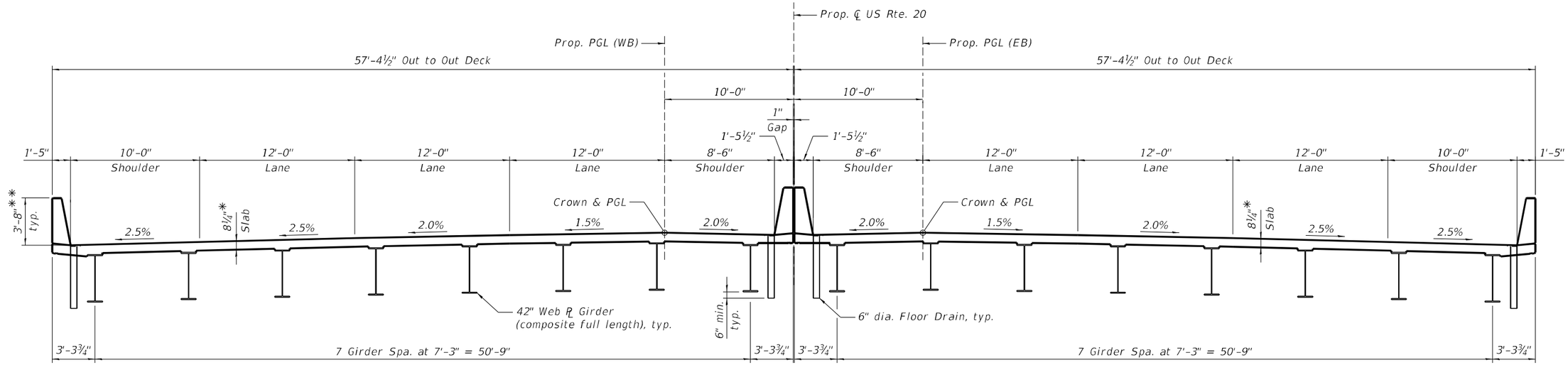

CROSS SECTION - FINAL CONDITION

(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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312-565-0450 Job No. 10800

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	(15X)RC & 5RS	WINNEBAGO	564	301
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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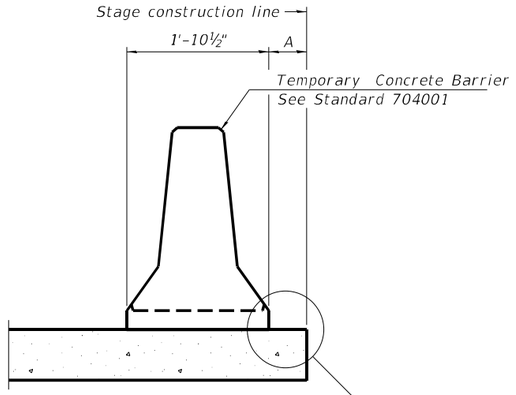
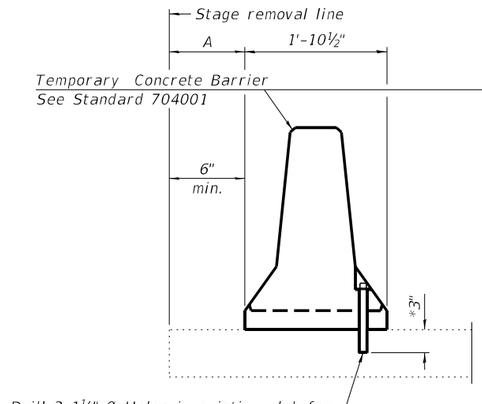


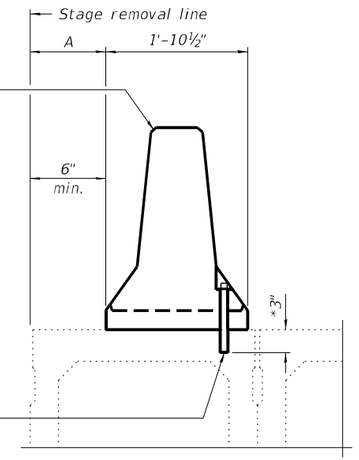
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



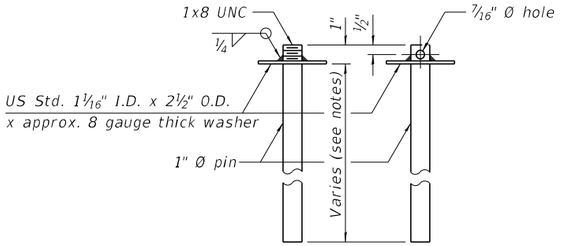
Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB



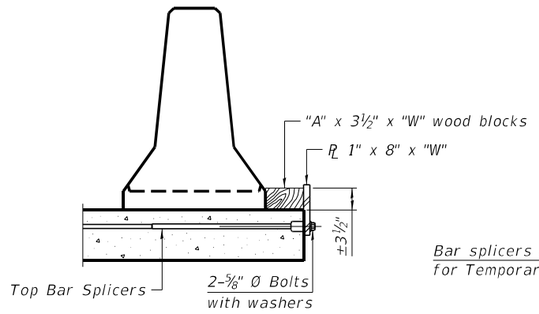
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

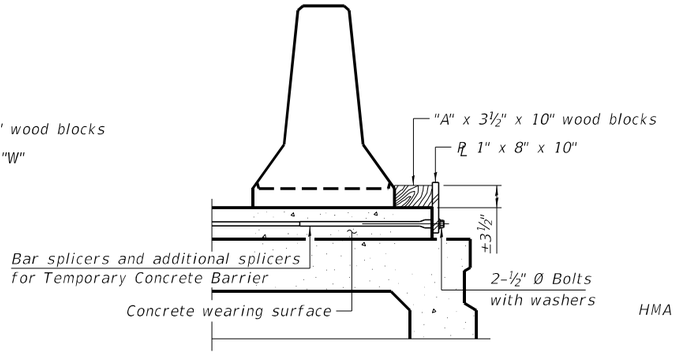


RESTRAINING PIN

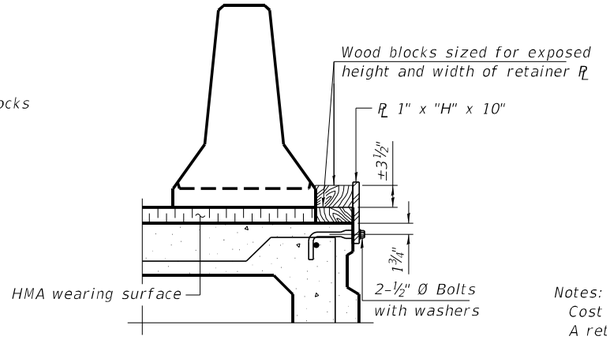
SECTIONS THRU SLAB OR DECK BEAM



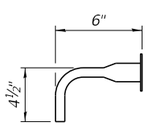
DETAIL I



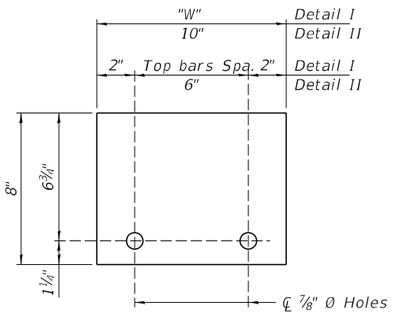
DETAIL II



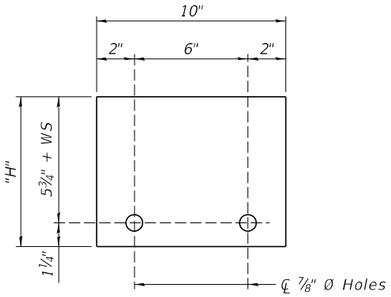
DETAIL III



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	(15X)RC & 5RS	WINNEBAGO	564	302
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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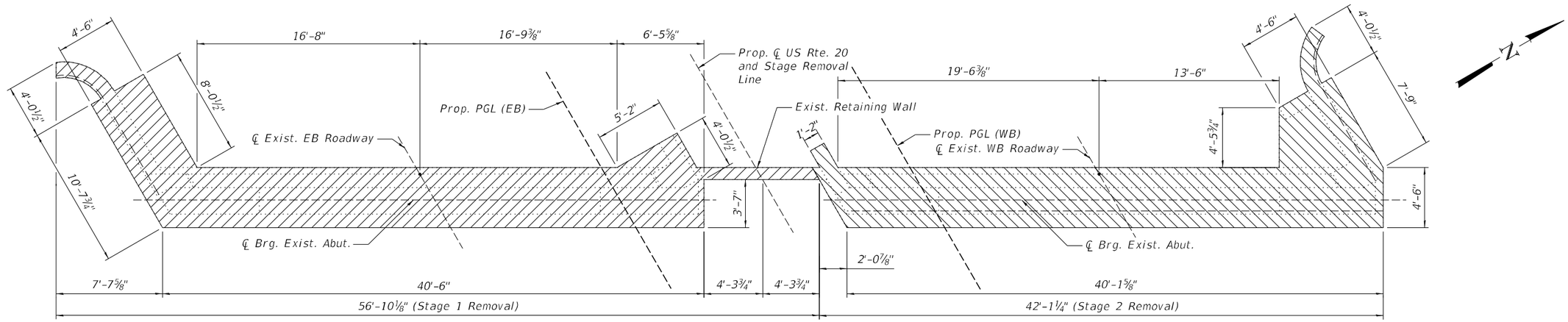
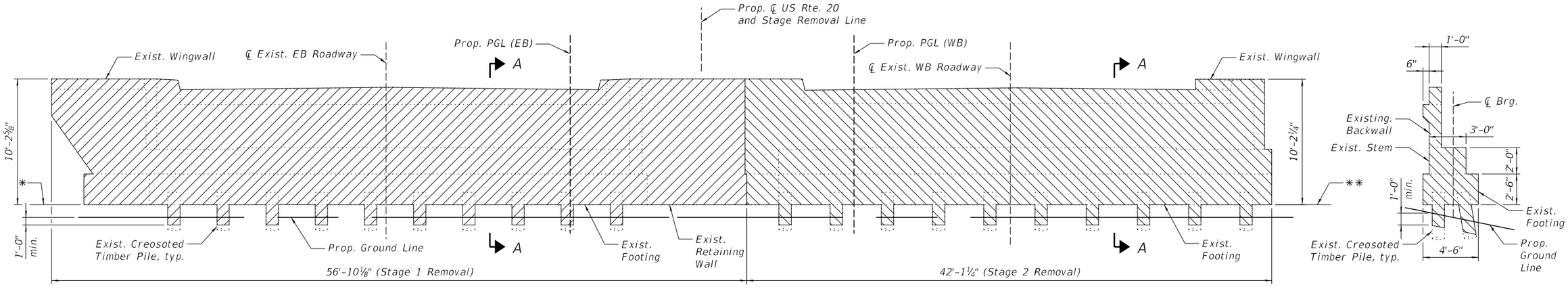


EXISTING WEST ABUTMENT (EB)
(Existing East Abutment (WB) Similar)

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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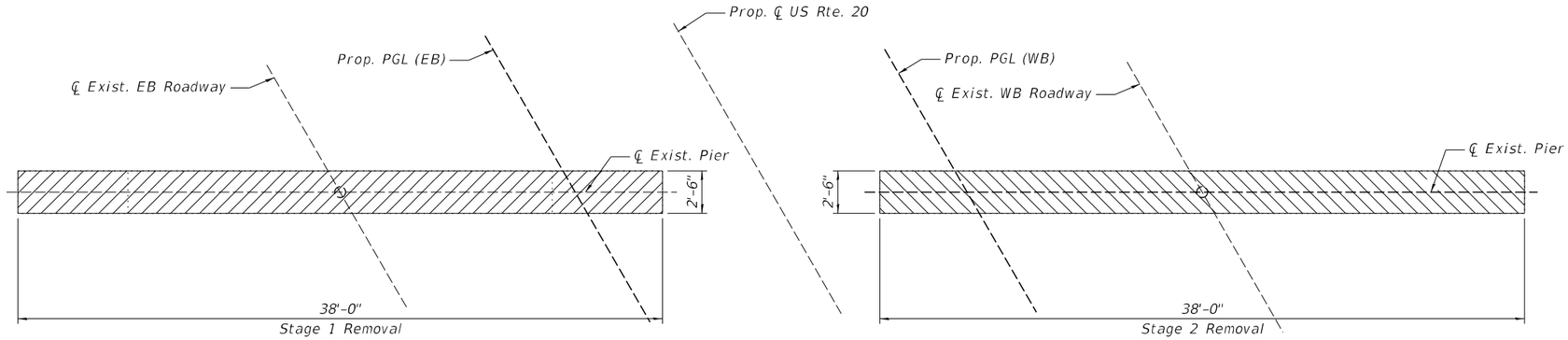
PLOT DATE = | CHECKED - JHG | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

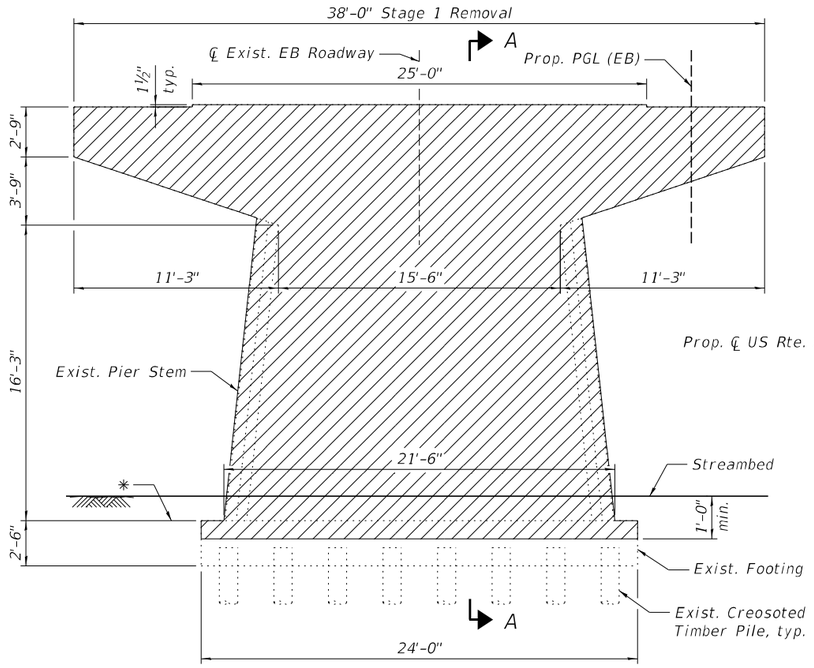
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	303
		CONTRACT NO. 64R72		
		ILLINOIS	FED. AID PROJECT	



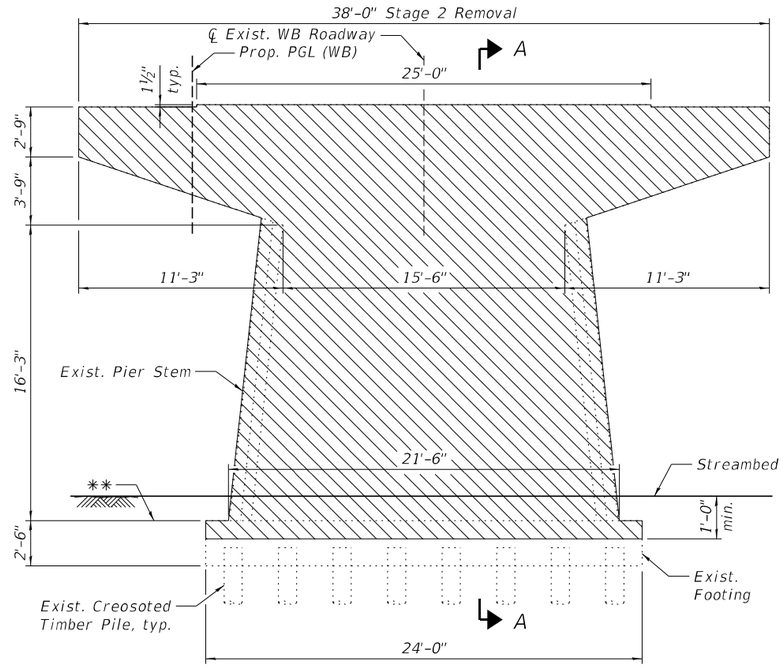
EXISTING PIER 1 (EB)
(Existing Pier 2 (EB) Similar)

TOP PLAN

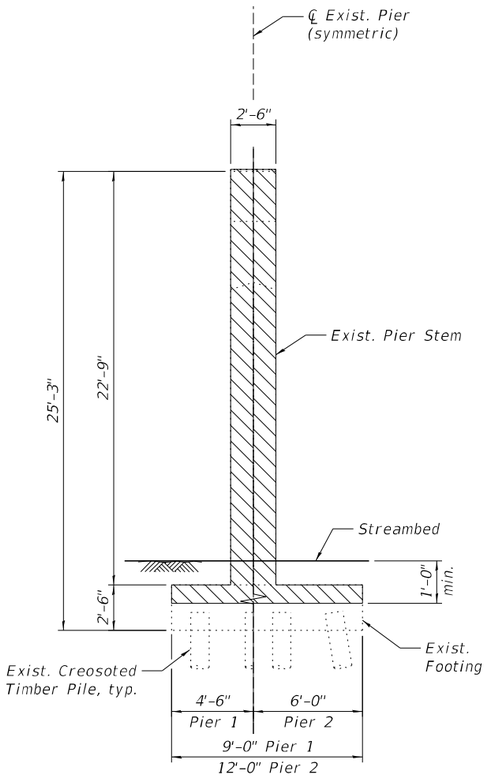
EXISTING PIER 1 (WB)
(Existing Pier 2 (WB) Similar)



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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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	(15X)RC & 5RS	WINNEBAGO	564	304
		CONTRACT NO. 64R72		
		ILLINOIS	FED. AID PROJECT	

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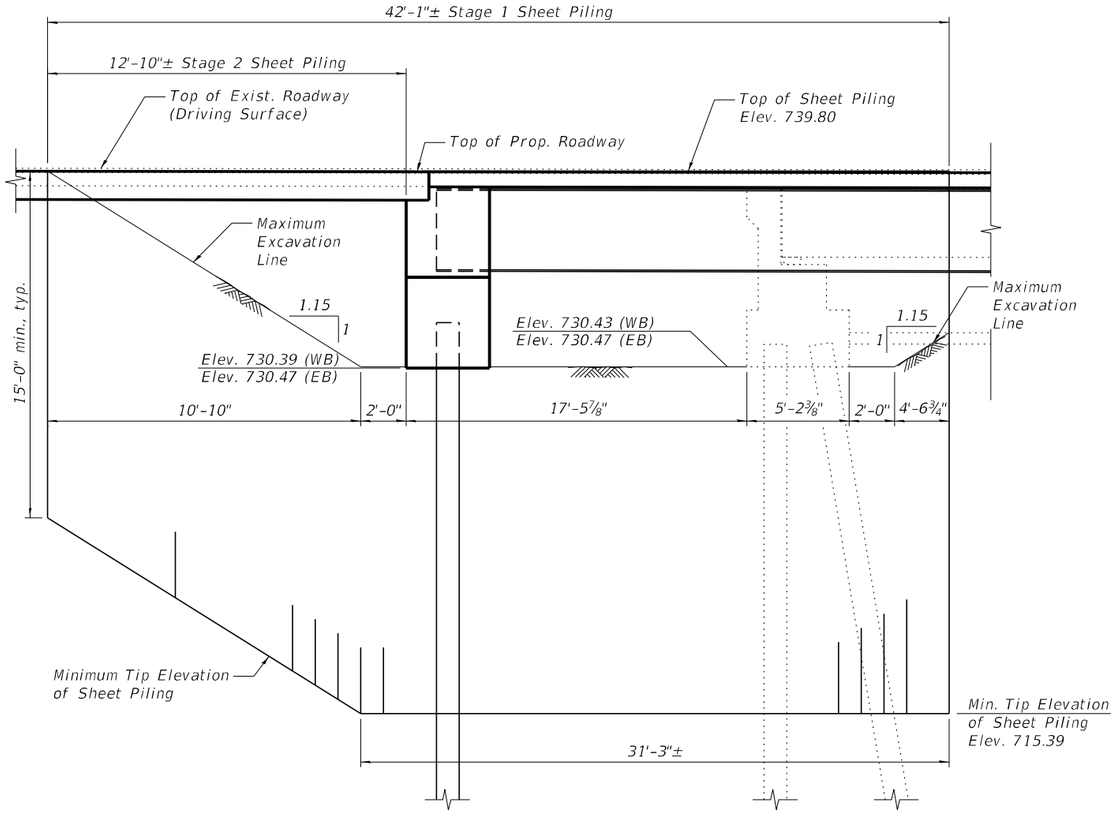
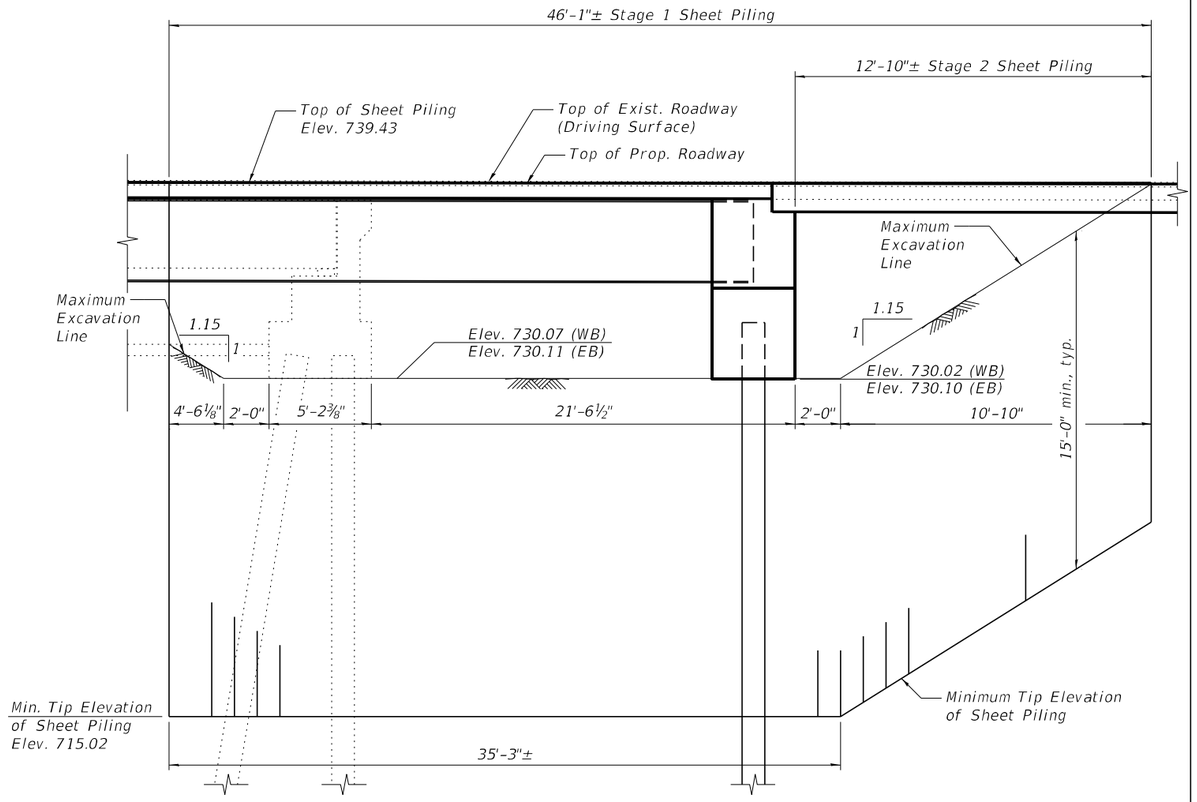


TEMPORARY SHEET PILING – WEST ABUTMENT

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



TEMPORARY SHEET PILING – EAST ABUTMENT

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

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Temporary Sheet Piling	Sq. Ft.	2,051

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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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	(15X)RC & 5RS	WINNEBAGO	564	305
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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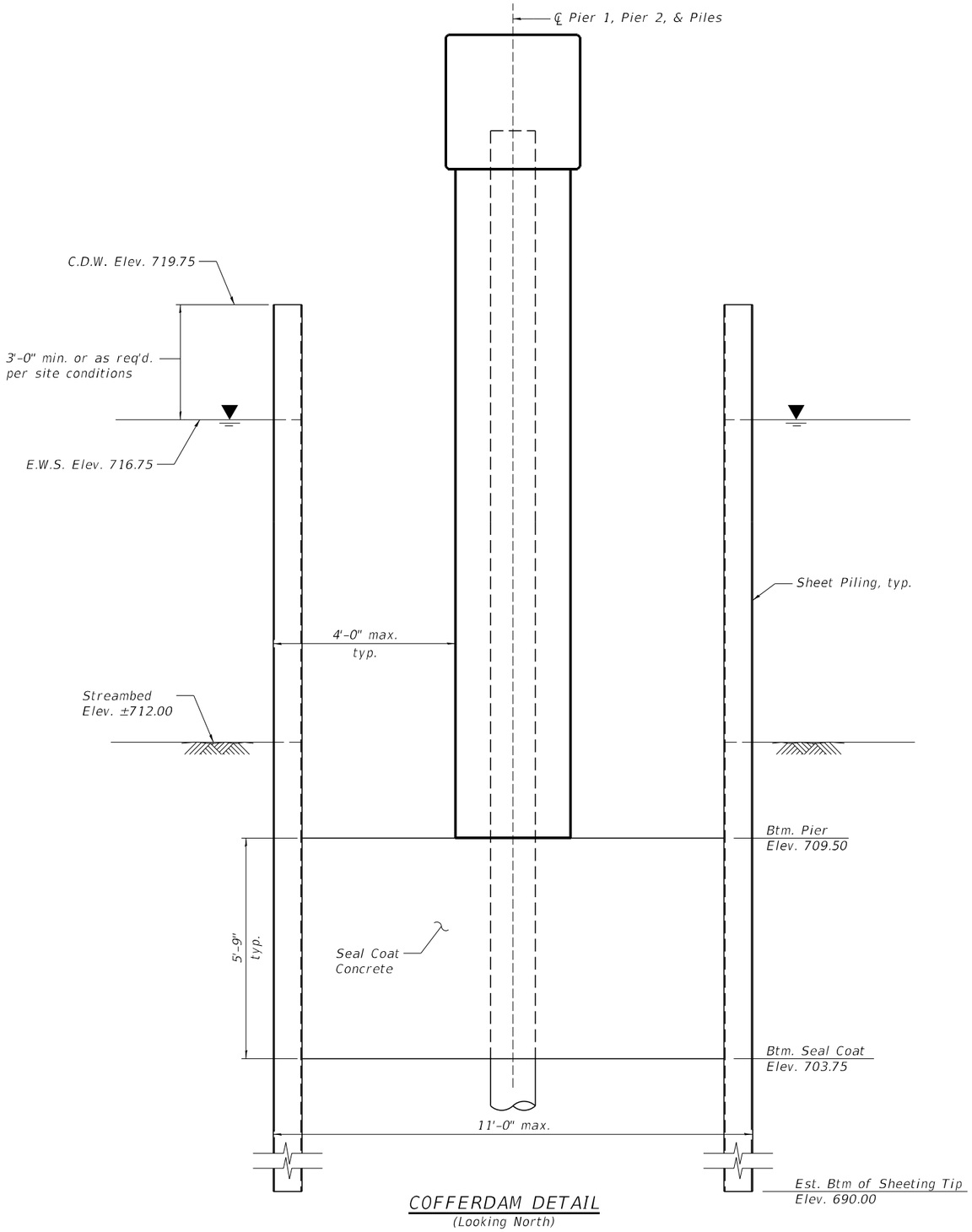

COFFERDAM DETAIL
(Looking North)

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

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PLOT DATE =	CHECKED - JHG	REVISED -

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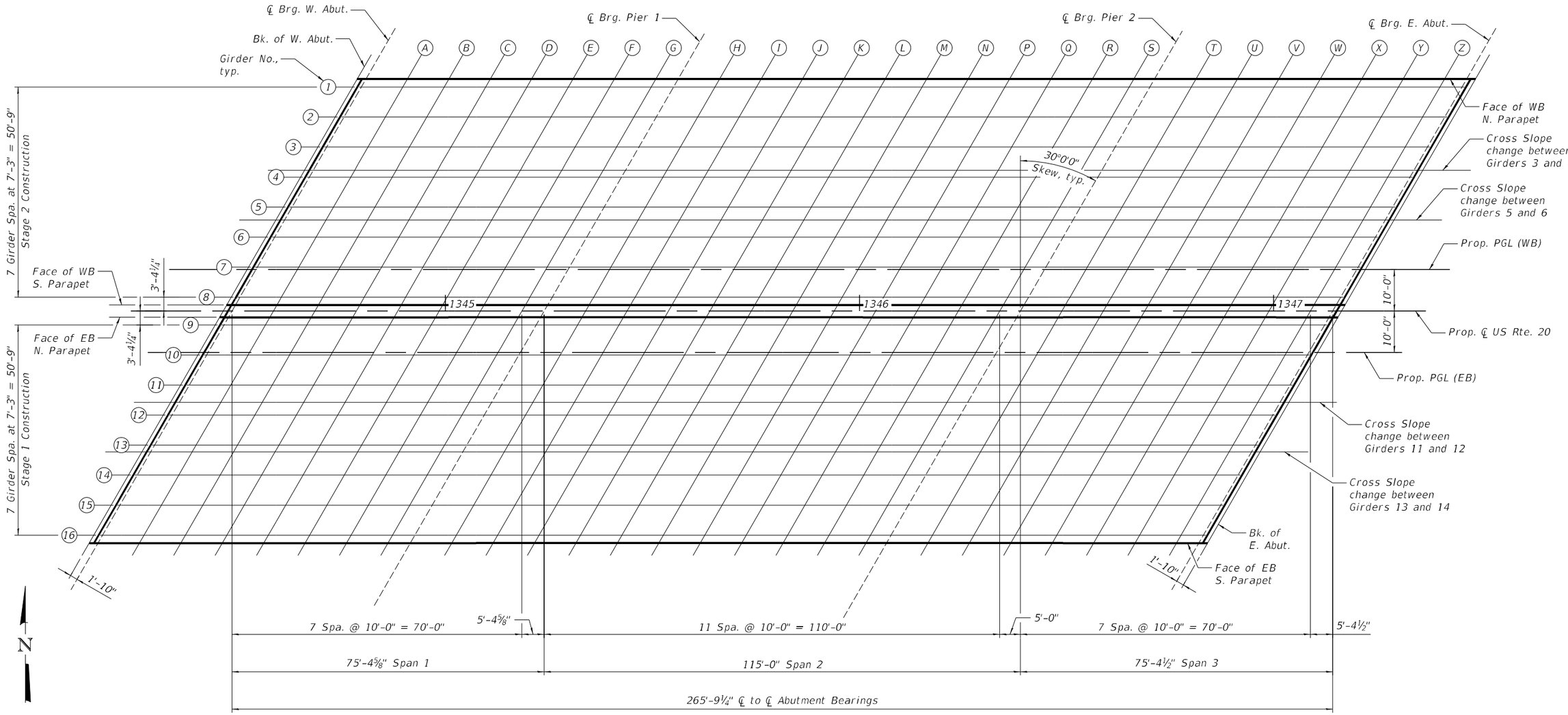
DEPARTMENT OF TRANSPORTATION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	306
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		



PLAN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - PLAN
STRUCTURE NO. 101-0225 & 101-0226

SHEET 14 OF 71 SHEETS

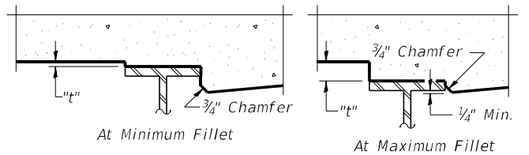
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	307
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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



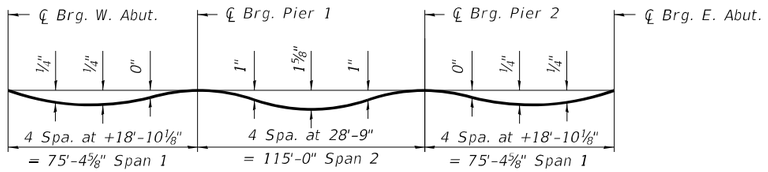
At Minimum Fillet

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.

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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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	(15X)RC & 5RS	WINNEBAGO	564	309
		CONTRACT NO. 64R72		
	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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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	(15X)RC & 5RS	WINNEBAGO	564	310
		CONTRACT NO. 64R72		
	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+22.51	-10.00	739.57	739.59

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312-565-0450 Job No. 10800

USER NAME =	DESIGNED - JPM	REVISED -	
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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	(15X)RC & 5RS	WINNEBAGO	564	311
		CONTRACT NO. 64R72		
	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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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	(15X)RC & 5RS	WINNEBAGO	564	312
		CONTRACT NO. 64R72		
	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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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	(15X)RC & 5RS	WINNEBAGO	564	313
		CONTRACT NO. 64R72		
	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

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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 (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	(15X)RC & 5RS	WINNEBAGO	564	314
		CONTRACT NO. 64R72		
	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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PLOT SCALE =	DRAWN - RMG	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

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	(15X)RC & 5RS	WINNEBAGO	564	315
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

GIRDER 15

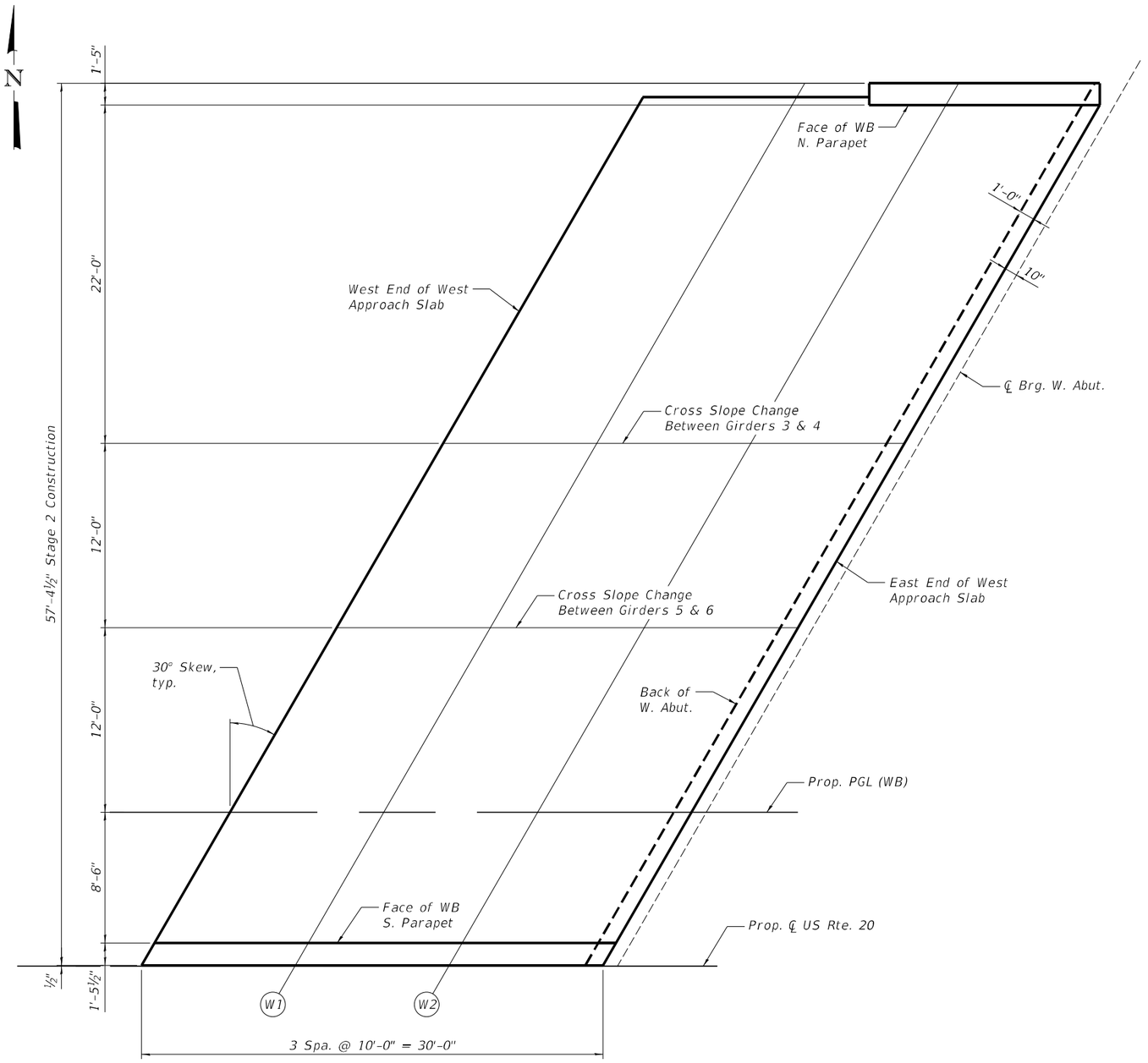
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
BK. W. ABUT.	1344+19.34	46.85	739.24	739.26
CL. BRG. W. ABUT.	1344+21.46	46.85	739.24	739.26
A	1344+31.46	46.85	739.23	739.26
B	1344+41.46	46.85	739.21	739.26
C	1344+51.46	46.85	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



PLAN – WESTBOUND TOP OF WEST APPROACH SLAB ELEVATIONS

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

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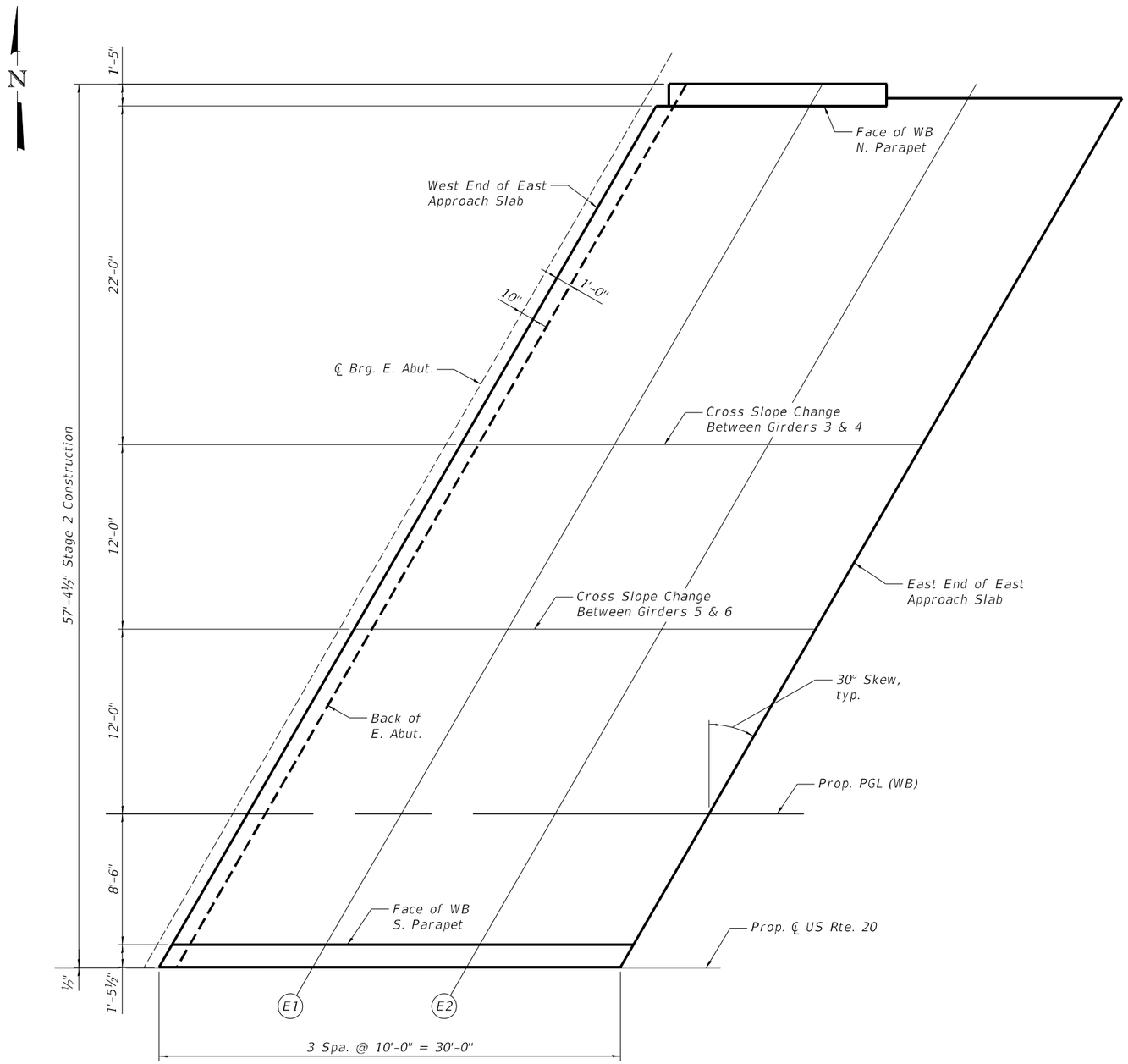
312-565-0450 Job No. 10800

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 WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 24 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	317
		CONTRACT NO. 64R72		
	ILLINOIS FED. AID PROJECT			



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

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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

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	(15X)RC & 5RS	WINNEBAGO	564	318
		CONTRACT NO. 64R72		
	ILLINOIS FED. AID PROJECT			

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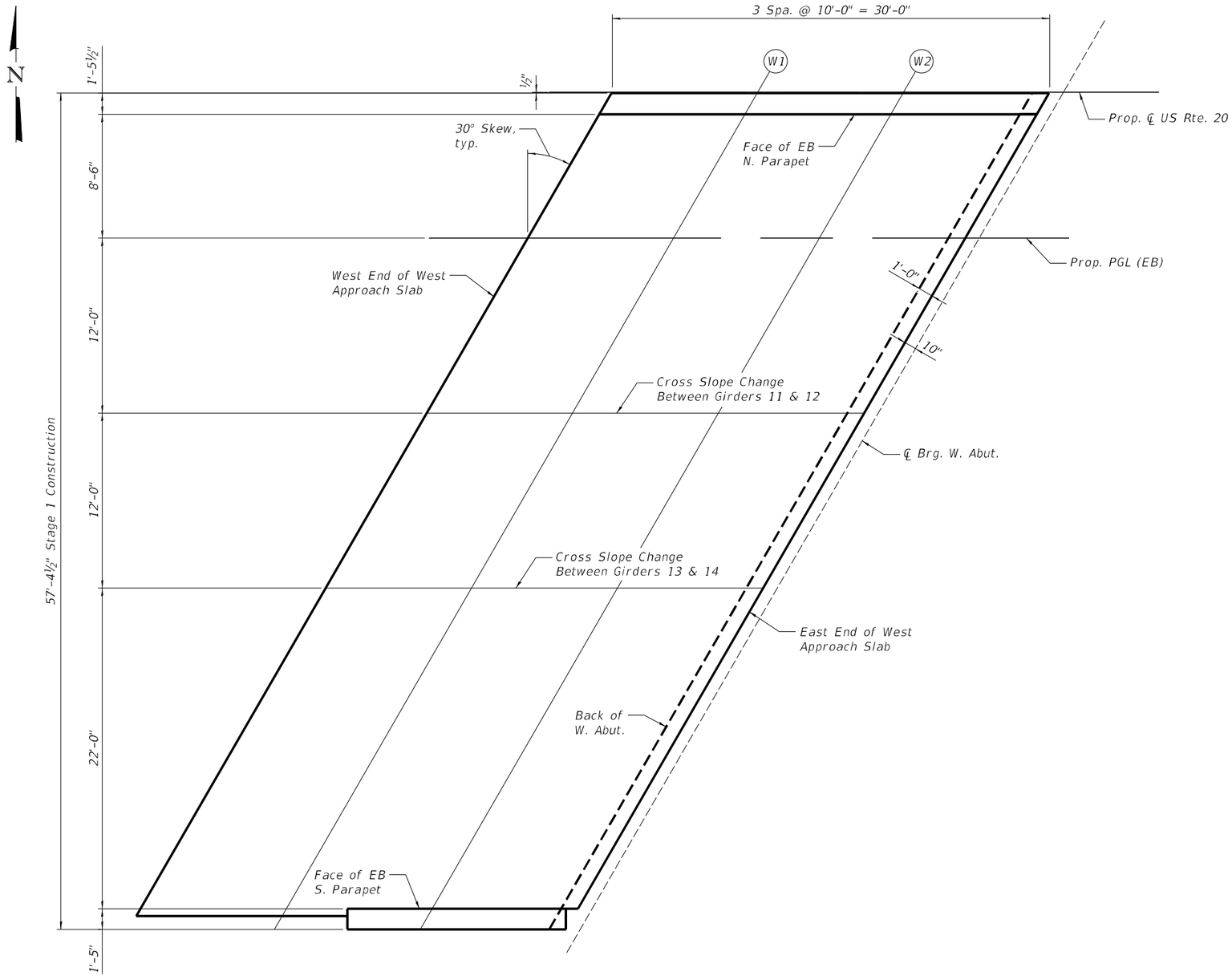

PLAN - EASTBOUND TOP OF WEST APPROACH SLAB ELEVATIONS

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

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

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	(15X)RC & 5RS	WINNEBAGO	564	319
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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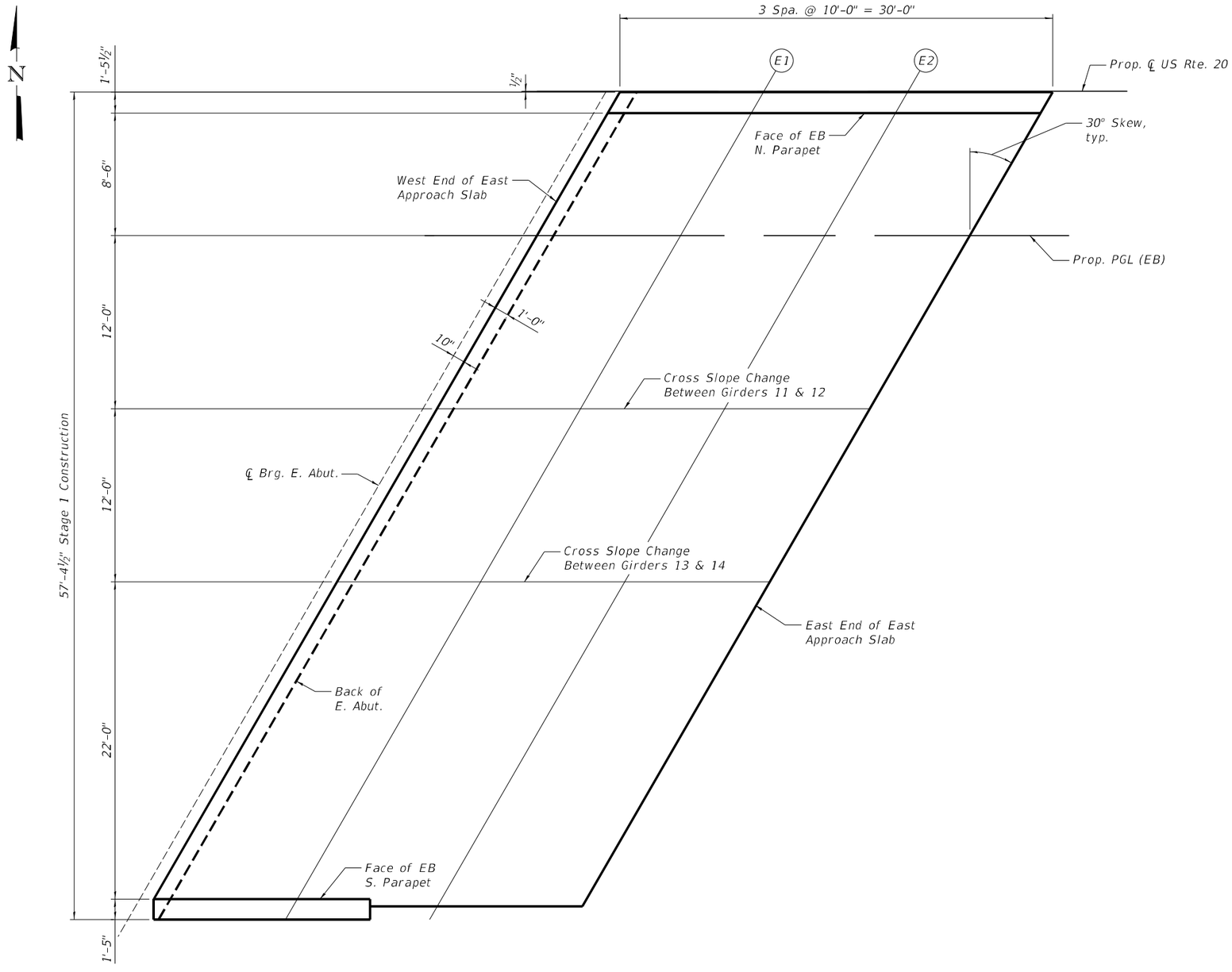

PLAN – EASTBOUND TOP OF EAST APPROACH SLAB ELEVATIONS

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

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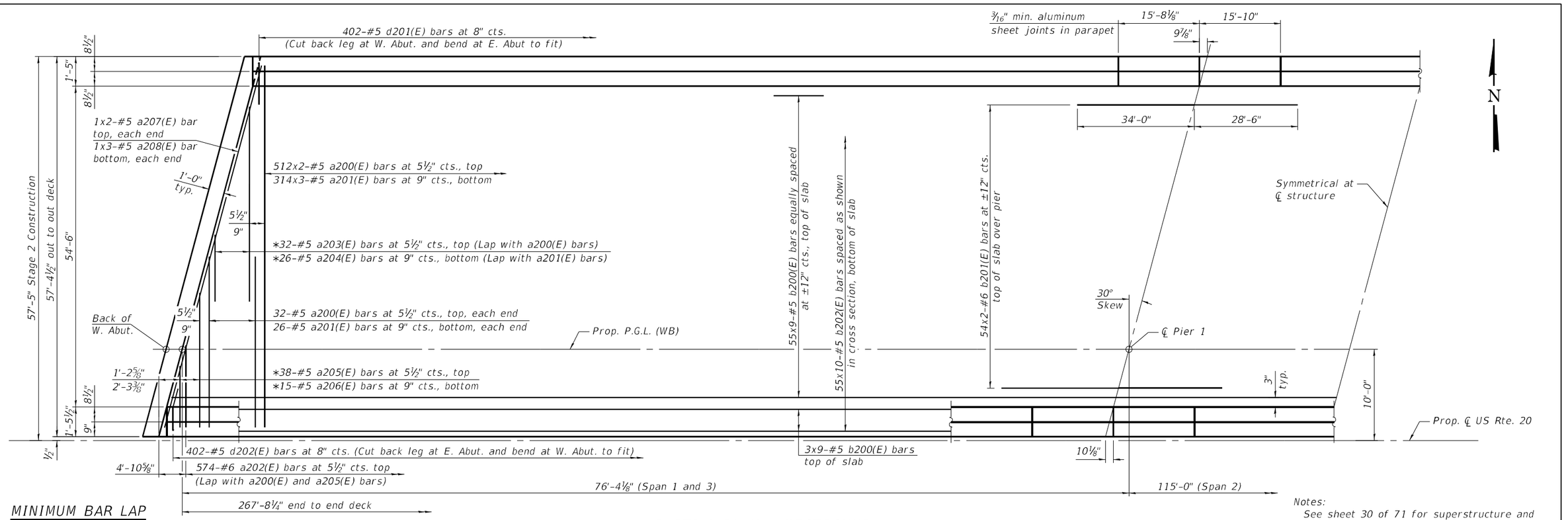
benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	(15X)RC & 5RS	WINNEBAGO	564	320
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		



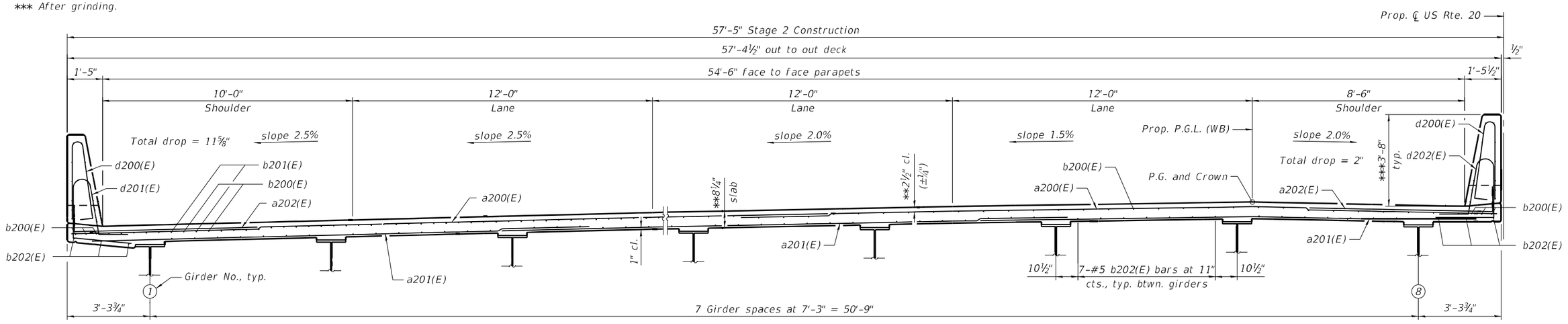
MINIMUM BAR LAP

#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)

QUIGG ENGINEERING INC	USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WESTBOUND SUPERSTRUCTURE STRUCTURE NO. 101-0225 & 101-0226
	D264R72-1010225_0226-SHT-028-WB Superstructure.dgn	CHECKED - DRB	REVISED -		SHEET 28 OF 71 SHEETS
	PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -		
	PLOT DATE =	CHECKED - MDC	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	321
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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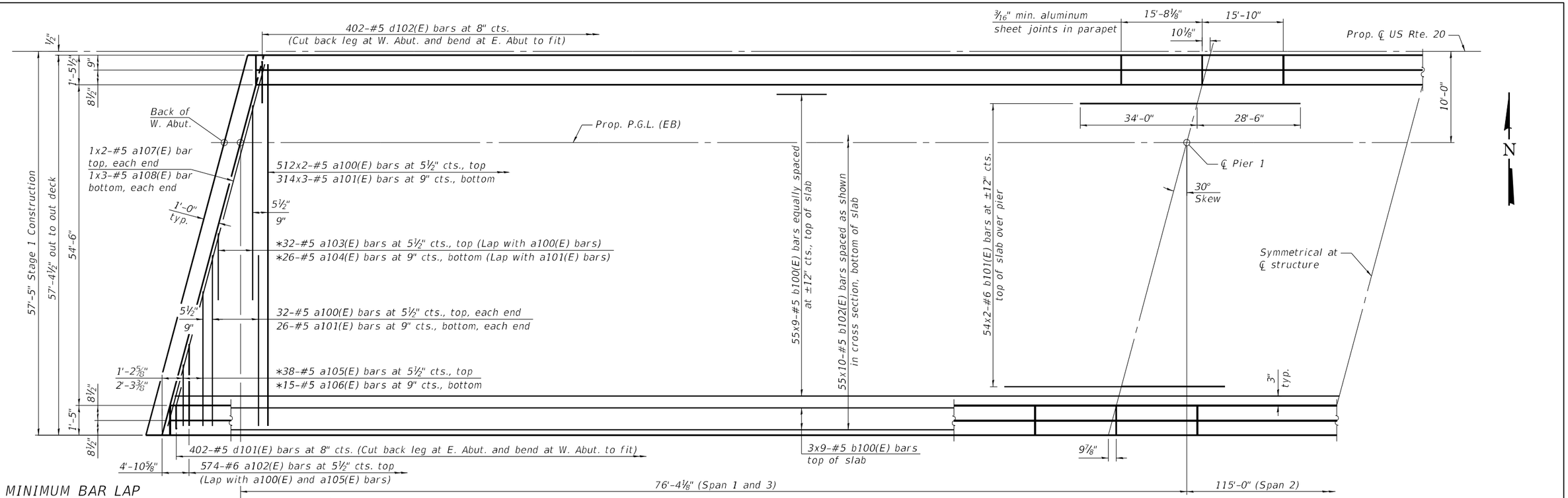


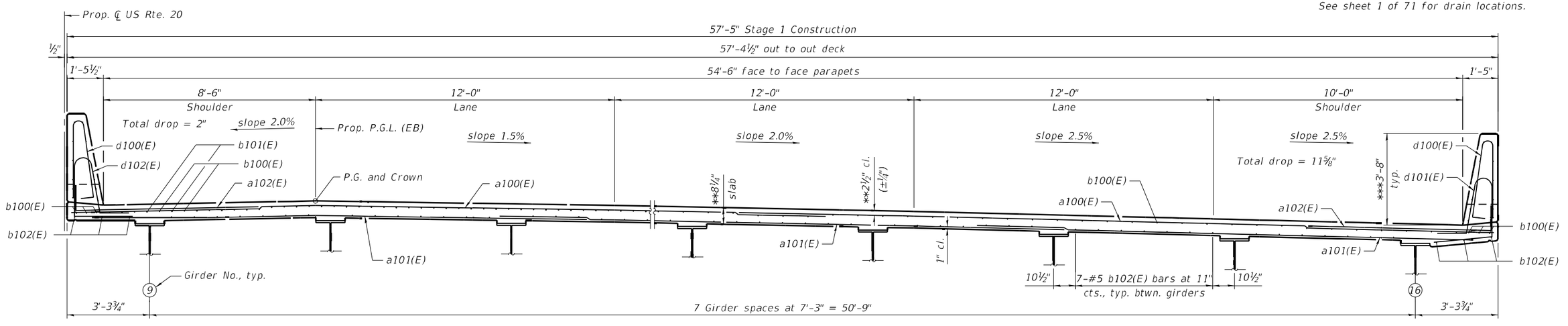
MINIMUM BAR LAP

#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

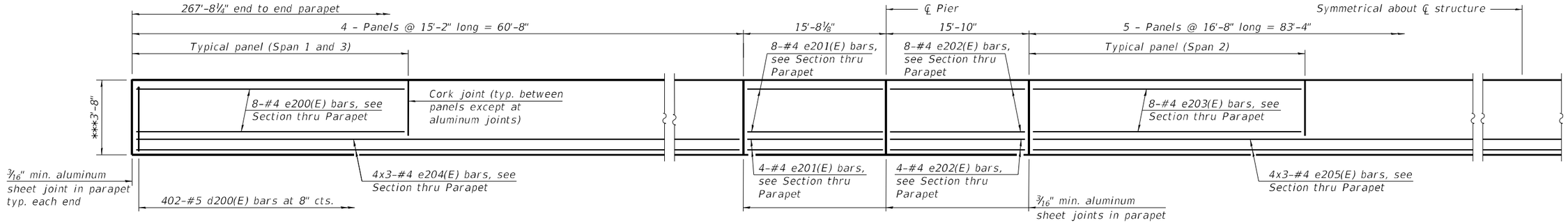
Notes:
See sheet 31 of 71 for superstructure and drain details.
See sheet 34 of 71 for additional details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 1 of 71 for drain locations.



NEAR PIER NEAR MIDSPAN

CROSS SECTION

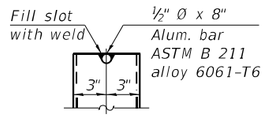
(Looking East)



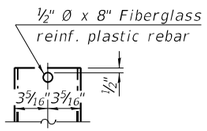
INSIDE ELEVATION OF PARAPET - WESTBOUND

MINIMUM BAR LAP

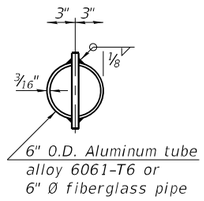
#4 bar = 2'-5"



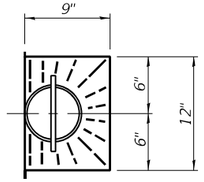
ALUMINUM TUBE



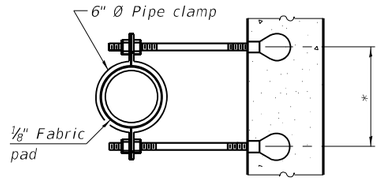
FIBERGLASS PIPE



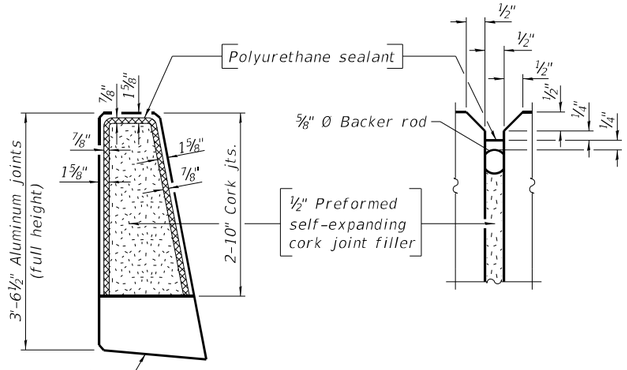
TOP PLAN
(Showing aluminum tube)



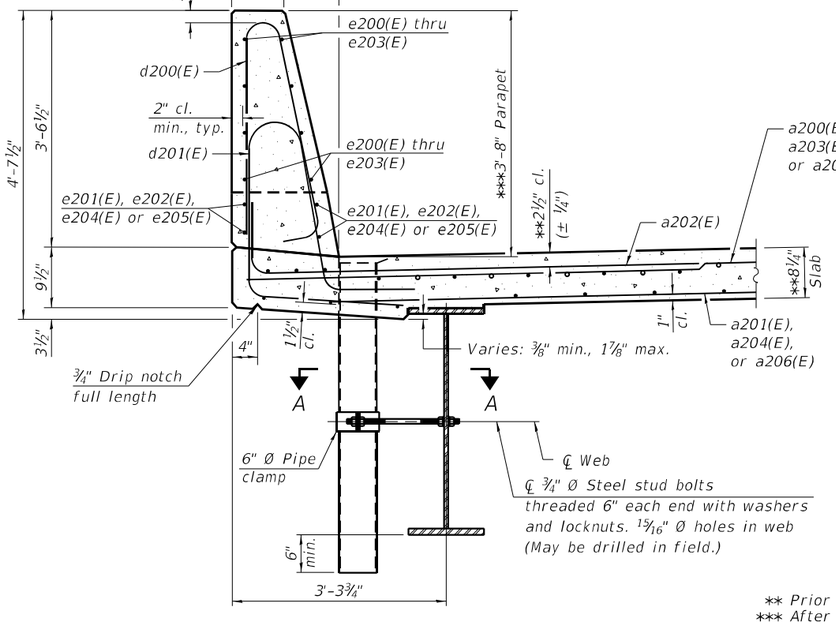
TOP PLAN



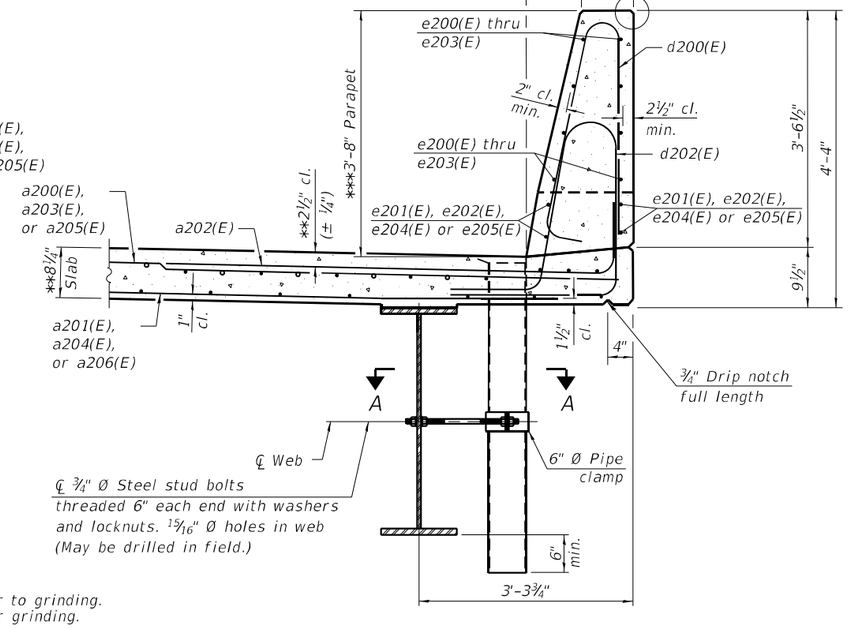
SECTION A-A
*Dimension as required by pipe clamp



PARAPET JOINT DETAILS



SECTION THRU NORTH PARAPET



SECTION THRU SOUTH PARAPET

** 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.

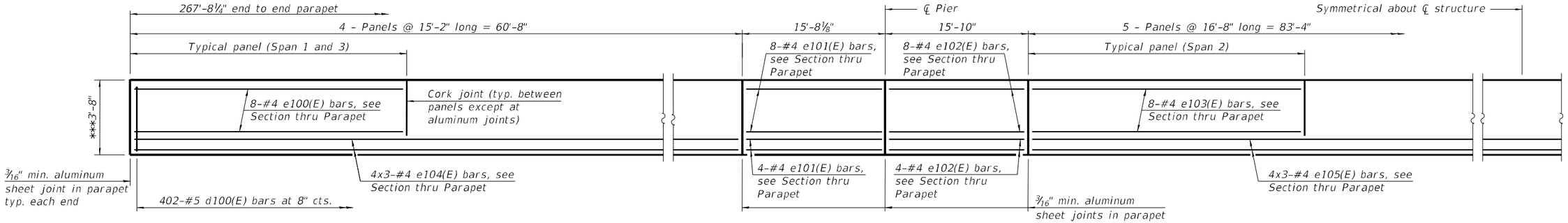
QUIGG ENGINEERING INC

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

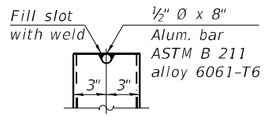
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	323
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		



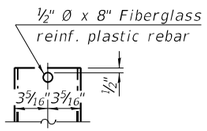
INSIDE ELEVATION OF PARAPET - EASTBOUND

MINIMUM BAR LAP

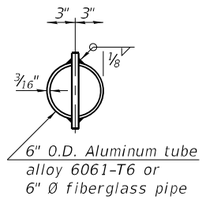
#4 bar = 2'-5"



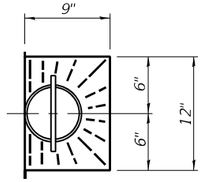
ALUMINUM TUBE



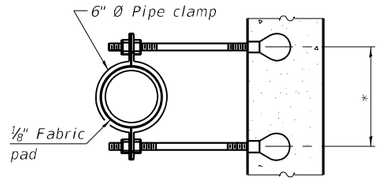
FIBERGLASS PIPE



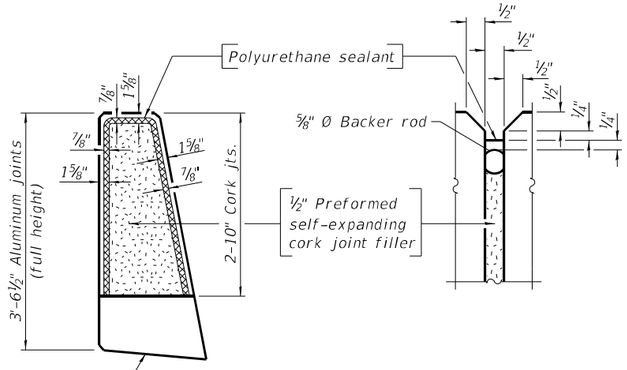
TOP PLAN
(Showing aluminum tube)



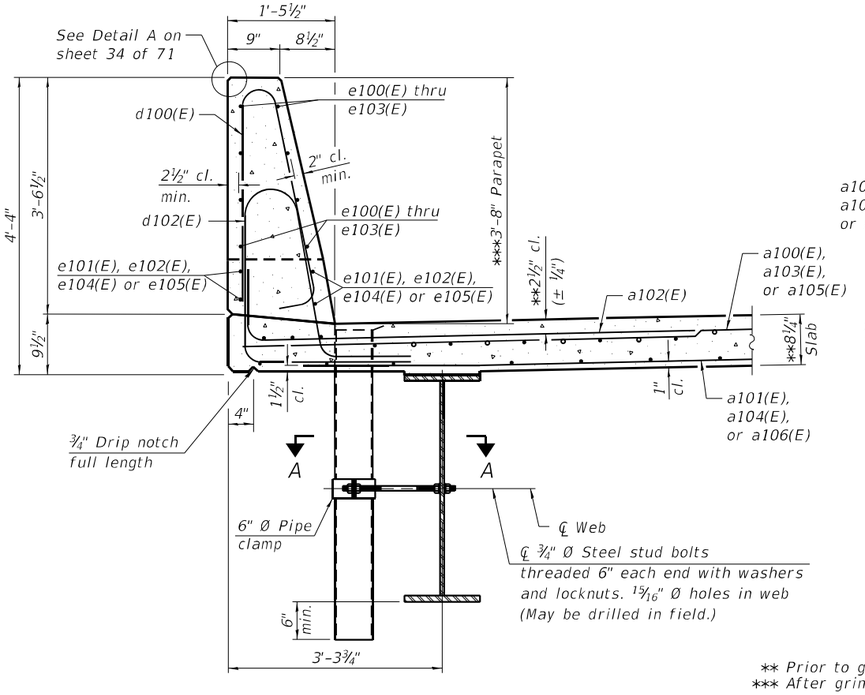
TOP PLAN



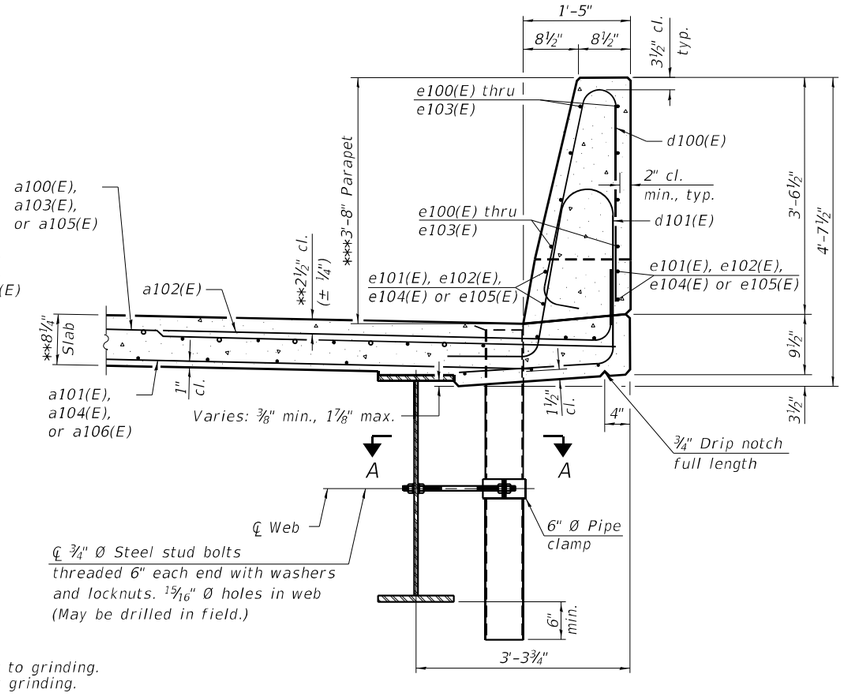
SECTION A-A
*Dimension as required by pipe clamp



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.

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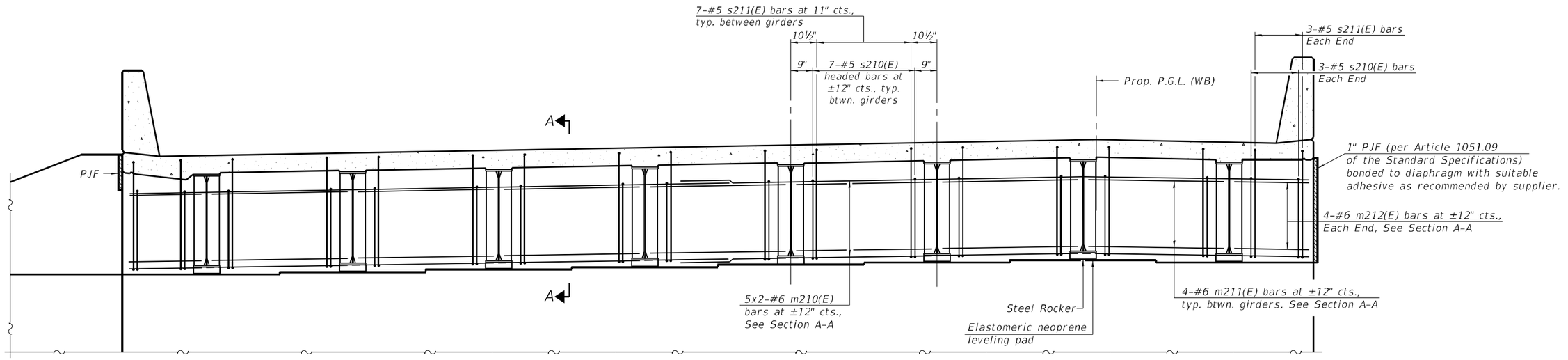
QUIGG ENGINEERING INC

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

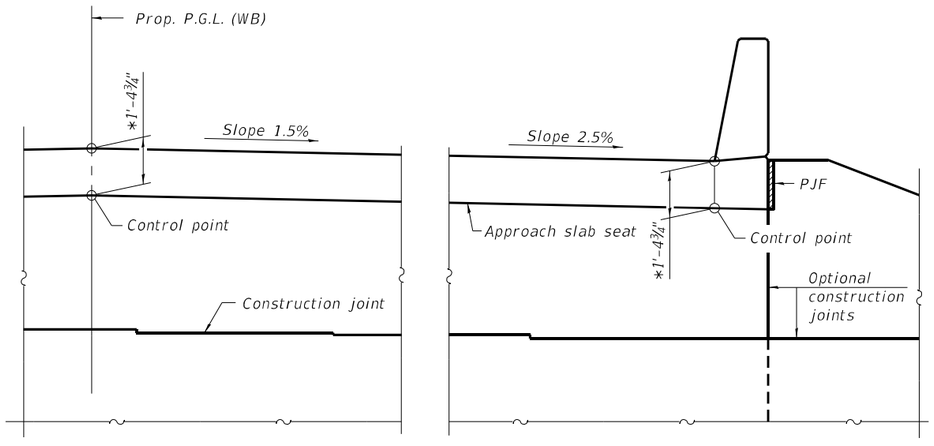
EASTBOUND SUPERSTRUCTURE DETAILS
STRUCTURE NO. 101-0225 & 101-0226
SHEET 31 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	324
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

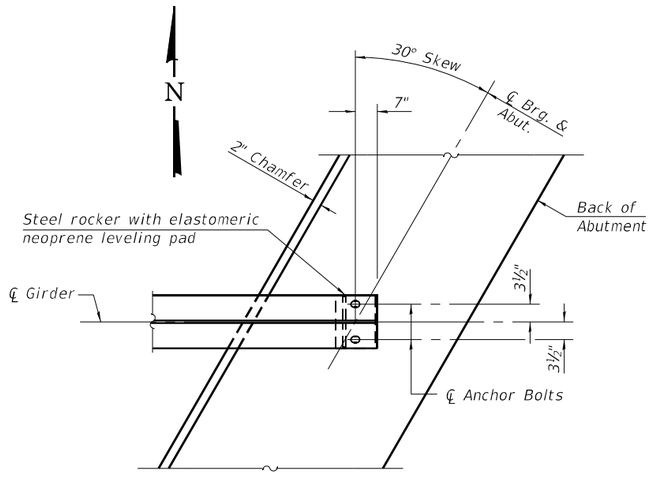


DIAPHRAGM AT ABUTMENT

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



VIEW B-B



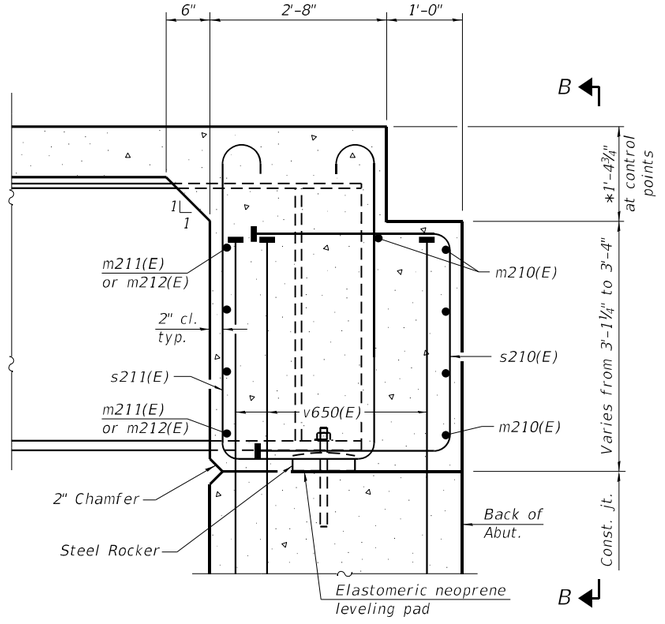
PLAN AT ABUTMENT

(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.

DIA-SB-L 2-1-2023

QUIGG ENGINEERING INC

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	
D264R72-1010225_0226-SHT-032-WB Diaphragm.dgn	CHECKED - DRB	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	(15X)RC & 5RS	WINNEBAGO	564	325
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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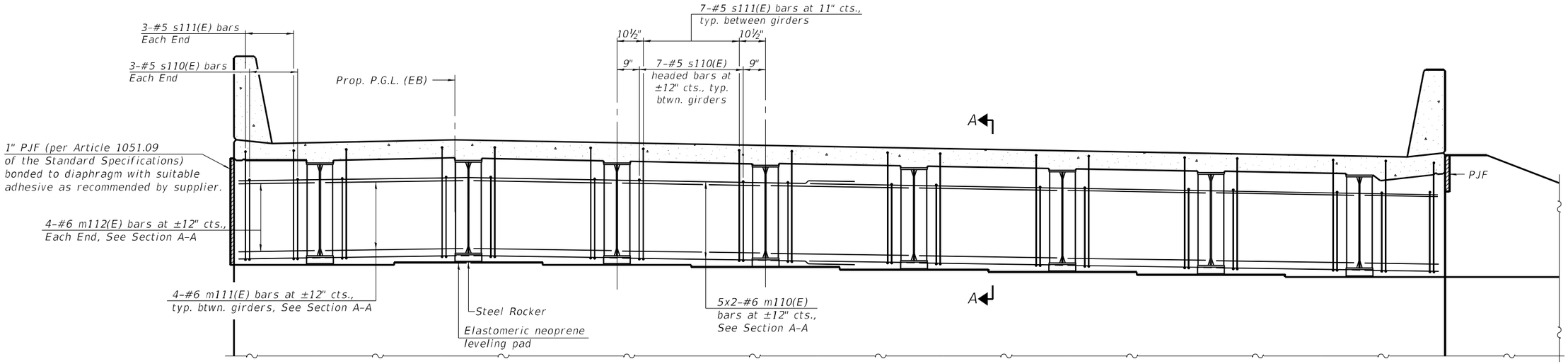
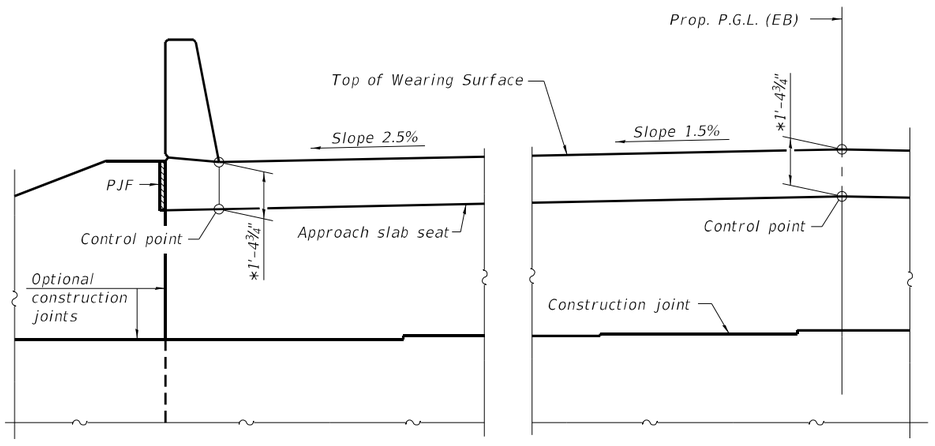
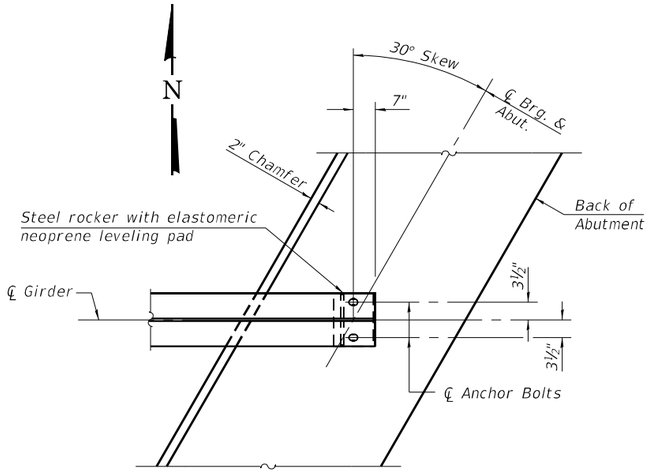


DIAPHRAGM AT ABUTMENT

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



VIEW B-B



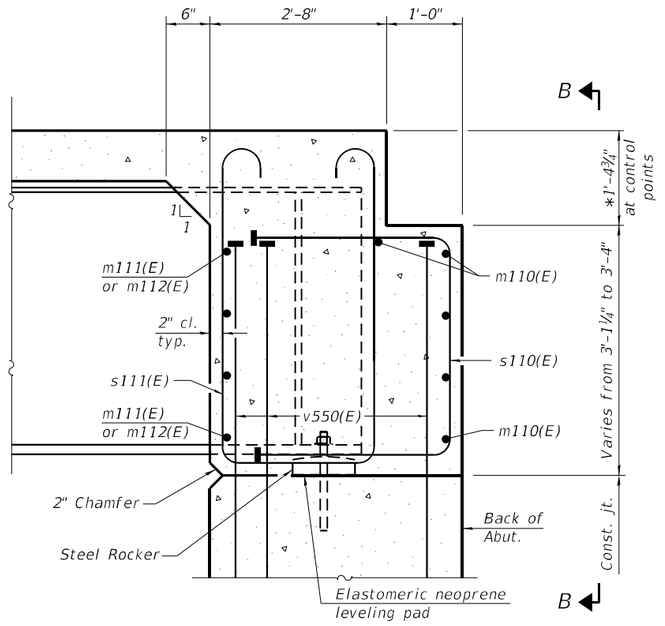
PLAN AT ABUTMENT

(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.

DIA-SB-L 2-1-2023

QUIGG ENGINEERING INC

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	
D264R72-1010225_0226-SHT-033-EB Diaphragm.dgn	CHECKED - DRB	REVISED -	
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	(15X)RC & 5RS	WINNEBAGO	564	326
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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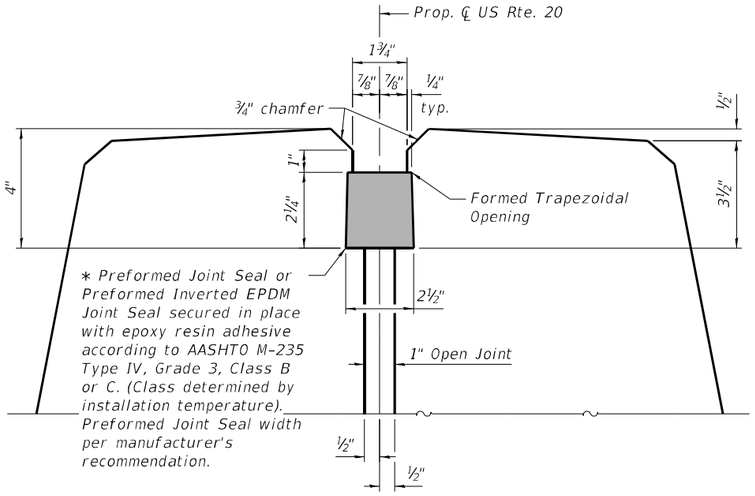
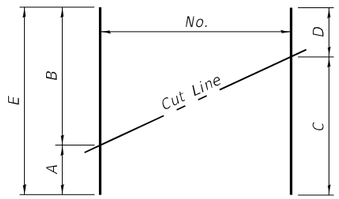


DETAIL A

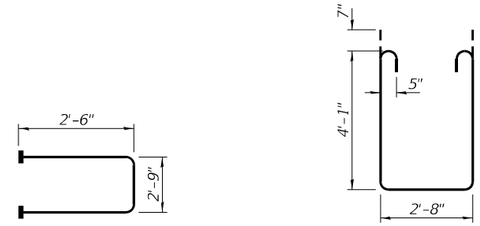
* Cost included with Concrete Superstructure



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.

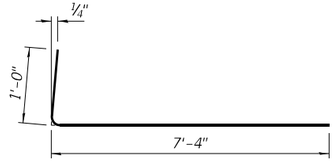
Bar	No.	Size	A	B	C	D	E
a103(E)	32	#5	5'-2"	29'-9"	29'-9"	5'-2"	34'-11"
a104(E)	26	#5	5'-0"	37'-5"	37'-5"	5'-0"	42'-5"
a105(E)	38	#5	1'-7"	30'-11"	30'-11"	1'-7"	32'-6"
a106(E)	15	#5	2'-7"	20'-9"	20'-9"	2'-7"	23'-4"
a203(E)	32	#5	5'-2"	29'-9"	29'-9"	5'-2"	34'-11"
a204(E)	26	#5	5'-0"	37'-5"	37'-5"	5'-0"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



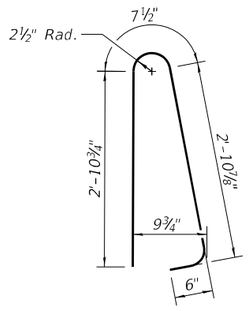
BAR s110(E) & s210(E)

(Headed. 440-#5 Bar terminators)

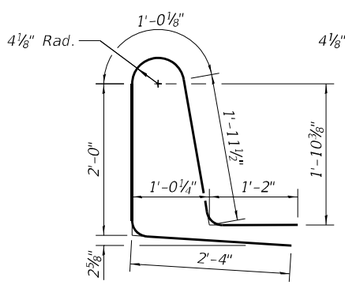
BAR s111(E) & s211(E)



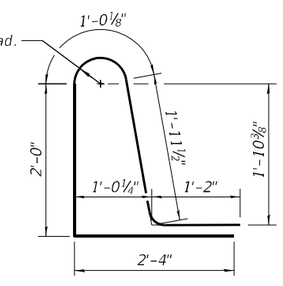
BAR a102(E) & a202(E)



BAR d100(E) & d200(E)



BAR d101(E) & d201(E)



BAR d102(E) & d202(E)

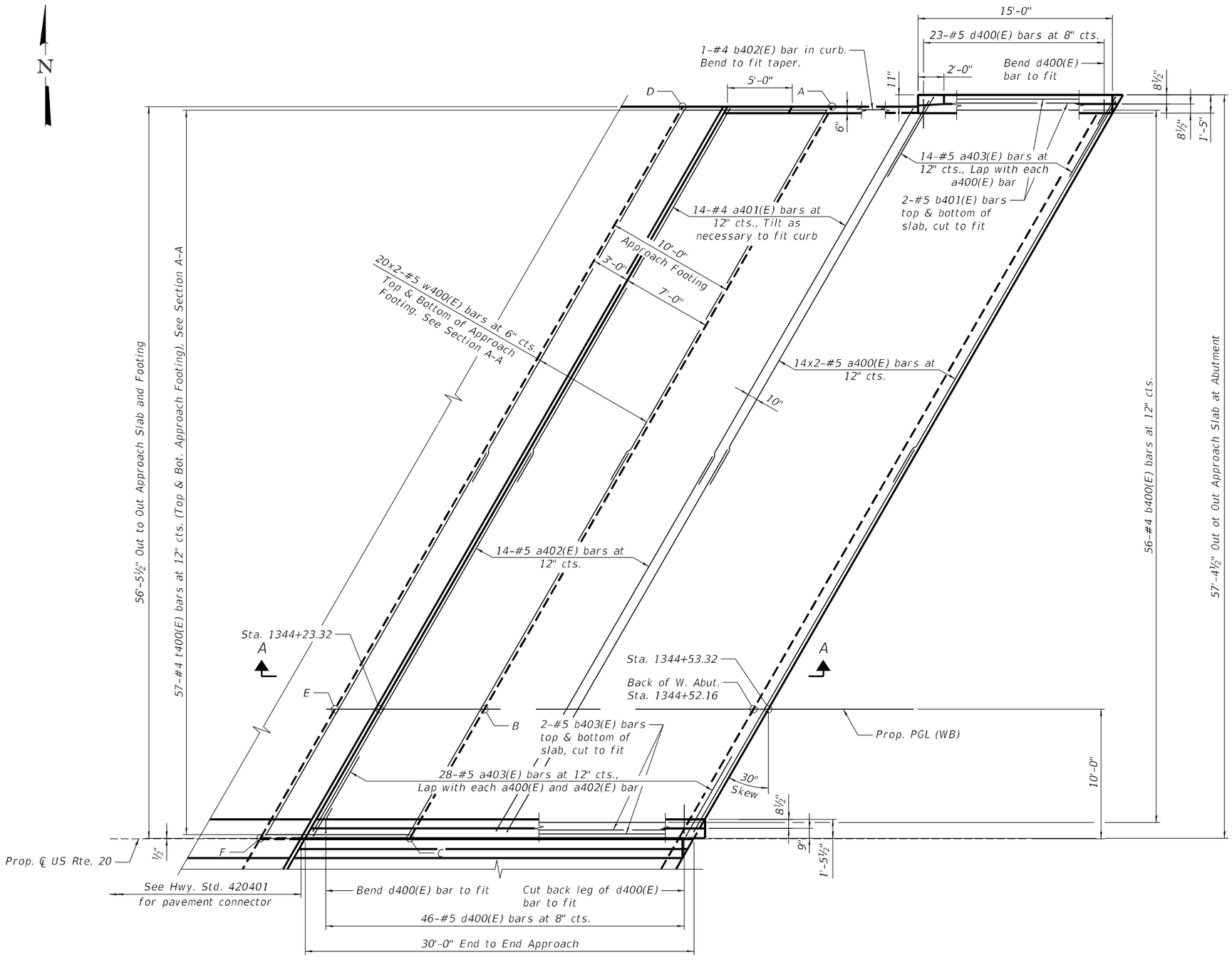
Note:
Bar terminators paid for separately. See Total Bill of Material.

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"	
Floor Drains			Each	28
Concrete Superstructure			Cu. Yd.	550.5
Protective Coat			Sq. Yd.	1,887
Reinforcement Bars, Epoxy Coated			Pound	144,130
Diamond Grinding (Bridge Section)			Sq. Yd.	1,503
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	1,071

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"	
Floor Drains			Each	28
Concrete Superstructure			Cu. Yd.	550.5
Protective Coat			Sq. Yd.	1,887
Reinforcement Bars, Epoxy Coated			Pound	144,130
Diamond Grinding (Bridge Section)			Sq. Yd.	1,503
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	1,071



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.

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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	(15X)RC & 5RS	WINNEBAGO	564	328
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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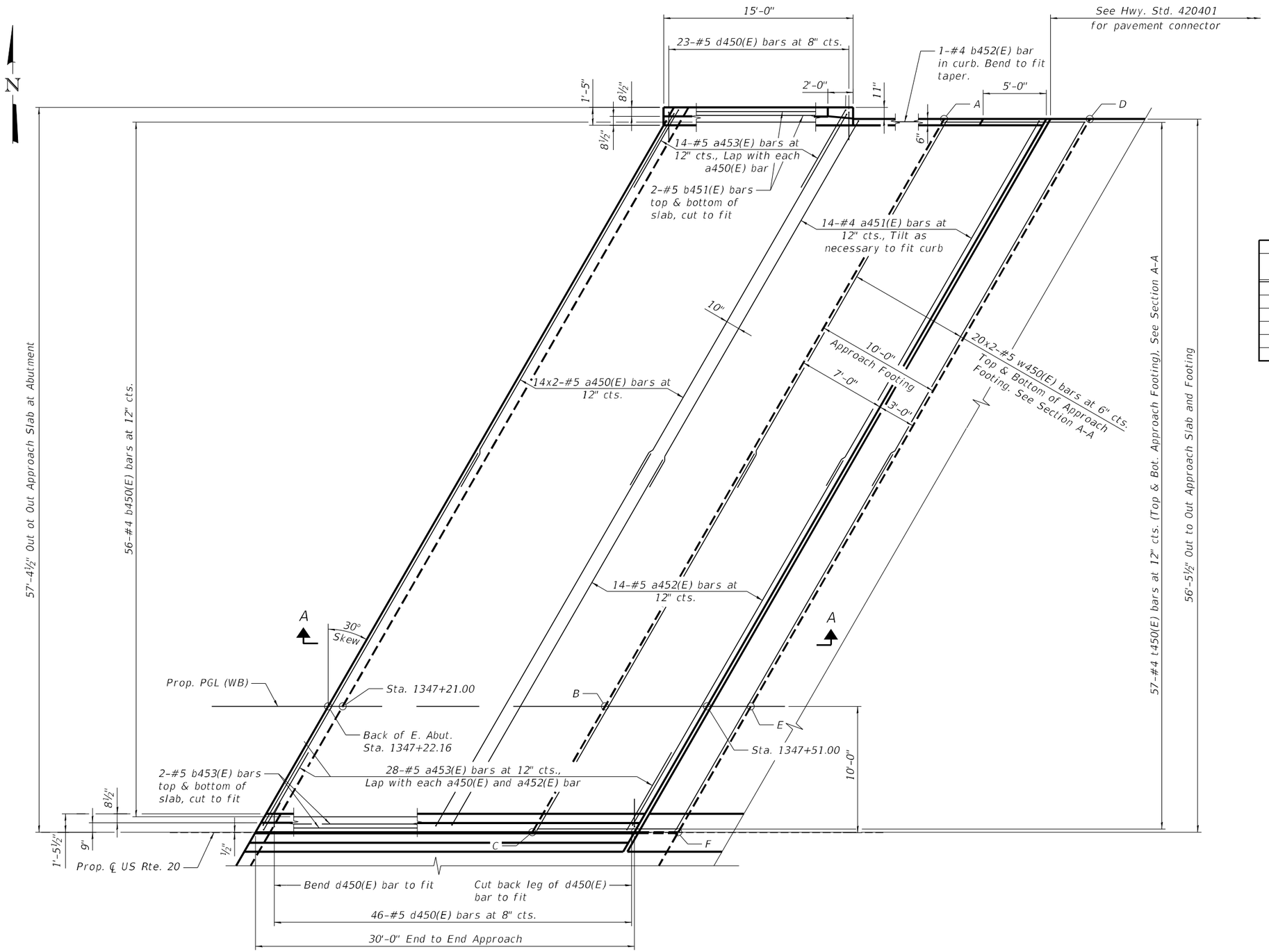


PLAN

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.

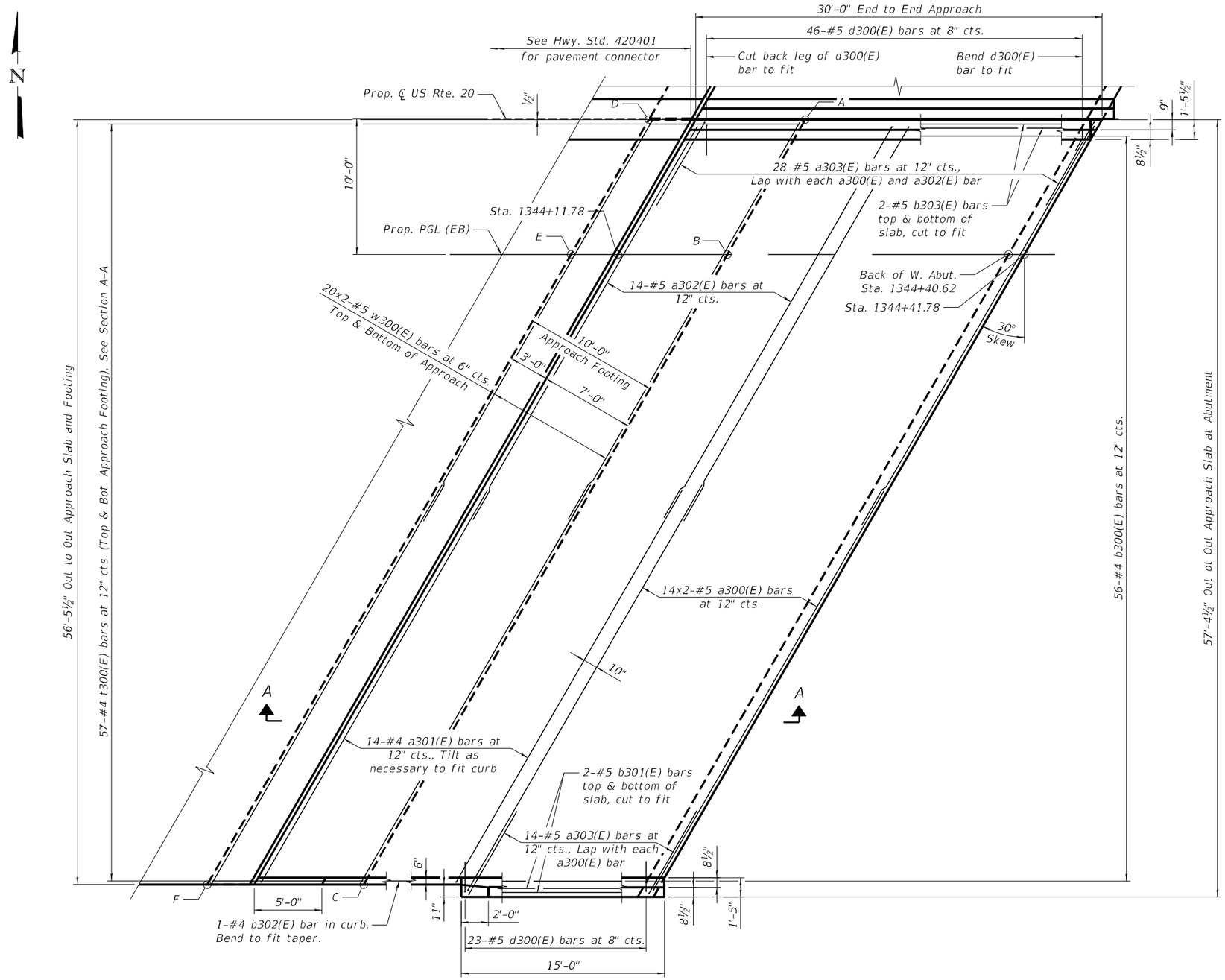
benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

USER NAME =	DESIGNED - AED	REVISED -	
	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	(15X)RC & 5RS	WINNEBAGO	564	329
		CONTRACT NO. 64R72		
		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.

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

USER NAME =	DESIGNED - AED	REVISED -	
	CHECKED - KMP	REVISED -	
PLOT SCALE =	DRAWN - RMG	REVISED -	
PLOT DATE =	CHECKED - KMP	REVISED -	

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	(15X)RC & 5RS	WINNEBAGO	564	330
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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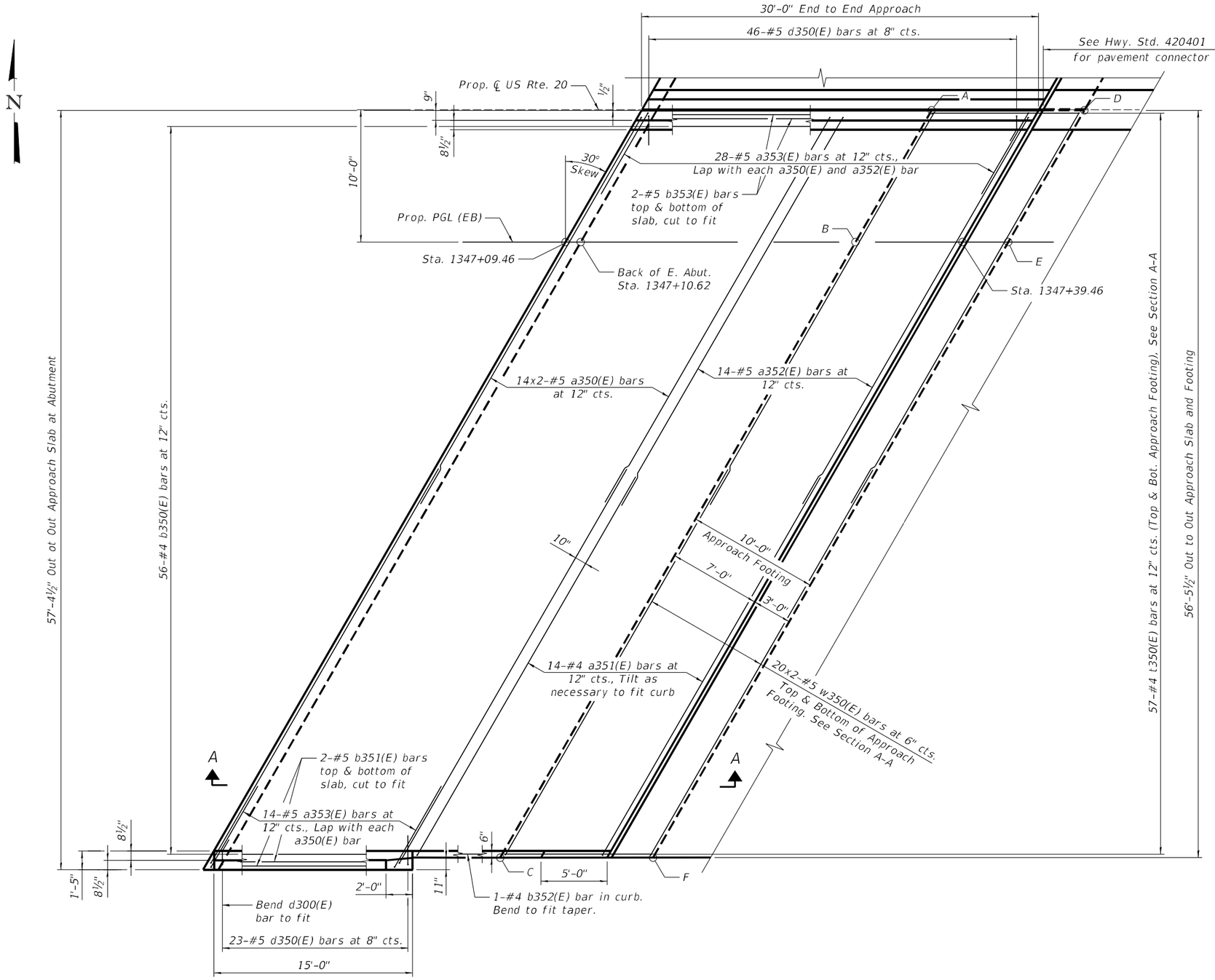

PLAN

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.

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312.565.0450 Job No. 10800

USER NAME =	DESIGNED - AED	REVISED -	
	CHECKED - KMP	REVISED -	
PLOT SCALE =	DRAWN - RMG	REVISED -	
PLOT DATE =	CHECKED - KMP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	(15X)RC & 5RS	WINNEBAGO	564	331
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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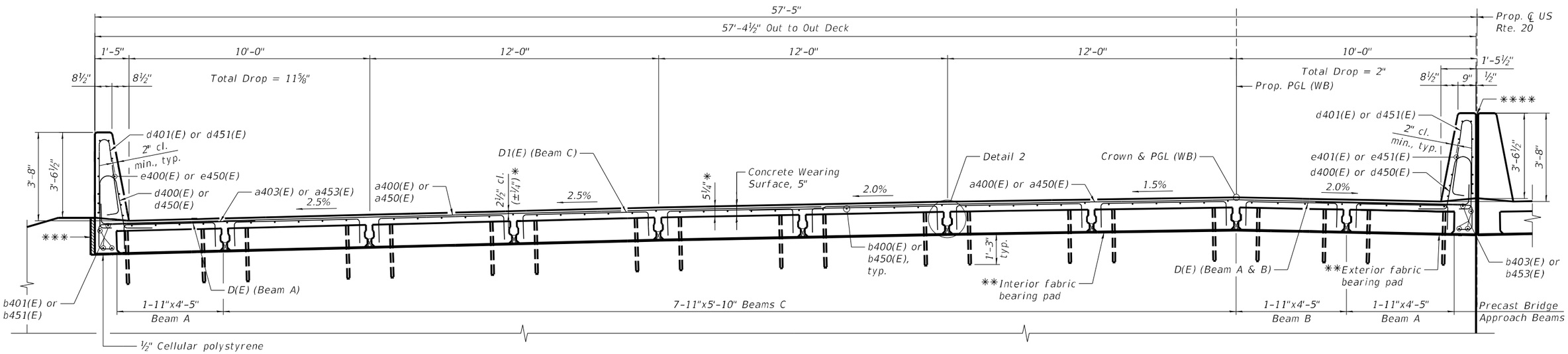
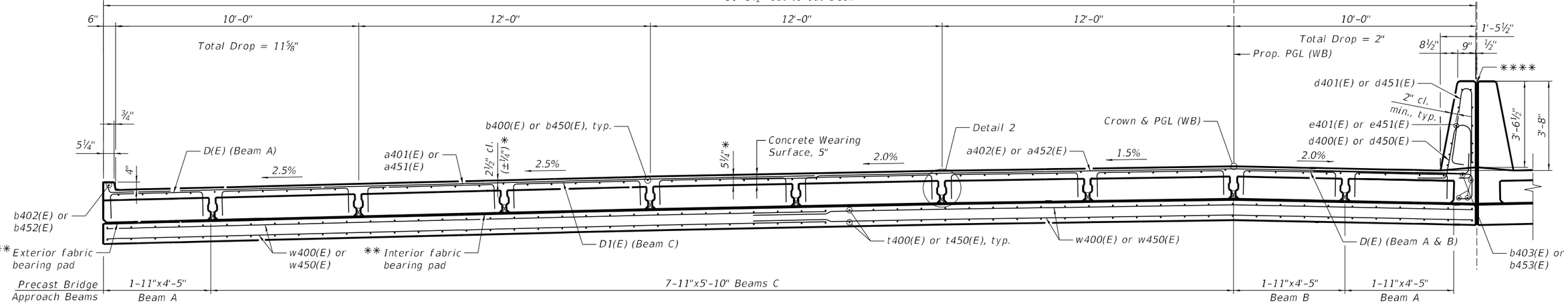


WESTBOUND APPROACH CROSS SECTION AT ABUTMENT

(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.

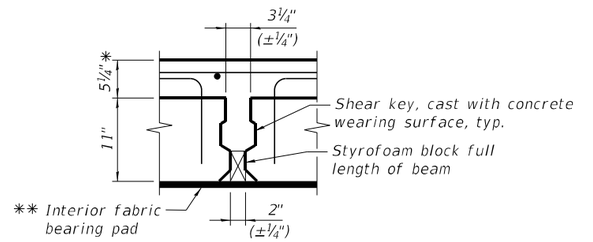
✱✱✱✱ 1" PJF full height and length of parapet, approach slab, and approach footing at median (per Article 1051.09 of the Standard Specifications) bonded to concrete with suitable adhesive as reccomended by supplier.

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

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

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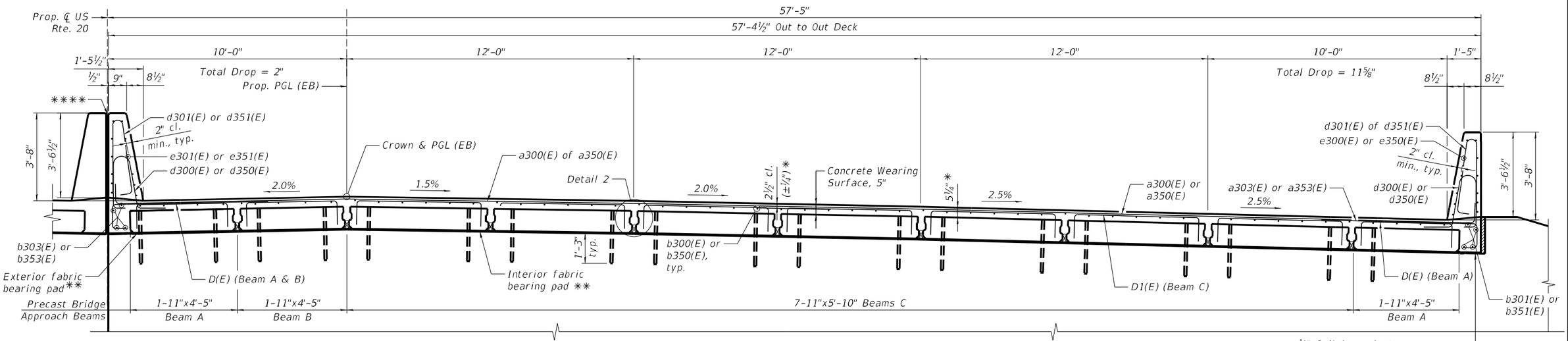
PLOT DATE =	CHECKED - KMP	REVISED -	

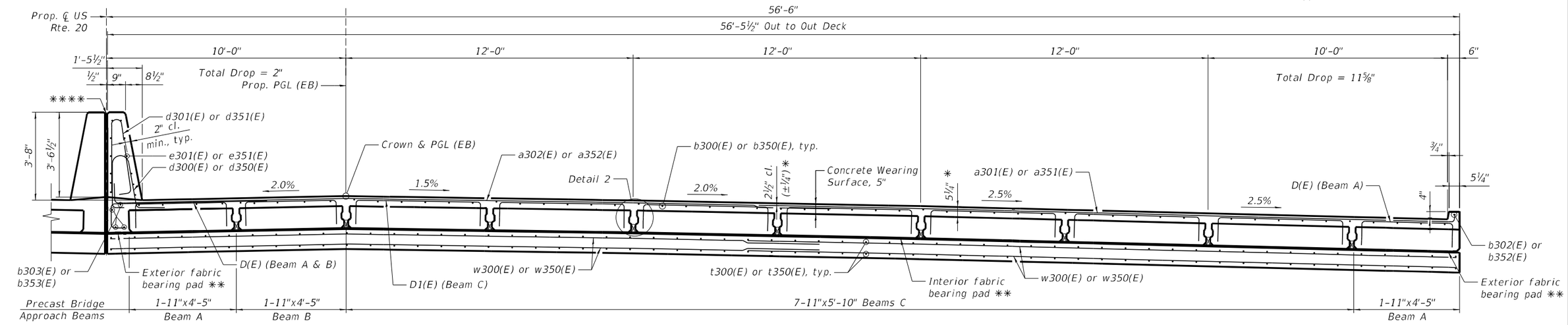
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	(15X)RC & 5RS	WINNEBAGO	564	332
		CONTRACT NO. 64R72		
	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.

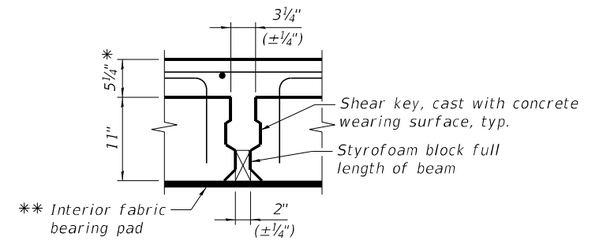
**** 1" PJF full height and length of parapet, approach slab, and approach footing at median (per Article 1051.09 of the Standard Specifications) bonded to concrete with suitable adhesive as reccomended by supplier.

MINIMUM BAR LAP

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

NOTE:

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



DETAIL 2

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

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PLOT DATE =	CHECKED - KMP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	(15X)RC & 5RS	WINNEBAGO	564	333
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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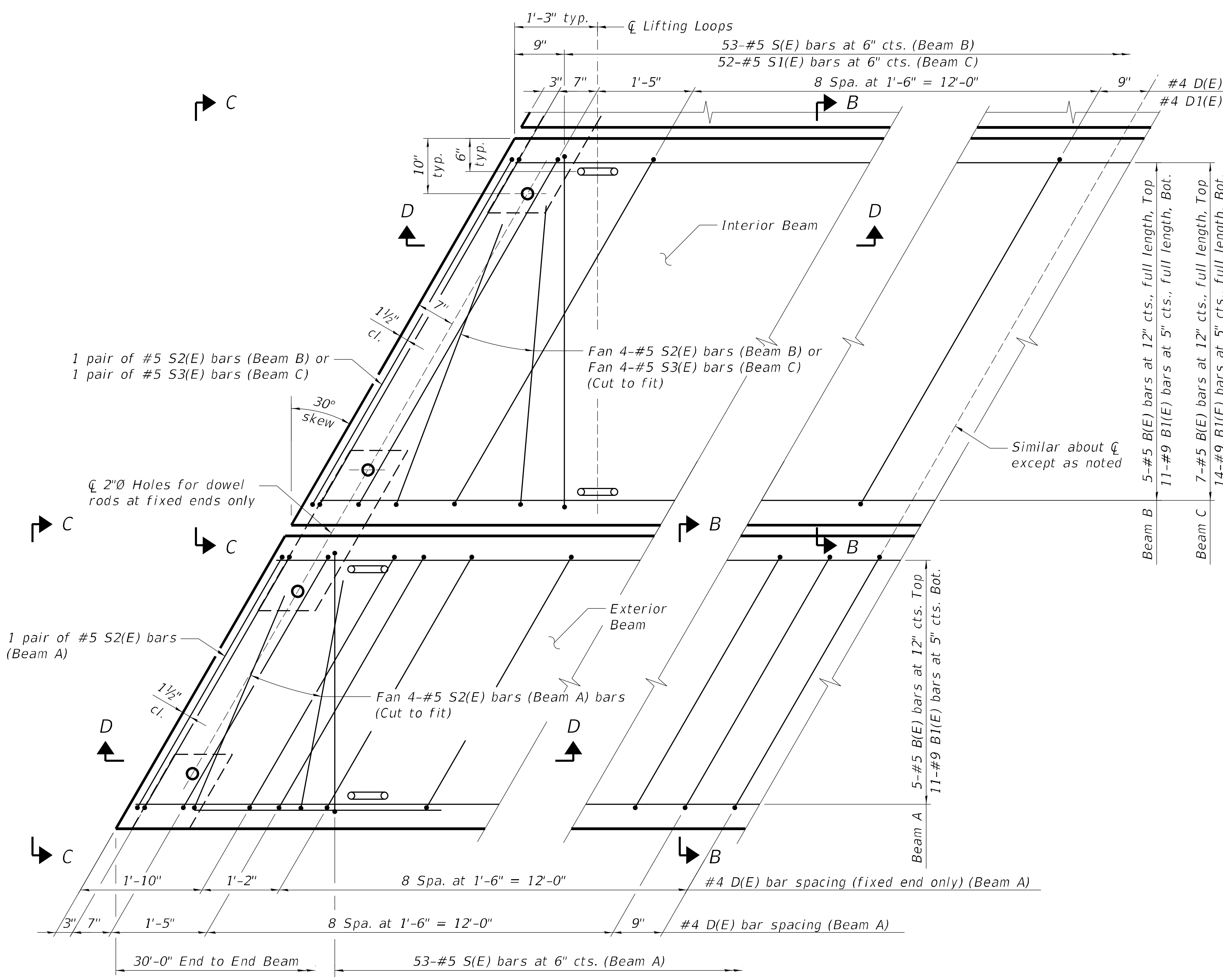
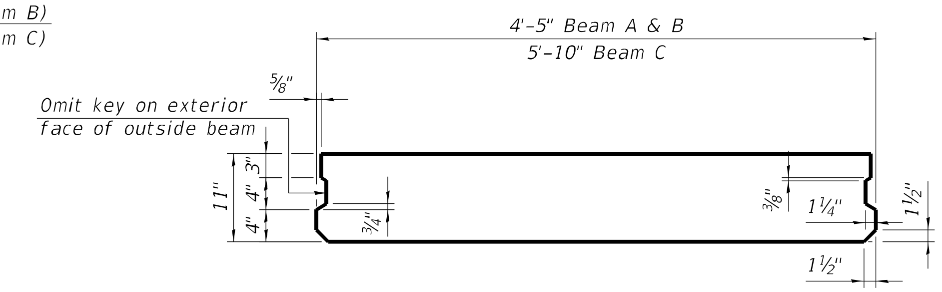


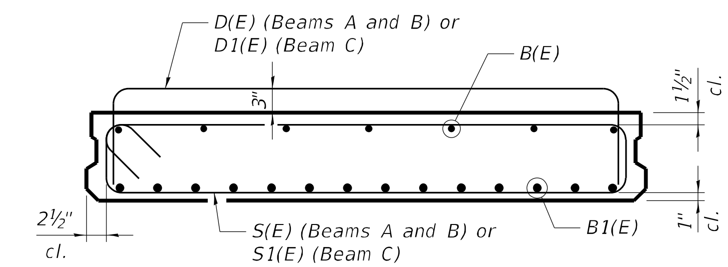
PLAN VIEW

(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)



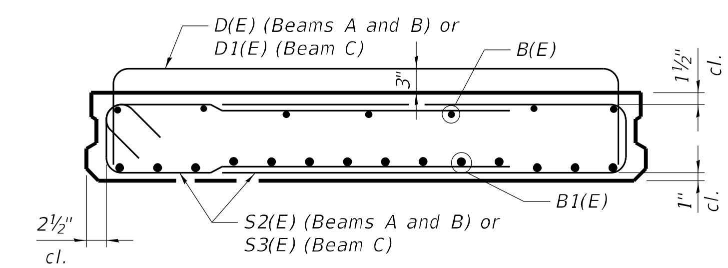
SECTION B-B

(Showing dimensions)



SECTION B-B

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

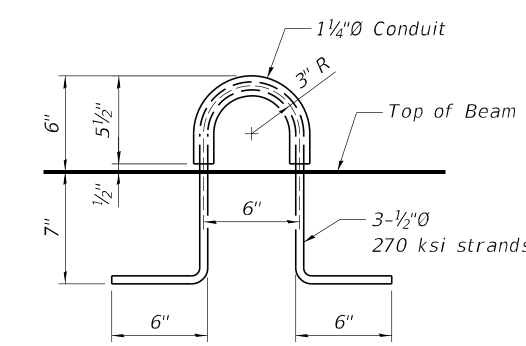


VIEW C-C

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

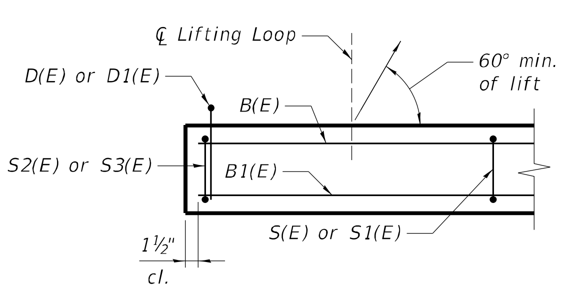
NOTES:

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.

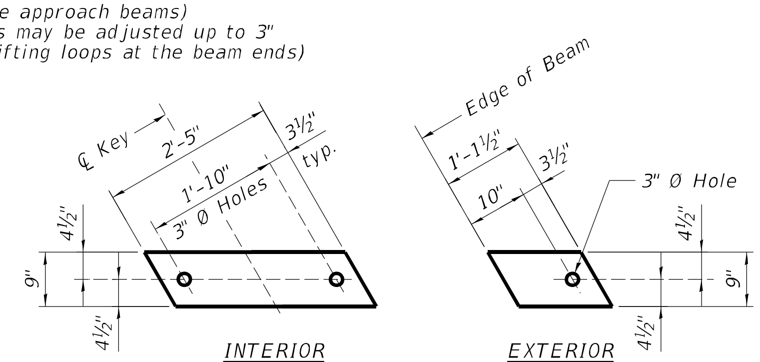


LIFTING LOOP DETAIL

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



SECTION D-D



FABRIC BEARING PAD

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Alfred Benesch & Company, 35 W Wacker Drive, Suite 3300, Chicago, Illinois 60601, 312-565-0450, Job No. 10800		CHECKED - KMP	REVISED -						CONTRACT NO. 64R72	
	PLOT SCALE =	DRAWN - RMG	REVISED -		SHEET 41 OF 71 SHEETS					
	PLOT DATE =	CHECKED - KMP	REVISED -				ILLINOIS	FED. AID PROJECT		

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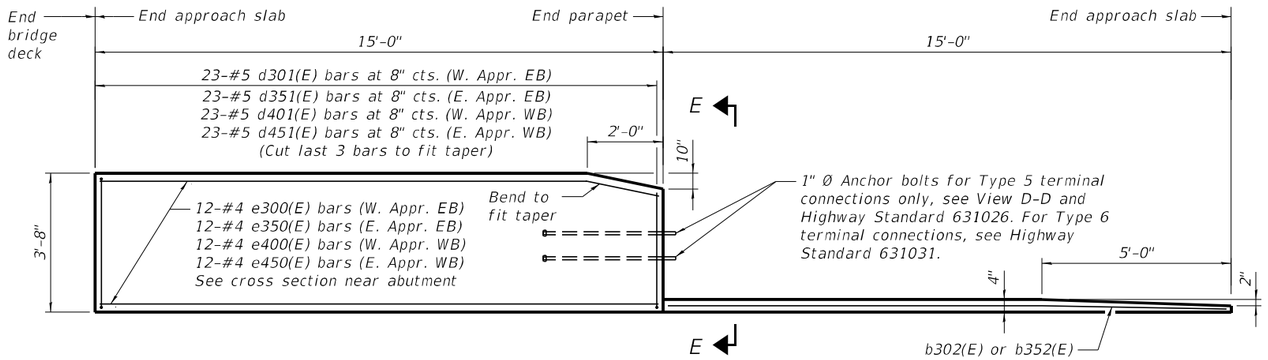
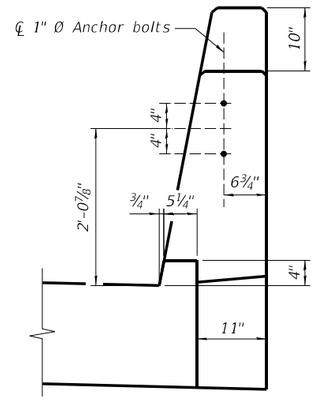
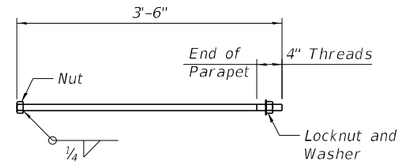


INSIDE ELEVATION OF PARAPET AND CURB

(Outside Parapet Elevation)

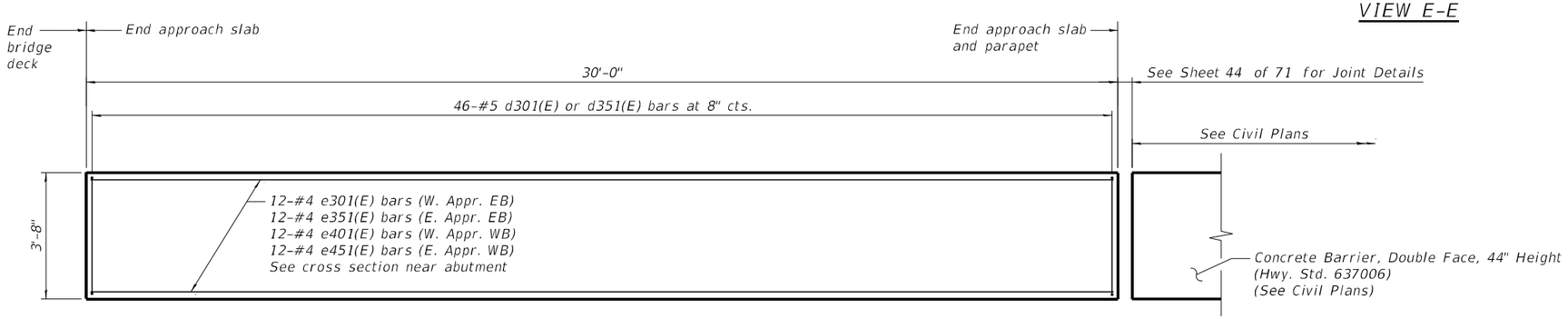


VIEW E-E



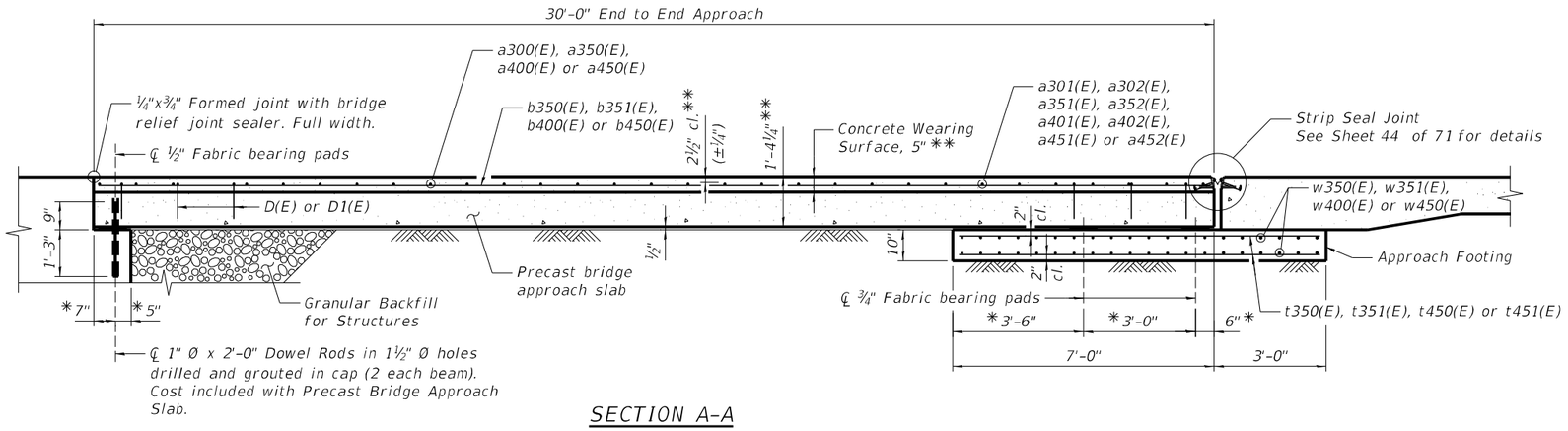
1" Ø ANCHOR BOLT

(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.

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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.
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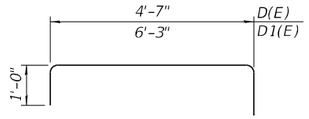
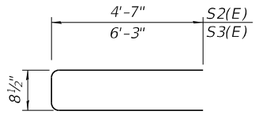
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		



BARS D(E) & D1(E)



BARS S2(E) & S3(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

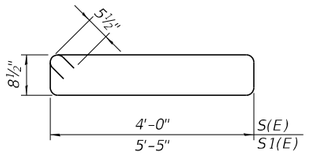
(For information only)

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"	



BARS S(E) & S1(E)

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"	
Concrete Superstructure		Cu. Yd.	6.6	
Concrete Structures		Cu. Yd.	20.2	
Reinforcement Bars, Epoxy Coated		Pound	8,460	
Precast Bridge Approach Slab		Sq. Ft.	1,707	
Concrete Wearing Surface, 5"		Sq. Yd.	190	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	120	
Protective Coat		Sq. Yd.	204	
Diamond Grinding (Bridge Section)		Sq. Yd.	346	

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

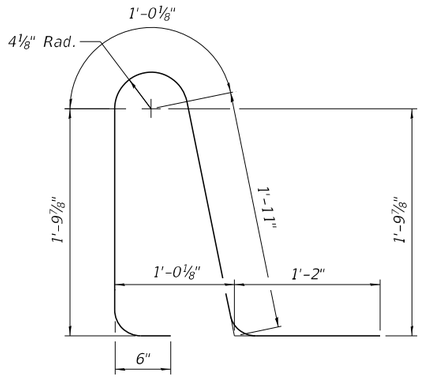
Bar	No.	Size	Length	Shape
a350(E)	28	#5	35'-0"	
a351(E)	14	#4	33'-10"	
a352(E)	14	#5	34'-6"	
a353(E)	42	#5	8'-2"	
b350(E)	56	#4	29'-8"	
b351(E)	4	#5	14'-8"	
b352(E)	1	#4	14'-8"	
b353(E)	4	#4	29'-8"	
d350(E)	69	#5	6'-5"	
d351(E)	69	#5	7'-0"	
e350(E)	12	#4	14'-8"	
e351(E)	12	#4	29'-8"	
t350(E)	114	#4	11'-2"	
w350(E)	80	#5	33'-10"	
Concrete Superstructure		Cu. Yd.	6.6	
Concrete Structures		Cu. Yd.	20.2	
Reinforcement Bars, Epoxy Coated		Pound	8,460	
Precast Bridge Approach Slab		Sq. Ft.	1,707	
Concrete Wearing Surface, 5"		Sq. Yd.	190	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	120	
Protective Coat		Sq. Yd.	204	
Diamond Grinding (Bridge Section)		Sq. Yd.	346	

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

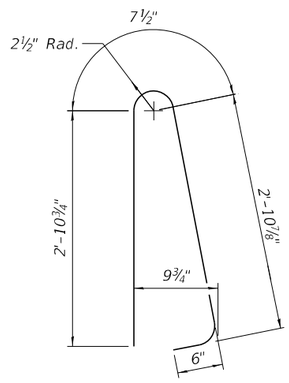
Bar	No.	Size	Length	Shape
a400(E)	28	#5	35'-0"	
a401(E)	14	#4	33'-10"	
a402(E)	14	#5	34'-6"	
a403(E)	42	#5	8'-2"	
b400(E)	56	#4	29'-8"	
b401(E)	4	#5	14'-8"	
b402(E)	1	#4	14'-8"	
b403(E)	4	#4	29'-8"	
d400(E)	69	#5	6'-5"	
d401(E)	69	#5	7'-0"	
e400(E)	12	#4	14'-8"	
e401(E)	12	#4	29'-8"	
t400(E)	114	#4	11'-2"	
w400(E)	80	#5	33'-10"	
Concrete Superstructure		Cu. Yd.	6.6	
Concrete Structures		Cu. Yd.	20.2	
Reinforcement Bars, Epoxy Coated		Pound	8,460	
Precast Bridge Approach Slab		Sq. Ft.	1,707	
Concrete Wearing Surface, 5"		Sq. Yd.	190	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	120	
Protective Coat		Sq. Yd.	204	
Diamond Grinding (Bridge Section)		Sq. Yd.	346	

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

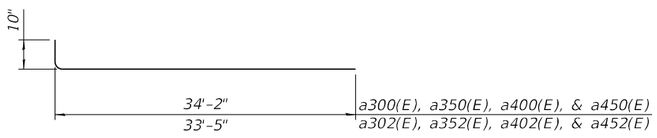
Bar	No.	Size	Length	Shape
a450(E)	28	#5	35'-0"	
a451(E)	14	#4	33'-10"	
a452(E)	14	#5	34'-6"	
a453(E)	42	#5	8'-2"	
b450(E)	56	#4	29'-8"	
b451(E)	4	#5	14'-8"	
b452(E)	1	#4	14'-8"	
b453(E)	4	#4	29'-8"	
d450(E)	69	#5	6'-5"	
d451(E)	69	#5	7'-0"	
e450(E)	12	#4	14'-8"	
e451(E)	12	#4	29'-8"	
t450(E)	114	#4	11'-2"	
w450(E)	80	#5	33'-10"	
Concrete Superstructure		Cu. Yd.	6.6	
Concrete Structures		Cu. Yd.	20.2	
Reinforcement Bars, Epoxy Coated		Pound	8,460	
Precast Bridge Approach Slab		Sq. Ft.	1,707	
Concrete Wearing Surface, 5"		Sq. Yd.	190	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	120	
Protective Coat		Sq. Yd.	204	
Diamond Grinding (Bridge Section)		Sq. Yd.	346	



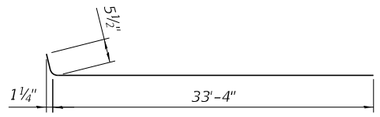
BARS d300(E), d350(E), d400(E) & d450(E)



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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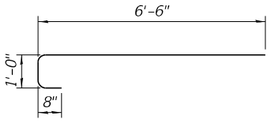

BARS a303(E), a353(E), a403(E), & a453(E)

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

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3124960450 Job No. 10800

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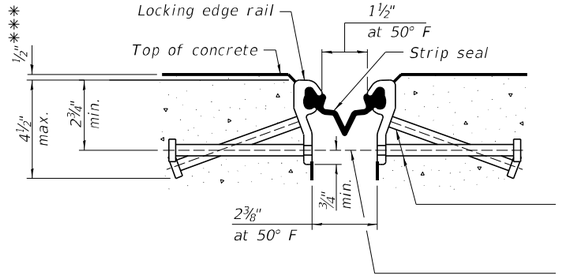
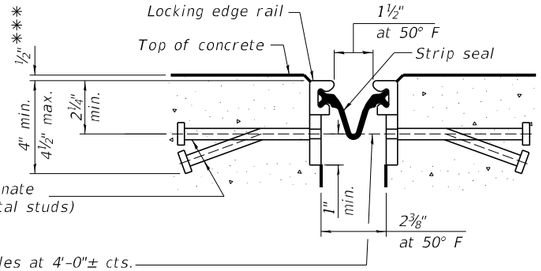
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	(15X)RC & 5RS	WINNEBAGO	564	336
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		



SHOWING ROLLED RAIL JOINT



SHOWING WELDED RAIL JOINT

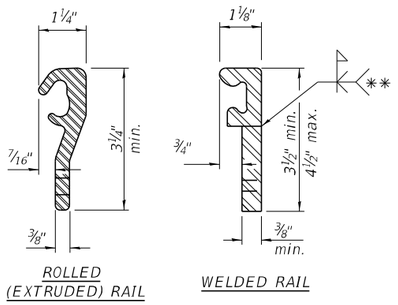
* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

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.

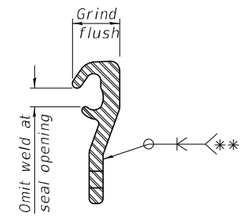


ROLLED (EXTRUDED) RAIL

WELDED RAIL

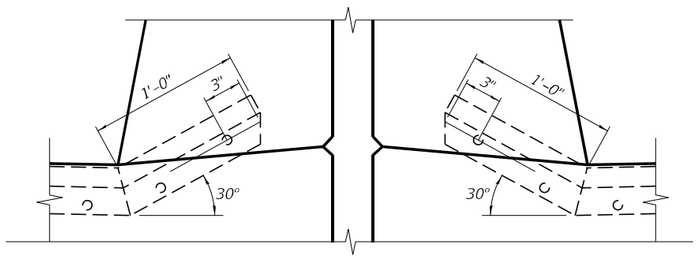
LOCKING EDGE RAILS

** 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.

BILL OF MATERIAL
WB (SN 101-0226)

Item	Unit	Total
Preformed Joint Strip Seal	Foot	132

BILL OF MATERIAL
EB (SN 101-0225)

Item	Unit	Total
Preformed Joint Strip Seal	Foot	132

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PLOT DATE =	CHECKED - JHG	REVISED -

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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	(15X)RC & 5RS	WINNEBAGO	564	337
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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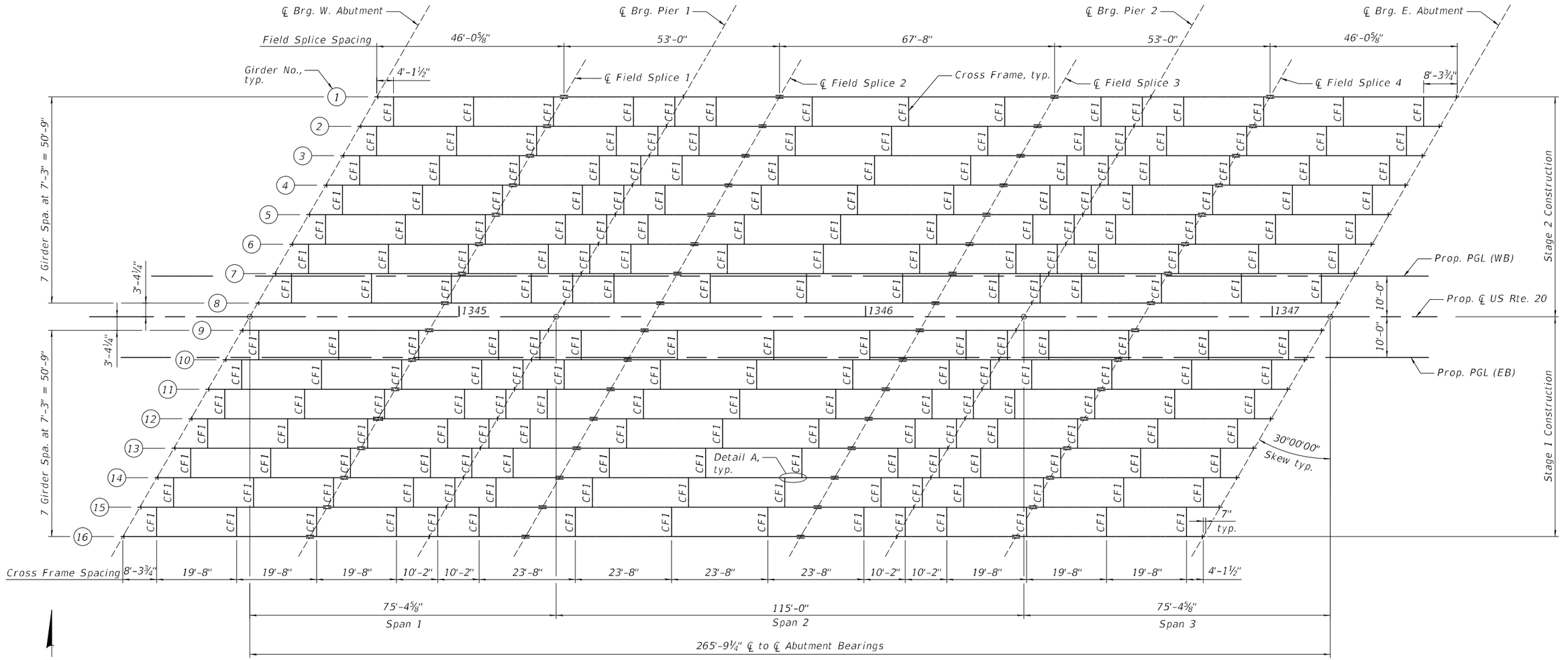

FRAMING PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	338
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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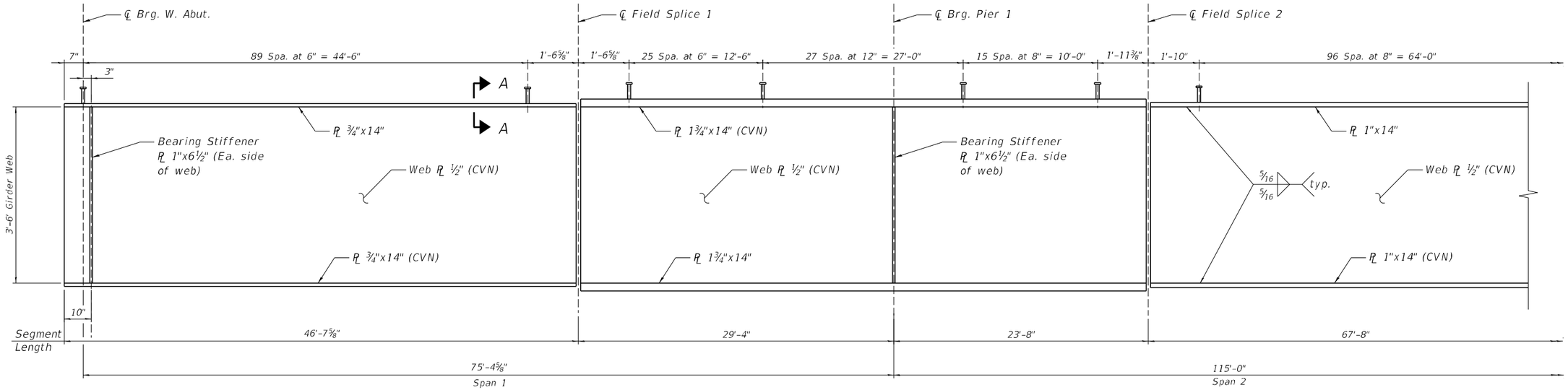
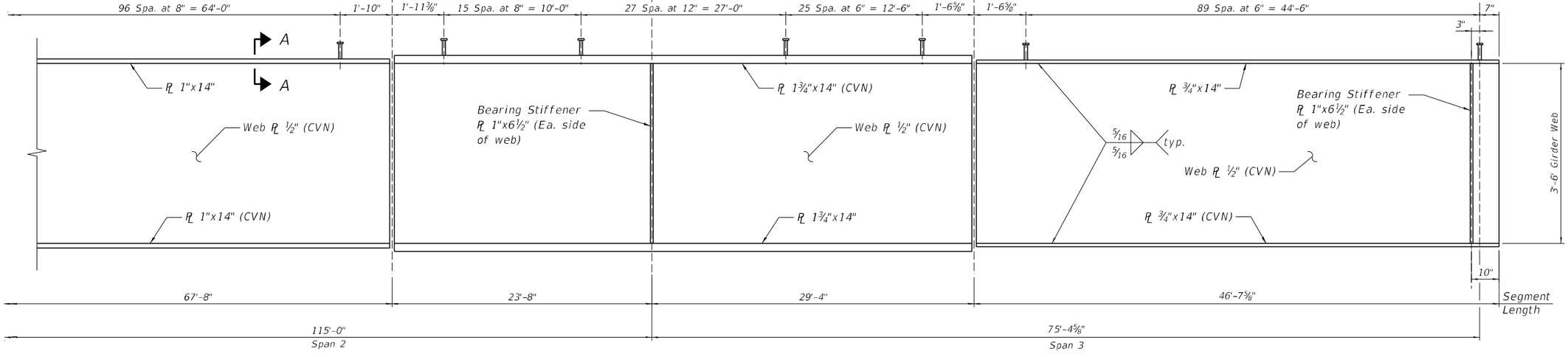


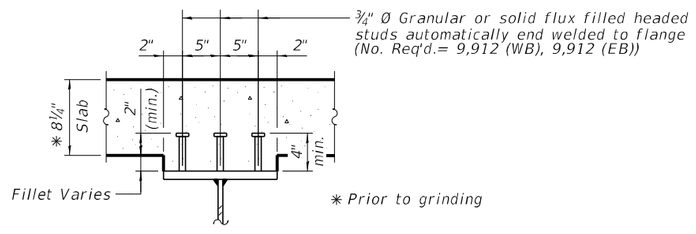
GIRDER ELEVATION

(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	(15X)RC & 5RS	WINNEBAGO	564	339
		CONTRACT NO. 64R72		
	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
Øf 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
Øf 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
Øf 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
Øf 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).

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

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

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

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

fs (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live 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).
$1.25\ (fsDC1 + fsDC2) + 1.5\ fsDW + 1.75\ fs(L+IM) + f_l/_3$

Øf 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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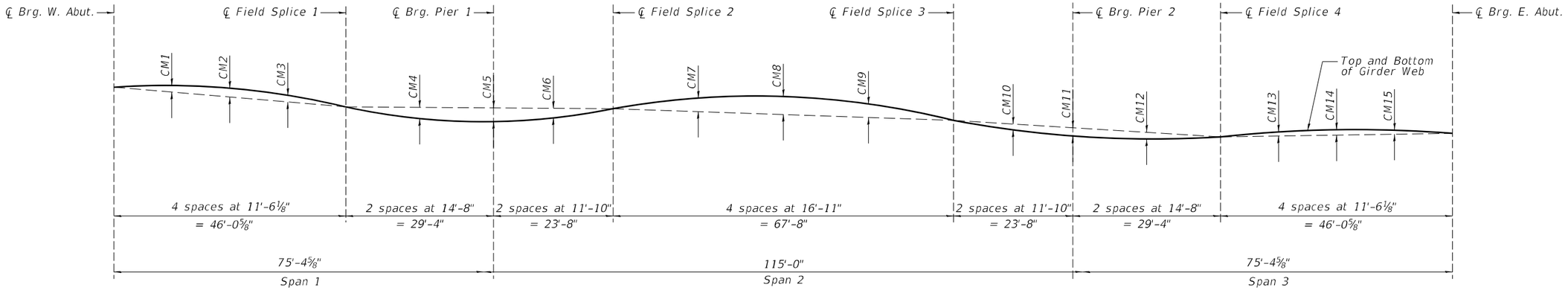
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		



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	737.90	738.09	738.28	738.46	738.61	738.74	738.85	738.74
℄ 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	737.75	737.93	738.12	738.30	738.45	738.58	738.69	738.58
℄ 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	738.74	738.87	738.77	738.65	738.51	738.34	738.17	737.99
℄ 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	738.58	738.71	738.61	738.49	738.35	738.18	738.01	737.83
℄ 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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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.
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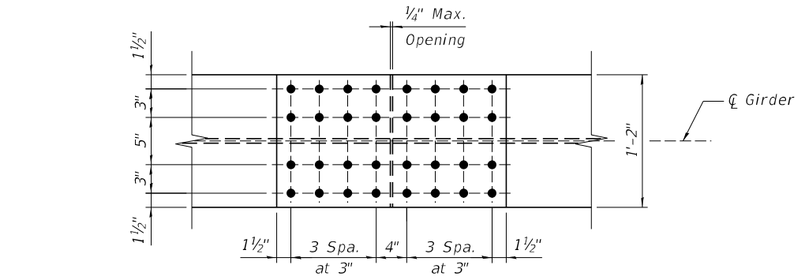
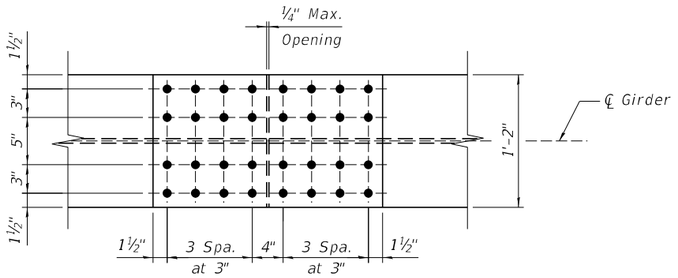
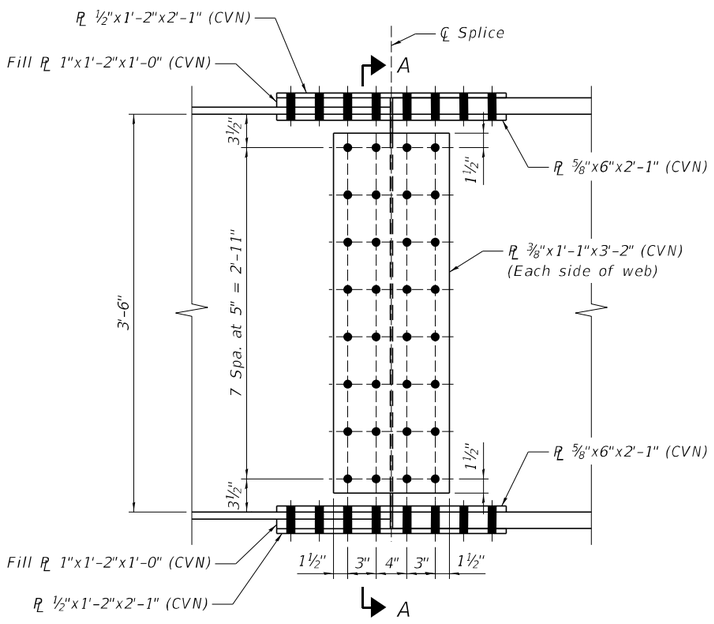
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		



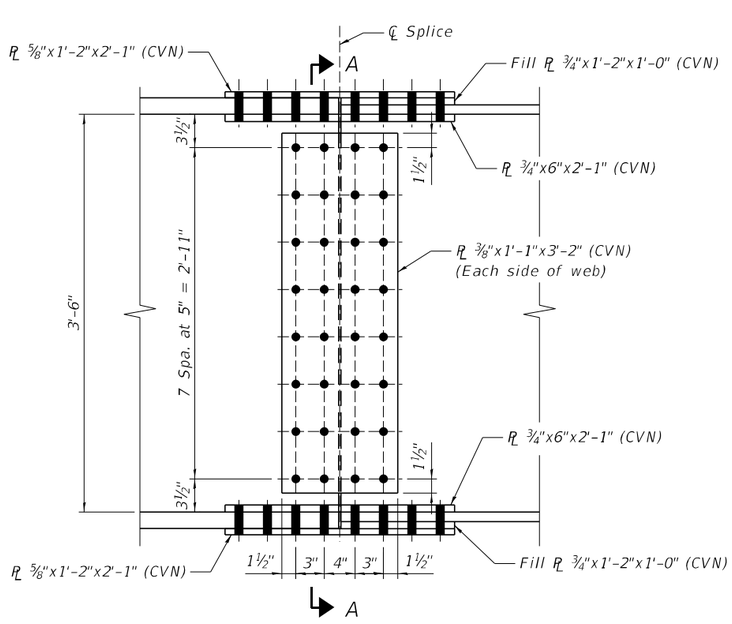
TOP FLANGE SPLICE



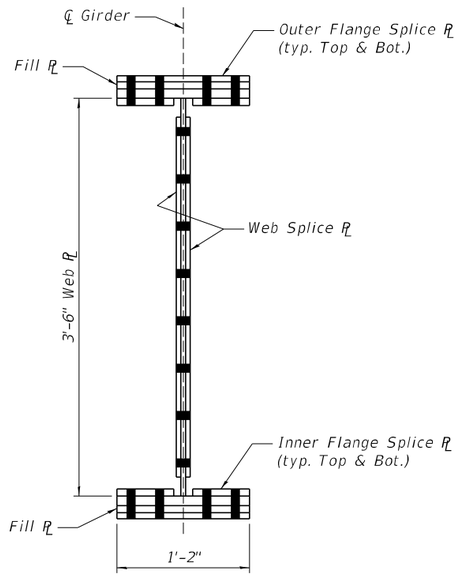
TOP FLANGE SPLICE



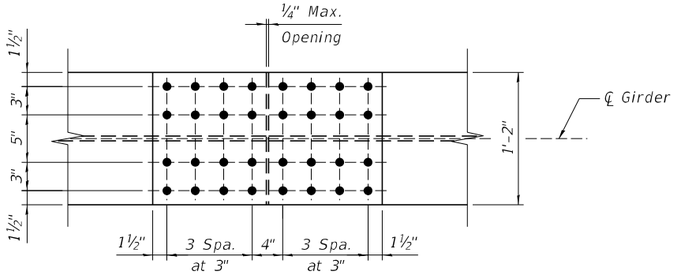
WEB SPLICE - ELEVATION



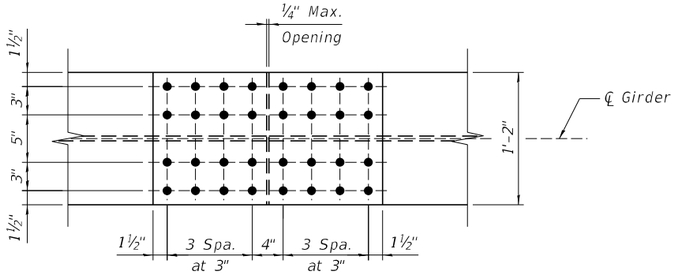
WEB SPLICE - ELEVATION



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 $1^{5}/_{16}$" diameter. See Special Provision for "Metallizing of Structural Steel".

MODEL: Default
FILE NAME: c:\pwworkdir\benesch projects\projects\dms65234\D264R72-1010225_0226-sht-splice.dgn
11/25/2025 3:54:46 PM

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

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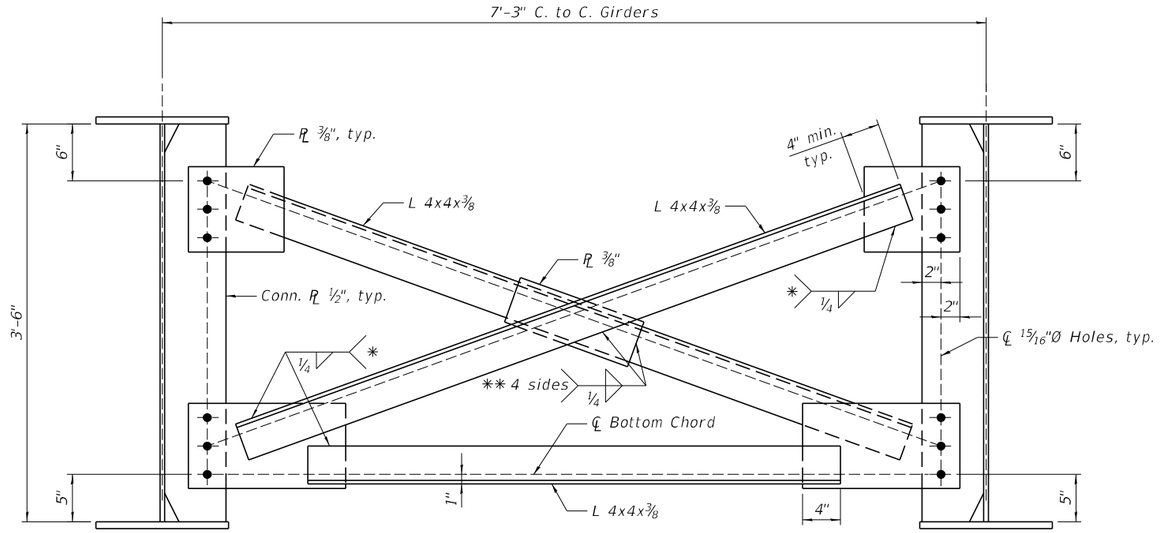
PLOT SCALE =	DRAWN - RMG	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	(15X)RC & 5RS	WINNEBAGO	564	342
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

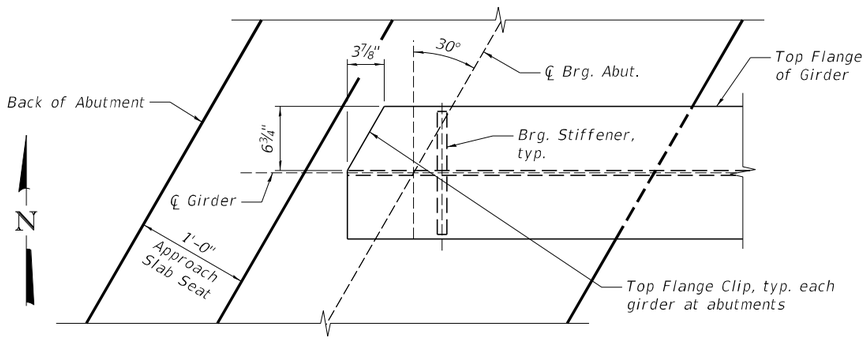


CROSS FRAME DETAIL - CF1

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

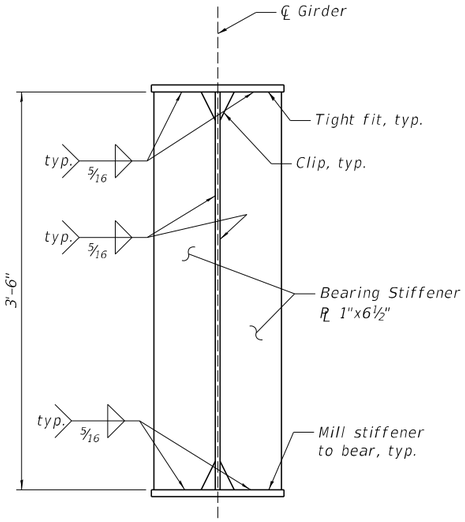
* Fillet weld angles along 3 sides on one face of gusset plate; however, if cross-frames are galvanized, weld all-around.

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

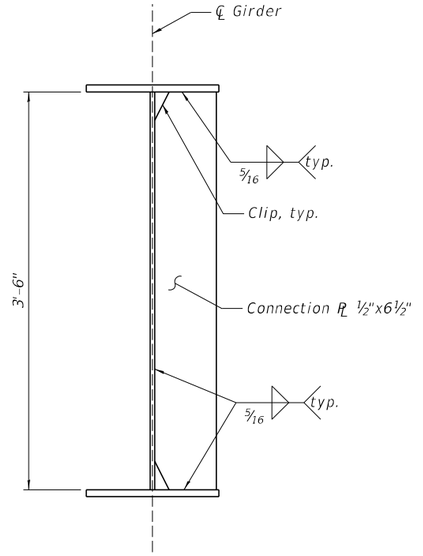


TOP FLANGE PLAN - CLIPPED

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



BEARING STIFFENER DETAIL

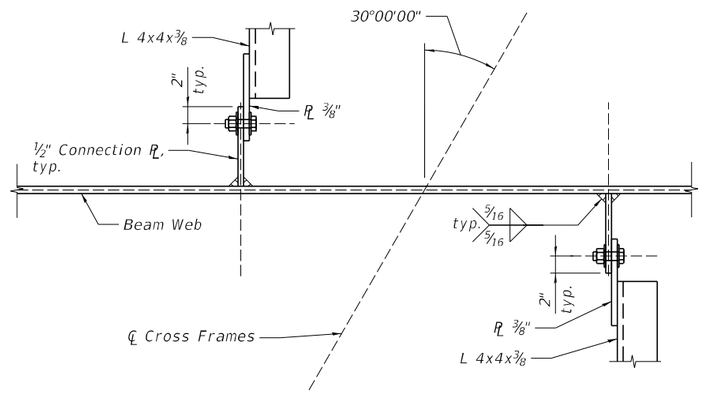


CONNECTION PLATE DETAIL

(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
FILE NAME: c:\pwworkdir\benesch projects\projects\dms\65234\D264R72-1010225_0226-sht-crossframes.dgn
11/25/2025 3:54:54 PM

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

USER NAME =
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PLOT DATE =
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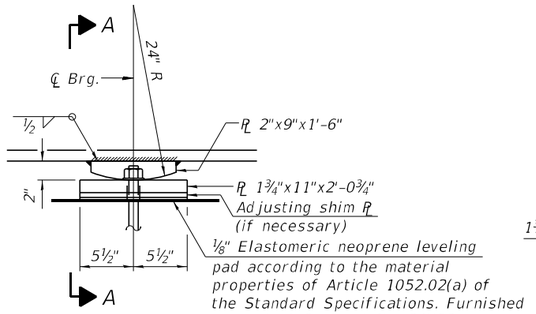
CHECKED - JHG
DRAWN - RMG
CHECKED - JHG
REVISED -
REVISED -
REVISED -
REVISED -

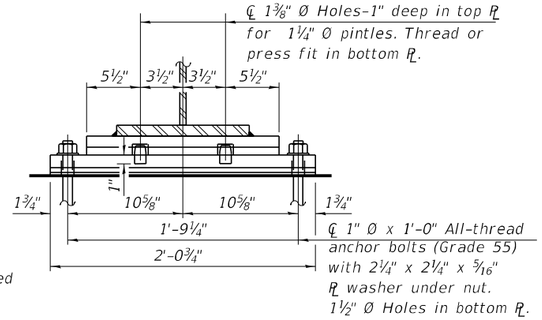
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	(15X)RC & 5RS	WINNEBAGO	564	343
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

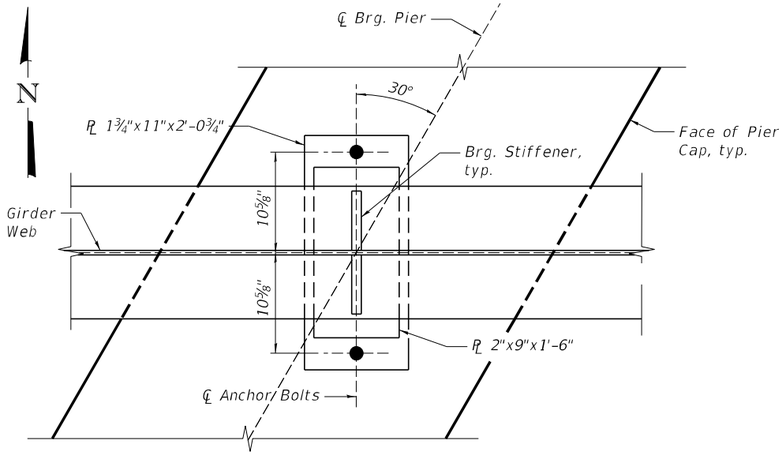


ELEVATION AT PIER



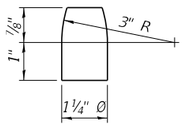
SECTION A-A

FIXED BEARING - PIERS 1 AND 2

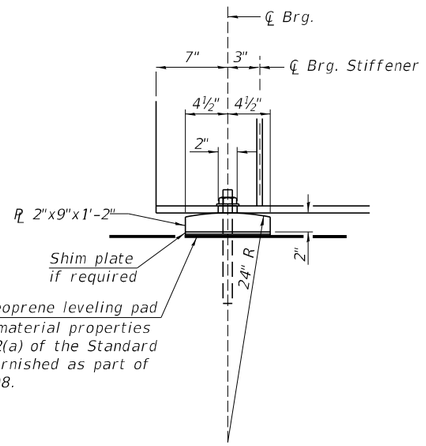


PLAN VIEW - PIERS 1 AND 2

(Connection Plates and Cross Frames not shown for clarity)

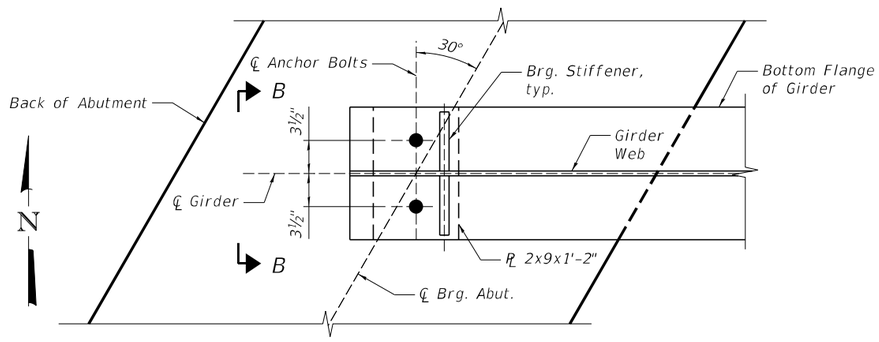


PINTLE



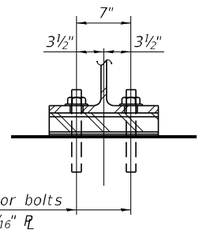
ELEVATION AT ABUTMENT

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



PLAN AT ABUTMENT

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



VIEW B-B

FIXED BEARING - ABUTMENT

BILL OF MATERIAL WB (SN 101-0226)

ITEM	UNIT	TOTAL
Anchor Bolts, 1"	Each	64

BILL OF MATERIAL EB (SN 101-0225)

ITEM	UNIT	TOTAL
Anchor Bolts, 1"	Each	64

NOTES:

1. Installation of all bearings plates, shims, leveling pads, and pintles shall be included in the cost of Erecting Structural Steel.
2. The structural steel plates of the bearing and the pintles shall conform to the requirements of AASHTO M270 Grade 50.
3. Two ⅛" adjusting shims shall be furnished as part of Contract 64U98 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	(15X)RC & 5RS	WINNEBAGO	564	344
		CONTRACT NO. 64R72		
	ILLINOIS FED. AID PROJECT			

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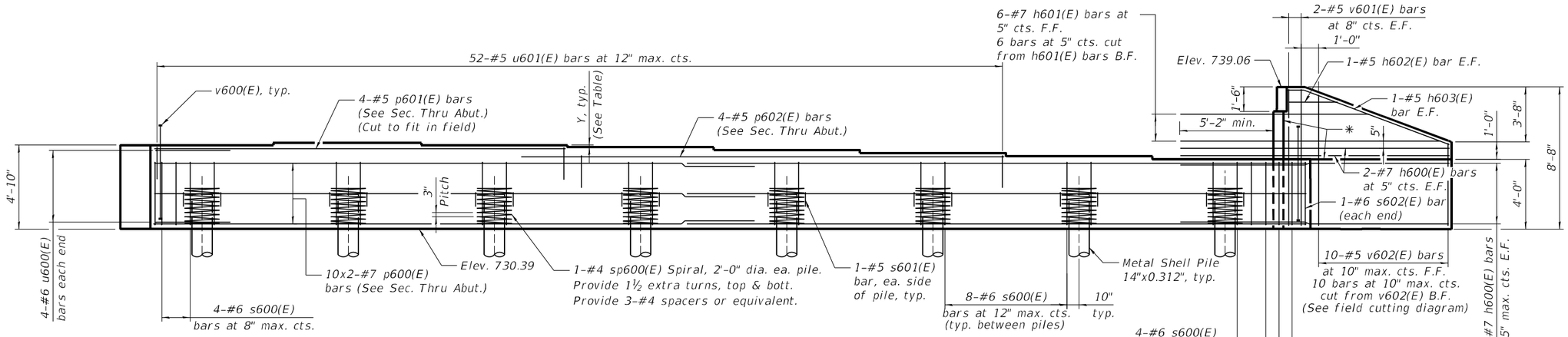


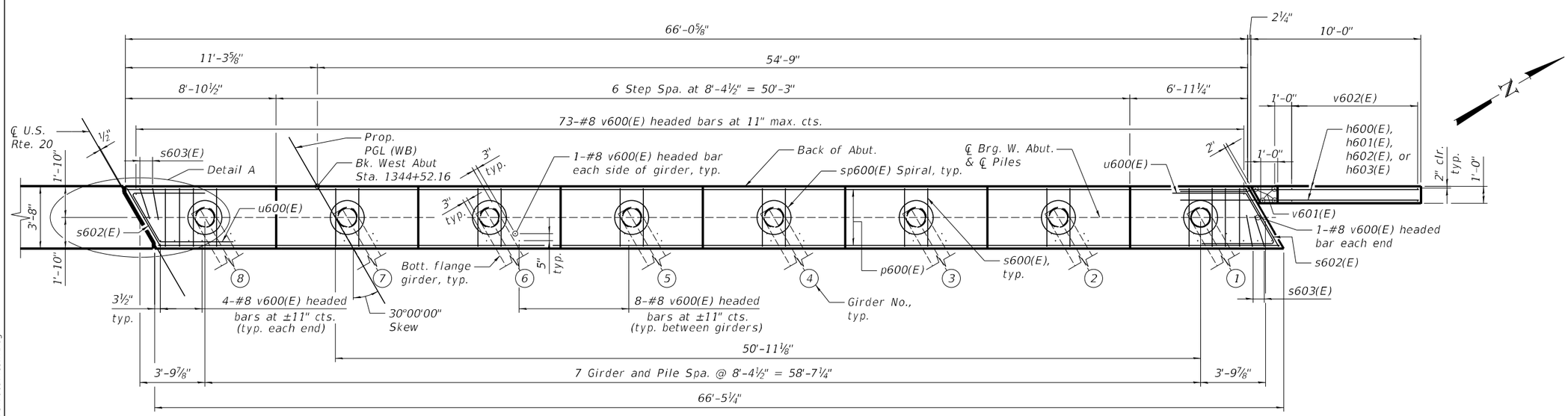
WEST ABUTMENT ELEVATION - WESTBOUND

(Looking West)

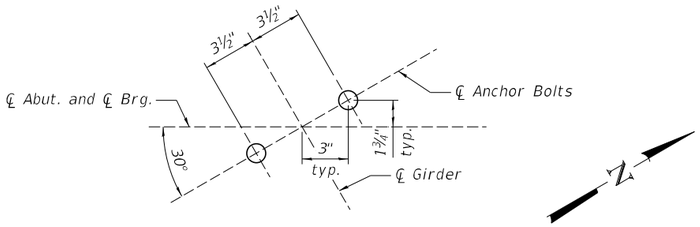
SEAT ELEVATIONS & STEP HEIGHTS

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



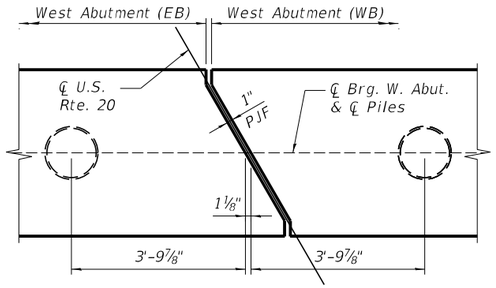
WEST ABUTMENT PLAN - WESTBOUND



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.

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FILE NAME: c:\pwworkin\benesch projects\projects\dms65234\D264R72-1010225_0226-sht-abutwestWB.dgn
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Job No. 10800

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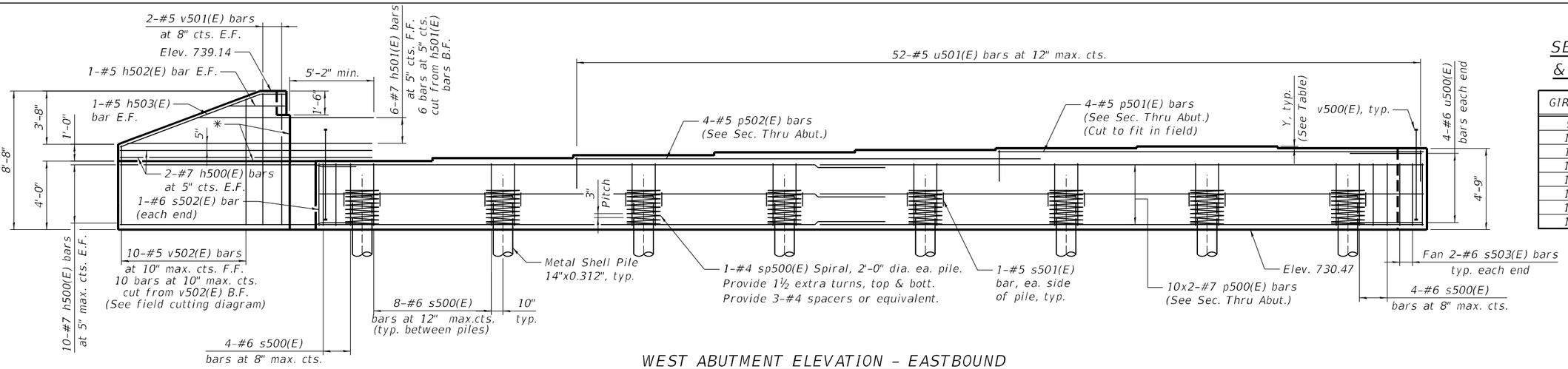
PLOT DATE =	CHECKED - JHG	REVISED -

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	(15X)RC & 5RS	WINNEBAGO	564	345
		CONTRACT NO. 64R72		
		ILLINOIS	FED. AID PROJECT	



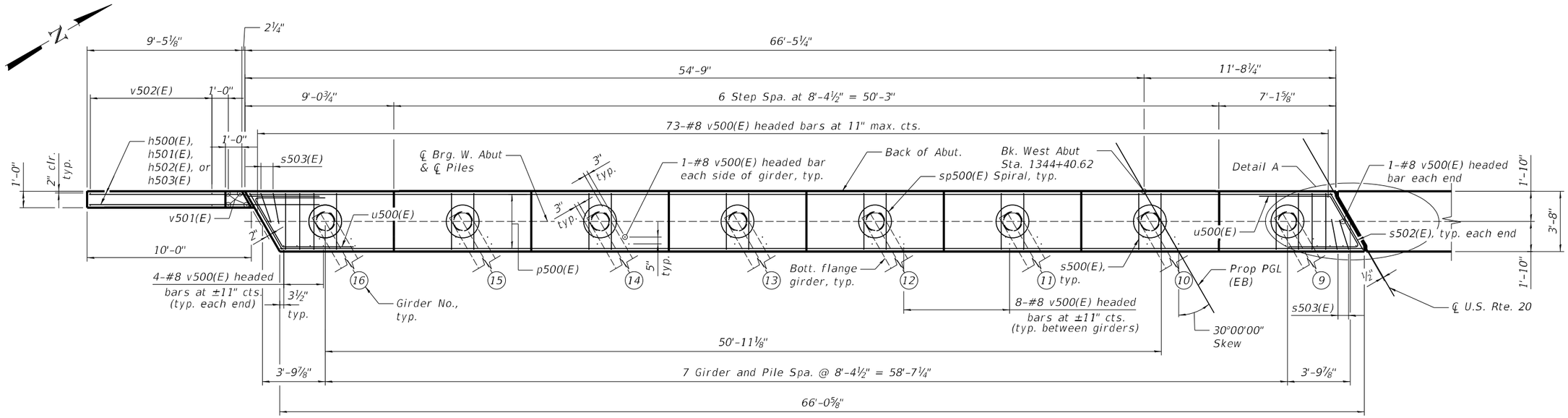
✳ Optional construction joints

WEST ABUTMENT ELEVATION - EASTBOUND

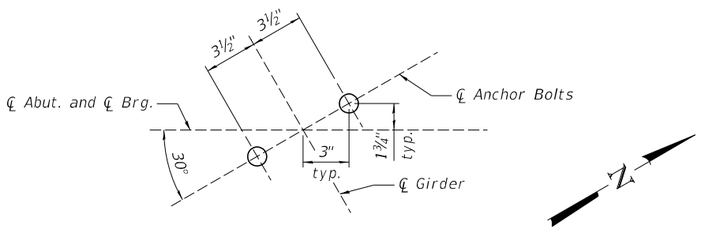
(Looking West)

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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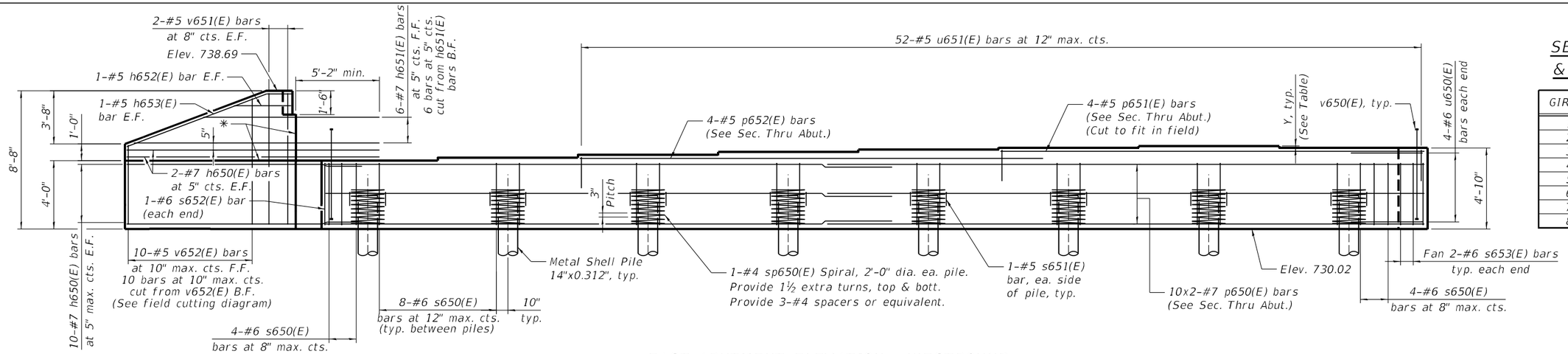
PLOT DATE =	CHECKED - JHG	REVISED -	

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	(15X)RC & 5RS	WINNEBAGO	564	346
		CONTRACT NO. 64R72		
		ILLINOIS	FED. AID PROJECT	



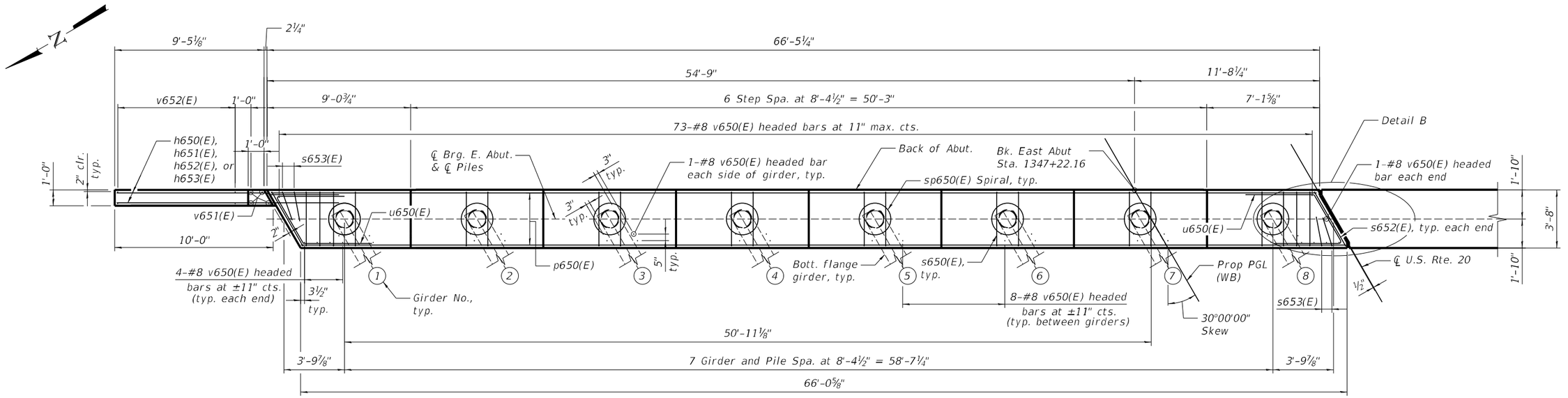
SEAT ELEVATIONS & STEP HEIGHTS

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"

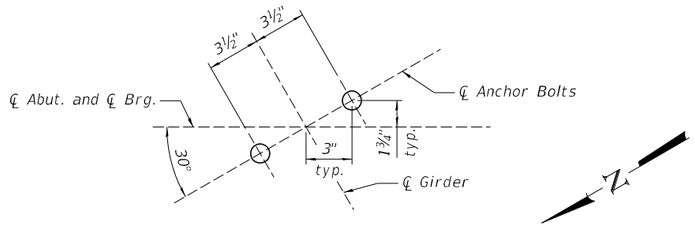
EAST ABUTMENT ELEVATION – WESTBOUND

(Looking East)

* Optional construction joints



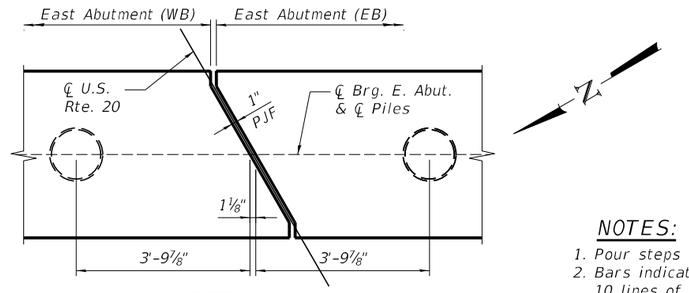
EAST ABUTMENT PLAN – WESTBOUND



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.

MODEL: Default
FILE NAME: c:\pw\wordlib\benesch projects\projects\dms65234\D264R72-1010225_0226-sht-abuteastWB.dgn

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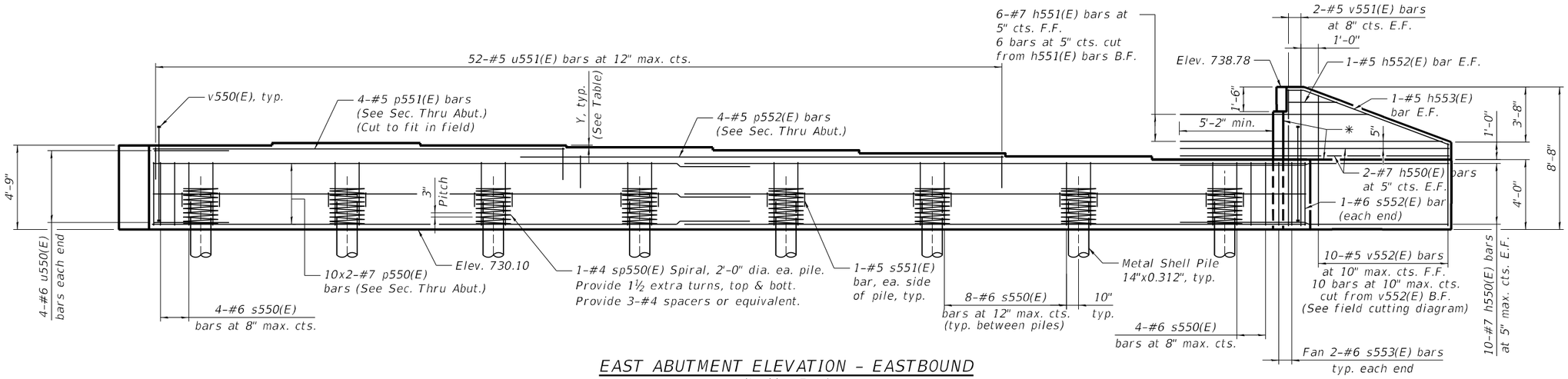
PLOT SCALE =	DRAWN - RMG	REVISED -	
PLOT DATE =	CHECKED - JHG	REVISED -	

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	(15X)RC & 5RS	WINNEBAGO	564	347
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		



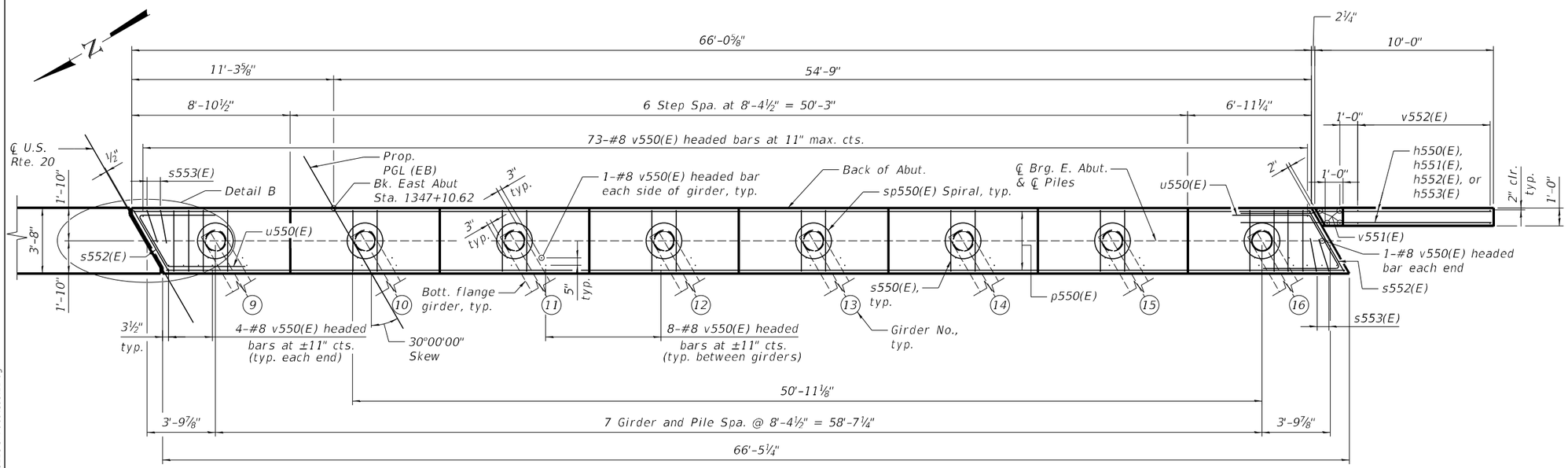
EAST ABUTMENT ELEVATION – EASTBOUND

(Looking East)

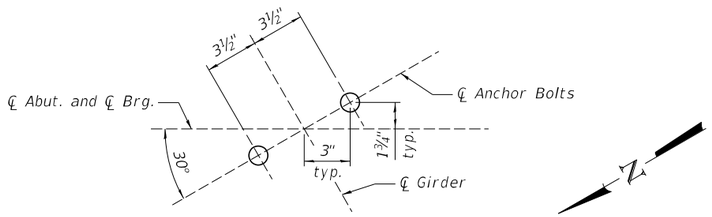
SEAT ELEVATIONS & STEP HEIGHTS

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

STATE OF ILLINOIS
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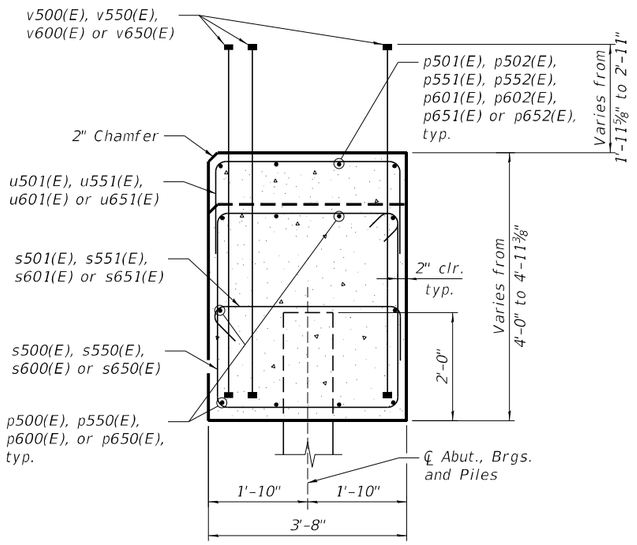
EAST ABUTMENT DETAILS (EASTBOUND)
STRUCTURE NO. 101-0225 & 101-0226

SHEET 55 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	348
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		



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"	
	Structure Excavation		Cu. Yd.	281	
	Concrete Structures		Cu. Yd.	43.5	
	Reinforcement Bars, Epoxy Coated		Pound	8,210	
	Furnishing Metal Shell Piles, 14"x0.312"		Foot	259	
	Driving Piles		Foot	259	
	Test Pile Metal Shells		Each	1	
	Pile Shoes		Each	8	

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"	
	Structure Excavation		Cu. Yd.	275	
	Concrete Structures		Cu. Yd.	43.2	
	Reinforcement Bars, Epoxy Coated		Pound	8,210	
	Furnishing Metal Shell Piles, 14"x0.312"		Foot	273	
	Driving Piles		Foot	273	
	Test Pile Metal Shells		Each	1	
	Pile Shoes		Each	8	

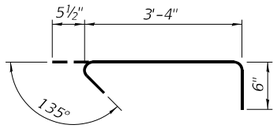
* Length is height of spiral

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

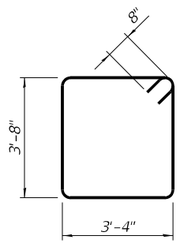
	Bar	No.	Size	Length	Shape
	h650(E)	24	#7	15'-3"	
	h651(E)	6	#7	25'-1"	
	h652(E)	2	#5	3'-0"	
	h653(E)	2	#5	10'-4"	
	p650(E)	20	#7	35'-10"	
	p651(E)	4	#5	25'-3"	
	p652(E)	4	#5	30'-2"	
	s650(E)	64	#6	15'-4"	
	s651(E)	16	#5	4'-4"	
	s652(E)	2	#6	16'-4"	
	s653(E)	4	#6	7'-8"	
*	sp650(E)	8	#4	2'-0"	
	u650(E)	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"	
	Structure Excavation		Cu. Yd.	280	
	Concrete Structures		Cu. Yd.	43.5	
	Reinforcement Bars, Epoxy Coated		Pound	8,210	
	Furnishing Metal Shell Piles, 14"x0.312"		Foot	182	
	Driving Piles		Foot	182	
	Test Pile Metal Shells		Each	1	
	Pile Shoes		Each	8	

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

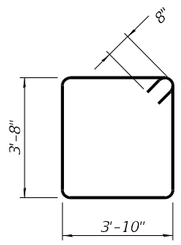
	Bar	No.	Size	Length	Shape
	h550(E)	24	#7	15'-3"	
	h551(E)	6	#7	25'-1"	
	h552(E)	2	#5	3'-0"	
	h553(E)	2	#5	10'-4"	
	p550(E)	20	#7	35'-10"	
	p551(E)	4	#5	25'-3"	
	p552(E)	4	#5	30'-2"	
	s550(E)	64	#6	15'-4"	
	s551(E)	16	#5	4'-4"	
	s552(E)	2	#6	16'-4"	
	s553(E)	4	#6	7'-8"	
*	sp550(E)	8	#4	2'-0"	
	u550(E)	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"	
	Structure Excavation		Cu. Yd.	277	
	Concrete Structures		Cu. Yd.	43.2	
	Reinforcement Bars, Epoxy Coated		Pound	8,210	
	Furnishing Metal Shell Piles, 14"x0.312"		Foot	231	
	Driving Piles		Foot	231	
	Test Pile Metal Shells		Each	1	
	Pile Shoes		Each	8	



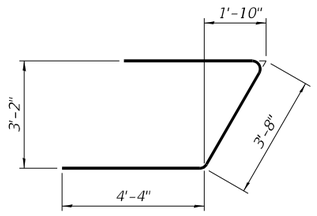
BAR s501(E), s551(E), s601(E), and s651(E)



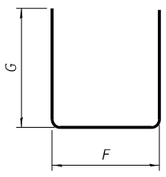
BAR s500(E), s550(E), s600(E) and s650(E)



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

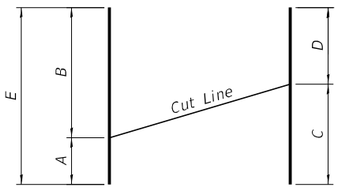


BAR u500(E), u550(E), u600(E), and u650(E)



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

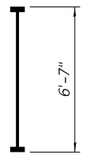
Type: Metal Shell Piles 14"x0.312" w/ Pile Shoes
Nominal Required Bearing: 513 kips
Factored Resistance Available: 314 kips
Est. Length: 26 feet
No. Production Piles: 7
No. Test Piles: 1

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

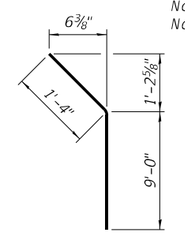
PILE DATA – E. ABUT. – EASTBOUND

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)

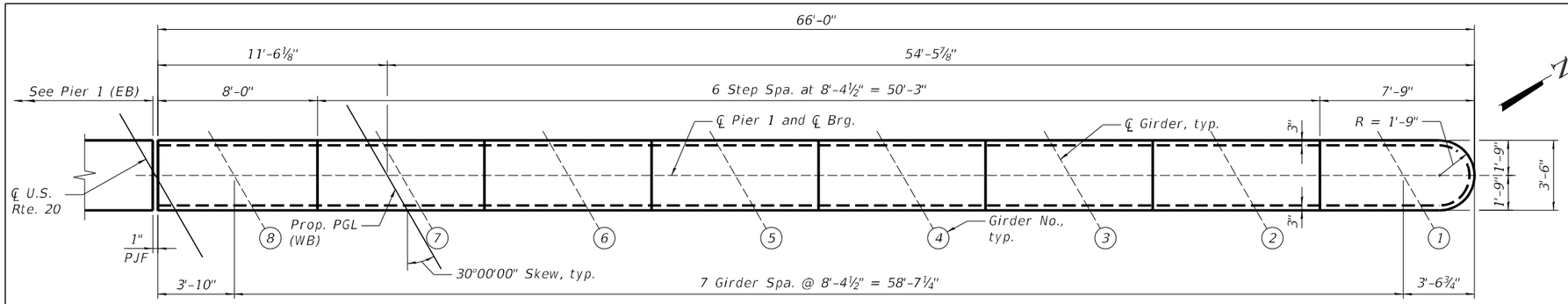
(Headed. 1240-#8 Bar Terminators)

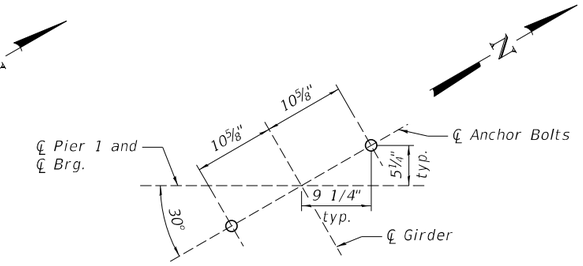


BAR h503(E), h553(E), h603(E), and h653(E)

NOTES:

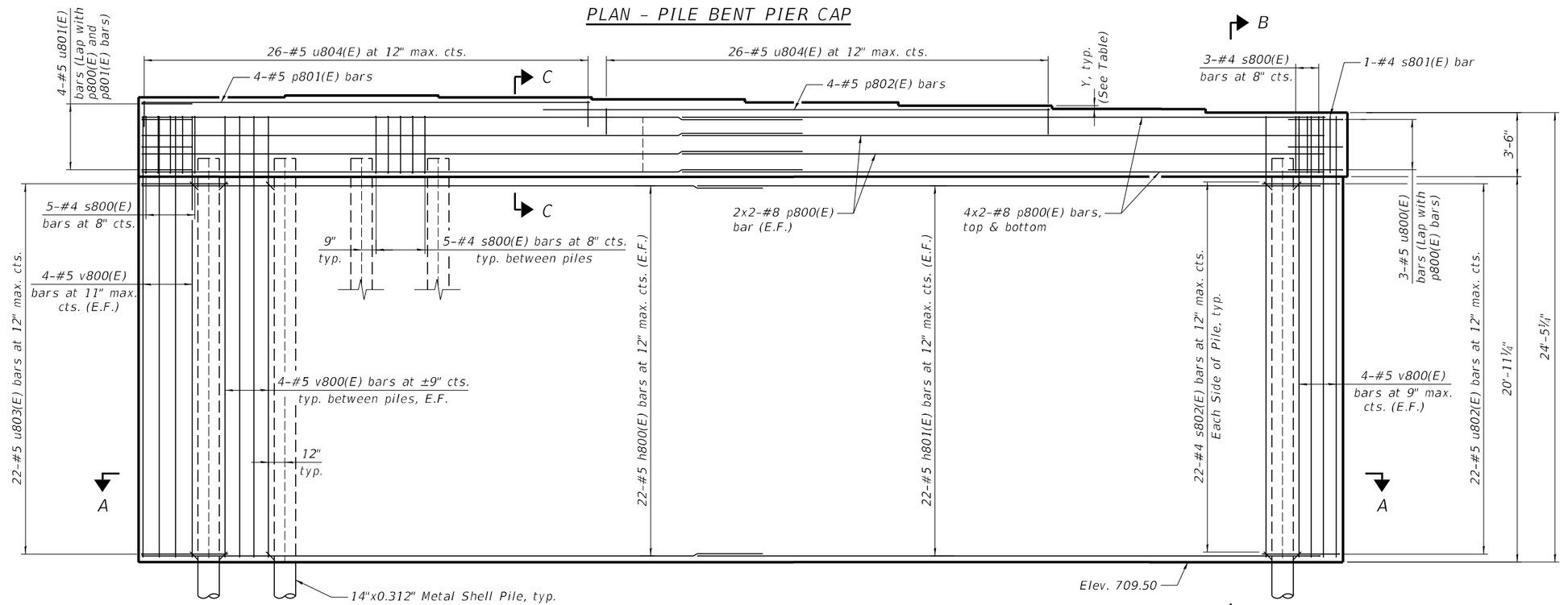
1. Bar terminators, paid for separately. See Total Bill of Materials.
2. For details of piles see Sheet 62 of 71.



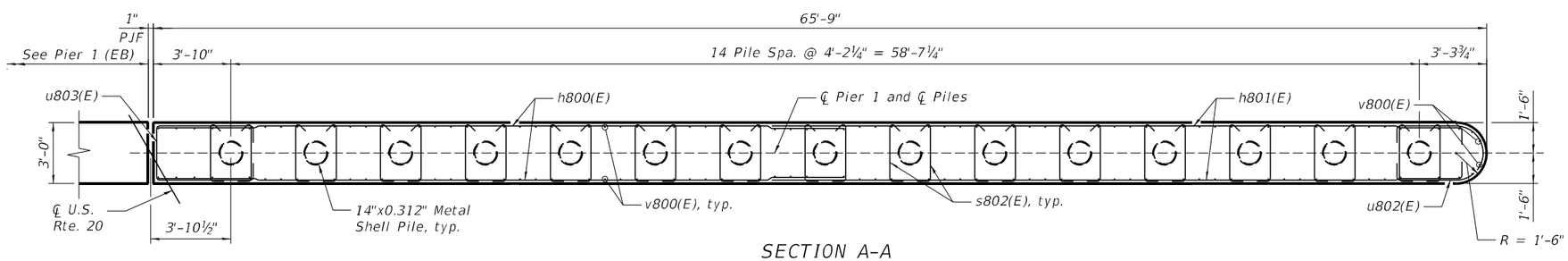


TYPICAL ANCHOR BOLT LAYOUT

PLAN – PILE BENT PIER CAP



ELEVATION – PILE BENT PIER
(Looking West)



SECTION A-A

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"

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.

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

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	(15X)RC & 5RS	WINNEBAGO	564	350
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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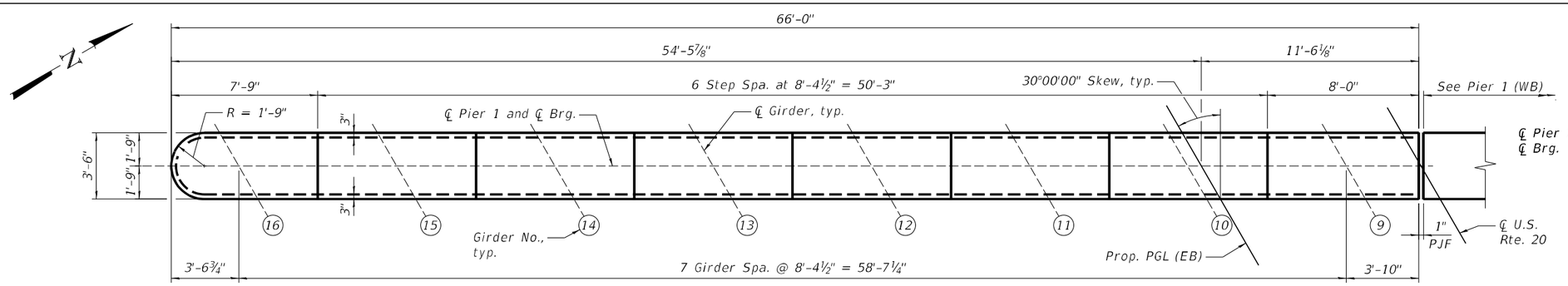
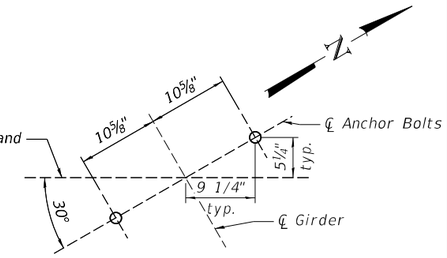
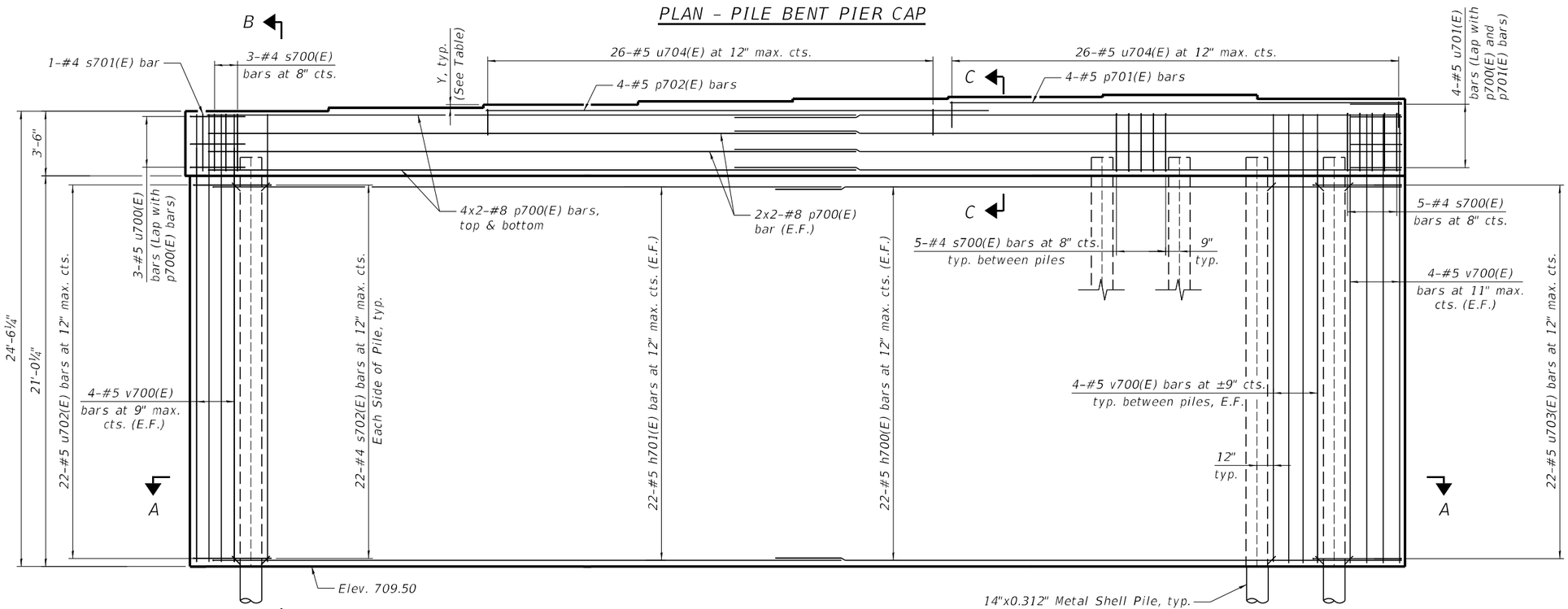




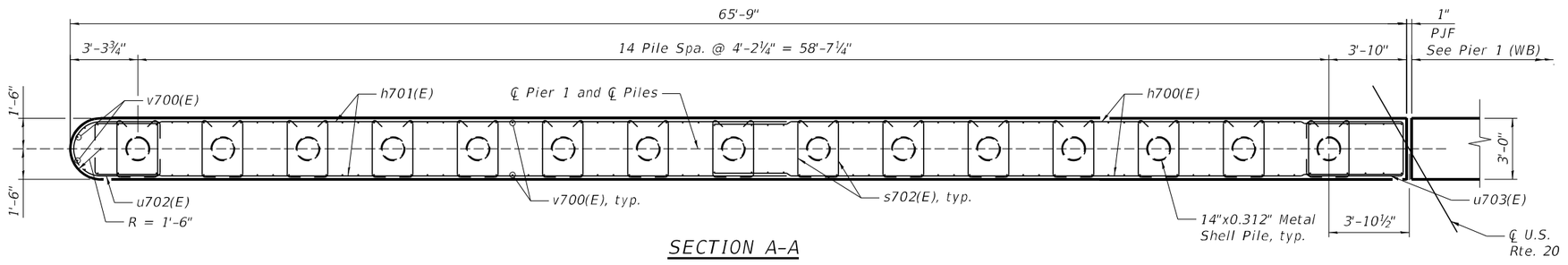
TYPICAL ANCHOR BOLT LAYOUT

PLAN – PILE BENT PIER CAP



ELEVATION – PILE BENT PIER

(Looking West)



SECTION A-A

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"

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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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

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	(15X)RC & 5RS	WINNEBAGO	564	351
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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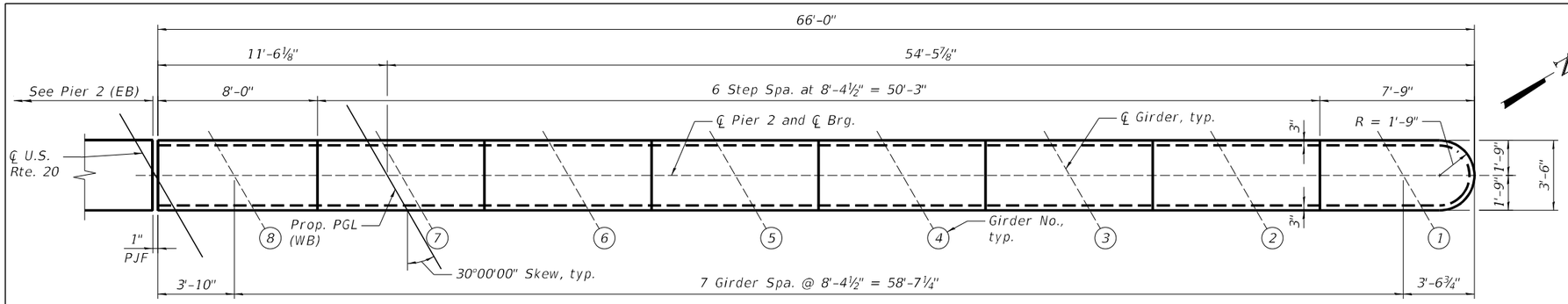
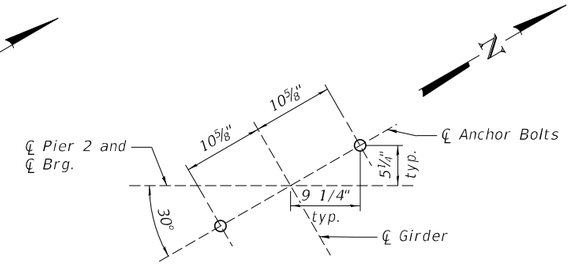
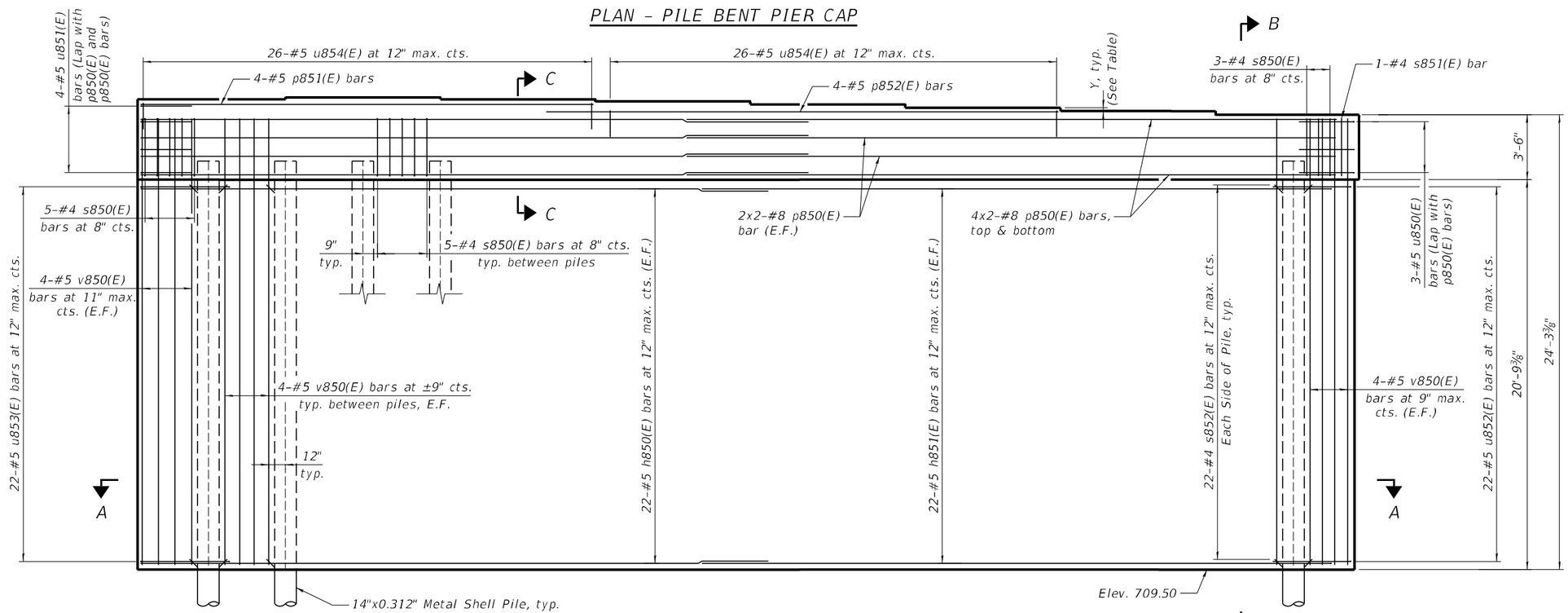


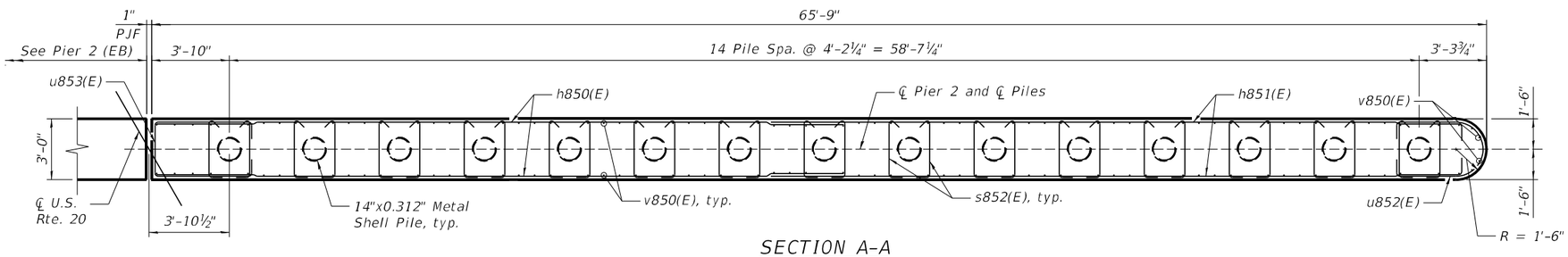


TYPICAL ANCHOR BOLT LAYOUT

PLAN – PILE BENT PIER CAP



ELEVATION – PILE BENT PIER
(Looking West)



SECTION A-A

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"

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.

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

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	(15X)RC & 5RS	WINNEBAGO	564	352
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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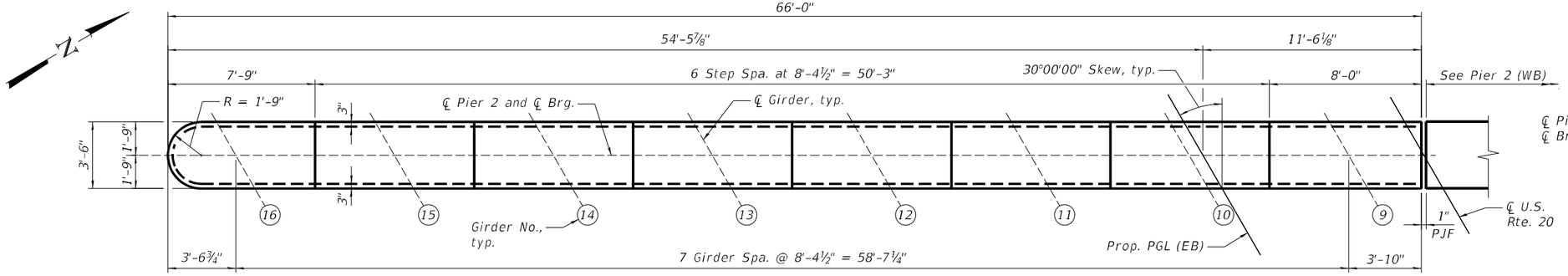
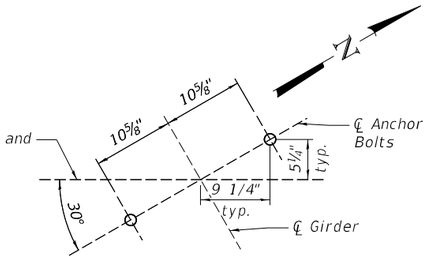
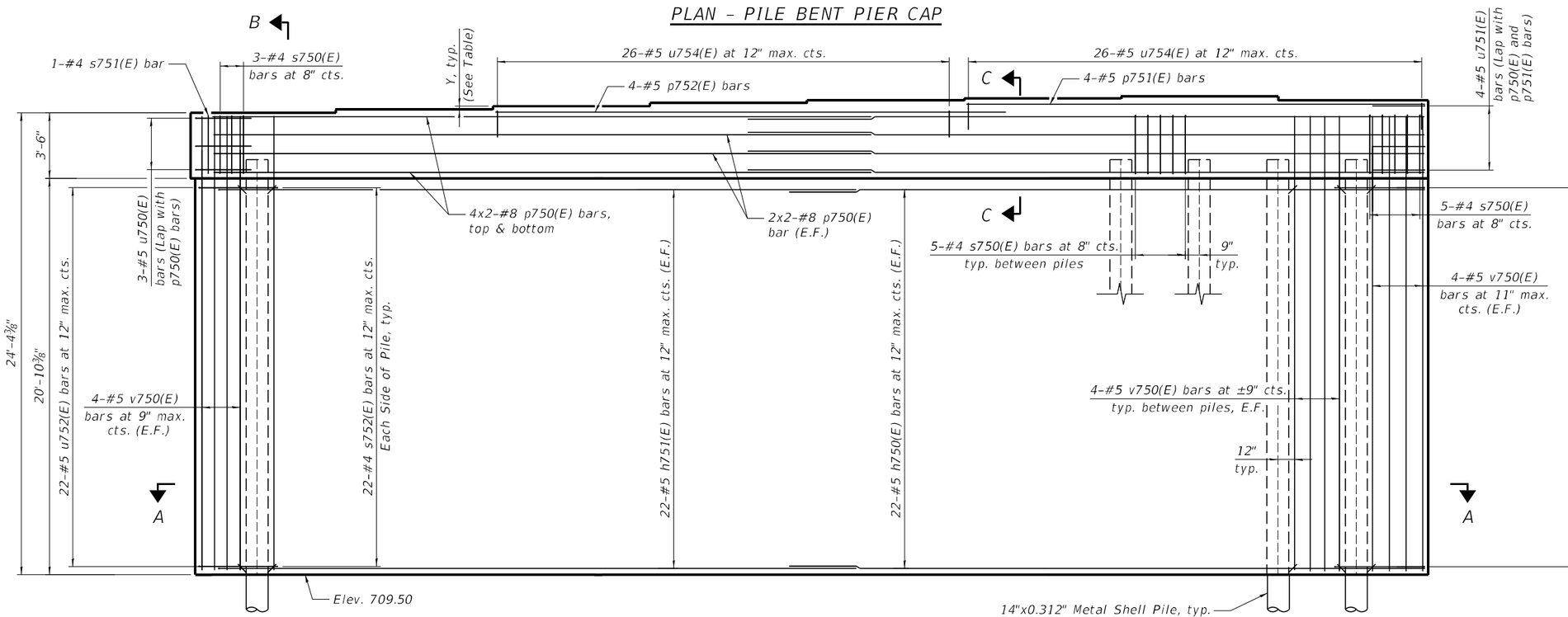




TYPICAL ANCHOR BOLT LAYOUT

PLAN – PILE BENT PIER CAP



SEAT ELEVATIONS & STEP HEIGHTS

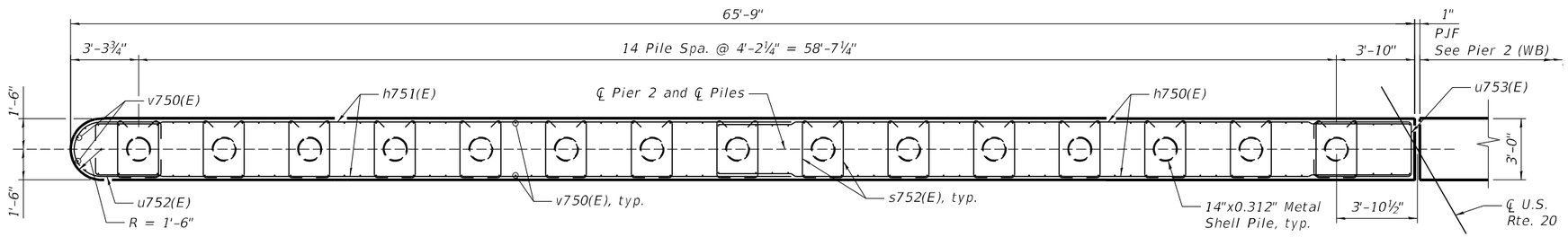
GIRDER	ELEV.	Y
9	734.61	—
10	734.74	1½"
11	734.64	1¼"
12	734.52	1⅜"
13	734.38	1⅝"
14	734.21	2"
15	734.04	2⅛"
16	733.86	2⅛"

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.

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

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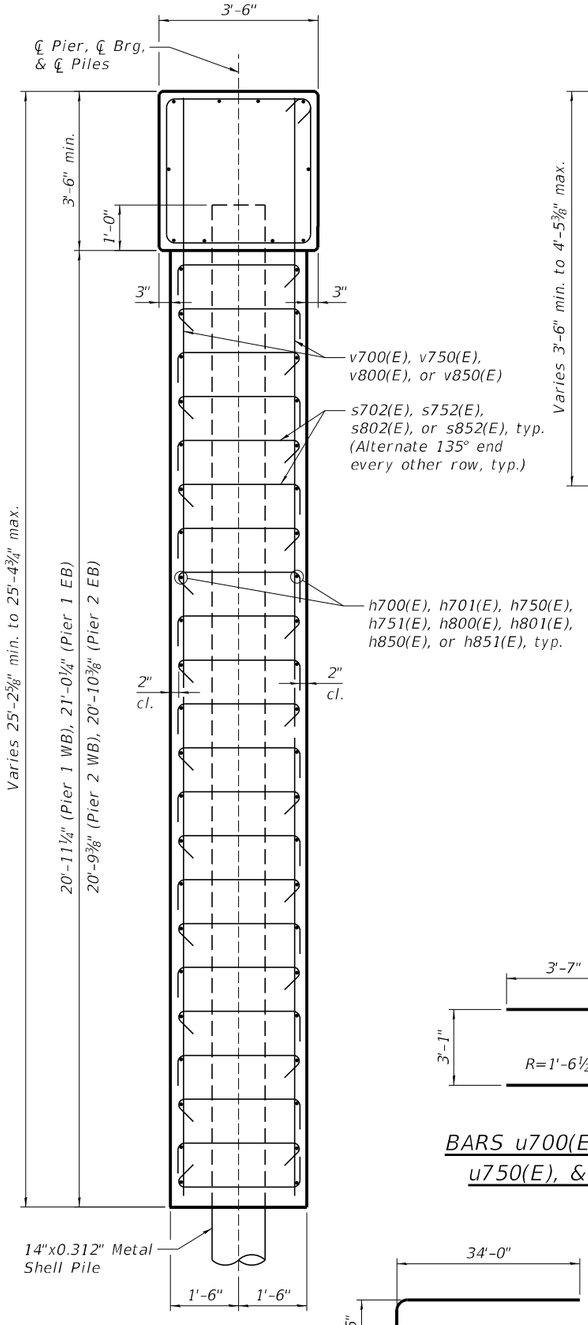
CHECKED - JHG
REVISED -
REVISED -
REVISED -
REVISED -

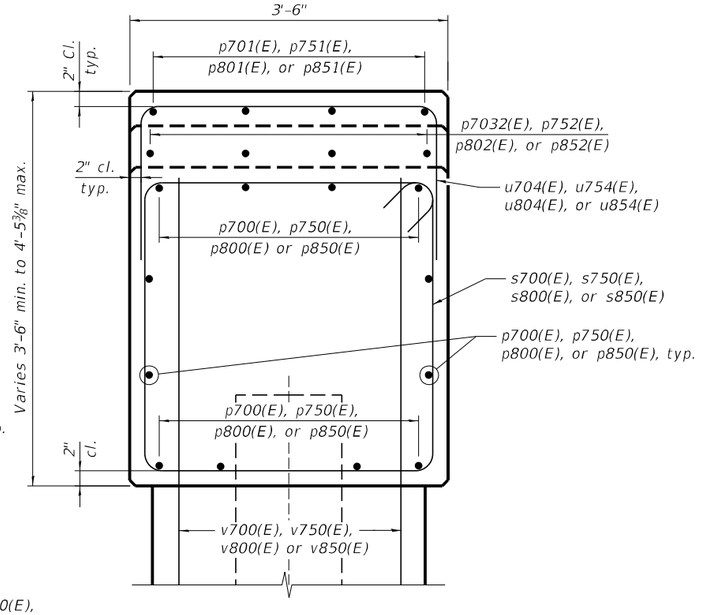
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

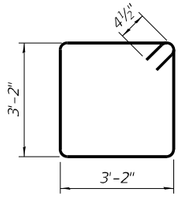
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	353
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		



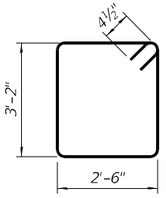
SECTION B-B



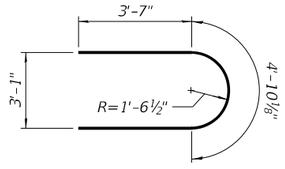
SECTION C-C



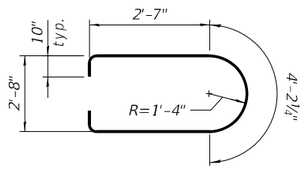
BARS s700(E), s800(E), s750(E), & s850(E)



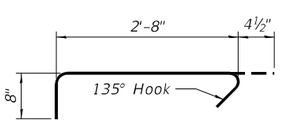
BARS s701(E), s801(E), s751(E), & s851(E)



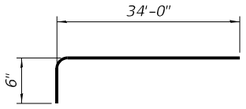
BARS u700(E), u800(E), u750(E), & u850(E)



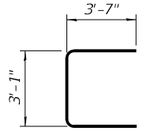
BARS u702(E), u802(E), u752(E), & u852(E)



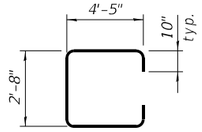
BARS s702(E), s802(E), s752(E), & s852(E)



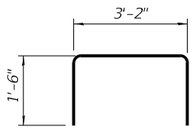
BARS h701(E), h801(E), h751(E), & h851(E)



BARS u701(E), u801(E), u751(E), & u851(E)



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"	——
Cofferdam Excavation		Cu. Yd.	236	
Cofferdam (Type 2) (Location - 3)		Each	1	
Concrete Structures		Cu. Yd.	187.7	
Seal Coat Concrete		Cu. Yd.	164.0	
Reinforcement Bars, Epoxy Coated		Pound	12,160	
Furnishing Metal Shell Piles 14"x0.312"		Foot	532	
Driving Piles		Foot	532	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	15	

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"	——
Cofferdam Excavation		Cu. Yd.	236	
Cofferdam (Type 2) (Location - 1)		Each	1	
Concrete Structures		Cu. Yd.	188.0	
Seal Coat Concrete		Cu. Yd.	164.0	
Reinforcement Bars, Epoxy Coated		Pound	12,160	
Furnishing Metal Shell Piles 14"x0.312"		Foot	532	
Driving Piles		Foot	532	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	15	

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"	——
Cofferdam Excavation		Cu. Yd.	236	
Cofferdam (Type 2) (Location - 4)		Each	1	
Concrete Structures		Cu. Yd.	186.6	
Seal Coat Concrete		Cu. Yd.	164.0	
Reinforcement Bars, Epoxy Coated		Pound	12,130	
Furnishing Metal Shell Piles 14"x0.312"		Foot	1,036	
Driving Piles		Foot	1,036	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	15	

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"	——
Cofferdam Excavation		Cu. Yd.	236	
Cofferdam (Type 2) (Location - 2)		Each	1	
Concrete Structures		Cu. Yd.	186.8	
Seal Coat Concrete		Cu. Yd.	164.0	
Reinforcement Bars, Epoxy Coated		Pound	12,130	
Furnishing Metal Shell Piles 14"x0.312"		Foot	532	
Driving Piles		Foot	532	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	15	

NOTE:

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

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PLOT DATE =	CHECKED - JHG	REVISED -	

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	(15X)RC & 5RS	WINNEBAGO	564	354
		CONTRACT NO. 64R72		
		ILLINOIS	FED. AID PROJECT	

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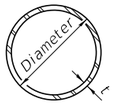
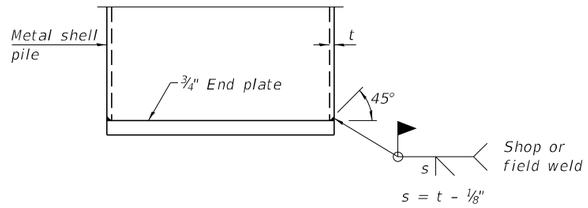
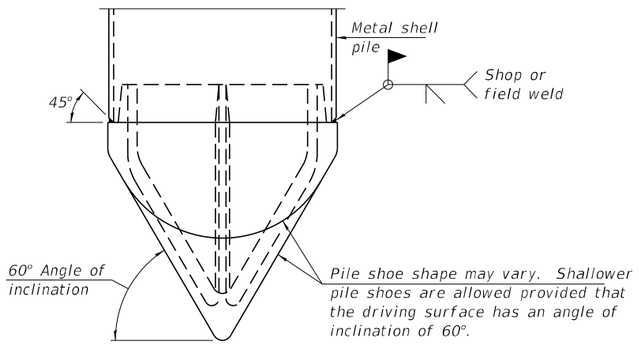


METAL SHELL PILE TABLE

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

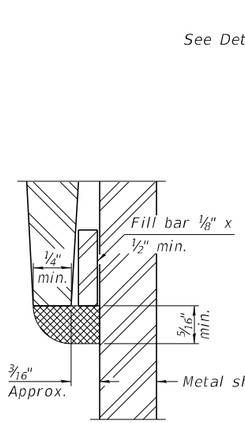


END PLATE ATTACHMENT

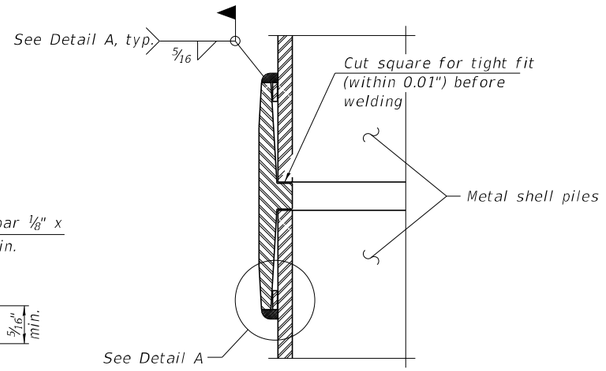


PILE SHOE ATTACHMENT

(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).

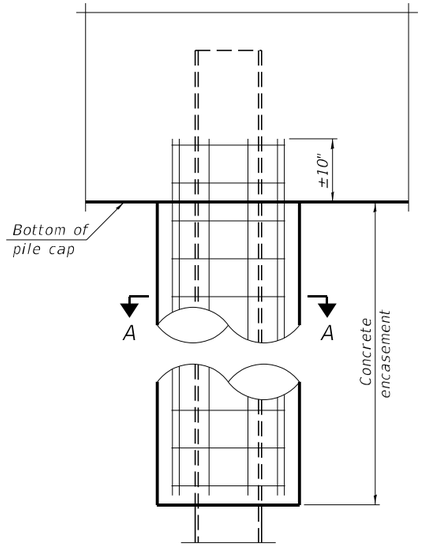


DETAIL A

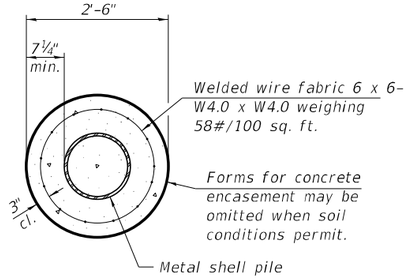


WELDED COMMERCIAL SPLICE

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.



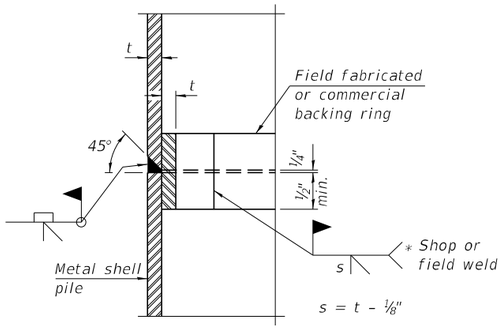
ELEVATION



SECTION A-A

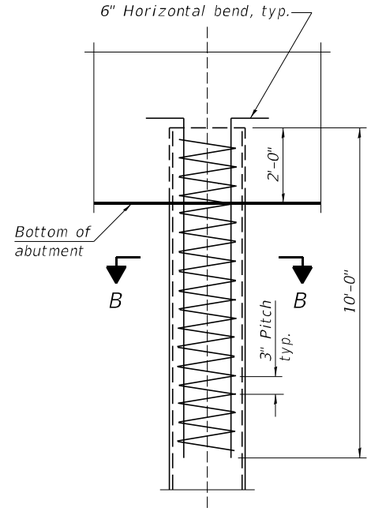
INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)

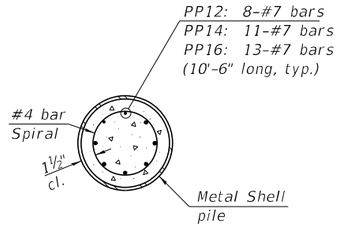


COMPLETE PENETRATION WELD SPLICE

* 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.

F-MS 5-15-2023

USER NAME =	DESIGNED - JPM	REVISED -	
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PLOT SCALE =	DRAWN - RMG	REVISED -	
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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	(15X)RC & 5RS	WINNEBAGO	564	355
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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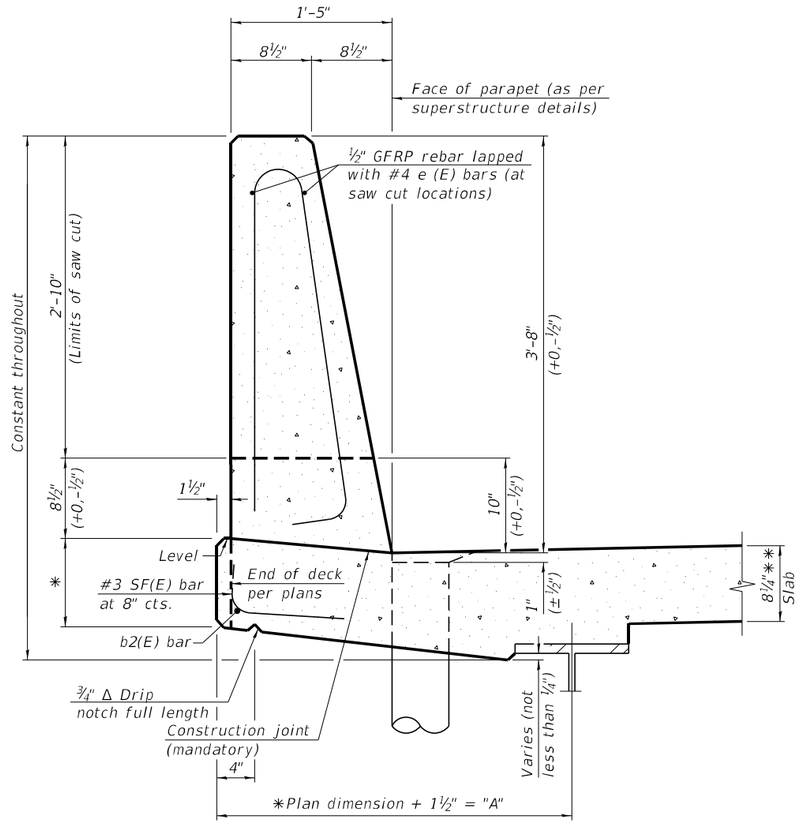
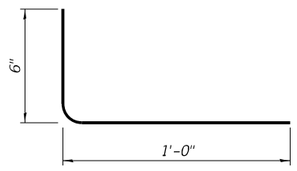


* See Superstructure Details

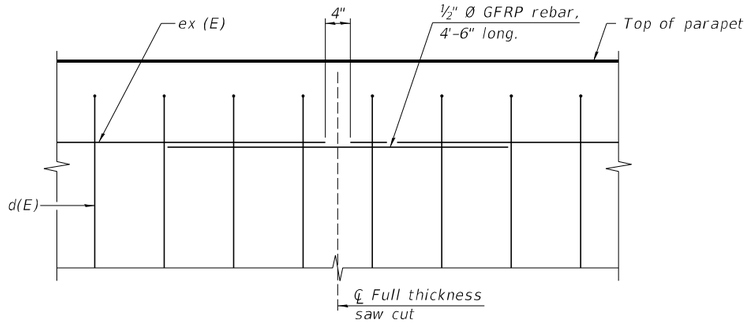
** Prior to grinding

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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USER NAME =	DESIGNED - JPM	REVISED -	
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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	(15X)RC & 5RS	WINNEBAGO	564	356
		CONTRACT NO. 64R72		
	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)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT PAVEMENT - 3" 739.7				SANDY CLAY FILL - Black, Stiff, Moist *(continued)*			
CONCRETE PAVEMENT - 13.5" 738.5				Some Organics	4		
CLAYEY SAND FILL- Dark Brown, Medium-Grained, Medium-Dense, with Gravel and Pebbles	2				4		36
	4		8	716.9	3		
736.4	4			SAND - Gray, Medium-to-Coarse Grained, Medium-Dense, Moist	6		
SAND FILL - Brown, Medium-Grained, Medium-Dense, with Gravel and Pebbles	8				13		16
	10		7	-25	13		
-5	14			714.4			
				SANDY GRAVEL - Gray, Medium-Grained, Medium-Dense, Moist	10		
	8				13		12
	11		8		11		
	15						
731.9							
SANDY LOAM FILL - Black, Medium-Dense, with Gravel and Cobbles, Wet Diesel Smell	4			No Recovery	11		
	3		18		11		
-10	9			-30	15		
	5						
	12		15				
	12			706.9			
				COARSE SAND - Gray, Medium-Dense, with Gravel, Moist	9		
Becomes Moist, No More Diesel Smell	6				10		13
	6		29		12		
-15	11			-35			
723.4	4						
SANDY CLAY FILL - Black, Stiff, Moist	6	2.0	23				
	8	P					
					4		
	4			Poor Recovery	12		
	4	3.0	29		12		7
-20	8	P		-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)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
COARSE SAND - Gray, Medium-Dense, with Gravel, Moist *(continued)*				FINE SAND - Gray, Very-Dense, Moist *(continued)*			
Poor Recovery	11			Becomes Fine	19		
With Limestone Fragments	15		11		31		20
-45	9			-65	32		
692.9							
SILT - Gray, Hard, with Sand, Moist							
	14			671.4			
	21		19	SILT - Gray, Hard, Moist	21		
-50	22			670.4	33		17
				FINE SAND - Gray, Very-Dense, Moist	34		
				-70			
				667.9			
				CLAYEY SILT - Gray, Hard, Moist			
No More Sand	21				24		
685.4	32		17		30	1.7	17
FINE SAND - Gray, Very-Dense, Moist	28			-75	31	B	
-55							
2' Gray Silt	18			660.9	11		
Becomes Very-Fine	25		18	FINE SAND - Gray, Dense, Moist	18		20
-60	26			-80	23		

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

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)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
FINE SAND - Gray, Dense, Moist *(continued)*				FINE SAND - Gray, Dense, Moist *(continued)*			
	18				14		
	17		20		16		17
-85	20			-105	24		
	17			Becomes Very-Dense	18		
	20		20		30		21
-90	19			-110	29		
				627.9			
				SAND - Gray, Medium-Grained, Very-Dense, Moist			
	14				23		
	18		20		27		16
-95	22			-115	26		
	13				19		
	16		19		26		15
-100	17			-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)

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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 -	
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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	(15X)RC & 5RS	WINNEBAGO	564	357
		CONTRACT NO. 64R72		
	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)	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

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		27
SAND FILL - Brown-Gray, Medium-Dense, Moist 724.0	-15	8		
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

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)

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Alfred Benesch & Company
25 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
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

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	(15X)RC & 5RS	WINNEBAGO	564	358
		CONTRACT NO. 64R72		
	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, 706.8	4		12
				Medium-Grained, Wet			
				COARSE SAND - Gray,	3		
				Medium-Dense, Wet	7		24
-15				Poor Recovery -35	6		
					5		
				Becomes Loose	4		16
					6		
					9		
				No Recovery	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				SILT - Gray, Very Stiff 1" of Fine Sand *(continued)*			
Poor Recovery *(continued)*	10			678.3			
Becomes Gray-Brown, with Gravel, Medium-Dense	13		15	SANDY SILT - Gray, Stiff, Moist			
	8						
					7		
Poor Recovery	4						
Becomes Gray	20		14		8		22
-45 694.3	12			-65	8		
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			
					6		
No Recovery	50/1"				6		24
-50 689.3				-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)

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Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312/565-0455 Job No. 10800

USER NAME =	DESIGNED - JPM	REVISED -	
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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	(15X)RC & 5RS	WINNEBAGO	564	359
		CONTRACT NO. 64R72		
	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		
	34 32		
-50			
688.0			
SAND - Gray, Dense, Very-Fine Grained, Moist	18 24 26		17
-55			
	12		
	17 18		25
-60			
SAND - Gray, Dense, Very-Fine Grained, Moist *(continued)*			
-65			
-70			
668.5			
SILTY SAND - Gray, Dense, Very-Fine Grained, Moist			
-75			
663.0			
SILT - Gray, Very-Stiff, Moist			
-80			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	17		
	18 19		18
	15		
	22 22		22
	20 25 22		14
	12		
	13 16	0.9 R	17

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		
-85	28 27		17
	24		
-90	39 39		22
Becomes Medium-Grained			
	16		
-95	20 23		23
	14		
640.0 -100	21 24		20
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)

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Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
3124964000 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	(15X)RC & 5RS	WINNEBAGO	564	360
		CONTRACT NO. 64R72		
		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 -30	2 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 10 9		13
-40			
-60			

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

BBS, form 137 (Rev. 8-99)

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 9		14
-50			
689.2			
FINE SAND - Gray, Medium-Dense, Moist Becomes Very-Fine Grained	10 10 10		18
-55	7 13 9		22
682.7	10 12 14	1.0 P	23
SILT - Gray, Stiff, Moist			
681.2			
CLAYEY SILT - Gray, Hard, Moist	10 16 22	3.0 P	18
-60			
CLAYEY SILT - Gray, Hard, Moist *(continued)*			
677.7			
SILT - Gray, Hard, with Sand, Moist	14		
-65	24 22	0.5 P	19
672.7			
SAND - Gray, Dense, Very-Fine Grained	17		
-70	21 24		20
-75	20 24 30		21
662.7			
CLAYEY SILT - Gray, Very Stiff	11		
-80	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
-95	8 19 22		23
With Sandstone Fragments	20		
-100	27 29		18
SAND - Gray, Medium-Grained, Dense, Moist *(continued)*	28		
634.7 -105	23 22		12
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)

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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 -	
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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	(15X)RC & 5RS	WINNEBAGO	564	361
		CONTRACT NO. 64R72		
		ILLINOIS	FED. AID PROJECT	

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

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

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

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

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

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

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

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
3124964000 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 (6 OF 8)
STRUCTURE NO. 101-0225 & 101-0226
SHEET 69 OF 71 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	362
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
718.6				SAND - Dark Brown, Medium-Grained, Medium-Dense, with Trace Gravel and Organics, Wet *(continued)*
718.1	3			
	4		21	CLAY - Dark Brown, Soft, Wet
716.6	5			SAND - Dark Brown, Medium-Grained, Loose, Wet
	18			COARSE SAND - Gray, Dense, with Trace Gravel, Moist
	20		12	
-25	18			
714.1				GRAVELLY SAND - Brown, Dense, Moist, Coarse-Grained, Moist
	11			
	12		10	
711.6	11			
	10			COARSE SAND - Brown, Medium-Dense, with Gravel, Moist
	12		13	
-30	14			
	11			No Recovery
	10			
-35	9			
	10			Poor Recovery 2" of Limestone Fragments
	35			
699.6	32			
-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 7/19/21

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 (%)	Description
				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	25			
-60				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				SAND - Gray, Dense, Very-Fine Grained, Moist
675.6	20			
	25		21	SILTY SAND - Gray, Very-Dense
-65	27			
672.6				FINE SAND - Gray, Very-Dense
	20			
	27		23	
-70	28			
	20			Becomes Very-Fine
	29		19	
664.6	29			
-75				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 (%)	Description
739.5				ASPHALT PAVEMENT - 4"
738.5				CONCRETE PAVEMENT - 12"
	7			SAND FILL - Brown, Medium-Grained, with Trace Gravel
	6		9	
	4			
736.9				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			
	11			GRAVELLY SAND - Brown-Gray, Medium-Dense, Medium-Grained, Wet
	18		15	
	15			
	6			Becomes Gray
	8		20	
-15	8			
	13			Becomes Dense
722.9	12		15	
	7			CLAY - Black, Medium-Stiff, with Trace Gravel and some Organic, Moist
	4			
	7			
-20	11			

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

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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	(15X)RC & 5RS	WINNEBAGO	564	363
		CONTRACT NO. 64R72		
	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		BLOWS		UCS		MOIST	
	(ft)	(/6")		Qu (tsf)		(%)	
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							
SAND - Gray, Dense, Very-Fine Grained, wiht Trace Gravel, Moist		16					
		21				18	
	-55	22					
681.9							
SILTY SAND - Gray, Dense, with Trace Gravel, Moist		15					
		15				19	
	-60	25					

DEPTH		BLOWS		UCS		MOIST	
	(ft)	(/6")		Qu (tsf)		(%)	
SILTY SAND - Gray, Dense, with Trace Gravel, Moist *(continued)*							
677.9							
SAND - Gray, Dense, Very-Fine Grained, Moist							
		18					
	-65	21				25	
		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		BLOWS		UCS		MOIST	
	(ft)	(/6")		Qu (tsf)		(%)	
SAND - Gray, Dense, Very-Fine Grained, Moist *(continued)*							
		13					
Becomes Dense with Trace Gravel	655.4						
		15				17	
SANDY SILT - Gray, Stiff, Moist		16					
	-85						
		8					
		7		0.4		17	
	-90	8		B			
647.9							
SAND - Gray, Dense, Medium-Grained, Moist							
		10					
		13		2.5		18	
645.4	-95	24		P			
SANDY CLAY - Gray, Stiff, with Trace Gravel, Moist							
642.9							
SAND - Gray, Dense, Coarse-Grained, with Trace Gravel, Moist							
		18					
		20				18	
	-100	20					

DEPTH		BLOWS		UCS		MOIST	
	(ft)	(/6")		Qu (tsf)		(%)	
SAND - Gray, Dense, Coarse-Grained, with Trace Gravel, Moist *(continued)*							
Becomes Very-Dense and No More Gravel							
		15					
		25				15	
	-105	30					
631.9							
SAND - Gray, Very-Dense, Medium-Grained, Moist		29					
		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		BLOWS		UCS		MOIST	
	(ft)	(/6")		Qu (tsf)		(%)	
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)

MODEL: Default
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11/25/2025 3:58:29 PM

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

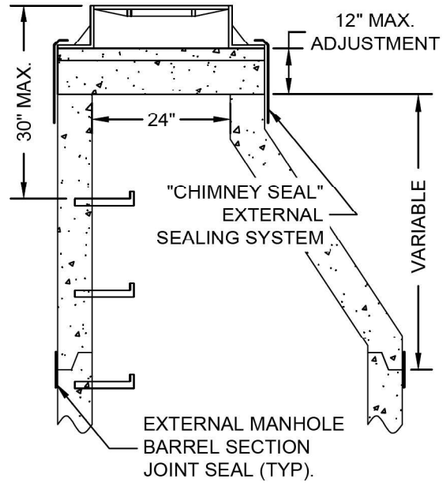
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	364
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

NOTES:

1. MANHOLE FRAMES & LIDS SHALL BE PER THE TABLE BELOW.
2. FOR MANHOLES CONNECTED TO MAINS 18" DIAMETER OR LARGER, OR FOR MANHOLES LOCATED IN FLOOD PRONE AREAS, FRAMES & LIDS SHALL BE THE BOLT DOWN TYPE.
3. ALLOWABLE TYPES OF ADJUSTING RINGS INCLUDE PRECAST CONCRETE (4" HEIGHT MIN.), & EXPANDED POLYPROPYLENE (EPP). THESE CAN BE USED IN CONJUNCTION WITH EACH OTHER, EXCEPT THAT A PRECAST RING SHALL NOT BE PLACED OVER AN EPP RING.
4. FOR PRECAST ADJUSTING RINGS, ALL ADJUSTING RING JOINTS AS WELL AS THE FRAME TO ADJUSTING RING JOINT SHALL BE SEALED WITH TWO 1" BEADS OF PRE-FORMED RUBBER BUTYL JOINT SEALANT. WHEN A FRAME REQUIRES PITCHING, EPP TAPER RINGS SHALL BE USED PER NOTE 5.
5. FOR EPP ADJUSTING RINGS, RINGS SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S INSTRUCTIONS. WHEN A FRAME REQUIRES PITCHING, THE TOP RING SHALL BE A TAPERED ADJUSTMENT RING PER MANUFACTURER'S INSTRUCTIONS.
6. NO TARRING OR GROUTING IS ALLOWED ON THE INSIDE OF MANHOLE OR ADJUSTMENT JOINTS.
7. MAXIMUM MANHOLE ADJUSTMENT IS 12". MINIMUM ADJUSTMENT IS 4" UNLESS OFF-ROAD OR IN CURB & GUTTER ROADWAY.
8. MANHOLE FRAMES SHALL BE SET ¼" MIN. TO ⅜" MAX. BELOW PAVED SURFACES, AND AT FINAL GRADE IN TURF AREAS.
9. WHEN ADJUSTING EXISTING MANHOLES, THE ENTIRE EXISTING ADJUSTMENT SHALL BE REMOVED AND REPLACED.
10. THE COMBINATION OF NEW ADJUSTING RINGS SHALL BE SUCH THAT THE MINIMUM NUMBER OF RINGS POSSIBLE ARE USED.
11. FLAT-TOPS ARE NOT PERMITTED ON 4' OR 5' DIA. MANHOLES.
12. REPLACEMENT OF EXISTING BARREL SECTIONS MAY BE REQUIRED TO MEET THE ABOVE REQUIREMENTS.
13. MANHOLE ADJUSTMENT INSERT RISER RINGS ARE NOT APPROVED FOR USE.

APPROVED FRAME & LID TABLE

TYPE	NEENAH FRAME	NEENAH LID	EAST JORDAN FRAME	EAST JORDAN LID
REGULAR	1670-2004	R-1670-0358	00111711	00111732
LOW PROFILE	1670-2008	R-1670-0358	---	---
BOLT DOWN	1915JT08		---	---



Four Rivers Sanitation Authority

FRSA SANITARY MANHOLE ADJUSTMENT DETAIL

(FOR ADJUSTMENT OF BOTH NEW & EXISTING MANHOLES)

(NOT TO SCALE)

rev. 5/1/23

MODEL: FRSA Sanitary Detail [Sheet]
FILE NAME: c:\pwwordir\benesch projects\projects\d0184745\D2684R72-KISH-sIht-Standards.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -	
PLOT DATE = 11/24/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR RIVERS SANITATION AUTHORITY
(FRSA) STANDARD DETAIL SHEET

SCALE: NTS | SHEET 1 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	365
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED
(DETAILS FOR CURB & GUTTER REPLACEMENT)

CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, STANDARD 606001 AND THIS DRAWING.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT. A HOLE 1-1/2 IN DIAMETER AND 9 DEEP SHALL BE DRILLED IN THE EXISTING CONCRETE CURB AS SHOWN. A 1-1/4 X 18 SMOOTH DOWEL BAR SHALL BE GROUTED IN THE HOLE LONGITUDINALLY.

JOINTS OF A TYPE SIMILAR TO THAT IN THE UNDER-LYING PAVEMENT (EXPANSION OR CONTRACTION) SHALL BE INSTALLED IN THE CONCRETE CURB IN ALIGNMENT WITH THE JOINTS IN THE PAVEMENT.

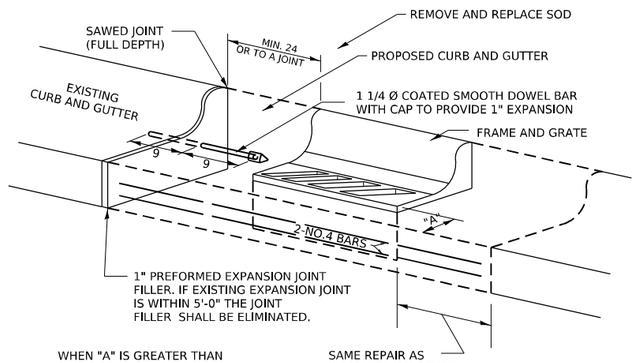
THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

THE LOCATION OF THE DOWEL BAR SHALL BE DETERMINED BY THE ENGINEER.

ALL EXISTING TIE BARS IN EDGE OF PAVEMENT SLAB THRU REPLACEMENT AREA SHALL BE CUT OFF.

THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS AND INCLUDES THE REMOVAL AND REPLACEMENT OF SOD, CONCRETE PAVEMENT AND/OR CURB AND GUTTER ADJACENT TO CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AND SHALL BE INCLUDED IN THE PAY ITEM OF CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AS SPECIFIED.

REVISED - 9-30-11



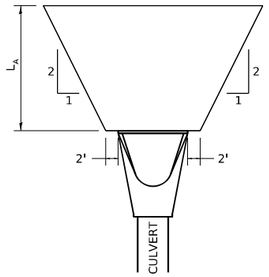
WHEN "A" IS GREATER THAN 2 , 2-NO. 4 BARS SHALL BE PLACED AS SHOWN.

SAME REPAIR AS INDICATED ON OTHER SIDE OF FRAME AND GRATE.

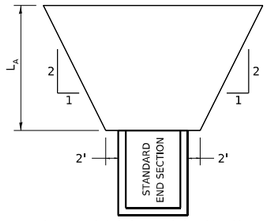
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED 17.4

RIPRAP AT END SECTIONS



FLARED END SECTION

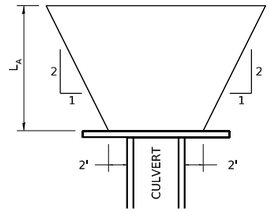


STANDARD END SECTION

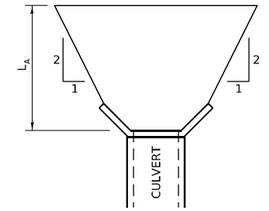
L_A = APRON LENGTH (ft)

IF THE CULVERT OUTLETS INTO A DEFINED CHANNEL, RIPRAP BANK TO BANK FOR LENGTH (L_A)

STANDARD END SECTION:
542001 (PIPE), 542011 (ELLIPTICAL)
DISTRICT STANDARD 10.1 (BOX).



CULVERT WITH HEADWALL

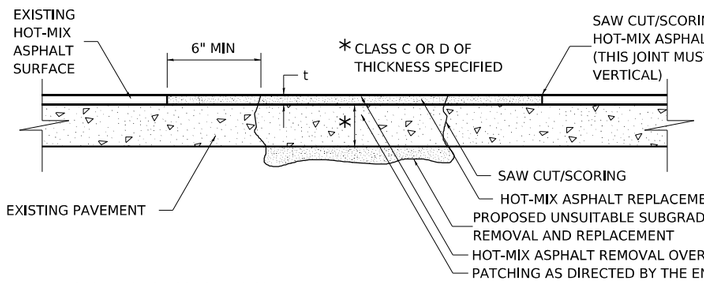


CULVERT WITH WING WALLS

REVISED - 7-13-16
REVISED - 11-12-14
REVISED - 2-10-14

RIPRAP AT END SECTIONS 19.4

PAVEMENT PATCHING FOR HOT–MIX ASPHALT SURFACED PAVEMENT



LIFT PLACEMENT:

t < 4" MAY BE PLACED IN ONE LIFT.

t > 4" TO BE PLACED IN TWO LIFTS WITH 2" MIN. COMPACTED TOP LIFT.

SEQUENCE OF CONSTRUCTION:

1. REMOVE THE EXISTING HOT-MIX ASPHALT SURFACE.
2. RESIDENT ENGINEER WILL DETERMINE IF LOCATION IS TO BE PATCHED OR TO ONLY REPLACE HOT-MIX ASPHALT SURFACE.
3. REMOVE AND REPLACE FULL DEPTH PATCHES AT LOCATIONS DIRECTED BY THE ENGINEER.
4. REPLACE HOT-MIX ASPHALT SURFACE OVER FULL DEPTH PATCHES AND AT LOCATIONS OF HOT-MIX ASPHALT SURFACE REMOVAL.

GENERAL NOTES:

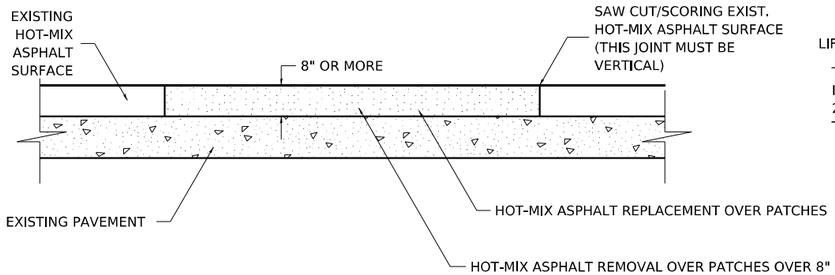
1. FOR BASIS OF PAYMENT: SEE THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11

PAVEMENT PATCHING FOR HOT–MIX ASPHALT SURFACED PAVEMENT 32.4

PAVEMENT PATCHING DETAIL



LIFT PLACEMENT:

TO BE PLACED IN TWO LIFTS WITH 2" MIN. COMPACTED TOP LIFT.

SEQUENCE OF CONSTRUCTION:

1. REMOVE THE EXISTING HOT-MIX ASPHALT SURFACE.
2. REPLACE HOT-MIX ASPHALT SURFACE.

GENERAL NOTES:

1. FOR BASIS OF PAYMENT: SEE THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11

PAVEMENT PATCHING DETAIL 33.4

MODEL: Standards 01 [Sheet]
FILE NAME: c:\pwwordir\benesch projects\projects\d0184745\D284R72-K(6)H-sht-Standards.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -
PLOT DATE = 11/24/2025	DATE -	REVISED -

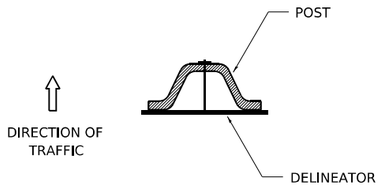
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

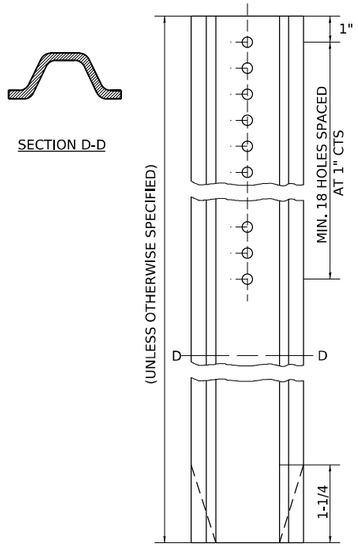
DISTRICT 2 STANDARDS

SCALE: NTS | SHEET 2 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	366
		CONTRACT NO. 64R72		
		ILLINOIS	FED. AID PROJECT	

DELINEATOR AND POST ORIENTATION





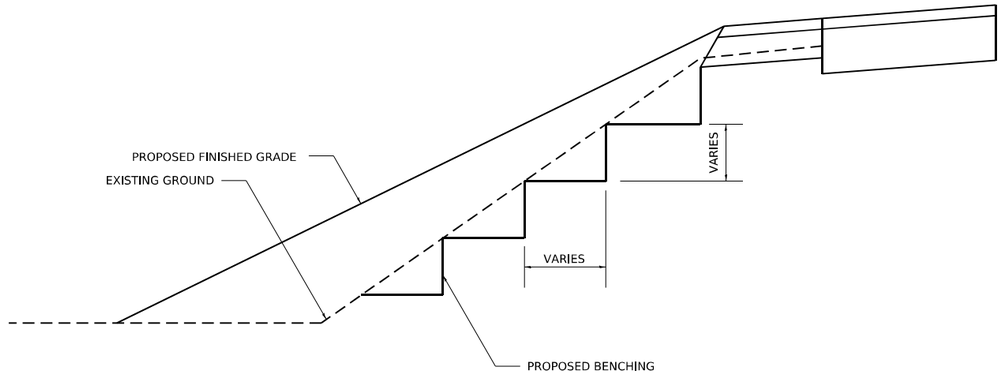
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHECD AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11

DELINEATOR AND POST ORIENTATION 37.4

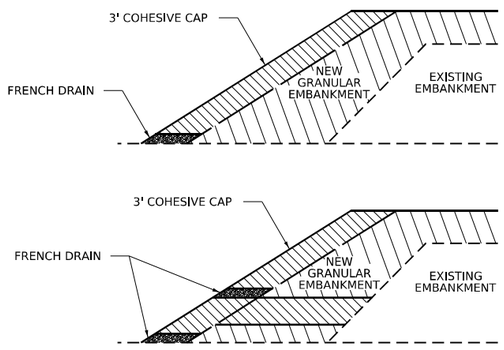
TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

TYPICAL CONSTRUCTION OF EMBANKMENTS WITH GRANULAR MATERIAL



NOTES:

WHEN THE CONTRACTOR ELECTS TO USE A GRANULAR TYPE OF MATERIAL TO CONSTRUCT THE NEW EMBANKEMENT, A 3' THICK COHESIVE MATERIAL WILL BE REQUIRED ON THE SLOPE CONSTRUCTED CONCURRENTLY WITH THE GRANULAR EMBANKMENT LIFTS.

IF THE CONTRACTOR SWITCHES BETWEEN GRANULAR TYPES OF MATERIAL LIFTS AND COHESIVE MATERIAL LIFTS IN THE NEWER EMBANKMENT, FRENCH DRAINS SHALL BE CONSTRUCTED EVERY 250' ACCORDING TO ARTICLE 601.06. THE COST OF MATERIALS AND LABOR WILL BE INCLUDED IN THE CONTRACT UNIT PRICE OF EARTH EXCAVATION.

FRENCH DRAIN DETAIL

REVISED - 11-01-21

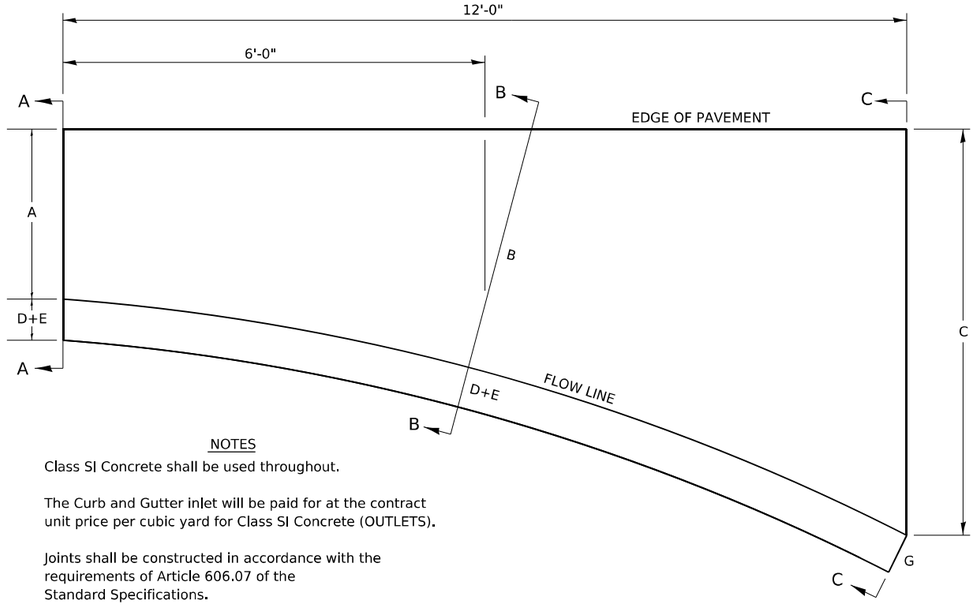
TYPICAL CONSTRUCTION OF EMBANKMENTS WITH GRANULAR MATERIAL 51.4

MODEL: Standards 02 [Sheet]
FILE NAME: c:\pwworkdir\benesch projects\projects\d0184745\D284R72-KISH-sht-Standards.dgn

benesch Alfred Benesch & Company 35 W Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-565-0450 Job No. 10800.00	USER NAME = jMajcher	DESIGNED -	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**DISTRICT 2 STANDARDS**
		DRAWN -	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -		SCALE: NTS SHEET 3 OF 26 SHEETS STA. TO STA.
	PLOT DATE = 11/24/2025	DATE -	REVISED -		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	367
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

STANDARD INLET FOR CURB & GUTTER



NOTES

Class SI Concrete shall be used throughout.

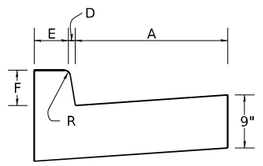
The Curb and Gutter inlet will be paid for at the contract unit price per cubic yard for Class SI Concrete (OUTLETS).

Joints shall be constructed in accordance with the requirements of Article 606.07 of the Standard Specifications.

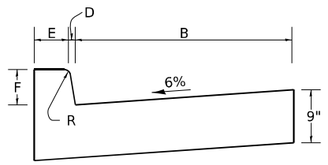
When curb and gutter is constructed adjacent to flexible pavement, a 1" expansion joint shall be installed at construction joints.

All dimensions are in inches unless otherwise noted.

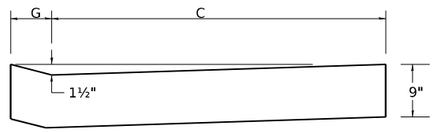
TYPE OF CURB & GUTTER	TABLE OF DIMENSIONS								CONCRETE QUANTITY A-A TO C-C (CU YDS)
	A	B	C	D	E	F	G	R	
B-6.06	6	15	4'	1	6	6	7	1	0.87
B-6.12	12	18.25	4'	1	6	6	7	1	0.95
B-6.18	18	27.25	4' 9"	1	6	6	7	1	1.18
B-6.24	24	32.4	4' 9"	1	6	6	7	1	1.30
M-4.06	6	17.8	3' 9"	4	3	4	7	3	0.75
M-4.12	12	18.25	4'	4	3	4	7	3	0.91
M-4.18	18	27.25	4' 9"	4	3	4	7	3	1.14
M-4.24	24	32.4	4' 9"	4	3	4	7	3	1.25
M-6.06	6	17.8	3' 9"	6	2	6	8	3	0.86
M-6.12	12	18.25	4'	6	2	6	8	2	0.96
M-6.18	18	27.25	4' 9"	6	2	6	8	2	1.20
M-6.24	24	32.4	4' 9"	6	2	6	8	2	1.30



SECTION A-A



SECTION B-B

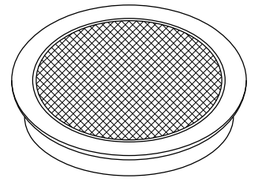


SECTION C-C

REVISED - 11-12-14
REVISED - 8-27-13
REVISED - 10-10-06

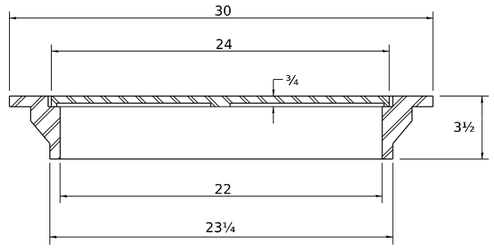
STANDARD INLET FOR CURB & GUTTER 21.2

FIELD TILE JUNCTION VAULTS 2' AND 3' DIA.

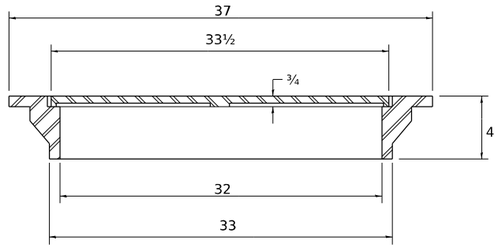


FRAME & LID FOR 2' VAULT

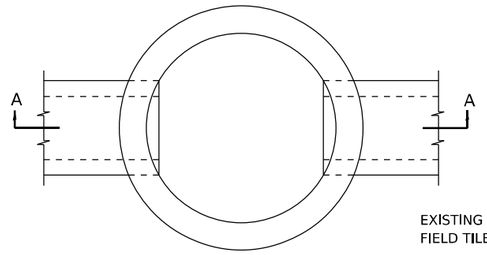
FRAME & LID FOR 3' VAULT



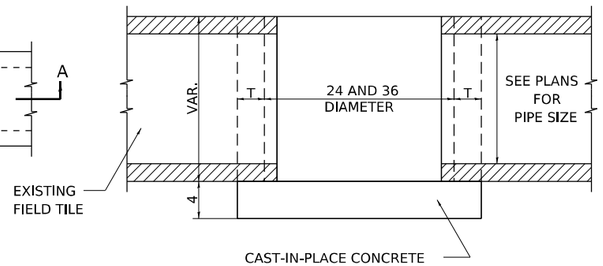
TOTAL WEIGHT: 146 LBS.



TOTAL WEIGHT: 280 LBS.



PLAN



SECTION A-A

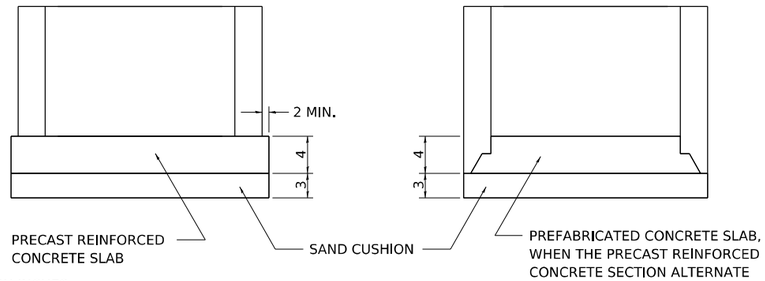
GENERAL NOTES:

THE FRAME AND LID IS REQUIRED ON ALL JUNCTION VAULTS.
THE FRAME AND LID SHALL BE INSTALLED FLUSH WITH THE GROUND.

FRAME AND LIDS:

R-6040 OR EQUIVALENT (2')
R-6080 OR EQUIVALENT (3')

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8
CAST-IN-PLACE CONCRETE	6
CONCRETE MASONRY UNIT	5
PRECAST REINFORCED CONCRETE SECTION	3



ALTERNATE METHODS

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 1-03-18
REVISED - 6-27-14
REVISED - 10-14-11

FIELD TILE JUNCTION VAULTS 2' AND 3' DIA. 30.2

MODEL: Standards 03 [Sheet]
FILE NAME: c:\pwwork\benesch projects\projects\d0184745\D284R72-K(Sht-sht-Standards.dgn

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USER NAME = jMajcher | DESIGNED - | REVISED -
PLOT SCALE = $SCALE$ | DRAWN - | REVISED -
PLOT DATE = 11/24/2025 | CHECKED - J. TARDY | REVISED -
DATE - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

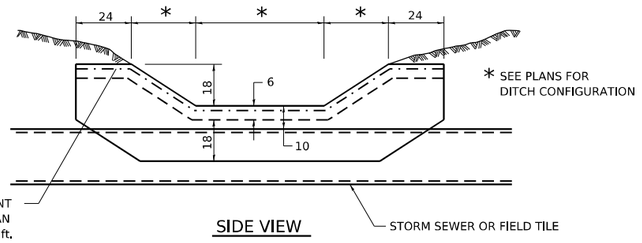
SCALE: NTS | SHEET 4 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	368
		CONTRACT NO. 64R72		
		ILLINOIS	FED. AID PROJECT	

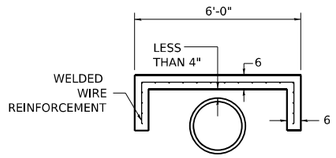
TREATMENT OF FIELD TILE SYSTEMS UNDER DITCHES

PAVED DITCH

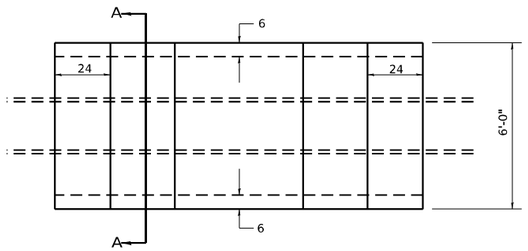
TO BE USED IF COVER OVER THE PIPE AT THE BOTTOM OF THE DITCH IS LESS THAN 10 inches



SIDE VIEW



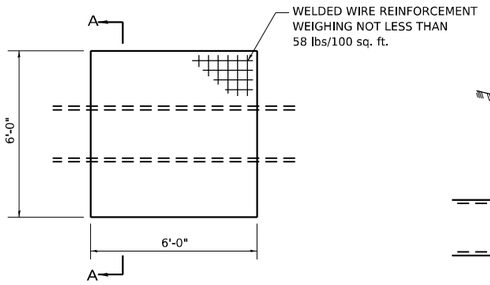
SECTION A-A

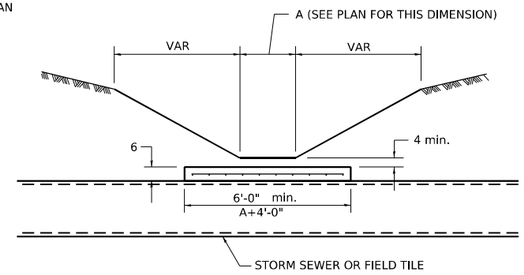


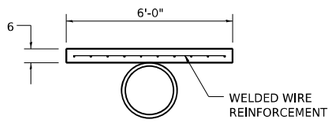
PLAN VIEW

CONCRETE SLAB

TO BE USED IF COVER OVER THE PIPE AT THE BOTTOM OF THE DITCH IS 10 INCHES TO 24 INCHES







SECTION A-A

NOTES

THIS WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE 611.04 OF THE STANDARD SPECIFICATION.

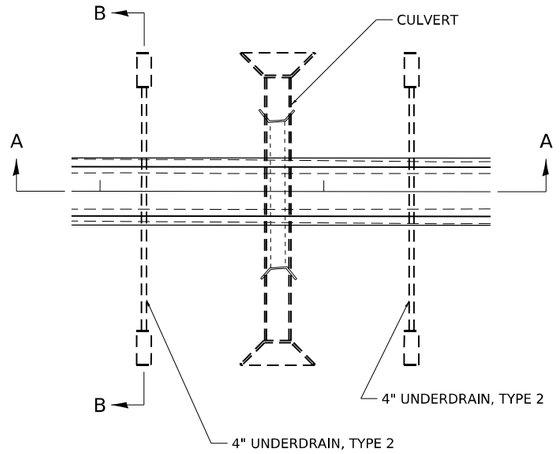
THE CONCRETE SLAB AND PAVED DITCH WILL BE PAID FOR AT THE CONCRETE UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 1-05-16
REVISED - 10-14-11

TREATMENT OF FIELD TILE SYSTEMS UNDER DITCHES 31.2

UNDERDRAIN FOR ACROSS ROAD (AR) CULVERTS



NOTES:

IN SAG CONDITIONS INSTALL PIPE UNDERDRAINS, TYPE 2, 4" ON BOTH SIDES OF CULVERT.

ON HIGHWAY GRADES GREATER THAN 2% INSTALL PIPE UNDERDRAINS, TYPE 2, 4" ON THE HIGH SIDE OF THE CULVERT.

THIS WORK SHALL BE COMPLETED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS.

THE UNDERDRAIN 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).

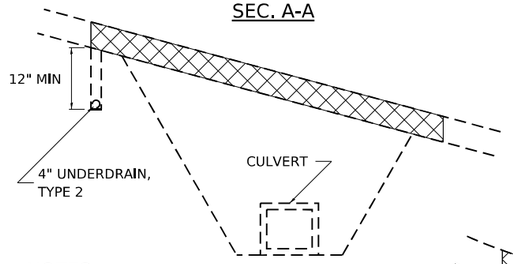
THE UNDERDRAIN SHALL BE A MINIMUM OF 12" BELOW THE EXISTING PAVEMENT.

PIPE UNDERDRAINS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR PIPE UNDERDRAINS, TYPE 2, 4".

CONCRETE HEADWALLS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR CONCRETE HEADWALLS FOR PIPE DRAINS.

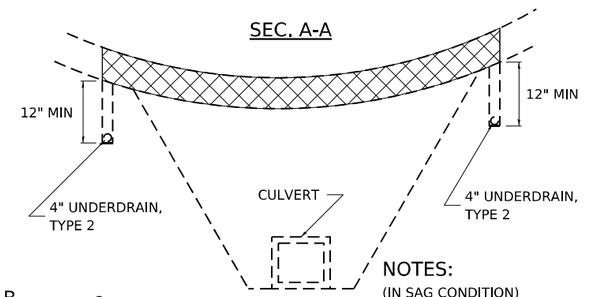
A DELINEATOR SHALL BE PLACED AT EACH CONCRETE HEADWALL. THESE BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR DELINEATORS.

SEC. A-A



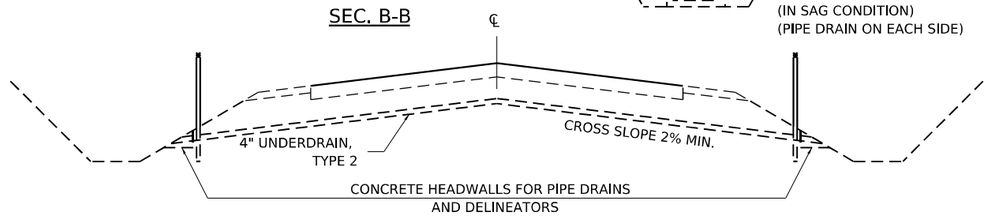
NOTES:
(HIGHWAY GRADE GREATER THAN 2%)

SEC. A-A



NOTES:
(IN SAG CONDITION)
(PIPE DRAIN ON EACH SIDE)

SEC. B-B



REVISED - 8-03-17
REVISED - 7-13-16
REVISED - 1-05-16
REVISED - 6-27-14

UNDERDRAIN FOR ACROSS ROAD (AR) CULVERTS 37.2

MODEL: Standards 04 [Sheet]
FILE NAME: c:\pwworkr\benesch projects\projects\d0184745\D284R72-KIS\st-Standards.dgn

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USER NAME = jMajcher	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -	
PLOT DATE = 11/24/2025	DATE -	REVISED -	

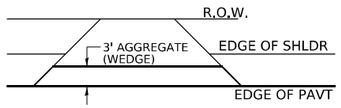
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

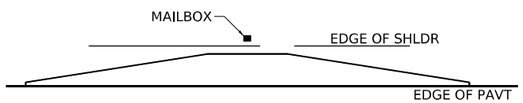
SCALE: NTS | SHEET 5 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	369
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

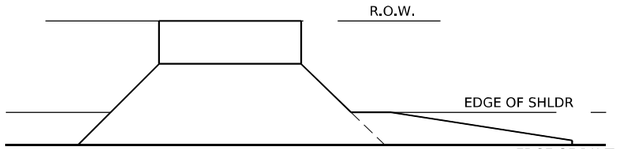
HOT–MIX ASPHALT APPROACHES & MAILBOX RETURNS FOR SINGLE LIFT (SMART) RESURFACING PROJECTS



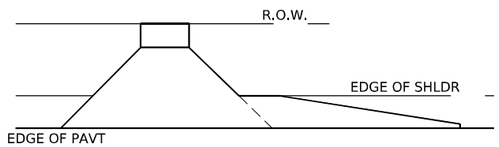
FIELD ENTRANCE



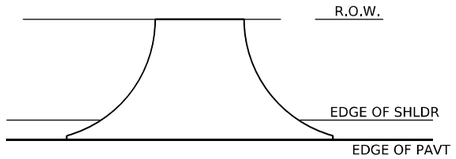
MAILBOX TURNOUT



COMMERCIAL ENTRANCE



PRIVATE ENTRANCE



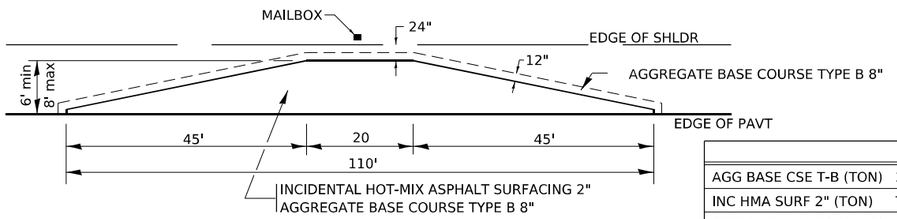
SIDE ROAD RETURN

NOTE: EXISTING HMA PE's, CE's, SR's, & MB TURNOUTS
Place 1 1/2" Incidental Hot-Mix Asphalt Surfacing on entrance to conform to the existing configuration.

EXISTING AGG. PE's & CE's
Place 2" Incidental Hot-Mix Asphalt Surfacing on existing entrance to conform to the present configuration.

EXISTING AGG. SIDEROADS
Place 3" Incidental Hot-Mix Asphalt Surfacing on sideroad to conform to the present configuration.

EXISTING AGG. MAILBOX TURNOUTS
Existing Agg. Mailbox Turnouts shall be constructed as shown below.

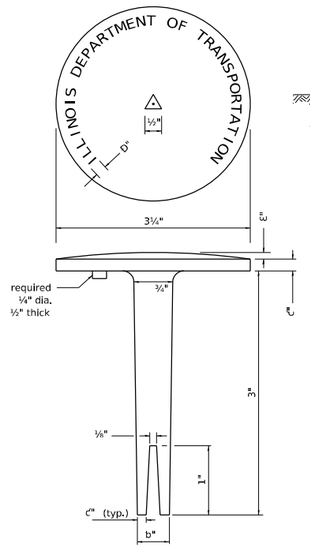


	6'	8'
AGG BASE CSE T-B (TON)	24.5	31.1
INC HMA SURF 2" (TON)	7.3	9.8
BIT PRIME COAT (POUND)	120	161

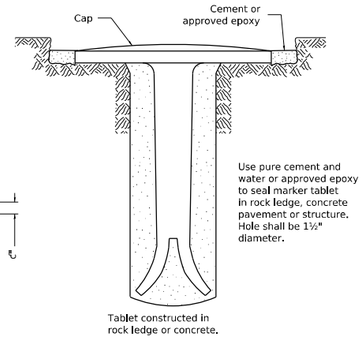
REVISED - 1-05-16
REVISED - 7-21-15
REVISED - 10-21-08

HOT–MIX ASPHALT APPROACHES & MAILBOX RETURNS FOR SINGLE LIFT (SMART) RESURFACING PROJECTS 46.2

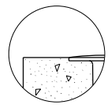
PERMANENT SURVEY MARKERS, TYPE II



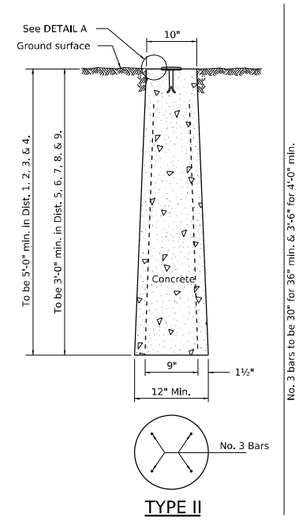
BRASS OR ALUMINUM TABLET



TYPE II



DETAIL A

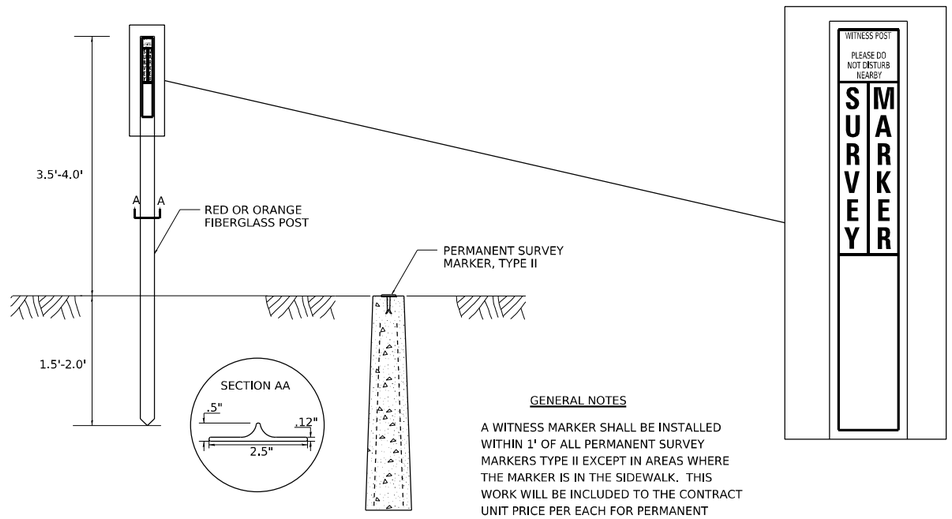


TYPE II

CAST-IN-PLACE MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



GENERAL NOTES

A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

REVISED - 6-27-14
REVISED - 10-14-11

PERMANENT SURVEY MARKERS, TYPE II 66.2

MODEL: Standards 05 [Sheet]
FILE NAME: c:\pwworld\benesch projects\projects\d0184745\D284R72-KSH-sht-Standards.dgn

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USER NAME = jMajcher	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -	
PLOT DATE = 11/24/2025	DATE -	REVISED -	

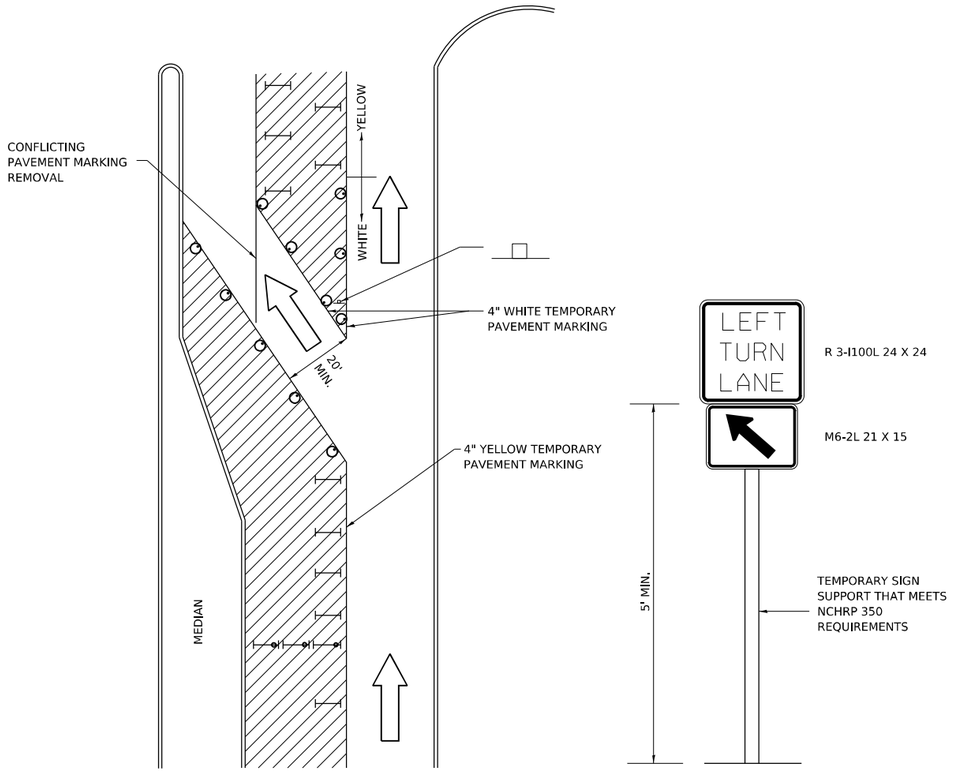
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: NTS | SHEET 6 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	370
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)



LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE OR DRUM WITH FLASHING BURNING LIGHT
- DRUM OR BARRICADE WITH STEADY BURN LIGHT
- SIGN (SEE DETAIL)
- TYPE I OR II CHECK BARRICADE WITH STEADY LIGHT BURN

REVISED - 10-14-11

GENERAL NOTES

CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 IN HEIGHT.

STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE MONODIRECTIONAL.

TEMPORARY PAVEMENT MARKING SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.

THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 X 24 AND M6-2R 21 X 15 SHALL BE USED.

THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

Traffic Control and Protection at Turn Bays (To Remain Open to Traffic) 94.2

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USER NAME = jMajcher	DESIGNED -	REVISED -
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PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -
PLOT DATE = 11/24/2025	DATE -	REVISED -

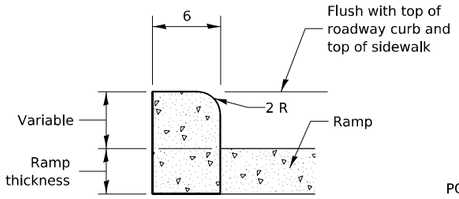
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: NTS | SHEET 7 OF 26 SHEETS | STA. | TO STA.

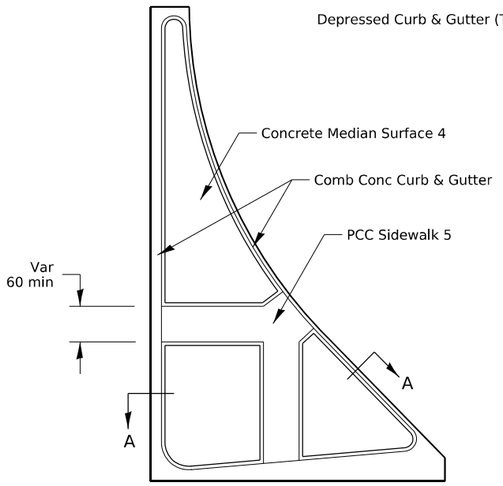
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	371
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

PC CONCRETE ISLANDS AND MEDIANS ACCESSIBLE TO THE DISABLED

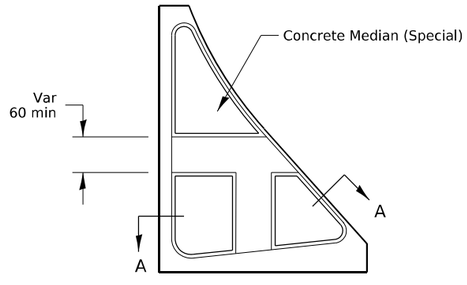


SIDE CURB DETAIL

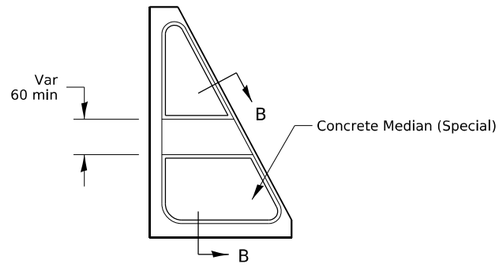
TYPICAL PLAN OF MEDIAN ISLAND



LARGE ISLAND
(Free Flow Design)

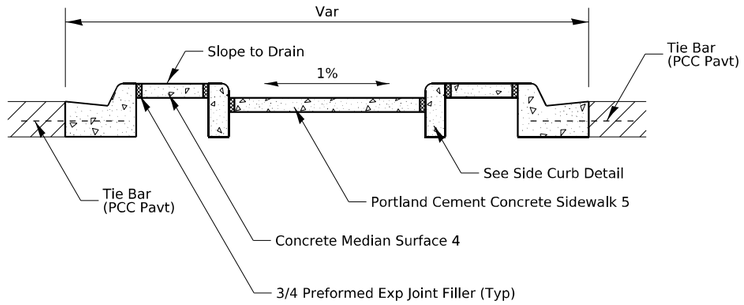


INTERMEDIATE ISLAND
(For Right Turn Lane Design)

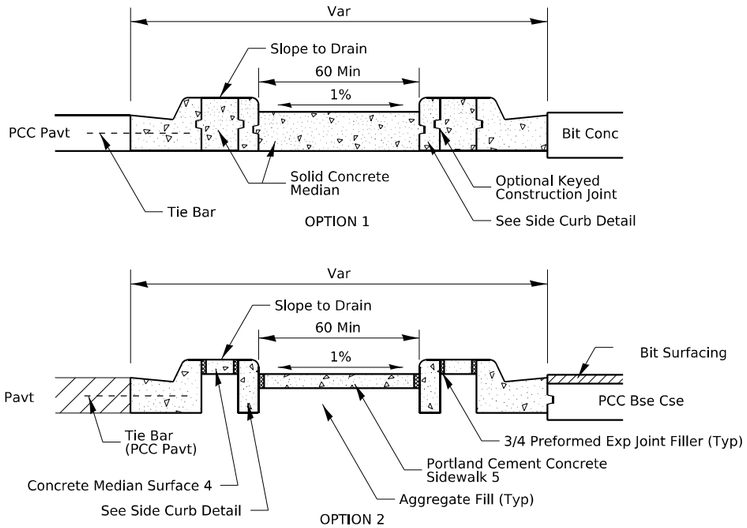


SMALL ISLAND
(For Typical Design)

SECTION A-A



SECTION B-B



4-16-19
1-05-16
6-27-14
8-27-13

General Notes:
See Standard 606301 and plan sheets for station & offsets, radii, dimensions, and details not shown.

See Standard 424031 for sidewalk details not shown.

The sidewalk should drain to the low side of the island. If necessary the sidewalk shall be sloped to drain at 1%.

See the plan general notes for the type of curb & gutter to be used on islands.

The sidewalk should not be closer than 36 from the corner of the island.

Keyed longitudinal construction joints shall be constructed without tie bars.

Medians and large islands shall consist of PCC Sidewalk 5, Concrete Median Surface 4, and Combination Concrete Curb & Gutter, Type M or B of the size specified. Median island can also be solid concrete medians.

Locations, layouts, and widths of the flush sidewalk area, shall be determined by the designer and shown on the plans.

Small islands will be measured for payment from E.O.P. to E.O.P. using either option 1 or option 2, as specified in the plans, and will be paid for at the contract unit price per SQ FT for CONCRETE MEDIAN (SPECIAL) which shall include the combination curb & gutter, sidewalk, aggregate fill, concrete median surface, and solid concrete median.

Omit detectable warnings when distance between back of curbs is less than 6'.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: Standards 07 [Sheet]
FILE NAME: c:\pwworkl\benesch projects\projects\d0184745\D284R72-KISH-sht-Standards.dgn

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	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -	
PLOT DATE = 11/24/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

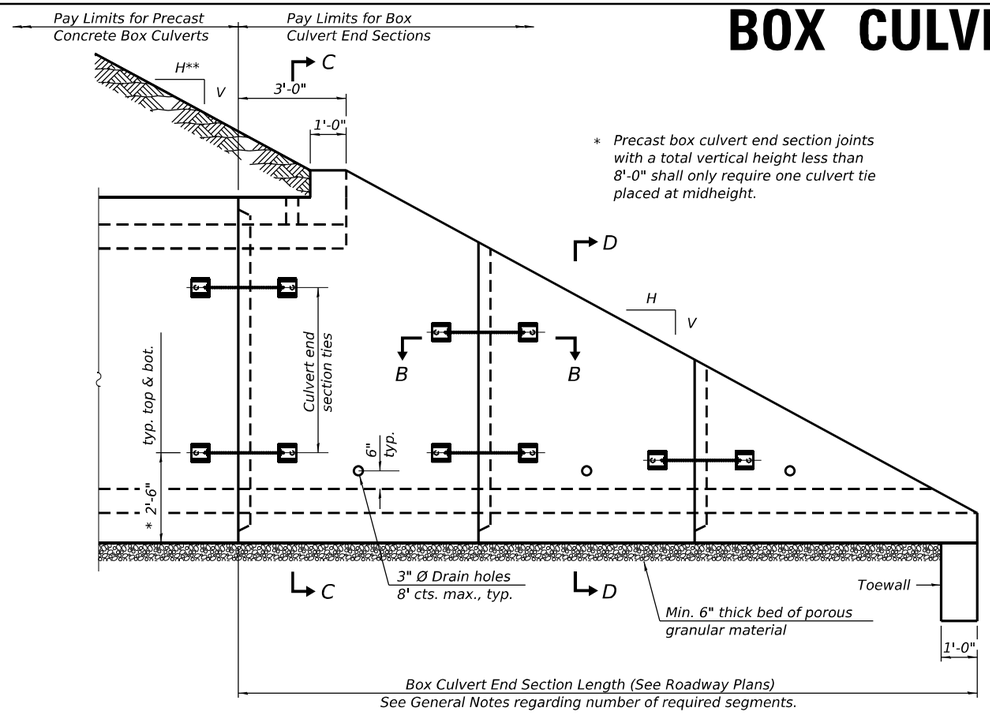
DISTRICT 2 STANDARDS

SCALE: NTS | SHEET 8 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	372
		CONTRACT NO. 64R72		
		ILLINOIS	FED. AID PROJECT	

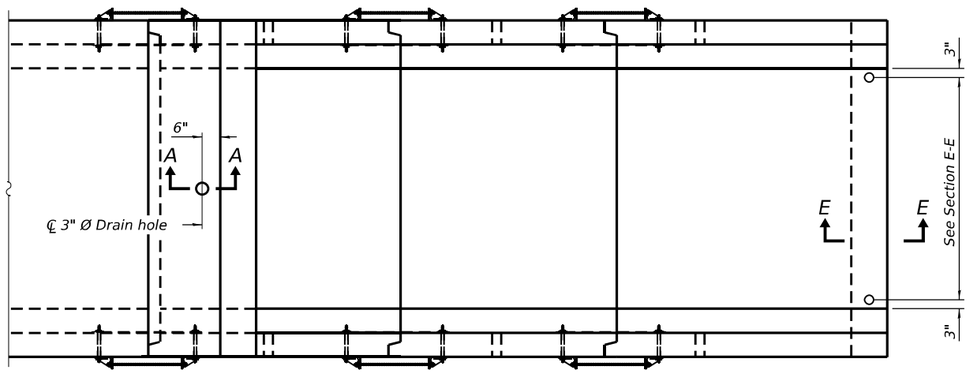
PC CONCRETE ISLANDS AND MEDIANS ACCESSIBLE TO THE DISABLED 4.1

BOX CULVERT END SECTIONS

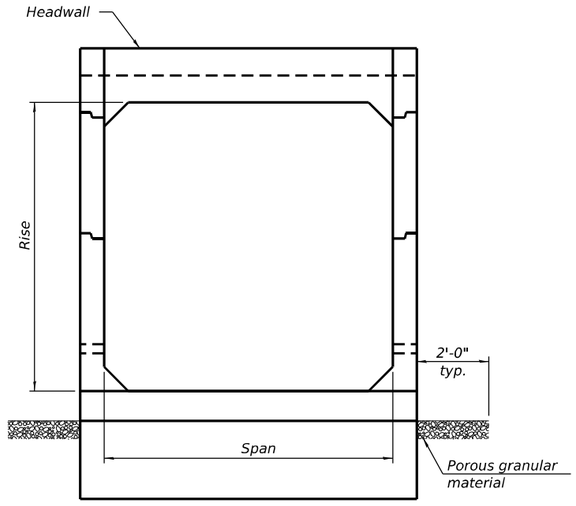


* *Precast box culvert end section joints with a total vertical height less than 8'-0" shall only require one culvert tie placed at midheight.*

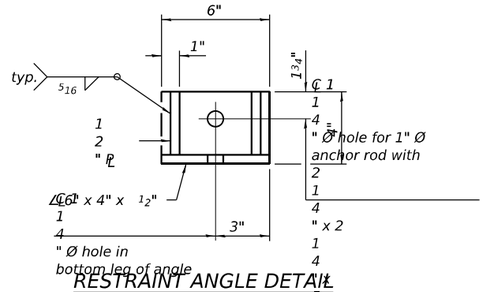
ELEVATION



PLAN



END VIEW



RESTRAINT ANGLE DETAIL

12" x 12" x 6" block of CA5, CA7, or CA11 coarse aggregate placed over drain opening. Block of aggregate shall be completely wrapped in nonwoven geotextile fabric.

Provide a double layer of 12" x 12" nonwoven geotextile fabric centered over the drain hole. Fabric shall be sealed to the concrete with mastic.

6"

3" Ø PVC drain cast with the concrete (Adjust location to clear reinforcement).

1/2" Square foam blockout around PVC drain (to be removed with formwork)

SECTION A-A

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

GENERAL NOTES

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

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

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

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

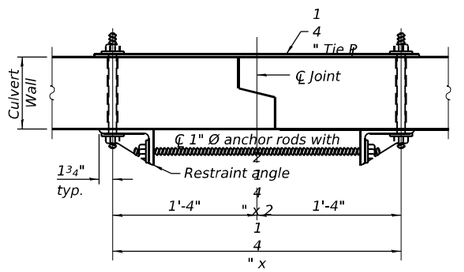
1" Ø anchor rods for the culvert ties shall conform to the requirements of ASTM F1554, Grade 105. Structural steel for tie plate and restraint angle shall conform to the requirements of Article 1006.04 of the Standard Specifications. All components of the culvert tie detail shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. 2 1/4" x 2 1/4" x 5/16" plate washers shall be provided under each nut required for the anchor rods. Anchor rods connecting precast sections shall be brought to a snug tight condition followed by an additional 1/2 turn on one of the nuts for anchor rods installed in the walls. Match marks shall be provided on the bolt and nut to verify relative rotation between the bolt and the nut. Holes in the walls for the culvert tie assembly may be drilled using core bits in lieu of using formed holes.

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

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

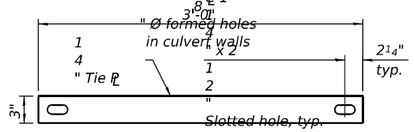
Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01. The minimum weight of the fabric shall be 6 oz. / sq. yd..

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



SECTION B-B

(Showing end section tie details)



TIE PLATE DETAIL

(Sheet 1 of 2)

SCB-TES *2-17-2017*

1-10-18
1-05-16
5-09-14

MODEL: Standards 08 [Sheet]
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	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -	
PLOT DATE = 11/24/2025	DATE -	REVISED -	

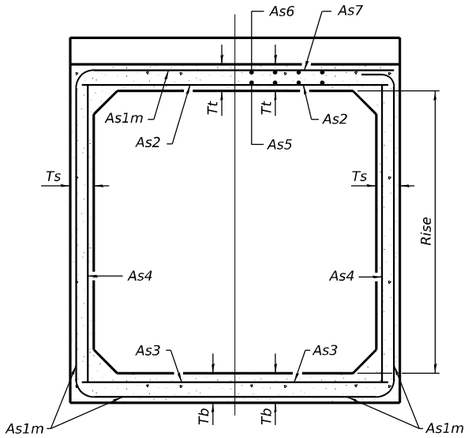
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: NTS | SHEET 9 OF 26 SHEETS | STA. | TO STA.

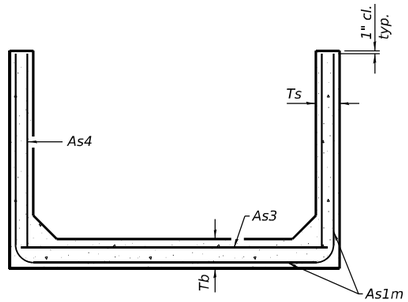
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	373
		CONTRACT NO. 64R72		
	ILLINOIS FED. AID PROJECT			

BOX CULVERT END SECTIONS

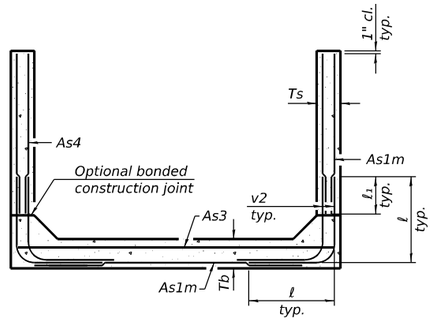


(Design Earth Cover ≥ 2 ft) (Design Earth Cover < 2 ft)

SECTION C-C



SECTION D-D



ALTERNATE SECTION D-D

As1m REINFORCEMENT (in.²/ ft)											
Ts (in.) \ Rise (ft)	2	3	4	5	6	7	8	9	10	11	12
4	0.19	0.17									
5	0.26	0.21	0.18								
6	0.22	0.26	0.23	0.22							
7	0.25	0.33	0.59	0.27	0.28						
8	0.40	0.35	0.43	0.39	0.36	0.34	0.40				
9	0.44	0.39	0.35	0.43	0.40	0.37	0.36	0.48			
10	0.48	0.42	0.38	0.47	0.44	0.41	0.38	0.42	0.56		
11	0.52	0.45	0.54	0.50	0.46	0.44	0.41	0.46	0.50	0.65	
12	0.55	0.49	0.58	0.54	0.50	0.48	0.45	0.46	0.46	0.61	0.75

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

ℓ1 DIMENSION

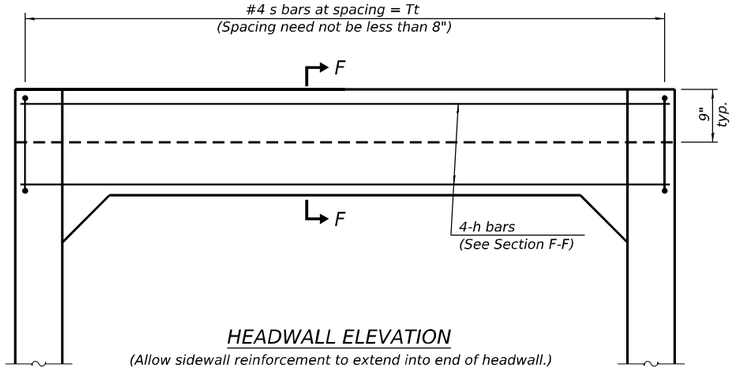
#3 bar = 2'-0"
#4 bar = 2'-8"
#5 bar = 3'-4"
#6 bar = 3'-11"

Notes:

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

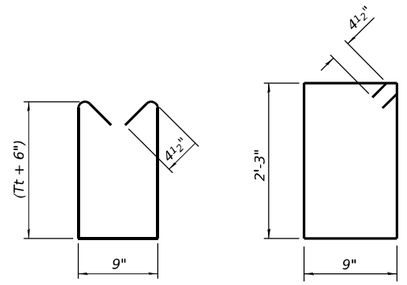
The size and spacing of the v2 bars shall provide a minimum reinforcement area along each face of the walls (in.²/ft.) equal to 1.10*(As1m). v2 bars may consist of #3 thru #6 size reinforcement bars and the longitudinal spacing shall not exceed the lesser of the wall thickness or 8 inches.

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



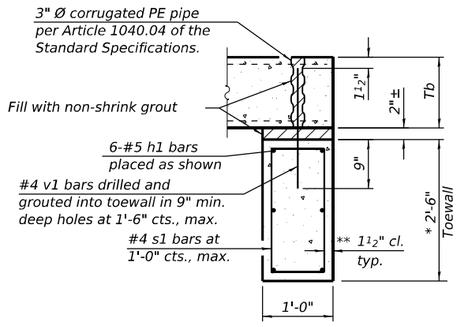
HEADWALL ELEVATION

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



BAR s

BAR s1



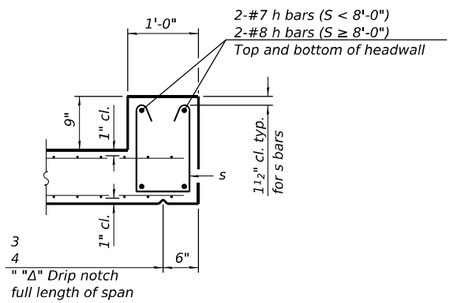
SECTION E-E

TOEWALL CONSTRUCTION SEQUENCE

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

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

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



SECTION F-F

SCB-TES 2-17-2017

1-10-18
1-05-16
5-09-14

(Sheet 2 of 2)

BOX CULVERT END SECTIONS 2 OF 2 10.1

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DISTRICT 2 STANDARDS

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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	374
		CONTRACT NO. 64R72		
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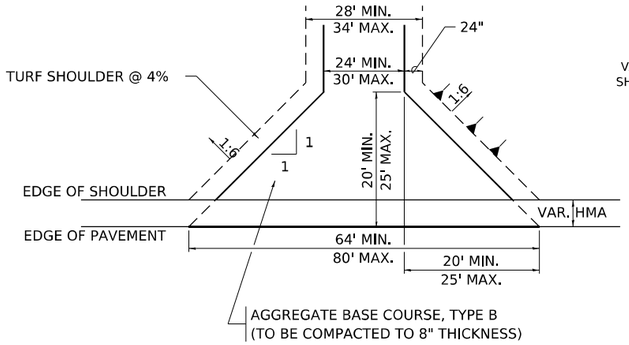
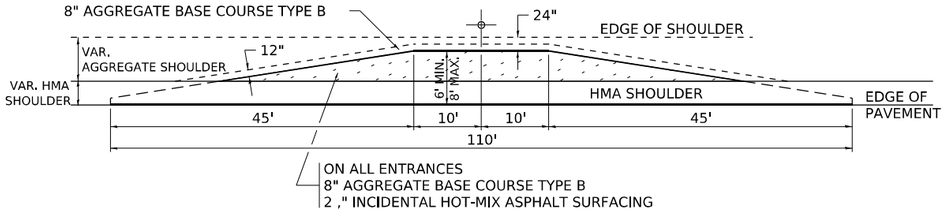
HOT–MIX ASPHALT APPROACHES AND MAILBOX RETURNS



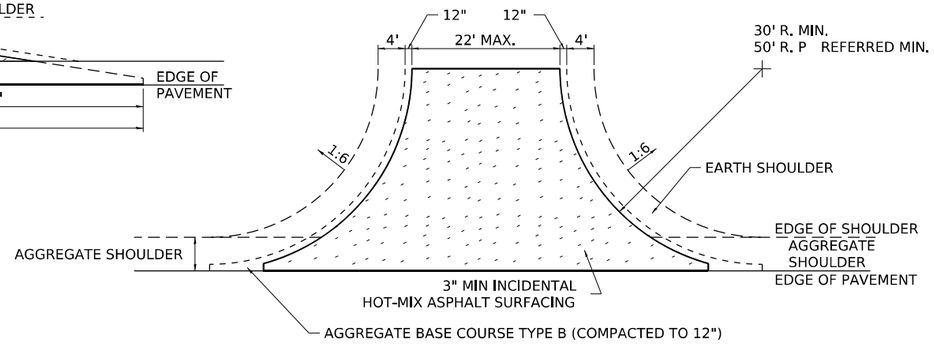
FIELD ENTRANCE



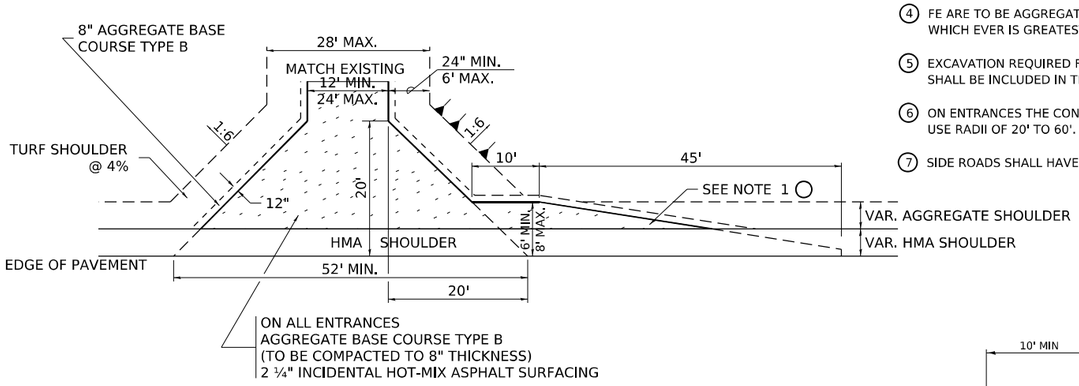
MAILBOX TURNOUT

NOTE

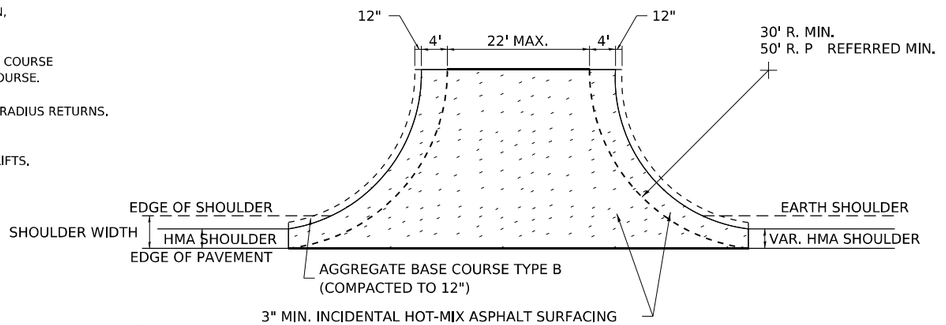
1. TURNOUTS ARE TO BE CONSTRUCTED ON THE APPROACH SIDE OF ALL PE & CE REGARDLESS IF A MAILBOX IS PRESENT.
2. ALL PE & CE ARE TO BE SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
3. ALL PE & CE TO BE CONSTRUCTED WITH AN 8" AGGREGATE BASE COURSE, TYPE B AND WITH A 2 ½" INCIDENTAL HOT-MIX ASPHALT SURFACING, UNLESS OTHERWISE NOTED.
4. FE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN, WHICH EVER IS GREATEST.
5. EXCAVATION REQUIRED FOR PLACEMENT OF AGGREGATE BASE COURSE SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE.
6. ON ENTRANCES THE CONTRACTOR HAS THE OPTION OF USING RADIUS RETURNS. USE RADII OF 20' TO 60'.
7. SIDE ROADS SHALL HAVE 3" INCIDENTAL PLACED IN TWO 1½" LIFTS.



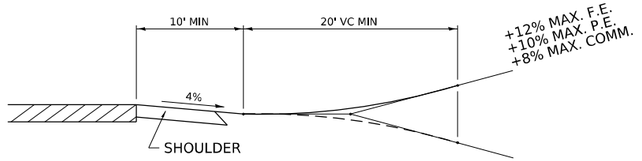
SIDE ROAD RETURN/EARTH SHOULDER



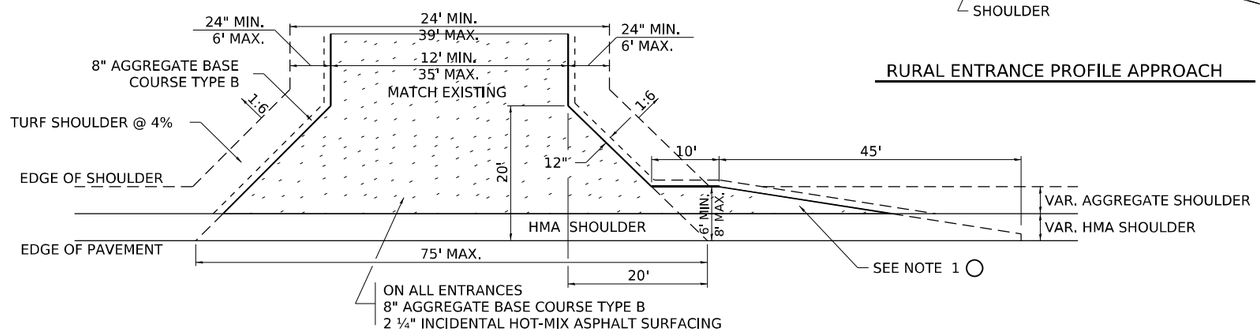
PRIVATE ENTRANCE



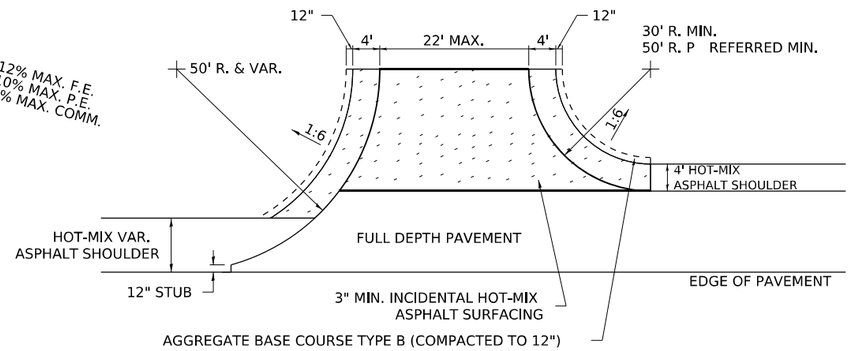
SIDE ROAD RETURN/HMA SHOULDER



RURAL ENTRANCE PROFILE APPROACH



COMMERCIAL ENTRANCE



SIDE ROAD RETURN WITH RIGHT TURN LANE

8-03-17
1-13-17
6-27-14
8-27-13

MODEL: Standards 10 [Sheet]
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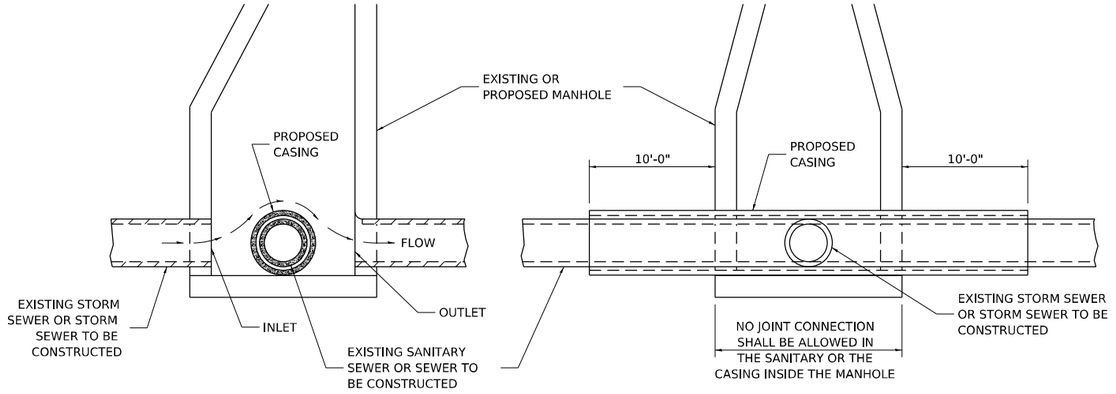
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	375
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

HOT–MIX ASPHALT APPROACHES AND MAILBOX RETURNS **20.1**

SEWER AND WATER MAIN CROSSINGS



ELEVATION - ECCENTRIC

ELEVATION - CONCENTRIC

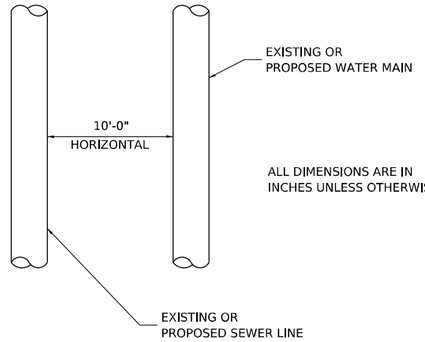
CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

AT GRADE CROSSING OF SANITARY AND STORM SEWER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

THIS DETAIL IS FOR UNKNOWN UTILITIES UNLESS QUANTITIES ARE INCLUDED IN THE PLANS THE EXTRA WORK WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.

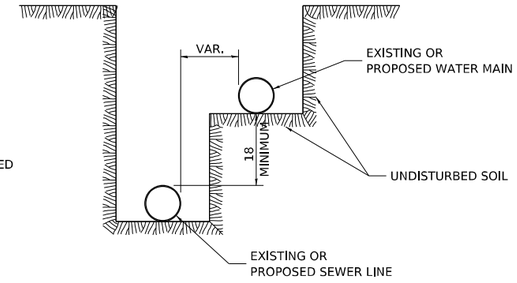
WHEN PROPOSED SEWER (OR WATER) IS LOCATED 10'-0" OR MORE FROM EXISTING WATER (OR SEWER) NO SPECIAL CONSTRUCTION REQUIRED.



PLAN VIEW

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

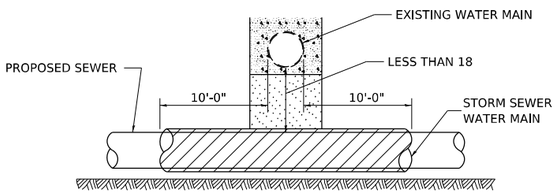
WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10'-0" FROM EXISTING WATER (OR SEWER) DETAILS BELOW SHALL APPLY.



WATER AND SEWER HORIZONTAL SEPARATION REQUIREMENTS

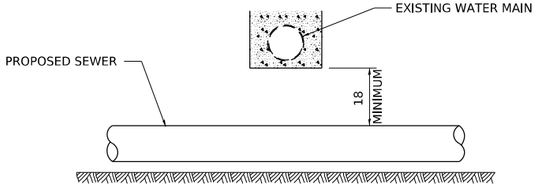
POINT LOADS SHALL NOT BE ALLOWED BETWEEN SEWER OR SEWER CASING AND WATER MAIN

PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH



PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH

MAINTAIN 18 MINIMUM VERTICAL SEPARATION FOR 10 FT. HORIZONTALLY

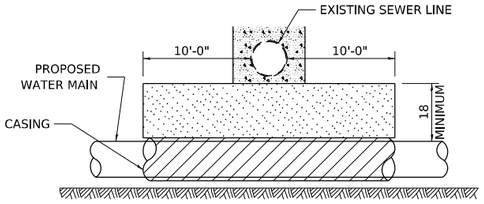


ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED SEWER LINE BELOW EXISTING WATER MAIN

PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT

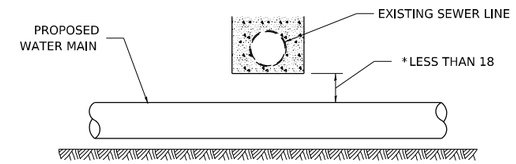
PLACE TRENCH BACKFILL FOR 10 FT. ON EITHER SIDE OF SEWER LINE



CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH

MAINTAIN 18 MINIMUM VERTICAL SEPARATION FOR 10 FT. HORIZONTALLY

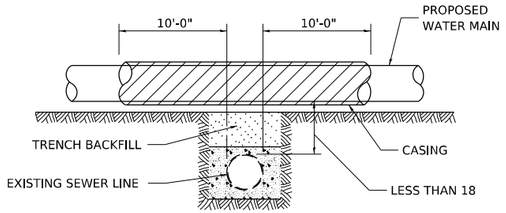


* NOT ALLOWED
MUST MAINTAIN 18 VERTICAL SEPARATION

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED WATER MAIN BELOW EXISTING SEWER LINE

POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATER MAIN OR WATER MAIN CASING AND SEWER

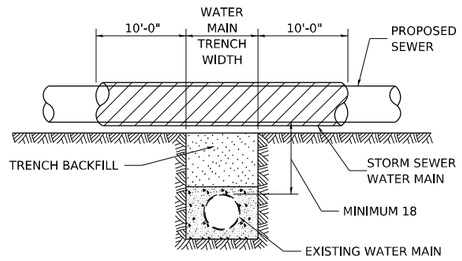


CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED WATER MAIN ABOVE EXISTING SEWER LINE

PROVIDE ADEQUATE SUPPORT FOR SEWER TO PREVENT SETTLING AND BREAKING THE WATER MAIN.



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

EXISTING WATER MAIN BELOW PROPOSED SEWER LINE WITH MINIMUM 18 VERTICAL SEPARATION

10-17-11

MODEL: Standards 11 [Sheet]
FILE NAME: c:\pwworkl\benesch projects\projects\d0184745\D284R72-KIBH-sht-Standards.dgn

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	DRAWN -	REVISED -	
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PLOT DATE = 11/24/2025	DATE -	REVISED -	

STATE OF ILLINOIS
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DISTRICT 2 STANDARDS

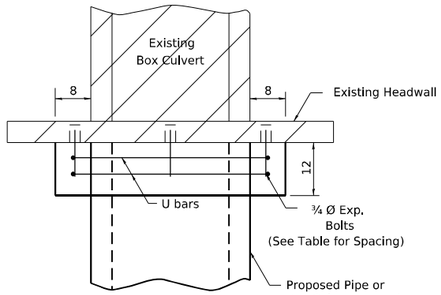
SCALE: NTS | SHEET 12 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	376
		CONTRACT NO. 64R72		
		ILLINOIS	FED. AID PROJECT	

CONCRETE COLLARS FOR PIPE OR BOX CULVERT EXTENSIONS

Bill of Materials

h bar	U bar dimensions				U_1 bar dimensions				REINF. BARS	EXPANSION BOLTS ¾"	CONCRETE COLLAR
Quantity	X	Y	Length	Quantity	X	Z	Length	Quantity	LBS	EACH	Cu. Yds.
All h bars 18 Long								Total			



PLAN OF CULVERT WITH STRAIGHT HEADWALL

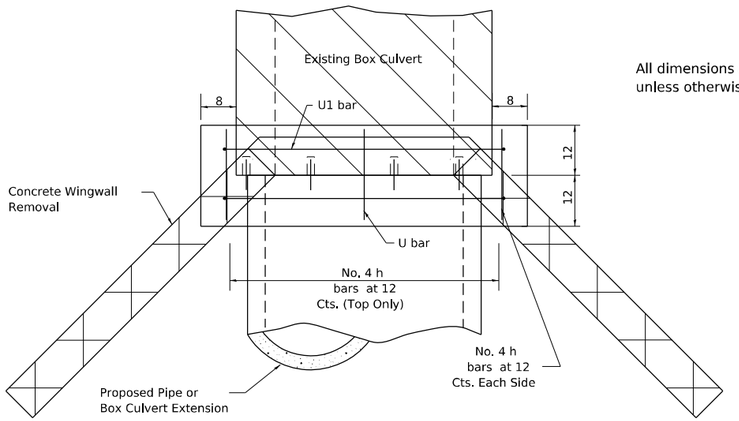
General Notes

Concrete Collars shall be constructed of Class SI Concrete in accordance with Section 503 of the Standard Specifications

Reinforcement bars shall conform to Section 508 of the Standard Specifications.

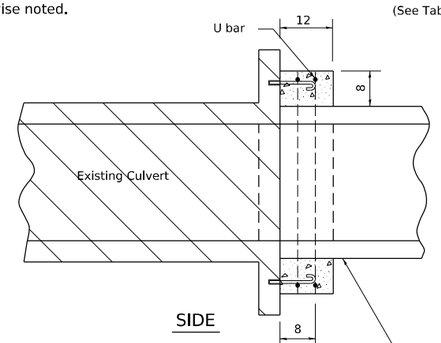
Expansion bolts shall be 3/4 Ø hooked bolts and shall conform to Section 540 of the Standard Specifications.

The concrete will be paid for at the contract unit price per cubic yard for CONCRETE COLLAR. Reinforcement will be paid for at the contract unit price per pound for REINFORCEMENT BARS. Expansion Bolts, when required, will be paid for at the contract unit price each for EXPANSION BOLTS ¾ inch, which price shall include furnishing, drilling holes, and installing the expansion bolts complete in place. These bolts shall extend at least 9 inches into the new concrete.

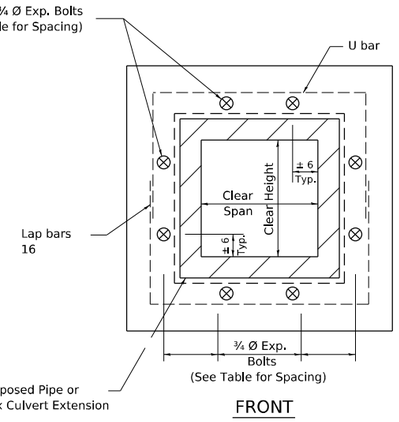


PLAN OF CULVERT WITH ANGLED WING WALLS

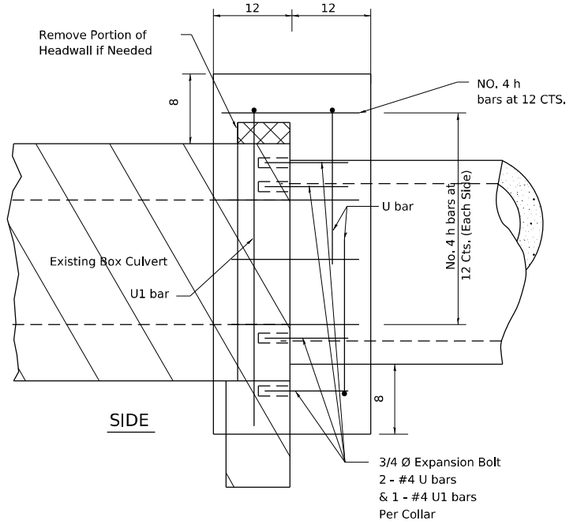
All dimensions are in inches unless otherwise noted.



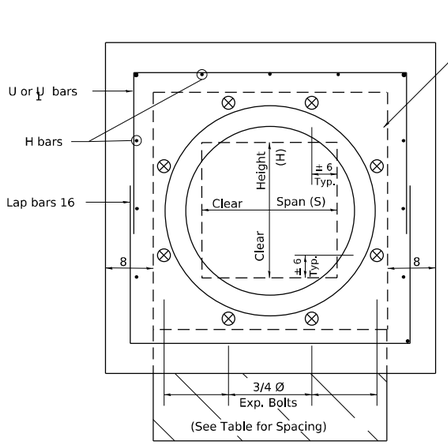
SIDE



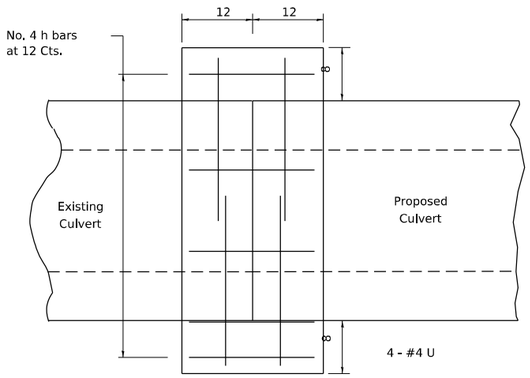
FRONT



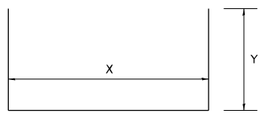
SIDE



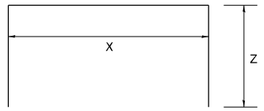
FRONT



CULVERT CONNECTION WITHOUT EXISTING HEADWALL



(#4) U bar



(#4) U_1 bar

PLACEMENT DETAILS FOR EXPANSION BOLTS

H or S	NUMBER OF EXPANSION BOLTS REQUIRED PER SIDE			
	EXTENSIONS ≤ 15'		EXTENSIONS > 15'	
	NUMBER *	SPACING	NUMBER *	SPACING
24	**	**	**	**
30	2	18	2	18
36	2	24	2	24
48	3	18	3	18
60	4	16	3	24
72	5	15	4	20
84	5	18	4	24
96	6	17	5	21
108	6	19	5	24
120	7	18	6	21
132	8	17	6	24
144	8	19	7	22

* Expansion bolts based on non-skewed culverts
** Minimum one expansion bolt at each corner

Example:
6' x 4' box culvert to be extended 18' at one end only.

From table find
6' side requires 4 - ¾" Ø expansion bolts at 20" cts.
4' side requires 3 - ¾" Ø expansion bolts at 18" cts.

Total Number required
(4+3)2 = 14 - ¾" Ø expansion bolts.

1-18-17
1-05-16
6-27-14
10-17-11

MODEL: Standards 12 [Sheet]
FILE NAME: c:\pwworkin\benesch projects\projects\d0184745\D264R72-04\SH-sht-Standards.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher | DESIGNED - | REVISED -
DRAWN - | REVISED -
PLOT SCALE = $SCALE$ | CHECKED - J. TARDY | REVISED -
PLOT DATE = 11/24/2025 | DATE - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

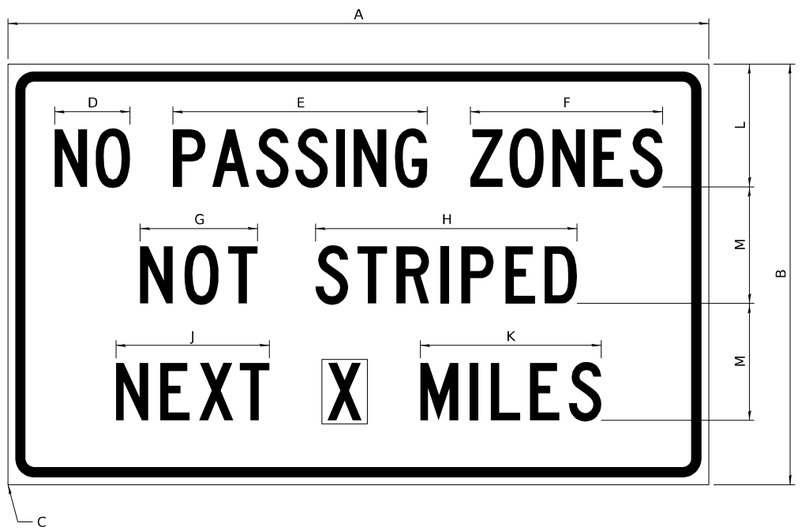
DISTRICT 2 STANDARDS

SCALE: NTS | SHEET 13 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	377
		CONTRACT NO. 64R72		
	ILLINOIS FED. AID PROJECT			

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD G20–I100



COLOR LEGEND AND BORDER BACKGROUND BLACK ORANGE NON-REFLECTORIZED REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
60 x 36	60.00	36.00	2.25	6.4	21.80	16.40	10.00	22.40	13.20	15.50	10.50	10.00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
60 x 36	5C	5C	5C	0.625	0.875

Sign not to scale

GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

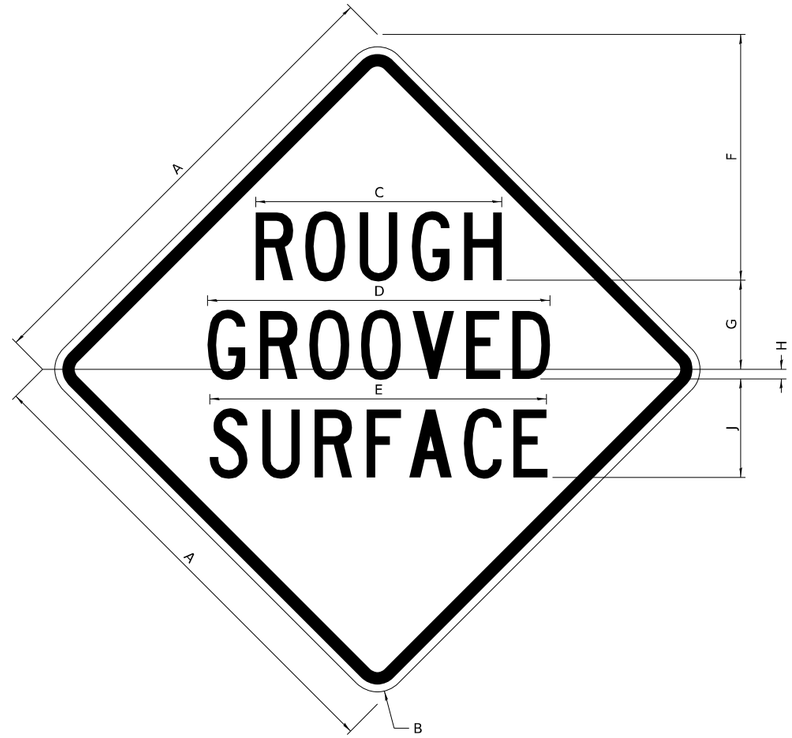
All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

3-02-16

ILLINOIS STANDARD W8–I107



COLOR LEGEND AND BORDER BACKGROUND BLACK ORANGE NON-REFLECTORIZED REFLECTORIZED

SIGN SIZE	DIMENSIONS								
	A	B	C	D	E	F	G	H	J
48 x 48	48.00	3.00	25.00	34.80	34.20	24.94	9.00	1.00	10.00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
48 x 48	7C	7C	7C	1.250	0.750

Sign not to scale

MODEL: Standards 13 [Sheet]
FILE NAME: c:\pwwordir\benesch projects\projects\d0184745\D264R72-KISH-sht-Standards.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312/565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -
PLOT DATE = 11/24/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

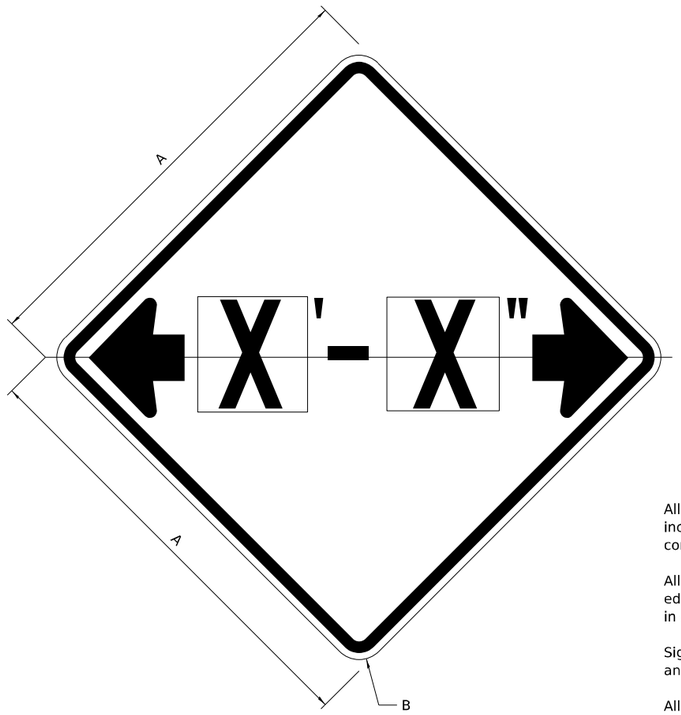
SCALE: NTS | SHEET 14 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	378
		CONTRACT NO. 64R72		
	ILLINOIS FED. AID PROJECT			

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD W12–I102

(1)



GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

COLOR	LEGEND AND BORDER BACKGROUND	BLACK FL ORANGE	NON-REFLECTORIZED REFLECTORIZED

SIGN SIZE	DIMENSIONS	
	A	B
48 x 48	48.00	3.00

(1) Illinois Standard signs W12-I102 and W12-I103 shall be used as described in the special provisions.

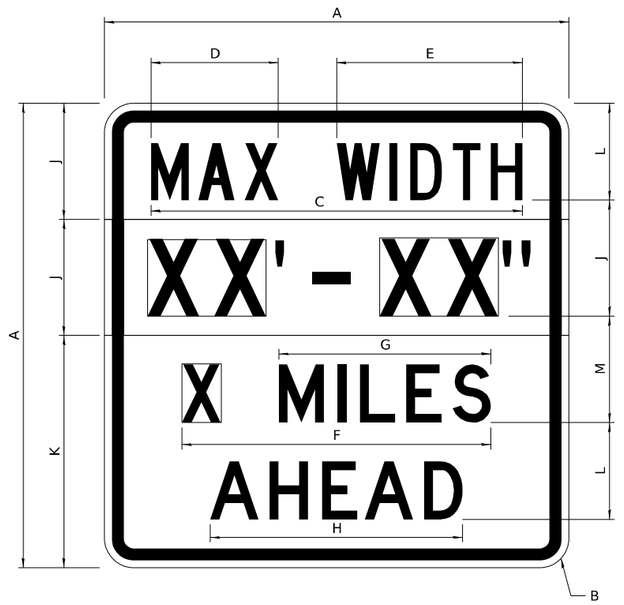
SIGN SIZE	SERIES BY LINE	MARGIN	BORDER
	1		
48 x 48	12C	0.750	1.250

Sign not to scale

3-02-16

ILLINOIS STANDARD W12–I103

(1)



COLOR	LEGEND AND BORDER BACKGROUND BACKGROUND (WIDTH)	BLACK WHITE FL ORANGE	NON-REFLECTORIZED REFLECTORIZED REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
48 x 48	48.00	3.00	38.40	13.20	19.20	32.00	22.00	26.20	12.00	24.00	10.00	11.00

SIGN SIZE	SERIES BY LINE				MARGIN	BORDER
	1	2	3	4		
48 x 48	6C	8D	6D	6D	0.750	1.250

Sign not to scale

XX'-XX" WIDTH AND X MILES ARE VARIABLE
TOP AND BOTTOM OF BACKGROUND WHITE

MODEL: Standards 14 [Sheet]
FILE NAME: c:\pwworkl\benesch projects\projects\d0184745\D284R72-KISH-sht-Standards.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher | DESIGNED - | REVISED -
DRAWN - | REVISED -
PLOT SCALE = $SCALE$ | CHECKED - J. TARDY | REVISED -
PLOT DATE = 11/24/2025 | DATE - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

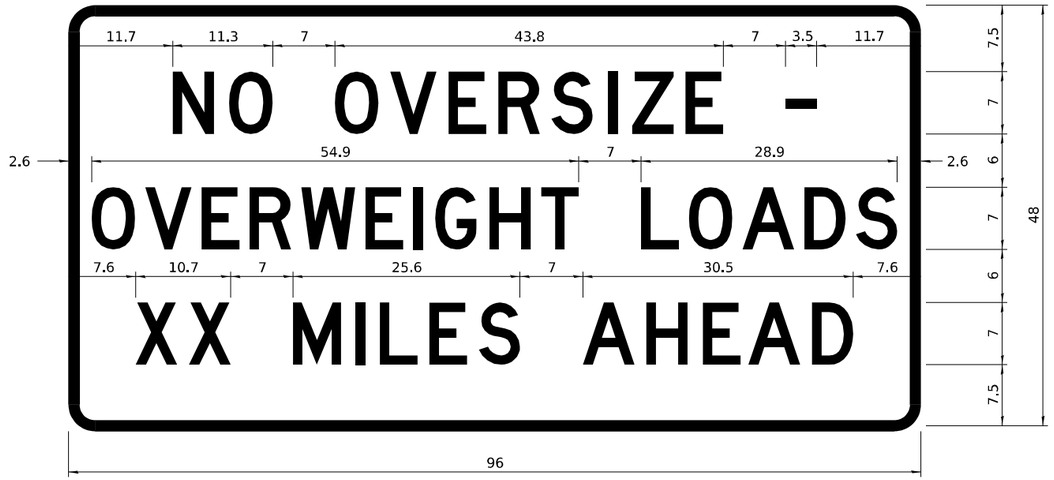
DISTRICT 2 STANDARDS

SCALE: NTS | SHEET 15 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	379
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

WORK ZONE SIGN DETAILS

ROAD CLOSED TO OVERSIZED LOADS



COLOR	LEGEND AND BORDER BACKGROUND	BLACK ORANGE	NON-REFLECTORIZED REFLECTORIZED

Permit Loads - Loads Over 13 Feet; 3.0" Radius, 1.3" Border;
[NO OVERSIZE -] D; [OVERWEIGHT LOADS] D 85% spacing; [XX MILES AHEAD] D;
Table of letter and object lefts.

N 11.7	O 18.1	O 30.0	V 36.2	E 42.8	R 48.4	S 54.4	I 60.7	Z 63.5	E 69.5	- 80.8

O 2.6	V 8.6	E 15.0	R 20.4	W 26.2	E 33.4	I 38.8	G 41.3	H 47.4	T 53.2	L 64.5	O 69.9	A 75.9	D 82.9	S 88.7

X 7.6	X 13.6	M 25.3	I 32.3	L 35.1	E 40.6	S 46.2	A 57.9	H 65.1	E 71.4	A 76.6	D 83.7

Sign not to scale

STOP LINE SIGN FOR TEMPORARY SIGNALS

COLOR	LEGEND AND BORDER BACKGROUND	BLACK WHITE	NON-REFLECTORIZED REFLECTORIZED

SIGN SIZE	SERIES BY LINE		
	1	2	3
24 x 24	4C	4C	4C

Sign not to scale

GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

3-02-16

MODEL: Standards 15 [Sheet]
FILE NAME: c:\pwworld\benesch projects\projects\d0184745\D284R72-KIBH-sht-Standards.dgn

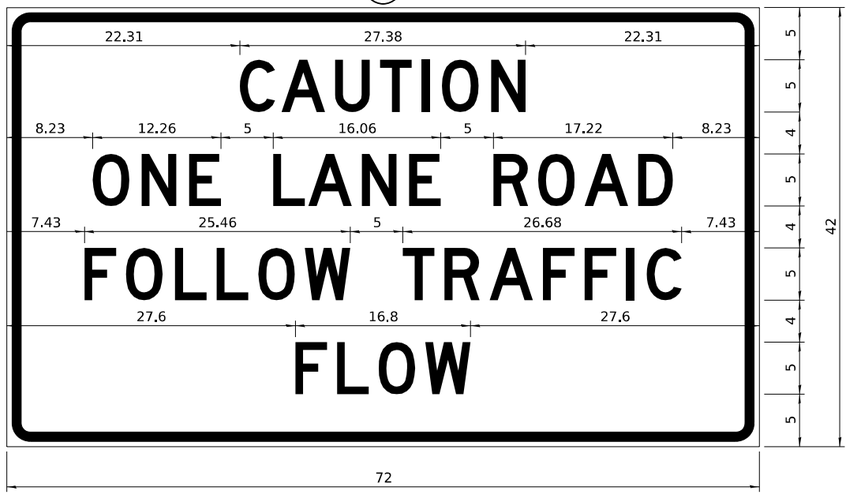
benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 2 STANDARDS	
	DRAWN -	REVISED -			
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -			
PLOT DATE = 11/24/2025	DATE -	REVISED -		SCALE: NTS SHEET 16 OF 26 SHEETS STA. TO STA.	

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	380
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

WORK ZONE SIGN DETAILS

ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS (2)



COLOR		
	LEGEND AND BORDER	BLACK
	BACKGROUND	ORANGE

NON-REFLECTORIZED
REFLECTORIZED

2.25" Radius, 0.88" Border, 0.50" IndenT;
[CAUTION] D; [ONE LANE ROAD] D;
[FOLLOW TRAFFIC] D; [FLOW] D

(2) This sign shall be installed at entrances located between the temporary signals as shown in the staging plans.

Table Of Widths And Spaces

22.31	C 3.36	0.62	A 4.18	0.94	U 3.36	0.94	T 3.04	0.94	I 0.78	1.17	O 3.52	1.17	N 3.36	22.31

8.23	O 3.51	1.17	N 3.36	1.18	E 3.04	

5.00	L 3.05	0.31	A 4.18	0.94	N 3.36	1.17	E 3.05

5.00	R 3.36	0.93	O 3.52	0.94	A 4.18	0.93	D 3.36	8.23

7.43	F 3.04	0.94	O 3.52	1.17	L 3.04	0.94	L 3.05	0.94	O 3.51	0.94	W 4.37

5.00	T 3.05	0.94	R 3.36	0.94	A 4.18	0.93	F 3.05	0.94	F 3.04	0.94	I 0.78	1.18	C 3.35	7.43

27.60	F 3.05	0.94	L 3.04	0.94	O 3.52	0.93	W 4.38	27.60

Sign not to scale

GENERAL NOTES

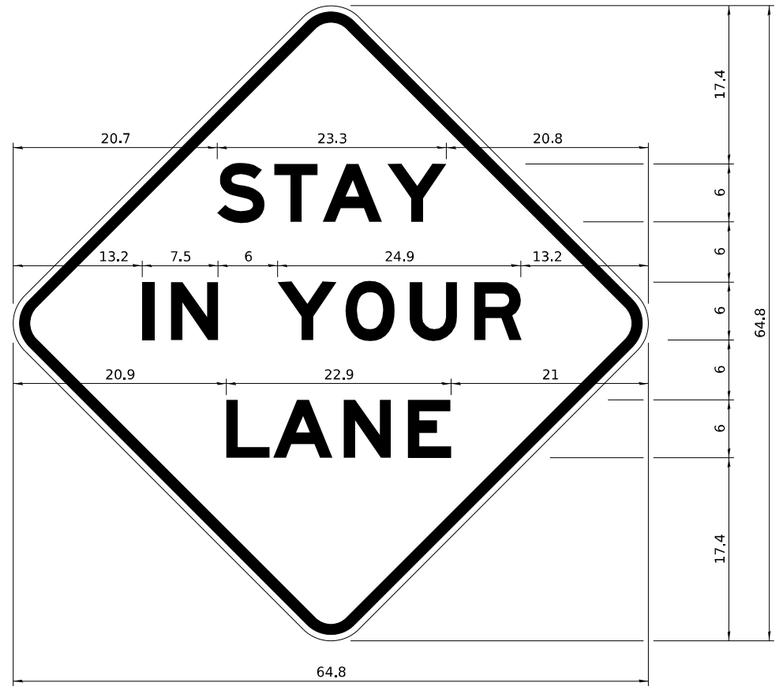
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

STAY IN YOUR LANE



COLOR		
	LEGEND AND BORDER	BLACK
	BACKGROUND	ORANGE

NON-REFLECTORIZED
REFLECTORIZED

48.0" across sides 3.8" Radius, 1.0" Border, 0.6" Indent;
"STAY" E Mod; "IN YOUR" E Mod; "LANE" E Mod;

Table of Letter and Object Lefts

S 20.7	T 26.8	A 31.6	Y 38.0	

I 13.2	N 15.9	Y 26.7	O 33.9	U 40.5	R 46.8	

L 20.9	A 25.8	N 33.1	E 39.4	

Sign not to scale

3-02-16

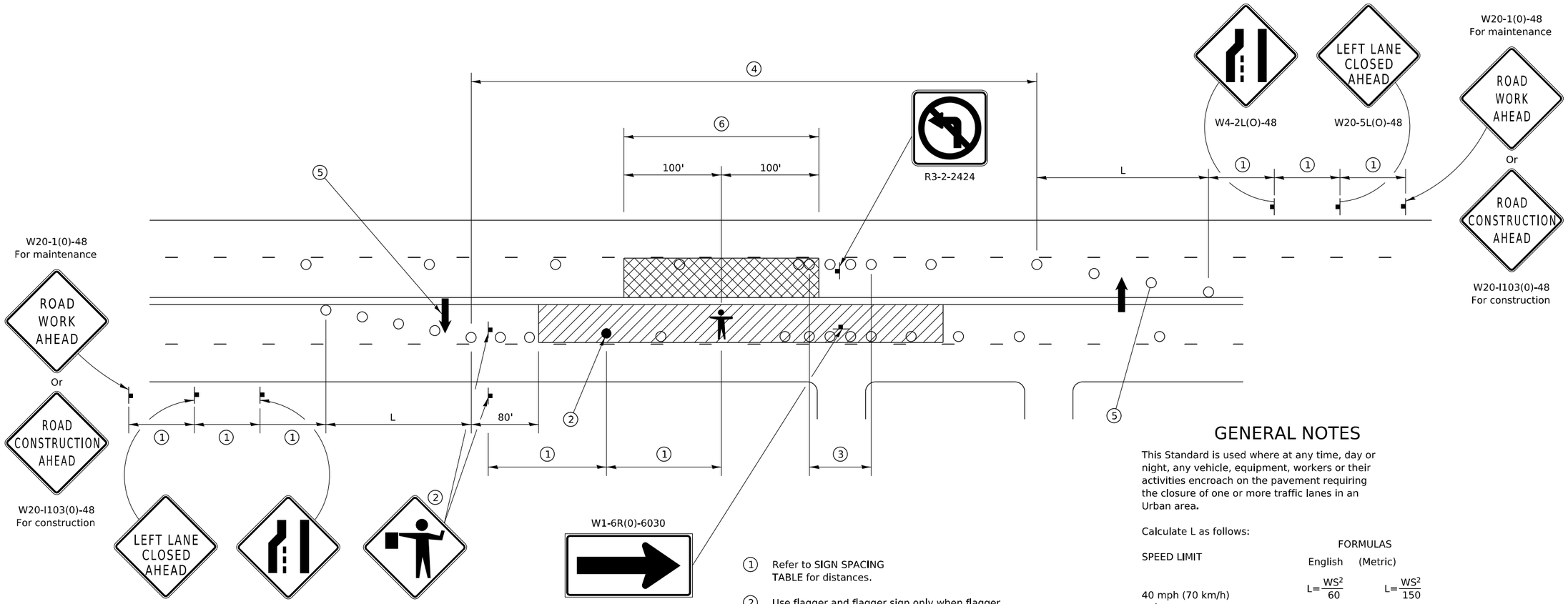
MODEL: Standards 16 [Sheet]
FILE NAME: c:\pwwordir\benesch projects\projects\d0184745\D284R72-KISH-sht-Standards.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 2 STANDARDS	
	DRAWN -	REVISED -			
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -			
PLOT DATE = 11/24/2025	DATE -	REVISED -		SCALE: NTS SHEET 17 OF 26 SHEETS STA. TO STA.	

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	381
		CONTRACT NO. 64R72		
	ILLINOIS FED. AID PROJECT			

URBAN LANE INSIDE CLOSURE, MULTILANE, 2–WAY, WITH MOUNTABLE MEDIAN



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- WORK AREA
- CLOSED LANE
- ARROW BOARD
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- CONE, DRUM OR BARRICADE
- FLAGGER WITH TRAFFIC CONTROL SIGN.
- WORKER ON FOOT

1-05-16
7-22-14

(1) Refer to SIGN SPACING TABLE for distances.

(2) Use flagger and flagger sign only when flagger is required per Article 701.13(b).

(3) Devices at 10' centers from edge of radius return to edge of radius return when left turns are prohibited due to actively working in the intersection.

(4) Cones at 20' (6 m) centers for 250' (75 m). Additional cones may be placed at 40' (12 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled (excluding devices in intersections).

(5) Cones, drums or barricades at 20' (6 m) centers in taper.

(6) No equipment, materials, vehicles, or other hazards are allowed in the closed lane in the opposite direction within 100' of a worker on foot.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one or more traffic lanes in an Urban area.

Calculate L as follows:

FORMULAS

SPEED LIMIT	English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	L=(W)(S)	L=0.65(W)(S)

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

Lane closures in the opposite direction shall be removed when no workers are present.

Cones or reflectorized cones shall not be used during hours of darkness.

This Traffic Control detail shall be included in the cost of Traffic Control and Protection Standard 701606.

MODEL: Standards 17 [Sheet]
FILE NAME: c:\pwwordir\benesch projects\projects\d0184745\D284R72-K(6)H-sht-Standards.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -	
PLOT DATE = 11/24/2025	DATE -	REVISED -	

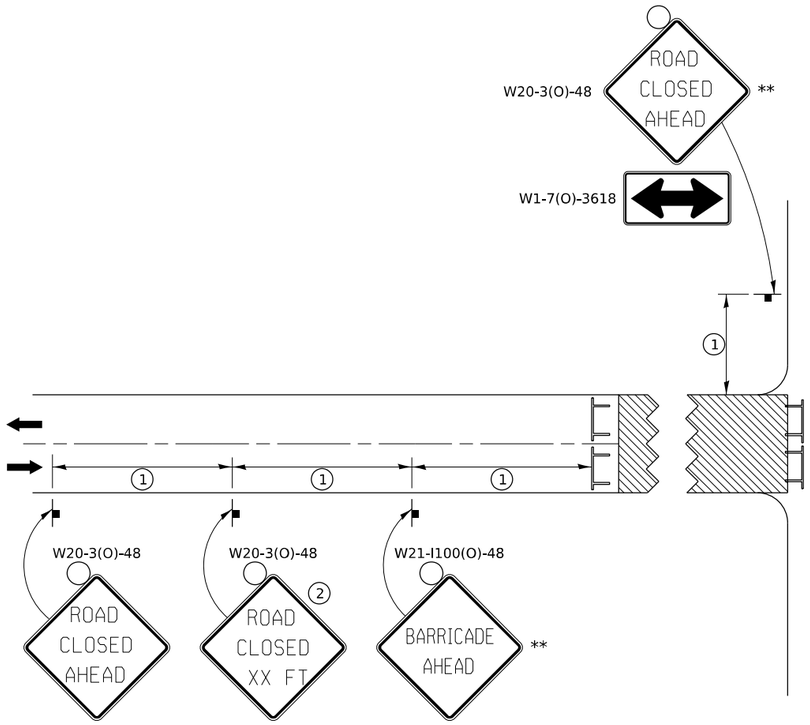
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

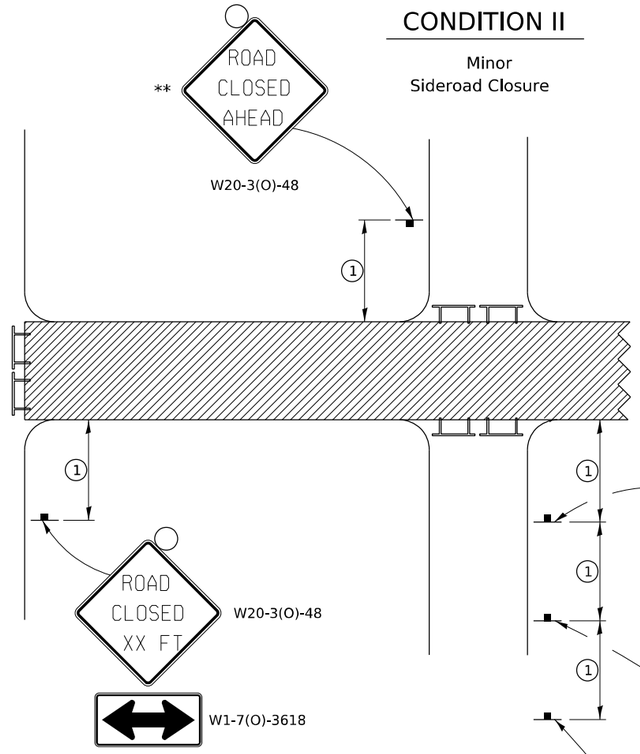
DISTRICT 2 STANDARDS

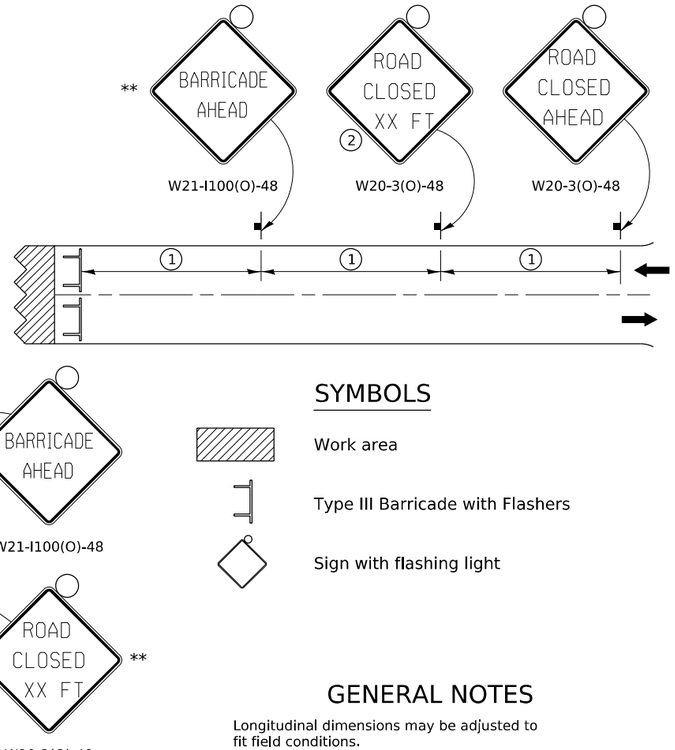
SCALE: NTS | SHEET 18 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	382
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL FOR ROAD CLOSURE







SYMBOLS

Work area

Type III Barricade with Flashers

Sign with flashing light

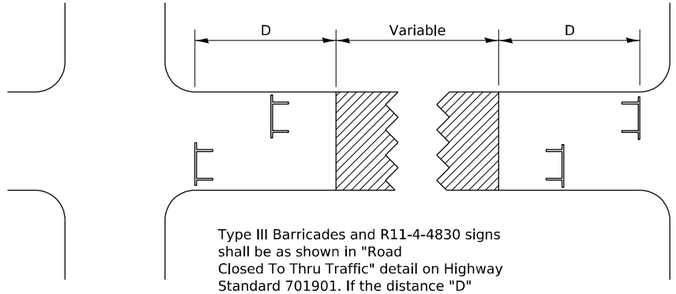
CONDITION I

Major
Sideroad Closure

① SIGN SPACING TABLE	
Posted Speed	Sign Spacing
45 MPH and above	500'
Below 45 MPH	250'

② SIGN LEGEND	
Posted Speed Limit	Distance
45 MPH and above	1000'
Below 45 MPH	500'

ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 2000' an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

8-03-17
1-05-16
8-27-13
10-17-11

GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

** Where local access is to be maintained, barricades are to be set up as shown in "Road Closed To Thru Traffic". Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

All dimensions are in inches unless otherwise shown.

TYPICAL APPLICATION FOR ROAD CLOSURE

MODEL: Standards 18 [Sheet]
FILE NAME: c:\pwwordir\benesch projects\projects\d0184745\D2684R72-KISH-Init-Standards.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher | DESIGNED - | REVISED -
DRAWN - | REVISED -
PLOT SCALE = $SCALE$ | CHECKED - J. TARDY | REVISED -
PLOT DATE = 11/24/2025 | DATE - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

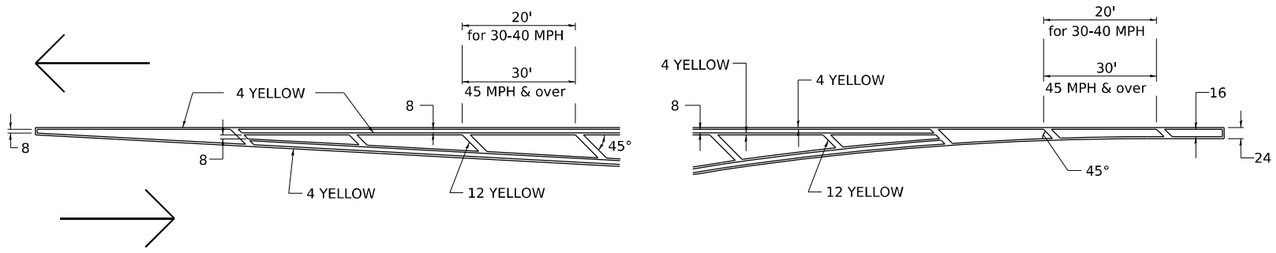
DISTRICT 2 STANDARDS

SCALE: NTS | SHEET 19 OF 26 SHEETS | STA. | TO STA.

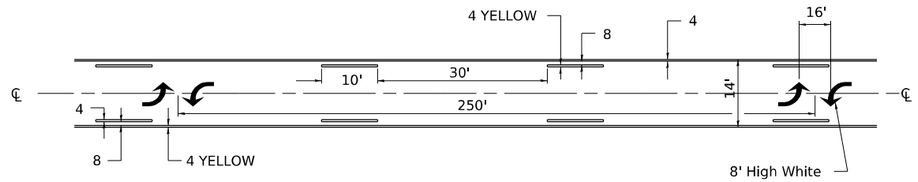
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	383
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

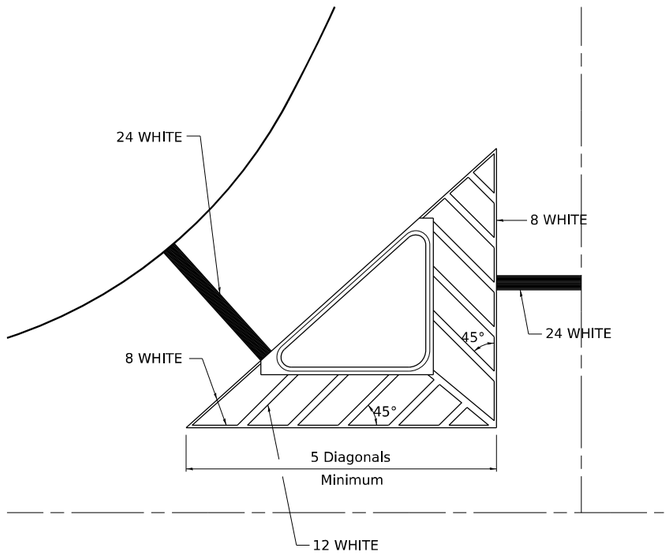


MEDIAN PAVEMENT MARKING



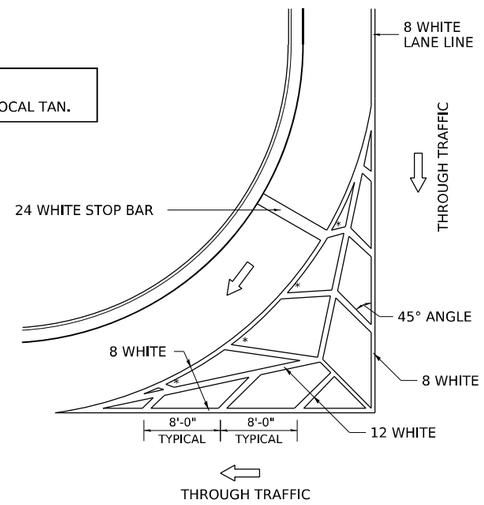
** ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH



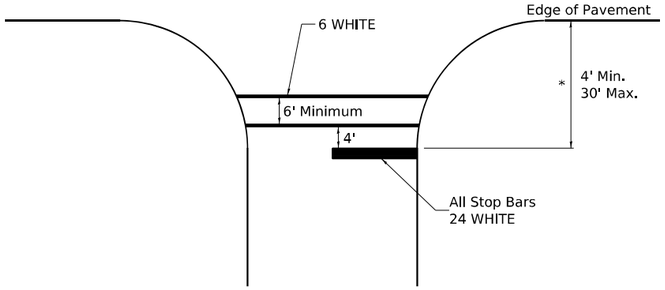
TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



STANDARD CROSSWALK MARKING

See Schedules for Locations



* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

6-27-14
3-05-12

TYPICAL PAVEMENT MARKINGS SHEET 1 OF 5 **41.1**

MODEL: Standards 19 [Sheet]
FILE NAME: c:\pwwordir\benesch projects\projects\d0184745\D264R72-4ISH-sht-Standards.dgn

benesch Alfred Benesch & Company 35 W Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-565-0450 Job No. 10800.00	USER NAME = jMajcher	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -
	PLOT DATE = 11/24/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

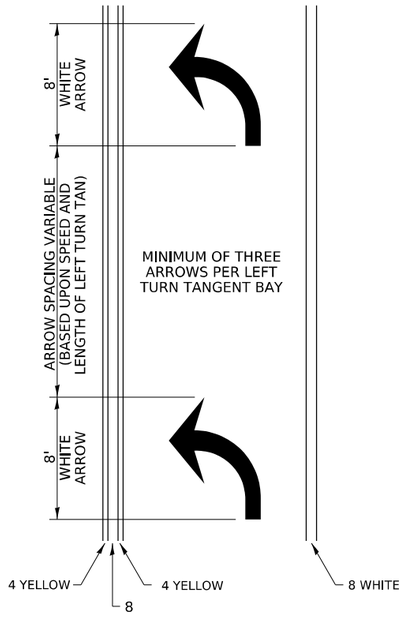
DISTRICT 2 STANDARDS

SCALE: NTS | SHEET 20 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	384
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

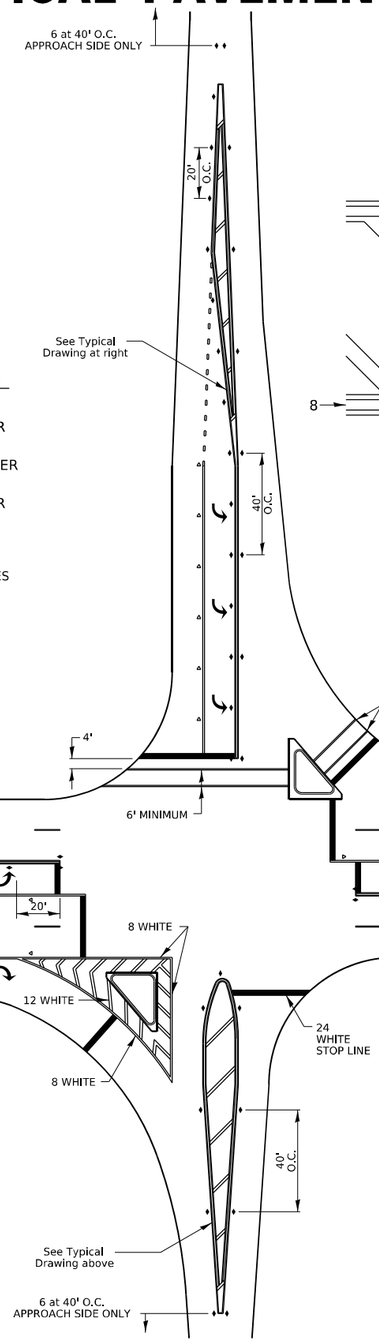
ARROW LAYOUT



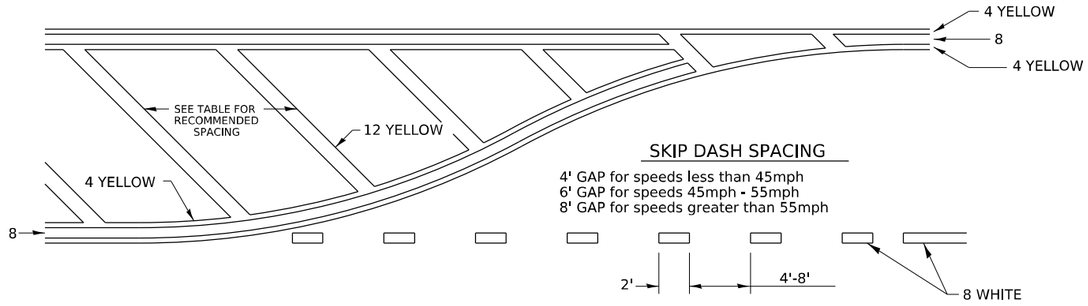
SYMBOLS

- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER
- TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.



TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



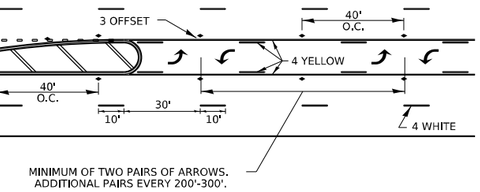
SKIP DASH SPACING

4' GAP for speeds less than 45mph
6' GAP for speeds 45mph - 55mph
8' GAP for speeds greater than 55mph

RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



6-27-14
3-05-12

MODEL: Standards 20 [Sheet]
FILE NAME: c:\pwwordir\benesch projects\projects\d0184745\D284R72-KISH-sht-Standards.dgn

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PLOT DATE = 11/24/2025	DATE -	REVISED -

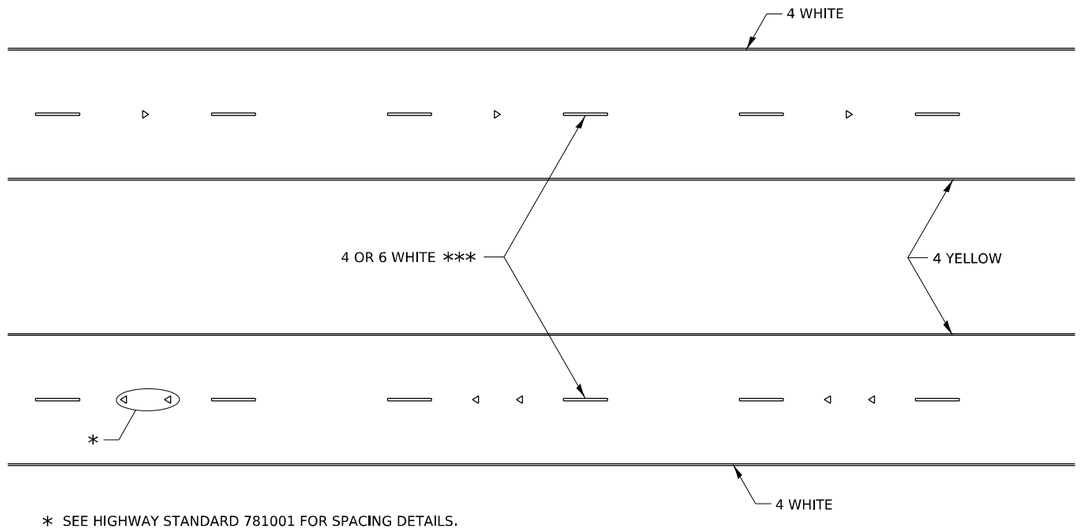
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: NTS | SHEET 21 OF 26 SHEETS | STA. | TO STA.

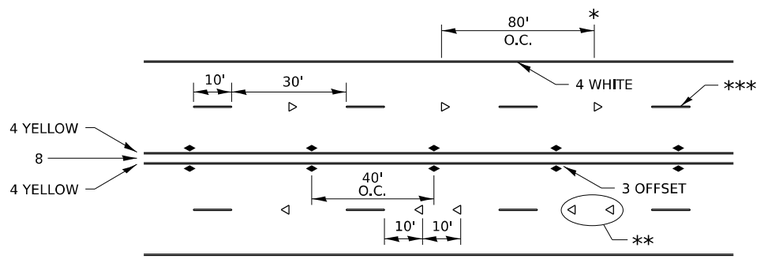
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	385
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 20,000.

MULTI–LANE / DIVIDED



* REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

** USE DOUBLE MARKERS WHEN ADT ≥ 20,000

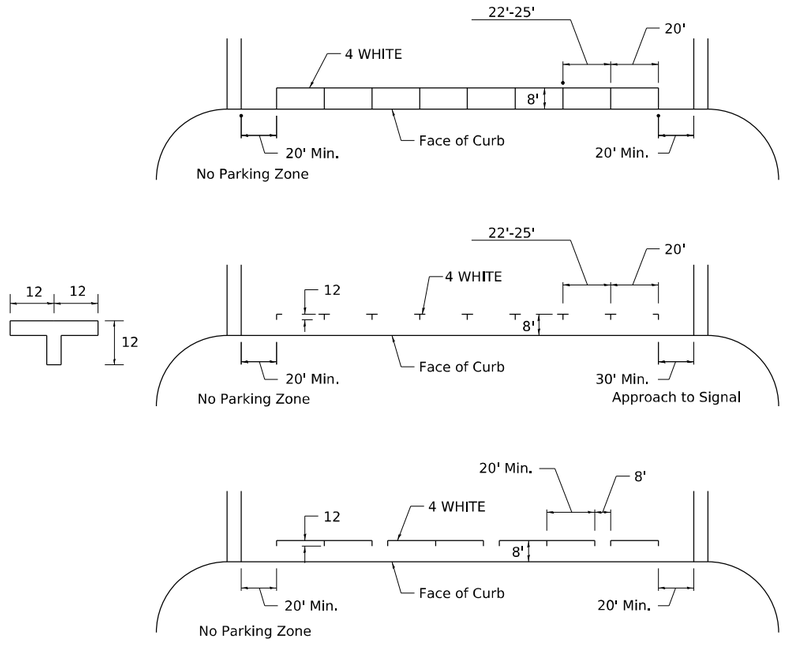
*** CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE. SPEED LIMIT 40 MPH AND OVER USE 6" LINE.

MULTI–LANE / UNDIVIDED & ONE WAY

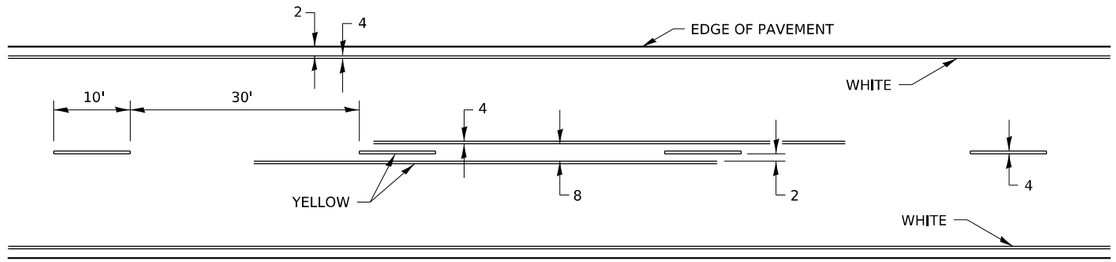
(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS DETAIL NOT HIGHWAY STANDARD 781001)

6-27-14
8-27-13
11-28-12

TYPICAL PARKING SPACING



TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



TYPICAL PAVEMENT MARKINGS SHEET 3 OF 5 41.1

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USER NAME = jMajcher	DESIGNED -	REVISED -
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PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -
PLOT DATE = 11/24/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: 1"=50' | SHEET 22 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	386
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

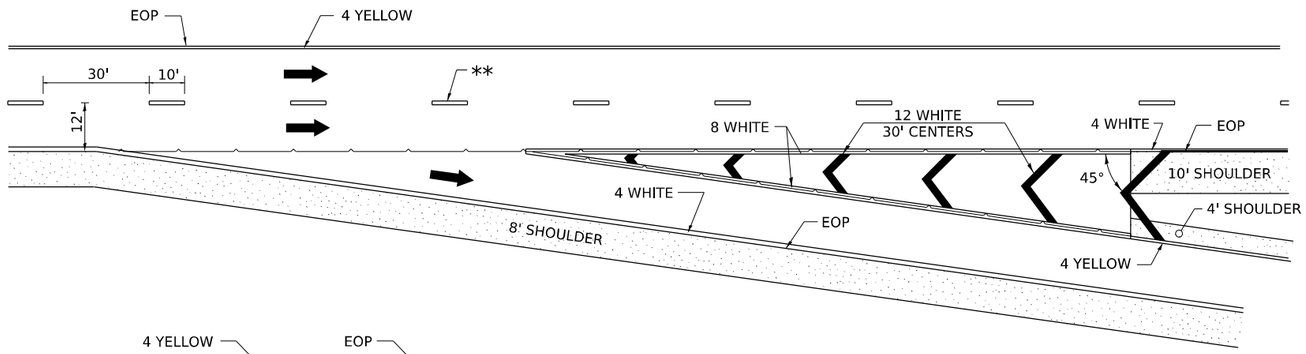
TYPICAL PAVEMENT MARKINGS

** 6" WHITE ON INTERSTATES, WHERE THE SPPED LIMIT IS 65 MPH, OR WHEN DIRECTED BY THE ENGINEER.

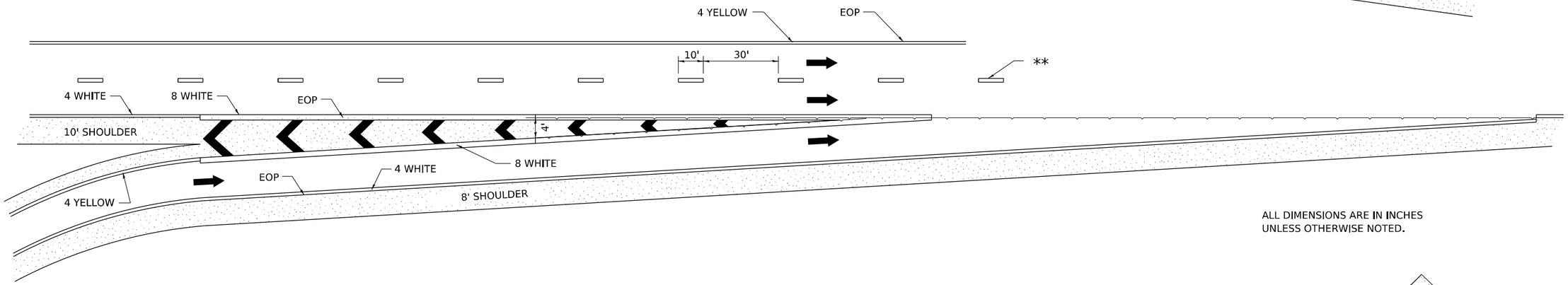
4" WIDE AT ALL OTHER LOCATIONS.

NOTE: GORE HATCHING PLACED ONLY WHEN SCHEDULED IN THE PLANS

EXIT RAMP

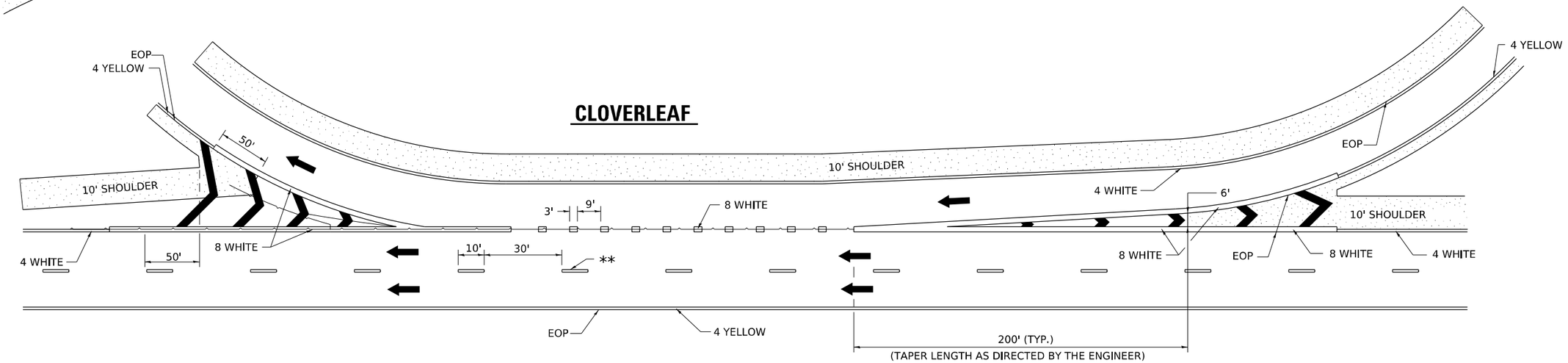


ENTRANCE RAMP



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

CLOVERLEAF



9-15-23
8-27-13
10-18-11

TYPICAL PAVEMENT MARKINGS SHEET 4 OF 5 41.1

MODEL: Standards 22 [Sheet]
FILE NAME: c:\pwworkin\benesch projects\projects\d0184745\D264R72-KISH-sht-Standards.dgn

benesch
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35 W Wacker Drive, Suite 3300
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312-565-0450 Job No. 10800.00

USER NAME = jworthington	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -
PLOT DATE = 9/19/2025	DATE -	REVISED -

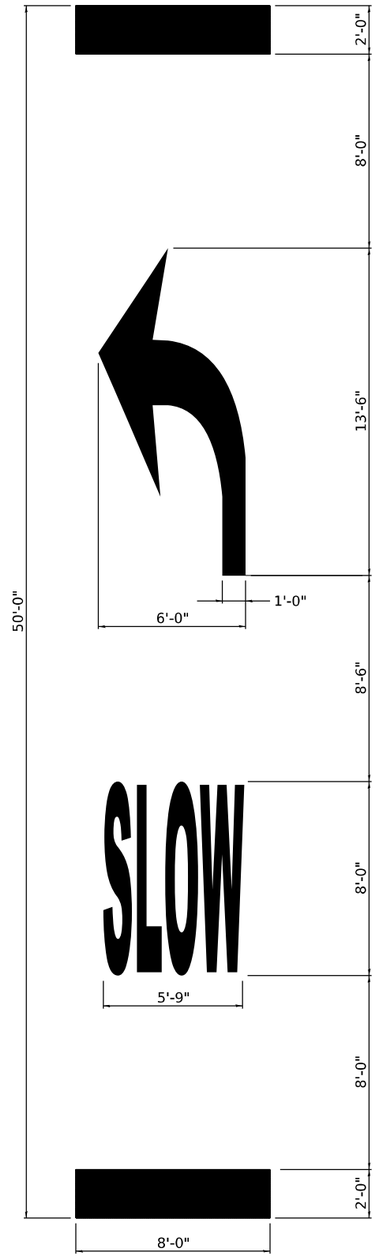
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: 1"=50' | SHEET 23 OF 26 SHEETS | STA. | TO STA.

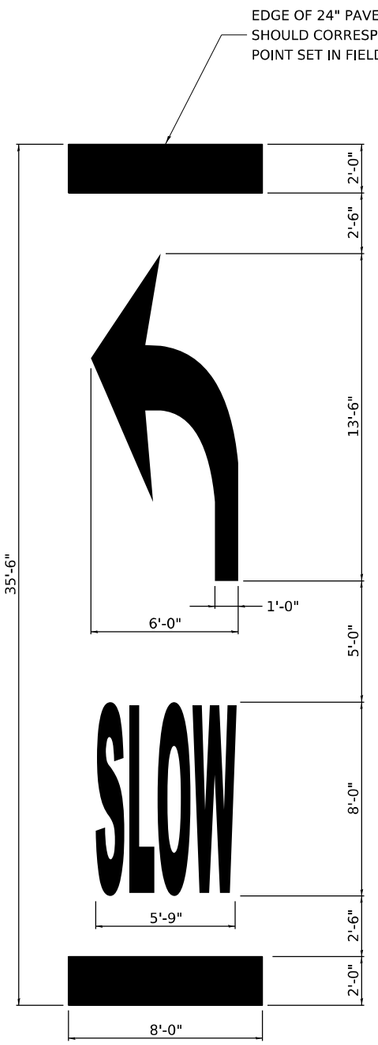
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	387
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS



SLOW CURVE ARROW
HIGH–SPEED STANDARD MARKING

(POSTED SPEED LIMIT 40 MPH OR GREATER)



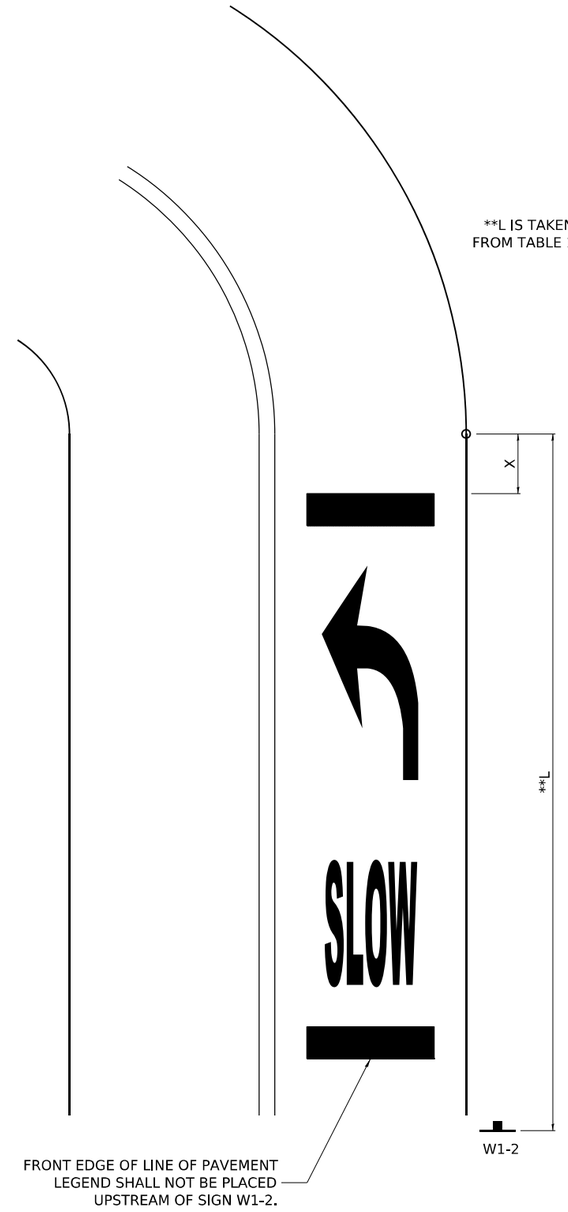
SLOW CURVE ARROW
LOW–SPEED STANDARD MARKING

(POSTED SPEED LIMIT 35 MPH OR LESS)

TABLE 1A

POSTED SPEED	WARNING SPEED							
	20	25	30	35	40	45	50	55
	VALUE OF X (FT.)							
20 *	100							
25 *	100	100						
30 *	100	100	100					
35 *	100	100	100	100				
40 *	100	100	100	100	100			
45 *	125	110	100	100	100	100		
50 *	225	200	175	135	100	100	100	
55 *	300	275	250	200	175	135	100	100

* NOTE: ON ROADWAYS WITH A POSTED SPEED LIMIT OF 35 MPH OR LESS, USE THE 35'-6" PAVEMENT MARKING LEGEND AS SHOWN IN THE SLOW CURVE ARROW, LOW-SPEED STANDARD MARKING. ON ALL OTHER ROADWAYS, USE THE 50'-0" PAVEMENT MARKING LEGEND AS SHOWN ON THE SLOW CURVE ARROW, HIGH-SPEED STANDARD MARKING.



TYPICAL LAYOUT AND PLACEMENT OF SUPPLEMENTAL CURVE PLACEMENT MARKING

4-17-25

MODEL: Standards 23 [Sheet]
FILE NAME: c:\pwworkr\benesch projects\projects\d0184745\D284R72-K(ISH-sht-Standards.dgn

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Chicago, Illinois 60601
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PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

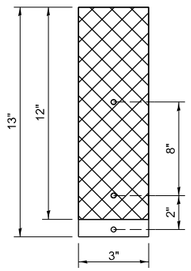
SCALE: 1"=50' | SHEET 24 OF 26 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	388
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

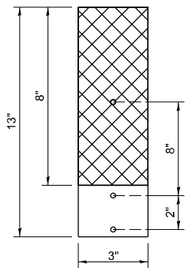
REFLECTORS (SPECIAL)

DELINEATOR REPLACEMENT

③ REPLACING 3 BUTTON DELINEATOR

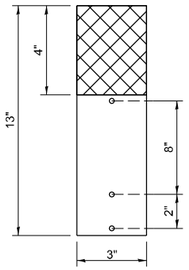


② REPLACING 2 BUTTON DELINEATOR

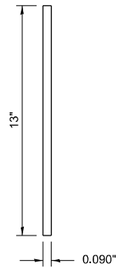


REFLECTORS FOR GUARDRAIL BLOCK OUT OR DELINEATOR POST

① STRAIGHT REFLECTOR / DELINEATOR



SIDE VIEW



NOTE:

REFLECTOR REPLACEMENT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR GUARDRAIL REFLECTORS, TYPE C (SPECIAL), WHICH INCLUDES ALL MOUNTING HARDWARE OUTLINED IN SECTION 635 OF THE SPEC BOOK.

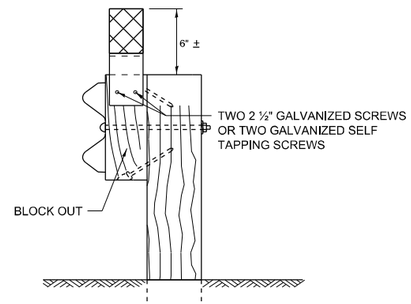
DELINEATOR INSTALLATION (REFLECTOR AND POST) SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR DELINEATORS (SPECIAL), WHICH INCLUDES ALL MOUTNING HARDWARE OUTLINED IN SECTION 635 OF THE SPEC BOOK.

REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE CRYSTAL.

REFLECTORS INSTALLED ON CENTER BARRIER OR IN THE MEDIAN SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE YELLOW.

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS ON THE OUTSIDE OF THE ROADWAY SHALL BE DOUBLE SIDED CRYSTAL.

SPACING FOR REFLECTORS SHALL BE ACCORDING TO STANDARD 782006 UNLESS OTHERWISE NOTED IN THE PLANS.

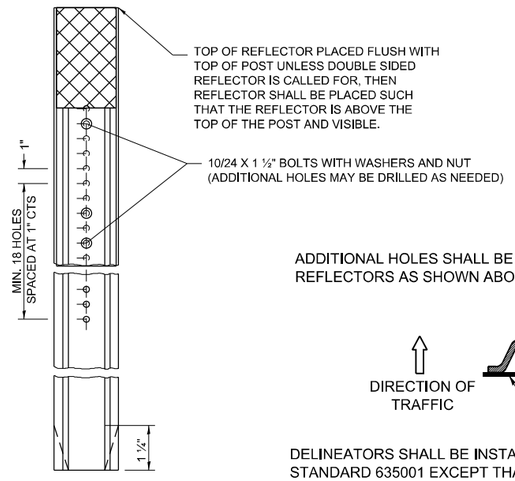


MOUNTED ON A GUARDRAIL BLOCK OUT

REFLECTORS SHALL BE MOUNTED DIRECTLY TO BLOCK OUTS.

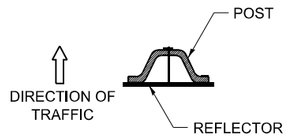
REFLECTORS MOUNTED ON WOODEN OR PLASTIC OR METAL BLOCK OUT SHALL BE MOUNTED USING TWO 2 ½" GALVANIZED SCREWS WITH WASHERS OR TWO SELF TAPPING GALVANIZED SCREWS WITH WASHERS.

ADDITIONAL SHEETING MAY BE ADDED AS NEEDED FOR TURN AROUNDS AS SHOWN IN THE PLANS

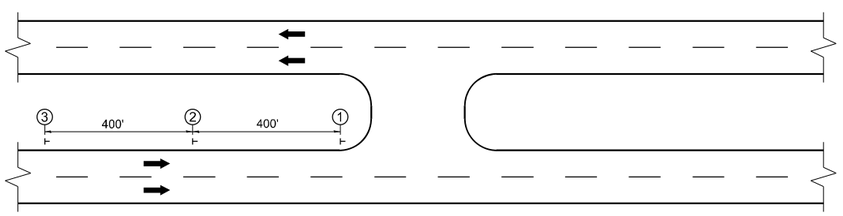


MOUNTED ON A DELINEATOR POST

ADDITIONAL HOLES SHALL BE DRILLED IN THE REFLECTORS AS SHOWN ABOVE.



DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE REFLECTOR ATTACHECD AS SHOWN ABOVE.



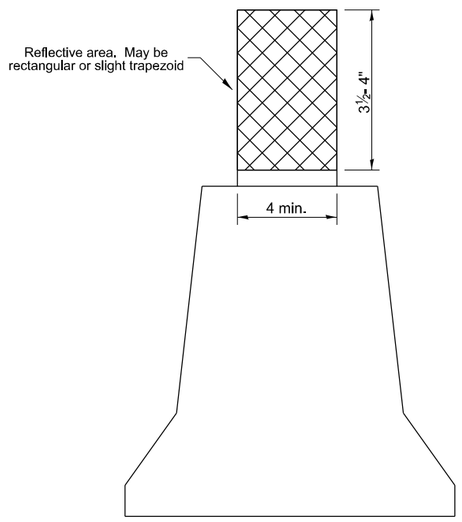
LEGEND

OR = DELINEATOR

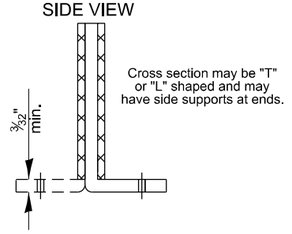
= REFLECTIVE AREA

REFLECTORS MOUNTED ON BARRIER WALL

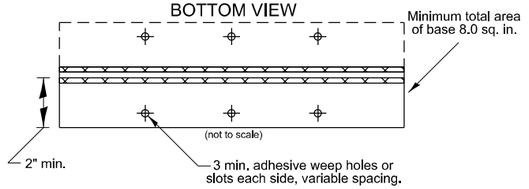
FRONT VIEW



SIDE VIEW



BOTTOM VIEW



NOTE:

REFLECTORS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR BARRIER WALL REFLECTORS (SPECIAL), WHICH PRICE SHALL ALSO INCLUDE SCREWS, WASHERS OR AN APPROVED BONDING AGENT.

REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE CRYSTAL.

REFLECTORS INSTALLED ON CENTER BARRIER SHALL BE DOUBLE SIDE AND BOTH SIDES SHALL BE AMBER.

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS ALONG THE OUSTIDE OF THE HIGHWAY SHALL BE DOUBLE SIDED CRYSTAL.

SPACING FOR REFLECTORS SHALL BE ACCORDING TO STANDARD 782006 UNLESS OTHERWISE NOTED IN THE PLANS.

3-07-25
3-07-24
4-27-23
6-21-21

MODEL: Standards 24 [Sheet]
FILE NAME: c:\pwwordir\benesch projects\projects\d0184745\D2684R72-KISH-sht-Standards.dgn

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	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -
PLOT DATE = 11/24/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: 1"=50' | SHEET 25 OF 26 SHEETS | STA. | TO STA.

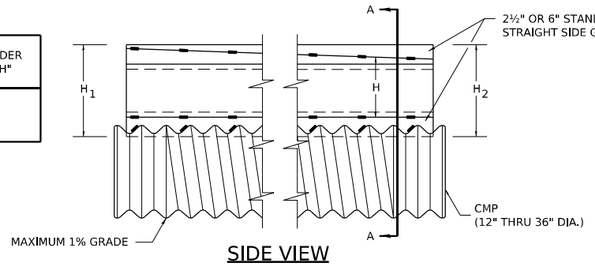
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	389
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

REFLECTORS (SPECIAL) 55.1

SLOTTED DRAIN PIPE

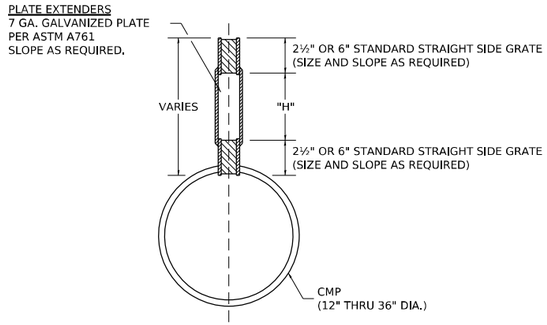
LOADING CONDITION	MAX. EXTENDER HEIGHT - "H"
H20/H25 * 750 PSI CONCRETE	19"

* 125 PSI TIRE PRESSURE



SIDE VIEW

DETAIL WITH VARIABLE HEIGHT GRATE



SECTION A-A

GENERAL

Class SI Concrete shall be used throughout.
This specification covers Slottted Drain used for the removal of water as shown on the plans.
The Slotted Drain shall be Corrugated Pipe Culvert with Integral Slotted Drains.
Before placing the concrete adjacent to the pipe, the slot shall be covered by either thin, flat metal sheeting or by a board notched to fit over the grate bars. This covering must fit closely in the slot to prevent entry of concrete into the pipe. Paving over the slotted drain will then be one continuous operation over the protected drain. The protection for the drain slot shall then be removed. The pipe shall drain into the side of the inlet. The opening where the slot is removed shall be covered to prevent concrete from entering the pipe.
The Corrugated Steel Pipe used in the Slotted Drain shall meet the requirements of AASHTO M36/ASTM A760.
The CMP shall be ALUMINIZED STEEL Type 2.
The diameter shall be as shown on the plans.
Steel grating shall meet the galvanizing requirements of AASHTO M111.
This work will be paid for at the contract unit price per foot for SLOTTED DRAIN of the pipe diameter specified WITH VARIABLE SLOT,or SLOTTED DRAIN, of the pipe diameter specified, WITH 6" SLOT, and shall include concrete and grating for depth specified on plans.
Use approved end cap to prevent concrete entry into the pipe during gutter construction on the upstream end of the pipe.

CONNECTIONS

The Corrugated Steel Pipe shall have a minimum of two rerolled annular ends.
The Slotted Drain bands shall be modified HUGGER Bands to secure the pipe and prevent infiltration of the backfill.
When the Slotted Drain is banded together, the adjacent grates shall have a maximum 3" gap.

GRATES

The grates shall be manufactured from ASTM A670, Grade 36 steel. The spacers and bearing bars (sides) shall be 3/16 " material ±0.008".
The spacers shall be on 6" centers and welded on both sides to each bearing bar (sides) with four (4) 1- 1/4 " long 3/16 " fillet welds on each side of the bearing bar.
The plate extender shall be 7 gage steel meeting ASTM A761.
The engineer may call for tensile strength tests on the grate if the grate is not in compliance with the above spacer specifications. If tensile strength tests are called for, minimum results for an in-place spacer pulled perpendicular to the bearing bar shall be:
T= 12,000 pounds for 2- 1/2 " grate
T= 15,000 pounds for 6" grate

GALVANIZING

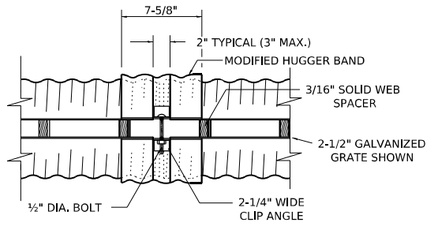
The grate and plate extenders shall be galvanized in accordance with ASTM A123 except with a 2 oz. galvanized coating.

GRATE ATTACHED TO CSP

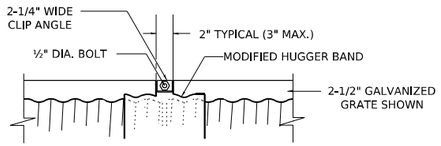
The grate shall be fillet welded with a minimum weld 1" long to the CSP on each side of the grate at every other corrugation.

TOLERANCES - FINISHED SLOTTED DRAIN - 20' LENGTHS

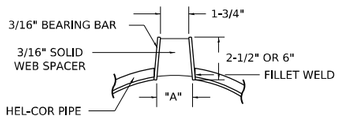
Vertical Bow= ± 3/8 "
Horizontal Bow= ± 5/8 "
Twist= ± 1/2 "



TOP VIEW

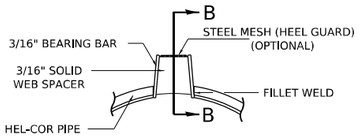


SIDE VIEW



SECTION A-A

STANDARD DETAIL



SECTION A-A

DETAIL WITH MESH

(TRAPEZOIDAL GALVANIZED GRATE SHOWN)

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

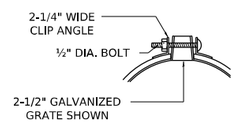
GRATE TYPE		"A"
VERT	2-1/2"	1-3/4"
VERT	6"	1-3/4"
TRAP	2-1/2"	2-1/4"
TRAP	6"	3"

VERT = VERTICAL
TRAP = TRAPIZOIDAL

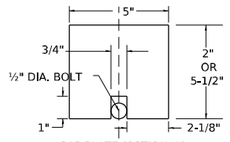
SLOTTED DRAIN NOTES

1. GRATING IS AVAILABLE IN DEPTHS OF 2-1/2" AND 6".
2. VERTICAL GRATING (STRAIGHT SIDES) WITH VERTICAL SPACERS IS ALSO AVAILABLE.
3. FOR 6" VERTICAL & TRAPIZOIDAL REQUIREMENTS, THE SLOTTED DRAIN BAND MAY BE FURNISHED WITH THE 4" TECHCO BAND ANGLE.
4. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
5. DIMENSIONS FOR H_1 AND H_2 AS REQUIRED.
6. H_1 AND H_2 MEASURED FROM TOP OF GRATE TO BOTTOM OF GRATE.

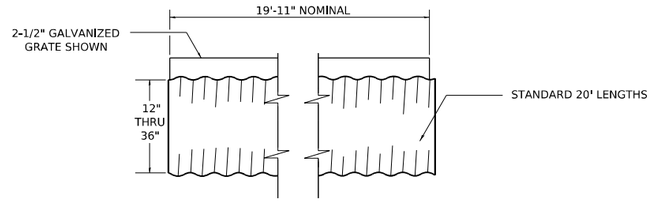
1-05-16
6-27-14
10-18-11



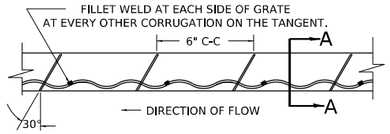
END VIEW



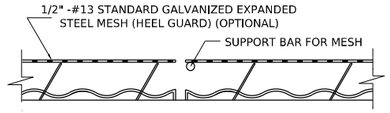
GAP PLATE (OPTIONAL)
MAY BE PLACED DIRECTLY OVER BAND BOLT TO PROVIDE CONTINUOUS FORM FOR GROUTING.



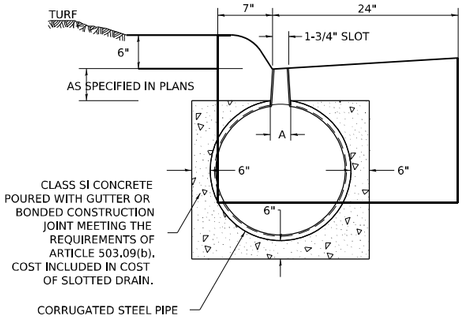
TYPICAL PIPE SECTION



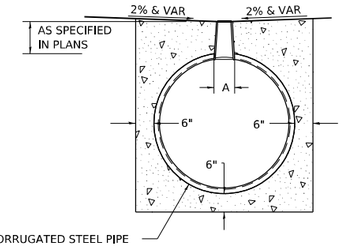
GRATE WELDING DETAIL



SECTION B-B



DETAIL FOR CURB & GUTTER



DETAIL FOR CROSSOVERS, DRIVEWAYS, OR PARKING LOTS

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

SLOTTED DRAIN PIPE 68.1

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DISTRICT 2 STANDARDS

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	ILLINOIS FED. AID PROJECT			

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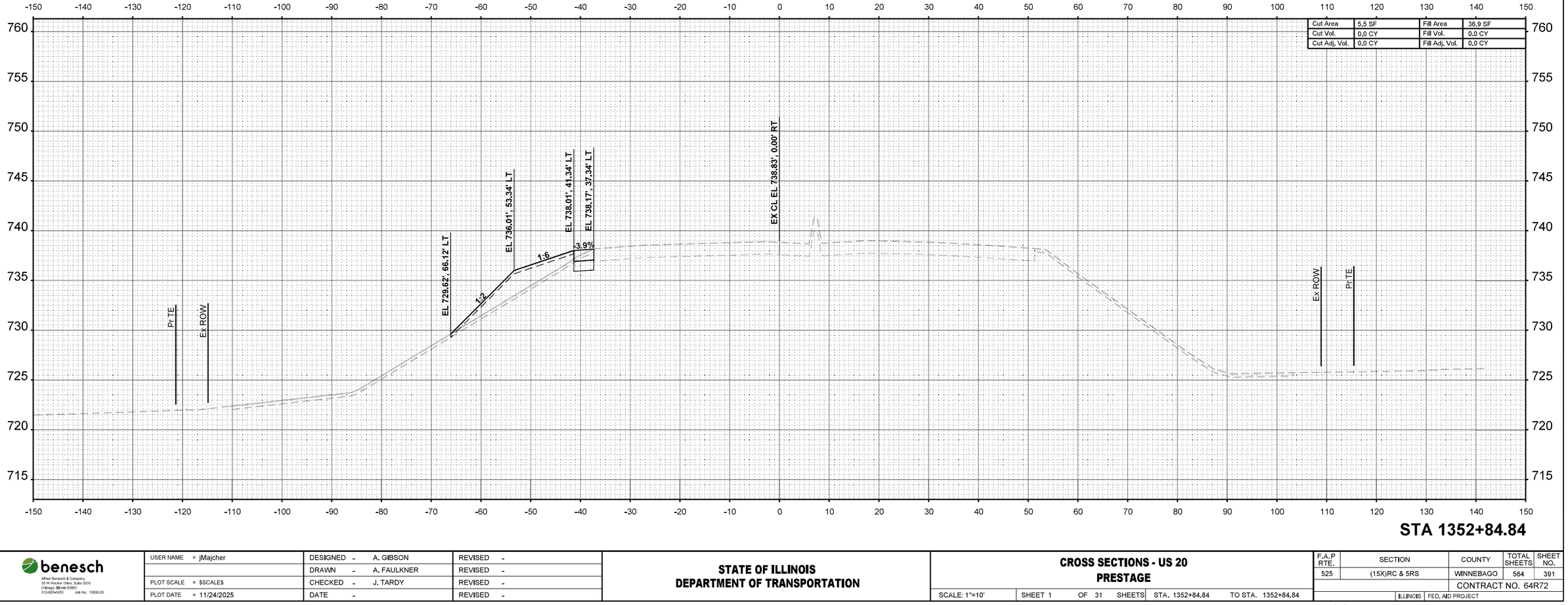

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CROSS SECTIONS - US 20
PRESTAGE

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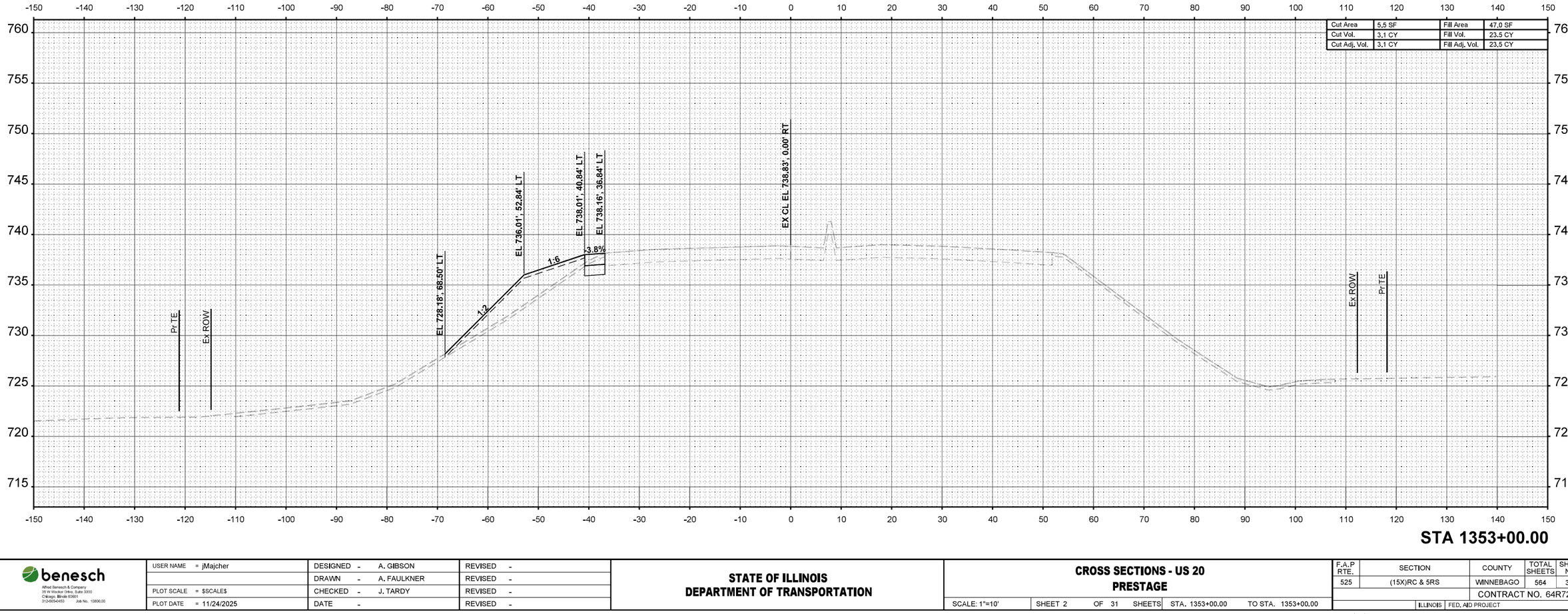

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CROSS SECTIONS - US 20
PRESTAGE

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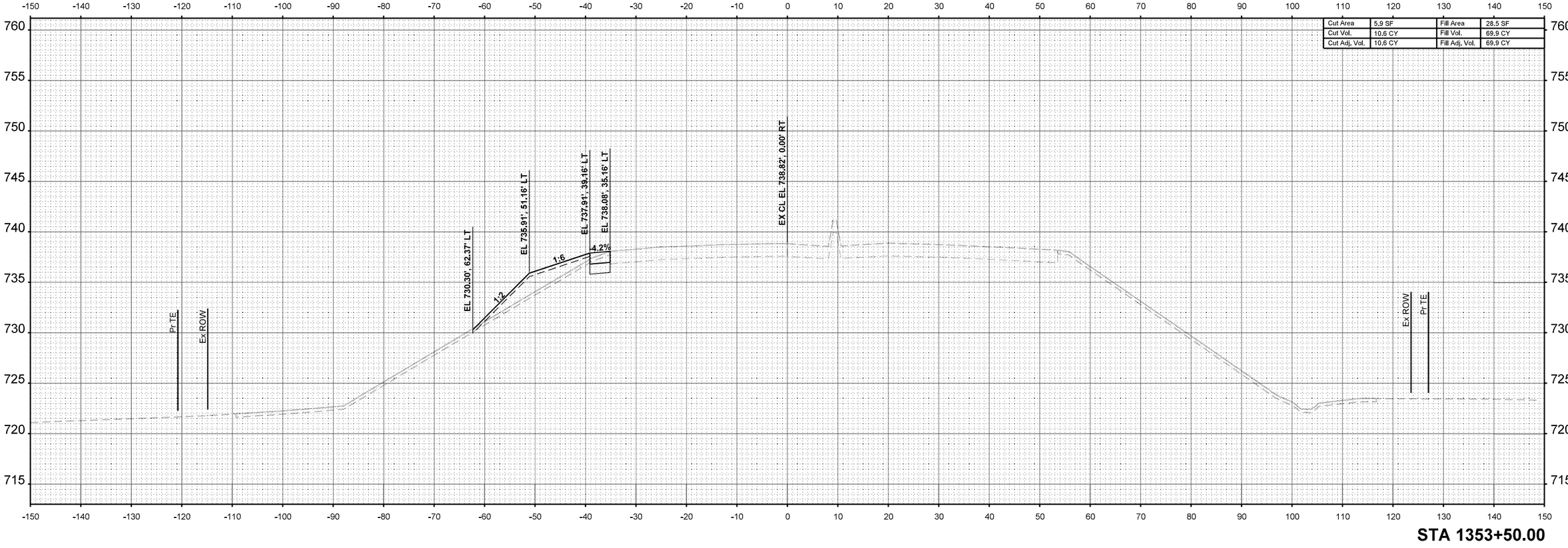

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CROSS SECTIONS - US 20
PRESTAGE

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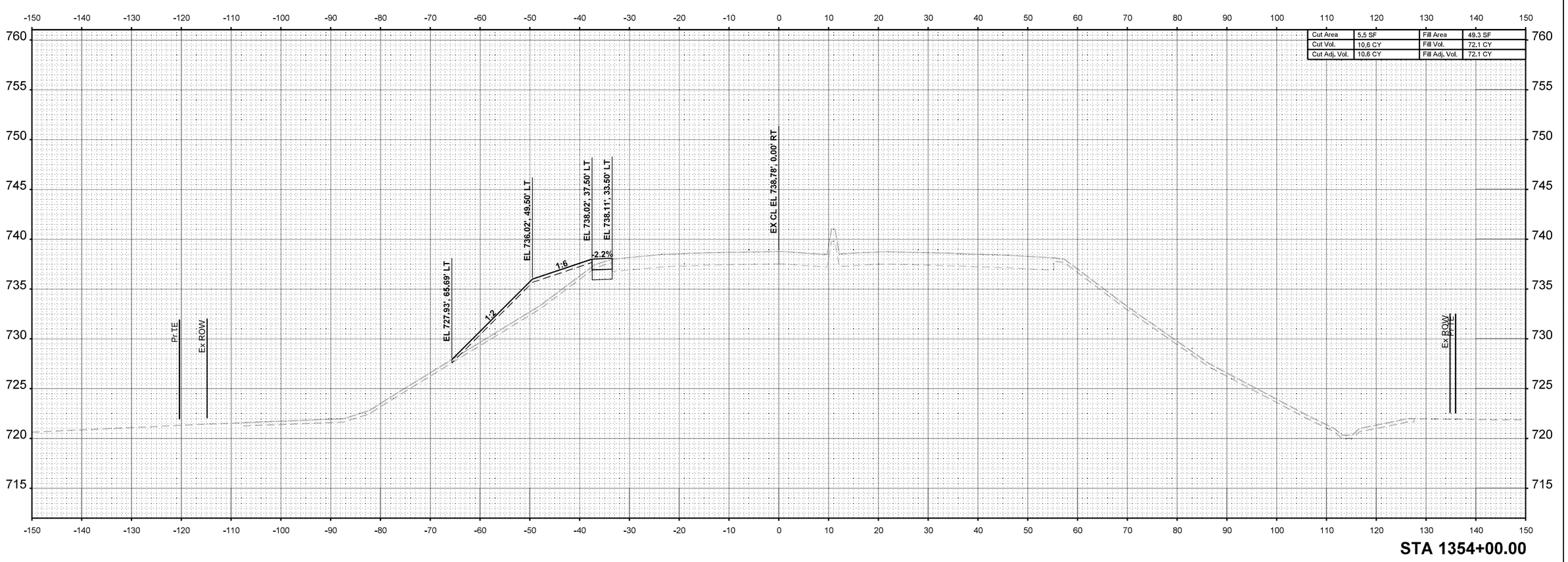

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CROSS SECTIONS - US 20
PRESTAGE

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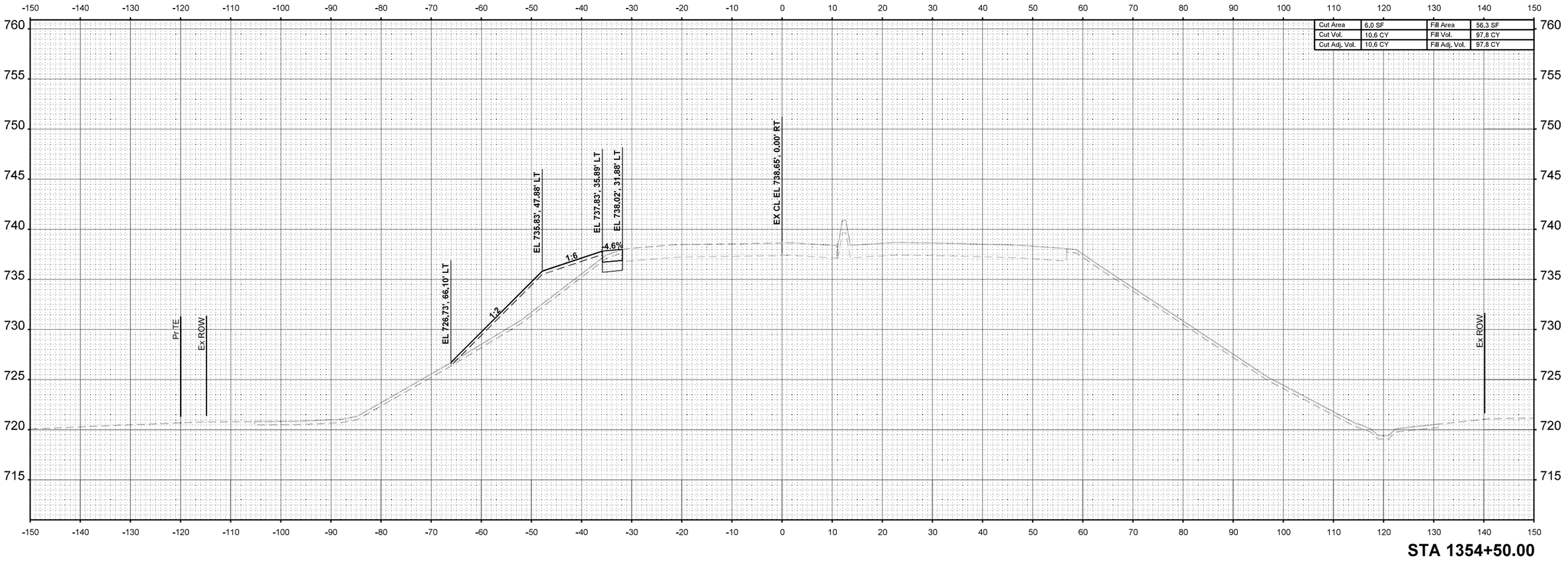

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PRESTAGE

SCALE: 1"=10' | SHEET 5 OF 31 SHEETS | STA. 1354+50.00 | TO STA. 1354+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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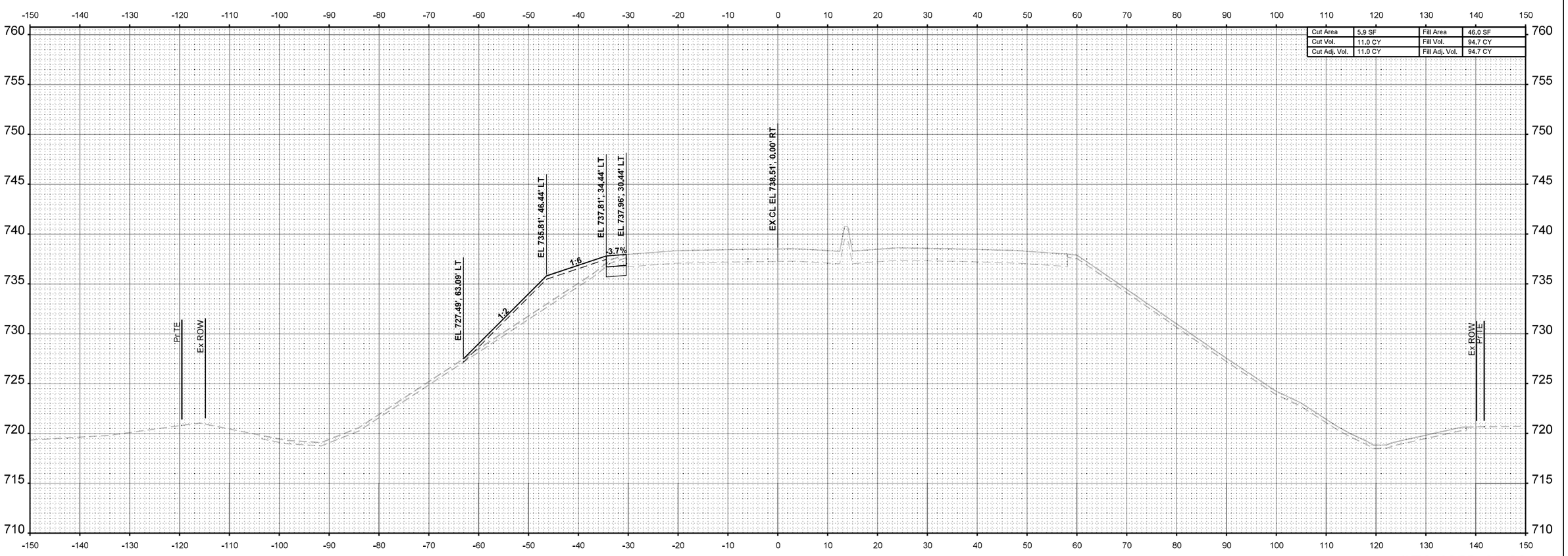

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CROSS SECTIONS - US 20
PRESTAGE

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525	(15X)RC & 5RS	WINNEBAGO	564	396
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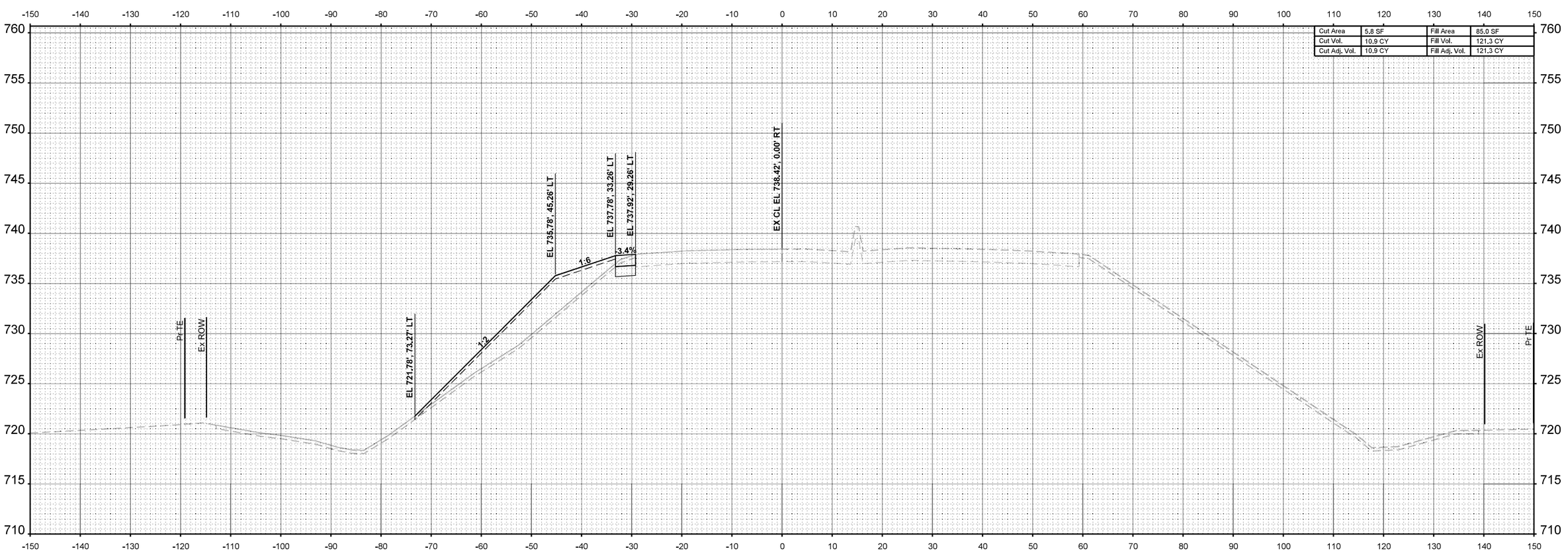

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NOTE BOOK	TEMPLATE		
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NO.	AREAS CHECKED		

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CROSS SECTIONS - US 20
PRESTAGE

SCALE: 1"=10' | SHEET 7 OF 31 SHEETS | STA. 1355+50.00 | TO STA. 1355+50.00

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

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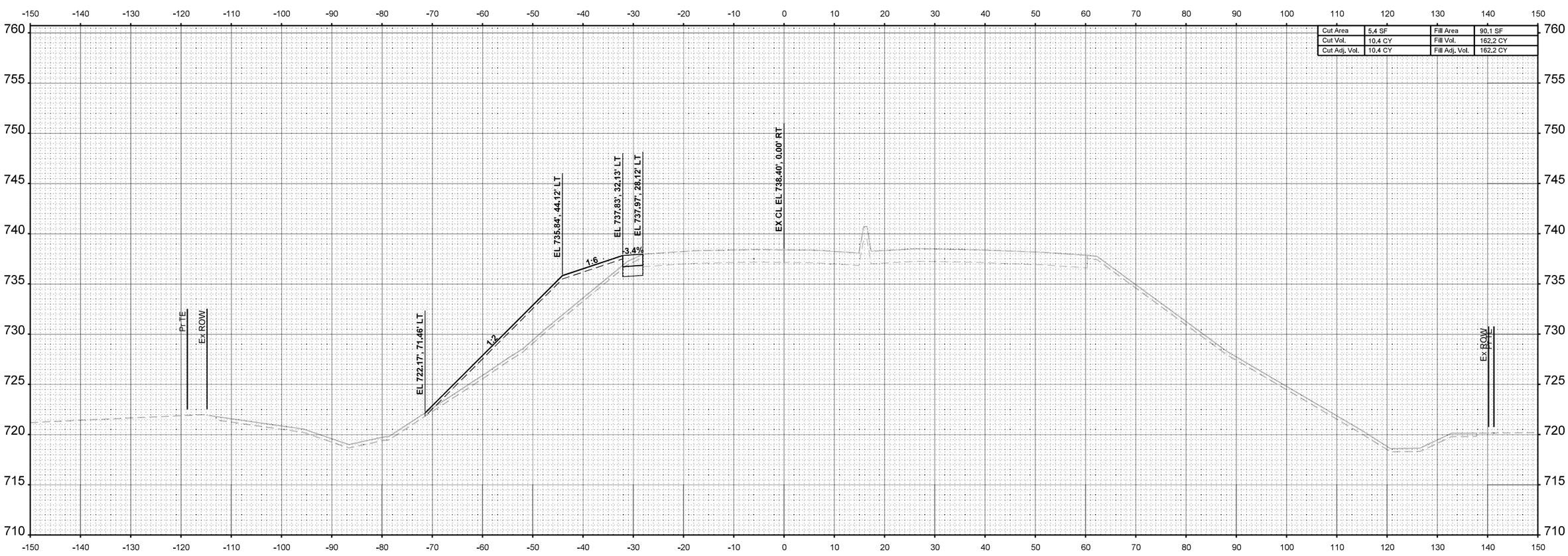

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CROSS SECTIONS - US 20
PRESTAGE

SCALE: 1"=10' | SHEET 8 OF 31 SHEETS | STA. 1356+00.00 | TO STA. 1356+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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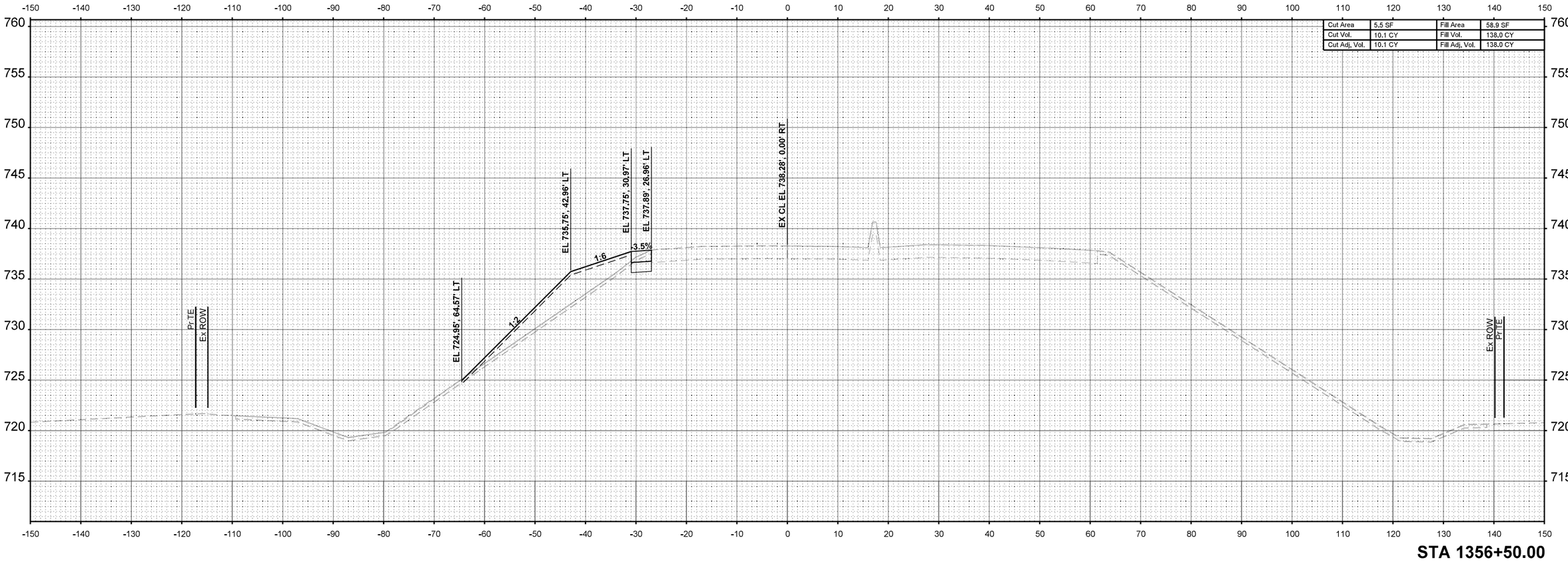
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

Cut Area	5.5 SF	Fill Area	58.9 SF
Cut Vol.	10.1 CY	Fill Vol.	138.0 CY
Cut Adj. Vol.	10.1 CY	Fill Adj. Vol.	138.0 CY



STA 1356+50.00

MODEL: US 20 Prestage - 1356+50.00 [Sheet]
FILE NAME: c:\pwwordir\benesch projects\projects\d0184628\D264R72-Kish-shlt-Prestage-XS.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED - A. GIBSON	REVISED -
	DRAWN - A. FAULKNER	REVISED -
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -
PLOT DATE = 11/24/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - US 20
PRESTAGE

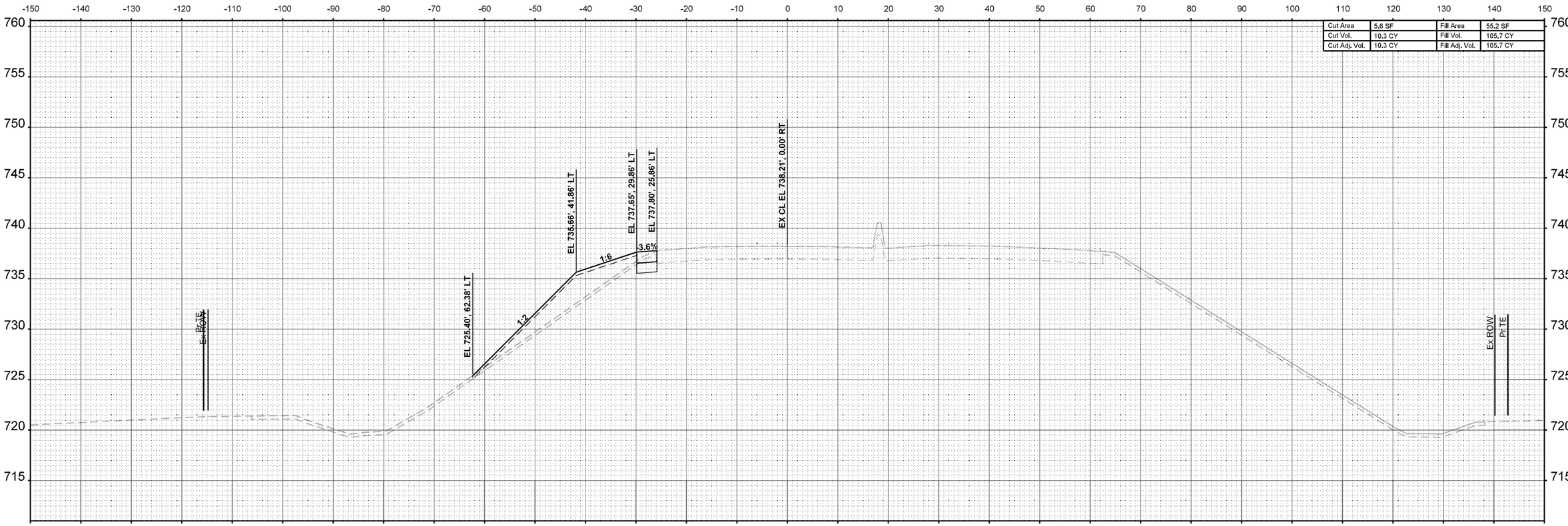
SCALE: 1"=10' | SHEET 9 OF 31 SHEETS | STA. 1356+50.00 | TO STA. 1356+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	399
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

Cut Area	5.6 SF	Fill Area	55.2 SF
Cut Vol.	10.3 CY	Fill Vol.	105.7 CY
Cut Adj. Vol.	10.3 CY	Fill Adj. Vol.	105.7 CY



STA 1357+00.00

MODEL: US 20 Prestage - 1357+00.00 [Sheet]
FILE NAME: c:\pwwordir\benesch projects\projects\d0184628\D264R72-Kish-shlt-Prestage-XS.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED - A. GIBSON	REVISED -
	DRAWN - A. FAULKNER	REVISED -
PLOT SCALE = $SCALE$	CHECKED - J. TARDY	REVISED -
PLOT DATE = 11/24/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - US 20
PRESTAGE

SCALE: 1"=10' | SHEET 10 OF 31 SHEETS | STA. 1357+00.00 | TO STA. 1357+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(15X)RC & 5RS	WINNEBAGO	564	400
		CONTRACT NO. 64R72		
	ILLINOIS	FED. AID PROJECT		