Pier 1	527+07.24	12.00	525.56	525.58
G	527+17.24	12.00	525.86	525.88
H	527+27.24	12.00	526.16	526.19
I	527+37.24	12.00	526.46	526.49
J	527+47.24	12.00	526.76	526.78
K	527+57.24	12.00	527.05	527.07
℄ Brg. Pier 2	527+65.57	12.00	527.30	527.32
L	527+75.57	12.00	527.60	527.64
M	527+85.57	12.00	527.90	527.95
N	527+95.57	12.00	528.20	528.26
O	528+05.57	12.00	528.49	528.55
P	528+15.57	12.00	528.79	528.83
℄ Brg. S. Abut.	528+23.07	12.00	529.02	529.04
Back S. Abut.	528+26.20	12.00	529.11	529.13

E-S1 1-14-2019

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PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 006-0053 (SB)
SHEET 5 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	225
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

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BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+47.45	17.67	523.70	523.72
℄ Brg. N. Abut.	526+50.57	17.67	523.79	523.81
C	526+60.57	17.67	524.09	524.13
D	526+70.57	17.67	524.39	524.44
E	526+80.57	17.67	524.68	524.73
F	526+90.57	17.67	524.98	525.02
℄ Brg. Pier 1	527+04.74	17.67	525.40	525.42
G	527+14.74	17.67	525.70	525.72
H	527+24.74	17.67	526.00	526.03
I	527+34.74	17.67	526.30	526.33
J	527+44.74	17.67	526.60	526.62
K	527+54.74	17.67	526.89	526.91
℄ Brg. Pier 2	527+63.07	17.67	527.14	527.16
L	527+73.07	17.67	527.44	527.48
M	527+83.07	17.67	527.74	527.79
N	527+93.07	17.67	528.04	528.10
O	528+03.07	17.67	528.34	528.39
P	528+13.07	17.67	528.63	528.67
℄ Brg. S. Abut.	528+20.57	17.67	528.86	528.88
Back S. Abut.	528+23.70	17.67	528.95	528.97

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+44.66	24.00	523.52	523.54
℄ Brg. N. Abut.	526+47.78	24.00	523.61	523.63
C	526+57.78	24.00	523.91	523.95
D	526+67.78	24.00	524.21	524.26
E	526+77.78	24.00	524.51	524.56
F	526+87.78	24.00	524.80	524.84
℄ Brg. Pier 1	527+01.95	24.00	525.23	525.25
G	527+11.95	24.00	525.52	525.55
H	527+21.95	24.00	525.82	525.85
I	527+31.95	24.00	526.12	526.15
J	527+41.95	24.00	526.42	526.44
K	527+51.95	24.00	526.72	526.74
℄ Brg. Pier 2	527+60.28	24.00	526.96	526.99
L	527+70.28	24.00	527.26	527.30
M	527+80.28	24.00	527.56	527.61
N	527+90.28	24.00	527.86	527.92
O	528+00.28	24.00	528.16	528.21
P	528+10.28	24.00	528.46	528.49
℄ Brg. S. Abut.	528+17.78	24.00	528.68	528.70
Back S. Abut.	528+20.91	24.00	528.77	528.79

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+44.22	25.00	523.48	523.51
℄ Brg. N. Abut.	526+47.34	25.00	523.58	523.60
C	526+57.34	25.00	523.88	523.92
D	526+67.34	25.00	524.17	524.23
E	526+77.34	25.00	524.47	524.52
F	526+87.34	25.00	524.77	524.81
℄ Brg. Pier 1	527+01.51	25.00	525.19	525.21
G	527+11.51	25.00	525.49	525.51
H	527+21.51	25.00	525.79	525.82
I	527+31.51	25.00	526.09	526.12
J	527+41.51	25.00	526.39	526.41
K	527+51.51	25.00	526.68	526.70
℄ Brg. Pier 2	527+59.84	25.00	526.93	526.95
L	527+69.84	25.00	527.23	527.27
M	527+79.84	25.00	527.53	527.58
N	527+89.84	25.00	527.83	527.89
O	527+99.84	25.00	528.12	528.18
P	528+09.84	25.00	528.42	528.46
℄ Brg. S. Abut.	528+17.34	25.00	528.65	528.67
Back S. Abut.	528+20.47	25.00	528.74	528.76

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+40.99	32.33	523.24	523.26
℄ Brg. N. Abut.	526+44.12	32.33	523.34	523.36
C	526+54.12	32.33	523.63	523.67
D	526+64.12	32.33	523.93	523.98
E	526+74.12	32.33	524.23	524.28
F	526+84.12	32.33	524.53	524.57
℄ Brg. Pier 1	526+98.28	32.33	524.95	524.97
G	527+08.28	32.33	525.25	525.27
H	527+18.28	32.33	525.55	525.57
I	527+28.28	32.33	525.84	525.87
J	527+38.28	32.33	526.14	526.17
K	527+48.28	32.33	526.44	526.46
℄ Brg. Pier 2	527+56.61	32.33	526.69	526.71
L	527+66.61	32.33	526.99	527.02
M	527+76.61	32.33	527.28	527.34
N	527+86.61	32.33	527.58	527.64
O	527+96.61	32.33	527.88	527.94
P	528+06.61	32.33	528.18	528.22
℄ Brg. S. Abut.	528+14.11	32.33	528.40	528.42
Back S. Abut.	528+17.24	32.33	528.50	528.52

WEST PARAPET LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+40.26	34.00	523.19	523.21
℄ Brg. N. Abut.	526+43.38	34.00	523.28	523.30
C	526+53.38	34.00	523.58	523.62
D	526+63.38	34.00	523.88	523.93
E	526+73.38	34.00	524.17	524.22
F	526+83.38	34.00	524.47	524.51
℄ Brg. Pier 1	526+97.55	34.00	524.89	524.92
G	527+07.55	34.00	525.19	525.21
H	527+17.55	34.00	525.49	525.52
I	527+27.55	34.00	525.79	525.82
J	527+37.55	34.00	526.09	526.11
K	527+47.55	34.00	526.39	526.41
℄ Brg. Pier 2	527+55.88	34.00	526.63	526.65
L	527+65.88	34.00	526.93	526.97
M	527+75.88	34.00	527.23	527.28
N	527+85.88	34.00	527.53	527.59
O	527+95.88	34.00	527.83	527.88
P	528+05.88	34.00	528.12	528.16
℄ Brg. S. Abut.	528+13.38	34.00	528.35	528.37
Back S. Abut.	528+16.51	34.00	528.44	528.46

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PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 006-0053 (SB)

SHEET 6 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	226
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Plotsheets\006-0053&0054-66K66-006-Slab Elevations (SB).dgn

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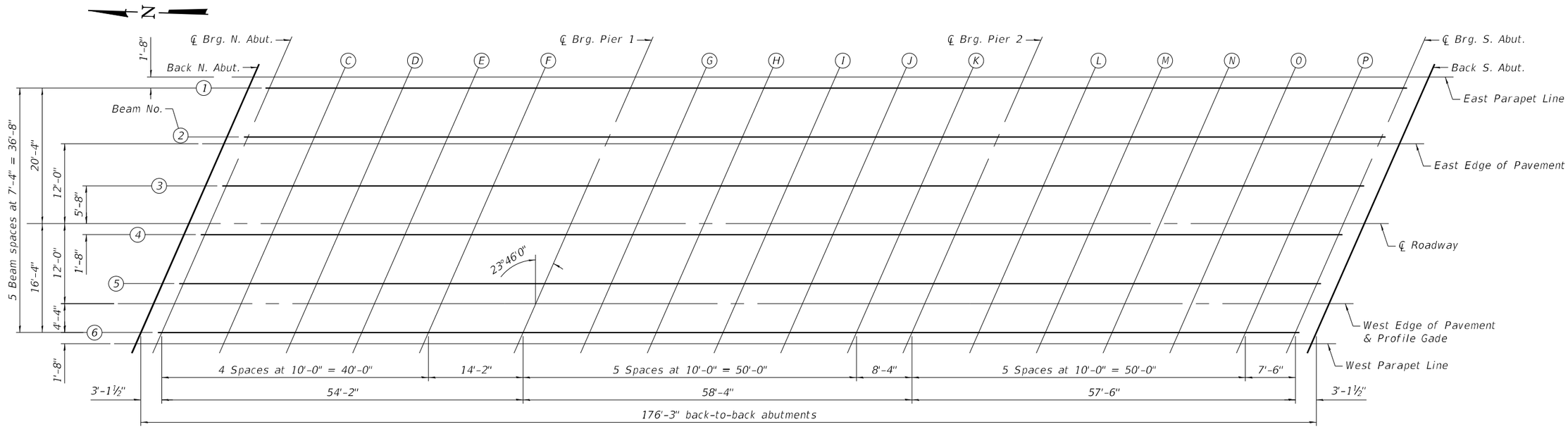
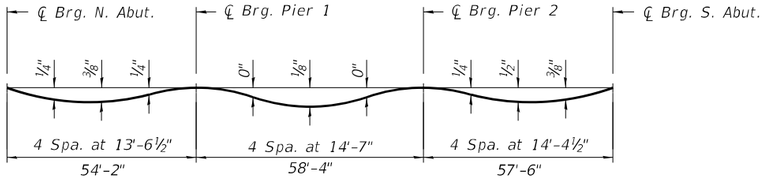


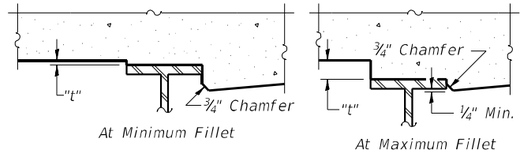
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(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 8 and 9 of 42.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 8 and 9 of 42, 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 8 and 9 of 42. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

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1-14-2019

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 006-0054 (NB)
SHEET 7 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	227
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Plotsheets\006-0053&0054-66K66-007-Slab Elevations (NB).dgn

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EAST PARAPET LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	527+01.03	-34.00	524.46	524.48
℄ Brg. N. Abut.	527+04.16	-34.00	524.55	524.57
C	527+14.16	-34.00	524.86	524.90
D	527+24.16	-34.00	525.16	525.21
E	527+34.16	-34.00	525.47	525.52
F	527+44.16	-34.00	525.78	525.82
℄ Brg. Pier 1	527+58.32	-34.00	526.22	526.24
G	527+68.32	-34.00	526.53	526.55
H	527+78.32	-34.00	526.85	526.87
I	527+88.32	-34.00	527.16	527.19
J	527+98.32	-34.00	527.48	527.50
K	528+08.32	-34.00	527.79	527.81
℄ Brg. Pier 2	528+16.65	-34.00	528.05	528.07
L	528+26.65	-34.00	528.37	528.40
M	528+36.65	-34.00	528.68	528.74
N	528+46.65	-34.00	529.00	529.06
O	528+56.65	-34.00	529.31	529.37
P	528+66.65	-34.00	529.63	529.67
℄ Brg. S. Abut.	528+74.15	-34.00	529.86	529.89
Back S. Abut.	528+77.28	-34.00	529.96	529.98

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	527+00.30	-32.33	524.47	524.49
℄ Brg. N. Abut.	527+03.42	-32.33	524.56	524.58
C	527+13.42	-32.33	524.87	524.91
D	527+23.42	-32.33	525.17	525.22
E	527+33.42	-32.33	525.48	525.53
F	527+43.42	-32.33	525.79	525.83
℄ Brg. Pier 1	527+57.59	-32.33	526.23	526.25
G	527+67.59	-32.33	526.54	526.56
H	527+77.59	-32.33	526.86	526.88
I	527+87.59	-32.33	527.17	527.20
J	527+97.59	-32.33	527.49	527.51
K	528+07.59	-32.33	527.80	527.82
℄ Brg. Pier 2	528+15.92	-32.33	528.06	528.08
L	528+25.92	-32.33	528.38	528.41
M	528+35.92	-32.33	528.69	528.75
N	528+45.92	-32.33	529.01	529.07
O	528+55.92	-32.33	529.32	529.38
P	528+65.92	-32.33	529.64	529.68
℄ Brg. S. Abut.	528+73.42	-32.33	529.87	529.90
Back S. Abut.	528+76.55	-32.33	529.97	529.99

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+97.07	-25.00	524.52	524.54
℄ Brg. N. Abut.	527+00.19	-25.00	524.61	524.63
C	527+10.19	-25.00	524.92	524.96
D	527+20.19	-25.00	525.22	525.27
E	527+30.19	-25.00	525.53	525.58
F	527+40.19	-25.00	525.84	525.87
℄ Brg. Pier 1	527+54.36	-25.00	526.28	526.30
G	527+64.36	-25.00	526.59	526.61
H	527+74.36	-25.00	526.90	526.93
I	527+84.36	-25.00	527.22	527.24
J	527+94.36	-25.00	527.53	527.56
K	528+04.36	-25.00	527.85	527.87
℄ Brg. Pier 2	528+12.69	-25.00	528.11	528.13
L	528+22.69	-25.00	528.42	528.46
M	528+32.69	-25.00	528.74	528.79
N	528+42.69	-25.00	529.05	529.12
O	528+52.69	-25.00	529.37	529.43
P	528+62.69	-25.00	529.68	529.72
℄ Brg. S. Abut.	528+70.19	-25.00	529.92	529.94
Back S. Abut.	528+73.32	-25.00	530.02	530.04

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+96.63	-24.00	524.52	524.54
℄ Brg. N. Abut.	526+99.75	-24.00	524.62	524.64
C	527+09.75	-24.00	524.92	524.96
D	527+19.75	-24.00	525.23	525.28
E	527+29.75	-24.00	525.53	525.58
F	527+39.75	-24.00	525.84	525.88
℄ Brg. Pier 1	527+53.92	-24.00	526.28	526.30
G	527+63.92	-24.00	526.59	526.62
H	527+73.92	-24.00	526.91	526.93
I	527+83.92	-24.00	527.22	527.25
J	527+93.92	-24.00	527.54	527.56
K	528+03.92	-24.00	527.85	527.87
℄ Brg. Pier 2	528+12.25	-24.00	528.11	528.14
L	528+22.25	-24.00	528.43	528.47
M	528+32.25	-24.00	528.74	528.80
N	528+42.25	-24.00	529.06	529.12
O	528+52.25	-24.00	529.37	529.43
P	528+62.25	-24.00	529.69	529.73
℄ Brg. S. Abut.	528+69.75	-24.00	529.93	529.95
Back S. Abut.	528+72.88	-24.00	530.02	530.05

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+93.84	-17.67	524.53	524.56
℄ Brg. N. Abut.	526+96.96	-17.67	524.63	524.65
C	527+06.96	-17.67	524.93	524.97
D	527+16.96	-17.67	525.24	525.29
E	527+26.96	-17.67	525.54	525.59
F	527+36.96	-17.67	525.85	525.89
℄ Brg. Pier 1	527+51.13	-17.67	526.29	526.31
G	527+61.13	-17.67	526.60	526.62
H	527+71.13	-17.67	526.91	526.94
I	527+81.13	-17.67	527.23	527.26
J	527+91.13	-17.67	527.54	527.57
K	528+01.13	-17.67	527.86	527.88
℄ Brg. Pier 2	528+09.46	-17.67	528.12	528.14
L	528+19.46	-17.67	528.44	528.47
M	528+29.46	-17.67	528.75	528.80
N	528+39.46	-17.67	529.07	529.13
O	528+49.46	-17.67	529.38	529.44
P	528+59.46	-17.67	529.70	529.74
℄ Brg. S. Abut.	528+66.96	-17.67	529.93	529.95
Back S. Abut.	528+70.09	-17.67	530.03	530.05

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+91.34	-12.00	524.54	524.56
℄ Brg. N. Abut.	526+94.47	-12.00	524.64	524.66
C	527+04.47	-12.00	524.94	524.98
D	527+14.47	-12.00	525.25	525.30
E	527+24.47	-12.00	525.55	525.60
F	527+34.47	-12.00	525.86	525.90
℄ Brg. Pier 1	527+48.63	-12.00	526.30	526.32
G	527+58.63	-12.00	526.61	526.63
H	527+68.63	-12.00	526.92	526.95
I	527+78.63	-12.00	527.24	527.26
J	527+88.63	-12.00	527.55	527.58
K	527+98.63	-12.00	527.87	527.89
℄ Brg. Pier 2	528+06.96	-12.00	528.13	528.15
L	528+16.96	-12.00	528.44	528.48
M	528+26.96	-12.00	528.76	528.81
N	528+36.96	-12.00	529.07	529.13
O	528+46.96	-12.00	529.39	529.45
P	528+56.96	-12.00	529.70	529.74
℄ Brg. S. Abut.	528+64.46	-12.00	529.94	529.96
Back S. Abut.	528+67.59	-12.00	530.04	530.06

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PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 006-0054 (NB)
SHEET 8 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	228
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+90.61	-10.33	524.50	524.52
℄ Brg. N. Abut.	526+93.73	-10.33	524.59	524.61
C	527+03.73	-10.33	524.89	524.93
D	527+13.73	-10.33	525.20	525.25
E	527+23.73	-10.33	525.50	525.55
F	527+33.73	-10.33	525.81	525.85
℄ Brg. Pier 1	527+47.90	-10.33	526.25	526.27
G	527+57.90	-10.33	526.56	526.58
H	527+67.90	-10.33	526.87	526.90
I	527+77.90	-10.33	527.19	527.22
J	527+87.90	-10.33	527.50	527.53
K	527+97.90	-10.33	527.82	527.84
℄ Brg. Pier 2	528+06.23	-10.33	528.08	528.10
L	528+16.23	-10.33	528.40	528.43
M	528+26.23	-10.33	528.71	528.76
N	528+36.23	-10.33	529.03	529.09
O	528+46.23	-10.33	529.34	529.40
P	528+56.23	-10.33	529.66	529.69
℄ Brg. S. Abut.	528+63.73	-10.33	529.89	529.91
Back S. Abut.	528+66.86	-10.33	529.99	530.01

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+87.38	-3.00	524.29	524.31
℄ Brg. N. Abut.	526+90.50	-3.00	524.38	524.40
C	527+00.50	-3.00	524.69	524.73
D	527+10.50	-3.00	524.99	525.04
E	527+20.50	-3.00	525.30	525.35
F	527+30.50	-3.00	525.60	525.64
℄ Brg. Pier 1	527+44.67	-3.00	526.04	526.06
G	527+54.67	-3.00	526.35	526.37
H	527+64.67	-3.00	526.66	526.69
I	527+74.67	-3.00	526.98	527.00
J	527+84.67	-3.00	527.29	527.32
K	527+94.67	-3.00	527.61	527.63
℄ Brg. Pier 2	528+03.00	-3.00	527.87	527.89
L	528+13.00	-3.00	528.18	528.22
M	528+23.00	-3.00	528.50	528.55
N	528+33.00	-3.00	528.81	528.87
O	528+43.00	-3.00	529.13	529.19
P	528+53.00	-3.00	529.44	529.48
℄ Brg. S. Abut.	528+60.50	-3.00	529.68	529.70
Back S. Abut.	528+63.63	-3.00	529.78	529.80

WEST EDGE OF PAVEMENT & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+86.06	0.00	524.21	524.23
℄ Brg. N. Abut.	526+89.18	0.00	524.30	524.32
C	526+99.18	0.00	524.60	524.64
D	527+09.18	0.00	524.90	524.96
E	527+19.18	0.00	525.21	525.26
F	527+29.18	0.00	525.52	525.56
℄ Brg. Pier 1	527+43.35	0.00	525.95	525.97
G	527+53.35	0.00	526.26	526.29
H	527+63.35	0.00	526.58	526.60
I	527+73.35	0.00	526.89	526.92
J	527+83.35	0.00	527.20	527.23
K	527+93.35	0.00	527.52	527.54
℄ Brg. Pier 2	528+01.68	0.00	527.78	527.80
L	528+11.68	0.00	528.10	528.13
M	528+21.68	0.00	528.41	528.46
N	528+31.68	0.00	528.73	528.79
O	528+41.68	0.00	529.04	529.10
P	528+51.68	0.00	529.36	529.40
℄ Brg. S. Abut.	528+59.18	0.00	529.59	529.61
Back S. Abut.	528+62.31	0.00	529.69	529.71

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+84.15	4.33	524.06	524.08
℄ Brg. N. Abut.	526+87.28	4.33	524.15	524.18
C	526+97.28	4.33	524.46	524.50
D	527+07.28	4.33	524.76	524.81
E	527+17.28	4.33	525.06	525.11
F	527+27.28	4.33	525.37	525.41
℄ Brg. Pier 1	527+41.44	4.33	525.81	525.83
G	527+51.44	4.33	526.12	526.14
H	527+61.44	4.33	526.43	526.46
I	527+71.44	4.33	526.74	526.77
J	527+81.44	4.33	527.06	527.08
K	527+91.44	4.33	527.37	527.39
℄ Brg. Pier 2	527+99.77	4.33	527.63	527.66
L	528+09.77	4.33	527.95	527.99
M	528+19.77	4.33	528.26	528.32
N	528+29.77	4.33	528.58	528.64
O	528+39.77	4.33	528.89	528.95
P	528+49.77	4.33	529.21	529.25
℄ Brg. S. Abut.	528+57.27	4.33	529.45	529.47
Back S. Abut.	528+60.40	4.33	529.54	529.57

WEST PARAPET LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back N. Abut.	526+83.42	6.00	524.01	524.03
℄ Brg. N. Abut.	526+86.54	6.00	524.10	524.12
C	526+96.54	6.00	524.40	524.44
D	527+06.54	6.00	524.70	524.76
E	527+16.54	6.00	525.01	525.06
F	527+26.54	6.00	525.32	525.35
℄ Brg. Pier 1	527+40.71	6.00	525.75	525.77
G	527+50.71	6.00	526.06	526.08
H	527+60.71	6.00	526.37	526.40
I	527+70.71	6.00	526.69	526.71
J	527+80.71	6.00	527.00	527.03
K	527+90.71	6.00	527.32	527.34
℄ Brg. Pier 2	527+99.04	6.00	527.58	527.60
L	528+09.04	6.00	527.89	527.93
M	528+19.04	6.00	528.21	528.26
N	528+29.04	6.00	528.52	528.59
O	528+39.04	6.00	528.84	528.90
P	528+49.04	6.00	529.15	529.19
℄ Brg. S. Abut.	528+56.54	6.00	529.39	529.41
Back S. Abut.	528+59.67	6.00	529.49	529.51

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Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -
	CHECKED - CDL	REVISED -
PLOT SCALE =	DRAWN - ACB	REVISED -
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 006-0054 (NB)
SHEET 9 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	229
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

EAST EDGE OF SHOULDER

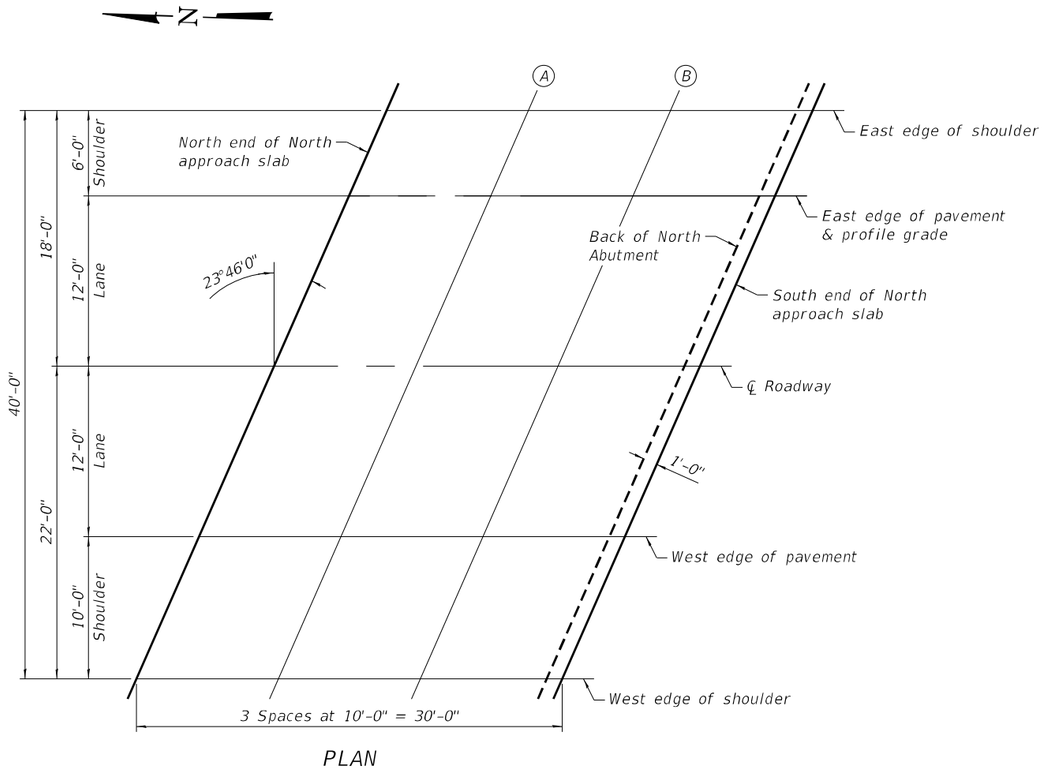
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr Slab	526+28.96	-6.00	522.93	522.95
A	526+38.96	-6.00	523.23	523.25
B	526+48.96	-6.00	523.53	523.55
S. End of N. Appr Slab	526+58.96	-6.00	523.82	523.85

EAST EDGE OF PAVEMENT & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr Slab	526+26.32	0.00	522.97	522.99
A	526+36.32	0.00	523.27	523.29
B	526+46.32	0.00	523.57	523.59
S. End of N. Appr Slab	526+56.32	0.00	523.87	523.89

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr Slab	526+21.04	12.00	522.99	523.01
A	526+31.04	12.00	523.29	523.31
B	526+41.04	12.00	523.59	523.61
S. End of N. Appr Slab	526+51.04	12.00	523.89	523.91



PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr Slab	526+15.75	24.00	522.66	522.68
A	526+25.75	24.00	522.95	522.97
B	526+35.75	24.00	523.25	523.27
S. End of N. Appr Slab	526+45.75	24.00	523.55	523.57

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr Slab	526+11.35	34.00	522.32	522.35
A	526+21.35	34.00	522.62	522.64
B	526+31.35	34.00	522.92	522.94
S. End of N. Appr Slab	526+41.35	34.00	523.22	523.24

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PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 006-0053 (SB)

SHEET 10 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	230
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Plotsheets\006-0053&0054-66K66-0210-Approach Slab Elevations (SB).dgn

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EAST EDGE OF SHOULDER

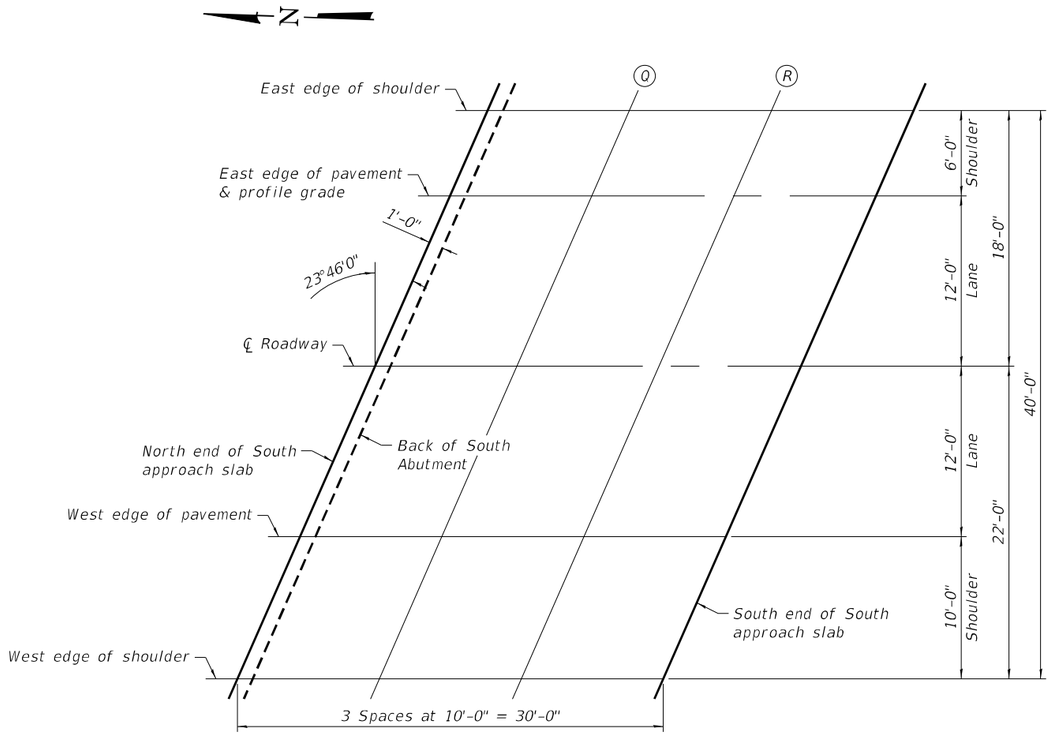
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr Slab	528+33.04	-6.00	529.01	529.03
Q	528+43.04	-6.00	529.31	529.33
R	528+53.04	-6.00	529.61	529.63
S. End of S. Appr Slab	528+63.04	-6.00	529.91	529.93

EAST EDGE OF PAVEMENT & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr Slab	528+30.40	0.00	529.06	529.08
Q	528+40.40	0.00	529.35	529.37
R	528+50.40	0.00	529.65	529.67
S. End of S. Appr Slab	528+60.40	0.00	529.95	529.97

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr Slab	528+25.11	12.00	529.08	529.10
Q	528+35.11	12.00	529.38	529.40
R	528+45.11	12.00	529.67	529.69
S. End of S. Appr Slab	528+55.11	12.00	529.97	529.99



PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr Slab	528+19.83	24.00	528.74	528.76
Q	528+29.83	24.00	529.04	529.06
R	528+39.83	24.00	529.34	529.36
S. End of S. Appr Slab	528+49.83	24.00	529.63	529.66

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr Slab	528+15.43	34.00	528.41	528.43
Q	528+25.43	34.00	528.71	528.73
R	528+35.43	34.00	529.00	529.03
S. End of S. Appr Slab	528+45.43	34.00	529.30	529.32

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PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 006-0053 (SB)

SHEET 11 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	231
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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EAST EDGE OF SHOULDER

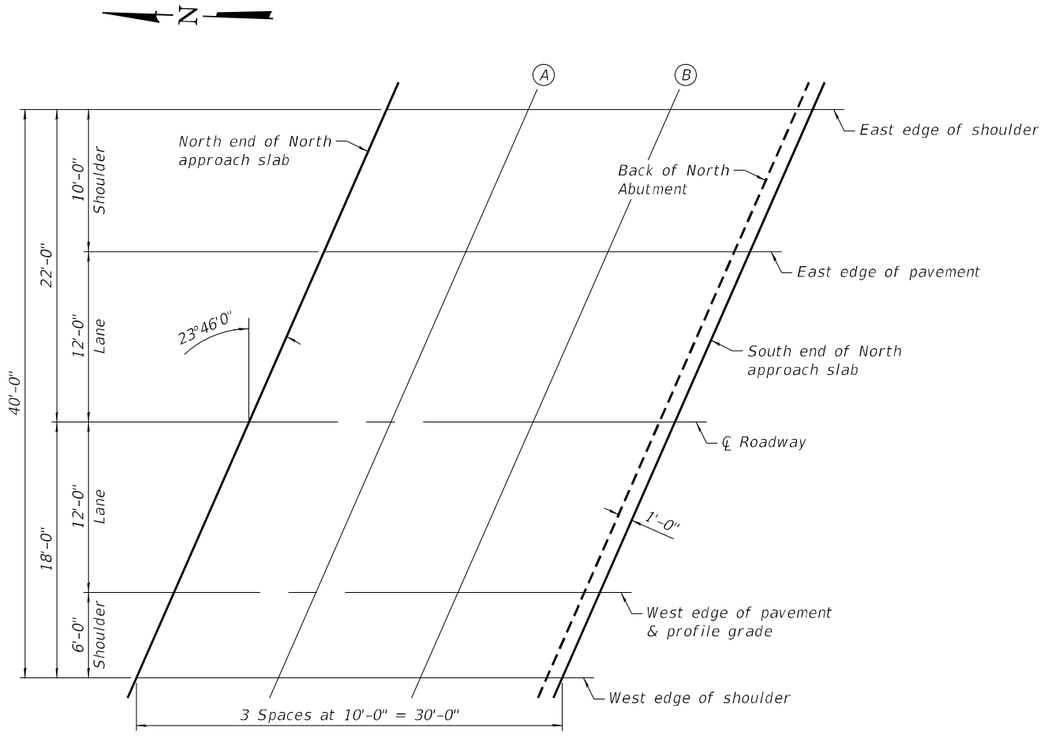
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr Slab	526+72.12	-34.00	523.59	523.61
A	526+82.12	-34.00	523.89	523.91
B	526+92.12	-34.00	524.19	524.21
S. End of N. Appr Slab	527+02.12	-34.00	524.49	524.51

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr Slab	526+67.72	-24.00	523.66	523.68
A	526+77.72	-24.00	523.95	523.97
B	526+87.72	-24.00	524.26	524.28
S. End of N. Appr Slab	526+97.72	-24.00	524.56	524.58

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr Slab	526+62.44	-12.00	523.68	523.70
A	526+72.44	-12.00	523.98	524.00
B	526+82.44	-12.00	524.28	524.30
S. End of N. Appr Slab	526+92.44	-12.00	524.58	524.60



PLAN

WEST EDGE OF PAVEMENT & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr Slab	526+57.15	0.00	523.34	523.36
A	526+67.15	0.00	523.64	523.66
B	526+77.15	0.00	523.94	523.96
S. End of N. Appr Slab	526+87.15	0.00	524.24	524.26

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr Slab	526+54.51	6.00	523.14	523.16
A	526+64.51	6.00	523.44	523.46
B	526+74.51	6.00	523.74	523.76
S. End of N. Appr Slab	526+84.51	6.00	524.04	524.06

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 006-0054 (NB)
SHEET 12 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	232
		CONTRACT NO. 66K66		
		ILLINOIS	FED. AID PROJECT	

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EAST EDGE OF SHOULDER

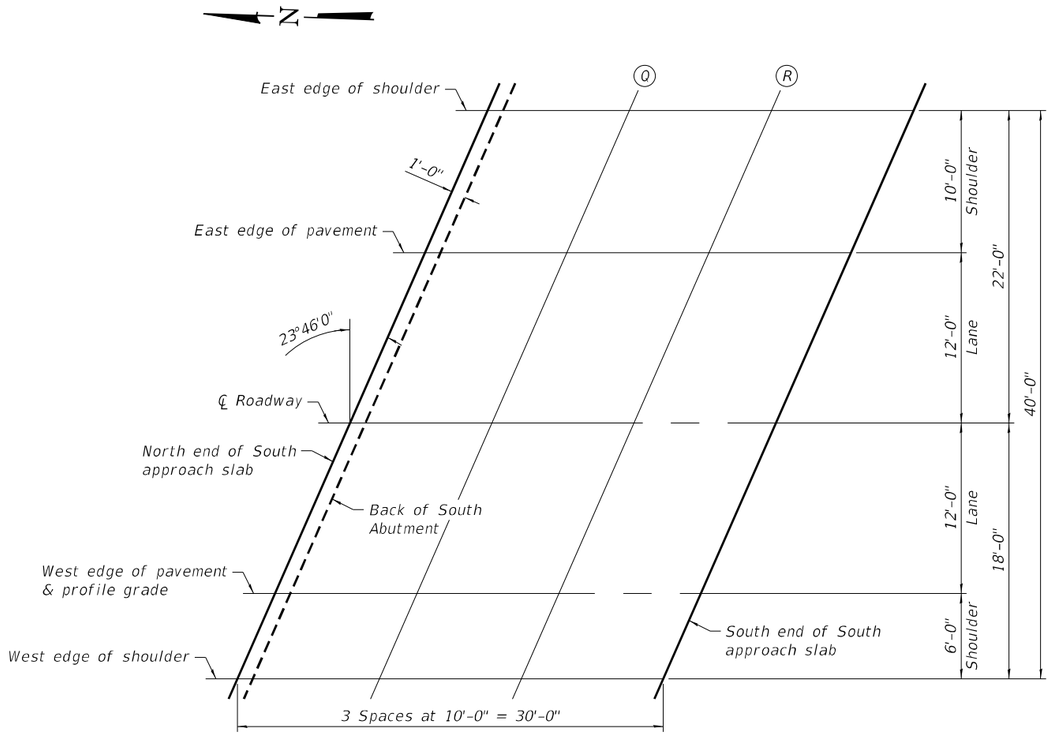
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr Slab	528+76.19	-34.00	529.93	529.95
Q	528+86.19	-34.00	530.24	530.26
R	528+96.19	-34.00	530.56	530.58
S. End of S. Appr Slab	529+06.19	-34.00	530.87	530.89

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr Slab	528+71.79	-24.00	529.99	530.01
Q	528+81.79	-24.00	530.31	530.33
R	528+91.79	-24.00	530.62	530.64
S. End of S. Appr Slab	529+01.79	-24.00	530.94	530.96

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr Slab	528+66.50	-12.00	530.00	530.02
Q	528+76.50	-12.00	530.32	530.34
R	528+86.50	-12.00	530.63	530.65
S. End of S. Appr Slab	528+96.50	-12.00	530.95	530.97



PLAN

WEST EDGE OF PAVEMENT & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr Slab	528+61.22	0.00	529.66	529.68
Q	528+71.22	0.00	529.97	529.99
R	528+81.22	0.00	530.29	530.31
S. End of S. Appr Slab	528+91.22	0.00	530.60	530.62

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr Slab	528+58.58	6.00	529.45	529.47
Q	528+68.58	6.00	529.77	529.79
R	528+78.58	6.00	530.08	530.10
S. End of S. Appr Slab	528+88.58	6.00	530.40	530.42

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PLOT SCALE =	DRAWN - ACB	REVISED -
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 006-0054 (NB)

SHEET 13 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	233
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

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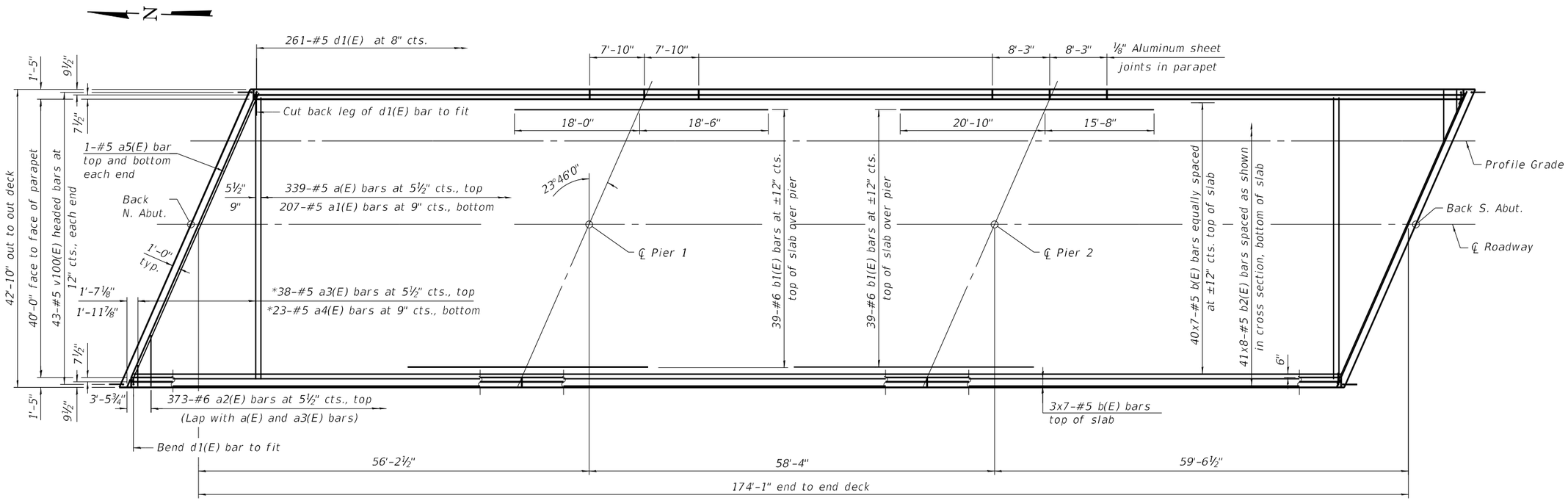


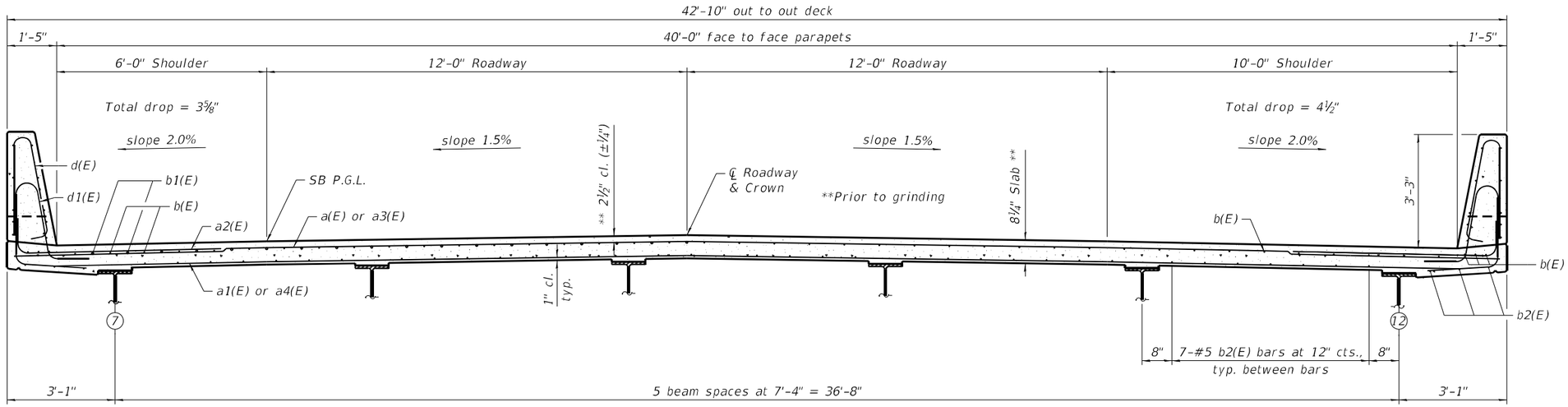
PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"

* See Field Cutting Diagram on sheet 15 of 42.

Notes:
See sheet 15 of 42 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



NEAR PIER NEAR MIDSPAN

CROSS SECTION

(Looking South)

SI-SB-2-L(≤30°) 6-15-2019

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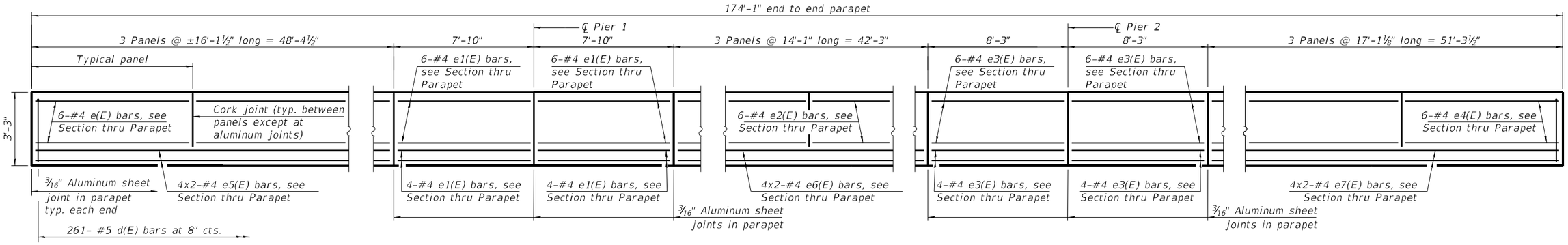
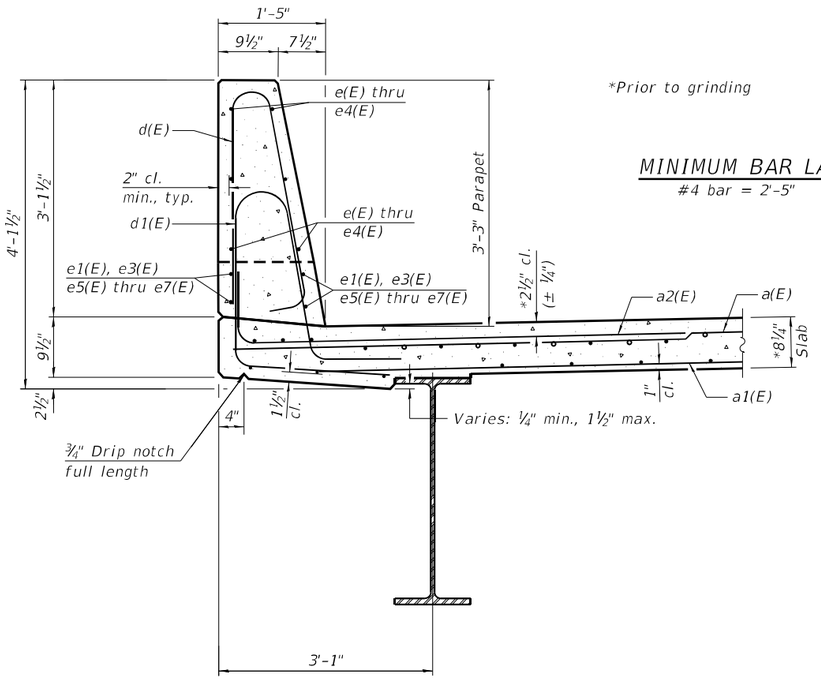
		CHECKED - CDL	REVISED -		
	PLOT SCALE =	DRAWN - ACB	REVISED -		SHEET 14 OF 42 SHEETS
	PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	234
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		



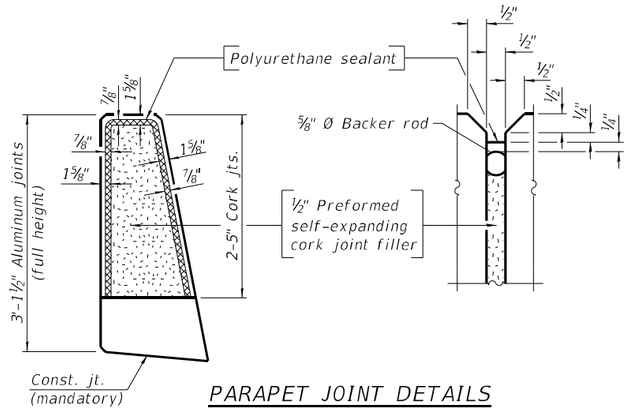
INSIDE ELEVATION OF PARAPET



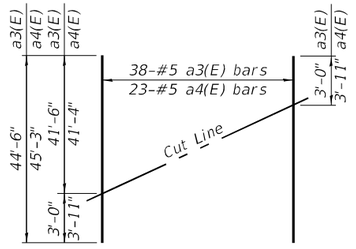
*Prior to grinding

MINIMUM BAR LAP

#4 bar = 2'-5"



PARAPET JOINT DETAILS



FIELD CUTTING DIAGRAM

Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	339	#5	42'-6"	
a1(E)	207	#5	40'-6"	
a2(E)	746	#6	8'-4"	
a3(E)	38	#5	44'-6""	
a4(E)	23	#5	45'-3"	
a5(E)	4	#5	46'-5"	
b(E)	322	#5	27'-10"	
b1(E)	78	#6	36'-6"	
b2(E)	328	#5	24'-10"	
d(E)	522	#5	6'-5"	
d1(E)	522	#5	8'-5"	
e(E)	36	#4	15'-9"	
e1(E)	40	#4	7'-6"	
e2(E)	36	#4	13'-9"	
e3(E)	40	#4	7'-11"	
e4(E)	36	#4	16'-9"	
e5(E)	16	#4	25'-3"	
e6(E)	16	#4	22'-3"	
e7(E)	16	#4	26'-9"	
m10(E)	12	#6	46'-6"	
m11(E)	30	#6	7'-8"	
m12(E)	20	#6	7'-8"	
m13(E)	8	#4	24'-11"	
m14(E)	12	#6	2'-11"	
m15(E)	8	#6	2'-11"	
s10(E)	82	#5	9'-3"	
s11(E)	82	#5	10'-5"	
u10(E)	82	#4	4'-3"	
v100(E)	86	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Lbs.	72,490	
Concrete Superstructure		Cu. Yds.	286.7	

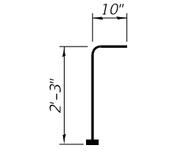
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

Notes:

The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epozy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

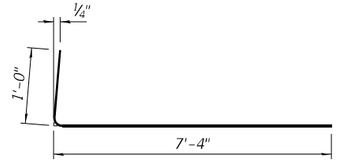
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

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

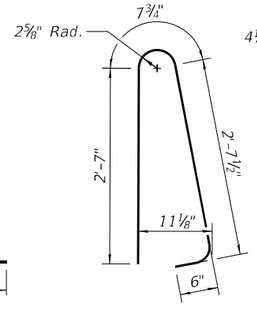


BAR v100(E)

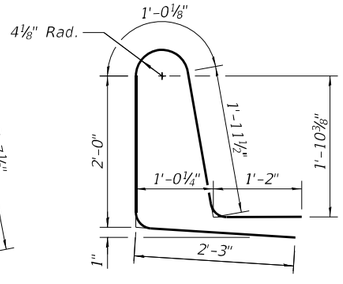
(Headed 86-#5 Bar terminators)



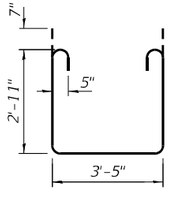
BAR a2(E)



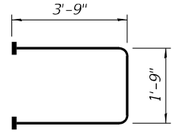
BAR d(E)



BAR d1(E)

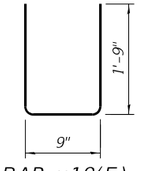


BAR s11(E)



BAR s10(E)

(Headed 164-#5 Bar terminators)



BAR u10(E)

SDI-SB-2 10-27-2023

EFK•Moen Civil Engineering Design	USER NAME = ABenz	DESIGNED - ACB	REVISED -
		CHECKED - CDL	REVISED -
	PLOT SCALE =	DRAWN - ACB	REVISED -
	PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -

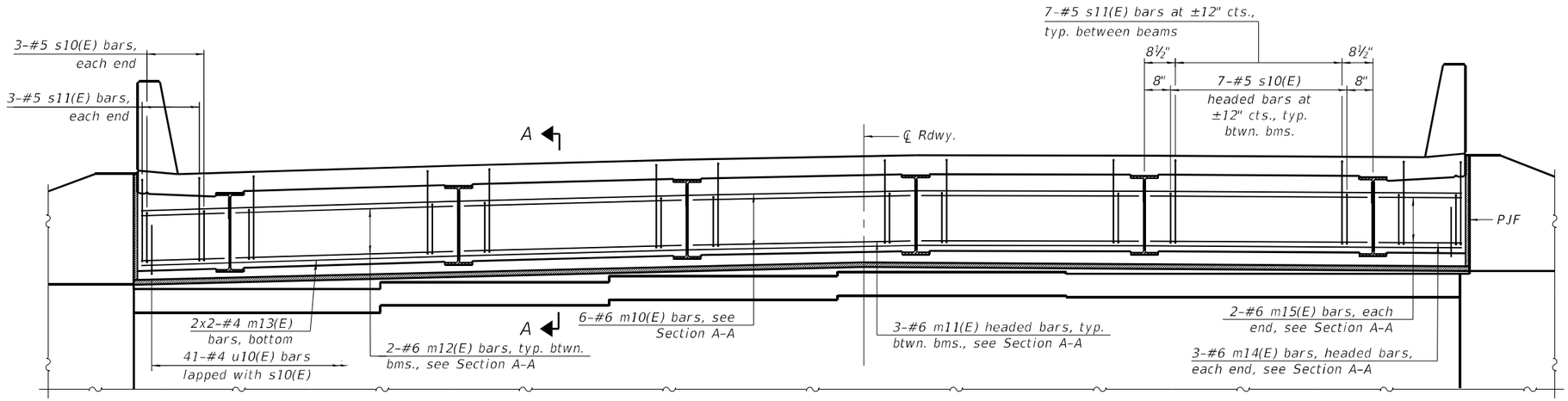
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 006-0053 (SB)
SHEET 15 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	235
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

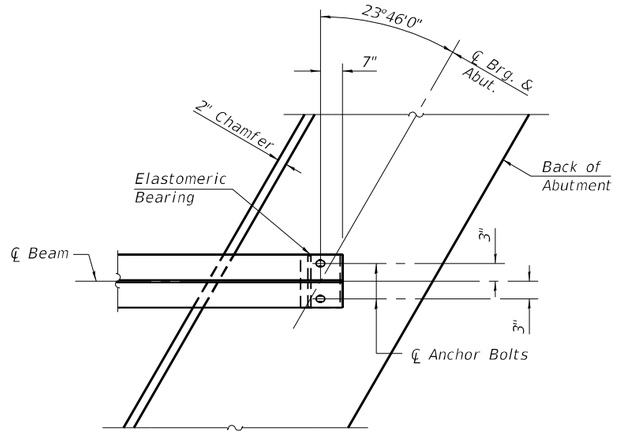
MODEL: Default
FILE NAME: \\SERVER18\Projects\SS\42057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Plotsheets\006-0053b

1/11/2024 8:51:10 AM



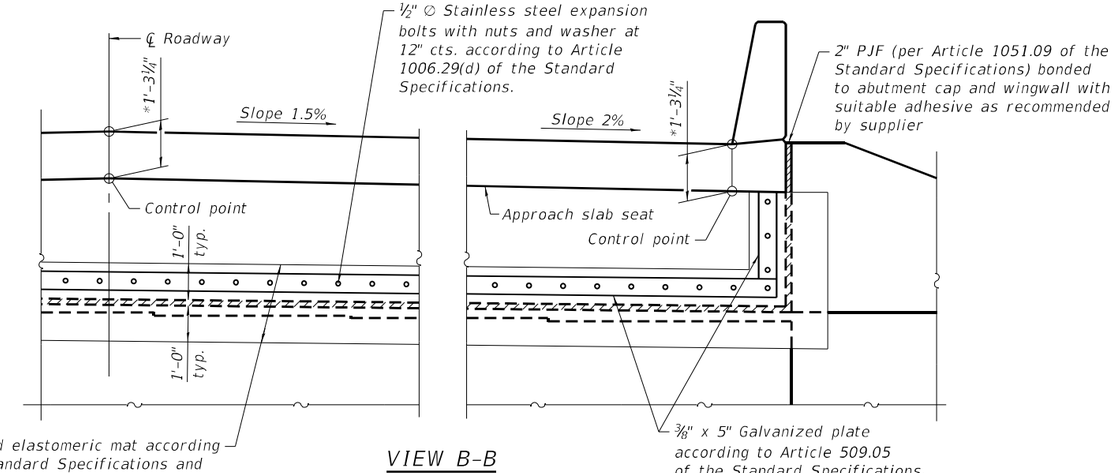
DIAPHRAGM AT ABUTMENT

(Horizontal dimensions are at right angles)



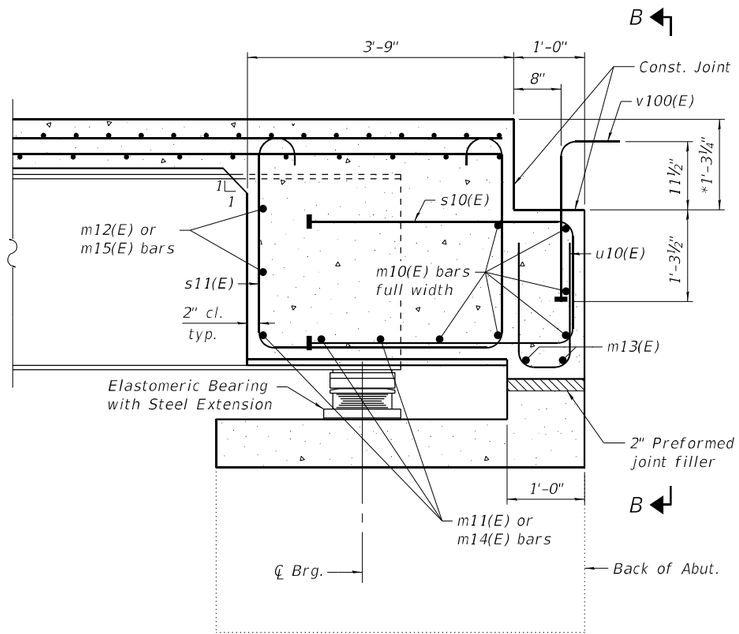
PLAN AT ABUTMENT

(Showing bottom flange of beam)



VIEW B-B

*Prior to grinding



SECTION A-A

(Horizontal dimensions are at right angles)

Notes:

See sheet 15 of 42 for superstructure details and Bill of Material.

The s10(E), s11(E), and u(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of Fabric Reinforced Elastomeric Mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

MODEL: Default
FILE NAME: \\SERVER18\Projects5$4\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Plotsheets\006-0053&0054-66K66-0216-Diaphragm Details (SB).dgn
1/11/2024 8:51:15 AM

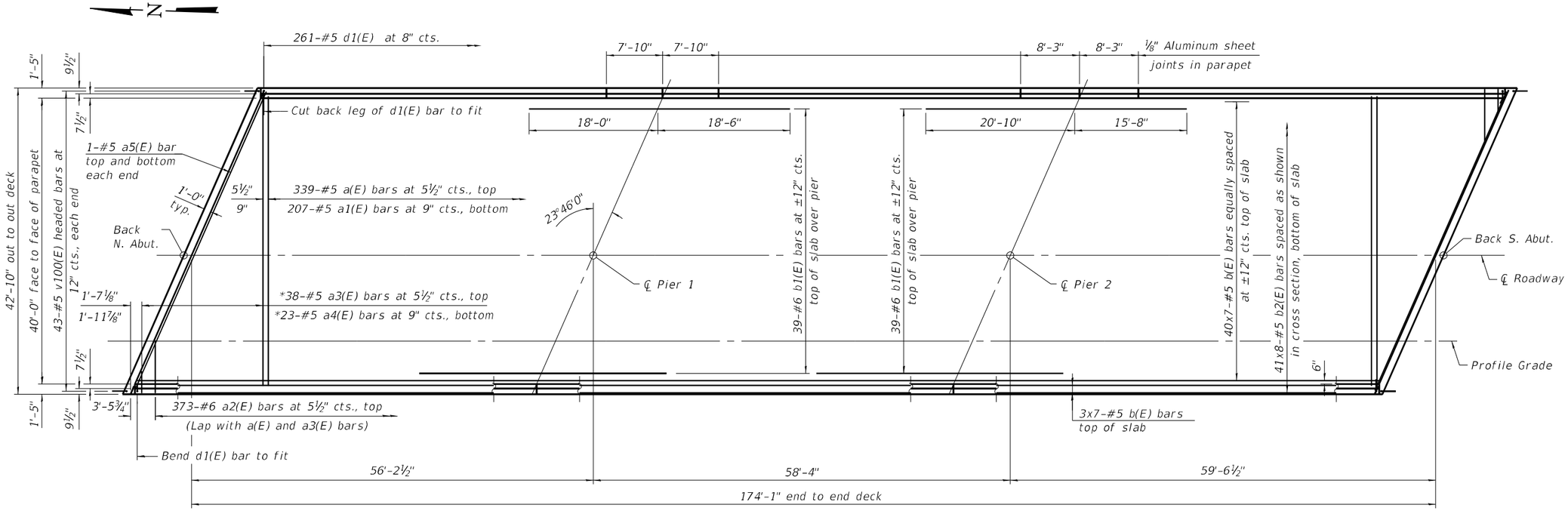
EFK•Moen Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 006-0053 (SB)
SHEET 16 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	236
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		



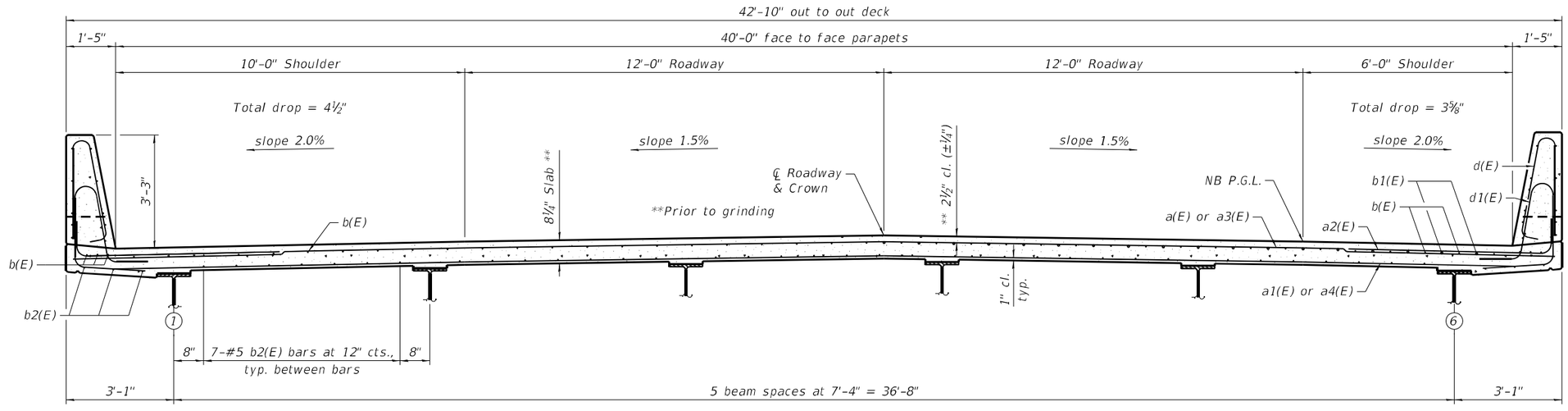
PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"

* See Field Cutting Diagram on sheet 18 of 42.

Notes:
See sheet 18 of 42 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

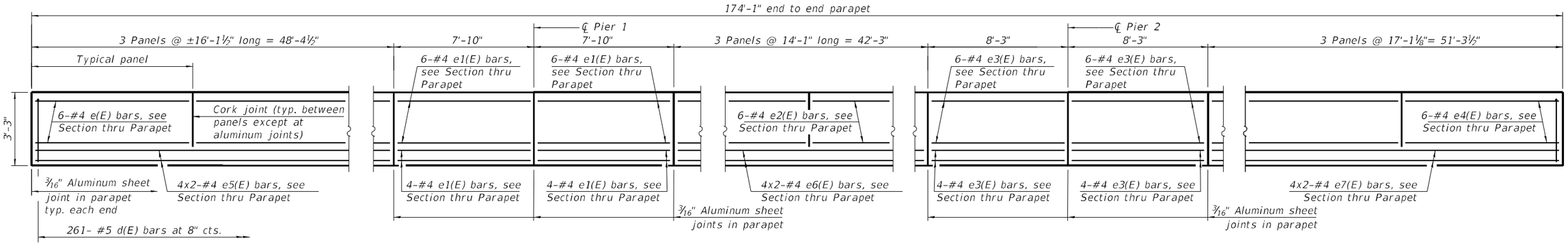


NEAR MIDSPAN NEAR PIER

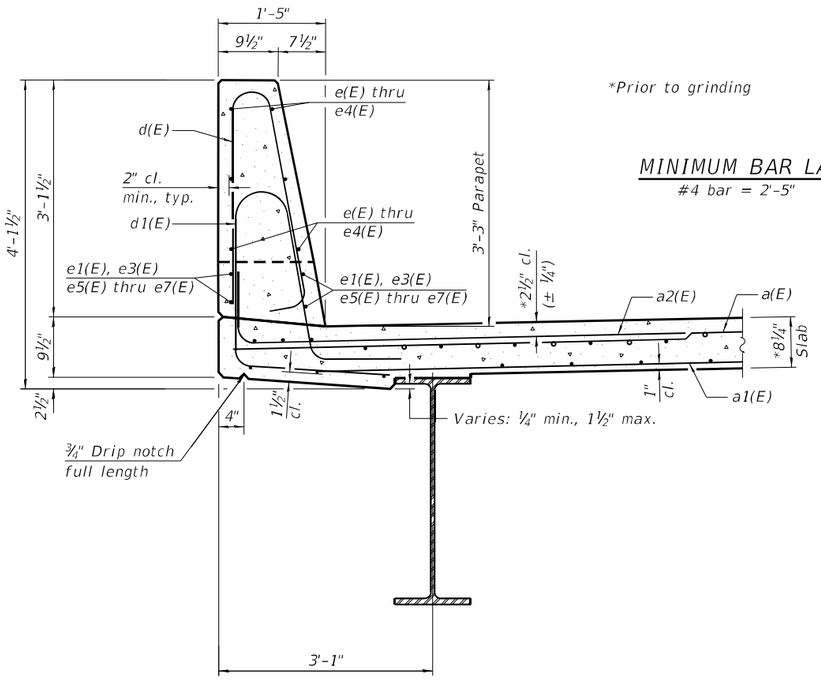
CROSS SECTION

(Looking South)

SI-SB-2-L(≤30°) 6-15-2019



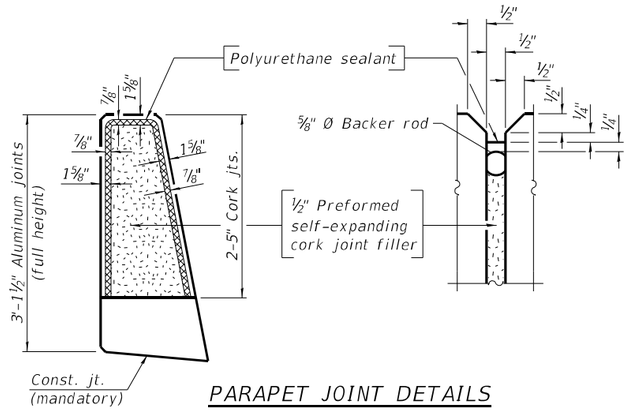
INSIDE ELEVATION OF PARAPET



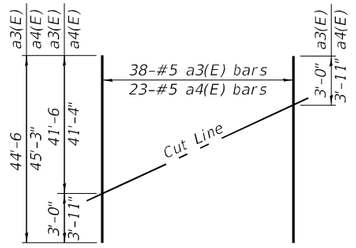
*Prior to grinding

MINIMUM BAR LAP

#4 bar = 2'-5"



PARAPET JOINT DETAILS



FIELD CUTTING DIAGRAM

Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	339	#5	42'-6"	
a1(E)	207	#5	40'-6"	
a2(E)	746	#6	8'-4"	
a3(E)	38	#5	44'-6"	
a4(E)	23	#5	45'-3"	
a5(E)	4	#5	46'-5"	
b(E)	322	#5	27'-10"	
b1(E)	78	#6	36'-6"	
b2(E)	328	#5	24'-10"	
d(E)	522	#5	6'-5"	
d1(E)	522	#5	8'-5"	
e(E)	36	#4	15'-9"	
e1(E)	40	#4	7'-6"	
e2(E)	36	#4	13'-9"	
e3(E)	40	#4	7'-11"	
e4(E)	36	#4	16'-9"	
e5(E)	16	#4	25'-3"	
e6(E)	16	#4	22'-3"	
e7(E)	16	#4	26'-9"	
m10(E)	12	#6	46'-6"	
m11(E)	30	#6	7'-8"	
m12(E)	20	#6	7'-8"	
m13(E)	8	#4	24'-11"	
m14(E)	12	#6	2'-11"	
m15(E)	8	#6	2'-11"	
s10(E)	82	#5	9'-3"	
s11(E)	82	#5	10'-5"	
u10(E)	82	#4	4'-3"	
v100(E)	86	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Lbs.	72,490	
Concrete Superstructure		Cu. Yds.	286.7	

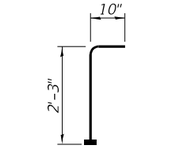
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

Notes:

The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

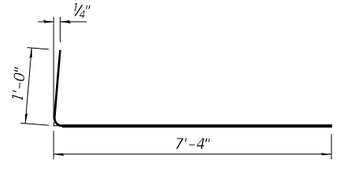
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

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

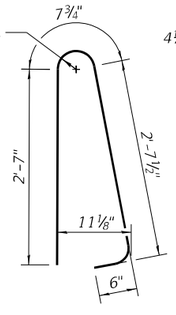


BAR v100(E)

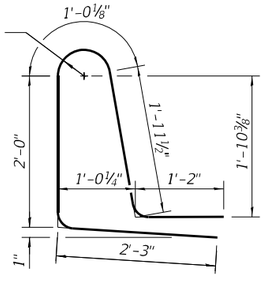
(Headed 86-#5 Bar terminators)



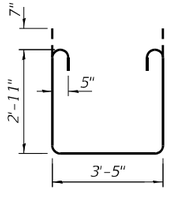
BAR a2(E)



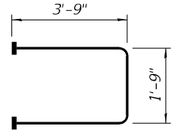
BAR d(E)



BAR d1(E)

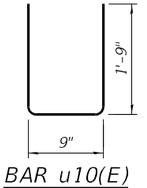


BAR s11(E)



BAR s10(E)

(Headed 164-#5 Bar terminators)



BAR u10(E)

SDI-SB-2 10-27-2023

EFK•Moen Civil Engineering Design	USER NAME = ABenz	DESIGNED - ACB	REVISED -
		CHECKED - CDL	REVISED -
	PLOT SCALE =	DRAWN - ACB	REVISED -
	PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 006-0054 (NB)
SHEET 18 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	238
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS\42057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Plotsheets\006-0053&0054-66K66-0218-Superstructure Details (NB).dgn
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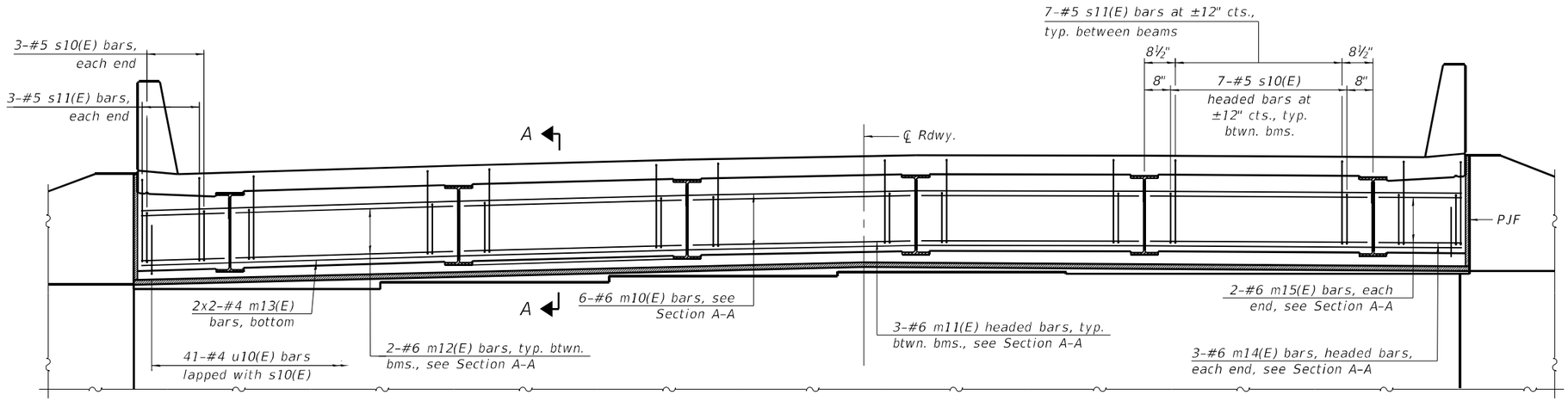
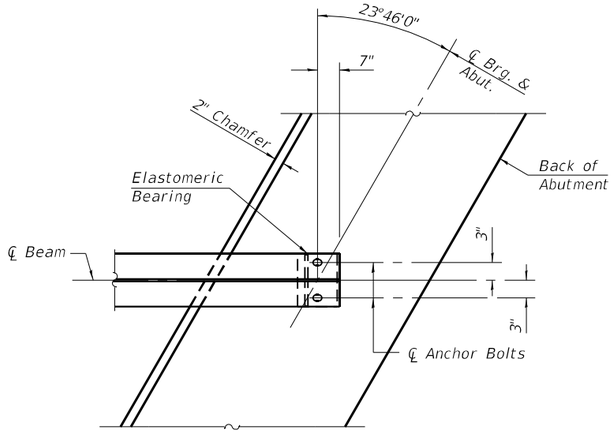


DIAPHRAGM AT ABUTMENT

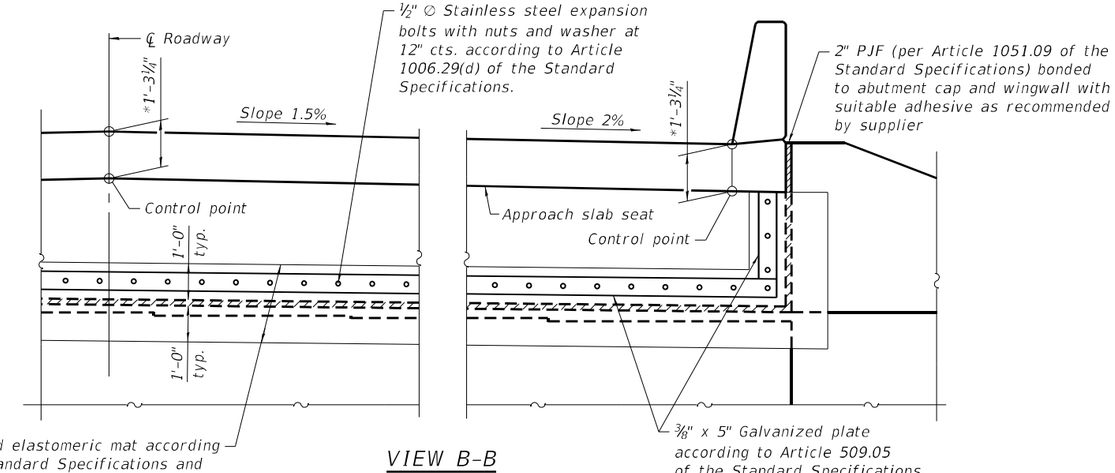
(Horizontal dimensions are at right angles)



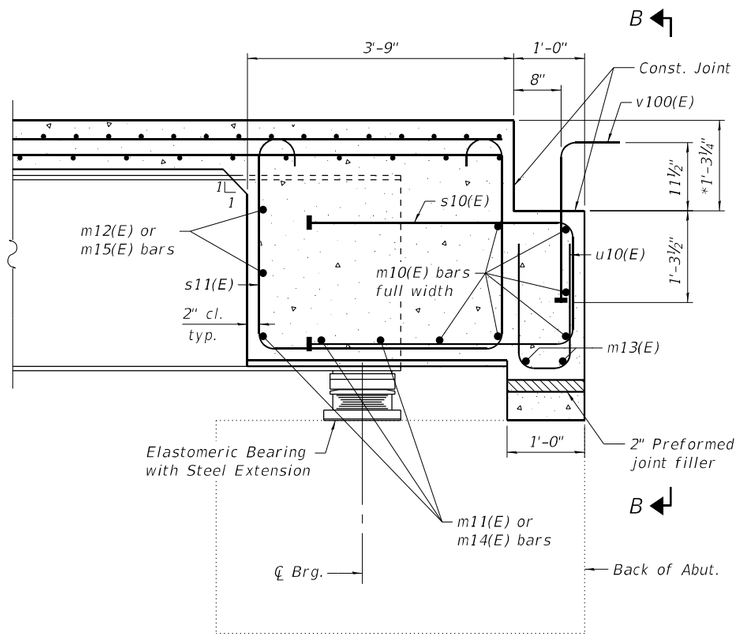
PLAN AT ABUTMENT

(Showing bottom flange of beam)

*Prior to grinding



VIEW B-B



SECTION A-A

(Horizontal dimensions are at right angles)

Notes:

See sheet 18 of 42 for superstructure details and Bill of Material.

The s10(E), s11(E), and u(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of Fabric Reinforced Elastomeric Mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

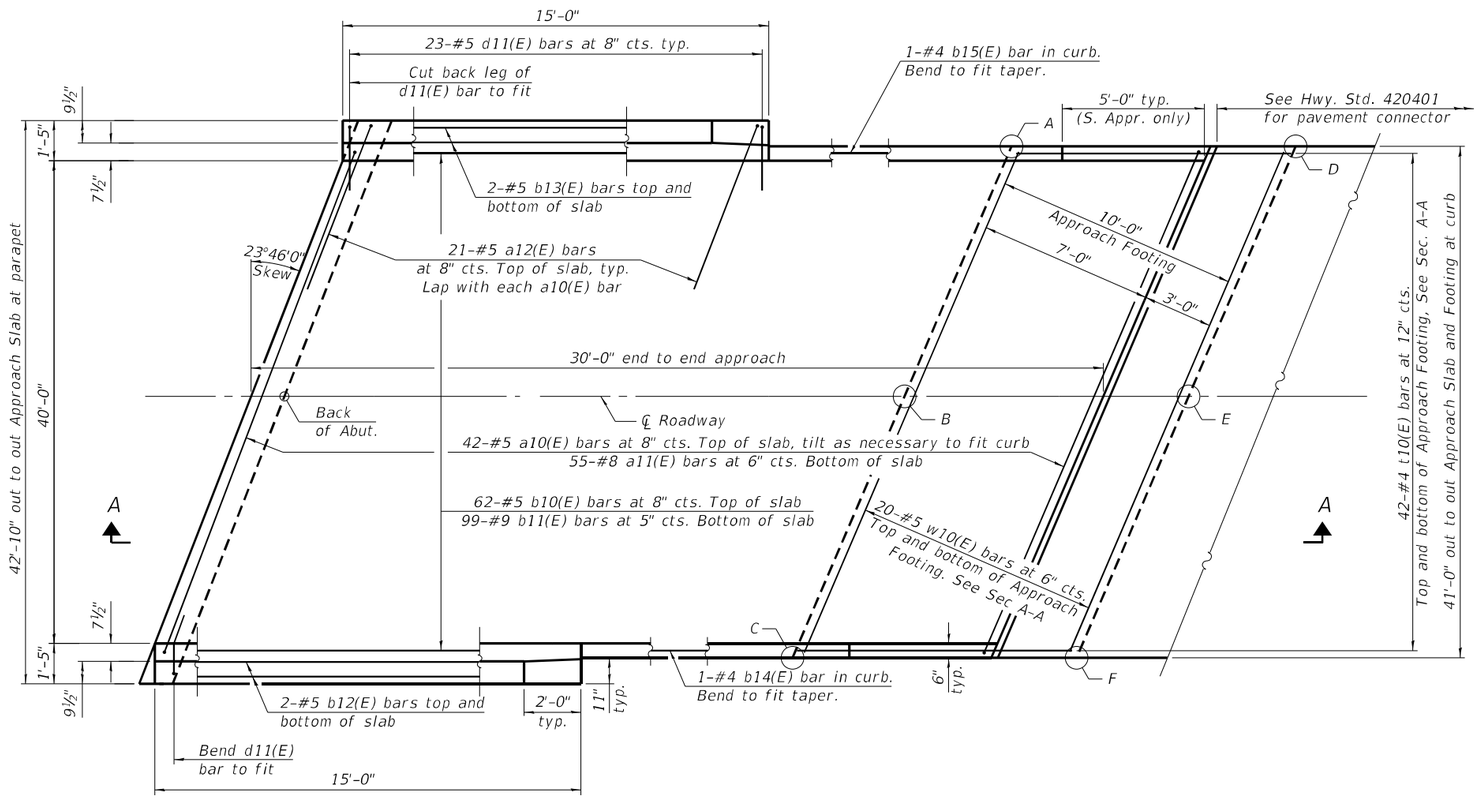
EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 006-0054 (NB)
SHEET 19 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	239
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

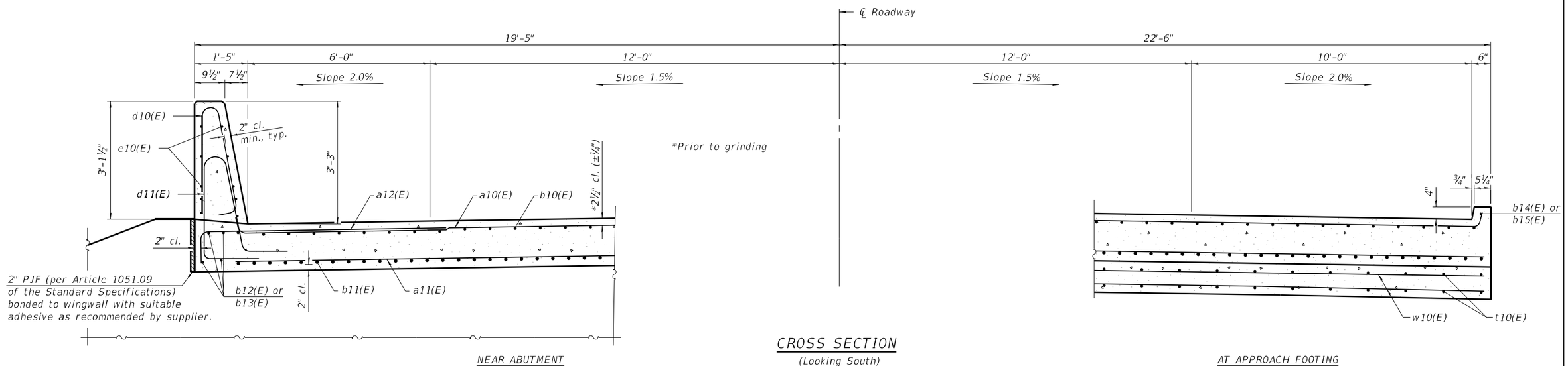


PLAN

(South approach slab shown; North approach slab similar by 180° rotation)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach			South Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - S.W.	521.29	520.45	A - N.E.	528.43	527.59
B - S. ℄	521.97	521.14	B - N. ℄	528.49	527.66
C - S.E.	521.90	521.07	C - N.W.	527.81	526.98
D - N.W.	521.86	521.03	D - S.E.	528.75	527.92
E - N. ℄	521.65	520.81	E - S. ℄	528.82	527.99
F - N.E.	522.32	521.49	F - S.W.	528.13	527.30



NEAR ABUTMENT

CROSS SECTION

(Looking South)

AT APPROACH FOOTING

BAIA-CIP-39CS-L(≤30°) 10-27-2023

(Sheet 1 of 2)

EFK•Moen Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 006-0053 (SB)

SHEET 20 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	240
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\BridgeFinal\Plotsheets\006-0053&0054-66K66-0220-Approach (SB).dgn

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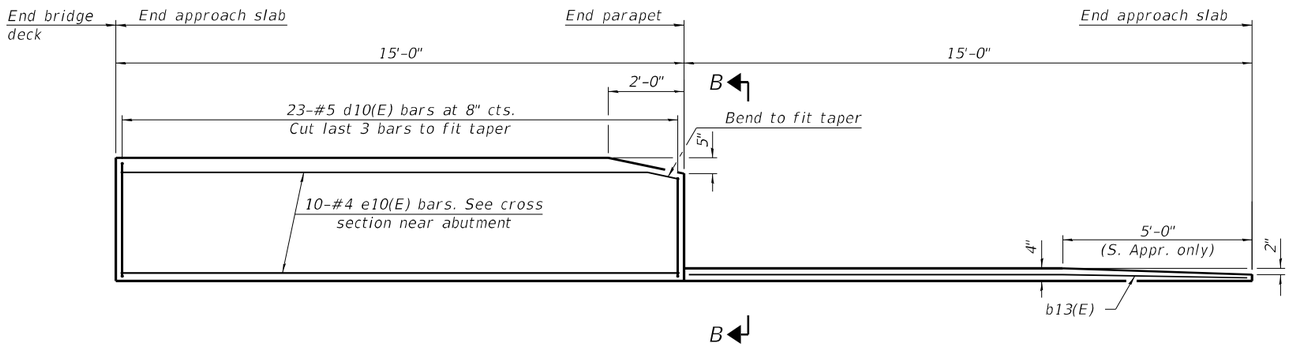
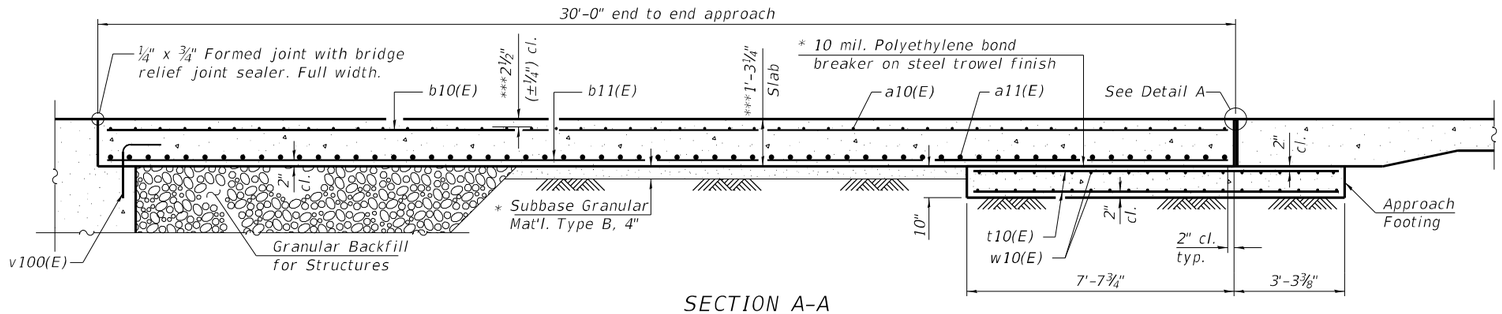
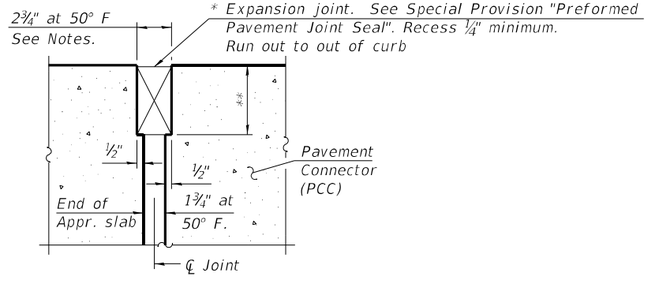


INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A

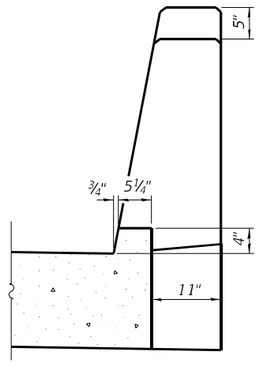


DETAIL A
(at Rt. ∠'s)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

*** Prior to grinding



VIEW B-B

Notes:

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

Parapet concrete shall be paid for as Concrete Superstructure.

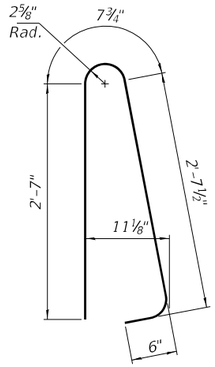
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

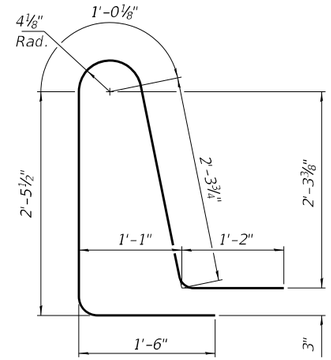
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

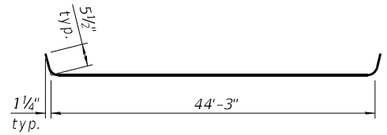
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 42.



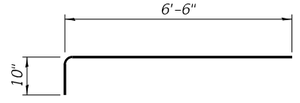
BAR d10(E)



BAR d11(E)



BAR a10(E)



BAR a12(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	84	#5	45'-2"	
a11(E)	110	#8	44'-5"	
a12(E)	84	#5	7'-4"	
b10(E)	124	#5	29'-8"	
b11(E)	198	#9	29'-8"	
b12(E)	8	#5	14'-8"	
b13(E)	8	#5	14'-8"	
b14(E)	2	#4	14'-6"	
b15(E)	2	#4	14'-10"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	84	#4	10'-6"	
w10(E)	80	#5	44'-5"	
Concrete Superstructure			Cu. Yd.	7.6
Concrete Superstructure (Approach Slab)			Cu. Yd.	118.8
Concrete Structures			Cu. Yd.	27.6
Reinforcement Bars, Epoxy Coated			Pound	47,860

BAIA-CIP-39CS-L(≤30°) 10-27-2023

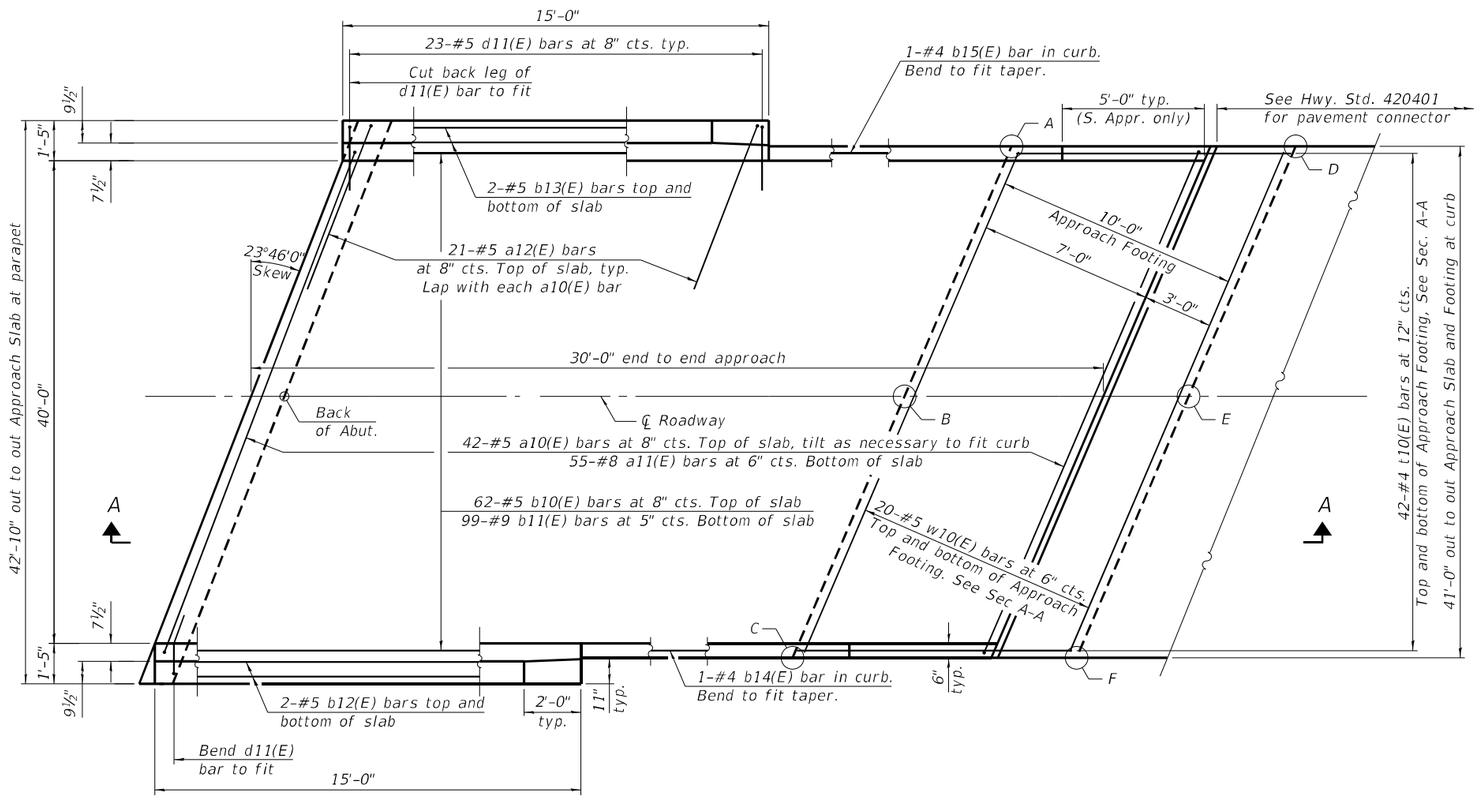
EFK•Moen Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 006-0053 (SB)
SHEET 21 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	241
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

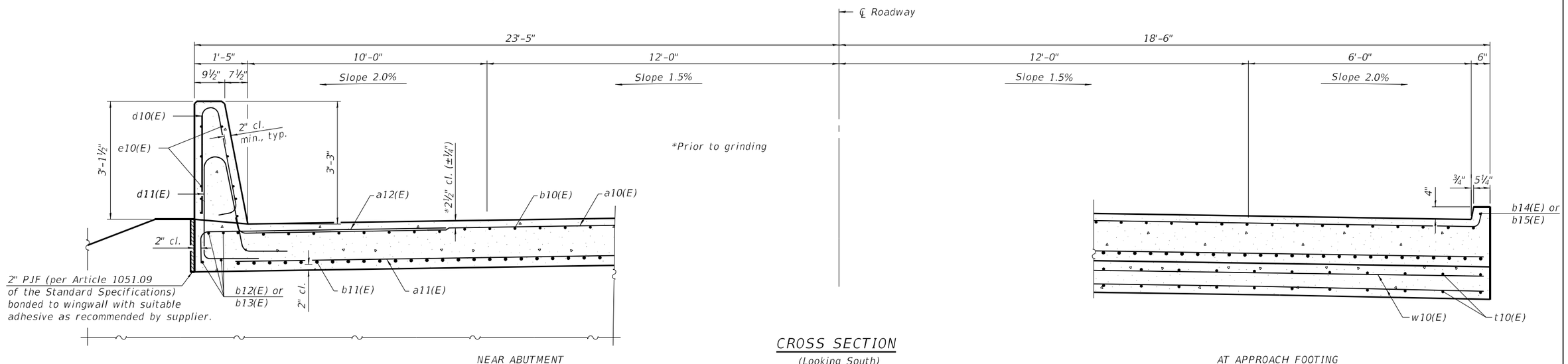


PLAN

(South approach slab shown; North approach slab similar by 180° rotation)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach			South Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - S.W.	522.10	521.27	A - N.E.	529.38	528.55
B - S. ℄	522.30	521.46	B - N. ℄	529.10	528.26
C - S.E.	522.56	521.73	C - N.W.	528.89	528.06
D - N.W.	521.78	520.95	D - S.E.	529.72	528.89
E - N. ℄	521.97	521.14	E - S. ℄	529.44	528.61
F - N.E.	522.24	521.40	F - S.W.	529.24	528.40



NEAR ABUTMENT

CROSS SECTION

(Looking South)

AT APPROACH FOOTING

BAIA-CIP-39CS-L(≤30°) 10-27-2023

(Sheet 1 of 2)

EFK•Moen Civil Engineering Design	USER NAME = ABenz	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 006-0054 (NB)
		CHECKED - CDL	REVISED -		
	PLOT SCALE =	DRAWN - ACB	REVISED -		
	PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -		SHEET 22 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	242
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\BridgeFinal\Plotsheets\006-0053&0054-66K66-0222-Approach (NB).dgn

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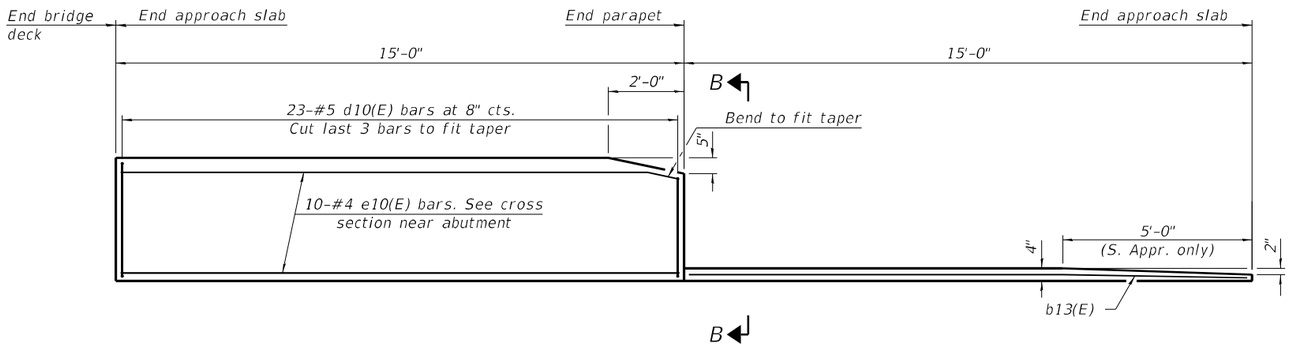
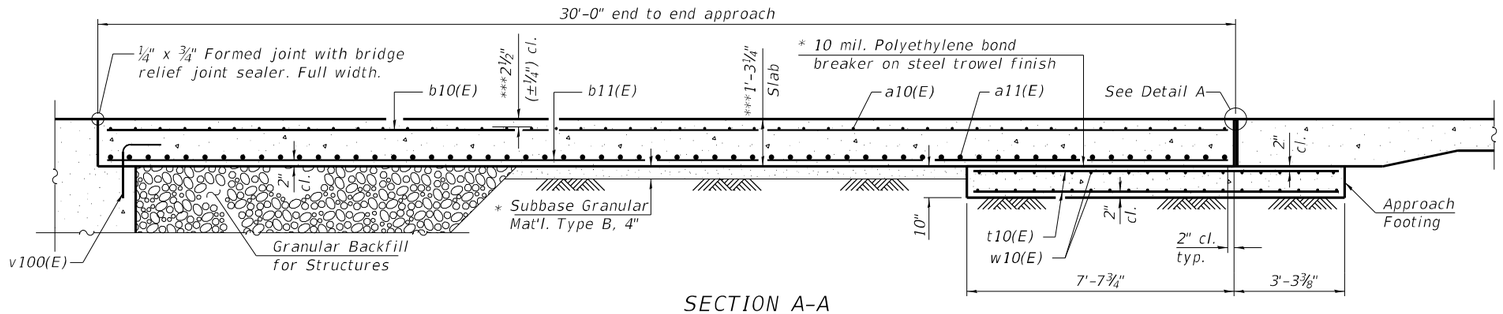
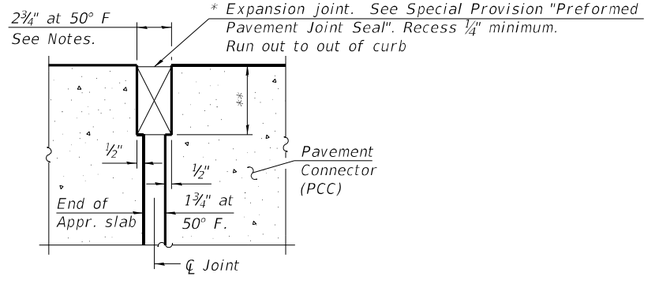


INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A

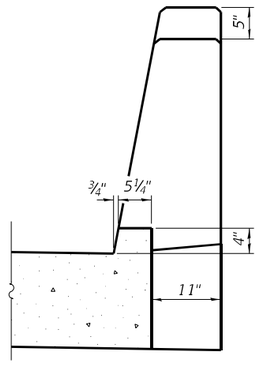


DETAIL A
(at Rt. ∠'s)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

*** Prior to grinding



VIEW B-B

Notes:

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

Parapet concrete shall be paid for as Concrete Superstructure.

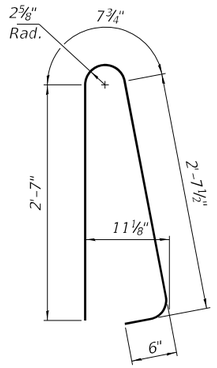
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

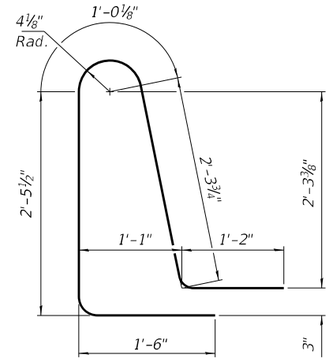
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

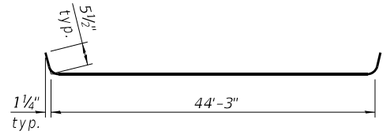
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 42.



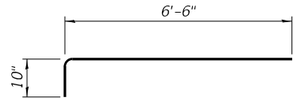
BAR d10(E)



BAR d11(E)



BAR a10(E)



BAR a12(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	84	#5	45'-2"	
a11(E)	110	#8	44'-5"	
a12(E)	84	#5	7'-4"	
b10(E)	124	#5	29'-8"	
b11(E)	198	#9	29'-8"	
b12(E)	8	#5	14'-8"	
b13(E)	8	#5	14'-8"	
b14(E)	2	#4	14'-6"	
b15(E)	2	#4	14'-10"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	84	#4	10'-6"	
w10(E)	80	#5	44'-5"	
Concrete Superstructure		Cu. Yd.	7.6	
Concrete Superstructure (Approach Slab)		Cu. Yd.	118.8	
Concrete Structures		Cu. Yd.	27.6	
Reinforcement Bars, Epoxy Coated		Pound	47,860	

BAIA-CIP-39CS-L(≤30°) 10-27-2023

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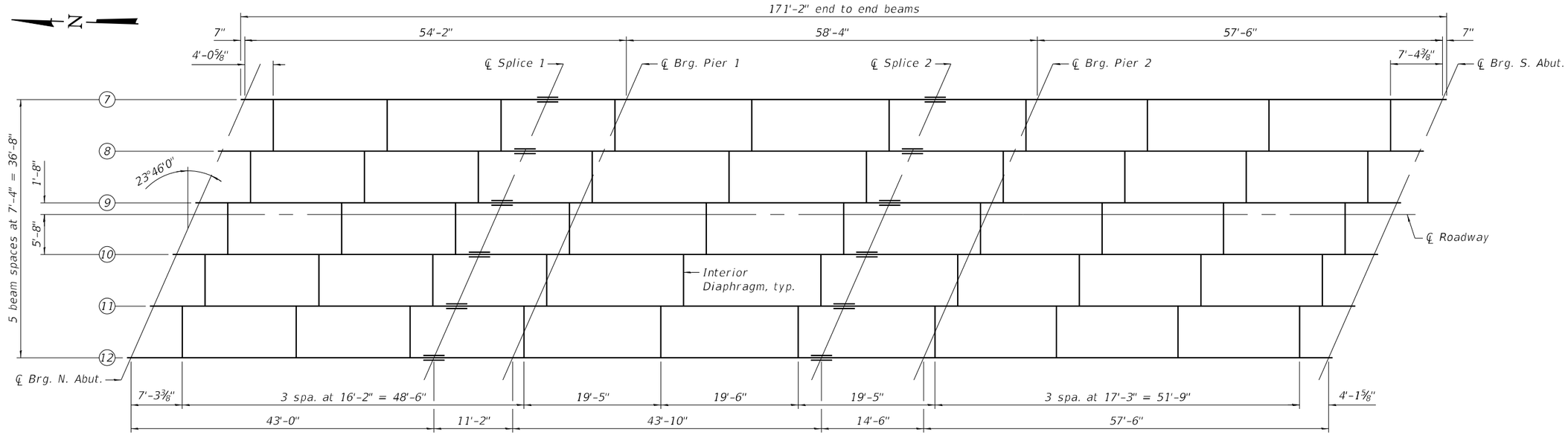
USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

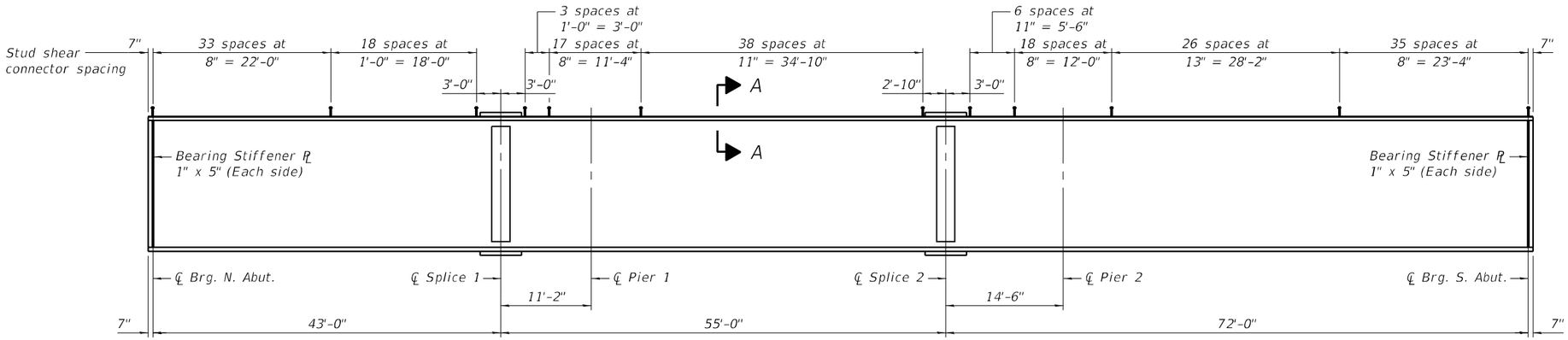
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 006-0054 (NB)
SHEET 23 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	243
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

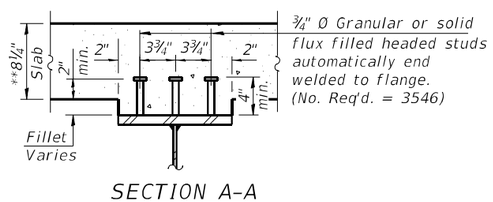


PLAN



BEAM ELEVATION

(All beams are W33x141, AASHTO M270, Grade 50, CVN)



SECTION A-A

**Prior to grinding

*TOP OF BEAM ELEVATIONS

Location	℄ Bearing N. Abut.	℄ Splice 1	℄ Bearing Pier 1	℄ Splice 2	℄ Bearing Pier 2	℄ Bearing S. Abut.
Beam 7	523.19	524.46	524.72	526.11	526.43	528.26
Beam 8	523.22	524.51	524.75	526.14	526.49	528.29
Beam 9	523.24	524.53	524.77	526.15	526.51	528.31
Beam 10	523.08	524.37	524.61	526.00	526.35	528.15
Beam 11	522.87	524.16	524.40	525.78	526.14	527.94
Beam 12	522.63	523.91	524.16	525.54	525.90	527.69

*For fabrication use only.

Notes:
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
See sheet 26 of 42 for additional structural steel details.

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Plotsheets\006-0053&0054-66K66-024-Framing Plan.dgn

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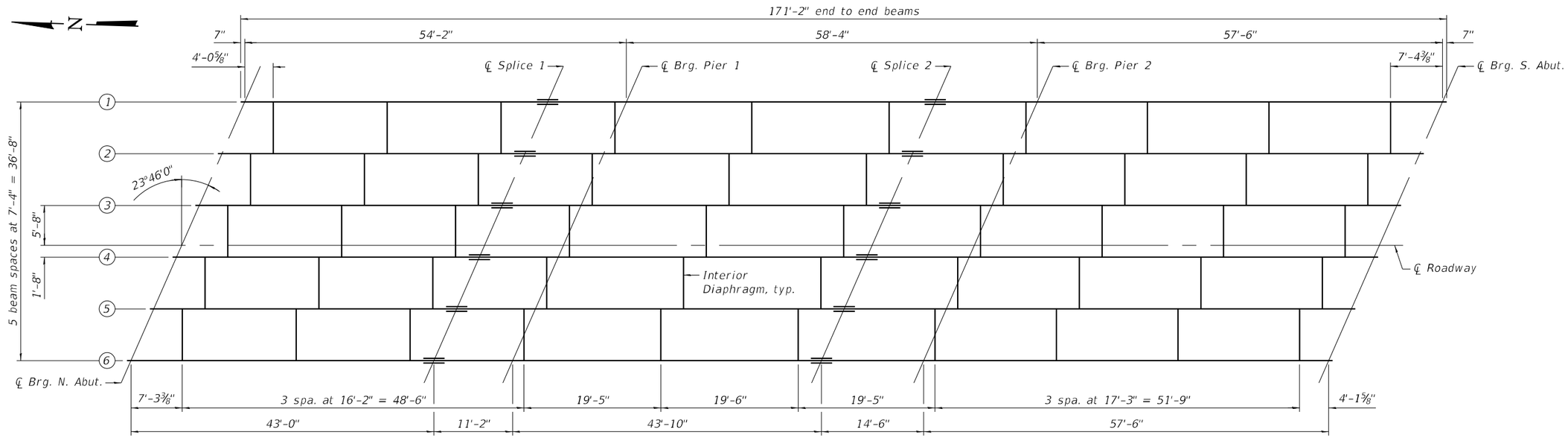
Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

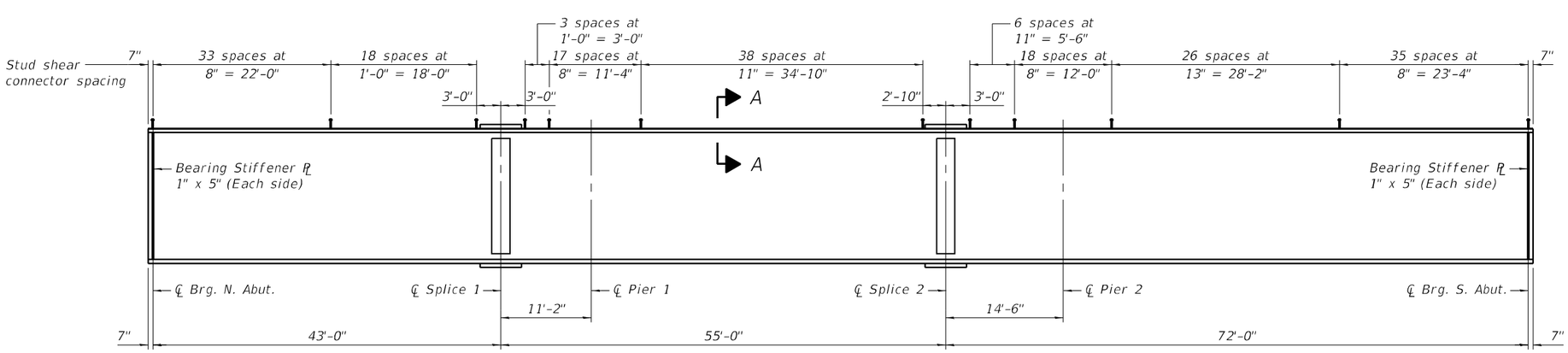
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 006-0053 (SB)
SHEET 24 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	244
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

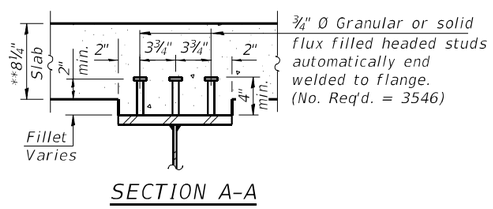


PLAN



BEAM ELEVATION

(All beams are W33x141, AASHTO M270, Grade 50, CVN)



SECTION A-A

**Prior to grading

*TOP OF BEAM ELEVATIONS

Location	℄ Bearing N. Abut.	℄ Splice 1	℄ Bearing Pier 1	℄ Splice 2	℄ Bearing Pier 2	℄ Bearing S. Abut.
Beam 1	523.85	525.18	525.44	526.89	527.27	529.17
Beam 2	523.90	525.22	525.48	526.94	527.32	529.21
Beam 3	523.92	525.24	525.50	526.95	527.33	529.22
Beam 4	523.88	525.20	525.46	526.91	527.29	529.18
Beam 5	523.68	524.99	525.25	526.70	527.08	528.97
Beam 6	523.45	524.76	525.02	526.46	526.84	528.74

*For fabrication use only.

Notes:
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
See sheet 26 of 42 for additional structural steel details.

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -
	CHECKED - CDL	REVISED -
PLOT SCALE =	DRAWN - ACB	REVISED -
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 006-0054 (NB)
SHEET 25 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	245
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

INTERIOR BEAM MOMENT TABLE						
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
I_s	(in^4)	7450	7450	7450	7450	7450
$I_c(n)$	(in^4)	20959	20959	20959	20959	20959
$I_c(3n)$	(in^4)	15741	15741	15741	15741	15741
$I_c(cr)$	(in^4)	–	10335	–	10335	–
S_s	(in^3)	447.4	447.4	447.4	447.4	447.4
$S_c(n)$	(in^3)	666.1	666.1	666.1	666.1	666.1
$S_c(3n)$	(in^3)	607.1	607.1	607.1	607.1	607.1
$S_c(cr)$	(in^3)	–	512.7	–	512.7	–
S_x	(in^3)	635.5	–	656.0	–	630.6
DC1	(k/')	0.913	0.913	0.913	0.913	0.913
M_{DC1}	('k)	204.6	274.4	88.9	303.5	232.4
DC2	(k/')	0.175	0.175	0.175	0.175	0.175
M_{DC2}	('k)	40.1	53.8	17.8	59.4	45.7
DW	(k/')	0.333	0.333	0.333	0.333	0.333
M_{DW}	('k)	76.3	102.5	34.0	113.2	87.0
LLDF		0.62	0.62	0.62	0.62	0.62
M_{L+IM}	('k)	559.1	546.2	497.1	588.4	628.1
f_f (Strength I)	(ksi)	0.0	0.0	0.0	0.0	0.0
$M_u + \frac{1}{3} f_f S_x$	('k)	1399	1520	1054	1653	1577
$\varnothing_f M_n$	('k)	3422	–	3531	–	3395
f_s DC1	(ksi)	5.5	7.4	2.4	8.1	6.2
f_s DC2	(ksi)	0.8	1.3	0.4	1.4	0.9
f_s DW	(ksi)	1.5	2.4	0.7	2.6	1.7
f_s (L+IM)	(ksi)	10.1	12.8	9.0	13.8	11.3
f_f (Service II)	(ksi)	0.0	0.0	0.0	0.0	0.0
$f_s + f_f/2$ (Service II)	(ksi)	20.9	27.6	15.0	30.1	23.6
Service II Resistance	(ksi)	47.5	47.5	47.5	47.5	47.5
$f_s + f_f/3$ (Strength I)	(ksi)	–	–	–	–	–
$\varnothing_f F_n$	(ksi)	–	50.0	–	50.0	–
V_f	(k)	26.0	34.5	24.0	38.0	23.0

BEAM REACTION TABLE					
		N. Abut.	Pier 1	Pier 2	S. Abut.
LLDF		0.84	0.77	0.77	0.84
OCF		1.10	–	–	1.10
R_{DC1}	(k)	*39.2	54.7	57.3	*40.5
R_{DC2}	(k)	3.7	10.7	11.3	4.0
R_{DW}	(k)	7.1	20.5	21.5	7.6
R_L	(k)	61.1	111.1	114.1	63.1
R_{Im}	(k)	15.9	24.8	25.2	16.1
R_{Total} (Strength I)(Impact)	(k)	199.1	350.2	361.6	205.6
R_{Total} (Strength I)(No Impact)	(k)	171.3	306.8	317.6	177.4

*R_{DC1} includes service reaction due to weight of approach slab and parapet on approach slab.

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

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

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

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

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

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

M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

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

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

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

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

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

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

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_s

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

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

$f_s + f_f/2$ (Service II): Sum of stresses as computed below (ksi).
f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (L + IM) + $f_f/2$

Service II Resistance: Composite ($0.95R_hF_{yf}$) or noncomposite ($0.80R_hF_{yf}$) stress capacity according to Article 6.10.4.2 (ksi).

$f_s + f_f/3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi).
$1.25 (f_s$ DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (L + IM) + $f_f/3$

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

V_f : 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).

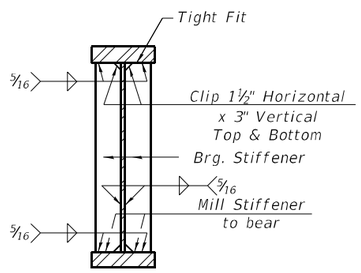
R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

R_L : Un-factored live load reaction (kip).

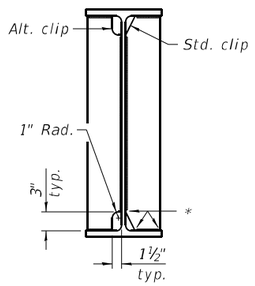
R_{IM} : Un-factored dynamic load allowance (impact) (kip).

R_{Total} (Strength I)(Impact): Strength I load combination of factored design reactions (kip). $1.25 (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75 (R_L + R_{IM})$

R_{Total} (Strength I)(No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip). $1.25 (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75 (R_L)$

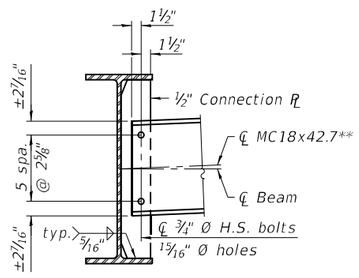


BEARING STIFFENER AT ABUTMENT



WELD LIMITS AND CLIP DETAILS

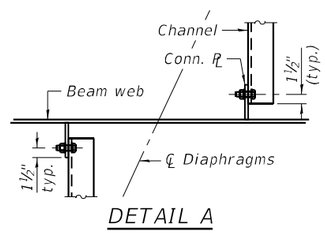
* Stop welds ¼" (±⅛") from edges as shown. Typical.



INTERIOR DIAPHRAGM

(100 Required)

** 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.



DETAIL A

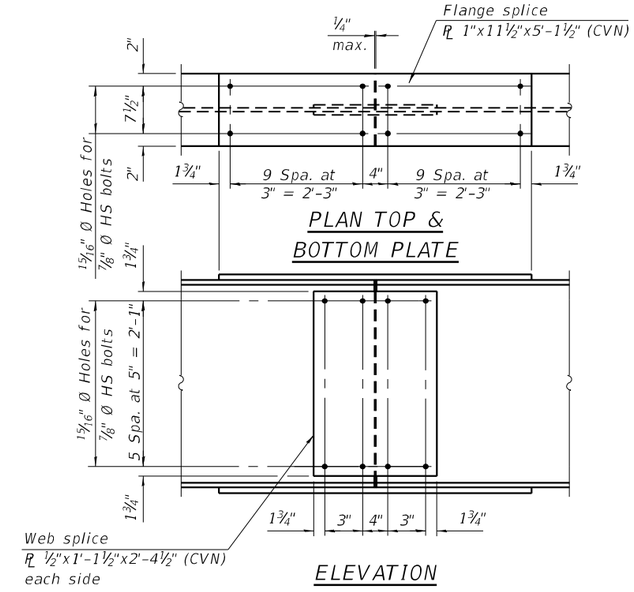
Notes:

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

Two hardened washers required for each set of oversized holes.

See Detail A for connection plate orientation.

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.



ELEVATION

SPLICE DETAIL

(24 Required)

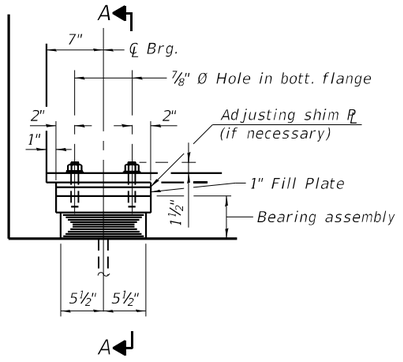
EFK•Moen Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 2/6/2024	CHECKED - CDL	REVISED -	

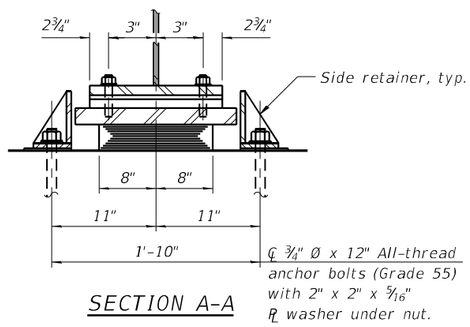
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 006-0053 (SB) & 006-0054 (NB)
SHEET 26 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	246
		CONTRACT NO. 66K66		
		ILLINOIS	FED. AID PROJECT	

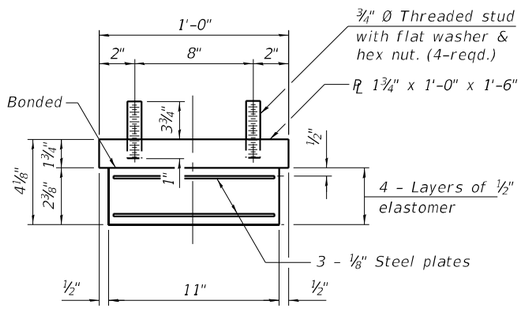


ELEVATION AT ABUT.



SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

Notes:
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

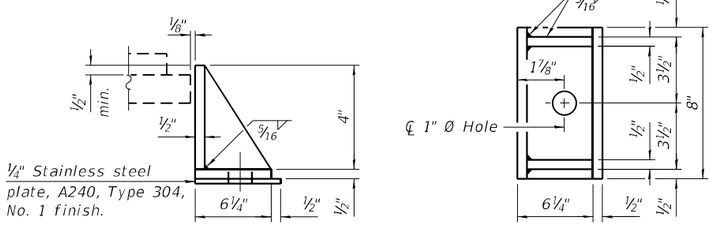
Fill plates, shim plates, and connection bolts are included with Furnishing and Erecting Structural Steel.

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.

The fill plates and structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

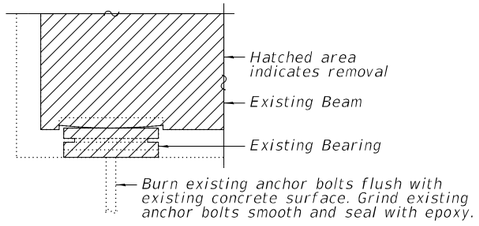
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed shown on bearing details.

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.



EXISTING BEARING REMOVAL DETAIL

(Cost included with Removal of Existing Superstructure)

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 3/4"	Each	24

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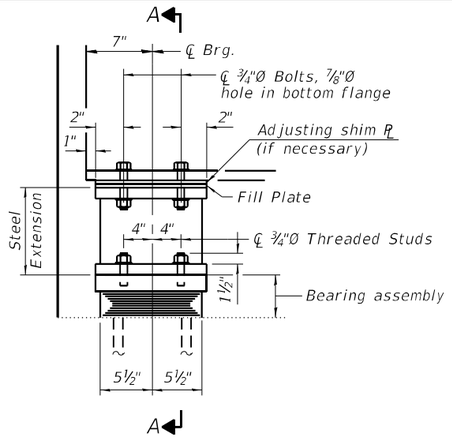
Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

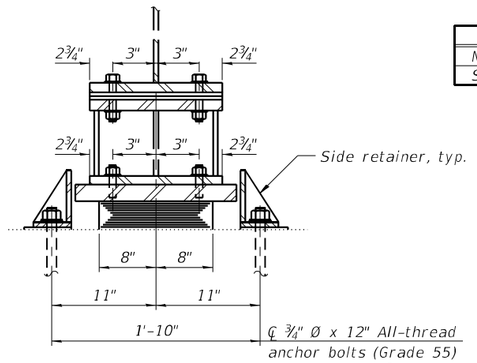
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT BEARING DETAILS
STRUCTURE NO. 006-0053 (SB)
SHEET 27 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	247
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		



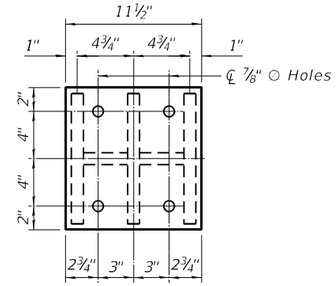
ELEVATION AT ABUT.



SECTION A-A

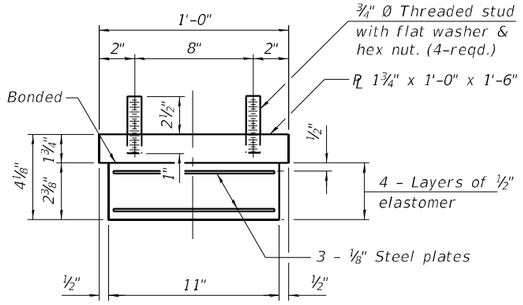
TABLE OF FILL PLATE THICKNESSES

	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
N. Abut.	¾"	⅞"	1"	5/8"	¾"	⅞"
S. Abut.	1⅛"	1⅛"	1¼"	⅞"	½"	¾"



PLAN - TOP EXTENSION PLATE

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

Notes:
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

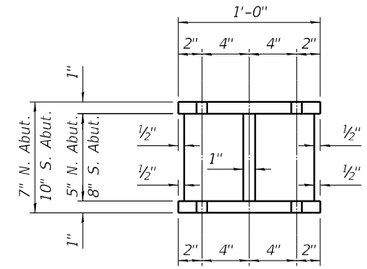
Steel Extensions, fill plates, shim plates, and connection bolts are included with Furnishing and Erecting Structural Steel.

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.

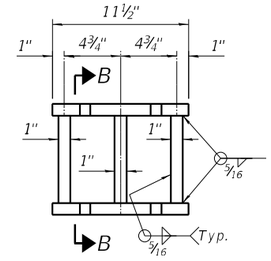
The steel extensions, fill plates, and structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed shown on bearing details.

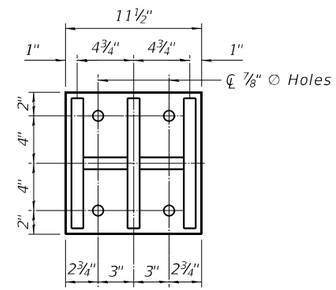
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



SECTION B-B

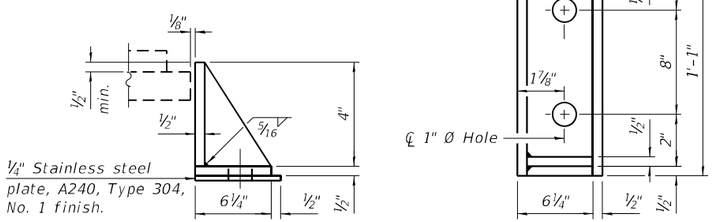


END VIEW

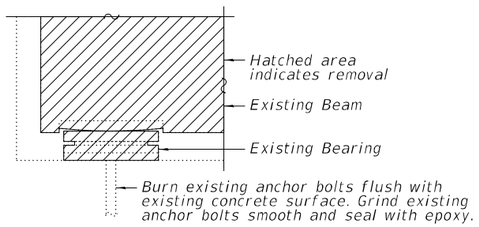


PLAN - BOTTOM EXTENSION PLATE

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.



EXISTING BEARING REMOVAL DETAIL
(Cost included with Removal of Existing Superstructure)

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 3/4"	Each	48

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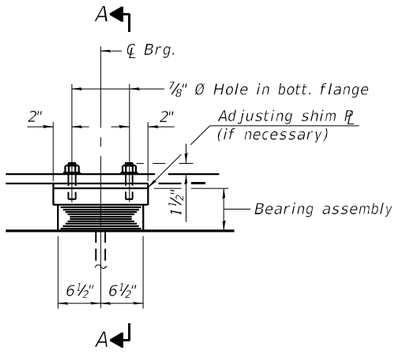
Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 2/6/2024	CHECKED - CDL	REVISED -	

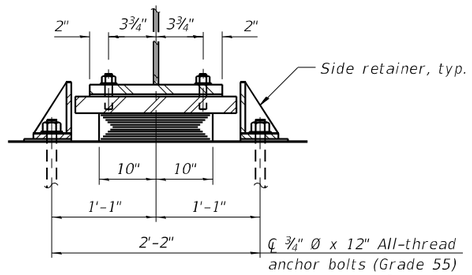
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT BEARING DETAILS
STRUCTURE NO. 006-0054 (NB)
SHEET 28 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	248
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

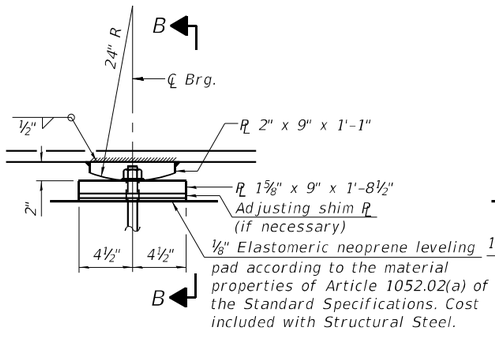


ELEVATION AT PIER 2

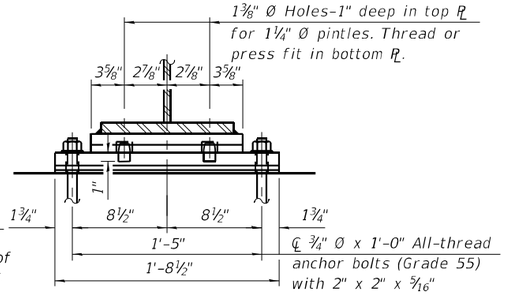


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

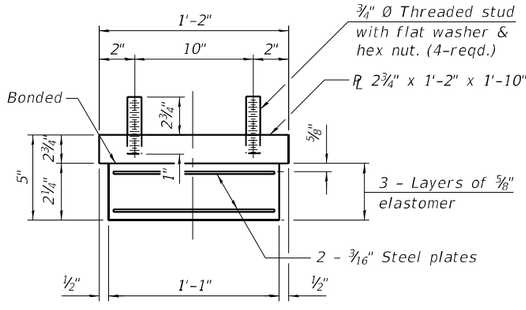


ELEVATION AT PIER 1



SECTION B-B

FIXED BEARING



BEARING ASSEMBLY

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

Notes:

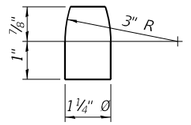
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

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.

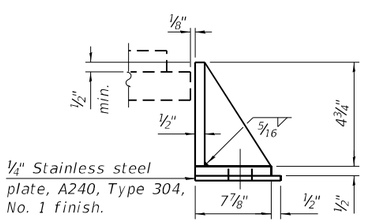
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

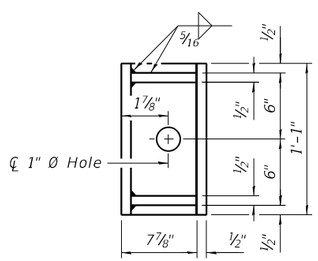
The structural steel plates and pintles shall conform to the requirements of AASHTO M270 Grade 50.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed shown on bearing details.



PINTLE





SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 3/4"	Each	48

I-2E-1

6-15-2019

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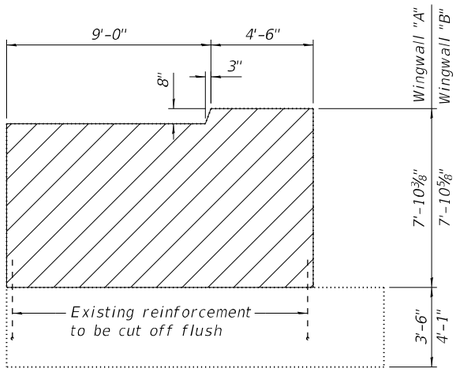
USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

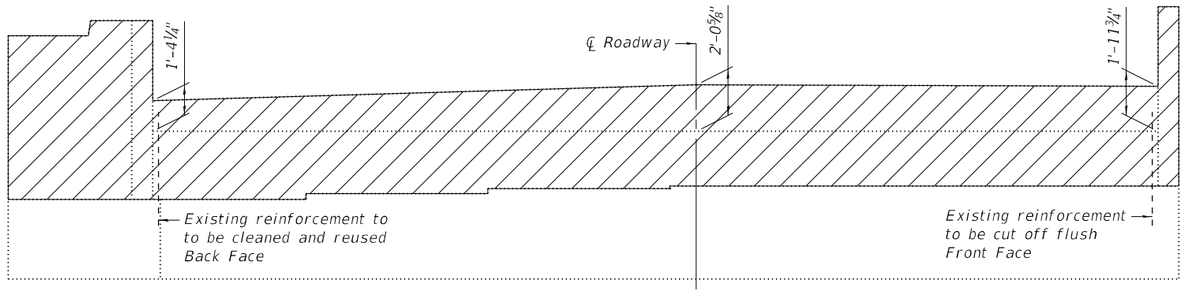
PIER BEARING DETAILS
STRUCTURE NO. 006-0053 (SB) & 006-0054 (NB)
SHEET 29 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	249
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			



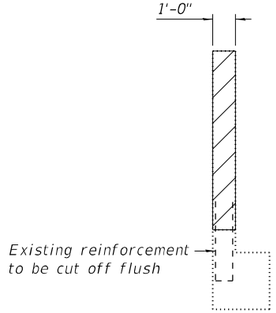
WINGWALL ELEVATION

(S.B. North Abutment West Wingwall shown, other wingwalls similar)

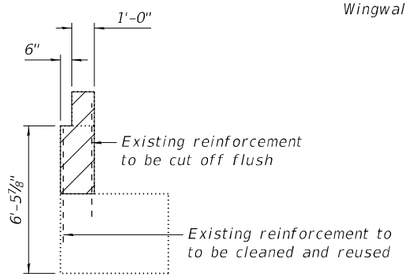


ELEVATION

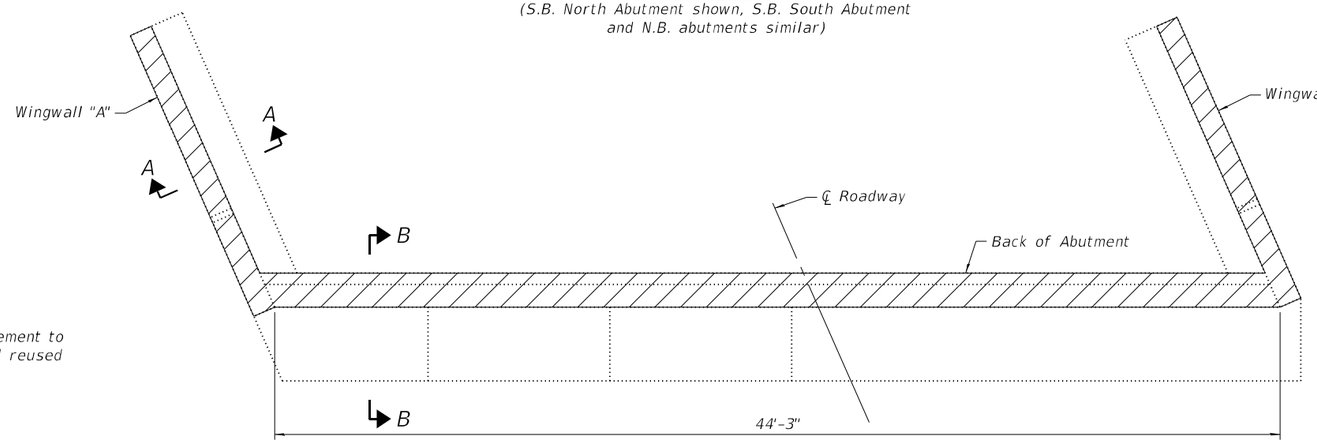
(S.B. North Abutment shown, S.B. South Abutment and N.B. abutments similar)



SECTION A-A



SECTION B-B



PLAN

(S.B. North Abutment shown, S.B. South Abutment and N.B. abutments similar)

STRUCTURE NO. 006-0053
BILL OF MATERIAL - 2 ABUTMENTS

Item	Unit	Total
Concrete Removal	Cu. Yd.	33.8

STRUCTURE NO. 006-0054
BILL OF MATERIAL - 2 ABUTMENTS

Item	Unit	Total
Concrete Removal	Cu. Yd.	33.8

Notes:

Hatched areas indicate Concrete Removal.

Existing reinforcement extending into new construction shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.

Existing reinforcement not extending into new construction shall be cut off flush and sealed with epoxy. Cost included with Concrete Removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Plots\sheets\006-0053&0054-66K66-230-Concrete Removal.dgn
1/11/2024 8:52:10 AM

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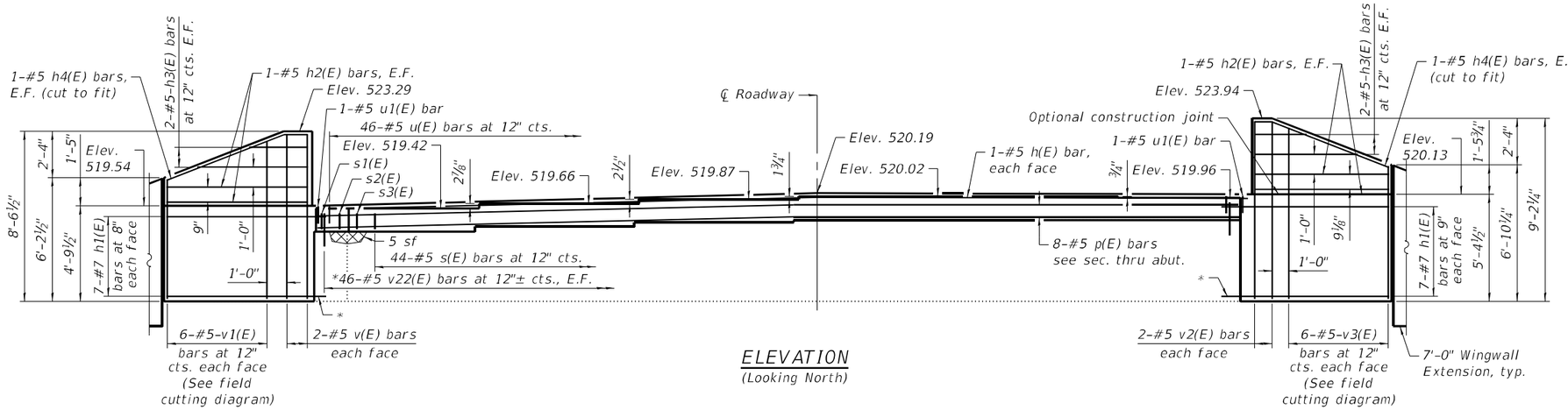
Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

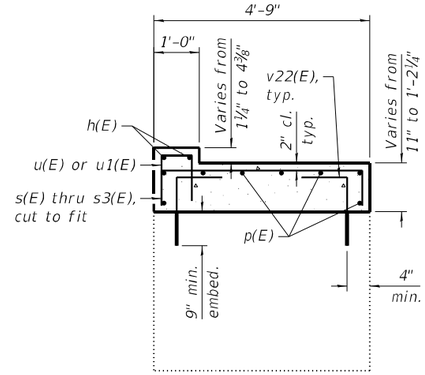
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT CONCRETE REMOVAL
STRUCTURE NO. 006-0053 (SB) & 006-0054 (NB)
SHEET 30 OF 42 SHEETS

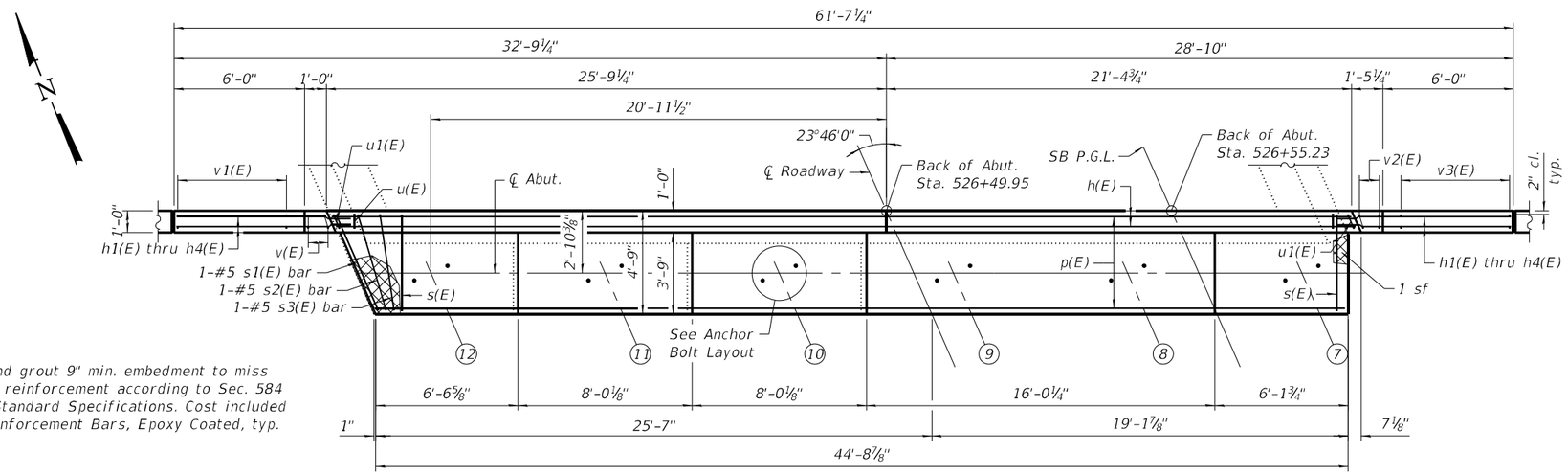
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	250
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			



ELEVATION
(Looking North)



SECTION THRU ABUTMENT



*Drill and grout 9" min. embedment to miss existing reinforcement according to Sec. 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.

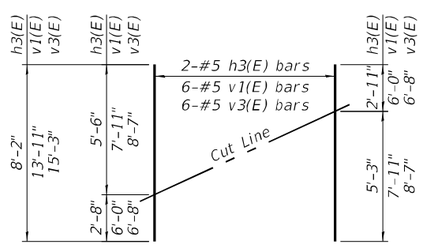
PLAN

Structural Repair of Concrete (Depth Greater than 5 Inches)

BILL OF MATERIAL

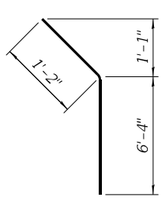
Bar	No.	Size	Length	Shape
h(E)	2	#5	46'-10"	
h1(E)	28	#7	8'-7"	
h2(E)	8	#5	7'-1"	
h3(E)	4	#5	8'-2"	
h4(E)	4	#5	7'-6"	
h5(E)	32	#4	6'-8"	
n(E)	32	#4	4'-6"	
p(E)	8	#5	46'-10"	
s(E)	44	#5	6'-3"	
s1(E)	1	#5	6'-8"	
s2(E)	1	#5	6'-5"	
s3(E)	1	#5	6'-4"	
t(E)	18	#5	6'-10"	
t1(E)	18	#5	6'-2"	
u(E)	46	#5	2'-4"	
u1(E)	2	#5	2'-5"	
v(E)	4	#5	8'-2"	
v1(E)	6	#5	13'-11"	
v2(E)	4	#5	8'-10"	
v3(E)	6	#5	15'-3"	
v8(E)	8	#4	9'-1"	
v9(E)	8	#4	10'-5"	
v22(E)	92	#5	2'-5"	
w(E)	28	#4	6'-8"	
Structure Excavation	Cu. Yd.		91	
Concrete Structures	Cu. Yd.		20.2	
Reinforcement Bars, Epoxy Coated	Pound		2,730	
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.		6	

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
E.F. = each face

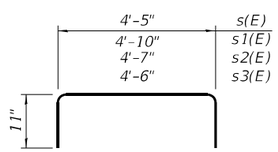


FIELD CUTTING DIAGRAM

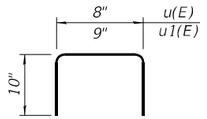
Order h3(E), v1(E), and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



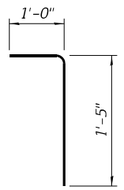
BAR h4(E)



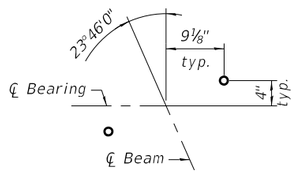
BAR s(E) thru s3(E)



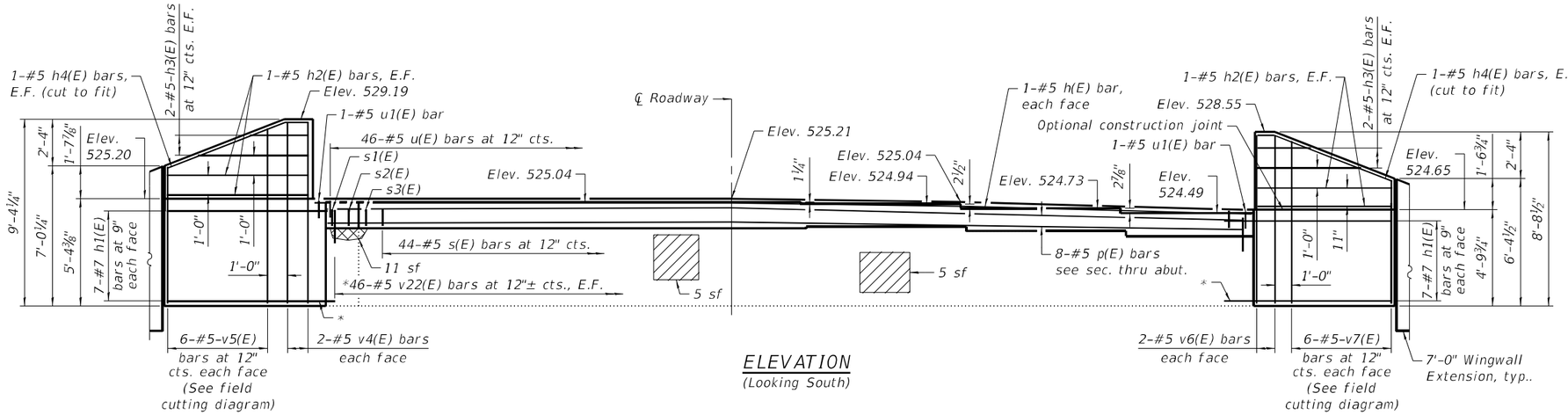
BAR u(E) & u1(E)



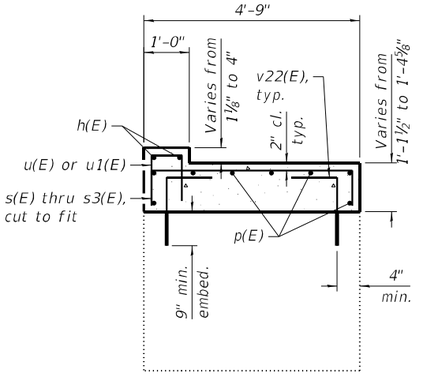
BAR v22(E)



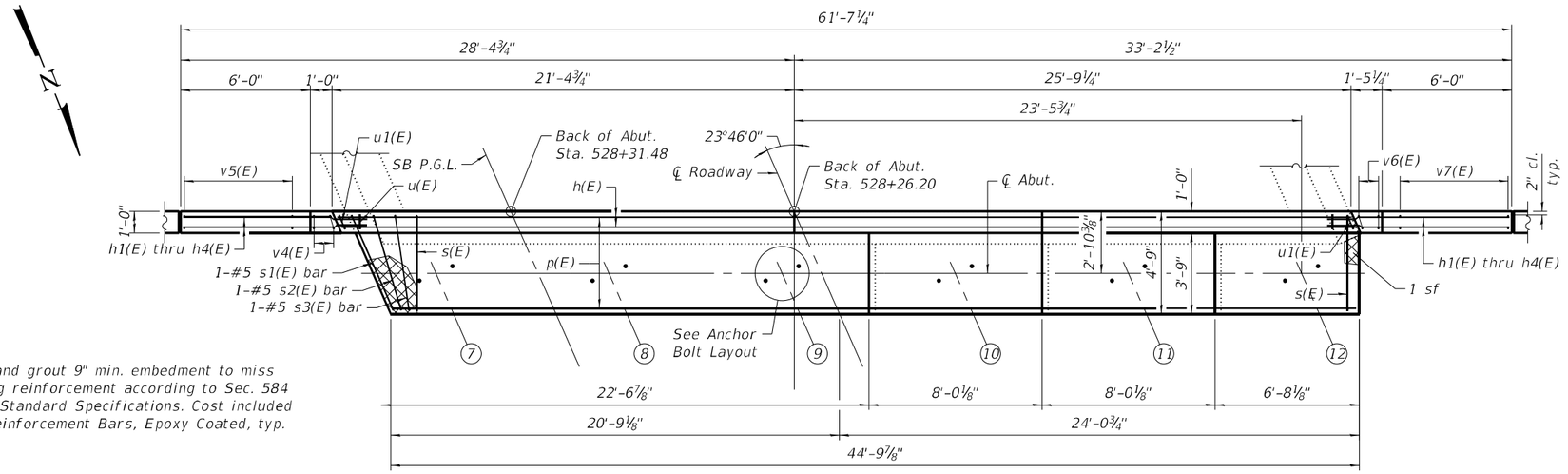
ANCHOR BOLT LAYOUT



ELEVATION
(Looking South)



SECTION THRU ABUTMENT



PLAN

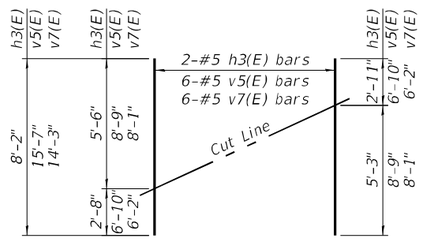
*Drill and grout 9" min. embedment to miss existing reinforcement according to Sec. 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	2	#5	46'-10"	
h1(E)	28	#7	8'-7"	
h2(E)	8	#5	7'-1"	
h3(E)	4	#5	8'-2"	
h4(E)	4	#5	7'-6"	
h5(E)	32	#4	6'-8"	
n(E)	32	#4	4'-6"	
p(E)	8	#5	46'-10"	
s(E)	44	#5	6'-3"	
s1(E)	1	#5	6'-8"	
s2(E)	1	#5	6'-5"	
s3(E)	1	#5	6'-4"	
t(E)	18	#5	6'-10"	
t1(E)	18	#5	6'-2"	
u(E)	46	#5	2'-4"	
u1(E)	2	#5	2'-5"	
v4(E)	4	#5	9'-0"	
v5(E)	6	#5	15'-7"	
v6(E)	4	#5	8'-4"	
v7(E)	6	#5	14'-3"	
v8(E)	8	#4	9'-6"	
v9(E)	8	#4	10'-5"	
v22(E)	92	#5	2'-5"	
w(E)	28	#4	6'-8"	
Structure Excavation		Cu. Yd.	103	
Concrete Structures		Cu. Yd.	21.1	
Reinforcement Bars, Epoxy Coated		Pound	2,730	
Structural Repair of Concrete (Depth Greater than 5 Inches)		Sq. Ft.	12	
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)		Sq. Ft.	10	

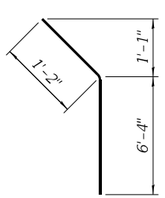
Structural Repair of Concrete (Depth Greater than 5 Inches)

Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)

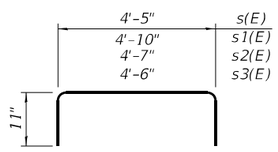


FIELD CUTTING DIAGRAM

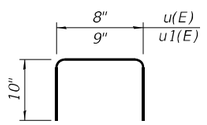
Order h3(E), v5(E), and v7(E) full length. Cut as shown and use remainder of bars in opposite face.



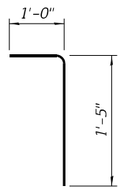
BAR h4(E)



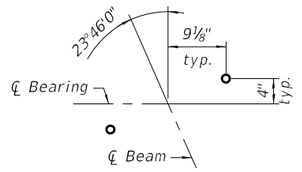
BAR s(E) thru s3(E)



BAR u(E) & u1(E)



BAR v22(E)



ANCHOR BOLT LAYOUT

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
E.F. = each face

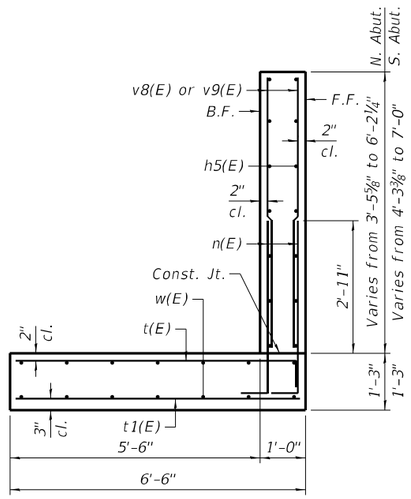
EFK♦Moen
Civil Engineering Design

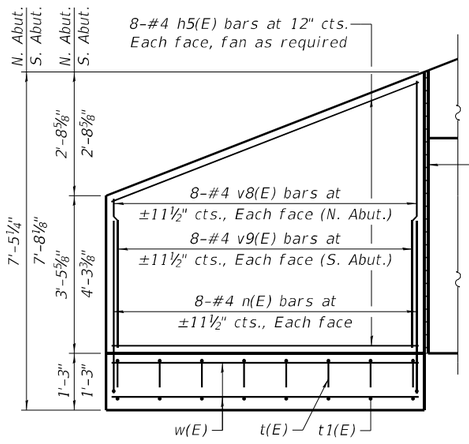
USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 2/6/2024	CHECKED - CDL	REVISED -	

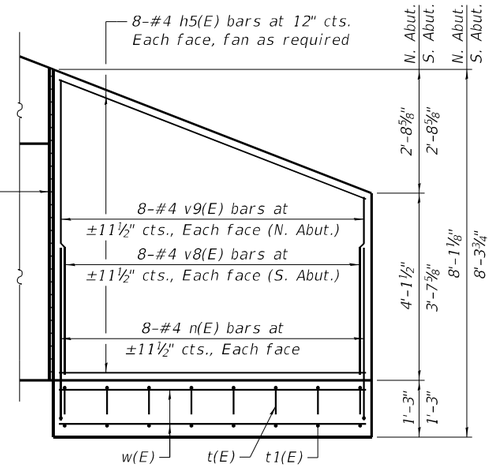
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

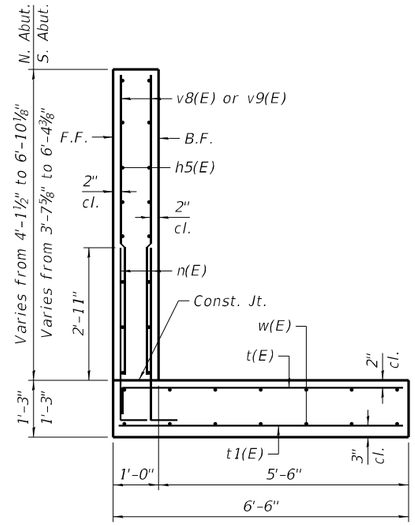
SOUTH ABUTMENT
STRUCTURE NO. 006-0053 (SB)
SHEET 32 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	252
		CONTRACT NO. 66K66		
		ILLINOIS	FED. AID PROJECT	



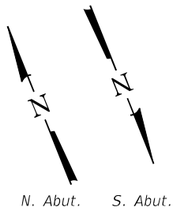


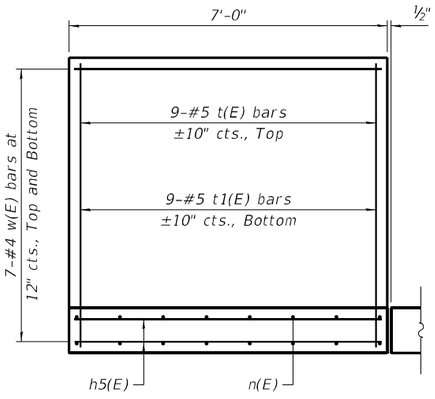


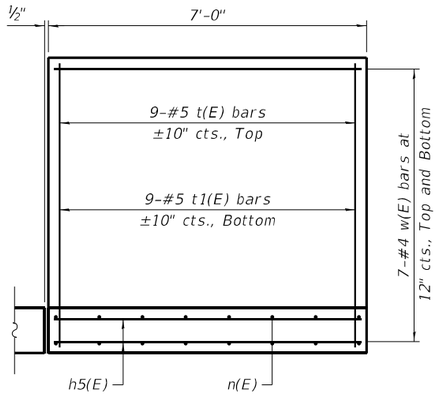


ELEVATION

Maximum applied service bearing pressure, Qmax = 1080 psf.



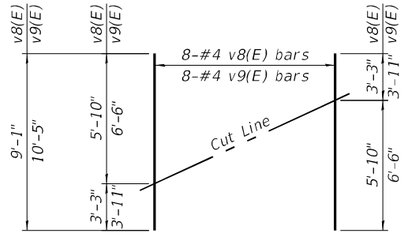




FOOTING PLAN

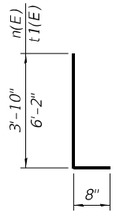
MINIMUM BAR LAP

#4 bar = 2'-7"

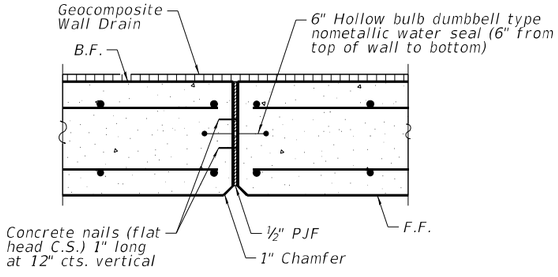


FIELD CUTTING DIAGRAM

Order v8(E) and v9(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS n(E) & t1(E)



EXPANSION JOINT

Notes:

For Bill of Material and wingwall details, see sheets 31 and 32 of 42.

Cost of 6" dumbbell type nonmetallic water seal, PJF, concrete nails included with Concrete Structures.

6" Dumbbell type nonmetallic water seal shall be in accordance with Article 503.12 and Section 1054 of the Standard Specifications.

B.F. = back face

F.F. = front face

EFK•Moen
Civil Engineering Design

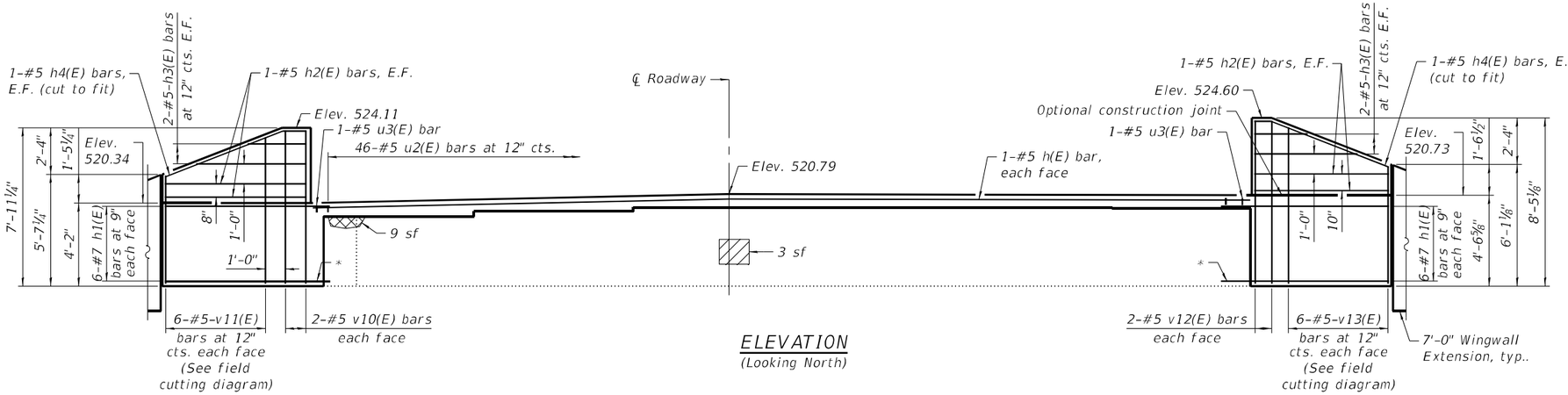
USER NAME = ABenz	DESIGNED - ACB	REVISED -
	CHECKED - CDL	REVISED -
PLOT SCALE =	DRAWN - ACB	REVISED -
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

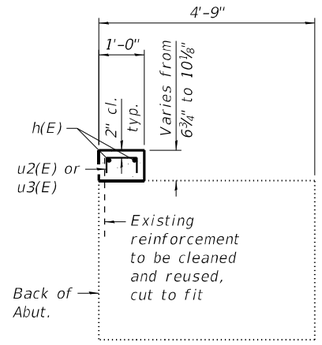
WINGWALL EXTENSION DETAILS
STRUCTURE NO. 006-0053 (SB)

SHEET 33 OF 42 SHEETS

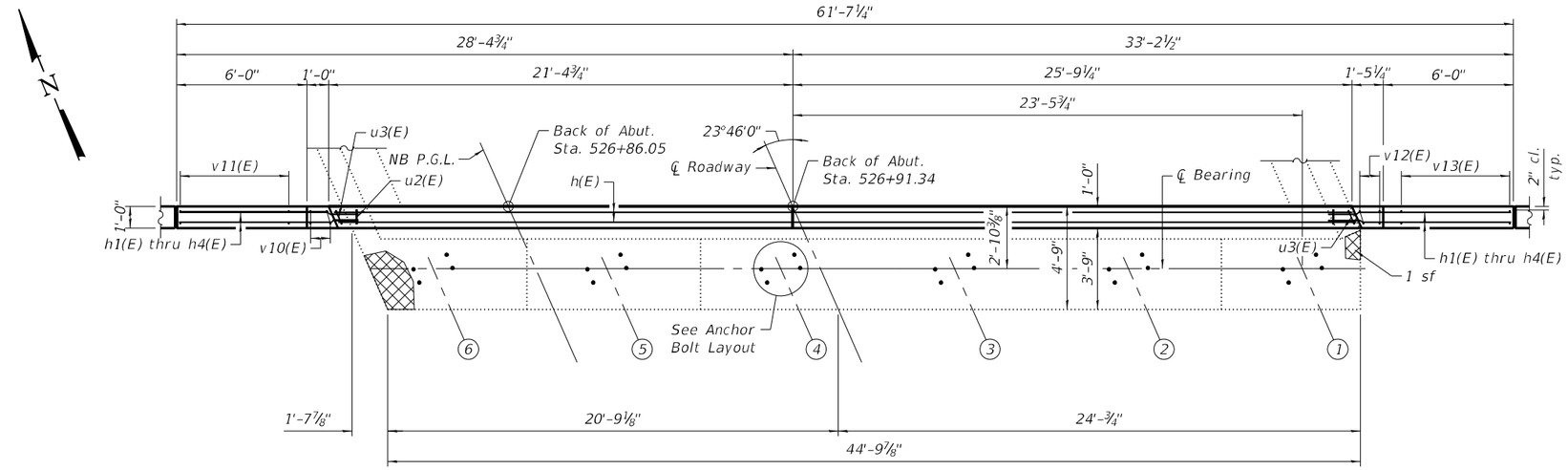
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	253
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		



ELEVATION
(Looking North)



SECTION THRU ABUTMENT



PLAN

*Drill and grout 9" min. embedment to miss existing reinforcement according to Sec. 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.

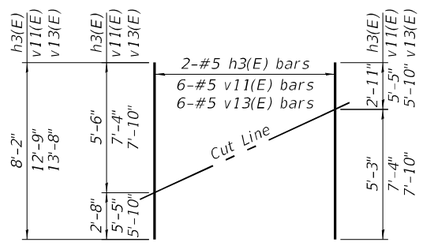
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	2	#5	46'-10"	
h1(E)	24	#7	8'-7"	
h2(E)	8	#5	7'-1"	
h3(E)	4	#5	8'-2"	
h4(E)	4	#5	7'-6"	
h5(E)	32	#4	6'-8"	
n1(E)	32	#4	4'-4"	
t(E)	18	#5	6'-10"	
t1(E)	18	#5	6'-2"	
u2(E)	46	#5	1'-4"	
u3(E)	2	#5	1'-5"	
v10(E)	4	#5	7'-7"	
v11(E)	6	#5	12'-9"	
v12(E)	4	#5	8'-1"	
v13(E)	6	#5	13'-8"	
v18(E)	8	#4	7'-11"	
v19(E)	8	#4	9'-9"	
w(E)	28	#4	6'-8"	
Structure Excavation		Cu. Yd.	86	
Concrete Structures		Cu. Yd.	12.3	
Reinforcement Bars, Epoxy Coated		Pound	1,640	
Structural Repair of Concrete (Depth Greater than 5 Inches)		Sq. Ft.	10	
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)		Sq. Ft.	3	

Notes:
E.F. = each face

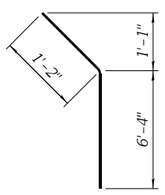
Structural Repair of Concrete (Depth Greater than 5 Inches)

Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)

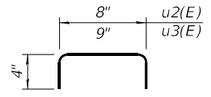


FIELD CUTTING DIAGRAM

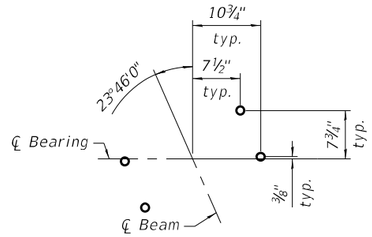
Order h3(E), v11(E), and v13(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR h4(E)



BAR u2(E) & u3(E)



ANCHOR BOLT LAYOUT

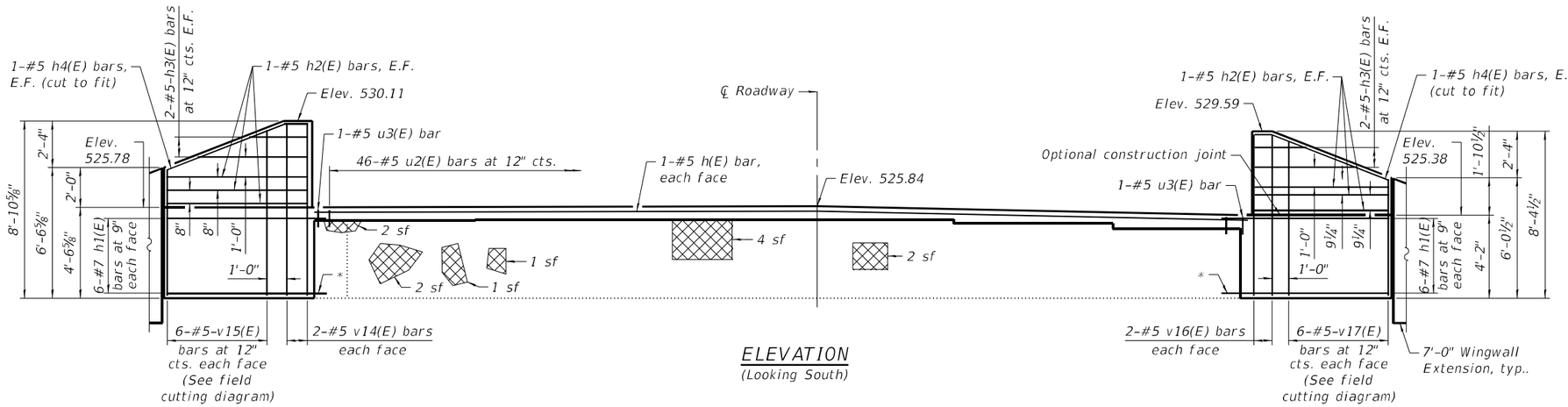
EFK•Moen Civil Engineering Design	USER NAME = ABenz	DESIGNED - ACB	REVISED -
		CHECKED - CDL	REVISED -
	PLOT SCALE =	DRAWN - ACB	REVISED -
	PLOT DATE = 2/6/2024	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

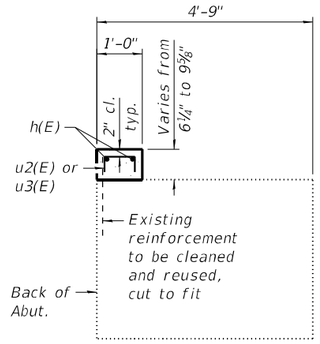
NORTH ABUTMENT
STRUCTURE NO. 006-0054 (NB)
SHEET 34 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	254
		CONTRACT NO. 66K66		
		ILLINOIS	FED. AID PROJECT	

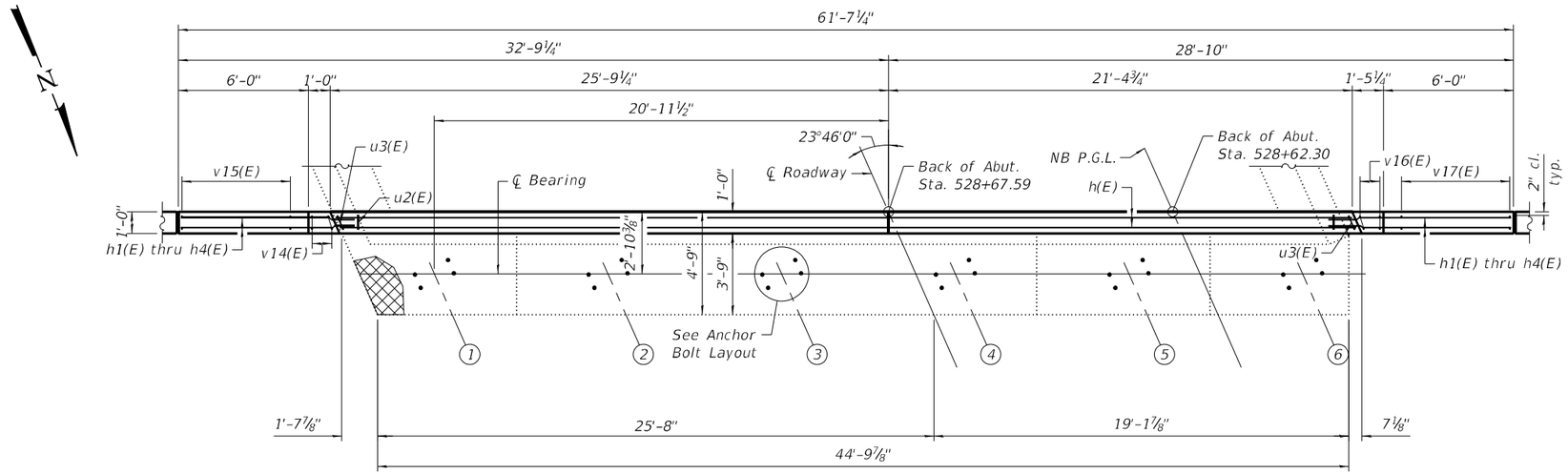
MODEL: Default
FILE NAME: \\SERVER18\Projects\54\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridges\Final\Plotsheets\006-0053&0054-66K66-034-North Abutment (NB).dgn
2/6/2024 11:19:50 AM



ELEVATION
(Looking South)



SECTION THRU ABUTMENT



PLAN

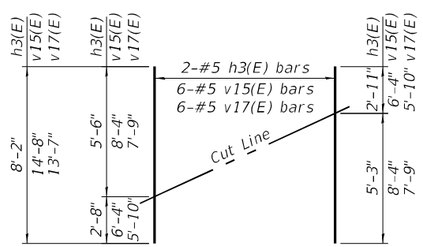
Structural Repair of Concrete (Depth Greater than 5 Inches)

*Drill and grout 9" min. embedment to miss existing reinforcement according to Sec. 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.

BILL OF MATERIAL

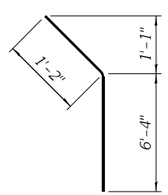
Bar	No.	Size	Length	Shape
h(E)	2	#5	46'-10"	
h1(E)	24	#7	8'-7"	
h2(E)	12	#5	7'-1"	
h3(E)	4	#5	8'-2"	
h4(E)	4	#5	7'-6"	
h5(E)	32	#4	6'-8"	
n1(E)	32	#4	4'-4"	
t(E)	18	#5	6'-10"	
t1(E)	18	#5	6'-2"	
u2(E)	46	#5	1'-4"	
u3(E)	2	#5	1'-5"	
v14(E)	4	#5	8'-6"	
v15(E)	6	#5	14'-8"	
v16(E)	4	#5	8'-0"	
v17(E)	9	#5	13'-7"	
v20(E)	8	#4	8'-11"	
v21(E)	8	#4	8'-9"	
w(E)	28	#4	6'-8"	
Structure Excavation	Cu. Yd.		98	
Concrete Structures	Cu. Yd.		12.5	
Reinforcement Bars, Epoxy Coated	Pound		1,730	
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.		12	

Notes:
Pour steps monolithically with cap.
E.F. = each face

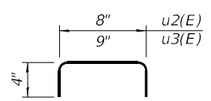


FIELD CUTTING DIAGRAM

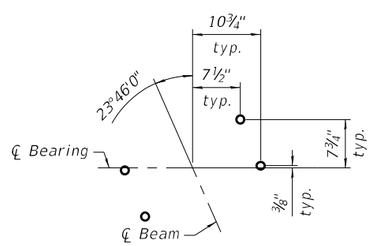
Order h3(E), v15(E), and v17(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR h4(E)



BAR u2(E) & u3(E)



ANCHOR BOLT LAYOUT

EFK•Moen Civil Engineering Design	USER NAME = ABenz	DESIGNED - ACB	REVISED -
		CHECKED - CDL	REVISED -
	PLOT SCALE =	DRAWN - ACB	REVISED -
	PLOT DATE = 2/6/2024	CHECKED - CDL	REVISED -

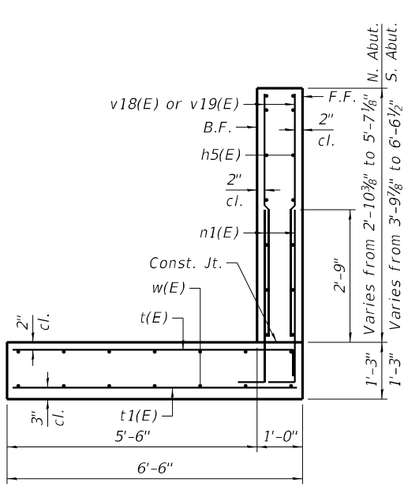
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

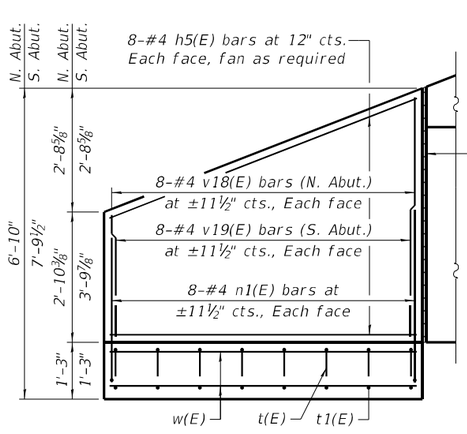
SOUTH ABUTMENT
STRUCTURE NO. 006-0054 (NB)
SHEET 35 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	255
		CONTRACT NO. 66K66		
		ILLINOIS	FED. AID PROJECT	

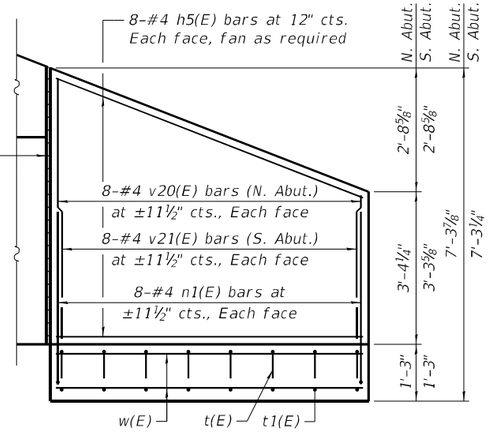
MODEL: Default
FILE NAME: \\SERVER18\Projects55a\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Plotsheets\006-0053&0054-66K66-035-

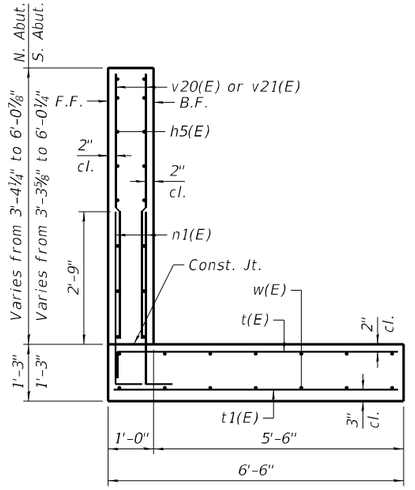
2/6/2024 11:19:54 AM





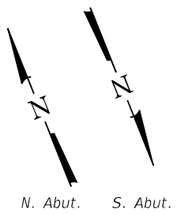
Expansion Joint

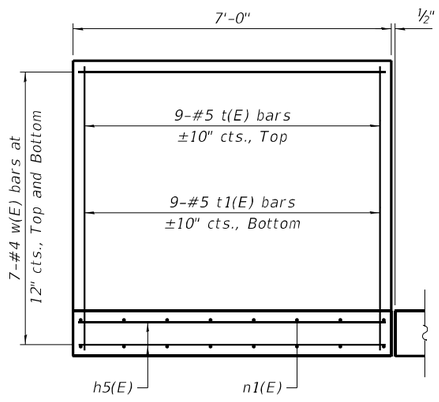


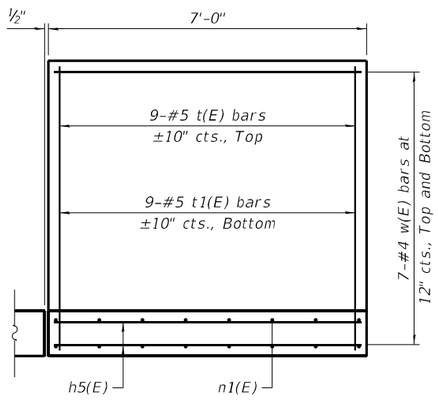


ELEVATION

Maximum applied service bearing pressure, Qmax = 1080 psf.



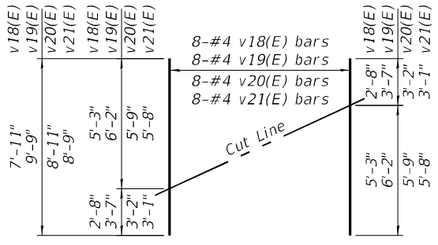




FOOTING PLAN

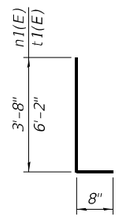
MINIMUM BAR LAP

#4 bar = 2'-7"

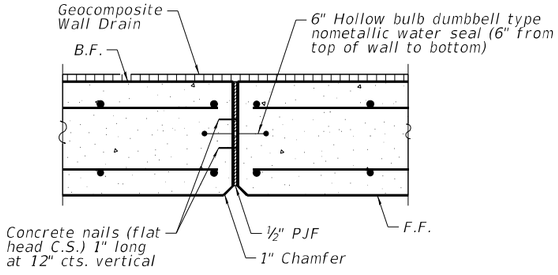


FIELD CUTTING DIAGRAM

Order v18(E) thru v21(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS n1(E) & t1(E)



EXPANSION JOINT

Notes:

For Bill of Material and wingwall details, see sheets 34 and 35 of 42.

Cost of 6" dumbbell type nonmetallic water seal, PJF, concrete nails included with Concrete Structures.

6" Dumbbell type nonmetallic water seal shall be in accordance with Article 503.12 and Section 1054 of the Standard Specifications.

B.F. = back face

F.F. = front face

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	CHECKED - CDL	REVISED -	
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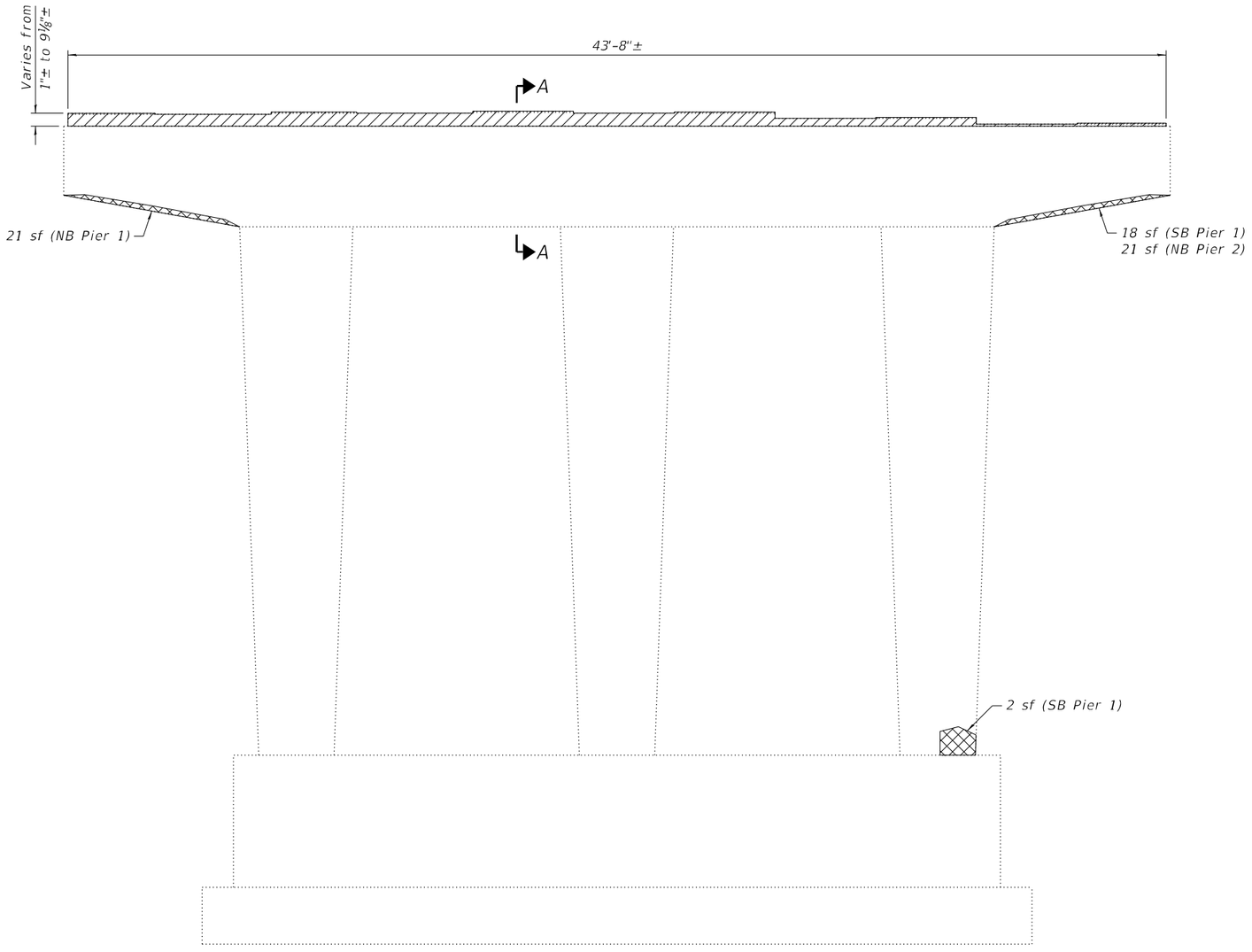
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

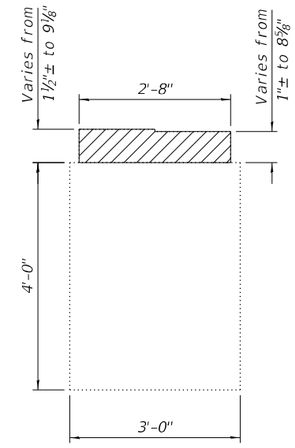
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WINGWALL EXTENSION DETAILS
STRUCTURE NO. 006-0054 (NB)
SHEET 36 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	256
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			



PIER ELEVATION
(Looking North)



SECTION A-A

Concrete Removal

Structural Repair of Concrete
(Depth Equal to or Less Than 5 Inches)

STRUCTURE NO. 006-0053
BILL OF MATERIAL - 2 PIERS

Item	Unit	Total
Concrete Removal	Cu. Yd.	4.4
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	20

STRUCTURE NO. 006-0054
BILL OF MATERIAL - 2 PIERS

Item	Unit	Total
Concrete Removal	Cu. Yd.	3.6
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	42

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Plotsheets\006-0053&0054-66K66-037-Pier Removal.dgn

1/11/2024 8:52:37 AM

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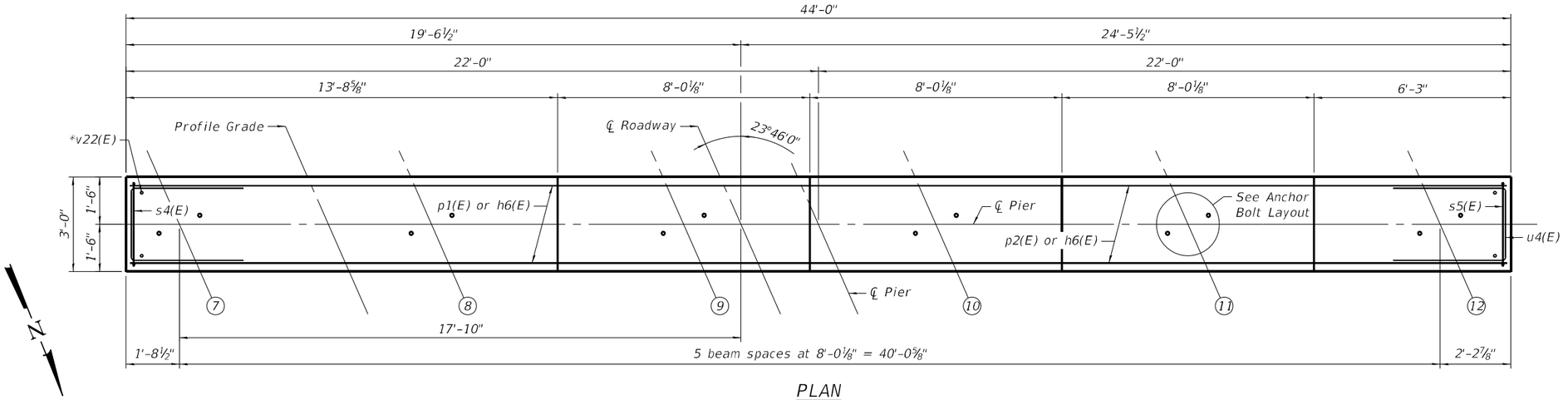
USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

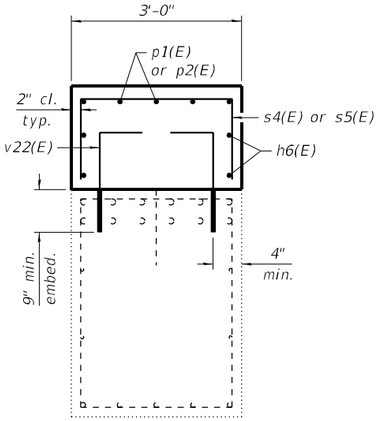
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REMOVAL AND REPAIRS
STRUCTURE NO. 006-0053 (SB) & 006-0054 (NB)
SHEET 37 OF 42 SHEETS

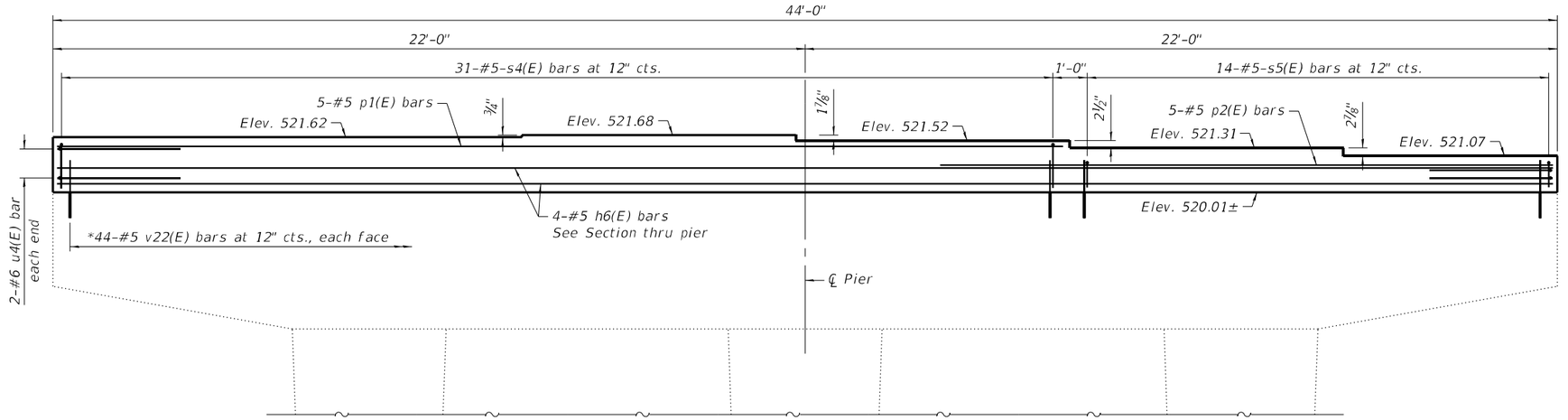
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	257
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		



PLAN



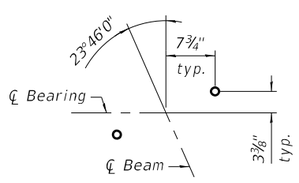
SECTION THRU PIER



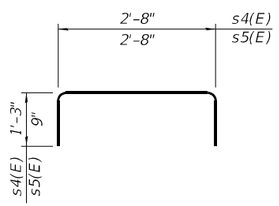
ELEVATION
(Looking South)

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

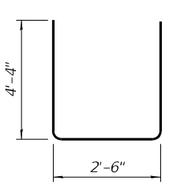
*Drill and grout 9" min. embedment to miss existing reinforcement according to Sec. 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.



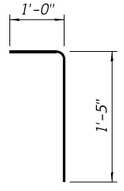
ANCHOR BOLT LAYOUT



BAR s4(E) & s5(E)



BAR u4(E)



BAR v22(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	4	#5	43'-8"	———
p1(E)	5	#5	29'-4"	———
p2(E)	5	#5	17'-11"	———
s4(E)	31	#5	5'-2"	⊓
s5(E)	14	#5	4'-2"	⊓
u4(E)	4	#6	11'-2"	⊓
v22(E)	88	#5	2'-5"	⌝
Concrete Structures			Cu. Yd.	7.2
Reinforcement Bars, Epoxy Coated			Pound	950

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USER NAME = ABenz		DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 1 DETAILS STRUCTURE NO. 006–0053 (SB)
		CHECKED - CDL	REVISED -		
PLOT SCALE =		DRAWN - ACB	REVISED -		
PLOT DATE = 2/6/2024		CHECKED - CDL	REVISED -		SHEET 38 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	258
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: \\SERVER18\Projects\SSA\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridges\Final\Plotsheets\006-0053&0054-66K66-038-Pier 1 Details (SB).dgn
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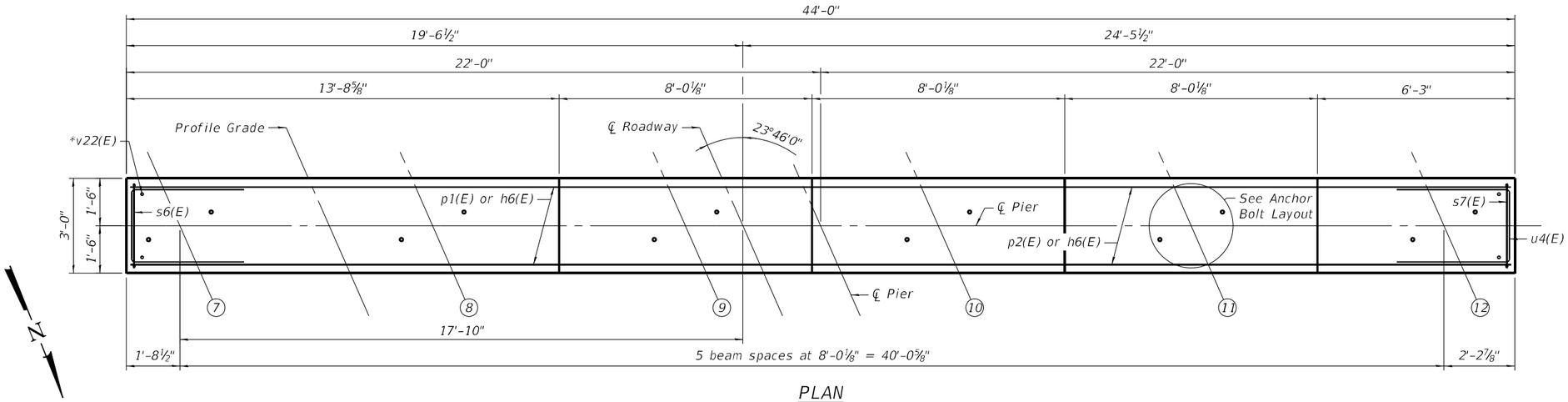
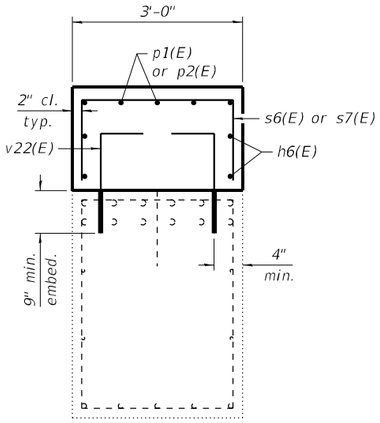
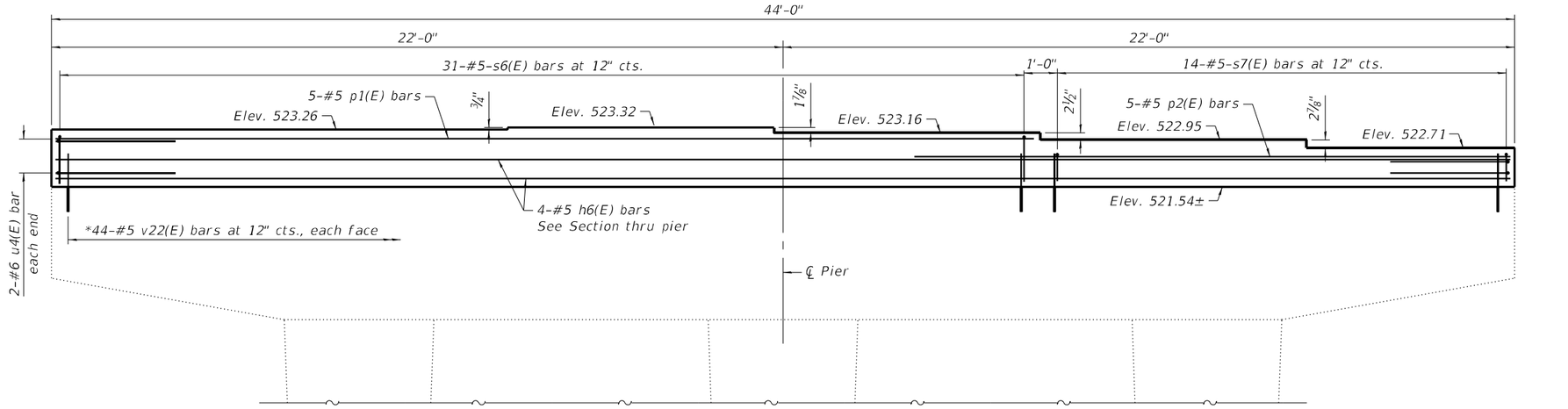


PLAN



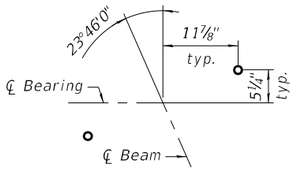
SECTION THRU PIER



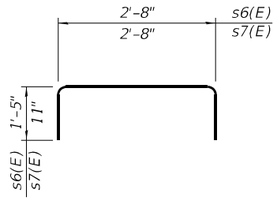
ELEVATION
(Looking South)

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

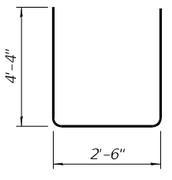
*Drill and grout 9" min. embedment to miss existing reinforcement according to Sec. 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.



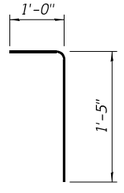
ANCHOR BOLT LAYOUT



BAR s6(E) & s7(E)



BAR u4(E)



BAR v22(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	4	#5	43"-8"	———
p1(E)	5	#5	29'-4"	———
p2(E)	5	#5	17'-11"	———
s6(E)	31	#5	5'-6"	⌐¬
s7(E)	14	#5	4'-6"	⌐¬
u4(E)	4	#6	11'-2"	⌐¬
v22(E)	88	#5	2'-5"	⌐
Concrete Structures			Cu. Yd.	7.7
Reinforcement Bars, Epoxy Coated			Pound	960

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USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 2/6/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 DETAILS
STRUCTURE NO. 006-0053 (SB)
SHEET 39 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	259
		CONTRACT NO. 66K66		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: \\SERVER18\Projects55a\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Plots\sheets\006-0053&0054-66K66-0239-Pier 2 Details (SB).dgn
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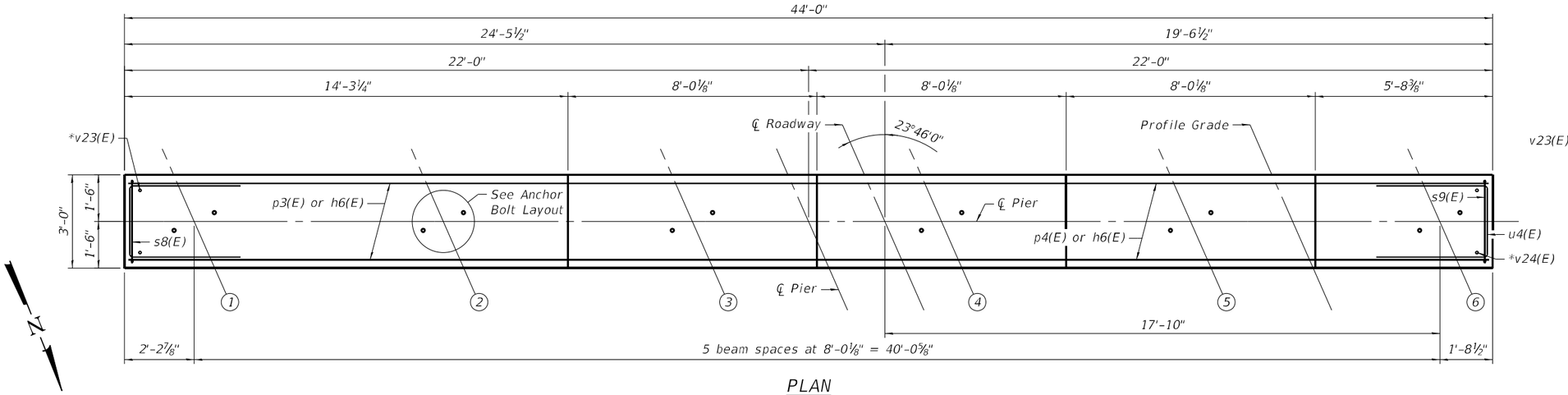
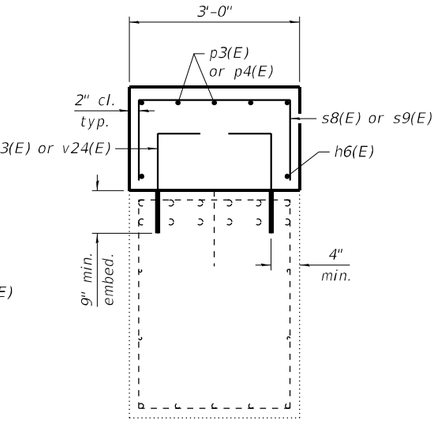
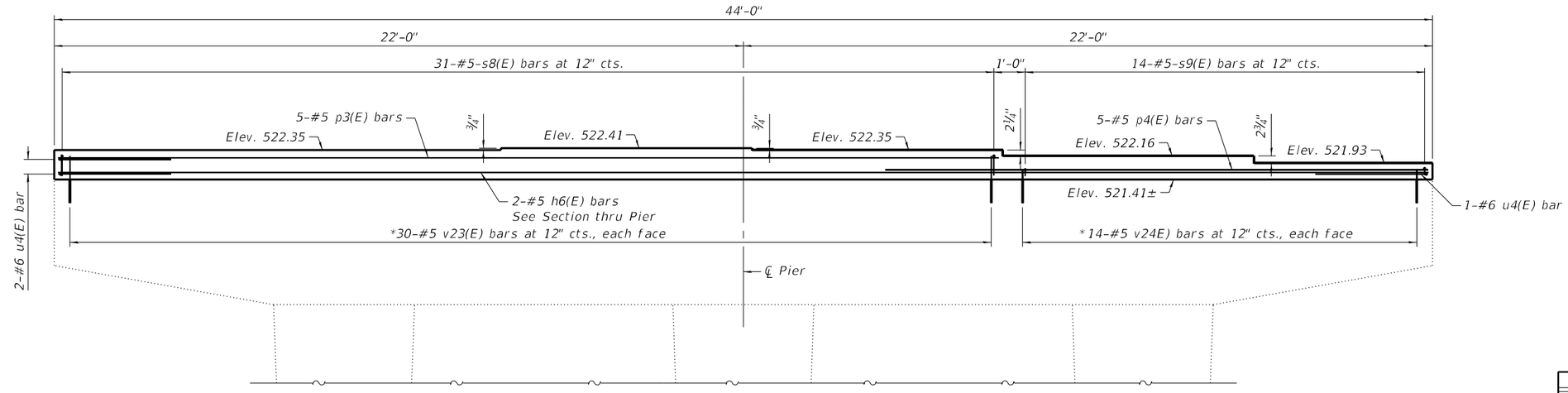


PLAN



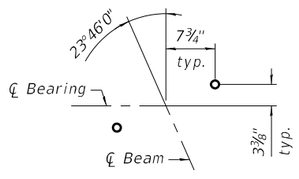
SECTION THRU PIER



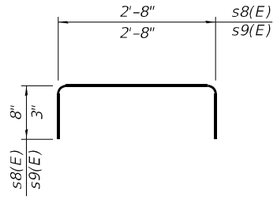
ELEVATION
(Looking South)

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

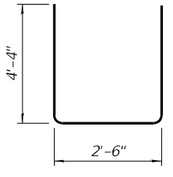
**Drill and grout 9" min. embedment to miss existing reinforcement according to Sec. 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.*



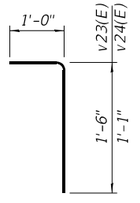
ANCHOR BOLT LAYOUT



BAR s8(E) & s9(E)



BAR u4(E)



BAR v23(E) & v24(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	2	#5	43"-8"	
p3(E)	5	#5	29'-11"	
p4(E)	5	#5	17'-4"	
s8(E)	31	#5	4'-0"	
s9(E)	14	#5	3'-2"	
u4(E)	4	#6	11'-2"	
v23(E)	60	#5	2'-6"	
v24(E)	28	#5	2'-1"	
Concrete Structures			Cu. Yd.	4.2
Reinforcement Bars, Epoxy Coated			Pound	800

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	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 2/6/2024	CHECKED - CDL	REVISED -	

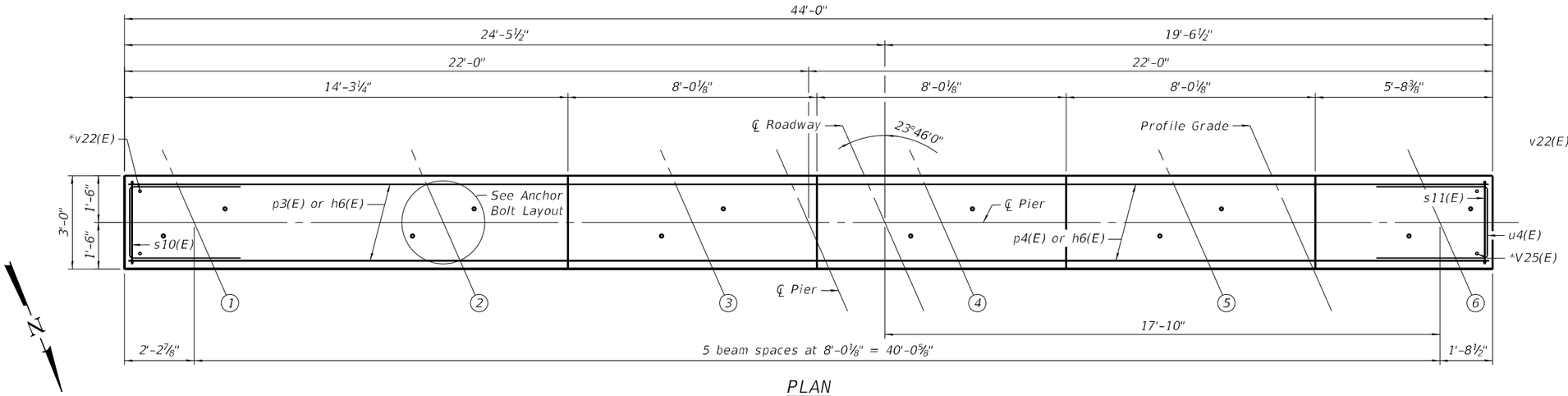
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 DETAILS
STRUCTURE NO. 006-0054 (NB)
SHEET 40 OF 42 SHEETS

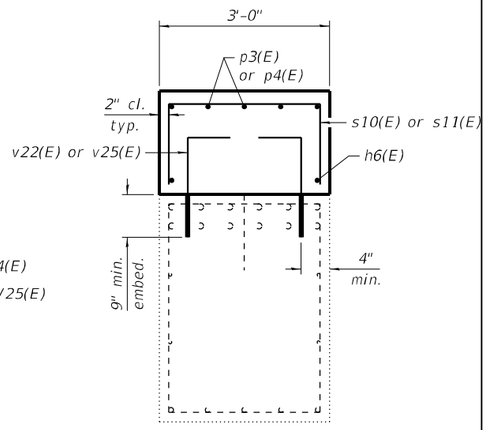
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	260
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: \\SERVER18\Projects55a\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Platsheets\006-0053&0054-66K66-040-Pier 1 Details (NB).dgn

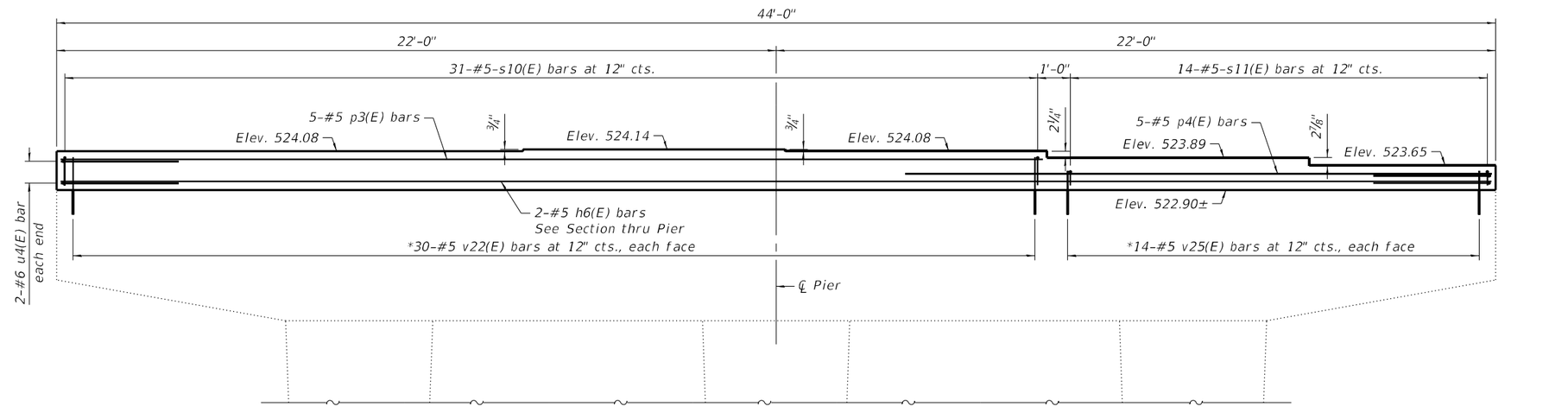
2/6/2024 11:20:11 AM



PLAN



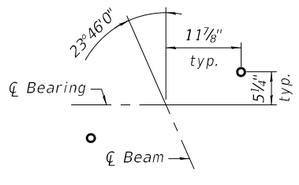
SECTION THRU PIER



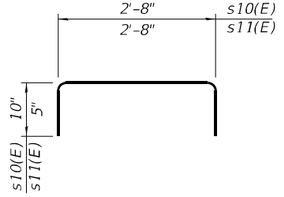
ELEVATION
(Looking South)

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

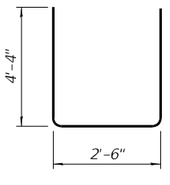
*Drill and grout 9" min. embedment to miss existing reinforcement according to Sec. 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.



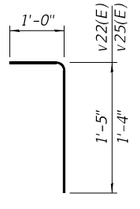
ANCHOR BOLT LAYOUT



BAR s10(E) & s11(E)



BAR u4(E)



BAR v22(E) & v25(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	4	#5	43"-8"	
p3(E)	5	#5	29'-11"	
p4(E)	5	#5	17'-4"	
s10(E)	31	#5	4'-4"	
s11(E)	14	#5	3'-6"	
u4(E)	8	#6	11'-2"	
v22(E)	60	#5	2'-5"	
v25(E)	28	#5	2'-4"	
Concrete Structures		Cu. Yd.	5.4	
Reinforcement Bars, Epoxy Coated		Pound	810	

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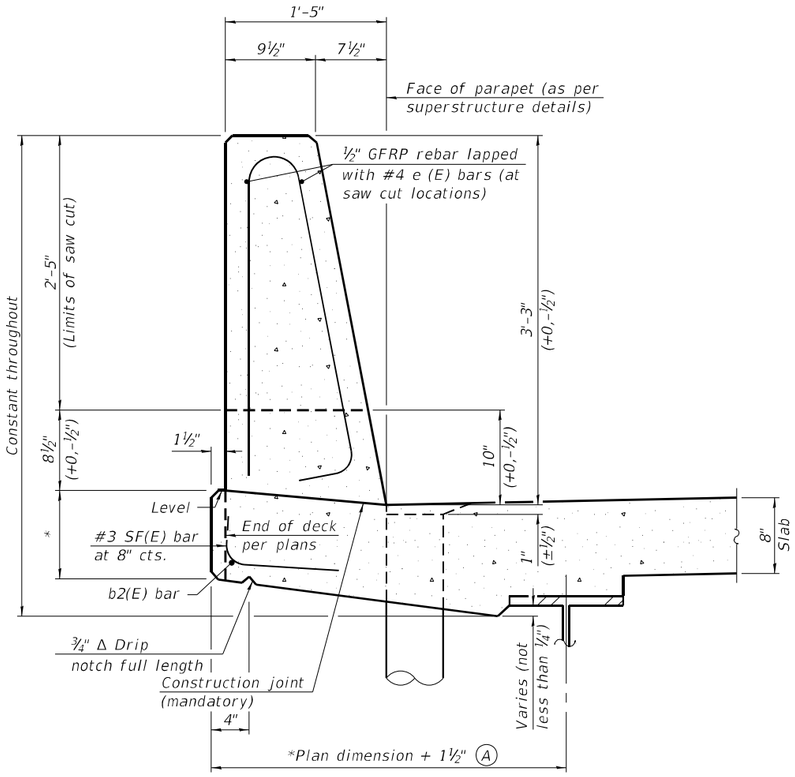
USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 2/6/2024	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

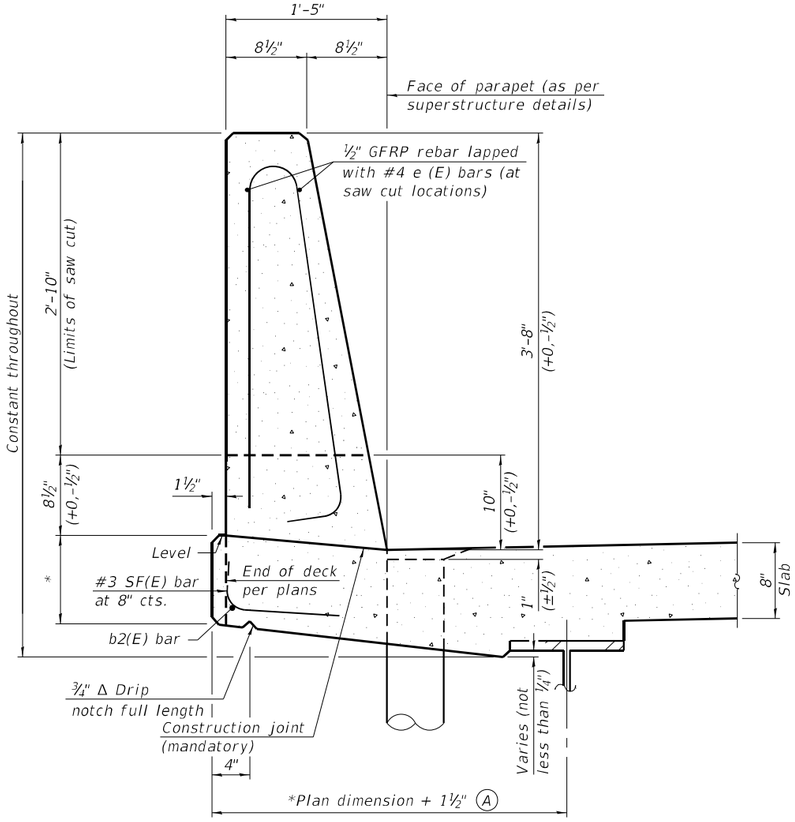
PIER 2 DETAILS
STRUCTURE NO. 006-0054 (NB)
SHEET 41 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	261
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			



39" CONSTANT-SLOPE PARAPET SECTION

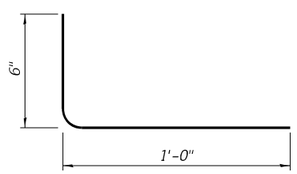
(Showing dimensions, d(E), and ½" Ø GFRP rebar)



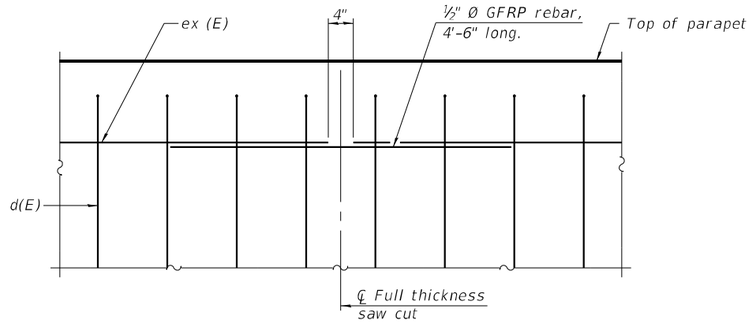
44" CONSTANT-SLOPE PARAPET SECTION

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

*See Superstructure Details.



SF(E) BAR



GFRP REBAR STIFFENING DETAIL

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

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

Place full depth aluminum sheets as shown on superstructure details.

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

Steel superstructure shown. Other superstructure types similar.

SFP 39-44 11-1-2022

EFK•Moen Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 1/11/2024	CHECKED - CDL	REVISED -	

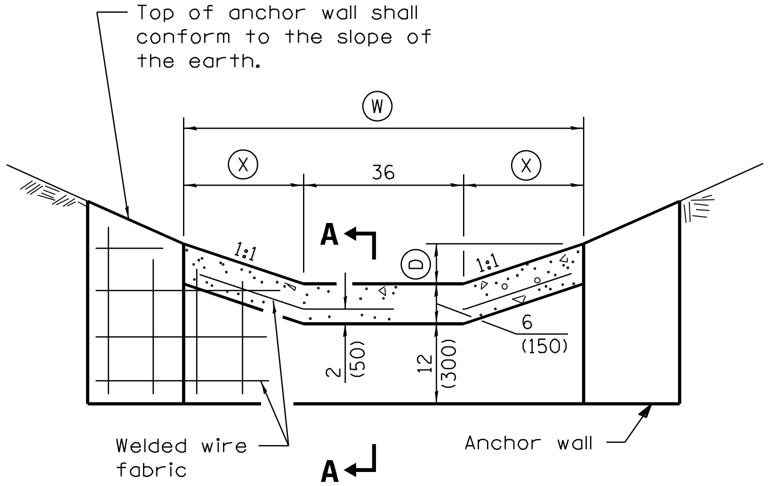
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 006-0053 (SB) & 006-0054 (NB)
SHEET 42 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2HB-1)ES	BUREAU	327	262
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\22057.03 IDOT D3 PTB 204-028 WO 03 I-180 over Bottom Road\DGN\Bridge\Final\Plot\sheets\006-0053&0054-66K66-042-Slipforming.dgn

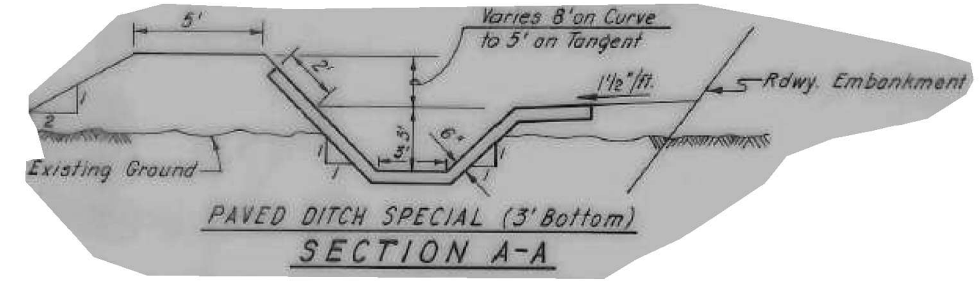
1/11/2024 8:52:54 AM



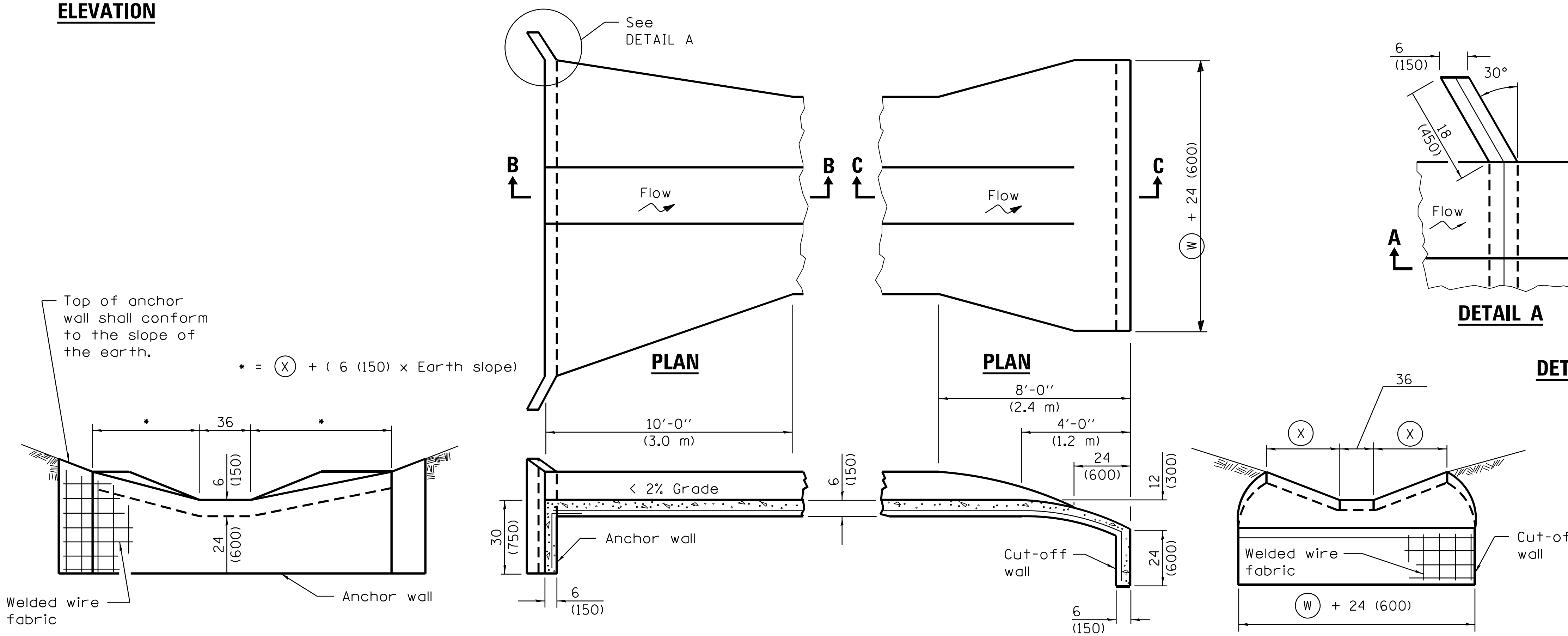
ELEVATION

TABLE FOR PAVED DITCH SPECIAL

D	W	X	Flow Area sq. ft.	Conc. Area sq. yd.
36	9'-0"	36	18.00	0.500



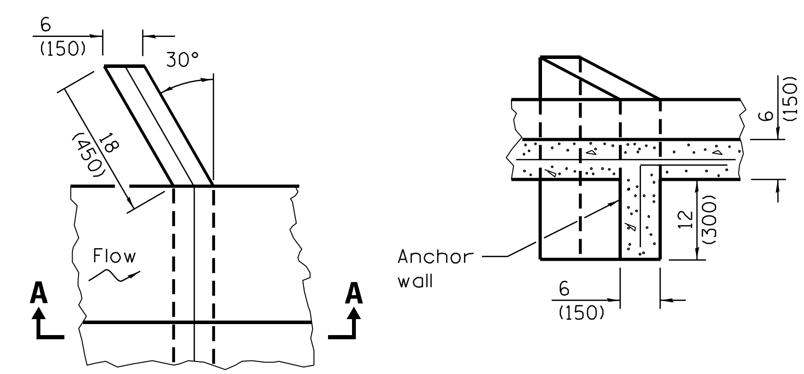
EXISTING PAVED DITCH – FOR INFORMATION ONLY



ELEVATION **SECTION B–B** **SECTION C–C** **ELEVATION**

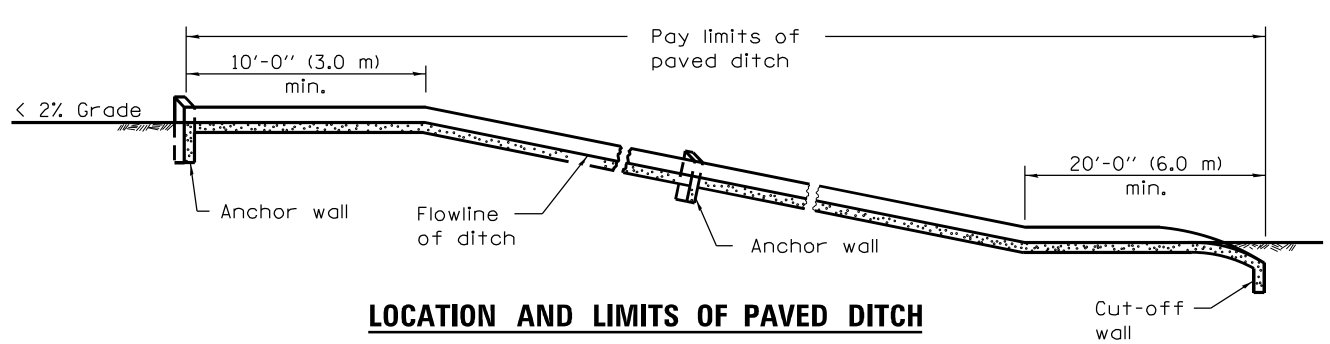
DETAIL OF UPSTREAM END

DETAIL OF DOWNSTREAM END



DETAIL A **SECTION A–A**

DETAIL OF ANCHOR WALL



LOCATION AND LIMITS OF PAVED DITCH

GENERAL NOTES

All slopes are expressed as of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches (millimeters) unless otherwise shown.

MODEL: Default
FILE NAME: Z:\22057.06 IDOT D3 PTB 204-028 WO 06 I-180 Roadway\DCN\Design\Prelim\Plotsheets\D366K66-sht-D3details.dgn

EFK•Moen
Civil Engineering Design

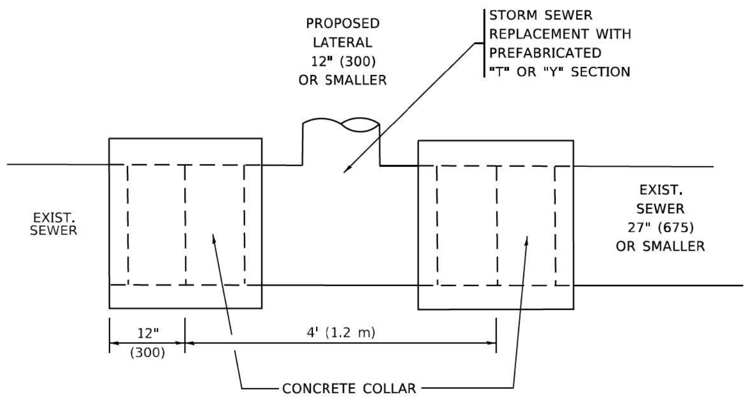
USER NAME = RGall	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/12/2024	DATE -	REVISED -	

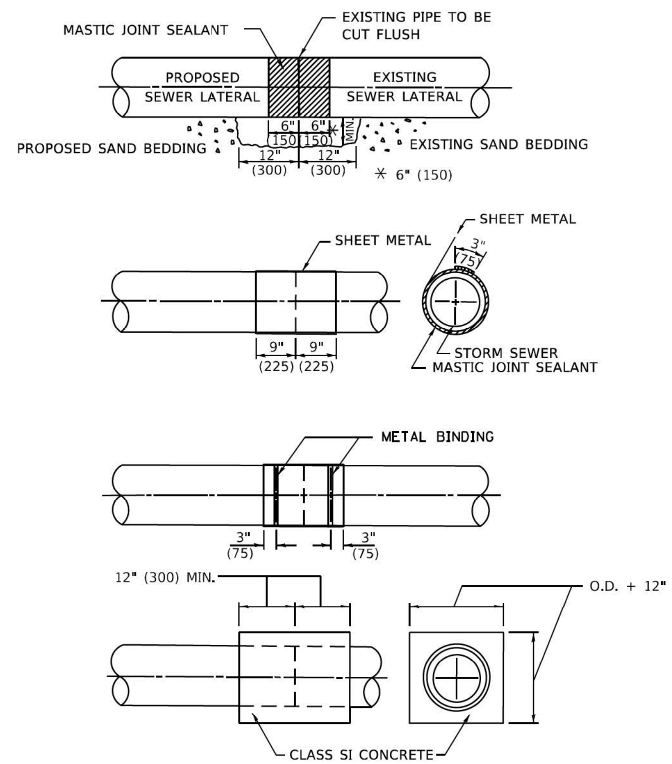
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
DETAIL – PAVED DITCH SPECIAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	263
		CONTRACT NO. 66K66		
		ILLINOIS FED. AID PROJECT		

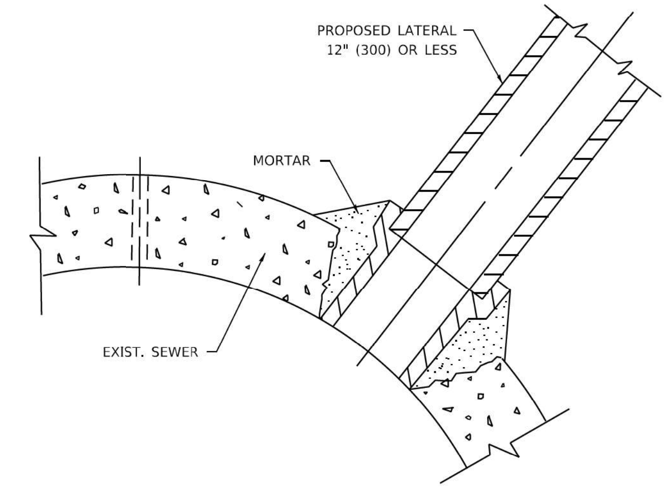




O.D. + 12" (300) MIN.

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER

DETAIL "B"

CLASS SI CONCRETE COLLAR

DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES:

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

1. CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
2. CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

1. TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.
2. REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.
3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
4. CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

* ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

GENERAL

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

THIS SPECIFICATION COVERS SLOTTED DRAIN USED FOR THE REMOVAL OF WATER AS SHOWN ON THE PLANS.

THE SLOTTED DRAIN SHALL BE CORRUGATED PIPE CULVERT WITH INTEGRAL SLOTTED DRAINS.

BEFORE PLACING THE CONCRETE ADJACENT TO THE PIPE, THE SLOT SHALL BE COVERED BY EITHER THIN, FLAT METAL SHEETING OR BY A BOARD NOTCHED TO FIT OVER THE GRATE BARS. THIS COVERING MUST FIT CLOSELY IN THE SLOT TO PREVENT ENTRY OF CONCRETE INTO THE PIPE. PAVING OVER THE SLOTTED DRAIN WILL THEN BE ONE CONTINUOUS OPERATION OVER THE PROTECTED DRAIN. THE PROTECTION FOR THE DRAIN SLOT SHALL THEN BE REMOVED. THE PIPE SHALL DRAIN INTO THE SIDE OF THE INLET. THE OPENING WHERE THE SLOT IS REMOVED SHALL BE COVERED TO PREVENT CONCRETE FROM ENTERING THE PIPE.

THE CORRUGATED STEEL PIPE USED IN THE SLOTTED DRAIN SHALL MEET THE REQUIREMENTS OF AASHTO M36/ ASTM A7860.

THE CMP SHALL BE ALUMINIZED STEEL TYPE 2.

THE DIAMETER AND GAGE SHALL BE AS SHOWN ON THE PLAN.

STEEL GRATING SHALL MEET THE GALVANIZING REQUIREMENTS OF AASHTO M111.

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR SLOTTED DRAIN 24" WITH VARIABLE SLOT, AND SHALL INCLUDE ELBOWS, DRILLING HOLES IN GRATING, SUPPLYING AND PLACING A1 BARS, AND CONCRETE AND GRATING FOR DEPTH SPECIFIED ON PLANS.

USE APPROVED END CAP TO PREVENT CONCRETE ENTRY INTO THE PIPE DURING GUTTER CONSTRUCTION ON THE UPSTREAM END OF THE PIPE.

CONNECTIONS

THE CORRUGATED STEEL PIPE SHALL HAVE A MINIMUM OF TWO REROLLED ANNULAR ENDS.

THE SLOTTED DRAIN BANDS SHALL BE MODIFIED HUGGER BANDS TO SECURE THE PIPE AND PREVENT INFILTRATION OF THE BACKFILL.

WHEN THE SLOTTED DRAIN IS BANDED TOGETHER, THE ADJACENT GRATES SHALL HAVE A MAXIMUM 3" GAP.

GRATES

THE GRATES SHALL BE MANUFACTURED FROM ASTM A670, GRADE 36 STEEL. THE SPACERS AND BEARING BARS (SIDES) SHALL BE 3/16" MATERIAL ±0.008".

THE SPACERS SHALL BE ON 6" CENTERS AND WELDED ON BOTH SIDES TO EACH BEARING BAR (SIDES) WITH FOUR (4) 1¼" LONG 3/16" FILLET WELDS ON EACH SIDE OF THE BEARING BAR.

THE PLATE EXTENDER SHALL BE 7 GAGE STEEL MEETING ASTM A761.

THE ENGINEER MAY CALL FOR TENSILE STRENGTH TESTS ON THE GRATE IF THE GRATE IS NOT IN COMPLIANCE WITH THE ABOVE SPACER SPECIFICATIONS. IF TENSILE STRENGTH TESTS ARE CALLED FOR, MINIMUM RESULTS FOR AN IN-PLACE SPACER PULLED PERPENDICULAR TO THE BEARING BAR SHALL BE:
T = 12,000 POUNDS FOR 2½" GRATE
T = 15,000 POUNDS FOR 6" GRATE

GALVANIZING

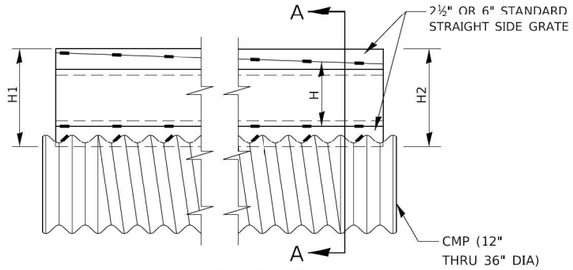
THE GRATE AND PLATE EXTENDERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123 EXCEPT WITH A 2 OZ GALVANIZED COATING.

GRATE ATTACHED TO CSP

THE GRATE SHALL BE FILLET WELDED WITH A MINIMUM WELD 1" LONG TO THE CSP ON EACH SIDE OF THE GRATE AT EVERY OTHER CORRUGATION.

TOLERANCES - FINISHED SLOTTED DRAIN - 20' LENGTH

VERTICAL BOW = ±⅜"
HORIZONTAL BOW = ±⅝"
TWIST = ±½"

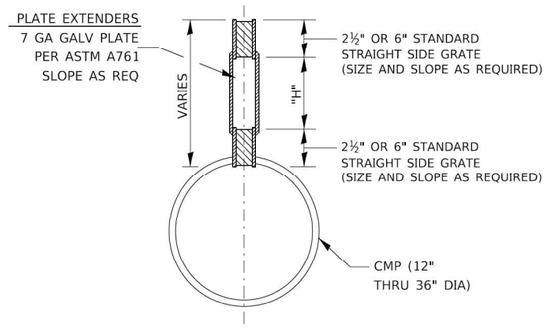


SIDE VIEW

DETAIL WITH VARIABLE HEIGHT GRATE

LOADING CONDITION	MAX. EXTENDER HEIGHT - "H"
H20/H25 * 750 PSI CONCRETE	19"

* 125 PSI TIRE PRESSURE



SECTION A-A

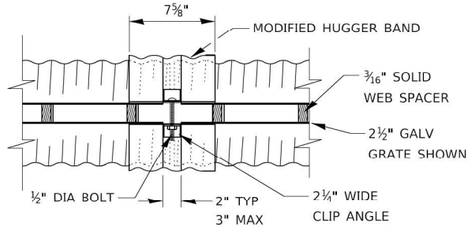
STANDARD SIZES						
GAGE OF PIPE	DIAMETER OF PIPE					
	12"	15"	18"	24"	30"	36"
16	X	X	X	X	X	X
14	X	X	X	X	X	X
12	NA	NA	NA	NA	X	X

GRATE TYPE		"A"
VERT	2½"	1¾"
VERT	6"	1¾"
TRAP	2½"	2¼"
TRAP	6"	3"

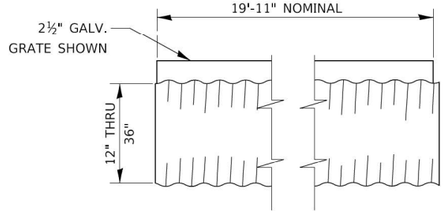
VERT = VERTICAL
TRAP = TRAPIZOIDAL

SLOTTED DRAIN NOTES

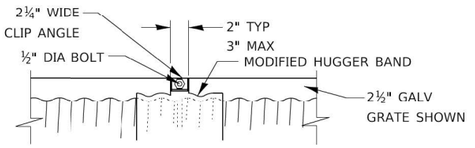
1. GRATING IS AVAILABLE IN DEPTHS OF 2½" AND 6".
2. VERTICAL GRATING (STRAIGHT SIDES) WITH VERTICAL SPACERS IS ALSO AVAILABLE.
3. FOR 6" VERTICAL & TRAPEZOIDAL REQUIREMENTS, THE SLOTTED DRAIN BAND MAY BE FURNISHED WITH THE 4: TECHCO BAND ANGLE.
4. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
5. REFERENCE CONTECH BAND MANUAL DWG NO 1002697 FOR BAND DETAILS.
6. REFERENCE CONTECH SLOTTED DRAIN DWG NO 1002697.
7. DIMENSIONS FOR H1 AND H2 AS REQUIRED.
8. H1 AND H2 MEASURED FROM TOP OF GRATE TO BOTTOM OF GRATE.



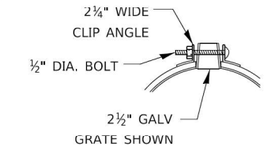
TOP VIEW



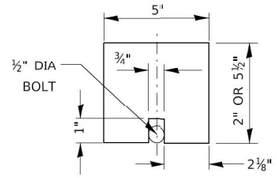
TYPICAL PIPE SECTION



SIDE VIEW

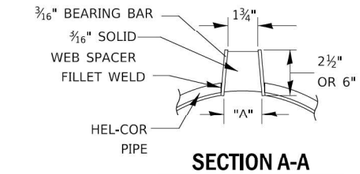


END VIEW



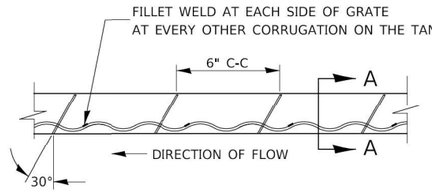
GAP PLATE (OPTIONAL)

MAY BE PLACED DIRECTLY OVER BAND BOLT TO PROVIDE CONTINUOUS FORM FOR GROUTING

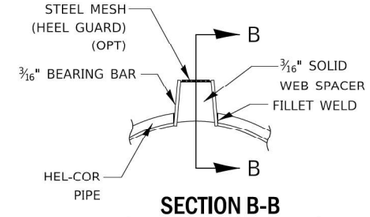


SECTION A-A

STANDARD DETAIL

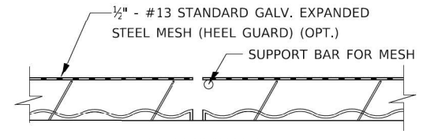


GRATE WELDING DETAIL



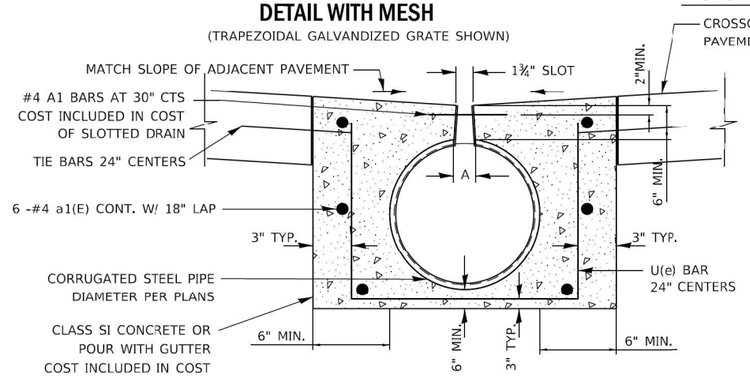
SECTION B-B

DETAIL WITH MESH



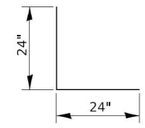
SECTION B-B

(TRAPEZOIDAL GALVANDIZED GRATE SHOWN)



CONCRETE ENCASEMENT - END VIEW

NOTE: ALL BARS TO BE EPOXY COATED.



#4 A1 BARS

MODEL: Default
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EFK•Moen
Civil Engineering Design

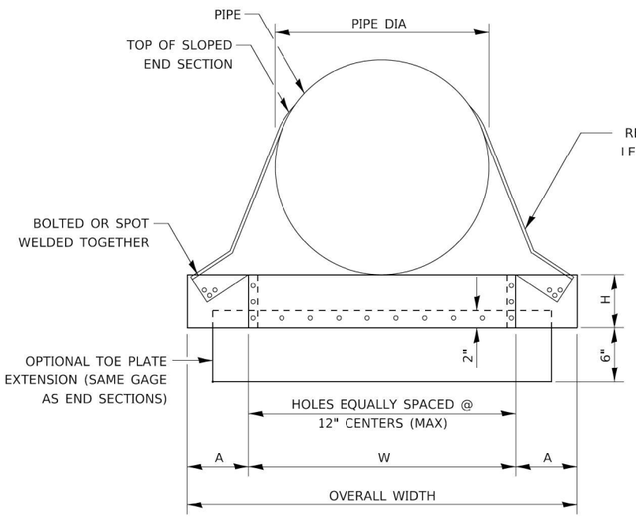
USER NAME = RGall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

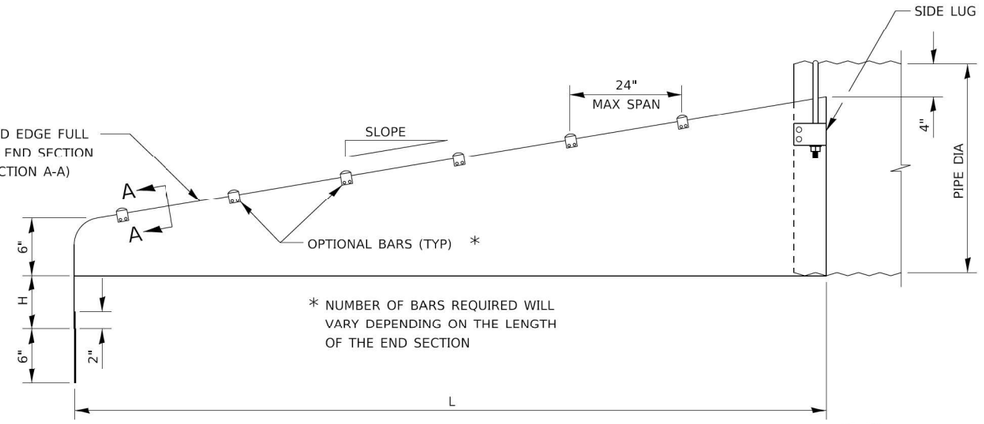
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
DETAIL – SLOTTED DRAIN PIPE

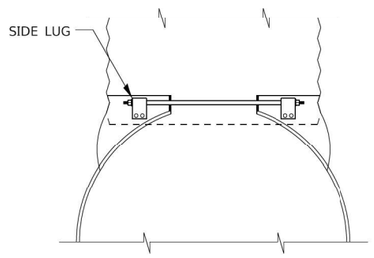
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	265
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





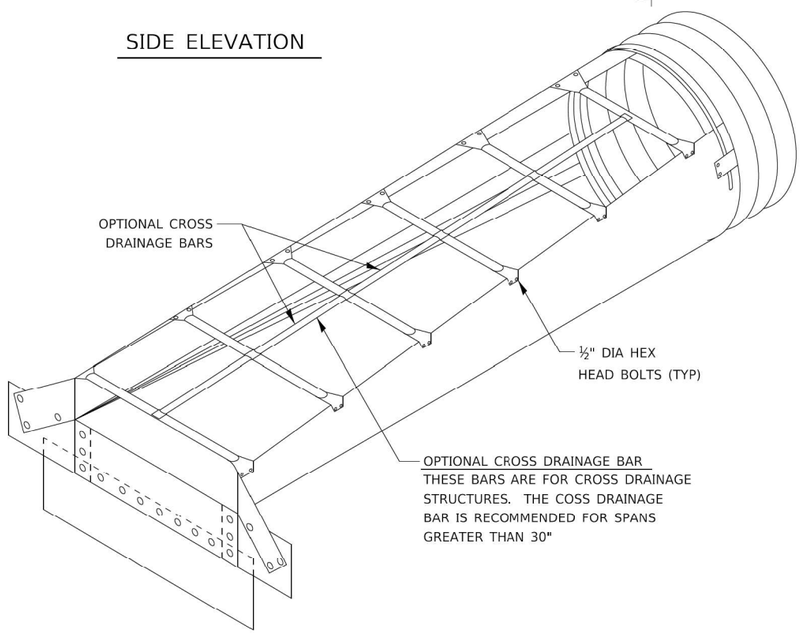
SIDE ELEVATION



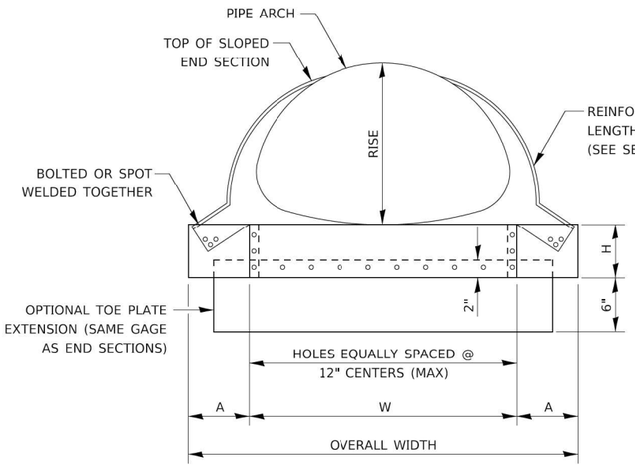
TYPE #2 CONNECTOR DETAIL

TYPE #1 CONNECTOR DETAILS
THRU 24"
GALVANIZED STRAP

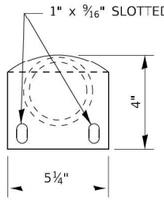
TYPE #2 CONNECTOR DETAILS (SHOWN)
FOR 30" AND LARGER
21" x 15" AND LARGER
½" THREADED ROD W/FLANGED
NUT AND SIDE LUG

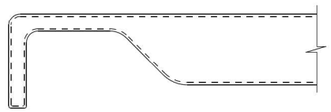


CIRCULAR PIPE ISOMETRIC VIEW



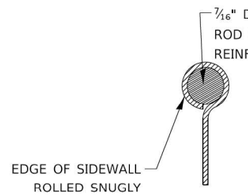
FRONT VIEW PIPE ARCH





3" GALVANIZED PIPE FLATTEN END,
THEN BEND OUTSIDE 4" TO MATCH
END SECTION SIDES.

DETAIL OF OPTIONAL BARS



SECTION A-A

GENERAL NOTES

1. CONNECTORS - ROUND SIZES THRU 24" ATTACH TO PIPE WITH TYPE #1 STRAPS, ALL OTHER SIZES ATTACH WITH TYPE #2 RODS AND LUGS.
2. TOE PLATE EXTENSIONS - WHEN REQUIRED, TOE PLATE EXTENSIONS ARE TO BE THE SAME GAGE AS END SECTIONS. DIMENSIONS SHALL BE OVERALL WIDTH LESS 6 INCHES BY 8 INCHES HIGH.
3. OPTIONAL BARS - BARS WHEN SPECIFIED, SHALL BE SCHEDULE 40 GALVANIZED STEEL PIPE.
4. TYPICALLY PARALLEL BARS ARE PLACED ON 24" CENTERS.
5. TYPICALLY THE CROSS BARS ARE USED ON CROSS DRAIN APPLICATIONS.
6. HOLES FOR BAR ATTACHMENTS SHALL BE PROVIDED ON ALL END SECTIONS.
7. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
8. THESE END SECTIONS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR SLOPED METAL END SECTIONS WITH GRATE OF THE DIAMETER SPECIFIED, WHICH SHALL INCLUDE FURNISHING AND INSTALLING THE END SECTION COMPLETE IN PLACE, INCLUDING THE TOE PLATE, EXCAVATING, BACKFILLING, CONNECTING TO THE PIPE, AND CROSS DRAINAGE BARS.

METAL END SECTIONS FOR ROUND PIPE

PIPE DIA (IN)	MIN THICK		DIMENSIONS (INCHES)				L DIMENSIONS			
	IN	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH (IN)	SLOPE	LENGTH (IN)
15	.064	16	8	6	21	37	6:1	30	4:1	20
18	.064	16	8	6	24	40	6:1	48	4:1	32
21	.064	16	8	6	27	43	6:1	66	4:1	44
24	.064	16	8	6	30	46	6:1	84	4:1	56
30	.109	12	12	9	36	60	6:1	120	4:1	80
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300

METAL END SECTIONS FOR PIPE ARCH

EQUIV DIA (IN)	(INCHES)		MIN THICK		DIMENSIONS (INCHES)				L DIMENSIONS			
	SPAN	RISE	IN	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH (IN)	SLOPE	LENGTH (IN)
18	21	15	.064	16	8	6	27	43	6:1	30	4:1	20
21	24	18	.064	16	8	6	30	46	6:1	48	4:1	32
24	28	20	.064	16	8	6	34	50	6:1	60	4:1	40
30	36	24	.079	14	12	9	41	65	6:1	84	4:1	56
36	42	29	.109	12	12	9	48	72	6:1	114	4:1	76
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	12	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	12	16	12	70	102	4:1	132	6:1	198
60	71	47	.109	12	16	12	77	109	4:1	148	6:1	222
72	83	57	.109	12	16	12	89	121	4:1	188	6:1	282

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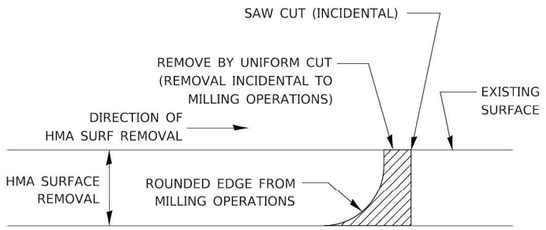
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
DETAIL – SLOPED METAL END SECTIONS WITH GRATE

SCALE: | SHEET OF SHEETS | STA. | TO STA.

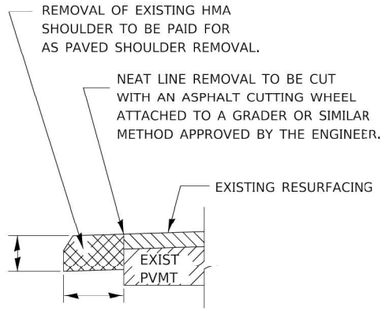
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	266
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		



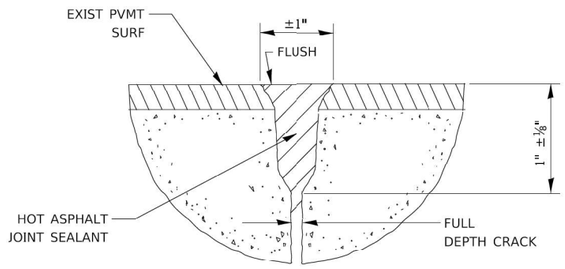
NOTE:

WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

HMA DETAIL AT BUTT JOINTS

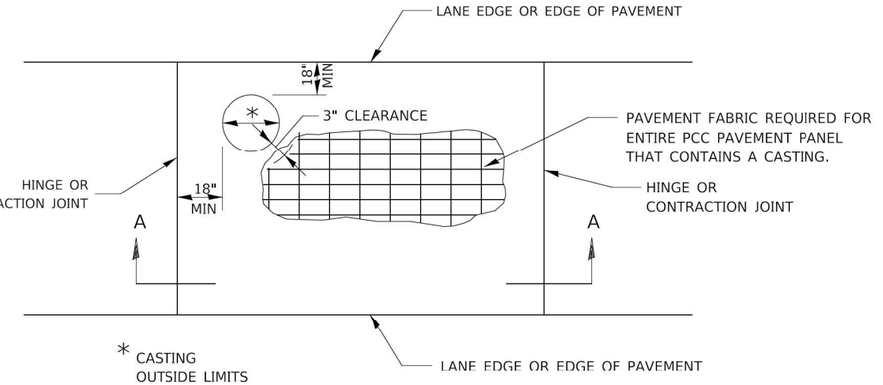


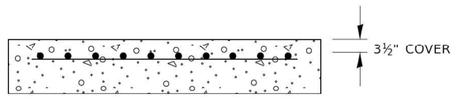
REMOVAL OF EXISTING HMA SHOULDER



ROUTING & SEALING JOINTS

(CENTERLINE & TRANSVERSE PATCH BOUNDARIES)





SECTION A-A

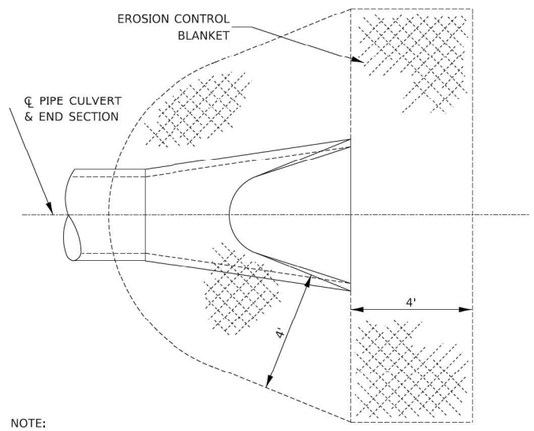
GENERAL NOTES

THE CASTING SHALL BE SET TO GRADE, ANCHORED, AND INCORPORATED INTO THE PCC PAVEMENT CONSTRUCTION. SEPARATE PAVEMENT BLOCKOUTS WILL NOT BE ALLOWED.

SEE STD 420701 FOR ADDITIONAL PAVEMENT FABRIC DETAILS.

PAVEMENT FABRIC WILL BE PAID FOR SEPARATELY. THE QUANTITY OF PAVEMENT FABRIC WILL BE THE COMPUTED SURFACE AREA OF THE PCC PAVEMENT PANEL IN WHICH THE PAVEMENT FABRIC IS INSTALLED. NO DEDUCTION WILL BE MADE FOR THE CASTING AREA.

CASTINGS IN PCC PAVEMENT



NOTE:
TO BE USED AT ALL END SECTIONS

DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION

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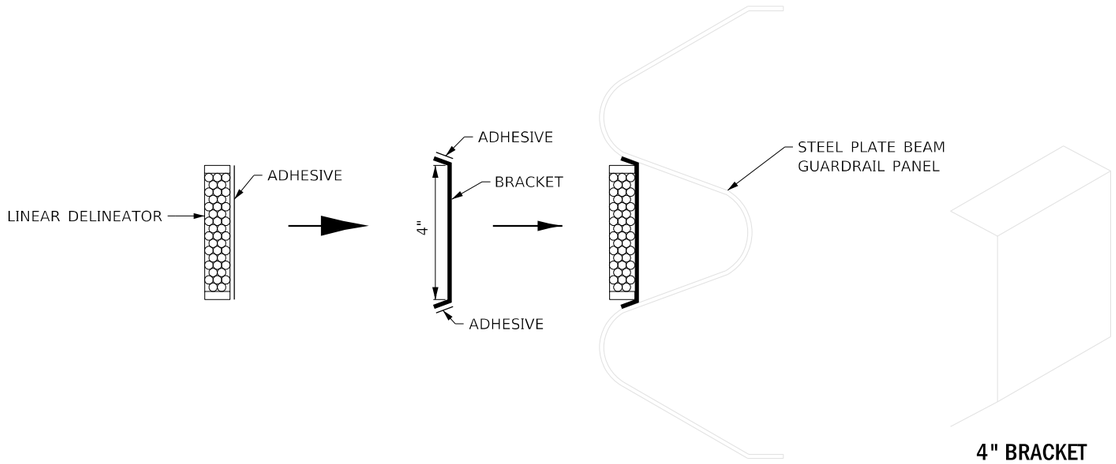
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
DETAILS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

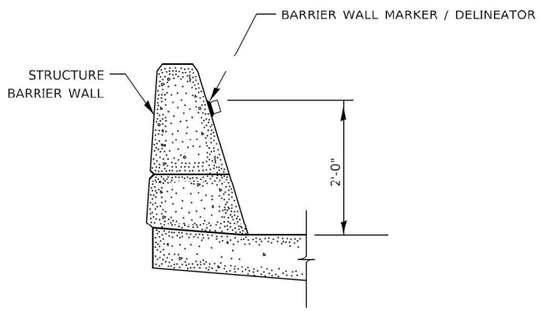
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	267
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			



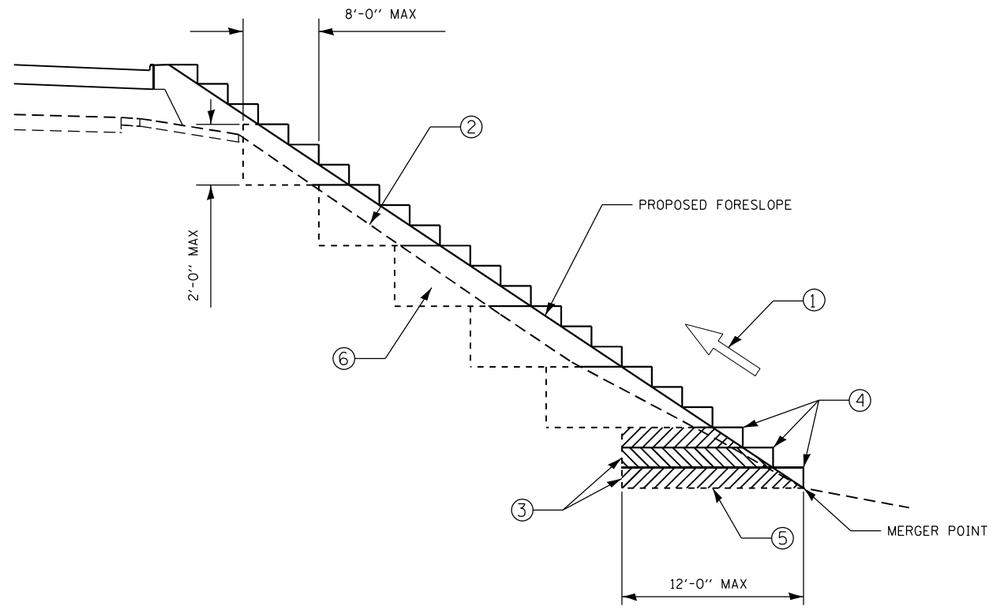
4" BRACKET

LINEAR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL

LINEAR DELINEATOR SHALL BE APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS



BARRIER WALL MARKER



TYPICAL BENCHING FOR EMBANKMENT DETAIL

SCALE: NONE

① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.

② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03

③ BENCH CUT EXISTING FINAL SLOPE TYPICAL FOR EACH STEP.

④ TRIM TO FINAL SLOPE.

⑤ EQUAL 8-INCH LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

⑥ EXCAVATION OF BENCH CUTS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED AS INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION, AND THEIR CONSTRUCTION SHALL BE INCLUDED IN THE PRICES FOR THESE ITEMS.

⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5'.

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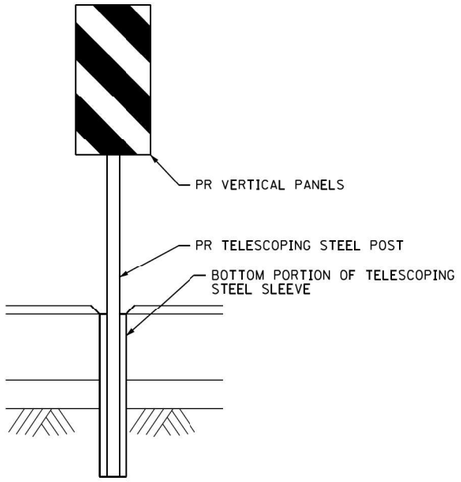
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
DETAILS

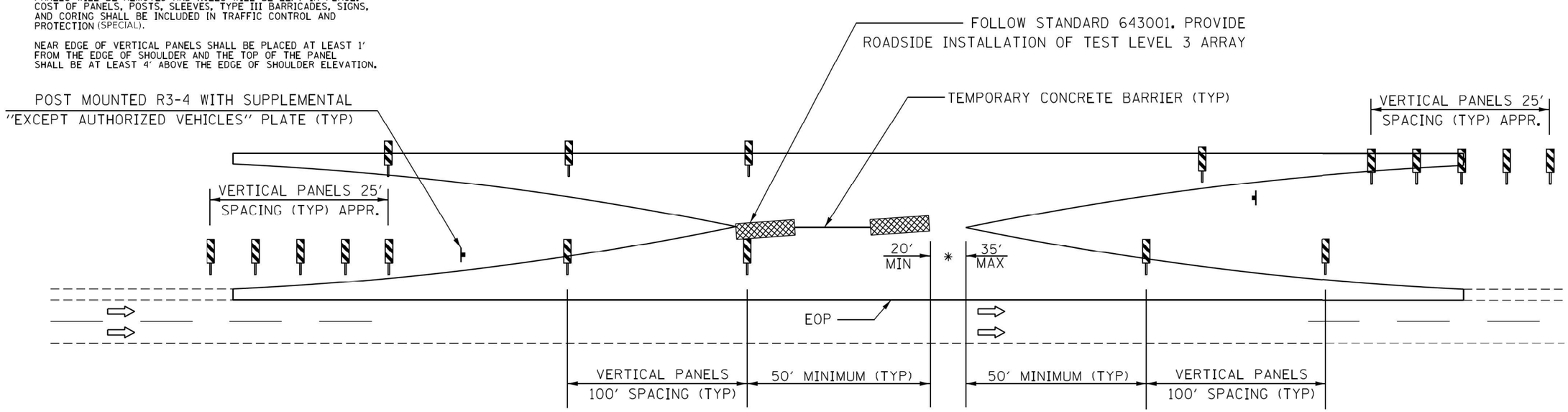
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	268
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		



NOTE: FOR INSTALLATION OF VERTICAL PANELS IN AREAS OF CROSSOVER PAVEMENT, 3″ Ø HOLES WILL BE CORED THROUGH PAVEMENT FOR PLACEMENT. TELESCOPING STEEL POLES WILL BE PLACED 1″ BELOW SURFACE AS SHOWN, AND WORK SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER. WHEN OPENING CROSSOVER, PANELS WILL BE REMOVED AND HOLES WILL BE LEFT IN PLACE. COST OF PANELS, POSTS, SLEEVES, TYPE III BARRICADES, SIGNS, AND CORING SHALL BE INCLUDED IN TRAFFIC CONTROL AND PROTECTION (SPECIAL).

NEAR EDGE OF VERTICAL PANELS SHALL BE PLACED AT LEAST 1′ FROM THE EDGE OF SHOULDER AND THE TOP OF THE PANEL SHALL BE AT LEAST 4′ ABOVE THE EDGE OF SHOULDER ELEVATION.



LEGEND

- TRAFFIC FLOW ARROW
- TYPE III BARRICADE
- IMPACT ATTENUATOR
- BARREL W/STEADY BURNING LIGHT
- POST MOUNTED SIGN
- BARRIER WALL MARKER
- TEMPORARY CONCRETE BARRIER
- VERTICAL SIGN PANEL

*REMOVE GAP FOR FULL CLOSURE

CROSSOVER CLOSURE-TYPICAL

NOT TO SCALE

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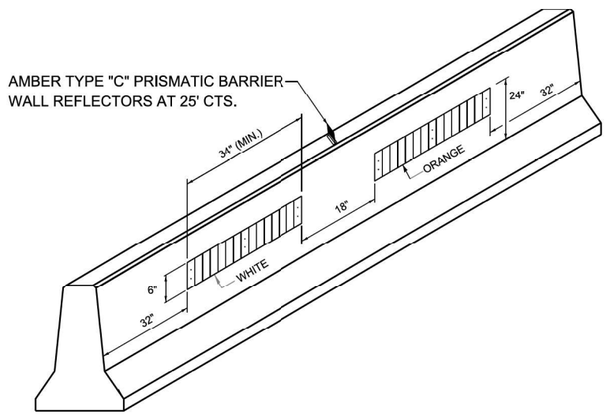
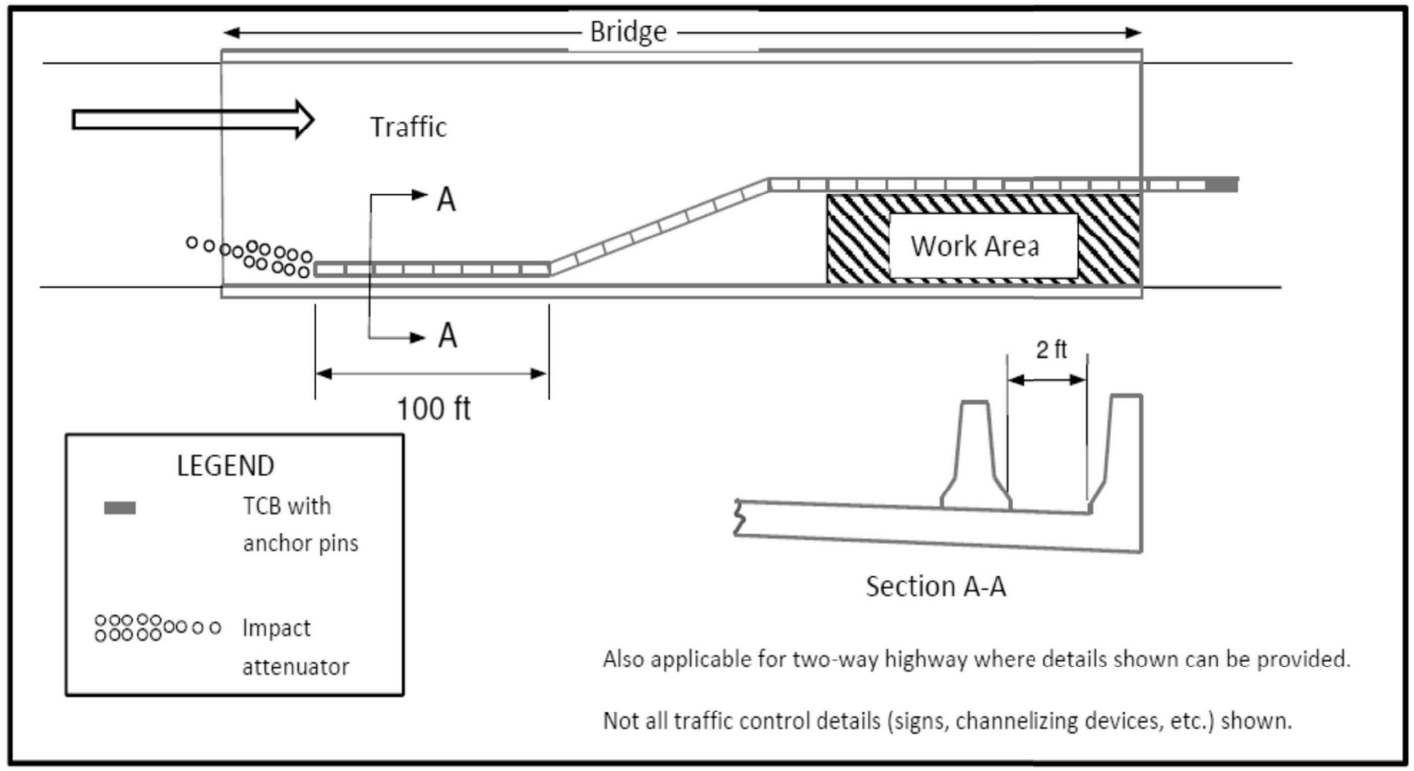
	PLOT DATE = 1/12/2024	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	269
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		



LINEAR DELINEATOR PANELS FOR TEMPORARY CONCRETE BARRIER



ALTERNATE LAYOUT OF TCB FOR ANCHORING ADJACENT TO CONCRETE BRIDGE PARAPET

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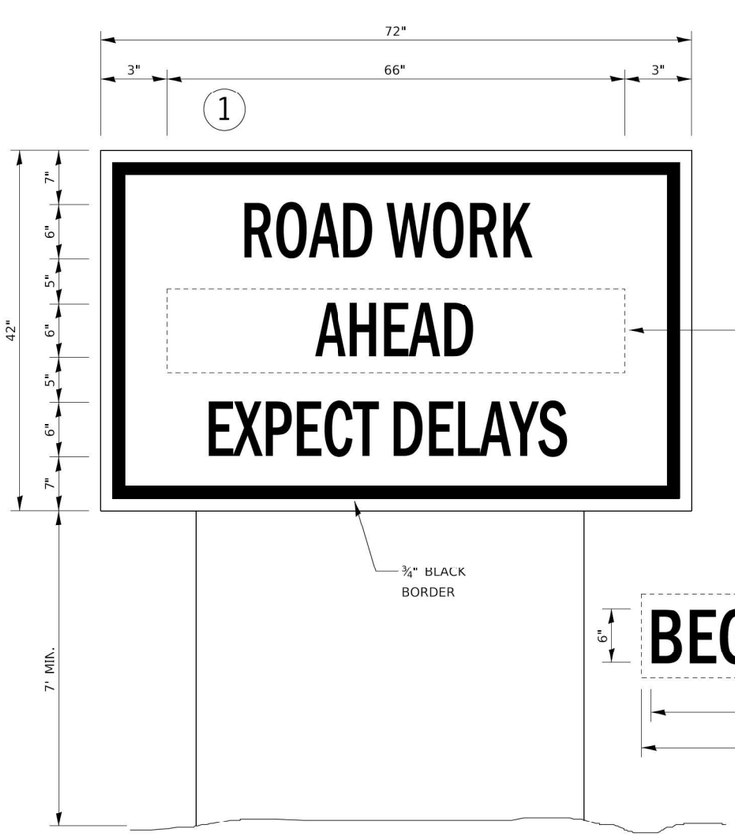
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
DETAILS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

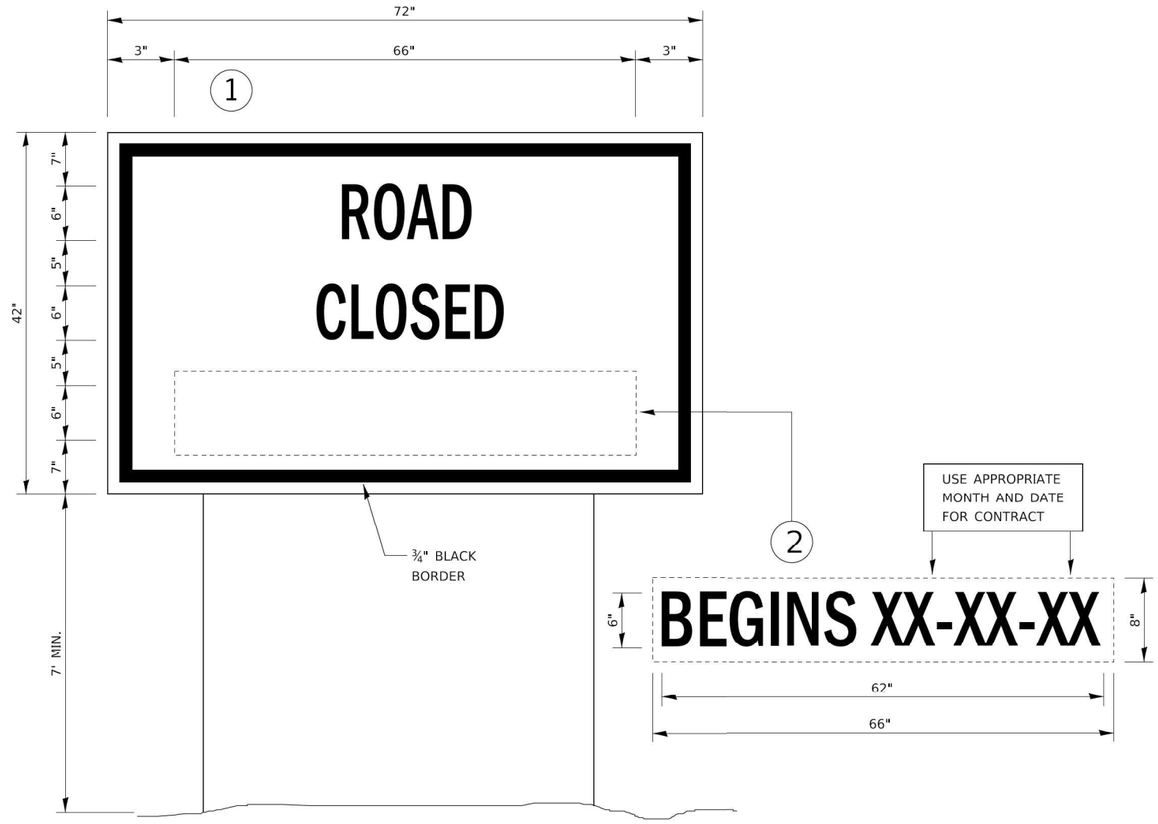
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	270
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		



TEMPORARY INFORMATION SIGNING

NOTES:

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
4. REMOVE PANEL (2) ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL (2) WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.



TEMPORARY INFORMATION SIGNING

NOTES:

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE ROAD CLOSURE.
4. REMOVE PANEL (2) ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL (2) WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

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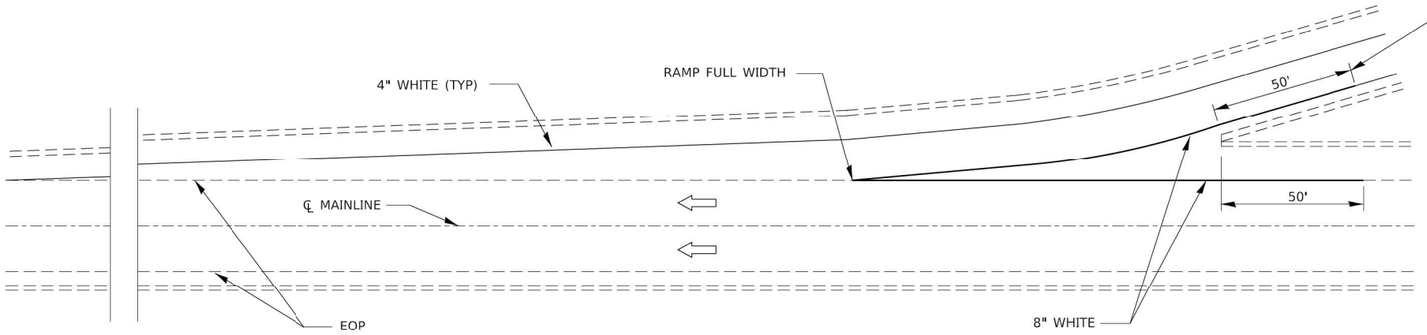
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

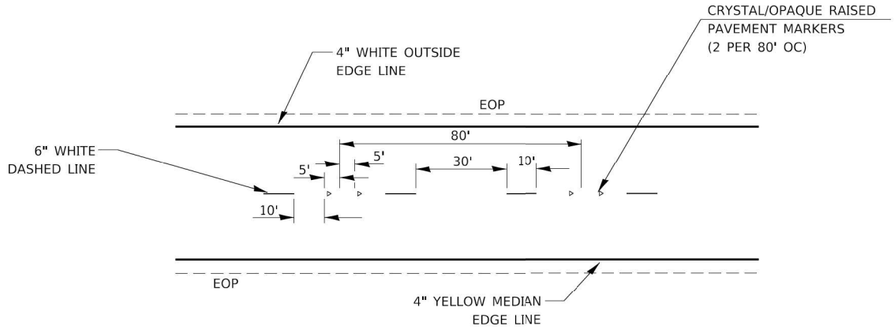
FAI ROUTE 180 (I–180)
DETAILS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

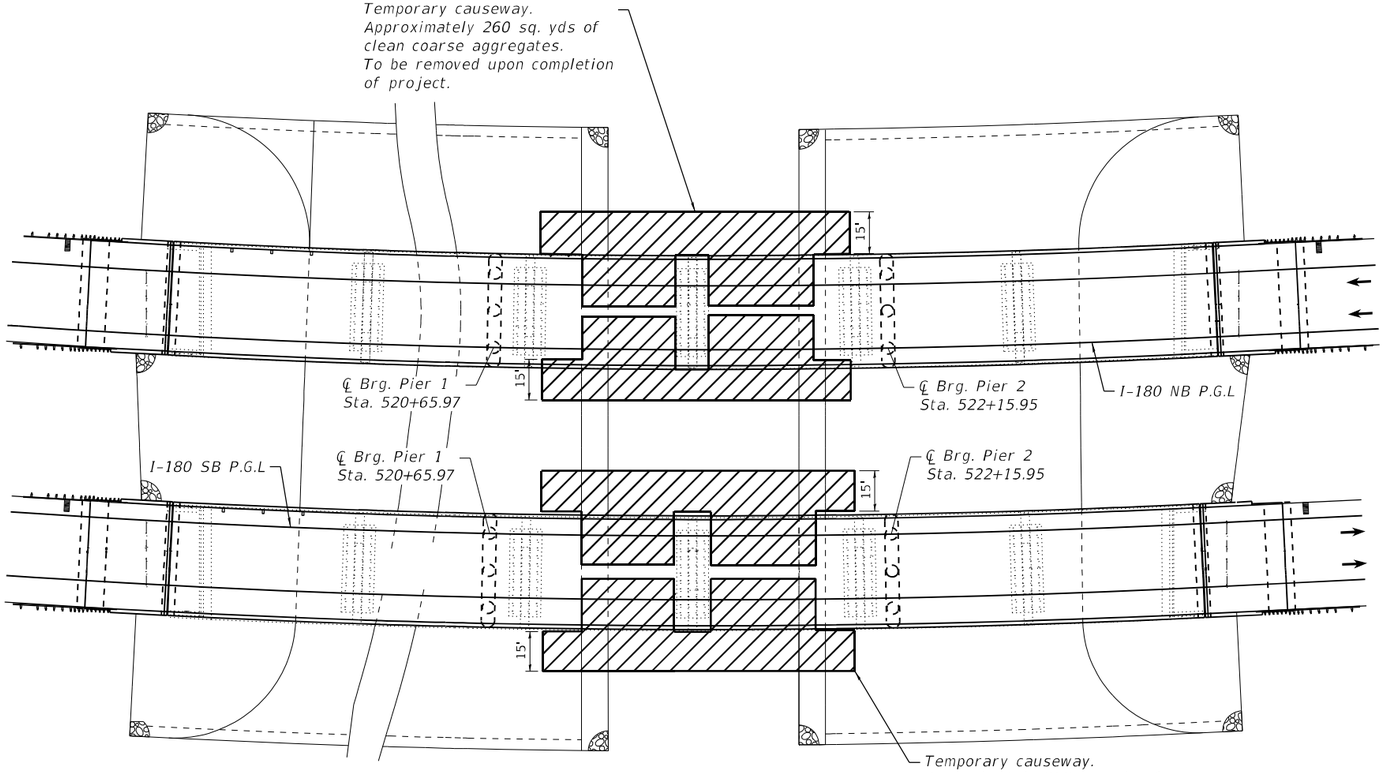
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	271
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		



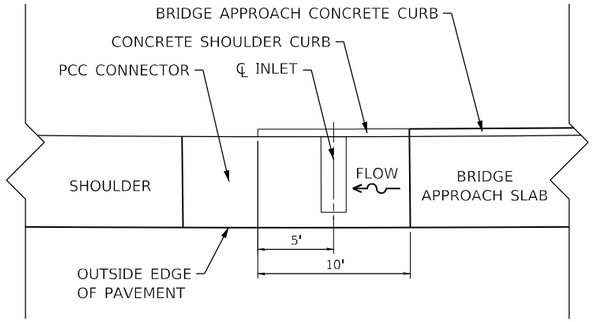
TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS



TYPICAL PAVEMENT MARKINGS



TEMPORARY CAUSEWAY



DETAIL AT SHOULDER INLETS

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Civil Engineering Design

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	DRAWN -	REVISED -
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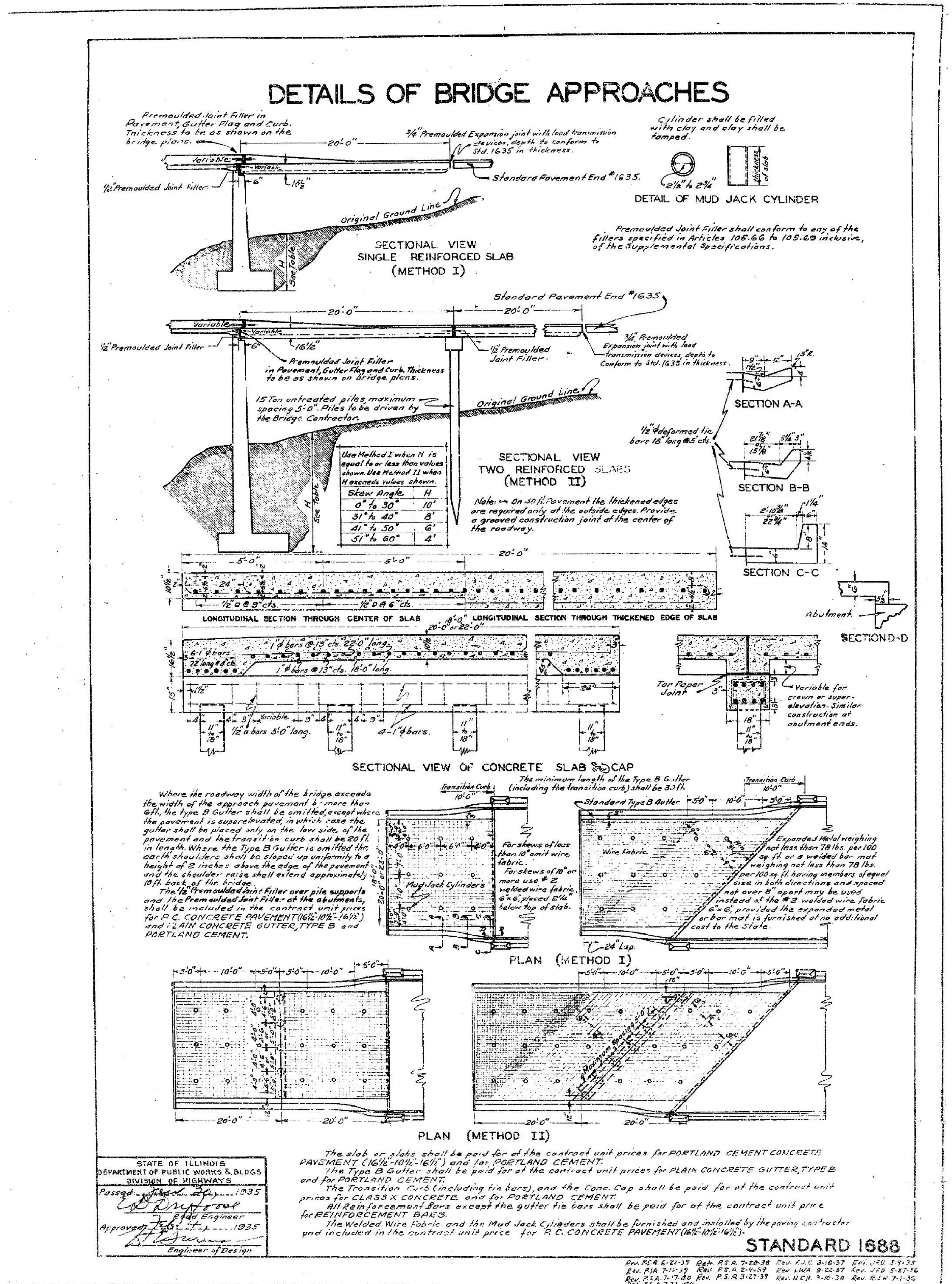
PLOT DATE = 1/12/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
DETAILS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	272
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			


DETAILS OF BRIDGE APPROACHES
Premoulded Joint Filler in Pavement, Gutter Flag and Curb. Thickness to be as shown on the bridge plans.
3/4" Premoulded Expansion joint with load transmission devices, depth to conform to Std. 1635 in thickness.
Standard Pavement End #1635.
Cylinder shall be filled with clay and clay shall be tamped.
DETAIL OF MUD JACK CYLINDER
1/2" Premoulded Joint Filler.
Original Ground Line
SECTIONAL VIEW SINGLE REINFORCED SLAB (METHOD I)
Premoulded Joint Filler shall conform to any of the Fillers specified in Articles 105.66 to 105.69 inclusive, of the Supplemental Specifications.
15 Ton untreated piles, maximum spacing 5'-0". Piles to be driven by the Bridge Contractor.
SECTION A-A
SECTION B-B
SECTION C-C
SECTION D-D
SECTIONAL VIEW TWO REINFORCED SLABS (METHOD II)
Use Method I when H is equal to or less than values shown. Use Method II when H exceeds values shown.
Skew Angle | H
0° to 30° | 10'
31° to 40° | 8'
41° to 50° | 6'
51° to 60° | 4'
Note: On 40 ft. Pavement the thickened edges are required only at the outside edges. Provide a grooved construction joint at the center of the roadway.
LONGITUDINAL SECTION THROUGH CENTER OF SLAB
LONGITUDINAL SECTION THROUGH THICKENED EDGE OF SLAB
SECTIONAL VIEW OF CONCRETE SLAB & CAP
Where the roadway width of the bridge exceeds the width of the approach pavement by more than 6 ft. the type B Gutter shall be omitted, except where the pavement is superelevated, in which case the gutter shall be placed only on the low side of the pavement and the transition curb shall be 20 ft. in length. Where the Type B Gutter is omitted the earth shoulders shall be sloped up uniformly to a height of 2 inches above the edge of the pavement and the shoulder raise shall extend approximately 10 ft. back of the bridge.
The 1/2" Premoulded Joint Filler over pile supports and the Premoulded Joint Filler at the abutments, shall be included in the contract unit prices for P.C. CONCRETE PAVEMENT (16 1/2"-10 1/2"-16 1/2") and PLAIN CONCRETE GUTTER, TYPE B and PORTLAND CEMENT.
PLAN (METHOD I)
PLAN (METHOD II)
The slab or slabs shall be paid for at the contract unit prices for PORTLAND CEMENT CONCRETE PAVEMENT (16 1/2"-10 1/2"-16 1/2") and for PORTLAND CEMENT.
The Type B Gutter shall be paid for at the contract unit prices for PLAIN CONCRETE GUTTER, TYPE B and for PORTLAND CEMENT.
The Transition Curb (including tie bars), and the Conc. Cap shall be paid for at the contract unit prices for CLASS X CONCRETE and for PORTLAND CEMENT.
All Reinforcement Bars except the gutter tie bars shall be paid for at the contract unit price for REINFORCEMENT BARS.
The Welded Wire Fabric and the Mud Jack Cylinders shall be furnished and installed by the paving contractor and included in the contract unit price for P.C. CONCRETE PAVEMENT (16 1/2"-10 1/2"-16 1/2").
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BLDGS.
DIVISION OF HIGHWAYS
Road Engineer
Engineer of Design
STANDARD 1688

FOR INFORMATION ONLY

EFK•Moen Civil Engineering Design	USER NAME = RGall	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/12/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
BRIDGE APPROACH METHOD II – FOR INFORMATION ONLY

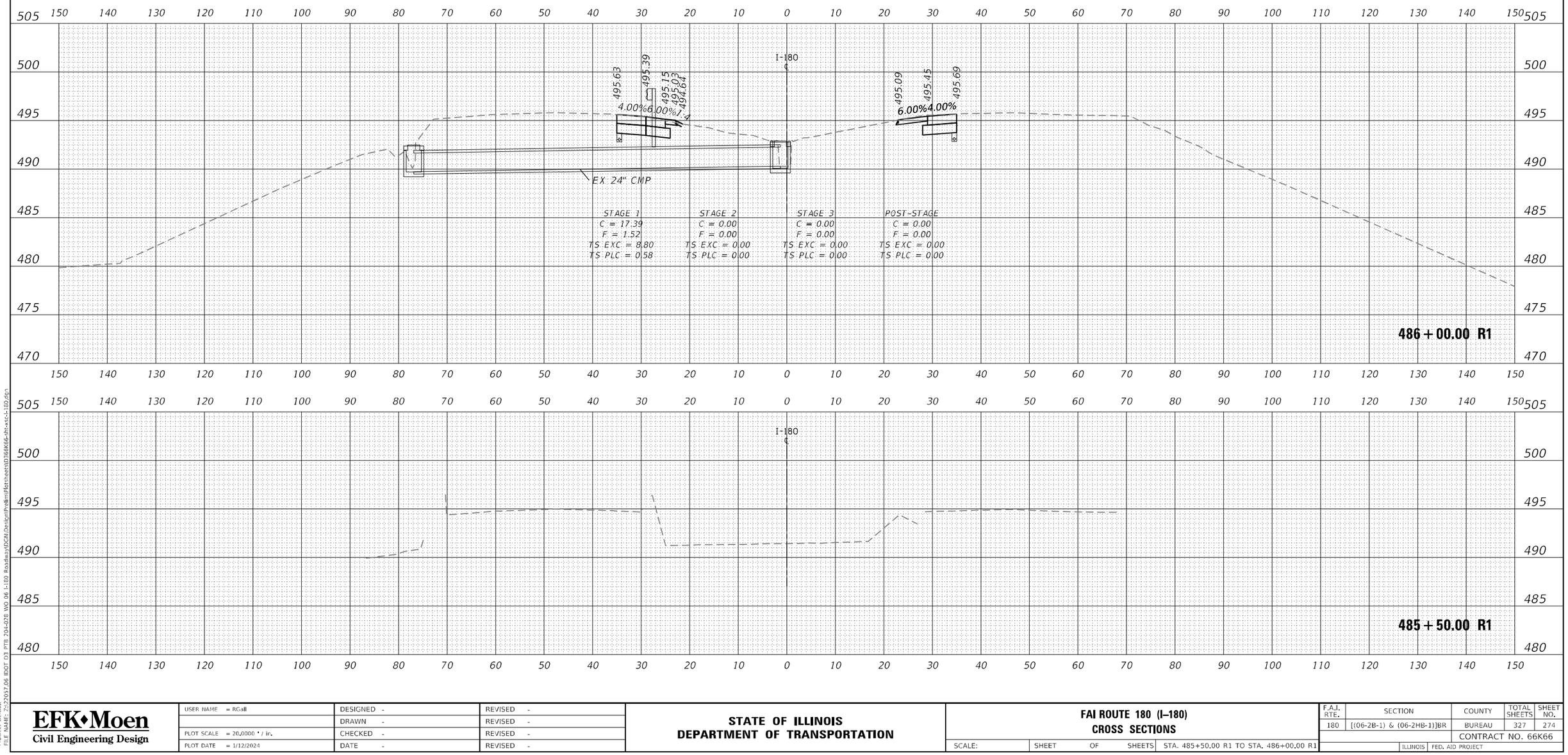
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	273

CONTRACT NO. 66K66

ILLINOIS FED. AID PROJECT

MODEL: Default



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EFK♦Moen
Civil Engineering Design

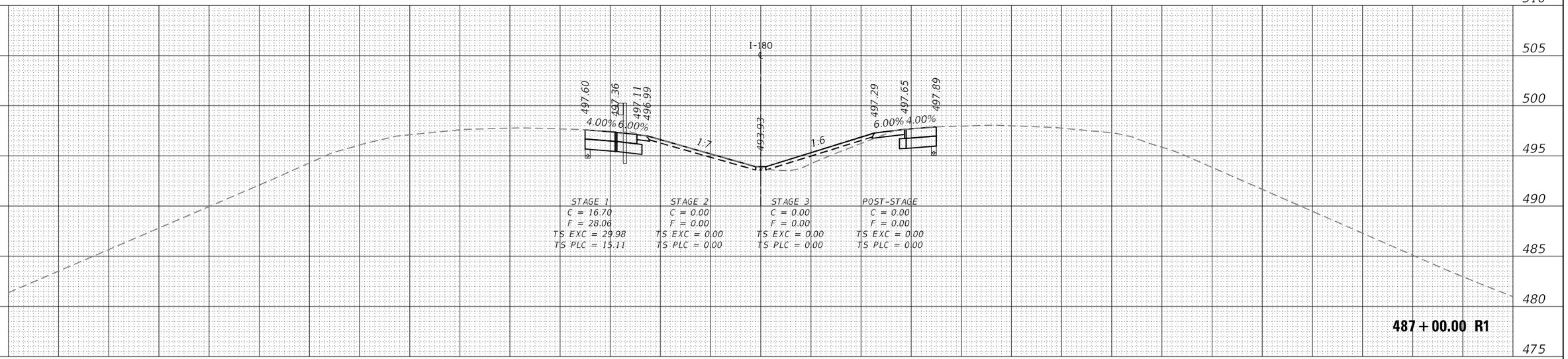
USER NAME = RGall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

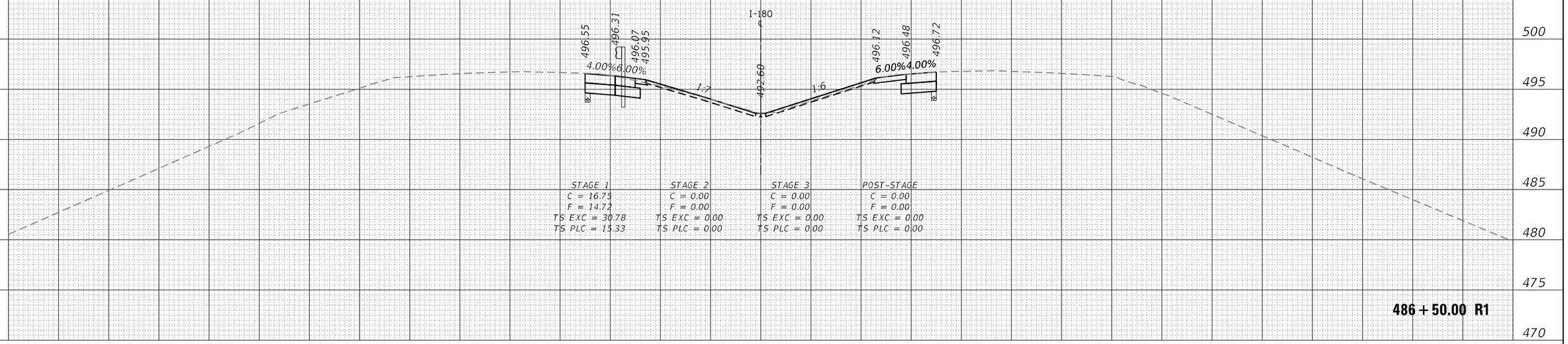
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I-180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 485+50.00 R1 TO STA. 486+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	274
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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EFK•Moen
Civil Engineering Design

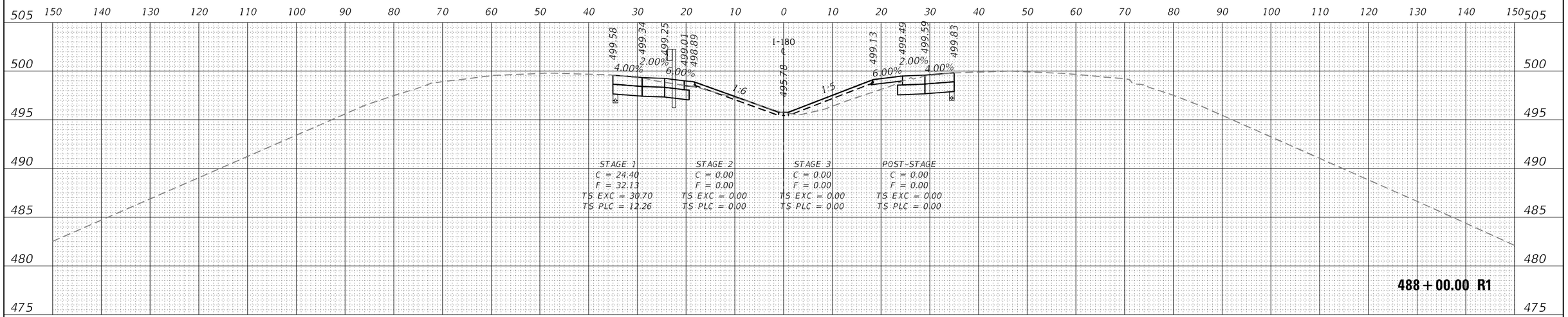
USER NAME = RGall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

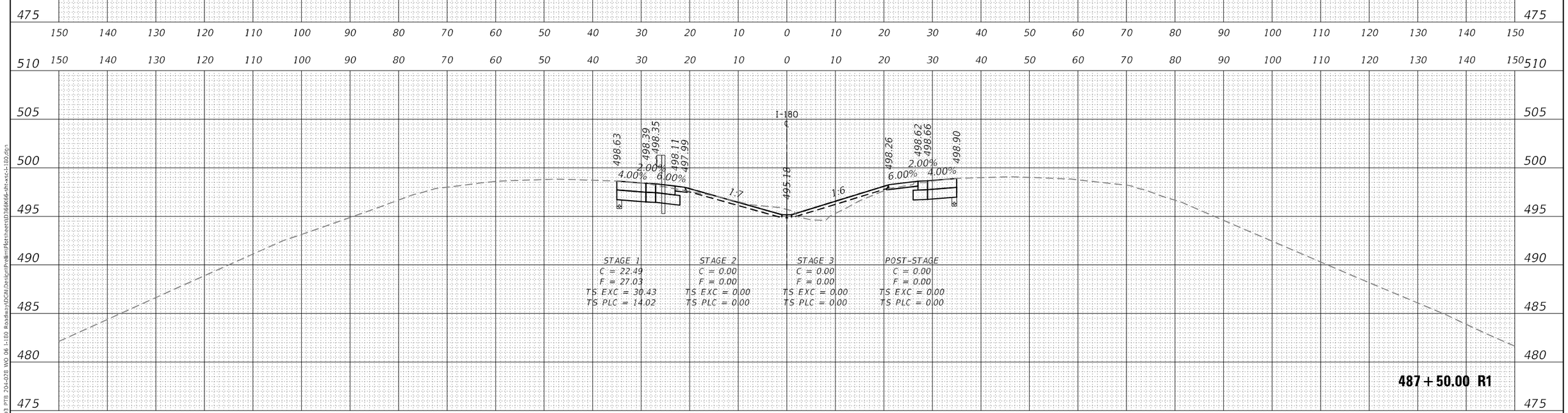
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 486+50.00 R1 TO STA. 487+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	275
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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EFK•Moen
Civil Engineering Design

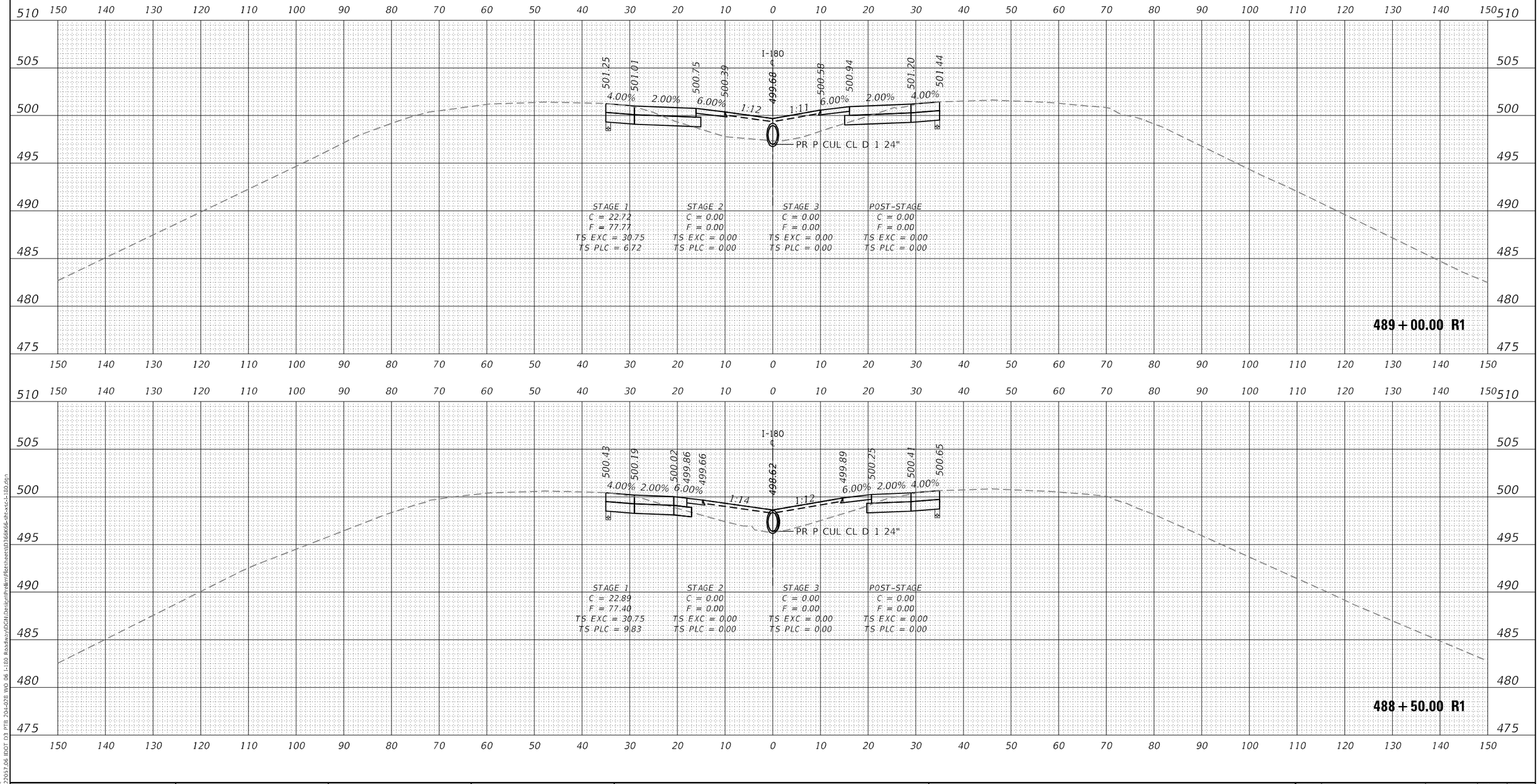
USER NAME = RGall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 487+50.00 R1 TO STA. 488+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1) & (06-2HB-1)JBR	BUREAU	327	276
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			



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EFK•Moen
Civil Engineering Design

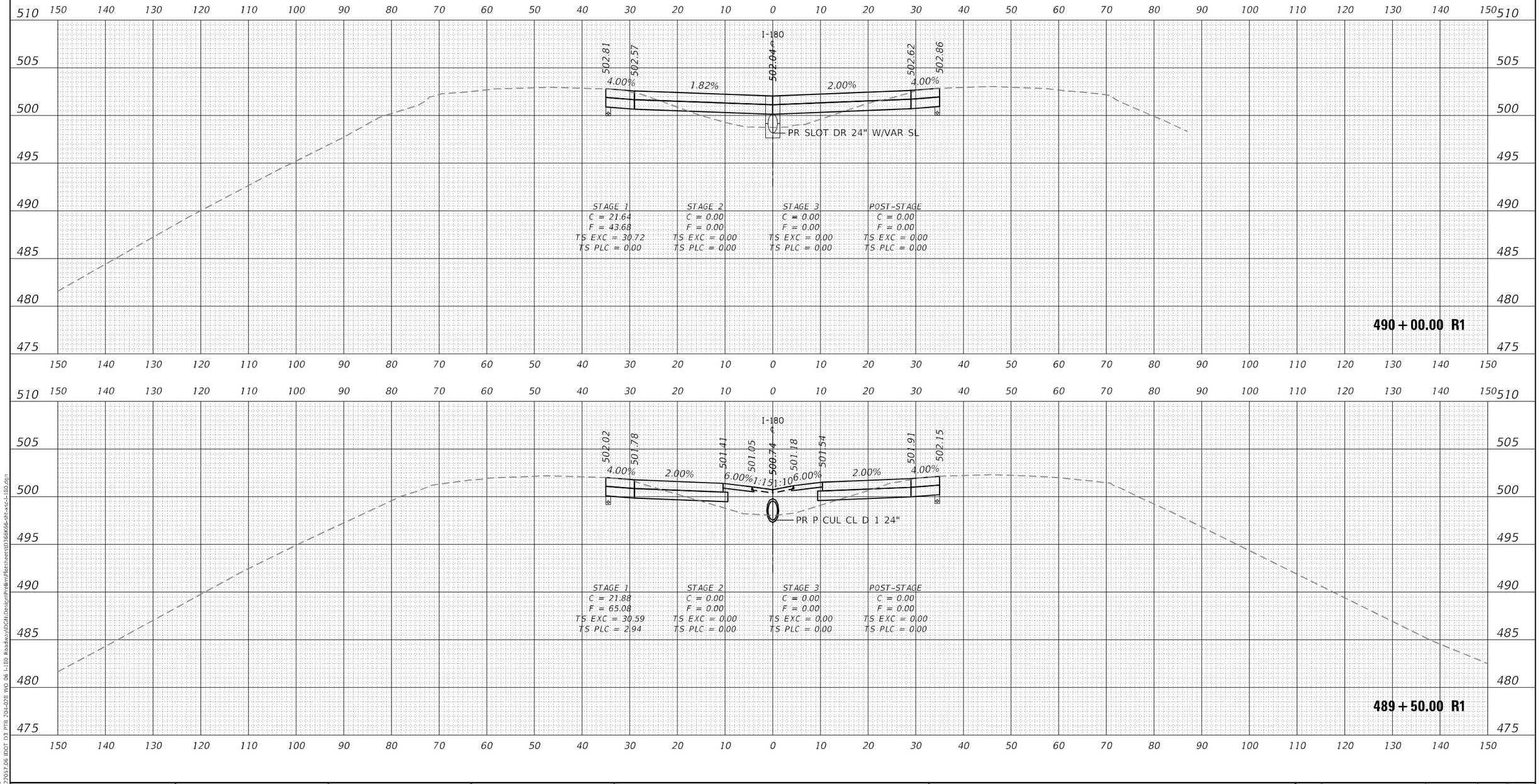
USER NAME = RGall	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/12/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 488+50.00 R1 TO STA. 489+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	277
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			



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EFK•Moen
Civil Engineering Design

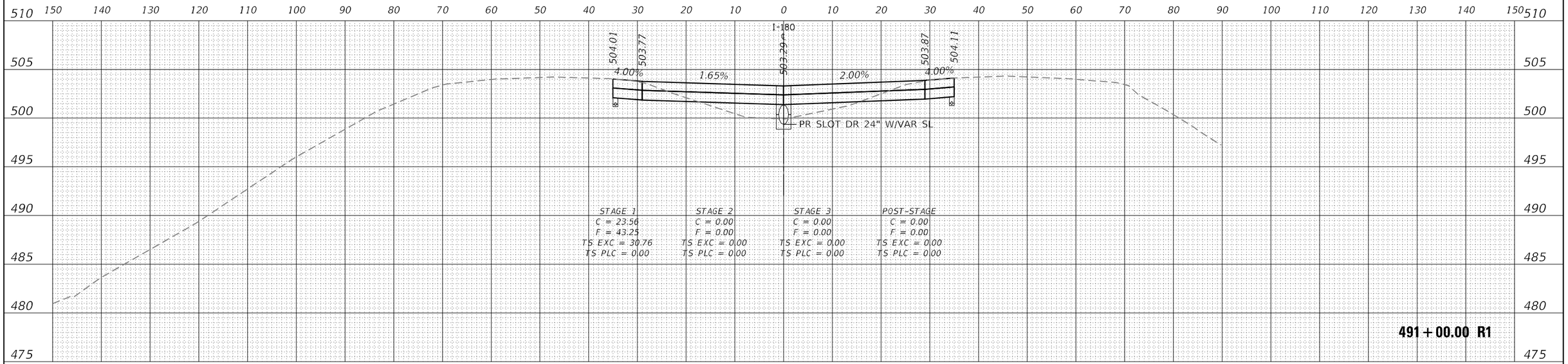
USER NAME = RGall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

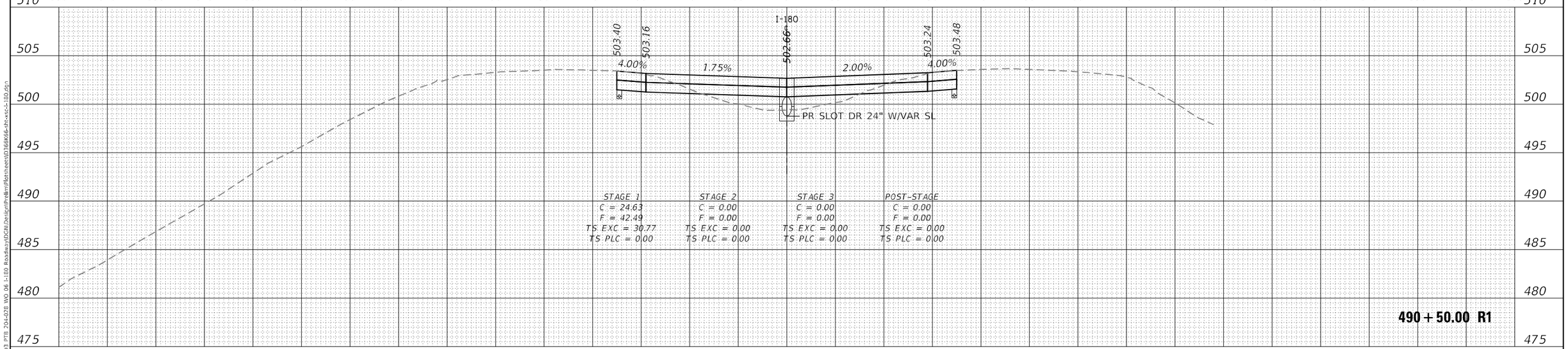
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 489+50.00 R1 TO STA. 490+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1) & (06-2HB-1)JBR	BUREAU	327	278
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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Civil Engineering Design

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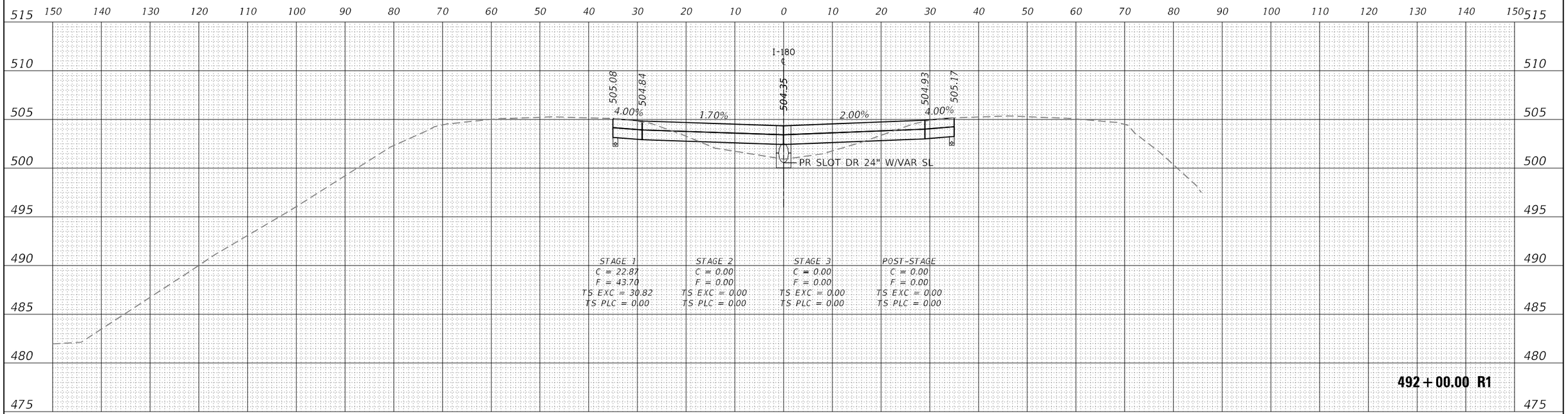
PLOT DATE = 1/12/2024	DATE -	REVISED -

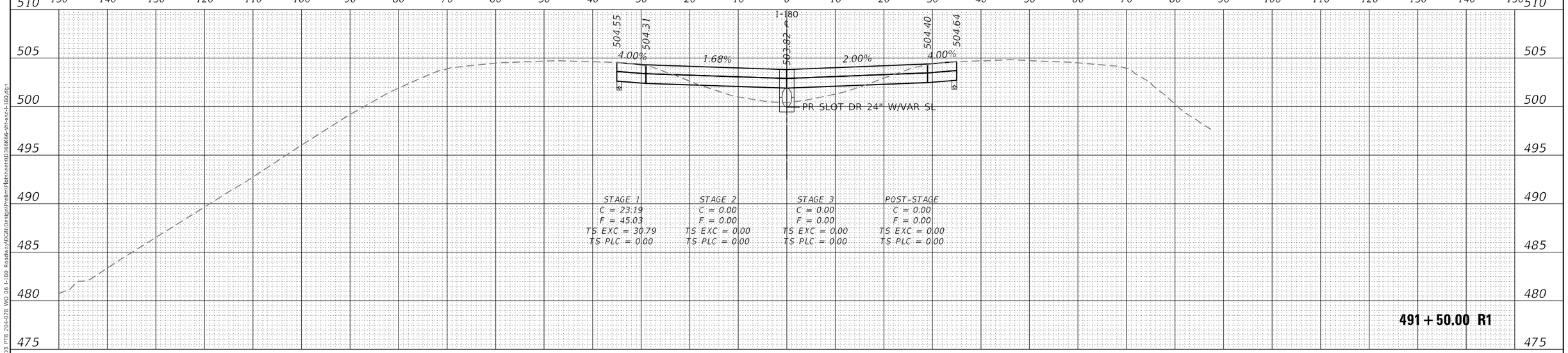
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 490+50.00 R1 TO STA. 491+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	279
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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Civil Engineering Design

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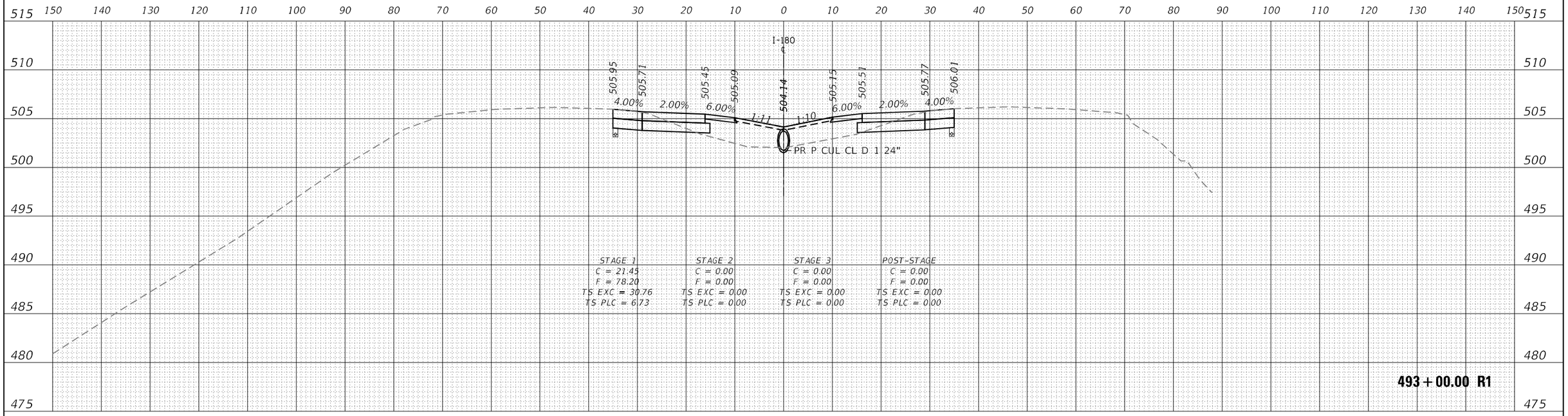
PLOT DATE = 1/12/2024	DATE -	REVISED -

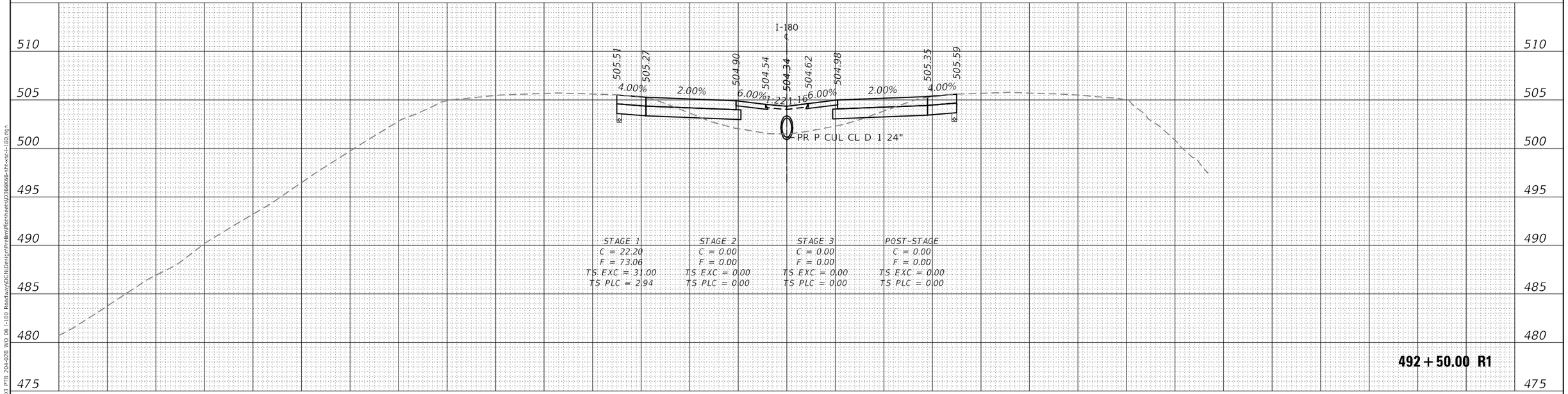
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 491+50.00 R1 TO STA. 492+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	280
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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Civil Engineering Design

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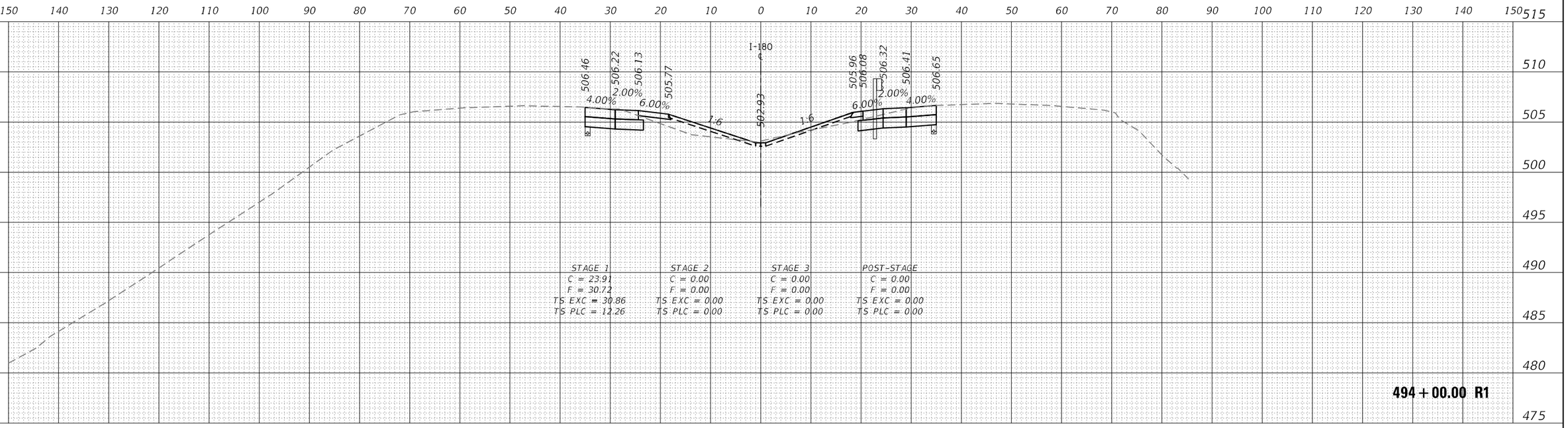
PLOT DATE = 1/12/2024	DATE -	REVISED -

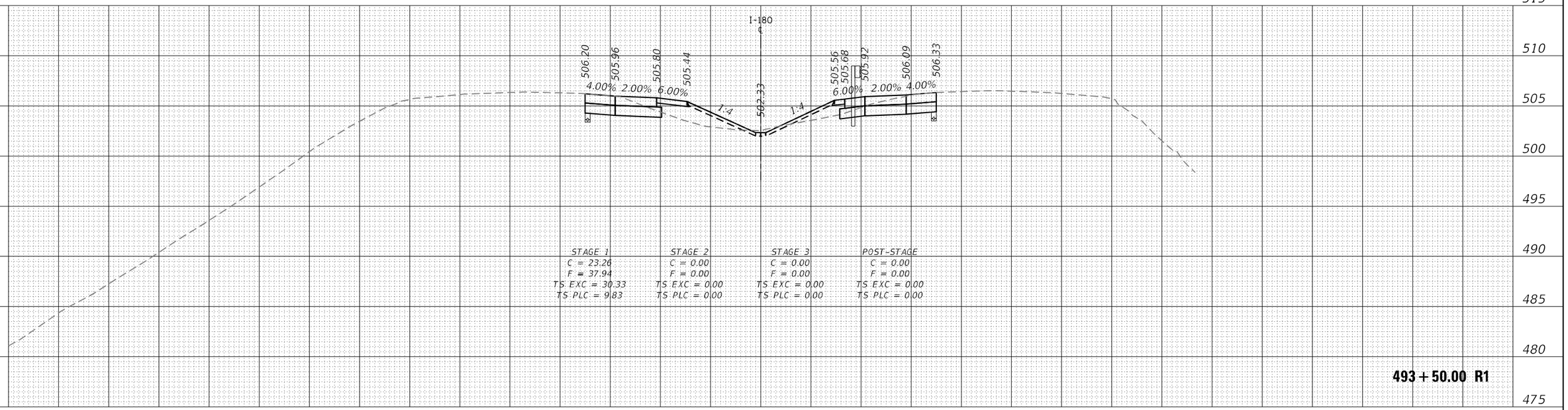
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 492+50.00 R1 TO STA. 493+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	281
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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Civil Engineering Design

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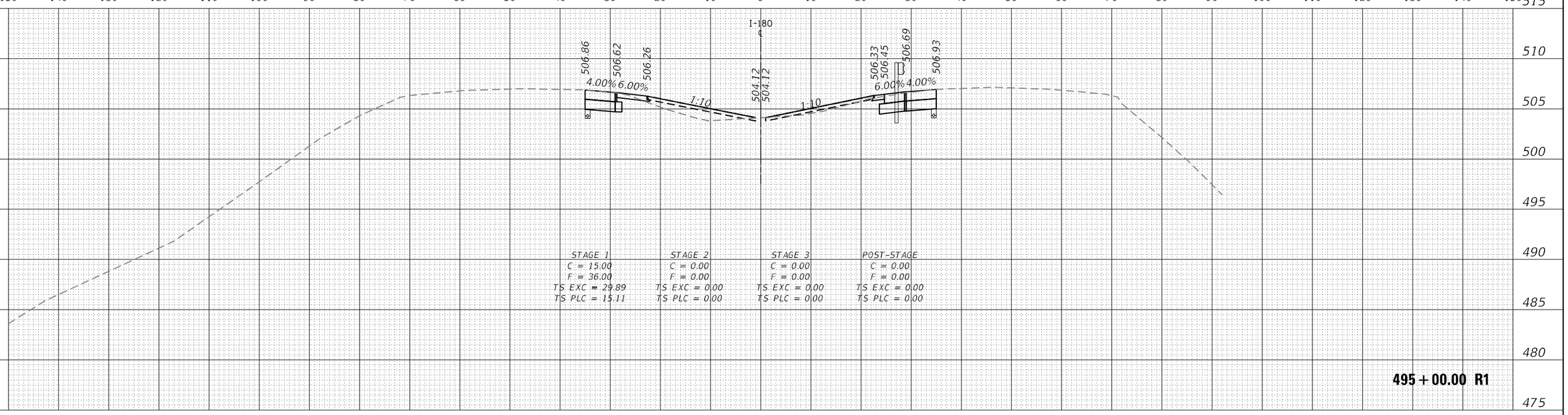
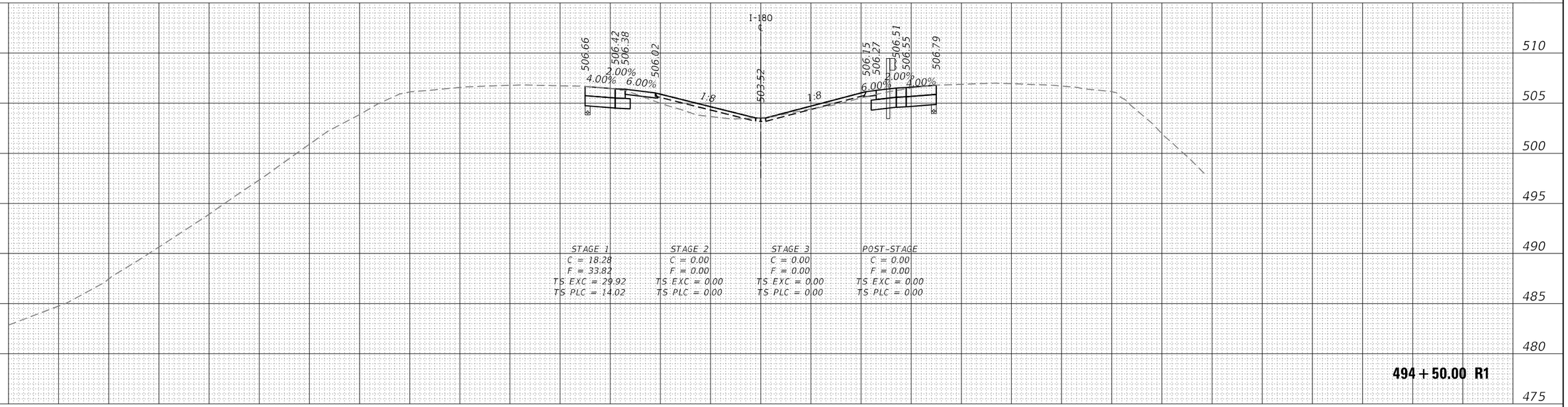
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 493+50.00 R1 TO STA. 494+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	282
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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Civil Engineering Design

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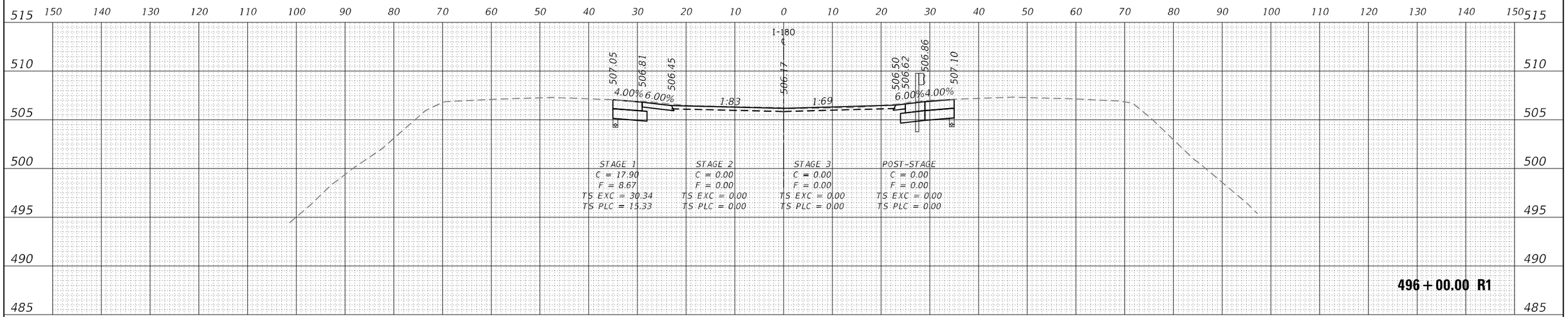
PLOT DATE = 1/12/2024	DATE -	REVISED -

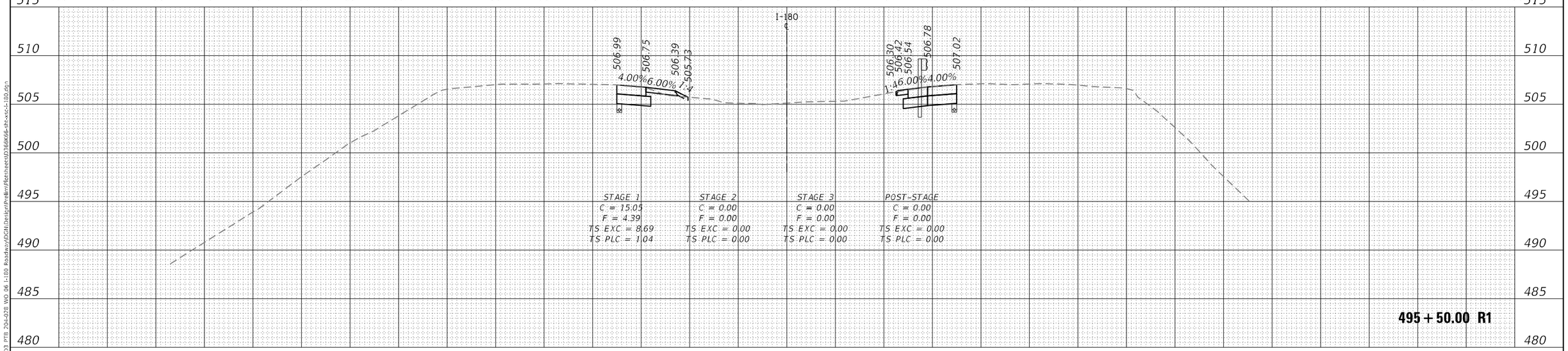
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 494+50.00 R1 TO STA. 495+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	283
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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EFK•Moen
Civil Engineering Design

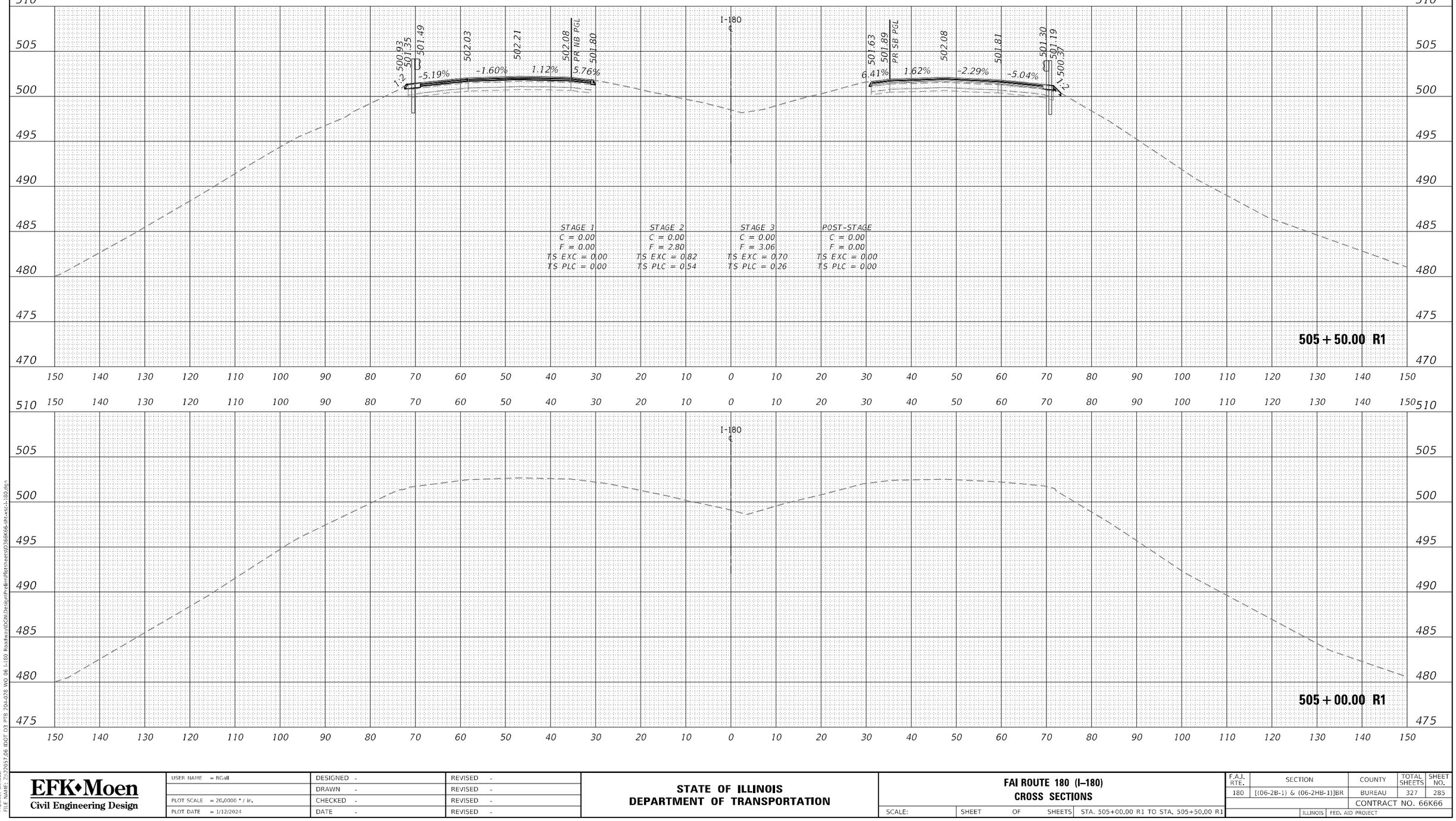
USER NAME = RGall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 495+50.00 R1 TO STA. 496+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	284
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			



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EFK•Moen
Civil Engineering Design

USER NAME = RGall	DESIGNED -	REVISED -
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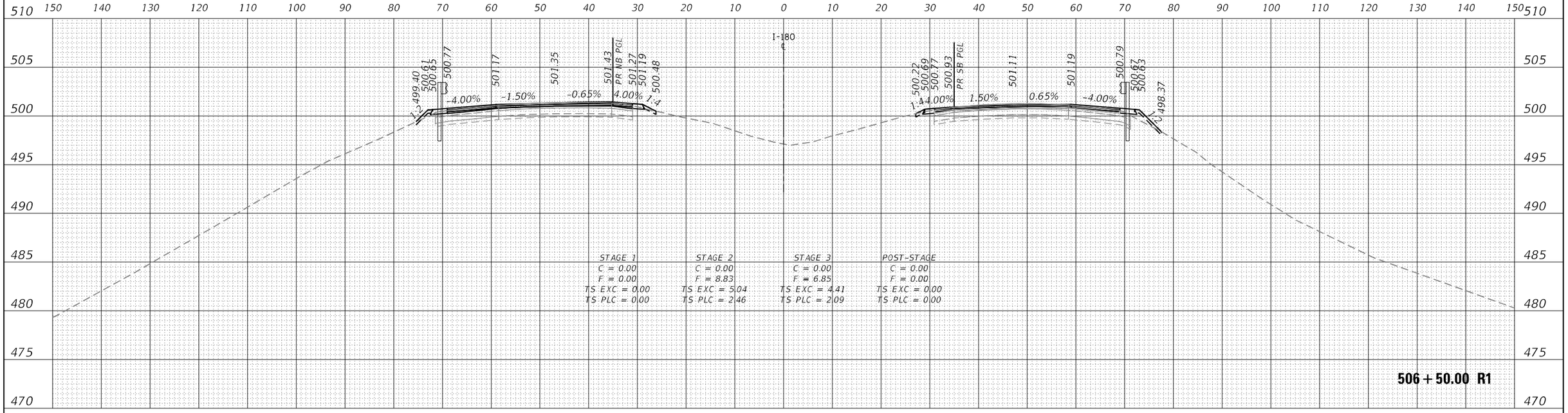
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

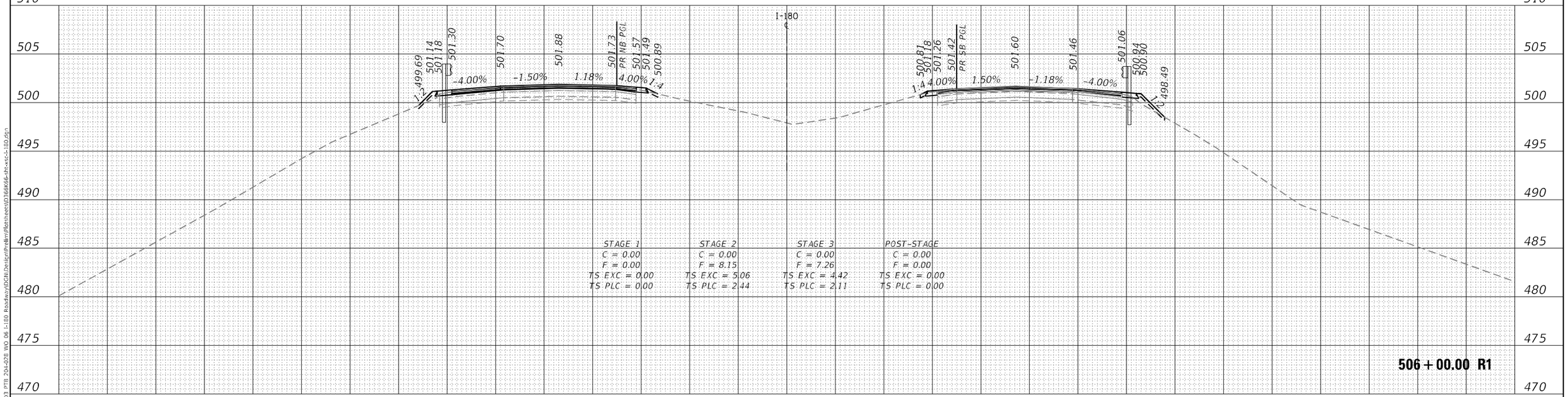
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 505+00.00 R1 TO STA. 505+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	285
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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EFK•Moen
Civil Engineering Design

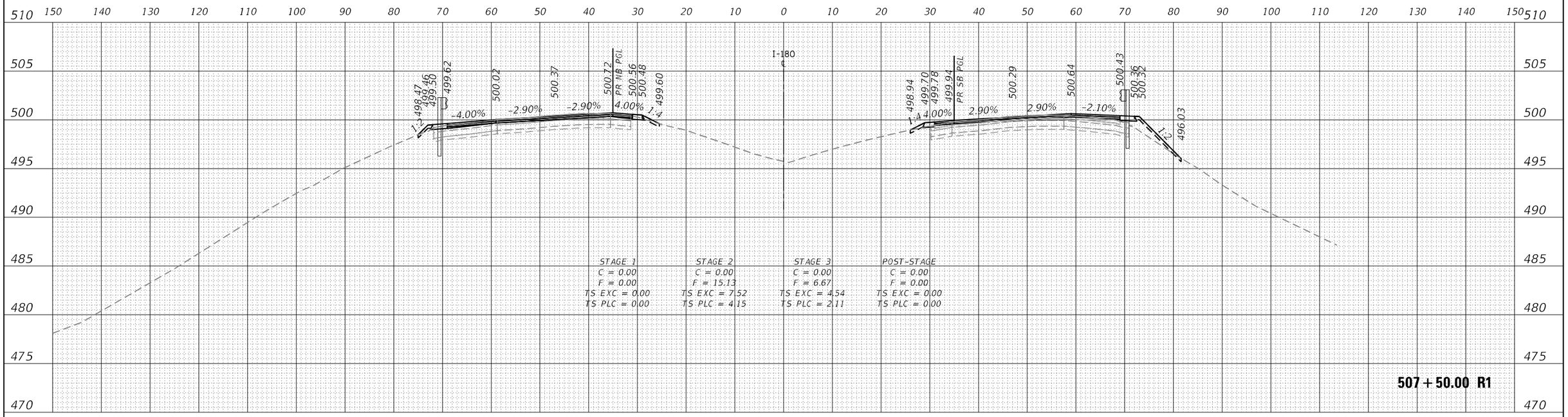
USER NAME = RGall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

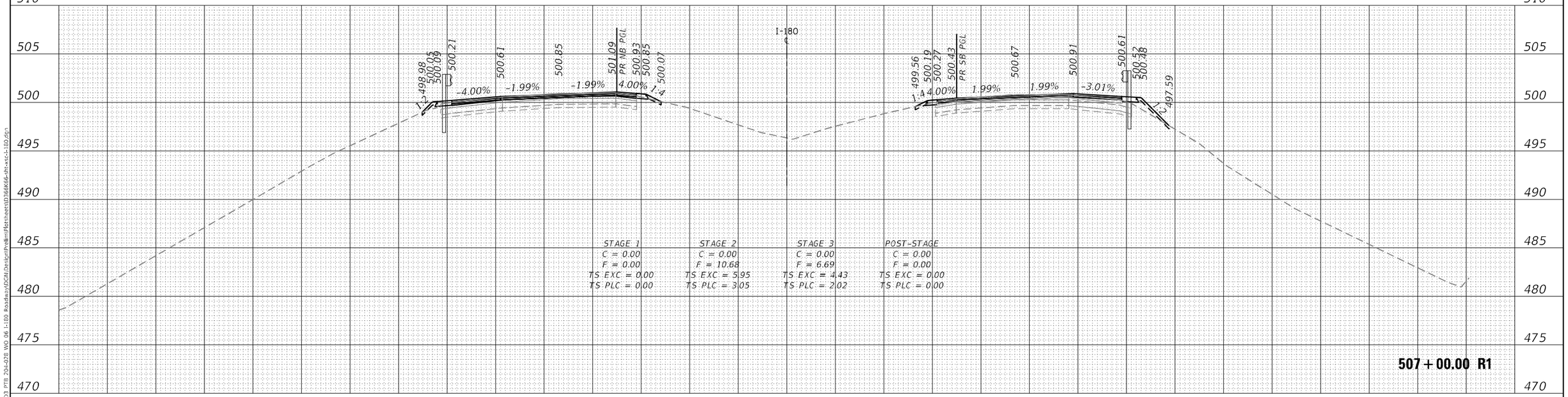
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 506+00.00 R1 TO STA. 506+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	286
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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EFK•Moen
Civil Engineering Design

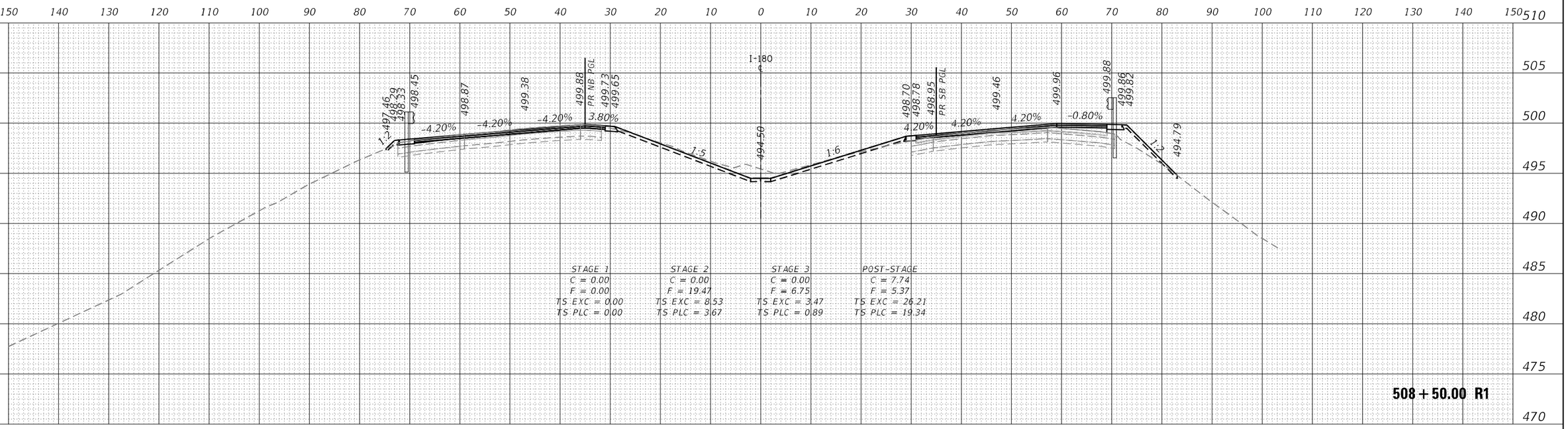
USER NAME = RGall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

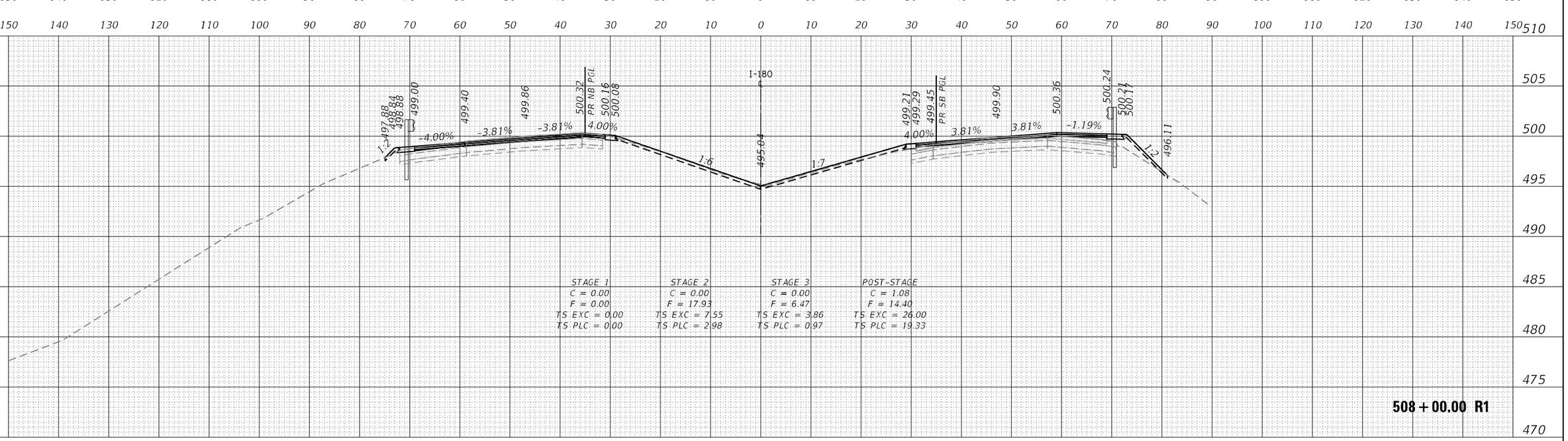
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 507+00.00 R1 TO STA. 507+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	287
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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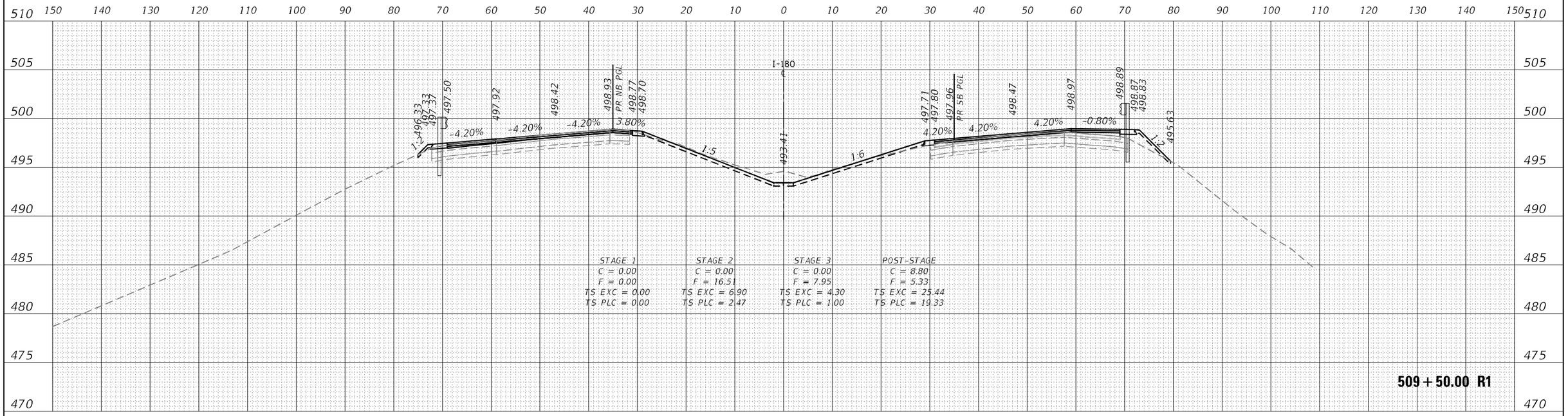
USER NAME = RGall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

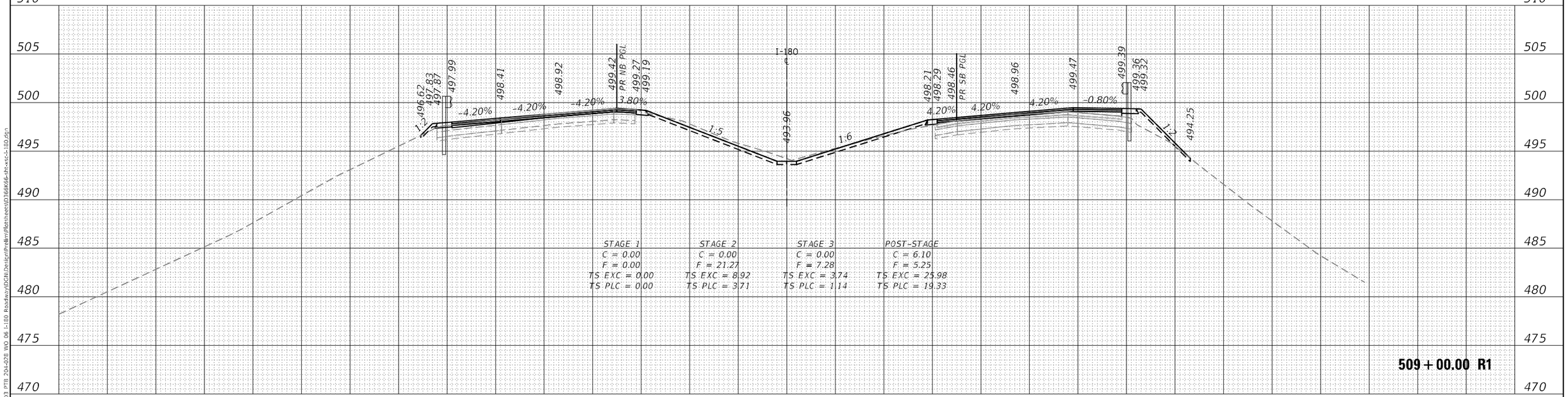
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 508+00.00 R1 TO STA. 508+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	288
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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USER NAME = RGall	DESIGNED -	REVISED -
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
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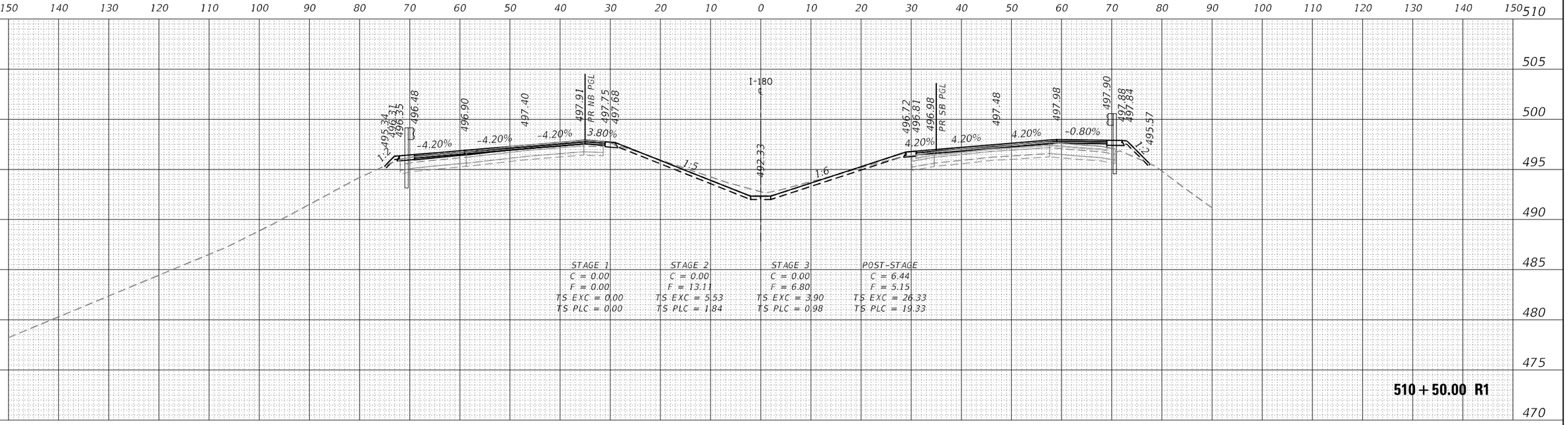
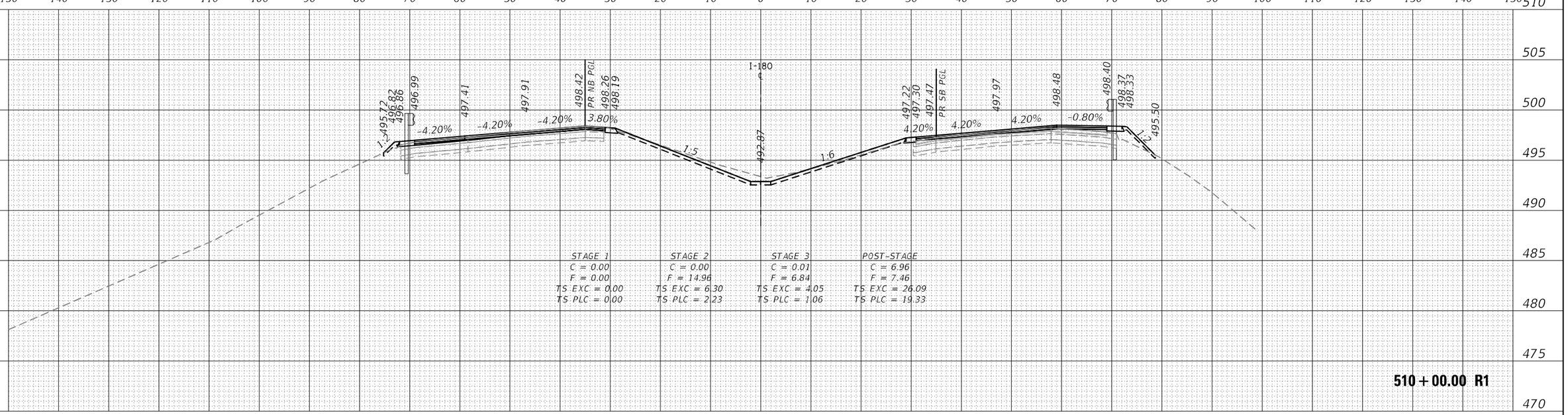
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 509+00.00 R1 TO STA. 509+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	289
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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USER NAME = RGall	DESIGNED -	REVISED -
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
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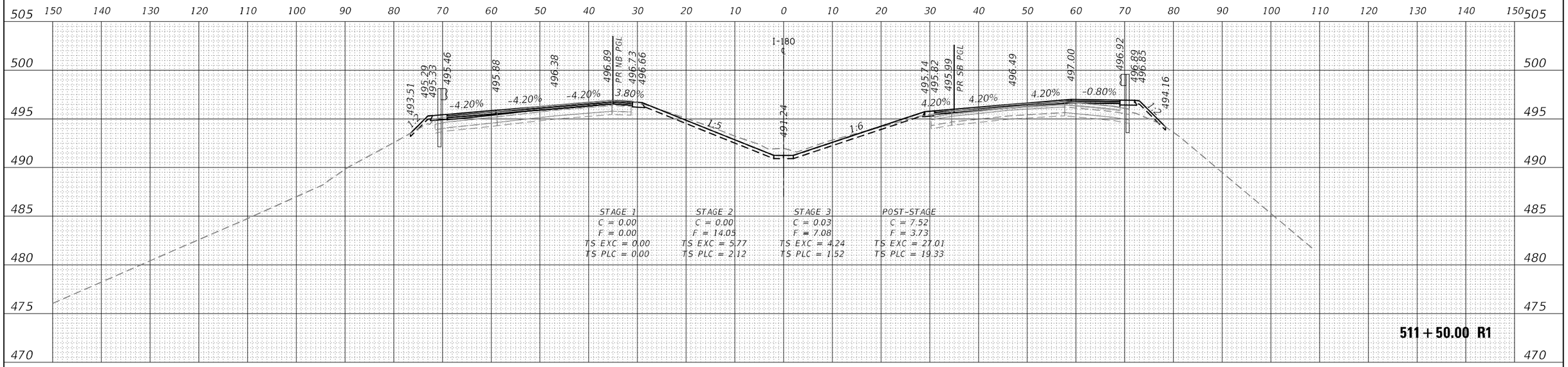
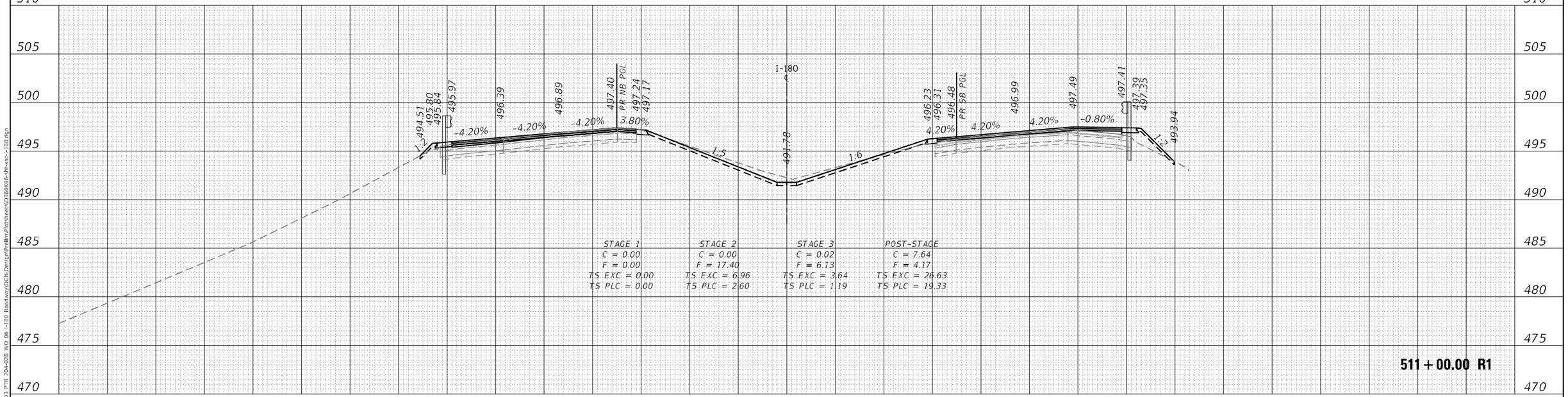
FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 510+00.00 R1 TO STA. 510+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	290
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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Civil Engineering Design

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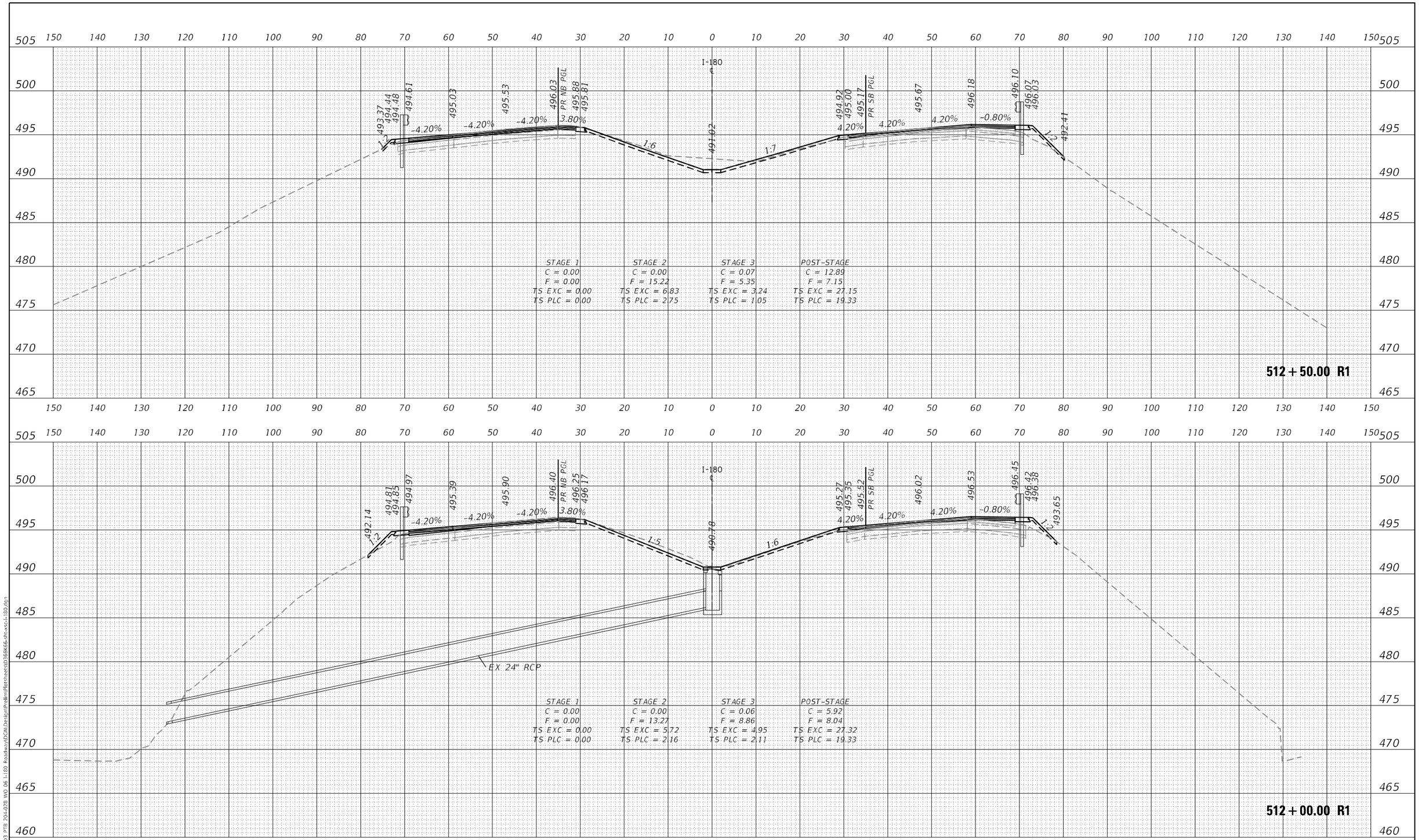
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 511+00.00 R1 TO STA. 511+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	291
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			



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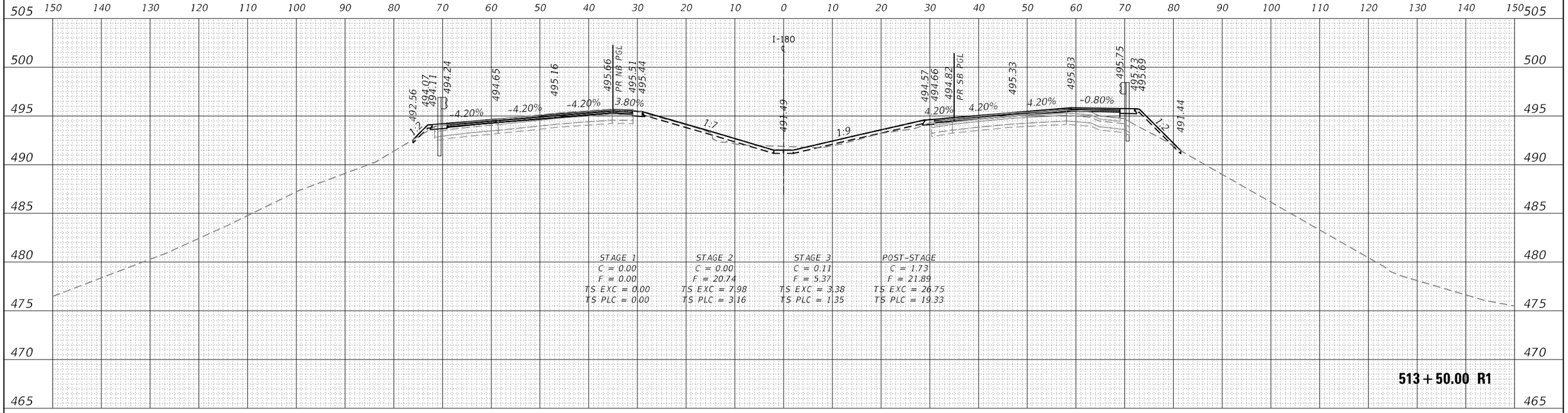
PLOT DATE = 1/12/2024	DATE -	REVISED -

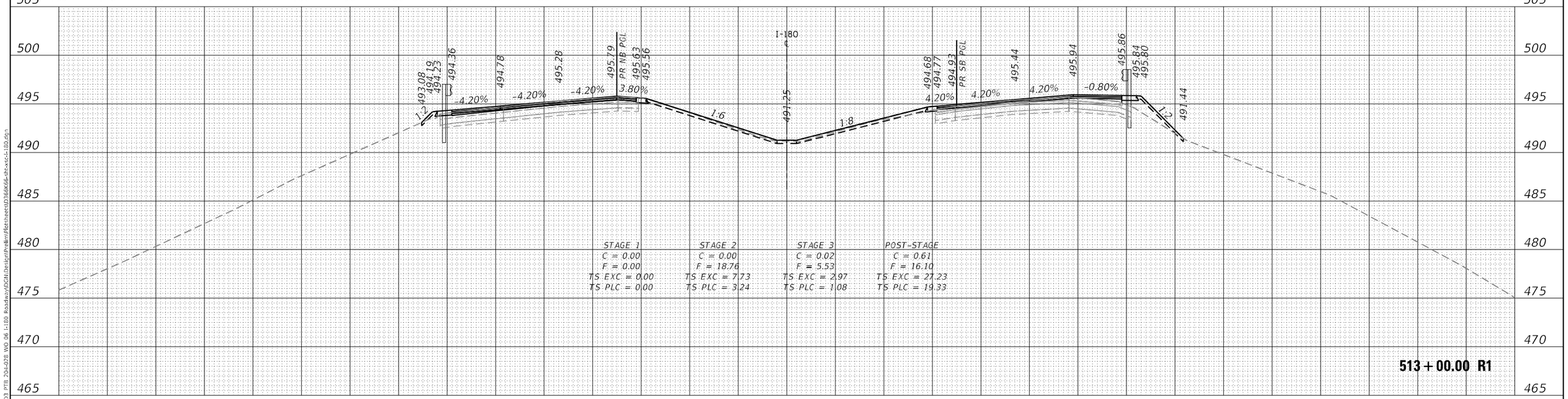
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 512+00.00 R1 TO STA. 512+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	292
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		





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USER NAME = RGall	DESIGNED -	REVISED -
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 513+00.00 R1 TO STA. 513+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	293
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			

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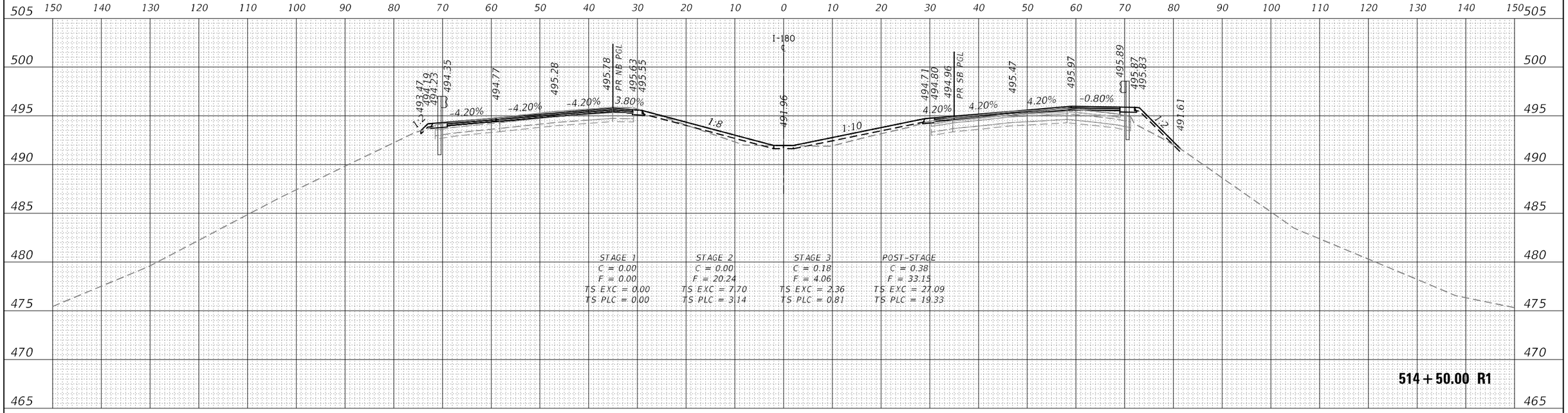

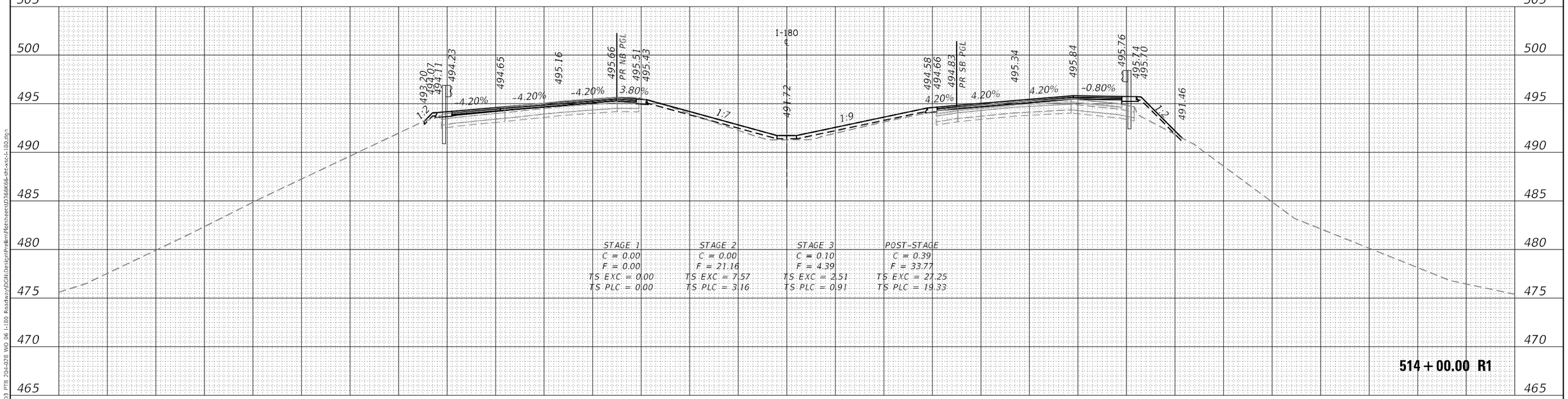

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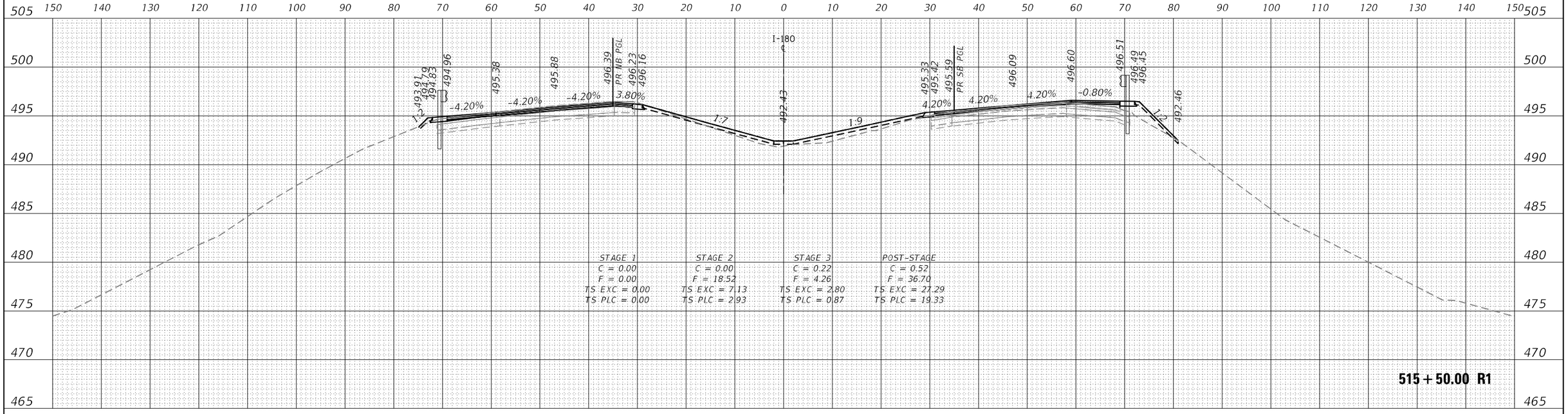
PLOT DATE = 1/12/2024	DATE -	REVISED -

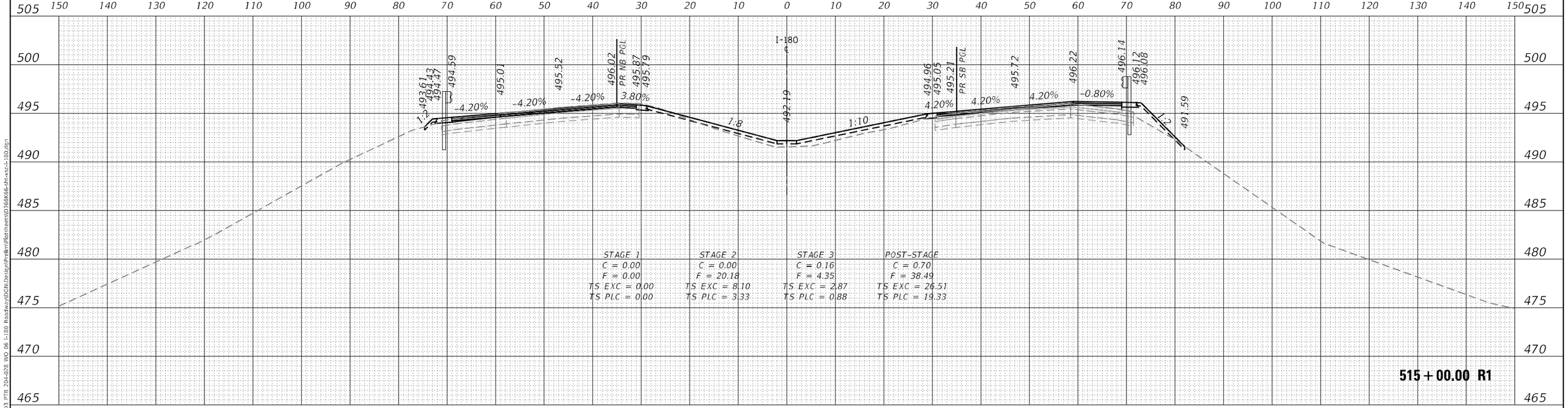
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 514+00.00 R1 TO STA. 514+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	294
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			





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USER NAME = RGall	DESIGNED -	REVISED -
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
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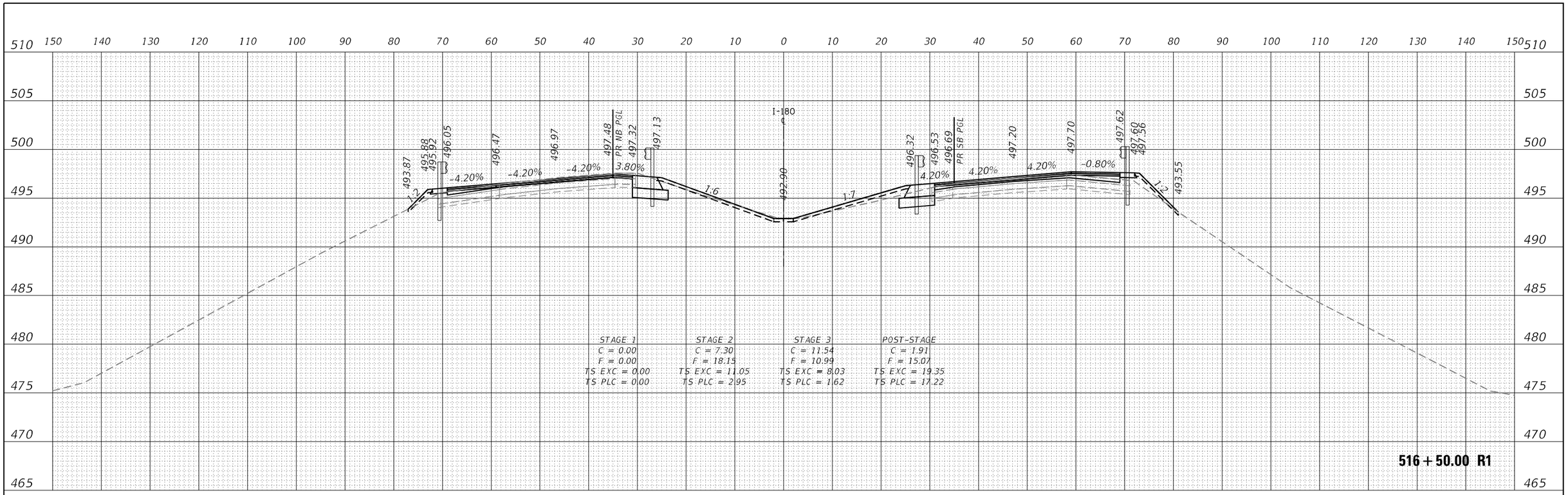
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 515+00.00 R1 TO STA. 515+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	295
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			



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Civil Engineering Design

USER NAME = RGall	DESIGNED -	REVISED -
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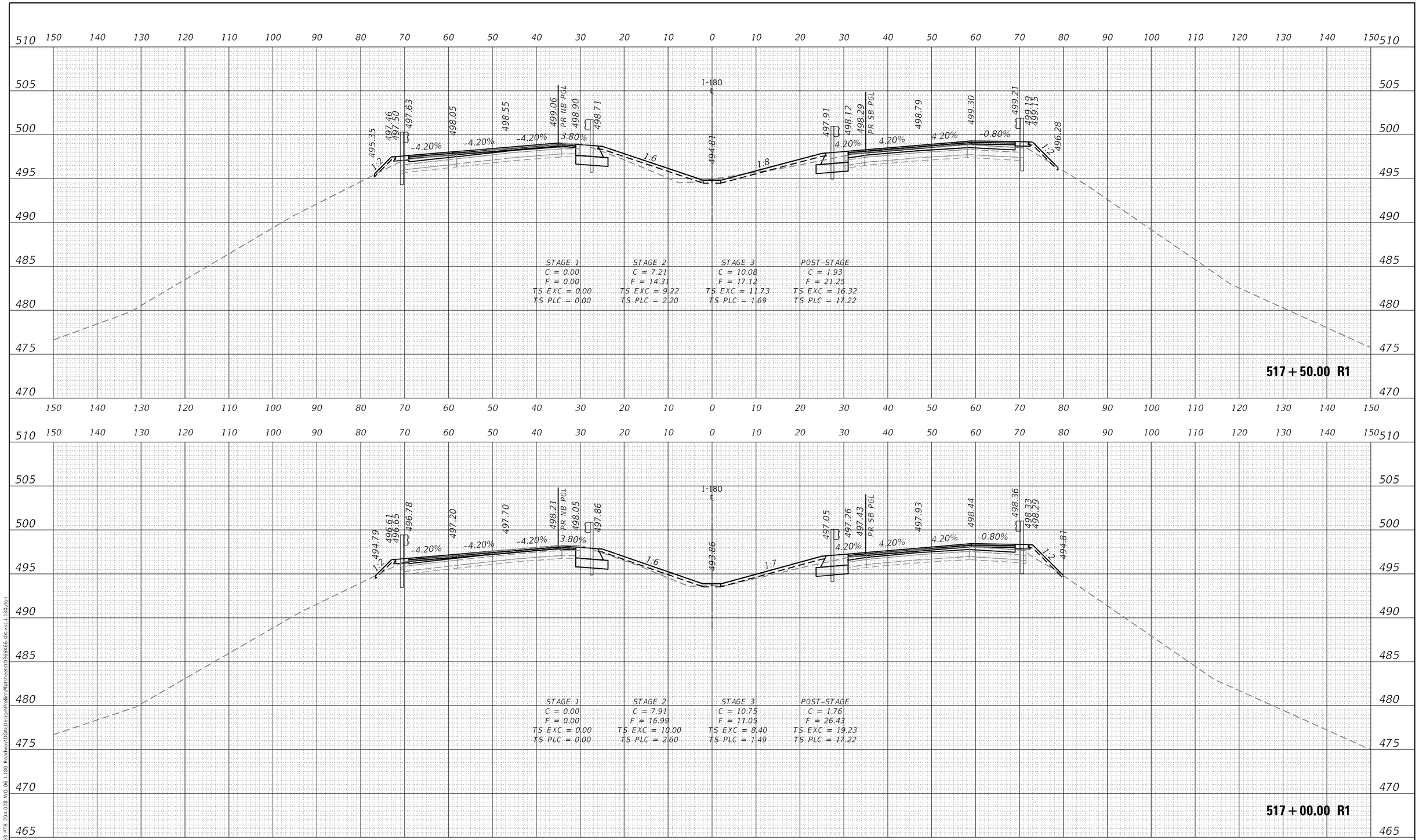
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 516+00.00 R1 TO STA. 516+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	296
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			



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Civil Engineering Design

USER NAME = RGall	DESIGNED -	REVISED -
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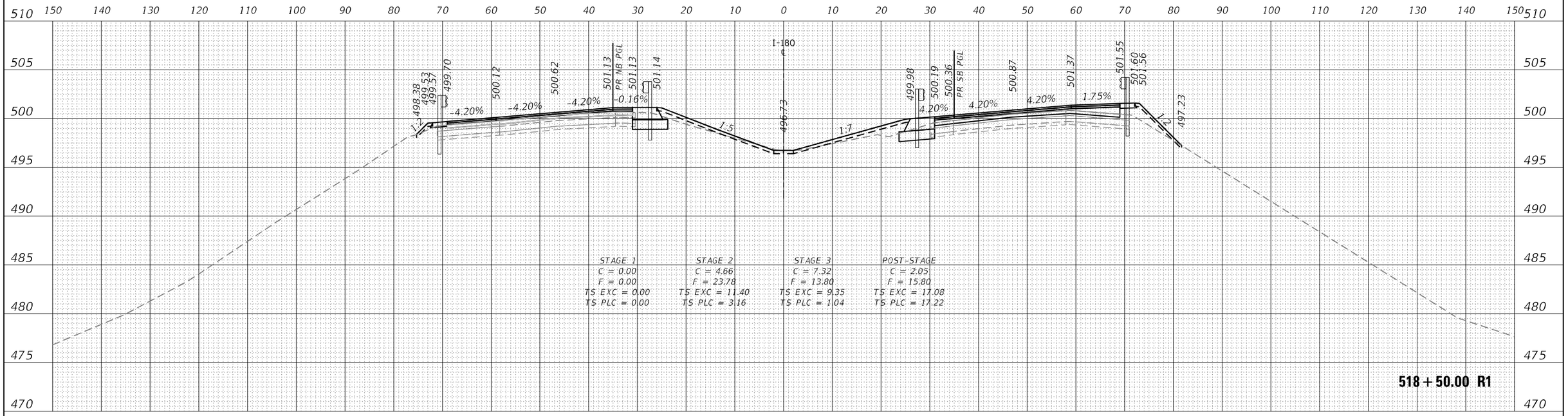
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

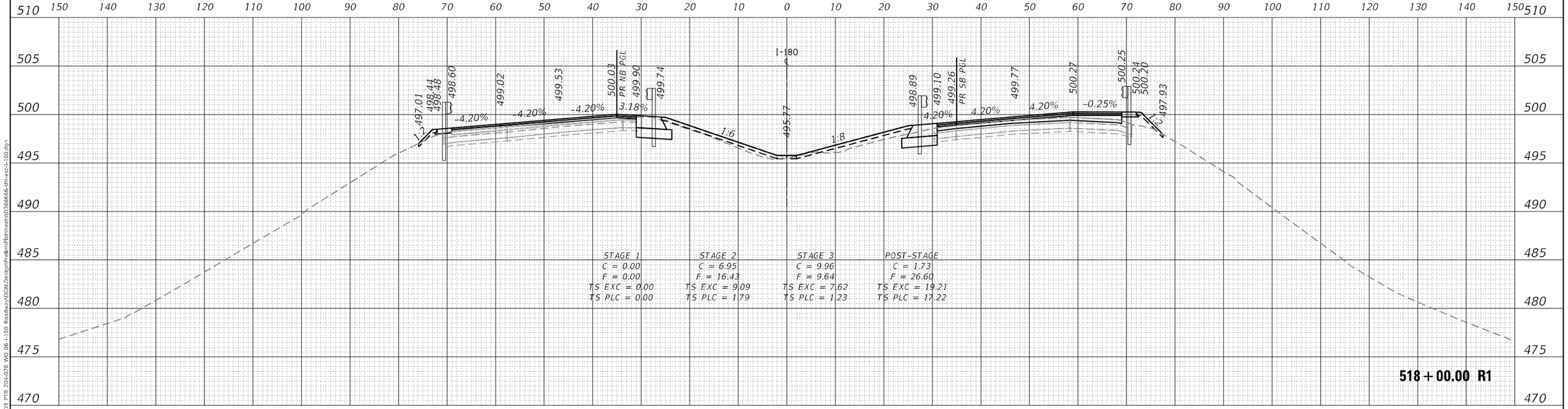
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 517+00.00 R1 TO STA. 517+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	297
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		





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Civil Engineering Design

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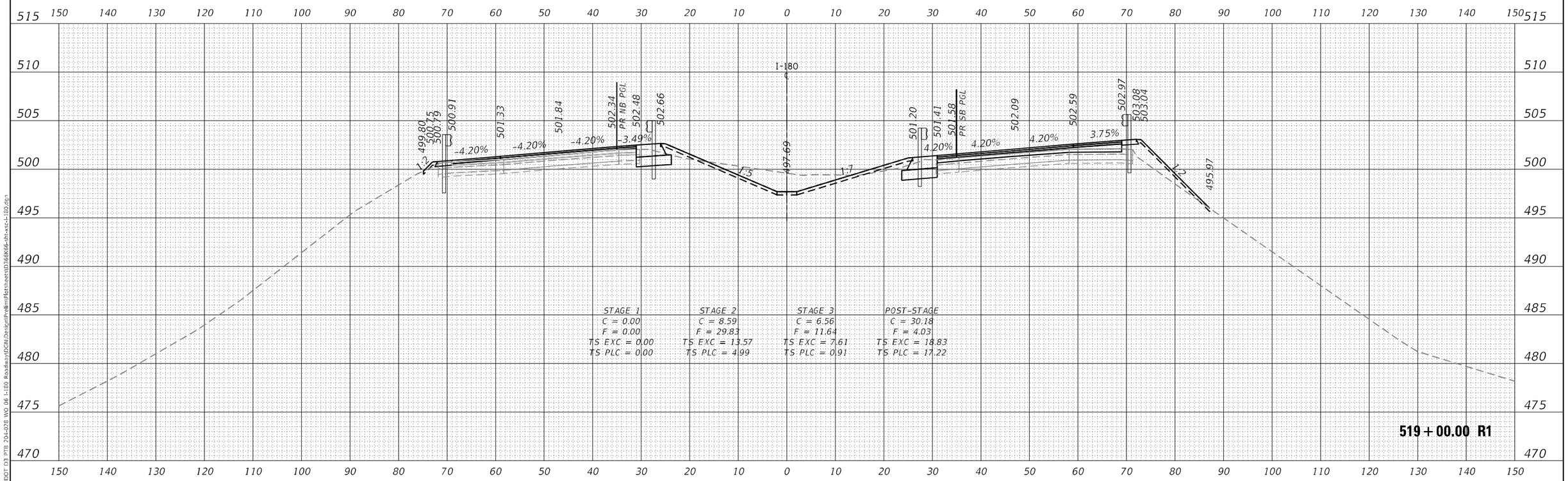
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 518+00.00 R1 TO STA. 518+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	298
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			



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Civil Engineering Design

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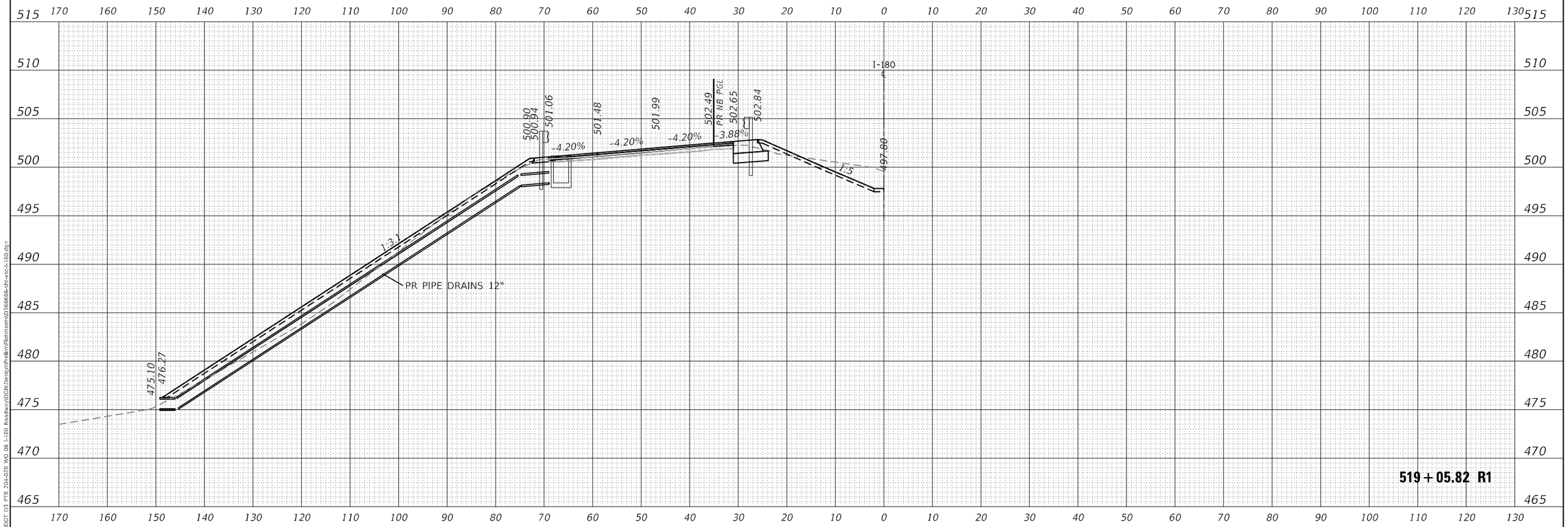
PLOT DATE = 1/12/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 519+00.00 R1 TO STA. 519+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	299
		CONTRACT NO. 66K66		
	ILLINOIS	FED. AID PROJECT		



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Civil Engineering Design

USER NAME = RGall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/12/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 180 (I–180)
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 519+05.82 R1 TO STA. 519+05.82 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	[(06-2B-1) & (06-2HB-1)]BR	BUREAU	327	300
		CONTRACT NO. 66K66		
	ILLINOIS FED. AID PROJECT			