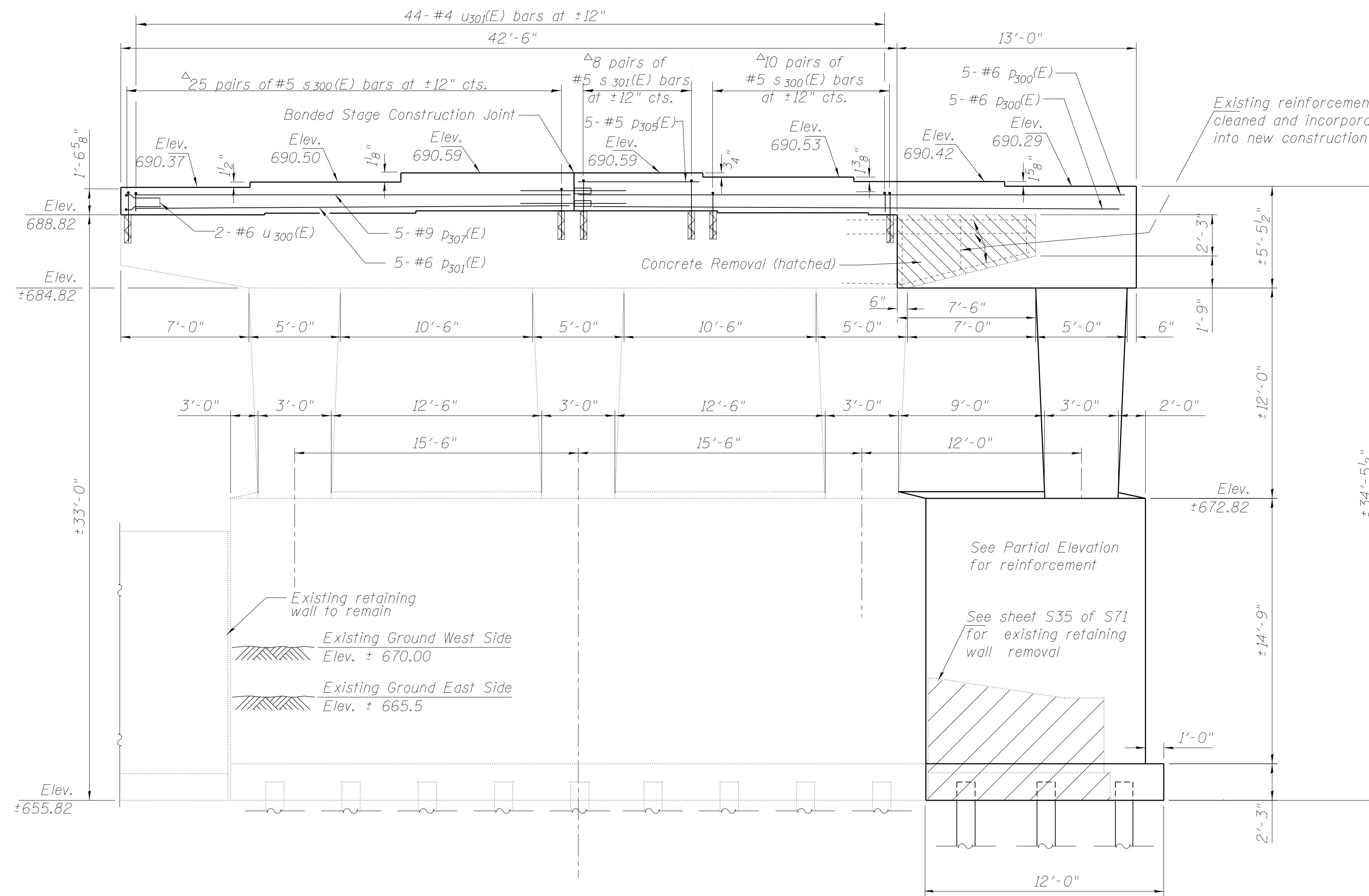
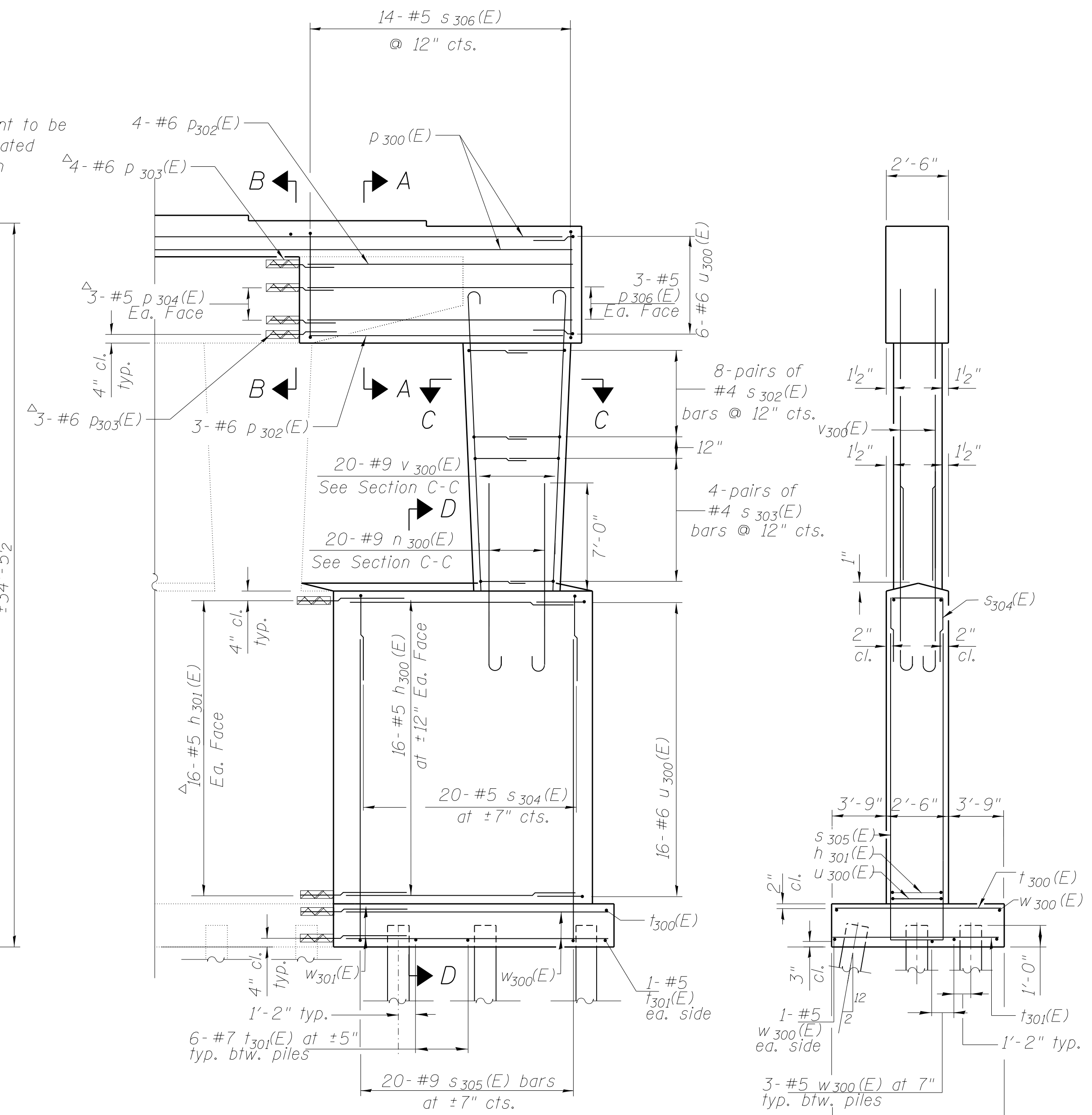


TOP PLAN



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.

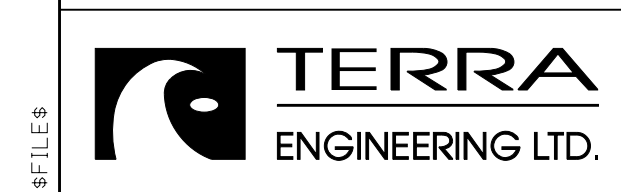
See next sheet for footing plan, details of reinforcement, bill of material and sections.

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.



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

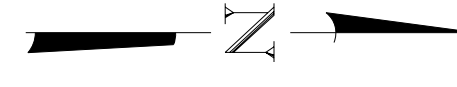
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 4 - SOUTH BOUND
STRUCTURE NOS. 038 - 0013 & 0014

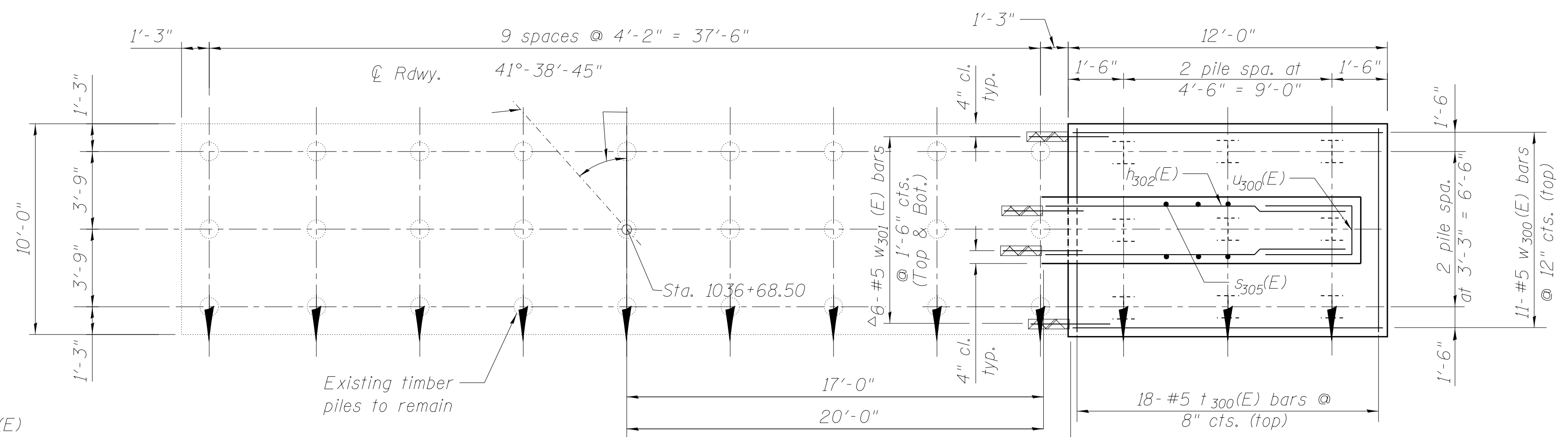
SHEET NO. S62 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	101
CONTRACT NO. 66942				

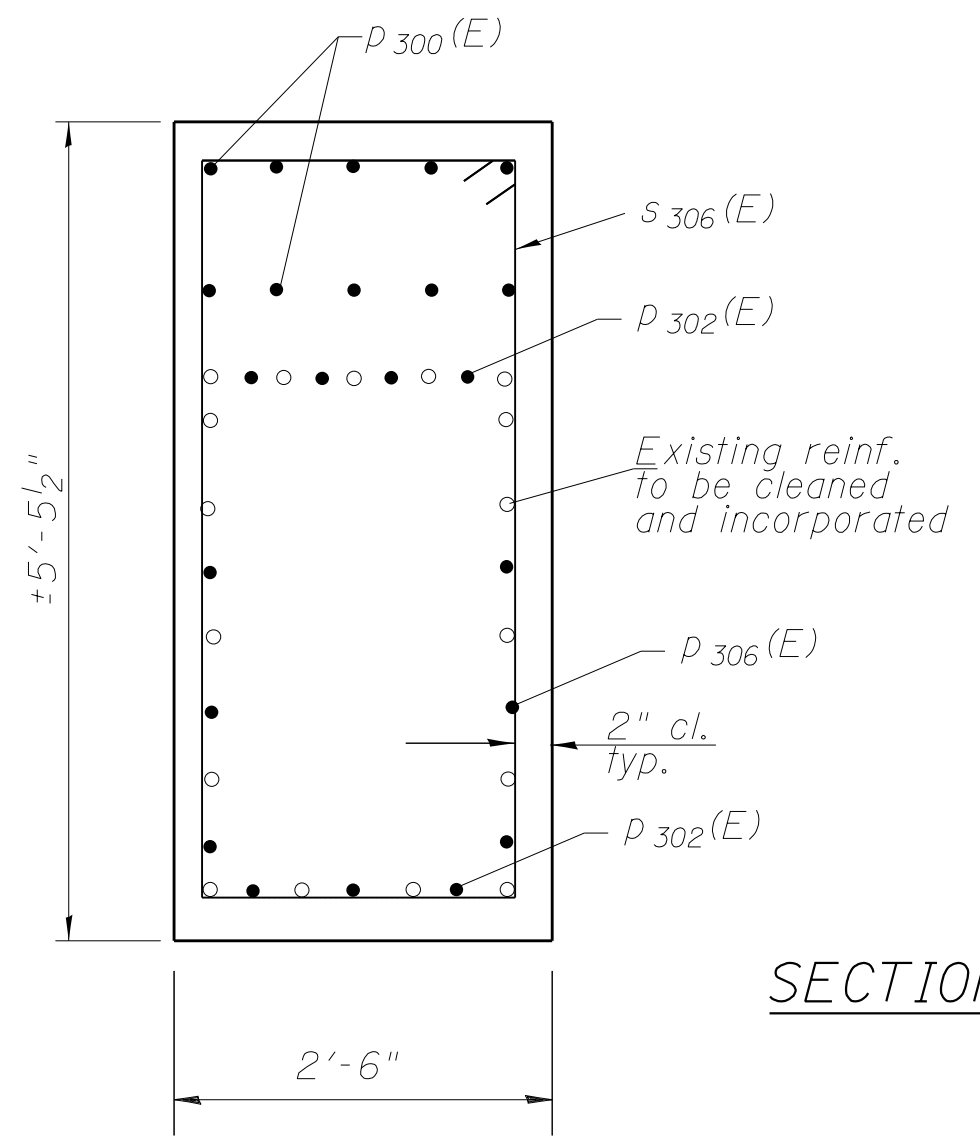
ILLINOIS FED. AID PROJECT



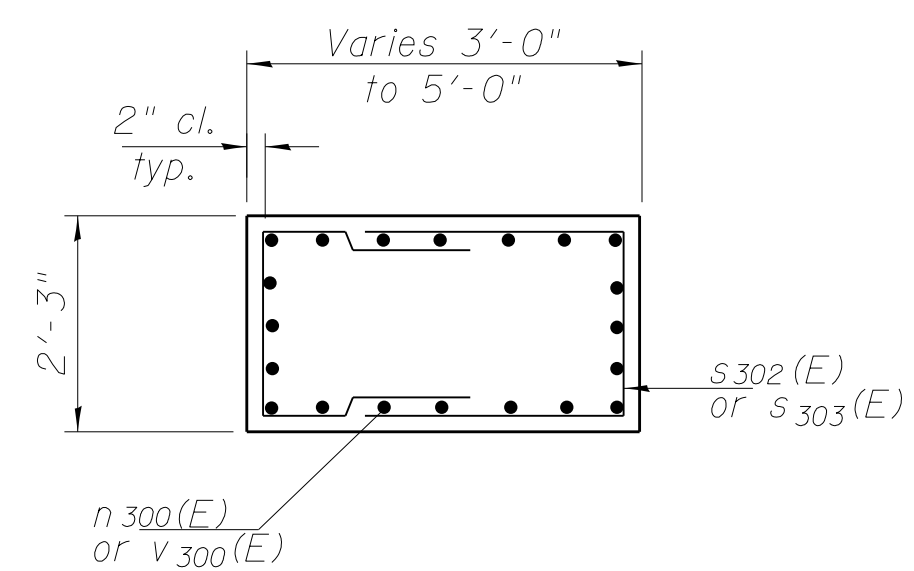
Notes:
 ΔEpoxy grout bars into 9" minimum drilled holes according to Section 584 of the Standard Specifications. Holes shall be approximately 4" from edge of existing member to avoid existing longitudinal reinforcement. Cost included in Reinforcement Bars, Epoxy Coated.



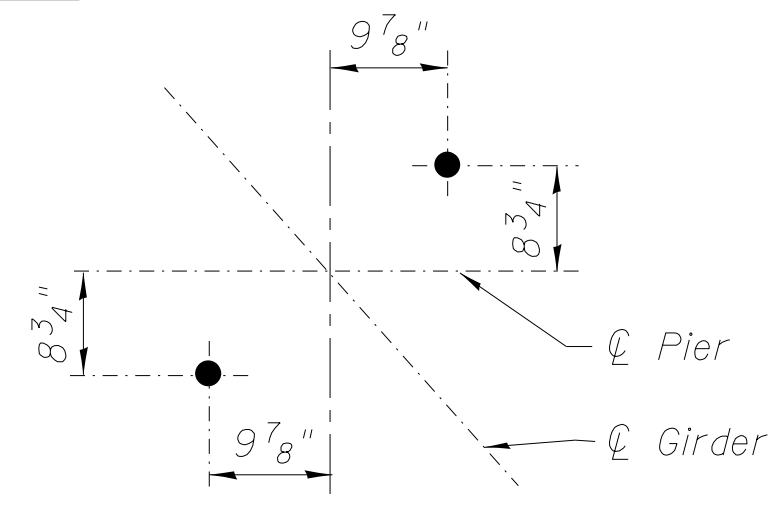
FOOTING PLAN



SECTION A-A



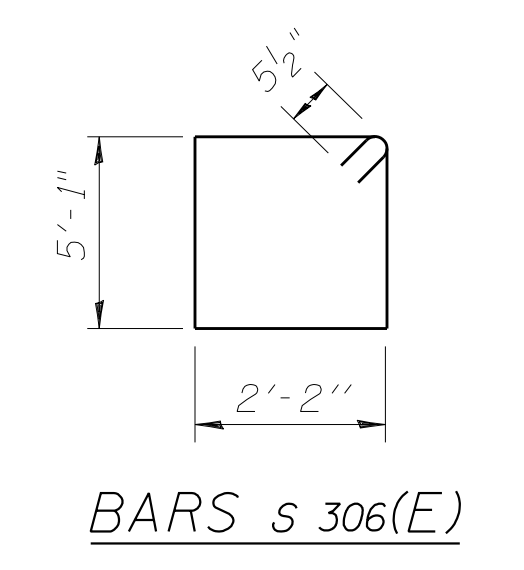
SECTION C-C



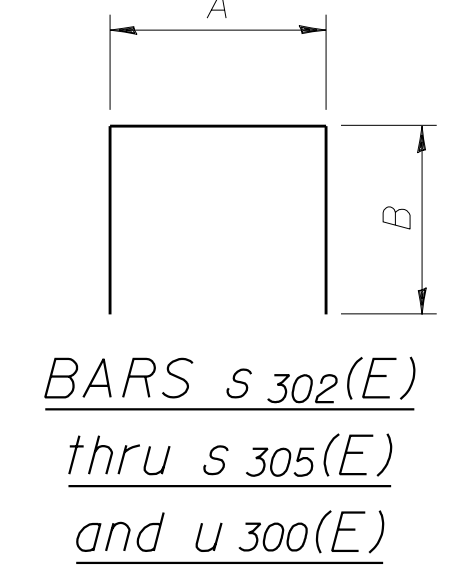
ANCHOR BOLT LAYOUT

A & B DIMENSIONS

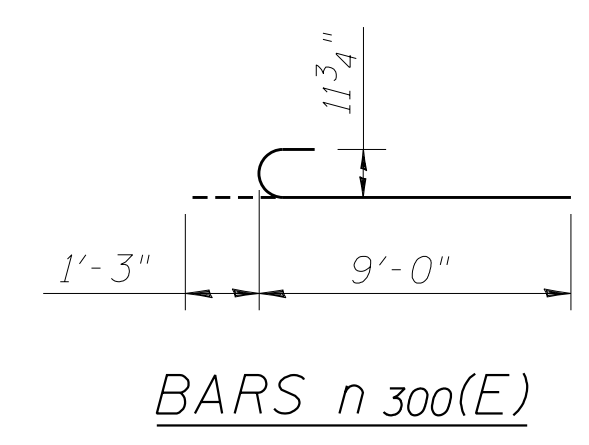
Bar	A	B
s302(E)	1'-11"	3'-5"
s303(E)	1'-11"	2'-8"
s304(E)	2'-2"	3'-0"
s305(E)	2'-2"	15'-9"
u300(E)	2'-1"	4'-0"
u301(E)	2'-2"	1'-2"



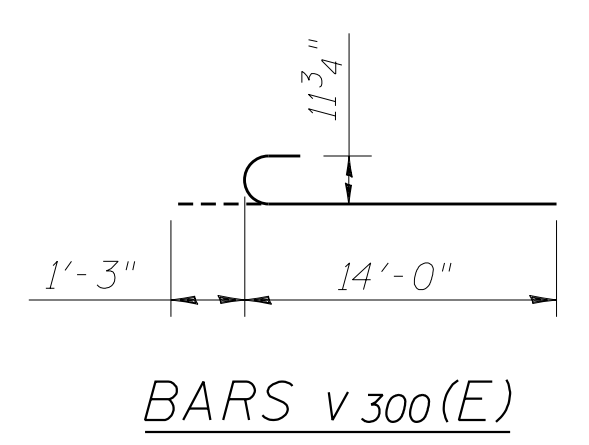
BARS s306(E)



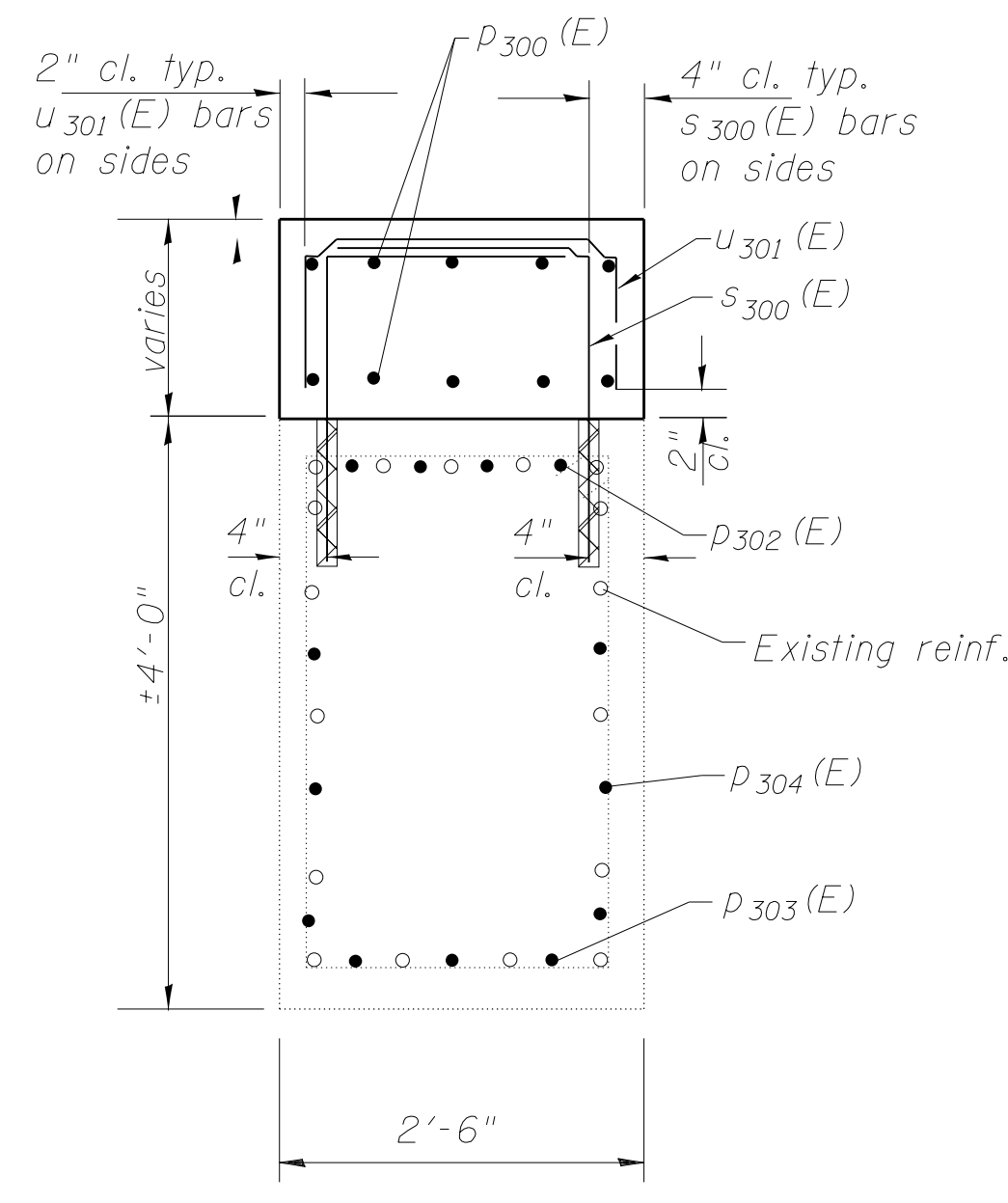
BARS s302(E) thru s305(E) and u300(E)



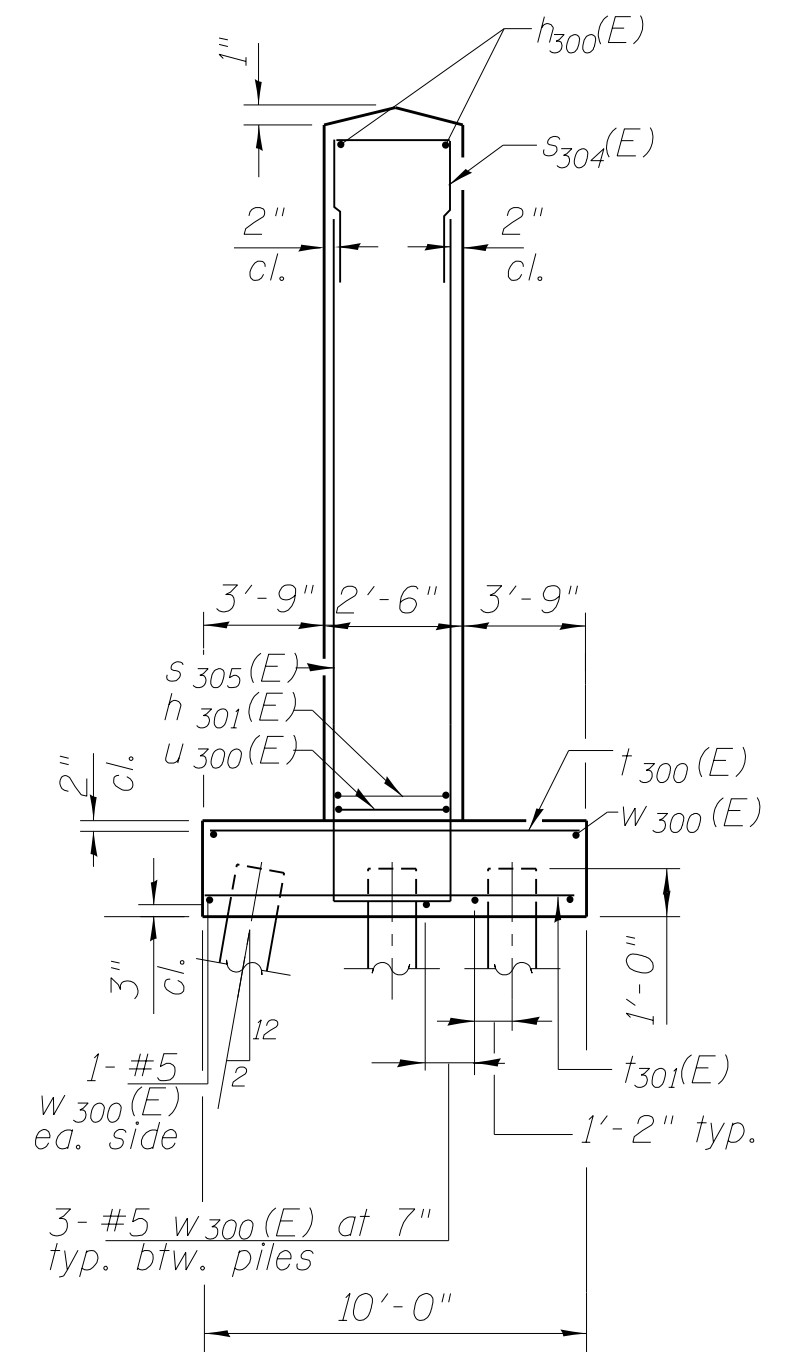
BARS n300(E)



BARS v300(E)



SECTION B-B



END VIEW

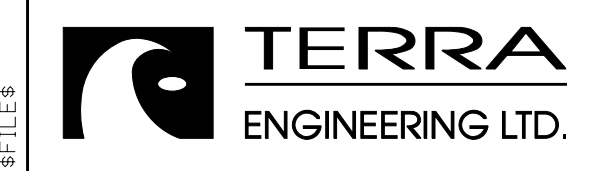
PILE DATA

Type: Steel HP 12 x 53
 Nominal Required Bearing: 200 Kips
 Factored Resistance Available: 100 Kips
 Est. Length: 27'
 No. Production Piles: 8
 No. Test Piles: 1

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h300(E)	32	#5	10'-8"	—
h301(E)	32	#5	3'-8"	—
n300(E)	20	#9	10'-3"	U
p300(E)	10	#6	30'-2"	—
p301(E)	5	#6	24'-8"	—
p302(E)	7	#6	12'-8"	—
p303(E)	7	#6	4'-0"	—
p304(E)	6	#5	3'-5"	—
p305(E)	5	#5	6'-7"	—
p306(E)	6	#5	12'-8"	—
p307(E)	5	#9	24'-8"	—
s300(E)	70	#5	3'-10"	L
s301(E)	16	#5	4'-2"	L
s302(E)	16	#4	8'-9"	L
s303(E)	8	#4	7'-3"	L
s304(E)	20	#5	8'-2"	L
s305(E)	20	#9	33'-8"	L
s306(E)	14	#5	15'-5"	L
t300(E)	18	#4	9'-8"	—
t301(E)	14	#7	9'-8"	—
u300(E)	24	#6	10'-1"	L
u301(E)	44	#4	4'-6"	L
v300(E)	20	#9	15'-3"	U
w300(E)	19	#5	11'-8"	—
w301(E)	12	#5	3'-3"	—
Structure Excavation		Cu. Yd.	99	
Concrete Structures		Cu. Yd.	41.8	
Reinforcement Bars, Epoxy Coated		Pound	7910	
Concrete Removal		Cu. Yd.	2.2	
Furnishing Steel Piles, HP 12x53		Foot	216	
Driving Piles		Foot	216	
Test Pile, Steel HP 12x53		Each	1	

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

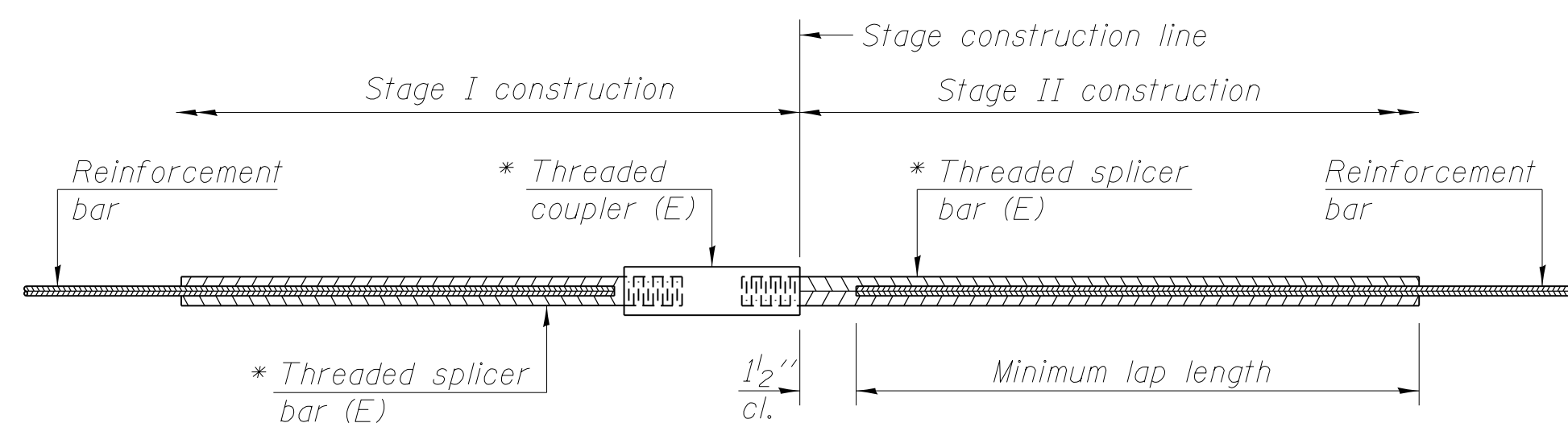
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

SHEET NO. S63 OF S71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	102
				CONTRACT NO. 66942

ILLINOIS FED. AID PROJECT



STANDARD BAR SPLICER ASSEMBLY

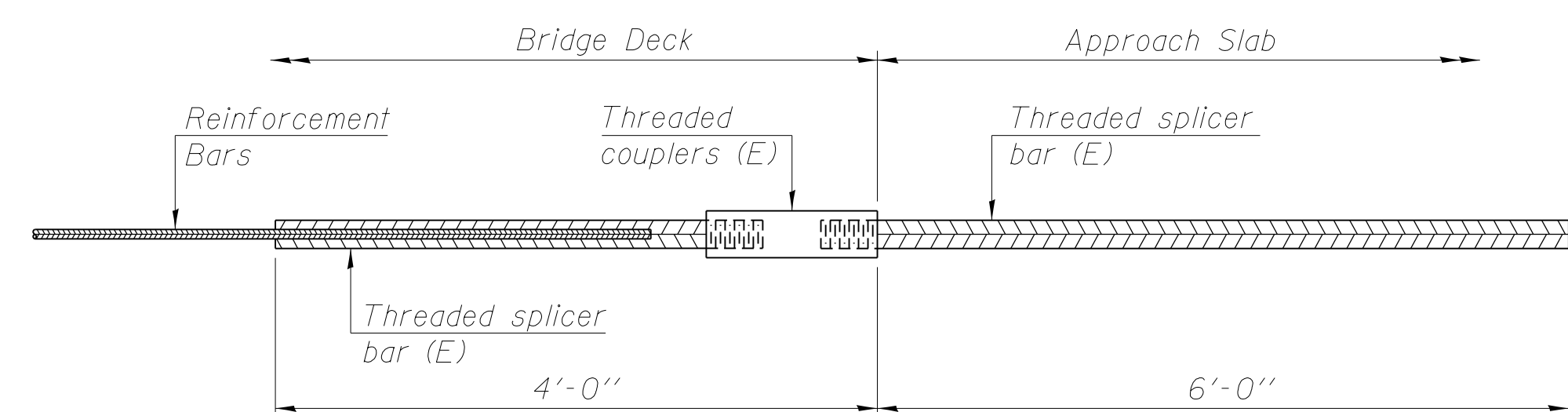
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

Threaded splicer bar length = min. lap length + 1/2" + thread length

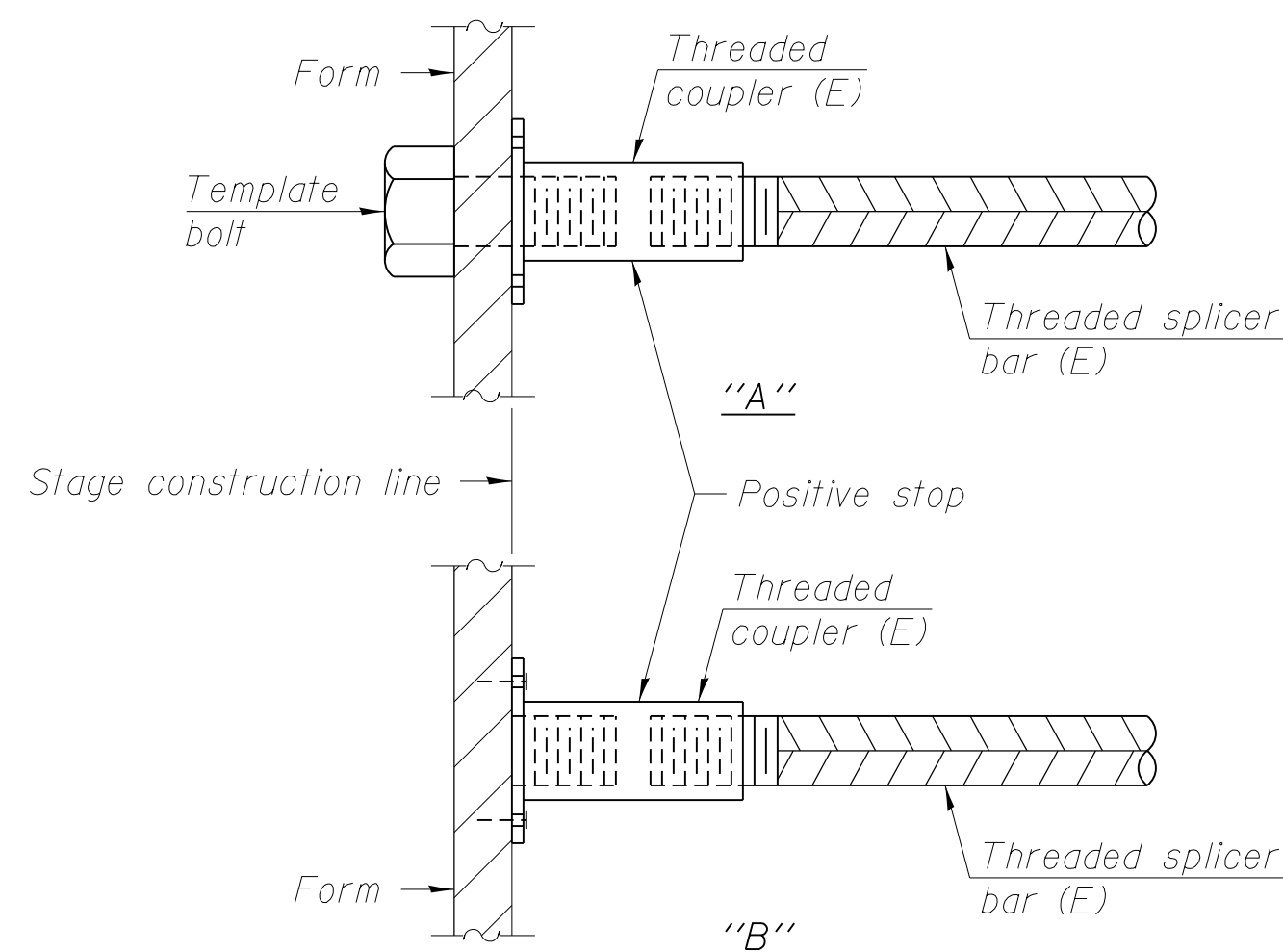
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	2252	3
Abutments	#5	8	3
	#6	16	3
	#7	12	3
Diaphragm	#5	12	3
	#6	20	3
Pier	#6	52	3
	#7	24	3
Approaches	#4	104	3
	#5	184	3
Approach Footings	#5	200	3



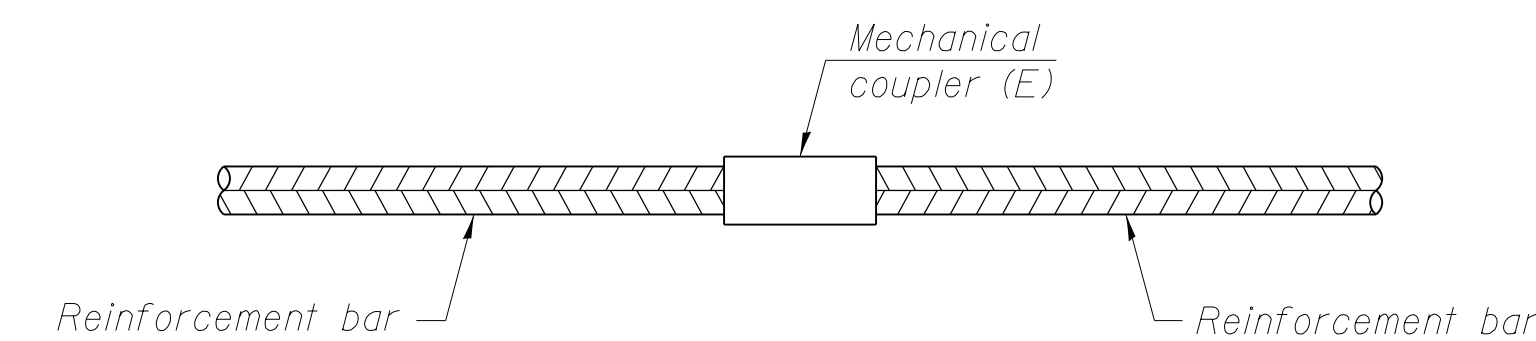
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 0



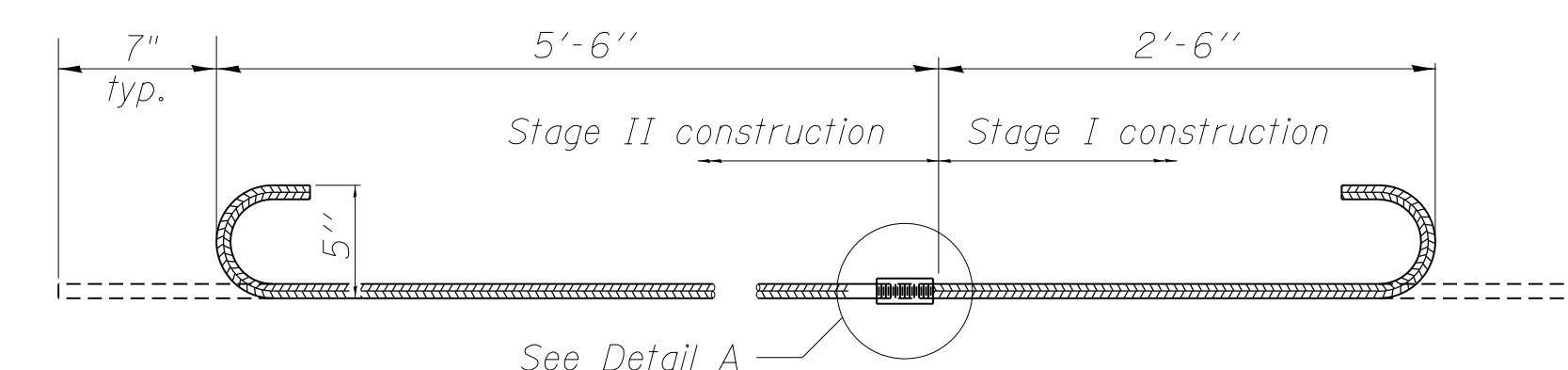
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

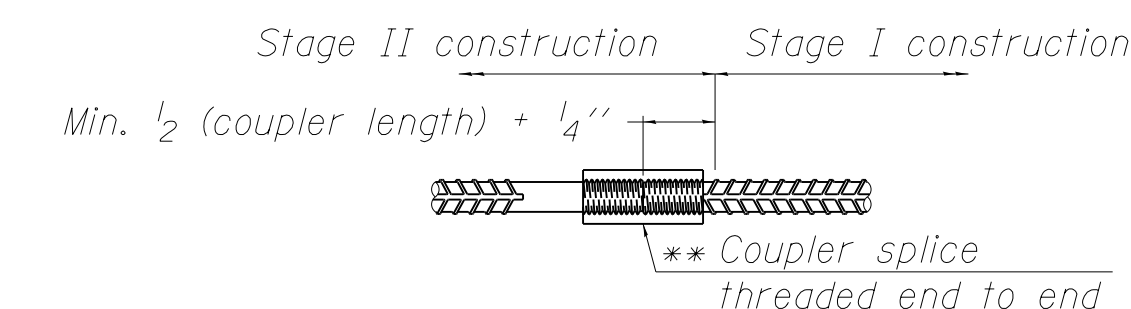
Location	Bar size	No. assemblies required



#5 a6(E) and a7(E) BAR SPLICER ASSEMBLY FOR EDGE BEAMS AT STAGE CONSTRUCTION JOINT

No. required = 12

** The bar splicer assembly shall allow completion of the splice without turning of the hook bars. The stage II splice bar shall be threaded such that the entire coupler can be threaded onto the splice bar.

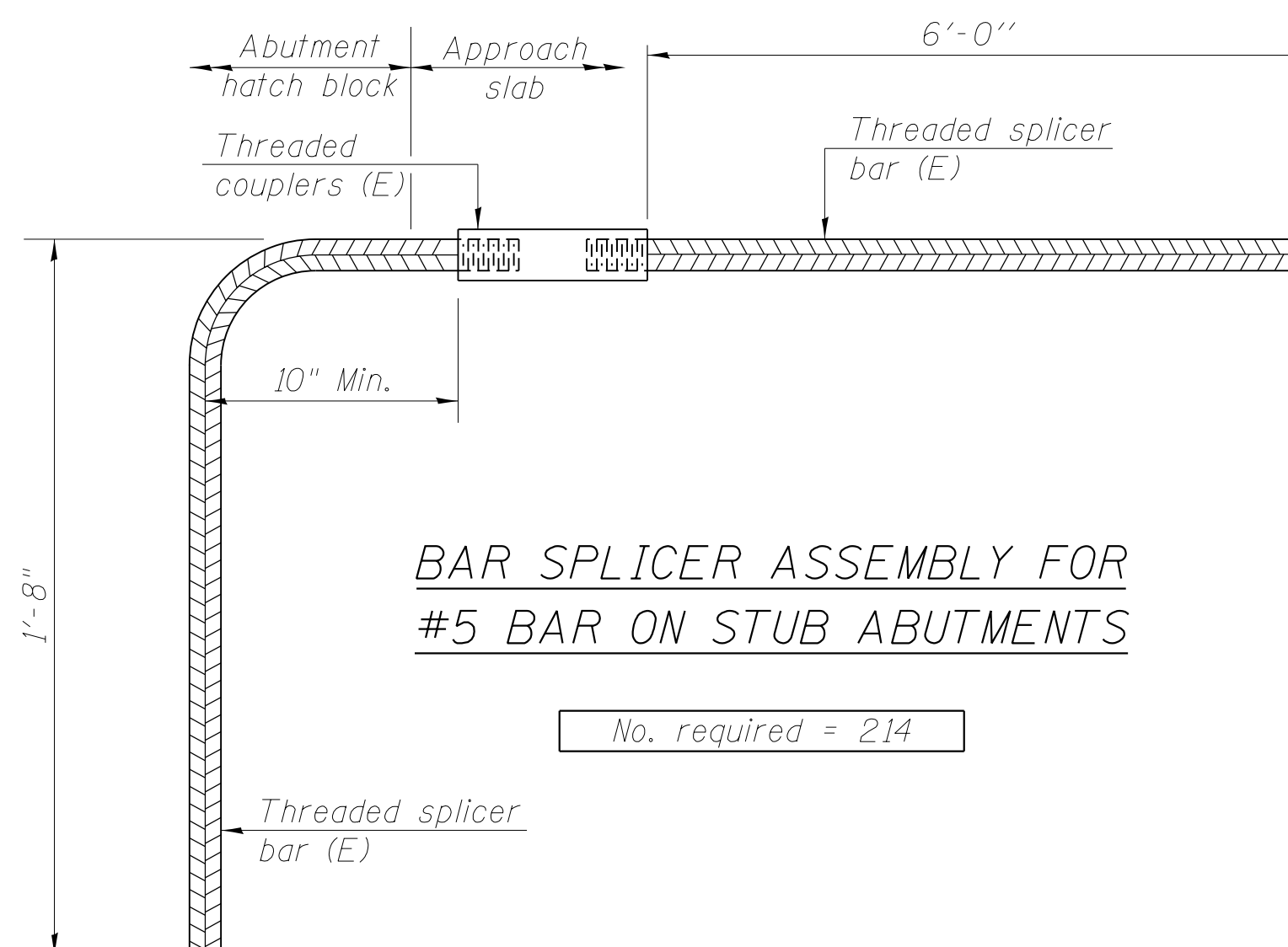


DETAIL A

Cost of coupler and bar threading included with the cost of reinforcement bars

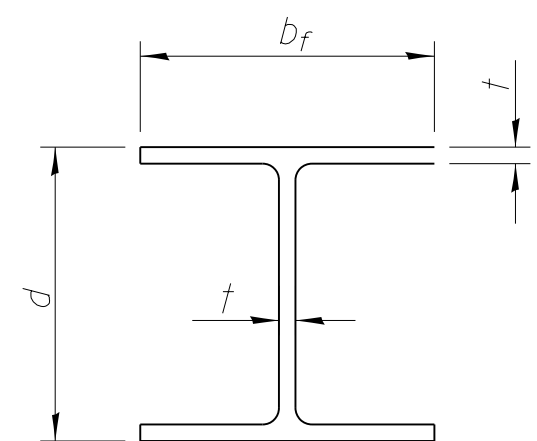
NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.



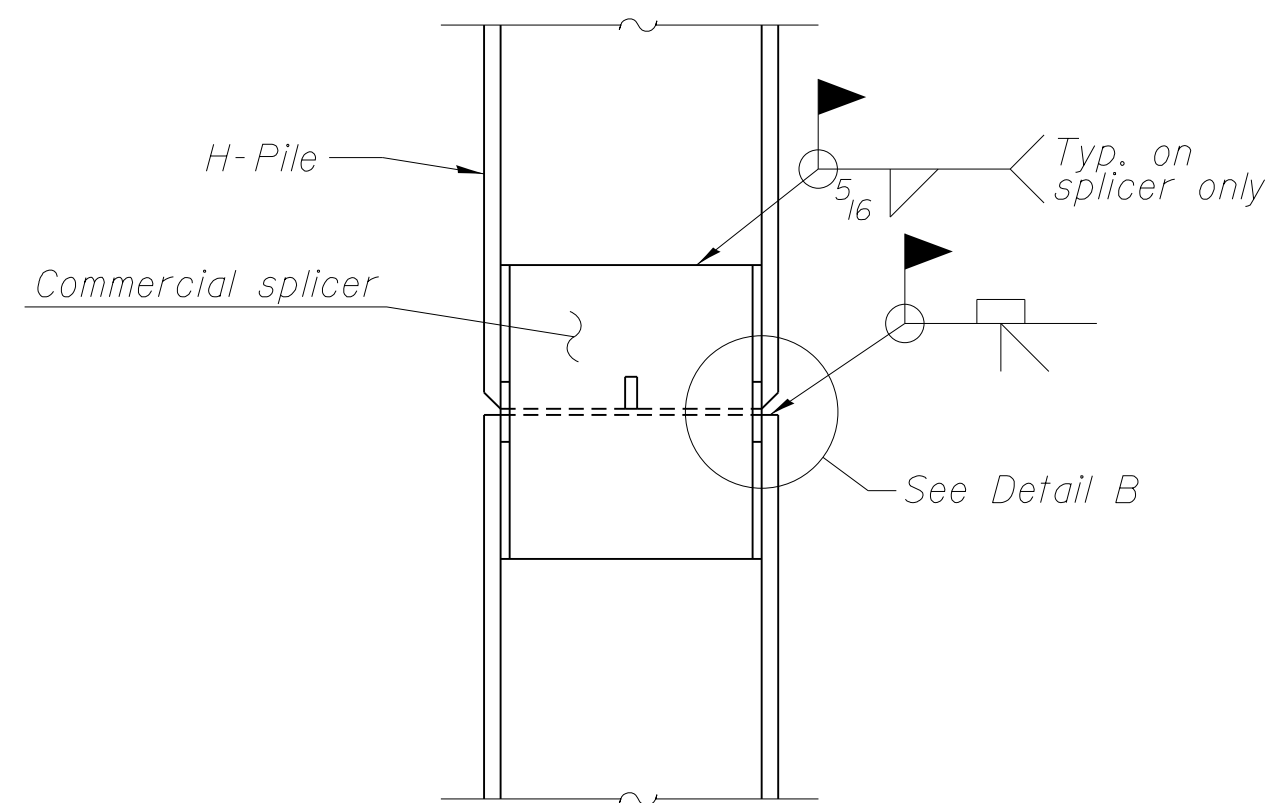
BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 214

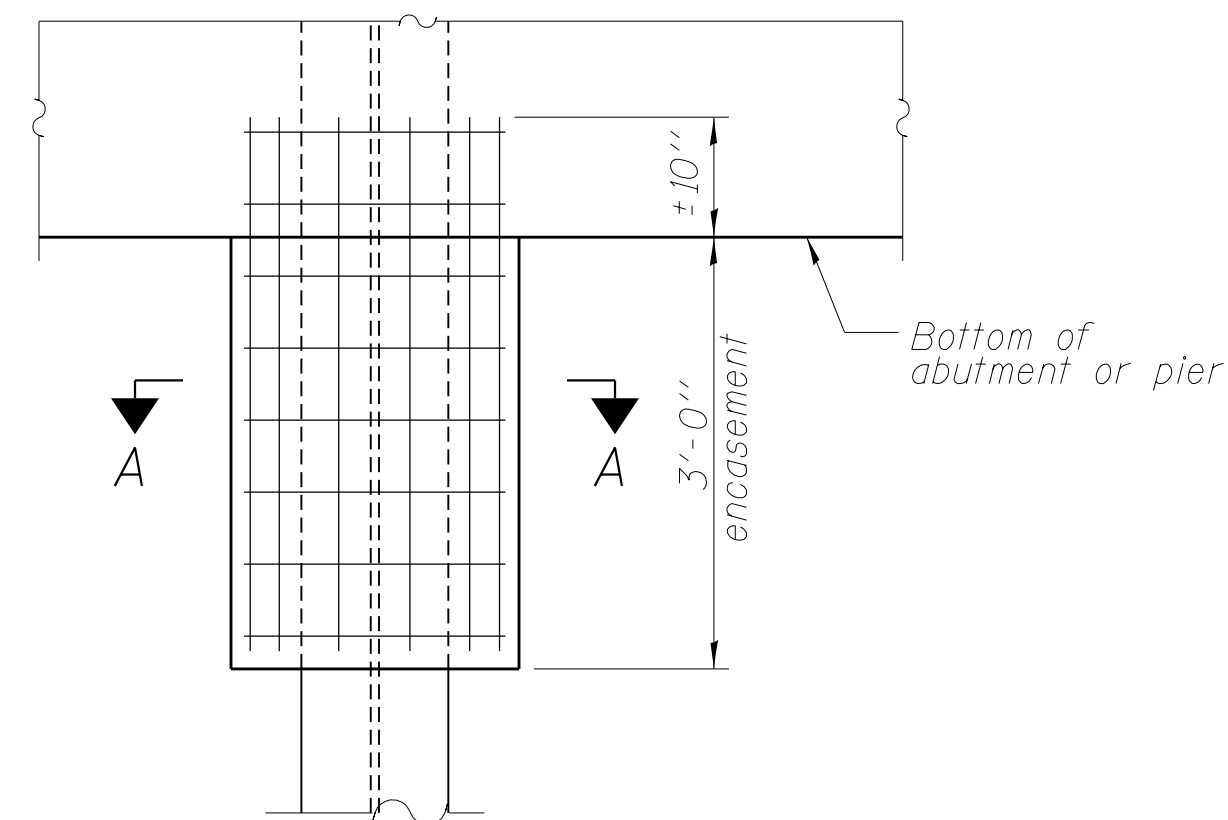


STEEL PILE TABLE

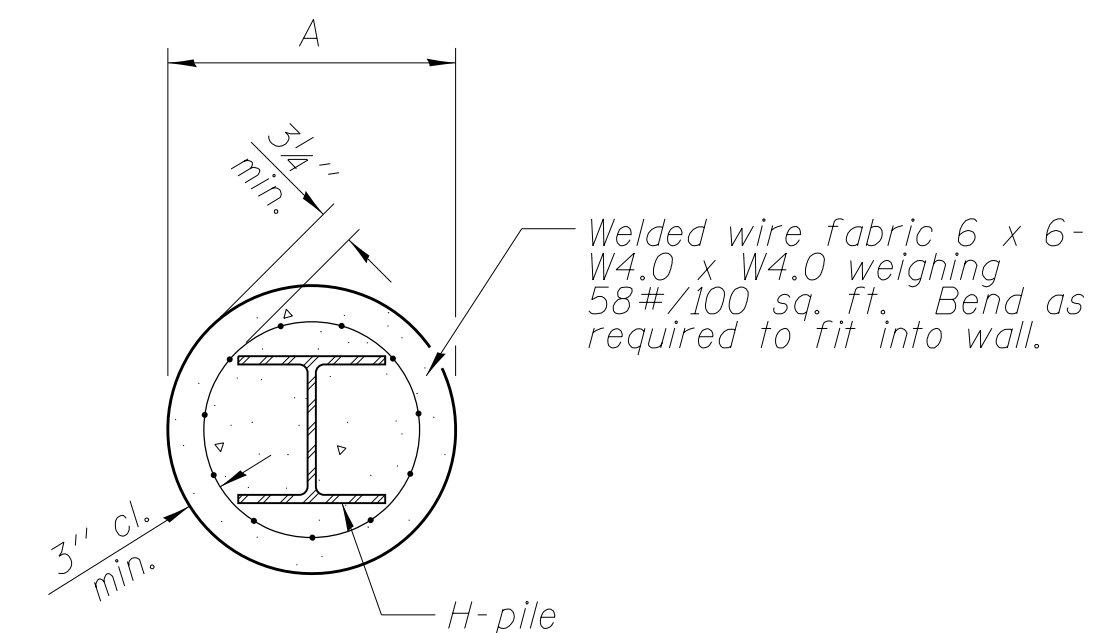
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION



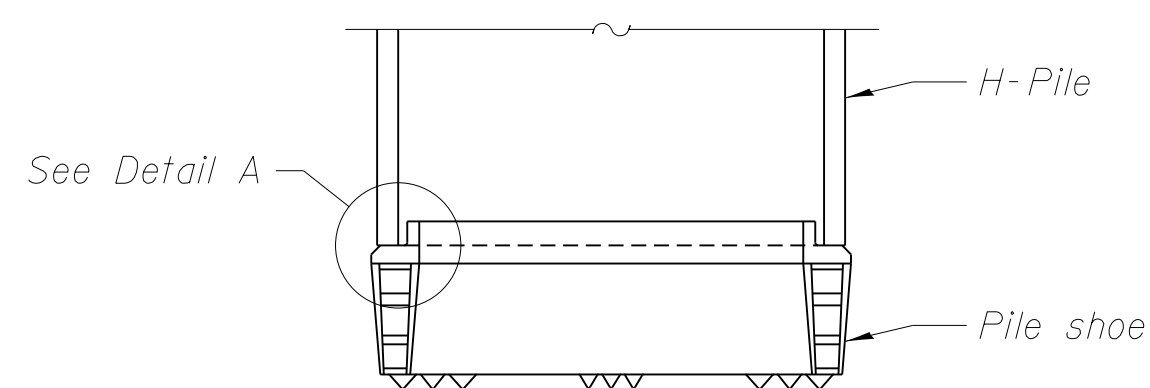
ELEVATION



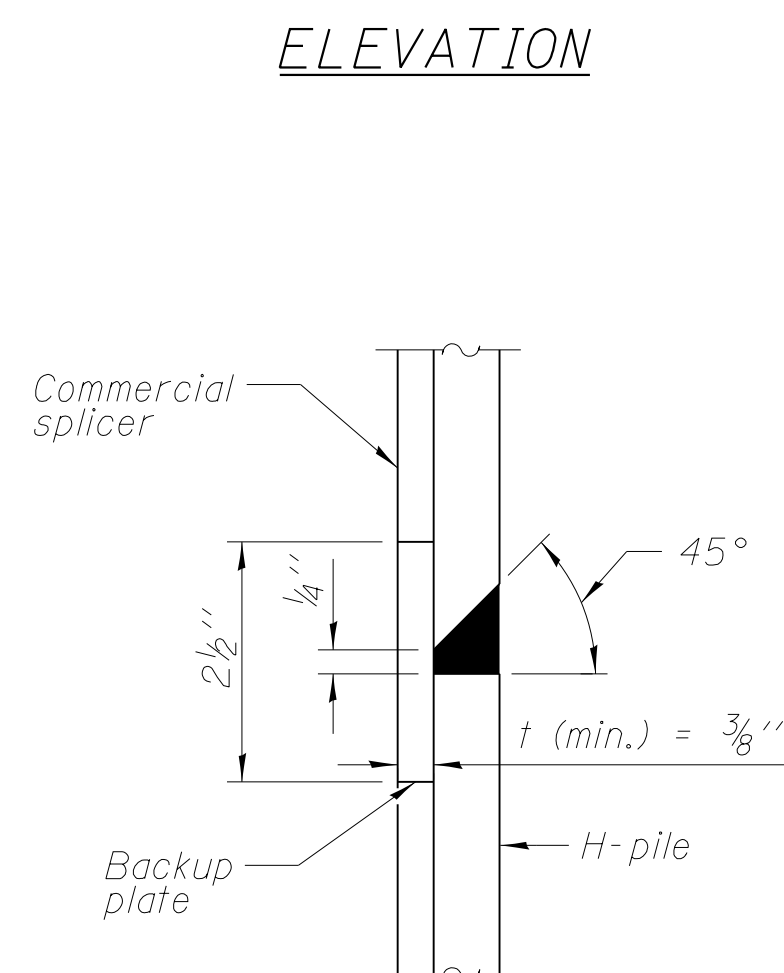
SECTION A-A

Note: Forms for encasement may be omitted when soil conditions permit.

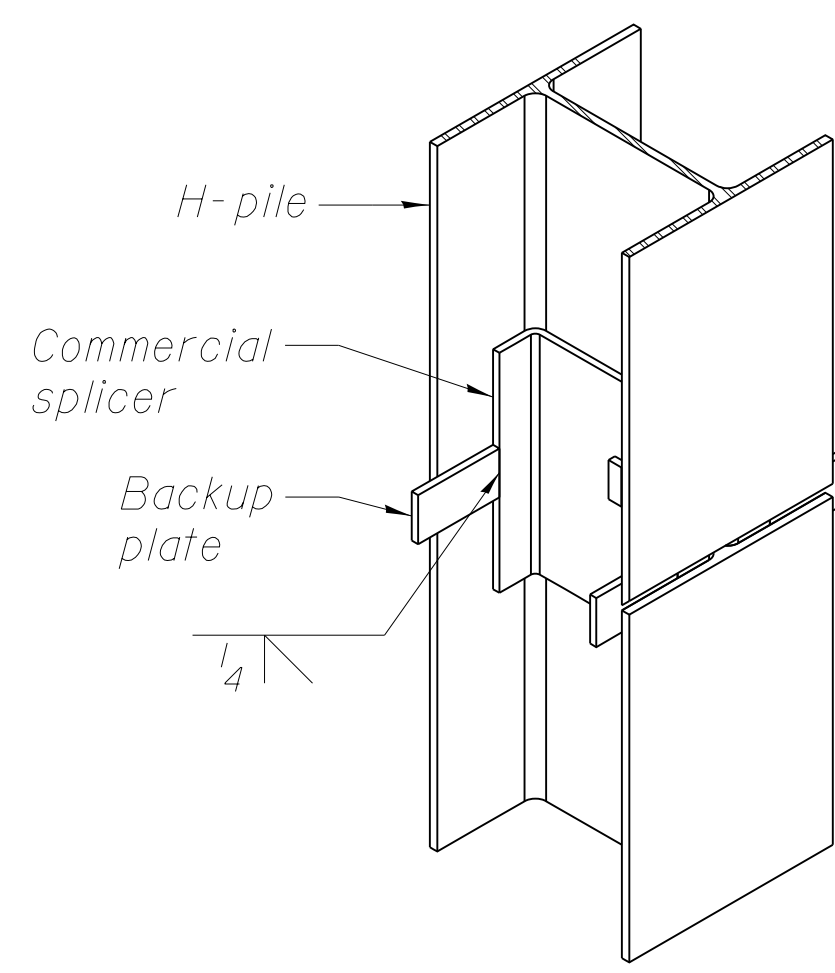
PILE ENCASEMENT



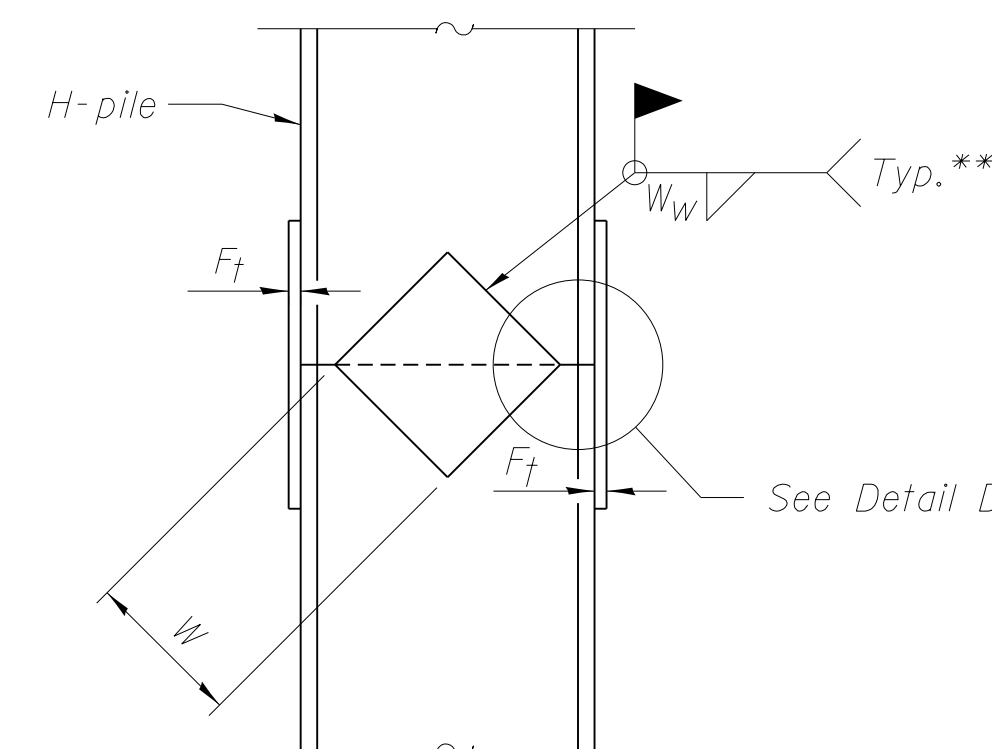
ELEVATION



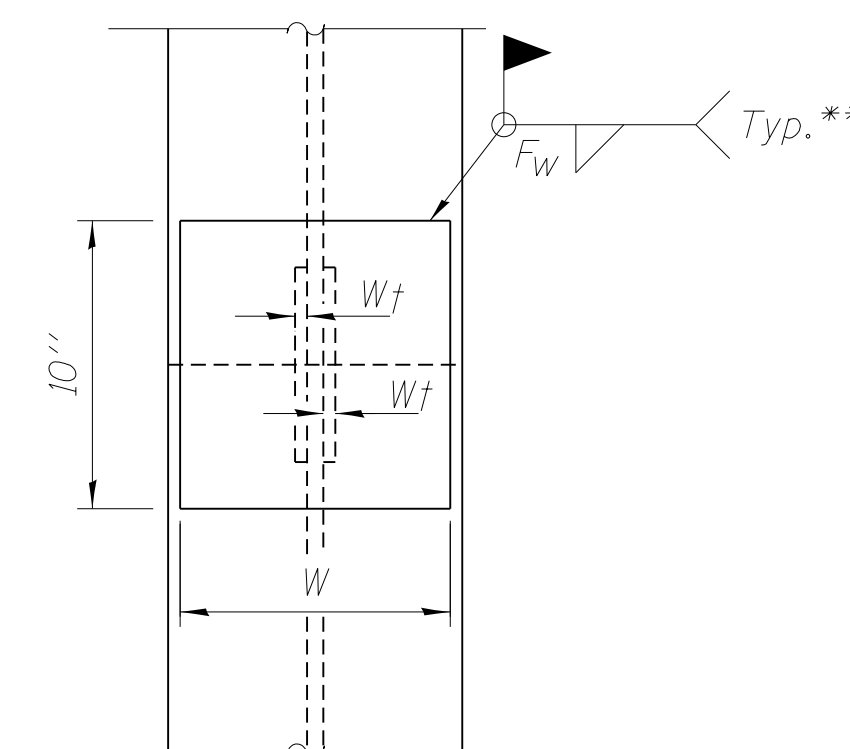
DETAIL "B"



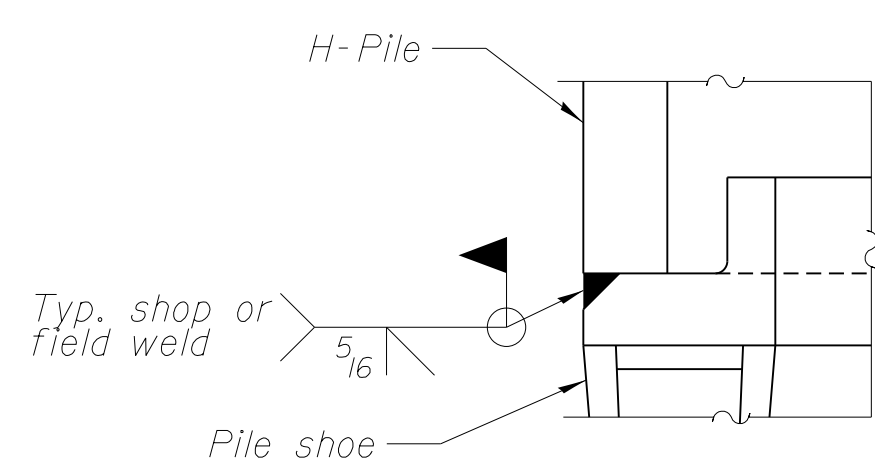
ISOMETRIC VIEW



ELEVATION



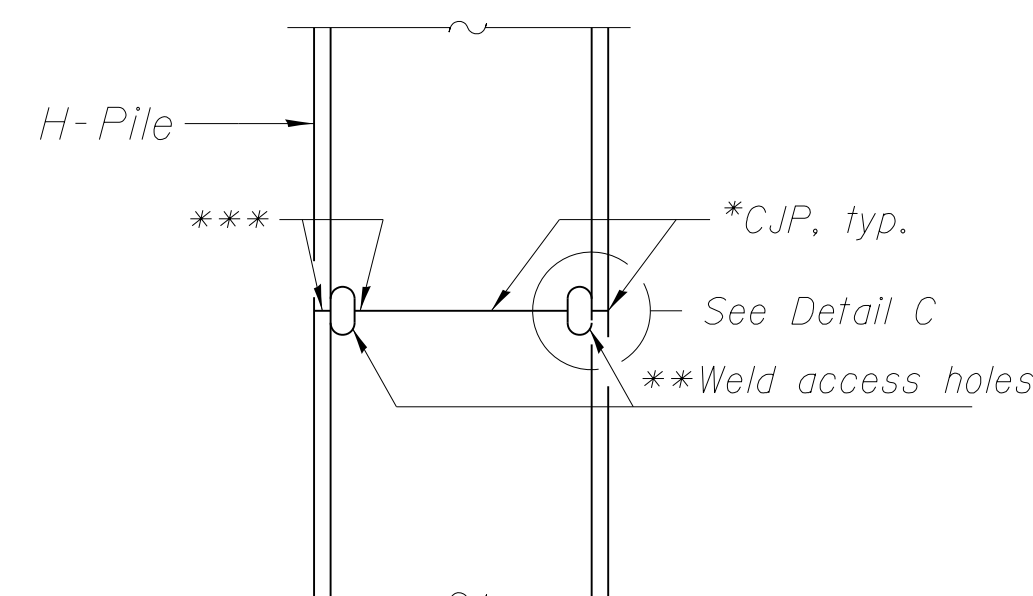
END VIEW



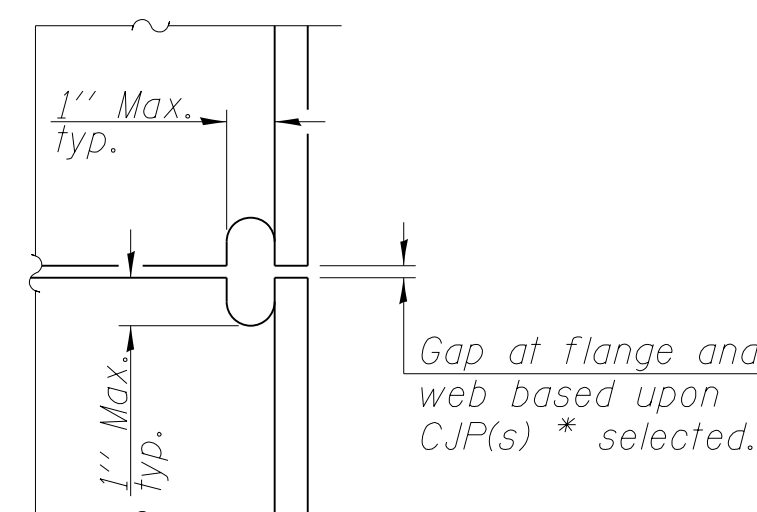
DETAIL A

H-PILE SHOE ATTACHMENT

WELDED COMMERCIAL SPLICE



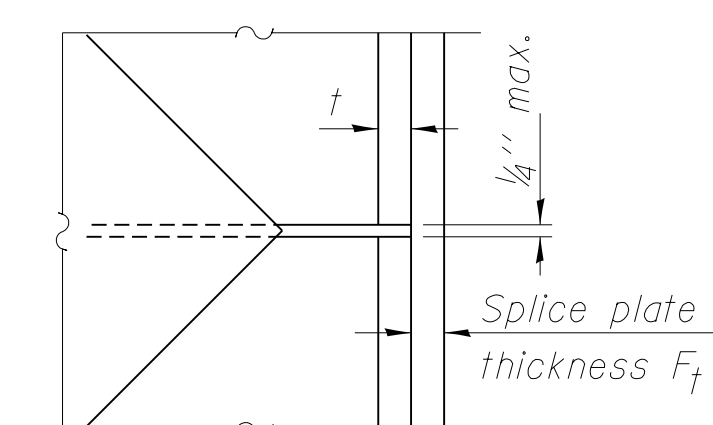
ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE

- * Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.
- ** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.
- *** Interrupt welds 1/4" from end of each pile.



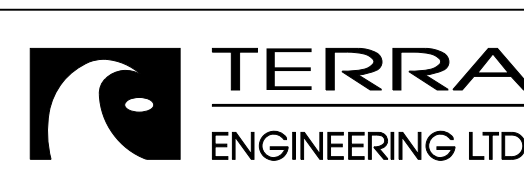
DETAIL D

WELDED PLATE FIELD SPLICE

Note: The steel H-piles shall be according to AASHTO M270 Grade 50.

Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1 1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

M:\1_57_DRAWING\CNR & ILLI 45\Drawings\Structural\Final Plans\SHS\0366942-065-Pile_detailed.dgn



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PILE DETAILS
STRUCTURE NOS. 038 - 0013 & 0014

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HWB, HVBR-1	IROQUOIS	146	104
CONTRACT NO. 66942				

SHEET NO. S65 OF S71 SHEETS

ILLINOIS FED. AID PROJECT



SOIL BORING LOG

ROUTE FAI-57 (I-57) DESCRIPTION I-57 over FAS 317 and CNIC Railroad, 0.78 miles South of Clifton Interchange LOGGED BY LM

SECTION 38-2HVB LOCATION NW 1/4, SW 1/4, SEC. 10, TWP. 28N, RNG. 14W

COUNTY Iroquois DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

Table with header information including STRUCT. NO. (038-0014), BORING NO. (1 (Pier 1 S.B.)), Station (1037+61.38), Offset (77.00ft Rt.), Ground Surface Elev. (661.46 ft), and various elevations (Surface Water, Stream Bed, Groundwater, First Encounter, Upon Completion, After Hrs.).

Main data table for Soil Boring Log 1, showing soil layers with columns for Depth (ft), Blows (Blows/6" and Blows/ft), SPT (N value), and Soil Description (e.g., Augered Shoulder Stone, Black Silty Clay Loam, Very Stiff Black Topsoil Fill, Hard Brown Silty Clay Loam Till, Very Stiff Gray Silty Clay/Clay Till).

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



SOIL BORING LOG

ROUTE FAI-57 (I-57) DESCRIPTION I-57 over FAS 317 and CNIC Railroad, 0.78 miles South of Clifton Interchange LOGGED BY LM

SECTION 38-2HVB LOCATION NW 1/4, SW 1/4, SEC. 10, TWP. 28N, RNG. 14W

COUNTY Iroquois DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

Table with header information including STRUCT. NO. (038-0014), BORING NO. (1 (Pier 1 S.B.)), Station (1037+61.38), Offset (77.00ft Rt.), Ground Surface Elev. (661.46 ft), and various elevations (Surface Water, Stream Bed, Groundwater, First Encounter, Upon Completion, After Hrs.).

Main data table for Soil Boring Log 2, showing soil layers with columns for Depth (ft), Blows (Blows/6" and Blows/ft), SPT (N value), and Soil Description (e.g., Very Stiff Gray Silty Clay Loam Till, Tan Limestone Bedrock, Very Stiff Gray Clay Till, Hard Gray Silty Clay Till).

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

M:\157_OVER_CINRR & OLD_45\00-revengs\0000_Drawing\Structural\Final Plans\SHTS\0386942-066-sht_Soil_Boring.dgn

Project information footer including Terra Engineering Ltd. logo, user names (DESIGNED EA, CHECKED OY, DRAWN CM, CHECKED JB), State of Illinois Department of Transportation logo, SOIL BORING LOGS STRUCTURE NOS. 038 - 0013 & 0014, SHEET NO. S66 OF S71 SHEETS, F.A.I. RFE., SECTION 38-2HVB, HVBR-1, COUNTY IROQUOIS, TOTAL SHEETS 146, SHEET NO. 105, CONTRACT NO. 66942, and ILLINOIS FED. AID PROJECT.



SOIL BORING LOG

Date 8/28/08

ROUTE FAI-57 (I-57) DESCRIPTION I-57 over FAS 317 and CNIC Railroad, 0.78 miles South of Clifton Interchange LOGGED BY LM

SECTION 38-2HVB LOCATION NW 1/4, SW 1/4, SEC. 10, TWP. 28N, RNG. 14W

COUNTY Iroquois DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 038-0013 Station 1037+61.38
 BORING NO. 2 (Pier 1 N.B.) Station 1037+00
 Offset 65.00ft Lt.
 Ground Surface Elev. 660.48 ft

DEPTH H S	BLOW S	UCS Qu	MOIST T	Soil Description				DEPTH H S	BLOW S	UCS Qu	MOIST T
				Surface Water Elev. _____ ft	Stream Bed Elev. _____ ft	Groundwater Elev.: First Encounter _____ ft	Upon Completion <u>610.5</u> ft				
				Augered Brown and Black Silty Clay Loam (Fill)							
				Very Stiff Gray and Brown Silty Clay Loess							
				Hard Brown Silty Clay Till							
				Hard Gray Silty Clay/Clay Till							
				Very Stiff Gray Silty Clay/Clay Till							
				Very Stiff Gray Silty Clay Till with Minor Layers Gray Silt and Silty Clay							

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 8/28/08

ROUTE FAI-57 (I-57) DESCRIPTION I-57 over FAS 317 and CNIC Railroad, 0.78 miles South of Clifton Interchange LOGGED BY LM

SECTION 38-2HVB LOCATION NW 1/4, SW 1/4, SEC. 10, TWP. 28N, RNG. 14W

COUNTY Iroquois DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

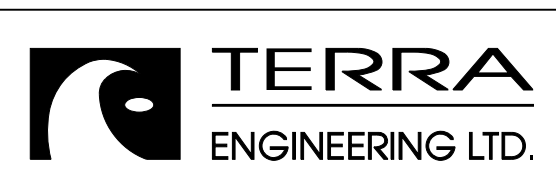
STRUCT. NO. 038-0013 Station 1037+61.38
 BORING NO. 2 (Pier 1 N.B.) Station 1037+00
 Offset 65.00ft Lt.
 Ground Surface Elev. 660.48 ft

DEPTH H S	BLOW S	UCS Qu	MOIST T	Soil Description				DEPTH H S	BLOW S	UCS Qu	MOIST T
				Surface Water Elev. _____ ft	Stream Bed Elev. _____ ft	Groundwater Elev.: First Encounter _____ ft	Upon Completion <u>610.5</u> ft				
				Very Stiff Gray Silty Clay Till with Minor Layers Gray Silt and Silty Clay (continued)							
				Very Stiff Gray Clay Till With Layers of Gray Clay and Silty Clay							
				Hard Gray Silty Clay Loam Till with Layers of Silty Loam, Silt, and Clay							
				Tan Limestone Bedrock							
				End of Boring							

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

BBS, form 137 (Rev. 8-99)

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. 567 OF 571 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	106
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 9/2/08

ROUTE FAI-57 (I-57) DESCRIPTION I-57 over FAS 317 and CNIC Railroad, 0.78 miles South of Clifton Interchange LOGGED BY LM
 SECTION 38-2HVB LOCATION NW 1/4, SW 1/4, SEC. 10, TWP. 28N, RNG. 14W
 COUNTY Iroquois DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.
038-0014	1037+61.38	(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft	ft	ft	ft
Augered Black Silty Clay Loam Topsoil (Fill)								Very Stiff Gray Silty Clay/Clay Till (continued)				
	657.25											
Stiff Black, Brown, Gray, Silty Clay/Silty Clay Loam (Fill)			3									
	655.25		2	1.5	21.3							
			3	P								
Very Stiff Brown and Gray Silty Clay Loam Till												
	652.75											
			2									
			4	3.5	24.0							
			3	P								
Hard Gray Silty Clay Loam/Silty Clay Till												
			4									
			4	4.7	15.7							
			7	S								
			4									
			5	4.7	16.4							
			6	S								
			3									
			4	4.3	17.3							
			6	S								
Very Stiff Gray Silty Clay/Clay Till												
	645.25											
			3									
			3	3.7	17.9							
			4	B								
			3									
			4	3.7	19.3							
			4	B								

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 9/2/08

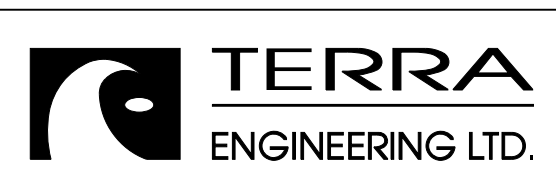
ROUTE FAI-57 (I-57) DESCRIPTION I-57 over FAS 317 and CNIC Railroad, 0.78 miles South of Clifton Interchange LOGGED BY LM
 SECTION 38-2HVB LOCATION NW 1/4, SW 1/4, SEC. 10, TWP. 28N, RNG. 14W
 COUNTY Iroquois DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.
038-0014	1037+61.38	(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft	ft	ft	ft
Very Stiff Gray Silty Clay Loam Till with Layers and Pockets of Gray Silt/Clay and Silty Clay (continued)												
	617.75											
			2									
			4	2.3	16.8							
			5	B								
Very Stiff Gray Clay Till with Layers Gray Clay/Silty Clay												
			2									
			5	2.5	18.9							
			5	S								
			2									
			6	2.7	16.9							
			6	S								
			6	2.7	22.5							
			6	S								
			3									
			5	2.5	24.4							
			7	S								
Hard Gray Silty Clay Loam/Clay Loam Till with Pockets of Gray Silt												
	607.75											
			4									
			6	4.3	16.9							
			14	S								
			5									
			9	4.7	12.7							
			19	S								
Very Dense Tan Limestone												
	601.75											
			100/2									
End of Boring												

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

BBS, form 137 (Rev. 8-99)

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

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
 STRUCTURE NOS. 038 - 0013 & 0014
 SHEET NO. 568 OF 571 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	107
			CONTRACT NO. 66942	
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 9/23/08

ROUTE FAI-57 (I-57) DESCRIPTION I-57 over FAS 317 and CNIC Railroad, 0.78 miles South of Clifton Interchange LOGGED BY LM

SECTION 38-2HVB LOCATION NW 1/4, SW 1/4, SEC. 10, TWP. 28N, RNG. 14W

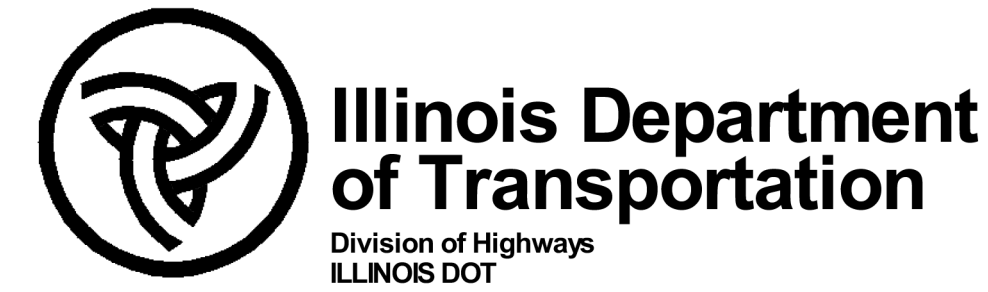
COUNTY Iroquois DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 038-0013/14 DEPTH (ft) BLOW (ft) UCS (tsf) MOIST (%)
 Station 1037+61.38
 BORING NO. 5 (N. Abut.)
 Station 1035+65
 Offset 6.00ft Rt.
 Ground Surface Elev. 691.58 ft

DEPTH (ft)	BLOW (ft)	UCS (tsf)	MOIST (%)	DESCRIPTION
				Augered Brown and Gray Silty Clay Loam/Silty Clay Till (Fill)
				Hard Gray and Brown Silty Clay Loam/Silty Clay Till (Fill) with Some Gravel Pieces with Topsoil Mixed in at 27.5'
				Very Stiff Black Silty Clay Loam Topsoil
				Very Stiff Brown, Gray Sandy Loam with Fine Sand Pockets and Free Water
				Hard Brown to Gray Silty Clay Loam Till

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 9/23/08

ROUTE FAI-57 (I-57) DESCRIPTION I-57 over FAS 317 and CNIC Railroad, 0.78 miles South of Clifton Interchange LOGGED BY LM

SECTION 38-2HVB LOCATION NW 1/4, SW 1/4, SEC. 10, TWP. 28N, RNG. 14W

COUNTY Iroquois DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 038-0013/14 DEPTH (ft) BLOW (ft) UCS (tsf) MOIST (%)
 Station 1037+61.38
 BORING NO. 5 (N. Abut.)
 Station 1035+65
 Offset 6.00ft Rt.
 Ground Surface Elev. 691.58 ft

DEPTH (ft)	BLOW (ft)	UCS (tsf)	MOIST (%)	DESCRIPTION
				Hard Brown to Gray Silty Clay Loam Till (continued)
				Very Stiff Gray Silty Clay/Clay Till
				Very Stiff Gray Silty Loam and Silty Clay Loam Till with Silt Pockets
				Very Stiff Gray Silty Clay Till
				End of Boring

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

BBS, form 137 (Rev. 8-99)

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	USER NAME =	DESIGNED - EA	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NOS. 038 - 0013 & 0014	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - OY	REVISED			57	38-2HVB, HVBR-1	IROQUOIS	146	109
PLOT DATE	DRAWN - CM	REVISED	CONTRACT NO. 66942							
	CHECKED - JB	REVISED	ILLINOIS FED. AID PROJECT							



SOIL BORING LOG

Page 1 of 2

Date 9/24/08

ROUTE FAI-57 (I-57) DESCRIPTION I-57 over FAS 317 and CNIC Railroad, 0.78 miles South of Clifton Interchange LOGGED BY LM
SECTION 38-2HVB LOCATION NW 1/4, SW 1/4, SEC. 10, TWP. 28N, RNG. 14W
COUNTY Iroquois DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft	D E P T H	B L O W S	U C S Qu	M O I S T	Groundwater Elev.: First Encounter _____ ft Upon Completion _____ ft After _____ Hrs. _____ ft
	(ft)	(/6")	(tsf)	(%)		(ft)	(/6")	(tsf)	(%)	
Augered Black Silty Clay Loam Topsoil (Fill), Brown/Gray Silty Clay Loess 657.92					Very Stiff Gray Silty Clay/Clay Till (continued)	3				
						4	2.7	20.0		
						5	S			
Very Stiff Brown and Gray Silty Loam with Layers of Silt, Sand and Fine Gravel 655.92	7					3				
	11	3.5	10.8			5	2.9	19.2		
	14	P				6	S			
Hard Brown Silty Clay Loam Till 652.92	-5					-25				
	4					3				
	6	4.7	17.5			5	3.1	17.8		
Hard Gray Silty Clay Loam Till 648.42	5					3				
	5	4.5	18.1			5	2.9	18.6		
	8	S				7	S			
-10	4					-30				
	5	4.5	18.4			5	2.9	18.5		
	7	S				7	S			
Very Stiff Gray Silty Clay/Clay Till 623.42	4					3				
	4	3.1	19.5			4	2.9	19.0		
	4	S				7	S			
-15	3					-35				
	4	2.7	20.2			3				
	4	S				4	2.7	19.6		
Very Stiff Gray Silty Clay Loam/Silty Clay Till 601.92	3					3				
	4	2.7	19.8			5	3.1	18.7		
	5	S				7	S			
-20						-40				

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2

Date 9/24/08

ROUTE FAI-57 (I-57) DESCRIPTION I-57 over FAS 317 and CNIC Railroad, 0.78 miles South of Clifton Interchange LOGGED BY LM
SECTION 38-2HVB LOCATION NW 1/4, SW 1/4, SEC. 10, TWP. 28N, RNG. 14W
COUNTY Iroquois DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft	D E P T H	B L O W S	U C S Qu	M O I S T	Groundwater Elev.: First Encounter _____ ft Upon Completion _____ ft After _____ Hrs. _____ ft
	(ft)	(/6")	(tsf)	(%)		(ft)	(/6")	(tsf)	(%)	
Very Stiff Gray Silty Clay Loam/Silty Clay Till (continued) 618.42						3				
						6	3.1	13.7		
						7	S			
Very Stiff Gray Clay/Silty Clay Till with Pockets of Gray Clay at 50' 608.42	3					3				
	4	2.9	18.5			4	2.9	18.5		
	6	S				6	S			
-45	3					-45				
	4	2.7	23.0			4	2.7	23.0		
	5	S				5	S			
608.42	4					4				
	6	3.1	21.2			6	3.1	21.2		
	6	S				6	S			
-50	6					-50				
	8	2.9	24.9			8	2.9	24.9		
	12	S				12	S			
Very Stiff Gray Silty Loam/Loam with Layers of Gray Silt 601.92	5					5				
	6	2.4	18.7			6	2.4	18.7		
	6	S				6	S			
-55	6					-55				
	6	2.5	15.2			6	2.5	15.2		
	5	S				5	S			
601.92	27					27				
	66					66				
	12.4					12.4				
Dense Gray Limestone Surface with Silt Filled Fractures End of Boring	(100/0)					(100/0)				
						-60				

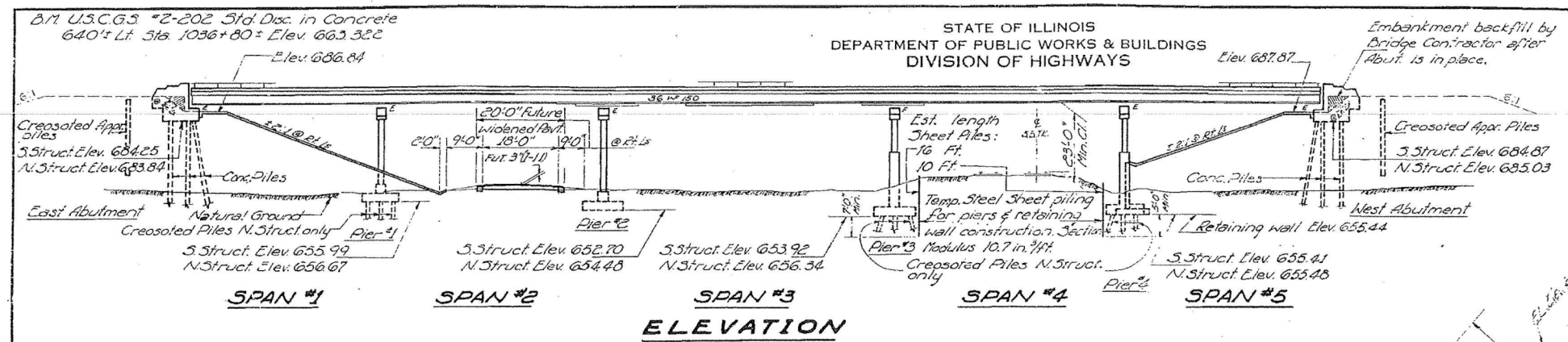
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

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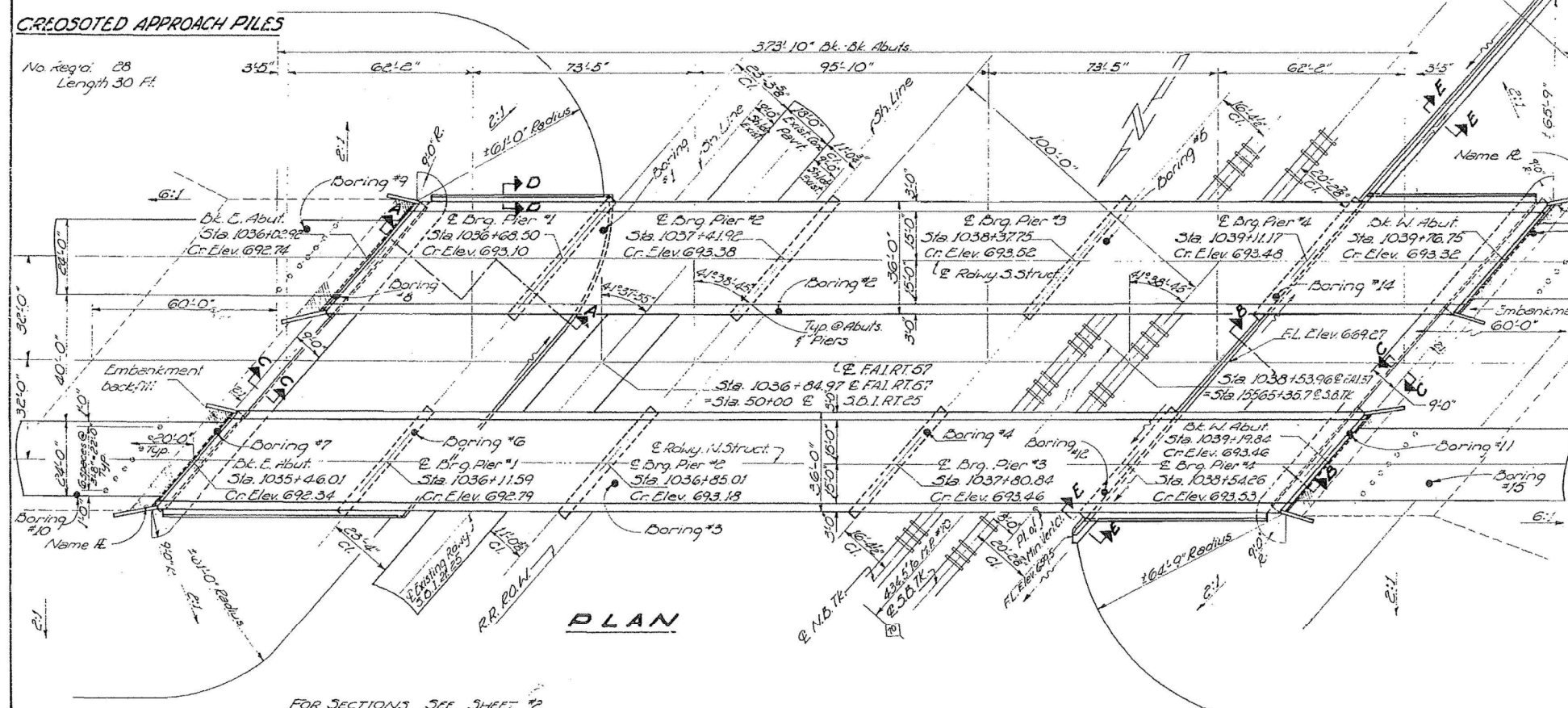
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 57	38-2HV	IROQUOIS	146	111



STATION 1037+61.38
BUILT 196 BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC. 38-2HV
FA PROJ. I-16-57-6(39)
LOADING H20-516 & ALT.

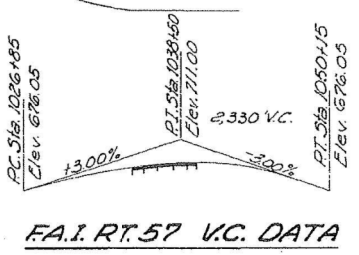
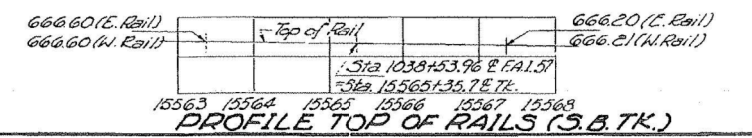
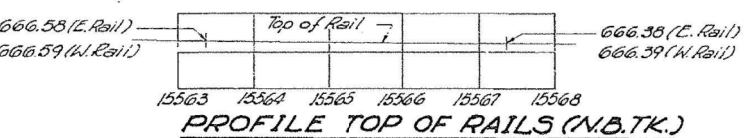
NAME PLATE
See Std. 2113-1



LOCATION SKETCH

DESIGN STRESSES
 $f_c = 14,000$ psi Super. & Sub.
 $f_c = 1,000$ psi Retaining Wall
 $v_c = 75$ psi Flgs.
 $f_s = 20,000$ psi Reinf.
 $f_s = 20,000$ psi Struct. (A-36 Steel)
 $n = 10$
 Allowable Δ Deflection $1/1000$
LOADING H20-516-44 & ALT.

DESIGNED	<i>P. Jander</i>	EXAMINED	<i>H. Baumann</i>
CHECKED	<i>R. M. Stanard</i>	PASSED	<i>H. J. Carter</i>
DRAWN	<i>A. D. Barreza</i>	APPROVED	<i>H. J. Carter</i>
CHECKED	<i>R. M. J.</i>		



GENERAL PLAN & ELEVATION
PROJ. I-16-57-6(39) 297
F.A.I. RT. 57 OVER S.B.I. RT. 25 & I.C. R.R.
F.A.I. RT. 57 SEC. 38-2HV
IROQUOIS COUNTY
STA. 1037+61.38

Revised 3/27/68 Section for slope wall, added for wall at the abutts, added item Bridge Seat Level. In the sheet title & some notes, etc. 12-218 changed to 170.34-2-118.

FOR INFORMATION ONLY

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USER NAME =	DESIGNED - DDB	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HV, HVBR-1	IROQUOIS	146	111
CONTRACT NO. 66942				

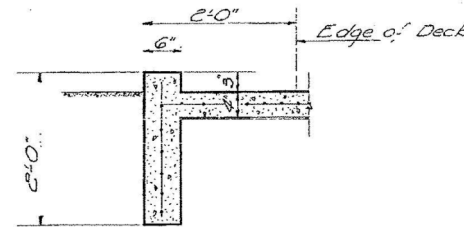
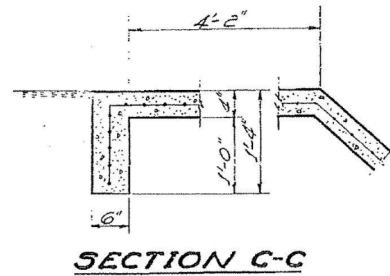
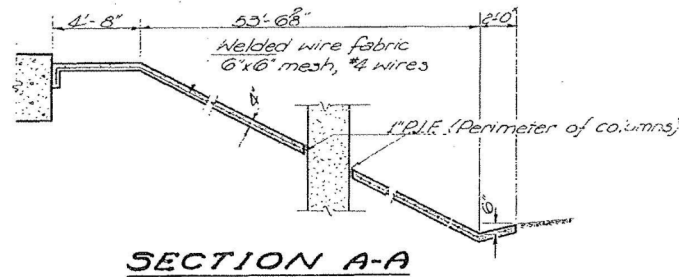
SHEET NO. 1 OF 20 SHEETS

ILLINOIS FED. AID PROJECT

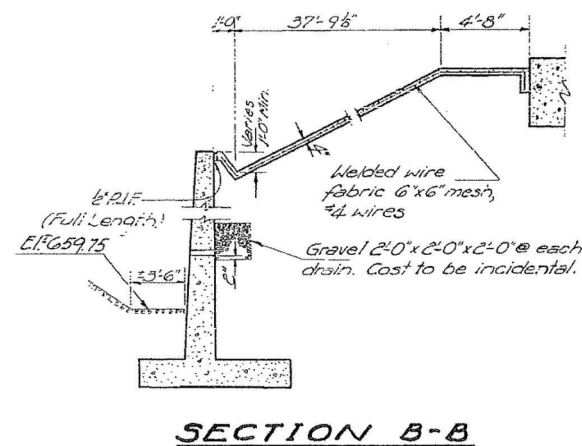
GENERAL NOTES

Class X Concrete shall be used throughout.
Coarse aggregate to be used in parapet, handrails and end post must be absolutely free of chert, flint, limestone, lignite and soft sandstone.
The concrete floor slab shall be finished in accordance with Art. 51.19 of the Standard Specifications.
The curb and slab outside of longitudinal barosa construction joints, shown on Cross Section, shall be poured monolithically.
Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, #4 wires, weighing 58# per 100 sq. ft.
Rivets 3/8" open holes 1/2" unless otherwise noted.
All rockers, bolsters, bearing plates, lead plates, pins and anchor bolts shall be fabricated and set in accordance with Art. 51.15 of the Standard Specifications and are included in quantity of Structural Steel. Estimated weight of this steel is 21,790 Lbs.
Anchor bolts shall be set before riveting diaphragms over supports.
Expansion guards are included in quantity of Structural Steel. Estimated weight of this steel is 4,450 Lbs.
The exposed surfaces of the expansion guards shall be given two shop coats of red lead paint, the contact surfaces shall be given one coat of red lead paint. Anchor studs shall not be painted.
Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Art. 56.1 to 56.5 inclusive of the Standard Specifications.
The Contractor shall drive 3 test piles; one concrete pile at South Structure-East Abutment, one concrete pile at North Structure-West Abutment in permanent location and one timber pile near North Structure-Pier #3, as directed by the Engineer before ordering the remaining piles.
Concrete piles at abutments shall be driven in holes prepared through the embankment in accordance with Art. 60.9(c) of the Standard Specifications.
The following surfaces shall be waterproofed: North Structure-Pier #6, South Structure-Pier #4 and retaining walls from the top of the embankment to the top of the footings.
Permanent forms will not be permitted in forming the concrete deck.

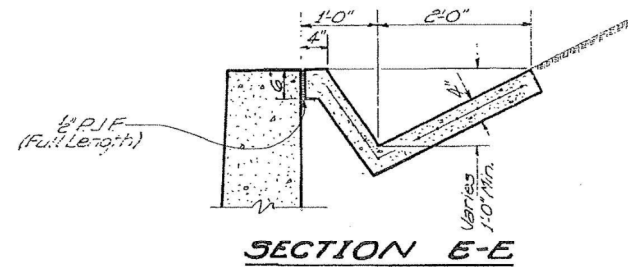
All structures' steel shall comply with the specification for structural steel ASTM Designation A-36.



SECTION D-D



SECTION B-B



SECTION E-E

Excavation for portions of structures in the embankments shall not be classified.

TOTAL BILL OF MATERIAL

Item	Super	Sub.	Totals
Class X Excav. for Struct.	Cu. Yds.		1,200
Class X Concrete	Cu. Yds.	826.3	10,925
Structural Steel	Lbs.	830,890	830,890
Aluminum Handrail	Lin. Ft.	1,475	1,475
Reinforcement Bars	Lbs.	180,560	150,000
Coated Piles	Lin. Ft.	3,210	3,210
Test Pile (Timber)	Ea.	1	1
Concrete Piles	Lin. Ft.	2,924	2,924
Test Piles (Concrete)	Ea.	2	2
Temporary Steel Sheet Piling	Sq. Ft.		3,086
Name Plates	Ea.	2	2
Slope Wall	Sq. Yds.		18.10
Protective Coat	Sq. Yds.		3,350
Bridge Seat, Jaws, etc.	Lin. Ft.		

TABLE OF MOMENTS AND REACTIONS-INTERIOR BEAM

	Moments - Ft. Kips				Reactions - Kips			
	0.5 Span	Pier #1	0.5 Span 2	Pier #2	0.5 Span 3	Abut	Pier #1	Pier #2
DL	298.4	383.8	130.4	638.1	454.1	235	673	840
LL	396.1	330.7	382.9	438.2	520.3	34.3	436	51.5
Imp.	107.0	86.0	95.7	110.0	119.7			
Total	791.5	800.5	609.0	1206.2	1094.1	27.8	112.9	135.6

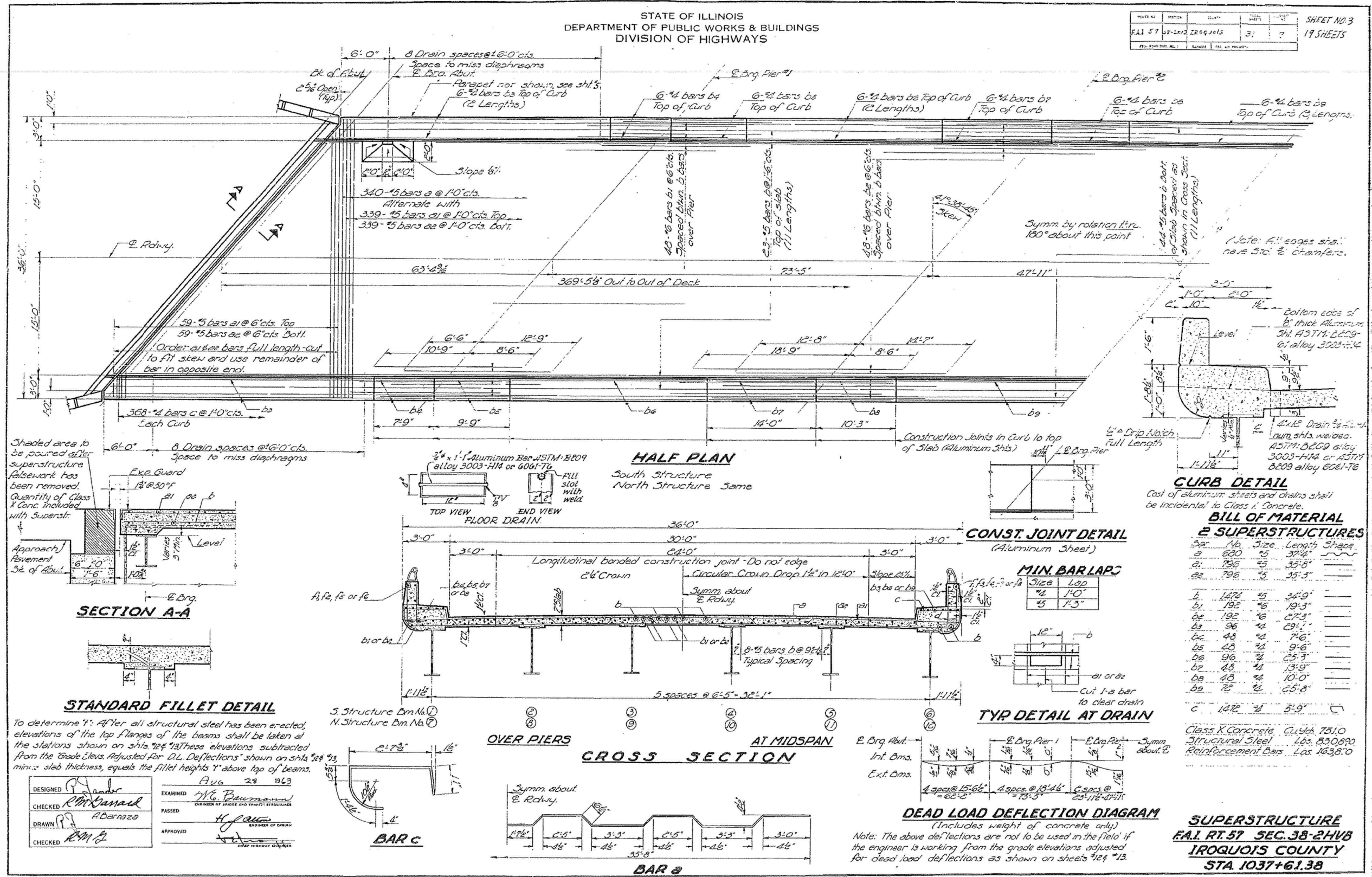
DL = Dead Load L.L. = Live Load Imp. = Impac.

DESIGNED	<i>P. Jander</i>	EXAMINED	<i>W. B. ...</i>	Aug 28 1963
CHECKED	<i>C. M. ...</i>	PASSED	<i>H. ...</i>	
DRAWN	<i>A. Barroza</i>	APPROVED	<i>H. ...</i>	
CHECKED	<i>P. M. B.</i>			

MISCELLANEOUS PROJ.
F.A.I. RT. 57 OVER S.B.I. RT. 254 I.C. R.R.
F.A.I. RT. 57 SEC. 38-2HVB
IROQUOIS COUNTY
STA. 1037+61.38

FOR INFORMATION ONLY

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FOR INFORMATION ONLY

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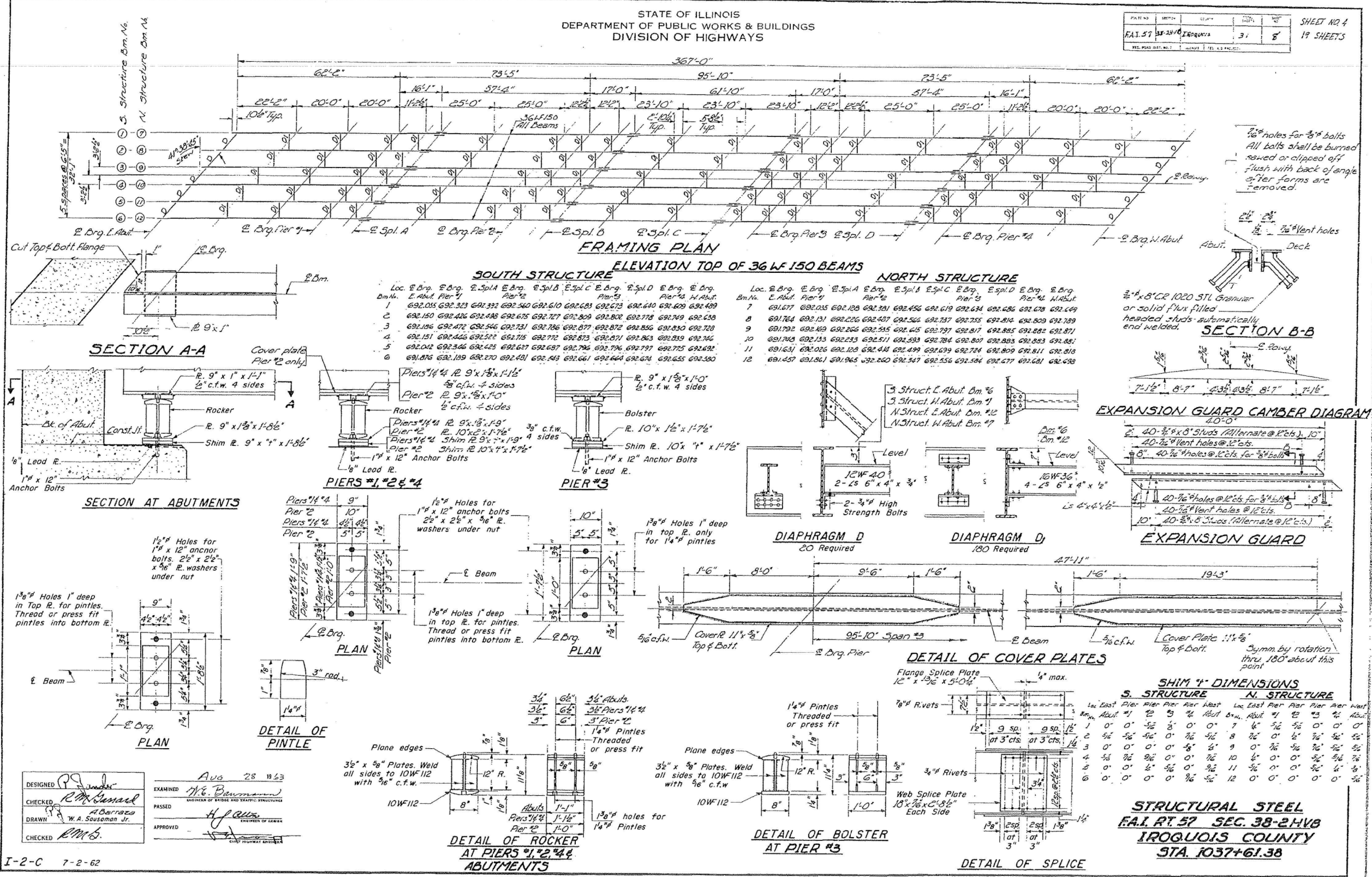
USER NAME =	DESIGNED - DDB	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014
SHEET NO. 3 OF 20 SHEETS

F.A.I. RT. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	113
CONTRACT NO. 66942				

ILLINOIS FED. AID PROJECT



DESIGNED: *[Signature]*
CHECKED: *[Signature]*
DRAWN: *[Signature]*
CHECKED: *[Signature]*

EXAMINED: *[Signature]*
PASSED: *[Signature]*
APPROVED: *[Signature]*

Aug 28 1963

I-2-C 7-2-62

FOR INFORMATION ONLY



USER NAME =	DESIGNED - DDB	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE =	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

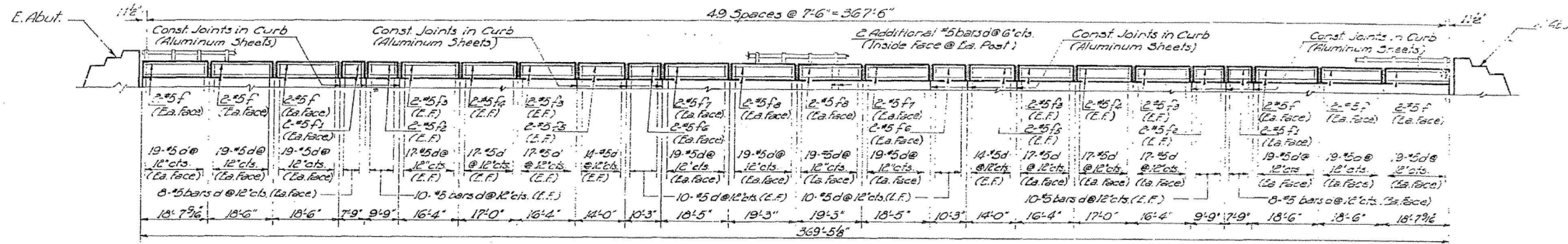
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. 4 OF 20 SHEETS

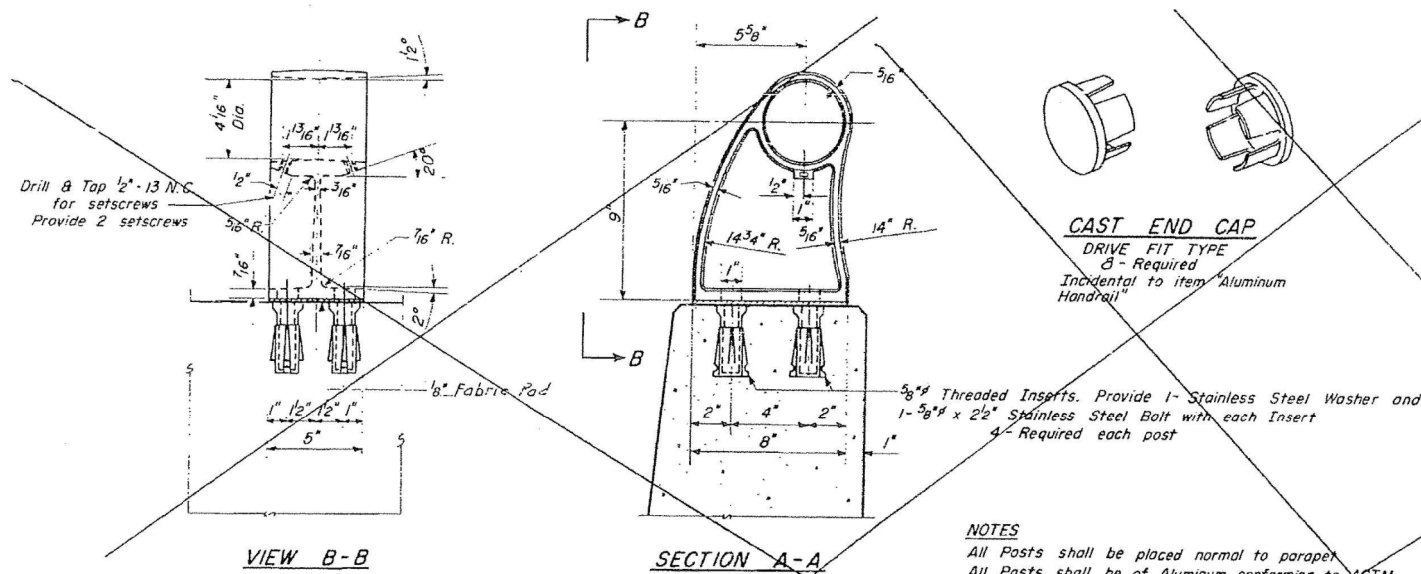
F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	114
CONTRACT NO. 66942				

ILLINOIS FED. AID PROJECT



ELEVATION

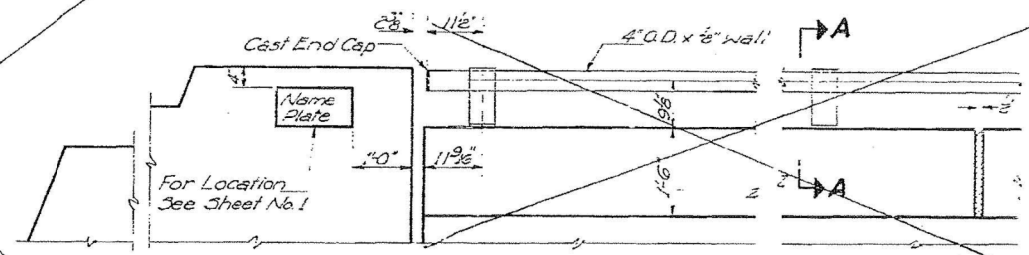
For Railing Details see Sheet #9A



RAIL POST DETAILS

CAST END CAP

DRIVE FIT TYPE
3 - Required
Incidental to Item Aluminum Handrail



ELEVATION-END POST

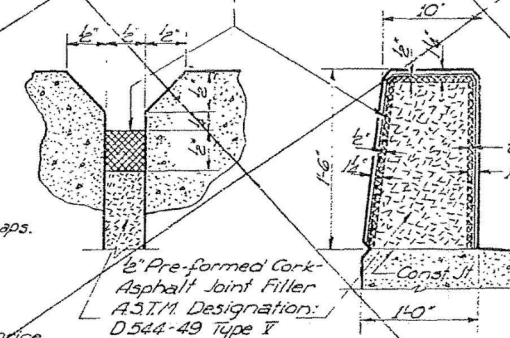
**BILL OF MATERIAL
4 HANDRAILS**

Bar	No.	Size	Length	Stress
F	96	#5	18'-5"	
F	32	#5	7'-5"	
F	32	#5	3'-5"	
F	64	#5	13'-0"	
F	32	#5	18'-8"	
F	32	#5	13'-8"	
F	32	#5	9'-11"	
F	32	#5	13'-11"	
F	32	#5	18'-11"	
d	3,408	#5	3'-0"	L

Class X Concrete Cu Vols: 75.3
Reinforcement Bars Lbs: 16640
Aluminum Handrail Lin. Ft. 1476

NOTES

- All Posts shall be placed normal to parapet
- All Posts shall be of Aluminum conforming to ASTM Specification B-108 alloy 56-70B-T6.
- All Rail Tubing shall be of Aluminum conforming to ASTM Specification B-235 alloy 6061-T6.
- Aluminum handrail shall be measured in lineal feet. The length paid for shall be the overall length along the top longitudinal railing member through all post gaps. Rail Tubing may be cut to random lengths.
- Fabric Bearing Pad.
- Set Screws shall be of Aluminum conforming to ASTM Specification B-211 alloy 2024-T4.
- Aluminum handrail will be paid for at the contractor unit price per lineal foot for Aluminum Handrail, measured as specified, which price shall be payment in full for all materials, fabrication, transportation and erection.



DETAIL OF JOINT

ALUMINUM HANDRAIL
FAI RT. 57 SEC. 38-2HVB
IROQUOIS COUNTY
STA 1037+61.38

DESIGNED: *P. Jander*
CHECKED: *R. M. Jander*
DRAWN: *W. A. Sausamon*
CHECKED: *R. M. J.*

EXAMINED: *H. C. Baumgartner*
PASSED: *H. J. J.*
APPROVED: *H. J. J.*

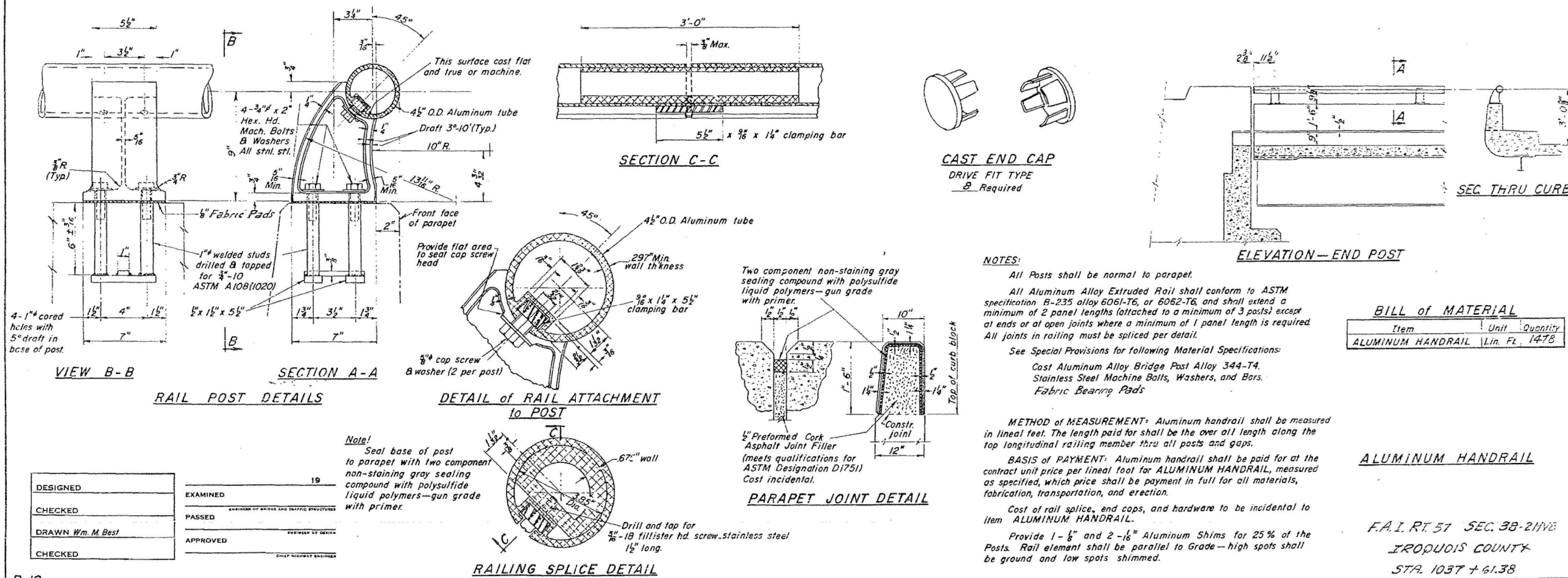
Aug 28 1963

R-10 Drawn 2-16-60 Rev. 9-17-62

FOR INFORMATION ONLY

USER NAME =	DESIGNED - DDB	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE =	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	115
CONTRACT NO. 66942				

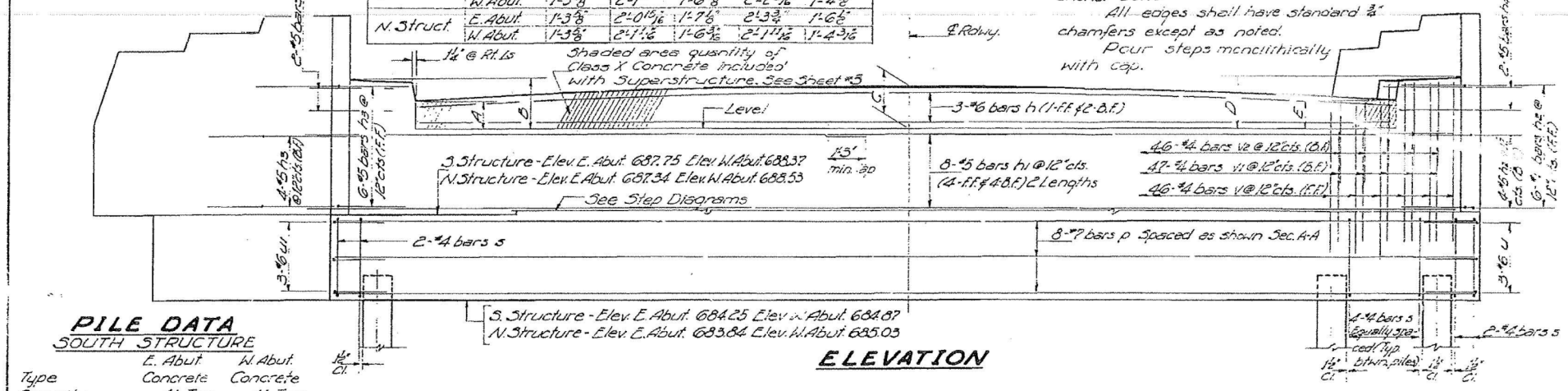


FOR INFORMATION ONLY

TABLE OF DIMENSIONS
(Dimensions at front face of Abut.)

Location	A	B	C	D	E
S. Struct. E. Abut.	1'-3 3/8"	2'-1"	1'-6 1/8"	2'-3 1/4"	1'-5 3/8"
W. Abut.	1'-3 3/8"	2'-1"	1'-6 1/8"	2'-2 3/8"	1'-4 3/8"
N. Struct. E. Abut.	1'-3 3/8"	2'-0 1/8"	1'-7 1/8"	2'-3 3/8"	1'-6 1/8"
W. Abut.	1'-3 3/8"	2'-1 1/8"	1'-6 1/8"	2'-1 1/8"	1'-4 3/8"

Note: Space reinforcement in cap to miss anchor bolts.
All edges shall have standard chamfers except as noted.
Pour steps monolithically with cap.



PILE DATA

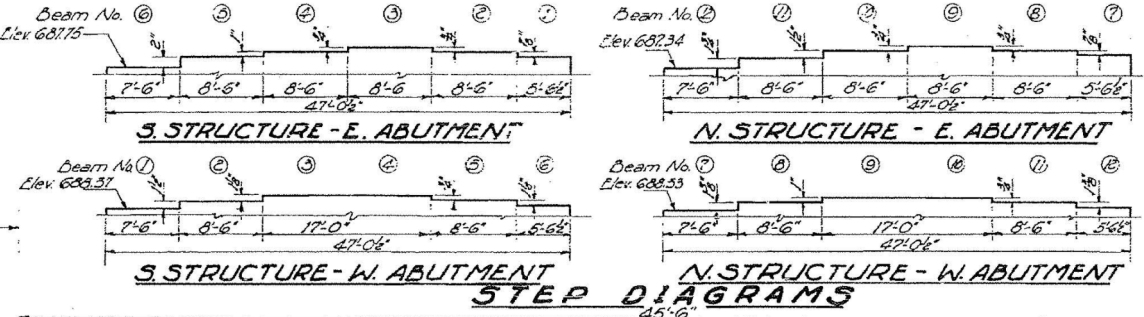
SOUTH STRUCTURE

Type	Concrete	Concrete
Capacity	41 Tons	41 Tons
Est. Length	60 Ft.	58 Ft.
No. Required	12	13
Test Pile	1	-

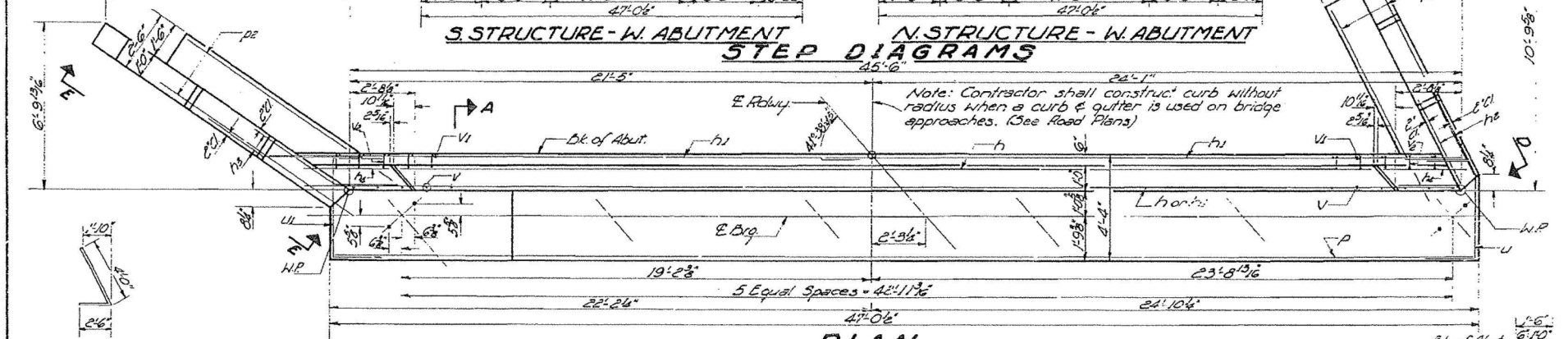
NORTH STRUCTURE

Type	Concrete	Concrete
Capacity	41 Tons	41 Tons
Est. Length	58 Ft.	58 Ft.
No. Required	13	12
Test Pile	-	1

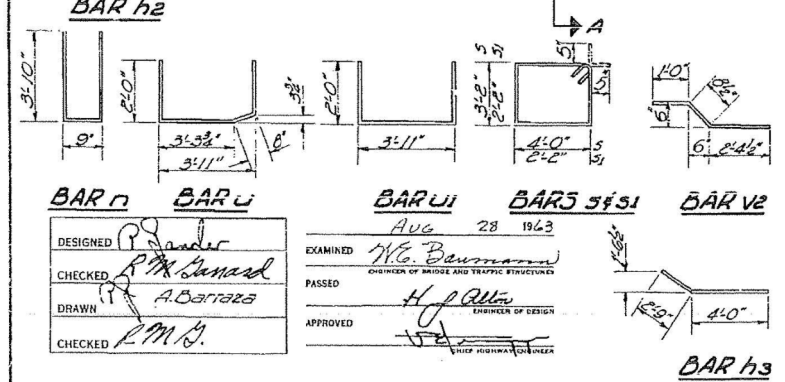
ELEVATION



STEP DIAGRAMS

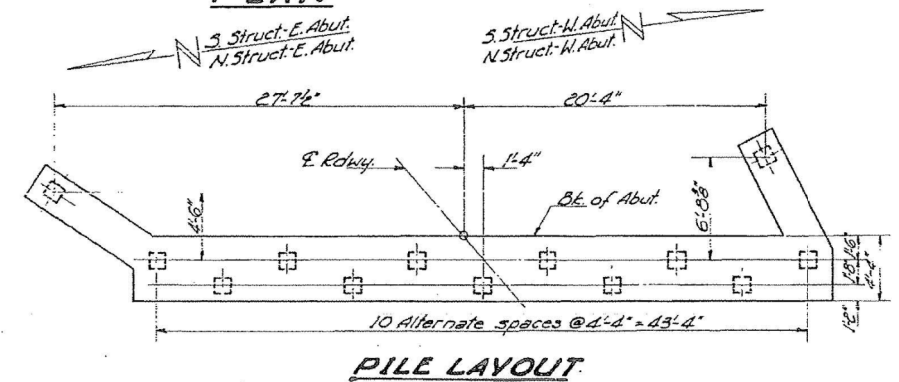


PLAN

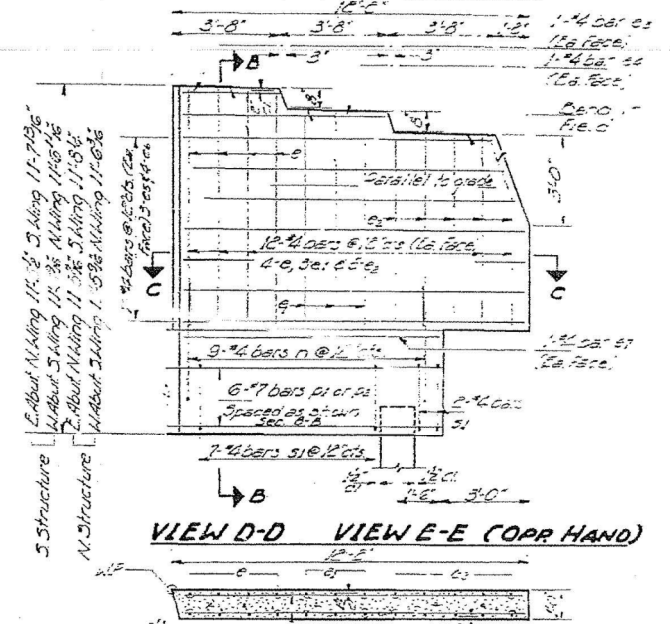


DESIGNED	P. J. ...	EXAMINED	W. G. Baumann
CHECKED	R. M. ...	PASSED	H. J. ...
DRAWN	A. ...	APPROVED	...
CHECKED	P. M. ...		

AUG 28 1963
W. G. Baumann
CHIEF ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES



PILE LAYOUT

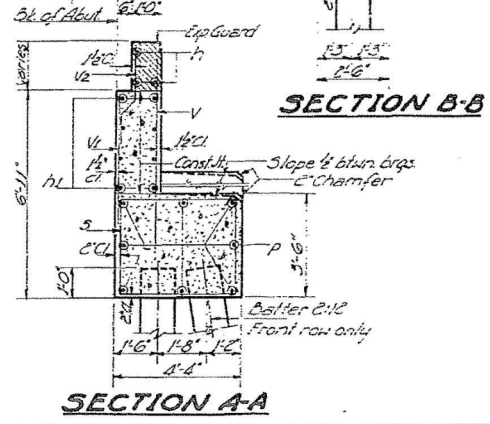


VIEW D-D VIEW E-E (COPR HAND)

SECTION C-C
BILL OF MATERIAL
4 ABUTMENTS

Bar No.	Size	Length	Scope
e	24	7'-9"	
e1	24	7'-1"	
e2	24	6'-5"	
e3	24	3'-2"	
e4	24	6'-10"	
e5	24	10'-6"	
e6	24	14'-8"	
e7	24	8'-8"	
f	20	59'-9"	
f1	20	25'-0"	
f2	20	6'-6"	
f3	20	6'-9"	
f4	20	3'-6"	
f5	20	8'-5"	
g	30	46'-6"	
g1	24	8'-9"	
g2	24	10'-6"	
h	176	15'-2"	
h1	72	9'-2"	
u	12	7'-8"	
u1	12	7'-11"	
v	184	6'-6"	
v1	188	4'-3"	
v2	184	4'-1"	

Class I Concrete C. Yes 100%
Reinforcement Bars Lbs. 3,680
Concrete Piles Lin. Ft. 2,222
Test Piles/Concrete Ea. 2



SECTION A-A
SECTION B-B

ABUTMENT
F.A.I. RT. 57 SEC. 38-2 HVB
IROQUOIS COUNTY
STA. 1037+61.38

FOR INFORMATION ONLY



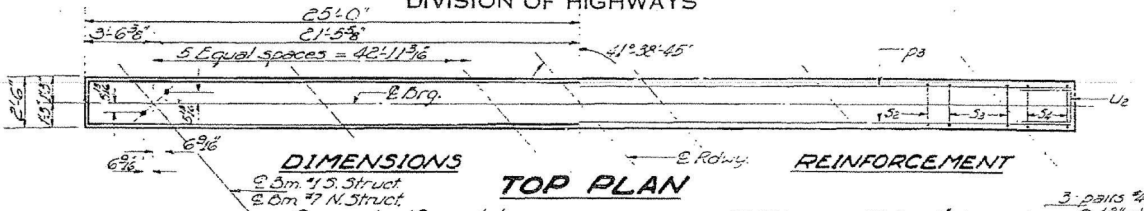
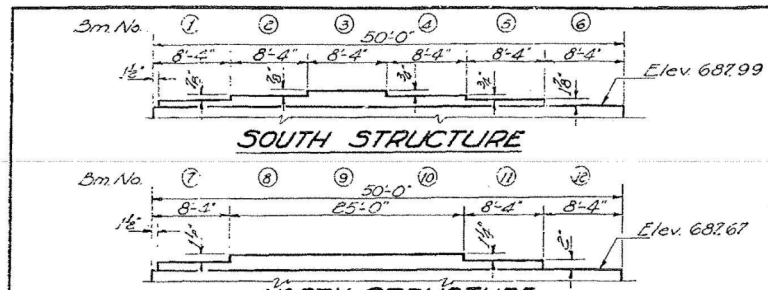
USER NAME =	DESIGNED - DDB	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

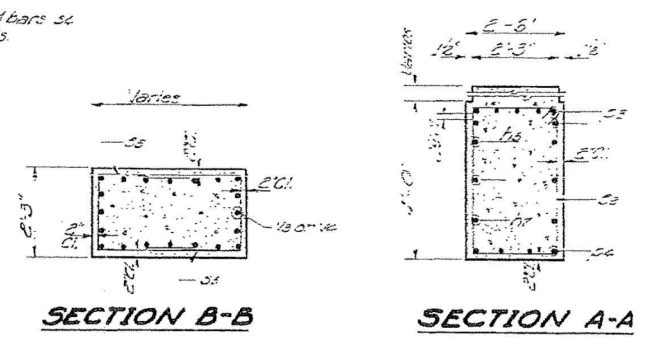
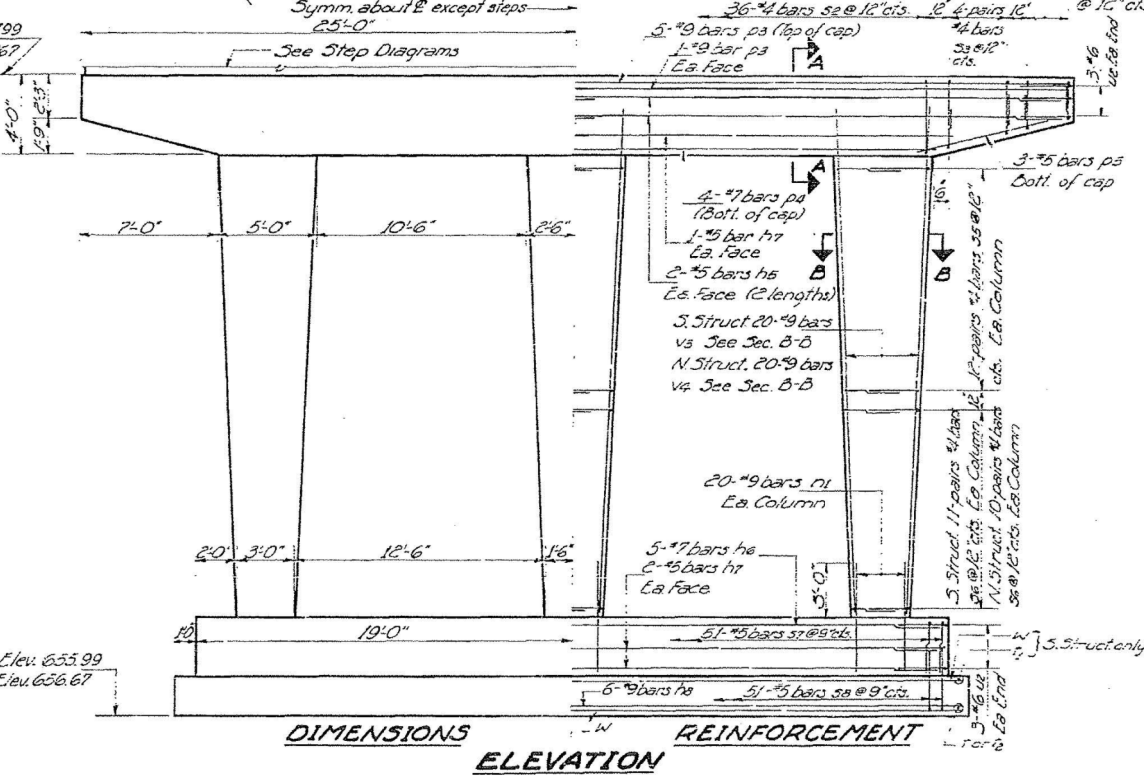
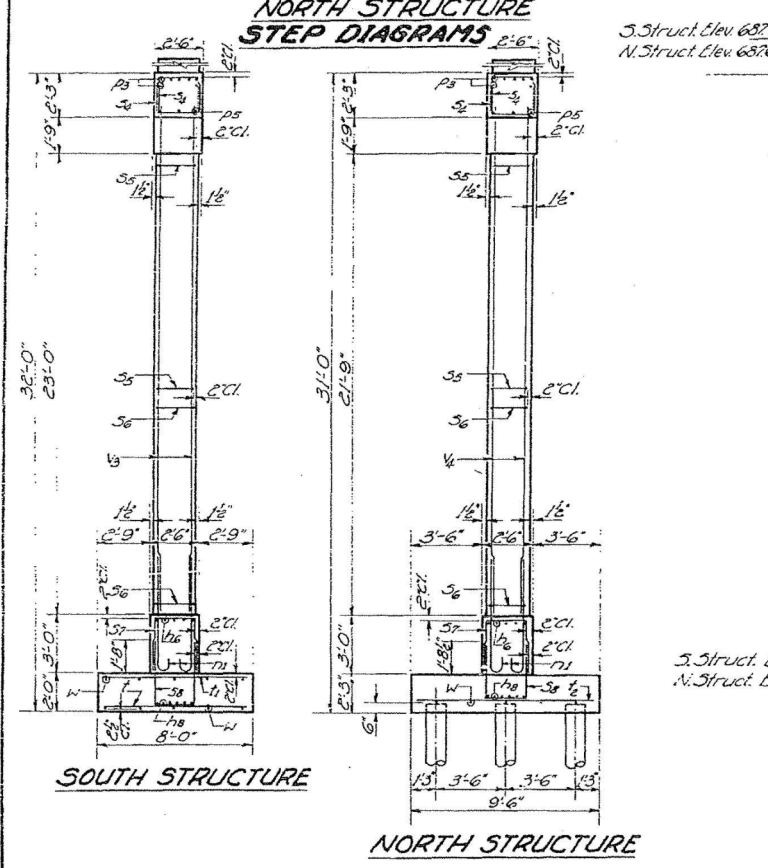
EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. 7 OF 20 SHEETS

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	117
			CONTRACT NO. 66942	
ILLINOIS FED. AID PROJECT				



Note:
Space reinforcement in cap to resist anchor bolts.
All edges shall have standard chamfers except footings.
Pour steel monolithically with cap.



BILL OF MATERIAL & PIERS

Bar	Ln.	Size	Length	Stake
h7	16	#5	25'-6"	
h8	10	#7	37'-6"	
h9	12	#5	37'-6"	
h8	12	#9	33'-6"	
n1	20	#9	7'-5"	
h7	12	#9	29'-6"	
h8	2	#7	38'-0"	
h8	12	#5	7'-9"	
h7	12	#5	12'-6"	
h8	32	#4	6'-10"	
h8	24	#4	5'-10"	
h8	144	#4	7'-7"	
h8	126	#4	6'-7"	
h8	102	#5	7'-8"	
h8	102	#5	9'-0"	
h7	40	#5	7'-6"	
h7	40	#4	7'-6"	
h8	60	#5	9'-0"	
h8	24	#6	7'-0"	
h8	60	#9	25'-4"	
h8	60	#9	24'-1"	
w	30	#4	20'-5"	

A & B DIMENSIONS

BAR	A	B
h7	2'-0"	2'-4"
h8	2'-0"	1'-10"
h8	1'-11"	2'-10"
h8	1'-11"	2'-4"
h8	2'-2"	2'-9"
h8	2'-2"	3'-5"

FOOTING PRESSURE SOUTH STRUCTURE

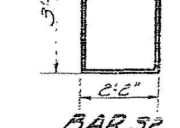
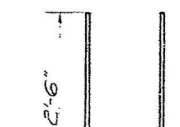
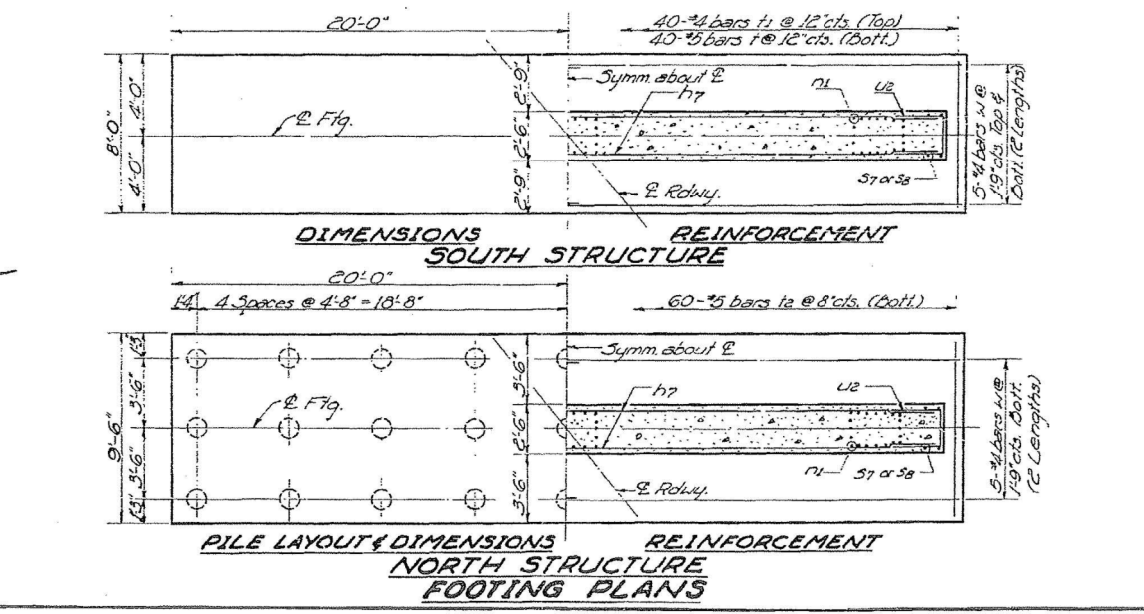
Max. 21 Tons/13q.Ft.

PILE DATA NORTH STRUCTURE

Type: Crossed
Capacity: 24 Tons
Est Length: 32 Ft.
No. Required: 27

DESIGNED: J. J. Sander	EXAMINED: W. E. Baumann
CHECKED: R. M. Jaramal	PASSED: H. J. Owen
DRAWN: A. Barraza	APPROVED: H. J. Owen
CHECKED: R. M. J.	

AUG 28 1963
DIVISION OF HIGHWAYS



PIER #1
F.A.I. RT. 57 SEC. 38-2HVB
IROQUOIS COUNTY
STA. 1037+61.38

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PLOT DATE =	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

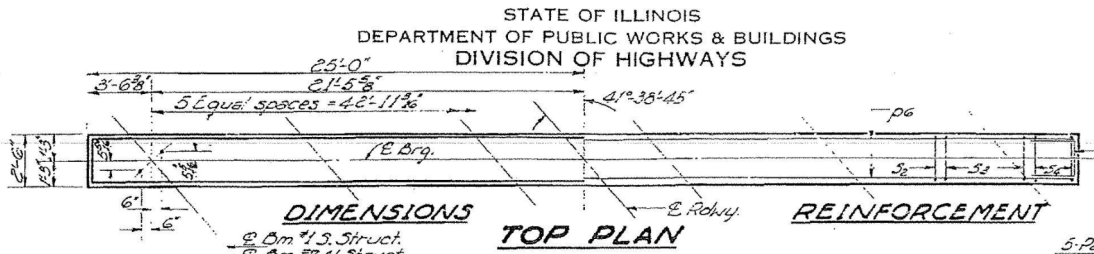
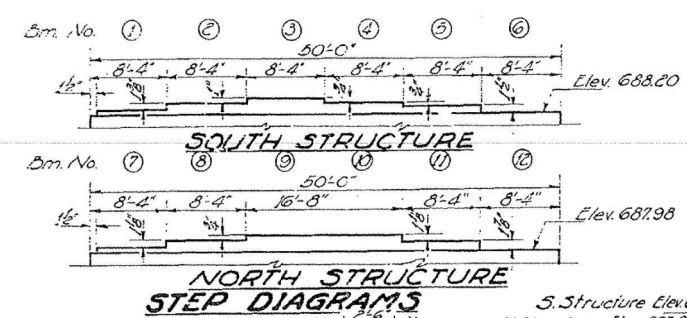
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014

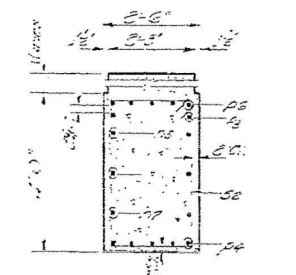
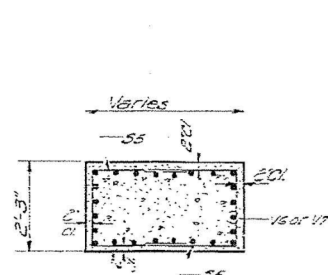
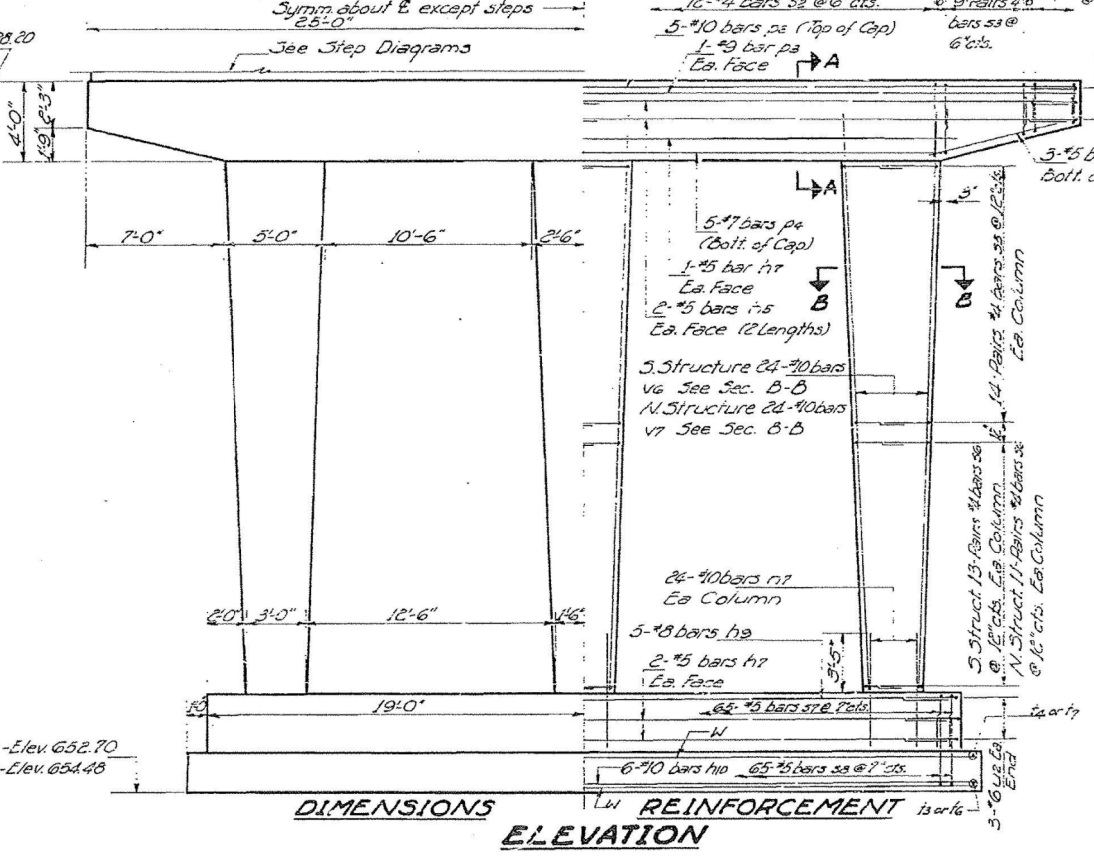
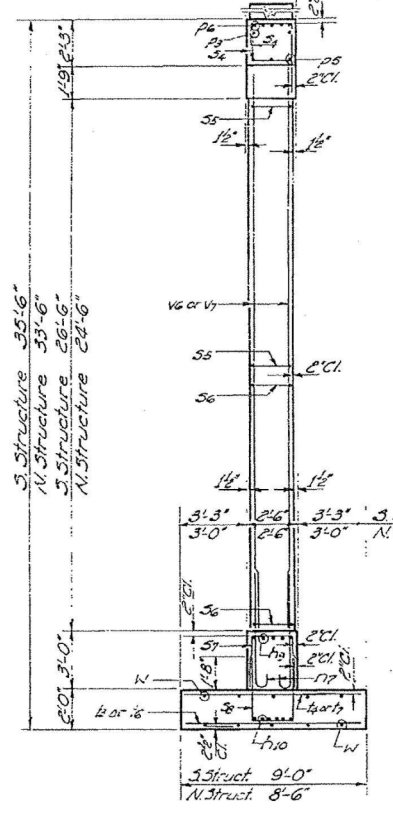
SHEET NO. 8 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	118
CONTRACT NO. 66942				

ILLINOIS FED. AID PROJECT



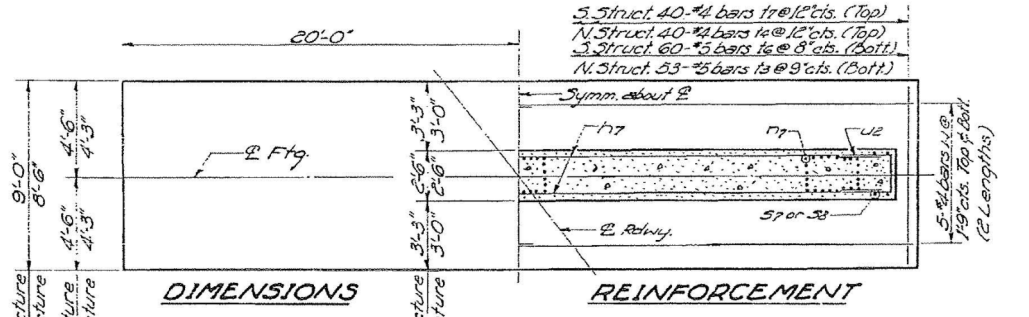
Note:
Space reinforcement in cap to miss anchor bolts.
All edges shall have standard 1/2 chamfers except footings.
Pour steps monolithically with cap.
For bar details (S2, S3, S4, S5, S6, S7, S8 @ 6" cts.) see sheet #7.



BILL OF MATERIAL
2 PIERS

Bar No.	Size	Length	Stages
h5	#6	25'-6"	
h7	#5	37'-6"	
h8	#5	37'-6"	
h10	#5	39'-6"	
n7	#10	7'-10"	
s2	#4	49'-6"	
s3	#4	36'-0"	
s4	#5	7'-9"	
s5	#5	38'-6"	
s6	#5	38'-6"	
s7	#5	38'-6"	
s8	#5	38'-6"	
s9	#5	38'-6"	
s10	#5	38'-6"	
s11	#5	38'-6"	
s12	#5	38'-6"	
s13	#5	38'-6"	
s14	#5	38'-6"	
s15	#5	38'-6"	
s16	#5	38'-6"	
s17	#5	38'-6"	
s18	#5	38'-6"	
s19	#5	38'-6"	
s20	#5	38'-6"	
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s96	#5	38'-6"	
s97	#5	38'-6"	
s98	#5	38'-6"	
s99	#5	38'-6"	
s100	#5	38'-6"	

FOOTING PRESSURE
SOUTH STRUCTURE
Max. 2.1 Tons/Sq. Ft.
NORTH STRUCTURE
Max. 2.0 Tons/Sq. Ft.



DESIGNED: *P. J. Under*
CHECKED: *E. M. Sunard*
DRAWN: *A. Barreza*
CHECKED: *R. M. G.*
EXAMINED: *W. B. Bannerman*
PASSED:
APPROVED: *H. J. O'Connell*
CHIEF HIGHWAY ENGINEER

PIER #2
FAI RT. 57 SEC. 38-2HVB
IROQUOIS COUNTY
STA. 1037+61.38

FOR INFORMATION ONLY

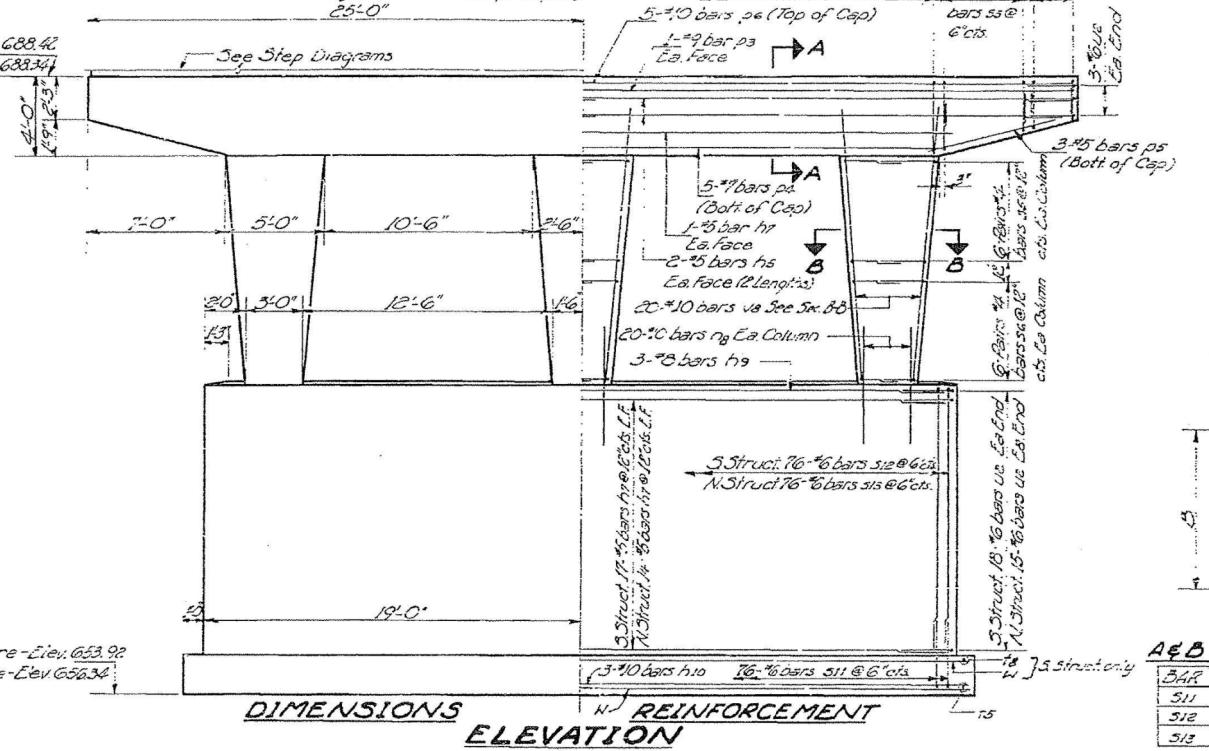
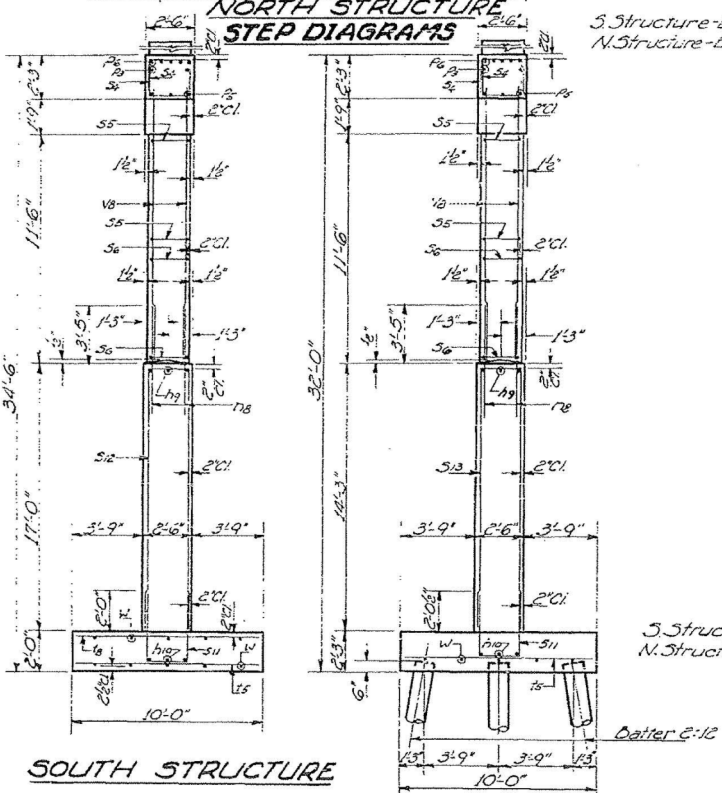
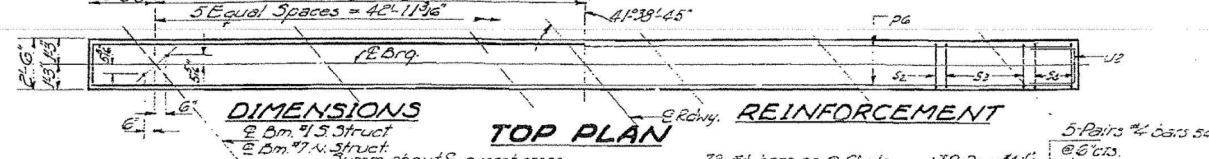
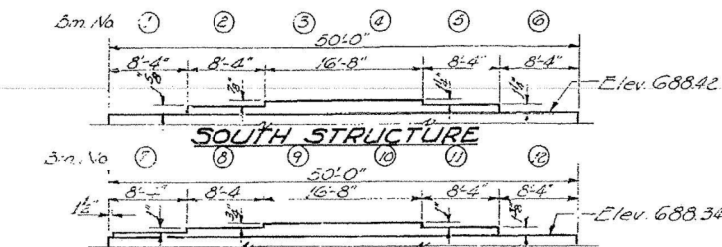


USER NAME =	DESIGNED - DDB	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014
SHEET NO. 9 OF 20 SHEETS

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	119
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				



Notes:

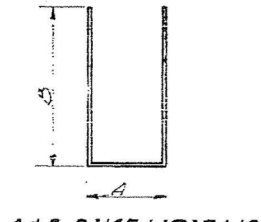
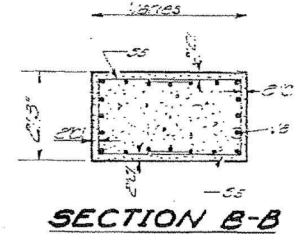
Space reinforcement in cap to miss anchor 30'-15.

All edges shall have standard 2' chamfer except corners.

Pour steps monolithically with cap.

For Section A-A see sheet 78.

For bar details (S1, S2, S3, S4, S5, S6) see sheet 77.



BILL OF MATERIAL 2 PIERS

BAR	NO	SIZE	LENGTH	QUANTITY
S1	16	#5	25'-6"	
S2	66	#5	31'-6"	
S3	6	#5	5'-6"	
S4	6	#5	38'-9"	
S5	120	#5	2'-0"	
S6	2	#5	25'-6"	
S7	10	#5	38'-0"	
S8	12	#5	7'-8"	
S9	10	#5	42'-6"	
S10	144	#4	12'-6"	
S11	72	#4	21'-0"	
S12	20	#4	32'-0"	
S13	72	#4	7'-8"	
S14	72	#4	6'-2"	
S15	162	#4	0'-6"	
S16	16	#4	35'-5"	
S17	76	#4	30'-8"	
S18	149	#4	4'-6"	
S19	20	#4	9'-6"	
U1	78	#6	7'-0"	
U2	100	#10	12'-0"	
U3	30	#4	20'-3"	

FOOTING PRESSURE SOUTH STRUCTURE
Max. 3.0 Tons/Sq. Ft.

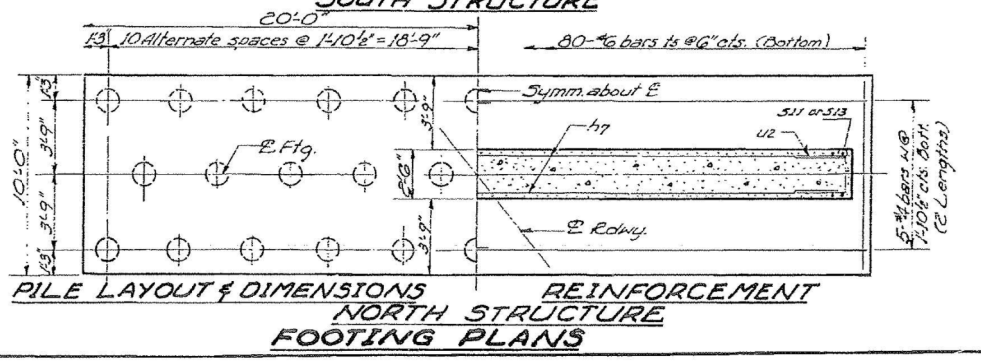
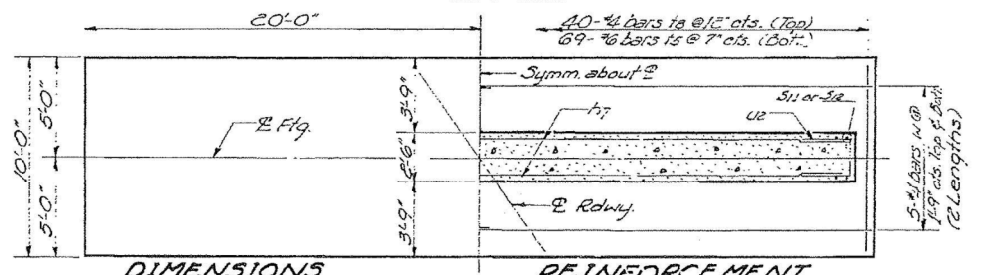
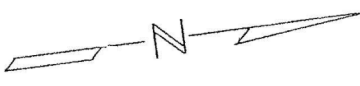
PILE DATA NORTH STRUCTURE

Type - Creosoted
Capacity - 24 Tons
Est Length - 28 Ft.
No. Required - 32
Test Pile - 1

DESIGNED: P. P. [Signature]
CHECKED: R. M. [Signature]
DRAWN: A. Berraza
CHECKED: R. M. [Signature]

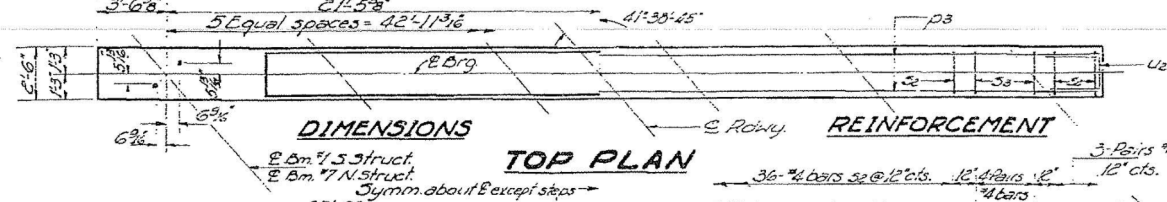
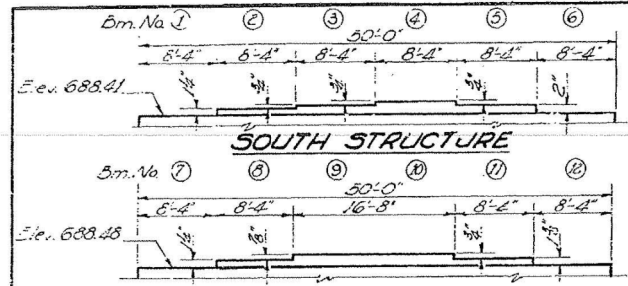
EXAMINED: W. E. [Signature]
PASSED: [Signature]
APPROVED: H. J. [Signature]

AUG 28 1943

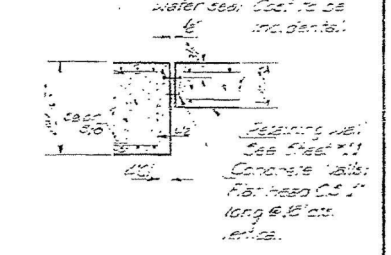
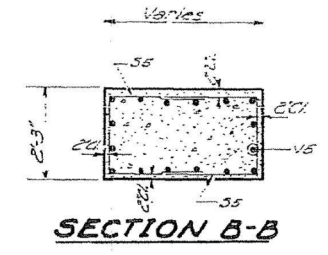
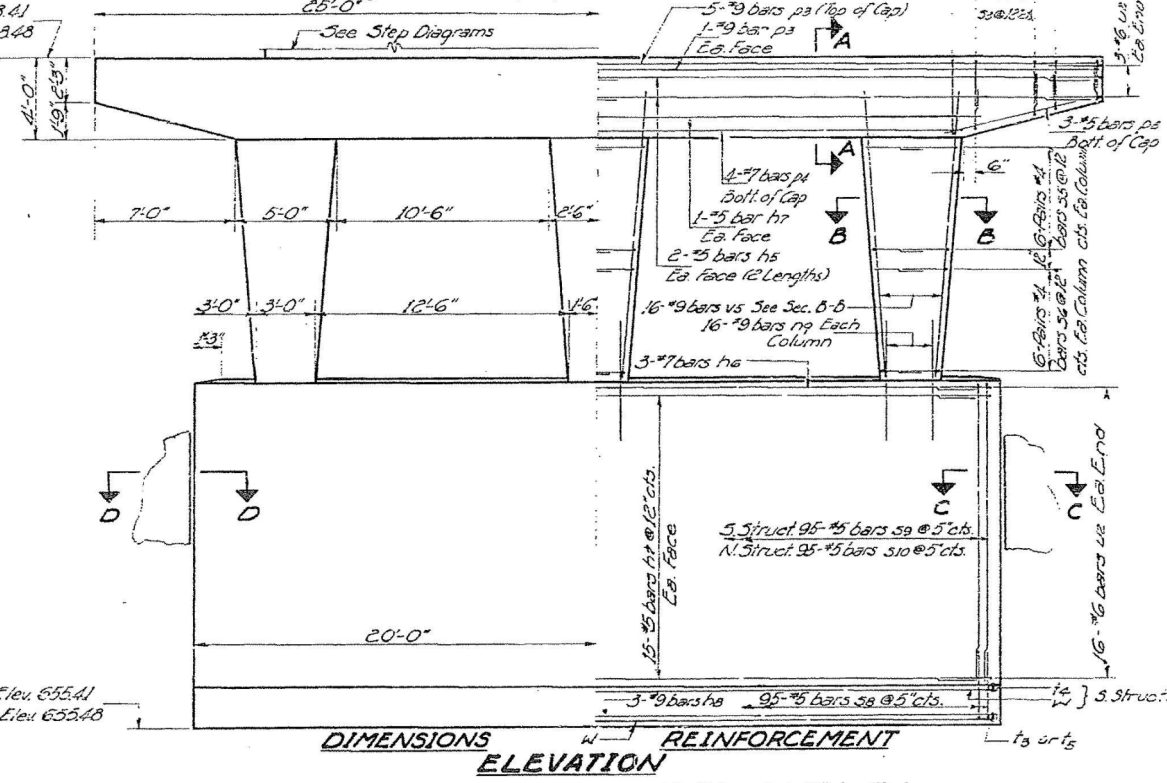
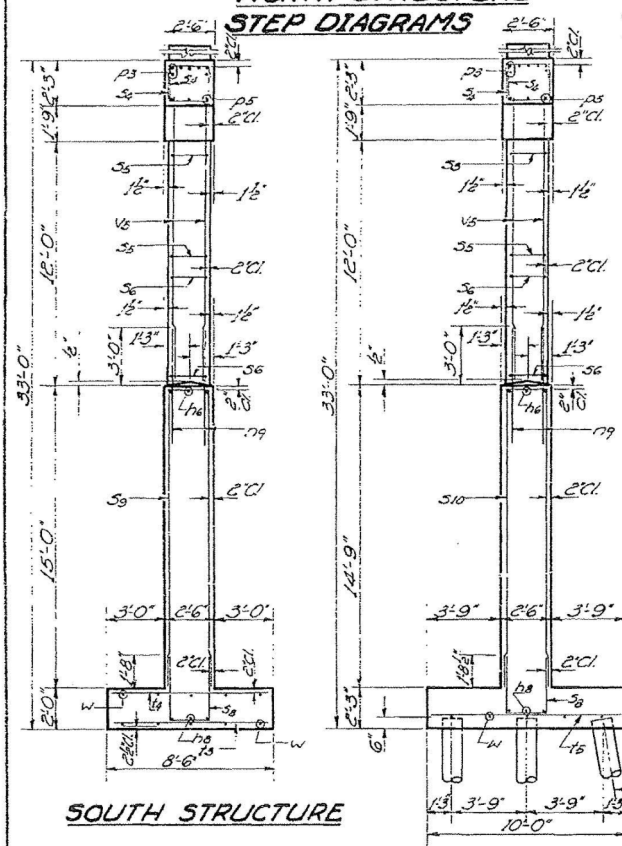


PIER #3
F.A.I. RT. 57 SEC. 38-2HV
IROQUOIS COUNTY
STA. 1037+61.38

FOR INFORMATION ONLY



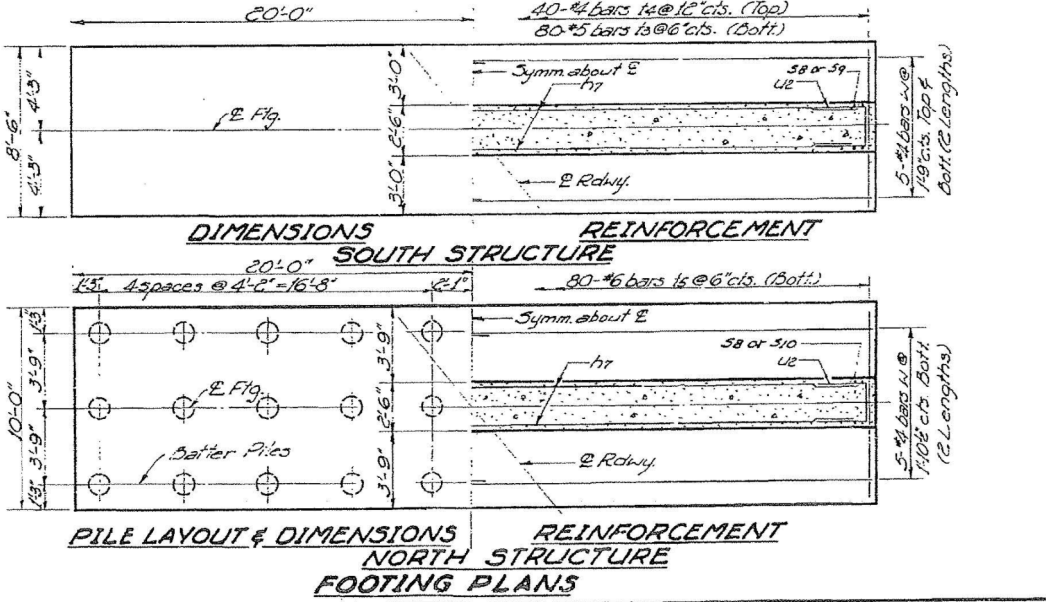
Note:
Space reinforcement in caps to miss anchor bolts.
All edges shall have standard 1/2 chamfers except footings.
Pour steps monolithically with caps.
For Section A-A and bar details (S2, S3, S4, S5, S6, S8 and U2) see Sheet #1.



FOOTING PRESSURE
SOUTH STRUCTURE
Max 3.1 Tons/15q Ft.

PILE DATA
NORTH STRUCTURE
Type: Creosoted
Capacity: 24 Tons.
Est. Length: 27 Ft.
No. Required: 30

DESIGNED: [Signature]
CHECKED: R.M. [Signature]
DRAWN: A. Barraco
CHECKED: R.M.B.
EXAMINED: W.C. [Signature]
PASSED: [Signature]
APPROVED: [Signature]



BILL OF MATERIAL
2 PIERS

Bar	No.	Size	Length	Grade
S2	16	#5	25'-6"	
S3	6	#7	37'-6"	
S4	64	#5	37'-6"	
S5	6	#9	39'-6"	
S6	14	#9	49'-6"	
S7	8	#7	36'-0"	
S8	16	#5	7'-9"	
S9	72	#2	12'-6"	
S10	32	#4	6'-10"	
S11	24	#4	35'-10"	
S12	72	#4	7'-9"	
S13	72	#4	6'-9"	
S14	100	#5	9'-0"	
S15	96	#5	31'-8"	
S16	96	#5	31'-8"	
S17	80	#5	8'-0"	
S18	40	#4	8'-0"	
S19	80	#6	8'-6"	
S20	76	#6	7'-0"	
S21	96	#9	14'-4"	
S22	30	#4	20'-3"	

Class X Concrete Cu. Yds. 228.0
Reinforcement Bars Lbs. 26,630
Creosoted Piles Lin. Ft. 81.0

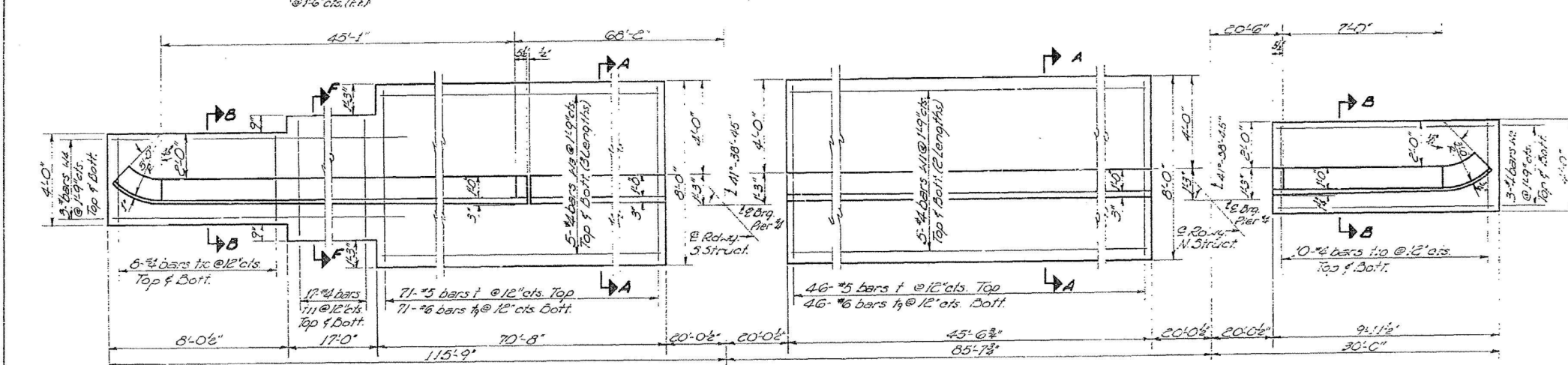
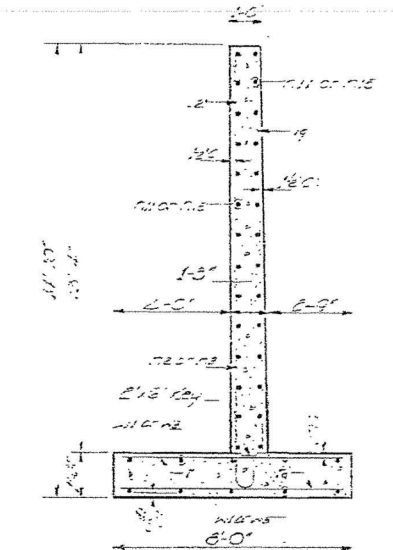
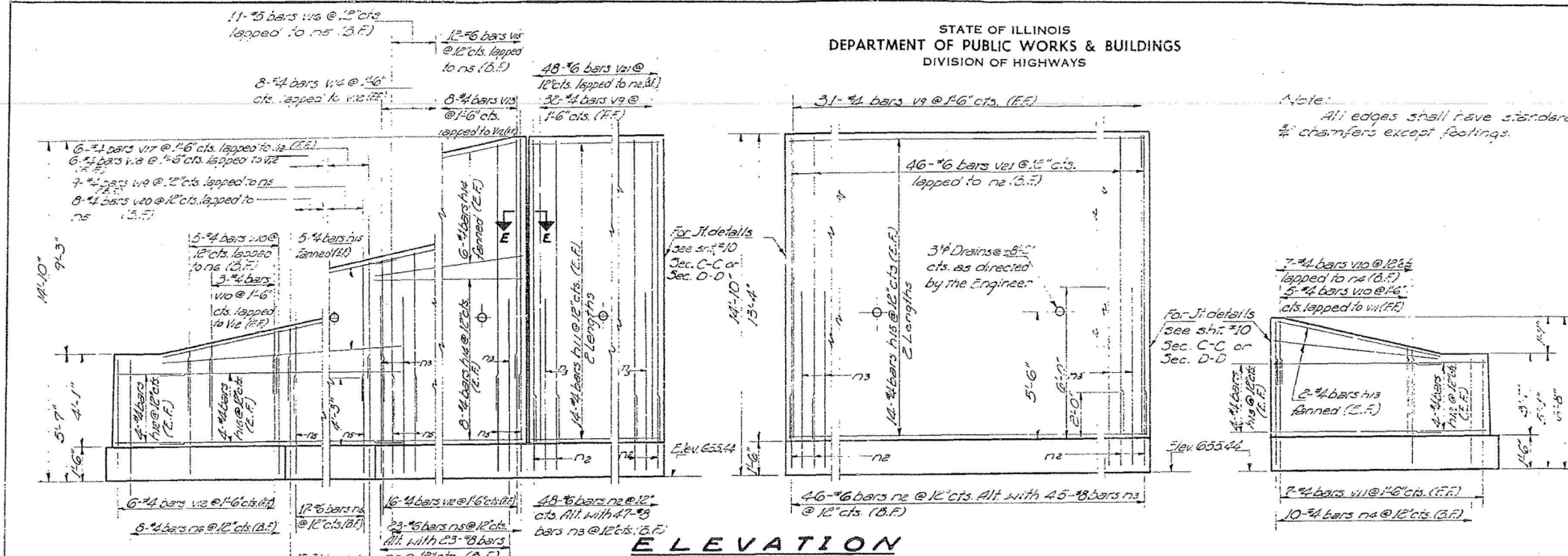
PIER #4
F.A.I. RT. 57 SEC. 38-2HVB
IROQUOIS COUNTY
STA. 1037+61.38

FOR INFORMATION ONLY

I:\Projects\03-228-1001-157 Bridges-PTB 153-37\Drawings\CADD Drawings\Structure\1\Final Plans\existing plans\03280013_4-66942-011-EX-BRIDGE_PLANS.dgn

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	SHEET NO.	TOTAL SHEETS
FAI. 57	38-2HB	12	17

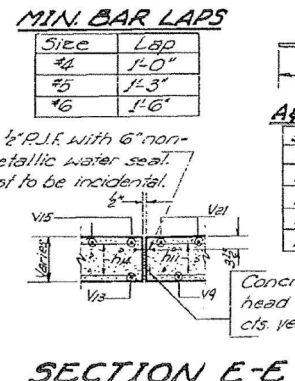
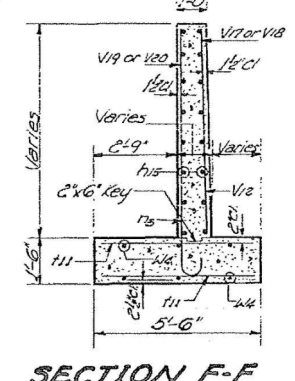
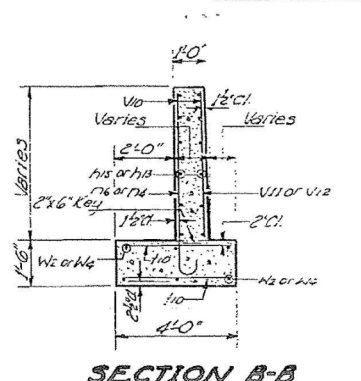


BILL OF MATERIAL

Bar	Size	Length	Quantity
1	1/2"	10'-0"	10
2	3/4"	10'-0"	10
3	1"	10'-0"	10
4	1 1/4"	10'-0"	10
5	1 1/2"	10'-0"	10
6	2"	10'-0"	10
7	2 1/2"	10'-0"	10
8	3"	10'-0"	10
9	3 1/2"	10'-0"	10
10	4"	10'-0"	10
11	4 1/2"	10'-0"	10
12	5"	10'-0"	10
13	5 1/2"	10'-0"	10
14	6"	10'-0"	10
15	6 1/2"	10'-0"	10
16	7"	10'-0"	10
17	7 1/2"	10'-0"	10
18	8"	10'-0"	10
19	8 1/2"	10'-0"	10
20	9"	10'-0"	10
21	9 1/2"	10'-0"	10
22	10"	10'-0"	10
23	10 1/2"	10'-0"	10
24	11"	10'-0"	10
25	11 1/2"	10'-0"	10
26	12"	10'-0"	10
27	12 1/2"	10'-0"	10
28	13"	10'-0"	10
29	13 1/2"	10'-0"	10
30	14"	10'-0"	10
31	14 1/2"	10'-0"	10
32	15"	10'-0"	10
33	15 1/2"	10'-0"	10
34	16"	10'-0"	10
35	16 1/2"	10'-0"	10
36	17"	10'-0"	10
37	17 1/2"	10'-0"	10
38	18"	10'-0"	10
39	18 1/2"	10'-0"	10
40	19"	10'-0"	10
41	19 1/2"	10'-0"	10
42	20"	10'-0"	10
43	20 1/2"	10'-0"	10
44	21"	10'-0"	10
45	21 1/2"	10'-0"	10
46	22"	10'-0"	10
47	22 1/2"	10'-0"	10
48	23"	10'-0"	10
49	23 1/2"	10'-0"	10
50	24"	10'-0"	10
51	24 1/2"	10'-0"	10
52	25"	10'-0"	10
53	25 1/2"	10'-0"	10
54	26"	10'-0"	10
55	26 1/2"	10'-0"	10
56	27"	10'-0"	10
57	27 1/2"	10'-0"	10
58	28"	10'-0"	10
59	28 1/2"	10'-0"	10
60	29"	10'-0"	10
61	29 1/2"	10'-0"	10
62	30"	10'-0"	10
63	30 1/2"	10'-0"	10
64	31"	10'-0"	10
65	31 1/2"	10'-0"	10
66	32"	10'-0"	10
67	32 1/2"	10'-0"	10
68	33"	10'-0"	10
69	33 1/2"	10'-0"	10
70	34"	10'-0"	10
71	34 1/2"	10'-0"	10
72	35"	10'-0"	10
73	35 1/2"	10'-0"	10
74	36"	10'-0"	10
75	36 1/2"	10'-0"	10
76	37"	10'-0"	10
77	37 1/2"	10'-0"	10
78	38"	10'-0"	10
79	38 1/2"	10'-0"	10
80	39"	10'-0"	10
81	39 1/2"	10'-0"	10
82	40"	10'-0"	10
83	40 1/2"	10'-0"	10
84	41"	10'-0"	10
85	41 1/2"	10'-0"	10
86	42"	10'-0"	10
87	42 1/2"	10'-0"	10
88	43"	10'-0"	10
89	43 1/2"	10'-0"	10
90	44"	10'-0"	10
91	44 1/2"	10'-0"	10
92	45"	10'-0"	10
93	45 1/2"	10'-0"	10
94	46"	10'-0"	10
95	46 1/2"	10'-0"	10
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97	47 1/2"	10'-0"	10
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100	49"	10'-0"	10
101	49 1/2"	10'-0"	10
102	50"	10'-0"	10
103	50 1/2"	10'-0"	10
104	51"	10'-0"	10
105	51 1/2"	10'-0"	10
106	52"	10'-0"	10
107	52 1/2"	10'-0"	10
108	53"	10'-0"	10
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110	54"	10'-0"	10
111	54 1/2"	10'-0"	10
112	55"	10'-0"	10
113	55 1/2"	10'-0"	10
114	56"	10'-0"	10
115	56 1/2"	10'-0"	10
116	57"	10'-0"	10
117	57 1/2"	10'-0"	10
118	58"	10'-0"	10
119	58 1/2"	10'-0"	10
120	59"	10'-0"	10
121	59 1/2"	10'-0"	10
122	60"	10'-0"	10
123	60 1/2"	10'-0"	10
124	61"	10'-0"	10
125	61 1/2"	10'-0"	10
126	62"	10'-0"	10
127	62 1/2"	10'-0"	10
128	63"	10'-0"	10
129	63 1/2"	10'-0"	10
130	64"	10'-0"	10
131	64 1/2"	10'-0"	10
132	65"	10'-0"	10
133	65 1/2"	10'-0"	10
134	66"	10'-0"	10
135	66 1/2"	10'-0"	10
136	67"	10'-0"	10
137	67 1/2"	10'-0"	10
138	68"	10'-0"	10
139	68 1/2"	10'-0"	10
140	69"	10'-0"	10
141	69 1/2"	10'-0"	10
142	70"	10'-0"	10
143	70 1/2"	10'-0"	10
144	71"	10'-0"	10
145	71 1/2"	10'-0"	10
146	72"	10'-0"	10
147	72 1/2"	10'-0"	10
148	73"	10'-0"	10
149	73 1/2"	10'-0"	10
150	74"	10'-0"	10
151	74 1/2"	10'-0"	10
152	75"	10'-0"	10
153	75 1/2"	10'-0"	10
154	76"	10'-0"	10
155	76 1/2"	10'-0"	10
156	77"	10'-0"	10
157	77 1/2"	10'-0"	10
158	78"	10'-0"	10
159	78 1/2"	10'-0"	10
160	79"	10'-0"	10
161	79 1/2"	10'-0"	10
162	80"	10'-0"	10
163	80 1/2"	10'-0"	10
164	81"	10'-0"	10
165	81 1/2"	10'-0"	10
166	82"	10'-0"	10
167	82 1/2"	10'-0"	10
168	83"	10'-0"	10
169	83 1/2"	10'-0"	10
170	84"	10'-0"	10
171	84 1/2"	10'-0"	10
172	85"	10'-0"	10
173	85 1/2"	10'-0"	10
174	86"	10'-0"	10
175	86 1/2"	10'-0"	10
176	87"	10'-0"	10
177	87 1/2"	10'-0"	10
178	88"	10'-0"	10
179	88 1/2"	10'-0"	10
180	89"	10'-0"	10
181	89 1/2"	10'-0"	10
182	90"	10'-0"	10
183	90 1/2"	10'-0"	10
184	91"	10'-0"	10
185	91 1/2"	10'-0"	10
186	92"	10'-0"	10
187	92 1/2"	10'-0"	10
188	93"	10'-0"	10
189	93 1/2"	10'-0"	10
190	94"	10'-0"	10
191	94 1/2"	10'-0"	10
192	95"	10'-0"	10
193	95 1/2"	10'-0"	10
194	96"	10'-0"	10
195	96 1/2"	10'-0"	10
196	97"	10'-0"	10
197	97 1/2"	10'-0"	10
198	98"	10'-0"	10
199	98 1/2"	10'-0"	10
200	99"	10'-0"	10
201	99 1/2"	10'-0"	10
202	100"	10'-0"	10

FOOTING PRESSURE
Max. 1.6 Tons/39 sq. ft.

DESIGNED	P. J. Sander	EXAMINED	AUG 28 1963
CHECKED	R. M. Gansard	PASSED	H. E. Brumman
DRAWN	C. A. Gansard	APPROVED	H. J. O'Connell
CHECKED	R. M. G.		



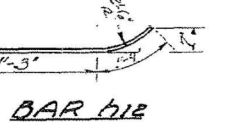
MIN BAR LAPS

Size	Lap
1/2"	1'-0"
3/4"	1'-3"
1"	1'-6"

1/2" R.I.E. with 6" non-metallic water seal. Cost to be incidental.

A & B DIMENSIONS

Bar	A	B
n1	3'-3"	8"
n3	7'-3"	1'-1"
n4	4'-7"	6"
n5	5'-6"	8"
n6	5'-1"	6"



RETAINING WALL
FAI. RT. 57 SEC. 38-2HB
IROQUOIS COUNTY
STA. 1037+61.38

FOR INFORMATION ONLY

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USER NAME =	DESIGNED - DDB	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HB, HVBR-1	IROQUOIS	146	122

CONTRACT NO. 66942

INTERIOR BEAMS

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS

Table with columns: SHEET NO., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. (57, 38-2HVB, HVBR-1, IROQUOIS, 146, 123), CONTRACT NO. (66942)

Main data table for Interior Beams with columns: LOC, DM No, STATION, OFFSET, COLUMN A, COLUMN B, LOC, DM No, STATION, OFFSET, COLUMN A, COLUMN B, LOC, DM No, STATION, OFFSET, COLUMN A, COLUMN B. Includes handwritten notes like '6.30x10.0', '1.50x3.5', etc.

EXTERIOR BEAMS

Main data table for Exterior Beams with columns: LOC, DM No, STATION, OFFSET, COLUMN A, COLUMN B, LOC, DM No, STATION, OFFSET, COLUMN A, COLUMN B. Includes handwritten notes like '6.30x10.0', '1.50x3.5', etc.

ELEVATIONS SOUTH STRUCTURE FA.IRT.57 SEC.38-2HVB IROQUOIS COUNTY STA. 1037+ 61.38

DESIGNED: P.J. Jander, CHECKED: R.M. Jander, DRAWN: P.J., CHECKED: R.M.J. AUG 28 1963, EXAMINED: H.G. Baumann, PASSED: H.J. Owen, APPROVED: [Signature]

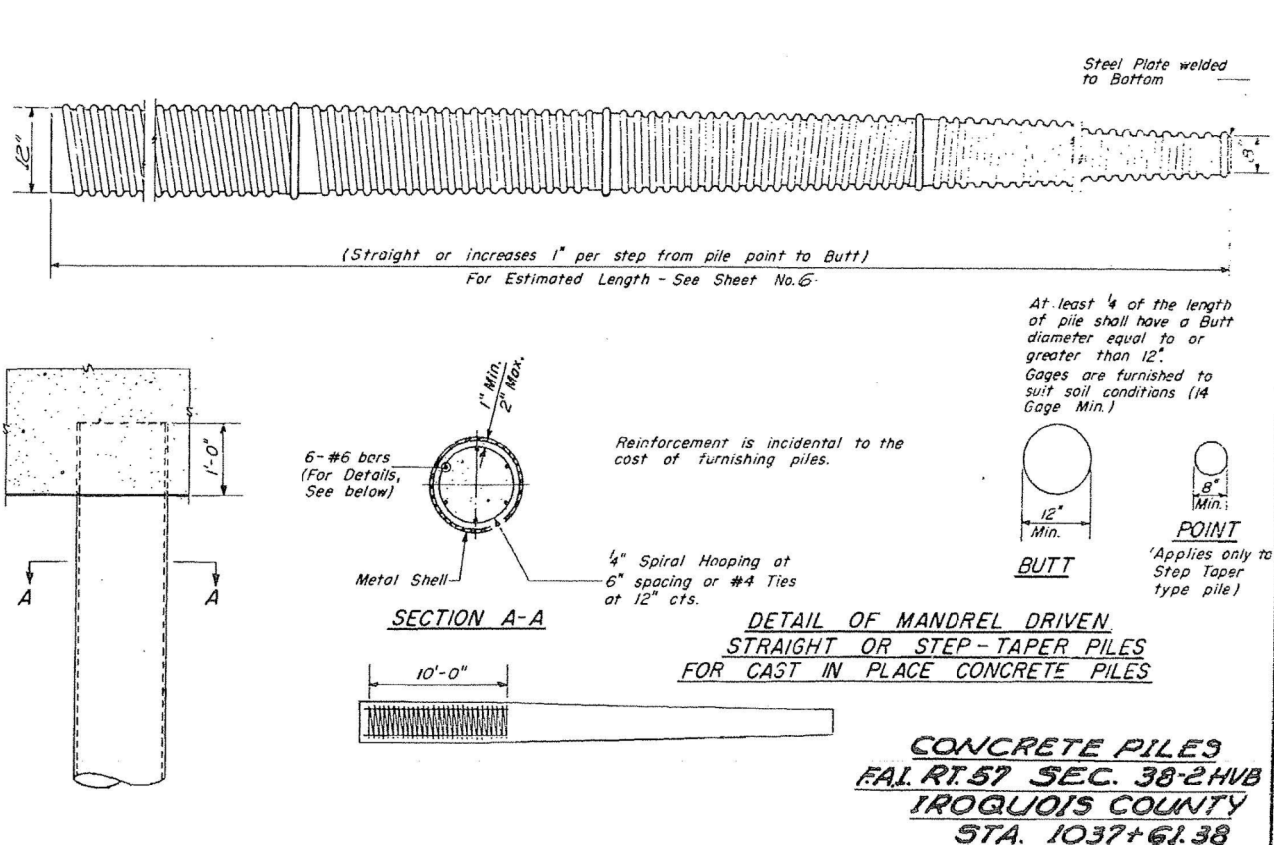
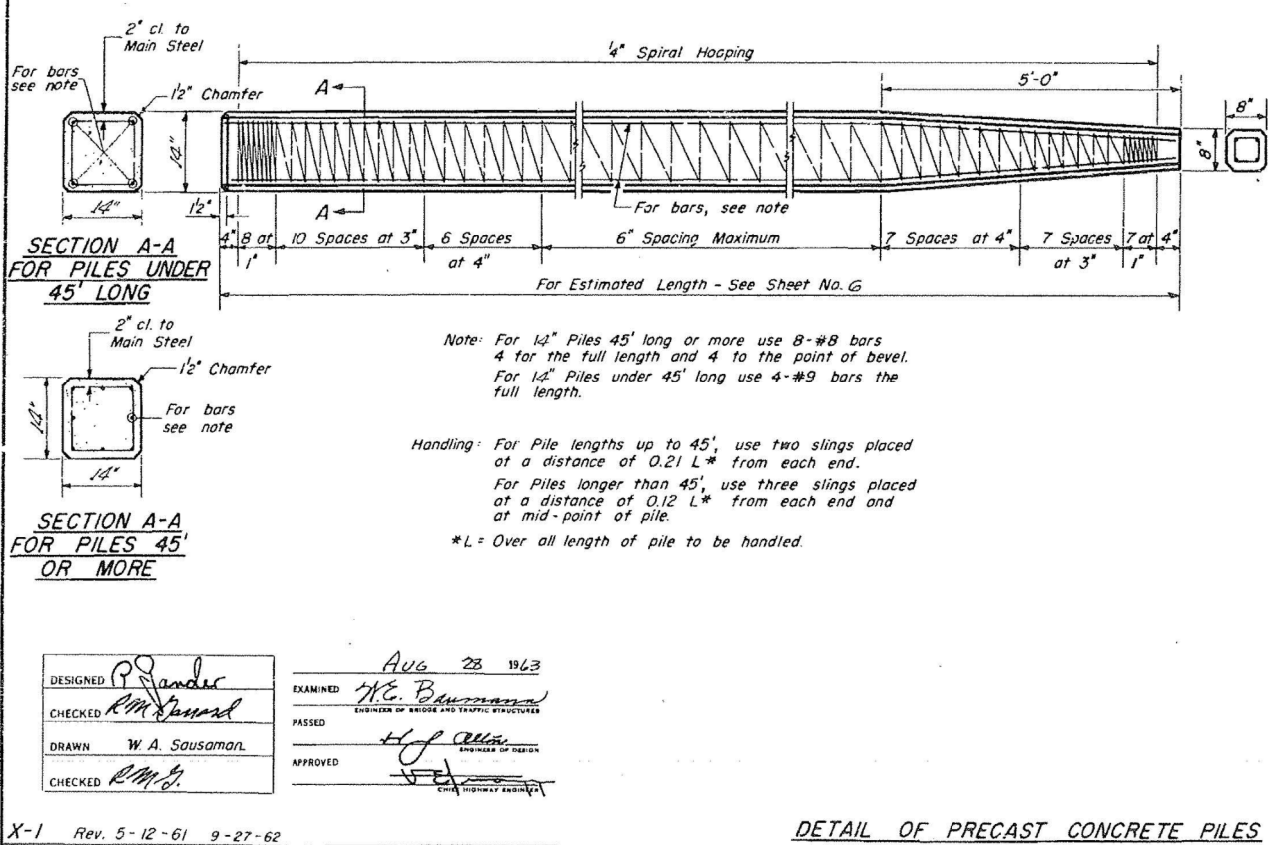
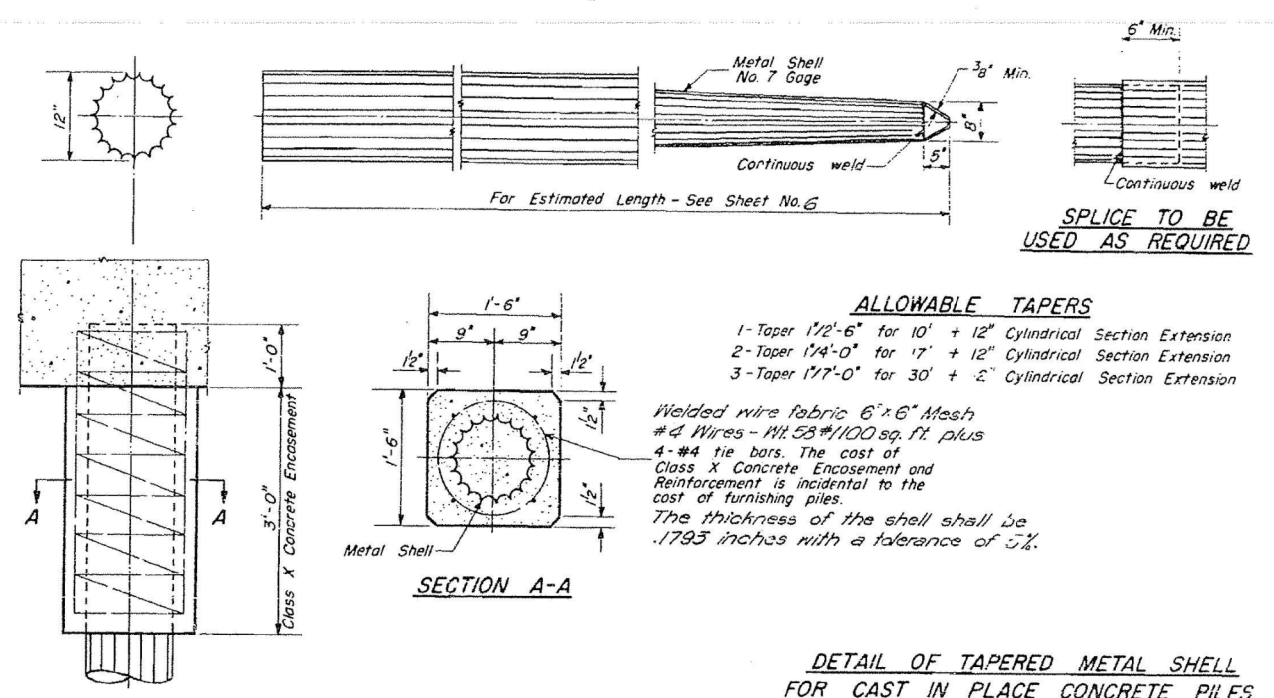
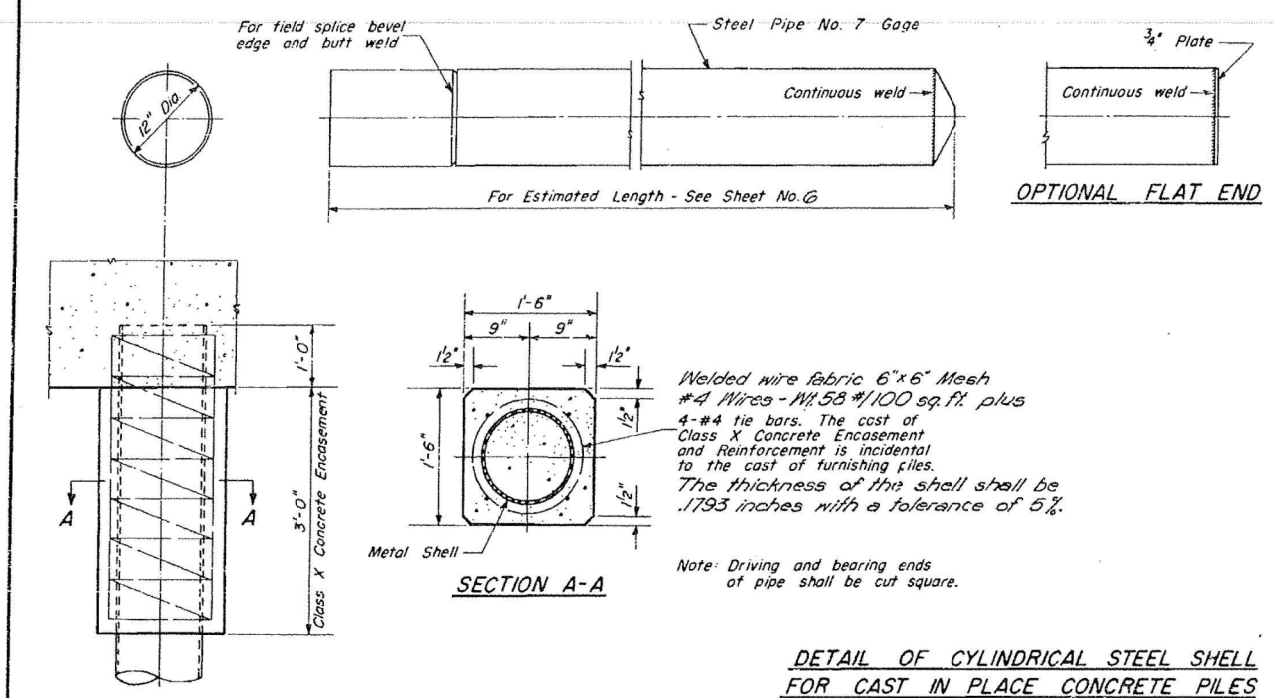
FOR INFORMATION ONLY

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS STRUCTURE NOS. 038 - 0013 & 0014 SHEET NO. 13 OF 20 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO., ILLINOIS FED. AID PROJECT

Vertical text on the left edge: T:\P-projects\03-228-1001-157 Bridges-PTB 153-37-Drawings\CADD Drawings\Structure\1\Final Plans\existing plans\0380013_4-66942-013-E.V. BRIDGE_PLANS.dwg



DESIGNED	<i>P. Jander</i>	EXAMINED	<i>Aug 28 1963</i>
CHECKED	<i>R.M. Sausaman</i>	PASSED	<i>W.E. B...</i>
DRAWN	<i>W.A. Sausaman</i>	APPROVED	<i>H.J. ...</i>
CHECKED	<i>R.M.S.</i>		

X-1 Rev. 5-12-61 9-27-62

FOR INFORMATION ONLY



USER NAME =	DESIGNED - DDB	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE =	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014
SHEET NO. 15 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HV, HVBR-1	IROQUOIS	146	125
CONTRACT NO. 66942				

ILLINOIS FED. AID PROJECT

Boring No. 1
Station 1037+61.38
Offset 43.5' Lt E

Elevation	Z	Qu	w (%)
660.68	0		
657.18	8	1.0 B	17
652.18	13	6.2 S	19
652.18	21	6.5 S	17
646.58	14	5.6 B	16
642.18	14	5.2 B	18
642.18	11	4.5 S	18
642.18	11	3.3 B	19
639.68	9	1.6 B	20
637.18	10	2.3 B	19
635.68	13	3.9 S	20
633.68	11		23
627.18	16		23
627.18	17		19
627.18	17	3.1 B	21
627.18	11	3.1 B	19
627.18	11	2.8 B	18

Elevation	Z	Qu	w (%)
660.68	0		
617.18	13	3.8 B	17
614.68	15		19
612.18	11	2.3 B	23
609.68	12	3.3 S	22
607.18	38		
604.68	24	2.8 S	16
603.68	42		13
597.68	24	5/8	12
592.68			

Surface Water El. None
Groundwater El. at Completion None
After 24 Hours None

Boring No. 2
Station 1037+61.38
Offset 16.5' Lt E

Elevation	Z	Qu	w (%)
660.00	0		
656.50	8	2.5 S	25
654.00	2	0.6 B	32
651.50	19	5.9 S	18
646.50	14	6.6 B	16
646.50	13	5.2 B	17
646.50	10	3.5 B	20
646.50	10	2.9 B	20
646.50	10	2.9 B	20
646.50	11	2.9 S	19
646.50	12		19
646.50	11	2.3 B	20
646.50	11	2.3 B	20
646.50	9	1.0 B	18
646.50	14		20
646.50	14		20
646.50	13	2.1 B	19

Boring No. 3
Station 1037+61.38
Offset 19.5' Rt E

Elevation	Z	Qu	w (%)
660.00	0		
656.00	11	2.9 B	21
651.00	10	2.4 S	26
646.00	10	2.5 B	25
646.00	32	5.2 S	20
646.00	12	3.1 S	20
646.00	10	3.3 B	25
646.00	9		25
646.00	12		20

Surface Water El. None
Groundwater El. at Completion None
After 24 Hours None

Boring No. 4
Station 1037+61.38
Offset 19.5' Rt E

Elevation	Z	Qu	w (%)
659.51	0		
656.01	9	2.5 B	18
651.01	12	4.3 S	15
651.01	13	4.3 B	16
646.01	11	4.1 B	18
646.01	10	4.7 B	19
646.01	10	3.5 B	19
646.01	10	3.3 B	25
646.01	8	2.3 S	19
646.01	12	2.7 B	18
646.01	9	2.9 B	20
646.01	11	2.6 B	19
646.01	12		20
646.01	17	2.0 B	18
646.01	11	1.9 B	19
646.01	14	2.8 S	19

Boring No. 5
Station 1037+61.38
Offset 19.5' Rt E

Elevation	Z	Qu	w (%)
659.51	0		
655.01	13	3.1 B	21
651.01	14		18
646.01	13	2.9 B	23
646.01	15	2.0 S	26
646.01	30		20
646.01	23	3.3 S	15
646.01	30		21

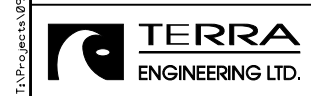
Surface Water El. None
Groundwater El. at Completion 635.51
After 24 Hours 636.41

DESIGNED BY: R.M. Gaudin
CHECKED BY: R.M. Gaudin
DRAWN BY: R.M. Gaudin
DATE: AUG 28 1963
BY: H.J. Allen
DATE: 8/28/63

N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 lb hammer falling 30".
Qu - Unconfined Compressive Strength - 1-Tst
w - Water Content - percentage of oven dry weight-%.
Type Failure:
B - Ridge Failure
S - Shear Failure
E - Estimated Value

BORING DATA
F.A.I. RT. 57 SEC. 38-2HVB
IROQUOIS COUNTY
STA. 1037+61.38

FOR INFORMATION ONLY



USER NAME =	DESIGNED - DDB	REVISED
PLOT SCALE =	CHECKED - OY	REVISED
PLOT DATE =	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014
SHEET NO. 16 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	126
CONTRACT NO. 66942				

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO. SECTION COUNTY TOTAL SHEET NO. 16
E.I. RT. 57 SEC. 38 IROQUOIS 31 20 19 SHEETS

Boring No. 4
Station 1037+83.5
Offset 22' RT E

Elevation	Z	Q _u (T)	w (%)
661.79	0		
659.29			
658.79			
657.29	6	19	
655.79			
654.29	10	12	
651.29	7	18	
649.29	11	17	
647.29	8	21	
644.79	7	22	
	6	21	
	9	20	
	9	20	
	12	20	
	12	18	
	12	19	
	13	20	
	13	20	
	12	21	
	12	21	

Boring No. 5
Station 1038+45.00
Offset 40' LT E

Elevation	Z	Q _u (T)	w (%)
661.79	0		
659.63			
657.63	11	15	
655.13	9	13	
652.63	19	20	
650.13	17	17	
647.29	17	22	
645.13	15	19	
643.13	14	20	
640.13	12	19	
635.13	11	20	
630.13	14	17	
629.13	10	19	
627.27	11	18	
626.07	12	20	
625.17	13	20	

Boring No. 6
Station 1038+21.00
Offset 22' RT E

Elevation	Z	Q _u (T)	w (%)
661.63	0		
659.63			
657.63	11	15	
655.13	9	13	
652.63	19	20	
650.13	17	17	
647.29	17	22	
645.13	15	19	
643.13	14	20	
640.13	12	19	
635.13	11	20	
630.13	14	17	
629.13	10	19	
627.27	11	18	
626.07	12	20	
625.17	13	20	

Boring No. 7
Station 1038+21.00
Offset 22' RT E

Elevation	Z	Q _u (T)	w (%)
661.63	0		
659.63			
657.63	11	15	
655.13	9	13	
652.63	19	20	
650.13	17	17	
647.29	17	22	
645.13	15	19	
643.13	14	20	
640.13	12	19	
635.13	11	20	
630.13	14	17	
629.13	10	19	
627.27	11	18	
626.07	12	20	
625.17	13	20	

Boring No. 8
Station 1038+21.00
Offset 22' RT E

Elevation	Z	Q _u (T)	w (%)
661.63	0		
659.63			
657.63	11	15	
655.13	9	13	
652.63	19	20	
650.13	17	17	
647.29	17	22	
645.13	15	19	
643.13	14	20	
640.13	12	19	
635.13	11	20	
630.13	14	17	
629.13	10	19	
627.27	11	18	
626.07	12	20	
625.17	13	20	

Boring No. 9
Station 1038+21.00
Offset 22' RT E

Elevation	Z	Q _u (T)	w (%)
661.63	0		
659.63			
657.63	11	15	
655.13	9	13	
652.63	19	20	
650.13	17	17	
647.29	17	22	
645.13	15	19	
643.13	14	20	
640.13	12	19	
635.13	11	20	
630.13	14	17	
629.13	10	19	
627.27	11	18	
626.07	12	20	
625.17	13	20	

Surface Water El. None
Groundwater El. at Completion 646.99
After 24 Hours 637.59

Surface Water El. None
Groundwater El. at Completion 642.99
After 24 Hours 627.52

Surface Water El. None
Groundwater El. at Completion 639.47
After 24 Hours 627.37

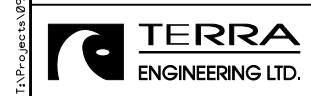
DESIGNED: P. J. Anderson
CHECKED: R. M. Bunnell
DRAWN: H. J. Oltin
APPROVED: R. M. B.

AUG. 28 '63
EXAMINED: W. E. Bunnell
APPROVED: H. J. Oltin

N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30".
Q_u - Unconfined Compressive Strength - T/ft
w - Water Content - percentage of oven dry weight-%.
Type failure:
B - Bulge Failure
S - Shear Failure
E - Estimated Value

BORING DATA
E.I. RT. 57 SEC. 38-2HVB
IROQUOIS COUNTY
STA. 1037+61.38

FOR INFORMATION ONLY



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PLOT DATE =	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. 17 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	127
CONTRACT NO. 66942				

ILLINOIS FED. AID PROJECT

I:\Projects\03-228-1001-157 Bridges-PTB 153-37-Drawings\03-228-1001-157-EX-BRIDGE-PLANS.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

BORE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI. 57	38-24B	IROQUOIS	21	21
SHEETS				

Boring No. 7
Station 1037+61.33
Offset 23' 8" E

Elevation	Z	Q _u (T)	w (%)
Ground Surface 639.57			
Very Stiff Black & Yellowish Brown CLAY	12	3 B	21
636.07			
Very Stiff Yellowish Brown & Gray CLAY (Till)	6	2.3 B	22
633.57			
Yellowish Brown SILT			
Hard Yellowish Brown Clay (Till)	13	5.0 S	22
631.07			
Very Stiff Gray CLAY (Till)	9	3.6 B	19
628.57			
Lost Sample	7		
10	2.6 B	21	
12	2.2 B	20	
14	2.2 B	21	
16	2.2 B	21	
18	2.3 B	21	
20	2.7 B	20	
22	2.7 B	20	
24	2.7 B	20	
26	2.7 B	20	
28	2.7 B	20	
30	2.7 B	20	
32	2.7 B	20	
34	2.7 B	20	
36	2.7 B	20	
38	2.7 B	20	
40	2.7 B	20	
42	2.7 B	20	
44	2.7 B	20	
46	2.7 B	20	
48	2.7 B	20	
50	2.7 B	20	
52	2.7 B	20	
54	2.7 B	20	
56	2.7 B	20	
58	2.7 B	20	
60	2.7 B	20	
62	2.7 B	20	
64	2.7 B	20	
66	2.7 B	20	
68	2.7 B	20	
70	2.7 B	20	
72	2.7 B	20	
74	2.7 B	20	
76	2.7 B	20	
78	2.7 B	20	
80	2.7 B	20	
82	2.7 B	20	
84	2.7 B	20	
86	2.7 B	20	
88	2.7 B	20	
90	2.7 B	20	
92	2.7 B	20	
94	2.7 B	20	
96	2.7 B	20	
98	2.7 B	20	
100	2.7 B	20	
102	2.7 B	20	
104	2.7 B	20	
106	2.7 B	20	
108	2.7 B	20	
110	2.7 B	20	
112	2.7 B	20	
114	2.7 B	20	
116	2.7 B	20	
118	2.7 B	20	
120	2.7 B	20	
122	2.7 B	20	
124	2.7 B	20	
126	2.7 B	20	
128	2.7 B	20	
130	2.7 B	20	
132	2.7 B	20	
134	2.7 B	20	
136	2.7 B	20	
138	2.7 B	20	
140	2.7 B	20	
142	2.7 B	20	
144	2.7 B	20	
146	2.7 B	20	
148	2.7 B	20	
150	2.7 B	20	
152	2.7 B	20	
154	2.7 B	20	
156	2.7 B	20	
158	2.7 B	20	
160	2.7 B	20	
162	2.7 B	20	
164	2.7 B	20	
166	2.7 B	20	
168	2.7 B	20	
170	2.7 B	20	
172	2.7 B	20	
174	2.7 B	20	
176	2.7 B	20	
178	2.7 B	20	
180	2.7 B	20	
182	2.7 B	20	
184	2.7 B	20	
186	2.7 B	20	
188	2.7 B	20	
190	2.7 B	20	
192	2.7 B	20	
194	2.7 B	20	
196	2.7 B	20	
198	2.7 B	20	
200	2.7 B	20	

Boring No. 8
Station 1037+61.33
Offset 21.5' 14" E

Elevation	Z	Q _u (T)	w (%)
Ground Surface 639.57			
Very Stiff Gray CLAY LOAM (Till)	34	7.0 B	14
618.57			
Very Stiff Gray CLAY (Till)	15	2.6 B	19
616.07			
Very Stiff Gray CLAY (Till)	12	2.6 B	23
613.57			
Very Stiff Gray CLAY (Till)	12	2.6 B	23
611.07			
Very Stiff Gray CLAY (Till)	12	2.6 B	23
608.57			
Very Stiff Gray CLAY (Loamstrine)	13	2.9 B	24
606.07			
Medium Gray SILTY LOAM	26	3.6 B	17
604.57			
Gray Sand (Water)	60		
603.07			

Surface Water El. None
Groundwater El. at Completion None
After 24 hours None

Boring No. 8
Station 1037+61.33
Offset 21.5' 14" E

Elevation	Z	Q _u (T)	w (%)
Ground Surface 639.57			
Very Stiff Black & Yellowish Brown CLAY	9	3.7 B	20
636.07			
Very Stiff Yellowish Brown & Gray CLAY (Till)	7	3.7 B	23
632.57			
Hard Yellowish Brown CLAY (Till)	16	5.9 S	22
631.07			
Very Stiff Gray CLAY (Till)	10	3.1 B	20
628.57			
Stiff Gray CLAY (Till)	6	1.6 B	21
626.07			
Very Stiff Gray CLAY (Till)	15	1.7 B	23
624.57			
Very Stiff Gray CLAY (Till)	7	1.4 B	21
623.07			
Very Stiff Gray CLAY (Till)	10	2.3 B	21
621.57			
Very Stiff Gray CLAY (Till)	11	2.4 B	19
620.07			
Very Stiff Gray CLAY (Till)	11	2.4 B	19
618.57			
Medium Gray Angular SAND (Saturated)	19	1.7 B	19
617.07			
Very Stiff Gray CLAY LOAM (Till)	30	2.7 B	13
615.57			
Medium Gray SILT	15		18
614.07			
Very Stiff Gray CLAY (Till)	11	2.0 B	21
612.57			
Very Stiff Gray CLAY (Till)	11	2.1 B	20
611.07			

Boring No. 8
Station 1037+61.33
Offset 21.5' 14" E

Elevation	Z	Q _u (T)	w (%)
Ground Surface 639.57			
Very Stiff Gray CLAY (Till)	13	2.2 B	21
637.07			
Very Stiff Gray CLAY (Loamstrine)	13	3.0 B	26
635.57			
Hard Gray CLAY (Loamstrine)	33	8.7 B	21
634.07			
Very Stiff Gray CLAY LOAM (Till)	15	2.8 B	13
632.57			
Sand Filled in casing	60		
631.07			

Surface Water El. None
Groundwater El. at Completion 639.39
After 24 hours 646.69

Boring No. 9
Station 1037+61.33
Offset 32.5' 11" E

Elevation	Z	Q _u (T)	w (%)
Ground Surface 639.57			
Very Stiff Black & Yellowish Brown CLAY	5	2.9 B	18
637.07			
Loose Yellowish Brown & Gray SANDY LOAM (Saturated)	5	2.8 B	17
635.57			
Hard Brown & Gray CLAY (Till)	13	2.5 B	22
634.07			
Very Stiff Gray CLAY (Till)	12	2.1 B	22
632.57			
Stiff Gray CLAY (Till)	12	1.6 B	26
631.07			
Very Stiff Gray CLAY (Till)	10	2.3 B	21
629.57			
Medium Gray SILT (Saturated)	15		20
628.07			
Very Stiff Gray CLAY (Till)	10	2.7 B	16
626.57			
Very Stiff to Hard Gray CLAY LOAM (Till)	12	4.5 B	13
625.07			
Very Stiff Gray CLAY (Till)	15	2.9 B	15
623.57			

Boring No. 9
Station 1037+61.33
Offset 32.5' 11" E

Elevation	Z	Q _u (T)	w (%)
Ground Surface 639.57			
Very Stiff Gray CLAY (Till)	12	2.5 B	16
637.07			
Very Stiff Gray CLAY (Loamstrine)	10	2.0 B	20
635.57			
(1" sand zone, water)	13	2.0 B	23
634.07			
Hard Gray CLAY (Loamstrine)	24	6.3 B	20
632.57			
(Thin Sand Zone)	24	6.3 B	20
631.07			
Medium Gray SILT (Loamstrine)	13		19
629.57			
Brown Sand (Loamstrine)	10		19
628.07			

Surface Water El. None
Groundwater El. at Completion 639.36
After 24 hours 641.36

DESIGNED: P. J. Jander
CHECKED: R. M. Howard
DRAWN: A. B.
CHECKED: R. M. B.

Aug 28 1963
H. E. Bussmann
H. J. Ows

N - Standard Penetration Test - Blow per foot to drive 2" O.D. Split Spoon Sampler #2 with 140# hammer falling 30".
Qu - Unconfined Compressive Strength - P/S
w - Water Content - percentage of oven dry weight-%.
Type failure:
B - Bulge failure
S - Shear failure
E - Estimated Value

BORING DATA
F.A.I. RT. 57 SEC. 38-24B
IROQUOIS COUNTY
STA. 1037+61.38

FOR INFORMATION ONLY



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PLOT DATE =	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014

SHEET NO. 18 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-24B, HVBR-1	IROQUOIS	146	128
CONTRACT NO. 66942				

ILLINOIS FED. AID PROJECT

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STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO. 038-2HVB-1 IROQUOIS
STA. 1037+61.38
SHEET NO. 19
TOTAL SHEETS 22

Boring No. 10
Station 1037+02
Offset 44' Rt. E

Elevation	Z	Q _u (t/sf)	w (%)
Ground Surface 659.77	0		
Stiff Black & Yellowish Brown CLAY			
656.27	6	—	19
Very Stiff Yellowish Brown & Gray CLAY (Till)			
653.77	7	2.7	21
Hard Brown & Gray CLAY (Till)			
	16	3.5	20
	13	4.7	18
Very Stiff Gray CLAY (Till)			
	9	3.1	19
	9	3.0	21
	8	2.8	20
	9	2.6	20
Very Stiff Gray CLAY (Till)			
	11	2.5	20
	11	2.8	20
	13	3.0	19
Medium Gray SANDY LOAM (Saturated)			
629.77	-30	2.4	20
Very Stiff Gray CLAY (Till)			
	11	2.4	19
	11	2.2	20
	10	2.2	21
	10	2.5	21

Boring No. 11
Station 1037+26
Offset 22.5' Rt. E

Elevation	Z	Q _u (t/sf)	w (%)
Ground Surface 659.77	-20		
Very stiff gray CLAY (Till)			
	13	2.6	21
	12	2.7	24
Very stiff Gray CLAY (Lacustrine)			
	12	2.2	25
	18	3.7	22

Surface Water El. None
Groundwater El. at Completion None
After 24 Hours None

Boring No. 11
Station 1037+26
Offset 22.5' Rt. E

Elevation	Z	Q _u (t/sf)	w (%)
Ground Surface 660.50	0		
Very Stiff Black & Yellowish Brown CLAY			
	8	3.5	23
	8	2.0E	
Soft Yellowish Brown & Gray CLAY			
654.50	3	0.4	22
Hard Brown CLAY (Till)			
	13	6.6	22
Very Stiff Brown & Gray CLAY (Till)			
	10	3.7	20
	11	2.3	20
	11	2.5	21
	7	2.2	21
Very Stiff Gray CLAY (Till)			
	10	2.7	20
	11	2.7	21
	12	2.8	17
Medium Gray SILT			
632.00	13	—	20
Very Stiff Gray CLAY (Till)			
	12	3.3	19
	11	2.5	20
	10	2.3	21
	13	2.9	21

Boring No. 12
Station 1037+44.5
Offset 42' Rt. E

Elevation	Z	Q _u (t/sf)	w (%)
Ground Surface 660.50	-40		
Medium Gray SILT (Saturated)			
	10	—	20
Very Stiff Gray CLAY (Till)			
	13	2.0	22
Very Stiff Gray CLAY (Lacustrine)			
	12	2.4	23
	16	3.7	25
Hard Gray CLAY LOAM (Till)			
	17	5.0	12
Gray SILT (Saturated)			
	30	—	13
Hard Gray CLAY LOAM (Till)			
	30	—	13
Dense, Light Gray, Medium Bedded Limestone (cored)			
	-20		
	-20		
	598.30		

Surface Water El. None
Groundwater El. at Completion None
After 13 Hours 547.6

Boring No. 12
Station 1037+44.5
Offset 42' Rt. E

Elevation	Z	Q _u (t/sf)	w (%)
Ground Surface 661.51	0		
Stiff Black & Yellowish Brown CLAY			
	7	2.0	23
Very Stiff Yellowish Brown & Gray CLAY (Till)			
	5	2.3	28
Hard Brown & Gray CLAY (Till)			
	13	4.9	18
Very Stiff Brown & Gray CLAY (Till)			
	10	5.3	18
Stiff Gray CLAY (Till)			
	6	1.3	22
	6	1.2	22
Very Stiff Gray CLAY (Till)			
	10	2.3	21
	10	2.4	20
	11	2.4	20
	11	2.7	21
	12	2.4	20
	11	3.1	17
	12	2.4	20
	12	2.4	20
	12	2.5	22
Medium Gray SILT (Saturated)			
	14	—	19

Boring No. 12
Station 1037+44.5
Offset 42' Rt. E

Elevation	Z	Q _u (t/sf)	w (%)
Ground Surface 661.51	-40		
Very stiff Gray CLAY (Till)			
	12	2.5	17
(occasional 1" saturated sand seams)			
	13	3.1	22
	13	2.5	24
	13	3	24
Very stiff gray CLAY (Lacustrine)			
	12	2.7	22
Hard Gray CLAY (Lacustrine)			
	34	5.3	7
Very Stiff Gray CLAY LOAM (Till)			
	19	2.1	15
Hard Gray CLAY LOAM (Till)			
	19	—	11
LIMESTONE			
	603.01		

Surface Water El. None
Groundwater El. at Completion None
After 60 Hours 651.31

DESIGNED: P. J. Anderson
CHECKED: R. M. Leonard
DRAWN: R. M. Leonard
DATE: AUG. 28 1963
EXAMINED: H. C. Baumann
IN CHARGE: H. J. Jahn

N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30".
Q_u - Unconfined Compressive Strength - t/sf
w - Water Content - percentage of oven dry weight-%.
Type failure:
C - Cyclic Failure
S - Shear Failure
E - Estimated Value

BORING DATA
F.A.I. RT. 57 SEC. 38-2HVB
IROQUOIS COUNTY
STA. 1037+61.38

FOR INFORMATION ONLY



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PLOT DATE =	DRAWN - DDB	REVISED
	CHECKED - OY	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014
SHEET NO. 19 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	129
CONTRACT NO. 66942			ILLINOIS FED. AID PROJECT	

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STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO. 38-2HBV-0013 31 23 19 SHEETS

Boring No. 13
Station 1037+06
Offset 43.5' Lt. E.

Elevation	Z	Q _u (psi)	w (%)
Ground Surface 661.18	0		
Very Stiff Black & Yellowish Brown CLAY	10	3.1	20
657.60			
Very Stiff Yellowish Brown & Gray CLAY (Till)	10	3.5	20
655.18			
Hard Brown & Gray CLAY (Till)	10	7.9	19
	13	5.2	18
647.68			
Stiff Gray CLAY (Till)	6	1.6	21
	7	1.5	20
	7	1.5	22
640.18			
Very Stiff Gray CLAY (Till)	9	2.3	20
	10	2.4	21
	12	2.6	21
	13	2.7	19
	12	2.3	19
	13	2.7	20
	13	2.8	15
	13	2.7	20
	13	2.6	19

Boring No. 14
Station 1037+01
Offset 21.5' Lt. E.

Elevation	Z	Q _u (psi)	w (%)
Ground Surface 661.18	0		
Very Stiff Gray CLAY (Till)	11	2.5	20
	14	3.1	19
612.63			
Very Stiff Gray CLAY (Lacustrine)	15	3.7	22
610.18			
Hard Gray CLAY (Lacustrine)	30	5.5	20
607.68			
Very Stiff Gray SILTY LOAM	13	2.3	10
605.18			
Hard Gray CLAY LOAM (Fragments of Limestone)	101		
603.18			

Surface Water El. None
Groundwater El. at Completion None
After 67 Hours None

Boring No. 15
Station 1037+01
Offset 21.5' Lt. E.

Elevation	Z	Q _u (psi)	w (%)
Ground Surface 662.06	0		
Embankment			
666.06			
Very Stiff Black & Yellowish Brown CLAY	11	2.7	20
658.06			
Hard Brown & Gray CLAY (Till)	11	5.0	19
	14	5.4	21
613.06			
Very Stiff Gray CLAY (Lacustrine)	13	5.3	18
610.56			
Hard Gray CLAY LOAM (Several 2" Sand Seals)	20	4.1	15
608.06			
Medium Gray SANDY LOAM	17		12
605.56			
Very Stiff Gray SILTY CLAY (Till) (Fragments of Limestone)	61	3.8	16
603.56			
	12	3.4	19
Very Stiff Gray CLAY (Till)	12	3.1	19
	14	2.7	21
632.06			
	12	2.2	20
	12	2.7	20
	12	2.7	20
	12	2.7	19
	12	3.0	20
622.06			
	12	2.2	20

Surface Water El. None
Groundwater El. at Completion None
After 24 Hours 651.60

Boring No. 15
Station 1037+02
Offset 38.5' Lt. E.

Elevation	Z	Q _u (psi)	w (%)
Ground Surface 660.34	0		
Stiff Black & Yellowish Brown CLAY	4		33
654.34			
Yellowish Brown SILT (Saturated)	3	1.2	22
653.34			
Very Stiff Brown & Gray CLAY (Till)	9	3.2	21
	10	2.8	18
649.34			
Stiff Gray CLAY (Till)	6	1.3	22
646.84			
Very Stiff Gray CLAY (Till)	8	2.0	21
	7	2.0	22
	7	3.0	22

Surface Water El. None
Groundwater El. at Completion None
After 24 Hours 642.50

Boring No. 16
Station 1037+05
Offset 50.5' Lt. E.

Elevation	Z	Q _u (psi)	w (%)
Ground Surface 662.13	0		
Black CLAY			
652.13			
Loose Yellowish Brown & Gray SANDY LOAM			19
656.63			
Very Stiff Yellowish Brown CLAY (Till)	7	3.5	15
655.13			
Hard Brown & Gray CLAY (Till)	12		22
	12	2.9	20
	16	3.5	12
630.34			
Very Stiff Gray CLAY LOAM (Till)	16	3.5	12
629.34			
Stiff Gray CLAY (Till)	5		1.9
628.34			
Medium Gray FINE SAND (Saturated)	14		17
626.84			
Medium Gray SILT (Saturated)	19		24
622.84			
Very Stiff Gray CLAY (Till)	11	2.2	20
	11	2.1	20
	12	2.6	21
	15	2.7	21
618.34			
Stiff Gray CLAY (Till)	15	1.7	24
611.84			
Very Stiff Gray CLAY (Lacustrine)	24	2.5	27
609.34			
Hard Gray CLAY LOAM (Till)	6.68		
608.34			
Medium Gray SANDY LOAM	15		13
606.84			
Very Stiff Gray CLAY LOAM (Till)	3.15		
605.84			
Very Dense Gray SILTY LOAM (Limestone Fragments)	31		15
603.84			

Surface Water El. None
Groundwater El. at Completion None
After 24 Hours 612.50

Boring No. 16
Station 1037+05
Offset 50.5' Lt. E.

Elevation	Z	Q _u (psi)	w (%)
Ground Surface 662.13	0		
Black CLAY			
652.13			
Loose Yellowish Brown & Gray SANDY LOAM			19
656.63			
Very Stiff Yellowish Brown CLAY (Till)	7	3.5	15
655.13			
Hard Brown & Gray CLAY (Till)	12		22
	12	2.9	20
	16	3.5	12
630.34			
Very Stiff Gray CLAY LOAM (Till)	16	3.5	12
629.34			
Stiff Gray CLAY (Till)	5		1.9
628.34			
Medium Gray FINE SAND (Saturated)	14		17
626.84			
Medium Gray SILT (Saturated)	19		24
622.84			
Very Stiff Gray CLAY (Till)	11	2.2	20
	11	2.1	20
	12	2.6	21
	15	2.7	21
618.34			
Stiff Gray CLAY (Till)	15	1.7	24
611.84			
Very Stiff Gray CLAY (Lacustrine)	24	2.5	27
609.34			
Hard Gray CLAY LOAM (Till)	6.68		
608.34			
Medium Gray SANDY LOAM	15		13
606.84			
Very Stiff Gray CLAY LOAM (Till)	3.15		
605.84			
Very Dense Gray SILTY LOAM (Limestone Fragments)	31		15
603.84			

Surface Water El. None
Groundwater El. at Completion None
After 24 Hours 612.50

DESIGNED: R. Jander
CHECKED: R.M. Danard
DRAWN: R.M.B.
DATE: Aug. 28 1963
BY: H.C. Bannerman
H.J. Allen

N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler (2" with 140# hammer falling 30")
Q_u - Unconfined Compressive Strength - 1/4"
w - Water Content - percentage of oven dry weight-%
Type failure: B - Bulge Failure S - Shear Failure E - Estimated Value

BORING DATA
F.A.I. RT. 57 SEC. 38-2HVB
IROQUOIS COUNTY
STA. 1037+61.38

FOR INFORMATION ONLY



USER NAME =	DESIGNED - DDB	REVISED
	CHECKED - OY	REVISED
PLOT SCALE =	DRAWN - DDB	REVISED
PLOT DATE =	CHECKED - OY	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NOS. 038 - 0013 & 0014
SHEET NO. 20 OF 20 SHEETS

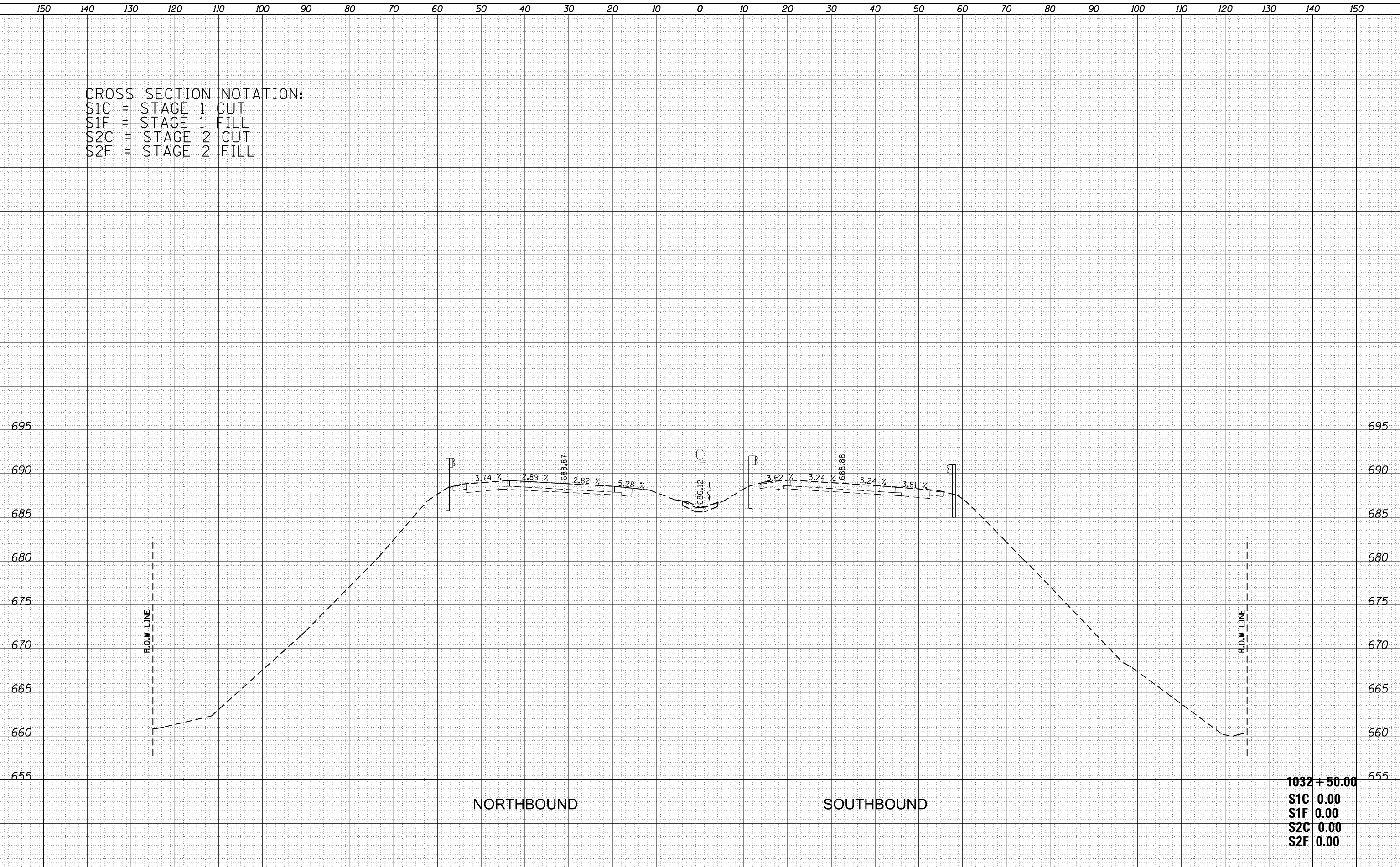
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	38-2HVB, HVBR-1	IROQUOIS	146	130
				CONTRACT NO. 66942

ILLINOIS FED. AID PROJECT

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

CROSS SECTION NOTATION:
 S1C = STAGE 1 CUT
 S1F = STAGE 1 FILL
 S2C = STAGE 2 CUT
 S2F = STAGE 2 FILL



NORTHBOUND

SOUTHBOUND

1032 + 50.00
 S1C 0.00
 S1F 0.00
 S2C 0.00
 S2F 0.00



USER NAME = WAH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/21/2012 11:35:32 AM	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

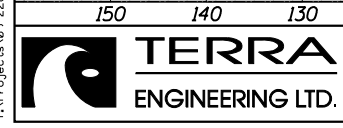
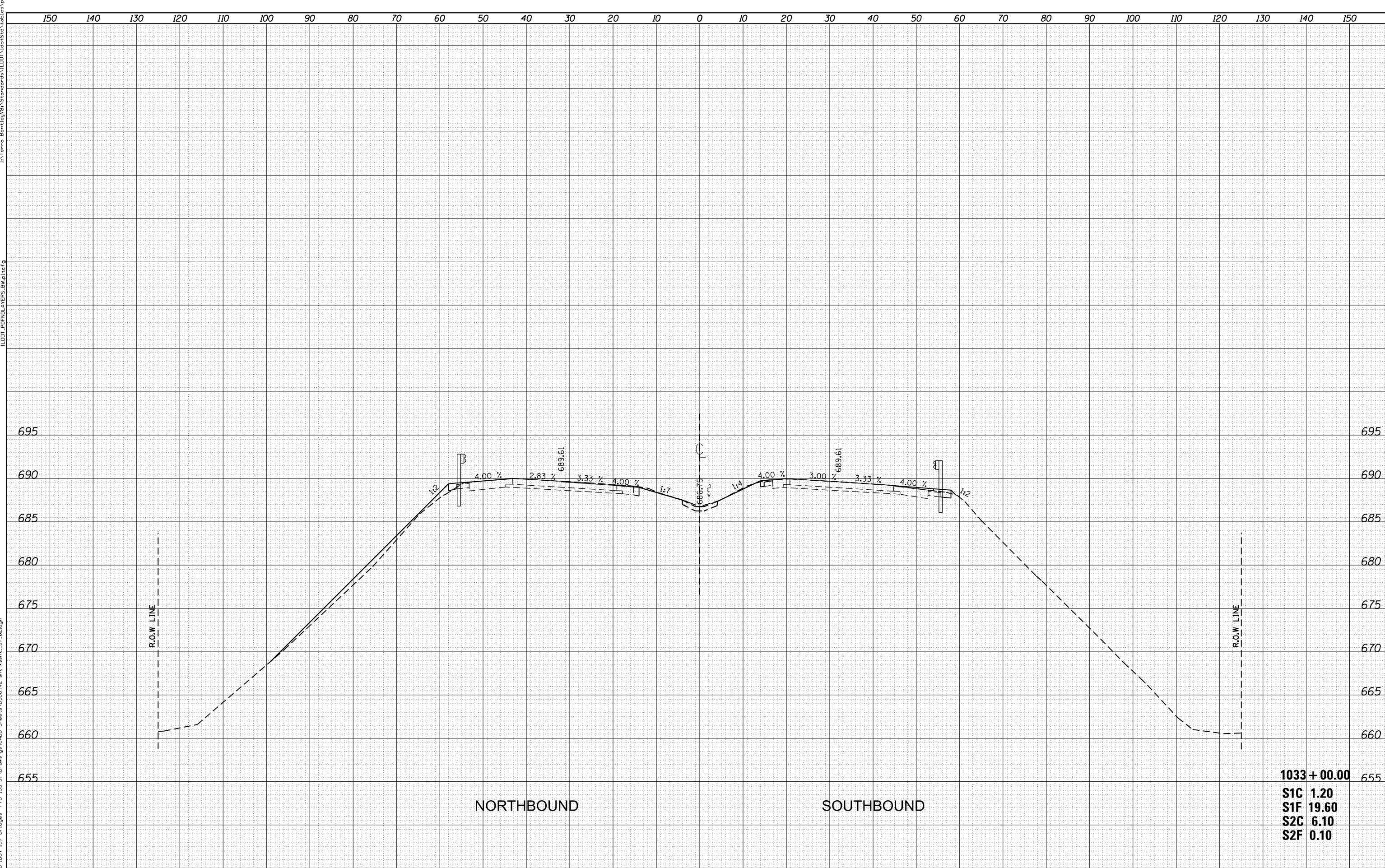
PROPOSED CROSS SECTIONS
 I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD
 SCALE: SHEET NO. 01 OF 16 SHEETS STA. 1032+50.00 TO STA. 1032+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVBR, HVBR-1	IROQUOIS	146	131
				CONTRACT NO. 66942

ILLINOIS FED. AID PROJECT

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

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



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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

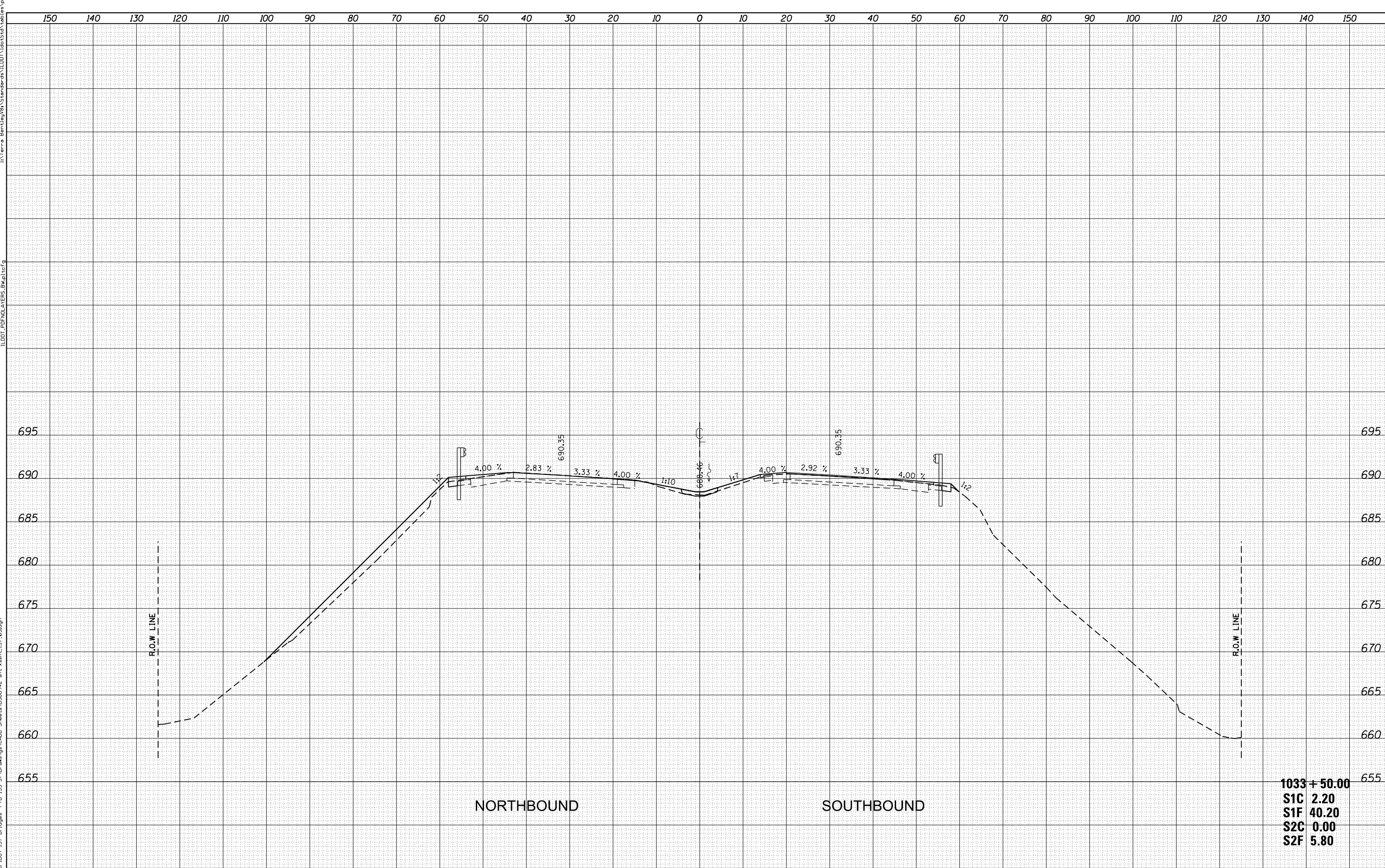
**PROPOSED CROSS SECTIONS
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

SCALE: SHEET NO. 02 OF 16 SHEETS STA. 1033+00.00 TO STA. 1033+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVBR, HVBR-1	ILLINOIS	146	132
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	
NO.	ILDOT_PDFNOTLTERS.BW.plt	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	
NO.	ILDOT_PDFNOTLTERS.BW.plt	



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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

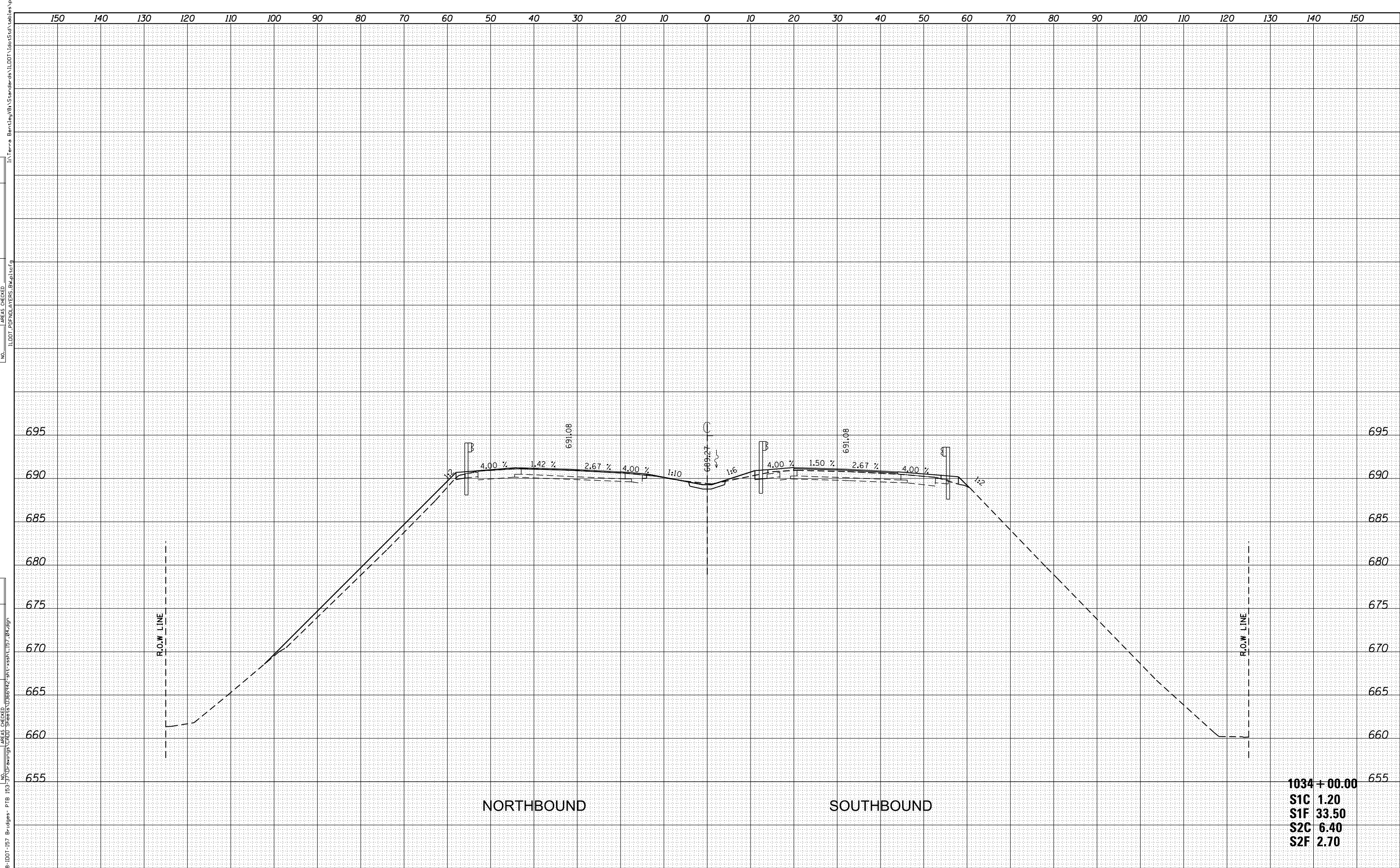
**PROPOSED CROSS SECTIONS
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

SCALE: SHEET NO. 03 OF 16 SHEETS STA. 1033+50.00 TO STA. 1033+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVBR, HVBR-1	IROQUOIS	146	133
				CONTRACT NO. 66942
ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



1034 + 00.00
 S1C 1.20
 S1F 33.50
 S2C 6.40
 S2F 2.70



USER NAME = WAH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
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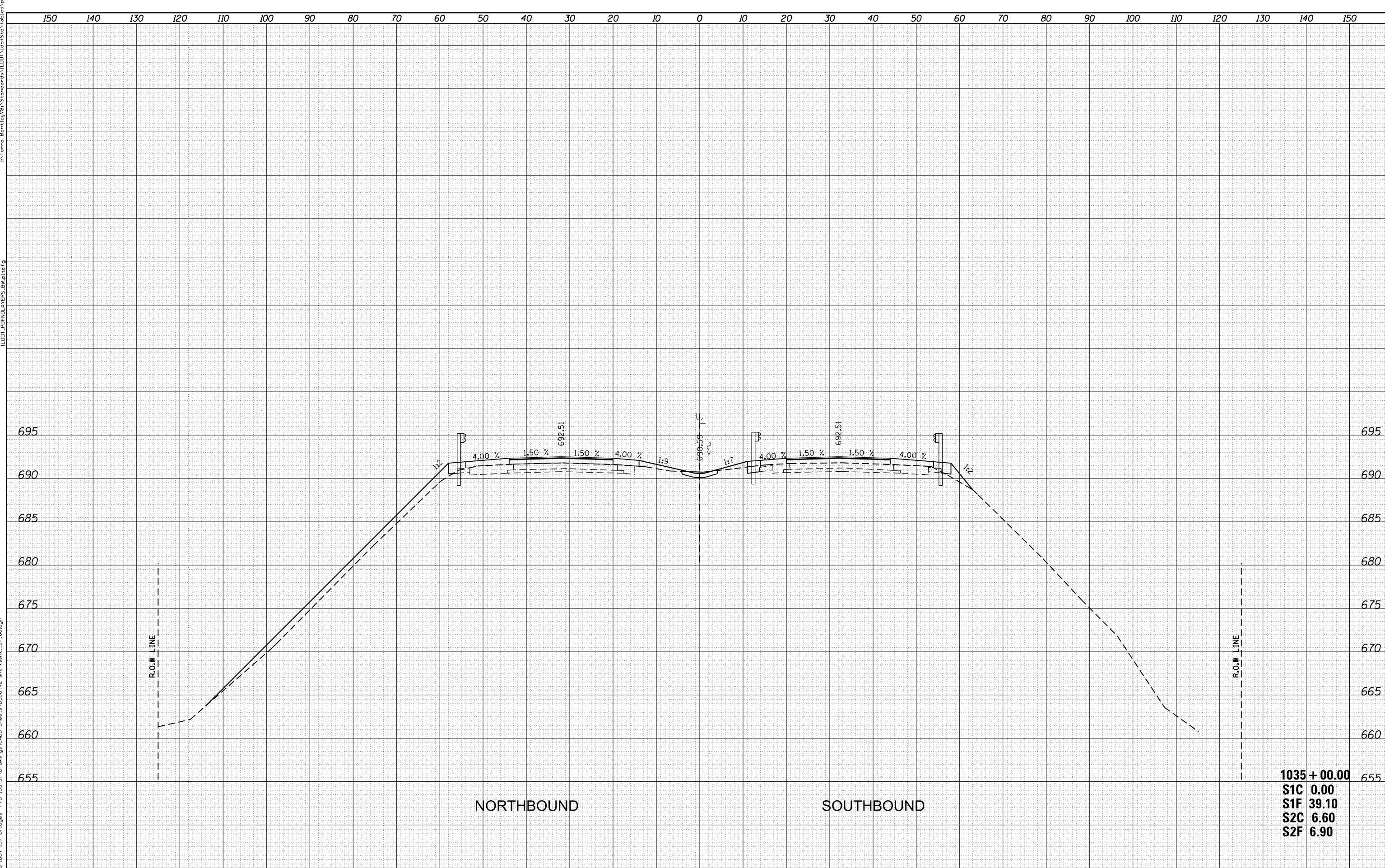
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
 I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD
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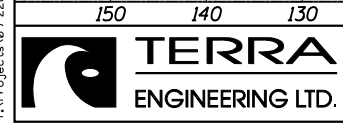
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVBR, HVBR-1	IROQUOIS	146	134
			CONTRACT NO. 66942	
ILLINOIS FED. AID PROJECT				

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

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



1035 + 00.00	655
S1C	0.00
S1F	39.10
S2C	6.60
S2F	6.90



USER NAME = WAH	DESIGNED -	REVISD -
	DRAWN -	REVISD -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

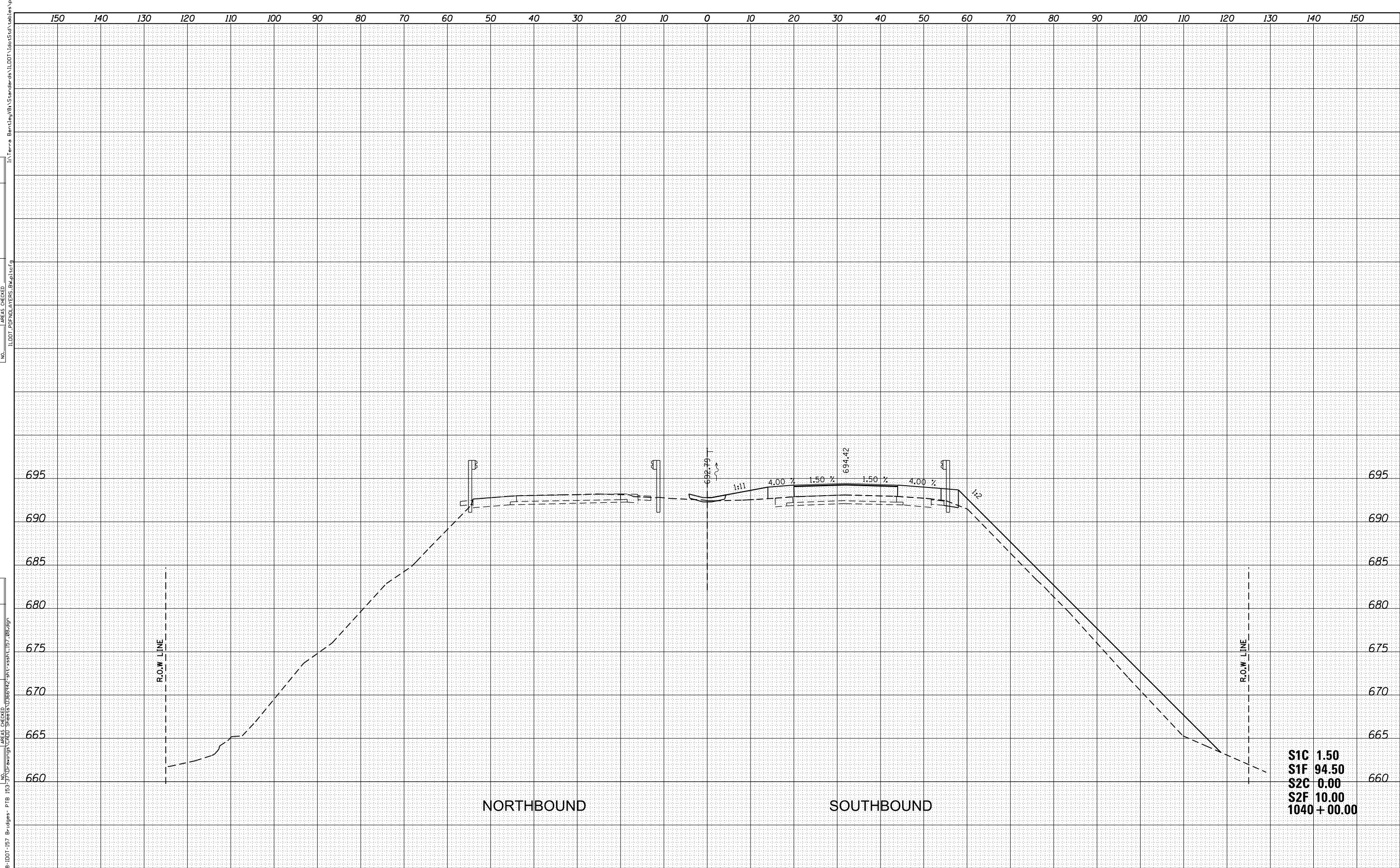
PROPOSED CROSS SECTIONS
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVBR, HVBR-1	IROQUOIS	146	136
				CONTRACT NO. 66942
ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. 06 OF 16 SHEETS STA. 1035+00.00 TO STA. 1035+00.00

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



S1C 1.50
S1F 94.50
S2C 0.00
S2F 10.00
1040 + 00.00



USER NAME = WAH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/21/2012 11:36:03 AM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

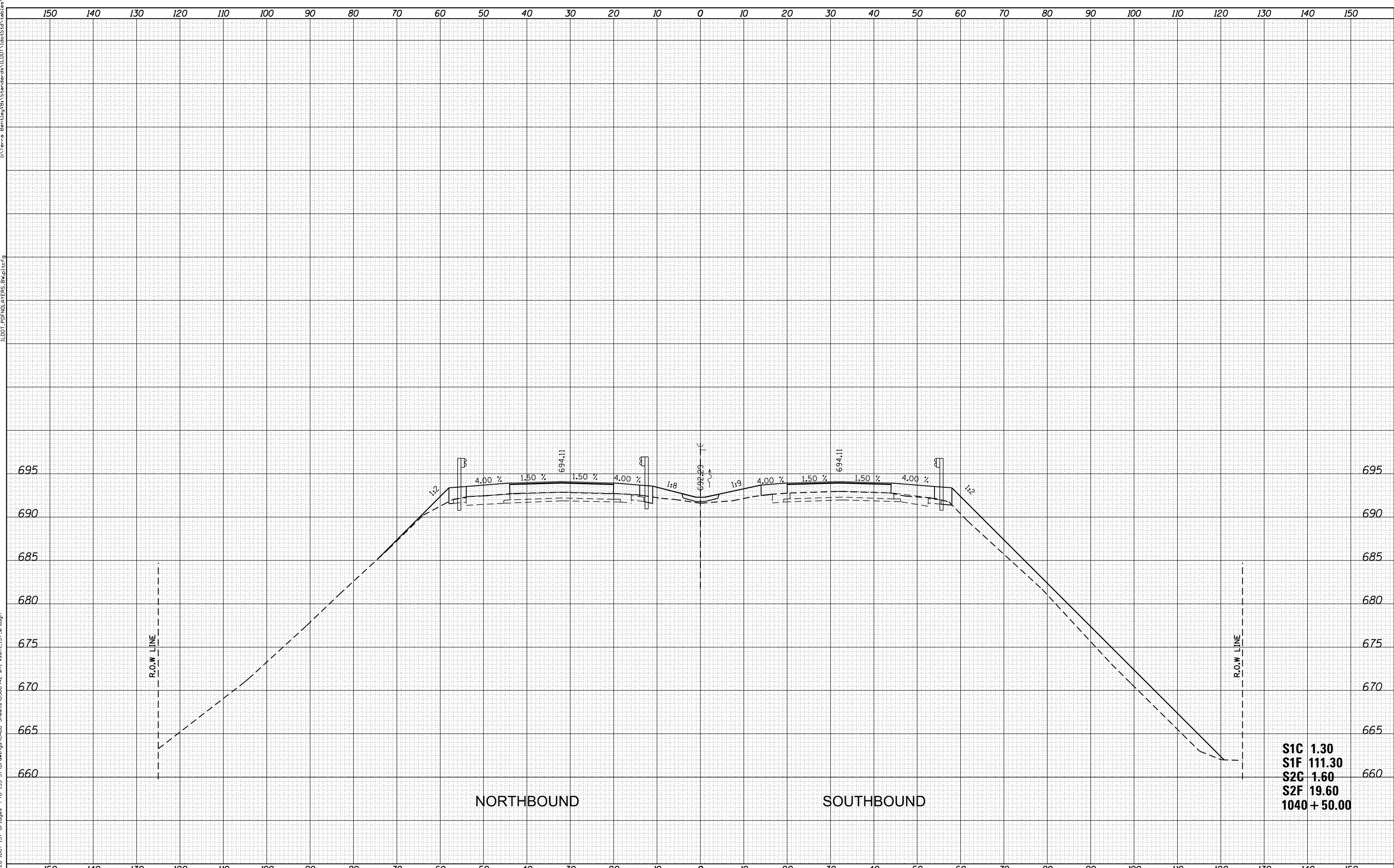
PROPOSED CROSS SECTIONS		
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD		
SCALE:	SHEET NO. 08 OF 16 SHEETS	STA. 1040+00.00 TO STA. 1040+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVBR, HVBR-1	ILLINOIS	146	138
CONTRACT NO. 66942				

ILLINOIS FED. AID PROJECT

FINAL SURVEY NOTE BOOK NO.	DATE
SURVEYED PLOTTED AREAS CHECKED	
TEMPLATES AREAS CHECKED	

ORIGINAL SURVEY NOTE BOOK NO.	DATE
SURVEYED PLOTTED AREAS CHECKED	
TEMPLATES AREAS CHECKED	



USER NAME = WAH	DESIGNED -	REVISIED -
PLOT SCALE = 20.0000' / in.	DRAWN -	REVISIED -
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	DATE -	REVISIED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

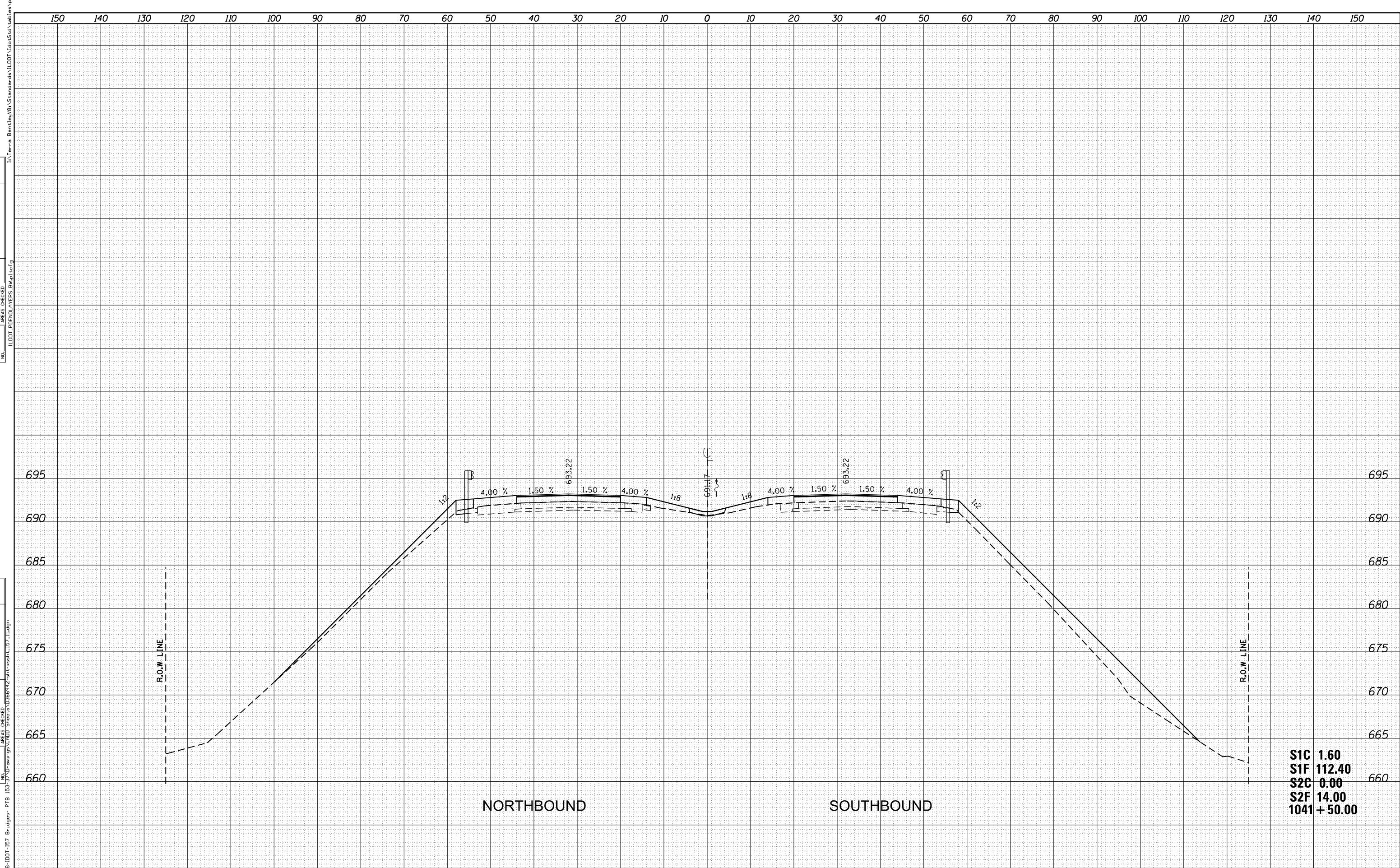
**PROPOSED CROSS SECTIONS
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD**

SCALE: SHEET NO. 09 OF 16 SHEETS STA. 1040+50.00 TO STA. 1040+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVBR, HVBR-1	ILROQUOIS	146	139
				CONTRACT NO. 66942
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	



S1C 1.60
S1F 112.40
S2C 0.00
S2F 14.00
1041 + 50.00



USER NAME = WAH	DESIGNED -	REVISÉ -
	DRAWN -	REVISÉ -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISÉ -
PLOT DATE = 8/21/2012 11:36:15 AM	DATE -	REVISÉ -

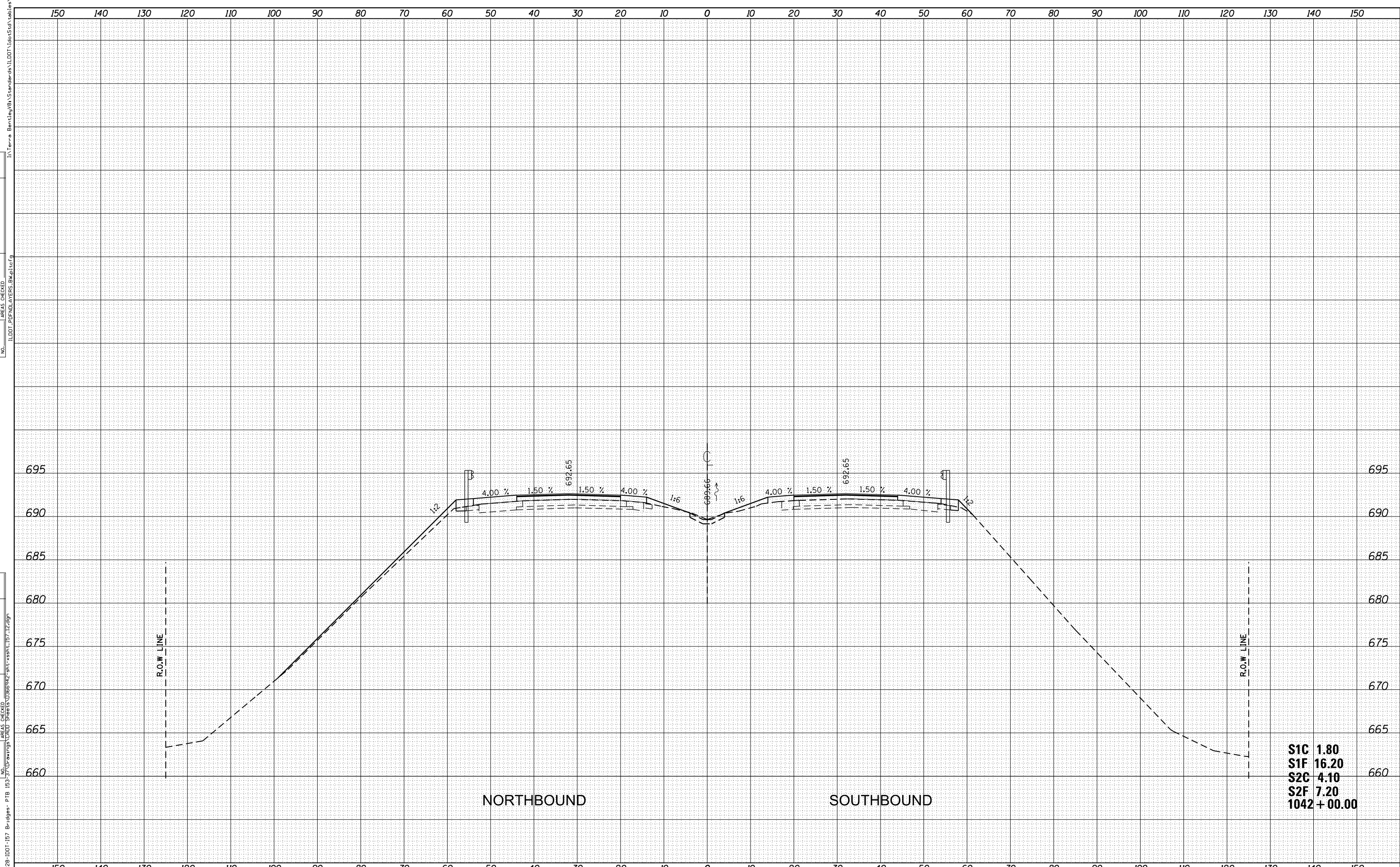
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD
 SCALE: SHEET NO. 11 OF 16 SHEETS STA. 1041+50.00 TO STA. 1041+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVBR, HVBR-1	IROQUOIS	146	141
CONTRACT NO. 66942				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	



S1C 1.80
S1F 16.20
S2C 4.10
S2F 7.20
1042 + 00.00



USER NAME = WAH	DESIGNED -	REVISD -
	DRAWN -	REVISD -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISD -
PLOT DATE = 8/21/2012 11:36:20 AM	DATE -	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD

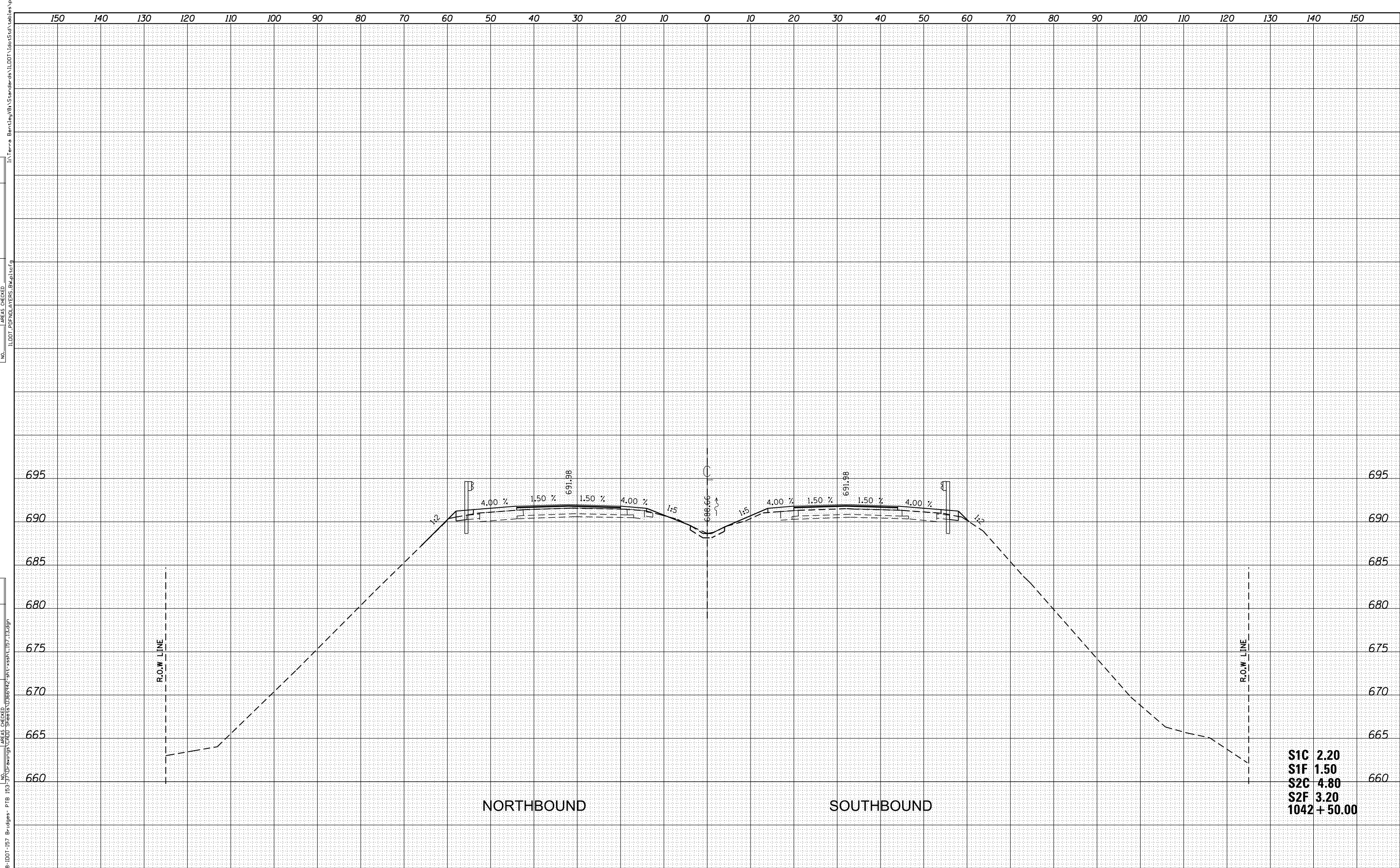
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVBR, HVBR-1	IROQUOIS	146	142
				CONTRACT NO. 66942

SCALE: SHEET NO. 12 OF 16 SHEETS STA. 1042+00.00 TO STA. 1042+00.00

ILLINOIS FED. AID PROJECT

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

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



USER NAME = WAH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/21/2012 11:36:24 AM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

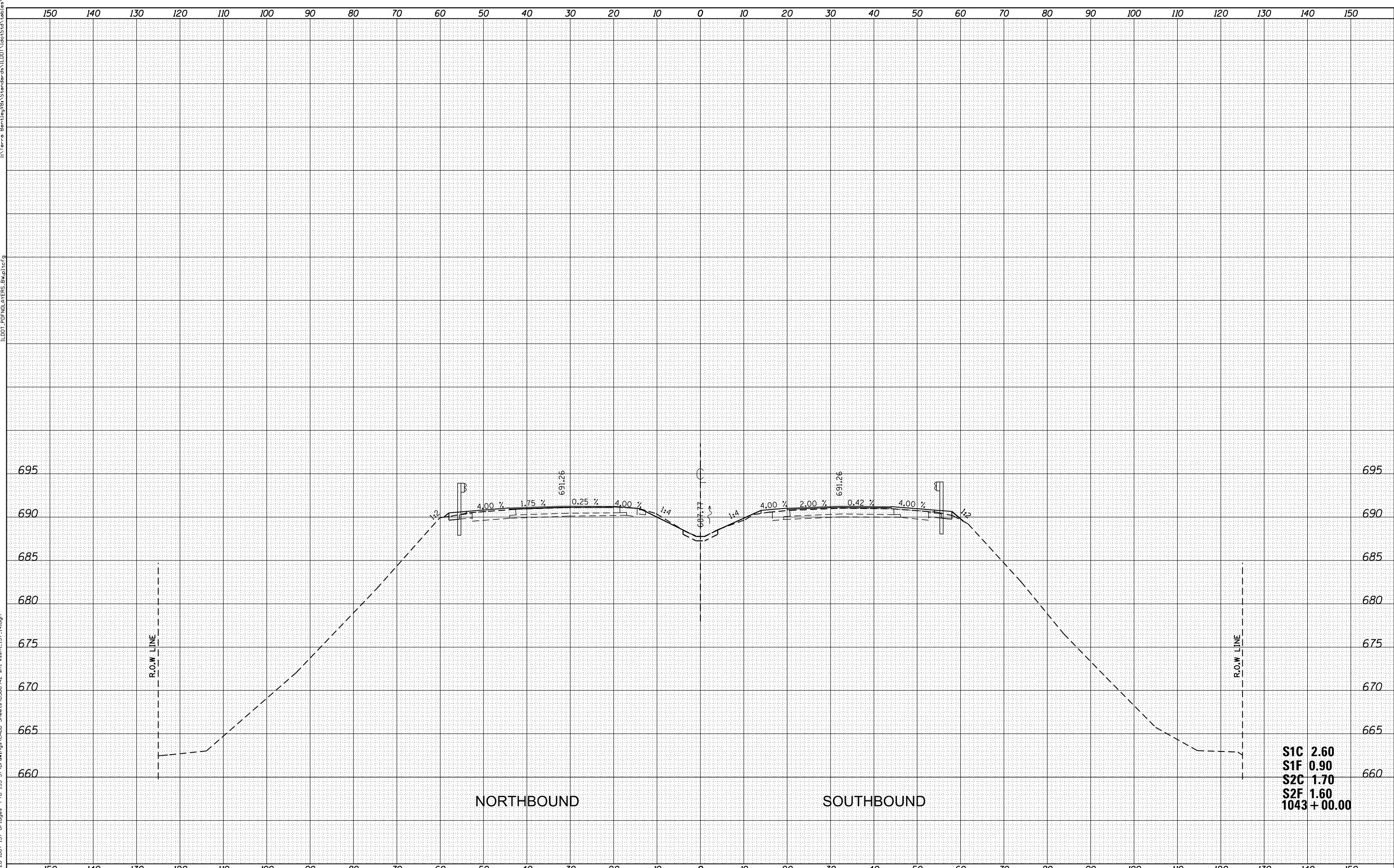
PROPOSED CROSS SECTIONS		
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD		
SCALE:	SHEET NO. 13 OF 16 SHEETS	STA. 1042+50.00 TO STA. 1042+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVBR, HVBR-1	IROQUOIS	146	143
			CONTRACT NO. 66942	
ILLINOIS FED. AID PROJECT				

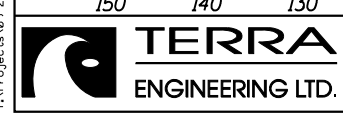
**S1C 2.20
S1F 1.50
S2C 4.80
S2F 3.20
1042 + 50.00**

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

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



S1C 2.60
S1F 0.90
S2C 1.70
S2F 1.60
1043 + 00.00



USER NAME = WAH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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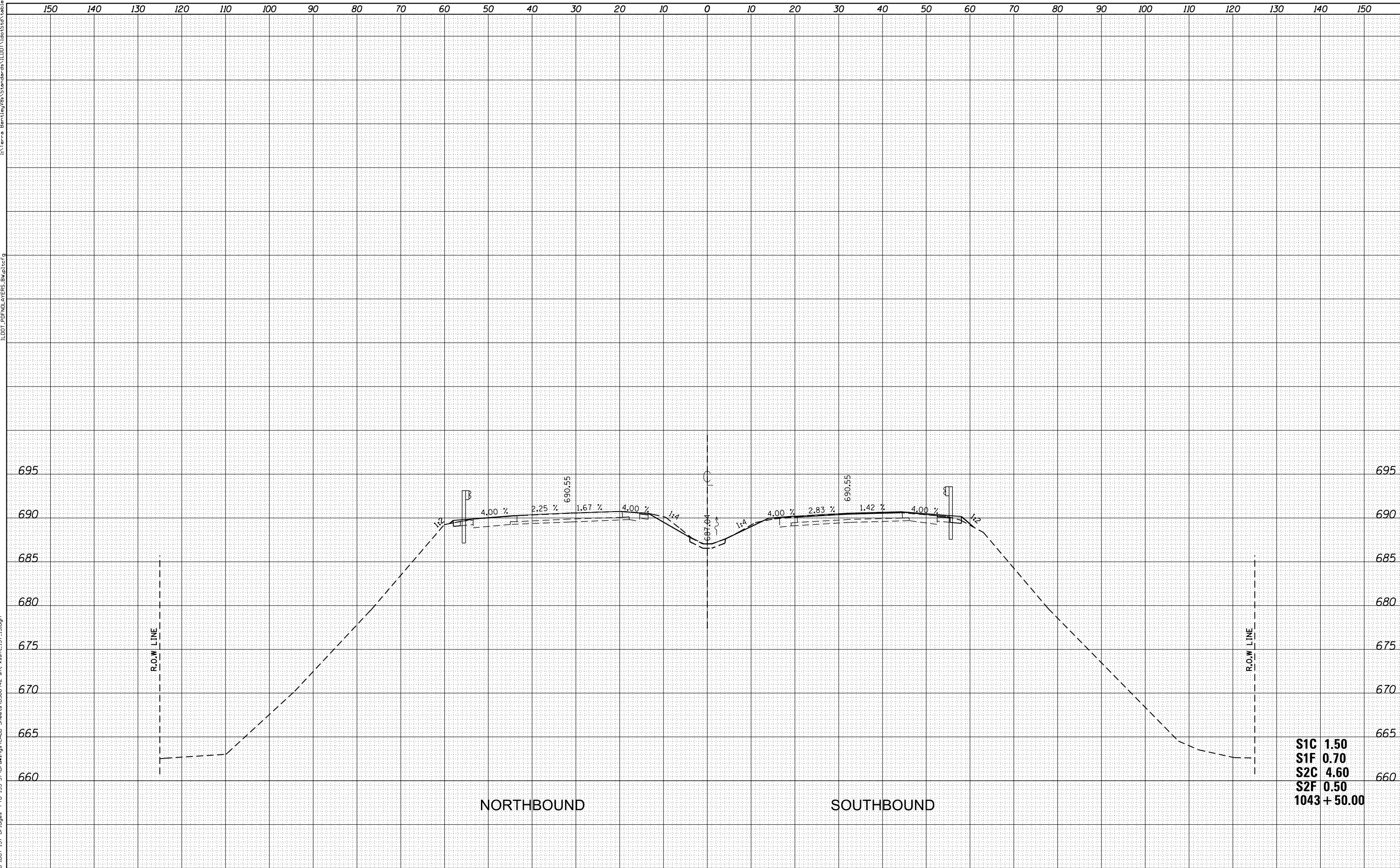
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD
 SCALE: SHEET NO. 14 OF 16 SHEETS STA. 1043+00.00 TO STA. 1043+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-2)HVBR, HVBR-1	ILLINOIS	146	144
			CONTRACT NO. 66942	
ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED
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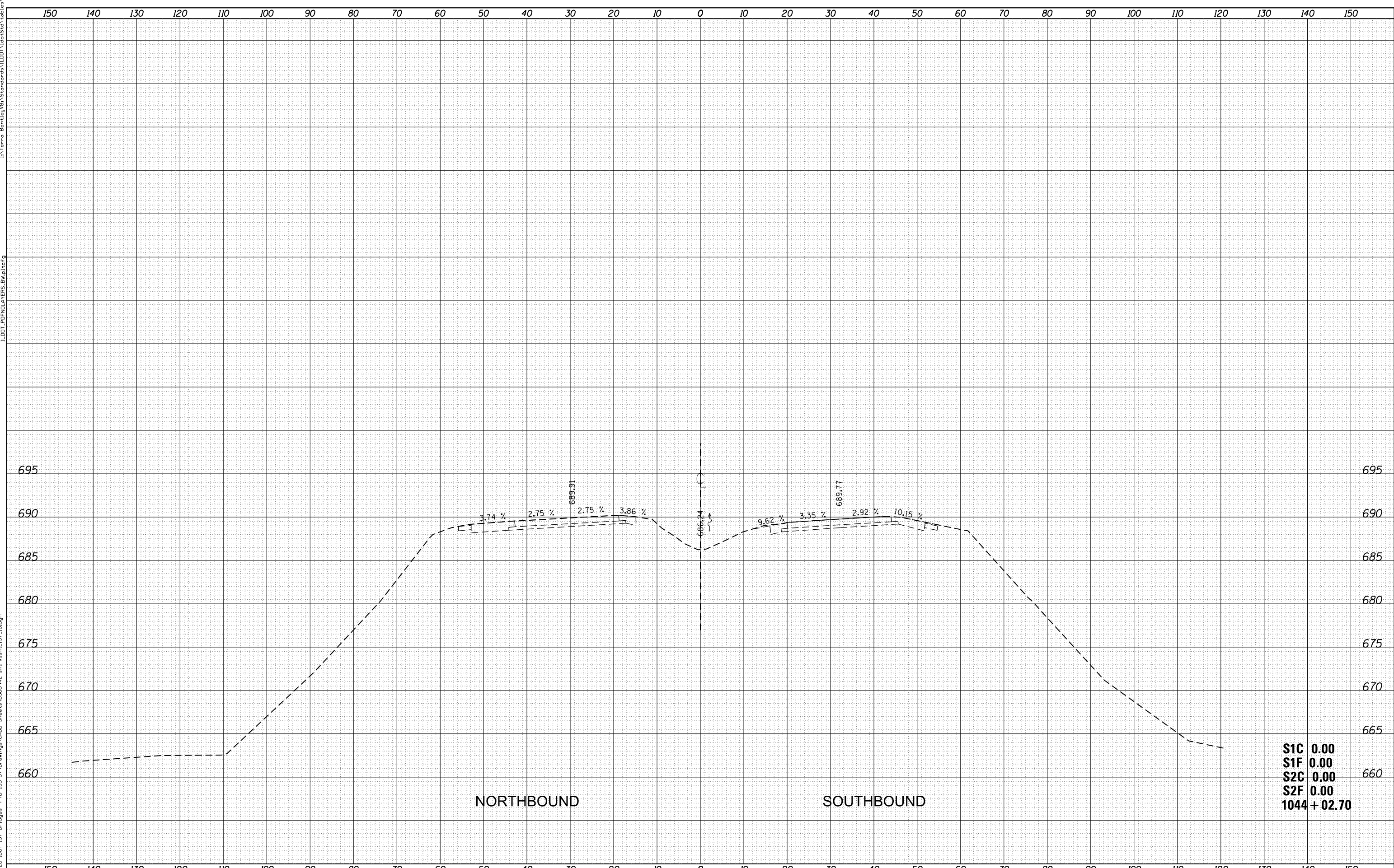
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED
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S1C 1.50
S1F 0.70
S2C 4.60
S2F 0.50
1043 + 50.00

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	



S1C 0.00
S1F 0.00
S2C 0.00
S2F 0.00
1044 + 02.70



USER NAME = WAH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/21/2012 11:36:38 AM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
I-57 OVER OLD ROUTE 45 AND ILLINOIS CENTRAL RAILROAD
 SCALE: SHEET NO. 16 OF 16 SHEETS STA. 1044+02.70 TO STA. 1044+02.70

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