

HIGHWAY STANDARDS

- 000001-06 ABBREVIATIONS, SYMBOLS AND PATTERNS
- 001001-02 REINFORCEMENT BARS, AREAS, WEIGHTS AND SPACING
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-07 PAVEMENT JOINTS
- 420401-09 BRIDGE APPROACH, CONNECTOR
- 482011-03 HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
- 542401-01 METAL END SECTION FOR PIPE CULVERTS
- 606006-02 OUTLETS FOR CONCRETE CURB AND GUTTER TYPE B-6.24 (B-15.60)
- 606401-01 PAVED DITCH
- 609006-05 BRIDGE APPROACH (DRAIN DETAIL)
- 630001-10 STEEL PLATE BEAM GUARDRAIL
- 630201-06 STEEL PLATE BEAM, PCC/HMA STABILIZATION
- 630301-06 SHOULDER WIDENING FOR TYPE I (SPECIAL) GUARDRAIL TERMINALS
- 631031-11 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635001-01 DELINEATORS
- 642001-02 SHOULDER RUMBLE STRIPS, 16 INCH
- 643001-01 SAND MODULE IMPACT ATTENUATORS
- 665001-02 FENCE, WOVEN WIRE
- 701101-03 OFF-RD OPERATIONS, MULTILANE 15' TO 24" FROM PAVEMENT EDGE
- 701406-07 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
- 701411-08 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH
- 701421-05 LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS GREATER THAN 45 MPH TO 55 MPH
- 701426-05 LANE CLOSURE, MULTILANE, INTERMITTENT OF MOVING OPER., FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH
- 701901-02 TRAFFIC CONTROL DEVICES
- 704001-07 TEMPORARY CONCRETE BARRIER
- 780001-03 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

1. THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.
2. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
3. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
4. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
5. SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.
6. THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDED OR SODDED.
7. ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.
8. ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.
9. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.
10. ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE SHALL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.
11. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
AGGREGATE (PRIME COAT)	0.002	TONS / SQ YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
AGGREGATE DITCH CHECKS	5	TONS AGGREGATE

BITUMINOUS MATERIALS (PRIME COAT) RATES		
SURFACE TYPE	ESTIMATED TRUCK APPLICATION RATE	RESIDUAL RATE
AGGREGATE BASES	0.50 GAL / SQ YD	N/A
FOG COAT (BETWEEN ADDITIONAL HMA LIFTS)	0.05 GAL / SQ YD	0.025 GAL / SQ YD

ESTIMATED TRUCK APPLICATION RATE USED FOR CALCULATING PLAN QUANTITIES

12. MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
 CMS/ILLINOIS CENTURY NETWORKS
 PAETEC
 360NETWORKS
 COMCAST
 NICOR
 AMEREN CIPS
 VERIZON
13. BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
14. THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.
15. TEMPORARY BENCHMARKS REQUIRED DUE TO THE RECONSTRUCTION OF BRIDGE STRUCTURES ARE THE RESPONSIBILITY OF THE CONTRACTOR. COST ASSOCIATED WITH THIS IS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS A PART OF THE ASSOCIATED BRIDGE ITEMS.
16. ANNOTATION SHOWN AS: DL - DRIVING LANE
 PL - PASSING LANE
 GR - GUARDRAIL

COMMITMENTS:

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DISTRICT THREE

PREPARED BY: Don Branic
 DISTRICT STUDIES & PLANS ENGINEER

DATE: 10-23-12

EXAMINED BY: Heidi Gray
 DISTRICT CONSTRUCTION ENGINEER

[Signature]
 DISTRICT MATERIALS ENGINEER

Bruce A. H. [Signature]
 DISTRICT OPERATIONS ENGINEER

#STSPRINTER.WXW

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90% FED.
10% STATE

CONSTRUCTION CODES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODES		
				ROADWAY 0004 RURAL	SN 038-0013 0014 RURAL	SN 038-0014 0014 RURAL
50300100	FLOOR DRAINS	EACH	20		10	10
50300225	CONCRETE STRUCTURES	CU YD	566.8		283.4	283.4
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1223		611.5	611.5
50300260	BRIDGE DECK GROOVING	SQ YD	3696		1848	1848
50300280	CONCRETE ENCASEMENT	CU YD	6.8		3.4	3.4
50300300	PROTECTIVE COAT	SQ YD	4472		2236	2236
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		0.5	0.5
50500505	STUD SHEAR CONNECTORS	EACH	21420		10710	10710
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	425,420		212,710	212,710
50800515	BAR SPLICERS	EACH	3110		1555	1555
51100100	SLOPE WALL, 4 IN	SQ YD	1691		845.5	845.5
51201600	FURNISHING STEEL PILES HP 12X53	FOOT	1426		713	713
51202305	DRIVING PILES	FOOT	1426		713	713
51203200	TEST PILE STEEL HP 12X53	EACH	5		3	2

* SPECIALTY ITEM

Rev.



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	DATE: -	REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD
SCALE: SHEET NO. 3 OF 7 SHEETS STA. TO STA.

F.A.I. RTE. 57	SECTION 138-2HBYR, HVBR-1	COUNTY IROQUOIS	TOTAL SHEETS 146	SHEET NO. 5
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66942	

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CONSTRUCTION CODES		
ROADWAY 0004 RURAL	SN 038-0013 0014 RURAL	SN 038-0014 0014 RURAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004 RURAL	SN 038-0013 0014 RURAL	SN 038-0014 0014 RURAL
63200310	GUARDRAIL REMOVAL	FOOT	2365	2365		
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	2471	2471		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9		
67100100	MOBILIZATION	LSUM	1	1		
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	LSUM	1	1		
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	270	270		
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	16	16		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	26513	26513		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	23129	23129		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	13213	13213		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2562.5	2562.5		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2550	2550		
* 78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	1748	1748		

*
* SPECIALTY ITEM

 TERRA ENGINEERING LTD.	USER NAME : wwh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD		<table border="1"> <tr> <th>F.A.I. RTE.</th> <th>SECTION</th> <th>COUNTY</th> <th>TOTAL SHEETS</th> <th>SHEET NO.</th> </tr> <tr> <td>57</td> <td>138-21HBVR, HVBR-1</td> <td>IRROUOIS</td> <td>146</td> <td>7</td> </tr> </table>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	57	138-21HBVR, HVBR-1	IRROUOIS	146	7
	F.A.I. RTE.	SECTION	COUNTY		TOTAL SHEETS	SHEET NO.											
	57	138-21HBVR, HVBR-1	IRROUOIS		146	7											
PLOT SCALE : 600.0000 ' / 1"	CHECKED -	REVISED -	REVISED -	SCALE:	SHEET NO. 5 OF 7 SHEETS	STA. TO STA.											
PLOT DATE : 8/24/2012	DATE -	REVISED -	REVISED -	ILLINOIS FED. AID PROJECT													

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CONSTRUCTION CODES		
ROADWAY 0004 RURAL	SN 038-0013 0014 RURAL	SN 038-0014 0014 RURAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004 RURAL	SN 038-0013 0014 RURAL	SN 038-0014 0014 RURAL
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	13072	13072		
* 78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	909	909		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	22	22		
* 78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	7	7		
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	22	22		
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2 " DIA. PVC	FOOT	748		374	374
X0326880	MESSAGE BOARD VEHICLE DRIVER	HOURL	1600	1600		
X0326907	PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE SIGN	CAL MO	9	9		
X2020502	BRACED EXCAVATION	CU YD	131		65.5	65.5
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	351		175.5	175.5
X0324589	PIPE UNDERDRAIN OUTLET EXTENSION FOR 4" PIPE	EACH	2	2		
X6650208	WOVEN WIRE FENCE REMOVAL AND REPLACEMENT	FOOT	285	285		
X7010208	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 (SPECIAL)	EACH	2	2		

* 14 SPECIALTY ITEM

Rev.



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES	
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD	
SCALE:	SHEET NO. 6 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	038-21HBVR, HVBR-1	IRROQUOIS	146	8
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

901. FED.
101. STATE

CONSTRUCTION CODES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODES		
				ROADWAY 0004 RURAL	SN 038-0013 0014 RURAL	SN 038-0014 0014 RURAL
* X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	13071	13071		
* X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	909	909		
Z0004552	APPROACH SLAB REMOVAL	SQ YD	307	307		
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	8		4	4
Z0026407	TEMPORARY SHEET PILING	SQ FT	7049		3524.5	3524.5
70600250	IMPACT ATTENUATOR, TEMPORARY (NON-DIRECTIVE), TEST LEVEL 3	EACH	2	2		
70600350	IMPACT ATTENUATOR, RELOCATE (NON-DIRECTIVE), TEST LEVEL 3	EACH	2	2		
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	325		162.5	162.5
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1		0.5	0.5
⊙ Z0076600	TRAINEES	HOUR	1,000	1,000		
⊙ Z0076604	TRAINING PROGRAM GRADUATE	HOUR	1,000	1,000		

* SPECIALTY ITEM
⊙ 0042

*REVISIONS
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD			
SCALE:	SHEET NO. 7 OF 7 SHEETS	STA.	TO STA.

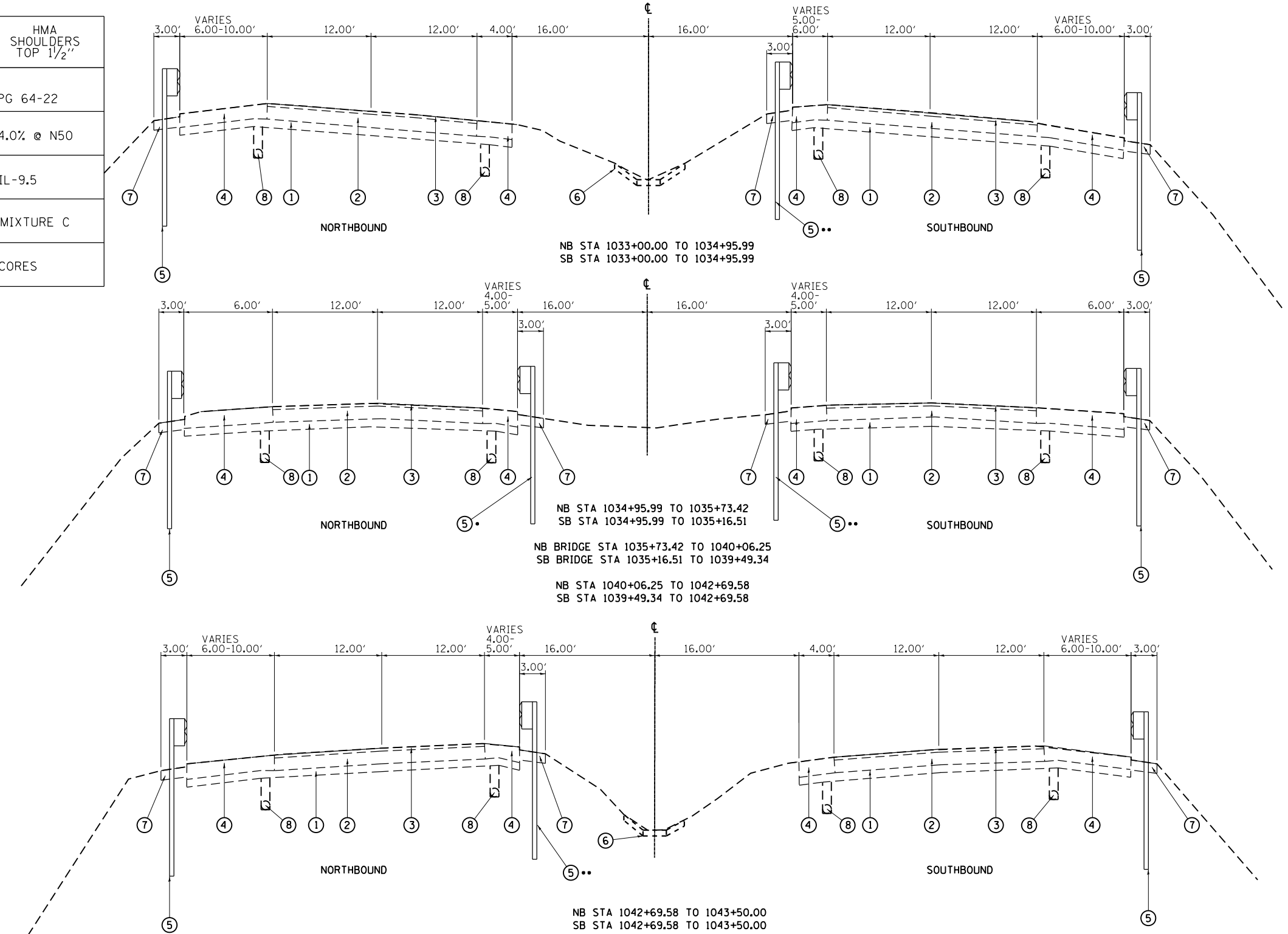
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	9
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

Rev.

MIXTURE TABLE

	HMA BINDER COURSE	HMA LEVEL BINDER	HMA SURFACE	HMA SHOULDERS BOTTOM LIFTS	HMA SHOULDERS TOP 1/2"
PG GRADE	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22	PG 64-22	PG 64-22
DESIGN AIR Voids	4.0% @ N90	4.0% @ N50	4.0% @ N90	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL-19.0	IL-4.75	IL-9.5	IL-19.0	IL-9.5
FRICTION AGGREGATE			MIXTURE D		MIXTURE C
DENSITY TEST METHOD	CORES	CORES	CORES	CORES	CORES

EXISTING TYPICAL SECTIONS



LEGEND

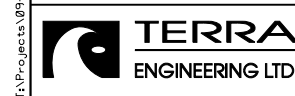
- ① EXISTING STABILIZED AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE, 8"
- ③ EXISTING HMA SURFACE COURSE, 1.5"
- ④ EXISTING STABILIZED SHOULDER, 5.5"
- ⑤ EXISTING GUARDRAIL
- ⑥ EXISTING PAVED DITCH
STA 1033+00.00 TO 1033+11.18
STA 1041+97.91 TO 1043+50.00
- ⑦ EXISTING HMA SHOULDERS FOR GUARDRAIL STABILIZATION, 6"
- ⑧ EXISTING PIPE UNDERDRAIN, 4"

NOTE:

- 1. ALL STATIONING IS TAKEN FROM MEDIAN ALIGNMENT
- 2. MEDIAN GUARDRAIL STATIONS:
 - NORTHBOUND: STA 1040+00.38 TO 1043+61.55
 - SOUTHBOUND: STA 1032+12.08 TO 1035+51.76

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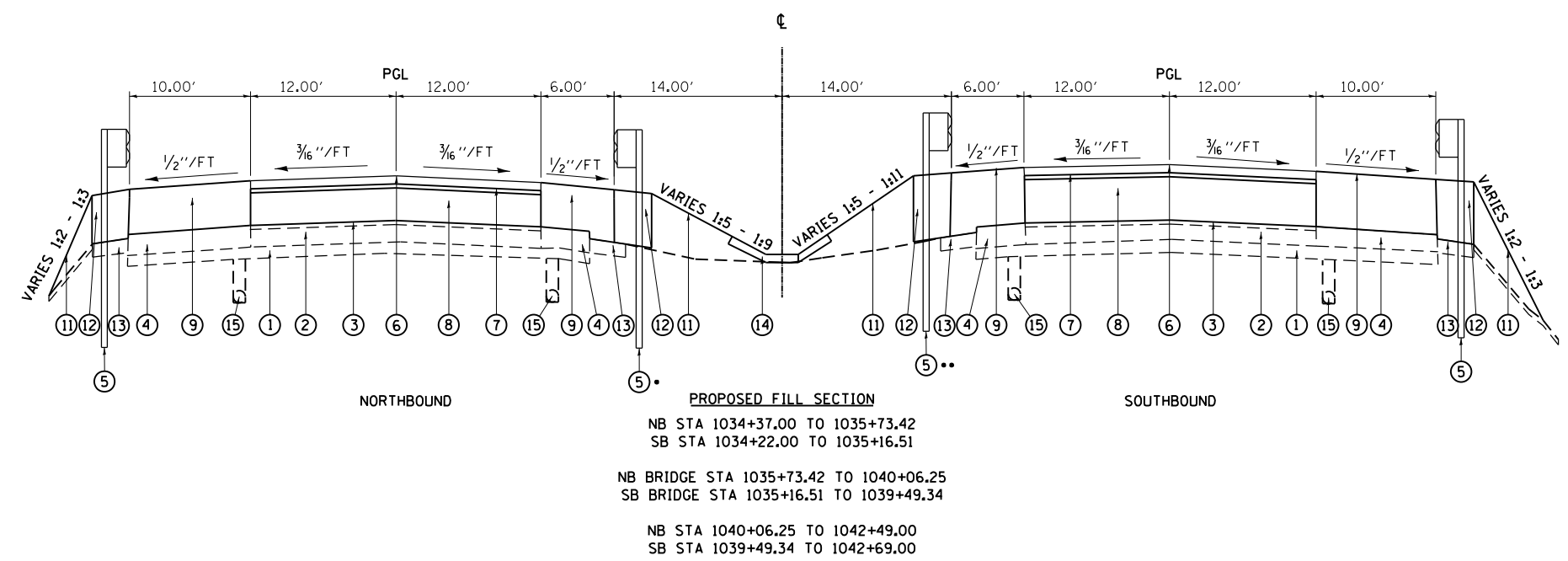
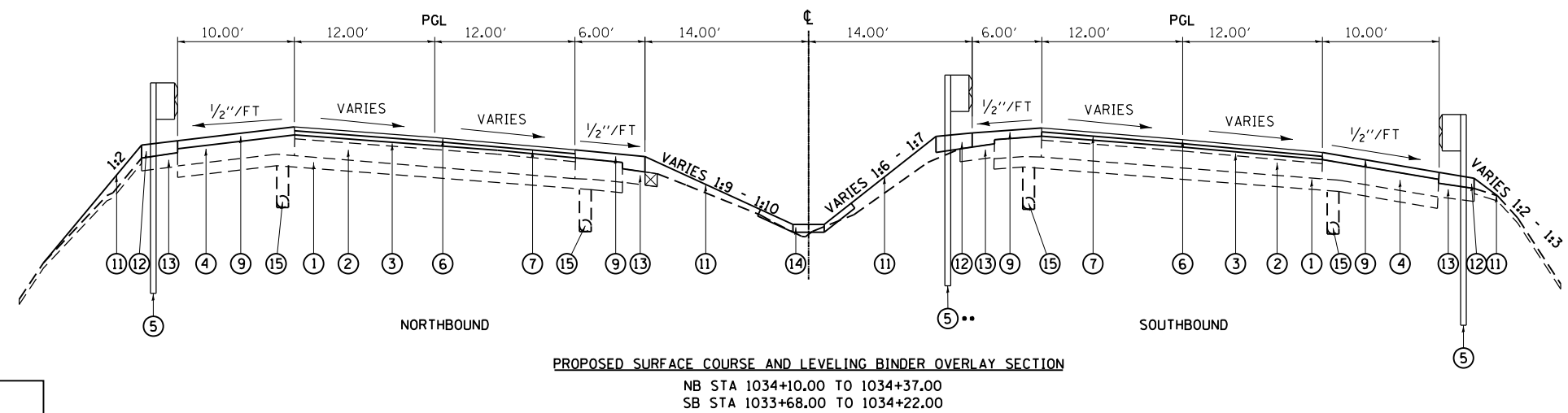
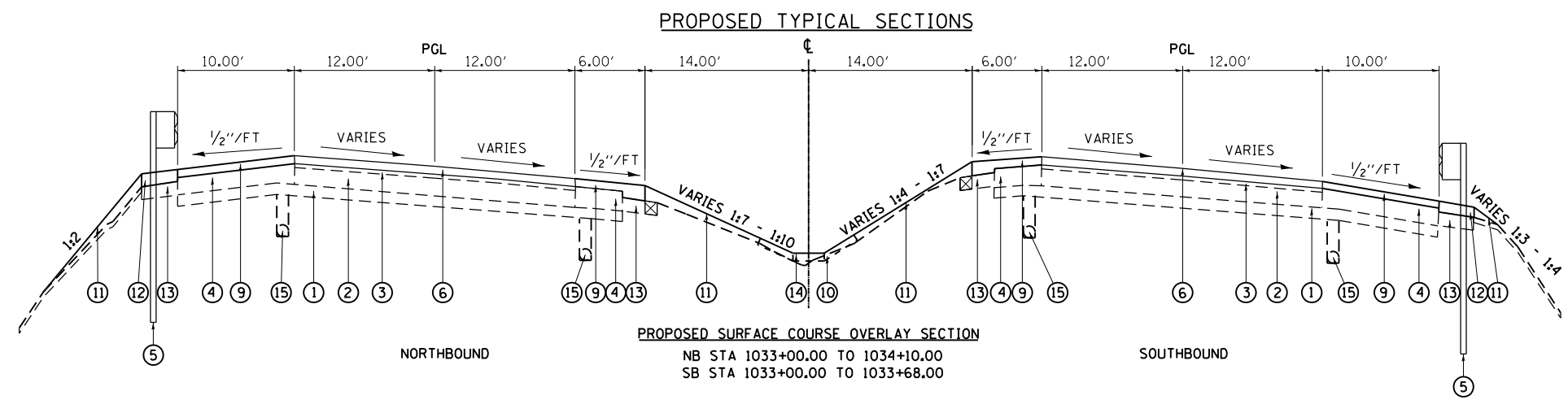
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD

SCALE: NTS SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVR, HVBR-1	IROQUOIS	146	10
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

TOPSOIL EXCAVATION INCLUDED AS A PART OF EARTH EXCAVATION
 NB STA 1030+00.00 TO STA 1037+12.00
 SB STA 1031+00.00 TO STA 1036+10.00
 NB STA 1039+37.00 TO STA 1042+30.00
 SB STA 1038+25.00 TO STA 1041+54.00



LEGEND

①	EXISTING STABILIZED AGGREGATE SUB-BASE, 4"
②	EXISTING PCC BASE COURSE, 8"
③	EXISTING HMA SURFACE COURSE, 1 1/2"
④	EXISTING STABILIZED SHOULDER, 5 1/2"
⑤	PROPOSED GUARDRAIL
⑥	PROPOSED HMA SURFACE COURSE, 1 1/2"
⑦	PROPOSED HMA LEVELING BINDER COURSE, 3/4"
⑧	PROPOSED HMA BINDER COURSE, VARIES (MINIMUM 2 1/4")
⑨	PROPOSED HMA SHOULDERS, VARIES
⑩	EXISTING PAVED DITCH STA 1033+00.00 TO 1033+11.18 STA 1041+97.91 TO 1043+50.00
⑪	PROPOSED FURNISHED EXCAVATION
⑫	PROPOSED HMA SHOULDERS FOR GUARDRAIL STABILIZATION, VARIES
⑬	EXISTING HMA SHOULDERS FOR GUARDRAIL STABILIZATION, 6"
⑭	PROPOSED PAVED DITCH STA 1033+11.18 TO 1035+14.52 STA 1040+08.25 TO 1041+97.91
⑮	EXISTING PIPE UNDERDRAIN, 4"
☒	EXISTING SHOULDER REMOVAL

NOTE:
 ALL STATIONING IS TAKEN FROM MEDIAN ALIGNMENT
 MEDIAN GUARDRAIL STATIONS:
 •NORTHBOUND: STA 1040+00.38 TO 1041+26.49
 •SOUTHBOUND: STA 1033+96.27 TO 1035+51.76



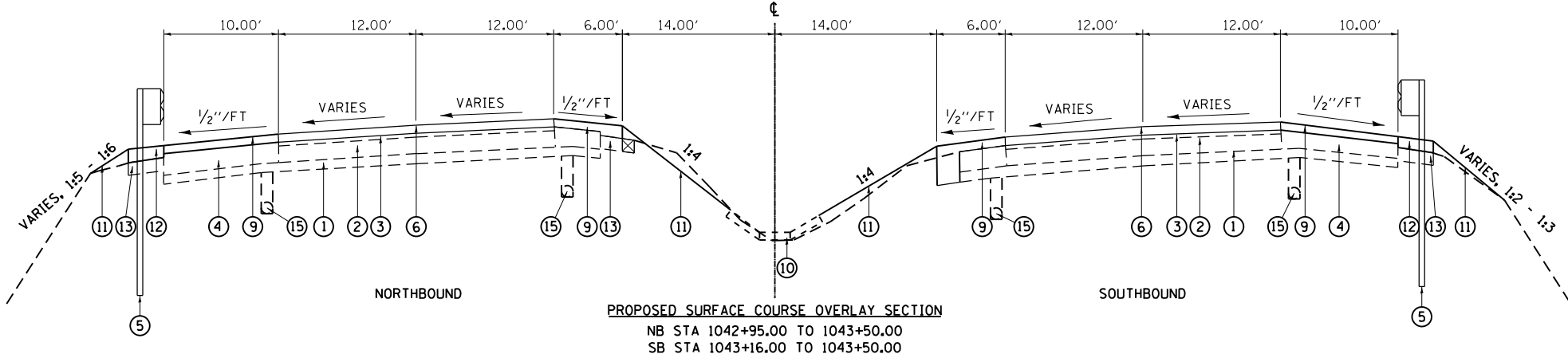
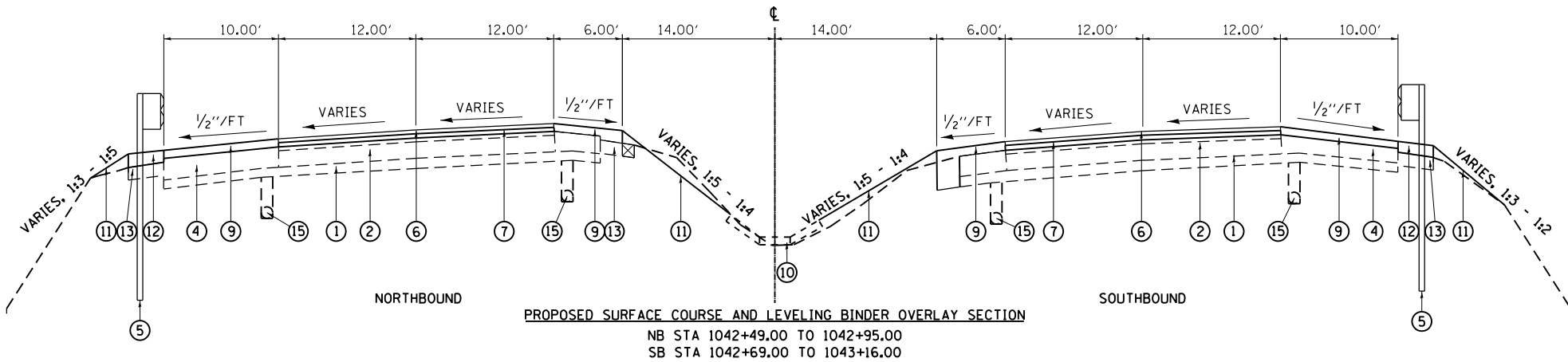
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS	
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD	
SCALE: NTS	SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	11
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

PROPOSED TYPICAL SECTIONS



LEGEND

- ① EXISTING STABILIZED AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE, 8"
- ③ EXISTING HMA SURFACE COURSE, 1.5"
- ④ EXISTING STABILIZED SHOULDER, 5.5"
- ⑤ PROPOSED GUARDRAIL
- ⑥ PROPOSED HMA SURFACE COURSE, 1 1/2"
- ⑦ PROPOSED HMA LEVELING BINDER COURSE, 3/4"
- ⑧ PROPOSED HMA BINDER COURSE, VARIES (MINIMUM 2 1/4")
- ⑨ PROPOSED HMA SHOULDERS, VARIES
- ⑩ EXISTING PAVED DITCH
STA 1033+00.00 TO 1033+11.18
STA 1041+97.91 TO 1043+50.00
- ⑪ PROPOSED FURNISHED EXCAVATION
- ⑫ PROPOSED HMA SHOULDERS FOR GUARDRAIL STABILIZATION, VARIES
- ⑬ EXISTING HMA SHOULDERS FOR GUARDRAIL STABILIZATION, 6"
- ⑭ PROPOSED PAVED DITCH
STA 1033+11.18 TO 1035+14.52
STA 1040+08.25 TO 1041+97.91
- ⑮ EXISTING PIPE UNDERDRAIN, 4"
- ☒ EXISTING SHOULDER REMOVAL

NOTE:
 ALL STATIONING IS TAKEN FROM MEDIAN ALIGNMENT
 MEDIAN GUARDRAIL STATIONS:
 •NORTHBOUND: STA 1040+00.38 TO 1041+26.49
 •SOUTHBOUND: STA 1033+96.27 TO 1035+51.76

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PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS			
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD			
SCALE:	SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	12
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

I:\Projects\99-228-1001-157_Bridges-PTB\153-37\Drawings\C400_Sheets\0366942-sh-t:schedule_2.dgn I:\Projects\99-228-1001-157_Bridges-PTB\153-37\Drawings\C400_Sheets\0366942-sh-t:schedule_2.dgn I:\Projects\99-228-1001-157_Bridges-PTB\153-37\Drawings\C400_Sheets\0366942-sh-t:schedule_2.dgn

				PAY ITEM				PAY ITEM	
LOCATION		LENGTH		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT		FURNISHED EXCAVATION	
STATION	TO	STATION	FT	CU YD	CU YD	CU YD		CU YD	
STAGE 1									
1032+50	TO	1033+00	50	121.86	91.40	138.90		-17.04	
1033+00	TO	1033+50	50	126.83	95.13	179.06		-52.22	
1033+50	TO	1034+00	50	123.56	92.67	188.65		-65.09	
1034+00	TO	1034+50	50	121.96	91.47	203.74		-81.78	
1034+50	TO	1035+00	50	121.72	91.29	209.80		-88.07	
1035+00	TO	1035+50	50	94.34	70.76	160.64		-66.30	
1035+50	TO	1036+00	50	54.23	40.67	84.32		-30.09	
1036+00	TO	1036+50	50	43.03	32.27	43.03		0.00	
1036+50	TO	1037+00	50	22.35	16.76	22.35		0.00	
1037+00	TO	1037+50	50	0.00	0.00	0.00		0.00	
1037+50	TO	1038+00	50	0.00	0.00	0.00		0.00	
1038+00	TO	1038+50	50	10.50	7.88	10.50		0.00	
1038+50	TO	1039+00	50	32.77	24.58	32.77		0.00	
1039+00	TO	1039+50	50	44.11	33.08	44.11		0.00	
1039+50	TO	1040+00	50	72.95	54.72	159.06		-86.11	
1040+00	TO	1040+50	50	114.06	85.54	302.02		-187.96	
1040+50	TO	1041+00	50	121.11	90.83	271.02		-149.91	
1041+00	TO	1041+50	50	108.77	81.58	259.42		-150.65	
1041+50	TO	1042+00	50	74.25	55.69	190.18		-115.93	
1042+00	TO	1042+50	50	25.69	19.26	38.37		-12.69	
1042+50	TO	1043+00	50	4.44	3.33	2.22		2.22	
1043+00	TO	1043+50	50	3.80	2.85	1.48		2.31	
1043+50	TO	1044+03	53	1.46	1.10	0.68		0.78	
SUBTOTALS			1153	1443.80	1082.85	2542.31		-1098.52	
STAGE 2									
1032+50	TO	1033+00	50	5.65	4.24	0.09		5.56	
1033+00	TO	1033+50	50	5.65	4.24	5.46		0.19	
1033+50	TO	1034+00	50	5.93	4.44	7.87		-1.94	
1034+00	TO	1034+50	50	6.85	5.14	6.76		0.09	
1034+50	TO	1035+00	50	7.04	5.28	10.65		-3.61	
1035+00	TO	1035+50	50	6.11	4.58	6.39		-0.28	
1035+50	TO	1036+00	50	0.00	0.00	0.00		0.00	
1039+50	TO	1040+00	50	0.00	0.00	9.26		-9.26	
1040+00	TO	1040+50	50	1.48	1.11	27.41		-25.93	
1040+50	TO	1041+00	50	3.24	2.43	32.50		-29.26	
1041+00	TO	1041+50	50	1.76	1.32	27.31		-25.56	
1041+50	TO	1042+00	50	3.80	2.85	19.63		-15.83	
1042+00	TO	1042+50	50	8.24	6.18	9.63		-1.39	
1042+50	TO	1043+00	50	6.02	4.51	4.44		1.57	
1043+00	TO	1043+50	50	5.83	4.38	1.94		3.89	
1043+50	TO	1044+03	53	4.49	3.37	0.49		4.00	
SUBTOTALS			803	72.08	54.06	169.84		-97.76	
GRAND TOTALS					1515.88	1137	2712.15		-1196.27

TREE REMOVAL (6 TO 15 UNITS DIAMETER)			
STATION	LT.	RT.	UNITS
1032+78.52		128.44'	15
1035+05.74		105.85'	10
1035+71.74		58.93'	8
1036+75.36	82.27'		13
1038+80.28		68.13'	10
1040+27.02	83.11'		6
TOTAL			62

SEEDING & EROSION CONTROL SCHEDULE								
	SEEDING, CLASS 2A	SEEDING, CLASS 4A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2	HEAVY DUTY EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING
LOCATION	ACRE	ACRE	POUND	POUND	POUND	ACRE	SQ YD	POUND
NORTHEAST SLOPE		0.435	39.2	39.2	39.2	0.435	2106.6	43.5
EAST MEDIAN	0.156		14.1	14.1	14.1	0.156	756.9	15.6
SOUTHEAST SLOPE		0.615	55.3	55.3	55.3	0.615	2975.7	61.5
NORTHWEST SLOPE		0.467	42.0	42.0	42.0	0.467	2261.2	46.7
WEST MEDIAN	0.209		18.8	18.8	18.8	0.209	1010.9	20.9
SOUTHWEST SLOPE		0.228	20.5	20.5	20.5	0.228	1103.3	22.8
TOTAL	0.370	1.750	189.9	189.9	189.9	2.110	10214.6	211.0



USER NAME = WAH	DESIGNED -	REVISED -
PLOT SCALE = 2.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/21/2012	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD			
SCALE:	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	14
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

INLET AND PIPE PROTECTION	
LOCATION	EA
EAST MEDIAN	1
WEST MEDIAN	1
TOTAL	2

CLASS SI CONCRETE (OUTLET)	
LOCATION	CU YD
STA 1035+00 LT	3.8
STA 1035+00 RT	3.8
STA 1040+00 LT	3.8
STA 1040+00 RT	3.8
TOTAL	15.3

PAVED DITCH, TYPE B-22			
STATION	TO	STATION	FOOT
1033+11	TO	1035+15	203.3
1040+08	TO	1041+98	189.7
TOTAL			393.0

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS				
STATION	TO	STATION	OFFSET	FOOT
1032+98	TO	1035+94	56' LT	262.5
1039+70	TO	1040+89	14' LT	75.0
1040+06	TO	1043+53	56' LT	312.5
1033+00	TO	1034+97	56' RT	162.5
1034+34	TO	1035+53	14' RT	75.0
1039+29	TO	1043+50	56' RT	387.5
298+44	TO	302+08	19' LT	262.5
TOTAL				1537.5

TRAFFIC BARRIER TERMINAL, TYPE 6			
DIRECTION	STATION	OFFSET	EACH
NB	1035+94	56' LT	1
NB	1039+70	14' LT	1
NB	1040+06	56' LT	1
SB	1034+97	14' RT	1
SB	1035+53	56' RT	1
SB	1039+29	56' RT	1
TOTAL			6

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT			
DIRECTION	STATION	OFFSET	EACH
NB	1041+27	14' LT	1
SB	1033+96	14' RT	1
TOTAL			2

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED			
DIRECTION	STATION	OFFSET	EACH
OR45	298+44	19' LT	1
OR45	302+03	19' LT	1
TOTAL			2

GUARDRAIL REMOVAL					
DIRECTION	STATION	TO	STATION	OFFSET	FOOT
NB	1033+00	TO	1036+08	56' LT	308.44
NB	1040+00	TO	1043+62	14' LT	361.27
NB	1040+02	TO	1043+50	56' LT	348.42
SB	1032+12	TO	1035+52	56' RT	339.79
SB	1039+14	TO	1043+50	14' RT	436.40
SB	1033+00	TO	1035+22	56' RT	221.60
OR45	298+44	TO	302+08	24' LT	349.28
TOTAL					2365.2

SHOULDER RUMBLE STRIPS, 16 INCH				
DIRECTION	STATION	TO	STATION	FOOT
NB	1033+00	TO	1035+74	547.2
NB	1040+06	TO	1043+50	688.0
SB	1033+00	TO	1035+17	433.4
SB	1039+49	TO	1043+50	801.7
TOTAL				2470.2

SHORT TERM PAVEMENT MARKING					
DIRECTION	STATION	TO	STATION	# APPLICATIONS	FOOT
NB CL	1033+00	TO	1062+90	2	543.6
NB SHLD	1033+00	TO	1062+90	2	11960.0
SB CL	1010+00	TO	1043+50	2	609.1
SB SHLD	1010+00	TO	1043+50	2	13400.0
TOTAL					26512.7

TEMPORARY PAVEMENT MARKING - LINE 4"		
STAGE	LOCATION	FOOT
1	NORTHBOUND- OUTSIDE LANE	3138.8
1	NORTHBOUND- INSIDE LANE	1639.6
1	SOUTHBOUND- OUTSIDE LANE	4203.7
1	SOUTHBOUND- INSIDE LANE	1606.1
2	NORTHBOUND- OUTSIDE LANE	3266.2
2	NORTHBOUND- INSIDE LANE	3270.0
2	SOUTHBOUND- OUTSIDE LANE	2704.1
2	SOUTHBOUND- INSIDE LANE	3300.4
TOTAL		23128.9

WORK ZONE PAVEMENT MARKING REMOVAL					
STAGE	DIRECTION	STATION	TO	STATION	SQ FT
1	NB- EXIST	1031+39	TO	1047+81	547.6
1	NB- TEMP	1010+00	TO	1044+83	1592.8
1	SB- EXIST	1028+73	TO	1044+83	536.7
1	SB- TEMP	1031+39	TO	1062+90	1936.6
2	NB	1030+09	TO	1062+90	2178.7
2	SB	1013+64	TO	1046+77	2001.5
3	NB CL	1033+00	TO	1062+90	90.6
3	NB SHLD	1033+00	TO	1062+90	1993.3
3	SB CL	1010+00	TO	1043+50	101.5
3	SB SHLD	1010+00	TO	1043+50	2233.3
TOTAL					13212.7

TEMPORARY CONCRETE BARRIER		
STAGE	LOCATION	FOOT
1	NORTHBOUND	1262.5
1	SOUTHBOUND	1287.5
2	NORTHBOUND	12.5
TOTAL		2562.5

RELOCATE TEMPORARY CONCRETE BARRIER		
STAGE	LOCATION	FOOT
2	NORTHBOUND	1262.5
2	SOUTHBOUND	1287.5
TOTAL		2550.0

PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"				
DIRECTION	STATION	TO	STATION	FOOT
NB	1030+00	TO	1062+90	822.5
SB	1010+00	TO	1047+00	925.0
TOTAL				1747.5

EPOXY PAVEMENT MARKING - LINE 4"				
DIRECTION	STATION	TO	STATION	FOOT
NB	1030+00	TO	1062+90	6580.0
SB	1010+00	TO	1047+00	6491.2
TOTAL				13071.2

EPOXY PAVEMENT MARKING - LINE 8"				
DIRECTION	STATION	TO	STATION	FOOT
SB	1010+00	TO	1019+09	908.8
TOTAL				908.8

RAISED REFLECTIVE PAVEMENT MARKER				
DIRECTION	STATION	TO	STATION	EACH
NB	1033+00	TO	1035+74	5
NB	1040+06	TO	1043+50	6
SB	1033+00	TO	1035+17	4
SB	1039+49	TO	1043+50	7
TOTAL				22



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES		
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD		
SCALE:	SHEET NO. 3 OF 4 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	15
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR				
DIRECTION	STATION	TO	STATION	EACH
NB	1032+98	TO	1035+94	1
NB	1039+70	TO	1040+89	1
NB	1040+06	TO	1043+53	1
SB	1033+00	TO	1034+97	1
SB	1034+34	TO	1035+53	1
SB	1039+29	TO	1043+50	1
OR45	298+44	TO	302+08	1
TOTAL				7

GROOVING FOR RECESSED PAVEMENT MARKING 9"				
DIRECTION	STATION	TO	STATION	FOOT
SB	1010+00	TO	1019+09	908.8
TOTAL				908.8

APPROACH SLAB REMOVAL	
LOCATION	SQ YD
NORTHWEST SLOPE	75.4
SOUTHWEST SLOPE	75.9
NORTHEAST SLOPE	76.7
SOUTHEAST SLOPE	79.1
TOTAL	307.1

TERMINAL MARKER - DIRECT APPLIED	
LOCATION	EACH
NORTHBOUND	1
SOUTHBOUND	1
OLD ROUTE 45	2
TOTAL	4

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	
STATION	EACH
1030+72	1
1045+80	1
TOTAL	2

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL				
DIRECTION	STATION	TO	STATION	EACH
NB	1033+00	TO	1035+74	5
NB	1040+06	TO	1043+50	6
SB	1033+00	TO	1035+17	4
SB	1039+49	TO	1043+50	7
TOTAL				22

IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	
STATION	EACH
1030+74	1
1045+80	1
TOTAL	2

WOVEN WIRE FENCE REMOVAL AND REPLACEMENT	
LOCATION	FOOT
NORTHWEST SLOPE	71.0
SOUTHWEST SLOPE	82.0
NORTHEAST SLOPE	68.0
SOUTHEAST SLOPE	64.0
TOTAL	285.0

GROOVING FOR RECESSED PAVEMENT MARKING 5"				
DIRECTION	STATION	TO	STATION	FOOT
NB	1030+00	TO	1062+90	6580.0
SB	1010+00	TO	1047+00	6491.2
TOTAL				13071.2

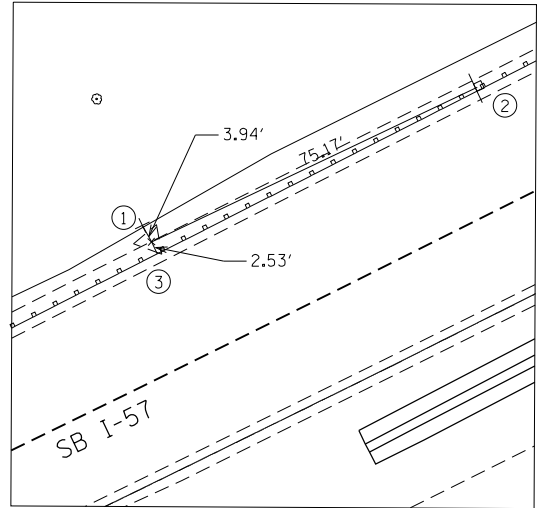


USER NAME = WAH	DESIGNED -	REVISED -
PLOT SCALE = 2.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/21/2012	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES	
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD	
SCALE:	SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IRROUOIS	146	16
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

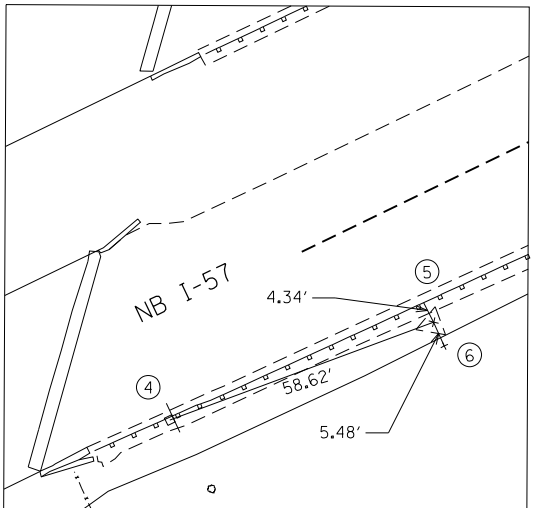


CONTROL POINT #1

CONTROL POINT #1 IS A IRON SPIKE ON THE NORTH SHOULDER OF THE SOUTHBOUND LANE OF I-57.

N = 1549993.481
E = 1093380.465

1. SET SPIKE IN GRASS
2. REFLECTOR POST
3. GUARDRAIL FOR S.B. LANE

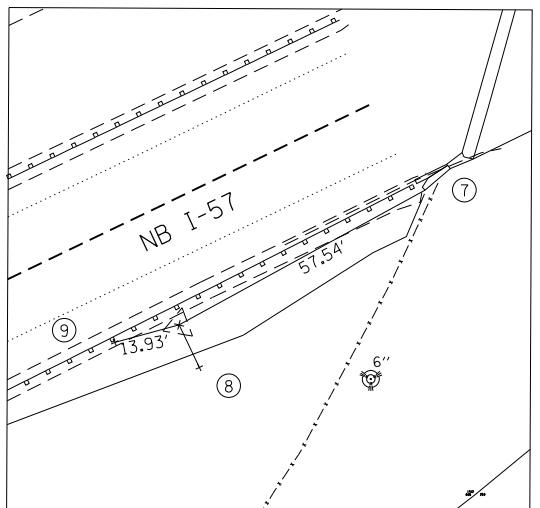


CONTROL POINT #2

CONTROL POINT #2 IS A IRON SPIKE ON THE SOUTH SHOULDER OF THE NORTHBOUND LANE OF I-57

N = 1549793.813
E = 1093254.620

4. REFLECTOR POST
5. GUARDRAIL FOR N.B. LANE
6. SET SPIKE IN GRASS

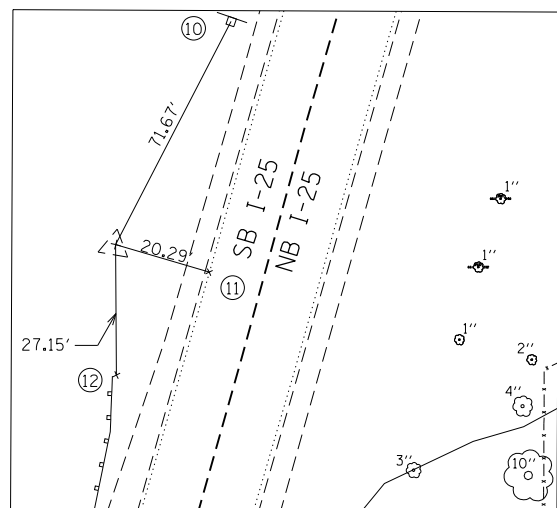


CONTROL POINT #4

CONTROL POINT #4 IS A METAL SPIKE ON THE SOUTH SHOULDER OF THE NORTHBOUND LANE OF I-57

N = 1549572.078
E = 1092778.988

7. SE CORNER OF ABUTMENT
8. REBAR WITH YELLOW CAP
9. MAG NAIL IN SHOULDER BY GUARDRAIL

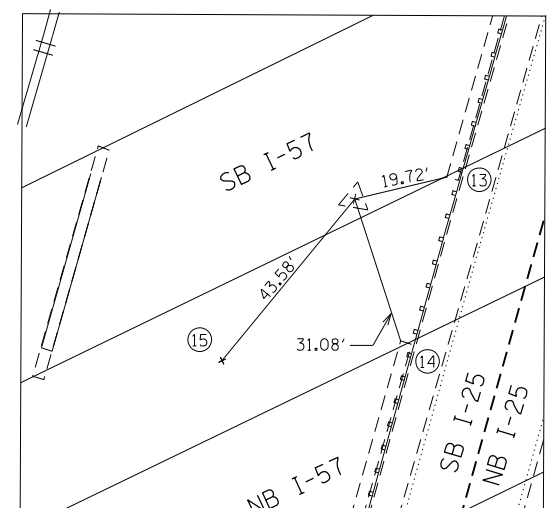


CONTROL POINT #6

CONTROL POINT #6 IS A IRON SPIKE ON THE WEST SHOULDER OF SOUTHBOUND I-25

N = 1550005.374
E = 1093120.431

10. "CURVE" SIGN
11. MAG NAIL IN W.B. WHITE STRIPE
12. R.R. SPIKE IN GUARDRAIL POST



CONTROL POINT #7

CONTROL POINT #7 IS A IRON SPIKE UNDER THE SOUTHBOUND BRIDGE OF I-57 WEST OF THE SOUTHBOUND LANE OF I-25

N = 1549785.282
E = 1093050.039

13. WESTERN COLUMN UNDER BRIDGE FOR S.B. I-57
14. EASTERN COLUMN UNDER BRIDGE FOR N.B. I-57
15. SPIKE AT STA. 1037+61.38



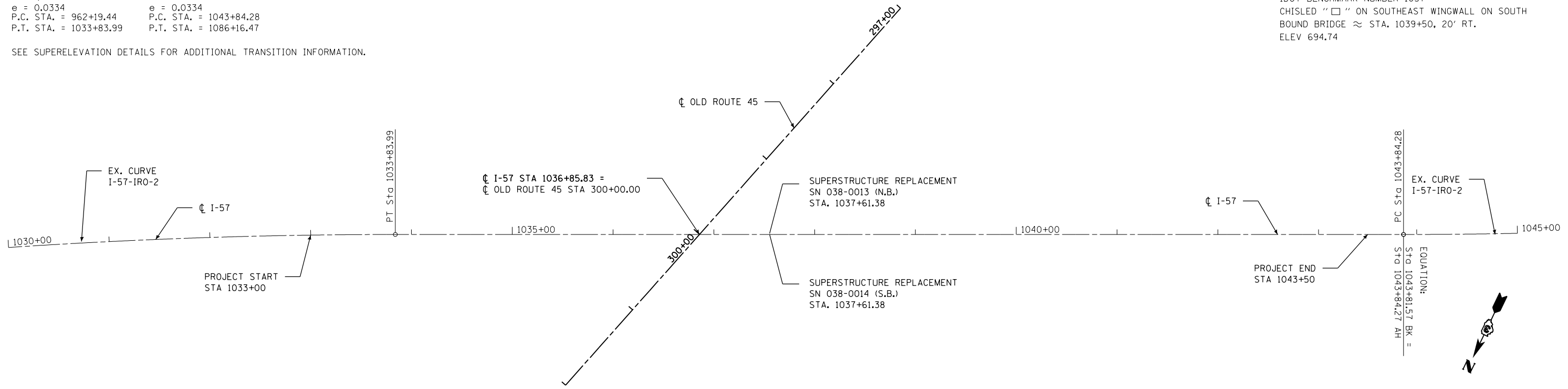
EXIST. CURVE I57I-2
PI STA. = 1003+55.60
Δ = 71° 40' 01" (RT)
D = 1° 00' 01"
R = 5,727.86'
T = 4,136.16'
L = 7,164.55'
E = 1,337.28'
e = 0.0334
P.C. STA. = 962+19.44
P.T. STA. = 1033+83.99

EXIST. CURVE I57I-3
PI STA. = 1066+02.13
Δ = 42° 19' 11" (LT)
D = 1° 00' 00"
R = 5,729.88'
T = 2,217.85'
L = 4,232.19'
E = 414.26'
e = 0.0334
P.C. STA. = 1043+84.28
P.T. STA. = 1086+16.47

SEE SUPERELEVATION DETAILS FOR ADDITIONAL TRANSITION INFORMATION.

IDOT BENCHMARK NUMBER 1034
EXISTING CHISLED "□" ON NORTH ABUTMENT ON SOUTH BOUND BRIDGE ≈ STA. 1035+29, 35' RT.
ELEV = 693.40

IDOT BENCHMARK NUMBER 1037
CHISLED "□" ON SOUTHEAST WINGWALL ON SOUTH BOUND BRIDGE ≈ STA. 1039+50, 20' RT.
ELEV 694.74



USER NAME = WAH	DESIGNED -	REVISED -
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES AND BENCHMARKS
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

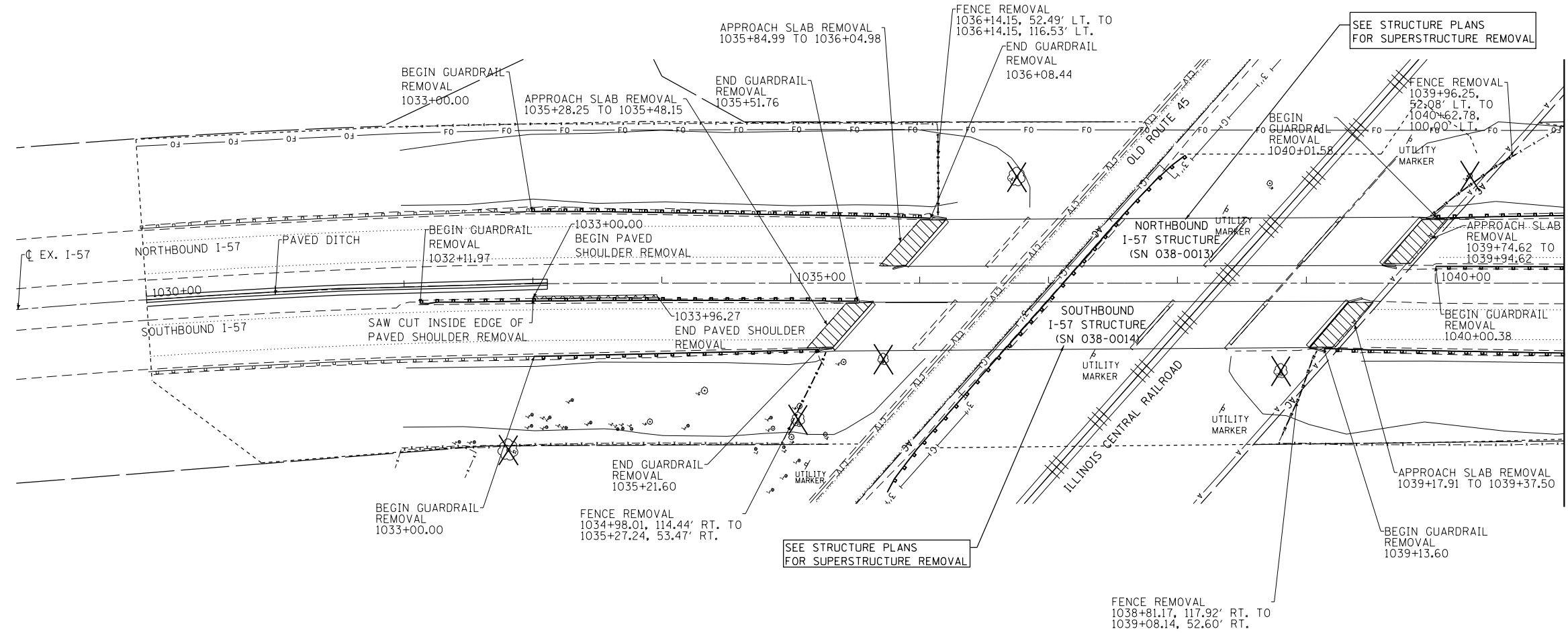
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	17
CONTRACT NO. 66942				

ILLINOIS FED. AID PROJECT

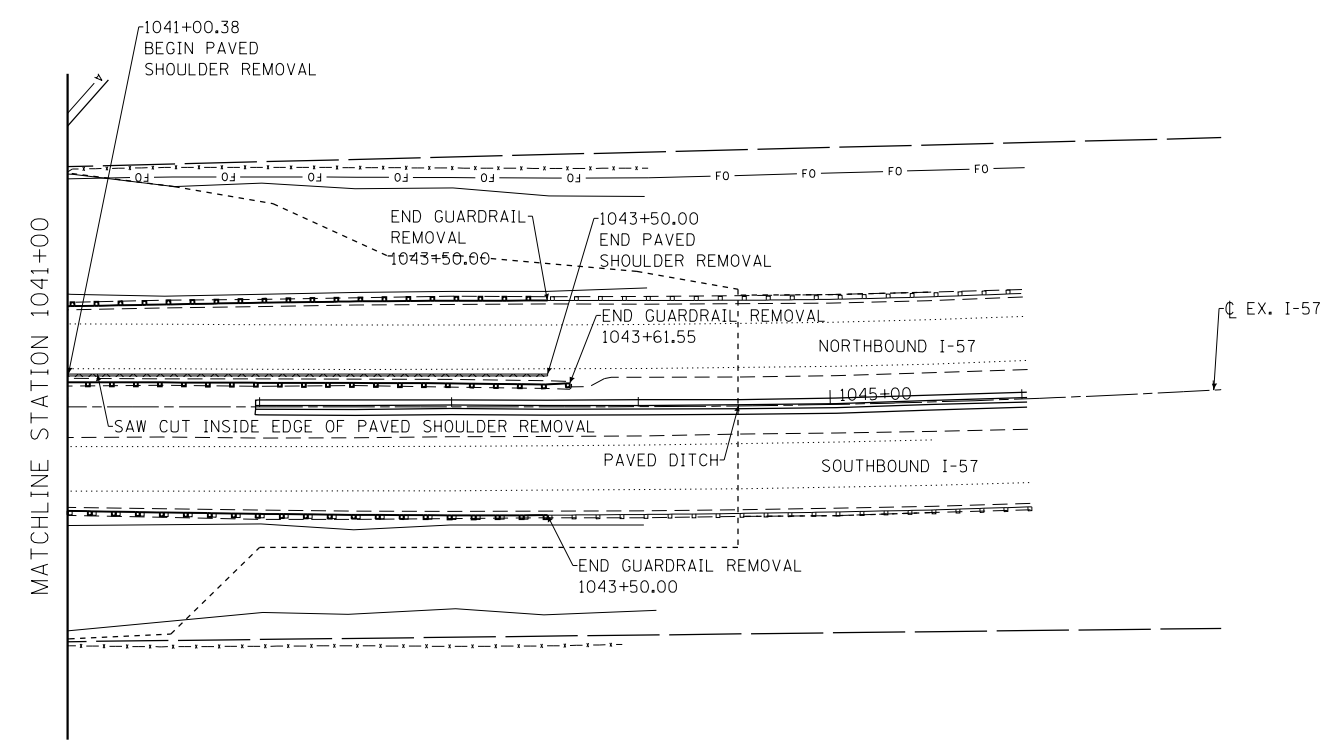
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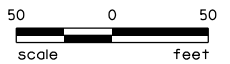
MATCHLINE STATION 1041+00



MATCHLINE STATION 1041+00

LEGEND

-  PAVED SHOULDER REMOVAL
-  APPROACH SLAB REMOVAL
-  TREE REMOVAL



USER NAME = WAH
 PLOT SCALE = 100.0000' / 1" =
 PLOT DATE = 8/21/2012

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

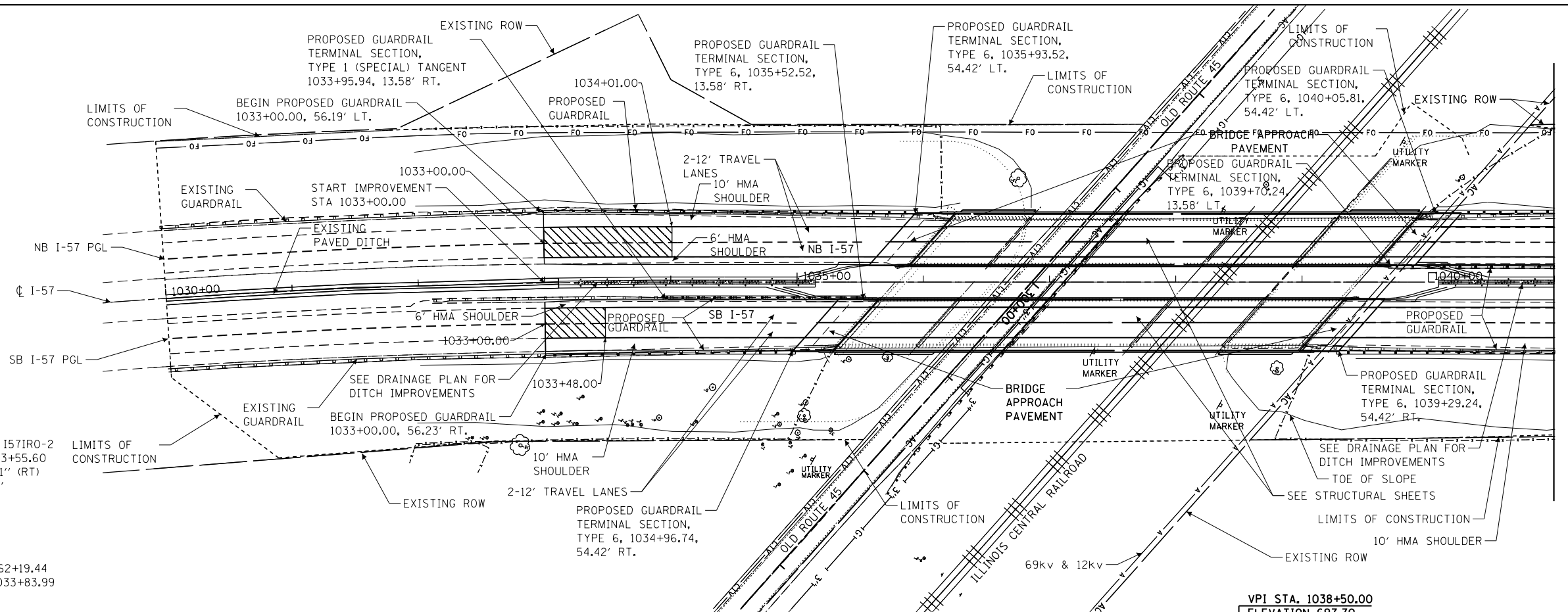
REMOVAL PLAN
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD
 SCALE: SHEET NO. 1 OF 1 SHEETS STA. 1030+00 TO STA. 1047+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	18
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

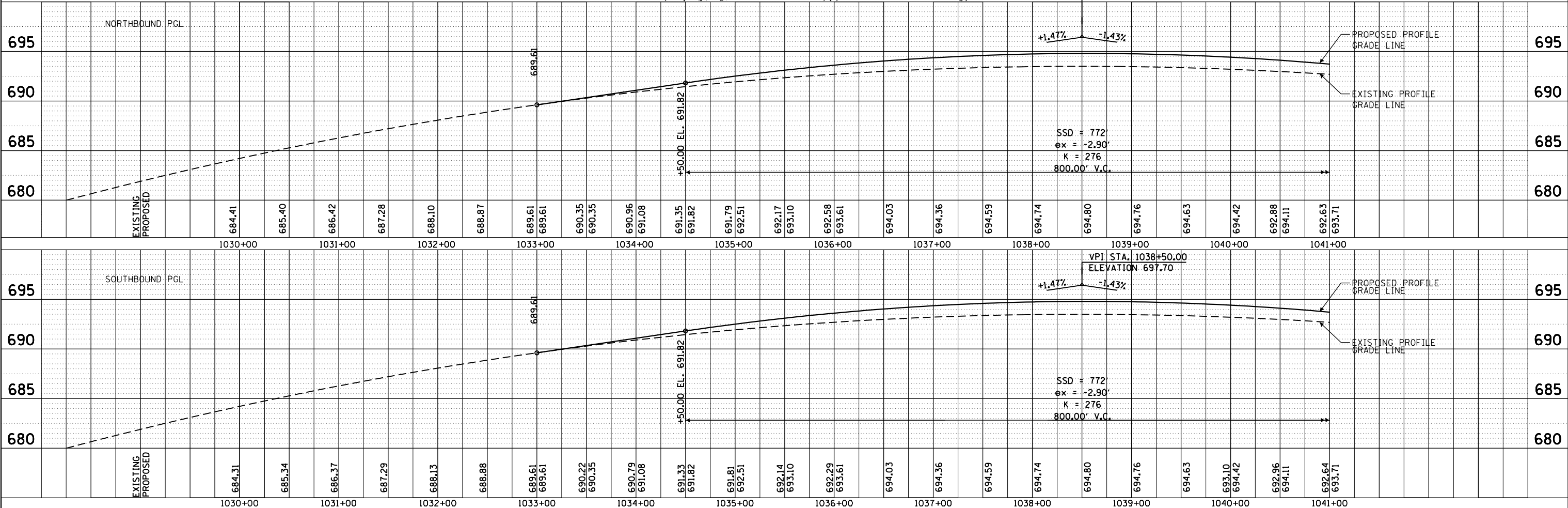
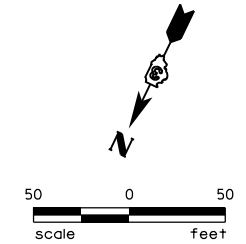
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	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
NOTE BOOK NO.	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
NOTE BOOK NO.	FILE NAME	

EXIST. CURVE I57I0-2
 PI STA. = 1003+55.60
 $\Delta = 71^\circ 40' 01''$ (RT)
 $D = 1^\circ 00' 01''$
 $R = 5,727.86'$
 $T = 4,136.16'$
 $L = 7,164.55'$
 $E = 1,337.28'$
 $e = 0.0334$
 P.C. STA. = 962+19.44
 P.T. STA. = 1033+83.99



MATCHLINE STATION 1041+00

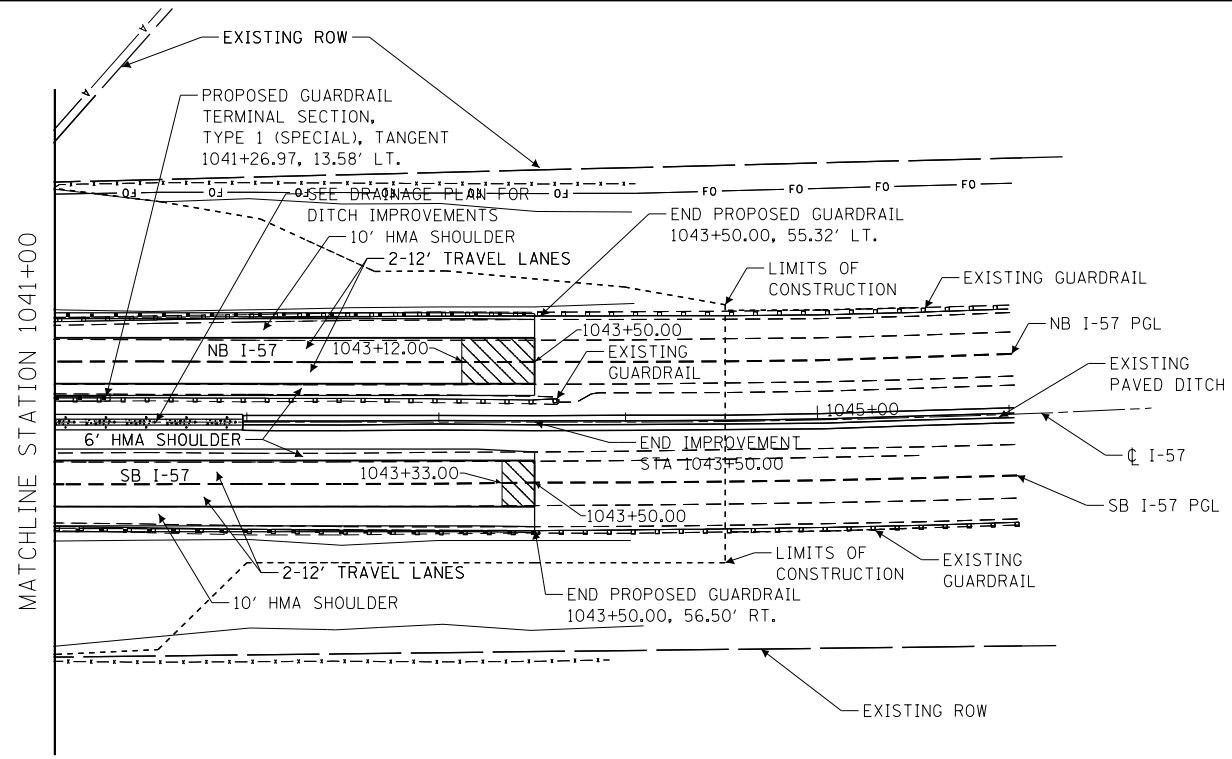


	USER NAME = WAH	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD	F.A.I. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -			57	(38-2)HVBR, HVBR-1	IROQUOIS	146	19
PLOT DATE = 8/24/2012 2:03:58 PM	DATE -	REVISED -				SCALE: SHEET NO. 1 OF 3 SHEETS STA. 1030+00 TO STA. 1041+00		CONTRACT NO. 66942		
						ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	NOTE BOOK	
	NO.	
	FILE NAME	

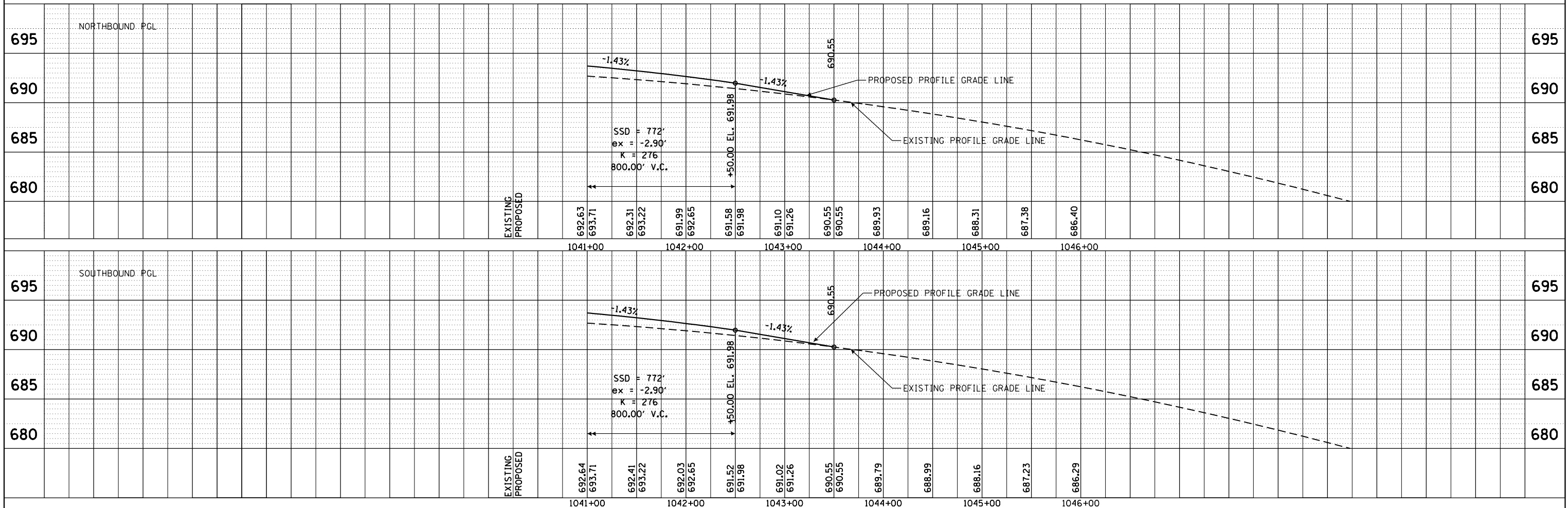
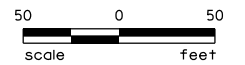
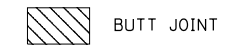
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	PLOTTED	BY
	NOTE BOOK	
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	FILE NAME	

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EXIST. CURVE I57I90-3
 PI STA. = 1066+02.13
 $\Delta = 42^\circ 19' 11''$ (LT)
 $D = 1^\circ 00' 00''$
 $R = 5,729.88'$
 $T = 2,217.85'$
 $L = 4,232.19'$
 $E = 414.26'$
 $e = 0.0334$
 P.C. STA. = 1043+84.28
 P.T. STA. = 1086+16.47

LEGEND



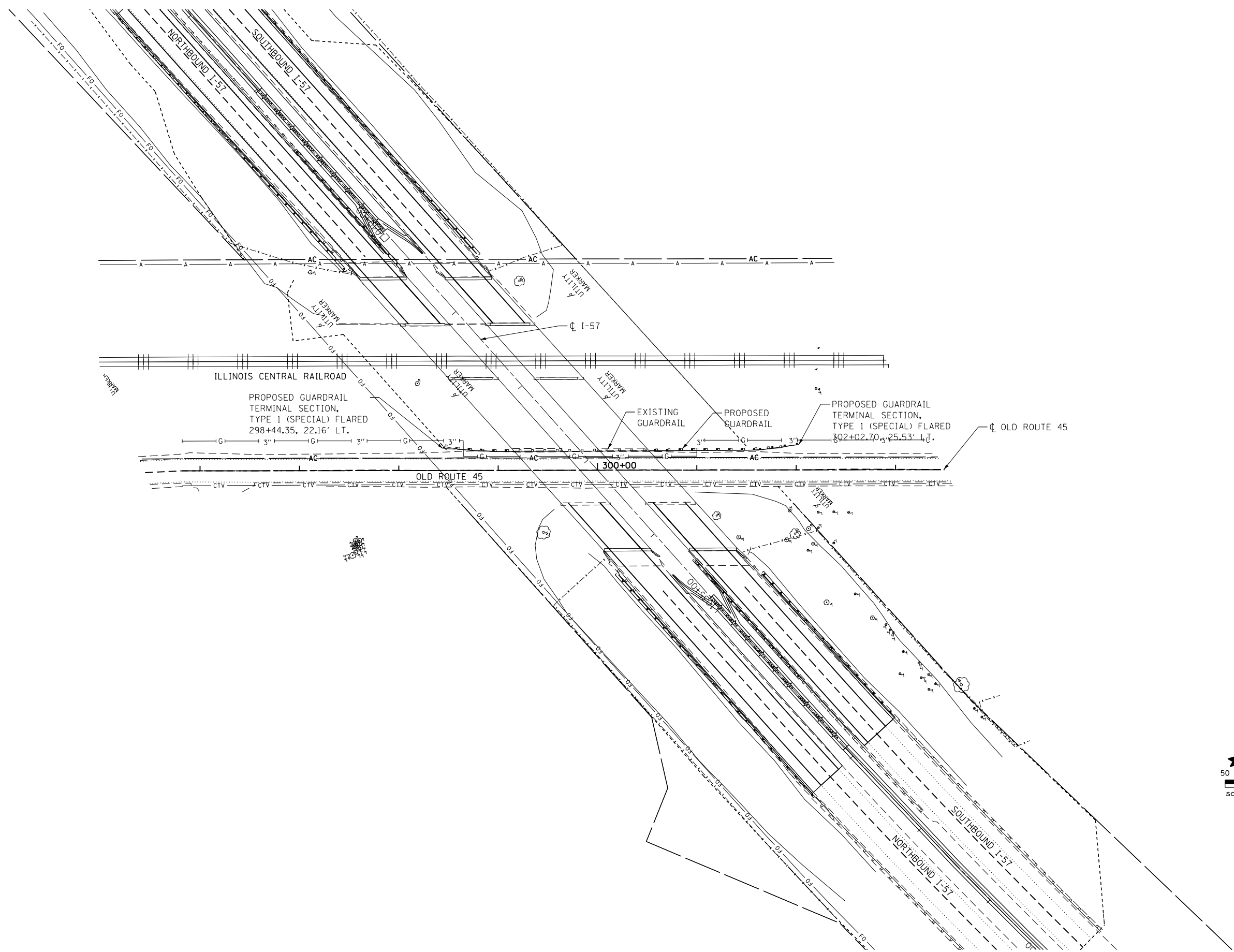
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
 I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD

SCALE: SHEET NO. 2 OF 3 SHEETS STA. 1041+00 TO STA. 1045+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVBR, HVBR-1	IROQUOIS	146	20
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



USER NAME = WAH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/21/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN - OLD ROUTE 45
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

SCALE: SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	21
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC GENERAL NOTES

- ONE LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON INTERSTATE 57 AT ALL TIMES.
- EMERGENCY ACCESS SHALL BE PROVIDED AT ALL TIMES.
- WORK ZONE SIGNING IN ADVANCE OF LANE CLOSURES SHALL BE IN ACCORDANCE WITH IDOT STANDARD 701400 (SPECIAL) "APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY".
- TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN AND SECTION 701 OF THE STANDARD SPECIFICATIONS.
- THE FOLLOWING IDOT HIGHWAY TRAFFIC CONTROL STANDARDS ARE THE MINIMUM REQUIREMENTS FOR THE TRAFFIC CONTROL FOR THIS PROJECT: 701101, 701400 (SPECIAL), 701402, 701411, 701421 AND 701426.
- THE FURNISHING, INSTALLATION AND RELOCATION OF ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS.
- TEMPORARY CONCRETE BARRIER, DRUMS, AND TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED THROUGHOUT THE LIMITS OF THE WORK ZONE AS SHOWN ON THE MAINTENANCE OF TRAFFIC TYPICAL SECTIONS AND PLAN SHEETS.
- ALL ADVANCED WARNING SIGNS AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN PLACE AND APPROVED BY THE ENGINEER PRIOR TO THE COMMENCEMENT OF ANY STAGE OF CONSTRUCTION.

SEQUENCE OF CONSTRUCTION

STAGE I

TRAFFIC CONTROL AND PROTECTION STANDARD 701402 SHALL BE UTILIZED TO MOVE TRAFFIC TO THE INSIDE LANES OF BOTH NORTHBOUND AND SOUTHBOUND I-57. THIS INCLUDES THE PLACEMENT OF ALL TEMPORARY CONCRETE BARRIERS, SIGNING AND STRIPING. ALL WORK PER THE PLANS SHOULD BE COMPLETED WITHIN THIS AREA UNLESS OTHERWISE STATED.

THE OUTSIDE LANES OF EXISTING SUPERSTRUCTURE SHALL BE REMOVED AND REPLACED. OLD ROUTE 45 SHALL BE CLOSED UNDER I-57 FOR SHORT DURATIONS DURING DEMOLITION OF THE EXISTING SUPERSTRUCTURE, REMOVAL OF EXISTING BEAMS, SETTING OF PROPOSED BEAMS AND AS DEEMED NECESSARY BY ENGINEER. SEE MAINTENANCE OF TRAFFIC GENERAL NOTES AND THE SPECIAL PROVISION FOR TEMPORARY CLOSURES ON OLD ROUTE 45 FOR FURTHER DETAILS.

PRIOR TO MOVING TRAFFIC BETWEEN STAGE I AND II CONSTRUCTION ALL STAGE I GUARDRAIL AND ASSOCIATED GUARDRAIL PAVING IS TO BE INSTALLED AND ALL STAGE I BINDER AND LEVELING BINDER ARE TO BE PLACED. THE REMAINING HMA SHOULDERS SHALL BE UP TO GRADE SUCH THAT ONLY THE FINAL 1 1/2" HMA SHOULDER LIFT REMAINS WITH THE EXCEPTION OF THE GUARDRAIL LOCATIONS WHICH HAVE TO BE COMPLETED.

STAGE II

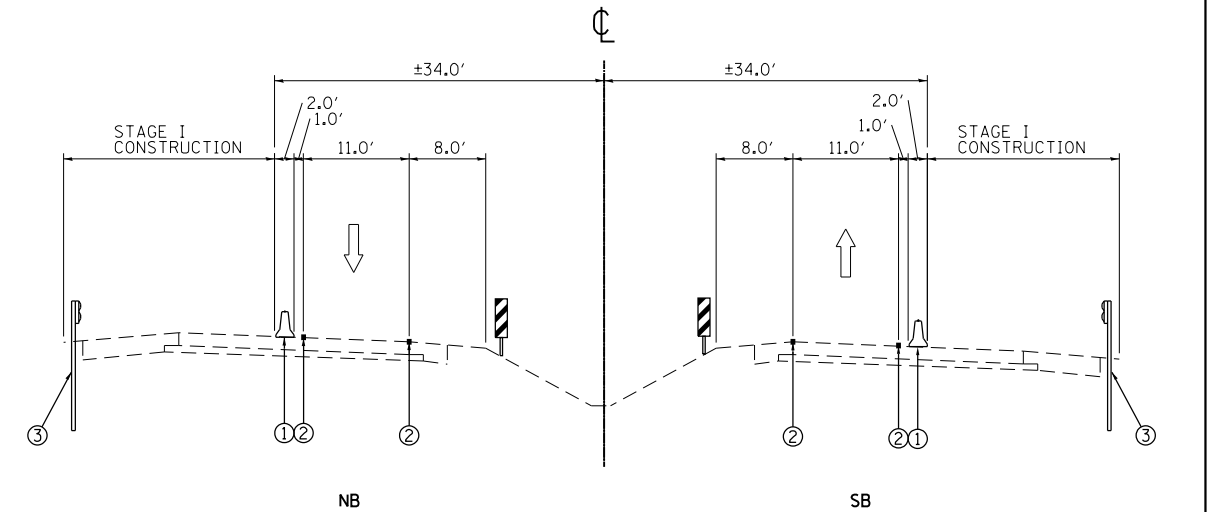
TRAFFIC CONTROL AND PROTECTION STANDARD 701402 SHALL BE UTILIZED TO MOVE TRAFFIC TO THE OUTSIDE LANES OF BOTH NORTHBOUND AND SOUTHBOUND I-57. THIS INCLUDES THE PLACEMENT OF ALL TEMPORARY CONCRETE BARRIERS, SIGNING AND STRIPING. ALL WORK PER THE PLANS SHOULD BE COMPLETED WITHIN THIS AREA UNLESS OTHERWISE STATED.

INSIDE LANES OF EXISTING SUPERSTRUCTURE SHALL BE REMOVED AND REPLACED. OLD ROUTE 45 SHALL BE CLOSED UNDER I-57 FOR SHORT DURATIONS DURING DEMOLITION OF THE EXISTING SUPERSTRUCTURE, REMOVAL OF EXISTING BEAMS, SETTING OF PROPOSED BEAMS AND AS DEEMED NECESSARY BY ENGINEER. SEE MAINTENANCE OF TRAFFIC GENERAL NOTES AND THE SPECIAL PROVISION FOR TEMPORARY CLOSURES ON OLD ROUTE 45 FOR FURTHER DETAILS.

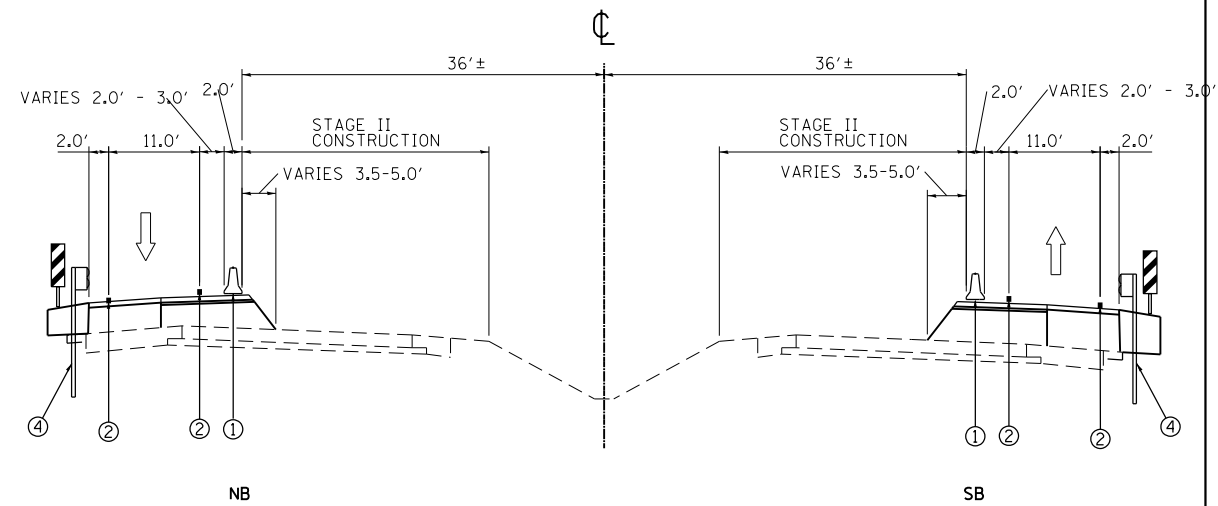
PRIOR TO REMOVING STAGE II TRAFFIC CONTROL AND PROTECTION ALL STAGE II GUARDRAIL AND ASSOCIATED GUARDRAIL PAVING IS TO BE INSTALLED AND ALL STAGE II BINDER AND LEVELING BINDER ARE TO BE PLACED. THE REMAINING HMA SHOULDERS SHALL BE UP TO GRADE SUCH THAT ONLY THE FINAL 1 1/2" HMA SHOULDER LIFT REMAINS.

STAGE III

THE FINAL 1 1/2" HMA SURFACE COURSE AND HMA SHOULDER LIFT SHALL BE PLACED USING STANDARD 701406. FINAL STRIPING SHALL BE COMPLETED USING STANDARD 701426.



MAINTENANCE OF TRAFFIC - STAGE I
I-57
STA 1030+00.00 TO STA 1043+50.00

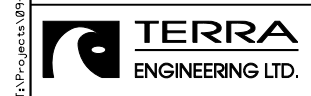


MAINTENANCE OF TRAFFIC - STAGE II
I-57
STA 1030+00.00 TO STA 1043+50.00

LEGEND

- ① TEMPORARY CONCRETE BARRIER
- ② TEMPORARY PAVEMENT MARKING
- ③ EXISTING GUARDRAIL
- ④ PROPOSED GUARDRAIL

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USER NAME = WAH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/21/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

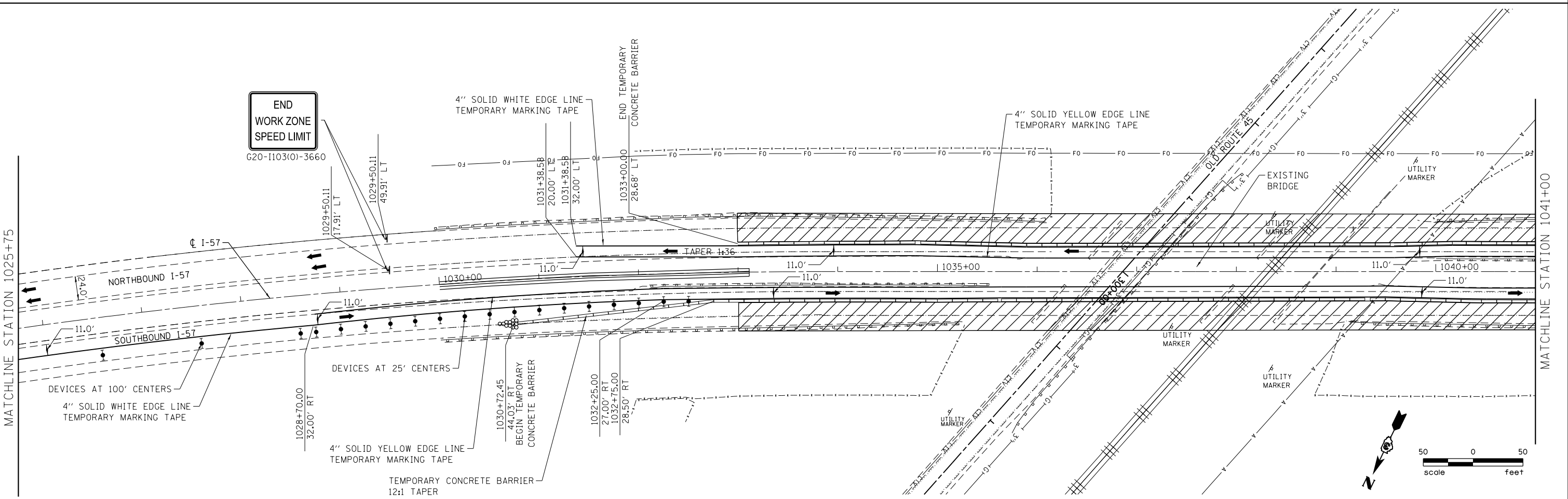
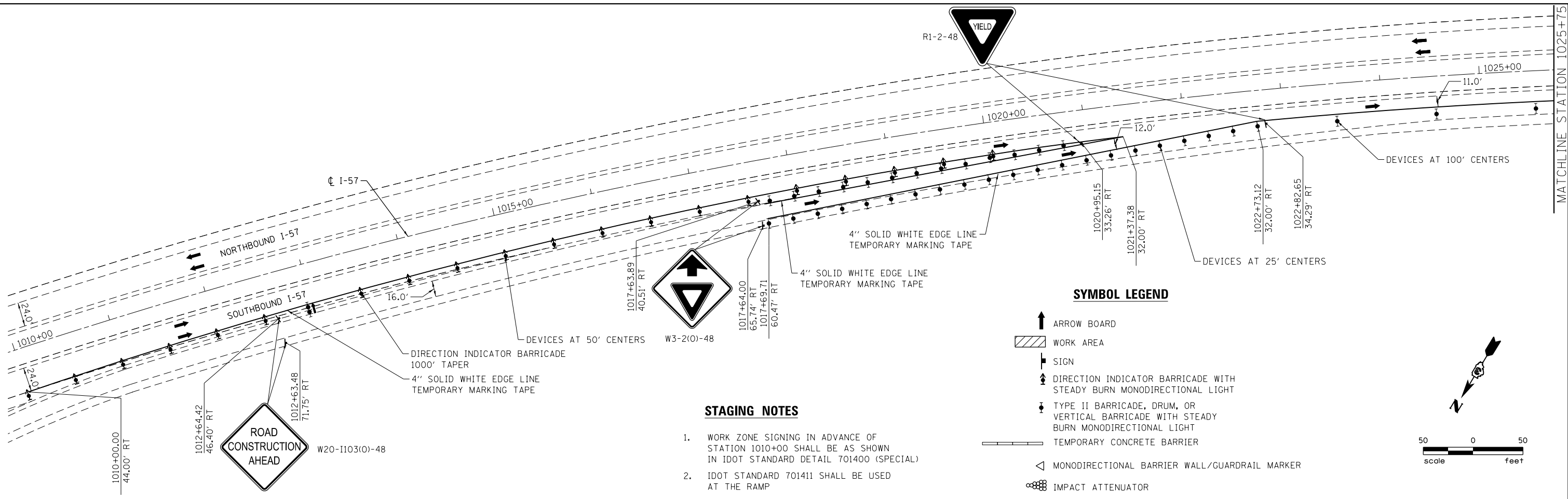
SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	22
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

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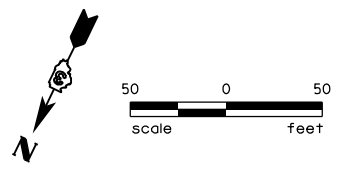
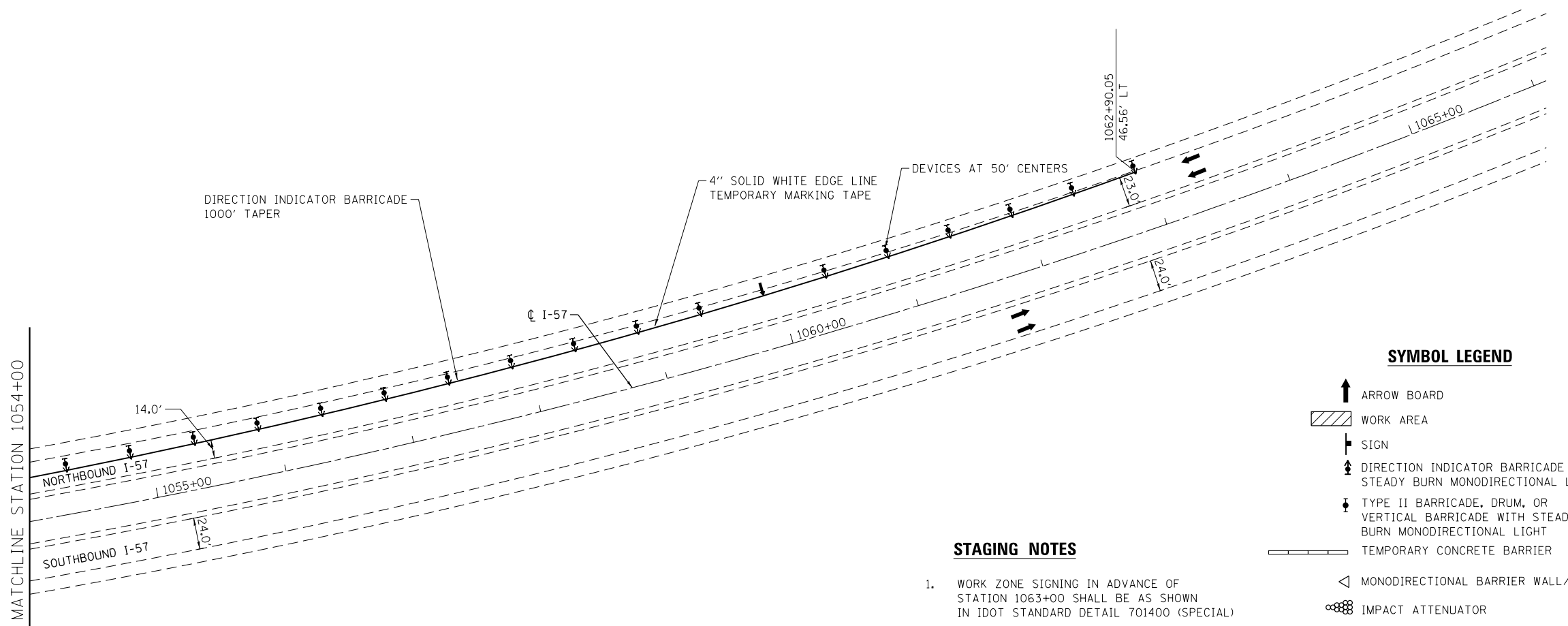
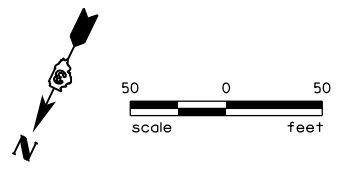
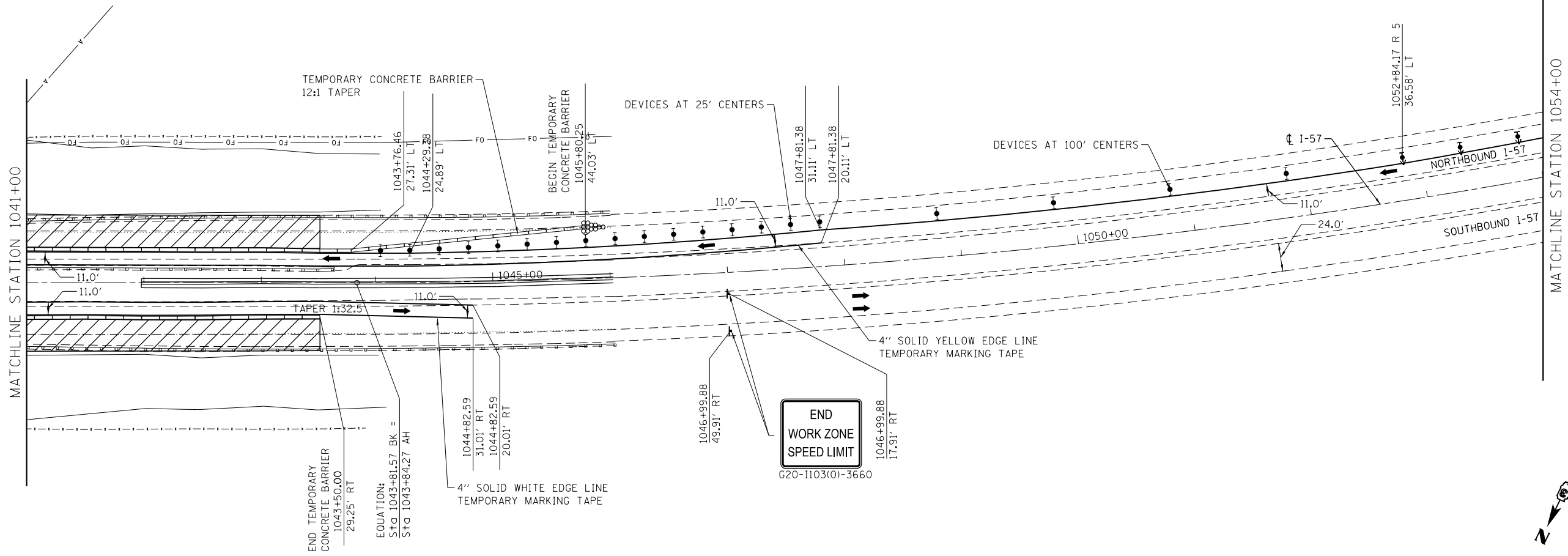
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

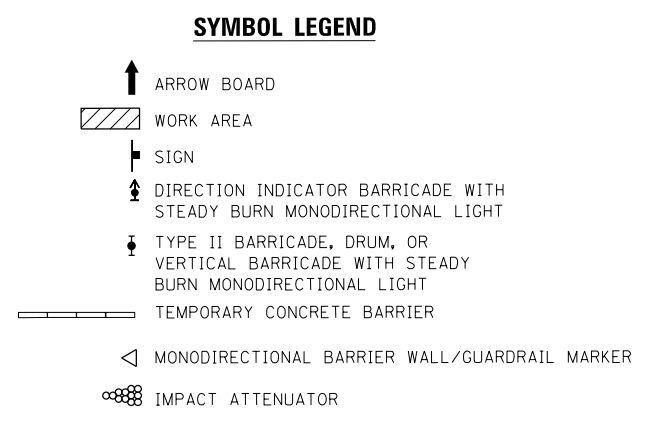
**MAINTENANCE OF TRAFFIC PLAN - STAGE I
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. 1010+00 TO STA. 1041+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IRROQUOIS	146	23
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



- STAGING NOTES**
1. WORK ZONE SIGNING IN ADVANCE OF STATION 1063+00 SHALL BE AS SHOWN IN IDOT STANDARD DETAIL 701400 (SPECIAL)



USER NAME = WAH	DESIGNED -	REVISED -
DRAWN -	REVISOR -	
PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISOR -
PLOT DATE = 8/21/2012	DATE -	REVISOR -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PLAN - STAGE I
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

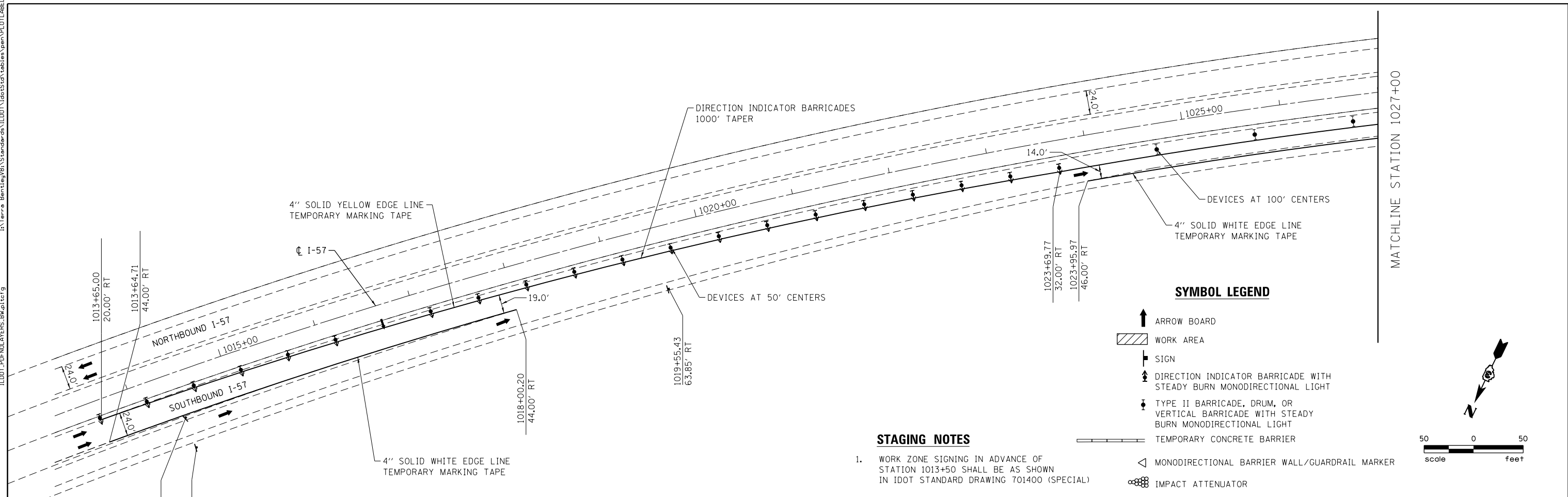
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	24
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

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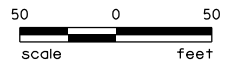
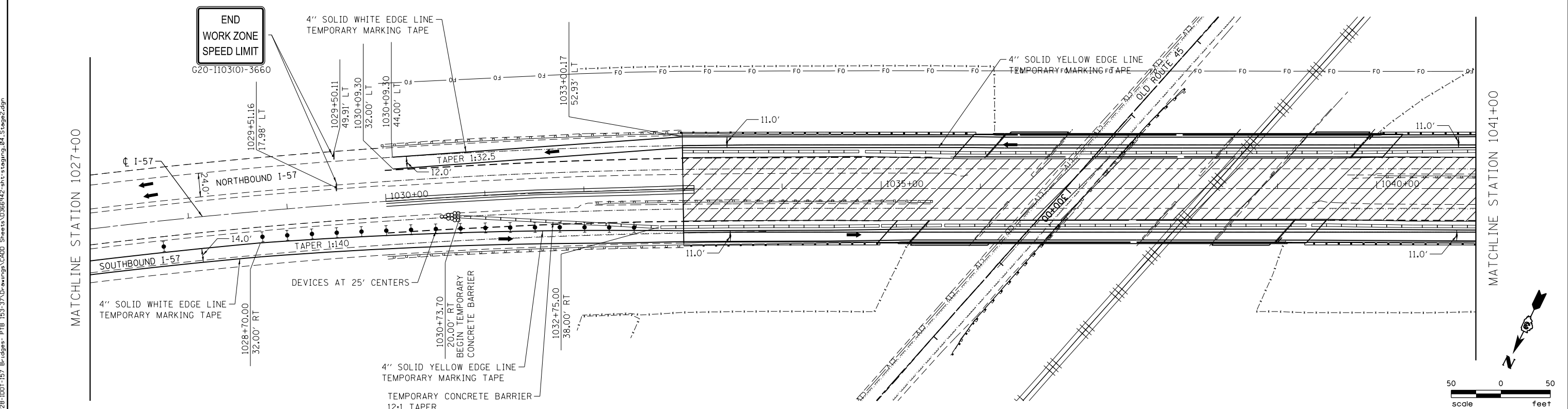
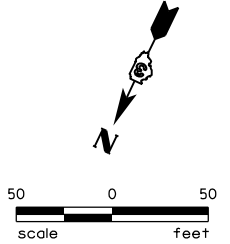


SYMBOL LEGEND

- ↑ ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- ⬇️ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⬇️ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ▬ TEMPORARY CONCRETE BARRIER
- ◁ MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- ⊗ IMPACT ATTENUATOR

STAGING NOTES

1. WORK ZONE SIGNING IN ADVANCE OF STATION 1013+50 SHALL BE AS SHOWN IN IDOT STANDARD DRAWING 701400 (SPECIAL)



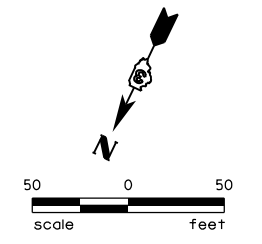
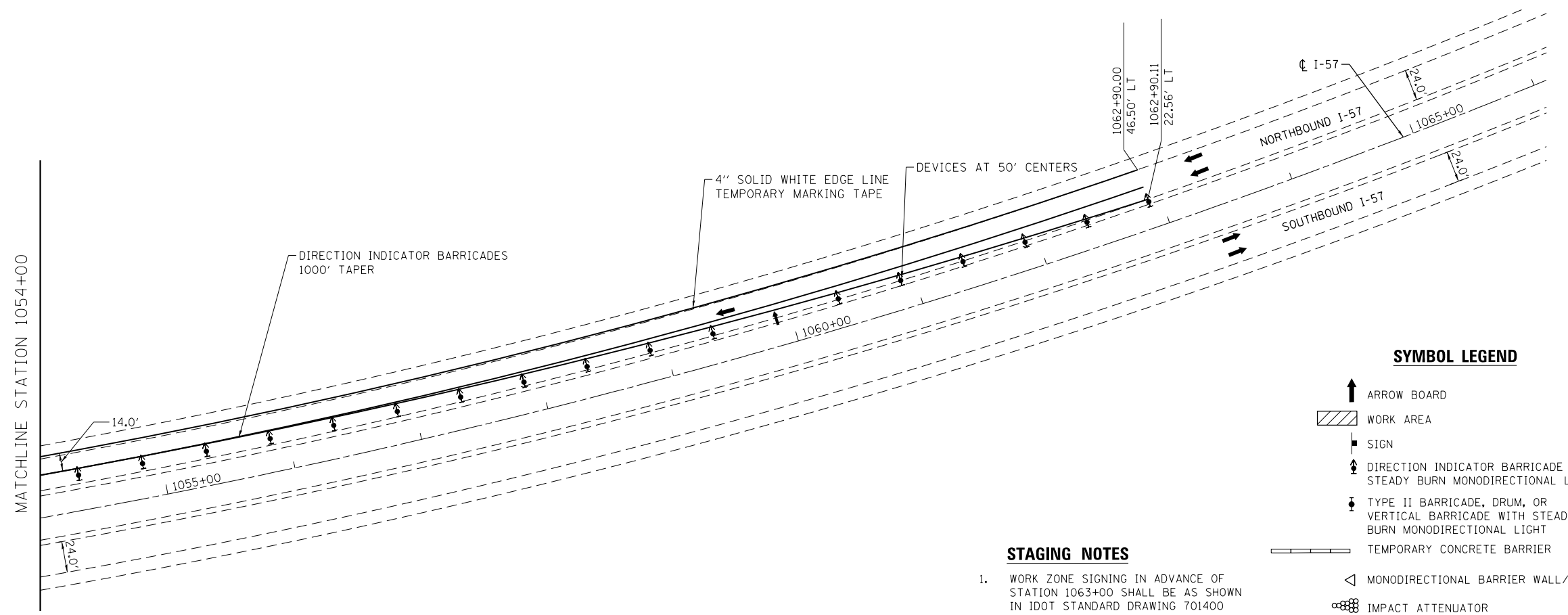
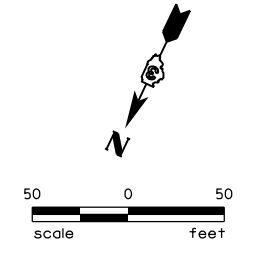
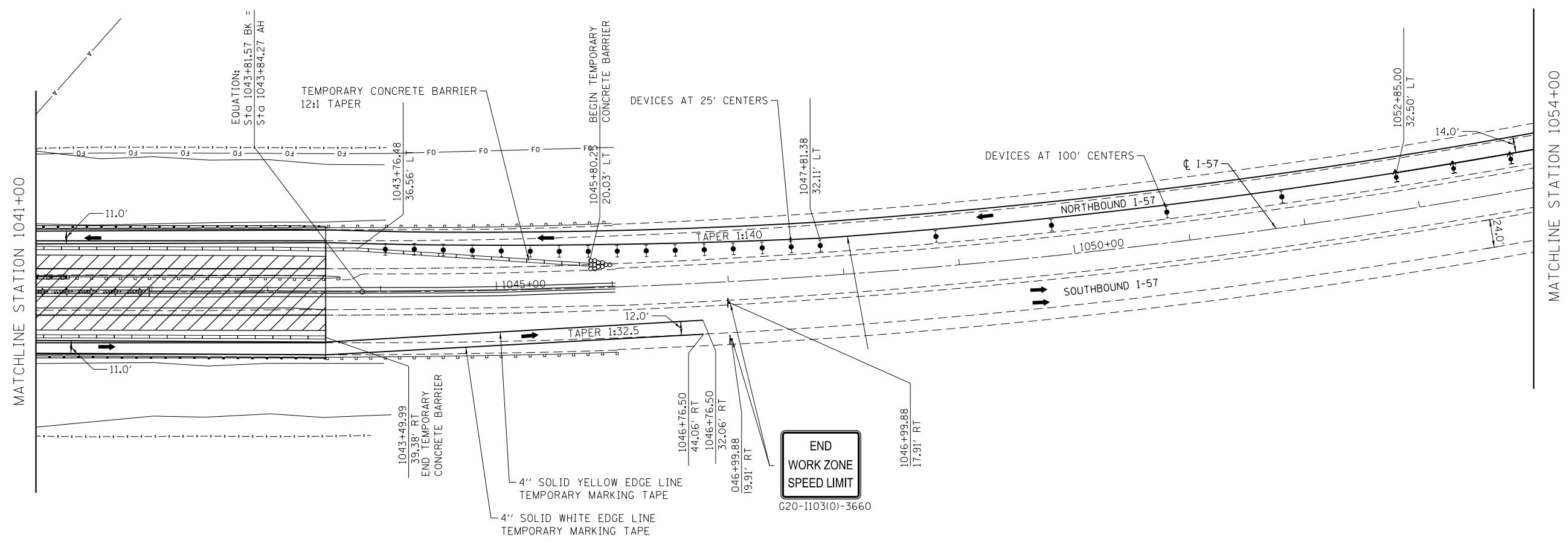
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PLOT DATE = 8/21/2012	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PLAN - STAGE II
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

SCALE: SHEET NO. 3 OF 4 SHEETS STA. 1013+00 TO STA. 1041+00

F.A.I. RTE. 57	SECTION (38-2)HBVR, HVBR-1	COUNTY IROQUOIS	TOTAL SHEETS 146	SHEET NO. 25
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



SYMBOL LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATOR

STAGING NOTES

1. WORK ZONE SIGNING IN ADVANCE OF STATION 1063+00 SHALL BE AS SHOWN IN IDOT STANDARD DRAWING 701400



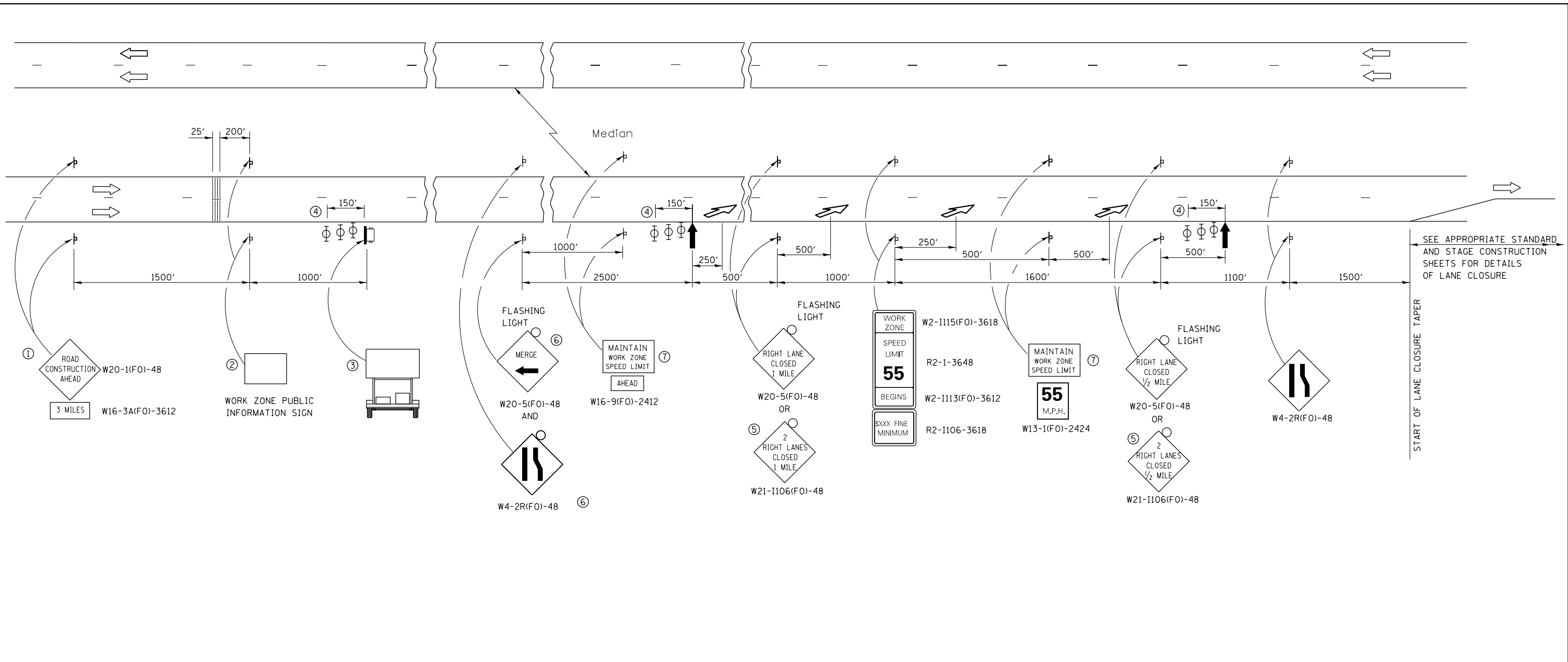
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PLOT DATE = 8/21/2012	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PLAN - STAGE II
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

SCALE: SHEET NO. 4 OF 4 SHEETS STA. 1013+00 TO STA. 1041+00

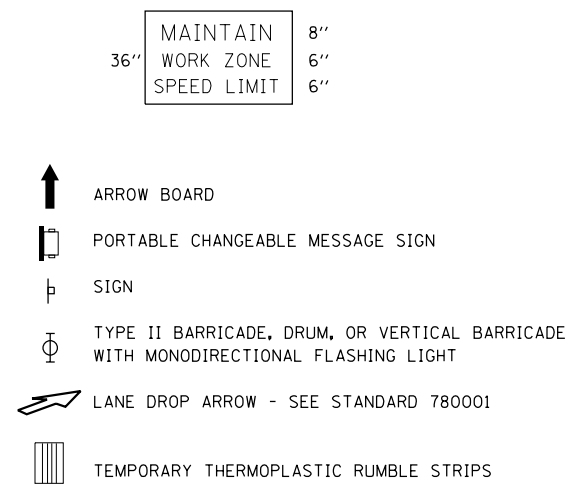
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR-1	IROQUOIS	146	26
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



SEE APPROPRIATE STANDARD AND STAGE CONSTRUCTION SHEETS FOR DETAILS OF LANE CLOSURE

START OF LANE CLOSURE TAPER

- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- ③ TO BE PLACED IN THE MEDIAN WHEN FEASIBLE. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:
"RIGHT LANE CLOSED" / " x MILES AHEAD"
"LEFT LANE CLOSED" / " x MILES AHEAD"
"ALL LANES OPEN"
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.
- ⑤ THIS SIGN SHALL BE USED WHEN 2 LANES ARE CLOSED.
- ⑥ WHEN THE LEFT LANE IS CLOSED, SWITCH THESE TWO SIGNS AND THE DIRECTION OF THE MERGE ARROW.
- ⑦ 48"x36" FLUORESCENT ORANGE SIGN WITH BLACK LETTERS.



GENERAL NOTE:

THIS STANDARD IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY.

WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGNS.

THE FIRST TWO SIGNS AND THE MESSAGE BOARD ARE STATIONARY. THE OTHER SIGNS AND ARROWBOARDS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

SEE SPECIAL PROVISIONS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.



USER NAME = WAH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/21/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STANDARD 701400 (SPECIAL)
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD

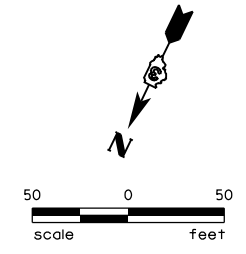
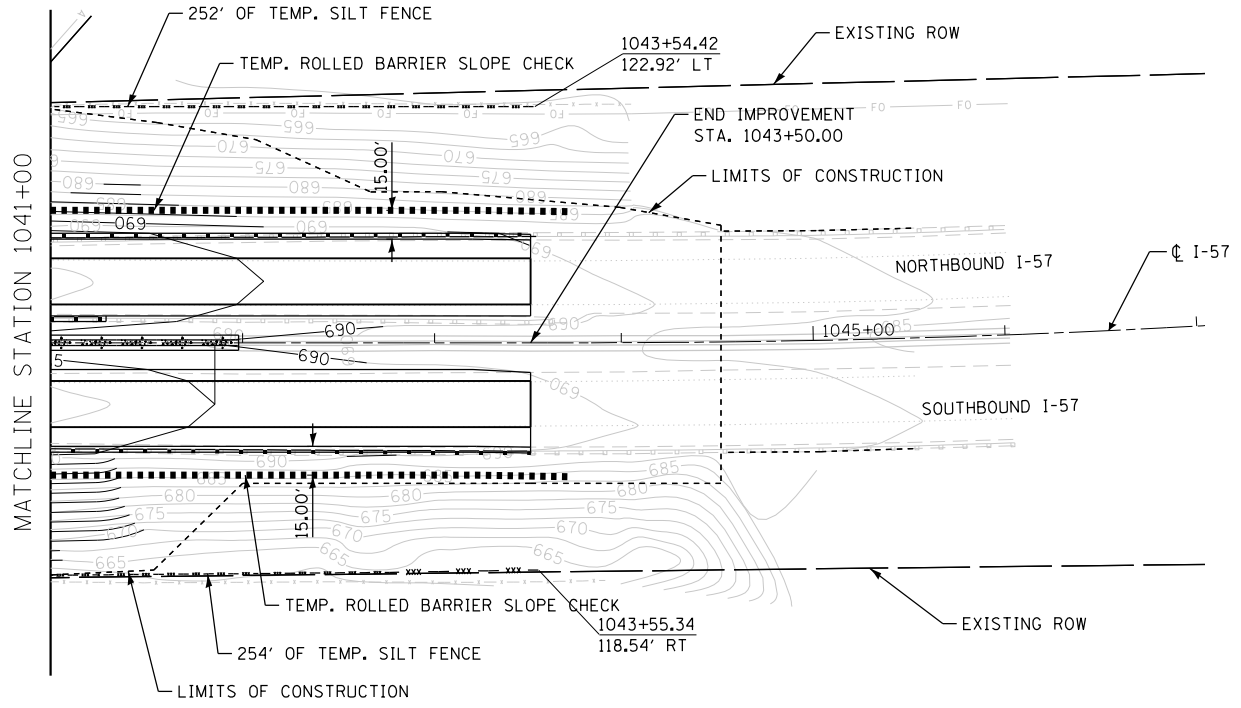
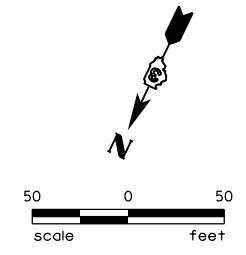
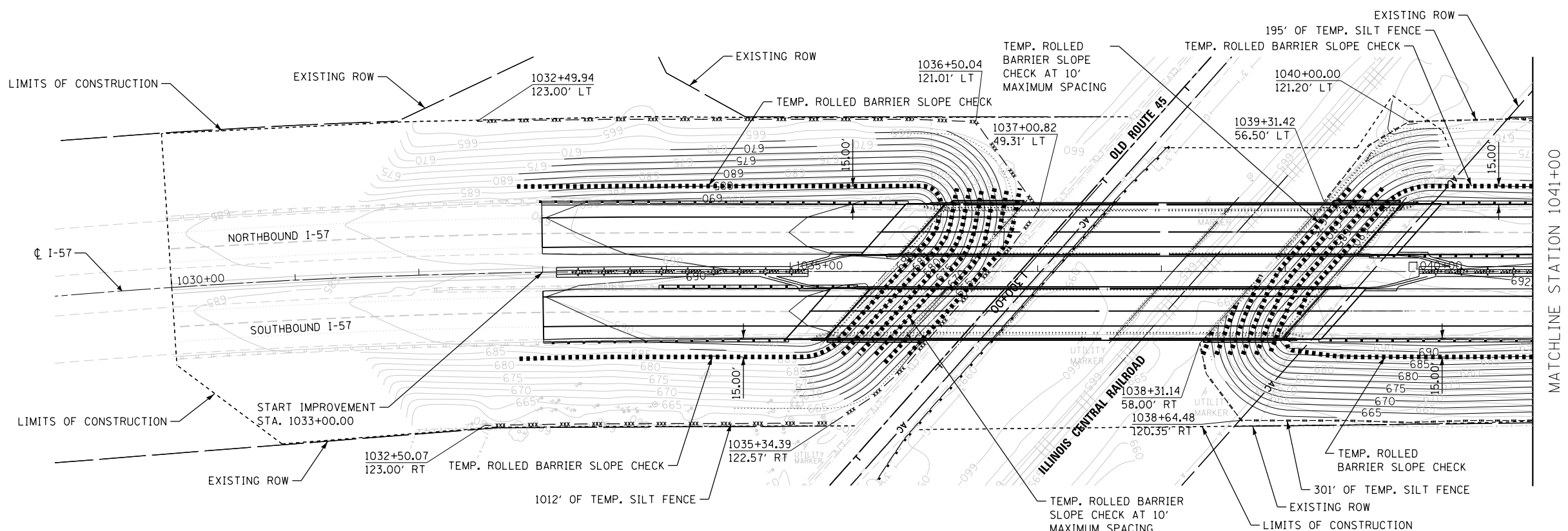
SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	27
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

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EROSION CONTROL NOTES

1. TEMPORARY ROLLED BARRIER SLOPE CHECKS SHALL BE INSTALLED ALONG A SINGLE CONTOUR LINE TO PREVENT EROSION. SEE DETAILS.
2. PROVIDE TEMPORARY INLET PROTECTION AT THE FIRST DOWNSTREAM INLET ON EACH MEDIAN CONCRETE DITCH.
3. ALL DISTURBED AREAS SHALL BE SEEDED AND HEAVY DUTY EROSION CONTROL BLANKET PLACED PER THE JOB SPECIFICATIONS.
4. PROVIDE TEMPORARY SILT FENCE AS DIRECTED BY THE ENGINEER.
5. SEE DETAIL SHEETS FOR ADDITIONAL EROSION AND SEDIMENT CONTROL DETAILS AND NOTES.
6. TEMPORARY SILT FENCE AND TEMPORARY ROLLED BARRIER SLOPE CHECKS ARE TO BE PAID FOR AS PERIMETER EROSION BARRIER.

LEGEND

- TEMPORARY SILT FENCE --- xxx --- xxx --- xxx --- xxx --- xxx
- TEMPORARY ROLLED BARRIER SLOPE CHECK - - - - -



USER NAME = WAH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -
PLOT DATE = 8/21/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

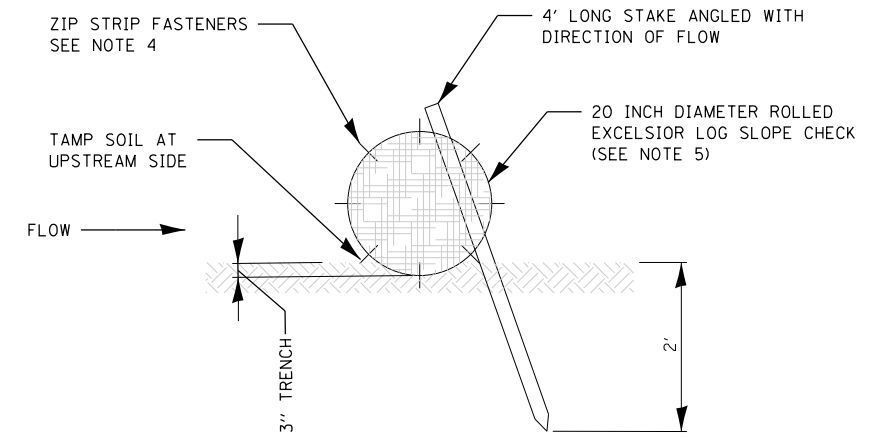
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	28
CONTRACT NO. 66942				

SCALE: SHEET NO. 1 OF 2 SHEETS STA. 1030+00 TO STA. 1047+00

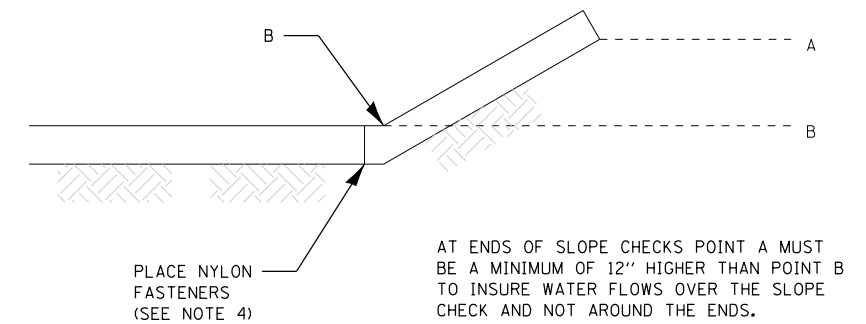
ILLINOIS FED. AID PROJECT

SEDIMENTATION AND EROSION CONTROL NOTES

1. WORK DESCRIBED ON THESE DRAWINGS ARE AN INTEGRAL PART OF THE STORM WATER POLLUTION PREVENTION PLAN USED TO OBTAIN AN NPDES PERMIT FROM IEPA FOR THE CONSTRUCTION OF THIS PROJECT.
2. THE PURPOSE OF THE EROSION AND SEDIMENT CONTROL MEASURES INCLUDED FOR THIS PROJECT IS TO LIMIT THE SEDIMENT POLLUTION IMPACT OF ANY STORM WATER DISCHARGES THAT ORIGINATE ON THIS SITE OR OFF-SITE FLOWS THAT FLOW OVER THE DISTURBED AREAS.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR SHALL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
4. ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITY.
5. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA SHALL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE) WITHIN 7 CALENDAR DAYS. TEMPORARY STABILIZATIONS THROUGH USE OF GROUND COVER, MULCHING, OR OTHER APPROVED MEASURES WILL BE INSTALLED WHENEVER SITE DEVELOPMENT WORK, GRADING, OR OTHER EARTH DISTURBING ACTIVITIES CEASE TO BE CONTINUOUS FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. THE 7/14 DAY REQUIREMENT IS TAKEN TO MEAN THAT THE STABILIZATION OPERATION IS COMPLETE OR NEARING COMPLETION IN THE DEFINED TIME.
6. STABILIZATION OF CUT OR FILL SLOPES WITH TEMPORARY OR PERMANENT EROSION CONTROL MEASURES IS REQUIRED WHENEVER THE CUT OR FILL ACTIVITY REACHES 15 FEET VERTICALLY OR THE FINISHED SLOPE EQUALS 50 FEET, WHICHEVER IS MORE RESTRICTIVE.
7. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS EROSION AND SEDIMENT CONTROL MANAGER. THIS PERSON WILL BE RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS EMPLOYEE IS TO HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF THE INSTRUCTIONS CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN GIVEN BY THE ENGINEER. ALL MEASURES WILL BE INSPECTED BY THIS INDIVIDUAL AND THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY 7 DAYS) AND AFTER ANY RAINFALL EVENT GREATER THAN 0.5 INCHES, OR EQUIVALENT SNOWFALL (I.E. + 5").
8. SEDIMENT TRAPS, SEDIMENT BASINS, DITCHES, SILT FENCES, CHANNEL SILT FENCES, FENCES, STONE OUTLET STRUCTURES, EARTH BERMS, ETC. SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON AS WELL AS THE WINTER MONTHS AND OTHER TIMES WHEN THE PROJECT IS CLOSED DOWN. TRAPS WILL BE CLEANED WHEN THEY ARE 50% FILLED. SILT FENCE AND STONE OUTLET STRUCTURES SHALL HAVE SEDIMENT REMOVED WHEN IT REACHES 50% THE HEIGHT OF THE CONTROL DEVICE. THESE SPOILS WILL BE REMOVED TO AN APPROVED SITE.
9. SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND LIVE STREAMS OR WETLANDS WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE. SALVAGED TOPSOIL SHALL BE STABILIZED WITH STRAW MULCH IMMEDIATELY AFTER SHAPING OF THE PILE. SILT FENCE SHALL BE PROVIDED AT THE PERIMETER OF THE STOCKPILE.
10. MATERIALS EXCAVATED FOR THE CONSTRUCTION OR CLEAN OUT OF SEDIMENT TRAPS SHALL NOT BE STOCKPILED IN THE VICINITY OF THE TRAP. IT SHALL BE PLACED IN AN EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER.
11. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSIDERED TEMPORARY. THESE MEASURES WILL BE REMOVED BY THE CONTRACTOR UNLESS DESIGNATED PERMANENT ON THE PLANS OR AS DIRECTED BY THE ENGINEER.



SECTION



ELEVATION

NOTES:

1. ROLLED BARRIER SLOPE CHECKS SHALL BE INSTALLED ALONG A SINGLE CONTOUR LINE TO PREVENT EROSION.
2. ROLLED EXCELSIOR LOG SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 3" AND SOIL SHALL BE TAMPED AGAINST THE UPSTREAM SIDE TO ASSURE THAT STORM WATER IS FORCED THROUGH THE LOG, RATHER THAN UNDER IT.
3. STAKES SHALL BE 4' LONG, DRIVEN AT A SPACING OF 2' ON CENTER, 2' INTO THE GROUND. STAKES SHALL BE ENTWINED WITH THE MESH COVERING OF THE ROLL ON THE DOWNSTREAM SIDE AND ANGLED WITH THE DIRECTION OF FLOW. WOOD STAKES TO BE A MINIMUM OF 1" SQUARE. METAL STAKES SHALL BE A MINIMUM OF 1" DIAMETER.
4. WHEN MORE THAN ONE LOG IS REQUIRED, BUTT LOGS TIGHTLY TOGETHER END TO END AND FASTEN TOGETHER WITH A MINIMUM OF EIGHT EQUALLY SPACED ZIP STRIP NYLON FASTENERS.
5. ROLLED EXCELSIOR LOG SLOPE CHECKS ARE SUPPLIED IN STANDARD 10 FOOT LENGTHS AND SHOULD NOT BE CUT. THE QUANTITIES SHALL BE LISTED IN MULTIPLES OF TEN FEET.
6. MAINTANACE SHALL BE PERFORMED AS NEEDED AND SILT SHALL BE REMOVED WHEN IT REACHES 50% OF ROLL HEIGHT.

APPLICATION: ROLLED EXCELSIOR LOG IS TO BE USED TO CONTROL FLOW ON SLOPES THAT HAVE A VELOCITY OF LESS THAN 8 FEET PER SECOND. MAXIMUM DRAINAGE AREA SHALL NOT EXCEED 1/2 ACRE.

THE SLOPE CHECK IS NOT A SUBSTITUE FOR SEDIMENT TRAPS OR BASINS. PLACE UPSTREAM OF TRAPS OR BASINS AND MAINTAIN IN PLACE UNTIL SEEDING IS ESTABLISHED.

**TEMPORARY SLOPE CHECK
ROLLED EXCELSIOR LOG**

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	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/21/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SEDIMENTATION AND EROSION CONTROL
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

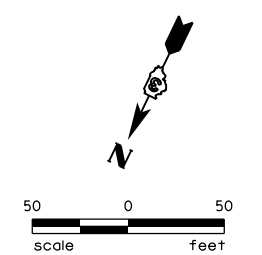
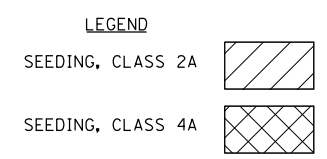
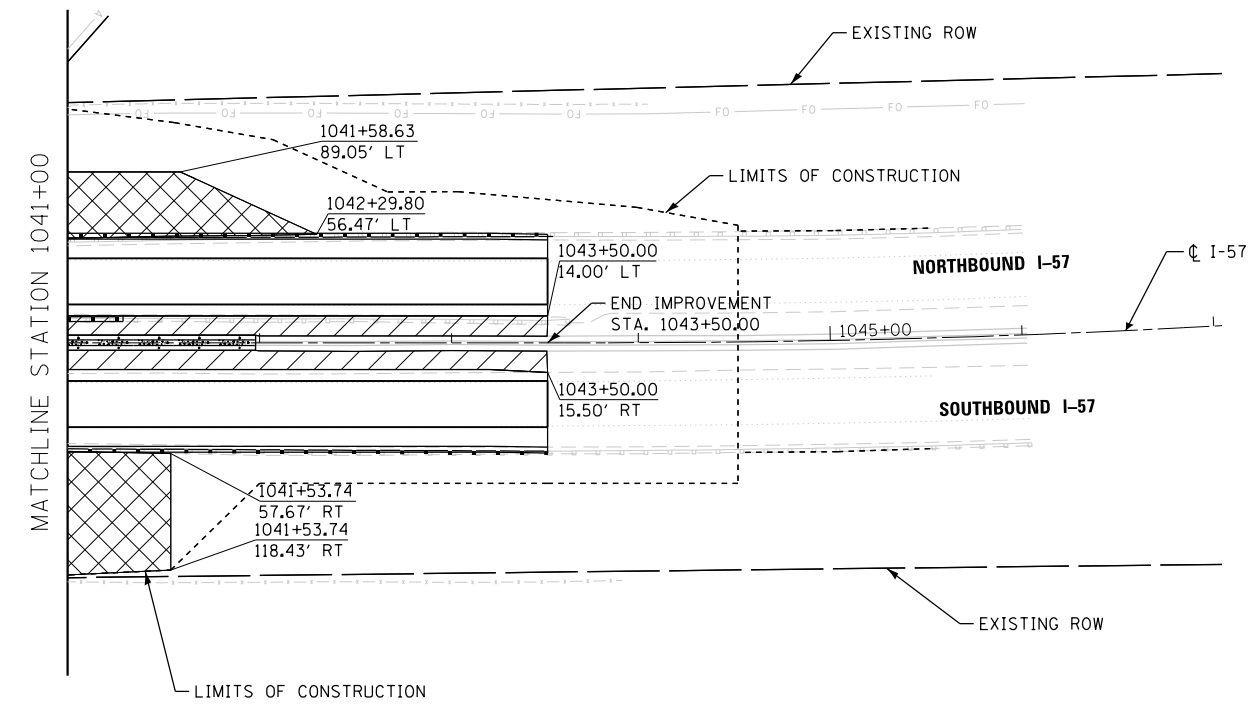
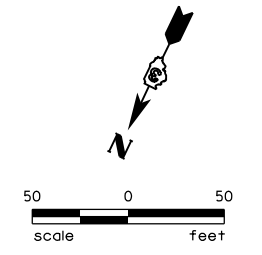
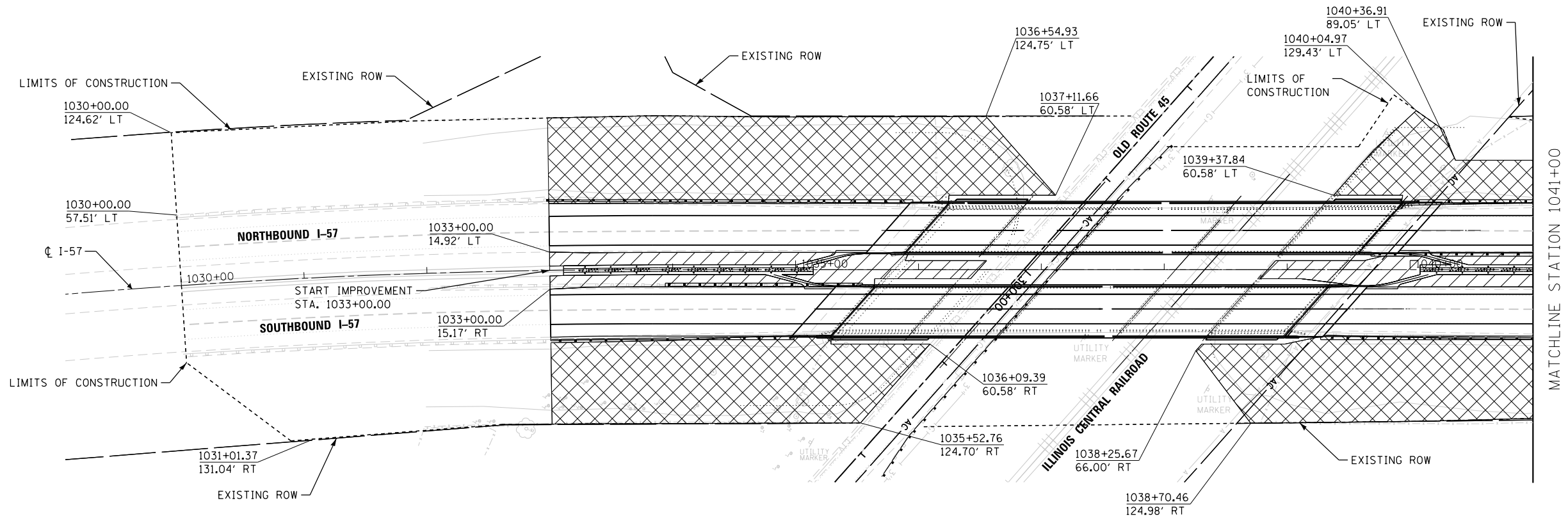
SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	29
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

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USER NAME = WAH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -
PLOT DATE = 8/21/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SEEDING PLAN
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD

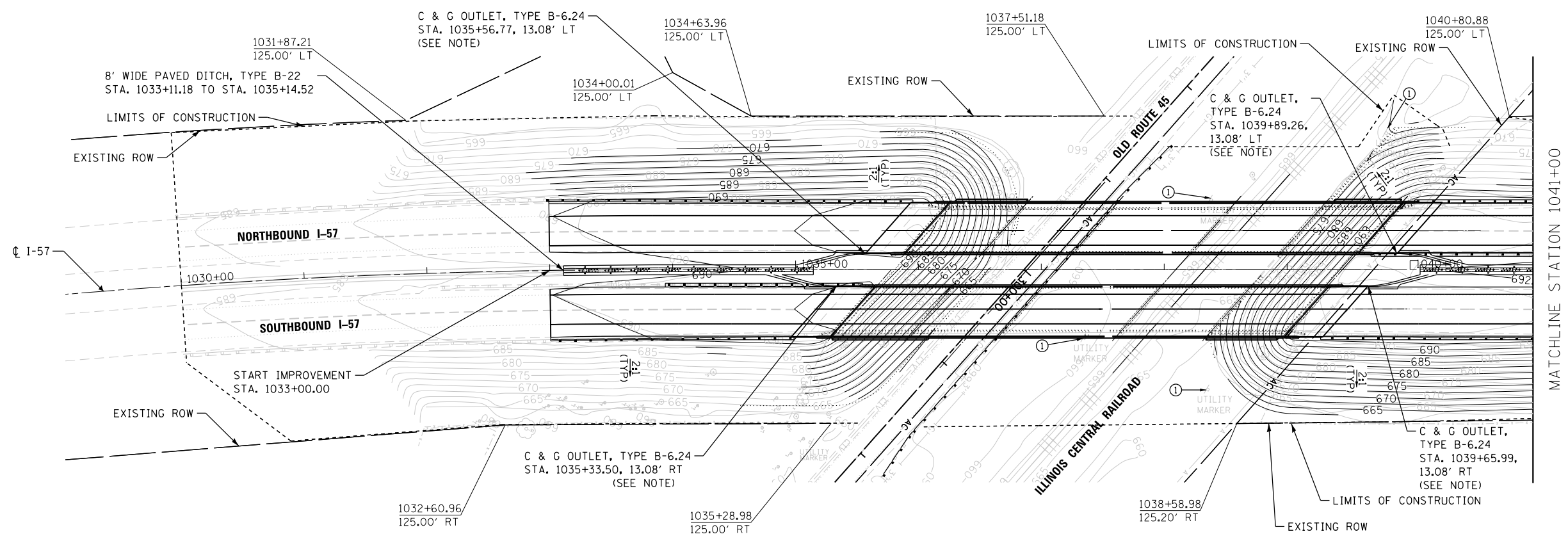
SCALE: SHEET NO. 1 OF 1 SHEETS STA. 1030+00 TO STA. 1047+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IRROQUOIS	146	30
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

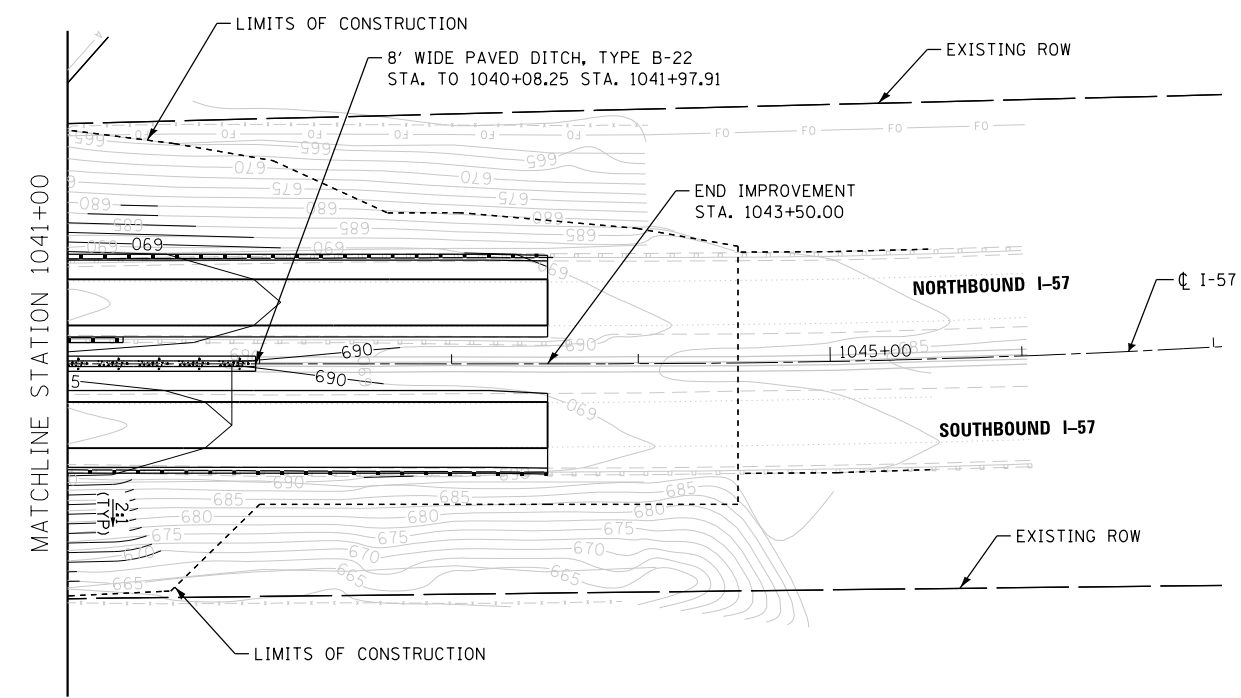
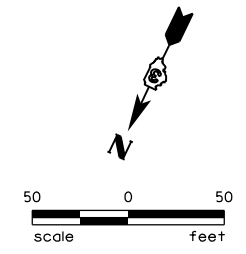
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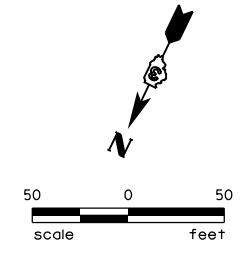


NOTE: SEE PIPE UNDERDRAIN OUTLET EXTENSION SPECIAL DETAIL FOR DETAILS ON HOW TO HANDLE EXISTING UNDERDRAINS ENCOUNTERED DURING CONSTRUCTION.



NOTE
 1. C & G OUTLET, TYPE B-6.24 SHALL BE PAID FOR AS:
 PAY ITEM: CLASS S1 CONCRETE (OUTLET)
 2. CONTRACTOR TO FIELD VERIFY LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION.

LEGEND
 PAVED DITCH [Symbol]
 EXACT LOCATION OF UTILITY IS UNKNOWN [Symbol]



USER NAME = WAH	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/21/2012	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

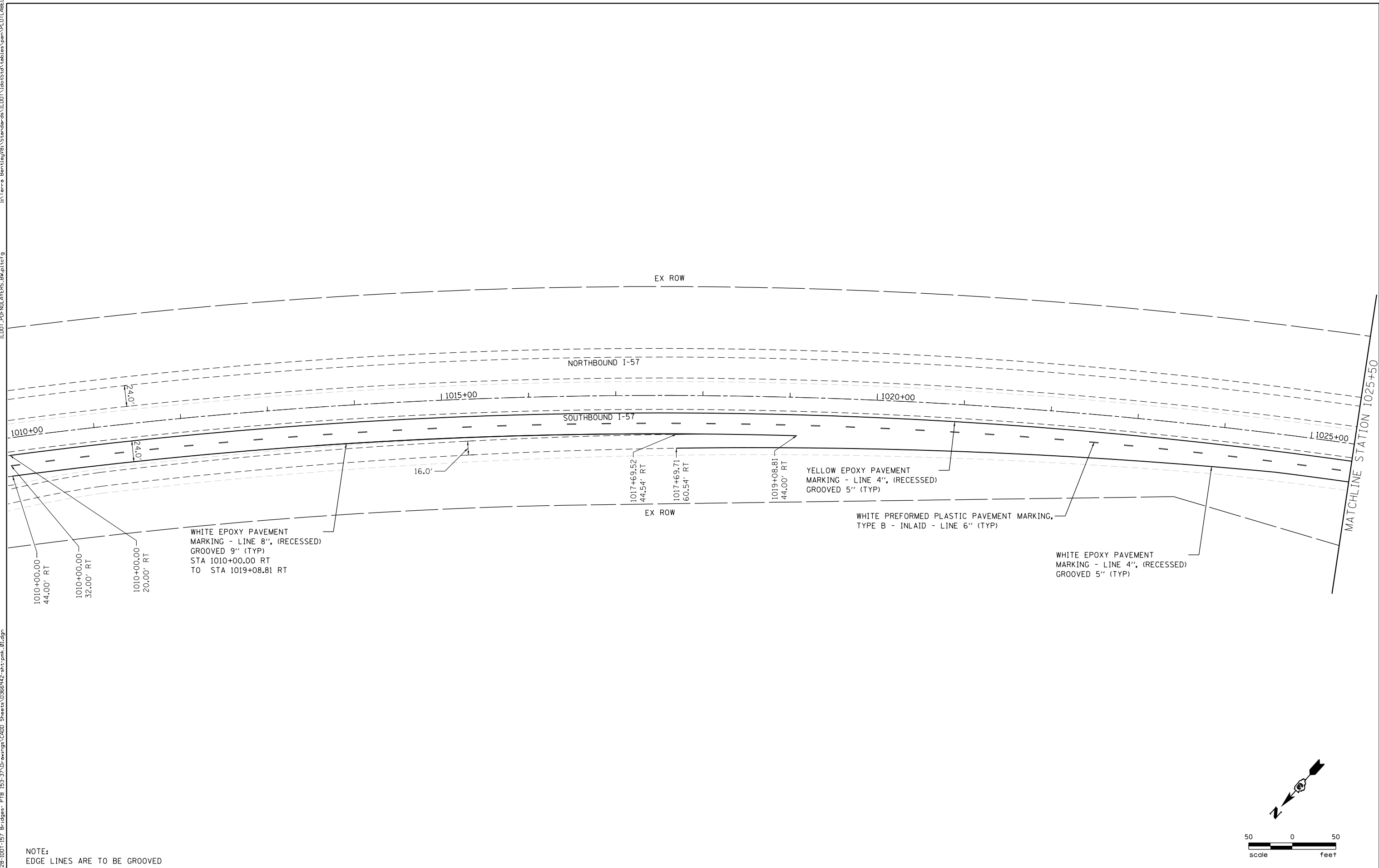
**DRAINAGE AND UTILITY PLAN
 I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**
 SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. 1030+00 TO STA. 1047+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	31
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

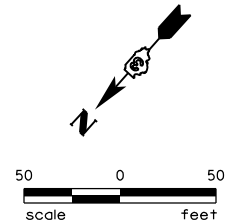
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NOTE:
EDGE LINES ARE TO BE GROOVED



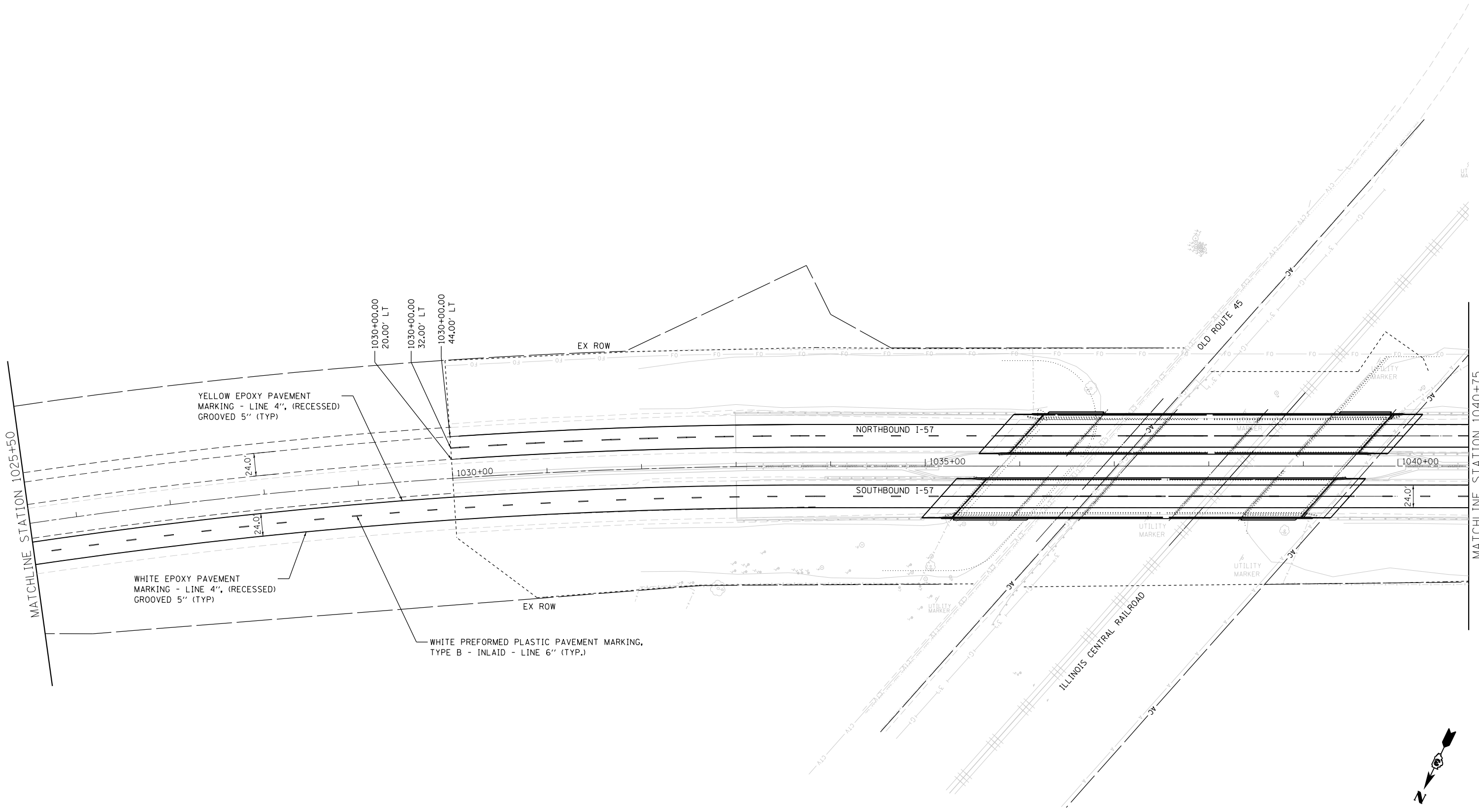
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PLOT DATE = 8/24/2012	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	32
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. 1 OF 4 SHEETS STA. 1010+00 TO STA. 1025+50

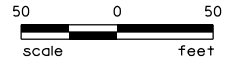


YELLOW EPOXY PAVEMENT MARKING - LINE 4", (RECESSED) GROOVED 5" (TYP)

WHITE EPOXY PAVEMENT MARKING - LINE 4", (RECESSED) GROOVED 5" (TYP)

WHITE PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6" (TYP.)

NOTE:
EDGE LINES ARE TO BE GROOVED



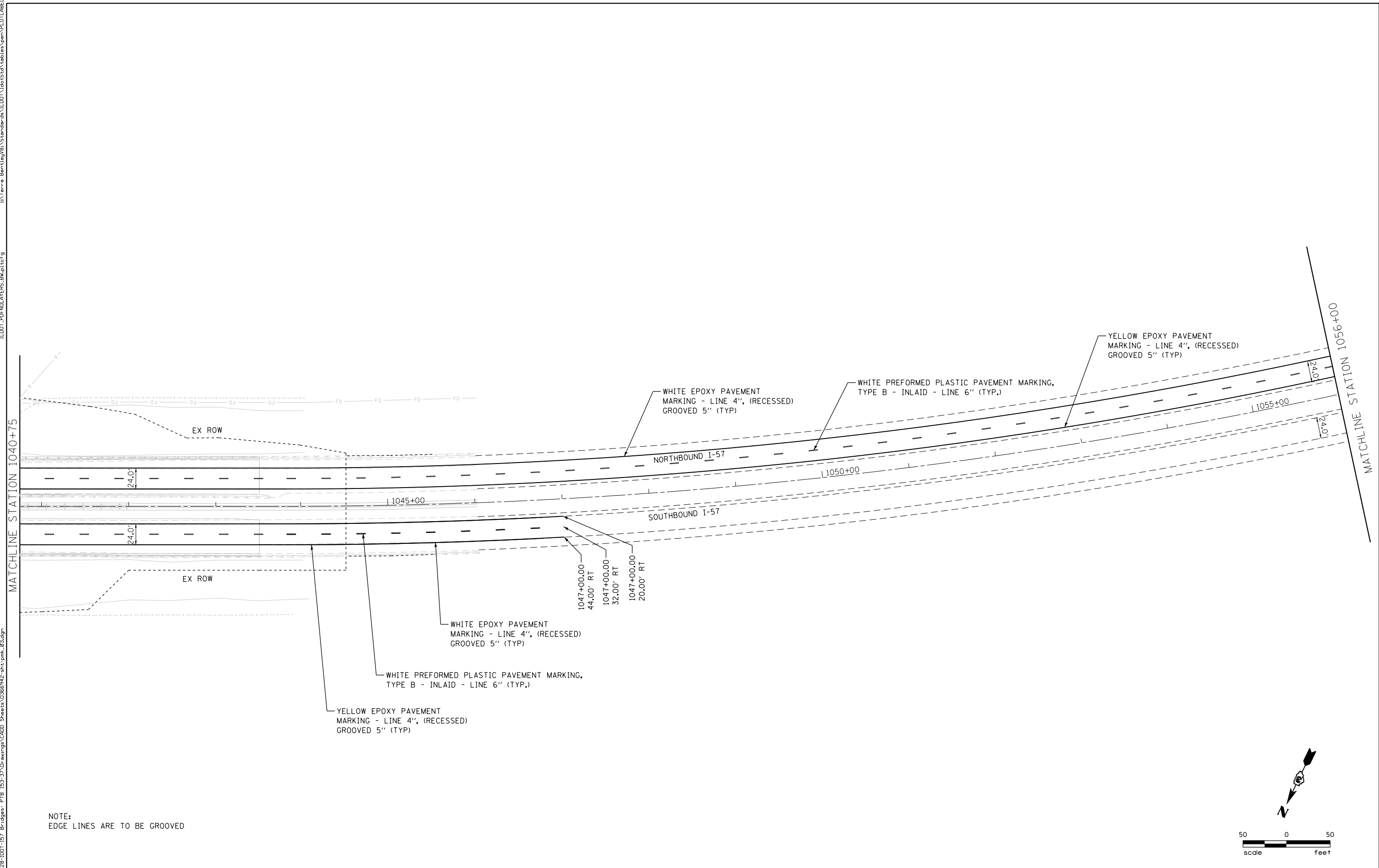
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

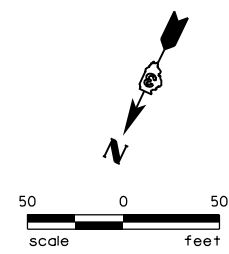
**PAVEMENT MARKING PLAN
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

F.A.I. RTE. 57	SECTION (38-2)HBVR, HVBR-1	COUNTY IROQUOIS	TOTAL SHEETS 146	SHEET NO. 33
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. 2 OF 4 SHEETS STA. 1025+50 TO STA. 1040+75



NOTE:
EDGE LINES ARE TO BE GROOVED



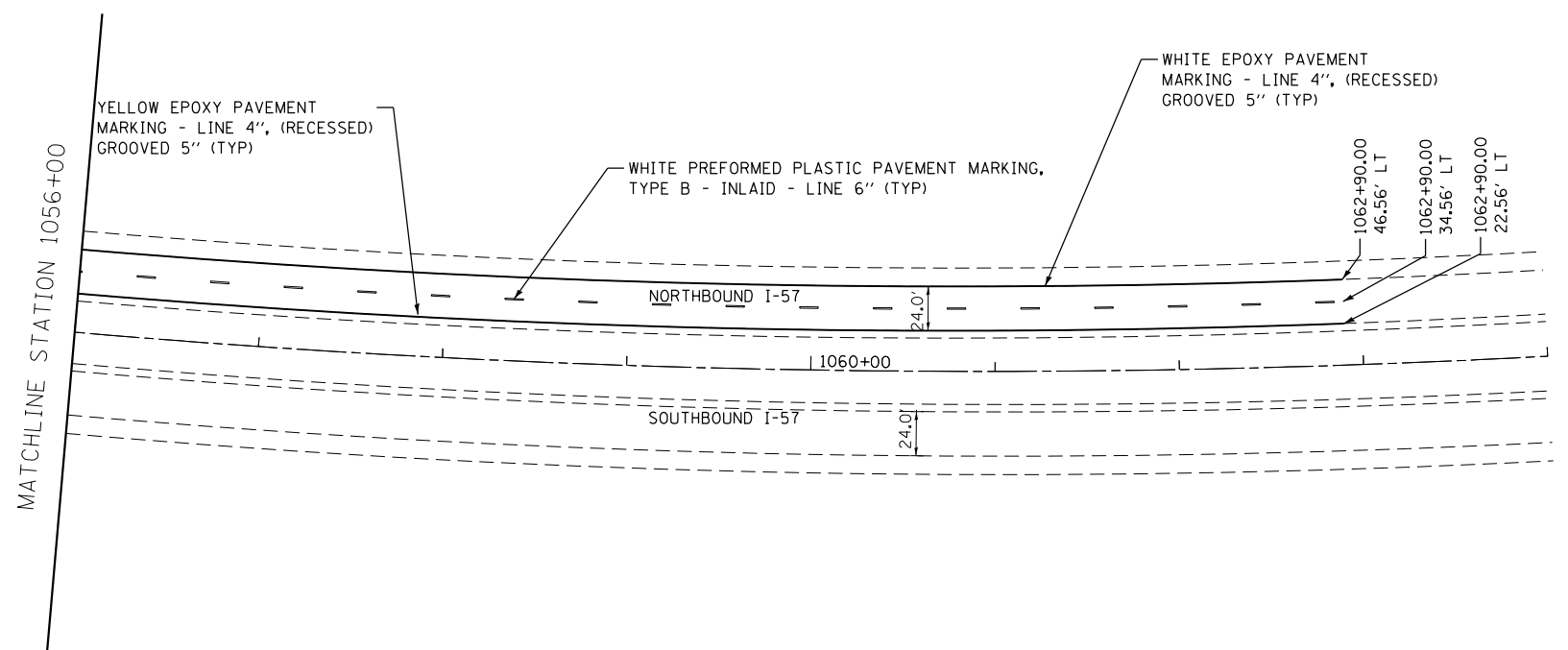
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

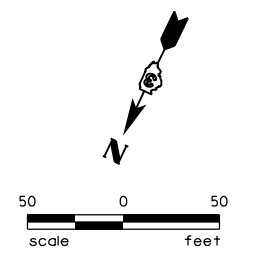
PAVEMENT MARKING PLAN
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD

SCALE: SHEET NO. 3 OF 4 SHEETS STA. 1040+75 TO STA. 1056+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	34
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



NOTE:
EDGE LINES ARE TO BE GROOVED



USER NAME = WAH	DESIGNED -	REVISED -
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PLOT DATE = 8/24/2012	DATE -	REVISED -

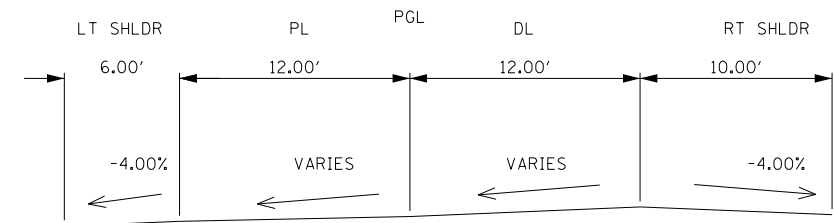
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN	
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD	
SCALE:	SHEET NO. 4 OF 4 SHEETS STA. 1056+00 TO STA. 1064+00

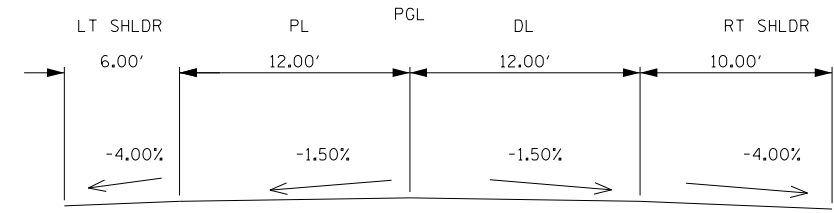
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	35
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

Southbound Curve #2 Superelevation Chart												
STATION	PGL ELEV	LANE WIDTH	PL SLOPE	DL SLOPE	LT EOP ELEV	RT EOP ELEV	LT SH WIDTH	LT SH SLOPE	LT SH ELEV	RT SH WIDTH	RT SH SLOPE	RT SH ELEV
1033+00.00	689.61	12	2.99%	-3.30%	689.97	689.21	6	-4.00%	689.73	10	-4.00%	688.81
1033+05.00	689.68	12	2.99%	-3.30%	690.04	689.29	6	-4.00%	689.80	10	-4.00%	688.89
1033+10.00	689.76	12	2.99%	-3.30%	690.12	689.36	6	-4.00%	689.88	10	-4.00%	688.96
1033+15.00	689.83	12	2.99%	-3.30%	690.19	689.44	6	-4.00%	689.95	10	-4.00%	689.04
1033+20.00	689.90	12	2.99%	-3.30%	690.26	689.51	6	-4.00%	690.02	10	-4.00%	689.11
1033+25.00	689.98	12	2.99%	-3.30%	690.34	689.58	6	-4.00%	690.10	10	-4.00%	689.18
1033+30.00	690.05	12	2.99%	-3.30%	690.41	689.66	6	-4.00%	690.17	10	-4.00%	689.26
1033+35.00	690.12	12	2.99%	-3.30%	690.48	689.73	6	-4.00%	690.24	10	-4.00%	689.33
1033+40.00	690.20	12	2.99%	-3.30%	690.56	689.80	6	-4.00%	690.32	10	-4.00%	689.40
1033+45.00	690.27	12	2.99%	-3.30%	690.63	689.88	6	-4.00%	690.39	10	-4.00%	689.48
1033+50.00	690.35	12	2.99%	-3.30%	690.70	689.95	6	-4.00%	690.46	10	-4.00%	689.55
1033+50.99	690.36	12	2.99%	-3.30%	690.72	689.96	6	-4.00%	690.48	10	-4.00%	689.56
1033+55.00	690.42	12	2.86%	-3.25%	690.76	690.03	6	-4.00%	690.52	10	-4.00%	689.63
1033+60.00	690.49	12	2.71%	-3.19%	690.82	690.11	6	-4.00%	690.58	10	-4.00%	689.71
1033+65.00	690.57	12	2.55%	-3.12%	690.87	690.19	6	-4.00%	690.63	10	-4.00%	689.79
1033+70.00	690.64	12	2.40%	-3.06%	690.93	690.27	6	-4.00%	690.69	10	-4.00%	689.87
1033+75.00	690.71	12	2.24%	-3.00%	690.98	690.35	6	-4.00%	690.74	10	-4.00%	689.95
1033+80.00	690.79	12	2.09%	-2.94%	691.04	690.43	6	-4.00%	690.80	10	-4.00%	690.03
1033+83.99	690.85	12	1.97%	-2.89%	691.09	690.50	6	-4.00%	690.85	10	-4.00%	690.10
1033+85.00	690.86	12	1.93%	-2.88%	691.09	690.51	6	-4.00%	690.85	10	-4.00%	690.11
1033+90.00	690.93	12	1.78%	-2.81%	691.15	690.60	6	-4.00%	690.91	10	-4.00%	690.20
1033+95.00	691.01	12	1.62%	-2.75%	691.20	690.68	6	-4.00%	690.96	10	-4.00%	690.28
1034+00.00	691.08	12	1.47%	-2.69%	691.26	690.76	6	-4.00%	691.02	10	-4.00%	690.36
1034+05.00	691.15	12	1.32%	-2.63%	691.31	690.84	6	-4.00%	691.07	10	-4.00%	690.44
1034+10.00	691.23	12	1.16%	-2.57%	691.37	690.92	6	-4.00%	691.13	10	-4.00%	690.52
1034+15.00	691.30	12	1.01%	-2.50%	691.42	691.00	6	-4.00%	691.18	10	-4.00%	690.60
1034+20.00	691.37	12	0.85%	-2.44%	691.48	691.08	6	-4.00%	691.24	10	-4.00%	690.68
1034+25.00	691.45	12	0.70%	-2.38%	691.53	691.16	6	-4.00%	691.29	10	-4.00%	690.76
1034+30.00	691.52	12	0.54%	-2.32%	691.59	691.24	6	-4.00%	691.35	10	-4.00%	690.84
1034+35.00	691.59	12	0.39%	-2.26%	691.64	691.32	6	-4.00%	691.40	10	-4.00%	690.92
1034+40.00	691.67	12	0.23%	-2.19%	691.70	691.41	6	-4.00%	691.46	10	-4.00%	691.01
1034+45.00	691.00	12	0.08%	-2.13%	691.01	690.74	6	-4.00%	690.77	10	-4.00%	690.34
1034+50.00	691.82	12	-0.08%	-2.07%	691.81	691.57	6	-4.00%	691.57	10	-4.00%	691.17
1034+55.00	691.89	12	-0.23%	-2.01%	691.86	691.65	6	-4.00%	691.62	10	-4.00%	691.25
1034+60.00	691.96	12	-0.39%	-1.95%	691.91	691.73	6	-4.00%	691.67	10	-4.00%	691.33
1034+65.00	692.03	12	-0.54%	-1.88%	691.97	691.81	6	-4.00%	691.73	10	-4.00%	691.41
1034+70.00	692.10	12	-0.70%	-1.82%	692.02	691.88	6	-4.00%	691.78	10	-4.00%	691.48
1034+75.00	692.17	12	-0.85%	-1.76%	692.07	691.96	6	-4.00%	691.83	10	-4.00%	691.56
1034+80.00	692.24	12	-1.01%	-1.70%	692.12	692.04	6	-4.00%	691.88	10	-4.00%	691.64
1034+85.00	692.31	12	-1.16%	-1.64%	692.17	692.11	6	-4.00%	691.93	10	-4.00%	691.71
1034+90.00	692.37	12	-1.31%	-1.57%	692.22	692.19	6	-4.00%	691.98	10	-4.00%	691.79
1034+95.00	692.44	12	-1.47%	-1.51%	692.26	692.26	6	-4.00%	692.02	10	-4.00%	691.86
1034+95.99	692.45	12	-1.50%	-1.50%	692.27	692.27	6	-4.00%	692.03	10	-4.00%	691.87

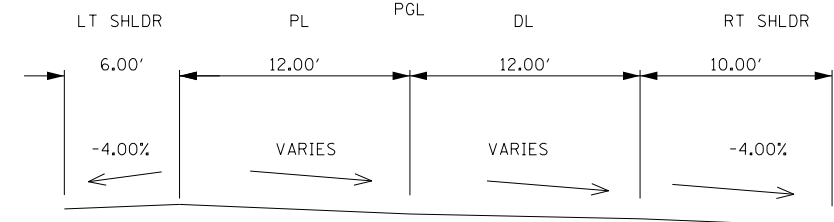
Southbound Curve #3 Superelevation Chart												
STATION	PGL ELEV	LANE WIDTH	DL SLOPE	PL SLOPE	RT EOP ELEV	LT EOP ELEV	RT SH WIDTH	RT SH SLOPE	RT SH ELEV	LT SH WIDTH	LT SH SLOPE	LT SH ELEV
1042+69.58	691.70	12	-1.50%	-1.50%	691.52	691.52	10	-4.00%	691.12	6	-4.00%	691.28
1042+70.00	691.69	12	-1.48%	-1.51%	691.51	691.51	10	-4.00%	691.11	6	-4.00%	691.27
1042+75.00	691.62	12	-1.30%	-1.59%	691.46	691.43	10	-4.00%	691.06	6	-4.00%	691.19
1042+80.00	691.55	12	-1.12%	-1.67%	691.41	691.35	10	-4.00%	691.01	6	-4.00%	691.11
1042+85.00	691.47	12	-0.94%	-1.75%	691.36	691.27	10	-4.00%	690.96	6	-4.00%	691.03
1042+90.00	691.40	12	-0.76%	-1.83%	691.31	691.18	10	-4.00%	690.91	6	-4.00%	690.94
1042+95.00	691.33	12	-0.58%	-1.91%	691.26	691.10	10	-4.00%	690.86	6	-4.00%	690.86
1043+00.00	691.26	12	-0.40%	-1.99%	691.21	691.02	10	-4.00%	690.81	6	-4.00%	690.78
1043+05.00	691.19	12	-0.21%	-2.07%	691.16	690.94	10	-4.00%	690.76	6	-4.00%	690.70
1043+10.00	691.12	12	-0.03%	-2.15%	691.11	690.86	10	-4.00%	690.71	6	-4.00%	690.62
1043+15.00	691.05	12	0.15%	-2.23%	691.06	690.78	10	-4.00%	690.66	6	-4.00%	690.54
1043+20.00	690.97	12	0.33%	-2.31%	691.01	690.70	10	-4.00%	690.61	6	-4.00%	690.46
1043+25.00	690.90	12	0.51%	-2.39%	690.96	690.62	10	-4.00%	690.56	6	-4.00%	690.38
1043+30.00	690.83	12	0.69%	-2.47%	690.91	690.53	10	-4.00%	690.51	6	-4.00%	690.29
1043+35.00	690.76	12	0.87%	-2.56%	690.86	690.45	10	-4.00%	690.46	6	-4.00%	690.21
1043+40.00	690.69	12	1.06%	-2.64%	690.82	690.37	10	-4.00%	690.42	6	-4.00%	690.13
1043+45.00	690.62	12	1.24%	-2.72%	690.77	690.29	10	-4.00%	690.37	6	-4.00%	690.05
1043+50.00	690.55	12	1.42%	-2.80%	690.72	690.21	10	-4.00%	690.32	6	-4.00%	689.97



STA 1042+69.58 TO 1043+50.00



STA 1034+95.99 TO 1042+69.58



STA 1033+00.00 TO 1034+95.99



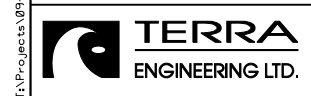
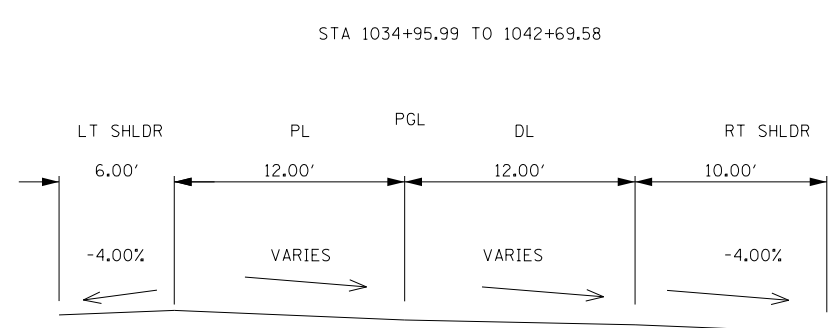
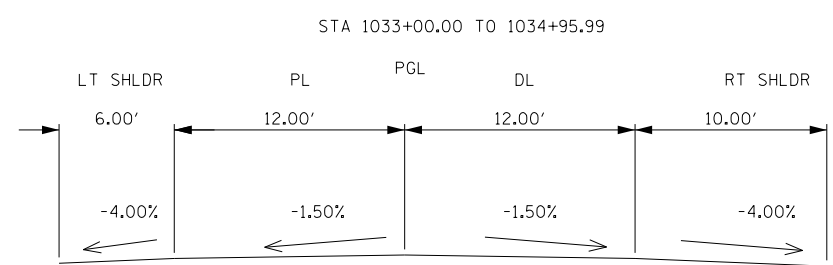
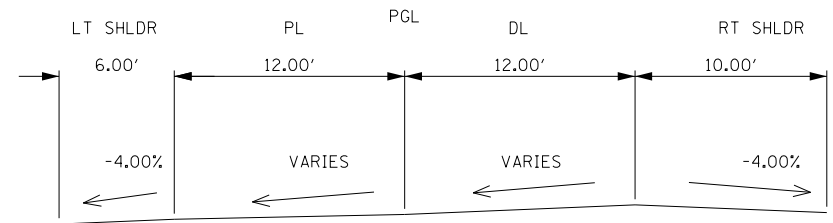
USER NAME = WAH	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 8/21/2012	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERELEVATION DETAIL - SOUTHBOUND			
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD			
SCALE:	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	36
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

Northbound Curve #2 Superelevation Chart													Northbound Curve #3 Superelevation Chart													
STATION	PGL ELEV	LANE WIDTH	DL SLOPE	PL SLOPE	RT EOP ELEV	LT EOP ELEV	RT SH WIDTH	RT SH SLOPE	RT SH ELEV	LT SH WIDTH	LT SH SLOPE	LT SH ELEV	STATION	PGL ELEV	LANE WIDTH	PL SLOPE	DL SLOPE	LT EOP ELEV	RT EOP ELEV	LT SH WIDTH	LT SH SLOPE	LT SH ELEV	RT SH WIDTH	RT SH SLOPE	RT SH ELEV	
1033+00.00	689.61	12	2.86%	-3.33%	689.95	689.21	10	-4.00%	689.55	6	-4.00%	688.97	1042+69.58	691.70	12	-1.50%	-1.50%	691.52	691.52	6	-4.00%	691.28	10	-4.00%	691.12	
1033+05.00	689.68	12	2.86%	-3.33%	690.03	689.28	10	-4.00%	689.63	6	-4.00%	689.04	1042+70.00	691.69	12	-1.48%	-1.50%	691.51	691.51	6	-4.00%	691.27	10	-4.00%	691.11	
1033+10.00	689.76	12	2.86%	-3.33%	690.10	689.36	10	-4.00%	689.70	6	-4.00%	689.12	1042+75.00	691.62	12	-1.28%	-1.55%	691.46	691.43	6	-4.00%	691.22	10	-4.00%	691.03	
1033+15.00	689.83	12	2.86%	-3.33%	690.17	689.43	10	-4.00%	689.77	6	-4.00%	689.19	1042+80.00	691.55	12	-1.08%	-1.59%	691.42	691.36	6	-4.00%	691.18	10	-4.00%	690.96	
1033+20.00	689.90	12	2.86%	-3.33%	690.25	689.51	10	-4.00%	689.85	6	-4.00%	689.27	1042+85.00	691.47	12	-0.88%	-1.63%	691.37	691.28	6	-4.00%	691.13	10	-4.00%	690.88	
1033+25.00	689.98	12	2.86%	-3.33%	690.32	689.58	10	-4.00%	689.92	6	-4.00%	689.34	1042+90.00	691.40	12	-0.68%	-1.68%	691.32	691.20	6	-4.00%	691.08	10	-4.00%	690.80	
1033+30.00	690.05	12	2.86%	-3.33%	690.39	689.65	10	-4.00%	689.99	6	-4.00%	689.41	1042+95.00	691.33	12	-0.47%	-1.72%	691.27	691.13	6	-4.00%	691.03	10	-4.00%	690.73	
1033+35.00	690.12	12	2.86%	-3.33%	690.47	689.73	10	-4.00%	690.07	6	-4.00%	689.49	1043+00.00	691.26	12	-0.27%	-1.76%	691.23	691.05	6	-4.00%	690.99	10	-4.00%	690.65	
1033+40.00	690.20	12	2.86%	-3.33%	690.54	689.80	10	-4.00%	690.14	6	-4.00%	689.56	1043+05.00	691.19	12	-0.07%	-1.81%	691.18	690.97	6	-4.00%	690.94	10	-4.00%	690.57	
1033+45.00	690.27	12	2.86%	-3.33%	690.62	689.87	10	-4.00%	690.22	6	-4.00%	689.63	1043+10.00	691.12	12	0.13%	-1.85%	691.13	690.90	6	-4.00%	690.89	10	-4.00%	690.50	
1033+50.00	690.35	12	2.86%	-3.33%	690.69	689.95	10	-4.00%	690.29	6	-4.00%	689.71	1043+15.00	691.05	12	0.33%	-1.90%	691.09	690.82	6	-4.00%	690.85	10	-4.00%	690.42	
1033+50.99	690.36	12	2.86%	-3.33%	690.70	689.96	10	-4.00%	690.30	6	-4.00%	689.72	1043+20.00	690.97	12	0.53%	-1.94%	691.04	690.74	6	-4.00%	690.80	10	-4.00%	690.34	
1033+55.00	690.42	12	2.74%	-3.28%	690.75	690.03	10	-4.00%	690.35	6	-4.00%	689.79	1043+25.00	690.90	12	0.74%	-1.98%	690.99	690.66	6	-4.00%	690.75	10	-4.00%	690.26	
1033+60.00	690.49	12	2.59%	-3.21%	690.80	690.11	10	-4.00%	690.40	6	-4.00%	689.87	1043+30.00	690.83	12	0.94%	-2.03%	690.94	690.59	6	-4.00%	690.70	10	-4.00%	690.19	
1033+65.00	690.57	12	2.44%	-3.15%	690.86	690.19	10	-4.00%	690.46	6	-4.00%	689.95	1043+35.00	690.76	12	1.14%	-2.07%	690.90	690.51	6	-4.00%	690.66	10	-4.00%	690.11	
1033+70.00	690.64	12	2.29%	-3.09%	690.91	690.27	10	-4.00%	690.51	6	-4.00%	690.03	1043+40.00	690.69	12	1.34%	-2.11%	690.85	690.43	6	-4.00%	690.61	10	-4.00%	690.03	
1033+75.00	690.71	12	2.14%	-3.02%	690.97	690.35	10	-4.00%	690.57	6	-4.00%	690.11	1043+45.00	690.62	12	1.54%	-2.16%	690.80	690.36	6	-4.00%	690.56	10	-4.00%	689.96	
1033+80.00	690.79	12	1.99%	-2.96%	691.03	690.43	10	-4.00%	690.63	6	-4.00%	690.19	1043+50.00	690.55	12	1.74%	-2.20%	690.75	690.28	6	-4.00%	690.51	10	-4.00%	689.88	
1033+83.99	690.85	12	1.87%	-2.91%	691.07	690.50	10	-4.00%	690.67	6	-4.00%	690.26														
1033+85.00	690.86	12	1.84%	-2.90%	691.08	690.51	10	-4.00%	690.68	6	-4.00%	690.27														
1033+90.00	690.93	12	1.69%	-2.83%	691.14	690.59	10	-4.00%	690.74	6	-4.00%	690.35														
1033+95.00	691.01	12	1.54%	-2.77%	691.19	690.67	10	-4.00%	690.79	6	-4.00%	690.43														
1034+00.00	691.08	12	1.39%	-2.71%	691.25	690.76	10	-4.00%	690.85	6	-4.00%	690.52														
1034+05.00	691.15	12	1.24%	-2.65%	691.30	690.84	10	-4.00%	690.90	6	-4.00%	690.60														
1034+10.00	691.23	12	1.09%	-2.58%	691.36	690.92	10	-4.00%	690.96	6	-4.00%	690.68														
1034+15.00	691.30	12	0.94%	-2.52%	691.41	691.00	10	-4.00%	691.01	6	-4.00%	690.76														
1034+20.00	691.37	12	0.79%	-2.46%	691.47	691.08	10	-4.00%	691.07	6	-4.00%	690.84														
1034+25.00	691.45	12	0.64%	-2.39%	691.52	691.16	10	-4.00%	691.12	6	-4.00%	690.92														
1034+30.00	691.52	12	0.48%	-2.33%	691.58	691.24	10	-4.00%	691.18	6	-4.00%	691.00														
1034+35.00	691.59	12	0.33%	-2.27%	691.64	691.32	10	-4.00%	691.24	6	-4.00%	691.08														
1034+40.00	691.67	12	0.18%	-2.20%	691.69	691.40	10	-4.00%	691.29	6	-4.00%	691.16														
1034+45.00	691.00	12	0.03%	-2.14%	691.00	690.74	10	-4.00%	690.60	6	-4.00%	690.50														
1034+50.00	691.82	12	-0.12%	-2.08%	691.80	691.57	10	-4.00%	691.40	6	-4.00%	691.33														
1034+55.00	691.89	12	-0.27%	-2.02%	691.86	691.65	10	-4.00%	691.46	6	-4.00%	691.41														
1034+60.00	691.96	12	-0.42%	-1.95%	691.91	691.73	10	-4.00%	691.51	6	-4.00%	691.49														
1034+65.00	692.03	12	-0.57%	-1.89%	691.96	691.81	10	-4.00%	691.56	6	-4.00%	691.57														
1034+70.00	692.10	12	-0.72%	-1.83%	692.02	691.88	10	-4.00%	691.62	6	-4.00%	691.64														
1034+75.00	692.17	12	-0.87%	-1.76%	692.07	691.96	10	-4.00%	691.67	6	-4.00%	691.72														
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1034+85.00	692.31	12	-1.17%	-1.64%	692.17	692.11	10	-4.00%	691.77	6	-4.00%	691.87														
1034+90.00	692.37	12	-1.32%	-1.58%	692.22	692.19	10	-4.00%	691.82	6	-4.00%	691.95														
1034+95.00	692.44	12	-1.47%	-1.51%	692.26	692.26	10	-4.00%	691.86	6	-4.00%	692.02														
1034+95.99	692.45	12	-1.50%	-1.50%	692.27	692.27	10	-4.00%	691.87	6	-4.00%	692.03														



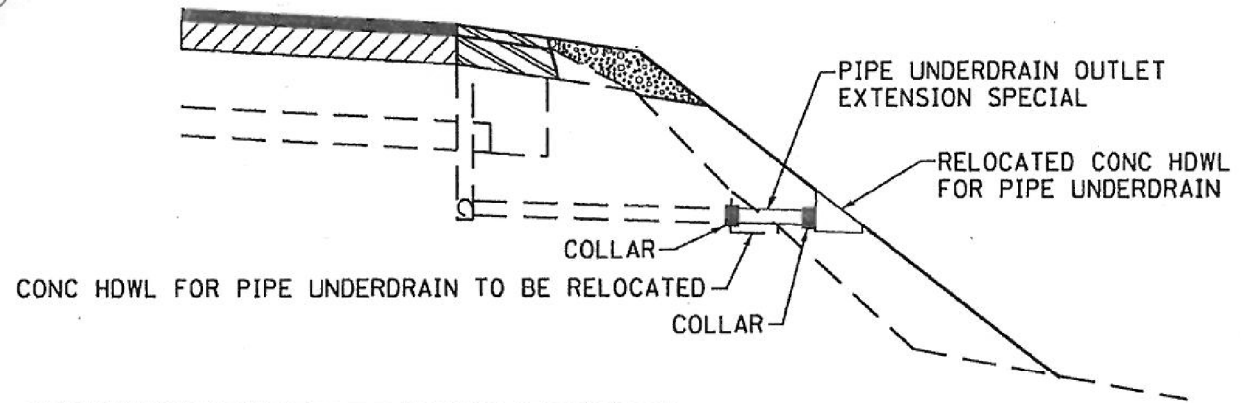
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PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 8/21/2012	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERELEVATION DETAIL - NORTHBOUND
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

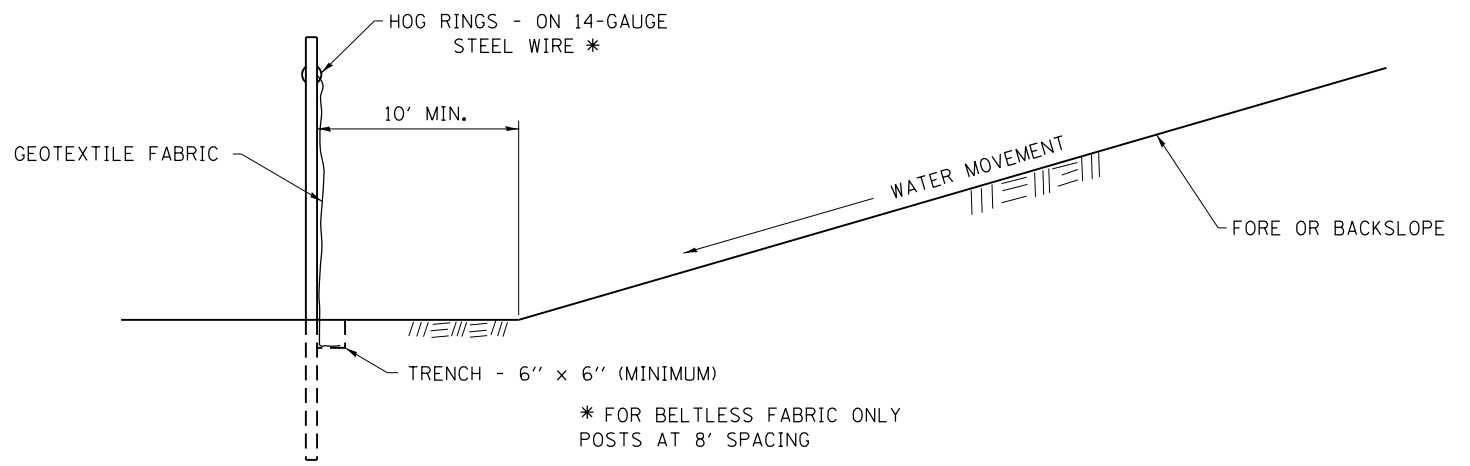
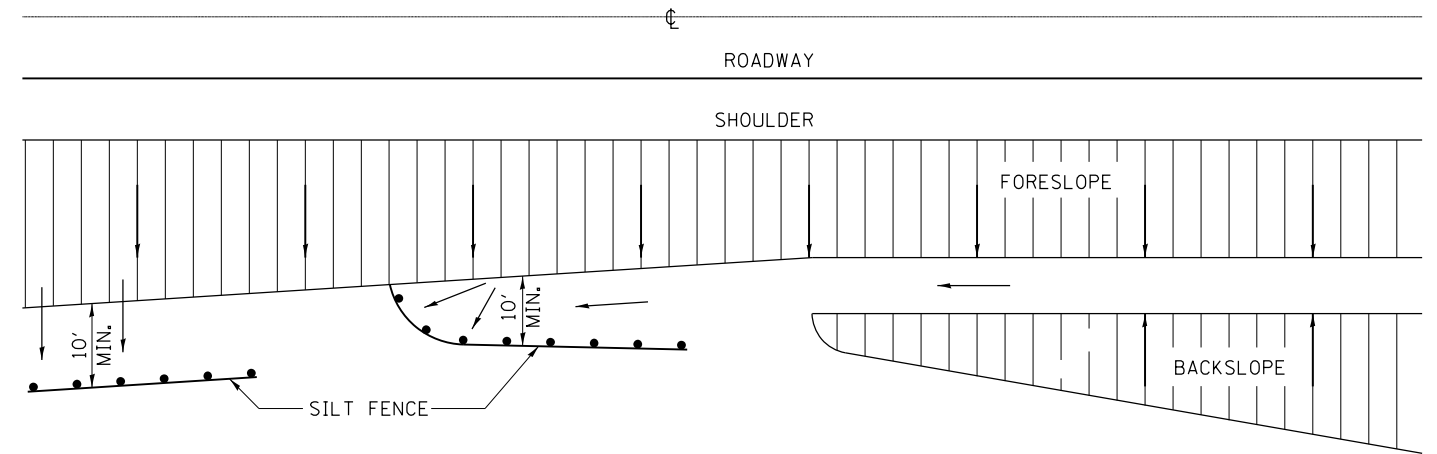
SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.

F.A.I. RTE. 57	SECTION (38-2)HBVR, HVBR-1	COUNTY IROQUOIS	TOTAL SHEETS 146	SHEET NO. 37
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



PIPE UNDERDRAIN TO BE FIELD LOCATED BY THE CONTRACTOR AND AS DIRECTED BY THE ENGINEER

PIPE UNDERDRAIN OUTLET EXTENSION SPECIAL



* FOR BELTLESS FABRIC ONLY
POSTS AT 8' SPACING

DETAILS OF SILT FENCE

EROSION CONTROL DETAILS FOR SILT FENCE



USER NAME = WAH	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 8/21/2012	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

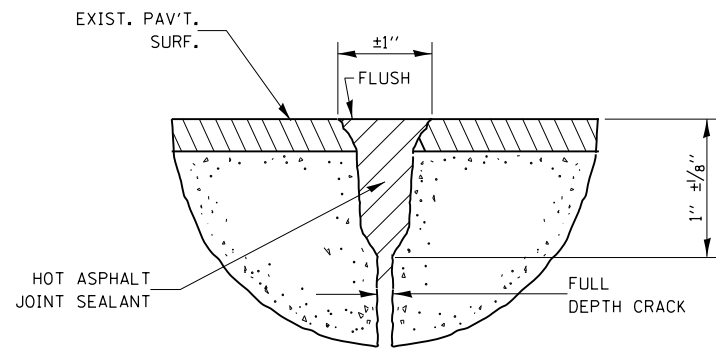
DETAILS			
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD			
SCALE:	SHEET NO. 3 OF 4 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IRROUOIS	146	38
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

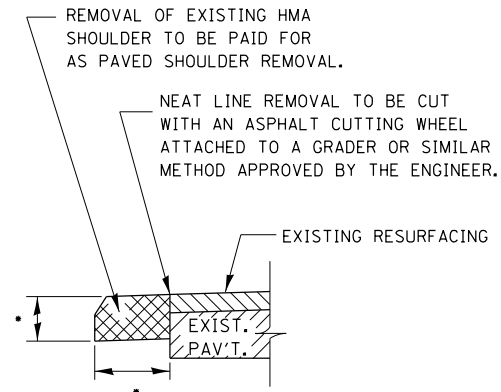
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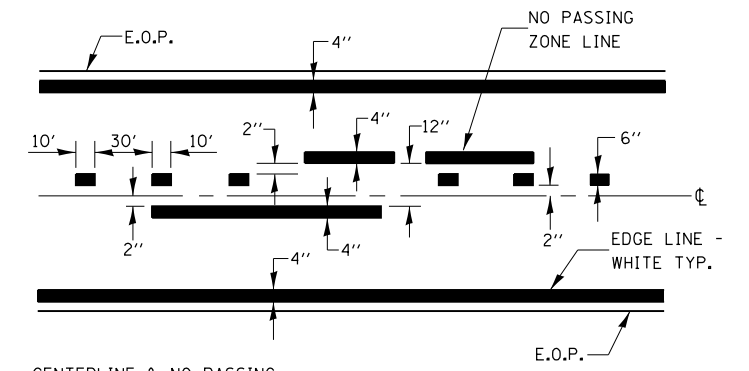


**CENTERLINE & TRANSVERSE
PATCH BOUNDARIES**



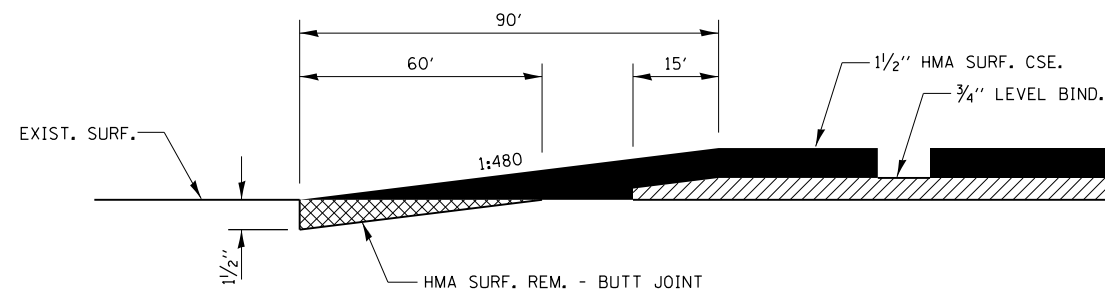
**REMOVAL OF EXISTING
HMA SHOULDER**

• AS SHOWN IN PLANS

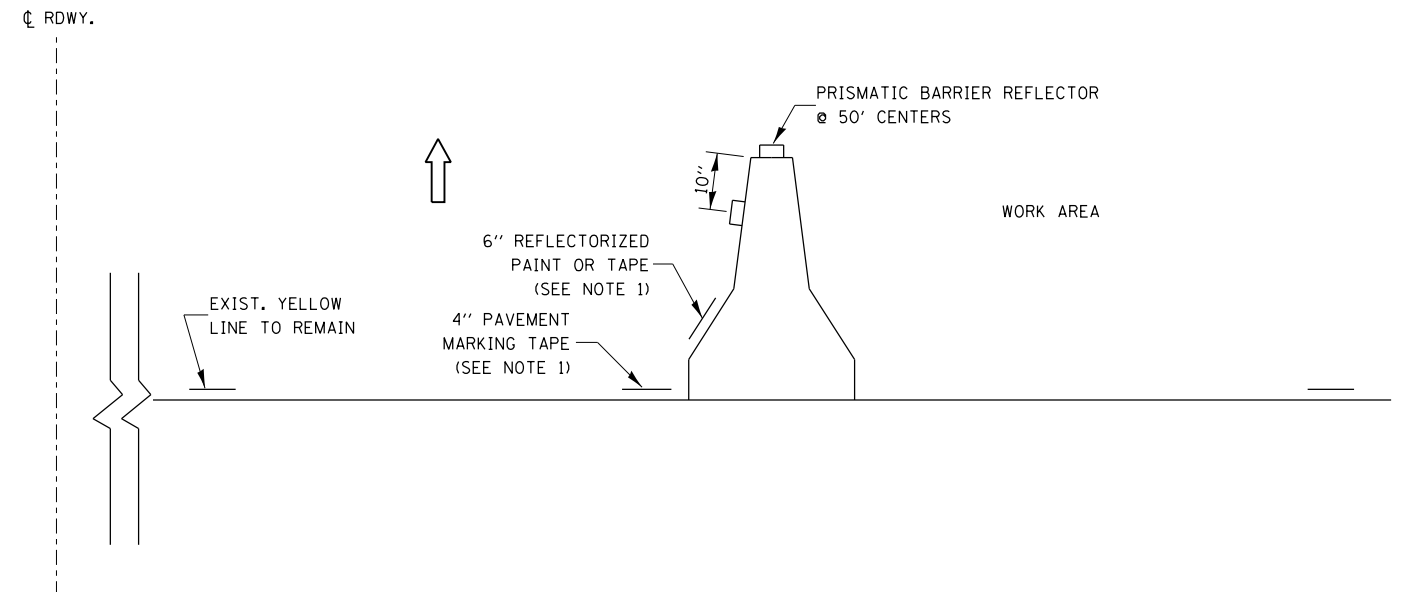


CENTERLINE & NO PASSING
ZONE LINES - YELLOW

PAVEMENT MARKING



BUTT JOINT DETAIL



DESIGNER NOTES:
TO BE USED WITH STANDARD 701401.
IF ALSO USING TEMPORARY
CONCRETE BARRIER

NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.
2. THE COLOR OF THE REFLECTORS AND PAVEMENT/BARRIER MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.
3. THE COST OF THE REFLECTORS AND THE PAVEMENT/BARRIER MARKING LINE IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.



USER NAME = WAH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
PLOT DATE = 8/21/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD

SCALE: SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HBVR, HVBR-1	IROQUOIS	146	39
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

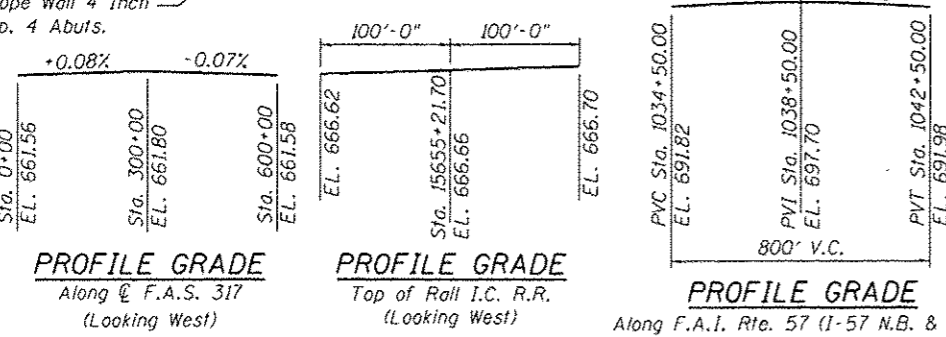
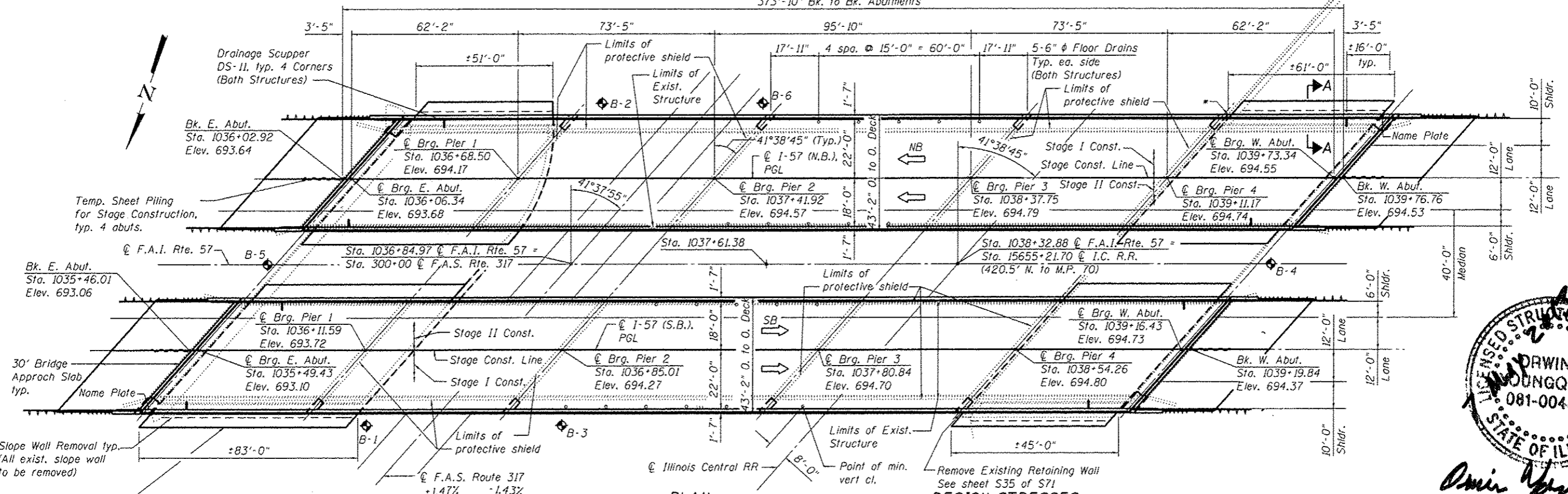
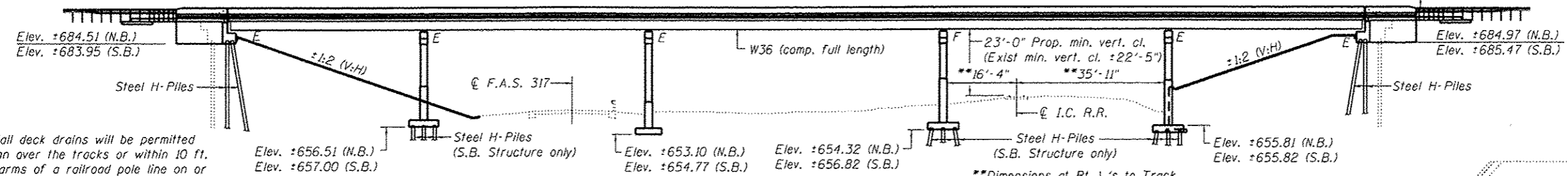
Benchmark: Chisaled "□" Southeast Wingwall S.N. 038-0014, Sta. 1039+50, Elev. 694.706
 Existing Structure: S.N. 038-0013 & 038-0014 built in 1966 under FAI-57, Section 38-2HVB. Deck and slopewalls were widened and rehabilitated in 1986. Existing dual structures each consist of 5-span reinf. concrete deck on continuous steel WF beams supported by spill-thru pile bent abuts. and mult-column piers. 373'-10" bk. to bk. abutments. 36'-10" out. to out. deck. Superstructure to be removed and replaced. Traffic to be maintained utilizing stage construction.

No Salvage

APPROVED
 For Structural Adequacy Only
Carl Ruyter
 Engineer of Bridges & Structures

Traffic Barrier Terminal
 Type 6 Std. 631031 (Appr. Ends)
 Type 5 Std. 631026 (Exit Ends)

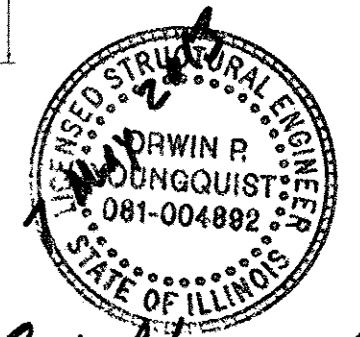
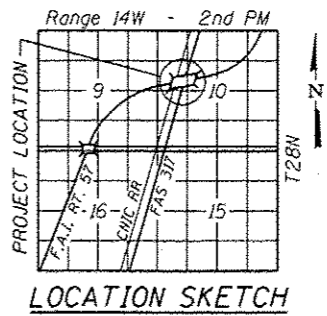
Notes:
 1. No free fall deck drains will be permitted in the span over the tracks or within 10 ft. of cross arms of a railroad pole line on or over F.A.S. 317.
 2. For Section A-A see sheet S04 of S71.



LOADING HL-93 FOR SUPERSTRUCTURE
HS-20 FOR SUBSTRUCTURE
 Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS
 2010 AASHTO LRFD Bridge Design Specifications for Superstructure with 2010 Interim
 2002 AASHTO LRFD Bridge Design Specifications for Substructure

DESIGN STRESSES
FIELD UNITS (NEW CONST.)
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)
FIELD UNITS (EXIST. CONST.)
 $f'_c = 3,500$ psi
 $f_y = 40,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Structural Steel)
SEISMIC DATA
 Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.08g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.13g
 Soil Site Class = C



Darwin P. Youngquist
 Expires: 1/30/2014

GENERAL PLAN AND ELEVATION
I-57 OVER F.A.S. 317 & I.C. R.R.
F.A.I. RTE. 57 SEC. 38-2HVB
IROQUOIS COUNTY
STATION 1037+61.38
STRUCTURE NO. 038-0013 (N.B.)
STRUCTURE NO. 038-0014 (S.B.)

P:\11 57 DIVER CDRR & OLD 450-Drawing\038-0013-0014\Drawings\Structure\N\11 57 DIVER CDRR & OLD 450-Drawing\038-0013-0014-001-PS1.ECD

	USER NAME *	DESIGNED - EA	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION STRUCTURE NOS. 038 - 0013 & 0014			F.A.I. RTE. 57	SECTION 38-2HVB, HVBR-1	COUNTY IROQUOIS	TOTAL SHEETS 146	SHEET NO. 40
	PLOT SCALE *	CHECKED - OY	REVISED		SHEET NO. S01 OF S71 SHEETS			CONTRACT NO. 66942		ILLINOIS FED. AID PROJECT		
	PLOT DATE *	DRAWN - CM	REVISED									
		CHECKED - JB	REVISED									

GENERAL NOTES

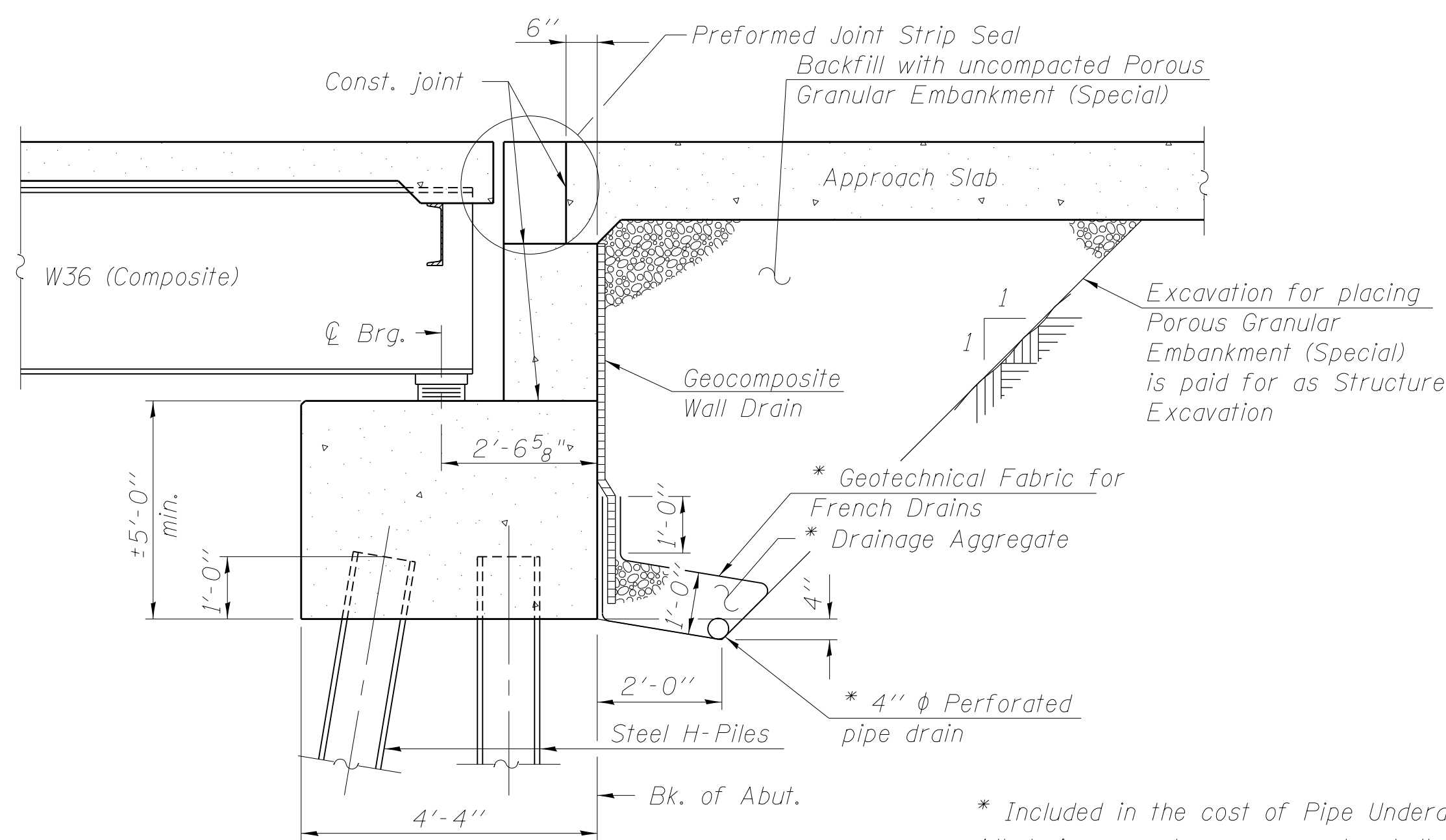
- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8" φ, holes 15/16" φ, unless otherwise noted.
- Calculated weight of Structural Steel = 755,700 lbs (AASHTO M270, Grade 50)
90,400 lbs (AASHTO M270, Grade 36)
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of Pier 2 and Abutments.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green Munsell No. 7.5G 4/8.
- If the Contractor both elects to slip form the parapets and to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

INDEX OF SHEETS

- S01 General Plan and Elevation
- S02 General Notes and Bill of Material
- S03 Substructure Layout
- S04 Slopewall Details
- S05-S06 Stage Construction Details
- S07 Braced Excavation and Temporary Sheet Piling
- S08 Temporary Concrete Barrier for Stage Construction
- S09 Top of Slab Elevation Location Plan
- S10-S12 Northbound Top of Slab Elevations
- S13-S15 Southbound Top of Slab Elevations
- S16 Top of East Approach Slab Elevations Northbound
- S17 Top of West Approach Slab Elevations Northbound
- S18 Top of East Approach Slab Elevations Southbound
- S19 Top of West Approach Slab Elevations Southbound
- S20 Superstructure Plan
- S21 Superstructure Cross Section
- S22-S23 Superstructure Details
- S24 Concrete Parapet Slipforming Option
- S25-S26 Approach Slab Details
- S27 Preformed Joint Strip Seal
- S28 Drainage Scupper, DS-11
- S29 Framing Plan and Beam Elevations
- S30-S31 Steel Details
- S32-S33 Bearing Details
- S34 Abutments Demolition/Removal
- S35 Retaining Walls Demolition/Removal
- S36-S38 East Abutment - Northbound
- S39-S41 West Abutment - Northbound
- S42-S44 East Abutment - Southbound
- S45-S47 West Abutment - Southbound
- S48-S49 Pier 1 - Northbound
- S50-S51 Pier 2 - Northbound
- S52-S53 Pier 3 - Northbound
- S54-S55 Pier 4 - Northbound
- S56-S57 Pier 1 - Southbound
- S58-S59 Pier 2 - Southbound
- S60-S61 Pier 3 - Southbound
- S62-S63 Pier 4 - Southbound
- S64 Bar Splicer Assembly Details
- S65 Pile Details
- S66-S71 Soil Boring Logs

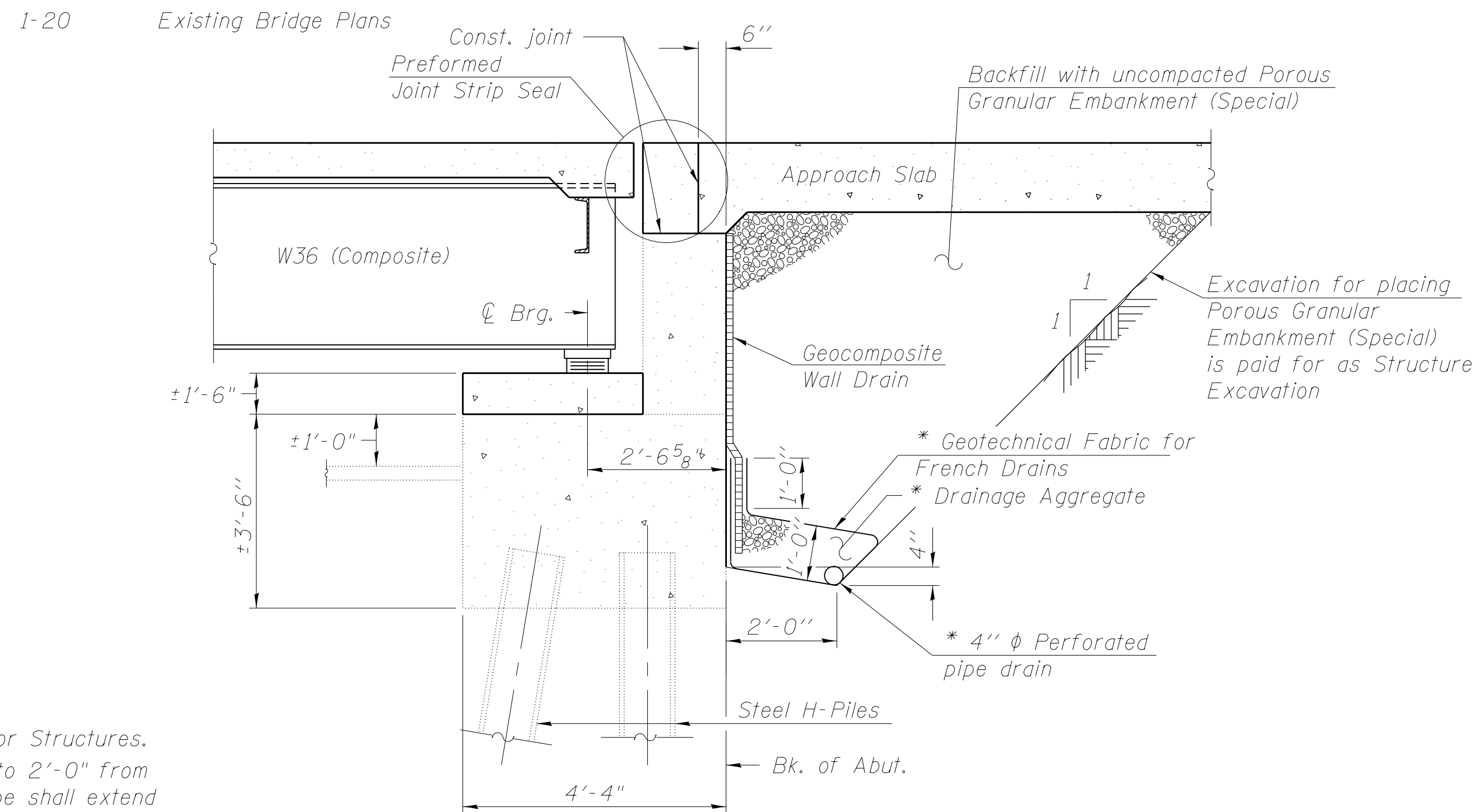
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.	-	351	351
Removal of Existing Superstructures	Each	2	-	2
Concrete Removal	Cu. Yd.	-	96.5	96.5
Slope Wall Removal	Sq. Yd.	-	1,831	1,831
Protective Shield	Sq. Yd.	1189	-	1,189
Structure Excavation	Cu. Yd.	-	879	879
Concrete Structures	Cu. Yd.	-	566.8	566.8
Concrete Superstructure	Cu. Yd.	1223.0	-	1,223.0
Bridge Deck Grooving	Sq. Yd.	3696	-	3,696
Concrete Encasement	Cu. Yd.	-	6.8	6.8
Floor Drains	Each	20	-	20
Protective Coat	Sq. Yd.	4472	-	4,472
Furnishing and Erecting Structural Steel	LSum	1	-	1
Stud Shear Connectors	Each	21420	-	21,420
Reinforcement bars, Epoxy Coated	Pound	325,300	100,120	425,420
Bar Splicers	Each	2584	526	3,110
Slope Wall 4 Inch	Sq. Yd.	-	1,691	1,691
Furnishing Steel Piles HP12X53	Foot	-	1,426	1,426
Driving Piles	Foot	-	1,426	1,426
Test Pile Steel HP12x53	Each	-	5	5
Name Plates	Each	2	-	2
Preformed Joint Strip Seal	Foot	232	-	232
Elastomeric Bearing Assembly, Type I	Each	56	-	56
Elastomeric Bearing Assembly, Type II	Each	14	-	14
Anchor Bolts, 5/8"	Each	-	56	56
Anchor Bolts, 3/4"	Each	-	28	28
Anchor Bolts, 1"	Each	-	84	84
Concrete Sealer	Sq. Ft.	-	4,557	4,557
Geocomposite Wall Drain	Sq. Yd.	-	171	171
Pipe Underdrains for Structures 4"	Foot	-	325	325
Temporary Sheet Piling	Sq. Ft.	-	7,049	7,049
Conduit Embedded In Structure, 2" Dia., PVC	Foot	748	-	748
Braced Excavation	Cu. Yd.	-	131	131
Drainage Scuppers, DS-11	Each	8	-	8



SECTION THRU PROPOSED PILE SUPPORTED STUB ABUTMENT EXTENSION
(Horiz. dim. @ Rt. L's)

* Included in the cost of Pipe Underdrains for Structures. All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend under the wingwall, if necessary, until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101)



SECTION THRU EXISTING PILE SUPPORTED STUB ABUTMENT
(Horiz. dim. @ Rt. L's)

STATION 1037+61.38
RE-BUILT 20XX BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC. 38-2HVB
LOADING HL-93
STR. NO. 038-0013

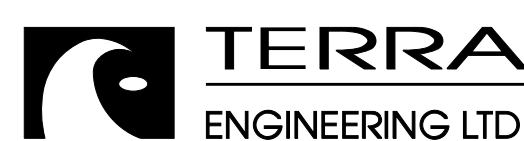
NAME PLATE NORTHBOUND
See Std. 515001

STATION 1037+61.38
RE-BUILT 20XX BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC. 38-2HVB
LOADING HL-93
STR. NO. 038-0014

NAME PLATE SOUTHBOUND
See Std. 515001

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

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USER NAME =	DESIGNED - EA	REVISED
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PLOT DATE	CHECKED - JB	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

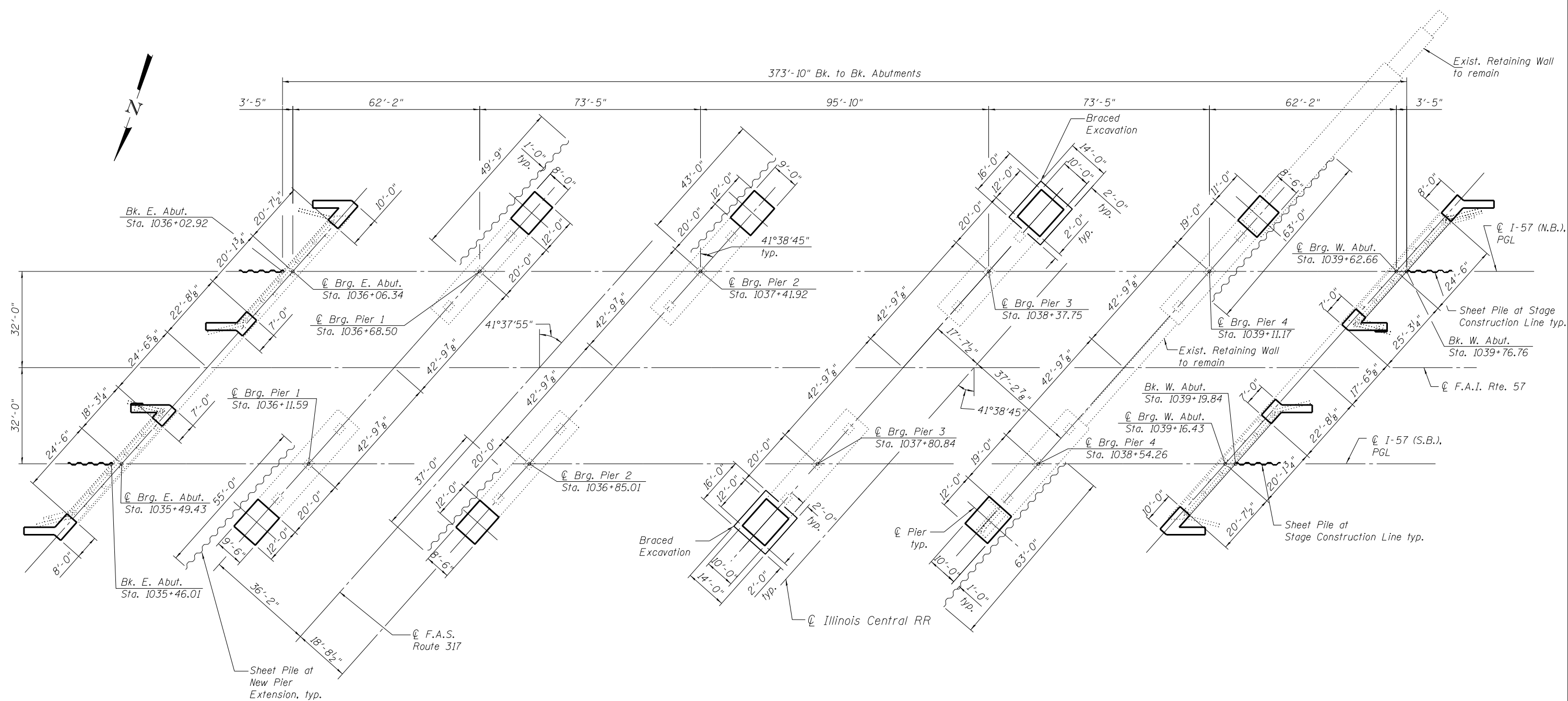
**GENERAL NOTES AND BILL OF MATERIAL
STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S02 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	41
				CONTRACT NO. 66942

ILLINOIS FED. AID PROJECT

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FOOTING LAYOUT



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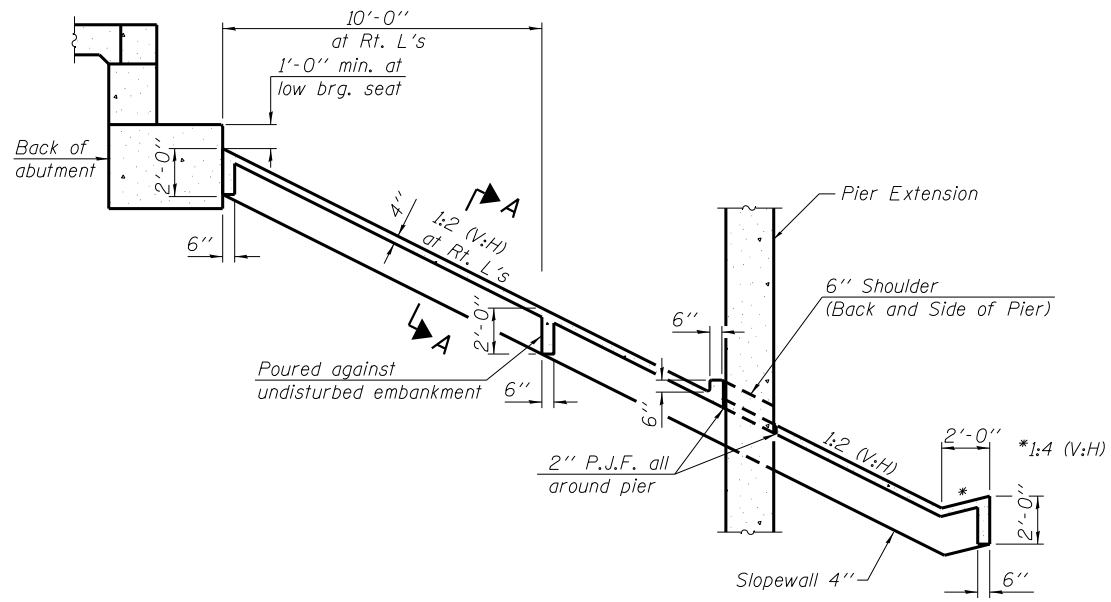
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE LAYOUT
STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S03 OF S71 SHEETS

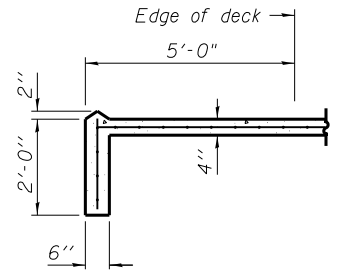
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	42
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

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**SECTION THRU
CONCRETE SLOEWALL**

Note: Sloewall shall be reinforced with welded wire fabric, 6in. x 6 in. - W4.0 x W4.0, weighting 58 lbs. per 100 sq. ft.



SECTION A-A

BILL OF MATERIAL

Item	Unit	Total
Slope Wall Removal	Sq. Yd.	1831
Slope Wall 4 Inch	Sq. Yd.	1691



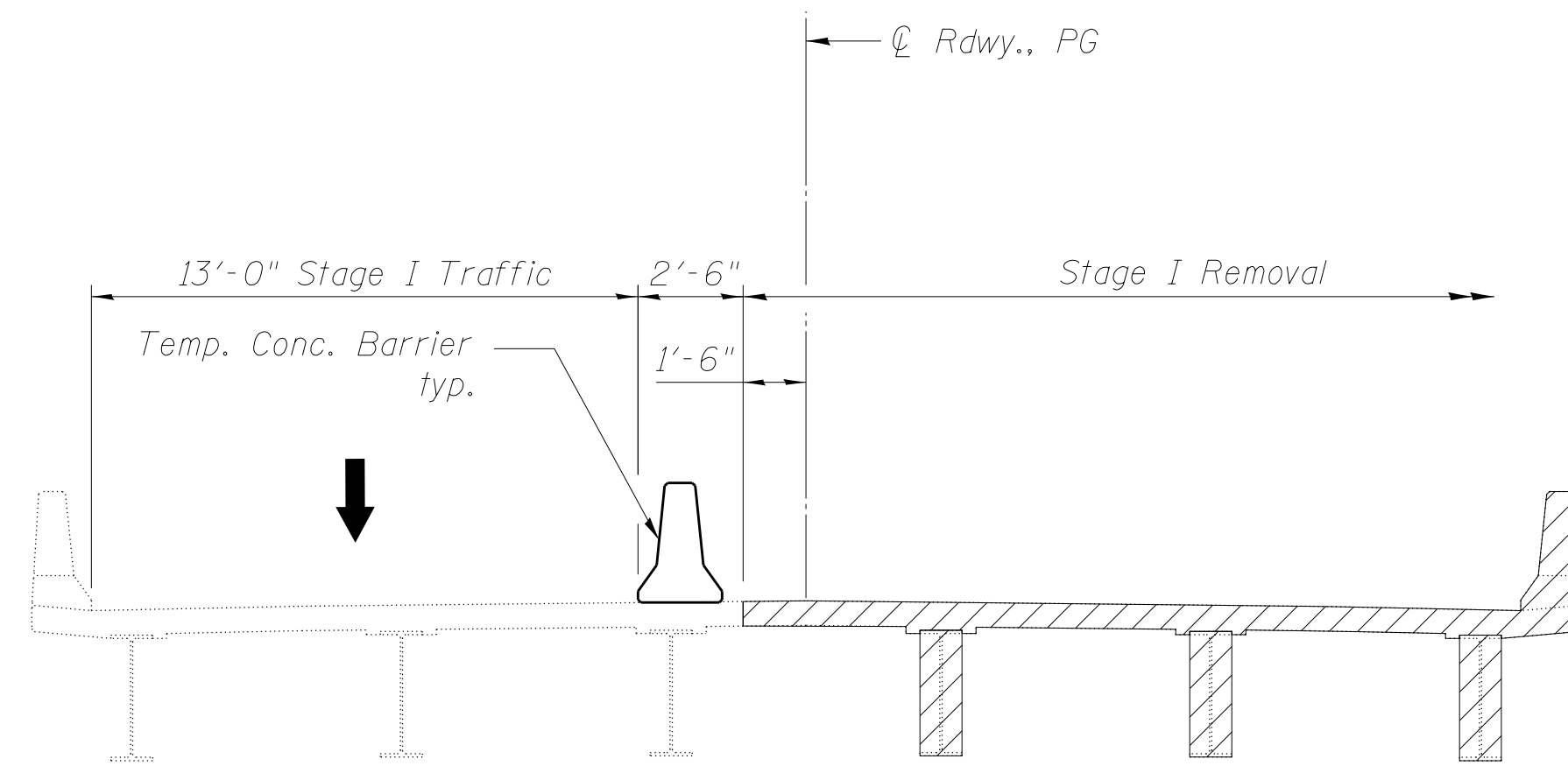
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

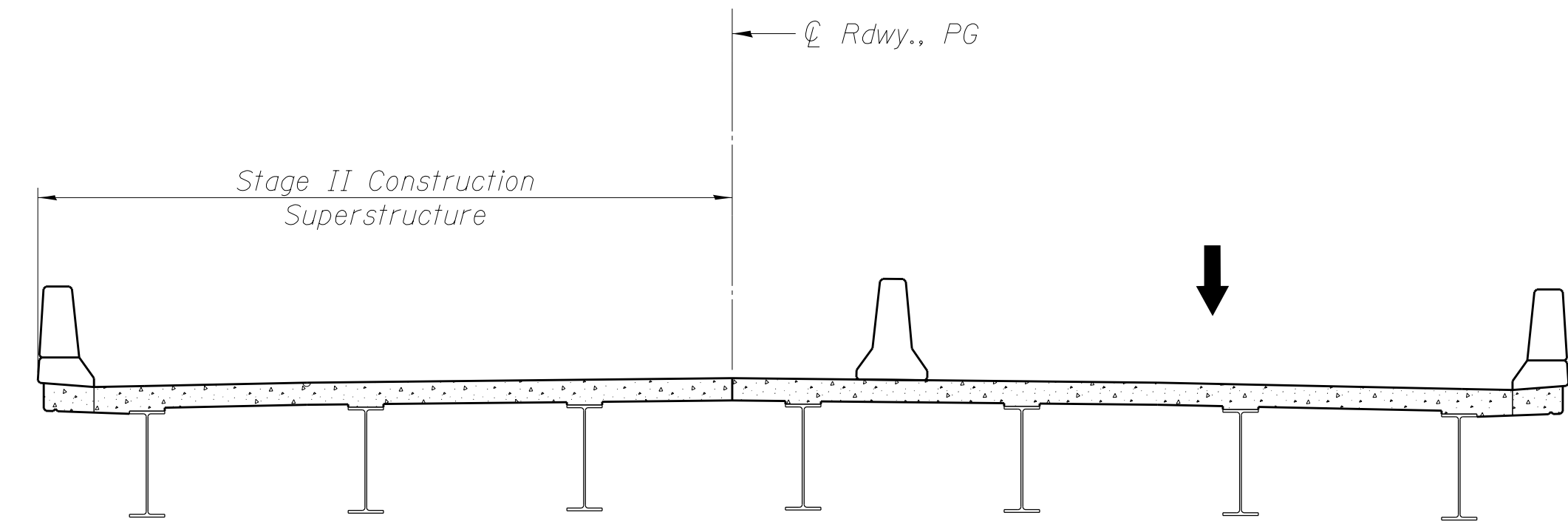
**SLOEWALL DETAILS
STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S04 OF S71 SHEETS

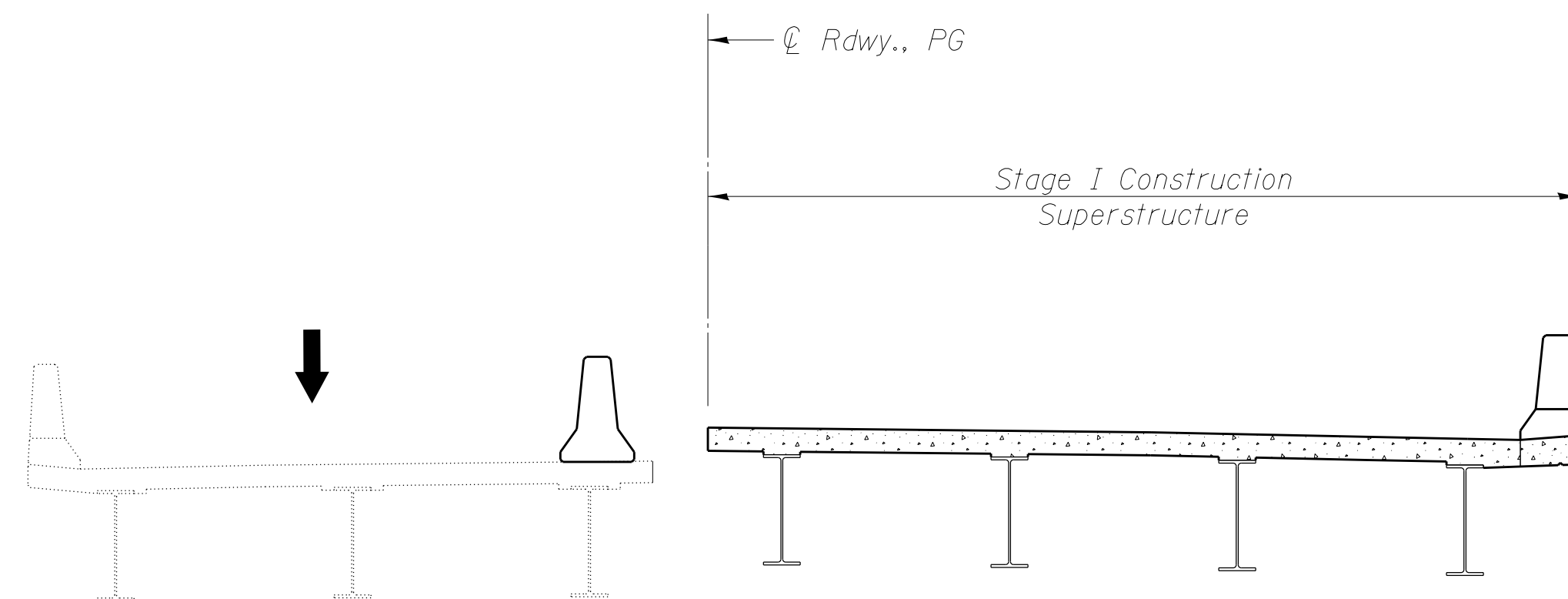
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	43
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



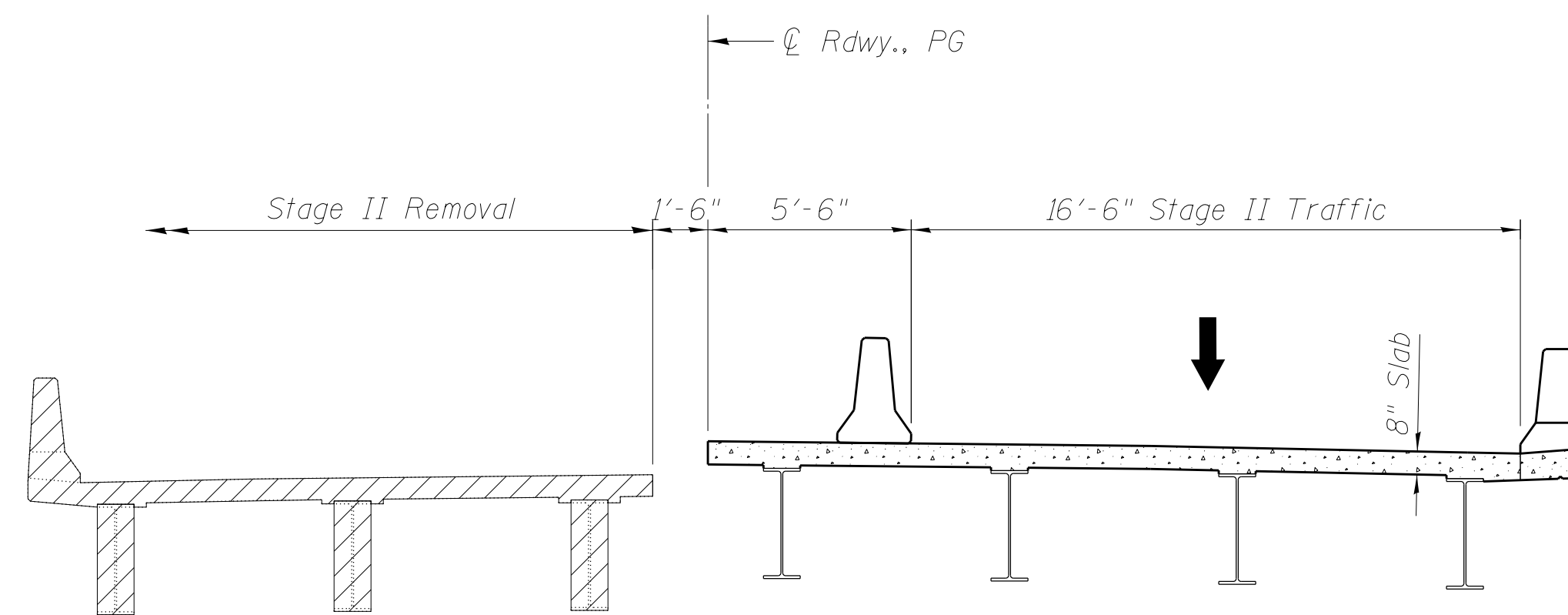
STAGE I REMOVAL
South Structure (N.B.-Looking West)



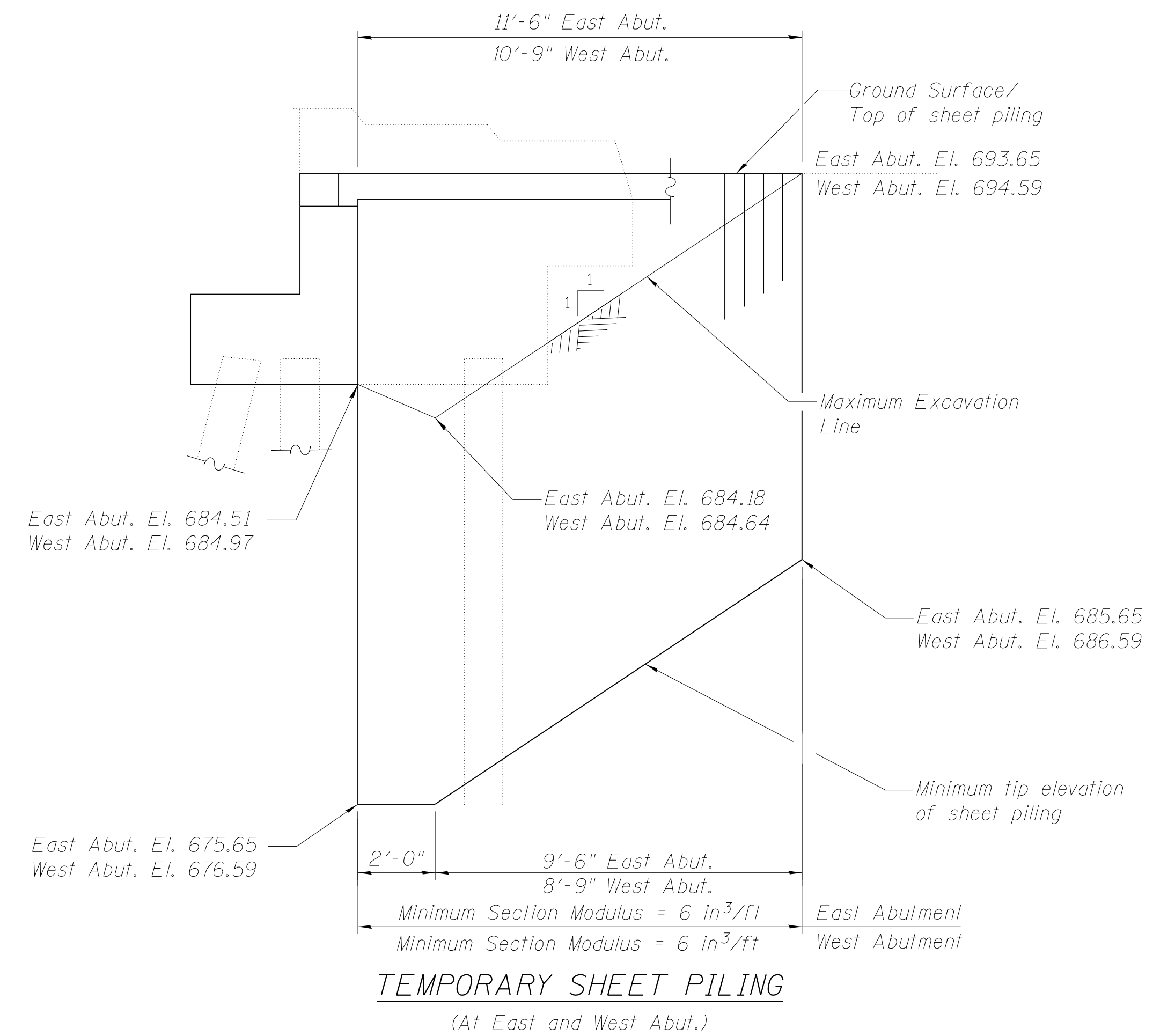
STAGE II CONSTRUCTION



STAGE I CONSTRUCTION



STAGE II REMOVAL

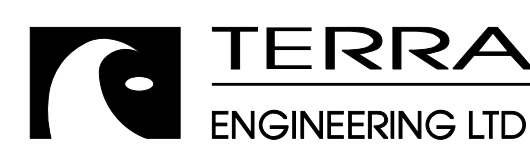


BILL OF MATERIAL

ITEM	UNIT	TOTAL
Temporary Sheet Piling	Sq. Ft.	309

Notes:
 Hatched area indicates Removal of Existing Structures.
 For quantity of Temporary Concrete Barrier, see roadway plans.
 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.
 See sheets S34, S36, S39, S48, S50, S52 and S54 for stage construction line and stage removal line in substructures.

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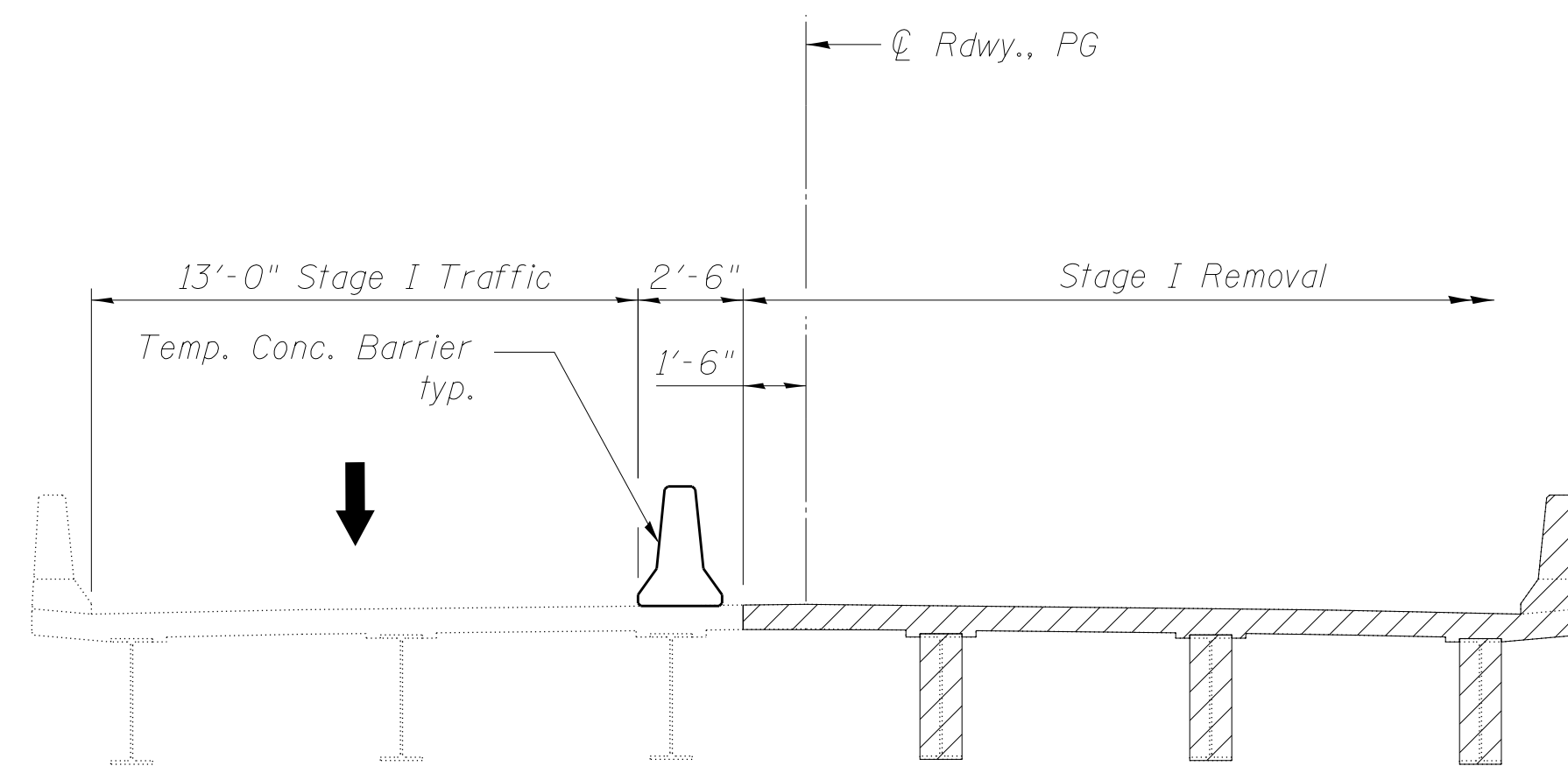
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTHBOUND STAGE CONSTRUCTION DETAILS
STRUCTURE NOS. 038 - 0013 & 0014**

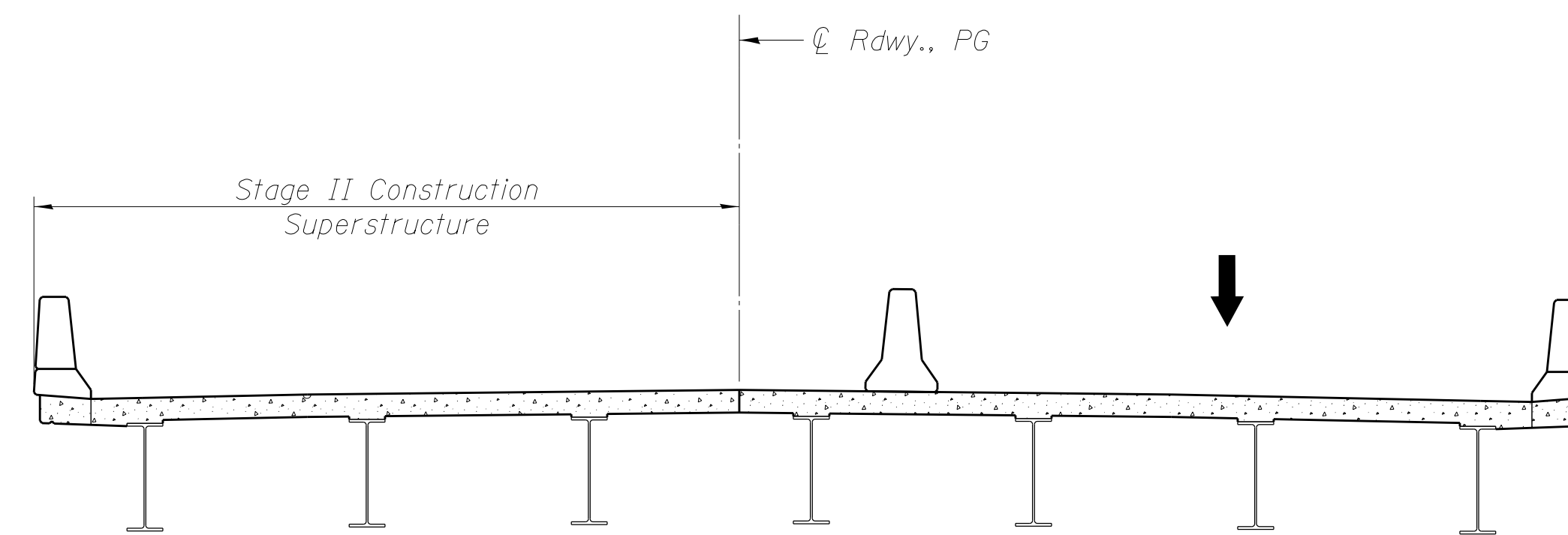
SHEET NO. S05 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	44
				CONTRACT NO. 66942

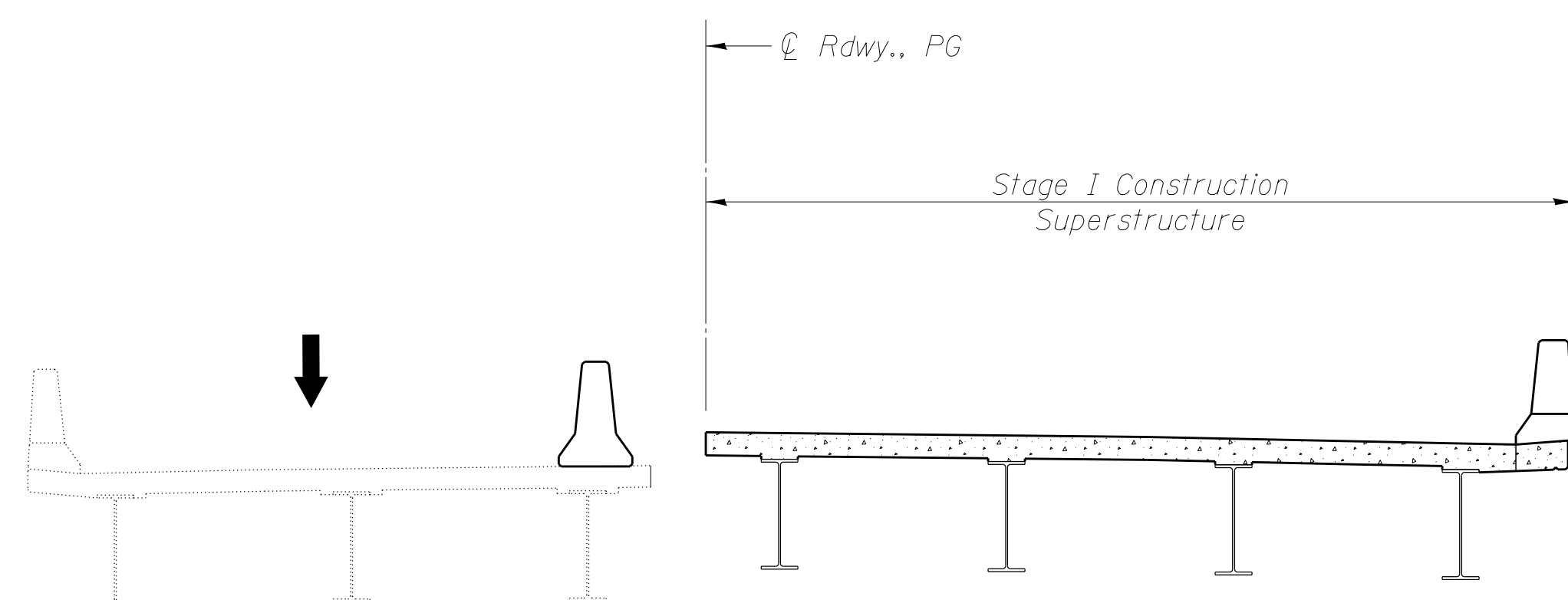
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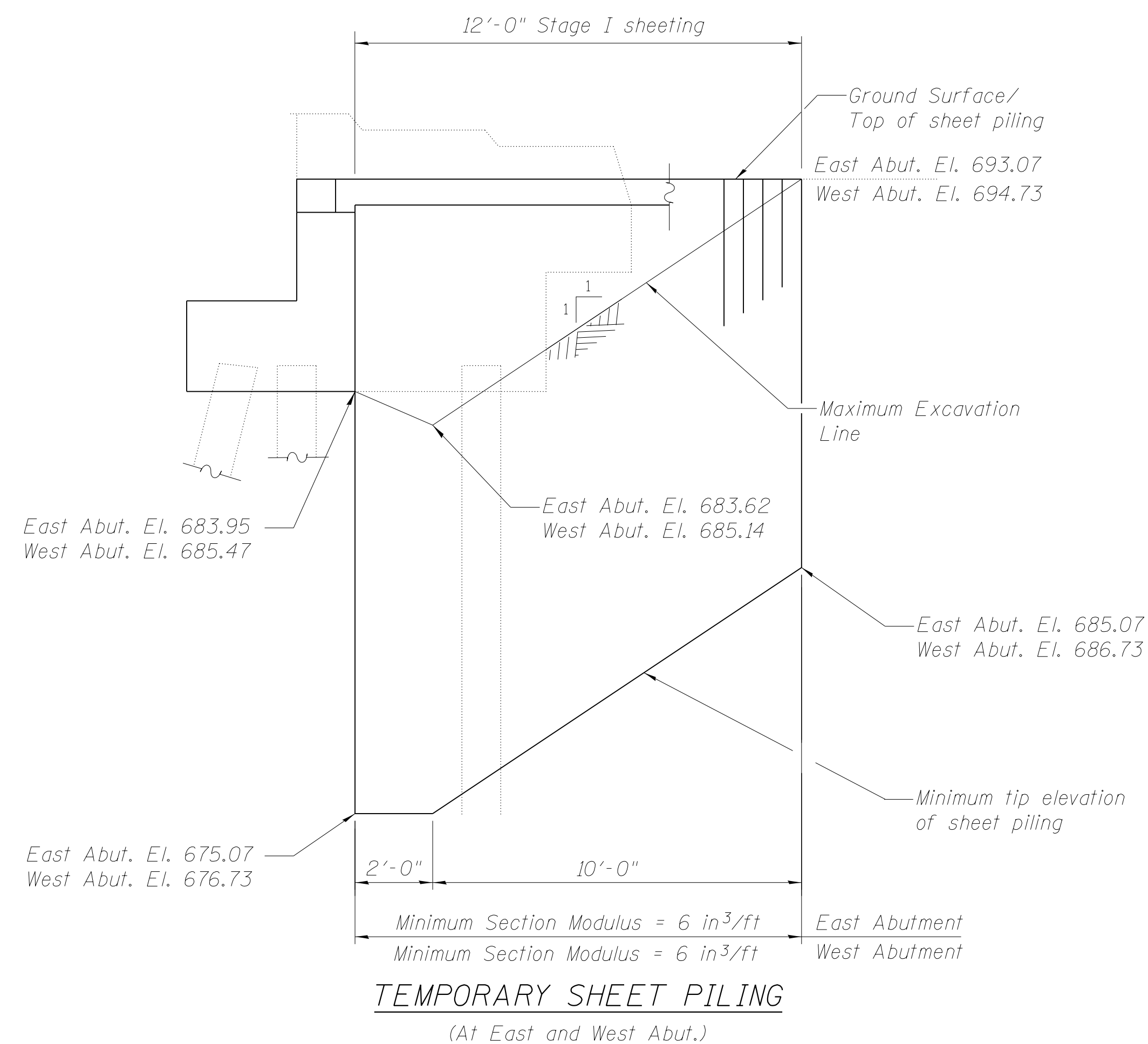
STAGE I REMOVAL
North Structure (S.B.-Looking West)



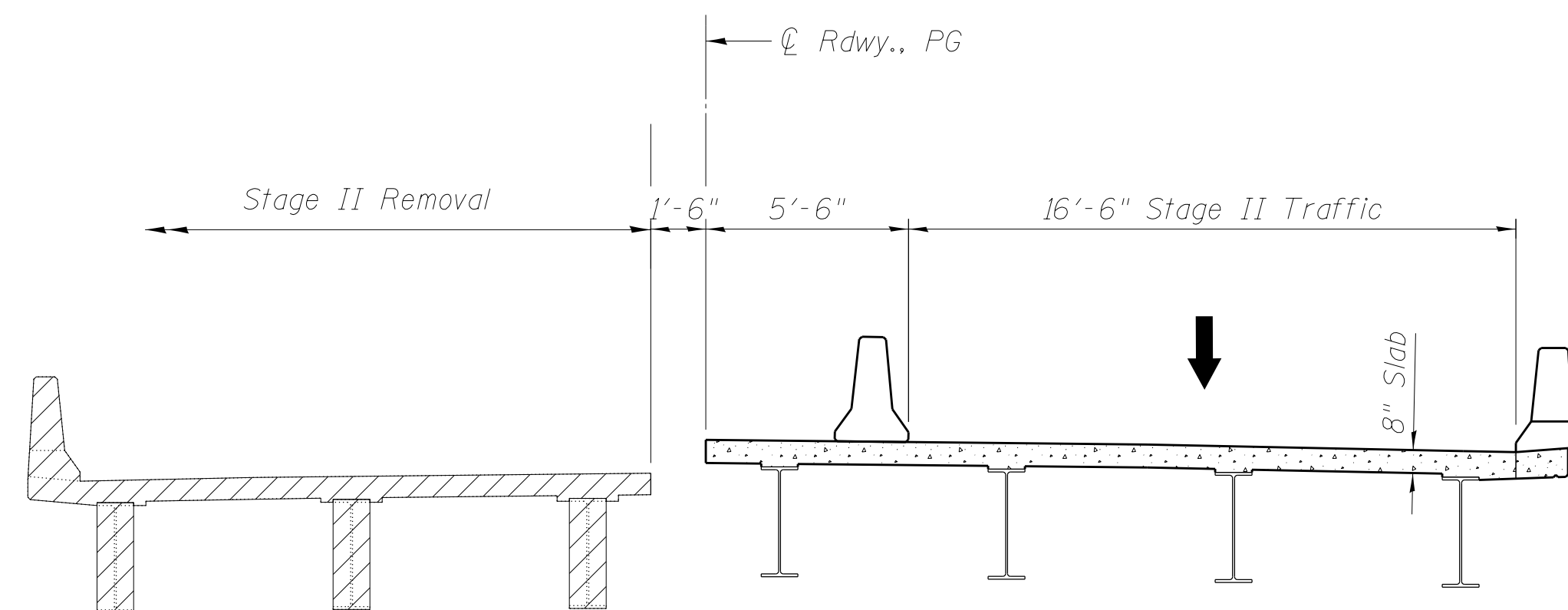
STAGE II CONSTRUCTION



STAGE I CONSTRUCTION



TEMPORARY SHEET PILING
(At East and West Abut.)



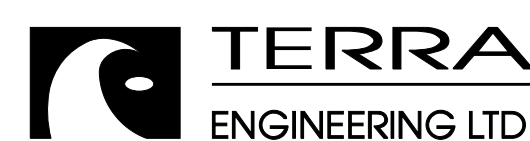
STAGE II REMOVAL

Notes:
Hatched area indicates Removal of Existing Structures.
For quantity of Temporary Concrete Barrier, see roadway plans.
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.
See sheets S34, S42, S45, S56, S58, S60, and S62 for stage construction line and stage removal line in substructures.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Temporary Sheet Piling	Sq. Ft.	332

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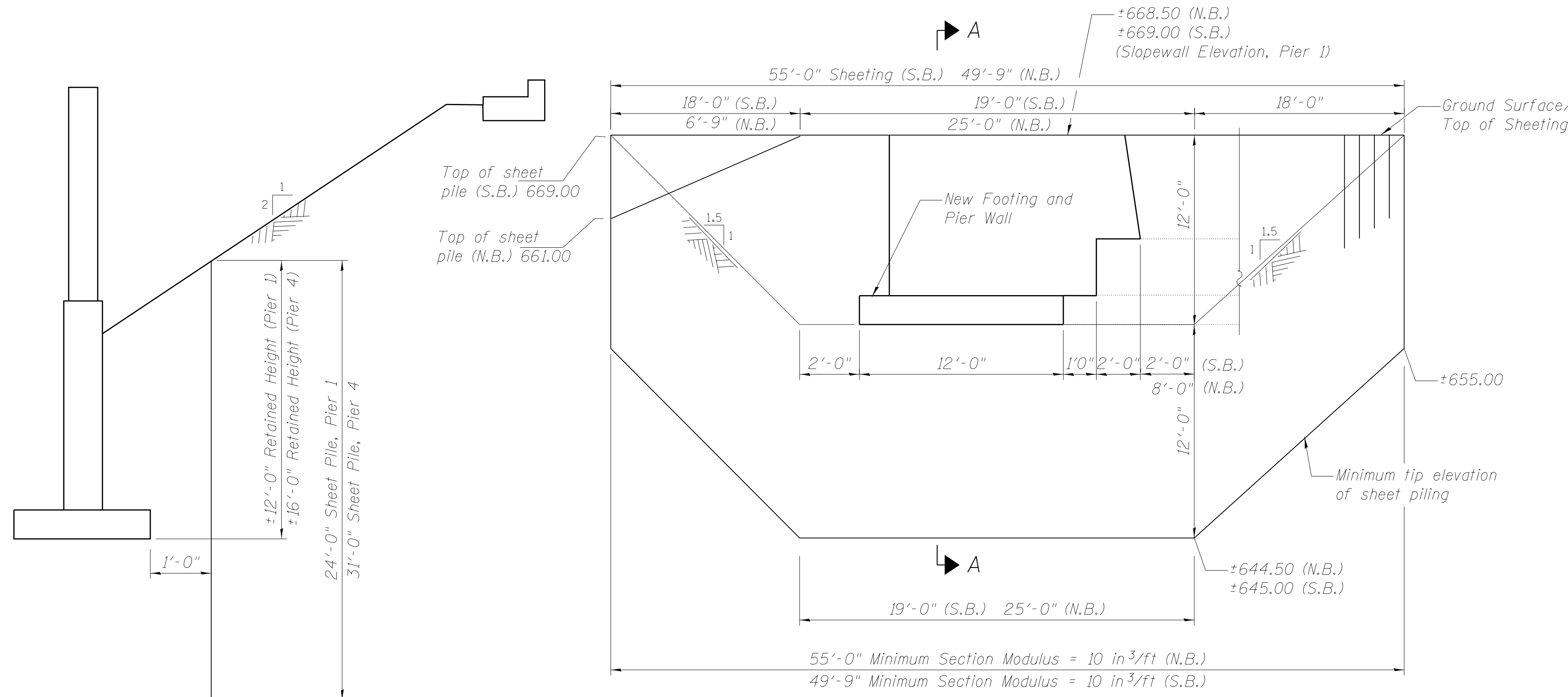
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PLOT DATE	CHECKED - JB	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

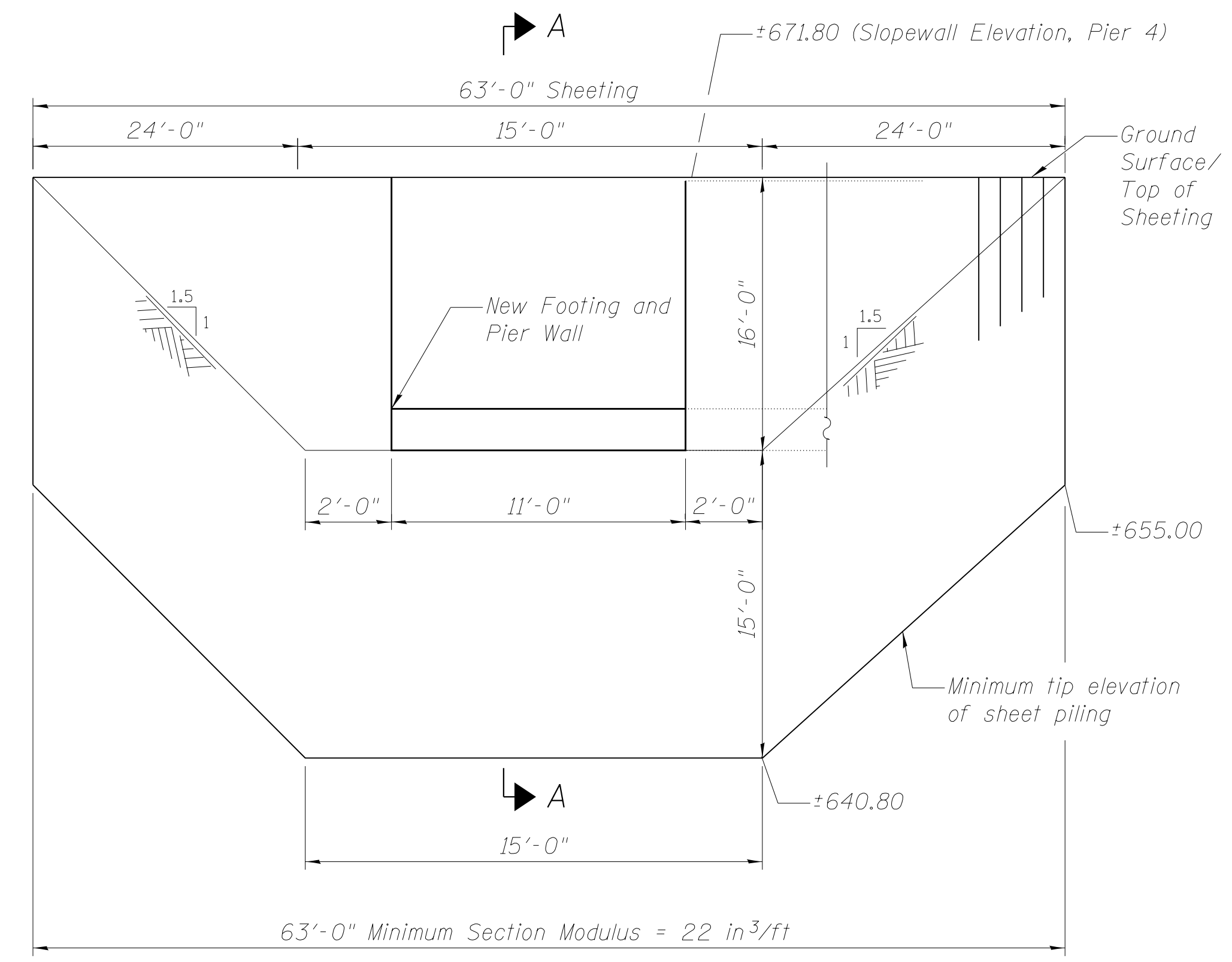
**SOUTHBOUND STAGE CONSTRUCTION DETAILS
STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S06 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	45
				CONTRACT NO. 66942
ILLINOIS FED. AID PROJECT				

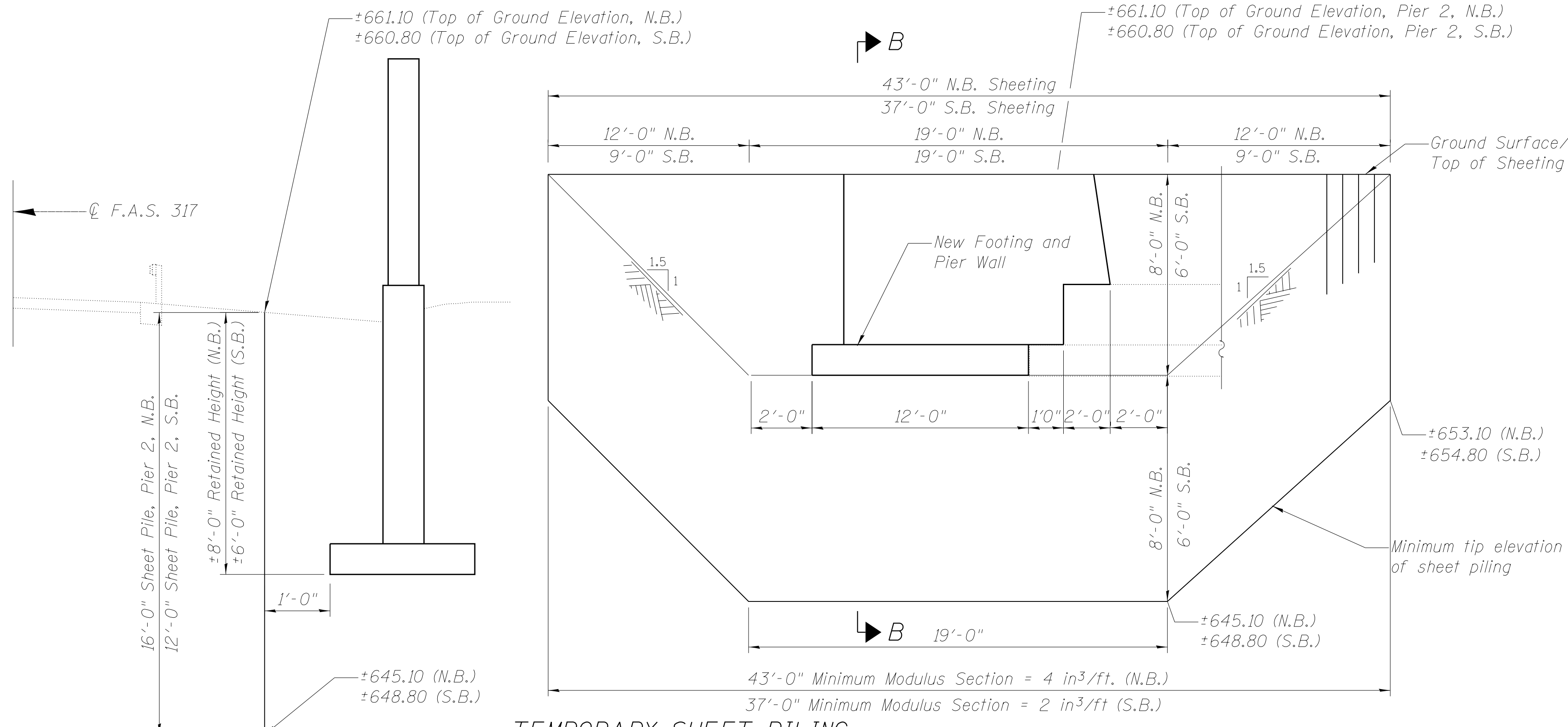


TEMPORARY SHEET PILING ELEVATION-PIER 1
(At Pier 1, both bounds), Not to scale



TEMPORARY SHEET PILING ELEVATION-PIER 4
(At Pier 4, both bounds), Not to scale

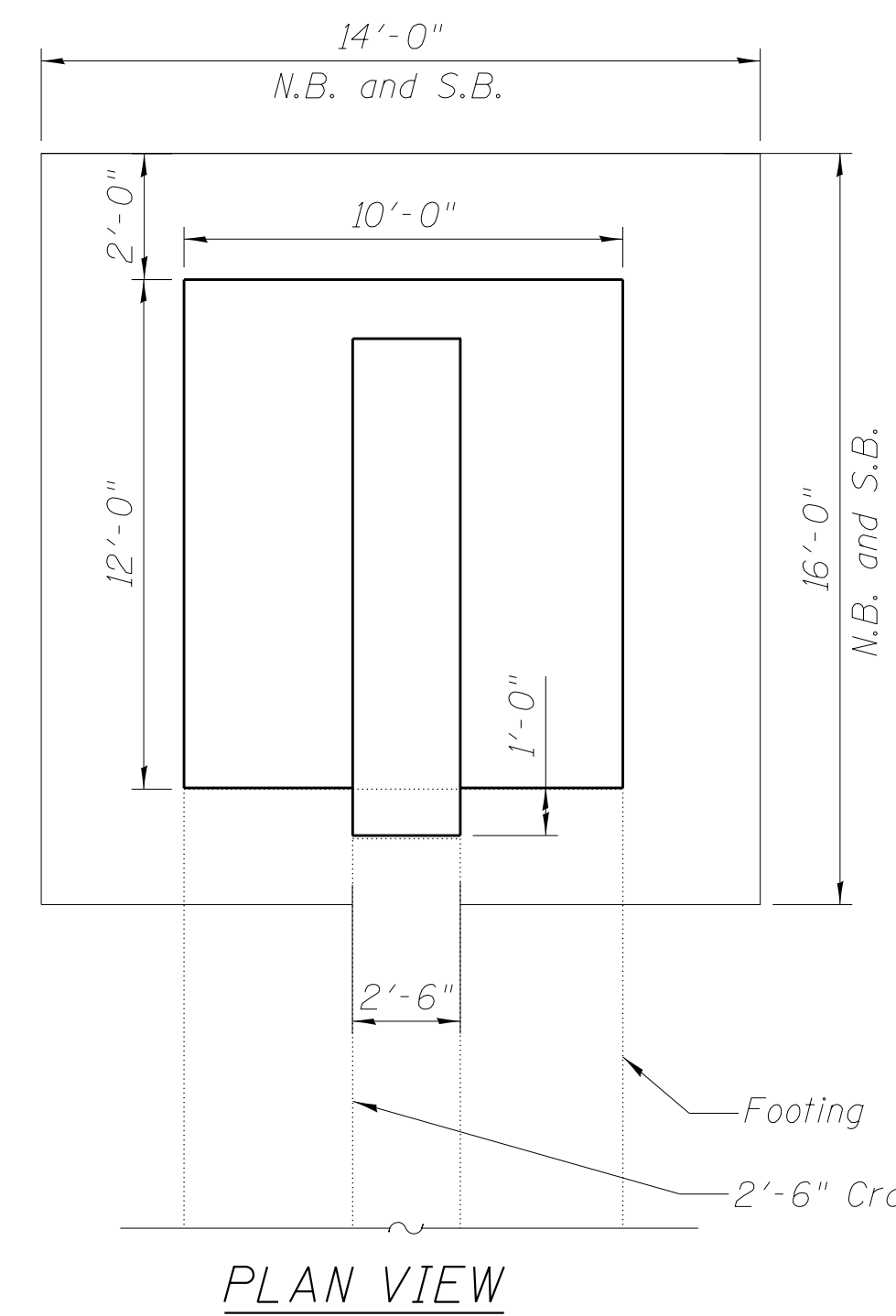
SECTION A-A
(At Pier 1 and 4, both bounds), Not to scale



TEMPORARY SHEET PILING ELEVATION-PIER 2
(At Pier 2), Not to scale

Note: 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.

SECTION B-B

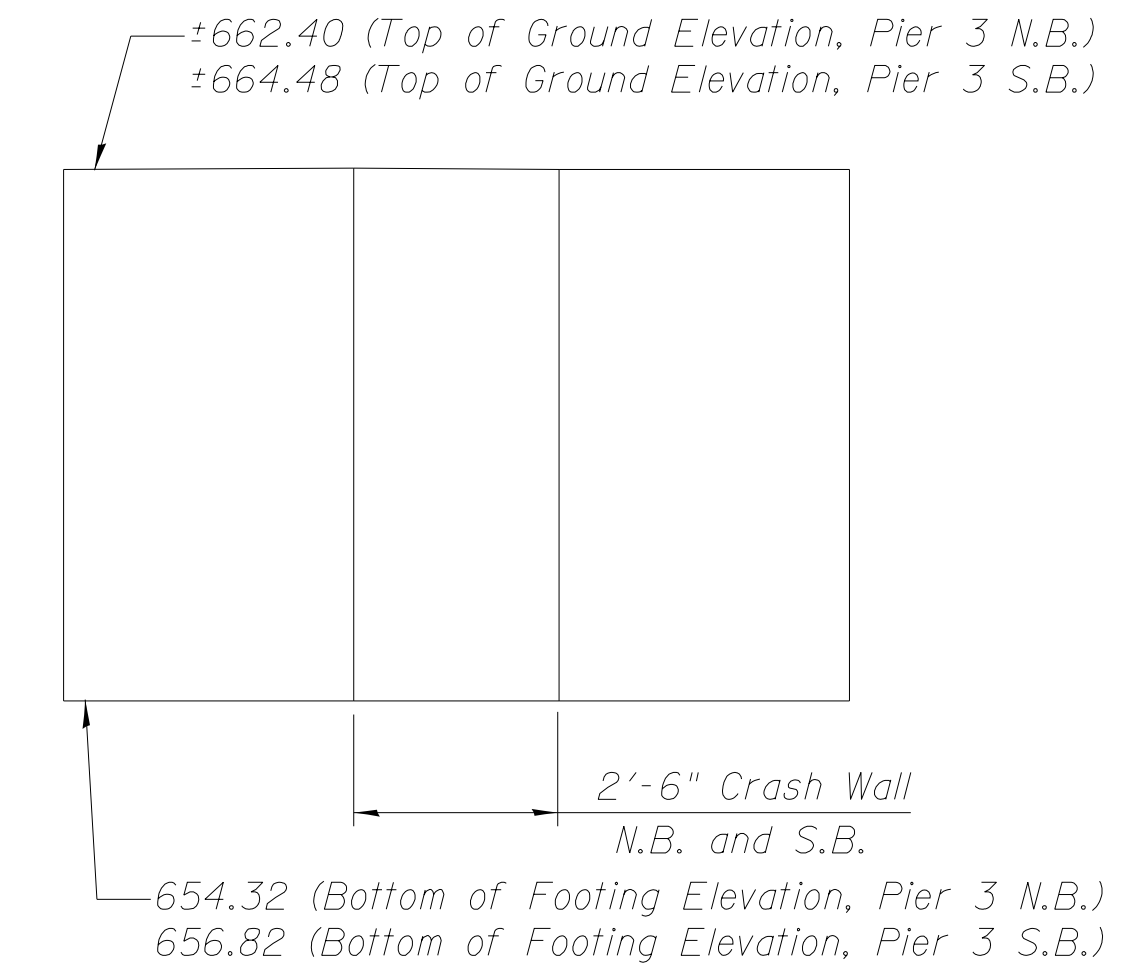


PLAN VIEW

BRACED EXCAVATION
(At Pier 3), Not to scale

BILL OF MATERIAL

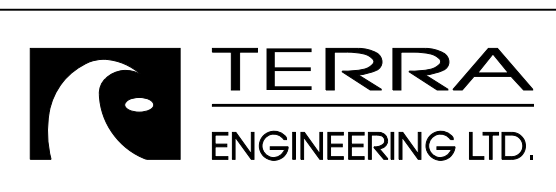
ITEM	UNIT	TOTAL
Temporary Sheet Piling	Sq. Ft.	6408
Braced Excavation	Cu.Yd.	131



PROFILE VIEW

Excavate up to 2' around the new pier extensions, N.B. and S.B. Excavate to bottom of the footings.

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USER NAME =	DESIGNED - EA	REVISOR
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PLOT DATE	CHECKED - JB	REVISION

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

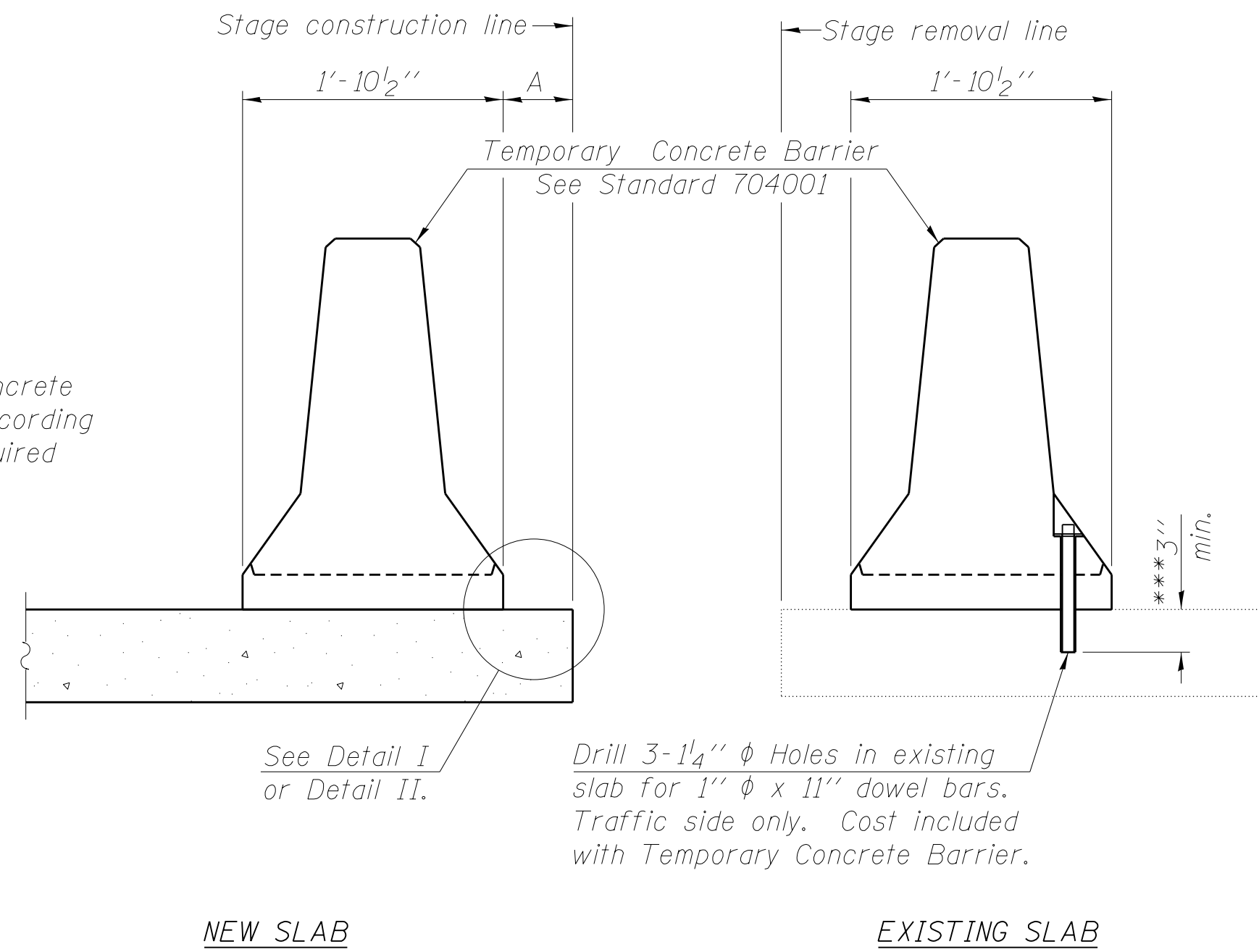
**BRACED EXCAVATION AND TEMPORARY SHEET PILING
STRUCTURE NOS. 038 - 0013 & 0014**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	46
CONTRACT NO. 66942				

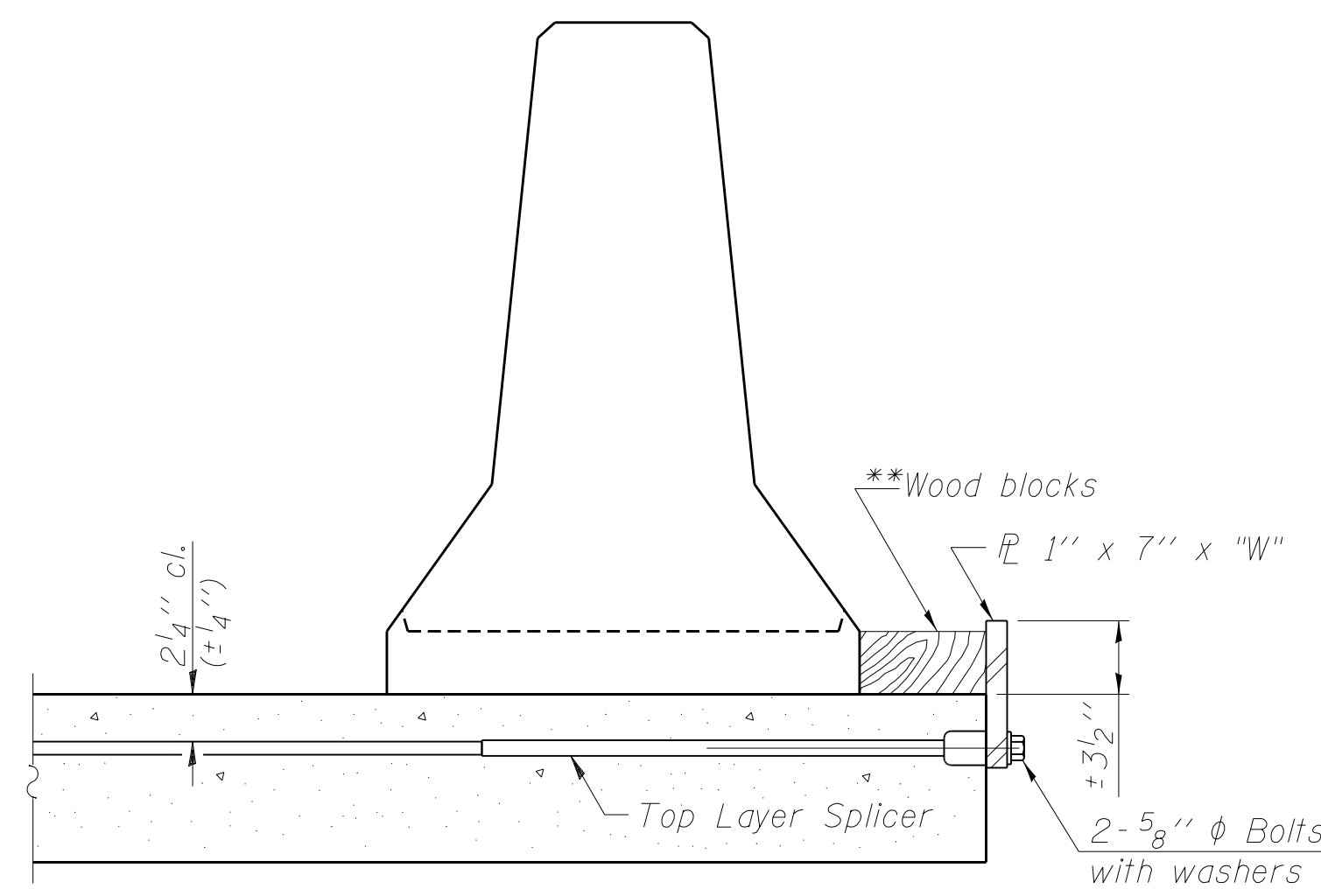
SHEET NO. S07 OF S71 SHEETS

ILLINOIS FED. AID PROJECT

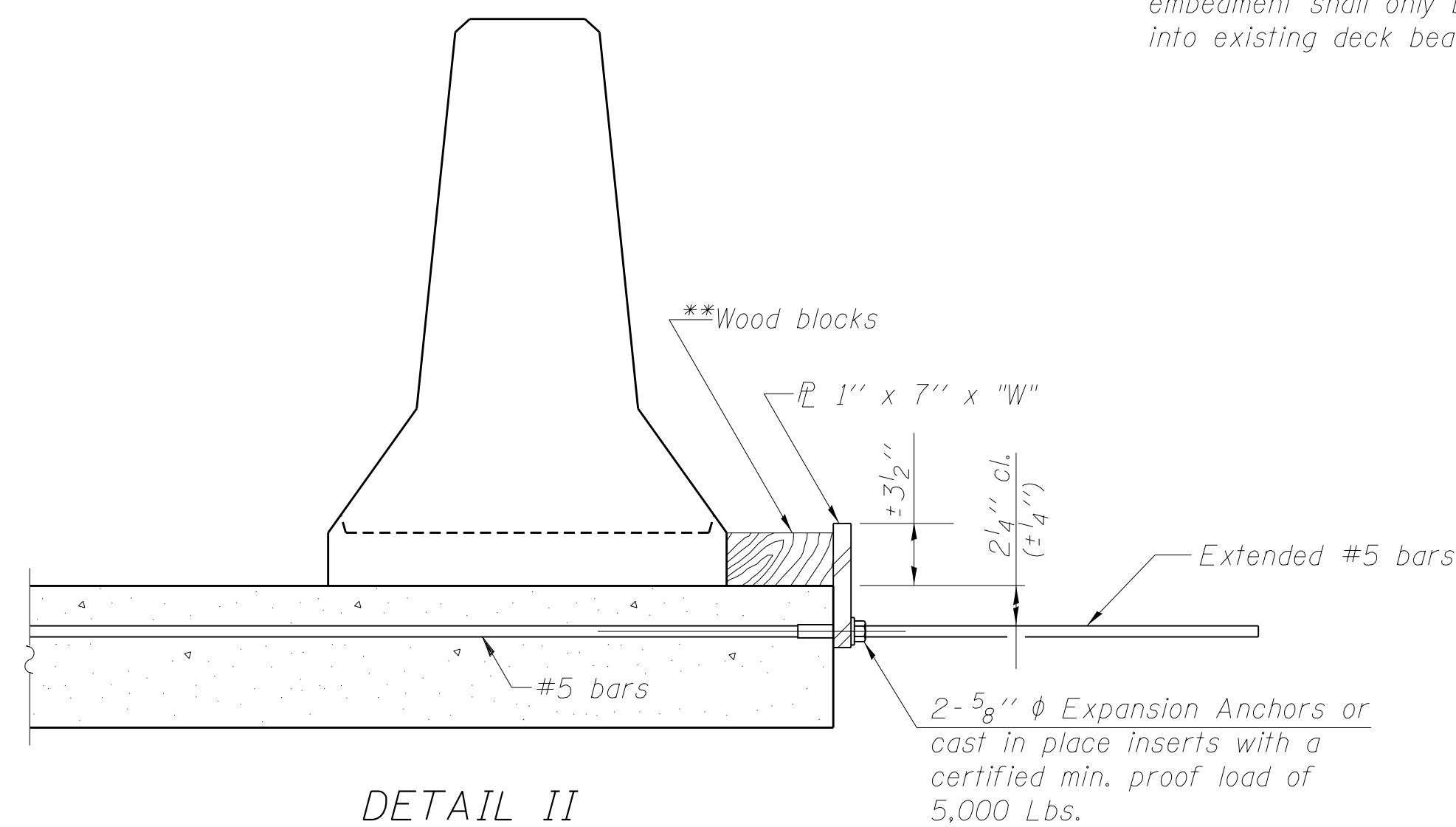
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM



DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"

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

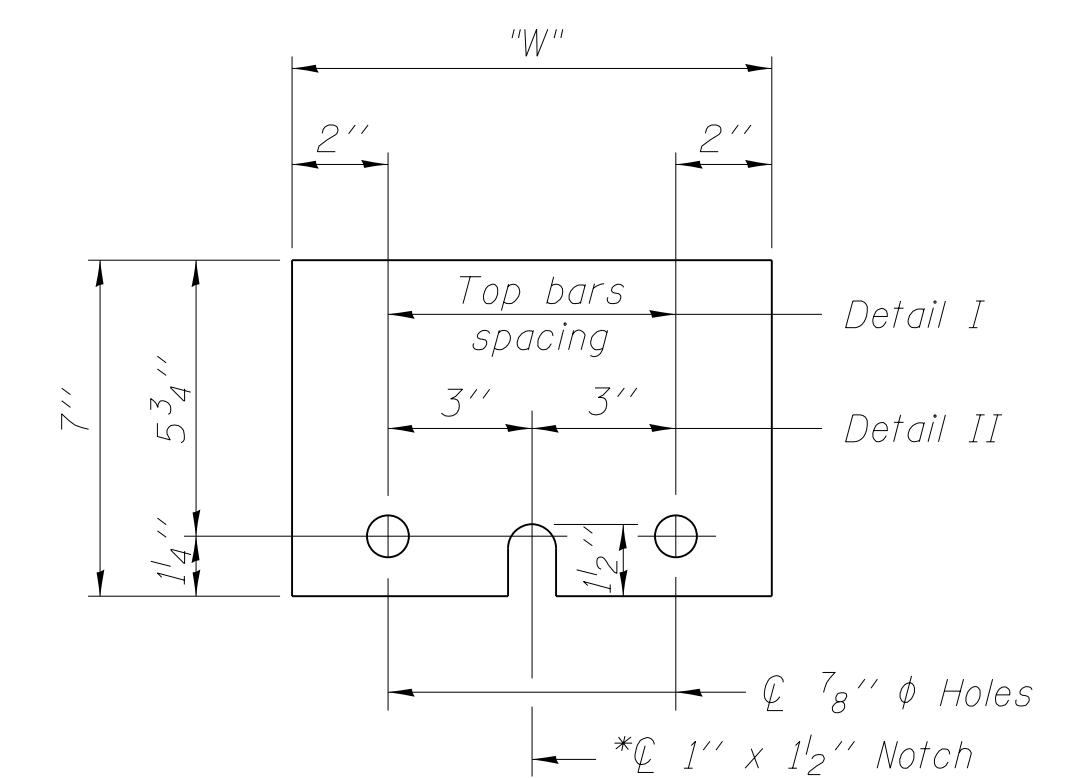
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate CL of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate CL of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.
The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

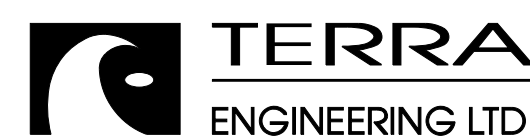


STEEL RETAINER PL 1" x 7" x "W"

* Required only with Detail II

R-27

7-1-10



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	CHECKED - OY	REVISED
PLOT SCALE =	DRAWN - CM	REVISED
PLOT DATE	CHECKED - JB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NOS. 038 - 0013 & 0014

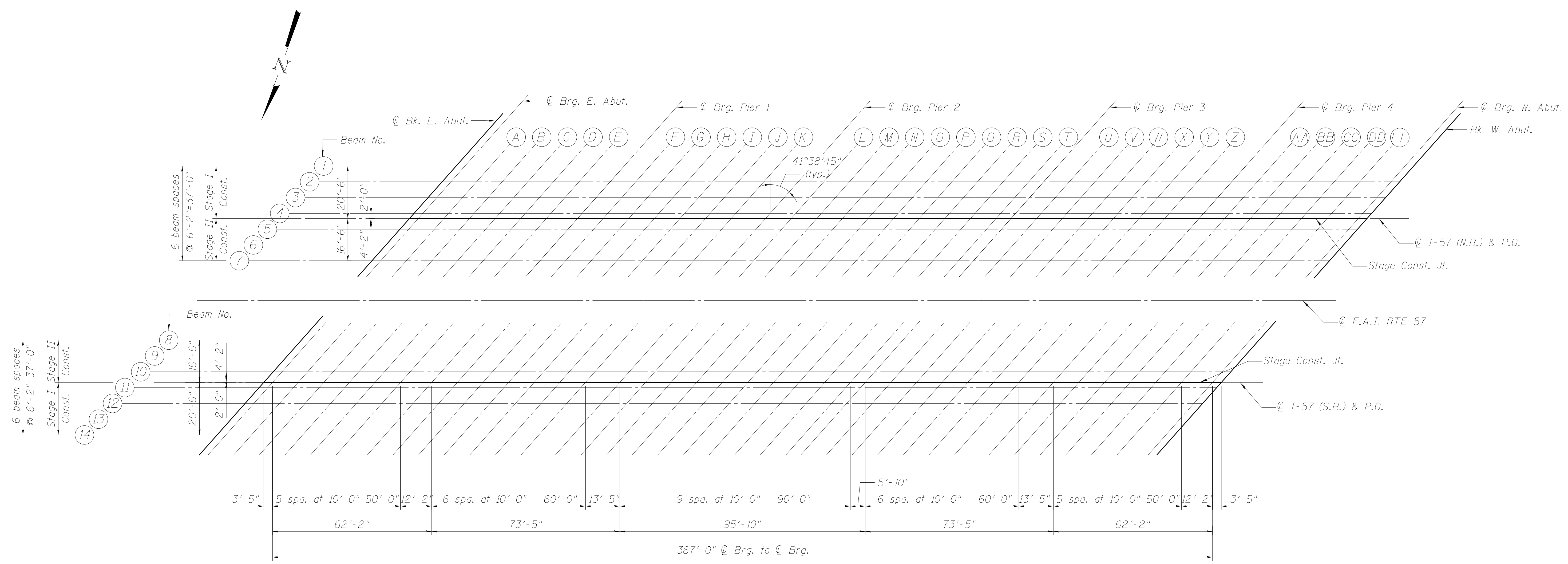
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	47
			CONTRACT NO. 66942	

SHEET NO. S08 OF S71 SHEETS

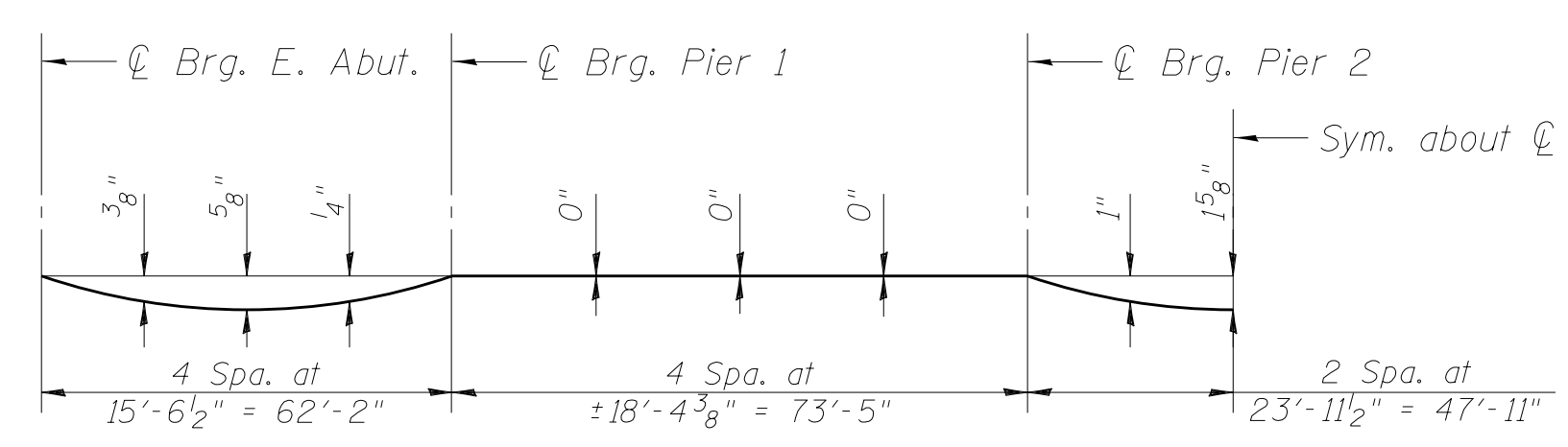
ILLINOIS FED. AID PROJECT

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M:\157_DIVER CNRR & OLD 45\Drawings\Structural\Final Plans\SHS\0366942-009-105_L01.dgn

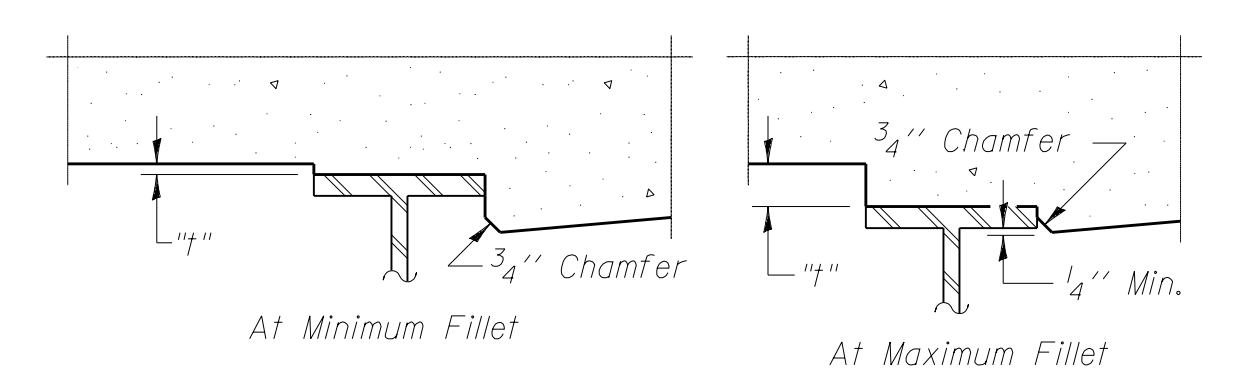


PLAN



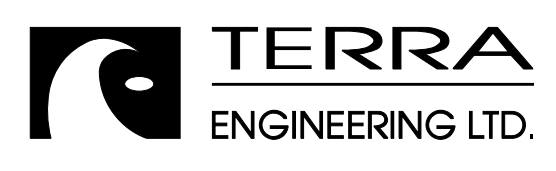
DEAD LOAD DEFLECTION DIAGRAM
 (Includes weight of concrete only)

Note:
 The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S10 thru S15 of S71.



To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets S10 thru S15 of S71, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS



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	CHECKED - OY	REVISED
PLOT SCALE =	DRAWN - CM	REVISED
PLOT DATE	CHECKED - JB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB LOCATION PLAN
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S09 OF S71 SHEETS

F.A.I. RTE. 57	SECTION 38-2HVB, HVBR-1	COUNTY IROQUOIS	TOTAL SHEETS 146	SHEET NO. 48
				CONTRACT NO. 66942

ILLINOIS FED. AID PROJECT

BEAM 1

Location	Station	Offset		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1036+21.15	20.50	Lt	693.44	693.44
CL. BRG. E. ABUT.	1036+24.57	20.50	Lt	693.47	693.47
A	1036+34.57	20.50	Lt	693.55	693.58
B	1036+44.57	20.50	Lt	693.63	693.67
C	1036+54.57	20.50	Lt	693.70	693.75
D	1036+64.57	20.50	Lt	693.78	693.81
E	1036+74.57	20.50	Lt	693.84	693.86
CL. BRG. PIER #1	1036+86.73	20.50	Lt	693.92	693.92
F	1036+96.73	20.50	Lt	693.98	693.98
G	1037+06.73	20.50	Lt	694.03	694.04
H	1037+16.73	20.50	Lt	694.09	694.09
I	1037+26.73	20.50	Lt	694.14	694.14
J	1037+36.73	20.50	Lt	694.18	694.18
K	1037+46.73	20.50	Lt	694.22	694.21
CL. BRG. PIER #2	1037+60.15	20.50	Lt	694.27	694.27
L	1037+70.15	20.50	Lt	694.30	694.33
M	1037+80.15	20.50	Lt	694.33	694.40
N	1037+90.15	20.50	Lt	694.36	694.47
O	1038+00.15	20.50	Lt	694.38	694.51
P	1038+10.15	20.50	Lt	694.40	694.54
Q	1038+20.15	20.50	Lt	694.41	694.54
R	1038+30.15	20.50	Lt	694.42	694.52
S	1038+40.15	20.50	Lt	694.43	694.49
T	1038+50.15	20.50	Lt	694.44	694.45
CL. BRG. PIER #3	1038+55.98	20.50	Lt	694.44	694.44
U	1038+65.98	20.50	Lt	694.43	694.42
V	1038+75.98	20.50	Lt	694.43	694.42
W	1038+85.98	20.50	Lt	694.42	694.42
X	1038+95.98	20.50	Lt	694.41	694.41
Y	1039+05.98	20.50	Lt	694.39	694.39
Z	1039+15.98	20.50	Lt	694.37	694.37
CL. BRG. PIER #4	1039+29.40	20.50	Lt	694.34	694.34
AA	1039+39.40	20.50	Lt	694.31	694.32
BB	1039+49.40	20.50	Lt	694.28	694.31
CC	1039+59.40	20.50	Lt	694.24	694.28
DD	1039+69.40	20.50	Lt	694.20	694.24
EE	1039+79.40	20.50	Lt	694.16	694.19
CL BRG. W. ABUT.	1039+91.57	20.50	Lt	694.10	694.10
BK. W. ABUT.	1039+94.99	20.50	Lt	694.08	694.08

BEAM 2

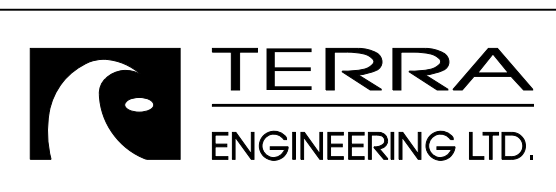
Location	Station	Offset		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1036+15.67	14.33	Lt	693.52	693.52
CL. BRG. E. ABUT.	1036+19.09	14.33	Lt	693.55	693.55
A	1036+29.09	14.33	Lt	693.64	693.66
B	1036+39.09	14.33	Lt	693.72	693.76
C	1036+49.09	14.33	Lt	693.79	693.84
D	1036+59.09	14.33	Lt	693.87	693.90
E	1036+69.09	14.33	Lt	693.93	693.95
CL. BRG. PIER #1	1036+81.25	14.33	Lt	694.01	694.01
F	1036+91.25	14.33	Lt	694.08	694.07
G	1037+01.25	14.33	Lt	694.13	694.14
H	1037+11.25	14.33	Lt	694.19	694.19
I	1037+21.25	14.33	Lt	694.24	694.24
J	1037+31.25	14.33	Lt	694.28	694.28
K	1037+41.25	14.33	Lt	694.33	694.32
CL. BRG. PIER #2	1037+54.67	14.33	Lt	694.38	694.38
L	1037+64.67	14.33	Lt	694.41	694.44
M	1037+74.67	14.33	Lt	694.45	694.52
N	1037+84.67	14.33	Lt	694.47	694.58
O	1037+94.67	14.33	Lt	694.50	694.63
P	1038+04.67	14.33	Lt	694.52	694.66
Q	1038+14.67	14.33	Lt	694.53	694.66
R	1038+24.67	14.33	Lt	694.55	694.64
S	1038+34.67	14.33	Lt	694.56	694.61
T	1038+44.67	14.33	Lt	694.56	694.58
CL. BRG. PIER #3	1038+50.50	14.33	Lt	694.56	694.56
U	1038+60.50	14.33	Lt	694.56	694.55
V	1038+70.50	14.33	Lt	694.56	694.56
W	1038+80.50	14.33	Lt	694.55	694.55
X	1038+90.50	14.33	Lt	694.54	694.55
Y	1039+00.50	14.33	Lt	694.53	694.53
Z	1039+10.50	14.33	Lt	694.51	694.51
CL. BRG. PIER #4	1039+23.92	14.33	Lt	694.48	694.48
AA	1039+33.92	14.33	Lt	694.45	694.47
BB	1039+43.92	14.33	Lt	694.42	694.45
CC	1039+53.92	14.33	Lt	694.39	694.43
DD	1039+63.92	14.33	Lt	694.35	694.39
EE	1039+73.92	14.33	Lt	694.31	694.34
CL BRG. W. ABUT.	1039+86.09	14.33	Lt	694.26	694.26
BK. W. ABUT.	1039+89.50	14.33	Lt	694.24	694.24

BEAM 3

Location	Station	Offset		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1036+10.19	8.17	Lt	693.58	693.58
CL. BRG. E. ABUT.	1036+13.60	8.17	Lt	693.61	693.61
A	1036+23.60	8.17	Lt	693.70	693.72
B	1036+33.60	8.17	Lt	693.78	693.82
C	1036+43.60	8.17	Lt	693.86	693.90
D	1036+53.60	8.17	Lt	693.93	693.97
E	1036+63.60	8.17	Lt	694.01	694.02
CL. BRG. PIER #1	1036+75.76	8.17	Lt	694.09	694.09
F	1036+85.76	8.17	Lt	694.15	694.15
G	1036+95.76	8.17	Lt	694.21	694.21
H	1037+05.76	8.17	Lt	694.27	694.27
I	1037+15.76	8.17	Lt	694.32	694.32
J	1037+25.76	8.17	Lt	694.37	694.36
K	1037+35.76	8.17	Lt	694.41	694.40
CL. BRG. PIER #2	1037+49.18	8.17	Lt	694.47	694.47
L	1037+59.18	8.17	Lt	694.50	694.53
M	1037+69.18	8.17	Lt	694.54	694.61
N	1037+79.18	8.17	Lt	694.57	694.68
O	1037+89.18	8.17	Lt	694.59	694.73
P	1037+99.18	8.17	Lt	694.62	694.76
Q	1038+09.18	8.17	Lt	694.63	694.76
R	1038+19.18	8.17	Lt	694.65	694.75
S	1038+29.18	8.17	Lt	694.66	694.72
T	1038+39.18	8.17	Lt	694.67	694.68
CL. BRG. PIER #3	1038+45.01	8.17	Lt	694.67	694.67
U	1038+55.01	8.17	Lt	694.67	694.66
V	1038+65.01	8.17	Lt	694.67	694.67
W	1038+75.01	8.17	Lt	694.67	694.67
X	1038+85.01	8.17	Lt	694.66	694.66
Y	1038+95.01	8.17	Lt	694.64	694.65
Z	1039+05.01	8.17	Lt	694.63	694.63
CL. BRG. PIER #4	1039+18.43	8.17	Lt	694.60	694.60
AA	1039+28.43	8.17	Lt	694.58	694.59
BB	1039+38.43	8.17	Lt	694.55	694.58
CC	1039+48.43	8.17	Lt	694.52	694.56
DD	1039+58.43	8.17	Lt	694.48	694.52
EE	1039+68.43	8.17	Lt	694.44	694.47
CL BRG. W. ABUT.	1039+80.60	8.17	Lt	694.39	694.39
BK. W. ABUT.	1039+84.02	8.17	Lt	694.37	694.37

Note: Offsets are measured from Profile Grade Line, not from C of I-57.

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USER NAME =	DESIGNED - EA	REVISED
	CHECKED - OY	REVISED
PLOT SCALE =	DRAWN - CM	REVISED
PLOT DATE	CHECKED - JB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTHBOUND TOP OF SLAB ELEVATIONS
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S10 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	49
			CONTRACT NO. 66942	
			ILLINOIS FED. AID PROJECT	

BEAM 4

Location	Station	Offset		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1036+04.70	2.00	Lt	693.63	693.63
CL. BRG. E. ABUT.	1036+08.12	2.00	Lt	693.66	693.66
A	1036+18.12	2.00	Lt	693.75	693.77
B	1036+28.12	2.00	Lt	693.83	693.87
C	1036+38.12	2.00	Lt	693.91	693.96
D	1036+48.12	2.00	Lt	693.99	694.03
E	1036+58.12	2.00	Lt	694.06	694.08
CL. BRG. PIER #1	1036+70.28	2.00	Lt	694.15	694.15
F	1036+80.28	2.00	Lt	694.21	694.21
G	1036+90.28	2.00	Lt	694.27	694.28
H	1037+00.28	2.00	Lt	694.33	694.34
I	1037+10.28	2.00	Lt	694.39	694.39
J	1037+20.28	2.00	Lt	694.44	694.43
K	1037+30.28	2.00	Lt	694.49	694.48
CL. BRG. PIER #2	1037+43.70	2.00	Lt	694.54	694.54
L	1037+53.70	2.00	Lt	694.58	694.61
M	1037+63.70	2.00	Lt	694.62	694.69
N	1037+73.70	2.00	Lt	694.65	694.76
O	1037+83.70	2.00	Lt	694.68	694.81
P	1037+93.70	2.00	Lt	694.70	694.84
Q	1038+03.70	2.00	Lt	694.72	694.85
R	1038+13.70	2.00	Lt	694.74	694.83
S	1038+23.70	2.00	Lt	694.75	694.81
T	1038+33.70	2.00	Lt	694.76	694.78
CL. BRG. PIER #3	1038+39.53	2.00	Lt	694.76	694.76
U	1038+49.53	2.00	Lt	694.77	694.76
V	1038+59.53	2.00	Lt	694.77	694.76
W	1038+69.53	2.00	Lt	694.77	694.77
X	1038+79.53	2.00	Lt	694.76	694.76
Y	1038+89.53	2.00	Lt	694.75	694.75
Z	1038+99.53	2.00	Lt	694.73	694.73
CL. BRG. PIER #4	1039+12.95	2.00	Lt	694.71	694.71
AA	1039+22.95	2.00	Lt	694.69	694.70
BB	1039+32.95	2.00	Lt	694.66	694.69
CC	1039+42.95	2.00	Lt	694.63	694.67
DD	1039+52.95	2.00	Lt	694.60	694.64
EE	1039+62.95	2.00	Lt	694.56	694.59
CL BRG. W. ABUT.	1039+75.12	2.00	Lt	694.51	694.51
BK. W. ABUT.	1039+78.54	2.00	Lt	694.50	694.50

PGL & SCL & C RDWY

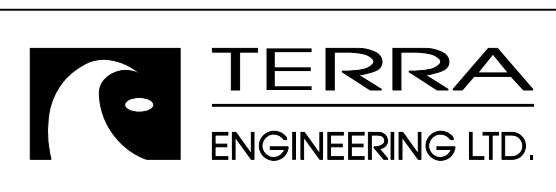
Location	Station	Offset		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1036+02.92	0.00		693.64	693.64
CL. BRG. E. ABUT.	1036+06.34	0.00		693.68	693.68
A	1036+16.34	0.00		693.76	693.79
B	1036+26.34	0.00		693.85	693.89
C	1036+36.34	0.00		693.93	693.97
D	1036+46.34	0.00		694.01	694.04
E	1036+56.34	0.00		694.08	694.10
CL. BRG. PIER #1	1036+68.50	0.00		694.17	694.17
F	1036+78.50	0.00		694.23	694.23
G	1036+88.50	0.00		694.29	694.30
H	1036+98.50	0.00		694.35	694.36
I	1037+08.50	0.00		694.41	694.41
J	1037+18.50	0.00		694.46	694.46
K	1037+28.50	0.00		694.51	694.50
CL. BRG. PIER #2	1037+41.92	0.00		694.57	694.57
L	1037+51.92	0.00		694.61	694.64
M	1037+61.92	0.00		694.64	694.71
N	1037+71.92	0.00		694.67	694.78
O	1037+81.92	0.00		694.70	694.84
P	1037+91.92	0.00		694.73	694.87
Q	1038+01.92	0.00		694.75	694.87
R	1038+11.92	0.00		694.77	694.86
S	1038+21.92	0.00		694.78	694.84
T	1038+31.92	0.00		694.79	694.81
CL. BRG. PIER #3	1038+37.75	0.00		694.79	694.79
U	1038+47.75	0.00		694.80	694.79
V	1038+57.75	0.00		694.80	694.80
W	1038+67.75	0.00		694.80	694.80
X	1038+77.75	0.00		694.79	694.80
Y	1038+87.75	0.00		694.78	694.79
Z	1038+97.75	0.00		694.77	694.77
CL. BRG. PIER #4	1039+11.17	0.00		694.74	694.74
AA	1039+21.17	0.00		694.72	694.74
BB	1039+31.17	0.00		694.70	694.73
CC	1039+41.17	0.00		694.67	694.71
DD	1039+51.17	0.00		694.63	694.68
EE	1039+61.17	0.00		694.60	694.63
CL BRG. W. ABUT.	1039+73.34	0.00		694.55	694.55
BK. W. ABUT.	1039+76.76	0.00		694.53	694.53

BEAM 5

Location	Station	Offset		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1035+99.22	4.17	Rt	693.54	693.54
CL. BRG. E. ABUT.	1036+02.63	4.17	Rt	693.58	693.58
A	1036+12.63	4.17	Rt	693.67	693.69
B	1036+22.63	4.17	Rt	693.75	693.79
C	1036+32.63	4.17	Rt	693.84	693.88
D	1036+42.63	4.17	Rt	693.91	693.95
E	1036+52.63	4.17	Rt	693.99	694.01
CL. BRG. PIER #1	1036+64.79	4.17	Rt	694.08	694.08
F	1036+74.79	4.17	Rt	694.14	694.14
G	1036+84.79	4.17	Rt	694.21	694.21
H	1036+94.79	4.17	Rt	694.27	694.27
I	1037+04.79	4.17	Rt	694.32	694.33
J	1037+14.79	4.17	Rt	694.38	694.37
K	1037+24.79	4.17	Rt	694.43	694.42
CL. BRG. PIER #2	1037+38.21	4.17	Rt	694.49	694.49
L	1037+48.21	4.17	Rt	694.53	694.56
M	1037+58.21	4.17	Rt	694.56	694.63
N	1037+68.21	4.17	Rt	694.60	694.71
O	1037+78.21	4.17	Rt	694.63	694.76
P	1037+88.21	4.17	Rt	694.65	694.79
Q	1037+98.21	4.17	Rt	694.68	694.80
R	1038+08.21	4.17	Rt	694.69	694.79
S	1038+18.21	4.17	Rt	694.71	694.77
T	1038+28.21	4.17	Rt	694.72	694.74
CL. BRG. PIER #3	1038+34.04	4.17	Rt	694.73	694.73
U	1038+44.04	4.17	Rt	694.73	694.72
V	1038+54.04	4.17	Rt	694.74	694.73
W	1038+64.04	4.17	Rt	694.73	694.74
X	1038+74.04	4.17	Rt	694.73	694.74
Y	1038+84.04	4.17	Rt	694.72	694.72
Z	1038+94.04	4.17	Rt	694.71	694.71
CL. BRG. PIER #4	1039+07.46	4.17	Rt	694.69	694.69
AA	1039+17.46	4.17	Rt	694.67	694.68
BB	1039+27.46	4.17	Rt	694.64	694.67
CC	1039+37.46	4.17	Rt	694.61	694.66
DD	1039+47.46	4.17	Rt	694.58	694.63
EE	1039+57.46	4.17	Rt	694.55	694.58
CL BRG. W. ABUT.	1039+69.63	4.17	Rt	694.50	694.50
BK. W. ABUT.	1039+73.05	4.17	Rt	694.49	694.49

Note: Offsets are measured from Profile Grade Line, not from C of I-57.

M:\1_57_OVER CNRR & OLD 45\Drawings\Road\Drawings\Structural\Final\Plans\BHTS\0366942-011-106-Elev.NB.dgn



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PLOT DATE	CHECKED - JB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTHBOUND TOP OF SLAB ELEVATIONS
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S11 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	50
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

BEAM 6

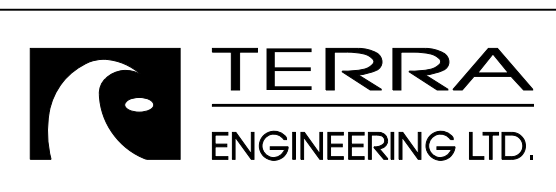
Location	Station	Offset		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1035+93.73	10.33	Rt	693.40	693.40
CL. BRG. E. ABUT.	1035+97.15	10.33	Rt	693.43	693.43
A	1036+07.15	10.33	Rt	693.52	693.55
B	1036+17.15	10.33	Rt	693.61	693.65
C	1036+27.15	10.33	Rt	693.69	693.74
D	1036+37.15	10.33	Rt	693.77	693.81
E	1036+47.15	10.33	Rt	693.85	693.87
CL. BRG. PIER #1	1036+59.31	10.33	Rt	693.94	693.94
F	1036+69.31	10.33	Rt	694.01	694.01
G	1036+79.31	10.33	Rt	694.08	694.08
H	1036+89.31	10.33	Rt	694.14	694.14
I	1036+99.31	10.33	Rt	694.20	694.20
J	1037+09.31	10.33	Rt	694.25	694.25
K	1037+19.31	10.33	Rt	694.30	694.29
CL. BRG. PIER #2	1037+32.73	10.33	Rt	694.37	694.37
L	1037+42.73	10.33	Rt	694.41	694.44
M	1037+52.73	10.33	Rt	694.45	694.52
N	1037+62.73	10.33	Rt	694.48	694.59
O	1037+72.73	10.33	Rt	694.51	694.65
P	1037+82.73	10.33	Rt	694.54	694.68
Q	1037+92.73	10.33	Rt	694.57	694.69
R	1038+02.73	10.33	Rt	694.59	694.68
S	1038+12.73	10.33	Rt	694.61	694.66
T	1038+22.73	10.33	Rt	694.62	694.64
CL. BRG. PIER #3	1038+28.56	10.33	Rt	694.63	694.63
U	1038+38.56	10.33	Rt	694.63	694.62
V	1038+48.56	10.33	Rt	694.64	694.63
W	1038+58.56	10.33	Rt	694.64	694.64
X	1038+68.56	10.33	Rt	694.64	694.64
Y	1038+78.56	10.33	Rt	694.63	694.63
Z	1038+88.56	10.33	Rt	694.62	694.62
CL. BRG. PIER #4	1039+01.98	10.33	Rt	694.60	694.60
AA	1039+11.98	10.33	Rt	694.58	694.60
BB	1039+21.98	10.33	Rt	694.56	694.59
CC	1039+31.98	10.33	Rt	694.53	694.58
DD	1039+41.98	10.33	Rt	694.50	694.55
EE	1039+51.98	10.33	Rt	694.47	694.50
CL BRG. W. ABUT.	1039+64.15	10.33	Rt	694.43	694.43
BK. W. ABUT.	1039+67.57	10.33	Rt	694.41	694.41

BEAM 7

Location	Station	Offset		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1035+88.25	16.50	Rt	693.22	693.22
CL. BRG. E. ABUT.	1035+91.67	16.50	Rt	693.26	693.26
A	1036+01.67	16.50	Rt	693.35	693.38
B	1036+11.67	16.50	Rt	693.44	693.48
C	1036+21.67	16.50	Rt	693.53	693.57
D	1036+31.67	16.50	Rt	693.61	693.65
E	1036+41.67	16.50	Rt	693.69	693.71
CL. BRG. PIER #1	1036+53.83	16.50	Rt	693.78	693.78
F	1036+63.83	16.50	Rt	693.85	693.85
G	1036+73.83	16.50	Rt	693.92	693.92
H	1036+83.83	16.50	Rt	693.99	693.99
I	1036+93.83	16.50	Rt	694.05	694.05
J	1037+03.83	16.50	Rt	694.10	694.10
K	1037+13.83	16.50	Rt	694.16	694.15
CL. BRG. PIER #2	1037+27.25	16.50	Rt	694.22	694.22
L	1037+37.25	16.50	Rt	694.27	694.29
M	1037+47.25	16.50	Rt	694.31	694.38
N	1037+57.25	16.50	Rt	694.34	694.45
O	1037+67.25	16.50	Rt	694.38	694.51
P	1037+77.25	16.50	Rt	694.41	694.55
Q	1037+87.25	16.50	Rt	694.43	694.56
R	1037+97.25	16.50	Rt	694.46	694.55
S	1038+07.25	16.50	Rt	694.48	694.53
T	1038+17.25	16.50	Rt	694.49	694.51
CL. BRG. PIER #3	1038+23.08	16.50	Rt	694.50	694.50
U	1038+33.08	16.50	Rt	694.51	694.50
V	1038+43.08	16.50	Rt	694.52	694.51
W	1038+53.08	16.50	Rt	694.52	694.52
X	1038+63.08	16.50	Rt	694.52	694.52
Y	1038+73.08	16.50	Rt	694.51	694.52
Z	1038+83.08	16.50	Rt	694.51	694.51
CL. BRG. PIER #4	1038+96.50	16.50	Rt	694.49	694.49
AA	1039+06.50	16.50	Rt	694.47	694.49
BB	1039+16.50	16.50	Rt	694.45	694.48
CC	1039+26.50	16.50	Rt	694.43	694.47
DD	1039+36.50	16.50	Rt	694.40	694.44
EE	1039+46.50	16.50	Rt	694.37	694.40
CL BRG. W. ABUT.	1039+58.67	16.50	Rt	694.33	694.33
BK. W. ABUT.	1039+62.08	16.50	Rt	694.31	694.31

Note: Offsets are measured from Profile Grade Line, not from C of I-57.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTHBOUND TOP OF SLAB ELEVATIONS
STRUCTURE NOS. 038 - 0013 & 0014

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	51
			CONTRACT NO. 66942	
ILLINOIS FED. AID PROJECT				

SHEET NO. S12 OF S71 SHEETS

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1035+60.69	16.50 Lt	692.94	692.94
CL. BRG. E. ABUT.	1035+64.10	16.50 Lt	692.98	692.98
A	1035+74.10	16.50 Lt	693.08	693.11
B	1035+84.10	16.50 Lt	693.18	693.23
C	1035+94.10	16.50 Lt	693.28	693.33
D	1036+04.10	16.50 Lt	693.37	693.41
E	1036+14.10	16.50 Lt	693.46	693.48
CL. BRG. PIER #1	1036+26.26	16.50 Lt	693.57	693.57
F	1036+36.26	16.50 Lt	693.65	693.65
G	1036+46.26	16.50 Lt	693.73	693.73
H	1036+56.26	16.50 Lt	693.80	693.81
I	1036+66.26	16.50 Lt	693.87	693.87
J	1036+76.26	16.50 Lt	693.94	693.93
K	1036+86.26	16.50 Lt	694.00	693.99
CL. BRG. PIER #2	1036+99.68	16.50 Lt	694.08	694.08
L	1037+09.68	16.50 Lt	694.13	694.16
M	1037+19.68	16.50 Lt	694.18	694.26
N	1037+29.68	16.50 Lt	694.23	694.34
O	1037+39.68	16.50 Lt	694.28	694.41
P	1037+49.68	16.50 Lt	694.32	694.46
Q	1037+59.68	16.50 Lt	694.35	694.48
R	1037+69.68	16.50 Lt	694.39	694.48
S	1037+79.68	16.50 Lt	694.42	694.47
T	1037+89.68	16.50 Lt	694.44	694.46
CL. BRG. PIER #3	1037+95.51	16.50 Lt	694.45	694.45
U	1038+05.51	16.50 Lt	694.47	694.46
V	1038+15.51	16.50 Lt	694.49	694.49
W	1038+25.51	16.50 Lt	694.50	694.50
X	1038+35.51	16.50 Lt	694.51	694.52
Y	1038+45.51	16.50 Lt	694.52	694.52
Z	1038+55.51	16.50 Lt	694.52	694.52
CL. BRG. PIER #4	1038+68.93	16.50 Lt	694.52	694.52
AA	1038+78.93	16.50 Lt	694.51	694.52
BB	1038+88.93	16.50 Lt	694.50	694.53
CC	1038+98.93	16.50 Lt	694.49	694.53
DD	1039+08.93	16.50 Lt	694.47	694.51
EE	1039+18.93	16.50 Lt	694.45	694.48
CL BRG. W. ABUT.	1039+31.10	16.50 Lt	694.42	694.42
BK. W. ABUT.	1039+34.52	16.50 Lt	694.41	694.41

BEAM 9

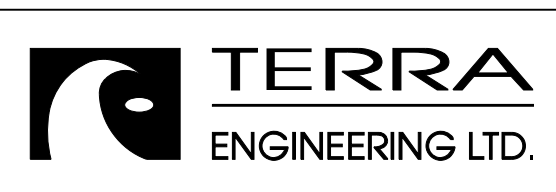
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1035+55.20	10.33 Lt	693.00	693.00
CL. BRG. E. ABUT.	1035+58.62	10.33 Lt	693.04	693.04
A	1035+68.62	10.33 Lt	693.15	693.17
B	1035+78.62	10.33 Lt	693.25	693.29
C	1035+88.62	10.33 Lt	693.35	693.39
D	1035+98.62	10.33 Lt	693.44	693.48
E	1036+08.62	10.33 Lt	693.53	693.55
CL. BRG. PIER #1	1036+20.78	10.33 Lt	693.64	693.64
F	1036+30.78	10.33 Lt	693.72	693.72
G	1036+40.78	10.33 Lt	693.80	693.81
H	1036+50.78	10.33 Lt	693.88	693.89
I	1036+60.78	10.33 Lt	693.95	693.95
J	1036+70.78	10.33 Lt	694.02	694.02
K	1036+80.78	10.33 Lt	694.09	694.08
CL. BRG. PIER #2	1036+94.20	10.33 Lt	694.17	694.17
L	1037+04.20	10.33 Lt	694.22	694.25
M	1037+14.20	10.33 Lt	694.28	694.35
N	1037+24.20	10.33 Lt	694.33	694.43
O	1037+34.20	10.33 Lt	694.37	694.51
P	1037+44.20	10.33 Lt	694.41	694.56
Q	1037+54.20	10.33 Lt	694.45	694.58
R	1037+64.20	10.33 Lt	694.49	694.58
S	1037+74.20	10.33 Lt	694.52	694.58
T	1037+84.20	10.33 Lt	694.55	694.56
CL. BRG. PIER #3	1037+90.03	10.33 Lt	694.56	694.56
U	1038+00.03	10.33 Lt	694.58	694.57
V	1038+10.03	10.33 Lt	694.60	694.60
W	1038+20.03	10.33 Lt	694.62	694.62
X	1038+30.03	10.33 Lt	694.63	694.63
Y	1038+40.03	10.33 Lt	694.63	694.64
Z	1038+50.03	10.33 Lt	694.64	694.64
CL. BRG. PIER #4	1038+63.45	10.33 Lt	694.64	694.64
AA	1038+73.45	10.33 Lt	694.63	694.65
BB	1038+83.45	10.33 Lt	694.62	694.66
CC	1038+93.45	10.33 Lt	694.61	694.66
DD	1039+03.45	10.33 Lt	694.60	694.64
EE	1039+13.45	10.33 Lt	694.58	694.61
CL BRG. W. ABUT.	1039+25.62	10.33 Lt	694.55	694.55
BK. W. ABUT.	1039+29.04	10.33 Lt	694.54	694.54

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1035+49.72	4.17 Lt	693.04	693.04
CL. BRG. E. ABUT.	1035+53.14	4.17 Lt	693.08	693.08
A	1035+63.14	4.17 Lt	693.19	693.21
B	1035+73.14	4.17 Lt	693.29	693.33
C	1035+83.14	4.17 Lt	693.39	693.44
D	1035+93.14	4.17 Lt	693.49	693.52
E	1036+03.14	4.17 Lt	693.58	693.60
CL. BRG. PIER #1	1036+15.30	4.17 Lt	693.69	693.69
F	1036+25.30	4.17 Lt	693.77	693.77
G	1036+35.30	4.17 Lt	693.86	693.86
H	1036+45.30	4.17 Lt	693.93	693.94
I	1036+55.30	4.17 Lt	694.01	694.01
J	1036+65.30	4.17 Lt	694.08	694.08
K	1036+75.30	4.17 Lt	694.15	694.14
CL. BRG. PIER #2	1036+88.72	4.17 Lt	694.23	694.23
L	1036+98.72	4.17 Lt	694.29	694.32
M	1037+08.72	4.17 Lt	694.34	694.42
N	1037+18.72	4.17 Lt	694.40	694.50
O	1037+28.72	4.17 Lt	694.44	694.58
P	1037+38.72	4.17 Lt	694.49	694.63
Q	1037+48.72	4.17 Lt	694.53	694.65
R	1037+58.72	4.17 Lt	694.57	694.66
S	1037+68.72	4.17 Lt	694.60	694.65
T	1037+78.72	4.17 Lt	694.63	694.64
CL. BRG. PIER #3	1037+84.55	4.17 Lt	694.64	694.64
U	1037+94.55	4.17 Lt	694.67	694.66
V	1038+04.55	4.17 Lt	694.69	694.68
W	1038+14.55	4.17 Lt	694.71	694.71
X	1038+24.55	4.17 Lt	694.72	694.72
Y	1038+34.55	4.17 Lt	694.73	694.73
Z	1038+44.55	4.17 Lt	694.73	694.73
CL. BRG. PIER #4	1038+57.97	4.17 Lt	694.74	694.74
AA	1038+67.97	4.17 Lt	694.73	694.75
BB	1038+77.97	4.17 Lt	694.73	694.76
CC	1038+87.97	4.17 Lt	694.72	694.76
DD	1038+97.97	4.17 Lt	694.70	694.75
EE	1039+07.97	4.17 Lt	694.69	694.72
CL BRG. W. ABUT.	1039+20.14	4.17 Lt	694.66	694.66
BK. W. ABUT.	1039+23.55	4.17 Lt	694.65	694.65

Note: Offsets are measured from Profile Grade Line, not from \mathcal{C} of I-57.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOUTHBOUND TOP OF SLAB ELEVATIONS
STRUCTURE NOS. 038 - 0013 & 0014**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	52
				CONTRACT NO. 66942
SHEET NO. S13 OF S71 SHEETS				ILLINOIS FED. AID PROJECT

PGL & SCL & C RDWY

BEAM 11

BEAM 12

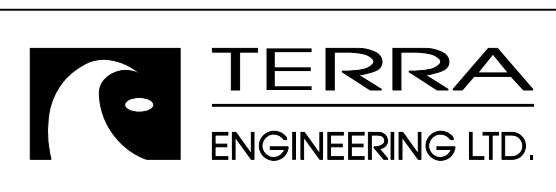
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1035+46.01	0.00	693.06	693.06
CL. BRG. E. ABUT.	1035+49.43	0.00	693.10	693.10
A	1035+59.43	0.00	693.21	693.24
B	1035+69.43	0.00	693.32	693.36
C	1035+79.43	0.00	693.42	693.46
D	1035+89.43	0.00	693.52	693.55
E	1035+99.43	0.00	693.61	693.63
CL. BRG. PIER #1	1036+11.59	0.00	693.72	693.72
F	1036+21.59	0.00	693.81	693.81
G	1036+31.59	0.00	693.89	693.89
H	1036+41.59	0.00	693.97	693.98
I	1036+51.59	0.00	694.05	694.05
J	1036+61.59	0.00	694.12	694.12
K	1036+71.59	0.00	694.19	694.18
CL. BRG. PIER #2	1036+85.01	0.00	694.27	694.27
L	1036+95.01	0.00	694.33	694.36
M	1037+05.01	0.00	694.39	694.46
N	1037+15.01	0.00	694.44	694.55
O	1037+25.01	0.00	694.49	694.63
P	1037+35.01	0.00	694.54	694.68
Q	1037+45.01	0.00	694.58	694.70
R	1037+55.01	0.00	694.62	694.71
S	1037+65.01	0.00	694.65	694.71
T	1037+75.01	0.00	694.68	694.70
CL. BRG. PIER #3	1037+80.84	0.00	694.70	694.70
U	1037+90.84	0.00	694.72	694.71
V	1038+00.84	0.00	694.75	694.74
W	1038+10.84	0.00	694.76	694.77
X	1038+20.84	0.00	694.78	694.78
Y	1038+30.84	0.00	694.79	694.79
Z	1038+40.84	0.00	694.80	694.80
CL. BRG. PIER #4	1038+54.26	0.00	694.80	694.80
AA	1038+64.26	0.00	694.80	694.81
BB	1038+74.26	0.00	694.79	694.83
CC	1038+84.26	0.00	694.79	694.83
DD	1038+94.26	0.00	694.77	694.82
EE	1039+04.26	0.00	694.76	694.79
CL BRG. W. ABUT.	1039+16.43	0.00	694.73	694.73
BK. W. ABUT.	1039+19.85	0.00	694.73	694.73

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1035+44.23	2.00 Rt	693.01	693.01
CL. BRG. E. ABUT.	1035+47.65	2.00 Rt	693.05	693.05
A	1035+57.65	2.00 Rt	693.16	693.19
B	1035+67.65	2.00 Rt	693.27	693.31
C	1035+77.65	2.00 Rt	693.37	693.41
D	1035+87.65	2.00 Rt	693.47	693.50
E	1035+97.65	2.00 Rt	693.56	693.58
CL. BRG. PIER #1	1036+09.81	2.00 Rt	693.68	693.68
F	1036+19.81	2.00 Rt	693.76	693.76
G	1036+29.81	2.00 Rt	693.85	693.85
H	1036+39.81	2.00 Rt	693.93	693.93
I	1036+49.81	2.00 Rt	694.00	694.01
J	1036+59.81	2.00 Rt	694.08	694.07
K	1036+69.81	2.00 Rt	694.14	694.14
CL. BRG. PIER #2	1036+83.23	2.00 Rt	694.23	694.23
L	1036+93.23	2.00 Rt	694.29	694.32
M	1037+03.23	2.00 Rt	694.35	694.42
N	1037+13.23	2.00 Rt	694.40	694.51
O	1037+23.23	2.00 Rt	694.45	694.59
P	1037+33.23	2.00 Rt	694.50	694.64
Q	1037+43.23	2.00 Rt	694.54	694.67
R	1037+53.23	2.00 Rt	694.58	694.68
S	1037+63.23	2.00 Rt	694.61	694.67
T	1037+73.23	2.00 Rt	694.65	694.66
CL. BRG. PIER #3	1037+79.06	2.00 Rt	694.66	694.66
U	1037+89.06	2.00 Rt	694.69	694.68
V	1037+99.06	2.00 Rt	694.71	694.71
W	1038+09.06	2.00 Rt	694.73	694.73
X	1038+19.06	2.00 Rt	694.75	694.75
Y	1038+29.06	2.00 Rt	694.76	694.76
Z	1038+39.06	2.00 Rt	694.76	694.76
CL. BRG. PIER #4	1038+52.48	2.00 Rt	694.77	694.77
AA	1038+62.48	2.00 Rt	694.77	694.78
BB	1038+72.48	2.00 Rt	694.76	694.80
CC	1038+82.48	2.00 Rt	694.76	694.80
DD	1038+92.48	2.00 Rt	694.74	694.79
EE	1039+02.48	2.00 Rt	694.73	694.76
CL BRG. W. ABUT.	1039+14.65	2.00 Rt	694.71	694.71
BK. W. ABUT.	1039+18.07	2.00 Rt	694.70	694.70

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1035+38.75	8.17 Rt	692.85	692.85
CL. BRG. E. ABUT.	1035+42.17	8.17 Rt	692.89	692.89
A	1035+52.17	8.17 Rt	693.01	693.03
B	1035+62.17	8.17 Rt	693.11	693.15
C	1035+72.17	8.17 Rt	693.22	693.26
D	1035+82.17	8.17 Rt	693.32	693.35
E	1035+92.17	8.17 Rt	693.42	693.43
CL. BRG. PIER #1	1036+04.33	8.17 Rt	693.53	693.53
F	1036+14.33	8.17 Rt	693.62	693.62
G	1036+24.33	8.17 Rt	693.70	693.71
H	1036+34.33	8.17 Rt	693.79	693.79
I	1036+44.33	8.17 Rt	693.86	693.87
J	1036+54.33	8.17 Rt	693.94	693.94
K	1036+64.33	8.17 Rt	694.01	694.00
CL. BRG. PIER #2	1036+77.75	8.17 Rt	694.10	694.10
L	1036+87.75	8.17 Rt	694.16	694.19
M	1036+97.75	8.17 Rt	694.22	694.29
N	1037+07.75	8.17 Rt	694.28	694.39
O	1037+17.75	8.17 Rt	694.33	694.46
P	1037+27.75	8.17 Rt	694.38	694.52
Q	1037+37.75	8.17 Rt	694.42	694.55
R	1037+47.75	8.17 Rt	694.46	694.56
S	1037+57.75	8.17 Rt	694.50	694.56
T	1037+67.75	8.17 Rt	694.53	694.55
CL. BRG. PIER #3	1037+73.58	8.17 Rt	694.55	694.55
U	1037+83.58	8.17 Rt	694.58	694.57
V	1037+93.58	8.17 Rt	694.60	694.60
W	1038+03.58	8.17 Rt	694.62	694.63
X	1038+13.58	8.17 Rt	694.64	694.65
Y	1038+23.58	8.17 Rt	694.65	694.66
Z	1038+33.58	8.17 Rt	694.66	694.66
CL. BRG. PIER #4	1038+47.00	8.17 Rt	694.67	694.67
AA	1038+57.00	8.17 Rt	694.67	694.69
BB	1038+67.00	8.17 Rt	694.67	694.70
CC	1038+77.00	8.17 Rt	694.66	694.71
DD	1038+87.00	8.17 Rt	694.65	694.70
EE	1038+97.00	8.17 Rt	694.64	694.67
CL BRG. W. ABUT.	1039+09.17	8.17 Rt	694.62	694.62
BK. W. ABUT.	1039+12.58	8.17 Rt	694.61	694.61

Note: Offsets are measured from Profile Grade Line, not from C of I-57.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOUTHBOUND TOP OF SLAB ELEVATIONS
STRUCTURE NOS. 038 - 0013 & 0014**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	53
			CONTRACT NO. 66942	
			ILLINOIS FED. AID PROJECT	

SHEET NO. S14 OF S71 SHEETS

BEAM 13

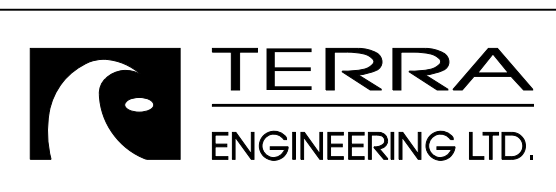
Location	Station	Offset		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1035+33.27	14.33	Rt	692.68	692.68
CL. BRG. E. ABUT.	1035+36.68	14.33	Rt	692.72	692.72
A	1035+46.68	14.33	Rt	692.84	692.86
B	1035+56.68	14.33	Rt	692.95	692.99
C	1035+66.68	14.33	Rt	693.05	693.10
D	1035+76.68	14.33	Rt	693.16	693.19
E	1035+86.68	14.33	Rt	693.25	693.27
CL. BRG. PIER #1	1035+98.84	14.33	Rt	693.37	693.37
F	1036+08.84	14.33	Rt	693.46	693.46
G	1036+18.84	14.33	Rt	693.55	693.55
H	1036+28.84	14.33	Rt	693.63	693.64
I	1036+38.84	14.33	Rt	693.71	693.72
J	1036+48.84	14.33	Rt	693.79	693.79
K	1036+58.84	14.33	Rt	693.86	693.85
CL. BRG. PIER #2	1036+72.26	14.33	Rt	693.96	693.96
L	1036+82.26	14.33	Rt	694.02	694.05
M	1036+92.26	14.33	Rt	694.08	694.15
N	1037+02.26	14.33	Rt	694.14	694.25
O	1037+12.26	14.33	Rt	694.19	694.33
P	1037+22.26	14.33	Rt	694.24	694.38
Q	1037+32.26	14.33	Rt	694.29	694.41
R	1037+42.26	14.33	Rt	694.33	694.43
S	1037+52.26	14.33	Rt	694.37	694.43
T	1037+62.26	14.33	Rt	694.41	694.42
CL. BRG. PIER #3	1037+68.09	14.33	Rt	694.43	694.43
U	1037+78.09	14.33	Rt	694.46	694.45
V	1037+88.09	14.33	Rt	694.48	694.48
W	1037+98.09	14.33	Rt	694.50	694.51
X	1038+08.09	14.33	Rt	694.52	694.53
Y	1038+18.09	14.33	Rt	694.54	694.54
Z	1038+28.09	14.33	Rt	694.55	694.55
CL. BRG. PIER #4	1038+41.51	14.33	Rt	694.56	694.56
AA	1038+51.51	14.33	Rt	694.56	694.58
BB	1038+61.51	14.33	Rt	694.56	694.60
CC	1038+71.51	14.33	Rt	694.56	694.60
DD	1038+81.51	14.33	Rt	694.55	694.60
EE	1038+91.51	14.33	Rt	694.54	694.57
CL BRG. W. ABUT.	1039+03.68	14.33	Rt	694.52	694.52
BK. W. ABUT.	1039+07.10	14.33	Rt	694.52	694.52

BEAM 14

Location	Station	Offset		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT	1035+27.78	20.50	Rt	692.49	692.49
CL. BRG. E. ABUT.	1035+31.20	20.50	Rt	692.53	692.53
A	1035+41.20	20.50	Rt	692.65	692.67
B	1035+51.20	20.50	Rt	692.76	692.80
C	1035+61.20	20.50	Rt	692.87	692.91
D	1035+71.20	20.50	Rt	692.97	693.01
E	1035+81.20	20.50	Rt	693.07	693.09
CL. BRG. PIER #1	1035+93.36	20.50	Rt	693.19	693.19
F	1036+03.36	20.50	Rt	693.28	693.28
G	1036+13.36	20.50	Rt	693.37	693.38
H	1036+23.36	20.50	Rt	693.46	693.47
I	1036+33.36	20.50	Rt	693.54	693.54
J	1036+43.36	20.50	Rt	693.62	693.62
K	1036+53.36	20.50	Rt	693.70	693.69
CL. BRG. PIER #2	1036+66.78	20.50	Rt	693.79	693.79
L	1036+76.78	20.50	Rt	693.86	693.89
M	1036+86.78	20.50	Rt	693.92	693.99
N	1036+96.78	20.50	Rt	693.98	694.09
O	1037+06.78	20.50	Rt	694.03	694.17
P	1037+16.78	20.50	Rt	694.09	694.23
Q	1037+26.78	20.50	Rt	694.14	694.26
R	1037+36.78	20.50	Rt	694.18	694.28
S	1037+46.78	20.50	Rt	694.22	694.28
T	1037+56.78	20.50	Rt	694.26	694.28
CL. BRG. PIER #3	1037+62.61	20.50	Rt	694.28	694.28
U	1037+72.61	20.50	Rt	694.31	694.30
V	1037+82.61	20.50	Rt	694.34	694.33
W	1037+92.61	20.50	Rt	694.36	694.37
X	1038+02.61	20.50	Rt	694.39	694.39
Y	1038+12.61	20.50	Rt	694.40	694.41
Z	1038+22.61	20.50	Rt	694.42	694.42
CL. BRG. PIER #4	1038+36.03	20.50	Rt	694.43	694.43
AA	1038+46.03	20.50	Rt	694.43	694.45
BB	1038+56.03	20.50	Rt	694.44	694.47
CC	1038+66.03	20.50	Rt	694.43	694.48
DD	1038+76.03	20.50	Rt	694.43	694.47
EE	1038+86.03	20.50	Rt	694.42	694.45
CL BRG. W. ABUT.	1038+98.20	20.50	Rt	694.40	694.40
BK. W. ABUT.	1039+01.62	20.50	Rt	694.40	694.40

Note: Offsets are measured from Profile Grade Line, not from C of I-57.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOUTHBOUND TOP OF SLAB ELEVATIONS
STRUCTURE NOS. 038 - 0013 & 0014**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	54
			CONTRACT NO. 66942	
			ILLINOIS FED. AID PROJECT	

SHEET NO. S15 OF S71 SHEETS

SOUTH EDGE OF SHOULDER

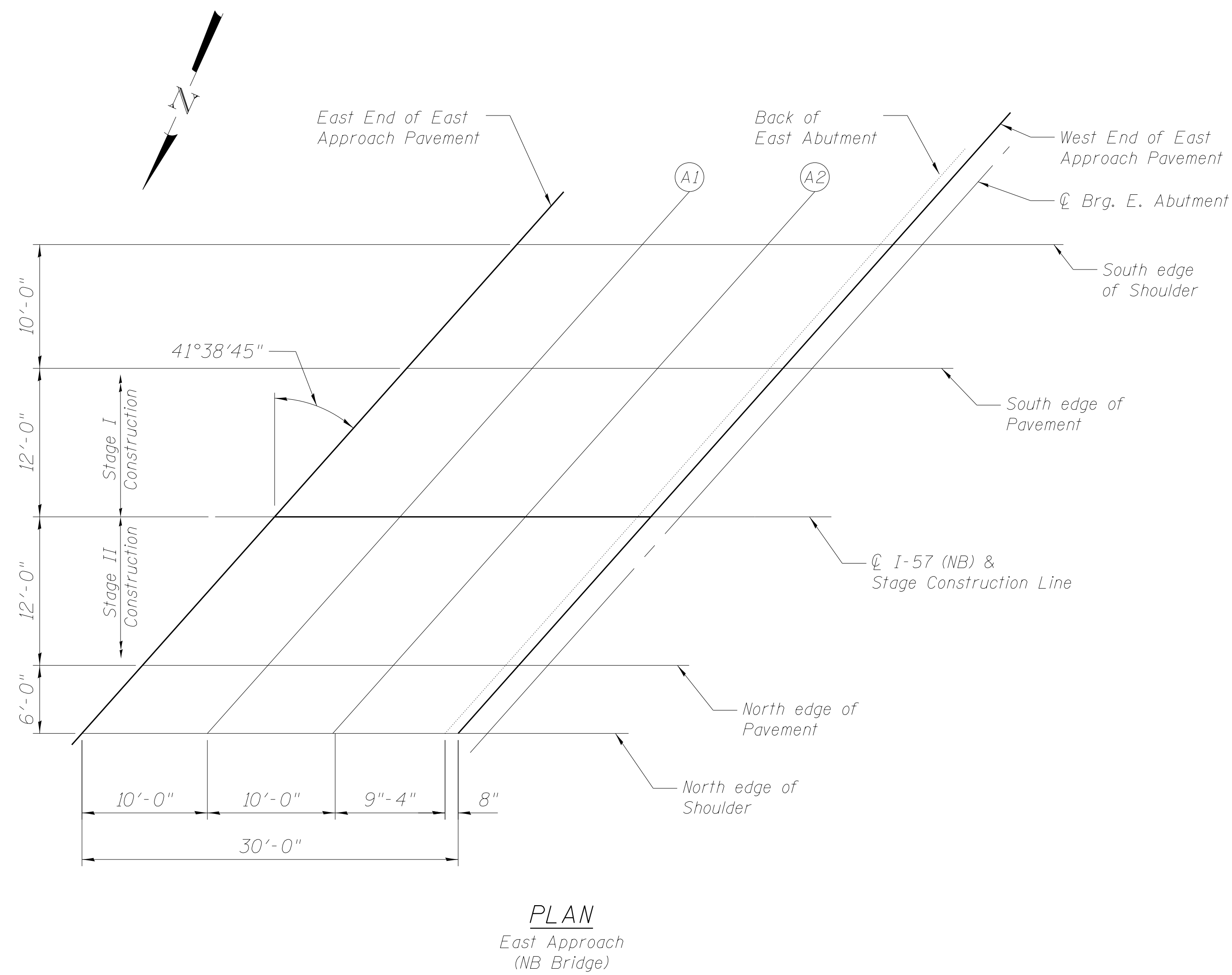
Location	Station	Offset		Theoretical Grade Elevations
E. End East Appr. Pav't	1035+93.15	22.00	Lt	693.16
A1	1036+03.15	22.00	Lt	693.25
A2	1036+13.15	22.00	Lt	693.34
W. End East Appr. Pav't	1036+23.15	22.00	Lt	693.43

SOUTH EDGE OF PAVEMENT

Location	Station	Offset		Theoretical Grade Elevations
E. End East Appr. Pav't	1035+84.26	12.00	Lt	693.28
A1	1035+94.26	12.00	Lt	693.38
A2	1036+04.26	12.00	Lt	693.47
W. End East Appr. Pav't	1036+14.26	12.00	Lt	693.56

℄ I-57, PGL & STAGE CONSTR. LINE

Location	Station	Offset		Theoretical Grade Elevations
E. End East Appr. Pav't	1035+73.59	0.00		693.36
A1	1035+83.59	0.00		693.46
A2	1035+93.59	0.00		693.56
W. End East Appr. Pav't	1036+03.59	0.00		693.65



NORTH EDGE OF PAVEMENT

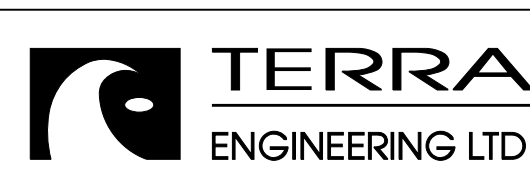
Location	Station	Offset		Theoretical Grade Elevations
E. End East Appr. Pav't	1035+62.92	12.00	Rt	693.06
A1	1035+72.92	12.00	Rt	693.17
A2	1035+82.92	12.00	Rt	693.27
W. End East Appr. Pav't	1035+92.92	12.00	Rt	693.36

NORTH EDGE OF SHOULDER

Location	Station	Offset		Theoretical Grade Elevations
E. End East Appr. Pav't	1035+57.58	18.00	Rt	692.88
A1	1035+67.58	18.00	Rt	692.99
A2	1035+77.58	18.00	Rt	693.09
W. End East Appr. Pav't	1035+87.58	18.00	Rt	693.19

Note: Offsets are measured from Profile Grade Line, not from ℄ of I-57.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS (NB)
STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S16 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	55
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

SOUTH EDGE OF SHOULDER

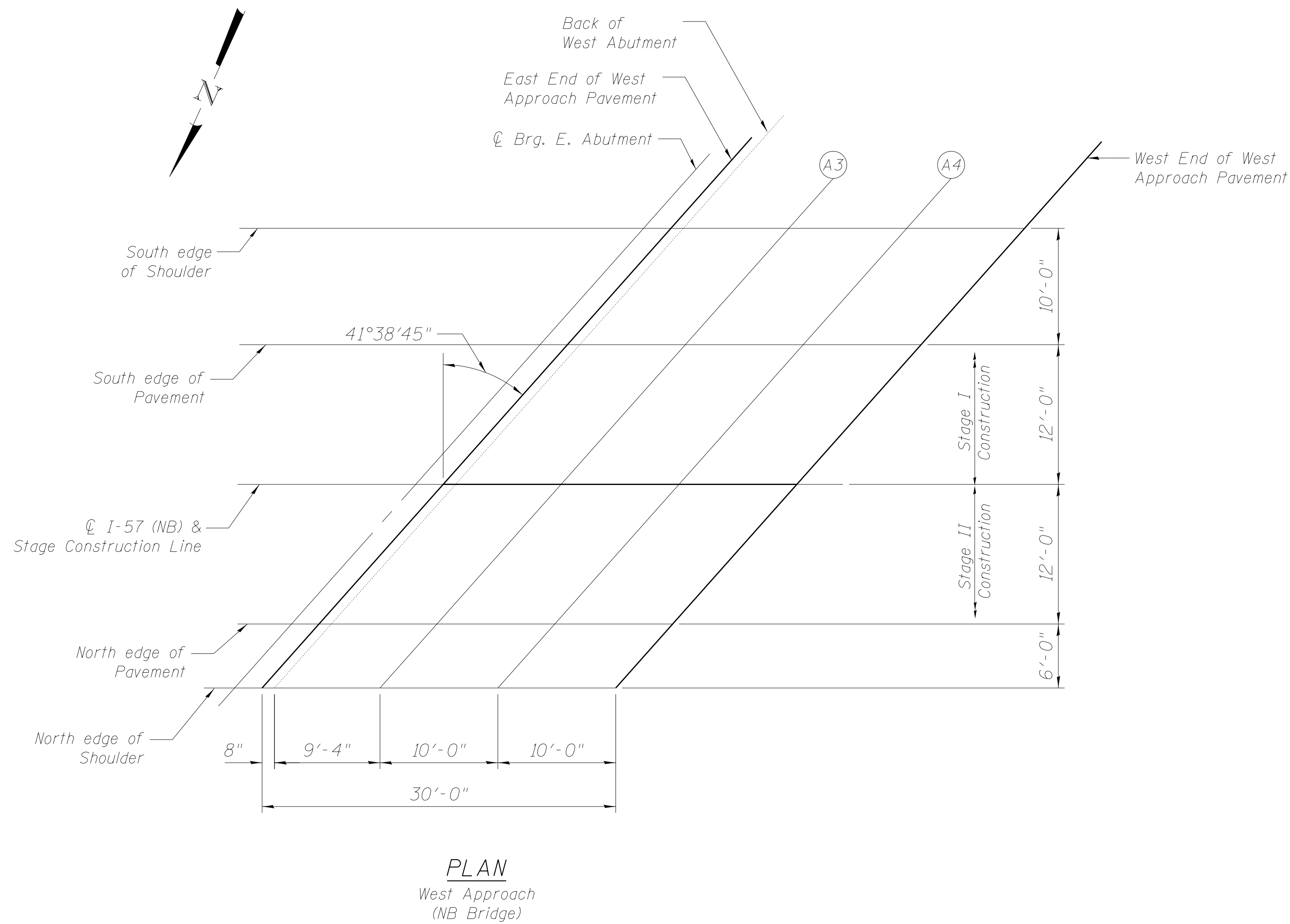
Location	Station	Offset		Theoretical Grade Elevations
E. End West Appr. Pav't	1039+95.65	22.00	Lt	694.05
A3	1040+05.65	22.00	Lt	694.00
A4	1040+15.65	22.00	Lt	693.94
W. End West Appr. Pav't	1040+25.65	22.00	Lt	693.88

SOUTH EDGE OF PAVEMENT

Location	Station	Offset		Theoretical Grade Elevations
E. End West Appr. Pav't	1039+86.76	12.00	Lt	694.30
A3	1039+96.76	12.00	Lt	694.25
A4	1040+06.76	12.00	Lt	694.20
W. End West Appr. Pav't	1040+16.76	12.00	Lt	694.14

℄ I-57. PGL & STAGE CONSTR. LINE

Location	Station	Offset		Theoretical Grade Elevations
E. End West Appr. Pav't	1039+76.09	0.00		694.54
A3	1039+86.09	0.00		694.49
A4	1039+96.09	0.00		694.44
W. End West Appr. Pav't	1040+06.09	0.00		694.39



NORTH EDGE OF PAVEMENT

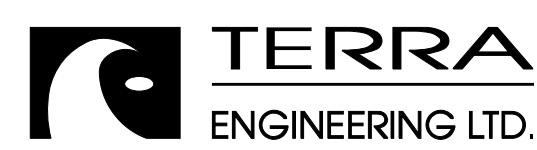
Location	Station	Offset		Theoretical Grade Elevations
E. End West Appr. Pav't	1039+65.42	12.00	Rt	694.39
A3	1039+75.42	12.00	Rt	694.35
A4	1039+85.42	12.00	Rt	694.31
W. End West Appr. Pav't	1039+95.42	12.00	Rt	694.26

NORTH EDGE OF SHOULDER

Location	Station	Offset		Theoretical Grade Elevations
E. End West Appr. Pav't	1039+60.08	18.00	Rt	694.29
A3	1039+70.08	18.00	Rt	694.25
A4	1039+80.08	18.00	Rt	694.21
W. End West Appr. Pav't	1039+90.08	18.00	Rt	694.16

Note: Offsets are measured from Profile Grade Line, not from ℄ of I-57.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS (NB)
STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S17 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	56
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

SOUTH EDGE OF SHOULDER

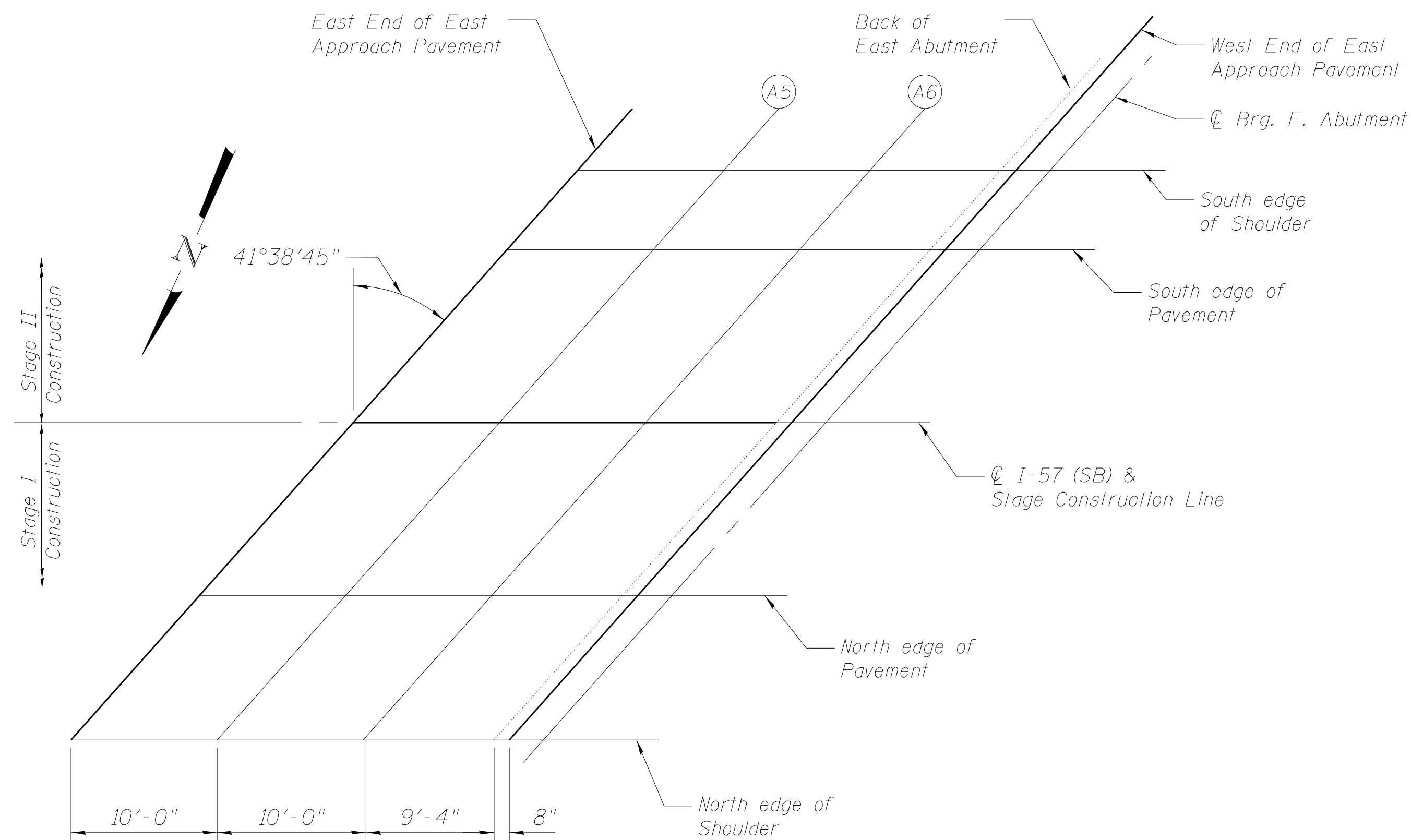
Location	Station	Offset		Theoretical Grade Elevations
E. End East Appr. Pav't	1035+32.69	18.00	Lt	692.60
A5	1035+42.69	18.00	Lt	692.71
A6	1035+52.69	18.00	Lt	692.83
W. End East Appr. Pav't	1035+62.69	18.00	Lt	692.93

SOUTH EDGE OF PAVEMENT

Location	Station	Offset		Theoretical Grade Elevations
E. End East Appr. Pav't	1035+27.35	12.00	Lt	692.66
A5	1035+37.35	12.00	Lt	692.78
A6	1035+47.35	12.00	Lt	692.89
W. End East Appr. Pav't	1035+57.35	12.00	Lt	693.00

℄ I-57, PGL & STAGE CONSTR. LINE

Location	Station	Offset		Theoretical Grade Elevations
E. End East Appr. Pav't	1035+16.68	0.00		692.72
A5	1035+26.68	0.00		692.84
A6	1035+36.68	0.00		692.96
W. End East Appr. Pav't	1035+46.68	0.00		693.07



PLAN
East Approach
(SB Bridge)

NORTH EDGE OF PAVEMENT

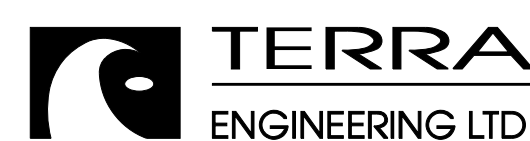
Location	Station	Offset		Theoretical Grade Elevations
E. End East Appr. Pav't	1035+06.01	12.00	Rt	692.40
A5	1035+16.01	12.00	Rt	692.52
A6	1035+26.01	12.00	Rt	692.65
W. End East Appr. Pav't	1035+36.01	12.00	Rt	692.76

NORTH EDGE OF SHOULDER

Location	Station	Offset		Theoretical Grade Elevations
E. End East Appr. Pav't	1034+97.12	22.00	Rt	692.08
A5	1035+07.12	22.00	Rt	692.20
A6	1035+17.12	22.00	Rt	692.33
W. End East Appr. Pav't	1035+27.12	22.00	Rt	692.45

Note: Offsets are measured from Profile Grade Line, not from ℄ of I-57.

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PLOT DATE	CHECKED - JB	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS (SB)
STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S18 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	57
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66942	

SOUTH EDGE OF SHOULDER

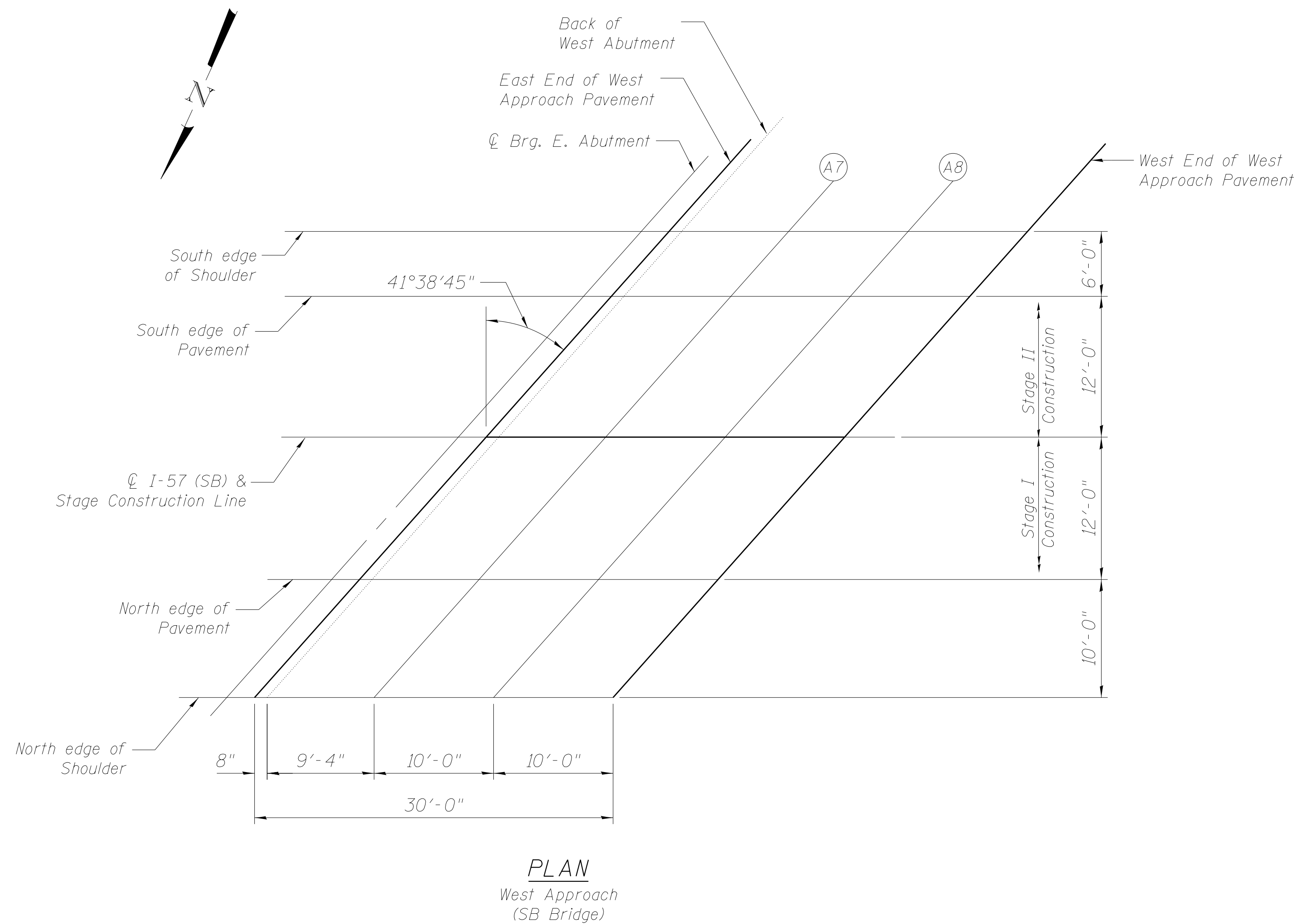
Location	Station	Offset		Theoretical Grade Elevations
E. End West Appr. Pav't	1039+35.18	18.00	Lt	694.37
A7	1039+45.18	18.00	Lt	694.34
A8	1039+55.18	18.00	Lt	694.31
W. End West Appr. Pav't	1039+65.18	18.00	Lt	694.27

SOUTH EDGE OF PAVEMENT

Location	Station	Offset		Theoretical Grade Elevations
E. End West Appr. Pav't	1039+29.84	12.00	Lt	694.51
A7	1039+39.84	12.00	Lt	694.48
A8	1039+49.84	12.00	Lt	694.45
W. End West Appr. Pav't	1039+59.84	12.00	Lt	694.42

☉ I-57, PGL & STAGE CONSTR. LINE

Location	Station	Offset		Theoretical Grade Elevations
E. End West Appr. Pav't	1039+19.17	0.00		694.73
A7	1039+29.17	0.00		694.70
A8	1039+39.17	0.00		694.67
W. End West Appr. Pav't	1039+49.17	0.00		694.64



NORTH EDGE OF PAVEMENT

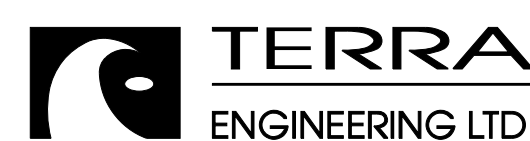
Location	Station	Offset		Theoretical Grade Elevations
E. End West Appr. Pav't	1039+08.50	12.00	Rt	694.56
A7	1039+18.50	12.00	Rt	694.54
A8	1039+28.50	12.00	Rt	694.52
W. End West Appr. Pav't	1039+38.50	12.00	Rt	694.49

NORTH EDGE OF SHOULDER

Location	Station	Offset		Theoretical Grade Elevations
E. End West Appr. Pav't	1038+99.61	22.00	Rt	694.37
A7	1039+09.61	22.00	Rt	694.35
A8	1039+19.61	22.00	Rt	694.33
W. End West Appr. Pav't	1039+29.61	22.00	Rt	694.31

Note: Offsets are measured from Profile Grade Line, not from ☉ of I-57.

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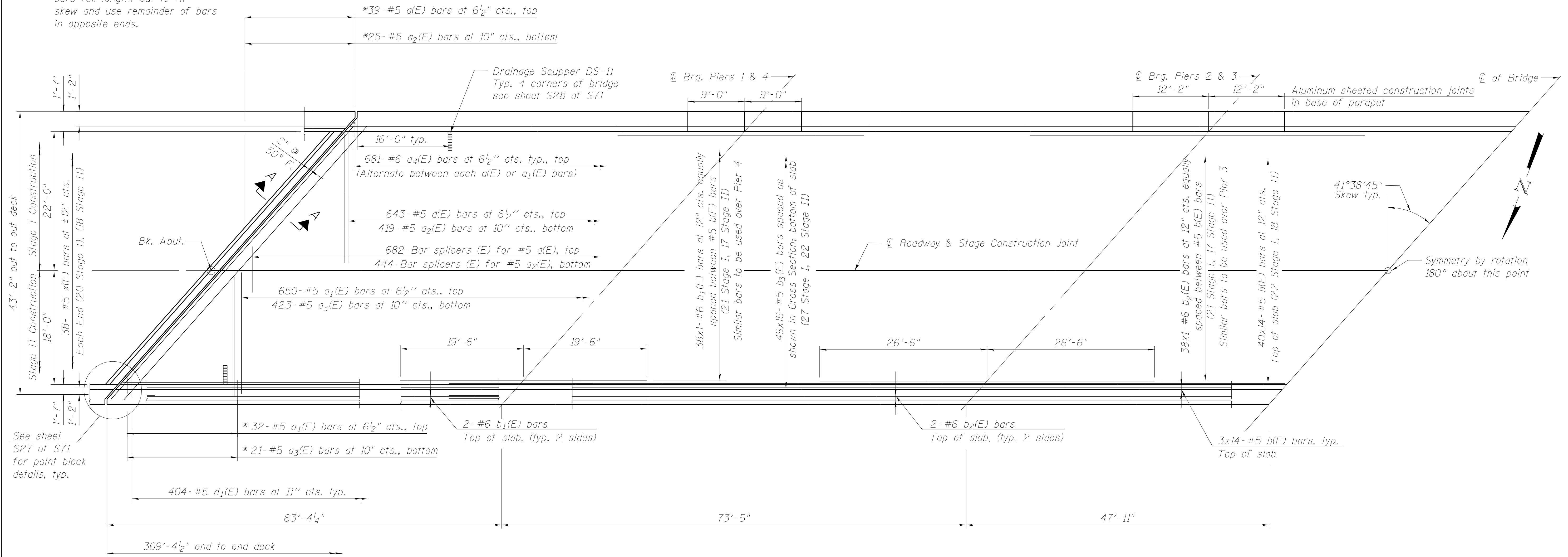
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS (SB)
STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S19 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	58
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

* Order a(E), a₁(E), a₂(E), and a₃(E) bars full length. Cut to fit skew and use remainder of bars in opposite ends.



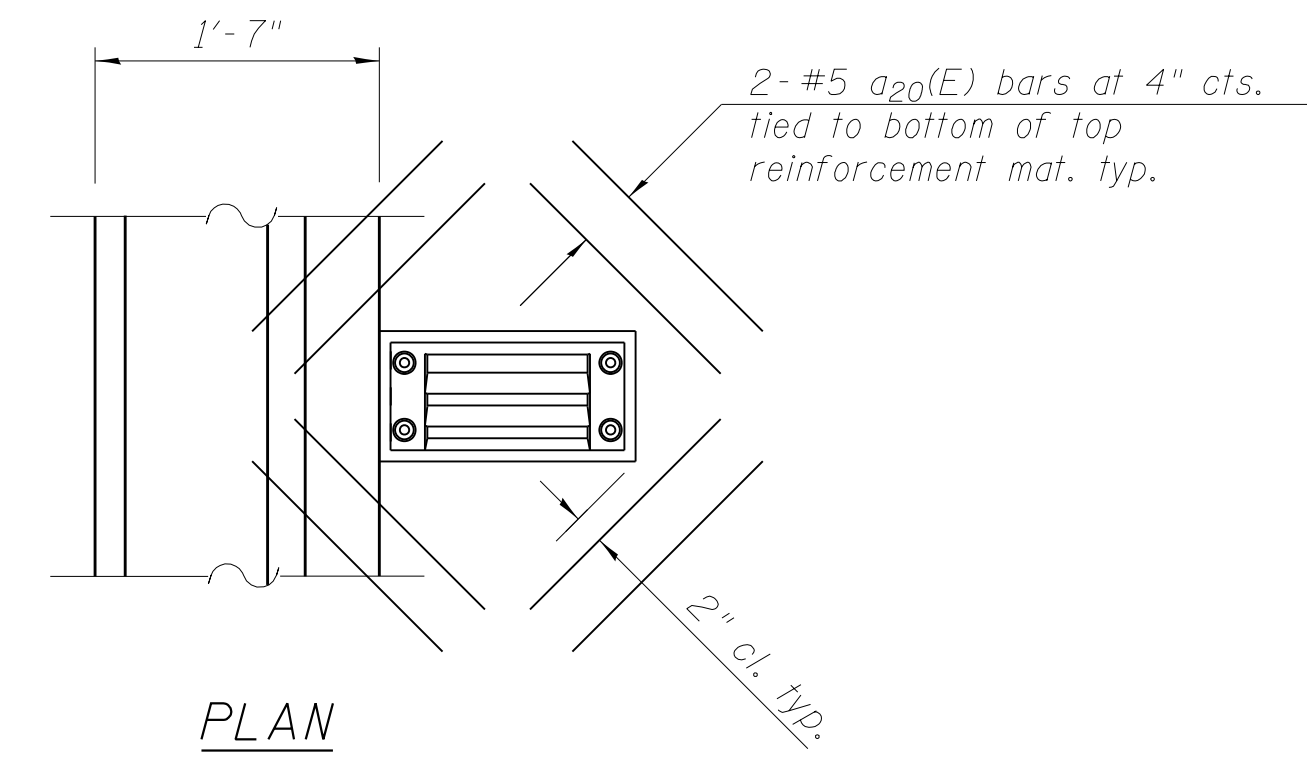
43'-2" out to out deck
 Stage I Construction 22'-0"
 Stage II Construction 18'-0"
 Each End (20 Stage I), (18 Stage II)
 38- #5 x(E) bars at ±12" cts.

See sheet S27 of S71 for point block details, typ.

HALF PLAN
 N.B. Shown
 S.B. Similar

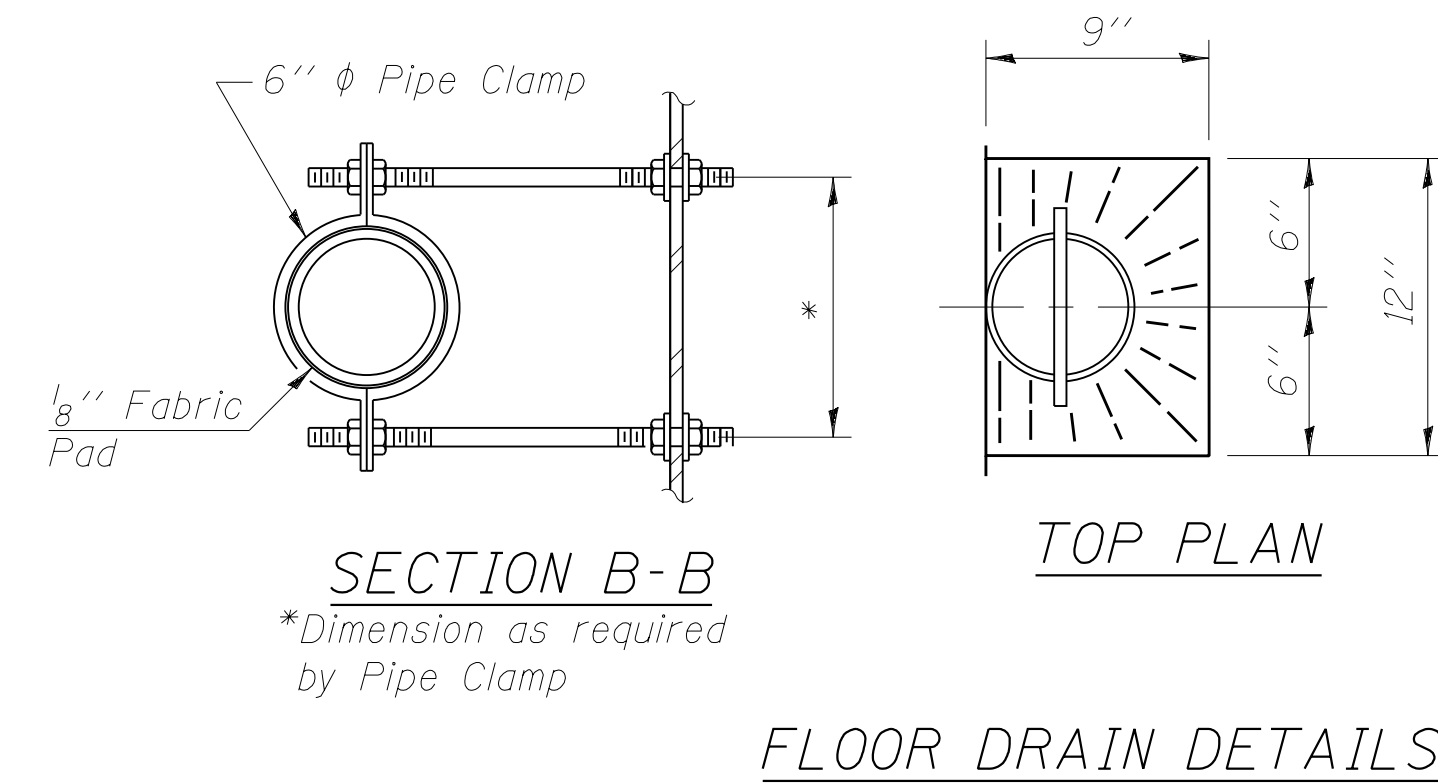
MINIMUM BAR LAP
 (Slab)
 #5 bar = 2'-6"
 #6 bar = 3'-0"

Notes:
 See sheet S23 of S71 for superstructure Bill of Material.
 See sheet S23 of S71 for Section A-A.
 Bars indicated thus 40 x 5-#5 etc. indicates 40 lines of bars with 5 lengths per line.
 See sheet S22 of S71 for parapet reinforcement.
 For deck cross section see sheet S21 of S71.
 See sheet S1 of S71 for location of Floor Drains.
 Dimensions are based on a Rolled Rail Strip Seal Joint.
 If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet EJ-SSJ.
 For bar splicer details, see sheet S64 of S71.

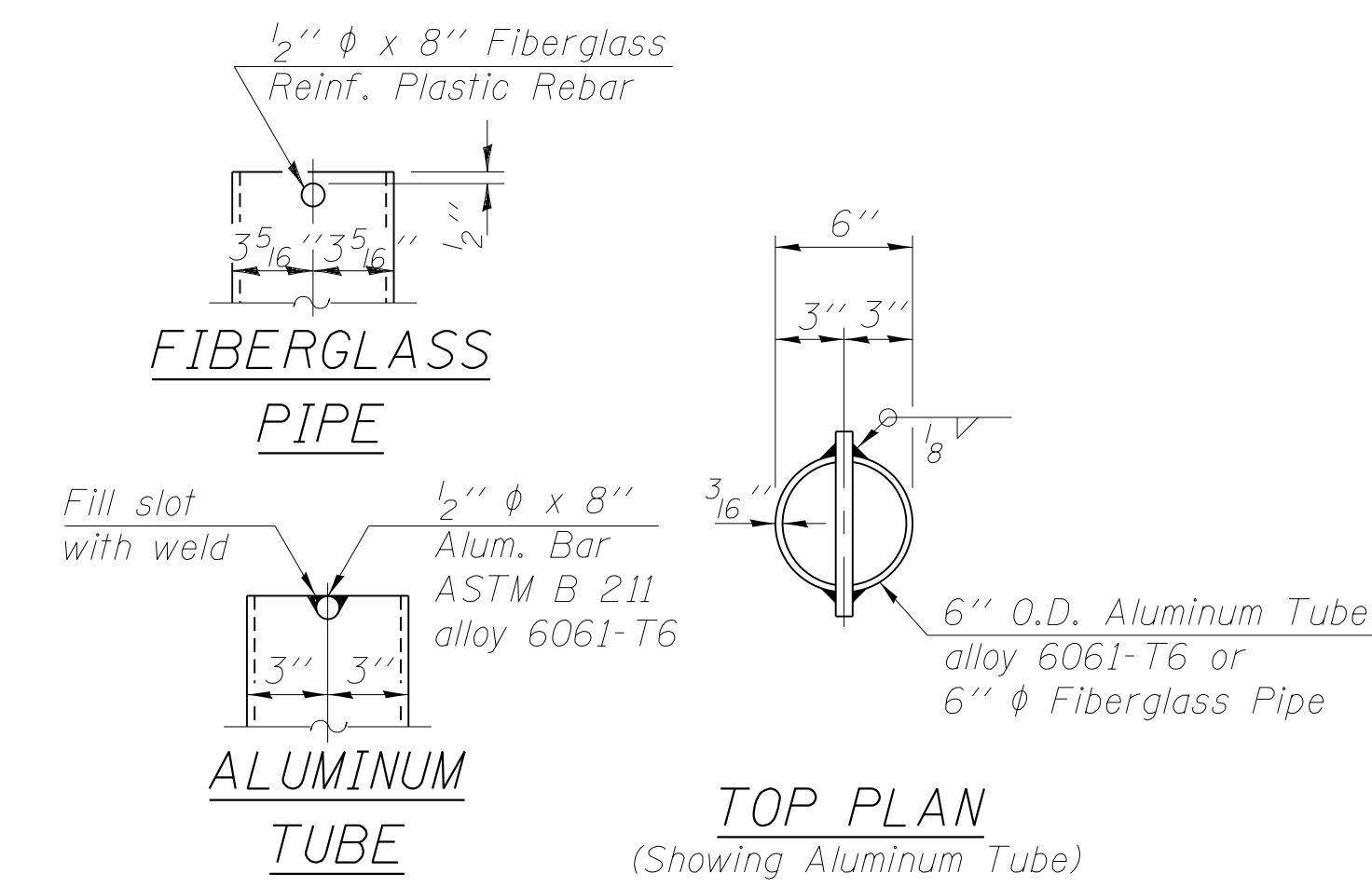


Note:
 Cut longitudinal reinforcement to clear drainage scuppers.

SCUPPER DETAILS

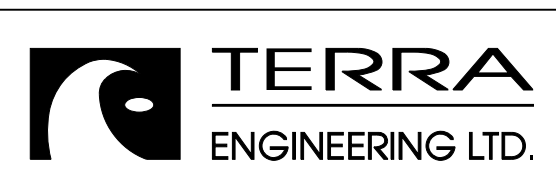


FLOOR DRAIN DETAILS



Notes:
 Drains shall be located clear of all diaphragms.
 The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the General Note. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting. See Section 506.
 Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
 Galvanize clamping device according to AASHTO M232. Cost of Clamping device and inserts is included with Floor Drains.

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PLOT DATE	CHECKED - JB	REVISED

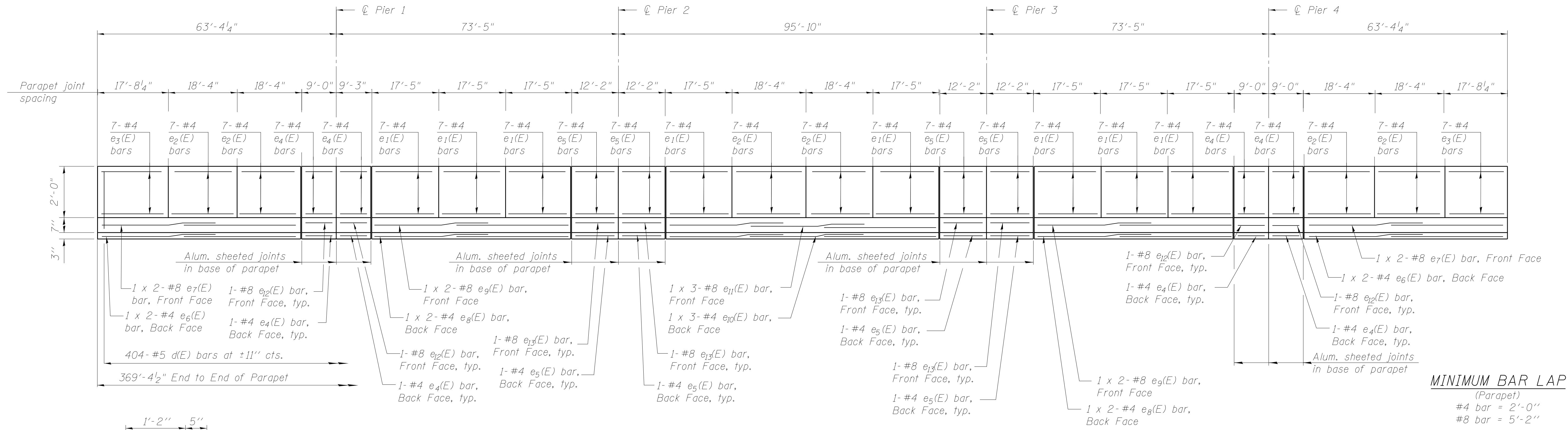
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE PLAN
 STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S20 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	59
CONTRACT NO. 66942				

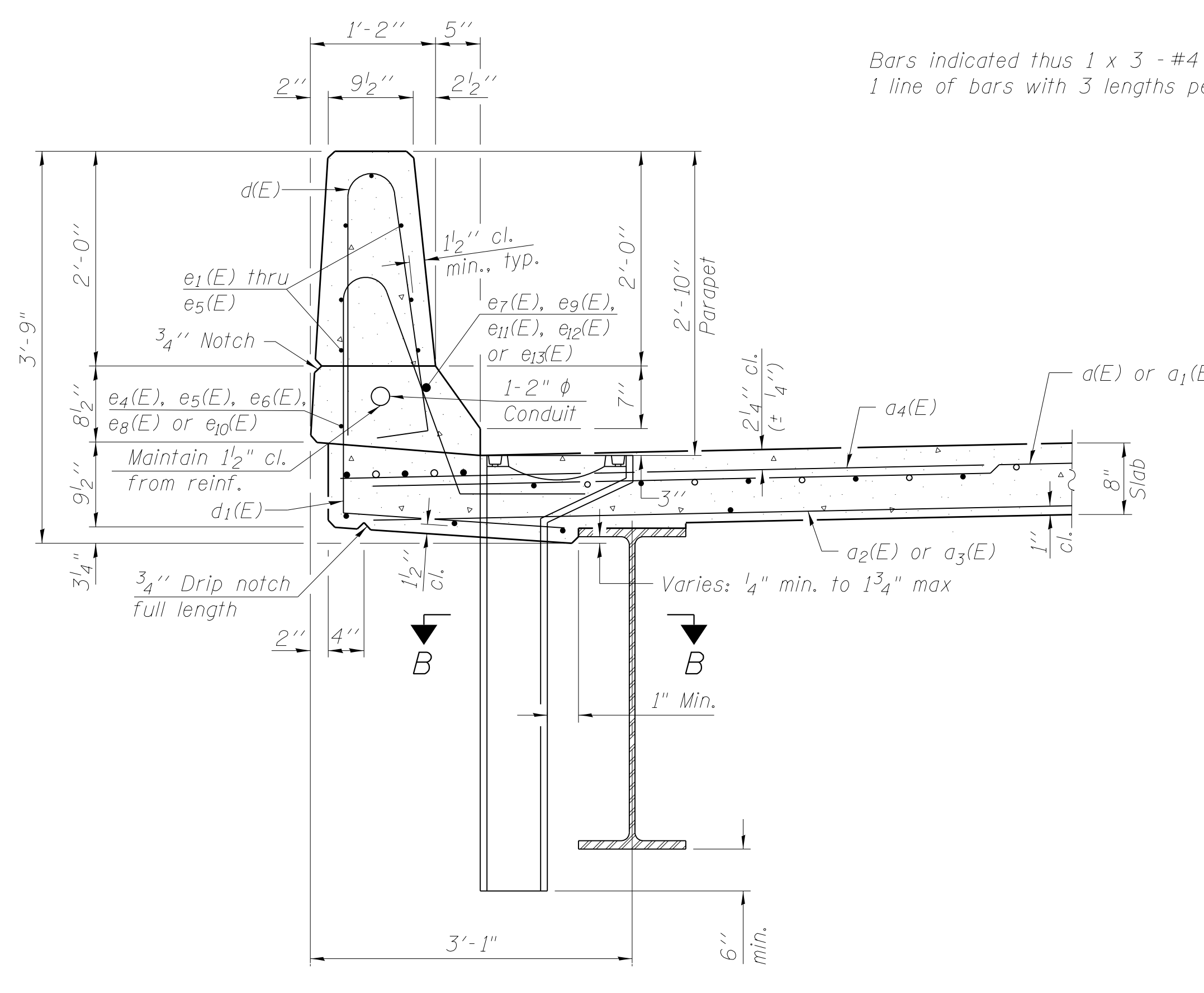
ILLINOIS FED. AID PROJECT



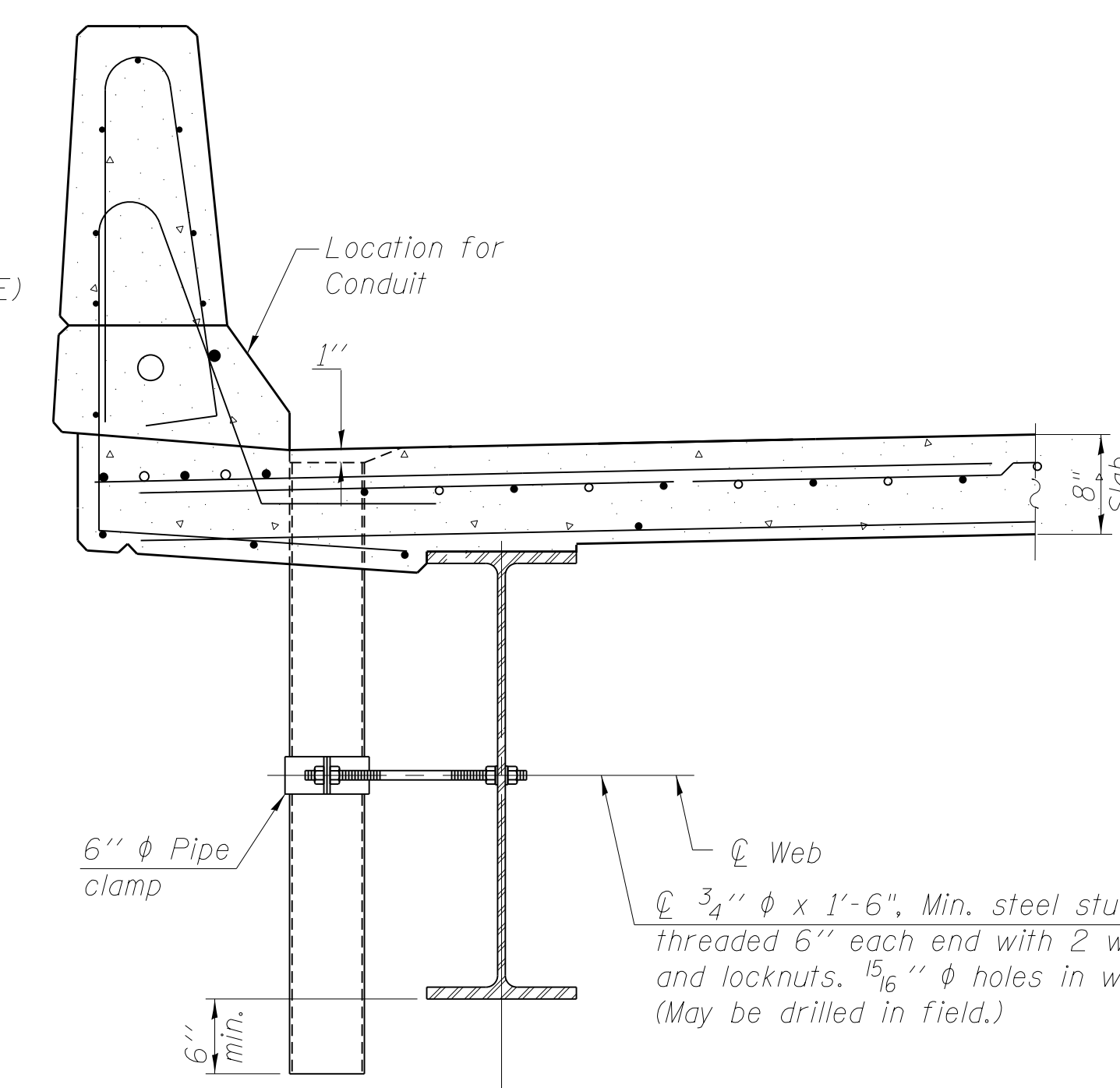
MINIMUM BAR LAP
 (Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"

Bars indicated thus 1 x 3 - #4 etc. indicates 1 line of bars with 3 lengths per line

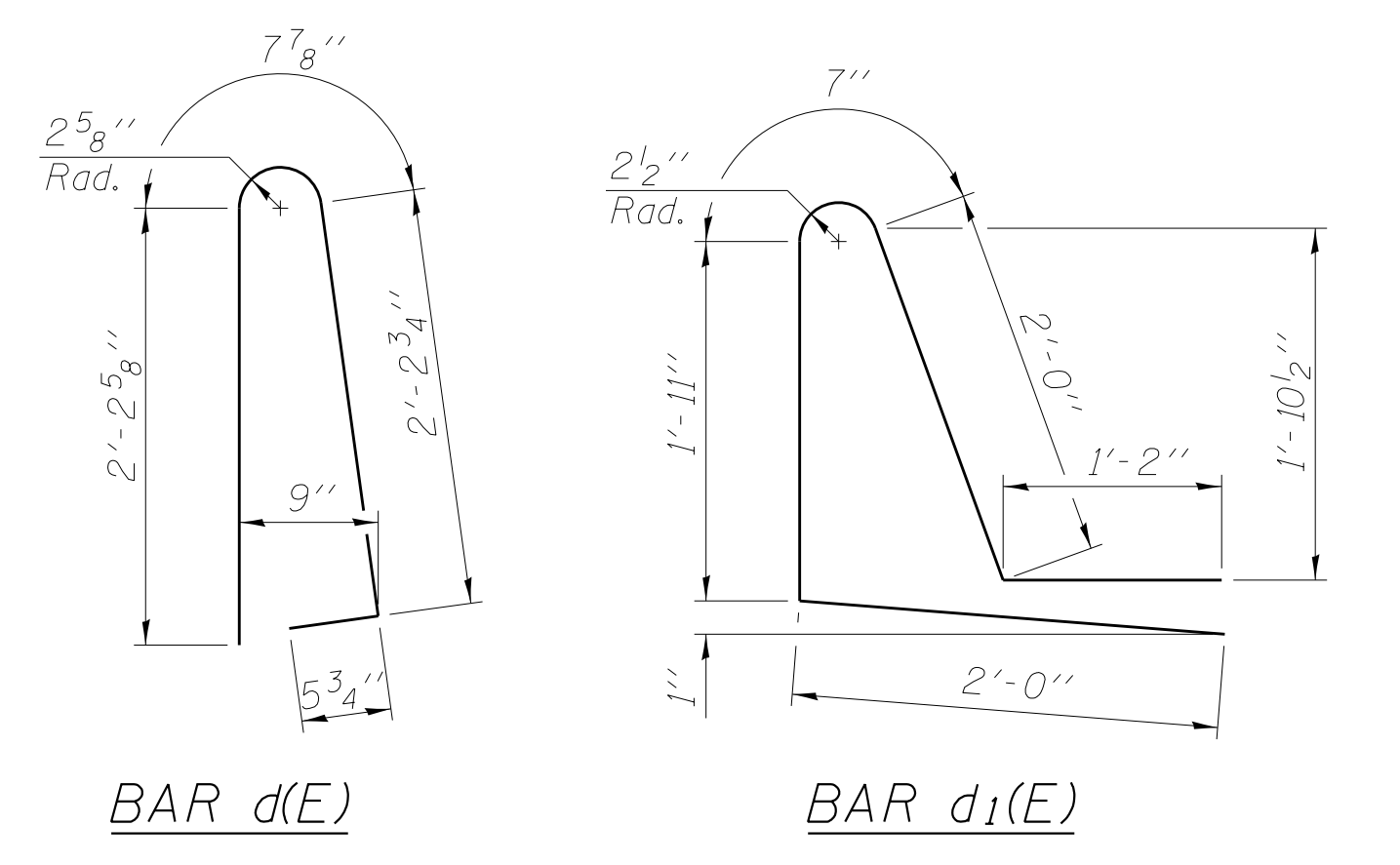
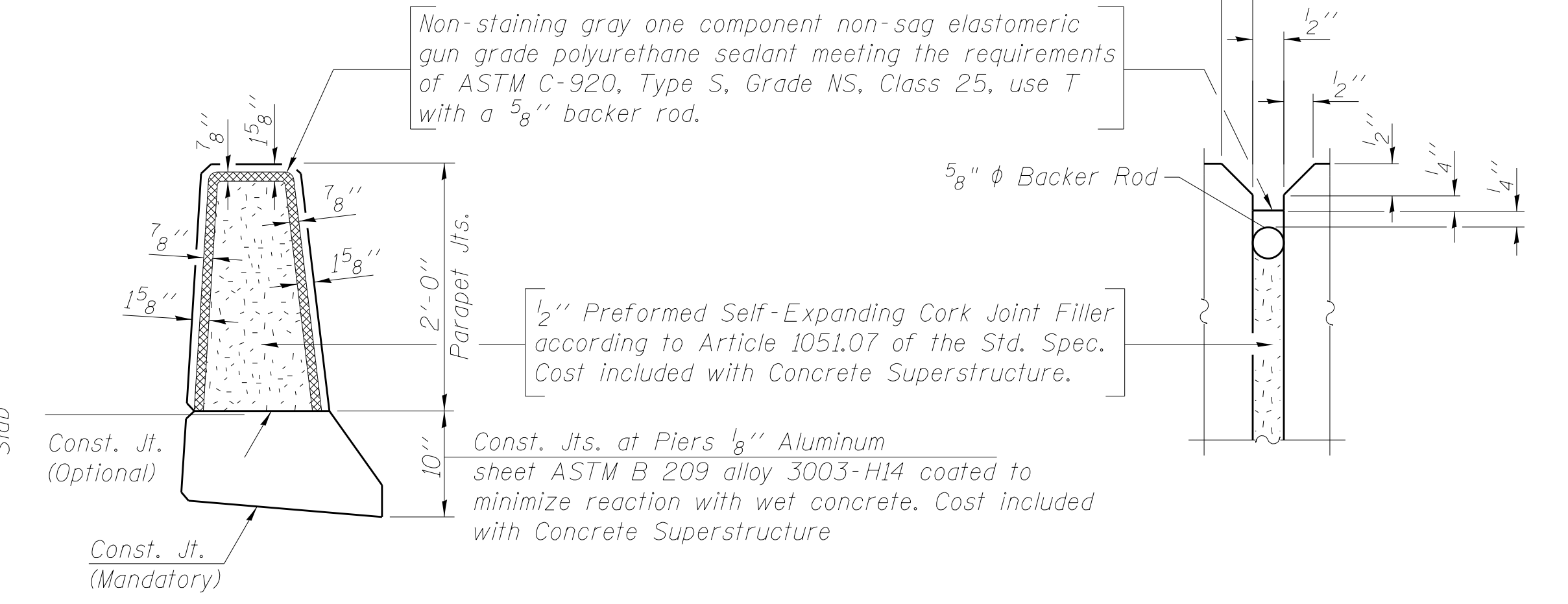
INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET



SECTION THRU PARAPET AT MIDSPAN SHOWING FLOOR DRAINS



BAR d(E)

BAR d1(E)

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S-I-D
 7-1-10

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

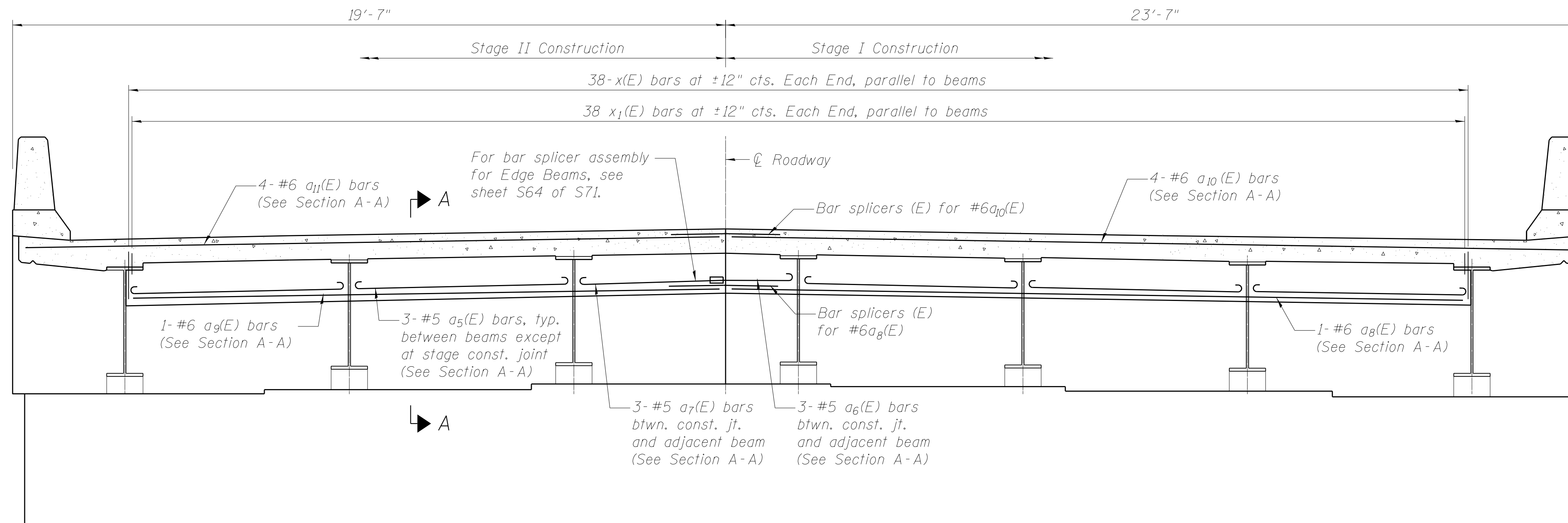
**SUPERSTRUCTURE DETAILS
 STRUCTURE NOS. 038 - 0013 & 0014**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	61
CONTRACT NO. 66942				

SHEET NO. S22 OF S71 SHEETS

ILLINOIS FED. AID PROJECT

**SUPERSTRUCTURE
BILL OF MATERIAL,
TWO STRUCTURES**

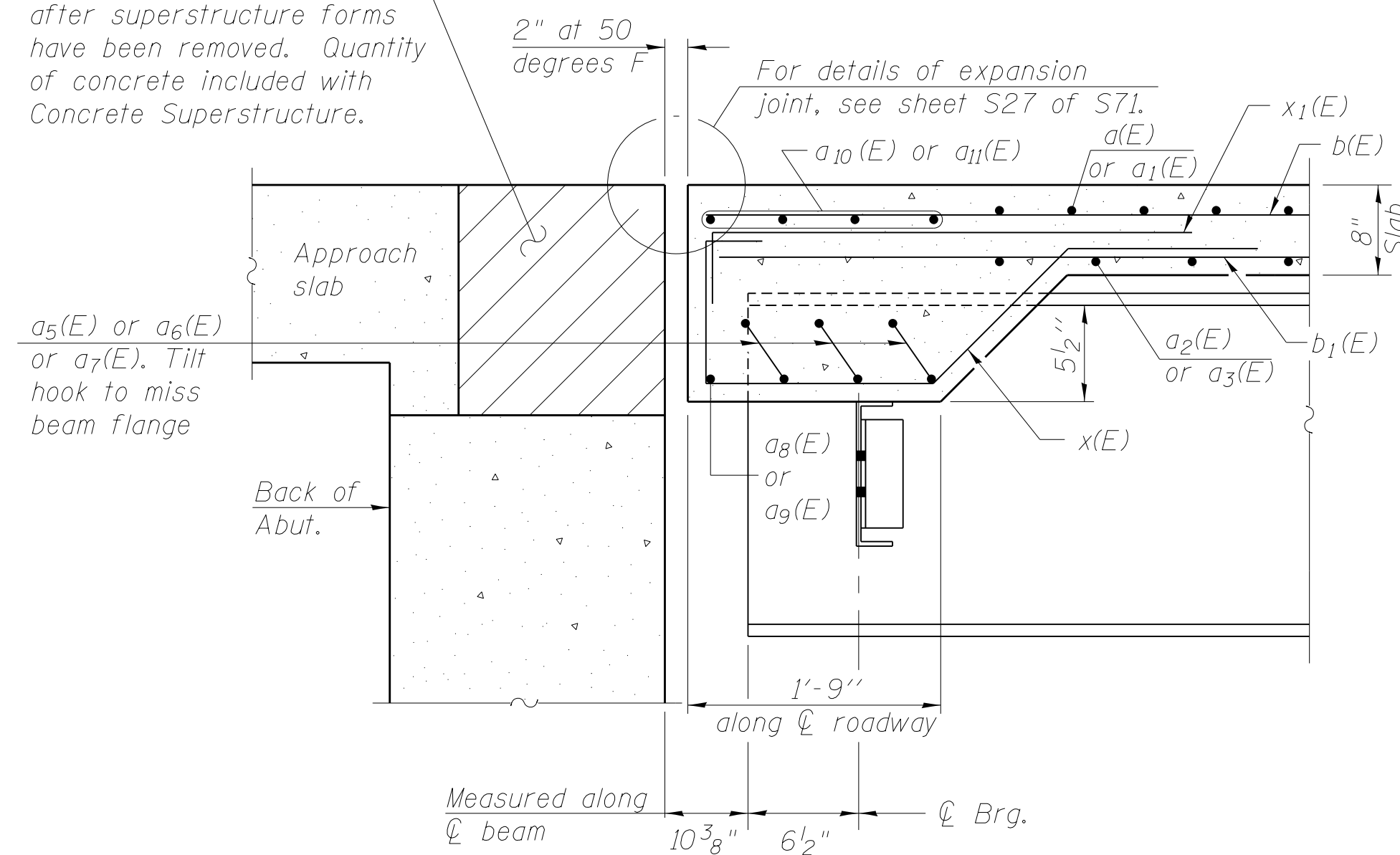


EDGE BEAM ELEVATION

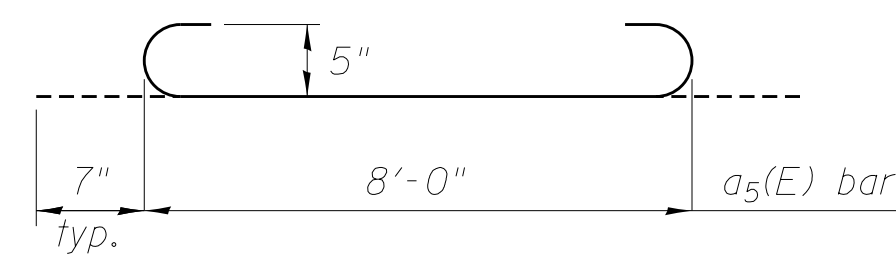
(East edge beam shown, looking north, west edge beam similar)

Note: a5(E), a6(E), a7(E), a8(E) and a11(E) bars are parallel to the abutments

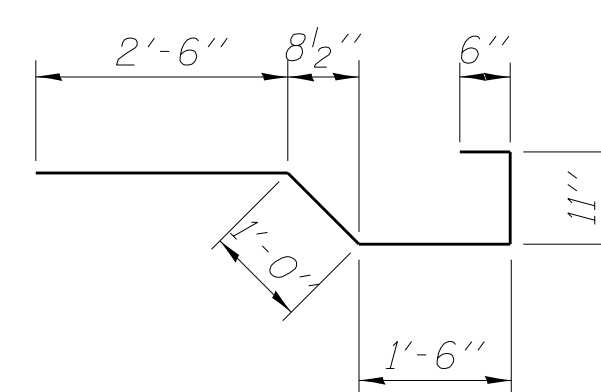
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.



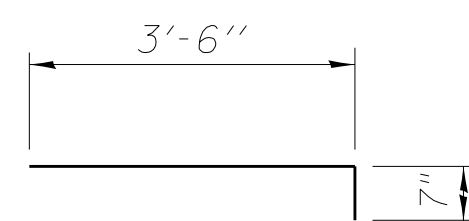
SECTION A-A



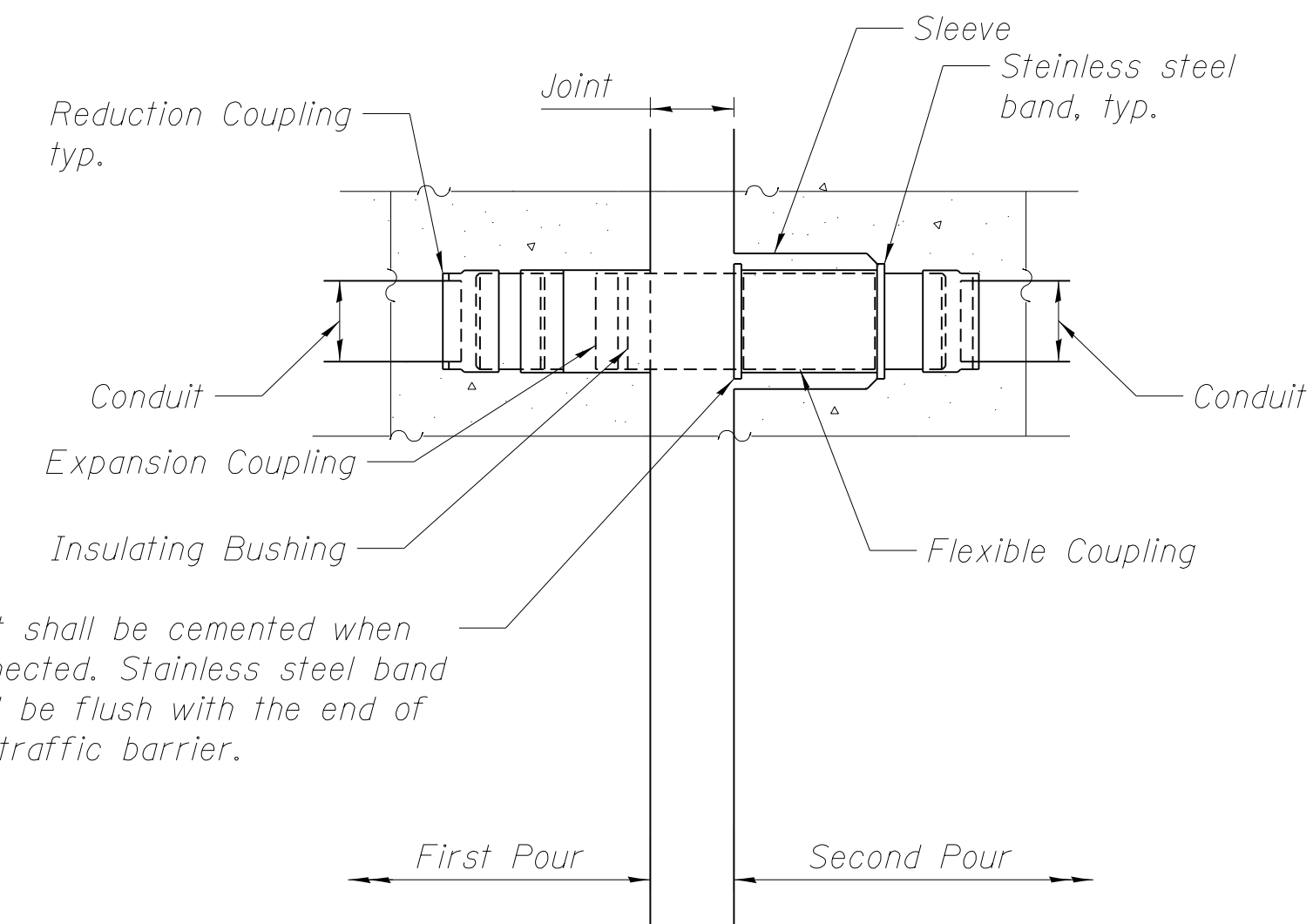
BAR a5(E)



BAR x(E)



BAR x1(E)



CONDUIT EXPANSION JOINT

Joint shall be cemented when connected. Stainless steel band shall be flush with the end of the traffic barrier.

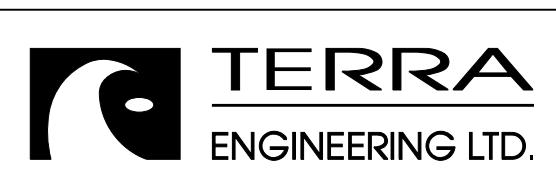
1. All materials (fitting, couplings, conduit, etc.), included with Conduit Embedded in Structure, 2" Dia. PVC.
2. All couplings shall be watertight.
3. Expansion assembly shall be installed in all expansion joints unless otherwise shown or as directed by the Engineer. Expansion couplings shall have a total minimum movement of 5" or the movement capacity of the structural joint, whichever is greater.
4. Expansion coupling types shall be approved by the Engineer.
5. Conduit expansion joints shall be installed at all locations where conduit goes through an expansion joint.

Bar	No.	Size	Length	Shape
a(E)	1364	#5	23'-1"	—
a1(E)	1364	#5	19'-1"	—
a2(E)	888	#5	22'-8"	—
a3(E)	888	#5	18'-8"	—
a4(E)	2724	#6	6'-6"	—
a5(E)	60	#5	9'-2"	—
a6(E)	12	#5	3'-1"	—
a7(E)	12	#5	6'-1"	—
a8(E)	4	#6	27'-0"	—
a9(E)	4	#6	21'-8"	—
a10(E)	16	#6	30'-11"	—
a11(E)	16	#6	25'-7"	—
a20(E)	64	#5	1'-6"	—
b(E)	1288	#5	28'-10"	—
b1(E)	168	#6	39'-0"	—
b2(E)	168	#6	53'-0"	—
b3(E)	1568	#5	25'-5"	—
d(E)	1616	#5	5'-7"	—
d1(E)	1616	#5	7'-8"	—
e1(E)	224	#4	17'-1"	—
e2(E)	168	#4	18'-0"	—
e3(E)	56	#4	17'-5"	—
e4(E)	128	#4	8'-8"	—
e5(E)	128	#4	11'-10"	—
e6(E)	16	#4	28'-1"	—
e7(E)	16	#8	29'-8"	—
e8(E)	16	#4	27'-0"	—
e9(E)	16	#8	28'-7"	—
e10(E)	12	#4	25'-1"	—
e11(E)	12	#8	27'-2"	—
e12(E)	16	#8	8'-8"	—
e13(E)	16	#8	11'-10"	—
v(E)	172	#5	2'-10"	—
x(E)	152	#5	6'-5"	—
x1(E)	152	#5	4'-1"	—

Item	Unit	Quantity
Reinforcement Bars, Epoxy Coated	Pound	267,340
Concrete Superstructure	Cu. Yd.	981.0
Conduit Embedded in Structure, 2" Dia PVC	Foot	748
Floor Drains	Each	20
Bridge Deck Grooving	Sq. Yd.	3696
Protective Coat	Sq. Yd.	4472

Bars indicated thus 1 x 14 - #5 etc. indicates 1 line of bars with 14 lengths per line.

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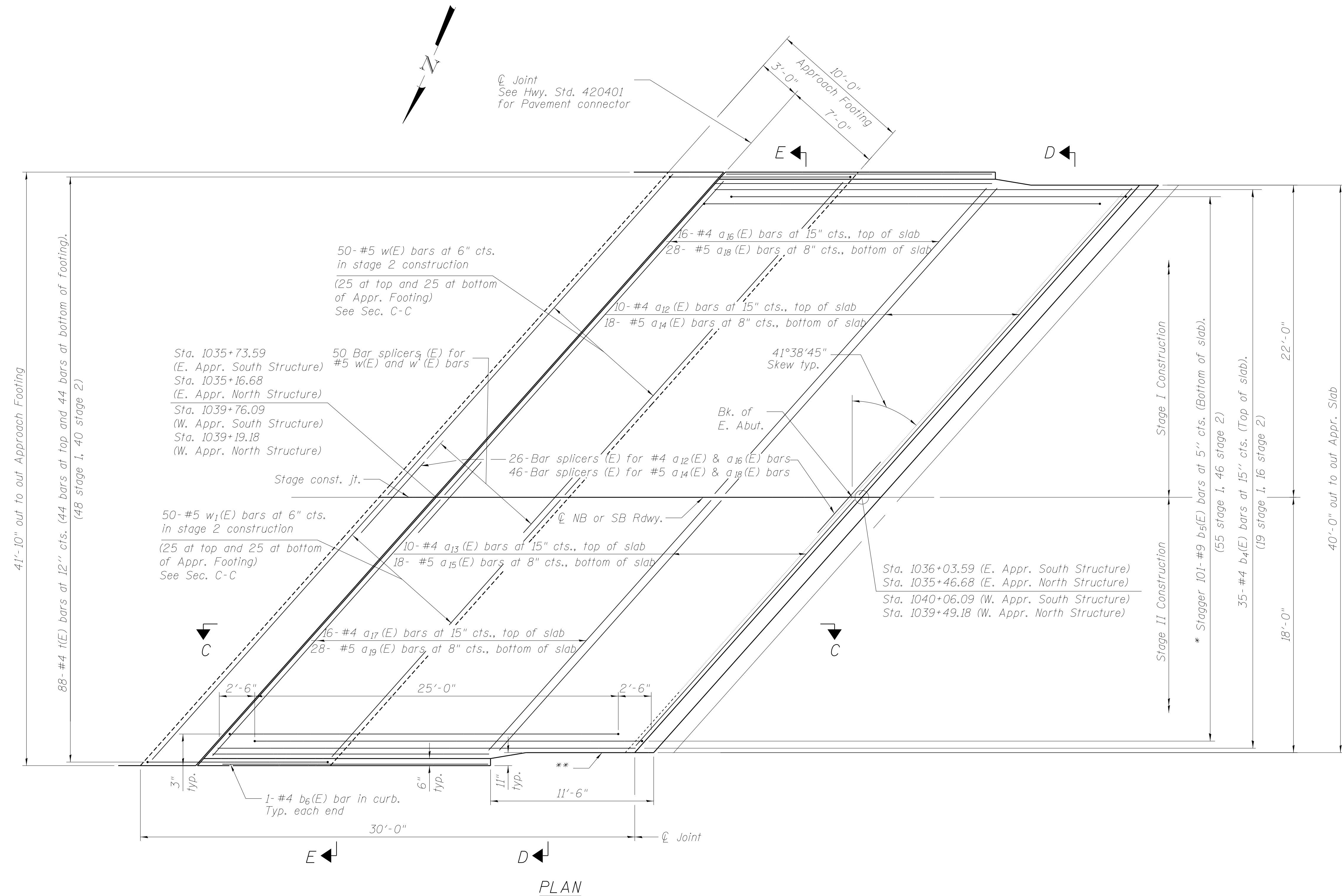
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS 2
STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S23 OF S71 SHEETS

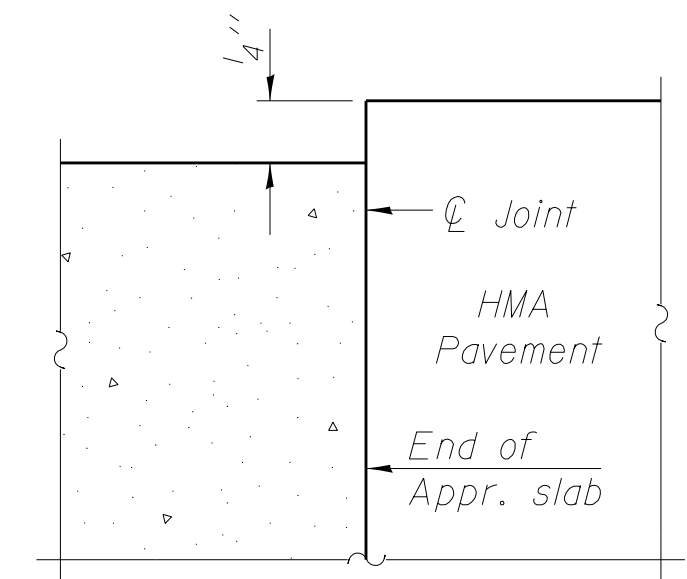
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	62
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

Notes:
See sheet S26 of S71 for Sections C-C & D-D.
a3(E) and a4(E) bar spacings measured along \varnothing Rdwy.



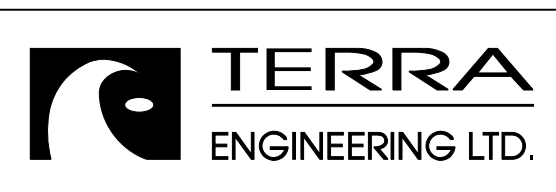
(South Structure E. Appr. Slab, W. Appr. Opposite)
(North Structure E. Appr. Slab Similar, W. Appr. Opposite)

* Tilt #9 b₅(E) bars as required to maintain clearance.
** Preformed Flexible Foam Expansion Joint Filler in accordance with Article 1051.09 of the Std. Specifications; full depth of slab, full length of parapet. Typ. each parapet.



FLEXIBLE PAVEMENT
DETAIL A

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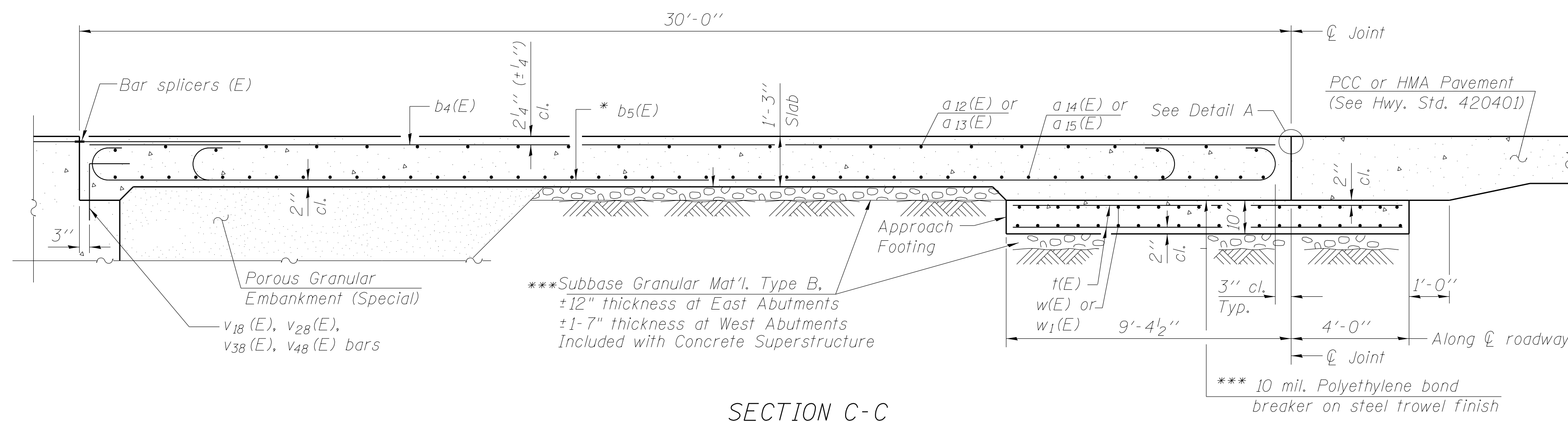
STATE OF ILLINOIS
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BRIDGE APPROACH SLAB DETAILS
STRUCTURE NOS. 038 - 0013 & 0014

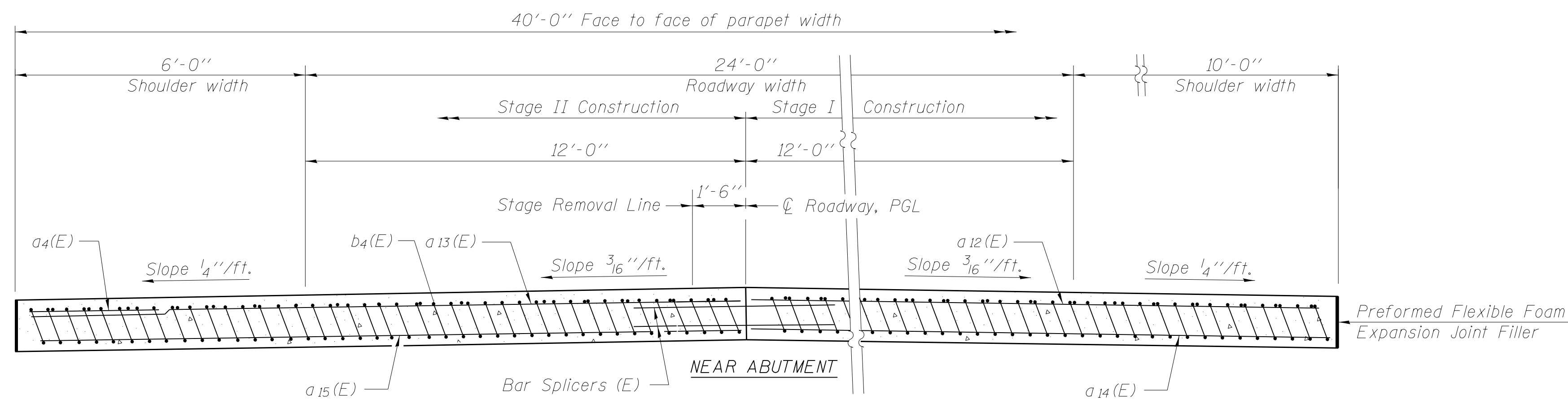
SHEET NO. S25 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	64
CONTRACT NO. 66942				

ILLINOIS FED. AID PROJECT

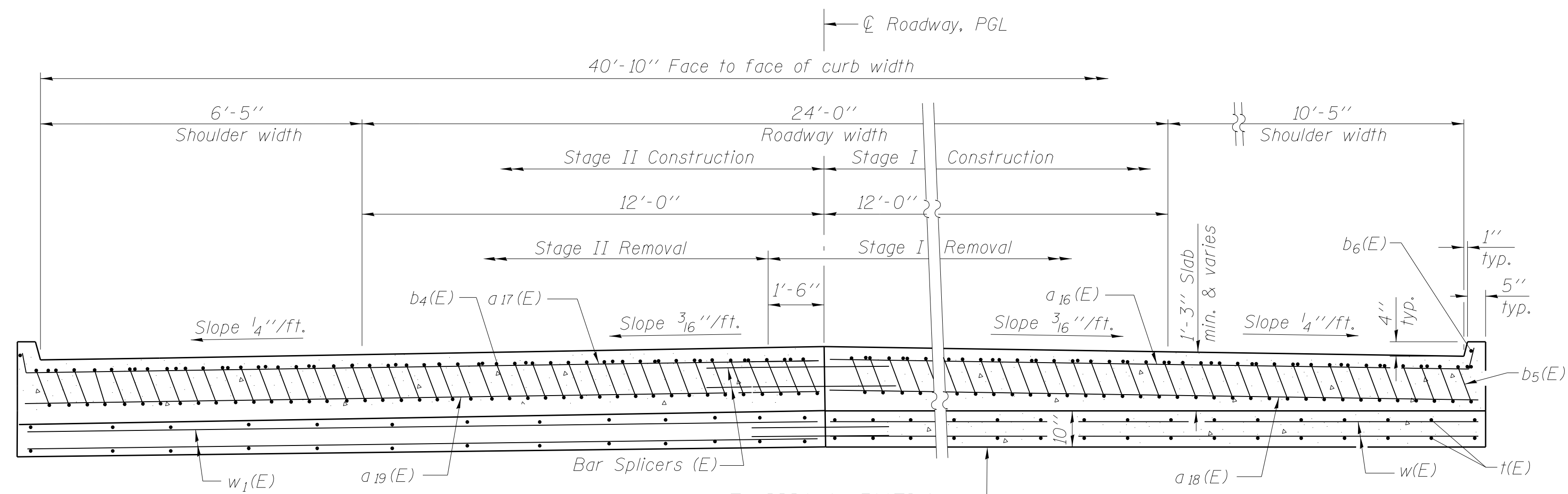


SECTION C-C



SECTION D-D

(See Plan for dimensions not shown)



AT APPROACH FOOTING

SECTION E-E

(See Plan for dimensions not shown)

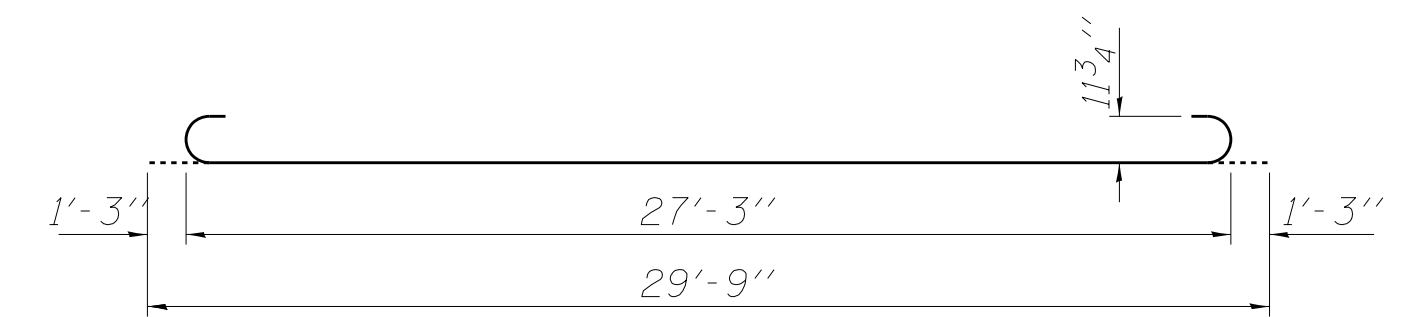
Elev. 691.91 (N.B. W. Appr.)
 Elev. 690.88 (N.B. E. Appr.)
 Elev. 692.16 (S.B. W. Appr.)
 Elev. 690.24 (S.B. E. Appr.)
 (Level out to out)

Notes:

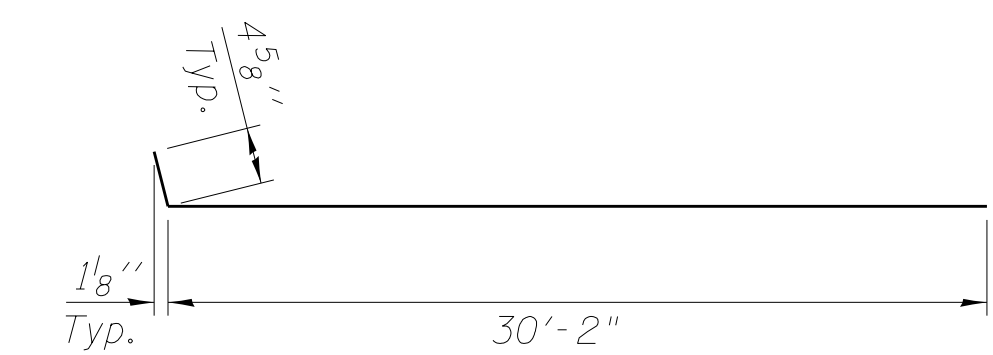
See sheet S25 of S71 for Detail A.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v₁₈(E), v₂₈(E), v₃₈(E), and v₄₈(E) bar details, see sheets S36, S39, S42, and S45 of S71.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet S64 of S71.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet S02 of S71.

* Tilt #9 b₅(E) bars as required to maintain clearance.

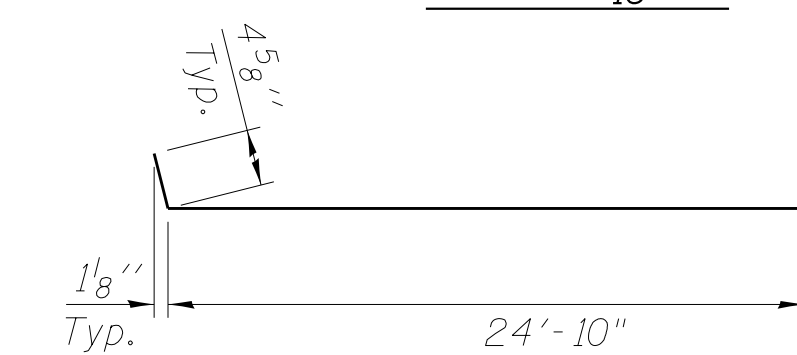
*** Cost included with Concrete Superstructure.



BAR b₅(E)



BAR a₁₆(E)

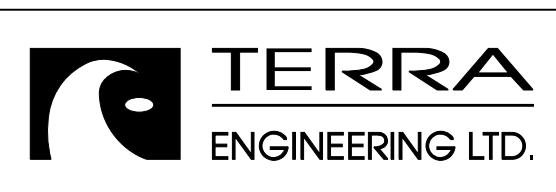


BAR a₁₇(E)

FOUR APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁₂ (E)	40	#4	29'-1"	—
a ₁₃ (E)	40	#4	23'-9"	—
a ₁₄ (E)	72	#5	29'-1"	—
a ₁₅ (E)	72	#5	23'-9"	—
a ₁₆ (E)	64	#4	30'-7"	—
a ₁₇ (E)	64	#4	25'-3"	—
a ₁₈ (E)	112	#5	30'-4"	—
a ₁₉ (E)	112	#5	25'-0"	—
b ₄ (E)	140	#4	29'-8"	—
b ₅ (E)	404	#9	29'-9"	—
b ₆ (E)	8	#4	18'-2"	—
t(E)	352	#4	13'-1"	—
w(E)	200	#5	30'-4"	—
w ₁ (E)	200	#5	25'-0"	—
Concrete Superstructure		Cu. Yd.	242.0	
Concrete Structures		Cu. Yd.	69.0	
Reinforcement Bars, Epoxy Coated		Pound	72,580	

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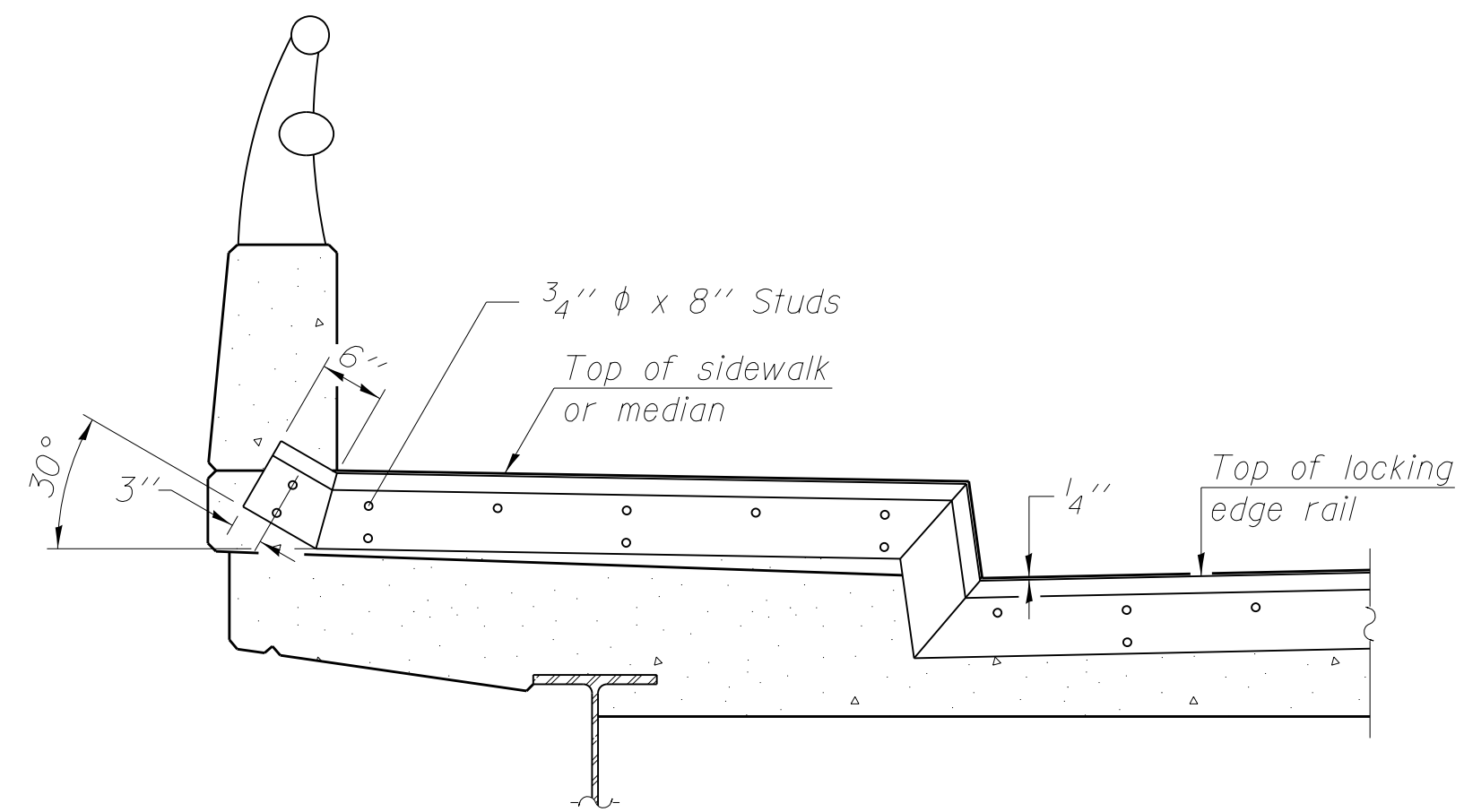
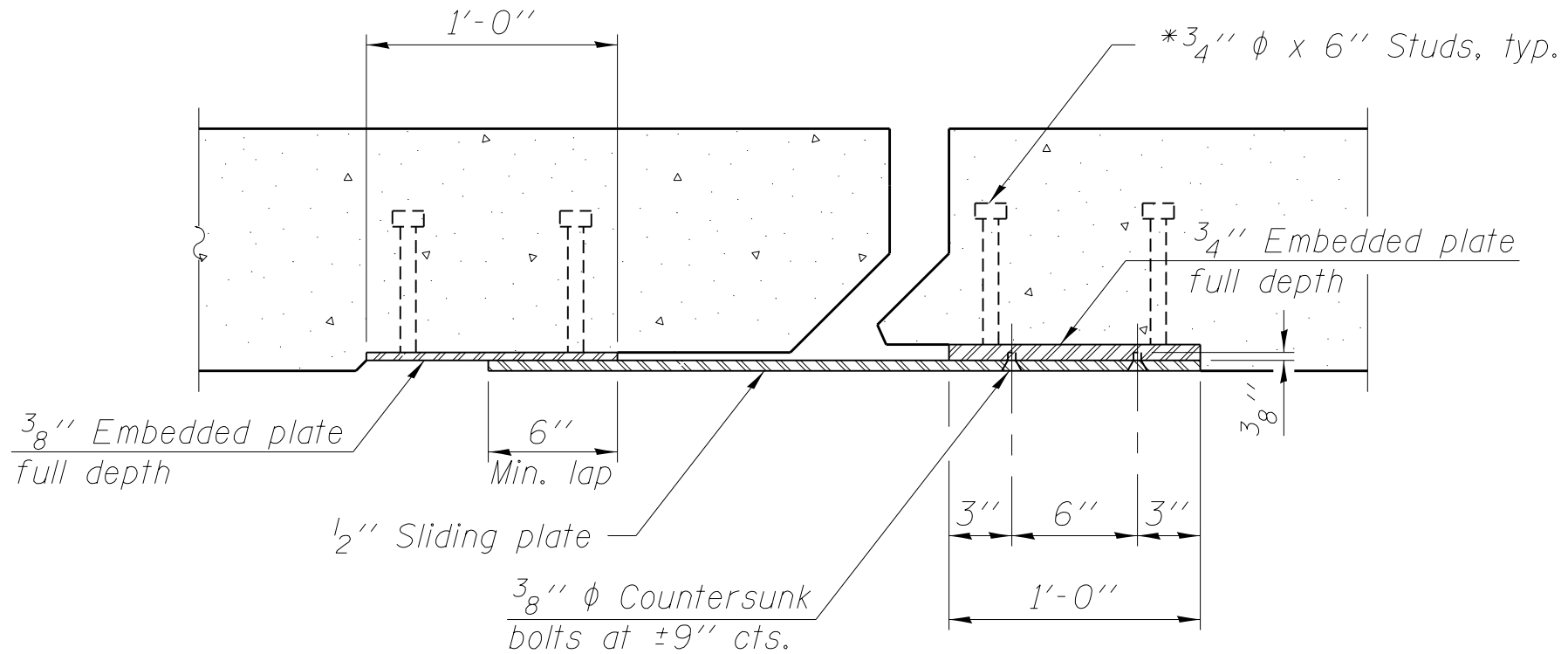
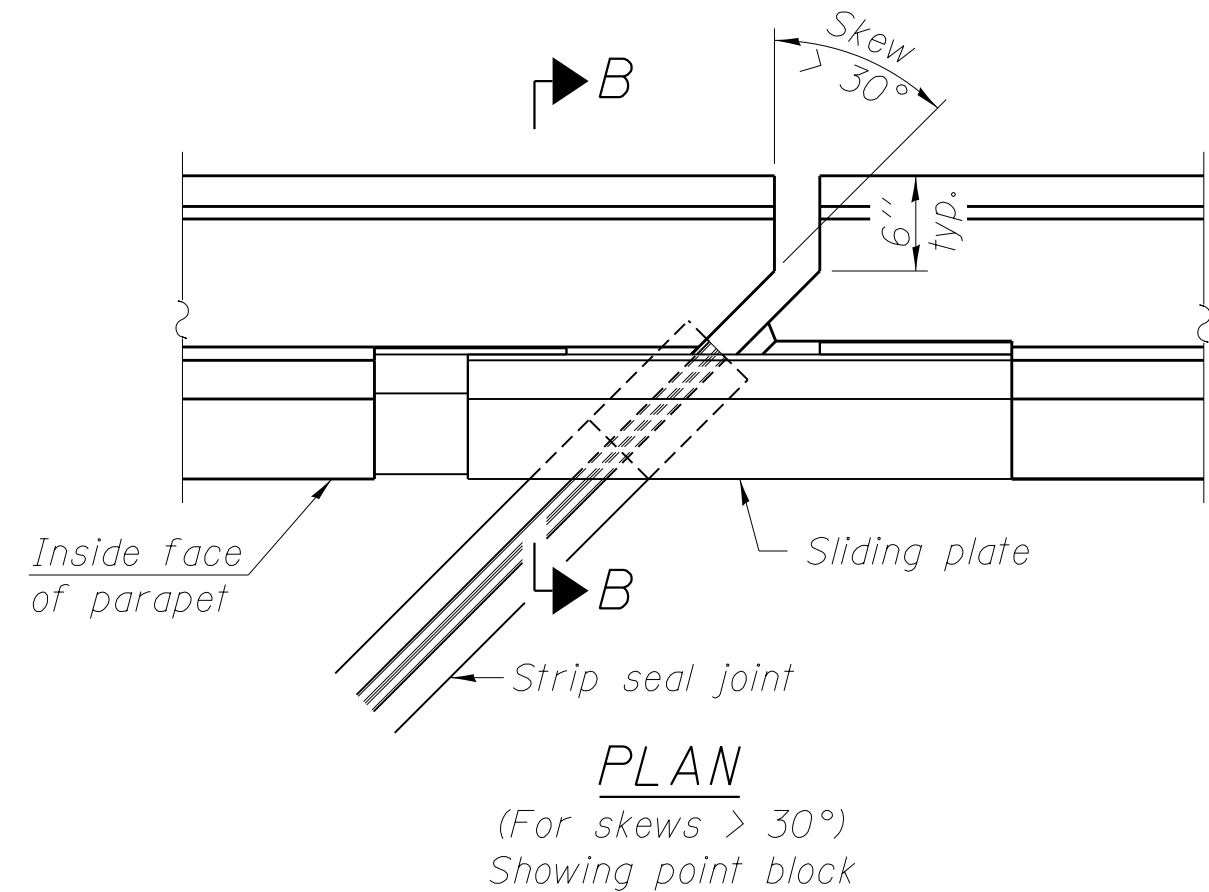
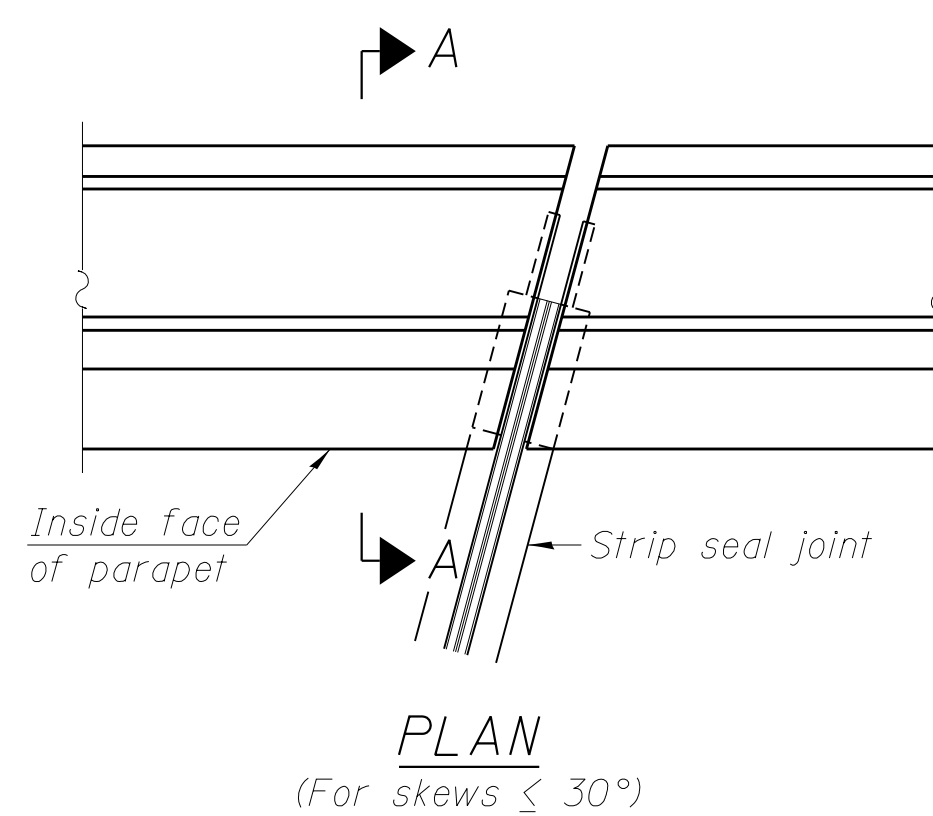
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PLOT DATE	CHECKED - JB	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NOS. 038 - 0013 & 0014

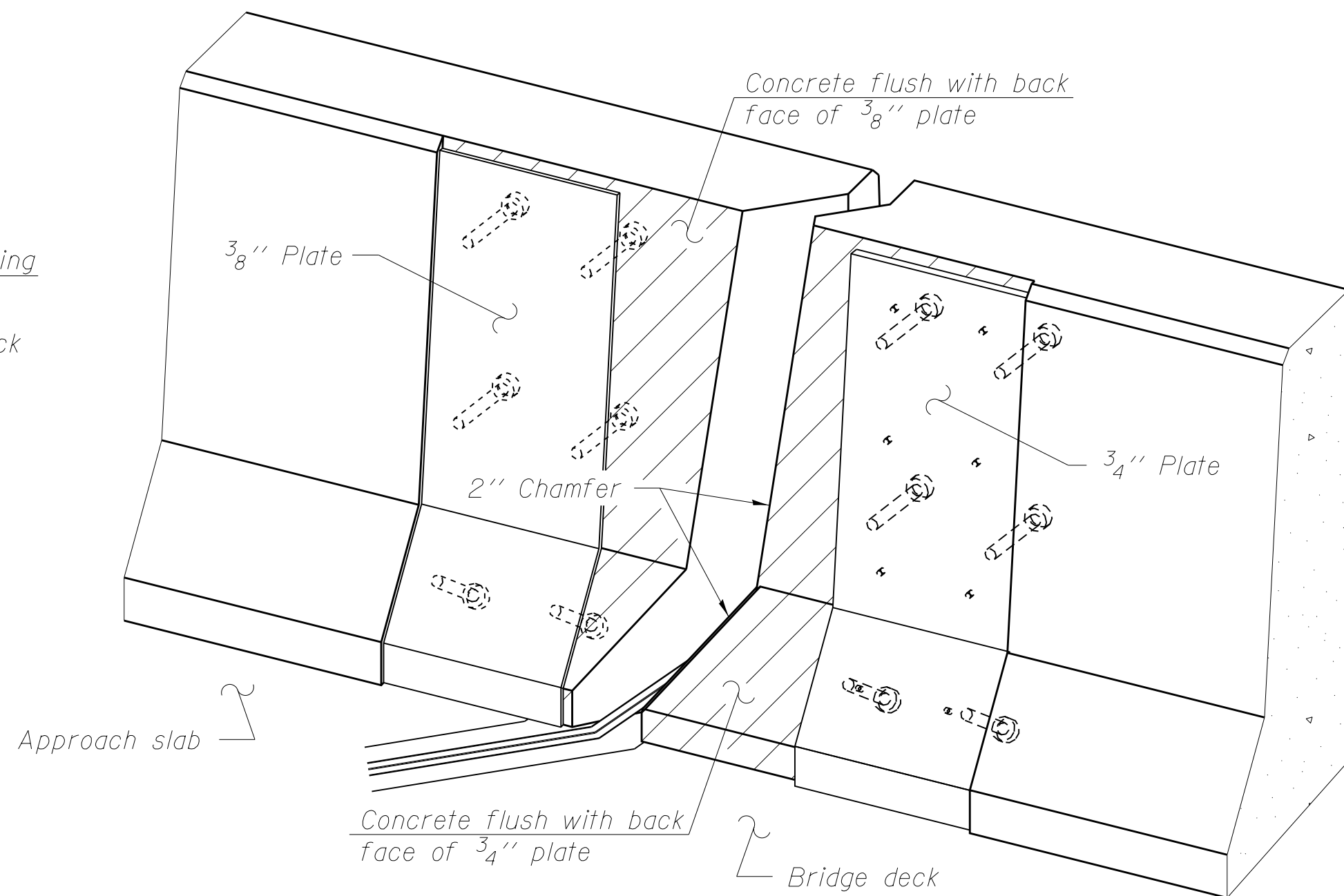
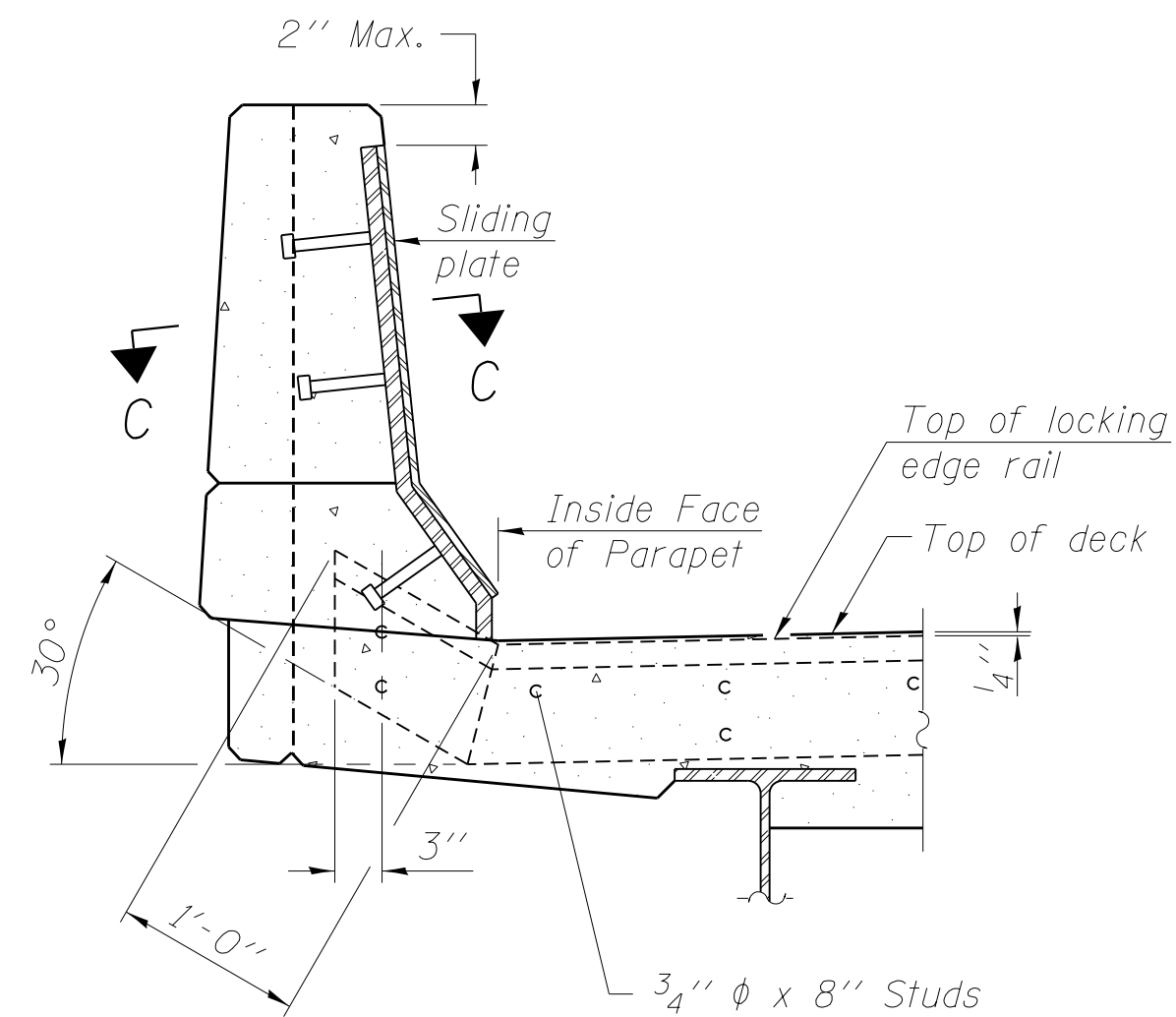
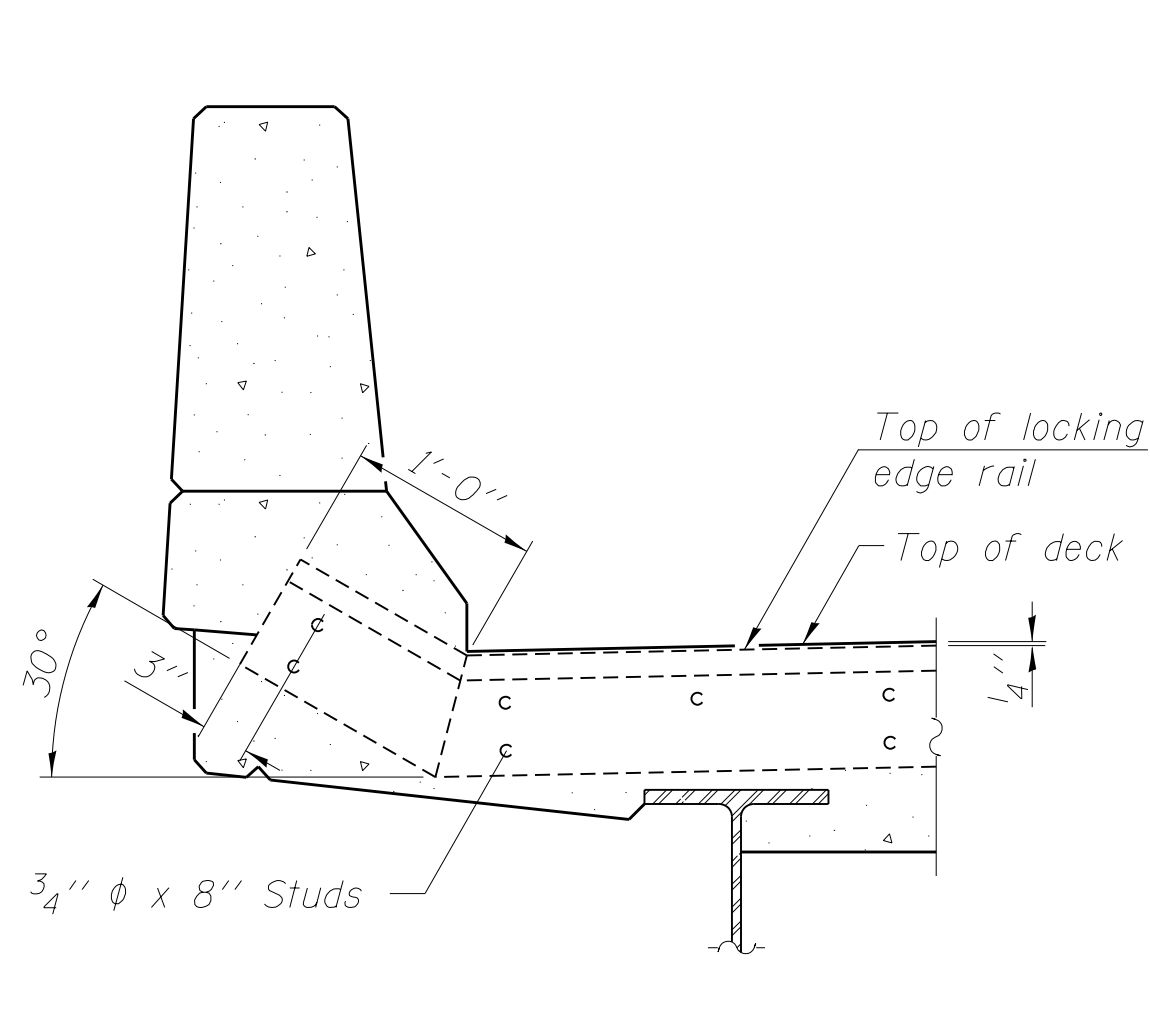
SHEET NO. S26 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	65
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



TYPICAL END TREATMENT
AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". 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 conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

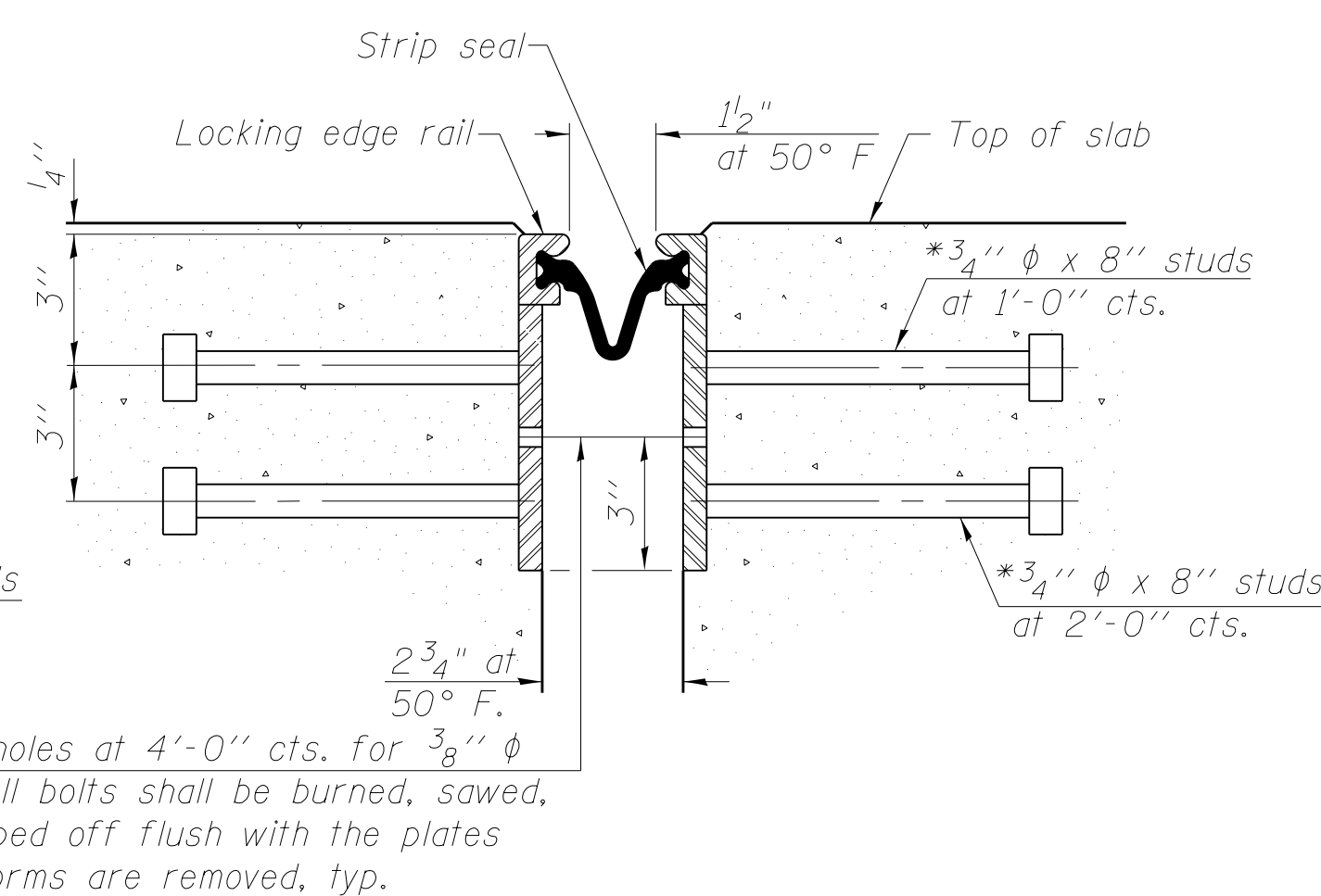
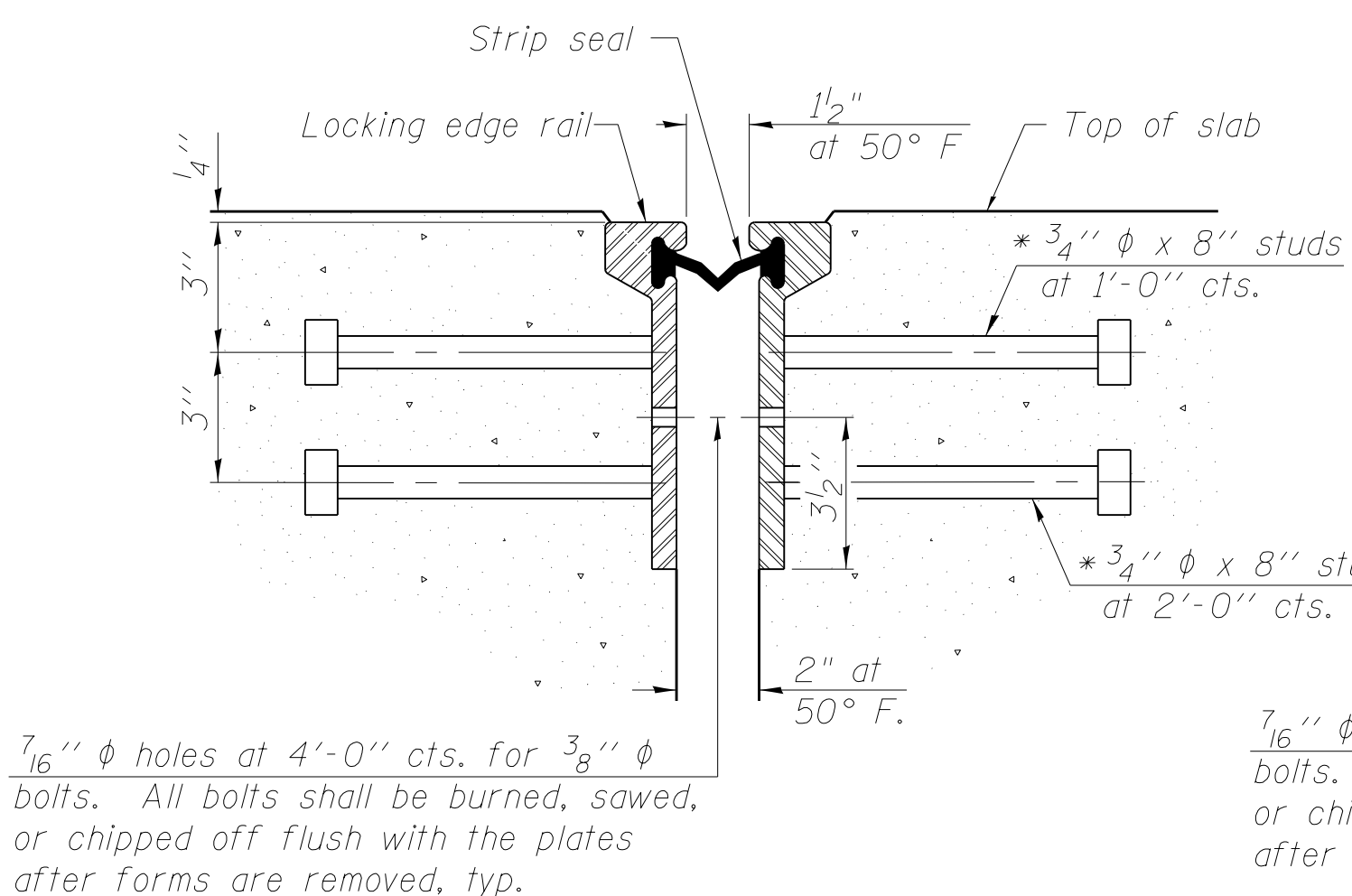
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

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

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



ROLLED
EXTRUDED RAIL

WELDED RAIL

LOCKING EDGE
RAIL SPLICE

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

Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

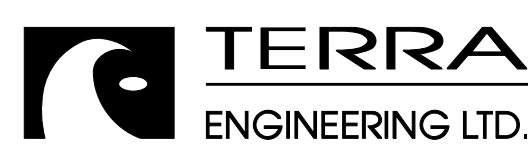
BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	232

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

EJ-SSJ

7-1-10



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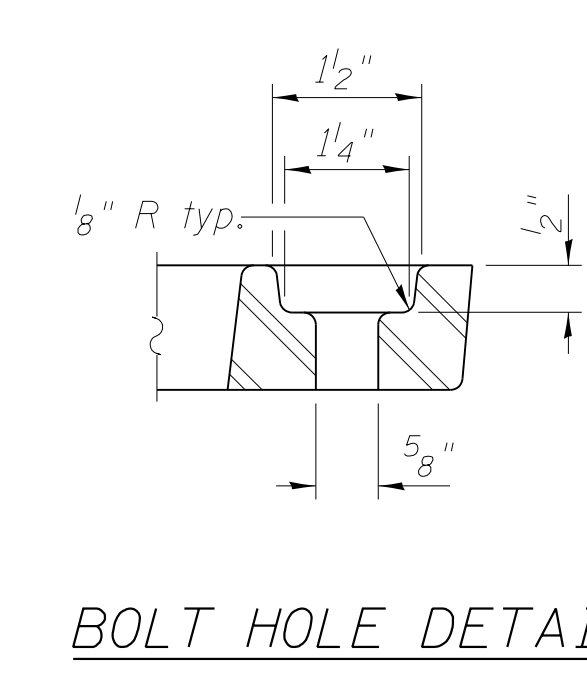
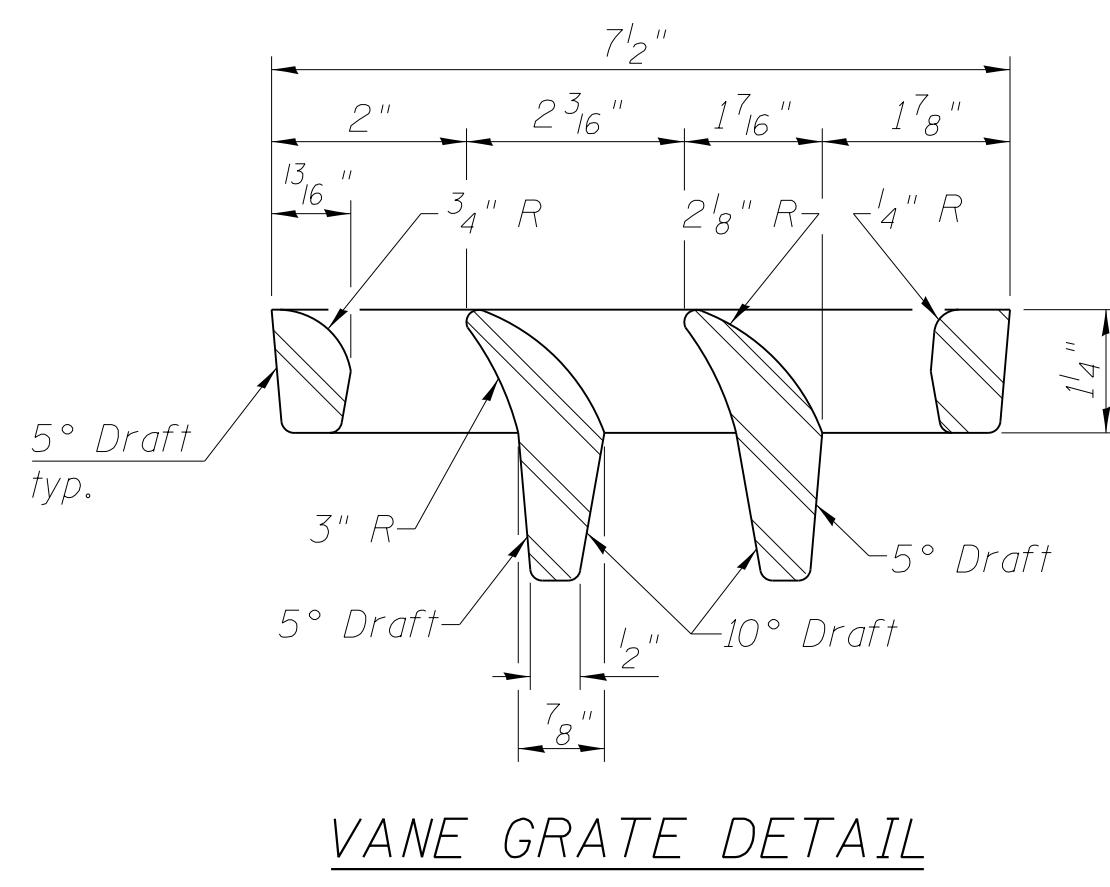
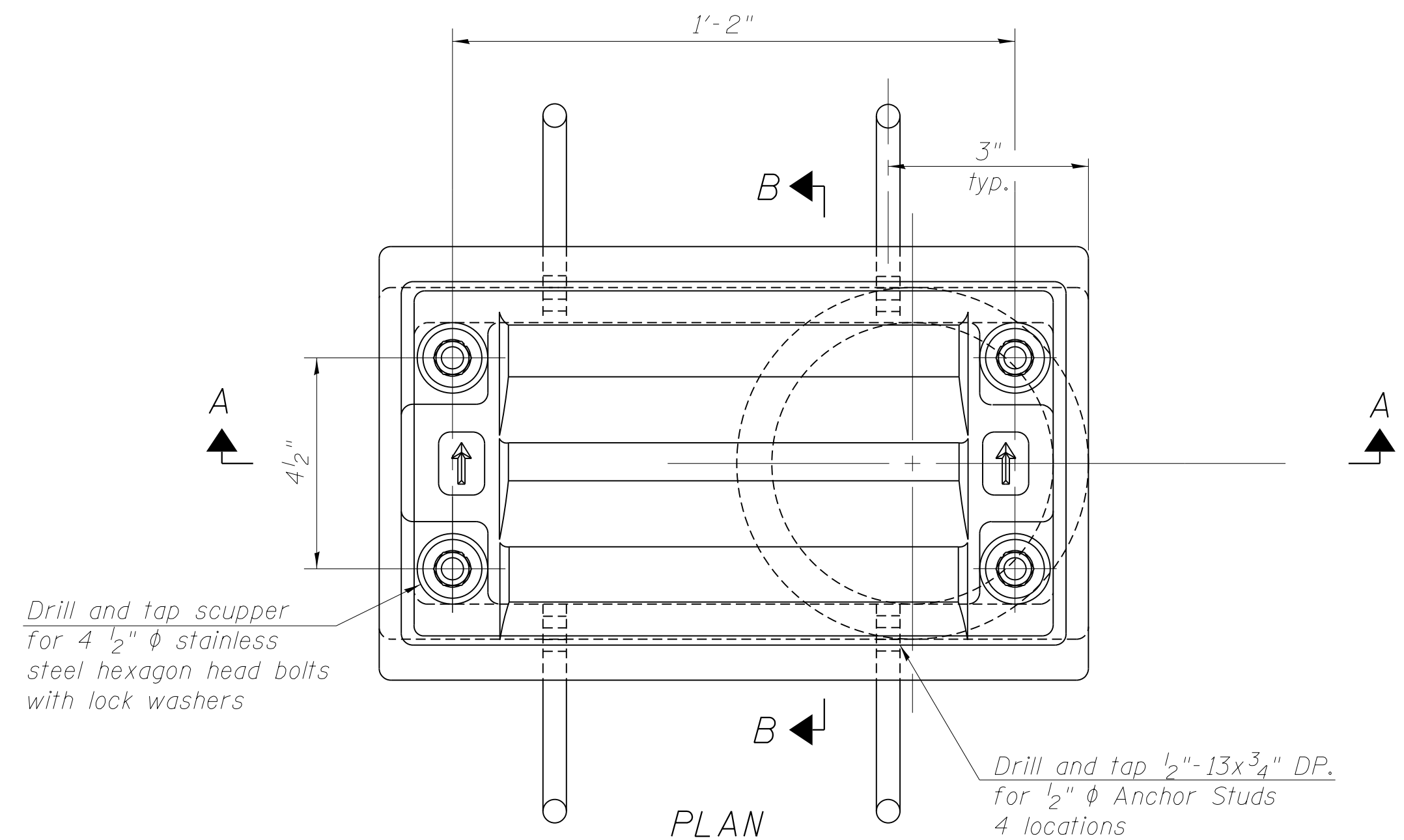
STATE OF ILLINOIS
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PREFORMED JOINT STRIP SEAL
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S27 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	66
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

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Notes:

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

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

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

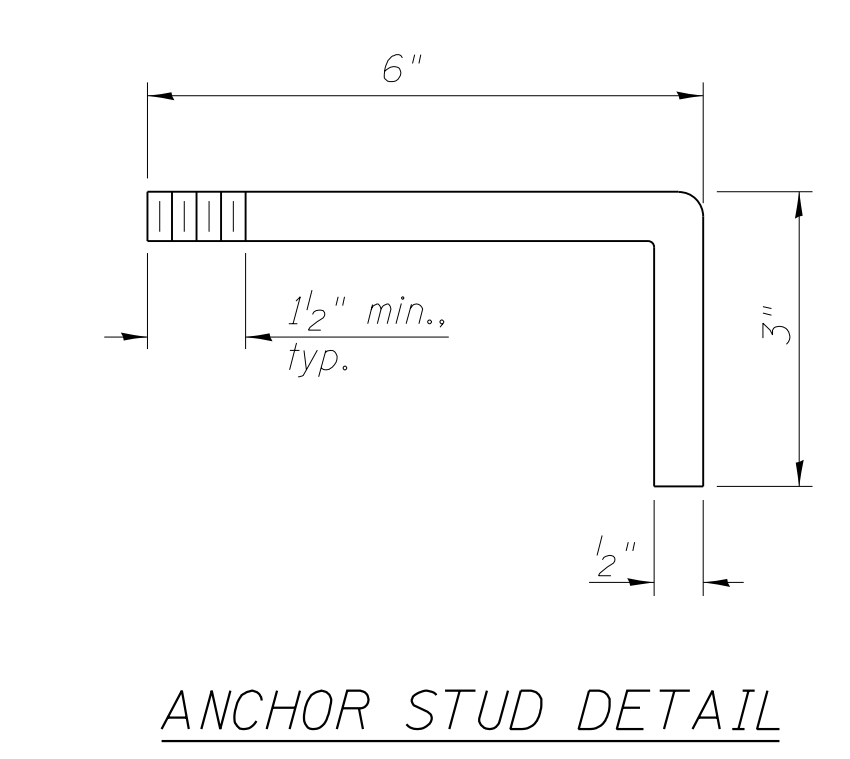
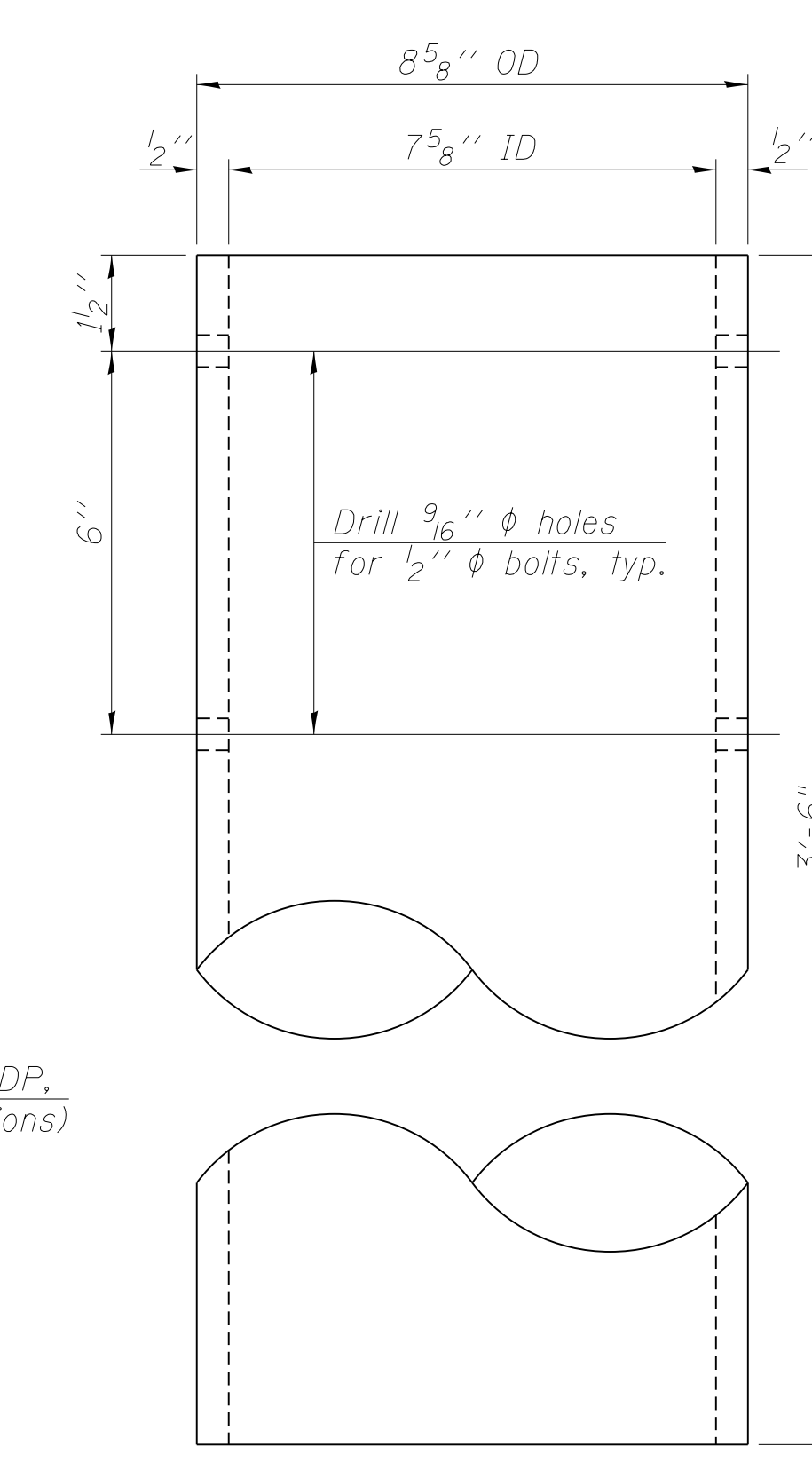
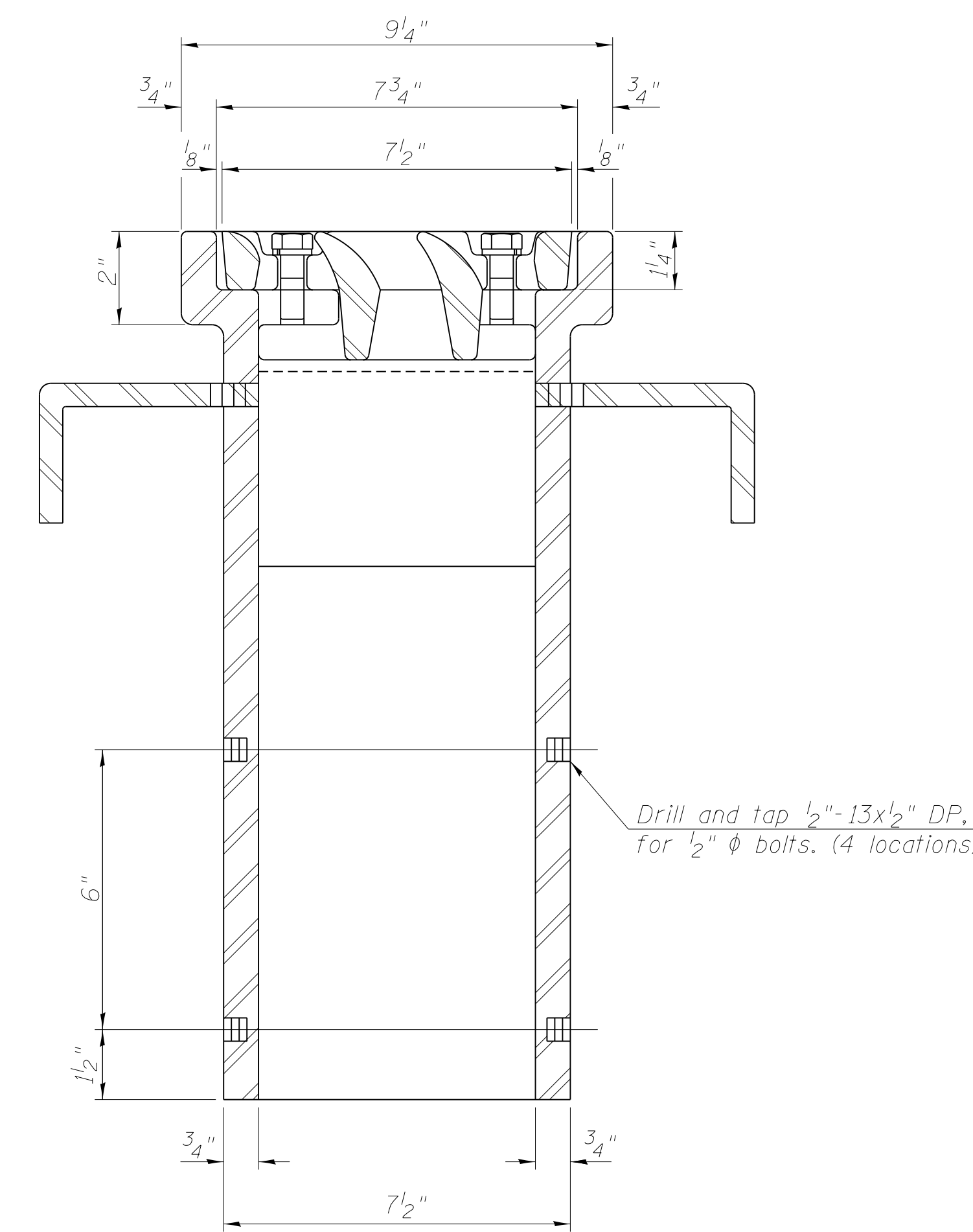
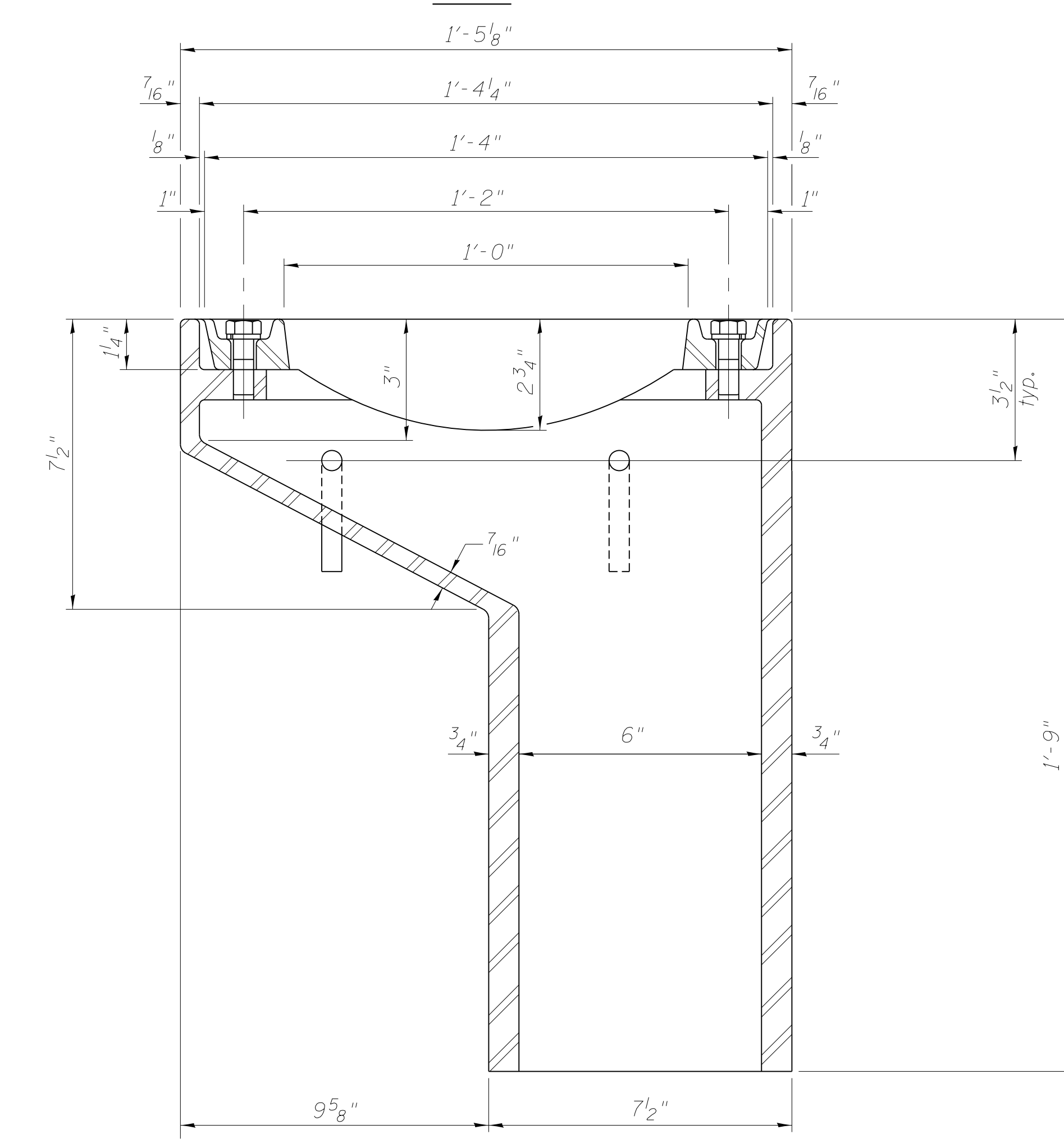
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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

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

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



See sheet S22 of S71 for scupper location relative to parapet.

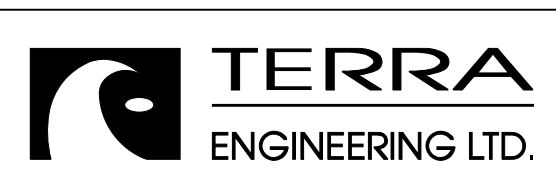
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	8

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DS-11

7-1-10



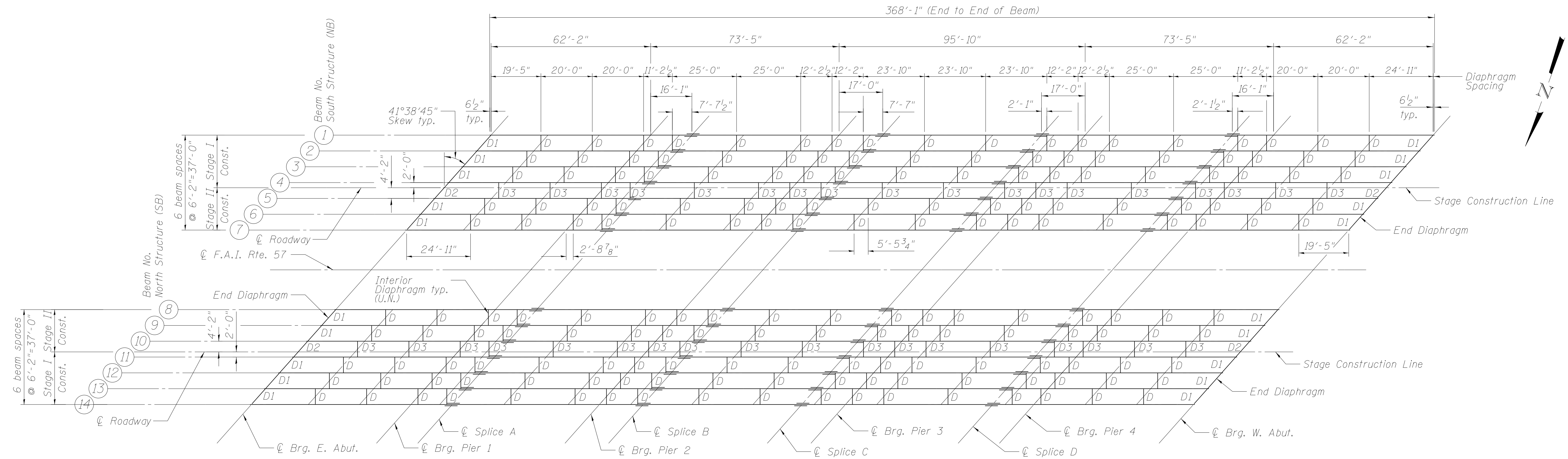
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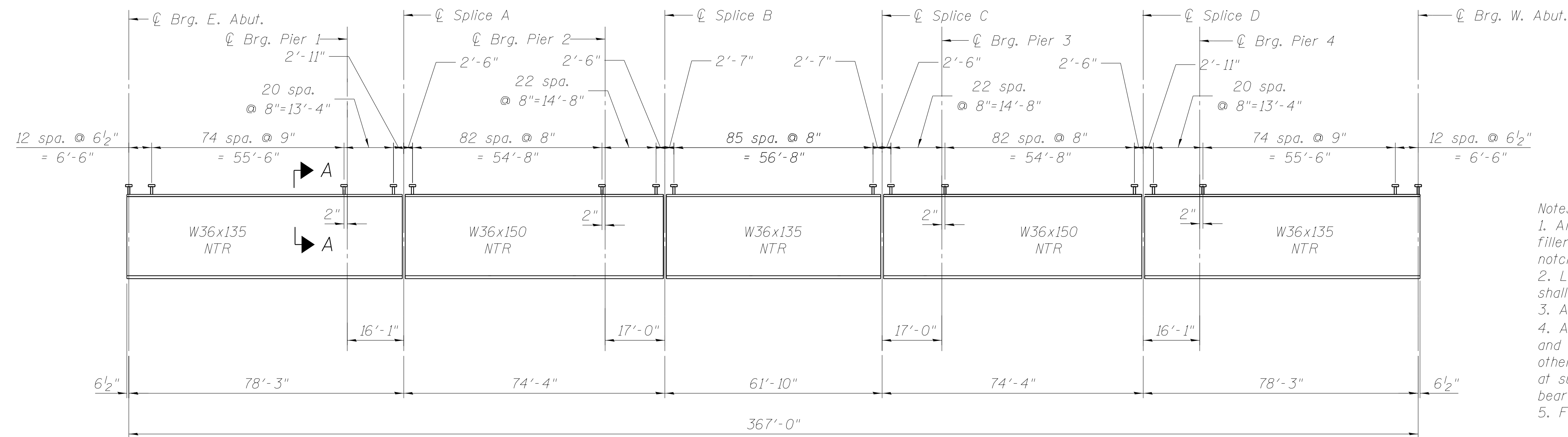
DRAINAGE SCUPPER, DS-11
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S28 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	67
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



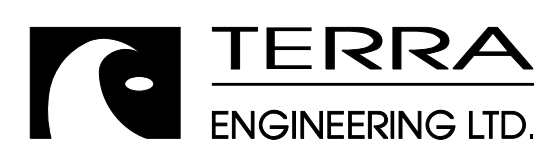
FRAMING PLAN



BEAM ELEVATION

- Notes:
1. All flange and web splice plates, except filler plates, shall be M270 Grade 50 and meet notch toughness requirements.
 2. Load carrying components designated "NTR" shall conform to the impact testing requirements, Zone 2.
 3. All wide flange beams shall be M270 Grade 50.
 4. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 5. For Section A-A see sheet S30 of S71.

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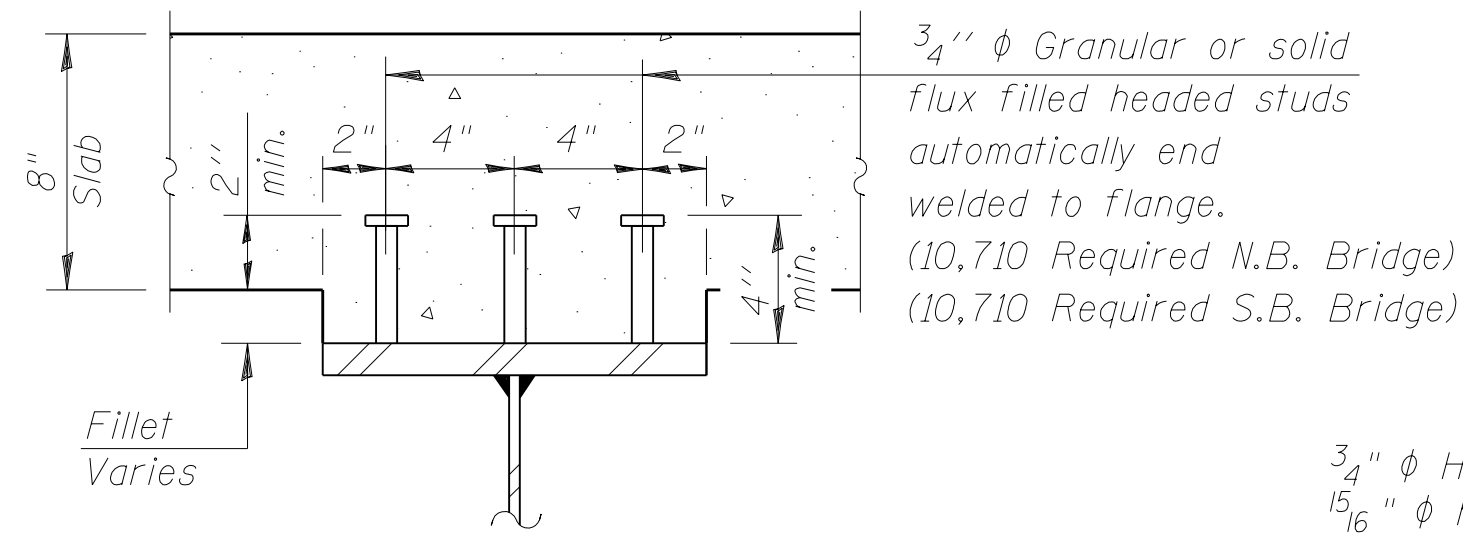
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PLOT SCALE =	DRAWN - CM	REVISED
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FRAMING PLAN AND BEAM ELEVATIONS
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S29 OF S71 SHEETS

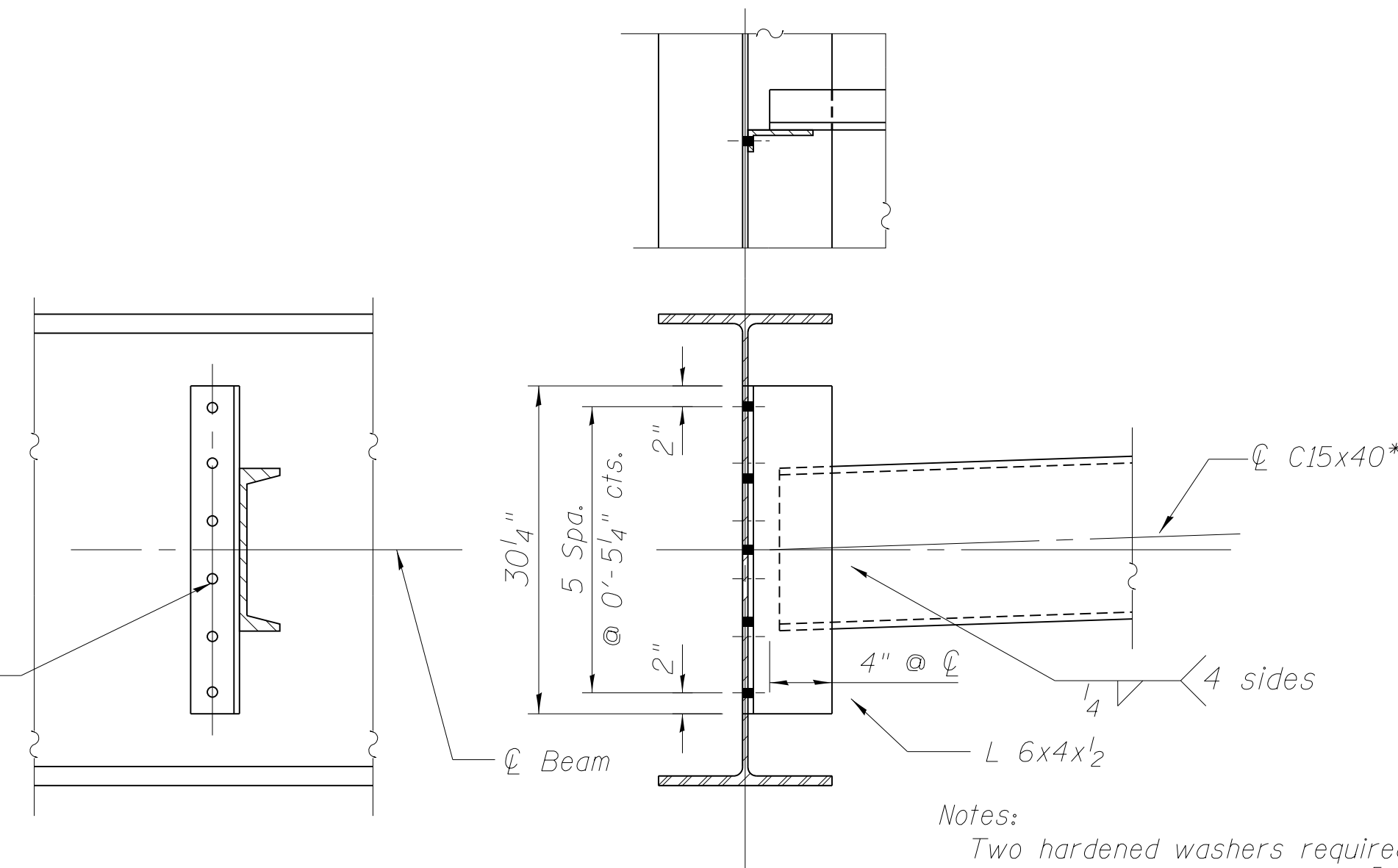
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57	38-2HWB, HVBR-1	IROQUOIS	146	68
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



SECTION A-A

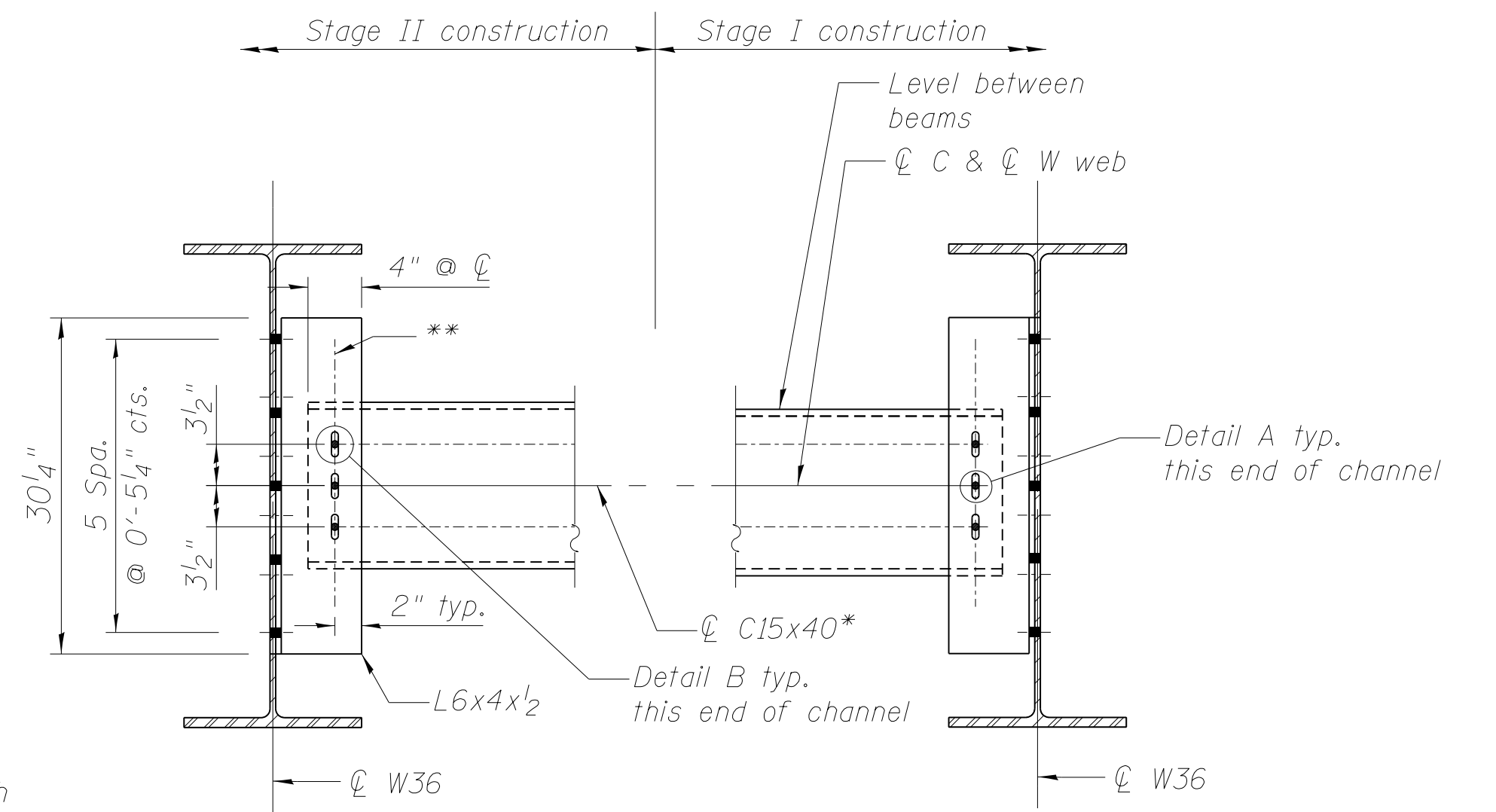
3/4" φ Granular or solid flux filled headed studs automatically end welded to flange. (10,710 Required N.B. Bridge) (10,710 Required S.B. Bridge)

3/4" φ H.S. bolts
15/16" φ holes (typ)



INTERIOR DIAPHRAGM D

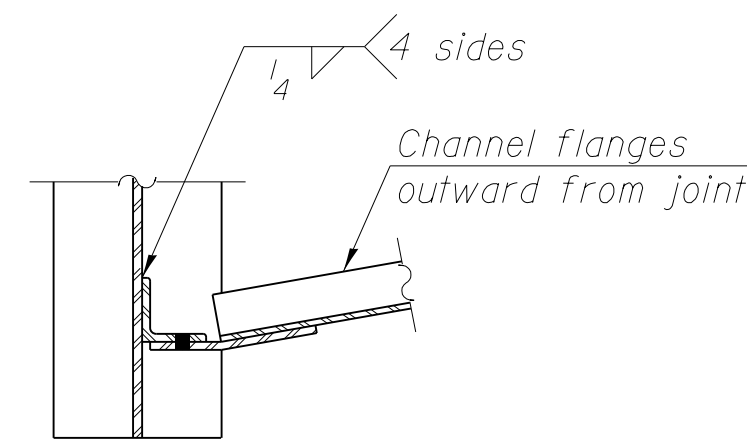
180 Required



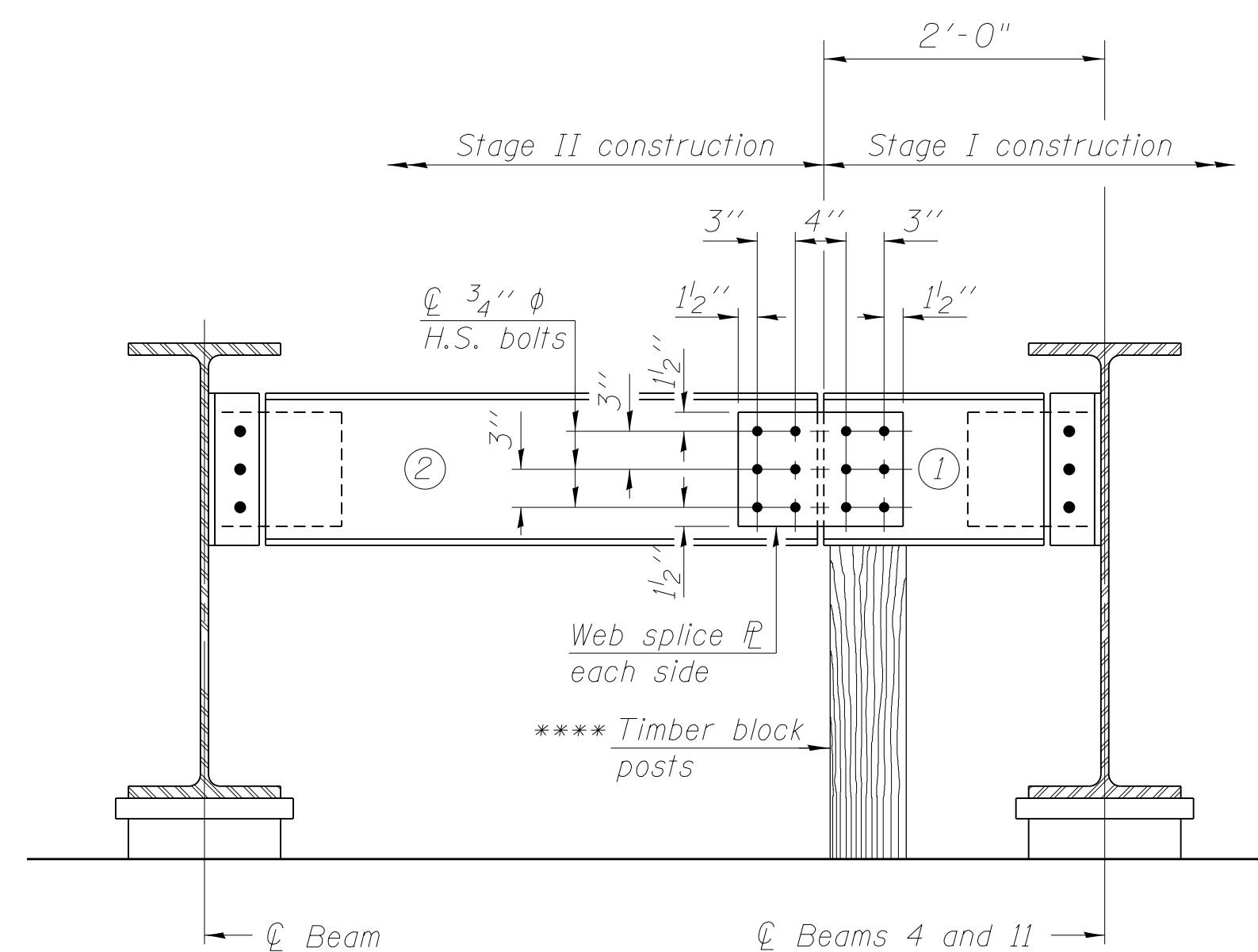
INTERIOR DIAPHRAGM D3

36 Required

Notes:
Two hardened washers required for each set of oversized holes. Two 5/16"x3"x3" washers required for each set of slotted holes.
* C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C15x40.
The C15x50, if utilized, shall be provided at no extra cost to the Department.
** 3/4" φ HS bolts, 15/16" φ holes.
*** Bolts in slots shall be finger tight until Stage II concrete deck pour is complete. Install bolts near top of lower slot at fit-up.
**** Cost of Timber Block Posts is included with Structural Steel.



SECTION B-B

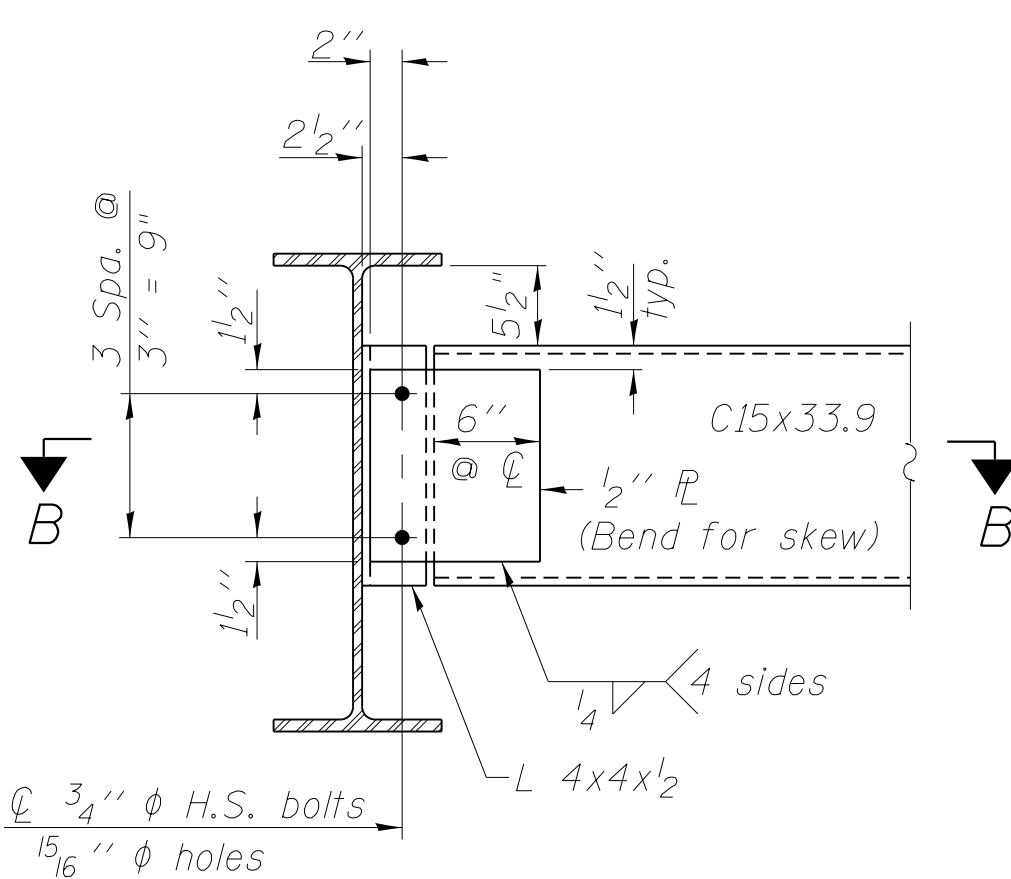


END DIAPHRAGM D2

4 Required

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

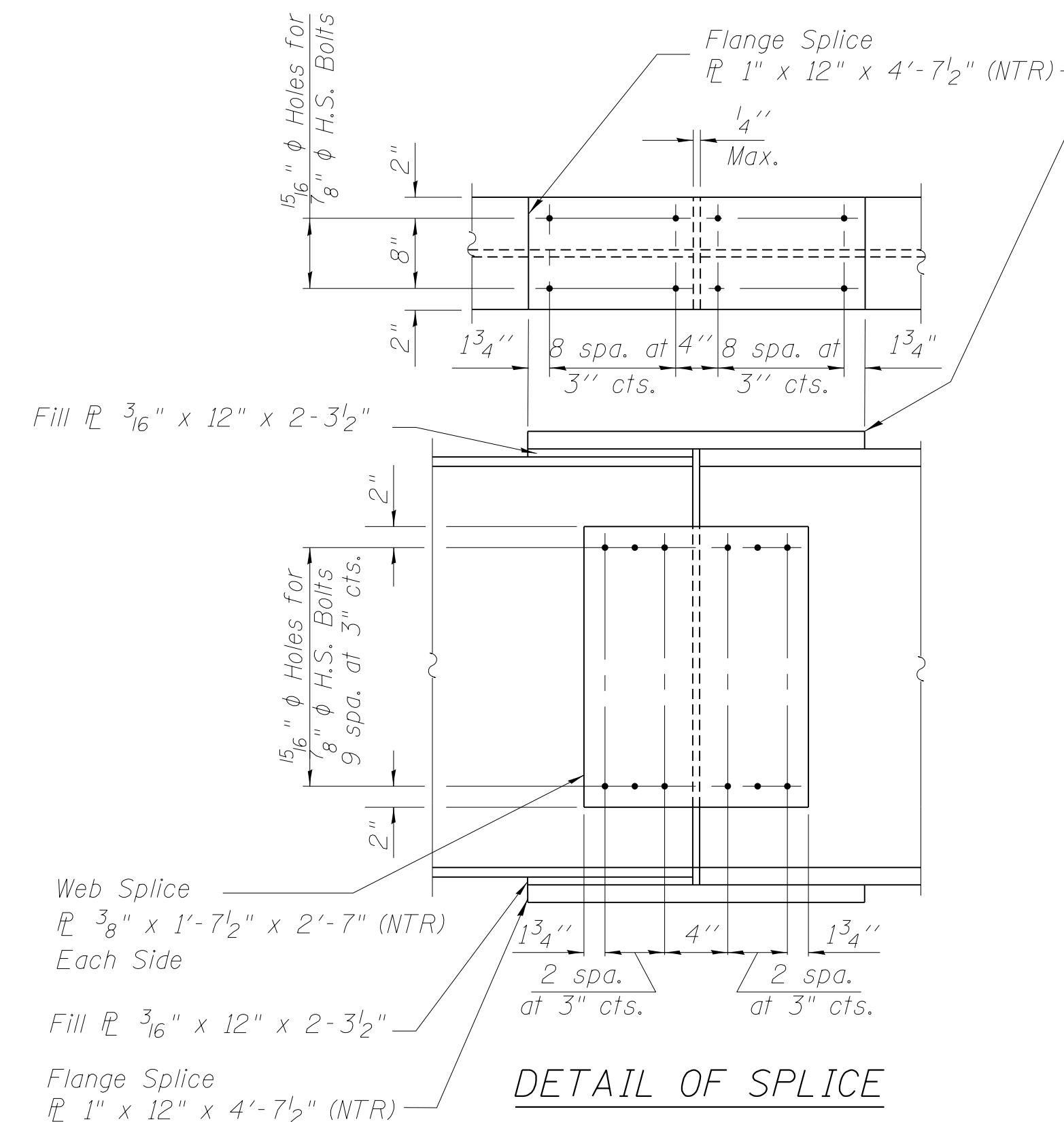
- 1.) Order diaphragm in two sections.
- 2.) Attach section ① of diaphragm to beam
- 3.) Place timber block posts between section ① of diaphragm and abutment bearing section.
- 4.) Attach section ② of diaphragm to both beam and section ① of diaphragm during stage II construction with splice plates.
-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



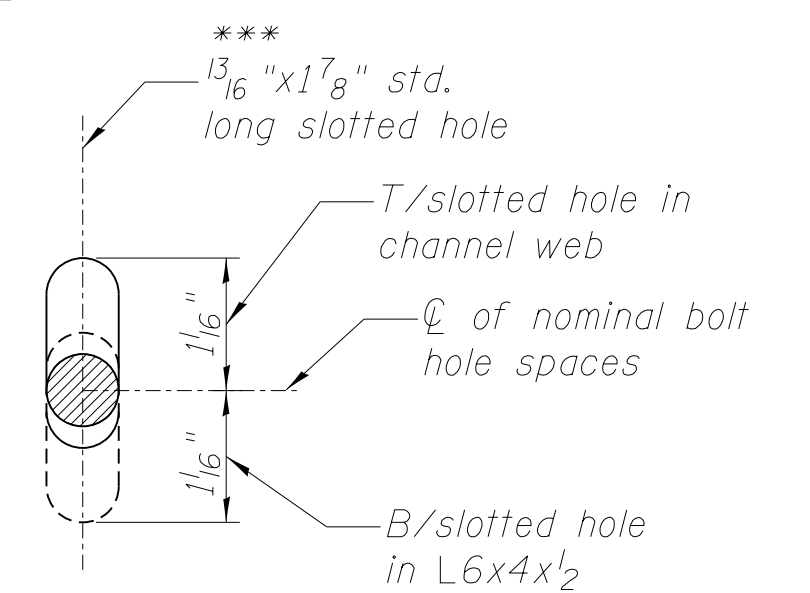
END DIAPHRAGM D1

20 Required

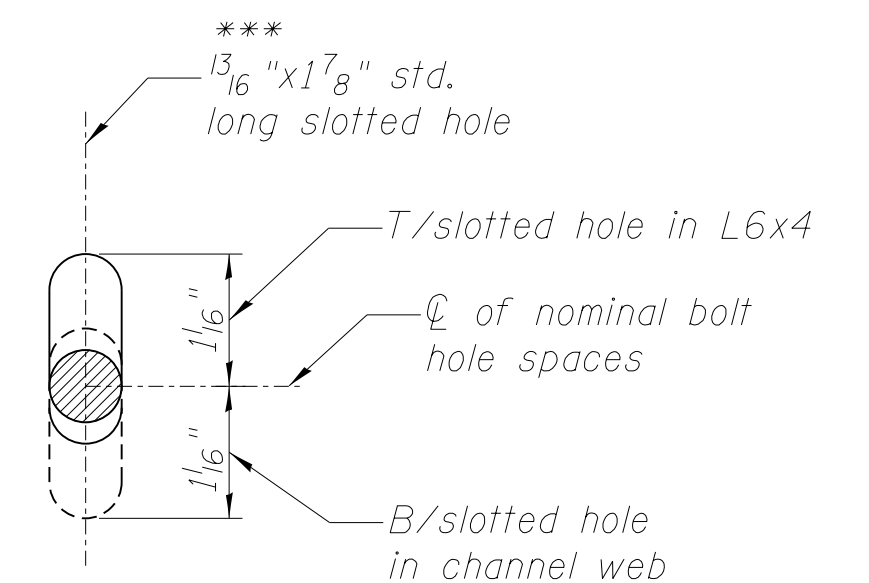
Note:
Two hardened washers required for each set of oversized holes.



DETAIL OF SPLICE



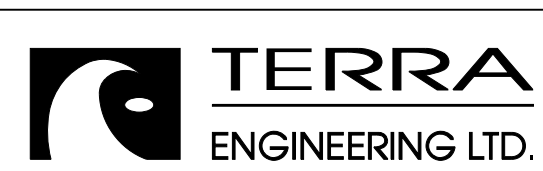
DETAIL A



DETAIL B

Note:
Load carrying components designated "NTR" shall conform to the impact testing requirements, Zone 2.

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STEEL DETAILS
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S30 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	69
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

INTERIOR BEAM MOMENT TABLE						
	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	
I_s	(in ⁴)	7800	7800	9040	9040	7800
$I_c(n)$	(in ⁴)	22453		24909		22453
$I_c(3n)$	(in ⁴)	16194		17883		16194
$I_c(cr)$	(in ⁴)		10836		12161	
S_s	(in ³)	439	439	504	504	439
$S_c(n)$	(in ³)	682		764		682
$S_c(3n)$	(in ³)	610		683		610
$S_c(cr)$	(in ³)		741		807	
DC1	(k/')	0.817	0.817	0.832	0.832	0.817
M _{DC1}	(k)	243	317	115	545	371
DC2	(k/')	0.129	0.129	0.129	0.129	0.129
M _{DC2}	(k)	39	52	17	88	60
DW	(k/')	0.308	0.308	0.308	0.308	0.308
M _{DW}	(k)	94	123	41	209	144
$M_{\psi} + IM$	(k)	598	575	592	778	720
M_u (Strength I)	(k)	1539	1653	1262	2466	2014
$\phi_r M_n$	(k)	3448	2633	3787	2967	3317
f_s DC1	(ksi)	6.64	8.67	2.74	12.98	10.14
f_s DC2	(ksi)	0.77	0.84	0.30	1.31	1.18
f_s DW	(ksi)	1.85	1.99	0.72	3.10	2.83
f_s ($\psi + IM$)	(ksi)	10.51	9.32	9.29	11.55	12.65
f_s (Service II)	(ksi)	22.92	23.61	15.81	32.42	30.61
f_s (Total) (Strength)	(ksi)	-	-	-	-	-
V _r	(k)	44.62	48.57	29.88	50.17	32.08

* Compact Section

INTERIOR BEAM REACTION TABLE						
	E. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	W. Abut.
R _{DC1}	(k)	20	56	71	56	20
R _{DC2}	(k)	3	9	11	9	3
R _{DW}	(k)	8	22	27	22	8
R $\psi + IM$	(k)	66	99	115	99	80
R _{Total}	(k)	97	186	224	186	111

* TOP OF BEAM ELEVATIONS

(Northbound)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7
⊕ Brg. E. Abut.	692.74	692.82	692.88	692.93	692.85	692.70	692.53
⊕ Brg. Pier #1	693.15	693.24	693.32	693.38	693.31	693.17	693.01
⊕ Splice #1	693.26	693.35	693.43	693.49	693.42	693.29	693.14
⊕ Brg. Pier #2	693.54	693.65	693.74	693.81	693.76	693.64	693.49
⊕ Splice #2	693.63	693.74	693.83	693.91	693.86	693.74	693.60
⊕ Splice #3	693.62	693.75	693.85	693.94	693.90	693.80	693.67
⊕ Brg. Pier #3	693.62	693.75	693.85	693.95	693.91	693.81	693.68
⊕ Splice #4	693.61	693.75	693.87	693.97	693.95	693.86	693.74
⊕ Brg. Pier #4	693.56	693.70	693.83	693.93	693.91	693.82	693.71
⊕ Brg. W. Abut.	693.37	693.53	693.66	693.78	693.77	693.70	693.60

* TOP OF BEAM ELEVATIONS

(Southbound)

Location	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12	Beam 13	Beam 14
⊕ Brg. E. Abut.	692.25	692.31	692.35	692.32	692.16	691.99	691.80
⊕ Brg. Pier #1	692.80	692.87	692.92	692.90	692.76	692.60	692.42
⊕ Splice #1	692.94	693.02	693.07	693.06	692.91	692.76	692.58
⊕ Brg. Pier #2	693.35	693.44	693.50	693.50	693.37	693.23	693.06
⊕ Splice #2	693.47	693.57	693.63	693.64	693.51	693.37	693.21
⊕ Splice #3	693.60	693.71	693.79	693.80	693.69	693.56	693.41
⊕ Brg. Pier #3	693.64	693.74	693.83	693.85	693.73	693.61	693.46
⊕ Splice #4	693.76	693.87	693.97	694.00	693.90	693.79	693.65
⊕ Brg. Pier #4	693.74	693.86	693.96	693.99	693.90	693.79	693.66
⊕ Brg. W. Abut.	693.69	693.82	693.93	693.98	693.89	693.79	693.67

* For fabrication use only

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

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

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

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

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

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

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

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

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

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

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

M_u (Strength I): Factored design moment (kip-ft.).

$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\psi} + IM$

$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.) and appendix A criteria for negative moment.

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

M_{DC1} / S_c

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s ($\psi + IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).

$M_{\psi} + IM / S_c(3n)$ or $M_{\psi} + IM / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).

$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s(\psi + IM)$

$0.95 R_n F_y f$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

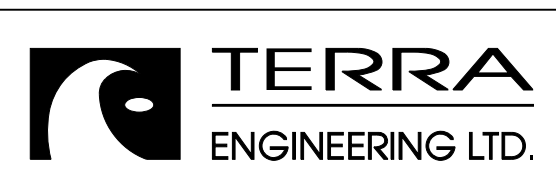
f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

$1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s(\psi + IM)$

$\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).

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

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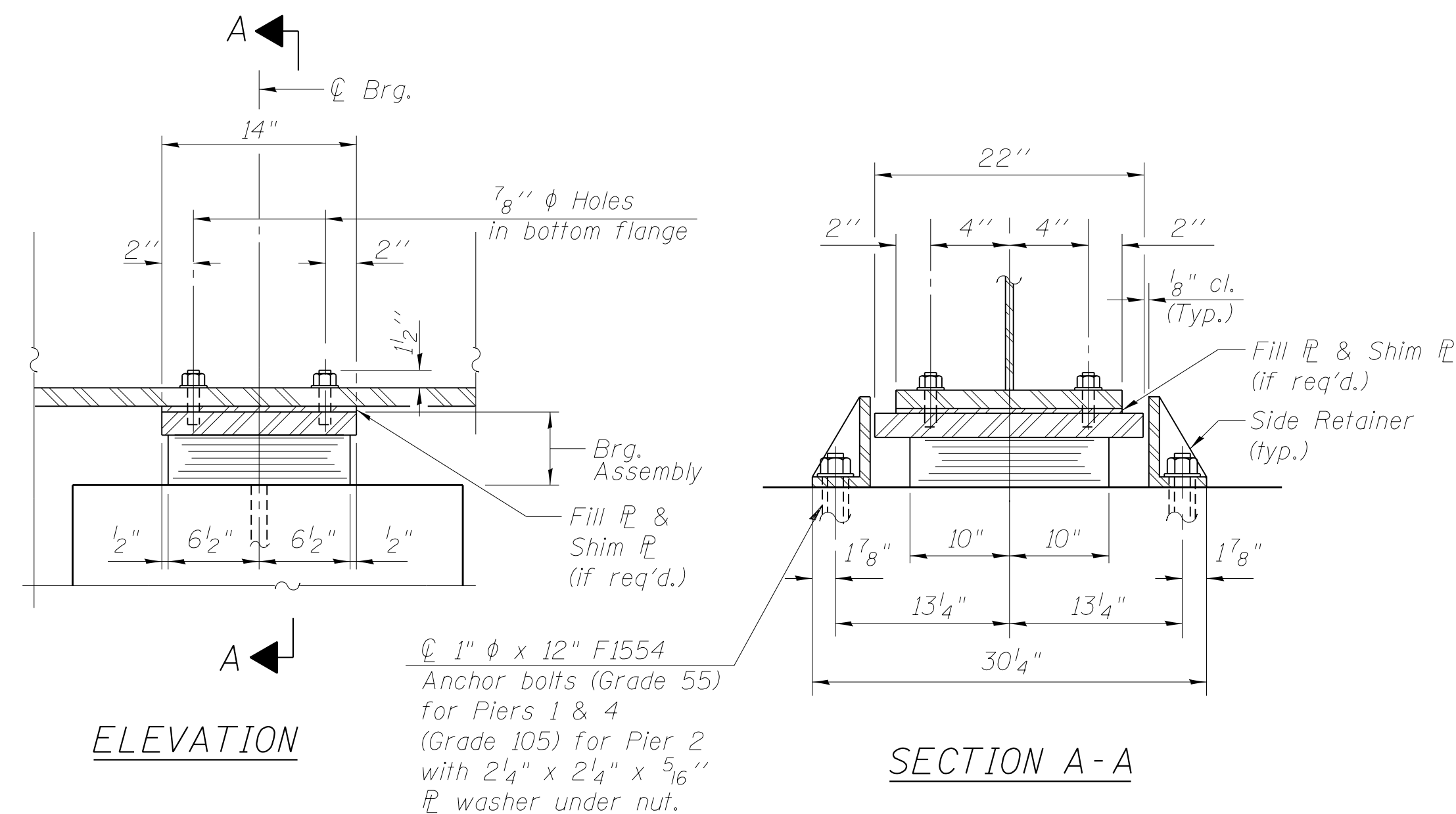
STEEL DETAILS
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S31 OF S71 SHEETS

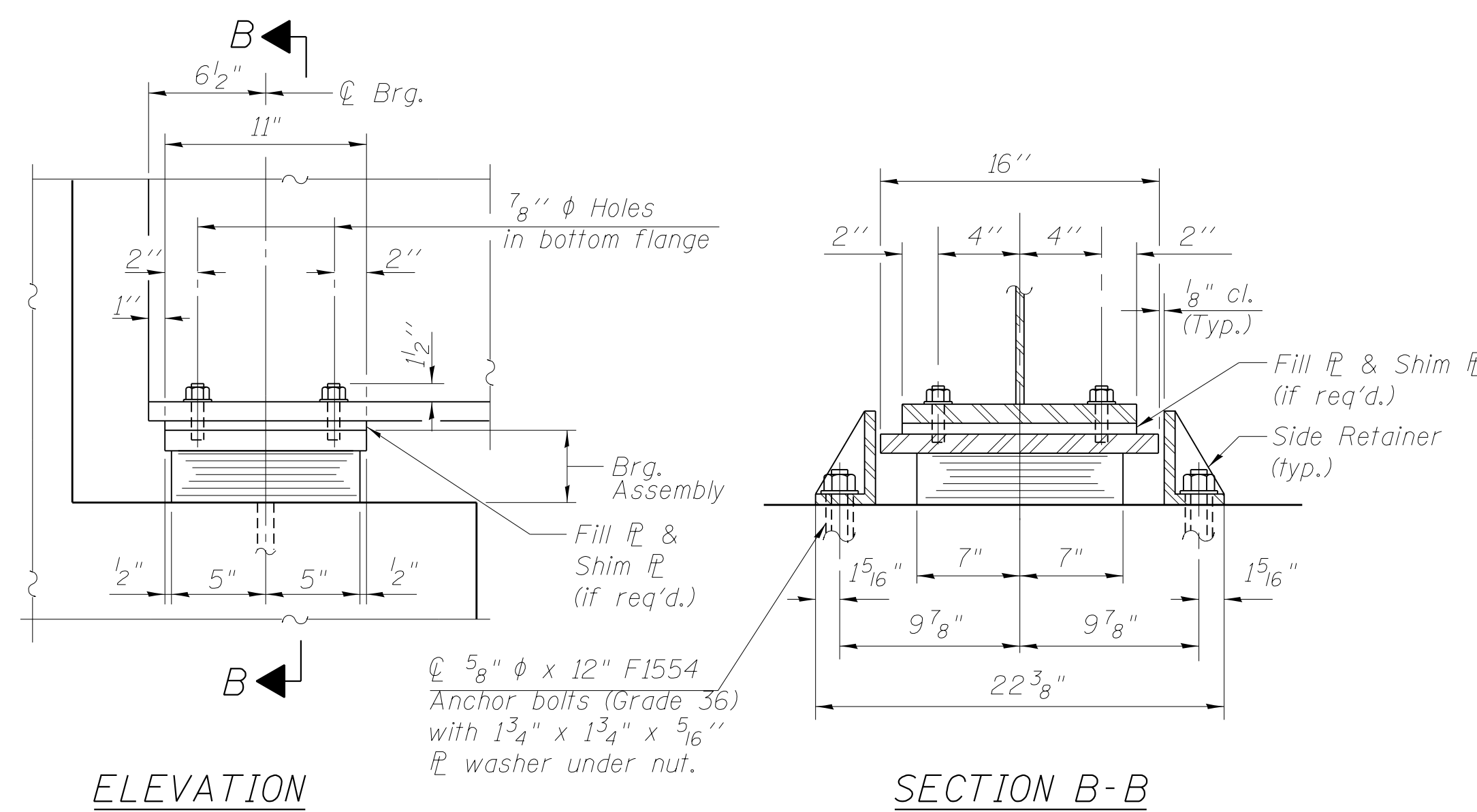
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57	38-2HWB, HVBR-1	IROQUOIS	146	70
				CONTRACT NO. 66942
ILLINOIS FED. AID PROJECT				

FILL PLATES

Beam	E. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	W. Abut.
1						
2						
3	5/8"					
4				1/2"	1/4"	1/8"
5						
6						
7						
8						
9						
10	1/2"	5/8"				1/2"
11	1/8"	3/8"		3/8"	3/8"	1"
12						
13						
14						

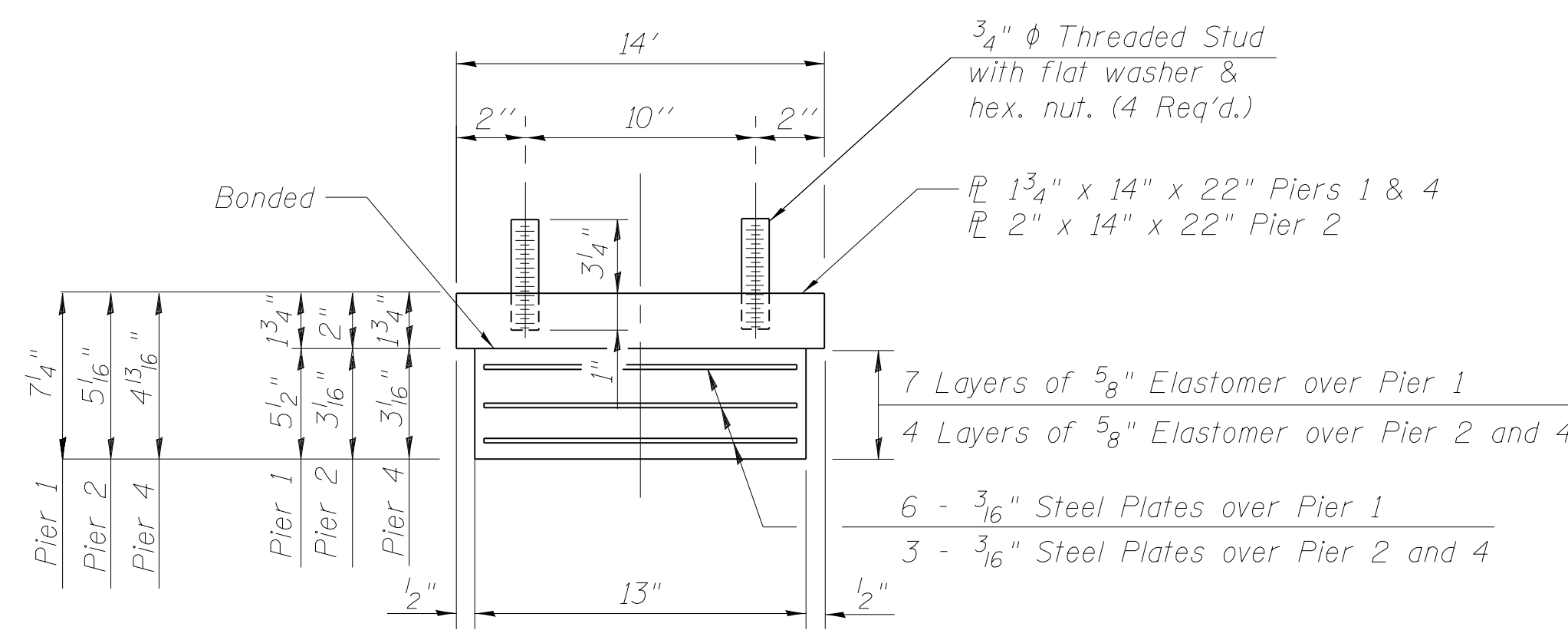


TYPE I ELASTOMERIC EXP. BRG. OVER PIER 1, 2, AND 4



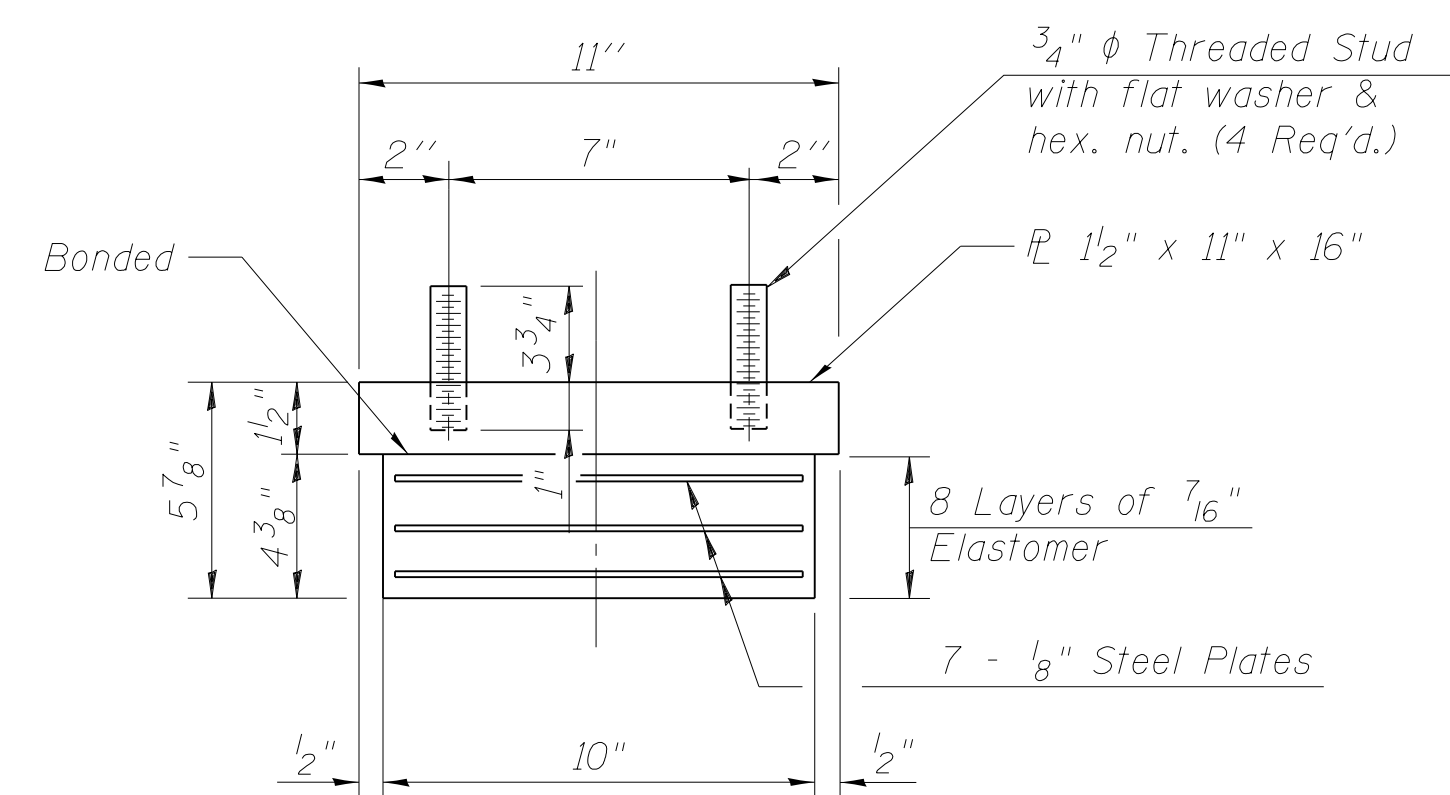
TYPE I ELASTOMERIC EXP. BRG. OVER W. ABUTMENT

Notes:
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
 The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
 Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



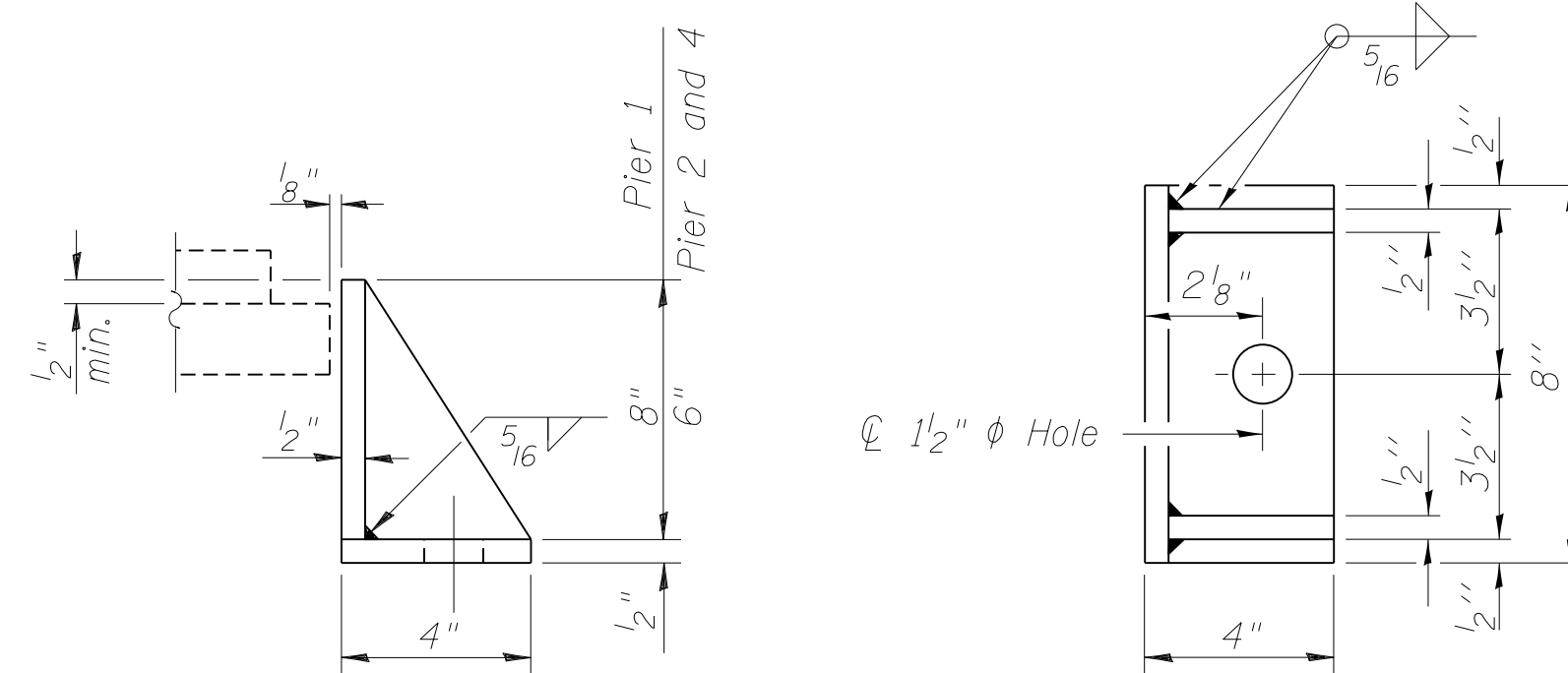
BEARING ASSEMBLY

Note:
 Shim plates shall not be placed under Bearing Assembly.



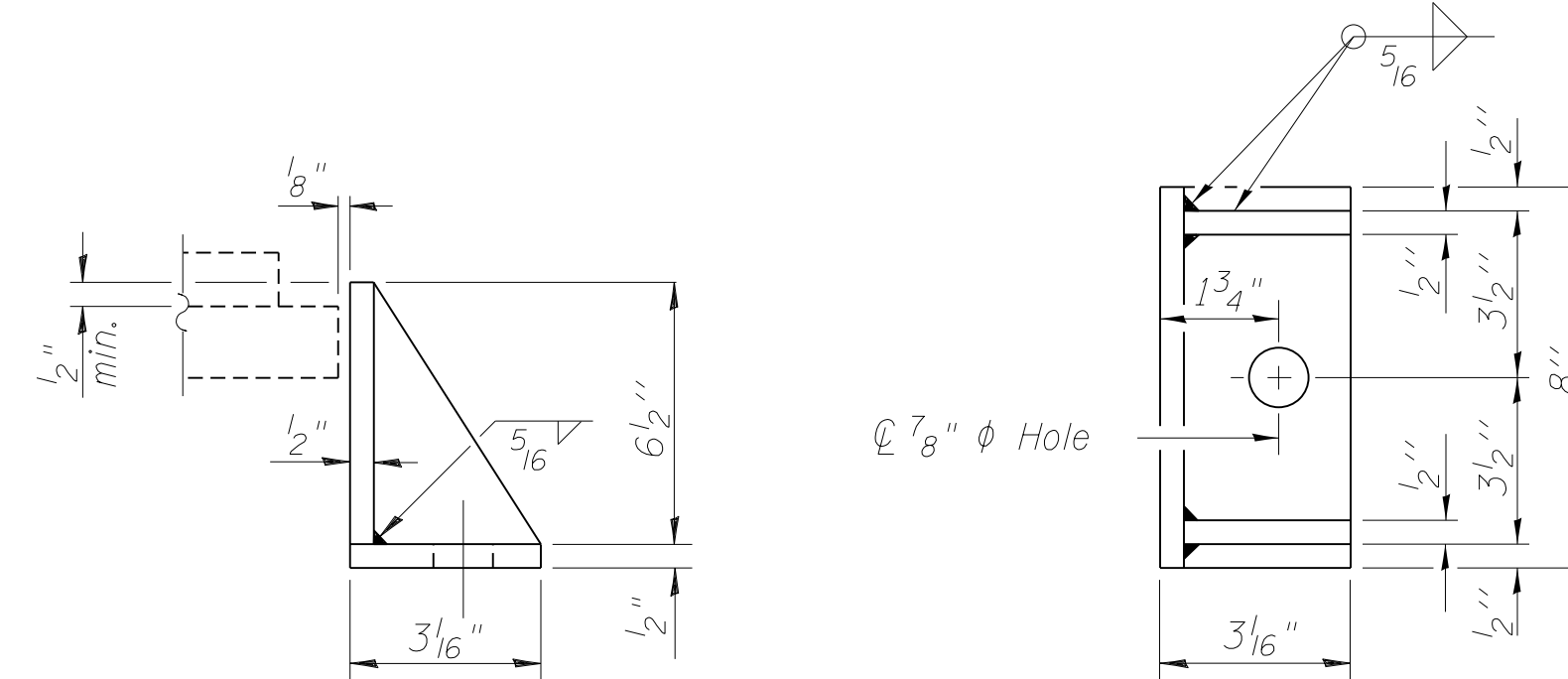
BEARING ASSEMBLY

Note:
 Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

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



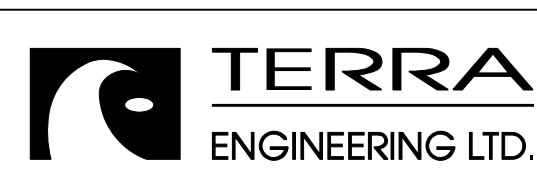
SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	56
Anchor Bolts, 5/8"	Each	28
Anchor Bolts, 1"	Each	84

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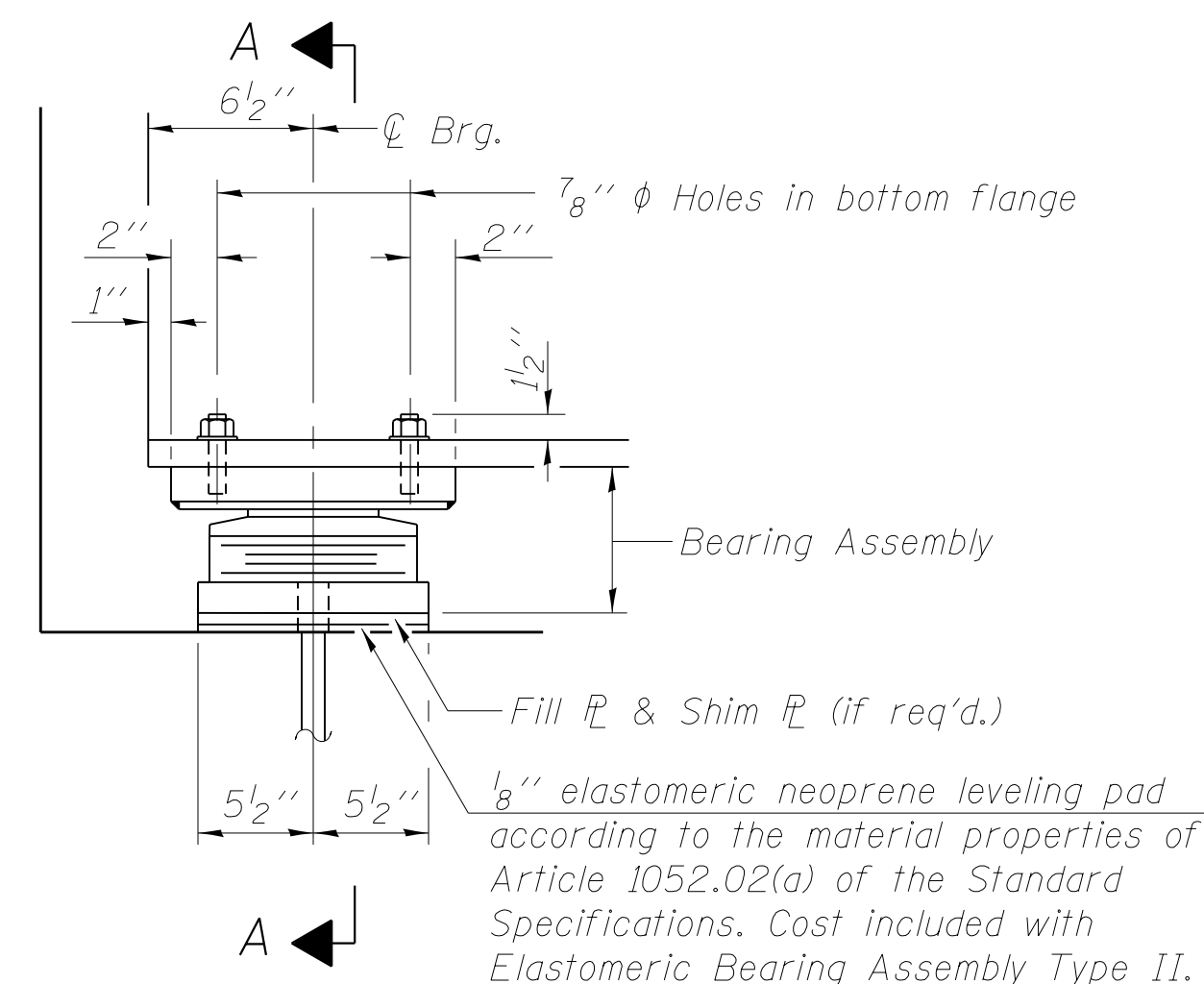
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 DEPARTMENT OF TRANSPORTATION**

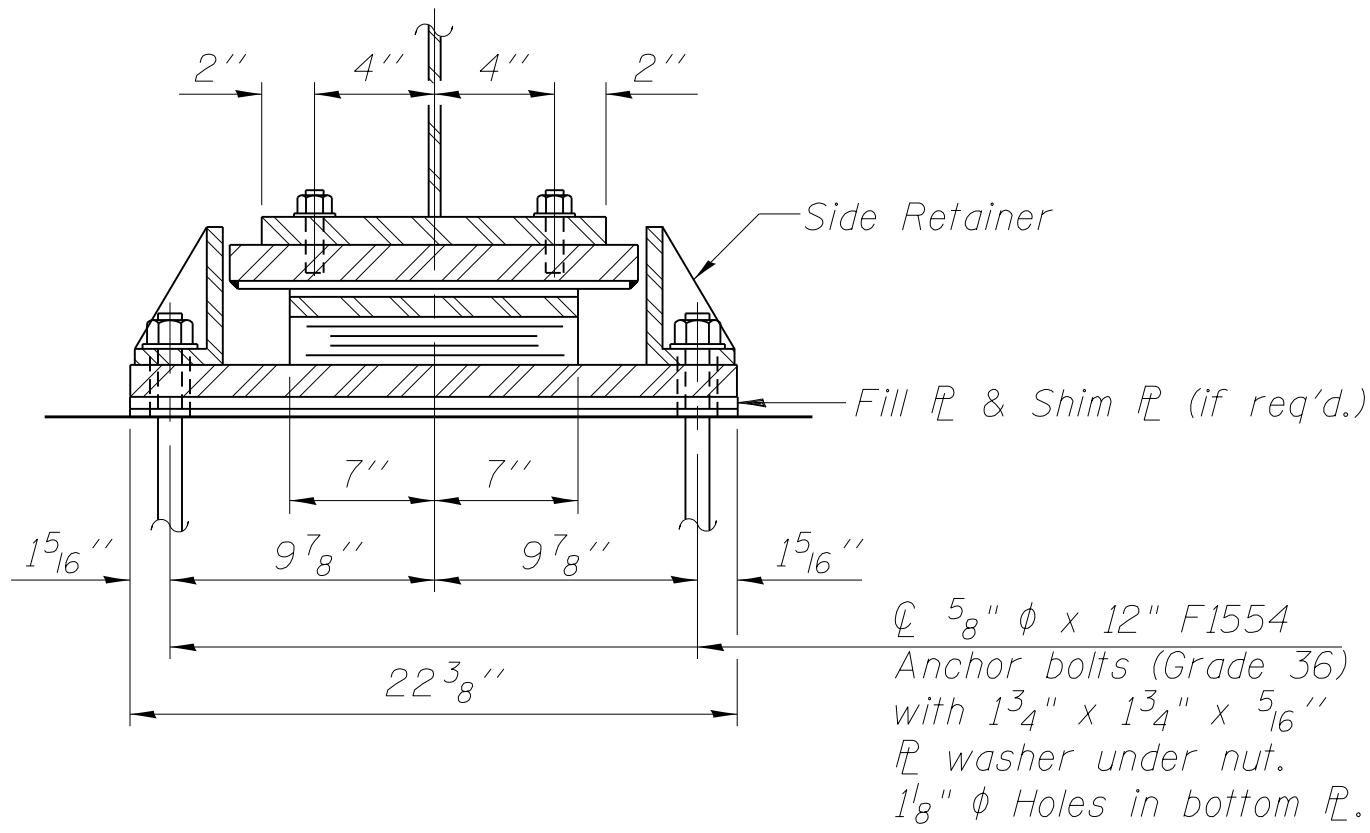
**BEARING DETAILS
 STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S32 OF S71 SHEETS

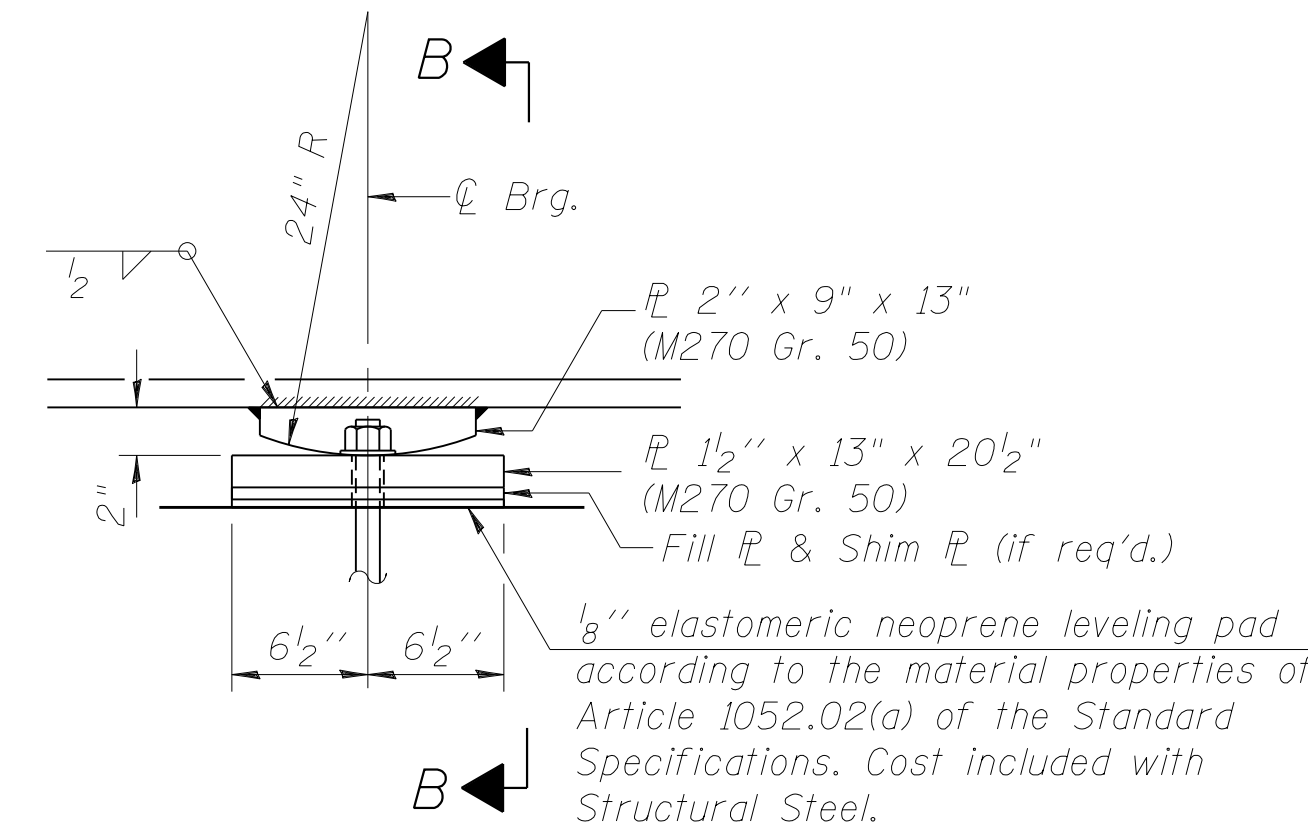
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	71
			CONTRACT NO. 66942	
ILLINOIS FED. AID PROJECT				



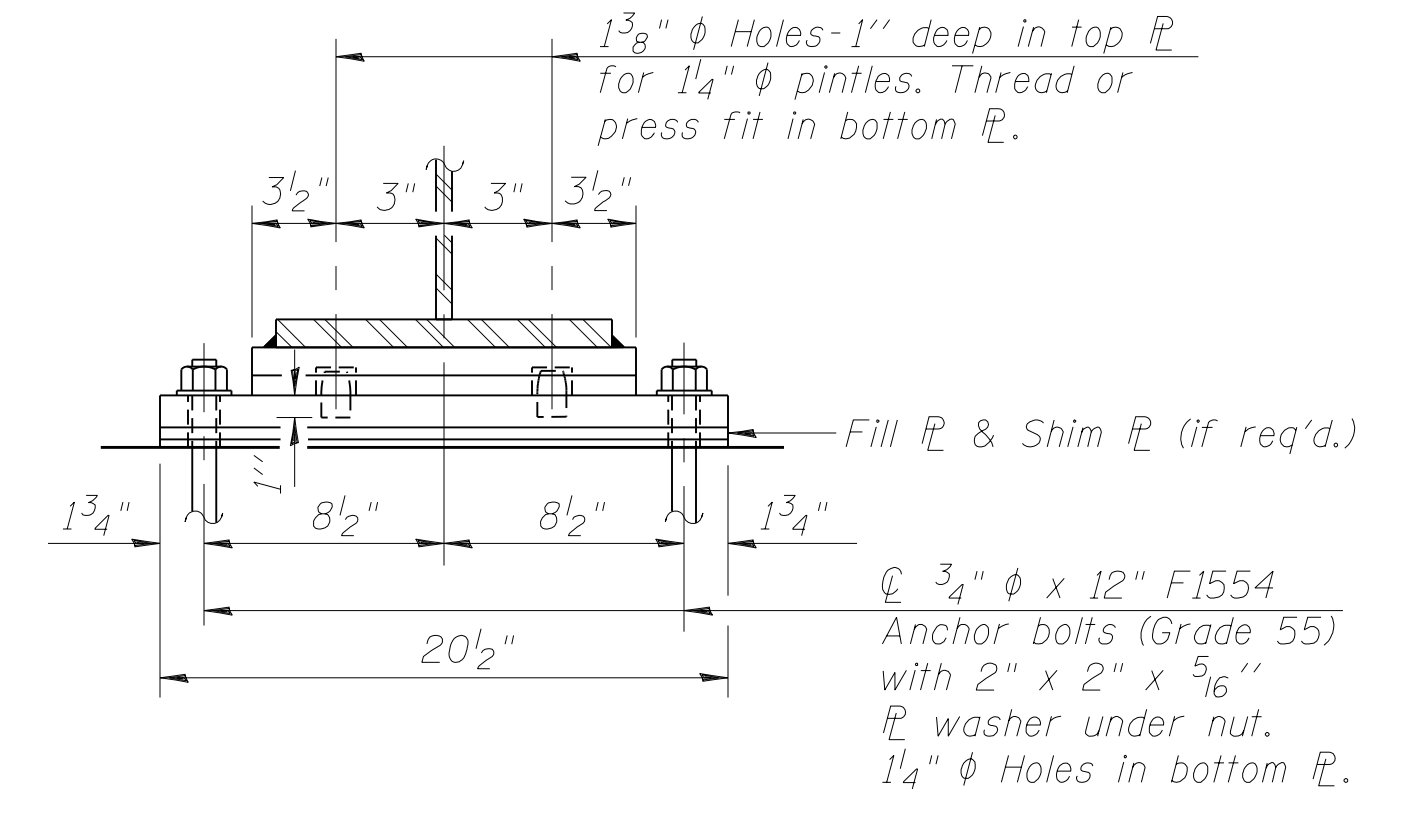
ELEVATION AT ABUT.



SECTION A-A



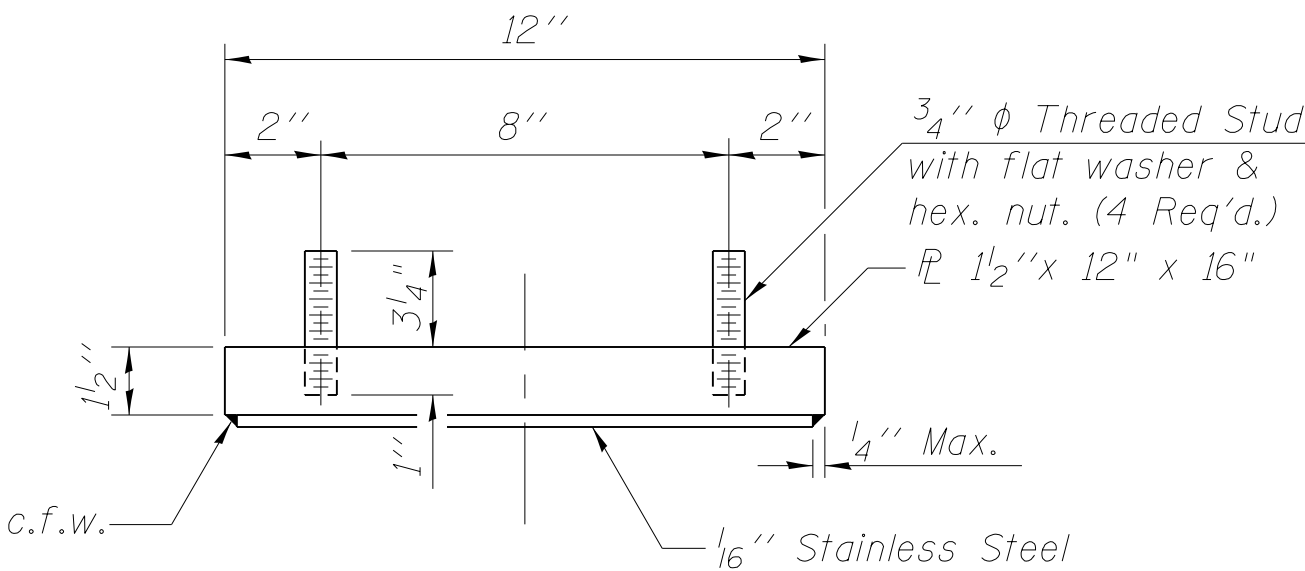
ELEVATION AT PIER



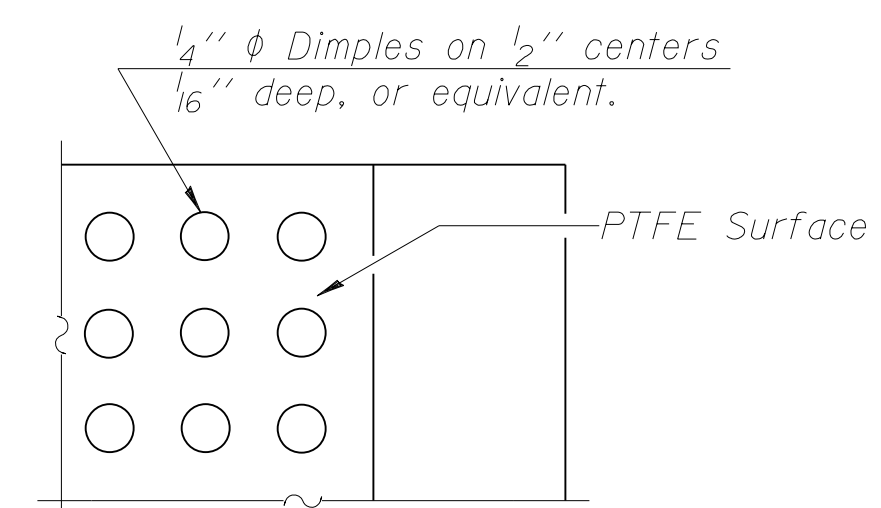
SECTION B-B

TYPE II ELASTOMERIC EXP. BRG. OVER E. ABUTMENT

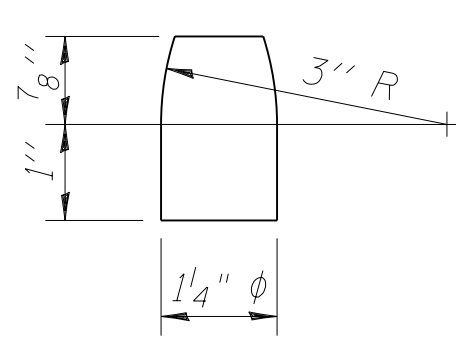
FIXED BEARING AT PIER 3



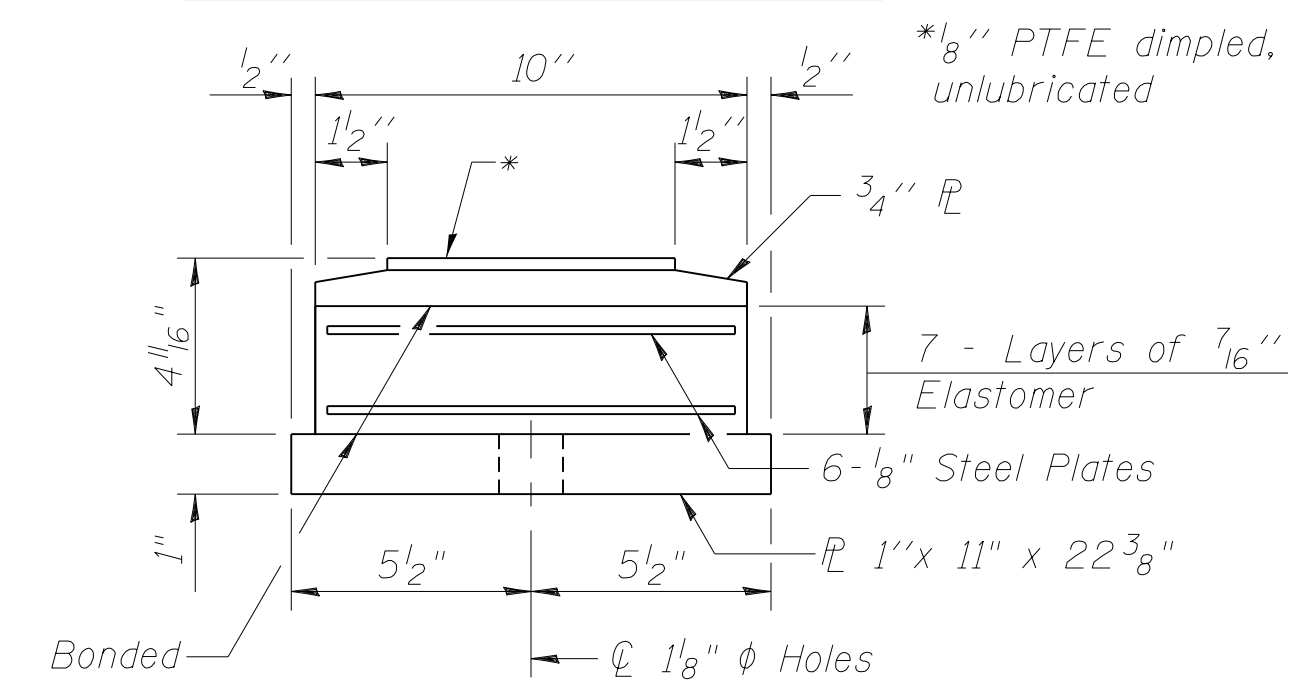
TOP BEARING ASSEMBLY



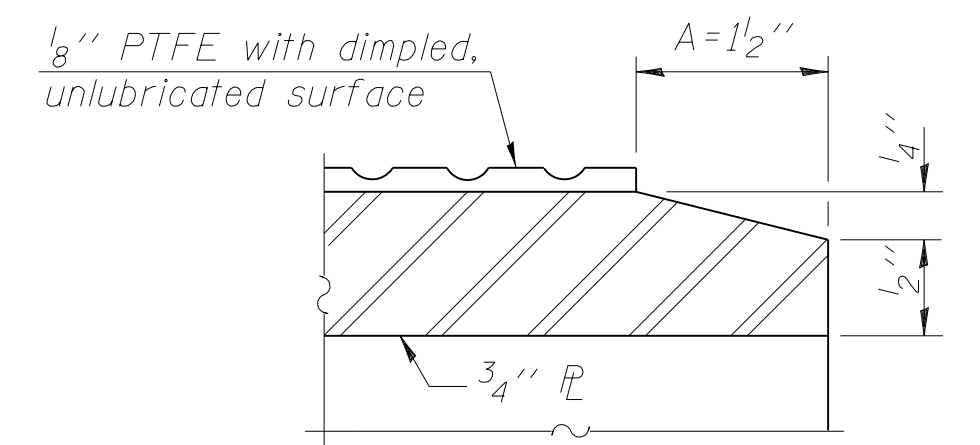
PLAN-PTFE SURFACE



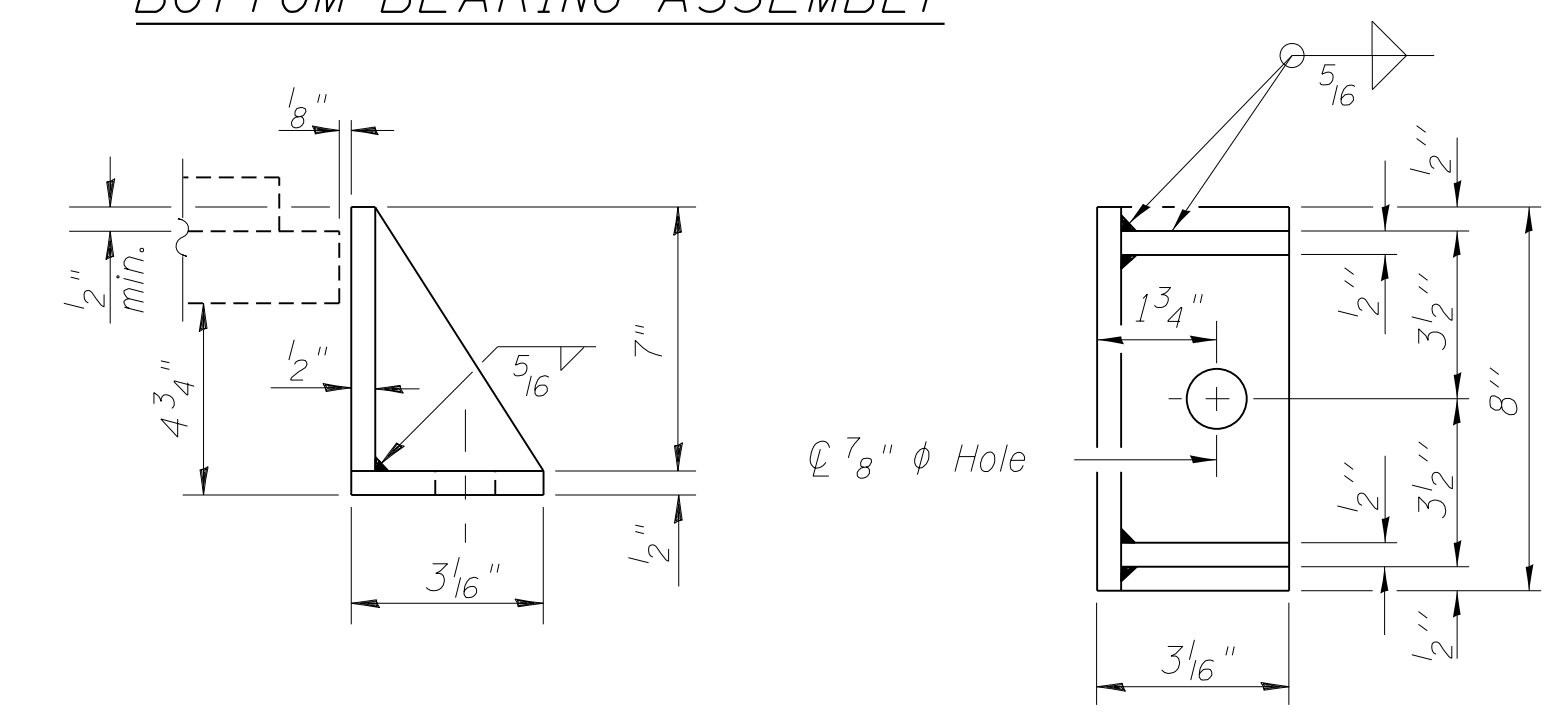
PINTLE
M270 Grade 50



BOTTOM BEARING ASSEMBLY

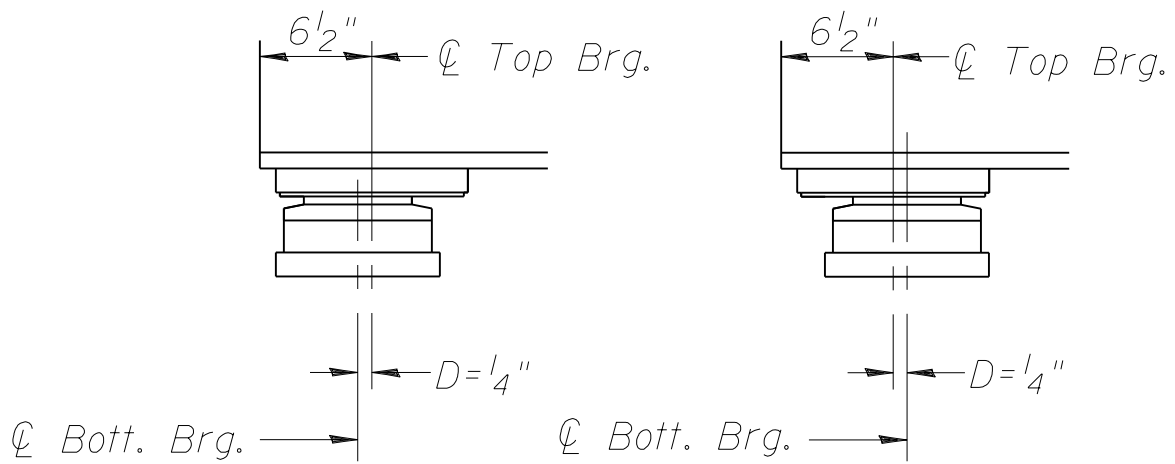


SECTION THRU PTFE



SIDE RETAINER

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



SETTING ANCHOR BOLTS AT EXP. BRG.
BELOW 50°F. (Move bott. brg. away from fixed brg.)
ABOVE 50°F. (Move bott. brg. toward fixed brg.)

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.
The 1/8 inch PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
Bonding of 1/8 inch PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

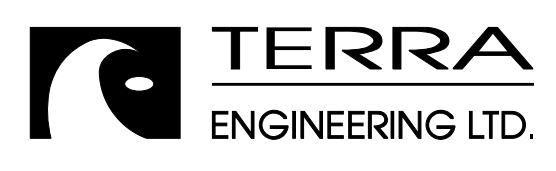
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	14
Anchor Bolts, 5/8"	Each	28
Anchor Bolts, 3/4"	Each	28

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I-2E-2

7-1-10



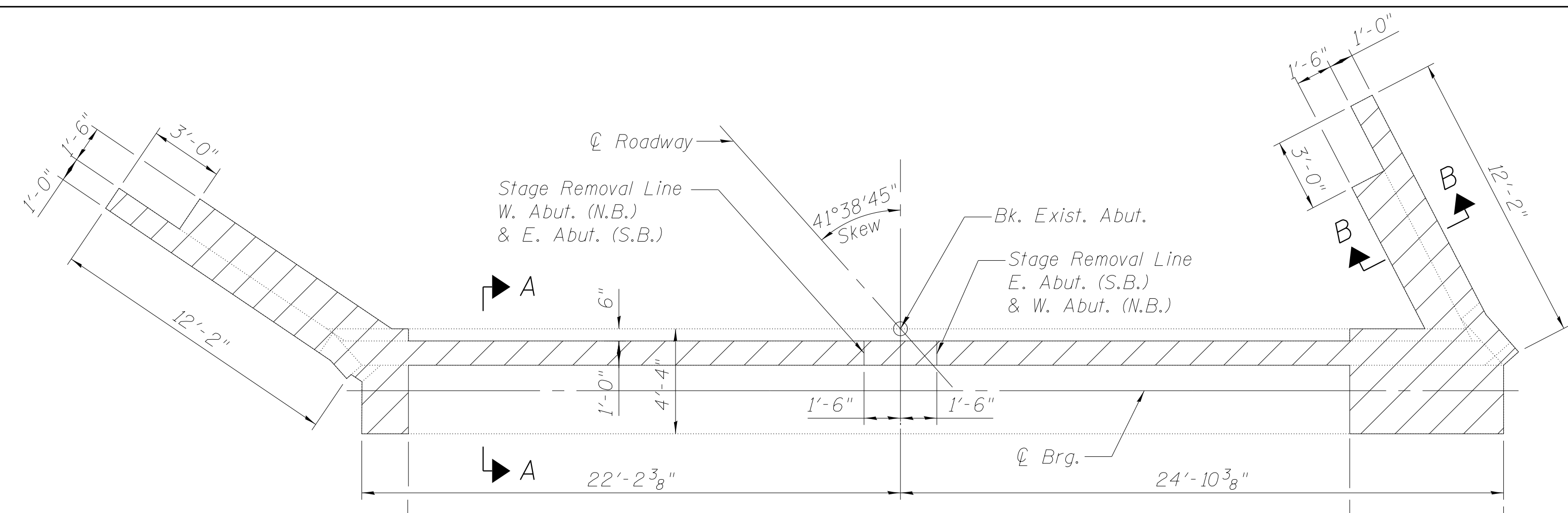
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PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - CM	REVISED
	CHECKED - JB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NOS. 038 - 0013 & 0014

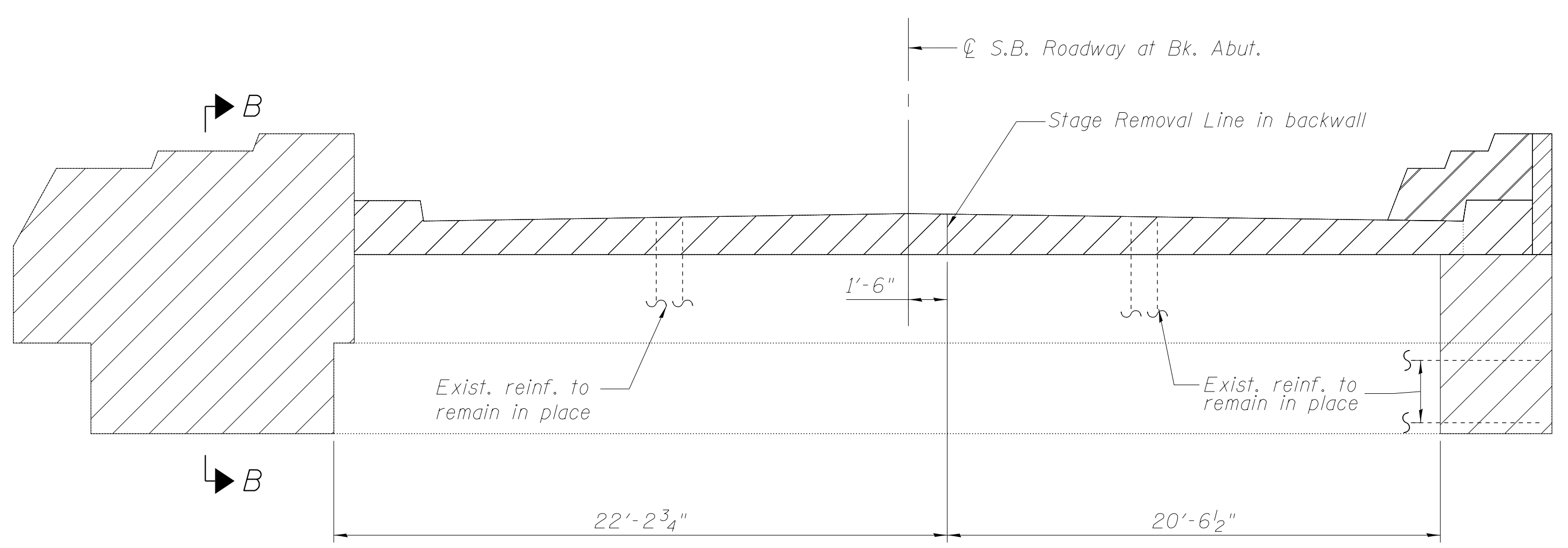
SHEET NO. S33 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	72
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

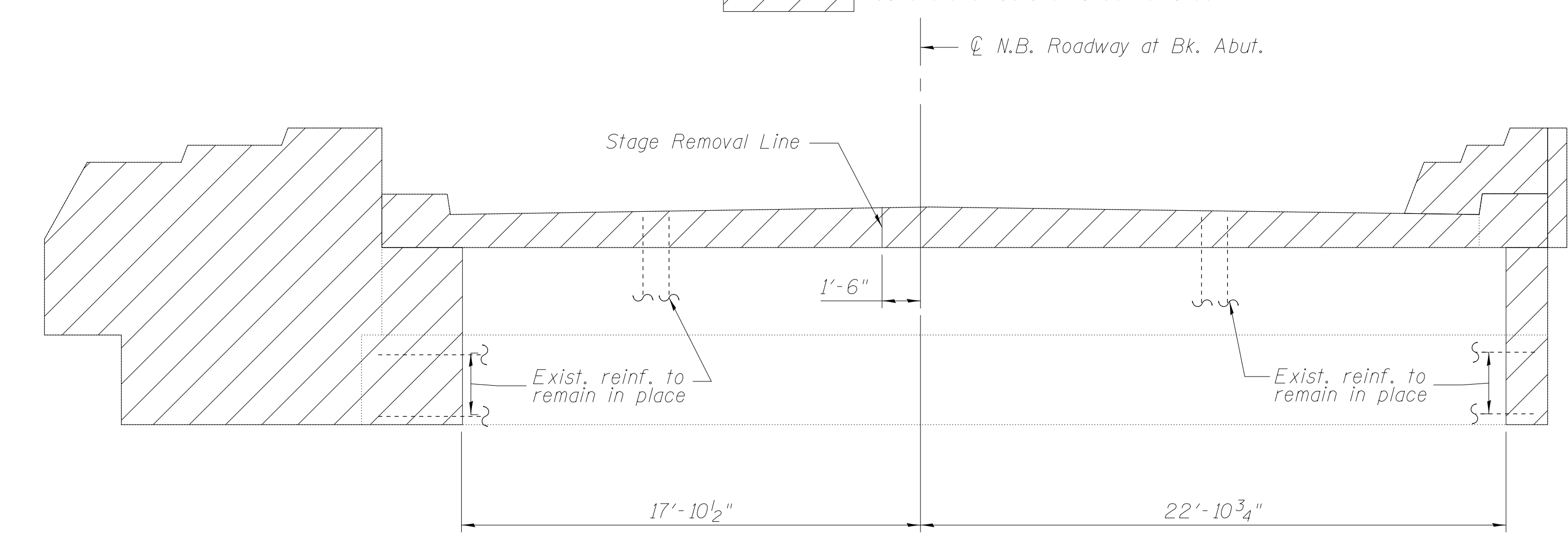


TOP VIEW
(East Abut. S.B., West Abut. N.B. similar)
(East Abut. N.B., West Abut. S.B. similar)

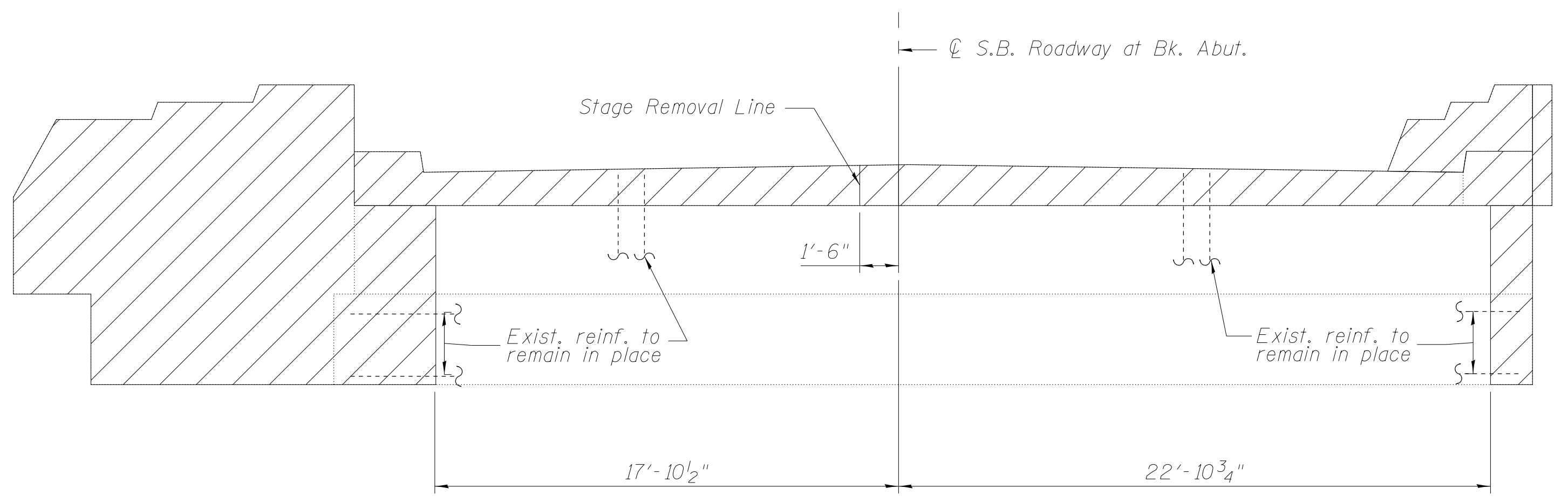
E. Abut. SB	0'-0"	E. Abut. SB	4'-3 ⁷ / ₈ "
W. Abut. SB	4'-3 ⁷ / ₈ "	W. Abut. SB	1'-11 ⁵ / ₈ "
E. Abut. NB	4'-3 ⁷ / ₈ "	E. Abut. NB	1'-11 ⁷ / ₈ "
W. Abut. NB	0'-0"	W. Abut. NB	4'-3 ⁷ / ₈ "



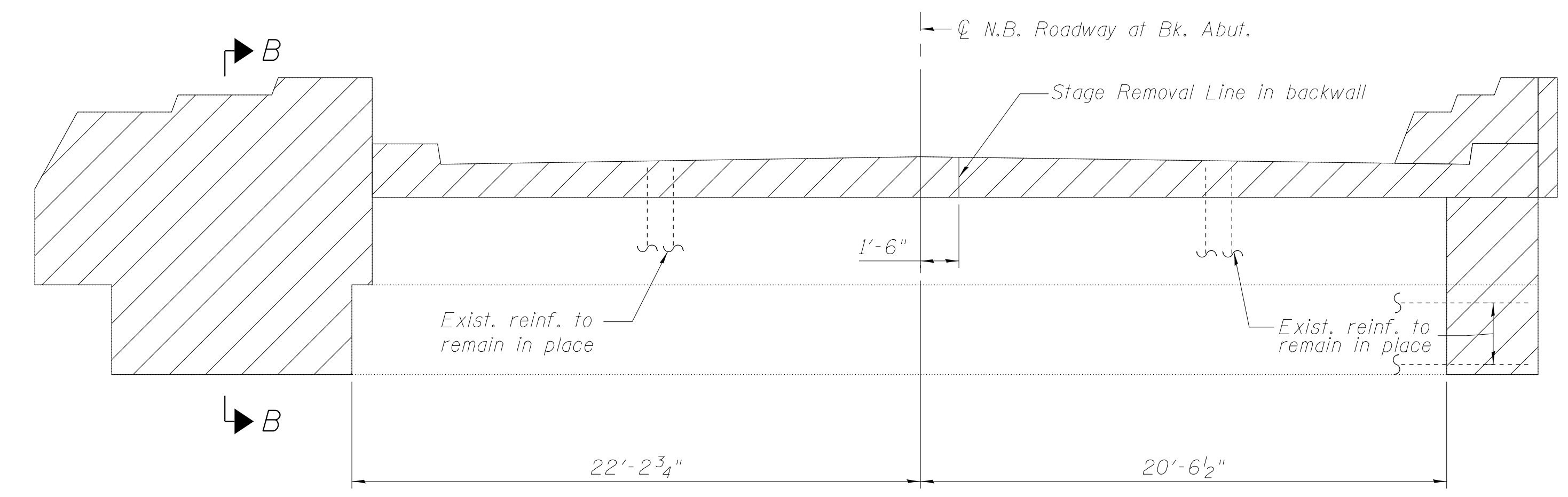
ELEVATION
(East Abutment S.B.)
(Looking East)



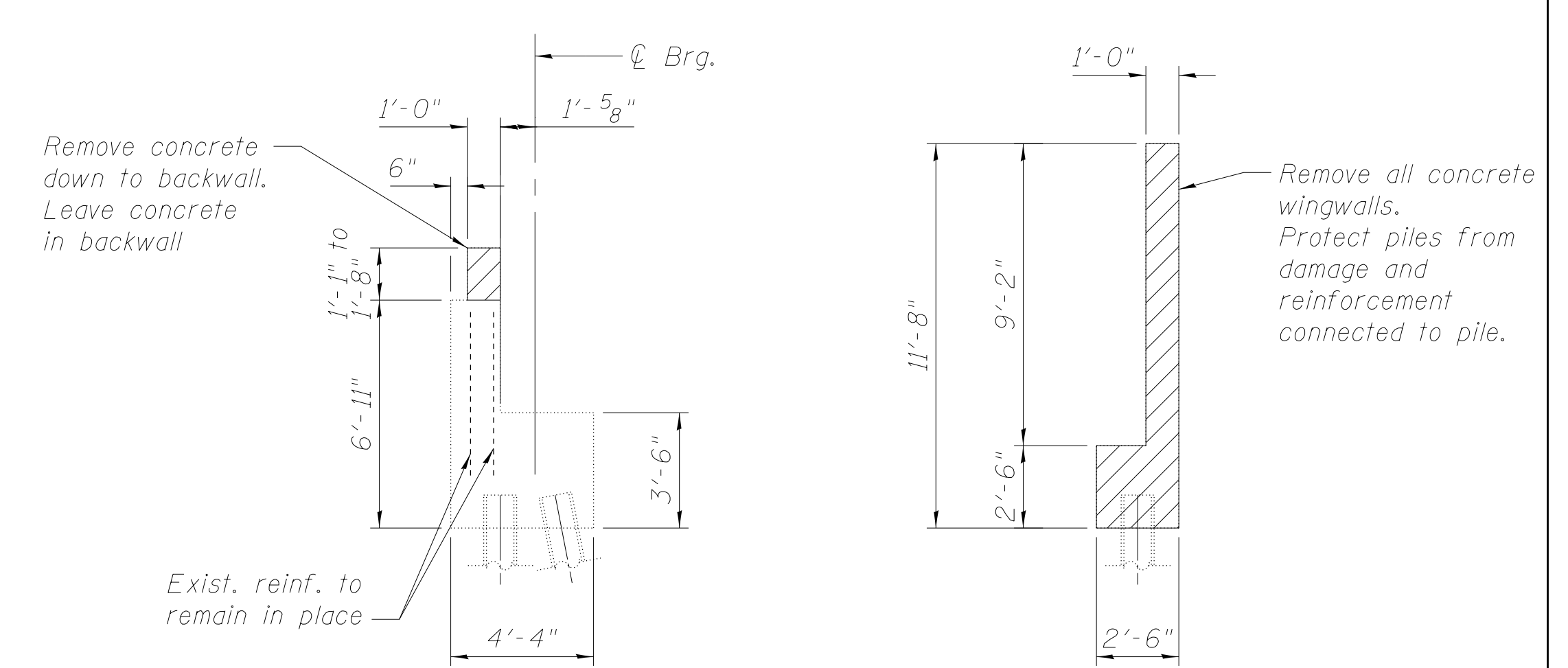
ELEVATION
(East Abutment N.B.)
(Looking East)



ELEVATION
(West Abutment S.B.)
(Looking West)



ELEVATION
(West Abutment N.B.)
(Looking West)



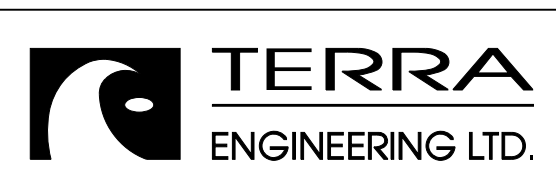
SECTION A-A **SECTION B-B**

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	63.9

LEGEND:
 Concrete structure to be removed

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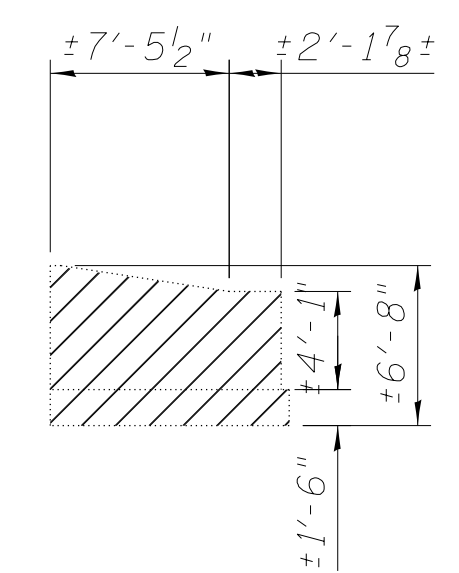
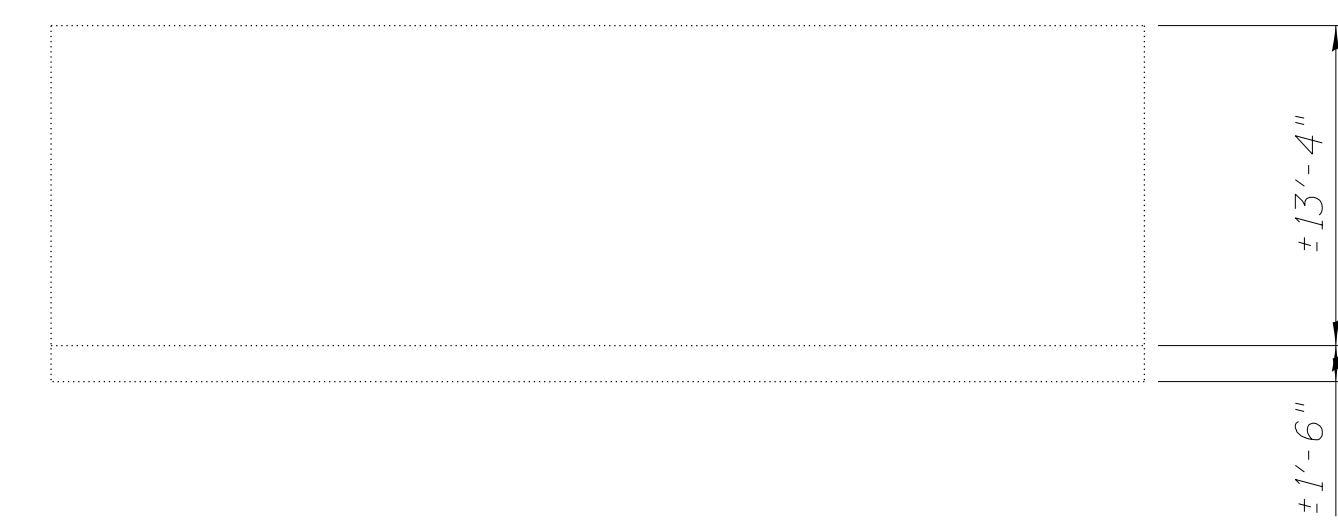
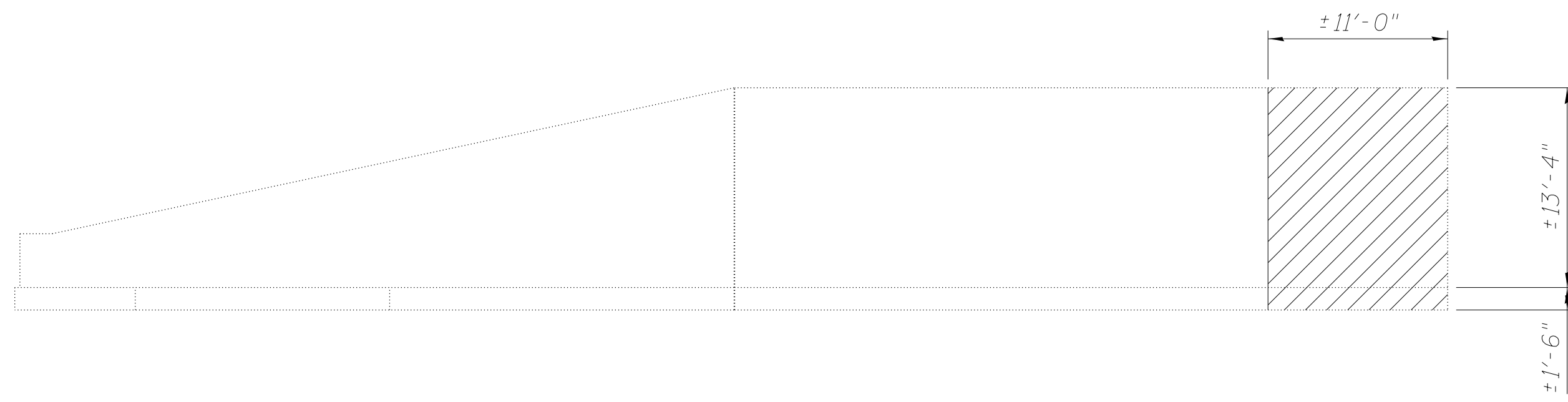
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PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - CM	REVISED
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

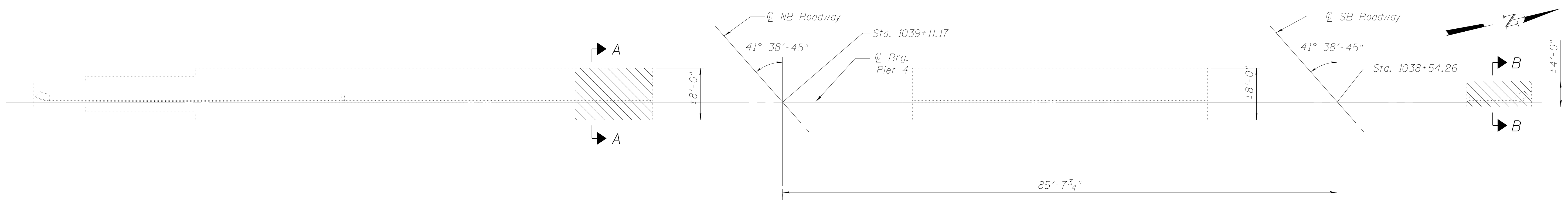
ABUTMENTS DEMOLITION/REMOVAL
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S34 OF S71 SHEETS

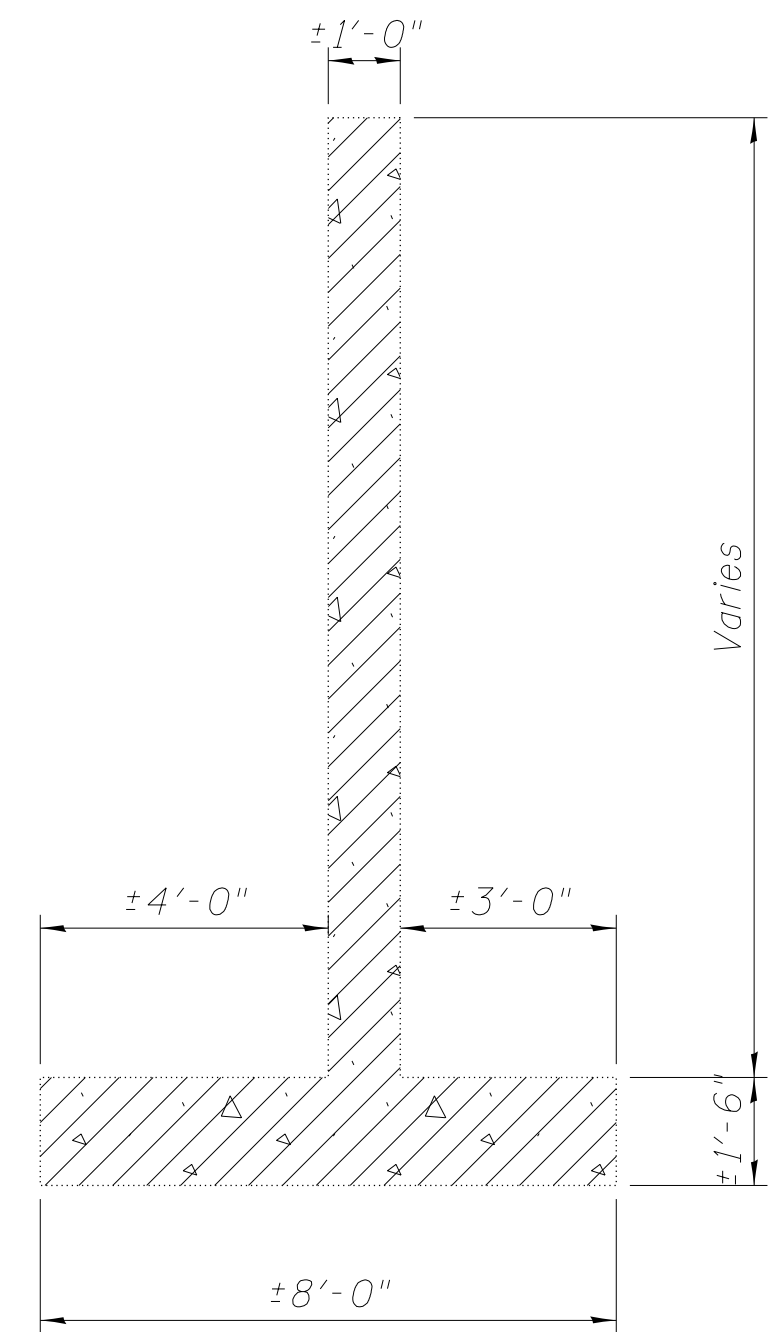
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	73
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



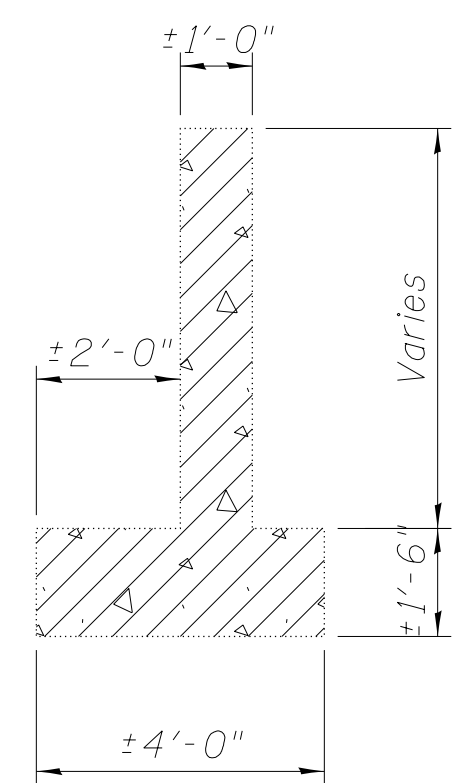
ELEVATION



PLAN
(@ Pier 4)



SECTION A-A



SECTION B-B

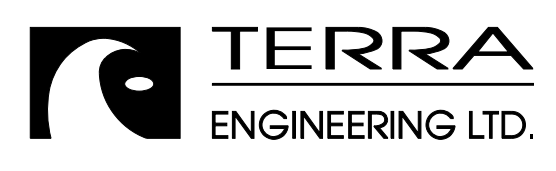
LEGEND:



BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	15.0

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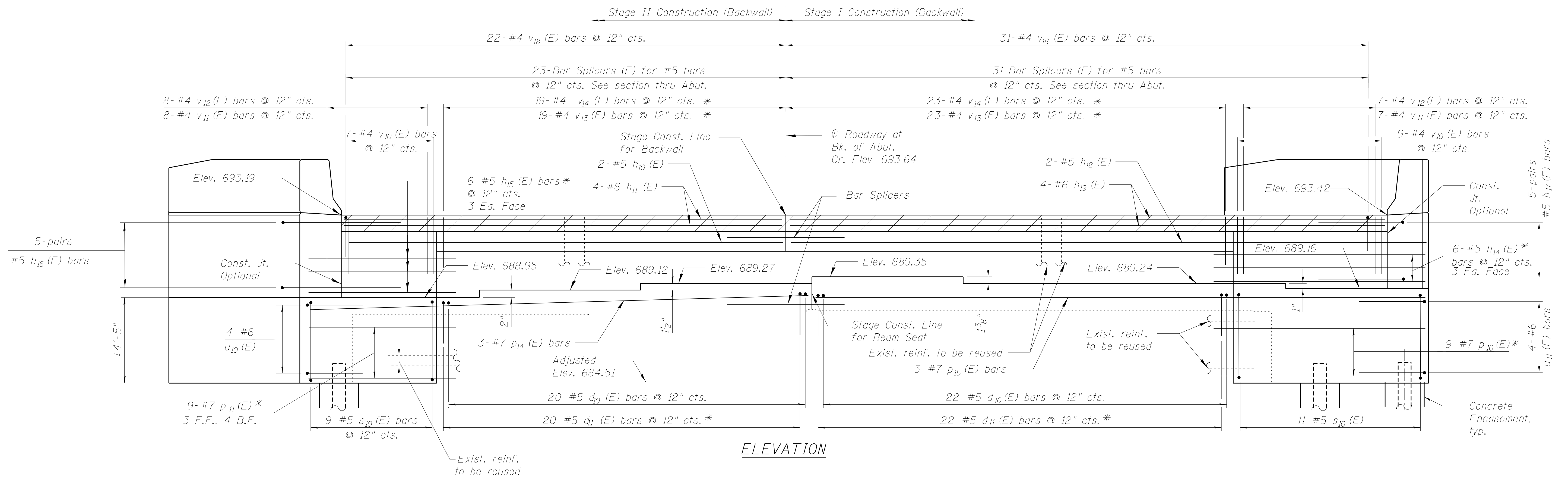
USER NAME =	DESIGNED - EA	REVISED
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PLOT DATE	CHECKED - JB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

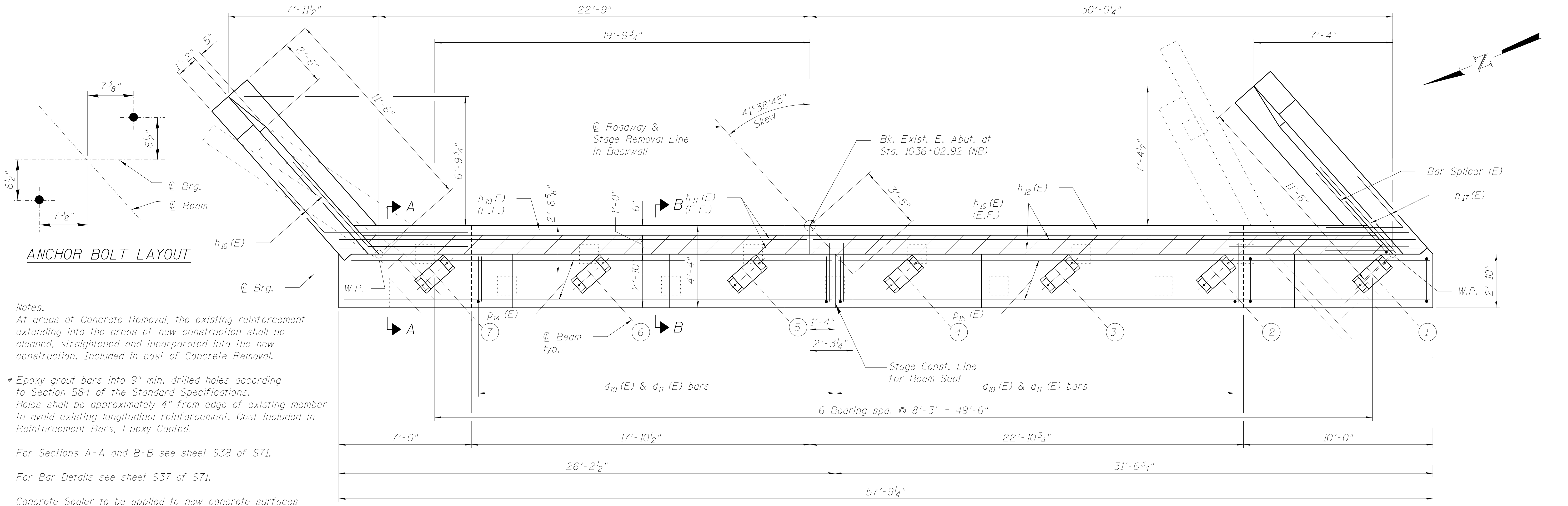
RETAINING WALLS DEMOLITION/REMOVAL
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S35 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	74
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



ELEVATION



TOP VIEW
East Abutment (NB)

Notes:
At areas of Concrete Removal, the existing reinforcement extending into the areas of new construction shall be cleaned, straightened and incorporated into the new construction. Included in cost of Concrete Removal.

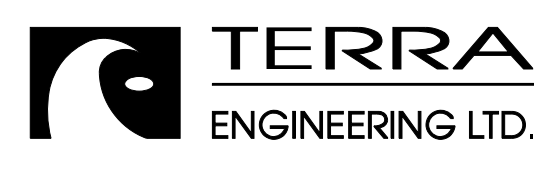
* Epoxy grout bars into 9" min. drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

For Sections A-A and B-B see sheet S38 of S71.

For Bar Details see sheet S37 of S71.

Concrete Sealer to be applied to new concrete surfaces of abutment, beam seats and backwalls.

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PLOT DATE	CHECKED - JB	REVISED

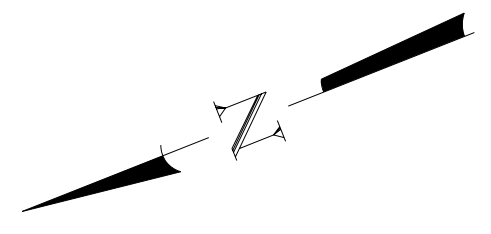
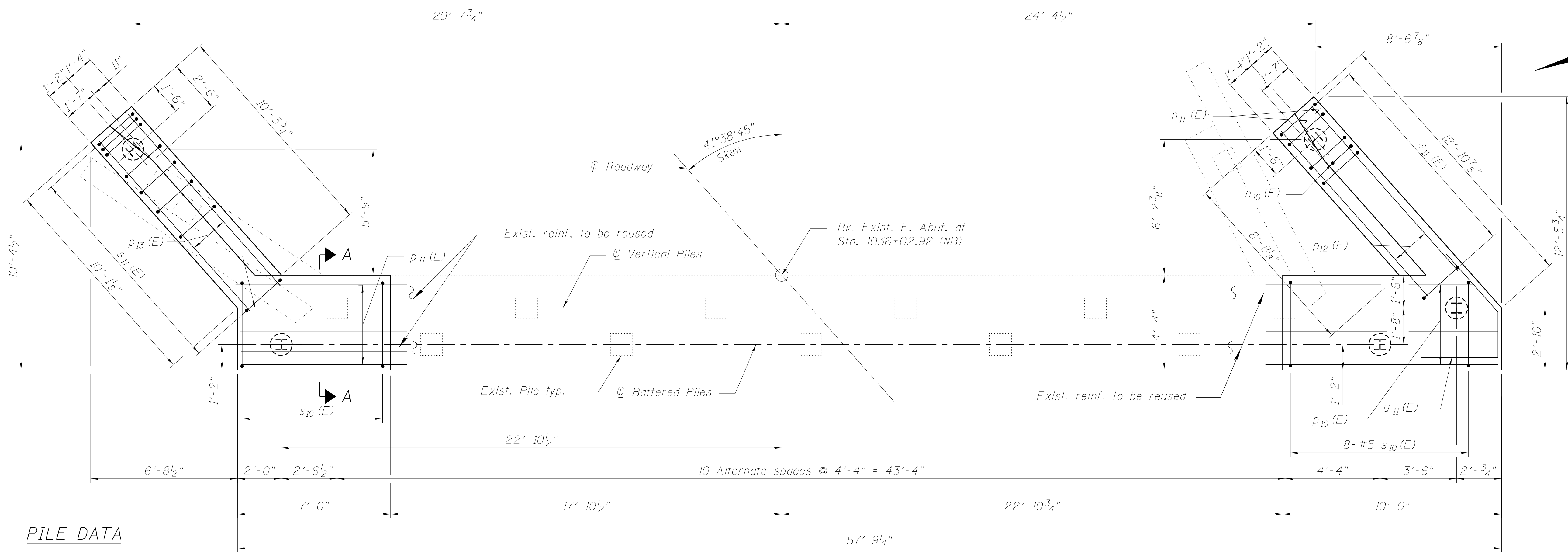
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT - NORTHBOUND SHEET 1
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S36 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	75
CONTRACT NO. 66942				

ILLINOIS FED. AID PROJECT



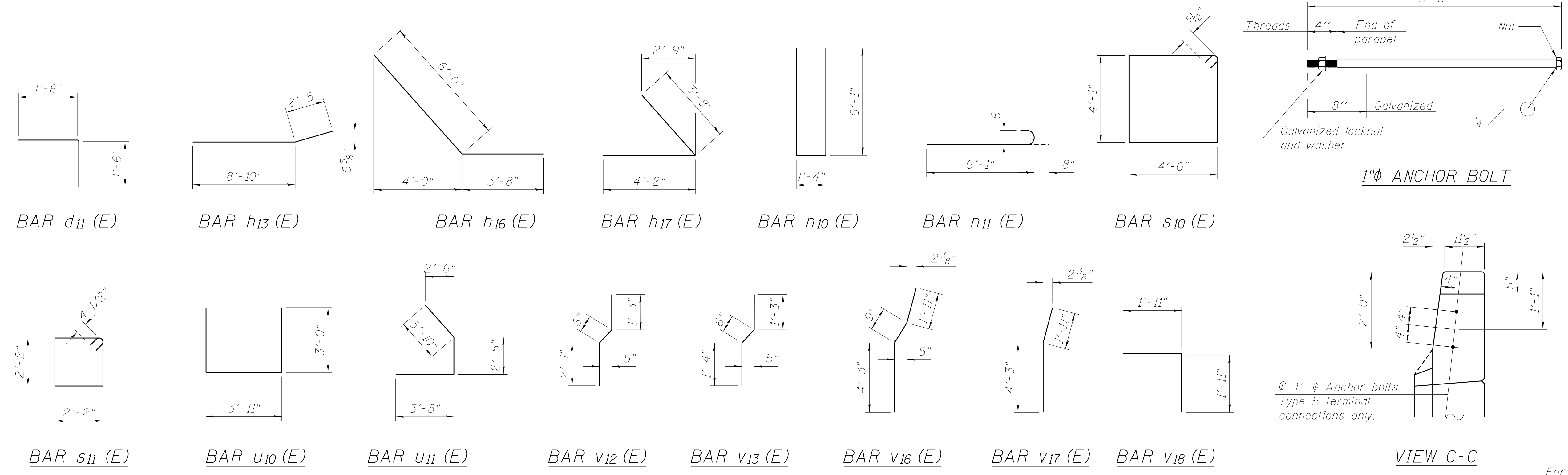
**ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d ₁₀ (E)	42	#5	2'-3"	—
d ₁₁ (E)	42	#5	3'-2"	└
h ₁₀ (E)	2	#5	24'-6"	—
h ₁₁ (E)	4	#6	22'-7"	—
h ₁₂ (E)	9	#4	12'-0"	—
h ₁₃ (E)	14	#4	11'-2"	—
h ₁₄ (E)	6	#5	9'-8"	—
h ₁₅ (E)	6	#5	8'-6"	—
h ₁₆ (E)	10	#5	9'-8"	—
h ₁₇ (E)	10	#5	7'-10"	—
h ₁₈ (E)	2	#5	30'-9"	—
h ₁₉ (E)	4	#6	29'-6"	—
h ₂₂₀ (E)	9	#4	10'-2"	—
h ₂₂₁ (E)	4	#4	11'-2"	—
n ₁₀ (E)	18	#6	13'-6"	—
n ₁₁ (E)	12	#6	6'-9"	—
p ₁₀ (E)	9	#7	10'-7"	—
p ₁₁ (E)	9	#7	7'-7"	—
p ₁₂ (E)	6	#7	11'-6"	—
p ₁₃ (E)	6	#7	12'-0"	—
p ₁₄ (E)	3	#7	25'-10"	—
p ₁₅ (E)	3	#7	31'-1"	—
s ₁₀ (E)	20	#5	16'-10"	—
s ₁₁ (E)	30	#4	9'-0 ¹ / ₂ "	—
u ₁₀ (E)	4	#6	9'-11"	—
u ₁₁ (E)	4	#6	9'-11"	—
v ₁₀ (E)	16	#4	6'-8"	—
v ₁₁ (E)	15	#4	5'-8"	—
v ₁₂ (E)	15	#4	3'-10"	—
v ₁₃ (E)	42	#4	3'-1"	—
v ₁₄ (E)	42	#4	2'-9"	—
v ₁₅ (E)	24	#6	6'-10"	—
v ₁₆ (E)	18	#6	6'-11"	—
v ₁₇ (E)	6	#6	6'-3"	—
v ₁₈ (E)	53	#4	3'-10"	—
Structure Excavation	Cu. Yd.		85	
Concrete Structures	Cu. Yd.		38.0	
Reinforcement Bars, Epoxy Coated	Pound		4290	
Furnishing Steel Piles HP12x53	Foot		172	
Driving Piles	Foot		172	
Test Pile Steel HP12x53	Each		1	
Concrete Encasement	Cu. Yd.		1.7	
Concrete Sealer	Sq. Ft.		420	

PILE DATA

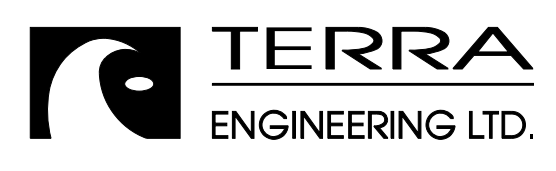
Type: HP 12X53
 Nominal Required Bearing: 355 kips
 Allowable Resistance Available: 118 kips
 Est. Length: 43 Ft.
 No. Production Piles: 4
 No. Test Piles: 1

PILE LAYOUT



For details of Bar Splicers, see sheet S64 of S71.
 For details of piles and Concrete Encasement, see sheet S65 of S71.

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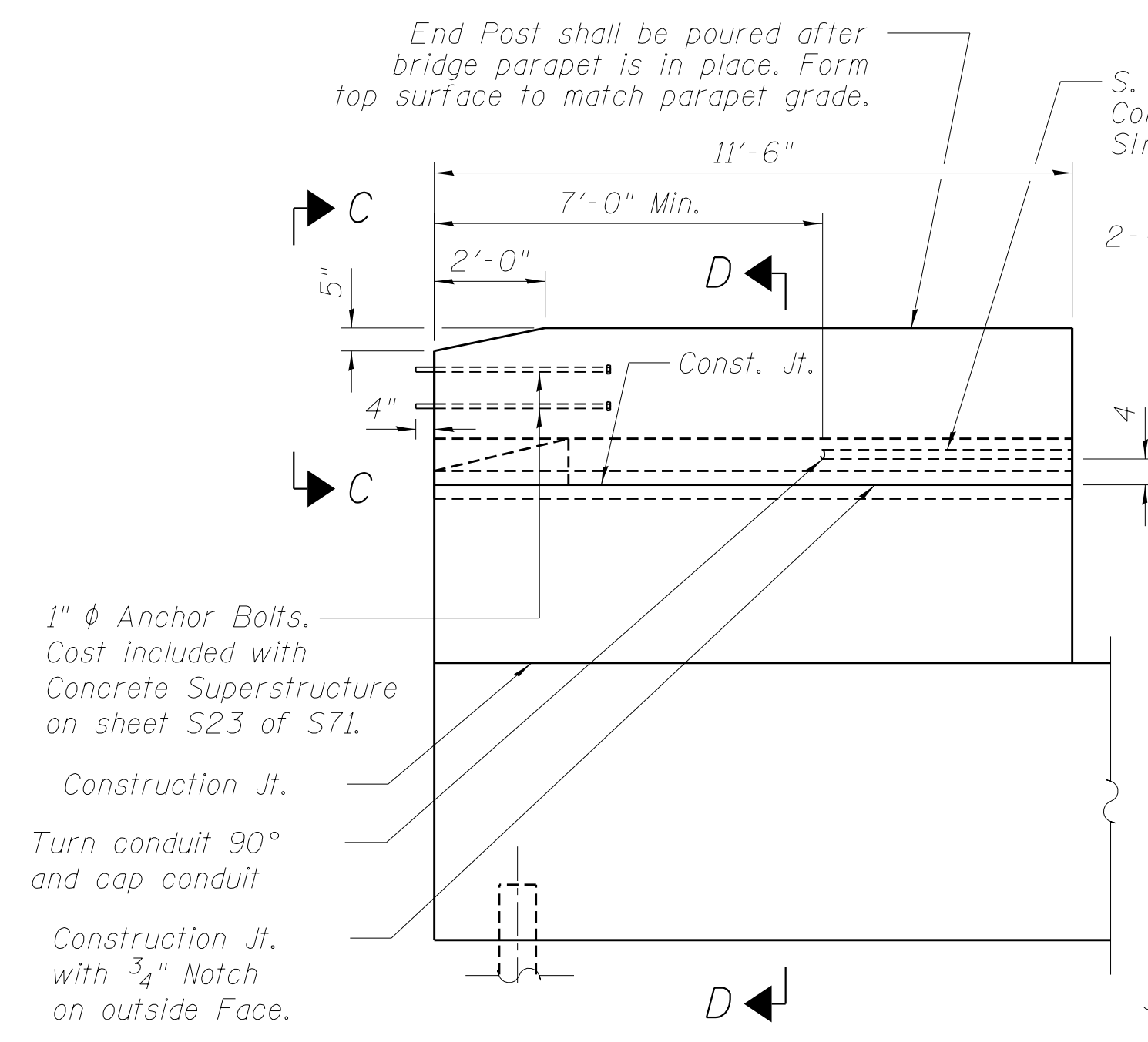
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT NORTHBOUND SHEET 2
STRUCTURE NOS. 038 - 0013 & 0014**

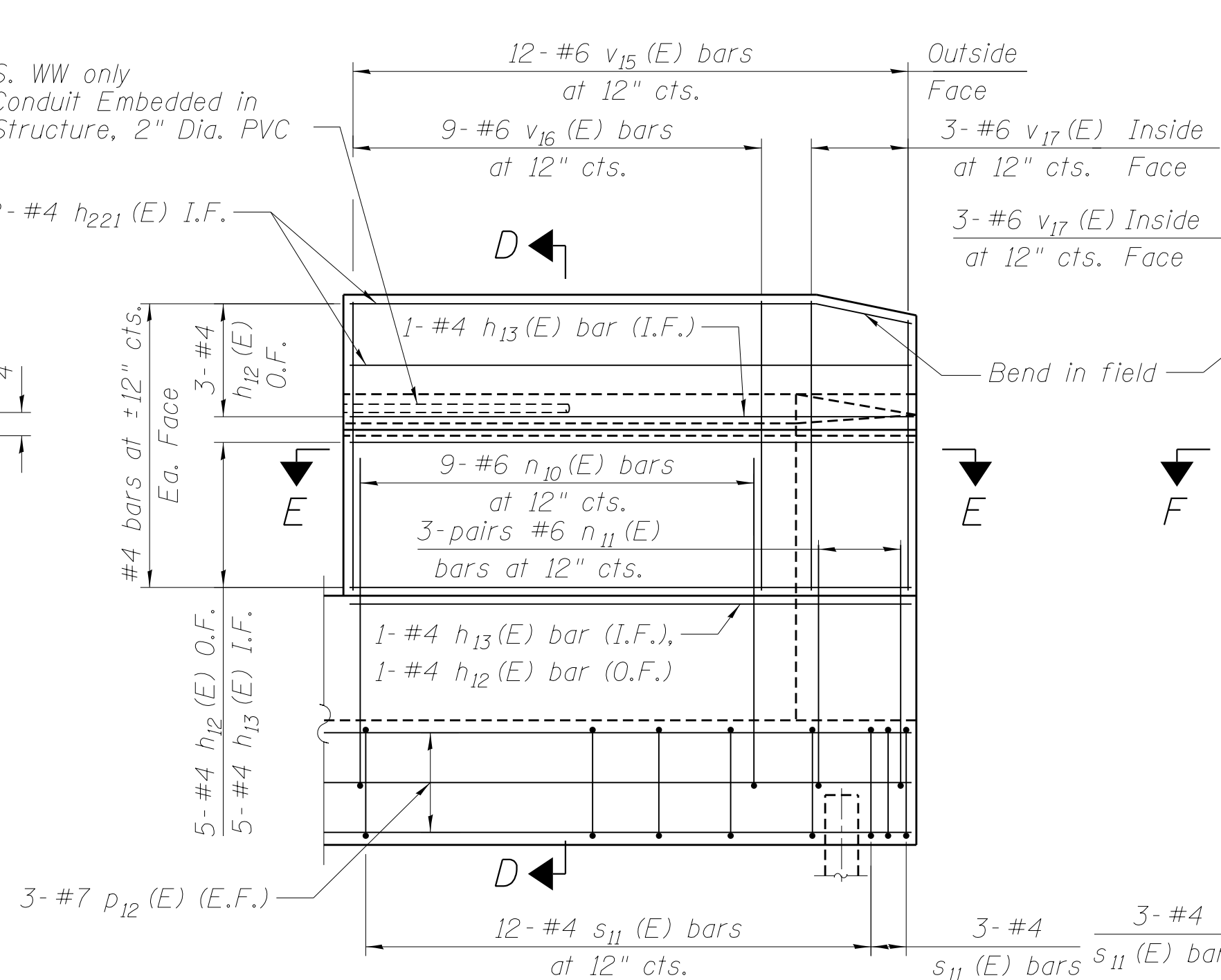
SHEET NO. S37 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	76
			CONTRACT NO. 66942	
ILLINOIS FED. AID PROJECT				

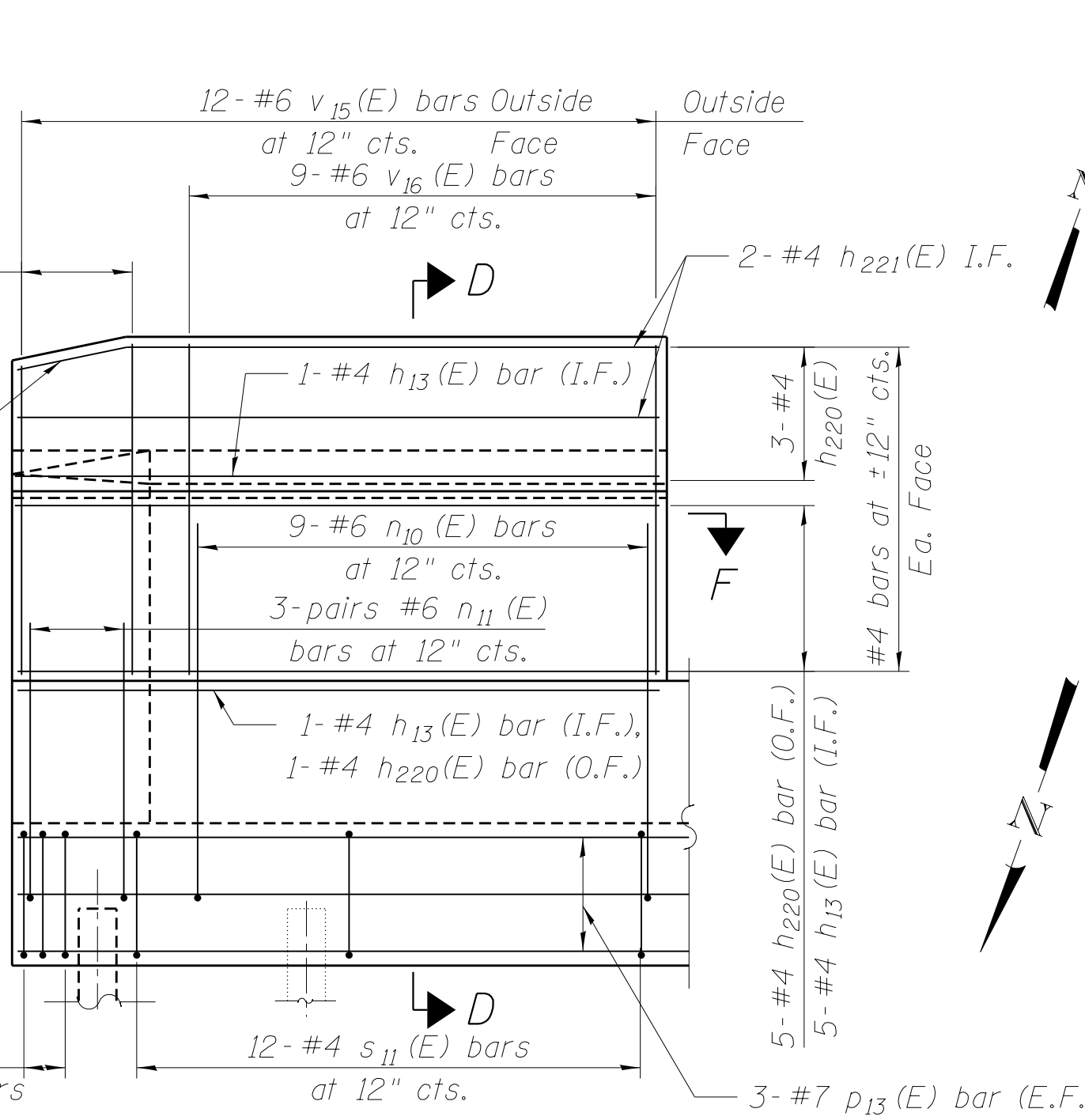
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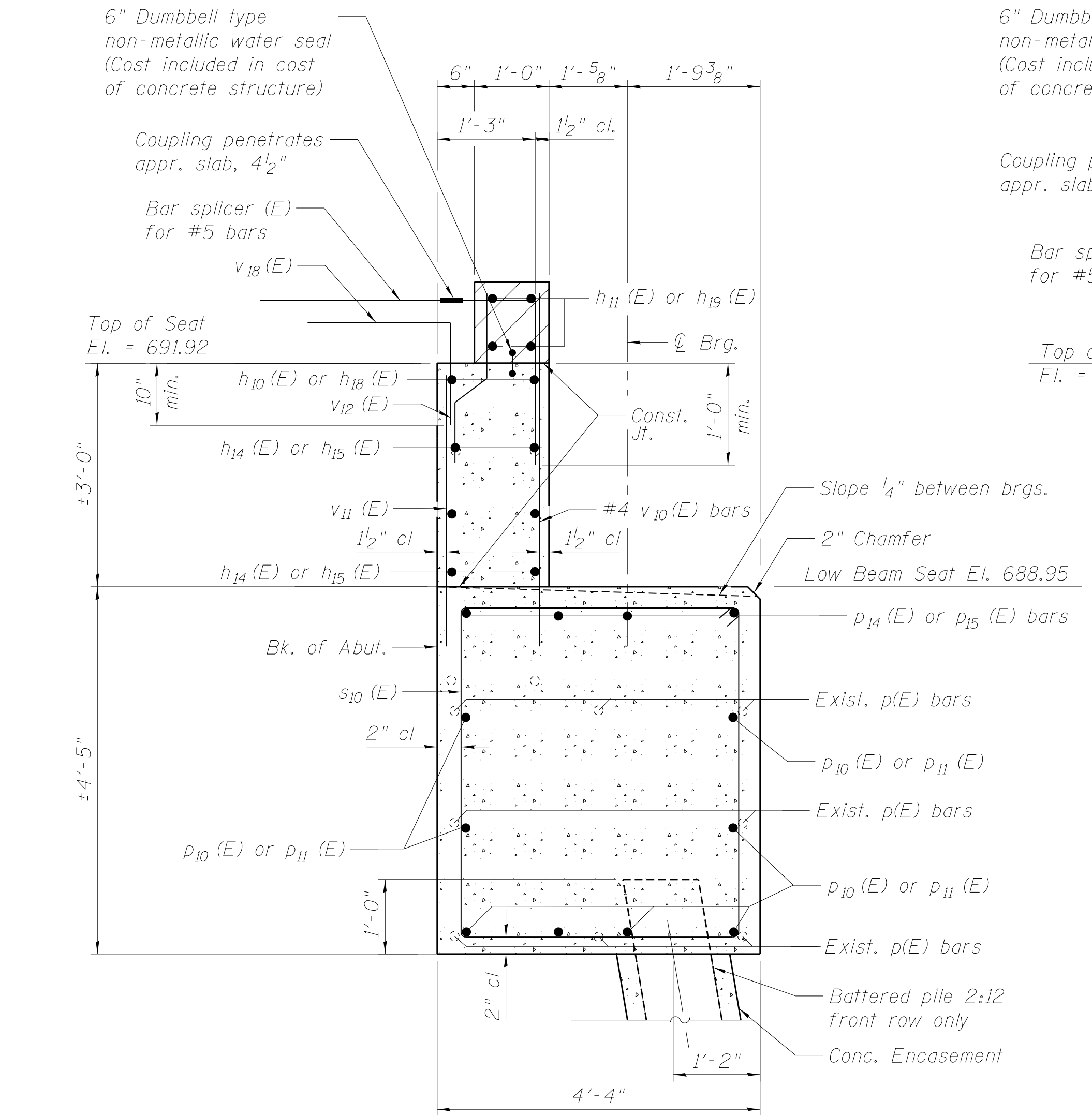
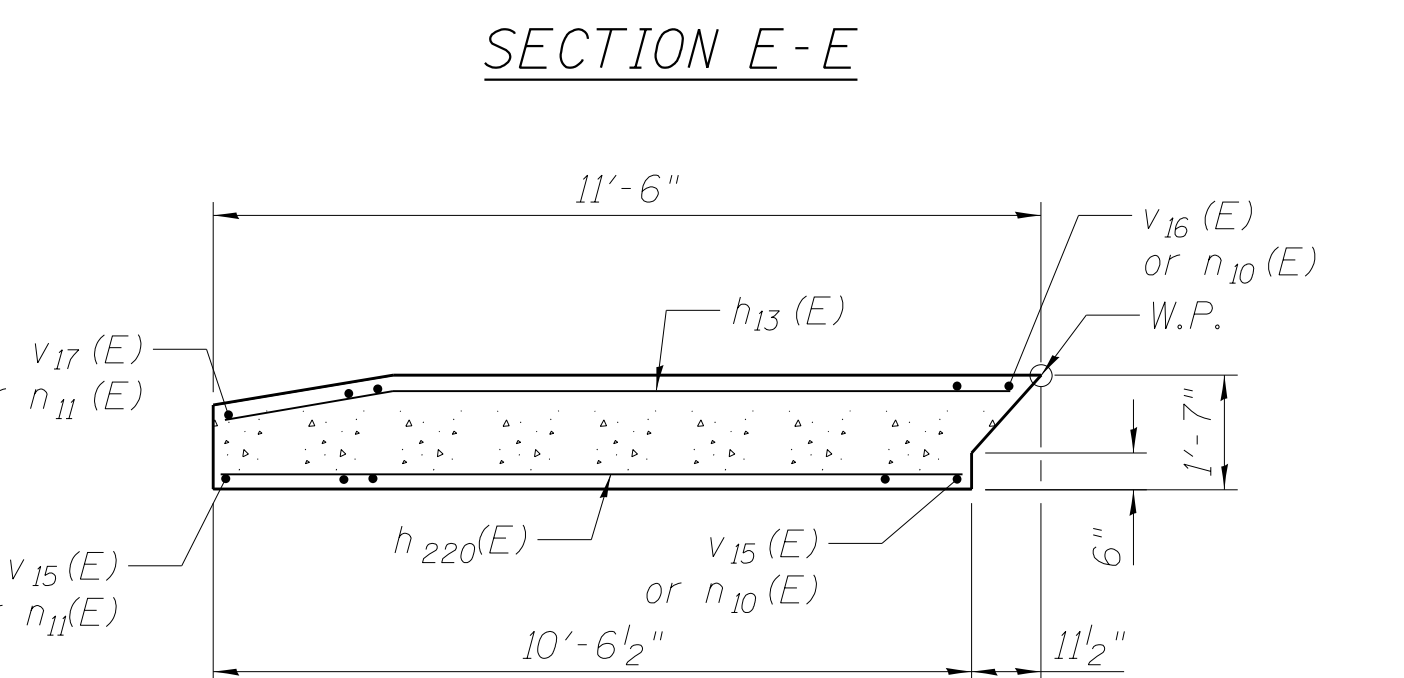
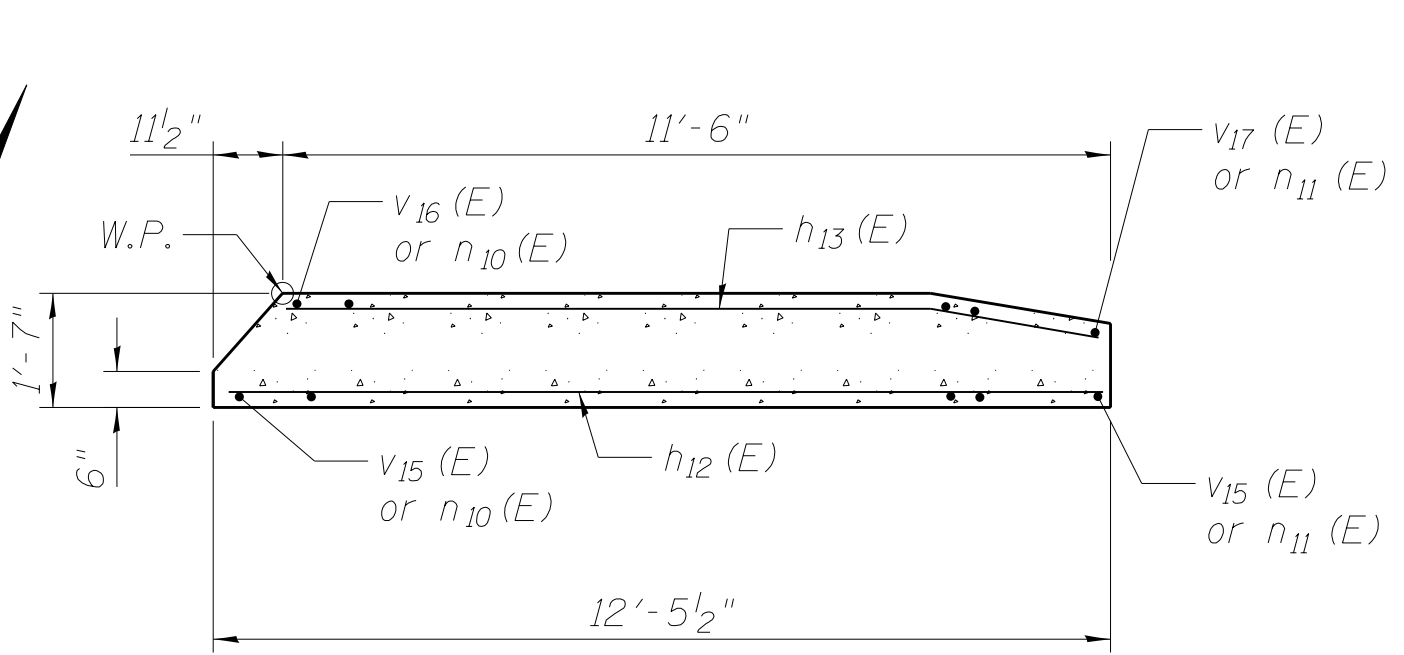
WING WALL ELEVATION
Showing Dimensions



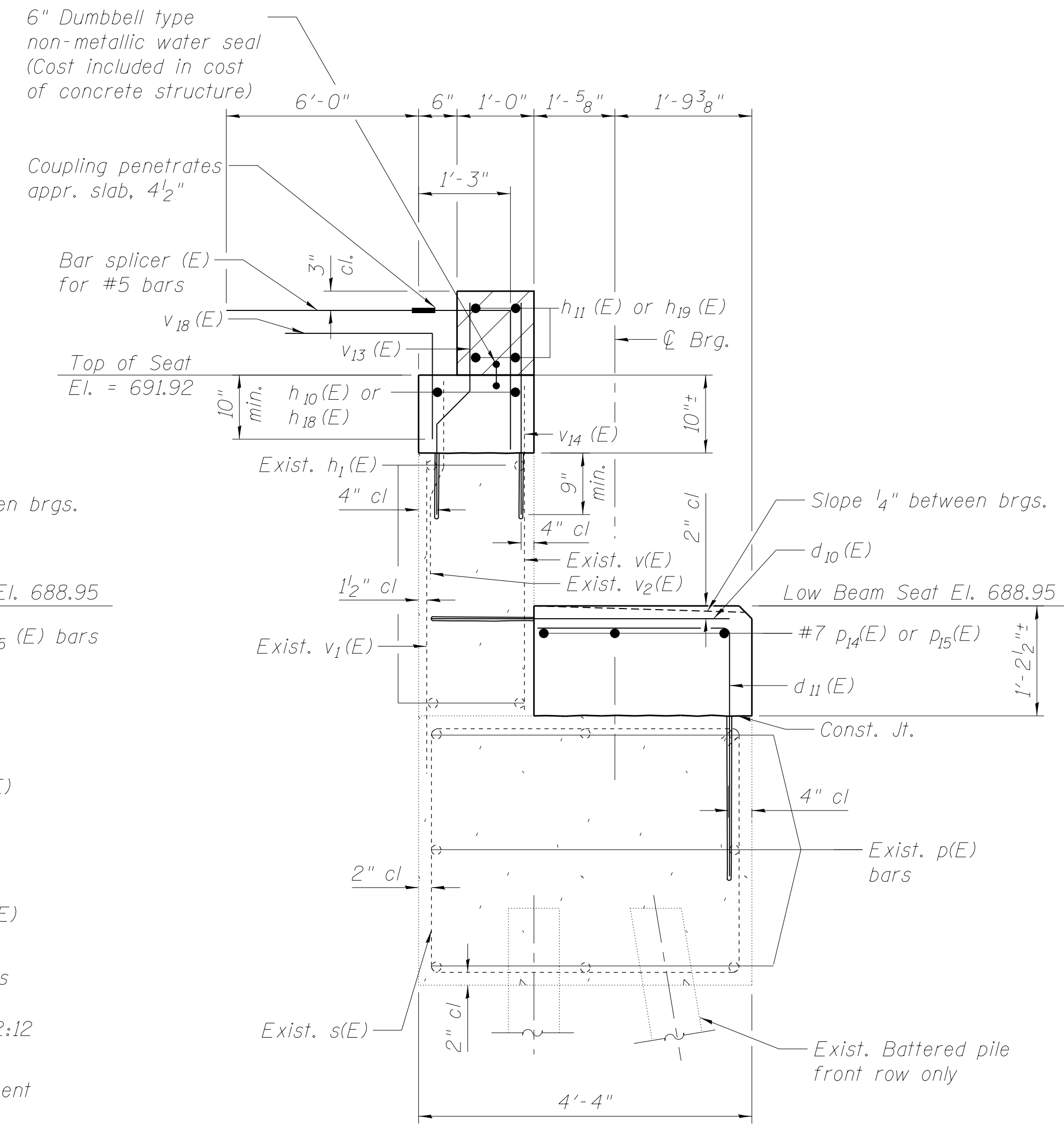
SOUTH WING WALL ELEVATION
Showing Reinforcement



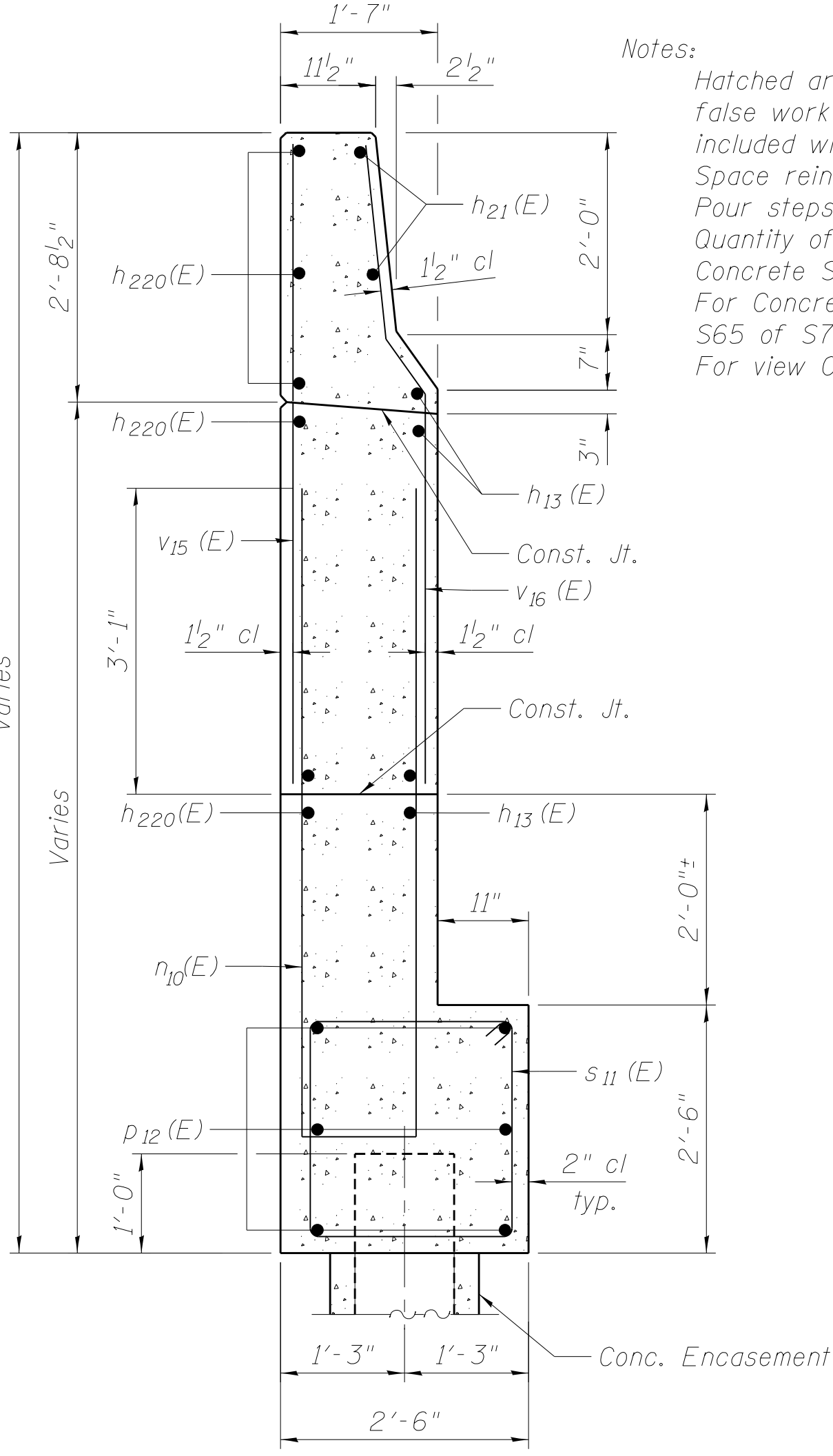
NORTH WING WALL ELEVATION
Showing Reinforcement



SECTION A-A

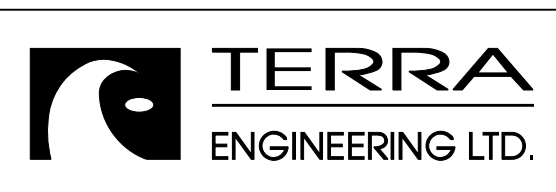


SECTION B-B



SECTION D-D

Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure. Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap. Quantity of concrete in end post included with Concrete Superstructure on sheet S23 of S71. For Concrete Encasement details, see sheet S65 of S71. For view C-C see sheet of S37 of S71.



USER NAME =	DESIGNED - EA	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - CM	REVISED
	CHECKED - JB	REVISED

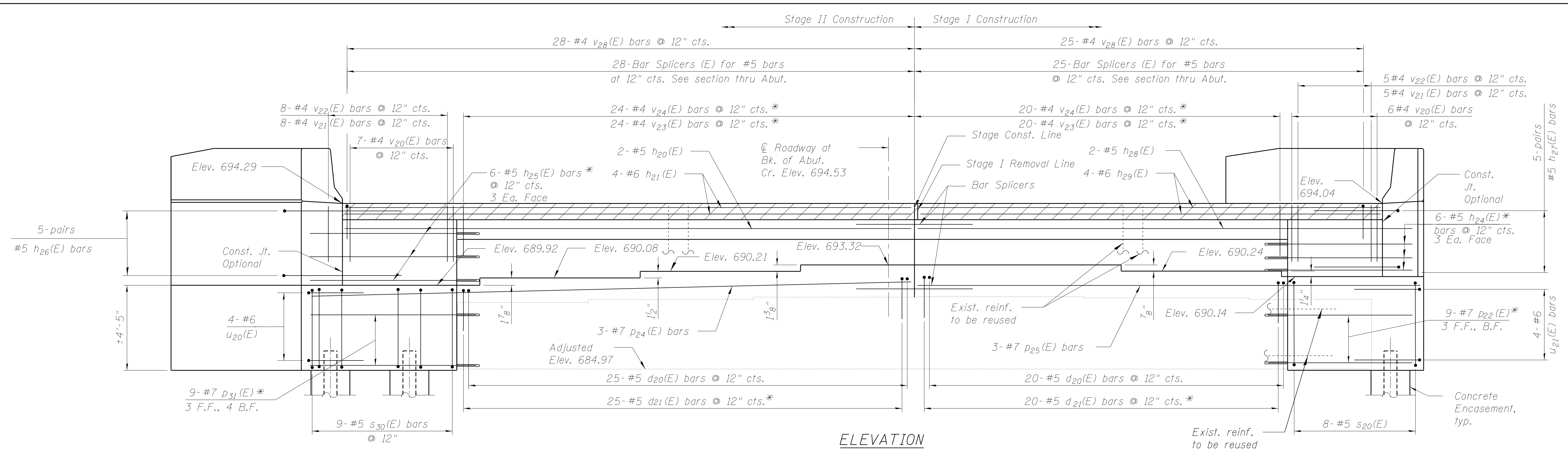
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT - NORTHBOUND SHEET 3
STRUCTURE NOS. 038 - 0013 & 0014

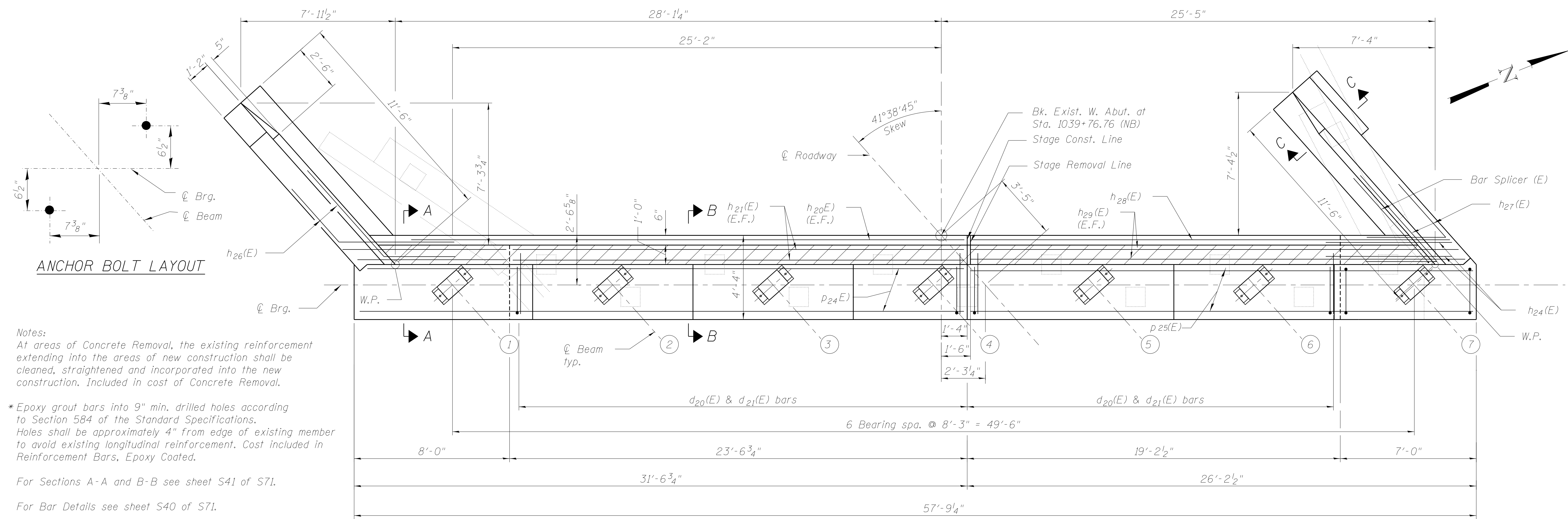
SHEET NO. S38 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	77
			CONTRACT NO. 66942	
ILLINOIS FED. AID PROJECT				

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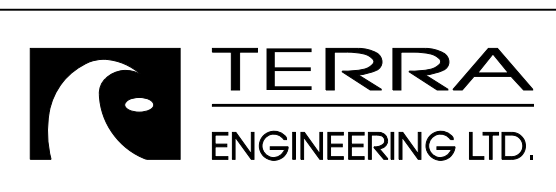


ELEVATION



PLAN
West Abutment (NB)

Notes:
 At areas of Concrete Removal, the existing reinforcement extending into the areas of new construction shall be cleaned, straightened and incorporated into the new construction. Included in cost of Concrete Removal.
 *Epoxy grout bars into 9" min. drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.
 For Sections A-A and B-B see sheet S41 of S71.
 For Bar Details see sheet S40 of S71.
 Concrete Sealer to be applied to new concrete surfaces of abutment, beam seats and backwalls.



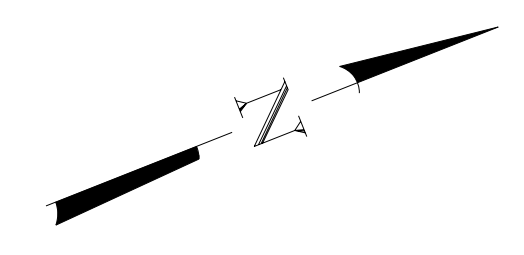
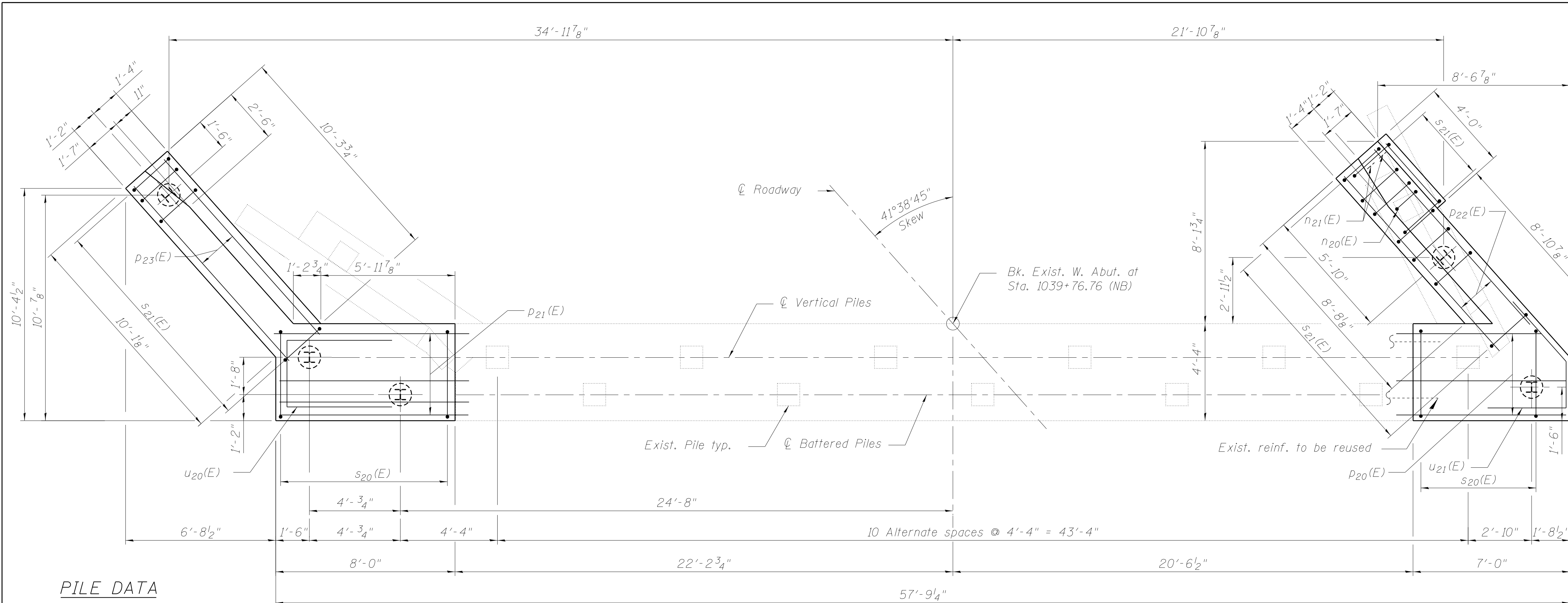
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PLOT DATE	CHECKED - JB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT - NORTHBOUND SHEET 1
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S39 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	78
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



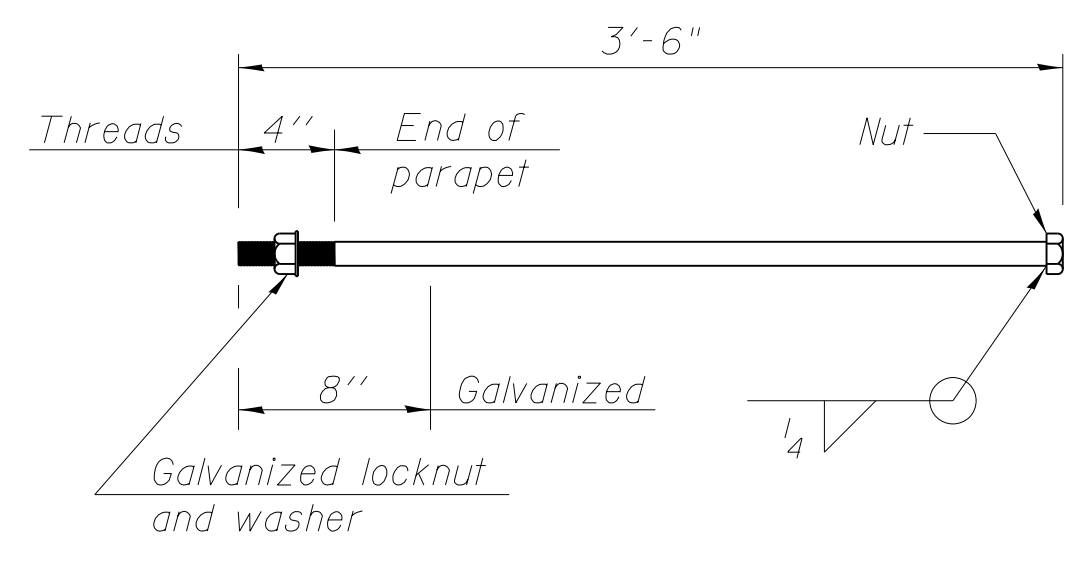
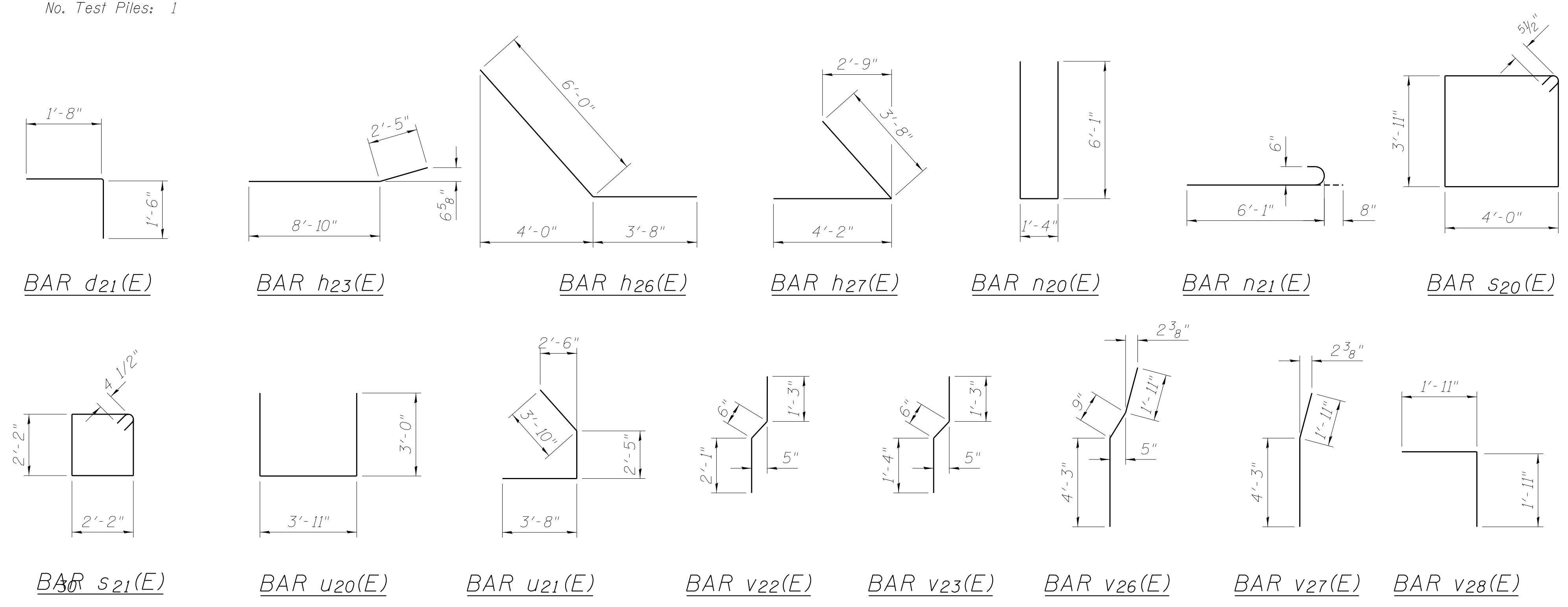
**ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d ₂₀ (E)	45	#5	2'-3"	—
d ₂₁ (E)	45	#5	3'-2"	└
h ₂₀ (E)	2	#5	31'-3"	—
h ₂₁ (E)	4	#6	29'-2"	—
h ₂₂ (E)	9	#4	12'-0"	—
h ₂₃ (E)	14	#4	11'-2"	—
h ₂₄ (E)	6	#5	6'-6"	—
h ₂₅ (E)	6	#5	8'-6"	—
h ₂₆ (E)	10	#5	7'-8"	—
h ₂₇ (E)	10	#5	7'-10"	—
h ₂₈ (E)	2	#5	24'-2"	—
h ₂₉ (E)	4	#6	23'-0"	—
h ₂₃₀ (E)	9	#4	10'-2"	—
h ₂₃₁ (E)	4	#4	11'-2"	—
n ₂₀ (E)	18	#6	13'-6"	—
n ₂₁ (E)	12	#6	6'-9"	—
p ₂₀ (E)	6	#7	7'-7"	—
p ₂₁ (E)	9	#7	8'-7"	—
p ₂₂ (E)	9	#7	12'-0"	—
p ₂₃ (E)	6	#7	11'-6"	—
p ₂₄ (E)	3	#7	31'-2"	—
p ₂₅ (E)	3	#7	25'-10"	—
p ₂₆ (E)	3	#7	3'-8"	—
s ₂₀ (E)	17	#5	16'-10"	—
s ₂₁ (E)	35	#4	9'-0 1/2"	—
u ₂₀ (E)	4	#6	9'-11"	—
u ₂₁ (E)	4	#6	9'-11"	—
v ₂₀ (E)	13	#4	6'-6"	—
v ₂₁ (E)	13	#4	5'-2"	—
v ₂₂ (E)	13	#4	3'-10"	—
v ₂₃ (E)	44	#4	3'-1"	—
v ₂₄ (E)	44	#4	2'-9"	—
v ₂₅ (E)	24	#6	6'-10"	—
v ₂₆ (E)	18	#6	6'-11"	—
v ₂₇ (E)	6	#6	6'-3"	—
v ₂₈ (E)	53	#4	3'-10"	└
Structure Excavation	Cu. Yd.		93	
Concrete Structures	Cu. Yd.		41.6	
Reinforcement Bars, Epoxy Coated	Pound		4240	
Furnishing Steel Piles HP12x53	Foot		172	
Driving Piles	Foot		172	
Test Pile Steel HP12x53	Each		1	
Concrete Encasement	Cu. Yd.		1.7	
Concrete Sealer	Sq. Ft.		461	

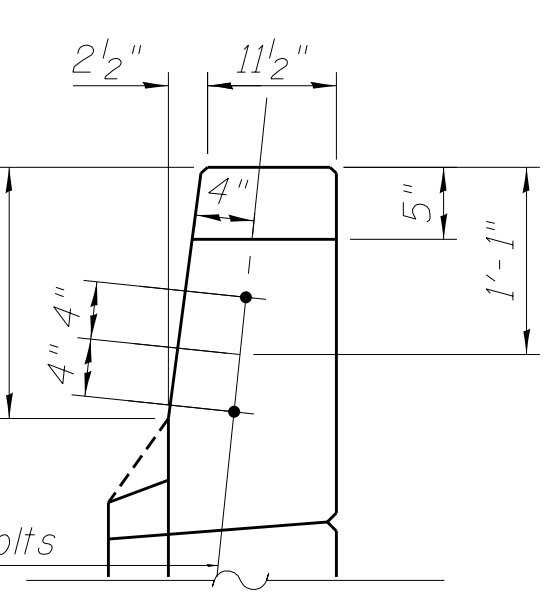
PILE DATA

Type: HP 12X53
 Nominal Required Bearing: 359 kips
 Allowable Resistance Available: 120 kips
 Est. Length: 43 Ft.
 No. Production Piles: 4
 No. Test Piles: 1

PILE LAYOUT



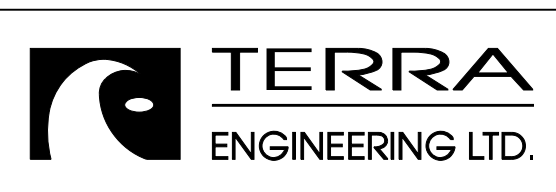
1"φ ANCHOR BOLT



VIEW D-D

For details of Bar Splicers, see sheet S64 of S71.
 For details of piles and Concrete Encasement, see sheet S65 of S71.

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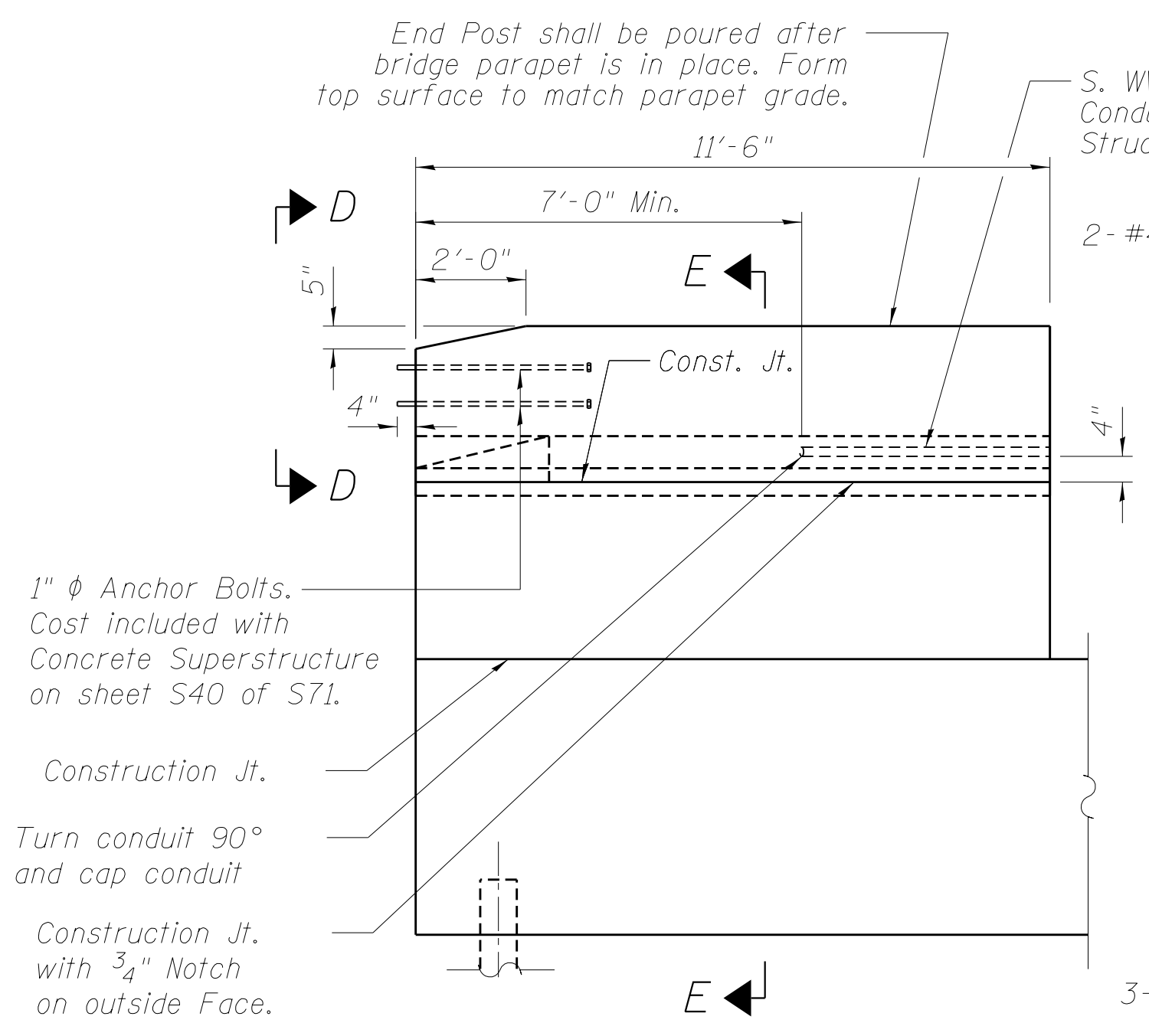
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	CHECKED - OY	REVISED
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PLOT DATE	CHECKED - JB	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

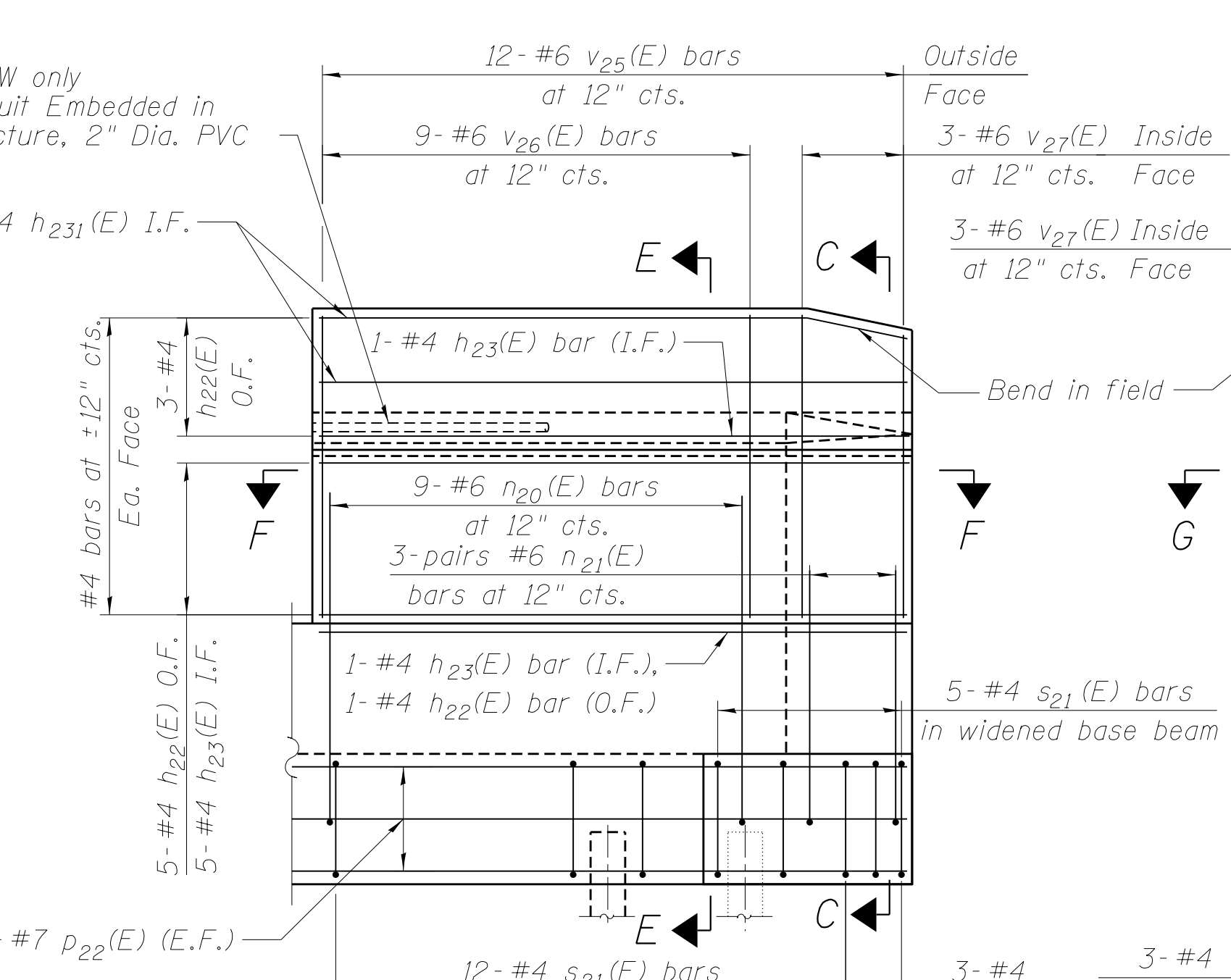
**WEST ABUTMENT - NORTHBOUND SHEET 2
STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S40 OF S71 SHEETS

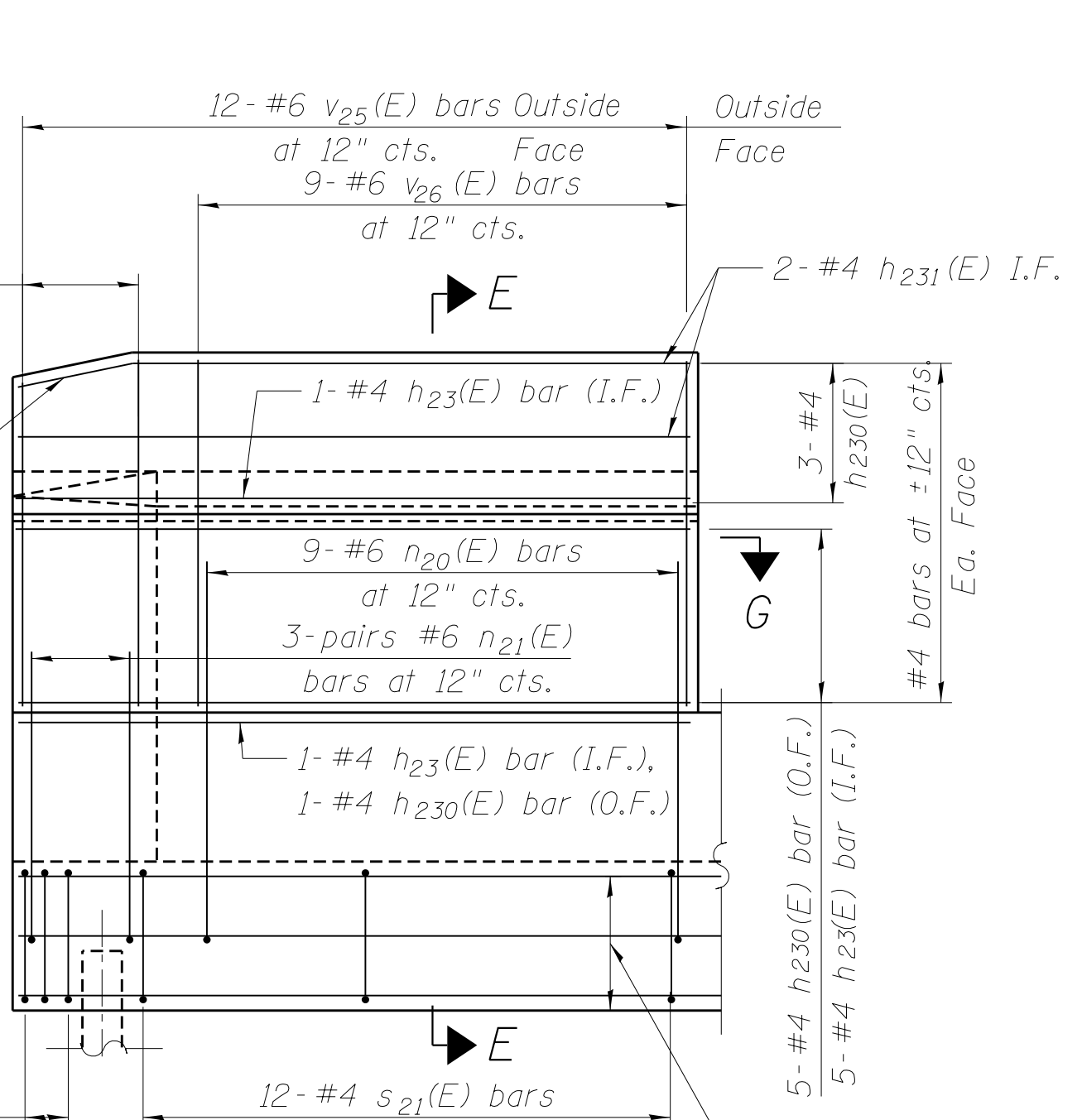
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	79
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



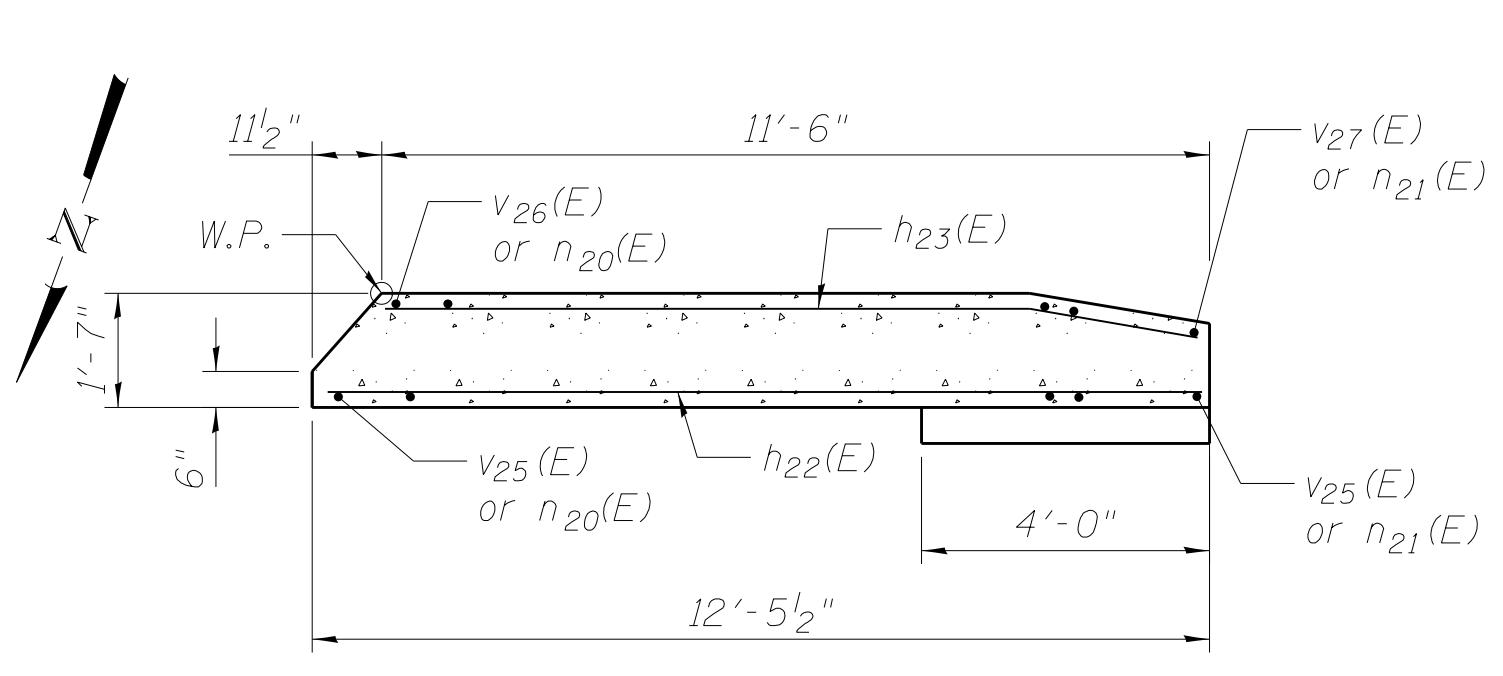
WING WALL ELEVATION
Showing Dimensions



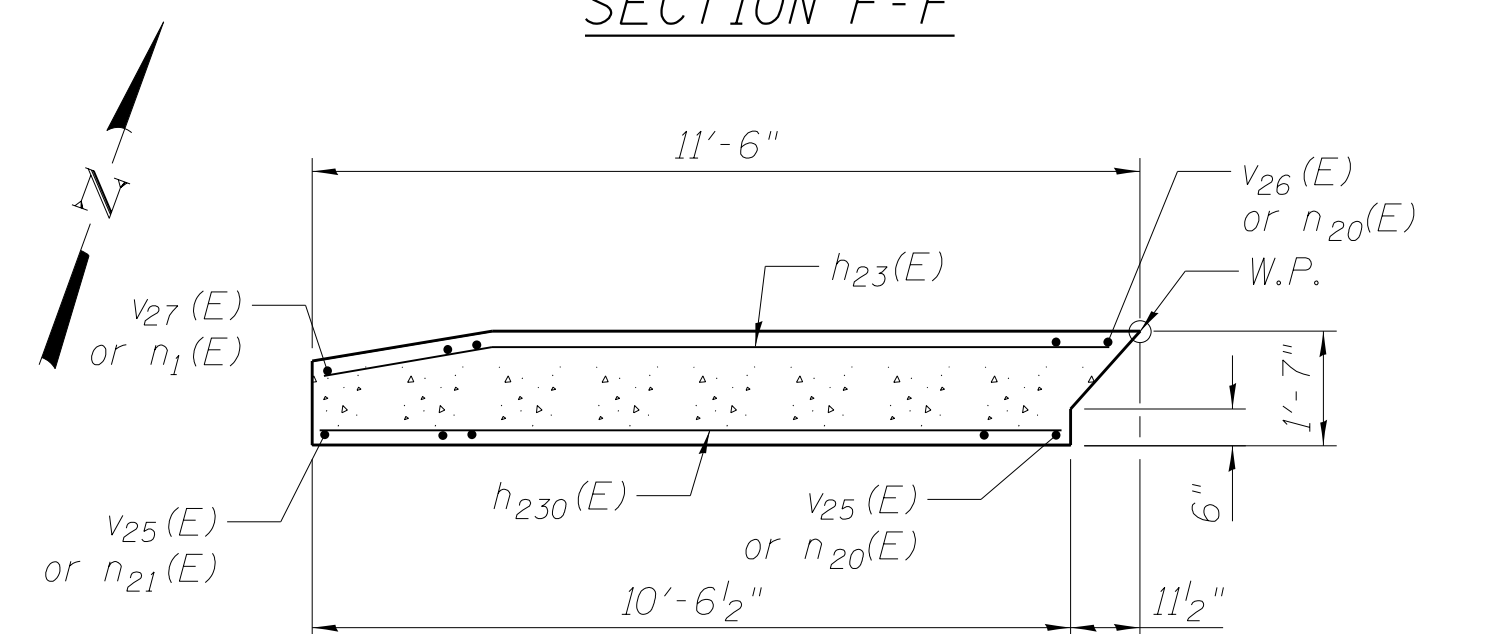
NORTH WING WALL ELEVATION
Showing Reinforcement



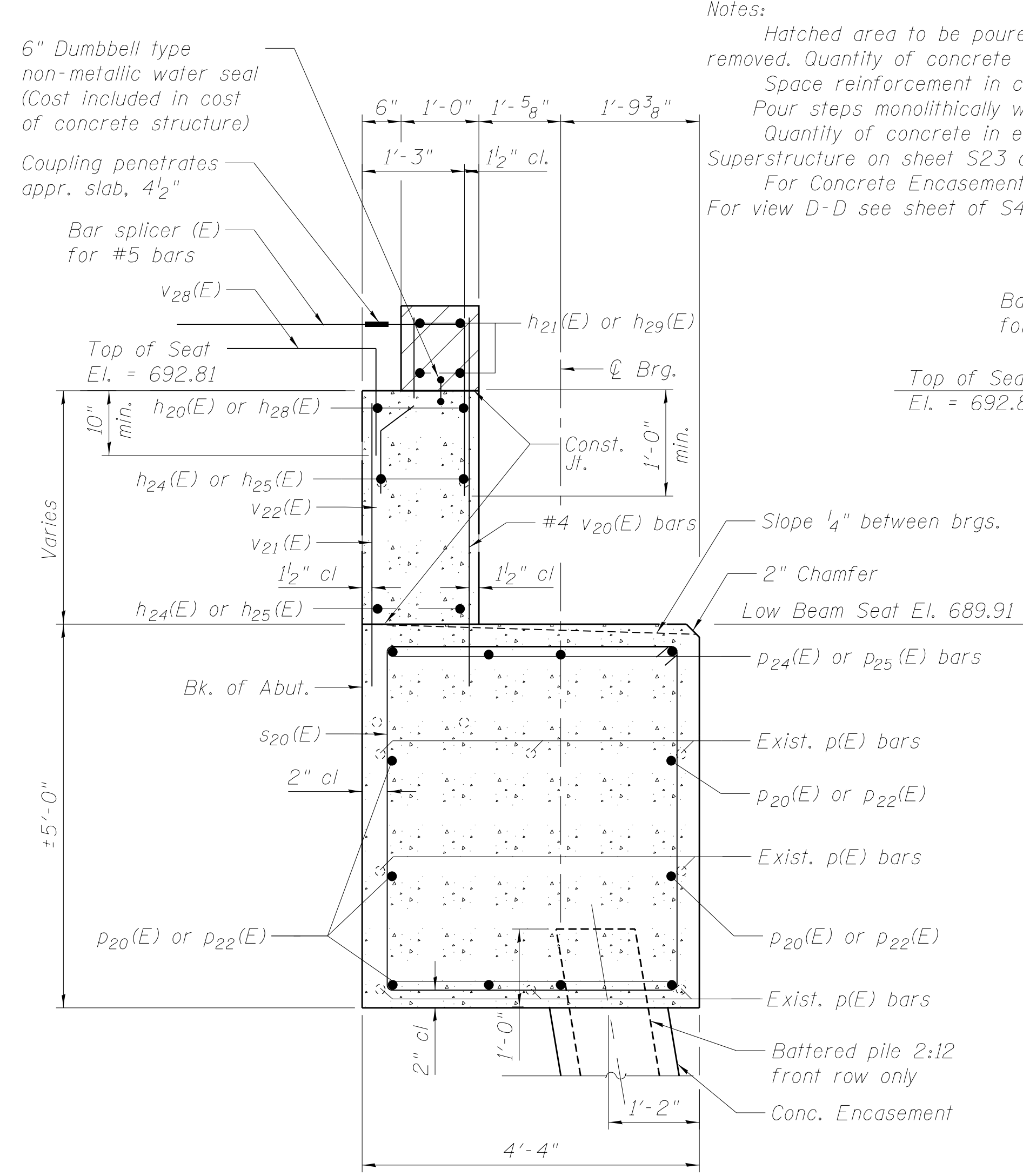
SOUTH WING WALL ELEVATION
Showing Reinforcement



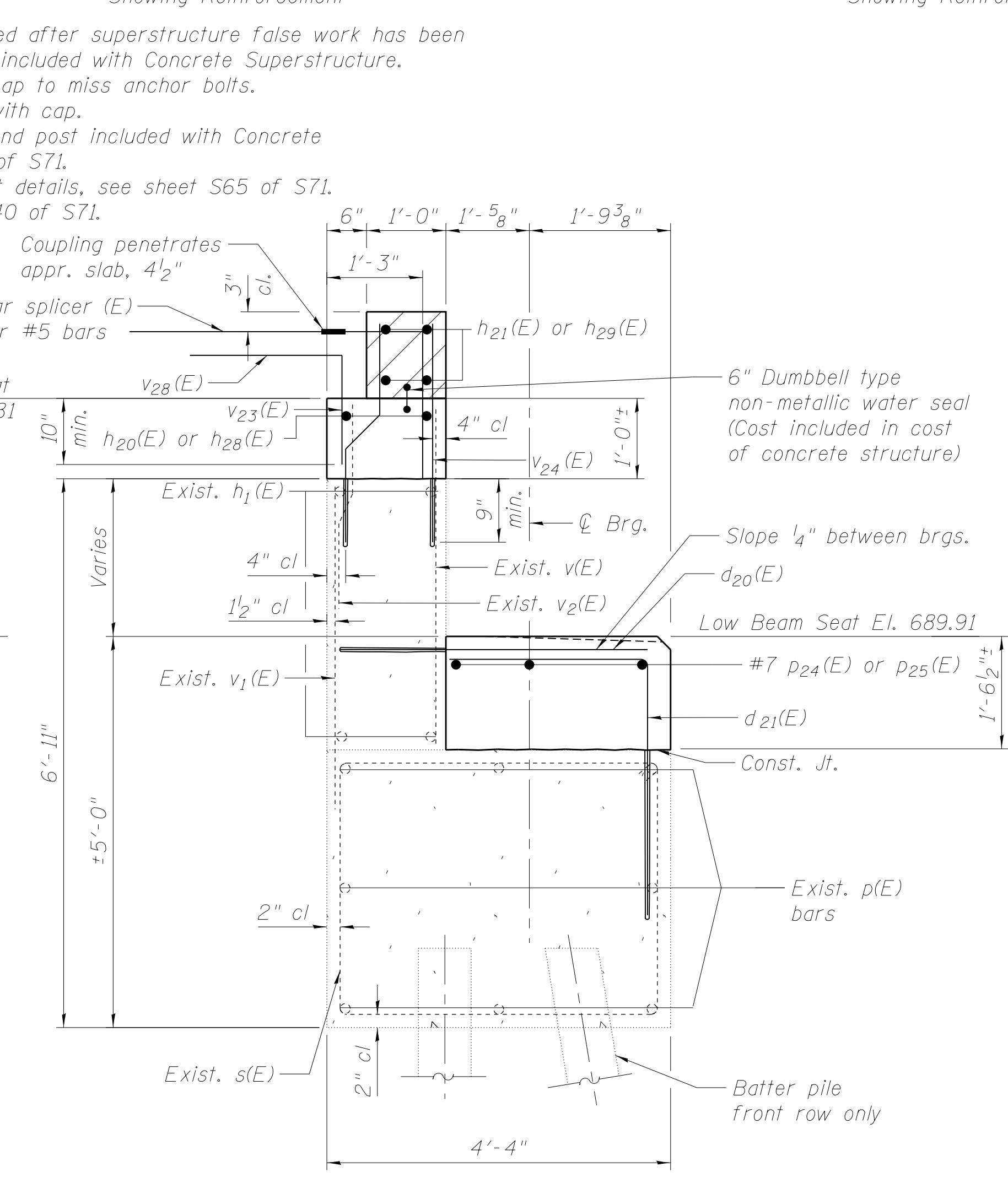
SECTION F-F



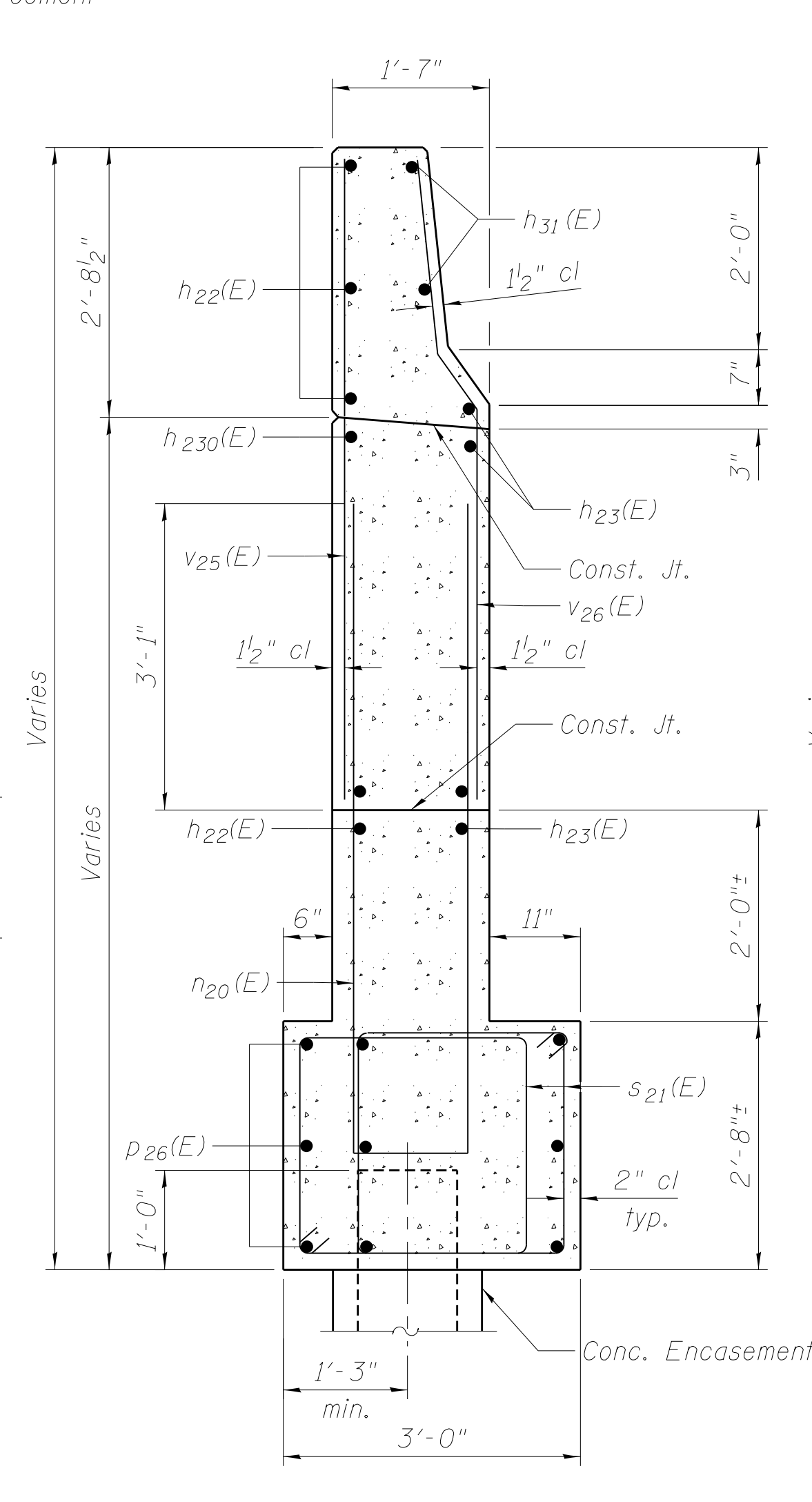
SECTION G-G



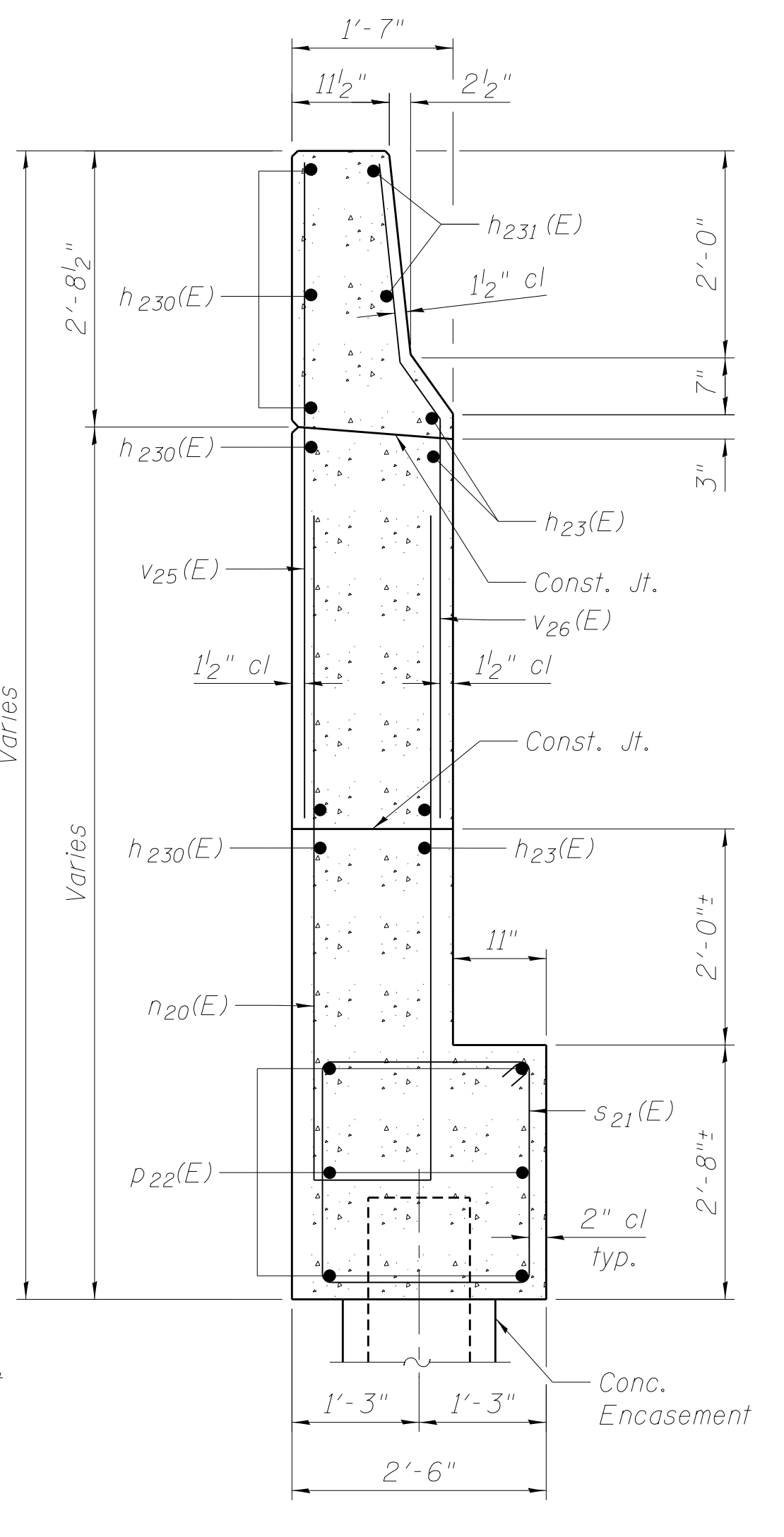
SECTION A-A



SECTION B-B



SECTION C-C



SECTION E-E

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Quantity of concrete in end post included with Concrete Superstructure on sheet S23 of S71.
For Concrete Encasement details, see sheet S65 of S71.
For view D-D see sheet of S40 of S71.

6" Dumbbell type non-metallic water seal (Cost included in cost of concrete structure)

Coupling penetrates appr. slab, 4 1/2"

Bar splicer (E) for #5 bars

v28(E)

Top of Seat El. = 692.81

10" min.

h24(E) or h25(E)

v22(E)

v21(E)

h24(E) or h25(E)

±5'-0"

p20(E) or p22(E)

2" cl.

1'-0"

1'-2"

4'-4"

SECTION A-A

Bk. of Abut.

Battered pile 2:12 front row only

Conc. Encasement

Coupling penetrates appr. slab, 4 1/2"

Bar splicer (E) for #5 bars

v23(E)

10" min.

h20(E) or h28(E)

h24(E) or h25(E)

Varies

6'-11"

±5'-0"

Exist. v1(E)

2" cl.

1'-0"

1'-2"

4'-4"

SECTION B-B

Exist. h1(E)

Exist. v(E)

Exist. v2(E)

Coupling penetrates appr. slab, 4 1/2"

Bar splicer (E) for #5 bars

v24(E)

10" min.

h20(E) or h28(E)

h24(E) or h25(E)

Varies

6'-11"

±5'-0"

Exist. v1(E)

2" cl.

1'-0"

1'-2"

4'-4"

SECTION B-B

Exist. h1(E)

Exist. v(E)

Exist. v2(E)

6" Dumbbell type non-metallic water seal (Cost included in cost of concrete structure)

Coupling penetrates appr. slab, 4 1/2"

Bar splicer (E) for #5 bars

v25(E)

10" min.

h20(E) or h28(E)

h24(E) or h25(E)

Varies

3'-1"

±5'-0"

h22(E)

2" cl.

1'-0"

3'-0"

SECTION C-C

h22(E)

h230(E)

h23(E)

6" Dumbbell type non-metallic water seal (Cost included in cost of concrete structure)

Coupling penetrates appr. slab, 4 1/2"

Bar splicer (E) for #5 bars

v25(E)

10" min.

h20(E) or h28(E)

h24(E) or h25(E)

Varies

2'-8 1/2"

±5'-0"

h230(E)

2" cl.

1'-0"

2'-6"

SECTION E-E

h230(E)

h231(E)

h23(E)

TERRA ENGINEERING LTD.

USER NAME =
DESIGNED - EA
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PLOT SCALE =
DRAWN - CM
PLOT DATE
CHECKED - JB

REVISOR
REVISOR
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REVISOR

STATE OF ILLINOIS
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WEST ABUTMENT - NORTHBOUND SHEET 3
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S41 OF S71 SHEETS

F.A.I. R.T.E.
57

SECTION
38-2HVB, HVBR-1

COUNTY
IROQUOIS

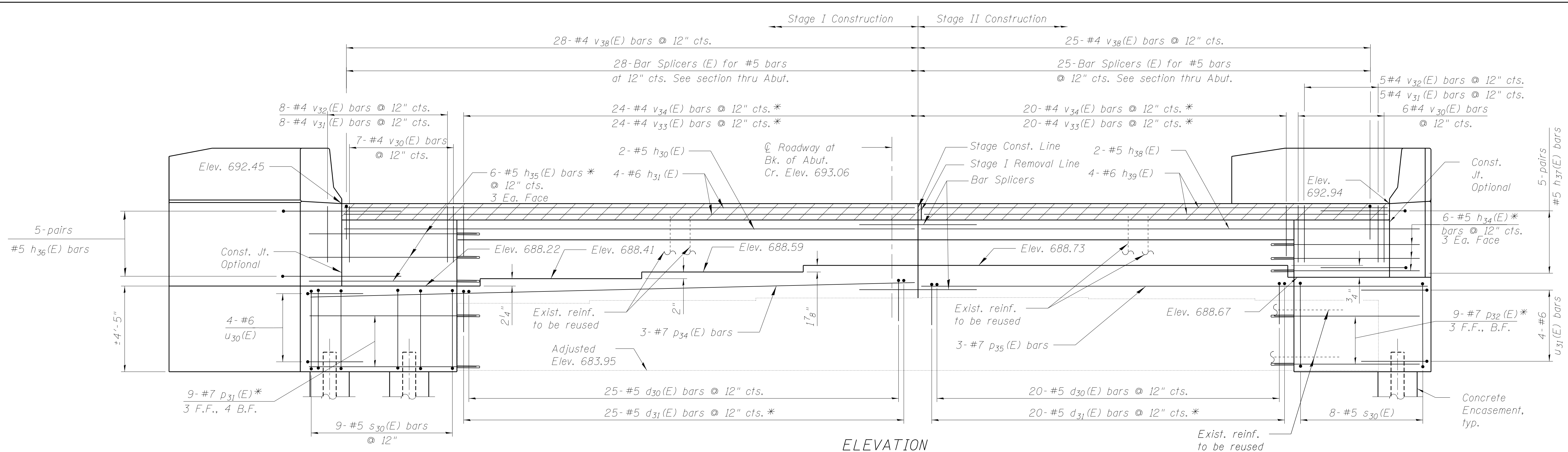
TOTAL SHEETS
146

SHEET NO.
80

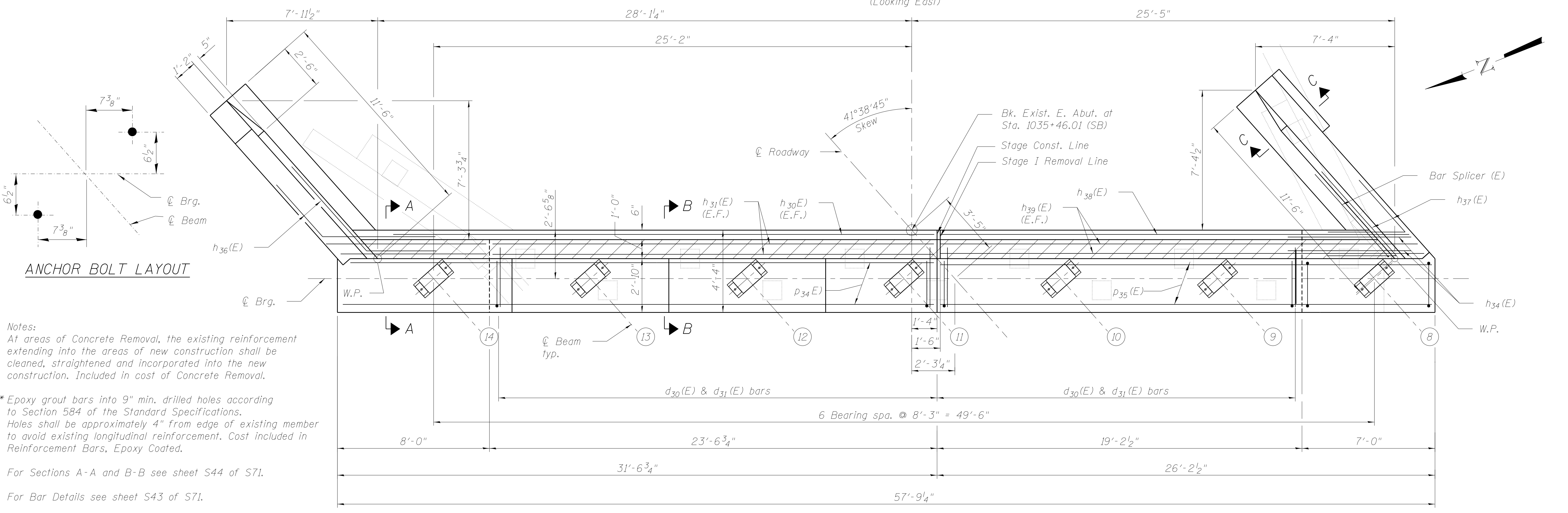
CONTRACT NO. 66942

ILLINOIS FED. AID PROJECT

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ELEVATION
(Looking East)



PLAN
East Abutment (SB)

Notes:
 At areas of Concrete Removal, the existing reinforcement extending into the areas of new construction shall be cleaned, straightened and incorporated into the new construction. Included in cost of Concrete Removal.

* Epoxy grout bars into 9" min. drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

For Sections A-A and B-B see sheet S44 of S71.

For Bar Details see sheet S43 of S71.

Concrete Sealer to be applied to Front Face of new concrete surfaces of abutment, beam seats and backwalls.



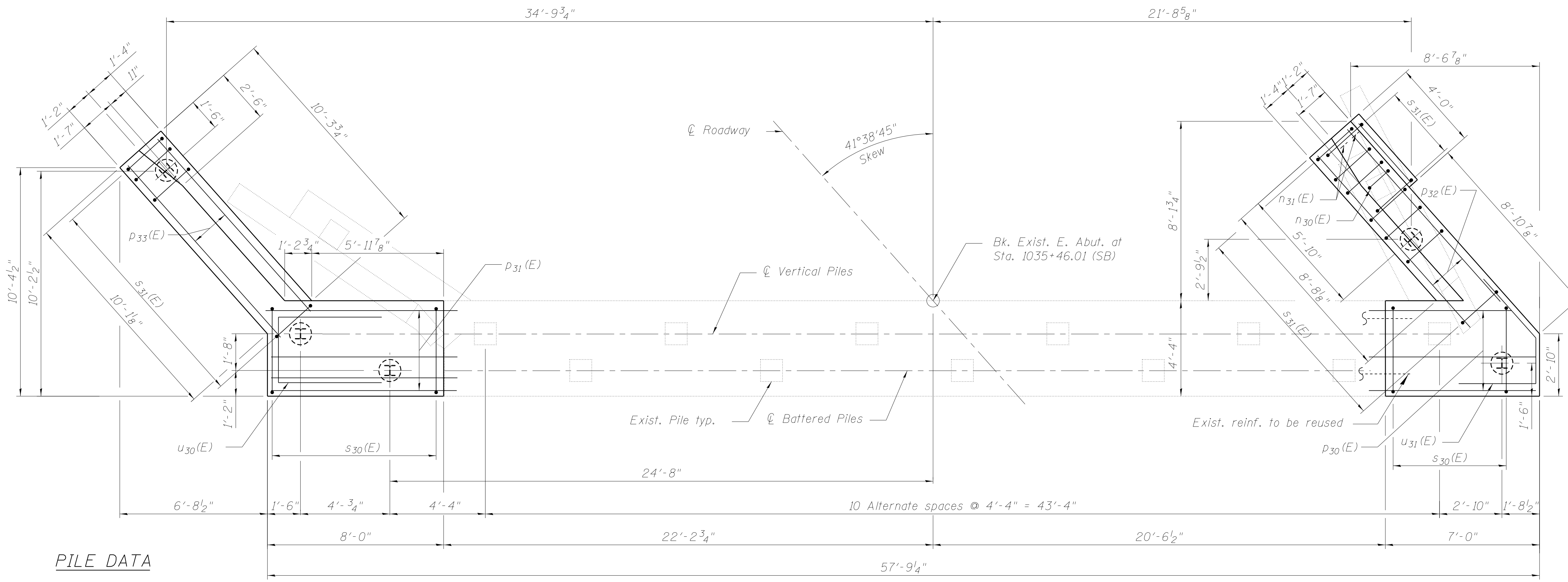
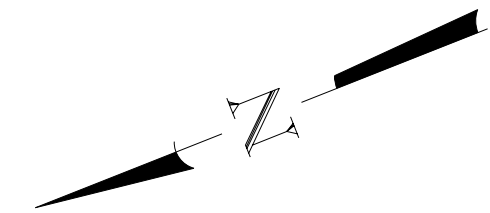
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PLOT SCALE =	DRAWN - CM	REVISED
PLOT DATE	CHECKED - JB	REVISED

STATE OF ILLINOIS
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EAST ABUTMENT - SOUTHBOUND SHEET 1
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S42 OF S71 SHEETS

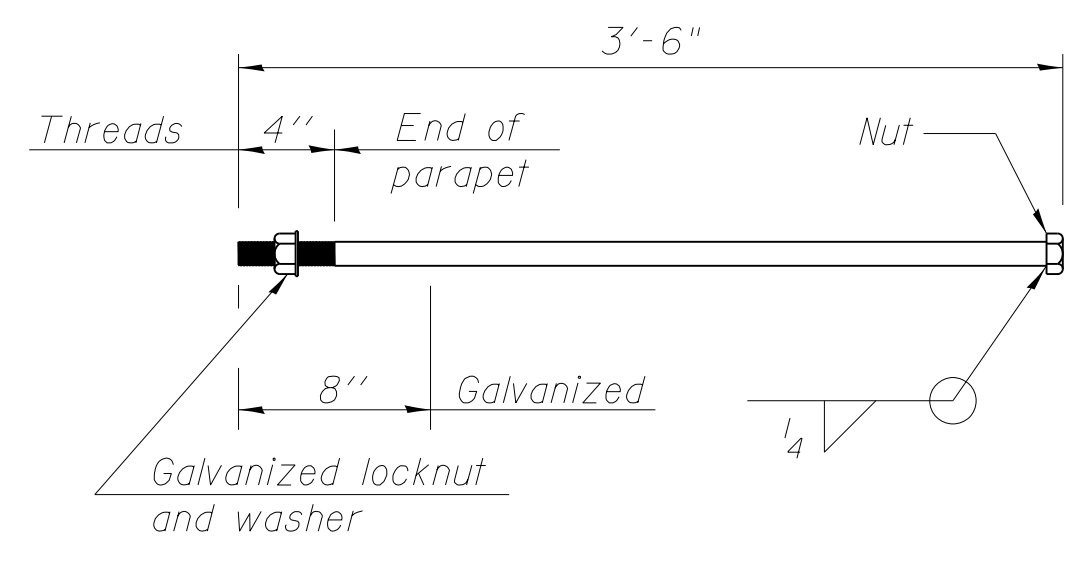
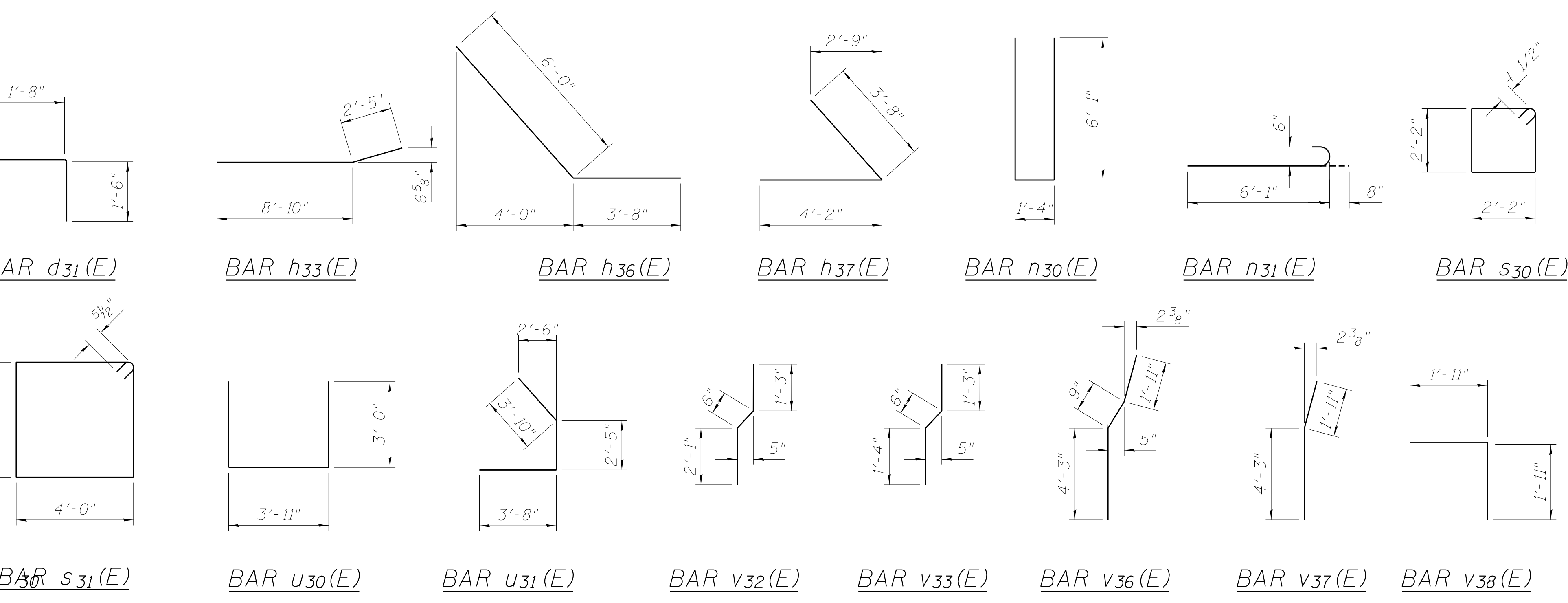
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	81
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



PILE DATA

Type: HP 12X53
 Nominal Required Bearing: 355 kips
 Allowable Resistance Available: 118 kips
 Est. Length: 43 Ft.
 No. Production Piles: 4
 No. Test Piles: 1

PILE LAYOUT

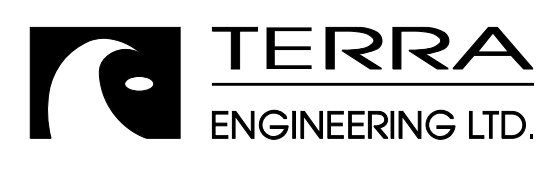


**ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d30(E)	45	#5	2'-3"	—
d31(E)	45	#5	3'-2"	└
h30(E)	2	#5	31'-3"	—
h31(E)	4	#6	29'-2"	—
h32(E)	91	#4	12'-0"	—
h33(E)	14	#4	11'-2"	—
h34(E)	6	#5	6'-6"	—
h35(E)	6	#5	8'-6"	—
h36(E)	10	#5	7'-8"	—
h37(E)	10	#5	7'-10"	—
h38(E)	2	#5	24'-2"	—
h39(E)	4	#6	23'-0"	—
h240(E)	9	#4	10'-2"	—
h241(E)	4	#4	11'-2"	—
n30(E)	18	#6	13'-6"	—
n31(E)	12	#6	6'-9"	—
p30(E)	6	#7	7'-7"	—
p31(E)	9	#7	8'-7"	—
p32(E)	9	#7	12'-0"	—
p33(E)	6	#7	11'-6"	—
p34(E)	3	#7	31'-2"	—
p35(E)	3	#7	25'-10"	—
p36(E)	3	#7	3'-8"	—
s30(E)	17	#5	16'-10"	—
s31(E)	35	#4	9'-0 1/2"	—
u30(E)	4	#6	9'-11"	—
u31(E)	4	#6	9'-11"	—
v30(E)	13	#4	6'-6"	—
v31(E)	13	#4	5'-2"	—
v32(E)	13	#4	3'-10"	—
v33(E)	44	#4	3'-1"	—
v34(E)	44	#4	2'-9"	—
v35(E)	24	#6	6'-10"	—
v36(E)	18	#6	6'-11"	—
v37(E)	6	#6	6'-3"	—
v38(E)	53	#4	3'-10"	└
Structure Excavation	Cu. Yd.		85	
Concrete Structures	Cu. Yd.		36.0	
Reinforcement Bars, Epoxy Coated	Pound		4240	
Furnishing Steel Piles HP12x53	Foot		172	
Driving Piles	Foot		172	
Test Pile Steel HP12x53	Each		1	
Concrete Encasement	Cu. Yd.		1.7	
Concrete Sealer	Sq. Ft.		401	

For details of Bar Splicers, see sheet S64 of S71.
 For details of piles and Concrete Encasement, see sheet S65 of S71.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

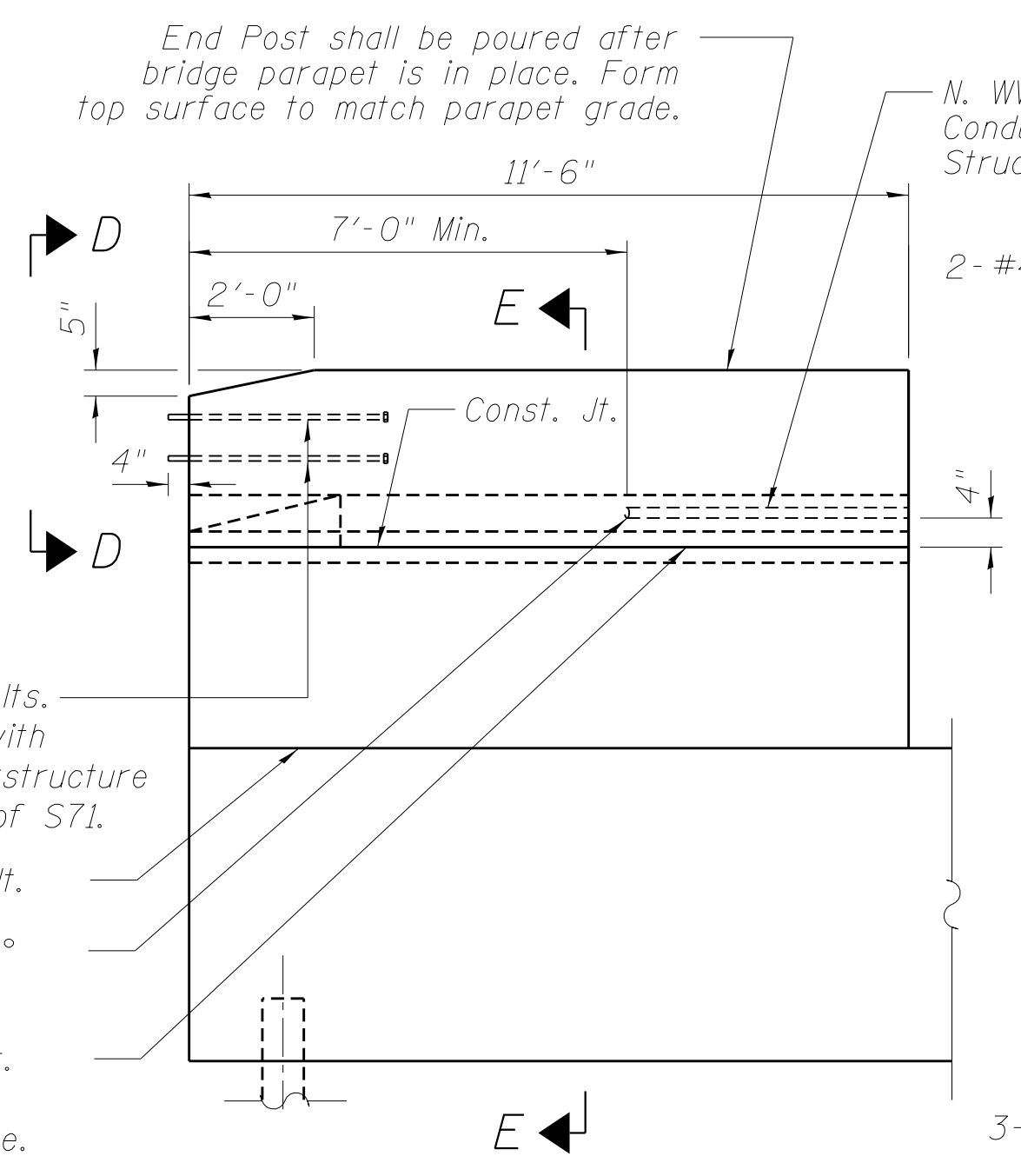
**EAST ABUTMENT - SOUTHBOUND SHEET 2
STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S43 OF S71 SHEETS

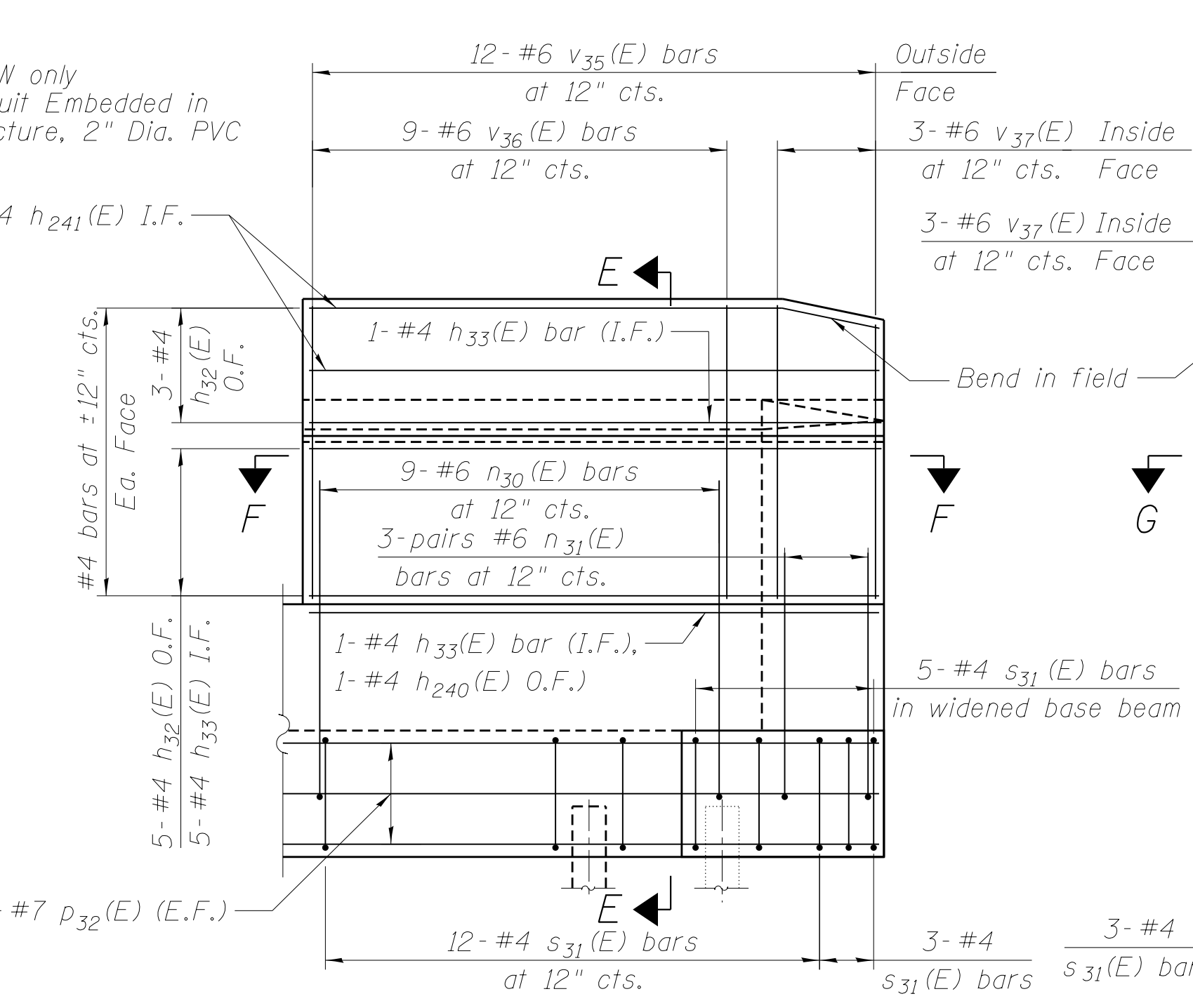
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57	38-2HWB, HVBR-1	IROQUOIS	146	82
CONTRACT NO. 66942				

ILLINOIS FED. AID PROJECT

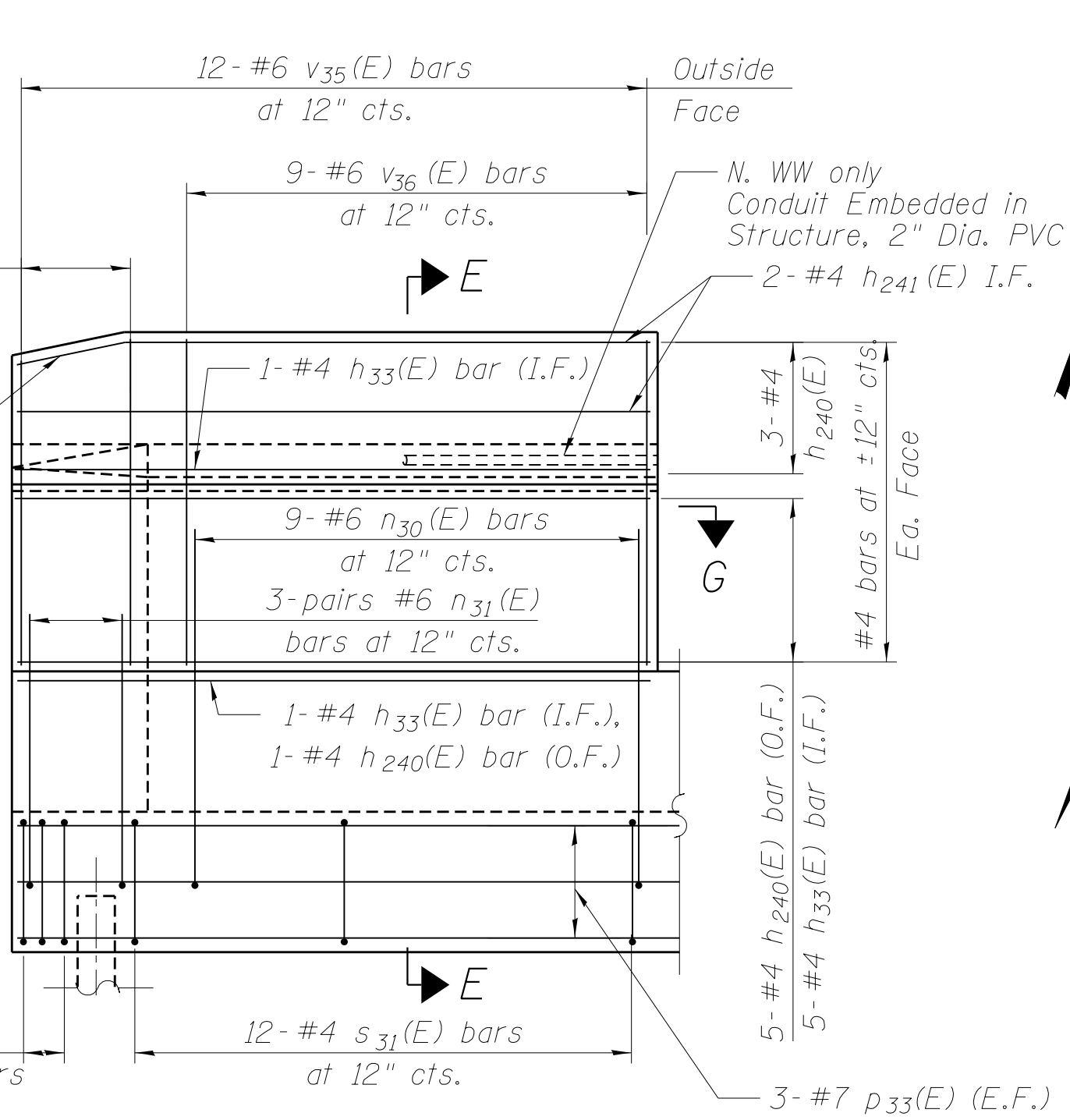
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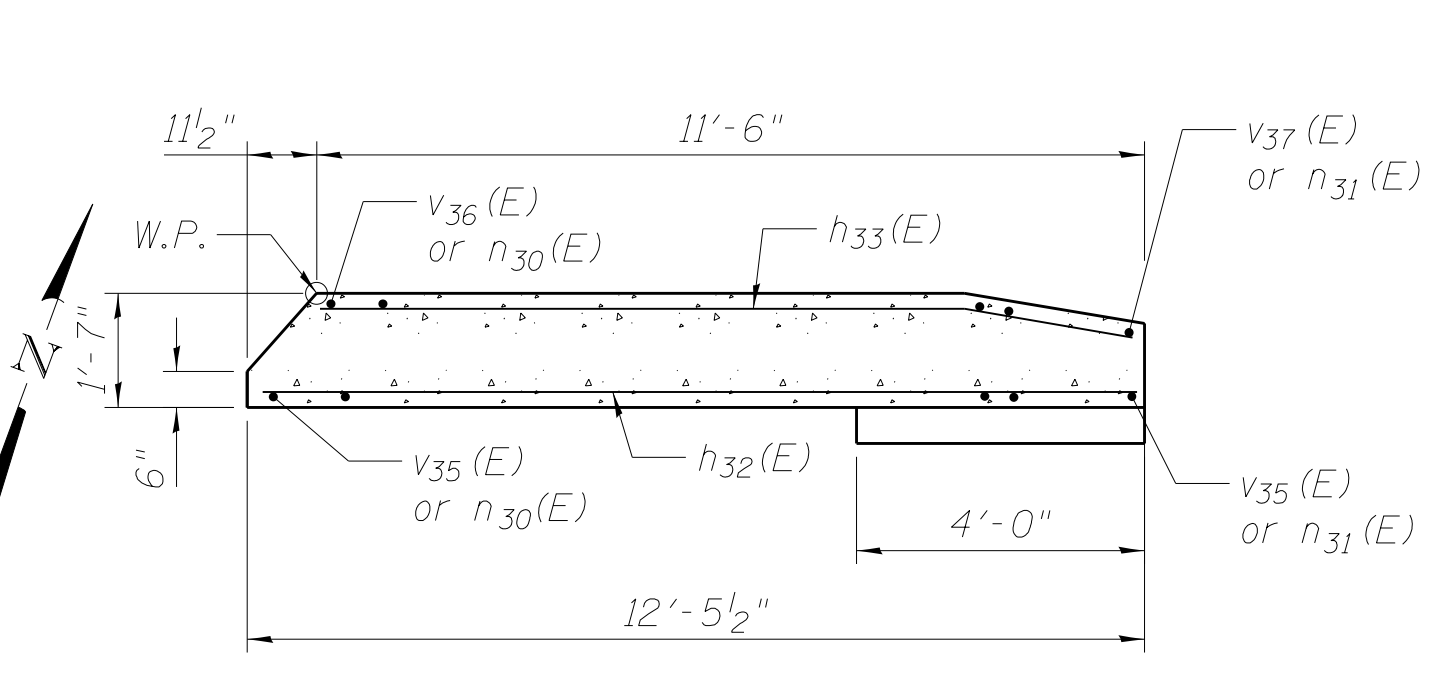
WING WALL ELEVATION
Showing Dimensions



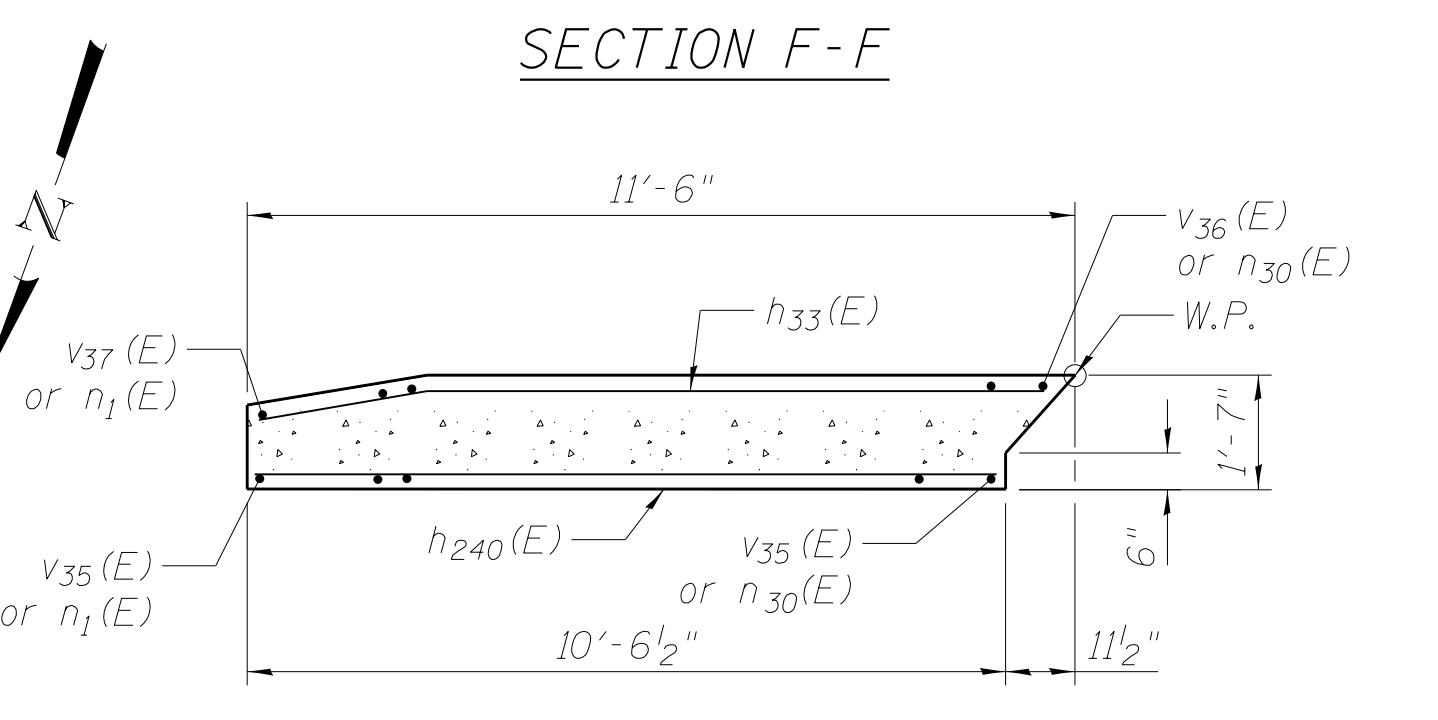
SOUTH WING WALL ELEVATION
Showing Reinforcement



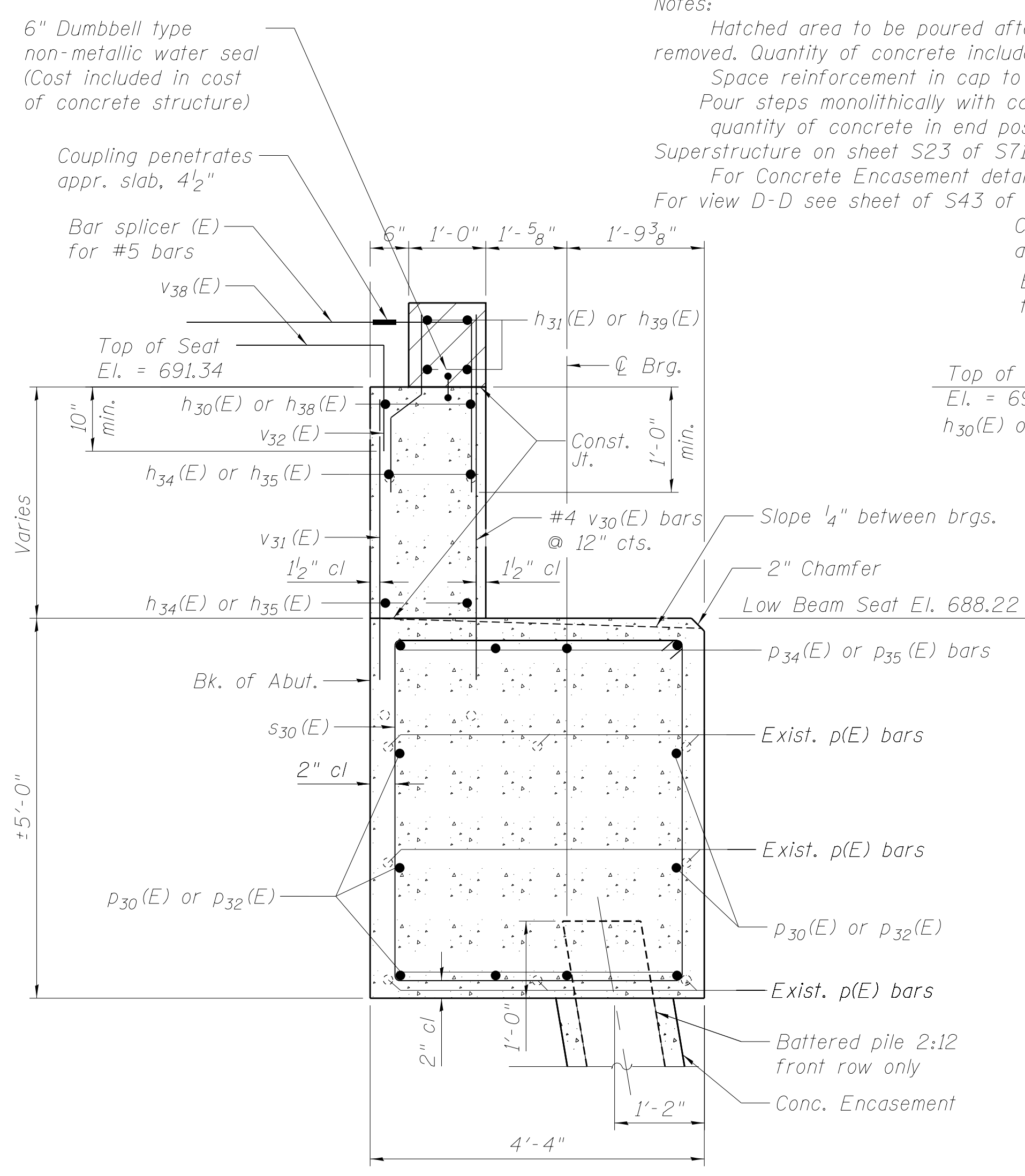
NORTH WING WALL ELEVATION
Showing Reinforcement



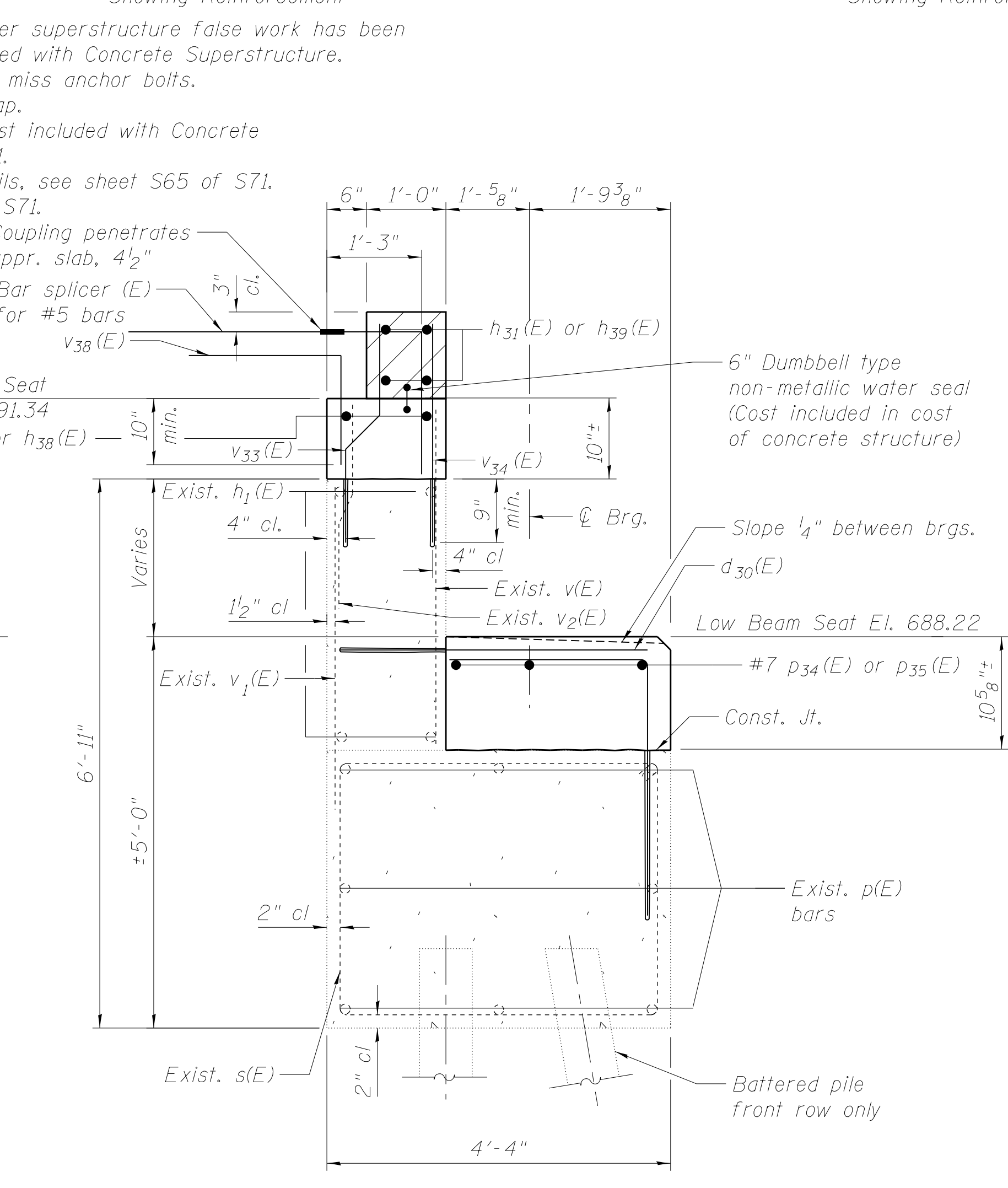
SECTION F-F



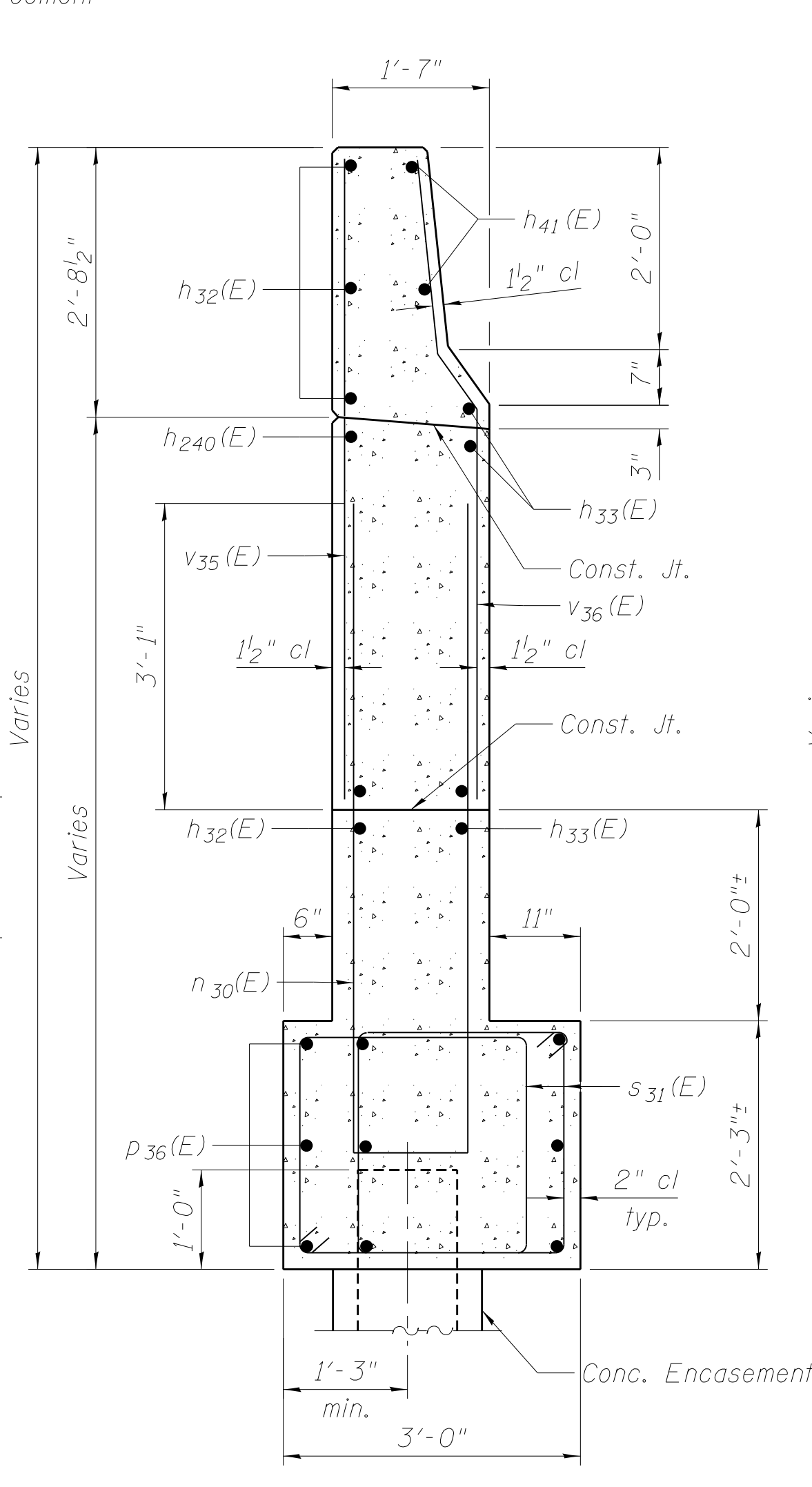
SECTION G-G



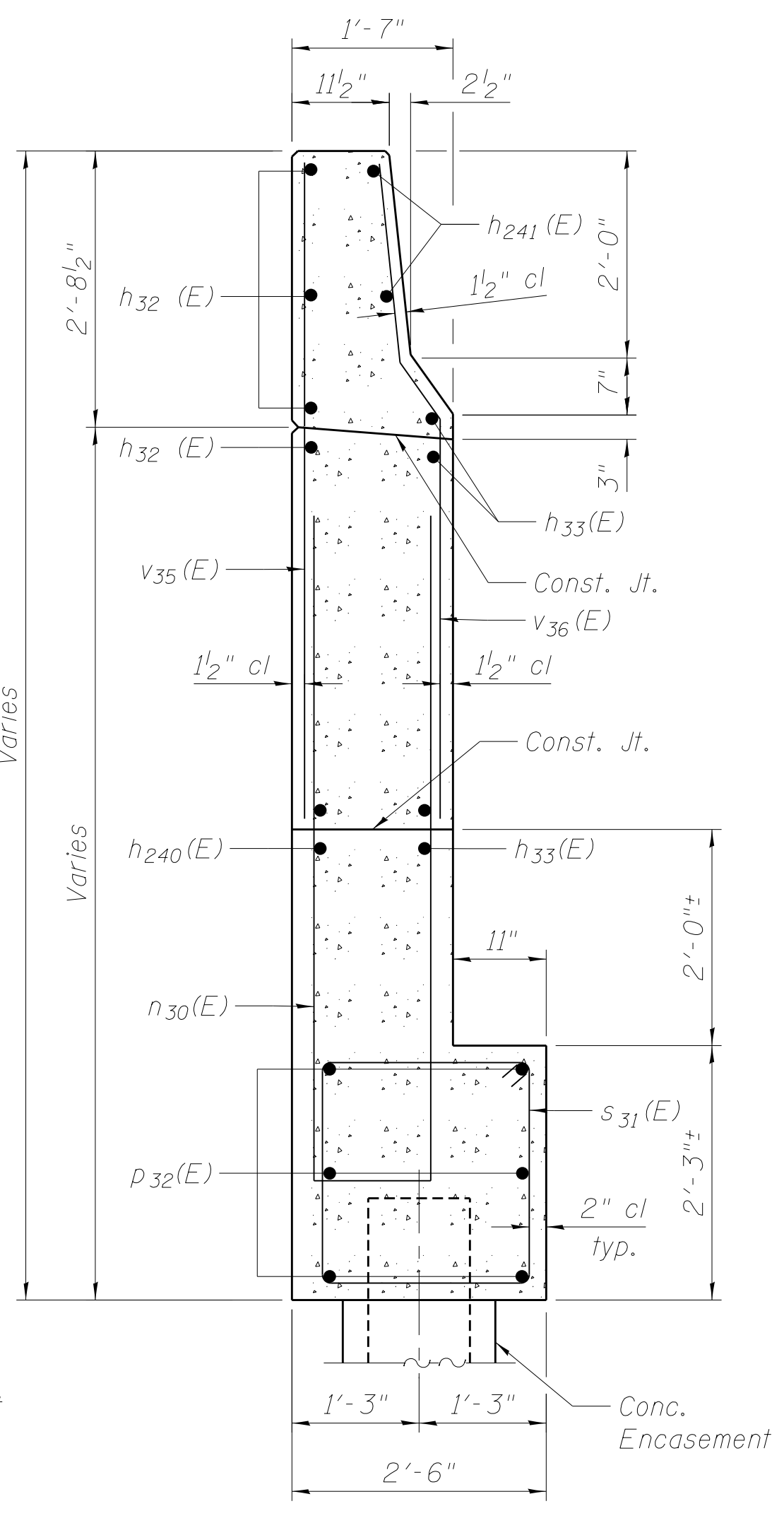
SECTION A-A



SECTION B-B

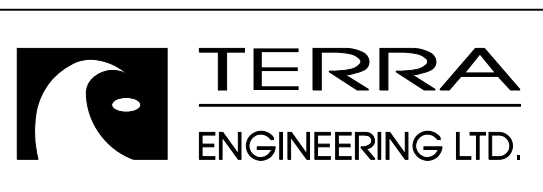


SECTION C-C



SECTION E-E

Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 quantity of concrete in end post included with Concrete Superstructure on sheet S23 of S71.
 For Concrete Encasement details, see sheet S65 of S71.
 For view D-D see sheet of S43 of S71.



USER NAME =	DESIGNED - EA	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - CM	REVISED
	CHECKED - JB	REVISED

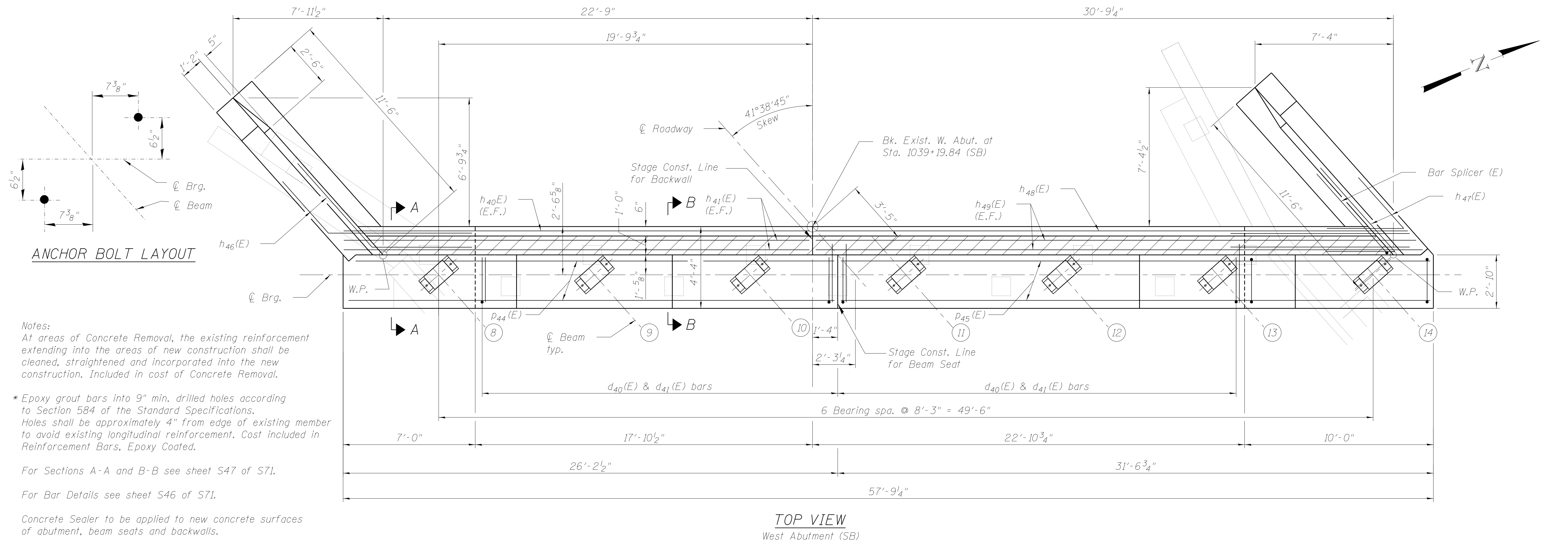
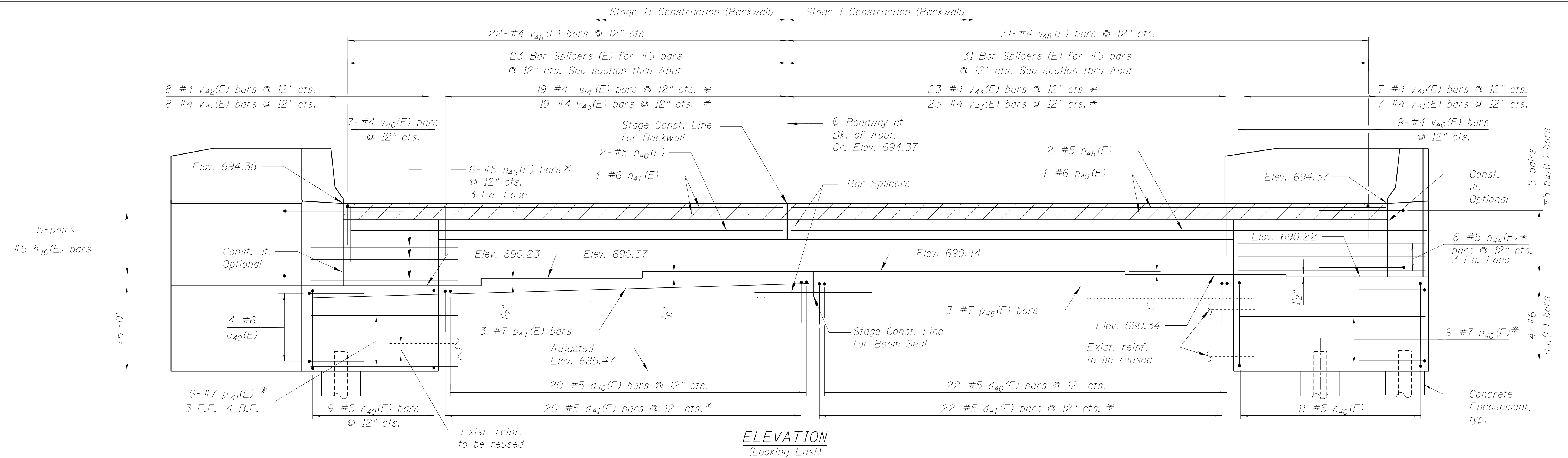
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT - SOUTHBOUND SHEET 3
STRUCTURE NOS. 038 - 0013 & 0014**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	83
CONTRACT NO. 66942				

SHEET NO. S44 OF S71 SHEETS

ILLINOIS FED. AID PROJECT



Notes:
At areas of Concrete Removal, the existing reinforcement extending into the areas of new construction shall be cleaned, straightened and incorporated into the new construction. Included in cost of Concrete Removal.

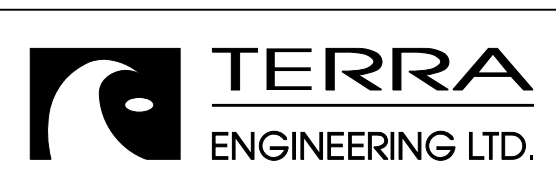
* Epoxy grout bars into 9" min. drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

For Sections A-A and B-B see sheet S47 of S71.

For Bar Details see sheet S46 of S71.

Concrete Sealer to be applied to new concrete surfaces of abutment, beam seats and backwalls.

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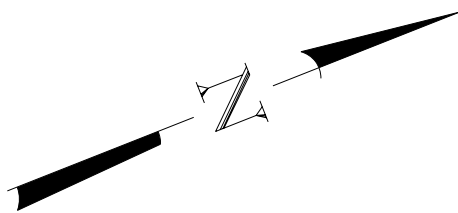
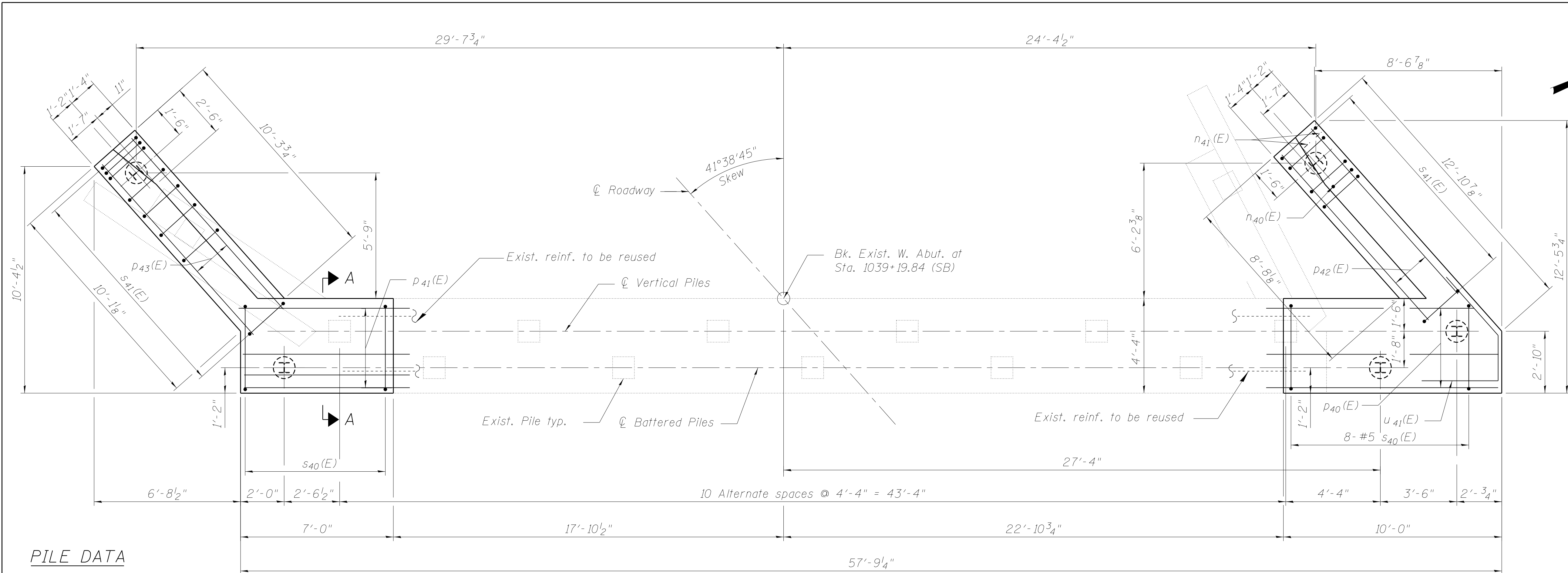
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	CHECKED - OY	REVISED
PLOT SCALE =	DRAWN - CM	REVISED
PLOT DATE	CHECKED - JB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT - SOUTHBOUND SHEET 1
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S45 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	84
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



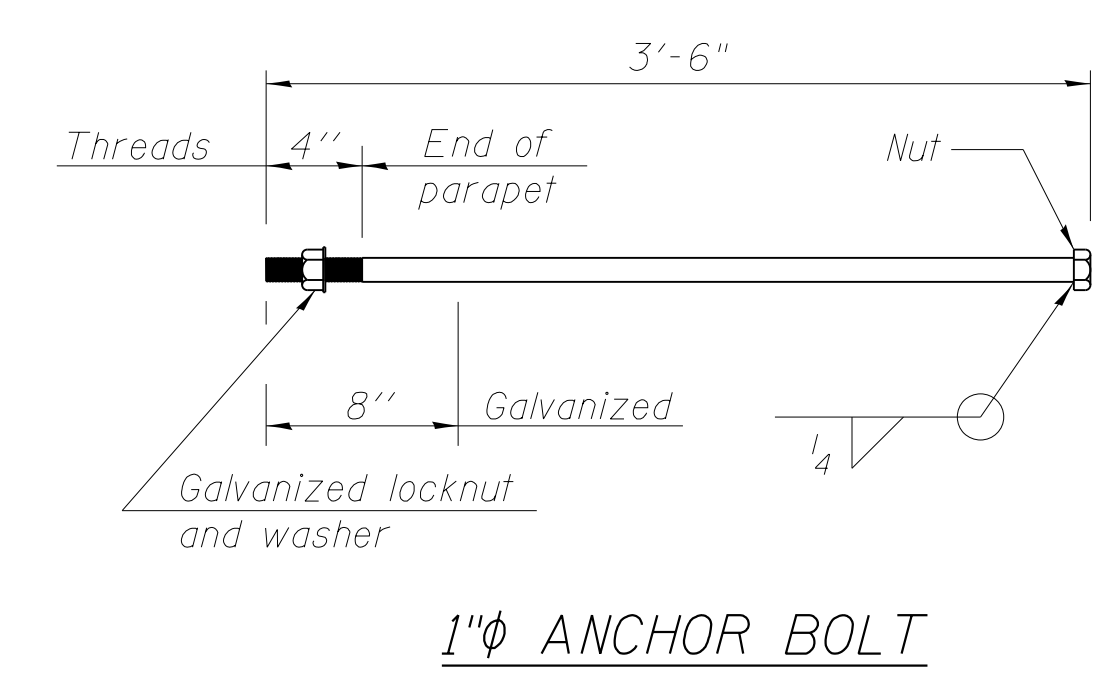
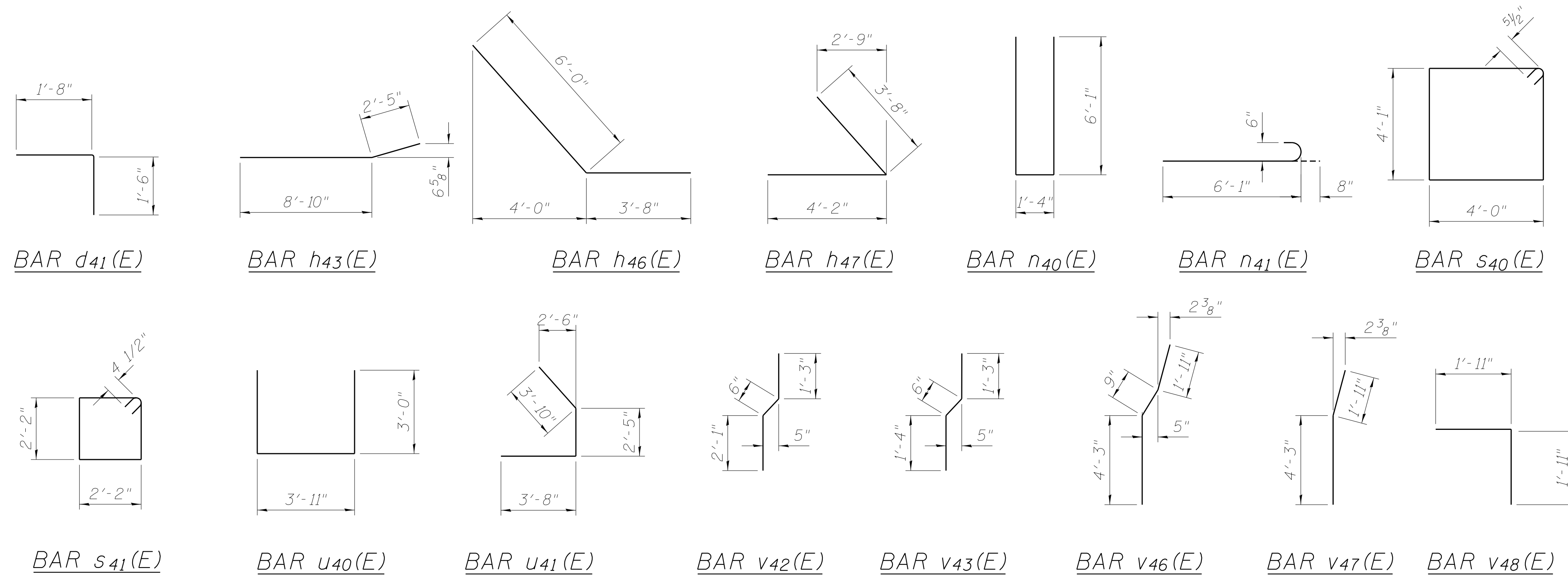
**ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d ₄₀ (E)	42	#5	2'-3"	
d ₄₁ (E)	42	#5	3'-2"	
h ₄₀ (E)	2	#5	24'-6"	
h ₄₁ (E)	4	#6	22'-7"	
h ₄₂ (E)	9	#4	12'-0"	
h ₄₃ (E)	14	#4	11'-2"	
h ₄₄ (E)	6	#5	9'-8"	
h ₄₅ (E)	6	#5	8'-6"	
h ₄₆ (E)	10	#5	9'-8"	
h ₄₇ (E)	10	#5	7'-10"	
h ₄₈ (E)	2	#5	30'-9"	
h ₄₉ (E)	4	#6	29'-4"	
h ₂₅₀ (E)	9	#4	10'-2"	
h ₂₅₁ (E)	4	#4	11'-2"	
n ₄₀ (E)	18	#6	13'-6"	
n ₄₁ (E)	12	#6	6'-9"	
p ₄₀ (E)	9	#7	10'-7"	
p ₄₁ (E)	9	#7	7'-7"	
p ₄₂ (E)	6	#7	11'-6"	
p ₄₃ (E)	6	#7	12'-0"	
p ₄₄ (E)	3	#7	25'-10"	
p ₄₅ (E)	3	#7	31'-1"	
s ₄₀ (E)	20	#5	16'-10"	
s ₄₁ (E)	30	#4	9'-0 1/2"	
u ₄₀ (E)	4	#6	9'-11"	
u ₄₁ (E)	4	#6	9'-11"	
v ₄₀ (E)	16	#4	6'-8"	
v ₄₁ (E)	15	#4	5'-8"	
v ₄₂ (E)	15	#4	3'-10"	
v ₄₃ (E)	42	#4	3'-1"	
v ₄₄ (E)	42	#4	2'-9"	
v ₄₅ (E)	24	#6	6'-10"	
v ₄₆ (E)	18	#6	6'-11"	
v ₄₇ (E)	6	#6	6'-3"	
v ₄₈ (E)	53	#4	3'-10"	
Structure Excavation	Cu. Yd.		88	
Concrete Structures	Cu. Yd.		39.4	
Reinforcement Bars, Epoxy Coated	Pound		4290	
Furnishing Steel Piles HP12x53	Foot		172	
Driving Piles	Foot		172	
Test Pile Steel HP12x53	Each		1	
Concrete Encasement	Cu. Yd.		1.7	
Concrete Sealer	Sq. Ft.		434	

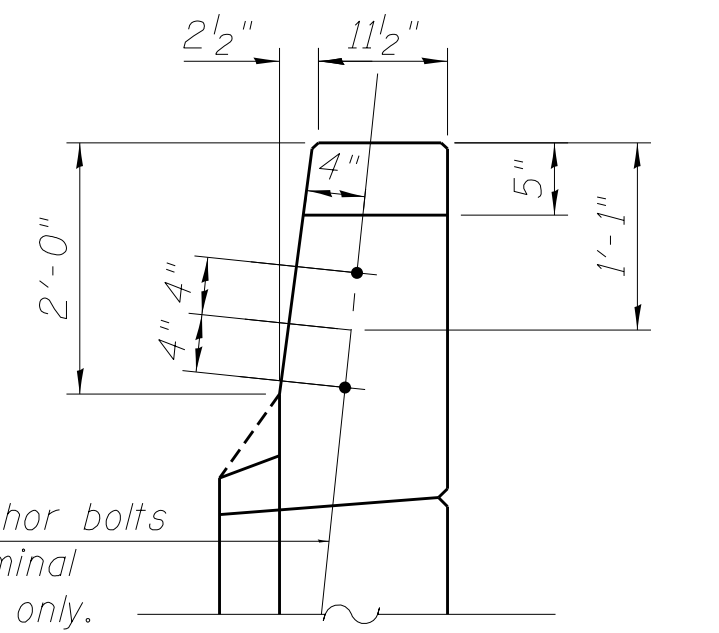
PILE DATA

Type: HP 12X53
 Nominal Required Bearing: 359 kips
 Allowable Resistance Available: 120 kips
 Est. Length: 43 Ft.
 No. Production Piles: 4
 No. Test Piles: 1

PILE LAYOUT



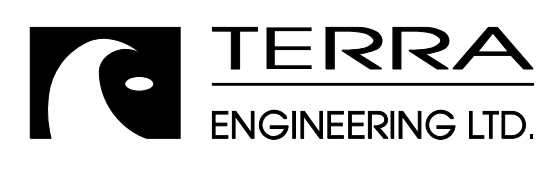
1" φ ANCHOR BOLT



VIEW C-C

For details of Bar Splicers, see sheet S64 of S71.
 For details of piles and Concrete Encasement, see sheet S65 of S71.

M:\1_57_OVER_CNRR & OLD_45\Drawings\CADD Drawings\Structural\Final Plans\SHS\0366942-046-W-Abutment-SB.dwg



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	CHECKED - OY	REVISED
PLOT SCALE =	DRAWN - CM	REVISED
PLOT DATE	CHECKED - JB	REVISED

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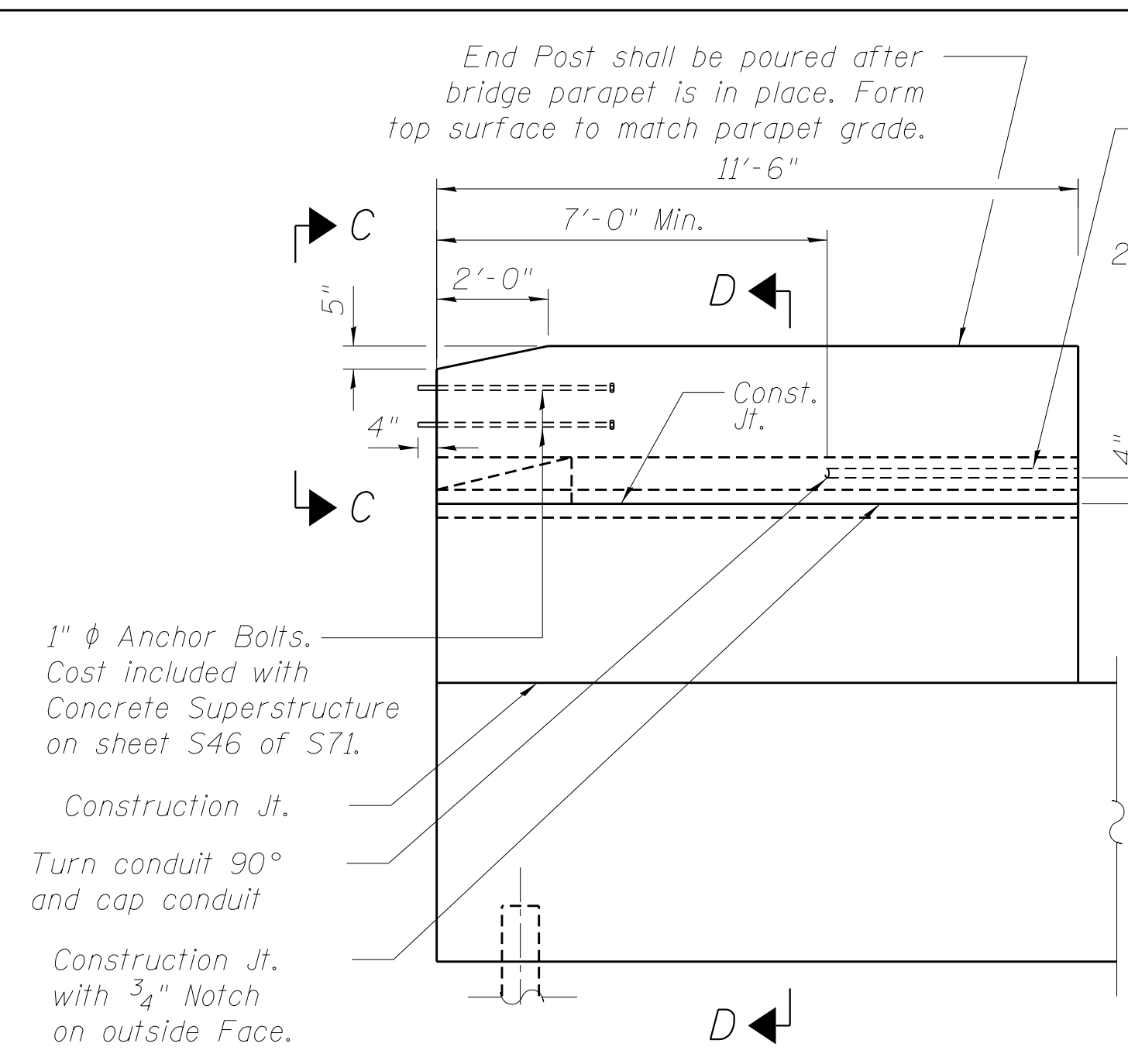
**WEST ABUTMENT - SOUTHBOUND SHEET 2
STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S46 OF S71 SHEETS

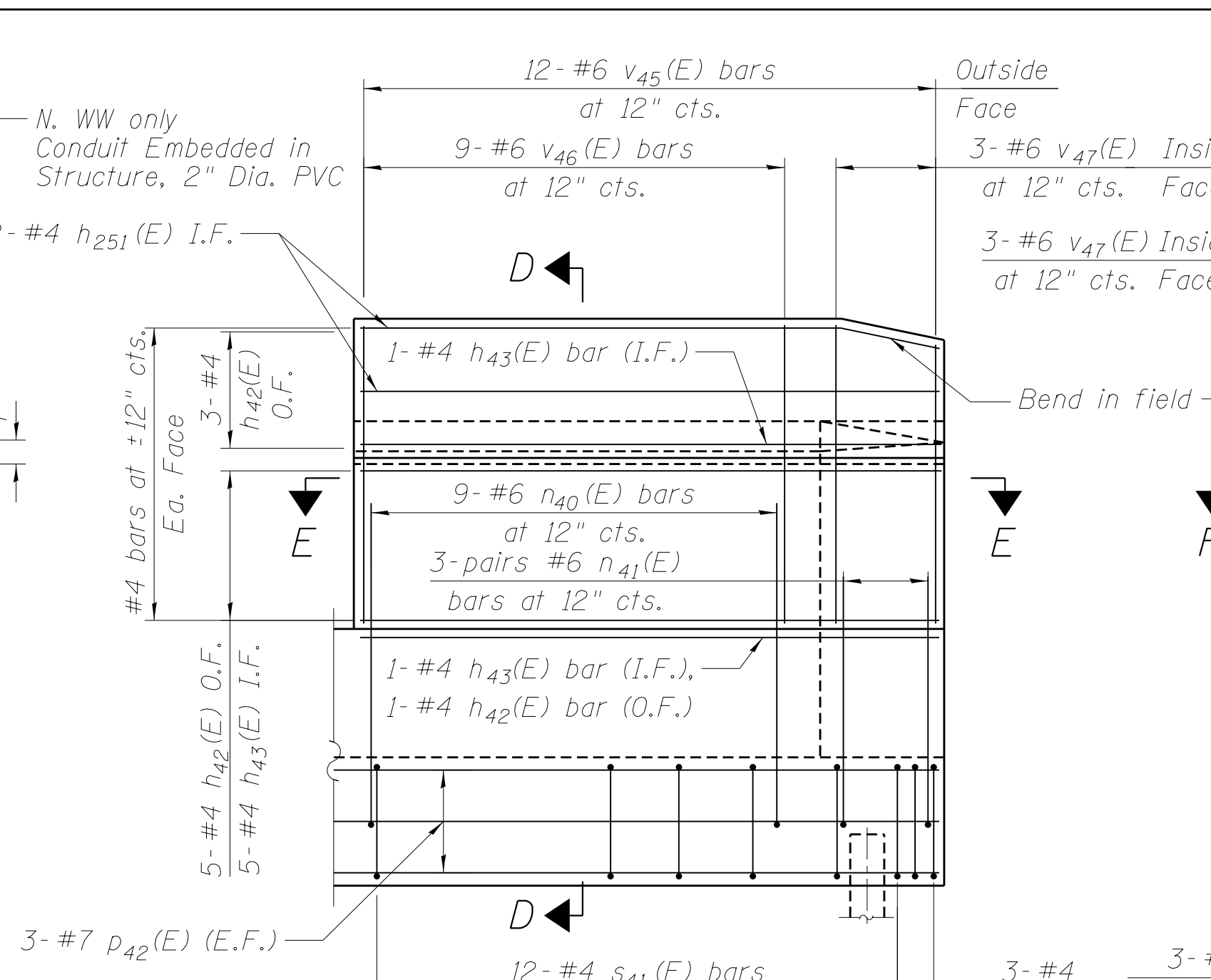
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	85
			CONTRACT NO. 66942	

ILLINOIS FED. AID PROJECT

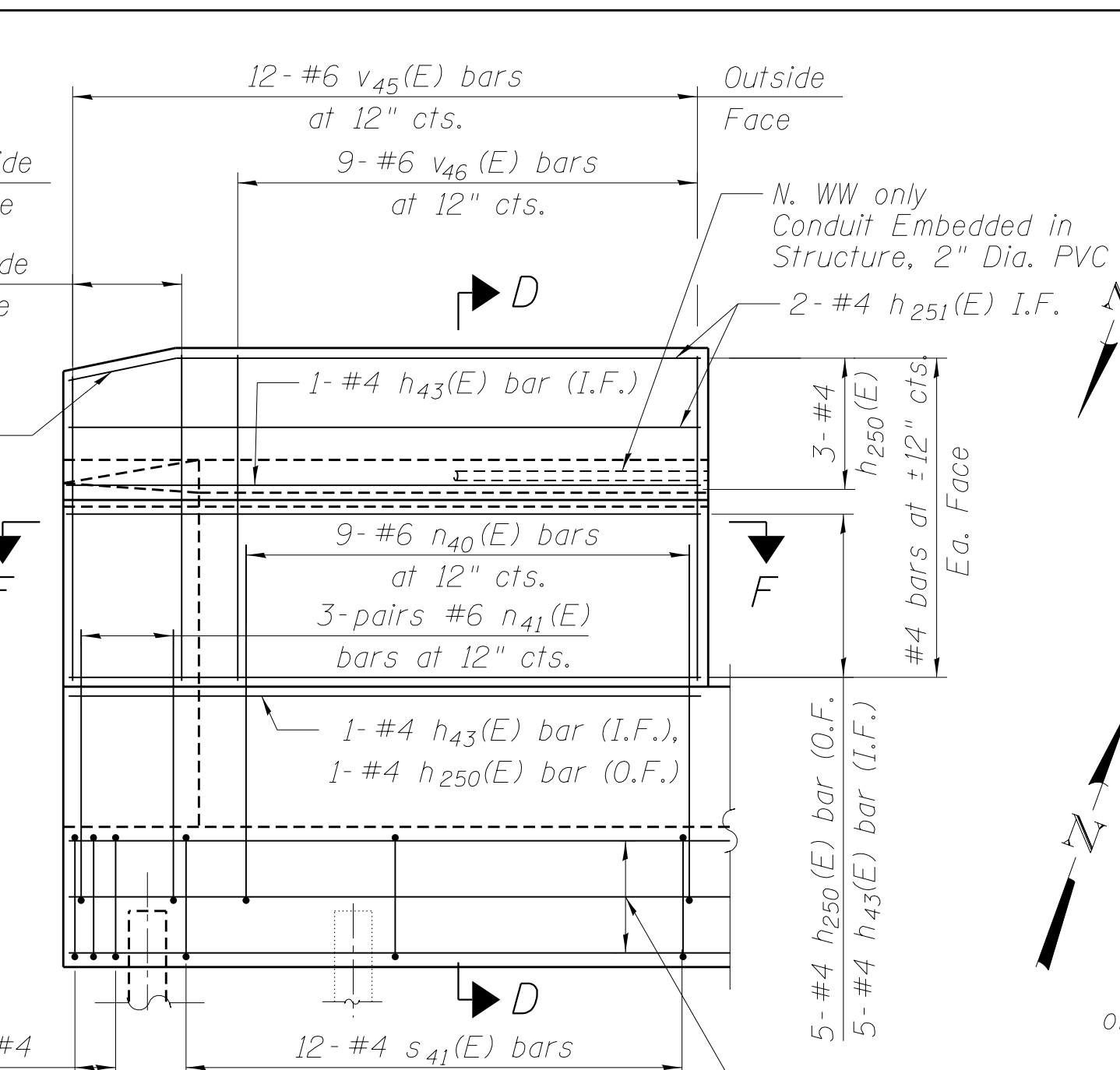
M:\1_57_OVERVIEW\CNR & OLD 45\Drawings\Structural\Final Plans\SHS\0366942-047-W-Abutment-SB.dgn



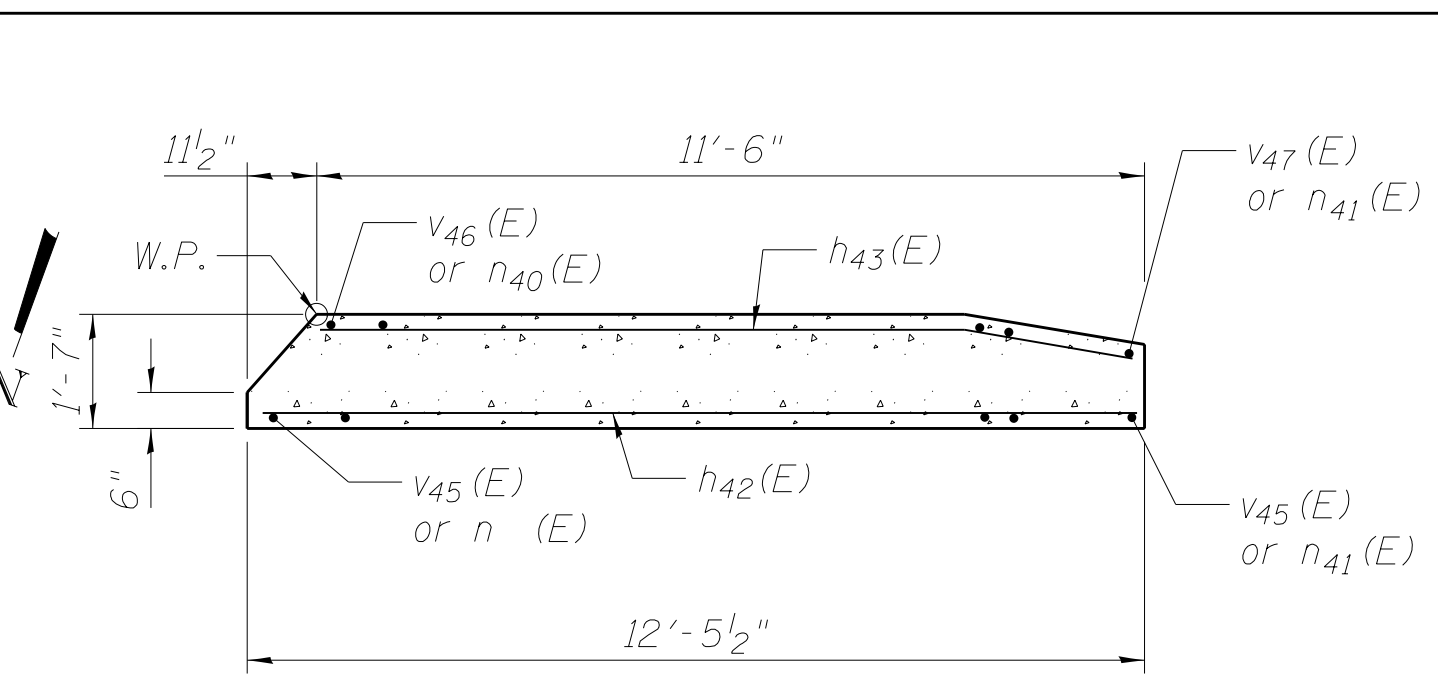
WING WALL ELEVATION
Showing Dimensions



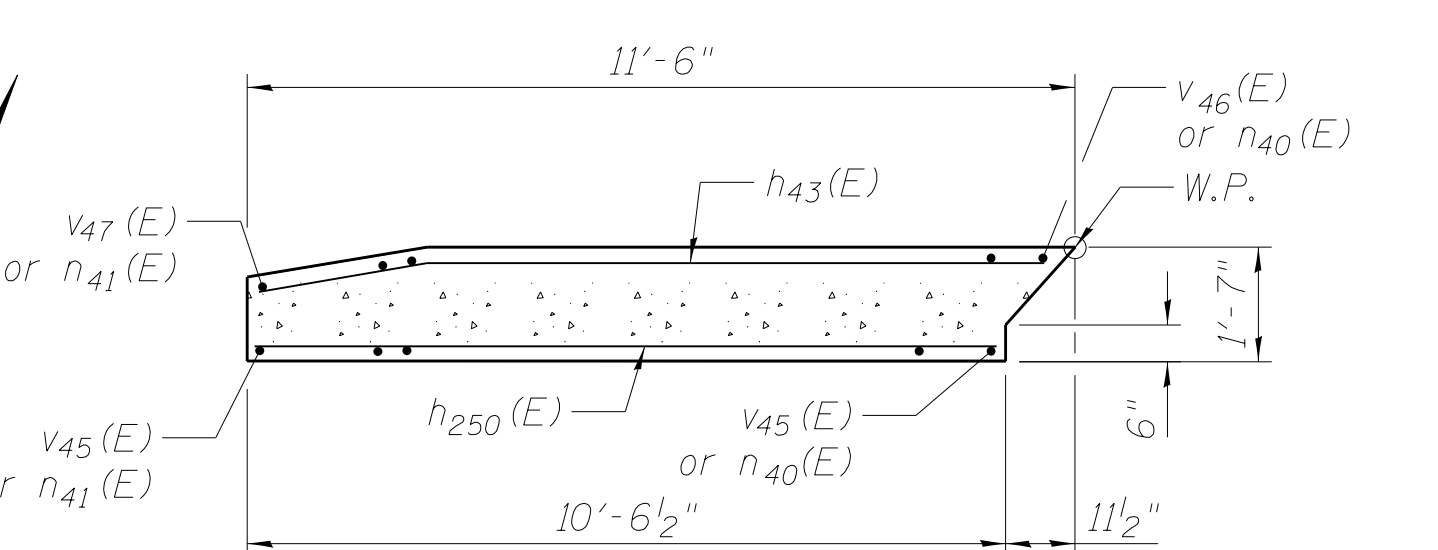
SOUTH WING WALL ELEVATION
Showing Reinforcement



NORTH WING WALL ELEVATION
Showing Reinforcement

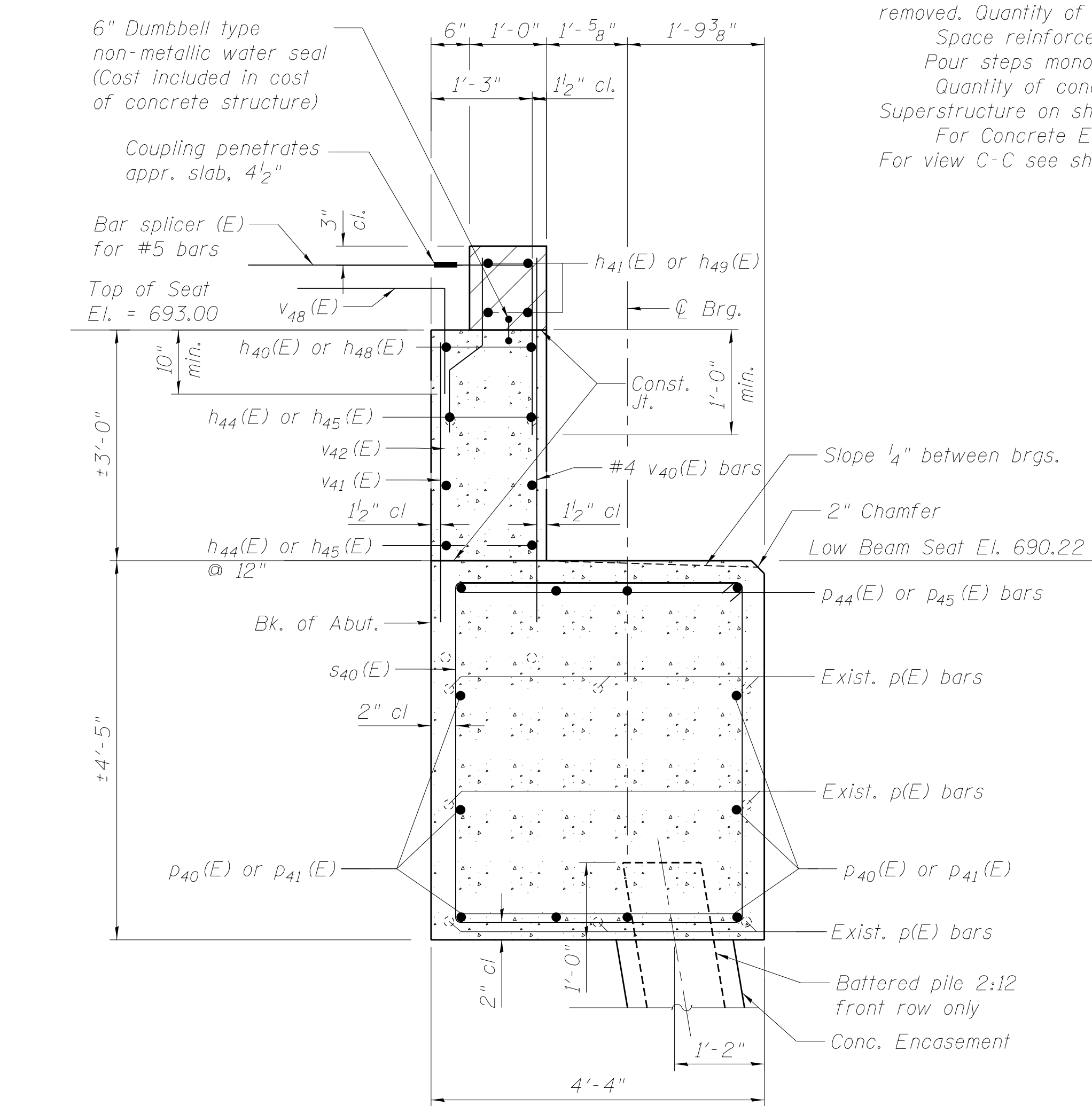


SECTION E-E

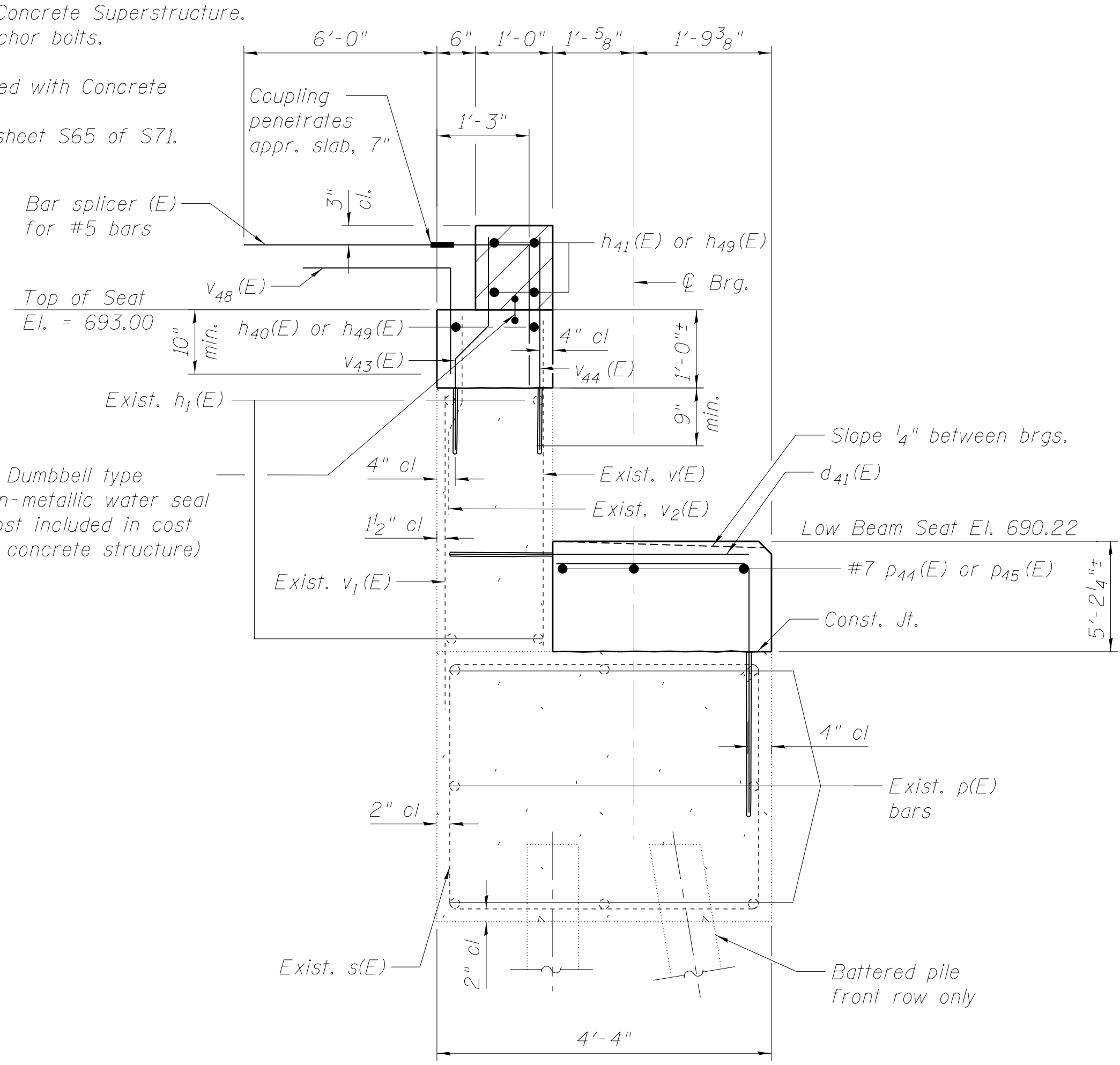


SECTION F-F

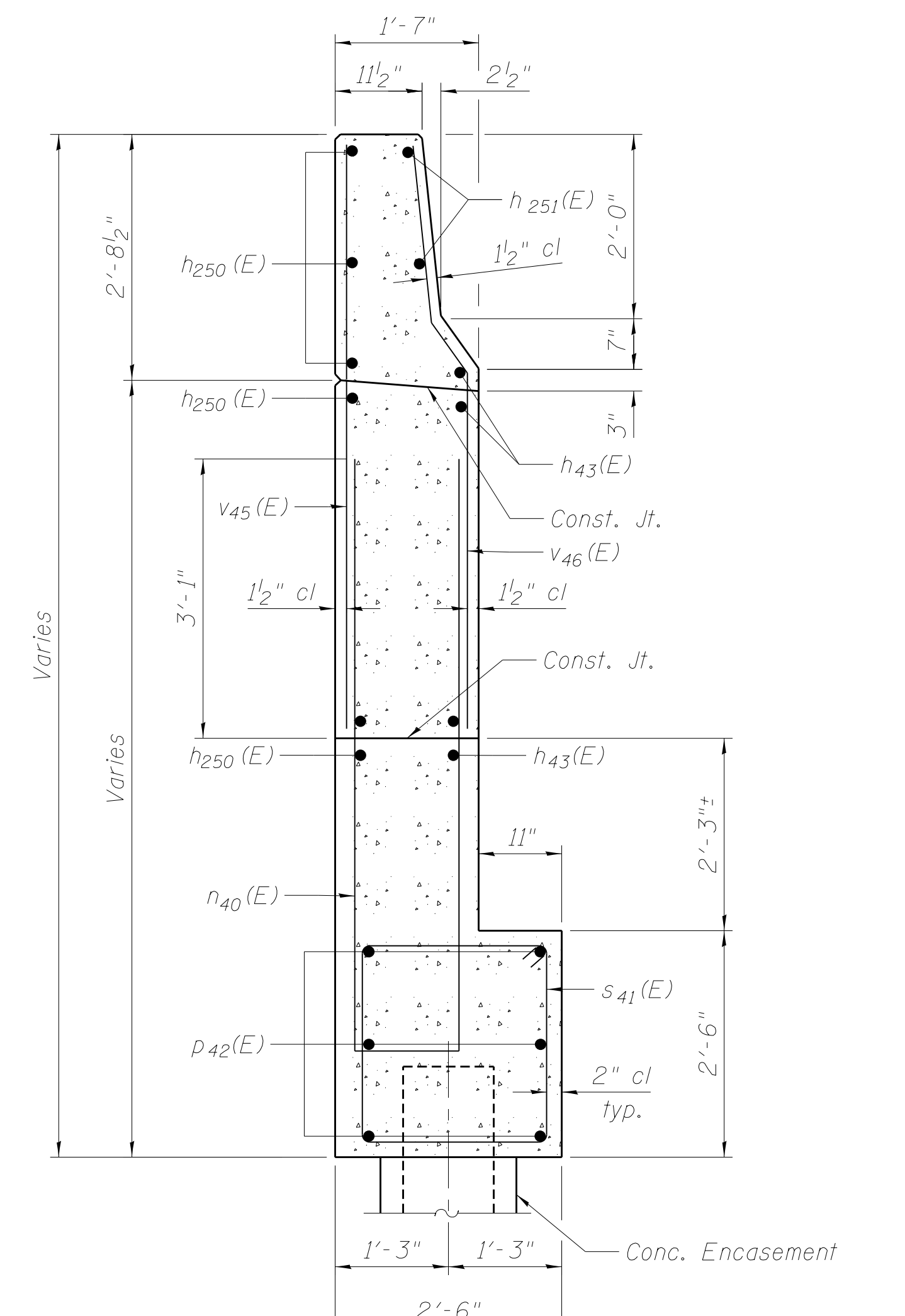
Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 Quantity of concrete in end post included with Concrete Superstructure on sheet S23 of S71.
 For Concrete Encasement details, see sheet S65 of S71.
 For view C-C see sheet of S46 of S71.



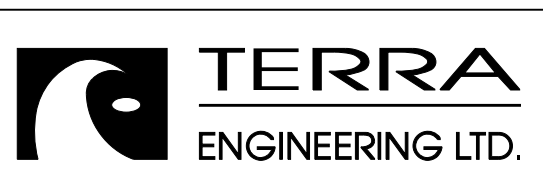
SECTION A-A



SECTION B-B



SECTION D-D



USER NAME =	DESIGNED - EA	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - CM	REVISED
	CHECKED - JB	REVISED

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WEST ABUTMENT - SOUTHBOUND SHEET 3
STRUCTURE NOS. 038 - 0013 & 0014

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	86
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

SHEET NO. S47 OF S71 SHEETS

Notes:

At areas of Concrete Removal, the existing reinforcement extending into the areas of new construction shall be cleaned, straightened and incorporated into the new construction. Included in cost of Concrete Removal.

See next sheet for footing plan, details of reinforcement, bill of material and sections.

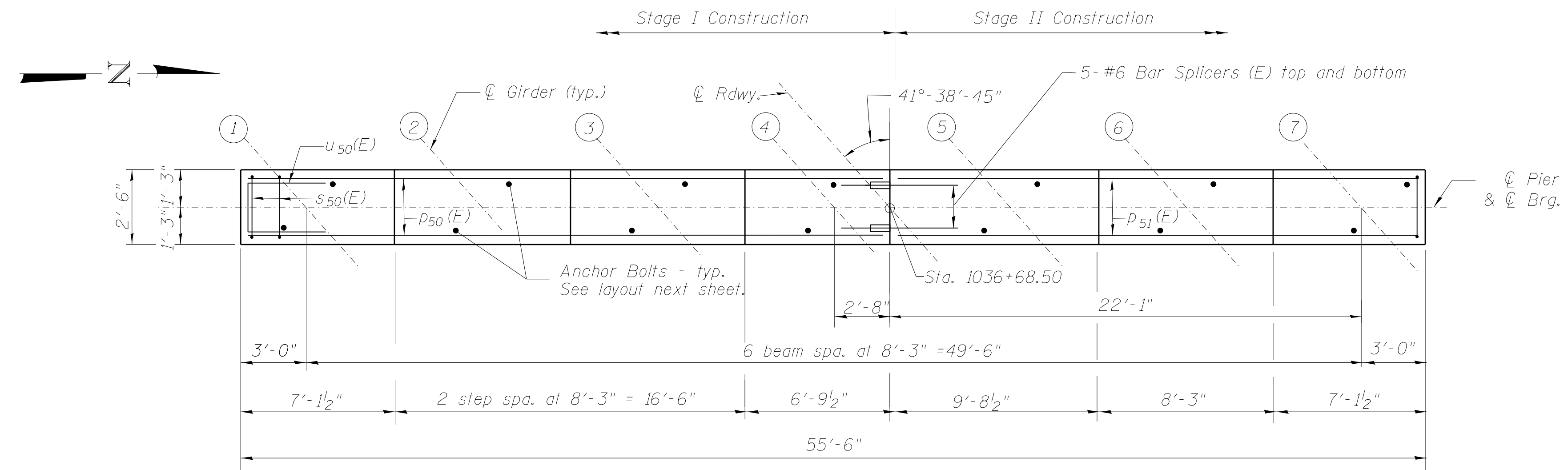
△ Epoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

Pour steps monolithically with cap.

Space reinforcement in cap to miss anchor bolts.

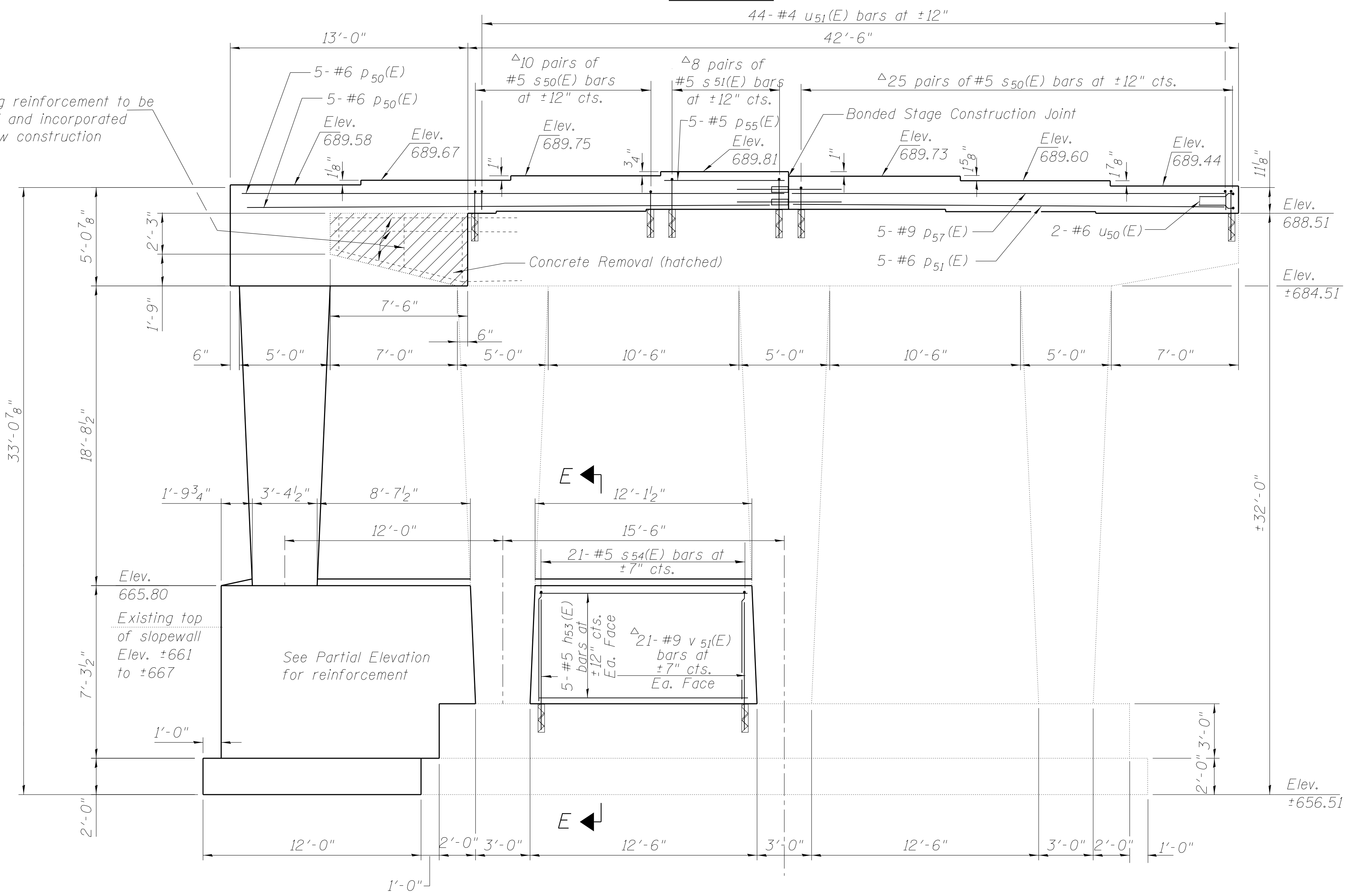
Maximum applied service bearing pressure, Q_{max} = 7.2 kips/sq. ft.

Contractor shall measure existing structure and determine exact length for ± dimensions prior to ordering reinforcing steel.



TOP PLAN

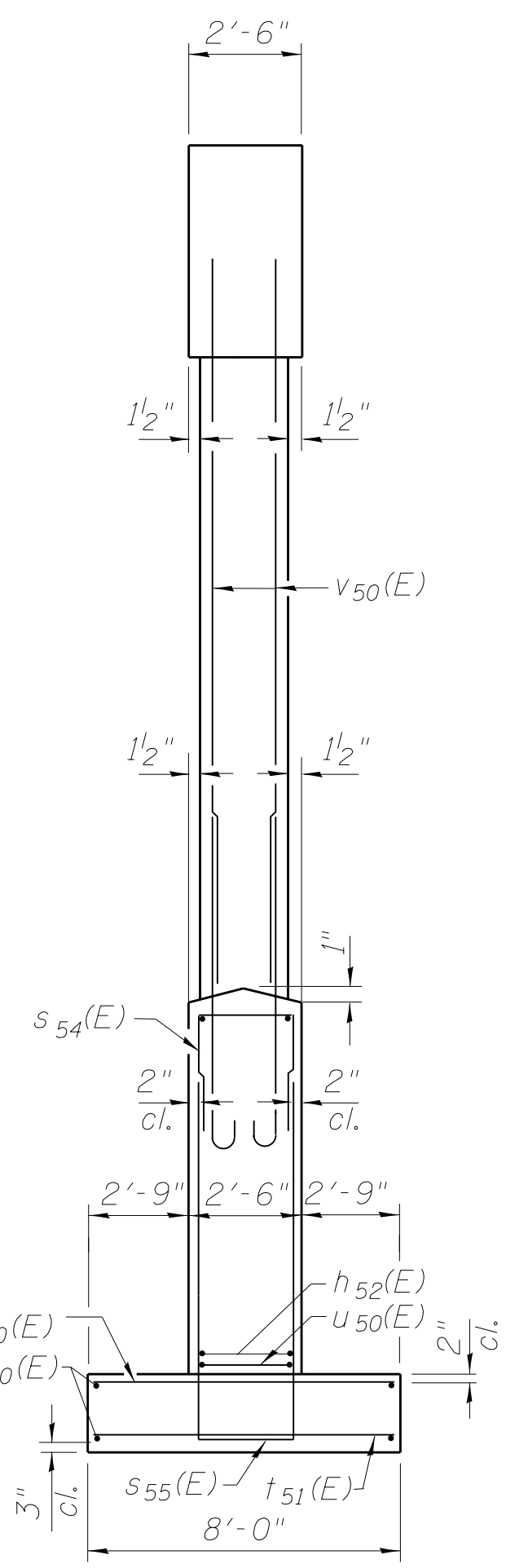
Existing reinforcement to be cleaned and incorporated into new construction



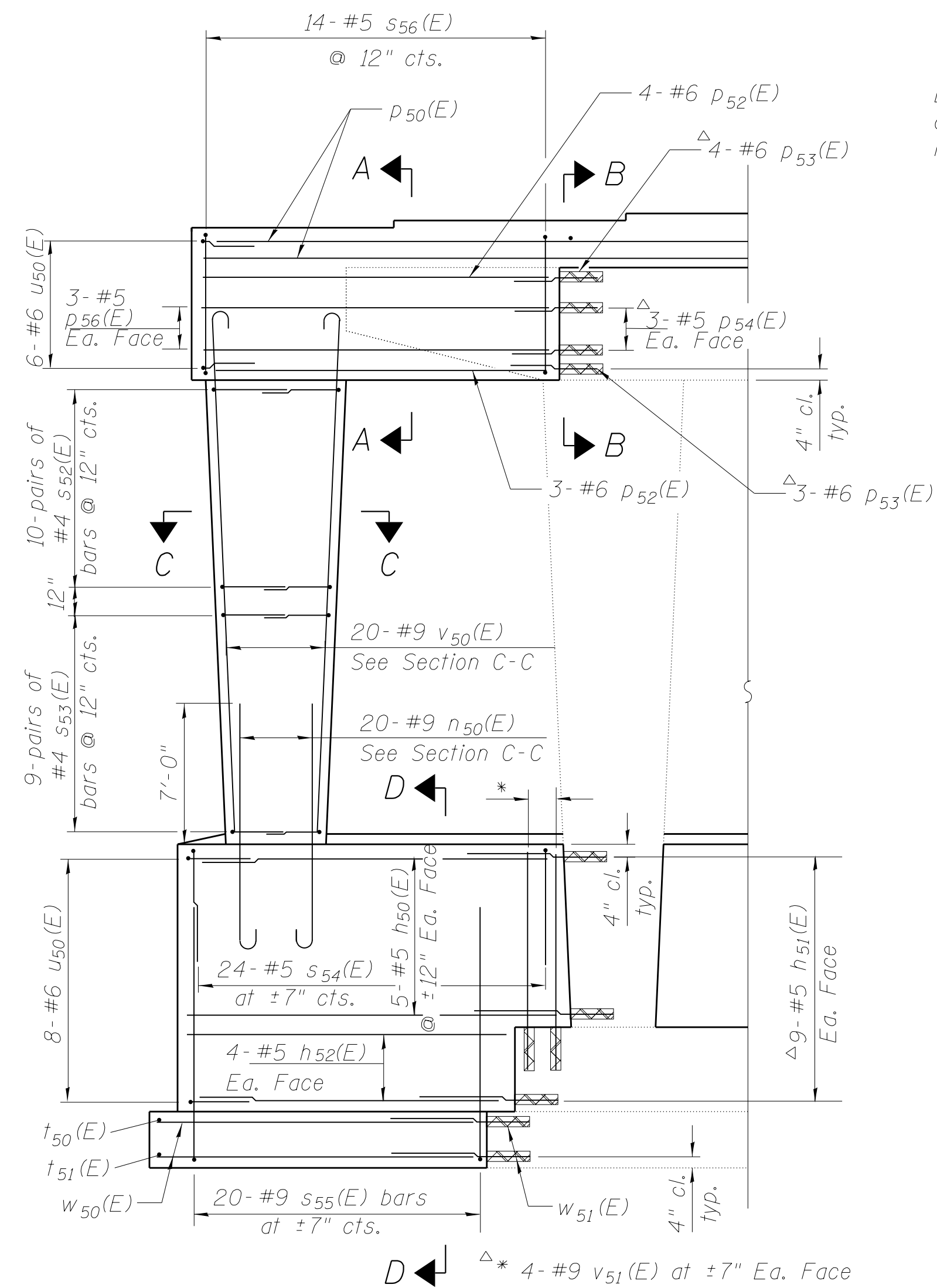
ELEVATION

(Looking West)

△** 4- #9 v₅₁(E) at ±7" Ea. Face
 *** 4- #5 s₅₄(E) bars at ±7" cts.



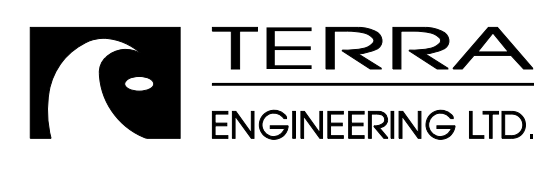
END VIEW



PARTIAL ELEVATION - SOUTH END

(Looking West)

M:\1_57_OVER_CNRR & OLD_45\Drawings\Structural\Final Plans\SHS\0366942-048-pier-1 Detail-4-South Structure_NB.dgn



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PLOT DATE	CHECKED - JB	REVISED

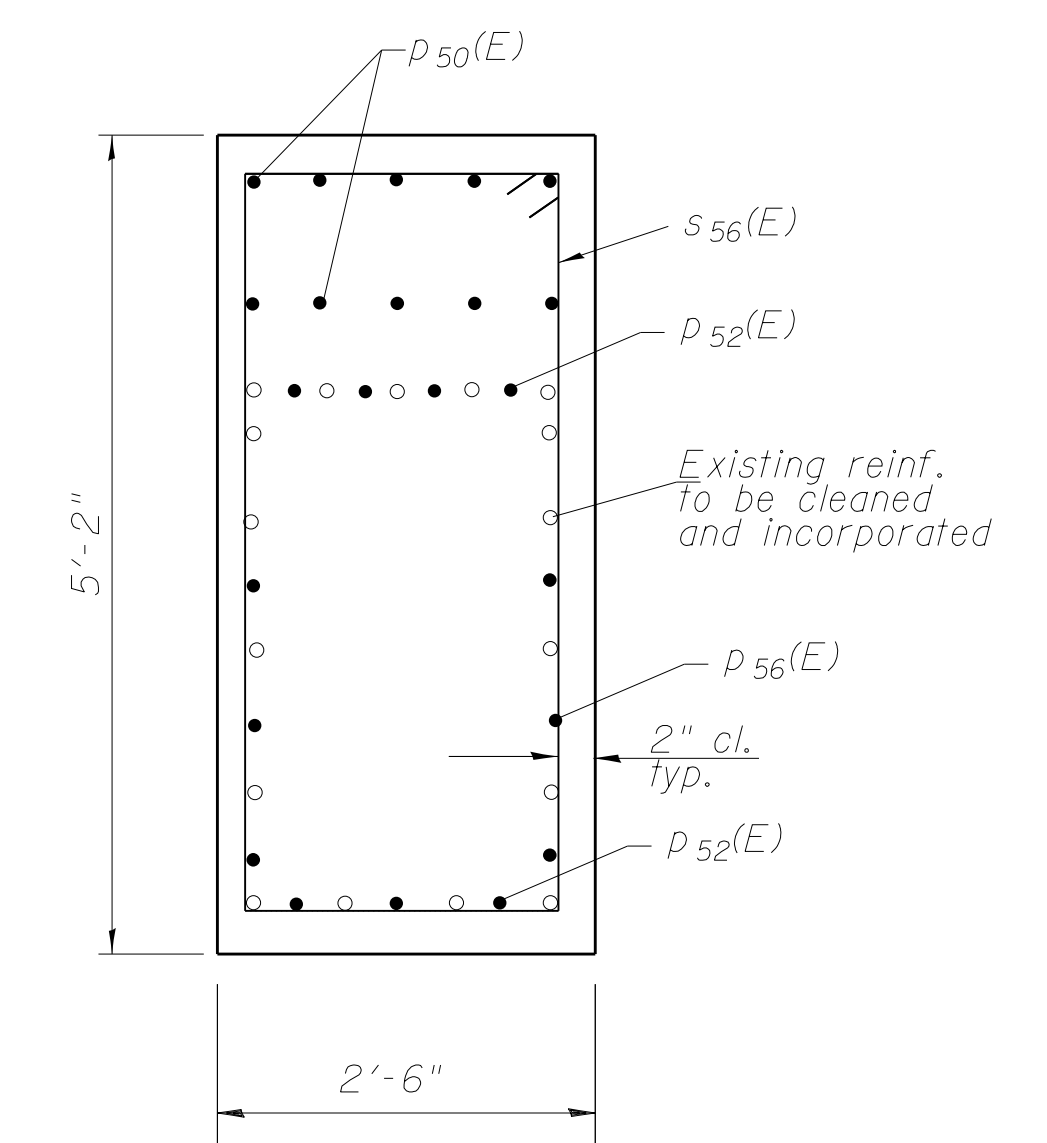
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 1 - NORTHBOUND
STRUCTURE NOS. 038 - 0013 & 0014**

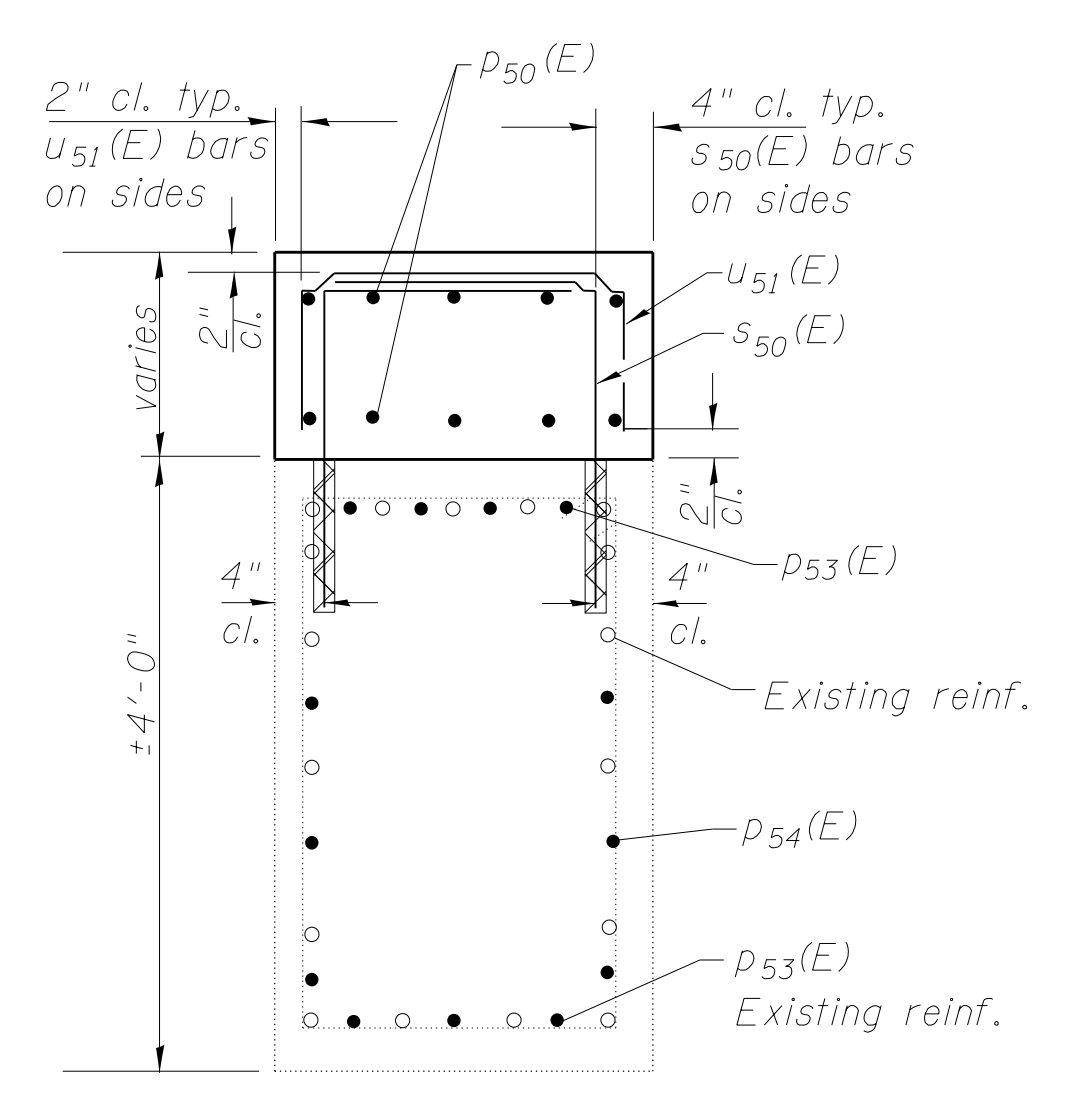
SHEET NO. S48 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	87
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

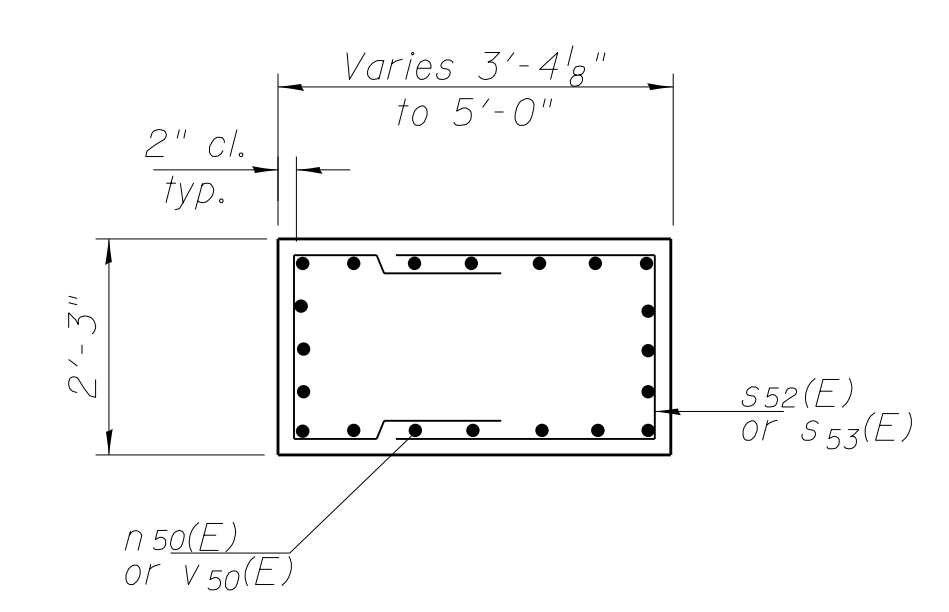
Notes:
 ΔEpoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.



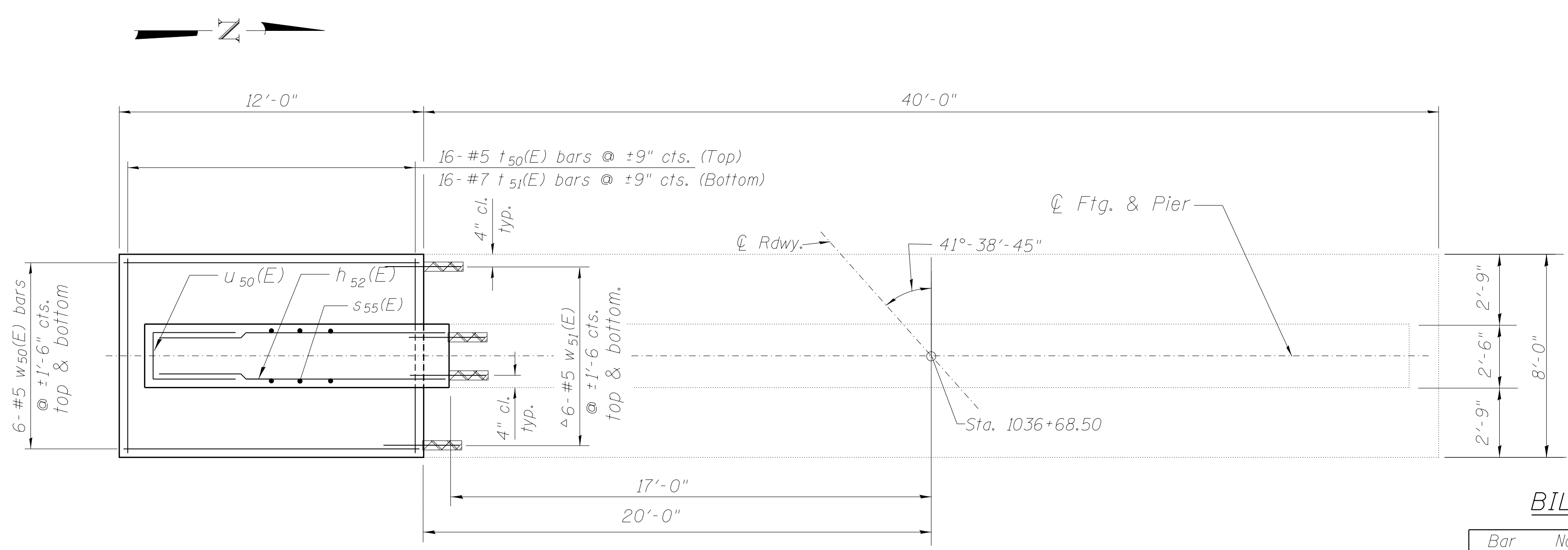
SECTION A-A



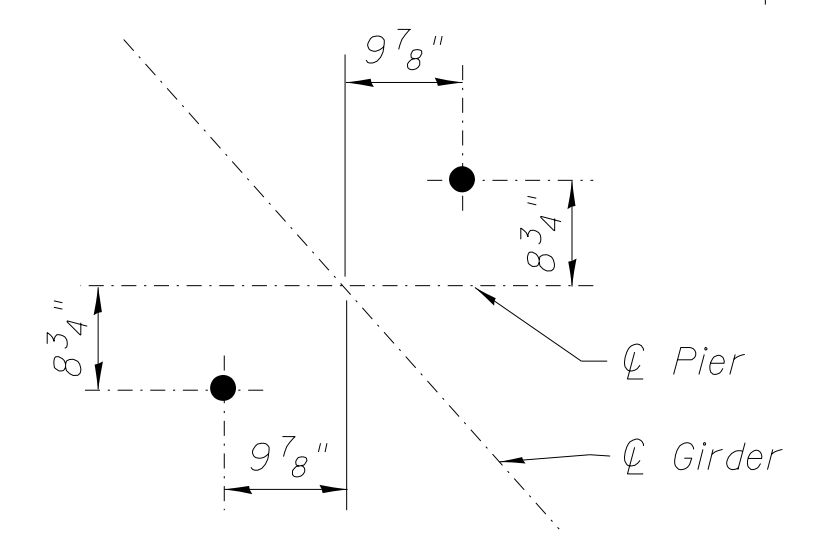
SECTION B-B



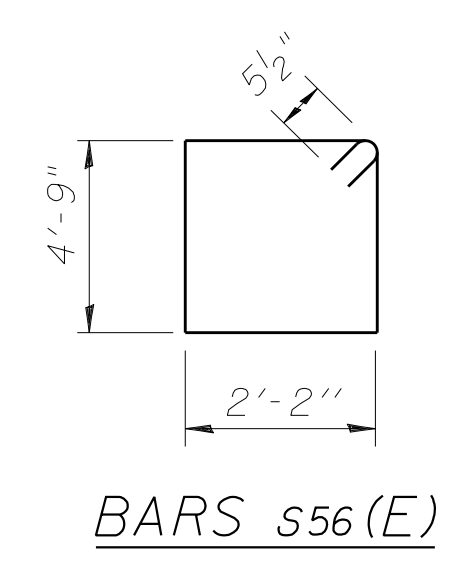
SECTION C-C



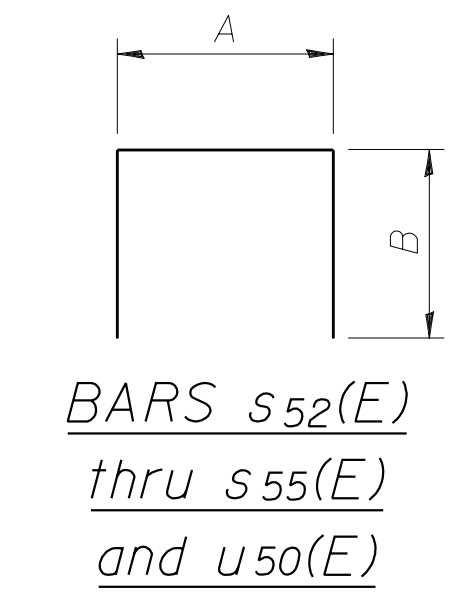
FOOTING PLAN



ANCHOR BOLT LAYOUT



BARS s56(E)

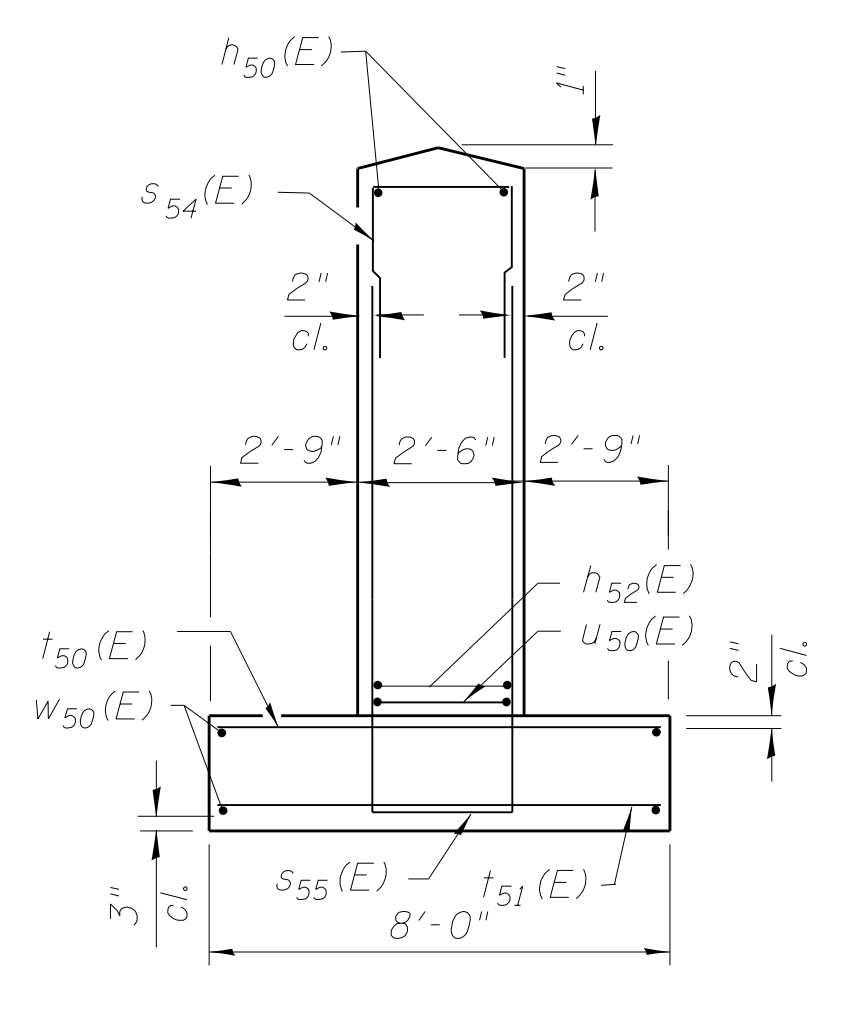


BARS s52(E) thru s55(E) and u50(E)

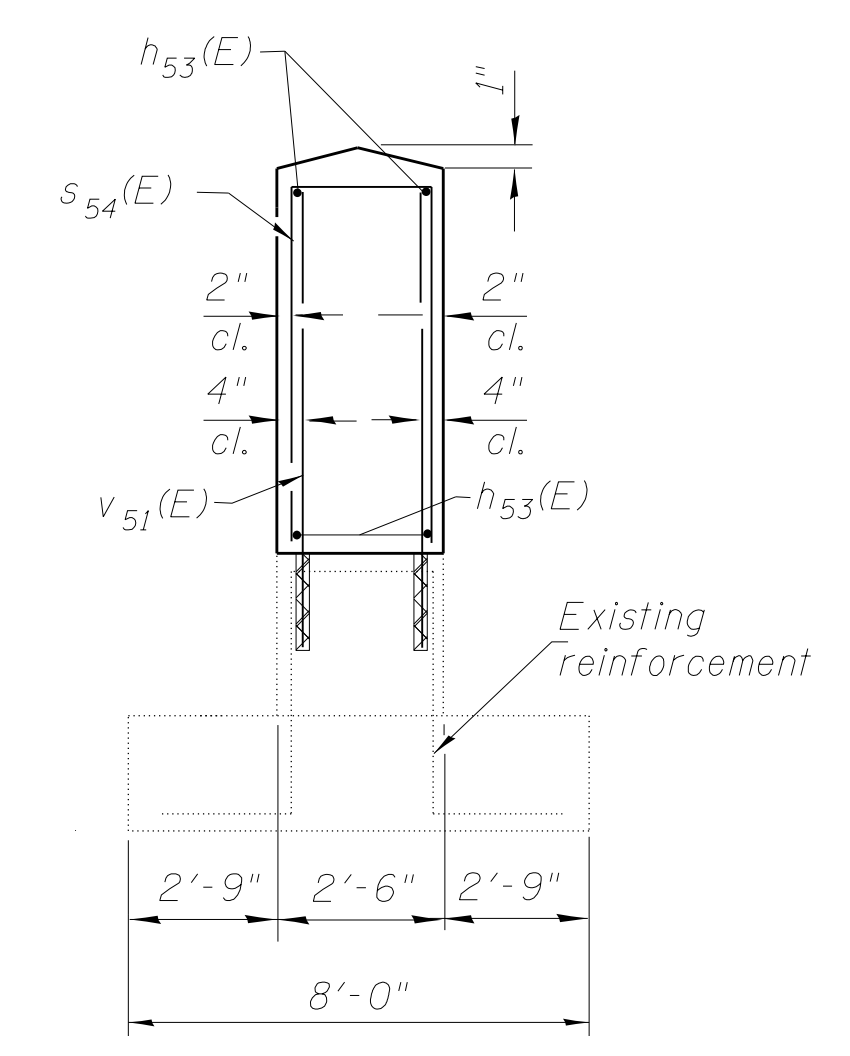
A & B DIMENSIONS

Bar	A	B
s52(E)	1'-11"	3'-5"
s53(E)	1'-11"	3'-0"
s54(E)	2'-2"	3'-0"
s55(E)	2'-2"	8'-1"
u50(E)	2'-1"	4'-0"
u51(E)	2'-2"	7"

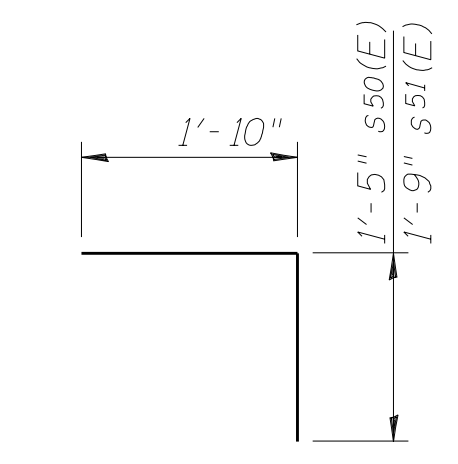
Minimum bar laps:
 #4 2'-1"
 #5 2'-7"
 #6 3'-1"



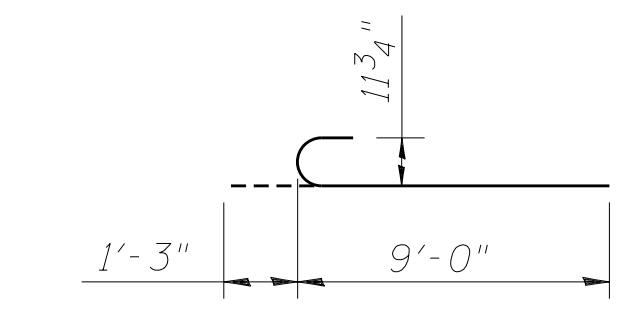
SECTION D-D



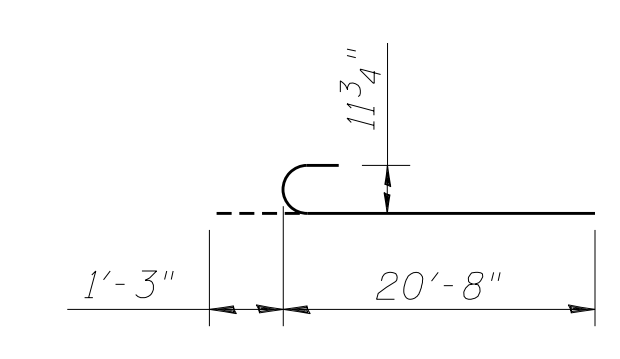
SECTION E-E



BARS s50(E) and s51(E)



BARS n50(E)

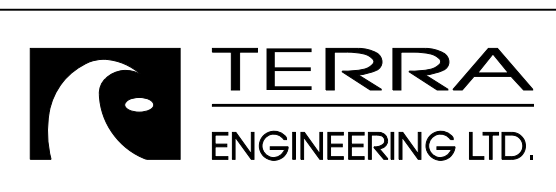


BARS v50(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h50(E)	10	#5	13'-5"	—
h51(E)	18	#5	3'-8"	—
h52(E)	8	#5	11'-8"	—
h53(E)	10	#5	11'-10"	—
n50(E)	20	#9	10'-3"	U
p50(E)	10	#6	30'-2"	—
p51(E)	5	#6	24'-8"	—
p52(E)	7	#6	12'-8"	—
p53(E)	7	#6	4'-0"	—
p54(E)	6	#5	3'-5"	—
p55(E)	5	#5	6'-7"	—
p56(E)	6	#5	12'-8"	—
p57(E)	5	#9	24'-8"	—
s50(E)	70	#5	3'-3"	I
s51(E)	16	#5	3'-7"	L
s52(E)	20	#4	8'-9"	□
s53(E)	18	#4	7'-11"	□
s54(E)	45	#5	8'-2"	□
s55(E)	20	#9	18'-4"	□
s56(E)	14	#5	14'-9"	□
t50(E)	16	#5	7'-8"	—
t51(E)	16	#7	7'-8"	—
u50(E)	16	#6	10'-11"	□
u51(E)	44	#4	3'-4"	□
v50(E)	20	#9	21'-11"	U
v51(E)	50	#9	4'-8"	—
w50(E)	12	#5	11'-8"	—
w51(E)	12	#5	3'-3"	—
Structure Excavation		Cu. Yd.	60	
Concrete Structures		Cu. Yd.	37.3	
Reinforcement Bars, Epoxy Coated		Pound	8060	
Concrete Removal		Cu. Yd.	2.2	

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PIER 1 - NORTHBOUND
 STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S49 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	88
			CONTRACT NO. 66942	
ILLINOIS FED. AID PROJECT				

Notes:

At areas of Concrete Removal, the existing reinforcement extending into the areas of new construction shall be cleaned, straightened and incorporated into the new construction. Included in cost of Concrete Removal.

See next sheet for footing plan, details of reinforcement, bill of material and sections.

△ Epoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

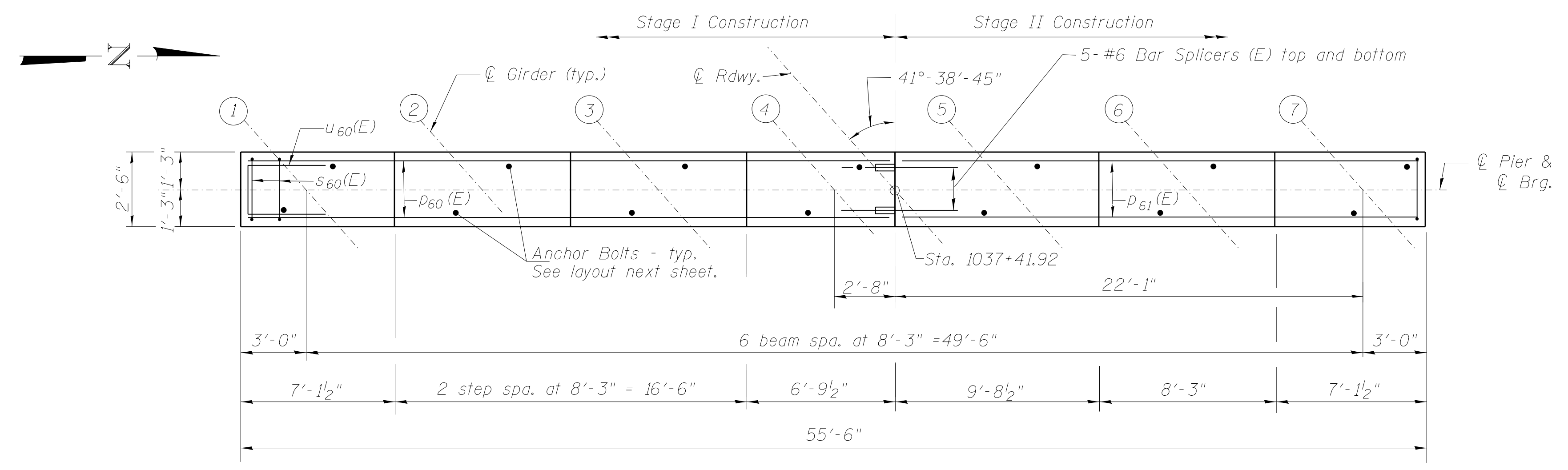
Pour steps monolithically with cap.

Space reinforcement in cap to miss anchor bolts.

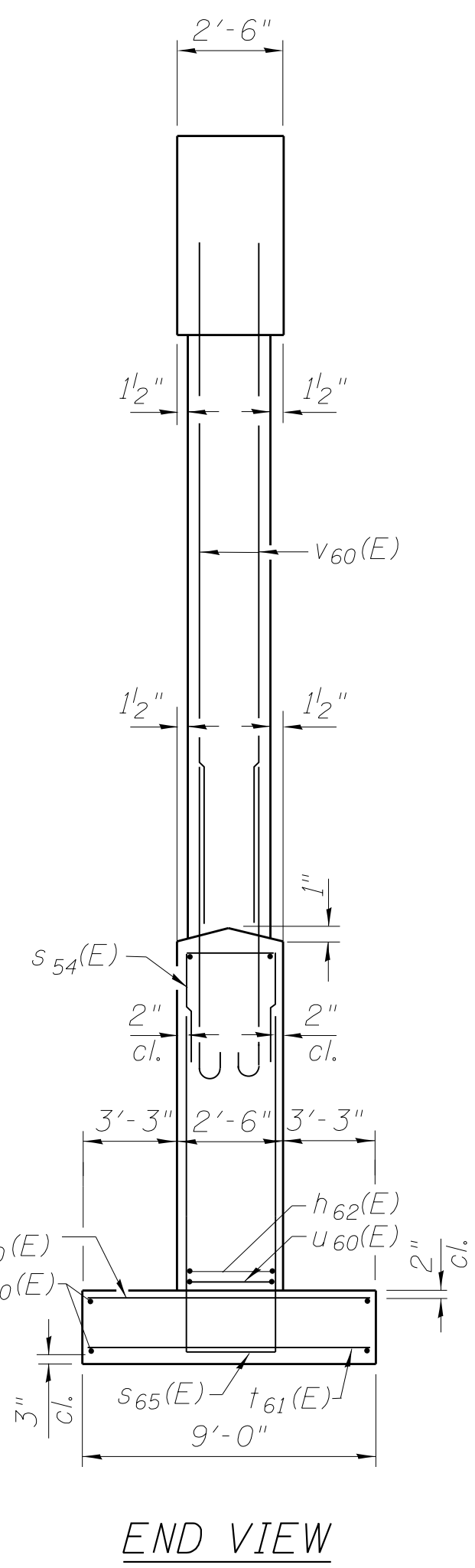
Maximum applied service bearing pressure, Q_{max} = 7.0 kips/sq. ft.

Contractor shall measure existing structure and determine exact length for ± dimensions prior to ordering reinforcing steel.

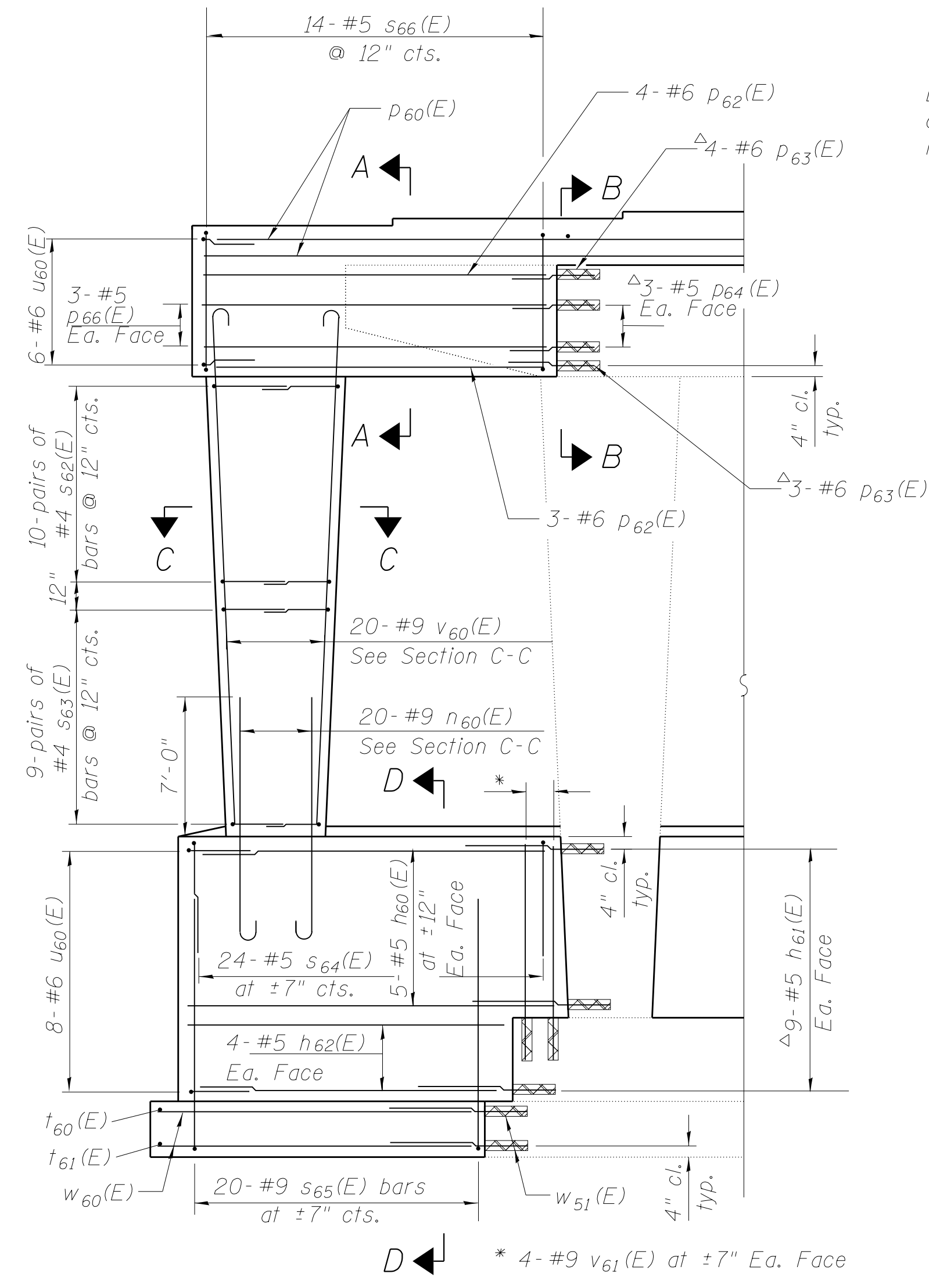
All new concrete above the footing shall have Concrete Sealer applied to all top and side surfaces.



TOP PLAN

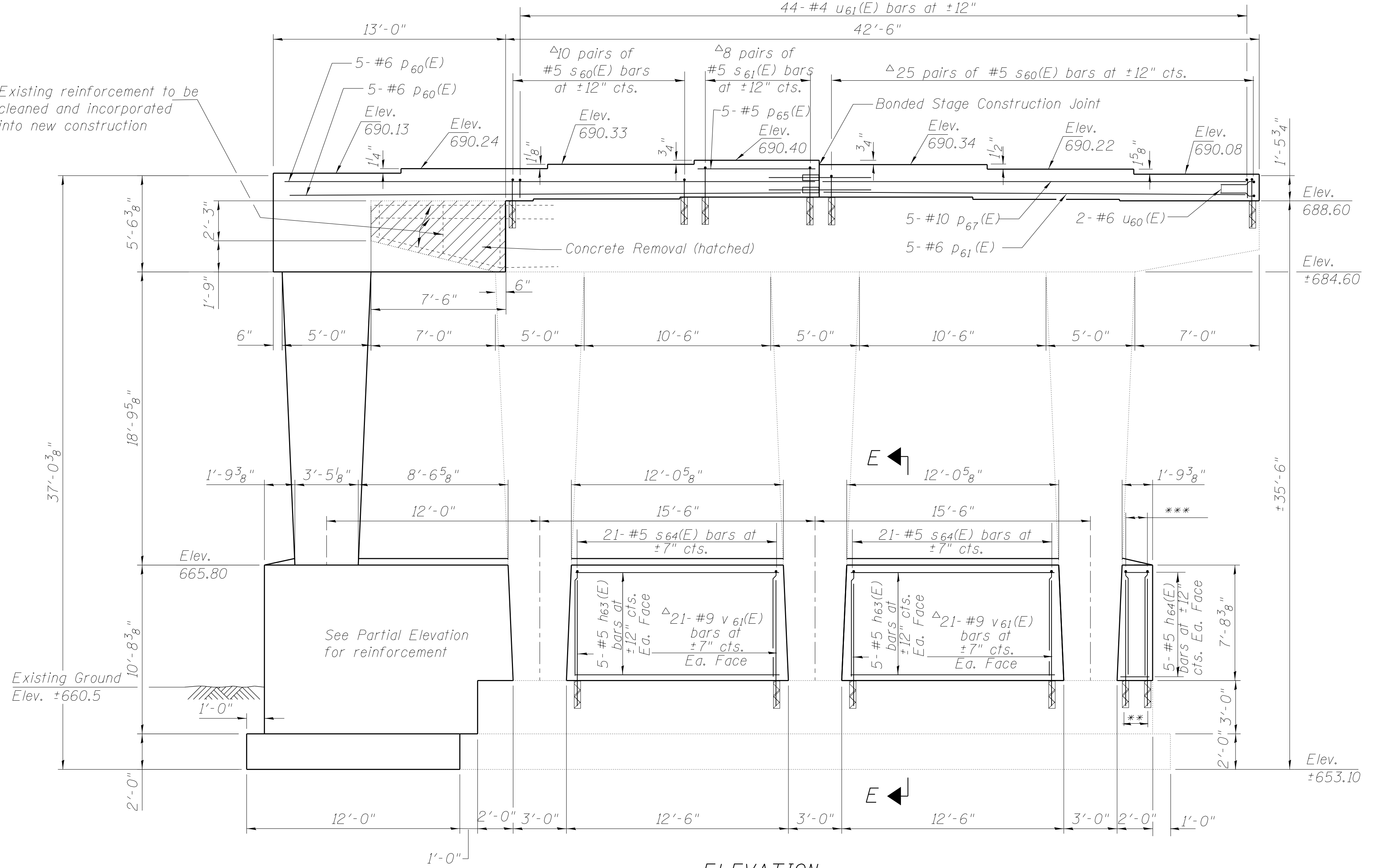


END VIEW



PARTIAL ELEVATION - SOUTH END
(Looking West)

Existing reinforcement to be cleaned and incorporated into new construction



ELEVATION
(Looking West)

△** 4-#9 v61(E) at ±7" Ea. Face
*** 4-#5 s64(E) bars at ±7" cts.

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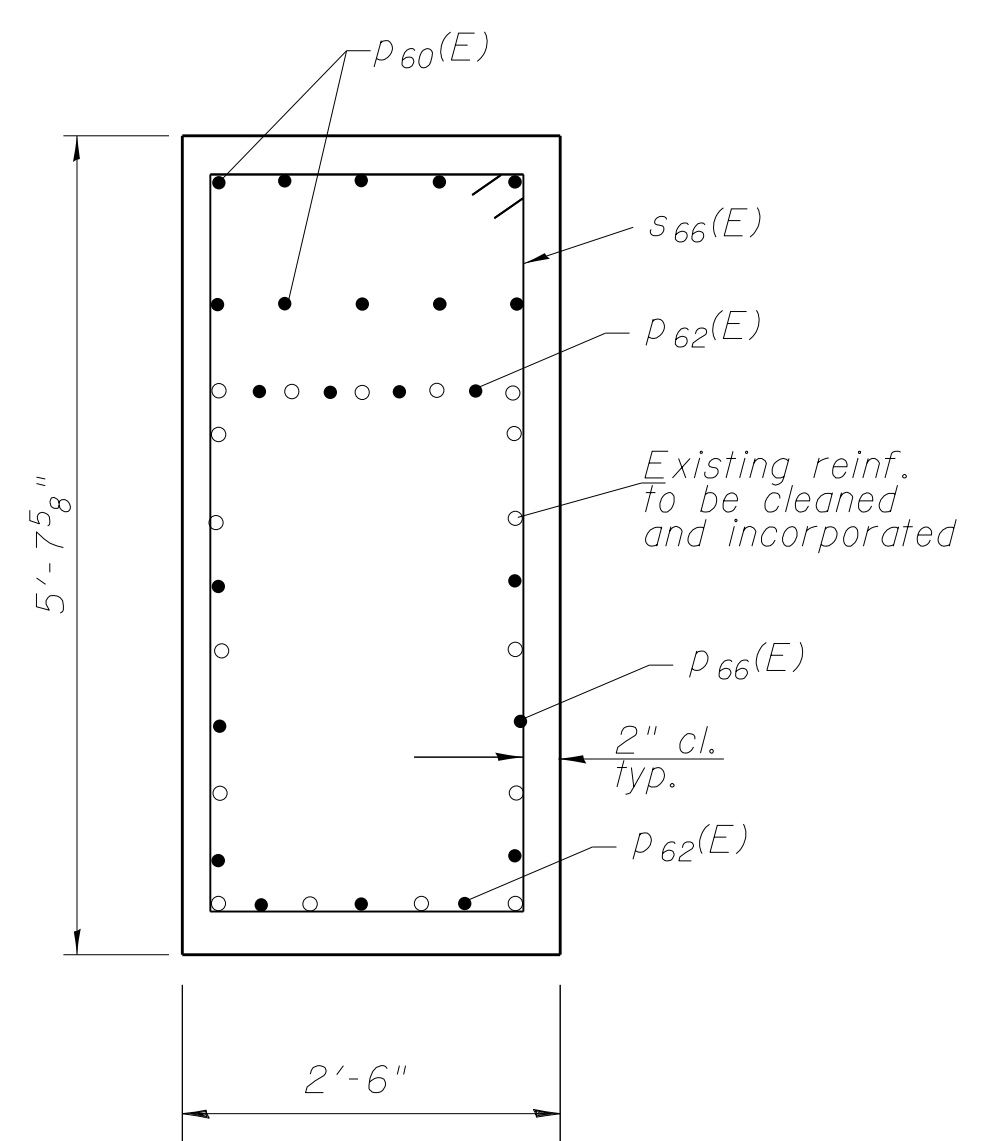
USER NAME =	DESIGNED - EA	REVISED
	CHECKED - OY	REVISED
PLOT SCALE =	DRAWN - CM	REVISED
PLOT DATE	CHECKED - JB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

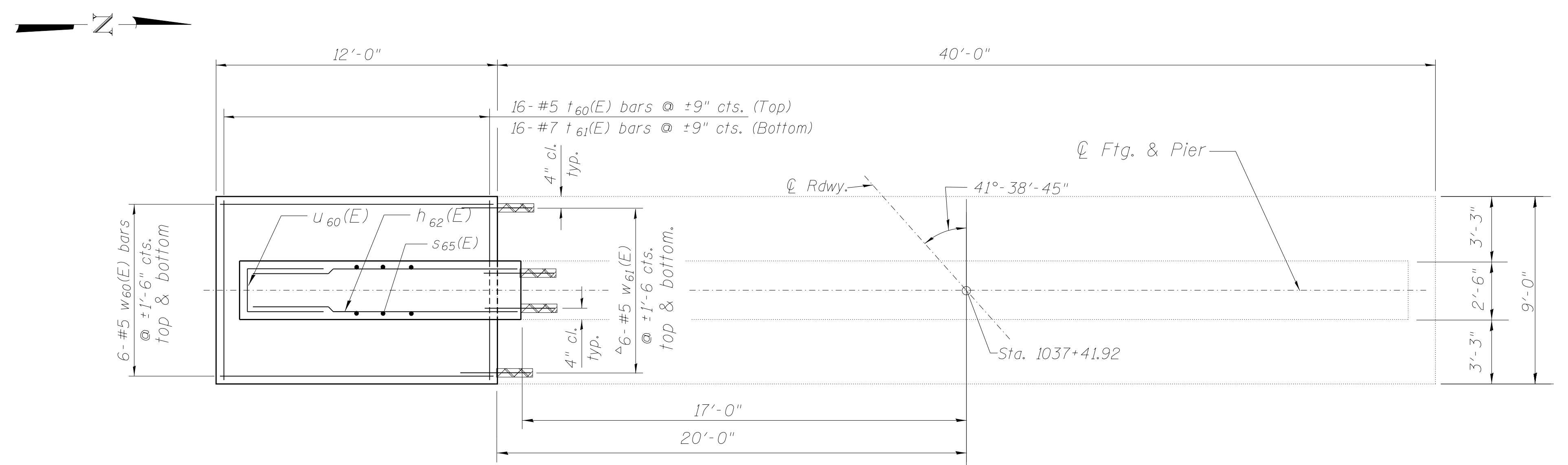
PIER 2 - NORTHBOUND
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S50 OF S71 SHEETS

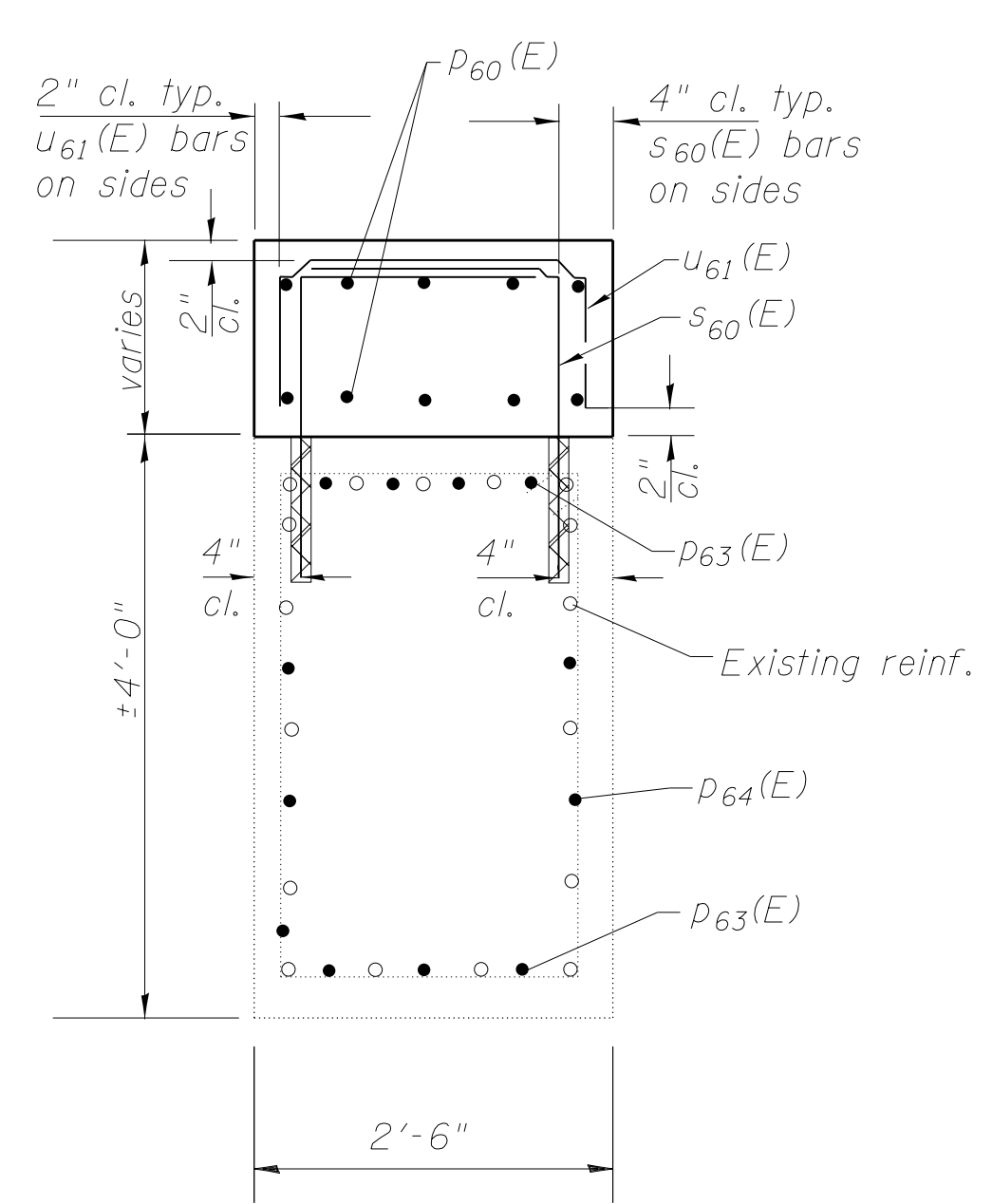
F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	89
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



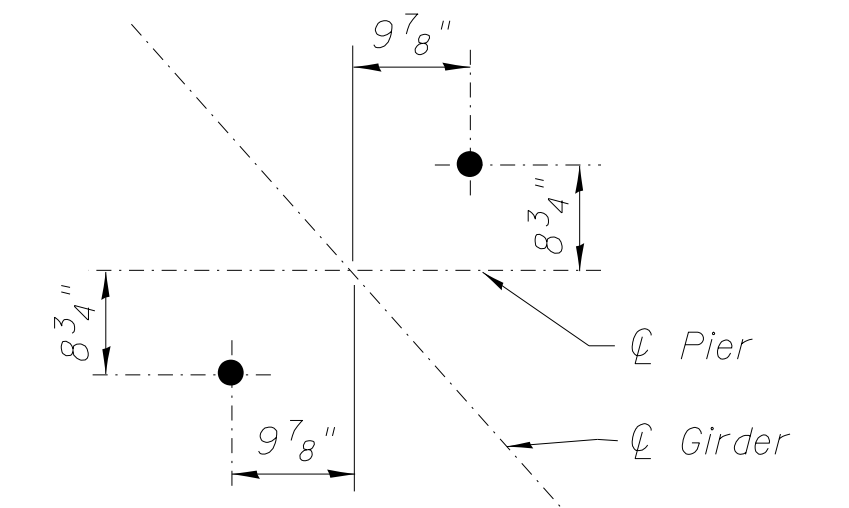
SECTION A-A



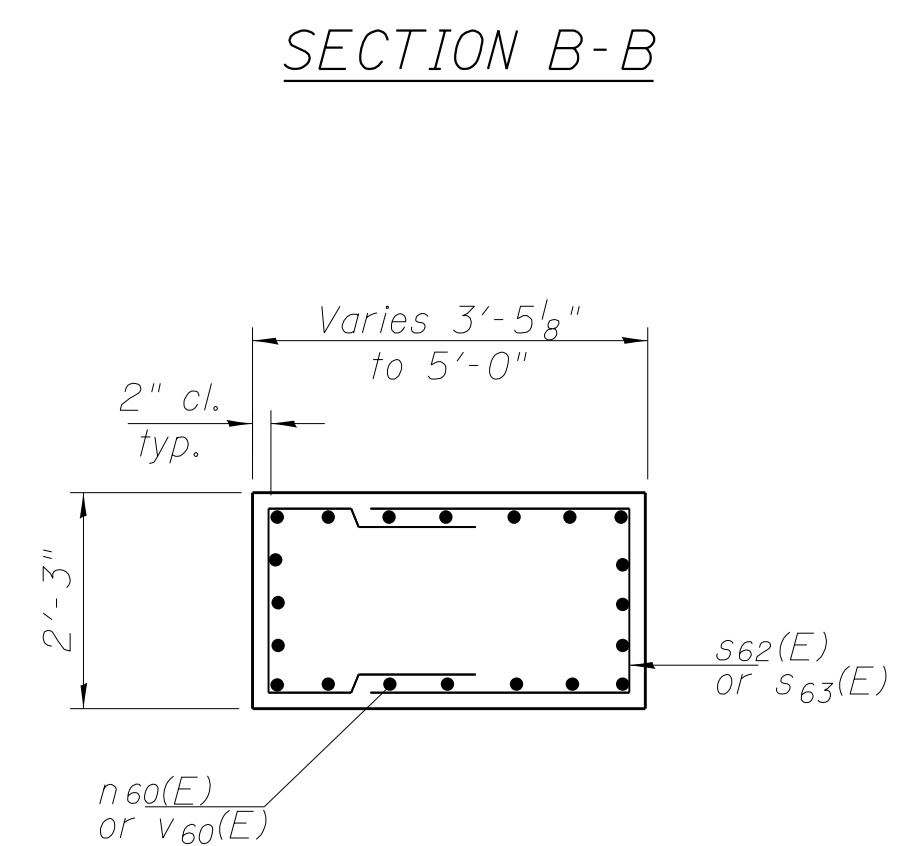
FOOTING PLAN



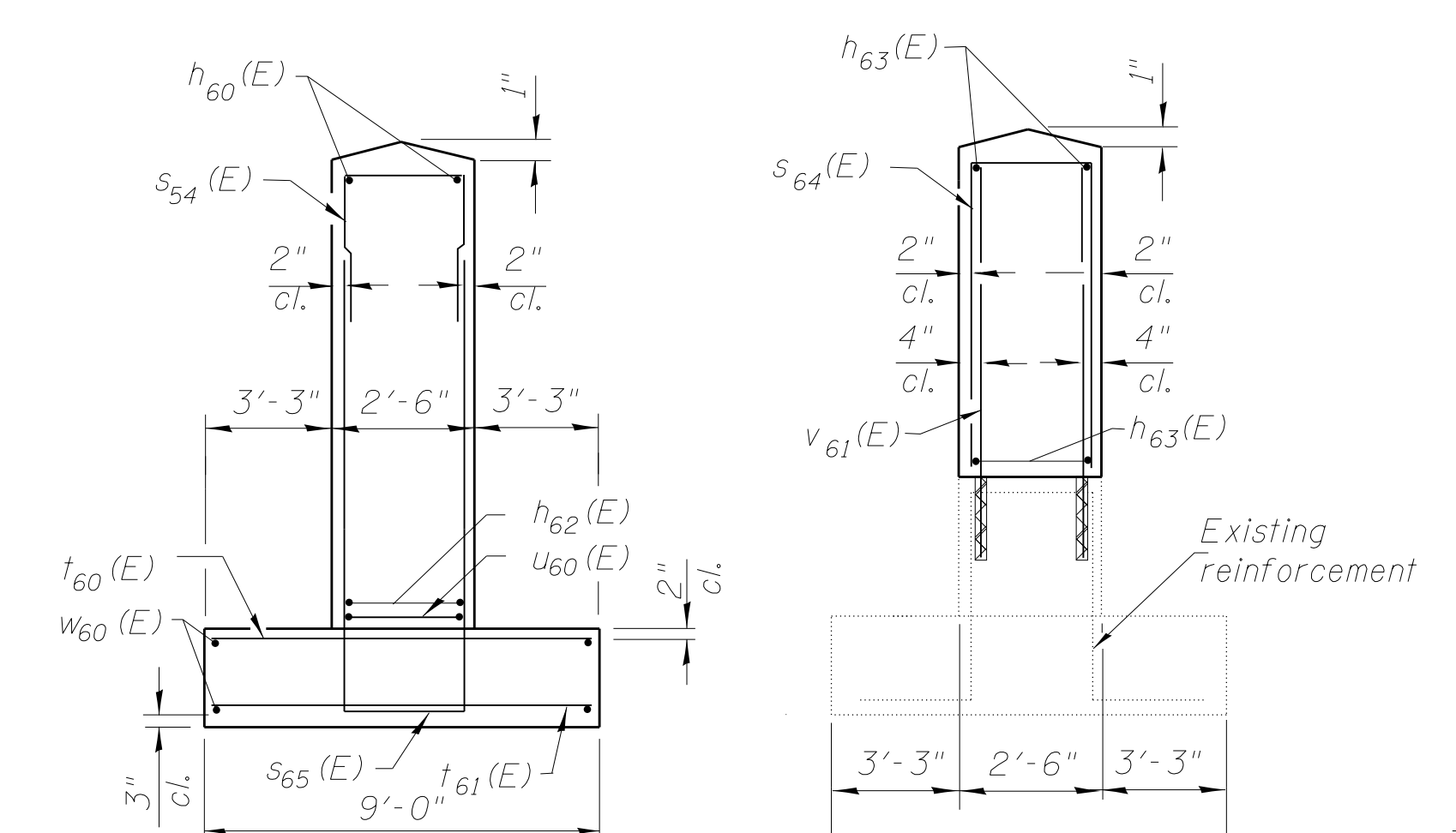
SECTION B-B



ANCHOR BOLT LAYOUT

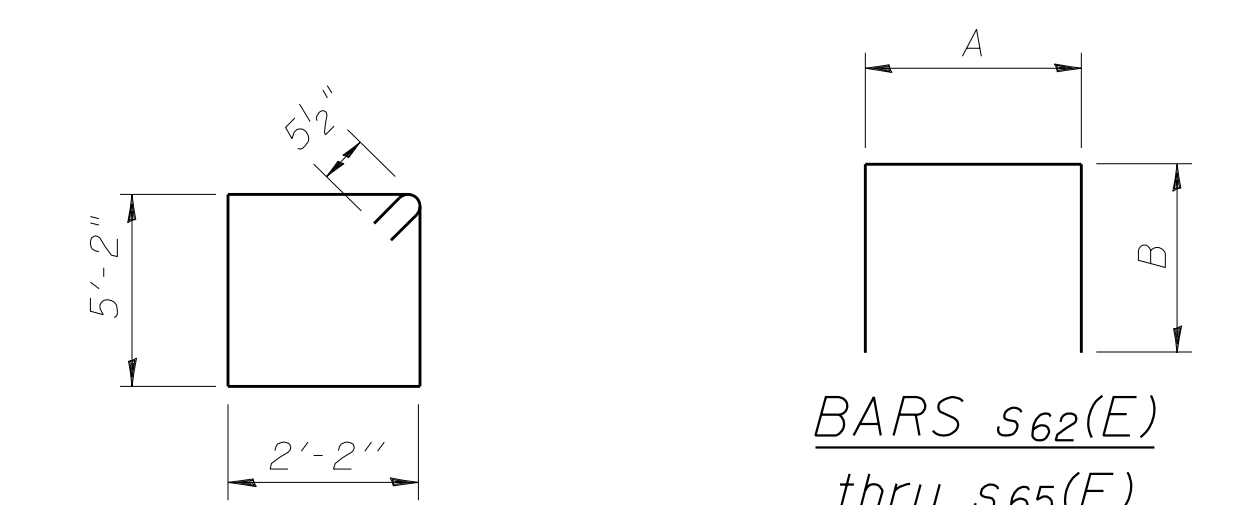


SECTION C-C



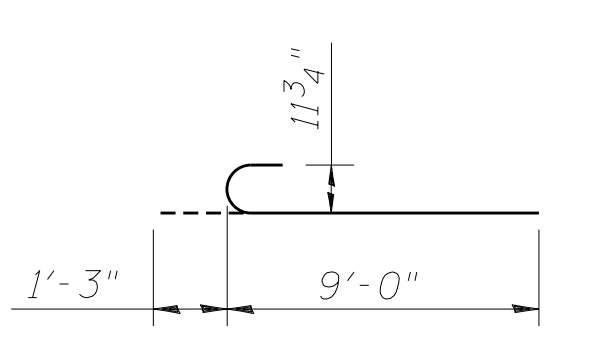
SECTION D-D

SECTION E-E

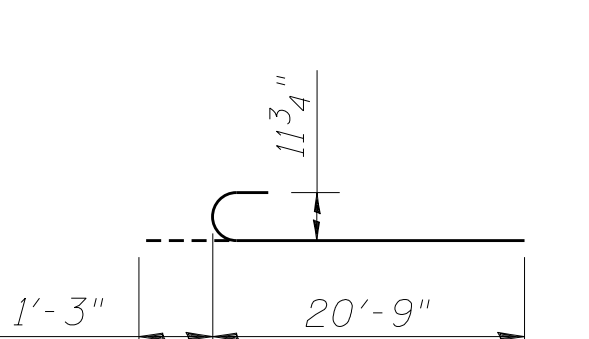


BARS s66(E)

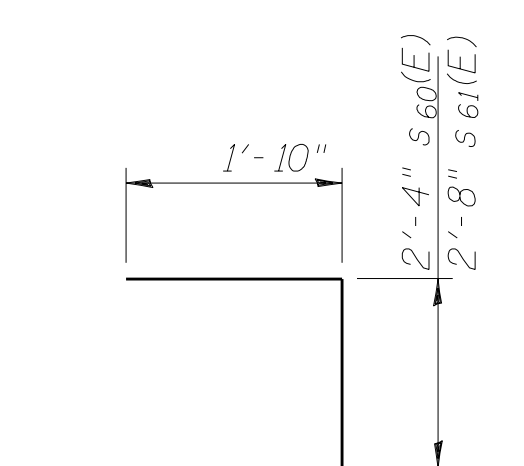
BARS s62(E) thru s65(E) and u60(E)



BARS n60(E)



BARS v60(E)



BARS s60(E) and s61(E)

A & B DIMENSIONS

Bar	A	B
s62(E)	1'-11"	3'-5"
s63(E)	1'-11"	3'-0"
s64(E)	2'-2"	7'-4"
s65(E)	2'-2"	11'-6"
u60(E)	2'-1"	4'-0"
u61(E)	2'-2"	1'-2"

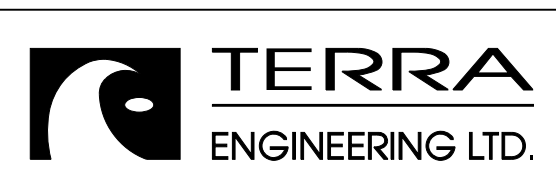
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h60(E)	10	#5	13'-5"	—
h61(E)	18	#5	3'-8"	—
h62(E)	8	#5	11'-8"	—
h63(E)	20	#5	11'-9"	—
h64(E)	10	#5	1'-6"	—
n60(E)	20	#9	10'-3"	—
p60(E)	10	#6	30'-2"	—
p61(E)	5	#6	24'-8"	—
p62(E)	7	#6	12'-8"	—
p63(E)	7	#6	4'-0"	—
p64(E)	6	#5	3'-5"	—
p65(E)	5	#5	6'-7"	—
p66(E)	6	#5	12'-8"	—
p67(E)	5	#9	24'-8"	—
s60(E)	70	#5	4'-2"	┌
s61(E)	16	#5	4'-6"	┌
s62(E)	20	#4	8'-9"	┌
s63(E)	18	#4	7'-11"	┌
s64(E)	70	#5	12'-2"	┌
s65(E)	20	#9	25'-2"	┌
s66(E)	14	#5	15'-7"	┌
t60(E)	16	#5	8'-8"	—
t61(E)	16	#7	8'-8"	—
u60(E)	16	#6	10'-11"	┌
u61(E)	44	#4	4'-6"	┌
v60(E)	20	#9	22'-0"	—
v61(E)	100	#9	8'-0"	—
w60(E)	12	#5	11'-8"	—
w61(E)	12	#5	3'-3"	—
Structure Excavation		Cu. Yd.	57	
Concrete Structures		Cu. Yd.	51.8	
Reinforcement Bars, Epoxy Coated		Pound	10,990	
Concrete Removal		Cu. Yd.	2.2	
Concrete Sealer		Sq. Ft.	1456	

Minimum bar laps:
 #4 2'-1"
 #5 2'-7"
 #6 3'-1"

Notes:
 ^Epoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

M:\1_57_OVER CNRR & OLD 45\Drawings\Structural\Final Plans\SHS\0366942-051.pptr 2 Detail-B-South Structure_NB.dgn



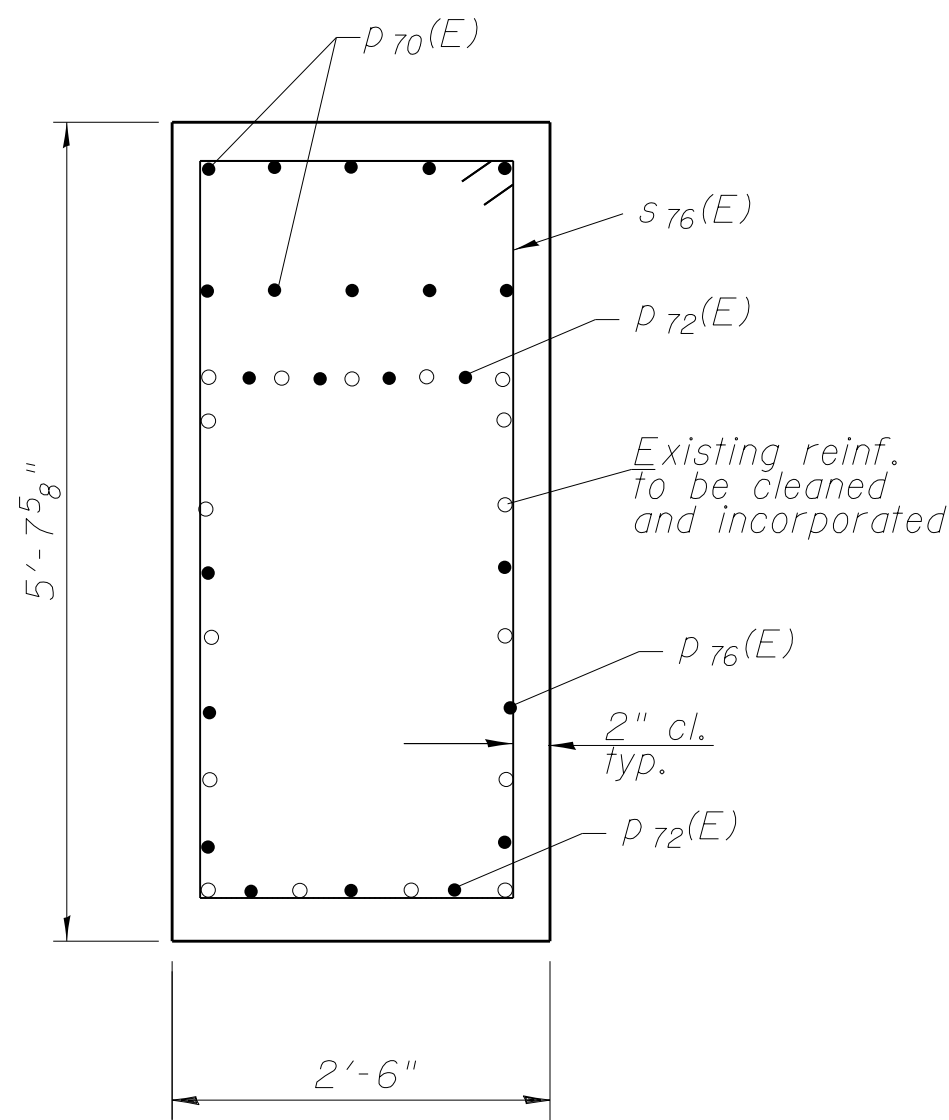
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PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - CM	REVISED
	CHECKED - JB	REVISED

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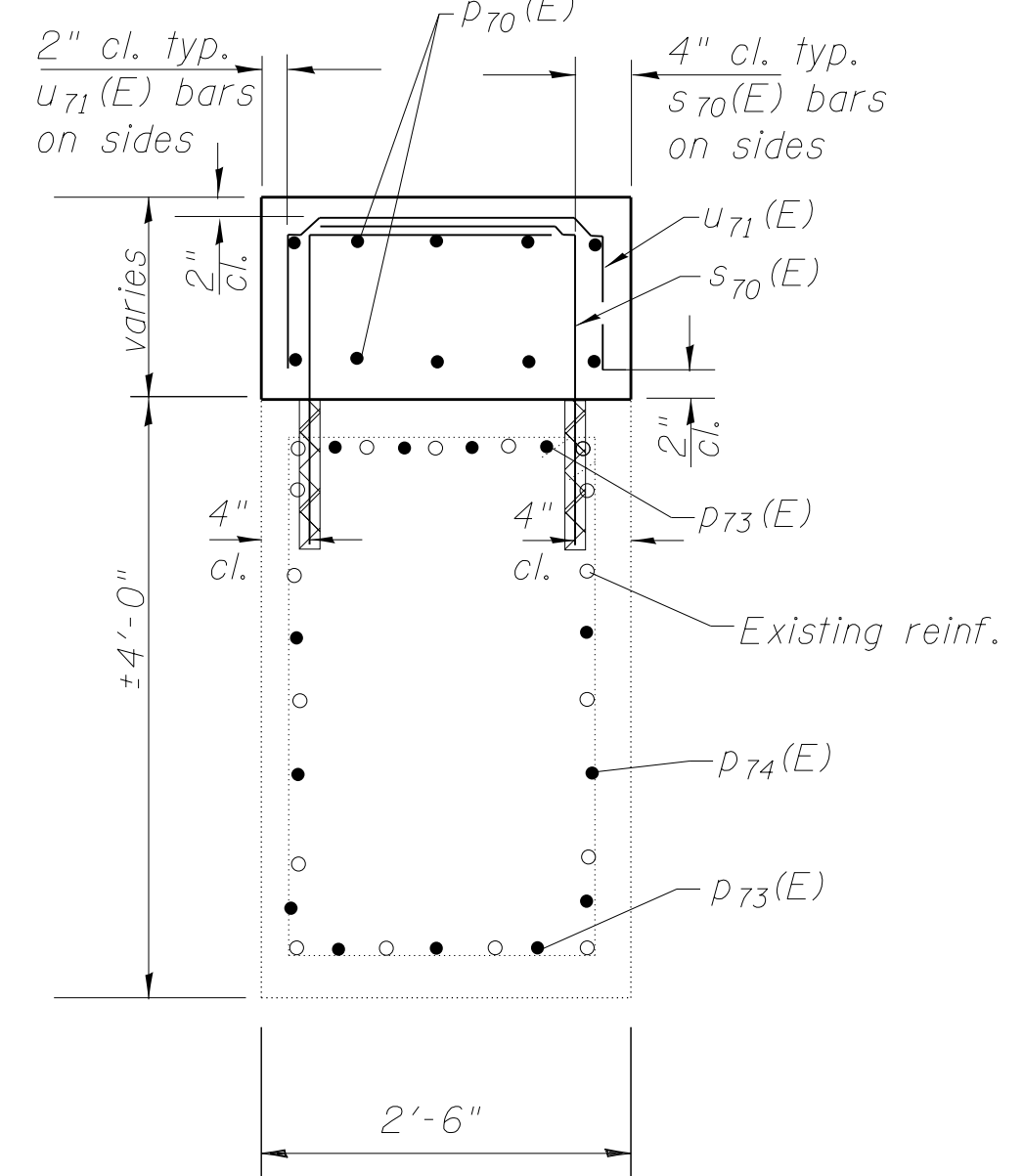
PIER 2 - NORTHBOUND
 STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S51 OF S71 SHEETS

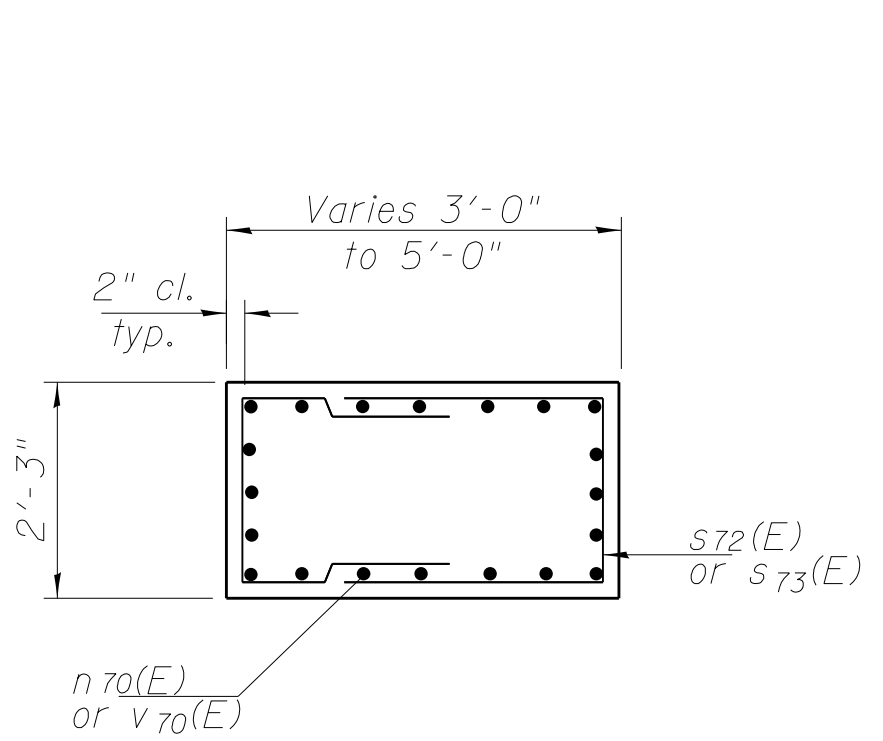
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	90
				CONTRACT NO. 66942
ILLINOIS FED. AID PROJECT				



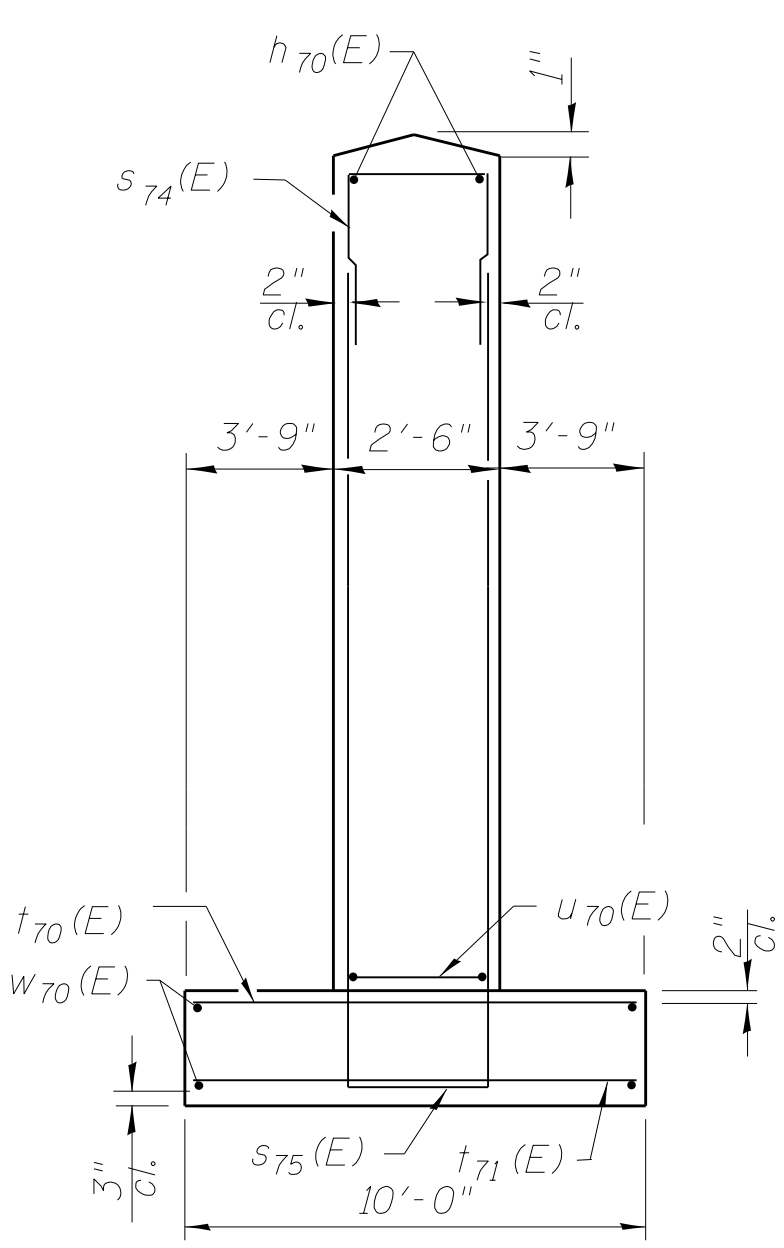
SECTION A-A



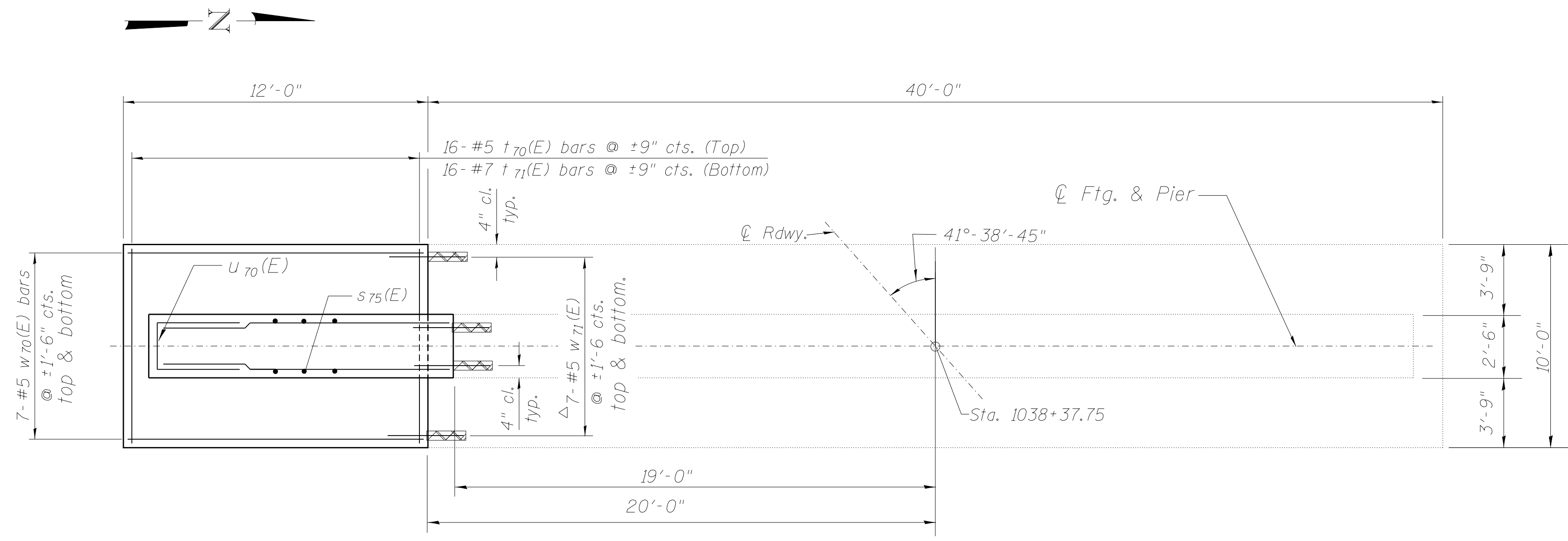
SECTION B-B



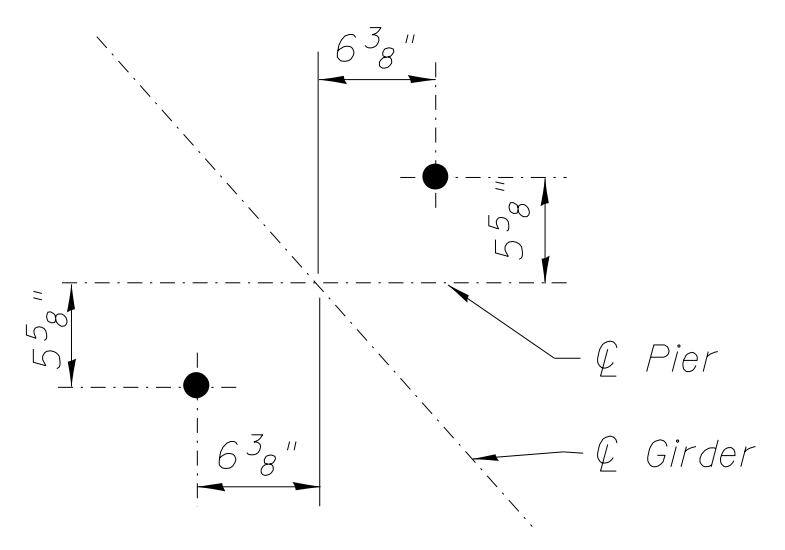
SECTION C-C



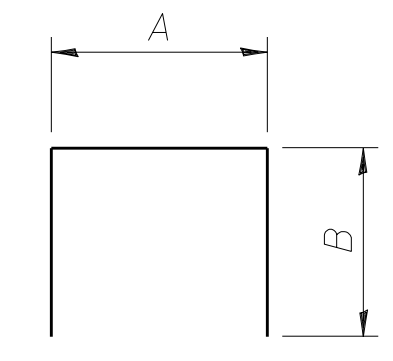
SECTION D-D



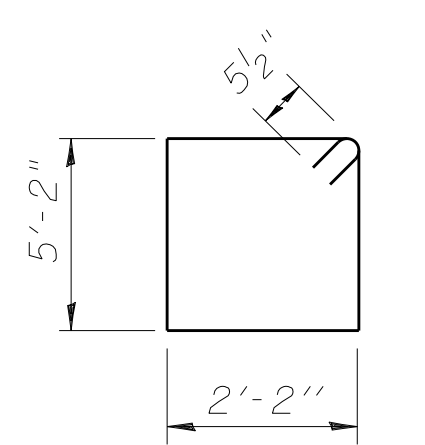
FOOTING PLAN



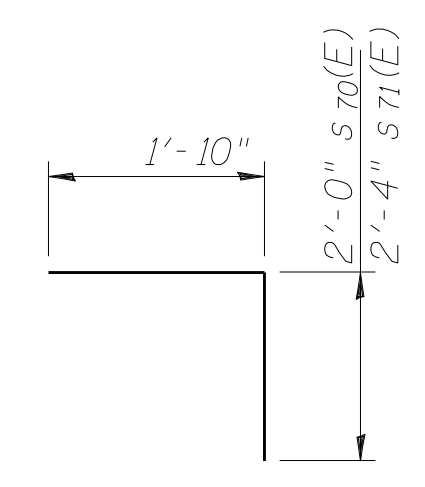
ANCHOR BOLT LAYOUT



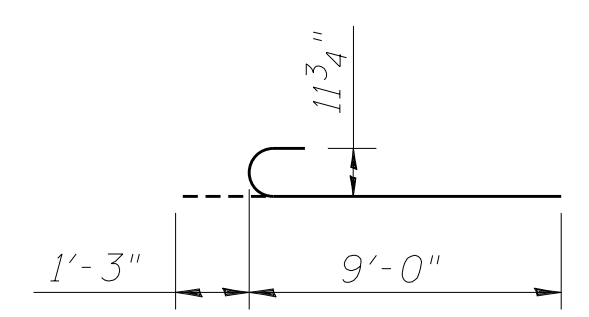
BARS s72(E) thru s75(E) and u70(E)



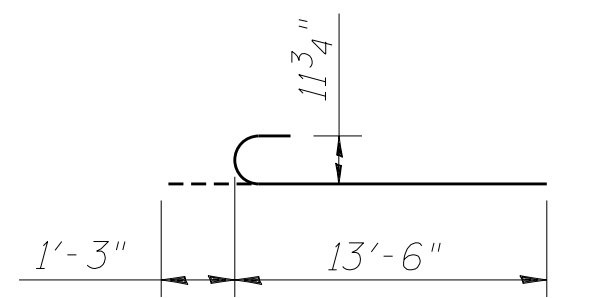
BARS s76(E)



BARS s70(E) and s71(E)



BARS n70(E)



BARS v70(E)

Minimum bar laps:
 #4 2'-1"
 #5 2'-7"
 #6 3'-1"

A & B DIMENSIONS

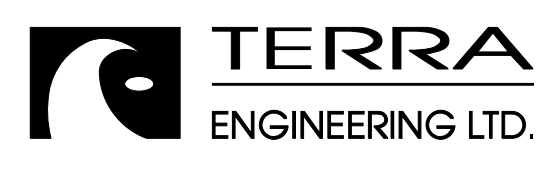
Bar	A	B
s72(E)	1'-11"	3'-5"
s73(E)	1'-11"	3'-0"
s74(E)	2'-2"	3'-0"
s75(E)	2'-2"	17'-9"
u70(E)	2'-1"	4'-0"
u71(E)	2'-2"	1'-3"

Notes:
 ΔEpoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h70(E)	36	#5	13'-5"	—
h71(E)	38	#5	4'-2"	—
n70(E)	20	#9	10'-3"	⌋
p70(E)	10	#6	30'-2"	—
p71(E)	5	#6	24'-8"	—
p72(E)	7	#6	12'-8"	—
p73(E)	7	#6	4'-0"	—
p74(E)	6	#5	3'-5"	—
p75(E)	5	#5	6'-7"	—
p76(E)	6	#5	12'-8"	—
p77(E)	5	#9	24'-8"	—
s70(E)	70	#5	3'-10"	┌
s71(E)	16	#5	4'-2"	┌
s72(E)	10	#4	8'-9"	┌
s73(E)	10	#4	7'-11"	┌
s74(E)	20	#5	8'-2"	┌
s75(E)	20	#9	37'-8"	┌
s76(E)	14	#5	15'-7"	┌
t70(E)	16	#4	9'-8"	—
t71(E)	16	#6	9'-8"	—
u70(E)	26	#6	10'-11"	┌
u71(E)	44	#4	4'-8"	┌
v70(E)	20	#9	14'-9"	⌋
w70(E)	14	#5	11'-8"	—
w71(E)	14	#5	3'-3"	—
Structure Excavation	Cu. Yd.		64	
Concrete Structures	Cu. Yd.		44.5	
Reinforcement Bars, Epoxy Coated	Pound		8270	
Concrete Removal	Cu. Yd.		2.2	

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PLOT DATE	DRAWN - CM	REVISED
	CHECKED - JB	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER 3 - NORTHBOUND
 STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S53 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	92
				CONTRACT NO. 66942
ILLINOIS FED. AID PROJECT				

Notes:

At areas of Concrete Removal, the existing reinforcement extending into the areas of new construction shall be cleaned, straightened and incorporated into the new construction. Included in cost of Concrete Removal.

See next sheet for footing plan, details of reinforcement, bill of material and sections.

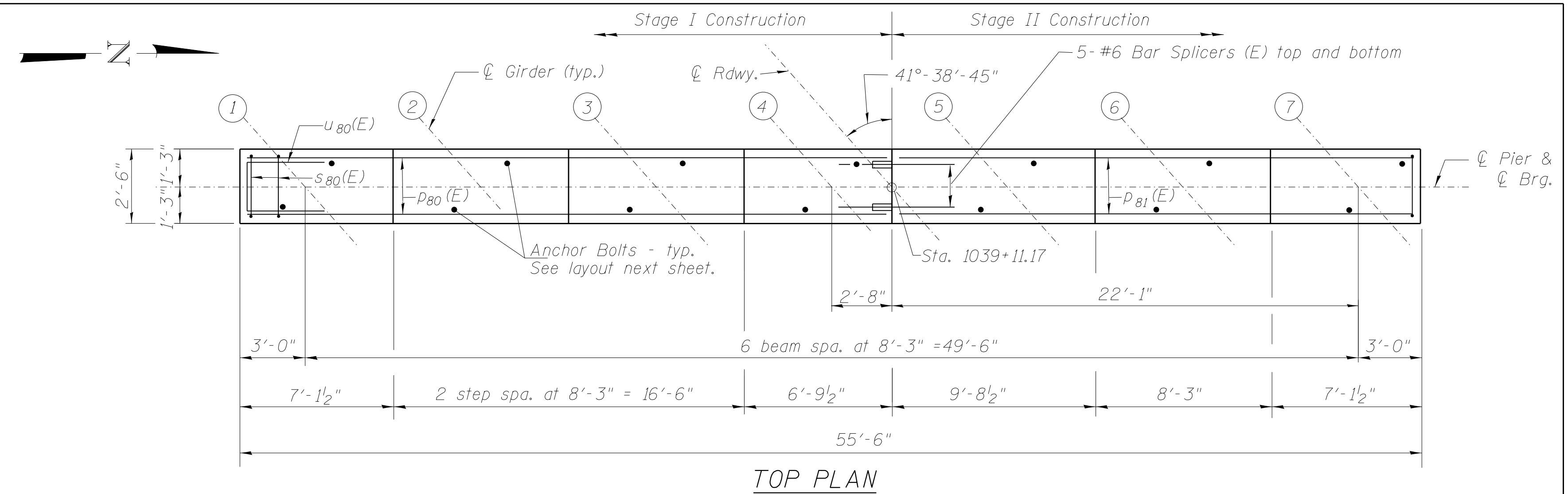
△Epoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

Pour steps monolithically with cap.

Space reinforcement in cap to miss anchor bolts.

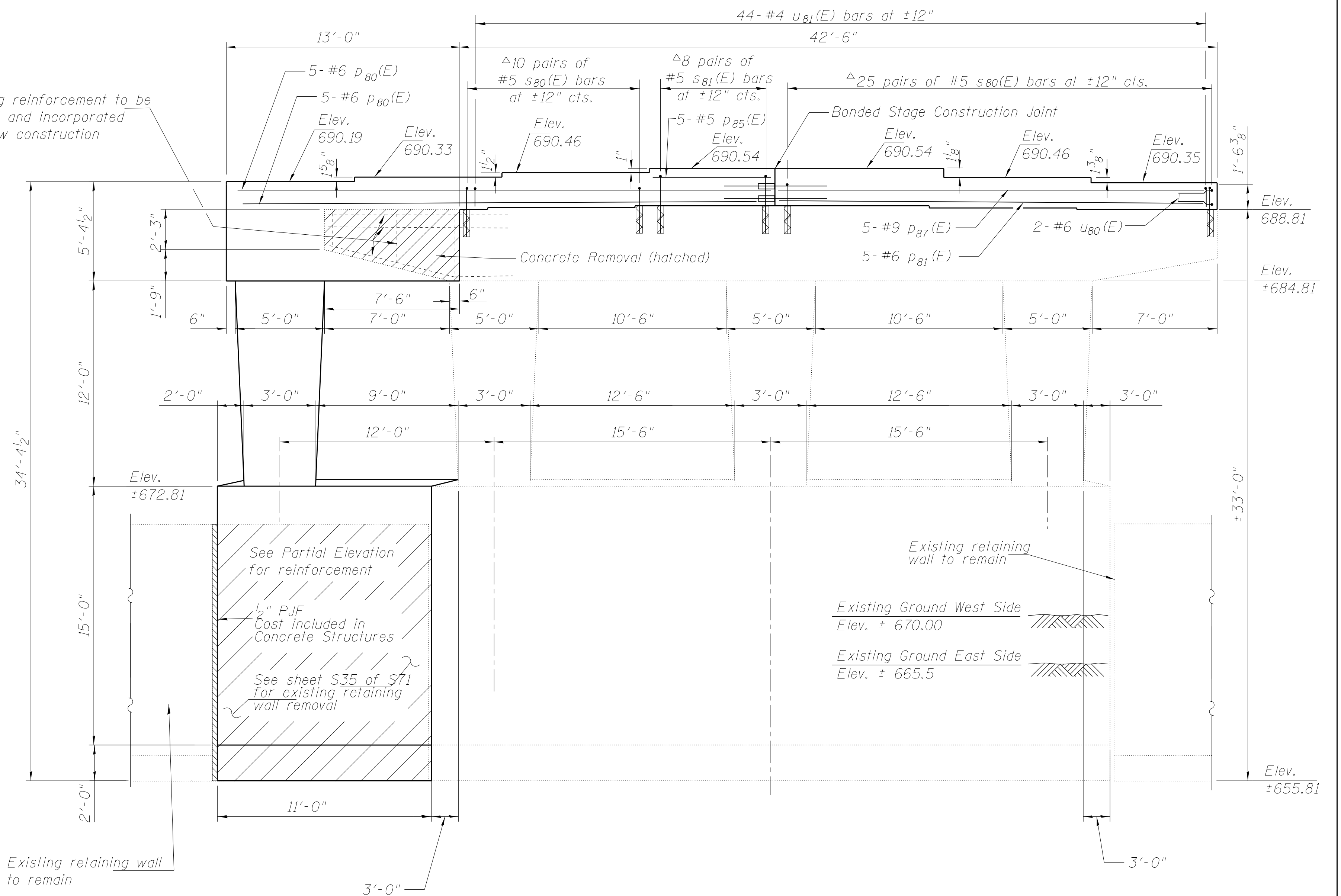
Maximum applied service bearing pressure, Q_{max} = 6.8 kips/sq. ft.

Contractor shall measure existing structure and determine exact length for ± dimensions prior to ordering reinforcing steel.



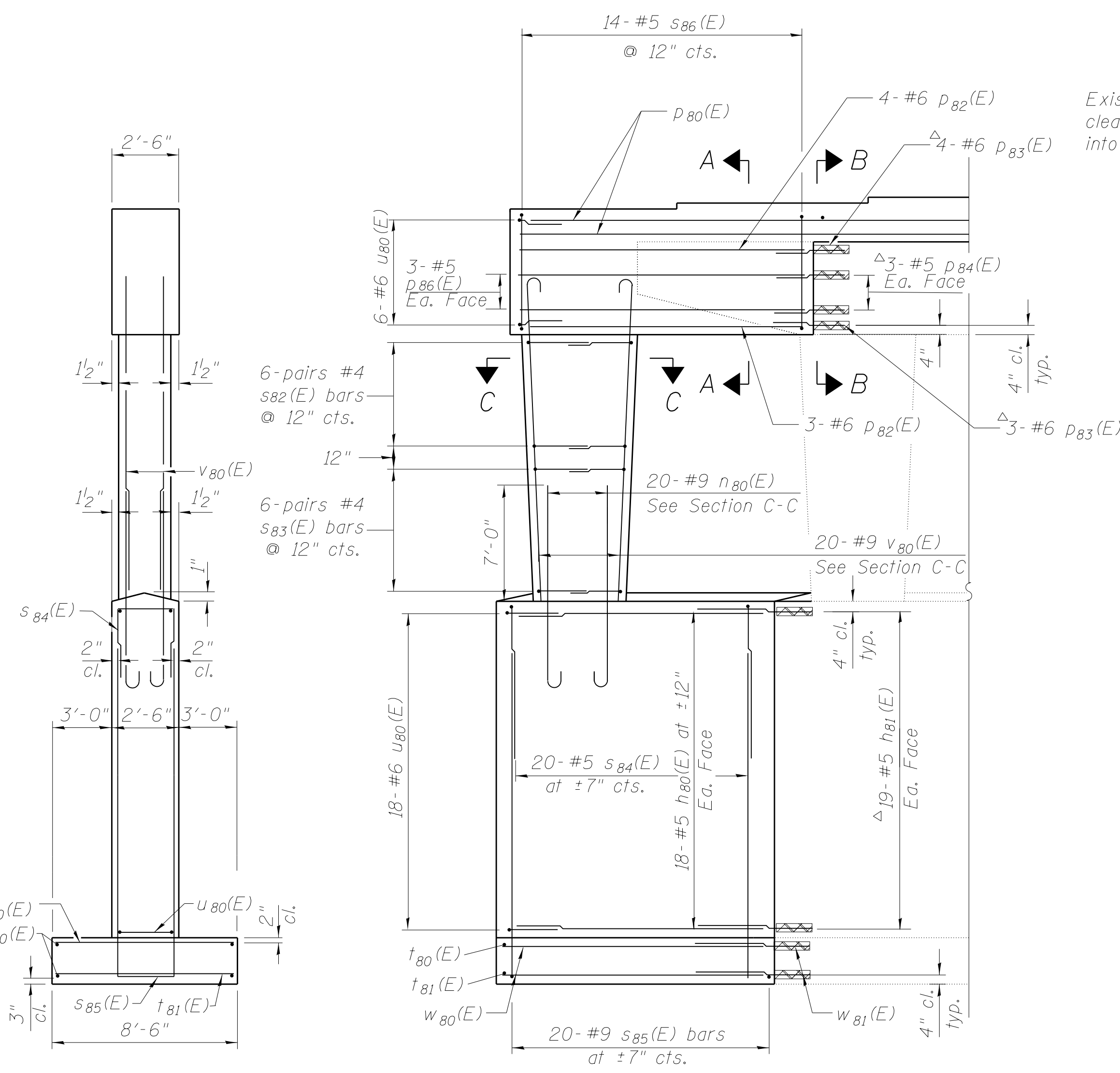
TOP PLAN

Existing reinforcement to be cleaned and incorporated into new construction



ELEVATION

(Looking West)

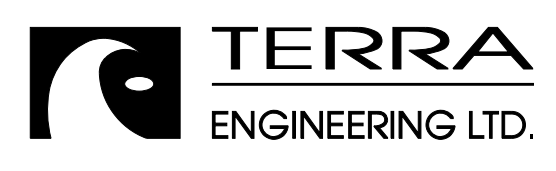


PARTIAL ELEVATION - SOUTH END

(Looking West)

END VIEW

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PLOT DATE	CHECKED - JB	REVISED

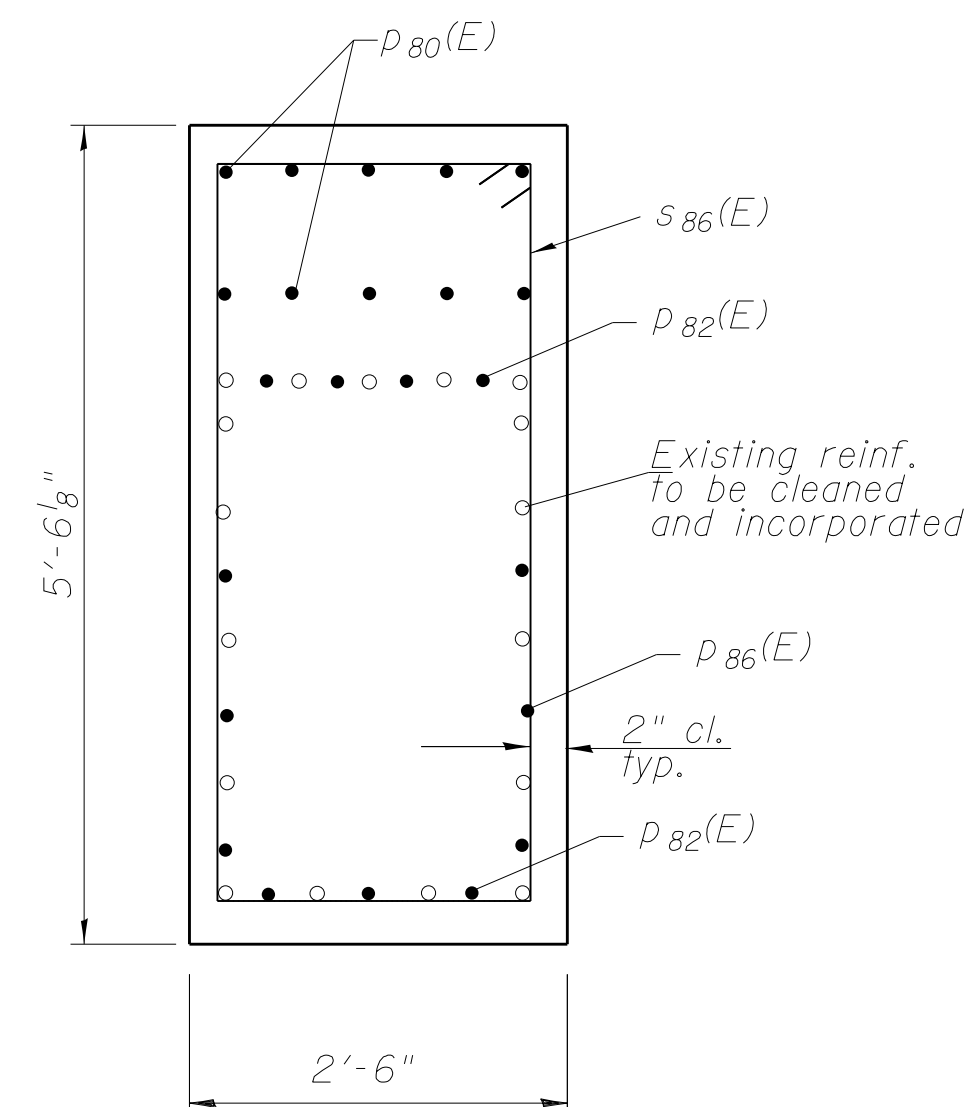
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 4 - NORTHBOUND
STRUCTURE NOS. 038 - 0013 & 0014

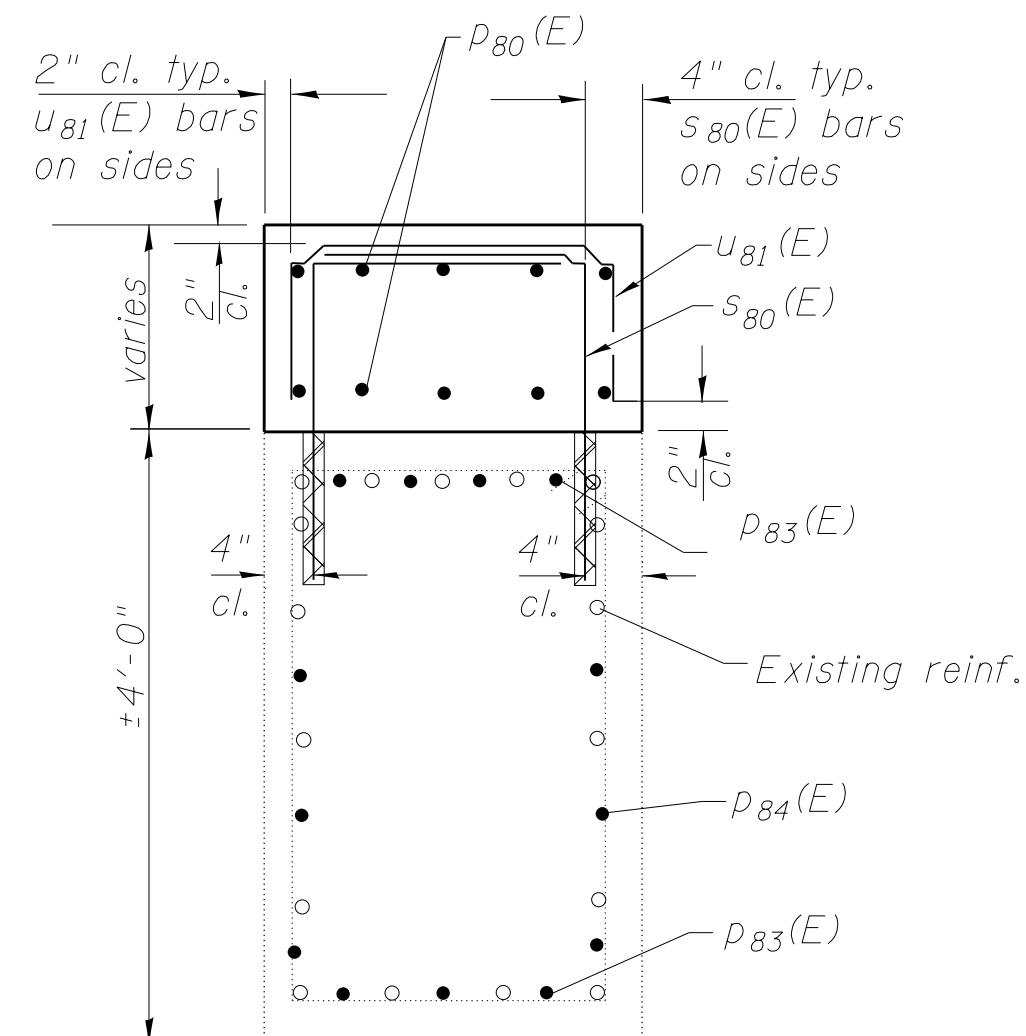
SHEET NO. S54 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	93
CONTRACT NO. 66942				

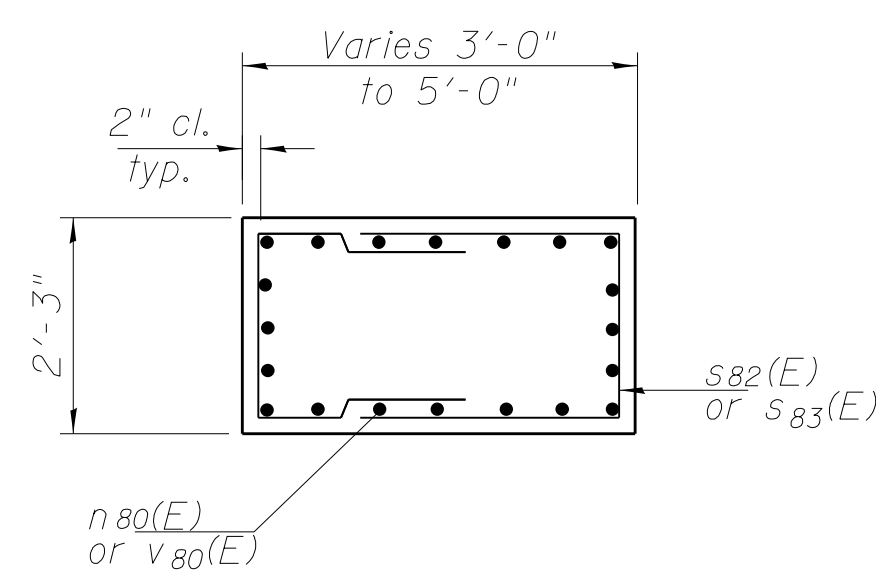
ILLINOIS FED. AID PROJECT



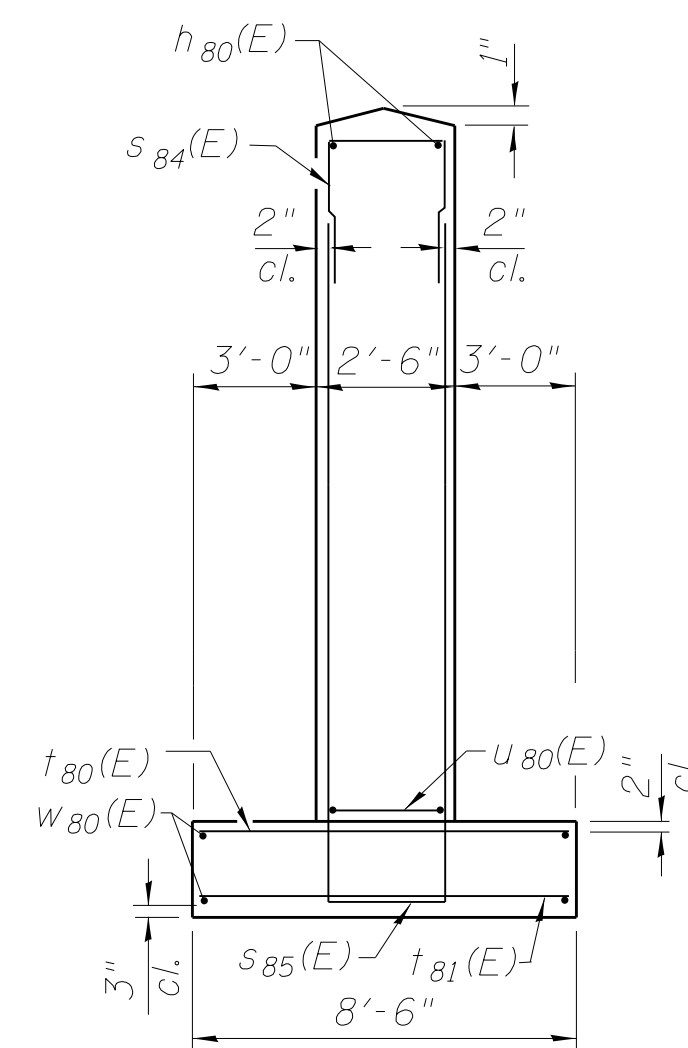
SECTION A-A



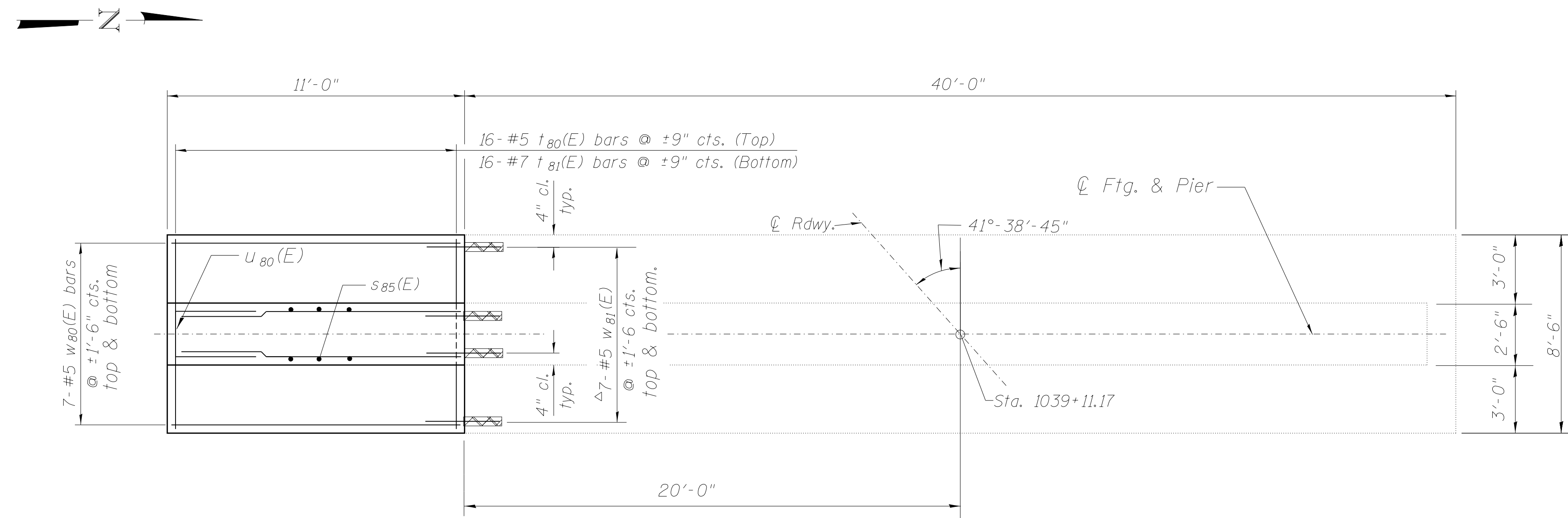
SECTION B-B



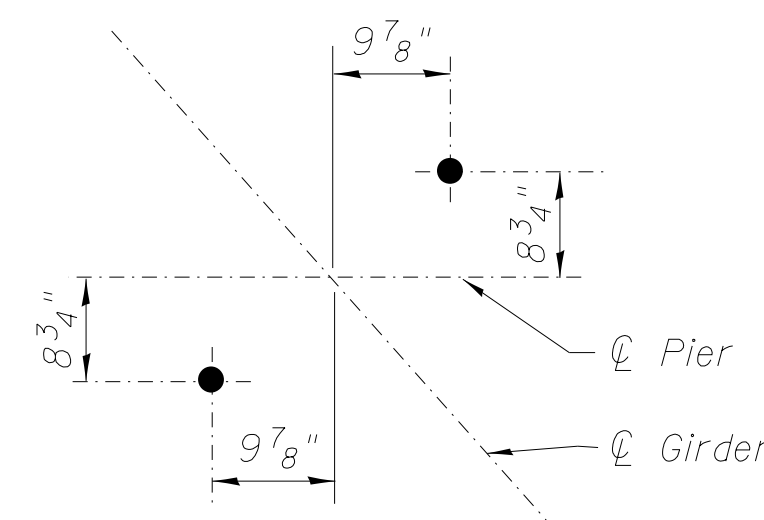
SECTION C-C



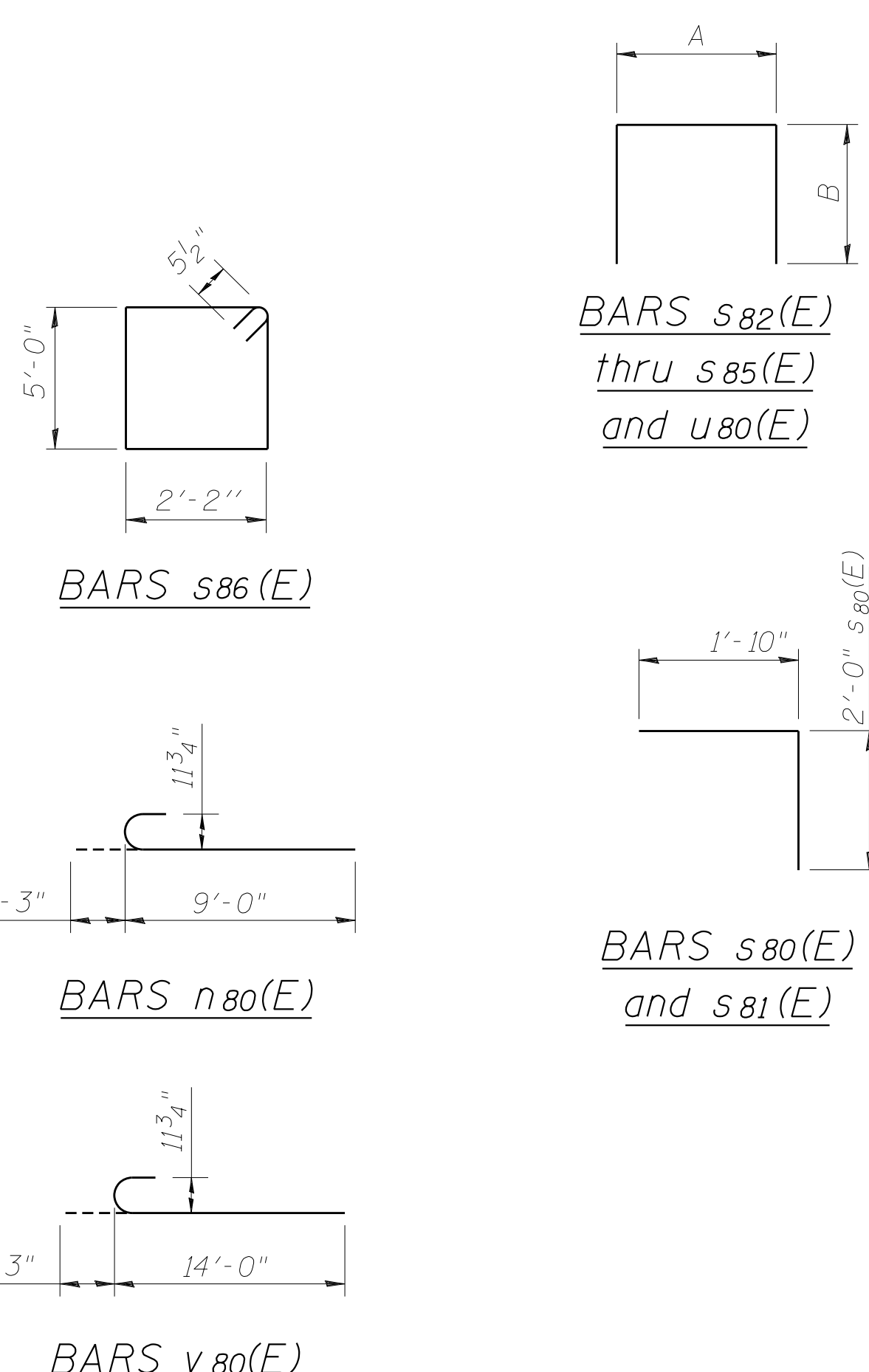
SECTION D-D



FOOTING PLAN



ANCHOR BOLT LAYOUT



A & B DIMENSIONS

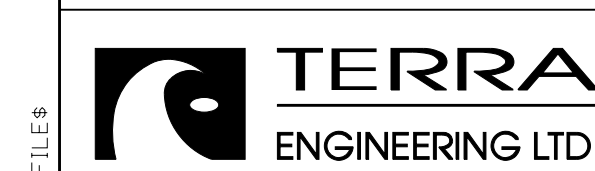
Bar	A	B
s82(E)	1'-11"	3'-5"
s83(E)	1'-11"	3'-0"
s84(E)	2'-2"	3'-0"
s85(E)	2'-2"	15'-9"
u80(E)	2'-1"	4'-0"
u81(E)	2'-2"	1'-2"

Notes:
 △Epoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h80(E)	36	#5	10'-8"	—
h81(E)	38	#5	4'-2"	—
n80(E)	20	#9	10'-3"	—
p80(E)	10	#6	30'-2"	—
p81(E)	5	#6	24'-8"	—
p82(E)	7	#6	12'-8"	—
p83(E)	7	#6	4'-0"	—
p84(E)	6	#5	3'-5"	—
p85(E)	5	#5	6'-7"	—
p86(E)	6	#5	12'-8"	—
p87(E)	5	#9	24'-8"	—
s80(E)	70	#5	3'-10"	—
s81(E)	16	#5	4'-2"	—
s82(E)	12	#4	8'-9"	—
s83(E)	12	#4	7'-11"	—
s84(E)	20	#5	8'-2"	—
s85(E)	20	#9	33'-8"	—
s86(E)	14	#5	15'-3"	—
t80(E)	16	#5	8'-2"	—
t81(E)	16	#7	8'-2"	—
u80(E)	26	#6	10'-11"	—
u81(E)	44	#4	4'-6"	—
v80(E)	20	#9	15'-3"	—
w80(E)	12	#5	10'-8"	—
w81(E)	12	#5	3'-3"	—
Structure Excavation		Cu. Yd.	83	
Concrete Structures		Cu. Yd.	38.8	
Reinforcement Bars, Epoxy Coated		Pound	7980	
Concrete Removal		Cu. Yd.	2.2	

Minimum bar laps:
 #4 2'-1"
 #5 2'-7"
 #6 3'-1"



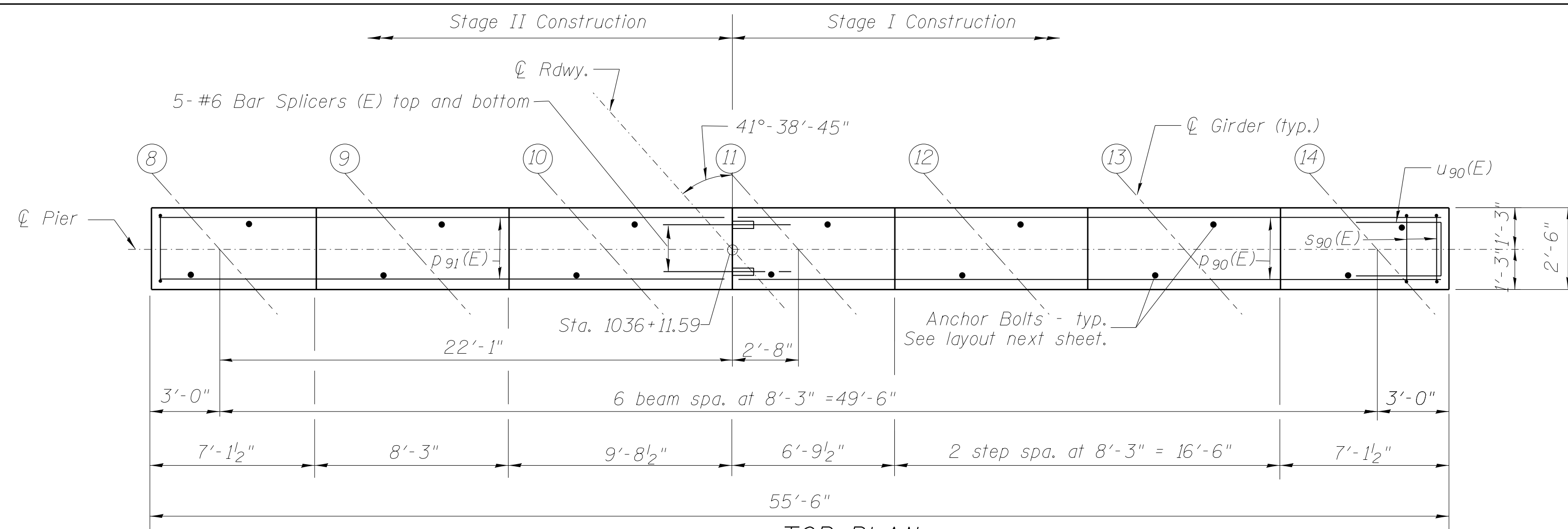
USER NAME =	DESIGNED - EA	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - CM	REVISED
	CHECKED - JB	REVISED

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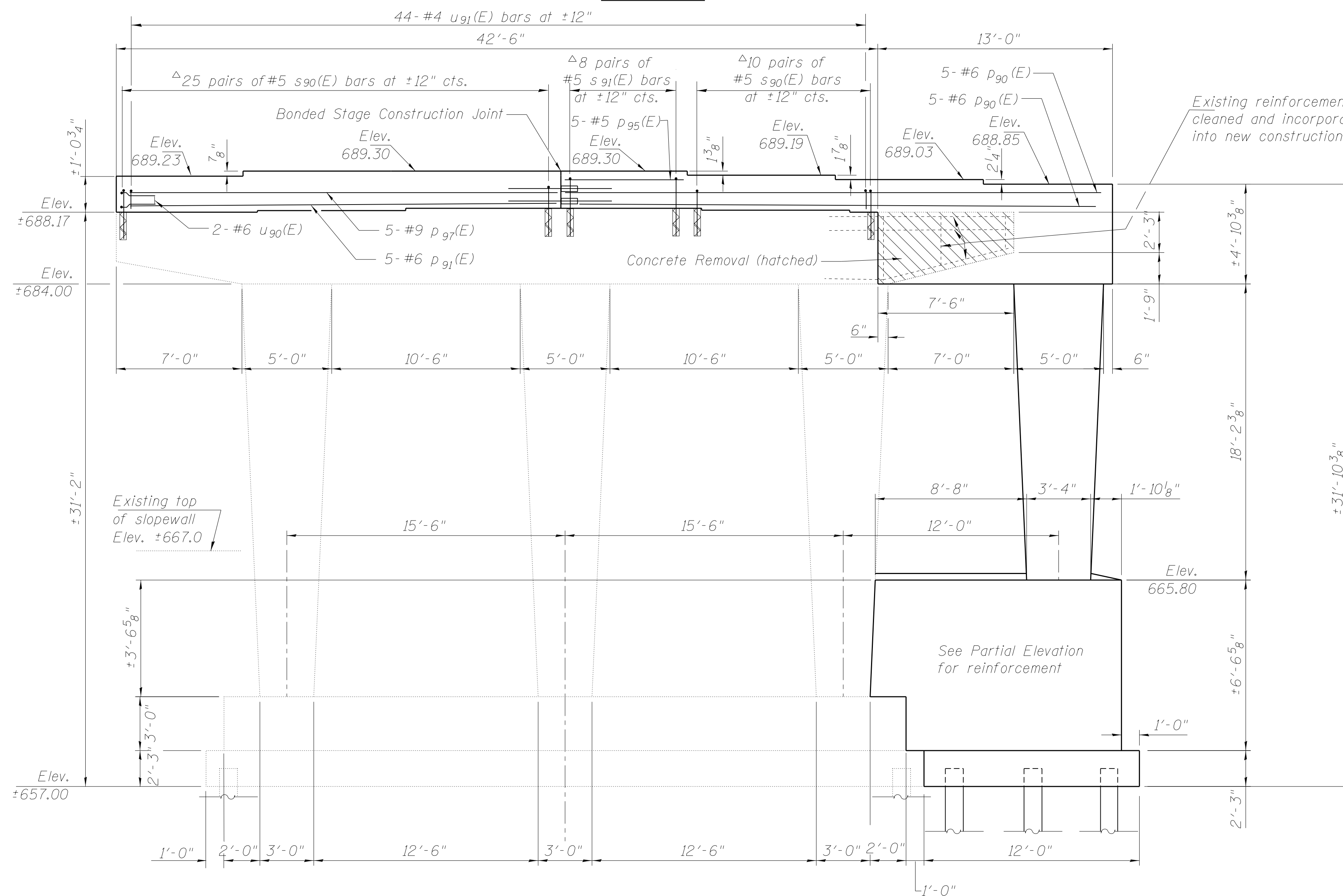
PIER 4 - NORTHBOUND
 STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S55 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	94
				CONTRACT NO. 66942
ILLINOIS FED. AID PROJECT				

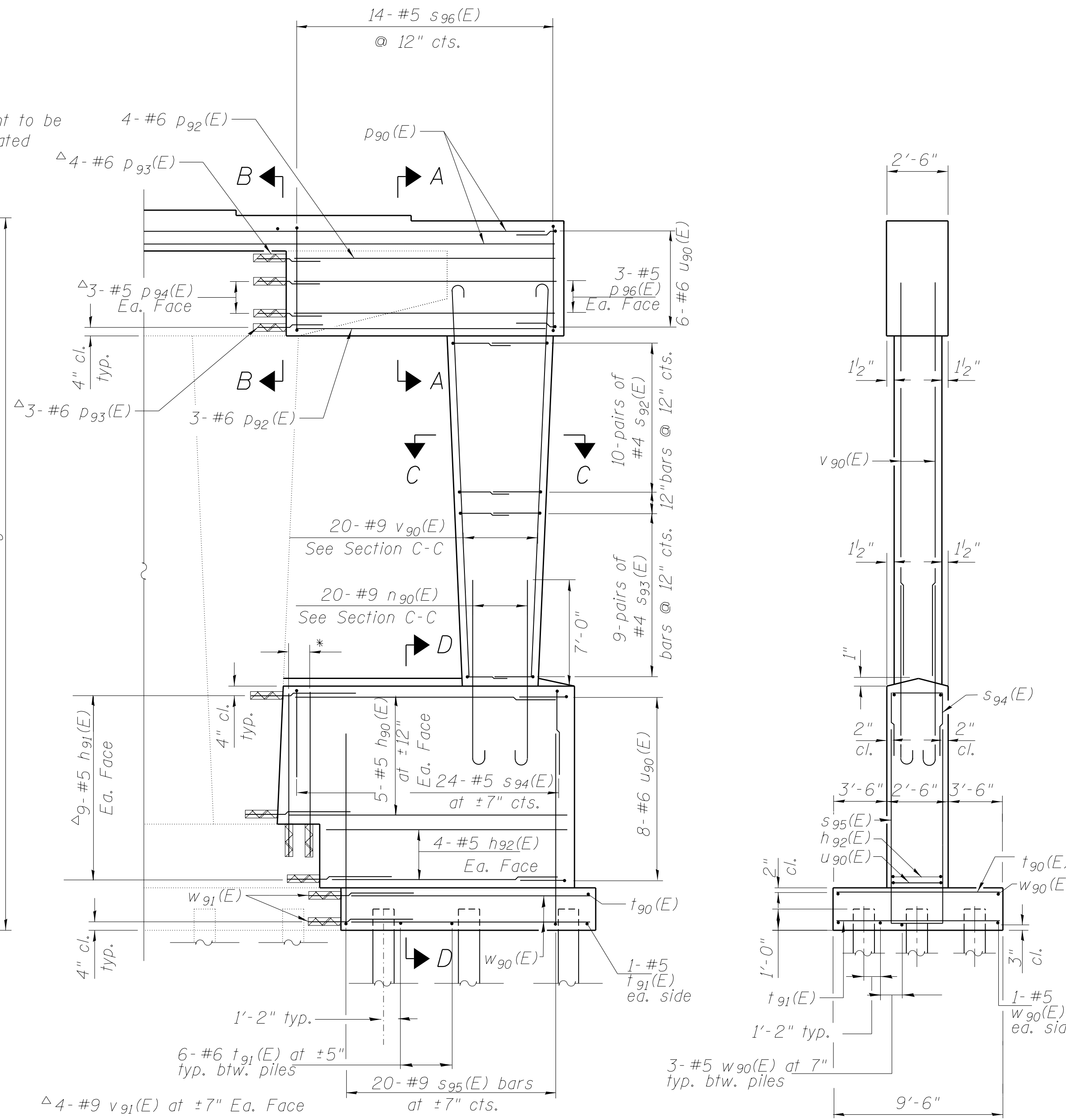


TOP PLAN



ELEVATION

(Looking West)



PARTIAL ELEVATION - NORTH END

(Looking West)

END VIEW

Notes:

At areas of Concrete Removal, the existing reinforcement extending into the areas of new construction shall be cleaned, straightened and incorporated into the new construction. Included in cost of Concrete Removal.

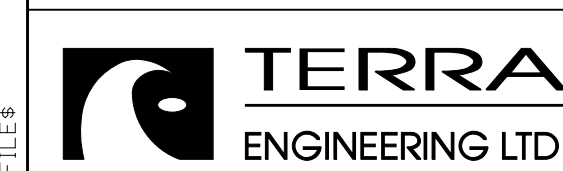
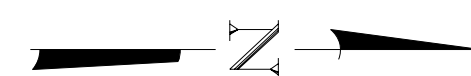
See next sheet for footing plan, details of reinforcement, bill of material and sections.

△ Epoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

Pour steps monolithically with cap.

Space reinforcement in cap to miss anchor bolts.

Contractor shall measure existing structure and determine exact length for ± dimensions prior to ordering reinforcing steel.



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PLOT DATE	CHECKED - JB	REVISED

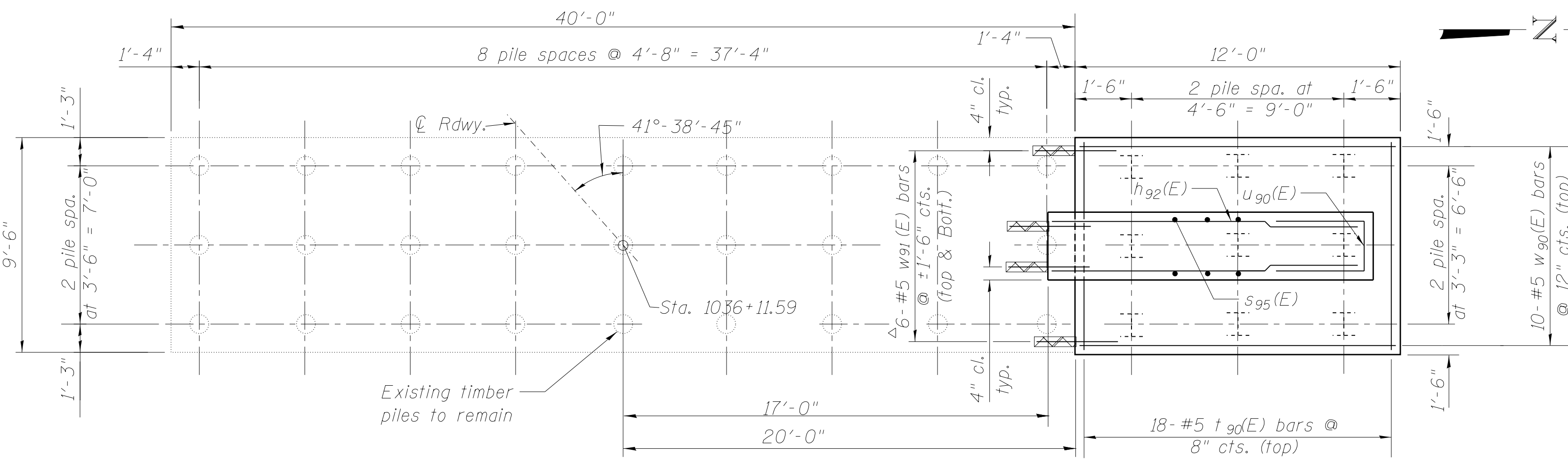
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 - SOUTHBOUND
STRUCTURE NOS. 038 - 0013 & 0014

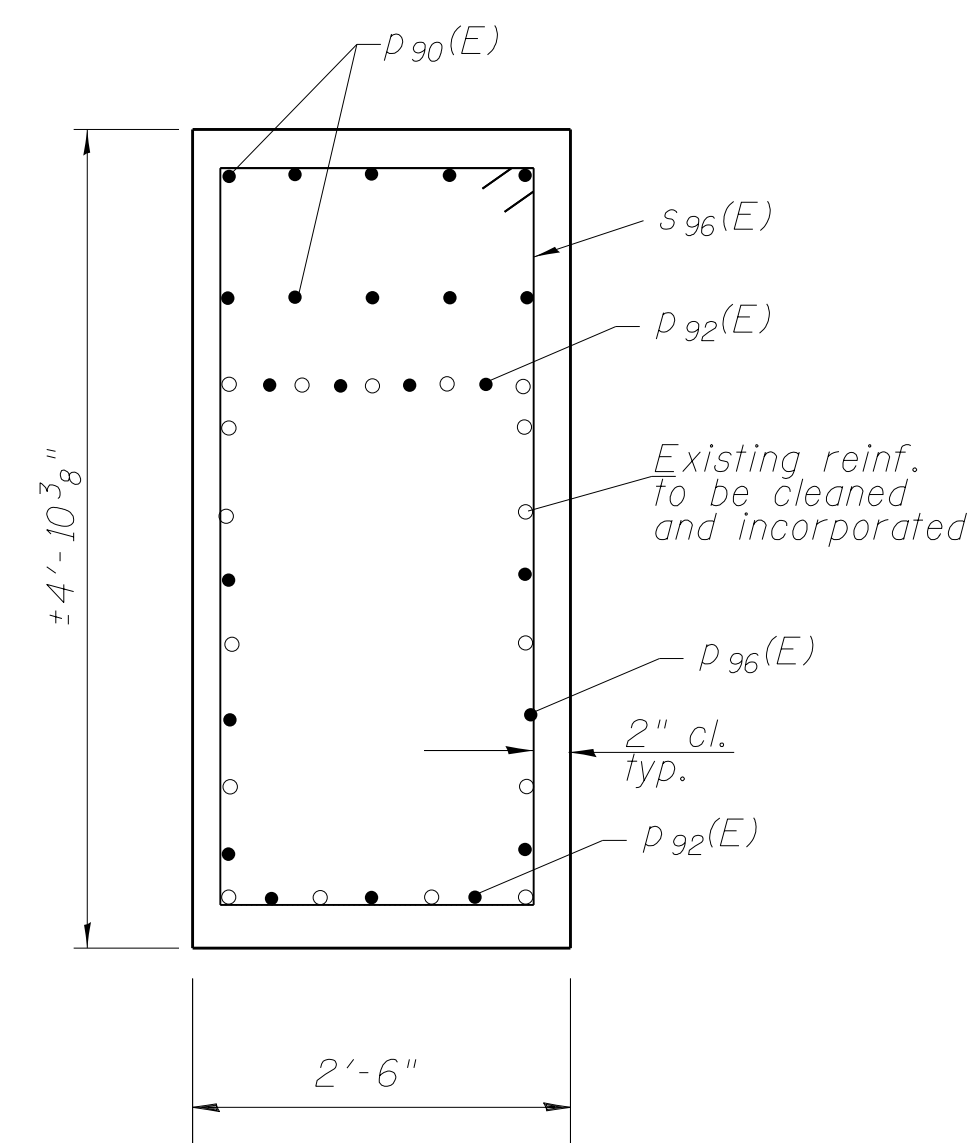
SHEET NO. S56 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	95
CONTRACT NO. 66942				

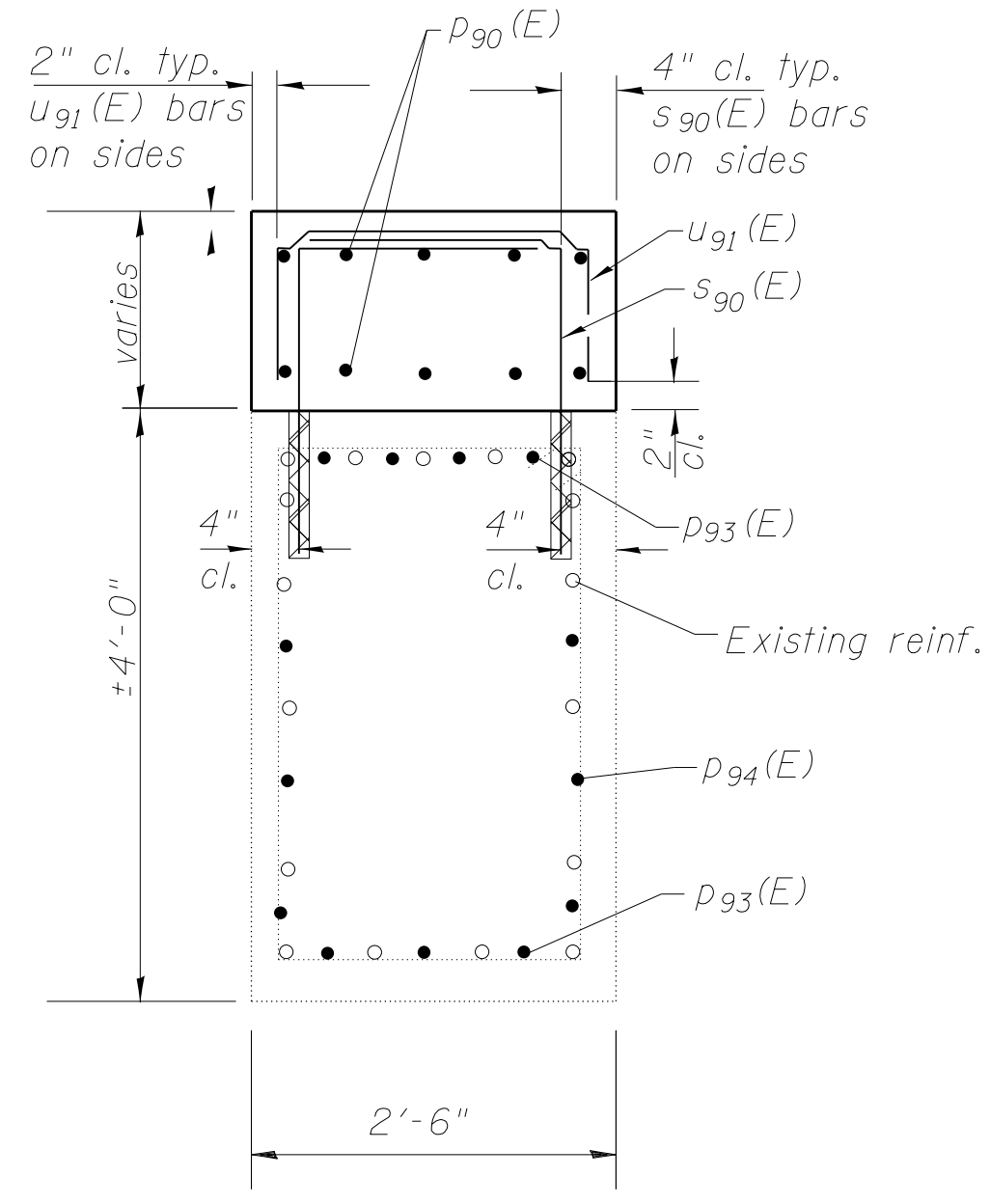
ILLINOIS FED. AID PROJECT



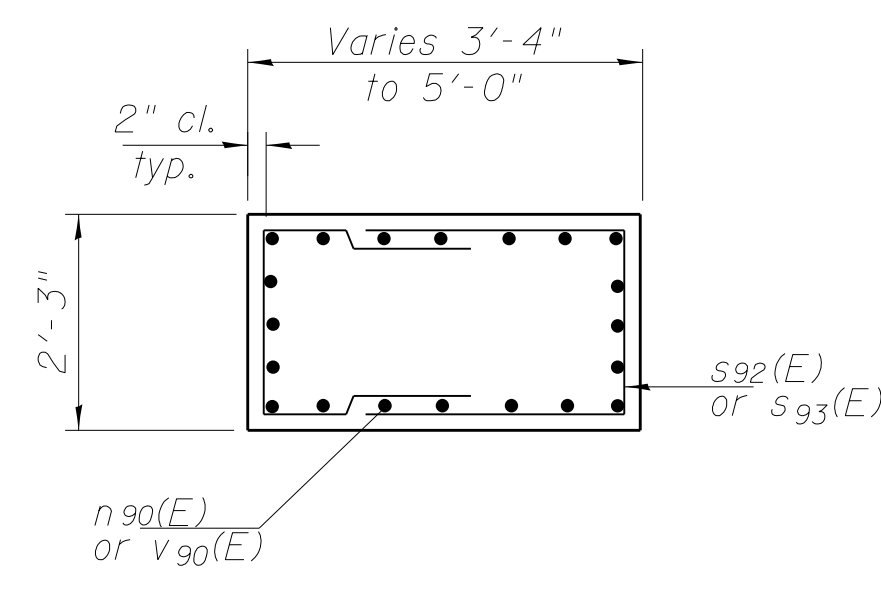
FOOTING PLAN



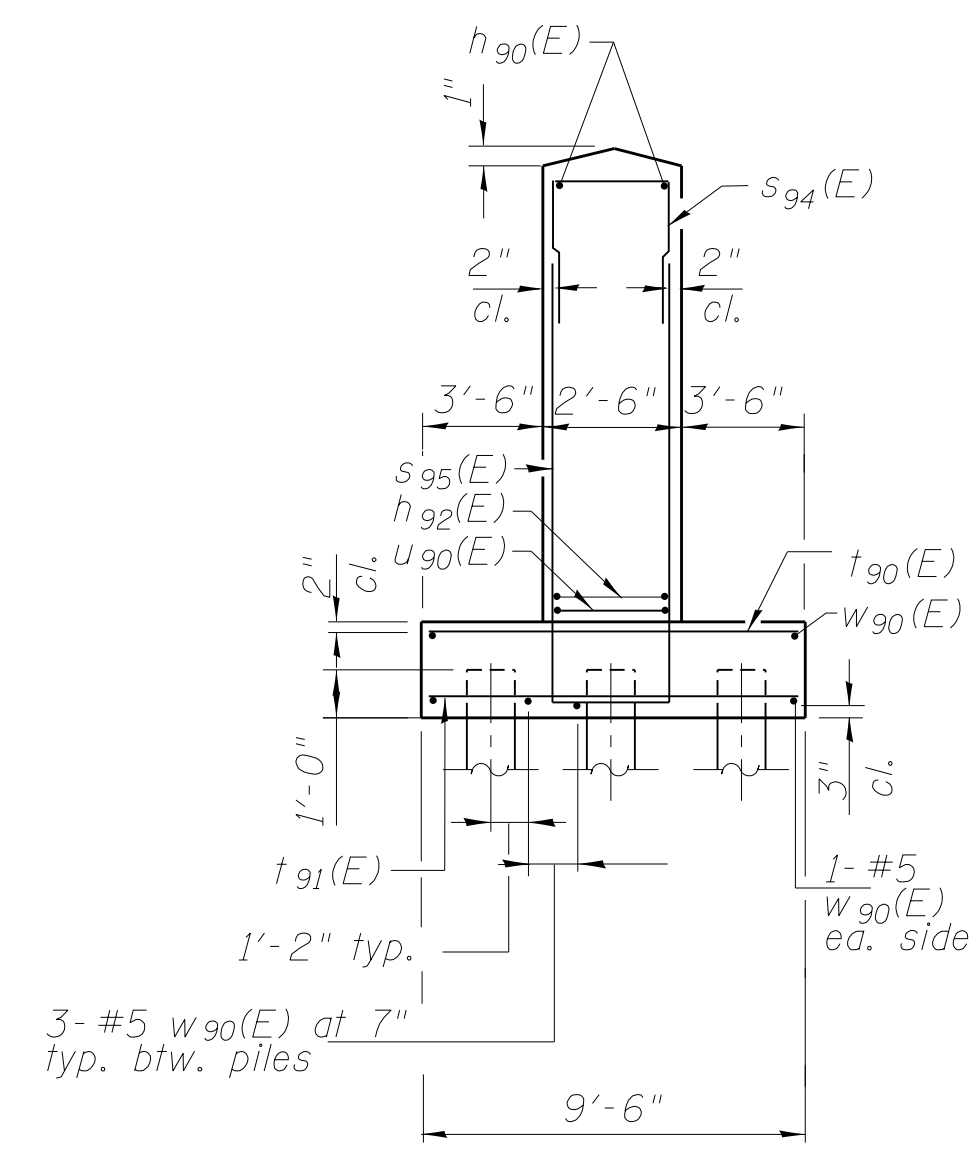
SECTION A-A



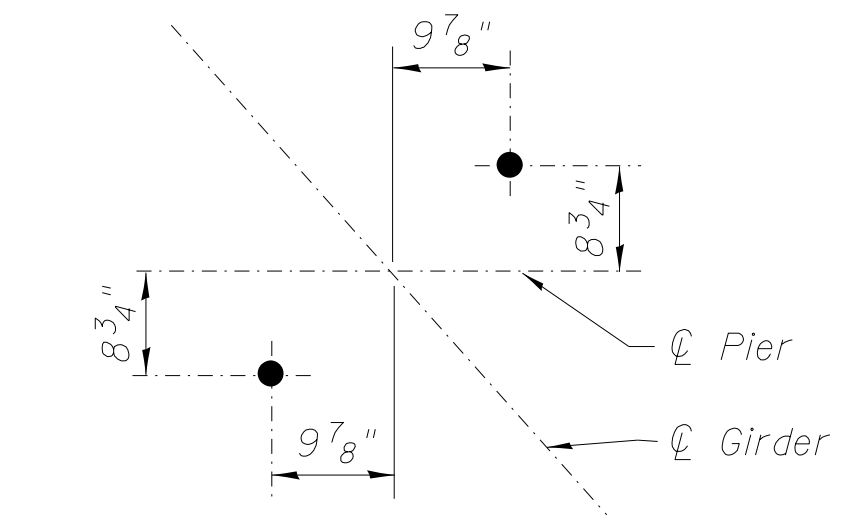
SECTION B-B



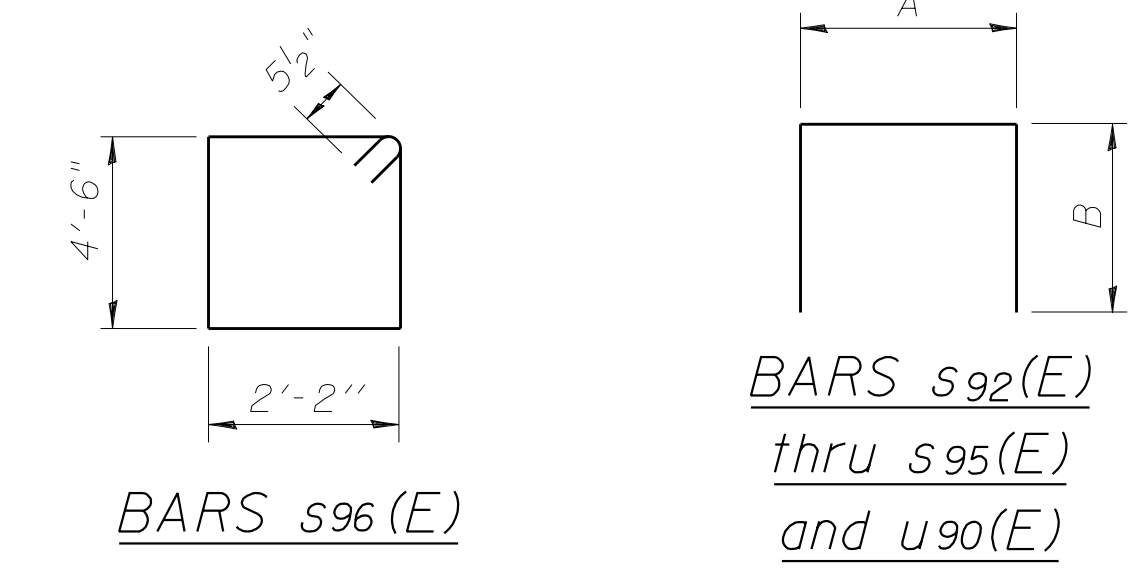
SECTION C-C



SECTION D-D

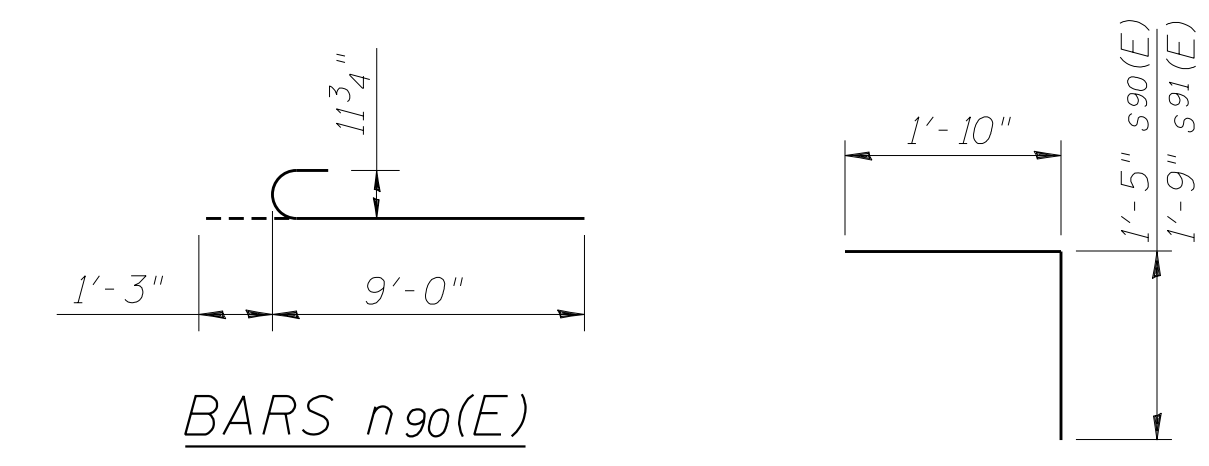


ANCHOR BOLT LAYOUT



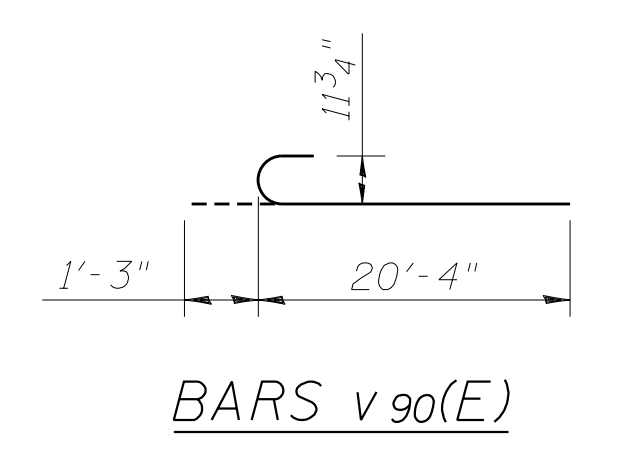
BARS s96(E)

BARS s92(E) thru s95(E) and u90(E)



BARS n90(E)

BARS s90(E) and s91(E)



BARS v90(E)

A & B DIMENSIONS

Bar	A	B
s92(E)	1'-11"	3'-5"
s93(E)	1'-11"	3'-0"
s94(E)	2'-2"	3'-0"
s95(E)	2'-2"	7'-4"
u90(E)	2'-1"	4'-0"
u91(E)	2'-2"	9"

Minimum bar laps:
 #4 2'-1"
 #5 2'-7"
 #6 3'-1"

Notes:
 ΔEpoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

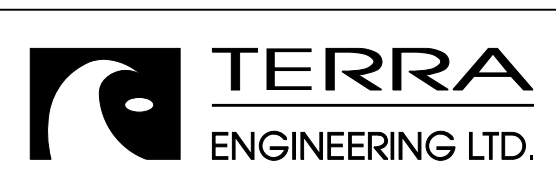
PILE DATA

Type: Steel HP 12 x 53
 Nominal Required Bearing: 200 Kips
 Factored Resistance Available: 100 Kips
 Est. Length: 30'
 No. Production Piles: 9
 No. Test Piles: 0

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h90(E)	10	#5	13'-6"	—
h91(E)	18	#5	3'-7"	—
h92(E)	8	#5	11'-8"	—
n90(E)	20	#9	10'-3"	U
p90(E)	10	#6	30'-2"	—
p91(E)	5	#6	24'-8"	—
p92(E)	7	#6	12'-8"	—
p93(E)	7	#6	4'-0"	—
p94(E)	6	#5	3'-5"	—
p95(E)	5	#5	6'-7"	—
p96(E)	6	#5	12'-8"	—
p97(E)	5	#9	24'-8"	—
s90(E)	70	#5	3'-3"	L
s91(E)	16	#5	3'-7"	L
s92(E)	20	#4	8'-9"	L
s93(E)	18	#4	7'-11"	L
s94(E)	24	#5	8'-2"	L
s95(E)	20	#9	16'-10"	L
s96(E)	14	#5	14'-3"	L
t90(E)	18	#4	9'-2"	—
t91(E)	14	#6	9'-2"	—
u90(E)	16	#6	10'-1"	L
u91(E)	44	#4	3'-8"	L
v90(E)	20	#9	21'-7"	U
v91(E)	8	#9	3'-10"	—
w90(E)	18	#5	11'-8"	—
w91(E)	12	#5	3'-3"	—
Structure Excavation		Cu. Yd.	80	
Concrete Structures		Cu. Yd.	33.9	
Reinforcement Bars, Epoxy Coated		Pound	6920	
Concrete Removal		Cu. Yd.	2.2	
Furnishing steel Piles, HP 12 x 53		Foot	270	
Driving Piles		Foot	270	

M:\1_57_OVER CNRR & OLD 45\Drawings\Structural\Final Plans\SHS\0366942-057-pier-1 Detail-B-North Structure_SB.dgn



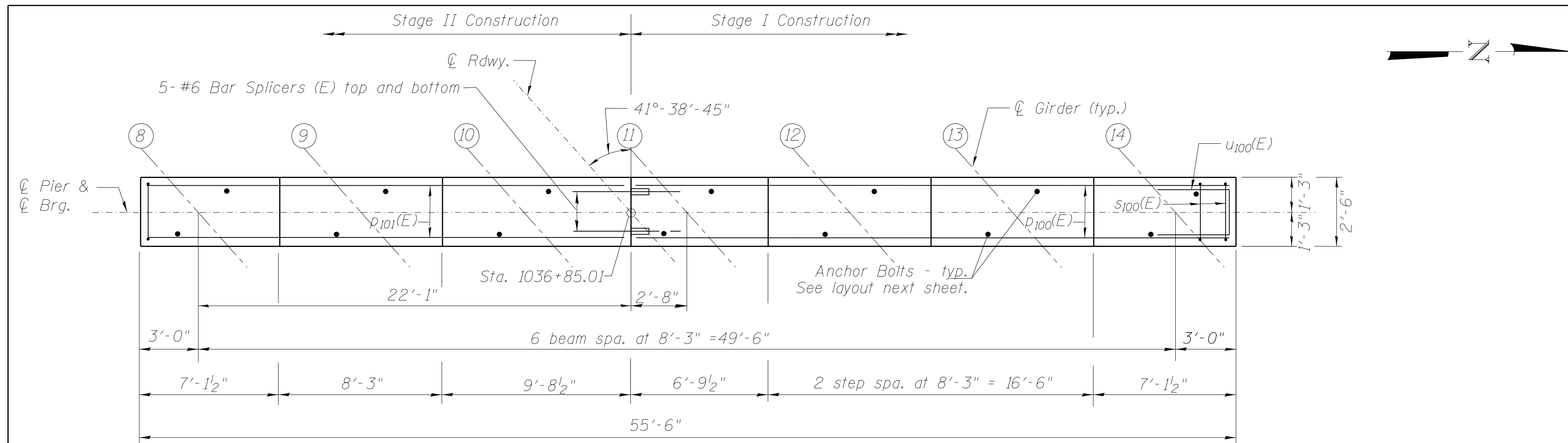
USER NAME =	DESIGNED - EA	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - CM	REVISED
	CHECKED - JB	REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

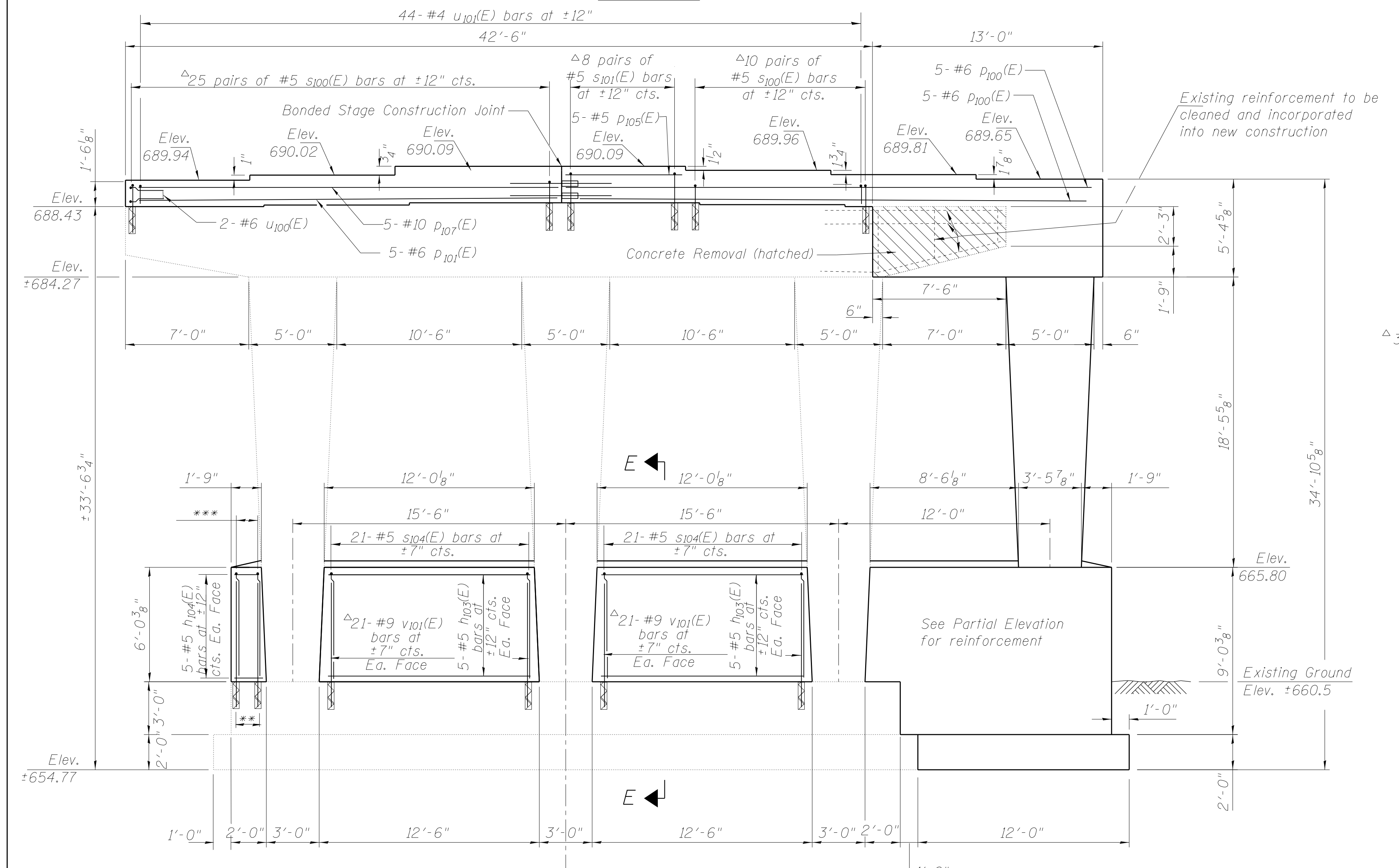
**PIER 1 - SOUTHBOUND
 STRUCTURE NOS. 038 - 0013 & 0014**

SHEET NO. S570F S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	96
			CONTRACT NO. 66942	
ILLINOIS FED. AID PROJECT				

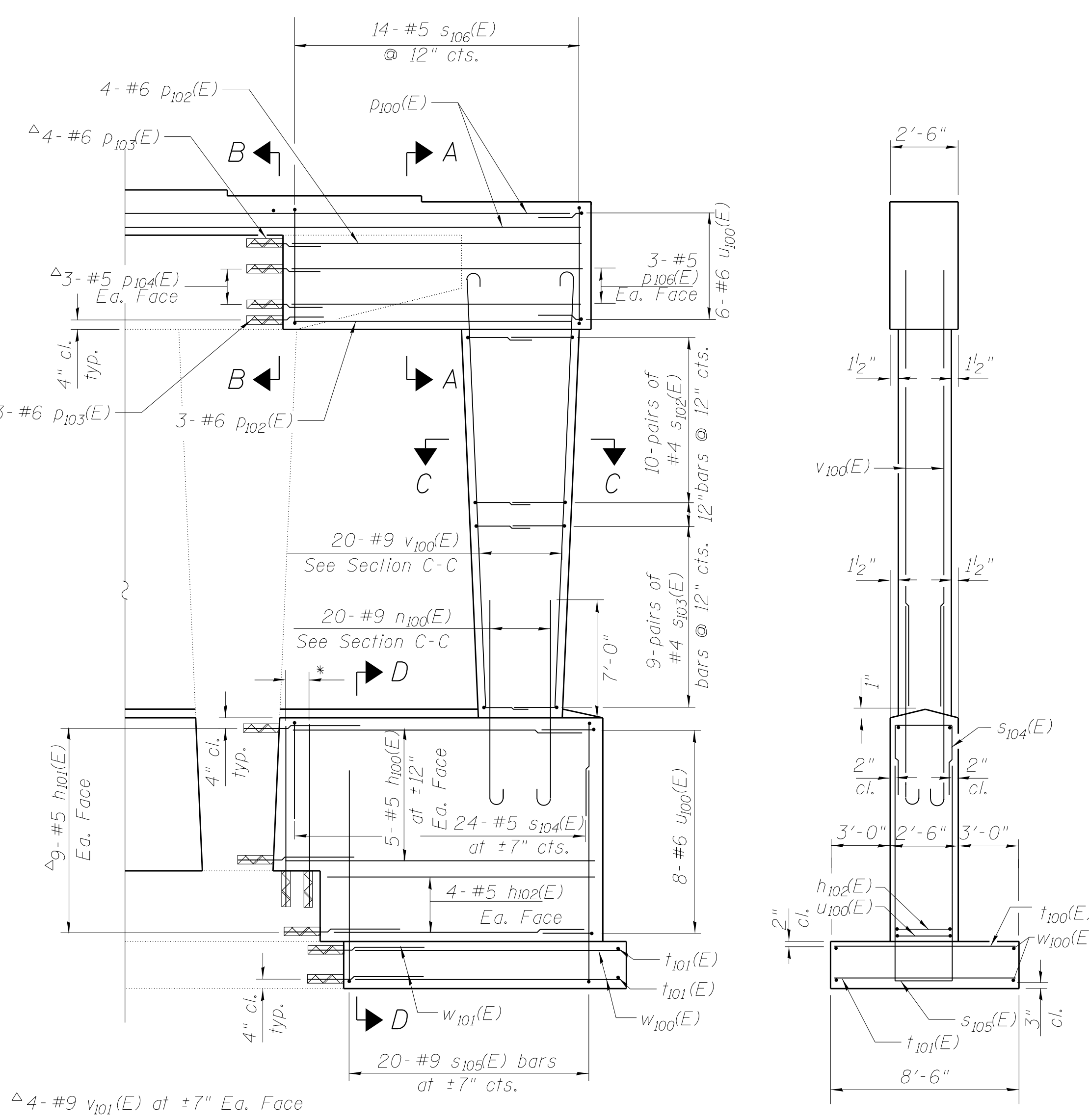


TOP PLAN



ELEVATION

(Looking West)



PARTIAL ELEVATION - NORTH END

(Looking West)

END VIEW

Notes:

At areas of Concrete Removal, the existing reinforcement extending into the areas of new construction shall be cleaned, straightened and incorporated into the new construction. Included in cost of Concrete Removal.

See next sheet for footing plan, details of reinforcement, bill of material and sections.

△Epoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

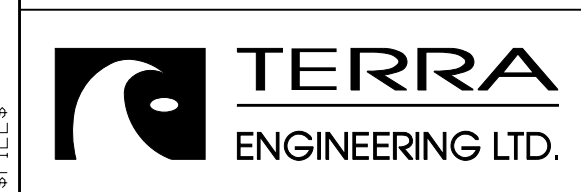
Four steps monolithically with cap.

Space reinforcement in cap to miss anchor bolts.

Maximum applied service bearing pressure, $Q_{max} = 6.9$ kips/sq. ft.

Contractor shall measure existing structure and determine exact length for ± dimensions prior to ordering reinforcing steel.

All new concrete above the footing shall have Concrete Sealer applied to all top and side surfaces.



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PLOT DATE	DRAWN - CM	REVISED
	CHECKED - JB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

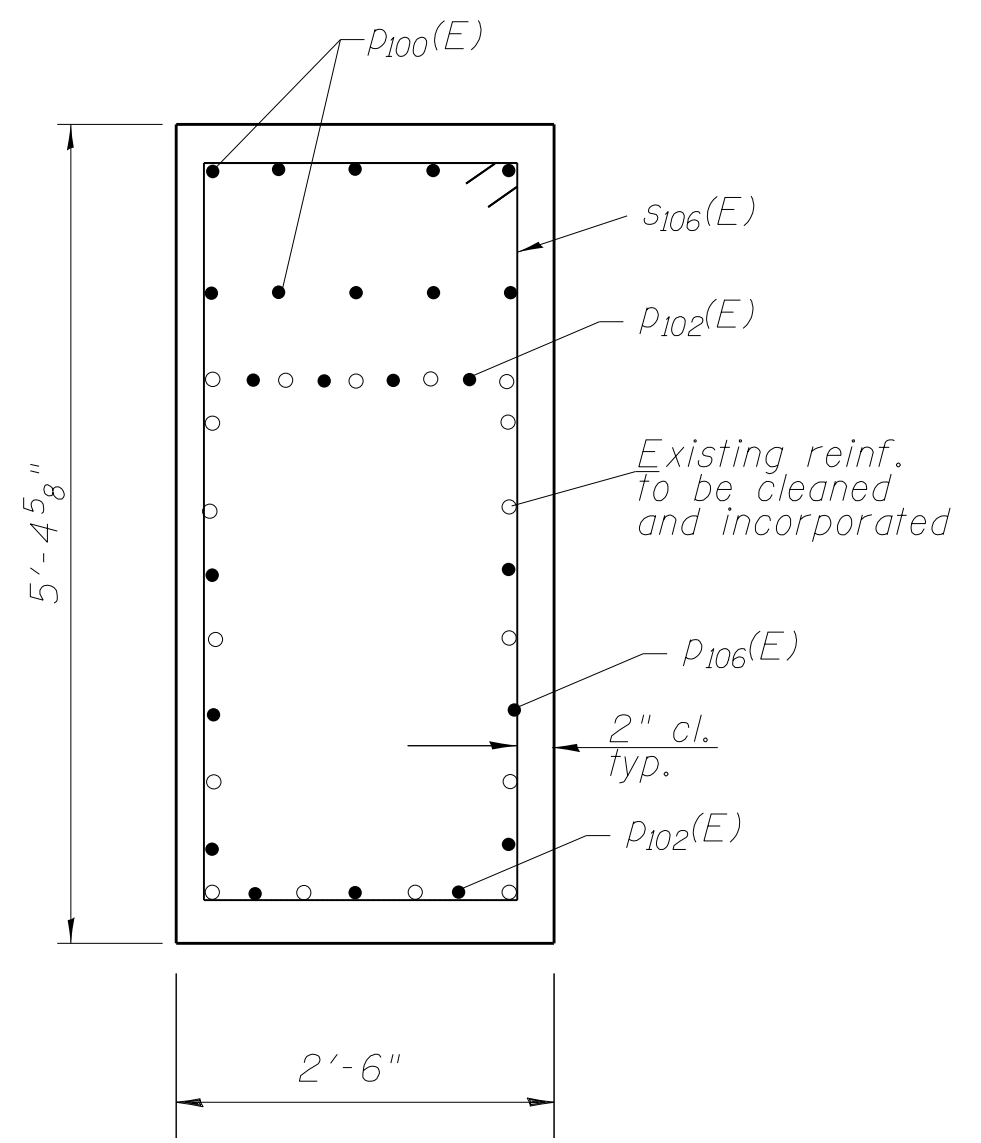
PIER 2 - SOUTHBOUND
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S58 OF S71 SHEETS

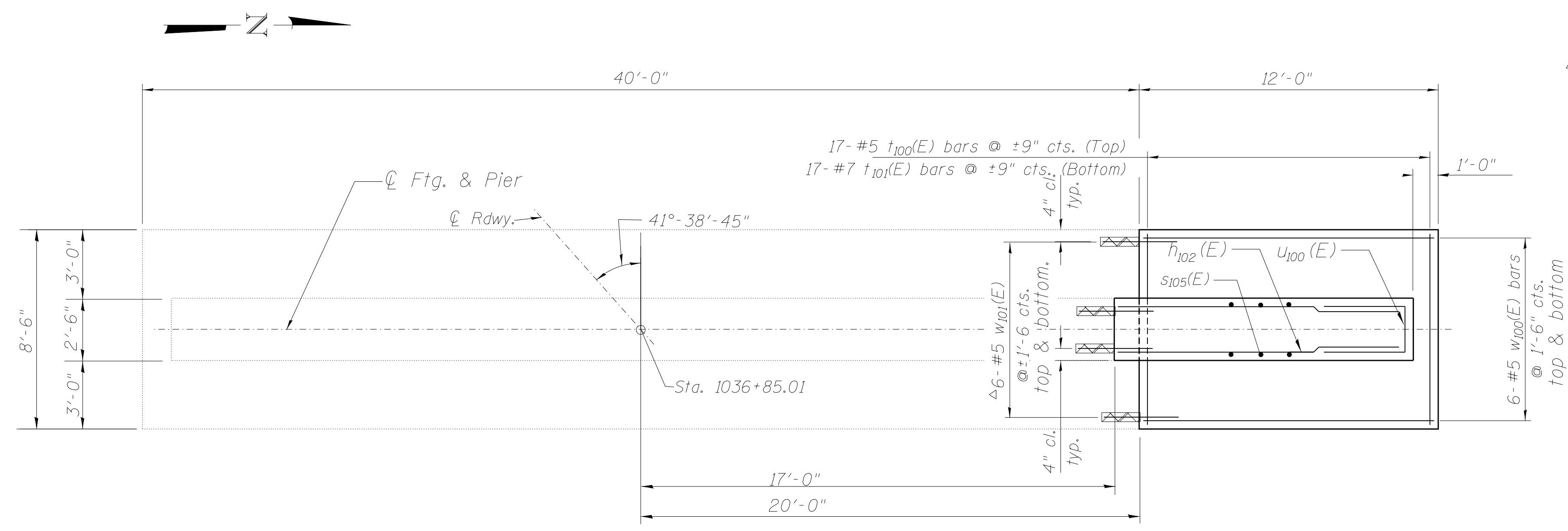
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	97
CONTRACT NO. 66942				

ILLINOIS FED. AID PROJECT

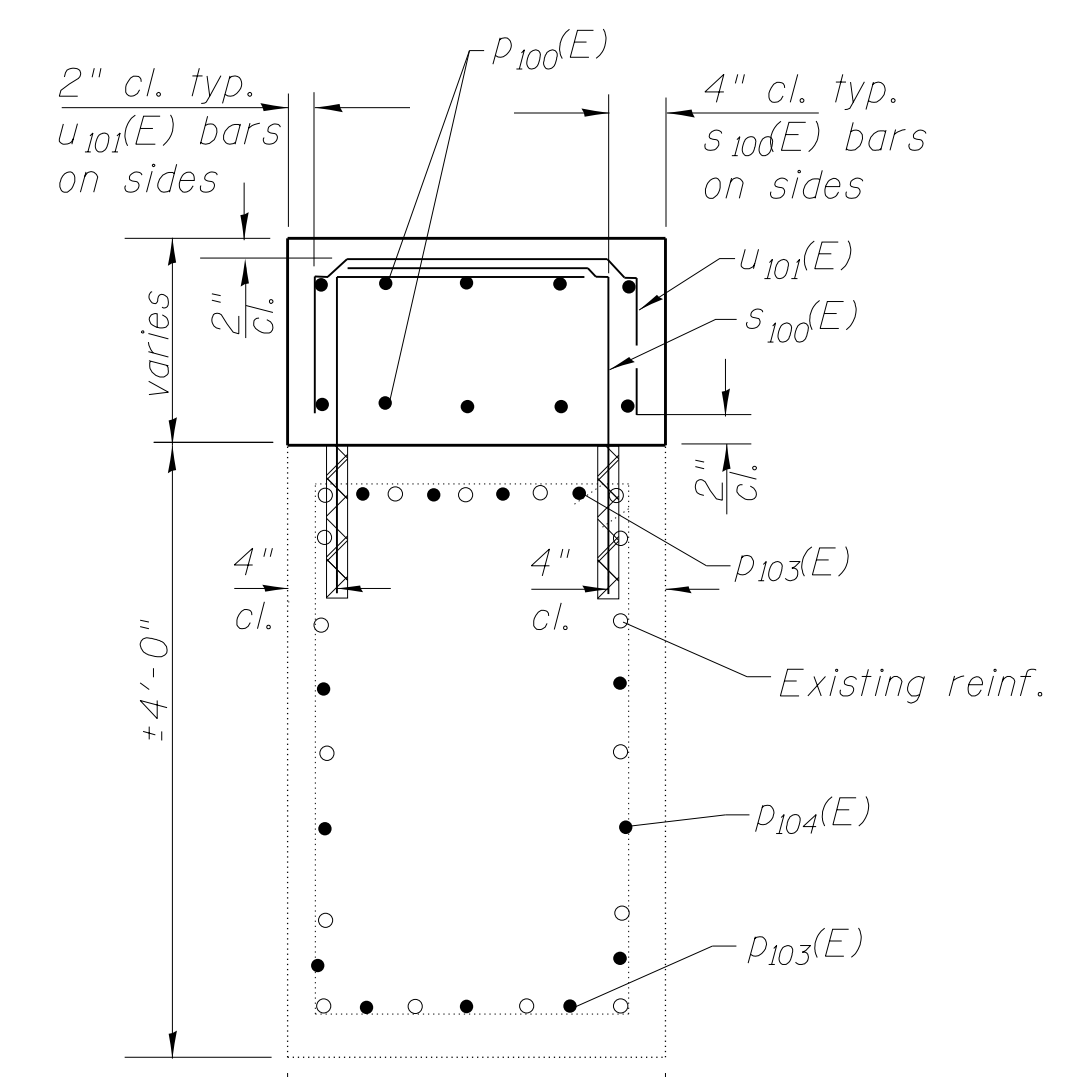
Notes:
 Δ Epoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.



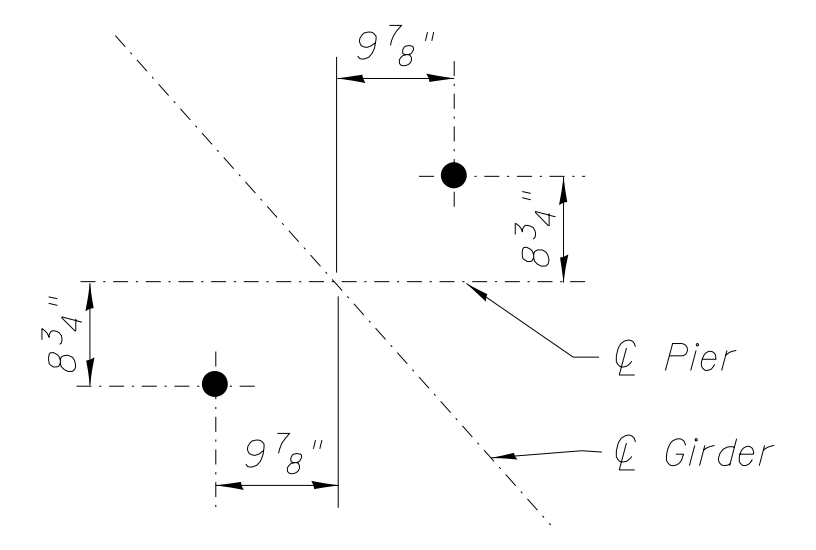
SECTION A-A



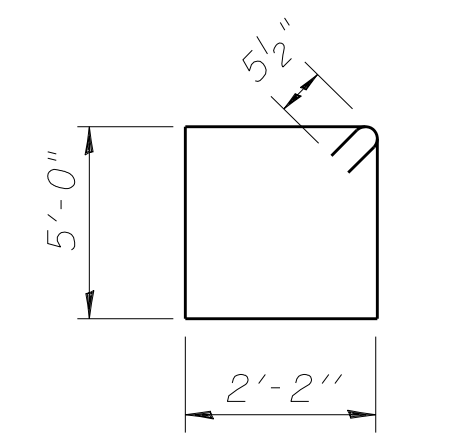
FOOTING PLAN



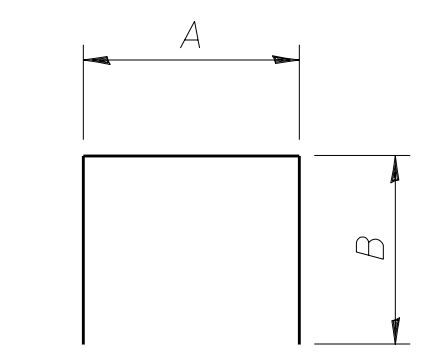
SECTION B-B



ANCHOR BOLT LAYOUT



BARS s106(E)

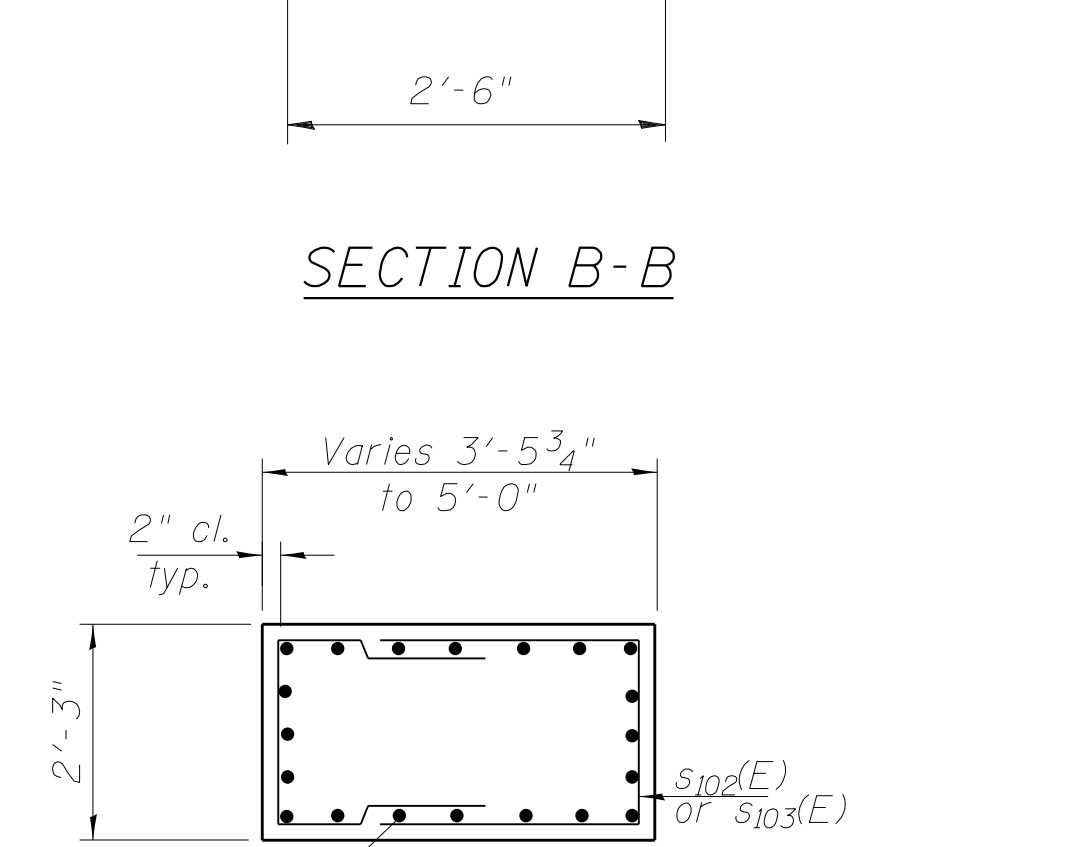


BARS s102(E) thru s105(E) and u100(E)

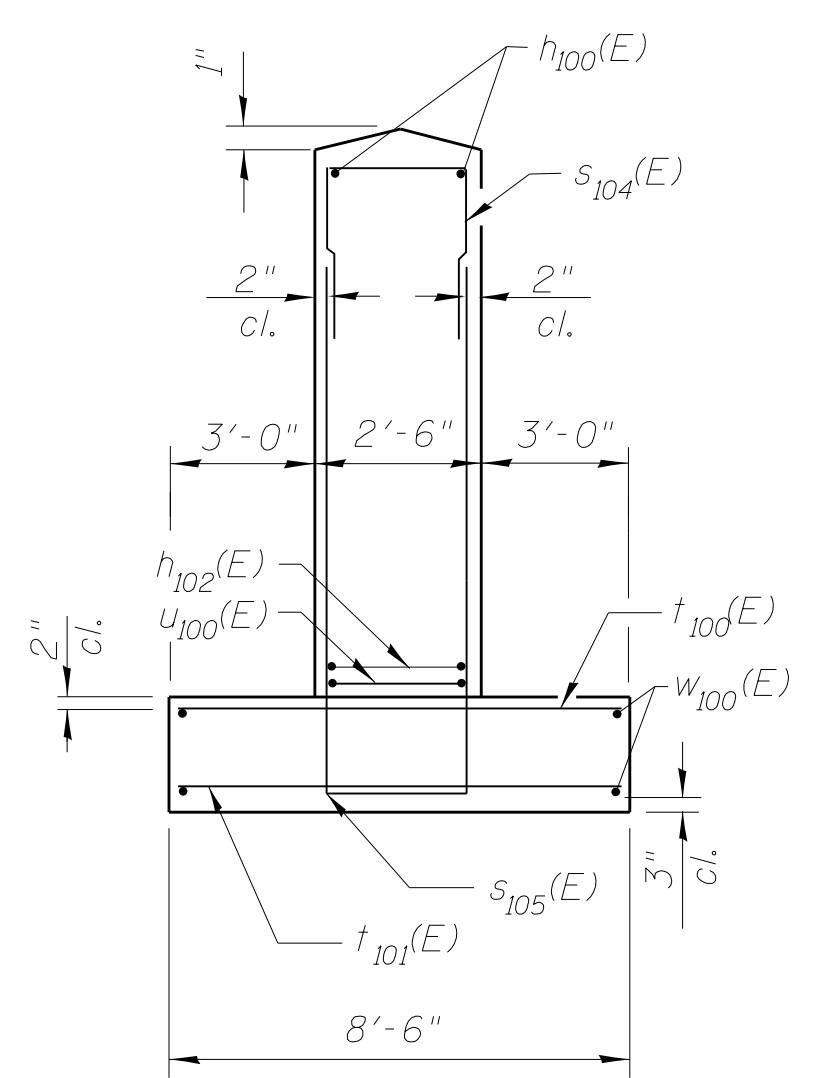
A & B DIMENSIONS

Bar	A	B
s102(E)	1'-11"	3'-5"
s103(E)	1'-11"	3'-0"
s104(E)	2'-2"	5'-8"
s105(E)	2'-2"	9'-9"
u100(E)	2'-1"	4'-0"
u101(E)	2'-2"	1'-2"

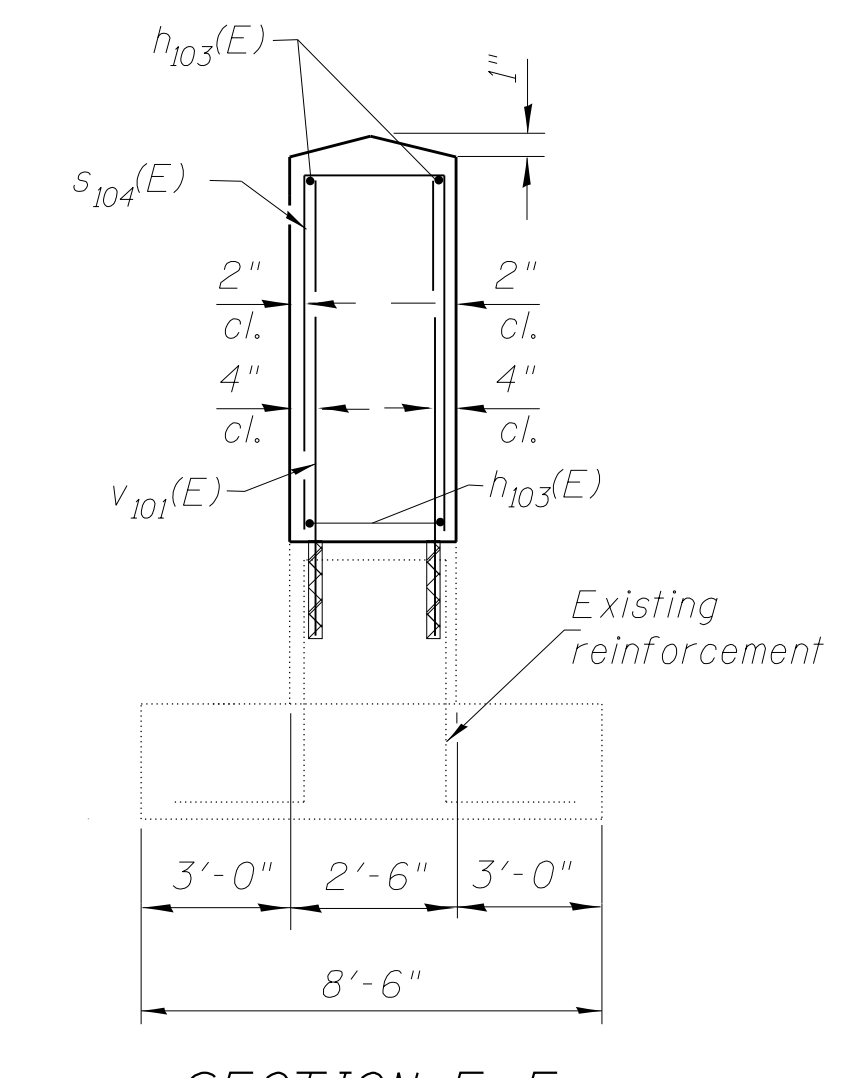
Minimum bar laps:
 #4 2'-1"
 #5 2'-7"
 #6 3'-1"



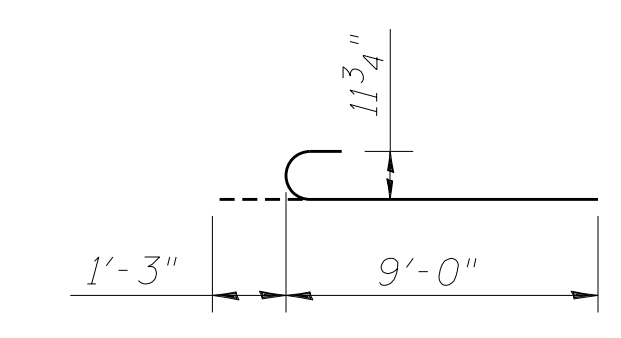
SECTION C-C



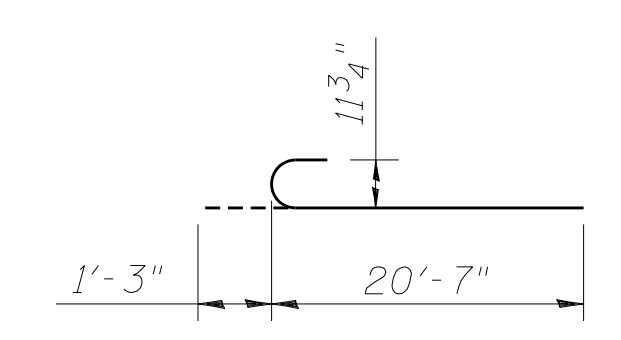
SECTION D-D



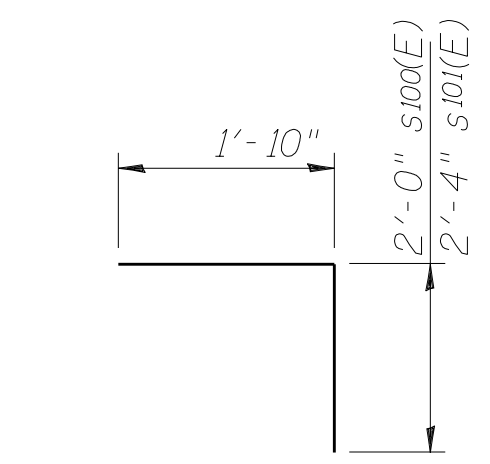
SECTION E-E



BARS n100(E)



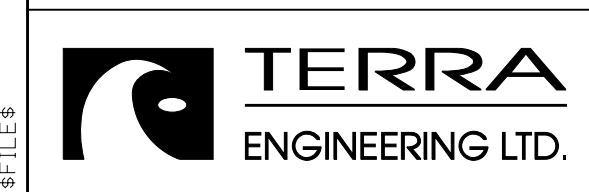
BARS v100(E)



BARS s100(E) and s101(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h100(E)	10	#5	13'-5"	—
h101(E)	18	#5	3'-8"	—
h102(E)	8	#5	11'-8"	—
h103(E)	20	#5	11'-8"	—
h104(E)	10	#5	1'-6"	—
n100(E)	20	#9	10'-3"	U
p100(E)	10	#6	30'-2"	—
p101(E)	5	#6	24'-8"	—
p102(E)	7	#6	12'-8"	—
p103(E)	7	#6	4'-0"	—
p104(E)	6	#5	3'-5"	—
p105(E)	5	#5	6'-7"	—
p106(E)	6	#5	12'-8"	—
p107(E)	5	#9	24'-8"	—
s100(E)	70	#5	3'-10"	L
s101(E)	16	#5	4'-2"	L
s102(E)	20	#4	8'-9"	□
s103(E)	18	#4	7'-11"	□
s104(E)	70	#5	13'-6"	□
s105(E)	20	#9	21'-8"	□
s106(E)	14	#5	15'-3"	□
t100(E)	17	#5	8'-2"	—
t101(E)	17	#7	8'-2"	—
u100(E)	16	#6	10'-1"	L
u101(E)	44	#4	4'-6"	L
v100(E)	20	#9	21'-10"	U
v101(E)	100	#9	6'-6"	—
w100(E)	12	#5	11'-8"	—
w101(E)	12	#5	3'-3"	—
Structure Excavation	Cu. Yd.		42	
Concrete Structures	Cu. Yd.		52.5	
Reinforcement Bars, Epoxy Coated	Pound		10,560	
Concrete Removal	Cu. Yd.		2.2	
Concrete Sealer	Sq. Ft.		1385	



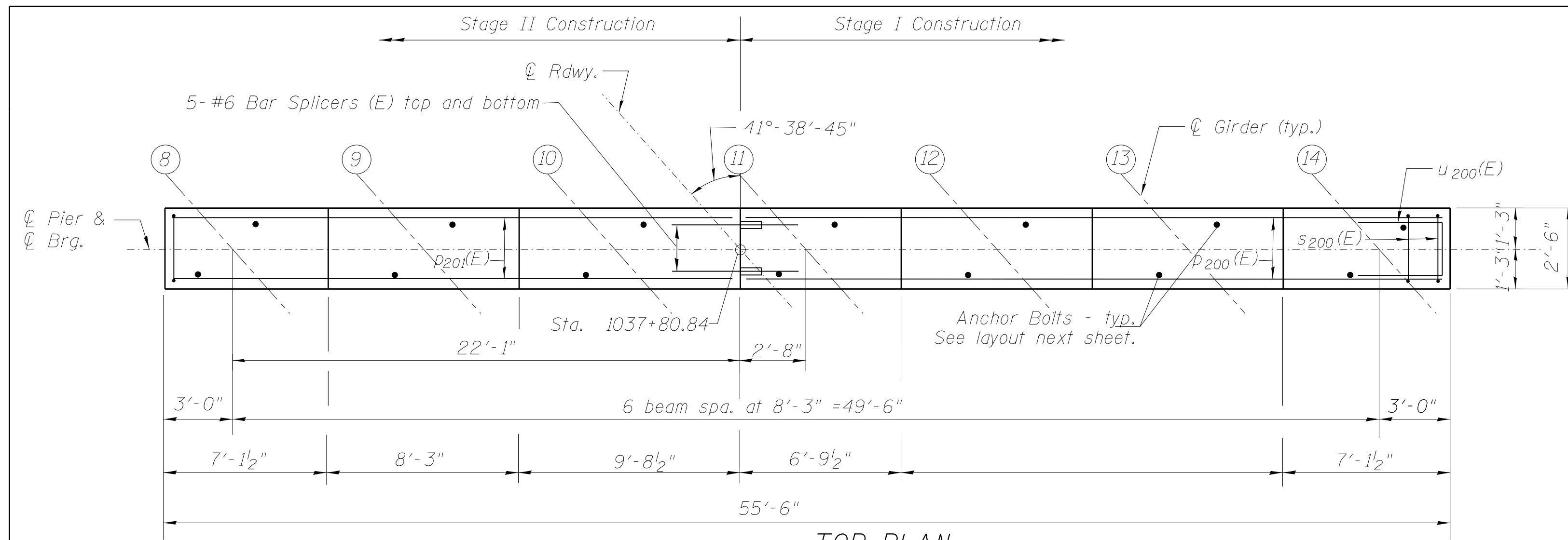
USER NAME =	DESIGNED - EA	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - CM	REVISED
	CHECKED - JB	REVISED

STATE OF ILLINOIS
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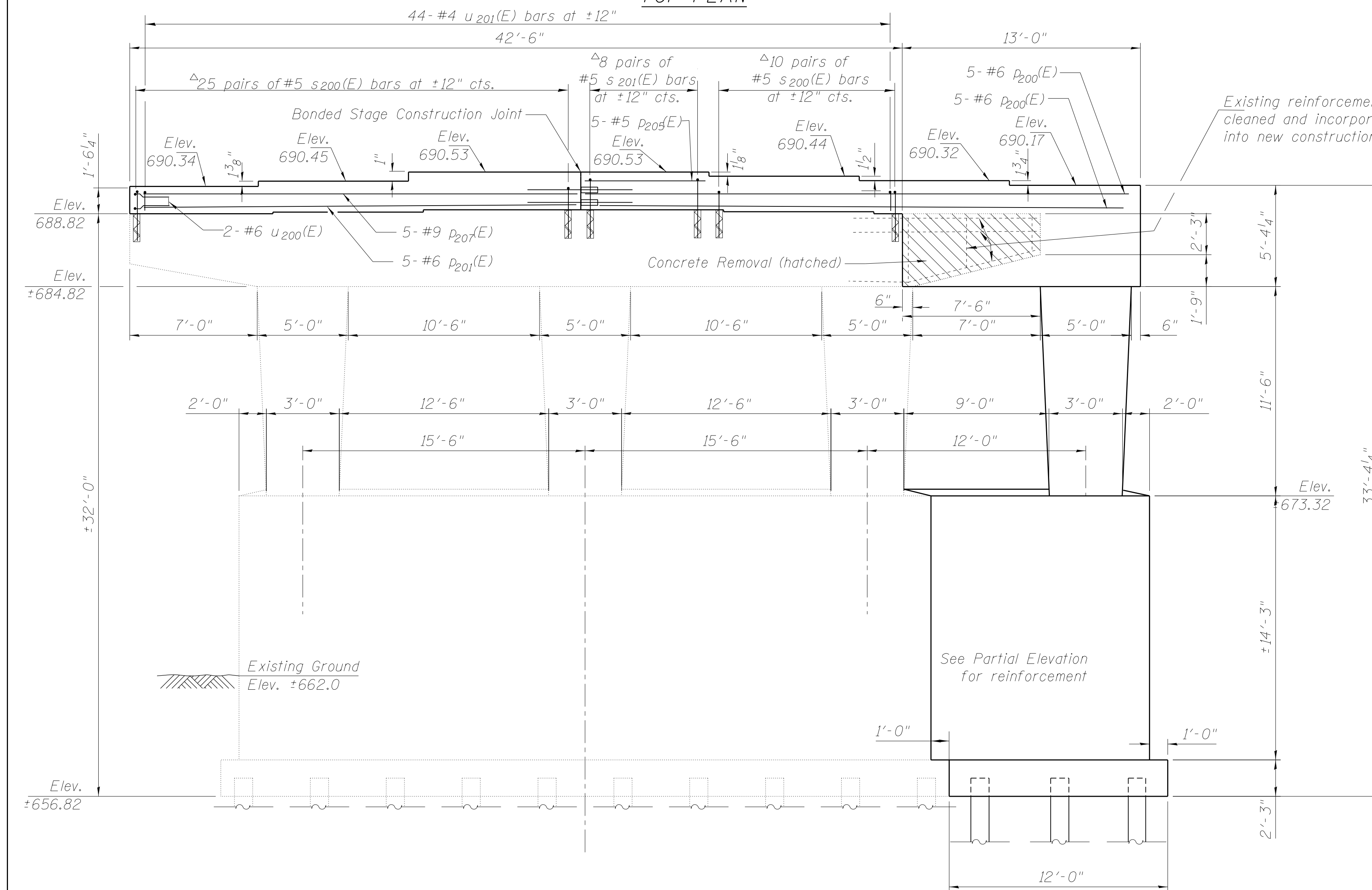
PIER 2 - SOUTHBOUND
 STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S59 OF S71 SHEETS

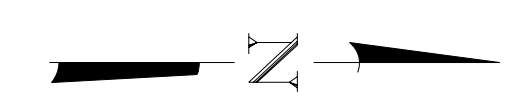
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	98
			CONTRACT NO. 66942	
ILLINOIS FED. AID PROJECT				



TOP PLAN



ELEVATION
(Looking West)



Notes:

At areas of Concrete Removal, the existing reinforcement extending into the areas of new construction shall be cleaned, straightened and incorporated into the new construction. Included in cost of Concrete Removal.

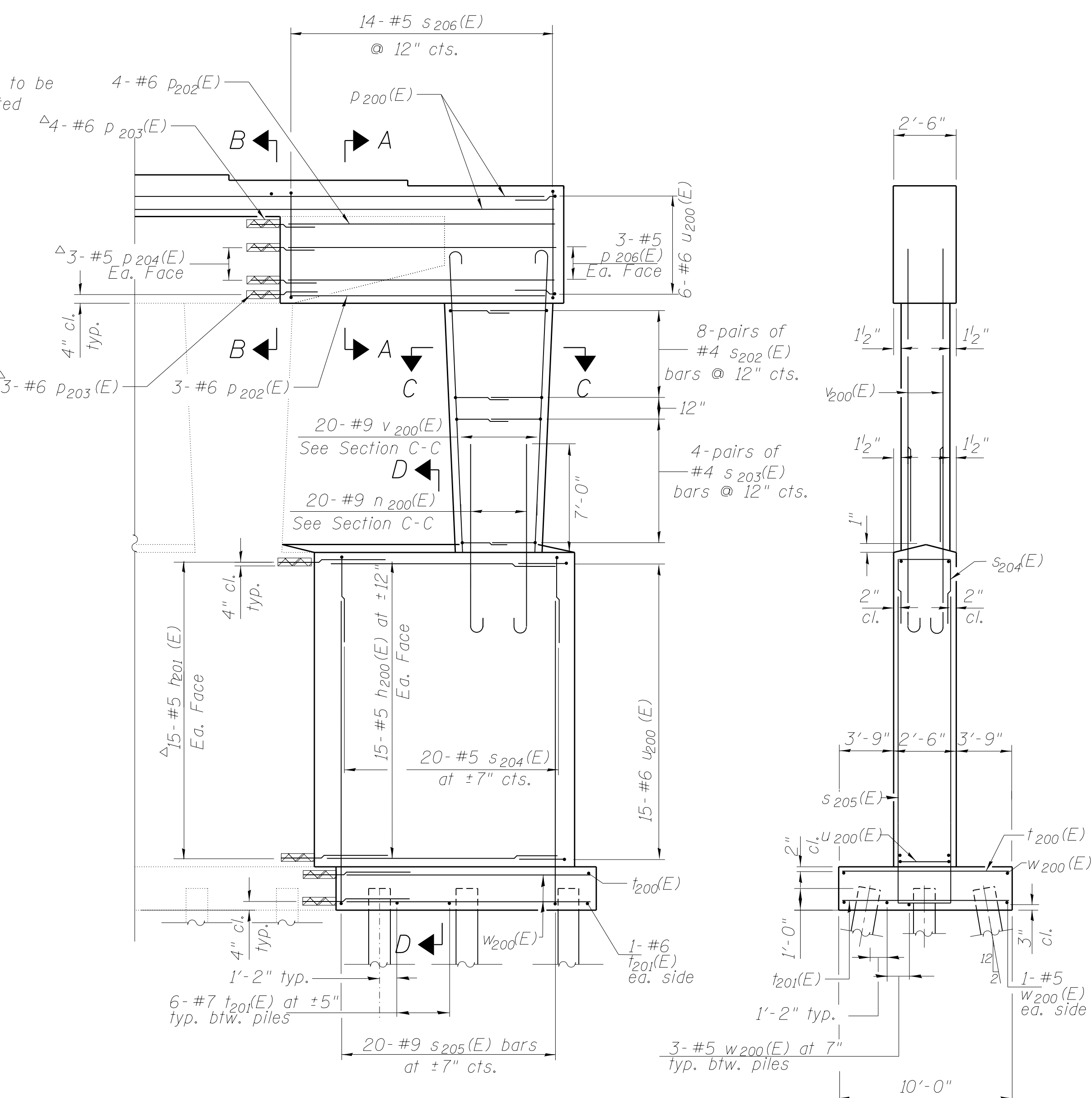
See next sheet for footing plan, details of reinforcement, bill of material and sections.

△Epoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.

Four steps monolithically with cap.

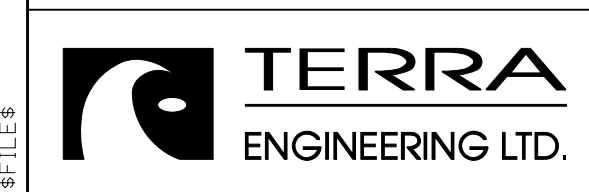
Space reinforcement in cap to miss anchor bolts.

Contractor shall measure existing structure and determine exact length for ± dimensions prior to ordering reinforcing steel.



PARTIAL ELEVATION - NORTH END
(Looking West)

END VIEW



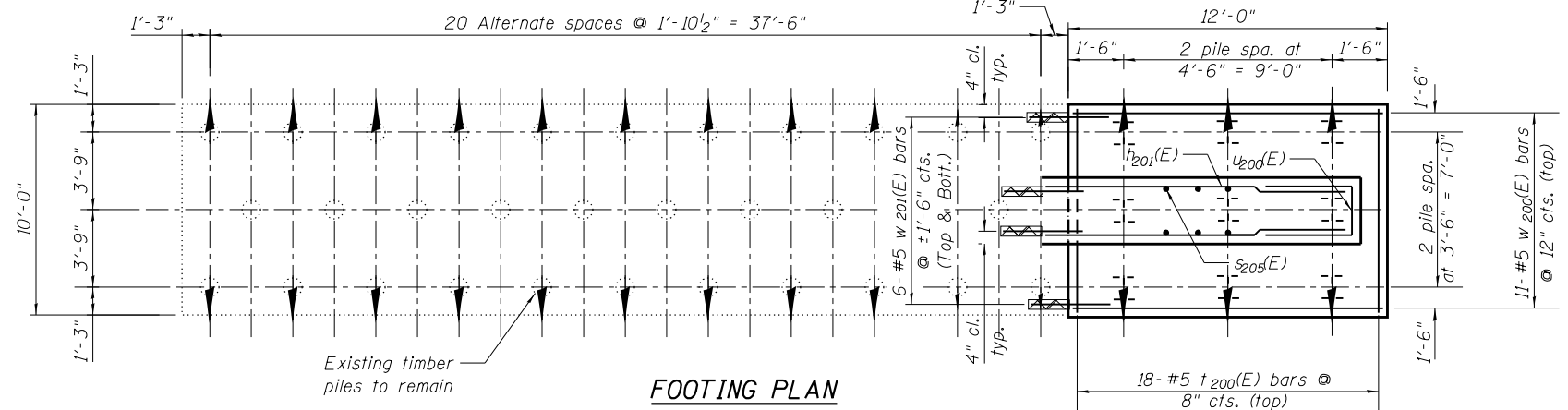
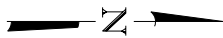
USER NAME =	DESIGNED - EA	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - CM	REVISED
	CHECKED - JB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

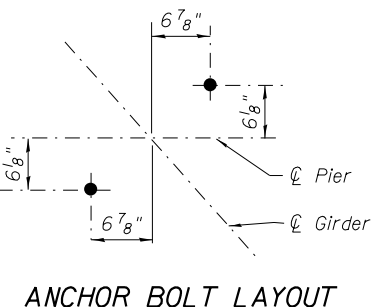
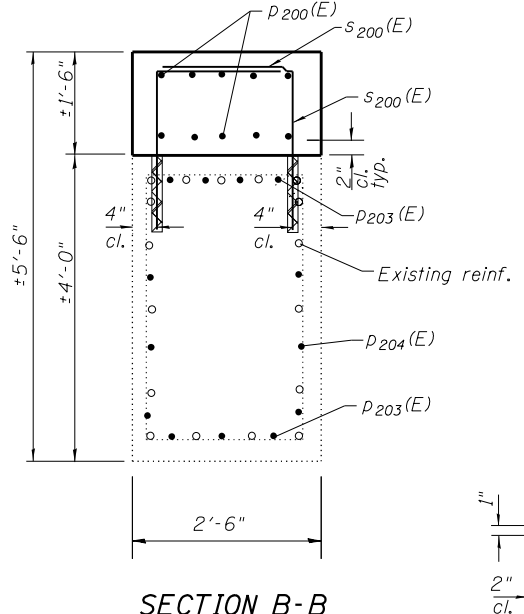
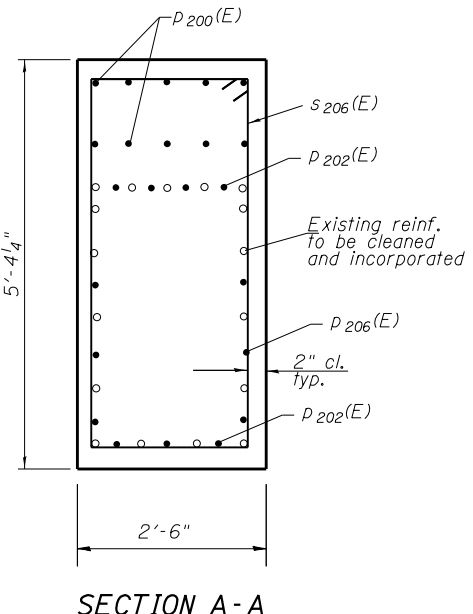
PIER 3 - SOUTHBOUND
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S60 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	99
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



PILE DATA
 Type: Steel - HP 12x53
 Nominal Required Bearing: 200 Kips
 Factored Resistance Available: 100 Kips
 Est. Length: 28'
 No. Production Piles: 9
 No. Test Piles: 0



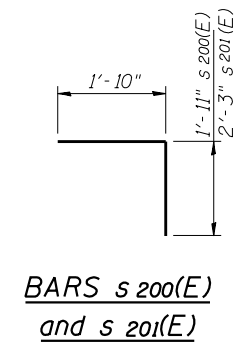
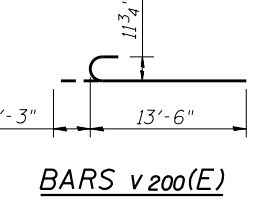
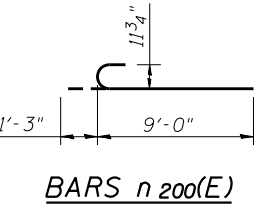
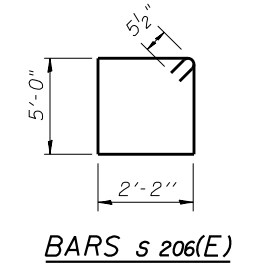
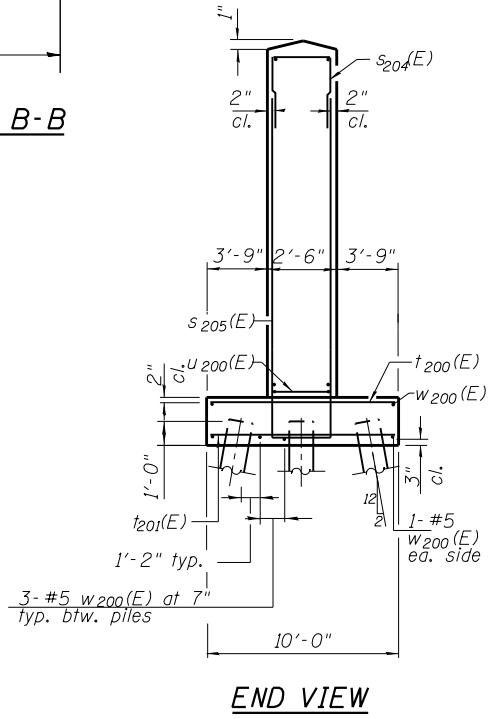
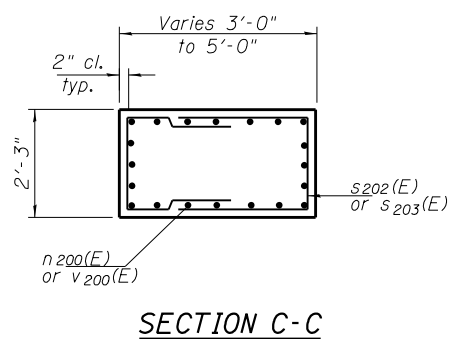
A & B DIMENSIONS

Bar	A	B
S202(E)	1'-11"	3'-5"
S203(E)	1'-11"	2'-8"
S204(E)	2'-2"	3'-0"
S205(E)	2'-2"	15'-0"
U200(E)	2'-1"	4'-0"

Minimum bar laps:
 #4 2'-1"
 #5 2'-7"
 #6 3'-1"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h200(E)	30	#5	11'-8"	—
h201(E)	30	#5	3'-8"	—
n200(E)	20	#9	10'-3"	U
P200(E)	10	#6	30'-2"	—
P201(E)	10	#6	24'-8"	—
P202(E)	7	#6	12'-8"	—
P203(E)	7	#6	4'-0"	—
P204(E)	6	#5	3'-5"	—
P205(E)	5	#5	6'-7"	—
P206(E)	6	#5	12'-8"	—
S200(E)	70	#5	3'-9"	L
S201(E)	16	#5	4'-1"	L
S202(E)	16	#4	8'-9"	L
S203(E)	8	#4	7'-3"	L
S204(E)	20	#5	8'-2"	L
S205(E)	20	#9	32'-2"	L
S206(E)	14	#5	15'-3"	L
t200(E)	18	#4	9'-8"	—
t201(E)	14	#7	9'-8"	—
U200(E)	23	#6	10'-1"	L
v200(E)	20	#9	14'-9"	U
w200(E)	19	#5	11'-8"	—
w201(E)	12	#5	3'-3"	—
Structure Excavation		Cu. Yd.	43	
Concrete Structures		Cu. Yd.	42.2	
Reinforcement Bars, Epoxy Coated		Pound	7380	
Concrete Removal		Cu. Yd.	2.2	
Furnishing Steel Piles, HP 12x53		Foot	252	
Driving Piles		Foot	252	



USER NAME =	DESIGNED - EA	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE =	DRAWN - CM	REVISED
	CHECKED - JB	REVISED

STATE OF ILLINOIS
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PIER 3 - SOUTHBOUND
 STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. S61 OF S71 SHEETS

F.A.I. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	100
CONTRACT NO. 66942				

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