11-07-2025 LETTING ITEM 026

INDEX OF SHEETS

AIMEE L GIBSON 062-066832 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

BENESCH
AIMEE L GIBSON
062-066832
Aimee Gibson
DATE: 07-21-2025
SHEETS: 1-2
LICENSE EXPIRATION DATE: 11-30-2025

JOHN GISLASON 081-006703 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

BENESCH
JOHN GISLASON
081-006703
DATE: 07-21-2025
SHEETS: 3-29, 37-73
LICENSE EXPIRATION DATE: 11-30-2026

DAVID BOOHER 081-004775 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

QUIGG ENGINEERING
DAVID BOOHER
081-004775
DATE: 07-21-2025
SHEETS: 30-36
LICENSE EXPIRATION DATE: 11-30-2026

DESIGN DESIGNATION

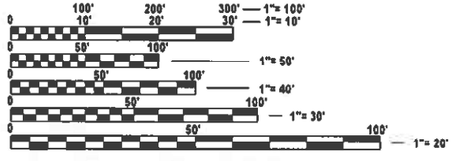
US 20: 4,345 (40) OTHER PRINCIPAL ARTERIAL 12 (JPC-20)
DESIGN SPEED: 45MPH POSTED SPEED: 45MPH
PV: 90% MU: 5% SU: 5%

STRUCTURES

US 20 OVER KISHWAUKEE RIVER
EXISTING SN 101-0073 /0074 (EB / WB)
PROPOSED SN 101-0225 /0226 (EB / WB)

TOWNSHIPS: CHERRY VALLEY

SECTIONS: 1



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT MANAGER: ROBERT BARTON
SECTION ENGINEER: ANDREW LEE

CONTRACT NO. 64U98

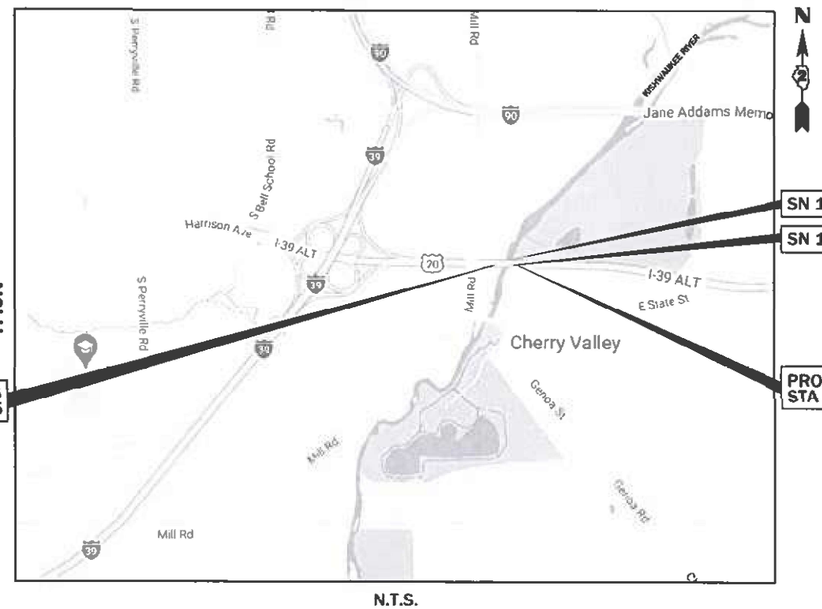
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAP ROUTE 525 (US 20)
SECTION 6BF
PROJECT NHPP-EM1Y(611)
BRIDGE FABRICATION:
US 20 AT KISHWAUKEE RIVER
WINNEBAGO COUNTY

C-92-002-26

R.2E



N.T.S.

GROSS LENGTH = 327.69 FT. = 0.062 MILE
NET LENGTH = 327.69 FT. = 0.062 MILE

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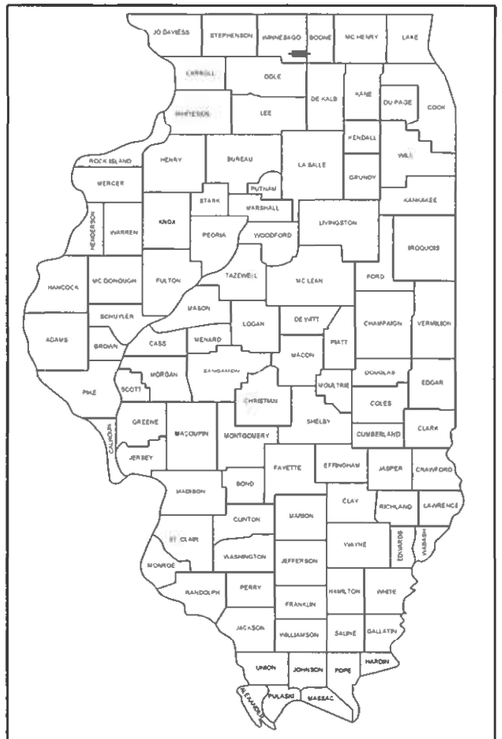
Chicago, Illinois 60601
312-565-0450

F.A.P RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	1
	ILLINOIS	CONTRACT NO. 64U98		

6BF

D-92-112-26



LOCATION OF SECTION INDICATED THUS: ▪ —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 6 20 25
Justin Shaw
REGIONAL ENGINEER

October 3 20 25
ENGINEER OF DESIGN AND ENVIRONMENT

October 3 20 25
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

COMMITMENTS

TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT CAN BE CLEARED FROM AUGUST 1ST THROUGH OCTOBER 15TH OF ANY GIVEN YEAR TO PROTECT THE QUEENS BEFORE THEY RETURN TO THEIR OVER-WINTERING BURROWS. THE US FISH AND WILDLIFE SERVICE CONCURRED WITH OUR DETERMINATION AND DATE RESTRICTION ON TREE CLEARING.

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

ALL TREE IMPACTS WILL BE MITIGATED UNDER INTER GOVERNMENTAL AGREEMENT NO. 21-IDNR-TREES-D2 WITH IDNR, THEREFORE NO TREE REPLACEMENT IS INCLUDED WITH THIS PROJECT. THIS AGREEMENT COVERS ALL PROJECTS FUNDED FROM FY 2025 THROUGH FY 2028.

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	BRIDGE 0010 80% FED 20% STATE
50500205	FURNISHING STRUCTURAL STEEL	L SUM	1	1
X5050301	STORAGE OF STRUCTURAL STEEL AND BEARINGS - STAGE 1	CAL DA	365	365
X5050302	STORAGE OF STRUCTURAL STEEL AND BEARINGS - STAGE 2	CAL DA	365	365

MODEL: SOQ-1 [Sheet]
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35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

USER NAME = jMajcher	DESIGNED - A. GIBSON	REVISED -	
	DRAWN - A. GIBSON	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -	
PLOT DATE = 7/21/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES AND COMMITMENTS

SCALE: Full Size 1 = 1 | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	2

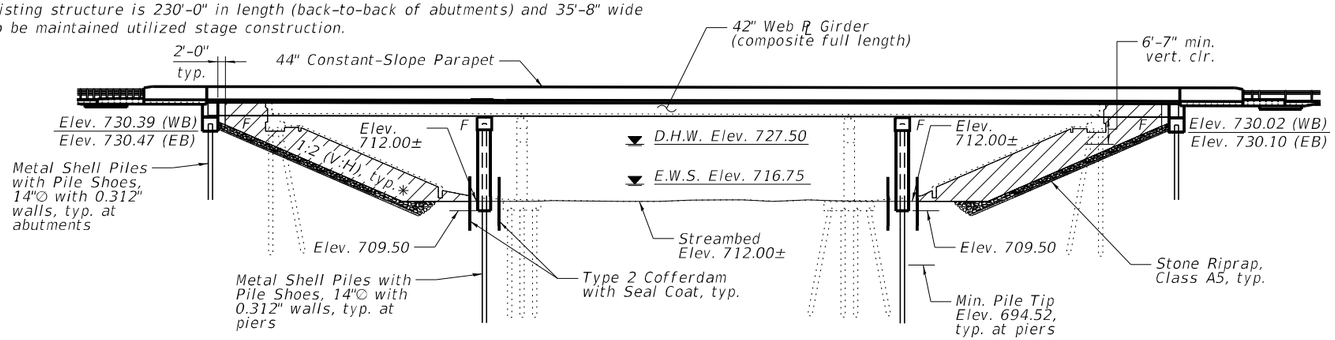
CONTRACT NO. 64U98

ILLINOIS | FED. AID PROJECT

Benchmark: McClure Benchmark Disk on northwest wingwall of westbound lane of US Rte. 20 over Kishwaukee River, approx. 600 ft east of Mill Road. Elevation 740.674.

Existing Structure: SN 101-0073 (EB) and SN 101-0074 (WB) were constructed in 1962 as Project F-284(18) under Section No. 6-B for FA Route 194. Each structure is a three (3) span bridge with rolled shape steel girders and a non-composite concrete deck. The superstructure is supported by stub abutments founded on concrete piles and trapezoidal piers founded on timber piles. Each existing structure is 230'-0" in length (back-to-back of abutments) and 35'-8" wide (out-to-out of deck). Traffic is to be maintained utilized stage construction.

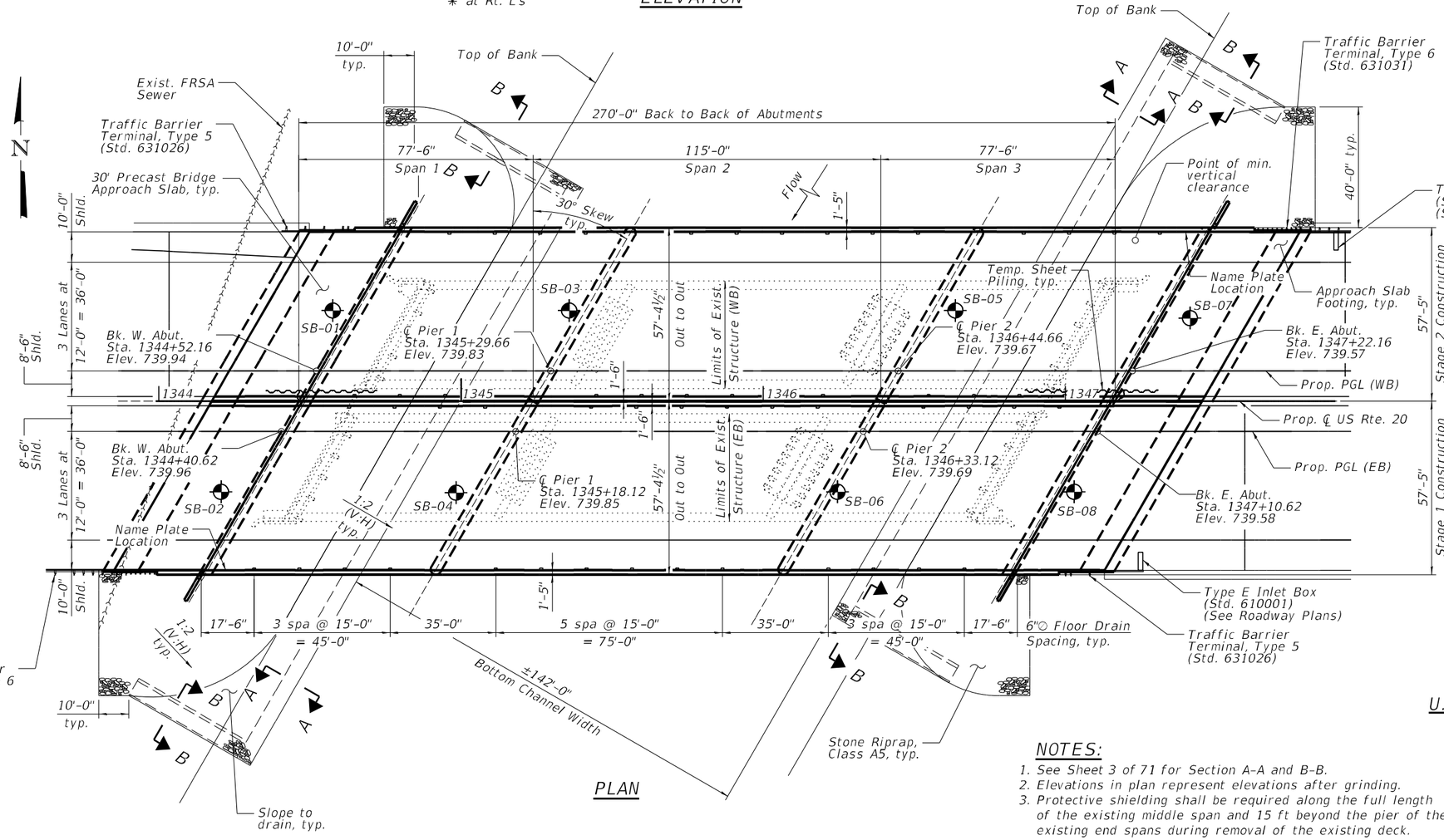
Salvage: None



Channel Excavation (See Roadway Plans for quantity)

* at Rt. L's

ELEVATION



PLAN

NOTES:

1. See Sheet 3 of 71 for Section A-A and B-B.
2. Elevations in plan represent elevations after grinding.
3. Protective shielding shall be required along the full length of the existing middle span and 15 ft beyond the pier of the existing end spans during removal of the existing deck.

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

LOADING HL-93

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

DESIGN STRESSES

FIELD UNITS

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

*** All structural steel shall be metallized.*

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec (SD1) = 0.079g
Design Spectral Acceleration at 0.2 sec (SDS) = 0.135g
Soil Site Class = D

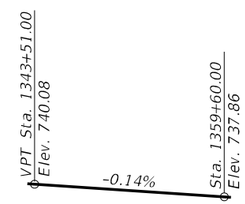
APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

JOHN H. GISLASON
001-006703
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

EXPIRATION DATE 11-30-2026
DATE: 07-11-2025
SHEETS: 1-27 & 35-71 OF 71

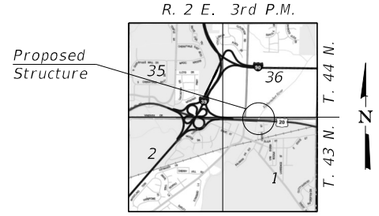
STATE OF ILLINOIS
DAVID BOOHER
4775
SPRINGFIELD, ILL.
LICENSED STRUCTURAL ENGINEER

EXPIRATION DATE 11-30-2026
DATE: 07-11-2025
SHEETS: 28-34 OF 71



PROFILE GRADE

Along U.S. 20 EB/WB edge of inside lane/shoulder
Note: The profile grade shows the final elevations after grinding. Up to ¼" may be ground off the bridge deck and the bridge approach slabs.



LOCATION SKETCH

GENERAL PLAN & ELEVATION
U.S. ROUTE 20 OVER KISHWAUKEE RIVER
F.A.P. ROUTE 525 - SECTION 6BF
WINNEBAGO COUNTY
STATION 1345+82.83
STRUCTURE NO. 101-0225 (EB)
STRUCTURE NO. 101-0226 (WB)

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	3
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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INDEX OF SHEETS:

GENERAL NOTES:

1. Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot dip galvanized bolts in metallized areas. Bolts $\frac{7}{8}$" diameter, holes $1\frac{5}{16}$" diameter, unless otherwise noted. See Special Provision for "Metallizing of Structural Steel".
2. Calculated weight of Structural Steel (Grade 50) = 870,000 lbs. and Structural Steel (Grade 36) = 50,000 lbs.
3. All structural steel shall be metallized. See Special Provision for "Metallizing of Structural Steel."
4. It is anticipated that the delivery of the structural steel and bearings will be required by September 8, 2026 for Stage 1 and June 1, 2027 for Stage 2. The delivery dates shall be coordinated with IDOT and the Contractor responsible for Contract No. 64R72. Shop drawings for both stages shall be submitted for approval at the same time prior to Stage 1 fabrication.
5. These plans are for fabrication and storage of the structural steel and bearings. All work shown related to the erection and installation of the structural steel and bearings is for information only and is to be included in Contract 64R72.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Furnishing Structural Steel	L Sum	1		1
Storage of Structural Steel and Bearings - Stage 1	Cal Da	365		365
Storage of Structural Steel and Bearings - Stage 2	Cal Da	365		365

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312-565-0450
Job No. 10800

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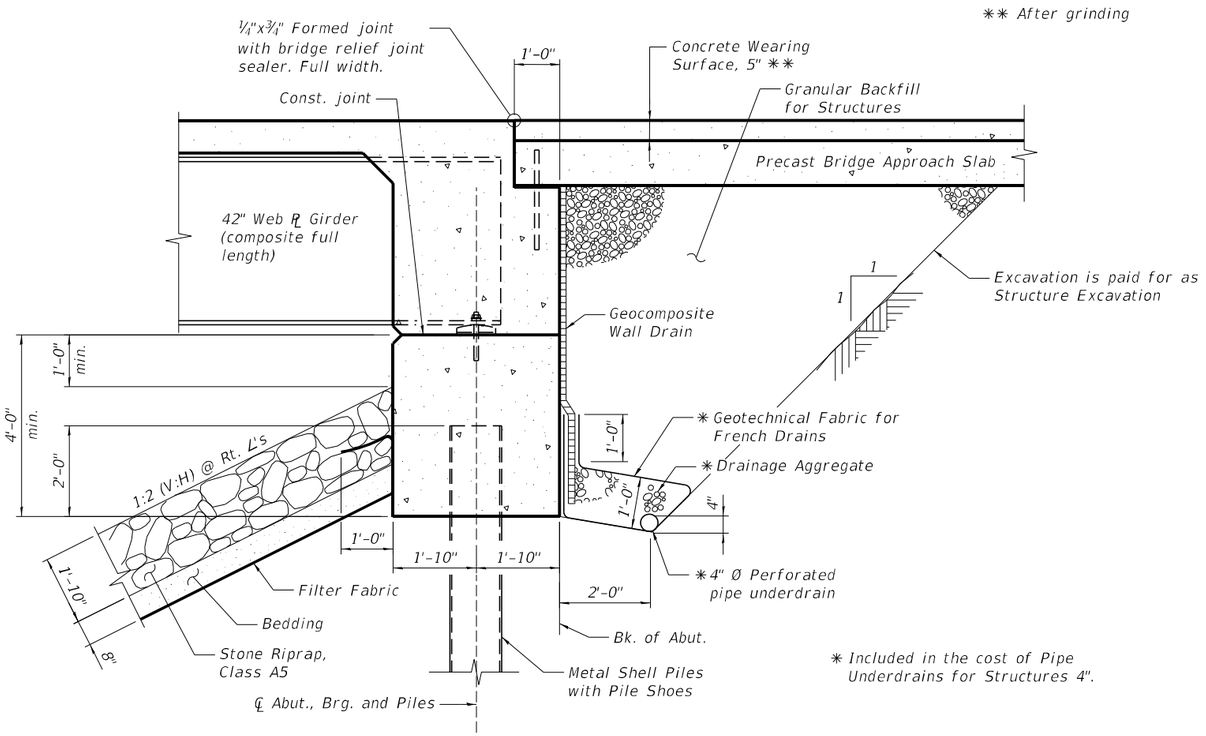
PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, BILL OF MATERIALS AND INDEX OF SHEETS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 2 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	4
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

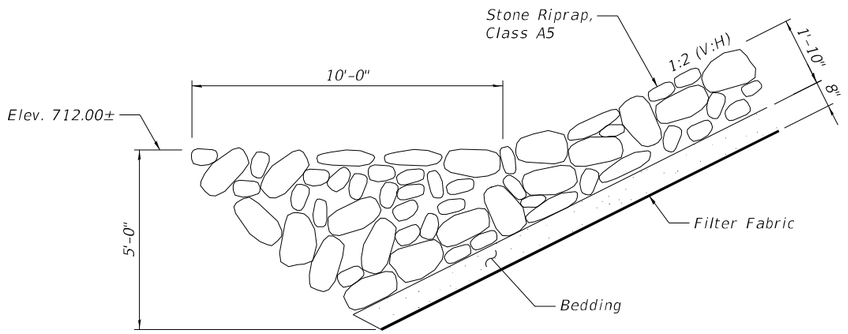


* Included in the cost of Pipe Underdrains for Structures 4".

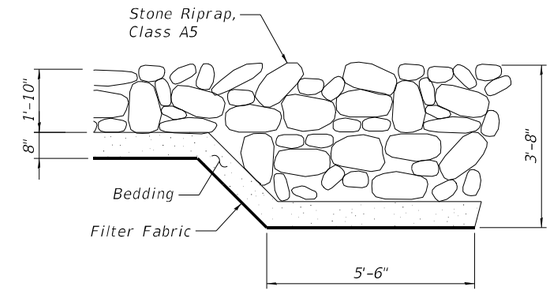
SECTION THRU INTEGRAL ABUTMENT

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

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



SECTION A-A



SECTION B-B

WATERWAY INFORMATION

Drainage Area = 628.0 sq. mi.

Exist. Overtopping Elevation = 737.0 at Station 1359+50
Prop. Overtopping Elevation = 737.0 at Station 1359+50

Flood	Freq. Yr.	Q (C.F.S.)	Opening (Ft^2) Exist.	Opening (Ft^2) Prop.	Natural H.W.E.	Head (Ft) Exist.	Head (Ft) Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	10,380	1,836	2,058	725.3	0.2	0.1	725.5	725.4
Design	50	16,100	2,220	2,535	727.5	0.5	0.2	728.0	727.7
Base	100	18,800	2,382	2,735	728.4	0.6	0.3	729.0	728.7
Check	200	21,500	2,567	2,962	729.4	0.7	0.4	730.1	729.8
Max. Calc.	500	25,100	2,851	3,309	730.9	0.8	0.4	731.7	731.3

10-year velocity through existing bridge = 5.7 ft/sec
10-year velocity through proposed bridge = 4.7 ft/sec

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.) W. Abut.	Pier 1	Pier 2	E. Abut.	Item 113
Q100	730.32	704.52	704.52	729.96	
Q200	730.32	701.84	701.84	729.96	5
Design	730.32	704.52	704.52	729.96	
Check	730.32	701.84	701.84	729.96	

STATION 1345+82.83
BUILT 202_ BY
STATE OF ILLINOIS
F.A.P. RT. 525
SEC. (15X)RC & 5RS
LOADING HL-93
STR. NO. 101-0225

NAME PLATE (EB)
See Std. 515001

STATION 1345+82.83
BUILT 202_ BY
STATE OF ILLINOIS
F.A.P. RT. 525
SEC. (15X)RC & 5RS
LOADING HL-93
STR. NO. 101-0226

NAME PLATE (WB)
See Std. 515001

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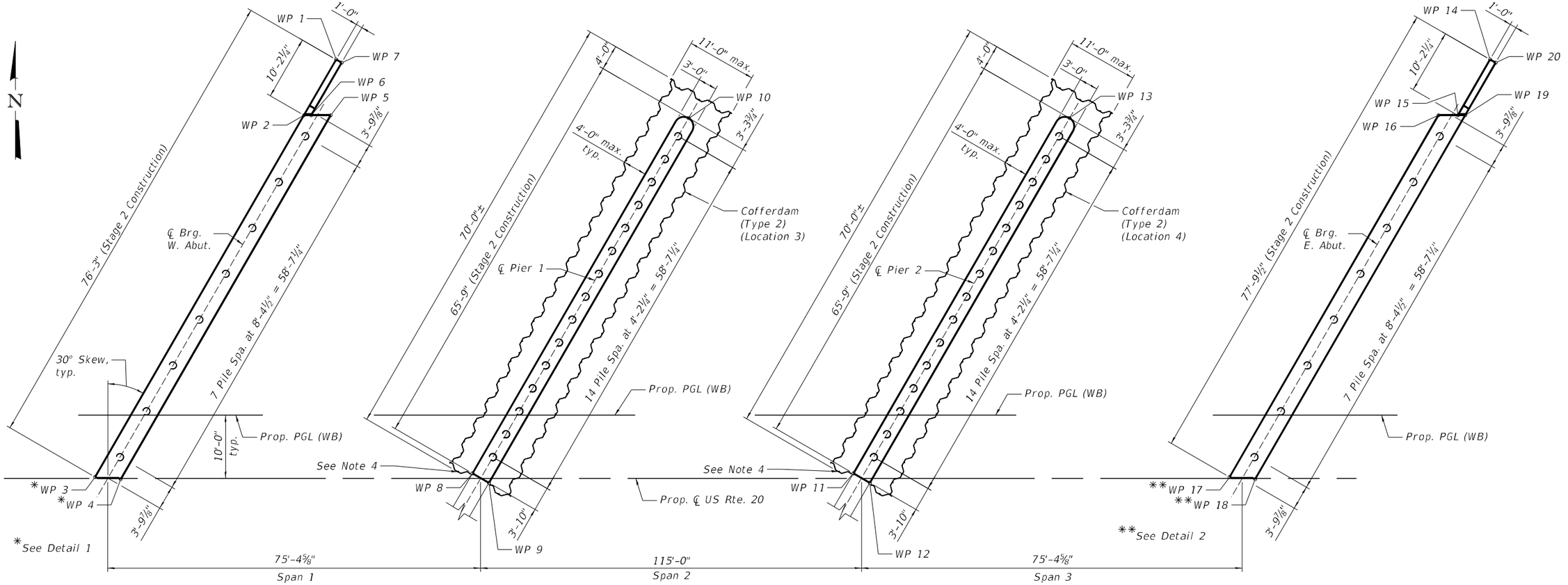
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 3 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	5
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



WEST ABUTMENT | PIER 1 | PIER 2 | EAST ABUTMENT

FOUNDATION LAYOUT PLAN (WESTBOUND)

W. ABUT. WORK POINTS

W.P.	Station	Offset
1	1344+84.64	66.24' Lt.
2	1344+79.54	57.42' Lt.
3	1344+46.51	00.21' Lt.
4	1344+50.55	00.13' Rt.
5	1344+83.77	57.42' Lt.
6	1344+80.69	57.42' Lt.
7	1344+85.50	65.74' Lt.

PIER 1 WORK POINTS

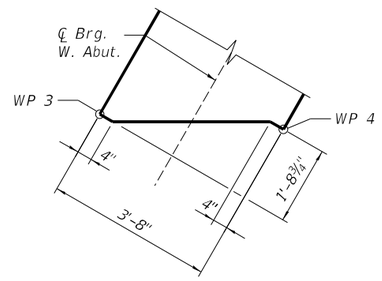
W.P.	Station	Offset
8	1345+22.61	00.79' Lt.
9	1345+25.21	00.71' Rt.
10	1345+56.79	56.98' Lt.

PIER 2 WORK POINTS

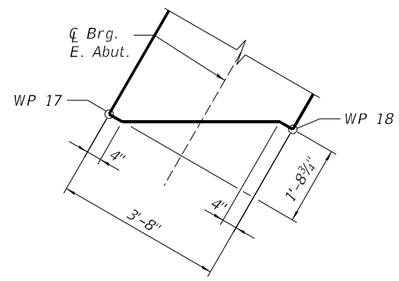
W.P.	Station	Offset
11	1346+37.61	00.79' Lt.
12	1346+40.21	00.71' Rt.
13	1346+71.79	56.98' Lt.

E. ABUT. WORK POINTS

W.P.	Station	Offset
14	1347+53.48	66.24' Lt.
15	1347+48.39	57.42' Lt.
16	1347+45.31	57.42' Lt.
17	1347+12.28	00.21' Lt.
18	1347+16.32	00.13' Rt.
19	1347+49.54	57.42' Lt.
20	1347+54.35	65.74' Lt.



DETAIL 1



DETAIL 2

LEGEND

= Vertical Pile

NOTES:

1. See Sheets 57 to 61 of 71 for pier details.
2. See Sheets 52 to 56 of 71 for abutment details.
3. All stations and offsets are measured from Prop. ℄ US Rte. 20.
4. The Contractor is responsible for determining how the cofferdam will be constructed and used between Stage 1 and Stage 2 construction.
5. The distance from face of proposed pier to outside face of cofferdam shall be 4'-0" maximum due to potential conflicts with the existing pier foundations. Removal of existing pier footings or piles shall be at no additional cost to the State.

FOR INFORMATION ONLY

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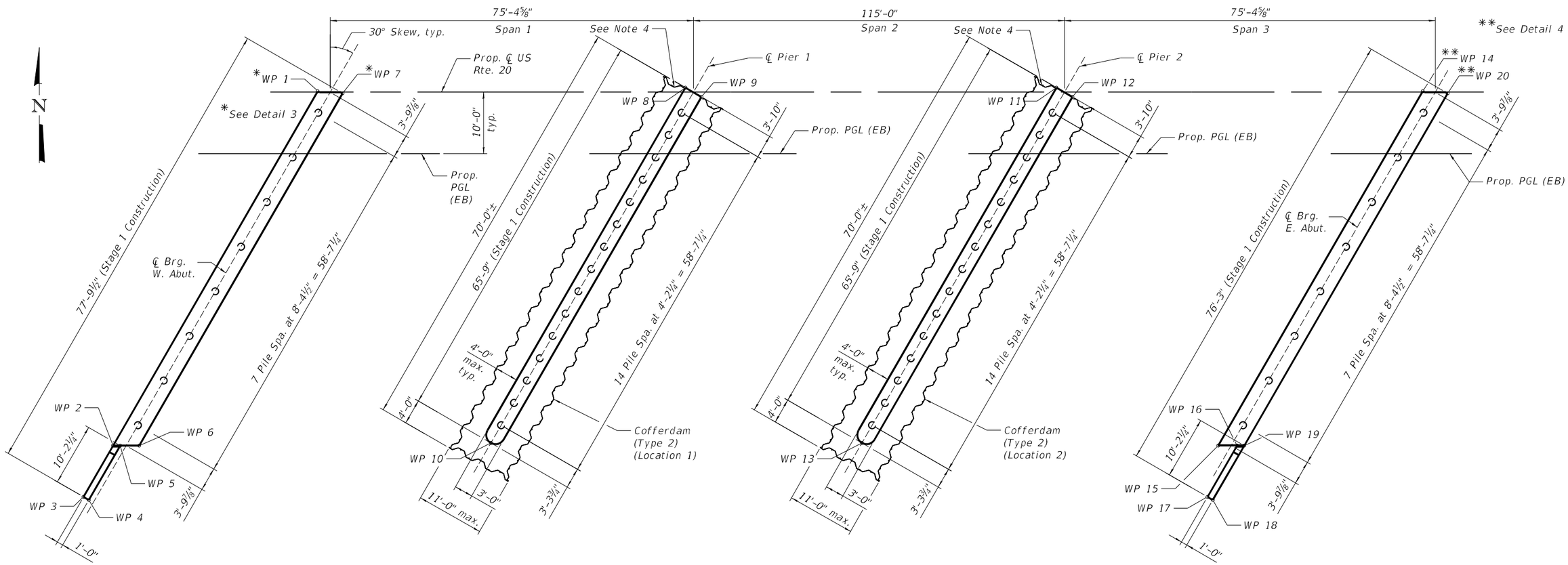
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUNDATION LAYOUT PLAN (1 OF 2)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 4 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	6
		CONTRACT NO. 64U98		
		ILLINOIS	FED. AID PROJECT	



FOUNDATION LAYOUT PLAN (EASTBOUND)

W. ABUT. WORK POINTS

W.P.	Station	Offset
1	1344+46.46	00.12' Lt.
2	1344+13.24	57.42' Rt.
3	1344+08.43	65.74' Rt.
4	1344+09.30	66.24' Rt.
5	1344+14.40	57.42' Rt.
6	1344+17.47	57.42' Rt.
7	1344+50.50	00.21' Rt.

PIER 1 WORK POINTS

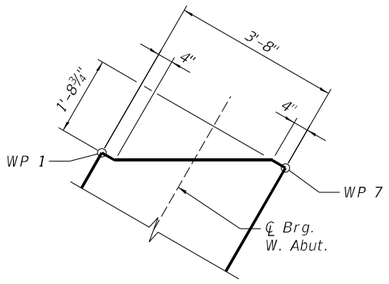
W.P.	Station	Offset
8	1345+22.57	00.71' Lt.
9	1345+25.17	00.79' Rt.
10	1344+90.99	56.98' Rt.

PIER 2 WORK POINTS

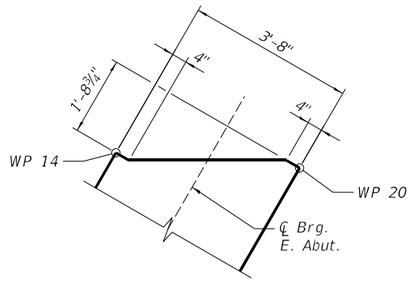
W.P.	Station	Offset
11	1346+37.57	00.71' Lt.
12	1346+40.17	00.79' Rt.
13	1346+05.99	56.98' Rt.

E. ABUT. WORK POINTS

W.P.	Station	Offset
14	1347+12.23	00.12' Lt.
15	1346+79.01	57.42' Rt.
16	1346+82.09	57.42' Rt.
17	1346+77.28	65.74' Rt.
18	1346+78.14	66.24' Rt.
19	1346+83.24	57.42' Rt.
20	1347+16.27	00.21' Rt.



DETAIL 3



DETAIL 4

LEGEND

◯ = Vertical Pile

NOTES:

1. See Sheets 57 to 61 of 71 for pier details.
2. See Sheets 52 to 56 of 71 for abutment details.
3. All stations and offsets are measured from Prop. ℄ US Rte. 20.
4. The Contractor is responsible for determining how the cofferdam will be constructed and used between Stage 1 and Stage 2 construction.
5. The distance from face of proposed pier to outside face of cofferdam shall be 4'-0" maximum due to potential conflicts with the existing pier foundations. Removal of existing pier footings or piles shall be at no additional cost to the State.

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Job No. 10800

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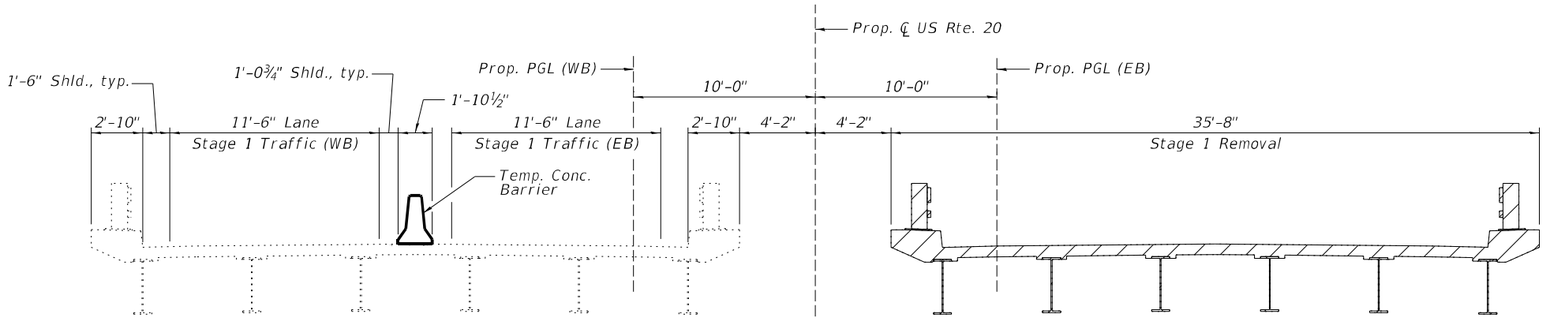
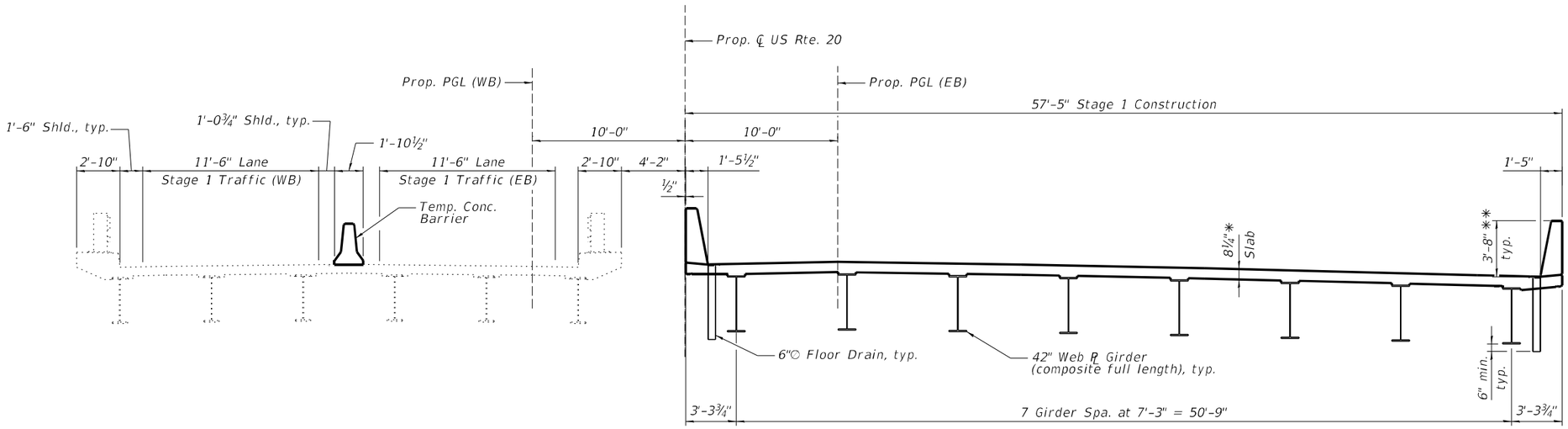
FOUNDATION LAYOUT PLAN (2 OF 2)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 5 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	7
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



STAGE 1 REMOVAL
(Looking East)



STAGE 1 CONSTRUCTION
(Looking East)

* Prior to grinding
** After grinding

FOR INFORMATION ONLY

NOTES:
1. See Sheets 10 and 11 of 71 for substructure removal lines.
2. For quantity of Temporary Concrete Barrier, see Roadway Plans.
3. Hatched area indicates Removal of Existing Structures No. 1 (EB) or No. 2 (WB).
4. See Sheet 9 of 71 for Temporary Concrete Barrier details.

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STATE OF ILLINOIS
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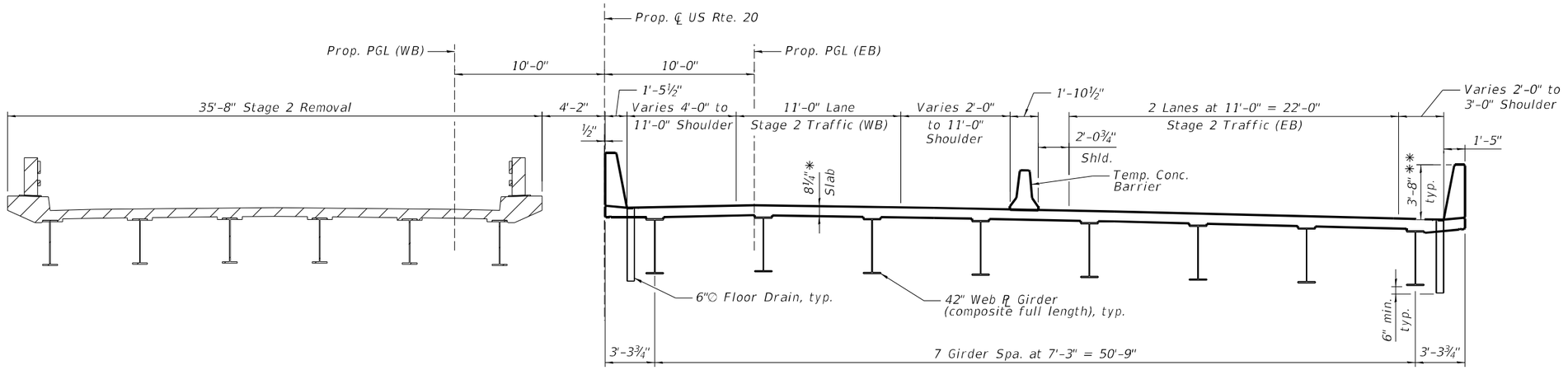
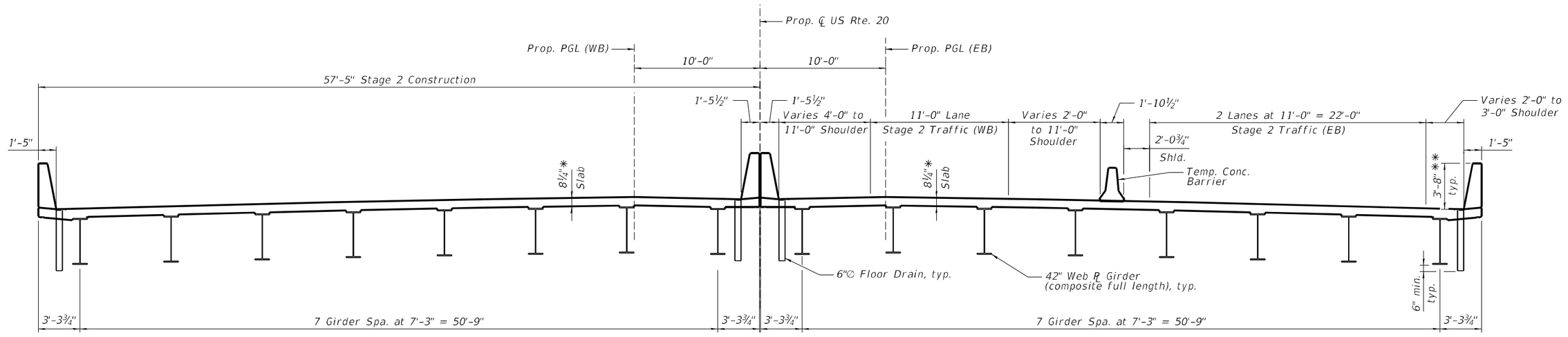
STAGE CONSTRUCTION DETAILS (1 OF 3)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 6 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	8
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



STAGE 2 REMOVAL
(Looking East)



STAGE 2 CONSTRUCTION
(Looking East)

* Prior to grinding
** After grinding

NOTES:
1. See Sheets 10 and 11 of 71 for substructure removal lines.
2. For quantity of Temporary Concrete Barrier, see Roadway Plans.
3. Hatched area indicates Removal of Existing Structures No. 1 (EB) or No. 2 (WB).
4. See Sheet 9 of 71 for Temporary Concrete Barrier details.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS (2 OF 3)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 7 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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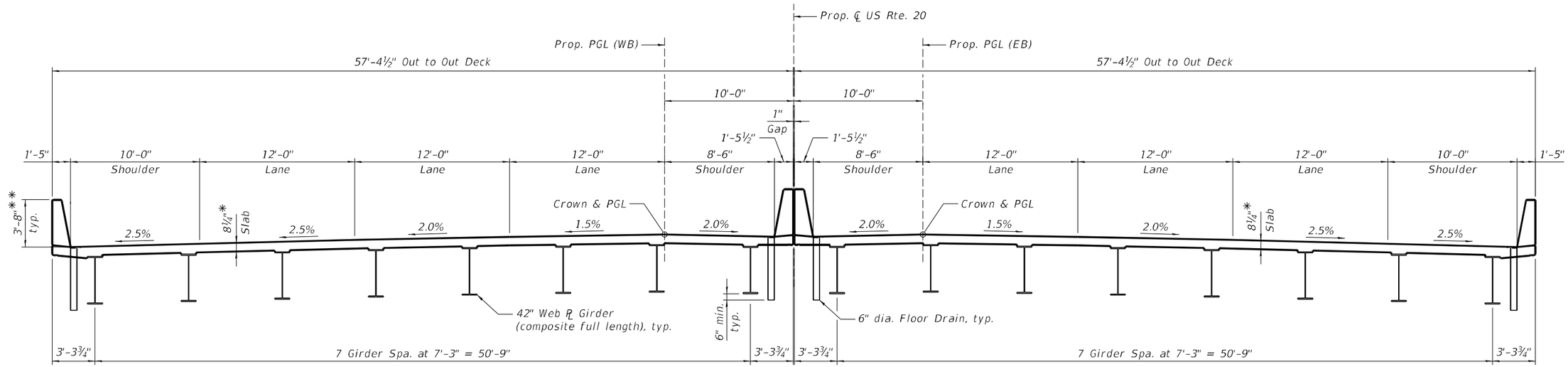
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



CROSS SECTION - FINAL CONDITION

(Looking East)

✳ Prior to grinding
✳✳ After grinding

FOR INFORMATION ONLY

NOTES:

1. See Sheets 10 and 11 of 71 for substructure removal lines.
2. For quantity of Temporary Concrete Barrier, see Roadway Plans.
3. Hatched area indicates Removal of Existing Structures No. 1 (EB) or No. 2 (WB).
4. See Sheet 9 of 71 for Temporary Concrete Barrier details.

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PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
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STAGE CONSTRUCTION DETAILS (3 OF 3)
STRUCTURE NO. 101-0225 & 101-0226

SHEET 8 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	10
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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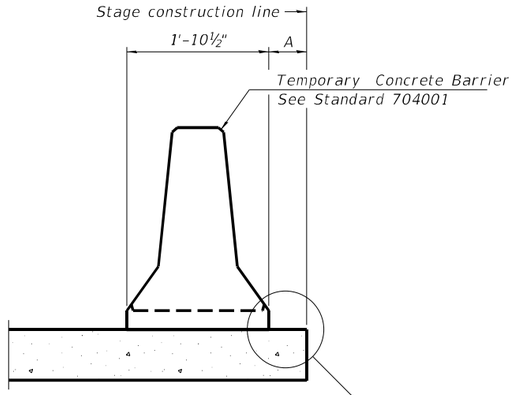
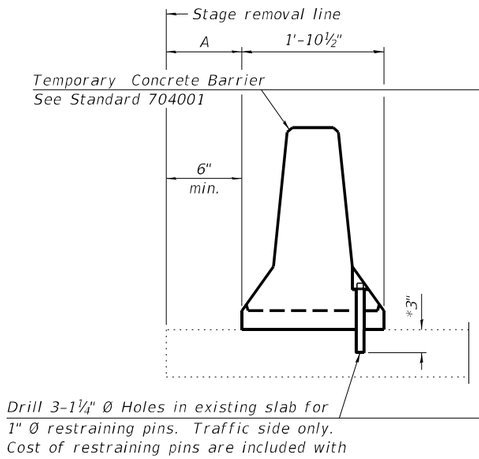


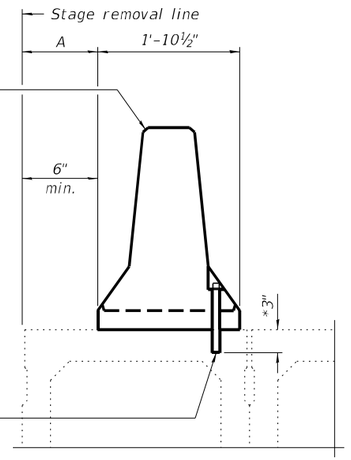
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

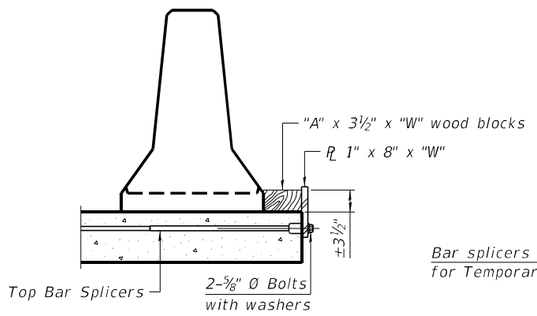
EXISTING SLAB



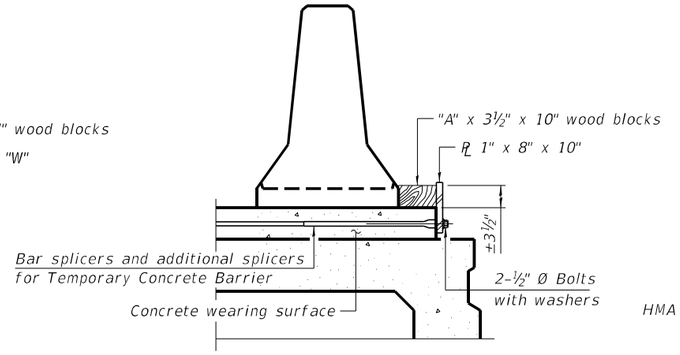
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

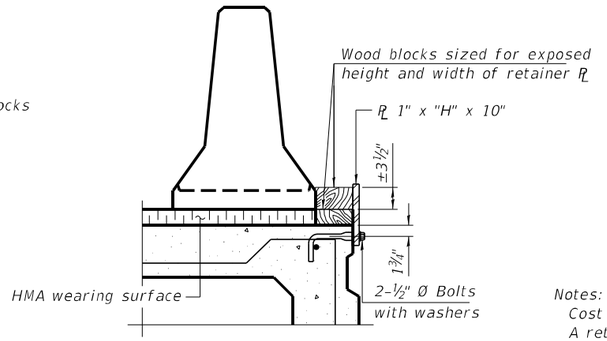
SECTIONS THRU SLAB OR DECK BEAM



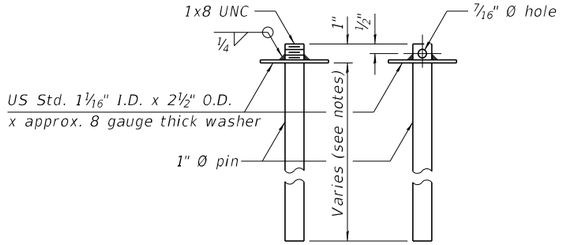
DETAIL I



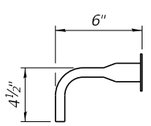
DETAIL II



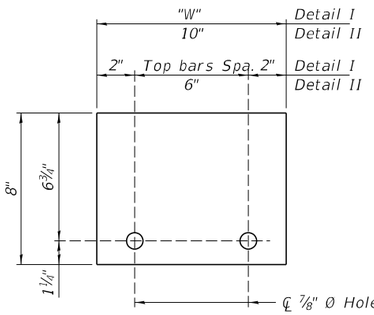
DETAIL III



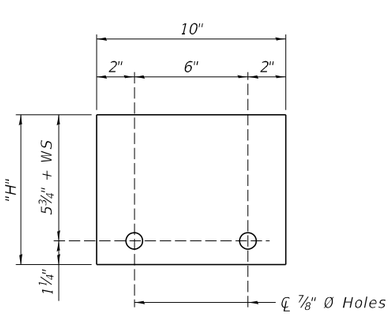
RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ▯ of each temporary concrete barrier.

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

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

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

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 101-0225 & 101-0226
SHEET 9 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	11
		CONTRACT NO. 64U98		
		ILLINOIS FED. AID PROJECT		

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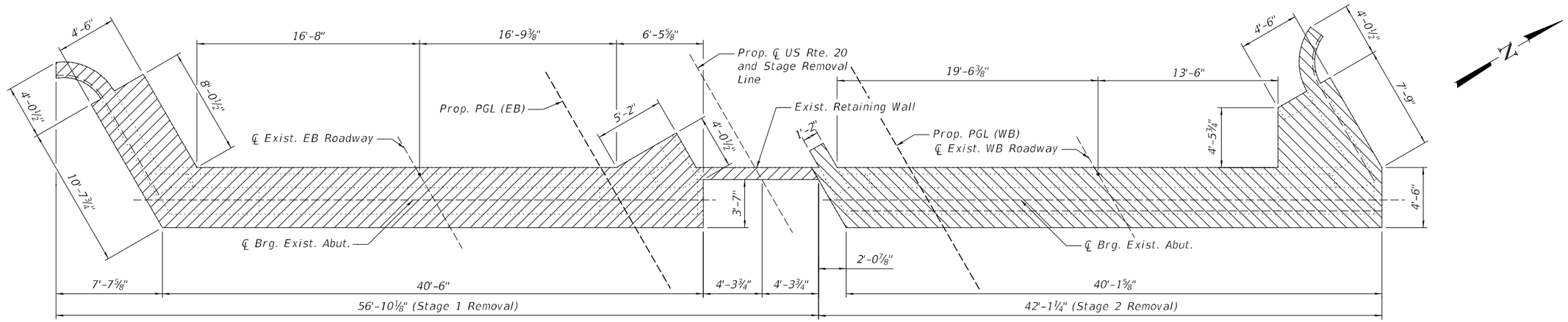
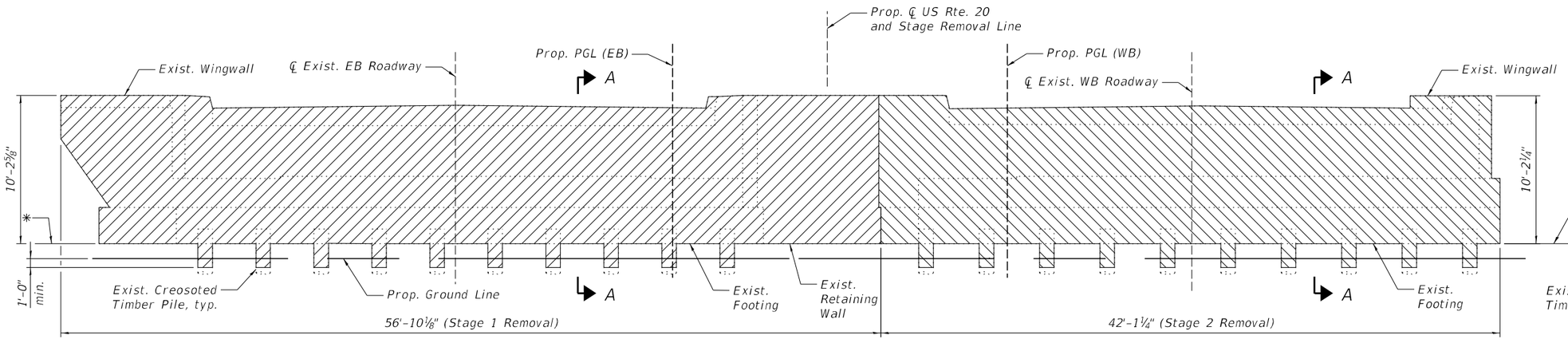


EXISTING WEST ABUTMENT (EB)
(Existing East Abutment (WB) Similar)

EXISTING WEST ABUTMENT (WB)
(Existing East Abutment (EB) Similar)

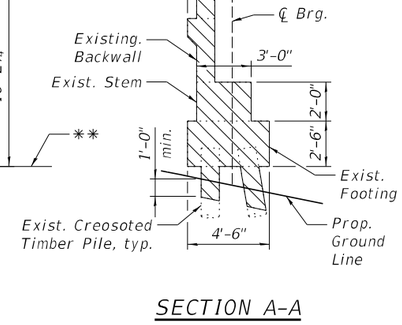
PLAN



EXISTING WEST ABUTMENT (EB)
(Existing East Abutment (WB) Similar)

EXISTING WEST ABUTMENT (WB)
(Existing East Abutment (EB) Similar)

ELEVATION



SECTION A-A

* Elev. 730.47 (West Abut. EB)
Elev. 730.11 (East Abut. EB)

** Elev. 730.43 (West Abut. WB)
Elev. 730.07 (East Abut. WB)

LEGEND

Stage 1 Removal

Stage 2 Removal

NOTES:

1. All removal dimensions and details are approximate based on the existing plans and shall be confirmed by the Contractor prior to beginning removal.
2. Removal of Existing Structures No. 1 is for EB and Removal of Existing Structures No. 2 is for WB.
3. Removal limits of the superstructure and substructure differ. Work this sheet with superstructure removal limits and staging shown on Sheets 6 to 8 of 71.

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PLOT DATE =	CHECKED - JHG	REVISED -

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ABUTMENT REMOVAL DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 10 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	12
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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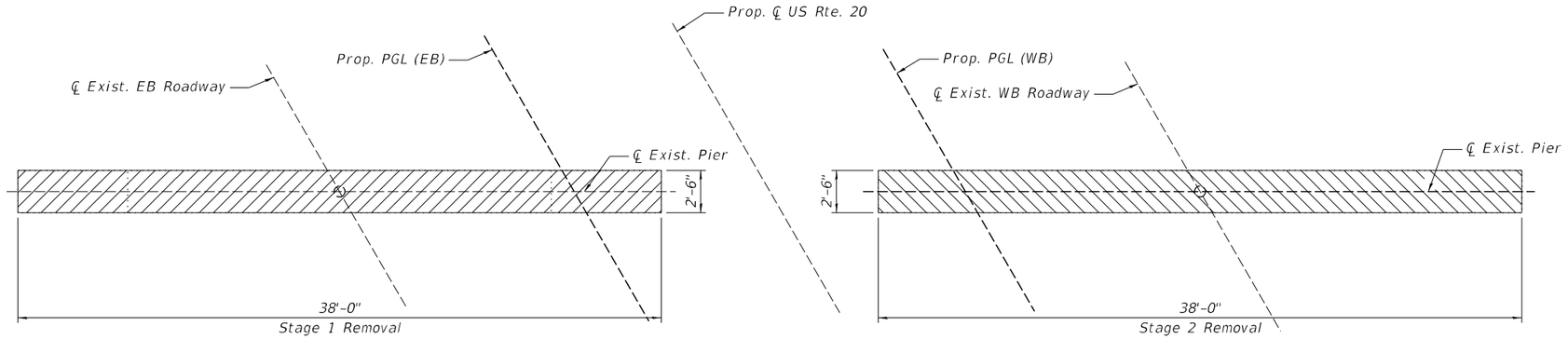
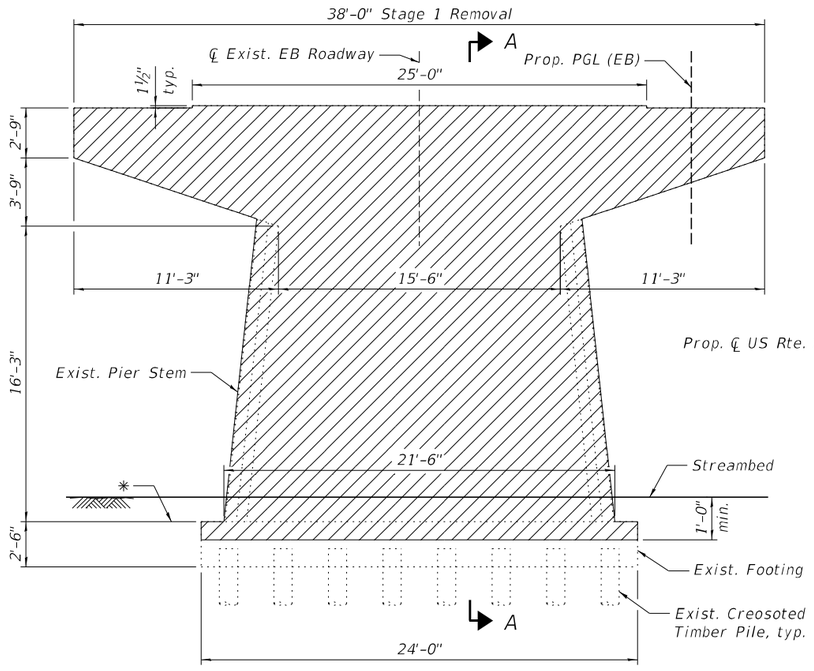


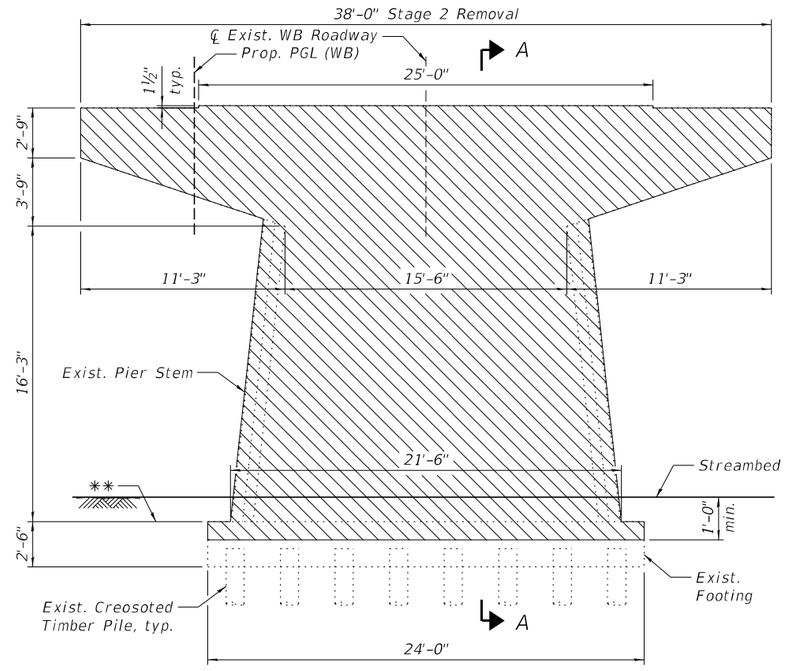
EXISTING PIER 1 (EB)
(Existing Pier 2 (EB) Similar)

TOP PLAN

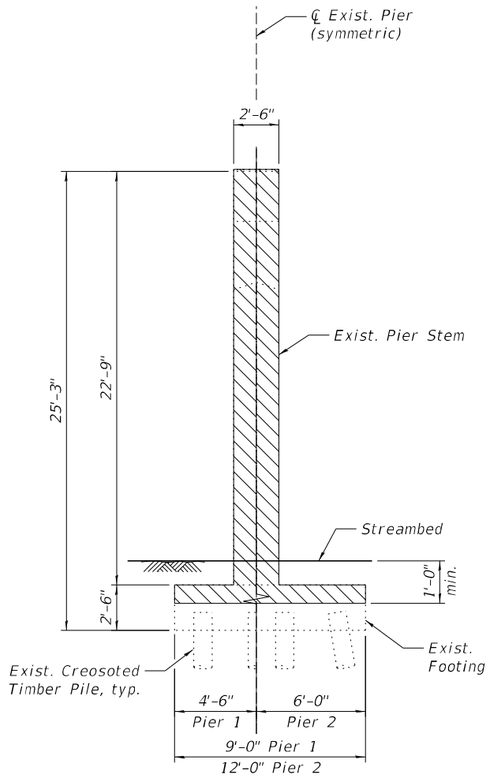
EXISTING PIER 1 (WB)
(Existing Pier 2 (WB) Similar)



EXISTING PIER 1 (EB)
(Existing Pier 2 (EB) Similar)



EXISTING PIER 1 (WB)
(Existing Pier 2 (WB) Similar)



SECTION A-A

ELEVATION

* Elev. 712.13 (Pier 1 EB)
Elev. 711.81 (Pier 2 EB)
** Elev. 711.89 (Pier 1 WB)
Elev. 711.77 (Pier 2 WB)

LEGEND

Stage 1 Removal

Stage 2 Removal

NOTES:

1. All removal dimensions and details are approximate based on the existing plans and shall be confirmed by the Contractor prior to beginning removal.
2. Removal of Existing Structures No. 1 is for EB and Removal of Existing Structures No. 2 is for WB.
3. Removal limits of the superstructure and substructure differ. Work this sheet with superstructure removal limits and staging shown on Sheets 6 to 8 of 71.

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PIER REMOVAL DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 11 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	13
		CONTRACT NO. 64U98		
		ILLINOIS	FED. AID PROJECT	

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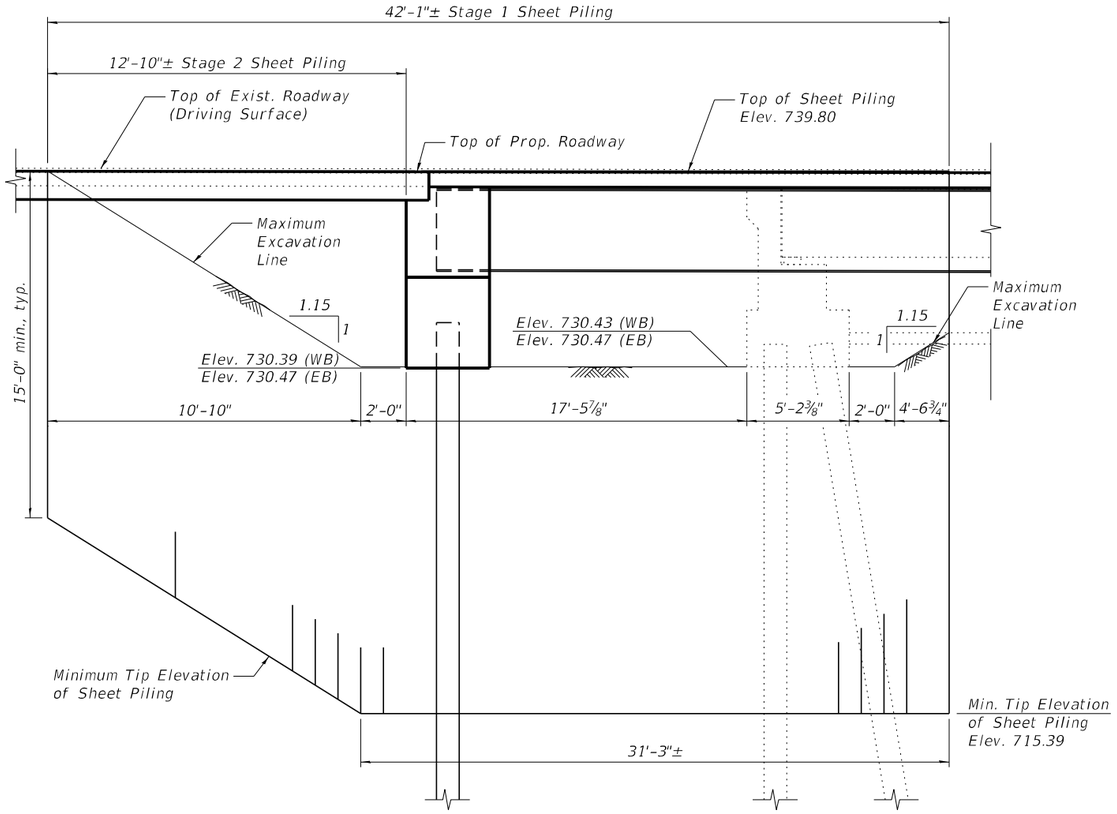
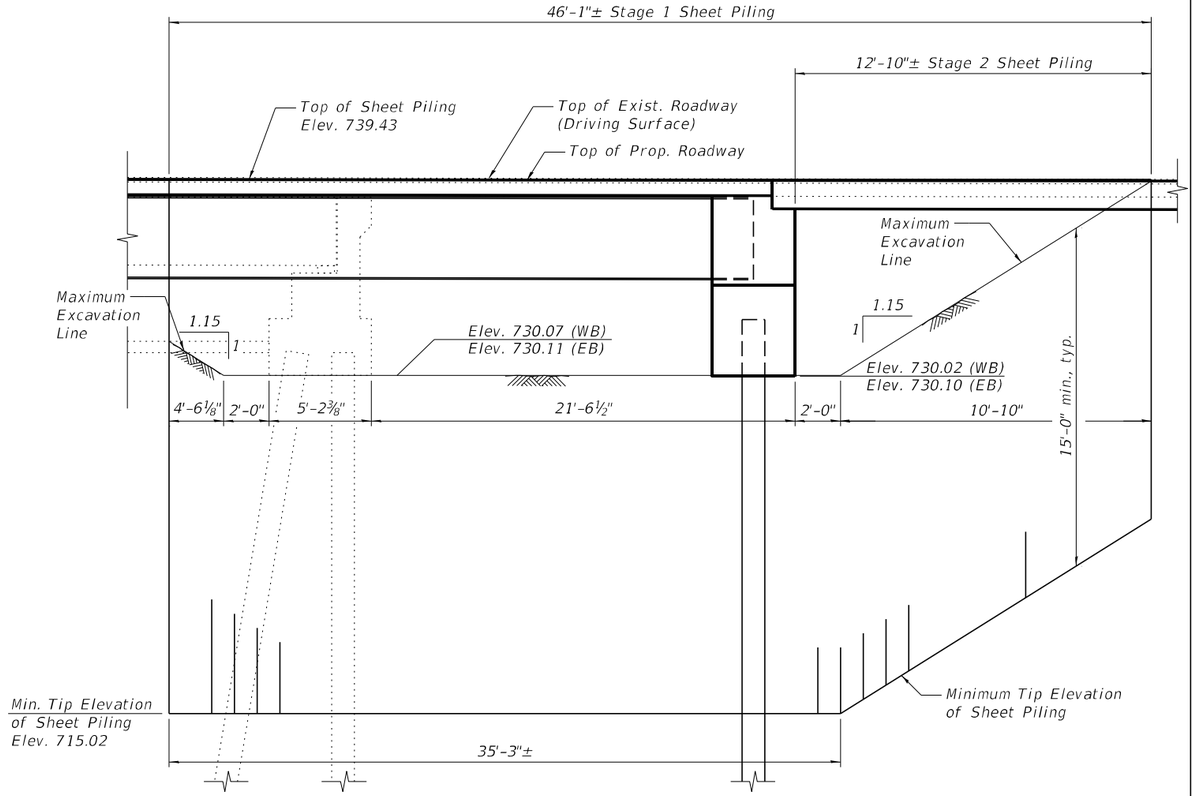


TEMPORARY SHEET PILING – WEST ABUTMENT

(Looking North)

(Horizontal dimensions given along the skew)



TEMPORARY SHEET PILING – EAST ABUTMENT

(Looking North)

(Horizontal dimensions given along the skew)

NOTES:

1. See Sheet 1 of 71 for plan view of Temporary Sheet Piling.
2. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
3. The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
4. The minimum section modulus for the Temporary Sheet Piling shall be 18.1 in. /ft.

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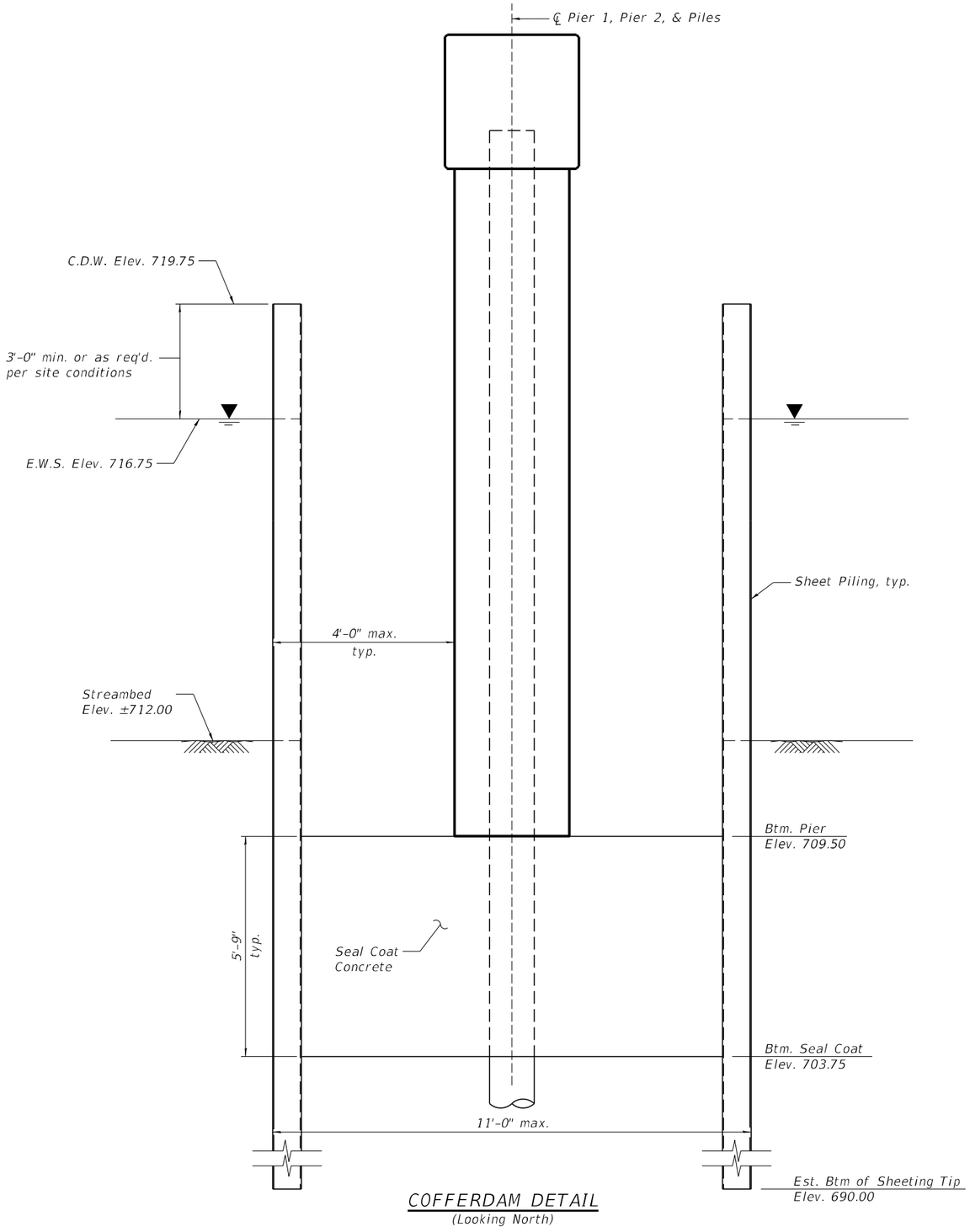
PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SHEET PILING DETAILS
STRUCTURE NO. 101-0225 & 101-0226

SHEET 12 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	14
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



COFFERDAM DETAIL
(Looking North)

NOTES:
See General Note 8 on Sheet 2 of 71 .

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PLOT DATE =	CHECKED - JHG	REVISED -

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DEPARTMENT OF TRANSPORTATION

COFFERDAM DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 13 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	15
		CONTRACT NO. 64U98		
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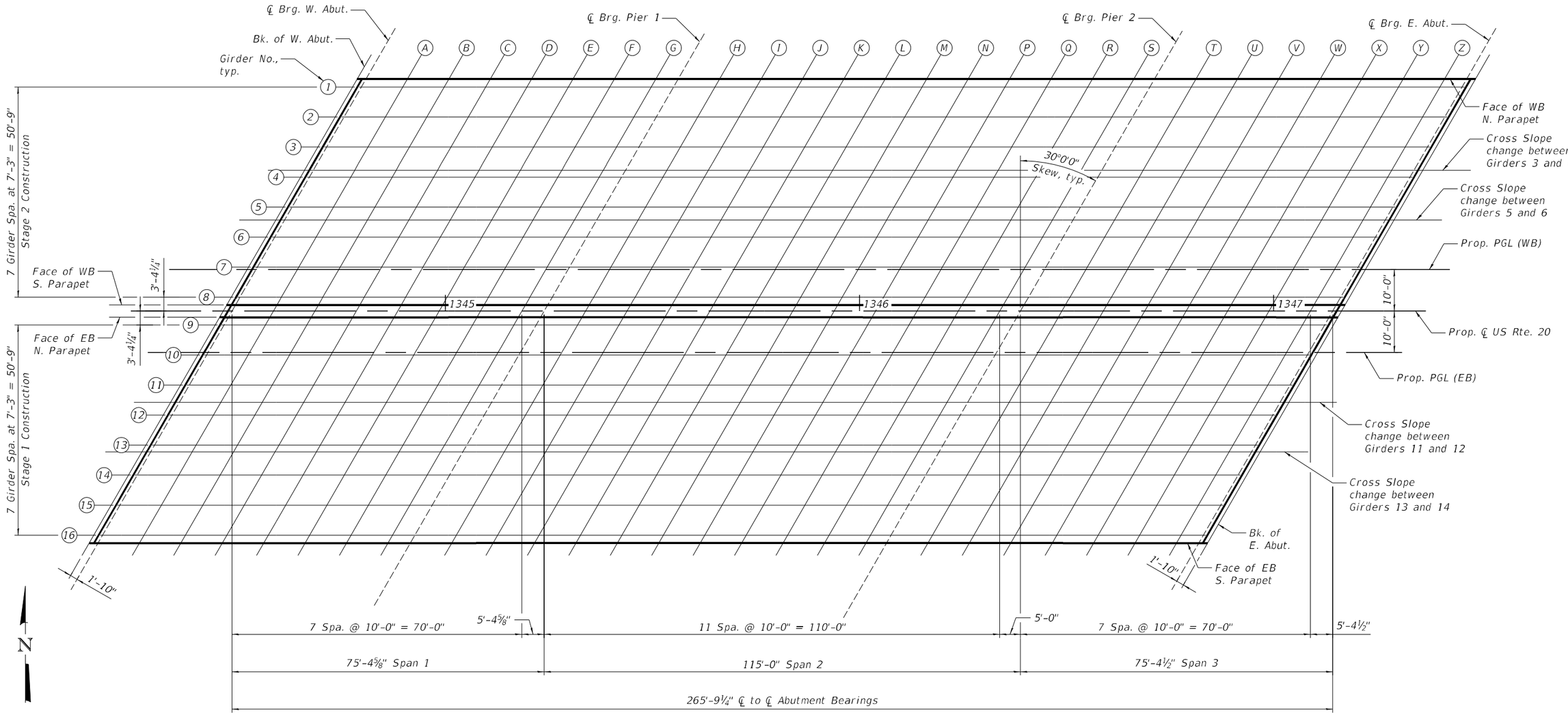

PLAN

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	PLOT DATE =	CHECKED - JHG	REVISED -				ILLINOIS	FED. AID PROJECT		

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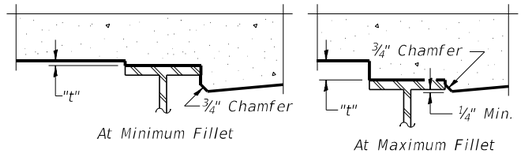
FACE OF WB. N. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+78.72	-56.00	738.93	738.95
CL. BRG. W. ABUT.	1344+80.84	-56.00	738.93	738.95
A	1344+90.84	-56.00	738.92	738.95
B	1345+00.84	-56.00	738.90	738.95
C	1345+10.84	-56.00	738.89	738.94
D	1345+20.84	-56.00	738.88	738.92
E	1345+30.84	-56.00	738.86	738.89
F	1345+40.84	-56.00	738.85	738.87
G	1345+50.84	-56.00	738.83	738.85
CL. BRG. PIER 1	1345+56.22	-56.00	738.83	738.85
H	1345+66.22	-56.00	738.81	738.86
I	1345+76.22	-56.00	738.80	738.87
J	1345+86.22	-56.00	738.78	738.89
K	1345+96.22	-56.00	738.77	738.91
L	1346+06.22	-56.00	738.76	738.91
M	1346+16.22	-56.00	738.74	738.90
N	1346+26.22	-56.00	738.73	738.88
P	1346+36.22	-56.00	738.72	738.84
Q	1346+46.22	-56.00	738.70	738.79
R	1346+56.22	-56.00	738.69	738.75
S	1346+66.22	-56.00	738.67	738.71
CL. BRG. PIER 2	1346+71.22	-56.00	738.67	738.69
T	1346+81.22	-56.00	738.65	738.67
U	1346+91.22	-56.00	738.64	738.66
V	1347+01.22	-56.00	738.63	738.66
W	1347+11.22	-56.00	738.61	738.65
X	1347+21.22	-56.00	738.60	738.64
Y	1347+31.22	-56.00	738.58	738.63
Z	1347+41.22	-56.00	738.57	738.60
CL. BRG. E. ABUT.	1347+46.61	-56.00	738.56	738.58
BK. E. ABUT.	1347+48.72	-56.00	738.56	738.58

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+77.63	-54.10	738.98	739.00
CL. BRG. W. ABUT.	1344+79.74	-54.10	738.98	739.00
A	1344+89.74	-54.10	738.97	739.00
B	1344+99.74	-54.10	738.95	739.00
C	1345+09.74	-54.10	738.94	738.99
D	1345+19.74	-54.10	738.92	738.96
E	1345+29.74	-54.10	738.91	738.94
F	1345+39.74	-54.10	738.90	738.92
G	1345+49.74	-54.10	738.88	738.90
CL. BRG. PIER 1	1345+55.13	-54.10	738.88	738.90
H	1345+65.13	-54.10	738.86	738.90
I	1345+75.13	-54.10	738.85	738.92
J	1345+85.13	-54.10	738.83	738.94
K	1345+95.13	-54.10	738.82	738.96
L	1346+05.13	-54.10	738.81	738.96
M	1346+15.13	-54.10	738.79	738.95
N	1346+25.13	-54.10	738.78	738.93
P	1346+35.13	-54.10	738.76	738.89
Q	1346+45.13	-54.10	738.75	738.84
R	1346+55.13	-54.10	738.74	738.80
S	1346+65.13	-54.10	738.72	738.76
CL. BRG. PIER 2	1346+70.13	-54.10	738.72	738.74
T	1346+80.13	-54.10	738.70	738.72
U	1346+90.13	-54.10	738.69	738.71
V	1347+00.13	-54.10	738.68	738.71
W	1347+10.13	-54.10	738.66	738.70
X	1347+20.13	-54.10	738.65	738.69
Y	1347+30.13	-54.10	738.63	738.67
Z	1347+40.13	-54.10	738.62	738.65
CL. BRG. E. ABUT.	1347+45.51	-54.10	738.61	738.63
BK. E. ABUT.	1347+47.63	-54.10	738.61	738.63



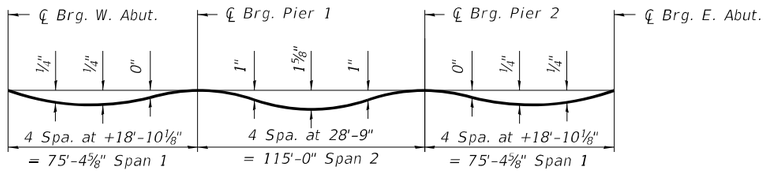
At Minimum Fillet

At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on Sheet 14 of 71. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown below and on Sheets 16 thru 23 of 71, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of girders.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown below and on Sheets 16 thru 23 of 71. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM - GIRDERS 1 THRU 16

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown above and on Sheets 16 thru 23 of 71.

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (1 OF 9)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 15 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	17
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+73.44	-46.85	739.17	739.19
CL. BRG. W. ABUT.	1344+75.56	-46.85	739.17	739.19
A	1344+85.56	-46.85	739.15	739.19
B	1344+95.56	-46.85	739.14	739.18
C	1345+05.56	-46.85	739.12	739.17
D	1345+15.56	-46.85	739.11	739.15
E	1345+25.56	-46.85	739.10	739.13
F	1345+35.56	-46.85	739.08	739.10
G	1345+45.56	-46.85	739.07	739.09
CL. BRG. PIER 1	1345+50.94	-46.85	739.06	739.08
H	1345+60.94	-46.85	739.05	739.09
I	1345+70.94	-46.85	739.03	739.11
J	1345+80.94	-46.85	739.02	739.13
K	1345+90.94	-46.85	739.01	739.14
L	1346+00.94	-46.85	738.99	739.14
M	1346+10.94	-46.85	738.98	739.13
N	1346+20.94	-46.85	738.97	739.11
P	1346+30.94	-46.85	738.95	739.07
Q	1346+40.94	-46.85	738.94	739.03
R	1346+50.94	-46.85	738.92	738.98
S	1346+60.94	-46.85	738.91	738.94
CL. BRG. PIER 2	1346+65.94	-46.85	738.90	738.92
T	1346+75.94	-46.85	738.89	738.91
U	1346+85.94	-46.85	738.88	738.90
V	1346+95.94	-46.85	738.86	738.89
W	1347+05.94	-46.85	738.85	738.89
X	1347+15.94	-46.85	738.83	738.88
Y	1347+25.94	-46.85	738.82	738.86
Z	1347+35.94	-46.85	738.81	738.84
CL. BRG. E. ABUT.	1347+41.32	-46.85	738.80	738.82
BK. E. ABUT.	1347+43.44	-46.85	738.80	738.82

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+69.26	-39.60	739.36	739.38
CL. BRG. W. ABUT.	1344+71.37	-39.60	739.35	739.37
A	1344+81.37	-39.60	739.34	739.38
B	1344+91.37	-39.60	739.33	739.37
C	1345+01.37	-39.60	739.31	739.36
D	1345+11.37	-39.60	739.30	739.34
E	1345+21.37	-39.60	739.28	739.31
F	1345+31.37	-39.60	739.27	739.29
G	1345+41.37	-39.60	739.26	739.27
CL. BRG. PIER 1	1345+46.76	-39.60	739.25	739.27
H	1345+56.76	-39.60	739.24	739.28
I	1345+66.76	-39.60	739.22	739.29
J	1345+76.76	-39.60	739.21	739.31
K	1345+86.76	-39.60	739.19	739.33
L	1345+96.76	-39.60	739.18	739.33
M	1346+06.76	-39.60	739.17	739.32
N	1346+16.76	-39.60	739.15	739.30
P	1346+26.76	-39.60	739.14	739.26
Q	1346+36.76	-39.60	739.13	739.21
R	1346+46.76	-39.60	739.11	739.17
S	1346+56.76	-39.60	739.10	739.13
CL. BRG. PIER 2	1346+61.76	-39.60	739.09	739.11
T	1346+71.76	-39.60	739.08	739.09
U	1346+81.76	-39.60	739.06	739.08
V	1346+91.76	-39.60	739.05	739.08
W	1347+01.76	-39.60	739.04	739.08
X	1347+11.76	-39.60	739.02	739.07
Y	1347+21.76	-39.60	739.01	739.05
Z	1347+31.76	-39.60	738.99	739.02
CL. BRG. E. ABUT.	1347+37.14	-39.60	738.99	739.01
BK. E. ABUT.	1347+39.26	-39.60	738.98	739.00

CROSS SLOPE CHANGE BETWEEN GIRDERS 3 AND 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+66.02	-34.00	739.50	739.52
CL. BRG. W. ABUT.	1344+68.14	-34.00	739.50	739.52
A	1344+78.14	-34.00	739.48	739.52
B	1344+88.14	-34.00	739.47	739.52
C	1344+98.14	-34.00	739.46	739.50
D	1345+08.14	-34.00	739.44	739.48
E	1345+18.14	-34.00	739.43	739.46
F	1345+28.14	-34.00	739.41	739.43
G	1345+38.14	-34.00	739.40	739.42
CL. BRG. PIER 1	1345+43.52	-34.00	739.39	739.41
H	1345+53.52	-34.00	739.38	739.42
I	1345+63.52	-34.00	739.37	739.44
J	1345+73.52	-34.00	739.35	739.46
K	1345+83.52	-34.00	739.34	739.47
L	1345+93.52	-34.00	739.32	739.47
M	1346+03.52	-34.00	739.31	739.47
N	1346+13.52	-34.00	739.30	739.44
P	1346+23.52	-34.00	739.28	739.40
Q	1346+33.52	-34.00	739.27	739.36
R	1346+43.52	-34.00	739.26	739.31
S	1346+53.52	-34.00	739.24	739.27
CL. BRG. PIER 2	1346+58.52	-34.00	739.24	739.26
T	1346+68.52	-34.00	739.22	739.24
U	1346+78.52	-34.00	739.21	739.23
V	1346+88.52	-34.00	739.19	739.22
W	1346+98.52	-34.00	739.18	739.22
X	1347+08.52	-34.00	739.17	739.21
Y	1347+18.52	-34.00	739.15	739.19
Z	1347+28.52	-34.00	739.14	739.17
CL. BRG. E. ABUT.	1347+33.90	-34.00	739.13	739.15
BK. E. ABUT.	1347+36.02	-34.00	739.13	739.15

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312-565-0450 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (2 OF 9)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 16 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	18
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+65.07	-32.35	739.53	739.56
CL. BRG. W. ABUT.	1344+67.19	-32.35	739.53	739.55
A	1344+77.19	-32.35	739.52	739.55
B	1344+87.19	-32.35	739.50	739.55
C	1344+97.19	-32.35	739.49	739.54
D	1345+07.19	-32.35	739.48	739.52
E	1345+17.19	-32.35	739.46	739.49
F	1345+27.19	-32.35	739.45	739.47
G	1345+37.19	-32.35	739.44	739.45
CL. BRG. PIER 1	1345+42.57	-32.35	739.43	739.45
H	1345+52.57	-32.35	739.41	739.46
I	1345+62.57	-32.35	739.40	739.47
J	1345+72.57	-32.35	739.39	739.49
K	1345+82.57	-32.35	739.37	739.51
L	1345+92.57	-32.35	739.36	739.51
M	1346+02.57	-32.35	739.35	739.50
N	1346+12.57	-32.35	739.33	739.48
P	1346+22.57	-32.35	739.32	739.44
Q	1346+32.57	-32.35	739.30	739.39
R	1346+42.57	-32.35	739.29	739.35
S	1346+52.57	-32.35	739.28	739.31
CL. BRG. PIER 2	1346+57.57	-32.35	739.27	739.29
T	1346+67.57	-32.35	739.26	739.27
U	1346+77.57	-32.35	739.24	739.26
V	1346+87.57	-32.35	739.23	739.26
W	1346+97.57	-32.35	739.21	739.25
X	1347+07.57	-32.35	739.20	739.24
Y	1347+17.57	-32.35	739.19	739.23
Z	1347+27.57	-32.35	739.17	739.20
CL. BRG. E. ABUT.	1347+32.95	-32.35	739.17	739.19
BK. E. ABUT.	1347+35.07	-32.35	739.16	739.18

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+60.88	-25.10	739.69	739.71
CL. BRG. W. ABUT.	1344+63.00	-25.10	739.68	739.70
A	1344+73.00	-25.10	739.67	739.70
B	1344+83.00	-25.10	739.66	739.70
C	1344+93.00	-25.10	739.64	739.69
D	1345+03.00	-25.10	739.63	739.67
E	1345+13.00	-25.10	739.61	739.64
F	1345+23.00	-25.10	739.60	739.62
G	1345+33.00	-25.10	739.59	739.60
CL. BRG. PIER 1	1345+38.38	-25.10	739.58	739.60
H	1345+48.38	-25.10	739.56	739.61
I	1345+58.38	-25.10	739.55	739.62
J	1345+68.38	-25.10	739.54	739.64
K	1345+78.38	-25.10	739.52	739.66
L	1345+88.38	-25.10	739.51	739.66
M	1345+98.38	-25.10	739.50	739.65
N	1346+08.38	-25.10	739.48	739.63
P	1346+18.38	-25.10	739.47	739.59
Q	1346+28.38	-25.10	739.45	739.54
R	1346+38.38	-25.10	739.44	739.50
S	1346+48.38	-25.10	739.43	739.46
CL. BRG. PIER 2	1346+53.38	-25.10	739.42	739.44
T	1346+63.38	-25.10	739.41	739.42
U	1346+73.38	-25.10	739.39	739.41
V	1346+83.38	-25.10	739.38	739.41
W	1346+93.38	-25.10	739.36	739.40
X	1347+03.38	-25.10	739.35	739.39
Y	1347+13.38	-25.10	739.34	739.38
Z	1347+23.38	-25.10	739.32	739.35
CL. BRG. E. ABUT.	1347+28.77	-25.10	739.32	739.34
BK. E. ABUT.	1347+30.88	-25.10	739.31	739.33

CROSS SLOPE CHANGE BETWEEN GIRDERS 5 AND 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+59.09	-22.00	739.75	739.77
CL. BRG. W. ABUT.	1344+61.21	-22.00	739.75	739.77
A	1344+71.21	-22.00	739.73	739.77
B	1344+81.21	-22.00	739.72	739.77
C	1344+91.21	-22.00	739.71	739.75
D	1345+01.21	-22.00	739.69	739.73
E	1345+11.21	-22.00	739.68	739.71
F	1345+21.21	-22.00	739.66	739.68
G	1345+31.21	-22.00	739.65	739.67
CL. BRG. PIER 1	1345+36.59	-22.00	739.64	739.66
H	1345+46.59	-22.00	739.63	739.67
I	1345+56.59	-22.00	739.62	739.69
J	1345+66.59	-22.00	739.60	739.71
K	1345+76.59	-22.00	739.59	739.72
L	1345+86.59	-22.00	739.57	739.72
M	1345+96.59	-22.00	739.56	739.72
N	1346+06.59	-22.00	739.55	739.69
P	1346+16.59	-22.00	739.53	739.65
Q	1346+26.59	-22.00	739.52	739.61
R	1346+36.59	-22.00	739.51	739.56
S	1346+46.59	-22.00	739.49	739.52
CL. BRG. PIER 2	1346+51.59	-22.00	739.48	739.51
T	1346+61.59	-22.00	739.47	739.49
U	1346+71.59	-22.00	739.46	739.48
V	1346+81.59	-22.00	739.44	739.47
W	1346+91.59	-22.00	739.43	739.47
X	1347+01.59	-22.00	739.42	739.46
Y	1347+11.59	-22.00	739.40	739.44
Z	1347+21.59	-22.00	739.39	739.42
CL. BRG. E. ABUT.	1347+26.98	-22.00	739.38	739.40
BK. E. ABUT.	1347+29.09	-22.00	739.38	739.40

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PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (3 OF 9)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 17 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	19
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+56.70	-17.85	739.82	739.84
CL. BRG. W. ABUT.	1344+58.82	-17.85	739.81	739.83
A	1344+68.82	-17.85	739.80	739.83
B	1344+78.82	-17.85	739.79	739.83
C	1344+88.82	-17.85	739.77	739.82
D	1344+98.82	-17.85	739.76	739.80
E	1345+08.82	-17.85	739.74	739.77
F	1345+18.82	-17.85	739.73	739.75
G	1345+28.82	-17.85	739.72	739.73
CL. BRG. PIER 1	1345+34.20	-17.85	739.71	739.73
H	1345+44.20	-17.85	739.70	739.74
I	1345+54.20	-17.85	739.68	739.75
J	1345+64.20	-17.85	739.67	739.77
K	1345+74.20	-17.85	739.65	739.79
L	1345+84.20	-17.85	739.64	739.79
M	1345+94.20	-17.85	739.63	739.78
N	1346+04.20	-17.85	739.61	739.76
P	1346+14.20	-17.85	739.60	739.72
Q	1346+24.20	-17.85	739.58	739.67
R	1346+34.20	-17.85	739.57	739.63
S	1346+44.20	-17.85	739.56	739.59
CL. BRG. PIER 2	1346+49.20	-17.85	739.55	739.57
T	1346+59.20	-17.85	739.54	739.55
U	1346+69.20	-17.85	739.52	739.54
V	1346+79.20	-17.85	739.51	739.54
W	1346+89.20	-17.85	739.50	739.53
X	1346+99.20	-17.85	739.48	739.52
Y	1347+09.20	-17.85	739.47	739.51
Z	1347+19.20	-17.85	739.45	739.48
CL. BRG. E. ABUT.	1347+24.58	-17.85	739.45	739.47
BK. E. ABUT.	1347+26.70	-17.85	739.44	739.46

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+52.51	-10.60	739.93	739.95
CL. BRG. W. ABUT.	1344+54.63	-10.60	739.93	739.95
A	1344+64.63	-10.60	739.91	739.95
B	1344+74.63	-10.60	739.90	739.95
C	1344+84.63	-10.60	739.89	739.93
D	1344+94.63	-10.60	739.87	739.91
E	1345+04.63	-10.60	739.86	739.89
F	1345+14.63	-10.60	739.84	739.86
G	1345+24.63	-10.60	739.83	739.85
CL. BRG. PIER 1	1345+30.01	-10.60	739.82	739.84
H	1345+40.01	-10.60	739.81	739.85
I	1345+50.01	-10.60	739.80	739.87
J	1345+60.01	-10.60	739.78	739.89
K	1345+70.01	-10.60	739.77	739.90
L	1345+80.01	-10.60	739.75	739.90
M	1345+90.01	-10.60	739.74	739.90
N	1346+00.01	-10.60	739.73	739.87
P	1346+10.01	-10.60	739.71	739.83
Q	1346+20.01	-10.60	739.70	739.79
R	1346+30.01	-10.60	739.69	739.74
S	1346+40.01	-10.60	739.67	739.70
CL. BRG. PIER 2	1346+45.01	-10.60	739.66	739.69
T	1346+55.01	-10.60	739.65	739.67
U	1346+65.01	-10.60	739.64	739.66
V	1346+75.01	-10.60	739.62	739.65
W	1346+85.01	-10.60	739.61	739.65
X	1346+95.01	-10.60	739.60	739.64
Y	1347+05.01	-10.60	739.58	739.62
Z	1347+15.01	-10.60	739.57	739.60
CL. BRG. E. ABUT.	1347+20.40	-10.60	739.56	739.58
BK. E. ABUT.	1347+22.51	-10.60	739.56	739.58

PROPOSED PGL (WB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+52.16	-10.00	739.94	739.96
CL. BRG. W. ABUT.	1344+54.28	-10.00	739.94	739.96
A	1344+64.28	-10.00	739.92	739.96
B	1344+74.28	-10.00	739.91	739.95
C	1344+84.28	-10.00	739.90	739.94
D	1344+94.28	-10.00	739.88	739.92
E	1345+04.28	-10.00	739.87	739.90
F	1345+14.28	-10.00	739.85	739.87
G	1345+24.28	-10.00	739.84	739.86
CL. BRG. PIER 1	1345+29.66	-10.00	739.83	739.85
H	1345+39.66	-10.00	739.82	739.86
I	1345+49.66	-10.00	739.81	739.88
J	1345+59.66	-10.00	739.79	739.90
K	1345+69.66	-10.00	739.78	739.91
L	1345+79.66	-10.00	739.76	739.91
M	1345+89.66	-10.00	739.75	739.90
N	1345+99.66	-10.00	739.74	739.88
P	1346+09.66	-10.00	739.72	739.84
Q	1346+19.66	-10.00	739.71	739.80
R	1346+29.66	-10.00	739.69	739.75
S	1346+39.66	-10.00	739.68	739.71
CL. BRG. PIER 2	1346+44.66	-10.00	739.67	739.70
T	1346+54.66	-10.00	739.66	739.68
U	1346+64.66	-10.00	739.65	739.67
V	1346+74.66	-10.00	739.63	739.66
W	1346+84.66	-10.00	739.62	739.66
X	1346+94.66	-10.00	739.61	739.65
Y	1347+04.66	-10.00	739.59	739.63
Z	1347+14.66	-10.00	739.58	739.61
CL. BRG. E. ABUT.	1347+20.05	-10.00	739.57	739.59
BK. E. ABUT.	1347+22.16	-10.00	739.57	739.59

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (4 OF 9)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 18 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	20
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+48.33	-3.35	739.81	739.83
CL. BRG. W. ABUT.	1344+50.44	-3.35	739.81	739.83
A	1344+60.44	-3.35	739.80	739.83
B	1344+70.44	-3.35	739.78	739.83
C	1344+80.44	-3.35	739.77	739.82
D	1344+90.44	-3.35	739.75	739.79
E	1345+00.44	-3.35	739.74	739.77
F	1345+10.44	-3.35	739.73	739.75
G	1345+20.44	-3.35	739.71	739.73
CL. BRG. PIER 1	1345+25.83	-3.35	739.71	739.73
H	1345+35.83	-3.35	739.69	739.73
I	1345+45.83	-3.35	739.68	739.75
J	1345+55.83	-3.35	739.66	739.77
K	1345+65.83	-3.35	739.65	739.79
L	1345+75.83	-3.35	739.64	739.79
M	1345+85.83	-3.35	739.62	739.78
N	1345+95.83	-3.35	739.61	739.76
P	1346+05.83	-3.35	739.59	739.72
Q	1346+15.83	-3.35	739.58	739.67
R	1346+25.83	-3.35	739.57	739.63
S	1346+35.83	-3.35	739.55	739.59
CL. BRG. PIER 2	1346+40.83	-3.35	739.55	739.57
T	1346+50.83	-3.35	739.53	739.55
U	1346+60.83	-3.35	739.52	739.54
V	1346+70.83	-3.35	739.51	739.54
W	1346+80.83	-3.35	739.49	739.53
X	1346+90.83	-3.35	739.48	739.52
Y	1347+00.83	-3.35	739.46	739.50
Z	1347+10.83	-3.35	739.45	739.48
CL. BRG. E. ABUT.	1347+16.21	-3.35	739.44	739.46
BK. E. ABUT.	1347+18.33	-3.35	739.44	739.46

WB S. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+47.26	-1.50	739.78	739.80
CL. BRG. W. ABUT.	1344+49.37	-1.50	739.77	739.79
A	1344+59.37	-1.50	739.76	739.80
B	1344+69.37	-1.50	739.75	739.79
C	1344+79.37	-1.50	739.73	739.78
D	1344+89.37	-1.50	739.72	739.76
E	1344+99.37	-1.50	739.70	739.73
F	1345+09.37	-1.50	739.69	739.71
G	1345+19.37	-1.50	739.68	739.69
CL. BRG. PIER 1	1345+24.76	-1.50	739.67	739.69
H	1345+34.76	-1.50	739.66	739.70
I	1345+44.76	-1.50	739.64	739.72
J	1345+54.76	-1.50	739.63	739.74
K	1345+64.76	-1.50	739.61	739.75
L	1345+74.76	-1.50	739.60	739.76
M	1345+84.76	-1.50	739.59	739.75
N	1345+94.76	-1.50	739.57	739.72
P	1346+04.76	-1.50	739.56	739.69
Q	1346+14.76	-1.50	739.55	739.64
R	1346+24.76	-1.50	739.53	739.59
S	1346+34.76	-1.50	739.52	739.55
CL. BRG. PIER 2	1346+39.76	-1.50	739.51	739.53
T	1346+49.76	-1.50	739.50	739.51
U	1346+59.76	-1.50	739.48	739.50
V	1346+69.76	-1.50	739.47	739.50
W	1346+79.76	-1.50	739.46	739.50
X	1346+89.76	-1.50	739.44	739.49
Y	1346+99.76	-1.50	739.43	739.47
Z	1347+09.76	-1.50	739.41	739.44
CL. BRG. E. ABUT.	1347+15.14	-1.50	739.41	739.43
BK. E. ABUT.	1347+17.26	-1.50	739.40	739.42

EB N. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+45.52	1.50	739.78	739.80
CL. BRG. W. ABUT.	1344+47.64	1.50	739.78	739.80
A	1344+57.64	1.50	739.76	739.80
B	1344+67.64	1.50	739.75	739.79
C	1344+77.64	1.50	739.73	739.78
D	1344+87.64	1.50	739.72	739.76
E	1344+97.64	1.50	739.71	739.74
F	1345+07.64	1.50	739.69	739.71
G	1345+17.64	1.50	739.68	739.70
CL. BRG. PIER 1	1345+23.02	1.50	739.67	739.69
H	1345+33.02	1.50	739.66	739.70
I	1345+43.02	1.50	739.64	739.72
J	1345+53.02	1.50	739.63	739.74
K	1345+63.02	1.50	739.62	739.75
L	1345+73.02	1.50	739.60	739.76
M	1345+83.02	1.50	739.59	739.75
N	1345+93.02	1.50	739.58	739.73
P	1346+03.02	1.50	739.56	739.69
Q	1346+13.02	1.50	739.55	739.64
R	1346+23.02	1.50	739.53	739.59
S	1346+33.02	1.50	739.52	739.55
CL. BRG. PIER 2	1346+38.02	1.50	739.51	739.53
T	1346+48.02	1.50	739.50	739.52
U	1346+58.02	1.50	739.49	739.51
V	1346+68.02	1.50	739.47	739.50
W	1346+78.02	1.50	739.46	739.50
X	1346+88.02	1.50	739.44	739.49
Y	1346+98.02	1.50	739.43	739.47
Z	1347+08.02	1.50	739.42	739.45
CL. BRG. E. ABUT.	1347+13.41	1.50	739.41	739.43
BK. E. ABUT.	1347+15.52	1.50	739.41	739.43

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (5 OF 9)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 19 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	21
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+44.45	3.35	739.82	739.84
CL. BRG. W. ABUT.	1344+46.57	3.35	739.81	739.84
A	1344+56.57	3.35	739.80	739.84
B	1344+66.57	3.35	739.79	739.83
C	1344+76.57	3.35	739.77	739.82
D	1344+86.57	3.35	739.76	739.80
E	1344+96.57	3.35	739.75	739.77
F	1345+06.57	3.35	739.73	739.75
G	1345+16.57	3.35	739.72	739.74
CL. BRG. PIER 1	1345+21.95	3.35	739.71	739.73
H	1345+31.95	3.35	739.70	739.74
I	1345+41.95	3.35	739.68	739.76
J	1345+51.95	3.35	739.67	739.78
K	1345+61.95	3.35	739.66	739.79
L	1345+71.95	3.35	739.64	739.80
M	1345+81.95	3.35	739.63	739.79
N	1345+91.95	3.35	739.61	739.76
P	1346+01.95	3.35	739.60	739.73
Q	1346+11.95	3.35	739.59	739.68
R	1346+21.95	3.35	739.57	739.63
S	1346+31.95	3.35	739.56	739.59
CL. BRG. PIER 2	1346+36.95	3.35	739.55	739.57
T	1346+46.95	3.35	739.54	739.55
U	1346+56.95	3.35	739.52	739.55
V	1346+66.95	3.35	739.51	739.54
W	1346+76.95	3.35	739.50	739.54
X	1346+86.95	3.35	739.48	739.53
Y	1346+96.95	3.35	739.47	739.51
Z	1347+06.95	3.35	739.46	739.48
CL. BRG. E. ABUT.	1347+12.34	3.35	739.45	739.47
BK. E. ABUT.	1347+14.45	3.35	739.45	739.47

PROPOSED PGL (EB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+40.62	10.00	739.96	739.98
CL. BRG. W. ABUT.	1344+42.73	10.00	739.95	739.97
A	1344+52.73	10.00	739.94	739.97
B	1344+62.73	10.00	739.93	739.97
C	1344+72.73	10.00	739.91	739.96
D	1344+82.73	10.00	739.90	739.94
E	1344+92.73	10.00	739.88	739.91
F	1345+02.73	10.00	739.87	739.89
G	1345+12.73	10.00	739.86	739.87
CL. BRG. PIER 1	1345+18.12	10.00	739.85	739.87
H	1345+28.12	10.00	739.84	739.88
I	1345+38.12	10.00	739.82	739.89
J	1345+48.12	10.00	739.81	739.91
K	1345+58.12	10.00	739.79	739.93
L	1345+68.12	10.00	739.78	739.93
M	1345+78.12	10.00	739.77	739.92
N	1345+88.12	10.00	739.75	739.90
P	1345+98.12	10.00	739.74	739.86
Q	1346+08.12	10.00	739.72	739.81
R	1346+18.12	10.00	739.71	739.77
S	1346+28.12	10.00	739.70	739.73
CL. BRG. PIER 2	1346+33.12	10.00	739.69	739.71
T	1346+43.12	10.00	739.68	739.69
U	1346+53.12	10.00	739.66	739.68
V	1346+63.12	10.00	739.65	739.68
W	1346+73.12	10.00	739.64	739.67
X	1346+83.12	10.00	739.62	739.66
Y	1346+93.12	10.00	739.61	739.65
Z	1347+03.12	10.00	739.59	739.62
CL. BRG. E. ABUT.	1347+08.50	10.00	739.59	739.61
BK. E. ABUT.	1347+10.62	10.00	739.58	739.60

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+40.27	10.60	739.95	739.97
CL. BRG. W. ABUT.	1344+42.39	10.60	739.94	739.97
A	1344+52.39	10.60	739.93	739.97
B	1344+62.39	10.60	739.92	739.96
C	1344+72.39	10.60	739.90	739.95
D	1344+82.39	10.60	739.89	739.93
E	1344+92.39	10.60	739.88	739.90
F	1345+02.39	10.60	739.86	739.88
G	1345+12.39	10.60	739.85	739.87
CL. BRG. PIER 1	1345+17.77	10.60	739.84	739.86
H	1345+27.77	10.60	739.83	739.87
I	1345+37.77	10.60	739.81	739.88
J	1345+47.77	10.60	739.80	739.90
K	1345+57.77	10.60	739.79	739.92
L	1345+67.77	10.60	739.77	739.92
M	1345+77.77	10.60	739.76	739.91
N	1345+87.77	10.60	739.74	739.89
P	1345+97.77	10.60	739.73	739.85
Q	1346+07.77	10.60	739.72	739.81
R	1346+17.77	10.60	739.70	739.76
S	1346+27.77	10.60	739.69	739.72
CL. BRG. PIER 2	1346+32.77	10.60	739.68	739.70
T	1346+42.77	10.60	739.67	739.68
U	1346+52.77	10.60	739.65	739.67
V	1346+62.77	10.60	739.64	739.67
W	1346+72.77	10.60	739.63	739.67
X	1346+82.77	10.60	739.61	739.66
Y	1346+92.77	10.60	739.60	739.64
Z	1347+02.77	10.60	739.59	739.61
CL. BRG. E. ABUT.	1347+08.15	10.60	739.58	739.60
BK. E. ABUT.	1347+10.27	10.60	739.57	739.60

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	CHECKED - JHG	REVISED -	
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PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (6 OF 9)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 20 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	22
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+36.08	17.85	739.84	739.86
CL. BRG. W. ABUT.	1344+38.20	17.85	739.84	739.86
A	1344+48.20	17.85	739.83	739.86
B	1344+58.20	17.85	739.81	739.86
C	1344+68.20	17.85	739.80	739.85
D	1344+78.20	17.85	739.79	739.83
E	1344+88.20	17.85	739.77	739.80
F	1344+98.20	17.85	739.76	739.78
G	1345+08.20	17.85	739.74	739.76
CL. BRG. PIER 1	1345+13.58	17.85	739.74	739.76
H	1345+23.58	17.85	739.72	739.77
I	1345+33.58	17.85	739.71	739.78
J	1345+43.58	17.85	739.70	739.80
K	1345+53.58	17.85	739.68	739.81
L	1345+63.58	17.85	739.67	739.82
M	1345+73.58	17.85	739.65	739.81
N	1345+83.58	17.85	739.64	739.79
P	1345+93.58	17.85	739.63	739.75
Q	1346+03.58	17.85	739.61	739.70
R	1346+13.58	17.85	739.60	739.66
S	1346+23.58	17.85	739.59	739.62
CL. BRG. PIER 2	1346+28.58	17.85	739.58	739.60
T	1346+38.58	17.85	739.56	739.58
U	1346+48.58	17.85	739.55	739.57
V	1346+58.58	17.85	739.54	739.57
W	1346+68.58	17.85	739.52	739.56
X	1346+78.58	17.85	739.51	739.55
Y	1346+88.58	17.85	739.50	739.54
Z	1346+98.58	17.85	739.48	739.51
CL. BRG. E. ABUT.	1347+03.97	17.85	739.47	739.50
BK. E. ABUT.	1347+06.08	17.85	739.47	739.49

CROSS SLOPE CHANGE BETWEEN GIRDERS 11 AND 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+33.69	22.00	739.79	739.81
CL. BRG. W. ABUT.	1344+35.81	22.00	739.78	739.80
A	1344+45.81	22.00	739.77	739.80
B	1344+55.81	22.00	739.75	739.80
C	1344+65.81	22.00	739.74	739.79
D	1344+75.81	22.00	739.73	739.77
E	1344+85.81	22.00	739.71	739.74
F	1344+95.81	22.00	739.70	739.72
G	1345+05.81	22.00	739.69	739.70
CL. BRG. PIER 1	1345+11.19	22.00	739.68	739.70
H	1345+21.19	22.00	739.66	739.71
I	1345+31.19	22.00	739.65	739.72
J	1345+41.19	22.00	739.64	739.74
K	1345+51.19	22.00	739.62	739.76
L	1345+61.19	22.00	739.61	739.76
M	1345+71.19	22.00	739.60	739.75
N	1345+81.19	22.00	739.58	739.73
P	1345+91.19	22.00	739.57	739.69
Q	1346+01.19	22.00	739.55	739.64
R	1346+11.19	22.00	739.54	739.60
S	1346+21.19	22.00	739.53	739.56
CL. BRG. PIER 2	1346+26.19	22.00	739.52	739.54
T	1346+36.19	22.00	739.51	739.52
U	1346+46.19	22.00	739.49	739.51
V	1346+56.19	22.00	739.48	739.51
W	1346+66.19	22.00	739.46	739.50
X	1346+76.19	22.00	739.45	739.49
Y	1346+86.19	22.00	739.44	739.48
Z	1346+96.19	22.00	739.42	739.45
CL. BRG. E. ABUT.	1347+01.57	22.00	739.42	739.44
BK. E. ABUT.	1347+03.69	22.00	739.41	739.43

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+31.90	25.10	739.73	739.75
CL. BRG. W. ABUT.	1344+34.01	25.10	739.72	739.74
A	1344+44.01	25.10	739.71	739.74
B	1344+54.01	25.10	739.70	739.74
C	1344+64.01	25.10	739.68	739.73
D	1344+74.01	25.10	739.67	739.71
E	1344+84.01	25.10	739.65	739.68
F	1344+94.01	25.10	739.64	739.66
G	1345+04.01	25.10	739.63	739.64
CL. BRG. PIER 1	1345+09.40	25.10	739.62	739.64
H	1345+19.40	25.10	739.60	739.65
I	1345+29.40	25.10	739.59	739.66
J	1345+39.40	25.10	739.58	739.68
K	1345+49.40	25.10	739.56	739.70
L	1345+59.40	25.10	739.55	739.70
M	1345+69.40	25.10	739.54	739.69
N	1345+79.40	25.10	739.52	739.67
P	1345+89.40	25.10	739.51	739.63
Q	1345+99.40	25.10	739.49	739.58
R	1346+09.40	25.10	739.48	739.54
S	1346+19.40	25.10	739.47	739.50
CL. BRG. PIER 2	1346+24.40	25.10	739.46	739.48
T	1346+34.40	25.10	739.45	739.46
U	1346+44.40	25.10	739.43	739.45
V	1346+54.40	25.10	739.42	739.45
W	1346+64.40	25.10	739.40	739.44
X	1346+74.40	25.10	739.39	739.43
Y	1346+84.40	25.10	739.38	739.42
Z	1346+94.40	25.10	739.36	739.39
CL. BRG. E. ABUT.	1346+99.78	25.10	739.36	739.38
BK. E. ABUT.	1347+01.90	25.10	739.35	739.37

FOR INFORMATION ONLY

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (7 OF 9)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 21 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	23
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+27.71	32.35	739.59	739.61
CL. BRG. W. ABUT.	1344+29.83	32.35	739.58	739.60
A	1344+39.83	32.35	739.57	739.61
B	1344+49.83	32.35	739.56	739.60
C	1344+59.83	32.35	739.54	739.59
D	1344+69.83	32.35	739.53	739.57
E	1344+79.83	32.35	739.51	739.54
F	1344+89.83	32.35	739.50	739.52
G	1344+99.83	32.35	739.49	739.50
CL. BRG. PIER 1	1345+05.21	32.35	739.48	739.50
H	1345+15.21	32.35	739.47	739.51
I	1345+25.21	32.35	739.45	739.52
J	1345+35.21	32.35	739.44	739.54
K	1345+45.21	32.35	739.42	739.56
L	1345+55.21	32.35	739.41	739.56
M	1345+65.21	32.35	739.40	739.55
N	1345+75.21	32.35	739.38	739.53
P	1345+85.21	32.35	739.37	739.49
Q	1345+95.21	32.35	739.36	739.44
R	1346+05.21	32.35	739.34	739.40
S	1346+15.21	32.35	739.33	739.36
CL. BRG. PIER 2	1346+20.21	32.35	739.32	739.34
T	1346+30.21	32.35	739.31	739.32
U	1346+40.21	32.35	739.29	739.31
V	1346+50.21	32.35	739.28	739.31
W	1346+60.21	32.35	739.27	739.31
X	1346+70.21	32.35	739.25	739.30
Y	1346+80.21	32.35	739.24	739.28
Z	1346+90.21	32.35	739.22	739.25
CL. BRG. E. ABUT.	1346+95.59	32.35	739.22	739.24
BK. E. ABUT.	1346+97.71	32.35	739.21	739.23

CROSS SLOPE CHANGE BETWEEN GIRDERS 13 AND 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+26.76	34.00	739.55	739.58
CL. BRG. W. ABUT.	1344+28.88	34.00	739.55	739.57
A	1344+38.88	34.00	739.54	739.57
B	1344+48.88	34.00	739.52	739.57
C	1344+58.88	34.00	739.51	739.56
D	1344+68.88	34.00	739.50	739.54
E	1344+78.88	34.00	739.48	739.51
F	1344+88.88	34.00	739.47	739.49
G	1344+98.88	34.00	739.46	739.47
CL. BRG. PIER 1	1345+04.26	34.00	739.45	739.47
H	1345+14.26	34.00	739.43	739.48
I	1345+24.26	34.00	739.42	739.49
J	1345+34.26	34.00	739.41	739.51
K	1345+44.26	34.00	739.39	739.53
L	1345+54.26	34.00	739.38	739.53
M	1345+64.26	34.00	739.37	739.52
N	1345+74.26	34.00	739.35	739.50
P	1345+84.26	34.00	739.34	739.46
Q	1345+94.26	34.00	739.32	739.41
R	1346+04.26	34.00	739.31	739.37
S	1346+14.26	34.00	739.30	739.33
CL. BRG. PIER 2	1346+19.26	34.00	739.29	739.31
T	1346+29.26	34.00	739.28	739.29
U	1346+39.26	34.00	739.26	739.28
V	1346+49.26	34.00	739.25	739.28
W	1346+59.26	34.00	739.23	739.27
X	1346+69.26	34.00	739.22	739.26
Y	1346+79.26	34.00	739.21	739.25
Z	1346+89.26	34.00	739.19	739.22
CL. BRG. E. ABUT.	1346+94.64	34.00	739.19	739.21
BK. E. ABUT.	1346+96.76	34.00	739.18	739.20

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+23.52	39.60	739.42	739.44
CL. BRG. W. ABUT.	1344+25.64	39.60	739.42	739.44
A	1344+35.64	39.60	739.40	739.44
B	1344+45.64	39.60	739.39	739.43
C	1344+55.64	39.60	739.37	739.42
D	1344+65.64	39.60	739.36	739.40
E	1344+75.64	39.60	739.35	739.38
F	1344+85.64	39.60	739.33	739.35
G	1344+95.64	39.60	739.32	739.34
CL. BRG. PIER 1	1345+01.02	39.60	739.31	739.33
H	1345+11.02	39.60	739.30	739.34
I	1345+21.02	39.60	739.28	739.36
J	1345+31.02	39.60	739.27	739.38
K	1345+41.02	39.60	739.26	739.39
L	1345+51.02	39.60	739.24	739.39
M	1345+61.02	39.60	739.23	739.38
N	1345+71.02	39.60	739.22	739.36
P	1345+81.02	39.60	739.20	739.32
Q	1345+91.02	39.60	739.19	739.28
R	1346+01.02	39.60	739.17	739.23
S	1346+11.02	39.60	739.16	739.19
CL. BRG. PIER 2	1346+16.02	39.60	739.15	739.17
T	1346+26.02	39.60	739.14	739.16
U	1346+36.02	39.60	739.13	739.15
V	1346+46.02	39.60	739.11	739.14
W	1346+56.02	39.60	739.10	739.14
X	1346+66.02	39.60	739.08	739.13
Y	1346+76.02	39.60	739.07	739.11
Z	1346+86.02	39.60	739.06	739.09
CL. BRG. E. ABUT.	1346+91.41	39.60	739.05	739.07
BK. E. ABUT.	1346+93.52	39.60	739.05	739.07

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312-565-0450 Job No. 10800

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (8 OF 9)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 22 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	24
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

GIRDER 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+19.34	46.85	739.24	739.26
CL. BRG. W. ABUT.	1344+21.46	46.85	739.24	739.26
A	1344+31.46	46.85	739.23	739.26
B	1344+41.46	46.85	739.21	739.26
C	1344+51.46	46.85	739.20	739.25
D	1344+61.46	46.85	739.19	739.22
E	1344+71.46	46.85	739.17	739.20
F	1344+81.46	46.85	739.16	739.18
G	1344+91.46	46.85	739.14	739.16
CL. BRG. PIER 1	1344+96.84	46.85	739.14	739.16
H	1345+06.84	46.85	739.12	739.17
I	1345+16.84	46.85	739.11	739.18
J	1345+26.84	46.85	739.10	739.20
K	1345+36.84	46.85	739.08	739.21
L	1345+46.84	46.85	739.07	739.22
M	1345+56.84	46.85	739.05	739.21
N	1345+66.84	46.85	739.04	739.18
P	1345+76.84	46.85	739.03	739.15
Q	1345+86.84	46.85	739.01	739.10
R	1345+96.84	46.85	739.00	739.06
S	1346+06.84	46.85	738.99	739.02
CL. BRG. PIER 2	1346+11.84	46.85	738.98	739.00
T	1346+21.84	46.85	738.96	738.98
U	1346+31.84	46.85	738.95	738.97
V	1346+41.84	46.85	738.94	738.97
W	1346+51.84	46.85	738.92	738.96
X	1346+61.84	46.85	738.91	738.95
Y	1346+71.84	46.85	738.90	738.94
Z	1346+81.84	46.85	738.88	738.91
CL. BRG. E. ABUT.	1346+87.22	46.85	738.87	738.90
BK. E. ABUT.	1346+89.34	46.85	738.87	738.89

GIRDER 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+15.15	54.10	739.07	739.09
CL. BRG. W. ABUT.	1344+17.27	54.10	739.07	739.09
A	1344+27.27	54.10	739.05	739.09
B	1344+37.27	54.10	739.04	739.08
C	1344+47.27	54.10	739.02	739.07
D	1344+57.27	54.10	739.01	739.05
E	1344+67.27	54.10	739.00	739.02
F	1344+77.27	54.10	738.98	739.00
G	1344+87.27	54.10	738.97	738.99
CL. BRG. PIER 1	1344+92.65	54.10	738.96	738.98
H	1345+02.65	54.10	738.95	738.99
I	1345+12.65	54.10	738.93	739.01
J	1345+22.65	54.10	738.92	739.03
K	1345+32.65	54.10	738.91	739.04
L	1345+42.65	54.10	738.89	739.05
M	1345+52.65	54.10	738.88	739.04
N	1345+62.65	54.10	738.86	739.02
P	1345+72.65	54.10	738.85	738.98
Q	1345+82.65	54.10	738.84	738.93
R	1345+92.65	54.10	738.82	738.88
S	1346+02.65	54.10	738.81	738.84
CL. BRG. PIER 2	1346+07.65	54.10	738.80	738.82
T	1346+17.65	54.10	738.79	738.80
U	1346+27.65	54.10	738.78	738.80
V	1346+37.65	54.10	738.76	738.79
W	1346+47.65	54.10	738.75	738.79
X	1346+57.65	54.10	738.73	738.78
Y	1346+67.65	54.10	738.72	738.76
Z	1346+77.65	54.10	738.71	738.74
CL. BRG. E. ABUT.	1346+83.04	54.10	738.70	738.72
BK. E. ABUT.	1346+85.15	54.10	738.70	738.72

FACE OF EB S. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+14.06	56.00	739.02	739.04
CL. BRG. W. ABUT.	1344+16.18	56.00	739.02	739.04
A	1344+26.18	56.00	739.01	739.04
B	1344+36.18	56.00	738.99	739.04
C	1344+46.18	56.00	738.98	739.03
D	1344+56.18	56.00	738.96	739.00
E	1344+66.18	56.00	738.95	738.98
F	1344+76.18	56.00	738.94	738.96
G	1344+86.18	56.00	738.92	738.94
CL. BRG. PIER 1	1344+91.56	56.00	738.92	738.94
H	1345+01.56	56.00	738.90	738.94
I	1345+11.56	56.00	738.89	738.96
J	1345+21.56	56.00	738.87	738.98
K	1345+31.56	56.00	738.86	739.00
L	1345+41.56	56.00	738.85	739.00
M	1345+51.56	56.00	738.83	738.99
N	1345+61.56	56.00	738.82	738.97
P	1345+71.56	56.00	738.81	738.93
Q	1345+81.56	56.00	738.79	738.88
R	1345+91.56	56.00	738.78	738.84
S	1346+01.56	56.00	738.76	738.80
CL. BRG. PIER 2	1346+06.56	56.00	738.76	738.78
T	1346+16.56	56.00	738.74	738.76
U	1346+26.56	56.00	738.73	738.75
V	1346+36.56	56.00	738.72	738.75
W	1346+46.56	56.00	738.70	738.74
X	1346+56.56	56.00	738.69	738.73
Y	1346+66.56	56.00	738.67	738.72
Z	1346+76.56	56.00	738.66	738.69
CL. BRG. E. ABUT.	1346+81.94	56.00	738.65	738.67
BK. E. ABUT.	1346+84.06	56.00	738.65	738.67

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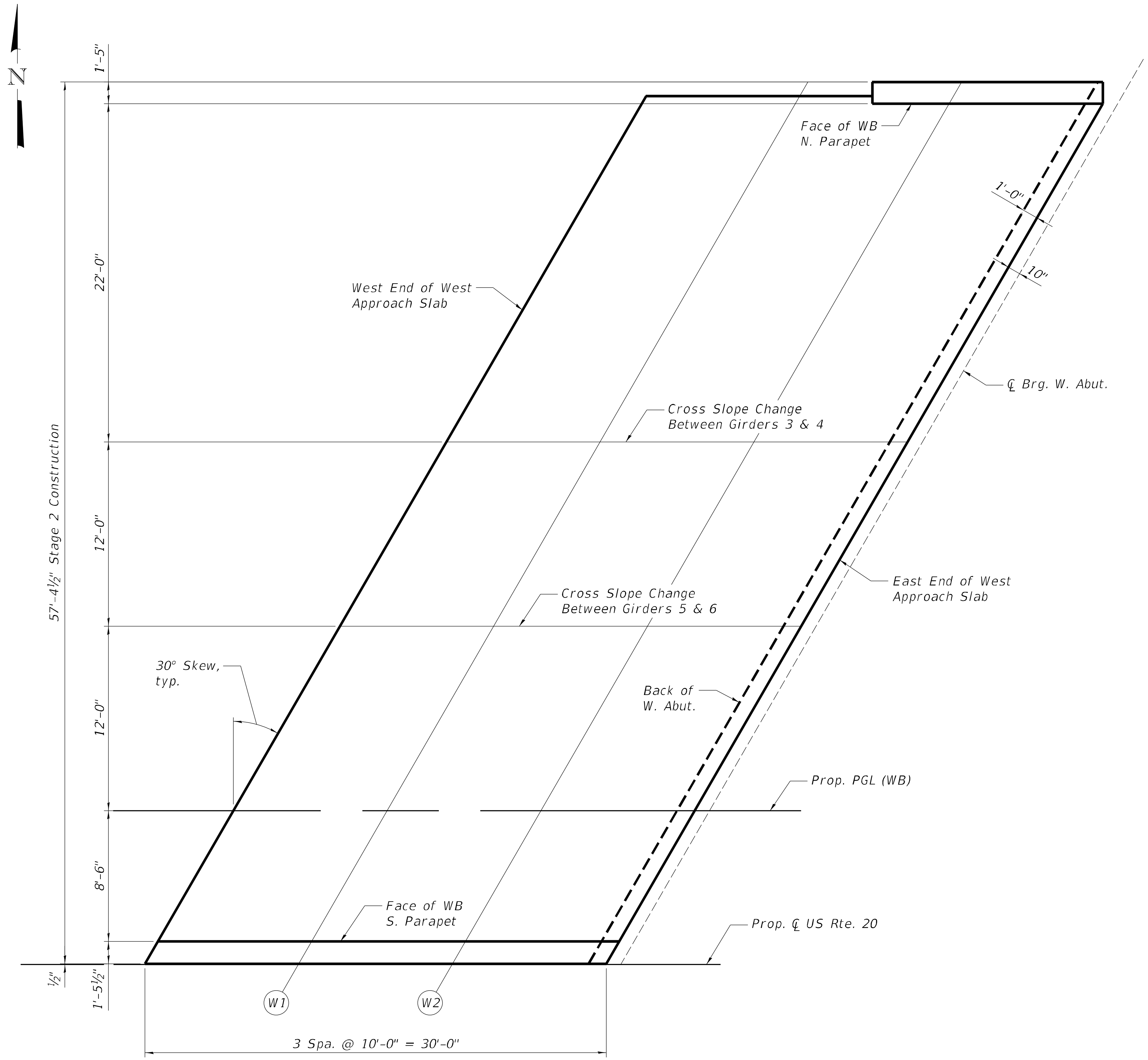
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (9 OF 9)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 23 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	25
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



PLAN - WESTBOUND TOP OF WEST APPROACH SLAB ELEVATIONS

FOR INFORMATION ONLY

FACE OF WB N. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF W. APPR. SLAB	1344+49.88	-56.00	738.97	738.99
W1	1344+59.88	-56.00	738.96	738.98
W2	1344+69.88	-56.00	738.95	738.97
E. END OF W. APPR. SLAB	1344+79.88	-56.00	738.93	738.95

CROSS SLOPE CHANGE BETWEEN GIRDERS 3 & 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF W. APPR. SLAB	1344+37.17	-34.00	739.54	739.56
W1	1344+47.17	-34.00	739.53	739.55
W2	1344+57.17	-34.00	739.51	739.53
E. END OF W. APPR. SLAB	1344+67.17	-34.00	739.50	739.52

CROSS SLOPE CHANGE BETWEEN GIRDERS 5 & 6

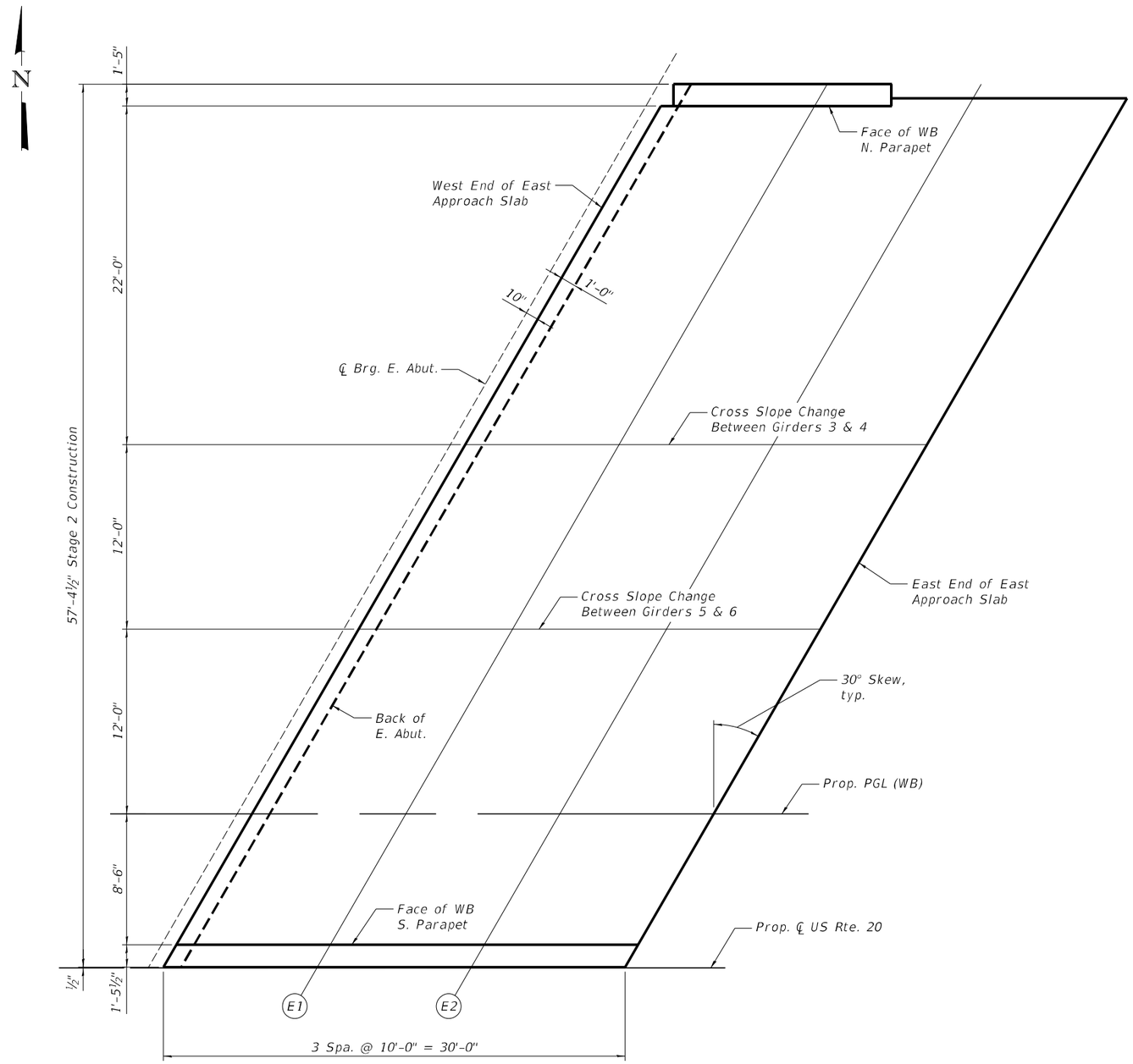
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF W. APPR. SLAB	1344+30.25	-22.00	739.79	739.81
W1	1344+40.25	-22.00	739.78	739.80
W2	1344+50.25	-22.00	739.76	739.78
E. END OF W. APPR. SLAB	1344+60.25	-22.00	739.75	739.77

PROP. PGL (WB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF W. APPR. SLAB	1344+23.32	-10.00	739.98	740.00
W1	1344+33.32	-10.00	739.97	739.99
W2	1344+43.32	-10.00	739.95	739.97
E. END OF W. APPR. SLAB	1344+53.32	-10.00	739.94	739.96

FACE OF WB S. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF W. APPR. SLAB	1344+18.41	-1.50	739.82	739.84
W1	1344+28.41	-1.50	739.80	739.82
W2	1344+38.41	-1.50	739.79	739.81
E. END OF W. APPR. SLAB	1344+48.41	-1.50	739.77	739.80



PLAN – WESTBOUND TOP OF EAST APPROACH SLAB ELEVATIONS

FACE OF WB N. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF E. APPR. SLAB	1347+47.57	-56.00	738.56	738.58
E1	1347+57.57	-56.00	738.55	738.57
E2	1347+67.57	-56.00	738.53	738.56
E. END OF E. APPR. SLAB	1347+77.57	-56.00	738.52	738.54

CROSS SLOPE CHANGE BETWEEN GIRDERS 3 & 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF E. APPR. SLAB	1347+34.87	-34.00	739.13	739.15
E1	1347+44.87	-34.00	739.12	739.14
E2	1347+54.87	-34.00	739.10	739.12
E. END OF E. APPR. SLAB	1347+64.87	-34.00	739.09	739.11

CROSS SLOPE CHANGE BETWEEN GIRDERS 5 & 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF E. APPR. SLAB	1347+27.94	-22.00	739.38	739.40
E1	1347+37.94	-22.00	739.37	739.39
E2	1347+47.94	-22.00	739.35	739.37
E. END OF E. APPR. SLAB	1347+57.94	-22.00	739.34	739.36

PROP. PGL (WB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF E. APPR. SLAB	1347+21.01	-10.00	739.57	739.59
E1	1347+31.01	-10.00	739.56	739.58
E2	1347+41.01	-10.00	739.54	739.56
E. END OF E. APPR. SLAB	1347+51.01	-10.00	739.53	739.55

FACE OF WB S. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF E. APPR. SLAB	1347+16.10	-1.50	739.41	739.43
E1	1347+26.10	-1.50	739.39	739.41
E2	1347+36.10	-1.50	739.38	739.40
E. END OF E. APPR. SLAB	1347+46.10	-1.50	739.36	739.39

FOR INFORMATION ONLY

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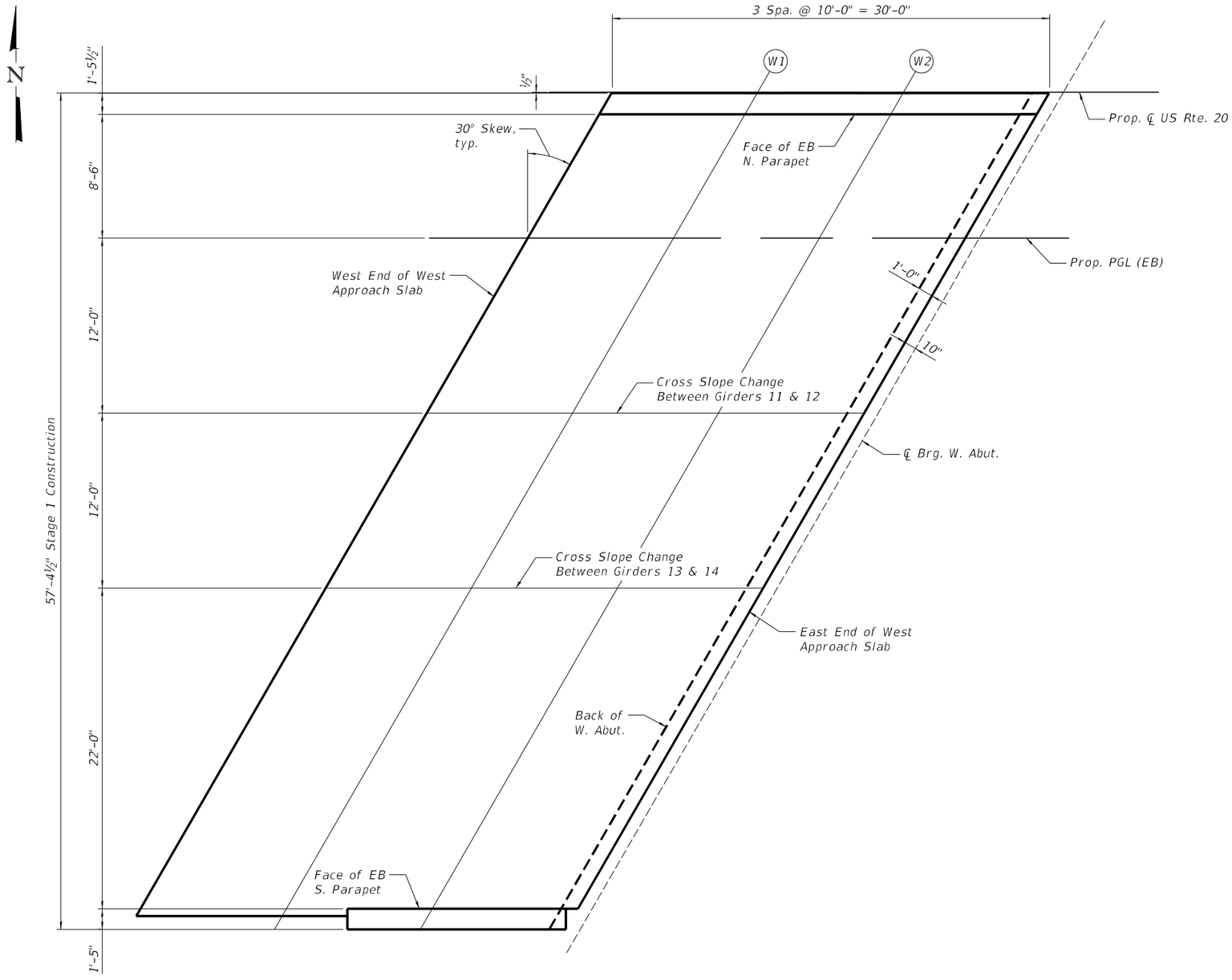
benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WESTBOUND TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 25 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	27
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



PLAN - EASTBOUND TOP OF WEST APPROACH SLAB ELEVATIONS

FACE OF EB N. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF W. APPR. SLAB	1344+16.68	1.50	739.82	739.84
W1	1344+26.68	1.50	739.80	739.83
W2	1344+36.68	1.50	739.79	739.81
E. END OF W. APPR. SLAB	1344+46.68	1.50	739.78	739.80

PROP. PGL (EB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF W. APPR. SLAB	1344+11.77	10.00	740.00	740.02
W1	1344+21.77	10.00	739.98	740.00
W2	1344+31.77	10.00	739.97	739.99
E. END OF W. APPR. SLAB	1344+41.77	10.00	739.95	739.97

CROSS SLOPE CHANGE BETWEEN GIRDERS 11 & 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF W. APPR. SLAB	1344+04.84	22.00	739.83	739.85
W1	1344+14.84	22.00	739.81	739.83
W2	1344+24.84	22.00	739.80	739.82
E. END OF W. APPR. SLAB	1344+34.84	22.00	739.78	739.80

CROSS SLOPE CHANGE BETWEEN GIRDERS 13 & 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF W. APPR. SLAB	1343+97.91	34.00	739.59	739.62
W1	1344+07.91	34.00	739.58	739.60
W2	1344+17.91	34.00	739.57	739.59
E. END OF W. APPR. SLAB	1344+27.91	34.00	739.55	739.57

FACE OF EB S. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF W. APPR. SLAB	1343+85.21	56.00	739.06	739.08
W1	1343+95.21	56.00	739.05	739.07
W2	1344+05.21	56.00	739.03	739.06
E. END OF W. APPR. SLAB	1344+15.21	56.00	739.02	739.04

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 26 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	28
		CONTRACT NO. 64U98		
		ILLINOIS	FED. AID PROJECT	

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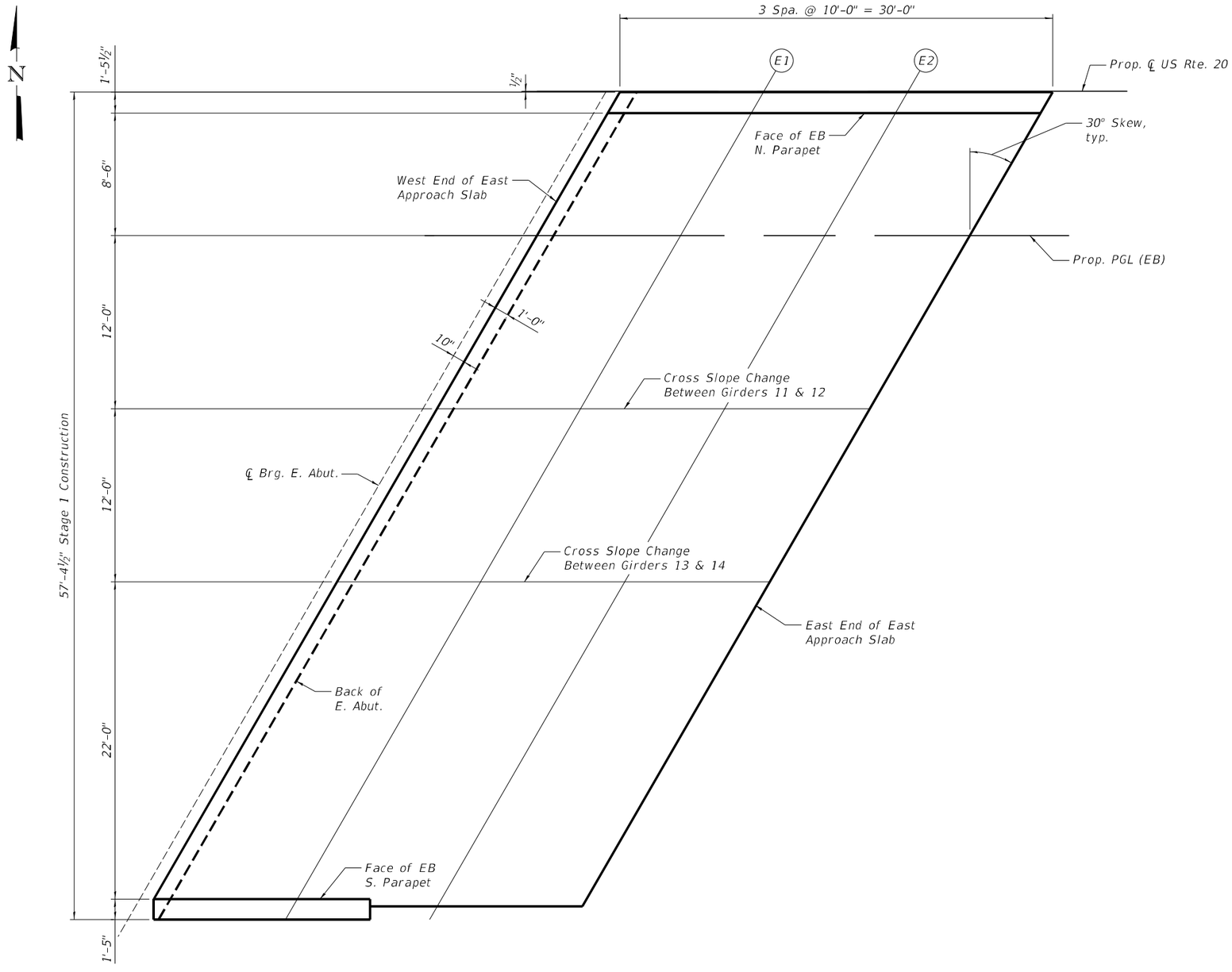

PLAN – EASTBOUND TOP OF EAST APPROACH SLAB ELEVATIONS

FACE OF EB N. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF E. APPR. SLAB	1347+14.37	1.50	739.41	739.43
E1	1347+24.37	1.50	739.39	739.42
E2	1347+34.37	1.50	739.38	739.40
E. END OF E. APPR. SLAB	1347+44.37	1.50	739.37	739.39

PROP. PGL (EB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF E. APPR. SLAB	1347+09.46	10.00	739.58	739.61
E1	1347+19.46	10.00	739.57	739.59
E2	1347+29.46	10.00	739.56	739.58
E. END OF E. APPR. SLAB	1347+39.46	10.00	739.54	739.56

CROSS SLOPE CHANGE BETWEEN GIRDERS 11 & 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF E. APPR. SLAB	1347+02.53	22.00	739.41	739.44
E1	1347+12.53	22.00	739.40	739.42
E2	1347+22.53	22.00	739.39	739.41
E. END OF E. APPR. SLAB	1347+32.53	22.00	739.37	739.39

CROSS SLOPE CHANGE BETWEEN GIRDERS 13 & 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF E. APPR. SLAB	1346+95.61	34.00	739.18	739.20
E1	1347+05.61	34.00	739.17	739.19
E2	1347+15.61	34.00	739.16	739.18
E. END OF E. APPR. SLAB	1347+25.61	34.00	739.14	739.16

FACE OF EB S. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. END OF E. APPR. SLAB	1346+82.90	56.00	738.65	738.67
E1	1346+92.90	56.00	738.64	738.66
E2	1347+02.90	56.00	738.62	738.64
E. END OF E. APPR. SLAB	1347+12.90	56.00	738.61	738.63

FOR INFORMATION ONLY

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 27 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	29
		CONTRACT NO. 64U98		
		ILLINOIS	FED. AID PROJECT	

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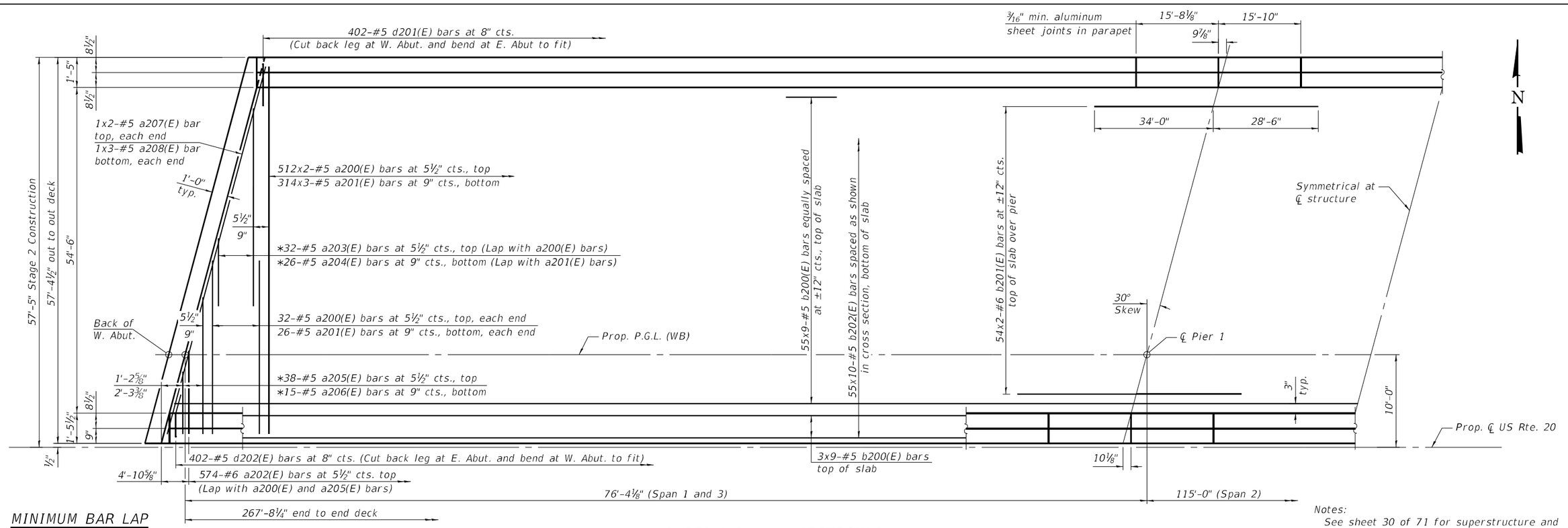


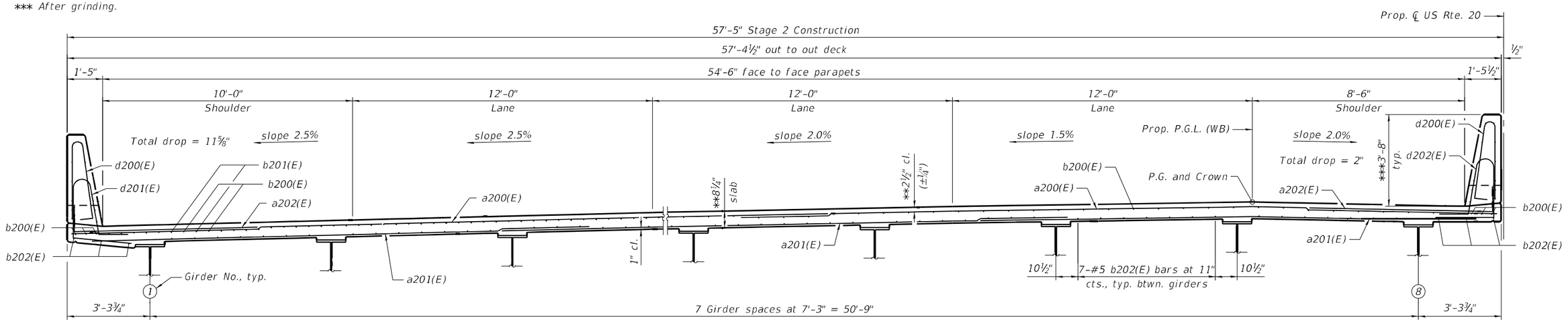
MINIMUM BAR LAP

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

* See Field Cutting Diagram on sheet 34 of 71.
** Prior to grinding.
*** After grinding.

PARTIAL PLAN - WESTBOUND

Notes:
See sheet 30 of 71 for superstructure and drain details.
See sheet 34 of 71 for additional 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 1 of 71 for drain locations.



NEAR PIER NEAR MIDSPAN

CROSS SECTION

(Looking East)

FOR INFORMATION ONLY

QUIGG ENGINEERING INC	USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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	PLOT DATE =	CHECKED - MDC	REVISED -	SHEET 28 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	30
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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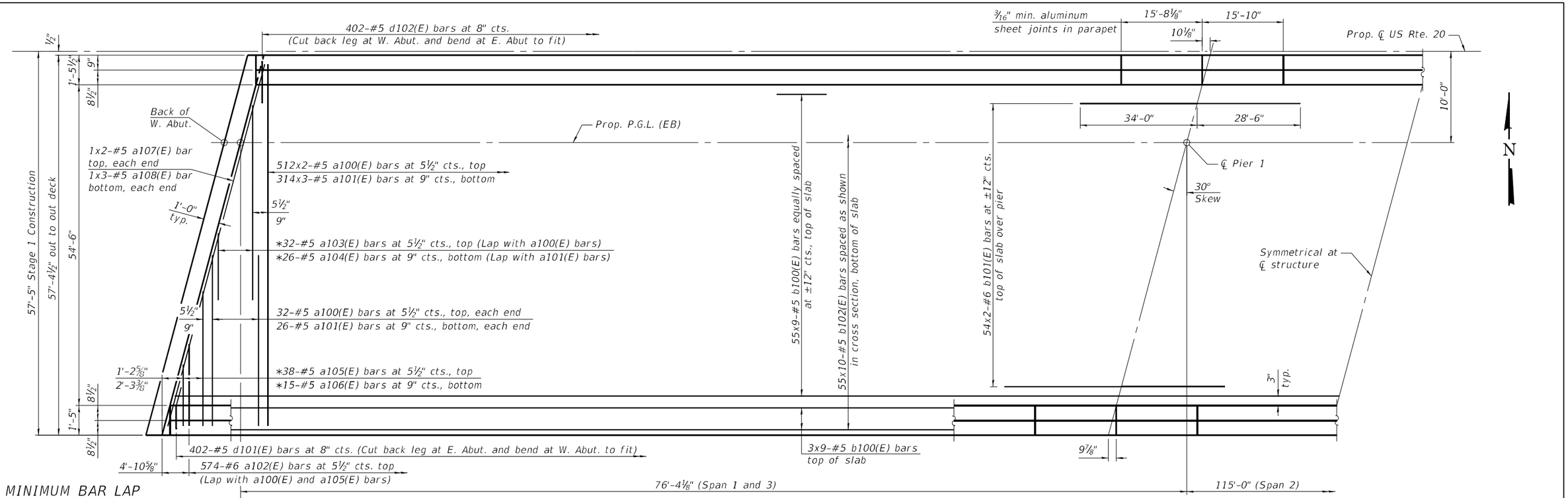


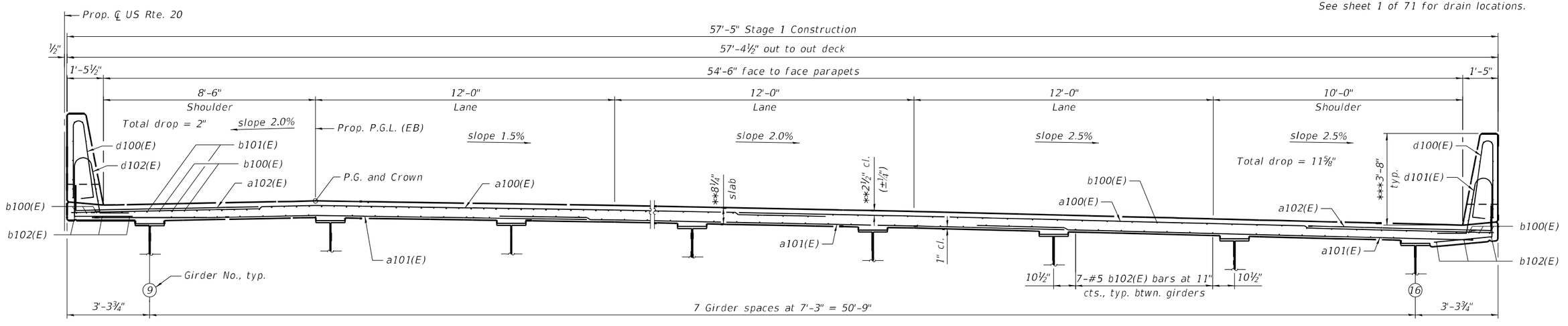
MINIMUM BAR LAP

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

∗ See Field Cutting Diagram on sheet 34 of 71.
∗∗ Prior to grinding.
∗∗∗ After grinding.

PARTIAL PLAN – EASTBOUND

Notes:
See sheet 31 of 71 for superstructure and drain details.
See sheet 34 of 71 for additional 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 1 of 71 for drain locations.



CROSS SECTION

(Looking East)

FOR INFORMATION ONLY

QUIGG ENGINEERING INC	USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -
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	PLOT DATE =	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND SUPERSTRUCTURE
STRUCTURE NO. 101-0225 & 101-0226
SHEET 29 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	31
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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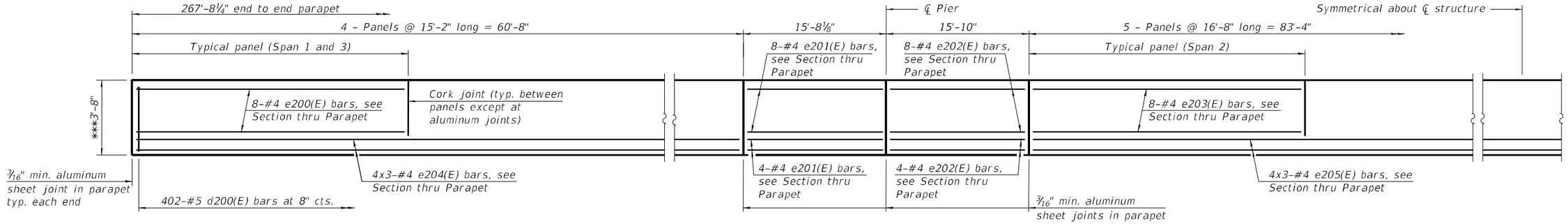
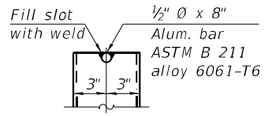


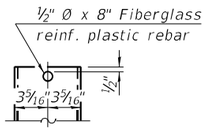
INSIDE ELEVATION OF PARAPET - WESTBOUND

MINIMUM BAR LAP

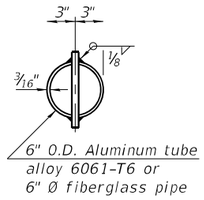
#4 bar = 2'-5"



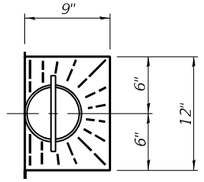
ALUMINUM TUBE



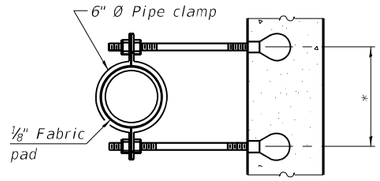
FIBERGLASS PIPE



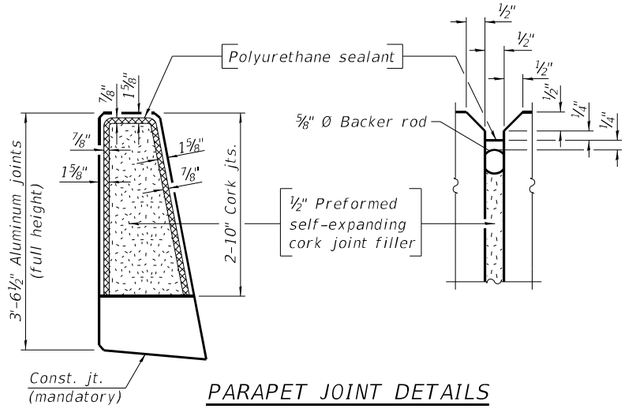
TOP PLAN
(Showing aluminum tube)



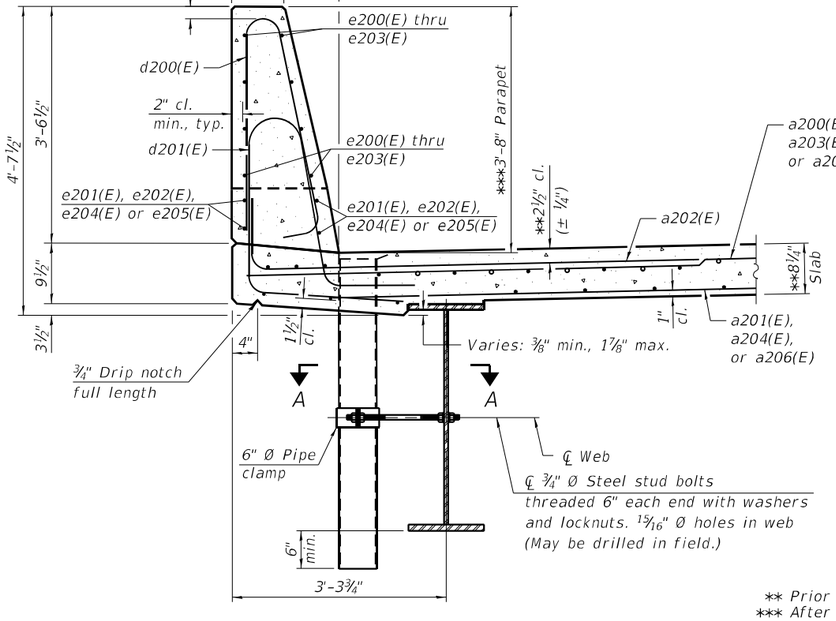
TOP PLAN



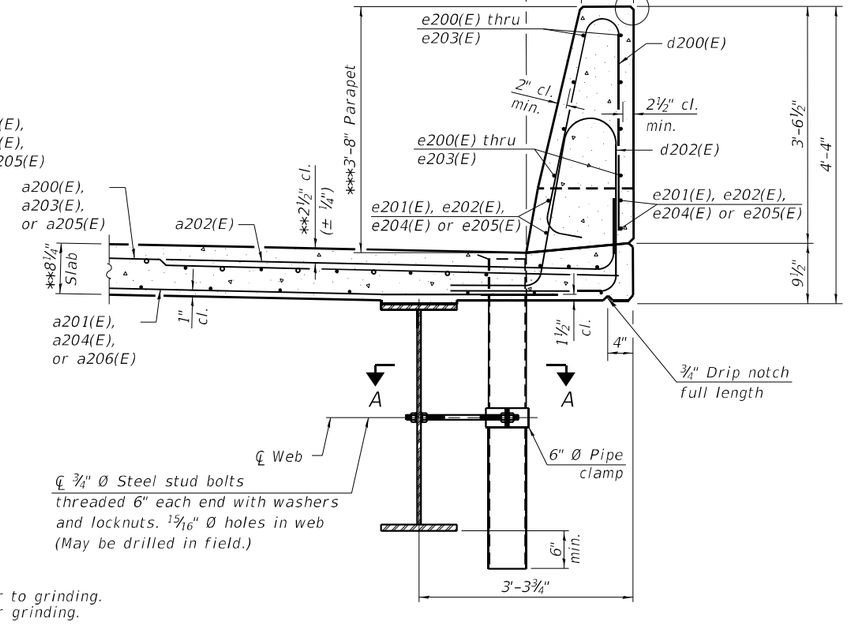
SECTION A-A
*Dimension as required by pipe clamp



PARAPET JOINT DETAILS



SECTION THRU NORTH PARAPET



SECTION THRU SOUTH PARAPET

Notes:

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.

The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.

The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.

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

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

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

See sheet 34 of 71 for additional details and Bill of Material.

See sheet 1 of 71 for drain locations.

** Prior to grinding.
*** After grinding.

FOR INFORMATION ONLY

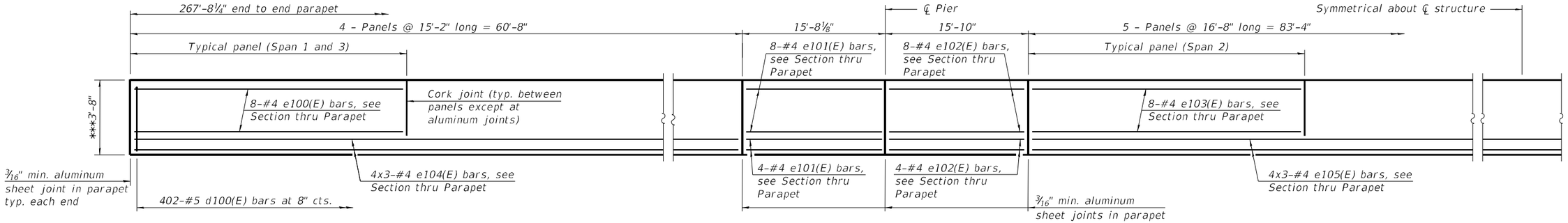
QUIGG ENGINEERING INC

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -
D264R72-1010225_0226-SHT-030-WB Superstructure Details.dgn	CHECKED - DRB	REVISED -
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -
PLOT DATE =	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WESTBOUND SUPERSTRUCTURE DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 30 OF 71 SHEETS

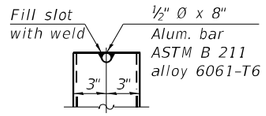
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	32
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



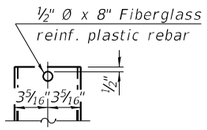
INSIDE ELEVATION OF PARAPET - EASTBOUND

MINIMUM BAR LAP

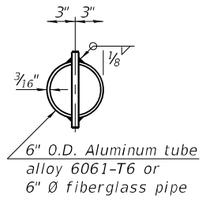
#4 bar = 2'-5"



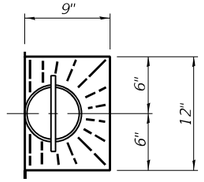
ALUMINUM TUBE



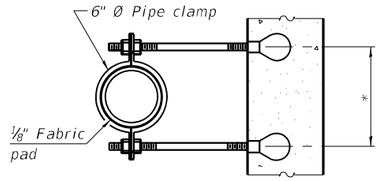
FIBERGLASS PIPE



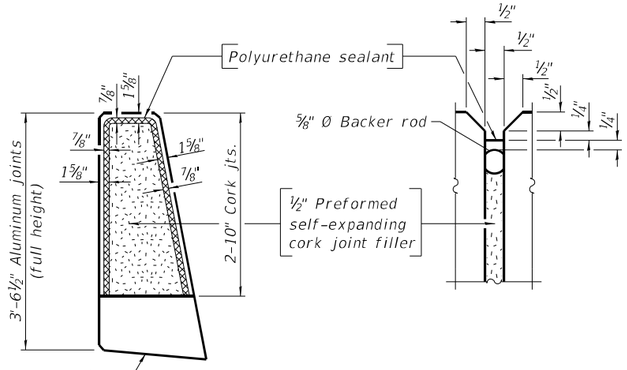
TOP PLAN
(Showing aluminum tube)



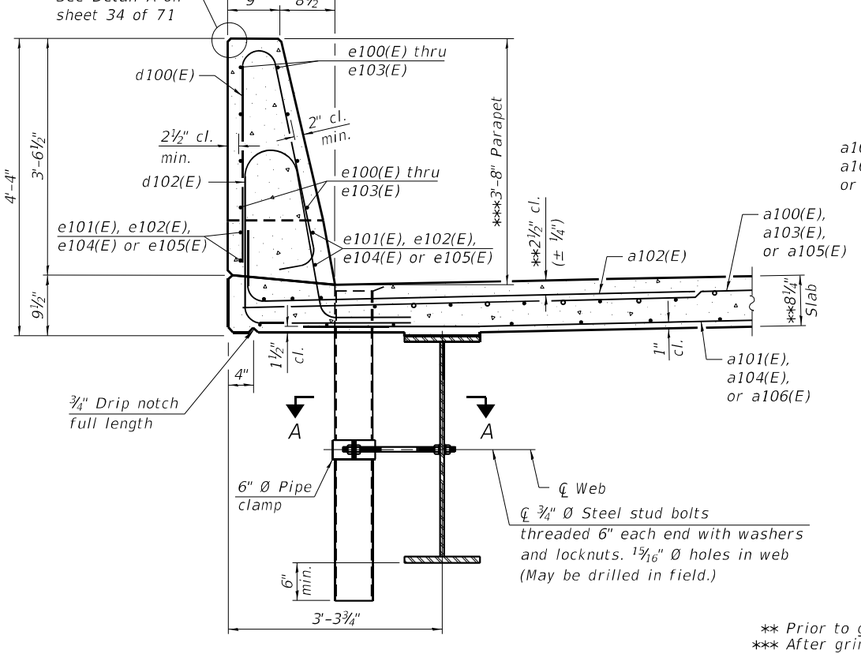
TOP PLAN



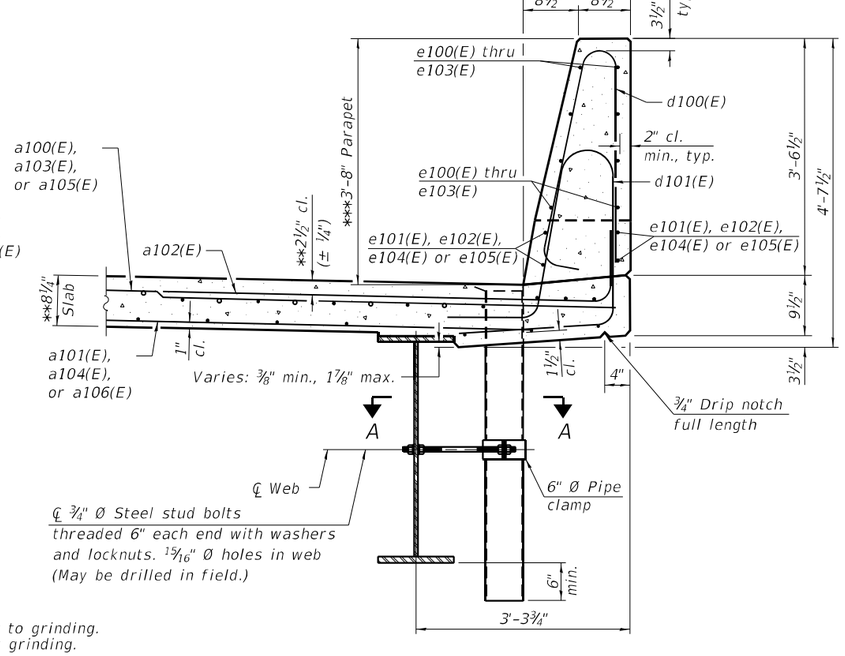
SECTION A-A
*Dimension as required by pipe clamp



PARAPET JOINT DETAILS



SECTION THRU NORTH PARAPET



SECTION THRU SOUTH PARAPET

** Prior to grinding.
*** After grinding.

Notes:

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.

The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.

The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.

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

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

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

See sheet 34 of 71 for additional details and Bill of Material.

See sheet 1 of 71 for drain locations.

FOR INFORMATION ONLY

QUIGG ENGINEERING INC

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -
D264R72-1010225_0226-SHT-031-EB Superstructure Details.dgn	CHECKED - DRB	REVISED -
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -
PLOT DATE =	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND SUPERSTRUCTURE DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 31 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	33
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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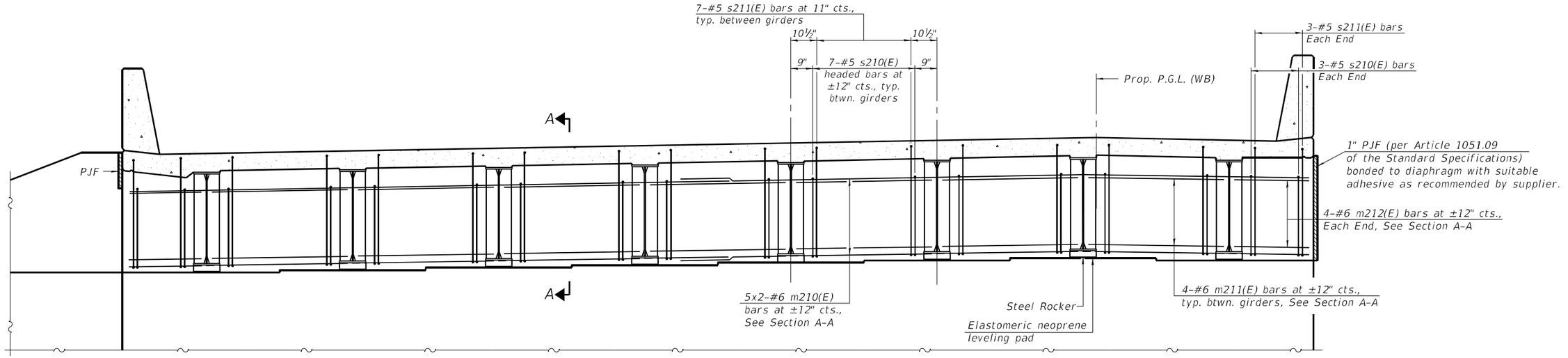
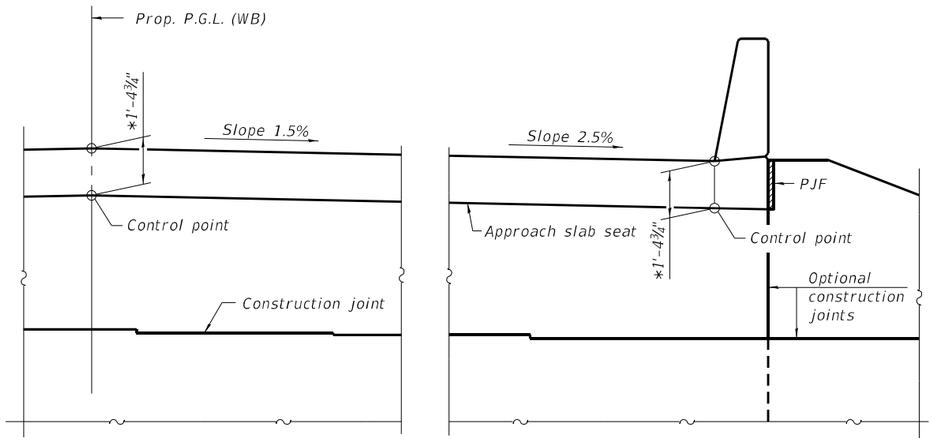
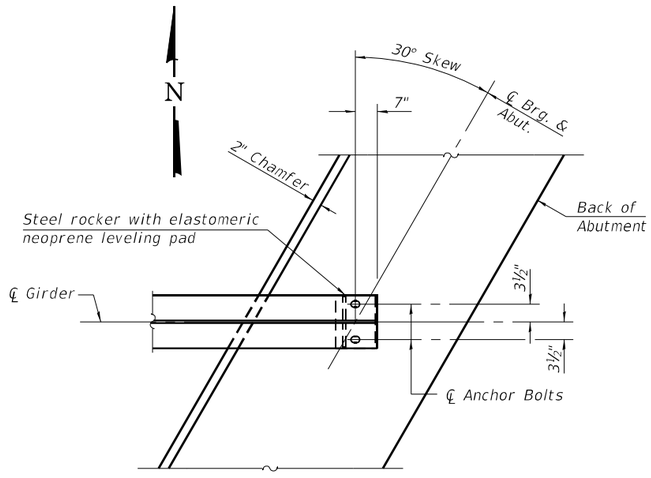


DIAPHRAGM AT ABUTMENT

(Looking East)
(East Abutment shown, West Abutment similar)



VIEW B-B



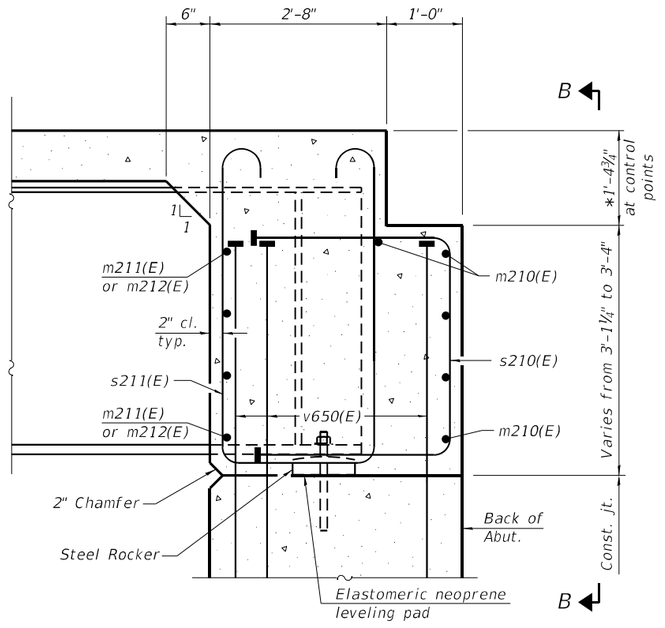
PLAN AT ABUTMENT

(Showing bottom flange of beam)
(East Abutment shown, West Abutment similar)

* Prior to grinding

MINIMUM BAR LAP

#6 bar = 3'-0"



SECTION A-A

(at Rt. L's)

Notes:
See sheet 30 of 71 for superstructure details.
See sheet 34 of 71 for additional details and Bill of Material.
See sheet 39 of 71 for PJF details.
The s210(E) and s211(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
The approach slab seat shall have a constant slope determined from the control points shown.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

FOR INFORMATION ONLY

DIA-SB-L 2-1-2023

QUIGG ENGINEERING INC	USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	D264R72-1010225_0226-SHT-032-WB Diaphragm.dgn	CHECKED - DRB	REVISED -	
	PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -	
	PLOT DATE =	CHECKED - MDC	REVISED -	

WESTBOUND DIAPHRAGM DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 32 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	34
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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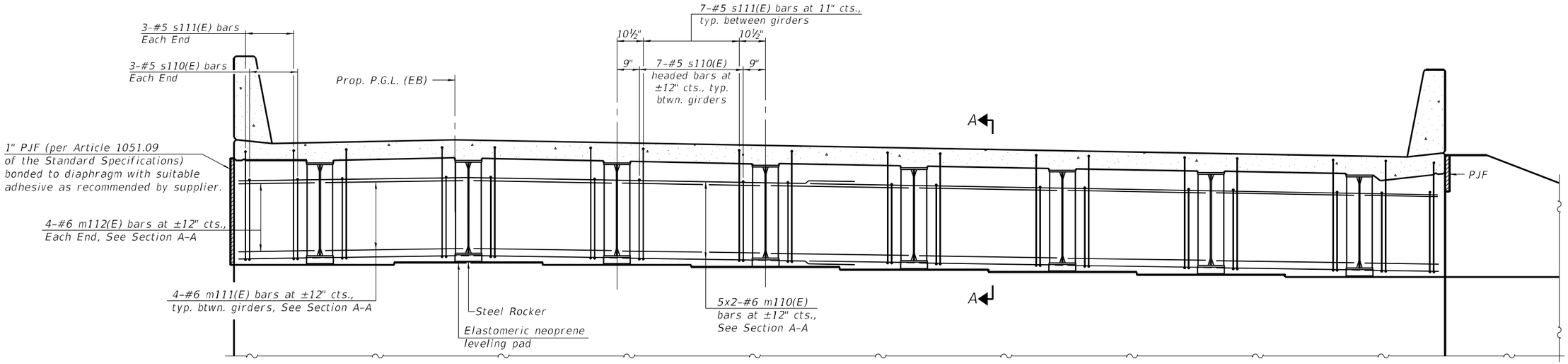
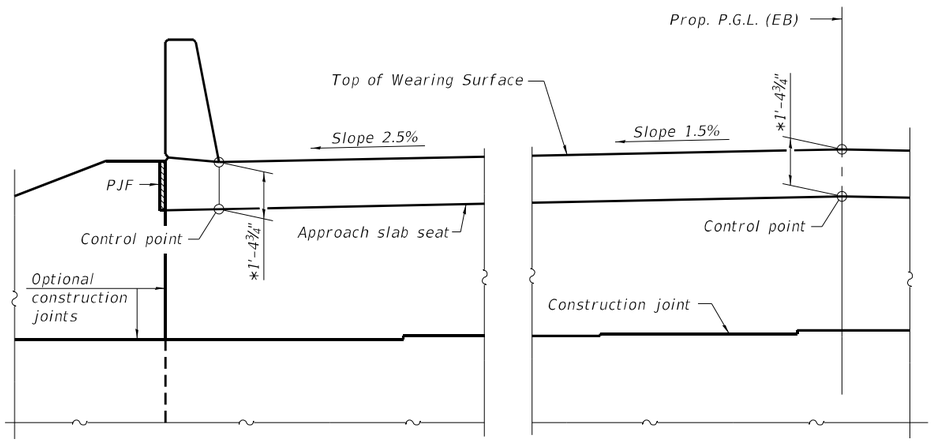
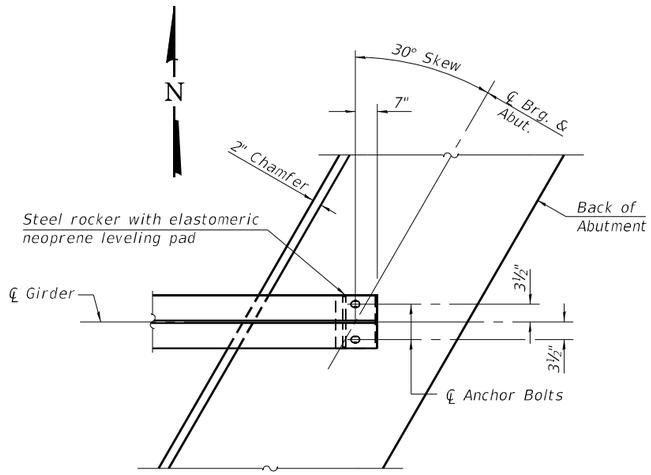


DIAPHRAGM AT ABUTMENT

(Looking East)
(East Abutment shown, West Abutment similar)



VIEW B-B



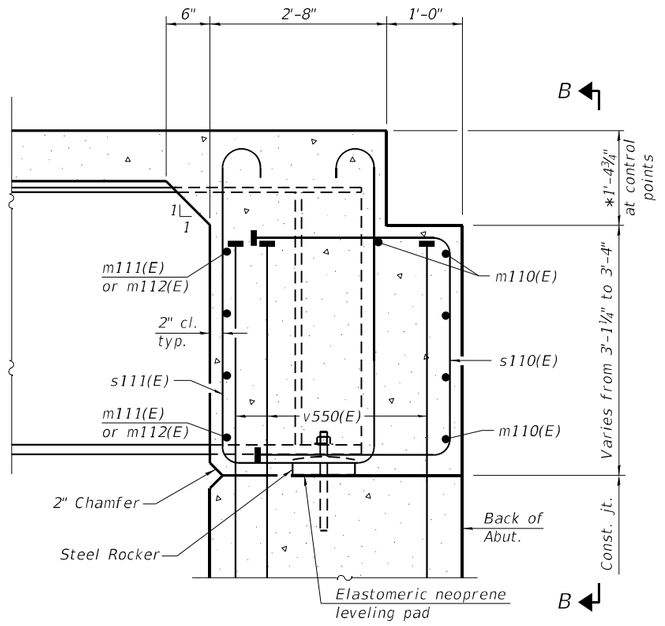
PLAN AT ABUTMENT

(Showing bottom flange of beam)
(East Abutment shown, West Abutment similar)

∗ Prior to grinding

MINIMUM BAR LAP

#6 bar = 3'-0"



SECTION A-A

(at Rt. L's)

Notes:
See sheet 31 of 71 for superstructure details.
See sheet 34 of 71 for additional details and Bill of Material.
See sheet 40 of 71 for PJF details.
The s110(E) and s111(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
The approach slab seat shall have a constant slope determined from the control points shown.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

FOR INFORMATION ONLY

DIA-SB-L 2-1-2023

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QUIGG ENGINEERING INC

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	
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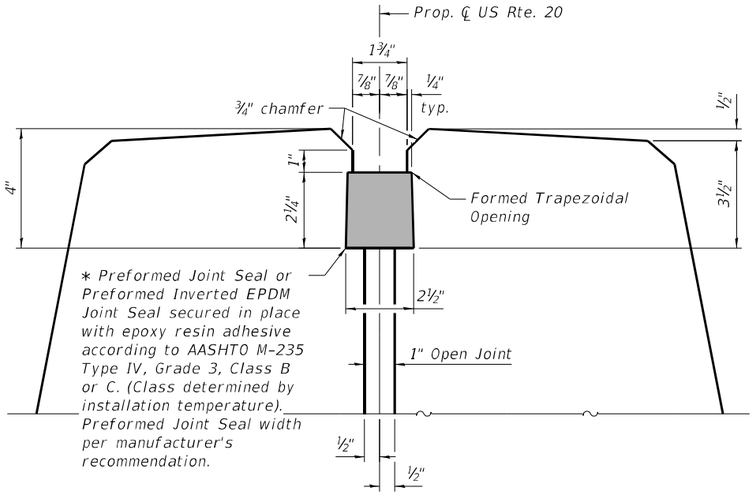
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

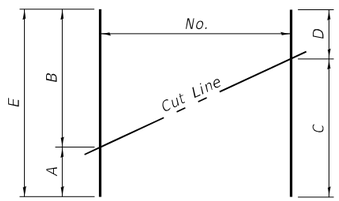
EASTBOUND DIAPHRAGM DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 33 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	35
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



DETAIL A

* Cost included with Concrete Superstructure

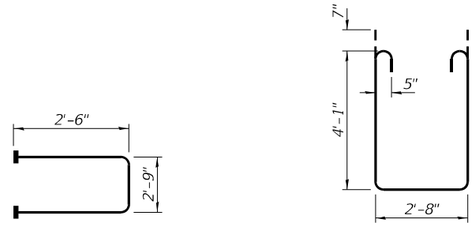


FIELD CUTTING DIAGRAM

Order a103(E), a104(E), a105(E), a106(E) a203(E), a204(E), a205(E) and a206(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

Bar	No.	Size	A	B	C	D	E
a103(E)	32	#5	5'-2"	29'-9"	29'-9"	5'-2"	34'-11"
a104(E)	26	#5	5'-0"	37'-5"	37'-5"	5'-0"	42'-5"
a105(E)	38	#5	1'-7"	30'-11"	30'-11"	1'-7"	32'-6"
a106(E)	15	#5	2'-7"	20'-9"	20'-9"	2'-7"	23'-4"
a203(E)	32	#5	5'-2"	29'-9"	29'-9"	5'-2"	34'-11"
a204(E)	26	#5	5'-0"	37'-5"	37'-5"	5'-0"	42'-5"
a205(E)	38	#5	1'-7"	30'-11"	30'-11"	1'-7"	32'-6"
a206(E)	15	#5	2'-7"	20'-9"	20'-9"	2'-7"	23'-4"

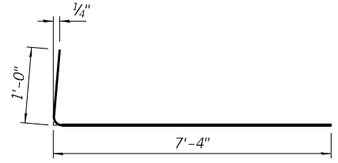
Note:
Bar terminators paid for separately. See Total Bill of Material.



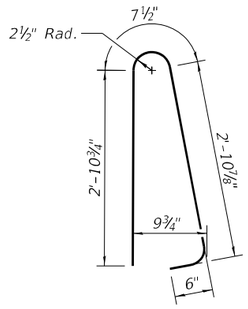
BAR s110(E) & s210(E)

(Headed. 440-#5 Bar terminators)

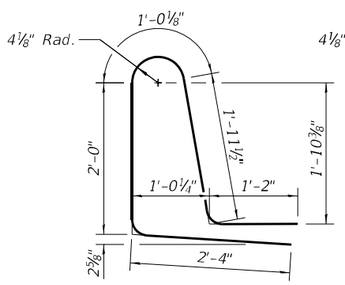
BAR s111(E) & s211(E)



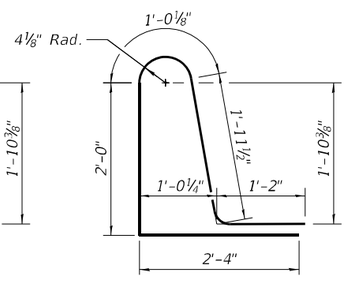
BAR a102(E) & a202(E)



BAR d100(E) & d200(E)



BAR d101(E) & d201(E)



BAR d102(E) & d202(E)

SUPERSTRUCTURE BILL OF MATERIAL WB (SN 101-0226)

Bar	No.	Size	Length	Shape
a200(E)	1,088	#5	30'-8"	
a201(E)	994	#5	21'-2"	
a202(E)	1,148	#6	8'-4"	
a203(E)	32	#5	34'-11"	
a204(E)	26	#5	42'-5"	
a205(E)	38	#5	32'-6"	
a206(E)	15	#5	23'-4"	
a207(E)	4	#5	35'-2"	
a208(E)	6	#5	24'-9"	
b200(E)	549	#5	33'-3"	
b201(E)	216	#6	33'-9"	
b202(E)	550	#5	30'-4"	
d200(E)	804	#5	7'-0"	
d201(E)	402	#5	8'-6"	
d202(E)	402	#5	8'-6"	
e200(E)	128	#4	14'-10"	
e201(E)	48	#4	15'-4"	
e202(E)	48	#4	15'-6"	
e203(E)	80	#4	16'-4"	
e204(E)	48	#4	21'-9"	
e205(E)	24	#4	29'-4"	
m210(E)	20	#6	34'-9"	
m211(E)	56	#6	7'-11"	
m212(E)	16	#6	3'-4"	
s210(E)	110	#5	7'-9"	
s211(E)	110	#5	12'-0"	

SUPERSTRUCTURE BILL OF MATERIAL EB (SN 101-0225)

Bar	No.	Size	Length	Shape
a100(E)	1,088	#5	30'-8"	
a101(E)	994	#5	21'-2"	
a102(E)	1,148	#6	8'-4"	
a103(E)	32	#5	34'-11"	
a104(E)	26	#5	42'-5"	
a105(E)	38	#5	32'-6"	
a106(E)	15	#5	23'-4"	
a107(E)	4	#5	35'-2"	
a108(E)	6	#5	24'-9"	
b100(E)	549	#5	33'-3"	
b101(E)	216	#6	33'-9"	
b102(E)	550	#5	30'-4"	
d100(E)	804	#5	7'-0"	
d101(E)	402	#5	8'-6"	
d102(E)	402	#5	8'-6"	
e100(E)	128	#4	14'-10"	
e101(E)	48	#4	15'-4"	
e102(E)	48	#4	15'-6"	
e103(E)	80	#4	16'-4"	
e104(E)	48	#4	21'-9"	
e105(E)	24	#4	29'-4"	
m110(E)	20	#6	34'-9"	
m111(E)	56	#6	7'-11"	
m112(E)	16	#6	3'-4"	
s110(E)	110	#5	7'-9"	
s111(E)	110	#5	12'-0"	

FOR INFORMATION ONLY

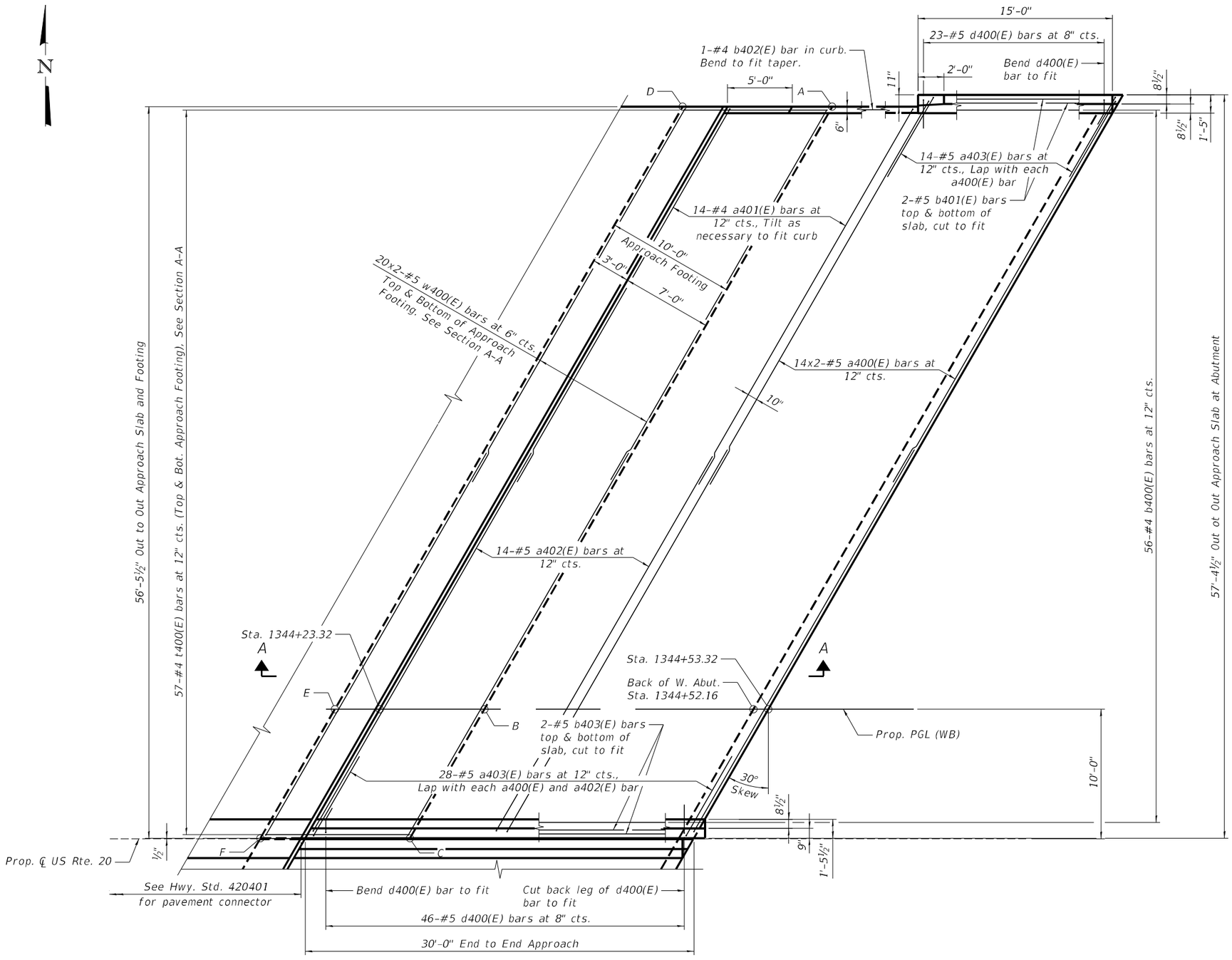
QUIGG ENGINEERING INC

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	
D264R72-1010225_0226-SHT-034-Superstructure Details	CHECKED - DRB	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 34 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	36
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

W. Approach (WB)				
Point/ Location	Station	Offset	Top	Bottom
A	1344+58.25	-56.50 ft	737.55	736.72
B	1344+31.40	-10.00 ft	738.57	737.74
C	1344+25.65	-0.04 ft	738.38	737.55
D	1344+46.70	-56.50 ft	737.57	736.74
E	1344+19.85	-10.00 ft	738.59	737.76
F	1344+14.10	-0.04 ft	738.40	737.56

MINIMUM BAR LAP

#4 bar = 1'-7"
#5 bar = 2'-0"

NOTE:

1. See Sheet 42 of 71 for Section A-A.
2. See Sheet 43 of 71 for bar bends and bill of materials.

FOR INFORMATION ONLY

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
3124964050 Job No. 10800

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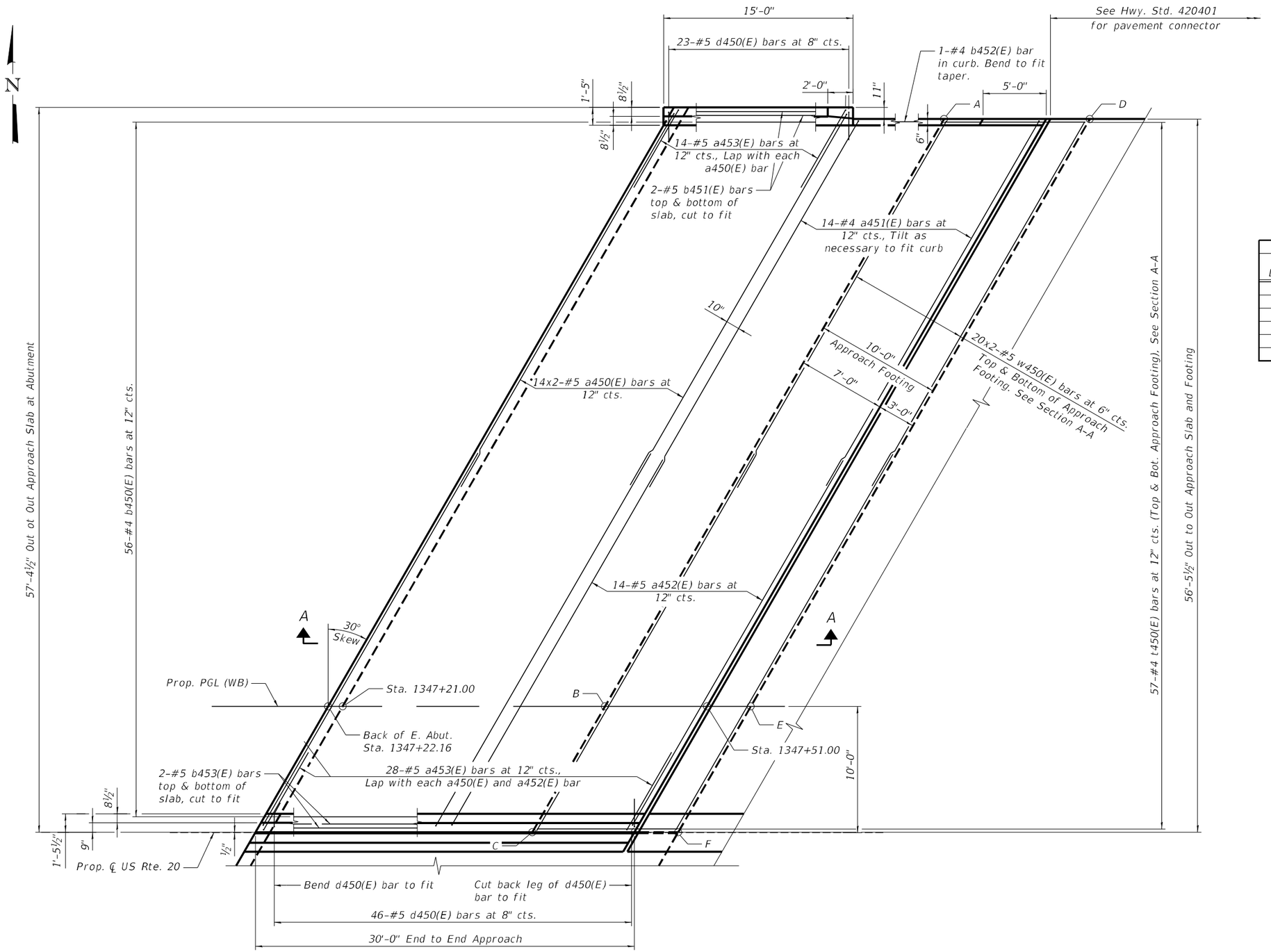
	CHECKED - KMP	REVISED -	
PLOT SCALE =	DRAWN - RMG	REVISED -	
PLOT DATE =	CHECKED - KMP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST PRECAST BRIDGE APPROACH SLAB (WESTBOUND)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 35 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	37
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

E. Approach (WB)				
Point/ Location	Station	Offset	Top	Bottom
A	1347+69.77	-56.50 ft	737.12	736.29
B	1347+42.93	-10.00 ft	738.14	737.31
C	1347+37.18	-0.04 ft	737.95	737.12
D	1347+81.32	-56.50 ft	737.11	736.27
E	1347+54.47	-10.00 ft	738.13	737.29
F	1347+48.72	-0.04 ft	737.94	737.10

MINIMUM BAR LAP

#4 bar = 1'-7"
#5 bar = 2'-0"

NOTE:

1. See Sheet 42 of 71 for Section A-A.
2. See Sheet 43 of 71 for bar bends and bill of materials.

FOR INFORMATION ONLY

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

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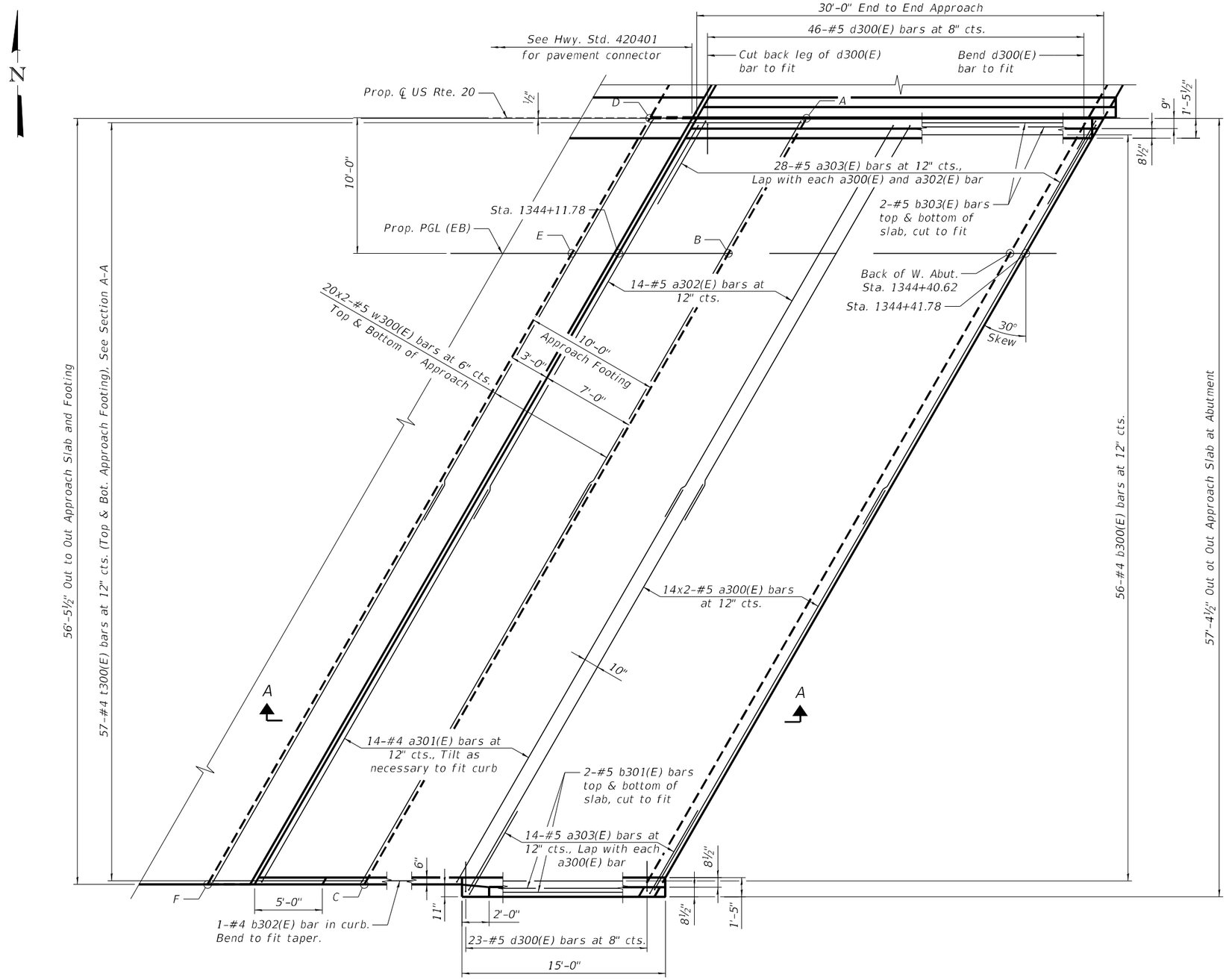
	CHECKED - KMP	REVISED -	
PLOT SCALE =	DRAWN - RMG	REVISED -	
PLOT DATE =	CHECKED - KMP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST PRECAST BRIDGE APPROACH SLAB (WESTBOUND)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 36 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	38
		CONTRACT NO. 64U98		
		ILLINOIS	FED. AID PROJECT	



PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

W. Approach (EB)				
Point/ Location	Station	Offset	Top	Bottom
A	1344+25.60	0.04 ft	738.38	737.55
B	1344+19.85	10.00 ft	738.59	737.76
C	1343+93.01	56.50 ft	737.64	736.81
D	1344+14.06	0.04 ft	738.40	737.56
E	1344+08.31	10.00 ft	738.60	737.77
F	1343+81.46	56.50 ft	737.66	736.83

MINIMUM BAR LAP

#4 bar = 1'-7"
#5 bar = 2'-0"

NOTE:

1. See Sheet 42 of 71 for Section A-A.
2. See Sheet 43 of 71 for bar bends and bill of materials.

FOR INFORMATION ONLY

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST PRECAST BRIDGE APPROACH SLAB (EASTBOUND)
STRUCTURE NO. 101-0225 & 101-0226

SHEET 37 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	39
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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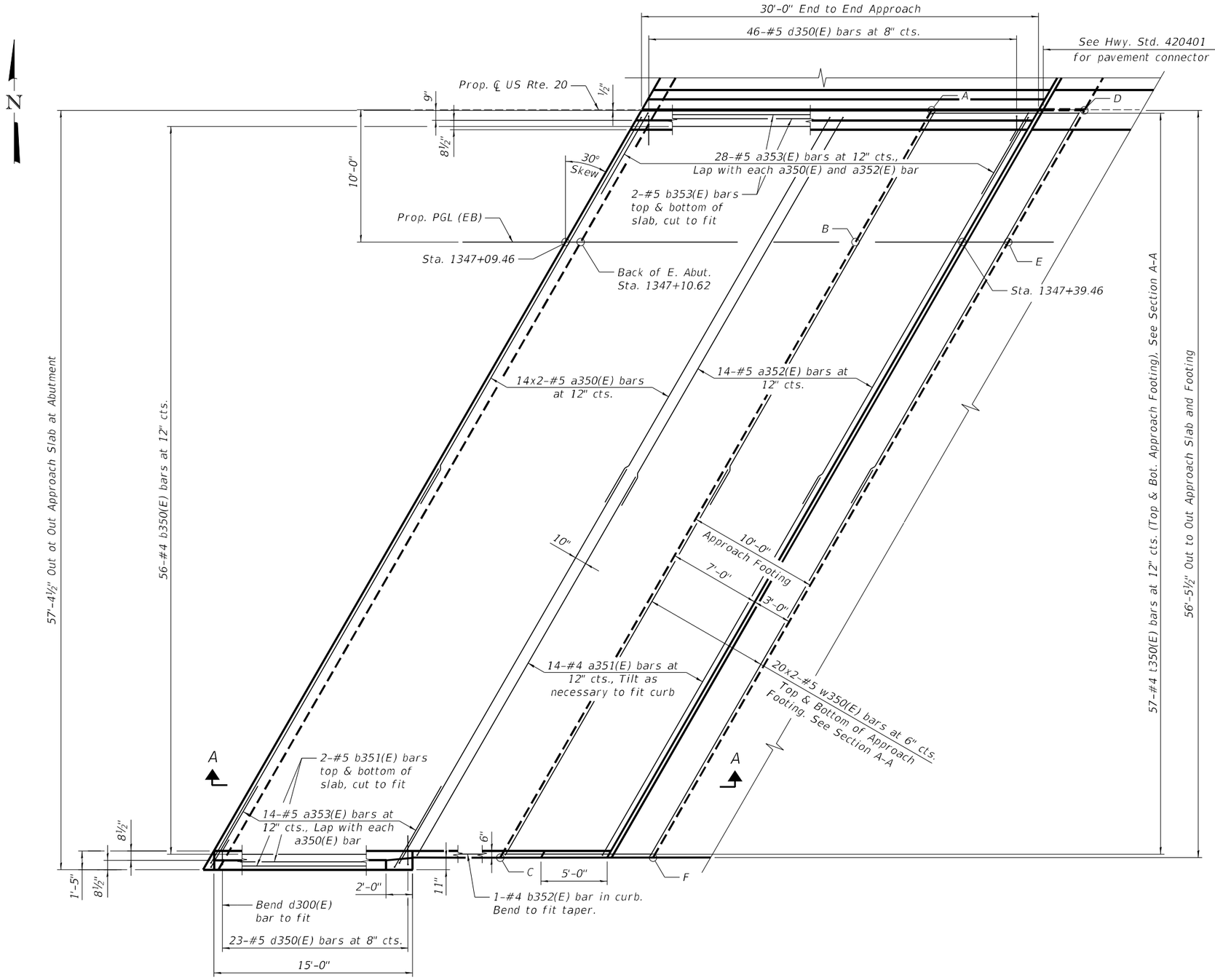

PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

E. Approach (EB)				
Point/ Location	Station	Offset	Top	Bottom
A	1347+37.13	0.04 ft	737.95	737.12
B	1347+31.38	10.00 ft	738.16	737.33
C	1347+04.53	56.50 ft	737.21	736.38
D	1347+48.68	0.04 ft	737.94	737.10
E	1347+42.93	10.00 ft	738.14	737.31
F	1347+16.08	56.50 ft	737.20	736.36

MINIMUM BAR LAP

#4 bar = 1'-7"
#5 bar = 2'-0"

NOTE:

1. See Sheet 42 of 71 for Section A-A.
2. See Sheet 43 of 71 for bar bends and bill of materials.

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STATE OF ILLINOIS
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EAST PRECAST BRIDGE APPROACH SLAB (EASTBOUND)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 38 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	40
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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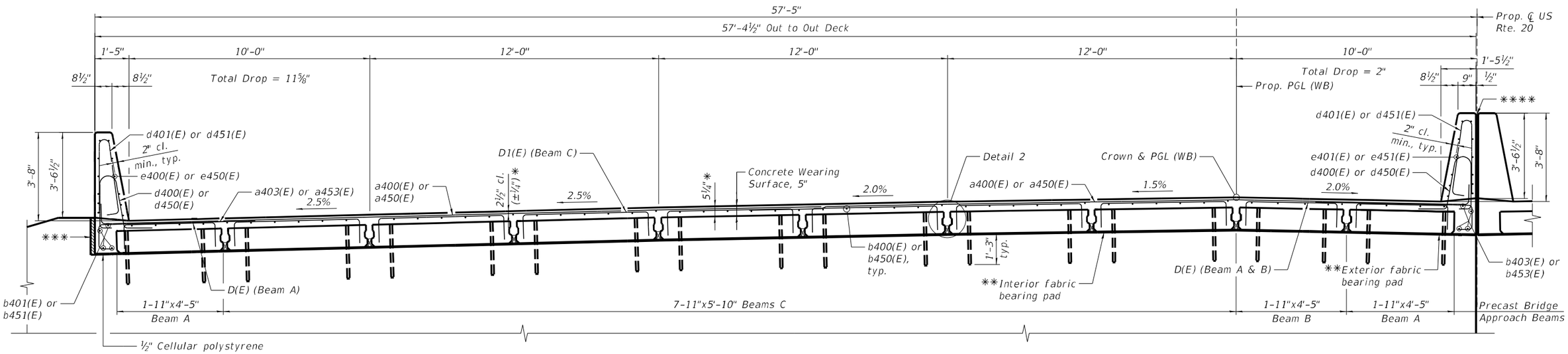
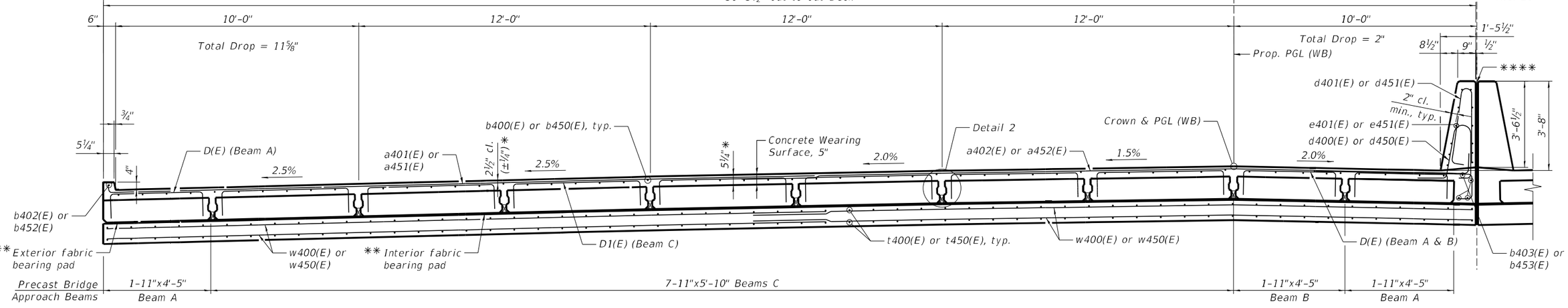


WESTBOUND APPROACH CROSS SECTION AT ABUTMENT

(Looking East)



WESTBOUND APPROACH CROSS SECTION AT APPROACH FOOTING

(Looking East)

✱ Prior to grinding

✱✱ Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.

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

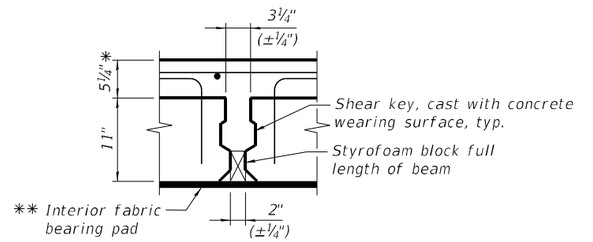
✱✱✱✱ 1" PJF full height and length of parapet, approach slab, and approach footing at median (per Article 1051.09 of the Standard Specifications) bonded to concrete with suitable adhesive as reccomended by supplier.

MINIMUM BAR LAP

#4 bar = 1'-7"
#5 bar = 2'-0"

NOTE:

See Sheet 43 of71 for bar bends and bill of materials.



DETAIL 2

FOR INFORMATION ONLY

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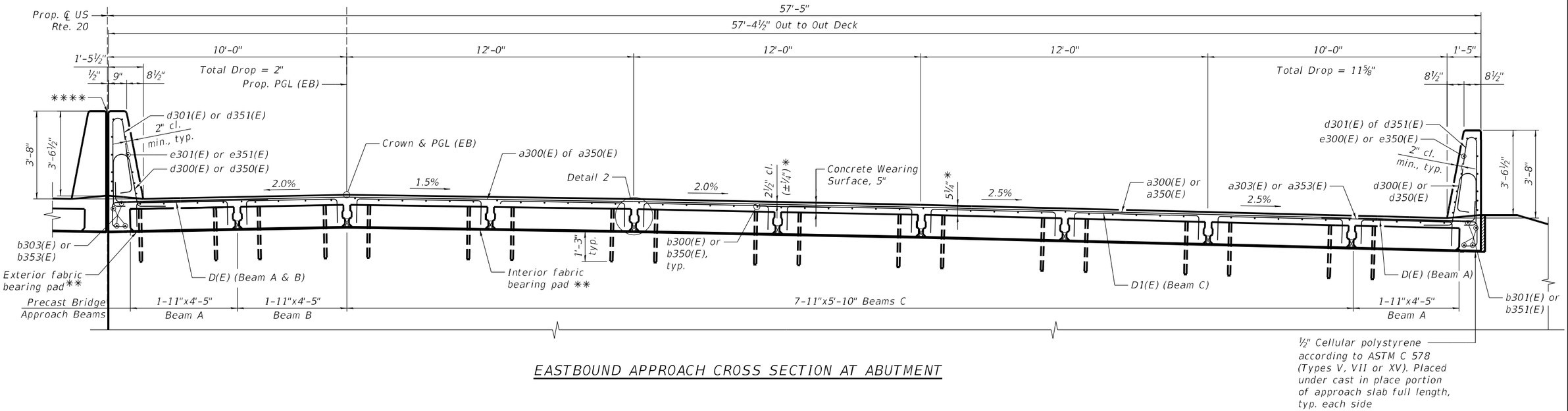
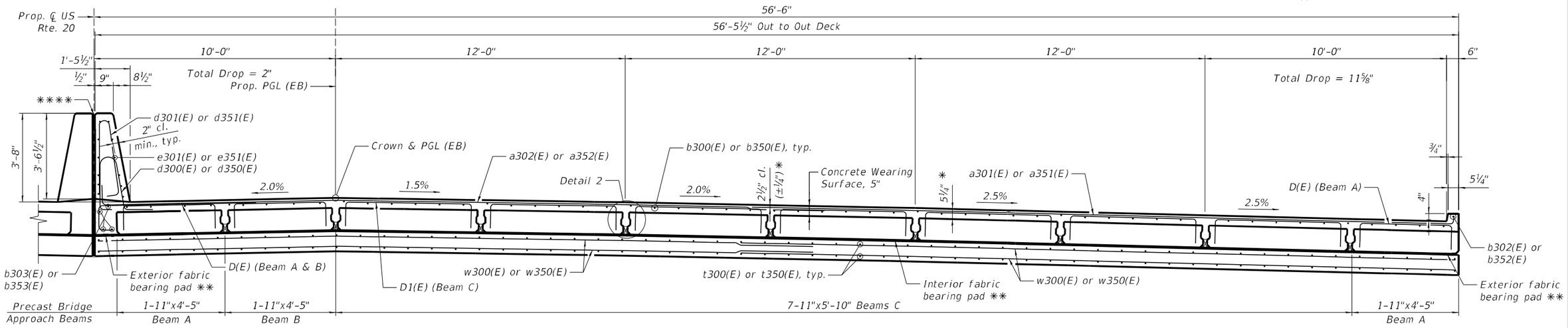
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB DETAILS (1 OF 5)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 39 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	41
		CONTRACT NO. 64U98		
	ILLINOIS FED. AID PROJECT			



EASTBOUND APPROACH CROSS SECTION AT ABUTMENT



EASTBOUND APPROACH CROSS SECTION AT APPROACH FOOTING

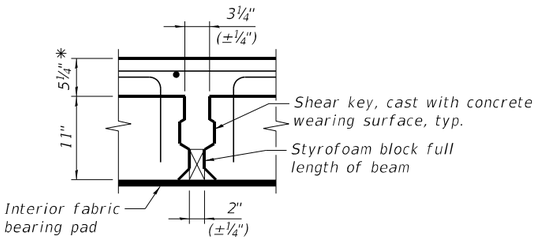
(Looking East)

* Prior to grinding

** Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.

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

**** 1" PJF full height and length of parapet, approach slab, and approach footing at median (per Article 1051.09 of the Standard Specifications) bonded to concrete with suitable adhesive as reccomended by supplier.



DETAIL 2

MINIMUM BAR LAP

#4 bar = 1'-7"
#5 bar = 2'-0"

NOTE:

See Sheet 43 of 71 for bar bends and bill of materials.

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STATE OF ILLINOIS
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PRECAST BRIDGE APPROACH SLAB DETAILS (2 OF 5)
STRUCTURE NO. 101-0225 & 101-0226

SHEET 40 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	42
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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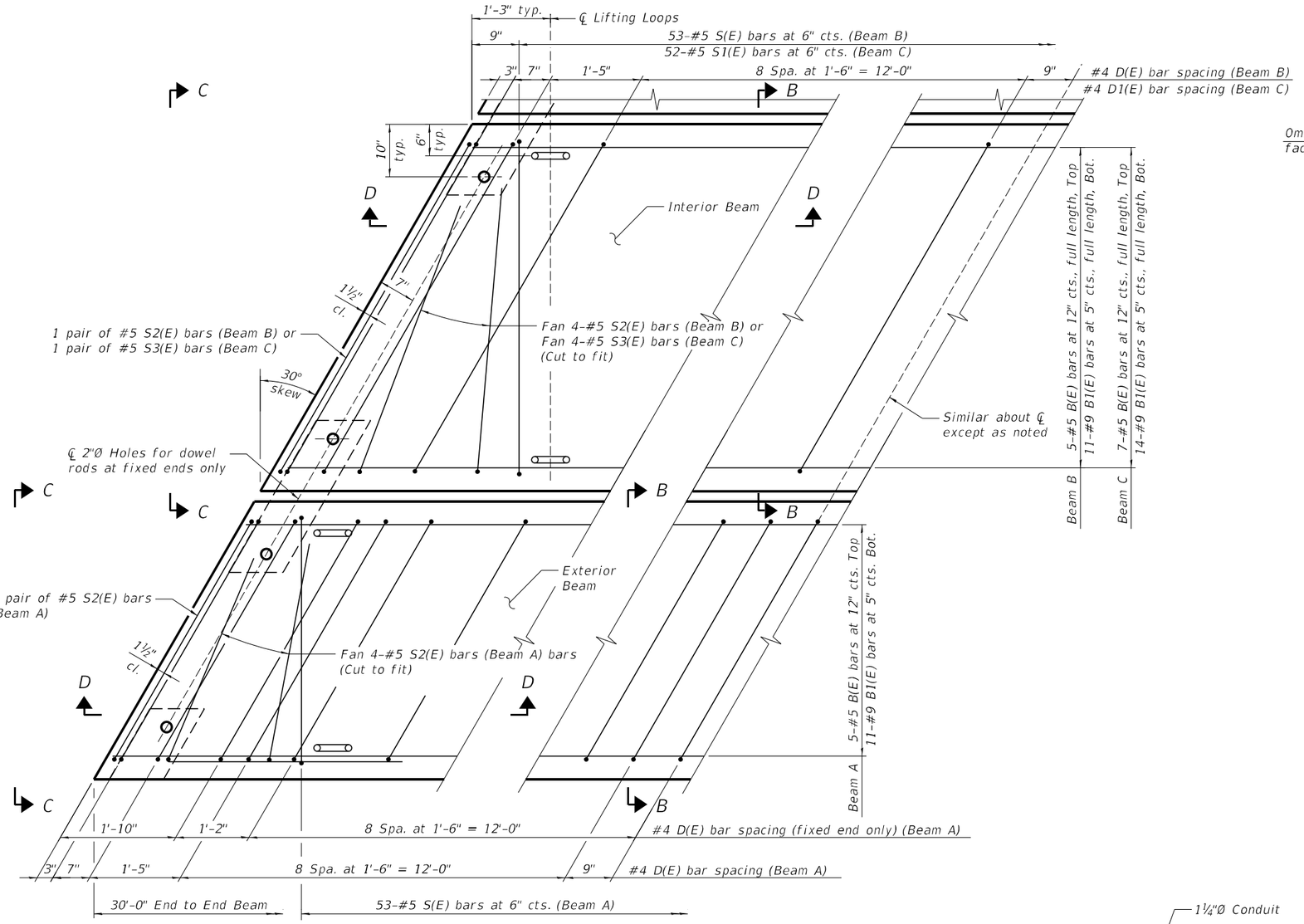
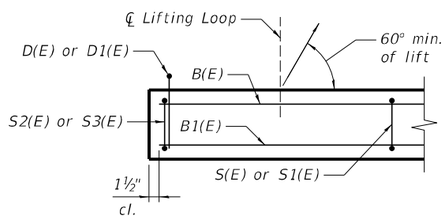
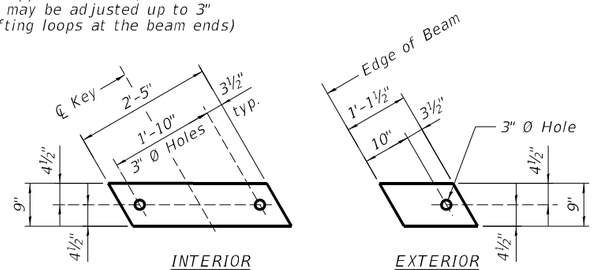


PLAN VIEW

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



SECTION D-D

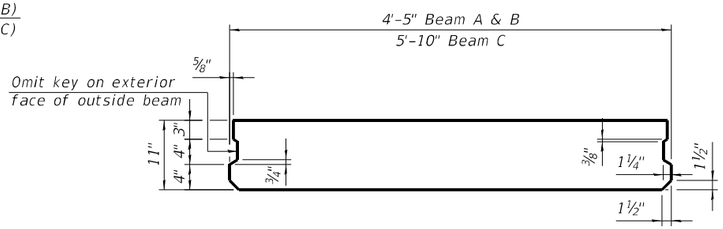


INTERIOR EXTERIOR

FABRIC BEARING PAD

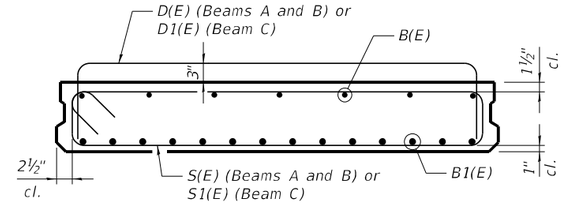
LIFTING LOOP DETAIL

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



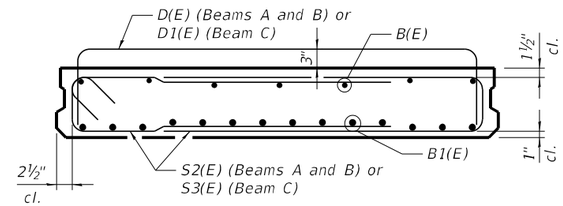
SECTION B-B

(Showing dimensions)



SECTION B-B

(Reinforcement for Beam C shown,
Reinforcement for Beams A and B noted)



VIEW C-C

(Reinforcement for Beam C shown,
Reinforcement for Beams A and B noted)

NOTES:

1. The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
2. Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
3. The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products.
4. Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
5. A minimum 2½" Ø lifting pins shall be used to engage the lifting loops during handling.
6. Compressive strength of precast concrete, f'c shall be 6,000 psi.
7. Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.
8. Bearing pads at fixed ends shall be ½" thick and bearing pads at expansion end shall be ¾" thick.
9. Omit holes for fabric bearing pads at approach slab footing end of beams.
10. See Sheet 43 of 71 for bar bends and bill of materials.

FOR INFORMATION ONLY

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STATE OF ILLINOIS
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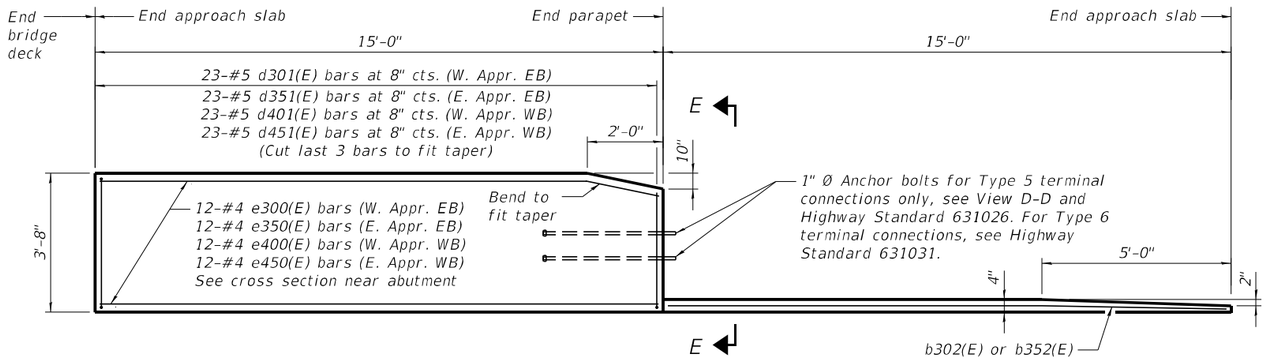
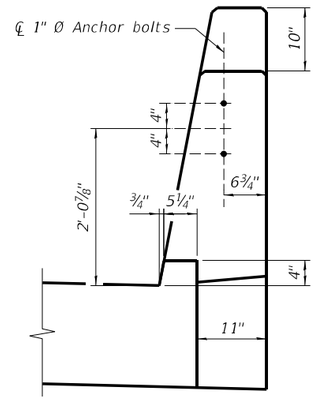
PRECAST BRIDGE APPROACH SLAB DETAILS (3 OF 5)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 41 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	43
		CONTRACT NO. 64U98		
		ILLINOIS	FED. AID PROJECT	

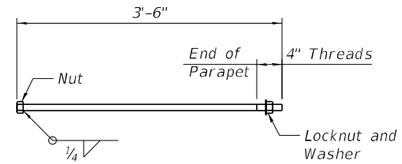


INSIDE ELEVATION OF PARAPET AND CURB

(Outside Parapet Elevation)

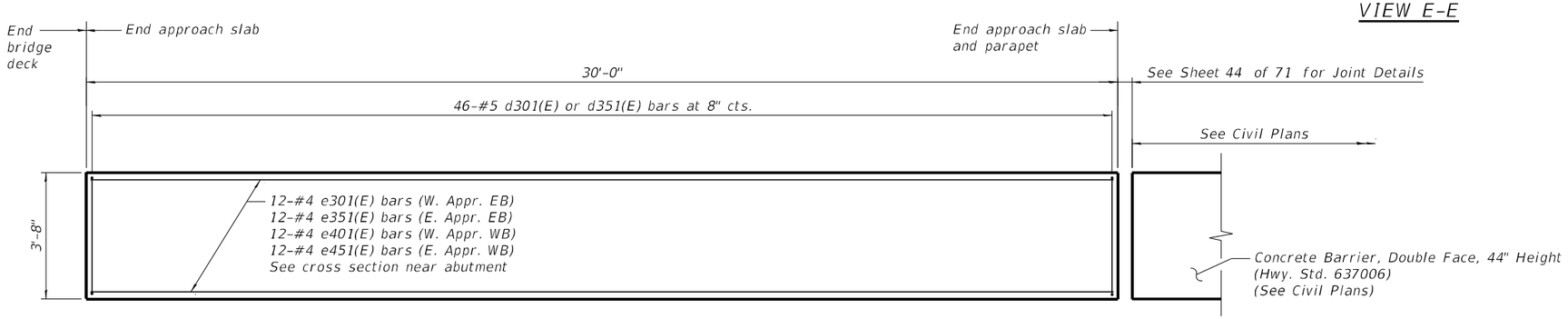


VIEW E-E



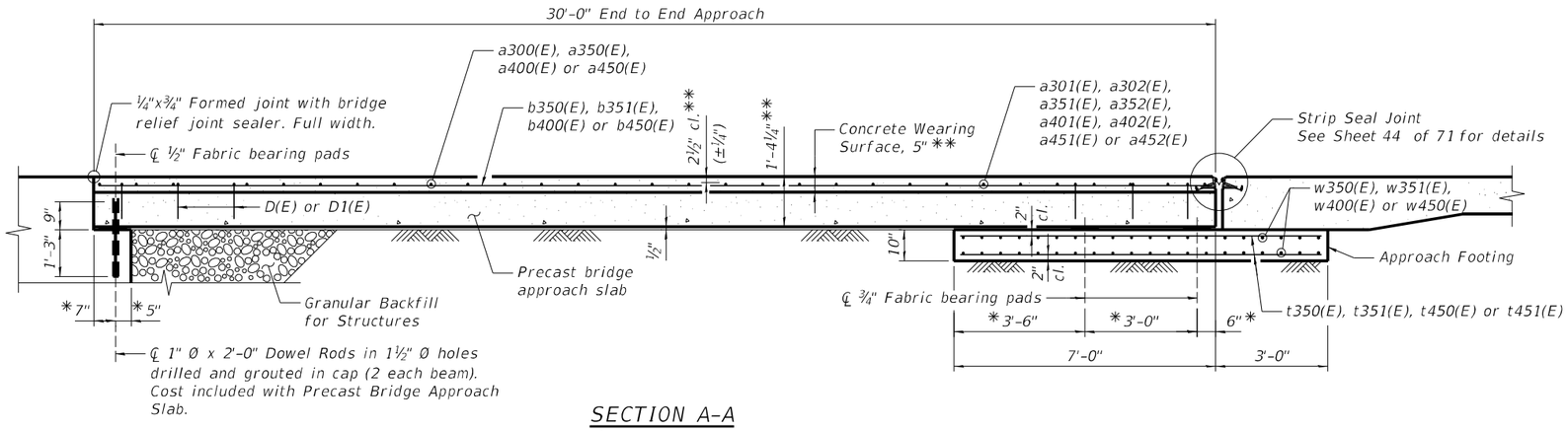
1" Ø ANCHOR BOLT

(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications. Cost of anchor bolt assemblies included with Concrete Superstructure)



INSIDE ELEVATION OF MEDIAN PARAPET

(Median Parapet Elevation)



SECTION A-A

* At right angles

** Prior to grinding

NOTES:

1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
2. After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.
3. Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".
4. The strip seal shall extend 6" beyond the edge of the approach slab on curb end.
5. Parapet concrete shall be paid for as Concrete Superstructure.
6. Approach footing concrete shall be paid for as Concrete Structures.
7. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
8. Cost of excavation for approach footing included with Concrete Structures.
9. For Granular Backfill for Structures and drainage treatment details, see sheet 3 of 71 .
10. Cost of cellular polystyrene is included with Concrete Superstructure.
11. See Sheet 43 of 71 for bar bends and bill of materials.

FOR INFORMATION ONLY

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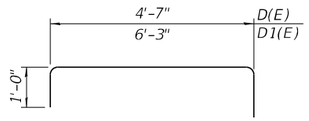
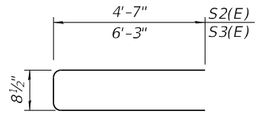
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB DETAILS (4 OF 5)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 42 OF 71 SHEETS

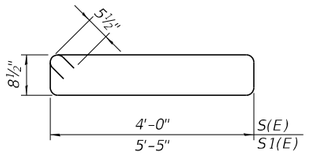
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	44
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



BARS D(E) & D1(E)



BARS S2(E) & S3(E)



BARS S(E) & S1(E)

BAR LIST
EACH BEAM A

(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	
B1(E)	11	#9	29'-8"	
D(E)	32	#4	6'-7"	
S(E)	53	#5	10'-4"	
S2(E)	12	#5	9'-11"	

BAR LIST
EACH BEAM B

(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	
B1(E)	11	#9	29'-8"	
D(E)	22	#4	6'-7"	
S(E)	53	#5	10'-4"	
S2(E)	12	#5	9'-11"	

BAR LIST
EACH BEAM C

(For information only)

Bar	No.	Size	Length	Shape
B(E)	7	#5	29'-8"	
B1(E)	14	#9	29'-8"	
D1(E)	22	#4	8'-3"	
S1(E)	52	#5	13'-2"	
S3(E)	12	#5	13'-3"	

BILL OF MATERIAL
WEST APPROACH
EB (SN 101-0225)

Bar	No.	Size	Length	Shape
a300(E)	28	#5	35'-0"	
a301(E)	14	#4	33'-10"	
a302(E)	14	#5	34'-6"	
a303(E)	42	#5	8'-2"	
b300(E)	56	#4	29'-8"	
b301(E)	4	#5	14'-8"	
b302(E)	1	#4	14'-8"	
b303(E)	4	#4	29'-8"	
d300(E)	69	#5	6'-5"	
d301(E)	69	#5	7'-0"	
e300(E)	12	#4	14'-8"	
e301(E)	12	#4	29'-8"	
t300(E)	114	#4	11'-2"	
w300(E)	80	#5	33'-10"	

BILL OF MATERIAL
EAST APPROACH
EB (SN 101-0225)

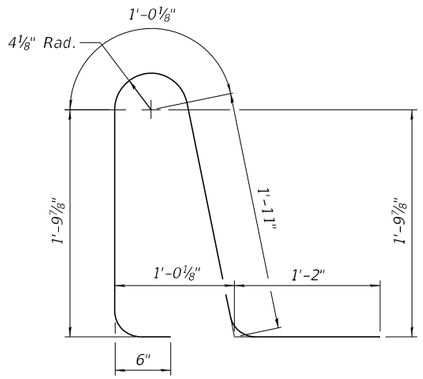
Bar	No.	Size	Length	Shape
a350(E)	28	#5	35'-0"	
a351(E)	14	#4	33'-10"	
a352(E)	14	#5	34'-6"	
a353(E)	42	#5	8'-2"	
b350(E)	56	#4	29'-8"	
b351(E)	4	#5	14'-8"	
b352(E)	1	#4	14'-8"	
b353(E)	4	#4	29'-8"	
d350(E)	69	#5	6'-5"	
d351(E)	69	#5	7'-0"	
e350(E)	12	#4	14'-8"	
e351(E)	12	#4	29'-8"	
t350(E)	114	#4	11'-2"	
w350(E)	80	#5	33'-10"	

BILL OF MATERIAL
WEST APPROACH
WB (SN 101-0226)

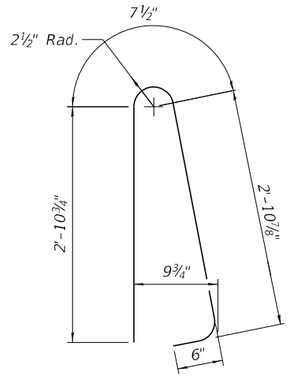
Bar	No.	Size	Length	Shape
a400(E)	28	#5	35'-0"	
a401(E)	14	#4	33'-10"	
a402(E)	14	#5	34'-6"	
a403(E)	42	#5	8'-2"	
b400(E)	56	#4	29'-8"	
b401(E)	4	#5	14'-8"	
b402(E)	1	#4	14'-8"	
b403(E)	4	#4	29'-8"	
d400(E)	69	#5	6'-5"	
d401(E)	69	#5	7'-0"	
e400(E)	12	#4	14'-8"	
e401(E)	12	#4	29'-8"	
t400(E)	114	#4	11'-2"	
w400(E)	80	#5	33'-10"	

BILL OF MATERIAL
EAST APPROACH
WB (SN 101-0226)

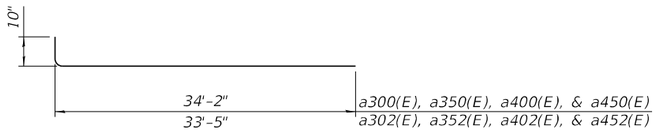
Bar	No.	Size	Length	Shape
a450(E)	28	#5	35'-0"	
a451(E)	14	#4	33'-10"	
a452(E)	14	#5	34'-6"	
a453(E)	42	#5	8'-2"	
b450(E)	56	#4	29'-8"	
b451(E)	4	#5	14'-8"	
b452(E)	1	#4	14'-8"	
b453(E)	4	#4	29'-8"	
d450(E)	69	#5	6'-5"	
d451(E)	69	#5	7'-0"	
e450(E)	12	#4	14'-8"	
e451(E)	12	#4	29'-8"	
t450(E)	114	#4	11'-2"	
w450(E)	80	#5	33'-10"	



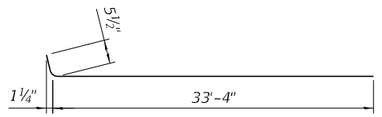
BARS d300(E), d350(E), d400(E) & d450(E)



BARS d301(E), d351(E), d401(E) & d451(E)



BARS a300(E), a302(E), a350(E), a352(E), a400(E), a402(E), a450(E) & a452(E)



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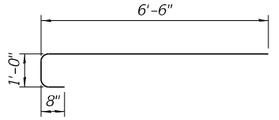

BARS a303(E), a353(E), a403(E), & a453(E)

NOTE:
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.

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STATE OF ILLINOIS
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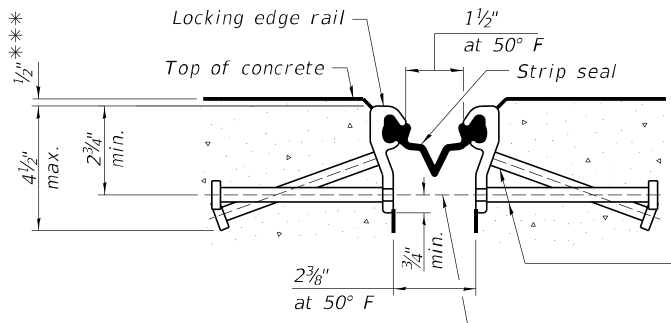
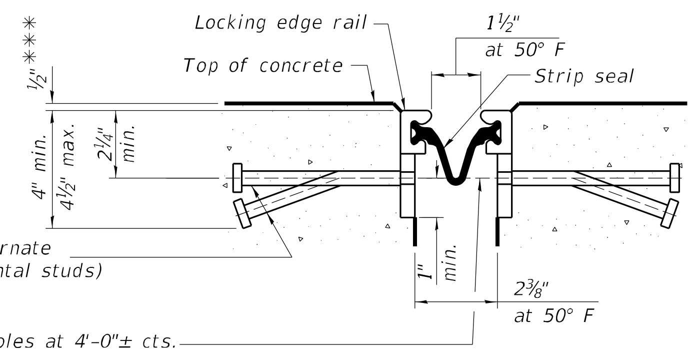
PRECAST BRIDGE APPROACH SLAB DETAILS (5 OF 5)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 43 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	45
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



SHOWING ROLLED RAIL JOINT



SHOWING WELDED RAIL JOINT

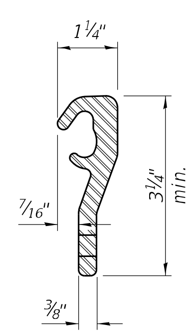
* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

⅜" Ø threaded rods in 7/16" Ø holes at 4'-0"± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

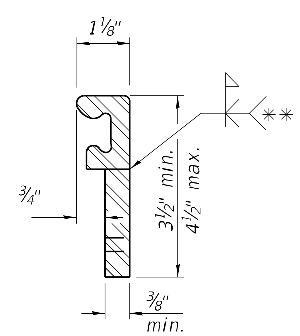
DETAILS

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

*** Prior to grinding.



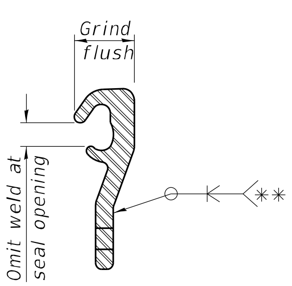
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

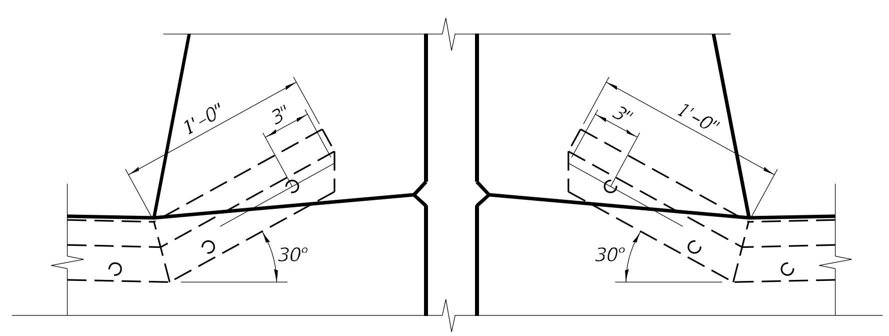
** Back gouge not required if complete joint penetration is verified by mock-up.



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

Rolled rail shown, welded rail similar.



STRIP SEAL END DETAIL AT MEDIAN PARAPET

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

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

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of anchorage studs included with Preformed Joint Strip Seal.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

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PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 101-0225 & 101-0226

SHEET 44 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	46
		CONTRACT NO. 64U98		
		ILLINOIS FED. AID PROJECT		

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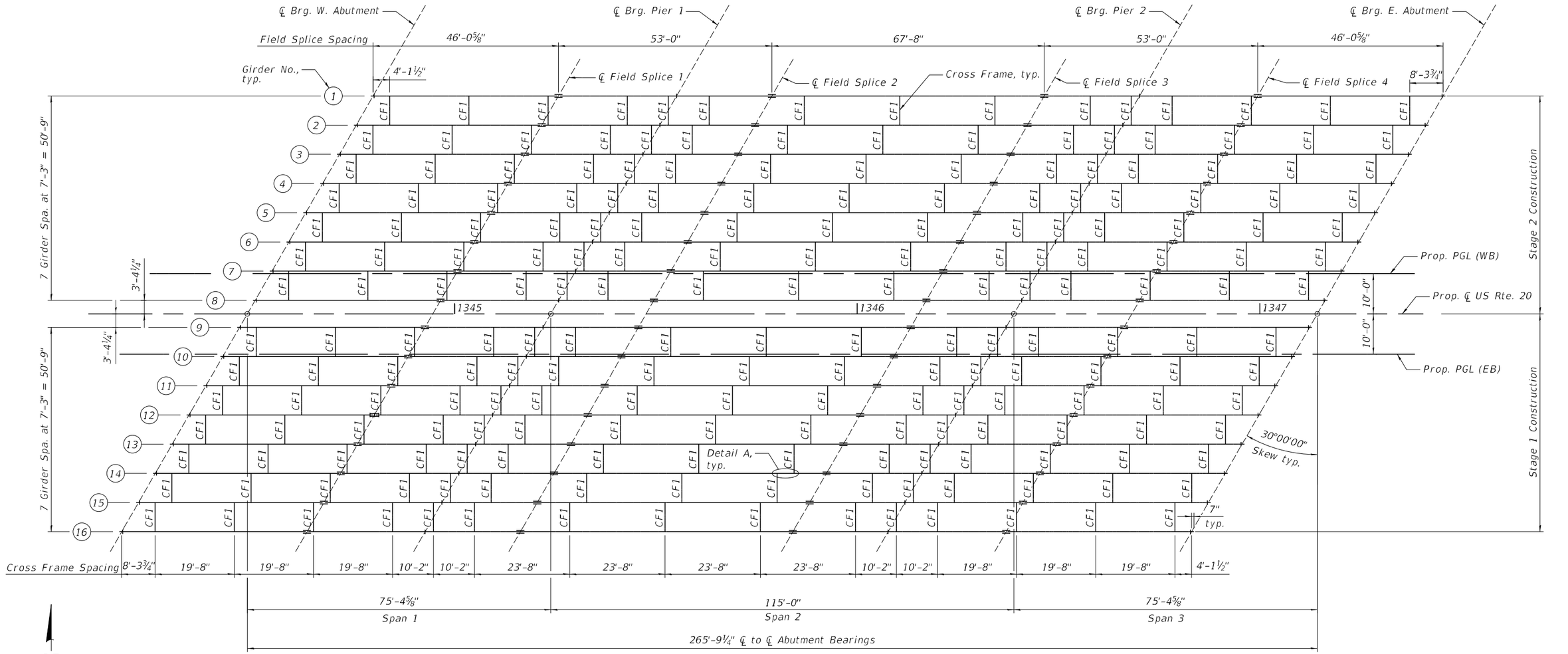

FRAMING PLAN

NOTES:

1. All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor bolts.
2. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
3. See Sheet 46 of 71 for beam elevation.
4. See Sheet 50 of 71 for steel cross frame, girder details, and Detail A.
5. See Sheet 49 of 71 for field splice details.

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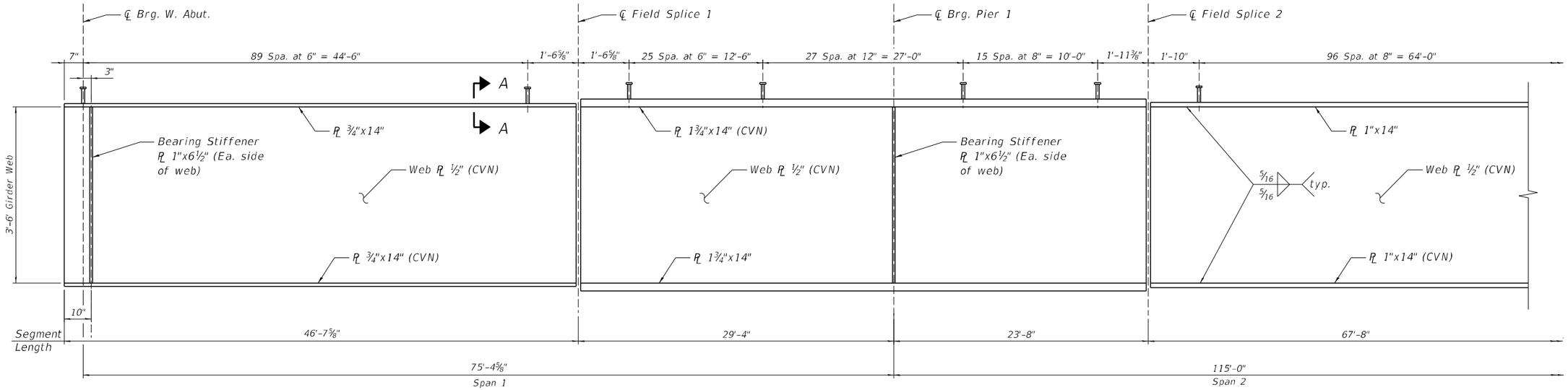
DEPARTMENT OF TRANSPORTATION

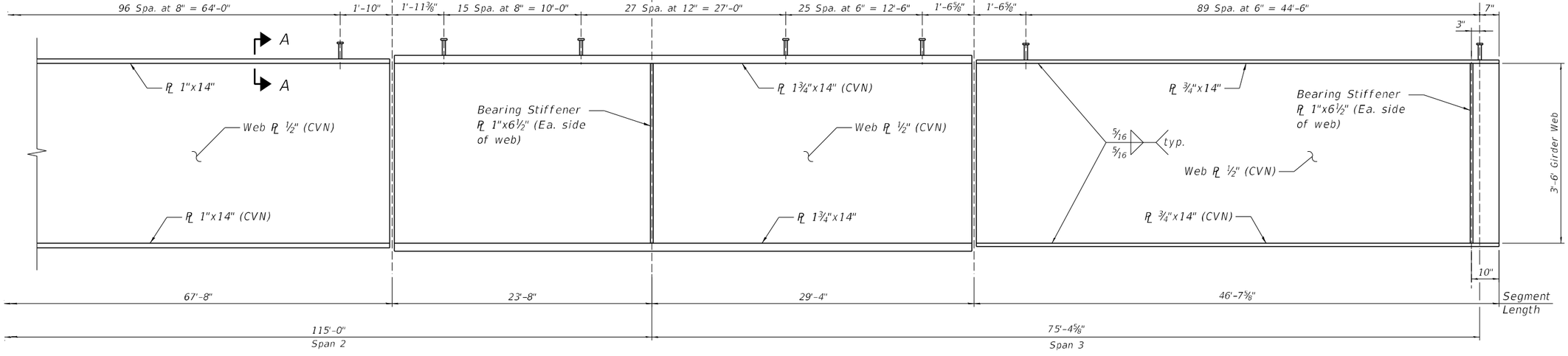
FRAMING PLAN
STRUCTURE NO. 101-0225 & 101-0226
SHEET 45 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	47
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



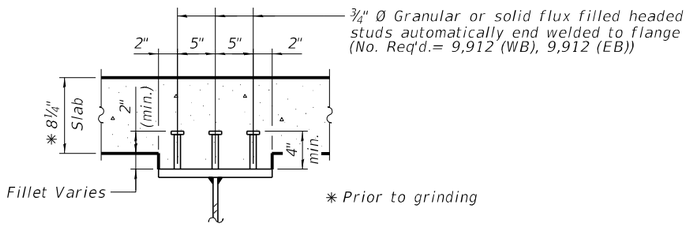
GIRDER ELEVATION

(Cross Frame Connection Plates not shown for clarity)



GIRDER ELEVATION

(Cross Frame Connection Plates not shown for clarity)



SECTION A-A

NOTES:

1. Structural Steel for girder plates, connection plates, and bearing stiffeners shall be AASHTO M270, Grade 50.
2. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
3. See Sheet 45 of 71 for framing plan.
4. See Sheet 50 of 71 for cross frame and girder details.
5. See Sheet 49 of 71 for field splice details.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER ELEVATION
STRUCTURE NO. 101-0225 & 101-0226

SHEET 46 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	48
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1/ 0.6 Sp. 3	Pier 1/ Pier 2	0.5 Sp. 2
Is	(in^4)	12,683	26,547	16,032
Ic(n)	(in^4)	32,295	----	38,138
Ic(3n)	(in^4)	24,601	----	28,948
Ic(cr)	(in^4)	-----	32,193	-----
Ss	(in^3)	583	1,167	729
Sc(n)	(in^3)	819	-----	979
Sc(3n)	(in^3)	754	-----	904
Sc(cr)	(in^3)	-----	1,260	-----
Sx	(in^3)	788	1,234	914
DC1	(k/')	0.908	1.006	0.933
MDC1	('k)	228	1,074	552
DC2	(k/')	0.143	0.143	0.143
MDC2	('k)	37	154	83
DW	(k/')	0.341	0.341	0.341
MDW	('k)	87	366	199
LLDF		0.618	0.594	0.574
M_{L+IM}	('k)	939	1,342	1,095
fℓ (Strength I)	(ksi)	0.0	0.0	0.0
Mu + $\frac{1}{3}$fℓ Sxc	('k)	2,105	4,431	3,009
Ø*f* Mn	('k)	4,267	-----	4,951
fs DC1	(ksi)	4.7	11.0	9.1
fs DC2	(ksi)	0.6	1.5	1.1
fs DW	(ksi)	1.4	3.5	2.6
fs (L+IM)	(ksi)	13.8	12.8	13.4
fℓ (Service II)	(ksi)	0.0	0.0	0.0
fs+ $f_l/_2$ (Service II)	(ksi)	24.5	32.6	30.3
Service II Resistance	(ksi)	47.5	47.5	47.5
fs + $f_l/_3$ (Strength I)	(ksi)	32.8	43.2	40.2
Ø*f* Fn	(ksi)	-----	50.0	-----
Vf	(k)	40.1	63.3	41.7

EXTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1/ 0.6 Sp. 3	Pier 1/ Pier 2	0.5 Sp. 2
Is	(in^4)	12,683	26,547	16,032
Ic(n)	(in^4)	32,008	----	37,783
Ic(3n)	(in^4)	24,295	----	28,598
Ic(cr)	(in^4)	-----	31,841	-----
Ss	(in^3)	583	1,167	729
Sc(n)	(in^3)	817	-----	976
Sc(3n)	(in^3)	751	-----	901
Sc(cr)	(in^3)	-----	1,255	-----
Sx	(in^3)	785	1,230	910
DC1	(k/')	0.876	0.974	0.901
MDC1	('k)	236	1,111	571
DC2	(k/')	0.143	0.143	0.143
MDC2	('k)	37	154	83
DW	(k/')	0.341	0.341	0.341
MDW	('k)	87	366	199
LLDF		0.618	0.594	0.574
M_{L+IM}	('k)	939	1,341	1,095
fℓ (Strength I)	(ksi)	0.0	0.0	0.0
Mu + $\frac{1}{3}$fℓ Sxc	('k)	2,115	4,477	3,033
Ø*f* Mn	('k)	4,254	-----	4,929
fs DC1	(ksi)	4.9	11.4	9.4
fs DC2	(ksi)	0.6	1.5	1.1
fs DW	(ksi)	1.4	3.5	2.7
fs (L+IM)	(ksi)	13.8	12.8	13.5
fℓ (Service II)	(ksi)	0.0	0.0	0.0
fs+ $f_l/_2$ (Service II)	(ksi)	24.8	33.1	30.7
Service II Resistance	(ksi)	47.5	47.5	47.5
fs + $f_l/_3$ (Strength I)	(ksi)	33.0	43.8	40.7
Ø*f* Fn	(ksi)	-----	50.0	-----
Vf	(k)	37.9	63.5	39.4

INTERIOR GIRDER REACTION TABLE			
		W. Abut./ E. Abut.	Pier 1/ Pier 2
LLDF		0.850	0.850
OCF		1.115	1.115
RDC1	(k)	22.2	109.2
RDC2	(k)	3.4	15.7
RDW	(k)	8.0	37.3
RL	(k)	70.4	140.0
R IM	(k)	17.0	27.6
RTotal (Strength I) (Impact)	(k)	197.1	505.3
RTotal (Strength I) (No Impact)	(k)	167.3	457.1

EXTERIOR GIRDER REACTION TABLE			
		W. Abut./ E. Abut.	Pier 1/ Pier 2
LLDF		0.671	0.671
OCF		1.115	1.115
RDC1	(k)	23.0	112.9
RDC2	(k)	3.4	15.7
RDW	(k)	8.0	37.3
RL	(k)	55.6	110.5
R IM	(k)	13.5	21.8
RTotal (Strength I) (Impact)	(k)	165.8	448.2
RTotal (Strength I) (No Impact)	(k)	142.3	410.1

OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.

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

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

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

R_{L} : Un-factored live load reaction (kip).

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

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

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

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

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

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

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

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

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

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

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

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

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

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

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

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

Mu: Strength I load combination of factored design moments (kip-ft.).
$1.25\ (MDC1 + MDC2) + 1.5\ MDW + 1.75\ M_{L+IM}$

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

*Ø*f* Mn:* Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft)

fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1 / Ss

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2 / Sc(3n) or MDC2 / Sc(cr) as applicable.

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

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

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

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

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

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

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

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GIRDER MOMENT AND REACTION TABLES
STRUCTURE NO. 101-0225 & 101-0226
SHEET 47 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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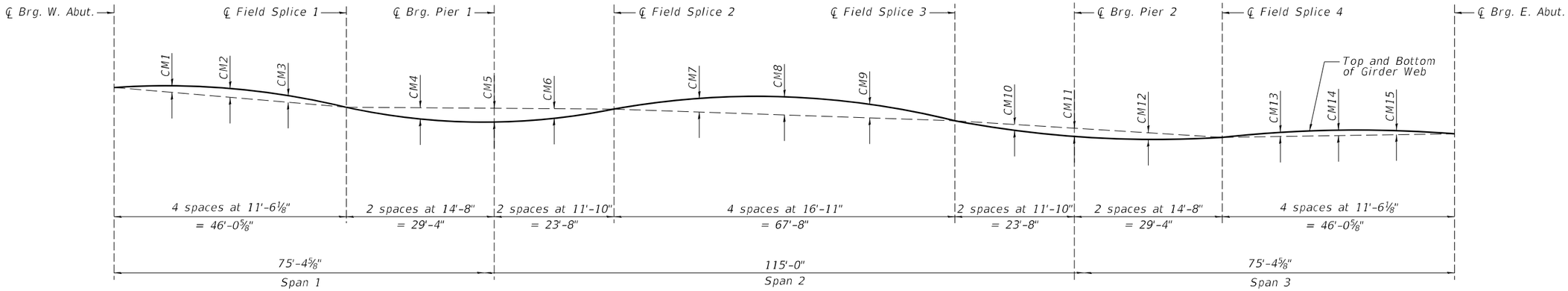
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



CAMBER DIAGRAM

CAMBER DIMENSIONS

Girders	CM1	CM2	CM3	CM4	CM5	CM6	CM7	CM8	CM9	CM10	CM11	CM12	CM13	CM14	CM15
1 thru 16	9/16"	3/4"	9/16"	5/8"	3/4"	1/2"	1⅛"	1½"	1⅛"	1/2"	3/4"	5/8"	9/16"	3/4"	9/16"

TOP OF WEB ELEVATIONS *

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8
℄ Brg. W. Abut.	738.12	738.31	738.50	738.68	738.83	738.96	739.07	738.96
℄ Field Splice 1	737.97	738.16	738.34	738.52	738.67	738.80	738.92	738.80
℄ Brg. Pier 1	737.97	738.15	738.34	738.52	738.67	738.80	738.91	738.80
℄ Field Splice 2	737.97	738.15	738.34	738.52	738.67	738.80	738.91	738.80
℄ Field Splice 3	737.87	738.06	738.24	738.42	738.57	738.70	738.82	738.70
℄ Brg. Pier 2	737.81	737.99	738.18	738.36	738.51	738.64	738.75	738.64
℄ Field Splice 4	737.73	737.91	738.10	738.28	738.43	738.56	738.68	738.56
℄ Brg. E. Abut.	737.76	737.95	738.13	738.31	738.46	738.59	738.71	738.59

Location	Girder 9	Girder 10	Girder 11	Girder 12	Girder 13	Girder 14	Girder 15	Girder 16
℄ Brg. W. Abut.	738.96	739.09	738.99	738.87	738.73	738.56	738.39	738.21
℄ Field Splice 1	738.81	738.93	738.83	738.71	738.57	738.41	738.23	738.06
℄ Brg. Pier 1	738.80	738.93	738.83	738.71	738.57	738.40	738.23	738.05
℄ Field Splice 2	738.80	738.93	738.82	738.71	738.57	738.40	738.22	738.05
℄ Field Splice 3	738.71	738.84	738.73	738.61	738.47	738.31	738.13	737.96
℄ Brg. Pier 2	738.64	738.77	738.67	738.55	738.41	738.24	738.07	737.89
℄ Field Splice 4	738.56	738.69	738.59	738.47	738.33	738.16	737.99	737.81
℄ Brg. E. Abut.	738.59	738.72	738.62	738.50	738.36	738.20	738.02	737.84

*For fabrication only.

NOTE:

1. See Sheet 46 of 71 for girder segment lengths.

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PLOT DATE =		CHECKED - JHG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER TOP OF WEB ELEVATIONS AND CAMBER
STRUCTURE NO. 101-0225 & 101-0226
SHEET 48 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	50
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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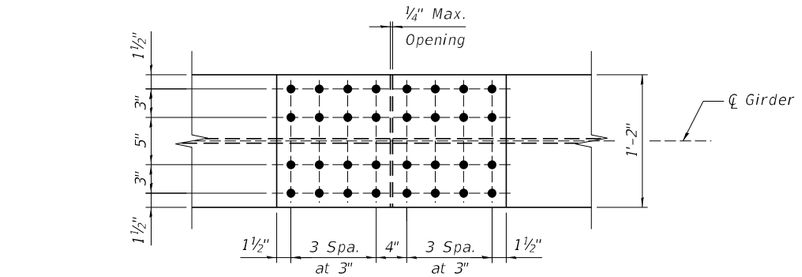
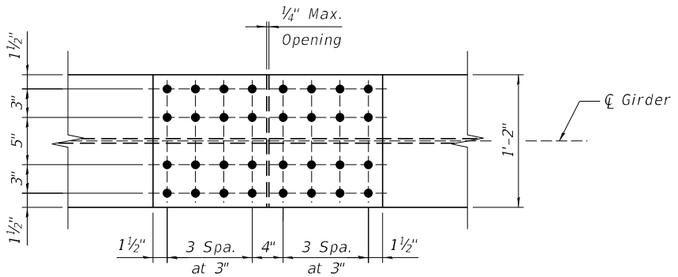
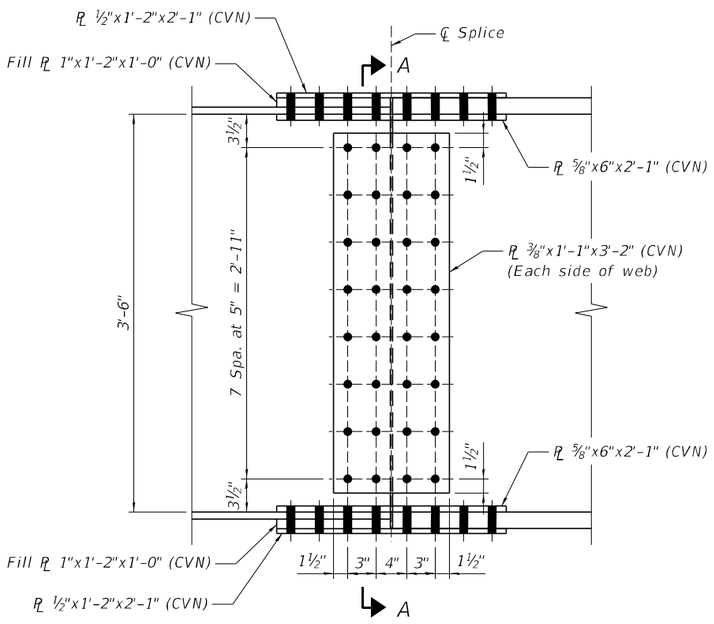


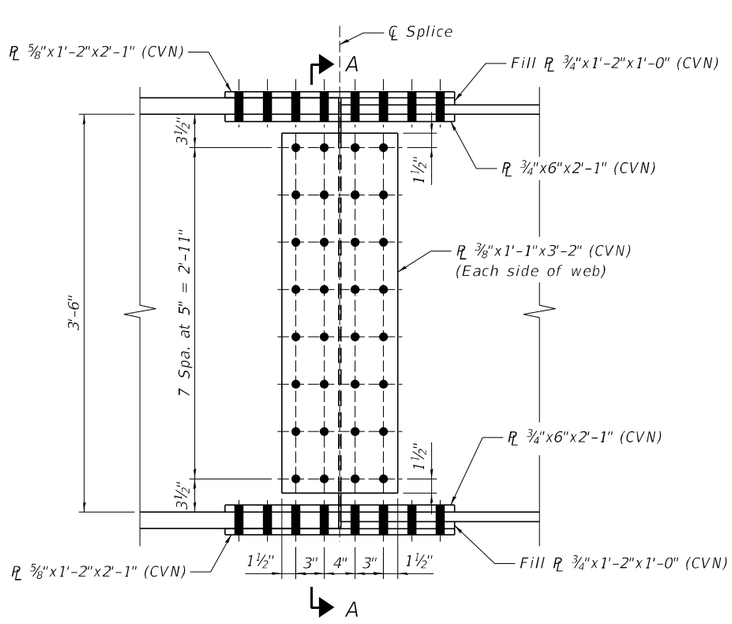
TOP FLANGE SPLICE



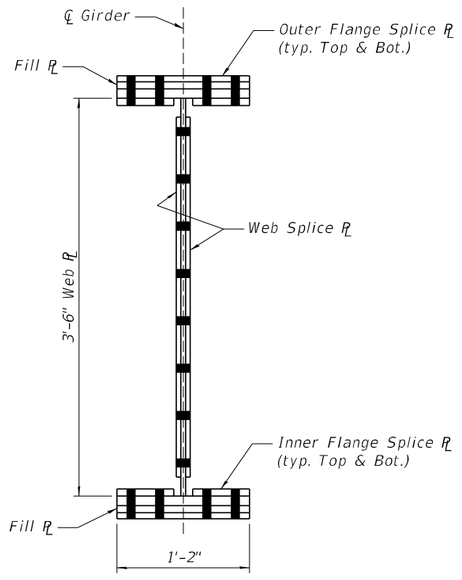
TOP FLANGE SPLICE



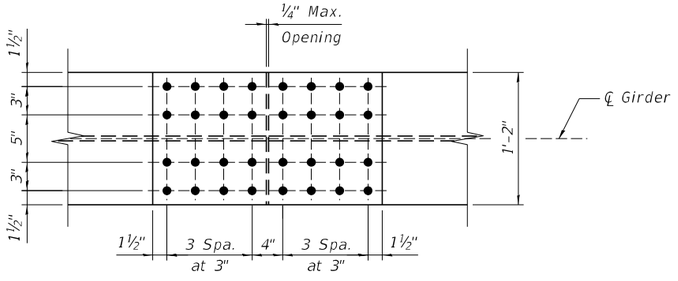
WEB SPLICE - ELEVATION



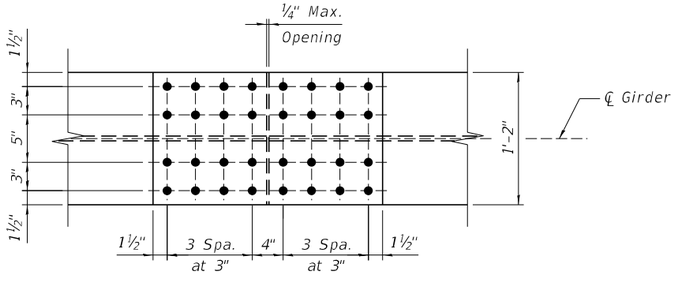
WEB SPLICE - ELEVATION



SECTION A-A



BOTTOM FLANGE SPLICE



BOTTOM FLANGE SPLICE

FIELD SPLICE 1 & 4

(No. Req'd = 16 (WB), 16 (EB))

FIELD SPLICE 2 & 3

(No. Req'd = 16 (WB), 16 (EB))

NOTES:

1. All splice plates shall be AASHTO M270 Grade 50.
2. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
3. Fasteners shall be ASTM F3125 Grade A325 Type 1, hot dipped galvanized bolts. Bolts ⅞" diameter, holes $1\frac{5}{16}$" diameter. See Special Provision for "Metallizing of Structural Steel".

MODEL: Default
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5/21/2025 8:30:42 AM

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PLOT DATE =	CHECKED - JHG	REVISED -

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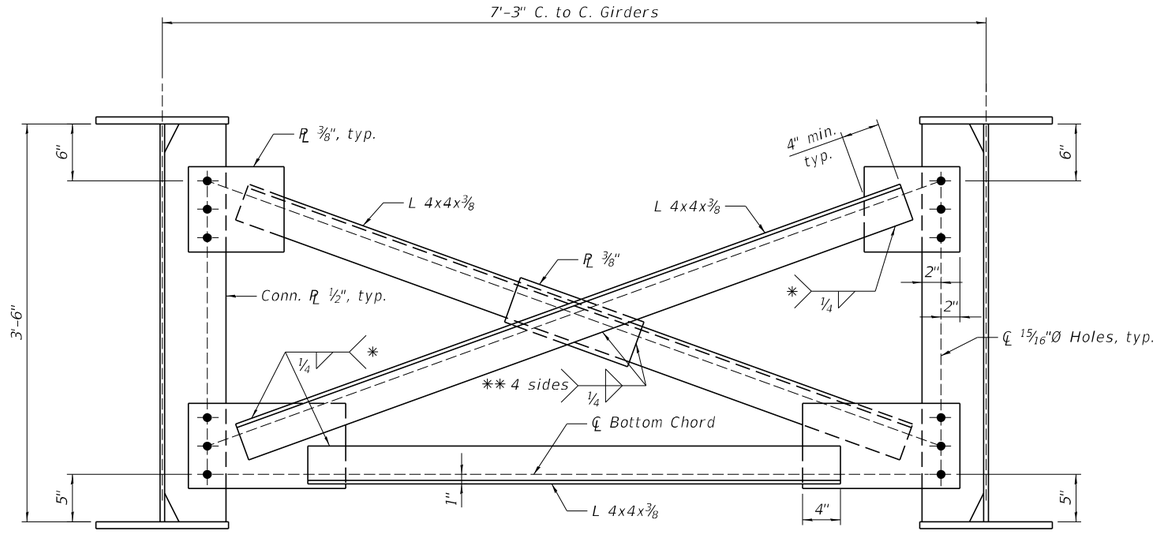
DEPARTMENT OF TRANSPORTATION

FIELD SPLICE DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 49 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	51
		CONTRACT NO. 64U98		
		ILLINOIS	FED. AID PROJECT	

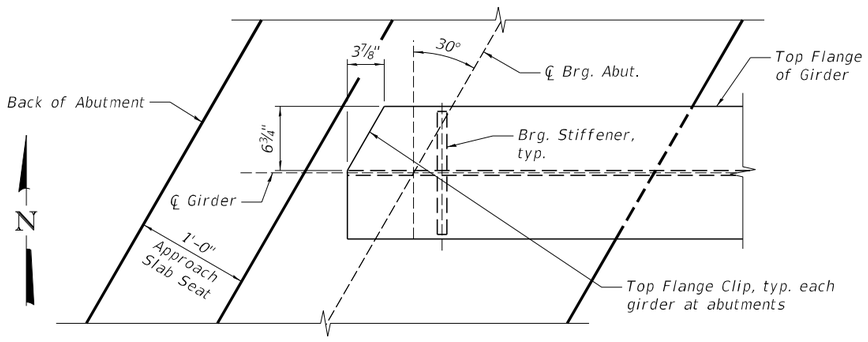


CROSS FRAME DETAIL - CF1

(No. Req'd. = 105 (WB), 105 (EB))

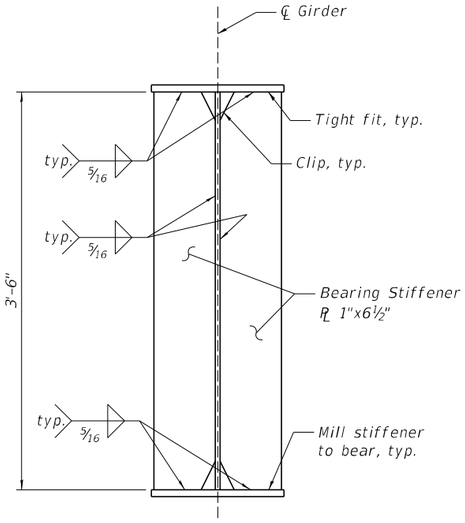
* Fillet weld angles along 3 sides on one face of gusset plate; however, if cross-frames are galvanized, weld all-around.

** If cross-frames are galvanized, weld all-around.

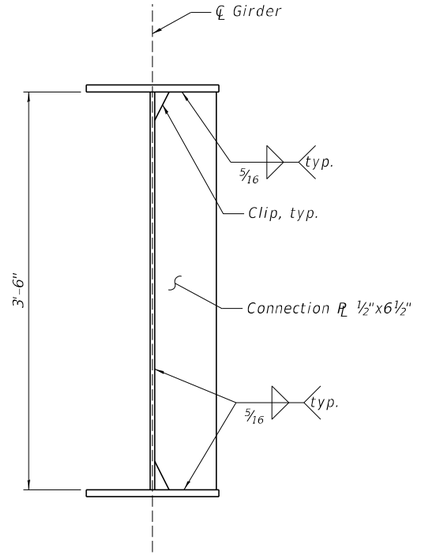


TOP FLANGE PLAN - CLIPPED

(W. Abut. shown, E. Abut. opposite hand)



BEARING STIFFENER DETAIL

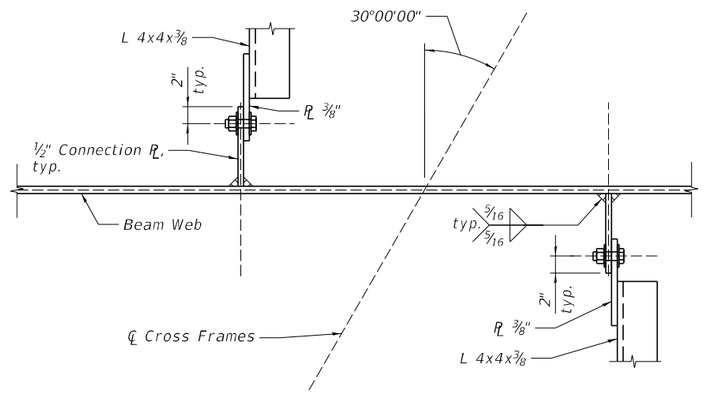


CONNECTION PLATE DETAIL

(No. Req'd. = 210 (WB), 210 (EB))

WELD LIMITS AND CLIP DETAILS

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



DETAIL A

(Bearing stiffener not shown for Pier locations)

NOTES:

1. Two hardened washers required for each set of oversized holes and slotted holes.
2. See Sheet 45 of 71 for location of cross frames.

MODEL: Default
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5/21/2025 8:30:47 AM

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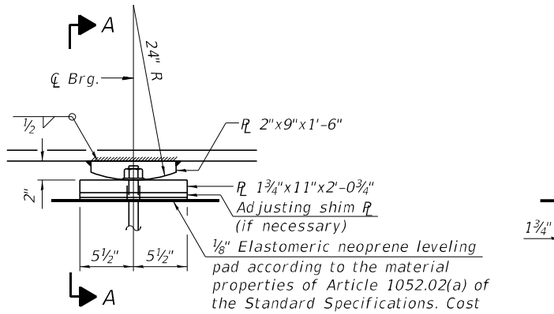
PLOT DATE =	CHECKED - JHG	REVISED -	

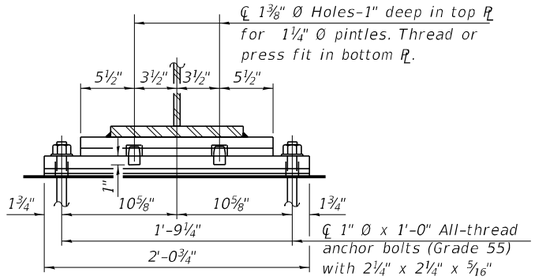
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS FRAME AND GIRDER DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 50 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	52
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

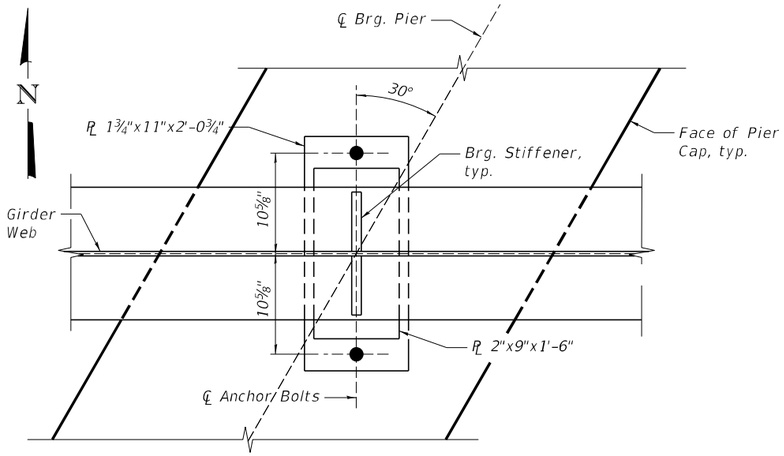


ELEVATION AT PIER



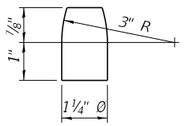
SECTION A-A

FIXED BEARING - PIERS 1 AND 2

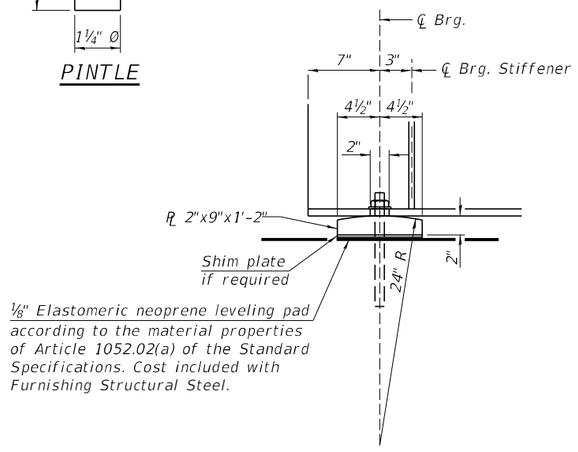


PLAN VIEW - PIERS 1 AND 2

(Connection Plates and Cross Frames not shown for clarity)

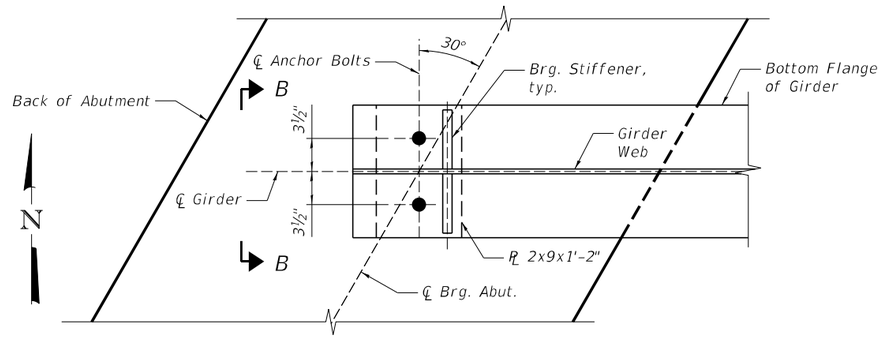


PINTLE



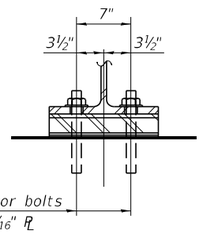
ELEVATION AT ABUTMENT

(W. Abut. looking north, E. Abut. opposite hand)



PLAN AT ABUTMENT

(W. Abut. shown, E. Abut. opposite hand)



VIEW B-B

FIXED BEARING - ABUTMENT

NOTES:

1. All bearings plates, shims, leveling pads, and pintles shall be included in the cost of Furnishing Structural Steel.
2. The structural steel plates of the bearing and the pintles shall conform to the requirements of AASHTO M270 Grade 50.
3. Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
4. All (embedded and separate) bearing plates, anchor bolts, nuts, washers, and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
5. Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIXED BEARING DETAILS
STRUCTURE NO. 101-0225 & 101-0226

SHEET 51 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	53
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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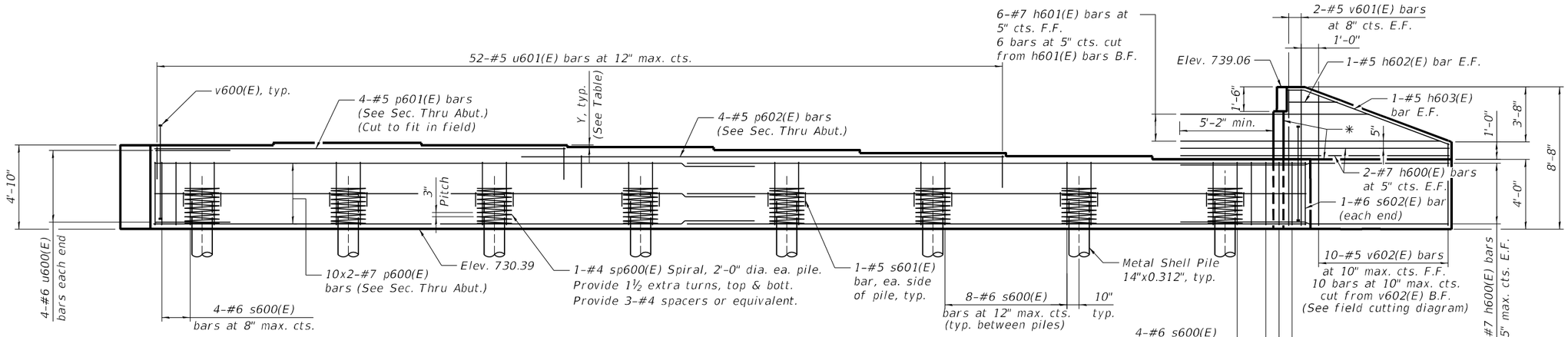


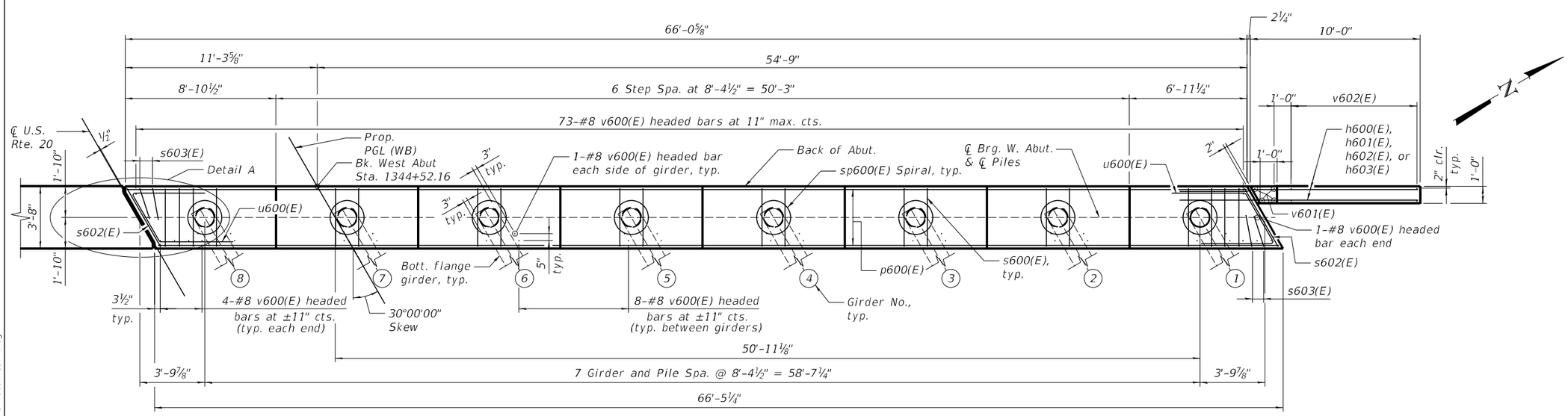
WEST ABUTMENT ELEVATION - WESTBOUND

(Looking West)

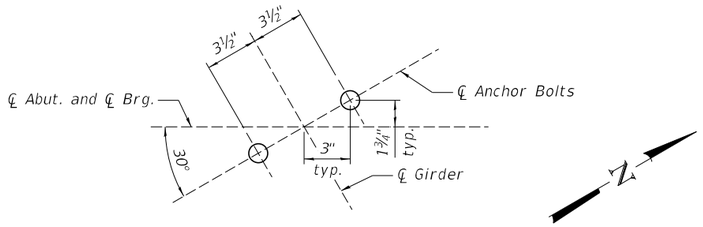
SEAT ELEVATIONS & STEP HEIGHTS

GIRDER	ELEV.	Y
1	734.39	——
2	734.57	2¼"
3	734.76	2¼"
4	734.94	2⅛"
5	735.09	1¾"
6	735.22	1½"
7	735.33	1⅜"
8	735.22	1⅜"

* Optional construction joints



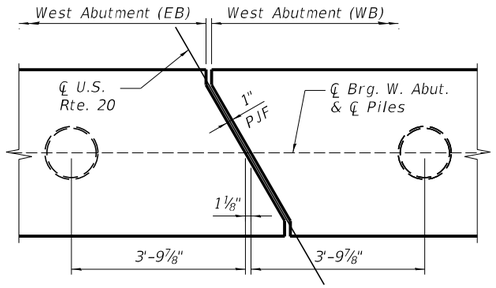
WEST ABUTMENT PLAN - WESTBOUND



TYPICAL ANCHOR BOLT LAYOUT

MIN BAR LAP

#7 = 5'-2"



DETAIL A

(Reinforcement not shown for clarity)

NOTES:

1. Pour steps monolithically with cap.
2. Bars indicated thus 10x2-#7 etc. indicates 10 lines of bars with 2 lengths per line.

FOR INFORMATION ONLY

MODEL: Default
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5/21/2025 8:30:55 AM

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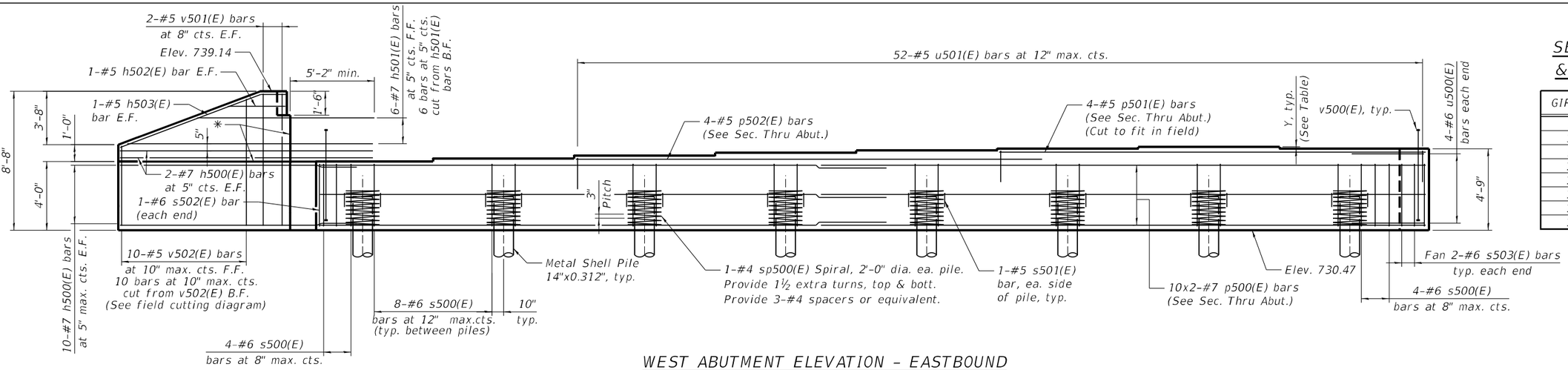
PLOT SCALE =	DRAWN - RMG	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DETAILS (WESTBOUND)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 52 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	54
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



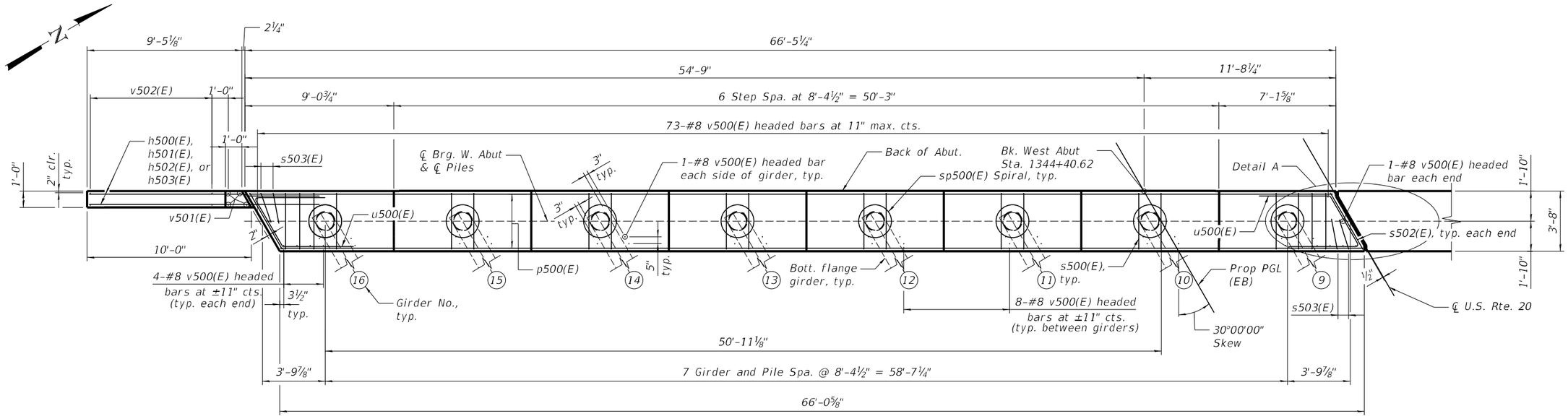
✳ Optional construction joints

WEST ABUTMENT ELEVATION – EASTBOUND

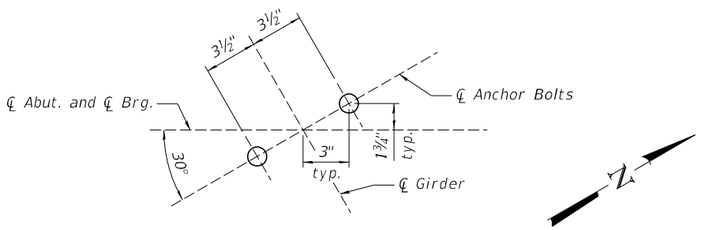
(Looking West)

SEAT ELEVATIONS & STEP HEIGHTS

GIRDER	ELEV.	Y
9	735.22	—
10	735.35	1½"
11	735.25	1¼"
12	735.13	1⅜"
13	734.99	1⅝"
14	734.82	2"
15	734.65	2⅛"
16	734.47	2⅛"



WEST ABUTMENT PLAN – EASTBOUND



TYPICAL ANCHOR BOLT LAYOUT

N

MIN BAR LAP

#7 = 5'-2"

NOTES:

1. Pour steps monolithically with cap.
2. Bars indicated thus 10x2-#7 etc. indicates 10 lines of bars with 2 lengths per line.
3. See Sheet 52 of 71 for Detail A.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DETAILS (EASTBOUND)
STRUCTURE NO. 101-0225 & 101-0226

SHEET 53 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	55
		CONTRACT NO. 64U98		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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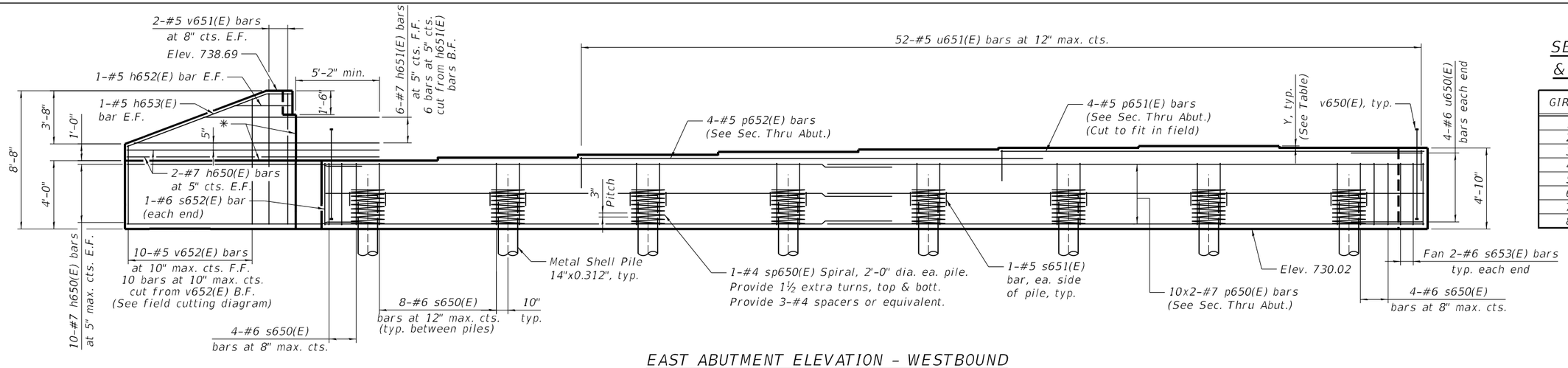


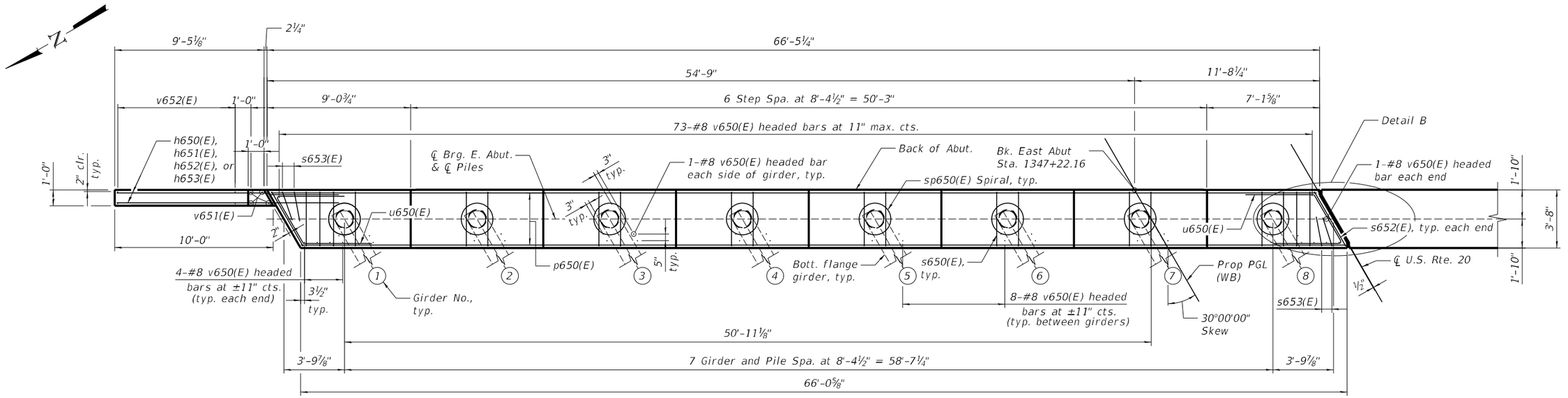
EAST ABUTMENT ELEVATION – WESTBOUND

(Looking East)

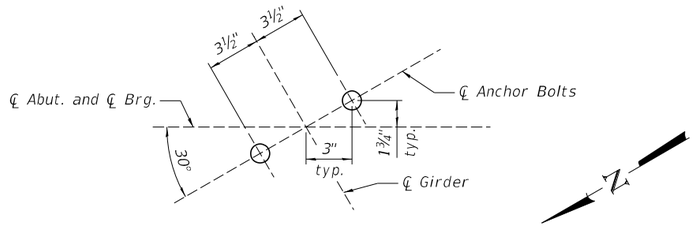
∗ Optional construction joints

SEAT ELEVATIONS & STEP HEIGHTS

GIRDER	ELEV.	Y
1	734.02	—
2	734.21	2¼"
3	734.39	2¼"
4	734.57	2⅛"
5	734.72	1¾"
6	734.85	1½"
7	734.97	1⅜"
8	734.85	1⅜"



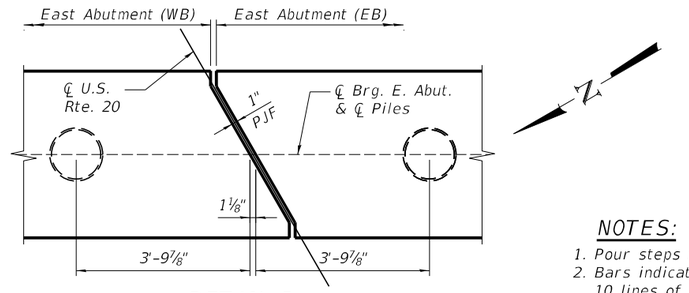
EAST ABUTMENT PLAN – WESTBOUND



TYPICAL ANCHOR BOLT LAYOUT

MIN BAR LAP

#7 = 5'-2"



DETAIL B

(Reinforcement not shown for clarity)

NOTES:

1. Pour steps monolithically with cap.
2. Bars indicated thus 10x2-#7 etc. indicates 10 lines of bars with 2 lengths per line.

FOR INFORMATION ONLY

MODEL: Default
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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
3124964566 Job No. 10800

USER NAME =	DESIGNED - JPM	REVISED -	
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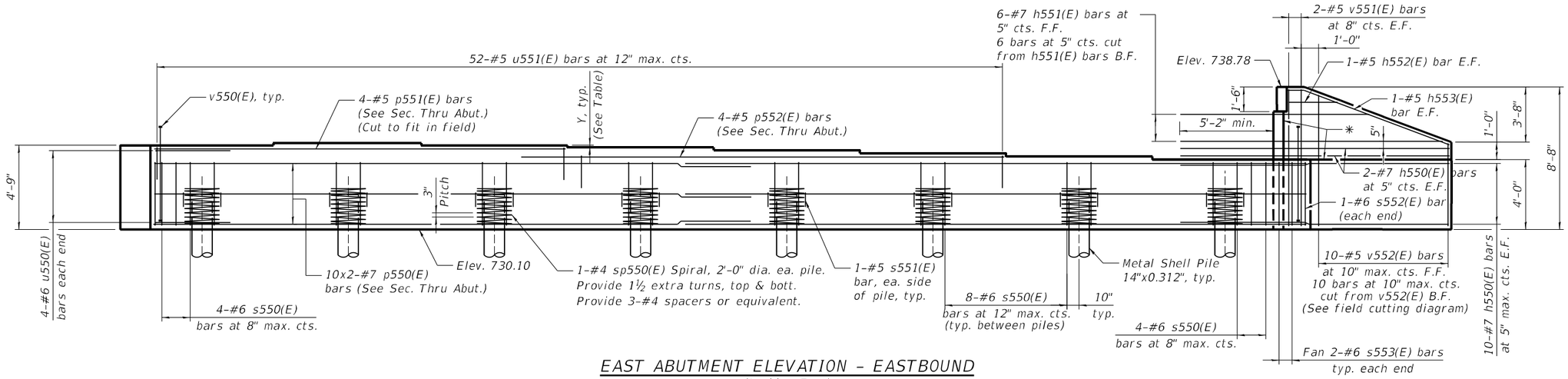
PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS (WESTBOUND)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 54 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	56
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



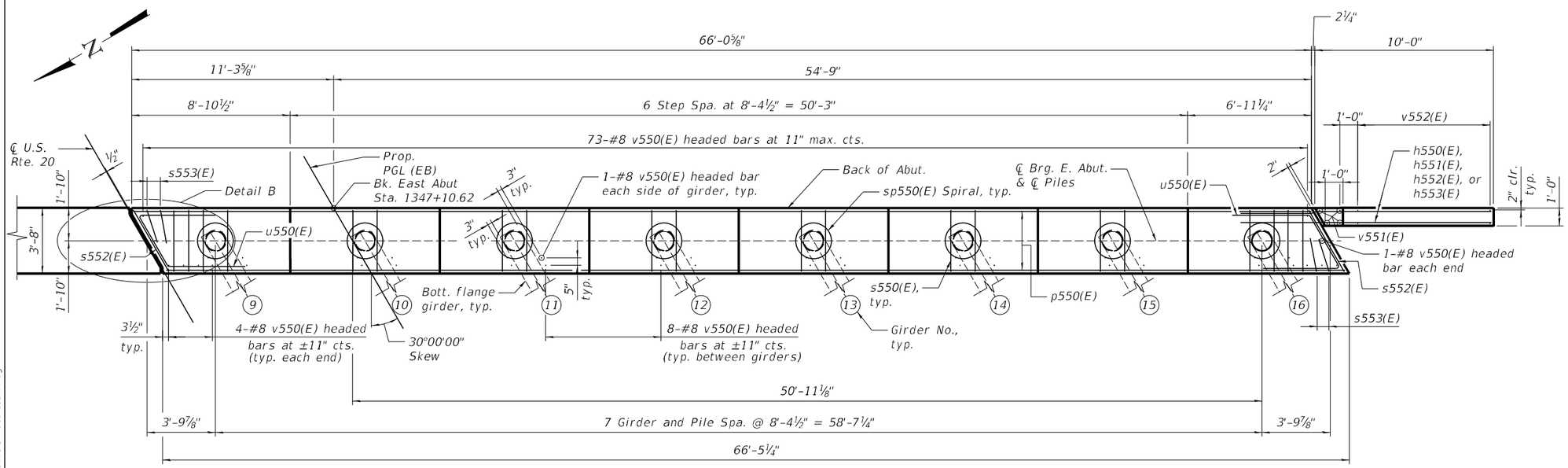
EAST ABUTMENT ELEVATION – EASTBOUND

(Looking East)

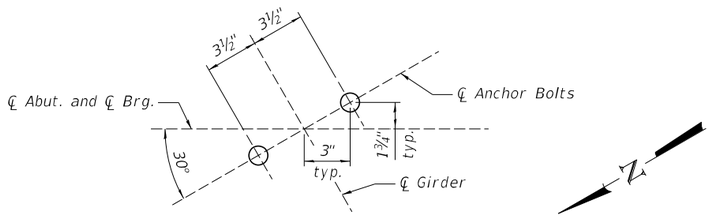
SEAT ELEVATIONS & STEP HEIGHTS

GIRDER	ELEV.	Y
9	734.85	—
10	734.98	1½"
11	734.88	1¼"
12	734.76	1⅜"
13	734.62	1⅝"
14	734.46	2"
15	734.28	2⅛"
16	734.10	2⅛"

* Optional construction joints



EAST ABUTMENT PLAN – EASTBOUND



TYPICAL ANCHOR BOLT LAYOUT

MIN BAR LAP

#7 = 5'–2"

NOTES:

1. Pour steps monolithically with cap.
2. Bars indicated thus 10x2–#7 etc. indicates 10 lines of bars with 2 lengths per line.
3. See Sheet 54 of 71 for Detail B.

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

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PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS (EASTBOUND)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 55 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	57
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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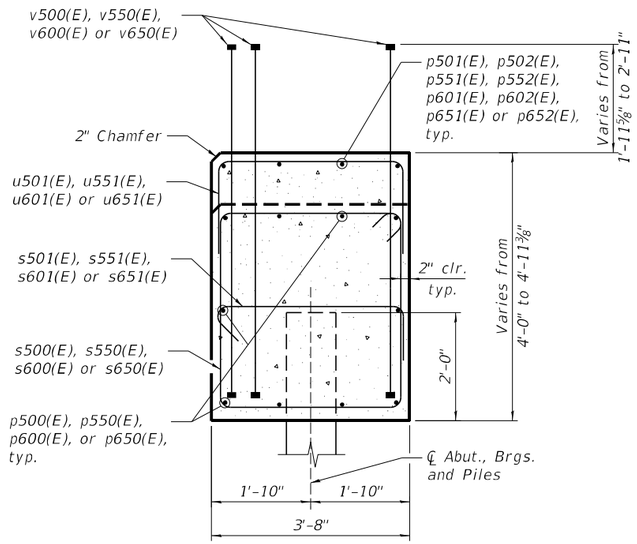


SEC. THRU ABUT.

(Dimensions at right angles to abutment.)

WEST ABUTMENT BILL OF MATERIAL WB (SN 101-0226)

	Bar	No.	Size	Length	Shape
	h600(E)	24	#7	15'-3"	
	h601(E)	6	#7	25'-1"	
	h602(E)	2	#5	3'-0"	
	h603(E)	2	#5	10'-4"	
	p600(E)	20	#7	35'-10"	
	p601(E)	4	#5	25'-3"	
	p602(E)	4	#5	30'-2"	
	s600(E)	64	#6	15'-4"	
	s601(E)	16	#5	4'-4"	
	s602(E)	2	#6	16'-4"	
	s603(E)	4	#6	7'-8"	
*	sp600(E)	8	#4	2'-0"	
	u600(E)	8	#6	12'-4"	
	u601(E)	52	#5	6'-4"	
	v600(E)	155	#8	6'-7"	
	v601(E)	4	#5	8'-4"	
	v602(E)	10	#5	12'-7"	

WEST ABUTMENT BILL OF MATERIAL EB (SN 101-0225)

	Bar	No.	Size	Length	Shape
	h500(E)	24	#7	15'-3"	
	h501(E)	6	#7	25'-1"	
	h502(E)	2	#5	3'-0"	
	h503(E)	2	#5	10'-4"	
	p500(E)	20	#7	35'-10"	
	p501(E)	4	#5	25'-3"	
	p502(E)	4	#5	30'-2"	
	s500(E)	64	#6	15'-4"	
	s501(E)	16	#5	4'-4"	
	s502(E)	2	#6	16'-4"	
	s503(E)	4	#6	7'-8"	
*	sp500(E)	8	#4	2'-0"	
	u500(E)	8	#6	12'-4"	
	u501(E)	52	#5	6'-4"	
	v500(E)	155	#8	6'-7"	
	v501(E)	4	#5	8'-4"	
	v502(E)	10	#5	12'-7"	

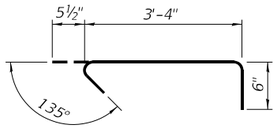
EAST ABUTMENT BILL OF MATERIAL WB (SN 101-0226)

	Bar	No.	Size	Length	Shape
	h650(E)	24	#7	15'-3"	
	h651(E)	6	#7	25'-1"	
	h652(E)	2	#5	3'-0"	
	h653(E)	2	#5	10'-4"	
	p650(E)	20	#7	35'-10"	
	p651(E)	4	#5	25'-3"	
	p652(E)	4	#5	30'-2"	
	s650(E)	64	#6	15'-4"	
	s651(E)	16	#5	4'-4"	
	s652(E)	2	#6	16'-4"	
	s653(E)	4	#6	7'-8"	
*	sp650(E)	8	#4	2'-0"	
	u650(E)	8	#6	12'-4"	
	u651(E)	52	#5	6'-4"	
	v650(E)	155	#8	6'-7"	
	v651(E)	4	#5	8'-4"	
	v652(E)	10	#5	12'-7"	

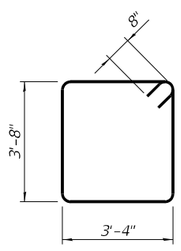
EAST ABUTMENT BILL OF MATERIAL EB (SN 101-0225)

	Bar	No.	Size	Length	Shape
	h550(E)	24	#7	15'-3"	
	h551(E)	6	#7	25'-1"	
	h552(E)	2	#5	3'-0"	
	h553(E)	2	#5	10'-4"	
	p550(E)	20	#7	35'-10"	
	p551(E)	4	#5	25'-3"	
	p552(E)	4	#5	30'-2"	
	s550(E)	64	#6	15'-4"	
	s551(E)	16	#5	4'-4"	
	s552(E)	2	#6	16'-4"	
	s553(E)	4	#6	7'-8"	
*	sp550(E)	8	#4	2'-0"	
	u550(E)	8	#6	12'-4"	
	u551(E)	52	#5	6'-4"	
	v550(E)	155	#8	6'-7"	
	v551(E)	4	#5	8'-4"	
	v552(E)	10	#5	12'-7"	

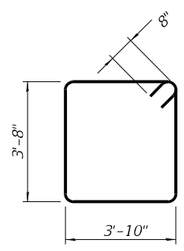
* Length is height of spiral



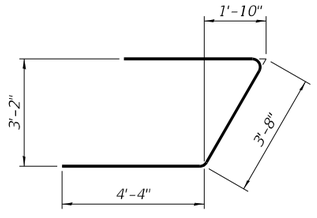
BAR s501(E), s551(E), s601(E), and s651(E)



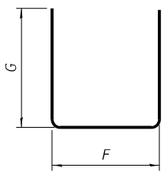
BAR s500(E), s550(E), s600(E) and s650(E)



BAR s502(E), s552(E), s602(E) and s652(E)

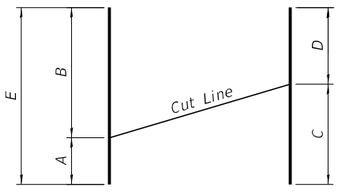


BAR u500(E), u550(E), u600(E), and u650(E)



BAR s503(E), s553(E), s603(E), s653(E) u501(E), u551(E), u601(E), and u651(E)

Bar	F	G
s503(E)	3'-8"	2'-0"
s553(E)	3'-8"	2'-0"
s603(E)	3'-8"	2'-0"
s653(E)	3'-8"	2'-0"
u501(E)	3'-4"	1'-6"
u551(E)	3'-4"	1'-6"
u601(E)	3'-4"	1'-6"
u651(E)	3'-4"	1'-6"



Bar	No.	Size	A	B	C	D	E
h501(E)	6	#7	10'-2"	14'-11"	14'-11"	10'-2"	25'-1"
h551(E)	6	#7	10'-2"	14'-11"	14'-11"	10'-2"	25'-1"
h601(E)	6	#7	10'-2"	14'-11"	14'-11"	10'-2"	25'-1"
h651(E)	6	#7	10'-2"	14'-11"	14'-11"	10'-2"	25'-1"
v502(E)	10	#5	4'-8"	7'-11"	7'-11"	4'-8"	12'-7"
v552(E)	10	#5	4'-8"	7'-11"	7'-11"	4'-8"	12'-7"
v602(E)	10	#5	4'-8"	7'-11"	7'-11"	4'-8"	12'-7"
v652(E)	10	#5	4'-8"	7'-11"	7'-11"	4'-8"	12'-7"

FIELD CUTTING DIAGRAM

Order h501(E), h551(E), h601(E), h651(E), v502(E), v552(E), v602(E), and v652(E) full length. Cut as shown and use remainder of bars on the opposite face of the wingwall.

PILE DATA – W. ABUT. – WESTBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes
Nominal Required Bearing: 513 kips
Factored Resistance Available: 314 kips
Est. Length: 37 feet
No. Production Piles: 7
No. Test Piles: 1

PILE DATA – E. ABUT. – WESTBOUND

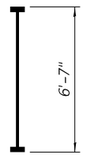
Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes
Nominal Required Bearing: 513 kips
Factored Resistance Available: 314 kips
Est. Length: 26 feet
No. Production Piles: 7
No. Test Piles: 1

PILE DATA – W. ABUT. – EASTBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes
Nominal Required Bearing: 513 kips
Factored Resistance Available: 314 kips
Est. Length: 39 feet
No. Production Piles: 7
No. Test Piles: 1

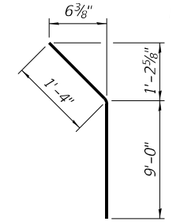
PILE DATA – E. ABUT. – EASTBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes
Nominal Required Bearing: 513 kips
Factored Resistance Available: 314 kips
Est. Length: 33 feet
No. Production Piles: 7
No. Test Piles: 1



BAR v500(E), v550(E), v600(E), and v650(E)

(Headed. 1240-#8 Bar Terminators)



BAR h503(E), h553(E), h603(E), and h653(E)

NOTES:

1. Bar terminators, paid for separately. See Total Bill of Materials.
2. For details of piles see Sheet 62 of 71.

FOR INFORMATION ONLY

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

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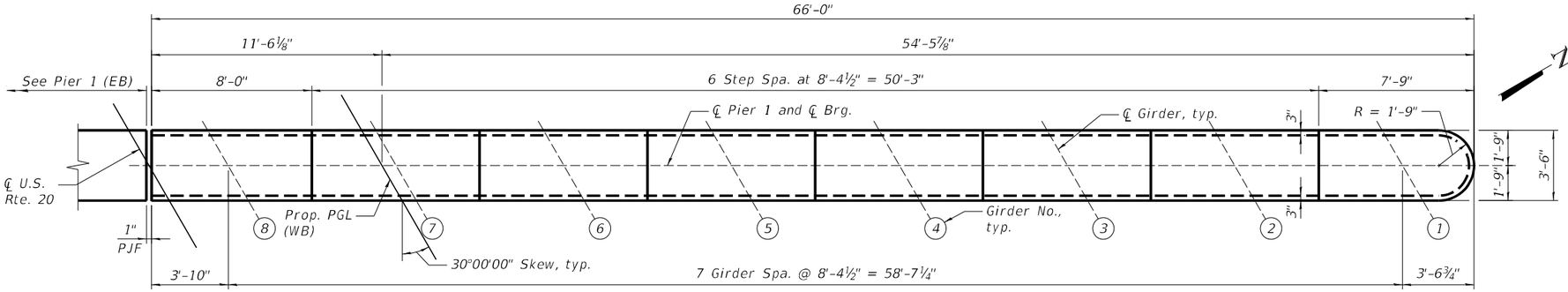
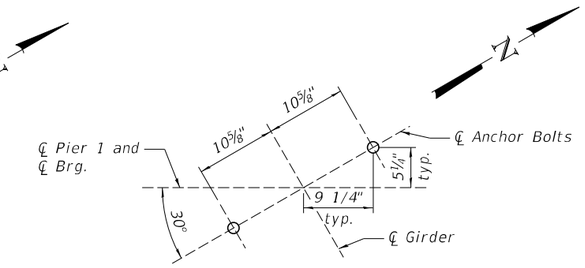
PLOT DATE = | DRAWN - RMG | REVISED -
CHECKED - JHG | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 56 OF 71 SHEETS

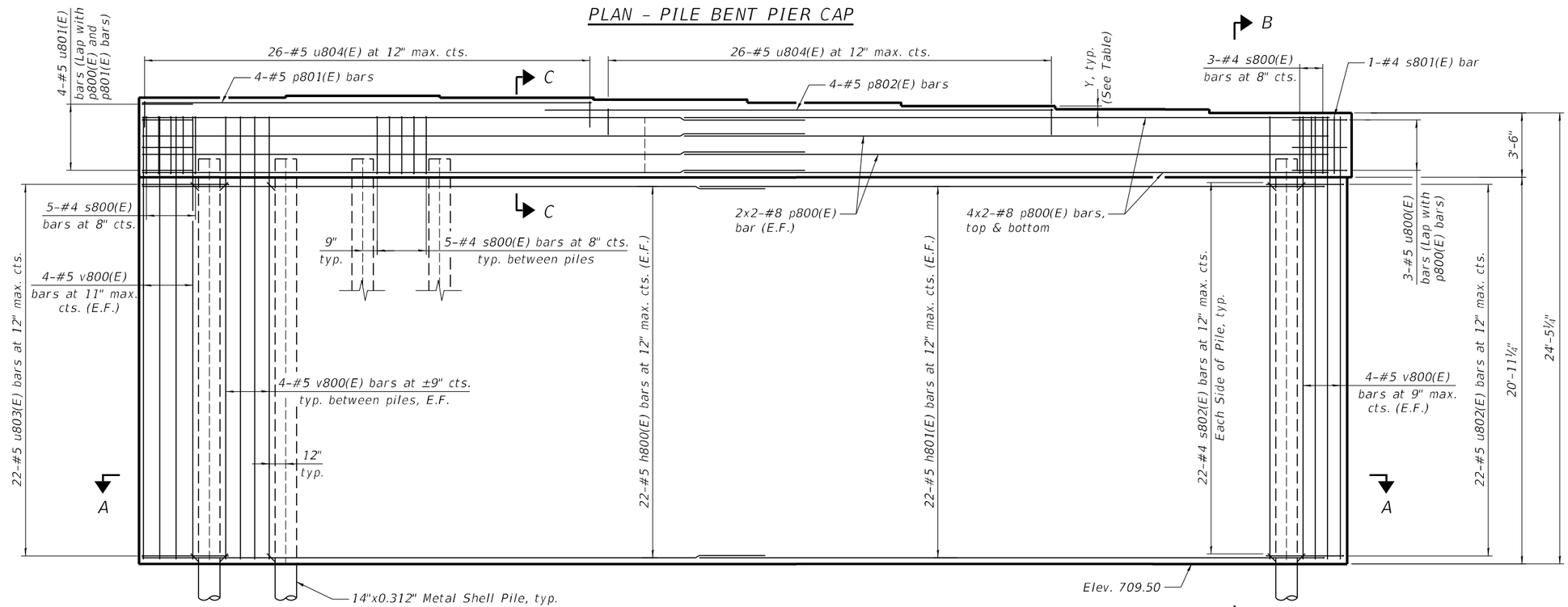
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	58
		CONTRACT NO. 64U98		
		ILLINOIS	FED. AID PROJECT	





TYPICAL ANCHOR BOLT LAYOUT

PLAN – PILE BENT PIER CAP



SEAT ELEVATIONS & STEP HEIGHTS

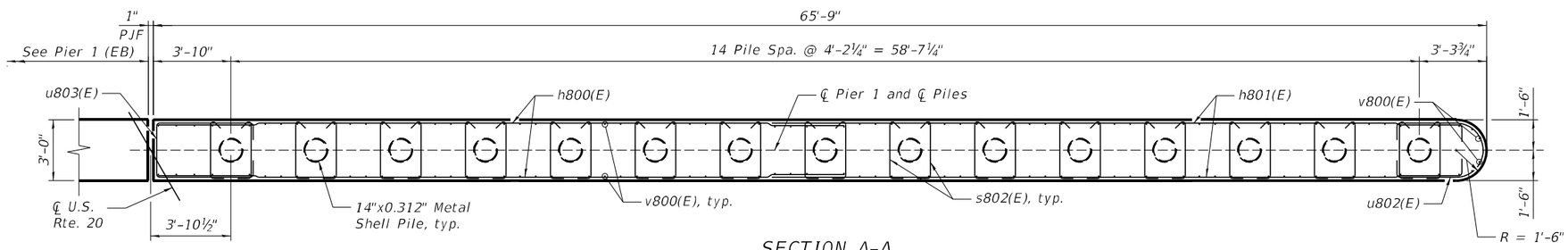
GIRDER	ELEV.	Y
1	733.94	—
2	734.12	2¼"
3	734.31	2½"
4	734.49	2⅝"
5	734.64	1¾"
6	734.77	1½"
7	734.88	1⅜"
8	734.77	1⅜"

MIN BAR LAP

#5 = 3'-7"
#8 = 5'-9"

ELEVATION – PILE BENT PIER

(Looking West)



SECTION A-A

PILE DATA – PIER 1 – WESTBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes
Nominal Required Bearing: 570 kips
Factored Resistance Available: 314 kips
Est. Length: 38 feet
No. Production Piles: 14
No. Test Piles: 1

NOTES:

1. Pour steps monolithically with cap.
2. For Sections B-B and C-C, see Sheet 61 of 71.
3. Bars indicated thus 4x2-#8 etc., indicates 4 lines of bars with 2 lengths per line.

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Alfred Benesch & Company
25 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

USER NAME =
PLOT SCALE =
PLOT DATE =

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CHECKED - JHG | REVISED -
DRAWN - RMG | REVISED -
CHECKED - JHG | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 DETAILS (WESTBOUND)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 57 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	59
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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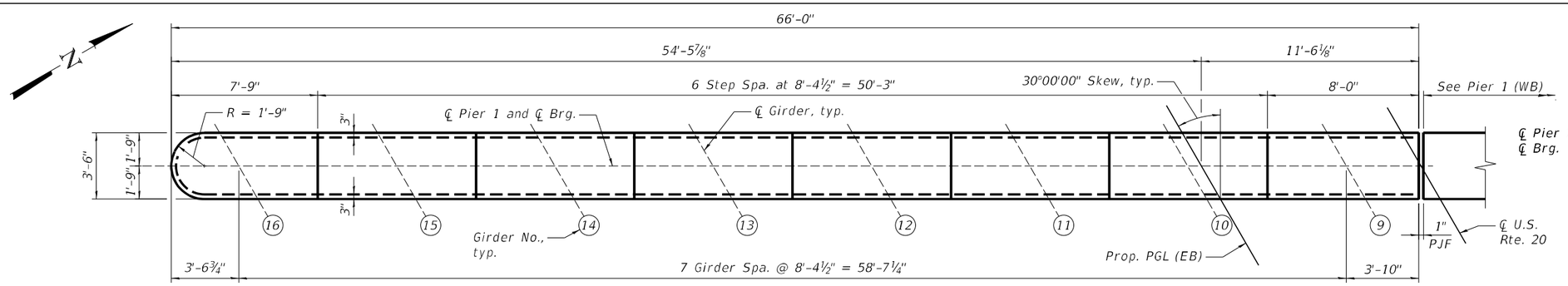
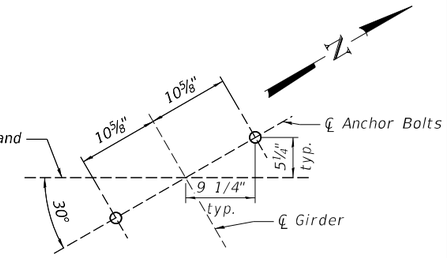
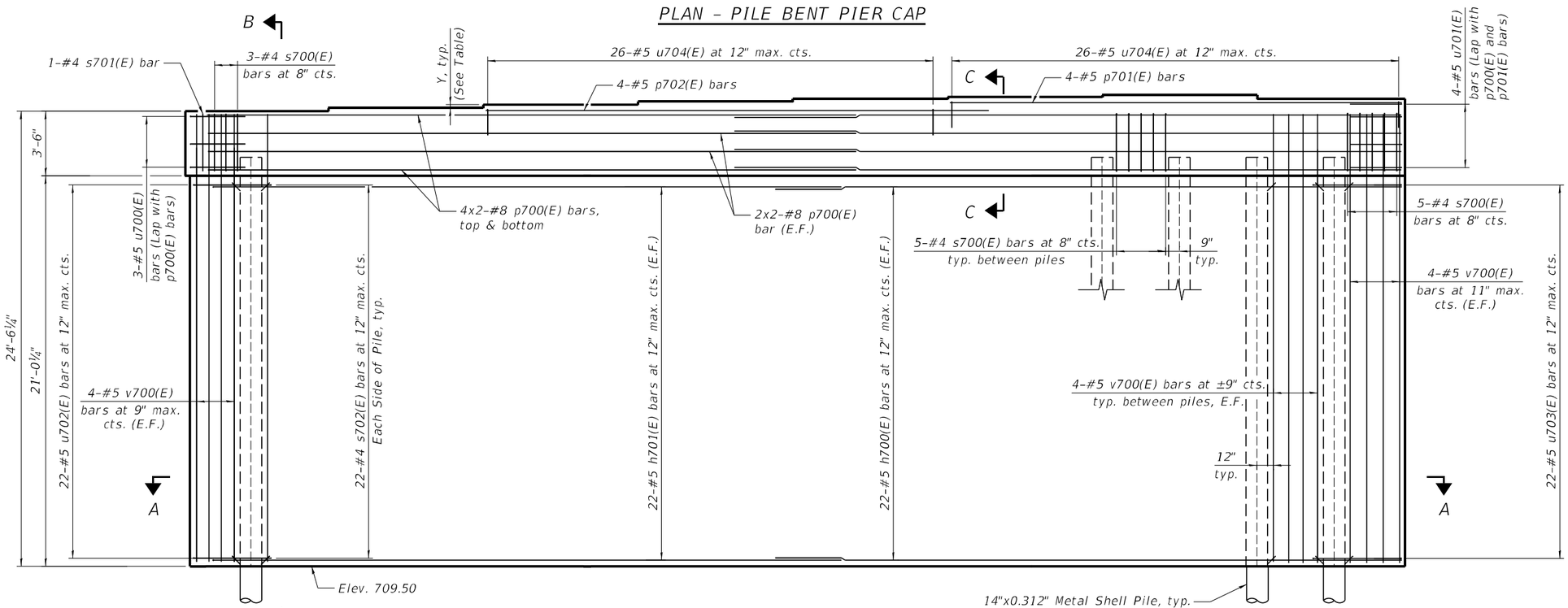




TYPICAL ANCHOR BOLT LAYOUT

PLAN – PILE BENT PIER CAP



SEAT ELEVATIONS & STEP HEIGHTS

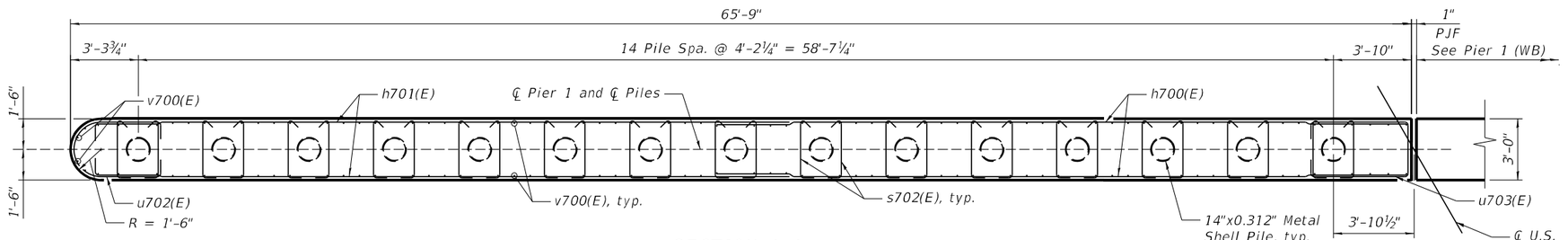
GIRDER	ELEV.	Y
9	734.77	——
10	734.90	1½"
11	734.80	1¼"
12	734.68	1⅜"
13	734.54	1⅝"
14	734.37	2"
15	734.20	2⅛"
16	734.02	2⅛"

MIN BAR LAP

#5 = 3'-7"
#8 = 5'-9"

ELEVATION – PILE BENT PIER

(Looking West)



SECTION A-A

PILE DATA – PIER 1 – EASTBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes
Nominal Required Bearing: 570 kips
Factored Resistance Available: 314 kips
Est. Length: 38 feet
No. Production Piles: 14
No. Test Piles: 1

NOTES:

1. Pour steps monolithically with cap.
2. For Sections B-B and C-C, see Sheet 61 of 71.
3. Bars indicated thus 4x2-#8 etc., indicates 4 lines of bars with 2 lengths per line.

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Chicago, Illinois 60601
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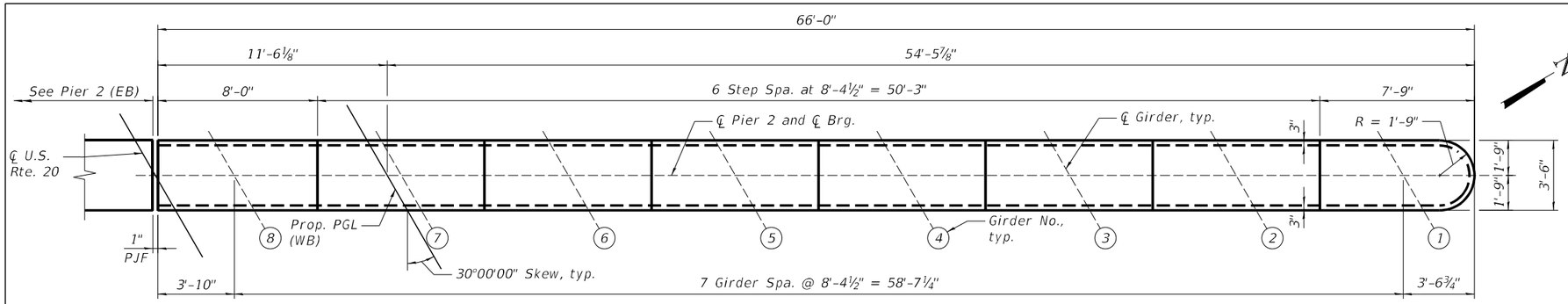
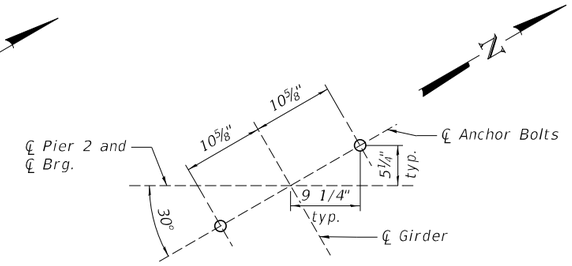
PLOT SCALE =	DRAWN - RMG	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 DETAILS (EASTBOUND)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 58 OF 71 SHEETS

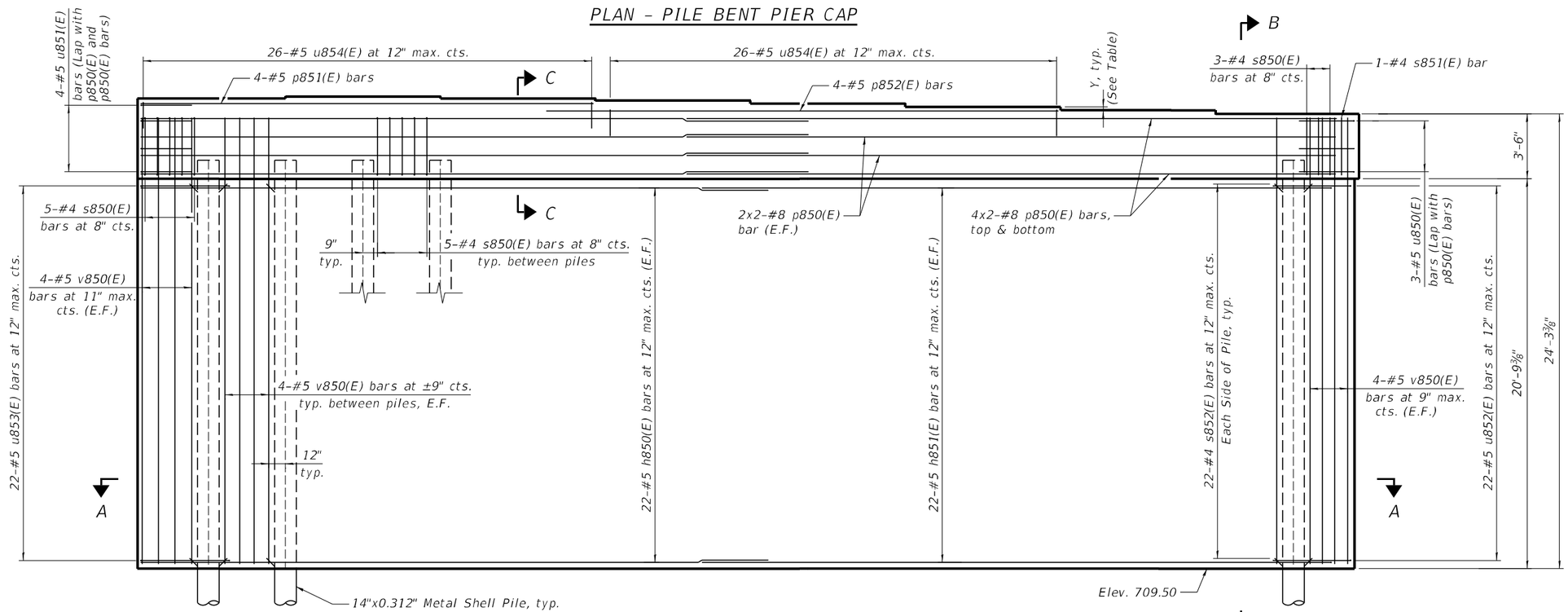
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	60
		CONTRACT NO. 64U98		
		ILLINOIS	FED. AID PROJECT	





TYPICAL ANCHOR BOLT LAYOUT

PLAN – PILE BENT PIER CAP



SEAT ELEVATIONS & STEP HEIGHTS

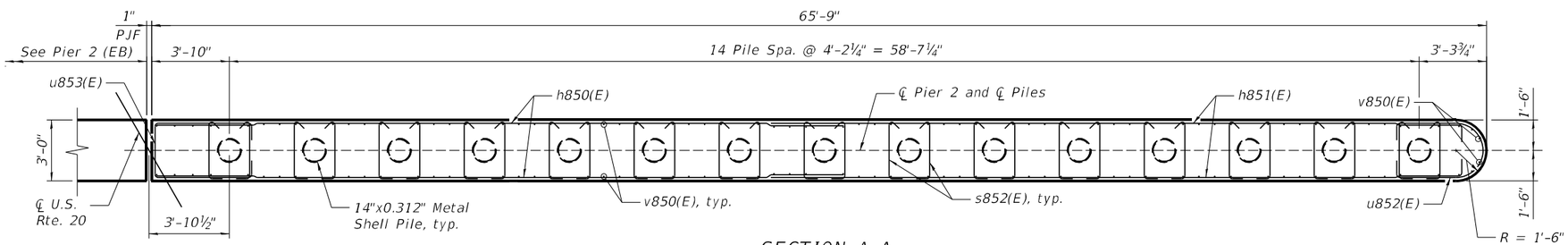
GIRDER	ELEV.	Y
1	733.78	—
2	733.96	2¼"
3	734.15	2½"
4	734.33	2⅝"
5	734.48	1¾"
6	734.61	1½"
7	734.72	1⅜"
8	734.61	1⅜"

MIN BAR LAP

#5 = 3'-7"
#8 = 5'-9"

ELEVATION – PILE BENT PIER

(Looking West)



SECTION A-A

PILE DATA – PIER 2 – WESTBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes
Nominal Required Bearing: 570 kips
Factored Resistance Available: 314 kips
Est. Length: 74 feet
No. Production Piles: 14
No. Test Piles: 1

NOTES:

1. Pour steps monolithically with cap.
2. For Sections B-B and C-C, see Sheet 61 of 71.
3. Bars indicated thus 4x2-#8 etc., indicates 4 lines of bars with 2 lengths per line.

FOR INFORMATION ONLY

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

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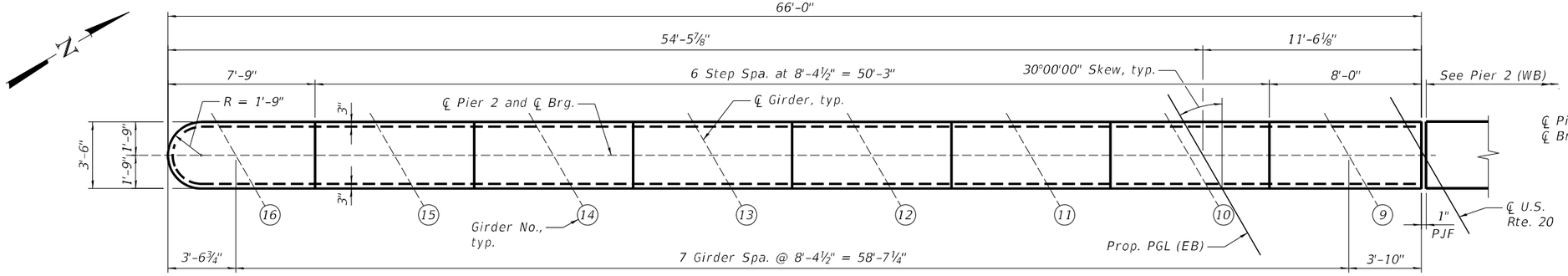
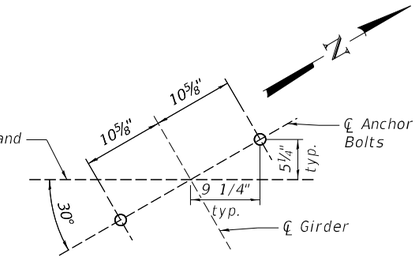
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 DETAILS (WESTBOUND)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 59 OF 71 SHEETS

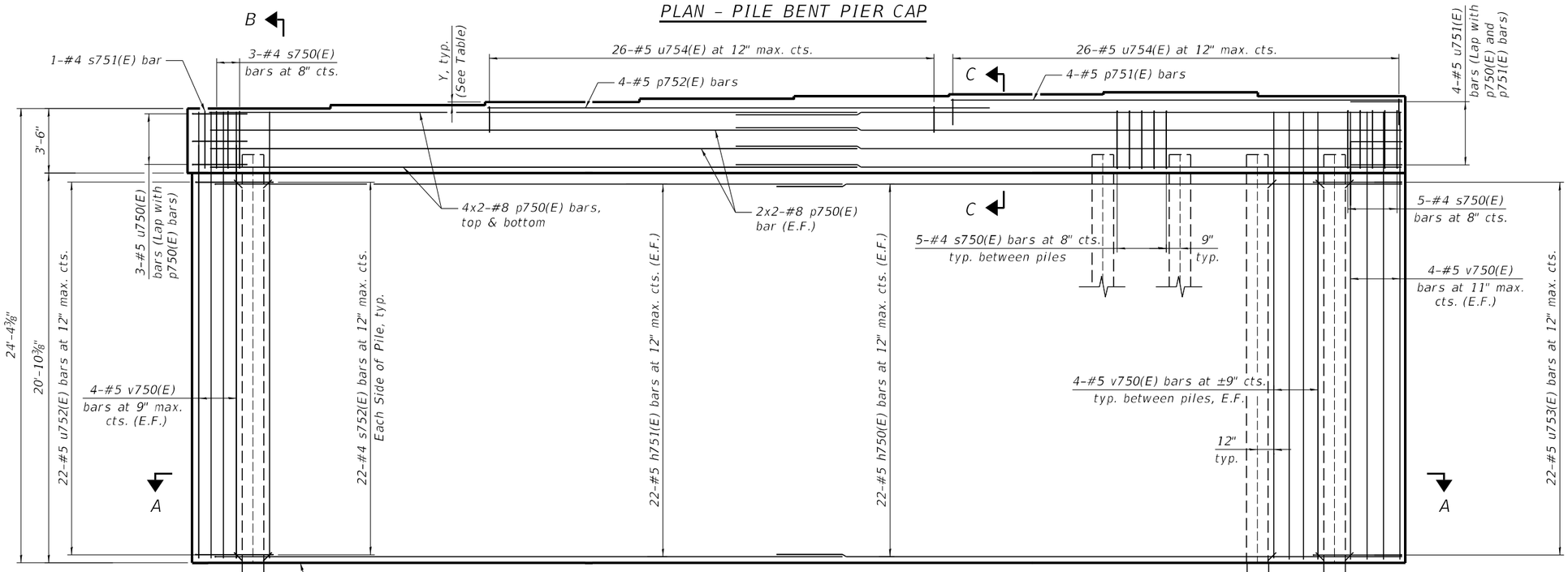
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	61
		CONTRACT NO. 64U98		
		ILLINOIS	FED. AID PROJECT	





TYPICAL ANCHOR BOLT LAYOUT

PLAN – PILE BENT PIER CAP



SEAT ELEVATIONS & STEP HEIGHTS

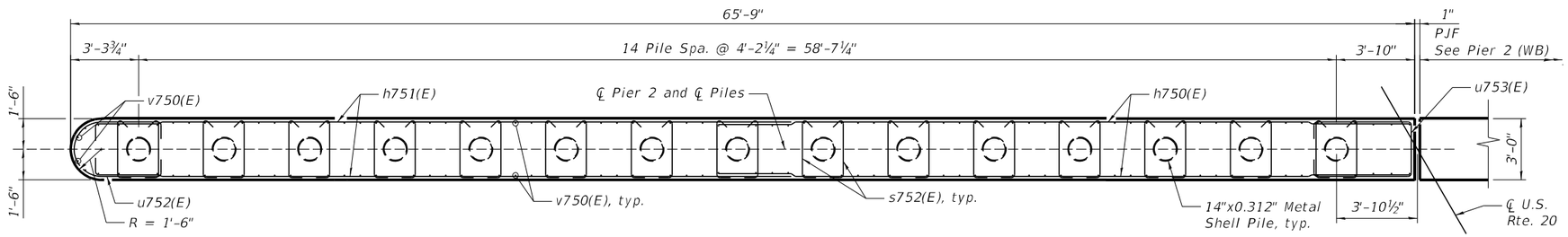
GIRDER	ELEV.	Y
9	734.61	—
10	734.74	1½"
11	734.64	1¼"
12	734.52	1⅜"
13	734.38	1⅝"
14	734.21	2"
15	734.04	2⅛"
16	733.86	2⅛"

MIN BAR LAP

#5 = 3'-7"
#8 = 5'-9"

ELEVATION – PILE BENT PIER

(Looking West)



SECTION A-A

PILE DATA – PIER 2 – EASTBOUND

Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes
Nominal Required Bearing: 570 kips
Factored Resistance Available: 314 kips
Est. Length: 38 feet
No. Production Piles: 14
No. Test Piles: 1

NOTES:

1. Pour steps monolithically with cap.
2. For Sections B-B and C-C, see Sheet 61 of 71.
3. Bars indicated thus 4x2-#8 etc., indicates 4 lines of bars with 2 lengths per line.

FOR INFORMATION ONLY

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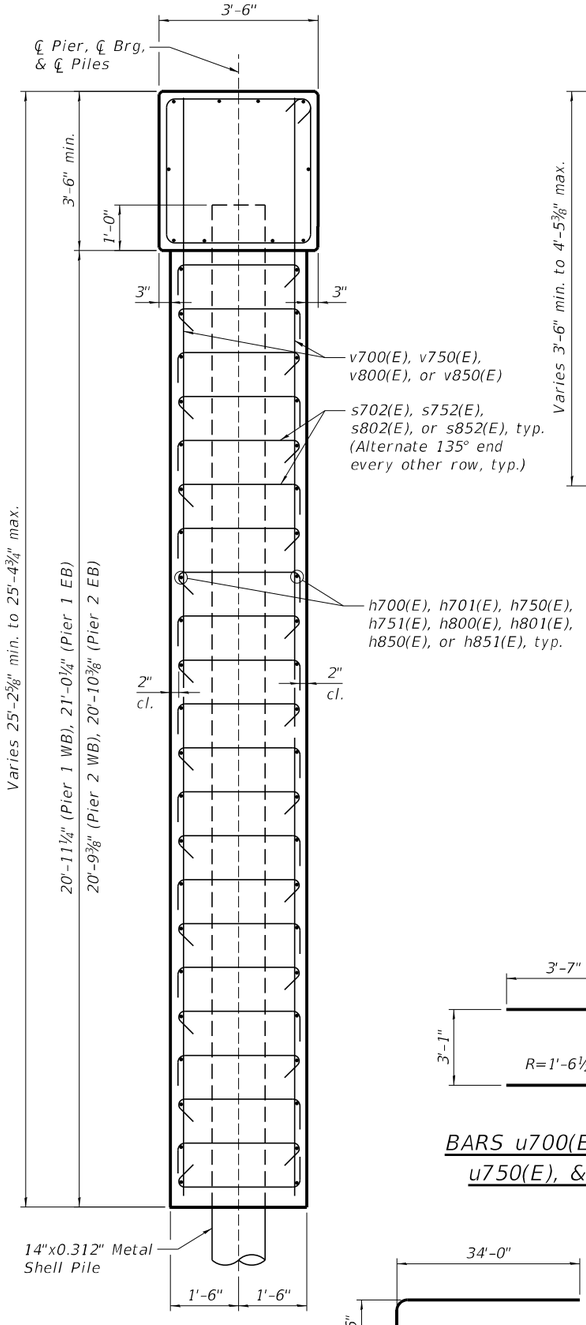
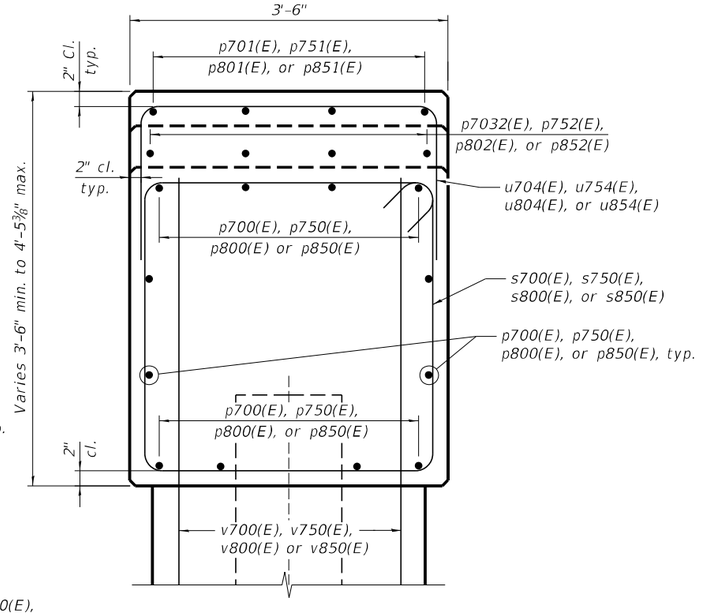
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 DETAILS (EASTBOUND)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 60 OF 71 SHEETS

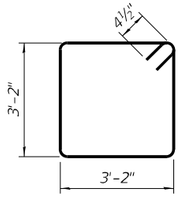
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	62
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		



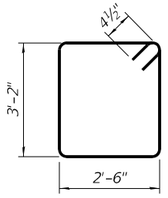
SECTION B-B



SECTION C-C

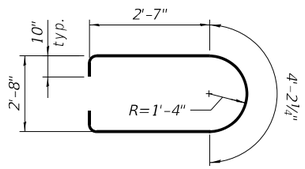


BARS s700(E), s800(E), s750(E), & s850(E)

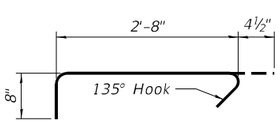


BARS s701(E), s801(E), s751(E), & s851(E)

BARS u700(E), u800(E), u750(E), & u850(E)

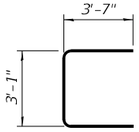


BARS u702(E), u802(E), u752(E), & u852(E)



BARS s702(E), s802(E), s752(E), & s852(E)

BARS h701(E), h801(E), h751(E), & h851(E)



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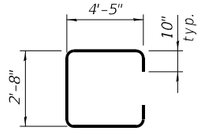
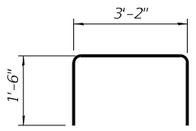


BARS u703(E), u803(E), u753(E), & u853(E)



BARS u704(E), u804(E), u754(E), & u854(E)

PIER 1 BILL OF MATERIAL WB (SN 101-0226)

Bar	No.	Size	Length	Shape
h800(E)	44	#5	34'-0"	——
h801(E)	44	#5	34'-6"	⌐
p800(E)	24	#8	35'-0"	——
p801(E)	4	#5	24'-5"	——
p802(E)	4	#5	28'-1"	——
s800(E)	78	#4	13'-5"	□
s801(E)	1	#4	12'-1"	□
s802(E)	660	#4	3'-9"	⌐¬
u800(E)	3	#5	12'-0"	⊃
u801(E)	4	#5	10'-3"	⊏
u802(E)	22	#5	11'-0"	⊃
u803(E)	22	#5	13'-2"	⊏
u804(E)	52	#5	6'-2"	⊐
v800(E)	128	#5	24'-1"	——

PIER 1 BILL OF MATERIAL EB (SN 101-0225)

Bar	No.	Size	Length	Shape
h700(E)	44	#5	34'-0"	——
h701(E)	44	#5	34'-6"	⌐
p700(E)	24	#8	35'-0"	——
p701(E)	4	#5	24'-5"	——
p702(E)	4	#5	28'-1"	——
s700(E)	78	#4	13'-5"	□
s701(E)	1	#4	12'-1"	□
s702(E)	660	#4	3'-9"	⌐¬
u700(E)	3	#5	12'-0"	⊃
u701(E)	4	#5	10'-3"	⊏
u702(E)	22	#5	11'-0"	⊃
u703(E)	22	#5	13'-2"	⊏
u704(E)	52	#5	6'-2"	⊐
v700(E)	128	#5	24'-1"	——

PIER 2 BILL OF MATERIAL WB (SN 101-0226)

Bar	No.	Size	Length	Shape
h850(E)	44	#5	34'-0"	——
h851(E)	44	#5	34'-6"	⌐
p850(E)	24	#8	35'-0"	——
p851(E)	4	#5	24'-5"	——
p852(E)	4	#5	28'-1"	——
s850(E)	78	#4	13'-5"	□
s851(E)	1	#4	12'-1"	□
s852(E)	660	#4	3'-9"	⌐¬
u850(E)	3	#5	12'-0"	⊃
u851(E)	4	#5	10'-3"	⊏
u852(E)	22	#5	11'-0"	⊃
u853(E)	22	#5	13'-2"	⊏
u854(E)	52	#5	6'-2"	⊐
v850(E)	128	#5	23'-11"	——

PIER 2 BILL OF MATERIAL EB (SN 101-0225)

Bar	No.	Size	Length	Shape
h750(E)	44	#5	34'-0"	——
h751(E)	44	#5	34'-6"	⌐
p750(E)	24	#8	35'-0"	——
p751(E)	4	#5	24'-5"	——
p752(E)	4	#5	28'-1"	——
s750(E)	78	#4	13'-5"	□
s751(E)	1	#4	12'-1"	□
s752(E)	660	#4	3'-9"	⌐¬
u750(E)	3	#5	12'-0"	⊃
u751(E)	4	#5	10'-3"	⊏
u752(E)	22	#5	11'-0"	⊃
u753(E)	22	#5	13'-2"	⊏
u754(E)	52	#5	6'-2"	⊐
v750(E)	128	#5	23'-11"	——

NOTE:

1. For details of metal sheel piles, see Sheet 62 of 71.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 61 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	63
		CONTRACT NO. 64U98		
		ILLINOIS	FED. AID PROJECT	

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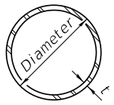
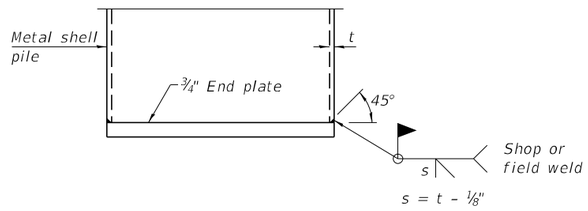
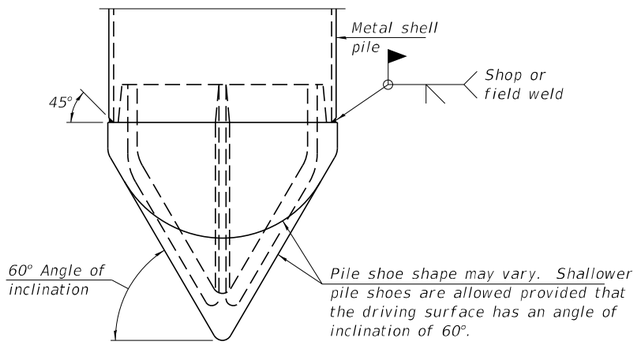


METAL SHELL PILE TABLE

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

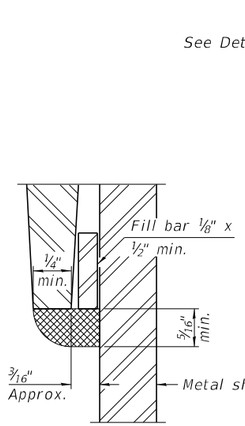


END PLATE ATTACHMENT

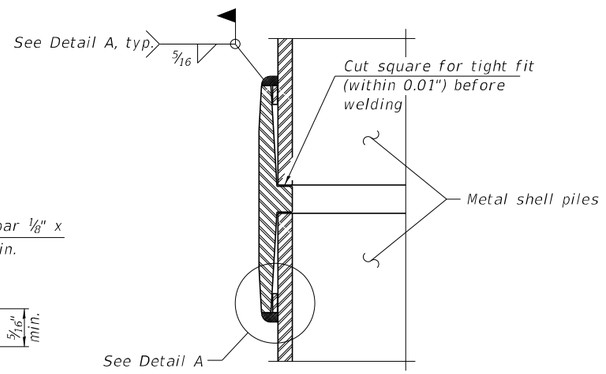


PILE SHOE ATTACHMENT

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

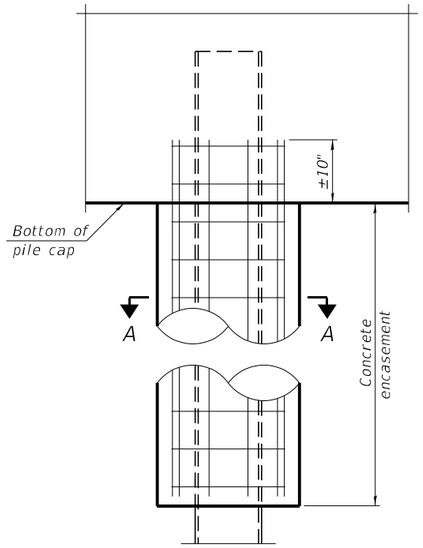


DETAIL A

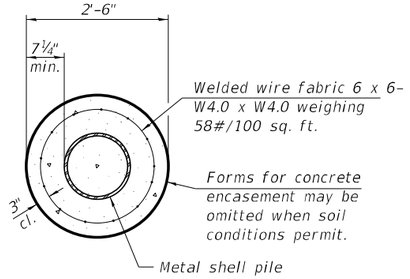


WELDED COMMERCIAL SPLICE

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



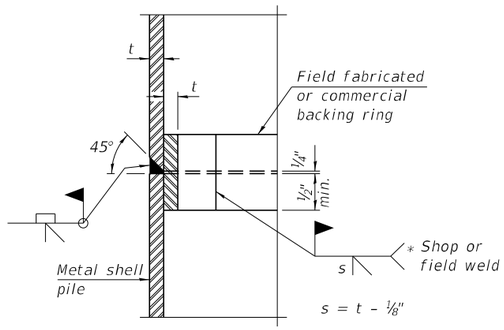
ELEVATION



SECTION A-A

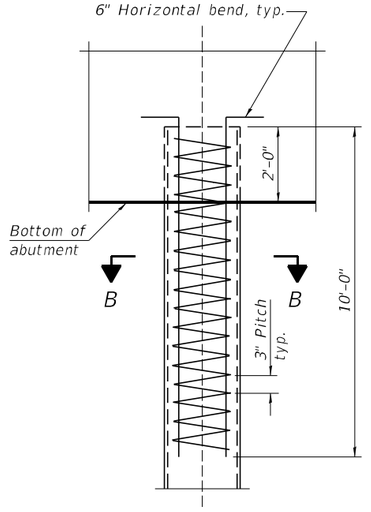
INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)

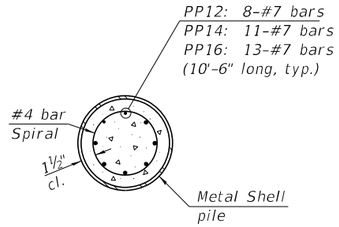


COMPLETE PENETRATION WELD SPLICE

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



ELEVATION



SECTION B-B

REINFORCEMENT AT ABUTMENTS

(Omit when concrete encasement is specified)

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

FOR INFORMATION ONLY

F-MS 5-15-2023

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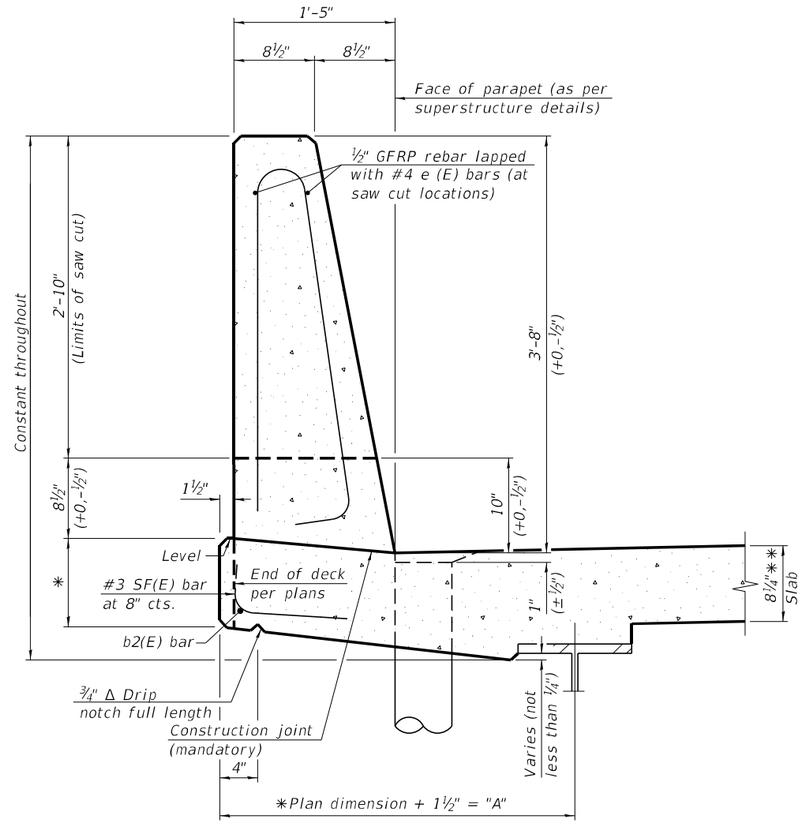
PLOT SCALE =	DRAWN - RMG	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 62 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	64
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

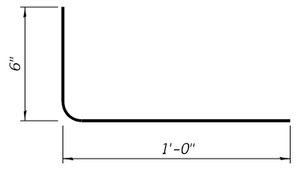


* See Superstructure Details

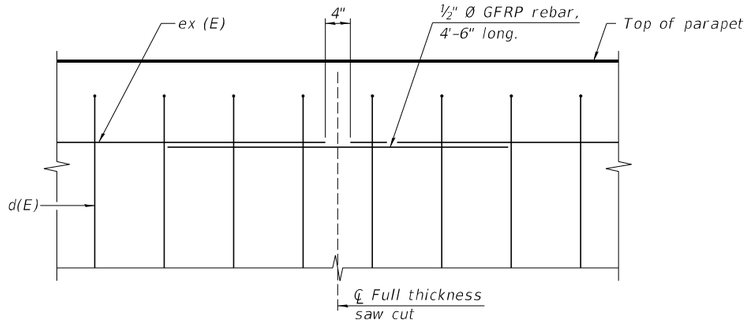
** Prior to grinding

44" CONSTANT-SLOPE PARAPET SECTION

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



SF(E) BAR



GFRP REBAR STIFFENING DETAIL

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

NOTES:

1. All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown. Additional concrete needed to revise dimension "A" = 0.00348 cu. yds./ft.
2. Place full depth aluminum sheets as shown on superstructure details.
3. Replace all cork joint filler locations with a full thickness saw cut.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 101-0225 & 101-0226
SHEET 63 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	65
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/20/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0074
Station 1345+79.08

BORING NO. SB-01
Station 1344+57.6
Offset 30.0 ft LT
Ground Surface Elev. 739.90 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	DESCRIPTION	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
739.7	ASPHALT PAVEMENT - 3"			
738.5	CONCRETE PAVEMENT - 13.5"			
	CLAYEY SAND FILL- Dark Brown, Medium-Grained, Medium-Dense, with Gravel and Pebbles	2		
		4		8
736.4		4		
	SAND FILL - Brown, Medium-Grained, Medium-Dense, with Gravel and Pebbles	8		
		10		7
-5		14		
		8		
731.9		11		8
		15		
	SANDY LOAM FILL - Black, Medium-Dense, with Gravel and Cobbles, Wet Diesel Smell	4		
		3		18
-10		9		
		5		
		12		15
		12		
	Becomes Moist, No More Diesel Smell	6		
		6		29
-15		11		
723.4		4		
	SANDY CLAY FILL - Black, Stiff, Moist	6	2.0	23
		8	P	
		4		
-20		4	3.0	29
		8	P	

DEPTH (ft)	DESCRIPTION	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	SANDY CLAY FILL - Black, Stiff, Moist *(continued)*			
	Some Organics	4		
		4		36
716.9		3		
	SAND - Gray, Medium-to-Coarse Grained, Medium-Dense, Moist	6		
		13		16
-25		13		
714.4				
	SANDY GRAVEL - Gray, Medium-Grained, Medium-Dense, Moist	10		
		13		12
		11		
	No Recovery	11		
		11		
-30		15		
706.9				
	COARSE SAND - Gray, Medium-Dense, with Gravel, Moist	9		
		10		13
-35		12		
	Poor Recovery	12		
		12		7
-40		11		

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/20/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0074
Station 1345+79.08

BORING NO. SB-01
Station 1344+57.6
Offset 30.0 ft LT
Ground Surface Elev. 739.90 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	DESCRIPTION	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	COARSE SAND - Gray, Medium-Dense, with Gravel, Moist *(continued)*			
	Poor Recovery With Limestone Fragments	11		
		15		11
-45		9		
692.9				
	SILT - Gray, Hard, with Sand, Moist	14		
		21		19
-50		22		
	No More Sand	21		
685.4		32		17
	FINE SAND - Gray, Very-Dense, Moist	28		
-55				
	2' Gray Silt Becomes Very-Fine	18		
		25		18
-60		26		

DEPTH (ft)	DESCRIPTION	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	FINE SAND - Gray, Very-Dense, Moist *(continued)*			
	Becomes Fine	19		
		31		20
-65		32		
671.4				
	SILT - Gray, Hard, Moist	21		
670.4		33		17
	FINE SAND - Gray, Very-Dense, Moist	34		
-70				
667.9				
	CLAYEY SILT - Gray, Hard, Moist	24		
		30	1.7	17
-75		31	B	
660.9				
	FINE SAND - Gray, Dense, Moist	18		
		23		20
-80				

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/20/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0074
Station 1345+79.08

BORING NO. SB-01
Station 1344+57.6
Offset 30.0 ft LT
Ground Surface Elev. 739.90 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	DESCRIPTION	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	FINE SAND - Gray, Dense, Moist *(continued)*			
		18		
		17		20
-85		20		
		17		
		20		20
-90		19		
		14		
		18		20
-95		22		
		13		
		16		19
-100		17		

DEPTH (ft)	DESCRIPTION	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	FINE SAND - Gray, Dense, Moist *(continued)*			
		14		
		16		17
-105		24		
	Becomes Very-Dense	18		
		30		21
-110		29		
627.9				
	SAND - Gray, Medium-Grained, Very-Dense, Moist	23		
		27		16
-115		26		
		19		
		26		15
-120		30		

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

BBS, form 137 (Rev. 8-99)

FOR INFORMATION ONLY

benesch
Alfred Benesch & Company
25 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (1 OF 8)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 64 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	66
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

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Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 4 of 4

Date 7/20/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0074
Station 1345+79.08

BORING NO. SB-01
Station 1344+57.6
Offset 30.0 ft LT
Ground Surface Elev. 739.90 ft

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

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

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND - Gray, Medium-Grained, Very-Dense, Moist *(continued)*				
Becomes Dense		20		
	614.9 -125	21 23		15
End of Boring				
	-130			
	-135			
	-140			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 2

Date 7/13/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0073
Station 1345+79.08

BORING NO. SB-02
Station 1344+20.6
Offset 30.0 ft RT
Ground Surface Elev. 739.99 ft

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

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

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT PAVEMENT - 4.5" 739.6				
CONCRETE PAVEMENT - 12" 738.6		4		
SANDY LOAM FILL- Dark Brown, Dense, Medium-Grained, with Cobbles and Rubble, Moist 737.0		4 6		14
SAND FILL - Brown, Dense, Fine-to-Coarse Grained, Moist		7		
	-5	3 14		6
Becomes Brown-Gray		11		
		14 16		4
		14		
Becomes Black	-10	13 12		6
729.0		4		
CLAYEY SAND FILL - Black, Medium-Dense, Medium-Grained, with Trace Gravel, Moist 726.5		5 7		23
CLAYEY SILT FILL - Black, Stiff, Some Organics, Moist 725.5		3 10 8		27
SAND FILL - Brown-Gray, Medium-Dense, Moist 724.0	-15			
SANDY CLAY LOAM FILL - Black, Stiff, with Some Organics, Moist		3		
		5 12	1.0 P	29
		3		
	-20	6 9		32

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SANDY CLAY LOAM FILL - Black, Stiff, with Some Organics, Moist *(continued)*				
		5		
715.5	-25	6 7		26
SANDY GRAVEL - Gray, Medium-Dense, Moist 714.0				
GRAVELLY SAND - Gray, Medium Dense, Coarse Grained, Moist		10		
		14 10		14
		8		
	-30	10 6		12
Becomes Dense	-35	16 20 20		10
Becomes Medium-Dense		11		
	-40	10 6		11

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 2 of 2

Date 7/13/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0073
Station 1345+79.08

BORING NO. SB-02
Station 1344+20.6
Offset 30.0 ft RT
Ground Surface Elev. 739.99 ft

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

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

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
GRAVELLY SAND - Gray, Medium-Dense, Coarse-Grained, Moist *(continued)*				
		14		
	-45	13 13		8
691.0		6		
SAND - Gray, Dense, Very-Fine Grained, Moist	-50	20 18		14
686.0		16		
CLAYEY SILT - Gray with Trace Gravel, Moist	-55	23 21	1.5 P	15
683.5				
SAND - Gray. Dense, Very-Fine Grained, with Trace Gravel, Moist		15		
	-60	21 20		16

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND - Gray, Dense, Very-Fine Grained, with Trace Gravel, Moist *(continued)*				
		17		
	-65	24 27		21
No More Gravel 673.5				
SILT - Gray, Very Stiff, Moist		17		
	-70	23 25		17
		17		
	-75	20 20		17
End of Boring 665.0				
	-80			

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

BBS, form 137 (Rev. 8-99)

FOR INFORMATION ONLY

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benesch
Alfred Benesch & Company
25 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (2 OF 8)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 65 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	67
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 3

Date 7/22/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0074
Station 1345+79.08

BORING NO. SB-03
Station 1345+35.8
Offset 30.0 ft LT
Ground Surface Elev. 739.81 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Note: Drilling Through Bridge Deck CONCRETE PAVEMENT - 8" 739.1				Blind Drilling Total Casing used = 35 ft *(continued)*			
Blind Drilling Total Casing used = 35 ft				714.8	8		
-5				-25 CLAYEY SILT (RIVER SEDIMENTS) - Black, with Gravel and Rubbles, Wet	5		16
					10		
					6		
					14		
					7		11
				710.8	3		
					4		
-10				-30 COARSE SAND - Gray, Loose, with Gravel and Rubbles, Wet	6		
					5		9
					4		
					4		
				707.3	5		
				SAND - Gray, Loose, Medium-Grained, Wet 706.8	4		12
				COARSE SAND - Gray, Medium-Dense, Wet Poor Recovery	3		
					7		24
-15				-35	6		
				Becomes Loose	5		
					4		16
					6		
				No Recovery	9		
					8		
-20				-40	8		

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 2 of 3

Date 7/22/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0074
Station 1345+79.08

BORING NO. SB-03
Station 1345+35.8
Offset 30.0 ft LT
Ground Surface Elev. 739.81 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
COARSE SAND - Gray, Medium-Dense, Wet Poor Recovery *(continued)*				SILT - Gray, Very Stiff 1" of Fine Sand *(continued)*			
Becomes Gray-Brown, with Gravel, Medium-Dense	10			678.3			
	13		15	SANDY SILT - Gray, Stiff, Moist			
	8						
Poor Recovery	4				7		
Becomes Gray	20		14		8		22
	12			-65	8		
694.3							
SAND - Gray, Fine-to-Coarse Grained, Very Dense, with Gravel and Limestone Fragments	19						
	33		11	672.8			
	44			SAND - Gray, Dense, Very-Fine Grained, Moist			
No Recovery	50/1"				6		
					6		24
689.3				-70	7		
FINE SAND - Gray, Medium-Dense, with Limestone Fragments, Moist	9						
	10		16				
686.8	11						
SAND - Gray, Medium-Dense, Very-Fine Grained, Moist	11				12		
	14		25		8		24
-55	12			-75	10		
682.8				662.8			
SILT - Gray, Very Stiff 1" of Fine Sand	9			CLAYEY SILT - Gray, Hard, with Sand, Moist	16		
	11	0.7	17		23		20
-60	11	R		-80	18		

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 3 of 3

Date 7/22/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0074
Station 1345+79.08

BORING NO. SB-03
Station 1345+35.8
Offset 30.0 ft LT
Ground Surface Elev. 739.81 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAYEY SILT - Gray, Hard, with Sand, Moist *(continued)*				End of Boring			
	8						
No More Sand	10	0.9	20				
-85	13	B		-105			
650.8	19						
FINE SAND - Gray, Dense, Moist	24		20				
-90	22			-110			
	19						
	23		19				
-95	25			-115			
	19						
	20		22				
639.8 -100	18			-120			

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

BBS, form 137 (Rev. 8-99)

FOR INFORMATION ONLY

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
3124963400 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (3 OF 8)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 66 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	68
		CONTRACT NO. 64U98		
		ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/15/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0073
Station 1345+79.08

BORING NO. SB-04
Station 1344+98.4
Offset 30.0 ft RT
Ground Surface Elev. 739.96 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Note: Drilling Through Bridge Deck CONCRETE PAVEMENT - 8.25" 739.3			
Blind Drilling Total Casing used = 40 ft			
-5			
-10			
-15			
-20			
Blind Drilling Total Casing used = 40 ft *(continued)* 719.0	3		
CLAY - Dark Brown, Medium-Stiff, with Sand and Rubble	9 50		28
	5		
715.5	5 4		36
GRAVELLY SAND - Gray-Brown, Coarse-Grained, with Rubble and Pebbles, Moist	6		
-25	5 5		13
	5		
	6 3		14
	8		
-30	21 18		12
709.0	5		
SAND - Gray, Medium-Dense, Coarse-Grained, with Some Gravels, Moist	7 6		17
	11 18 12		9
-35			
704.5	13		
GRAVELLY SAND - Gray, Medium-Dense, Coarse-Grained, Moist	14 9		17
	14		
-40	14 11		14

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/15/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0073
Station 1345+79.08

BORING NO. SB-04
Station 1344+98.4
Offset 30.0 ft RT
Ground Surface Elev. 739.96 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
GRAVELLY SAND - Gray, Medium-Dense, Coarse-Grained, Moist *(continued)* Becomes Wet	9		
	7 6		18
	11		
-45	15 9		20
	13		
	28 28		12
	26		
-50	34 32		
688.0			
SAND - Gray, Dense, Very-Fine Grained, Moist	18 24 26		17
-55			
	12		
	17 18		25
SAND - Gray, Dense, Very-Fine Grained, Moist *(continued)*			
-65	17		
	18 19		18
-70	15 22 22		22
668.5			
SILTY SAND - Gray, Dense, Very-Fine Grained, Moist	20 25 22		14
-75			
663.0	12		
SILT - Gray, Very-Stiff, Moist	13 16	0.9 R	17
-80			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/15/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0073
Station 1345+79.08

BORING NO. SB-04
Station 1344+98.4
Offset 30.0 ft RT
Ground Surface Elev. 739.96 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILT - Gray, Very-Stiff, Moist *(continued)*			
658.0			
SAND - Gray, Very-Dense, Very-Fine Grained	20		
	28 27		17
-85			
	24		
	39 39		22
-90			
Becomes Medium-Grained	16		
	20 23		23
-95			
	14		
	21 24		20
640.0 -100			
End of Boring			

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

BBS, form 137 (Rev. 8-99)

FOR INFORMATION ONLY

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FILE NAME: c:\pw\wordlib\benesch projects\projects\dms65234\D264R72-1010225_0226-sht-boring-004.dgn

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
3124963400 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (4 OF 8)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 67 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	69
		CONTRACT NO. 64U98		
		ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/21/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0074
Station 1345+79.08

BORING NO. SB-05
Station 1346+63.6
Offset 30.0 ft LT
Ground Surface Elev. 739.66 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Note: Drilling Through Bridge Deck CONCRETE PAVEMENT - 8" 739.0			
Blind Drilling Total Casing used = 35 ft			
-5			
-10			
-15			
-20			
Blind Drilling Total Casing used = 35 ft *(continued)*			
-25			
712.7			
SAND - Brown, Fine-to-Coarse Grained, Loose, with Rubbles and Gravel, Moist	1 4 4 6		10
Poor Recovery	2		
-30	2 3 2		10
Poor Recovery No More Rubbles	8		
	7 9 7		7
-35	10 6 7		23
704.2			
COARSE SAND - Brown, Medium-Dense, with Gravel	10		
	10 10		18
Becomes Brown-Gray	10		
-40	10 9		13

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/21/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0074
Station 1345+79.08

BORING NO. SB-05
Station 1346+63.6
Offset 30.0 ft LT
Ground Surface Elev. 739.66 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
COARSE SAND - Brown, Medium-Dense, with Gravel *(continued)* No Recovery	13 16 11		
With Limestone Fragments	12		7
-45	14 15		
694.2			
GRAVELLY SAND - Gray-Brown, Medium-Dense, Coarse-Grained, Moist	15 12 13		12
Poor Recovery Becomes Gray	6 20		14
-50	9		
689.2			
FINE SAND - Gray, Medium-Dense, Moist	10		
Becomes Very-Fine Grained	10 10		18
	7 13 9		22
-55	10		
682.7	12 14	1.0 P	23
SILT - Gray, Stiff, Moist 681.2			
CLAYEY SILT - Gray, Hard, Moist	10		
-60	16 22	3.0 P	18
CLAYEY SILT - Gray, Hard, Moist *(continued)*			
677.7			
SILT - Gray, Hard, with Sand, Moist			
-65			
672.7			
SAND - Gray, Dense, Very-Fine Grained			
-70			
-75			
-80			
662.7			
CLAYEY SILT - Gray, Very Stiff			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	14		
	24 22	0.5 P	19
	17		
	21 24		20
	20 24 30		21
	11		
	15 13		18

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/21/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0074
Station 1345+79.08

BORING NO. SB-05
Station 1346+63.6
Offset 30.0 ft LT
Ground Surface Elev. 739.66 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAYEY SILT - Gray, Very Stiff *(continued)*			
With Trace Gravel	8		
-85	10 7	1.3 S	20
651.2			
SAND - Gray, Medium-Grained, Dense, Moist	11		
-90	20 22	0.3 B	20
	8		
-95	19 22		23
With Sandstone Fragments	20		
-100	27 29		18

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND - Gray, Medium-Grained, Dense, Moist *(continued)*	28		
-105	23 22		12
634.7			
End of Boring			
-110			
-115			
-120			

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

BBS, form 137 (Rev. 8-99)

FOR INFORMATION ONLY

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
3124963400 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (5 OF 8)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 68 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	70
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation — Division of Highways
SOIL BORING LOG

Page 1 of 3 | Date 7/14/21

ROUTE FAP Route 301 | DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 | LOGGED BY KEG
SECTION (201-3)K&(4-1,5)R | LOCATION US-20 over Kishwaukee River
COUNTY Winnebago | DRILLING METHOD MUD ROTARY | HAMMER TYPE AUTO

STRUCT. NO. 101-0073 | Station 1345+79.08
BORING NO. SB-06 | Station 1346+24.6 | Offset 30.0 ft RT | Ground Surface Elev. 739.91 ft
Surface Water Elev. ___ ft | Stream Bed Elev. ___ ft
Groundwater Elev.: First Encounter ___ ft | Upon Completion ___ ft | After ___ Hrs. ___ ft

Description	Elev. (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Note: Drilling Through Bridge Deck CONCRETE PAVEMENT - 8.25"	739.2				
Blind Drilling Total Casing used = 40 ft		-5 / -10 / -15 / -20			
Blind Drilling Total Casing used = 40 ft *(continued)*	712.4	-25			
GRAVELLY SAND - Brown, Coarse-Grained, Loose	710.4		13 10 5		11
SAND - Brown, Fine-to-Coarse Grained, Loose, with Gravel Sample Refusal on Limestone Fragments at 33.5'		-30	8 4 3		14
			10 50/0"		7
	704.9		50/1"		5
GRAVELLY SAND - Brown, Medium-Dense, Coarse-Grained, with Rubbles and Pebbles, Wet		-35	5 7 11		13
		-40	46 50/2"		7

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation — Division of Highways
SOIL BORING LOG

Page 2 of 3 | Date 7/14/21

ROUTE FAP Route 301 | DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 | LOGGED BY KEG
SECTION (201-3)K&(4-1,5)R | LOCATION US-20 over Kishwaukee River
COUNTY Winnebago | DRILLING METHOD MUD ROTARY | HAMMER TYPE AUTO

STRUCT. NO. 101-0073 | Station 1345+79.08
BORING NO. SB-06 | Station 1346+24.6 | Offset 30.0 ft RT | Ground Surface Elev. 739.91 ft
Surface Water Elev. ___ ft | Stream Bed Elev. ___ ft
Groundwater Elev.: First Encounter ___ ft | Upon Completion ___ ft | After ___ Hrs. ___ ft

Description	Elev. (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
GRAVELLY SAND - Brown, Medium-Dense, Coarse-Grained, with Rubbles and Pebbles, Wet *(continued)* Becomes Dense			15 18 21		7
	696.9				
SANDY GRAVEL - Brown-Gray, Dense, Fine-to-Coarse Grained, Moist		-45	14 15 19		6
			11 15 17		16
	691.9				
SAND - Gray, Medium-Dense, Very-Fine Grained, with Trace Gravel and Silt, Moist		-50	13 14 15		17
			13 13 13		20
	686.9				
SILT - Gray, Very-Stiff, Moist		-55	9 14 17	0.5 P	17
			13 17 14		18
		-60	15 17 23		23
SILT - Gray, Very-Stiff, Moist *(continued)*	677.9				
SAND - Gray- Brown, Dense, Very-Fine Grained, Moist		-65	18 20 25		20
Becomes Very Dense		-70	18 27 30		19
		-75	21 32 36		20
		-80	20 29 36		21

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation — Division of Highways
SOIL BORING LOG

Page 3 of 3 | Date 7/14/21

ROUTE FAP Route 301 | DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 | LOGGED BY KEG
SECTION (201-3)K&(4-1,5)R | LOCATION US-20 over Kishwaukee River
COUNTY Winnebago | DRILLING METHOD MUD ROTARY | HAMMER TYPE AUTO

STRUCT. NO. 101-0073 | Station 1345+79.08
BORING NO. SB-06 | Station 1346+24.6 | Offset 30.0 ft RT | Ground Surface Elev. 739.91 ft
Surface Water Elev. ___ ft | Stream Bed Elev. ___ ft
Groundwater Elev.: First Encounter ___ ft | Upon Completion ___ ft | After ___ Hrs. ___ ft

Description	Elev. (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND - Gray- Brown, Dense, Very-Fine Grained, Moist *(continued)* Becomes Medium-Grained	655.4	-85	25 26 24		16
SILT - Gray, Hard, Moist		-90	16 16 20		18
	647.9				
SAND - Gray, Very-Dense, Medium-Grained, with Sandstone Fragments, Moist 3" Seam of Silt		-95	18 23 49		18
	639.9	-100	19 20 31		18
End of Boring					

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

BBS, form 137 (Rev. 8-99)

FOR INFORMATION ONLY

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/19/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0074
Station 1345+79.08

BORING NO. SB-07
Station 1347+41.2
Offset 27.5 ft LT
Ground Surface Elev. 739.56 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
739.4 ASPHALT PAVEMENT - 2"			
738.4 CONCRETE PAVEMENT - 12"			
SANDY CLAY FILL - Dark Brown, Medium-Stiff, with Trace Gravel	7		
	5	2.0	17
	7	P	
735.6	5		
SAND FILL - Gray, Medium-Grained, Medium-Dense, with Trace Gravel	12		5
-5	16		
Becomes Dark Brown	11		
	16		6
	18		
	5		
	11		6
-10	12		
becomes Moist	12		
	15		10
	10		
Becomes Brown, Dense and Wet	5		
725.1	19		15
CLAYEY SAND - Dark Brown, Medium-Dense, with Gravel, Wet	13		
-15			
	10		
	17	2.5	23
	9	P	
With Some Organics 720.6	7		
	10		29
-20	7		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND - Dark Brown, Medium-Grained, Medium-Dense, with Trace Gravel and Organics, Wet *(continued)* 718.6 / 718.1	3		
	4		21
CLAY - Dark Brown, Soft, Wet	5		
SAND - Dark Brown, Medium-Grained, Loose, Wet 716.6			
COARSE SAND - Gray, Dense, with Trace Gravel, Moist	18		
-25	20		12
714.1	18		
GRAVELLY SAND - Brown, Dense, Moist, Coarse-Grained, Moist	11		
	12		10
711.6	11		
COARSE SAND - Brown, Medium-Dense, with Gravel, Moist	10		
	12		13
-30	14		
No Recovery	11		
	10		
-35	9		
Poor Recovery 2" of Limestone Fragments	10		
	35		
699.6 -40	32		

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/19/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0074
Station 1345+79.08

BORING NO. SB-07
Station 1347+41.2
Offset 27.5 ft LT
Ground Surface Elev. 739.56 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND - Gray-Brown, Medium-Dense, Fine-to-Course Grained, Moist	7		
	14		11
-45	11		
692.6			
COARSE SAND - Gray, Very-Dense, Moist	13		
	25		12
-50	28		
687.6			
FINE SAND - Gray, Dense, Moist	12		
	18		19
-55	21		
682.6			
SILT - Gray, Stiff, Moist	15		
	21		20
679.6 -60	25		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND - Gray, Dense, Very-Fine Grained, Moist	20		
675.6			
SILTY SAND - Gray, Very-Dense	25		21
-65	27		
672.6			
FINE SAND - Gray, Very-Dense	20		
	27		23
-70	28		
Becomes Very-Fine	20		
	29		19
664.6 -75	29		
End of Boring			
-80			
-85			
-90			
-95			
-100			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/12/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0078
Station 1345+79.08

BORING NO. SB-08
Station 1347+02.9
Offset 30.0 ft RT
Ground Surface Elev. 739.87 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
739.5 ASPHALT PAVEMENT - 4"			
738.5 CONCRETE PAVEMENT - 12"	7		
SAND FILL - Brown, Medium-Grained, with Trace Gravel	6		9
736.9	4		
SANDY CLAY FILL - Black, Medium-Stiff, with Cobbles and Pebbles	2		
	6	2.0	18
-5	10	P	
734.4			
GRAVELLY SAND FILL - Black-Gray, Medium-Dense, Medium-Grained	6		
	11		7
	15		
	6		
	13		10
729.9 -10	11		
GRAVELLY SAND - Brown-Gray, Medium-Dense, Medium-Grained, Wet	11		
	18		15
	15		
Becomes Gray	6		
	8		20
-15	8		
Becomes Dense	13		
722.9	12		15
CLAY - Black, Medium-Stiff, with Trace Gravel and some Organic, Moist	7		
	4		
-20	7		
	11		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY - Black, Medium-Stiff, with Trace Gravel and some Organic, Moist *(continued)*	3		
717.9	4	1.0	27
SAND - Brown, Loose, Fine-Grained, with Gravel, Moist	12	P	
	7		
715.4	12		17
SANDY GRAVEL - Brown, Loose, Moist -25	12		
	10		
	5		10
711.9	1		
GRAVELLY SAND - Brown, Loose, Coarse-Grained, Moist	10		
	12		15
-30	11		
	15		
-35	15		
Becomes Gray	12		8
-40	13		

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

BBS, form 137 (Rev. 8-99)

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (7 OF 8)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 70 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	72
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/12/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0078
Station 1345+79.08

BORING NO. SB-08
Station 1347+02.9
Offset 30.0 ft RT
Ground Surface Elev. 739.87 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				GRAVELLY SAND - Brown, Loose, Coarse-Grained, Moist *(continued)*
697.9				
				SANDY GRAVEL - Gray, Loose, Coarse-Grained, Some Pebbles, Moist
	17			
	16		9	
-45	25			
	18			
	30		10	
-50	50			
685.9				
	16			
	21		18	SAND - Gray, Dense, Very-Fine Grained, wiht Trace Gravel, Moist
-55	22			
681.9				
	15			SILTY SAND - Gray, Dense, with Trace Gravel, Moist
	15		19	
-60	25			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				SILTY SAND - Gray, Dense, with Trace Gravel, Moist *(continued)*
677.9				
				SAND - Gray, Dense, Very-Fine Grained, Moist
	18			
	21		25	
-65	28			
	23			
	34		17	
-70	35			
				Becomes Gray-Brown and Very-Dense
	21			
	30		18	
-75	37			
	20			
	31			
-80	40			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/12/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0078
Station 1345+79.08

BORING NO. SB-08
Station 1347+02.9
Offset 30.0 ft RT
Ground Surface Elev. 739.87 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				SAND - Gray, Dense, Very-Fine Grained, Moist *(continued)*
	13			
	15		17	
Becomes Dense with Trace Gravel 655.4				
	16			SANDY SILT - Gray, Stiff, Moist
-85				
	8			
	7	0.4	17	
	8	B		
-90				
647.9				
	10			SAND - Gray, Dense, Medium-Grained, Moist
	13	2.5	18	
645.4	24	P		
				SANDY CLAY - Gray, Stiff, with Trace Gravel, Moist
-95				
642.9				
	18			SAND - Gray, Dense, Coarse-Grained, with Trace Gravel, Moist
	20		18	
-100	20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				SAND - Gray, Dense, Coarse-Grained, with Trace Gravel, Moist *(continued)*
	15			
	25		15	
-105	30			
631.9				
	29			SAND - Gray, Very-Dense, Medium-Grained, Moist
	35		20	
-110	32			
				Becomes Dense
	20			
	21		23	
-115	23			
				Becomes Very-Dense with Trace Gravel
	22			
	24		14	
-120	33			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 7/12/21

ROUTE FAP Route 301 DESCRIPTION PTB 193-20 I-39 and U.S. 20 D2 LOGGED BY KEG

SECTION (201-3)K&(4-1,5)R LOCATION US-20 over Kishwaukee River

COUNTY Winnebago DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 101-0078
Station 1345+79.08

BORING NO. SB-08
Station 1347+02.9
Offset 30.0 ft RT
Ground Surface Elev. 739.87 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				SAND - Gray, Very-Dense, Medium-Grained, Moist *(continued)*
617.9				
				COARSE SAND - Gray, Dense, with Gravel and Sandstone Fragments, Moist
	22			
	26		12	
614.9 -125	22			
				End of Boring
-130				
-135				
-140				

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

BBS, form 137 (Rev. 8-99)

FOR INFORMATION ONLY

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (8 OF 8)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 71 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	6BF	WINNEBAGO	73	73
		CONTRACT NO. 64U98		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: c:\pwworkdir\benesch projects\projects\dms\65234\D264R72-1010225_0226-sht-boring-008.dgn
5/21/2025 8:32:44 AM