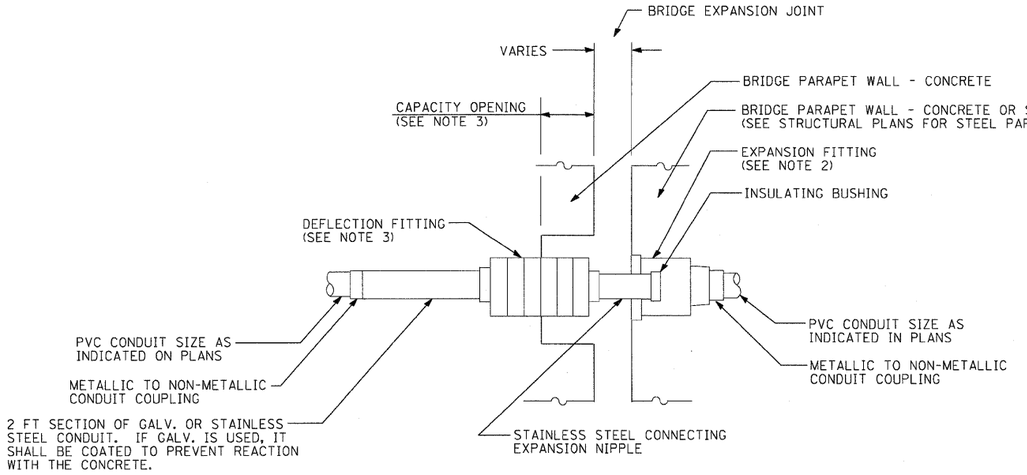
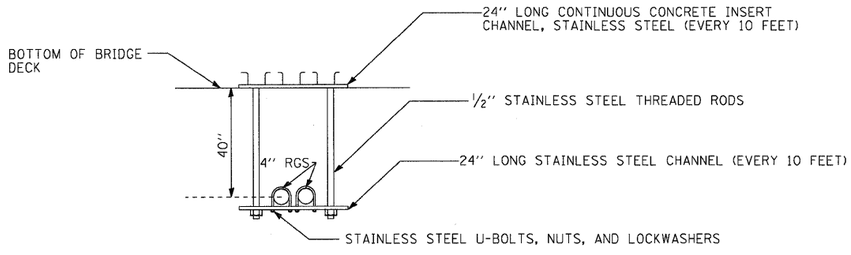


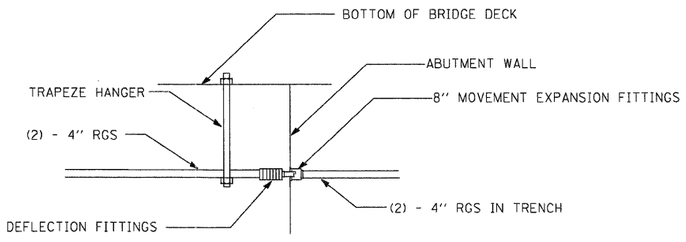
CONDUIT EXPANSION/
DEFLECTION COUPLING DETAIL
N.T.S.

NOTES:

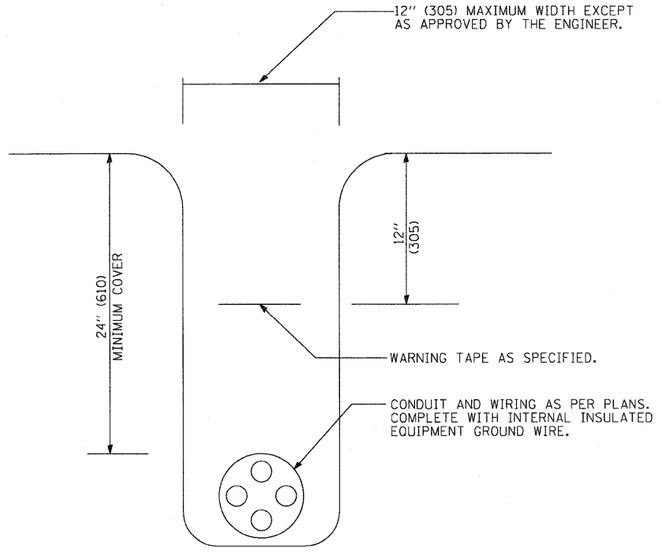
1. THE CONTRACTOR SHALL INSTALL A CONDUIT EXPANSION/DEFLECTION COUPLING AT THE JOINTS IN THE CONCRETE PARAPET ON THE BRIDGE CAPABLE OF ACCEPTING THE LONGITUDINAL MOVEMENT. THE METALLIC PARTS OF THE COUPLING SHALL BE MADE OF STAINLESS STEEL OR AS APPROVAL BY THE ENGINEER. THE COST OF THE COUPLING SHALL BE A PART OF AND INCIDENTAL TO THE CONDUIT SYSTEM.
2. THE BARREL IN THE EXPANSION FITTING SHALL BE FULLY EMBEDDED IN THE CONCRETE ON ONE SIDE OF THE EXPANSION JOINT. EXPANSION FITTING SHALL ACCOMMODATE 8" CONDUIT MOVEMENT AT STEEL PARAPET EXPANSION JOINTS.
3. ONE HALF OF THE LENGTH OF THE DEFLECTION FITTING SHALL BE EMBEDDED IN THE CONCRETE ON THE OTHER SIDE OF THE EXPANSION JOINT. A CAVITY OPENING 3" LARGER THAN THE DIAMETER OF THE DEFLECTION SLEEVE LENGTH SHALL BE PROVIDED TO ENSURE PROPER PERFORMANCE OF THE COUPLING.
4. CAREFUL ATTENTION TO JOINT MOVEMENT OVER A RANGE OF TEMPERATURES SHALL BE COORDINATED WITH THE SELECTION AND INSTALLATION OF THE COUPLING TO ENSURE THE RANGE OF MOVEMENT OF THE COUPLING IS NOT EXCEEDED AT TEMPERATURE EXTREMES.
5. ALL MANUFACTURER'S INSTALLATION INSTRUCTIONS SHALL BE CAREFULLY FOLLOWED TO ENSURE OPTIMUM PERFORMANCE OF THE EXPANSION/DEFLECTION COUPLING.
6. THE CONTRACTOR SHALL INSTALL COUPLINGS AT ALL BRIDGE EXPANSION JOINTS AND SHALL BE RESPONSIBLE TO DETERMINE THE PROPER NUMBER OF COUPLINGS REQUIRED.



CONDUIT ATTACHED TO STRUCTURE
TRAPEZE HANGER DETAIL
N.T.S.



CONDUIT ATTACHED TO STRUCTURE
ABUTMENT TRANSITION DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.

SINGH 300 W. ADAMS ST. CHICAGO, IL 60606
SINGH & ASSOCIATES, INC. TEL: (312) 629-0240
CONSULTING ENGINEERS FAX: (312) 629-8449

USER NAME = dwozniarski	DESIGNED - AM	REVISED -
	DRAWN - YJ	REVISED -
PLOT SCALE = 0.0400 ' / IN.	CHECKED - GR	REVISED -
PLOT DATE = 7/14/2011	DATE - 04-18-2011	REVISED -

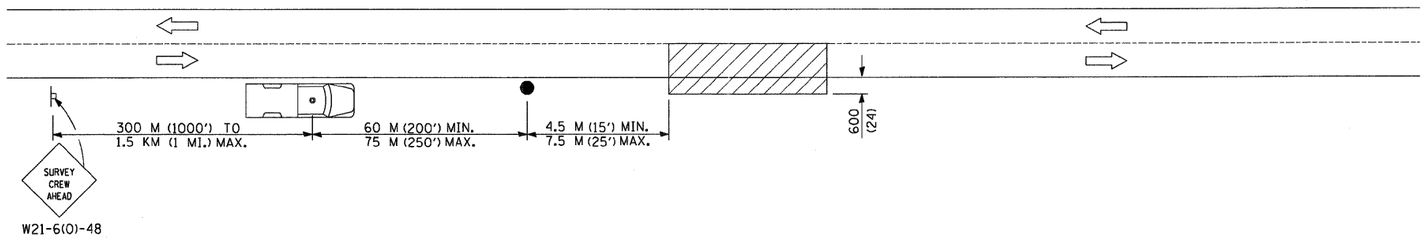
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DEFLECTION COUPLING, TRENCH, TRAPEZE HANGER, AND ABUTMENT TRANSITION DETAIL IL 40

SCALE: | SHEET NO. 10 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	101
		CONTRACT NO. 64B80		
FED. ROAD DIST. NO. 2	ILLINOIS	FED. AID PROJECT		

@FILE@



SYMBOLS

WORK AREA

TYPICAL APPLICATIONS — SIGN ON PORTABLE OR PERMANENT SUPPORT

UTILITY OPERATIONS — TRUCK WITH FLASHING AMBER LIGHT DUAL EMERGENCY FLASHERS

FLAGGER WITH TRAFFIC CONTROL SIGN

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

SINGH 300 W. ADAMS ST. CHICAGO, IL 60606
SINGH & ASSOCIATES, INC. TEL: (312) 629-0240
CONSULTING ENGINEERS FAX: (312) 629-8449

USER NAME = dwozniarski	DESIGNED - AM	REVISED -
	DRAWN - YJ	REVISED -
PLOT SCALE = 1.000 ' / IN.	CHECKED - GR	REVISED -
PLOT DATE = 7/14/2011	DATE - 04-18-2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL FOR NIGHTTIME LIGHTING INSPECTION
IL 40

SCALE: | SHEET NO. 11 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	102
		CONTRACT NO. 64B80		
FED. ROAD DIST. NO. 2	ILLINOIS	FED. AID PROJECT		

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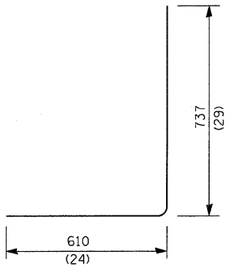
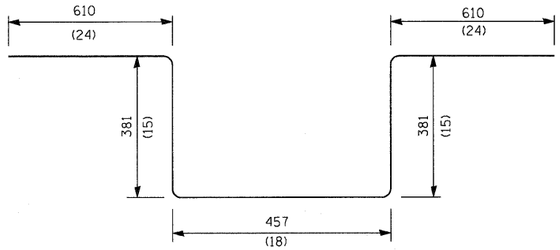
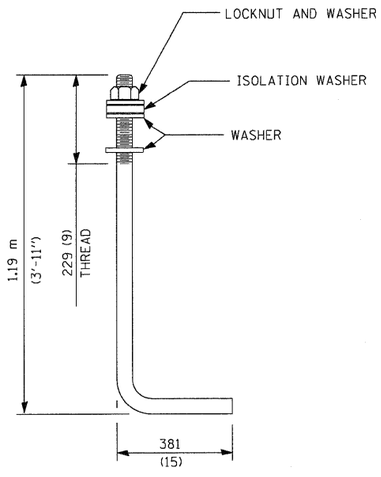


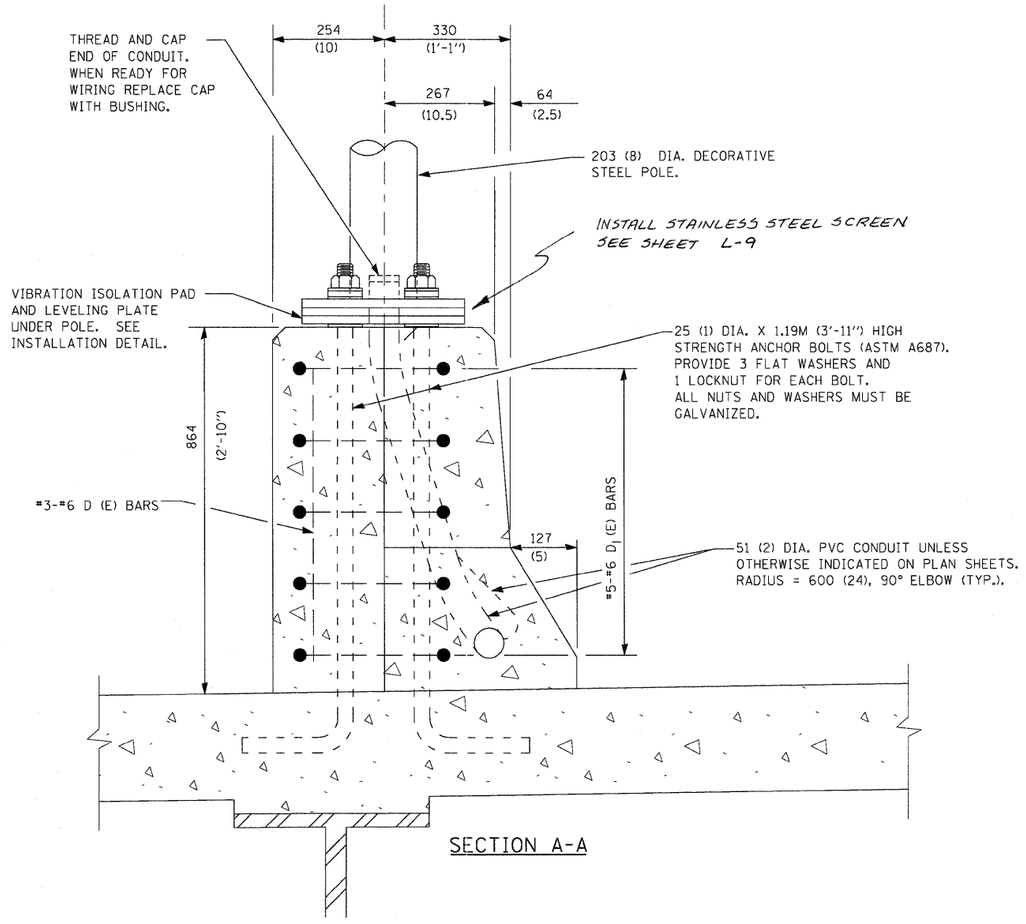
BAR D (E)



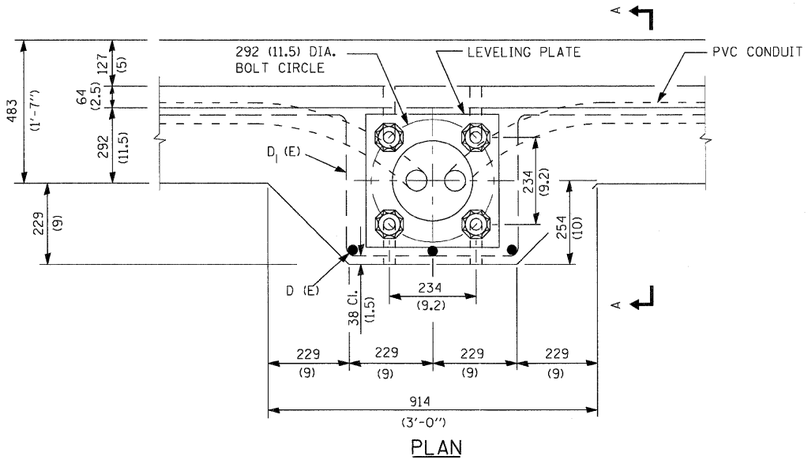
BAR D_1 (E)



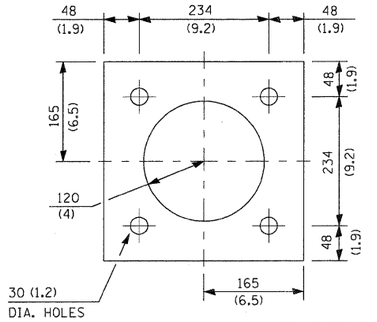
25 mm (1") DIA.
ANCHOR BOLT



SECTION A-A



PLAN



LEVELING PLATE DETAIL

GENERAL NOTES:

1. THE CONTRACTOR SHALL COORDINATE THE BOLT CIRCLE DIAMETER OF THE FOUNDATION TO MATCH THE LIGHT POLES.
2. THE OUTLINE OF THE POLE LEVELING PLATE AND VIBRATION ISOLATION PAD SHALL MATCH THAT OF THE POLE BASE PLATE.
3. THE COST OF ANCHOR BOLTS, CONDUIT, AND FOUNDATION IS INCIDENTAL TO THE BRIDGE STRUCTURE.
4. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

L-12

SINGH & ASSOCIATES, INC. CONSULTING ENGINEERS
300 W. ADAMS ST. CHICAGO, IL 60606
TEL: (312) 629-0240 FAX: (312) 629-8449

USER NAME = dwozniarski	DESIGNED - AM	REVISED -
	DRAWN - YJ	REVISED -
PLOT SCALE = 1.000 ' / IN.	CHECKED - GR	REVISED -
PLOT DATE = 7/14/2011	DATE - 04-18-2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE MOUNTED ON CONCRETE BARRIER WALL IL 40

SCALE: | SHEET NO. 12 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	103
		CONTRACT NO. 64B80		
FED. ROAD DIST. NO. 2	ILLINOIS	FED. AID PROJECT		

@FILE@

Existing Structure SN 098-0014:
Structure is a 12 span precast prestressed concrete box beam bridge with 4" min wearing surface. The 11 piers are cast in place concrete on spread footings constructed in 1923 and rebuilt in 1982. The overall design length is 1032' face to face abutments and 64' out to out of deck.

Traffic is to be maintained on this structure while the new structure is under construction using staged construction.

No salvage.

Bench Mark:
Chiseled "□" top of SW corner of bridge retaining wall
Sta 723+76.16 37.29' Lt
Elev 649.29

Bench Mark:
Chiseled "□" top of light pole foundation
Sta 722+30.74 51.98' Rt
Elev 650.12

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = .060 g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = .108 g
Soil Site Class = C

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
fy = 36,000 psi (M270 Grade 36)

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications
5th Edition

LOADING HL-93

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

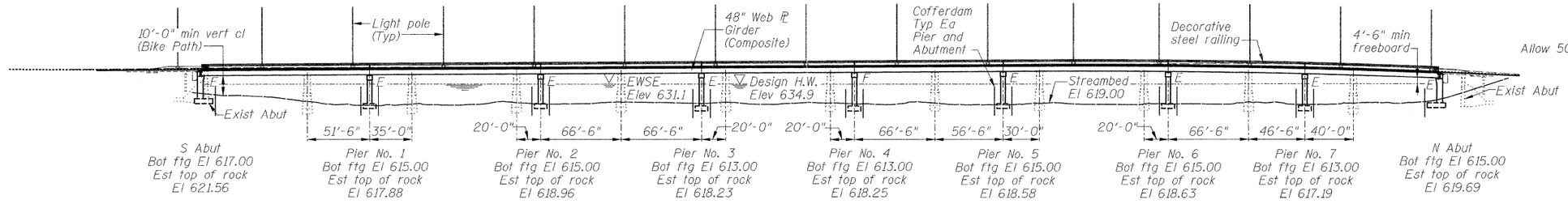
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	N. Abut.
	620.9	617.9	618.8	617.6	617.6	618.0	618.4	615.8	619.1

PROPOSED CURVE

CURVE D200
PI STA. = 723+82.48
Δ = 17° 39' 00" (LT)
D = 18° 28' 57"
R = 310.00'
T = 48.13'
L = 95.50'
E = 3.71'
P.C. STA. = 723+34.36
P.T. STA. = 724+29.85

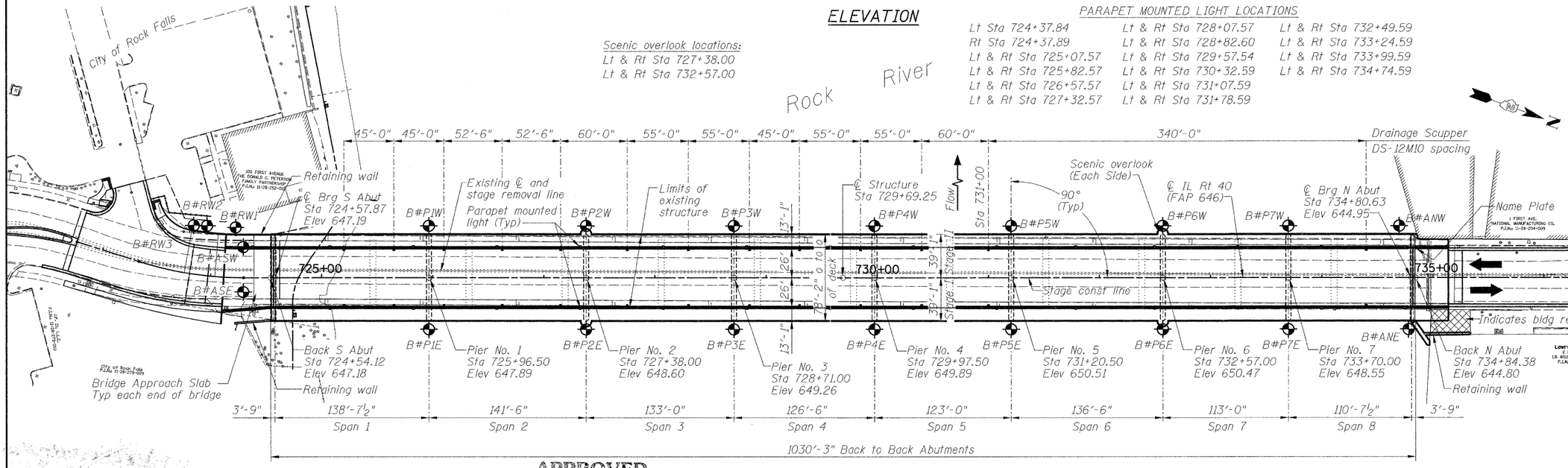
ELEVATION



Scenic overlook locations:
Lt & Rt Sta 727+38.00
Lt & Rt Sta 732+57.00

PARAPET MOUNTED LIGHT LOCATIONS

Lt Sta 724+37.84	Lt & Rt Sta 728+07.57	Lt & Rt Sta 732+49.59
Rt Sta 724+37.89	Lt & Rt Sta 728+82.60	Lt & Rt Sta 733+24.59
Lt & Rt Sta 725+07.57	Lt & Rt Sta 729+57.54	Lt & Rt Sta 733+99.59
Lt & Rt Sta 725+82.57	Lt & Rt Sta 730+32.59	Lt & Rt Sta 734+74.59
Lt & Rt Sta 726+57.57	Lt & Rt Sta 731+07.59	
Lt & Rt Sta 727+32.57	Lt & Rt Sta 731+78.59	



PLAN

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
ENGINEER OF BRIDGES AND STRUCTURES

WATERWAY INFORMATION TABLE

Drainage Area = 8741.0 sq mi
Existing Low Grade Elev. 646.4 @ Sta. 734+88
Proposed Low Grade Elev. 644.7 @ Sta. 734+88

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	41700	12494	13181	633.3	0.1	0.1	633.4	633.4
Design	50	58900	13748	14752	634.9	0.1	0.1	635.0	635.0
Base	100	66000	14140	15319	635.4	0.1	0.1	635.5	635.5
Overtop									
	500	82900	15234	16623	636.8	0.1	0.1	636.9	636.9

10 year velocity through existing bridge = 3.3 fps
10 year velocity through proposed bridge = 3.2 fps

Sheets 1-5, 7-67, 71-79
STATE OF ILLINOIS THOMAS E SZKODZINSKI LICENSED STRUCTURAL ENGINEER 4941 CHICAGO
exp. 11-30-12
Thomas E Szkodzinski 7-14-11

sheets 6, 68-70, 80 & 81
LICENSED STRUCTURAL ENGINEER MARY COOMBE BLOXDORF 4859 STATE OF ILLINOIS
Exp 11-30-12
Mary Coombe Bloxdorf 7-19-11

HOMER L. CHASTAIN & ASSOCIATES, LLP
CONSULTING ENGINEERS
DECATUR (217) 422-8544
CHICAGO (773) 714-0050
ROCKFORD (815) 489-0050
184-001397

R 7E 4th PM
Proposed Structure
T 21N
21 20 26 27
N

LOCATION SKETCH

STATION 729+69.25
BUILT BY
STATE OF ILLINOIS
F.A.P. RT. 646 SEC. 1B-2
LOADING HL-93
STRUCTURE NO. 098-0115

NAME PLATE

See Std. 515001

GENERAL PLAN
IL ROUTE 40 OVER
ROCK RIVER PUBLIC WATER
F.A.P. ROUTE 646
SECTION 1B-2
WHITESIDE COUNTY
STATION 729+69.25
STRUCTURE NUMBER 098-0115

FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - TES	REVISED -
		CHECKED - ACB	REVISED -
	PLOT SCALE = $SCALE$	DRAWN - RLK	REVISED -
	PLOT DATE = 7/14/2011	CHECKED - TES	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 098-0115
SHEET NO. 1 OF 103 SHEETS

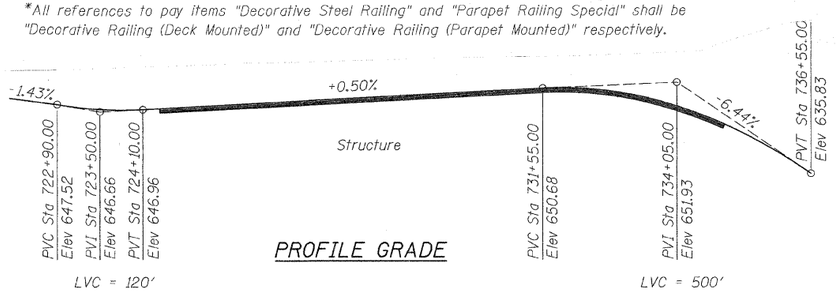
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	104
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

INDEX OF SHEETS

BILL OF MATERIAL

	ITEM	UNIT	SUPER	SUB	TOTAL
	Porous Granular Backfill	CU. YD.		153	153
	Removal of Existing Structures	EACH			1
	Structure Excavation	CU. YD.		253	253
	Cofferdam Excavation	CU. YD.		2619	2619
	Rock Excavation for Structures	CU. YD.		1232	1232
	Cofferdam (Location - 1)	EACH		1	1
	Cofferdam (Location - 2)	EACH		1	1
	Cofferdam (Location - 3)	EACH		1	1
	Cofferdam (Location - 4)	EACH		1	1
	Cofferdam (Location - 5)	EACH		1	1
	Cofferdam (Location - 6)	EACH		1	1
	Cofferdam (Location - 7)	EACH		1	1
	Cofferdam (Location - 8)	EACH		1	1
	Cofferdam (Location - 9)	EACH		1	1
	Concrete Structures	CU. YD.		3340.0	3340.0
	Concrete Superstructure	CU. YD.	2634.2		2634.2
	Bridge Deck Grooving	SQ. YD.	6081		6081
	Protective Coat	SQ. YD.	10053		10053
	Furnishing & Erecting Structural Steel	L SUM	1		1
	Stud Shear Connectors	EACH	24540		24540
	Reinforcement Bars, Epoxy Coated	POUND	696,610	250,210	946,820
	Bar Splicers	EACH	3852	911	4763
	Name Plate	EACH	1		1
	Finger Plate Expansion Joint, 5"	FOOT	157		157
	Anchor Bolts, 3/4"	EACH		40	40
	Anchor Bolts, 1"	EACH		240	240
	Anchor Bolts, 1 1/4"	EACH		20	20
	Concrete Sealer	SQ. FT.		1914	1914
	Geocomposite Wall Drain	SQ. YD.		305	305
	Controlled Low Strength Material	CU. YD.		166.7	166.7
	Drainage Scuppers, DS-12M10	EACH	26		26
*	Decorative Railing (Deck Mounted)	FOOT	2131		2131
*	Decorative Railing (Parapet Mounted)	FOOT	2135		2135
	Porous Granular Embankment, Special	CU. YD.		460	460
	High Load Multi-Rotational Bearings, Guided Expansion, 150 k	EACH	10		10
	High Load Multi-Rotational Bearings, Guided Expansion, 200 k	EACH	10		10
	High Load Multi-Rotational Bearings, Guided Expansion, 350 k	EACH	50		50
	High Load Multi-Rotational Bearings, Guided Expansion, 450 k	EACH	10		10
	Asbestos Bearing Pad Removal	EACH		880	880
	Building Removal No. 1	L SUM			1
	Drainage System	L SUM			1
	Pipe Underdrains for Structures, 4"	FOOT		257	257
	Temporary Soil Retention System	SQ. FT.		2073	2073
	Lean Concrete	CU. YD.		200	200

*All references to pay items "Decorative Steel Railing" and "Parapet Railing Special" shall be "Decorative Railing (Deck Mounted)" and "Decorative Railing (Parapet Mounted)" respectively.



PROFILE GRADE

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	PLOT DATE = 10/6/2011	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL STRUCTURAL DATA
STRUCTURE NO. 098-0115
SHEET NO. 2 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	105
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$" ϕ in holes $\frac{15}{16}$" ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 2,417,760 lbs (AASHTO M270 Grade 50)
= 202,300 lbs (AASHTO M270 Grade 36)

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

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the abutments and Piers.

Reinforcement bars designated (E) shall be epoxy coated.

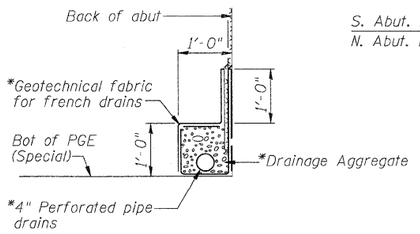
The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. 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 Blue, Munsell No. 10B 3/6-. See Special Provision for "Cleaning and Painting New Metal Structures".

The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR permit number DS2009080 which was issued for the permanent construction.

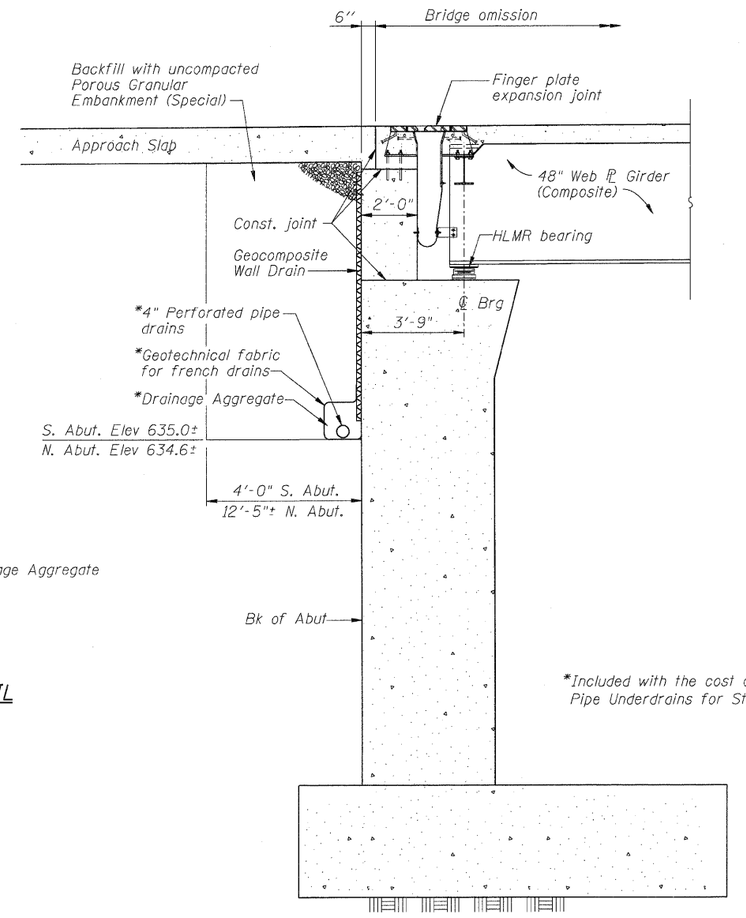
The Contractor will be allowed for debris from the removal of the existing structure to fall into the river. However, the Contractor will be responsible to remove all debris and to restore the channel bottom to pre-construction conditions.

Reference the Maintenance of Navigation detail drawing showing how boat traffic is to be maintained with the construction area.

Slipforming of parapets is not allowed.



PIPE UNDERDRAIN DETAIL



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

SECTION THRU ABUTMENTS

BILL OF MATERIAL

Item	Unit	S Abut	N Abut
Pipe Underdrains for Structures, 4"	Foot	76	81
Porous Granular Embankment (Special)	Cu Yd	111	257
Geocomposite Wall Drain	Sq Yd	99	87

PIPE UNDERDRAIN NOTES:

Pipe underdrain behind the Southwest retaining wall shall be capped at the South end and slope towards the South abutment. The retaining wall underdrain shall connect to the pipe underdrain behind the South abutment. Pipe underdrain behind the Southeast retaining wall shall be capped at the South end and slope towards the South abutment. The retaining wall underdrain shall tee into the abutment underdrain and then exit through the hole in the Southeast retaining wall. An outlet pipe shall extend from the retaining wall and connect to the manhole at Station 724+23.00, 48.3' RT at Elev 634.75. See Roadway plans for manhole details.

The minimum allowable slope for pipe underdrains is 2%.

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		CHECKED - JMB	REVISED -
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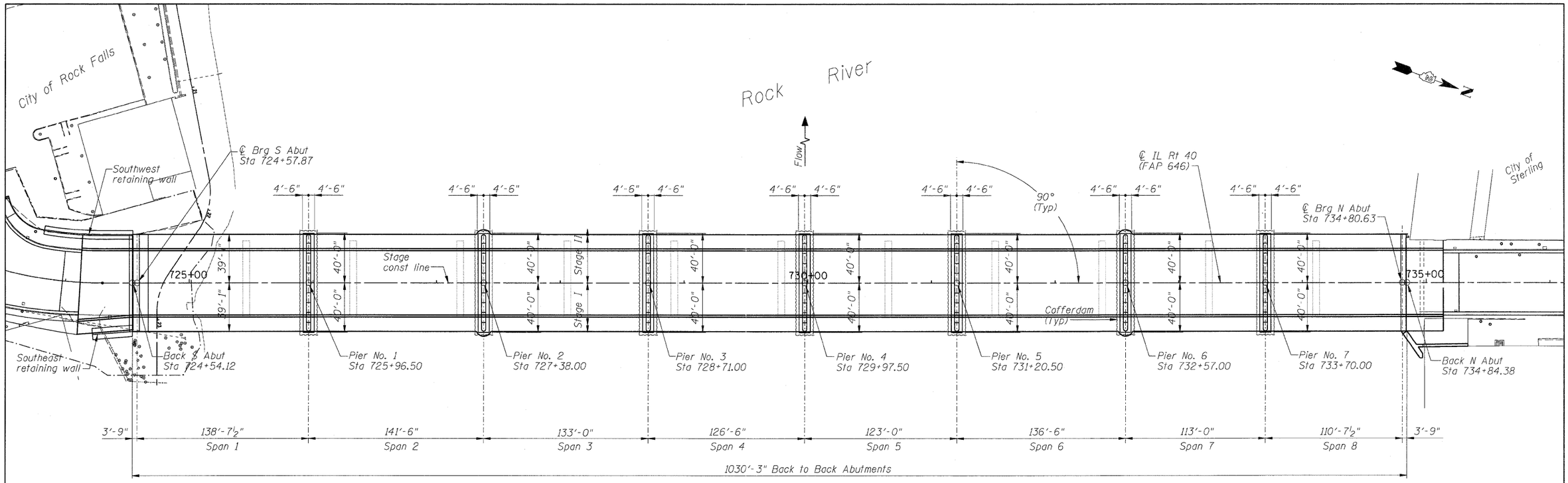
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL STRUCTURAL DATA
STRUCTURE NO. 098-0115
SHEET NO. 3 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	106
		CONTRACT NO. 64B80		
		ILLINOIS	FED. AID PROJECT	



FOUNDATION PLAN

FILE NAME = D264880-sht-fdnplan.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
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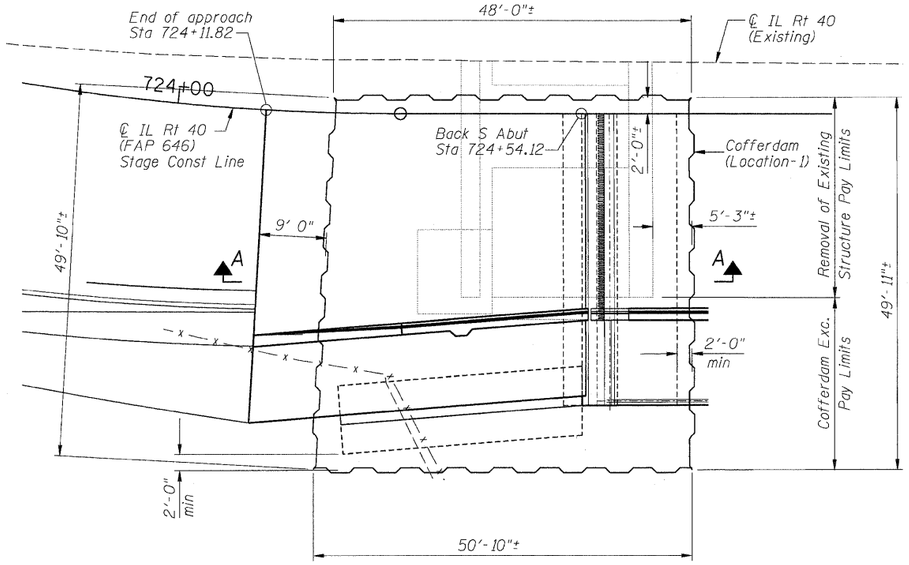
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

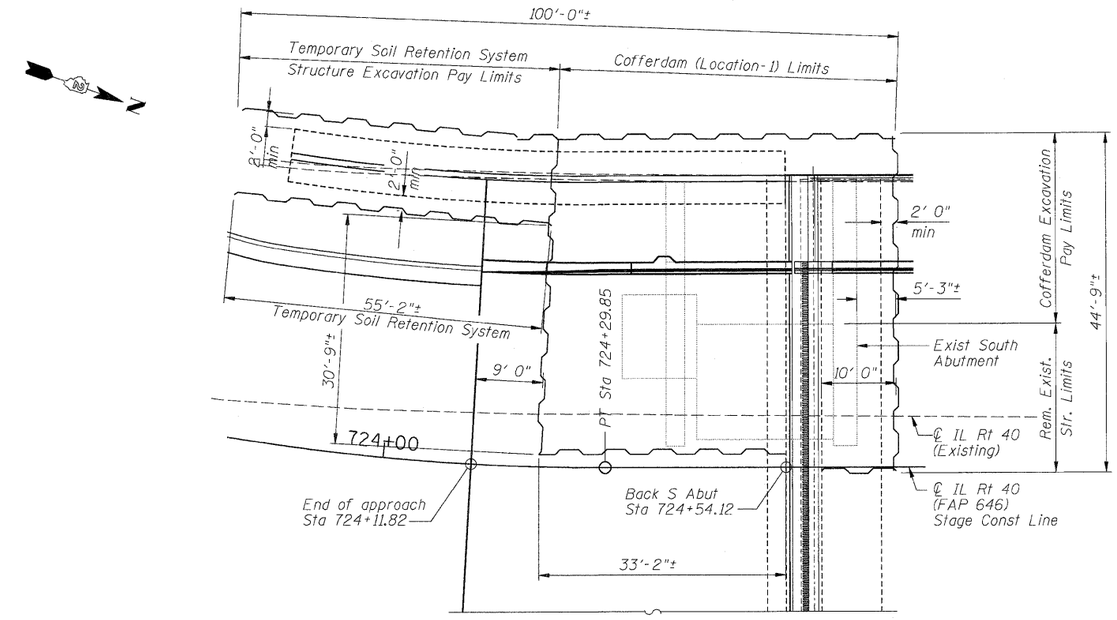
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUNDATION PLAN
STRUCTURE NO. 098-0115
SHEET NO. 4 OF 103 SHEETS

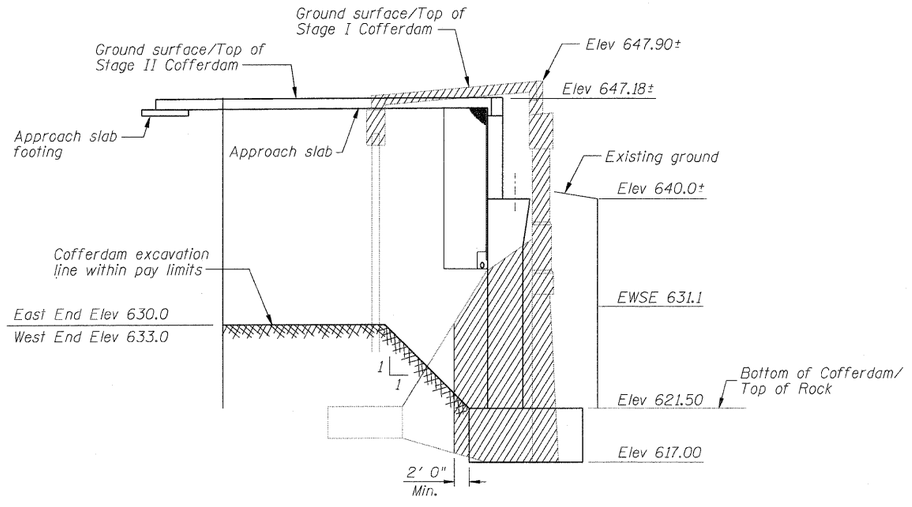
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	107
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



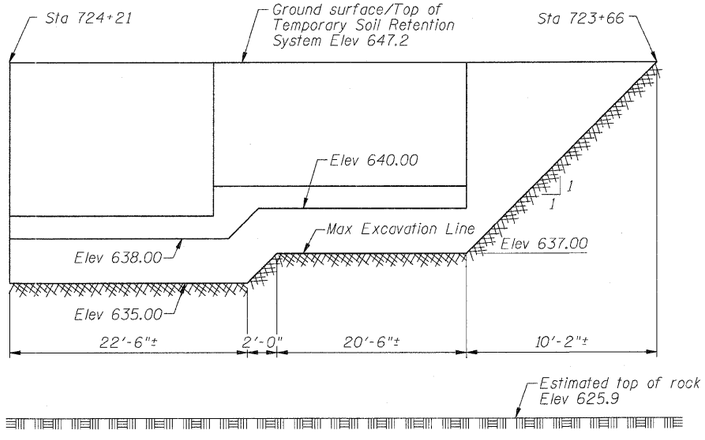
SOUTH ABUTMENT STAGE I REMOVAL & CONSTRUCTION



SOUTH ABUTMENT STAGE II REMOVAL & CONSTRUCTION



SECTION A-A



TEMPORARY SOIL RETENTION SYSTEM

(Southwest Retaining Wall - Looking East)

BILL OF MATERIAL

Item	Unit	Quantity
Temporary Soil Retention System	Sq Ft	1105
Structure Excavation	Cu Yd	253
Cofferdam (Location-1)	Each	1
Cofferdam Excavation	Cu Yd	1721

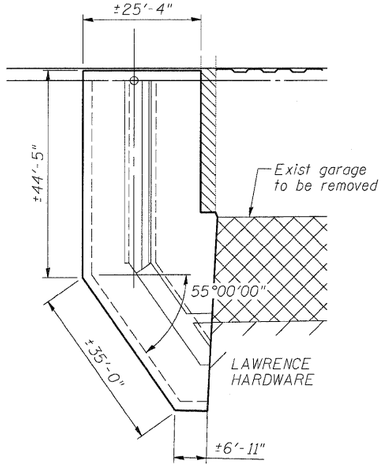
Notes:

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

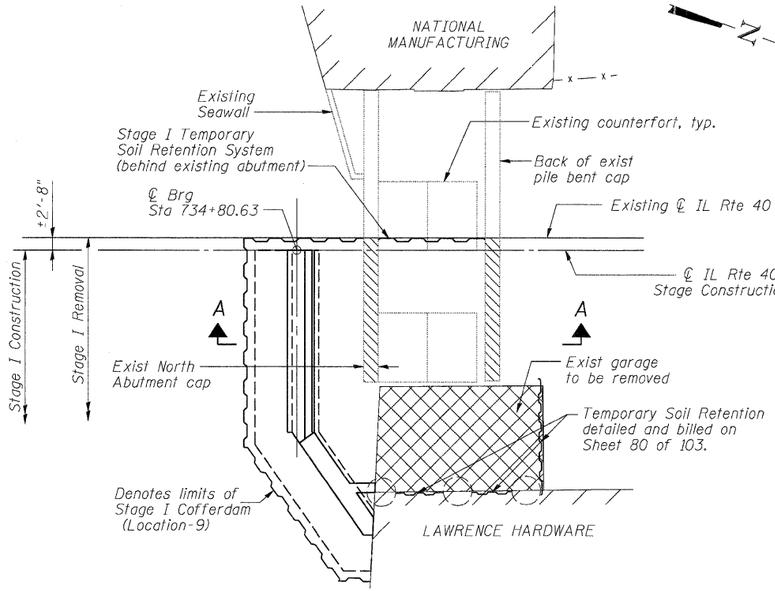
The information shown for the cofferdam is estimated. The Contractor is required to retain an Illinois Licensed Structural Engineer to design the cofferdam, cofferdam bracing, and all associated members. The plans and computations shall be submitted to the Bureau of Bridges and Structures for review and approval before any temporary construction work commences.

The pay limits for cofferdam excavation, structure excavation, temporary soil retention system, and removal of existing structure are estimated and subject to change as approved by the Engineer. Limits are shown to clarify quantity calculation assumptions.

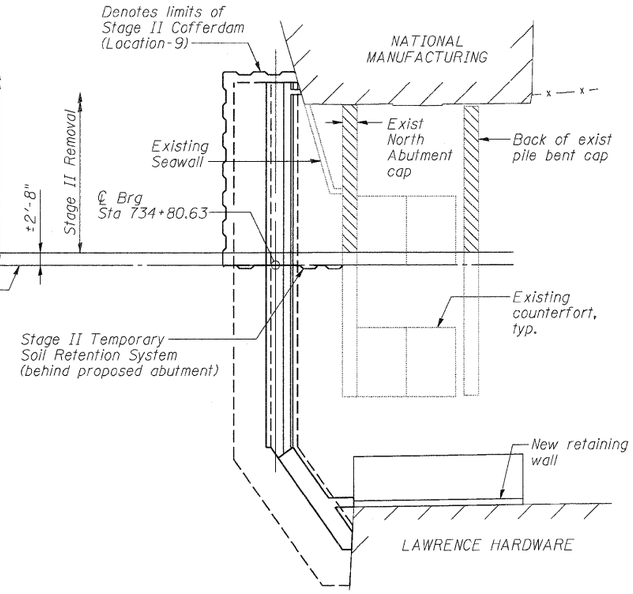
FILE NAME = 0264980-sht-soil-retention.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGED CONSTRUCTION DETAILS – S. ABUTMENT STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	108
	PLOT SCALE = 10.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 5 OF 103 SHEETS			ILLINOIS FED. AID PROJECT		



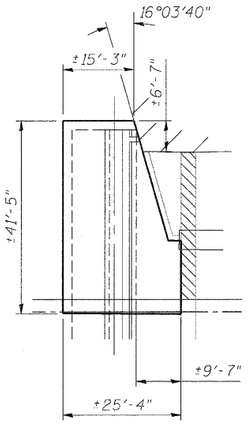
STAGE I
COFFERDAM (LOCATION-9) LIMITS



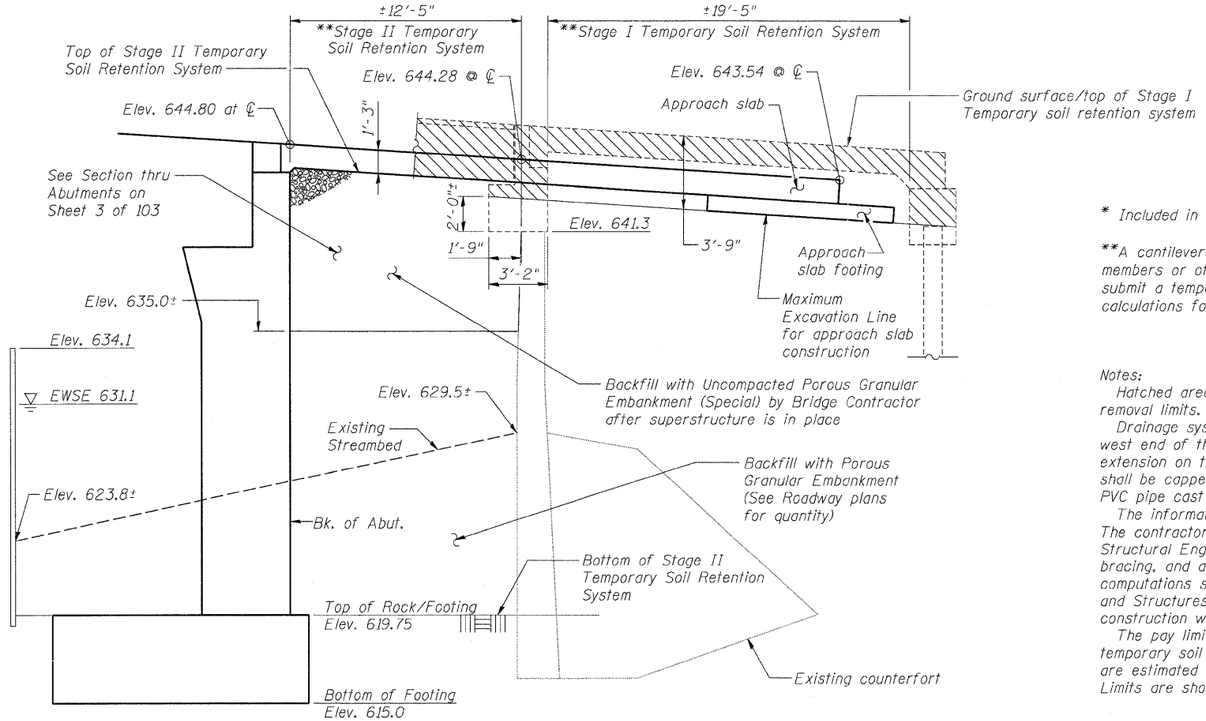
NORTH ABUTMENT STAGE I REMOVAL & CONSTRUCTION
(Superstructure and approach slab not shown for clarity)



NORTH ABUTMENT STAGE II REMOVAL & CONSTRUCTION
(Superstructure and approach slab not shown for clarity)



STAGE II
COFFERDAM
(LOCATION-9)
LIMITS



SECTION A-A

* Included in the cost of Pipe Underdrains for Structures.

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

Notes:
Hatched areas denote minimum existing structure removal limits.

Drainage system components shall extend from the west end of the abutment to the back of the abutment extension on the east end. The perforated pipe drain shall be capped on the west end and shall drain to the PVC pipe cast in abutment extension on the east end.

The information shown for the cofferdam is estimated. The contractor is required to retain an Illinois Licensed Structural Engineer to design the cofferdam, cofferdam bracing, and all associated members. The plans and computations shall be submitted to the Bureau of Bridges and Structures for review and approval before any temporary construction work commences.

The pay limits for cofferdam excavation, structure excavation, temporary soil retention system, and removal of existing structure are estimated and subject to change as approved by the Engineer. Limits are shown to clarify quantity calculation assumptions.

BILL OF MATERIAL

Item	Unit	Quantity
Cofferdam Excavation	Cu. Yd.	652
Temporary Soil Retention System	Sq. Ft.	378
Cofferdam (Location-9)	Each	1

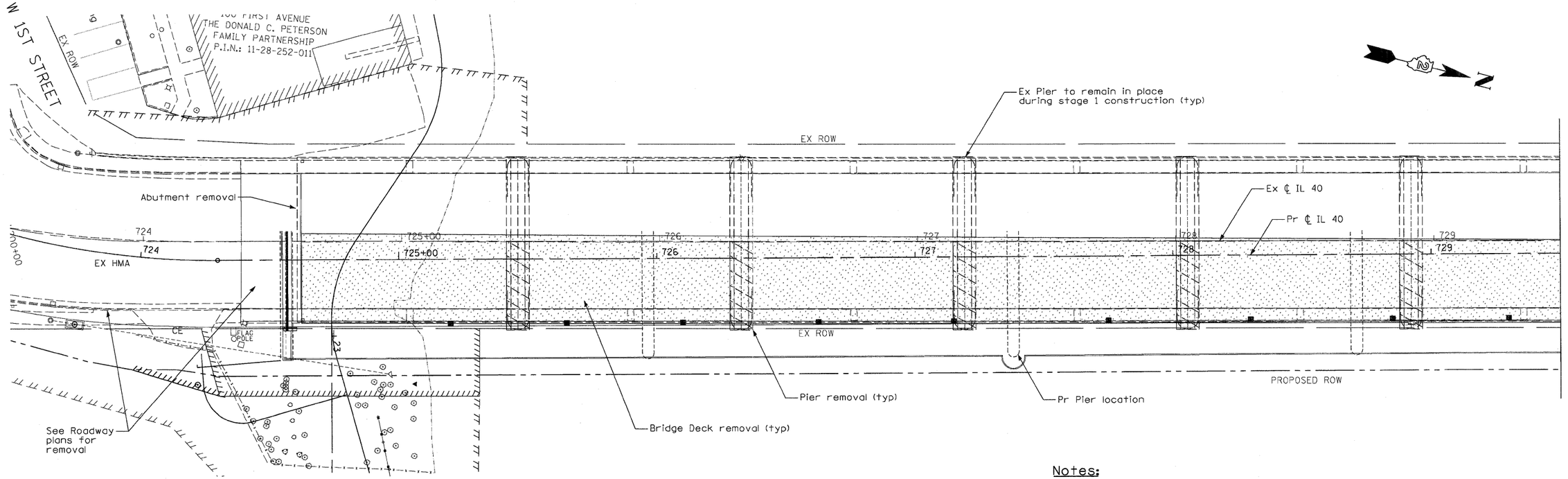
Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

FILE NAME = 0264B80-sht-STG.dgn	USER NAME = dwozniarski	DESIGNED - CME	REVISED -
		CHECKED - MCB	REVISED -
	PLOT SCALE = 16.0 '/ IN.	DRAWN - MML	REVISED -
CB PROJECT NO 09055	PLOT DATE = 7/18/2011	CHECKED - MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGED CONSTRUCTION DETAILS N. ABUTMENT
STRUCTURE NO. 098-0115
SHEET NO. 6 OF 103 SHEETS

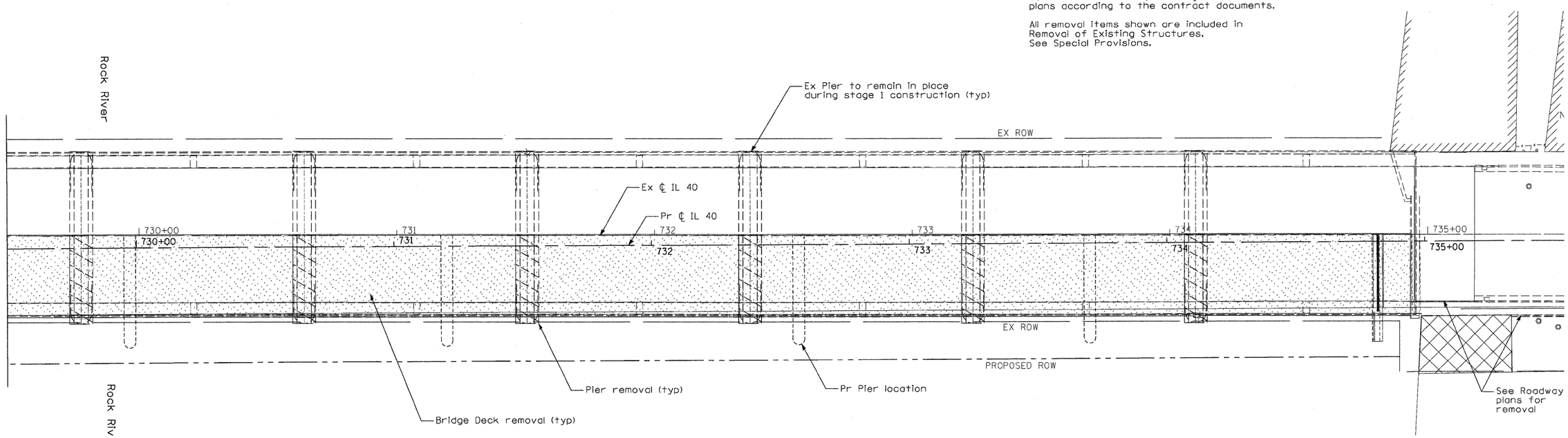
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	109
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



Notes:

The Bridge Removal and Construction Staging Plans are for information only and does not relieve the contractor from responsibility to submit demolition plans according to the contract documents.

All removal items shown are included in Removal of Existing Structures. See Special Provisions.

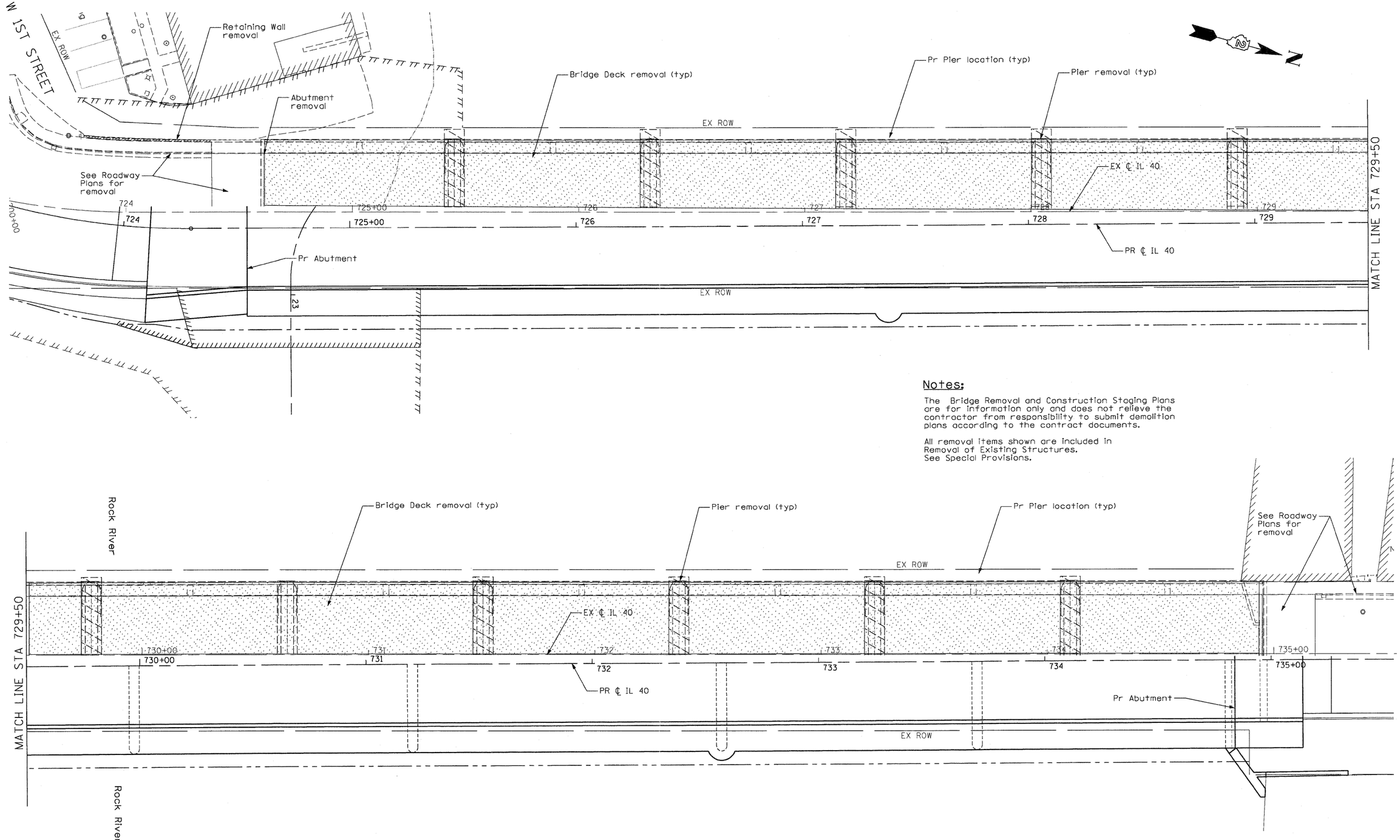


FILE NAME = D264B80-sht-removal1.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 20.00 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE REMOVAL PLAN – STAGE 1
STRUCTURE NO. 098-0115
SHEET NO. 7 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	110
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



Notes:

The Bridge Removal and Construction Staging Plans are for information only and does not relieve the contractor from responsibility to submit demolition plans according to the contract documents.

All removal items shown are included in Removal of Existing Structures.
See Special Provisions.

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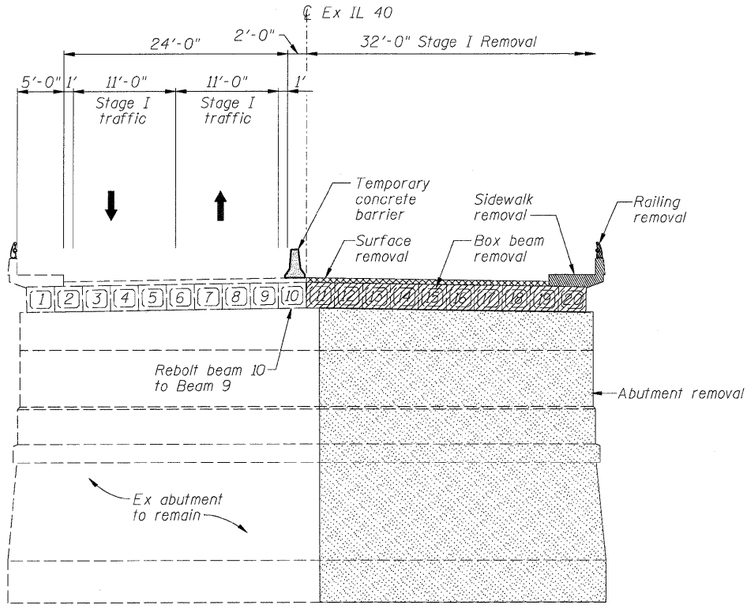
		CHECKED - JMB	REVISED -
	PLOT SCALE = 20.00 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

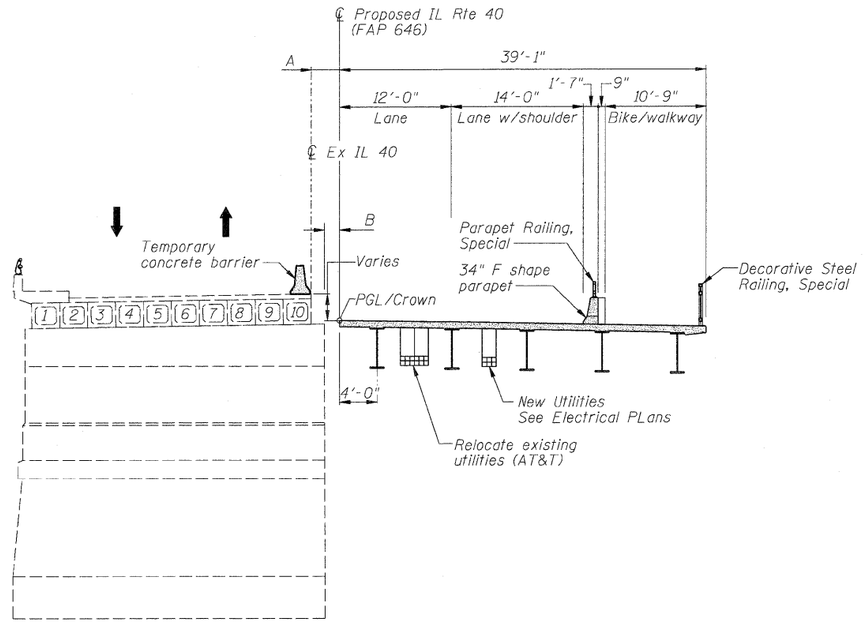
BRIDGE REMOVAL PLAN – STAGE II
STRUCTURE NO. 098-0115
SHEET NO. 8 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	111
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



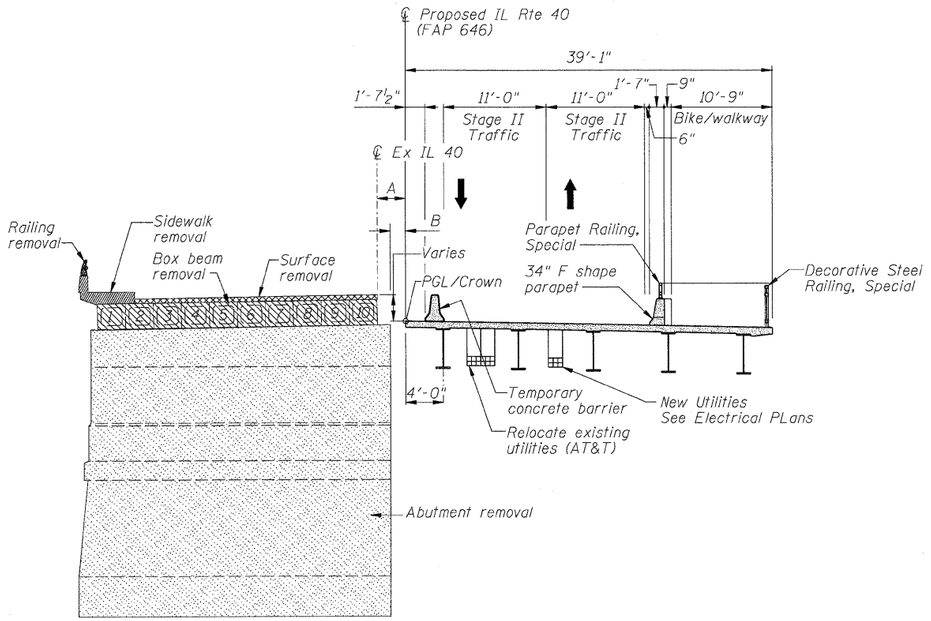
STAGE I REMOVAL

(Looking North)



STAGE I CONSTRUCTION

(Looking North)



STAGE II REMOVAL

Station	Location	A	B
724+65.00	S Abutment	6'-11"	4'-6"
734+97.50	N Abutment	2'-6"	0

NOTES:

The Bridge Removal and Construction Staging Plans are for Information Only and does not relieve the Contractor from responsibility to submit demolition plans according to the contract documents.

The dimension "A" is the approximate distance between the existing and proposed PGL and may not be the exact edge of deck beam 10 due to possible variations of the existing deck beam locations.

All removal items shown are included in Removal of Existing Structures, see special provisions

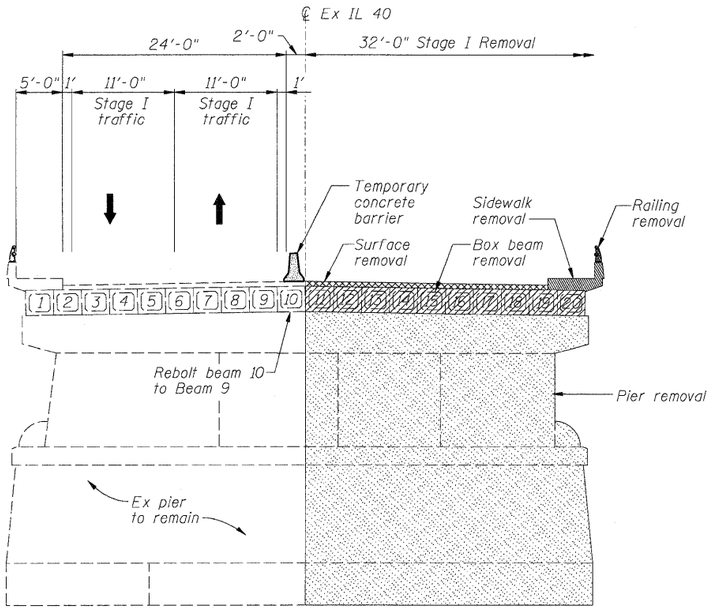
Abutment removal limits based on field conditions. See Staged Construction Details at Abutments, Sheets 5 and 6 of 103.

FILE NAME = 0264880-sht-removalabuts.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 8.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

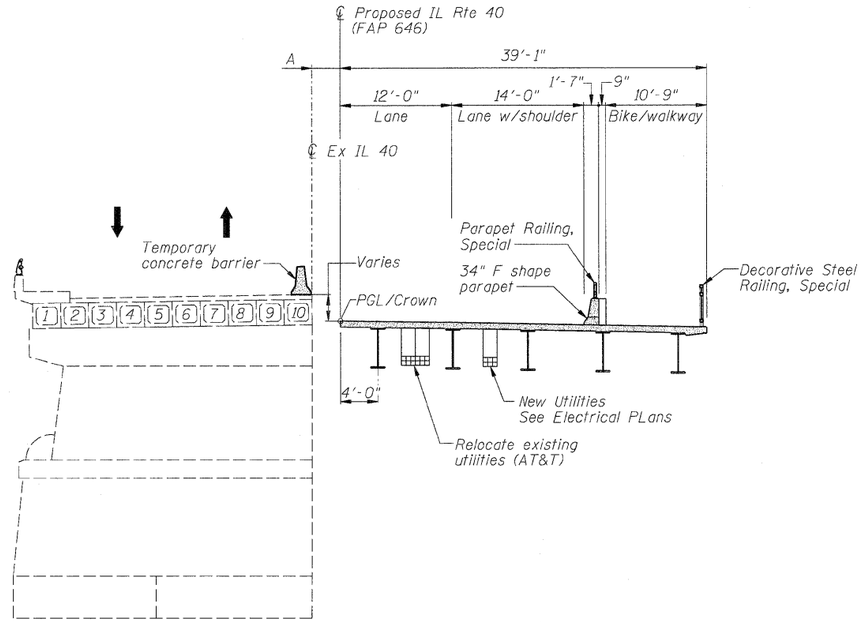
BRIDGE REMOVAL AND CONSTRUCTION STAGING AT ABUTMENTS
STRUCTURE NO. 098-0115
SHEET NO. 9 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	112
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



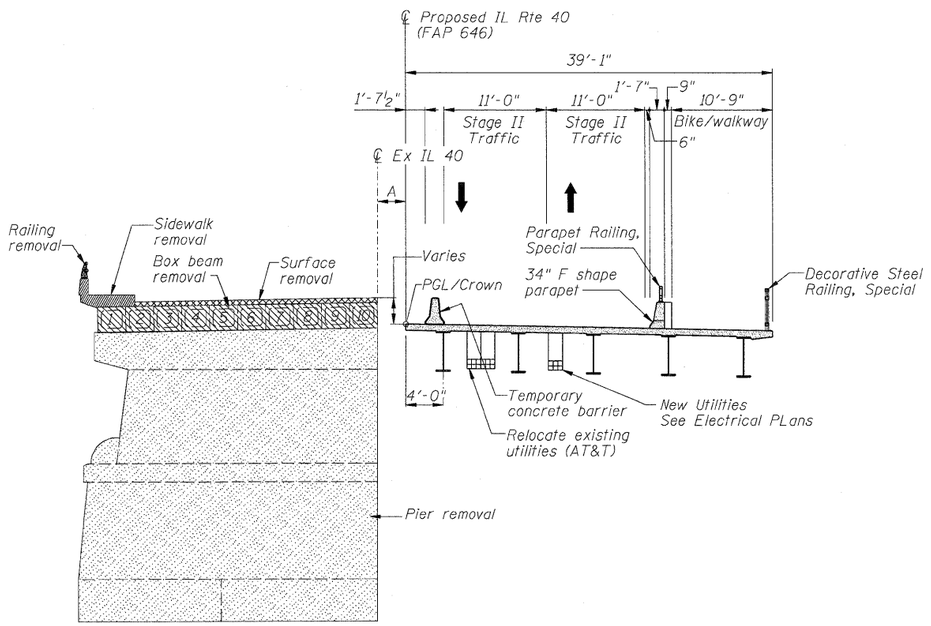
STAGE I REMOVAL

(Looking North)



STAGE I CONSTRUCTION

(Looking North)



STAGE II REMOVAL

Station	Location	A
734+10.00	Pier 1	2'-9"
733+23.50	Pier 2	3'-2"
732+37.00	Pier 3	3'-7"
731+50.50	Pier 4	4'-0"
730+64.00	Pier 5	4'-5"
729+77.50	Pier 6	4'-10"
728+91.00	Pier 7	5'-2"
728+04.50	Pier 8	5'-6"
727+18.00	Pier 9	5'-9"
726+31.50	Pier 10	6'-3"
725+45.00	Pier 11	6'-8"

NOTES:

The Bridge Removal and Construction Staging Plans are for Information Only and does not relieve the Contractor from responsibility to submit demolition plans according to the contract documents.

The dimension "A" is the approximate distance between the existing and proposed PGL and may not be the exact edge of deck beam 10 due to possible variations of the existing deck beam locations.

All removal items shown are included in Removal of Existing Structures, see special provisions

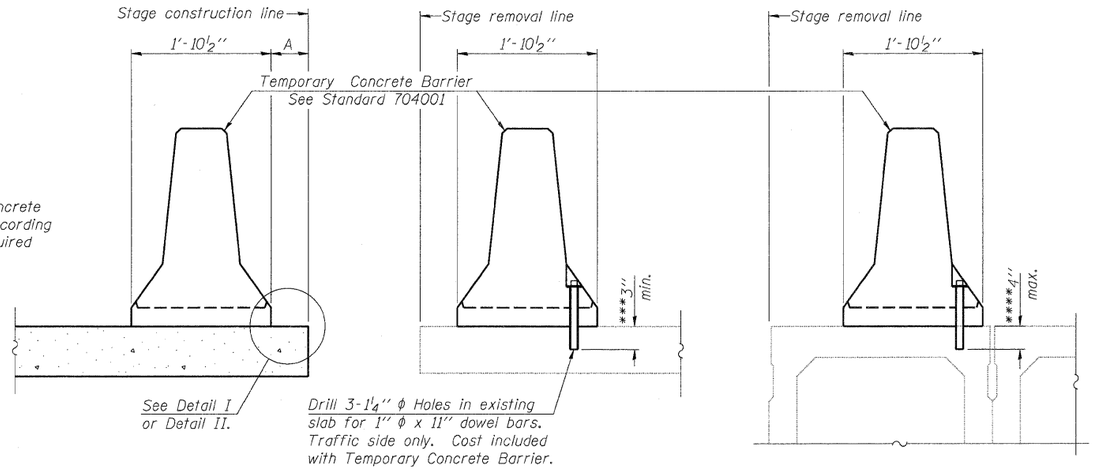
FILE NAME = D264880-sht-removalpiers.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 8.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE REMOVAL AND CONSTRUCTION STAGING AT PIERS
STRUCTURE NO. 098-0115
SHEET NO. 10 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	113
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel ℄ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel ℄ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

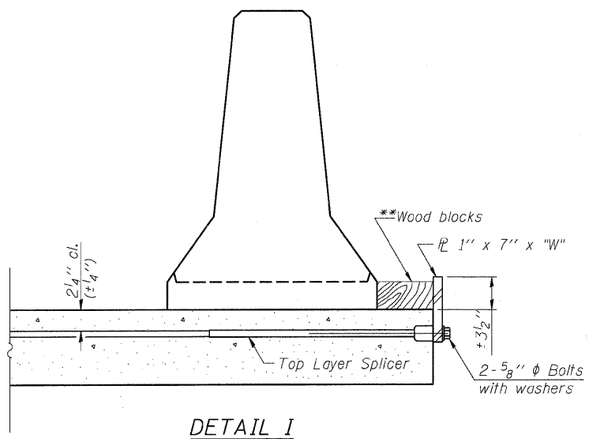
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

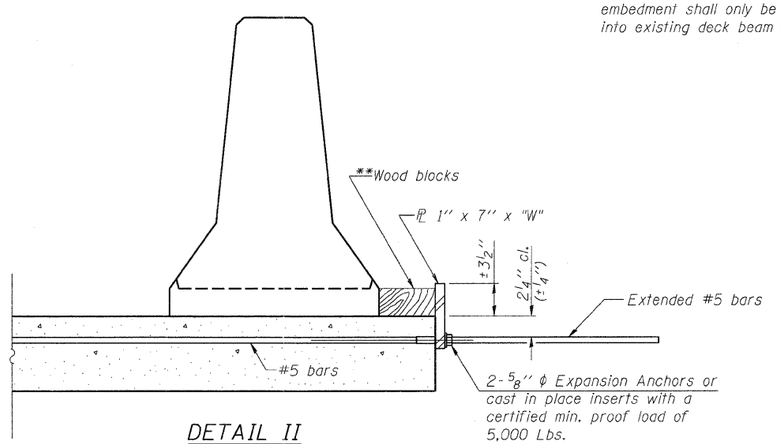
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



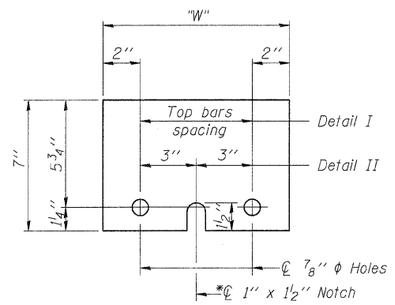
DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER ℄ 1" x 7" x "W"

* Required only with Detail II

R-27

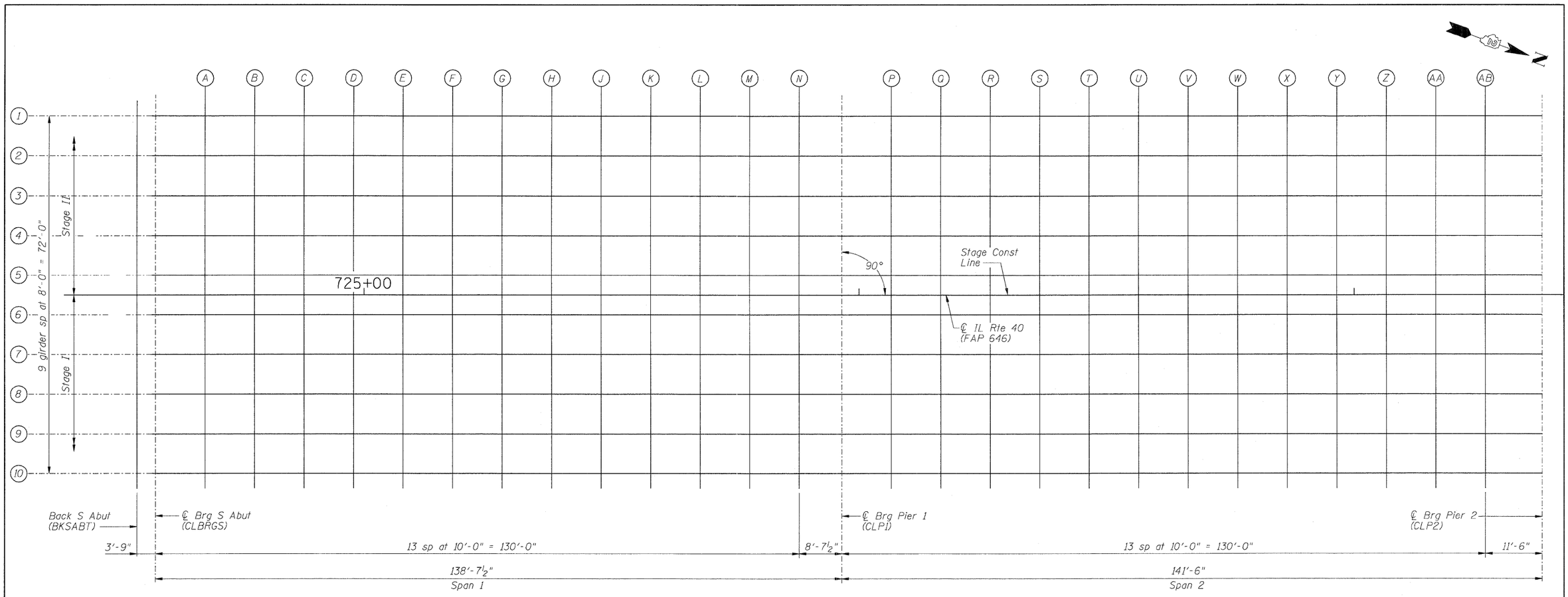
7-1-10

FILE NAME = D264880-sht-tempbarr.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

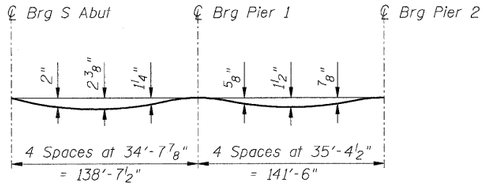
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 098-0115
SHEET NO. 11 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	114
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



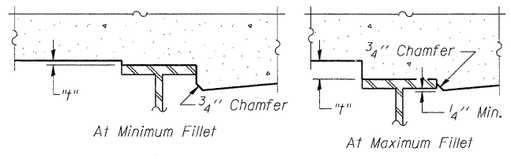
DECK ELEVATION LAYOUT - SPANS 1 & 2



DEAD LOAD DEFLECTION DIAGRAM

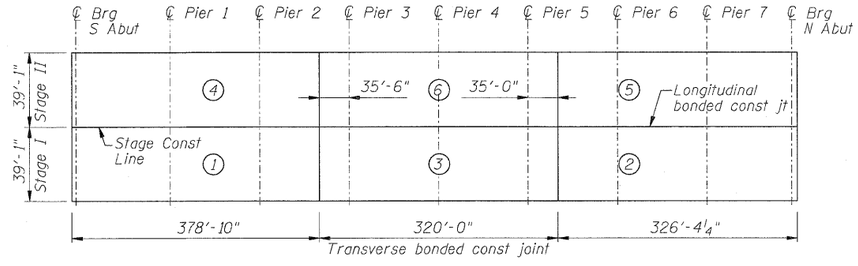
(Includes weight of concrete only.)

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 as shown in the tables on sheet 16-23 of 103.



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 subfracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 16-23 of 103, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



When the deck pour is stopped for the day at one or more of the Transverse Construction Joints in the Deck Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum modulus of rupture of 650 psi or a minimum compressive strength of 3500 psi.

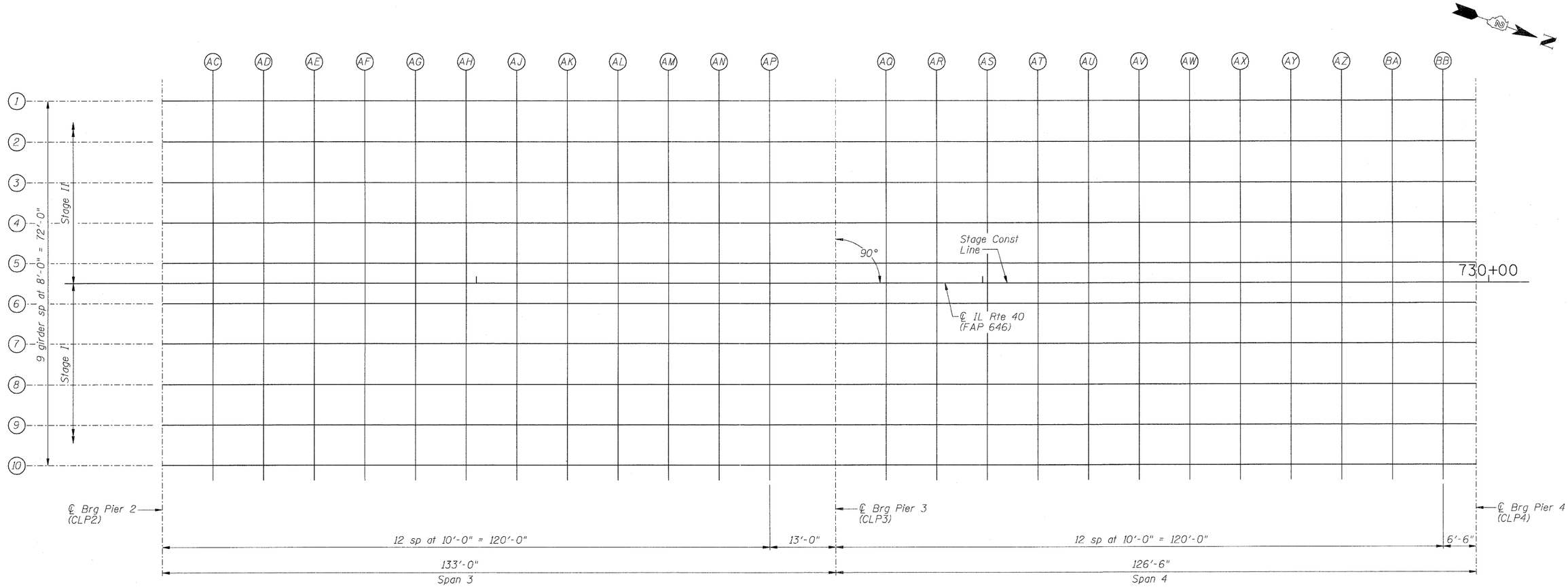
DECK POURING SEQUENCE

FILE NAME = D264382-sht-deckell.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

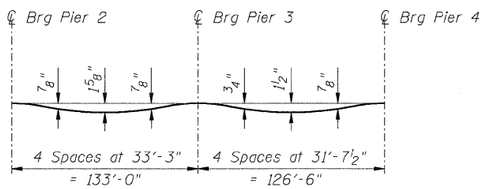
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATION LAYOUT – SPANS 1 & 2
STRUCTURE NO. 098-0115
SHEET NO. 12 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	115
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		



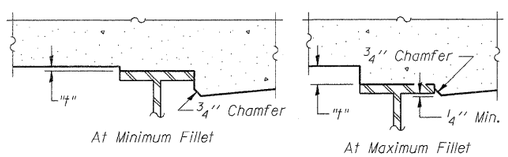
DECK ELEVATION LAYOUT - SPANS 3 & 4



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 as shown in the tables on sheets 16-23 of 103.



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" shown on sheets 16-23 of 103, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

FILE NAME = D264B8B-sht-deckel2.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
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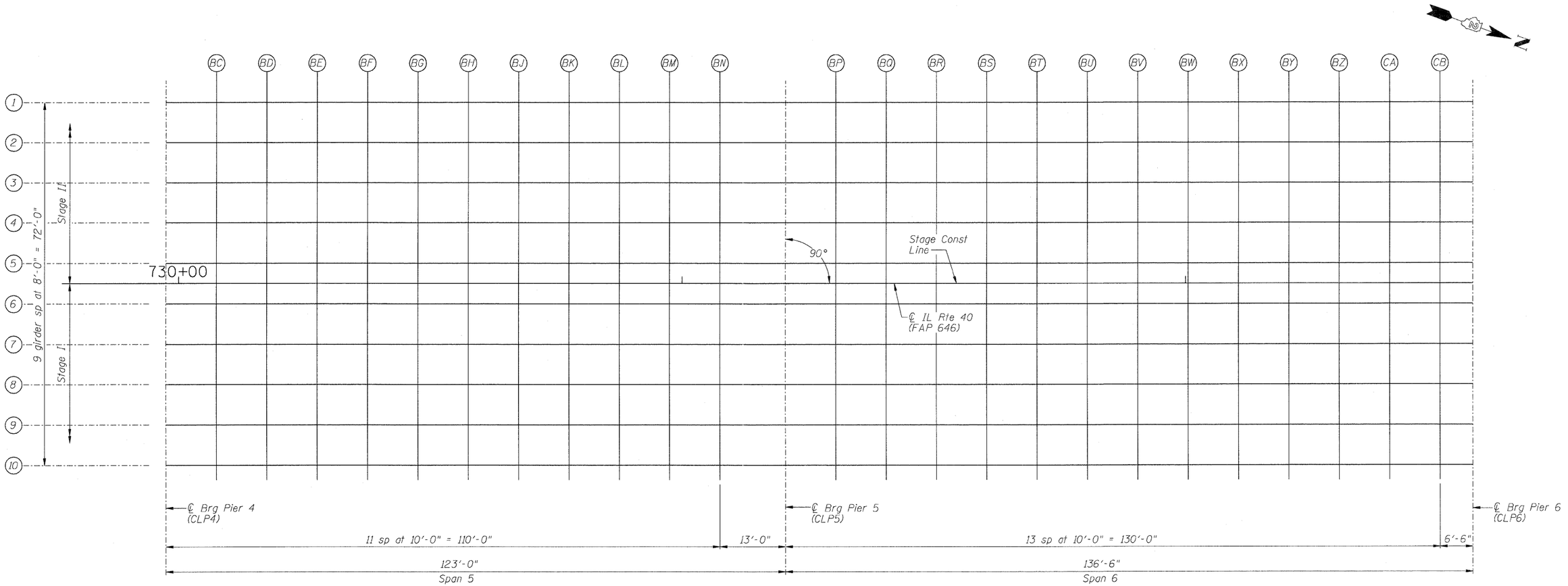
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

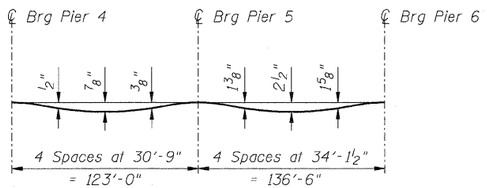
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATION LAYOUT – SPANS 3 & 4
STRUCTURE NO. 098-0115
SHEET NO. 13 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	116
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		



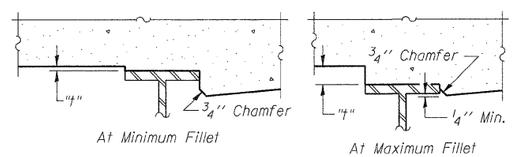
DECK ELEVATION LAYOUT - SPANS 5 & 6



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

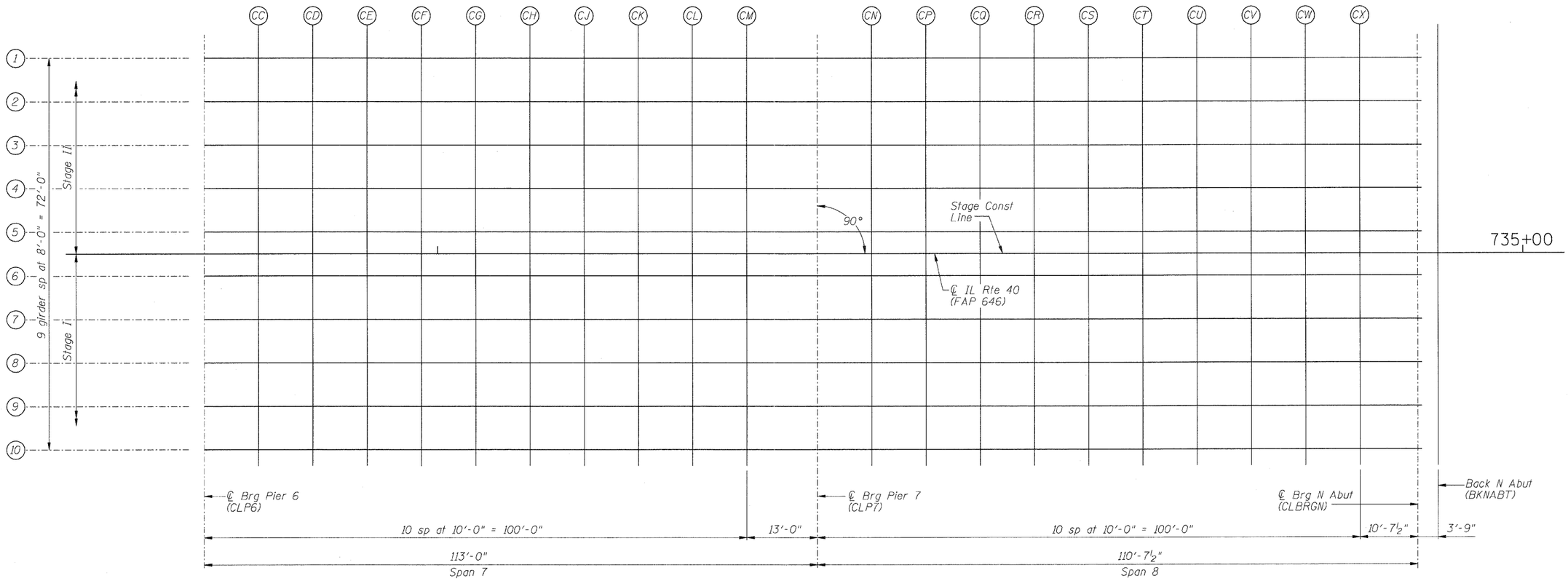
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown in the tables on sheets 16-23 of 103



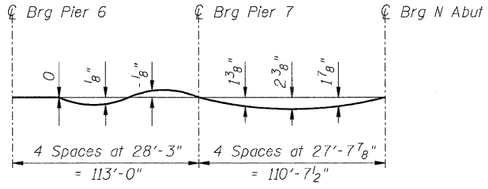
To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 16-23 of 103, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

FILE NAME = D264380-sht-deckel3.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK ELEVATION LAYOUT – SPANS 5 & 6 STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	117
	PLOT SCALE = 10ø ':' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 14 OF 103 SHEETS			ILLINOIS	FED. AID PROJECT	



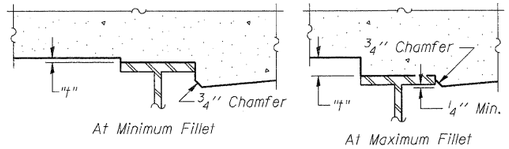
DECK ELEVATION LAYOUT - SPANS 7 & 8



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 as shown in the tables on sheets 16-23 of 103.



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" shown on sheets 16-23 of 103, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

FILE NAME = D264380-sht-deckel4.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DECK ELEVATION LAYOUT – SPANS 7 & 8 STRUCTURE NO. 098-0115**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	118
	PLOT SCALE = 10.0 '/ IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 15 OF 103 SHEETS			ILLINOIS	FED. AID PROJECT	

GIRDER 1				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BKSABUT	724+54.12	-36.00	646.49	646.49
CLBRGS	724+57.87	-36.00	646.51	646.51
A	724+67.87	-36.00	646.56	646.61
B	724+77.87	-36.00	646.61	646.71
C	724+87.87	-36.00	646.66	646.80
D	724+97.87	-36.00	646.71	646.88
E	725+07.87	-36.00	646.76	646.95
F	725+17.87	-36.00	646.81	647.01
G	725+27.87	-36.00	646.86	647.05
H	725+37.87	-36.00	646.91	647.08
J	725+47.87	-36.00	646.96	647.11
K	725+57.87	-36.00	647.01	647.12
L	725+67.87	-36.00	647.06	647.14
M	725+77.87	-36.00	647.11	647.15
N	725+87.87	-36.00	647.16	647.17
CLP1	725+96.50	-36.00	647.20	647.20
P	726+06.50	-36.00	647.25	647.25
Q	726+16.50	-36.00	647.30	647.32
R	726+26.50	-36.00	647.35	647.39
S	726+36.50	-36.00	647.40	647.47
T	726+46.50	-36.00	647.45	647.54
U	726+56.50	-36.00	647.50	647.61
V	726+66.50	-36.00	647.55	647.67
W	726+76.50	-36.00	647.60	647.72
X	726+86.50	-36.00	647.65	647.76
Y	726+96.50	-36.00	647.70	647.79
Z	727+06.50	-36.00	647.75	647.81
AA	727+16.50	-36.00	647.80	647.84
AB	727+26.50	-36.00	647.85	647.86
CLP2	727+38.00	-36.00	647.91	647.91
AC	727+48.00	-36.00	647.96	647.97
AD	727+58.00	-36.00	648.01	648.04
AE	727+68.00	-36.00	648.06	648.12
AF	727+78.00	-36.00	648.11	648.20
AG	727+88.00	-36.00	648.16	648.27
AH	727+98.00	-36.00	648.21	648.34
AJ	728+08.00	-36.00	648.26	648.39
AK	728+18.00	-36.00	648.31	648.43
AL	728+28.00	-36.00	648.36	648.46
AM	728+38.00	-36.00	648.41	648.48
AN	728+48.00	-36.00	648.46	648.50
AP	728+58.00	-36.00	648.51	648.52
CLP3	728+71.00	-36.00	648.57	648.57
AQ	728+81.00	-36.00	648.62	648.62
AR	728+91.00	-36.00	648.67	648.70
AS	729+01.00	-36.00	648.72	648.78
AT	729+11.00	-36.00	648.77	648.86
AU	729+21.00	-36.00	648.82	648.93
AV	729+31.00	-36.00	648.87	648.99
AW	729+41.00	-36.00	648.92	649.04
AX	729+51.00	-36.00	648.97	649.08
AY	729+61.00	-36.00	649.02	649.11
AZ	729+71.00	-36.00	649.07	649.13

GIRDER 1 (CONT)				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BA	729+81.00	-36.00	649.12	649.15
BB	729+91.00	-36.00	649.17	649.18
CLP4	729+97.50	-36.00	649.21	649.21
BC	730+07.50	-36.00	649.26	649.26
BD	730+17.50	-36.00	649.31	649.32
BE	730+27.50	-36.00	649.36	649.39
BF	730+37.50	-36.00	649.41	649.46
BG	730+47.50	-36.00	649.46	649.52
BH	730+57.50	-36.00	649.51	649.58
BJ	730+67.50	-36.00	649.56	649.62
BK	730+77.50	-36.00	649.61	649.65
BL	730+87.50	-36.00	649.66	649.69
BM	730+97.50	-36.00	649.71	649.72
BN	731+07.50	-36.00	649.76	649.75
CLP5	731+20.50	-36.00	649.82	649.82
BP	731+30.50	-36.00	649.87	649.87
BQ	731+40.50	-36.00	649.92	649.98
BR	731+50.50	-36.00	649.97	650.07
BS	731+60.50	-36.00	650.02	650.16
BT	731+70.50	-36.00	650.05	650.23
BU	731+80.50	-36.00	650.07	650.27
BV	731+90.50	-36.00	650.08	650.29
BW	732+00.50	-36.00	650.08	650.27
BX	732+10.50	-36.00	650.06	650.23
BY	732+20.50	-36.00	650.02	650.16
BZ	732+30.50	-36.00	649.97	650.07
CA	732+40.50	-36.00	649.91	649.97
CB	732+50.50	-36.00	649.84	649.86
CLP6	732+57.00	-36.00	649.78	649.78
CC	732+67.00	-36.00	649.68	649.68
CD	732+77.00	-36.00	649.57	649.56
CE	732+87.00	-36.00	649.44	649.44
CF	732+97.00	-36.00	649.30	649.31
CG	733+07.00	-36.00	649.15	649.16
CH	733+17.00	-36.00	648.98	648.99
CJ	733+27.00	-36.00	648.80	648.81
CK	733+37.00	-36.00	648.60	648.60
CL	733+47.00	-36.00	648.39	648.38
CM	733+57.00	-36.00	648.17	648.16
CLP7	733+70.00	-36.00	647.86	647.86
CN	733+80.00	-36.00	647.60	647.60
CP	733+90.00	-36.00	647.33	647.41
CQ	734+00.00	-36.00	647.05	647.17
CR	734+10.00	-36.00	646.75	646.91
CS	734+20.00	-36.00	646.44	646.63
CT	734+30.00	-36.00	646.12	646.32
CU	734+40.00	-36.00	645.78	645.98
CV	734+50.00	-36.00	645.43	645.60
CW	734+60.00	-36.00	645.06	645.19
CX	734+70.00	-36.00	644.68	644.75
CLBRGN	734+80.63	-36.00	644.26	644.26
BKNABUT	734+84.38	-36.00	644.11	644.11

GIRDER 2				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BKSABUT	724+54.12	-28.00	646.65	646.65
CLBRGS	724+57.87	-28.00	646.67	646.67
A	724+67.87	-28.00	646.72	646.78
B	724+77.87	-28.00	646.77	646.88
C	724+87.87	-28.00	646.82	646.97
D	724+97.87	-28.00	646.87	647.05
E	725+07.87	-28.00	646.92	647.12
F	725+17.87	-28.00	646.97	647.17
G	725+27.87	-28.00	647.02	647.22
H	725+37.87	-28.00	647.07	647.25
J	725+47.87	-28.00	647.12	647.27
K	725+57.87	-28.00	647.17	647.29
L	725+67.87	-28.00	647.22	647.30
M	725+77.87	-28.00	647.27	647.32
N	725+87.87	-28.00	647.32	647.34
CLP1	725+96.50	-28.00	647.37	647.37
P	726+06.50	-28.00	647.42	647.42
Q	726+16.50	-28.00	647.47	647.48
R	726+26.50	-28.00	647.52	647.56
S	726+36.50	-28.00	647.57	647.63
T	726+46.50	-28.00	647.62	647.71
U	726+56.50	-28.00	647.67	647.78
V	726+66.50	-28.00	647.72	647.84
W	726+76.50	-28.00	647.77	647.89
X	726+86.50	-28.00	647.82	647.93
Y	726+96.50	-28.00	647.87	647.96
Z	727+06.50	-28.00	647.92	647.98
AA	727+16.50	-28.00	647.97	648.00
AB	727+26.50	-28.00	648.02	648.03
CLP2	727+38.00	-28.00	648.07	648.07
AC	727+48.00	-28.00	648.12	648.14
AD	727+58.00	-28.00	648.17	648.21
AE	727+68.00	-28.00	648.22	648.29
AF	727+78.00	-28.00	648.27	648.37
AG	727+88.00	-28.00	648.32	648.44
AH	727+98.00	-28.00	648.37	648.50
AJ	728+08.00	-28.00	648.42	648.56
AK	728+18.00	-28.00	648.47	648.60
AL	728+28.00	-28.00	648.52	648.62
AM	728+38.00	-28.00	648.57	648.65
AN	728+48.00	-28.00	648.62	648.67
AP	728+58.00	-28.00	648.67	648.69
CLP3	728+71.00	-28.00	648.74	648.74
AQ	728+81.00	-28.00	648.79	648.79
AR	728+91.00	-28.00	648.84	648.87
AS	729+01.00	-28.00	648.89	648.95
AT	729+11.00	-28.00	648.94	649.03
AU	729+21.00	-28.00	648.99	649.10
AV	729+31.00	-28.00	649.04	649.16
AW	729+41.00	-28.00	649.09	649.21
AX	729+51.00	-28.00	649.14	649.25
AY	729+61.00	-28.00	649.19	649.28
AZ	729+71.00	-28.00	649.24	649.30

FILE NAME = D264B80-sht-screed1.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 10.2000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS – SHEET 1
STRUCTURE NO. 098-0115
SHEET NO. 16 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	119
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		

GIRDER 2 (CONT)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BA	729+81.00	-28.00	649.29	649.32
BB	729+91.00	-28.00	649.34	649.35
CLP4	729+97.50	-28.00	649.37	649.37
BC	730+07.50	-28.00	649.42	649.42
BD	730+17.50	-28.00	649.47	649.49
BE	730+27.50	-28.00	649.52	649.56
BF	730+37.50	-28.00	649.57	649.63
BG	730+47.50	-28.00	649.62	649.69
BH	730+57.50	-28.00	649.67	649.74
BJ	730+67.50	-28.00	649.72	649.79
BK	730+77.50	-28.00	649.77	649.82
BL	730+87.50	-28.00	649.82	649.85
BM	730+97.50	-28.00	649.87	649.88
BN	731+07.50	-28.00	649.92	649.92
CLP5	731+20.50	-28.00	649.99	649.99
BP	731+30.50	-28.00	650.04	650.04
BQ	731+40.50	-28.00	650.09	650.15
BR	731+50.50	-28.00	650.14	650.24
BS	731+60.50	-28.00	650.18	650.33
BT	731+70.50	-28.00	650.22	650.39
BU	731+80.50	-28.00	650.24	650.44
BV	731+90.50	-28.00	650.25	650.45
BW	732+00.50	-28.00	650.24	650.44
BX	732+10.50	-28.00	650.22	650.40
BY	732+20.50	-28.00	650.19	650.33
BZ	732+30.50	-28.00	650.14	650.24
CA	732+40.50	-28.00	650.08	650.14
CB	732+50.50	-28.00	650.00	650.02
CLP6	732+57.00	-28.00	649.95	649.95
CC	732+67.00	-28.00	649.85	649.85
CD	732+77.00	-28.00	649.74	649.73
CE	732+87.00	-28.00	649.61	649.61
CF	732+97.00	-28.00	649.47	649.48
CG	733+07.00	-28.00	649.32	649.33
CH	733+17.00	-28.00	649.15	649.16
CJ	733+27.00	-28.00	648.97	648.97
CK	733+37.00	-28.00	648.77	648.77
CL	733+47.00	-28.00	648.56	648.55
CM	733+57.00	-28.00	648.34	648.32
CLP7	733+70.00	-28.00	648.03	648.03
CN	733+80.00	-28.00	647.77	647.77
CP	733+90.00	-28.00	647.50	647.58
CQ	734+00.00	-28.00	647.22	647.34
CR	734+10.00	-28.00	646.92	647.08
CS	734+20.00	-28.00	646.61	646.80
CT	734+30.00	-28.00	646.29	646.49
CU	734+40.00	-28.00	645.95	646.14
CV	734+50.00	-28.00	645.59	645.77
CW	734+60.00	-28.00	645.23	645.36
CX	734+70.00	-28.00	644.85	644.92
CLBRGN	734+80.63	-28.00	644.43	644.43
BKNABUT	734+84.38	-28.00	644.28	644.28

GIRDER 3

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BKSABUT	724+54.12	-20.00	646.82	646.82
CLBRGS	724+57.87	-20.00	646.84	646.84
A	724+67.87	-20.00	646.89	646.94
B	724+77.87	-20.00	646.94	647.04
C	724+87.87	-20.00	646.99	647.14
D	724+97.87	-20.00	647.04	647.22
E	725+07.87	-20.00	647.09	647.28
F	725+17.87	-20.00	647.14	647.34
G	725+27.87	-20.00	647.19	647.39
H	725+37.87	-20.00	647.24	647.42
J	725+47.87	-20.00	647.29	647.44
K	725+57.87	-20.00	647.34	647.46
L	725+67.87	-20.00	647.39	647.47
M	725+77.87	-20.00	647.44	647.48
N	725+87.87	-20.00	647.49	647.51
CLP1	725+96.50	-20.00	647.53	647.53
P	726+06.50	-20.00	647.58	647.59
Q	726+16.50	-20.00	647.63	647.65
R	726+26.50	-20.00	647.68	647.72
S	726+36.50	-20.00	647.73	647.80
T	726+46.50	-20.00	647.78	647.87
U	726+56.50	-20.00	647.83	647.94
V	726+66.50	-20.00	647.88	648.01
W	726+76.50	-20.00	647.93	648.05
X	726+86.50	-20.00	647.98	648.09
Y	726+96.50	-20.00	648.03	648.12
Z	727+06.50	-20.00	648.08	648.15
AA	727+16.50	-20.00	648.13	648.17
AB	727+26.50	-20.00	648.18	648.20
CLP2	727+38.00	-20.00	648.24	648.24
AC	727+48.00	-20.00	648.29	648.30
AD	727+58.00	-20.00	648.34	648.38
AE	727+68.00	-20.00	648.39	648.45
AF	727+78.00	-20.00	648.44	648.53
AG	727+88.00	-20.00	648.49	648.61
AH	727+98.00	-20.00	648.54	648.67
AJ	728+08.00	-20.00	648.59	648.72
AK	728+18.00	-20.00	648.64	648.76
AL	728+28.00	-20.00	648.69	648.79
AM	728+38.00	-20.00	648.74	648.81
AN	728+48.00	-20.00	648.79	648.83
AP	728+58.00	-20.00	648.84	648.86
CLP3	728+71.00	-20.00	648.91	648.91
AQ	728+81.00	-20.00	648.96	648.96
AR	728+91.00	-20.00	649.01	649.04
AS	729+01.00	-20.00	649.06	649.11
AT	729+11.00	-20.00	649.11	649.19
AU	729+21.00	-20.00	649.16	649.27
AV	729+31.00	-20.00	649.21	649.33
AW	729+41.00	-20.00	649.26	649.38
AX	729+51.00	-20.00	649.31	649.42
AY	729+61.00	-20.00	649.36	649.45
AZ	729+71.00	-20.00	649.41	649.47

GIRDER 3 (CONT)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BA	729+81.00	-20.00	649.46	649.49
BB	729+91.00	-20.00	649.51	649.52
CLP4	729+97.50	-20.00	649.54	649.54
BC	730+07.50	-20.00	649.59	649.59
BD	730+17.50	-20.00	649.64	649.66
BE	730+27.50	-20.00	649.69	649.72
BF	730+37.50	-20.00	649.74	649.79
BG	730+47.50	-20.00	649.79	649.86
BH	730+57.50	-20.00	649.84	649.91
BJ	730+67.50	-20.00	649.89	649.95
BK	730+77.50	-20.00	649.94	649.99
BL	730+87.50	-20.00	649.99	650.02
BM	730+97.50	-20.00	650.04	650.05
BN	731+07.50	-20.00	650.09	650.09
CLP5	731+20.50	-20.00	650.15	650.15
BP	731+30.50	-20.00	650.20	650.20
BQ	731+40.50	-20.00	650.25	650.31
BR	731+50.50	-20.00	650.30	650.40
BS	731+60.50	-20.00	650.35	650.49
BT	731+70.50	-20.00	650.39	650.56
BU	731+80.50	-20.00	650.41	650.60
BV	731+90.50	-20.00	650.42	650.62
BW	732+00.50	-20.00	650.41	650.61
BX	732+10.50	-20.00	650.39	650.56
BY	732+20.50	-20.00	650.36	650.50
BZ	732+30.50	-20.00	650.31	650.41
CA	732+40.50	-20.00	650.25	650.30
CB	732+50.50	-20.00	650.17	650.19
CLP6	732+57.00	-20.00	650.11	650.11
CC	732+67.00	-20.00	650.02	650.02
CD	732+77.00	-20.00	649.90	649.89
CE	732+87.00	-20.00	649.78	649.77
CF	732+97.00	-20.00	649.64	649.64
CG	733+07.00	-20.00	649.48	649.49
CH	733+17.00	-20.00	649.31	649.33
CJ	733+27.00	-20.00	649.13	649.14
CK	733+37.00	-20.00	648.94	648.94
CL	733+47.00	-20.00	648.73	648.72
CM	733+57.00	-20.00	648.50	648.49
CLP7	733+70.00	-20.00	648.19	648.19
CN	733+80.00	-20.00	647.94	647.94
CP	733+90.00	-20.00	647.67	647.74
CQ	734+00.00	-20.00	647.39	647.50
CR	734+10.00	-20.00	647.09	647.25
CS	734+20.00	-20.00	646.78	646.97
CT	734+30.00	-20.00	646.45	646.65
CU	734+40.00	-20.00	646.11	646.31
CV	734+50.00	-20.00	645.76	645.93
CW	734+60.00	-20.00	645.39	645.52
CX	734+70.00	-20.00	645.01	645.09
CLBRGN	734+80.63	-20.00	644.60	644.60
BKNABUT	734+84.38	-20.00	644.44	644.44

FILE NAME = D264880-sht-screed2.dgn

USER NAME = dwozniarski

PLOT SCALE = 10.0000 ' / IN.

PLOT DATE = 7/18/2011

DESIGNED - ACB
CHECKED - JMB
DRAWN - RLK
CHECKED - ACB

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS – SHEET 2
STRUCTURE NO. 098-0115
SHEET NO. 17 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	120
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		

GIRDER 4

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BKSABUT	724+54.12	-12.00	646.99	646.99
CLBRGS	724+57.87	-12.00	647.01	647.01
A	724+67.87	-12.00	647.06	647.11
B	724+77.87	-12.00	647.11	647.21
C	724+87.87	-12.00	647.16	647.30
D	724+97.87	-12.00	647.21	647.38
E	725+07.87	-12.00	647.26	647.45
F	725+17.87	-12.00	647.31	647.51
G	725+27.87	-12.00	647.36	647.55
H	725+37.87	-12.00	647.41	647.58
J	725+47.87	-12.00	647.46	647.61
K	725+57.87	-12.00	647.51	647.62
L	725+67.87	-12.00	647.56	647.64
M	725+77.87	-12.00	647.61	647.65
N	725+87.87	-12.00	647.66	647.67
CLP1	725+96.50	-12.00	647.70	647.70
P	726+06.50	-12.00	647.75	647.75
Q	726+16.50	-12.00	647.80	647.82
R	726+26.50	-12.00	647.85	647.89
S	726+36.50	-12.00	647.90	647.97
T	726+46.50	-12.00	647.95	648.04
U	726+56.50	-12.00	648.00	648.11
V	726+66.50	-12.00	648.05	648.17
W	726+76.50	-12.00	648.10	648.22
X	726+86.50	-12.00	648.15	648.26
Y	726+96.50	-12.00	648.20	648.29
Z	727+06.50	-12.00	648.25	648.31
AA	727+16.50	-12.00	648.30	648.34
AB	727+26.50	-12.00	648.35	648.36
CLP2	727+38.00	-12.00	648.41	648.41
AC	727+48.00	-12.00	648.46	648.47
AD	727+58.00	-12.00	648.51	648.54
AE	727+68.00	-12.00	648.56	648.62
AF	727+78.00	-12.00	648.61	648.70
AG	727+88.00	-12.00	648.66	648.77
AH	727+98.00	-12.00	648.71	648.84
AJ	728+08.00	-12.00	648.76	648.89
AK	728+18.00	-12.00	648.81	648.93
AL	728+28.00	-12.00	648.86	648.96
AM	728+38.00	-12.00	648.91	648.98
AN	728+48.00	-12.00	648.96	649.00
AP	728+58.00	-12.00	649.01	649.02
CLP3	728+71.00	-12.00	649.07	649.07
AQ	728+81.00	-12.00	649.12	649.12
AR	728+91.00	-12.00	649.17	649.20
AS	729+01.00	-12.00	649.22	649.28
AT	729+11.00	-12.00	649.27	649.36
AU	729+21.00	-12.00	649.32	649.43
AV	729+31.00	-12.00	649.37	649.49
AW	729+41.00	-12.00	649.42	649.54
AX	729+51.00	-12.00	649.47	649.58
AY	729+61.00	-12.00	649.52	649.61
AZ	729+71.00	-12.00	649.57	649.63

GIRDER 4 (CONT)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BA	729+81.00	-12.00	649.62	649.65
BB	729+91.00	-12.00	649.67	649.68
CLP4	729+97.50	-12.00	649.71	649.71
BC	730+07.50	-12.00	649.76	649.76
BD	730+17.50	-12.00	649.81	649.82
BE	730+27.50	-12.00	649.86	649.89
BF	730+37.50	-12.00	649.91	649.96
BG	730+47.50	-12.00	649.96	650.02
BH	730+57.50	-12.00	650.01	650.08
BJ	730+67.50	-12.00	650.06	650.12
BK	730+77.50	-12.00	650.11	650.15
BL	730+87.50	-12.00	650.16	650.19
BM	730+97.50	-12.00	650.21	650.22
BN	731+07.50	-12.00	650.26	650.25
CLP5	731+20.50	-12.00	650.32	650.32
BP	731+30.50	-12.00	650.37	650.37
BQ	731+40.50	-12.00	650.42	650.48
BR	731+50.50	-12.00	650.47	650.57
BS	731+60.50	-12.00	650.52	650.66
BT	731+70.50	-12.00	650.55	650.73
BU	731+80.50	-12.00	650.57	650.77
BV	731+90.50	-12.00	650.58	650.79
BW	732+00.50	-12.00	650.58	650.77
BX	732+10.50	-12.00	650.56	650.73
BY	732+20.50	-12.00	650.52	650.66
BZ	732+30.50	-12.00	650.47	650.57
CA	732+40.50	-12.00	650.41	650.47
CB	732+50.50	-12.00	650.34	650.36
CLP6	732+57.00	-12.00	650.28	650.28
CC	732+67.00	-12.00	650.18	650.18
CD	732+77.00	-12.00	650.07	650.06
CE	732+87.00	-12.00	649.94	649.94
CF	732+97.00	-12.00	649.80	649.81
CG	733+07.00	-12.00	649.65	649.66
CH	733+17.00	-12.00	649.48	649.49
CJ	733+27.00	-12.00	649.30	649.31
CK	733+37.00	-12.00	649.10	649.10
CL	733+47.00	-12.00	648.89	648.88
CM	733+57.00	-12.00	648.67	648.66
CLP7	733+70.00	-12.00	648.36	648.36
CN	733+80.00	-12.00	648.10	648.10
CP	733+90.00	-12.00	647.83	647.91
CQ	734+00.00	-12.00	647.55	647.67
CR	734+10.00	-12.00	647.25	647.41
CS	734+20.00	-12.00	646.94	647.13
CT	734+30.00	-12.00	646.62	646.82
CU	734+40.00	-12.00	646.28	646.48
CV	734+50.00	-12.00	645.93	646.10
CW	734+60.00	-12.00	645.56	645.69
CX	734+70.00	-12.00	645.18	645.25
CLBRGN	734+80.63	-12.00	644.76	644.76
BKNABUT	734+84.38	-12.00	644.61	644.61

GIRDER 5

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BKSABUT	724+54.12	-4.00	647.11	647.11
CLBRGS	724+57.87	-4.00	647.13	647.13
A	724+67.87	-4.00	647.18	647.24
B	724+77.87	-4.00	647.23	647.33
C	724+87.87	-4.00	647.28	647.43
D	724+97.87	-4.00	647.33	647.51
E	725+07.87	-4.00	647.38	647.58
F	725+17.87	-4.00	647.43	647.63
G	725+27.87	-4.00	647.48	647.68
H	725+37.87	-4.00	647.53	647.71
J	725+47.87	-4.00	647.58	647.73
K	725+57.87	-4.00	647.63	647.75
L	725+67.87	-4.00	647.68	647.76
M	725+77.87	-4.00	647.73	647.78
N	725+87.87	-4.00	647.78	647.80
CLP1	725+96.50	-4.00	647.83	647.83
P	726+06.50	-4.00	647.88	647.88
Q	726+16.50	-4.00	647.93	647.94
R	726+26.50	-4.00	647.98	648.01
S	726+36.50	-4.00	648.03	648.09
T	726+46.50	-4.00	648.08	648.17
U	726+56.50	-4.00	648.13	648.24
V	726+66.50	-4.00	648.18	648.30
W	726+76.50	-4.00	648.23	648.35
X	726+86.50	-4.00	648.28	648.38
Y	726+96.50	-4.00	648.33	648.41
Z	727+06.50	-4.00	648.38	648.44
AA	727+16.50	-4.00	648.43	648.46
AB	727+26.50	-4.00	648.48	648.49
CLP2	727+38.00	-4.00	648.53	648.53
AC	727+48.00	-4.00	648.58	648.60
AD	727+58.00	-4.00	648.63	648.67
AE	727+68.00	-4.00	648.68	648.75
AF	727+78.00	-4.00	648.73	648.83
AG	727+88.00	-4.00	648.78	648.90
AH	727+98.00	-4.00	648.83	648.96
AJ	728+08.00	-4.00	648.88	649.01
AK	728+18.00	-4.00	648.93	649.05
AL	728+28.00	-4.00	648.98	649.08
AM	728+38.00	-4.00	649.03	649.10
AN	728+48.00	-4.00	649.08	649.13
AP	728+58.00	-4.00	649.13	649.15
CLP3	728+71.00	-4.00	649.20	649.20
AQ	728+81.00	-4.00	649.25	649.25
AR	728+91.00	-4.00	649.30	649.33
AS	729+01.00	-4.00	649.35	649.41
AT	729+11.00	-4.00	649.40	649.48
AU	729+21.00	-4.00	649.45	649.56
AV	729+31.00	-4.00	649.50	649.62
AW	729+41.00	-4.00	649.55	649.67
AX	729+51.00	-4.00	649.60	649.71
AY	729+61.00	-4.00	649.65	649.74
AZ	729+71.00	-4.00	649.70	649.76

GIRDER 5 (CONT)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BA	729+81.00	-4.00	649.75	649.78
BB	729+91.00	-4.00	649.80	649.81
CLP4	729+97.50	-4.00	649.83	649.83
BC	730+07.50	-4.00	649.88	649.88
BD	730+17.50	-4.00	649.93	649.95
BE	730+27.50	-4.00	649.98	650.02
BF	730+37.50	-4.00	650.03	650.08
BG	730+47.50	-4.00	650.08	650.15
BH	730+57.50	-4.00	650.13	650.20
BJ	730+67.50	-4.00	650.18	650.24
BK	730+77.50	-4.00	650.23	650.28
BL	730+87.50	-4.00	650.28	650.31
BM	730+97.50	-4.00	650.33	650.34
BN	731+07.50	-4.00	650.38	650.38
CLP5	731+20.50	-4.00	650.45	650.45
BP	731+30.50	-4.00	650.50	650.50
BQ	731+40.50	-4.00	650.55	650.61
BR	731+50.50	-4.00	650.60	650.70
BS	731+60.50	-4.00	650.64	650.79
BT	731+70.50	-4.00	650.68	650.85
BU	731+80.50	-4.00	650.70	650.90
BV	731+90.50	-4.00	650.71	650.91
BW	732+00.50	-4.00	650.70	650.90
BX	732+10.50	-4.00	650.68	650.85
BY	732+20.50	-4.00	650.65	650.79
BZ	732+30.50	-4.00	650.60	650.70
CA	732+40.50	-4.00	650.54	650.59
CB	732+50.50	-4.00	650.46	650.48
CLP6	732+57.00	-4.00	650.41	650.41
CC	732+67.00	-4.00	650.31	650.31
CD	732+77.00	-4.00	650.19	650.18
CE	732+87.00	-4.00	650.07	650.07
CF	732+97.00	-4.00	649.93	649.93
CG	733+07.00	-4.00	649.77	649.79
CH	733+17.00	-4.00	649.61	649.62
CJ	733+27.00	-4.00	649.42	649.43
CK	733+37.00	-4.00	649.23	649.23
CL	733+47.00	-4.00	649.02	649.01
CM	733+57.00	-4.00	648.80	648.78
CLP7	733+70.00	-4.00	648.48	648.48
CN	733+80.00	-4.00	648.23	648.23
CP	733+90.00	-4.00	647.96	648.03
CQ	734+00.00	-4.00	647.68	647.80
CR	734+10.00	-4.00	647.38	647.54
CS	734+20.00	-4.00	647.07	647.26
CT	734+30.00	-4.00	646.74	646.95
CU	734+40.00	-4.00	646.41	646.60
CV	734+50.00	-4.00	646.05	646.22
CW	734+60.00	-4.00	645.69	645.81
CX	734+70.00	-4.00	645.31	645.38
CLBRGN	734+80.63	-4.00	644.89	644.89
BKNABUT	734+84.38	-4.00	644.74	644.74

PGL/STAGE CONSTRUCTION LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BKSABUT	724+54.12	0.00	647.18	647.18
CLBRGS	724+57.87	0.00	647.19	647.19
A	724+67.87	0.00	647.24	647.30
B	724+77.87	0.00	647.29	647.40
C	724+87.87	0.00	647.34	647.49
D	724+97.87	0.00	647.39	647.57
E	725+07.87	0.00	647.44	647.64
F	725+17.87	0.00	647.49	647.70
G	725+27.87	0.00	647.54	647.74
H	725+37.87	0.00	647.59	647.77
J	725+47.87	0.00	647.64	647.79
K	725+57.87	0.00	647.69	647.81
L	725+67.87	0.00	647.74	647.82
M	725+77.87	0.00	647.79	647.84
N	725+87.87	0.00	647.84	647.86
CLP1	725+96.50	0.00	647.89	647.89
P	726+06.50	0.00	647.94	647.94
Q	726+16.50	0.00	647.99	648.00
R	726+26.50	0.00	648.04	648.08
S	726+36.50	0.00	648.09	648.15
T	726+46.50	0.00	648.14	648.23
U	726+56.50	0.00	648.19	648.30
V	726+66.50	0.00	648.24	648.36
W	726+76.50	0.00	648.29	648.41
X	726+86.50	0.00	648.34	648.45
Y	726+96.50	0.00	648.39	648.48
Z	727+06.50	0.00	648.44	648.50
AA	727+16.50	0.00	648.49	648.52
AB	727+26.50	0.00	648.54	648.55
CLP2	727+38.00	0.00	648.60	648.60
AC	727+48.00	0.00	648.65	648.66
AD	727+58.00	0.00	648.70	648.73
AE	727+68.00	0.00	648.75	648.81
AF	727+78.00	0.00	648.80	648.89
AG	727+88.00	0.00	648.85	648.96
AH	727+98.00	0.00	648.90	649.02
AJ	728+08.00	0.00	648.95	649.08
AK	728+18.00	0.00	649.00	649.12
AL	728+28.00	0.00	649.05	649.14
AM	728+38.00	0.00	649.10	649.17
AN	728+48.00	0.00	649.15	649.19
AP	728+58.00	0.00	649.20	649.21
CLP3	728+71.00	0.00	649.26	649.26
AQ	728+81.00	0.00	649.31	649.31
AR	728+91.00	0.00	649.36	649.39
AS	729+01.00	0.00	649.41	649.47
AT	729+11.00	0.00	649.46	649.55
AU	729+21.00	0.00	649.51	649.62
AV	729+31.00	0.00	649.56	649.68
AW	729+41.00	0.00	649.61	649.73
AX	729+51.00	0.00	649.66	649.77
AY	729+61.00	0.00	649.71	649.80
AZ	729+71.00	0.00	649.76	649.82

PGL/STAGE CONSTRUCTION LINE (CONT)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BA	729+81.00	0.00	649.81	649.84
BB	729+91.00	0.00	649.86	649.87
CLP4	729+97.50	0.00	649.89	649.89
BC	730+07.50	0.00	649.94	649.94
BD	730+17.50	0.00	649.99	650.01
BE	730+27.50	0.00	650.04	650.08
BF	730+37.50	0.00	650.09	650.15
BG	730+47.50	0.00	650.14	650.21
BH	730+57.50	0.00	650.19	650.26
BJ	730+67.50	0.00	650.24	650.31
BK	730+77.50	0.00	650.29	650.34
BL	730+87.50	0.00	650.34	650.37
BM	730+97.50	0.00	650.39	650.40
BN	731+07.50	0.00	650.44	650.44
CLP5	731+20.50	0.00	650.51	650.51
BP	731+30.50	0.00	650.56	650.56
BQ	731+40.50	0.00	650.61	650.67
BR	731+50.50	0.00	650.66	650.76
BS	731+60.50	0.00	650.71	650.85
BT	731+70.50	0.00	650.74	650.92
BU	731+80.50	0.00	650.76	650.96
BV	731+90.50	0.00	650.77	650.98
BW	732+00.50	0.00	650.76	650.96
BX	732+10.50	0.00	650.74	650.92
BY	732+20.50	0.00	650.71	650.85
BZ	732+30.50	0.00	650.66	650.76
CA	732+40.50	0.00	650.60	650.66
CB	732+50.50	0.00	650.52	650.55
CLP6	732+57.00	0.00	650.47	650.47
CC	732+67.00	0.00	650.37	650.37
CD	732+77.00	0.00	650.26	650.25
CE	732+87.00	0.00	650.13	650.13
CF	732+97.00	0.00	649.99	650.00
CG	733+07.00	0.00	649.84	649.85
CH	733+17.00	0.00	649.67	649.68
CJ	733+27.00	0.00	649.49	649.49
CK	733+37.00	0.00	649.29	649.29
CL	733+47.00	0.00	649.08	649.07
CM	733+57.00	0.00	648.86	648.85
CLP7	733+70.00	0.00	648.55	648.55
CN	733+80.00	0.00	648.29	648.29
CP	733+90.00	0.00	648.02	648.10
CQ	734+00.00	0.00	647.74	647.86
CR	734+10.00	0.00	647.44	647.60
CS	734+20.00	0.00	647.13	647.32
CT	734+30.00	0.00	646.81	647.01
CU	734+40.00	0.00	646.47	646.66
CV	734+50.00	0.00	646.12	646.29
CW	734+60.00	0.00	645.75	645.88
CX	734+70.00	0.00	645.37	645.44
CLBRGN	734+80.63	0.00	644.95	644.95
BKNABUT	734+84.38	0.00	644.80	644.80

FILE NAME = D264B80-sht-screed4.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS – SHEET 4
STRUCTURE NO. 098-0115
SHEET NO. 19 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	122
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		

GIRDER 6				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BKSABUT	724+54.12	4.00	647.11	647.11
CLBRGS	724+57.87	4.00	647.13	647.13
A	724+67.87	4.00	647.18	647.24
B	724+77.87	4.00	647.23	647.33
C	724+87.87	4.00	647.28	647.43
D	724+97.87	4.00	647.33	647.51
E	725+07.87	4.00	647.38	647.58
F	725+17.87	4.00	647.43	647.63
G	725+27.87	4.00	647.48	647.68
H	725+37.87	4.00	647.53	647.71
J	725+47.87	4.00	647.58	647.73
K	725+57.87	4.00	647.63	647.75
L	725+67.87	4.00	647.68	647.76
M	725+77.87	4.00	647.73	647.78
N	725+87.87	4.00	647.78	647.80
CLP1	725+96.50	4.00	647.83	647.83
P	726+06.50	4.00	647.88	647.88
Q	726+16.50	4.00	647.93	647.94
R	726+26.50	4.00	647.98	648.01
S	726+36.50	4.00	648.03	648.09
T	726+46.50	4.00	648.08	648.17
U	726+56.50	4.00	648.13	648.24
V	726+66.50	4.00	648.18	648.30
W	726+76.50	4.00	648.23	648.35
X	726+86.50	4.00	648.28	648.38
Y	726+96.50	4.00	648.33	648.41
Z	727+06.50	4.00	648.38	648.44
AA	727+16.50	4.00	648.43	648.46
AB	727+26.50	4.00	648.48	648.49
CLP2	727+38.00	4.00	648.53	648.53
AC	727+48.00	4.00	648.58	648.60
AD	727+58.00	4.00	648.63	648.67
AE	727+68.00	4.00	648.68	648.75
AF	727+78.00	4.00	648.73	648.83
AG	727+88.00	4.00	648.78	648.90
AH	727+98.00	4.00	648.83	648.96
AJ	728+08.00	4.00	648.88	649.01
AK	728+18.00	4.00	648.93	649.05
AL	728+28.00	4.00	648.98	649.08
AM	728+38.00	4.00	649.03	649.10
AN	728+48.00	4.00	649.08	649.13
AP	728+58.00	4.00	649.13	649.15
CLP3	728+71.00	4.00	649.20	649.20
AQ	728+81.00	4.00	649.25	649.25
AR	728+91.00	4.00	649.30	649.33
AS	729+01.00	4.00	649.35	649.41
AT	729+11.00	4.00	649.40	649.48
AU	729+21.00	4.00	649.45	649.56
AV	729+31.00	4.00	649.50	649.62
AW	729+41.00	4.00	649.55	649.67
AX	729+51.00	4.00	649.60	649.71
AY	729+61.00	4.00	649.65	649.74
AZ	729+71.00	4.00	649.70	649.76

GIRDER 6 (CONT)				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BA	729+81.00	4.00	649.75	649.78
BB	729+91.00	4.00	649.80	649.81
CLP4	729+97.50	4.00	649.83	649.83
BC	730+07.50	4.00	649.88	649.88
BD	730+17.50	4.00	649.93	649.95
BE	730+27.50	4.00	649.98	650.02
BF	730+37.50	4.00	650.03	650.08
BG	730+47.50	4.00	650.08	650.15
BH	730+57.50	4.00	650.13	650.20
BJ	730+67.50	4.00	650.18	650.24
BK	730+77.50	4.00	650.23	650.28
BL	730+87.50	4.00	650.28	650.31
BM	730+97.50	4.00	650.33	650.34
BN	731+07.50	4.00	650.38	650.38
CLP5	731+20.50	4.00	650.45	650.45
BP	731+30.50	4.00	650.50	650.50
BQ	731+40.50	4.00	650.55	650.61
BR	731+50.50	4.00	650.60	650.70
BS	731+60.50	4.00	650.64	650.79
BT	731+70.50	4.00	650.68	650.85
BU	731+80.50	4.00	650.70	650.90
BV	731+90.50	4.00	650.71	650.91
BW	732+00.50	4.00	650.70	650.90
BX	732+10.50	4.00	650.68	650.85
BY	732+20.50	4.00	650.65	650.79
BZ	732+30.50	4.00	650.60	650.70
CA	732+40.50	4.00	650.54	650.59
CB	732+50.50	4.00	650.46	650.48
CLP6	732+57.00	4.00	650.41	650.41
CC	732+67.00	4.00	650.31	650.31
CD	732+77.00	4.00	650.19	650.18
CE	732+87.00	4.00	650.07	650.07
CF	732+97.00	4.00	649.93	649.93
CG	733+07.00	4.00	649.77	649.79
CH	733+17.00	4.00	649.61	649.62
CJ	733+27.00	4.00	649.42	649.43
CK	733+37.00	4.00	649.23	649.23
CL	733+47.00	4.00	649.02	649.01
CM	733+57.00	4.00	648.80	648.78
CLP7	733+70.00	4.00	648.48	648.48
CN	733+80.00	4.00	648.23	648.23
CP	733+90.00	4.00	647.96	648.03
CQ	734+00.00	4.00	647.68	647.80
CR	734+10.00	4.00	647.38	647.54
CS	734+20.00	4.00	647.07	647.26
CT	734+30.00	4.00	646.74	646.95
CU	734+40.00	4.00	646.41	646.60
CV	734+50.00	4.00	646.05	646.22
CW	734+60.00	4.00	645.69	645.81
CX	734+70.00	4.00	645.31	645.38
CLBRGN	734+80.63	4.00	644.89	644.89
BKNABUT	734+84.38	4.00	644.74	644.74

GIRDER 7				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BKSABUT	724+54.12	12.00	646.99	646.99
CLBRGS	724+57.87	12.00	647.01	647.01
A	724+67.87	12.00	647.06	647.11
B	724+77.87	12.00	647.11	647.21
C	724+87.87	12.00	647.16	647.30
D	724+97.87	12.00	647.21	647.38
E	725+07.87	12.00	647.26	647.45
F	725+17.87	12.00	647.31	647.51
G	725+27.87	12.00	647.36	647.55
H	725+37.87	12.00	647.41	647.58
J	725+47.87	12.00	647.46	647.61
K	725+57.87	12.00	647.51	647.62
L	725+67.87	12.00	647.56	647.64
M	725+77.87	12.00	647.61	647.65
N	725+87.87	12.00	647.66	647.67
CLP1	725+96.50	12.00	647.70	647.70
P	726+06.50	12.00	647.75	647.75
Q	726+16.50	12.00	647.80	647.82
R	726+26.50	12.00	647.85	647.89
S	726+36.50	12.00	647.90	647.97
T	726+46.50	12.00	647.95	648.04
U	726+56.50	12.00	648.00	648.11
V	726+66.50	12.00	648.05	648.17
W	726+76.50	12.00	648.10	648.22
X	726+86.50	12.00	648.15	648.26
Y	726+96.50	12.00	648.20	648.29
Z	727+06.50	12.00	648.25	648.31
AA	727+16.50	12.00	648.30	648.34
AB	727+26.50	12.00	648.35	648.36
CLP2	727+38.00	12.00	648.41	648.41
AC	727+48.00	12.00	648.46	648.47
AD	727+58.00	12.00	648.51	648.54
AE	727+68.00	12.00	648.56	648.62
AF	727+78.00	12.00	648.61	648.70
AG	727+88.00	12.00	648.66	648.77
AH	727+98.00	12.00	648.71	648.84
AJ	728+08.00	12.00	648.76	648.89
AK	728+18.00	12.00	648.81	648.93
AL	728+28.00	12.00	648.86	648.96
AM	728+38.00	12.00	648.91	648.98
AN	728+48.00	12.00	648.96	649.00
AP	728+58.00	12.00	649.01	649.02
CLP3	728+71.00	12.00	649.07	649.07
AQ	728+81.00	12.00	649.12	649.13
AR	728+91.00	12.00	649.17	649.20
AS	729+01.00	12.00	649.22	649.28
AT	729+11.00	12.00	649.27	649.36
AU	729+21.00	12.00	649.32	649.43
AV	729+31.00	12.00	649.37	649.49
AW	729+41.00	12.00	649.42	649.54
AX	729+51.00	12.00	649.47	649.58
AY	729+61.00	12.00	649.52	649.61
AZ	729+71.00	12.00	649.57	649.63

FILE NAME = 0264B80-sht-sc-eed5.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS – SHEET 5
STRUCTURE NO. 098-0115
SHEET NO. 20 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	123
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		

GIRDER 7 (CONT)				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BA	729+81.00	12.00	649.62	649.65
BB	729+91.00	12.00	649.67	649.68
CLP4	729+97.50	12.00	649.71	649.71
BC	730+07.50	12.00	649.76	649.76
BD	730+17.50	12.00	649.81	649.82
BE	730+27.50	12.00	649.86	649.89
BF	730+37.50	12.00	649.91	649.96
BG	730+47.50	12.00	649.96	650.02
BH	730+57.50	12.00	650.01	650.08
BJ	730+67.50	12.00	650.06	650.12
BK	730+77.50	12.00	650.11	650.15
BL	730+87.50	12.00	650.16	650.19
BM	730+97.50	12.00	650.21	650.22
BN	731+07.50	12.00	650.26	650.25
CLP5	731+20.50	12.00	650.32	650.32
BP	731+30.50	12.00	650.37	650.40
BQ	731+40.50	12.00	650.42	650.48
BR	731+50.50	12.00	650.47	650.57
BS	731+60.50	12.00	650.52	650.66
BT	731+70.50	12.00	650.55	650.73
BU	731+80.50	12.00	650.57	650.77
BV	731+90.50	12.00	650.58	650.79
BW	732+00.50	12.00	650.58	650.77
BX	732+10.50	12.00	650.56	650.73
BY	732+20.50	12.00	650.52	650.66
BZ	732+30.50	12.00	650.47	650.57
CA	732+40.50	12.00	650.41	650.47
CB	732+50.50	12.00	650.34	650.36
CLP6	732+57.00	12.00	650.28	650.28
CC	732+67.00	12.00	650.18	650.17
CD	732+77.00	12.00	650.07	650.06
CE	732+87.00	12.00	649.94	649.94
CF	732+97.00	12.00	649.80	649.81
CG	733+07.00	12.00	649.65	649.66
CH	733+17.00	12.00	649.48	649.49
CJ	733+27.00	12.00	649.30	649.31
CK	733+37.00	12.00	649.10	649.10
CL	733+47.00	12.00	648.89	648.88
CM	733+57.00	12.00	648.67	648.66
CLP7	733+70.00	12.00	648.36	648.36
CN	733+80.00	12.00	648.10	648.14
CP	733+90.00	12.00	647.83	647.91
CQ	734+00.00	12.00	647.55	647.67
CR	734+10.00	12.00	647.25	647.41
CS	734+20.00	12.00	646.94	647.13
CT	734+30.00	12.00	646.62	646.82
CU	734+40.00	12.00	646.28	646.48
CV	734+50.00	12.00	645.93	646.10
CW	734+60.00	12.00	645.56	645.69
CX	734+70.00	12.00	645.18	645.25
CLBRGN	734+80.63	12.00	644.76	644.76
BKNABUT	734+84.38	12.00	644.61	644.61

GIRDER 8				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BKSABUT	724+54.12	20.00	646.82	646.82
CLBRGS	724+57.87	20.00	646.84	646.84
A	724+67.87	20.00	646.89	646.94
B	724+77.87	20.00	646.94	647.04
C	724+87.87	20.00	646.99	647.14
D	724+97.87	20.00	647.04	647.22
E	725+07.87	20.00	647.09	647.28
F	725+17.87	20.00	647.14	647.34
G	725+27.87	20.00	647.19	647.39
H	725+37.87	20.00	647.24	647.42
J	725+47.87	20.00	647.29	647.44
K	725+57.87	20.00	647.34	647.46
L	725+67.87	20.00	647.39	647.47
M	725+77.87	20.00	647.44	647.48
N	725+87.87	20.00	647.49	647.51
CLP1	725+96.50	20.00	647.53	647.53
P	726+06.50	20.00	647.58	647.59
Q	726+16.50	20.00	647.63	647.65
R	726+26.50	20.00	647.68	647.72
S	726+36.50	20.00	647.73	647.80
T	726+46.50	20.00	647.78	647.87
U	726+56.50	20.00	647.83	647.94
V	726+66.50	20.00	647.88	648.01
W	726+76.50	20.00	647.93	648.05
X	726+86.50	20.00	647.98	648.09
Y	726+96.50	20.00	648.03	648.12
Z	727+06.50	20.00	648.08	648.15
AA	727+16.50	20.00	648.13	648.17
AB	727+26.50	20.00	648.18	648.20
CLP2	727+38.00	20.00	648.24	648.24
AC	727+48.00	20.00	648.29	648.30
AD	727+58.00	20.00	648.34	648.38
AE	727+68.00	20.00	648.39	648.45
AF	727+78.00	20.00	648.44	648.53
AG	727+88.00	20.00	648.49	648.61
AH	727+98.00	20.00	648.54	648.67
AJ	728+08.00	20.00	648.59	648.72
AK	728+18.00	20.00	648.64	648.76
AL	728+28.00	20.00	648.69	648.79
AM	728+38.00	20.00	648.74	648.81
AN	728+48.00	20.00	648.79	648.83
AP	728+58.00	20.00	648.84	648.86
CLP3	728+71.00	20.00	648.91	648.91
AQ	728+81.00	20.00	648.96	648.97
AR	728+91.00	20.00	649.01	649.04
AS	729+01.00	20.00	649.06	649.11
AT	729+11.00	20.00	649.11	649.19
AU	729+21.00	20.00	649.16	649.27
AV	729+31.00	20.00	649.21	649.33
AW	729+41.00	20.00	649.26	649.38
AX	729+51.00	20.00	649.31	649.42
AY	729+61.00	20.00	649.36	649.45
AZ	729+71.00	20.00	649.41	649.47

GIRDER 8 (CONT)				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BA	729+81.00	20.00	649.46	649.49
BB	729+91.00	20.00	649.51	649.52
CLP4	729+97.50	20.00	649.54	649.54
BC	730+07.50	20.00	649.59	649.59
BD	730+17.50	20.00	649.64	649.66
BE	730+27.50	20.00	649.69	649.72
BF	730+37.50	20.00	649.74	649.79
BG	730+47.50	20.00	649.79	649.86
BH	730+57.50	20.00	649.84	649.91
BJ	730+67.50	20.00	649.89	649.95
BK	730+77.50	20.00	649.94	649.99
BL	730+87.50	20.00	649.99	650.02
BM	730+97.50	20.00	650.04	650.05
BN	731+07.50	20.00	650.09	650.09
CLP5	731+20.50	20.00	650.15	650.15
BP	731+30.50	20.00	650.20	650.23
BQ	731+40.50	20.00	650.25	650.31
BR	731+50.50	20.00	650.30	650.40
BS	731+60.50	20.00	650.35	650.49
BT	731+70.50	20.00	650.39	650.56
BU	731+80.50	20.00	650.41	650.60
BV	731+90.50	20.00	650.42	650.62
BW	732+00.50	20.00	650.41	650.61
BX	732+10.50	20.00	650.39	650.56
BY	732+20.50	20.00	650.36	650.50
BZ	732+30.50	20.00	650.31	650.41
CA	732+40.50	20.00	650.25	650.30
CB	732+50.50	20.00	650.17	650.19
CLP6	732+57.00	20.00	650.11	650.11
CC	732+67.00	20.00	650.02	650.00
CD	732+77.00	20.00	649.90	649.89
CE	732+87.00	20.00	649.78	649.77
CF	732+97.00	20.00	649.64	649.64
CG	733+07.00	20.00	649.48	649.49
CH	733+17.00	20.00	649.31	649.33
CJ	733+27.00	20.00	649.13	649.14
CK	733+37.00	20.00	648.94	648.94
CL	733+47.00	20.00	648.73	648.72
CM	733+57.00	20.00	648.50	648.49
CLP7	733+70.00	20.00	648.19	648.19
CN	733+80.00	20.00	647.94	647.97
CP	733+90.00	20.00	647.67	647.74
CQ	734+00.00	20.00	647.39	647.50
CR	734+10.00	20.00	647.09	647.25
CS	734+20.00	20.00	646.78	646.97
CT	734+30.00	20.00	646.45	646.65
CU	734+40.00	20.00	646.11	646.31
CV	734+50.00	20.00	645.76	645.93
CW	734+60.00	20.00	645.39	645.52
CX	734+70.00	20.00	645.01	645.09
CLBRGN	734+80.63	20.00	644.60	644.60
BKNABUT	734+84.38	20.00	644.44	644.44

FILE NAME = D264B80-sht-sc-eed6.dgn

USER NAME = dwozniarski | PLOT SCALE = 10.0000 ' / IN. | PLOT DATE = 7/18/2011

DESIGNED - ACB | CHECKED - JMB | DRAWN - RLK | CHECKED - ACB

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS – SHEET 6
STRUCTURE NO. 098–0115
SHEET NO. 21 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	124
		CONTRACT NO. 64B80		
		ILLINOIS	FED. AID PROJECT	

GIRDER 9

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BKSABUT	724+54.12	28.00	646.65	646.65
CLBRGS	724+57.87	28.00	646.67	646.67
A	724+67.87	28.00	646.72	646.78
B	724+77.87	28.00	646.77	646.88
C	724+87.87	28.00	646.82	646.97
D	724+97.87	28.00	646.87	647.05
E	725+07.87	28.00	646.92	647.12
F	725+17.87	28.00	646.97	647.17
G	725+27.87	28.00	647.02	647.22
H	725+37.87	28.00	647.07	647.25
J	725+47.87	28.00	647.12	647.27
K	725+57.87	28.00	647.17	647.29
L	725+67.87	28.00	647.22	647.30
M	725+77.87	28.00	647.27	647.32
N	725+87.87	28.00	647.32	647.34
CLP1	725+96.50	28.00	647.37	647.37
P	726+06.50	28.00	647.42	647.42
Q	726+16.50	28.00	647.47	647.48
R	726+26.50	28.00	647.52	647.56
S	726+36.50	28.00	647.57	647.63
T	726+46.50	28.00	647.62	647.71
U	726+56.50	28.00	647.67	647.78
V	726+66.50	28.00	647.72	647.84
W	726+76.50	28.00	647.77	647.89
X	726+86.50	28.00	647.82	647.93
Y	726+96.50	28.00	647.87	647.96
Z	727+06.50	28.00	647.92	647.98
AA	727+16.50	28.00	647.97	648.00
AB	727+26.50	28.00	648.02	648.03
CLP2	727+38.00	28.00	648.07	648.07
AC	727+48.00	28.00	648.12	648.14
AD	727+58.00	28.00	648.17	648.21
AE	727+68.00	28.00	648.22	648.29
AF	727+78.00	28.00	648.27	648.37
AG	727+88.00	28.00	648.32	648.44
AH	727+98.00	28.00	648.37	648.50
AJ	728+08.00	28.00	648.42	648.56
AK	728+18.00	28.00	648.47	648.60
AL	728+28.00	28.00	648.52	648.62
AM	728+38.00	28.00	648.57	648.65
AN	728+48.00	28.00	648.62	648.67
AP	728+58.00	28.00	648.67	648.69
CLP3	728+71.00	28.00	648.74	648.74
AQ	728+81.00	28.00	648.79	648.80
AR	728+91.00	28.00	648.84	648.87
AS	729+01.00	28.00	648.89	648.95
AT	729+11.00	28.00	648.94	649.03
AU	729+21.00	28.00	648.99	649.10
AV	729+31.00	28.00	649.04	649.16
AW	729+41.00	28.00	649.09	649.21
AX	729+51.00	28.00	649.14	649.25
AY	729+61.00	28.00	649.19	649.28
AZ	729+71.00	28.00	649.24	649.30

GIRDER 9 (CONT)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BA	729+81.00	28.00	649.29	649.32
BB	729+91.00	28.00	649.34	649.35
CLP4	729+97.50	28.00	649.37	649.37
BC	730+07.50	28.00	649.42	649.43
BD	730+17.50	28.00	649.47	649.49
BE	730+27.50	28.00	649.52	649.56
BF	730+37.50	28.00	649.57	649.63
BG	730+47.50	28.00	649.62	649.69
BH	730+57.50	28.00	649.67	649.74
BJ	730+67.50	28.00	649.72	649.79
BK	730+77.50	28.00	649.77	649.82
BL	730+87.50	28.00	649.82	649.85
BM	730+97.50	28.00	649.87	649.88
BN	731+07.50	28.00	649.92	649.92
CLP5	731+20.50	28.00	649.99	649.99
BP	731+30.50	28.00	650.04	650.06
BQ	731+40.50	28.00	650.09	650.15
BR	731+50.50	28.00	650.14	650.24
BS	731+60.50	28.00	650.18	650.33
BT	731+70.50	28.00	650.22	650.39
BU	731+80.50	28.00	650.24	650.44
BV	731+90.50	28.00	650.25	650.45
BW	732+00.50	28.00	650.24	650.44
BX	732+10.50	28.00	650.22	650.40
BY	732+20.50	28.00	650.19	650.33
BZ	732+30.50	28.00	650.14	650.24
CA	732+40.50	28.00	650.08	650.14
CB	732+50.50	28.00	650.00	650.02
CLP6	732+57.00	28.00	649.95	649.95
CC	732+67.00	28.00	649.85	649.84
CD	732+77.00	28.00	649.74	649.73
CE	732+87.00	28.00	649.61	649.61
CF	732+97.00	28.00	649.47	649.48
CG	733+07.00	28.00	649.32	649.33
CH	733+17.00	28.00	649.15	649.16
CJ	733+27.00	28.00	648.97	648.97
CK	733+37.00	28.00	648.77	648.77
CL	733+47.00	28.00	648.56	648.55
CM	733+57.00	28.00	648.34	648.32
CLP7	733+70.00	28.00	648.03	648.03
CN	733+80.00	28.00	647.77	647.80
CP	733+90.00	28.00	647.50	647.58
CQ	734+00.00	28.00	647.22	647.34
CR	734+10.00	28.00	646.92	647.08
CS	734+20.00	28.00	646.61	646.80
CT	734+30.00	28.00	646.29	646.49
CU	734+40.00	28.00	645.95	646.14
CV	734+50.00	28.00	645.59	645.77
CW	734+60.00	28.00	645.23	645.36
CX	734+70.00	28.00	644.85	644.92
CLBRGN	734+80.63	28.00	644.43	644.43
BKNABUT	734+84.38	28.00	644.28	644.28

GIRDER 10

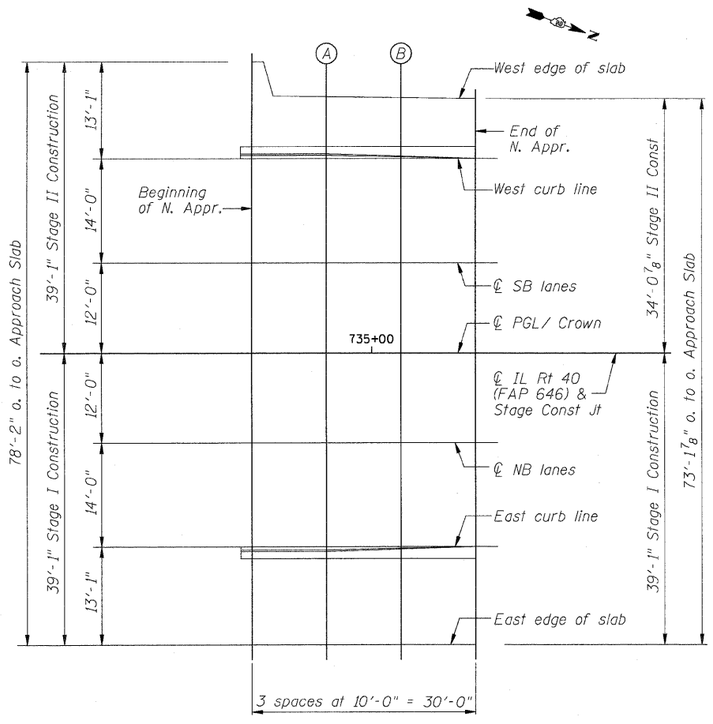
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BKSABUT	724+54.12	36.00	646.49	646.49
CLBRGS	724+57.87	36.00	646.51	646.51
A	724+67.87	36.00	646.56	646.61
B	724+77.87	36.00	646.61	646.71
C	724+87.87	36.00	646.66	646.80
D	724+97.87	36.00	646.71	646.88
E	725+07.87	36.00	646.76	646.95
F	725+17.87	36.00	646.81	647.01
G	725+27.87	36.00	646.86	647.05
H	725+37.87	36.00	646.91	647.08
J	725+47.87	36.00	646.96	647.11
K	725+57.87	36.00	647.01	647.12
L	725+67.87	36.00	647.06	647.14
M	725+77.87	36.00	647.11	647.15
N	725+87.87	36.00	647.16	647.17
CLP1	725+96.50	36.00	647.20	647.20
P	726+06.50	36.00	647.25	647.25
Q	726+16.50	36.00	647.30	647.32
R	726+26.50	36.00	647.35	647.39
S	726+36.50	36.00	647.40	647.47
T	726+46.50	36.00	647.45	647.54
U	726+56.50	36.00	647.50	647.61
V	726+66.50	36.00	647.55	647.67
W	726+76.50	36.00	647.60	647.72
X	726+86.50	36.00	647.65	647.76
Y	726+96.50	36.00	647.70	647.79
Z	727+06.50	36.00	647.75	647.81
AA	727+16.50	36.00	647.80	647.84
AB	727+26.50	36.00	647.85	647.86
CLP2	727+38.00	36.00	647.91	647.91
AC	727+48.00	36.00	647.96	647.97
AD	727+58.00	36.00	648.01	648.04
AE	727+68.00	36.00	648.06	648.12
AF	727+78.00	36.00	648.11	648.20
AG	727+88.00	36.00	648.16	648.27
AH	727+98.00	36.00	648.21	648.34
AJ	728+08.00	36.00	648.26	648.39
AK	728+18.00	36.00	648.31	648.43
AL	728+28.00	36.00	648.36	648.46
AM	728+38.00	36.00	648.41	648.48
AN	728+48.00	36.00	648.46	648.50
AP	728+58.00	36.00	648.51	648.52
CLP3	728+71.00	36.00	648.57	648.57
AQ	728+81.00	36.00	648.62	648.63
AR	728+91.00	36.00	648.67	648.70
AS	729+01.00	36.00	648.72	648.78
AT	729+11.00	36.00	648.77	648.86
AU	729+21.00	36.00	648.82	648.93
AV	729+31.00	36.00	648.87	648.99
AW	729+41.00	36.00	648.92	649.04
AX	729+51.00	36.00	648.97	649.08
AY	729+61.00	36.00	649.02	649.11
AZ	729+71.00	36.00	649.07	649.13

GIRDER 10 (CONT)				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BA	729+81.00	36.00	649.12	649.15
BB	729+91.00	36.00	649.17	649.18
CLP4	729+97.50	36.00	649.21	649.21
BC	730+07.50	36.00	649.26	649.26
BD	730+17.50	36.00	649.31	649.32
BE	730+27.50	36.00	649.36	649.39
BF	730+37.50	36.00	649.41	649.46
BG	730+47.50	36.00	649.46	649.52
BH	730+57.50	36.00	649.51	649.58
BJ	730+67.50	36.00	649.56	649.62
BK	730+77.50	36.00	649.61	649.65
BL	730+87.50	36.00	649.66	649.69
BM	730+97.50	36.00	649.71	649.72
BN	731+07.50	36.00	649.76	649.75
CLP5	731+20.50	36.00	649.82	649.82
BP	731+30.50	36.00	649.87	649.90
BQ	731+40.50	36.00	649.92	649.98
BR	731+50.50	36.00	649.97	650.07
BS	731+60.50	36.00	650.02	650.16
BT	731+70.50	36.00	650.05	650.23
BU	731+80.50	36.00	650.07	650.27
BV	731+90.50	36.00	650.08	650.29
BW	732+00.50	36.00	650.08	650.27
BX	732+10.50	36.00	650.06	650.23
BY	732+20.50	36.00	650.02	650.16
BZ	732+30.50	36.00	649.97	650.07
CA	732+40.50	36.00	649.91	649.97
CB	732+50.50	36.00	649.84	649.86
CLP6	732+57.00	36.00	649.78	649.78
CC	732+67.00	36.00	649.68	649.67
CD	732+77.00	36.00	649.57	649.56
CE	732+87.00	36.00	649.44	649.44
CF	732+97.00	36.00	649.30	649.31
CG	733+07.00	36.00	649.15	649.16
CH	733+17.00	36.00	648.98	648.99
CJ	733+27.00	36.00	648.80	648.81
CK	733+37.00	36.00	648.60	648.60
CL	733+47.00	36.00	648.39	648.38
CM	733+57.00	36.00	648.17	648.16
CLP7	733+70.00	36.00	647.86	647.86
CN	733+80.00	36.00	647.60	647.64
CP	733+90.00	36.00	647.33	647.41
CQ	734+00.00	36.00	647.05	647.17
CR	734+10.00	36.00	646.75	646.91
CS	734+20.00	36.00	646.44	646.63
CT	734+30.00	36.00	646.12	646.32
CU	734+40.00	36.00	645.78	645.98
CV	734+50.00	36.00	645.43	645.60
CW	734+60.00	36.00	645.06	645.19
CX	734+70.00	36.00	644.68	644.75
CLBRGN	734+80.63	36.00	644.26	644.26
BKNABUT	734+84.38	36.00	644.11	644.11

WEST EDGE OF SLAB			
Location	Station	Offset	Theoretical Grade Elevations
Beginning of North Appr. Pvmt.	734+83.88	-39.08	644.07
A	734+93.88	-34.34	643.75
B	735+03.88	-34.21	643.79
End of North Appr. Pavement	735+13.88	-34.07	643.81

WEST CURB LINE			
Location	Station	Offset	Theoretical Grade Elevations
Beginning of North Appr. Pvmt.	734+83.88	-26.00	644.34
A	734+93.88	-26.00	643.93
B	735+03.88	-26.00	643.50
End of North Appr. Pavement	735+13.88	-26.00	643.06

CL SOUTHBOUND LANES			
Location	Station	Offset	Theoretical Grade Elevations
Beginning of North Appr. Pvmt.	734+83.88	-12.00	644.63
A	734+93.88	-12.00	644.22
B	735+03.88	-12.00	643.79
End of North Appr. Pavement	735+13.88	-12.00	643.35



PLAN

CL PROFILE GRADE LINE/CROWN			
Location	Station	Offset	Theoretical Grade Elevations
Beginning of North Appr. Pvmt.	734+83.88	0.00	644.82
A	734+93.88	0.00	644.40
B	735+03.88	0.00	643.98
End of North Appr. Pavement	735+13.88	0.00	643.54

CL NORTHBOUND LANES			
Location	Station	Offset	Theoretical Grade Elevations
Beginning of North Appr. Pvmt.	734+83.88	12.00	644.63
A	734+93.88	12.00	644.22
B	735+03.88	12.00	643.79
End of North Appr. Pavement	735+13.88	12.00	643.35

EAST CURB LINE			
Location	Station	Offset	Theoretical Grade Elevations
Beginning of North Appr. Pvmt.	734+83.88	26.00	644.34
A	734+93.88	26.00	643.93
B	735+03.88	26.00	643.50
End of North Appr. Pavement	735+13.88	26.00	643.06

EAST EDGE OF SLAB			
Location	Station	Offset	Theoretical Grade Elevations
Beginning of North Appr. Pvmt.	734+83.88	39.08	644.07
A	734+93.88	39.08	643.65
B	735+03.88	39.08	643.74
End of North Appr. Pavement	735+13.88	39.08	643.81

FILE NAME = D264880-sht-napprelev.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

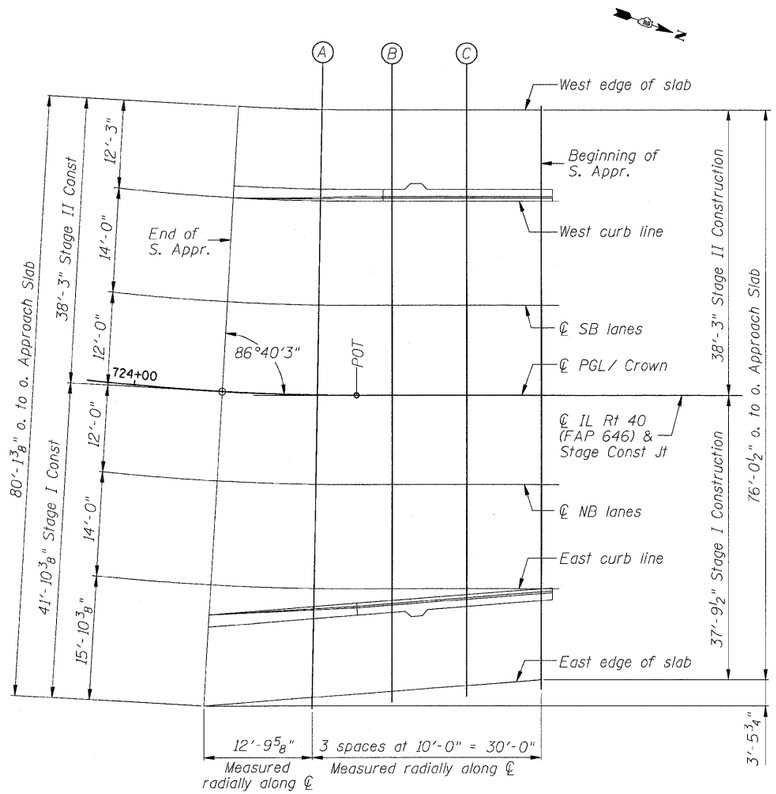
TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 098-0115
SHEET NO. 24 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	127
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

WEST EDGE OF SLAB			
Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	724+11.82	-38.25	647.23
A	724+24.62	-38.25	646.71
B	724+34.62	-38.25	646.34
C	724+44.62	-38.25	646.39
Beginning of South Appr. Pvmt	724+54.62	-38.25	646.44

WEST CURB LINE			
Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	724+11.82	-26.00	646.48
A	724+24.62	-26.00	646.55
B	724+34.62	-26.00	646.60
C	724+44.62	-26.00	646.65
Beginning of South Appr. Pvmt	724+54.62	-26.00	646.70

CL SOUTHBOUND LANES			
Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	724+11.82	-12.00	646.78
A	724+24.62	-12.00	646.84
B	724+34.62	-12.00	646.89
C	724+44.62	-12.00	646.94
Beginning of South Appr. Pvmt	724+54.62	-12.00	646.99



PLAN

CL PROFILE GRADE LINE/CROWN			
Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	724+11.82	0.00	646.96
A	724+24.62	0.00	647.03
B	724+34.62	0.00	647.08
C	724+44.62	0.00	647.13
Beginning of South Appr. Pvmt	724+54.62	0.00	647.18

CL NORTHBOUND LANES			
Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	724+11.82	12.00	646.78
A	724+24.62	12.00	646.84
B	724+34.62	12.00	646.89
C	724+44.62	12.00	646.94
Beginning of South Appr. Pvmt	724+54.62	12.00	646.99

EAST CURB LINE			
Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	724+11.82	26.00	646.48
A	724+24.62	26.00	646.55
B	724+34.62	26.00	646.60
C	724+44.62	26.00	646.65
Beginning of South Appr. Pvmt	724+54.62	26.00	646.70

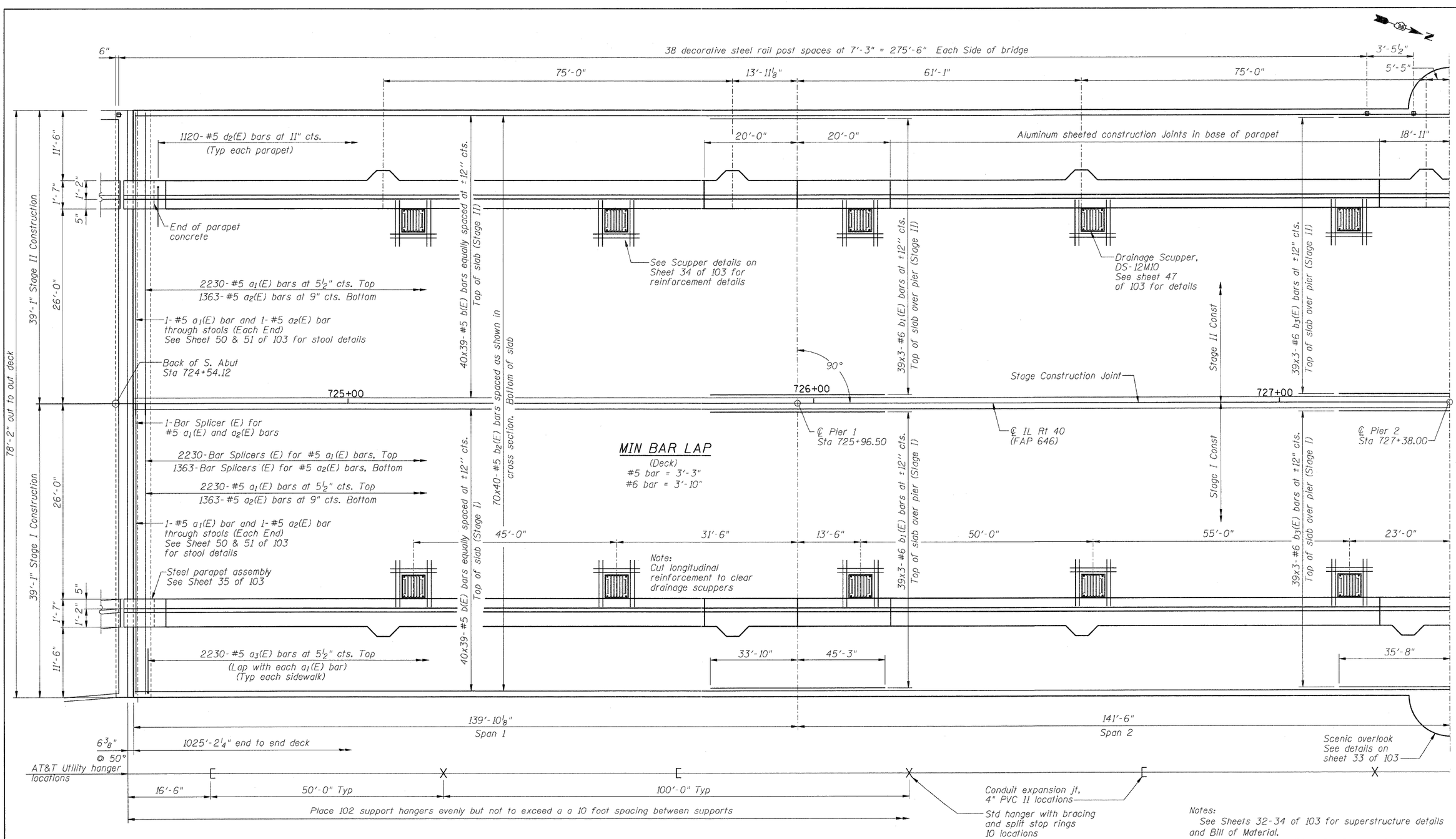
EAST EDGE OF SLAB			
Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	724+11.82	41.86	647.29
A	724+24.62	40.20	646.59
B	724+34.62	39.33	646.32
C	724+44.62	38.56	646.39
Beginning of South Appr. Pvmt	724+54.62	37.83	646.45

FILE NAME = D264B80-sht-sapprelev.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 098-0115
SHEET NO. 25 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	128
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



PLAN - SPANS 1 & 2

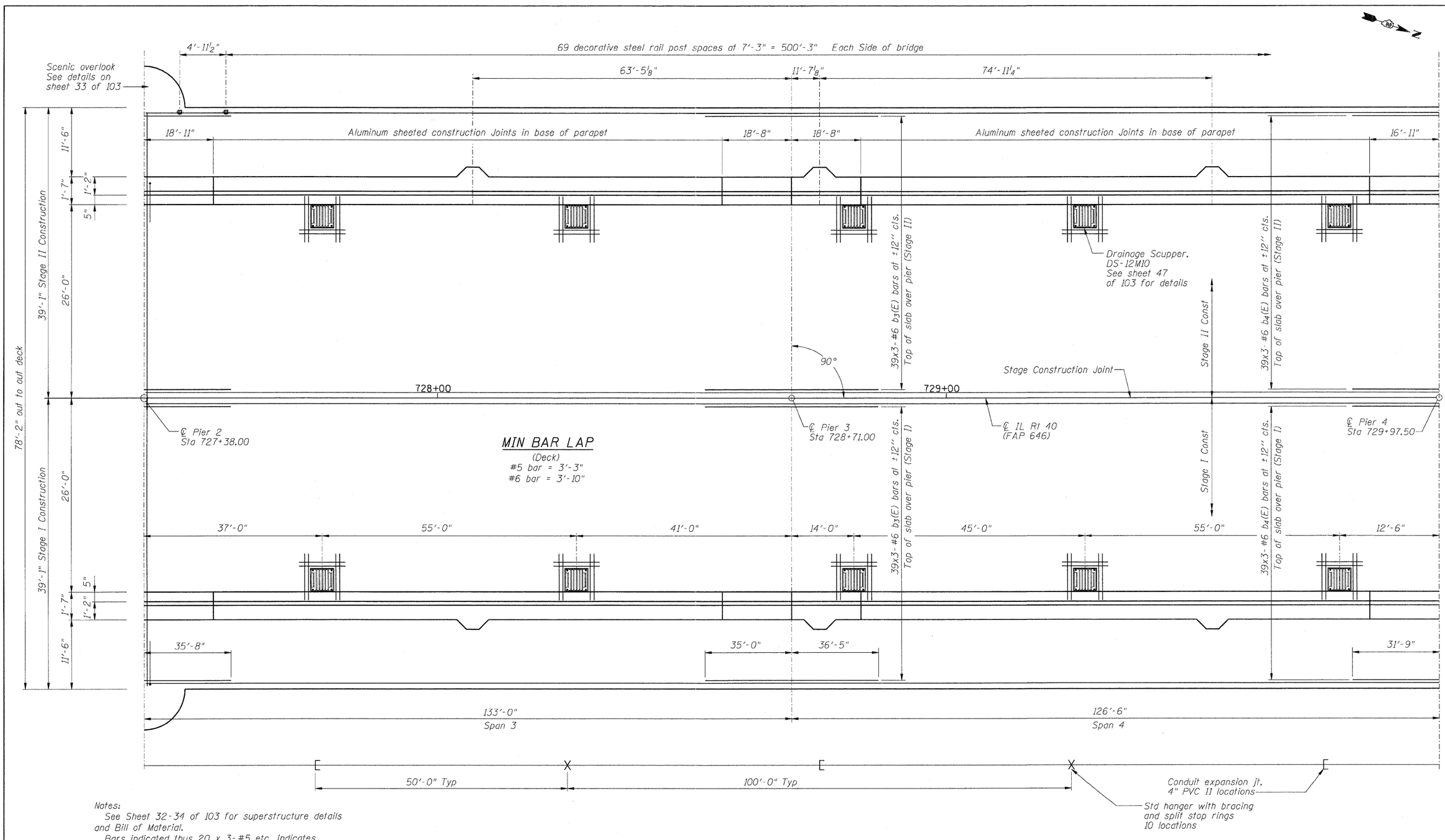
Notes:
See Sheets 32-34 of 103 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheets 30 & 31 of 103 for parapet reinforcement.
See Sheet 82 of 103 for Bar Splicer details.
See Electrical Plans for 2-Conduit hanger spacing.
Utility hangers and bracing locations shall be paid for and coordinated with utility company.

FILE NAME = D264880-sht-deckplnl.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN – SPANS 1 & 2
STRUCTURE NO. 098-0115
SHEET NO. 26 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	129
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



PLAN - SPANS 3 & 4

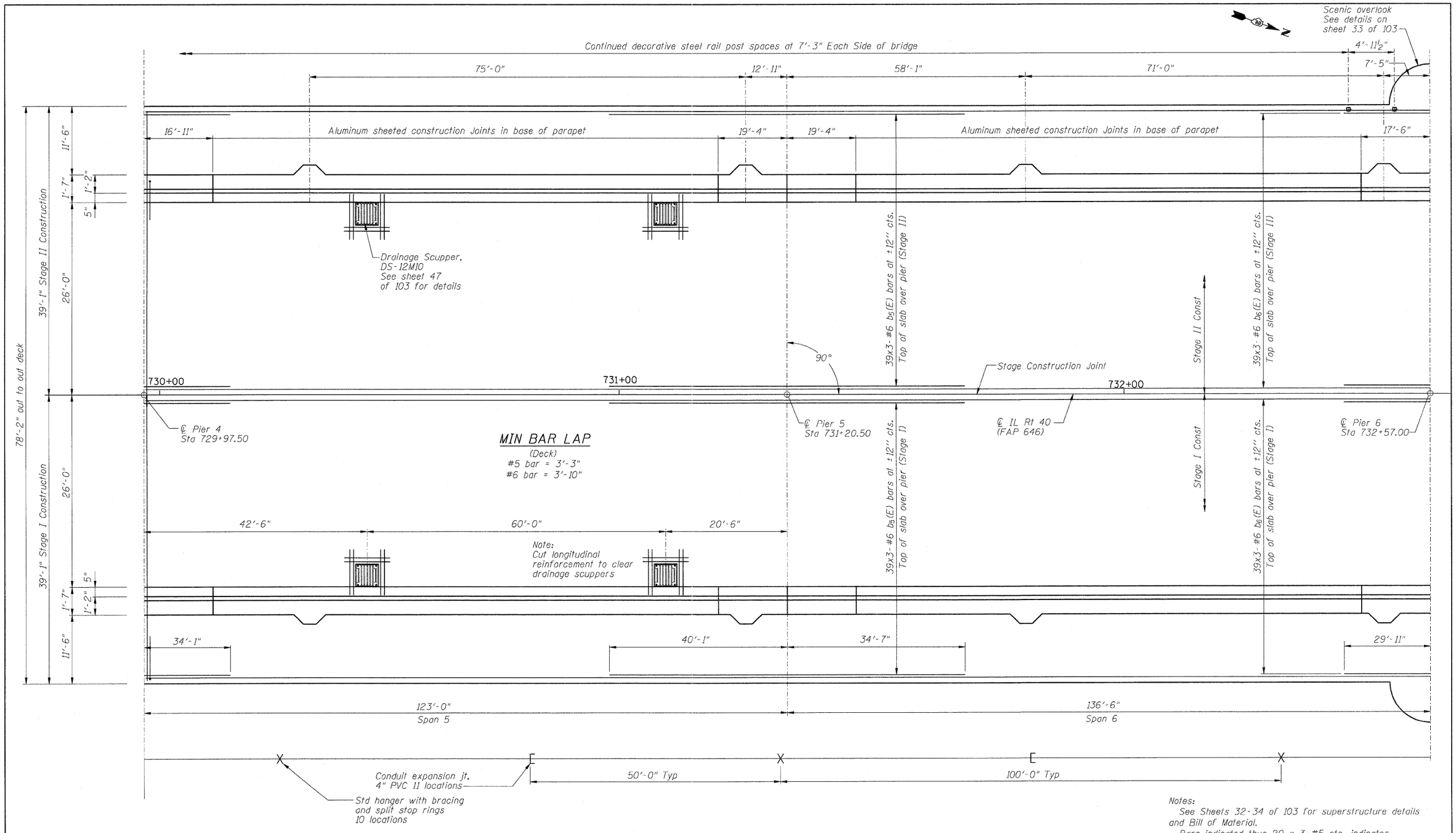
Notes:
See Sheet 32-34 of 103 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheets 30 & 31 of 103 for parapet reinforcement.
See Sheet 82 of 103 for Bar Splicer details.
See Electrical Plans for 2-Conduit hanger spacing.
Utility hangers and bracing locations shall be paid for and coordinated with utility company.

FILE NAME = 0264B80-sht-deckpln2.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN – SPANS 3 & 4
STRUCTURE NO. 098-0115
SHEET NO. 27 OF 103 SHEETS

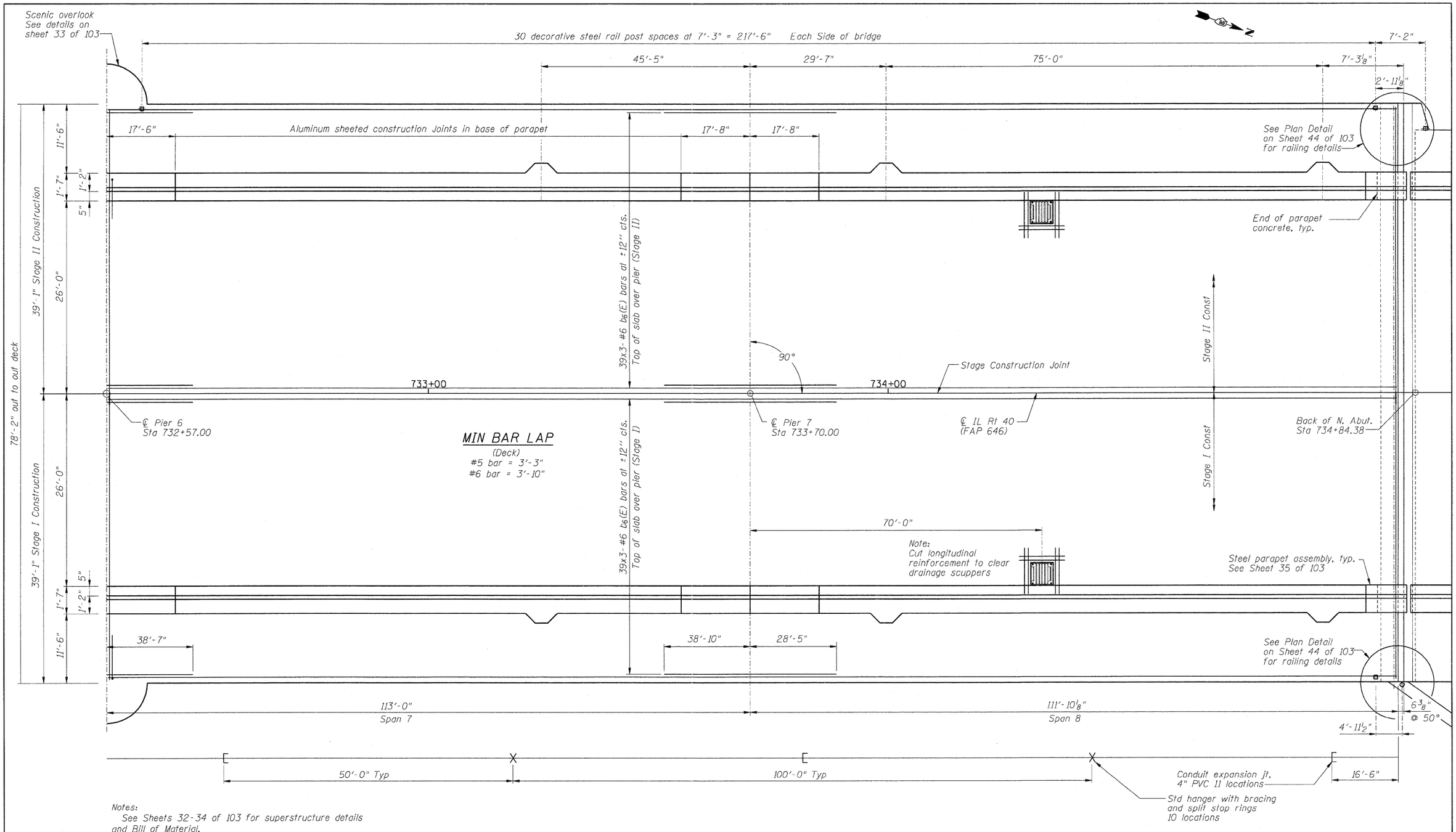
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	130
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



PLAN - SPANS 5 & 6

Notes:
See Sheets 32-34 of 103 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.
See Sheet 30 & 31 of 103 for parapet reinforcement.
See Sheet 82 of 103 for Bar Splicer details.
See Electrical Plans for 2-Conduit hanger spacing.
Utility hangers and bracing locations shall be paid for and coordinated with utility company.

FILE NAME = D264B80-sht-deckpln3.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN – SPANS 5 & 6 STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	131
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 28 OF 103 SHEETS			ILLINOIS	FED. AID PROJECT	



Notes:
See Sheets 32-34 of 103 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.
See Sheets 30 & 31 of 103 for parapet reinforcement.
See Sheet 82 of 103 for Bar Splicer details.
See Electrical Plans for 2-Conduit hanger spacing.
Utility hangers and bracing locations shall be paid for and coordinated with utility company.

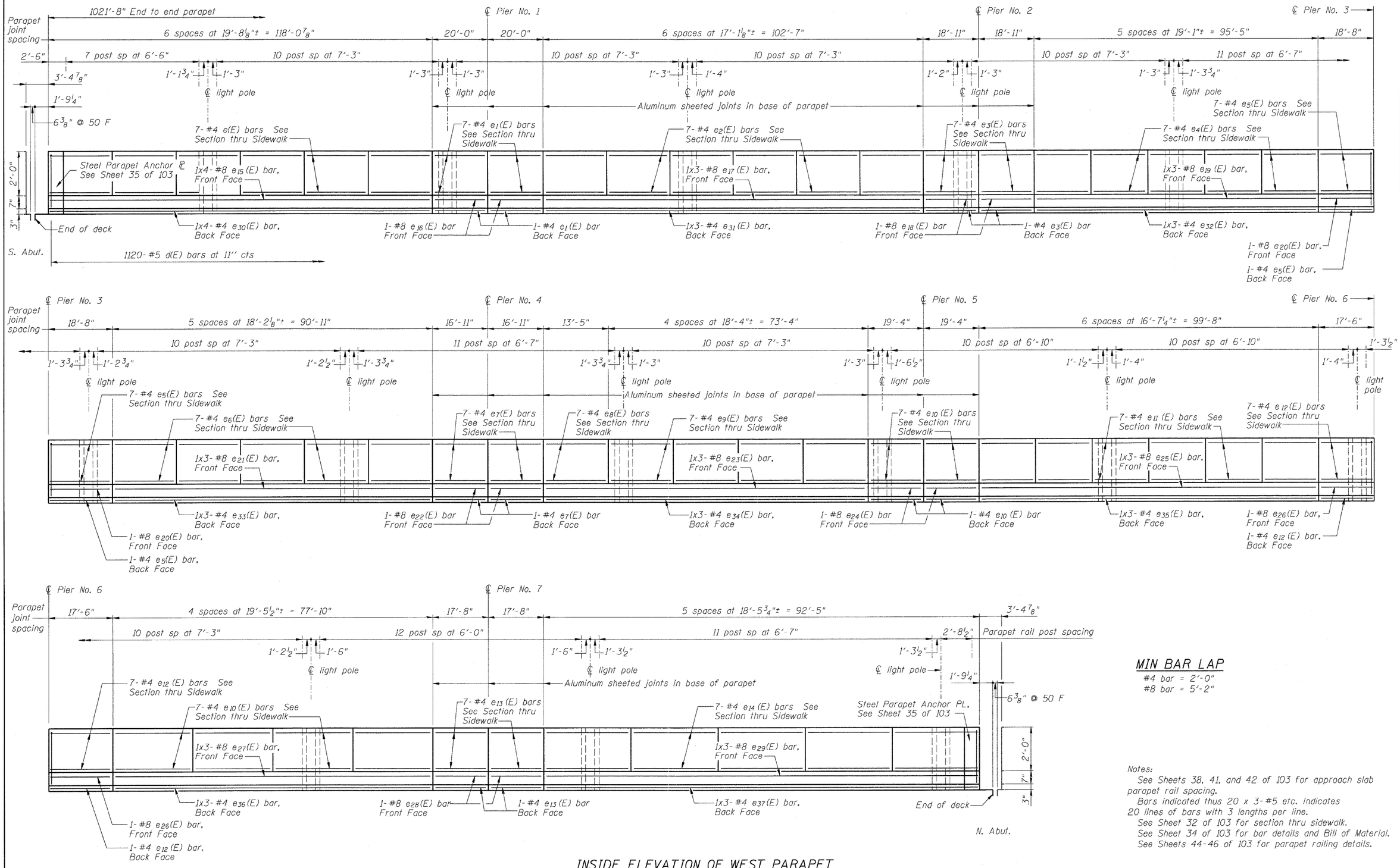
PLAN - SPANS 7 & 8

FILE NAME = D264B80 sht deckpln4.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN – SPANS 7 & 8
STRUCTURE NO. 098-0115
SHEET NO. 20F 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	132
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF WEST PARAPET

MIN BAR LAP

#4 bar = 2'-0"
#8 bar = 5'-2"

Notes:

See Sheets 38, 41, and 42 of 103 for approach slab parapet rail spacing.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

See Sheet 32 of 103 for section thru sidewalk.

See Sheet 34 of 103 for bar details and Bill of Material.

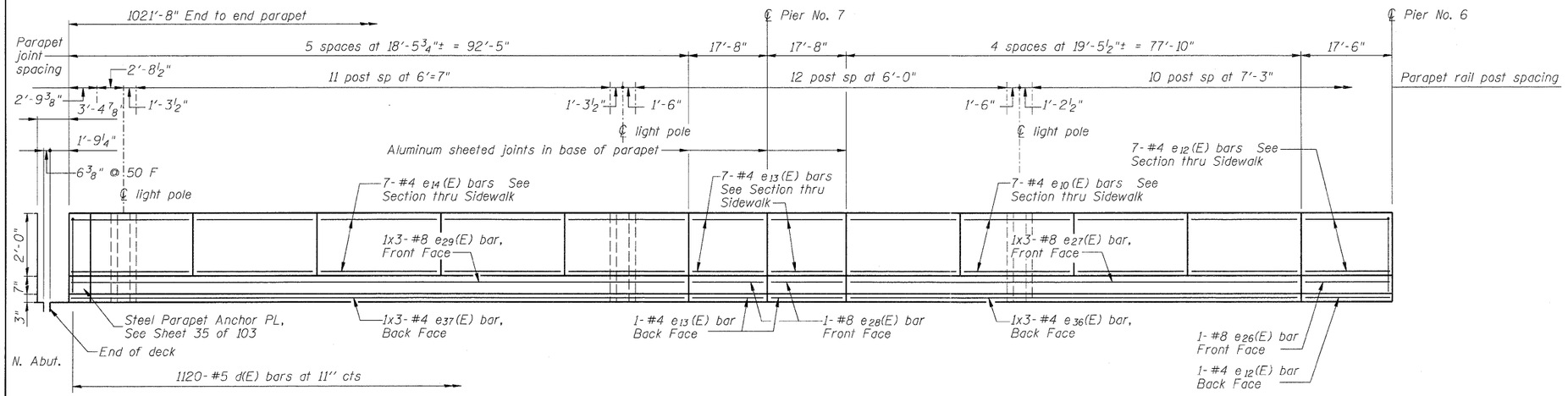
See Sheets 44-46 of 103 for parapet railing details.

FILE NAME = 0264B8Ø-sht-supdetails1.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS (SHEET 1 OF 5)
STRUCTURE NO. 098-0115
SHEET NO. 30 OF 103 SHEETS

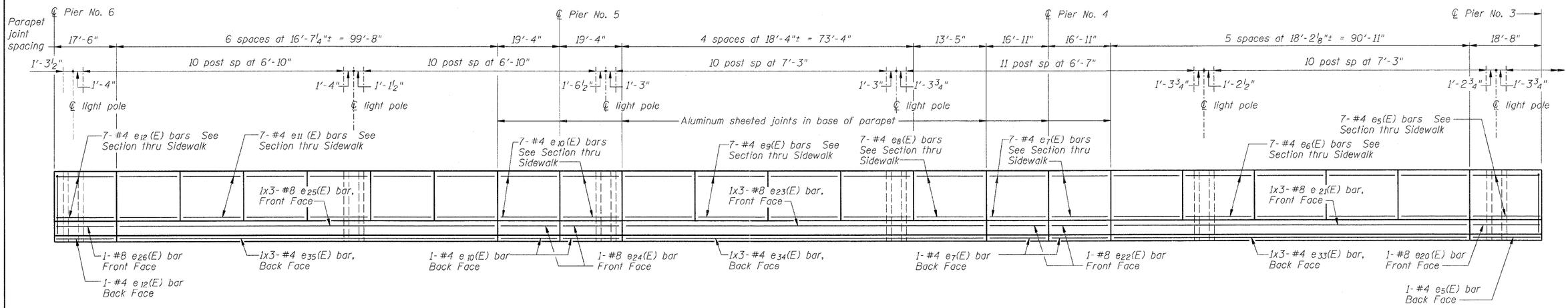
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	133
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

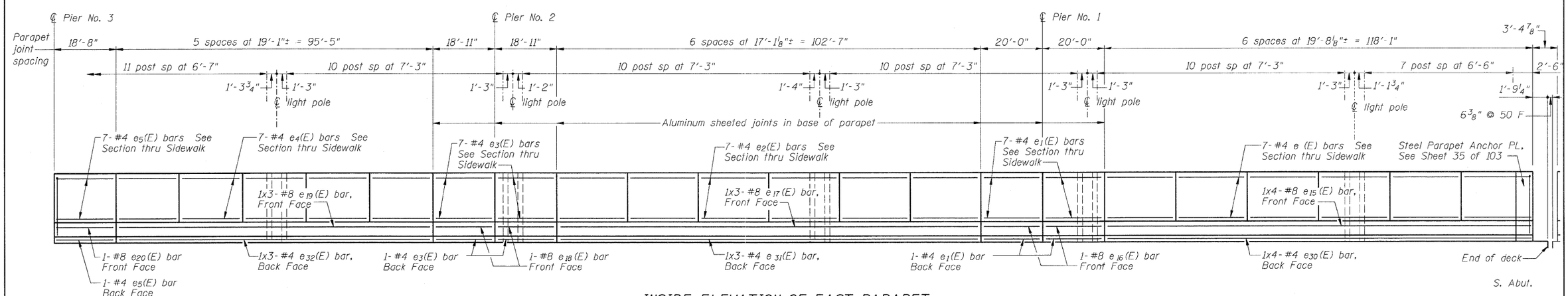


MIN BAR LAP

#4 bar = 2'-0"
#8 bar = 5'-2"

Notes:
See Sheets 38, 41, and 42 of 103 for approach slab parapet rail spacing.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 32 of 103 for section thru sidewalk.
See Sheet 34 of 103 for bar details and Bill of Material.
See Sheets 44-46 of 103 for parapet railing details.





INSIDE ELEVATION OF EAST PARAPET

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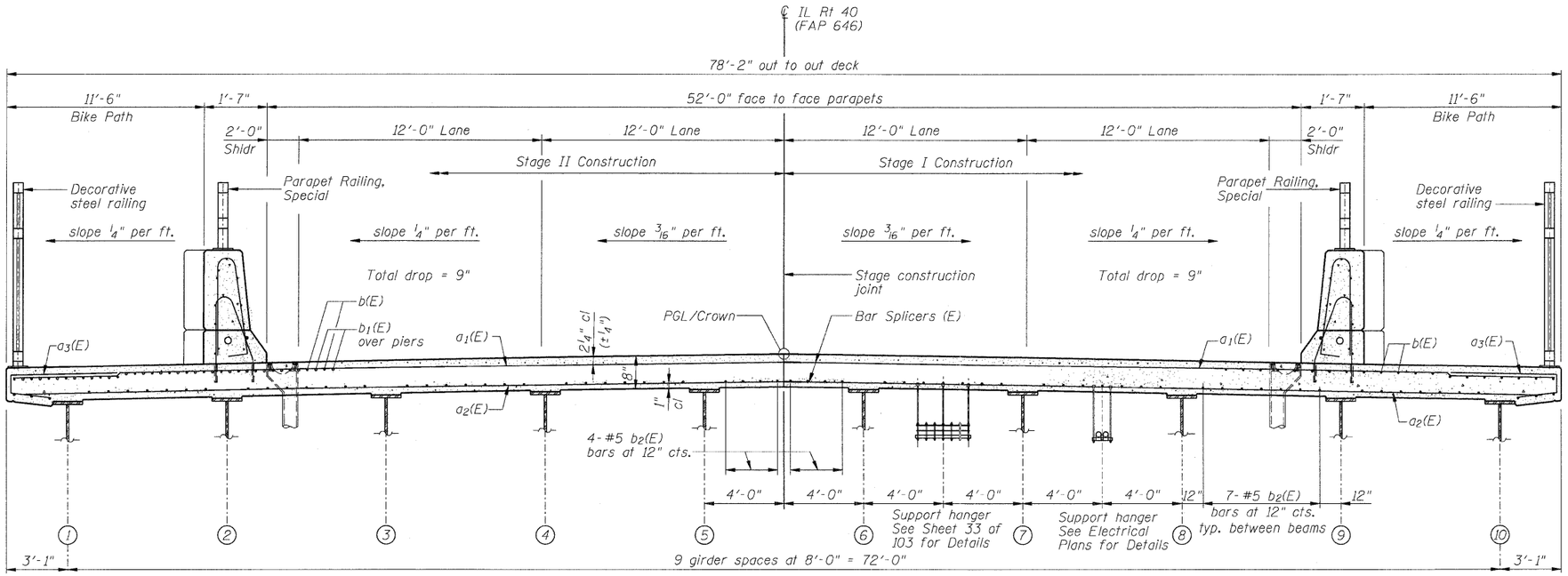
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS (SHEET 2 OF 5)
STRUCTURE NO. 098-0115
SHEET NO. 31 OF 103 SHEETS

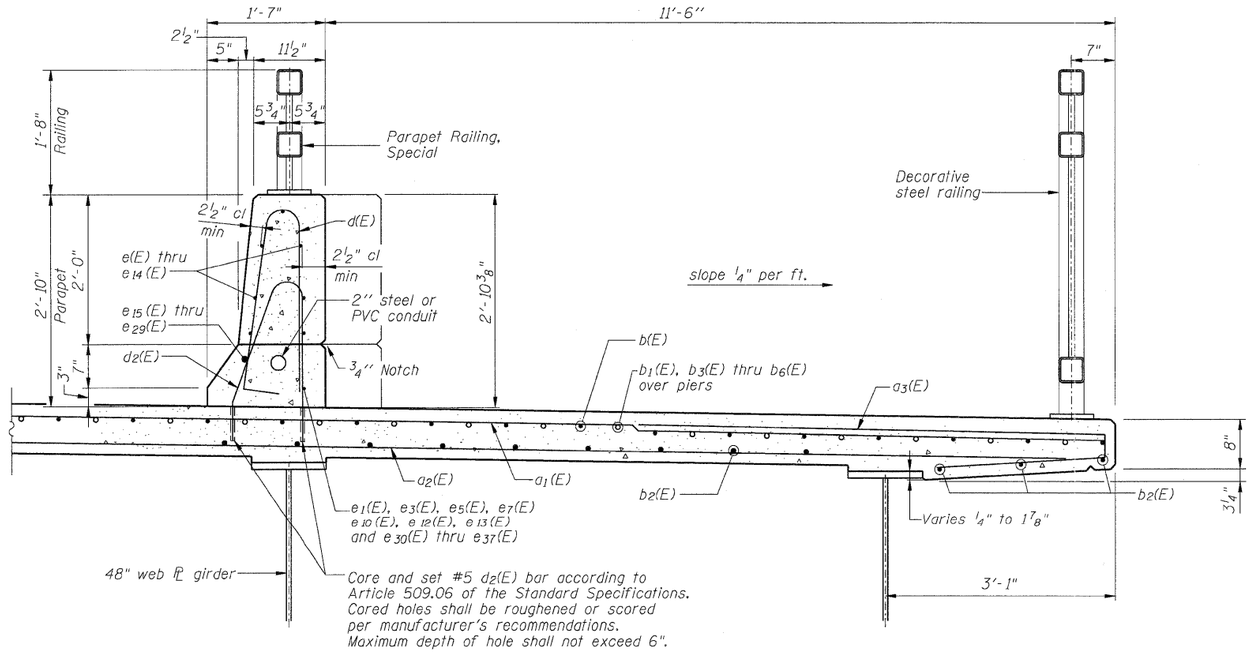
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	134
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



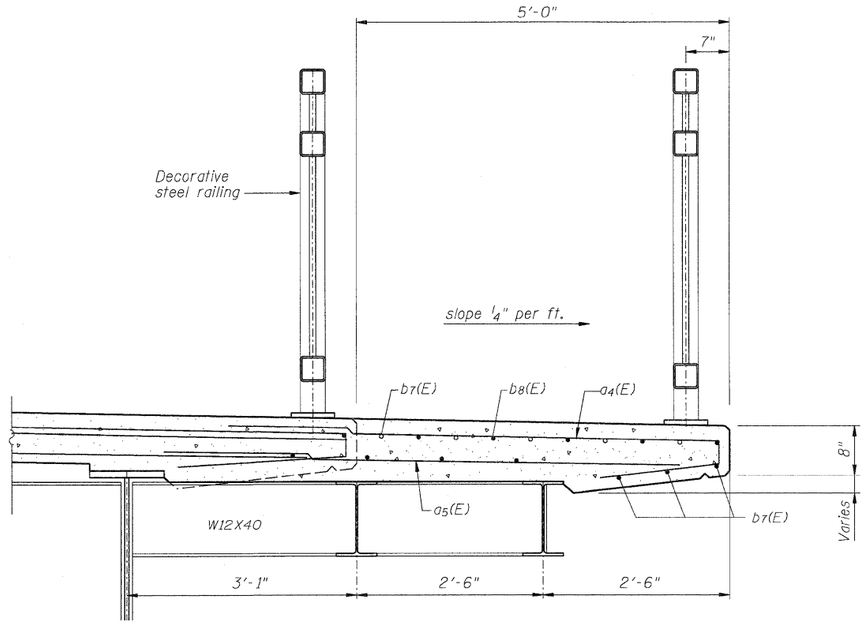
NEAR PIER

CROSS SECTION
(Looking Up Station)

NEAR MIDSPAN



SECTION THRU SIDEWALK



SECTION THRU SCENIC OVERLOOK

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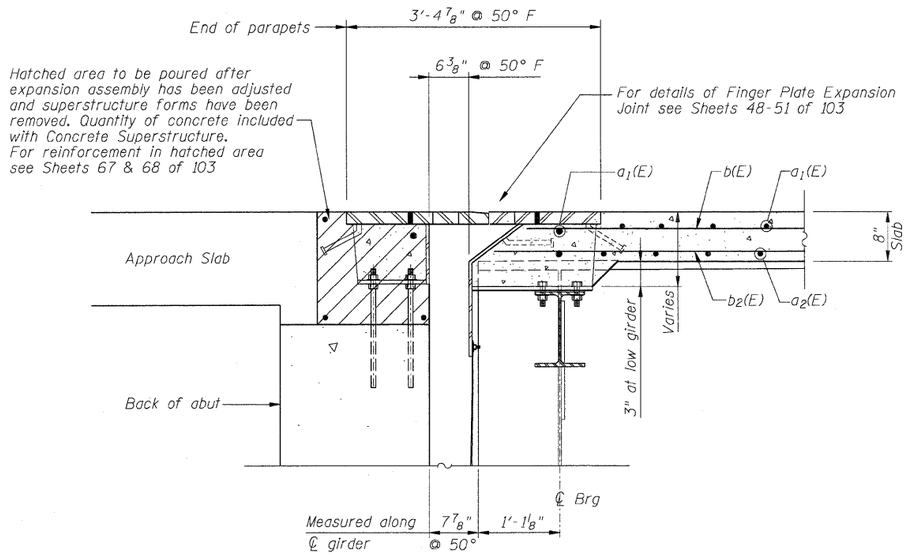
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

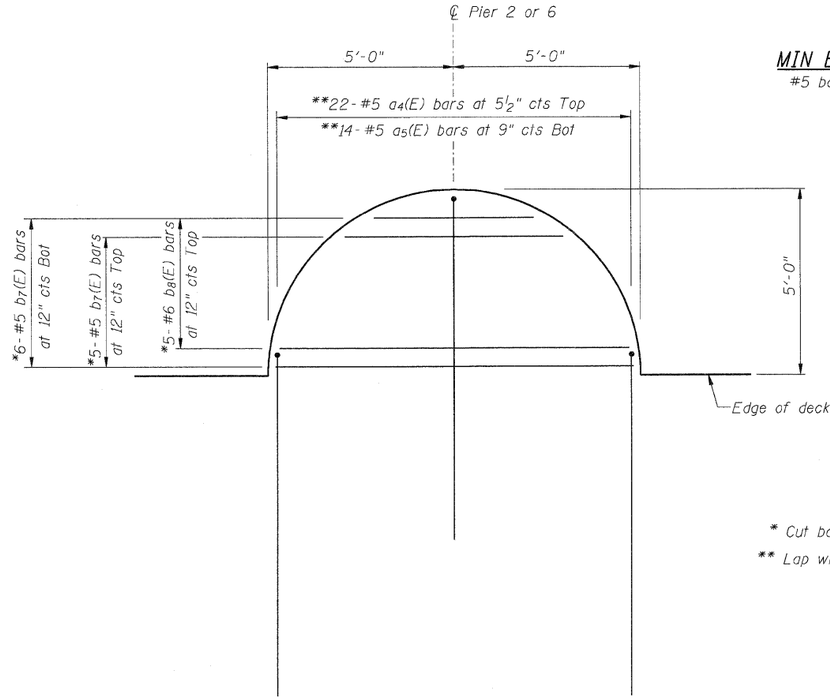
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS (SHEET 3 OF 5)
STRUCTURE NO. 098-0115
SHEET NO. 32 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	135
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



SECTION A-A



MIN BAR LAP

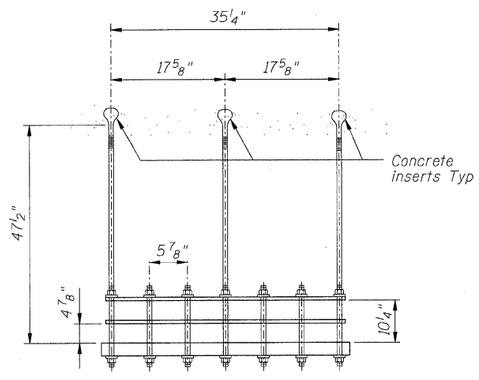
#5 bar = 3'-3"

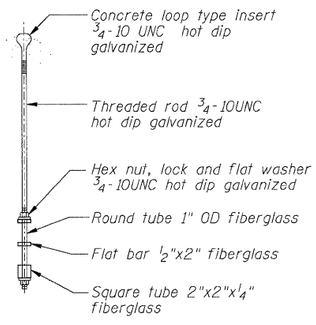
TYPICAL SCENIC OVERLOOK DETAIL

(4 locations-reinforcement bars total = 2216 lb)

* Cut bars to fit in field.

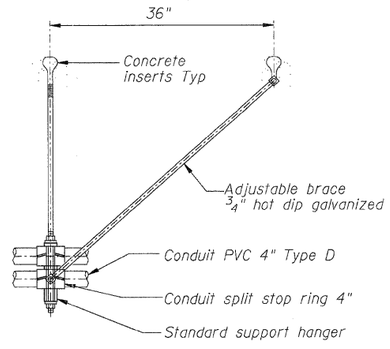
** Lap with corresponding $a_1(E)$ and $a_2(E)$ bars.





STANDARD SUPPORT HANGER 2 HIGH X 6 WIDE FIBERGLASS AND GALVANIZED, OPENING FOR 12 4" PVC DUCTS

(For Reference Only - By Others)



STANDARD HANGER WITH BRACING AND PVC SPLIT STOP RINGS 10 LOCATIONS

(For Reference Only - By Others)

NOTES:

Utility and bracing costs shall be coordinated between the Contractor and utility company.

Bottom of hangers shall not protrude below bottom flange.

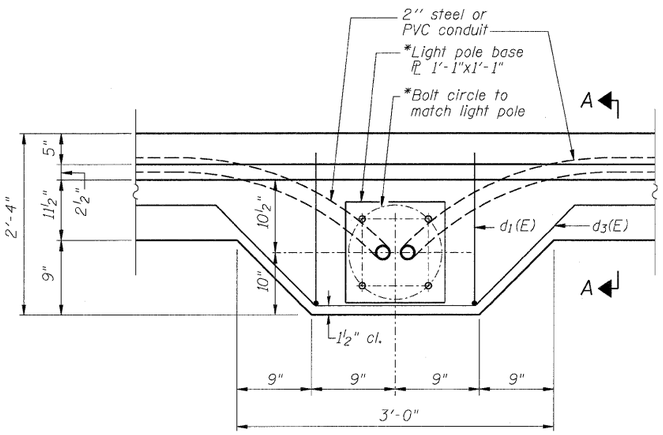
See Electrical Plans for 2-Conduit hanger details and quantities.

FILE NAME = D264B80-sht-supdetails4.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS (SHEET 4 OF 5)
STRUCTURE NO. 098-0115
SHEET NO. 33 OF 103 SHEETS

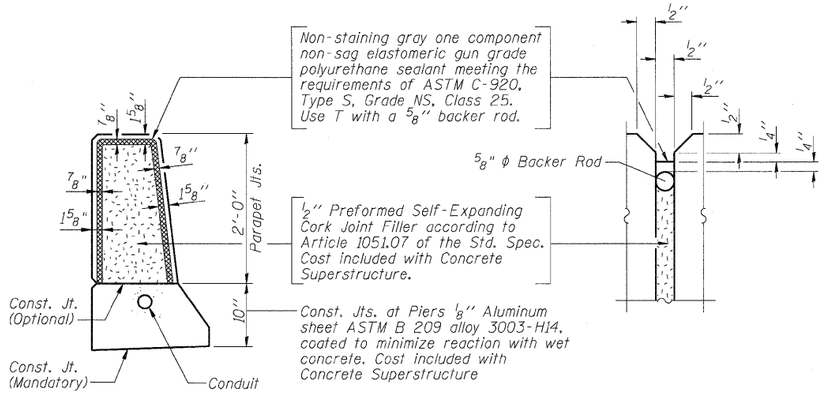
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	136
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



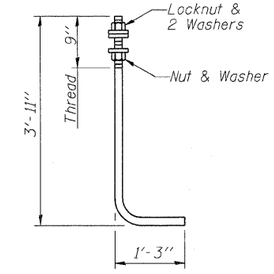
PLAN

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

* See electrical plans for light pole details and quantities.



PARAPET JOINT DETAILS

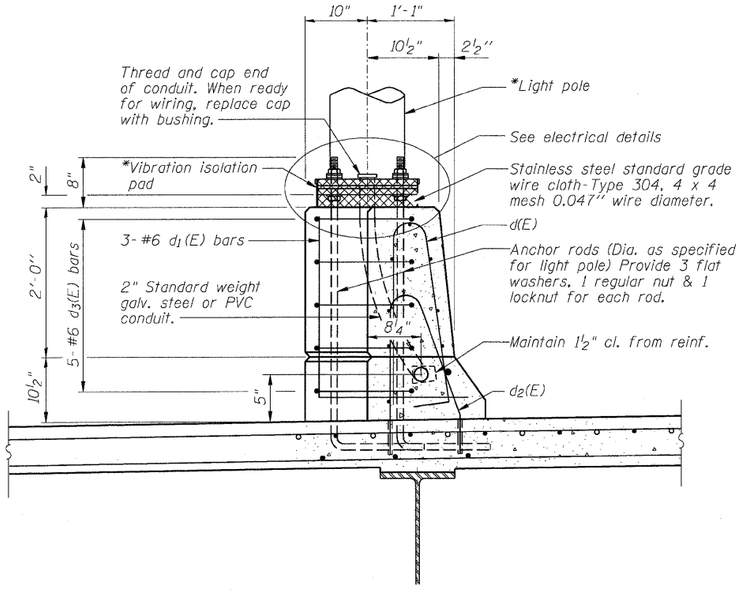


ANCHOR ROD

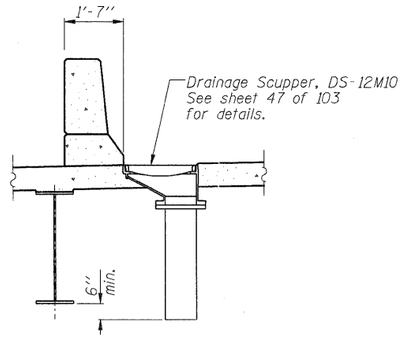
Diameter as specified for light poles.
(ASTM F 1554 Grade 105)

SUPERSTRUCTURE BILL OF MATERIAL

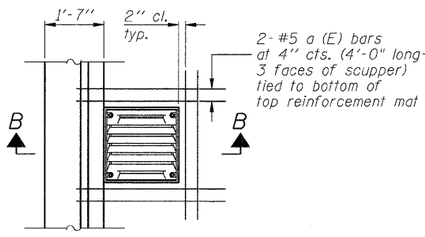
Bar	No.	Size	Length	Shape
a(E)	156	#5	4'-0"	
a1(E)	4464	#5	38'-9"	
a2(E)	2730	#5	38'-9"	
a3(E)	4460	#5	9'-0"	
a4(E)	88	#5	10'-11"	
a5(E)	56	#5	8'-3"	
b(E)	3120	#5	29'-6"	
b1(E)	234	#6	28'-11"	
b2(E)	2800	#5	29'-0"	
b3(E)	468	#6	26'-5"	
b4(E)	234	#6	24'-6"	
b5(E)	234	#6	27'-5"	
b6(E)	468	#6	25'-5"	
b7(E)	44	#5	9'-8"	
b8(E)	20	#6	9'-7"	
d(E)	2240	#5	5'-7"	
d1(E)	84	#6	4'-5"	
d2(E)	2240	#5	4'-8"	
d3(E)	140	#6	9'-8"	
e(E)	84	#4	19'-5"	
e1(E)	32	#4	19'-9"	
e2(E)	84	#4	16'-10"	
e3(E)	32	#4	18'-8"	
e4(E)	70	#4	18'-10"	
e5(E)	32	#4	18'-5"	
e6(E)	70	#4	17'-11"	
e7(E)	32	#4	16'-8"	
e8(E)	14	#4	13'-2"	
e9(E)	56	#4	18'-1"	
e10(E)	88	#4	19'-1"	
e11(E)	84	#4	16'-4"	
e12(E)	32	#4	17'-3"	
e13(E)	32	#4	17'-5"	
e14(E)	70	#4	18'-2"	
e15(E)	8	#8	33'-4"	
e16(E)	4	#8	19'-9"	
e17(E)	6	#8	37'-7"	
e18(E)	4	#8	18'-8"	
e19(E)	6	#8	35'-2"	
e20(E)	4	#8	18'-5"	
e21(E)	6	#8	33'-8"	
e22(E)	4	#8	16'-8"	
e23(E)	6	#8	32'-4"	
e24(E)	4	#8	19'-1"	
e25(E)	6	#8	36'-7"	
e26(E)	4	#8	17'-3"	
e27(E)	6	#8	29'-4"	
e28(E)	4	#8	17'-5"	
e29(E)	6	#8	34'-2"	
e30(E)	8	#4	31'-0"	
e31(E)	6	#4	35'-6"	
e32(E)	6	#4	33'-1"	
e33(E)	6	#4	31'-7"	
e34(E)	6	#4	30'-2"	
e35(E)	6	#4	34'-6"	
e36(E)	6	#4	27'-3"	
e37(E)	6	#4	32'-1"	
Reinforcement Bars, Epoxy Coated		Pound	624,330	
Concrete Superstructure		Cu. Yd.	2291.1	
Protective Coat		Sq. Yd.	9408	
Bridge Deck Grooving		Sq. Yd.	5676	



SECTION A-A

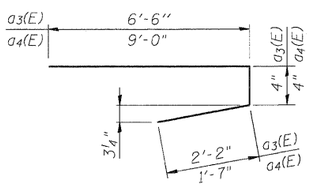


SECTION B-B

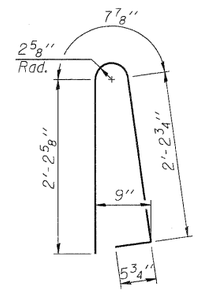


PLAN

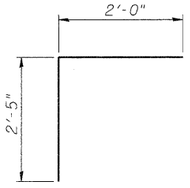
Note:
Cut longitudinal reinforcement to clear drainage scuppers.



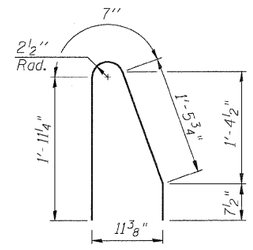
BARS a3(E) & a4(E)



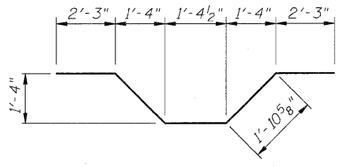
BAR d(E)



BAR d1(E)



BAR d2(E)



BAR d3(E)

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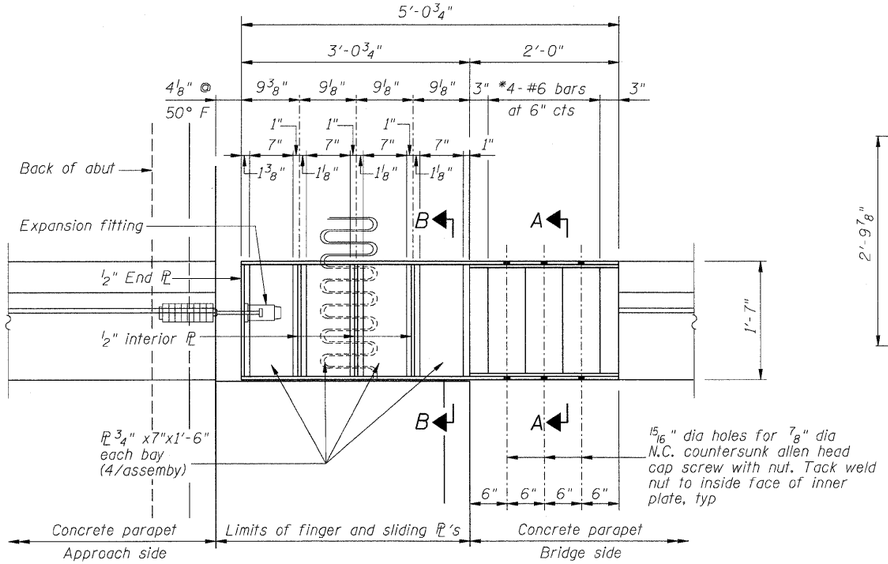
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

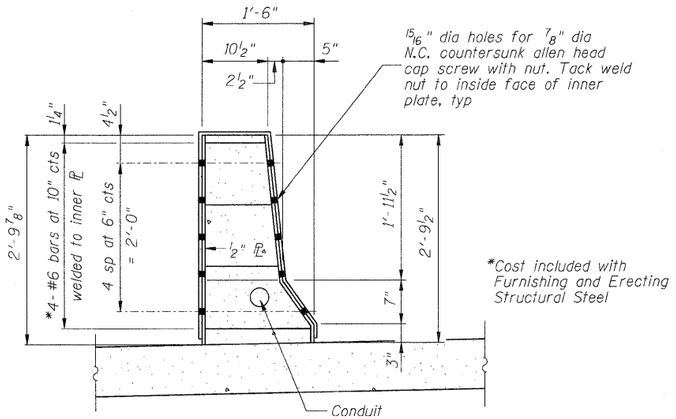
SUPERSTRUCTURE DETAILS (SHEET 5 OF 5)
STRUCTURE NO. 098-0115
SHEET NO. 34 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	137
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		



PLAN OF STEEL PARAPET

(Top PL not shown for clarity)



SECTION A-A

NOTES:

All steel plates shall conform to the requirements of AASHTO M270, Grade 50. Cost included with Furnishing and Erecting Structural Steel.

All steel plates and #6 bars shall be galvanized after shop fabrication according to AASHTO M111 and ASTM A385.

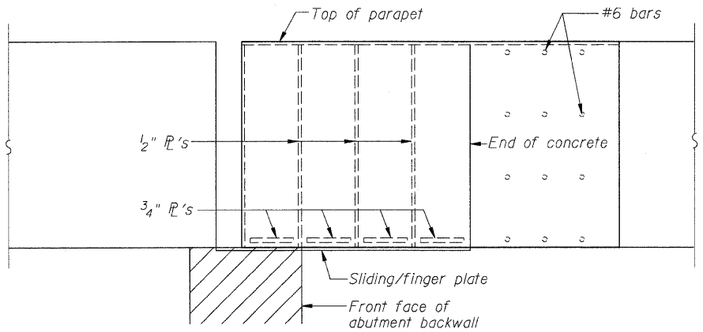
Countersunk head cap screws and nuts shall be hot dip galvanized according to AASHTO M232 and ASTM A153.

The Contractor shall coordinate with the Galvanizer.

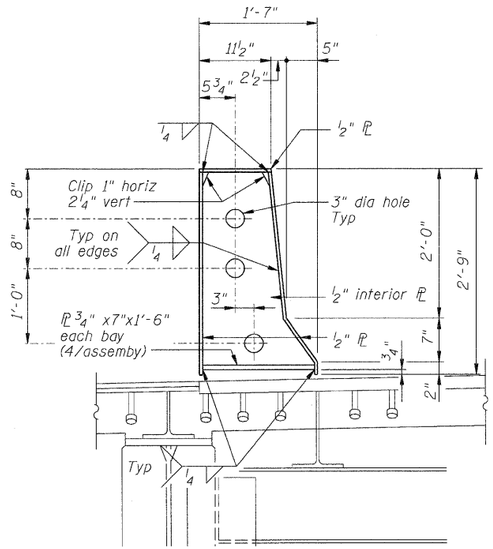
Any changes require the approval of the Engineer.

For additional conduit expansion/deflection coupling details see electrical plans.

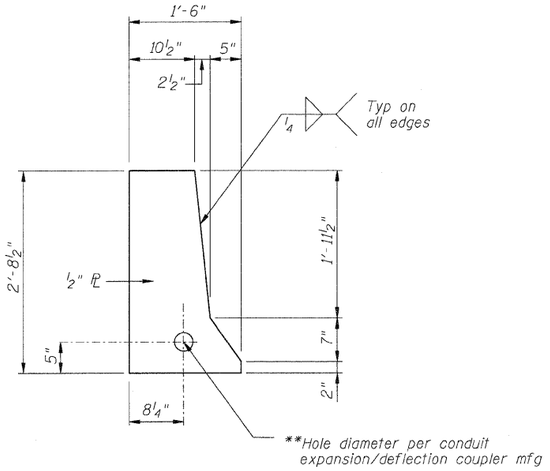
Conduit expansion fitting and necessary conduit shall be installed during fabrication of steel parapet. Expansion fitting shall be welded to inside face of end plate.



ELEVATION OF STEEL PARAPET



SECTION B-B



END PLATE DETAIL

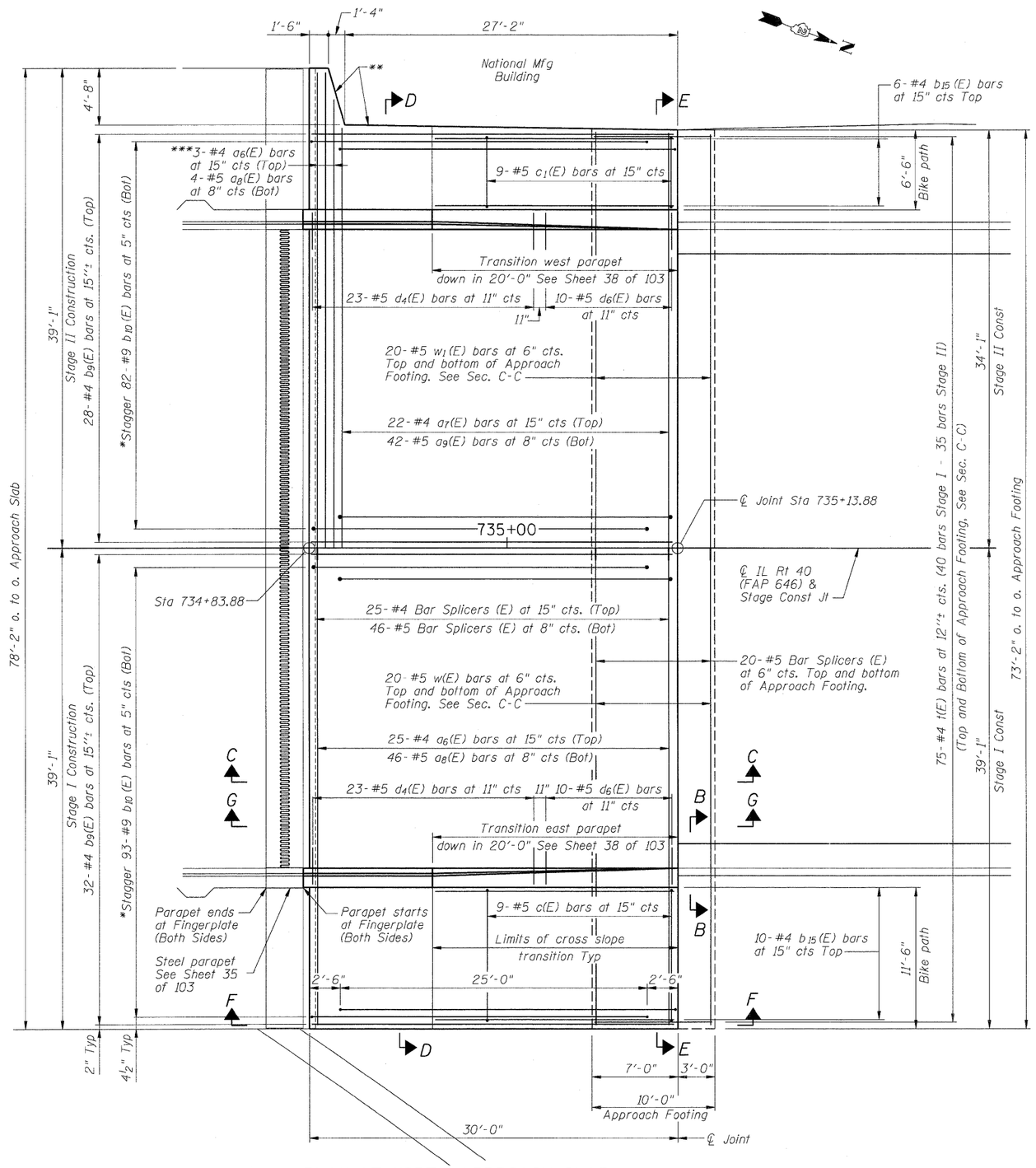
**Expansion fitting to be welded to backside of end plate

FILE NAME = D264B80-sht-steelparapet.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

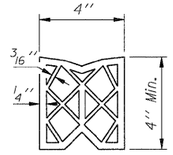
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PARAPET DETAILS
STRUCTURE NO. 098-0115
SHEET NO. 35 OF 103 SHEETS

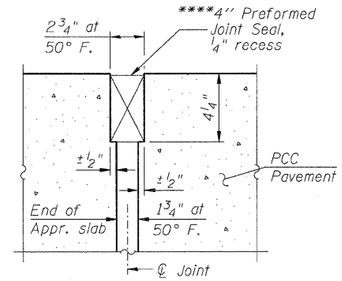
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	138
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



PLAN AT NORTH APPROACH SLAB

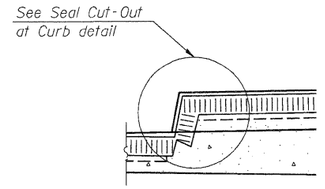


PREFORMED JOINT SEAL



RIGID PAVEMENT

DETAIL A



VIEW B-B

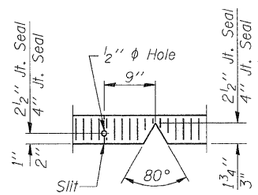
Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

* Tilt #9 b10(E) bars as required to maintain clearance.

** Closed cell joint filler according to Article 1051.08 of the Std Specifications: full depth of slab, full length of slab. Cost included with Concrete Superstructure.

*** Cut to fit in field as needed.

**** Cost included with Concrete Superstructure.



SEAL CUT-OUT AT CURB

Notes:
See sheet 37 of 103 for Sections C-C, D-D and E-E.

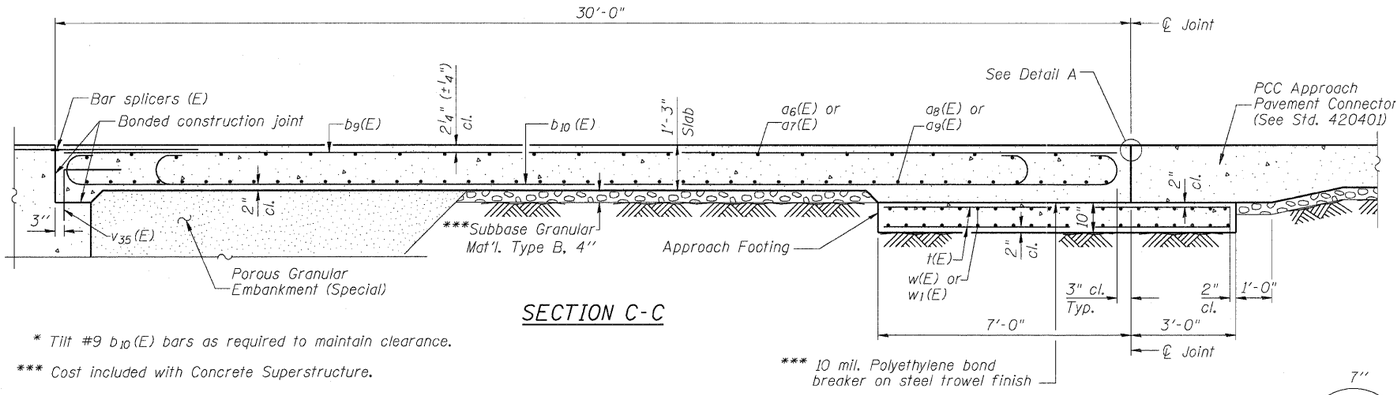
See sheet 38 of 103 for Section F-F and View G-G

FILE NAME = D264B80-sht-napproach1.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 5.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH APPROACH SLAB DETAILS (SHEET 1 OF 3)
STRUCTURE NO. 098-0115
SHEET NO. 36 OF 103 SHEETS

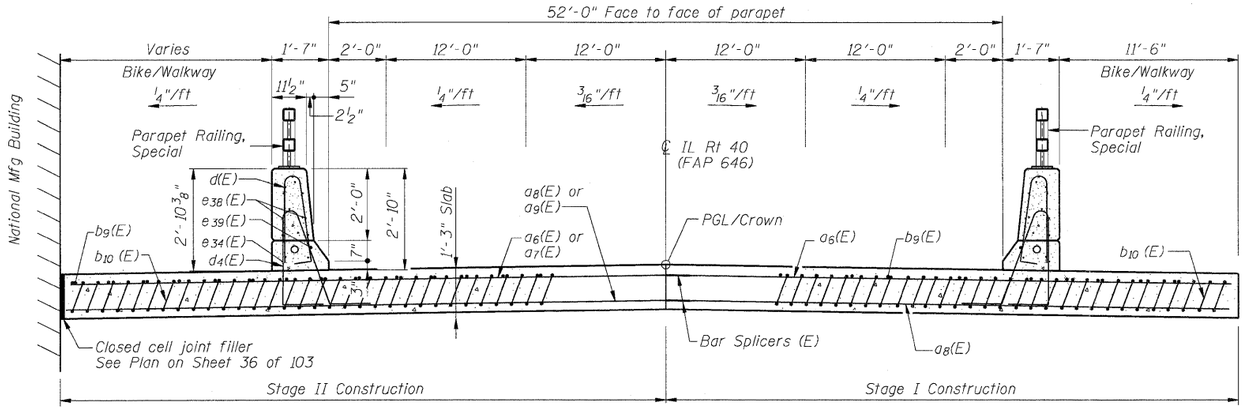
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	139
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		



SECTION C-C

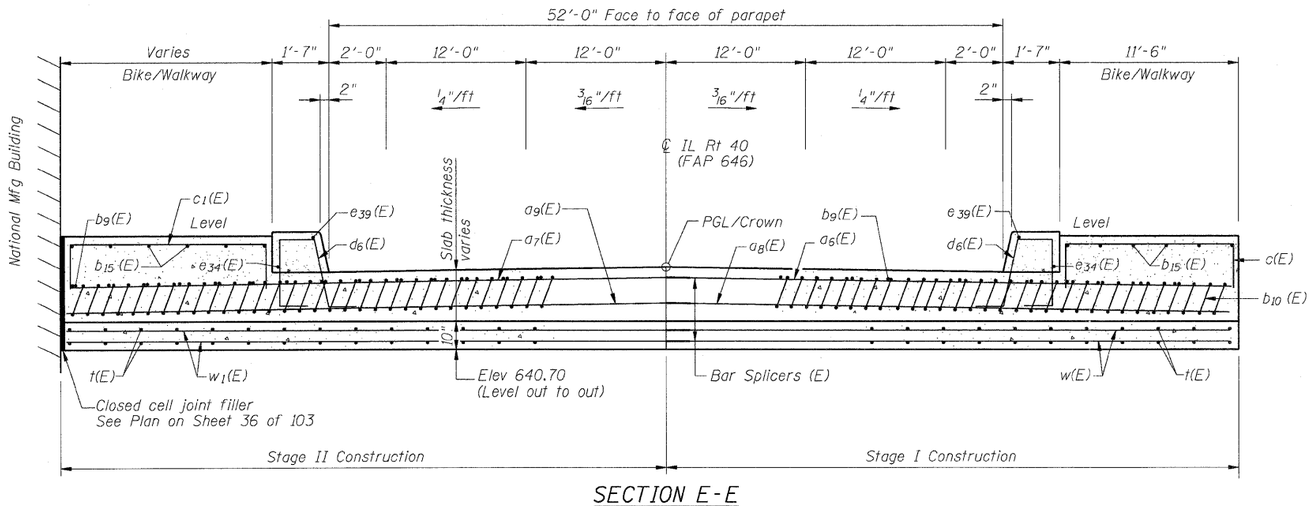
* Tilt #9 b_{10}(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



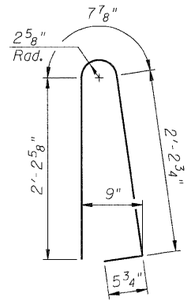
SECTION D-D

(See Plan for dimensions not shown)

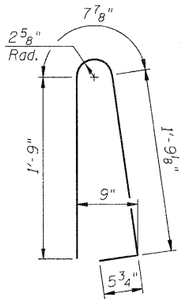


SECTION E-E

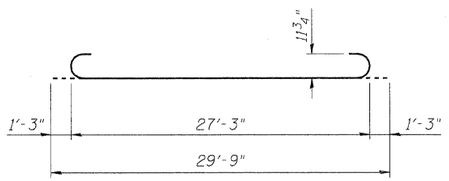
(See Section K-K and Plan for dimensions not shown)



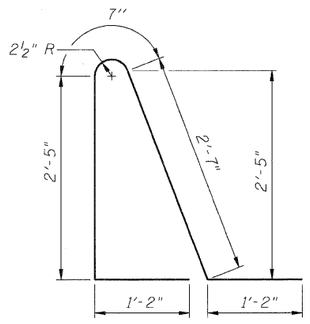
BAR d(E)



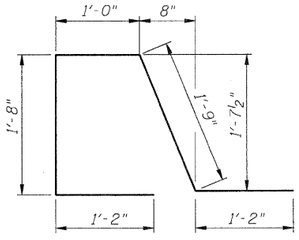
BAR d5(E)



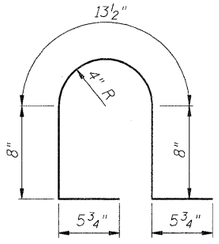
BAR b_{10}(E)



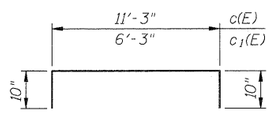
BAR d4(E)



BAR d6(E)



BAR d7(E)



BARS c(E) & c1(E)

NORTH APPROACH SLAB BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_6(E)	28	#4	38'-9"	—
a_7(E)	22	#4	33'-9"	—
a_8(E)	50	#5	38'-9"	—
a_9(E)	42	#5	33'-9"	—
b_9(E)	60	#4	29'-8"	—
b_{10} (E)	175	#9	29'-9"	⊂ ⊃
b_{15} (E)	16	#4	20'-0"	—
c(E)	9	#5	12'-11"	⊓
c_1(E)	9	#5	1'-11"	⊓
d(E)	30	#5	5'-7"	▷
d_4(E)	46	#5	7'-11"	▷
d_5(E)	10	#5	4'-8"	▷
d_6(E)	20	#5	6'-9"	▷
d_7(E)	12	#5	3'-5"	▷
e_7(E)	14	#4	16'-8"	—
e_{34}(E)	2	#4	30'-2"	—
e_{38}(E)	14	#4	10'-1"	—
e_{39}(E)	2	#8	30'-2"	—
t(E)	150	#4	9'-8"	—
w(E)	40	#5	38'-9"	—
w_1(E)	40	#5	33'-9"	—
Concrete Superstructure			Cu. Yd.	125.2
Concrete Structures			Cu. Yd.	22.6
Reinforcement Bars, Epoxy Coated			Pound	29250
Bridge Deck Grooving			Sq. Yd.	167
Protective Coat			Sq. Yd.	257

Notes:

See sheet 36 of 103 for Detail A.

Approach slab and parapet concrete shall be paid for as Concrete Superstructure.

Approach footing concrete shall be paid for as Concrete Structures.

Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.

For v_{35}(E) bar details, see sheet 68 of 103.

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

For bar splicer details, see sheet 82 of 103.

Cost of excavation for approach footing included with Concrete Structures.

For Porous Granular Embankment (Special) and drainage treatment details, see sheet 3 of 103.

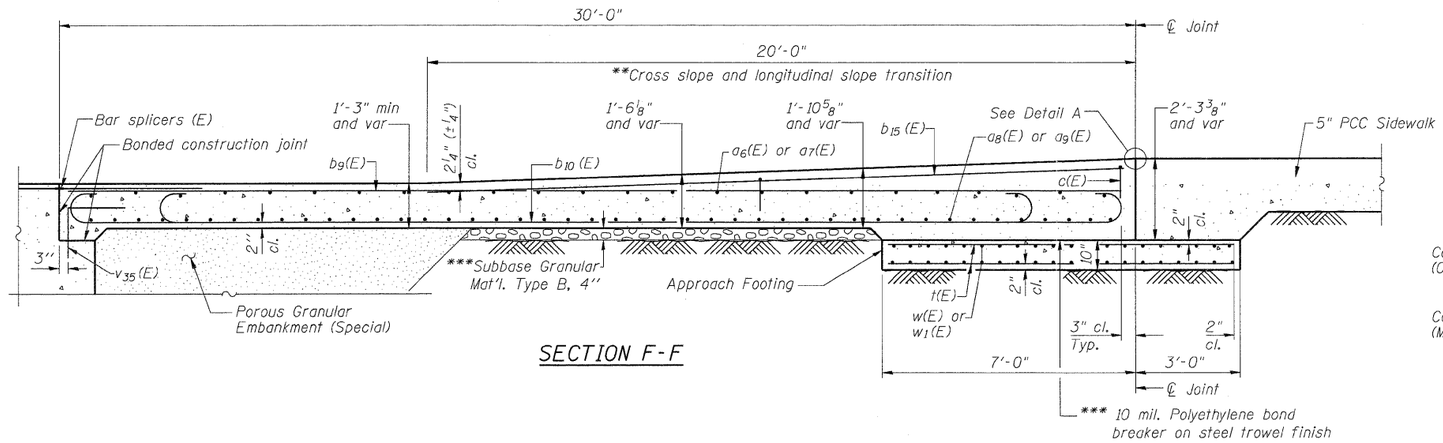
For additional parapet details, see sheet 32 of 103.

FILE NAME = D264380-sht-napproach2.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 8.2000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

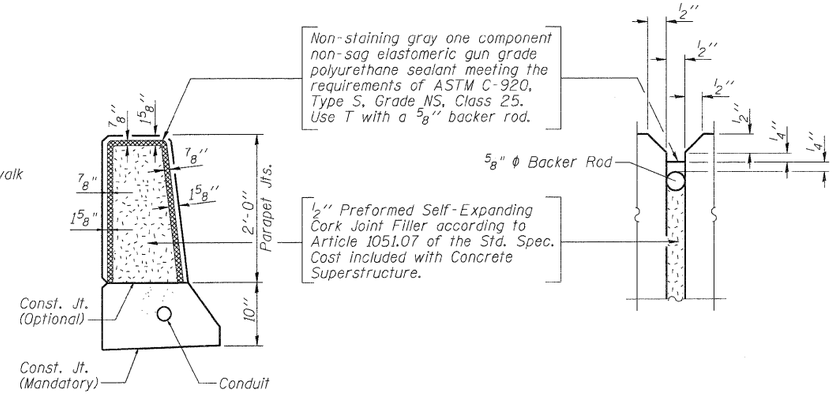
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH APPROACH SLAB DETAILS (SHEET 2 OF 3)
STRUCTURE NO. 098-0115
SHEET NO. 37 OF 103 SHEETS

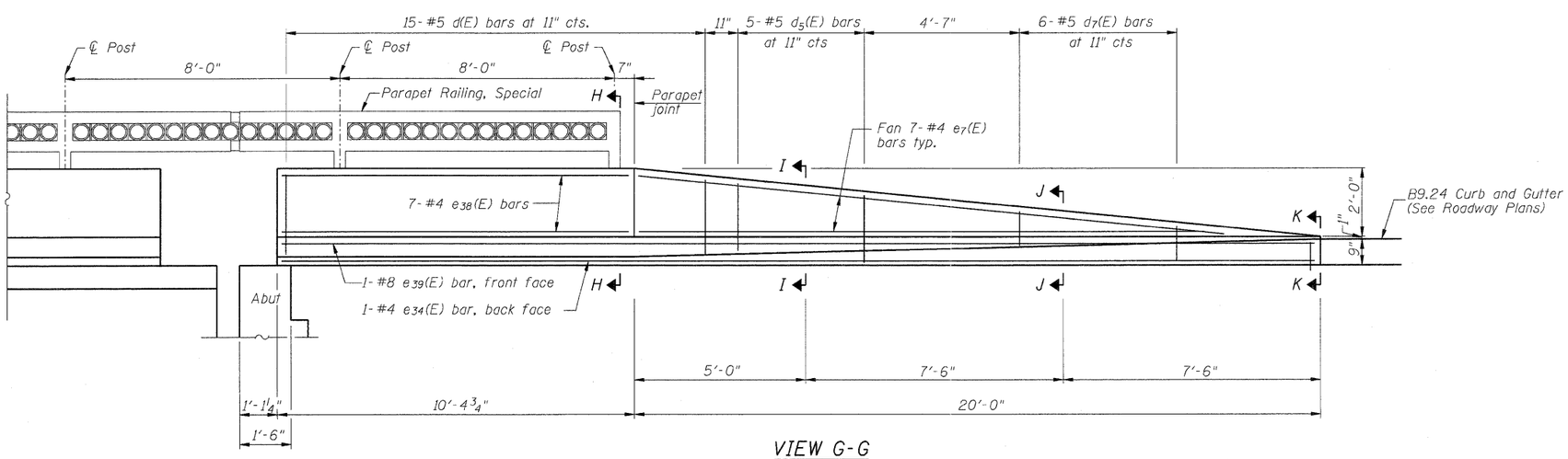
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	140
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		



SECTION F-F



PARAPET JOINT DETAILS



VIEW G-G

(Typical both parapets)

* Tilt #9 b_{10}(E) bars as required to maintain clearance.

** Longitudinal grade for both bike paths shall transition from top of curb elevation at north end of approach slab to standard approach slab section as shown in Section D-D on Sheet of . Cross slope shall transition from level to ¼"/ft as shown below.

*** Cost included with Concrete Superstructure.

NOTES

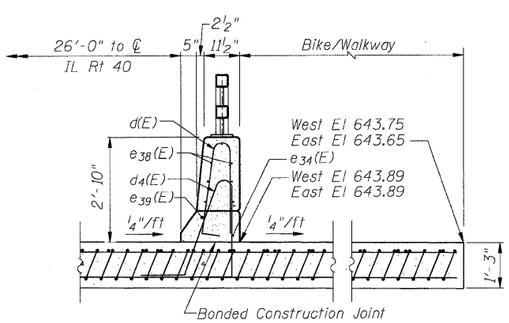
See Sheets 44 & 45 of 103 for railing details.

See Sheet 35 of 103 for steel parapet details.

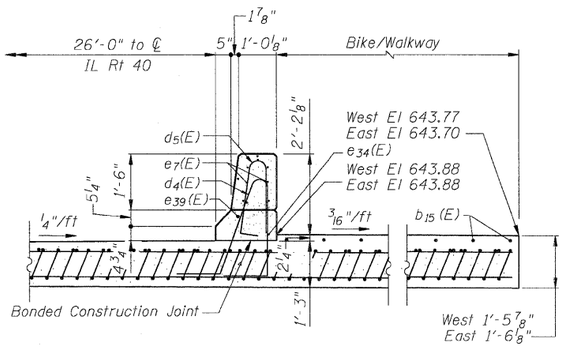
See electrical plans for expansion fitting and conduit in parapet details.

Cut e_7(E) bars as needed to alleviate congestion near end of parapet transition.

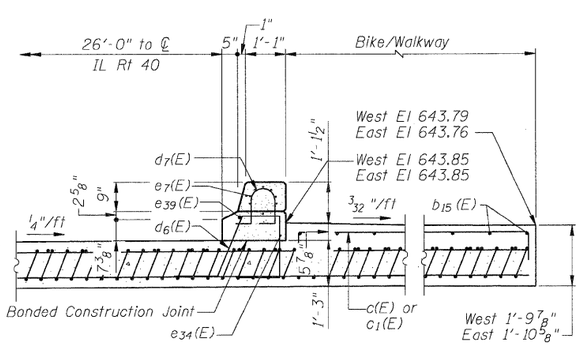
See Sheet 36 of 103 for d_4(E) and d_6(E) bar spacing.



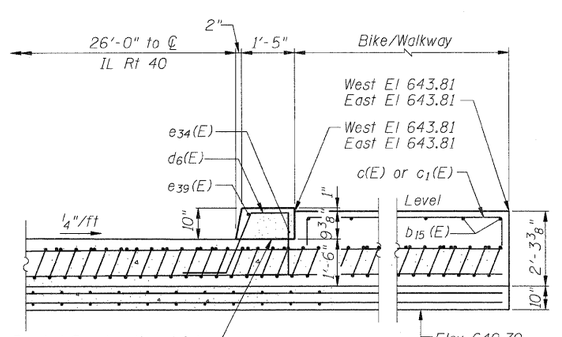
SECTION H-H



SECTION I-I



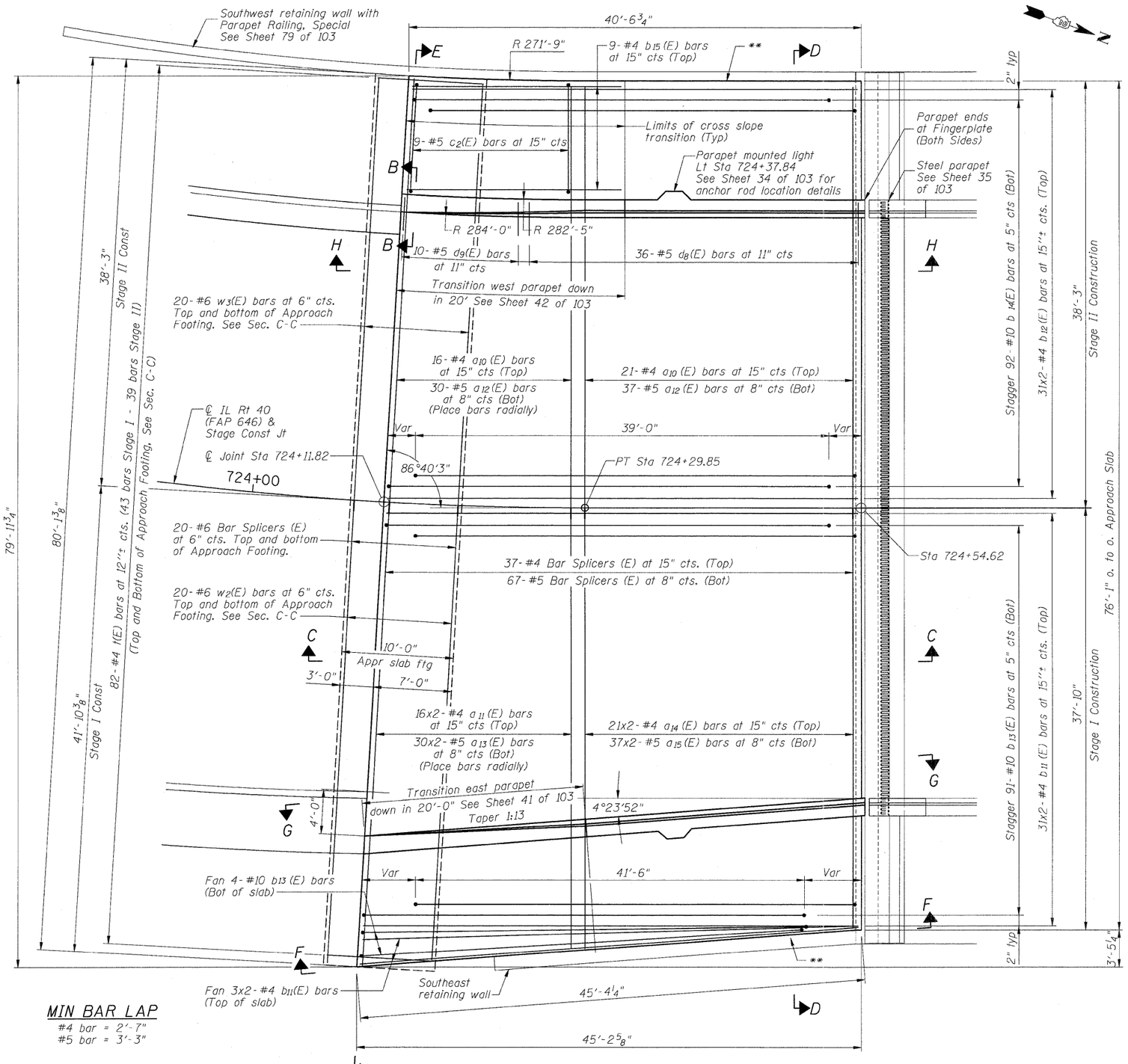
SECTION J-J



SECTION K-K

FILE NAME = 0264880-sht-nappoach3.dgn	USER NAME = dwozniak	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH APPROACH SLAB DETAILS (SHEET 3 OF 3) STRUCTURE NO. 098-0115
		CHECKED - JMB	REVISED -		
	PLOT SCALE = 2.0000 ' / IN.	DRAWN - RLK	REVISED -		SHEET NO. 38 OF 103 SHEETS
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		

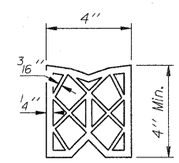
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	141
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		



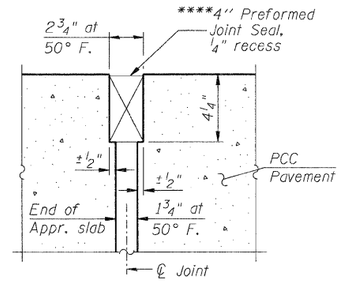
PLAN AT SOUTH APPROACH SLAB

MIN BAR LAP

#4 bar = 2'-7"
#5 bar = 3'-3"

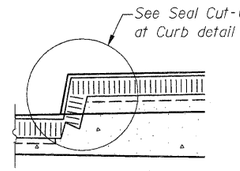


PREFORMED JOINT SEAL



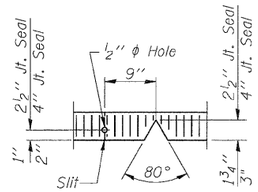
RIGID PAVEMENT

DETAIL A



VIEW B-B

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



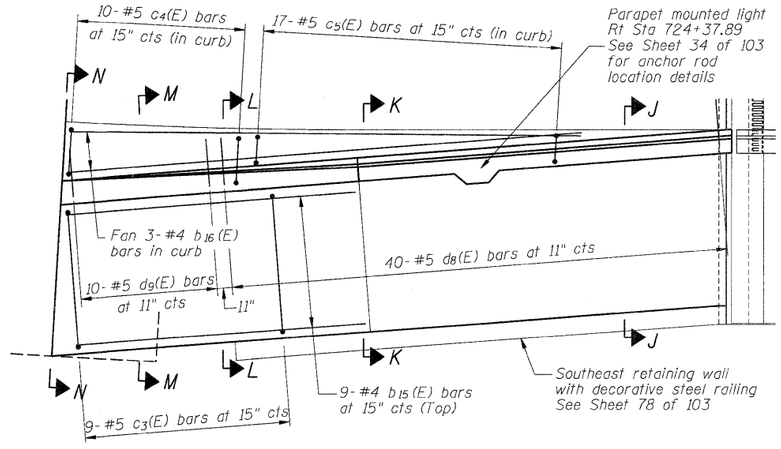
SEAL CUT-OUT AT CURB

Notes:
See sheet 40 of 103 for Sections C-C, D-D and E-E.

See sheet 41 of 103 for Section F-F, View G-G and Section J-J thru N-N.

** Closed cell joint filler according to Article 1051.08 of the Std Specifications: full depth of slab, full length of slab. Cost included with Concrete Superstructure.

**** Cost included with Concrete Superstructure.



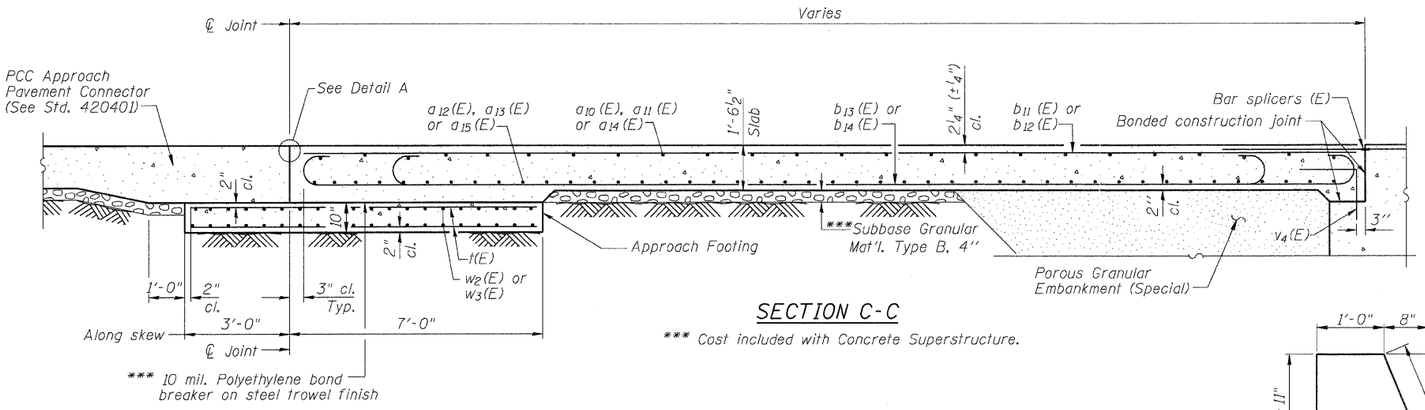
PARTIAL PLAN AT SOUTHEAST APPROACH SLAB

FILE NAME = D264880-sht-sapproach.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 5.2000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

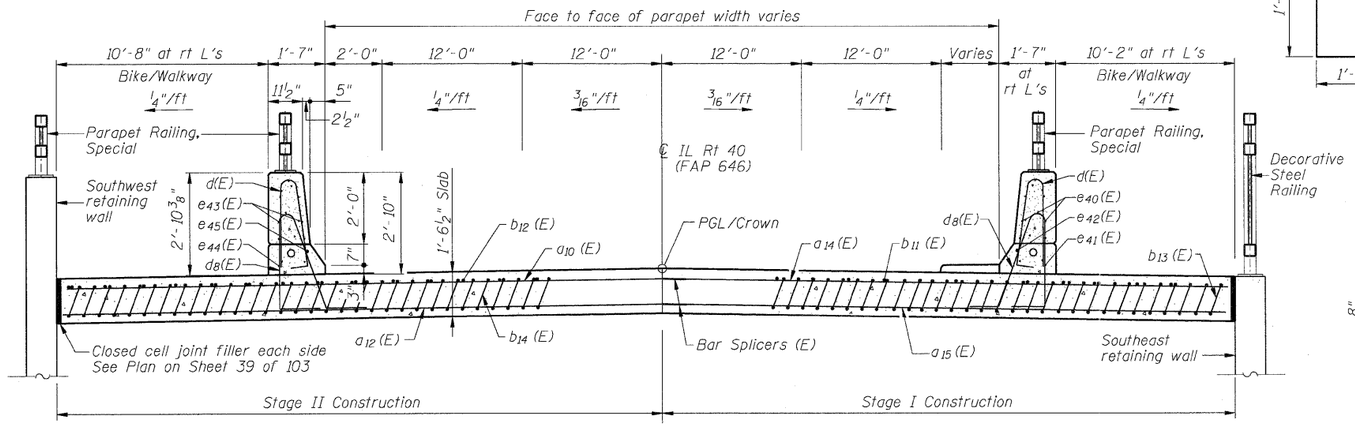
SOUTH APPROACH SLAB DETAILS (SHEET 1 OF 4)
STRUCTURE NO. 098-0115
SHEET NO. 39 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	142
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



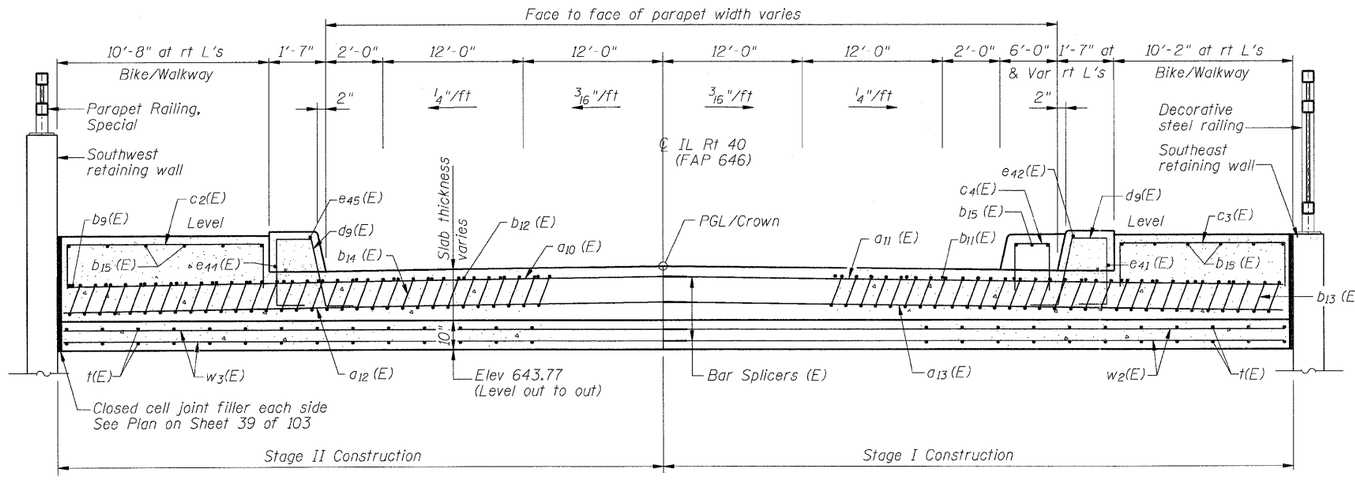
SECTION C-C

*** Cost included with Concrete Superstructure.



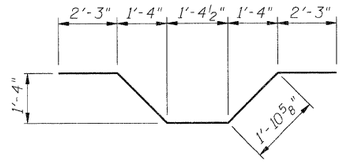
SECTION D-D

(See Plan for dimensions not shown)

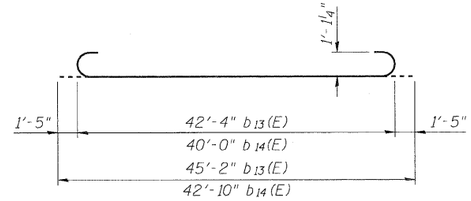


SECTION E-E

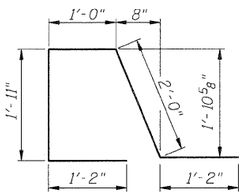
(See Plan for dimensions not shown)



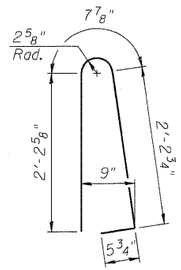
BAR d3(E)



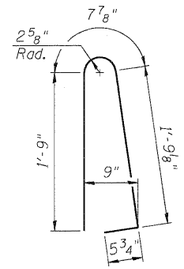
BARS b13(E) & b14(E)



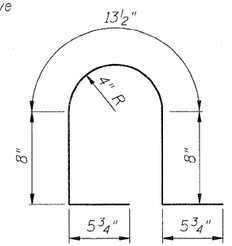
BAR d9(E)



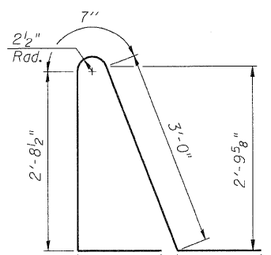
BAR d(E)



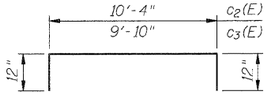
BAR d5(E)



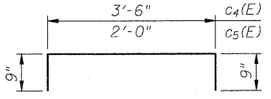
BAR d7(E)



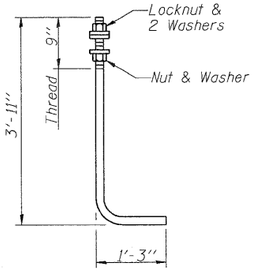
BARS d8(E)



BARS c2(E) & c3(E)

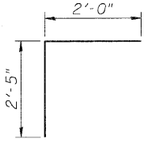


BARS c4(E) & c5(E)



ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105)



BAR d1(E)

SOUTH APPROACH SLAB BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	37	#4	37'-11"	
a11(E)	32	#4	22'-3"	
a12(E)	67	#5	37'-11"	
a13(E)	60	#5	22'-7"	
a14(E)	42	#4	21'-2"	
a15(E)	74	#5	21'-6"	
b11(E)	68	#4	22'-6"	
b12(E)	62	#4	21'-4"	
b13(E)	95	#10	45'-2"	
b14(E)	92	#10	42'-10"	
b15(E)	18	#4	20'-0"	
c2(E)	4	#5	12'-4"	
c3(E)	4	#5	11'-10"	
c4(E)	10	#5	5'-0"	
c5(E)	17	#5	3'-6"	
d(E)	58	#5	5'-7"	
d1(E)	6	#6	4'-5"	
d3(E)	10	#6	9'-8"	
d5(E)	10	#5	4'-8"	
d7(E)	12	#5	3'-5"	
d8(E)	6	#5	8'-8"	
d9(E)	20	#5	7'-3"	
e7(E)	14	#4	16'-8"	
e40(E)	14	#4	12'-4"	
e41(E)	2	#4	23'-7"	
e42(E)	2	#8	25'-1"	
e43(E)	14	#4	10'-6"	
e44(E)	2	#4	21'-8"	
e45(E)	2	#8	23'-3"	
t(E)	82	#4	9'-8"	
w2(E)	40	#6	41'-6"	
w3(E)	40	#6	37'-11"	
Concrete Superstructure		Cu. Yd.	217.9	
Concrete Structures		Cu. Yd.	24.7	
Reinforcement Bars, Epoxy Coated		Pound	52320	
Bridge Deck Grooving		Sq. Yd.	238	
Protective Coat		Sq. Yd.	388	

Notes:

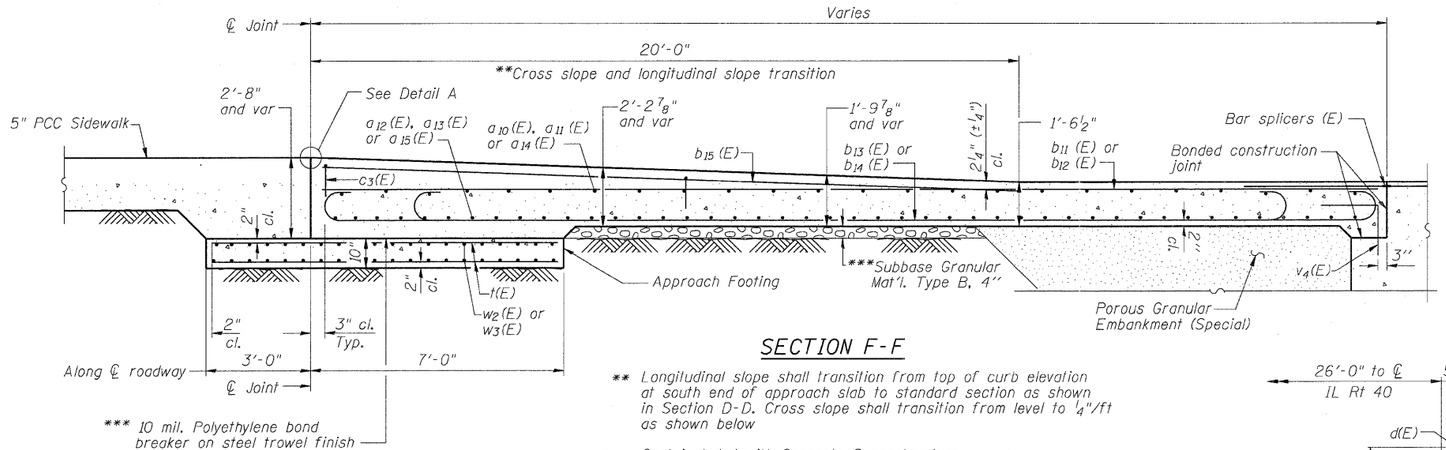
See sheet 39 of 103 for Detail A.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v4(E) bar details, see sheet 67 of 103.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 82 of 103.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 3 of 103.
For additional parapet and light support details, see sheet 34 of 103.

FILE NAME = D264B80-sht-sapproach2.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 8.0000 '/ IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH APPROACH SLAB DETAILS (SHEET 2 OF 4)
STRUCTURE NO. 098-0115
SHEET NO. 40 OF 103 SHEETS

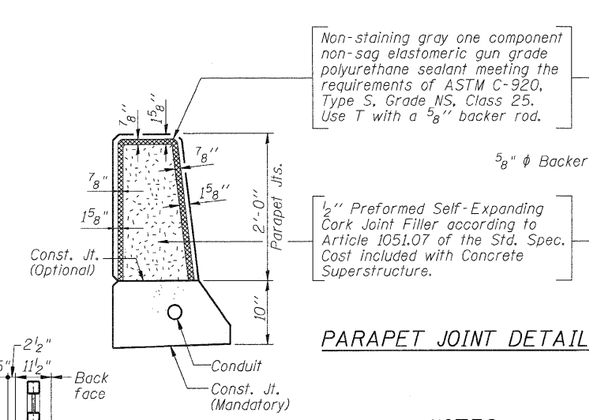
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	143
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		



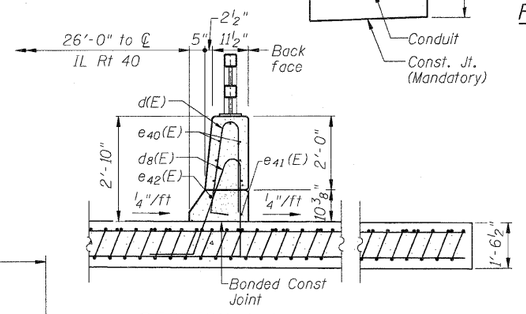
SECTION F-F

** Longitudinal slope shall transition from top of curb elevation at south end of approach slab to standard section as shown in Section D-D. Cross slope shall transition from level to 1/4"/ft as shown below

*** Cost included with Concrete Superstructure.



PARAPET JOINT DETAILS



SECTION J-J

NOTES

See Sheets 44 & 45 of 103 for railing details.

See Sheet 35 of 103 for steel parapet details.

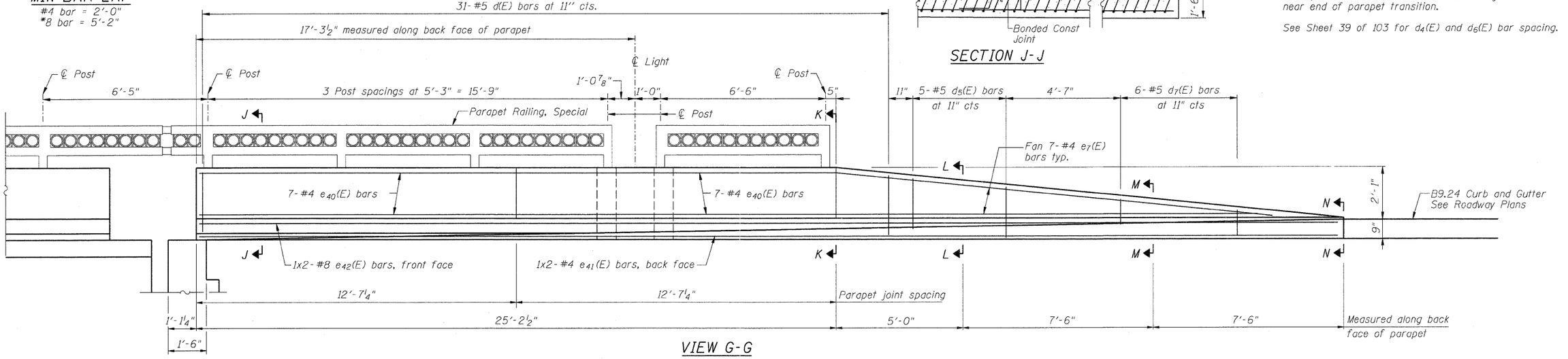
See electrical plans for expansion fitting and conduit in parapet details.

Cut e7(E) bars as needed to alleviate congestion near end of parapet transition.

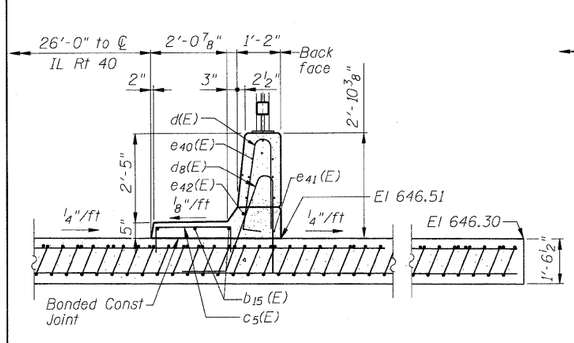
See Sheet 39 of 103 for d4(E) and d6(E) bar spacing.

MIN BAR LAP

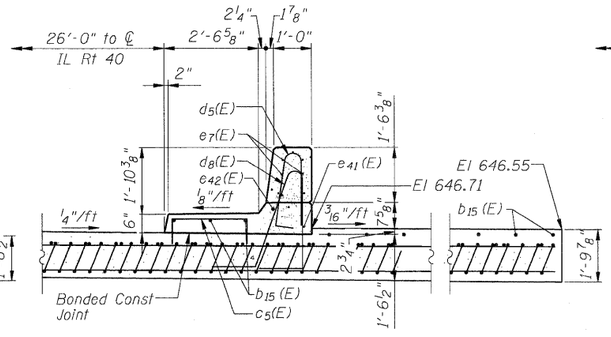
#4 bar = 2'-0"
*8 bar = 5'-2"



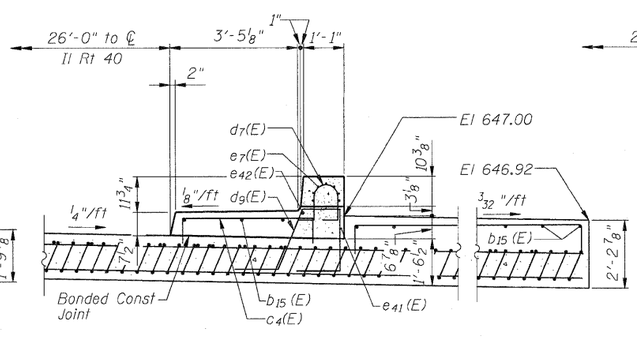
VIEW G-G



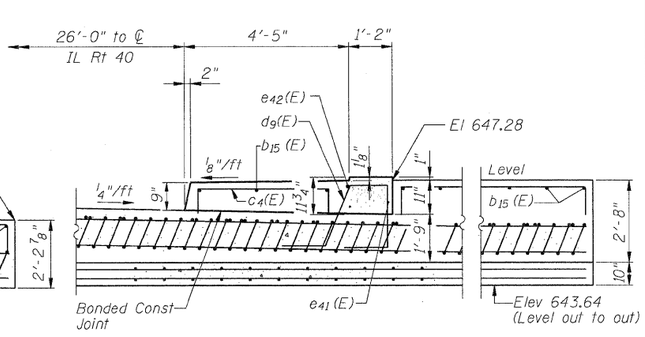
SECTION K-K



SECTION L-L



SECTION M-M

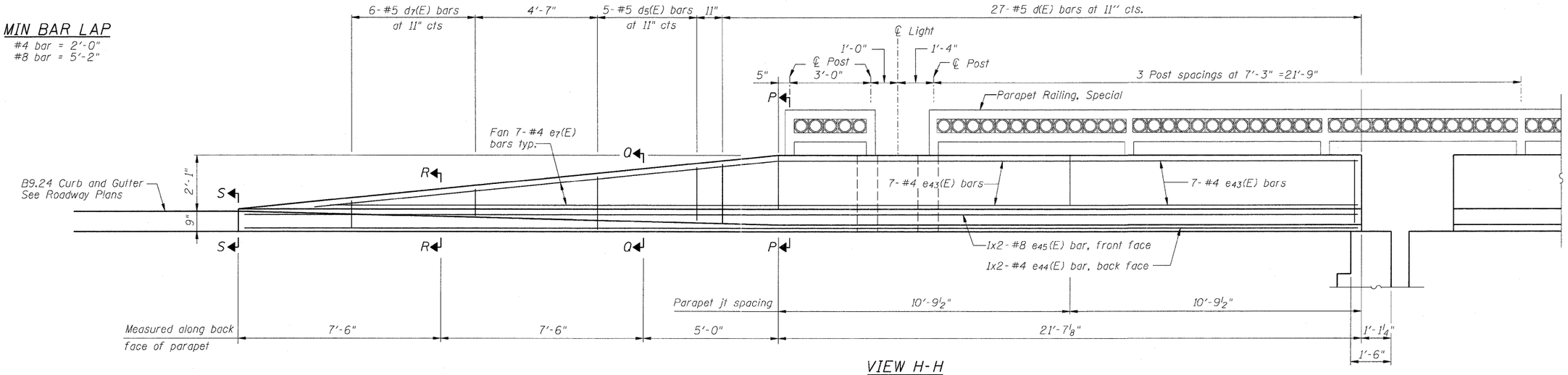


SECTION N-N

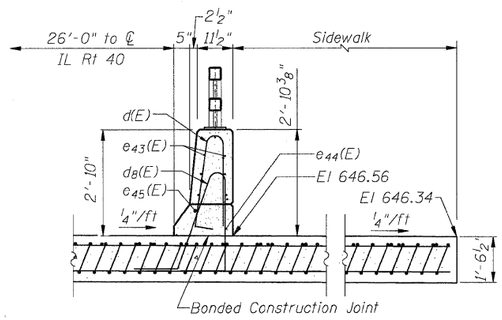
FILE NAME = 0264888-sht-sapproach3.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH APPROACH SLAB DETAILS (SHEET 3 OF 4) STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	IB-2	WHITESIDE	257	144
	PLOT SCALE = 2.2000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 41 OF 103 SHEETS			ILLINOIS	FED. AID PROJECT	

MIN BAR LAP

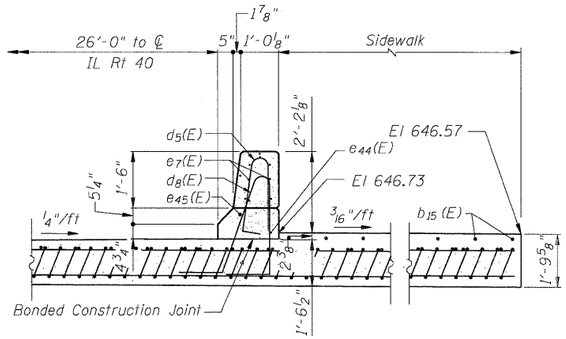
#4 bar = 2'-0"
#8 bar = 5'-2"



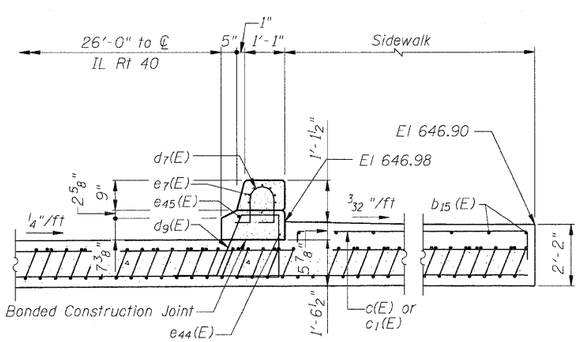
VIEW H-H



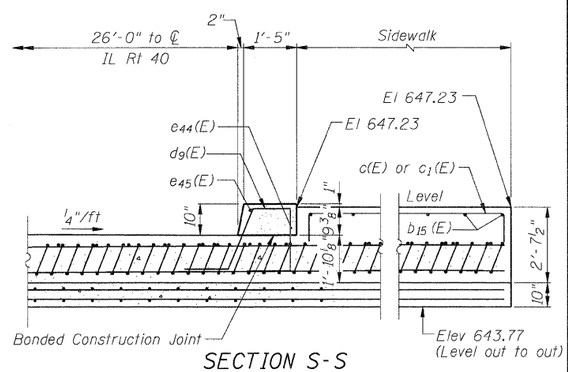
SECTION P-P



SECTION Q-Q



SECTION R-R



SECTION S-S

NOTES

See Sheet 44 & 45 of 103 for railing details.

See Sheet 35 of 103 for steel parapet details.

See electrical plans for expansion fitting and conduit in parapet details.

Cut e7(E) bars as needed to alleviate congestion near end of parapet transition.

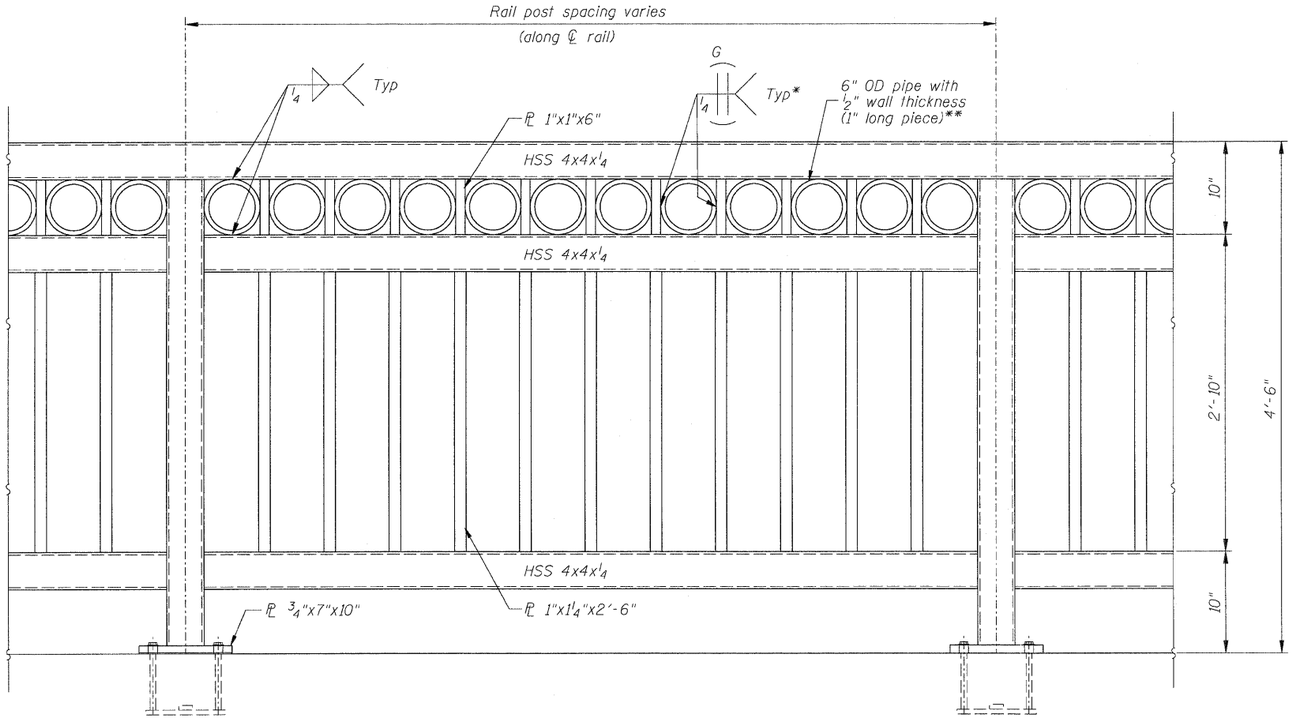
See Sheet 39 of 103 for d8(E) and d9(E) bar spacing.

FILE NAME = D264B80-sht-sapproach4.dgn	USER NAME = dwozniak-ski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 2.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

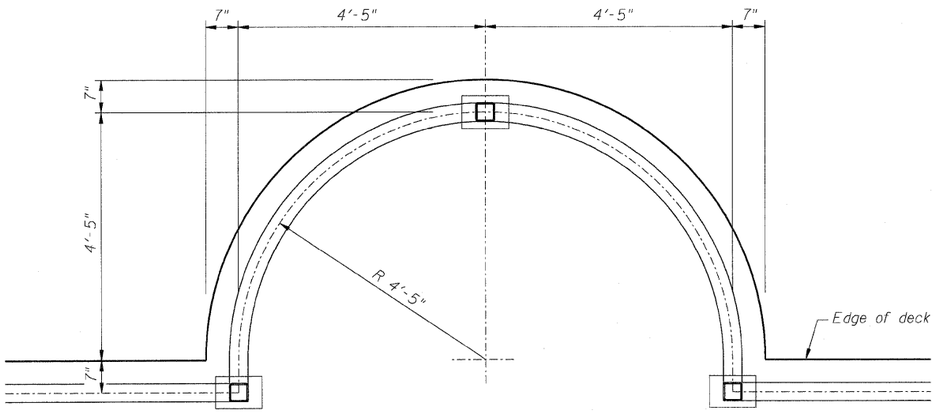
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH APPROACH SLAB DETAILS (SHEET 4 OF 4)
STRUCTURE NO. 098-0115
SHEET NO. 42 OF 103 SHEETS

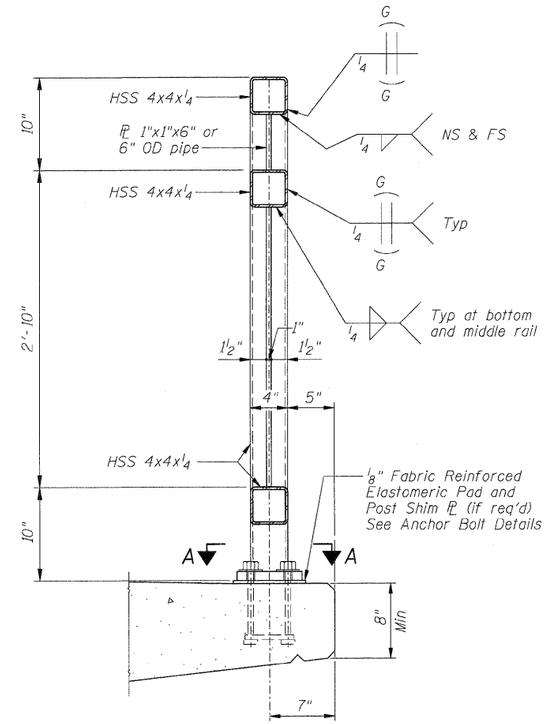
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	145
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



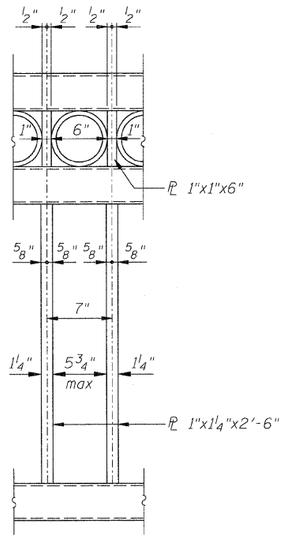
PARTIAL ELEVATION OF SIDEWALK RAILING



PLAN OF SIDEWALK RAILING AT SCENIC OVERLOOK



SECTION THRU SIDEWALK RAILING



TYPICAL RAILING DETAIL

*Penetration between pipe segments and bar is approximate. Avoid leaving significant weld debris as pipe diverges. Grind flush on sidewalk side.

**Pipe segments shall have all corners ground to remove burrs or sharp projections.

Notes:

See Sheet 46 of 103 for Section A-A and anchor bolt details

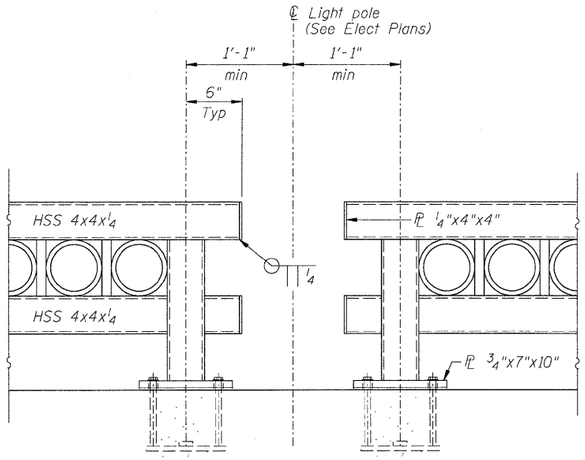
See Sheets 26-29, 44, and 78-79 of 103 for rail post spacings.

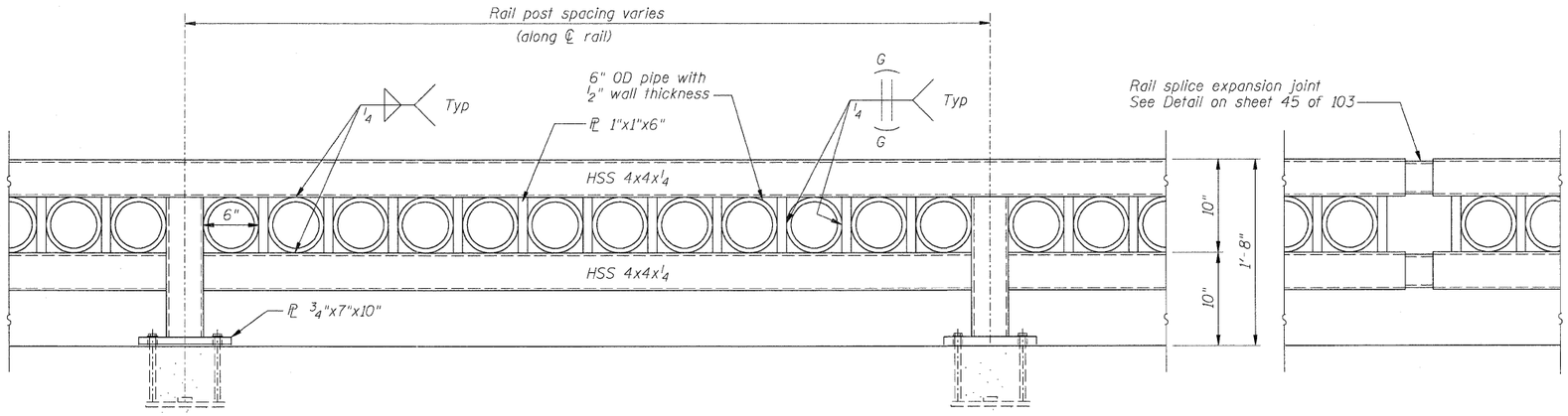
FILE NAME = 0264B80-sht-railingl.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 0.6667 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

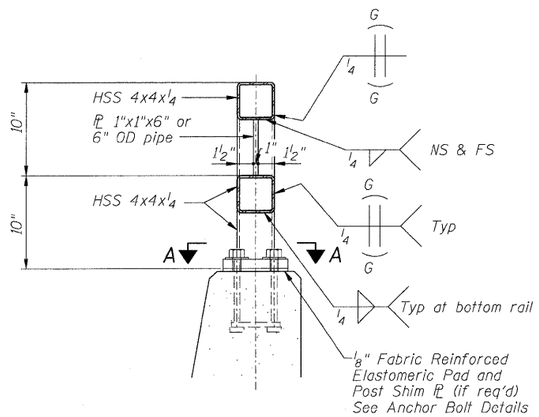
DECORATIVE ~~STEEL~~ RAILING DETAILS (SHEET 1 OF 4)
STRUCTURE NO. 098-0115
SHEET NO. 43 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	146
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		

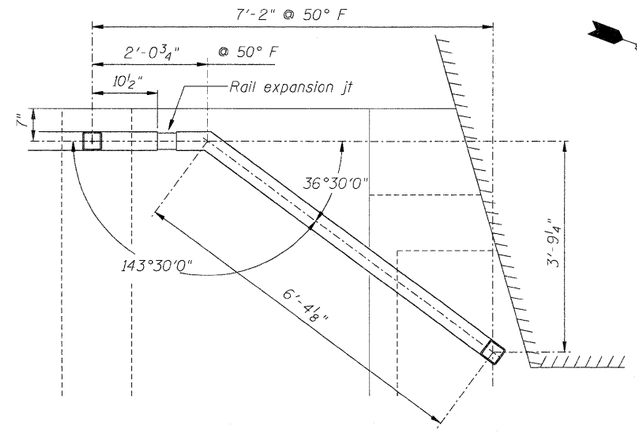




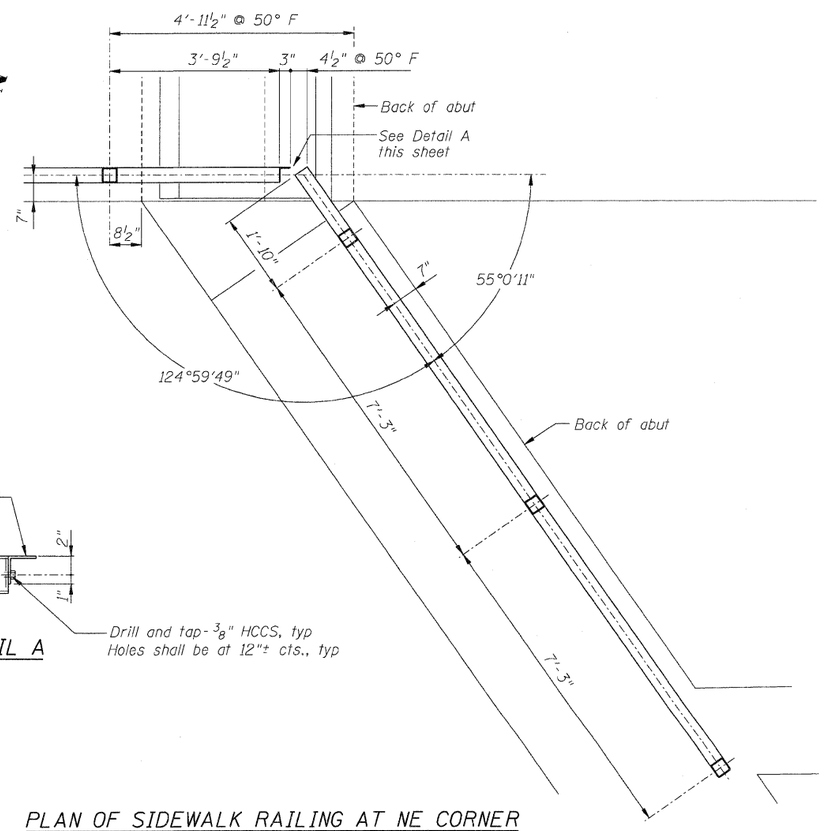
PARTIAL ELEVATION OF PARAPET RAILING



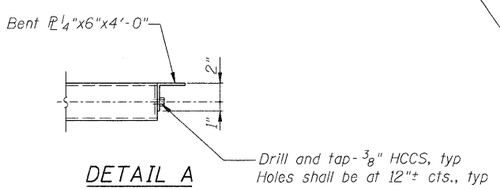
SECTION THRU PARAPET RAILING



PLAN OF SIDEWALK RAILING AT NW CORNER



PLAN OF SIDEWALK RAILING AT NE CORNER



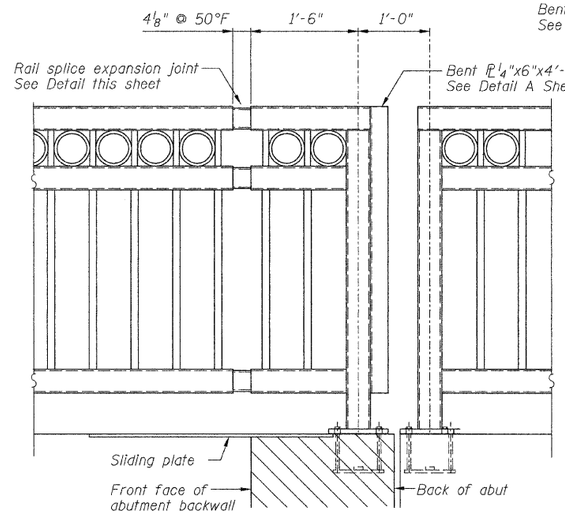
DETAIL A

Notes:

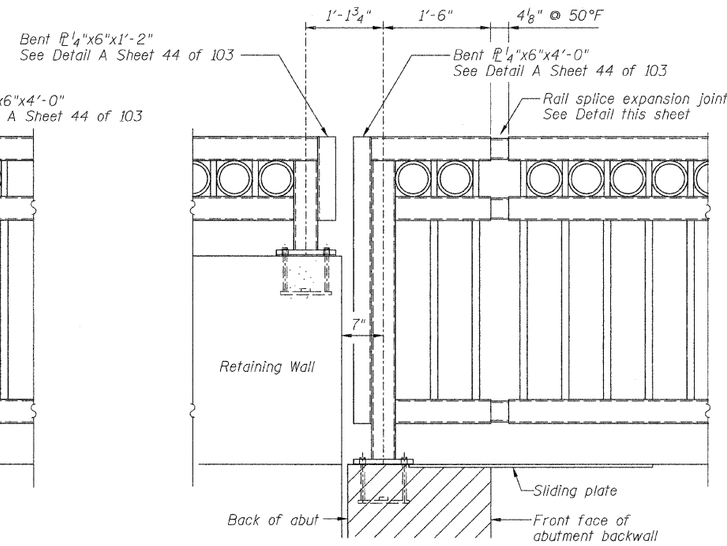
See Sheet 46 of 103 for Section A-A and anchor bolt details

See Sheets 26-29, 38, and 41-42 of 103 for rail post spacings.

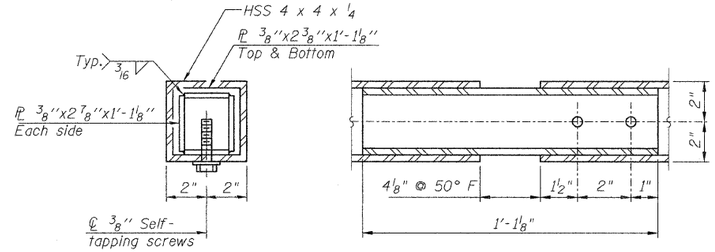
FILE NAME = 0264B80-sht-railing2.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECORATIVE ~~STEEL~~ RAILING DETAILS (SHEET 2 OF 4) STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	IB-2	WHITESIDE	257	147
	PLOT SCALE = 0.6667 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 44 OF 103 SHEETS			ILLINOIS FED. AID PROJECT		



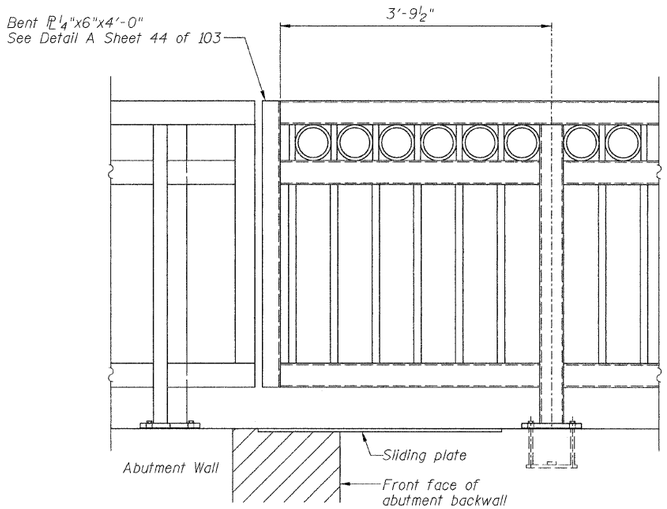
PARTIAL ELEVATION OF SIDEWALK RAILING
AT SOUTHEAST CORNER
(Looking East)



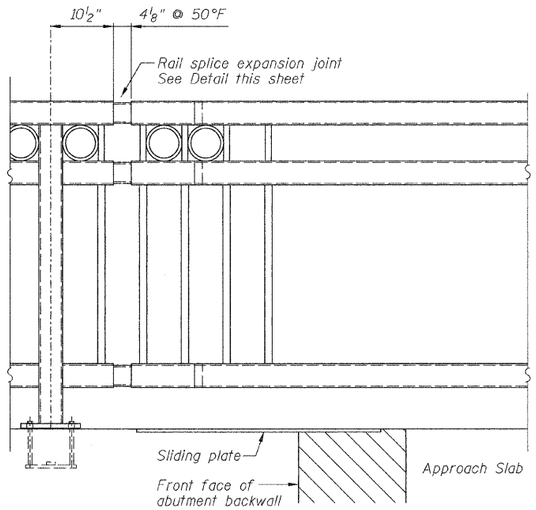
PARTIAL ELEVATION OF SIDEWALK RAILING
AT SOUTHWEST CORNER
(Looking West)



RAIL SPLICE CONNECTION AT EXPANSION JOINT
(Typ at top, middle and bottom rails)



PARTIAL ELEVATION OF SIDEWALK RAILING
AT NORTHEAST CORNER
(Looking East)



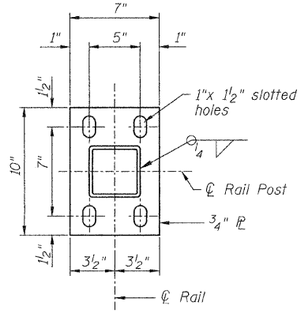
PARTIAL ELEVATION OF SIDEWALK RAILING
AT NORTHWEST CORNER
(Looking West)

FILE NAME = D264B80-sht-railing3.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / in.	DRAWN - RLK	REVISED -
	PLOT DATE = 10/6/2011	CHECKED - ACB	REVISED -

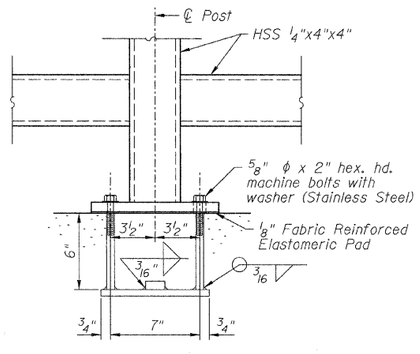
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

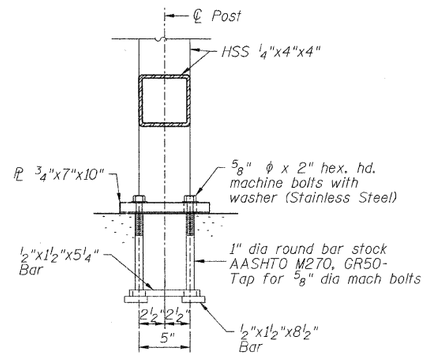
DECORATIVE STEEL RAILING DETAILS (SHEET 3 OF 4)
STRUCTURE NO. 098-0115
SHEET NO. 45 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	148
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		



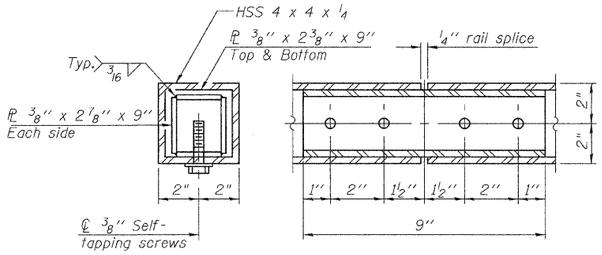
SECTION A-A



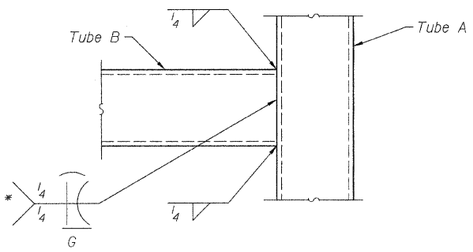


ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and epoxy grouting ⅝" ϕ anchor rods. Embedment shall be according to the manufacturer's specifications.

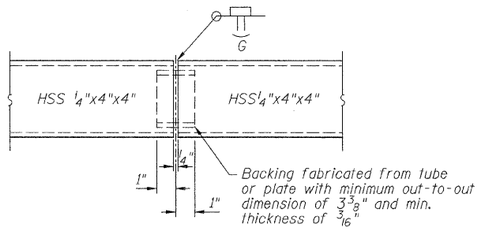


RAIL SPLICE

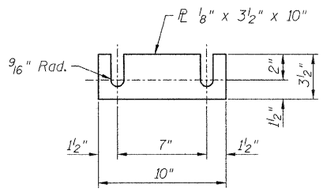


* *Grind edges of Tube B as required for weld access. Grind weld flush and smooth on sidewalk side. Transition fillet welds without interrupting weld.*

TYPICAL WELDS AT TUBE INTERSECTS



SHOP RAIL SPLICE DETAIL



POST SHIM PL DETAIL

Notes:

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Parapet Railing, Special and Decorative Steel Railing.

Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B structural steel tubing.

All other structural steel shapes and plates shall conform to the requirements of AASHTO M270 Grade 36.

Railing shall be fabricated in lengths that include 3 or 4 posts.

Post base plates shall be flat with all surfaces smooth and free from warp and all edges smooth, straight and vertical. All platecuts shall be machine or machine flame cut.

Steel post shims may be used under posts where required for alignment.

If drilling and epoxy grouting anchor rods in lieu of cast-in anchor assemblies the contractor shall use the capsule or adhesive cartridge and anchor rods approved by the Department. The contractor shall install these according to the manufacturer's recommendations and procedures. The Contractor shall remove excess epoxy from exposed surfaces.

For cleaning, painting and color of decorative steel railing see Special Provisions for Decorative Steel Railing.

For cleaning, painting and color of parapet railing see Special Provision for Parapet Railing, Special.

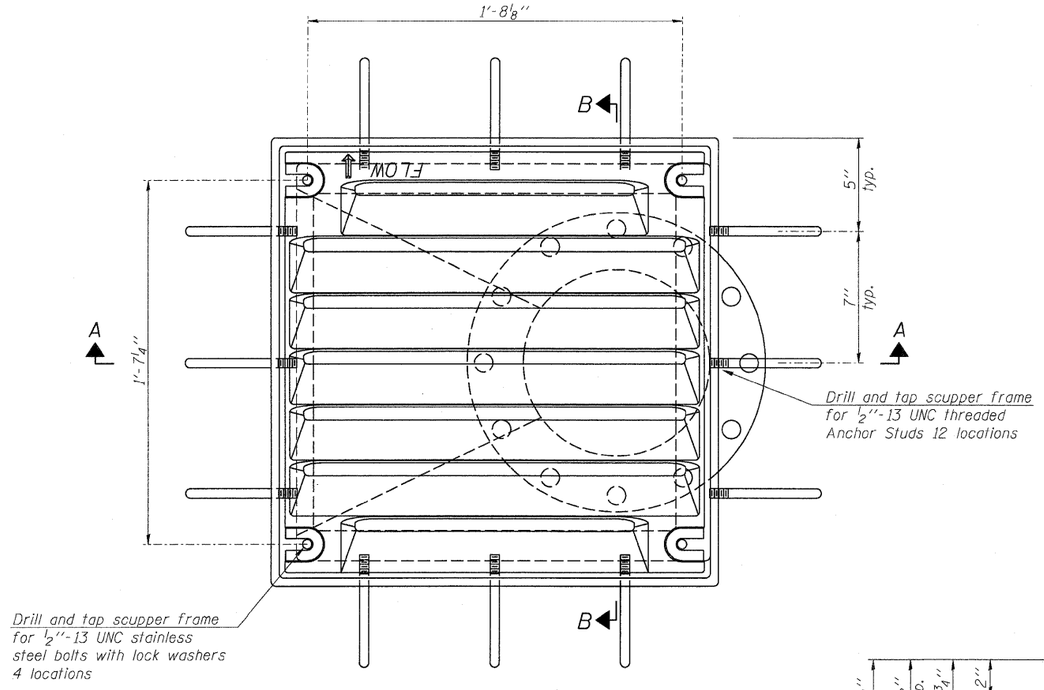
The expansion criteria is ⅝"/100°/80°F.

BILL OF MATERIAL

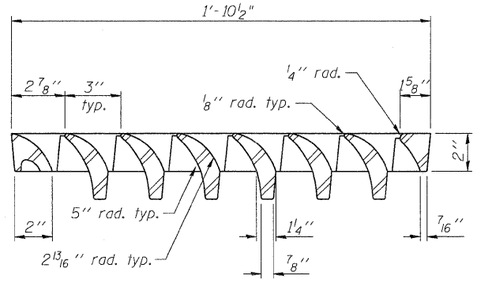
	Item	Unit	Quantity
*	Decorative Railing (Deck Mounted)	Foot	2131
*	Decorative Railing (Parapet Mounted)	Foot	2135

**All references to pay items "Decorative Steel Railing" and "Parapet Railing Special" shall be "Decorative Railing (Deck Mounted)" and "Decorative Railing (Parapet Mounted)" respectively.*

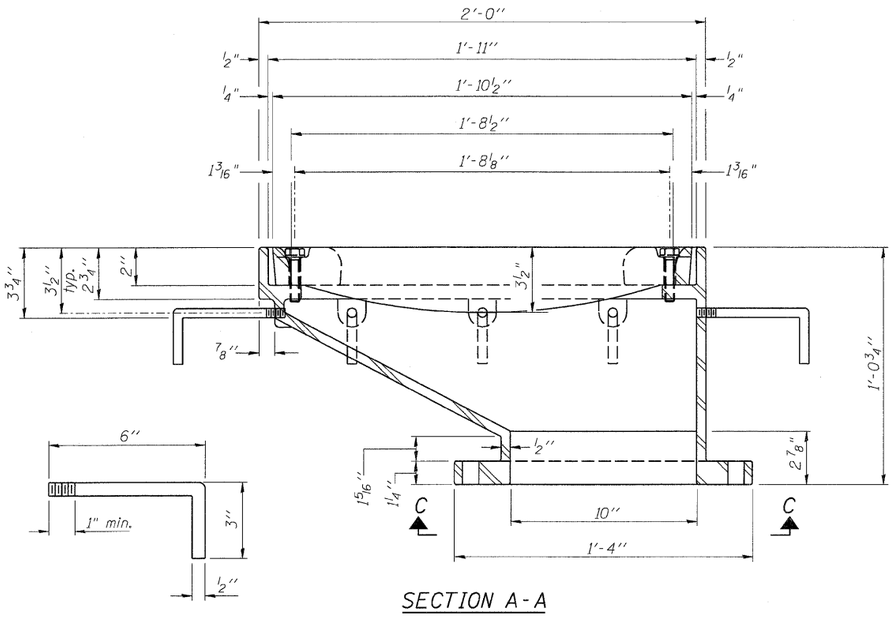
FILE NAME = D264B80-sht-railing4.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECORATIVE STEEL RAILING DETAILS (SHEET 4 OF 4) STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	IB-2	WHITESIDE	257	149
	PLOT SCALE = 0.6667 ' / in.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 10/6/2011	CHECKED - ACB	REVISED -		SHEET NO. 46 OF 103 SHEETS		ILLINOIS	FED. AID PROJECT		



PLAN

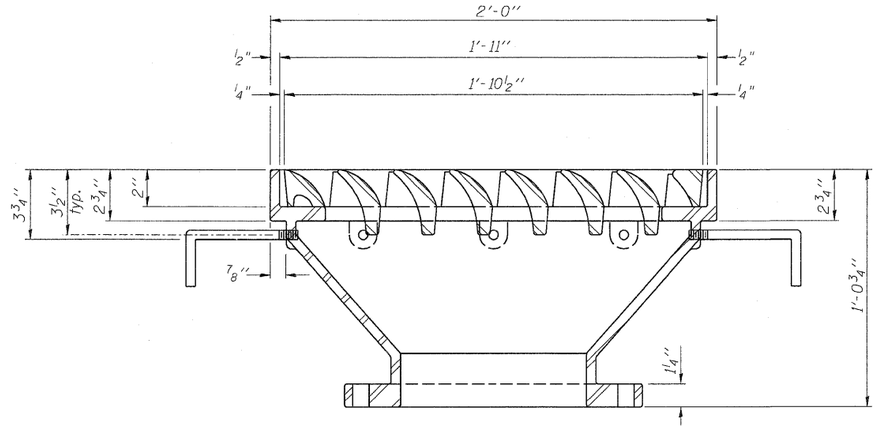


VANE GRATE DETAIL

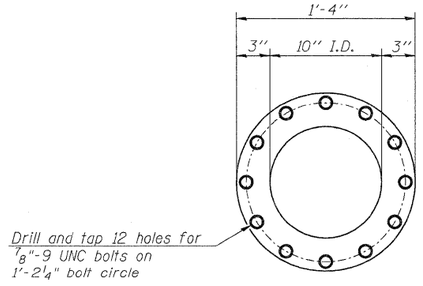


ANCHOR STUD DETAIL

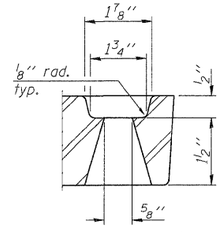
SECTION A-A



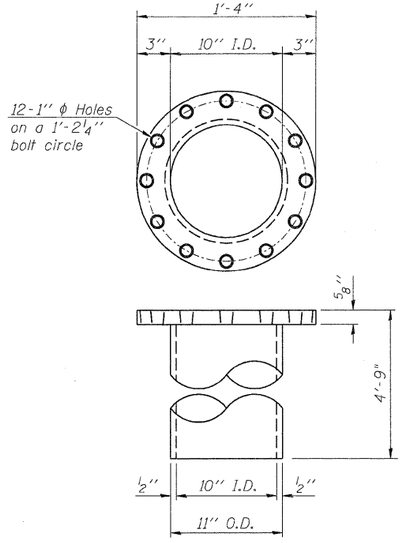
SECTION B-B



VIEW C-C



GRATE BOLT HOLE DETAIL



DOWNSPOUT

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

All castings shall conform to the requirements of AASHTO M 306.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

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

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12M10.

Drains shall be located clear of all diaphragms.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12M10	Each	26

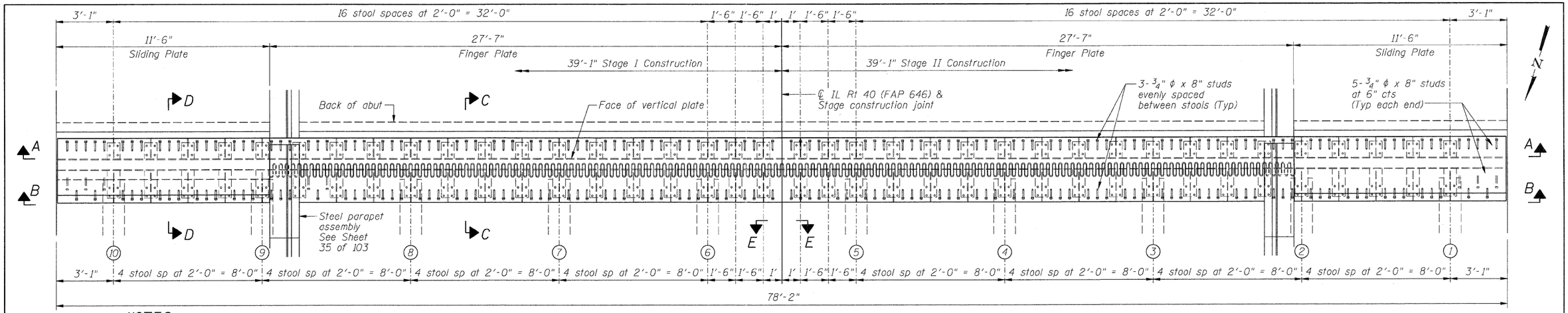
DS-12M10 7-1-10

FILE NAME = D264880-sht-scupper.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-12M10
STRUCTURE NO. 098-0115
SHEET NO. 47 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	150
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



PLAN OF FINGER PLATE EXPANSION DEVICE AT SOUTH ABUTMENT

NOTES:

Work this sheet with sheets 50-52 of 103.

Elevations shown in Section A-A are taken along front face of backwall at bottom of 2" finger ℄ or 3/4" sliding ℄.

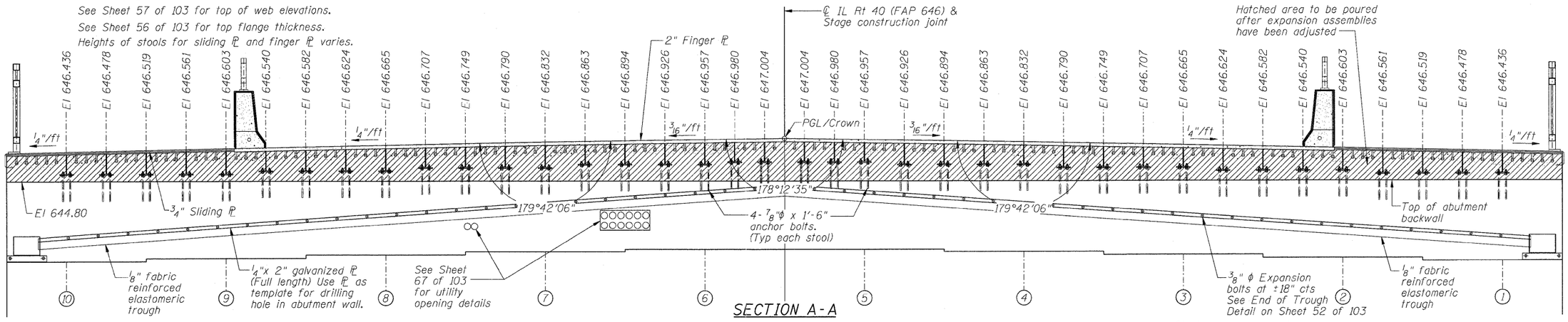
Elevations shown in Section B-B are taken at ℄ bearing at bottom of 2" finger ℄ or 3/4" sliding ℄.

All sliding ℄'s shall have a raised pattern.

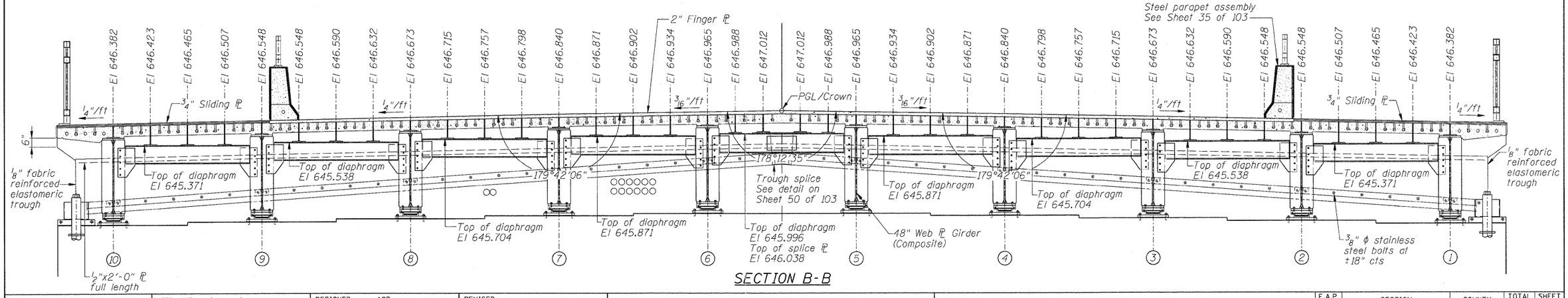
See Sheet 57 of 103 for top of web elevations.

See Sheet 56 of 103 for top flange thickness.

Heights of stools for sliding ℄ and finger ℄ varies.

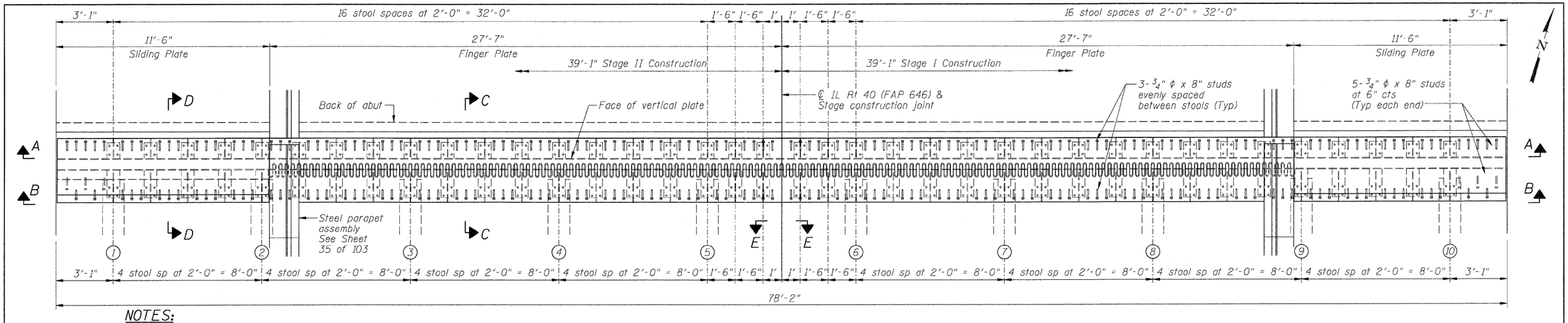


SECTION A-A



SECTION B-B

FILE NAME = D264B80-sht-fingerplsabut.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**FINGER PLATE EXPANSION JOINT – SOUTH ABUTMENT STRUCTURE NO. 098-0115**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	151
	PLOT SCALE = 2.6667 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 48 OF 103 SHEETS			ILLINOIS FED. AID PROJECT		



PLAN OF FINGER PLATE EXPANSION DEVICE AT NORTH ABUTMENT

NOTES:

Work this sheet with sheets 50-51 of 103.

Elevations shown in Section A-A are taken along front face of backwall at bottom of 2" finger ℙ or 3/4" sliding ℙ.

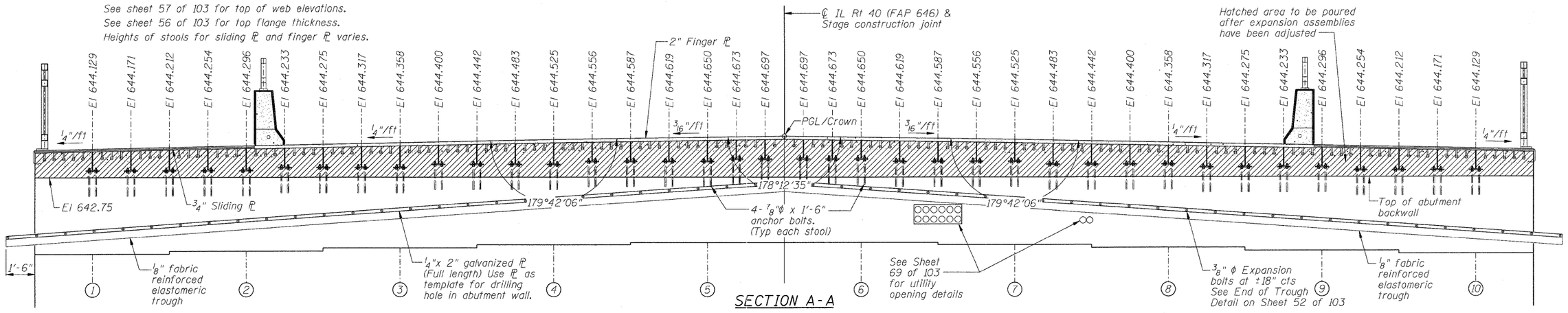
Elevations shown in Section B-B are taken at ℄ bearing at bottom of 2" finger ℙ or 3/4" sliding ℙ.

All sliding ℙ's shall have a raised pattern.

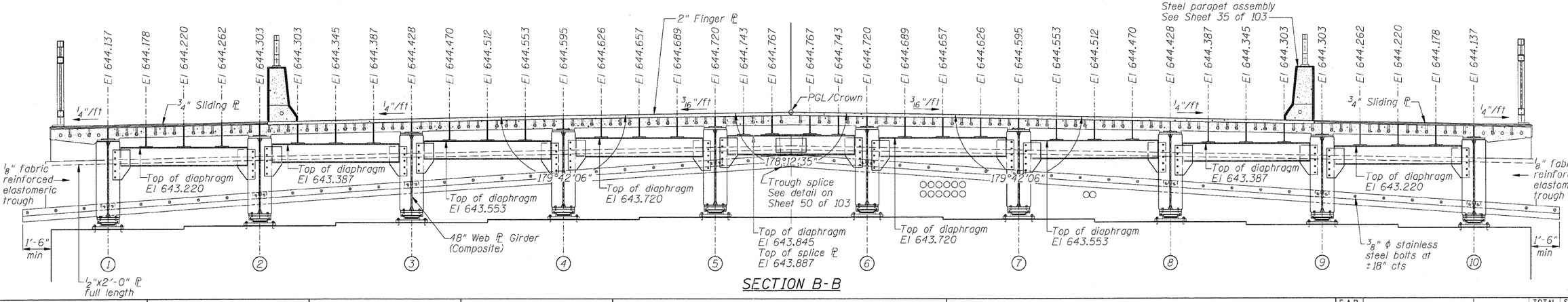
See sheet 57 of 103 for top of web elevations.

See sheet 56 of 103 for top flange thickness.

Heights of stools for sliding ℙ and finger ℙ varies.

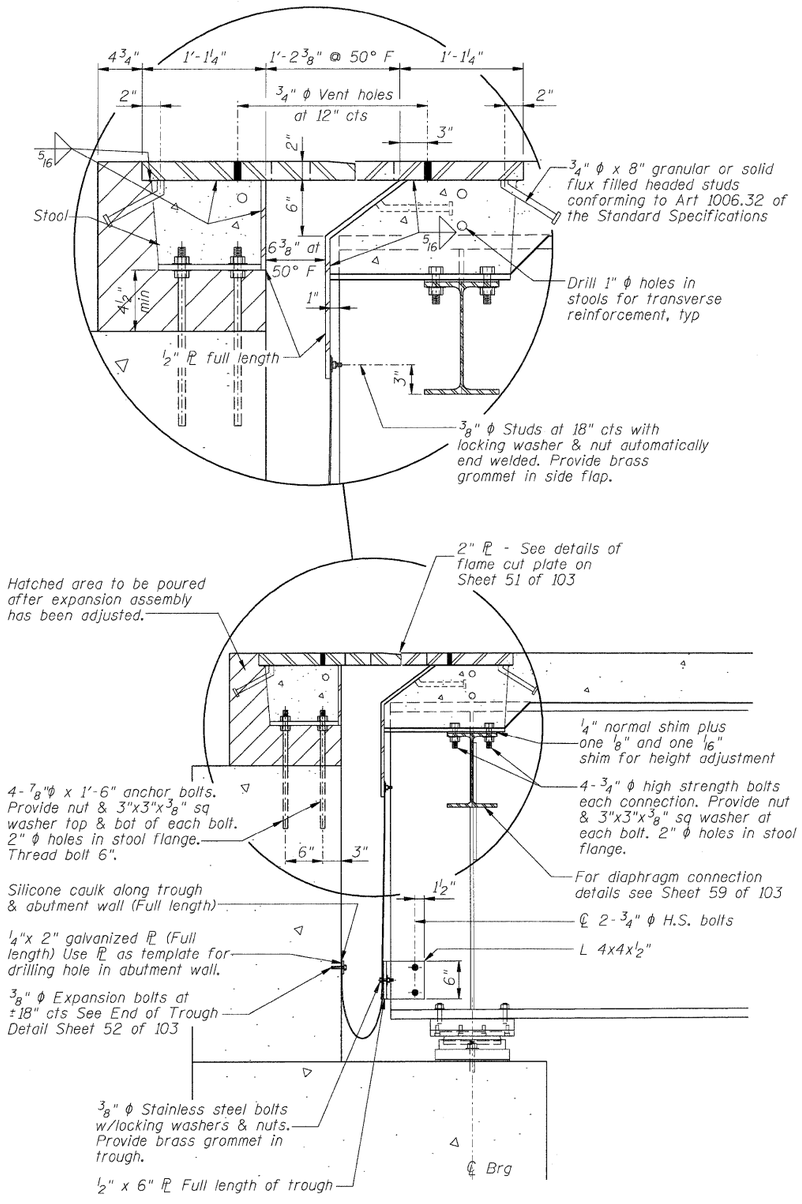


SECTION A-A

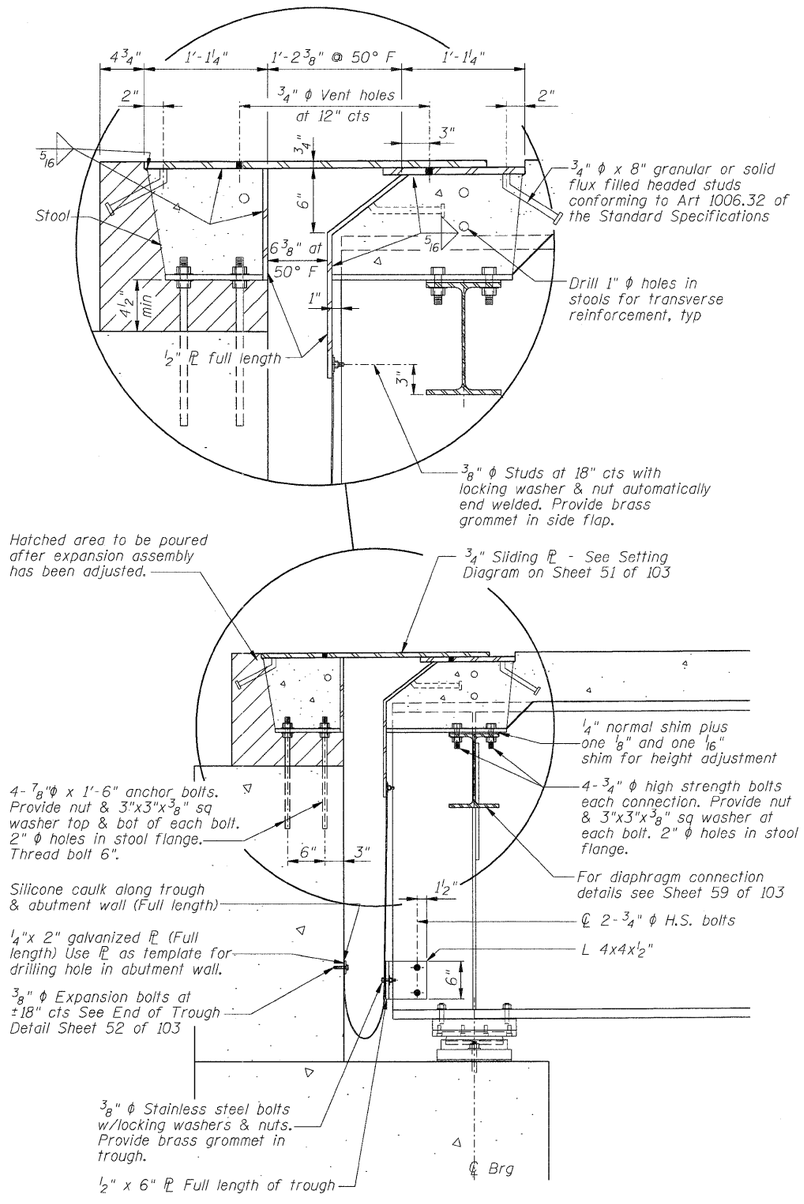


SECTION B-B

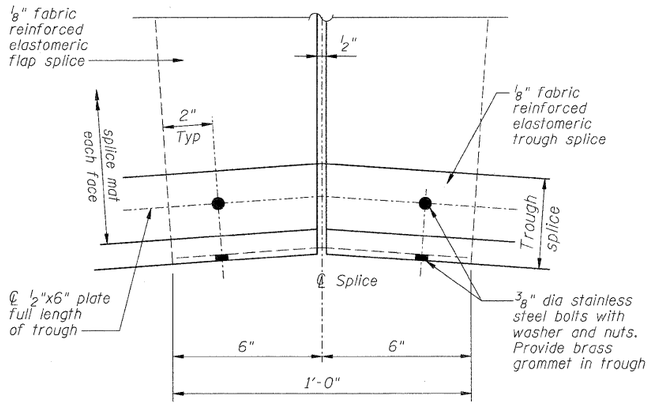
FILE NAME = D264380-sht-fingerplnabut.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**FINGER PLATE EXPANSION JOINT – NORTH ABUTMENT STRUCTURE NO. 098-0115**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	IB-2	WHITESIDE	257	152
	PLOT SCALE = 2.6667 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 49 OF 103 SHEETS			ILLINOIS FED. AID PROJECT		



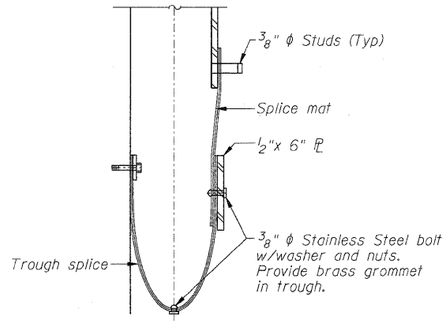
SECTION C-C THRU FINGER PLATE



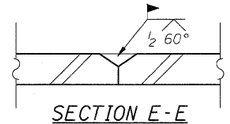
SECTION D-D THRU SLIDING PLATE



TROUGH SPLICE DETAIL

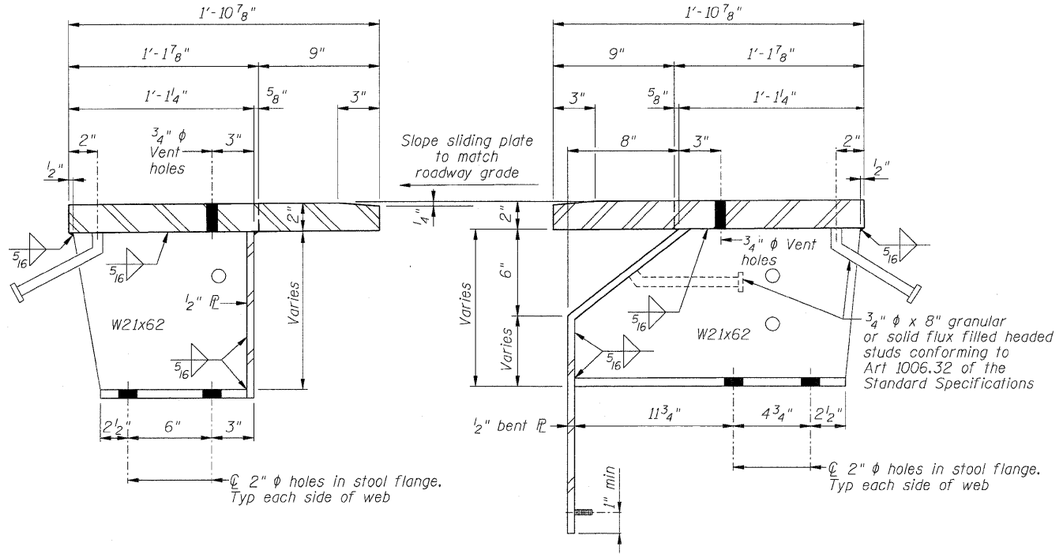


SECTION THRU TROUGH SPLICE

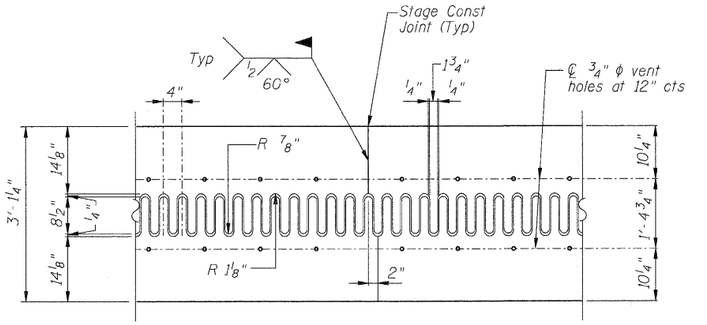


SECTION E-E

FILE NAME = 0264B80-sht-fingerpll.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FINGER PLATE EXPANSION JOINT – DETAILS STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	IB-2	WHITESIDE	257	153
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 50 OF 103 SHEETS			ILLINOIS	FED. AID PROJECT	

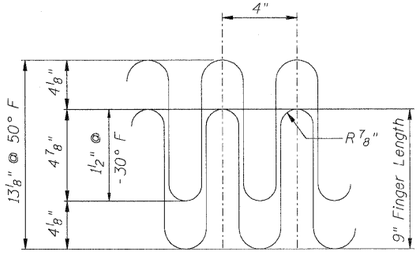


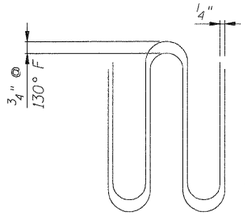
STOOLS DETAILS AT FINGER PLATE JOINT



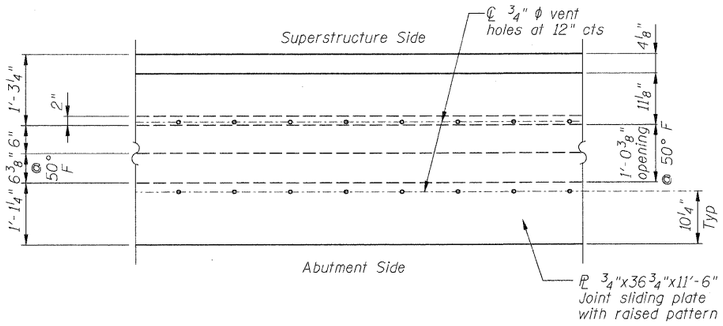
FLAME CUTTING DIAGRAM

(Proposed Finger PL - Cut from 2"x3'-1 1/4" PL)

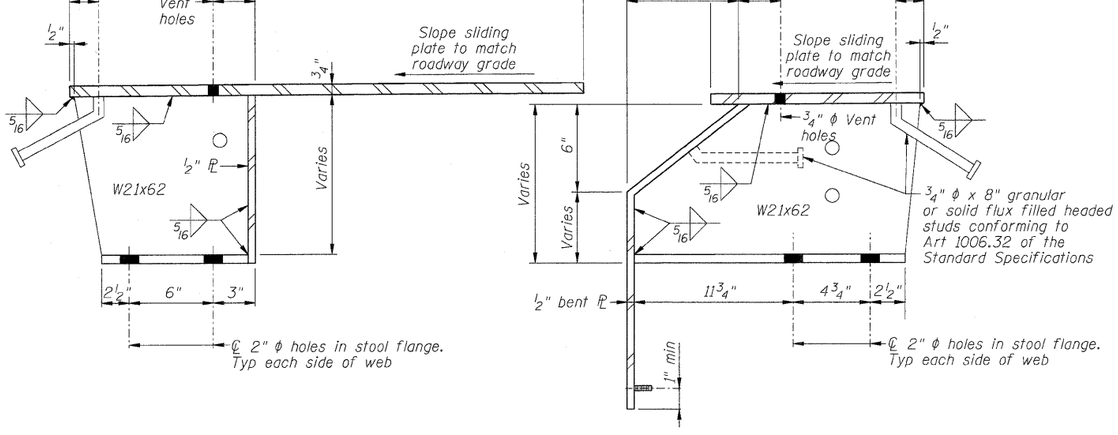




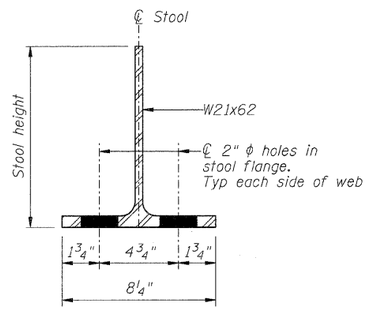
JOINT OPENING AND GEOMETRY DETAIL



SLIDING PLATE SETTING DIAGRAM



STOOL DETAILS AT SLIDING PLATE JOINT



SECTION THRU STOOL

NOTES:

Work this sheet with sheets 48-50 of 103.

The cost of all materials for finger plates, trough support brackets, and elastomeric troughs shall be included in cost of Finger Plate Expansion Joint, 5".

Finger plate and sliding plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

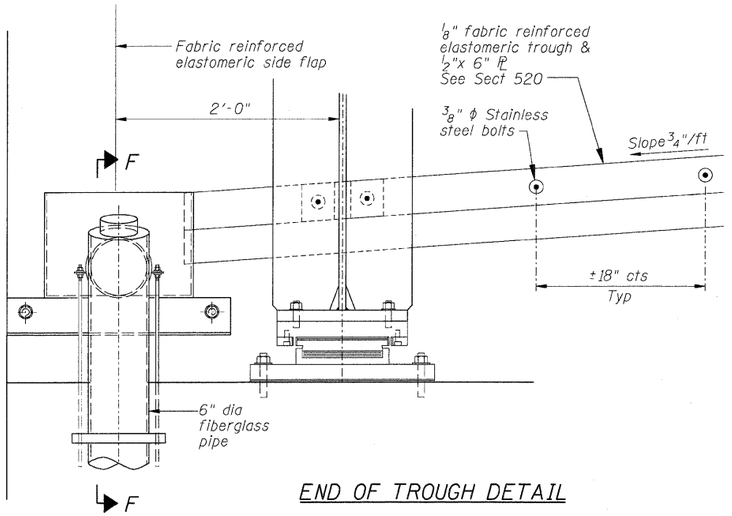
All sliding plates shall have a raised pattern.

Finger plates and sliding plates shall conform to the requirements of AASHTO M270, Grade 50.

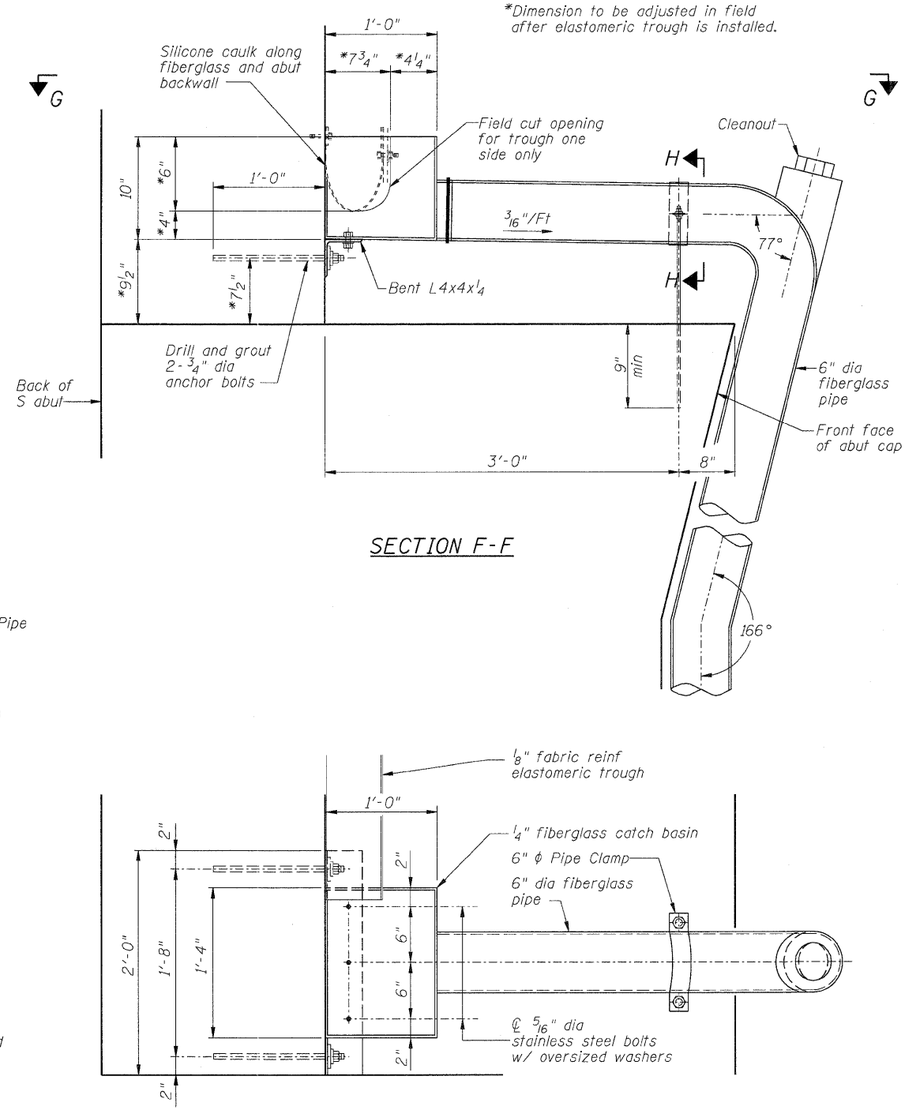
BILL OF MATERIAL

Item	Unit	Quantity
Finger Plate Expansion Joint, 5"	Foot	157

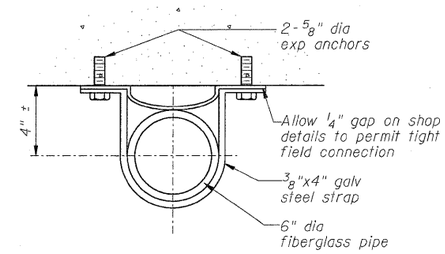
FILE NAME = 0264B80-sht-fingerpl2.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FINGER PLATE EXPANSION JOINT – DETAILS STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	IB-2	WHITESIDE	257	154
	PLOT SCALE = 1.3333 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 51 OF 103 SHEETS			ILLINOIS	FED. AID PROJECT	



END OF TROUGH DETAIL

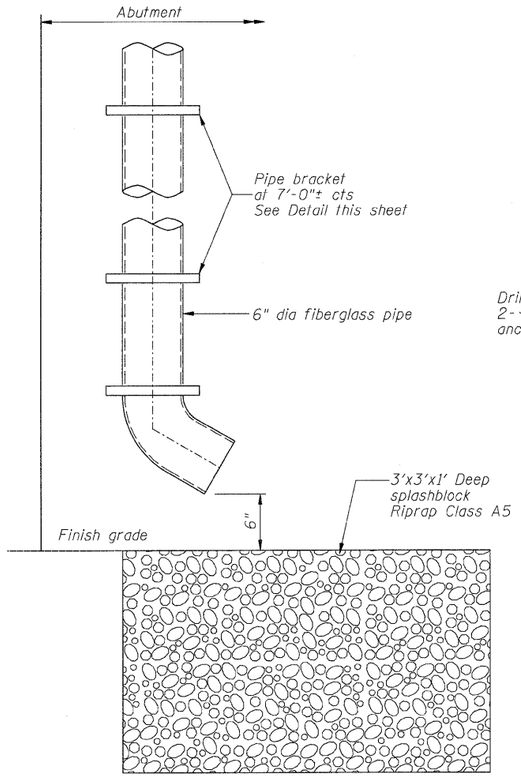


SECTION F-F

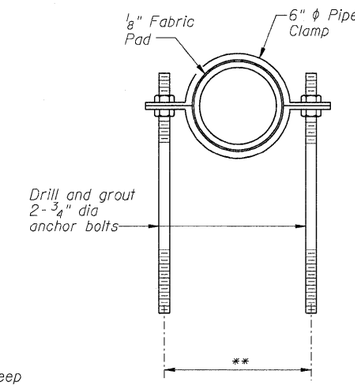


PIPE BRACKET DETAIL

(To concrete)



DRAINAGE SYSTEM DETAIL



SECTION H-H

**Dimension as required by Pipe Clamp

SECTION G-G

BILL OF MATERIAL

Item	Unit	Quantity
Drainage System	LS	1

NOTES:

Work this sheet with Sheet 48 of 103

Cost of steel angles, anchor bolts and stainless steel bolts is included with Drainage System.

Fiberglass pipe shall conform to ASTM D 2996 with short-time rupture strength hoop tensile stress of 30,000 psi minimum. The surface of the fiberglass pipe shall be free of bond inhibiting agents. Fiberglass catch basin shall be of the same material. All fiberglass items shall be pigmented a color similar to concrete.

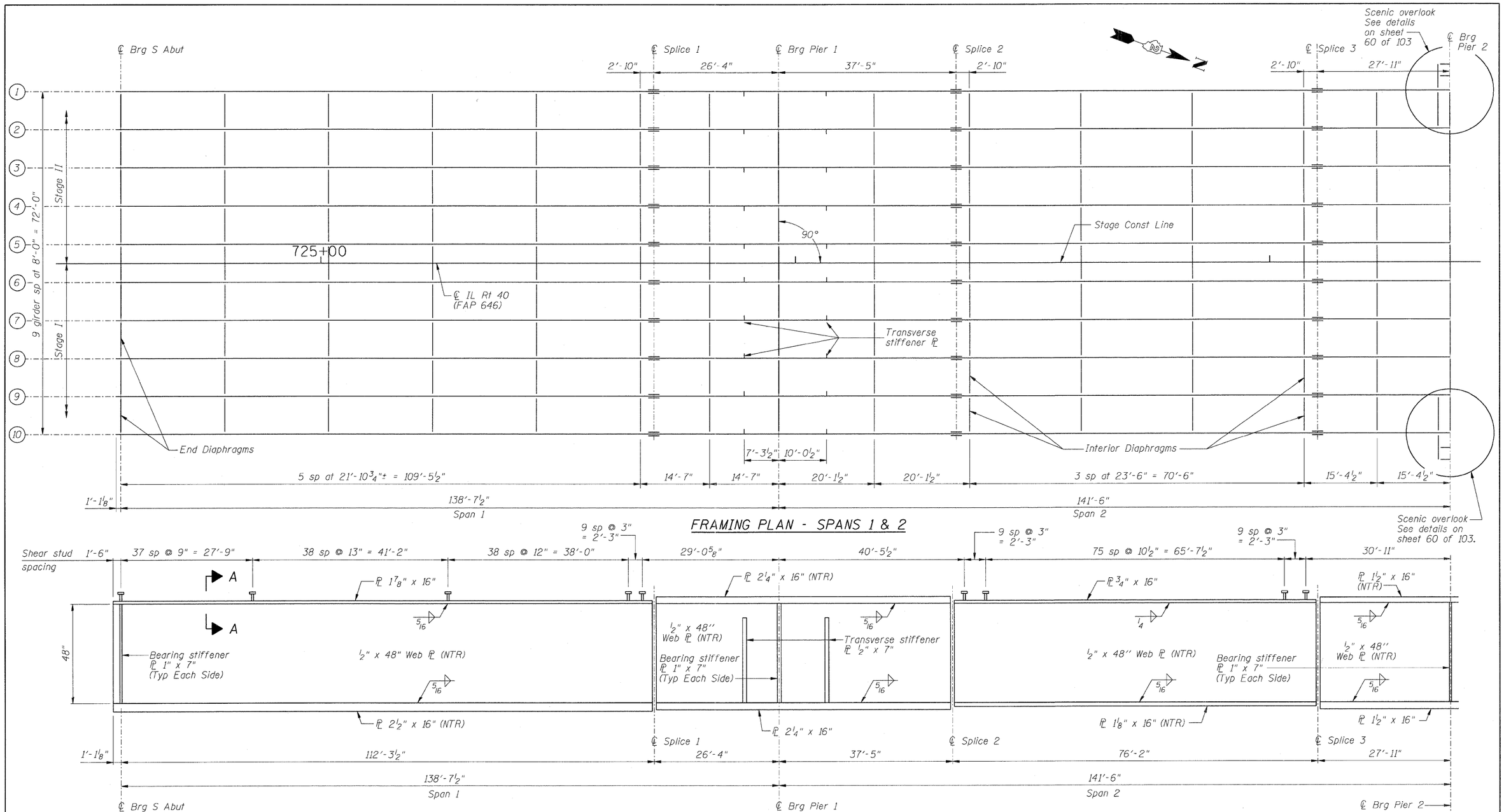
All fiberglass pipe, elbows, connections, pipe clamps, brackets, anchor bolts, reducers, catch basin, attaching hardware, and splash block are included in the cost of "Drainage System".

FILE NAME = D264B80-sht-drainagesystem.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 0.6667 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SYSTEM AT SOUTH ABUTMENT
STRUCTURE NO. 098-0115
SHEET NO. 52 OF 103 SHEETS

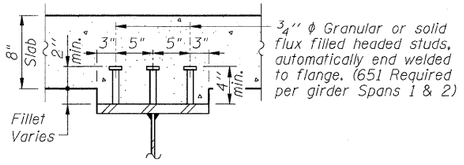
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	155
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		



FRAMING PLAN - SPANS 1 & 2

GIRDER ELEVATION

"NTR" denotes plates to which notch toughness requirements are applicable.



SECTION A-A

NOTES:

Structural steel shall be AASHTO M270 Grade 50 for the girders, cross frames and connection plates and all splice plate material.

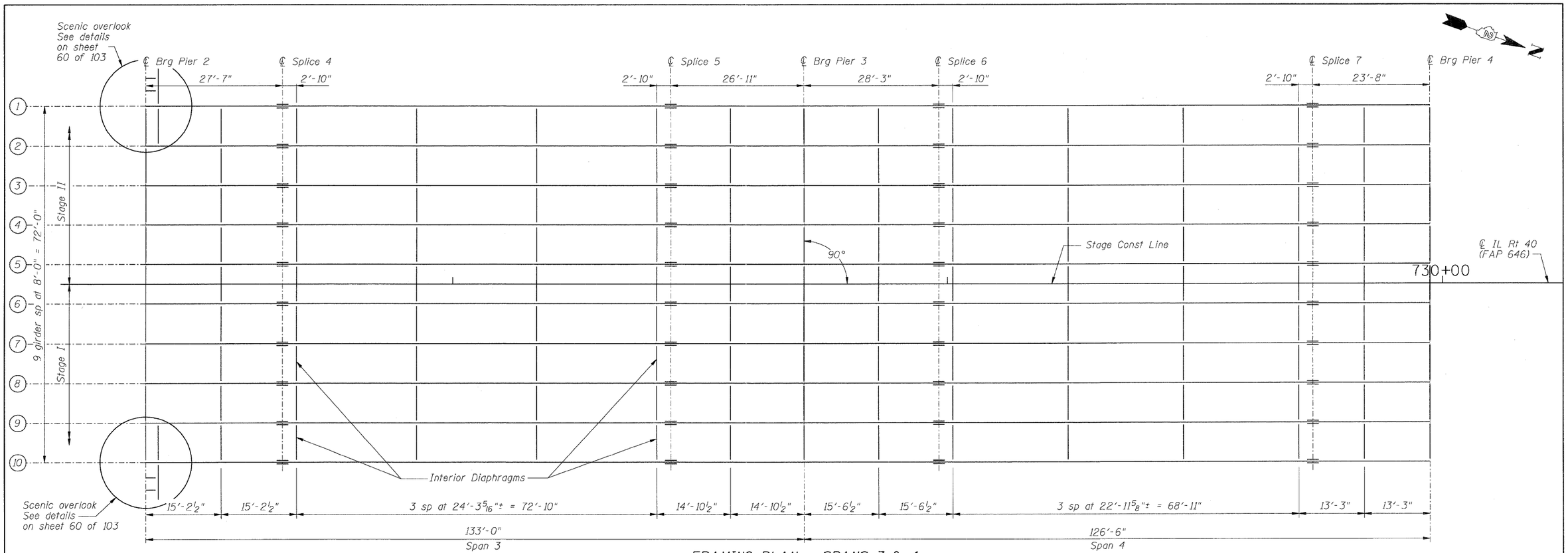
Load carrying components designated "NTR" shall conform to the Supplemental Requirements For Notch Toughness, Zone 2.

FILE NAME = 0264B80-sht-frmgpln1.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

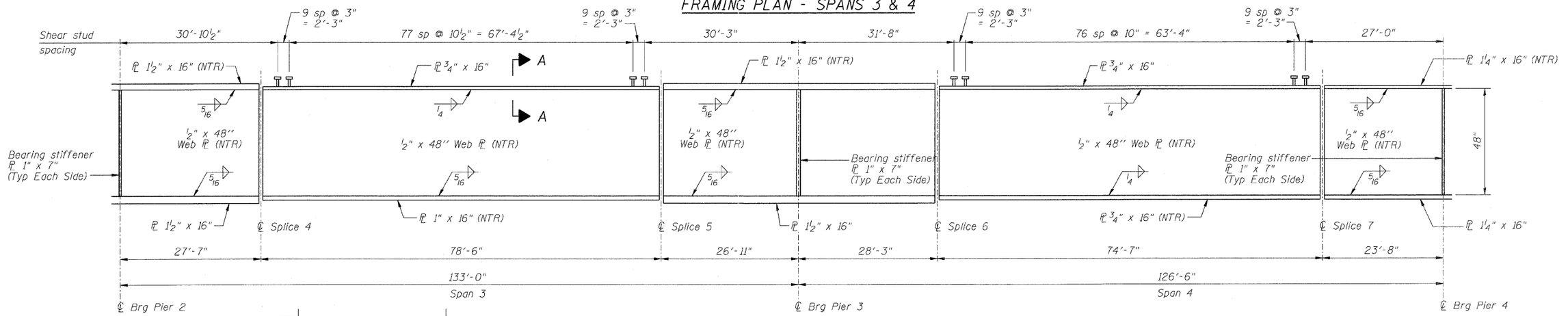
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

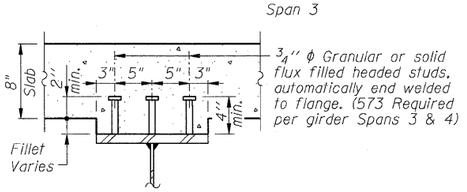
FRAMING PLANS – SPANS 1 & 2
STRUCTURE NO. 098-0115
SHEET NO. 53 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	156
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



FRAMING PLAN - SPANS 3 & 4





SECTION A-A

GIRDER ELEVATION

"NTR" denotes plates to which notch toughness requirements are applicable.

NOTES:

Structural steel shall be AASHTO M270 Grade 50 for the girders, transverse stiffeners, bearing stiffeners and connection plates and all splice plate material.

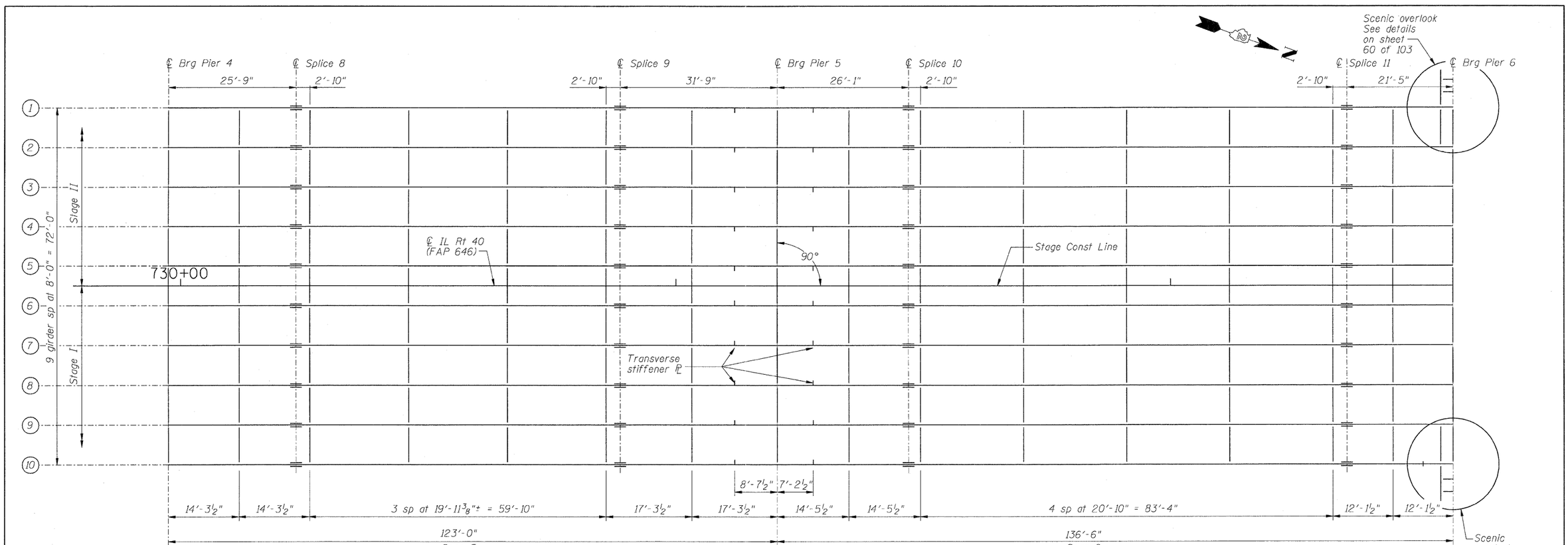
Load carrying components designated "NTR" shall conform to the Supplemental Requirements For Notch Toughness, Zone 2.

FILE NAME = 0264B80-sht-frmgpln2.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

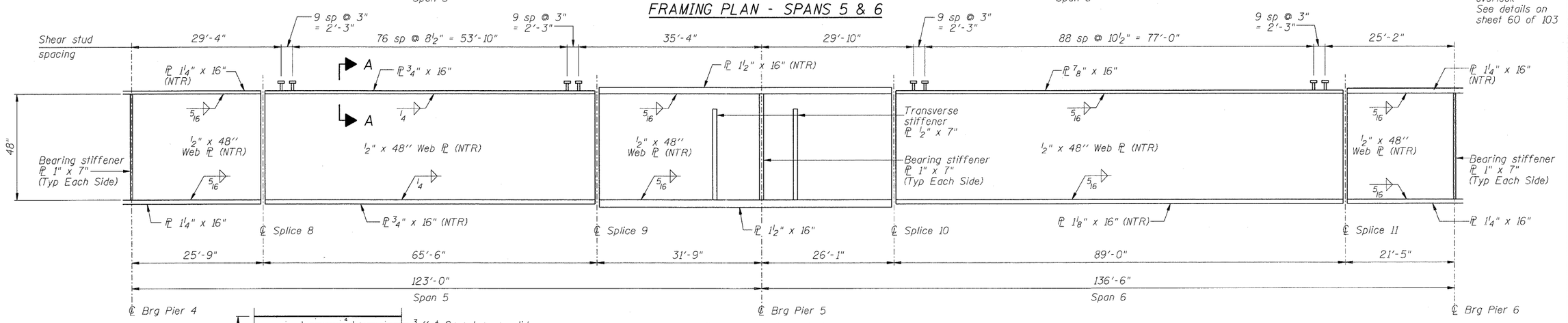
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN – SPANS 3 & 4
STRUCTURE NO. 098-0115
SHEET NO. 54 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	157
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

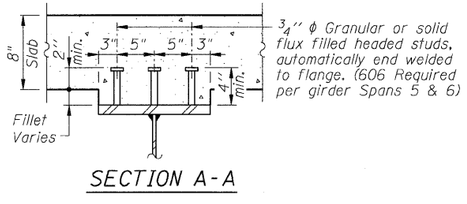


FRAMING PLAN - SPANS 5 & 6



GIRDER ELEVATION

"NTR" denotes plates to which notch toughness requirements are applicable.



SECTION A-A

NOTES:

Structural steel shall be AASHTO M270 Grade 50 for the girders, transverse stiffeners, bearing stiffeners and connection plates and all splice plate material.

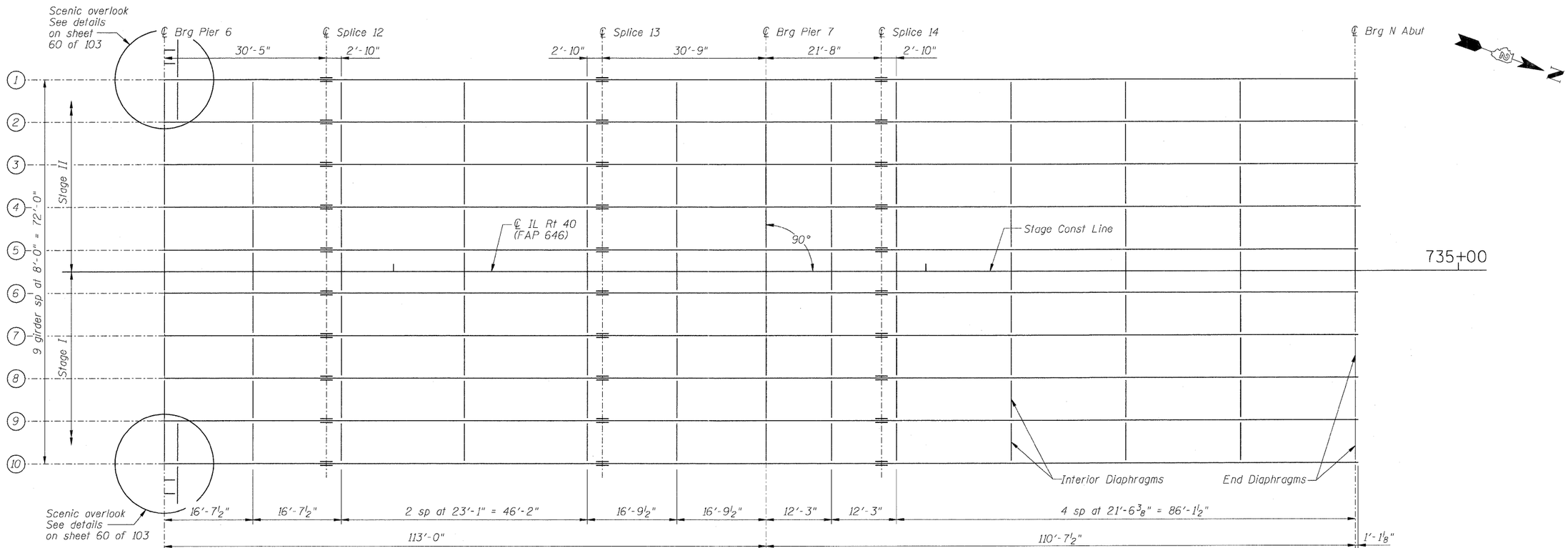
Load carrying components designated "NTR" shall conform to the Supplemental Requirements For Notch Toughness, Zone 2.

FILE NAME = D264880-sht-frmgpln3.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 10.0200 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

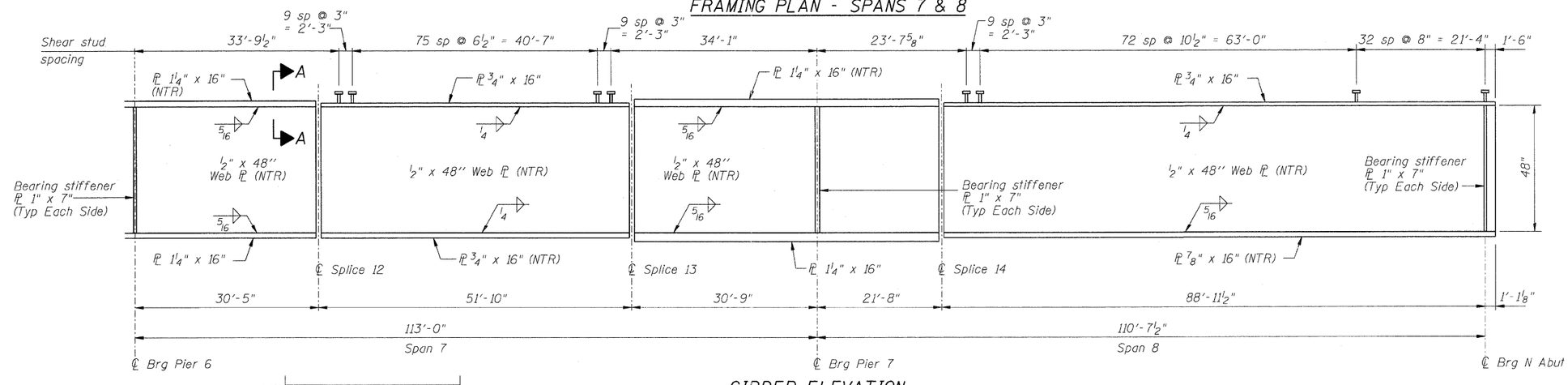
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN – SPANS 5 & 6
STRUCTURE NO. 098-0115
SHEET NO. 55 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	158
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		

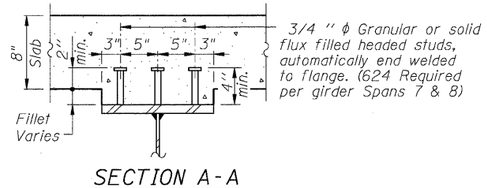


FRAMING PLAN - SPANS 7 & 8



GIRDER ELEVATION

"NTR" denotes plates to which notch toughness requirements are applicable.



SECTION A-A

NOTES:

Structural steel shall be AASHTO M270 Grade 50 for the girders, cross frames and connection plates and all splice plate material.

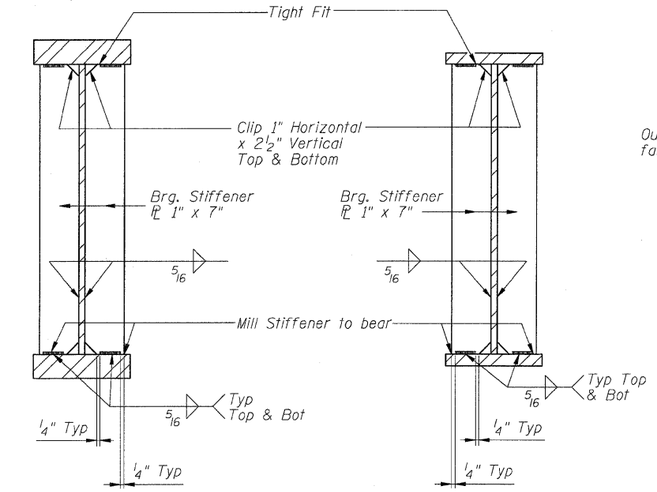
Load carrying components designated "NTR" shall conform to the Supplemental Requirements For Notch Toughness, Zone 2.

FILE NAME = D264380-sht-frmgpln4.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

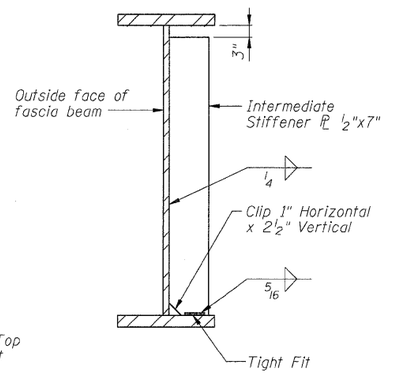
FRAMING PLAN – SPANS 7 & 8
STRUCTURE NO. 098-0115
SHEET NO. 56 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	159
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



SECTION AT PIER

SECTION AT ABUTMENT



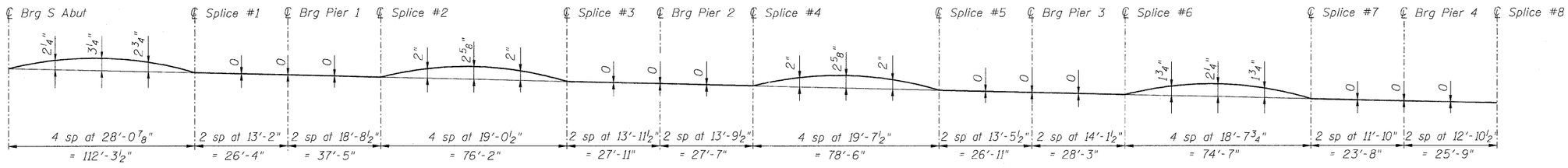
SECTION AT INTERMEDIATE STIFFENER

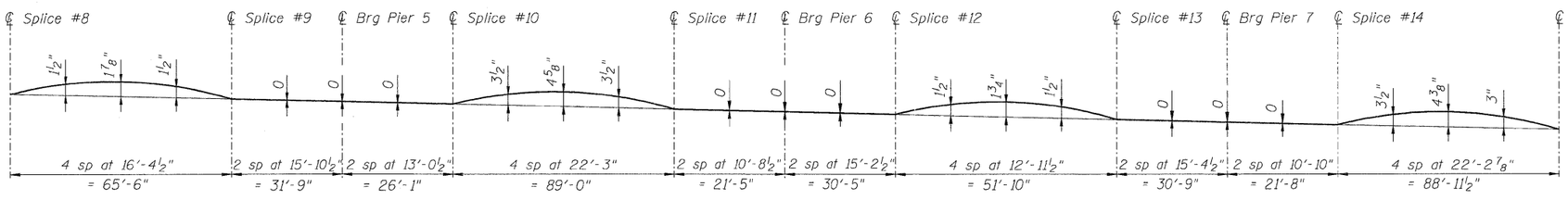
(Fascia beam shown, interior beams similar)

* TOP OF WEB ELEVATIONS

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9	Girder 10
CL Brg at S. Abut	645.621	645.788	645.955	646.121	646.246	646.246	646.121	645.955	645.788	645.621
Splice 1	646.200	646.367	646.533	646.700	646.825	646.825	646.700	646.533	646.367	646.200
CL Brg at Pier 1	646.279	646.445	646.612	646.779	646.904	646.904	646.779	646.612	646.445	646.279
Splice 2	646.435	646.602	646.768	646.935	647.060	647.060	646.935	646.768	646.602	646.435
Splice 3	646.929	647.096	647.262	647.429	647.554	647.554	647.429	647.262	647.096	646.929
CL Brg at Pier 2	647.052	647.219	647.386	647.552	647.677	647.677	647.552	647.386	647.219	647.052
Splice 4	647.199	647.366	647.533	647.699	647.824	647.824	647.699	647.533	647.366	647.199
Splice 5	647.588	647.755	647.921	648.088	648.213	648.213	648.088	647.921	647.755	647.588
CL Brg at Pier 3	647.718	647.885	648.052	648.218	648.343	648.343	648.218	648.052	647.885	647.718
Splice 6	647.855	648.022	648.188	648.355	648.480	648.480	648.355	648.188	648.022	647.855
Splice 7	648.266	648.433	648.599	648.766	648.891	648.891	648.766	648.599	648.433	648.266
CL Brg at Pier 4	648.372	648.538	648.705	648.872	648.997	648.997	648.872	648.705	648.538	648.372
Splice 8	648.487	648.654	648.820	648.987	649.112	649.112	648.987	648.820	648.654	648.487
Splice 9	648.767	648.934	649.101	649.267	649.392	649.392	649.267	649.101	648.934	648.767
CL Brg at Pier 5	648.966	649.133	649.300	649.466	649.591	649.591	649.466	649.300	649.133	648.966
Splice 10	649.130	649.296	649.463	649.630	649.755	649.755	649.630	649.463	649.296	649.130
Splice 11	649.165	649.332	649.498	649.665	649.790	649.790	649.665	649.498	649.332	649.165
CL Brg at Pier 6	648.914	649.081	649.247	649.414	649.539	649.539	649.414	649.247	649.081	648.914
Splice 12	648.557	648.724	648.891	649.057	649.182	649.182	649.057	648.891	648.724	648.557
Splice 13	647.676	647.843	648.009	648.176	648.301	648.301	648.176	648.009	647.843	647.676
CL Brg at Pier 7	646.994	647.160	647.327	647.494	647.619	647.619	647.494	647.327	647.160	646.994
Splice 14	646.513	646.680	646.846	647.013	647.138	647.138	647.013	646.846	646.680	646.513
CL Brg at N. Abut	643.470	643.637	643.803	643.970	644.095	644.095	643.970	643.803	643.637	643.470

* For Fabrication Only





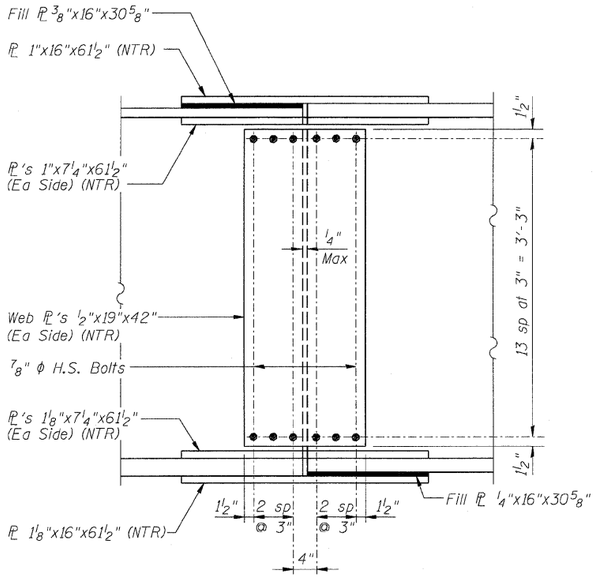
CAMBER DIAGRAM

NOTES:

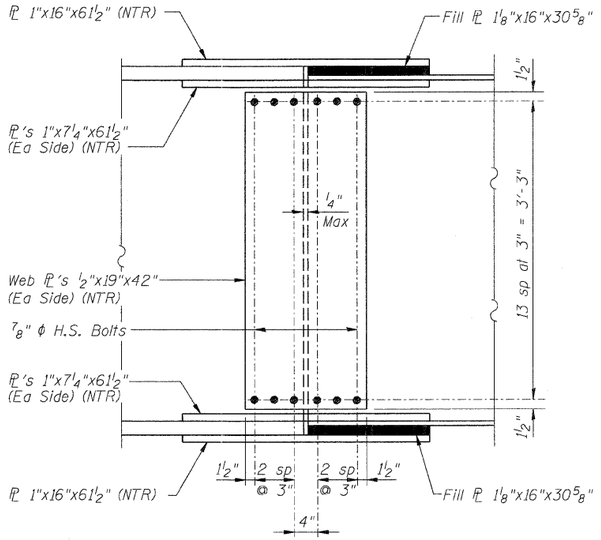
Structural steel shall be AASHTO M270 Grade 50 for the girders, transverse stiffeners, bearing stiffeners and full length connection plates.

Load carrying components designated "NTR" shall conform to the Supplemental Requirements For Notch Toughness, Zone 2.

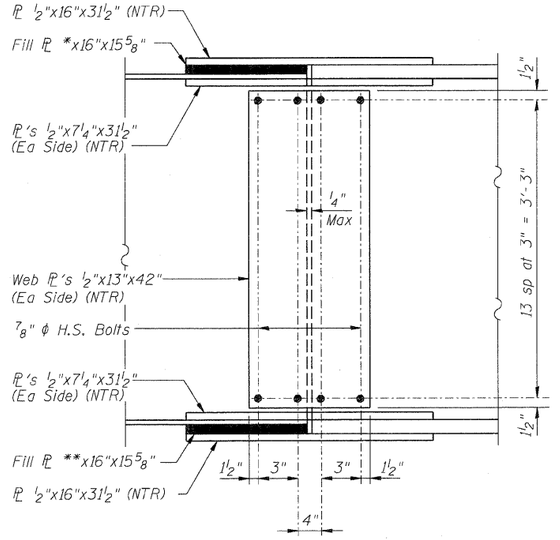
FILE NAME = D264880-sht-frmgdtls1.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRAMING DETAILS (SHEET 1 OF 4) STRUCTURE NO. 098-0115	F.A.P. RTE. 646	SECTION IB-2	COUNTY WHITESIDE	TOTAL SHEETS 257	SHEET NO. 160
		CHECKED - JMB	REVISED -							
	PLOT SCALE = 10.0000 ' / IN.	DRAWN - RLK	REVISED -		SHEET NO. 57 OF 103 SHEETS			CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -					ILLINOIS FED. AID PROJECT		



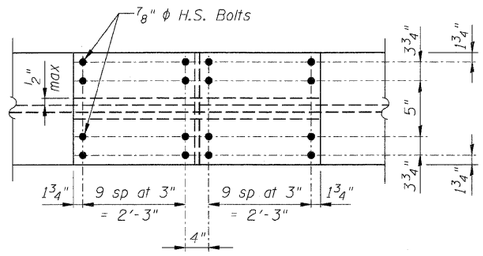
WEB SPLICE PLATE



WEB SPLICE PLATE

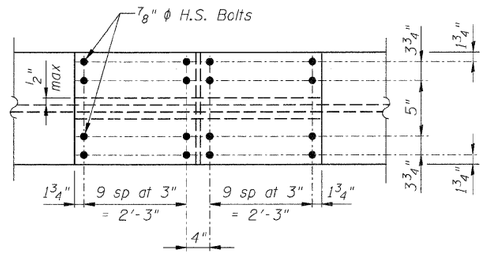


WEB SPLICE PLATE



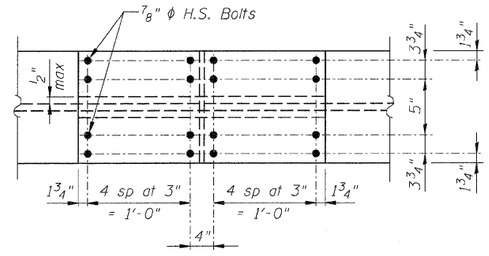
TOP & BOTTOM FLANGE SPLICE PLATE

FIELD SPLICE #1 DETAIL



TOP & BOTTOM FLANGE SPLICE PLATE

FIELD SPLICE #2 DETAIL



TOP & BOTTOM FLANGE SPLICE PLATE

FIELD SPLICE #3 THRU #14 DETAIL

Splice No.	Fill ℄*	Fill ℄**
3	3/4"	3/8"
4	3/4"	1/2"
5	3/4"	1/2"
6	3/4"	3/4"
7	1/2"	1/2"
8	1/2"	1/2"
9	3/4"	3/4"
10	5/8"	3/8"
11	3/8"	1/8"
12	1/2"	1/2"
13	1/2"	1/2"
14	1/2"	3/8"

NOTES:

Structural steel shall be AASHTO M270 Grade 50 for all splice plate material.

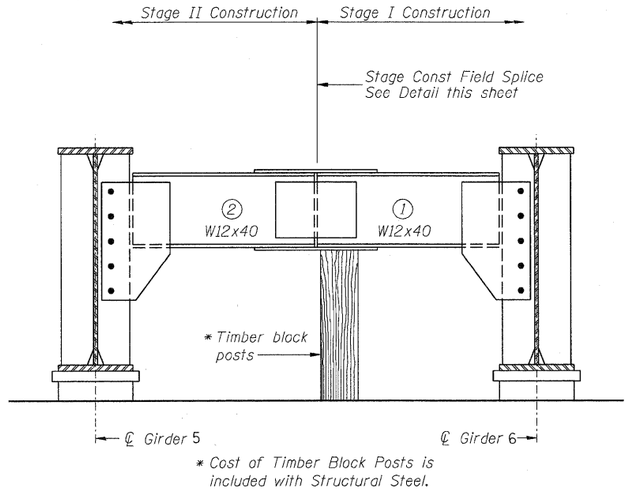
Load carrying components designated "NTR" shall conform to the Supplemental Requirements For Notch Toughness, Zone 2.

FILE NAME = 0264380-sht-f-mgdtls2.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 10.2000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

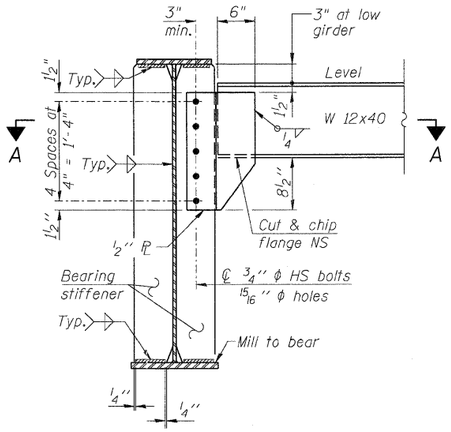
FRAMING DETAILS (SHEET 2 OF 4)
STRUCTURE NO. 098-0115
SHEET NO. 58 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	161
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		



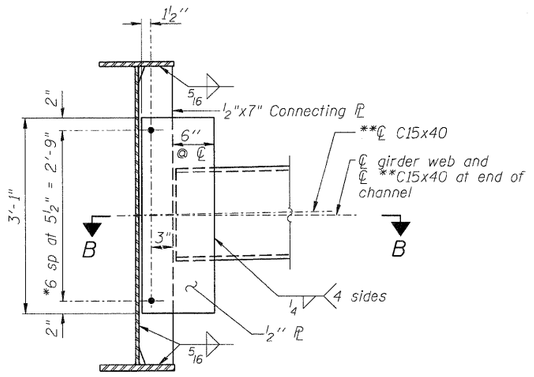
END DIAPHRAGM AT STAGE CONSTRUCTION JOINT

(2 required)



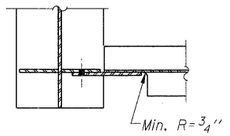
END DIAPHRAGM

(16 required)

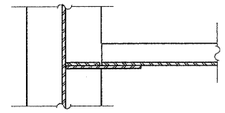


INTERIOR DIAPHRAGM

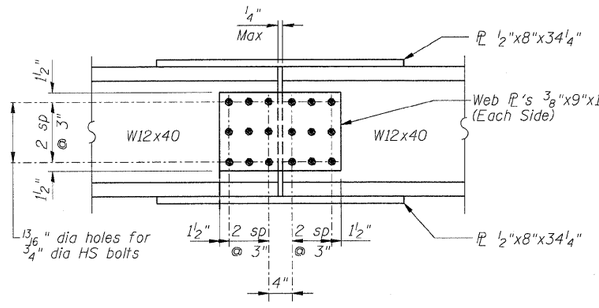
(486 required)



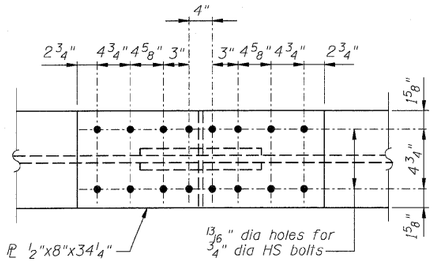
SECTION A-A



SECTION B-B



END DIAPHRAGM WEB SPLICE PLATE



TOP & BOTTOM FLANGE SPLICE PLATE

STAGE CONSTRUCTION FIELD SPLICE DETAIL

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

1.) Order diaphragm in two sections.
2.) Attach section ① of diaphragm to girder 6.
3.) Place timber block posts between section ① of diaphragm and abutment bearing section.
4.) Attach section ② of diaphragm to both girder 5 and section ① of diaphragm during stage II construction with splice plates.
5.) Remove timber block posts.

NOTES:

Two hardened washers required for each set of oversized holes.

* ¾" ϕ HS bolts, 15/16" ϕ holes. For diaphragms at staged construction line, use slotted 13/16" x 1 7/8" holes at one end of bracing and 15/16" ϕ oversized holes at other end for both diaphragm connection plates and full depth girder connection plates. Fabricator to detail to allow at least 2½" of vertical movement. Bolts shall be finger tight until Stage II pour is complete. Position slots so bolts start at one end with no concrete load and finish near opposite end under deck load.

** Alternate channels C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C15x40 sections. The alternate, if utilized, shall be provided at no extra cost to the Department.

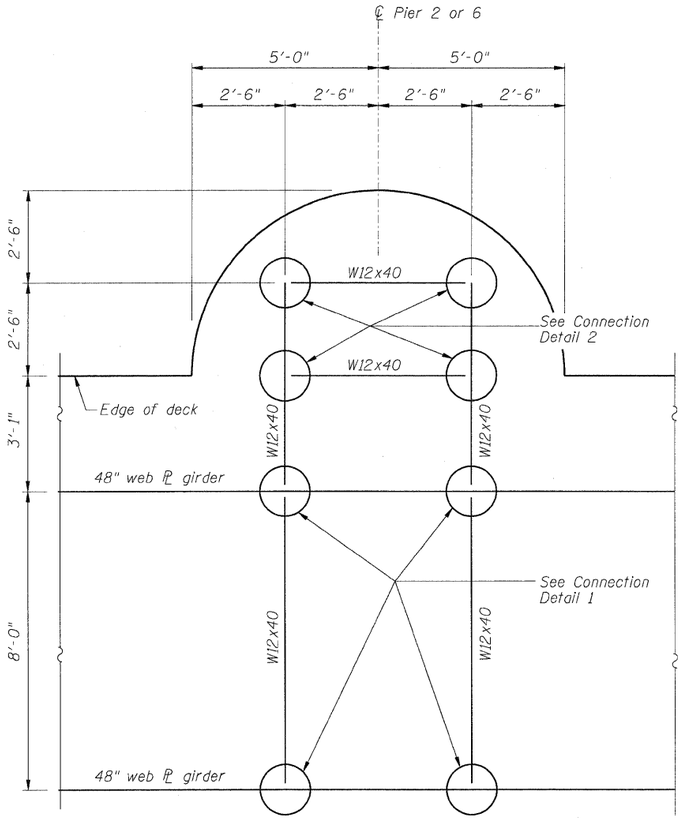
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

FILE NAME = 0264880-sht-frmgdtls3.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

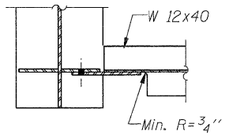
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING DETAILS (SHEET 3 OF 4)
STRUCTURE NO. 098-0115
SHEET NO. 59 OF 103 SHEETS

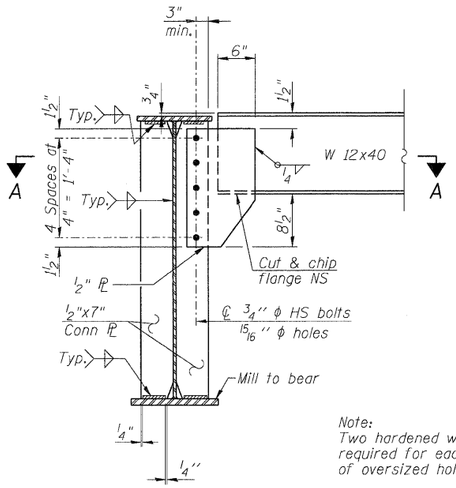
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	162
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



TYPICAL SCENIC OVERLOOK FRAMING PLAN

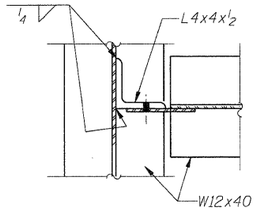


SECTION A-A

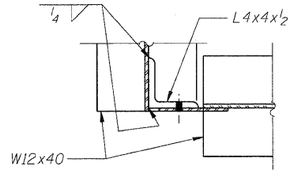


Note:
Two hardened washers required for each set of oversized holes.

CONNECTION DETAIL 1

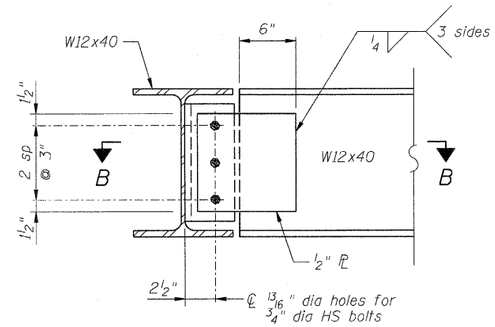


(Interior Diaphragm)



(End Diaphragm)

SECTION B-B



CONNECTION DETAIL 2

Note:
Structural steel shall be AASHTO M270 Grade 50 for the web plate girders and full depth connection plates.

FILE NAME = 0264B80-sht-frmgdtls4.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRAMING DETAILS (SHEET 4 OF 4) STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	163
	PLOT SCALE = 2.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 60 OF 103 SHEETS		ILLINOIS	FED. AID PROJECT		

	INTERIOR GIRDER MOMENT TABLE															
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.5 Sp. 4	Pier 4	0.5 Sp. 5	Pier 5	0.5 Sp. 6	Pier 6	0.5 Sp. 7	Pier 7	0.6 Sp. 8
I_s	(in^4)	48067	50090	22185	34020	21153	34020	18868	28869	18868	34020	23653	28869	18868	28869	20051
I_c (n)	(in^4)	100694	-	58386	-	54700	-	47074	-	47074	-	58762	-	47074	-	50930
I_c (3n)	(in^4)	74032	-	42767	-	40410	-	35388	-	35388	-	43419	-	35388	-	37953
S_s	(in^3)	2027.3	1908.2	992.6	1334.1	916.1	1334.1	762.3	1143.3	762.3	1334.1	1013.4	1143.3	762.3	1143.3	839.7
S_c (n)	(in^3)	2505.4	-	1367.7	-	1267.1	-	1065.7	-	1065.7	-	1370.7	-	1065.7	-	1166.5
S_c (3n)	(in^3)	2322.9	-	1258.6	-	1165.2	-	977.3	-	977.3	-	1262.2	-	977.3	-	1071.5
DC1	(k/')	1.17	1.17	1.03	1.09	1.02	1.08	1.01	1.06	1.01	1.09	1.04	1.06	1.01	1.06	1.02
M_{DC1}	('k)	1663	2383	573	1571	646	1596	557	1253	431	1648	866	1319	252	1341	912
DC2	(k/')	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
M_{DC2}	('k)	227	296	119	216	118	212	106	176	87	218	150	180	61	176	150
DW	(k/')	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
M_{DW}	('k)	607	790	318	576	313	566	282	470	231	581	401	479	164	469	400
M_{LL+IM}	('k)	2334	1848	1712	1575	1719	1577	1552	1426	1538	1558	1790	1392	1341	1338	1646
M_u (Strength I)	('k)	7358	7768	4338	5854	4433	5869	3968	4987	3686	5931	5004	5028	2984	4941	4808
* $\phi_f M_n$, $\phi_f M_{nc}$	('k)	11426	8719	6854	6117	6391	6117	5348	5258	5441	6116	6840	5258	5572	5258	5650
f_s DC1	(ksi)	9.84	14.99	6.93	14.13	8.46	14.36	8.77	13.15	6.78	14.82	10.25	13.84	3.97	14.07	13.03
f_s DC2	(ksi)	1.17	1.86	1.13	1.94	1.22	1.91	1.30	1.85	1.07	1.96	1.43	1.89	0.75	1.85	1.68
f_s DW	(ksi)	3.14	4.97	3.03	5.18	3.22	5.09	3.46	4.93	2.84	5.23	3.81	5.03	2.01	4.92	4.48
f_s 1.3M_{LL+IM}	(ksi)	14.53	15.11	19.53	18.42	21.16	18.44	22.72	19.46	22.51	18.22	20.37	18.99	19.63	18.26	22.01
f_s (Service II)	(ksi)	28.7	36.9	30.6	39.7	34.1	39.8	36.2	39.4	33.2	40.2	35.9	39.8	26.4	39.1	41.2
fs (Total)(Strength I)	(ksi)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
** V_r	(k)	62.8	-	47.1	-	48.2	-	48.3	-	48.8	-	51.4	-	43.1	-	59.2

* Compact Sections
** Non-compact and slender sections

INTERIOR GIRDER REACTION TABLE HL93 Loading									
		S. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	N. Abut.
R_{DC1}	(k)	62.5	176.8	134.7	135.1	119.2	137.8	123.4	124.3	43.3
R_{DC2}	(k)	8.3	23.7	20.1	19.7	18.1	20.1	18.5	18.3	6.7
R_{DW}	(k)	22.0	63.2	53.5	52.5	48.3	53.5	49.3	48.9	17.9
R_{LL+IM}	(k)	105.6	195.2	185.5	185.0	177.1	185.0	177.2	172.2	96.9
R_{Total}	(k)	198.4	458.9	393.8	392.3	362.7	396.4	368.3	363.7	164.8

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) 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) due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

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.).

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

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{LL+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

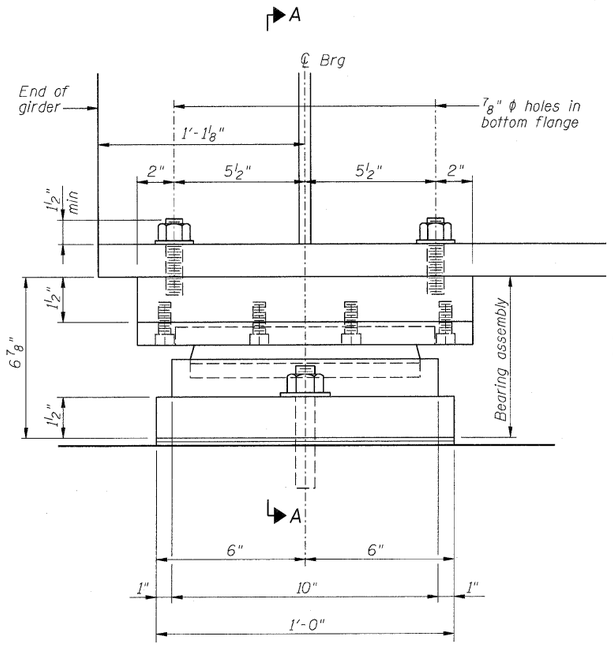
$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\ M_{LL+IM}$

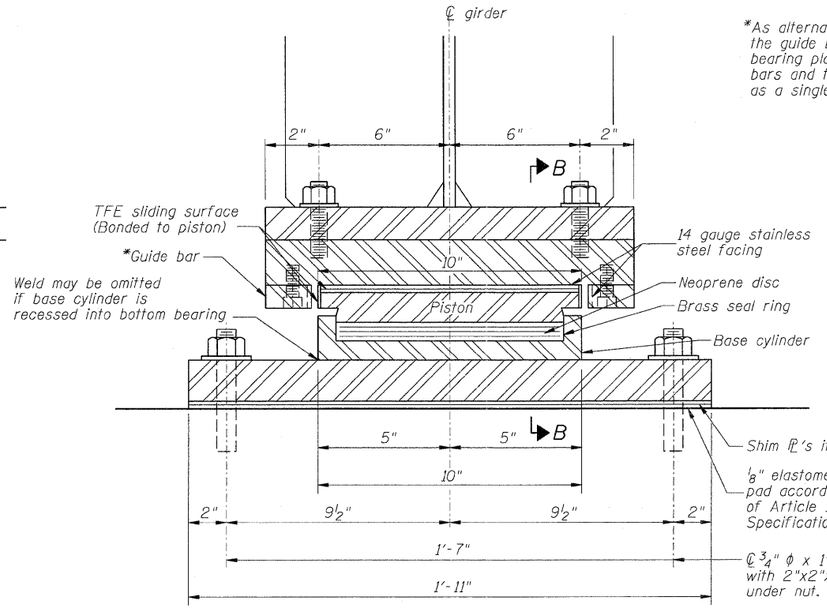
fs (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{LL+IM}$

V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

FILE NAME = D264880-sht-momtable.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GIRDER MOMENT & REACTION TABLES STRUCTURE NO. 098-0115	F.A.P. RTE. 646	SECTION 1B-2	COUNTY WHITESIDE	TOTAL SHEETS 257	SHEET NO. 164
		CHECKED - JMB	REVISED -							
	PLOT SCALE = 10:0 '' / IN.	DRAWN - RLK	REVISED -							
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 61 OF 103 SHEETS			CONTRACT NO. 64B80		
								ILLINOIS FED. AID PROJECT		

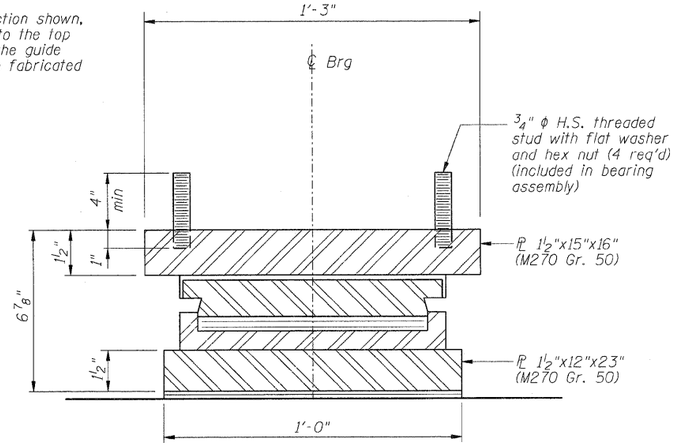


ELEVATION AT SOUTH ABUTMENT



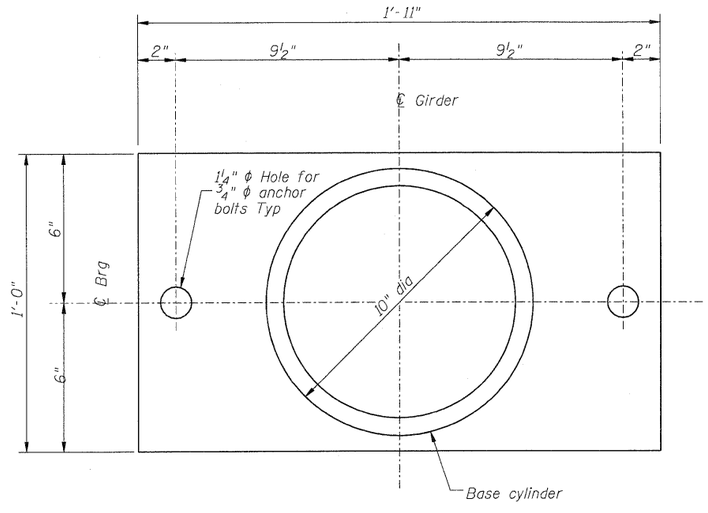
SECTION A-A

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

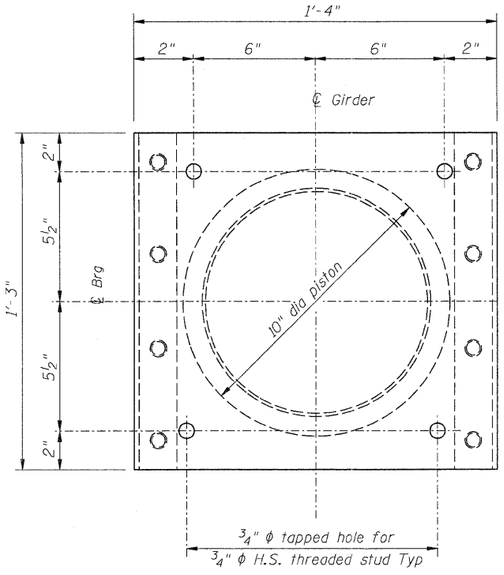


SECTION B-B

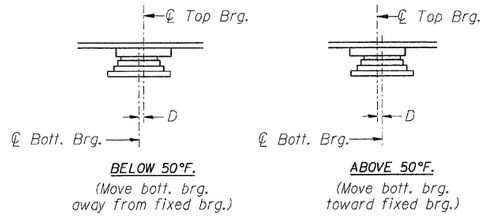
GUIDED EXPANSION POT BEARING



BOTTOM BEARING PLATE AND BASE CYLINDER PLAN



TOP BEARING PLATE AND PISTON PLAN



BELOW 50°F. (Move bott. brg. away from fixed brg.)

ABOVE 50°F. (Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

Bearing Data	
Vertical design load	173 k
Total required movement	6 3/4"

BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotation Bearings, Guided Expansion 200k	Each	10
Anchor Bolts 3/4"	Each	20

NOTES

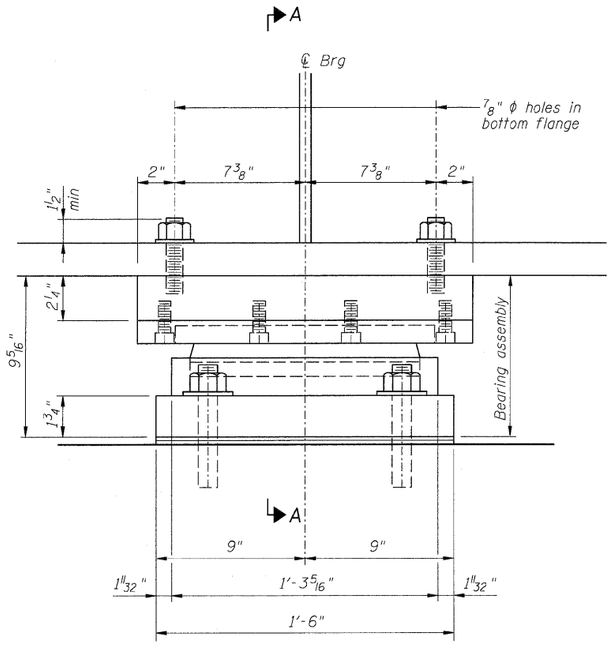
1. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270, Grade 50.
2. Cost of top and bottom bearing assembly plates, 1/8" Elastomeric Neoprene, shim plates and threaded studs with washer shall be included with "High Load Multi-Rotation, Guided Expansion 200k".
3. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer approved alternative material) of the grade and diameter specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36 ksi)
4. Anchor bolts may be cast in place or installed in holes drilled after members are in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
5. Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown in bearing details.
6. The bearing assembly shall be capable of transmitting 20% of the vertical design load as a horizontal force in the direction normal to the guide bars.

FILE NAME = 0264B80-sht-brgsabut.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

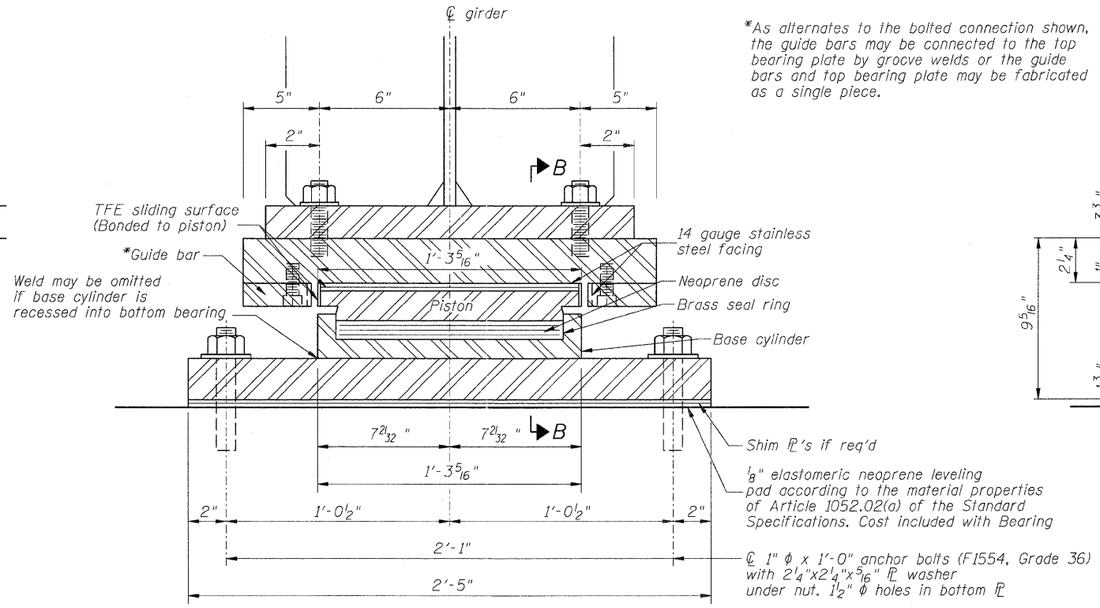
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS – SOUTH ABUTMENT
STRUCTURE NO. 098-0115
SHEET NO. 62 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	165
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		

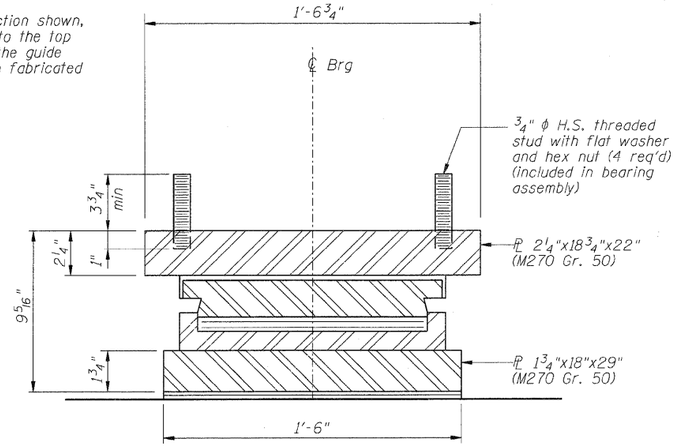


ELEVATION AT PIER 1



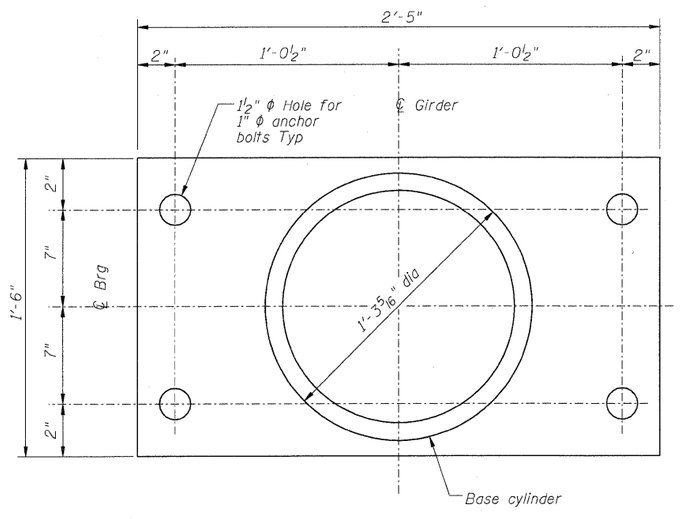
SECTION A-A

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

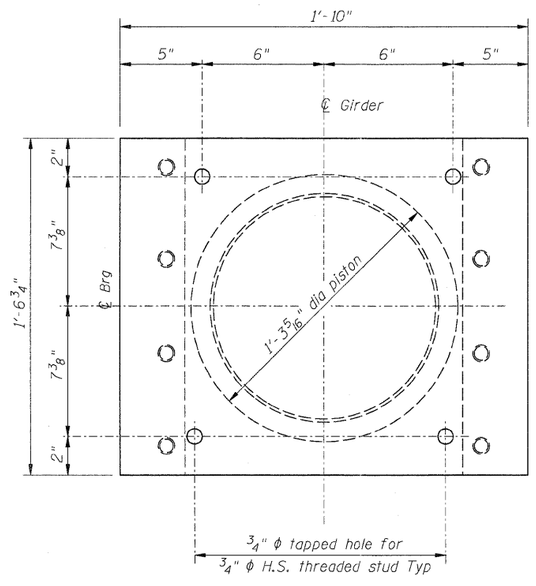


SECTION B-B

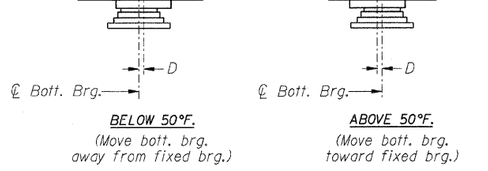
GUIDED EXPANSION POT BEARING



BOTTOM BEARING PLATE AND BASE CYLINDER PLAN



TOP BEARING PLATE AND PISTON PLAN



BELOW 50°F.
(Move bott. brg. away from fixed brg.)

ABOVE 50°F.
(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D= 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

Bearing Data	
Vertical design load	411 k
Total required movement	5"

BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotation Bearings, Guided Expansion 450k	Each	10
Anchor Bolts 1"	Each	40

NOTES

1. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270, Grade 50.
2. Cost of top and bottom bearing assembly plates, 1/8" Elastomeric Neoprene, shim plates and threaded studs with washer shall be included with "High Load Multi-Rotation, Guided Expansion 450k".
3. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer approved alternative material) of the grade and diameter specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36 ksi)
4. Anchor bolts may be cast in place or installed in holes drilled after members are in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
5. Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown in bearing details.
6. The bearing assembly shall be capable of transmitting 20% of the vertical design load as a horizontal force in the direction normal to the guide bars.

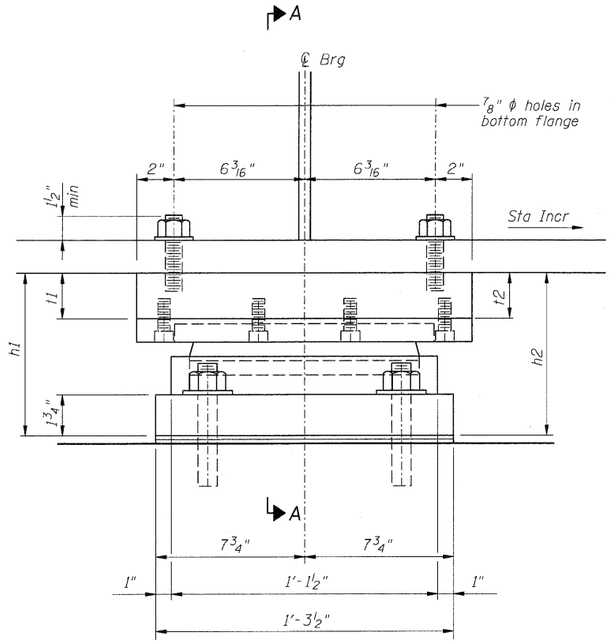
FILE NAME = 0264880-sht-brgpier1.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

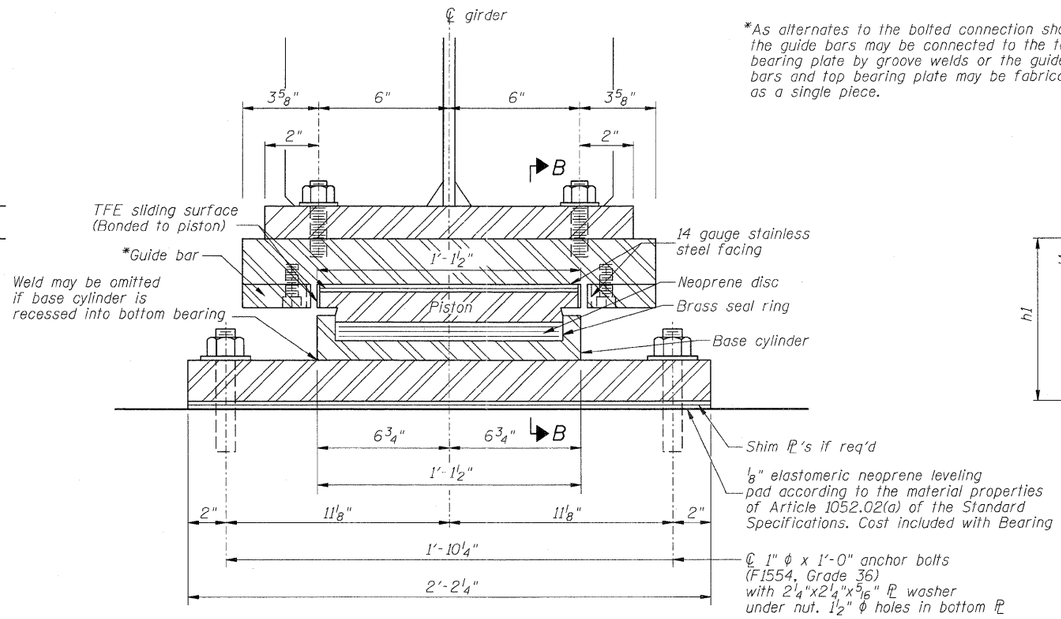
BEARING DETAILS – PIER 1
STRUCTURE NO. 098-0115
SHEET NO. 63 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	166
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		

GUIDED EXPANSION POT BEARING



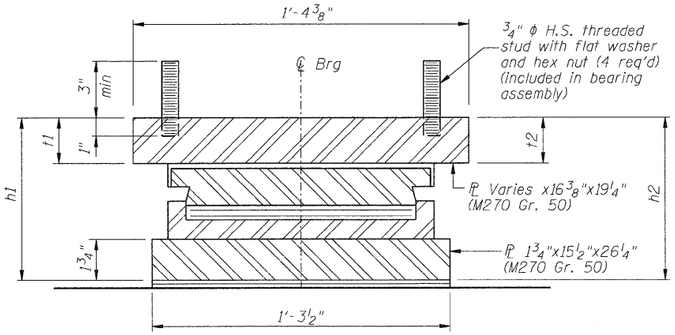
ELEVATION AT PIERS 2, 3, 5, 6 & 7



SECTION A-A

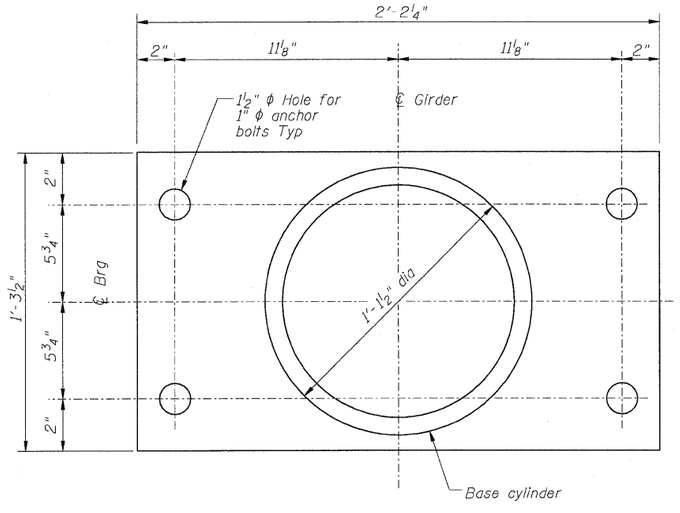
*As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.

	Pier 2	Pier 3	Pier 5	Pier 6	Pier 7
t1	2 1/8"	2 1/8"	2 1/8"	2 1/8"	2 1/8"
t2	2 1/8"	2 1/8"	2 1/8"	2 1/8"	2 1/2"
h1	8 1/2"	8 1/2"	8 1/2"	8 1/2"	8 1/2"
h2	8 1/2"	8 1/2"	8 1/2"	8 1/2"	8 7/8"

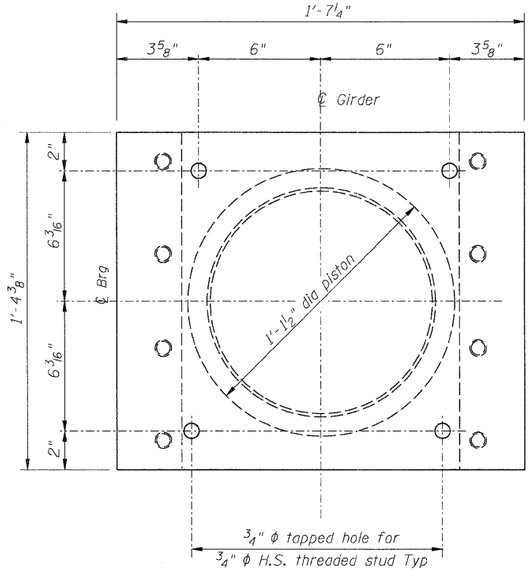


SECTION B-B

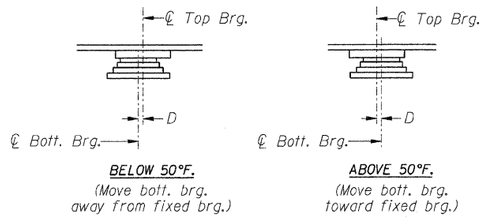
	Pier 2	Pier 3	Pier 5	Pier 6	Pier 7
Vertical design load	348k	347k	351k	325k	321k
Total required movement	3/4"	1 5/8"	1 5/8"	3/4"	4 5/8"



BOTTOM BEARING PLATE AND BASE CYLINDER PLAN



TOP BEARING PLATE AND PISTON PLAN



SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotation Bearings, Guided Expansion 350k	Each	50
Anchor Bolts 1"	Each	200

NOTES

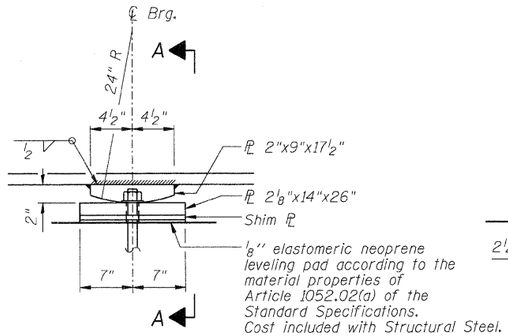
1. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270, Grade 50.
2. Cost of top and bottom bearing assembly plates, 1/8" Elastomeric Neoprene, shim plates and threaded studs with washer shall be included with "High Load Multi-Rotation, Guided Expansion 350k".
3. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer approved alternative material) of the grade and diameter specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36 ksi)
4. Anchor bolts may be cast in place or installed in holes drilled after members are in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
5. Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown in bearing details.
6. The bearing assembly shall be capable of transmitting 20% of the vertical design load as a horizontal force in the direction normal to the guide bars.

FILE NAME = D264880-sht-brgpier2&3.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

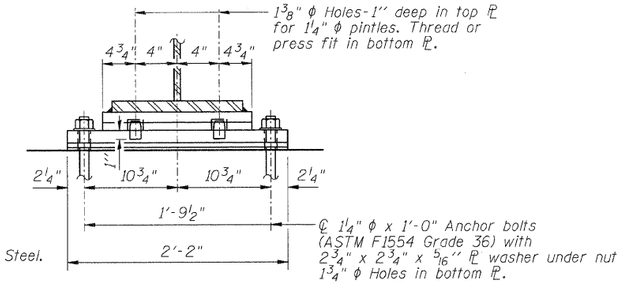
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS – PIERS 2, 3, 5, 6 & 7
STRUCTURE NO. 098-0115
SHEET NO. 64 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	167
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		

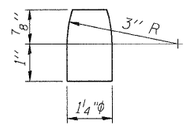


ELEVATION AT PIER 4



SECTION A-A

FIXED BEARING



PINTLE

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

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

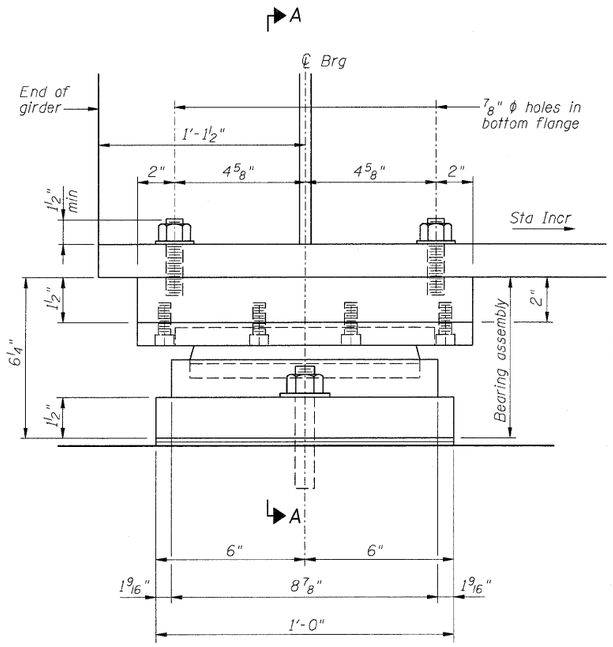
The structural steel plates and pintles shall conform to the requirements of AASHTO M 270 Grade 50

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

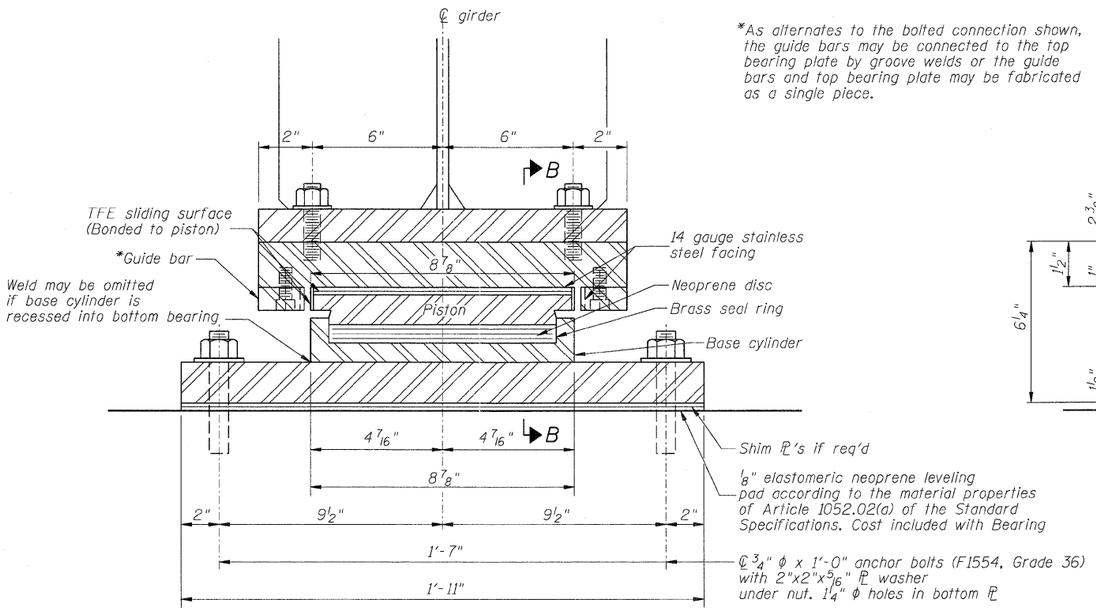
BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts 1¼"	Each	20

FILE NAME = D264B80-sht-brgpier4.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS – PIER 4 STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	168
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 65 OF 103 SHEETS		ILLINOIS	FED. AID PROJECT		



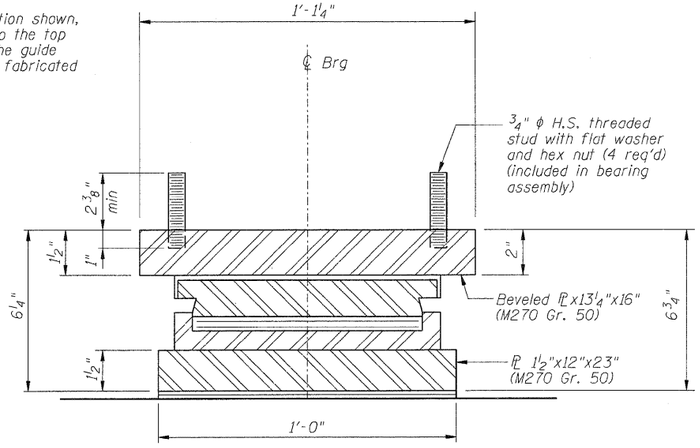
ELEVATION AT NORTH ABUTMENT



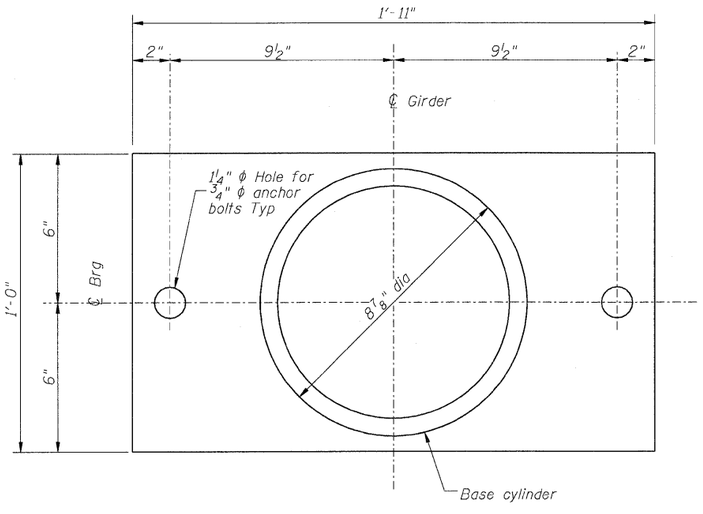
SECTION A-A

GUIDED EXPANSION POT BEARING

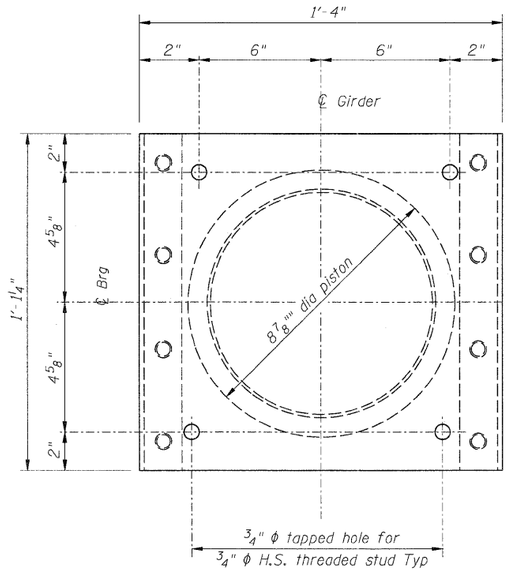
*As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.



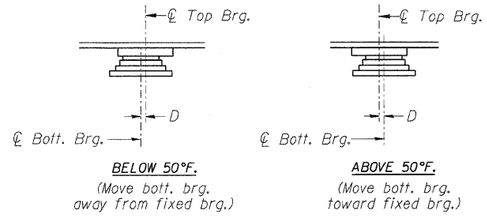
SECTION B-B



BOTTOM BEARING PLATE AND BASE CYLINDER PLAN



TOP BEARING PLATE AND PISTON PLAN



BELOW 50°F.
(Move bott. brg. away from fixed brg.)

ABOVE 50°F.
(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

Bearing Data	
Vertical design load	141 k
Total required movement	6"

BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotation Bearings, Guided Expansion 150k	Each	10
Anchor Bolts 3/4"	Each	20

NOTES

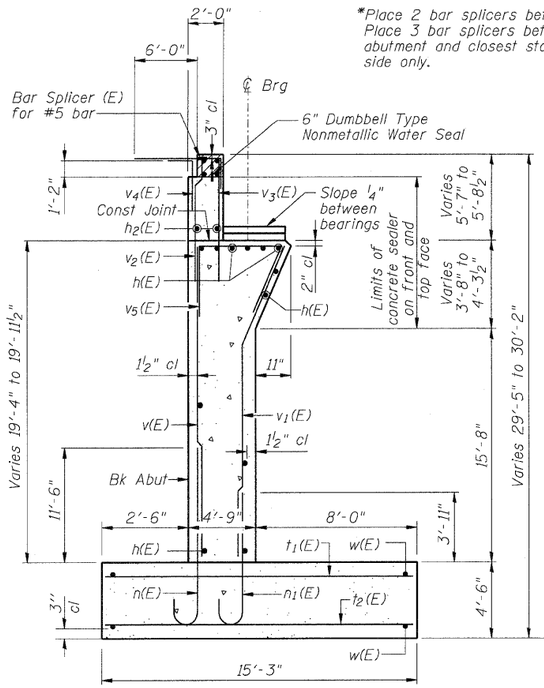
1. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270, Grade 50.
2. Cost of top and bottom bearing assembly plates, 1/8" Elastomeric Neoprene, shim plates and threaded studs with washer shall be included with "High Load Multi-Rotation, Guided Expansion 150k".
3. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer approved alternative material) of the grade and diameter specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36 ksi)
4. Anchor bolts may be cast in place or installed in holes drilled after members are in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
5. Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown in bearing details.
6. The bearing assembly shall be capable of transmitting 20% of the vertical design load as a horizontal force in the direction normal to the guide bars.

FILE NAME = D264880-sht-brgnabut.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

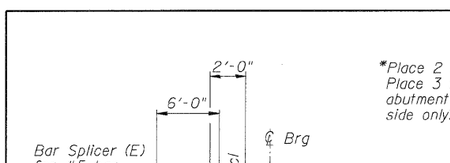
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS – NORTH ABUTMENT
STRUCTURE NO. 098-0115
SHEET NO. 66 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	169
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		

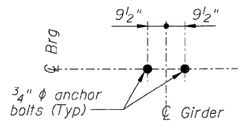


SECTION A-A

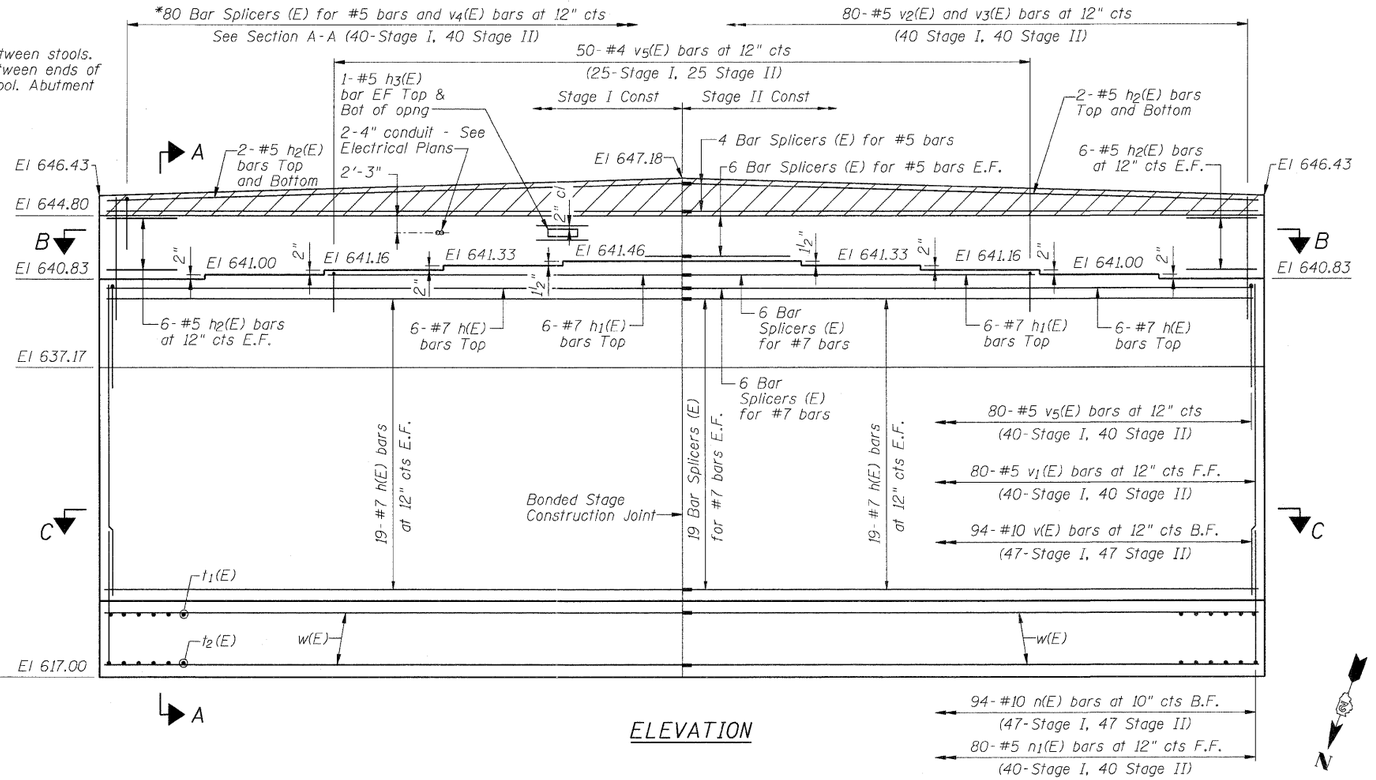


SECTION B-B

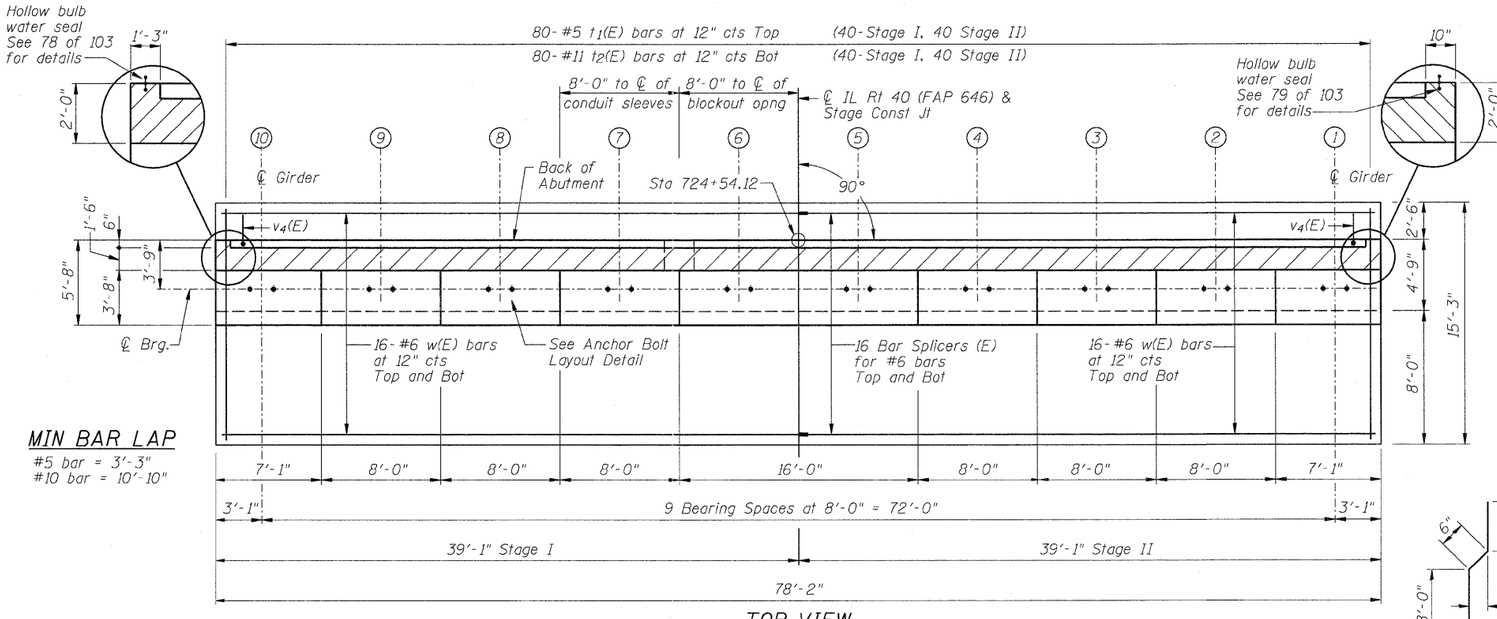
SECTION C-C



ANCHOR BOLT LAYOUT DETAIL



ELEVATION



TOP VIEW

MIN BAR LAP
#5 bar = 3'-3"
#10 bar = 10'-10"

ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	88	#7	38'-9"	
h1(E)	12	#7	23'-9"	
h2(E)	32	#5	38'-9"	
h3(E)	4	#5	2'-10"	
n(E)	94	#10	17'-1"	
n1(E)	80	#5	8'-8"	
t1(E)	80	#5	14'-11"	
t2(E)	80	#11	14'-11"	
v(E)	94	#10	19'-0"	
v1(E)	80	#5	19'-1"	
v2(E)	80	#5	10'-0"	
v3(E)	80	#5	8'-1"	
v4(E)	80	#5	3'-11"	
v5(E)	130	#5	9'-10"	
w(E)	64	#6	38'-9"	
Concrete Structures		Cu. Yd.	495.3	
Reinforcement Bars, Epoxy Coated		Pound	40,240	
Concrete Sealer		Sq. Ft.	890	
Rock Excavation For Structures		Cu. Yd.	202	

Notes:
See sheet 82 of 103 for details of Bar Splicers.

See sheets 48, and 50-52 of 103 for details of Finger Plate assembly and Drainage System.

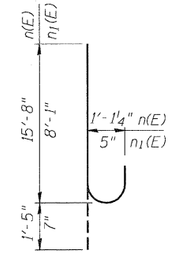
Space reinforcement to miss anchor bolts.

BF= Back Face, FF= Front Face, EF= Each Face
Allowable Bearing resistance, Qa = 10 ksf.

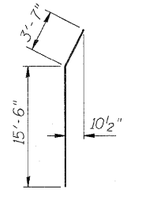
Maximum Applied Service Bearing Pressure, Qmax = 5.13 ksf.

Provide 30"x12" blockout for proposed ducts, bottom of blockout Elev 642.26. The Contractor shall furnish 4" dia rigid galvanized steel pipe for the proposed conduits, see Electrical Plans. Once the duct package has been installed between the girders, the blockout shall be filled with non-shrink grout in accordance with Section 1024 of the Standard Specifications. The cost shall be included in Concrete Structures.

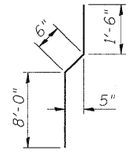
Pour Steps monolithically with wall.



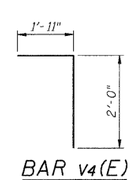
BARS n(E) & n1(E)



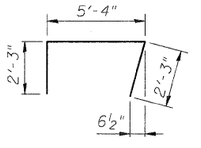
BAR v1(E)



BAR v2(E)



BAR v4(E)



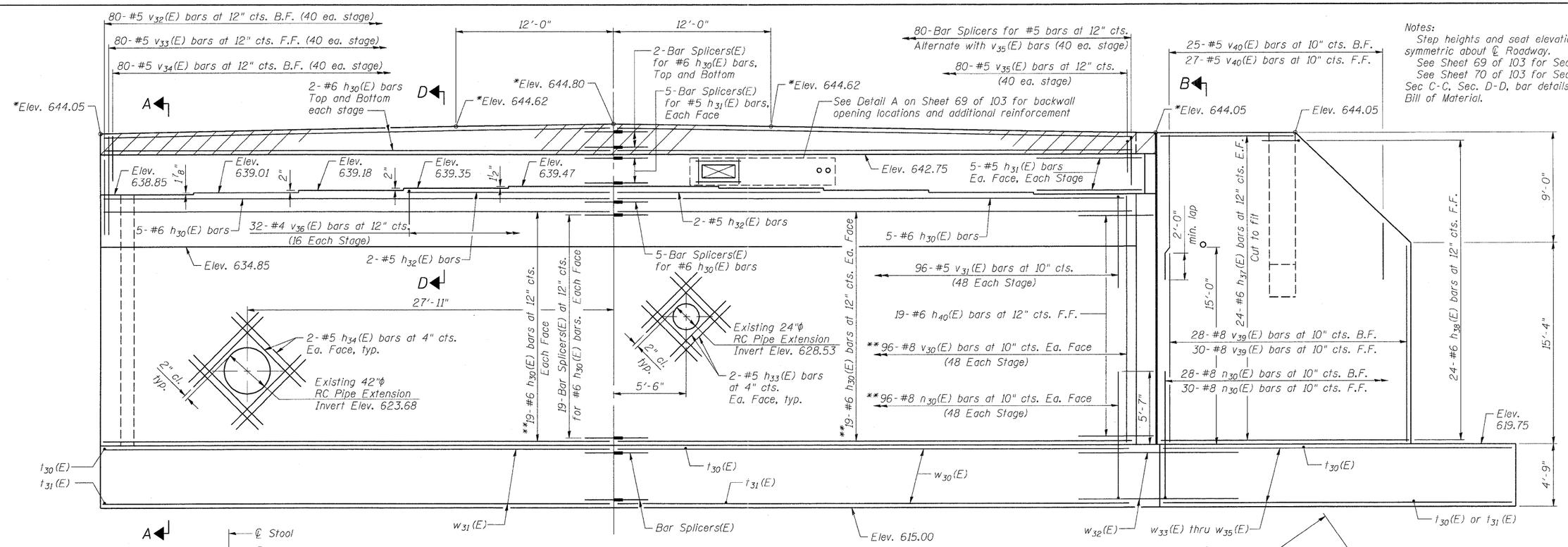
BAR v5(E)

FILE NAME = D264B80-sht-sabutl.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 5.2000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
STRUCTURE NO. 098-0115
SHEET NO. 67 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	170
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		

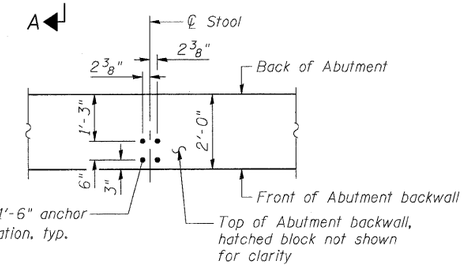


Notes:
Step heights and seat elevations symmetric about ℄ Roadway.
See Sheet 69 of 103 for Sec. B-B.
See Sheet 70 of 103 for Sec. A-A, Sec C-C, Sec. D-D, bar details and Bill of Material.

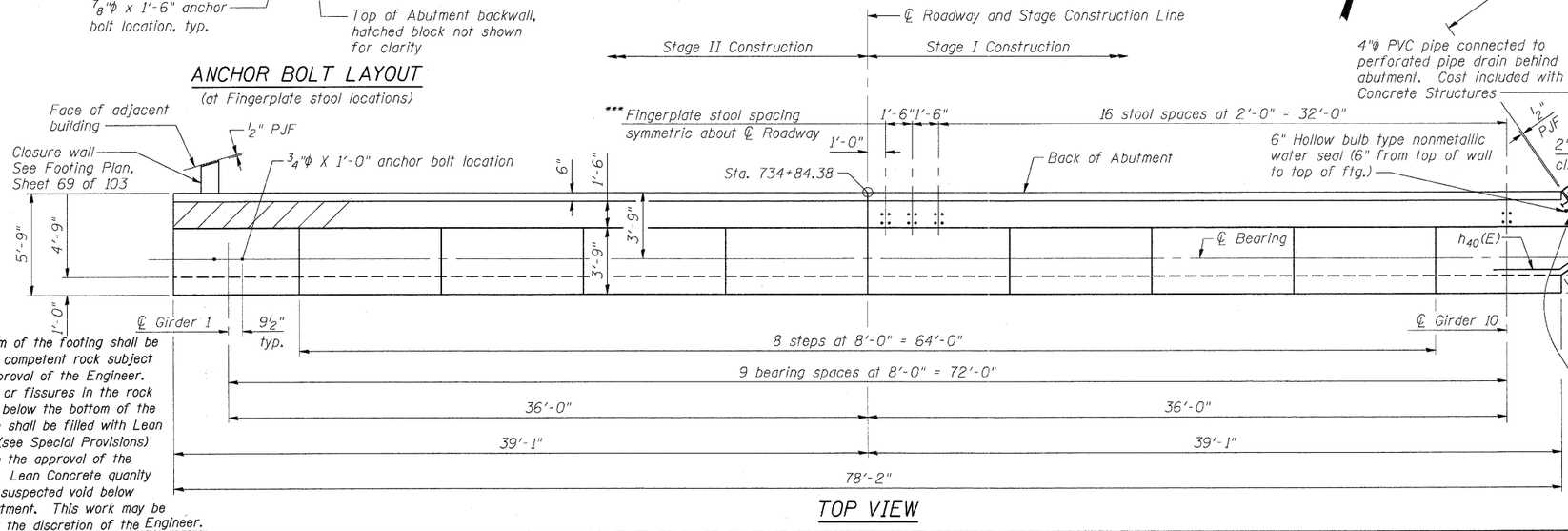
ELEVATION

*Elevation at Bk. of Abut.
**Cut to Fit at RC Pipe openings
B.F. = Back Face
F.F. = Front Face

***See Fingerplate Details on Sheets 49 thru 51 of 103 to determine fingerplate stool elevations

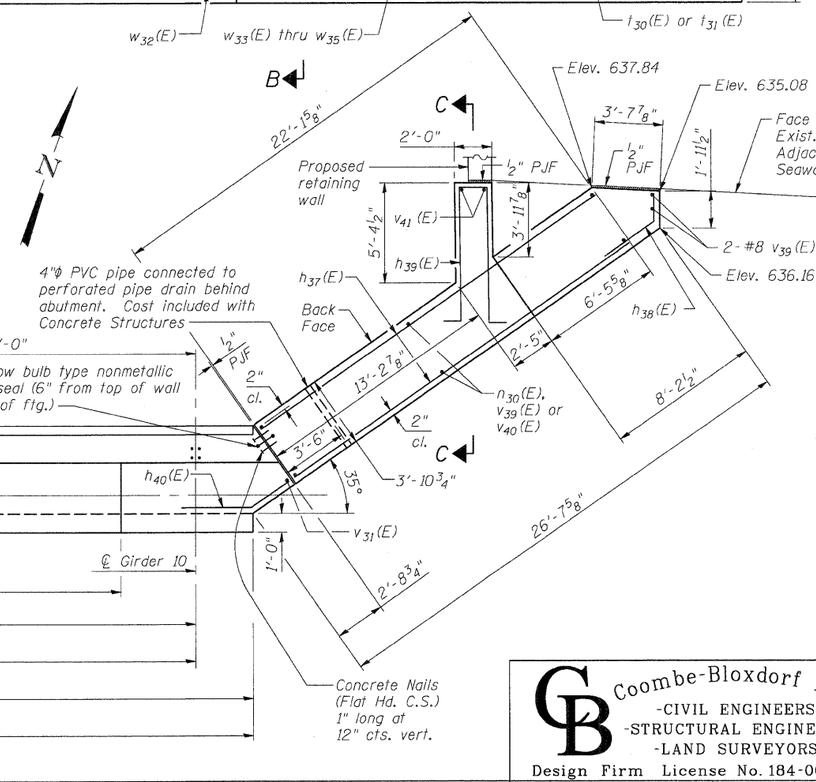


ANCHOR BOLT LAYOUT
(at Fingerplate stool locations)



TOP VIEW

The bottom of the footing shall be placed on competent rock subject to the approval of the Engineer. Any voids or fissures in the rock extending below the bottom of the excavation shall be filled with Lean Concrete (see Special Provisions) subject to the approval of the Engineer. Lean Concrete quantity based on suspected void below North Abutment. This work may be omitted at the discretion of the Engineer.



Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

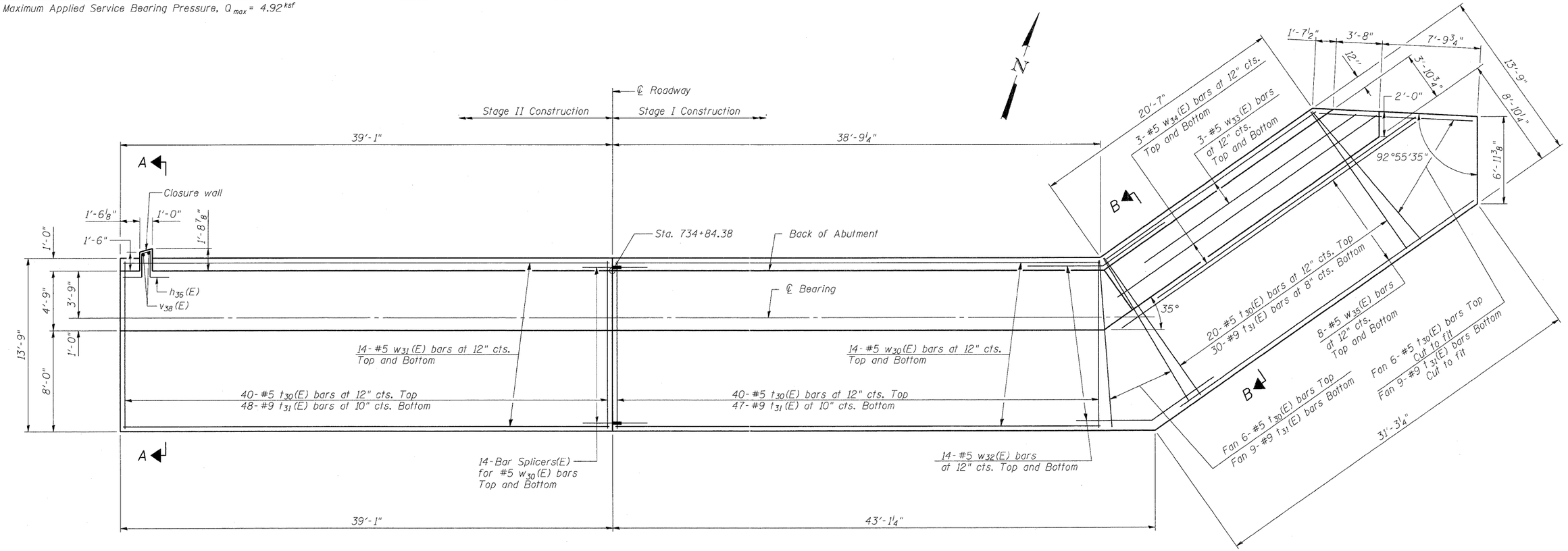
FILE NAME = D264B80-sht-ABUT1.dgn	USER NAME = dwozniak-ski	DESIGNED - CME	REVISED -
		CHECKED - MCB	REVISED -
	PLOT SCALE = 40 '-' / IN.	DRAWN - MML	REVISED -
CB PROJECT NO 09055	PLOT DATE = 7/18/2011	CHECKED - MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

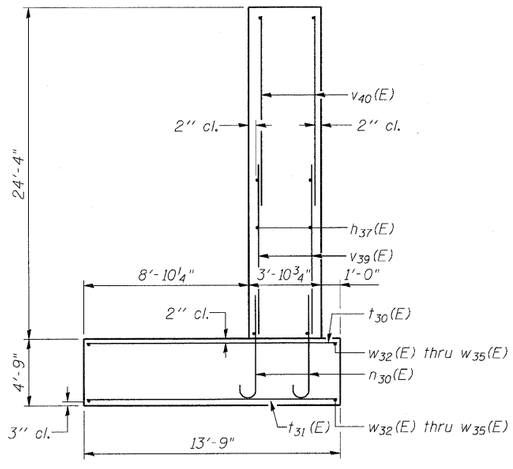
NORTH ABUTMENT
STRUCTURE NO. 098-0115
SHEET NO. 68 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	171
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

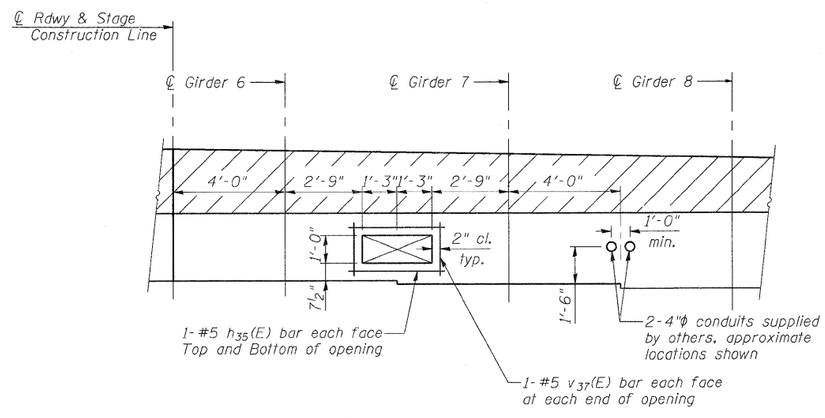
Maximum Applied Service Bearing Pressure, Q_{max} = 4.92 ksf



FOOTING PLAN



SECTION B-B



DETAIL A

(Showing Abutment backwall openings)

See Sheet 82 of 103 for Bar Splicer details.
See Sheet 70 of 103 for Sec. A-A, bar details and Bill of Material.

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

FILE NAME = D264B80-sht-ABUT2.dgn	USER NAME = dwozniarski	DESIGNED - CME	REVISED -
		CHECKED - MCB	REVISED -
	PLOT SCALE = 40.000000 '/ IN.	DRAWN - MML	REVISED -
CB PROJECT NO 09255	PLOT DATE = 7/18/2011	CHECKED - MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS
STRUCTURE NO. 098-0115
SHEET NO. 69 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	172
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

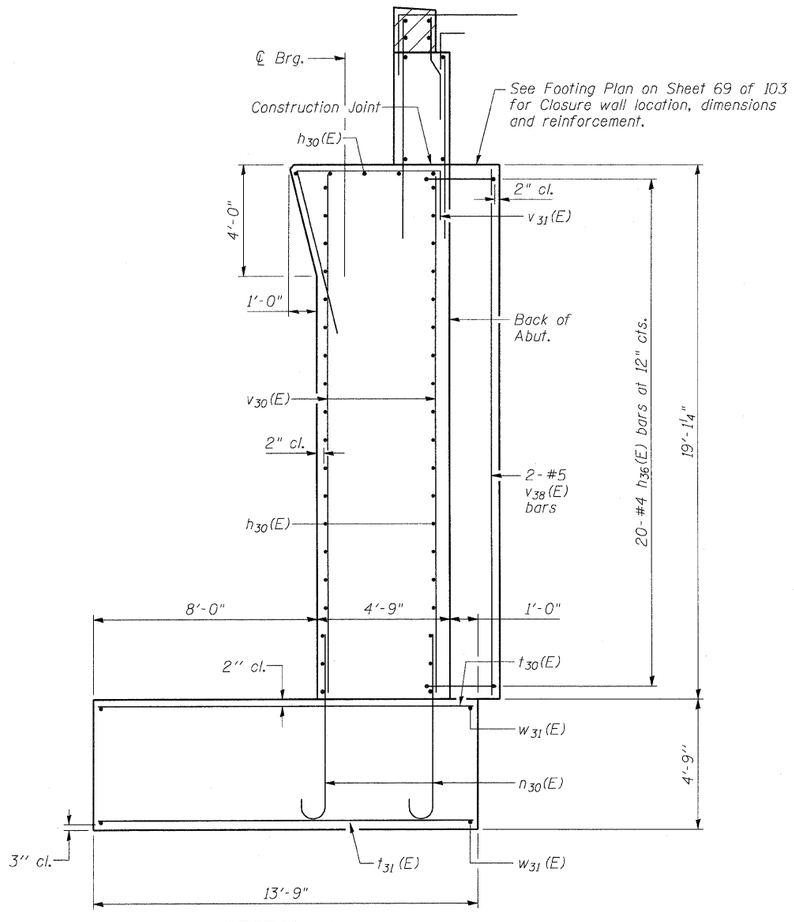
Notes:

Hatched area to be poured after superstructure false work has been removed and expansion assemblies have been adjusted. Quantity of concrete included with Concrete Superstructure.

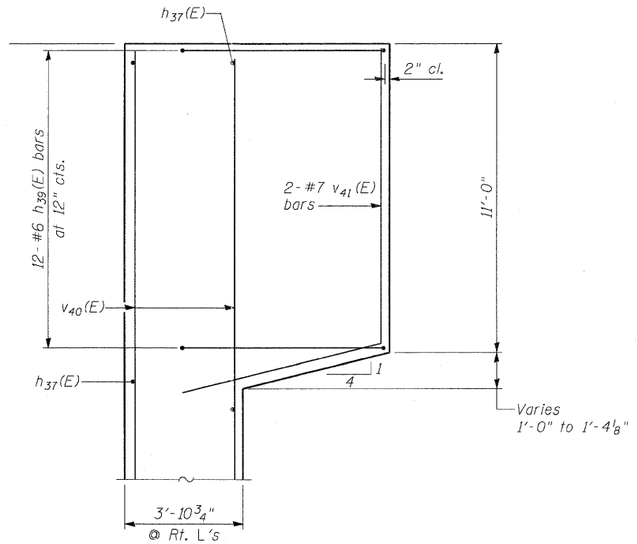
Space reinforcement in abutment wall to miss anchor bolts.

Pour steps monolithically with abutment wall.

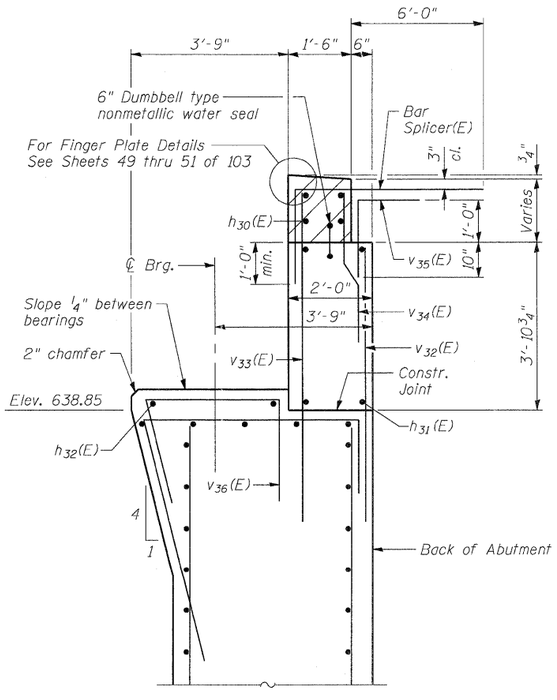
Front Face of backwall (including hatched block), abutment seat and top 4'-0" of front face of abutment wall shall be treated with concrete sealer.



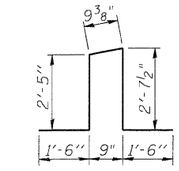
SECTION A-A



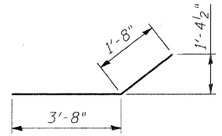
SECTION C-C



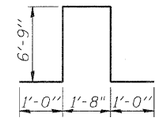
SECTION D-D



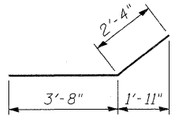
BAR $h_{36}(E)$



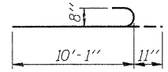
BAR $h_{38}(E)$



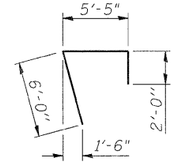
BAR $h_{39}(E)$



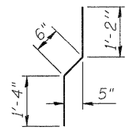
BAR $h_{40}(E)$



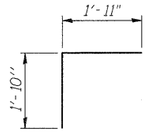
BAR $n_{30}(E)$



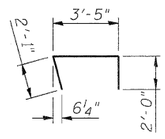
BAR $v_{31}(E)$



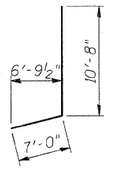
BAR $v_{34}(E)$



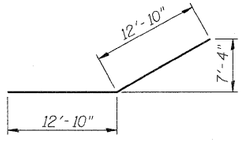
BAR $v_{35}(E)$



BAR $v_{36}(E)$



BAR $v_{41}(E)$



BAR $w_{32}(E)$

ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_{30}(E)$	94	#6	38'-9"	
$h_{31}(E)$	20	#5	38'-9"	
$h_{32}(E)$	4	#5	15'-8"	
$h_{33}(E)$	16	#5	6'-0"	
$h_{34}(E)$	16	#5	7'-6"	
$h_{35}(E)$	4	#5	6'-6"	
$h_{36}(E)$	20	#4	8'-10"	
$h_{37}(E)$	48	#6	23'-9"	
$h_{38}(E)$	24	#6	5'-4"	
$h_{39}(E)$	12	#6	17'-2"	
$h_{40}(E)$	19	#6	6'-0"	
$n_{30}(E)$	250	#8	11'-0"	
$t_{30}(E)$	112	#5	13'-5"	
$t_{31}(E)$	143	#9	13'-5"	
$v_{30}(E)$	192	#8	18'-10"	
$v_{31}(E)$	96	#5	13'-5"	
$v_{32}(E)$	80	#5	5'-10"	
$v_{33}(E)$	80	#5	7'-10"	
$v_{34}(E)$	80	#5	3'-0"	
$v_{35}(E)$	80	#5	3'-9"	
$v_{36}(E)$	32	#4	7'-6"	
$v_{37}(E)$	4	#5	3'-0"	
$v_{38}(E)$	2	#5	18'-9"	
$v_{39}(E)$	58	#8	15'-0"	
$v_{40}(E)$	52	#5	11'-0"	
$v_{41}(E)$	2	#7	17'-8"	
$w_{30}(E)$	28	#5	38'-5"	
$w_{31}(E)$	28	#5	38'-9"	
$w_{32}(E)$	28	#5	25'-8"	
$w_{33}(E)$	6	#5	20'-0"	
$w_{34}(E)$	6	#5	25'-0"	
$w_{35}(E)$	16	#5	28'-6"	
Rock Excavation for Structures		Cu. Yd.	264	
Bar Splicers		Each	165	
Concrete Structures		Cu. Yd.	644.1	
Reinforcement Bars, Epoxy Coated		Pound	44,200	
Concrete Sealer		Sq. Ft.	1024	
Lean Concrete		CU. YD.	200	

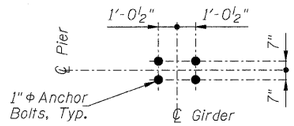
Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

FILE NAME = D264B80-sht-ABUT3.dgn	USER NAME = dwozniarski	DESIGNED - CME	REVISED -
		CHECKED - MCB	REVISED -
	PLOT SCALE = 2:8.000000 '1' / IN.	DRAWN - MML	REVISED -
CB PROJECT NO 09055	PLOT DATE = 7/18/2011	CHECKED - MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS
STRUCTURE NO. 098-0115
SHEET NO. 70 OF 103 SHEETS

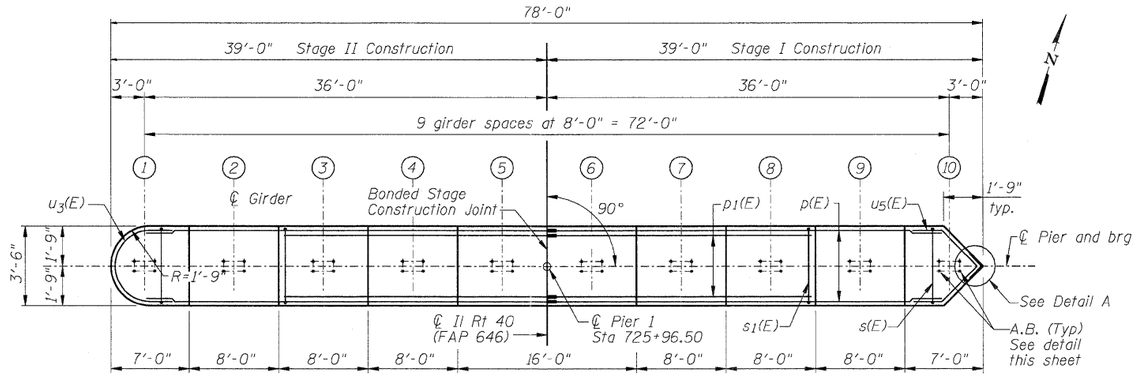
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	173
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		



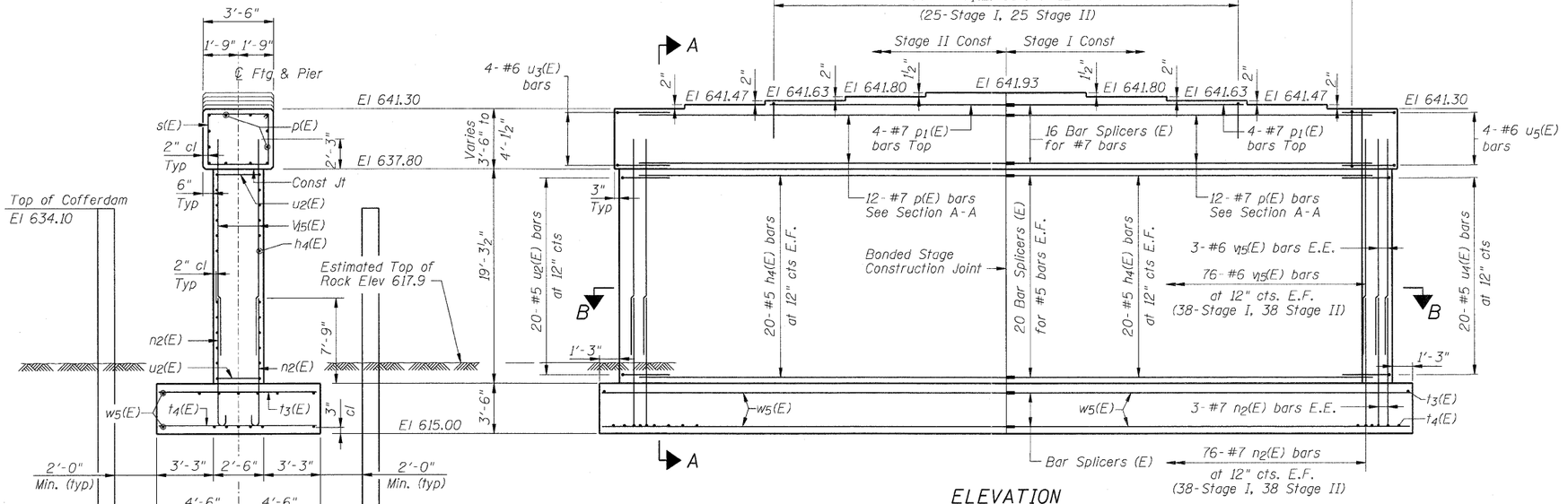
A.B. LAYOUT DETAIL

MIN. BAR LAP

#7 Bar = 5'-2"



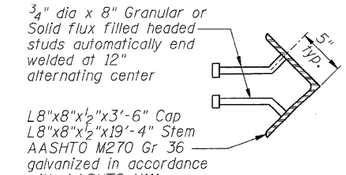
TOP PLAN



SECTION A-A

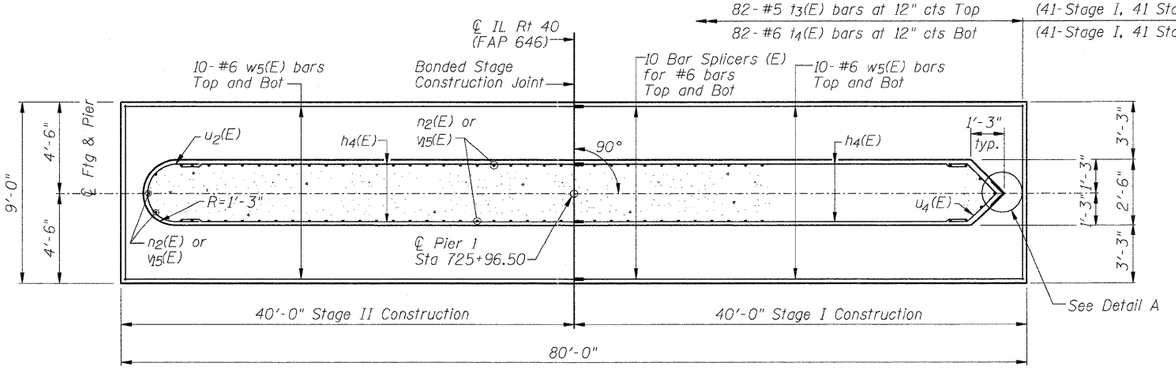
ELEVATION

(Looking Up Station)



DETAIL A

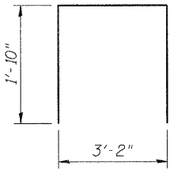
(Cost included with Concrete Structures)



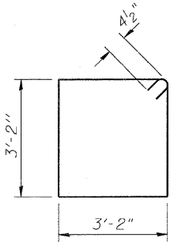
SECTION B-B

BILL OF MATERIAL

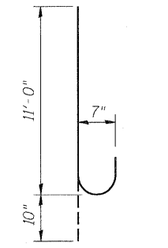
Bar	No.	Size	Length	Shape
h4(E)	80	#5	36'-9"	
n2(E)	158	#7	11'-10"	
p(E)	24	#7	37'-0"	
p1(E)	8	#7	23'-9"	
s(E)	76	#4	13'-5"	
s1(E)	50	#4	6'-10"	
t3(E)	82	#5	8'-8"	
t4(E)	82	#6	8'-8"	
u2(E)	20	#5	9'-11"	
u3(E)	4	#6	12'-8"	
u4(E)	20	#5	10'-1"	
u5(E)	4	#6	12'-8"	
V15(E)	158	#6	19'-0"	
w5(E)	40	#6	39'-9"	
Cofferdam Excavation		Cu. Yd.	9	
Cofferdam (Location-2)		Each	1	
Rock Excavation for Structures		Cu. Yd.	77	
Concrete Structures		Cu. Yd.	270.6	
Reinforcement Bars, Epoxy Coated		Pound	19280	



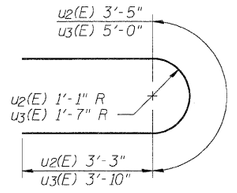
BAR s1(E)



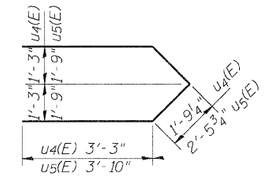
BAR s(E)



BAR n2(E)



BARS u2(E) & u3(E)



BARS u4(E) & u5(E)

NOTES

Pour steps monolithically with cap.

For details of Bar Splicers, see sheet 82 of 103.

All edges shall have standard ¾" chamfer.

Space reinforcement in cap to miss anchor bolts.

Final design and dimensioning of cofferdams are the responsibility of the contractor.

Allowable Bearing Resistance, Qa = 10 ksf

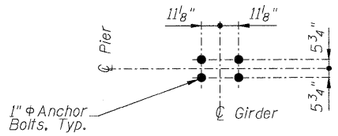
Maximum Applied Service Bearing Pressure, Qmax = 9.25 ksf

FILE NAME = D264980-sht-pier1.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 4.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER NO. 1
STRUCTURE NO. 098-0115
SHEET NO. 71 OF 103 SHEETS

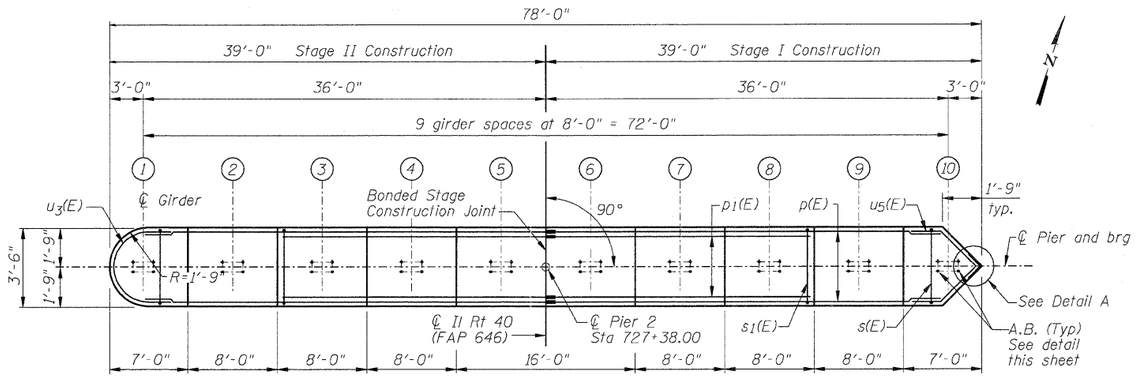
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	174
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		



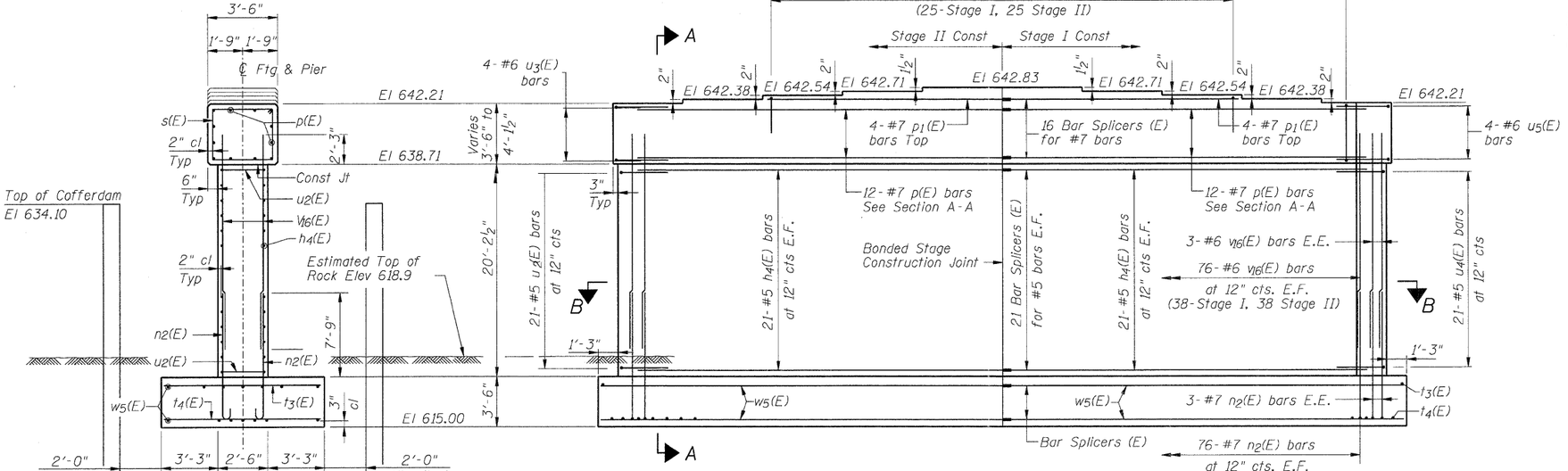
A.B. LAYOUT DETAIL

MIN. BAR LAP

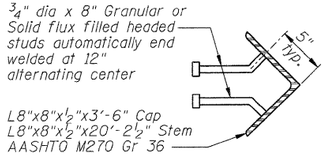
#7 Bar = 5'-2"



TOP PLAN

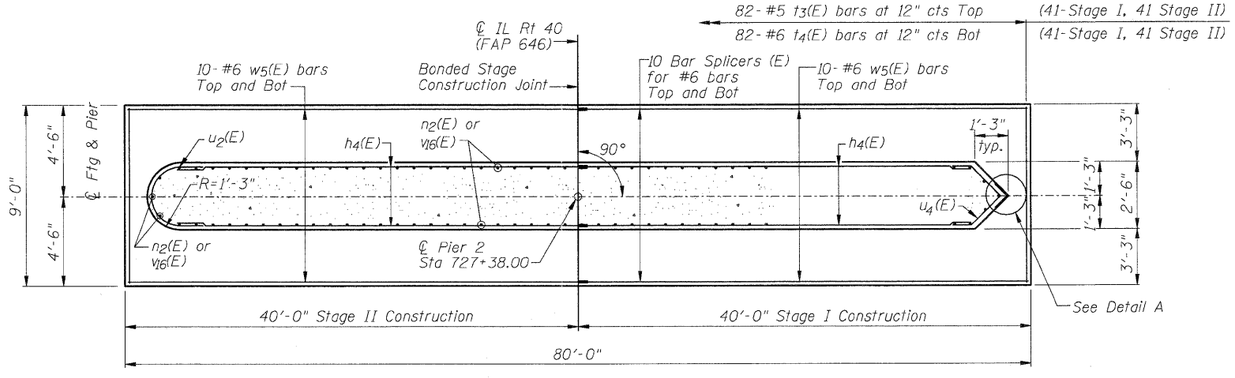


SECTION A-A

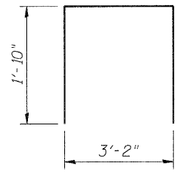


DETAIL A

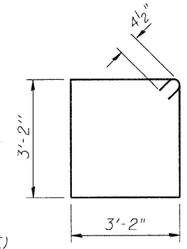
(Cost included with Concrete Structures)



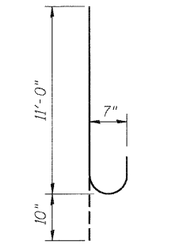
SECTION B-B



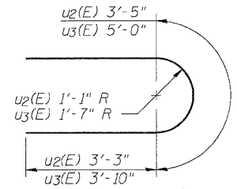
BAR s1(E)



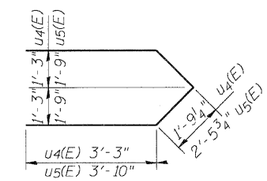
BAR s(E)



BAR n2(E)



BARS u2(E) & u3(E)



BARS u4(E) & u5(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h4(E)	84	#5	36'-9"	
n2(E)	158	#7	11'-10"	
p(E)	24	#7	37'-0"	
p1(E)	8	#7	23'-9"	
s(E)	76	#4	13'-5"	
s1(E)	50	#4	6'-10"	
t3(E)	82	#5	8'-8"	
t4(E)	82	#6	8'-8"	
u2(E)	21	#5	9'-11"	
u3(E)	4	#6	12'-8"	
u4(E)	21	#5	10'-1"	
u5(E)	4	#6	12'-8"	
v16(E)	158	#6	19'-11"	
w5(E)	40	#6	39'-9"	
Cofferdam Excavation		Cu. Yd.	6	
Cofferdam (Location-3)		Each	1	
Rock Excavation for Structures		Cu. Yd.	106	
Concrete Structures		Cu. Yd.	276.9	
Reinforcement Bars, Epoxy Coated		Pound	19670	

NOTES

Pour steps monolithically with cap.

For details of Bar Splicers, see sheet 82 of 103.

All edges shall have standard ¾" chamfer.

Space reinforcement in cap to miss anchor bolts.

Final design and dimensioning of cofferdams are the responsibility of the contractor.

Allowable Bearing Resistance, Qa = 10 ksf

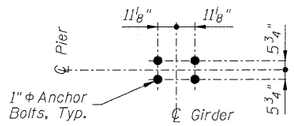
Maximum Applied Service Bearing Pressure, Qmax = 8.79 ksf

FILE NAME = D264880-sht-pier2.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 4.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER NO. 2
STRUCTURE NO. 098-0115
SHEET NO. 72 OF 103 SHEETS

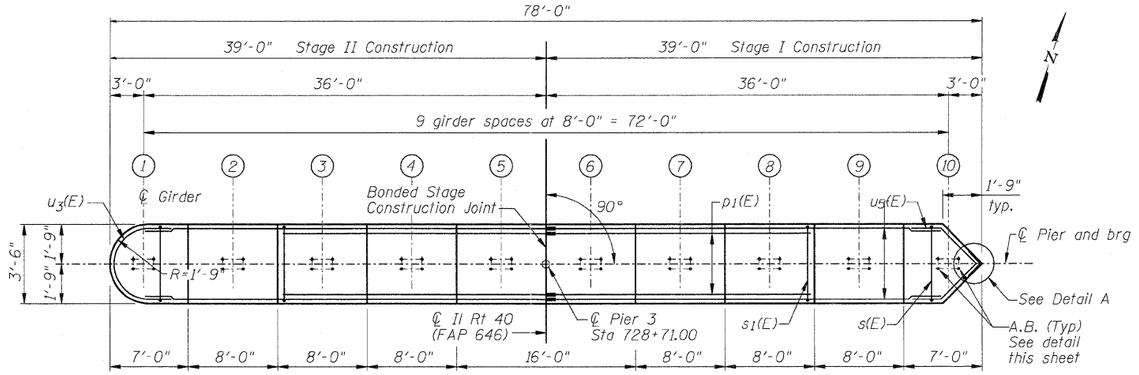
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	175
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		



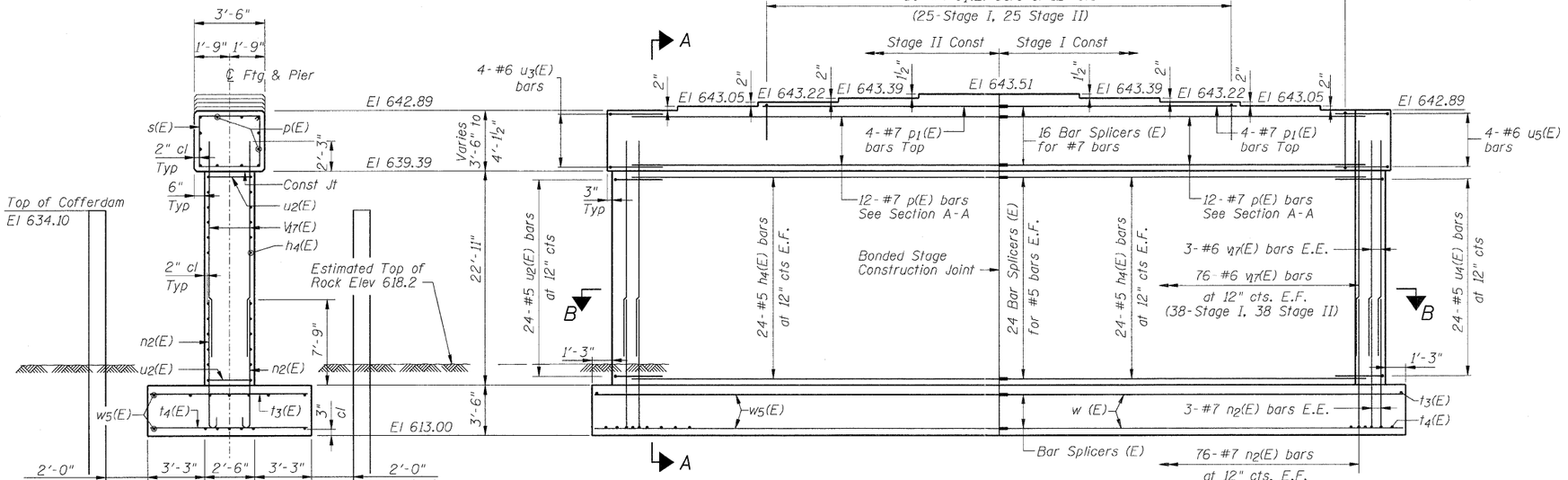
A.B. LAYOUT DETAIL

MIN. BAR LAP

#7 Bar = 5'-2"



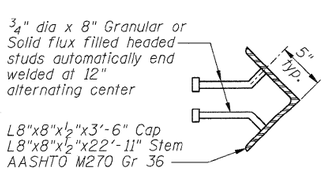
TOP PLAN



SECTION A-A

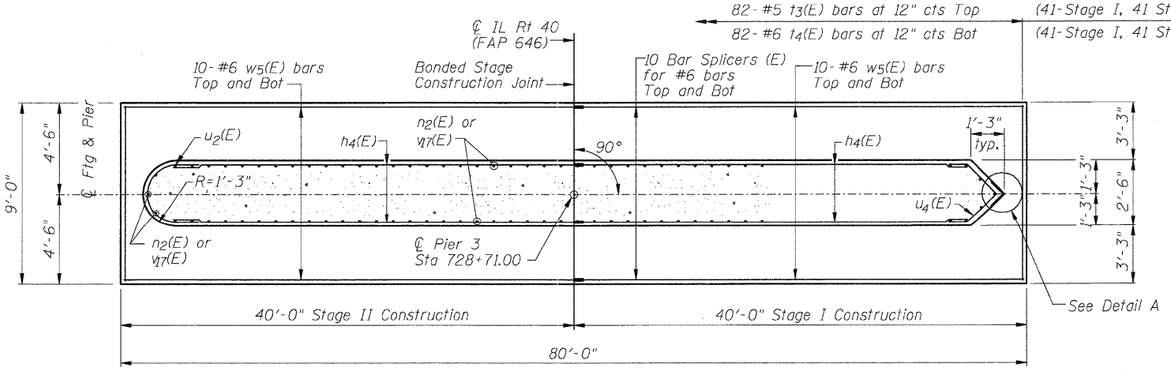
ELEVATION

(Looking Up Station)

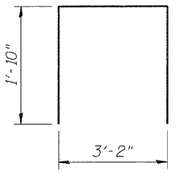


DETAIL A

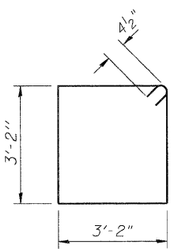
(Cost included with Concrete Structures)



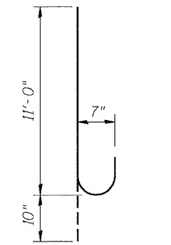
SECTION B-B



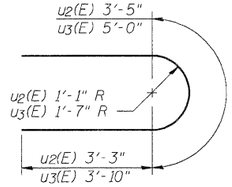
BAR s1(E)



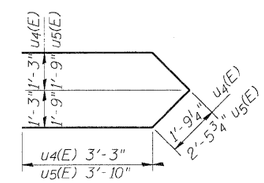
BAR s(E)



BAR n2(E)



BARS u2(E) & u3(E)



BARS u4(E) & u5(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h4(E)	96	#5	36'-9"	
n2(E)	158	#7	11'-10"	
p(E)	24	#7	37'-0"	
p1(E)	8	#7	23'-9"	
s(E)	76	#4	13'-5"	
s1(E)	50	#4	6'-10"	
t3(E)	82	#5	8'-8"	
t4(E)	82	#6	8'-8"	
u2(E)	24	#5	9'-11"	
u3(E)	4	#6	12'-8"	
u4(E)	24	#5	10'-1"	
u5(E)	4	#6	12'-8"	
h7(E)	158	#6	22'-7"	
w5(E)	40	#6	39'-9"	
Cofferdam Excavation		Cu. Yd.	80	
Cofferdam (Location-4)		Each	1	
Rock Excavation for Structures		Cu. Yd.	139	
Concrete Structures		Cu. Yd.	296.3	
Reinforcement Bars, Epoxy Coated		Pound	20820	

NOTES

Pour steps monolithically with cap.

For details of Bar Splicers, see sheet 82 of 103.

All edges shall have standard ¾" chamfer.

Space reinforcement in cap to miss anchor bolts.

Final design and dimensioning of cofferdams are the responsibility of the contractor.

Allowable Bearing Resistance, Qa = 10 ksf

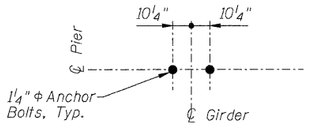
Maximum Applied Service Bearing Pressure, Qmax = 9.04 ksf

FILE NAME = 0254B80-sht-pier3.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 4.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER NO. 3
STRUCTURE NO. 098-0115
SHEET NO. 73 OF 103 SHEETS

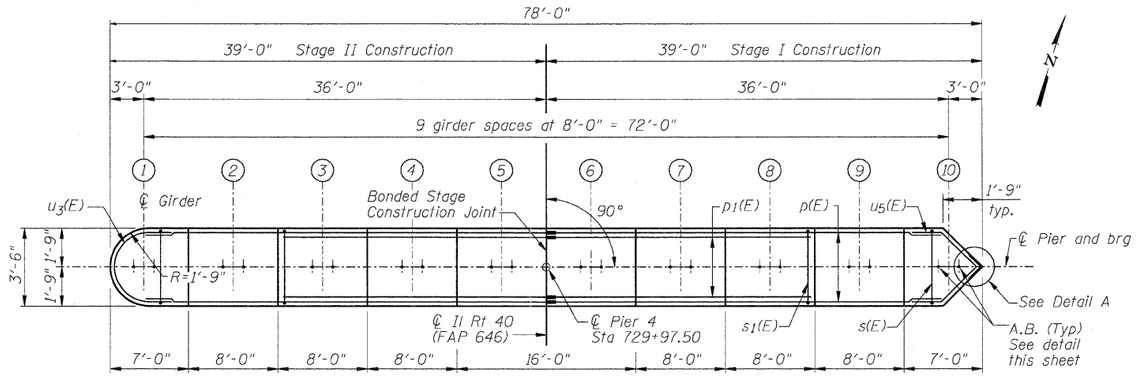
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	176
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



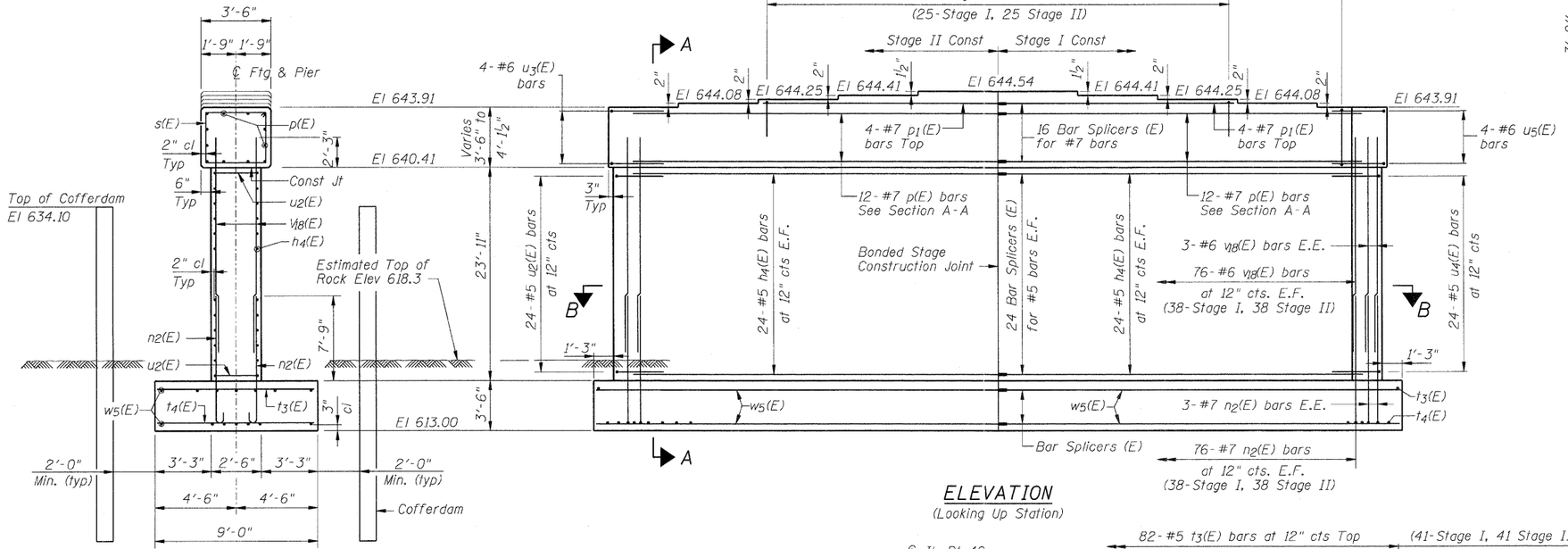
A.B. LAYOUT DETAIL

MIN. BAR LAP

#7 Bar = 5'-2"



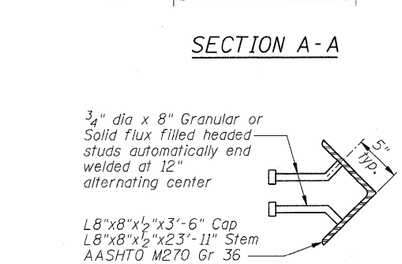
TOP PLAN



SECTION A-A

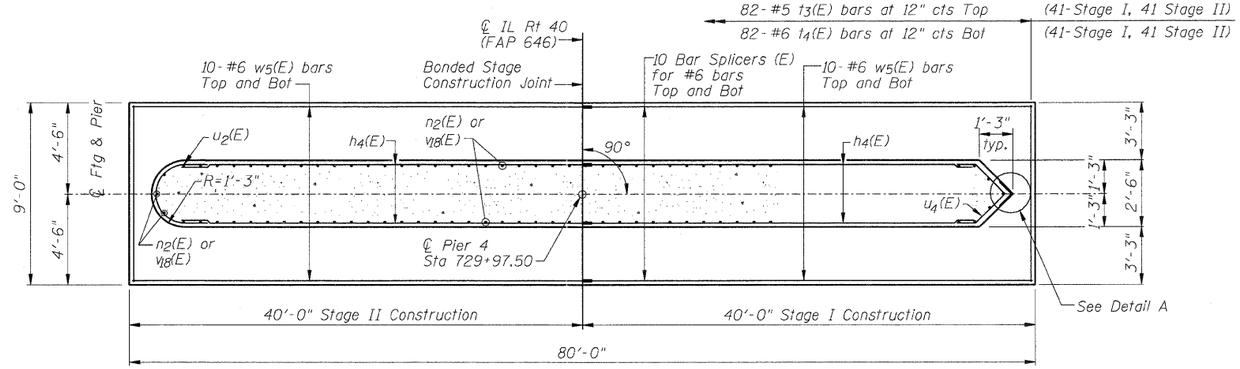
ELEVATION

(Looking Up Station)

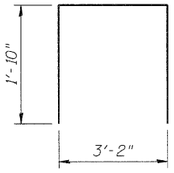


DETAIL A

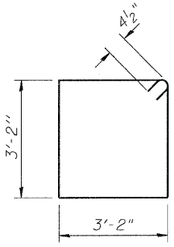
(Cost included with Concrete Structures)



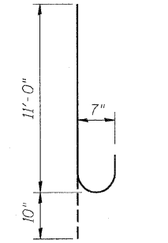
SECTION B-B



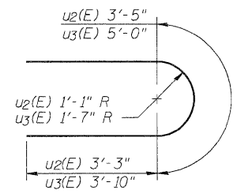
BAR s1(E)



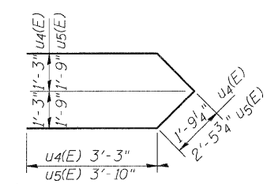
BAR s(E)



BAR n2(E)



BARS u2(E) & u3(E)



BARS u4(E) & u5(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h4(E)	96	#5	36'-9"	
n2(E)	158	#7	11'-10"	
p(E)	24	#7	37'-0"	
p1(E)	8	#7	23'-9"	
s(E)	76	#4	13'-5"	
s1(E)	50	#4	6'-10"	
t3(E)	82	#5	8'-8"	
t4(E)	82	#6	8'-8"	
u2(E)	24	#5	9'-11"	
u3(E)	4	#6	12'-8"	
u4(E)	24	#5	10'-1"	
u5(E)	4	#6	12'-8"	
v18(E)	158	#6	23'-7"	
w5(E)	40	#6	39'-9"	
Cofferdam Excavation		Cu. Yd.	63	
Cofferdam (Location-5)		Each	1	
Rock Excavation for Structures		Cu. Yd.	140	
Concrete Structures		Cu. Yd.	303.5	
Reinforcement Bars, Epoxy Coated		Pound	21060	

NOTES

Pour steps monolithically with cap.

For details of Bar Splicers, see sheet 82 of 103.

All edges shall have standard ¾" chamfer.

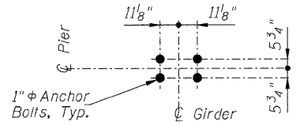
Space reinforcement in cap to miss anchor bolts.

Final design and dimensioning of cofferdams are the responsibility of the contractor.

Allowable Bearing Resistance, Qa = 10 ksf

Maximum Applied Service Bearing Pressure, Qmax = 8.83 ksf

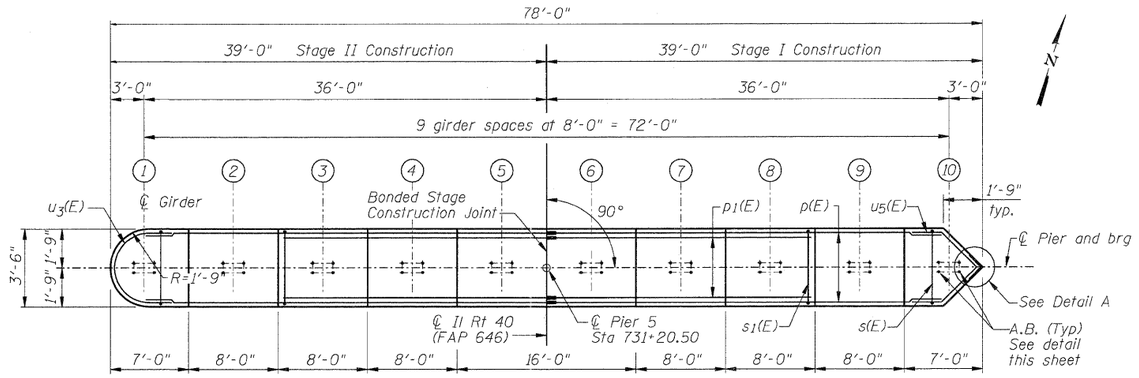
FILE NAME = 0264B80-sht-pier4.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER NO. 4 STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	177
	PLOT SCALE = 4.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 74 OF 103 SHEETS			ILLINOIS FED. AID PROJECT		



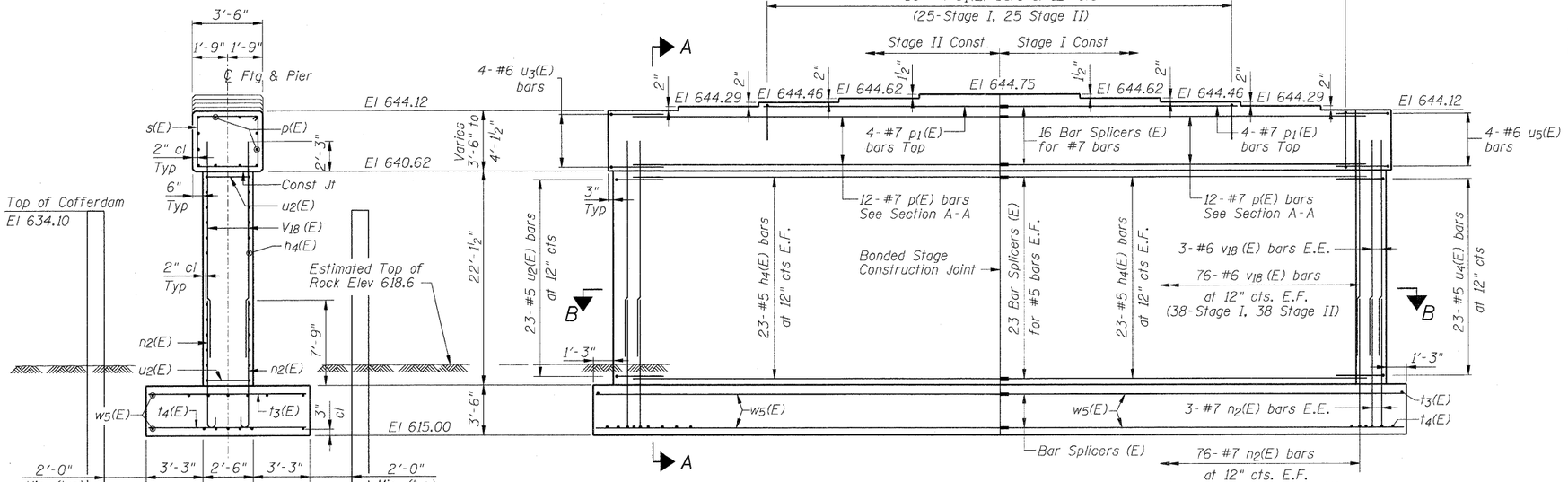
A.B. LAYOUT DETAIL

MIN. BAR LAP

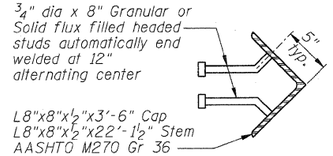
#7 Bar = 5'-2"



TOP PLAN

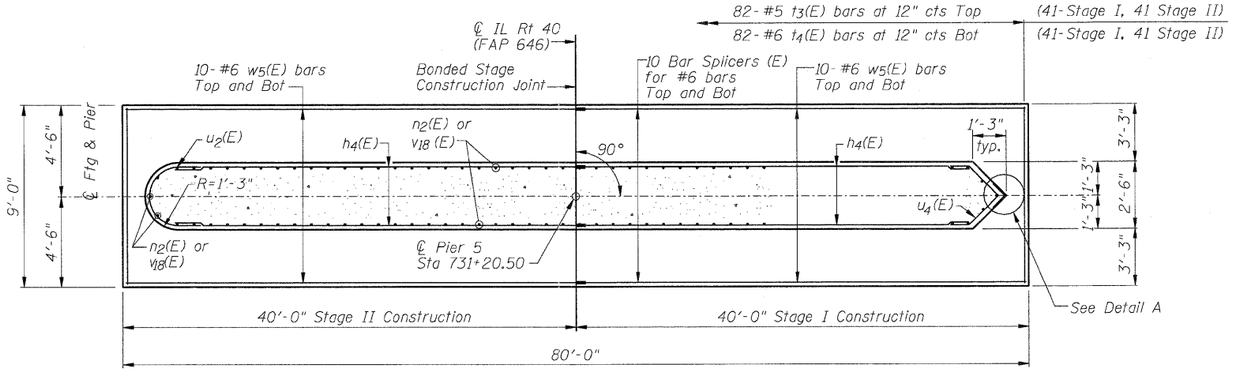


SECTION A-A

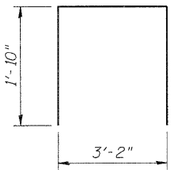


DETAIL A

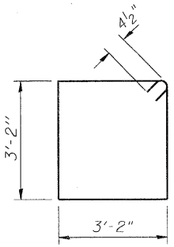
(Cost included with Concrete Structures)



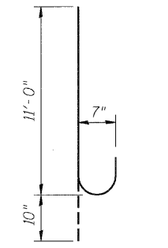
SECTION B-B



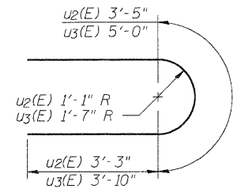
BAR s1(E)



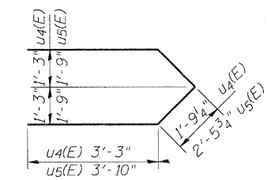
BAR s(E)



BAR n2(E)



BARS u2(E) & u3(E)



BARS u4(E) & u5(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h4(E)	92	#5	36'-9"	
n2(E)	158	#7	11'-10"	
p(E)	24	#7	37'-0"	
p1(E)	8	#7	23'-9"	
s(E)	76	#4	13'-5"	
s1(E)	50	#4	6'-10"	
t3(E)	82	#5	8'-8"	
t4(E)	82	#6	8'-8"	
u2(E)	23	#5	9'-11"	
u3(E)	4	#6	12'-8"	
u4(E)	23	#5	10'-1"	
u5(E)	4	#6	12'-8"	
v18 (E)	158	#6	21'-10"	
w5(E)	40	#6	39'-9"	
Cofferdam Excavation		Cu. Yd.	12	
Cofferdam (Location-6)		Each	1	
Rock Excavation for Structures		Cu. Yd.	95	
Concrete Structures		Cu. Yd.	290.6	
Reinforcement Bars, Epoxy Coated		Pound	20470	

NOTES

Pour steps monolithically with cap.

For details of Bar Splicers, see sheet 82 of 103.

All edges shall have standard ¾" chamfer.

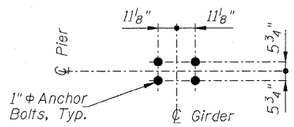
Space reinforcement in cap to miss anchor bolts.

Final design and dimensioning of cofferdams are the responsibility of the contractor.

Allowable Bearing Resistance, Qa = 10 ksf

Maximum Applied Service Bearing Pressure, Qmax = 8.84 ksf

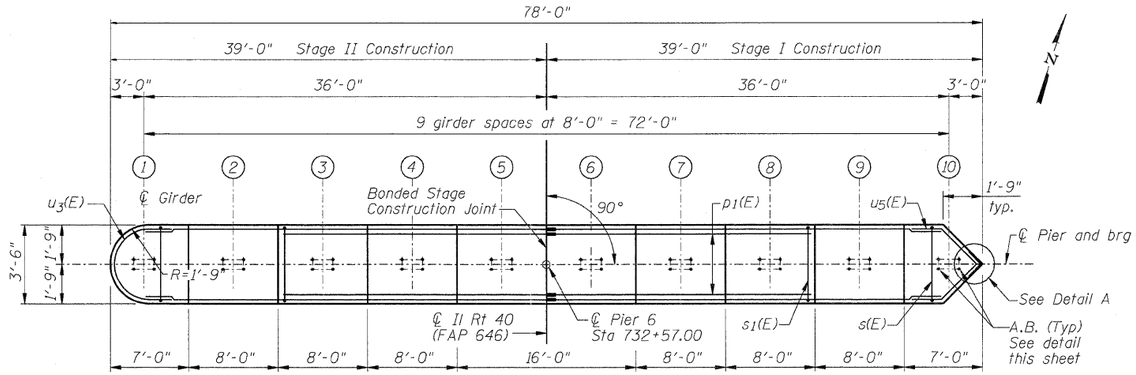
FILE NAME = D264B80-sht-pier5.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER NO. 5 STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	178
	PLOT SCALE = 4.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 75 OF 103 SHEETS			ILLINOIS FED. AID PROJECT		



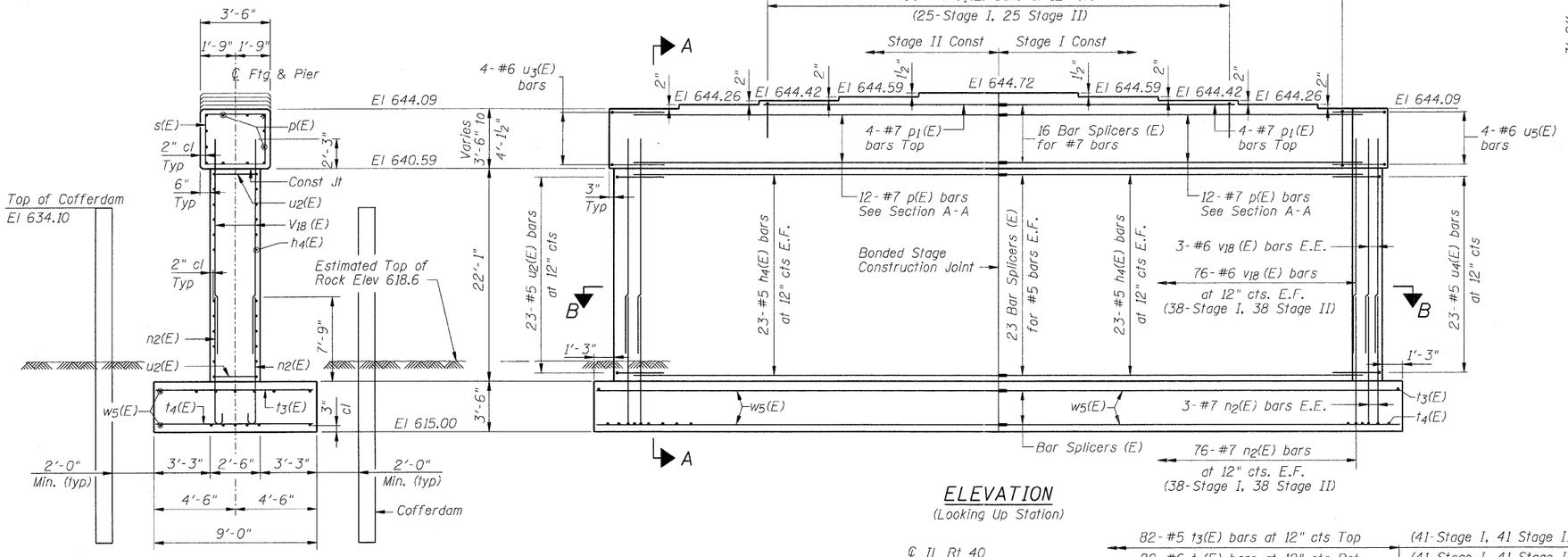
A.B. LAYOUT DETAIL

MIN. BAR LAP

#7 Bar = 5'-2"

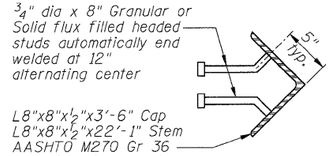


TOP PLAN



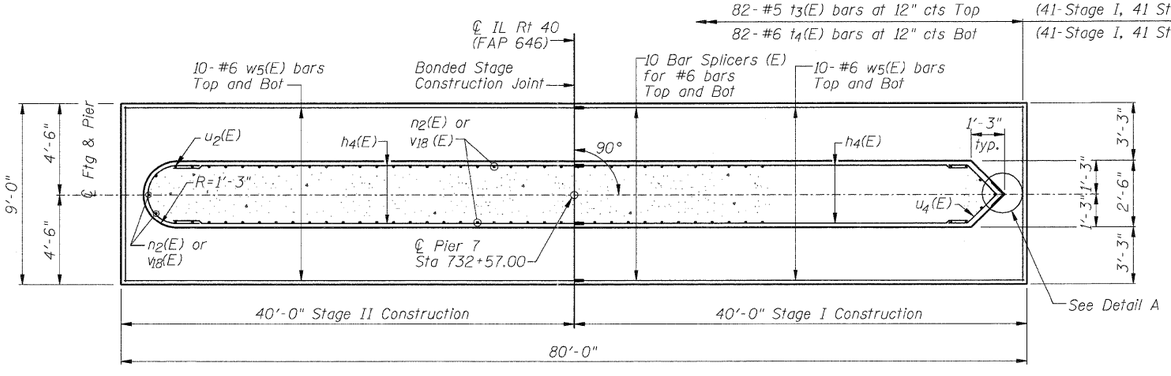
SECTION A-A

ELEVATION
(Looking Up Station)



DETAIL A

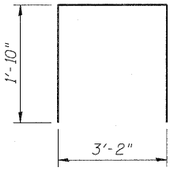
(Cost included with Concrete Structures)



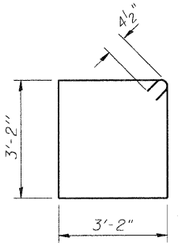
SECTION B-B

BILL OF MATERIAL

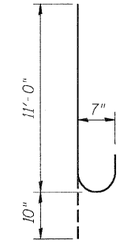
Bar	No.	Size	Length	Shape
h4(E)	92	#5	36'-9"	
n2(E)	158	#7	11'-10"	
p(E)	24	#7	37'-0"	
p1(E)	8	#7	23'-9"	
s(E)	76	#4	13'-5"	
s1(E)	50	#4	6'-10"	
t3(E)	82	#5	8'-8"	
t4(E)	82	#6	8'-8"	
u2(E)	23	#5	9'-11"	
u3(E)	4	#6	12'-8"	
u4(E)	23	#5	10'-1"	
u5(E)	4	#6	12'-8"	
v18 (E)	158	#6	21'-10"	
w5(E)	40	#6	39'-9"	
Cofferdam Excavation		Cu. Yd.	2	
Cofferdam (Location-7)		Each	1	
Rock Excavation for Structures		Cu. Yd.	97	
Concrete Structures		Cu. Yd.	290.3	
Reinforcement Bars, Epoxy Coated		Pound	20470	



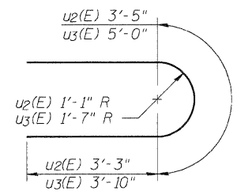
BAR s1(E)



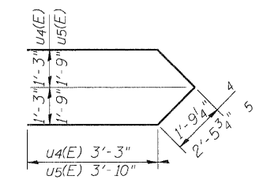
BAR s(E)



BAR n2(E)



BARS u2(E) & u3(E)



BARS u4(E) & u5(E)

NOTES

Pour steps monolithically with cap.

For details of Bar Splicers, see sheet 82 of 103.

All edges shall have standard ¾" chamfer.

Space reinforcement in cap to miss anchor bolts.

Final design and dimensioning of cofferdams are the responsibility of the contractor.

Allowable Bearing Resistance, Qa = 10 ksf

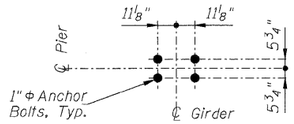
Maximum Applied Service Bearing Pressure, Qmax = 8.43 ksf

FILE NAME = D264880-sht-pier-6.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 4.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER NO. 6
STRUCTURE NO. 098-0115
SHEET NO. 76 OF 103 SHEETS

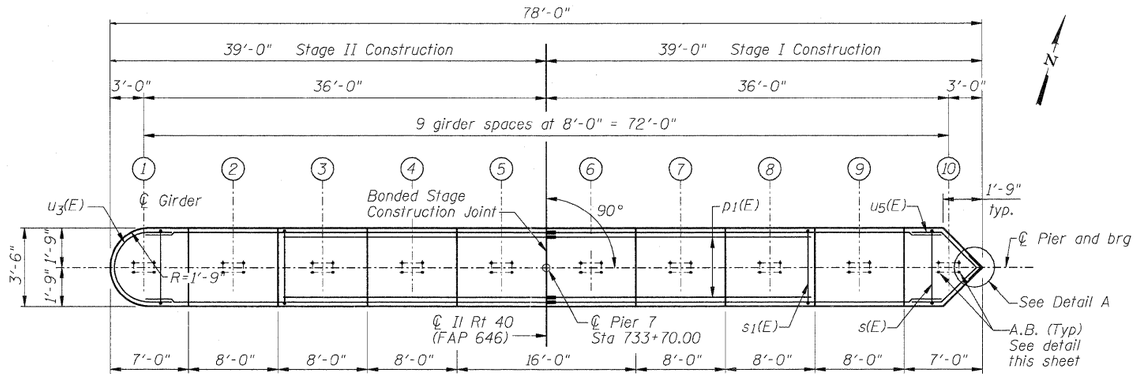
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	179
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



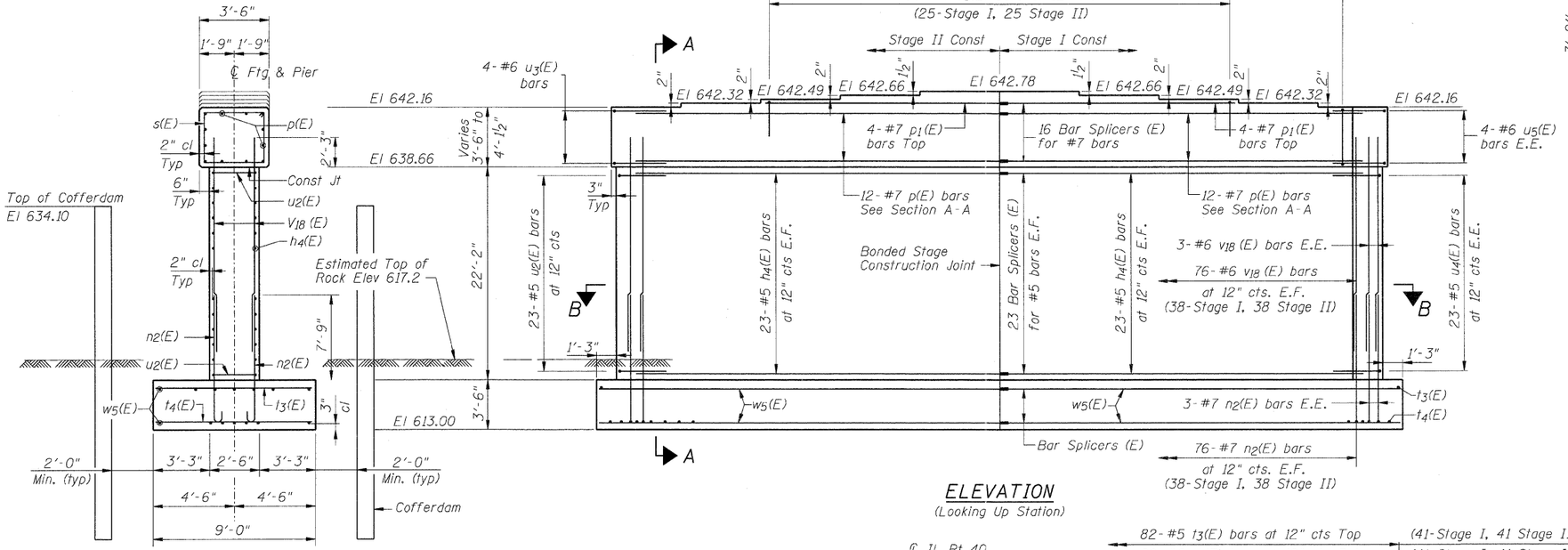
A.B. LAYOUT DETAIL

MIN. BAR LAP

#7 Bar = 5'-2"

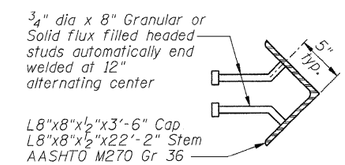


TOP PLAN



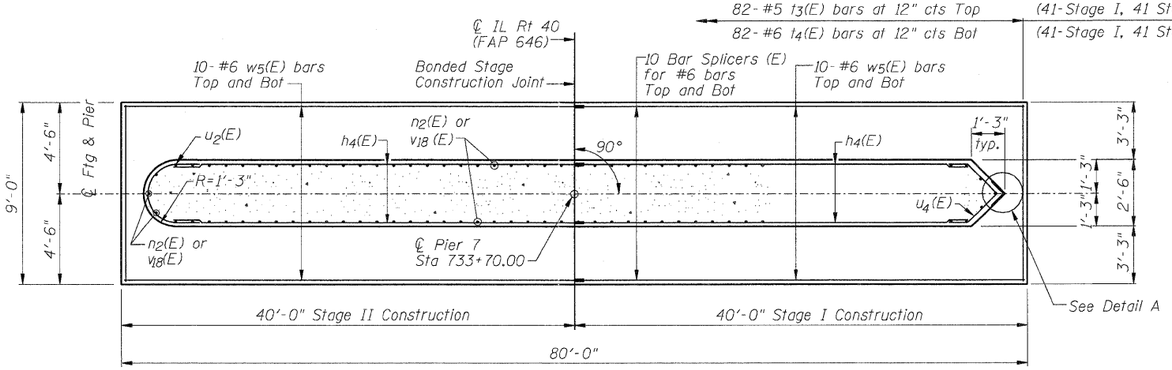
SECTION A-A

ELEVATION
(Looking Up Station)



DETAIL A

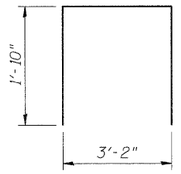
(Cost included with Concrete Structures)



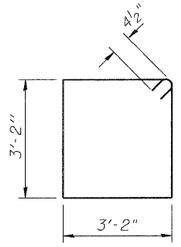
SECTION B-B

BILL OF MATERIAL

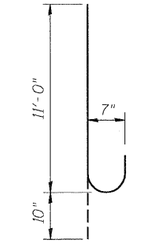
Bar	No.	Size	Length	Shape
h4(E)	92	#5	36'-9"	
n2(E)	158	#7	11'-10"	
p(E)	24	#7	37'-0"	
p1(E)	8	#7	23'-9"	
s(E)	76	#4	13'-5"	
s1(E)	50	#4	6'-10"	
t3(E)	82	#5	8'-8"	
t4(E)	82	#6	8'-8"	
u2(E)	23	#5	9'-11"	
u3(E)	4	#6	12'-8"	
u4(E)	23	#5	10'-1"	
u5(E)	4	#6	12'-8"	
v18 (E)	158	#6	21'-10"	
w5(E)	40	#6	39'-9"	
Cofferdam Excavation		Cu. Yd.	74	
Cofferdam (Location-8)		Each	1	
Rock Excavation for Structures		Cu. Yd.	112	
Concrete Structures		Cu. Yd.	291.0	
Reinforcement Bars, Epoxy Coated		Pound	20470	



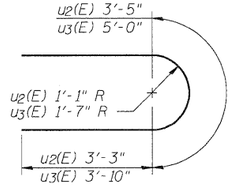
BAR s1(E)



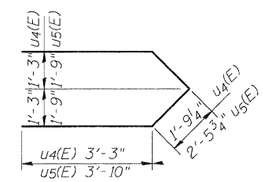
BAR s(E)



BAR n2(E)



BARS u2(E) & u3(E)



BARS u4(E) & u5(E)

NOTES

Pour steps monolithically with cap.

For details of Bar Splicers, see sheet 82 of 103.

All edges shall have standard ¾" chamfer.

Space reinforcement in cap to miss anchor bolts.

Final design and dimensioning of cofferdams are the responsibility of the contractor.

Allowable Bearing Resistance, Qa = 10 ksf

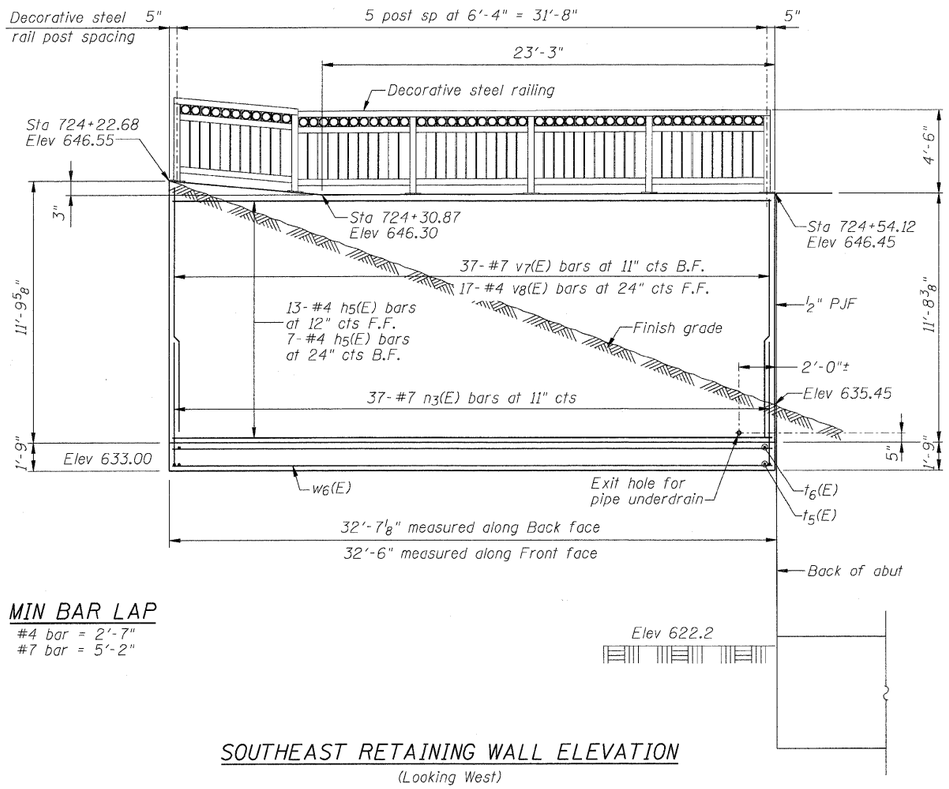
Maximum Applied Service Bearing Pressure, Qmax = 8.06 ksf

FILE NAME = 0264B80-sht-pier-7.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 4.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER NO. 7
STRUCTURE NO. 098-0115
SHEET NO. 77 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	180
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

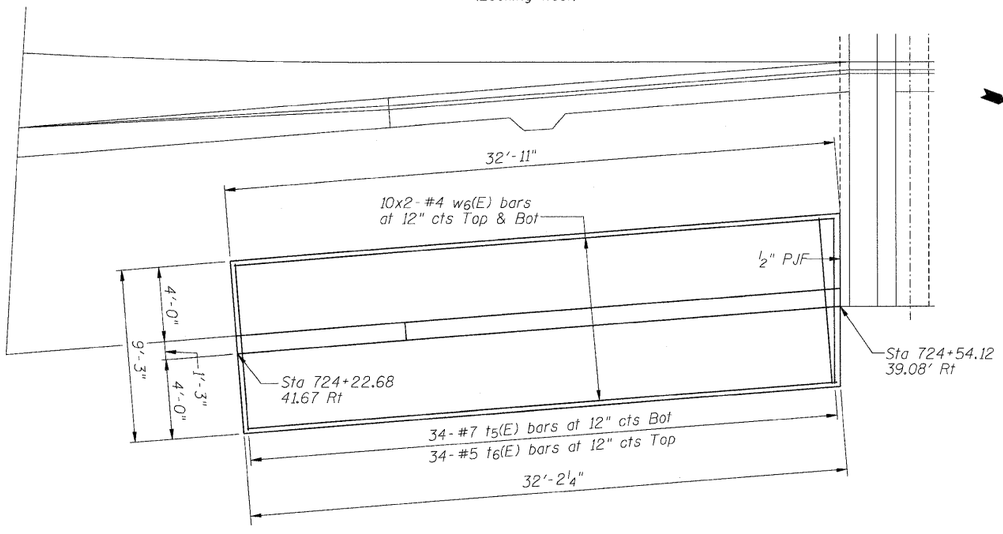


MIN BAR LAP

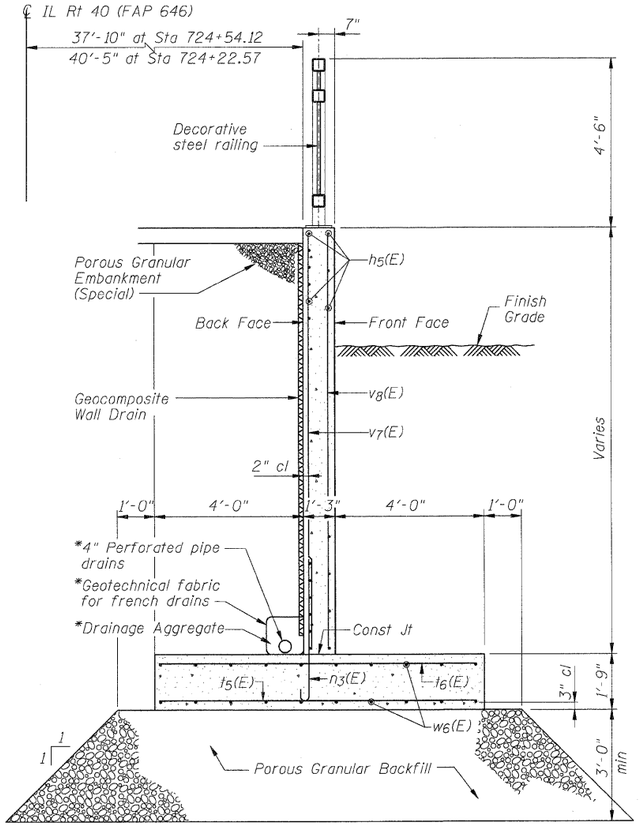
#4 bar = 2'-7"
#7 bar = 5'-2"

SOUTHEAST RETAINING WALL ELEVATION

(Looking West)

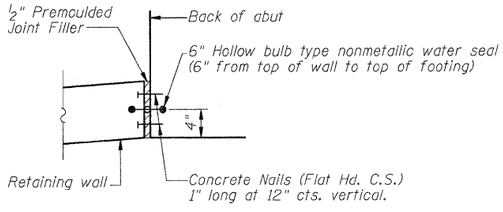


SOUTHEAST RETAINING WALL PLAN



SECTION THRU SOUTHEAST RETAINING WALL

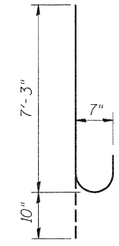
(Looking North)



CORNER DETAIL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	20	#4	32'-2"	
n3(E)	37	#7	8'-1"	
t5(E)	34	#7	8'-11"	
t6(E)	34	#5	8'-11"	
v7(E)	37	#7	11'-4"	
v8(E)	17	#4	11'-4"	
w6(E)	40	#4	17'-7"	
Concrete Structures			Cu. Yd.	37.2
Reinforcement Bars, Epoxy Coated			Pound	3430
Pipe Underdrains for Structures, 4"			Foot	31
Porous Granular Embankment (Special)			Cu. Yd.	45
Geocomposite Wall Drain			Sq. Yd.	38
Porous Granular Backfill			Cu. Yd.	55



BAR n3(E)

NOTES:

See Roadway Plans for finish grade details.

For decorative steel railing details see sheets 43-46 of 103.

Stations, elevations and offsets are measured along front face of wall.

See Sheet 3 of 103 for more underdrain details.

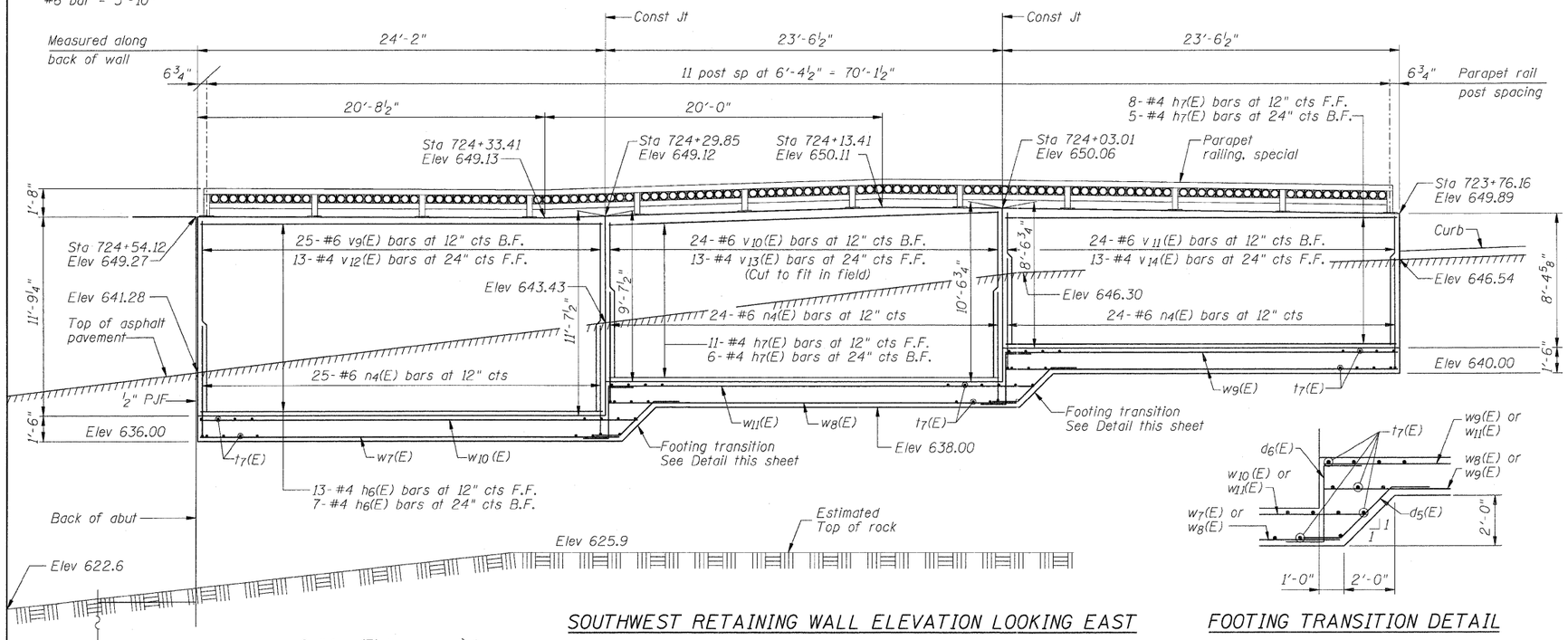
*Included in the cost of Pipe Underdrains for Structures, 4". North end of underdrains shall tee into abutment pipe underdrain and shall then exit through hole in retaining wall at approximate location as detailed. South end of underdrain shall be capped.

FILE NAME = D264B80-sht-retwalldetails1.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 4.2000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

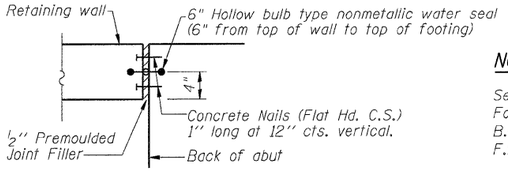
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTHEAST RETAINING WALL DETAILS
STRUCTURE NO. 098-0115
SHEET NO. 78 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	181
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			



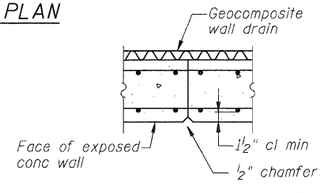
*Included in the cost of Pipe Underdrains for Structures, 4". North end of underdrains shall connect to pipe underdrain behind abutment and shall then exit through southeast retaining wall. South end of underdrain shall be capped.



CORNER DETAIL

NOTES:

See Roadway Plans for asphalt pavement details.
For Parapet Railing, Special details see sheets 44-46 of 103.
B.F. = Back Face
F.F. = Front Face



CONSTRUCTION JOINT

BILL OF MATERIAL

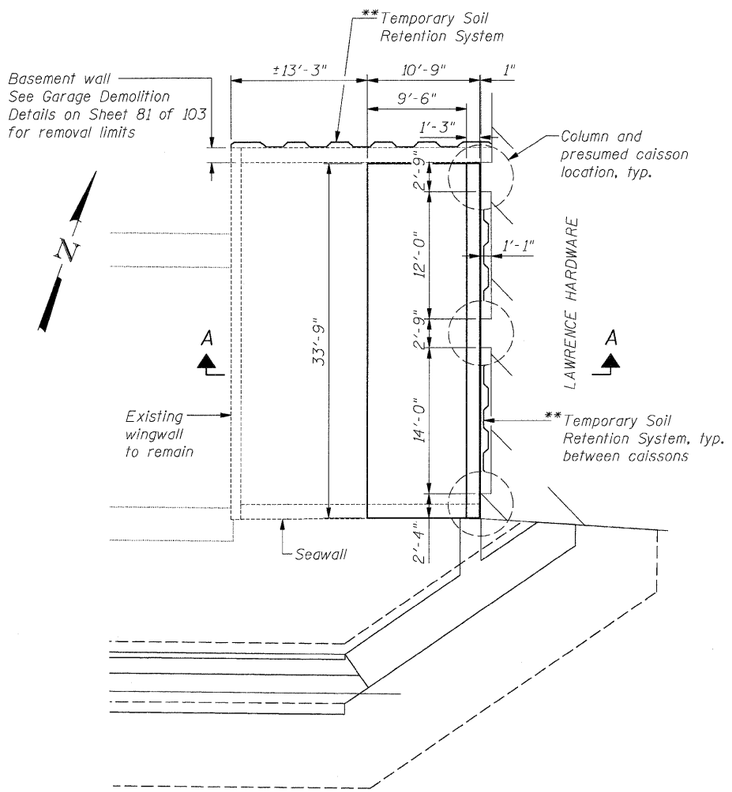
Bar	No.	Size	Length	Shape
d5(E)	16	#4	5'-10"	
d6(E)	16	#4	6'-2"	
h6(E)	20	#4	23'-10"	
h7(E)	30	#4	23'-3"	
n4(E)	73	#6	8'-0"	
t7(E)	152	#5	6'-9"	
v9(E)	25	#6	10'-8"	
v10(E)	24	#6	9'-3"	
v11(E)	24	#6	7'-3"	
v12(E)	13	#4	11'-6"	
v13(E)	13	#4	10'-3"	
v14(E)	13	#4	8'-1"	
w7(E)	8	#4	25'-0"	
w8(E)	8	#4	24'-5"	
w9(E)	16	#4	23'-3"	
w10(E)	8	#4	26'-1"	
w11(E)	8	#4	25'-6"	
Concrete Structures			Cu. Yd.	52.5
Reinforcement Bars, Epoxy Coated			Pound	4900
Pipe Underdrains for Structures, 4"			Foot	69
Porous Granular Embankment (Special)			Cu. Yd.	47
Geocomposite Wall Drain			Sq. Yd.	81
Porous Granular Backfill			Cu. Yd.	98

FILE NAME = D264880-sht-retwalldetails2.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 4.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

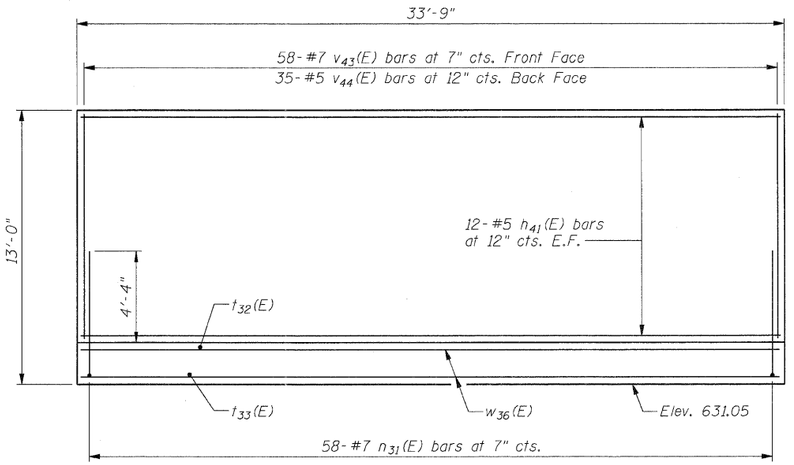
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTHWEST RETAINING WALL DETAILS
STRUCTURE NO. 098-0115
SHEET NO. 79 OF 103 SHEETS

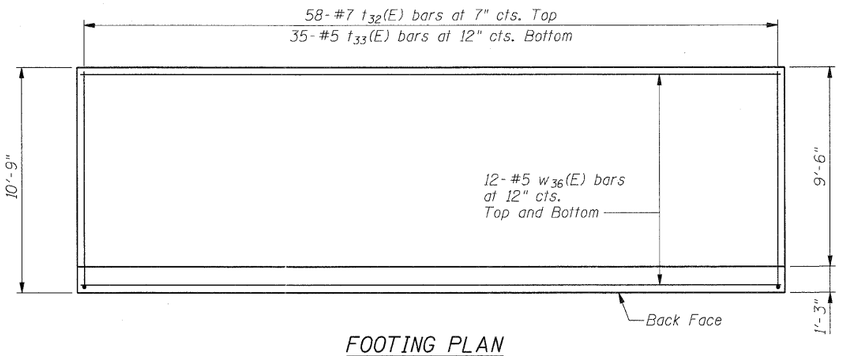
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	182
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		



PLAN

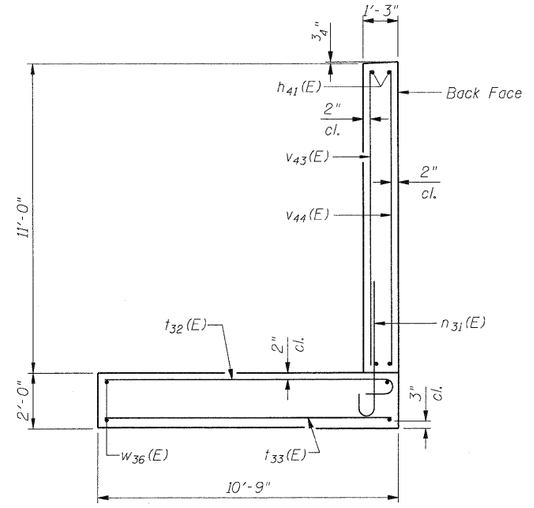


WALL ELEVATION



FOOTING PLAN

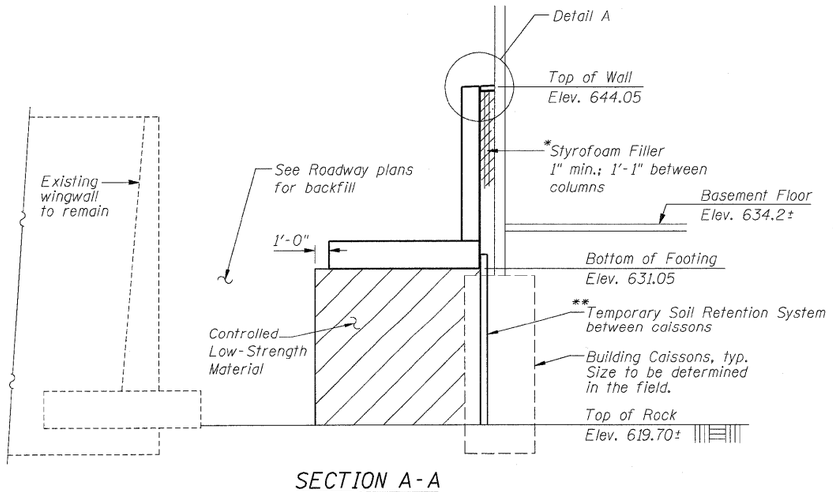
Wall reinforcement not shown for clarity



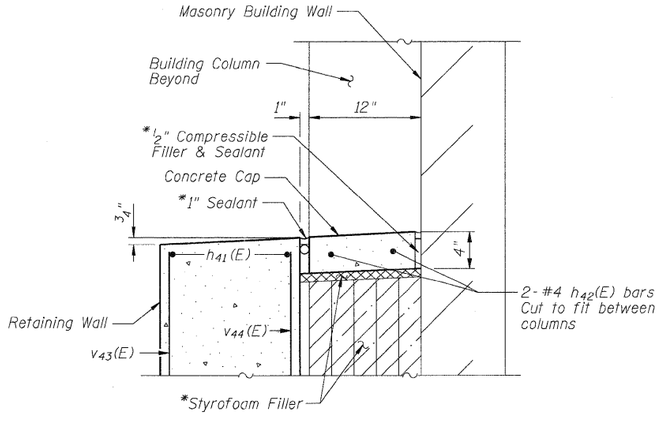
WALL SECTION

* Cost included in Concrete Structures

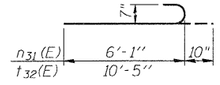
** Temporary Soil Retention System shall be put in place before Special Waste Removal. See roadway plans for limits and quantity of Special Waste Removal.



SECTION A-A



DETAIL A



BARS n_{31}(E) & t_{32}(E)

NORTH ABUTMENT RETAINING WALL BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{41}(E)	24	#5	33'-5"	——
h_{42}(E)	2	#4	33'-5"	——
n_{31}(E)	58	#7	6'-11"	——⊃
t_{32}(E)	58	#7	11'-3"	——⊃
t_{33}(E)	35	#5	10'-5"	——
v_{43}(E)	58	#7	10'-8"	——
v_{44}(E)	35	#5	10'-8"	——
w_{36}(E)	24	#5	33'-5"	——
Concrete Structures			Cu. Yd.	44.4
Reinforcement Bars, Epoxy Coated			Pound	5910
Temporary Soil Retention System			Sq. Ft.	590
Controlled Low-Strength Material			Cu. Yd.	166.7

Note:
Hatching denotes limits of Controlled Low-Strength Material.

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

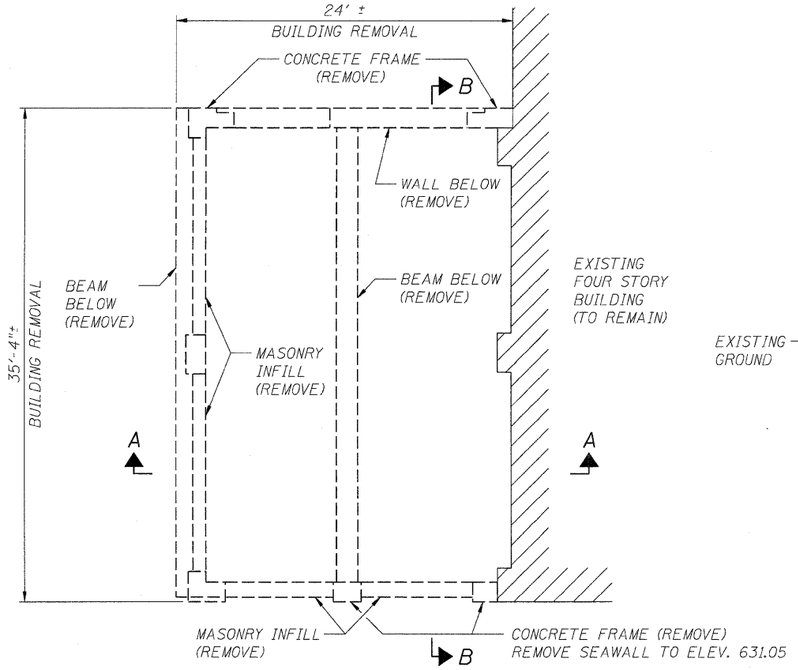
FILE NAME = D264B80-sht-retwall.dgn	USER NAME = dwozniarski	DESIGNED - FMC	REVISED -
		CHECKED - MCB	REVISED -
	PLOT SCALE = 5:4 '1' / IN.	DRAWN - FMC/MML	REVISED -
CB PROJECT NO 09255	PLOT DATE = 7/18/2011	CHECKED - MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

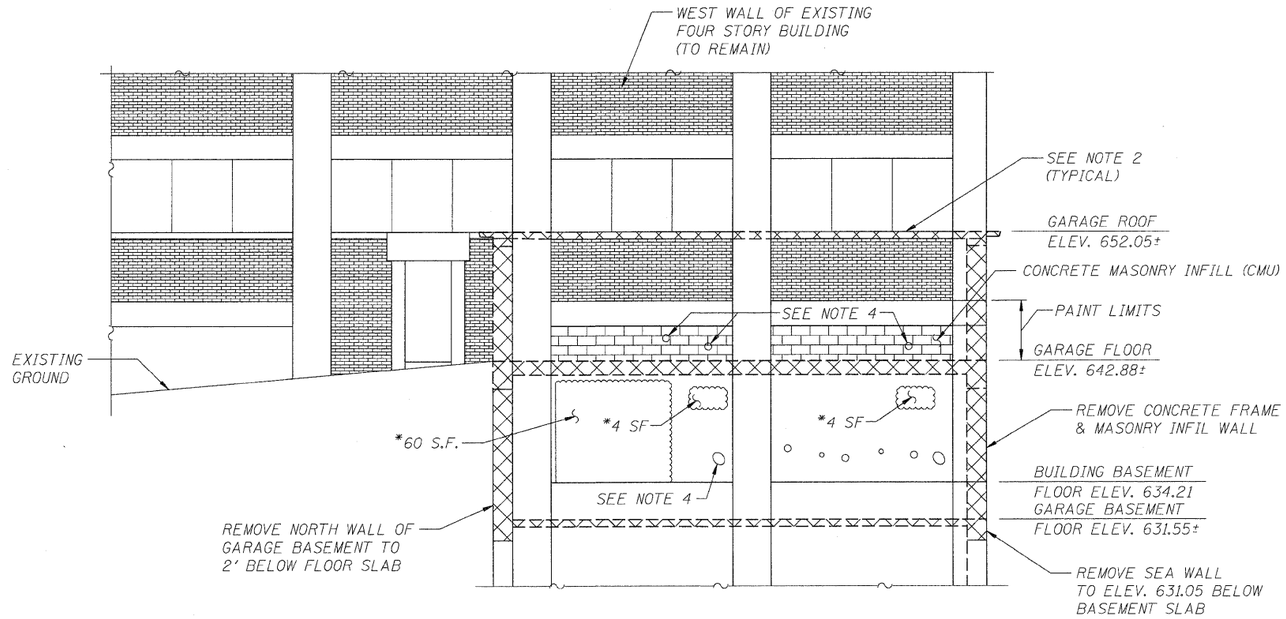
RETAINING WALL AT NORTH ABUTMENT (LAWRENCE)

SHEET NO. 80 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	183
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		

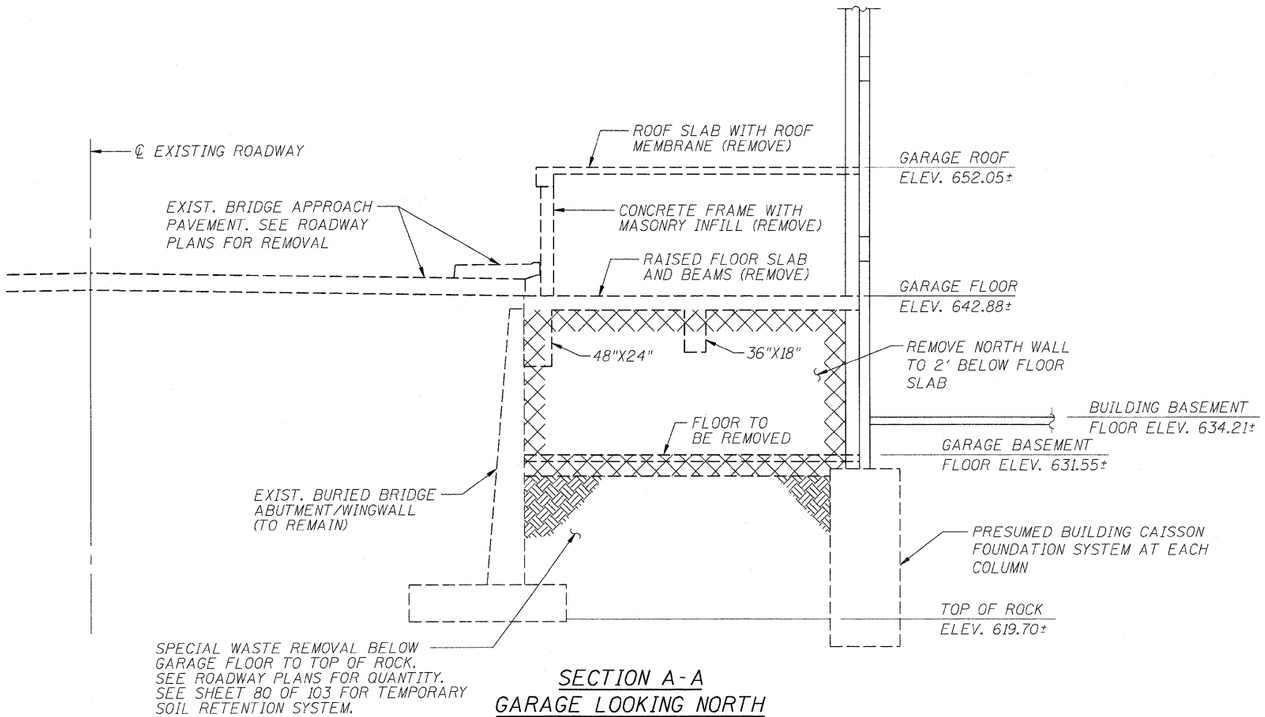


GARAGE PLAN



ELEVATION B-B
GARAGE BASEMENT WALL

*AREA OF CONCRETE WALL IN BASEMENT OF FOUR STORY BUILDING TO BE PATCHED (SEE NOTE #4)



SECTION A-A
GARAGE LOOKING NORTH

BUILDING REMOVAL NOTES:

1. The work shall consist of removal of the garage structure adjacent to the north bridge abutment to the limits shown on the plans and as required to complete other scheduled work. All work including patching of structure to remain shall be paid for at the contract lump sum unit price for BUILDING REMOVAL NO. 1.

2. Removal of the concrete structure adjoining the adjacent structure to remain shall include complete removal flush with the finish surface of the structure to remain. Where concrete to be removed is monolithic with remaining structure or removal results in damage to remaining structure, the surface of the remaining structure shall be patched to provide a smooth finish surface on the remaining structure.

3. Where reinforcement encased in concrete to be removed is embedded into structure to remain, remove concrete around the embedded reinforcement and cut back reinforcement to 2 inches clear of the finish surface of the structure to remain. Patch to provide smooth surface flush with finish surface of structure to remain.

4. Patch holes in basement wall of building structure to remain as follows:

   a. Patch holes less than 1 square foot in area using concrete or grout flush with finished surface of structure to remain.

   b. Patch holes greater than 1 square foot as follows: Saw cut perimeter of opening to provide straight edges minimum 1 inch deep square with the concrete surface. Remove concrete around perimeter of opening between sawcuts at each face and clean surface. Supplement reinforcing bars remaining in opening with #4 bars spaced 12 inches on center each way. Drill bars in edge of opening a minimum of 8" and grout with chemical adhesive resin system. Lap reinforcement min. 12" with new and existing bars and dowels. Place formwork on each side of opening with access openings to place concrete within the forms located to the exterior of the wall. Pump or place concrete. After form removal, patch honeycombed surfaces to provide a smooth finish flush with surface of structure to remain.

5. Remove all conduits, shelves, etc. from the existing face of the structure to remain that are exposed after the garage removal.

6. Paint exterior wall of building to remain with Waterbourne Acrylic paint, suitable for use on concrete surfaces, to limits shown on plans. Match color to other exposed painted surfaces on the building.

7. The Contractor shall secure a Right of Entry Permit from owner of buildings prior to start of work.

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

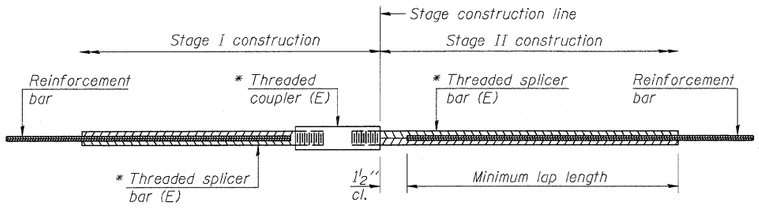
FILE NAME = D264B80-sht-bldgdemo.dgn	USER NAME = dwozniarski	DESIGNED - FMC	REVISED -
		CHECKED - MCB	REVISED -
	PLOT SCALE = 5\4 '\' / IN.	DRAWN - FMC/MML	REVISED -
CB PROJECT NO 09055	PLOT DATE = 7/18/2011	CHECKED - MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DEMOLITION PLAN (LAWRENCE)

SHEET NO. 81 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	184
		CONTRACT NO. 64B80		
		ILLINOIS FED. AID PROJECT		



STANDARD BAR SPLICER ASSEMBLY

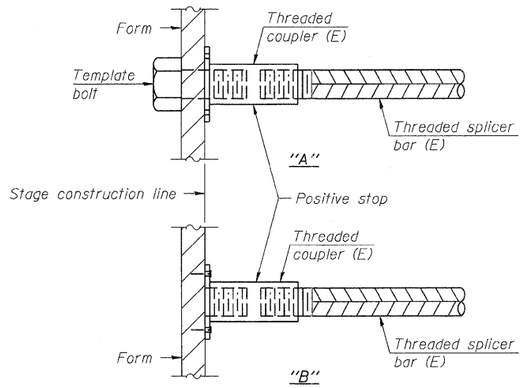
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C
Table 5: Epoxy bar, Top bar lap, Class B

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

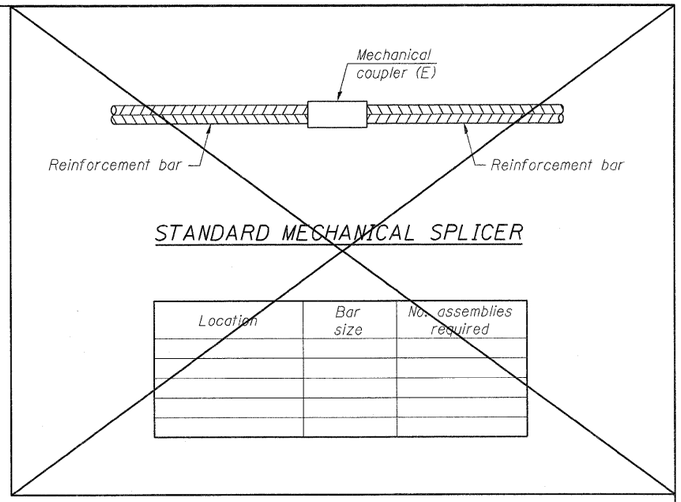
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	3597	3
Approach Slabs	#4	62	4
Approach Slabs	#5	153	3
Approach Slabs	#6	40	3
Abutments	#5	54	4
Abutments	#6	79	4
Abutments	#7	50	4
Piers	#5	316	4
Piers	#6	140	4
Piers	#7	112	4



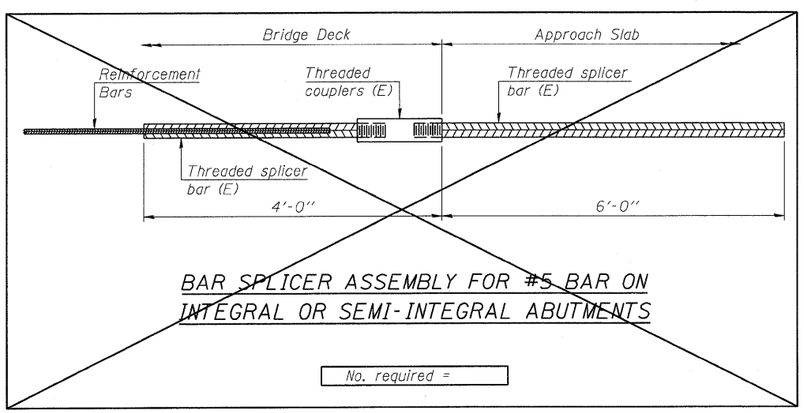
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



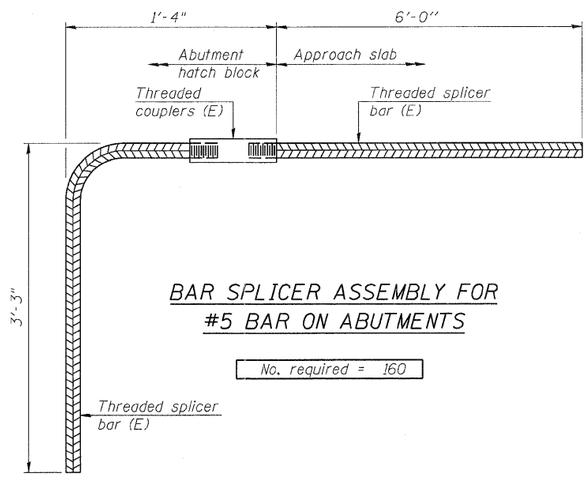
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON ABUTMENTS

No. required = 160

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 special provision for Mechanical Splicers.

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

BSD-1 7-1-10

FILE NAME = D264B80-sht-ba-splicer.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 098-0115
SHEET NO. 82 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	185
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation

SOIL BORING LOG

Date 07/01/08

ROUTE FA 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY CJ

SECTION 1B-2 LOCATION NE ¼ SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. ASE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 724+29
Offset 13 Rt
Ground Surface Elev. 647.24 (ft.)

Surface Water Elev. ____ (ft.)
Groundwater Elev.
First Encounter 18 (ft.)
Upon Completion 18 (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 3" Asphaltic Concrete					
Approx. 12" Concrete			19		
			22		8
Approx. 15" Roadstone	644.74	-2.5	12		
Brown, Fine to Medium SAND (fill), trace to with gravel			5		
			4		11
		-5	4		
			4		
			4		8
	640.24				
Brown, Fine to Coarse CLAYEY SAND (fill), trace gravel and coal fragments			3		
			2		21
		-10	3		
			5		
			3		18
	634.24		5		
Brown, Fine to Medium SAND (fill)			3		
			3		12
		-15	3		
			4		
			4		11
Petroleum odor			3		
	629.24				
Dark Grey and Brown, Fine to Medium SAND (fill)			3		
			3		15
	627.24	-20	4		

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Brown, Grey, and White, Fine to Coarse GRAVELLY SAND (fill)					
	625.24		3		
			8		16
			17		
Very Dense Yellowish Brown GRAVEL (possible weathered bedrock), with sand	622.24	-25	8		
			24		10
			50/4"		
Yellowish Brown LIMESTONE					
				1004	
Run 1 24' – 32' : REC 84/84, 100% Drill time: 10 minutes					
		-30			
Run 2 32' - 42' : REC 120/120, 100% Drill time: 11 minutes					
		-35			
				840	
		-40			
	607.24				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/06)

Illinois Department of Transportation

SOIL BORING LOG

Date 07/01/08

ROUTE FA 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY CJ

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. ASE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 724+29
Offset 13 Rt
Ground Surface Elev. 647.24 (ft.)

Surface Water Elev. ____ (ft.)
Groundwater Elev.
First Encounter 18 (ft.)
Upon Completion 18 (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Light Grey LIMESTONE					
Run 3 42' – 51' : REC 108/108, 100% Drill time: 10 minutes				796	
		-45			
		-50			
	596.24				
Bottom of Boring @ 596.24'					
		-55			
		-60			

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
		-65			
		-70			
		-75			
		-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/06)

Illinois Department of Transportation

ROCK CORE LOG

Date 07/01/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E, 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in
Top of Rock Elev. 625.24 ft
Begin Core Elev. 623.24 ft

BORING NO. B-ASE
Station 724+29
Offset 13 Rt
Ground Surface Elev. 647.24 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
DOLOMITE: yellow brown to brown, hard, fine to medium, slightly to non-calcareous, occasional chert; occasional vugs, some partially filled; horizontal joints, partially remineralized, generally hard and little to no soil filling.	-25	1	100	35	0.8
Upper 2 feet more broken					
Greater than 80 rock pieces ranging from ¼ -5 inches in length					1,004
Slightly vesicular, hard, more broken zone from 29 – 30 feet	-30				
	615.24				
27 rock pieces ranging from ½ - 19 inches in length		2	100	76	1.1
	-35				
Light white between 36.1 – 36.2 feet					840
White at about 37' – 37.5 feet					
White below 39 feet					
Less joints with depth	-40				
	605.24				
22 rock pieces ranging from ½ - 15 inches in length		3	100	88	0.91	796

Color pictures of the cores Yes
Cores will be stored for examination until ____
The "Strength" column represents the unlaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

FILE NAME = 0264B80-sht-borings01.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING AND ROCK CORE LOGS STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	186
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 83 OF 103 SHEETS			ILLINOIS	FED. AID PROJECT	

Illinois Department of Transportation

ROCK CORE LOG

Page 2 of 2

Date 07/01/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E.3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in

Top of Rock Elev. 625.24 ft

BORING NO. B-ASE Begin Core Elev. 623.24 ft

Station 724+29

Offset 13 Rt

Ground Surface Elev. 647.24 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
-45					
-50					
596.24					
-70					
-75					
-80					

Color pictures of the cores Yes

Cores will be stored for examination until

The "Strength" column represents the unlaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2

Date 06/30/08

ROUTE FAP 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY CJ

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. ASW DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 724+30

Offset 28 Lt

Ground Surface Elev. 647.38 (ft.)

Surface Water Elev. ____ (ft.)

Groundwater Elev.

First Encounter 18.5 (ft.)

Upon Completion 18.5 (ft.)

After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 4" Asphaltic Concrete					
Approx. 10" Concrete	646.21				
Light Brown, Fine to Medium SAND (fill)			4 4 6		3
	644.38				
Dark Brown, Fine to Medium SAND (fill), with gravel			4 5 6		7
	642.38	-5			
Brown, Fine to Medium SAND (fill), with brick fragments			6 6 1		8
	639.38				
Light Brown and Brown CLAYEY SAND (fill)			6 3 3		21
	636.38	-10			
Light Brown and Brown, Fine to Medium CLAYEY SAND (fill), trace gravel			5 2 3		17
	634.38				
Dark Brown, Fine to Medium SAND (fill), trace clay and coal fragments			3 2 2		27
	632.38	-15			
Brown, Fine to Medium SAND (fill)			4 4 3		8
			7 6 8		15
	627.38	-20			

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Dark Grey and Brown, Fine to Medium SAND (fill)			4 4 6		15
	624.38				
Red-Brown and Brown SANDY GRAVEL (fill)			6 9 5		15
	622.38	-25			
Brown SANDY GRAVEL (fill)			3 3 50/1"		12
	620.88				
Yellowish Brown LIMESTONE					
Run 1 27' – 36' : REC 108/108, 100%				737	
		-30			
		-35			
Run 2 36' – 46' : REC 120/120, 100%					
		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).

The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 2

Date 06/30/08

ROUTE FA 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY CJ

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. ASW DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 724+ 30

Offset 28 Lt

Ground Surface Elev. 647.38 (ft.)

Surface Water Elev. ____ (ft.)

Groundwater Elev.

First Encounter 18.5 (ft.)

Upon Completion 18.5 (ft.)

After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
(continued) Yellowish Brown LIMESTONE		-45			
	601.38				
Transitional Loss					
	599.38				
Light Grey LIMESTONE					
Run 3 46' -52' : REC 36/60, 60%		-50			
	595.38				
Bottom of Boring @ 595.38'		-55			
		-60			

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
		-65			
		-70			
		-75			
		-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).

The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

FILE NAME = D264B80-sht-borings02.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING AND ROCK CORE LOGS
STRUCTURE NO. 098-0115
SHEET NO. 84 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	187
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 2

Date 06/30/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING-ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E.3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in

BORING NO. B-ASW Top of Rock Elev. 620.88 ft

Station 724+30 Begin Core Elev. 620.38 ft

Offset 28 Lt

Ground Surface Elev. 647.38 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
DOLOMITE: yellow to yellow brown, hard, fine to medium, slightly to non-calcareous; occasional chert; occasional vugs; some partially calcite filled; horizontal joints partially remineralized, generally hard (little to no soil filling)	1	100	56		737
-30					
Greater than 50 rock pieces ranging from ¼ -7 inches in length					
Vertical fracture at 31.7 – 32.2 feet					
-35					
611.38 -36	2	100	82		
Greater than 50 rock pieces ranging from ¼ - 7 inches in length					
-40					
Vertical fracture at 41 – 41.5 feet 1 inch soil filled horizontal joints at 41.5 and 41.9 ft.					
-45					
601.38 -46	3	50	47		
More frequent joints from 46 – 47 feet					

Color pictures of the cores Yes

Cores will be stored for examination until _____

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

ROCK CORE LOG

Page 2 of 2

Date 06/30/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING-ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E.3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in

BORING NO. B-ASW Top of Rock Elev. 620.88 ft

Station 724+30 Begin Core Elev. 620.38 ft

Offset 28 Lt

Ground Surface Elev. 647.38 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
13 rock pieces ranging from ¼ - 6 inches in length No recovery from 47 – 49 feet, recovered metal that fell into core hole, (bit damaged) White below 49 feet; hard, tight joints					
-50					
595.38 -52					

Color pictures of the cores Yes

Cores will be stored for examination until _____

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 07/01/08

ROUTE FAP 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY CJ

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. RW1 DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 724+23

Offset 45 Lt

Ground Surface Elev. 644.65 (ft.)

Surface Water Elev. ____ (ft.)

Groundwater Elev.

First Encounter 16 (ft.)

Upon Completion 16 (ft.)

After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 3" Asphaltic Concrete Approx. 7" Roadstone	643.82				
Brown CLAYEY SAND (fill), with gravel			6 1 2		16
Brown and Dark Brown, Fine to Medium SAND (fill), trace gravel	641.65	-5	2 2 2		8
			2 1 3		18
Brown and Dark Brown, Fine to Medium SAND(fill)	636.65	-10	3 3 8		43
with gravel			3 3 13		16
Black and Dark Brown SILTY SAND (fill), with cinders, petroleum by-product and strong petroleum odor	631.65 629.65	-15	4 5 6		34
Brown, Fine to Medium SAND (fill)			1 1 2		19
Grey-Green and Grey SILTY CLAY (fill), with sand, gravel and petroleum odor	626.65	-20	1 1 6		23

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
	623.65				
Very Dense, Yellowish Brown SANDY GRAVEL (weathered bedrock)	622.65		7 50/4"		13
Yellowish Brown LIMESTONE					
Run 1 21' - 24' : REC 18/36, 50% Drill time: 5 minutes		-25			
Run 2 24' – 34' : REC 120/120, 100% Drill time: 9 minutes		-30		878	
Run 3 34' – 39': REC 60/60, 100% Drill time: 5 minutes		-35		676	
Light Grey LIMESTONE	608.15				
Bottom of Boring @ 605.65'	605.65	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206).

BBS 137 (9/05)

FILE NAME = 0264880-sht-borings03.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING AND ROCK CORE LOGS
STRUCTURE NO. 098-0115
SHEET NO. 85 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	188
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 1

Date 07/01/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E. 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in

Top of Rock Elev. 622.65 ft

BORING NO. B-RW1 Begin Core Elev. 623.65 ft

Station 724+23

Offset 45 Lt

Ground Surface Elev. 644.65 ft

DESCRIPTION	DEPTH (ft)	CORE (#)	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
DOLOMITE: yellow to yellow brown, hard, fine to medium, slightly or non-calcareous; occasionally cherty; occassional vugs, some partially filled; horizontal joints partially remineralized, generally hard, (no soil filling)		1	60	0	1.67	
Vertical joint (open); black colored at 22 feet						
25 rock pieces ranging from ½ - 3 inches in length						
(Piece of metal in core run.)	620.65					
Vertical joint (open, grey brown stained at 26-26.5 feet		2	100	48	0.9	
Greater than 50 rock pieces ranging from ½ - 7 inches in length	-25					
Multiple joints and broken at 28.5-28 feet, slightly vesicular						878
	-30					
	610.65					
Less jointing below about 34.5 feet		3	100	80	1.0	
11 rock pieces ranging from ½ - 20 inches in length	-35					676
White below 36 feet						
	605.65					
	-40					

Color pictures of the cores Yes

Cores will be stored for examination until

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 07/02/08

ROUTE FAP 648 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY CJ

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7E PM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. RW2 DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 723+97

Offset 45 Lt

Ground Surface Elev. 646.39 (ft.)

Surface Water Elev. (ft.)

Groundwater Elev.

First Encounter 19 (ft.)

Upon Completion 19 (ft.)

After Hrs. (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 3" Asphaltic Concrete					
Approx. 9" Roadstone	645.39				
Dark Brown, Fine to Coarse SAND (fill),			6		
			5		26
	643.39		4		
Orange, Dark Brown, and Brown SILTY CLAY (fill), trace sand slight petroleum odor at 4.5'			5		
			4		19
	641.39	-5	4		
Light Brown, Fine to Medium SAND (fill)			4		
			4		7
			3		
			1		
			2		9
		-10	2		
			1		
			1		9
	633.39		3		
Brown, Fine to Coarse SAND, trace to with gravel (fill)			3		
			5		8
		-15	14		
			13		
			21		6
			28		
	626.89		21		
Hard, Brown, LEAN CLAY		-20	11	4.8	18
			12		

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Hard, Grey	625.89		50/4"	4.7	17
LEAN CLAY, trace gravel					
Yellowish Brown					
LIMESTONE					
Run 1					
21' – 31' : REC 120/120, 100%					
Drill time: 8 minutes					
		-25			
				809	
		-30			
Run 2					
31' – 36' : REC 60/60, 100%					
Drill time: 5 minutes					
		-35			
	610.39				
Bottom of Boring @ 610.39'		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).

The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 1

Date 07/02/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E. 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in

Top of Rock Elev. 625.89 ft

BORING NO. B-RW2 Begin Core Elev. 625.39 ft

Station 723+97

Offset 45 Lt

Ground Surface Elev. 646.39 ft

DESCRIPTION	DEPTH (ft)	CORE (#)	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
DOLOMITE: yellow to yellow brown, hard, fine to medium, slightly to non-calcareous; occasional vugs, some calcite filled; occasional chert; horizontal joints, partially remineralized, usually hard (no soil). Slightly vesicular, less with depth		1	100	40	0.8	
Vertical joint at about 22.5 – 23 feet, open						
Upper 2 feet more weak and broken, some soil in joints						
Greater than 50 rock pieces ranging from ½ -5 inches in length	-25					
Small vertical joint at about 28 – 28.3 feet, open, brown stain						809
	-30					
	615.39					
22 rock pieces ranging from ½ - 8 inches in length		2	100	88	1.0	
	-35					
	610.39					

Color pictures of the cores Yes

Cores will be stored for examination until

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

FILE NAME = D264B80-sht-borings04.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING AND ROCK CORE LOGS STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	189
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 86 OF 103 SHEETS		ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 07/02/08

ROUTE FAP 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY CJ

SECTION 1 B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. RW3 DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 723+77
Offset 43 Lt
Ground Surface Elev. 646.90 (ft.)

Surface Water Elev. ____ (ft.)
Groundwater Elev.
First Encounter 18.5 (ft.)
Upon Completion 8.25 (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 4" Asphaltic Concrete					
Approx. 12" Roadstone	645.57				
Brown, Fine to Medium GRAVELLY SAND (fill)			7		
			6		6
			5		
			7		
with clay			4		6
	641.90	-5	9		
Light Brown, Fine to Medium SAND (fill)			7		
			5		6
			7		
	638.90				
Light Brown, Fine to Medium SAND, with clayey silt lumps (fill)	636.90	-10	7		
			4		17
			6		
Light Brown and Brown, Fine to Coarse SAND, trace gravel (fill)			9		
			12		5
			24		
			19		
			33		3
		-15	50/5"		
	627.90		16		
Hard, Grey, SILTY CLAY trace gravel		-20	15	5.2	13
			12		

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
	625.90		12		
			14	5.2	15
Yellowish Brown LIMESTONE			50/2"		
Run 1 21' – 31' : REC 120/120, 100% Drill time: 8 minutes		-25			
		-30		726	
Run 2 31' – 36' : REC 60/60, 100% Drill time: 4 minutes		-35			
	611.40				
Light Grey, LIMESTONE	610.90				
Bottom of Boring @ 610.90'		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 1

Date 07/02/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E, 3 PM

COUNTY Whiteside CORING METHOD Wireline
STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ
Station 729+71.26 Core Diameter 1 7/8 in
Top of Rock Elev. 625.90 ft
BORING NO. B-RW3 Begin Core Elev. 625.90 ft
Station 723+77
Offset 43 Lt
Ground Surface Elev. 646.90 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
DOLOMITE: yellow to yellow brown, hard, fine to medium, slightly to non-calcareous; occasional vugs, some partially calcite filled; horizontal joints partially remineralized, generally hard (little to no soil filling)		1	100	34	0.8	
Joint spacing at about 2-3 inches from about 21-26 feet Joint spacing increases with depth						
Greater than 50 rock pieces ranging from 1/2-6 inches in length	-25					726
	-30					
	615.90					
15 rock pieces ranging from ½ - 11 inches in length		2	100	83	1.8	
	-35					
White below about 35.5 feet	610.90					

Color pictures of the cores Yes
Cores will be stored for examination until ____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

FILE NAME = D264880-sht-borings05.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING AND ROCK CORE LOGS STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	190
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 87 OF 103 SHEETS		ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 10/1/2008

ROUTE FA 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY JH

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. P1E DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 725+97
Offset 36 Rt
Ground Surface Elev. ____ (ft.)

Surface Water Elev. 628.11 (ft.)
Groundwater Elev.
First Encounter ____ (ft.)
Upon Completion ____ (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 10.25 feet Water		0			
		-5			
	617.86	-10			
WEATHERED LIMESTONE at 10.25 ft			50/1"	15	
Run1					
10.5' – 18' : REC 87/90, 97%					
RQD 71/90, 79%					
Drill time: 10.5'-13': 2 minutes					
13'-18': 4.5 minutes					
		-15			
CHERT	610.61				
WEATHERED LIMESTONE	610.11				
Run 2					
18' – 28' : REC 120/120, 100%					
RQD 94/120, 78%		-20			

SOIL DESCRIPTION (continued)	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
WEATHERED LIMESTONE					
Drill Time: 18'-23': 4.5 minutes					
23'-28': 4.5 minutes				613	
	604.61				
LIMESTONE WITH SHALE LAYERS		-25			
Run 3					
28' – 35.5' : REC 87/90, 97%					
RQD 71/90, 79%					
Drill time: 28'-33': 4.5 minutes					
33'-35.5': 4.5 minutes		-30			
		-35			
	592.61				
Bottom of Boring @ 592.61'					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 2

Date 10/1/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E. 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in

BORING NO. B-P1E Top of Rock Elev. 617.86 ft

Station 725+97 Begin Core Elev. 617.61 ft

Offset 36 Rt

River Water Surface Elev. 628.11 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
	617.61 -10.5					
DOLOMITE: yellow brown to brown, hard, fine to medium, slightly to non-calcareous, occasional chert; horizontal joints, partially remineralized, generally hard and little to no soil filling. 30 pieces, ½" – 10"		1	97	79		
Depth 10.5-13 feet took 2 minutes to core					0.8	
	-15					
Light gray to white from 17.4-18 feet						
Depth 13-18 feet took 4.5 minutes to core	610.11 -18				0.9	
26 pieces, 1-10"; occasional thin clay film/layer		2	100	78		
Partially filled vug at 19.5 feet	-20					613
Depth 18-23 feet took 4.5 minutes to core					0.9	
Light gray to white below 23.3 feet	-25					
Depth 23-28 feet took 4.5 minutes to core	600.11 -28				0.9	
15 pieces, 1-16"; occasional clay film in joint		3	97	79		
	-30					

Color pictures of the cores Yes
Cores will be stored for examination until ____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

ROCK CORE LOG

Page 2 of 2

Date 10/1/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E. 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in

BORING NO. B-P1E Top of Rock Elev. 617.86 ft

Station 725+97 Begin Core Elev. 617.61 ft

Offset 36 Rt

River Water Surface Elev. 628.11 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
More vesicular and vugs below about 30 feet.						
Recemented vertical joint at about 31 feet.						
Depth 28-33 feet took 4.5 minutes to core					0.9	
	-35					
Depth 33-35.5 feet took 2.5 minutes to core	592.61				1.0	

Color pictures of the cores Yes
Cores will be stored for examination until ____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

FILE NAME = D264380-sht-borings06.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING AND ROCK CORE LOGS STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	191
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 88 OF 103 SHEETS			ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 10/2/2008

ROUTE FA 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY JH

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. P1W DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 725+97
Offset 48 Lt
Ground Surface Elev. _____ (ft.)

Surface Water Elev. 628.11 (ft.)
Groundwater Elev.
First Encounter ____ (ft.)
Upon Completion ____ (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 10.25 feet Water		-5			
	617.86	-10			
WEATHERED LIMESTONE at 10.2 ft			50/1"		18
Run 1 10.5' – 18' : REC 71/90, 79% RQD 41/90, 46%					
Drill time: 10.5' – 13': 2.5 minutes 13' – 18': 5 minutes		-15			
Run 2 18' – 28' : REC 101/120, 81% RQD 51/120, 43%					
Drill time: 18' – 23': 6 minutes 23' – 28': 5 minutes		-20			

(continued) WEATHERED LIMESTONE	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
		-25			
Run 3 28' – 35.5' : REC 84/90, 93% RQD 69/90, 77%					
	599.11				
LIMESTONE WITH SHALE LAYERS		-30			
Drill time: 28'-33': 6 minutes 33'-35.5': 2.5 minutes				673	
	592.61	-35			
Bottom of Boring @ 592.61'					
		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/06)

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 2

Date 10/2/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E. 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in
Top of Rock Elev. 617.91 ft
Begin Core Elev. 617.61 ft

BORING NO. B-P1W
Station 725+97
Offset 48 Lt
River Water Surface Elev. 628.11 ft

	ELEV.	DEPTH (ft)	CORE	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
	617.61	10.5					
DOLOMITE: yellow brown to brown, hard, fine to medium, slightly to non-calcareous, occasional chert; occasional vugs, some partially filled; horizontal joints, partially remineralized, generally hard and little to no soil filling. More than 25 pieces, ½'-7". Less broken/jointed with depth Depth 10.5-13 feet took 2.5 minutes to core		-15	1	79	48	1.0	
Two highly vesicular zones at about 17 feet Depth 13-18 feet took 5 minutes to core	610.11	-18				1.0	
More than 30 pieces, ½'-11"		-20	2	84	43		
4" inclined joint at about 21 feet Depth 18-23 feet took 6 minutes to core Thin clay filled joint at about 23 feet						1.2	
Light gray from 25-26 feet, then light yellow brown grading to light gray with depth.		-25					
Depth 23-28 feet took 5 minutes to core 12 pieces, 1.5'-18"	600.11	-28	3	93	77	1.0	
Light yellow brown to 29.5 feet, then light gray to gray. 4" inclined joint at about 30.3 feet		-30					

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

ROCK CORE LOG

Page 2 of 2

Date 10/2/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E. 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in
Top of Rock Elev. 617.91 ft
Begin Core Elev. 617.61 ft

BORING NO. B-P1W
Station 725+97
Offset 48 Lt
River Water Surface Elev. 628.11 ft

	DEPTH (ft)	CORE	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Below 32.5 feet, few vugs, slightly vesicular						673
Depth 28-33 feet took 6 minutes to core					1.2	
	-35					
Depth 33-35.5 feet took 2.5 minutes to core	592.61 -35.5				1.0	

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

FILE NAME = D264B80-sht-borings07.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SOIL BORING AND ROCK CORE LOGS STRUCTURE NO. 098-0115**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	192
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 89 OF 103 SHEETS			ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 10/1/2008

ROUTE FA 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY JH

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. P2E DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 727+38
Offset 36 Rt
Ground Surface Elev. ____ (ft.)

Surface Water Elev. 628.11 (ft.)
Groundwater Elev.
First Encounter ____ (ft.)
Upon Completion ____ (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 9 feet Water					
		-5			
	619.11				
LIMESTONE WITH CHERT AND WEATHERED LAYERS at 9 feet		-10	50/1"		
Run 1 10' – 17.5' : REC 89/90, 99% RQD 62/90, 69%					
Drill time: 10'–12.5': 3 minutes 12.5'–17.5': 5.5 minutes				924	
		-15			
		-20			
Run 2 17.5' – 27.5' : REC 120/120, 100% RQD 91/120, 76%					
Drill time: 17.5' – 22.5': 5 minutes 22.5' – 27.5': 3.5 minutes					

SOIL DESCRIPTION (continued)	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
(continued) LIMESTONE WITH CHERT AND WEATHERED LAYERS		-25			
Run 3 27.5' – 35' : REC 89/90, 99% RQD 55/90, 61%					
Drill time: 27.5' – 32.5': 4 minutes 32.5' – 35': 2 minutes		-30			
	593.11	-35			
Bottom of Boring @ 593.11'					
		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 2

Date 10/1/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E, 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26
Core Diameter 1 7/8 in
Top of Rock Elev. 619.11 ft
Begin Core Elev. 618.11 ft

BORING NO. B-P2E
Station 727+38
Offset 36 Rt
River Water Surface Elev. 628.11 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
DOLOMITE: yellow brown to brown, hard, fine to medium, slightly to non-calcareous, occasional chert; horizontal joints, partially remineralized, generally little to no soil filling. More than 25 pieces, ½"-12" long		1	99	89		
Depth 10-12.5 feet took 3 minutes to core	-15				1.2	
Depth 12.5-17.5 feet took 5.5 minutes to core	619.61 -17.5				1.1	
More than 25 pieces, ½" -11" long; occasional yellow brown layer and vugs; Occasional thin clay layers; occasional large chert inclusions	-20	2	100	76		
Depth 17.5-22.5 feet took 5 minutes to core	-25				1.0	
Yellow brown at about 27 feet Depth 22.5-27.5 feet took 3.5 minutes to core	600.61 -27.5				0.7	
18 pieces, 1"-22" long; inclined joint, 27.5-30 feet. More vesicular and vugs, 28.5-30 feet Yellow brown to about 31 feet then light gray to gray	-30	3	99	61		

Color pictures of the cores Yes
Cores will be stored for examination until ____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

ROCK CORE LOG

Page 2 of 2

Date 10/1/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E, 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26
Core Diameter 1 7/8 in
Top of Rock Elev. 619.11 ft
Begin Core Elev. 618.11 ft

BORING NO. B-P2E
Station 727+38
Offset 36 Rt
River Water Surface Elev. 628.11 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Slightly vesicular and a few vugs below about 31 feet						
Depth 27.5-32.5 feet took 4 minutes to core					0.8	924
Depth 32.5-35 feet took 2 minutes to core	593.11 -35				0.8	

Color pictures of the cores Yes
Cores will be stored for examination until ____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

FILE NAME = D264880-sht-borings08.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING AND ROCK CORE LOGS STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	193
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 90 OF 103 SHEETS		ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 10/2/2008

ROUTE FA 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY JH

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7E PM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. P2W DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 727+39
Offset 46 Lt
Ground Surface Elev. _____ (ft.)

Surface Water Elev. 628.11 (ft.)
Groundwater Elev.
First Encounter ____ (ft.)
Upon Completion ____ (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 9.3 feet Water		-5			
	618.81				
WEATHERED LIMESTONE at 9.3 feet	618.11	-10	50/1"		13
LIMESTONE WITH CHERT AND SHALE LAYERS Run 1 10' – 18' : REC 94/96, 98% RQD 77/96, 80% Drill time: 10'-13': 3 minutes 13'-18': 5.5 minutes		-15		963	
Run2 18' – 28' : REC 120/120, 100% RQD 97/120, 81% Drill time: 18'-23': 5 minutes 23'-28': 3 minutes		-20			
(continued) LIMESTONE WITH CHERT AND SHALE LAYERS		-25			
Run 3 28' – 35' : REC 84/84, 100% RQD 84/84, 100% Drill time: 28'-33': 5 minutes 33'-35': 3 minutes		-30			
	593.11	-35			
Bottom of Boring @ 593.11'		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 2

Date 10/2/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in
Top of Rock Elev. 618.81 ft
Begin Core Elev. 618.11 ft

BORING NO. B-P2W
Station 727+39
Offset 46 Lt
River Water Surface Elev. 628.11 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
DOLOMITE: light gray (occasionally light yellow brown) hard, fine to medium, slightly non-calcareous, occasional chert, horizontal joints, partially remineralized, generally hard and little to no soil filling. More than 50 pieces, ½" -10" long.	1	98	80		
Depth 10-13 feet took 3 minutes to core				1.0	
-15					963
Depth 13-18 feet took 5.5 minutes to core 610.11 -18				1.1	
More than 25 pieces, ½"-8" long; occasional clay filled thin joints or films	2	100	81		
-20					
Depth 18-23 feet took 5.5 minutes to core				1.1	
White below about 25 feet					
-25					
Depth 23-28 feet took 6 minutes to core 600.11 -28				1.2	
9 pieces, 3"-19" long Light gray below 29 feet	3	100	100		
-30					

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

ROCK CORE LOG

Page 2 of 2

Date 10/2/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in
Top of Rock Elev. 618.81 ft
Begin Core Elev. 618.11 ft

BORING NO. B-P2W
Station 727+39
Offset 46 Lt
River Water Surface Elev. 628.11 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Slightly vesicular below about 30 feet; occasional vugs					
Depth 28-33 feet took 5 minutes to core				1.0	
Depth 33-35 feet took 3 minutes to core 593.11 -35				1.5	

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

FILE NAME = 0264380-sht-borings09.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING AND ROCK CORE LOGS STRUCTURE NO. 098-0115
		CHECKED - JMB	REVISED -		
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -		SHEET NO. 91 OF 103 SHEETS
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	194
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 10/1/2008

ROUTE FA 648 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY JH

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7E PM3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. P3E DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 728+72
Offset 36 Rt
Ground Surface Elev. ____ (ft.)

Surface Water Elev. 628.11 (ft.)
Groundwater Elev.
First Encounter ____ (ft.)
Upon Completion ____ (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 8 feet Water					
		-5			
	620.11				
Very Dense			WOH		
Dark Grey, Fine to Coarse	619.11		3		17
SAND, trace gravel			50/5"		
WEATHERED LIMESTONE WITH		-10			
CHERT SEAMS at 9.25 feet					
Run 1					
10.5' – 18' : REC 90/90, 100%					
RQD 30/90, 33%					
Drill time: 10.5'-13': 3 minutes				701	
13'-18': 7 minutes					
		-15			
	610.11				
LIMESTONE WITH CHERT SEAMS					
Run 2					
18' – 28' : REC 113/120, 94%					
RQD 76/120, 63%		-20			

SOIL DESCRIPTION (continued)	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
(continued) LIMESTONE WITH					
CHERT SEAMS					
Drill time: 18'-23': 4.5 minutes					
23'-28': 5.5 minutes					
		-25			
Run 3					
28' – 35.5' : REC 86/90, 96%					
RQD 86/90, 98%					
Drill time: 28'–33': 3.5 minutes					
33'-35.5': 2.5 minutes		-30			
		-35			
	592.61				
Bottom of Boring @ 592.61'					
		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/06)

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 2

Date 10/1/2008

ROUTE FAP 648 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E.3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in
Top of Rock Elev. 618.86 ft
Begin Core Elev. 617.61 ft

BORING NO. B-P3E
Station 728+72
Offset 36 Rt
River Water Surface Elev. 628.11 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
	617.61 -10.5					
DOLOMITE: yellow brown and gray, hard, fine to medium, slightly to non-calcareous, occasional chert; occasional vugs, some partially filled; horizontal joints, partially remineralized, generally hard and little to no soil filling. More than 50 pieces, 1/4" -8" long		1	100	33		
Depth 10.5-13 feet took 3 minutes to core					1.2	701
Generally gray to light gray below about 13.5 feet.	-15					
¾" clay filled joint at 17 feet.						
Depth 13-18 feet took 7 minutes to core	610.11 -18				1.4	
More than 25 pieces, ¾"-12" long; Becoming light gray with depth.		2	94	63		
Vertical fracture at 19 feet						
Occasional thin clay layer in joints	-20					
Depth 18-23 feet took 4.5 minutes to core					0.9	
	-25					
Yellow brown zone from 27.6-28.3 feet						
Depth 23-28 feet took 5.5 minutes to core	600.11 -28				1.1	
8 pieces, 2"-40" long		3	96	96		
Slightly vesicular, a few vugs	-30					

Color pictures of the cores Yes
Cores will be stored for examination until ____
The "Strength" column represents the unlaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

ROCK CORE LOG

Page 2 of 2

Date 10/1/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E.3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in
Top of Rock Elev. 618.86 ft
Begin Core Elev. 617.61 ft

BORING NO. B-P3E
Station 728+72
Offset 36 Rt
River Water Surface Elev. 628.11 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Depth 28-33 feet took 3.5 minutes to core					0.7	
Depth 33-35.5 feet took 2.5 minutes to core	592.61 -36 -35.5				1.0	

Color pictures of the cores Yes
Cores will be stored for examination until ____
The "Strength" column represents the unlaxial compressive strength of the core sample (ASTM D-2838)

BBS 138 (Rev. 3/01)

FILE NAME = D264B80-sht-borings10.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING AND ROCK CORE LOGS STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	195
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 92 OF 103 SHEETS			ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 10/2/2008

ROUTE FA 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY JH

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. P3W DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 728+71
Offset 48 Lt
Ground Surface Elev. _____ (ft.)

Surface Water Elev. 628.11 (ft.)
Groundwater Elev.
First Encounter ____ (ft.)
Upon Completion ____ (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 9 feet Water					
		-5			
	619.11				
Dense Brown, Fine to Coarse GRAVELLY SAND	617.61	-10	7 9 22		8
WEATHERED LIMESTONE WITH CHERT AND SHALE SEAMS at 10.5 ft					
Run 1 10.5' – 18' : REC 43/90, 48% RQD 10/90, 11%					
Drill time: 10.5'-15.5': 6 minutes 15.5'-18': 2.5 minutes		-15			
	610.11				
LIMESTONE					
Run 2 18' – 28' : REC 118/120, 99% RQD 90/120, 75%		-20			

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
(continued) LIMESTONE					
Drill time: 18'-23': 6 minutes 23'-28': 5 minutes		-25			
Run 3 28' – 36' : REC 95/96, 99% RQD 82/96, 85%					
Drill time: 28'-33': 5 minutes 33'-36': 3 minutes		-30			
		-35		839	
	592.11				
Bottom of Boring @ 592.11'		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 2

Date 10/2/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E, 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in
Top of Rock Elev. 617.61 ft
Begin Core Elev. 617.61 ft

BORING NO. B-P3W
Station 728+71
Offset 48 Lt
River Water Surface Elev. 628.11 ft

	ELEV.	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
	617.61	-10.5					
DOLOMITE: light gray, hard, fine to medium, slightly to non-calcareous, occasional chert; occasional vugs, some partially filled; horizontal joints, partially remineralized, generally hard and little to no soil filling. 2" thick clay seam near top of run Bottom 2 feet more intact. Above 15 feet, badly broken, low recovery. (Jam in barrel noted.) Overall, more than 50 pieces ½"-7" long.			1	48	11		
Depth 10.5-15.5 feet took 6 minutes to core		-15				1.2	
Depth 15.5-18 feet took 2.5 minutes to core	610.11	-18				1.0	
More than 25 pieces ½"-14" long		-20	2	96	75		
Depth 18-23 feet took 6 minutes to core						1.2	
Slightly vesicular below about 26 feet.		-25					
Depth 23-28 feet took 5 minutes to core	600.11	-28				1.0	
14 pieces ¾"-15" long More vesicular with depth. A few vugs. Occasional thin soil filled joint.		-30	3	99	85		

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 139 (Rev. 3/01)

Illinois Department of Transportation

ROCK CORE LOG

Page 2 of 2

Date 10/2/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E, 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in
Top of Rock Elev. 617.61 ft
Begin Core Elev. 617.61 ft

BORING NO. B-P3W
Station 728+71
Offset 48 Lt
River Water Surface Elev. 628.11 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Depth 28-33 feet took 5 minutes to core					1.0	
More vugs below about 35 feet.	-35					839
Depth 33-36 feet took 3 minutes to core	592.11 -36				1.0	

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

FILE NAME = D264880-sht-boringsIL.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING AND ROCK CORE LOGS STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	196
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 93 OF 103 SHEETS			ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation

SOIL BORING LOG

Date 9/30/2008

ROUTE FA 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY JH

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. P4E DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 729+98
Offset 38 Rt
Ground Surface Elev. _____ (ft.)

Surface Water Elev. 628.06 (ft.)
Groundwater Elev.
First Encounter ____ (ft.)
Upon Completion ____ (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 9 feet Water					
	619.06				
Very Dense Grey SANDY GRAVEL, with metal pieces, trace organics	618.56	-10	18 35 50/2"		9 10
WEATHERED LIMESTONE WITH SHALE SEAMS at 9.17 feet					
Run 1 10' – 13' : REC 36/36, 100% RQD 0	615.06				
WEATHERED LIMESTONE					
Run 2 13' – 23' : REC 87/120, 73% RQD 17/120, 14%		-15			
Drill time: 13'-18': 3.5 minutes 18'-23': 3.5 minutes		-20			
(continued) WEATHERED LIMESTONE		-25			
Run 3 23' – 33' : REC 98/120, 80% RQD 64/120, 53%					
Drill time: 23'-28': 4 minutes 28'-33': 4 minutes		-30		436	
Run 4 33' – 35' : REC 24/24, 100% RQD 13/24, 52%					
	593.06	-35			
Bottom of Boring @ 593.06'		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

Illinois Department of Transportation

ROCK CORE LOG

Date 9/30/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E.3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26
Core Diameter 1 7/8 in
Top of Rock Elev. 618.89 ft
Begin Core Elev. 618.06 ft

BORING NO. B-P4E
Station 729+98
Offset 38 Rt
River Water Surface Elev. 628.06 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
DOLOMITE: light gray, hard, fine to medium, broken, slightly to non-calcareous, occasional chert. More than 50 pieces ½"-4" long.		1	100	0	*	
* Driller noted coring stopped twice due to "gravel"; obviously transported material on bedrock.	615.06 -13					
More than 50 pieces ¾"-7" long; weathered; most joints partially filled with soil or clay film.		2	73	14		
Gray 13-15 feet; Stiff clay 13.5-14 feet Mixed gray and yellow brown below 15 feet.	-15					
Depth 13-18 feet took 3.5 minutes to core					0.7	
Highly fractured from about 15-16 feet, 17-18 feet, and about 21-23 feet. More friable and badly broken from 22.5-23 feet.	-20					
Depth 18-23 feet took 3.5 minutes to core	605.06 -23				0.7	
13 pieces 1"-12" long, Slightly vesicular and a few vugs; more intact than runs 1 and 2.		3	80	53		
Light gray at about 27 feet.	-25					
Depth 23-28 feet took 3.5 minutes to core					0.7	
	-30					

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the unlaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

ROCK CORE LOG

Date 9/30/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E.3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26
Core Diameter 1 7/8 in
Top of Rock Elev. 618.89 ft
Begin Core Elev. 618.06 ft

BORING NO. B-P4E
Station 729+98
Offset 38 Rt
River Water Surface Elev. 628.06 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
						436
Depth 28-33 feet took 3.5 minutes to core	595.06 -33				0.7	
More than 50 pieces ½"-8" More vesicular and fractured from 34-35 feet.		4	100	54	NR	
	593.06 -35					

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the unlaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

FILE NAME = 0264B80-sht-borings12.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING AND ROCK CORE LOGS STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	197
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 94 OF 103 SHEETS		ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 10/2/2008

ROUTE FA 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY JH

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7E PM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. P4W DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 729+98
Offset 47 Lt
Ground Surface Elev. _____ (ft.)

Surface Water Elev. 628.11 (ft.)
Groundwater Elev.
First Encounter ____ (ft.)
Upon Completion ____ (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 8.75 feet Water					
		-5			
	619.36				
Medium Dense			5		
Dark Grey and White, Fine to Coarse		-10	8		16
SAND, trace gravel and silt	617.86		13		
WEATHERED LIMESTONE WITH CHERT AND SHALE SEAMS at 10.25 ft					
Run 1					
10.5' – 18' : REC 86/90, 96% RQD 38/90, 42%					
Drill Time: 10.5'-12': 2.5 minutes 13'-18': 4.5 minutes					
		-15			
	610.11				
LIMESTONE				553	
Run 2					
18' – 28' : REC 120/120, 100% RQD 72/120, 60%					
		-20			

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
(continued)LIMESTONE					
Drill time: 18' -23': 4 minutes 23'-28': 5.5 minutes					
		-25			
Run 3					
28' – 35.5' : REC 67/90, 97% RQD 64/90, 71%					
Drill time: 28'-33': 5 minutes 33'-35.5': 2.5 minutes					
		-30			
	592.61				
Bottom of Boring @ 592.61'					
		-35			
		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (6/05)

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 2

Date 10/2/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E, 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in
Top of Rock Elev. 617.61 ft
Begin Core Elev. 617.61 ft

BORING NO. B-P4W
Station 729+98
Offset 47 Lt
River Water Surface Elev. 628.11 ft

	ELEV. (ft)	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
	617.61	-10.5					
DOLOMITE: light gray to gray, hard, fine to medium, slightly to non-calcareous, occasional chert; occasional vugs, some partially filled; horizontal joints, partially remineralized, generally hard, some filled with soil and chert fragments. More than 50 pieces ¼"-10" long.			1	96	42		
Depth 10.5-13 feet took 2.5 minutes to core						1.0	
		-15					
Depth 13-18 feet took 4.5 minutes to core	610.11	-18				0.9	
27 pieces ½"-7", Becoming light gray with depth. Joints with light soil film			2	100	60		553
		-20					
Depth 18-23 feet took 4.5 minutes to core						0.9	
		-25					
Vertical joint 26-27 feet.							
Slightly vesicular below 27 feet.							
Depth 23-28 feet took 5.5 minutes to core	600.11	-28				1.1	
17 pieces 1"-14" long, slightly vesicular and a few partially filled vugs; no soil in joints.			3	97	71		
		-30					

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the unlaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

ROCK CORE LOG

Page 2 of 2

Date 10/2/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E, 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in
Top of Rock Elev. 617.61 ft
Begin Core Elev. 617.61 ft

BORING NO. B-P4W
Station 729+98
Offset 47 Lt
River Water Surface Elev. 628.11 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Depth 28-33 feet took 5 minutes to core					1.0	
More vesicular and vugs below 34 feet.						
	-36					
Depth 33-35.5 feet took 2.5 minutes to core	592.61 -35.5				1.0	

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the unlaxial compressive strength of the core sample (ASTM D-2938)

FILE NAME = D264880-sht-borings13.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING AND ROCK CORE LOGS
STRUCTURE NO. 098-0115
SHEET NO. 95 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	198
		CONTRACT NO. 64B80		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 9/30/2008

ROUTE FA 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY JH

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. P5E DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 731+21
Offset 38 Rt
Ground Surface Elev. _____ (ft.)

Surface Water Elev. 628.06 (ft.)
Groundwater Elev.
First Encounter ____ (ft.)
Upon Completion ____ (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 9.5 feet Water					
		-5			
	618.56				
Very Dense	618.06	-10	28		
Light Brown and Grey SILT, trace sand and gravel			44		13
			50/3"		
WEATHERED LIMESTONE at 10 ft					
Run 1					
10.5' – 15.5' : REC 48/60, 80% RQD 8/60, 13%					
Drill time: 10.5'-13': 2.5 minutes 13'-15.5': 3 minutes		-15			
	612.56				
LIMESTONE					
Run 2					
15.5' – 23.5' : REC 96/96, 100% RQD 86/96, 90%				428	
Drill time: 15.5'-18': 2.5 minutes 18'-23.5': 6 minutes		-20			

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
(continued) LIMESTONE					
Run 3					
23.5' – 33.5' : REC 112/120, 93% RQD 98/120, 90%					
Drill Time: 23.5'–28.5': 5 miriutes 28.5'-33.5': 5 minutes		-25			
		-30			
Run 4					
33.5' – 36' : REC 30/30, 100% RQD 30/30, 100%					
Drill Time: 2.5 minutes		-35			
	592.06				
Bottom of Boring @ 592.06'		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 2

Date 9/30/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E, 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in

BORING NO. B-P5E Top of Rock Elev. 618.06 ft

Station 731+21 Begin Core Elev. 617.56 ft

Offset 38 Rt

River Water Surface Elev. 628.06 ft

	ELEV. (ft)	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
	617.56	-10.5					
DOLOMITE: yellow brown to brown, hard, fine to medium, slightly to non-calcareous, occasional chert; occasional vugs, some partially filled; horizontal joints, partially remineralized, generally hard and little to no soil filling. More than 50 pieces ¼"-6" long. Depth 10.5-13 feet took 2.5 minutes to core Gray at about 14 feet; less intact and broken.			1	80	13	1.0	
		-15					
Depth 13-15.5 feet took 3 minutes to core	612.56	-15.5				1.2	
Gray to light gray, generally intact. 25 pieces 1"-15" long.			2	100	90		
Depth 15.5-18 feet took 2.5 minutes to core						1.0	428
		-20					
Depth 18-23.5 feet took 6 minutes to core	604.56	-23.5				1.1	
Light gray, vesicular, a few vugs. 18 pieces 3"-16" long.			3	93	82		
		-25					
Vertical fracture 25.7-26 feet.							
Depth 23.5-28.5 feet took 5 minutes to core						1.0	
		-30					

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

ROCK CORE LOG

Page 2 of 2

Date 9/30/2008

ROUTE FAP 646 (IL 40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E, 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26 Core Diameter 1 7/8 in

BORING NO. B-P5E Top of Rock Elev. 618.06 ft

Station 731+21 Begin Core Elev. 617.56 ft

Offset 38 Rt

River Water Surface Elev. 628.06 ft

	ELEV. (ft)	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Depth 28.5-33.5 took 5 minutes to core	594.56	-33.5				1.0	
6 pieces 4"-7" long; more yellow brown with depth		-35	4	100	100		
Depth 33.5-36 feet took 2.5 minutes to core	592.06	-36				1.0	

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

FILE NAME = D264880-sht-borings14.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -
		CHECKED - JMB	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING AND ROCK CORE LOGS
STRUCTURE NO. 098-0115
SHEET NO. 96 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1B-2	WHITESIDE	257	199
		CONTRACT NO. 64B80		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 10/3/2008

ROUTE FA 646 (IL-40) DESCRIPTION IL-40 over the Rock River LOGGED BY TC

SECTION 1B-2 LOCATION NE 1/4 SEC.28 TWP. 21N RNG. 7EPM 3

COUNTY Whiteside STRUCTURE NO. 098-0014 (Exist.)

BORING NO. P5W DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic SPT Hammer

Station 731+21
Offset 46 Lt
Ground Surface Elev. _____ (ft.)

Surface Water Elev. 628.11 (ft.)
Groundwater Elev.
First Encounter ____ (ft.)
Upon Completion ____ (ft.)
After ____ Hrs. ____ (ft.)

SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
Approx. 9 feet Water					
		-5			
	619.11				
Light Brown WEATHERED LIMESTONE at 9 ft		-10	50/3"		13
	616.44				
LIMESTONE WITH CHERT AND SHALE SEAMS Run 1 11.7' – 19.7' : REC 83/96, 86% RQD 44/96, 46% Drill Time: 11.7'-14.7': 4.5 minutes 14.7'-19.7': 5.5 minutes		-15			
	608.41				
LIMESTONE		-20			

(continued) SOIL DESCRIPTION	ELEV. (ft.)	DEPTH (ft.)	SPT N (blows)	UCS Qu (tsf)	MOIST. (%)
(continued) LIMESTONE Run 2 19.7' – 29.7' : REC 119/120, 99% RQD 94/120, 78% Drill time: 19.7'-24.7': 7 minutes 24.7'-29.7': 6 minutes		-25		607	
LIMESTONE WITH SHALE SEAMS Run 3 29.7' - 37.2' : REC 90/90, 100% RQD 70/90, 78% Drill Time: 29.7-34.7: 5 minutes 34.7-37.2: 2 minutes	598.41	-30			
	590.91	-35			
Bottom of Boring @ 590.91'		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

Illinois Department of Transportation

ROCK CORE LOG

Page 1 of 2

Date 10/3/2008

ROUTE FAP 646 (IL40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E, 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26
Core Diameter 1 7/8 in
Top of Rock Elev. 619.11 ft
Begin Core Elev. 616.44 ft

BORING NO. B-P5W
Station 731+21
Offset 46 Lt
River Water Surface Elev. 628.11 ft

	ELEV.	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Starting depth of Core 1 is 11.67 feet	616.44	-11.7					
DOLOMITE: light gray and gray, hard, fine to medium, slightly to non-calcareous, occasional chert; occasional vugs, some partially filled; horizontal joints, partially remineralized, generally hard and little to no soil filling. More than 50 pieces ¼"-7" long; gravel and shells at top of run is transported Depth 11.7-14.7 feet took 4.5 minutes to core		-15	1	86	46	1.5	
Soil and broken chert filled joints at about 16 and 19 feet.							
Depth 14.7-17.7 feet took 5.5 minutes to core						1.8	
Depth 17.7-19.7 feet took 3.5 minutes to core Ending depth of Core 1 is 19.7 feet	608.41	-19.7				1.8	
More than 25 pieces 1"-18" long; more intact, little or no soil film in joints; light gray		-20	2	99	78		
Depth 19.7-24.7 feet took 7 minutes to core		-25				1.4	
Slightly vesicular below about 26 feet							607
Depth 24.7-29.7 feet took 6 minutes to core Ending depth of Core 2 is 29.7 feet	598.41	-29.7				1.2	
20 pieces 3"-14", Gray, more vesicular		-30	3	100	78		

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the unlaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

Illinois Department of Transportation

ROCK CORE LOG

Page 2 of 2

Date 10/3/2008

ROUTE FAP 646 (IL40) DESCRIPTION ILLINOIS 40 OVER ROCK RIVER STERLING – ROCK FALLS LOGGED BY G. Jamison

SECTION 1B-2 LOCATION NE ¼ SEC. 28 TWP. 21N RNG. 7E, 3 PM

COUNTY Whiteside CORING METHOD Wireline

STRUCT. NO. 098-0014 CORING BARREL TYPE & SIZE NQ

Station 729+71.26
Core Diameter 1 7/8 in
Top of Rock Elev. 619.11 ft
Begin Core Elev. 616.44 ft

BORING NO. B-P5W
Station 731+21
Offset 46 Lt
River Water Surface Elev. 628.11 ft

	ELEV.	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Depth 29.7-34.7 feet took 5 minutes to core		-35				1.0	
Depth 34.7-37.2 feet took 2 minutes to core Ending depth of Core 3 is 37.2 feet	590.91	-37.2				0.8	
		-40					

Color pictures of the cores Yes
Cores will be stored for examination until _____
The "Strength" column represents the unlaxial compressive strength of the core sample (ASTM D-2938)

BBS 138 (Rev. 3/01)

FILE NAME = D264380-sht-borings15.dgn	USER NAME = dwozniarski	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING AND ROCK CORE LOGS STRUCTURE NO. 098-0115	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMB	REVISED -			646	1B-2	WHITESIDE	257	200
	PLOT SCALE = 1.0000 ' / IN.	DRAWN - RLK	REVISED -					CONTRACT NO. 64B80		
	PLOT DATE = 7/18/2011	CHECKED - ACB	REVISED -		SHEET NO. 97 OF 103 SHEETS		ILLINOIS	FED. AID PROJECT		