11-5-2021 LETTING ITEM 035

BUREAU

66H26

35

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)ES	BUREAU	84	1
	ILLINOIS	CONTRACT NO. 66H26		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

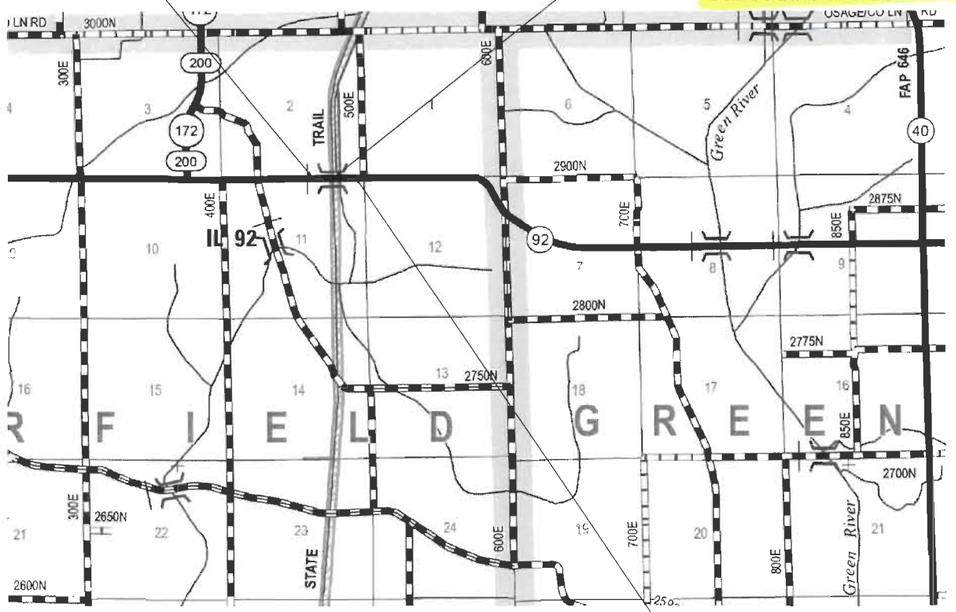
FAP 587 (IL 92)
SECTION (135B–1)BR
PROJECT NO. STP–8EV2(971)
BRIDGE REPLACEMENT
BUREAU COUNTY
C–93–073–21

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA – IL 92
MAJOR COLLECTOR
2017 ADT = 450 PROJ. 2040 ADT = 554
P.V. = 88.9% S.U. = 6.7% M.U. = 4.4%

BEGIN IMPROVEMENT (IL 92)
STA. 223 + 45.00

BRIDGE REMOVAL AND REPLACEMENT
STA. 230 + 74.26
EXIST. S.N. 006–0096
PROP. S.N. 006–0189



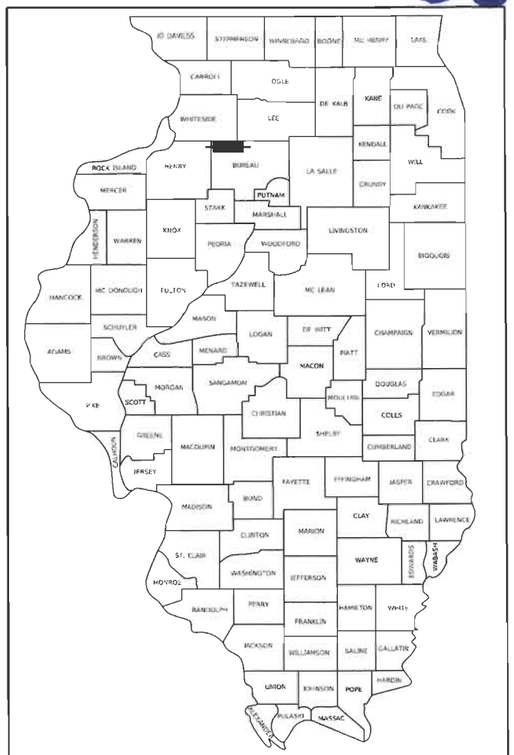
N

LOCATION MAP
NOT TO SCALE

END IMPROVEMENT (IL 92)
STA. 238 + 10.00

GROSS LENGTH = 1465.00 FT. = 0.277 MILE
NET LENGTH = 1465.00 FT. = 0.277 MILE

P-93-022-18



LOCATION OF SECTION INDICATED THUS: –

EFK•Moen
Civil Engineering Design

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 11, 20 21
REGIONAL ENGINEER
October 1 20 21
ENGINEER OF DESIGN AND ENVIRONMENT
October 20 21
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

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

DISTRICT 3 NO. (815) 434–6131
PROJECT ENGINEER: BRAD DUNCAN, P.E.
UNIT CHIEF: LUIS CALDERON, P.E.
TOWNSHIP(S): FAIRFIELD TOWNSHIP
CONTRACT NO. 66H26

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-08 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

001001-02 AREAS OF REINFORCEMENT BARS

001006 DECIMAL OF AN INCH AND OF A FOOT

280001-07 TEMPORARY EROSION CONTROL SYSTEMS

420406 PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB

424026-03 ENTRANCE/ALLEY PEDESTRIAN CROSSINGS

482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT

515001-04 NAME PLATE FOR BRIDGES

542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION

542401-04 METAL FLARED END SECTION FOR PIPE CULVERTS

601001-05 PIPE UNDERDRAINS

601101-02 CONCRETE HEADWALL FOR PIPE UNDERDRAINS

630001-12 STEEL PLATE BEAM GUARDRAIL

630201-07 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL

630301-09 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS

631031-17 TRAFFIC BARRIER TERMINAL, TYPE 6

701001-02 OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY

701006-05 OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE

701011-04 OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY

701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS

701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY

701901-08 TRAFFIC CONTROL DEVICES

720001-01 SIGN PANEL MOUNTING DETAILS

720006-04 SIGN PANEL ERECTION DETAILS

725001-01 OBJECT AND TERMINAL MARKERS

780001-05 TYPICAL PAVEMENT MARKINGS

781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

782006-01 GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

BLR 21-9 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

RYAN CALL
062-064397
LICENSED PROFESSIONAL ENGINEER
OF
ILLINOIS

Signed: _____
Date: 07/29/2021
License Expires: 11/30/2021
The seal shown above is valid for Sheets 01-37, and 59-84.

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

Signed: Alex C. Benz
Date: 07/29/2021
License Expires: 11/30/2022
The seal shown above is valid for Sheets 38-58.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

_____
SUPERVISING CONSTRUCTION FIELD ENGINEER

_____
RESIDENT ENGINEER / TECHNICIAN

START & END DATES OF CONSTRUCTION: _____

INSPECTORS: _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: _____

DATE: _____

EXAMINED BY: _____
DISTRICT CONSTRUCTION ENGINEER

_____
DISTRICT MATERIALS ENGINEER

_____
DISTRICT OPERATIONS ENGINEER

MODEL: Default
FILE NAME: Z:\20027.09 IDOT D3 PTB 194-027 W09 IL 92 over Hennepin Canal Feeder\DGN\Design\Prelim\Plansheets\D366h25-sht-gennote.dgn

EFK•Moen
Civil Engineering Design

USER NAME = RGall	DESIGNED - RG	REVISED -	
	DRAWN - CS	REVISED -	
PLOT SCALE = 40.0000 ' / In.	CHECKED - JH	REVISED -	
PLOT DATE = 8/4/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 92 OVER HENNEPIN CANAL FEEDER
INDEX AND HIGHWAY STANDARDS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BR	BUREAU	84	2
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK WILL BE INCLUDED IN THE COST OF THE HMA SURFACE.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES WILL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS/CU YD
HMA PAVEMENT	112	LBS/SQ YD/IN

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
- AT&T
- COMED
- FRONTIER
- NORTHERN BORDER

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES (100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

REMOVAL OF EXISTING STRUCTURES:
A UTILITY LINE (FRONTIER) IS CURRENTLY ATTACHED TO THE SOUTH SIDE OF THE STRUCTURE. THE CONTRACTOR SHALL VERIFY WITH FRONTIER IF THE LINE IS INACTIVE PRIOR TO REMOVAL. THE REMOVAL OF THIS LINE AND ANY NEARBY LINES INTERFERING WITH THE PROPOSED CONSTRUCTION OF THE NEW STRUCTURE SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE REMOVAL OF THE EXISTING STRUCTURES.

STAGING OF CONSTRUCTION EQUIPMENT AND MATERIALS ON IDNR PROPERTY:
NO STAGING OR STORAGE OF CONSTRUCTION MATERIALS WILL BE ALLOWED ON IDNR PROPERTY UNLESS APPROVED BY THE PROPERTY OWNER. IF PERMISSION IS GRANTED, DAMAGES DUE TO STORAGE / STAGING SHALL BE REPAIRED AT NO COST TO THE DEPARTMENT AND PROPERTY OWNERS.

EXISTING SIGNS:
SIGNS REMOVED AND NOT REPLACED SHALL BE RETURNED TO IDOT DISTRICT 3.

COMMITMENTS

TREES OVER 3 INCH DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1ST TO SEPTEMBER 30TH

THE HENNEPIN CANAL TRAIL MUST BE OPENED FROM 9/30/2022 TO 10/2/2022 FOR HENNEPIN 100 RACE. CONSTRUCTION ACTIVITIES SHALL BE ADJUSTED TO COMPLY WITH THIS REQUIREMENT.

EFK•Moen
Civil Engineering Design

USER NAME = RGall	DESIGNED - RG	REVISED -
	DRAWN - CS	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JH	REVISED -
PLOT DATE = 8/3/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 92 OVER HENNEPIN CANAL FEEDER
GENERAL NOTES

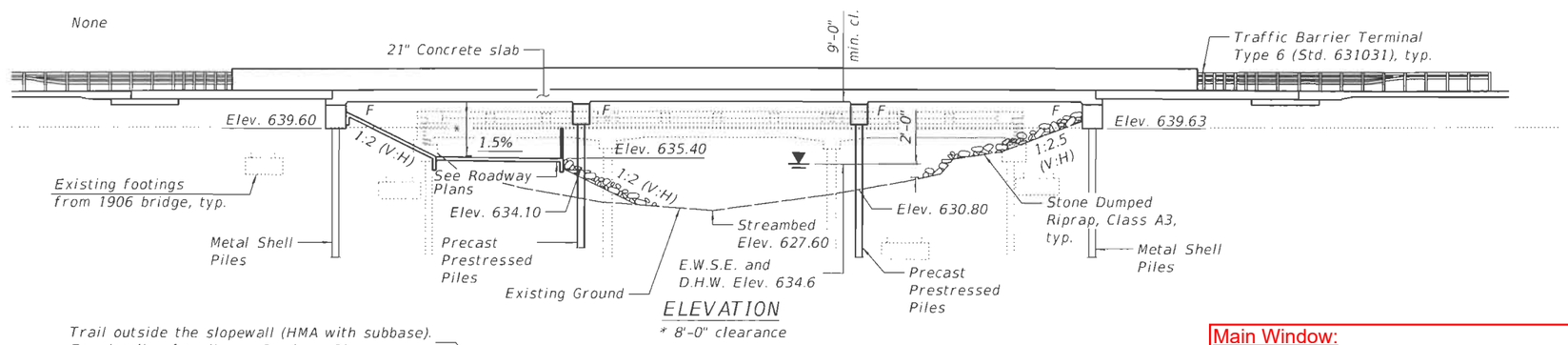
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(1358-1)BR	BUREAU	84	3
		CONTRACT NO. 66H26		
	ILLINOIS	FED. AID PROJECT		

Benchmark: RR Spike in west side of power pole, west of boat ramp. Sta. 229+60.41, 140.74' left. Elevation 638.647.

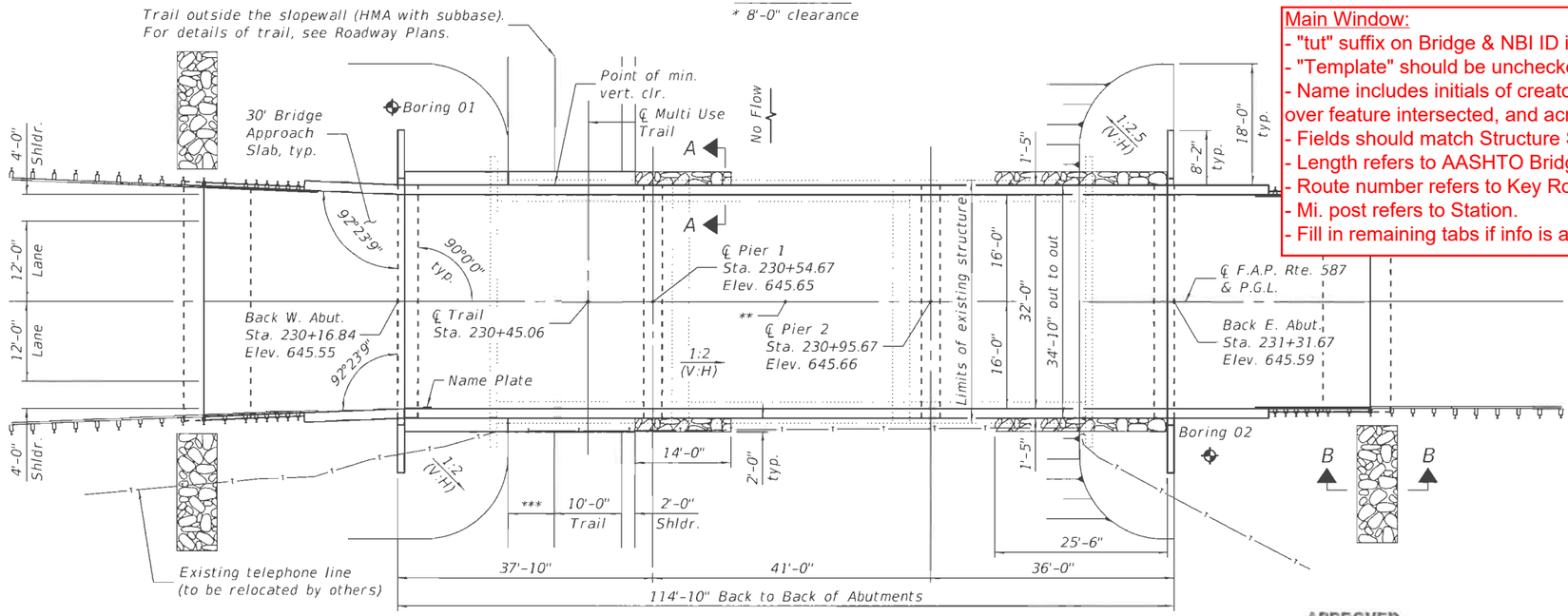
Existing Structure: S.N. 006-0096 originally built in 1958 as Section 135B-1. The structure is a 3-span variable depth solid slab bridge on stub abutments and piers founded on concrete piles. The length of the structure is 89'-6" bk. to bk. abutments. The width is 36'-4" out to out. Traffic to be detoured with the bridge closed during construction.

Salvage: None



ELEVATION

* 8'-0" clearance



PLAN

** ℄ Structure Sta. 230+74.26

*** Shoulder width varies from 2'-0" along trail to 6'-10" under bridge

Main Window:
- "tut" suffix on Bridge & NBI ID indicates tutorial.
- "Template" should be unchecked in active models.
- Name includes initials of creator and latest modifier of model, facility carried over feature intersected, and acronym for structure type (see setup guide).
- Fields should match Structure Summary Report.
- Length refers to AASHTO Bridge Length (clear span).
- Route number refers to Key Route Number.
- Mi. post refers to Station.
- Fill in remaining tabs if info is available.

LOADING HL-93

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

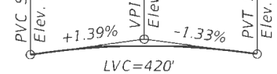
f'c = 3,500 psi
f'c = 4,000 psi (Superstructure Concrete)
fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS

f'c = 5,000 psi
f'ci = 4,000 psi
f's = 270,000 psi (41,300 lbs.-½" Ø)
fsi = 189,000 psi (28,900 lbs.-½" Ø)

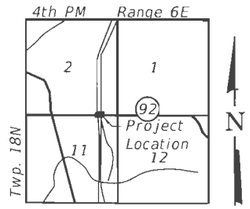
SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.09g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.145g
Soil Site Class = D

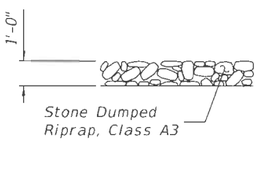


PROFILE GRADE

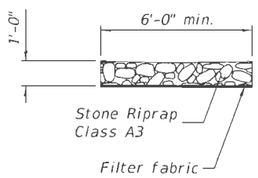
Along ℄ Roadway



LOCATION SKETCH



SECTION A-A



SECTION B-B

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)				
	W. Abut.	Pier 1	Pier 2	E. Abut.	Item 113
Q100	639.60	625.10	625.10	639.63	8
Q200	639.60	625.10	625.10	639.63	
Design	639.60	625.10	625.10	639.63	
Check	639.60	625.10	625.10	639.63	

WATERWAY INFORMATION

Drainage Area = 0.32 sq. mi.
Exist. Overtopping Elev. 639.8 @ Sta. 230+75
Prop. Overtopping Elev. 647.8 @ Sta. 230+75

Flood	Freq. Yr.	Q C.F.S.	Opening Ft² Exist.	Opening Ft² Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	--	--	--	--	--	--	--	--	--
Design	N/A	N/A	348	279	634.6	--	--	634.6	634.6
Base	--	--	--	--	--	--	--	--	--
Scour Check	--	--	--	--	--	--	--	--	--
Max. Calc.	--	--	--	--	--	--	--	--	--

Est. 100' wide canal, 17 miles long to US Lock 33
Maximum HWE based on Locks 33 (US) and 22 (DS)

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

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

Signed: Alex C. Benz
Date: 7/29/2021
License Expires: 11/30/2022

GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 92 OVER
HENNEPIN CANAL FEEDER
F.A.P. RTE. 587 - SEC. (135B-1)BRR
BUREAU COUNTY
STATION 230+74.26
STRUCTURE NO. 006-0189

EFK•Moen Civil Engineering Design	USER NAME = ABenz	DESIGNED - ACB	REVISED -
		CHECKED - CDL	REVISED -
	PLOT SCALE =	DRAWN - ACB	REVISED -
	PLOT DATE = 8/4/2021	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 006-0189
SHEET 1 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	38
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	

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8/4/2021 8:47:06 AM

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

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

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.

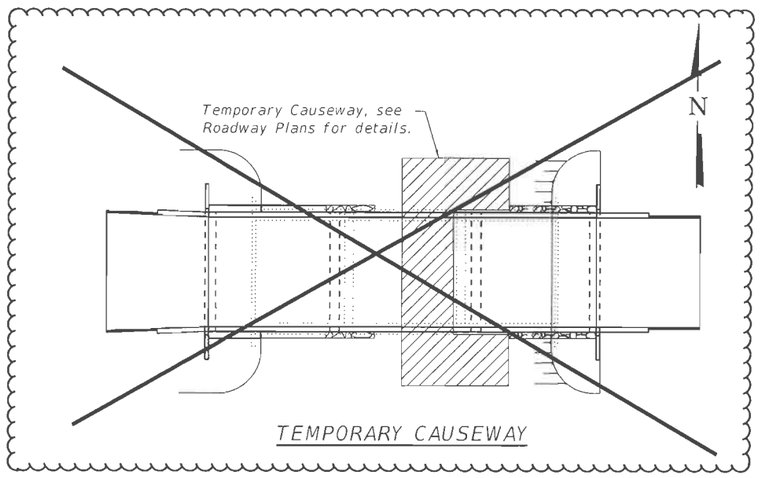
INDEX OF SHEETS

STATION 230+74.26
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RTE. 587
SEC. (135B-1)BRR
LOADING HL-93
STRUCTURE NO. 006-0189

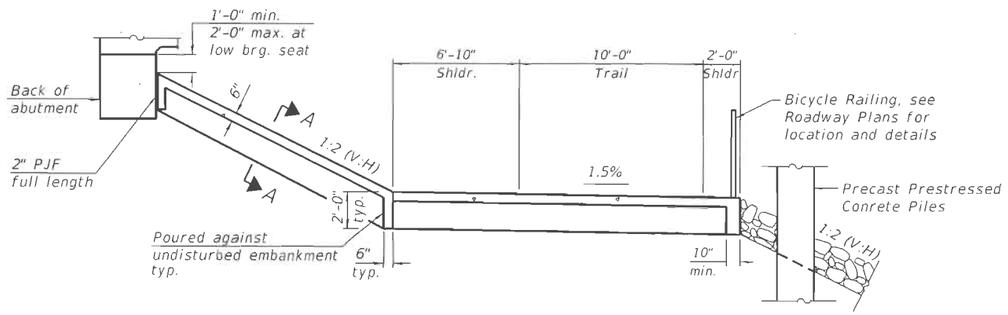
NAME PLATE
See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A3	Sq Yd		52	52
Stone Dumped Riprap, Class A3	Sq Yd		187	187
Filter Fabric	Sq Yd		52	52
Removal Of Existing Structures	Each	1		1
Structure Excavation	Cu Yd		93	93
Concrete Structures	Cu Yd		77.3	77.3
Concrete Superstructure	Cu Yd	300.3		300.3
Bridge Deck Grooving	Sq Yd	580		580
Protective Coat	Sq Yd	754		754
Concrete Superstructure (Approach Slab)	Cu Yd	96.3		96.3
Reinforcement Bars, Epoxy Coated	Pound	109,500	12,500	122,000
Slope Wall 6 Inch	Sq Yd		147	147
Furnishing Precast Prestressed Concrete Piles 14"	Foot		560	560
Furnishing Metal Shell Piles 14" X 0.312"	Foot		290	290
Driving Piles	Foot		850	850
Test Piles Precast Prestressed Concrete	Each		2	2
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		12	12
Name Plates	Each	1		1
Granular Backfill For Structures	Cu Yd		71	71
Geocomposite Wall Drain	Sq Yd		49	49
Pipe Underdrains For Structures 4"	Foot		124	124

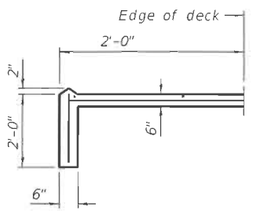


TEMPORARY CAUSEWAY

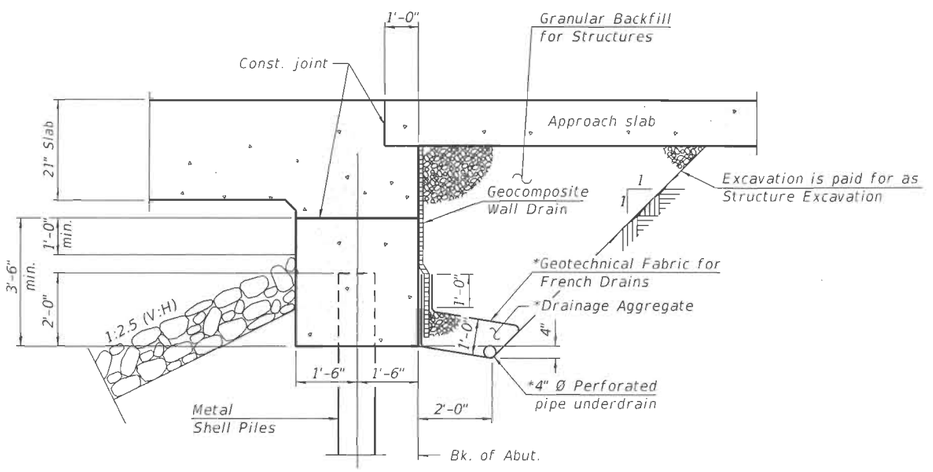


SECTION THRU
CONCRETE SLOPEWALL

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



SECTION A-A



SECTION THRU INTEGRAL ABUTMENT

*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

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

MODEL: Default
FILE NAME: \\SERVER1B\Projects\SSA\20027-09 IDOT D3 PTB 194-027 W09 IL 92 over Hennepin Canal Feeder\DGN\Bridge\Final\Plotsheets\006\189-66H26-002-General_Data.dgn

EFK•Moen
Civil Engineering Design

USER NAME = ASenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 9/29/2021	CHECKED - CDL	REVISED -	

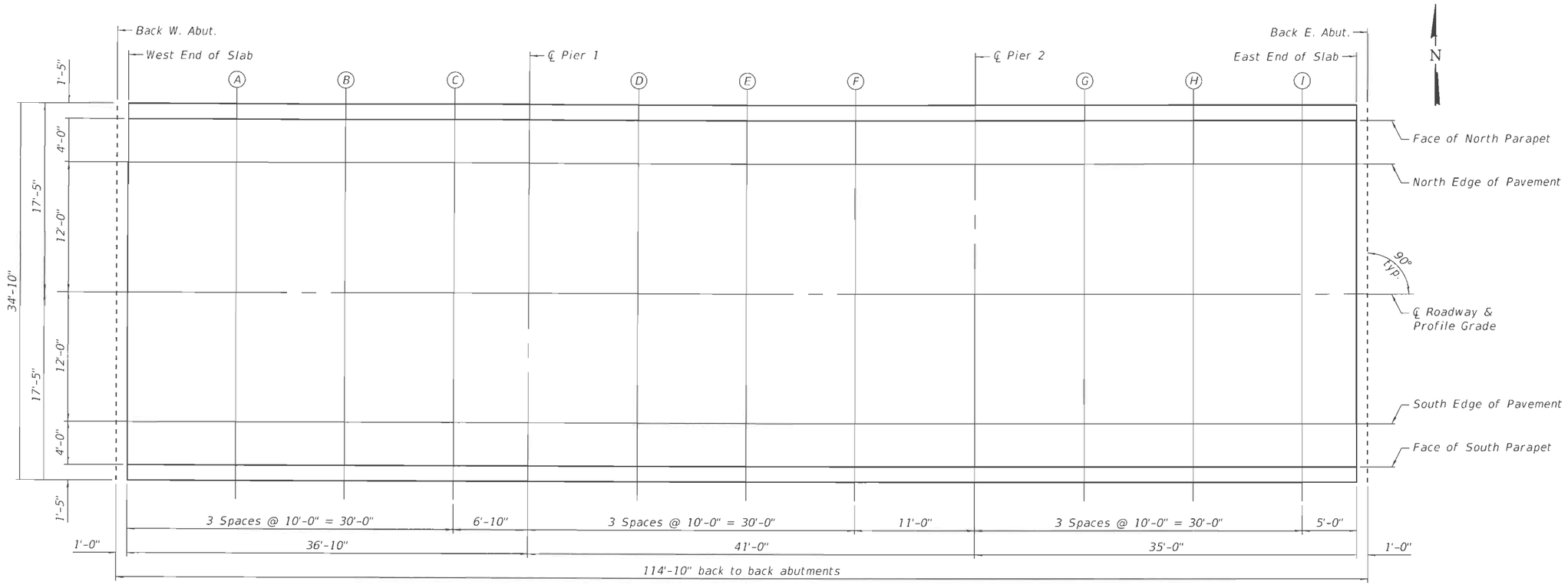
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 006-0189
SHEET 2 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	39
		CONTRACT NO. 66H26		
	ILLINOIS FED. AID PROJECT			

9/29/2021 9:12:10 AM

1 REV. 10/20/21



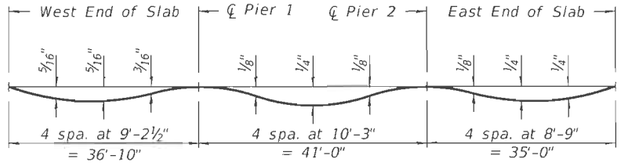
PLAN

Face of North Parapet

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	230+16.84	-16.00	645.29	645.29
West End of Slab	230+17.84	-16.00	645.29	645.29
A	230+27.84	-16.00	645.33	645.35
B	230+37.84	-16.00	645.36	645.38
C	230+47.84	-16.00	645.38	645.39
℄ Pier 1	230+54.67	-16.00	645.39	645.39
D	230+64.67	-16.00	645.41	645.42
E	230+74.67	-16.00	645.41	645.43
F	230+84.67	-16.00	645.41	645.43
℄ Pier 2	230+95.67	-16.00	645.40	645.40
G	231+05.67	-16.00	645.39	645.40
H	231+15.67	-16.00	645.37	645.39
I	231+25.67	-16.00	645.34	645.36
East End of Slab	231+30.67	-16.00	645.33	645.33
Back E. Abut.	231+31.67	-16.00	645.33	645.33

North Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	230+16.84	-12.00	645.37	645.37
West End of Slab	230+17.84	-12.00	645.37	645.37
A	230+27.84	-12.00	645.41	645.43
B	230+37.84	-12.00	645.44	645.46
C	230+47.84	-12.00	645.46	645.47
℄ Pier 1	230+54.67	-12.00	645.47	645.47
D	230+64.67	-12.00	645.49	645.50
E	230+74.67	-12.00	645.49	645.51
F	230+84.67	-12.00	645.49	645.51
℄ Pier 2	230+95.67	-12.00	645.48	645.48
G	231+05.67	-12.00	645.47	645.48
H	231+15.67	-12.00	645.45	645.47
I	231+25.67	-12.00	645.42	645.44
East End of Slab	231+30.67	-12.00	645.41	645.41
Back E. Abut.	231+31.67	-12.00	645.41	645.41



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 3 and 4 of 21.

℄ Roadway & Profile Grade

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	230+16.84	0.00	645.55	645.55
West End of Slab	230+17.84	0.00	645.55	645.55
A	230+27.84	0.00	645.59	645.61
B	230+37.84	0.00	645.62	645.64
C	230+47.84	0.00	645.64	645.65
℄ Pier 1	230+54.67	0.00	645.65	645.65
D	230+64.67	0.00	645.67	645.68
E	230+74.67	0.00	645.67	645.69
F	230+84.67	0.00	645.67	645.69
℄ Pier 2	230+95.67	0.00	645.66	645.66
G	231+05.67	0.00	645.65	645.66
H	231+15.67	0.00	645.63	645.65
I	231+25.67	0.00	645.60	645.62
East End of Slab	231+30.67	0.00	645.59	645.59
Back E. Abut.	231+31.67	0.00	645.59	645.59

South Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	230+16.84	12.00	645.37	645.37
West End of Slab	230+17.84	12.00	645.37	645.37
A	230+27.84	12.00	645.41	645.43
B	230+37.84	12.00	645.44	645.46
C	230+47.84	12.00	645.46	645.47
℄ Pier 1	230+54.67	12.00	645.47	645.47
D	230+64.67	12.00	645.49	645.50
E	230+74.67	12.00	645.49	645.51
F	230+84.67	12.00	645.49	645.51
℄ Pier 2	230+95.67	12.00	645.48	645.48
G	231+05.67	12.00	645.47	645.48
H	231+15.67	12.00	645.45	645.47
I	231+25.67	12.00	645.42	645.44
East End of Slab	231+30.67	12.00	645.41	645.41
Back E. Abut.	231+31.67	12.00	645.41	645.41

Face of South Parapet

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	230+16.84	16.00	645.29	645.29
West End of Slab	230+17.84	16.00	645.29	645.29
A	230+27.84	16.00	645.33	645.35
B	230+37.84	16.00	645.36	645.38
C	230+47.84	16.00	645.38	645.39
℄ Pier 1	230+54.67	16.00	645.39	645.39
D	230+64.67	16.00	645.41	645.42
E	230+74.67	16.00	645.41	645.43
F	230+84.67	16.00	645.41	645.43
℄ Pier 2	230+95.67	16.00	645.40	645.40
G	231+05.67	16.00	645.39	645.40
H	231+15.67	16.00	645.37	645.39
I	231+25.67	16.00	645.34	645.36
East End of Slab	231+30.67	16.00	645.33	645.33
Back E. Abut.	231+31.67	16.00	645.33	645.33

MODEL: Default
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Civil Engineering Design

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PLOT DATE = 7/30/2021	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 006-0189
SHEET 4 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	41
		CONTRACT NO. 66H26		
	ILLINOIS	FED. AID PROJECT		

NORTH EDGE OF SHOULDER

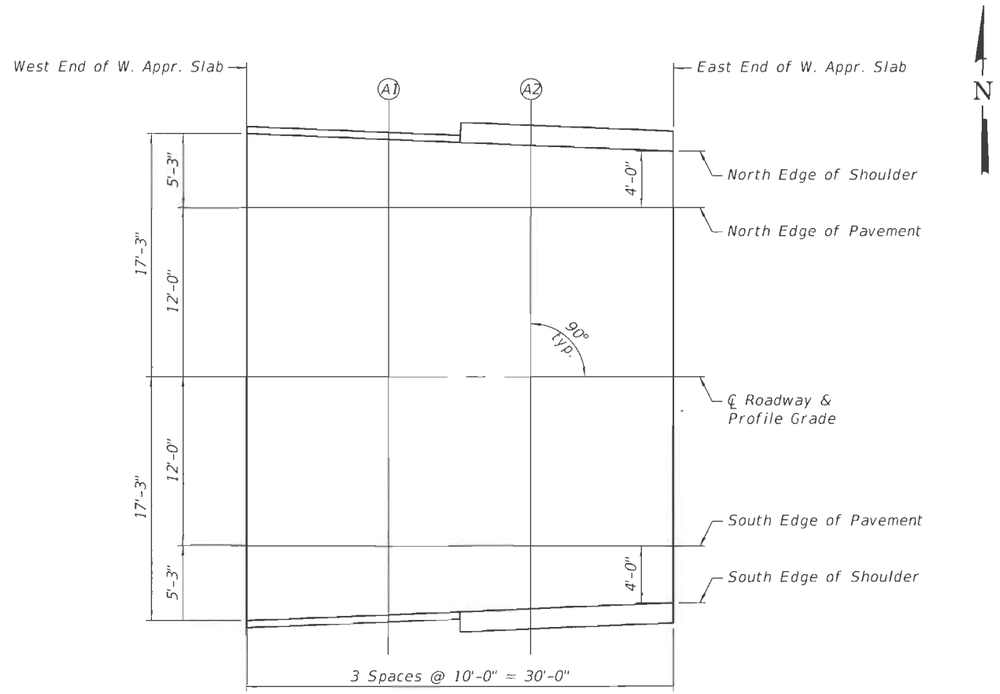
Location	Station	Offset	Theoretical Grade Elevations
West End of W. Appr. Slab	229+87.84	-17.25	645.11
A1	229+97.84	-16.83	645.18
A2	230+07.84	-16.42	645.24
East End of W. Appr. Slab	230+17.84	-16.00	645.29

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
West End of W. Appr. Slab	229+87.84	-12.00	645.22
A1	229+97.84	-12.00	645.28
A2	230+07.84	-12.00	645.33
East End of W. Appr. Slab	230+17.84	-12.00	645.37

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
West End of W. Appr. Slab	229+87.84	0.00	645.40
A1	229+97.84	0.00	645.46
A2	230+07.84	0.00	645.51
East End of W. Appr. Slab	230+17.84	0.00	645.55



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
West End of W. Appr. Slab	229+87.84	12.00	645.22
A1	229+97.84	12.00	645.28
A2	230+07.84	12.00	645.33
East End of W. Appr. Slab	230+17.84	12.00	645.37

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
West End of W. Appr. Slab	229+87.84	17.25	645.11
A1	229+97.84	16.83	645.18
A2	230+07.84	16.42	645.24
East End of W. Appr. Slab	230+17.84	16.00	645.29

E-AS

2-17-2017

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 006-0189

SHEET 5 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	42
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	

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NORTH EDGE OF SHOULDER

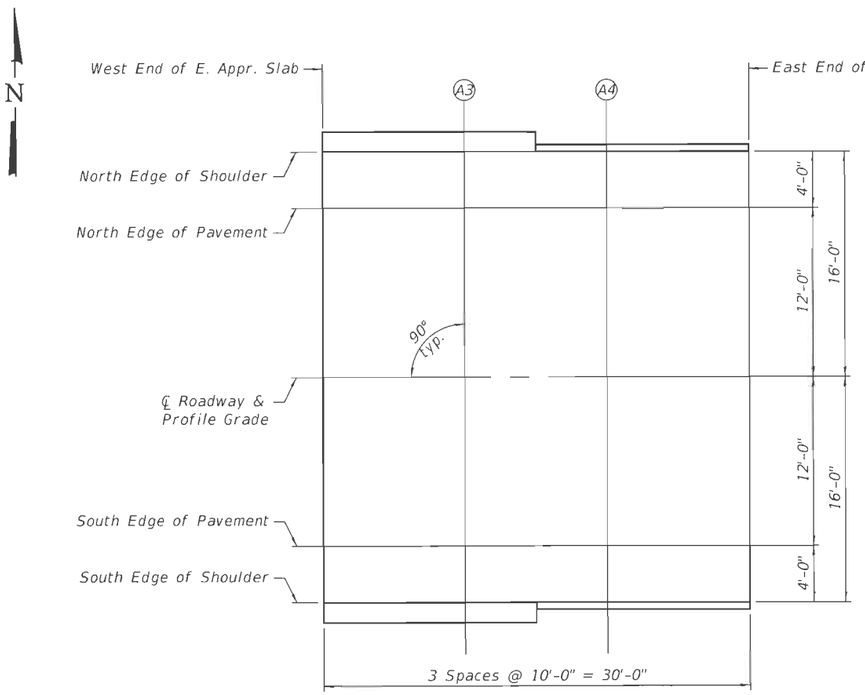
Location	Station	Offset	Theoretical Grade Elevations
West End of E. Appr. Slab	231+30.67	-16.00	645.33
A3	231+40.67	-16.00	645.29
A4	231+50.67	-16.00	645.25
East End of E. Appr. Slab	231+60.67	-16.00	645.20

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
West End of E. Appr. Slab	231+30.67	-12.00	645.41
A3	231+40.67	-12.00	645.37
A4	231+50.67	-12.00	645.33
East End of E. Appr. Slab	231+60.67	-12.00	645.28

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
West End of E. Appr. Slab	231+30.67	0.00	645.59
A3	231+40.67	0.00	645.55
A4	231+50.67	0.00	645.51
East End of E. Appr. Slab	231+60.67	0.00	645.46



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
West End of E. Appr. Slab	231+30.67	12.00	645.41
A3	231+40.67	12.00	645.37
A4	231+50.67	12.00	645.33
East End of E. Appr. Slab	231+60.67	12.00	645.28

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
West End of E. Appr. Slab	231+30.67	16.00	645.33
A3	231+40.67	16.00	645.29
A4	231+50.67	16.00	645.25
East End of E. Appr. Slab	231+60.67	16.00	645.20

E-AS

2-17-2017

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 006-0189
SHEET 6 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	43
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	

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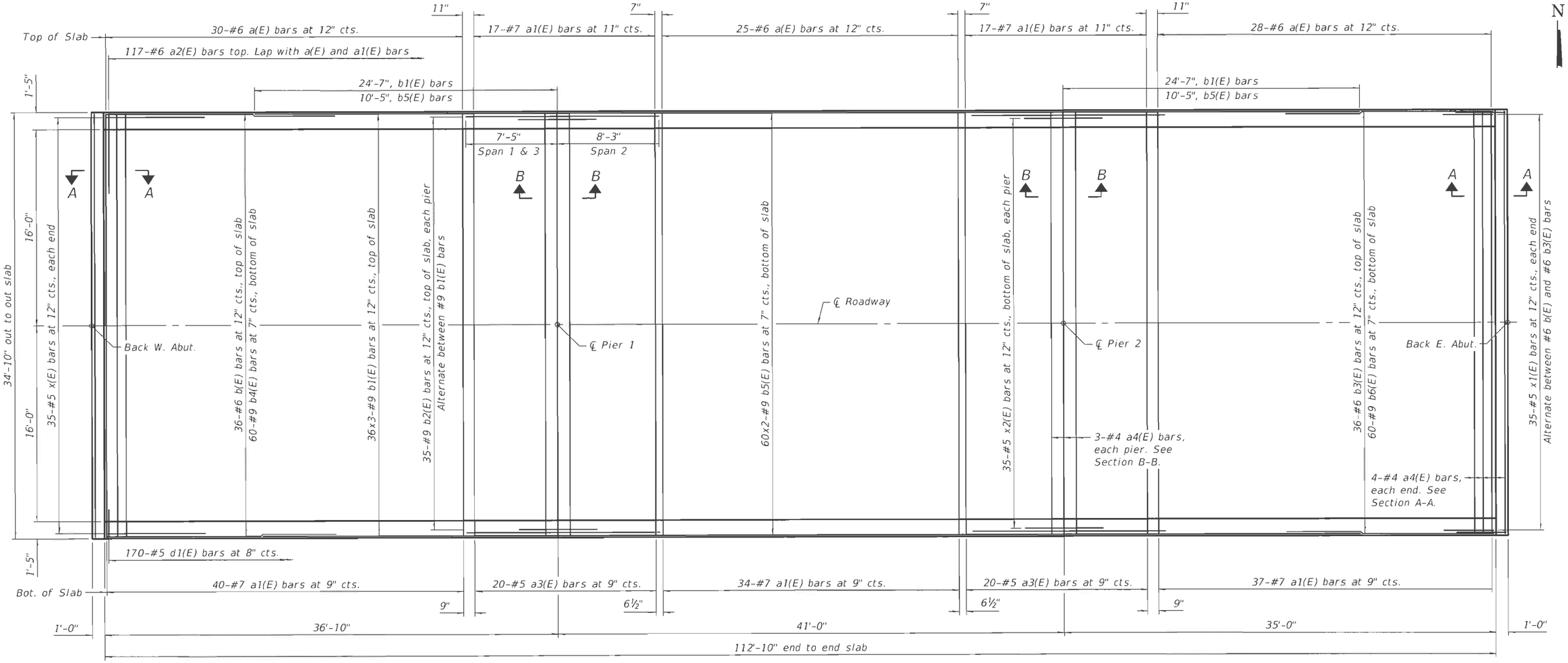

SLAB PLAN

MINIMUM BAR LAP

#9 bar = 6'-7" (Top of Slab)
#9 bar = 7'-3" (Bottom of Slab)

Notes:
See sheet 9 of 21 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

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Civil Engineering Design

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PLOT SCALE =	DRAWN - ACB	REVISED -	
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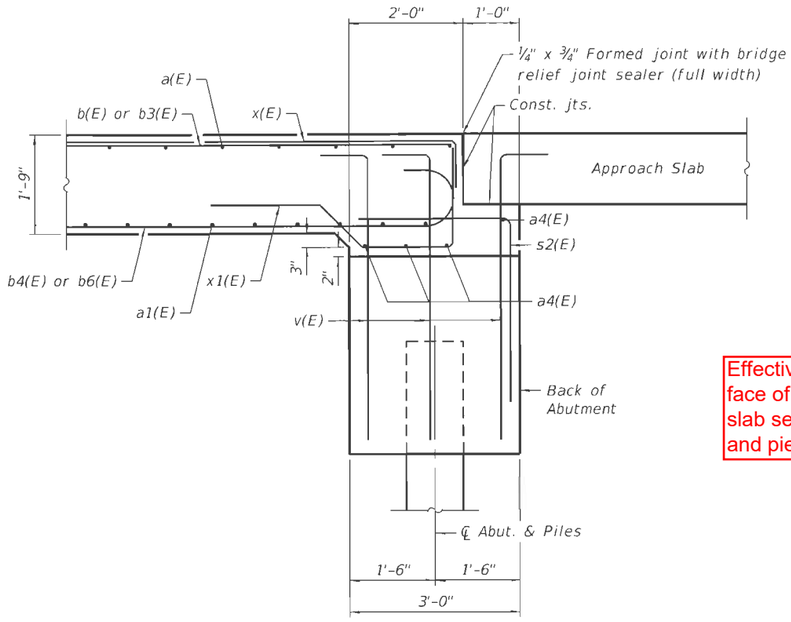
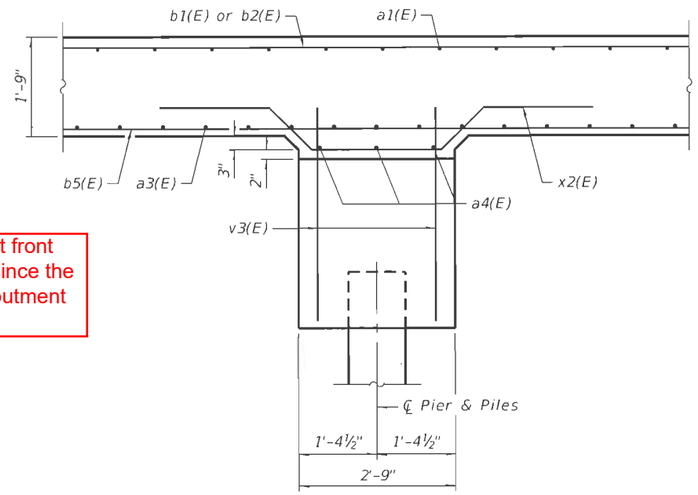
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 006-0189
SHEET 7 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	44
		CONTRACT NO. 66H26		
	ILLINOIS	FED. AID PROJECT		

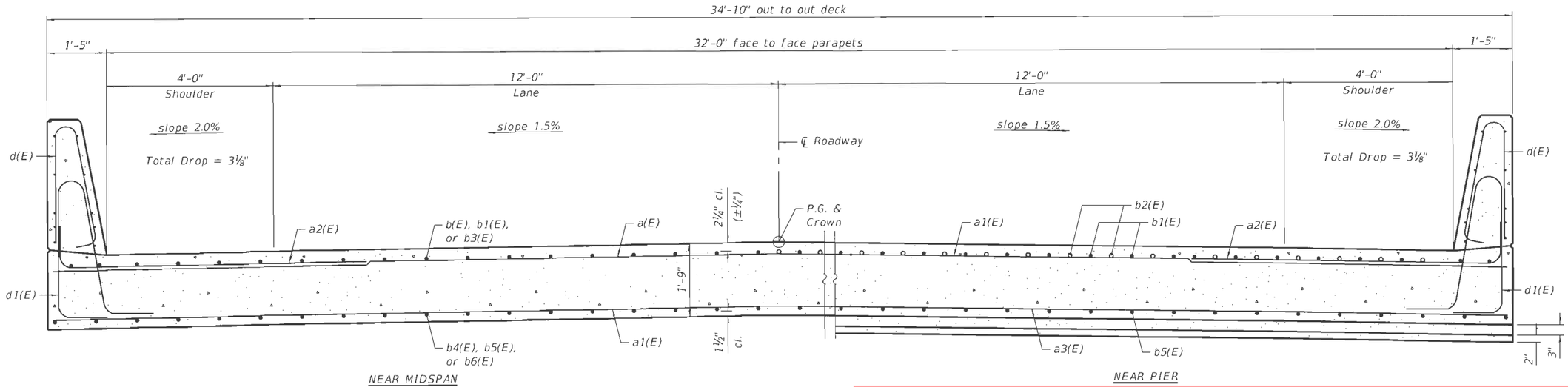


SECTION A-A



SECTION B-B

Effective Supports are defined at front face of the abutment and piers since the slab seat rests directly on the abutment and pier cap.



NEAR MIDSPAN

NEAR PIER

CROSS SECTION
(Looking East)

* Slab strip(s) that controls the overall load rating should have " - X" as a suffix in the Member Name and both the "Existing" and "Current" boxes should be checked in the Member window. Non-controlling slab strips should only have the "Current" box checked.

Slab systems should be used, rather than line girders. The number of strips defined in the system is dependent on the variation of the cross-section. Strips should be defined for each variation (main interior portion, thickened edges, etc.). In this case, the cross-section is uniform, so the system was defined with two equal strips. Note that if the slab contains a thickened edge beam with shear stirrup reinforcement, a separate line girder definition must be created since the slab system definition does not allow for shear stirrups.

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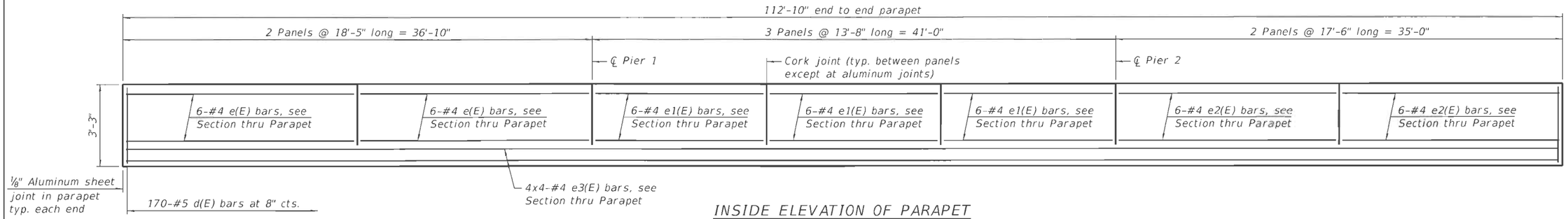
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 006-0189
SHEET 8 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	45
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	

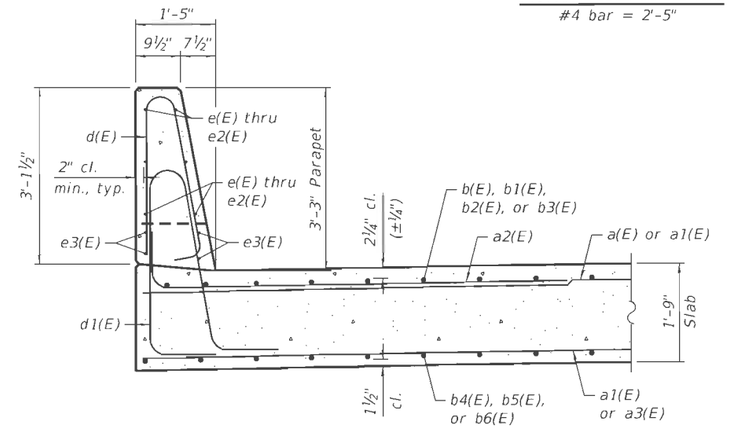


INSIDE ELEVATION OF PARAPET

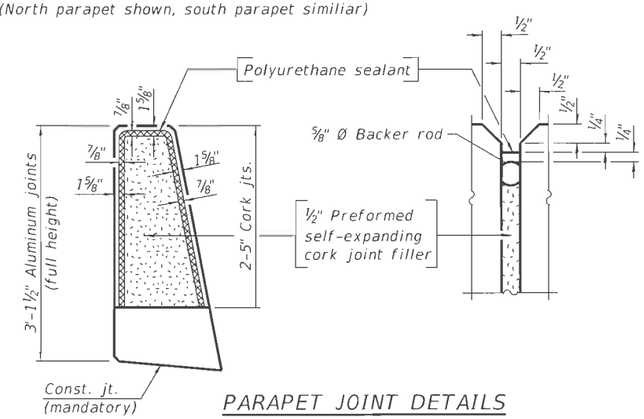
(North parapet shown, south parapet similiar)

MINIMUM BAR LAP

#4 bar = 2'-5"



SECTION THRU PARAPET

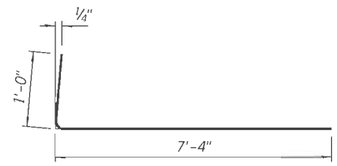


PARAPET JOINT DETAILS

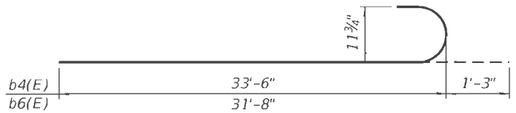
Notes:

The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

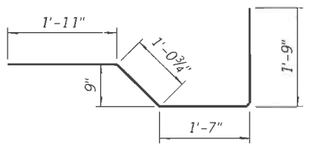
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



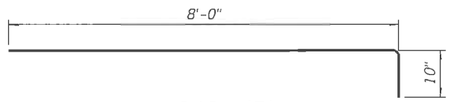
BAR a2(E)



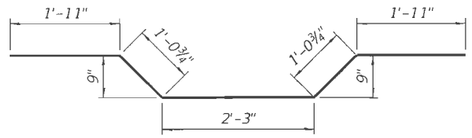
BAR b4(E) or b6(E)



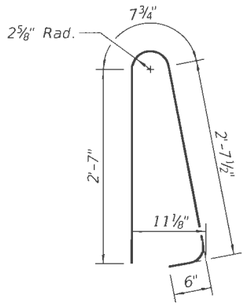
BAR x1(E)



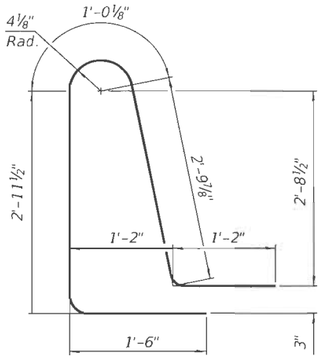
BAR x(E)



BAR x2(E)



BAR d(E)



BAR d1(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	83	#6	34'-6"	
a1(E)	145	#7	34'-6"	
a2(E)	234	#6	8'-4"	
a3(E)	40	#5	34'-6"	
a4(E)	14	#4	34'-6"	
b(E)	36	#6	18'-8"	
b1(E)	108	#9	34'-6"	
b2(E)	35	#9	15'-8"	
b3(E)	36	#6	16'-10"	
b4(E)	60	#9	34'-9"	
b5(E)	120	#9	34'-7"	
b6(E)	60	#9	32'-11"	
d(E)	340	#5	6'-5"	
d1(E)	340	#5	9'-6"	
e(E)	12	#4	18'-2"	
e1(E)	18	#4	13'-5"	
e2(E)	12	#4	17'-3"	
e3(E)	16	#4	30'-0"	
x(E)	70	#5	8'-10"	
x1(E)	70	#5	6'-4"	
x2(E)	70	#5	8'-3"	
Reinforcement Bars, Epoxy Coated		Lbs.	71,700	
Concrete Superstructure		Cu. Yds.	292.5	

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

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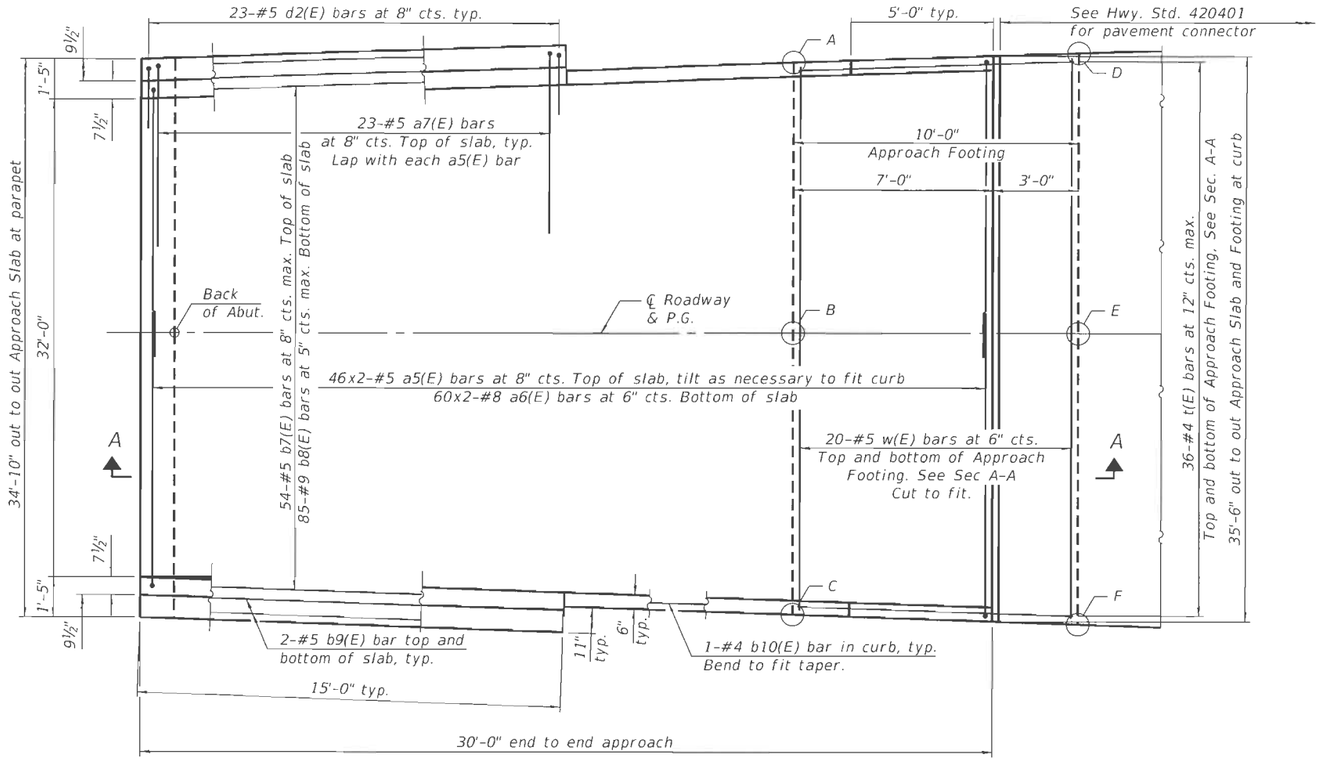
PLOT DATE = 9/29/2021	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 006-0189
SHEET 9 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	46
		CONTRACT NO. 66H26		
	ILLINOIS FED. AID PROJECT			



PLAN

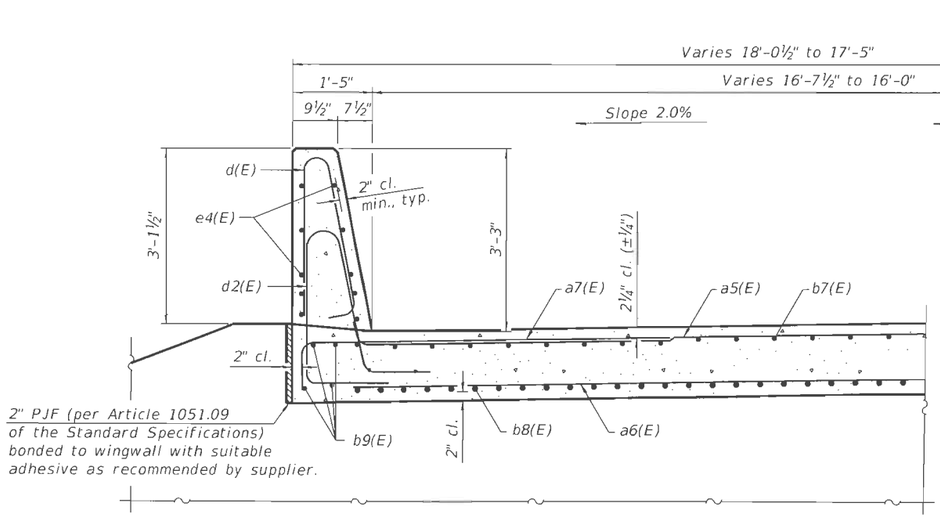
N

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

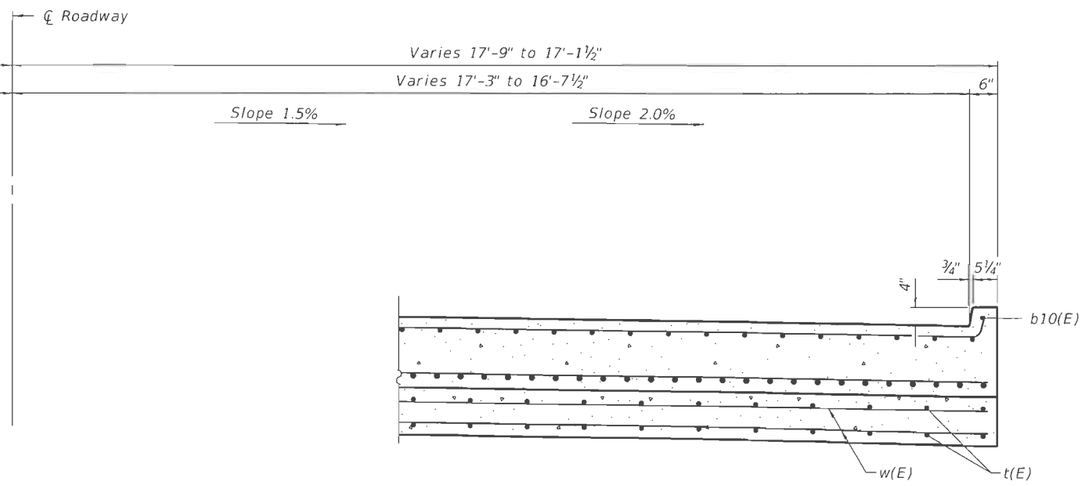
	West Approach	
Point	Top	Bottom
A	643.90	643.07
B	644.19	643.36
C	643.90	643.07
D	643.83	643.00
E	644.13	643.30
F	643.83	643.00

MINIMUM BAR LAP

#5 bar = 3'-4"
#8 bar = 4'-9"



NEAR ABUTMENT



AT APPROACH FOOTING

CROSS SECTION
(Looking East)

BAIA-CIP-39CS-0 6-15-2019

(Sheet 1 of 2)

EFK•Moen Civil Engineering Design	USER NAME = ABenz	DESIGNED - ACB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 006-0189
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	47
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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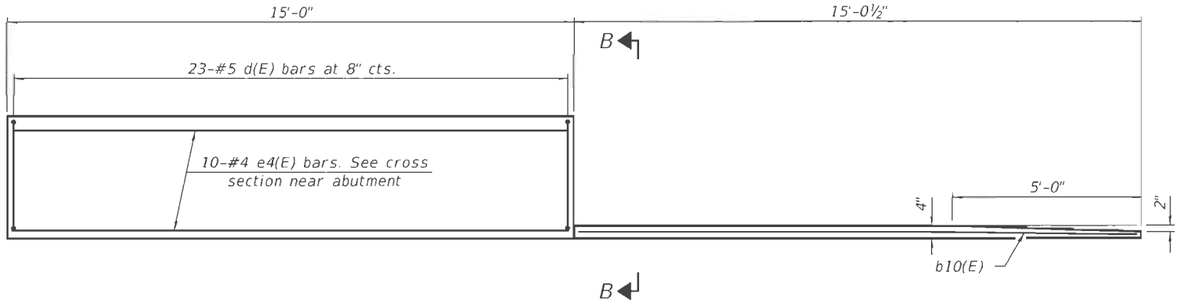
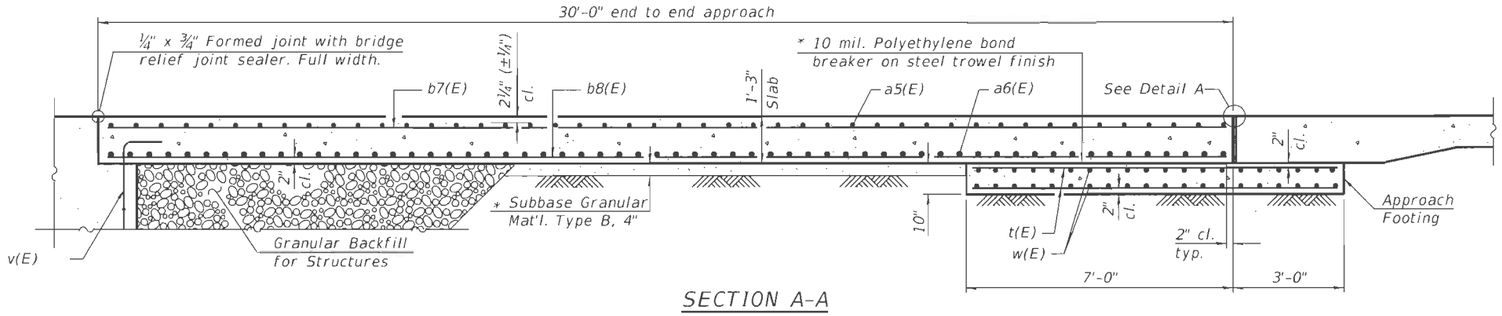


INSIDE ELEVATION OF PARAPET AND CURB

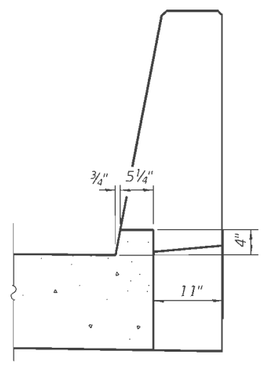


SECTION A-A

DETAIL A

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations



VIEW B-B

Notes:

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

Parapet concrete shall be paid for as Concrete Superstructure.

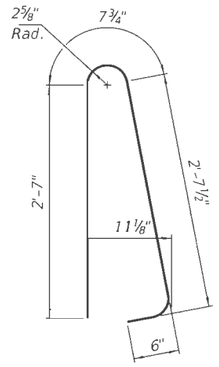
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

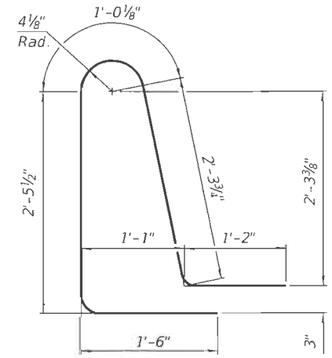
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

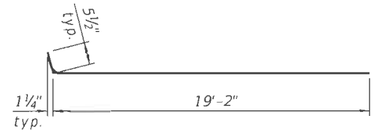
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 21.



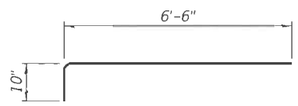
BAR d(E)



BAR d2(E)



BAR a5(E)



BAR a7(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a5(E)	92	#5	19'-8"	
a6(E)	120	#8	20'-0"	
a7(E)	46	#5	7'-4"	
b7(E)	54	#5	29'-8"	
b8(E)	85	#9	29'-8"	
b9(E)	8	#5	14'-8"	
b10(E)	2	#4	14'-8"	
d(E)	46	#5	6'-5"	
d2(E)	46	#5	8'-6"	
e4(E)	20	#4	14'-8"	
t(E)	72	#4	9'-8"	
w(E)	40	#5	35'-2"	
Concrete Superstructure		Cu. Yd.	3.9	
Concrete Superstructure (Approach Slab)		Cu. Yd.	49.0	
Concrete Structures		Cu. Yd.	10.9	
Reinforcement Bars, Epoxy Coated		Pound	21,880	

BAIA-CIP-39CS-0 6-15-2019

EFK•Moen Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 7/30/2021	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 006-0189
SHEET 11 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	48
		CONTRACT NO. 66H26		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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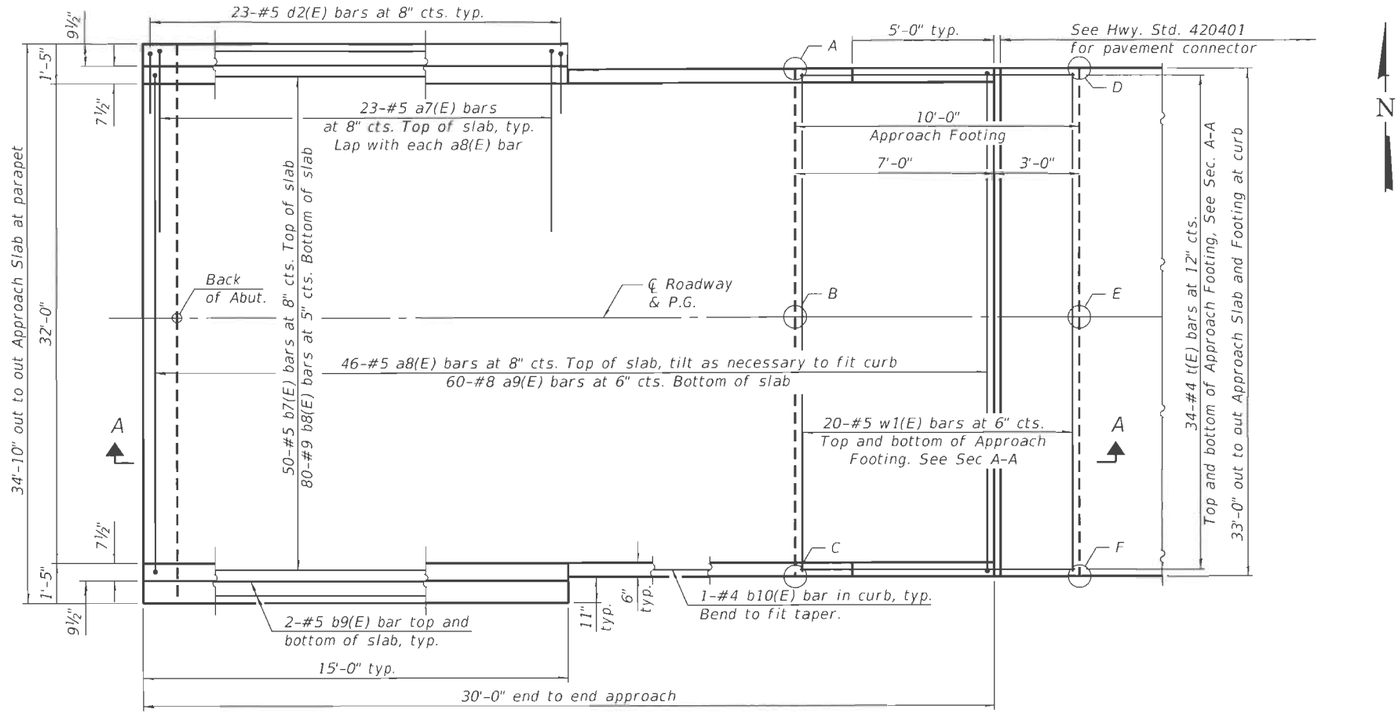
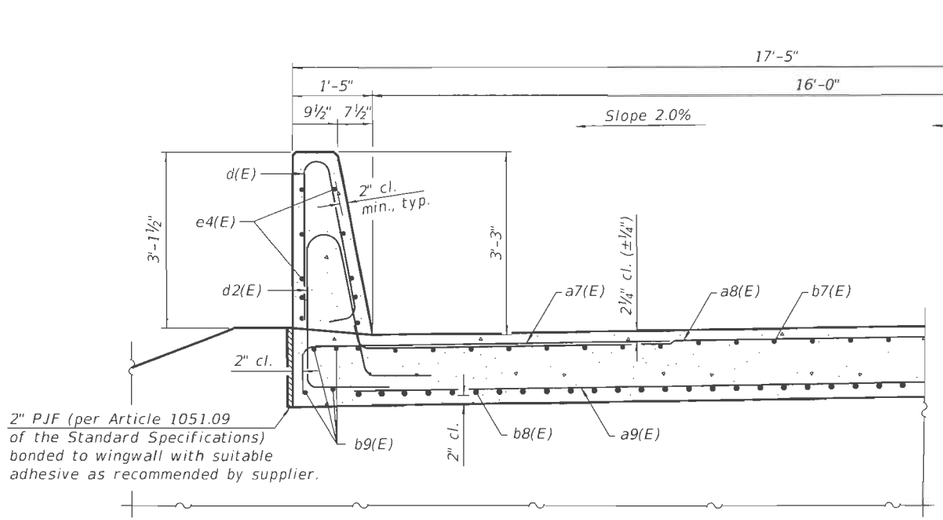


PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	East Approach	
Point	Top	Bottom
A	643.99	643.15
B	644.25	643.41
C	643.99	643.15
D	643.93	643.10
E	644.19	643.36
F	643.93	643.10



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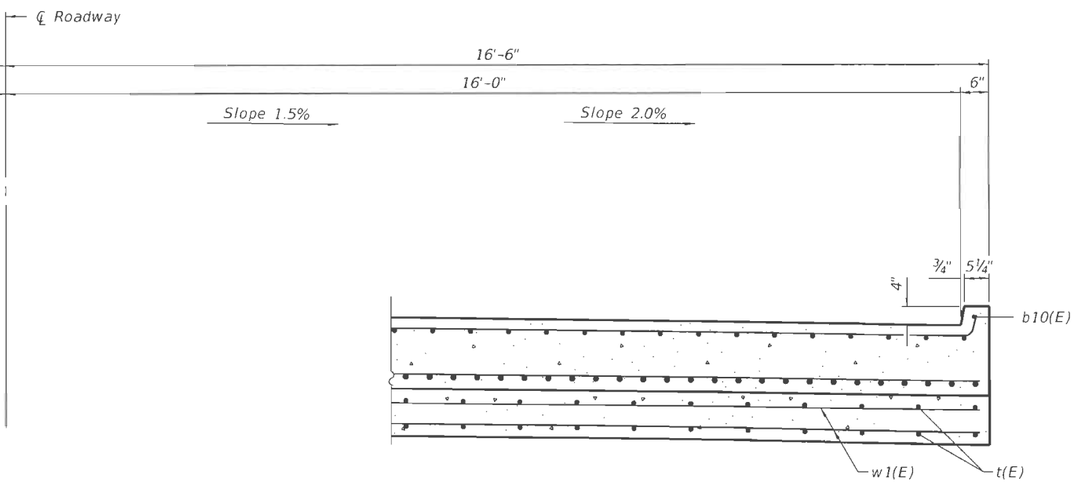

CROSS SECTION
(Looking East)

AT APPROACH FOOTING

BAIA-CIP-39CS-0 6-15-2019

(Sheet 1 of 2)

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -
	CHECKED - CDL	REVISED -
PLOT SCALE =	DRAWN - ACB	REVISED -
PLOT DATE = 7/30/2021	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 006-0189
SHEET 12 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	49
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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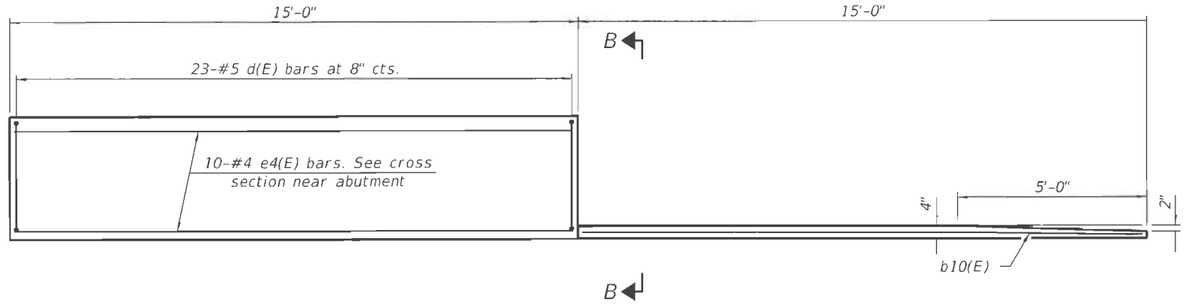
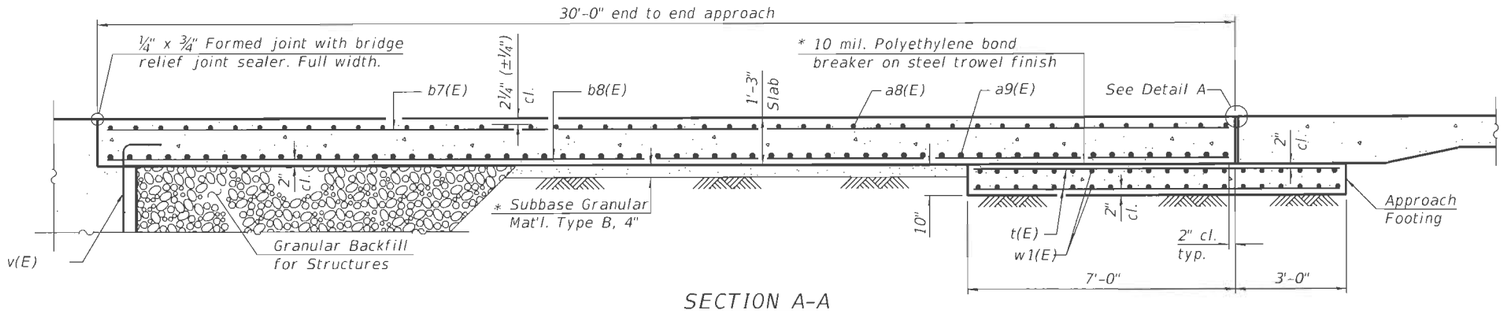
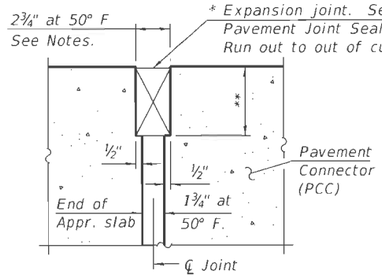


INSIDE ELEVATION OF PARAPET AND CURB



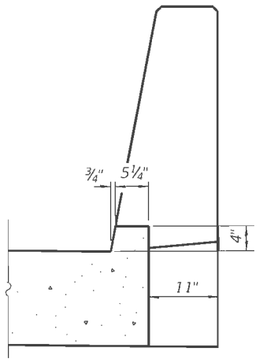
SECTION A-A



DETAIL A

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations



VIEW B-B

Notes:

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

Parapet concrete shall be paid for as Concrete Superstructure.

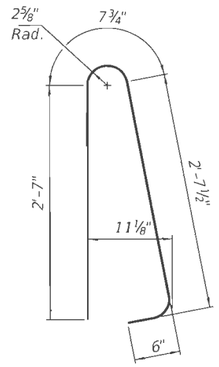
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

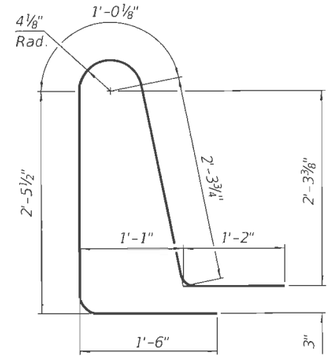
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

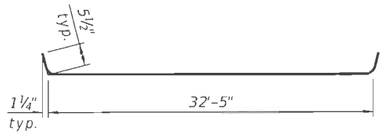
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 21.



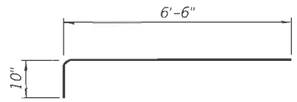
BAR d(E)



BAR d2(E)



BAR a8(E)



BAR a7(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a7(E)	46	#5	7'-4"	
a8(E)	46	#5	33'-4"	
a9(E)	60	#8	32'-8"	
b7(E)	50	#5	29'-8"	
b8(E)	80	#9	29'-8"	
b9(E)	8	#5	14'-8"	
b10(E)	2	#4	14'-8"	
d(E)	46	#5	6'-5"	
d2(E)	46	#5	8'-6"	
e4(E)	20	#4	14'-8"	
t(E)	68	#4	9'-8"	
w1(E)	40	#5	32'-8"	
Concrete Superstructure			Cu. Yd.	3.9
Concrete Superstructure (Approach Slab)			Cu. Yd.	47.3
Concrete Structures			Cu. Yd.	10.2
Reinforcement Bars, Epoxy Coated			Pound	19,660

BAIA-CIP-39CS-0 6-15-2019

EFK•Moen Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 7/30/2021	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 006-0189

SHEET 13 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	50
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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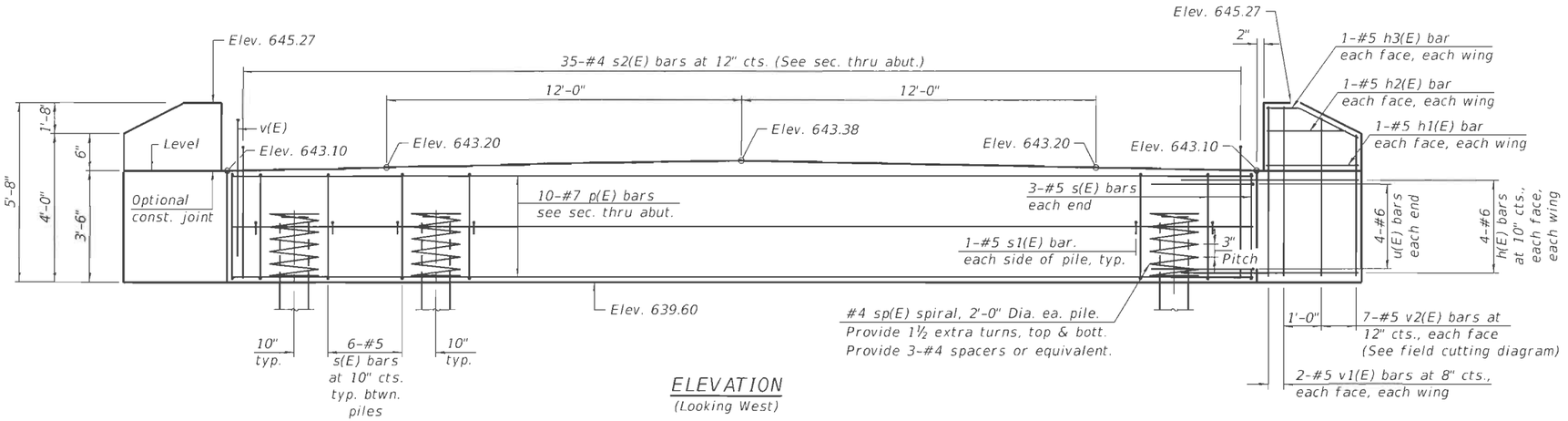
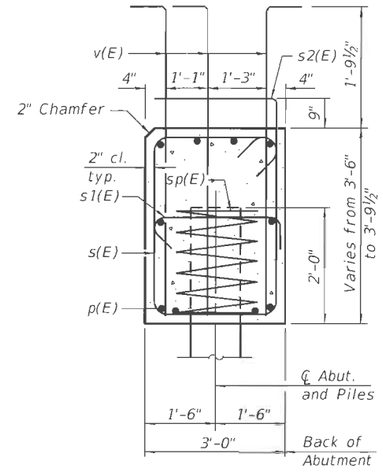


ELEVATION
(Looking West)



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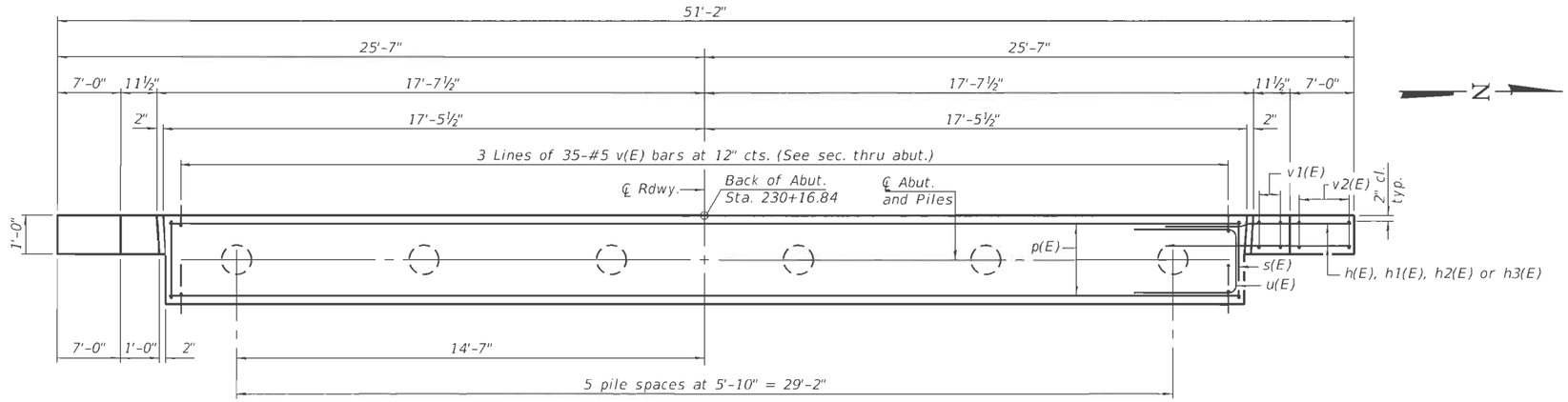


PLAN

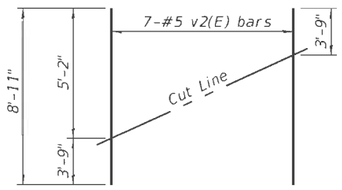
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	16	#6	12'-4"	
h1(E)	4	#5	7'-9"	
h2(E)	4	#5	4'-10"	
h3(E)	4	#5	7'-11"	
p(E)	10	#7	34'-6"	
s(E)	36	#5	12'-7"	
s1(E)	12	#5	3'-8"	
s2(E)	35	#4	6'-9"	
* sp(E)	6	#4	2'-0"	
u(E)	8	#6	11'-2"	
v(E)	105	#5	6'-0"	
v1(E)	8	#5	5'-5"	
v2(E)	14	#5	8'-11"	
Structure Excavation		Cu. Yd.	56	
Concrete Structures		Cu. Yd.	16.9	
Reinforcement Bars, Epoxy Coated		Pound	3,000	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	140	
Driving Piles		Foot	140	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	6	

For details of piles see sheet 17 of 21.
* Length is height of spiral.

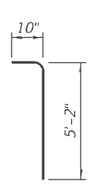
PILE DATA

Type: Metal Shell Piles 14" x 0.312" with Pile Shoes
Nominal Required Bearing: 271k
Factored Resistance Available: 149k
Est. Length: 28'
No. Production Piles: 5
No. Test Piles: 1

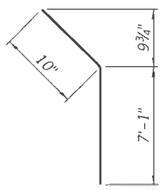


FIELD CUTTING DIAGRAM

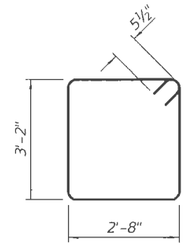
Order v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



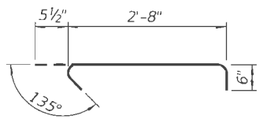
BAR v(E)



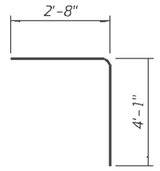
BAR h3(E)



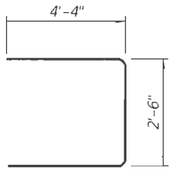
BAR s(E)



BAR s1(E)



BAR s2(E)



BAR u(E)

AIS-0

6-15-2019

EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -
	CHECKED - CDL	REVISED -
PLOT SCALE =	DRAWN - ACB	REVISED -
PLOT DATE = 7/30/2021	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 006-0189
SHEET 14 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	51
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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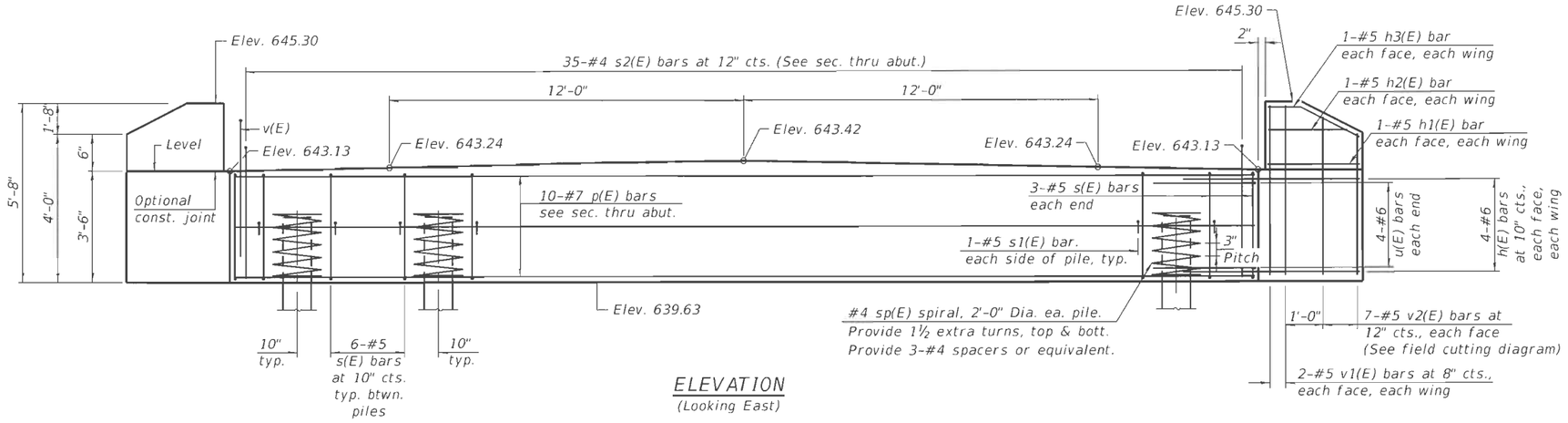
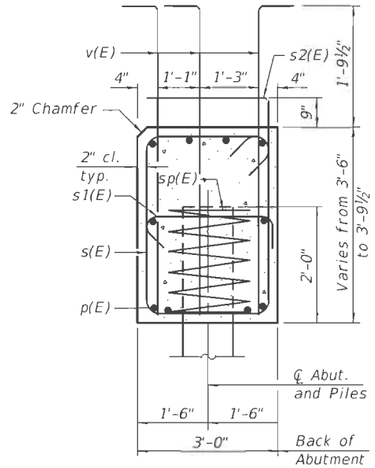


ELEVATION
(Looking East)



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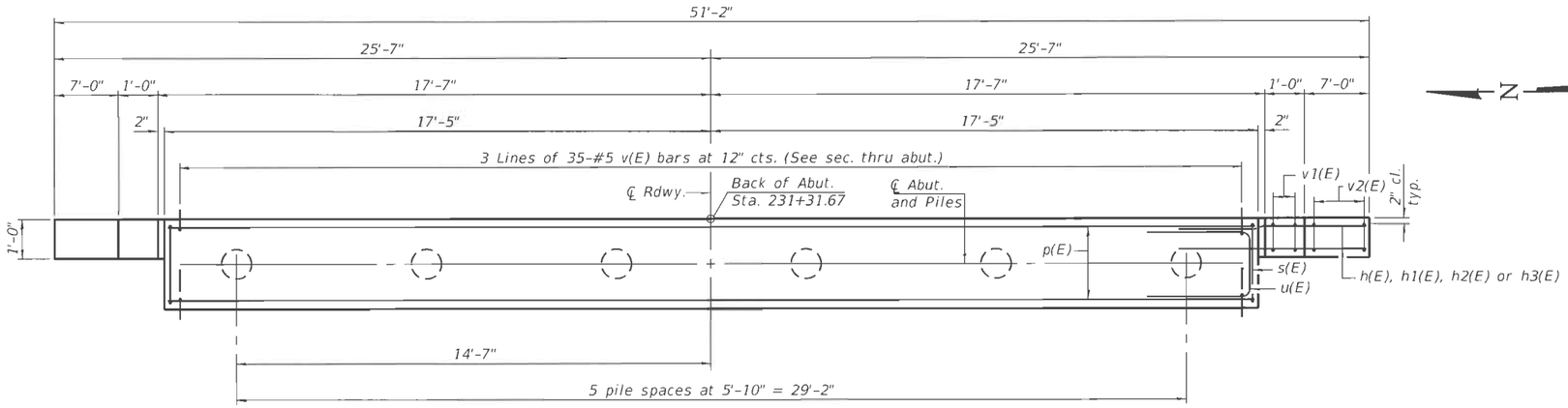


PLAN

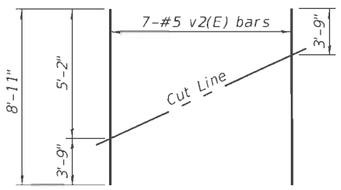
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	16	#6	12'-4"	
h1(E)	4	#5	7'-9"	
h2(E)	4	#5	4'-10"	
h3(E)	4	#5	7'-11"	
p(E)	10	#7	34'-6"	
s(E)	36	#5	12'-7"	
s1(E)	12	#5	3'-8"	
s2(E)	35	#4	6'-9"	
* sp(E)	6	#4	2'-0"	
u(E)	8	#6	11'-2"	
v(E)	105	#5	6'-0"	
v1(E)	8	#5	5'-5"	
v2(E)	14	#5	8'-11"	
Structure Excavation		Cu. Yd.	37	
Concrete Structures		Cu. Yd.	16.9	
Reinforcement Bars, Epoxy Coated		Pound	3,000	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	150	
Driving Piles		Foot	150	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	6	

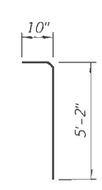
For details of piles see sheet 17 of 21.
* Length is height of spiral.

PILE DATA

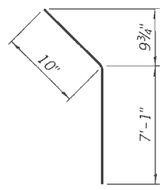
Type: Metal Shell Piles 14" x 0.312" with Pile Shoes
Nominal Required Bearing: 271k
Factored Resistance Available: 149k
Est. Length: 30'
No. Production Piles: 5
No. Test Piles: 1



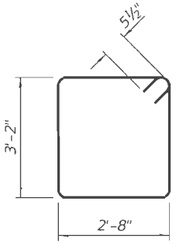
FIELD CUTTING DIAGRAM
Order v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



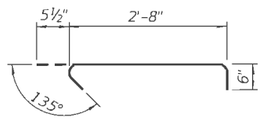
BAR v(E)



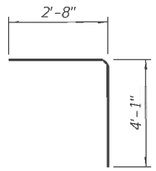
BAR h3(E)



BAR s(E)



BAR s1(E)



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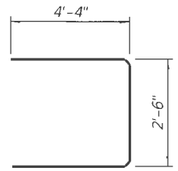

BAR u(E)

AIS-0 6-15-2019

EFK•Moen Civil Engineering Design	USER NAME = ABienz	DESIGNED - ACB	REVISED -
		CHECKED - CDL	REVISED -
	PLOT SCALE =	DRAWN - ACB	REVISED -
	PLOT DATE = 7/30/2021	CHECKED - CDL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 006-0189
SHEET 15 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	52
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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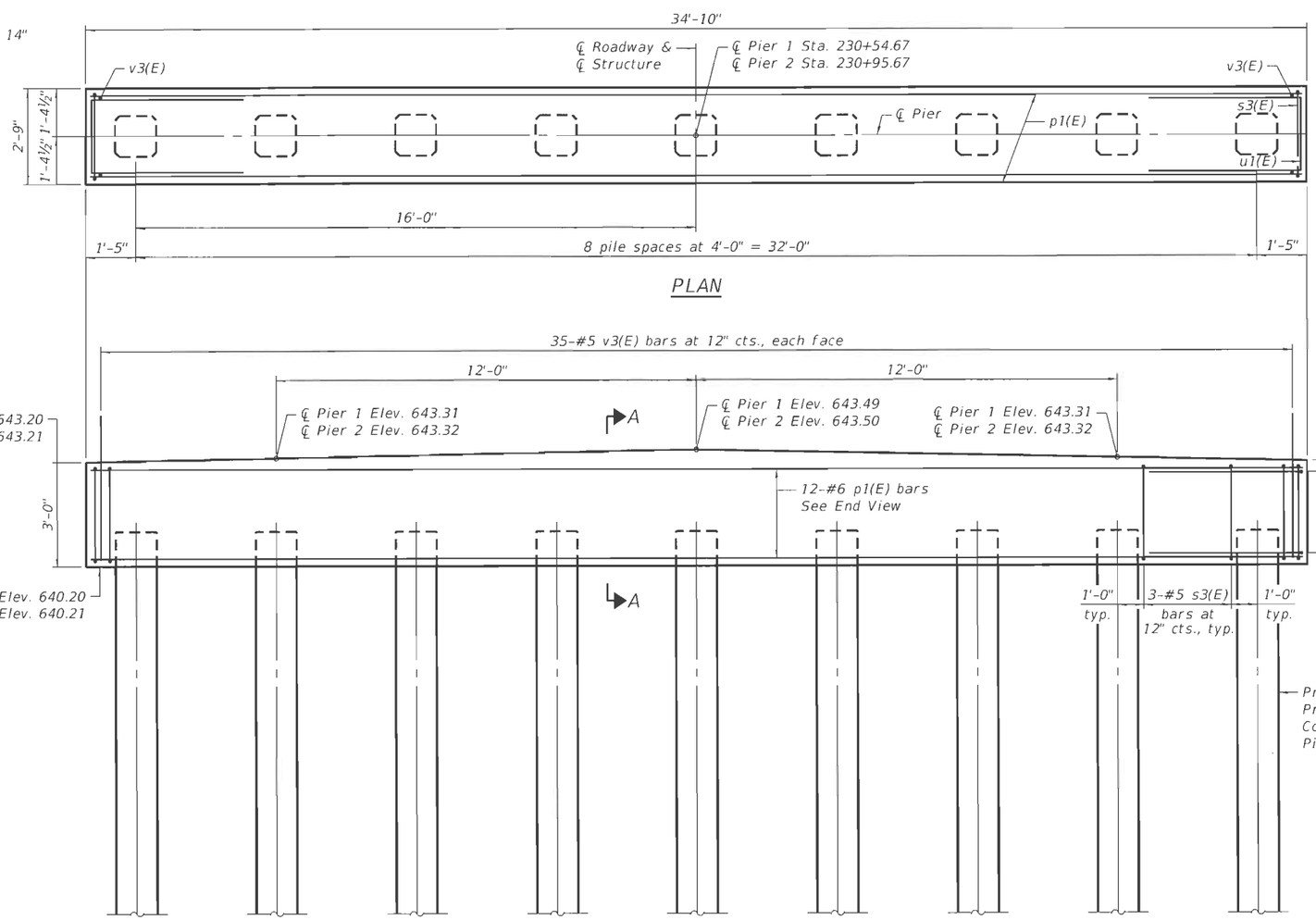
7/30/2021 10:08:19 AM

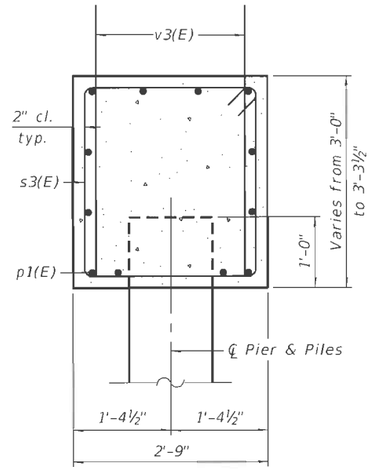
PILE DATA

Type: Precast Prestressed Concrete Piles 14"
Nominal Required Bearing: 264k
Factored Resistance Available: 145k
Est. Length: 35'
No. Production Piles: 16 (2 piers)
No. Test Piles: 2 (1 Each Pier)

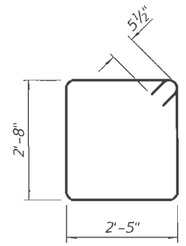


PLAN

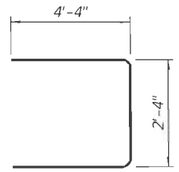
ELEVATION
(Looking East)



SECTION A-A



BAR s3(E)



BAR u1(E)

TWO PIERS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p1(E)	24	#6	34'-6"	
s3(E)	56	#5	11'-1"	
u1(E)	16	#6	11'-0"	
v3(E)	140	#5	4'-2"	
Concrete Structures		Cu. Yd.	22.4	
Reinforcement Bars, Epoxy Coated		Pound	2,760	
Furnishing Precast Prestressed Concrete Piles 14"		Foot	560	
Driving Piles		Foot	560	
Test Pile Precast Prestressed Concrete		Each	2	

For details of piles see sheet 18 of 21.

MODEL: Default
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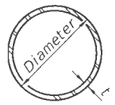
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 9/29/2021	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

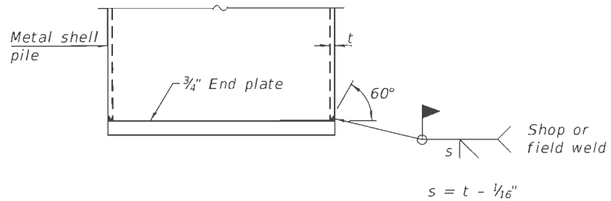
PIERS
STRUCTURE NO. 006-0189
SHEET 16 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	53
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	



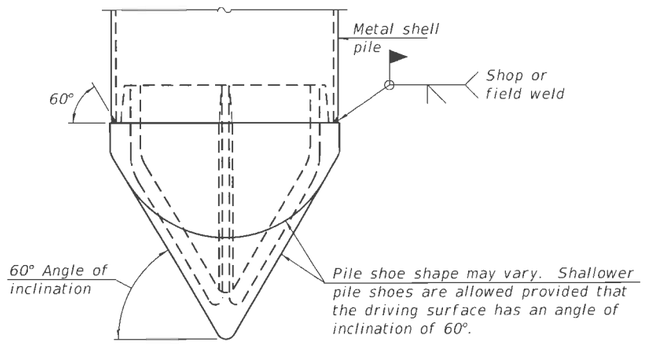
METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume ($yd.^3/ft.$)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



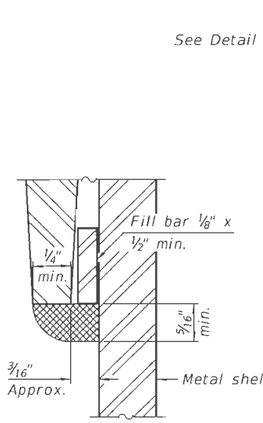
$s = t - 1/16"$

END PLATE ATTACHMENT

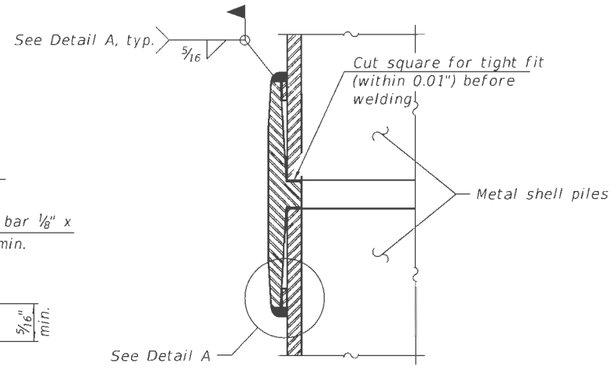


PILE SHOE ATTACHMENT

(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).

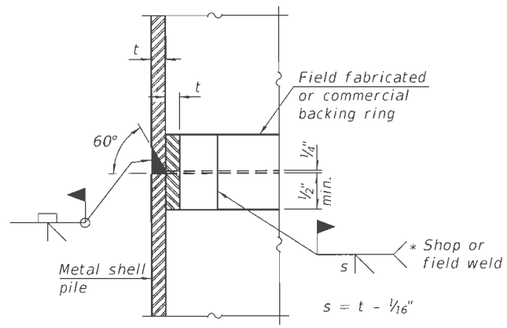


DETAIL A



WELDED COMMERCIAL SPLICE

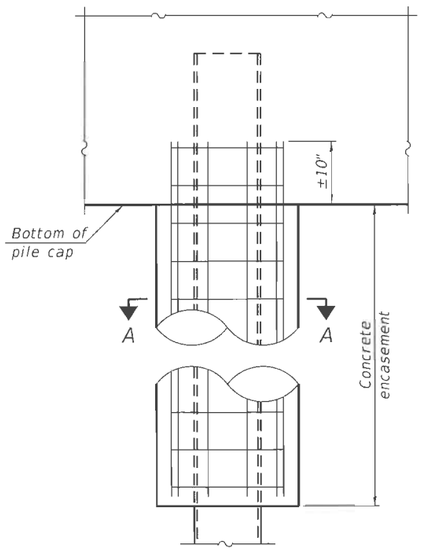
Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



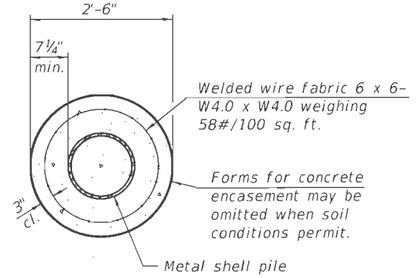
$s = t - 1/16"$

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.



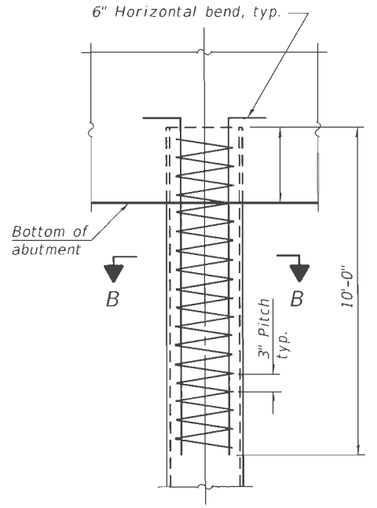
ELEVATION



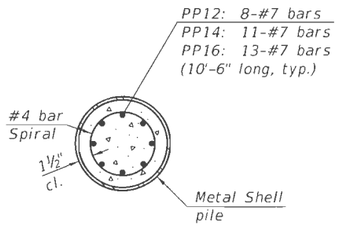
SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)



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 1-1-2020

EFK•Moen Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 7/30/2021	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 006-0189
SHEET 17 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	54
		CONTRACT NO. 66H26		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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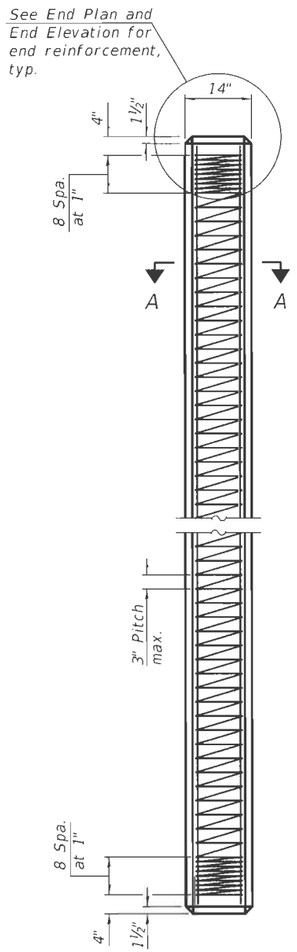
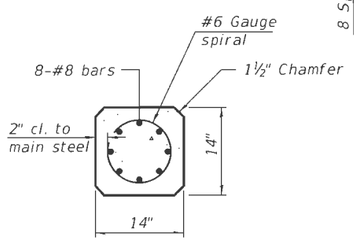
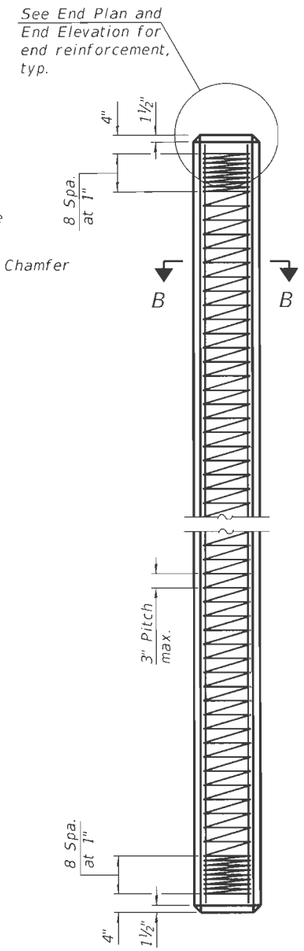
7/30/2021 10:08:25 AM



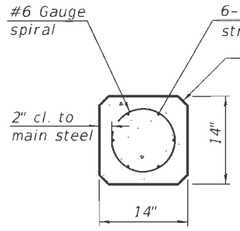
PRECAST CONCRETE PILE



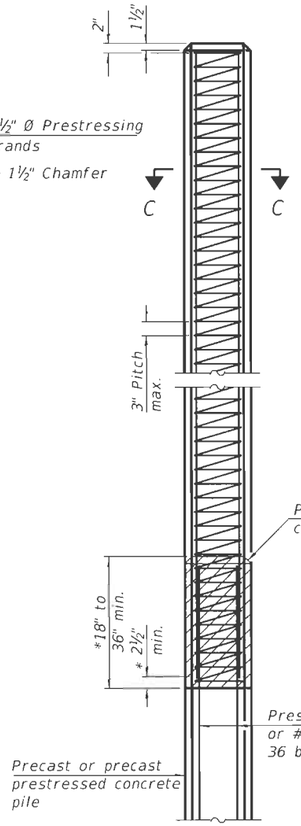
SECTION A-A



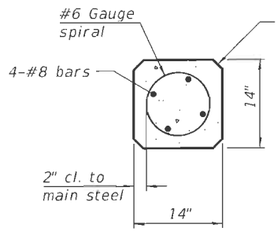
PRECAST PRESTRESSED CONCRETE PILE



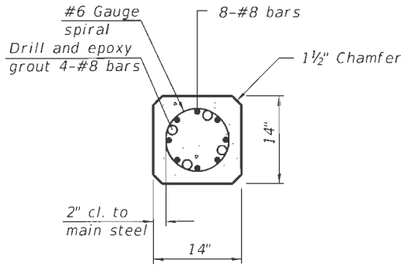
SECTION B-B



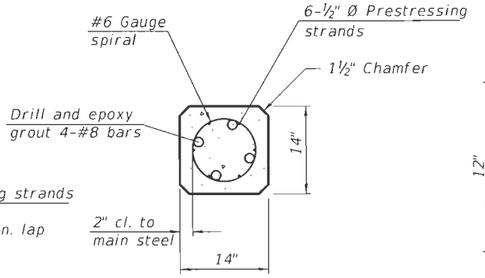
STANDARD PILE EXTENSION



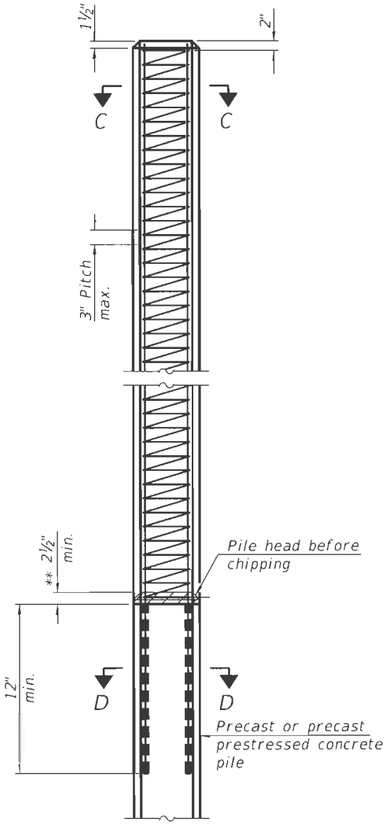
SECTION C-C



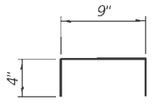
SECTION D-D
(Precast)



SECTION D-D
(Precast prestressed)

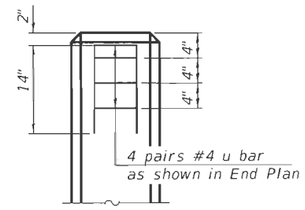


ALTERNATE PILE EXTENSION



BAR u

END PLAN
(End reinforcement only)



END ELEVATION
(End reinforcement only)

NOTES

Prestressing steel shall be uncoated high strength, low-relaxation 7-wire strand. The nominal diameter shall be ½" with a cross-sectional area of 0.153 in².

For precast prestressed concete pile lengths up to 65', use two slings placed at a distance of 0.21 L* from each end. For Piles longer than 65', use three slings placed at a distance of 0.12 L* from each end and at midpoint of pile. *L= Overall length of pile to be handled.

For precast concrete pile lengths up to 45', use two slings placed at a distance of 0.21 L from each end. For handling piles longer than 45', use three slings placed at a distance of 0.12 L from each end and at midpoint of pile.

* To construct pile extension , chip top of pile back 36 bar Ø min. to expose vertical bars and lap vertical buildup bars. Remove spiral to 2½" min. above chipping and provide full strength lap weld exterior face (4" min. length).

** To construct pile extension, chip top of pile back 2½" to expose wire spiral and provide full strength lap weld exterior face (4" min. length).

DESIGN STRESSES

f'c = 5,000 p.s.i.(prestressed)
f'c = 4,500 p.s.i. (precast)
f'ci = 4,000 p.s.i.
f's = 270,000 p.s.i. (41,300 lbs.-½" Ø)
fsi = 189,000 p.s.i. (28,900 lbs.-½" Ø)

F-PC 1-1-2020

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS4\20027.09 IDOT D3 PTB 194-027 WO9 IL 92 over Hennepin Canal Feeder\DGN\Bridge\Final\Plotsheets\00601 89-66H26-018-Precast_Pile_Details.dgn
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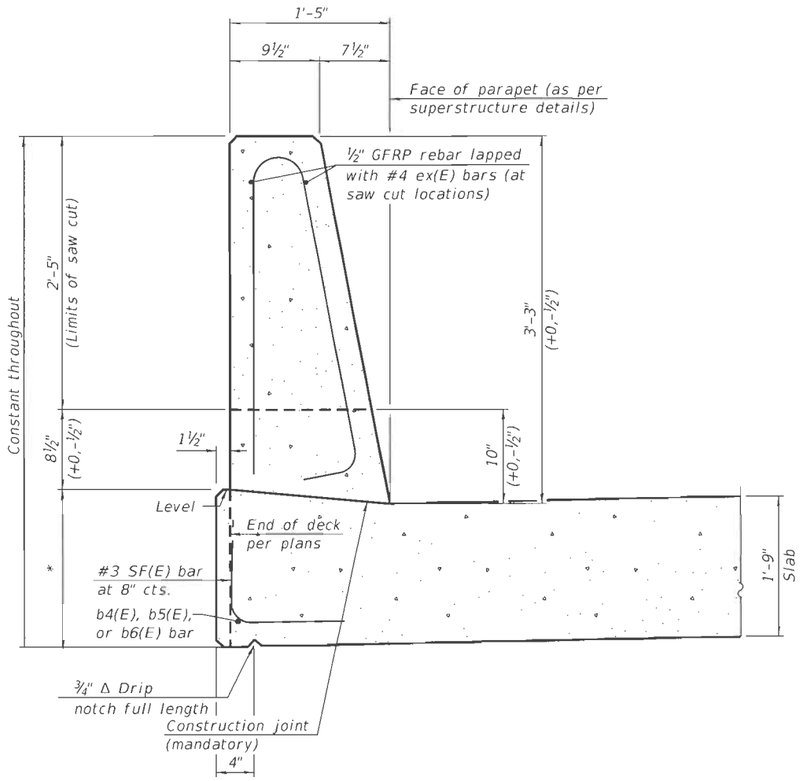
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 7/30/2021	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST PILE DETAILS
STRUCTURE NO. 006-0189
SHEET 18 OF 21 SHEETS

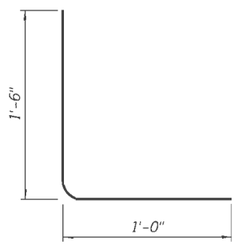
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	55
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	



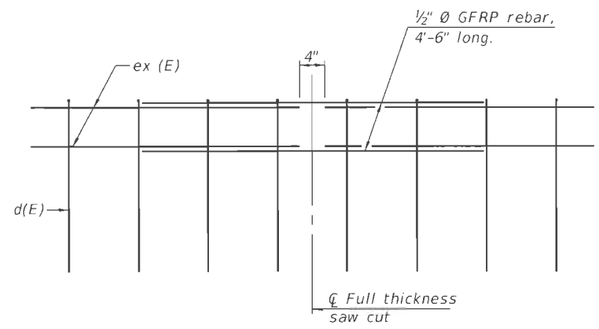
39" CONSTANT-SLOPE PARAPET SECTION

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

*See Superstructure Details.



#3 SF(E) BAR



GFRP REBAR STIFFENING DETAIL

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

Notes:

All dimensions shall remain the same as shown on superstructure details, except the deck width increases by 1½" as shown in the Parapet Section. Additional concrete needed to revise the deck width = 0.00866 cu. yds./ft. for 39" parapets.

Place full depth aluminum sheets as shown on superstructure details.

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

Steel superstructure shown. Other superstructure types similar.

MODEL: Default
FILE NAME: \\SERVER18\Projects\SS\2020\27.09 IDOT D3 PTB 194-027 WO9 IL 92 over Hennepin Canal Feeder\DGN\Bridge\Final\Plotsheets\0060189-66H26-019-Sliplforming.dgn

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EFK•Moen Civil Engineering Design

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	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 7/30/2021	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 006-0189

SHEET 19 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	56
		CONTRACT NO. 66H26		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 5/28/19

ROUTE FAP 587 (IL 92) DESCRIPTION IL 92 over I&M Feeder Canal (Hennepin Canal Feeder), 1.0 miles East of IL 172 LOGGED BY Larry Myers

SECTION (135 B-1)ES LOCATION SE 1/4, SEC. 2, TWP. 18N, RNG. 6E, 4th PM,
Latitude 41.569205, Longitude -89.767603

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 006-0096 (Exist.)
Station 230+75

BORING NO. 01 (N.W. Quad.)
Station 230+16
Offset 29.0 ft Lt.
Ground Surface Elev. 639.05 ft

Surface Water Elev. 633.08 ft
Stream Bed Elev. 628.51 ft

Groundwater Elev.:
First Encounter 626.6 ft ▼
Upon Completion 627.1 ft ▽
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
				Augered Black Silty Clay Loam Topsoil, Gray & Brown Silt / Silty Loam Fill
636.55				
	3			Stiff Gray & Brown Silt & Silty Loam Fill & Brown Silty Clay Loam Fill
	3	1.0	21	
	3	P		
-5				
	1			* Washed Sample 25.0' to 26.5'
	2	1.0	27	
	3	P		
	1			* Washed Sample 27.5' to 29.0'
	3	1.5	23	
	2	P		
629.05 -10				
	2			* Washed Sample 30.0' to 31.5'
	2	1.0	27	Stiff Brown & Gray Fine Sand, Silt, Silty Loam - Bedded
	2	P		
627.05				
	2			Loose Brown Very Fine Silty Sand - Free Water ▼
	3		20	
625.05	6			
-15				Medium Brown Very Fine to Medium Sand - Minor Silty Layers
	6			* Washed Sample 35.0' to 36.5'
	7		19	
	9			
	5			* Washed Sample 37.5' to 39.0'
	6		19	
	8			
-20				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
	2			Medium Brown Very Fine to Medium Sand - Minor Silty Layers *(continued)*
618.05	4		19	
	8			Medium Gray Fine to Coarse Sand - Clean
	4			* Washed Sample 22.5' to 24.0'
	8		23	
	12	*		
-25				
	4			* Washed Sample 25.0' to 26.5'
	7		19	
	13	*		
	7			* Washed Sample 27.5' to 29.0'
	10		21	
	15	*		
-30				
	9			* Washed Sample 30.0' to 31.5'
	11		22	
	17	*		
607.05				
	10			Dense Gray Fine to Coarse Sand - Clean
	14		21	* Washed Sample 32.5' to 34.0'
	17	*		
-35				
	11			* Washed Sample 35.0' to 36.5'
	18		21	
	23	*		
	12			* Washed Sample 37.5' to 39.0'
	24		20	
	35	*		
-40				

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 006-0096.GPJ IL_DOT.GDT 6/4/20

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 5/28/19

ROUTE FAP 587 (IL 92) DESCRIPTION IL 92 over I&M Feeder Canal (Hennepin Canal Feeder), 1.0 miles East of IL 172 LOGGED BY Larry Myers

SECTION (135 B-1)ES LOCATION SE 1/4, SEC. 2, TWP. 18N, RNG. 6E, 4th PM,
Latitude 41.569205, Longitude -89.767603

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 006-0096 (Exist.)
Station 230+75

BORING NO. 01 (N.W. Quad.)
Station 230+16
Offset 29.0 ft Lt.
Ground Surface Elev. 639.05 ft

Surface Water Elev. 633.08 ft
Stream Bed Elev. 628.51 ft

Groundwater Elev.:
First Encounter 626.6 ft ▼
Upon Completion 627.1 ft ▽
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
	15			Dense Gray Fine to Coarse Sand - Clean *(continued)*
	23		21	* Washed Sample 40.0' to 41.5'
	36	*		
	16			* Washed Sample 42.5' to 44.0'
	25		21	
	39	*		
-45				
	21			* Washed Sample 45.0' to 46.5'
	24		21	
592.55	41	*		
				End of Boring
-50				
-55				
-60				

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 006-0096.GPJ IL_DOT.GDT 6/4/20

MODEL: Default
FILE NAME: \\SERVER18\Projects5SA\20027.09 IDOT D3 PTB 194-027 WO9 IL 92 over Hennepin Canal Feeden\DGN\Bridge\Final\Plotsheets\0060189-66H26-020-Borings.dgn

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EFK•Moen
Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 7/30/2021	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006-0189
SHEET 20 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	57
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/11/19

ROUTE FAP 587 (IL 92) DESCRIPTION IL 92 over I&M Feeder Canal (Hennepin Canal Feeder), 1.0 miles East of IL 172 LOGGED BY Larry Myers

SECTION (135 B-1)ES LOCATION NE 1/4, SEC. 11, TWP. 18N, RNG. 6E, 4th PM.
Latitude 41.569059, Longitude -89.767187

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 006-0096 (Exist.)
Station 230+75

BORING NO. 02 (S.E. Quad.)
Station 231+37
Offset 23.0 ft Rt.
Ground Surface Elev. 639.13 ft

Surface Water Elev. 633.08 ft
Stream Bed Elev. 627.90 ft

Groundwater Elev.:
First Encounter 627.1 ft ▼
Upon Completion 627.1 ft ▽
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Black / Brown Silty Clay Loam Fill			
636.63			
Stiff Brown Silty Clay Loam Fill with Fine Sand Layers - Fill	3		
	2 3	1.5 P	15
-5	3		
	3 2	2.0 P	22
WH = Weight of Hammer	WH		
	1 1	1.0 P	26
629.63			
Very Loose Brown & Gray Fine Sand & Silt - Interbedded -10	2		
	2 1		24
627.13 ▼			
Medium Brown Fine Sand	3		
	5 6		20
624.63			
Medium Gray Fine to Medium Sand -15	7		
	10 15		19
* Washed Sample 17.5' to 19.0'	8		
	12 14	***	19
-20			
Medium Gray Fine to Medium Sand (continued)	6		
* Washed Sample 20.0' to 21.5'	7 8	*	23
* Washed Sample 22.5' to 24.0'	6		
	8 10	*	22
-25			
* Washed Sample 25.0' to 26.5'	7		
	9 11	*	20
* Washed Sample 27.5' to 29.0'	6		
	8 9	*	21
-30			
* Washed Sample 30.0' to 31.5'	6		
	9 11	*	22
607.13			
Dense Gray Fine to Medium Sand with some Coarse Sand * Washed Sample 32.5' to 34.0'	10		
	18 16	*	20
-35			
* Washed Sample 35.0' to 36.5'	12		
	15 17	*	19
* Washed Sample 37.5' to 39.0'	16		
	18 21	*	21
-40			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/11/19

ROUTE FAP 587 (IL 92) DESCRIPTION IL 92 over I&M Feeder Canal (Hennepin Canal Feeder), 1.0 miles East of IL 172 LOGGED BY Larry Myers

SECTION (135 B-1)ES LOCATION NE 1/4, SEC. 11, TWP. 18N, RNG. 6E, 4th PM.
Latitude 41.569059, Longitude -89.767187

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 006-0096 (Exist.)
Station 230+75

BORING NO. 02 (S.E. Quad.)
Station 231+37
Offset 23.0 ft Rt.
Ground Surface Elev. 639.13 ft

Surface Water Elev. 633.08 ft
Stream Bed Elev. 627.90 ft

Groundwater Elev.:
First Encounter 627.1 ft ▼
Upon Completion 627.1 ft ▽
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Dense Gray Fine to Medium Sand with some Coarse Sand (continued)	18		
* Washed Sample 40.0' to 41.5'	21 24	*	20
* Washed Sample 42.5' to 44.0'	14		
	20 22	*	20
-45			
* Washed Sample 45.0' to 46.5'	16		
	23 24	*	21
-50			
* Washed Sample 50.0' to 51.5'	18		
	24 25	*	21
-55			
* Washed Sample 55.0' to 56.5'	16		
	22 24	*	23
582.63			
End of Boring			
-60			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 006-0096.GPJ IL_DOT.GDT 6/4/20

MODEL: Default
FILE NAME: \\SERVER18\Projects\SSA\20027.09 IDOT D3 PTB 194-027 WO9 IL 92 over Hennepin Canal Feeder\DGN\Bridge\Final\Plotsheets\006D189-66H26-021-Borings.dgn

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Civil Engineering Design

USER NAME = ABenz	DESIGNED - ACB	REVISED -	
	CHECKED - CDL	REVISED -	
PLOT SCALE =	DRAWN - ACB	REVISED -	
PLOT DATE = 7/30/2021	CHECKED - CDL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 006-0189
SHEET 21 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(135B-1)BRR	BUREAU	84	58
		CONTRACT NO. 66H26		
		ILLINOIS	FED. AID PROJECT	