

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\W.BENTLEY.COM\EXP\24\0166592\0460154\66863-015-T054.DGN

GIRDER 4				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+35.47	-20.54	677.52	677.54
☒ Brg. N. Abut.	188+37.36	-20.52	677.54	677.56
A	188+47.35	-20.43	677.67	677.71
B	188+57.34	-20.35	677.79	677.84
C	188+67.34	-20.27	677.90	677.97
D	188+77.33	-20.19	678.02	678.09
E	188+87.32	-20.12	678.13	678.20
F	188+97.32	-20.05	678.23	678.31
G	189+07.31	-19.98	678.34	678.40
H	189+17.30	-19.91	678.44	678.48
I	189+27.30	-19.85	678.54	678.57
J	189+37.29	-19.80	678.63	678.65
K	189+47.28	-19.74	678.72	678.73
L	189+57.28	-19.69	678.81	678.81
M	189+67.27	-19.65	678.90	678.90
☒ Brg. Pier 1	189+79.26	-19.59	678.99	679.02
N	189+89.25	-19.55	679.07	679.12
O	189+99.25	-19.52	679.15	679.23
P	190+09.24	-19.48	679.22	679.34
Q	190+19.23	-19.45	679.29	679.46
R	190+29.23	-19.43	679.36	679.57
S	190+39.22	-19.40	679.42	679.68
T	190+49.22	-19.38	679.48	679.79
U	190+59.21	-19.37	679.54	679.89
V	190+69.20	-19.35	679.59	679.97
W	190+79.20	-19.34	679.64	680.05
X	190+89.19	-19.34	679.69	680.11
Y	190+99.18	-19.33	679.74	680.17
Z	191+09.18	-19.33	679.78	680.20
AA	191+19.17	-19.34	679.82	680.22
AB	191+29.16	-19.34	679.85	680.23
AC	191+39.16	-19.35	679.89	680.23
AD	191+49.15	-19.37	679.92	680.22
AE	191+59.14	-19.38	679.94	680.20
AF	191+69.14	-19.40	679.97	680.18
AG	191+79.13	-19.43	679.99	680.15
AH	191+89.12	-19.45	680.00	680.12
AI	191+99.12	-19.48	680.02	680.10
AJ	192+09.11	-19.52	680.03	680.08
☒ Brg. Pier 2	192+19.10	-19.55	680.04	680.06
AK	192+29.10	-19.59	680.04	680.05
AL	192+39.09	-19.64	680.04	680.04
AM	192+49.09	-19.68	680.04	680.04
AN	192+59.08	-19.73	680.04	680.05
AO	192+69.07	-19.79	680.03	680.06
AP	192+79.06	-19.84	680.02	680.06
AQ	192+89.06	-19.90	680.01	680.06
AR	192+99.05	-19.97	679.99	680.06
AS	193+09.04	-20.03	679.97	680.05
AT	193+19.04	-20.10	679.95	680.02
AU	193+29.03	-20.18	679.92	679.99
AV	193+39.02	-20.25	679.89	679.95
AW	193+49.02	-20.33	679.86	679.91
☒ Brg. S. Abut.	193+61.01	-20.43	679.82	679.84
Bk. S. Abut.	193+62.90	-20.45	679.81	679.83

NB PGL				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+37.16	-13.50	677.40	677.42
☒ Brg. N. Abut.	188+39.04	-13.50	677.42	677.45
A	188+49.02	-13.50	677.55	677.59
B	188+58.99	-13.50	677.67	677.73
C	188+68.97	-13.50	677.79	677.86
D	188+78.94	-13.50	677.90	677.98
E	188+88.92	-13.50	678.01	678.09
F	188+98.90	-13.50	678.12	678.19
G	189+08.88	-13.50	678.22	678.29
H	189+18.86	-13.50	678.32	678.37
I	189+28.84	-13.50	678.42	678.45
J	189+38.82	-13.50	678.52	678.53
K	189+48.80	-13.50	678.61	678.62
L	189+58.79	-13.50	678.70	678.70
M	189+68.77	-13.50	678.79	678.79
☒ Brg. Pier 1	189+80.75	-13.50	678.89	678.91
N	189+90.74	-13.50	678.96	679.01
O	190+00.72	-13.50	679.04	679.12
P	190+10.71	-13.50	679.11	679.23
Q	190+20.70	-13.50	679.18	679.35
R	190+30.69	-13.50	679.25	679.46
S	190+40.68	-13.50	679.31	679.57
T	190+50.67	-13.50	679.37	679.68
U	190+60.66	-13.50	679.43	679.78
V	190+70.65	-13.50	679.48	679.86
W	190+80.65	-13.50	679.53	679.94
X	190+90.64	-13.50	679.58	680.00
Y	191+00.64	-13.50	679.63	680.06
Z	191+10.63	-13.50	679.67	680.09
AA	191+20.63	-13.50	679.71	680.11
AB	191+30.63	-13.50	679.74	680.12
AC	191+40.62	-13.50	679.77	680.12
AD	191+50.62	-13.50	679.80	680.11
AE	191+60.62	-13.50	679.83	680.09
AF	191+70.62	-13.50	679.85	680.06
AG	191+80.62	-13.50	679.87	680.03
AH	191+90.63	-13.50	679.89	680.01
AI	192+00.63	-13.50	679.90	679.98
AJ	192+10.63	-13.50	679.91	679.96
☒ Brg. Pier 2	192+20.64	-13.50	679.92	679.94
AK	192+30.64	-13.50	679.92	679.93
AL	192+40.65	-13.50	679.92	679.92
AM	192+50.66	-13.50	679.92	679.92
AN	192+60.67	-13.50	679.91	679.92
AO	192+70.68	-13.50	679.90	679.93
AP	192+80.69	-13.50	679.89	679.93
AQ	192+90.70	-13.50	679.88	679.93
AR	193+00.71	-13.50	679.86	679.93
AS	193+10.72	-13.50	679.84	679.91
AT	193+20.73	-13.50	679.81	679.89
AU	193+30.75	-13.50	679.78	679.85
AV	193+40.76	-13.50	679.75	679.81
AW	193+50.78	-13.50	679.72	679.76
☒ Brg. S. Abut.	193+62.80	-13.50	679.67	679.69
Bk. S. Abut.	193+64.69	-13.50	679.67	679.69

GIRDER 5				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+37.87	-10.51	677.35	677.37
☒ Brg. N. Abut.	188+39.76	-10.50	677.37	677.39
A	188+49.76	-10.41	677.50	677.54
B	188+59.75	-10.33	677.61	677.67
C	188+69.75	-10.25	677.73	677.80
D	188+79.75	-10.17	677.84	677.92
E	188+89.74	-10.10	677.95	678.03
F	188+99.74	-10.03	678.06	678.13
G	189+09.74	-9.96	678.16	678.22
H	189+19.73	-9.90	678.26	678.31
I	189+29.73	-9.84	678.36	678.39
J	189+39.73	-9.78	678.45	678.47
K	189+49.72	-9.73	678.54	678.55
L	189+59.72	-9.68	678.63	678.63
M	189+69.72	-9.63	678.72	678.72
☒ Brg. Pier 1	189+81.71	-9.58	678.81	678.84
N	189+91.71	-9.54	678.89	678.94
O	190+01.71	-9.51	678.97	679.05
P	190+11.70	-9.48	679.04	679.16
Q	190+21.70	-9.45	679.11	679.27
R	190+31.70	-9.42	679.17	679.39
S	190+41.69	-9.40	679.24	679.50
T	190+51.69	-9.38	679.30	679.60
U	190+61.69	-9.36	679.35	679.70
V	190+71.68	-9.35	679.41	679.79
W	190+81.68	-9.34	679.46	679.86
X	190+91.68	-9.34	679.50	679.93
Y	191+01.67	-9.33	679.55	679.98
Z	191+11.67	-9.33	679.59	680.01
AA	191+21.67	-9.34	679.63	680.03
AB	191+31.66	-9.35	679.66	680.04
AC	191+41.66	-9.36	679.69	680.04
AD	191+51.66	-9.37	679.72	680.03
AE	191+61.65	-9.39	679.75	680.01
AF	191+71.65	-9.41	679.77	679.98
AG	191+81.65	-9.43	679.79	679.96
AH	191+91.65	-9.46	679.81	679.93
AI	192+01.64	-9.49	679.82	679.90
AJ	192+11.64	-9.53	679.83	679.88
☒ Brg. Pier 2	192+21.64	-9.56	679.84	679.86
AK	192+31.63	-9.60	679.84	679.85
AL	192+41.63	-9.65	679.84	679.84
AM	192+51.63	-9.70	679.84	679.84
AN	192+61.62	-9.75	679.84	679.85
AO	192+71.62	-9.80	679.83	679.85
AP	192+81.62	-9.86	679.82	679.86
AQ	192+91.61	-9.92	679.80	679.86
AR	193+01.61	-9.98	679.79	679.85
AS	193+11.61	-10.05	679.77	679.84
AT	193+21.60	-10.12	679.74	679.82
AU	193+31.60	-10.20	679.72	679.79
AV	193+41.59	-10.27	679.69	679.75
AW	193+51.59	-10.36	679.65	679.70
☒ Brg. S. Abut.	193+63.59	-10.46	679.61	679.63
Bk. S. Abut.	193+65.47	-10.47	679.60	679.62



USER NAME	= SALASL	DESIGNED	- CCE	REVISED	-
		APPROVED	- MAF	REVISED	-
PLOT SCALE	= 0.16666633 1/ IN.	DRAWN	- HBJ	REVISED	-
PLOT DATE	= 4/23/2026	CHECKED	- MAF	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 2
STRUCTURE NO. 046-0154

SHEET SU-16 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	701
CONTRACT NO. 66863				
ILLINOIS		FED. AID PROJECT		

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP-2\W.BENTLEY.COM\EXP-2\0460154-66863-217-TOSS.DGN

GIRDER 6				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+40.28	-0.49	677.18	677.20
☒ Brg. N. Abut.	188+42.17	-0.48	677.20	677.22
A	188+52.17	-0.39	677.32	677.36
B	188+62.17	-0.31	677.44	677.50
C	188+72.17	-0.23	677.56	677.63
D	188+82.17	-0.15	677.67	677.75
E	188+92.17	-0.08	677.78	677.86
F	189+02.16	-0.01	677.88	677.96
G	189+12.16	0.05	677.99	678.05
H	189+22.16	0.12	678.09	678.14
I	189+32.16	0.17	678.19	678.22
J	189+42.16	0.23	678.28	678.30
K	189+52.16	0.28	678.38	678.38
L	189+62.16	0.33	678.47	678.47
M	189+72.16	0.38	678.55	678.56
☒ Brg. Pier 1	189+84.16	0.43	678.65	678.67
N	189+94.16	0.47	678.73	678.78
O	190+04.16	0.50	678.81	678.89
P	190+14.16	0.53	678.88	679.00
Q	190+24.16	0.56	678.95	679.11
R	190+34.16	0.59	679.01	679.22
S	190+44.16	0.61	679.08	679.34
T	190+54.17	0.63	679.14	679.44
U	190+64.17	0.64	679.19	679.54
V	190+74.17	0.65	679.25	679.63
W	190+84.17	0.66	679.30	679.70
X	190+94.17	0.67	679.34	679.76
Y	191+04.17	0.67	679.39	679.81
Z	191+14.17	0.66	679.43	679.85
AA	191+24.17	0.66	679.46	679.87
AB	191+34.17	0.65	679.50	679.88
AC	191+44.17	0.64	679.53	679.87
AD	191+54.17	0.62	679.55	679.86
AE	191+64.17	0.61	679.58	679.84
AF	191+74.17	0.58	679.60	679.81
AG	191+84.17	0.56	679.62	679.78
AH	191+94.17	0.53	679.63	679.75
AI	192+04.17	0.50	679.64	679.73
AJ	192+14.17	0.46	679.65	679.70
☒ Brg. Pier 2	192+24.17	0.43	679.66	679.68
AK	192+34.17	0.38	679.66	679.67
AL	192+44.17	0.34	679.66	679.66
AM	192+54.17	0.29	679.65	679.65
AN	192+64.17	0.24	679.64	679.66
AO	192+74.17	0.18	679.63	679.66
AP	192+84.17	0.13	679.62	679.66
AQ	192+94.17	0.06	679.60	679.66
AR	193+04.17	0.00	679.58	679.65
AS	193+14.17	-0.07	679.56	679.64
AT	193+24.17	-0.14	679.54	679.61
AU	193+34.17	-0.22	679.51	679.58
AV	193+44.17	-0.29	679.48	679.54
AW	193+54.17	-0.38	679.44	679.49
☒ Brg. S. Abut.	193+66.17	-0.48	679.40	679.42
Bk. S. Abut.	193+68.05	-0.50	679.39	679.41

PROP. ☒ F.A.I. 57				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+40.40	0.00	677.17	677.19
☒ Brg. N. Abut.	188+42.28	0.00	677.20	677.22
A	188+52.26	0.00	677.32	677.36
B	188+62.24	0.00	677.44	677.49
C	188+72.22	0.00	677.55	677.62
D	188+82.20	0.00	677.67	677.74
E	188+92.18	0.00	677.78	677.85
F	189+02.17	0.00	677.88	677.96
G	189+12.15	0.00	677.99	678.05
H	189+22.14	0.00	678.09	678.13
I	189+32.12	0.00	678.19	678.22
J	189+42.11	0.00	678.28	678.29
K	189+52.10	0.00	678.37	678.38
L	189+62.08	0.00	678.46	678.46
M	189+72.07	0.00	678.54	678.55
☒ Brg. Pier 1	189+84.06	0.00	678.64	678.66
N	189+94.05	0.00	678.72	678.77
O	190+04.04	0.00	678.79	678.87
P	190+14.03	0.00	678.87	678.99
Q	190+24.03	0.00	678.94	679.10
R	190+34.02	0.00	679.00	679.21
S	190+44.01	0.00	679.06	679.32
T	190+54.01	0.00	679.12	679.43
U	190+64.01	0.00	679.18	679.52
V	190+74.00	0.00	679.23	679.61
W	190+84.00	0.00	679.28	679.69
X	190+94.00	0.00	679.33	679.75
Y	191+04.00	0.00	679.37	679.80
Z	191+14.00	0.00	679.41	679.83
AA	191+24.00	0.00	679.45	679.86
AB	191+34.00	0.00	679.48	679.86
AC	191+44.01	0.00	679.51	679.86
AD	191+54.01	0.00	679.54	679.85
AE	191+64.02	0.00	679.57	679.83
AF	191+74.02	0.00	679.59	679.80
AG	191+84.03	0.00	679.61	679.77
AH	191+94.03	0.00	679.62	679.74
AI	192+04.04	0.00	679.63	679.71
AJ	192+14.05	0.00	679.64	679.69
☒ Brg. Pier 2	192+24.06	0.00	679.65	679.67
AK	192+34.07	0.00	679.65	679.66
AL	192+44.08	0.00	679.65	679.65
AM	192+54.09	0.00	679.65	679.65
AN	192+64.11	0.00	679.64	679.65
AO	192+74.12	0.00	679.63	679.65
AP	192+84.14	0.00	679.62	679.66
AQ	192+94.15	0.00	679.60	679.66
AR	193+04.17	0.00	679.58	679.65
AS	193+14.19	0.00	679.56	679.63
AT	193+24.20	0.00	679.53	679.61
AU	193+34.22	0.00	679.50	679.57
AV	193+44.24	0.00	679.47	679.53
AW	193+54.26	0.00	679.44	679.48
☒ Brg. S. Abut.	193+66.29	0.00	679.39	679.41
Bk. S. Abut.	193+68.18	0.00	679.38	679.40

GIRDER 7				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+42.68	9.53	677.39	677.41
☒ Brg. N. Abut.	188+44.57	9.55	677.41	677.44
A	188+54.58	9.63	677.54	677.58
B	188+64.58	9.71	677.66	677.71
C	188+74.58	9.79	677.78	677.84
D	188+84.59	9.86	677.89	677.96
E	188+94.59	9.94	678.00	678.07
F	189+04.59	10.00	678.11	678.17
G	189+14.59	10.07	678.21	678.26
H	189+24.60	10.13	678.31	678.35
I	189+34.60	10.19	678.41	678.44
J	189+44.60	10.24	678.51	678.52
K	189+54.61	10.29	678.60	678.60
L	189+64.61	10.34	678.69	678.69
M	189+74.61	10.39	678.77	678.78
☒ Brg. Pier 1	189+86.62	10.44	678.87	678.89
N	189+96.62	10.47	678.95	679.00
O	190+06.63	10.51	679.02	679.10
P	190+16.63	10.54	679.10	679.21
Q	190+26.63	10.57	679.16	679.33
R	190+36.64	10.59	679.23	679.44
S	190+46.64	10.61	679.29	679.55
T	190+56.64	10.63	679.35	679.65
U	190+66.65	10.64	679.41	679.75
V	190+76.65	10.65	679.46	679.83
W	190+86.65	10.66	679.51	679.90
X	190+96.66	10.67	679.55	679.97
Y	191+06.66	10.67	679.60	680.02
Z	191+16.66	10.66	679.64	680.05
AA	191+26.67	10.66	679.67	680.07
AB	191+36.67	10.65	679.70	680.08
AC	191+46.67	10.64	679.73	680.07
AD	191+56.68	10.62	679.76	680.06
AE	191+66.68	10.60	679.78	680.04
AF	191+76.69	10.58	679.81	680.01
AG	191+86.69	10.55	679.82	679.98
AH	191+96.69	10.52	679.84	679.95
AI	192+06.70	10.49	679.85	679.93
AJ	192+16.70	10.46	679.85	679.90
☒ Brg. Pier 2	192+26.70	10.42	679.86	679.88
AK	192+36.71	10.37	679.86	679.86
AL	192+46.71	10.33	679.86	679.86
AM	192+56.71	10.28	679.85	679.85
AN	192+66.72	10.23	679.84	679.85
AO	192+76.72	10.17	679.83	679.85
AP	192+86.72	10.11	679.82	679.85
AQ	192+96.73	10.05	679.80	679.84
AR	193+06.73	9.98	679.78	679.83
AS	193+16.73	9.91	679.75	679.82
AT	193+26.73	9.84	679.72	679.79
AU	193+36.74	9.76	679.69	679.75
AV	193+46.74	9.68	679.66	679.71
AW	193+56.74	9.60	679.62	679.66
☒ Brg. S. Abut.	193+68.75	9.50	679.57	679.59
Bk. S. Abut.	193+70.64	9.48	679.56	679.58



USER NAME	= SALASL
DESIGNED	- CCE
APPROVED	- MAF
PLOT SCALE	= 0.16666633 1/ IN.
DRAWN	- HBJ
PLOT DATE	= 4/23/2026
CHECKED	- MAF

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 3
STRUCTURE NO. 046-0154

SHEET SU-17 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	702
CONTRACT NO. 66863				
ILLINOIS		FED. AID PROJECT		

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\W.BENTLEY.COM\EXP\24\0168592\0460154\66863-418-T056.DGN

EAST STAGE CONSTRUCTION LINE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+43.29	12.03	677.45	677.47
☒ Brg. N. Abut.	188+45.18	12.05	677.47	677.49
A	188+55.18	12.14	677.60	677.63
B	188+65.18	12.22	677.72	677.77
C	188+75.19	12.29	677.83	677.89
D	188+85.19	12.37	677.95	678.01
E	188+95.19	12.44	678.06	678.12
F	189+05.20	12.51	678.17	678.23
G	189+15.20	12.57	678.27	678.32
H	189+25.21	12.63	678.37	678.41
I	189+35.21	12.69	678.47	678.49
J	189+45.21	12.75	678.56	678.57
K	189+55.22	12.80	678.65	678.66
L	189+65.22	12.85	678.74	678.74
M	189+75.23	12.89	678.83	678.83
☒ Brg. Pier 1	189+87.23	12.94	678.93	678.95
N	189+97.24	12.98	679.00	679.05
O	190+07.24	13.01	679.08	679.16
P	190+17.24	13.04	679.15	679.27
Q	190+27.25	13.07	679.22	679.38
R	190+37.25	13.09	679.28	679.49
S	190+47.26	13.11	679.34	679.60
T	190+57.26	13.13	679.40	679.70
U	190+67.27	13.14	679.46	679.80
V	190+77.27	13.15	679.51	679.88
W	190+87.28	13.16	679.56	679.96
X	190+97.28	13.17	679.61	680.02
Y	191+07.28	13.17	679.65	680.07
Z	191+17.29	13.16	679.69	680.10
AA	191+27.29	13.16	679.72	680.12
AB	191+37.30	13.15	679.76	680.13
AC	191+47.30	13.14	679.79	680.13
AD	191+57.31	13.12	679.81	680.11
AE	191+67.31	13.10	679.84	680.09
AF	191+77.31	13.08	679.86	680.07
AG	191+87.32	13.05	679.87	680.04
AH	191+97.32	13.02	679.89	680.01
AI	192+07.33	12.99	679.90	679.98
AJ	192+17.33	12.95	679.90	679.95
☒ Brg. Pier 2	192+27.34	12.91	679.91	679.93
AK	192+37.34	12.87	679.91	679.91
AL	192+47.34	12.82	679.91	679.90
AM	192+57.35	12.77	679.90	679.90
AN	192+67.35	12.72	679.89	679.90
AO	192+77.36	12.67	679.88	679.90
AP	192+87.36	12.61	679.86	679.90
AQ	192+97.37	12.54	679.85	679.89
AR	193+07.37	12.48	679.82	679.88
AS	193+17.37	12.41	679.80	679.86
AT	193+27.38	12.34	679.77	679.84
AU	193+37.38	12.26	679.74	679.80
AV	193+47.38	12.18	679.70	679.76
AW	193+57.39	12.10	679.67	679.71
☒ Brg. S. Abut.	193+69.39	11.99	679.62	679.64
Bk. S. Abut.	193+71.28	11.98	679.61	679.63

SB PGL				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+43.64	13.50	677.48	677.50
☒ Brg. N. Abut.	188+45.52	13.50	677.51	677.53
A	188+55.51	13.50	677.63	677.66
B	188+65.49	13.50	677.75	677.80
C	188+75.48	13.50	677.86	677.92
D	188+85.46	13.50	677.97	678.04
E	188+95.45	13.50	678.08	678.15
F	189+05.44	13.50	678.19	678.25
G	189+15.43	13.50	678.29	678.34
H	189+25.42	13.50	678.39	678.43
I	189+35.41	13.50	678.49	678.51
J	189+45.40	13.50	678.58	678.59
K	189+55.39	13.50	678.67	678.67
L	189+65.38	13.50	678.76	678.76
M	189+75.38	13.50	678.84	678.85
☒ Brg. Pier 1	189+87.37	13.50	678.94	678.96
N	189+97.36	13.50	679.01	679.06
O	190+07.36	13.50	679.09	679.17
P	190+17.36	13.50	679.16	679.28
Q	190+27.36	13.50	679.23	679.39
R	190+37.35	13.50	679.29	679.50
S	190+47.35	13.50	679.35	679.61
T	190+57.35	13.50	679.41	679.71
U	190+67.36	13.50	679.47	679.81
V	190+77.36	13.50	679.52	679.89
W	190+87.36	13.50	679.57	679.96
X	190+97.36	13.50	679.61	680.03
Y	191+07.37	13.50	679.66	680.07
Z	191+17.37	13.50	679.69	680.11
AA	191+27.38	13.50	679.73	680.13
AB	191+37.39	13.50	679.76	680.14
AC	191+47.39	13.50	679.79	680.13
AD	191+57.40	13.50	679.82	680.12
AE	191+67.41	13.50	679.84	680.10
AF	191+77.42	13.50	679.86	680.07
AG	191+87.43	13.50	679.88	680.04
AH	191+97.44	13.50	679.90	680.02
AI	192+07.46	13.50	679.91	679.99
AJ	192+17.47	13.50	679.92	679.96
☒ Brg. Pier 2	192+27.49	13.50	679.92	679.94
AK	192+37.50	13.50	679.92	679.93
AL	192+47.52	13.50	679.92	679.92
AM	192+57.53	13.50	679.92	679.91
AN	192+67.55	13.50	679.91	679.91
AO	192+77.57	13.50	679.90	679.91
AP	192+87.59	13.50	679.88	679.91
AQ	192+97.61	13.50	679.86	679.91
AR	193+07.63	13.50	679.84	679.90
AS	193+17.65	13.50	679.82	679.88
AT	193+27.68	13.50	679.79	679.86
AU	193+37.70	13.50	679.76	679.83
AV	193+47.72	13.50	679.73	679.78
AW	193+57.75	13.50	679.69	679.73
☒ Brg. S. Abut.	193+69.78	13.50	679.65	679.67
Bk. S. Abut.	193+71.68	13.50	679.64	679.66

WEST STAGE CONSTRUCTION LINE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+44.49	17.04	677.56	677.58
☒ Brg. N. Abut.	188+46.38	17.06	677.59	677.61
A	188+56.39	17.15	677.71	677.75
B	188+66.39	17.23	677.83	677.88
C	188+76.40	17.30	677.95	678.01
D	188+86.40	17.38	678.06	678.13
E	188+96.41	17.45	678.17	678.24
F	189+06.41	17.52	678.28	678.34
G	189+16.42	17.58	678.38	678.43
H	189+26.42	17.64	678.48	678.52
I	189+36.43	17.70	678.58	678.60
J	189+46.44	17.75	678.67	678.69
K	189+56.44	17.80	678.77	678.77
L	189+66.45	17.85	678.85	678.85
M	189+76.45	17.90	678.94	678.94
☒ Brg. Pier 1	189+88.46	17.94	679.04	679.06
N	189+98.47	17.98	679.11	679.16
O	190+08.47	18.01	679.19	679.27
P	190+18.48	18.04	679.26	679.38
Q	190+28.48	18.07	679.33	679.49
R	190+38.49	18.10	679.39	679.60
S	190+48.50	18.12	679.45	679.71
T	190+58.50	18.13	679.51	679.81
U	190+68.51	18.15	679.57	679.91
V	190+78.51	18.16	679.62	679.99
W	190+88.52	18.16	679.67	680.06
X	190+98.53	18.17	679.71	680.12
Y	191+08.53	18.17	679.75	680.17
Z	191+18.54	18.16	679.79	680.21
AA	191+28.54	18.16	679.83	680.23
AB	191+38.55	18.15	679.86	680.23
AC	191+48.56	18.13	679.89	680.23
AD	191+58.56	18.12	679.92	680.22
AE	191+68.57	18.10	679.94	680.19
AF	191+78.57	18.07	679.96	680.17
AG	191+88.58	18.05	679.97	680.14
AH	191+98.59	18.02	679.99	680.11
AI	192+08.59	17.98	680.00	680.08
AJ	192+18.60	17.95	680.00	680.05
☒ Brg. Pier 2	192+28.60	17.91	680.01	680.03
AK	192+38.61	17.86	680.01	680.01
AL	192+48.62	17.82	680.01	680.00
AM	192+58.62	17.77	680.00	680.00
AN	192+68.63	17.72	679.99	680.00
AO	192+78.63	17.66	679.98	680.00
AP	192+88.64	17.60	679.96	679.99
AQ	192+98.64	17.54	679.94	679.99
AR	193+08.65	17.47	679.92	679.98
AS	193+18.66	17.40	679.90	679.96
AT	193+28.66	17.33	679.87	679.93
AU	193+38.67	17.25	679.83	679.90
AV	193+48.67	17.17	679.80	679.85
AW	193+58.68	17.09	679.76	679.80
☒ Brg. S. Abut.	193+70.68	16.98	679.71	679.73
Bk. S. Abut.	193+72.57	16.97	679.70	679.72



USER NAME = SALASL
PLOT SCALE = 0.16666633 1/ IN.
PLOT DATE = 4/23/2026

DESIGNED - CCE
APPROVED - MAF
DRAWN - HBJ
CHECKED - MAF

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 4
STRUCTURE NO. 046-0154

SHEET SU-18 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	703
CONTRACT NO. 66863				
ILLINOIS		FED. AID PROJECT		

MODEL: 2D SHEET 14
FILE NAME: C:\PW\WORK\EXP\24\W.BENTLEY.COM\EXP\01546663-419-T057.DGN

GIRDER 8				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+45.09	19.55	677.62	677.64
☒ Brg. N. Abut.	188+46.98	19.57	677.64	677.67
A	188+56.99	19.65	677.77	677.80
B	188+66.99	19.73	677.89	677.94
C	188+77.00	19.81	678.00	678.07
D	188+87.01	19.88	678.12	678.18
E	188+97.01	19.95	678.23	678.29
F	189+07.02	20.02	678.33	678.40
G	189+17.03	20.08	678.44	678.49
H	189+27.03	20.15	678.54	678.58
I	189+37.04	20.20	678.64	678.66
J	189+47.05	20.26	678.73	678.74
K	189+57.05	20.31	678.82	678.82
L	189+67.06	20.35	678.91	678.91
M	189+77.07	20.40	678.99	679.00
☒ Brg. Pier 1	189+89.07	20.45	679.09	679.11
N	189+99.08	20.48	679.17	679.22
O	190+09.09	20.52	679.24	679.32
P	190+19.09	20.55	679.31	679.43
Q	190+29.10	20.57	679.38	679.54
R	190+39.11	20.60	679.44	679.65
S	190+49.12	20.62	679.51	679.76
T	190+59.12	20.63	679.56	679.86
U	190+69.13	20.65	679.62	679.96
V	190+79.14	20.66	679.67	680.04
W	190+89.14	20.66	679.72	680.12
X	190+99.15	20.67	679.76	680.18
Y	191+09.16	20.67	679.81	680.23
Z	191+19.16	20.66	679.84	680.26
AA	191+29.17	20.66	679.88	680.28
AB	191+39.18	20.65	679.91	680.28
AC	191+49.18	20.63	679.94	680.28
AD	191+59.19	20.62	679.97	680.27
AE	191+69.20	20.60	679.99	680.25
AF	191+79.20	20.57	680.01	680.22
AG	191+89.21	20.55	680.03	680.19
AH	191+99.22	20.52	680.04	680.16
AI	192+09.22	20.48	680.05	680.13
AJ	192+19.23	20.45	680.06	680.10
☒ Brg. Pier 2	192+29.24	20.41	680.06	680.08
AK	192+39.25	20.36	680.06	680.06
AL	192+49.25	20.32	680.06	680.05
AM	192+59.26	20.27	680.05	680.05
AN	192+69.26	20.21	680.04	680.05
AO	192+79.27	20.16	680.03	680.04
AP	192+89.28	20.09	680.01	680.04
AQ	192+99.28	20.03	679.99	680.04
AR	193+09.29	19.96	679.97	680.03
AS	193+19.30	19.89	679.94	680.01
AT	193+29.30	19.82	679.91	679.98
AU	193+39.31	19.74	679.88	679.95
AV	193+49.32	19.66	679.85	679.90
AW	193+59.32	19.58	679.81	679.85
☒ Brg. S. Abut.	193+71.33	19.48	679.76	679.78
Bk. S. Abut.	193+73.22	19.46	679.75	679.77

GIRDER 9				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+47.50	29.57	677.83	677.85
☒ Brg. N. Abut.	188+49.39	29.59	677.85	677.87
A	188+59.40	29.67	677.98	678.02
B	188+69.41	29.75	678.09	678.15
C	188+79.42	29.83	678.21	678.28
D	188+89.43	29.90	678.32	678.40
E	188+99.44	29.97	678.43	678.51
F	189+09.45	30.04	678.54	678.61
G	189+19.46	30.10	678.64	678.70
H	189+29.47	30.16	678.74	678.79
I	189+39.48	30.22	678.84	678.87
J	189+49.49	30.27	678.93	678.94
K	189+59.50	30.32	679.02	679.02
L	189+69.51	30.37	679.11	679.11
M	189+79.52	30.41	679.19	679.19
☒ Brg. Pier 1	189+91.53	30.46	679.28	679.31
N	190+01.54	30.49	679.36	679.41
O	190+11.55	30.52	679.43	679.51
P	190+21.56	30.55	679.50	679.62
Q	190+31.57	30.58	679.57	679.74
R	190+41.58	30.60	679.63	679.85
S	190+51.59	30.62	679.70	679.96
T	190+61.60	30.64	679.75	680.06
U	190+71.61	30.65	679.81	680.15
V	190+81.62	30.66	679.86	680.24
W	190+91.63	30.66	679.90	680.31
X	191+01.64	30.67	679.95	680.37
Y	191+11.65	30.67	679.99	680.42
Z	191+21.66	30.66	680.03	680.45
AA	191+31.67	30.65	680.06	680.47
AB	191+41.68	30.64	680.09	680.47
AC	191+51.69	30.63	680.12	680.47
AD	191+61.70	30.61	680.15	680.45
AE	191+71.72	30.59	680.17	680.43
AF	191+81.73	30.57	680.19	680.40
AG	191+91.74	30.54	680.20	680.37
AH	192+01.75	30.51	680.22	680.34
AI	192+11.76	30.47	680.23	680.31
AJ	192+21.77	30.44	680.23	680.28
☒ Brg. Pier 2	192+31.78	30.39	680.23	680.26
AK	192+41.79	30.35	680.23	680.24
AL	192+51.80	30.30	680.23	680.23
AM	192+61.81	30.25	680.22	680.22
AN	192+71.82	30.20	680.21	680.22
AO	192+81.83	30.14	680.20	680.22
AP	192+91.84	30.08	680.18	680.22
AQ	193+01.85	30.01	680.16	680.22
AR	193+11.86	29.95	680.14	680.21
AS	193+21.86	29.88	680.11	680.19
AT	193+31.87	29.80	680.09	680.16
AU	193+41.88	29.72	680.05	680.12
AV	193+51.89	29.64	680.02	680.08
AW	193+61.90	29.56	679.98	680.02
☒ Brg. S. Abut.	193+73.91	29.45	679.93	679.95
Bk. S. Abut.	193+75.81	29.44	679.92	679.94

GIRDER 10				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+49.91	39.59	677.95	677.97
☒ Brg. N. Abut.	188+51.80	39.61	677.97	677.99
A	188+61.82	39.69	678.09	678.13
B	188+71.83	39.77	678.20	678.26
C	188+81.84	39.85	678.32	678.39
D	188+91.86	39.92	678.43	678.50
E	189+01.87	39.99	678.53	678.61
F	189+11.88	40.05	678.64	678.71
G	189+21.89	40.11	678.74	678.80
H	189+31.91	40.17	678.83	678.88
I	189+41.92	40.23	678.93	678.96
J	189+51.93	40.28	679.02	679.03
K	189+61.95	40.33	679.11	679.11
L	189+71.96	40.38	679.19	679.19
M	189+81.97	40.42	679.27	679.28
☒ Brg. Pier 1	189+93.99	40.47	679.36	679.39
N	190+04.00	40.50	679.44	679.49
O	190+14.02	40.53	679.51	679.59
P	190+24.03	40.56	679.58	679.70
Q	190+34.04	40.59	679.64	679.81
R	190+44.06	40.61	679.71	679.92
S	190+54.07	40.63	679.77	680.03
T	190+64.09	40.64	679.82	680.13
U	190+74.10	40.65	679.87	680.22
V	190+84.11	40.66	679.92	680.30
W	190+94.13	40.67	679.97	680.38
X	191+04.14	40.67	680.01	680.44
Y	191+14.15	40.66	680.05	680.48
Z	191+24.17	40.66	680.09	680.51
AA	191+34.18	40.65	680.13	680.53
AB	191+44.19	40.64	680.16	680.54
AC	191+54.21	40.62	680.19	680.53
AD	191+64.22	40.61	680.21	680.52
AE	191+74.23	40.58	680.23	680.49
AF	191+84.25	40.56	680.25	680.46
AG	191+94.26	40.53	680.27	680.43
AH	192+04.27	40.50	680.28	680.40
AI	192+14.29	40.46	680.29	680.37
AJ	192+24.30	40.43	680.29	680.34
☒ Brg. Pier 2	192+34.32	40.38	680.30	680.32
AK	192+44.33	40.34	680.30	680.30
AL	192+54.34	40.29	680.30	680.29
AM	192+64.36	40.24	680.29	680.29
AN	192+74.37	40.18	680.28	680.29
AO	192+84.38	40.13	680.27	680.29
AP	192+94.39	40.06	680.25	680.29
AQ	193+04.41	40.00	680.23	680.29
AR	193+14.42	39.93	680.21	680.28
AS	193+24.43	39.86	680.19	680.26
AT	193+34.45	39.78	680.16	680.24
AU	193+44.46	39.70	680.13	680.20
AV	193+54.47	39.62	680.09	680.15
AW	193+64.49	39.54	680.06	680.10
☒ Brg. S. Abut.	193+76.50	39.43	680.01	680.03
Bk. S. Abut.	193+78.39	39.41	680.00	680.02



USER NAME	= SALASL	DESIGNED -	CCE	REVISED -	
		APPROVED -	MAF	REVISED -	
PLOT SCALE	= 0.16666633 '*/ IN.	DRAWN -	HBJ	REVISED -	
PLOT DATE	= 4/23/2026	CHECKED -	MAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 5
STRUCTURE NO. 046-0154

SHEET SU-19 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	704
CONTRACT NO. 66863				
ILLINOIS		FED. AID PROJECT		

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\BENTLEY.COM\194\PW\01\DD168592\0460154-66863-020-TOSS8.DGN

GIRDER 11				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+52.32	49.61	677.83	677.85
☒ Brg. N. Abut.	188+54.22	49.63	677.85	677.87
A	188+64.23	49.71	677.97	678.01
B	188+74.25	49.79	678.08	678.14
C	188+84.27	49.86	678.19	678.26
D	188+94.28	49.93	678.30	678.37
E	189+04.30	50.00	678.41	678.48
F	189+14.31	50.07	678.51	678.58
G	189+24.33	50.13	678.61	678.67
H	189+34.35	50.19	678.70	678.75
I	189+44.36	50.24	678.80	678.82
J	189+54.38	50.29	678.89	678.90
K	189+64.40	50.34	678.97	678.98
L	189+74.41	50.39	679.06	679.06
M	189+84.43	50.43	679.14	679.14
☒ Brg. Pier 1	189+96.45	50.47	679.23	679.25
N	190+06.47	50.51	679.30	679.35
O	190+16.49	50.54	679.37	679.45
P	190+26.50	50.57	679.44	679.56
Q	190+36.52	50.59	679.50	679.67
R	190+46.54	50.61	679.57	679.78
S	190+56.55	50.63	679.62	679.89
T	190+66.57	50.64	679.68	679.98
U	190+76.59	50.65	679.73	680.08
V	190+86.60	50.66	679.78	680.16
W	190+96.62	50.67	679.83	680.23
X	191+06.64	50.67	679.87	680.29
Y	191+16.65	50.66	679.91	680.34
Z	191+26.67	50.66	679.95	680.37
AA	191+36.69	50.65	679.98	680.38
AB	191+46.70	50.64	680.01	680.39
AC	191+56.72	50.62	680.04	680.38
AD	191+66.74	50.60	680.06	680.37
AE	191+76.76	50.58	680.08	680.34
AF	191+86.77	50.55	680.10	680.31
AG	191+96.79	50.52	680.12	680.28
AH	192+06.81	50.49	680.13	680.25
AI	192+16.82	50.45	680.14	680.22
AJ	192+26.84	50.42	680.14	680.19
☒ Brg. Pier 2	192+36.86	50.37	680.14	680.16
AK	192+46.87	50.33	680.14	680.15
AL	192+56.89	50.28	680.14	680.14
AM	192+66.91	50.23	680.13	680.13
AN	192+76.92	50.17	680.12	680.13
AO	192+86.94	50.11	680.11	680.13
AP	192+96.96	50.05	680.09	680.13
AQ	193+06.97	49.98	680.08	680.13
AR	193+16.99	49.91	680.05	680.12
AS	193+27.01	49.84	680.03	680.10
AT	193+37.02	49.76	680.00	680.07
AU	193+47.04	49.68	679.97	680.04
AV	193+57.05	49.60	679.93	679.99
AW	193+67.07	49.52	679.90	679.94
☒ Brg. S. Abut.	193+79.09	49.41	679.85	679.87
Bk. S. Abut.	193+80.98	49.39	679.84	679.86

NB CROWN				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+31.41	-37.50	677.75	677.77
☒ Brg. N. Abut.	188+33.29	-37.50	677.77	677.79
A	188+43.26	-37.50	677.90	677.94
B	188+53.22	-37.50	678.02	678.08
C	188+63.19	-37.50	678.14	678.21
D	188+73.16	-37.50	678.25	678.33
E	188+83.13	-37.50	678.37	678.44
F	188+93.10	-37.50	678.48	678.55
G	189+03.07	-37.50	678.58	678.64
H	189+13.04	-37.50	678.69	678.73
I	189+23.01	-37.50	678.79	678.82
J	189+32.98	-37.50	678.88	678.90
K	189+42.96	-37.50	678.98	678.98
L	189+52.93	-37.50	679.07	679.07
M	189+62.91	-37.50	679.16	679.16
☒ Brg. Pier 1	189+74.88	-37.50	679.26	679.28
N	189+84.86	-37.50	679.34	679.39
O	189+94.84	-37.50	679.42	679.50
P	190+04.81	-37.50	679.49	679.61
Q	190+14.79	-37.50	679.56	679.73
R	190+24.78	-37.50	679.63	679.84
S	190+34.76	-37.50	679.70	679.96
T	190+44.74	-37.50	679.76	680.06
U	190+54.72	-37.50	679.82	680.16
V	190+64.71	-37.50	679.87	680.25
W	190+74.69	-37.50	679.92	680.33
X	190+84.68	-37.50	679.97	680.40
Y	190+94.66	-37.50	680.02	680.45
Z	191+04.65	-37.50	680.06	680.49
AA	191+14.64	-37.50	680.10	680.51
AB	191+24.63	-37.50	680.14	680.52
AC	191+34.62	-37.50	680.18	680.52
AD	191+44.61	-37.50	680.21	680.51
AE	191+54.60	-37.50	680.23	680.49
AF	191+64.59	-37.50	680.26	680.47
AG	191+74.58	-37.50	680.28	680.44
AH	191+84.58	-37.50	680.30	680.42
AI	191+94.57	-37.50	680.31	680.39
AJ	192+04.57	-37.50	680.32	680.37
☒ Brg. Pier 2	192+14.56	-37.50	680.33	680.35
AK	192+24.56	-37.50	680.34	680.35
AL	192+34.56	-37.50	680.34	680.34
AM	192+44.56	-37.50	680.34	680.34
AN	192+54.56	-37.50	680.34	680.35
AO	192+64.56	-37.50	680.33	680.35
AP	192+74.56	-37.50	680.32	680.36
AQ	192+84.56	-37.50	680.31	680.36
AR	192+94.56	-37.50	680.29	680.36
AS	193+04.57	-37.50	680.27	680.35
AT	193+14.57	-37.50	680.25	680.32
AU	193+24.58	-37.50	680.22	680.29
AV	193+34.59	-37.50	680.19	680.25
AW	193+44.59	-37.50	680.16	680.20
☒ Brg. S. Abut.	193+56.60	-37.50	680.12	680.14
Bk. S. Abut.	193+58.49	-37.50	680.11	680.13

SB CROWN				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. N. Abut.	188+49.41	37.50	677.97	677.99
☒ Brg. N. Abut.	188+51.30	37.50	678.00	678.02
A	188+61.29	37.50	678.12	678.16
B	188+71.28	37.50	678.23	678.29
C	188+81.28	37.50	678.35	678.42
D	188+91.27	37.50	678.46	678.53
E	189+01.27	37.50	678.56	678.64
F	189+11.26	37.50	678.67	678.74
G	189+21.26	37.50	678.77	678.83
H	189+31.26	37.50	678.87	678.91
I	189+41.26	37.50	678.96	678.99
J	189+51.26	37.50	679.05	679.07
K	189+61.26	37.50	679.14	679.15
L	189+71.26	37.50	679.23	679.23
M	189+81.26	37.50	679.31	679.31
☒ Brg. Pier 1	189+93.26	37.50	679.40	679.43
N	190+03.27	37.50	679.48	679.53
O	190+13.27	37.50	679.55	679.63
P	190+23.28	37.50	679.62	679.74
Q	190+33.28	37.50	679.69	679.85
R	190+43.29	37.50	679.75	679.96
S	190+53.30	37.50	679.81	680.07
T	190+63.31	37.50	679.86	680.17
U	190+73.32	37.50	679.92	680.26
V	190+83.33	37.50	679.97	680.35
W	190+93.34	37.50	680.01	680.42
X	191+03.35	37.50	680.06	680.48
Y	191+13.36	37.50	680.10	680.53
Z	191+23.38	37.50	680.14	680.56
AA	191+33.39	37.50	680.17	680.58
AB	191+43.41	37.50	680.20	680.58
AC	191+53.42	37.50	680.23	680.58
AD	191+63.44	37.50	680.26	680.56
AE	191+73.46	37.50	680.28	680.54
AF	191+83.48	37.50	680.30	680.51
AG	191+93.50	37.50	680.31	680.48
AH	192+03.52	37.50	680.32	680.44
AI	192+13.54	37.50	680.33	680.41
AJ	192+23.56	37.50	680.34	680.39
☒ Brg. Pier 2	192+33.58	37.50	680.34	680.36
AK	192+43.61	37.50	680.34	680.35
AL	192+53.63	37.50	680.34	680.34
AM	192+63.66	37.50	680.33	680.33
AN	192+73.68	37.50	680.32	680.33
AO	192+83.71	37.50	680.31	680.33
AP	192+93.74	37.50	680.29	680.33
AQ	193+03.77	37.50	680.27	680.33
AR	193+13.80	37.50	680.25	680.32
AS	193+23.83	37.50	680.22	680.30
AT	193+33.86	37.50	680.19	680.27
AU	193+43.89	37.50	680.16	680.23
AV	193+53.92	37.50	680.13	680.19
AW	193+63.96	37.50	680.09	680.13
☒ Brg. S. Abut.	193+76.00	37.50	680.04	680.06
Bk. S. Abut.	193+77.90	37.50	680.03	680.05



USER NAME	= SALASL
DESIGNED	- CCE
APPROVED	- MAF
PLOT SCALE	= 0.16666633 ' / IN.
DRAWN	- HBJ
PLOT DATE	= 4/23/2026
CHECKED	- MAF

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 6
STRUCTURE NO. 046-0154

SHEET SU-20 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	705
CONTRACT NO. 66863				
ILLINOIS		FED. AID PROJECT		

NB INSIDE FACE OF EAST PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	187+98.84	-53.05	677.06	677.08
A1	188+08.82	-52.95	677.20	677.22
A2	188+18.80	-52.86	677.34	677.36
S. End of N App Slab	188+28.79	-52.76	677.47	677.49

NB CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+02.55	-37.50	677.37	677.39
A1	188+12.51	-37.50	677.50	677.52
A2	188+22.47	-37.50	677.63	677.65
S. End of N App Slab	188+32.44	-37.50	677.76	677.78

NB SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+05.41	-25.50	677.23	677.25
A1	188+15.38	-25.50	677.36	677.38
A2	188+25.34	-25.50	677.49	677.51
S. End of N App Slab	188+35.31	-25.50	677.62	677.64

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+08.27	-13.50	677.02	677.04
A1	188+18.24	-13.50	677.16	677.18
A2	188+28.22	-13.50	677.29	677.31
S. End of N App Slab	188+38.19	-13.50	677.41	677.43

NB INSIDE FACE OF BARRIER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+11.14	-1.50	676.82	676.84
A1	188+21.11	-1.50	676.95	676.98
A2	188+31.09	-1.50	677.08	677.10
S. End of N App Slab	188+41.07	-1.50	677.21	677.23

CL-57

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+11.50	0.00	676.80	676.82
A1	188+21.47	0.00	676.93	676.95
A2	188+31.45	0.00	677.06	677.08
S. End of N App Slab	188+41.43	0.00	677.18	677.21

SB INSIDE FACE OF BARRIER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+11.86	1.50	676.83	676.85
A1	188+21.83	1.50	676.96	676.99
A2	188+31.81	1.50	677.09	677.11
S. End of N App Slab	188+41.79	1.50	677.22	677.24

SB STAGE 1 LINE EAST

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+14.31	11.77	677.07	677.09
A1	188+24.31	11.86	677.20	677.22
A2	188+34.32	11.96	677.33	677.35
S. End of N App Slab	188+44.32	12.04	677.46	677.48

SB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+14.72	13.50	677.11	677.13
A1	188+24.71	13.50	677.24	677.26
A2	188+34.69	13.50	677.37	677.39
S. End of N App Slab	188+44.67	13.50	677.49	677.52

SB STAGE 2 CONST. LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+15.51	16.78	677.19	677.21
A1	188+25.51	16.87	677.32	677.34
A2	188+35.52	16.97	677.45	677.47
S. End of N App Slab	188+45.53	17.05	677.58	677.60

SB SLOPE BREAK

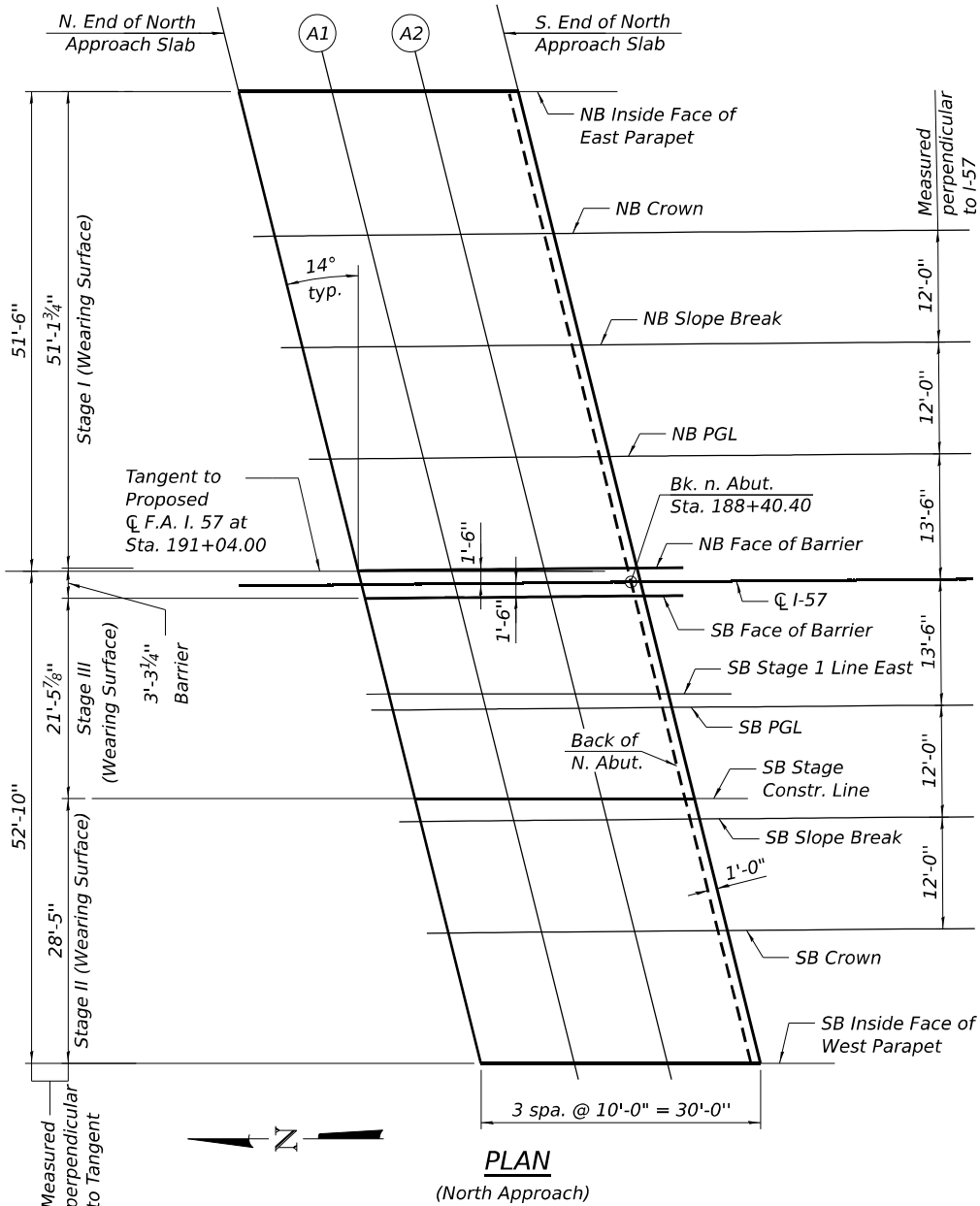
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+17.60	25.50	677.39	677.41
A1	188+27.58	25.50	677.52	677.54
A2	188+37.57	25.50	677.65	677.67
S. End of N App Slab	188+47.56	25.50	677.77	677.79

SB CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+20.47	37.50	677.61	677.63
A1	188+30.46	37.50	677.74	677.76
A2	188+40.45	37.50	677.86	677.88
S. End of N App Slab	188+50.44	37.50	677.99	678.01

SB INSIDE FACE OF WEST PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+23.83	+51.53	677.43	677.45
A1	188+33.85	+51.62	677.56	677.58
A2	188+43.87	+51.71	677.68	677.70
S. End of N App Slab	188+53.88	+51.79	677.80	677.82



USER NAME = SALASL	DESIGNED - CCE	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	DRAWN - HBJ	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS 1
STRUCTURE NO. 046-0154

SHEET SU-21 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	706
				CONTRACT NO. 66863
ILLINOIS FED. AID PROJECT				

NB INSIDE FACE OF EAST PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+53.58	-52.54	679.89	679.91
A3	193+63.56	-52.62	679.85	679.87
A4	193+73.54	-52.71	679.81	679.83
S. End of S App Slab	193+83.53	-52.80	679.76	679.78

NB CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+57.46	-37.50	680.11	680.14
A3	193+67.47	-37.50	680.08	680.10
A4	193+77.48	-37.50	680.03	680.05
S. End of S App Slab	193+87.49	-37.50	679.99	680.01

NB SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+60.56	-25.50	679.92	679.94
A3	193+70.57	-25.50	679.88	679.90
A4	193+80.58	-25.50	679.84	679.86
S. End of S App Slab	193+90.60	-25.50	679.79	679.81

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+63.65	-13.50	679.67	679.69
A3	193+73.67	-13.50	679.63	679.65
A4	193+83.69	-13.50	679.58	679.61
S. End of S App Slab	193+93.71	-13.50	679.54	679.56

NB INSIDE FACE OF BARRIER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+66.76	-1.50	679.42	679.44
A3	193+76.78	-1.50	679.38	679.40
A4	193+86.80	-1.50	679.33	679.35
S. End of S App Slab	193+96.83	-1.50	679.28	679.30

CL-57

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+67.15	0.00	679.39	679.41
A3	193+77.17	0.00	679.34	679.36
A4	193+87.19	0.00	679.30	679.32
S. End of S App Slab	193+97.22	0.00	679.25	679.27

SB INSIDE FACE OF BARRIER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+67.53	1.50	679.41	679.44
A3	193+77.56	1.50	679.37	679.39
A4	193+87.58	1.50	679.33	679.35
S. End of S App Slab	193+97.61	1.50	679.28	679.30

SB STAGE 1 LINE EAST

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+70.25	11.99	679.61	679.63
A3	193+80.25	11.90	679.57	679.59
A4	193+90.25	11.80	679.52	679.54
S. End of S App Slab	194+00.26	11.70	679.47	679.49

SB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+70.64	13.50	679.64	679.66
A3	193+80.67	13.50	679.60	679.62
A4	193+90.69	13.50	679.55	679.57
S. End of S App Slab	194+00.72	13.50	679.50	679.52

SB STAGE 2 CONST. LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+71.54	16.97	679.71	679.73
A3	193+81.54	16.88	679.66	679.68
A4	193+91.55	16.79	679.61	679.63
S. End of S App Slab	194+01.55	16.69	679.56	679.58

SB SLOPE BREAK

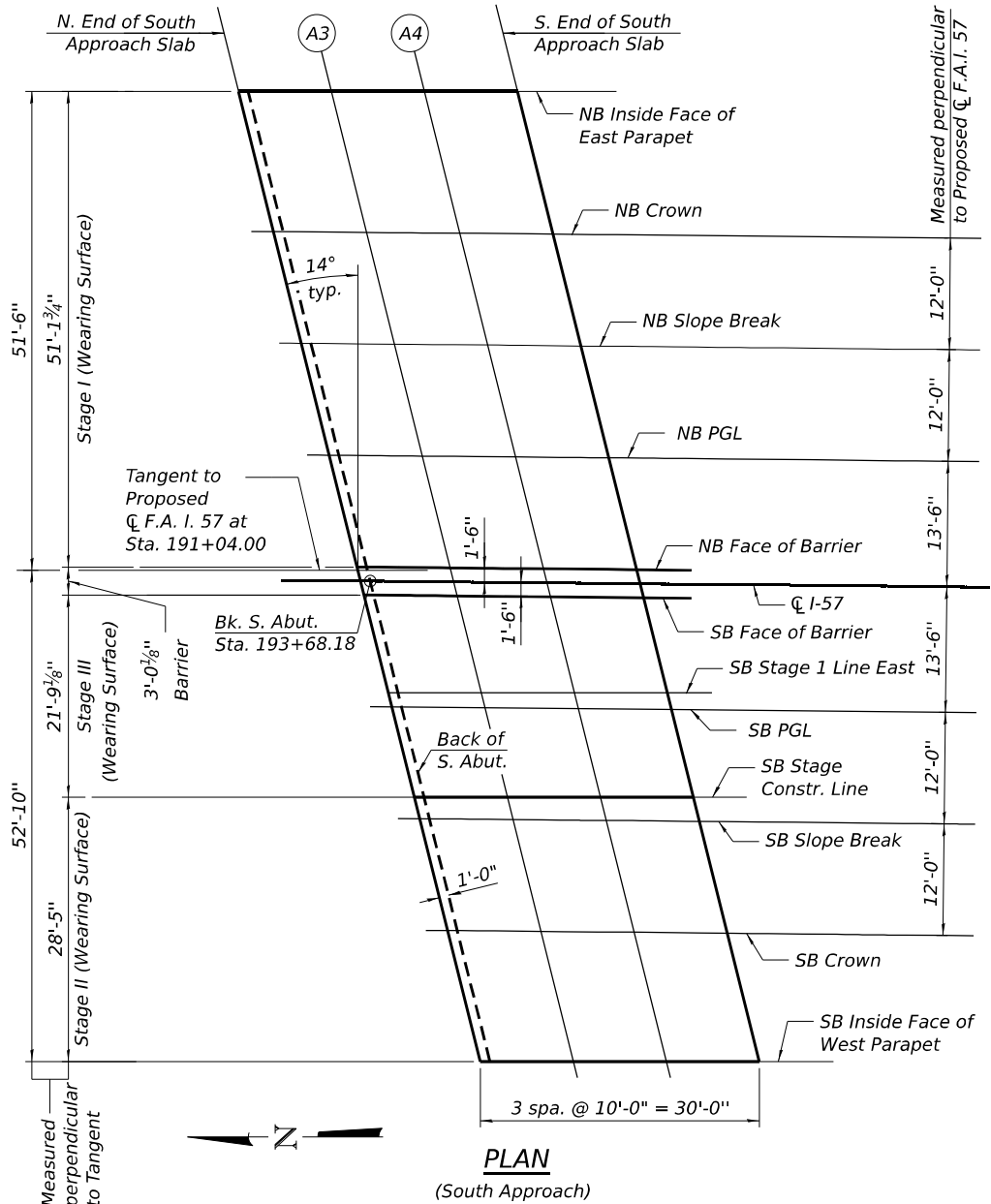
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+73.75	25.50	679.87	679.89
A3	193+83.78	25.50	679.82	679.85
A4	193+93.81	25.50	679.78	679.80
S. End of S App Slab	194+03.85	25.50	679.73	679.75

SB CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+76.86	37.50	680.04	680.06
A3	193+86.89	37.50	679.99	680.01
A4	193+96.93	37.50	679.94	679.96
S. End of S App Slab	194+06.97	37.50	679.89	679.91

SB INSIDE FACE OF WEST PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+80.51	+51.56	679.80	679.82
A3	193+90.52	+51.47	679.75	679.77
A4	194+00.54	+51.37	679.71	679.73
S. End of S App Slab	194+10.56	+51.27	679.65	679.76



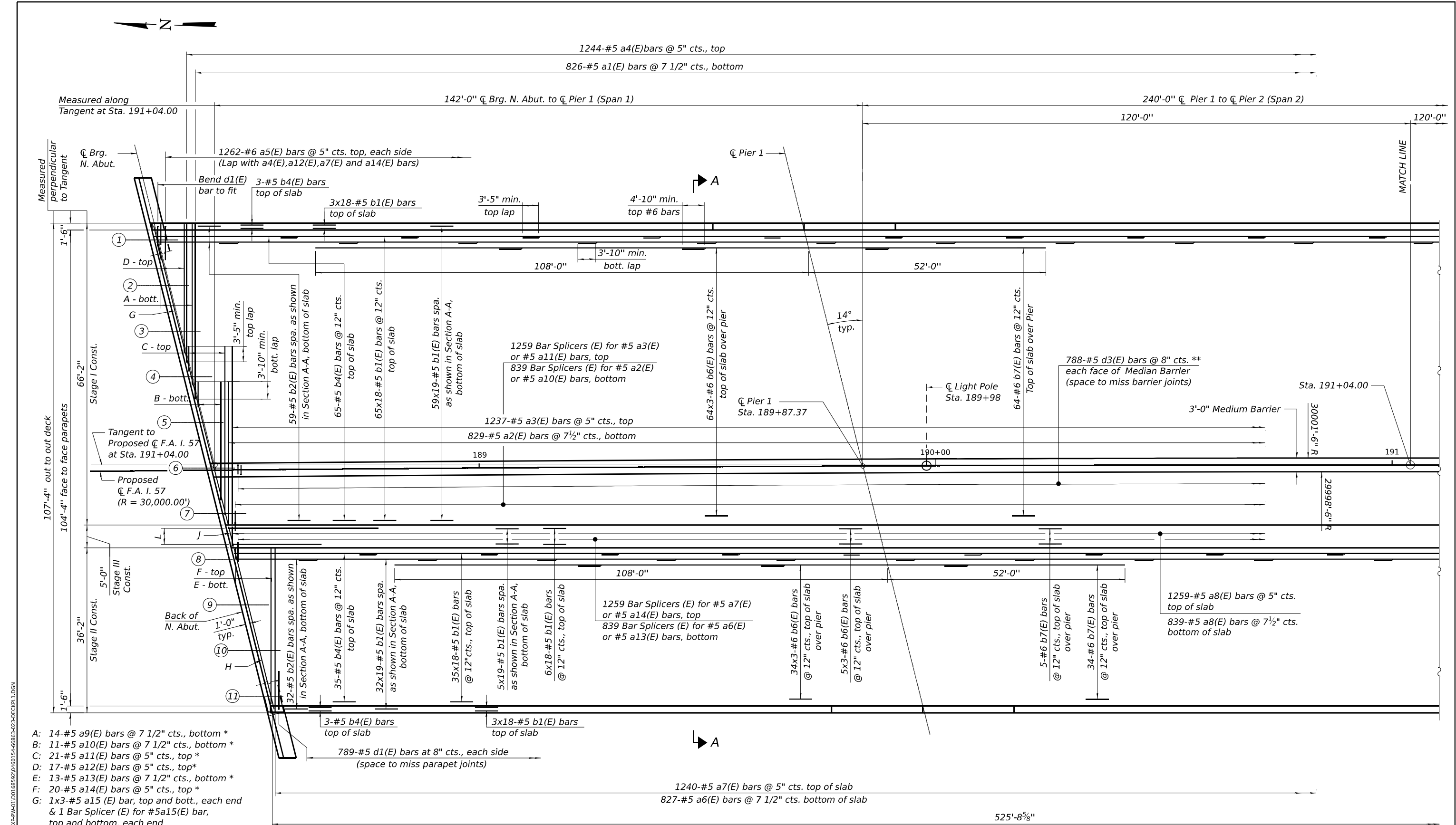
USER NAME = SALASL	DESIGNED - CCE	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	DRAWN - HBJ	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS 2
STRUCTURE NO. 046-0154

SHEET SU-22 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	707
				CONTRACT NO. 66863
ILLINOIS FED. AID PROJECT				



- A: 14-#5 a9(E) bars @ 7 1/2" cts., bottom *
- B: 11-#5 a10(E) bars @ 7 1/2" cts., bottom *
- C: 21-#5 a11(E) bars @ 5" cts., top *
- D: 17-#5 a12(E) bars @ 5" cts., top*
- E: 13-#5 a13(E) bars @ 7 1/2" cts., bottom *
- F: 20-#5 a14(E) bars @ 5" cts., top *
- G: 1x3-#5 a15 (E) bar, top and bott., each end & 1 Bar Splicer (E) for #5a15(E) bar, top and bottom, each end
- H: 1x2-#5 a16(E) bar, top and bottom, each end & 1 Bar Splicer (E) for #5a16(E) bar, top and bottom, each end
- J: 1-#5 a17(E) bar, top and bottom, each end
- L: 5-#5 b2(E) bars @ 11" cts., bottom & 6-#5 b4(E) bars @ 12" cts., top

* See Field Cutting Diagram, Sht. SU-31.

** Drill and set #5 d3(E) bar according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6"

Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

DECK PLAN 1

Out to Out Deck



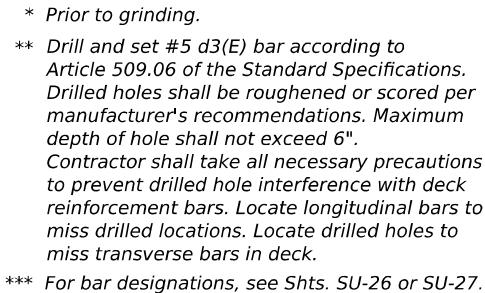
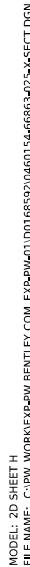
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PLOT DATE	= 4/23/2026	CHECKED -	MAF	REVISED -	

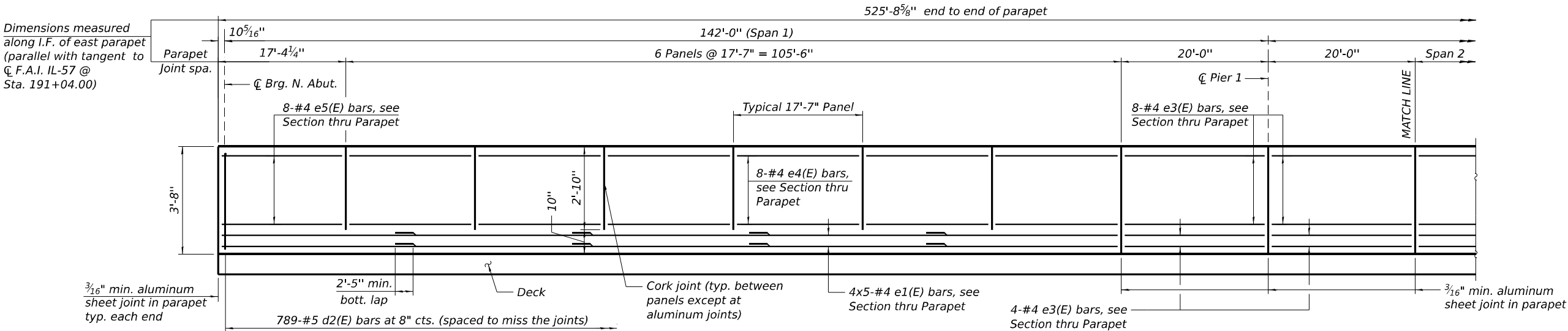
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN 1
STRUCTURE NO. 046-0154

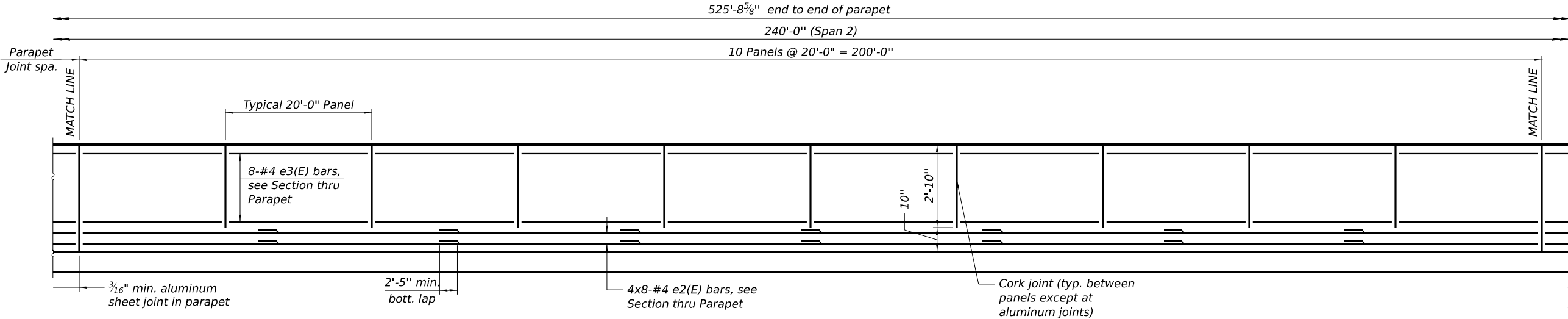
SHEET SU-23 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	708
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

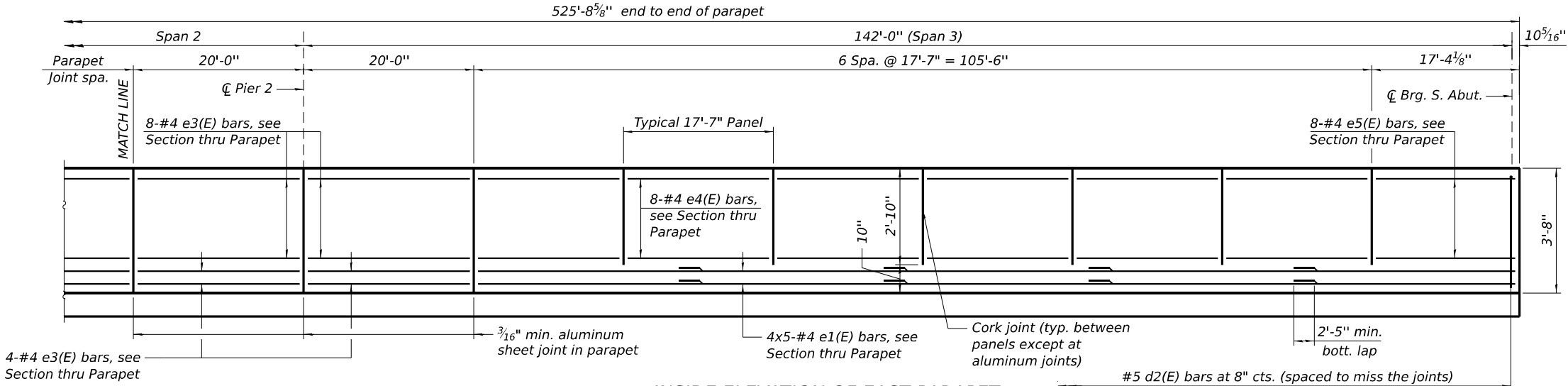




INSIDE ELEVATION OF EAST PARAPET
(Looking East)



INSIDE ELEVATION OF EAST PARAPET
(Looking East)



INSIDE ELEVATION OF EAST PARAPET
(Looking East)

MODEL: 2D SHEET 11
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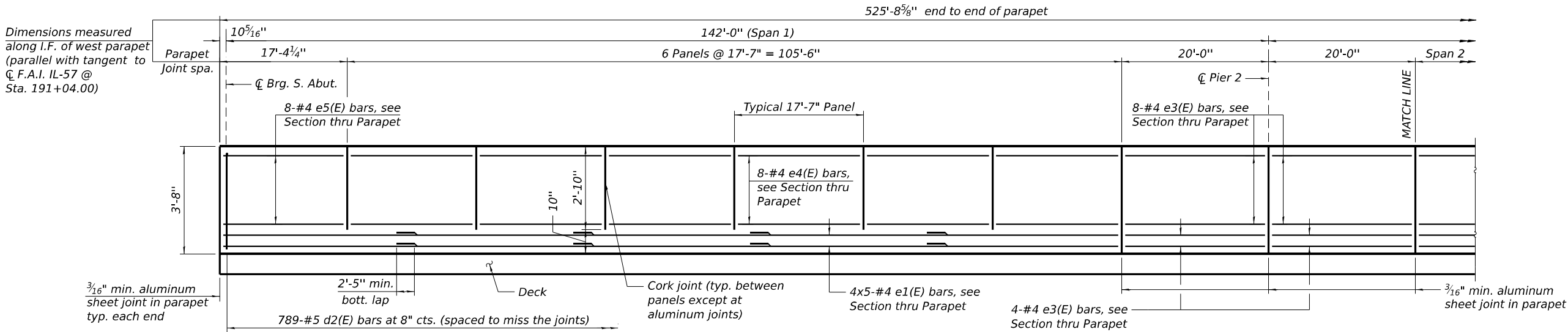
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PLOT DATE	= 4/23/2026	CHECKED -	MAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

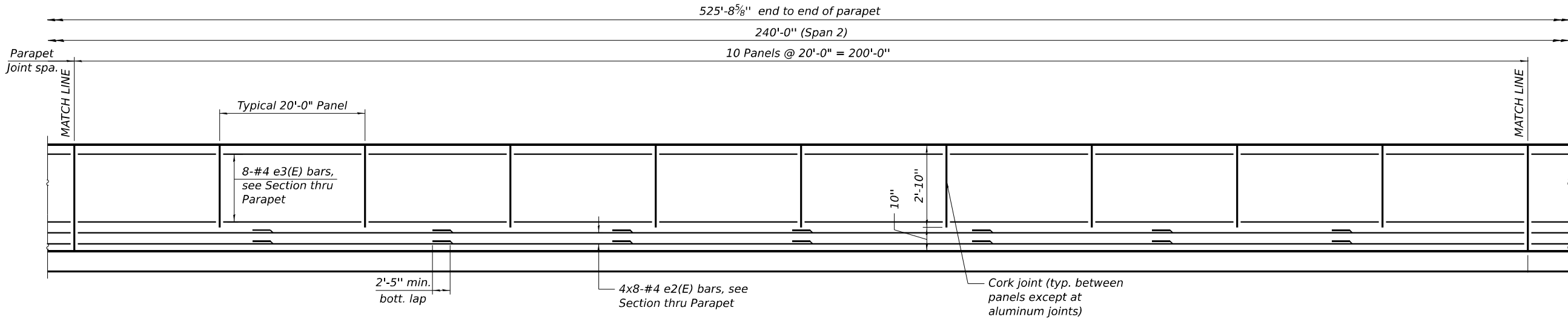
EAST PARAPET ELEVATION
STRUCTURE NO. 046-0154

SHEET SU-26 OF SU-72 SHEETS

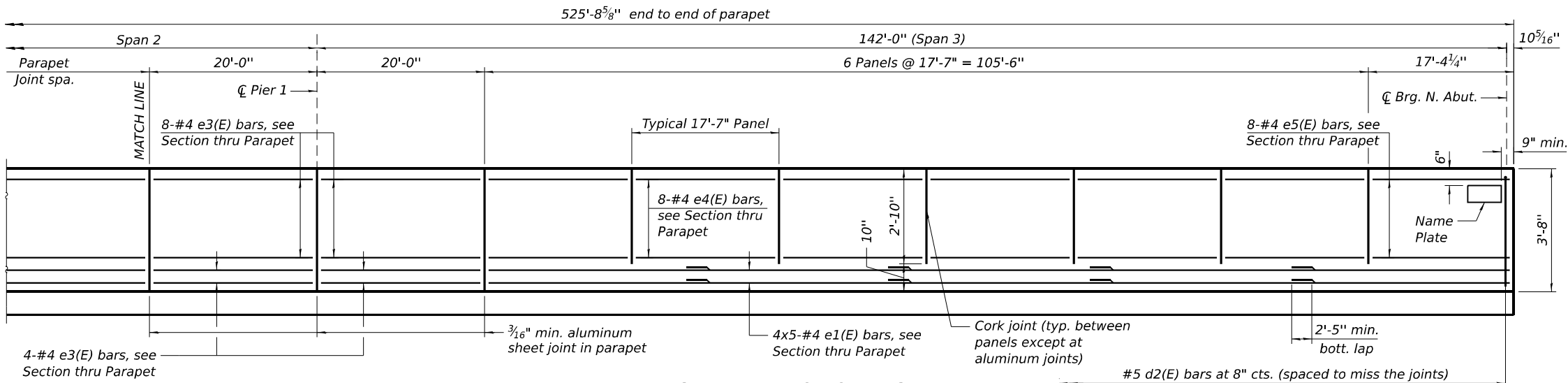
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	711
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF WEST PARAPET
(Looking West)



INSIDE ELEVATION OF WEST PARAPET
(Looking West)



INSIDE ELEVATION OF WEST PARAPET
(Looking West)

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\BENTLEY\COM\EXP\24\20\460154\66863-27\WPAR8.DGN



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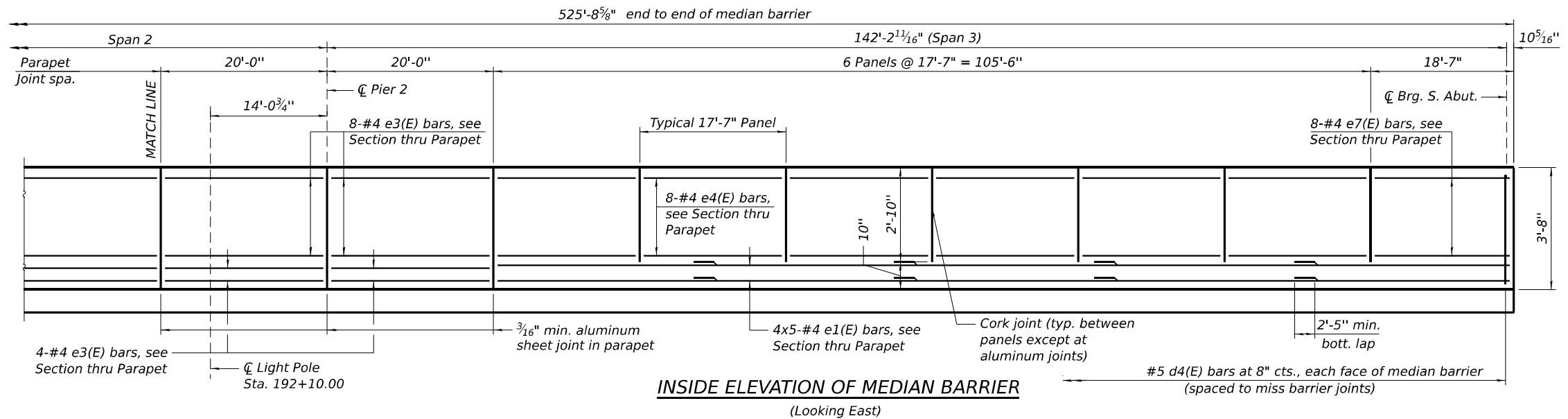
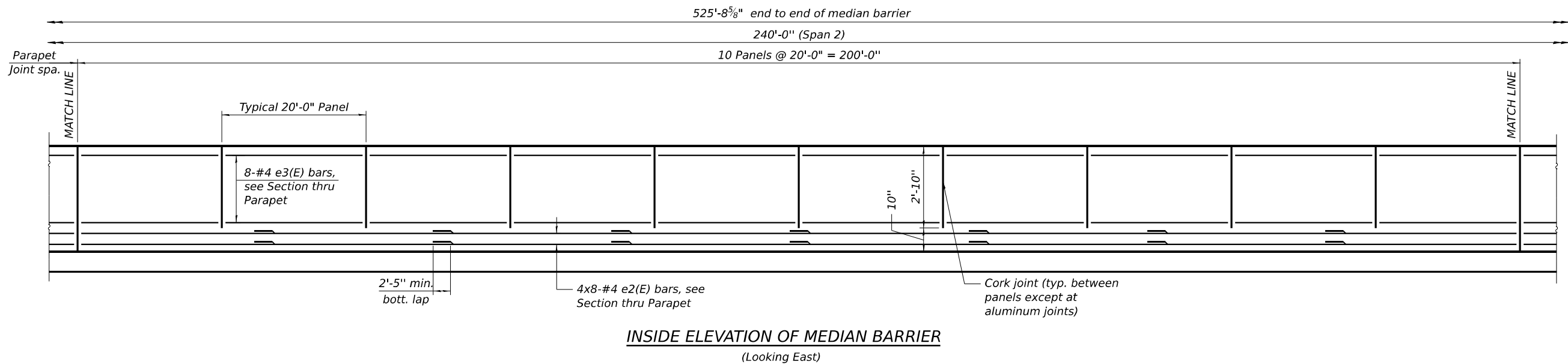
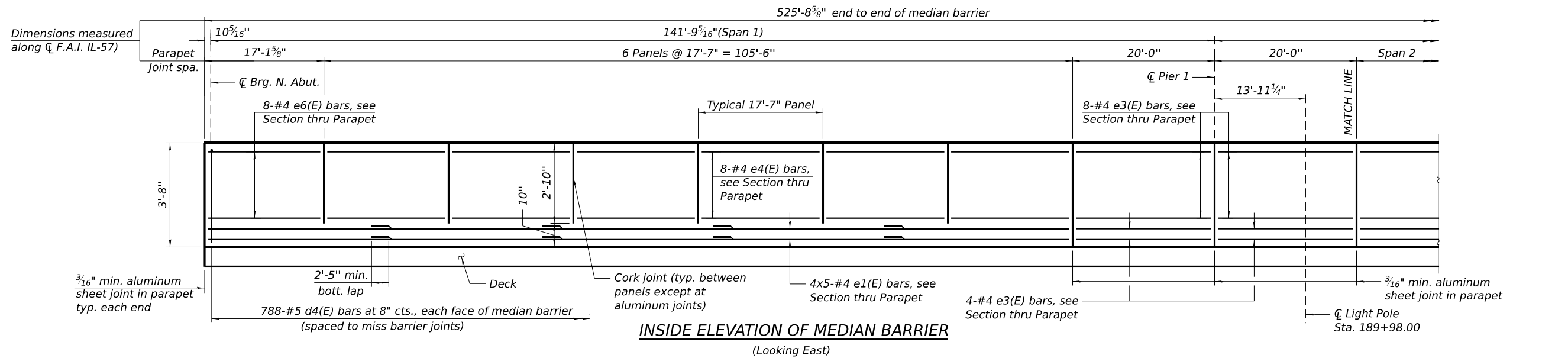
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST PARAPET ELEVATION
STRUCTURE NO. 046-0154

SHEET SU-27 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	712
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

MODEL: 2D SHEET 11
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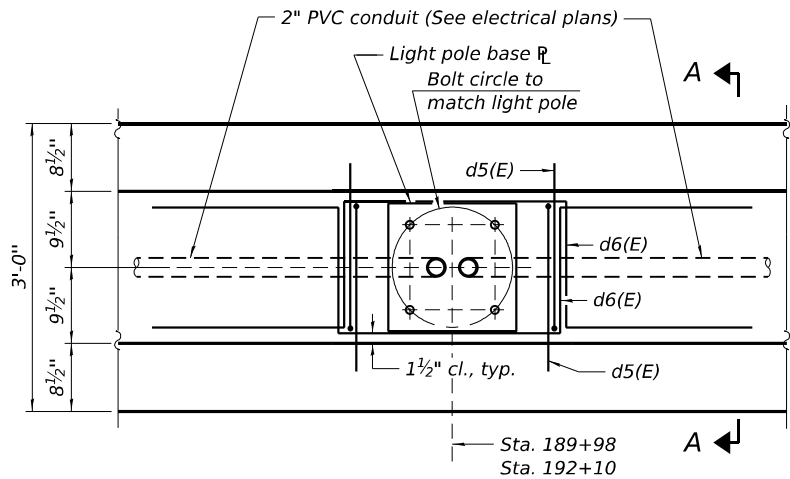
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PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MEDIAN BARRIER ELEVATION
STRUCTURE NO. 046-0154

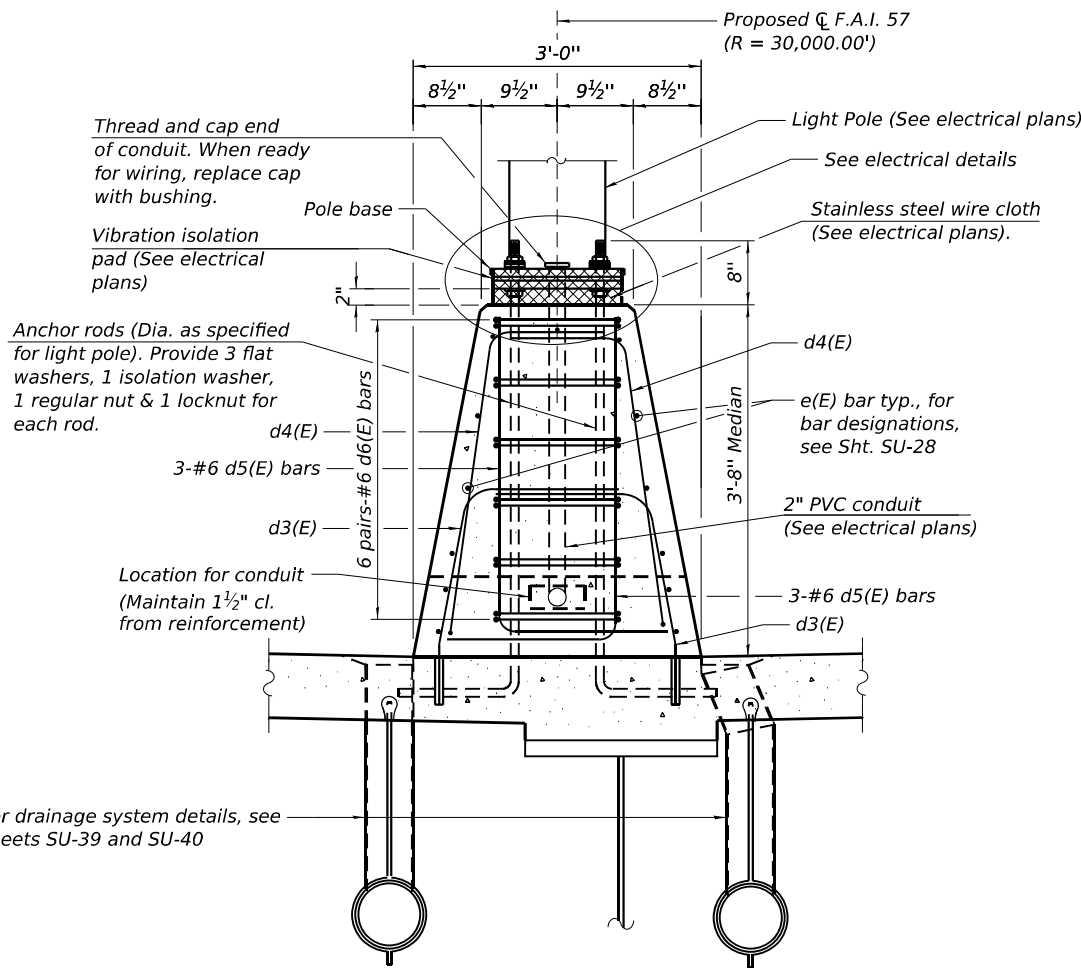
SHEET SU-28 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



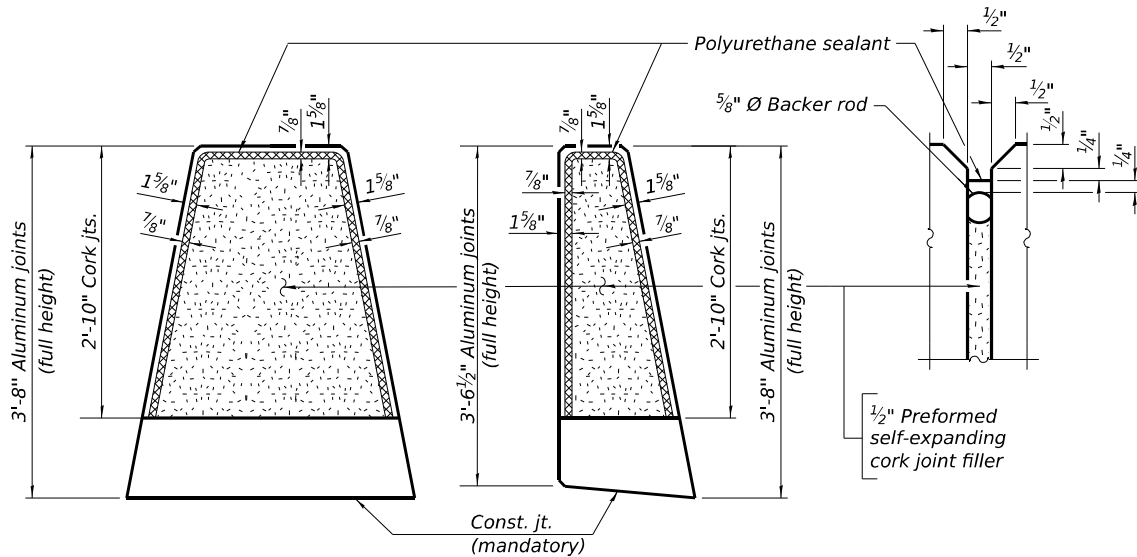
PLAN AT MEDIAN

Note:
Cost of anchor rods is included
with Concrete Superstructure.

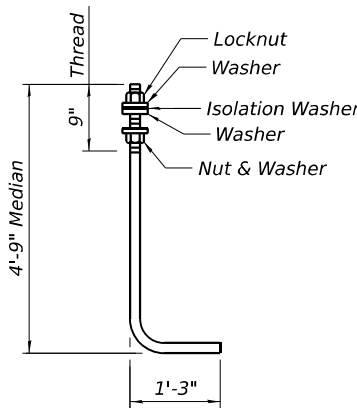


SECTION A-A

For drainage system details, see
sheets SU-39 and SU-40

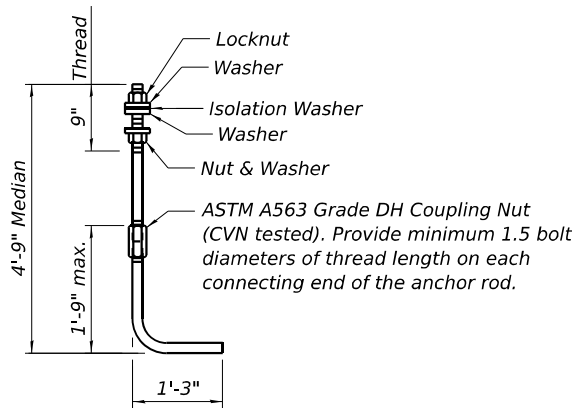


PARAPET JOINT DETAILS



ANCHOR ROD

Diameter as specified for light poles.
(ASTM F 1554 Grade 105) Full length
hot dipped galvanized.



**ALTERNATE
ANCHOR ROD**

Notes:
The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP-2\W.BENTLEY.COM\EXP-2\0460154-66863-223-PARASECT.DGN



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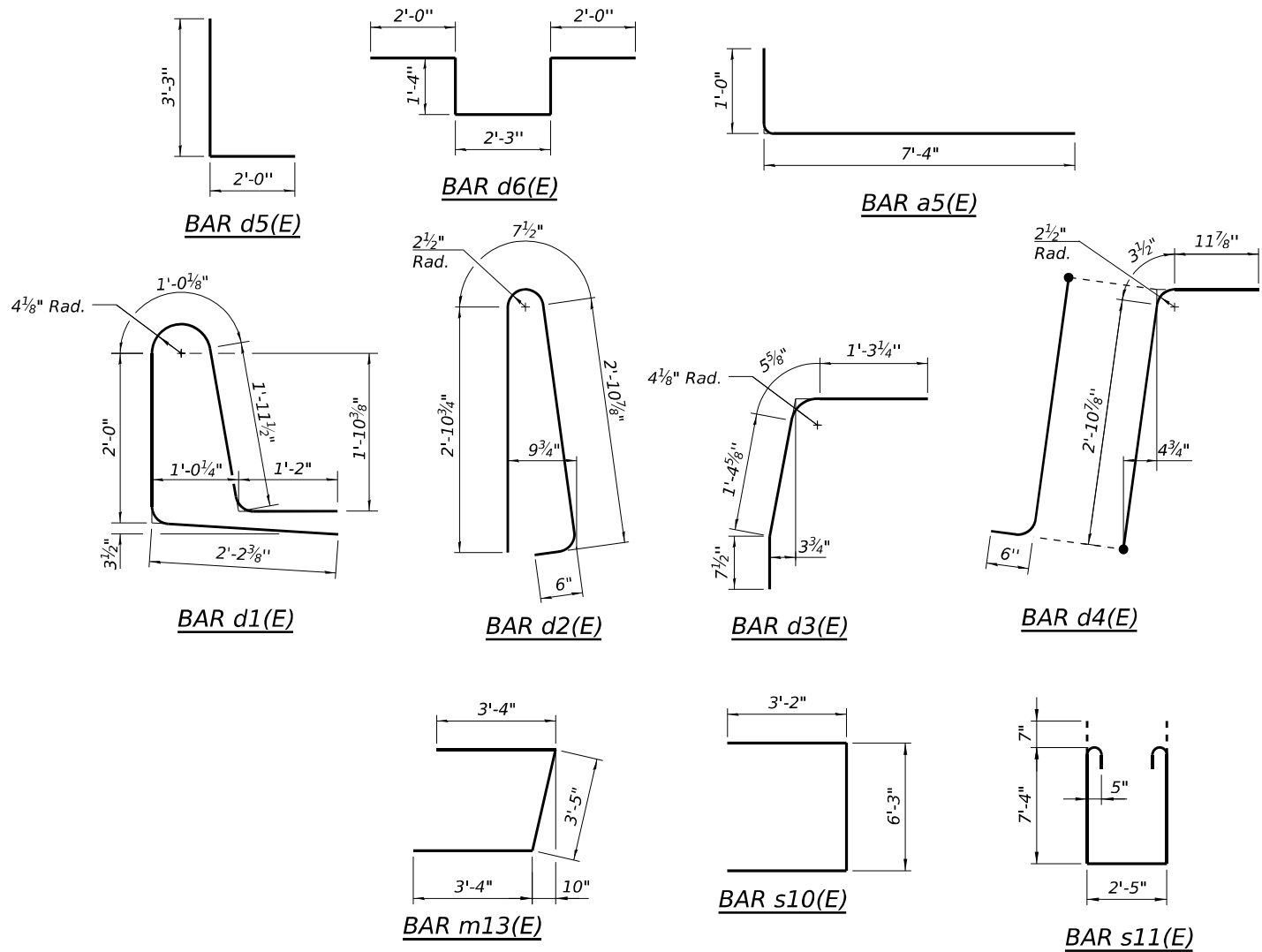
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET SECTIONS & DETAILS
STRUCTURE NO. 046-0154**

SHEET SU-29 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	714
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

MODEL: 2D SHEET 11
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**SUPERSTRUCTURE
BILL OF MATERIAL**

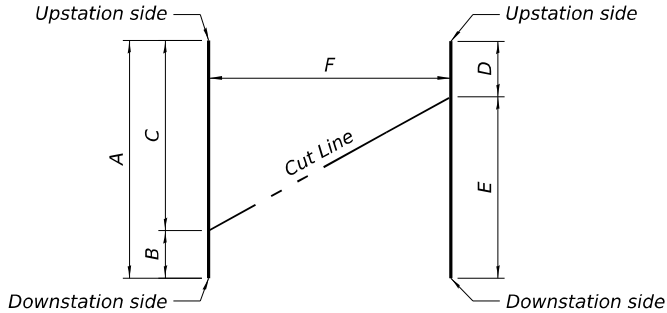
Bar	No.	Size	Length	Shape
a1(E)	826	#5	38'-2"	—
a2(E)	829	#5	31'-3"	—
a3(E)	1237	#5	39'-0"	—
a4(E)	1244	#5	30'-3"	—
a5(E)	2524	#6	8'-4"	—
a6(E)	827	#5	35'-7"	—
a7(E)	1240	#5	35'-10"	—
a8(E)	2104	#5	4'-8"	—
a9(E)	14	#5	39'-8"	—
a10(E)	11	#5	32'-9"	—
a11(E)	21	#5	43'-10"	—
a12(E)	17	#5	30'-1"	—
a13(E)	13	#5	37'-1"	—
a14(E)	20	#5	37'-4"	—
a15(E)	12	#5	25'-0"	—
a16(E)	8	#5	20'-3"	—
a17(E)	4	#5	4'-10"	—
b1(E)	3840	#5	30'-0"	—
b2(E)	96	#5	18'-0"	—
b3(E)	96	#5	14'-0"	—
b4(E)	112	#5	31'-0"	—
b5(E)	112	#5	21'-0"	—
b6(E)	618	#6	45'-0"	—
b7(E)	206	#6	40'-0"	—
d1(E)	1578	#5	8'-4"	—
d2(E)	1578	#5	6'-11"	—
d3(E)	1576	#5	3'-9"	—
d4(E)	1576	#5	4'-8"	—
d5(E)	12	#6	5'-3"	—
d6(E)	24	#6	8'-11"	—

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
e1(E)	120	#4	26'-9"	————
e2(E)	96	#4	27'-2"	————
e3(E)	384	#4	19'-8"	————
e4(E)	288	#4	17'-3"	————
e5(E)	32	#4	17'-0"	————
e6(E)	8	#4	16'-10"	————
e7(E)	8	#4	18'-3"	————
m10(E)	32	#6	36'-3"	————
m11(E)	16	#6	36'-10"	————
m12(E)	126	#6	10'-0"	————
m13(E)	28	#6	10'-1"	———┐
m14(E)	30	#6	4'-9"	———┐
s10(E)	196	#5	12'-7"	┐
s11(E)	196	#5	18'-3"	┐
Item			Unit	Quantity
Concrete Superstructure			Cu Yd	1,968.4
Protective Coat			Sq Yd	6,967
Reinforcement Bars, Epoxy Coated			Pound	519,770
Bridge Deck Grooving (Longitudinal)			Sq Yd	2,815
Diamond Grinding (Bridge Section)			Sq Yd	5,884

BARS a9(E), a10(E), a11(E), a12(E), a13(E) & a14(E)

Bar	A	B	C	D	E	F
a9(E)	39'-8"	3'-10"	35'-10"	3'-3"	36'-5"	14 bars
a10(E)	32'-9"	4'-7"	28'-2"	3'-1"	29'-8"	11 bars
a11(E)	43'-10"	4'-9"	39'-1"	5'-8"	38'-2"	21 bars
a12(E)	30'-1"	1'-6"	28'-7"	1'-10"	28'-3"	17 bars
a13(E)	37'-1"	3'-2"	33'-11"	3'-10"	33'-3"	13 bars
a14(E)	37'-4"	2'-4"	35'-0"	3'-3"	34'-1"	20 bars



FIELD CUTTING DIAGRAM

Order a9(E) thru a14(E) bars full length.
Cut as shown and use remainder of
bars as shown in deck plan.



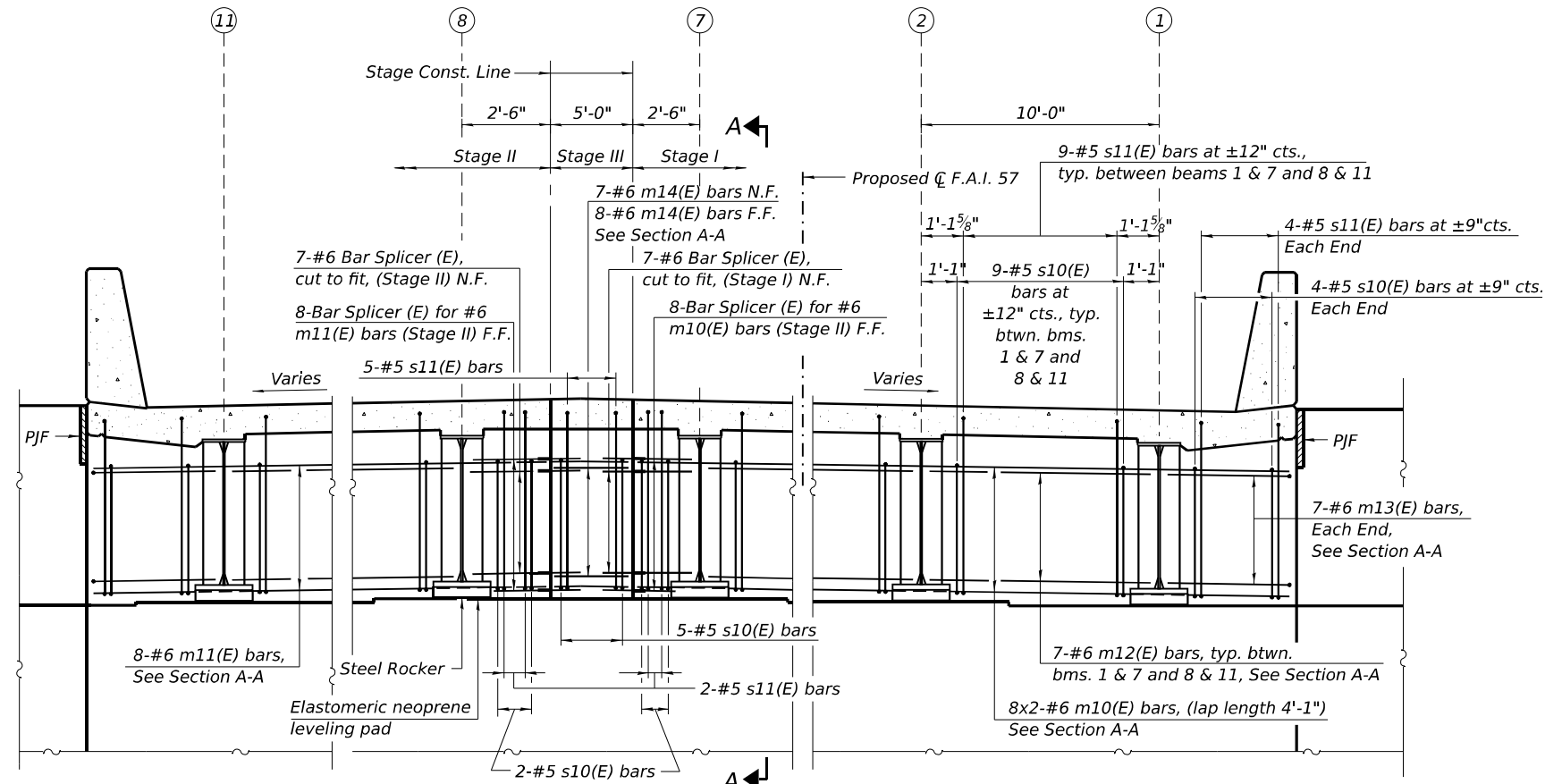
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PLOT DATE = 4/23/2026	DRAWN - HBJ	REVISED -
	CHECKED - MAF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK DETAILS AND BAR LIST
STRUCTURE NO. 046-0154**

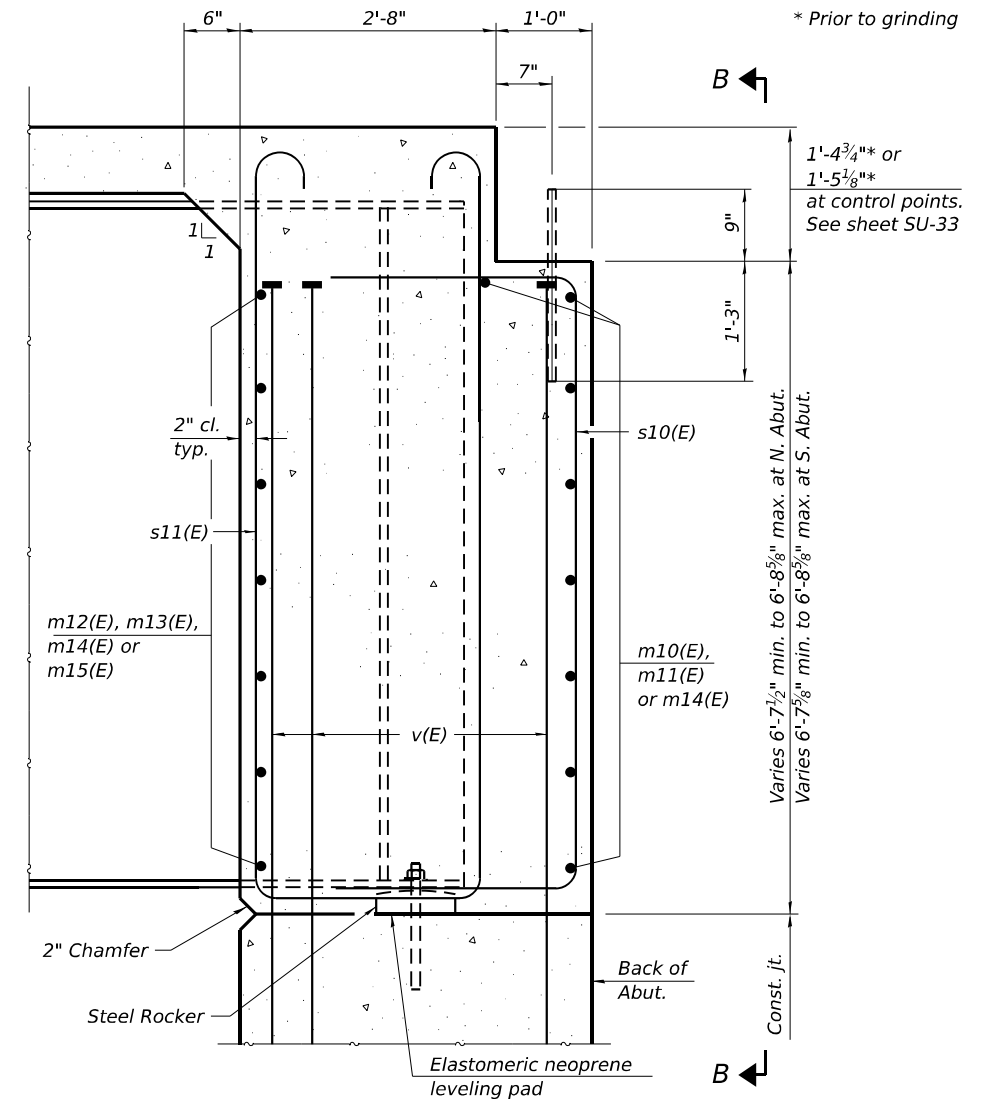
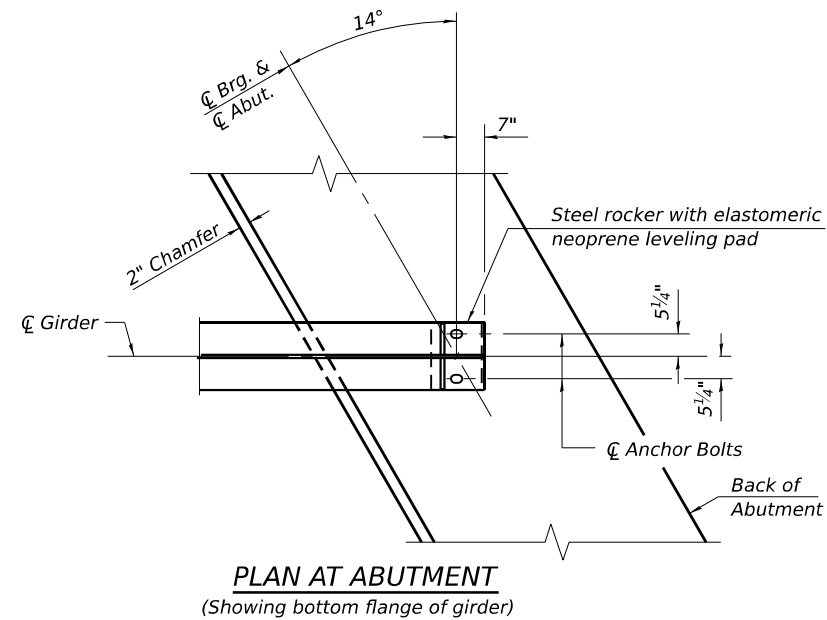
SHEET SU-31 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	716
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



N.F. denotes Near Face
F.F. denotes Far Face

DIAPHRAGM AT NORTH ABUTMENT
(Looking North)
(South Abutment similar)



SECTION A-A
(at Rt. L's)

Notes:

- See sheet SU-31 for reinforcement details and bill of materials.
- Concrete in diaphragm is included with Concrete Superstructure, see sheet SU-31 for bill of materials.
- The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- For Bar Splicer details, see sheet SU-62.
- For View B-B, see sheet SU-33.
- See sheets SU-53 thru SU-56 for PJF details.

MODEL: 2D SHEET 11
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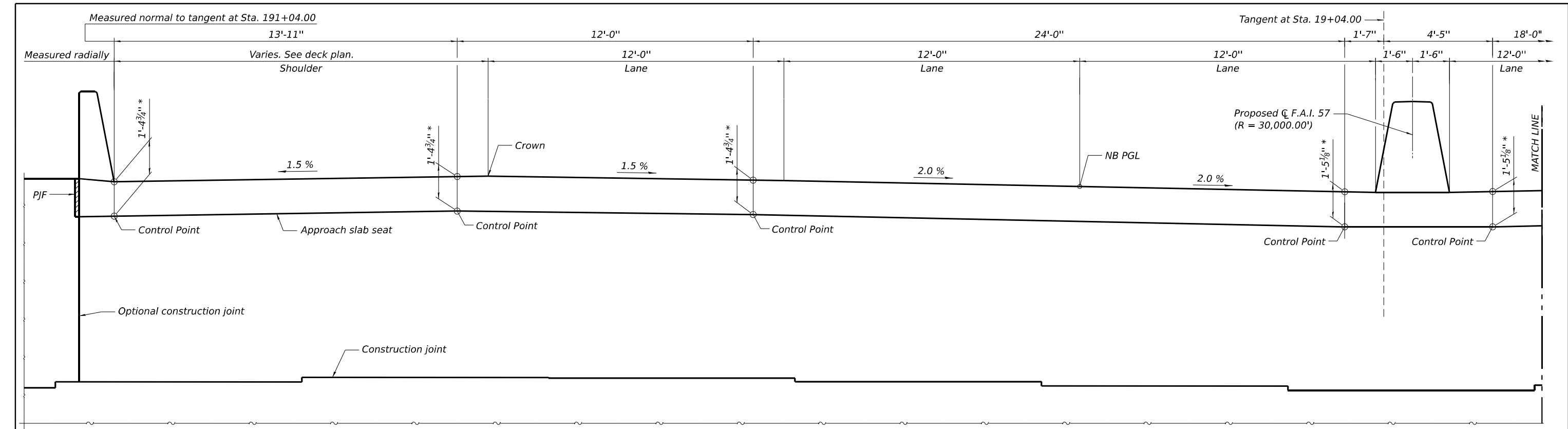
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PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

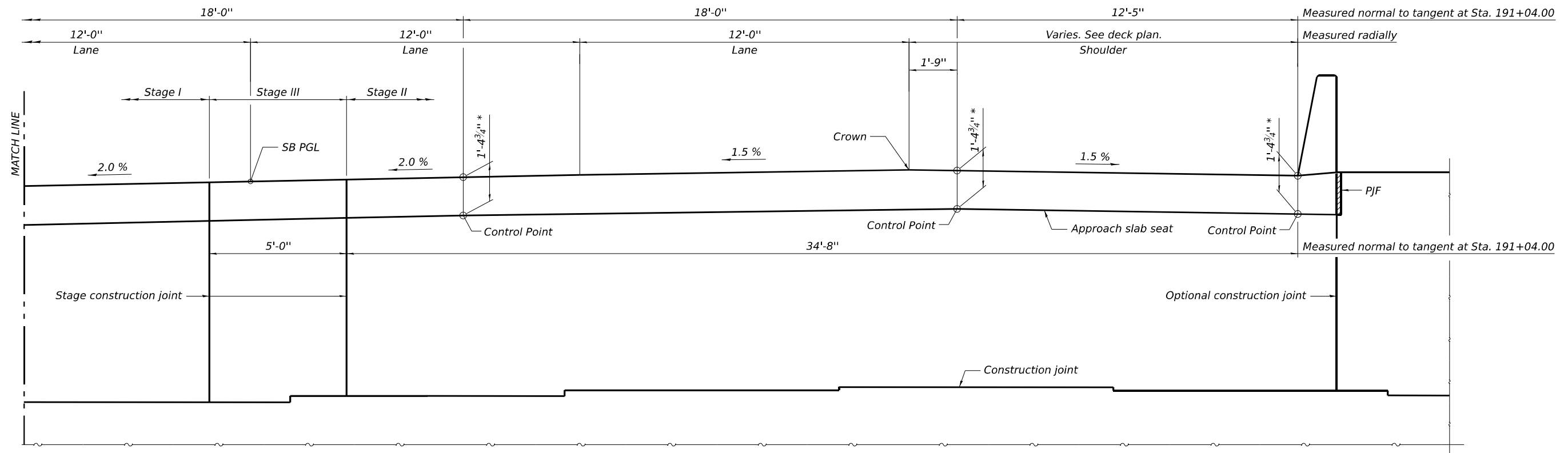
DIAPHRAGM DETAILS 1
STRUCTURE NO. 046-0154

SHEET SU-32 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	717
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



VIEW B-B
DETAIL OF APPROACH SLAB LEDGE - NORTH ABUTMENT - 1
(Looking South at back of abutment)
(South Abutment similar)



VIEW B-B
DETAIL OF APPROACH SLAB LEDGE - NORTH ABUTMENT - 2
(Looking South at back of abutment)
(South Abutment similar)

* Prior to grinding

Note
The approach slab seat shall have a constant slope determined from the control points shown.

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP-2\W\BENTLEY.COM\EXP-2\DWG\1546863-032-DIAPH-2.DGN

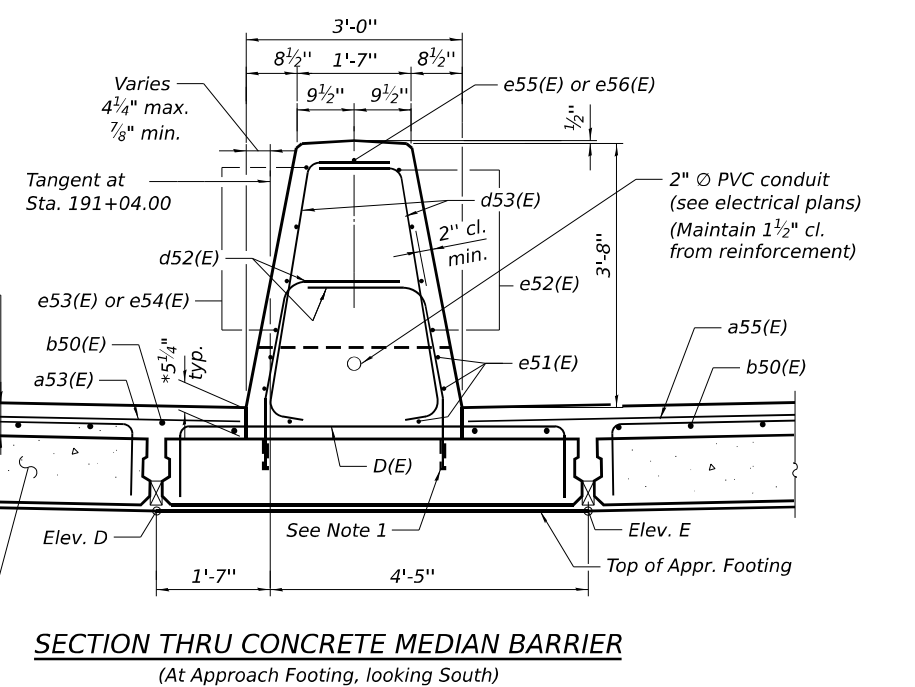
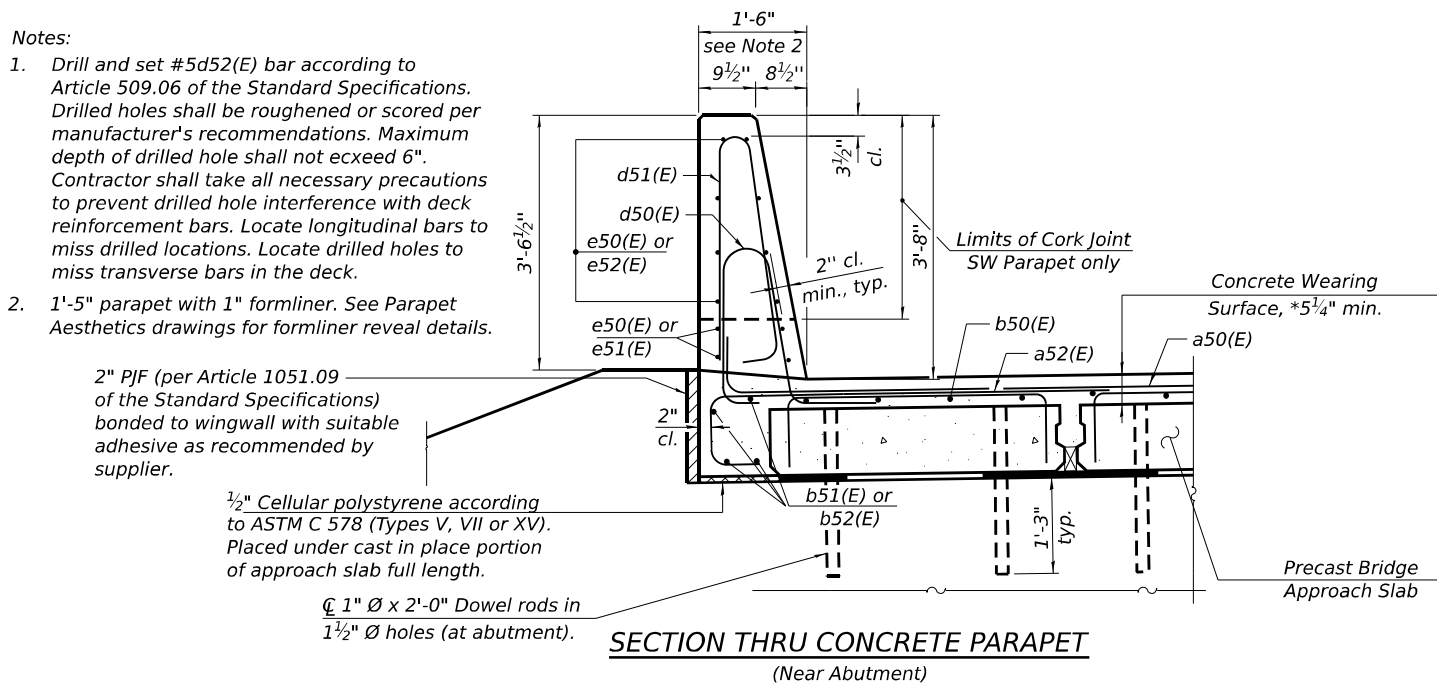
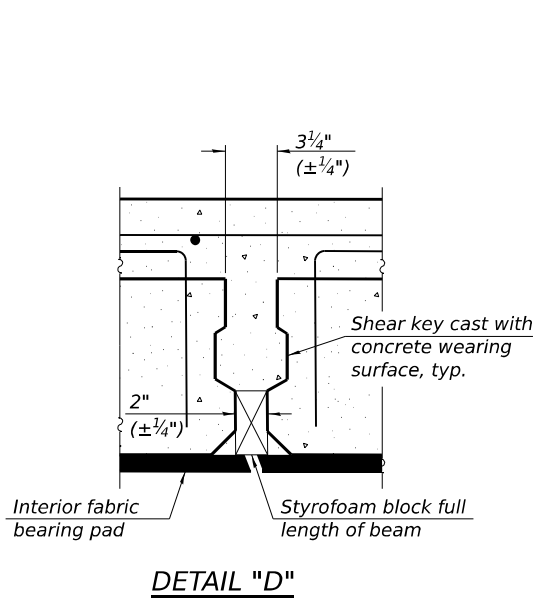
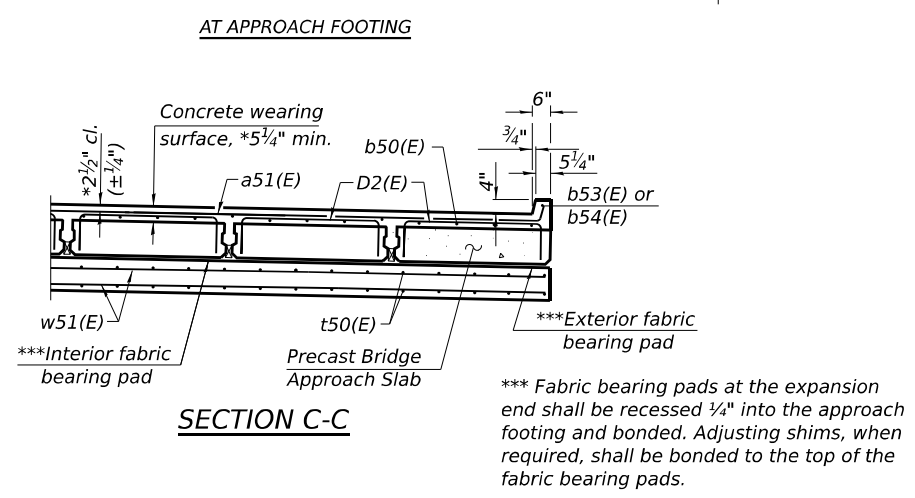
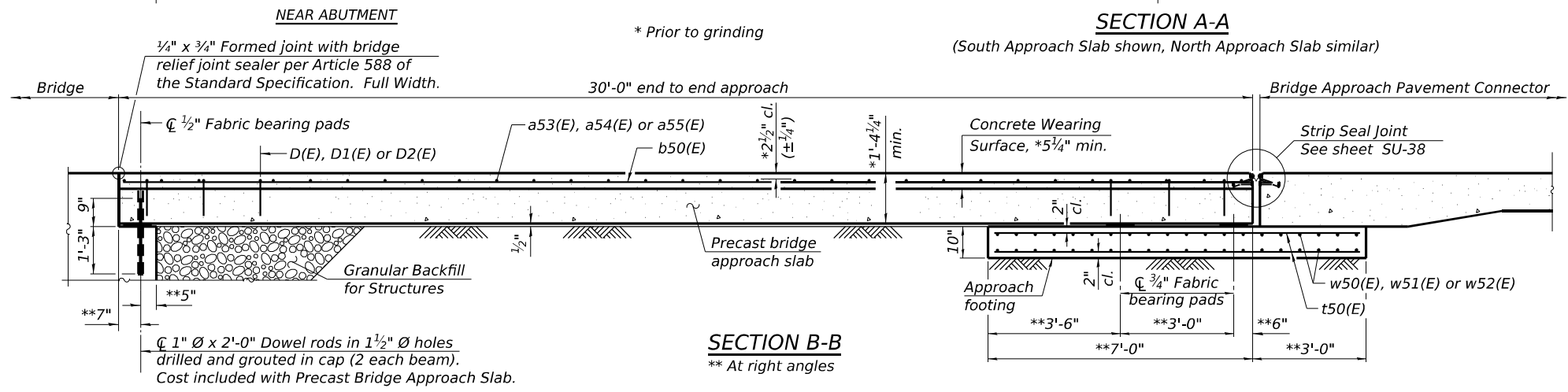
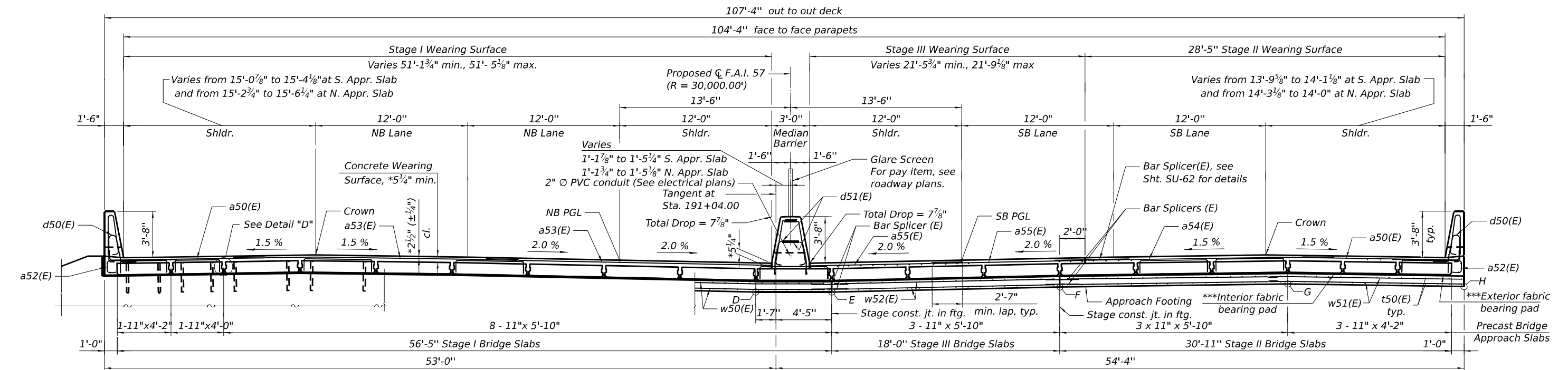


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	APPROVED - MAF	REVISED -
PLOT SCALE = 0:2 " = 1" / IN.	DRAWN - HBJ	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS 2
STRUCTURE NO. 046-0154
SHEET SU-33 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	718
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



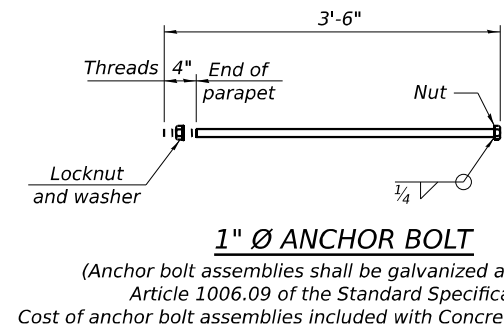
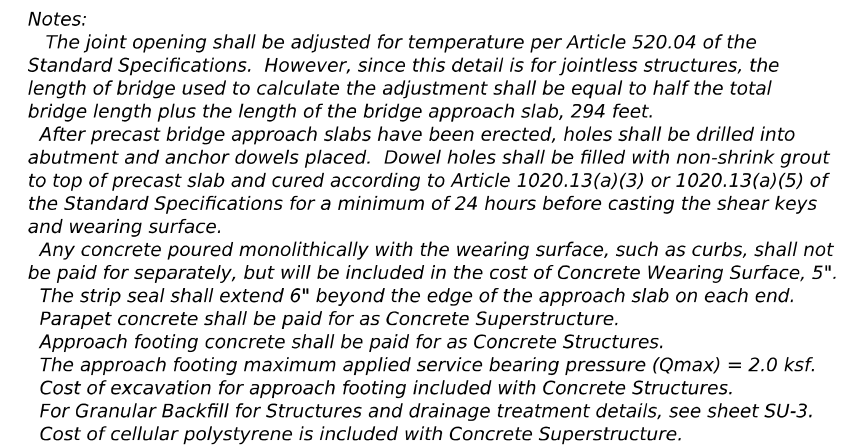
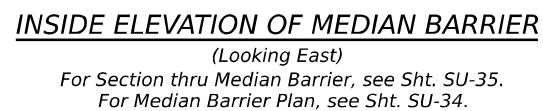
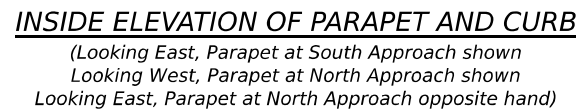
- Notes:
1. Drill and set #5d52(E) bar according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of drilled hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in the deck.
 2. 1'-5" parapet with 1" formliner. See Parapet Aesthetics drawings for formliner reveal details.
- 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.
- 1/2" Cellular polystyrene according to ASTM C 578 (Types V, VII or XV). Placed under cast in place portion of approach slab full length.
- 1" x 2" Dowel rods in 1 1/2" holes (at abutment).

SECTION THRU CONCRETE PARAPET
(Near Abutment)

SECTION THRU CONCRETE MEDIAN BARRIER
(At Approach Footing, looking South)

MODEL: 2D SHEET 11
FILE NAME: C:\PWP\WORK\EXP-2\W.BENTLEY\COM\EXP-2\0460154\66863-034\APR2.DGN

	USER NAME = SALASL	DESIGNED - CCE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS I STRUCTURE NO. 046-0154	SHEET SU-35 OF SU-72 SHEETS	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.16666633 1/16"	APPROVED - MAF	REVISED -				57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	720
	PLOT DATE = 4/23/2026	DRAWN - HBJ	REVISED -				CONTRACT NO. 66863				
		CHECKED - MAF	REVISED -				ILLINOIS FED. AID PROJECT				



BAR LIST
EACH 5'-10" INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	7	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D(E)	22	#4	7'-7"	┐
S(E)	58	#5	13'-2"	▢
S1(E)	10	#5	7'-11"	▢

BAR LIST
EACH 4'-0" INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	9	#9	29'-8"	—
D1(E)	22	#4	5'-8"	┐
S2(E)	58	#5	9'-6"	▢
S3(E)	10	#5	6'-1"	▢

BAR LIST
EACH 4'-2" INTERIOR BEAM
(For information only)

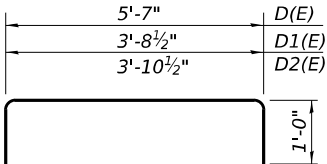
Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D2(E)	22	#4	5'-11"	┐
S4(E)	58	#5	9'-10"	▢
S5(E)	10	#5	6'-3"	▢

BAR LIST
EACH 4'-2" EXTERIOR BEAM
(For information only)

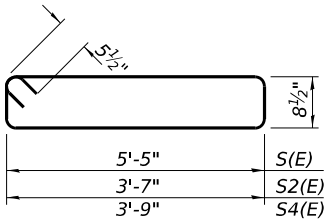
Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D2(E)	32	#4	5'-11"	┐
S4(E)	58	#5	9'-10"	▢
S5(E)	10	#5	6'-3"	▢

TWO APPROACHES
BILL OF MATERIAL

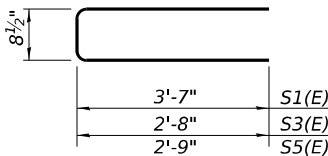
Bar	No.	Size	Length	Shape
a50(E)	76	#5	12'-0"	—
a51(E)	48	#5	10'-7"	—
a52(E)	76	#5	8'-2"	—
a53(E)	124	#5	24'-0"	—
a54(E)	62	#5	22'-0"	—
a55(E)	124	#5	12'-6"	—
b50(E)	208	#4	29'-8"	—
b51(E)	12	#5	15'-0"	—
b52(E)	4	#5	29'-8"	—
b53(E)	3	#4	14'-8"	—
d50(E)	115	#5	6'-6"	┐
d51(E)	115	#5	6'-11"	┐
d52(E)	194	#5	4'-2"	┐
d53(E)	194	#5	5'-1"	┐
e50(E)	36	#4	14'-8"	—
e51(E)	16	#4	29'-8"	—
e52(E)	24	#4	14'-9"	—
e53(E)	8	#4	15'-5"	—
e54(E)	8	#4	14'-0"	—
e55(E)	2	#4	15'-2"	—
e56(E)	2	#4	14'-4"	—
t50(E)	436	#4	9'-8"	—
w50(E)	160	#5	30'-6"	—
w51(E)	160	#5	17'-9"	—
w52(E)	80	#5	18'-3"	—
Item			Unit	Quantity
Concrete			Cu Yd	87.8
Protective Coat			Sq Yd	747
Reinforcement Bars, Epoxy Coated			Pound	29,710
Bridge Deck Grooving (Longitudinal)			Sq Yd	310
Precast Bridge Approach Slab			Sq Ft	6,440
Concrete Wearing Surface, 5"			Sq Yd	676
Diamond Grinding (Bridge Section)			Sq Yd	647



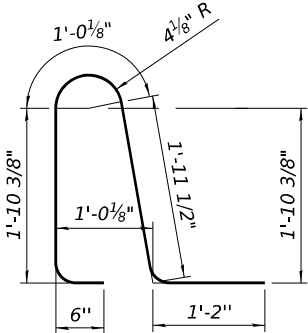
BARS D(E), D1(E) & D2(E)



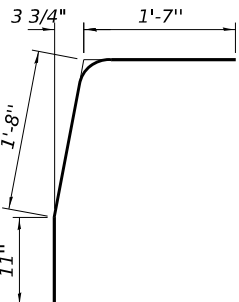
BARS S(E), S2(E) & S4(E)



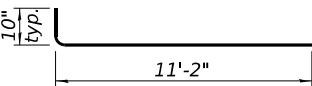
BARS S1(E), S3(E) & S5(E)



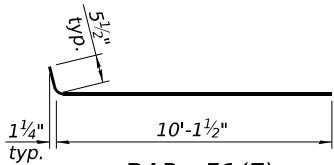
BAR d50(E)



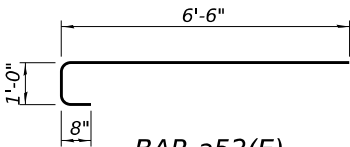
BAR d52(E)



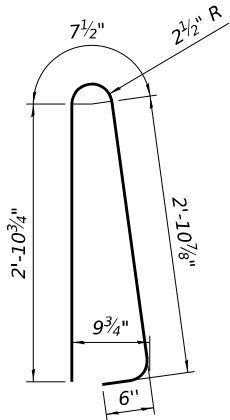
BAR a50(E)



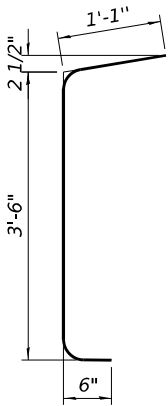
BAR a51(E)



BAR a52(E)



BAR d51(E)



BAR d53(E)

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP-2\W.BENTLEY.COM\EXP-2\0460154-66863-437-APPR5.DGN



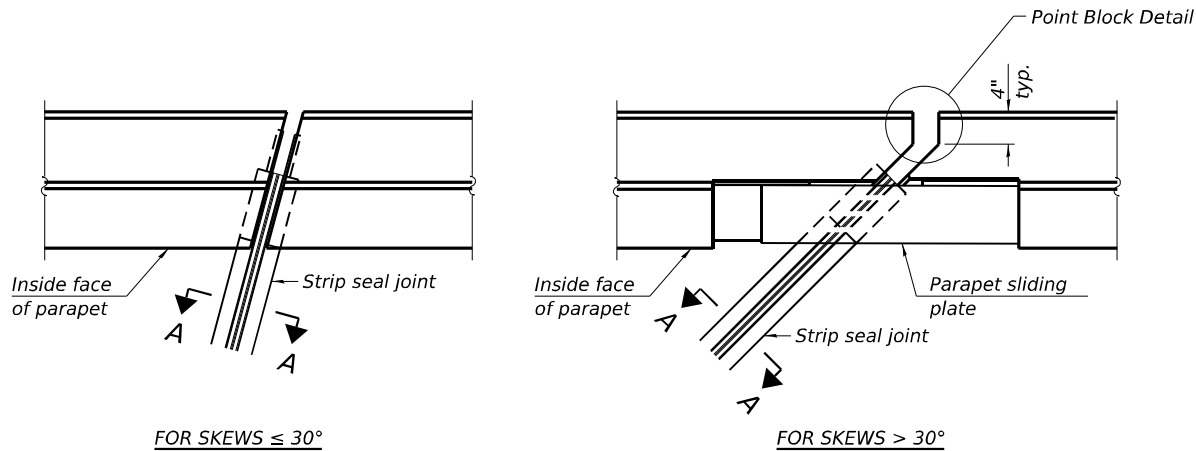
USER NAME	= SALASL	DESIGNED -	OCE	REVISED -	
		APPROVED -	MAF	REVISED -	
PLOT SCALE	= 0.16666633 1/1 IN.	DRAWN -	HBJ	REVISED -	
PLOT DATE	= 4/23/2026	CHECKED -	MAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

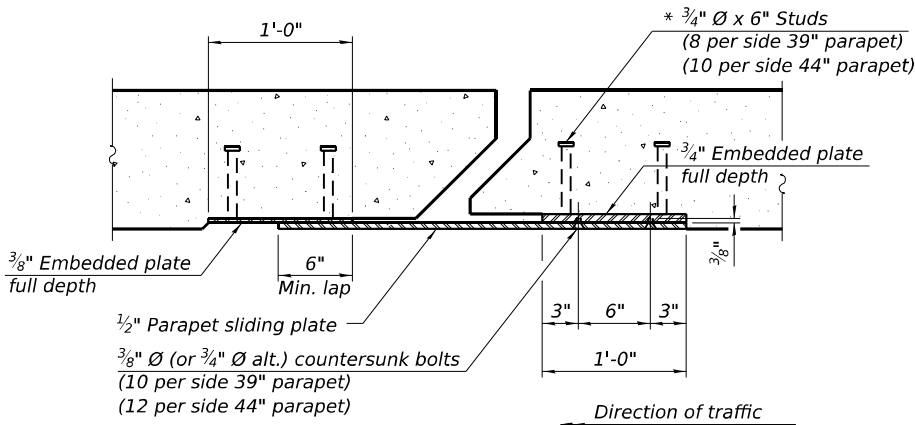
BRIDGE APPROACH DETAIL IV
STRUCTURE NO. 046-0154

SHEET SU-38 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	723
CONTRACT NO. 66863				
		ILLINOIS	FED. AID PROJECT	

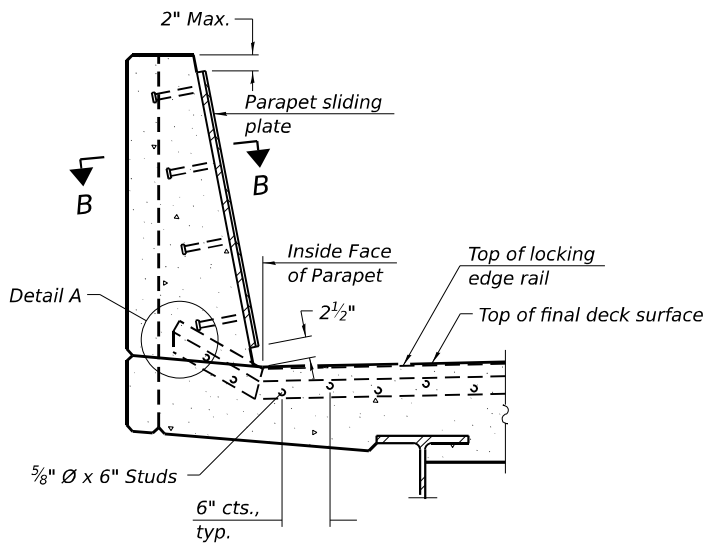


PLAN AT PARAPET



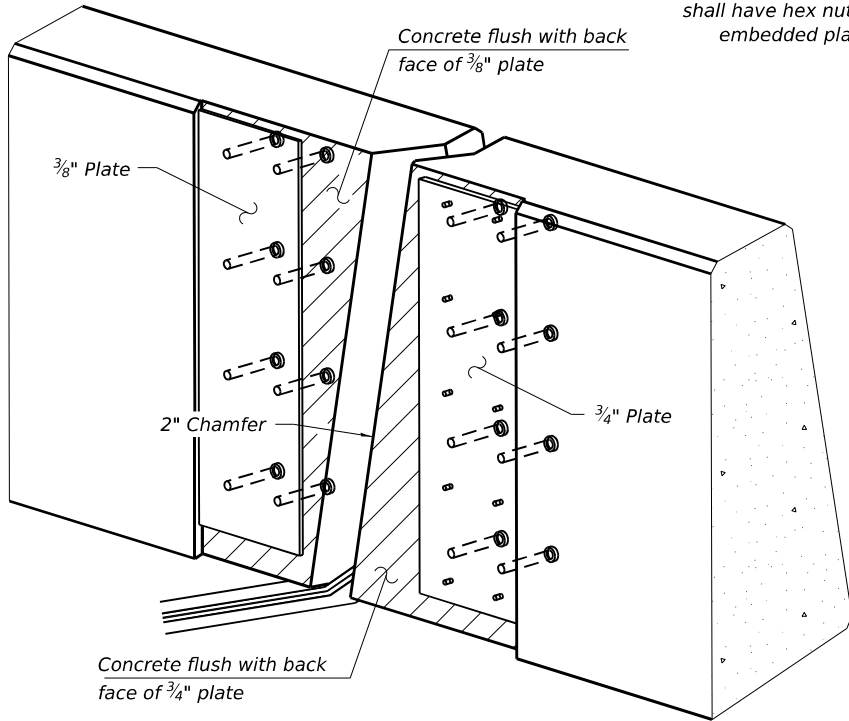
SECTION B-B

(3/4" $\varnothing$ countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)



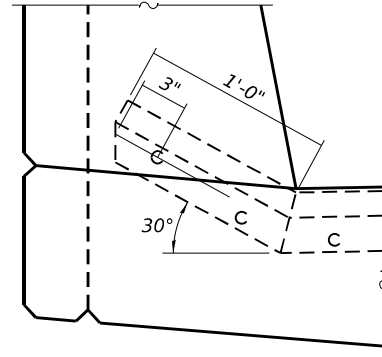
SECTION AT PARAPET

(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



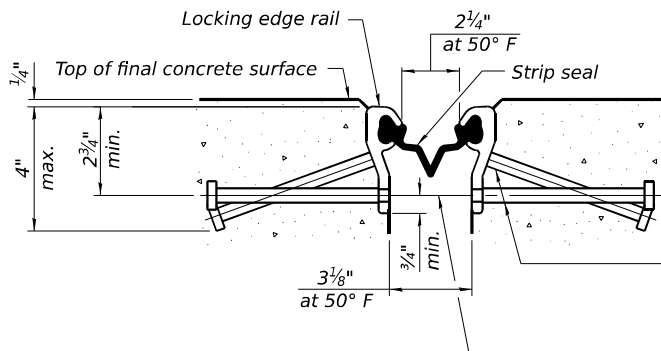
TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)

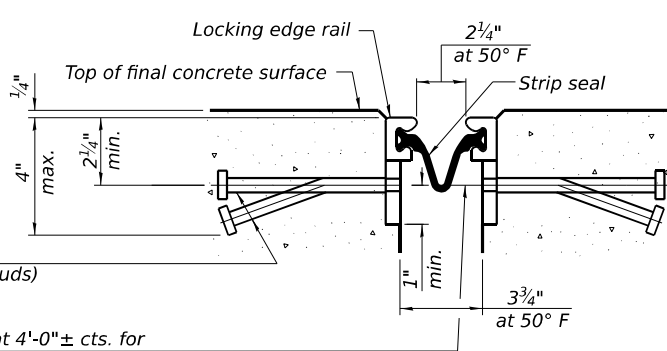


SHOWING ROLLED RAIL JOINT

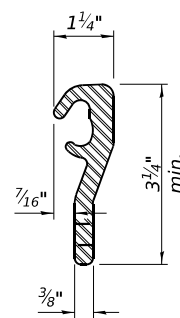
3/8" $\varnothing$ threaded rods in 7/16" $\varnothing$ holes at 4'-0" $\pm$ cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates within 90 minutes after concrete is set.

SECTION A-A

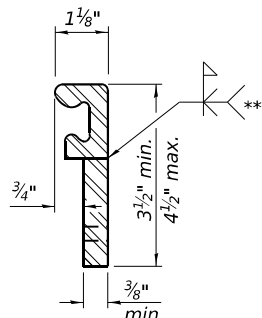
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT



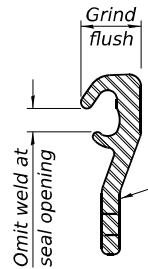
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	219

EJ-SS

10-3-2025



USER NAME	= SALASL
PLOT SCALE	= 0.16666633 1/ IN.
PLOT DATE	= 4/23/2026

DESIGNED	- CCE
APPROVED	- MAF
DRAWN	- HBJ
CHECKED	- MAF

REVISED	-
REVISED	-
REVISED	-
REVISED	-

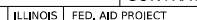
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

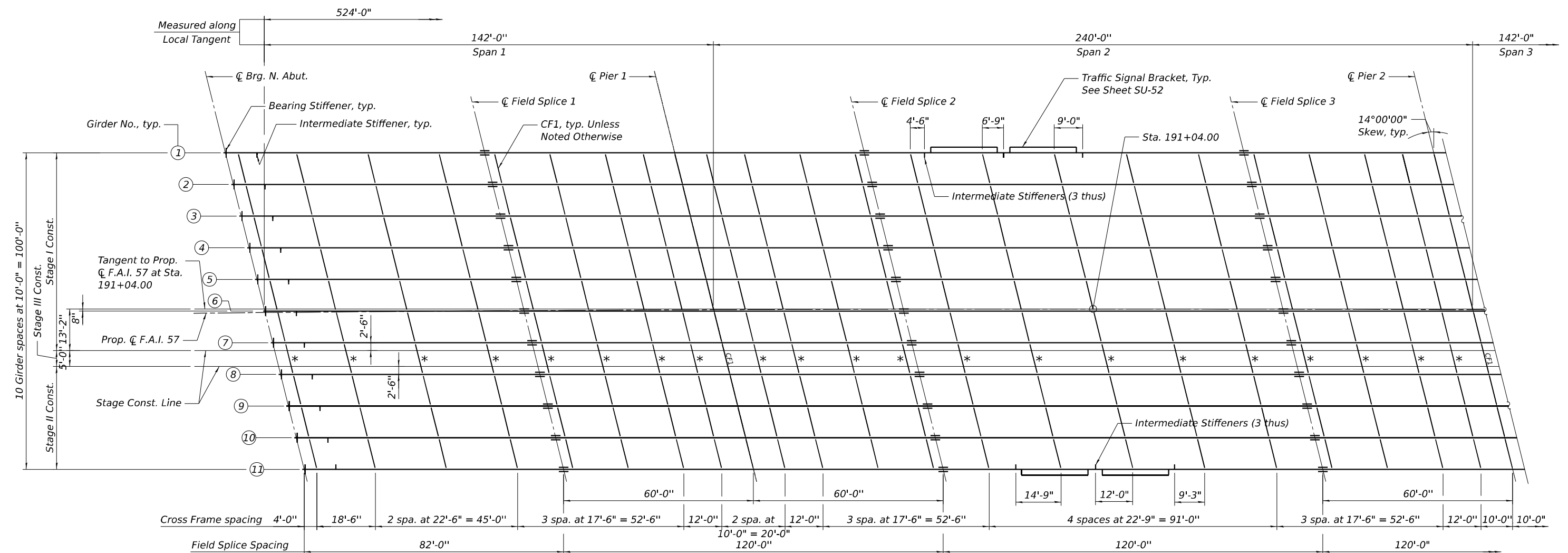
PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 046-0154

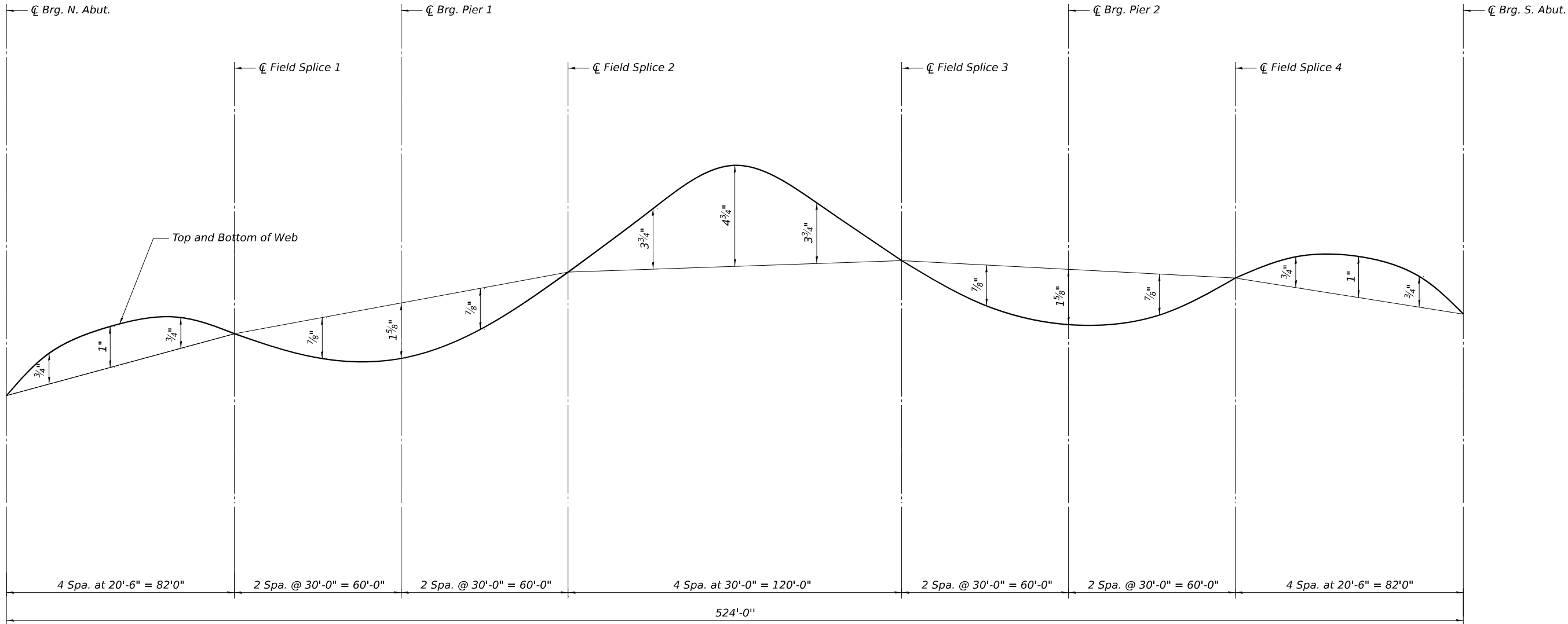
SHEET SU-39 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	724
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

MODEL: 2D SHEET 11
FILE NAME: C:\P\WORK\EXP\24\W.BENTLEY.COM EJ-SS\WJ-01.D01685920460154-66863-437-C-STRIPSEAL.DGN







CAMBER DIAGRAM

TOP OF WEB ELEVATIONS
(For fabrication only)

Location	℄ Brg. N. Abut.	℄ Splice 1	℄ Brg. Pier 1	℄ Splice 2	℄ Splice 3	℄ Brg. Pier 2	℄ Splice 4	℄ Brg. S. Abut.
Girder 1	676.71	677.52	678.03	678.82	679.37	679.13	679.17	679.11
Girder 2	676.89	677.70	678.21	679.00	679.53	679.29	679.32	679.25
Girder 3	676.87	677.65	678.15	678.92	679.44	679.20	679.23	679.18
Girder 4	676.72	677.49	677.99	678.75	679.27	679.03	679.05	679.00
Girder 5	676.55	677.32	677.81	678.57	679.08	678.83	678.85	678.79
Girder 6	676.38	677.14	677.64	678.41	678.91	678.64	678.65	678.58
Girder 7	676.59	677.36	677.85	678.62	679.11	678.84	678.84	678.75
Girder 8	676.82	677.58	678.07	678.83	679.31	679.04	679.03	678.94
Girder 9	677.03	677.79	678.27	679.03	679.50	679.22	679.21	679.10
Girder 10	677.15	677.89	678.36	679.10	679.56	679.29	679.28	679.18
Girder 11	677.03	677.75	678.22	678.95	679.40	679.13	679.12	679.02

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP-2\W.BENTLEY.COM\EXP-2\0460154-66863-011-CAMBER.DGN



USER NAME = SALASL
PLOT SCALE = 0:2 " = 1" / IN.
PLOT DATE = 4/23/2026

DESIGNED - CCE
APPROVED - MAF
DRAWN - HBJ
CHECKED - MAF

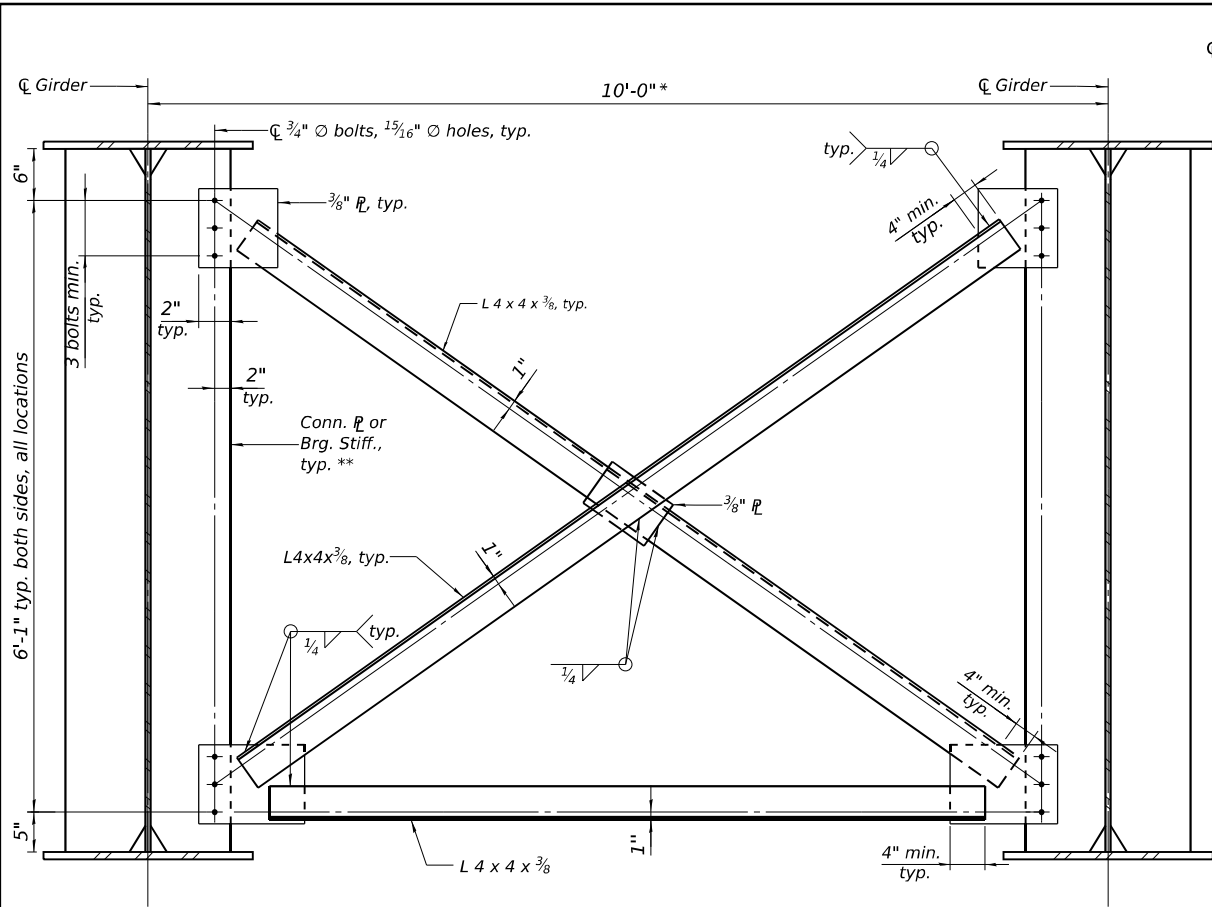
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

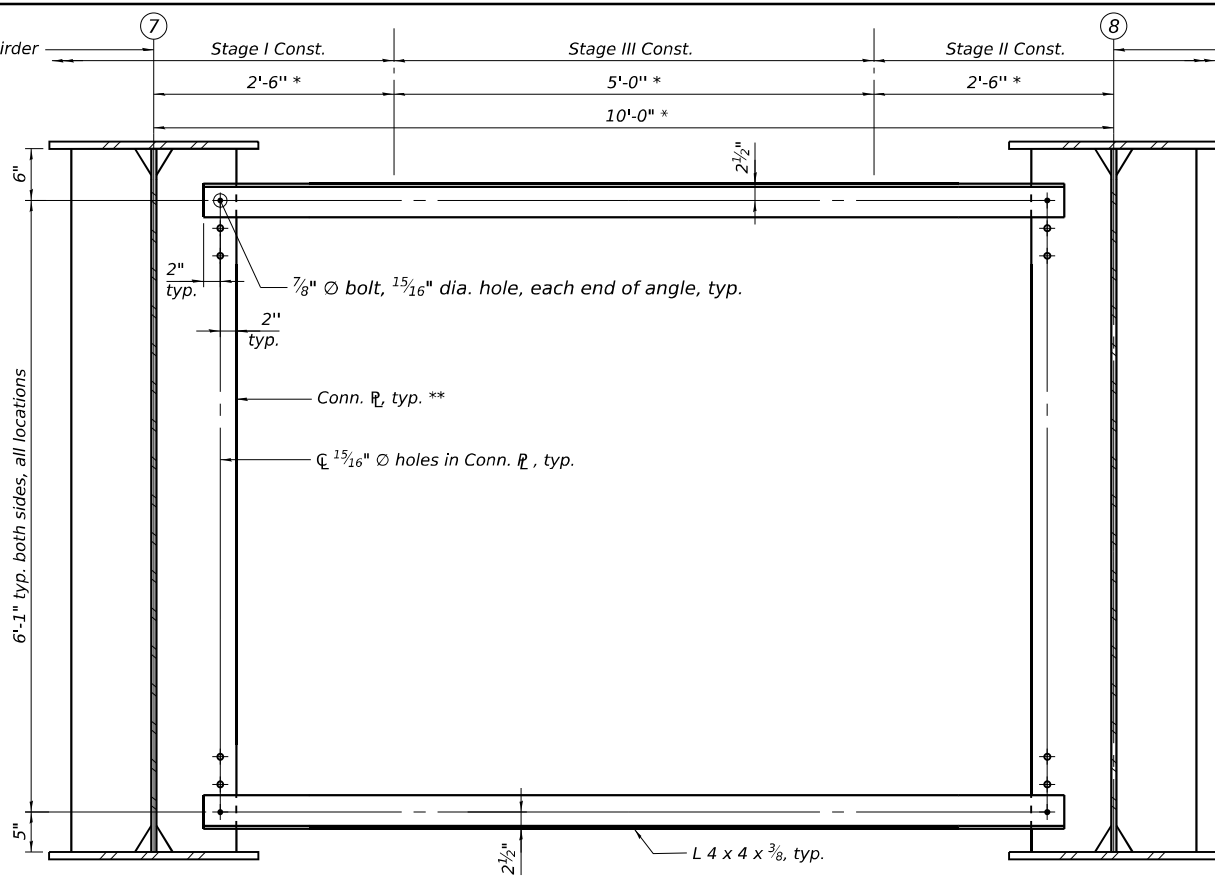
CAMBER DIAGRAM
STRUCTURE NO. 046-0154

SHEET SU-45 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	730
CONTRACT NO. 66863				
		ILLINOIS	FED. AID PROJECT	



CROSS FRAME CF1
(310 Required)



TEMPORARY CROSS FRAME CF2 @ STAGE CONST. LINE
(29 Required)

* Measured perpendicular to girders.

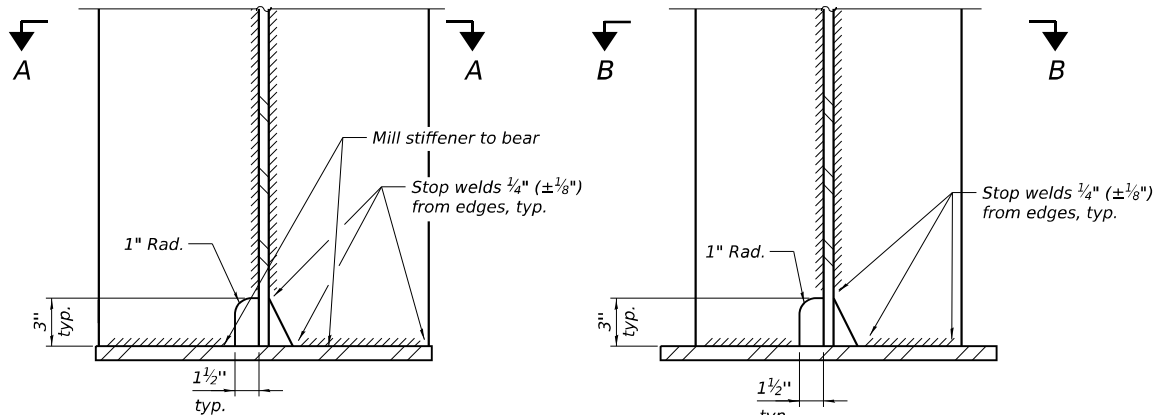
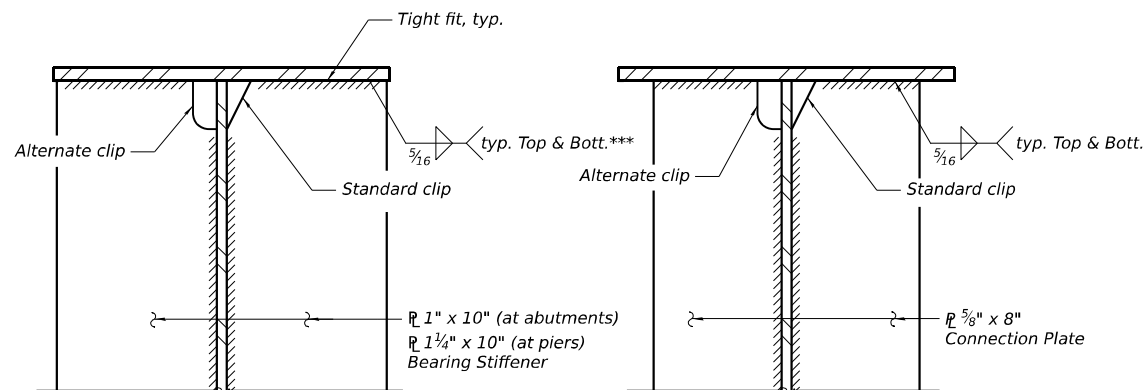
** For plate orientation, weld details, and corner clip details, see bearing stiffener and connection plate details on this sheet.

**CROSS FRAME STAGE
CONSTRUCTION SEQUENCE**

1. Install CF2 cross frames in Stage II Construction prior to casting deck.
2. CF2 cross frame bolts shall be finger-tight.
3. Remove CF2 cross frames and replace with CF1 cross frames in Stage III Construction prior to casting deck closure pour.
4. The median barrier shall be constructed in Stage III at least 72 hours after the deck closure pour is complete and after the deck closure pour concrete has attained a minimum compressive strength of 4000 psi.

NOTES

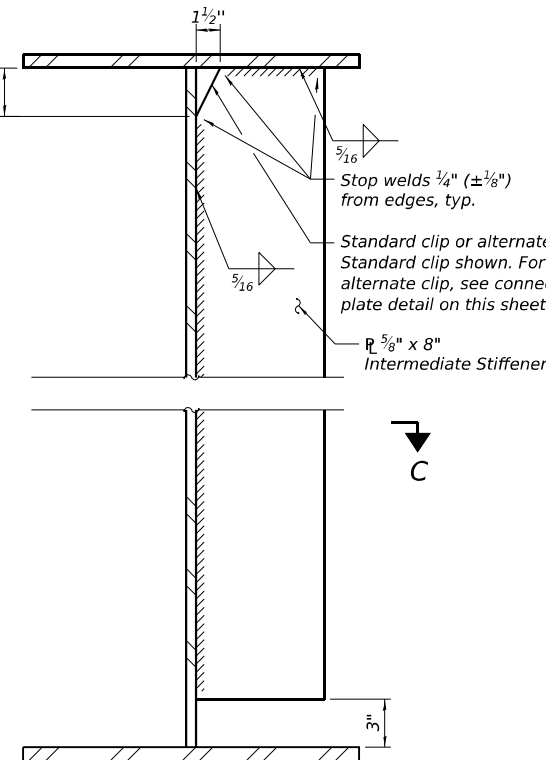
1. All structural steel shall be AASHTO M270 Grade 50, except cross frames which may be AASHTO M270 Grade 36.
2. Fasteners shall be ASTM F3125 Grade A325 Type 1, hot-dip galvanized.
3. Detail 15/16" dia. holes for all 3/4" dia. bolts.
4. Two hardened washers required for each set of oversized holes.
5. Omit connection plates on exterior side of Girders 1 and 11.
6. All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor bolts.



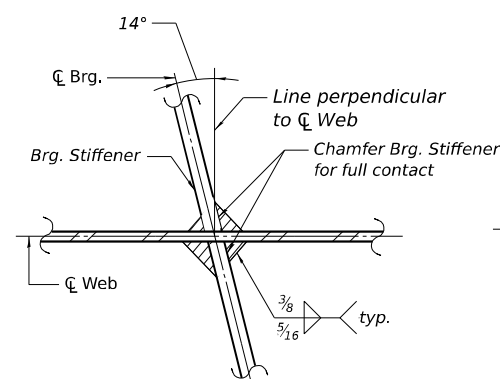
*** Omit bearing stiffener to flange welds at abutments.

BEARING STIFFENERS

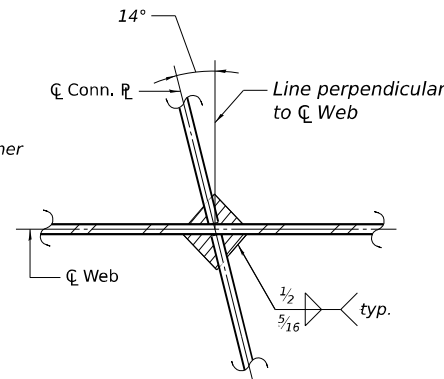
CONNECTION PLATES



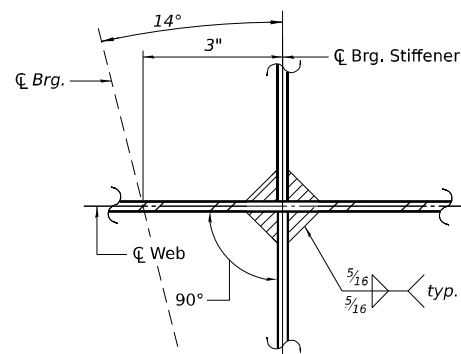
INTERMEDIATE STIFFENER



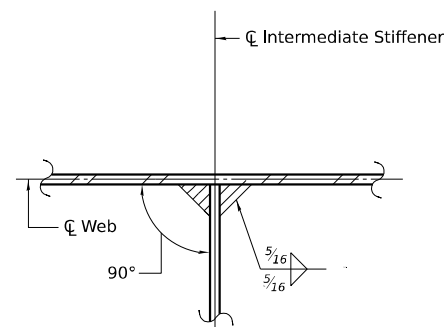
SECTION A-A @ PIERS



SECTION B-B



SECTION A-A @ ABUTMENTS



SECTION C-C

MODEL: 2D SHEET 11
FILE NAME: C:\P\WORK\EXP\24\BENTLEY\COM\EXP\24\240168592\0460154-66863-402-STEEL DET01.DGN



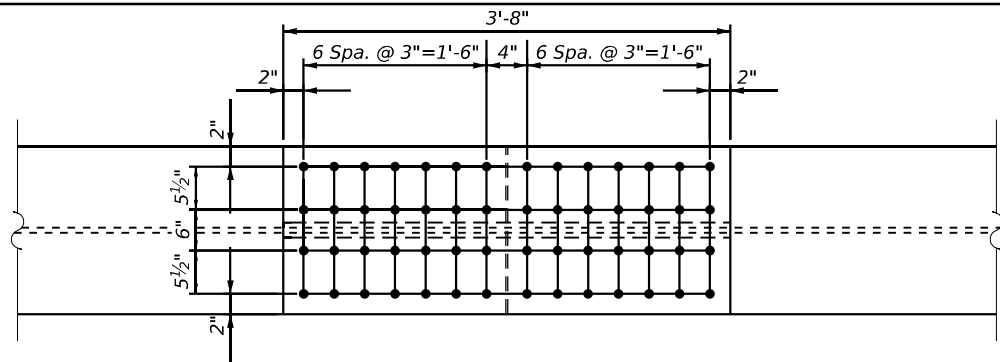
USER NAME = SALASL	DESIGNED - CCE	REVISED -
APPROVED - MAF	REVISOR -	
PLOT SCALE = 0:2" = 1' / IN.	DRAWN - HBJ	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

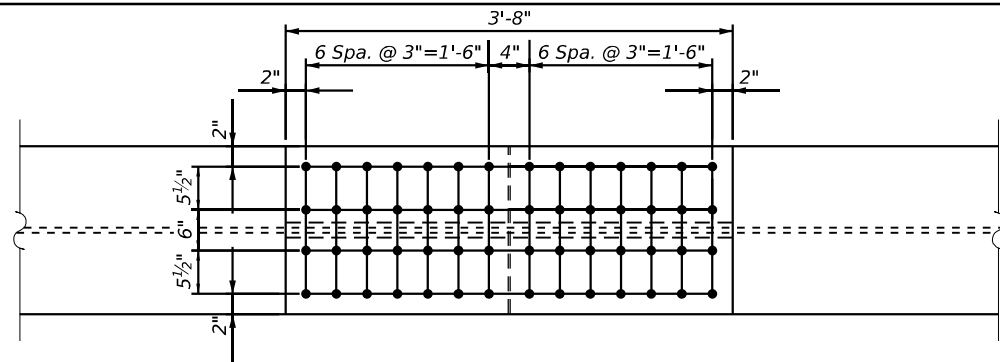
**STEEL DETAILS 1
STRUCTURE NO. 046-0154**

SHEET SU-46 OF SU-72 SHEETS

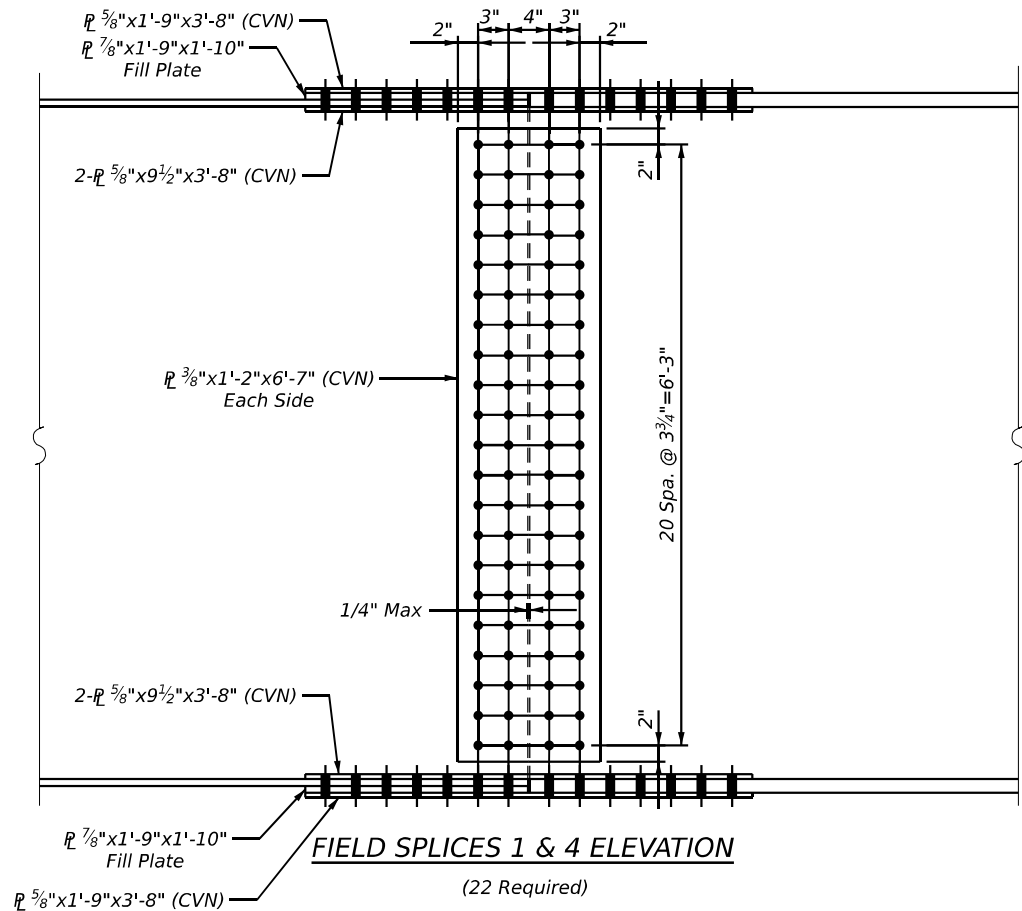
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	731
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



FIELD SPLICES 1 & 4 TOP VIEW

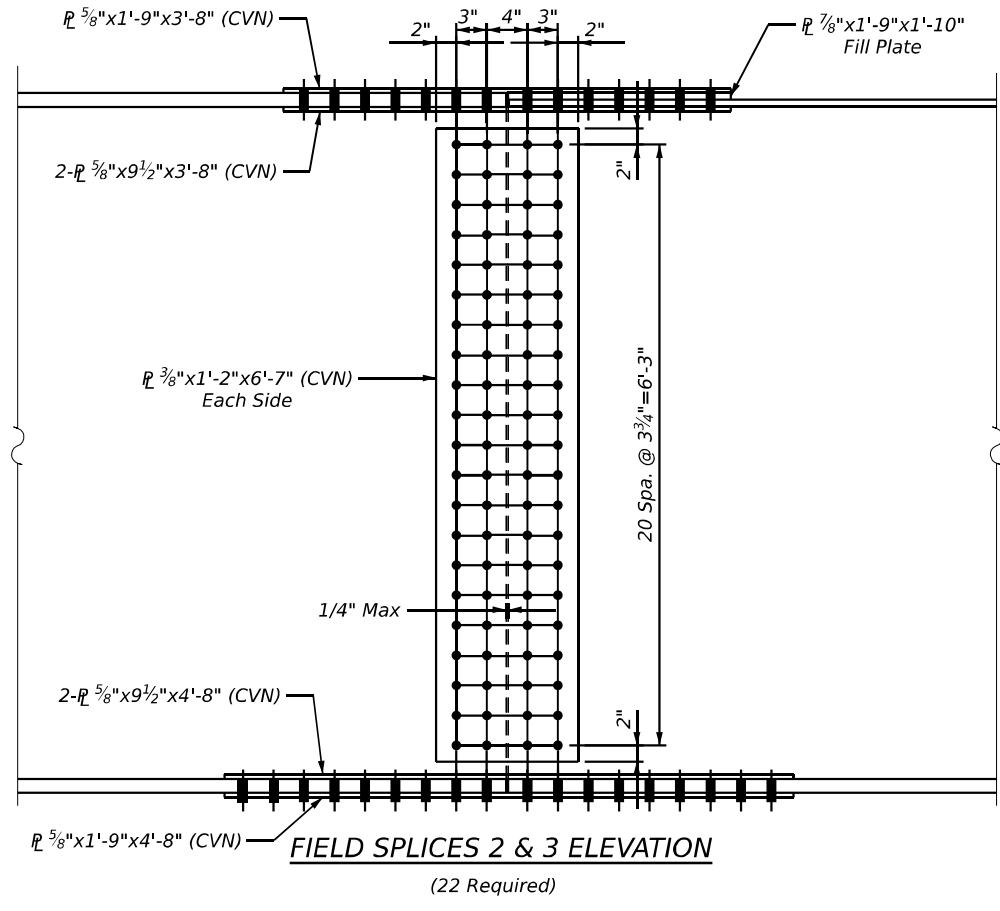


FIELD SPLICES 2 & 3 TOP VIEW



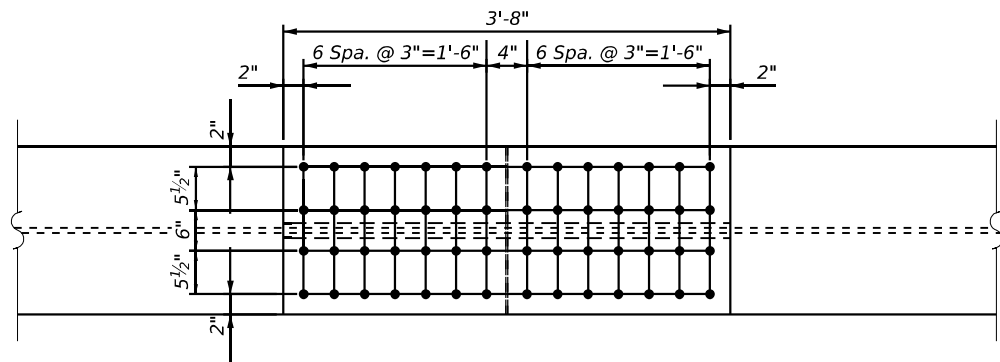
FIELD SPLICES 1 & 4 ELEVATION

(22 Required)

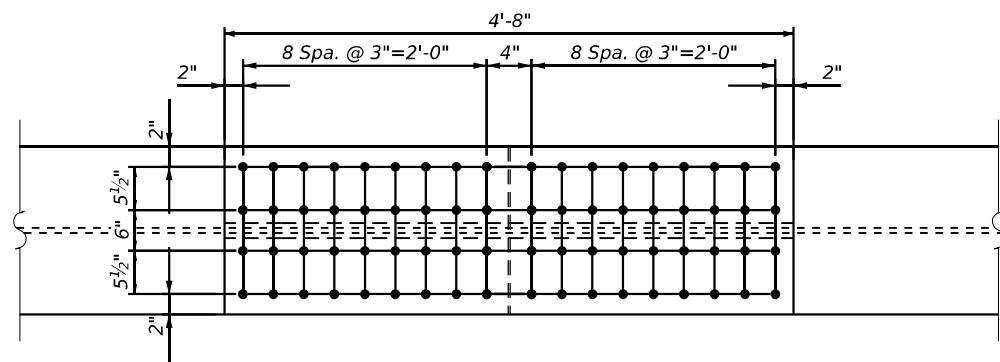


FIELD SPLICES 2 & 3 ELEVATION

(22 Required)



FIELD SPLICES 1 & 4 BOTTOM VIEW



FIELD SPLICES 2 & 3 BOTTOM VIEW

- Notes:
1. All structural steel shall be AASHTO M270 Grade 50.
 2. Fasteners shall be ASTM F3125 Grade A325 Type 1, hot-dip galvanized. Bolts 7/8" diameter, holes 1 1/16" diameter.
 3. "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\BENTLEY.COM\EXP\24\0168592\0460154-66863-043-STEEL DET 02.DGN



USER NAME = SALASL
PLOT SCALE = 0.16666633 1/ IN.
PLOT DATE = 4/23/2026

DESIGNED - CCE
APPROVED - MAF
DRAWN - HBJ
CHECKED - MAF

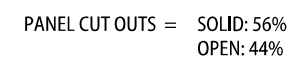
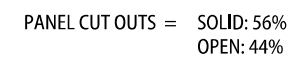
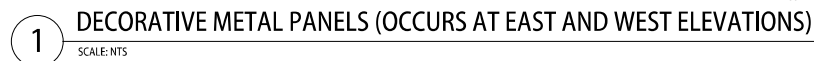
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL DETAILS 2
STRUCTURE NO. 046-0154

SHEET SU-47 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	732
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

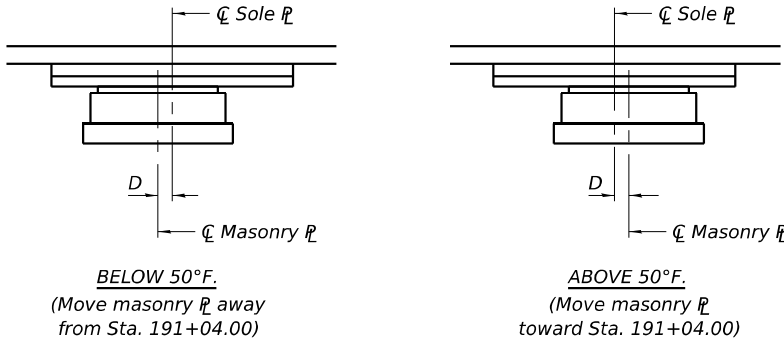


- | ITEM | UNIT | QUANTITY |
|-------------------------|-------|----------|
| DECORATIVE METAL PANELS | L.SUM | 1 |

DESIGN DATA

Unfactored Vertical Dead Load Reaction (R_{DC})	403	kips
Unfactored Vertical Wearing Surface Reaction (R_{DW})	106	kips
Unfactored Vertical Live Load without Impact Reaction (R_{LL})	244	kips
Maximum Strength or Extreme Event Lateral Reaction (H_u)	224	kips
Maximum Strength Limit State Rotation (θ_u according to Article 14.4.2.2)	0.020	rad
Unfactored Design Thermal Movement from 50° F (ΔT)	0.80	in.
Service I Factored Lateral Reaction	13	kips
Service I Rotation	0.006	rad
Strength I Factored Longitudinal Movement	1.92	in.
Service I Factored Vertical Reaction	753	kips
Strength I Factored Vertical Reaction	1090	kips

Service I Load Factors = 1.0DC + 1.0DW + 1.00LL
Strength I Load Factors = 1.25DC + 1.5DW + 1.75LL + 1.2TU
Extreme Event Load Factors = 1.0EQ



SETTING ANCHOR BOLTS AT EXPANSION BEARING

$D = \frac{1}{8}$ " per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

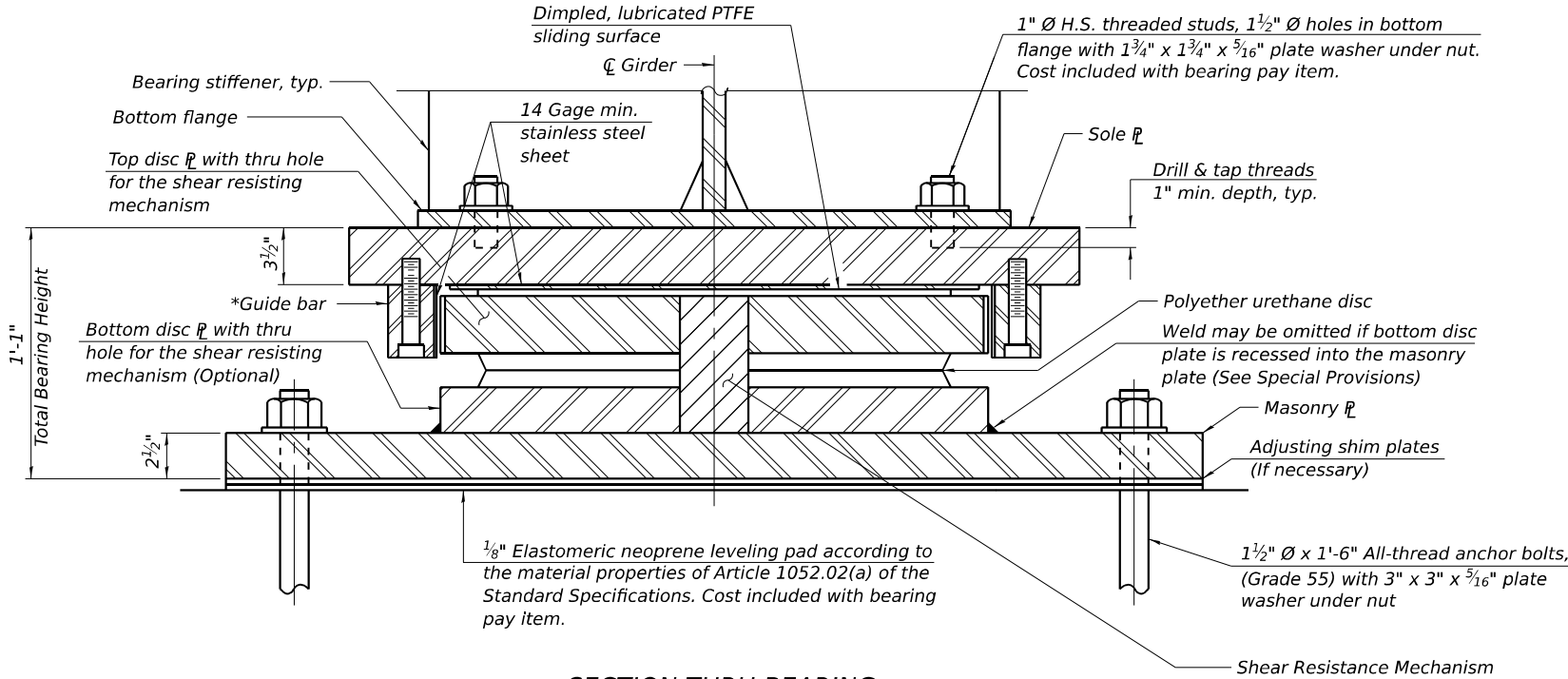
NOTES:

- Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Shim plates not included in total bearing height. Cost included with bearing pay item.
- Total bearing height is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The Contractor shall be responsible for verifying bearing heights and adjusting seat elevations, if required, prior to placing pier or abutment concrete.
- Guided Expansion Bearings to be used at Piers 1 and 2 for Girders 4, 5, 6, 7, and 8.

BILL OF MATERIAL

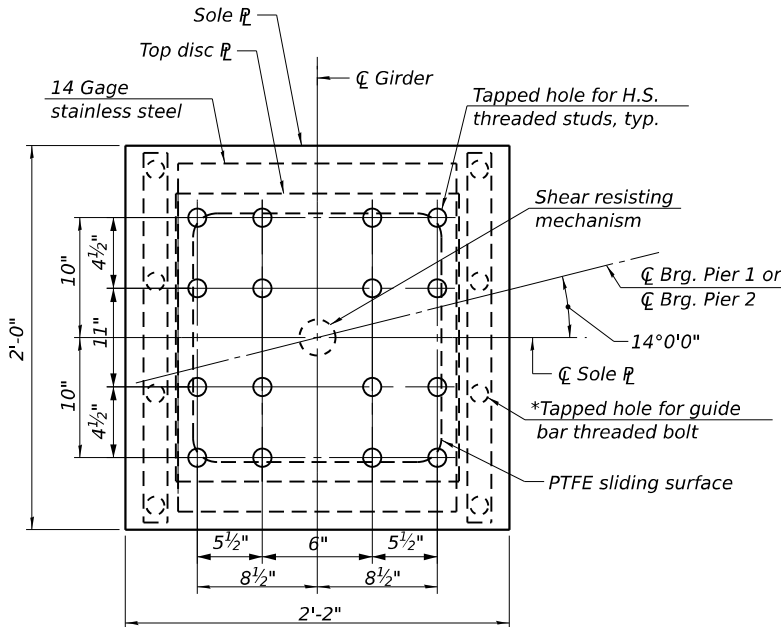
Item	Unit	Total
** High Load Multi-Rotational Bearings, Disc, Guided Expansion-800K	Each	10
Anchor Bolts, $1\frac{1}{2}$ "	Each	80

** The value specified in the pay item name is an approximate vertical load capacity that is used for letting and bidding purposes only. Exact bearing capacity will vary subject to final design.

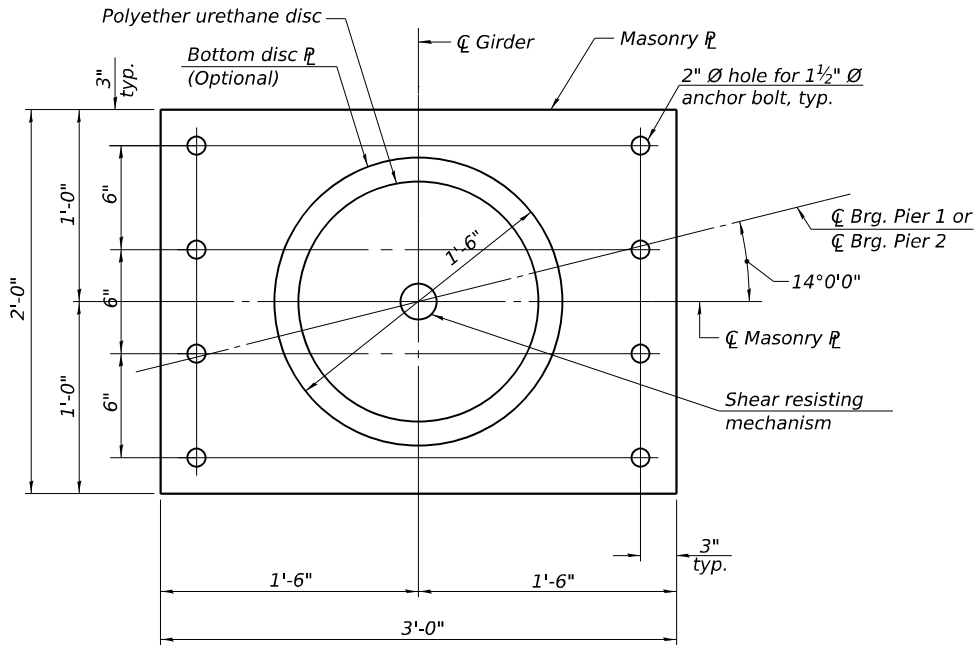


SECTION THRU BEARING

*As alternates to the bolted connection shown, the guide bars may be connected to the sole plate by groove welds or the guide bars and sole plate may be fabricated as a single piece.



SOLE PLATE AND TOP DISC PLATE PLAN



MASONRY PLATE AND
BOTTOM DISC PLATE PLAN

HLMR-D-GE

5/15/2023



USER NAME	= SALASL
PLOT SCALE	= 0.16666633 1/ IN.
PLOT DATE	= 4/23/2026

DESIGNED	- CCE
APPROVED	- MAF
DRAWN	- HBJ
CHECKED	- MAF

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUIDED EXPANSION HLMR DISC BEARING DETAILS
STRUCTURE NO. 046-0154

SHEET SU-50 OF SU-72 SHEETS

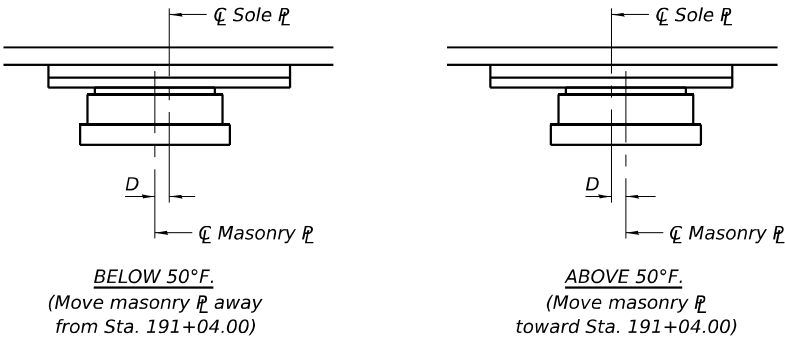
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	735
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

MODEL: 2D SHEET 11
FILE NAME: C:\P\WORK\EXP\24\HLMR.DGN
E:\94\W\21\DO168592\0460154-66863-044-HLMR.DGN

DESIGN DATA

Unfactored Vertical Dead Load Reaction (R_{DC})	403 kips
Unfactored Vertical Wearing Surface Reaction (R_{DW})	106 kips
Unfactored Vertical Live Load without Impact Reaction (R_{LL})	244 kips
Maximum Strength or Extreme Event Lateral Reaction (H_u)	0 kips
Maximum Strength Limit State Rotation (Θ_u , according to Article 14.4.2.2)	0.020 rad
Unfactored Design Thermal Movement from 50° F (ΔT)	0.80 in.
Transverse Movement	0.70 in.
Service I Factored Lateral Reaction	0 kips
Service I Rotation	0.006 rad
Strength I Factored Longitudinal Movement	1.92 in.
Service I Factored Vertical Reaction	753 kips
Strength I Factored Vertical Reaction	1090 kips

Service I Load Factors = 1.0DC + 1.0DW + 1.00LL
Strength I Load Factors = 1.25DC + 1.5DW + 1.75LL + 1.2TU
Extreme Event Load Factors = 1.0EQ



SETTING ANCHOR BOLTS AT EXPANSION BEARING

$D = \frac{1}{8}$ " per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

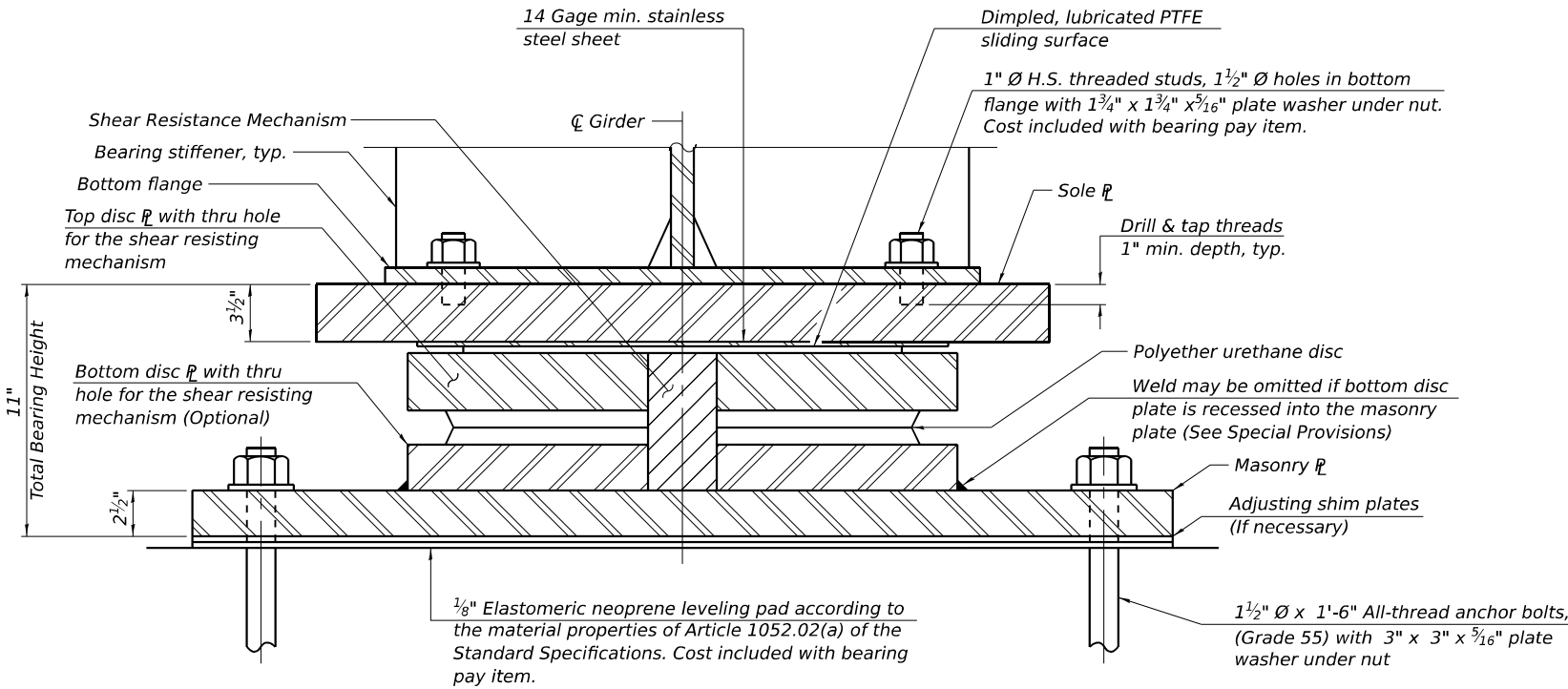
NOTES:

- Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Shim plates not included in total bearing height. Cost included with bearing pay item.
- Total bearing height is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The Contractor shall be responsible for verifying bearing heights and adjusting seat elevations, if required, prior to placing pier or abutment concrete.
- Non-Guided expansion Bearings to be used at Piers 1 and 2 for Girders 1, 2, 3, 9, 10, and 11.

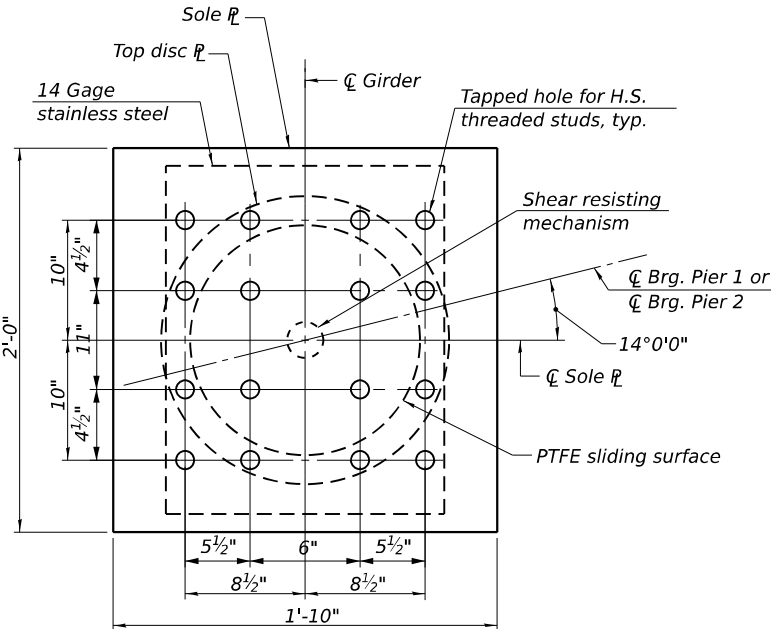
BILL OF MATERIAL

Item	Unit	Total
* High Load Multi-Rotational Bearings, Disc, Non-Guided Expansion- 800K	Each	12
Anchor Bolts, 1½"	Each	48

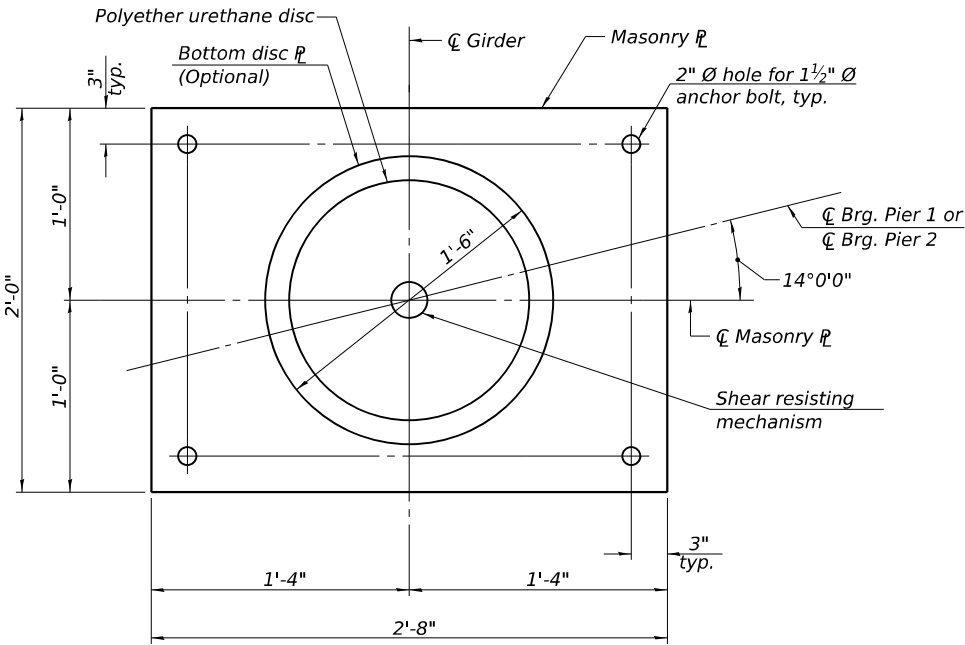
* The value specified in the pay item name is an approximate vertical load capacity that is used for letting and bidding purposes only. Exact bearing capacity will vary subject to final design.



SECTION THRU BEARING



SOLE PLATE AND TOP DISC PLATE PLAN



MASONRY PLATE AND
BOTTOM DISC PLATE PLAN

MODEL: 2D SHEET 11
FILE NAME: C:\P\WORK\EXP-2\W.BENTLEY.COM\EXP-2\0460154-66863-45-HLMR.DGN

HLMR-D-NGE

5/15/2023



USER NAME	= SALASL
PLOT SCALE	= 0.16666633 1/ IN.
PLOT DATE	= 4/23/2026

DESIGNED -	CCE
APPROVED -	MAF
DRAWN -	HBJ
CHECKED -	MAF

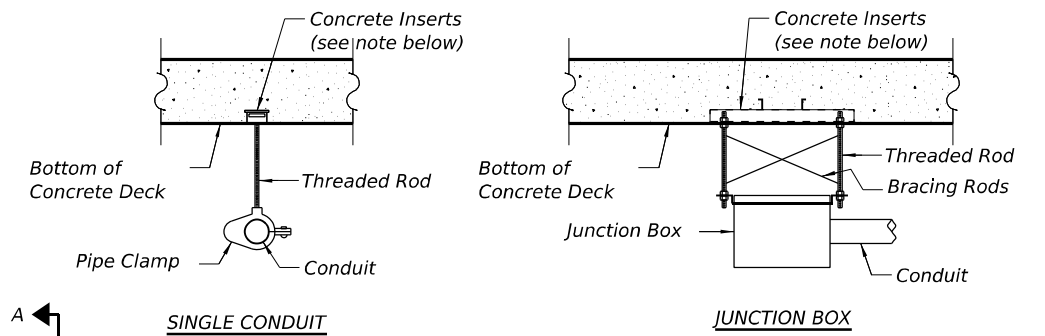
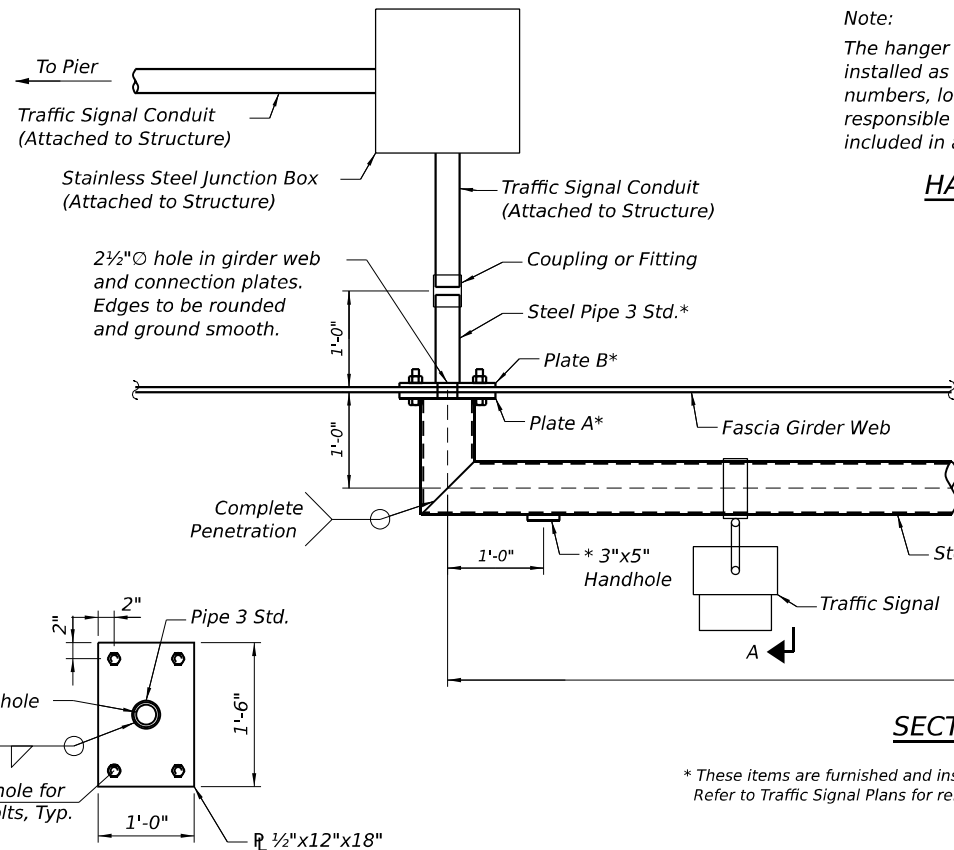
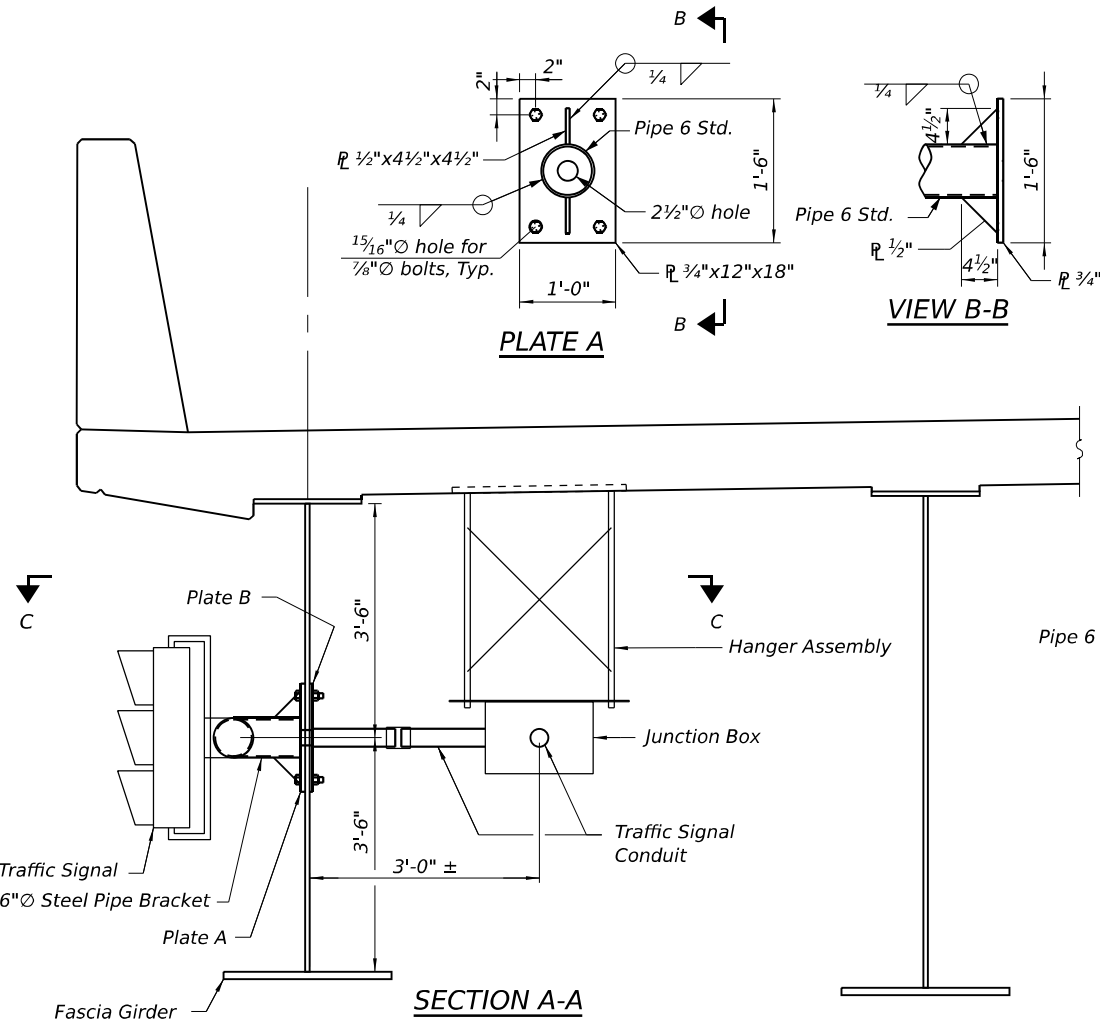
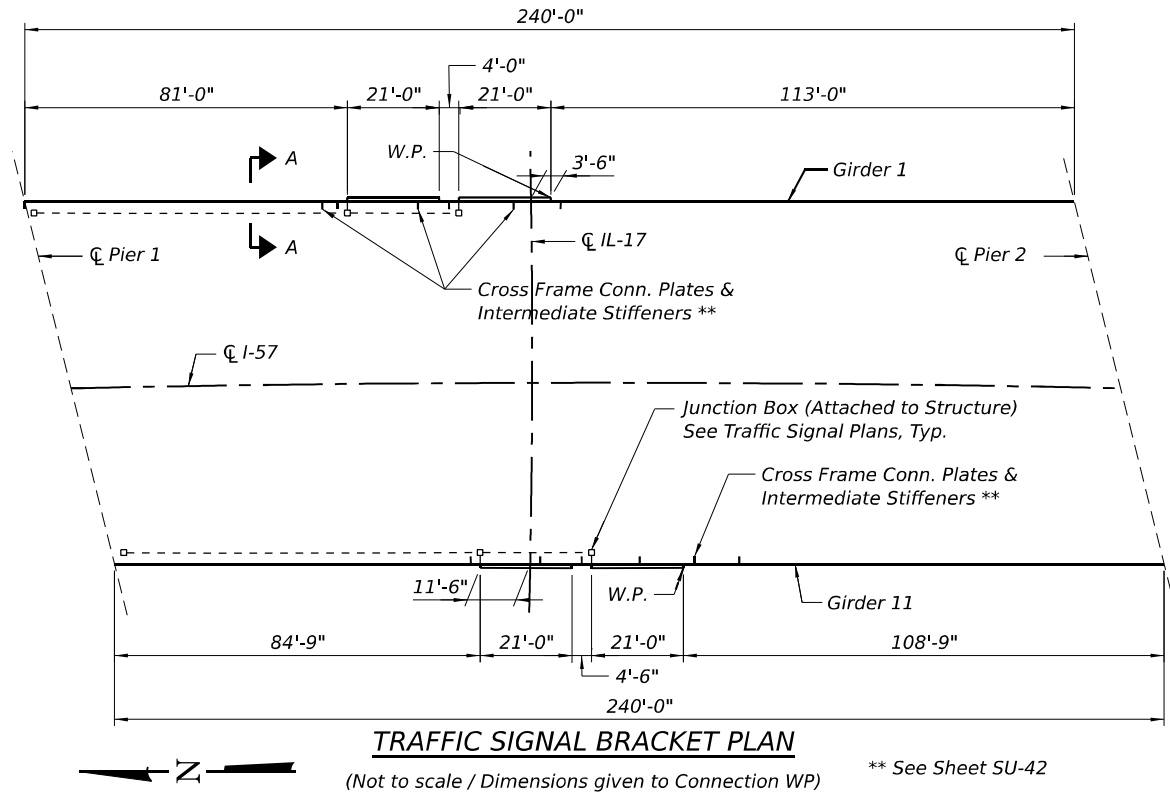
REVISED -	
REVISED -	
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REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

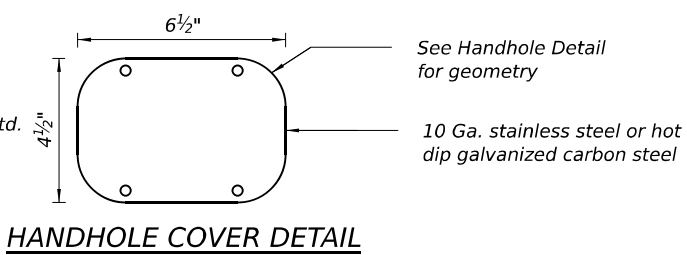
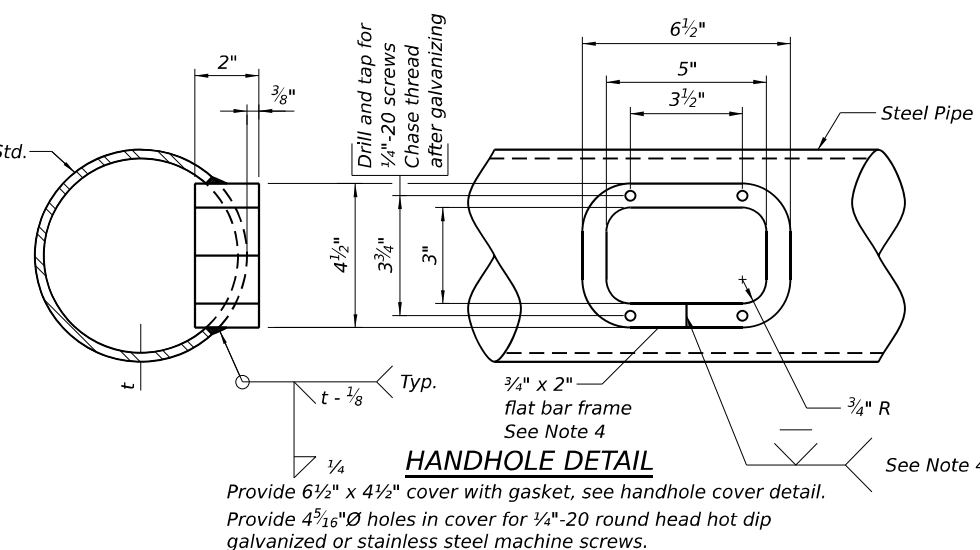
NON-GUIDED EXP. HLMR DISC BEARING DETAILS
STRUCTURE NO. 046-0154

SHEET SU-51 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	736
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



HANGER ASSEMBLIES FOR TRAFFIC SIGNAL ITEMS ATTACHED TO CONCRETE DECK



- Notes:
- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts.
 - Holes in girder webs for bolts shall be 1 1/16"Ø.
 - All structural steel of the traffic signal bracket assembly shall be hot dip galvanized after fabrication.
 - In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces, corners and edges are to be ground to ANSI Roughness of 500 micro-in or less.

MODEL: 2D SHEET 11
FILE NAME: C:\PWP\WORK\EXP-2\W.BEN\EXP-2\0460154-66863-4-06-BRACKETPLAN.DGN



USER NAME = SALASL	DESIGNED - CCE	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	APPROVED - MAF	REVISED -
PLOT DATE = 4/23/2026	DRAWN - HBJ	REVISED -
	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL BRACKET DETAILS
STRUCTURE NO. 046-0154

SHEET SU-52 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	737
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

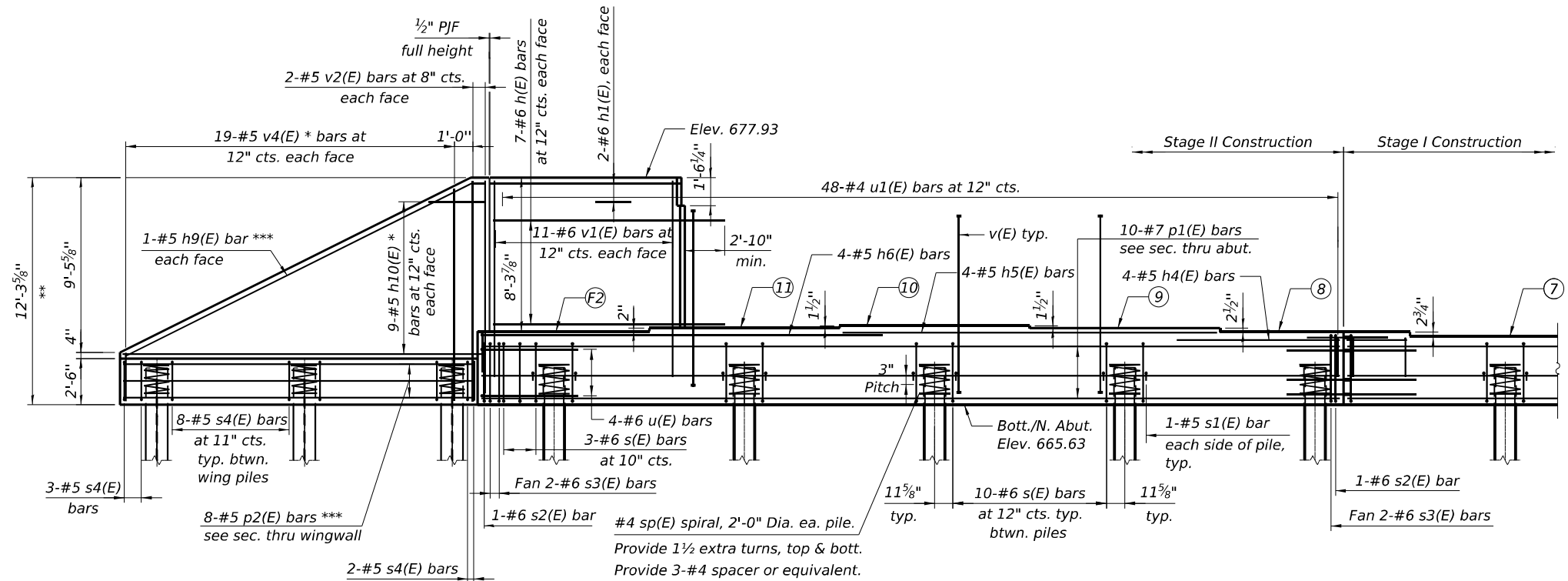


#5 bar = 3'-7"
#7 bar = 4'-11'

- * See field cutting diagram in Sheet SU-57.
- ** Limits of $\frac{1}{2}$ " PJF between wingwall and abutment.
- *** Cut in the field as needed.

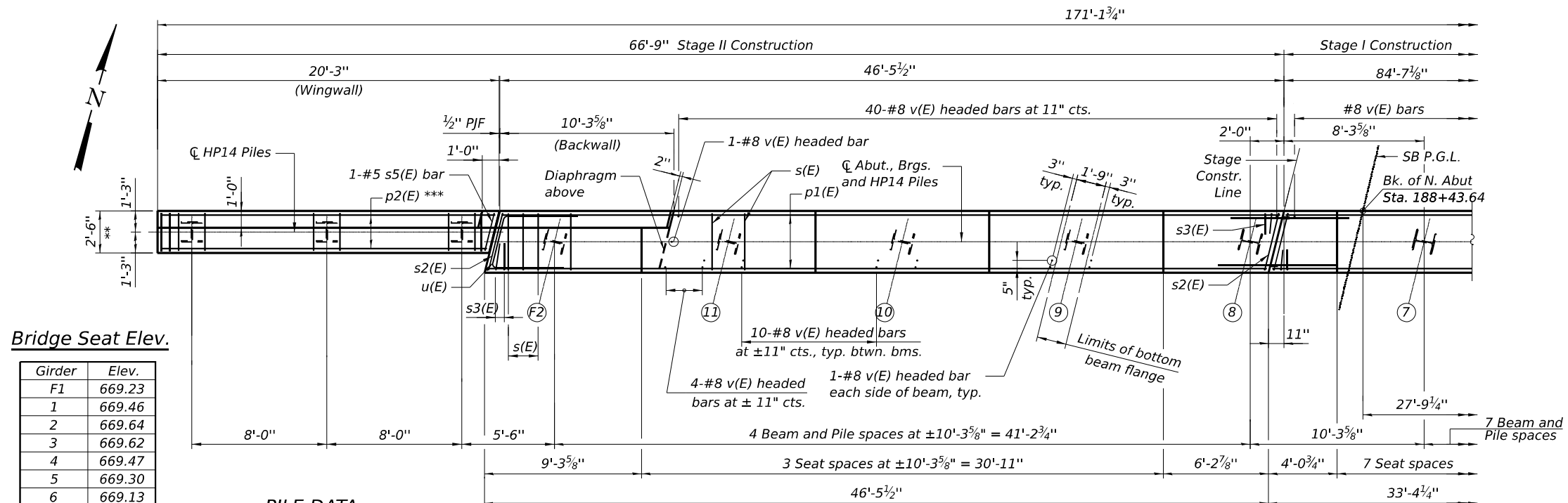


<i>Girder</i>	<i>Elev.</i>
<i>F1</i>	669.23
1	669.46
2	669.64
3	669.62
4	669.47
5	669.30
6	669.13
7	669.34
8	669.57
9	669.78
10	669.90
11	669.78
<i>F2</i>	669.61



ELEVATION 2 - NORTH ABUTMENT
(Looking North)

* See field cutting diagram in Sheet SU-57.
 ** Limits of 1/2" PJF between wingwall and abutment.
 *** Cut in the field as needed.



Bridge Seat Elev.

Girder	Elev.
F1	669.23
1	669.46
2	669.64
3	669.62
4	669.47
5	669.30
6	669.13
7	669.34
8	669.57
9	669.78
10	669.90
11	669.78
F2	669.61

PILE DATA

Type: HP 14x117 with Pile Shoes
 Nominal Required Bearing: 929 kips
 Factored Resistance Available: 511 kips
 Est. Length: 57'
 No. Production Piles: 18
 No. Test Piles: 1

PLAN 2 - NORTH ABUTMENT

Note:
 Piles shall be driven through 30" diameter precored holes extending to elevations shown in the plans according to Article 512.09(c) of the Standard Specifications except that the void space outside the pile shall be filled with bentonite according to the manufacturer's recommendations to achieve a Q_u of 1.5 tsf. Cost included in driving piles.

MODEL: 2D SHEET 11
 FILE NAME: C:\PW\WORK\EXP\24\BENTLEY\COM\EXP\24\W401.D016659204601546663-248-ABUTTS02.DGN



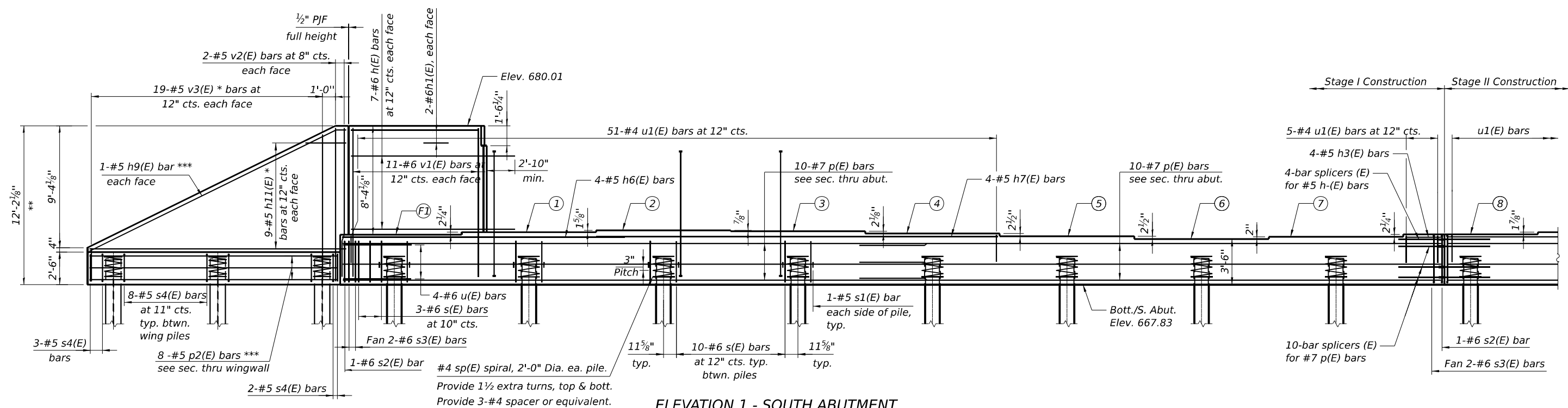
USER NAME = SALASL	DESIGNED - SH	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	APPROVED - MAF	REVISED -
PLOT DATE = 4/23/2026	DRAWN - HBJ	REVISED -
	CHECKED - MAF	REVISED -

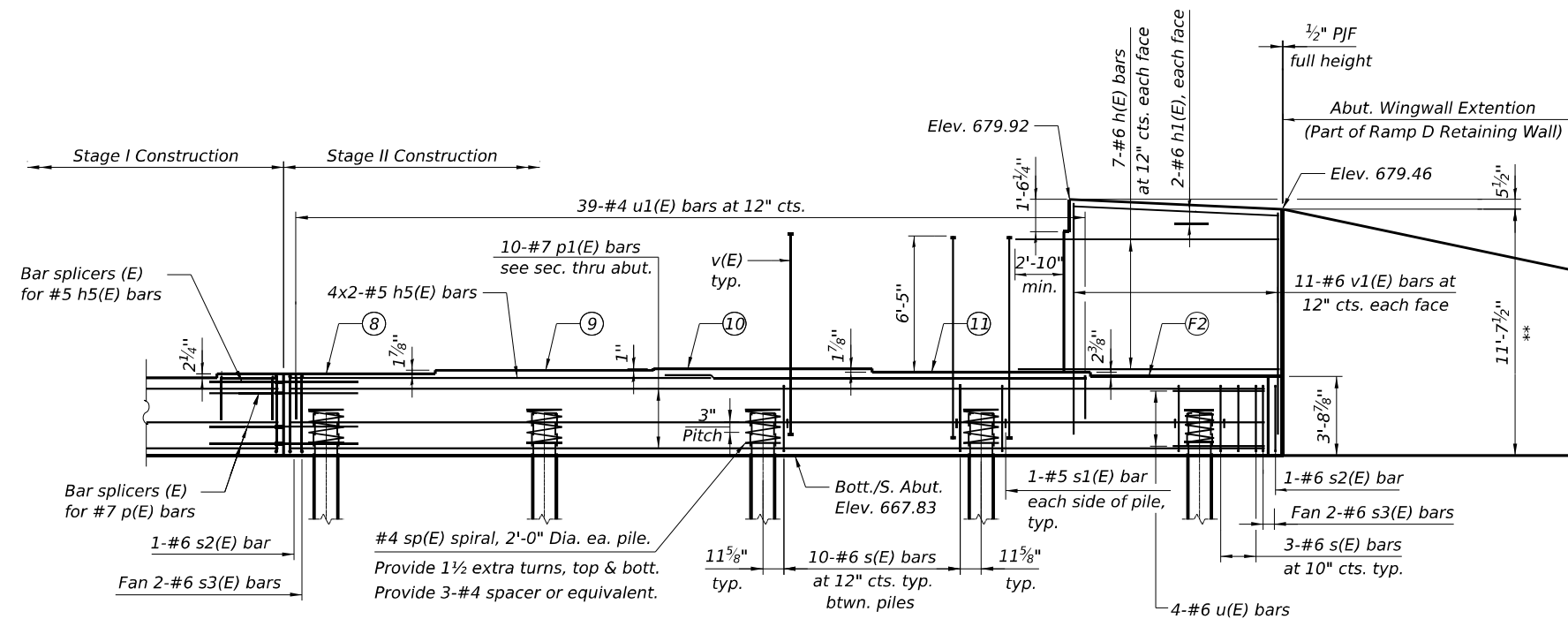
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT PLAN AND ELEVATION - STAGE II
STRUCTURE NO. 046-0154

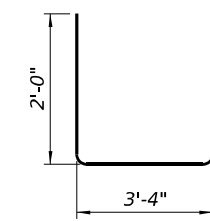
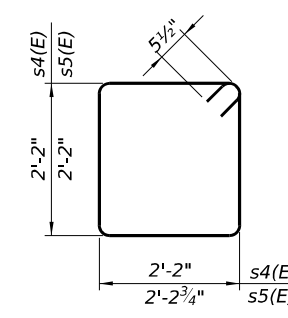
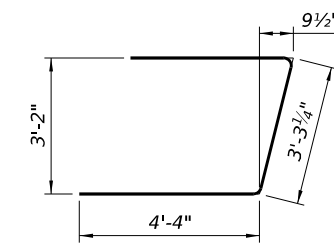
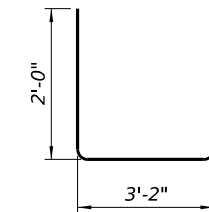
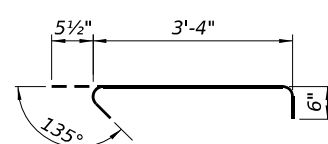
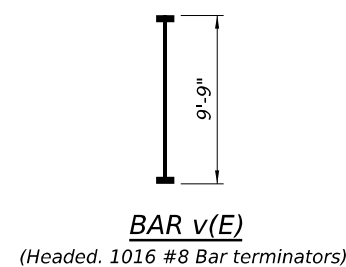
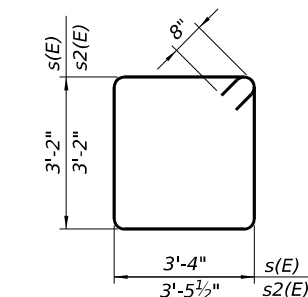
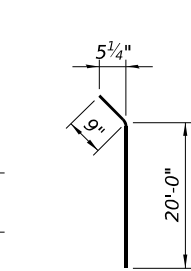
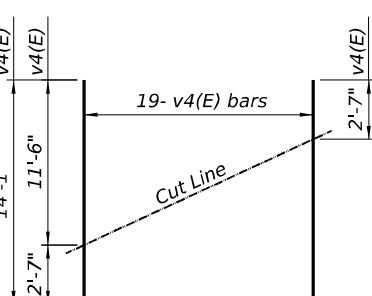
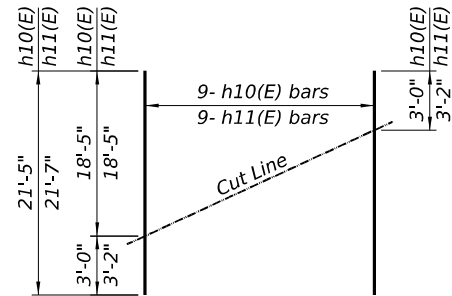
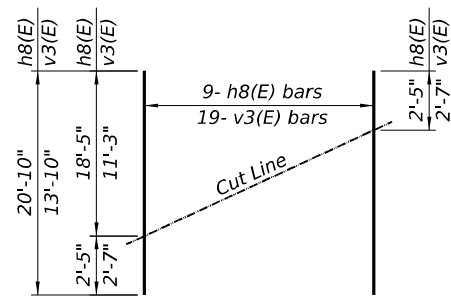
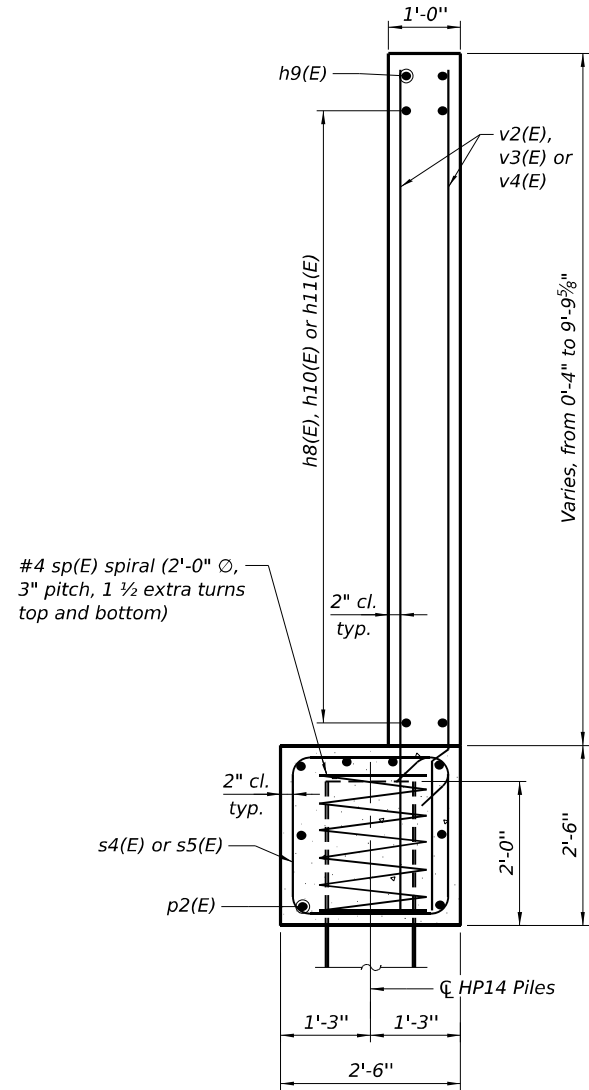
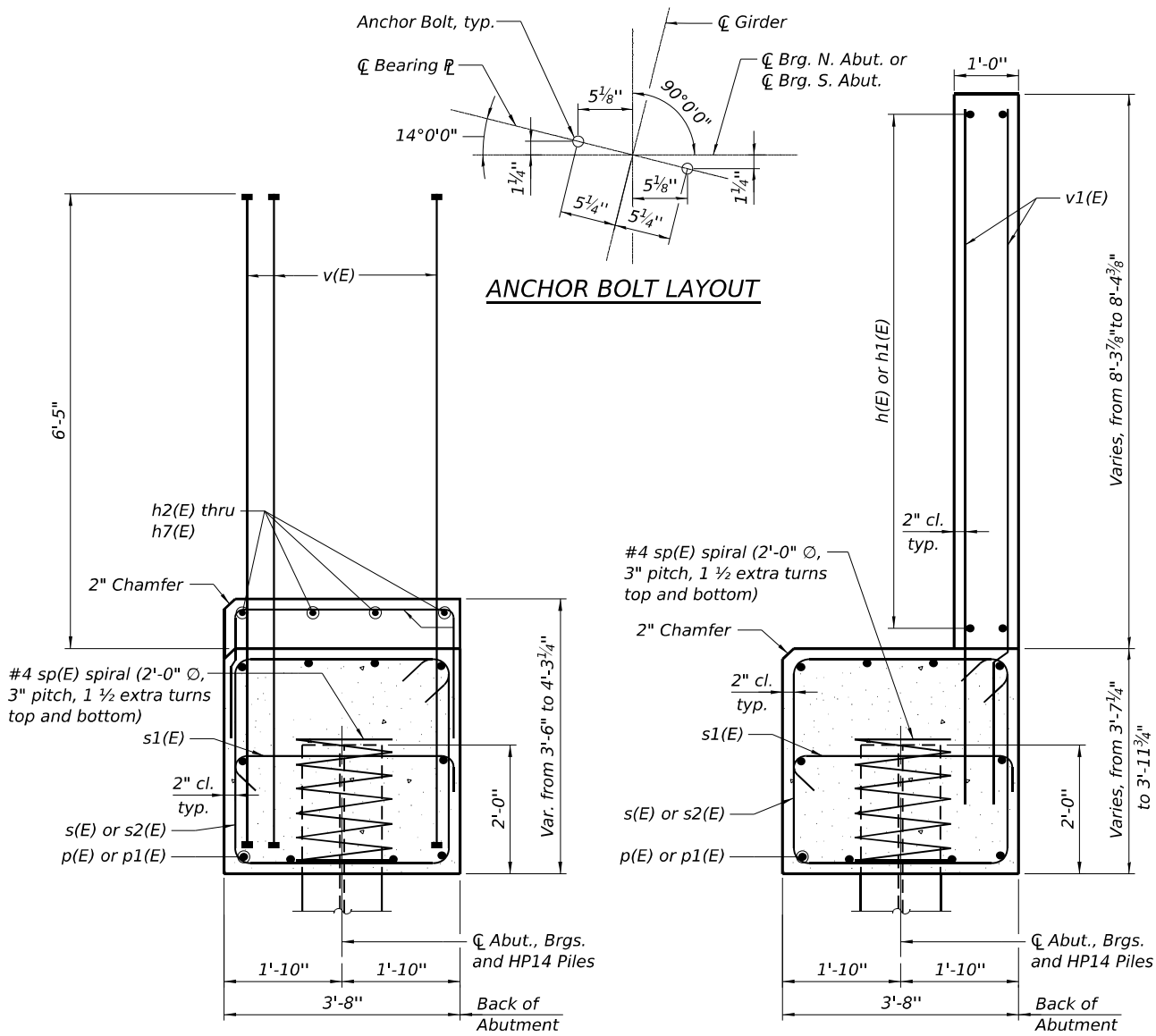
SHEET SU-54 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	739
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				





MODEL: 2D SHEET 11
FILE NAME: C:\PWP\WORK\EXP-2\W.BENTLEY\COM\EXP-2\0460154-66863-051-ABUT-SECTIONS AND DETAILS.DGN



**BILL OF MATERIAL
NORTH ABUTMENT**

Bar	No.	Size	Length	Shape
h (E)	28	#6	13'-0"	—
h1(E)	8	#6	9'-10"	—
h2(E)	8	#5	22'-3"	—
h3(E)	4	#5	5'-10"	—
h4(E)	4	#5	9'-0"	—
h5(E)	4	#5	20'-3"	—
h6(E)	4	#5	22'-9"	—
h7(E)	4	#5	30'-9"	—
h9(E)	2	#5	20'-9"	—
h10(E)	9	#5	21'-5"	—
p(E)	20	#7	44'-8"	—
p1(E)	10	#7	46'-2"	—
p2(E)	16	#5	20'-0"	—
s(E)	126	#6	14'-4"	□
s1(E)	26	#5	4'-4"	┘
s2(E)	4	#6	14'-7"	□
s3(E)	8	#6	7'-2"	□
s4(E)	42	#5	9'-7"	□
s5(E)	2	#5	9'-9"	□
sp(E)	19	#4	2'-0"	≡≡≡
u(E)	8	#6	12'-0"	┘
u1(E)	95	#4	7'-4"	□
v(E)	254	#8	9'-9"	—
v1(E)	44	#6	10'-8"	—
v2(E)	8	#5	11'-7"	—
v3(E)	19	#5	13'-10"	—
v4(E)	19	#5	14'-1"	—
Reinforcement Bars, Epoxy Coated			Pound	17,590
Concrete Structures			Cu. Yd.	84.0
Structure Excavation			Cu. Yd.	126
Furnishing Steel Piles HP 14x117			Foot	1,026
Driving Piles			Foot	1,026
Test Pile, Steel HP 14x117			Each	1
Pile Shoes			Each	19
Anti-Graffiti Coating			Sq. Ft.	1,287

**BILL OF MATERIAL
SOUTH ABUTMENT**

Bar	No.	Size	Length	Shape
h (E)	28	#6	13'-0"	—
h1(E)	8	#6	9'-10"	—
h3(E)	4	#5	5'-10"	—
h5(E)	8	#5	20'-3"	—
h6(E)	4	#5	22'-9"	—
h7(E)	4	#5	30'-9"	—
h9(E)	2	#5	20'-9"	—
h11(E)	9	#5	21'-7"	—
p(E)	20	#7	44'-8"	—
p1(E)	10	#7	46'-2"	—
p2(E)	8	#5	20'-0"	—
s(E)	126	#6	14'-4"	□
s1(E)	26	#5	4'-4"	┘
s2(E)	4	#6	14'-7"	□
s3(E)	8	#6	7'-2"	□
s4(E)	21	#5	9'-7"	□
s5(E)	2	#5	9'-9"	□
sp(E)	16	#4	2'-0"	≡≡≡
u(E)	8	#6	12'-0"	┘
u1(E)	95	#4	7'-4"	□
v(E)	254	#8	9'-9"	—
v1(E)	44	#6	10'-8"	—
v2(E)	4	#5	11'-7"	—
v3(E)	19	#5	13'-10"	—
Reinforcement Bars, Epoxy Coated			Pound	16,530
Concrete Structures			Cu. Yd.	92.2
Structure Excavation			Cu. Yd.	298
Furnishing Steel Piles HP 14x117			Foot	720
Driving Piles			Foot	720
Test Pile, Steel HP 14x117			Each	1
Pile Shoes			Each	16
Anti-Graffiti Coating			Sq. Ft.	1,130

Notes:
Pour steps monolithically with cap.
Bar terminators paid for separately. See Total Bill of Material.
For details of piles see sheet SU-61.



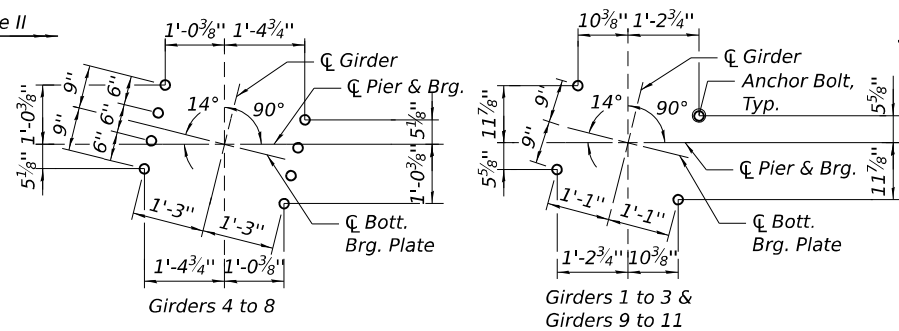
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APPROVED - MAF	REVISED -	
PLOT SCALE = 0.16666633 1/ IN.	DRAWN - HBJ	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT SECTIONS & DETAILS
STRUCTURE NO. 046-0154

SHEET SU-57 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	742
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



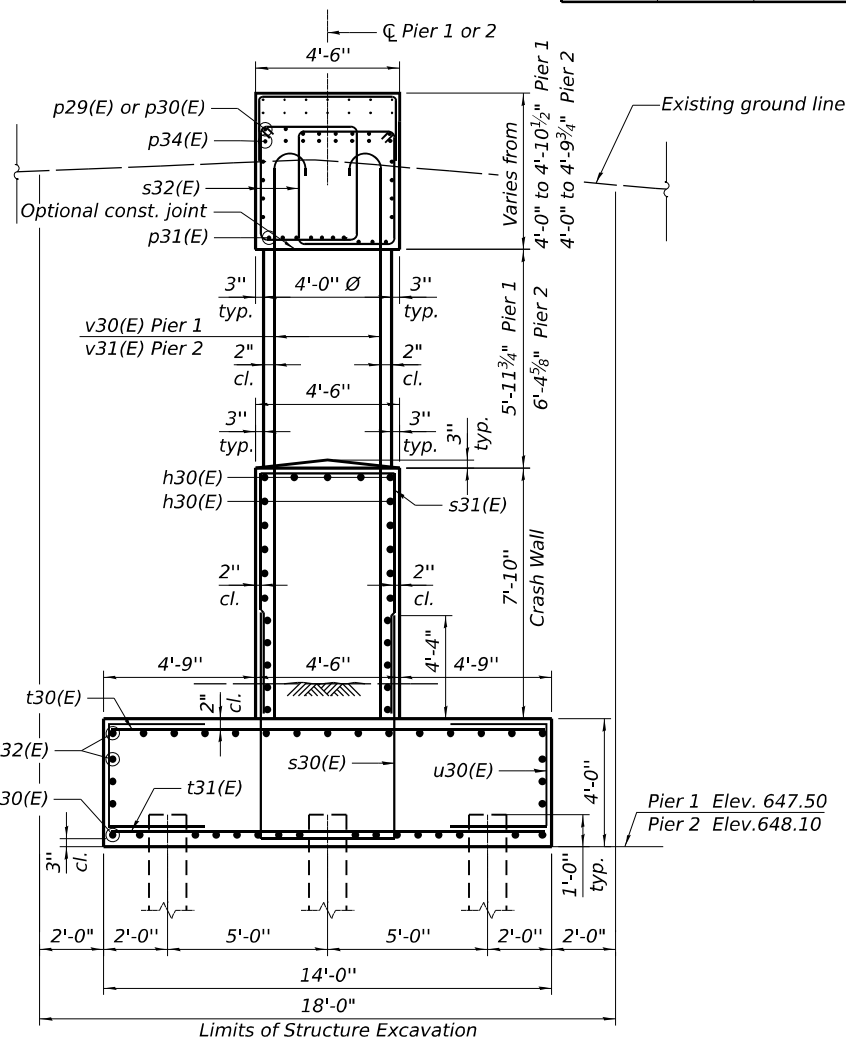
BRIDGE SEAT ELEVATIONS

	Pier 1	Pier 2
Girder	Elev.	Elev.
1	669.88	670.98
2	670.05	671.13
3	669.99	671.05
4	669.66	670.70
5	669.48	670.50
6	669.32	670.32
7	669.53	670.51
8	669.75	670.72
9	670.12	671.06
10	670.20	671.13
11	670.06	670.97

Seat Ht.	Pier 1	Pier 2
A	2"	1 $\frac{3}{4}$ "
B	$\frac{3}{4}$ "	1"
C	4"	4 $\frac{3}{4}$ "
D	2 $\frac{1}{8}$ "	2 $\frac{3}{8}$ "
E	1 $\frac{7}{8}$ "	2 $\frac{1}{8}$ "
F	2 $\frac{1}{2}$ "	2 $\frac{1}{4}$ "
G	2 $\frac{5}{8}$ "	2 $\frac{1}{2}$ "

- #10 12'-7"
#9 11'-4"
#8 5'-6"
#7 5'-0"
#6 3'-9"
#5 spiral bars 4'-1"

FOOTING PLAN



END VIEW

PILE DATA - PIERS 1 & 2

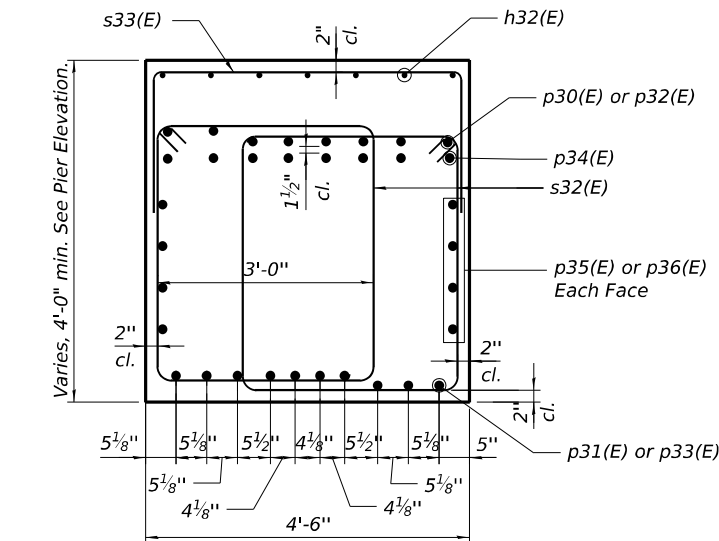
Item	Pier 1	Pier 2
Pile Type	HP 14x102 with pile shoes	
Nominal Required Bearing (kips)	810	810
Factored Resistance Available (kips)	445	445
Estimated Length (ft)	36	42
No. Production Piles	65	65
No. Test Piles	1	1

*Note: Table Includes Stage I and Stage II
(Entire Foundation)*

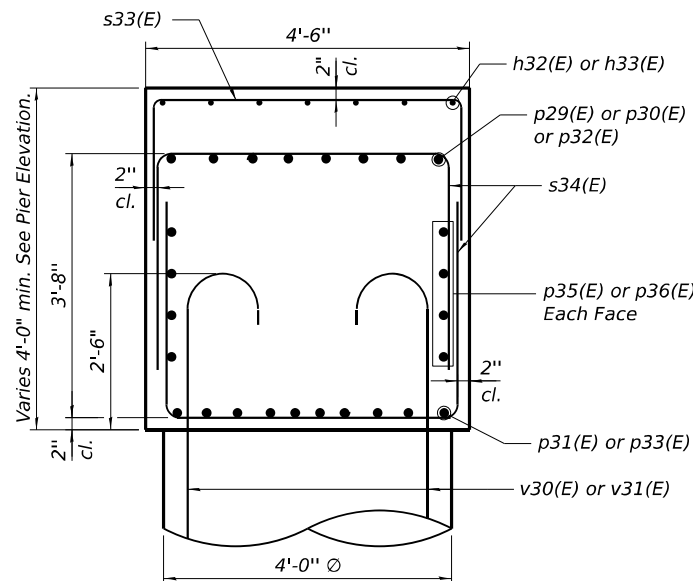
Notes:

1. *Work this sheet with Shts. SU-59 and SU-60.*
2. *Cast steps monolithically with cap.*
3. *Space top reinforcement in cap to miss anchor bolts.*
4. *For Anchor Bolt and Bearing Details, see Shts. SU-50 and SU-51.*
5. *For Steel H-Pile Details, see Sht. SU-61.*
6. *Provide 1½ extra turns top and bottom. Extend spiral 2' into pier cap and crash wall. Provide 4-#4 spacer or equivalent.*
7. *Adjust s34(E) bar spacing in the field to miss anchor bolts and vertical column reinforcement.*

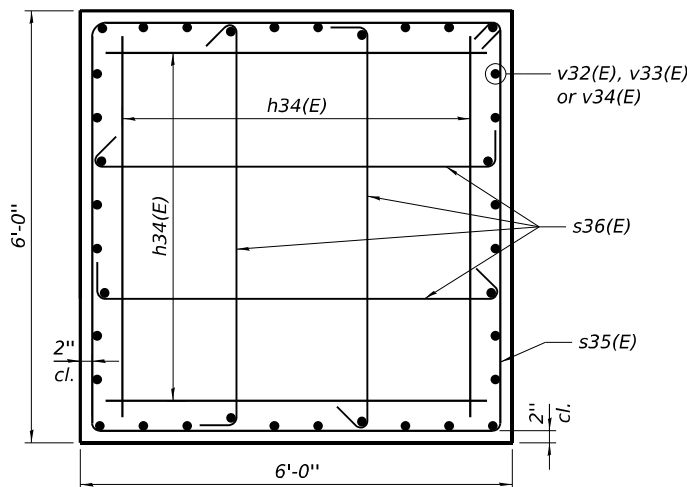
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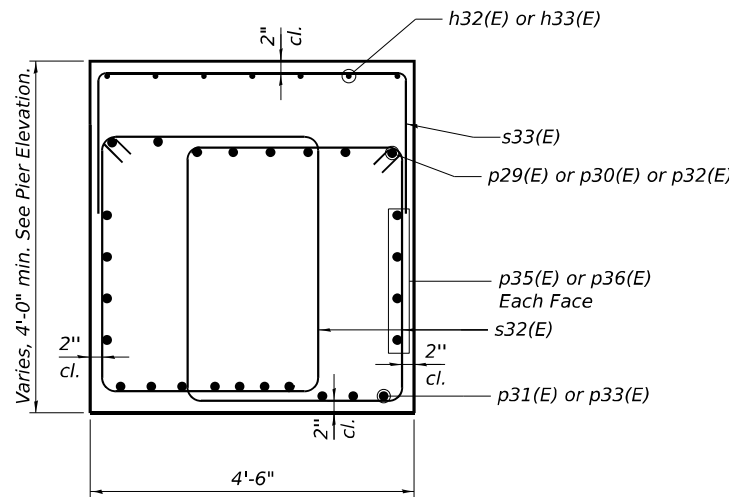
SECTION A-A



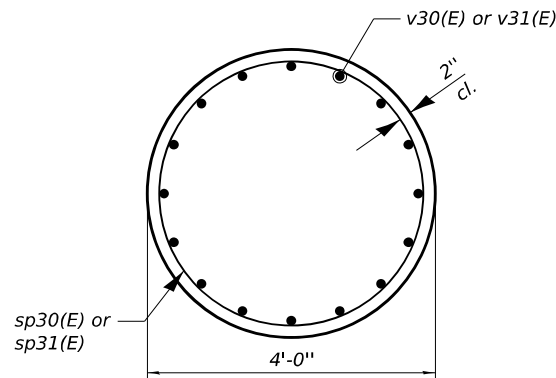
SECTION C-C



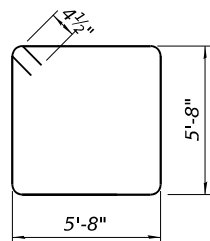
MONUMENT PEDESTAL DETAIL



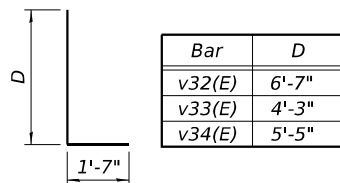
SECTION B-B



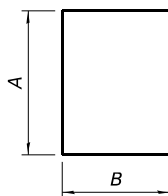
SECTION D-D



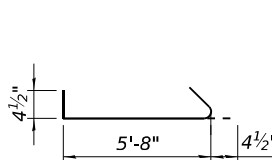
s35(E) BAR



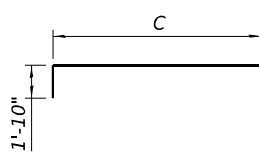
v32(E), v33(E) and v34(E) BARS



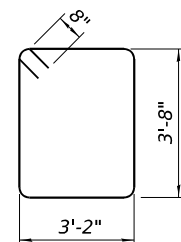
s30(E), s31(E), s33(E), s34(E)
u30(E), u31(E), u32(E) and u33(E) BARS



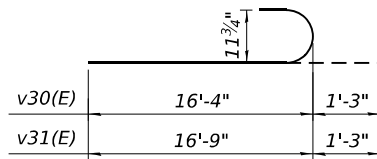
s36(E) BAR



p30(E), p32(E) and p34(E) BARS



s32(E) BAR



v30(E) and v31(E) BARS

Bar	A	B
s30(E)	4'-2"	8'-1"
s31(E)	4'-2"	7'-8"
s33(E)	4'-2"	2'-0"
s34(E)	4'-2"	3'-0"
u30(E)	3'-6"	3'-0"
u31(E)	4'-2"	6'-0"
u32(E)	4'-2"	3'-0"
u33(E)	7'-7"	3'-0"

BILL OF MATERIAL - PIER 1

Bar	No.	Size	Length	Shape
h30(E)	50	#7	35'-6"	=====
h31(E)	25	#7	34'-2"	=====
h32(E)	42	#5	12'-5"	=====
h33(E)	14	#5	10'-0"	=====
h34(E)	28	#5	5'-8"	=====
p29(E)	8	#10	41'-4"	=====
p30(E)	8	#10	43'-2"	=====
p31(E)	20	#9	40'-8"	=====
p32(E)	8	#10	40'-2"	=====
p33(E)	10	#9	38'-4"	=====
p34(E)	16	#10	13'-10"	=====
p35(E)	16	#6	37'-0"	=====
p36(E)	8	#6	38'-4"	=====
s30(E)	136	#7	20'-4"	□
s31(E)	136	#7	19'-6"	□
s32(E)	334	#6	15'-0"	□
s33(E)	80	#5	8'-2"	□
s34(E)	126	#6	10'-2"	□
s35(E)	11	#4	23'-5"	□
s36(E)	44	#4	6'-5"	└┐
* sp30(E)	9	#5	6'-4"	≡≡≡
t30(E)	136	#6	13'-8"	=====
t31(E)	153	#9	13'-8"	=====
u30(E)	382	#5	9'-6"	▮▮▮
u31(E)	12	#6	16'-2"	▮▮▮
u32(E)	20	#5	10'-2"	▮▮▮
u33(E)	10	#5	13'-7"	▮▮▮
v30(E)	144	#9	17'-7"	└┐
v33(E)	36	#9	5'-10"	└┐
v34(E)	36	#9	7'-0"	└┐
w30(E)	48	#8	30'-9"	=====
w31(E)	32	#8	25'-10"	=====
w32(E)	63	#6	29'-8"	=====
w33(E)	42	#6	25'-2"	=====
Item			Unit	Quantity
Structure Excavation			Cu. Yd.	2,002
Concrete Structures			Cu. Yd.	504.1
Reinforcement Bars, Epoxy Coated			Pound	75,600
Furnishing Steel Piles HP 14x102			Foot	2,340
Driving Piles			Foot	2,340
Test Pile, Steel HP 14x102			Each	1
Pile Shoes			Each	66
Concrete Sealer			Sq. Ft.	3,659
Anti-Graffiti Coating			Sq. Ft.	3,659

BILL OF MATERIAL - PIER 2

Bar	No.	Size	Length	Shape
h30(E)	50	#7	35'-6"	—
h31(E)	25	#7	34'-2"	—
h32(E)	42	#5	12'-5"	—
h33(E)	14	#5	10'-0"	—
h34(E)	28	#5	5'-8"	—
p29(E)	8	#10	41'-4"	—
p30(E)	8	#10	43'-2"	—
p31(E)	20	#9	40'-8"	—
p32(E)	8	#10	40'-2"	—
p33(E)	10	#9	38'-4"	—
p34(E)	16	#10	13'-10"	—
p35(E)	16	#6	37'-0"	—
p36(E)	8	#6	38'-4"	—
s30(E)	136	#7	20'-4"	—
s31(E)	136	#7	19'-6"	—
s32(E)	334	#6	15'-0"	—
s33(E)	80	#5	8'-2"	—
s34(E)	126	#6	10'-2"	—
s35(E)	14	#4	23'-5"	—
s36(E)	56	#4	6'-5"	—
* sp31(E)	9	#5	6'-9"	—
t30(E)	136	#6	13'-8"	—
t31(E)	153	#9	13'-8"	—
u30(E)	382	#5	9'-6"	—
u31(E)	12	#6	16'-2"	—
u32(E)	20	#5	10'-2"	—
u33(E)	10	#5	13'-7"	—
v31(E)	144	#9	18'-0"	—
v32(E)	72	#9	8'-2"	—
w30(E)	48	#8	30'-9"	—
w31(E)	32	#8	25'-10"	—
w32(E)	63	#6	29'-8"	—
w33(E)	42	#6	25'-2"	—
Item			Unit	Quantity
Structure Excavation			Cu. Yd.	2,130
Concrete Structures			Cu. Yd.	508.4
Reinforcement Bars, Epoxy Coated			Pound	76,440
Furnishing Steel Piles HP 14x102			Foot	2,730
Driving Piles			Foot	2,730
Test Pile, Steel HP 14x102			Each	1
Pile Shoes			Each	66
Concrete Sealer			Sq. Ft.	3,561
Anti-Graffiti Coating			Sq. Ft.	3,561

* Length is height of spiral.

Notes:

1. Work this sheet with Shts. SU-58 and SU-59.
2. Cast steps monolithically with cap.
3. Space top reinforcement in cap to miss anchor bolts.
4. For Anchor Bolt and Bearing Details, see Shts. SU-50 and SU-51.
5. For Steel H-Pile Details, see Sht. SU-61.
6. Provide 1 1/2 extra turns top and bottom. Extend spiral 2" into pier cap and crashwall.



USER NAME = SALASL	DESIGNED - SH	REVISED -
PLOT SCALE = 0:2 " = 1"	APPROVED - MAF	REVISED -
PLOT DATE = 4/23/2026	DRAWN - HBJ	REVISED -
	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER SECTIONS & DETAILS
STRUCTURE NO. 046-0154

SHEET SU-60 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	745
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



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



WELDED COMMERCIAL SPLICE



SHOE ATTACHMENT



WELDED COMMERCIAL SPLICE ALTERNATE

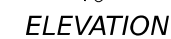
- * *Interrupt welds $\frac{1}{4}$ " from end of web and/or each flange.*
- ** *Remove portions of backup P's that extend outside the flanges.*
- *** *Weld size per pile shoe manufacturer ($\frac{5}{16}$ " min.).*



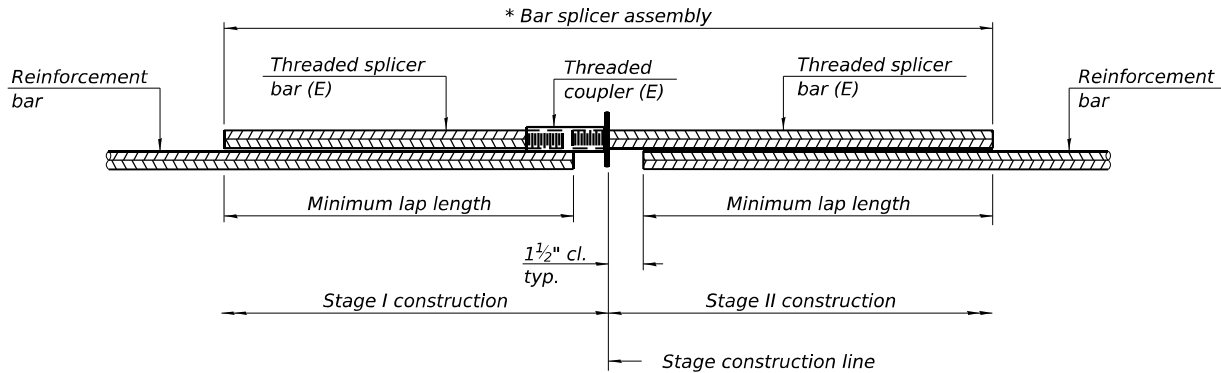
END VIEW



WELDED PLATE FIELD SPLICE



INDIVIDUAL PILE
CONCRETE ENCASEMENT
(when specified)



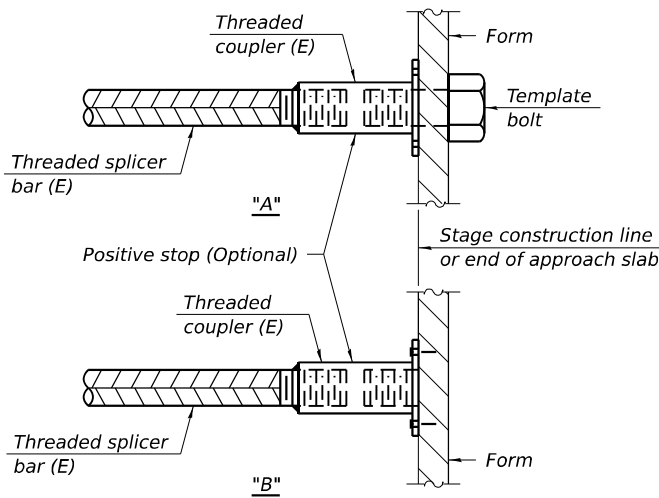
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1½" + thread length

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

Location	Bar Size	No. assemblies	Minimum lap length
Deck - Top	#5	2522	3'-5"
Deck- Bottom	#5	2522	3'-10"
Bridge Approach Slab	#5	222	2'-5"
Abut. Diaphragms	#6	60	4'-1"
Abutment Caps	#5	8	3'-5"
Abutment Caps	#7	20	5'-3"
Pier Cap	#6	16	3'-9"
Pier Cap	#9	20	10'-0"
Pier Cap	#10	16	10'-0"
Pier Footing	#6	42	3'-9"
Pier Footing	#8	32	5'-6"
Pier Crashwall	#7	50	5'-0"

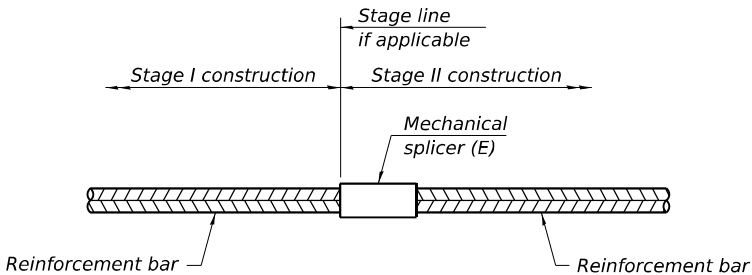


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

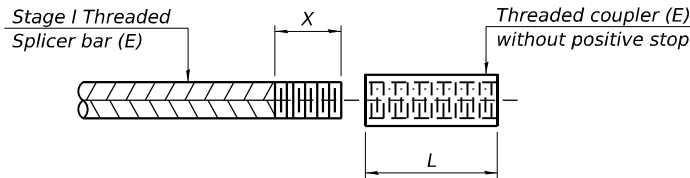
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

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.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

4-4-2025



USER NAME = SALASL	DESIGNED - OCE	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	DRAWN - MSH	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY
STRUCTURE NO. 046-0154

SHEET SU-62 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	747
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Page 1 of 2

Date 8/7/13

ROUTE	<u>I-57 (FAI 57)</u>	DESCRIPTION	<u>I-57 over IL 17 in Kankakee</u>	LOGGED BY	<u>Larry Myers</u>
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SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SE 1/4, SEC. 33, TWP. 31N, RNG. 12E, 3rd PM,

COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
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STRUCT. NO. 046-0006/0007(Exist.)	D	B	U	M	Surface Water Elev. _____	ft	D	B	U	M
Station 190+92.05 (Exist.)	E	L	C	O	Stream Bed Elev. _____	ft	E	L	C	O
	P	O		I			P	O		I
	T	W	Q	S			T	W	Q	S
	H	S		T			H	S		T
BORING NO. BH 13 (N. Abut.)					Groundwater Elev.:					
Station 188+55.99					First Encounter 623.6	ft ▼				
Offset 112.4 ft Rt.					Upon Completion 623.6	ft ▼				
Ground Surface Elev. 668.61	ft	(ft)	(/6")	(tsf)	(%)		ft	(ft)	(/6")	(tsf)
							ft			(%)
					After	Hrs.				

[illegible]

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

Page 2 of 2

Date 8/7/13

ROUTE I-57 (FAI 57) DESCRIPTION I-57 over IL 17 in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SE 1/4, SEC. 33, TWP. 31N, RNG. 12E, 3rd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. <u>046-0006/0007(Exist.)</u>	D	B	U	M	Surface Water Elev. _____ ft
Station <u>190+92.05 (Exist.)</u>	E	L	C	O	Stream Bed Elev. _____ ft
	P	O	S	I	
BORING NO. <u>BH 13 (N. Abut.)</u>	T	W	Qu	S	Groundwater Elev.: _____
Station <u>188+55.99</u>	H	S		T	First Encounter <u>623.6</u> ft ☒
Offset <u>112.4 ft Rt.</u>					Upon Completion <u>623.6</u> ft ☒
Ground Surface Elev. <u>668.61</u> ft	(ft)	(6")	(tsf)	(%)	After _____ Hrs. _____ ft

Depth (ft)	Soil Description	Moisture (%)	Specific Gravity	Unit Weight (pcf)
6	Hard Gray Silty Clay (continued)	5.7	21	
8		B		
10				
4				
5		5.1	19	
9		B		
624.11				
Very Stiff to Hard Gray Silty Clay Loam/Silty Loam Till				
	5			
	7	3.0	14	
10		P		
17				
22		6.6	12	
		S		
-50				
6				
9		7.0	12	
13		S		
615.69				
Dense Gray Limestone	100/5*	14		
End of Boring				
-55				
-60				

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



USER NAME = SALASL	DESIGNED - MSH	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.166666633 ' / IN.	DRAWN - MSH	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS 2
STRUCTURE NO. 046-0154

SHEET SU-64 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	749
CONTRACT NO. 66863				
	ILLINOIS	FED. AID PROJECT		



SOIL BORING LOG

Page 1 of 2

Date 8/7/13

ROUTE I-57 (FAI 57) DESCRIPTION I-57 over IL 17 in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. <u>046-0006/0007(Exist.)</u>	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station <u>190+92.05 (Exist.)</u>	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
	P	W	S	I		P	W	S	I
BORING NO. <u>BH 14 (N. Pier)</u>	T	L		T	Groundwater Elev.: _____	T	L		T
Station <u>189+45.06</u>	H	S	Qu		First Encounter _____ 625.9 ft ☒	H	S	Qu	
Offset <u>107.2 ft Rt.</u>					Upon Completion _____ 625.9 ft ☒				
Ground Surface Elev. <u>670.92</u> ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs.	(ft)	(/6")	(tsf)	(%)

[illegible]

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

Page 2 of 2Date 8/7/13

ROUTE I-57 (FAI 57) DESCRIPTION I-57 over IL 17 in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0006/0007(Exist.)		D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. _____ ft	
Station 190+92.05 (Exist.)						Stream Bed Elev. _____ ft	
BORING NO. BH 14 (N. Pier)		H S	Qu	%	T	Groundwater Elev.:	
Station 189+45.06						First Encounter _____ 625.9	ft ▼
Offset 107.2 ft Rt.						Upon Completion _____ 625.9	ft ▼
Ground Surface Elev. 670.92 ft						After _____ Hrs.	ft

[illegible]

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)



USER NAME = SALASL	DESIGNED - MSH	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	DRAWN - MSH	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS 3
STRUCTURE NO. 046-0154

SHEET SU-65 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	750
		CONTRACT NO. 66863		
		ILLINOIS	FED. AID PROJECT	



SOIL BORING LOG

Page 1 of 2

Date 8/8/13

ROUTE I-57 (FAI 57) DESCRIPTION I-57 over IL 17 in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. <u>046-0006/0007(Exist.)</u>	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station <u>190+92.05 (Exist.)</u>	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
	P	T	S	I		P	T	S	I
BORING NO. <u>BH 15 (N. Pier)</u>	H	W	Q	T	Groundwater Elev.: _____	H	W	Q	T
Station <u>189+52.67</u>	S	S			First Encounter <u>624.4</u> ft ☒ <u>5</u>	S	S		
Offset <u>10.5 ft Rt.</u>					Upon Completion <u>624.4</u> ft ☒ <u>5</u>				
Ground Surface Elev. <u>669.44</u> ft	(ft)	(ft)	(tsf)	(%)	After _____ Hrs.	(ft)	(ft)	(tsf)	(%)

[illegible]

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

Page 2 of 2

Date 8/8/13

ROUTE I-57 (FAI 57) DESCRIPTION I-57 over IL 17 in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. <u>046-0006/0007(Exist.)</u>	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. _____	ft		
Station <u>190+92.05 (Exist.)</u>					Stream Bed Elev. _____	ft		
BORING NO. <u>BH 15 (N. Pier)</u>					Groundwater Elev.: _____			
Station <u>189+52.67</u>			Qu		First Encounter _____	624.4	ft ☒ ☐	
Offset <u>10.5 ft Rt.</u>					Upon Completion _____	624.4	ft ☐ ☒	
Ground Surface Elev. <u>669.44</u> ft	(ft)	(ft)	(/ft)	(tsf)	(%)	After _____	Hrs. _____	ft

[illegible]

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)



USER NAME = SALASL	DESIGNED - MSH	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666633' / IN.	DRAWN - MSH	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS 4
STRUCTURE NO. 046-0154

SHEET SU-66 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	751
		CONTRACT NO. 66863		
		ILLINOIS	FED. AID PROJECT	



Page 1 of 1

Date 8/13/13

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,

STRUCT. NO. <u>046-0006/0007(Exist.)</u>	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station <u>190+92.05 (Exist.)</u>	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
	P	W	S	I		P	W	S	I
BORING NO. <u>BH 16 (N. Pier)</u>	T	H	Q	T	Groundwater Elev.: _____	T	H	Q	T
Station <u>189+65.26</u>					First Encounter <u>617.5</u> ft ☒				
Offset <u>58.0 ft L.</u>					Upon Completion <u>619.0</u> ft ☒				
Ground Surface Elev. <u>653.03</u> ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs.	(ft)	(/6")	(tsf)	(%)

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)



Page 1 of 1

Date 8/15/13

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,

STRUCT. NO. <u>046-0006/0007(Exist.)</u>	D	B	U	M	Surface Water Elev. _____	ft	D	B	U	M
Station <u>190+92.05 (Exist.)</u>	E	L	O	O	Stream Bed Elev. _____	ft	E	L	O	O
	P	W	S	I			P	W	S	I
	T	H	Qu	T			T	H	Qu	T
BORING NO. <u>BH 17 (S. Pier)</u>					Groundwater Elev.: _____					
Station <u>192+03.07</u>					First Encounter _____	616.6	ft			
Offset <u>71.9 ft Lt.</u>					Upon Completion _____	622.6	ft			
Ground Surface Elev. <u>652.59</u>	ft	(ft)	(/6")	(tsf)	After _____	Hrs.	ft	(ft)	(/6")	(tsf)
				(%)						(%)

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)

USER NAME = SALASL	DESIGNED - MSH	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	DRAWN - MSH	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 5
STRUCTURE NO. 046-0154

SHEET SU-67 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	752
		CONTRACT NO. 66863		
ILLINOIS		FED. AID PROJECT		



SOIL BORING LOG

Page 1 of 2

Date 8/14/13

ROUTE I-57 (FAI 57) DESCRIPTION I-57 over IL 17 in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	046-0006/0007(Exist.)	D	E	B	L	U	M	O	S	Surface Water Elev.	_____	ft	D	E	B	L	U	M	O	S
Station	190+92.05 (Exist.)	P	T	W	C	S	I	S	T	Stream Bed Elev.	_____	ft	P	T	W	C	S	I	S	T
BORING NO.	BH 18 (S. Pier)	H	S	Qu						Groundwater Elev.:			H	S	Qu					
Station	192+40.68									First Encounter	666.3 *	ft ∇								
Offset	8.0 ft Rt.									Upon Completion	645.3	ft ∇								
Ground Surface Elev.	670.25	ft	(ft)	(/6")	(tsf)	(%)				After	_____	ft	(ft)	(/6")	(tsf)	(%)				
										Hrs.	_____									

[illegible]

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

Page 2 of 2

Date 8/14/13

ROUTE I-57 (FAI 57) DESCRIPTION I-57 over IL 17 in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	046-00060007(Exist.)	D	B	U	M	Surface Water Elev.	_____	ft	D	B	U	M	
Station	190+92.05 (Exist.)	E	L	C	O	Stream Bed Elev.	_____	ft	E	L	C	O	
		P	O	S	I				P	O	S	I	
		T	W	S	T				T	W	S	T	
BORING NO.	BH 18 (S. Pier)	H	S	Qu		Groundwater Elev.:			H	S	Qu		
	192+40.68					First Encounter	666.3 *	ft ∇					
Offset	8.0 ft Rt.					Upon Completion	645.3	ft ∇					
Ground Surface Elev.	670.25	ft	(ft)	(/6")	(tsf)	(%)	After	Hrs.	ft	(ft)	(/6")	(tsf)	(%)

Soil Description	Depth (ft)	Moisture (%)	Shrinkage (%)	Soil Type / Notes
Hard to Very Stiff Gray Silty Clay <i>(continued)</i>	7			Dense Gray Limestone
	11	5.1	21	End of Boring
	12	B		
	5			
	7	4.1	24	
	9	B		
-45				
	5			
	7	3.7	24	
	9	B		
	623.25			
	4			
	5	4.0	22	
Very Stiff to Hard Gray Silty Clay Loam/Silty Loam Till with Silt & Clay Layers and Sand/Gravel Layers	8	P		
	-50			
	5			
	9	3.0	14	
	4	P		
	5			
	9	5.1	18	
	12	S		
	-55			
	5			
	7	4.0	19	
	9	P		
	6			
	9	4.0	24	
	12	P		
	610.25			
	-60			
	-80			

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



USER NAME = SALASL	DESIGNED - MSH	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	DRAWN - MSH	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS 6
STRUCTURE NO. 046-0154

SHEET SU-68 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	753
		CONTRACT NO. 66863		
		ILLINOIS FED. AID PROJECT		



SOIL BORING LOG

Page 1 of 2

Date 8/21/13

ROUTE I-57 (FAI 57) DESCRIPTION I-57 over IL 17 in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	046-0006/0007(Exist.)	D	E	B	L	U	M	O	S	Surface Water Elev.	_____	ft	D	E	B	L	U	M	O	S
Station	190+92.05 (Exist.)	P	T	W	C	S	I	S	T	Stream Bed Elev.	_____	ft	P	T	W	C	S	I	S	T
BORING NO.	BH 19 (S. Pier)	H	S	Qu						Ground Surface Elev.:				H	S	Qu				
Station	192+37.82									First Encounter	_____	623.3	ft							
Offset	105.9 ft Right									Upon Completion	_____	628.3	ft							
Ground Surface Elev.	673.27	ft	(ft)	(6'")	(tsf)	(%)				After _____ Hrs.	_____	_____	ft	(ft)	(6'")	(tsf)	(%)			

Soil Description	Depth (ft)	Moisture (%)	Plasticity (%)	Notes
Augered Bituminous Shoulder, Black Silty Clay Loam, Gray Silty Clay Loam/Silty Clay Fill	4			
	5			
	7	9.0	P	29
	651.27			
	Hard Brown & Gray Silty Clay			
	4			
	5	4.2	S	23
	7			
	-5			
	-25			
	6			
	8	5.1	S	21
	11			
	9			
	12	6.5	S	21
	16			
	-10			
	-30			
	5			
	9	9.2	S	21
	641.27			
	Hard Gray to Very Stiff Silty Clay - Tillish			
	7			
	9	7.1	S	20
	13			
	-15			
	-35			
	4			
	7	5.0	S	23
	10			
	4			
	7	5.0	S	23
	10			
	653.27			
	-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)



SOIL BORING LOG

Page 2 of 2Date 8/21/13

ROUTE I-57 (FAI 57) DESCRIPTION I-57 over IL 17 in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0006/0007(Exist.)	D	B	U	M	Surface Water Elev. _____	D	B	U	M
Station 190+92.05 (Exist.)	E	L	C	O	_____	E	L	C	O
	P	O	S	I	Stream Bed Elev. _____	P	O	S	I
	T	W	T	S	_____	T	W	T	S
	H	S	Qu	T	Ground Water Elev.:	H	S	Qu	T
BORING NO. BH 19 (S. Pier)					First Encounter _____				
Station 192+37.82					_____ ft ∇				
Offset 105.9 ft Rt.					Upon Completion _____				
Ground Surface Elev. 673.27	ft	(ft)	(/6")	(tsf)	After _____	ft	(ft)	(/6")	(tsf)
				(%)	Hrs. _____				(%)

[illegible]

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)



USER NAME = SALASL	DESIGNED - MSH	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	DRAWN - MSH	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS 7
STRUCTURE NO. 046-0154

SHEET SU-69 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	754
		CONTRACT NO. 66863		
		ILLINOIS	FED. AID PROJECT	



SOIL BORING LOG

Page 1 of 2

Date 8/21/13

ROUTE I-57 (FAI 57) DESCRIPTION I-57 over IL 17 in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0006/0007(Exist.)	D	E	L	U	M	Surface Water Elev. _____ ft	D	E	L	U	M
Station 190+92.05 (Exist.)	P	T	W	S	O	Stream Bed Elev. _____ ft	P	T	W	S	O
	H	S	Qu	T			H	S	Qu	T	
BORING NO. BH 20 (S. Abut.)						Groundwater Elev.:					
Station 193+78.09						First Encounter _____ 621.6 ft ☒					
Offset 104.6 ft R/L						Upon Completion _____ 630.6 ft ☒					
Ground Surface Elev. 673.62 ft	(ft)	(ft)	(6")	(tsf)	(%)	After _____ Hrs.	(ft)	(ft)	(6")	(tsf)	(%)

[illegible]

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

Page 2 of 2Date 8/21/13

ROUTE I-57 (FAI 57) DESCRIPTION I-57 over IL 17 in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. <u>046-0006/0007(Exist.)</u>	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. _____	ft		
Station <u>190+92.05 (Exist.)</u>					Stream Bed Elev. _____	ft		
BORING NO. <u>BH 20 (S. Abut.)</u>					Groundwater Elev.: _____			
Station <u>193+78.09</u>			Qu		First Encounter _____	621.6	ft ☒ V	
Offset <u>104.6 ft Rt.</u>					Upon Completion _____	630.6	ft ☒ V	
Ground Surface Elev. <u>673.62</u> ft	(ft)	(ft)	(/ft)	(tsf)	(%)	After _____	Hrs. _____	ft

Depth (ft)	Soil Description	Moisture (%)	Shrinkage (%)	Notes
5	Hard to Very Stiff Gray Silty Clay (continued)	6	4.1	23
9		B		
4	▽	5	4.0	22
10		B		
-45		5	4.6	22
9		B		
5		6	4.1	19
9		B		
623.62	Hard Gray Silty Loam Till with Layers of Loamy Sand/Gravel	4		
-50		6	4.0	22
8		B		
6	▼	9	5.1	10
14		S		
-55		16		
28			10	
31				
616.12	Dense Gray Limestone Weathered Surface End of Boring	100/4	9	
615.79				
-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)



USER NAME = SALASL	DESIGNED - MSH	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666633' / IN.	DRAWN - MSH	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 8
STRUCTURE NO. 046-0154

SHEET SU-70 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	755
		CONTRACT NO. 66863		
		ILLINOIS	FED. AID PROJECT	

Page 1 of 2

Date 8/14/13

ROUTE I-57 (FAI 57) DESCRIPTION I-57 over IL 17 in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,
Latitude 41.118242 Longitude -87.835439

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	046-0006/0007(Exist.)	D	E	B	L	U	M	O	S	Surface Water Elev.	_____	ft	D	E	B	L	U	M	O	S	
Station	190+92.05 (Exist.)	P	T	W	C	S	I	S	T	Stream Bed Elev.	_____	ft	P	T	W	C	S	I	S	T	
BORING NO.	BH 21 (S. Abut.)	H	S	Qu	T					Groundwater Elev.: First Encounter	_____	ft	▼	H	S	Qu	T				
Station	193+59.93									Upon Completion	618.6	ft	√								
Offset	3.6 ft R									After _____ Hrs.	_____	ft		(ft)	(/6")	(tsf)	(%)				
Ground Surface Elev.	673.57	ft	(ft)	(/6")	(tsf)	(%)															

[illegible]

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)

Page 2 of 2

Date 8/14/13

ROUTE	<u>I-57 (FAI 57)</u>	DESCRIPTION	<u>I-57 over IL 17 in Kankakee</u>	LOGGED BY	<u>Larry Myer</u>
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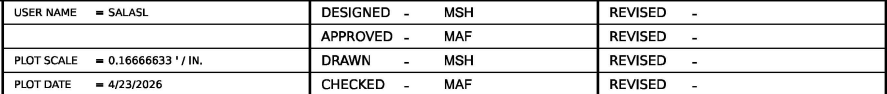
SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,
Latitude 41.118242, Longitude -87.835439

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0006/0007(Exist.)	D	B	U	M	Surface Water Elev. _____ ft
Station 190+92.05 (Exist.)	E	L	C	O	Stream Bed Elev. _____ ft
	P	O	S	I	
BORING NO. BH 21 (S. Abut.)	T	W	Q	S	Groundwater Elev.:
Station 193+59.93	H	S	Qu	T	First Encounter 617.6 ft ∇
Offset 3.6 ft Rt.					Upon Completion 618.6 ft ∇
Ground Surface Elev. 673.57 ft	(ft)	(ft)	(tsf)	(%)	After _____ Hrs. _____ ft

Soil Description	Depth (ft)	Soil Type	Moisture (%)	Plasticity (%)
Hard to Very Stiff Gray Silty Clay (continued)	5			
	7	3.7	23	
	10	B		
	4			
	5	3.5	25	
	8	B		
	-45			
	4			
Hard Gray Silty Clay Loam/Silty Loam Till with Sand & Gavel Layers and Silt/Clay Layers	5	3.1	24	
	7	B		
	626.07			
	11			
	21	>4.5	12	
	18	P		
	-50			
	11			
	22	>4.5	10	
	31	P		
	12			
	24	6.7	12	
	19	S		
	▽ -55			
	9			
	12	5.1	18	
	16	S		
	616.07			
Dense Gray Limestone, Top 1" Fractured & Reworked - Solid @ 58.5'	18			
	34		11	
	614.90	100/27		
End of Boring				
	-60			

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



SOIL BORING LOGS 9
STRUCTURE NO. 046-0154

SHEET SU-71 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	756
		CONTRACT NO. 66863		
ILLINOIS		FED. AID PROJECT		

MODEL: 2D SHEET H
FILE NAME: C:\PW WORK\EXP-PW.BENTLEY.COM EXP-PW-01\D0168592\0460154-66863-065-SOILBORING9.DGN



SOIL BORING LOG

Page 1 of 2

Date 8/15/13

ROUTE	<u>I-57 (FAI 57)</u>	DESCRIPTION	<u>I-57 over IL 17 in Kankakee</u>	LOGGED BY	<u>Larry Myers</u>
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SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,

COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
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STRUCT. NO. <u>046-0006/0007(Exist.)</u>	D	B	U	M	Surface Water Elev. _____	ft	D	B	U	M
Station <u>190+92.05 (Exist.)</u>	E	L	C	O	Stream Bed Elev. _____	ft	E	L	C	O
	P	O	S	I			P	O	S	I
	T	W	S	T			T	W	S	T
	H	Q					H	Q		
BORING NO. <u>BH 22 (S. Abut.)</u>					Groundwater Elev.: _____					
Station <u>193+44.80</u>					First Encounter <u>616.8</u>	ft ☒				
Offset <u>68.6 ft L</u>					Upon Completion <u>618.3</u>	ft ☒				
Ground Surface Elev. <u>654.32</u>	ft	(ft)	(/6")	(tsf)	After _____	ft	(ft)	(/6")	(tsf)	(%)

[illegible]

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

Page 2 of 2

Date 8/15/13

ROUTE	<u>I-57 (FAI 57)</u>	DESCRIPTION	<u>I-57 over IL 17 in Kankakee</u>	LOGGED BY	<u>Larry Myers</u>
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SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,

COUNTY Kankakee **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. 046-0006/0007(Exist.)	D	B	U	M	Surface Water Elev.	_____	ft
Station 190+92.05 (Exist.)	E	L	C	O	Stream Bed Elev.	_____	ft
	P	O	S	I			
BORING NO. BH 22 (S. Abut.)	T	W	S	S	Groundwater Elev.:		
Station 193+44.80	H	Q	Qu	T	First Encounter	616.8	ft ☐ ☒
Offset 68.6 ft Lt.					Upon Completion	618.3	ft ☐ ☒
Ground Surface Elev. 654.32 ft	(ft)	(/6")	(tsf)	(%)	After	Hrs.	ft

[illegible]

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)



USER NAME = SALASL	DESIGNED - MSH	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	DRAWN - MSH	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

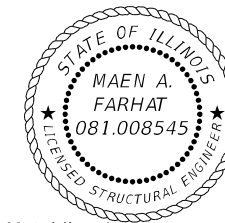
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS 10
STRUCTURE NO. 046-0154

SHEET SU-72 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	757
		CONTRACT NO. 66863		
		ILLINOIS	FED. AID PROJECT	

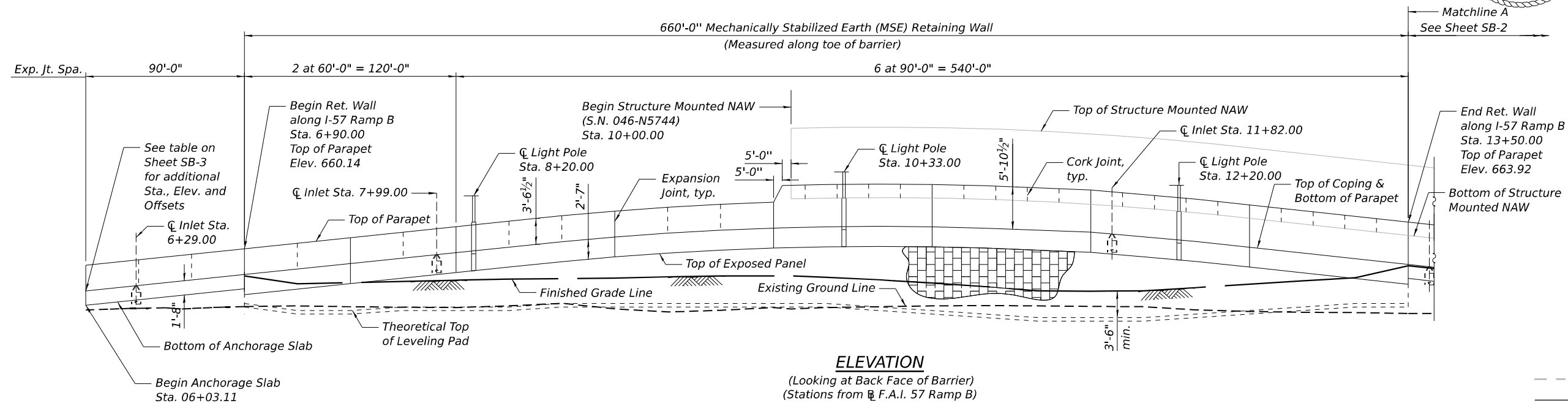
No Salvage.



maen a farhat
Signed: _____
Date Signed: **June 26, 2026**
MAEN A. FARHAT, SE
IL Lic. No.: 081-008545
Expires: 11/30/2026

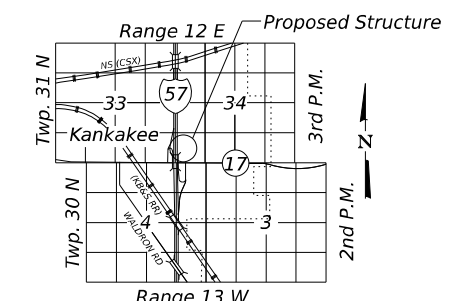
APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Mark Shaffer
ENGINEER OF BRIDGES & STRUCTURES



LEGEND

- | | |
|---|--------------------------------------|
|  | <i>Prop. ROW</i> |
|  | <i>Exist. ROW</i> |
|  | <i>Prop. Storm Sewer</i> |
|  | <i>Prop. Drainage Inlet</i> |
|  | <i>Prop. Drainage Manhole</i> |
|  | <i>Prop. Drainage Catch Basin</i> |
|  | <i>Exist. Storm Sewer</i> |
|  | <i>Soil Borings</i> |
|  | <i>Exist. Underground Water Line</i> |
|  | <i>Exist. Underground Gas Line</i> |
|  | <i>Proposed Light Pole</i> |



LOCATION SKETCH

GENERAL PLAN & ELEVATION

RETAINING WALL AT RAMP B

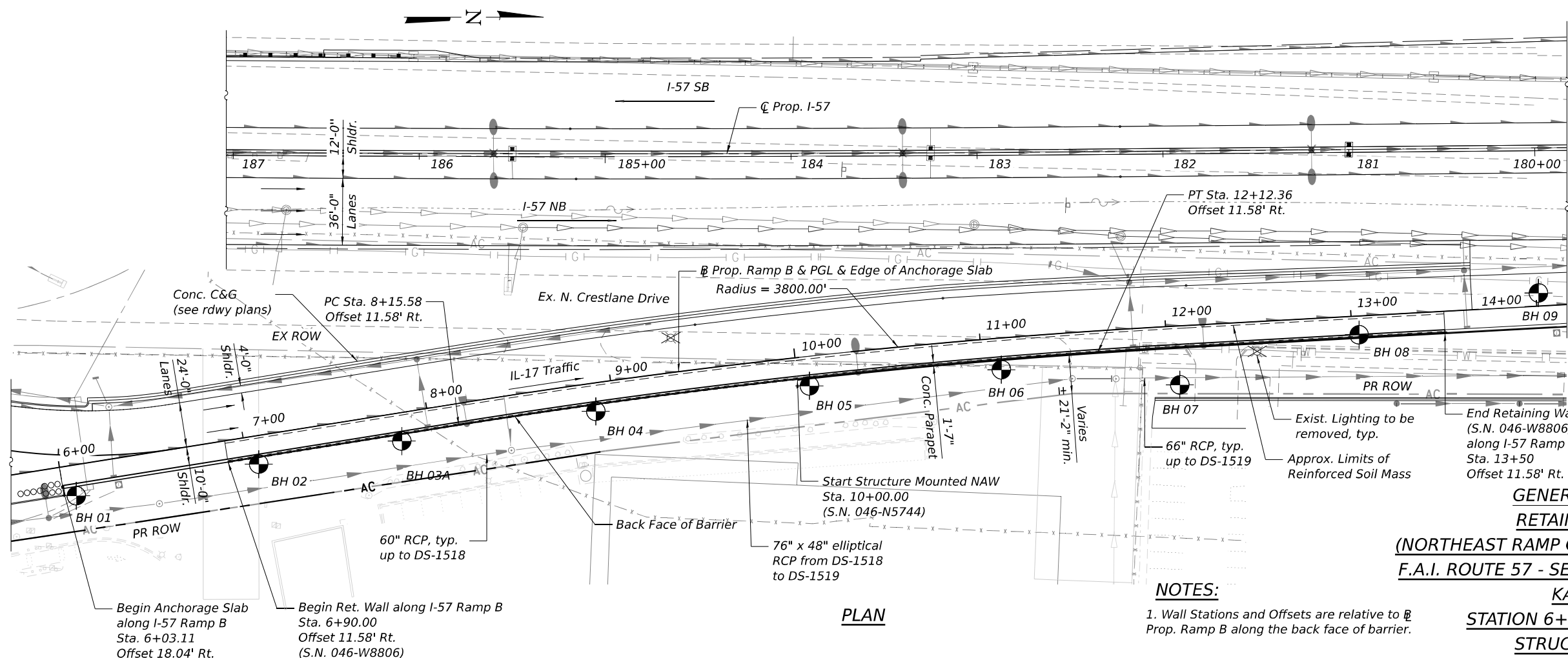
(NORTHEAST RAMP ON I-57 OVER IL 17 AT SN 046-0154)

F.A.I. ROUTE 57 - SEC. (46-3)R,HBK-1&[(46-3)HB-5]HB-1

KANKAKEE COUNTY

STATION 6+90.00 to STATION 13+50.00

STRUCTURE NO. 046-W8806



NOTES:

1. Wall Stations and Offsets are relative to B
Prop. Ramp B along the back face of barrier.

PLAN

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 046-W8806

SHEET SB-1 OF SB-19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	758
		CONTRACT NO. 66863		
		ILLINOIS	FED. AID PROJECT	

ILLINOIS		FED. AID PROJECT
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MODEL: 2D SHEET H
FILE NAME: C:\PW\WORK\EXP-PW RENTLEY.COM EXP-PW-01\0029186\00366863-SHT-01-GPE.DGN

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Slipforming of the barrier is not allowed.
3. F.F. denotes Front Face & B.F. denotes Back Face
4. Jt. denotes Joint
5. Const. denotes Construction
6. Typ. denotes Typical
7. Exp. denotes Expansion
8. MSE denotes Mechanically Stabilized Earth
9. NAW denotes Noise Abatement Wall
10. B F.A.I. 57 controls after Sta. 17+05.00 *

11. For Noise Abatement Wall Plans and Details, SN 046-N5744 (Noise Wall F), see sheets F-1 to F-5

SB-1	General Plan and Elevation
SB-2	General Plan and Elevation 2
SB-3	General Data
SB-4	Detailed Plan and Elevation 1
SB-5	Detailed Plan and Elevation 2
SB-6	Detailed Plan and Elevation 3
SB-7	Detailed Plan and Elevation 4
SB-8	Detailed Plan and Elevation 5
SB-9	Detailed Plan and Elevation 6
SB-10	Detailed Plan and Elevation 7
SB-11	Detailed Plan and Elevation 8
SB-12	Detailed Plan and Elevation 9
SB-13	Wall Details 1
SB-14	Wall Details 2
SB-15	Wall Details 3
SB-16	Soil Boring Logs 1
SB-17	Soil Boring Logs 2
SB-18	Soil Boring Logs 3
SB-19	Soil Boring Logs 4

Item	Unit	Total
Structure Excavation	Cu Yd	127
Concrete Superstructure	Cu Yd	1,222.1
Protective Coat	Sq Yd	2,158
Reinforcement Bars, Epoxy Coated	Pound	218,840
Mechanically Stabilized Earth Retaining Wall	Sq Ft	5,964
Noise Abatement Wall Anchor Rod Assembly	Each	81

$f'_c = 4,000 \text{ psi}$
 $f_y = 60,000 \text{ psi}$ (Reinforcement)
 $f_y = 50,000 \text{ psi}$ (Struct. Steel, M270 Grade 50,
 posts)

$f'_c = 4,500 \text{ psi}$
 $f_y = 60,000 \text{ psi (Reinforcement)}$
 $f_y = 65,000 \text{ psi (Welded Wire Reinforcement)}$

Allow 35 psf wind load for Structure Mounted Noise Wall.
Maximum Dead Load not to exceed 65 lb/sq.ft. of wall face area.
Traffic Impact per AASHTO LRFD: TL5, Approx.
Noise Wall Height = 18'-0". Designed Service Weight of Noise Abatement Wall: 1.5 kips per linear foot of wall.

**** The MSE wall supplier's internal stability design shall account for the anchorage slab's bearing pressure surcharge of 1.4 ksf and horizontal sliding force of 1.5 kips/ft of wall. The upper layer of soil reinforcement shall be designed with an additional impact rupture loading of 2,300 lb./ft. of wall and an additional impact pullout loading of 1,300 lb./ft. of wall. The second layer of soil reinforcement shall be designed with an additional impact rupture loading of 600 lb./ft. and an additional impact pullout loading of 600 lb./ft.**

*** See Plan on Sheet SB-1 for pipe locations.

**** Backfill overexcavation with same material used for select fill used in MSE wall.

***** Cast frame into anchorage slab and form opening to structure. Type 20 Frame & Grate at Sta. 6+29.00, Sta. 8+09.00, Sta. 11+72.00, Sta. 13+62.00, Sta. 15+34.00, Sta. 16+30.00, Sta. 16+56.00, & Sta. 17+06.00. See Drainage Plans for more details.

	F.A.I. 57 Ramp B Sta.	Rt. Offset to F.A.I. 57 Ramp B	F.A.I. 57 Sta.	Lt. Offset to F.A.I. 57	Bottom of Barrier Elev. At Back Face of Barrier	Finished Grade Elev. At Front Face of Wall
	6+03.11	18.04			654.35	654.96
	6+34.37	13.18			655.11	655.10
	6+65.63	11.58			655.96	654.96
	6+90.00	11.58			656.61	655.73
	7+20.00	11.58			657.39	655.28
	7+50.00	11.58			658.17	655.45
	7+80.00	11.58			658.95	655.63
	8+10.00	11.58			659.73	655.80
	8+40.00	11.58			660.51	655.94
	8+70.00	11.58			661.27	656.01
	9+00.00	11.58			661.93	656.08
	9+30.00	11.58			662.47	656.27
	9+60.00	11.58			662.89	656.38
	9+90.00	11.58			663.19	656.42
	9+95.00	11.58			663.23	656.42
	10+00.00	11.58			663.26	656.43
	10+20.00	11.58			663.37	656.23
	10+50.00	11.58			663.43	655.87
	10+80.00	11.58			663.37	655.43
	11+10.00	11.58			663.19	654.91
	11+40.00	11.58			662.90	654.31
	11+70.00	11.58			662.48	654.26
	12+00.00	11.58			661.94	654.30
	12+30.00	11.58			661.28	654.77
	12+60.00	11.58			660.50	655.24
	12+90.00	11.58			659.68	655.71
	13+20.00	11.58			658.87	656.19
	13+50.00	11.58			658.05	657.86
	13+80.00	11.58			657.23	657.03
	14+10.00	11.58			656.41	656.21
	14+40.00	11.58			655.59	655.39
	14+70.00	11.58			654.80	654.60
	15+00.00	11.58			654.05	653.86
	15+30.00	11.58			653.35	653.15
	15+60.00	11.58			652.68	652.48
	15+90.00	11.58			652.06	651.86
	16+20.00	11.58			651.48	651.28
	16+50.00	11.58			650.94	650.74
	16+80.00	11.58			650.44	650.24
	17+05.00	11.58	176+94.71	85.12	650.06	649.86
			176+89.72	85.02	649.99	649.79
			176+59.72	84.42	649.61	649.38
			176+29.73	83.82	649.23	649.00
			175+99.74	83.22	648.73	648.66

1. Install and backfill proposed RCP prior to setting any precast panels or backfilling with select fill.
2. Protect MSE wall foundation and leveling pad at all times during proposed RCP installation. Open cut excavation is not permitted, the Contractor may use a braced cut trench excavation for RCP installation.

Top of Parapet

6"

NAME PLATE

9" min.

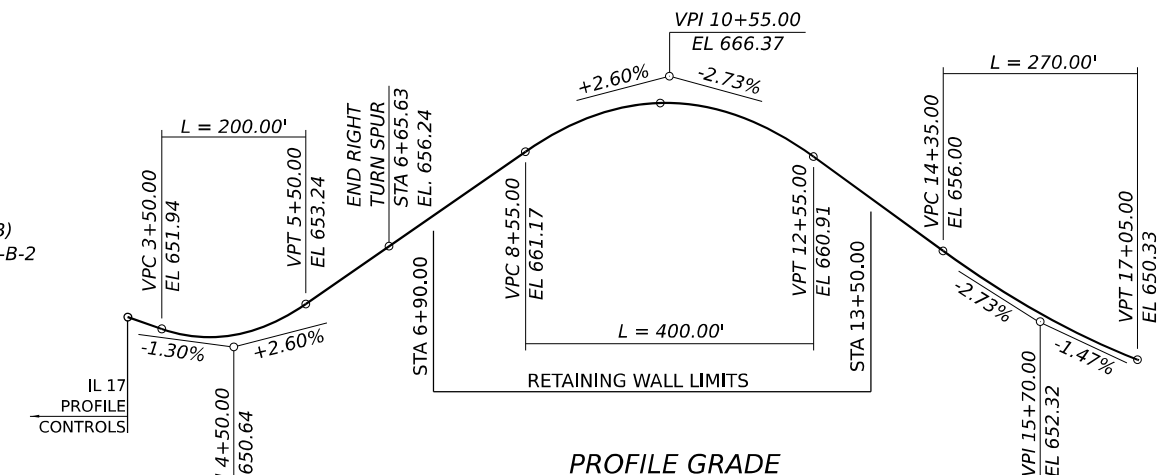
Sta. 6+90.00

Edge of Pavement

(@ F.A.I. 57 - Ramp B RT TRN LN)
PR CURVE PR RAMP-B-4
PI STA = 4+91.09
 $\Delta = 101^{\circ}35'37''$ (LT)
 $D = 17^{\circ}57'40''$
 $R = 319.00'$
 $T = 391.09'$
 $L = 565.63'$
 $E = 185.69'$
PC STA = 1+00.00
PT STA = 6+65.63

(B F.A.I. 57 - Ramp B)
 PR CURVE PR_RAMP-B-3
 PI STA = 10+14.15
 $\Delta = 05^{\circ}58'57''$ (RT)
 $D = 01^{\circ}30'28''$
 $R = 3,800.00'$
 $T = 198.57'$
 $L = 396.78$
 $E = 5.18'$
 $PC STA = 8+15.58$
 $PT STA = 12+12.36$

(@ F.A.I. 57 - Ramp B)
PR CURVE PR_RAMP-B-2
PI STA = 16+18.34
 $\Delta = 01^\circ 28' 12''$ (RT)
 $D = 00^\circ 49' 49''$
 $R = 6,900.00'$
 $T = 88.52'$
 $L = 177.03$
 $E = 0.57'$
PC STA = 15+29.82
PT STA = 17+06.85



Along F.A.I. 57 - Ramp B



USER NAME = JOHNSOHB	DESIGNED = TFB	REVISED =
	APPROVED = MAF	REVISED =
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PLOT DATE = 6/24/2026	CHECKED = MAF	REVISED =

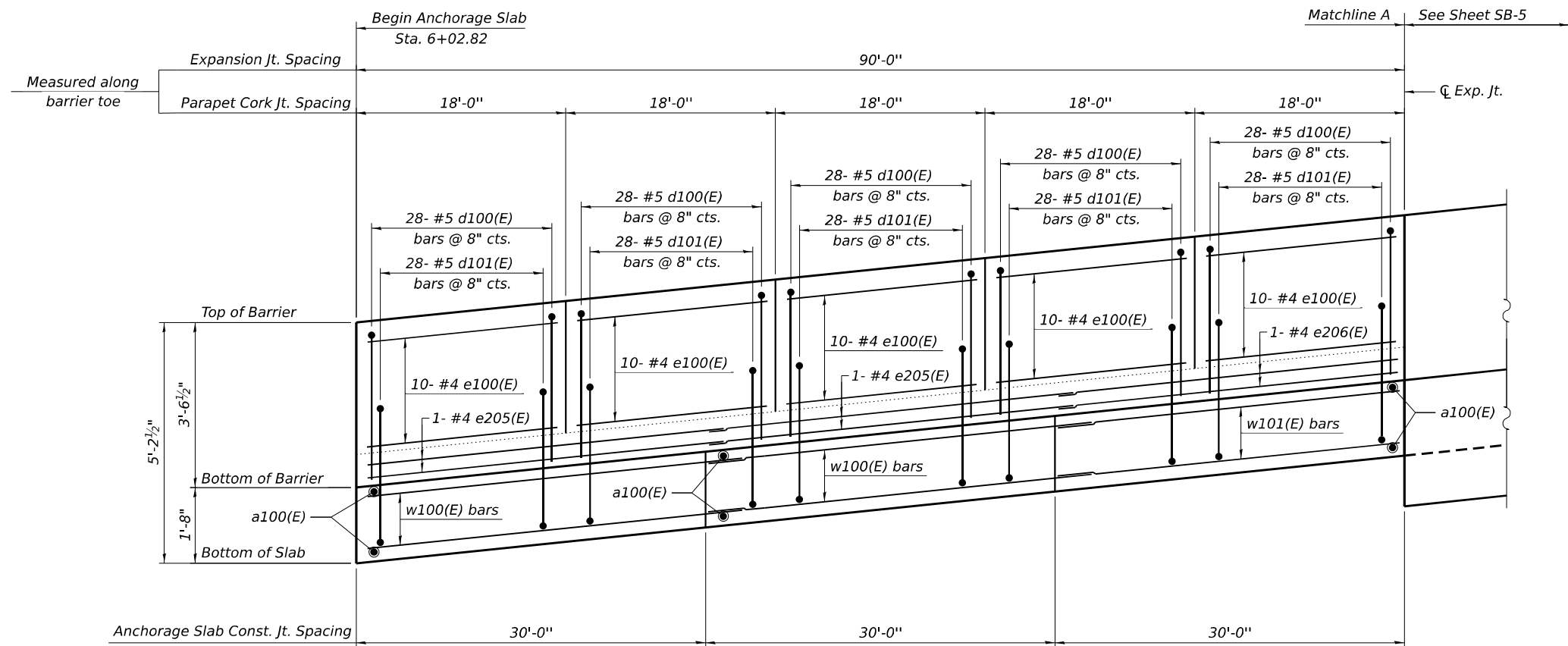
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL DATA
STRUCTURE NO. 046-W8806

SHEET SB-3 OF SB-19 SHEETS

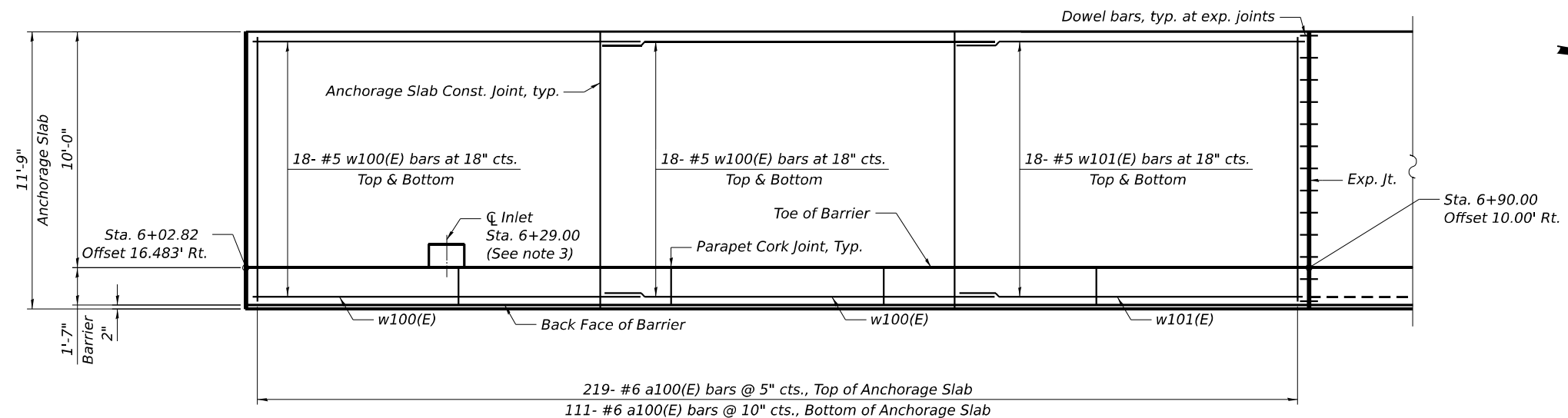
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	760
		CONTRACT NO. 66863		
		ILLINOIS FED. AID PROJECT		

MODEL: 2D SHEET H
FILE NAME: C:\PW WORK\EXP-PW BENTLEY COM EXP-PW-01\0029186\0\0366863-SHT-03-GEN.DGN



ELEVATION
(Looking at B.F. of Barrier)

- Notes:
1. For sections thru anchorage slab, see Sheet SB-14
 2. For anchor bolts and bar spacing at NAW Posts, light pole bumpout, see Sheet SB-13
 3. For drainage opening details, see Sheet SB-15
 4. Joints in the Anchorage Slab are perpendicular to the toe of barrier unless noted otherwise.



PLAN

MIN. BAR LAPS

- #4 bars = 2'-0"
#5 bars = 2'-6"
#6 bars = 4'-5"
#8 bars = 7'-4"

MODEL: 2D SHEET 11
FILE NAME: C:\P\WORK\EXP-2\W.BENTLEY.COM\EXP-2\046-W8806-5-SHT-04-DET-P&E.DGN



USER NAME = SALASL	DESIGNED - TFB	REVISED -
	APPROVED - MAF	REVISED -
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PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

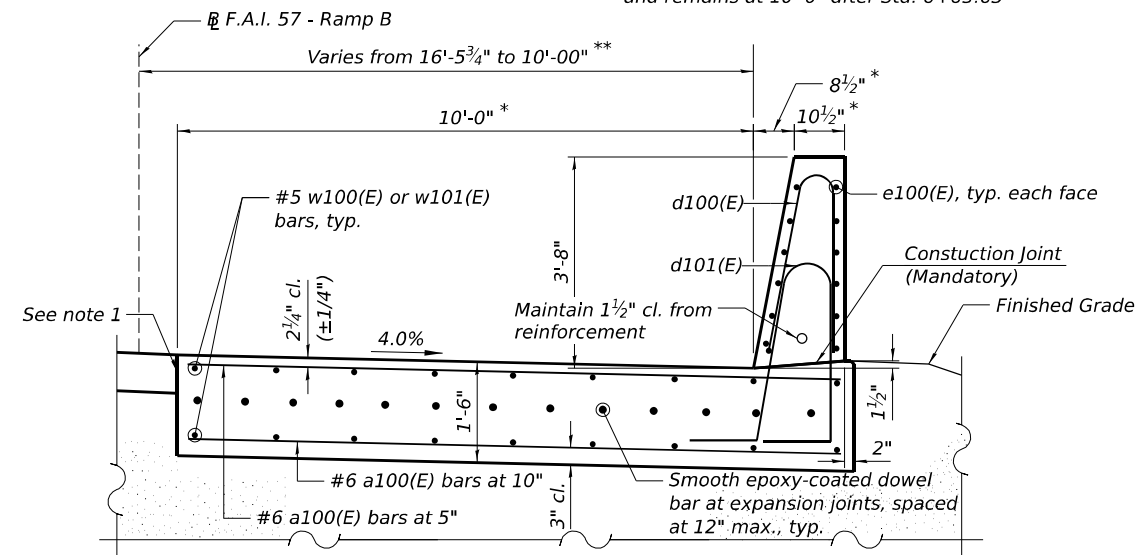
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILED PLAN AND ELEVATION 1
STRUCTURE NO. 046-W8806

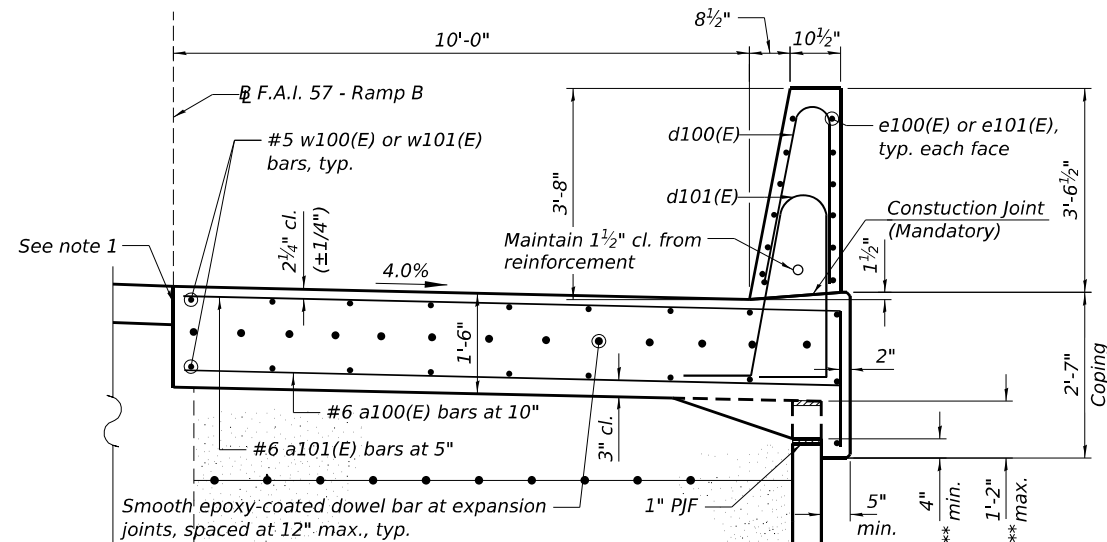
SHEET SB-4 OF SB-19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	761
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

**** Varies from 16'-5¾" to 10'-0" from Sta. 6+02.82 to Sta. 6+65.63 and remains at 10'-0" after Sta. 6+65.63**



(Sta. 6+02.82 to Sta. 6+90.00)
(Stations taken along ~~B~~ F.A.I. 57 - Ramp B)

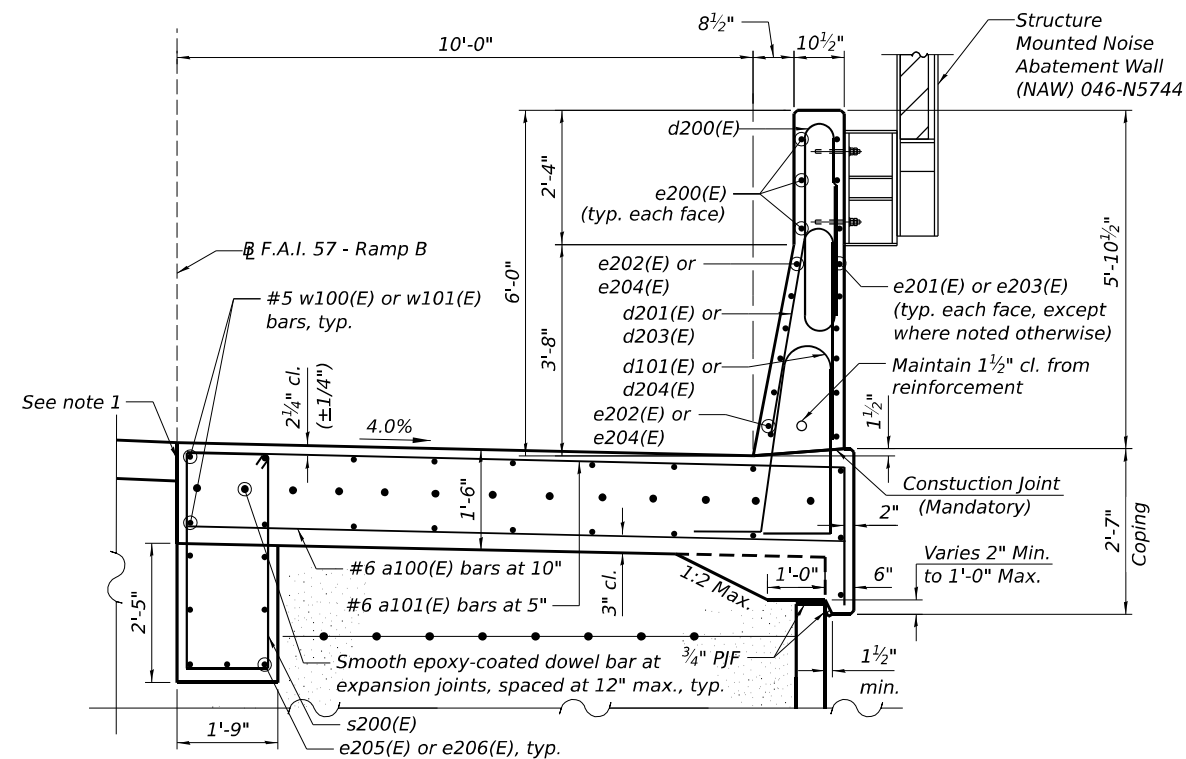


(Sta. 6+90.00 to Sta. 9+90.00)

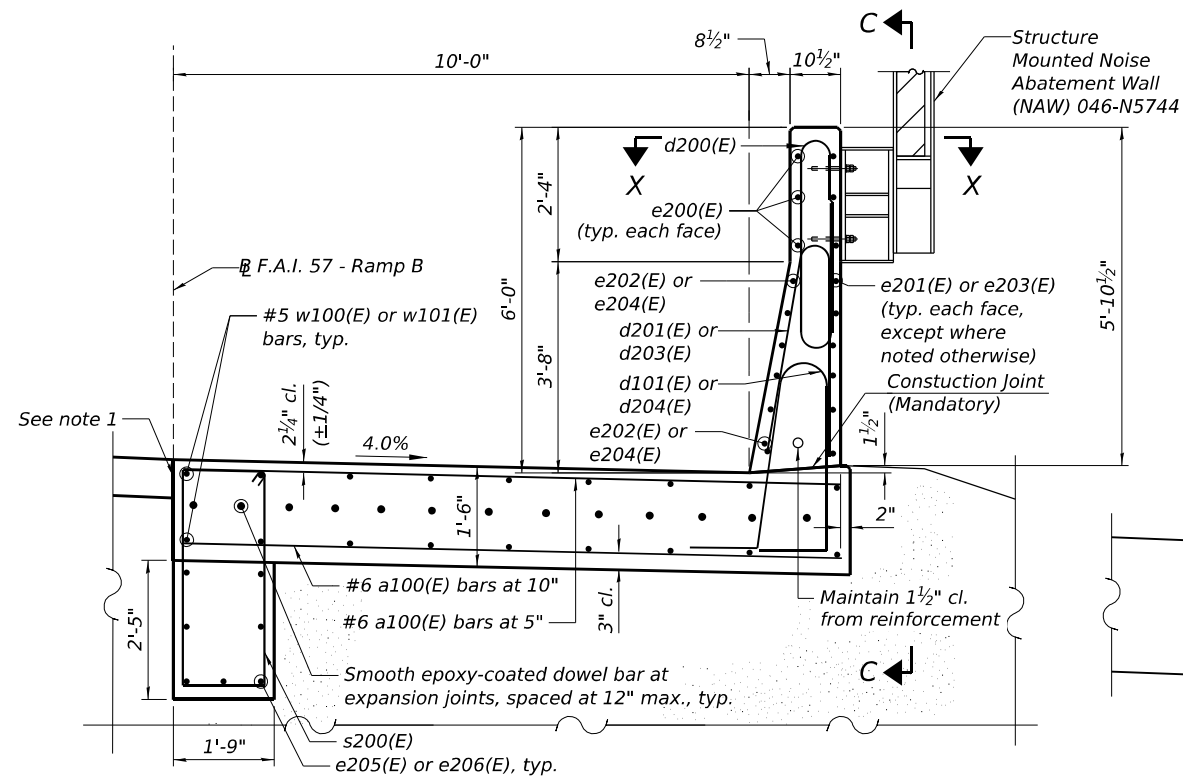
*** Limits of Bond breaker membrane between front of panel and overhang.

1. Provide bond breaker between anchorage slab and adjacent pavement.
2. Provide 2" clear cover for all reinforcement bars unless stated otherwise.
3. For Section C-C and Section X-X, see sheet SB-13.

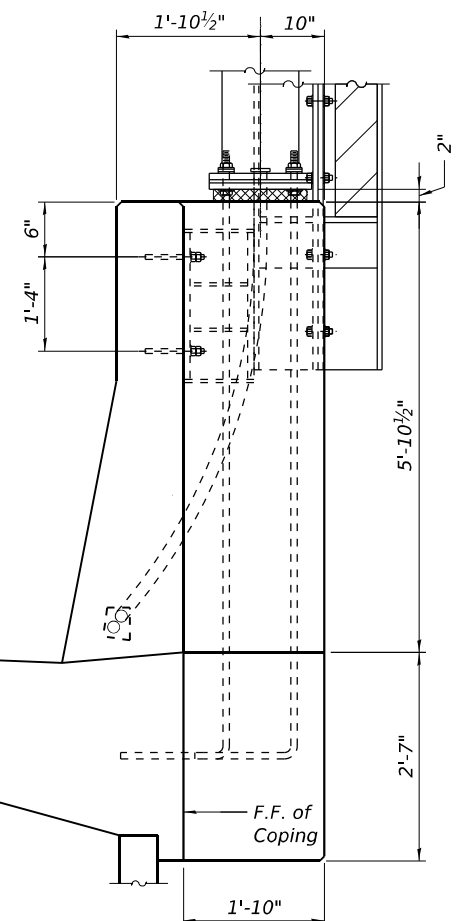
Post and post connection bracket details shown for information only. See Noise Abatement Wall Anchor Rod Assembly. Cost of four anchor rods, template plate, and associated hardware included in the unit cost for one each of Noise Abatement Wall Anchor Rod Assembly.



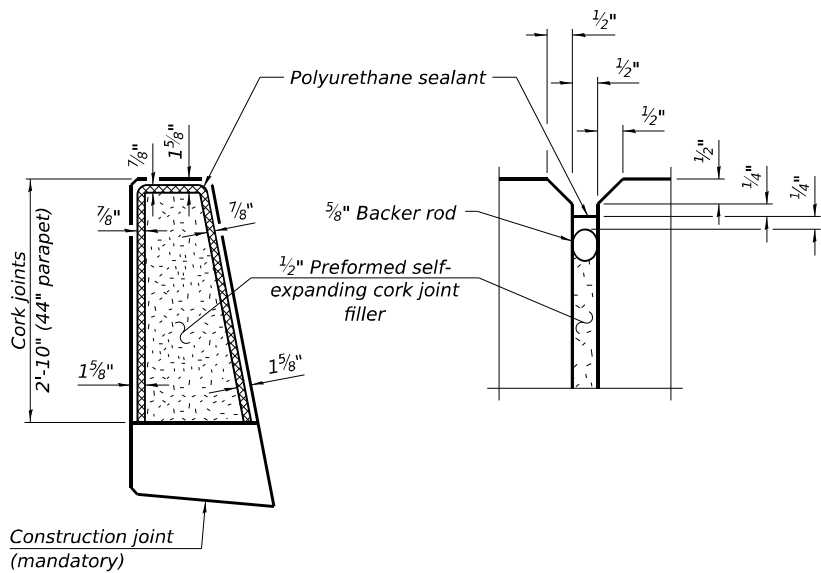
(Sta. 09+90.00 to Sta. 13+50.00)
(Parapet transition from Sta. 9+90.00 to 09+95.00 not shown for clarity.)



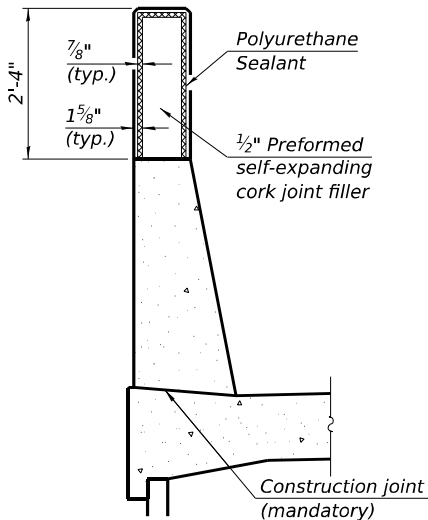
(Sta. 13+50.00 to Sta. 18+00.00)



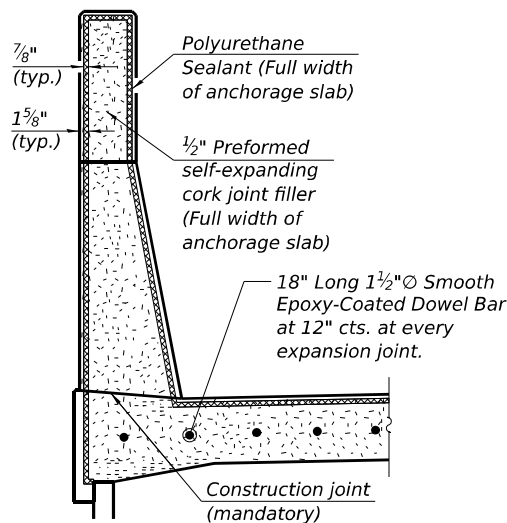
SECTION A-A - NAW POST
BEHIND LIGHT POLE BUMPOUT



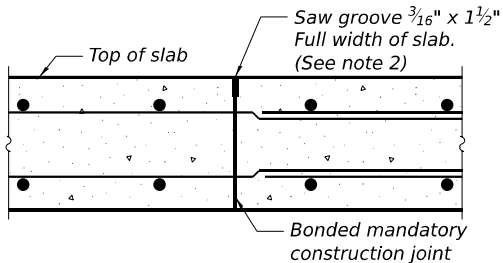
44" PARAPET CORK JOINT DETAILS
(See note 1)



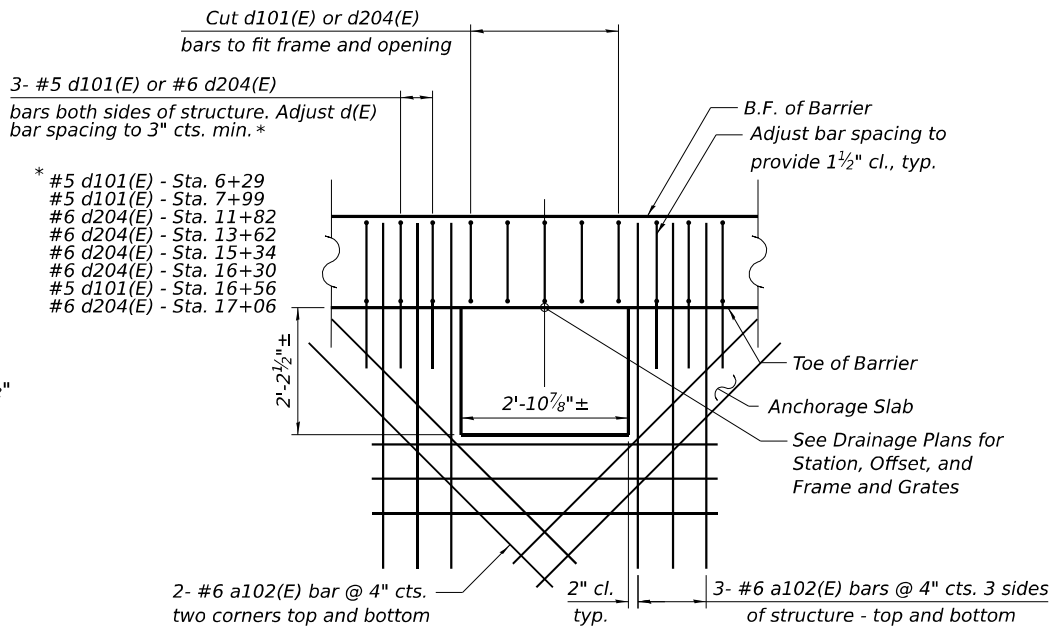
72" PARAPET CORK JOINT DETAILS
(See note 1)



EXPANSION JOINT DETAILS
(44" Parapet expansion joints similar)
(See notes 1 and 3)



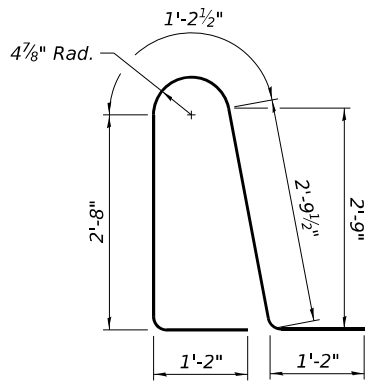
CONSTRUCTION JOINT IN SLAB



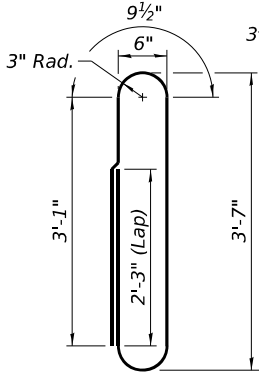
REINFORCEMENT AROUND DRAINAGE OPENING

BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a100(E)	2794	6	11'-5"	
a101(E)	1606	6	13'-7"	
a102(E)	208	6	7'-0"	
d100(E)	606	5	7'-0"	
d101(E)	1938	5	9'-0"	
d200(E)	1978	5	10'-0"	
d201(E)	1314	5	8'-1"	
d202(E)	9	6	5'-0"	
d203(E)	666	6	8'-7"	
d204(E)	696	6	9'-0"	
d205(E)	3	6	6'-0"	
d206(E)	6	6	8'-4"	
d207(E)	35	6	10'-5"	
e100(E)	150	4	17'-8"	
e101(E)	60	4	19'-8"	
e200(E)	270	6	17'-8"	
e201(E)	180	6	34'-5"	
e202(E)	36	8	37'-4"	
e203(E)	90	6	29'-8"	
e204(E)	18	8	29'-8"	
e205(E)	142	4	32'-0"	
e206(E)	73	4	29'-8"	
s200(E)	837	4	10'-7"	
s201(E)	9	6	9'-0"	
w100(E)	482	5	32'-6"	
w101(E)	260	5	29'-8"	

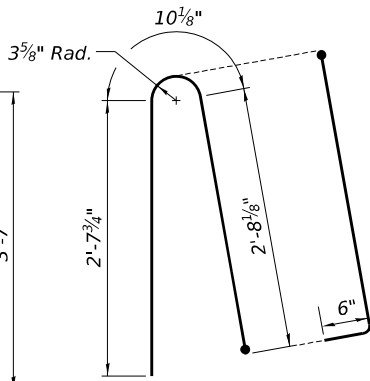
- Notes:
- The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
 - The saw groove shall use a hot poured joint sealer per Article 1050.02 of the Standard Specifications
 - Cost of expansion joints shall be included with Concrete Superstructure



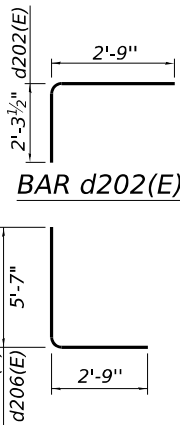
BAR d101(E) OR d204(E)
(Back leg to extend 9 1/2" into anchorage slab)



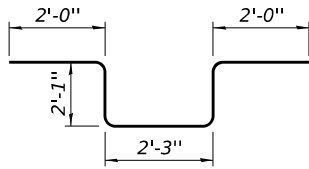
BAR d200(E)



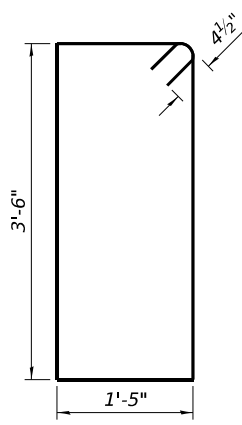
BAR d100(E)



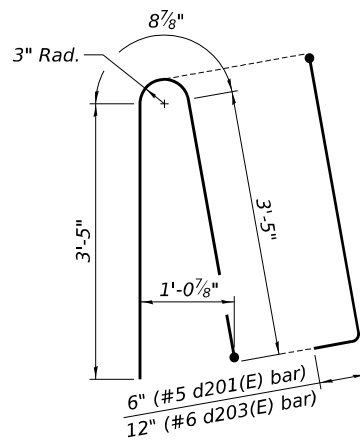
BAR d205(E) OR d206(E)



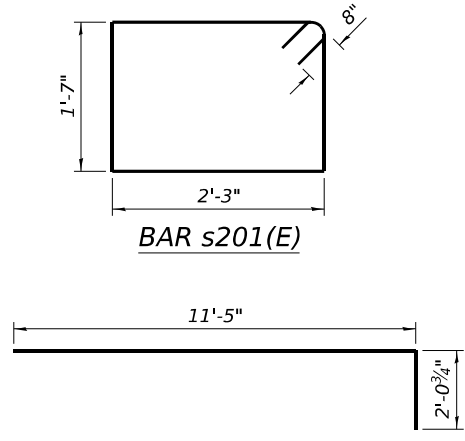
BAR d207(E)



BAR s200(E)



BAR d201(E) OR d203(E)



BAR a101(E)

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP-2\W.BENTLEY\COM\EXP-2\WALL DETAILS.DGN



USER NAME	= JOHNSOHB	DESIGNED	-	TFB	REVISED	-	-
		APPROVED	-	MAF	REVISED	-	-
PLOT SCALE	= 0.16666633 1/1 IN.	DRAWN	-	TFB	REVISED	-	-
PLOT DATE	= 6/24/2026	CHECKED	-	MAF	REVISED	-	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALL DETAILS 3
STRUCTURE NO. 046-W8806

SHEET SB-15 OF SB-19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	772
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



Page 1 of 1

Date 7/31/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	Retaining Wall in Northeast Quadrant of I-57 & IL 17 Interchange in Kankakee	LOGGED BY	Larry Myers
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SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,
Latitude 41 119837 Longitude -87 834819

COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
--------	----------	-----------------	-------------------	-------------	---------------

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)



Page 1 of 1

Date 7/31/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	LOGGED BY
		Retaining Wall in Northeast Quadrant of I-57 & IL 17 Interchange in Kankakee	Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,

COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
--------	----------	-----------------	-------------------	-------------	---------------

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)

Page 1 of 1

Date 8/1/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	Retaining Wall in Northeast Quadrant of I-57 & IL 17 Interchange in Kankakee	LOGGED BY	Larry Myers
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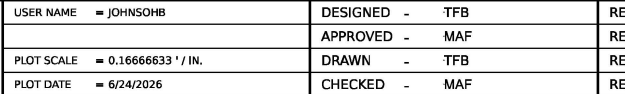
SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,

COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
--------	----------	-----------------	-------------------	-------------	---------------

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)

Note:
1. For boring locations, see Sheet SB-1



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 1
STRUCTURE NO. 046-W8806

SHEET SB-16 OF SB-19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	773
		CONTRACT NO. 66863		
ILLINOIS		FED. AID PROJECT		

ILLINOIS	FED. AID PROJECT
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MODEL: 2D SHEET H
FILE NAME: C:\PW WORK\EXP-PW.BENTLEY.COM EXP-PW-01\D0291860\D366863-SHT-16-SOILBORING.DGN



Page 1 of 1

Date 8/1/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	Retaining Wall in Northeast Quadrant of I-57 & IL 17 Interchange in Kankakee	LOGGED BY	Larry Myers
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SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,
Latitude 41.120323, Longitude -87.834959

COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
--------	----------	-----------------	-------------------	-------------	---------------

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)

BH 03A
F.A.I. 57 Ramp B
Station 7+84.68
Offset 14.6 ft Rt.



Page 1 of 1

Date 8/1/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	Retaining Wall in Northeast Quadrant of I-57 & IL 17 Interchange in Kankakee	LOGGED BY	Larry Myers
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SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,
Latitude 41.120608, Longitude -87.835036

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

SOIL BORING I-57 & II 17 INTERCHANGE GP.I II DOT GDT 1/20/17

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

BBS, form 137 (Rev. 8-99)

BH 04
F.A.I. 57 Ramp B
Station 8+90.96
Offset 14.8 ft Rt.



Page 1 of 1

Date 8/5/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	Retaining Wall in Northeast Quadrant of I-57 & IL 17 Interchange in Kankakee	LOGGED BY	Larry Myers
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SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,
Latitude 41.120917, Longitude -87.835109

COUNTY Kankakee **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

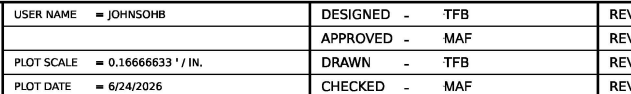
OIL BORING I-57 & II 17 INTERCHANGE.GPJ | DOT.GDT 1/20/17

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

BBS, form 137 (Rev. 8-99)

BH 05
F.A.I. 57 Ramp B
Station 10+05.64
Offset 14.6 ft Rt.

Note:
1. For boring locations, see Sheet SB-1



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 2
STRUCTURE NO. 046-W8806

SHEET SB-17 OF SB-19 SHEETS

[illegible]

ILLINOIS	FED. AID PROJECT
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MODEL: 2D SHEET H
FILE NAME: C:\PW WORK\EXP-PW.BENTLEY.COM EXP-PW-01\02091860\03686863-SHT-17-SOILBORING.DGN

Page 1 of 1

Date 8/5/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	Retaining Wall in Northeast Quadrant of I-57 & IL 17 Interchange in Kankakee	LOGGED BY	Larry Myers
-------	---------------	-------------	---	-----------	-------------

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,
Latitude 41.121202, Longitude -87.835158

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

SOIL BORING I-57 & IL 17 INTERCHANGE.GPJ IL_DOT.GDT 1/20/17

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

BH 06
F.A.I. 57 Ramp B
Station 11+10.90
Offset 16.3 ft Rt.

Page 1 of 1

Date 8/20/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	Retaining Wall in Northeast Quadrant of I-57 & IL 17 Interchange in Kankakee	LOGGED BY	Larry Myers
-------	---------------	-------------	---	-----------	-------------

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,
Latitude 41.121466, Longitude -87.835146

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

SOIL BORING I-57 & IL 17 INTERCHANGE.GPJ IL_DOT.GDT 1/20/17

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

BH 07
F.A.I. 57 Ramp B
Station 12+06.62
Offset 31.1 ft Rt.

Page 1 of 1

Date 8/20/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	Retaining Wall in Northeast Quadrant of I-57 & IL 17 Interchange in Kankakee	LOGGED BY	Larry Myers
-------	---------------	-------------	--	-----------	-------------

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,
Latitude 41.121726, Longitude -87.835261

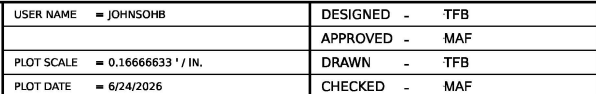
COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

SOIL BORING I-57 & IL 17 INTERCHANGE.GPJ IL DOT.GDT 1/20/17

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

BH 08
F.A.I. 57 Ramp B
Station 13+04.22
Offset 9.6 ft Rt.

Note:
1. For boring locations, see Sheet SB-1



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 3
STRUCTURE NO. 046-W8806

SHEET SB-18 OF SB-19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	775
CONTRACT NO. 66863				
		ILLINOIS	FED. AID PROJECT	

ILLINOIS	FED. AID PROJECT
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MODEL: 2D SHEET H
FILE NAME: C:\PW WORK\EXP-PW.BENTLEY.COM EXP-PW-01\D0291860\D366863-SHT-18-SOILBORING.DGN



Illinois Department
of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/23/13

ROUTE I-57 (FAI 57) DESCRIPTION Retaining Wall in Northeast Quadrant of I-57 & IL 17 Interchange in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM, Latitude 41.121987, Longitude -87.835361

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	DEPTH (ft)	BLOW (/6")	UCS (tsf)	MOIST (%)	Surface Water Elev. ft	Stream Bed Elev. ft	DEPTH (ft)	BLOW (/6")	UCS (tsf)	MOIST (%)
BORING NO. BH 09	Station 179+98.39	Offset 77.4 ft Lt.	Ground Surface Elev. 651.01								
Black Silty Clay Loam Fill, Tan Sand & Gravel Fill, Black Silty Clay Loam Topsoil	650.01			2.5 P	20			4	5	3.9 B	22
*Pushed Sample 0' - 3.0'											
Very Stiff Brown & Gray Silty Clay	648.01							4	5	3.1 B	24
*Pushed Sample 0' - 3.0'											
Hard Brown & Gray Silty Clay Loam Till				4.5 P	17			7	7		
*Pushed Sample 3.0' - 6.0'								-25	4		
								5	7	2.7 B	23
	644.01							624.51			
Hard Brown & Gray Silty Clay				7					8		
				8	6.1 S	22			8	4.5 P	14
				11					9		
				-10				-30	18		
				4					27	>4.5 P	11
				5	5.9 S	22			31		
				8							
				4				619.01			
				5	6.1 S	24			100/5		8
				7							
	636.51										
Hard to Very Stiff Gray Silty Clay				-15				-35			
				4							
				5	4.5 S	24					
				7							
				4							
				6	5.1 S	22					
				10							
				-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)

BH 09
F.A.I. 57 Ramp B
Station 14+01.68
Offset 7.8 ft Lt.



Illinois Department
of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/23/13

ROUTE I-57 (FAI 57) DESCRIPTION Retaining Wall in Northeast Quadrant of I-57 & IL 17 Interchange in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM, Latitude 41.122264, Longitude -87.835373

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	DEPTH (ft)	BLOW (/6")	UCS (tsf)	MOIST (%)	Surface Water Elev. ft	Stream Bed Elev. ft	DEPTH (ft)	BLOW (/6")	UCS (tsf)	MOIST (%)
BORING NO. BH 10	Station 178+97.45	Offset 80.1 ft Lt.	Ground Surface Elev. 650.59								
Black Silty Clay Loam Fill & Black Silty Clay Loam Topsoil	649.59			>4.5 P	21			3	5	3.4 B	24
*Pushed Sample 0' - 3.0'											
Hard Brown & Gray Silty Clay Loam Till	647.59							3	4	3.4 B	22
*Pushed Sample 0' - 3.0'											
Hard Brown & Gray Silty Clay with Layers of Silt @ 8.5'				>4.5 P	20			7	7		
*Pushed Sample 3.0' - 6.0'								-25	4		
								5	8	3.6 B	22
								623.59			
				5					8		
				7	4.0 P	21			9	4.5 P	15
				11					14		
				-10				-30	16		
				5					18	>4.5 P	9
				5	6.1 S	20			18	9	
				8							
				5				618.09			
				7	5.7 S	21			100/2		8
				9							
	636.09										
Very Stiff Gray Silty Clay				-15				-35			
				3							
				4	3.1 B	24					
				6							
				3							
				4	3.4 B	24					
				7							
				-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)

BH 10
F.A.I. 57 Ramp B
Station 15+02.39
Offset 0.5 ft Lt.

Note:
1. For boring locations, see Sheet SB-1



USER NAME = JOHNSOHB	DESIGNED - TFB	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666633 1/IN.	DRAWN - TFB	REVISED -
PLOT DATE = 6/24/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 4
STRUCTURE NO. 046-W8806

SHEET SB-19 OF SB-19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	776
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

Bench Mark: Point 8528, Northing 1621955.641 & Easting 1121273.357. Cut "X" in concrete Median on IL Route 17 approximately 50' west of Existing Southbound Interstate 57 Structure 046-0007 over Illinois Route 17. Elev. 654.97

Existing Structure: None. Existing Interstate 57 is to be re-aligned. The traffic on existing Interstate 57 is to be shifted on a new alignment prior to wall construction.

Proposed Structure: The proposed wall for Ramp D satisfies the Proposed and Future Lane Configurations for F.A.I. 57. For the Proposed Condition, F.A.I. Northbound and Southbound will consist of 2 lanes and 2 shoulders in each direction. This configuration will be constructed under this contract. At a future date, both Northbound and Southbound will be constructed to a Future Condition which will have an additional lane added. The location and height of the wall is set to accommodate both conditions. The wall is designed to accomodate loads for both the Proposed and Future Conditions.

Salvage: None.

CURVE DATA

(Along $\bar{C}$ Pr. I-57)	(Along $\bar{B}$ Pr. Ramp D)
PI Sta. = 189+74.14	PI Sta. = 7+79.92
Δ = 2°52'07" (RT)	Δ = 01°49'57" (LT)
D = 0°11'28"	D = 00°52'53"
R = 30,000.00'	R = 6,500.00'
T = 751.18'	T = 103.95'
L = 1,502.04'	L = 207.89'
E = 9.40'	E = 0.83'
PC Sta. = 182+22.96	PC Sta. = 6+75.97
PT Sta. = 197+25.00	PT Sta. = 8+83.86

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design
Specifications, 9th Edition

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.
Future anchorage slab from
Sta. 194+75 to 199+44

DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi (Concrete Facing)
 f'_c = 4,000 psi (Drilled Shafts)
 f_y = 60,000 psi (Reinforcement)
 f_y = 50,000 psi (M270 Grade 50)

INDEX OF SHEETS

- SD-1 - General Plan & Elevation
- SD-2 - General Data
- SD-3 - Typical Section
- SD-4-SD-8 - Plan & Elevation
- SD-9 - Soldier Pile Wall Details
- SD-10 - Drilled Shaft Wall Details
- SD-11 - Reinforcement Details & Bill of Material
- SD-12 - Soldier Pile and Drilled Shaft Tables
- SD-13-SD-14 - Bicycle Railing
- SD-15 - Bar Splicer Assembly and Mechanical Splicer Details
- SD-16-SD-20 - Boring Logs

Note:

All stations are along $\bar{C}$ Pr. I-57 unless noted otherwise.

(E) Indicates $\bar{C}$ expansion joint.

(C) Indicates construction joint.

For joint details, see Sheets SD-9 & SD-10 of SD-20.

* See S.N. 046-0154 Plans for details.

** Point on Wall, Offset 53.50' LT from Ramp D PI, I-57 Sta. 195+98.93

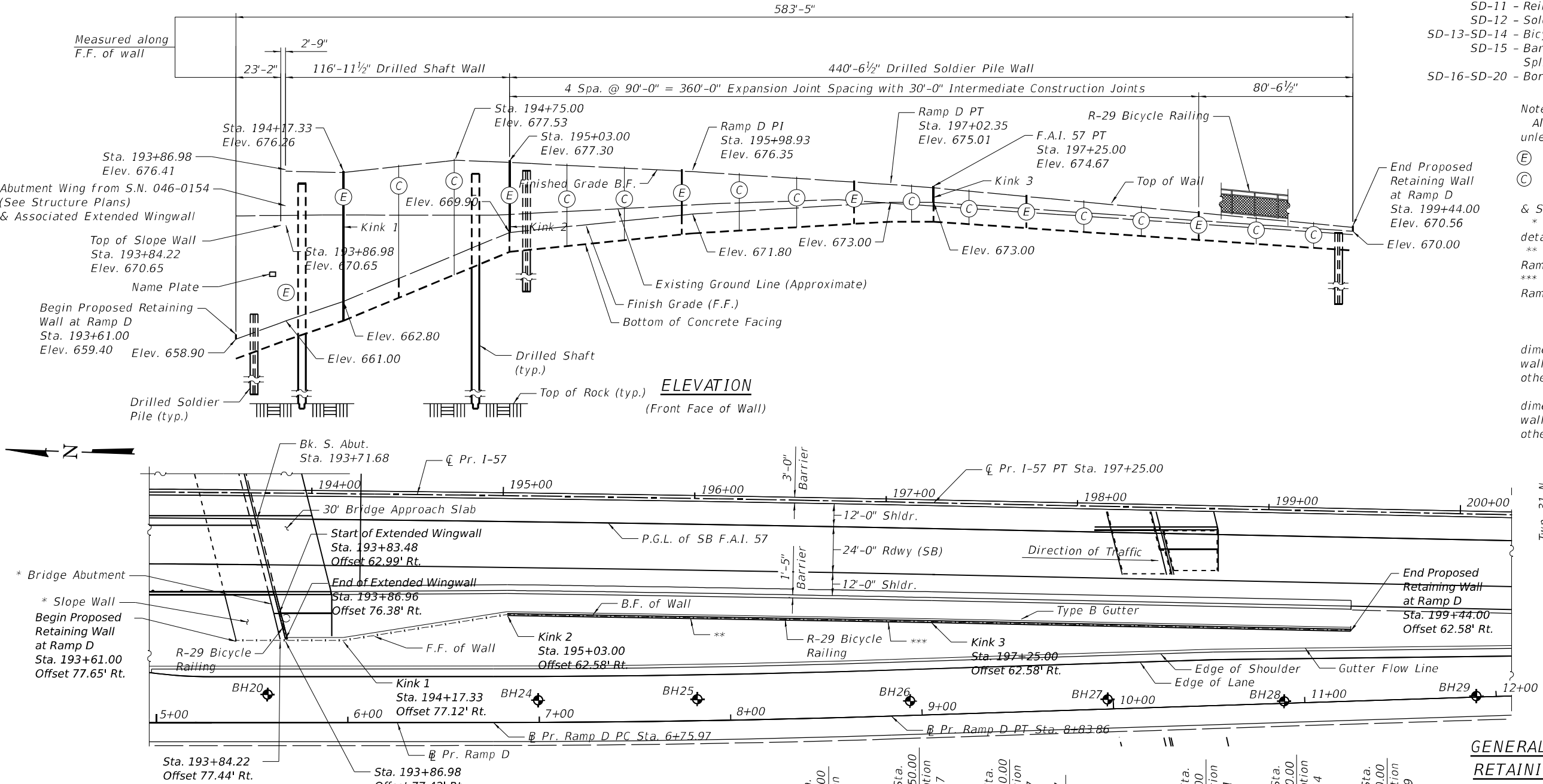
*** Point on Wall, Offset 49.25' LT from Ramp D PT, I-57 Sta. 197+02.35

F.F. denotes Front Face.

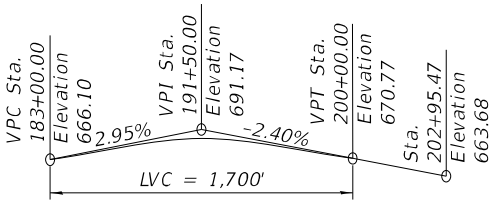
B.F. denotes Back Face.

Plan slopes and horizontal dimensions shown on the B.F. of the wall are at Rt. L's to F.A.I. 57 unless otherwise noted.

Plan slopes and horizontal dimensions shown on the F.F. of the wall are at Rt. L's to $\bar{B}$ Ramp D unless otherwise noted.

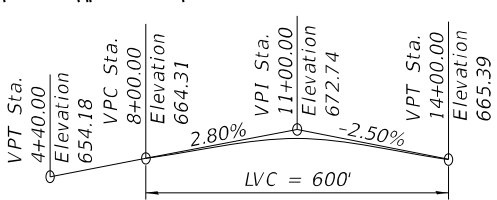


PLAN



PROFILE GRADE

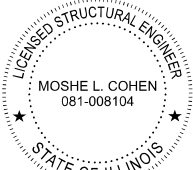
(Proposed I-57)
(Stationing along $\bar{C}$ Pr. I-57)



PROFILE GRADE

(Proposed Ramp D)
(Stationing along $\bar{B}$ Pr. Ramp D)

GENERAL PLAN & ELEVATION
RETAINING WALL AT RAMP D
(SOUTHWEST RAMP ON I-57 OVER
IL 17 AT SN 046-0154)
F.A.I. RTE. 57 - SEC. (46-3) HBK
KANKAKEE COUNTY
STATION 193+61 TO STATION 199+44
STRUCTURE NO. 046-W8805



Signed: *Moshe L. Cohen*
Dated: 2026-04-24
Illinois Structural Engineer
No. 081-008104
License Expires: 11-30-2026

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Mark Shaffer
ENGINEER OF BRIDGES & STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 046-W8805

SHEET SD-1 OF SD-20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	777
CONTRACT NO. 66863				

ILLINOIS FED. AID PROJECT

MODEL: SMODELNAMES
FILE NAME: SFILELS

SDATES STIMES

GENERAL NOTES

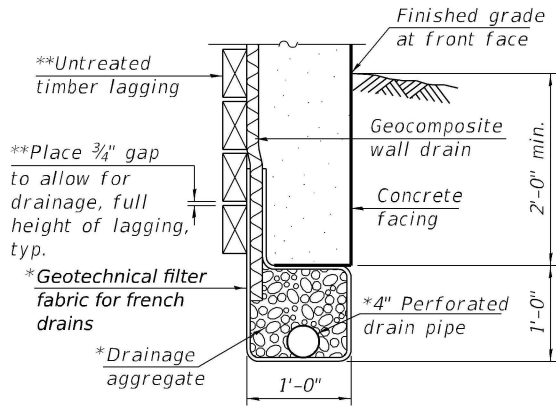
- Stations and offsets are measured from $\bar{C}$ F.A.I. 57 to Front Face of Wall unless otherwise noted.
- Reinforcement bars designated (E) shall be epoxy coated.
- The wall is chorded between end points and kink points.
- All exposed concrete edges shall have a standard $3/4"$ chamfer unless noted otherwise. Chamfer on vertical edges shall be continued a minimum of one foot below finished ground level.
- The Contractor is responsible for the design and performance of the lagging using no less than a 3 in. nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.
- Concrete Sealer shall be applied to the front face and top of facing.
- No construction joints except those shown on the plans shall be allowed unless approved by the engineer.
- It shall be the contractor's responsibility to verify the location of all utilities prior to starting construction.
- Contact J.U.L.I.E., 800-892-0123.
- No field welding is permitted except as specified in the contract documents.

SEQUENCE OF CONSTRUCTION

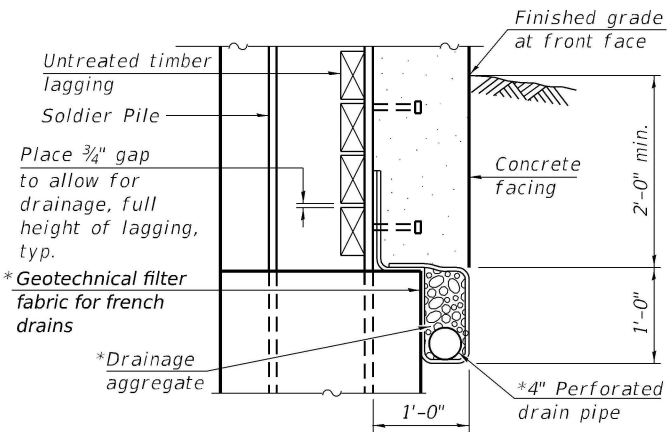
The east half of the proposed bridge over IL-17 will be constructed during the I-57 mainline stage to construct the northbound lanes. The traffic during this stage will be carried on the existing bridge.

The west half of the proposed bridge and the Ramp D retaining wall will be constructed during the I-57 mainline stage to construct the southbound lanes. Within this stage, the construction of the bridge will precede the construction of the wall. The traffic during this stage will be carried on the newly constructed half of the proposed bridge.

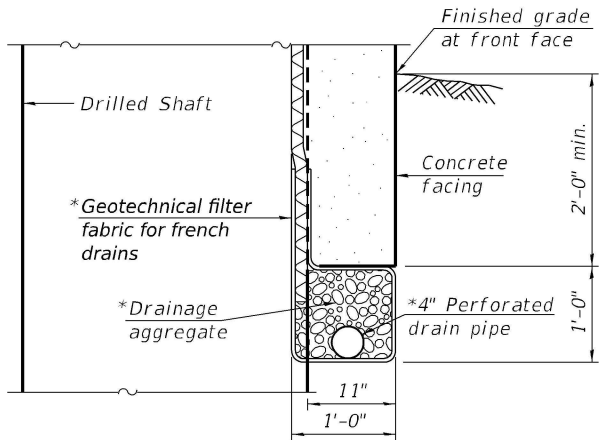
- * Included in the cost of Pipe Underdrains for Structures 4".
- ** Plywood backform in-place of untreated timber lagging between Drilled Shafts.
- *** See Sheet SD-12 of SD-20 for Soldier Pile Table and Drilled Shaft Table.
- **** Varies ($\pm 5'-8\frac{3}{4}"$ Minimum, $\pm 7'-0\frac{1}{8}"$ Maximum)



UNDERDRAIN DETAILS BETWEEN SOLDIER PILES OR DRILLED SHAFTS



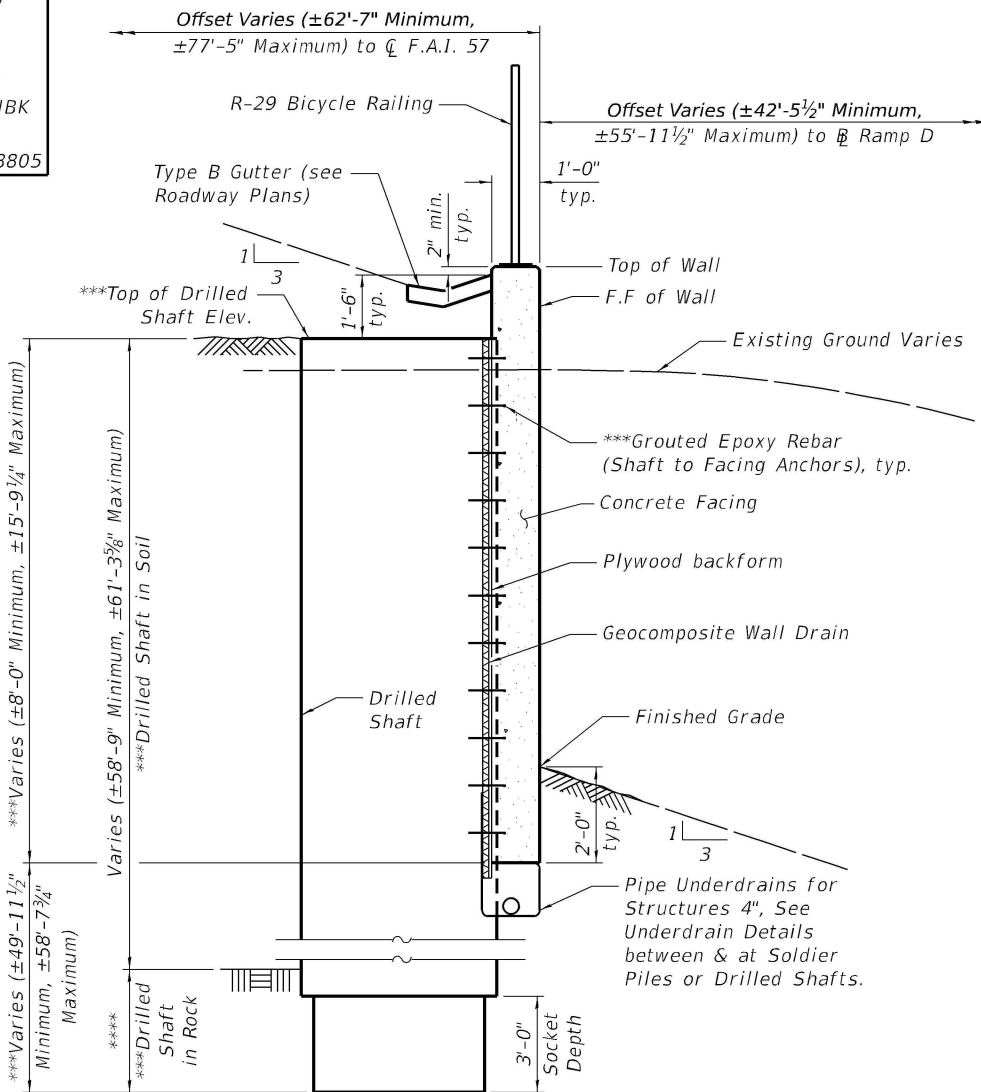
UNDERDRAIN DETAILS AT SOLDIER PILES



UNDERDRAIN DETAILS AT DRILLED SHAFTS

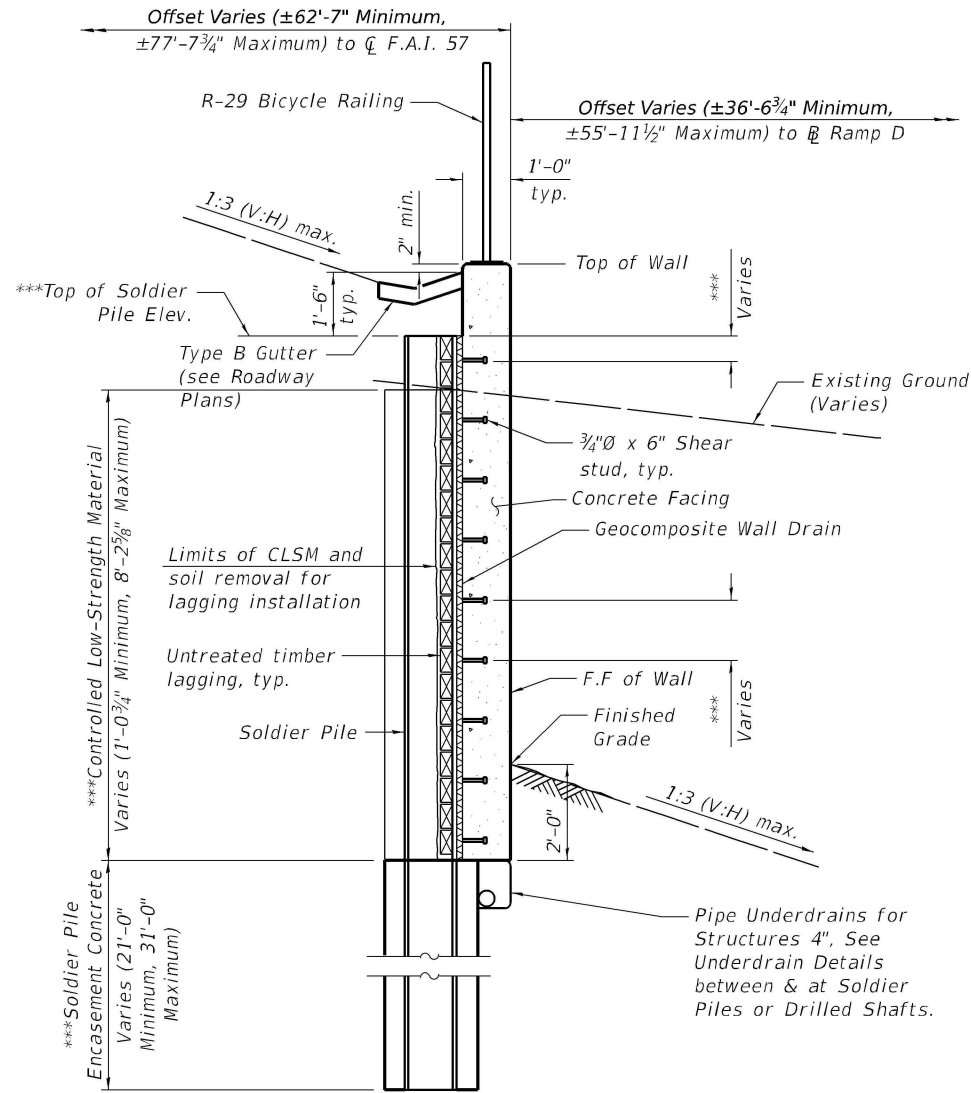
STATION 193+61 TO
STATION 199+44
BUILT 202 BY
STATE OF ILLINOIS
F.A.I. 57 Sec. (46-3) HBK
LOADING HL-93
STRUCTURE NO. 046-W8805

NAME PLATE
See Std. 515001



TYPICAL DRILLED SHAFT WALL SECTION

TOTAL BILL OF MATERIAL		
ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	280.0
Concrete Structures	Cu. Yd.	148.9
Stud Shear Connectors	Each	610
Reinforcement Bars, Epoxy Coated	Pound	201,590
Mechanical Splicers	Each	624
Bicycle Railing	Foot	598
Name Plates	Each	1
Drilled Shaft in Soil	Cu. Yd.	725.2
Drilled Shaft in Rock	Cu. Yd.	69.0
Furnishing Soldier Piles (W Section)	Foot	1,573
Drilling and Setting Soldier Piles (in Soil)	Cu. Ft.	6,671
Untreated Timber Lagging	Sq. Ft.	1,439
Concrete Sealer	Sq. Ft.	4,089
Geocomposite Wall Drain	Sq. Yd.	336
Pipe Underdrains for Structures 4"	Foot	617



TYPICAL SOLDIER PILE WALL SECTION

MODEL: \$MODELNAME\$
FILE NAME: \$FILES\$



Kaskaskia
Engineering Group, LLC

208 E. Main St., Suite 201
Bloomington, IL 61701-1220
618.233.2877 Phone
618.233.2877 Fax
www.kaskaskiaeng.com

Professional Engineering Firm
Professional Engineering Group

USER NAME =

DESIGNED - MLC

CHECKED - MMC

DRAWN - MLC

CHECKED - MMC

REVIS

REVIS

REVIS

REVIS

PLOT SCALE =

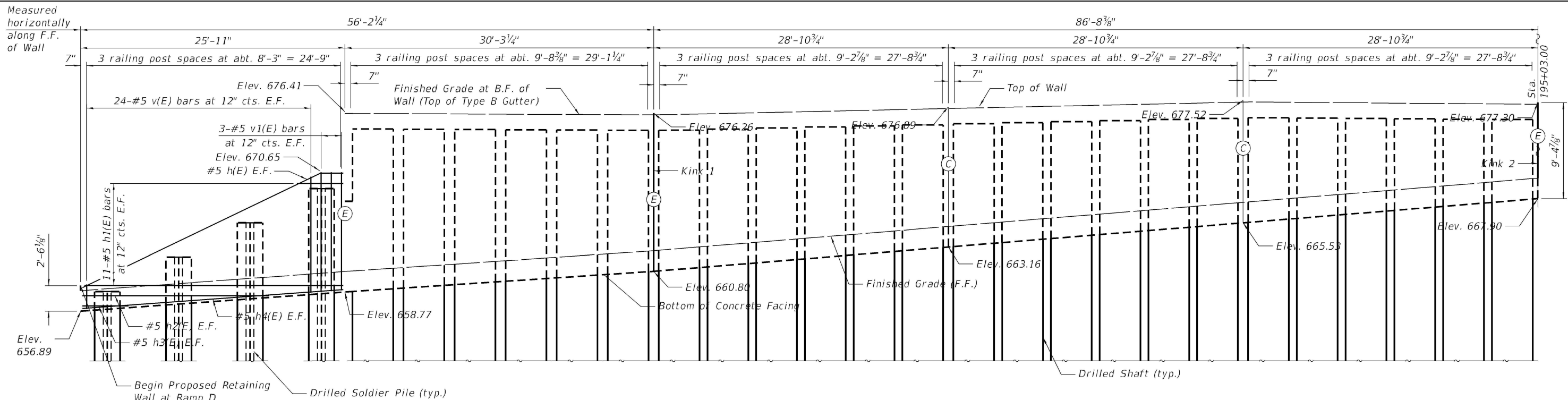
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

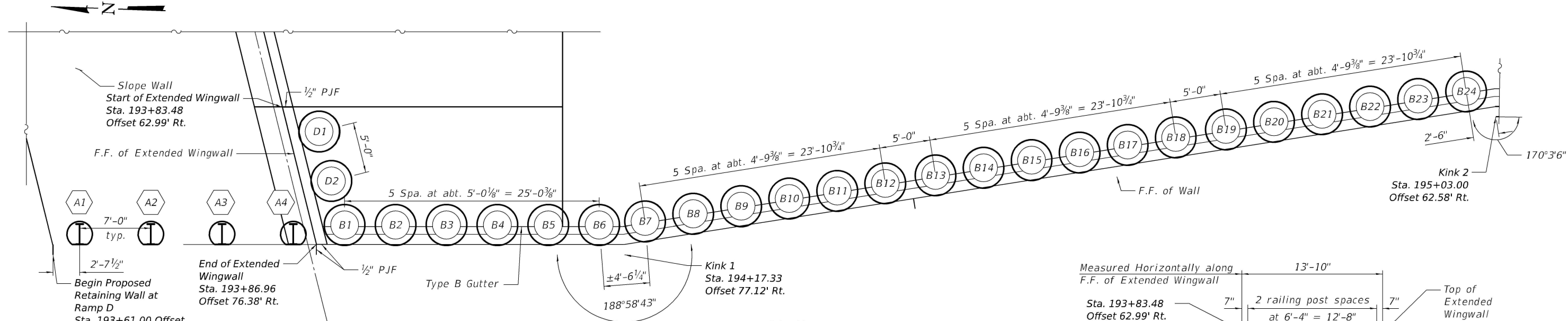
GENERAL DATA
STRUCTURE NO. 046-W8805

SHEET SD-2 OF SD-20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	778
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



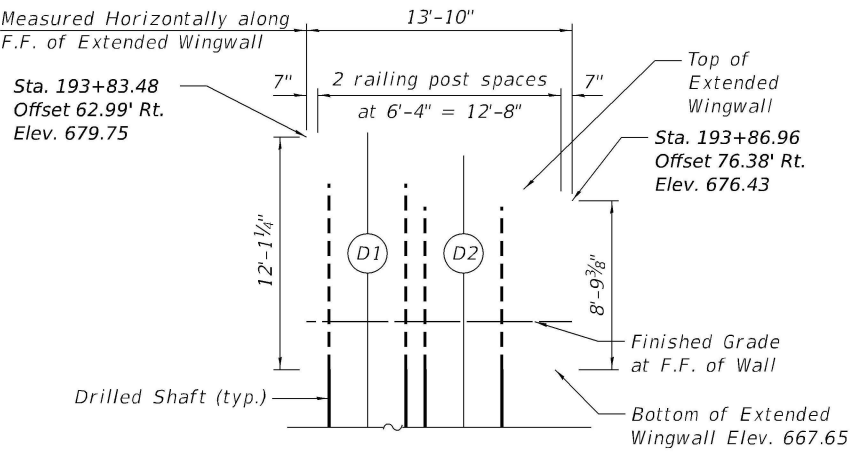
FRONT FACE ELEVATION
(Sta. 193+61.00 to 195+03.00)



PLAN
(Sta. 193+61.00 to 195+03.00)

Note:
See Sheets SD-1 of SD-20 for additional station and elevation data.
See Sheet SD-12 of SD-20 for pile and drilled shaft locations and elevations.
See Sheets SD-9, SD-10, & SD-11 of SD-20 for additional reinforcement and joint details.
See Sheets SD-13 & SD-14 of SD-20 for railing details.

- (X) - Drilled Soldier Pile Mark
- (X) - Drilled Shaft Mark
- (E) Indicates expansion joint
- (C) Indicates construction joint
- F.F. denotes Front Face
- B.F. denotes Back Face
- E.F. denotes Each Face



FRONT FACE ELEVATION OF EXTENDED WINGWALL

MODEL: \$MODELNAME\$
FILE NAME: \$FILEL\$

Kaskaskia
Engineering Group, LLC
208 E. Main St., Suite 200
Bellaire, Illinois 62010
618.233.2877 Phone
618.233.2877 Fax
www.kaskaskiaeng.com
Professional Engineering Group
ILLINOIS
No. 008058

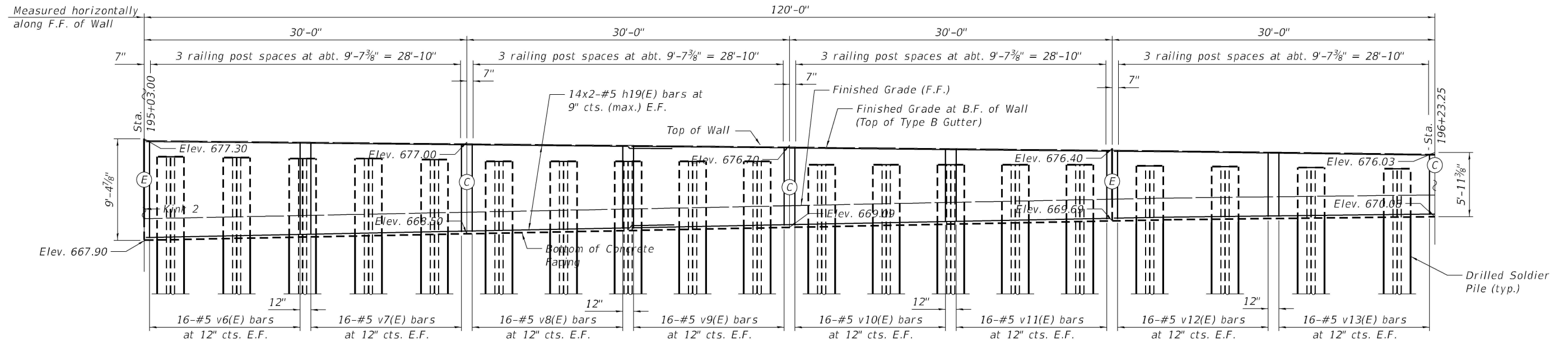
USER NAME =	DESIGNED - MMC	REVISED -
	CHECKED - MLC	REVISED -
PLOT SCALE =	DRAWN - MMC	REVISED -
PLOT DATE =	CHECKED - MLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

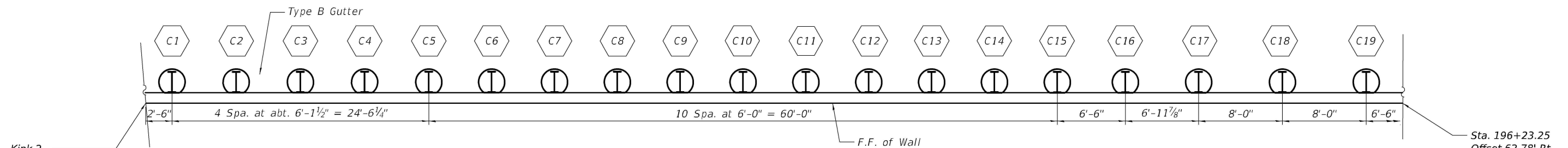
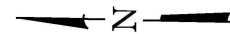
PLAN AND ELEVATION
STRUCTURE NO. 046-W8805

SHEET SD-4 OF SD-20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	780
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



FRONT FACE ELEVATION
(Sta. 195+03.00 to 196+23.25)



PLAN
(Sta. 195+03.00 to 196+23.25)

Note:

See Sheets SD-1 of SD-20 for additional station and elevation data.

See Sheet SD-12 of SD-20 for pile locations and elevations.

See Sheets SD-9, SD-10, & SD-11 of SD-20 for additional reinforcement and joint details.

See Sheets SD-13 & SD-14 of SD-20 for railing details.

Bars indicated thus 5x3-#5 etc., indicates 5 lines of #5 bars with 3 lengths per line.

(X) - Drilled Soldier Pile Mark

(E) Indicates $\perp$ expansion joint

(C) Indicates construction joint

F.F. denotes Front Face

B.F. denotes Back Face

E.F. denotes Each Face

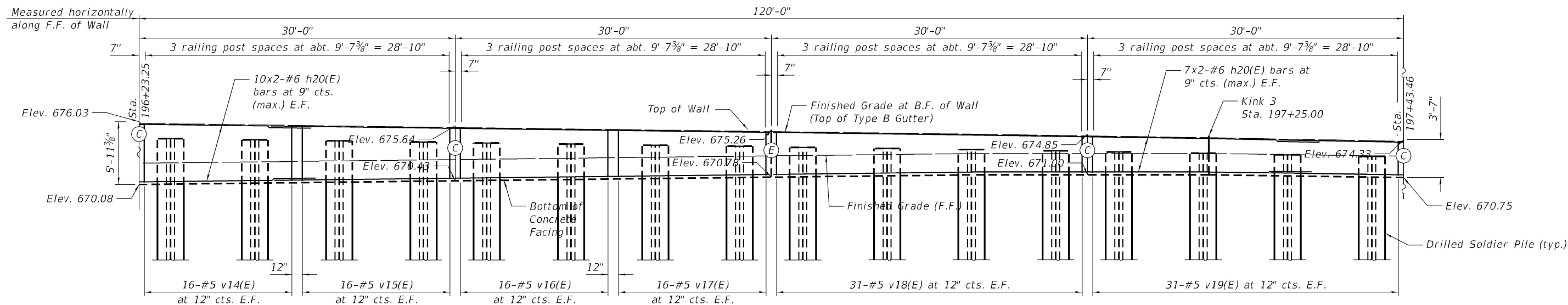
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND ELEVATION
STRUCTURE NO. 046-W8805

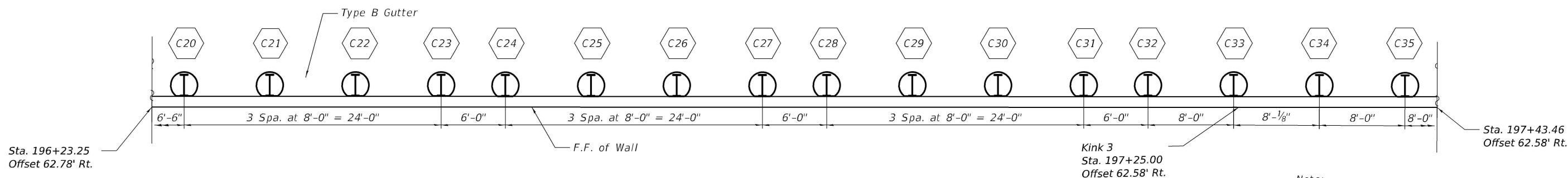
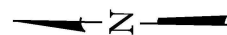
SHEET SD-5 OF SD-20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	781
CONTRACT NO. 66863				
		ILLINOIS	FED. AID PROJECT	

USER NAME =	DESIGNED - MLC	REVISED -
	CHECKED - MMC	REVISED -
PLOT SCALE =	DRAWN - MLC	REVISED -
PLOT DATE =	CHECKED - MMC	REVISED -



FRONT FACE ELEVATION
(Sta. 196+23.25 to 197+43.46)



PLAN
(Sta. 196+23.25 to 197+43.46)

Note:
See Sheets SD-1 of SD-20 for additional station and elevation data.
See Sheet SD-12 of SD-20 for pile locations and elevations.
See Sheets SD-9, SD-10, & SD-11 of SD-20 for additional reinforcement and joint details.
See Sheets SD-13 & SD-14 of SD-20 for railing details.
Bars indicated thus 5x3-#5 etc., indicates 5 lines of #5 bars with 3 lengths per line.

(X) - Drilled Soldier Pile Mark
(E) Indicates expansion joint
(C) Indicates construction joint
F.F. denotes Front Face
B.F. denotes Back Face
E.F. denotes Each Face

MODEL: \$MODELNAME\$
FILE NAME: \$FILEL\$

Kaskaskia
Engineering Group, LLC
208 E. Main St., Suite 300
Bellaire, Illinois 62010
618.233.2877 Phone
618.233.2877 Fax
www.kaskaskiaeng.com
Professional Engineering Firm
ILLINOIS
#0-000000

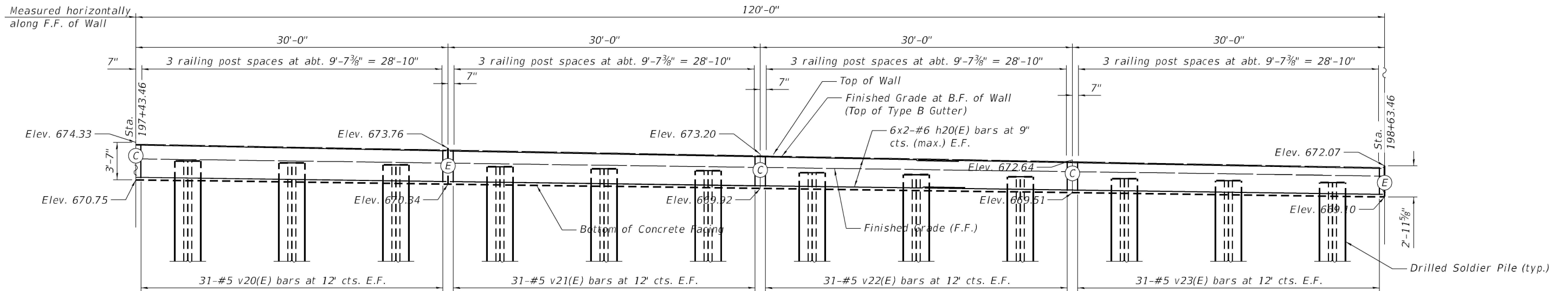
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CHECKED - MMC	REVISED -	
PLOT SCALE =	DRAWN - MLC	REVISED -
PLOT DATE =	CHECKED - MMC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

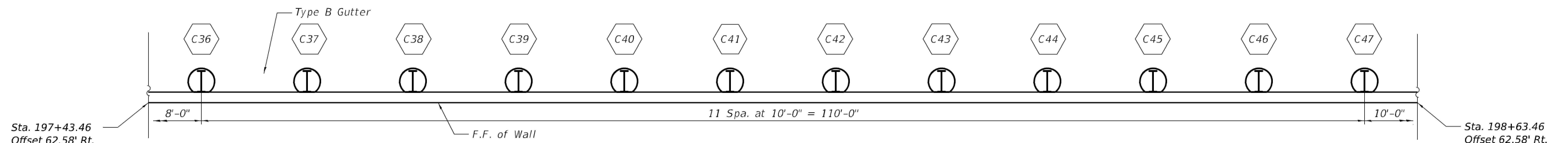
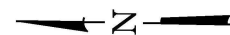
PLAN AND ELEVATION
STRUCTURE NO. 046-W8805

SHEET SD-6 OF SD-20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	782
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



FRONT FACE ELEVATION
(Sta. 197+43.46 to 198+63.46)



PLAN
(Sta. 197+43.46 to 198+63.46)

Note:
See Sheets SD-1 of SD-20 for additional station and elevation data.
See Sheet SD-12 of SD-20 for pile locations and elevations.
See Sheets SD-9, SD-10, & SD-11 of SD-20 for additional reinforcement and joint details.
See Sheets SD-13 & SD-14 of SD-20 for railing details.
Bars indicated thus 5x3-#5 etc., indicates 5 lines of #5 bars with 3 lengths per line.

(X) - Drilled Soldier Pile Mark
(E) Indicates expansion joint
(C) Indicates construction joint
F.F. denotes Front Face
B.F. denotes Back Face
E.F. denotes Each Face

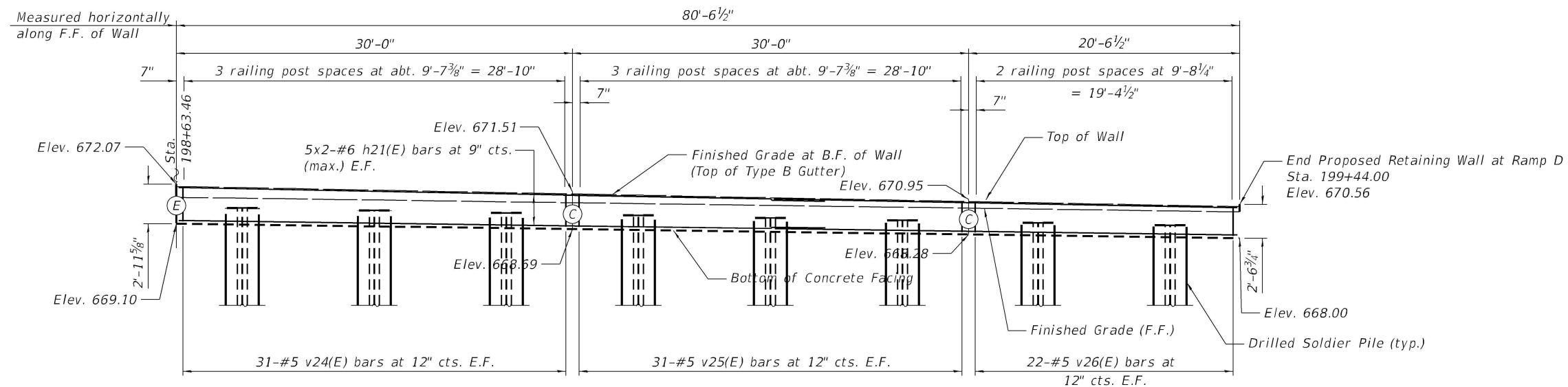
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN AND ELEVATION
STRUCTURE NO. 046-W8805**

SHEET SD-7 OF SD-20 SHEETS

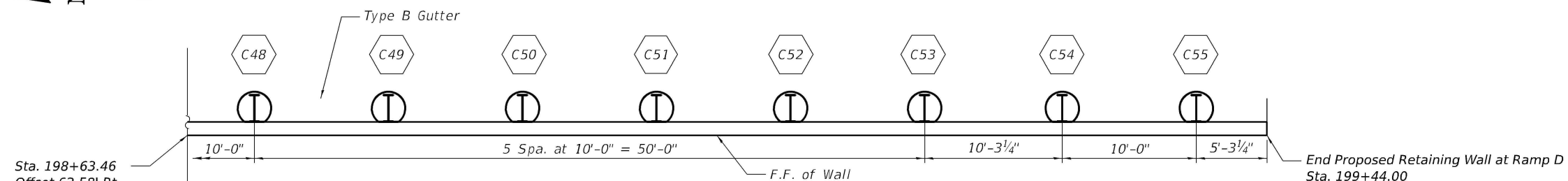
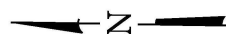
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	783
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

USER NAME =	DESIGNED - MLC	REVISED -
CHECKED - MMC	REVISED -	
PLOT SCALE =	DRAWN - MLC	REVISED -
PLOT DATE =	CHECKED - MMC	REVISED -



FRONT FACE ELEVATION

(Sta. 198+63.46 to 199+44.00)



PLAN

(Sta. 198+63.46 to 199+44.00)

Note:
See Sheets SD-1 of SD-20 for additional station and elevation data.
See Sheet SD-12 of SD-20 for pile locations and elevations.
See Sheets SD-9, SD-10, & SD-11 of SD-20 for additional reinforcement and joint details.
See Sheets SD-13 & SD-14 of SD-20 for railing details.
Bars indicated thus 5x3-#5 etc., indicates 5 lines of #5 bars with 3 lengths per line.

(X) - Drilled Soldier Pile Mark
(E) Indicates $\mathcal{Q}$ expansion joint
(C) Indicates construction joint
F.F. denotes Front Face
B.F. denotes Back Face
E.F. denotes Each Face

MODEL: \$MODELNAME\$
FILE NAME: \$FILEL\$



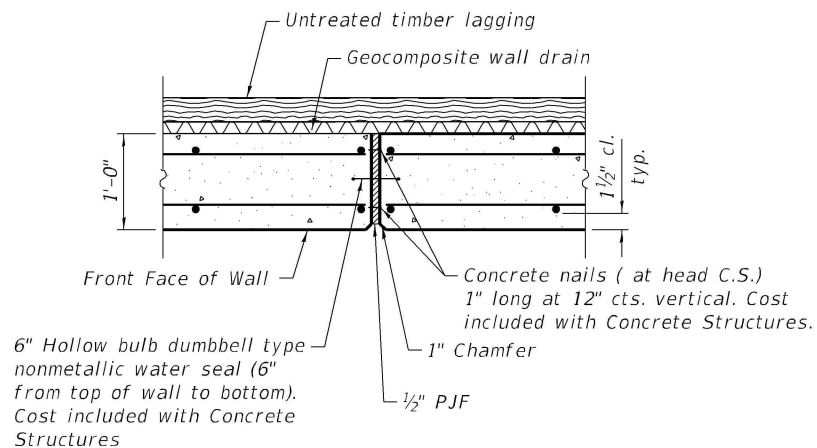
USER NAME =	DESIGNED - MLC	REVISED -
CHECKED - MMC	REVISED -	
PLOT SCALE =	DRAWN - MLC	REVISED -
PLOT DATE =	CHECKED - MMC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

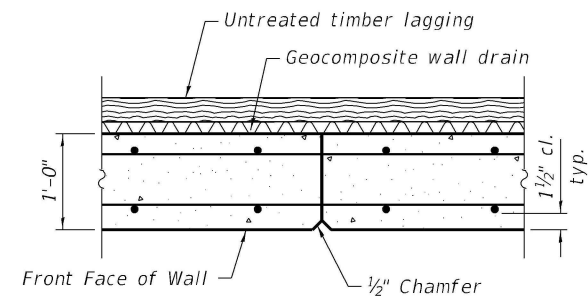
PLAN AND ELEVATION
STRUCTURE NO. 046-W8805

SHEET SD-8 OF SD-20 SHEETS

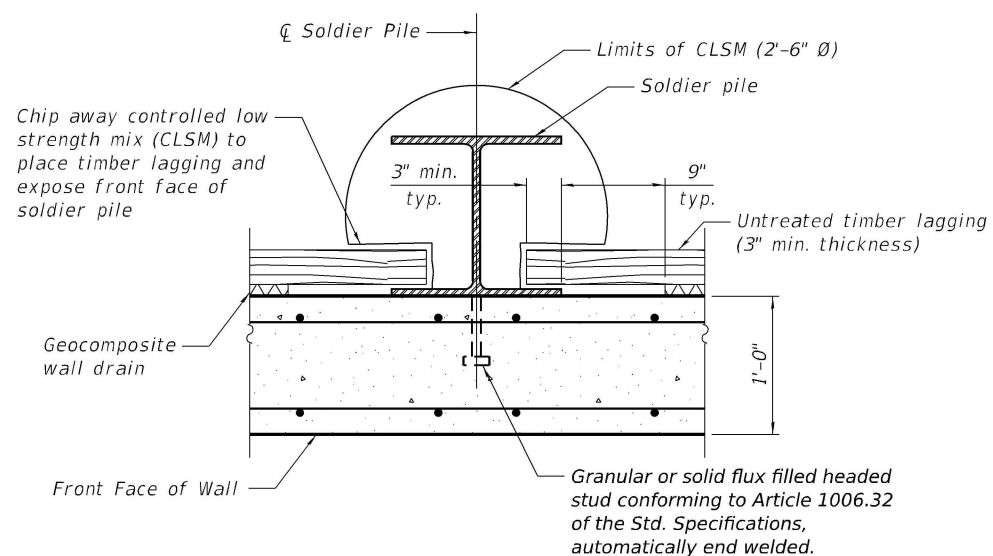
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	784
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



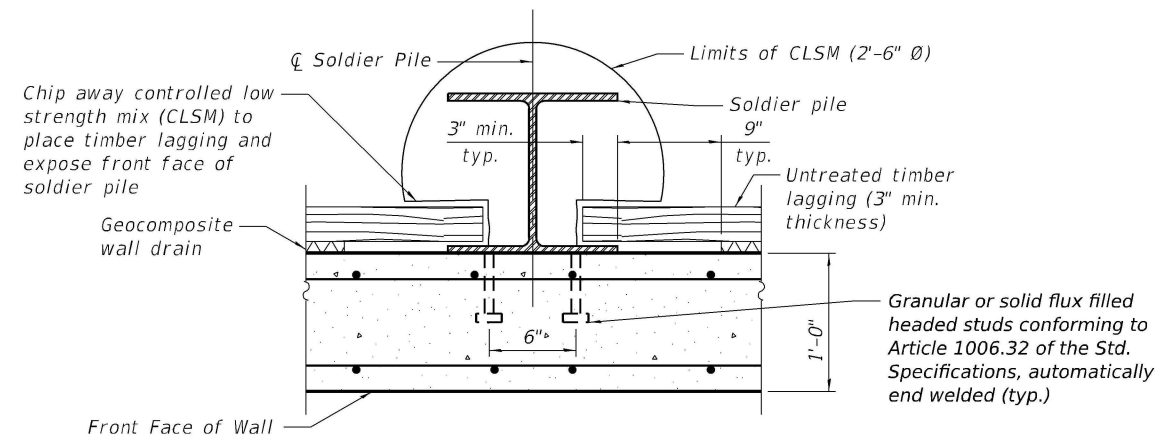
SOLDIER PILE WALL EXPANSION JOINT DETAIL



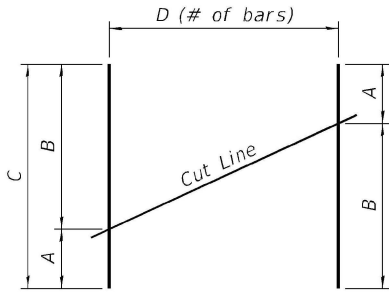
SOLDIER PILE WALL CONSTRUCTION JOINT DETAIL



TYPICAL SECTION THRU SOLDIER PILE WITH SINGLE STUD



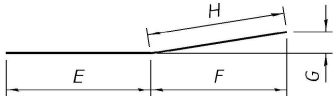
TYPICAL SECTION THRU SOLDIER PILE WITH DOUBLE STUDS



FIELD CUTTING DIAGRAM

Order full length. Cut as shown and use remainder of bars in opposite face of wall.

Bar	A	B	C	D
h1(E)	4'-6"	25'-4"	29'-10"	11
h17(E)	2'-2 ³ / ₄ "	11'-7 ¹ / ₄ "	13'-10"	4
v(E)	2'-4 ³ / ₄ "	11'-4 ¹ / ₄ "	13'-9"	24
v2(E)	15'-2 ¹ / ₂ "	17'-4 ¹ / ₂ "	32'-7"	31
v3(E)	11'-8 ¹ / ₂ "	15'-2 ¹ / ₂ "	26'-11"	59
v4(E)	9'-2"	11'-8"	20'-10"	29
v5(E)	8'-6 ¹ / ₂ "	11'-9 ¹ / ₂ "	20'-4"	15
v6(E)	8'-8 ¹ / ₂ "	9'-1 ¹ / ₂ "	17'-10"	16
v7(E)	8'-3"	8'-8"	16'-11"	16
v8(E)	7'-9 ¹ / ₂ "	8'-2 ¹ / ₂ "	16'-0"	16
v9(E)	7'-4 ¹ / ₂ "	7'-9 ¹ / ₂ "	15'-2"	16
v10(E)	6'-9 ³ / ₄ "	7'-4 ¹ / ₄ "	14'-2"	16
v11(E)	6'-5 ³ / ₄ "	6'-9 ¹ / ₄ "	13'-3"	16
v12(E)	6'-0 ³ / ₄ "	6'-5 ¹ / ₄ "	12'-6"	16
v13(E)	5'-8 ¹ / ₂ "	6'-0 ¹ / ₂ "	11'-9"	16
v14(E)	5'-4"	5'-8"	11'-0"	16
v15(E)	4'-11 ¹ / ₂ "	5'-3 ¹ / ₂ "	10'-3"	16
v16(E)	4'-7"	4'-11"	9'-6"	16
v17(E)	4'-2 ¹ / ₂ "	4'-6 ¹ / ₂ "	8'-9"	16
v18(E)	3'-7"	4'-2"	7'-9"	31
v19(E)	3'-4"	3'-7"	6'-11"	31



BAR BENDING DIAGRAM

Bar	E	F	G	H
d101(E)	1'-4"	0'-1 ⁵ / ₈ "	1'-0 ⁷ / ₈ "	1'-1"
h(E)	25'-10"	2'-0 ³ / ₈ "	0'-11 ⁵ / ₈ "	2'-3"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d101(E)	618	#5	2'-5"	
h(E)	2	#5	28'-1"	
h1(E)	11	#5	29'-10"	=====
h2(E)	2	#5	18'-3"	=====
h3(E)	2	#5	4'-6"	=====
h4(E)	2	#5	25'-8"	=====
h5(E)	36	#5	30'-0"	=====
h6(E)	2	#5	15'-4"	=====
h7(E)	60	#5	31'-3"	=====
h8(E)	4	#5	26'-1"	=====
h9(E)	4	#5	38'-8"	=====
h10(E)	4	#5	32'-6"	=====
h11(E)	4	#5	26'-5"	=====
h12(E)	2	#5	36'-11"	=====
h13(E)	2	#5	24'-9"	=====
h14(E)	2	#5	12'-6"	=====
h15(E)	6	#5	31'-4"	=====
h16(E)	2	#7	13'-11"	=====
h17(E)	4	#7	13'-10"	=====
h18(E)	24	#7	13'-7"	=====
h19(E)	56	#5	46'-8"	=====
h20(E)	92	#6	47'-1"	=====
h21(E)	20	#6	42'-4"	=====
* sp101(E)	2	#5	65'-5"	MMMM
* sp102(E)	5	#5	65'-4"	MMMM
* sp103(E)	1	#5	65'-3"	MMMM
* sp104(E)	1	#5	65'-6"	MMMM
* sp105(E)	1	#5	65'-7"	MMMM
* sp106(E)	1	#5	65'-9"	MMMM
* sp107(E)	1	#5	65'-10"	MMMM
* sp108(E)	1	#5	65'-11"	MMMM
* sp109(E)	1	#5	66'-0"	MMMM
* sp110(E)	1	#5	66'-2"	MMMM
* sp111(E)	1	#5	66'-3"	MMMM
* sp112(E)	3	#5	66'-4"	MMMM
* sp113(E)	3	#5	66'-5"	MMMM
* sp114(E)	2	#5	66'-6"	MMMM
* sp115(E)	1	#5	68'-0"	MMMM
* sp116(E)	1	#5	66'-9"	MMMM

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
v(E)	24	#5	13'-9"	=====
v1(E)	6	#5	11'-7"	=====
v2(E)	31	#5	32'-7"	=====
v3(E)	59	#5	26'-11"	=====
v4(E)	29	#5	20'-10"	=====
v5(E)	15	#5	20'-4"	=====
v6(E)	16	#5	17'-10"	=====
v7(E)	16	#5	16'-11"	=====
v8(E)	16	#5	16'-0"	=====
v9(E)	16	#5	15'-2"	=====
v10(E)	16	#5	14'-2"	=====
v11(E)	16	#5	13'-3"	=====
v12(E)	16	#5	12'-6"	=====
v13(E)	16	#5	11'-9"	=====
v14(E)	16	#5	11'-0"	=====
v15(E)	16	#5	10'-3"	=====
v16(E)	16	#5	9'-6"	=====
v17(E)	16	#5	8'-9"	=====
v18(E)	31	#5	7'-9"	=====
v19(E)	31	#5	6'-11"	=====
v20(E)	62	#5	3'-2"	=====
v21(E)	62	#5	3'-0"	=====
v22(E)	62	#5	2'-10"	=====
v23(E)	62	#5	2'-8"	=====
v24(E)	62	#5	2'-6"	=====
v25(E)	62	#5	2'-4"	=====
v26(E)	44	#5	2'-2"	=====
v100(E)	624	#9	35'-0"	=====
v101(E)	48	#9	30'-5"	=====
v102(E)	120	#9	30'-4"	=====
v103(E)	24	#9	30'-3"	=====
v104(E)	24	#9	30'-6"	=====
v105(E)	24	#9	30'-7"	=====
v106(E)	24	#9	30'-9"	=====
v107(E)	24	#9	30'-10"	=====
v108(E)	24	#9	30'-11"	=====
v109(E)	24	#9	31'-0"	=====
v110(E)	24	#9	31'-2"	=====
v111(E)	24	#9	31'-3"	=====
v112(E)	72	#9	31'-4"	=====
v113(E)	72	#9	31'-5"	=====
v114(E)	48	#9	31'-6"	=====
v115(E)	24	#9	33'-0"	=====
v116(E)	24	#9	31'-9"	=====

Structure Excavation	Cu. Yd.	280
Concrete Structures	Cu. Yd.	148.9
Stud Shear Connectors	Each	610
Reinforcement Bars, Epoxy Coated	Pound	201,590
Drilled Shaft in Soil	Cu. Yd.	725.2
Drilled Shaft in Rock	Cu. Yd.	69.0
Furnishing Soldier Piles (W Section)	Foot	1,573
Drilling and Setting Soldier Piles (in Soil)	Cu. Ft.	6,671
Untreated Timber Lagging	Sq. Ft.	1,439
Concrete Sealer	Sq. Ft.	4,089

* Length is height of spiral.

SOLDIER PILE TABLE

MARK	STA. (1-57)	OFFSET (1-57) (FT)	PILE SECTION	TOP OF PILE ELEVATION	TOP OF ENCASEMENT ELEVATION	PILE TIP ELEVATION	PILE LENGTH (FT)	STUDS			
								STUDS PER ROW	VERTICAL SPACING (IN)	TOP & BOTTOM DISTANCE (IN)	NUMBER OF ROWS
A1	193+63.59	75.62	W24X68	658.97	657.11	626.11	32.87	1	12	6	2
A2	193+70.63	75.55	W24X68	662.34	657.67	626.67	35.67	1	12	6	5
A3	193+77.64	75.49	W24X68	665.70	658.23	627.23	38.47	1	12	6	8
A4	193+84.66	75.43	W24X68	668.98	658.79	627.79	41.19	1	12	6	11
C1	195+05.51	60.58	W21X101	675.61	667.95	641.95	33.66	2	12	6	8
C2	195+11.65	60.60	W21X101	675.55	668.07	642.07	33.48	2	12	6	8
C3	195+17.80	60.61	W21X101	675.49	668.19	642.19	33.29	2	12	6	8
C4	195+23.94	60.63	W21X101	675.43	668.31	642.31	33.11	2	12	6	8
C5	195+30.08	60.65	W21X101	675.37	668.44	642.44	32.93	2	12	6	7
C6	195+36.09	60.66	W21X101	675.31	668.56	642.56	32.75	2	12	6	7
C7	195+42.10	60.68	W21X101	675.25	668.67	642.67	32.57	2	12	6	7
C8	195+48.12	60.69	W21X101	675.19	668.79	642.79	32.39	2	12	6	7
C9	195+54.13	60.71	W21X101	675.13	668.91	642.91	32.21	2	12	6	7
C10	195+60.14	60.72	W21X101	675.07	669.03	643.03	32.04	2	12	6	7
C11	195+66.15	60.73	W21X101	675.01	669.15	643.15	31.86	2	12	6	6
C12	195+72.16	60.74	W21X101	674.95	669.27	643.27	31.68	2	12	6	6
C13	195+78.18	60.75	W21X101	674.89	669.39	643.39	31.50	2	12	6	6
C14	195+84.19	60.76	W21X101	674.83	669.51	643.51	31.32	2	12	6	6
C15	195+90.20	60.77	W21X101	674.77	669.63	643.63	31.14	2	12	6	6
C16	195+96.70	60.77	W21X101	674.71	669.76	643.76	30.95	2	12	6	5
C17	196+03.72	60.77	W21X83	674.62	669.86	648.86	25.77	2	6	4	10
C18	196+11.73	60.77	W21X83	674.52	669.95	648.95	25.57	2	6	4	9
C19	196+19.75	60.77	W21X83	674.41	670.04	649.04	25.37	2	6	4	9
C20	196+26.26	60.77	W21X83	674.33	670.12	649.12	25.21	2	6	4	9
C21	196+34.28	60.76	W21X83	674.23	670.21	649.21	25.02	2	6	4	8
C22	196+42.30	60.75	W21X83	674.12	670.30	649.30	24.82	2	6	4	8
C23	196+50.31	60.75	W21X83	674.02	670.40	649.40	24.62	2	6	4	7
C24	196+56.33	60.76	W21X83	673.94	670.47	649.47	24.47	2	6	4	7
C25	196+64.34	60.75	W21X83	673.84	670.56	649.56	24.28	2	6	4	7
C26	196+72.36	60.73	W21X83	673.73	670.65	649.65	24.08	2	6	4	6
C27	196+80.37	60.72	W21X83	673.63	670.74	649.74	23.88	2	6	4	6
C28	196+86.39	60.70	W21X83	673.55	670.81	649.81	23.74	2	6	4	6
C29	196+94.40	60.68	W21X83	673.45	670.91	649.91	23.54	2	6	4	5
C30	197+02.42	60.65	W21X83	673.34	671.00	650.00	23.34	2	6	4	5
C31	197+10.43	60.63	W21X83	673.22	671.00	650.00	23.22	2	6	4	5
C32	197+16.44	60.60	W21X83	673.13	671.00	650.00	23.13	2	6	4	4
C33	197+24.46	60.57	W21X83	673.01	671.00	650.00	23.01	2	6	4	4
C34	197+32.47	60.57	W21X62	672.86	670.90	649.90	22.97	2	6	4	4
C35	197+40.47	60.57	W21X62	672.71	670.79	649.79	22.92	2	6	4	4
C36	197+48.46	60.57	W21X62	672.56	670.68	649.68	22.88	2	6	4	4
C37	197+58.46	60.57	W21X62	672.38	670.54	649.54	22.83	2	6	4	4
C38	197+68.46	60.57	W21X62	672.19	670.40	649.40	22.78	2	6	4	4
C39	197+78.46	60.57	W21X62	672.00	670.27	649.27	22.73	2	6	4	4
C40	197+88.46	60.57	W21X62	671.81	670.13	649.13	22.68	2	6	4	4
C41	197+98.46	60.57	W21X62	671.62	669.99	648.99	22.63	2	6	4	3
C42	198+08.46	60.57	W21X62	671.44	669.86	648.86	22.58	2	6	4	3
C43	198+18.46	60.57	W21X62	671.25	669.72	648.72	22.53	2	6	4	3
C44	198+28.46	60.57	W21X62	671.06	669.58	648.58	22.48	2	6	4	3
C45	198+38.46	60.57	W21X62	670.87	669.45	648.45	22.43	2	6	4	3
C46	198+48.46	60.57	W21X62	670.69	669.31	648.31	22.38	2	6	4	3
C47	198+58.46	60.57	W21X62	670.50	669.17	648.17	22.33	2	6	4	3
C48	198+68.46	60.57	W21X62	670.31	669.03	648.03	22.28	2	6	4	3
C49	198+78.46	60.57	W21X62	670.12	668.90	647.90	22.23	2	6	4	3
C50	198+88.46	60.57	W21X62	669.94	668.76	647.76	22.17	2	6	4	3
C51	198+98.46	60.57	W21X62	669.75	668.62	647.62	22.12	2	6	4	2
C52	199+08.46	60.57	W21X62	669.56	668.49	647.49	22.07	2	6	4	2
C53	199+18.46	60.57	W21X62	669.37	668.35	647.35	22.02	2	6	4	2
C54	199+28.73	60.57	W21X62	669.18	668.21	647.21	21.97	2	6	4	2
C55	199+38.73	60.57	W21X62	668.99	668.07	647.07	21.92	2	6	4	2

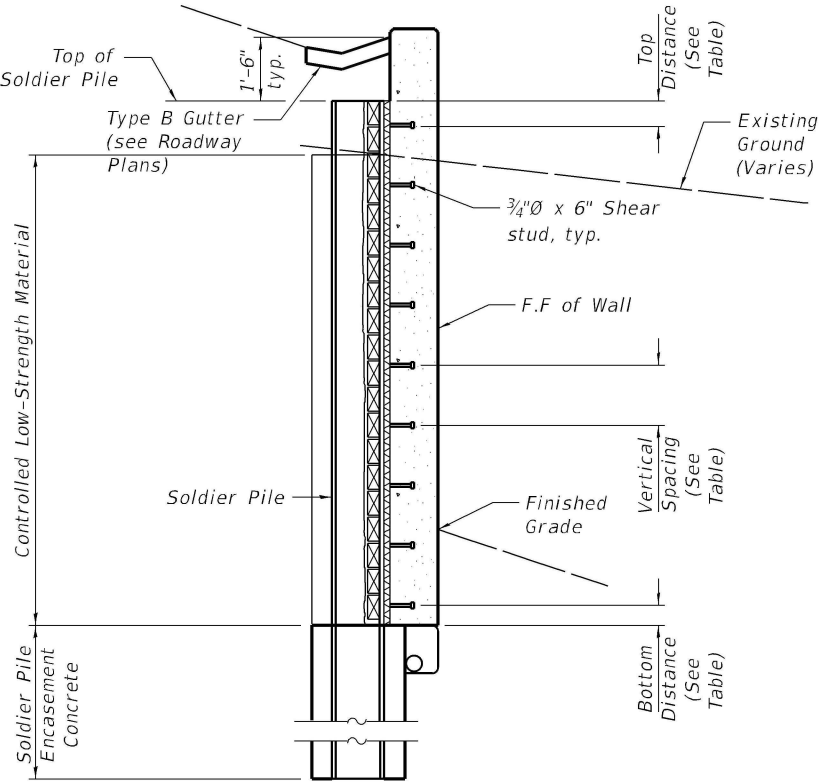
PILE ENCASEMENT DIAMETER

2'-6" Ø (All Piles)

Note:
Stations and offsets in tables are measured from C F.A.I. 57 to center of soldier pile or drilled shaft.

DRILLED SHAFT TABLE

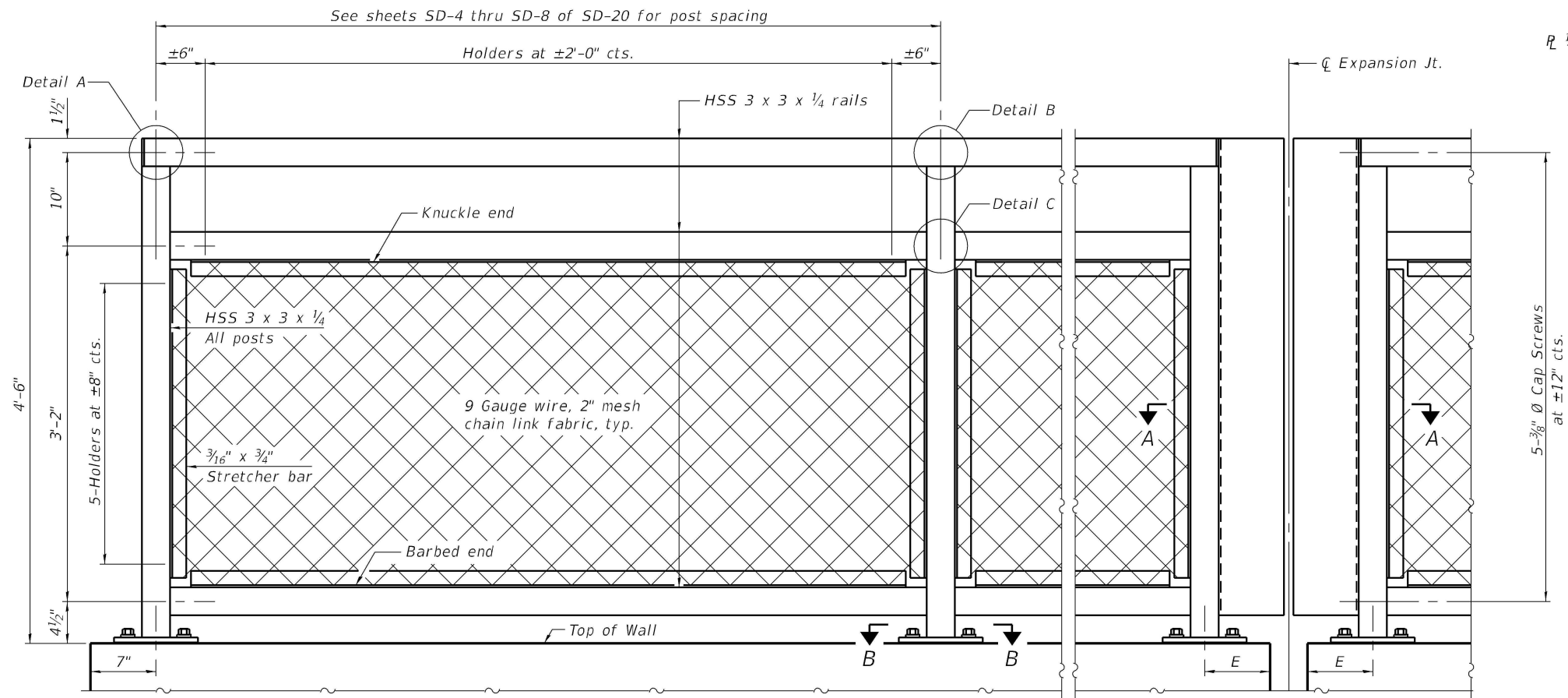
MARK	STATION (1-57)	OFFSET (1-57) (FEET)	TOP OF DRILLED SHAFT ELEV. (FEET)	TOP OF WALL ELEV. (FEET)	FINISHED GRADE ELEV. AT FRONT FACE (FEET)	BOTTOM OF WALL ELEV. (FEET)	TOP OF ROCK ELEV. (FEET)	DRILLED SHAFT IN SOIL (FEET)	DRILLED SHAFT IN ROCK (FEET)	VERTICAL REINFORCEMENT BARS	SPIRAL REINFORCEMENT BARS	SHAFT TO FACING ANCHORS
B1	193+89.71	74.48	674.73	676.40	660.96	658.96	615.98	58.75	6.98	24-#9 v100(E) & v101(E)	1-#5 sp101(E)	2x16 at 12" cts.
B2	193+94.72	74.43	674.71	676.37	661.30	659.30	615.93	58.78	6.93	24-#9 v100(E) & v102(E)	1-#5 sp102(E)	2x15 at 12" cts.
B3	193+99.74	74.38	674.68	676.35	661.63	659.63	615.87	58.81	6.87	24-#9 v100(E) & v102(E)	1-#5 sp102(E)	2x15 at 12" cts.
B4	194+04.76	74.33	674.66	676.32	661.96	659.96	615.81	58.84	6.81	24-#9 v100(E) & v102(E)	1-#5 sp102(E)	2x15 at 12" cts.
B5	194+09.78	74.28	674.63	676.30	662.30	660.30	615.76	58.88	6.76	24-#9 v100(E) & v102(E)	1-#5 sp102(E)	2x14 at 12" cts.
B6	194+14.79	74.23	674.61	676.27	662.63	660.63	615.70	58.91	6.70	24-#9 v100(E) & v103(E)	1-#5 sp103(E)	2x14 at 12" cts.
B7	194+19.31	73.83	674.64	676.30	662.96	660.96	615.65	58.99	6.65	24-#9 v100(E) & v102(E)	1-#5 sp102(E)	2x14 at 12" cts.
B8	194+24.04	73.04	674.74	676.41	663.36	661.36	615.59	59.15	6.59	24-#9 v100(E) & v101(E)	1-#5 sp101(E)	2x13 at 12" cts.
B9	194+28.76	72.24	674.85	676.51	663.75	661.75	615.54	59.31	6.54	24-#9 v100(E) & v104(E)	1-#5 sp104(E)	2x13 at 12" cts.
B10	194+33.49	71.44	674.95	676.62	664.14	662.14	615.48	59.46	6.48	24-#9 v100(E) & v105(E)	1-#5 sp105(E)	2x13 at 12" cts.
B11	194+38.21	70.64	675.05	676.72	664.53	662.53	615.43	59.62	6.43	24-#9 v100(E) & v106(E)	1-#5 sp106(E)	2x13 at 12" cts.
B12	194+42.93	69.85	675.16	676.82	664.92	662.92	615.38	59.78	6.38	24-#9 v100(E) & v107(E)	1-#5 sp107(E)	2x12 at 12" cts.
B13	194+47.87	69.01	675.27	676.93	665.33	663.33	615.32	59.95	6.32	24-#9 v100(E) & v108(E)	1-#5 sp108(E)	2x12 at 12" cts.
B14	194+52.60	68.21	675.37	677.04	665.72	663.72	615.27	60.10	6.27	24-#9 v100(E) & v109(E)	1-#5 sp109(E)	2x12 at 12" cts.
B15	194+57.32	67.41	675.47	677.14	666.11	664.11	615.21	60.26	6.21	24-#9 v100(E) & v110(E)	1-#5 sp110(E)	2x11 at 12" cts.
B16	194+62.04	66.61	675.58	677.24	666.51	664.51	615.16	60.42	6.16	24-#9 v100(E) & v111(E)	1-#5 sp111(E)	2x11 at 12" cts.
B17	194+66.77	65.81	675.68	677.35	666.90	664.90	615.10	60.58	6.10	24-#9 v100(E) & v112(E)	1-#5 sp112(E)	2x11 at 12" cts.
B18	194+71.49	65.00	675.79	677.45	667.29	665.29	615.05	60.74	6.05	24-#9 v100(E) & v113(E)	1-#5 sp113(E)	2x10 at 12" cts.
B19	194+76.43	64.16	675.85	677.52	667.70	665.70	614.99	60.86	5.99	24-#9 v100(E) & v114(E)	1-#5 sp114(E)	2x10 at 12" cts.
B20	194+81.15	63.36	675.81	677.48	668.09	666.09	614.94	60.87	5.94	24-#9 v100(E) & v114(E)	1-#5 sp114(E)	2x10 at 12" cts.
B21	194+85.87	62.55	675.77	677.44	668.48	666.48	614.89	60.89	5.89	24-#9 v100(E) & v113(E)	1-#5 sp113(E)	2x9 at 12" cts.
B22	194+90.59	61.75	675.74	677.40	668.87	666.87	614.83	60.90	5.83	24-#9 v100(E) & v113(E)	1-#5 sp113(E)	2x9 at 12" cts.
B23	194+95.31	60.94	675.70	677.36	669.26	667.26	614.78	60.92	5.78	24-#9 v100(E) & v112(E)	1-#5 sp112(E)	2x8 at 12" cts.
B24	195+00.03	60.13	675.66	677.32	669.65	667.65	614.72	60.93	5.72	24-#9 v100(E) & v112(E)	1-#5 sp112(E)	2x8 at 12" cts.
D1	193+87.11	65.34	677.32	678.99	670.26	667.65	616.01	61.31	7.01	24-#9 v100(E) & v115(E)	1-#5 sp115(E)	2x11 at 10" cts.
D2	193+88.37	70.18	676.12	677.79	670.26	667.65	616.00	60.12	7.00	24-#9 v100(E) & v116(E)	1-#5 sp116(E)	2x10 at 10" cts.



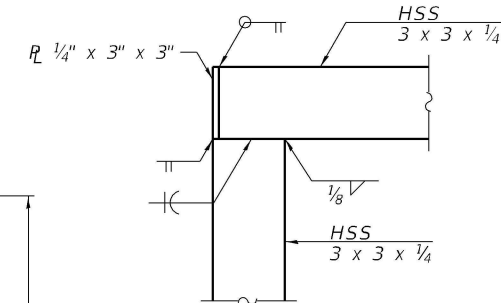
SOLDIER PILE WALL SECTION
SHOWING SHEAR STUD SPACING

WALL JOINT TABLE

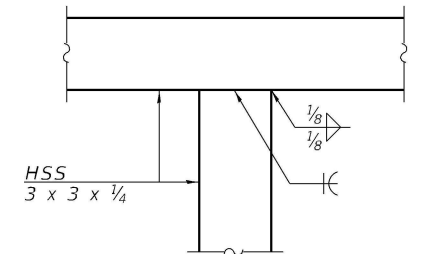
STATION (1-57)	TOP OF WALL ELEV.	BOTTOM OF WALL ELEV.	JOINT TYPE
193+86.98	670.65	658.98	Expansion
194+17.33	676.26	660.80	Construction
194+45.90	676.89	663.17	Expansion
194+74.45	677.52	665.53	Construction
195+03.00	677.30	667.90	Expansion
195+33.06	677.00	668.50	Construction



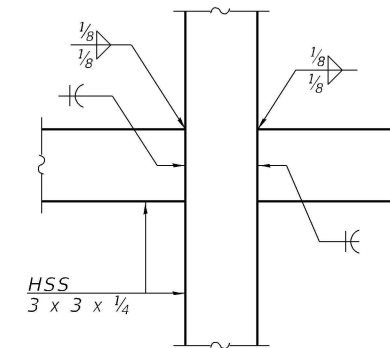
ELEVATION BICYCLE RAILING
(Inside face)



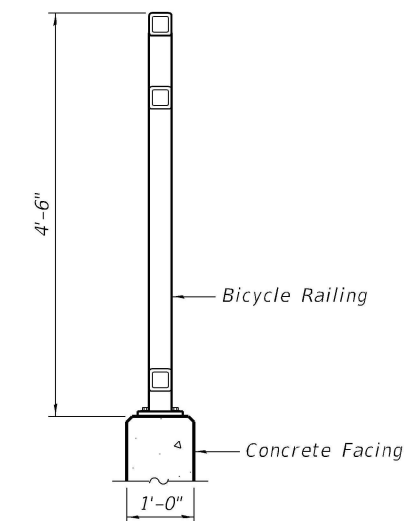
DETAIL A



DETAIL B



DETAIL C



SECTION THRU WALL

RAILING CRITERIA

Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

(Sheet 1 of 2)

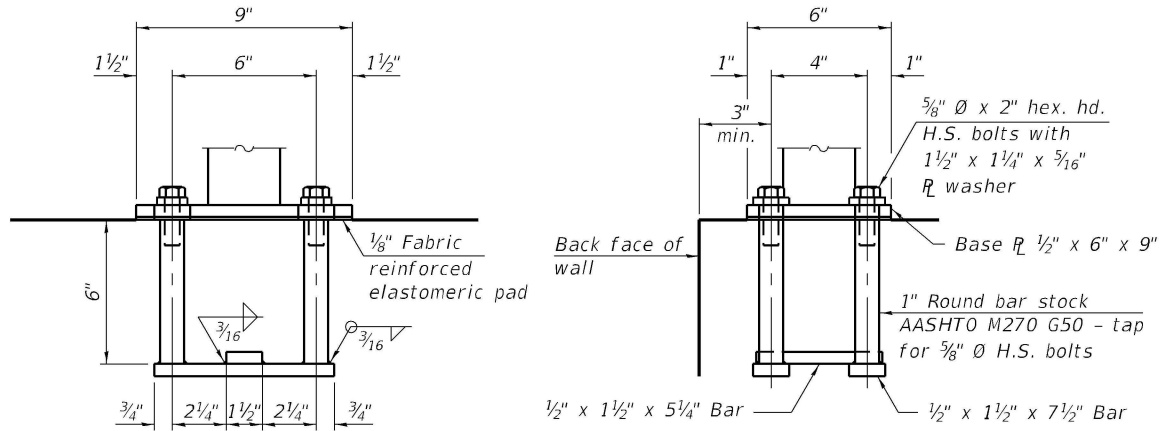
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING 1 OF 2
STRUCTURE NO. 046-W8805

SHEET SD-13 OF SD-20 SHEETS

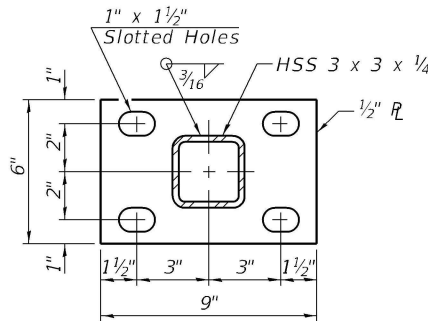
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	789
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

USER NAME =	DESIGNED - MLC	REVISED -
CHECKED - MMC	REVISED -	
PLOT SCALE =	DRAWN - MLC	REVISED -
PLOT DATE =	CHECKED - MMC	REVISED -

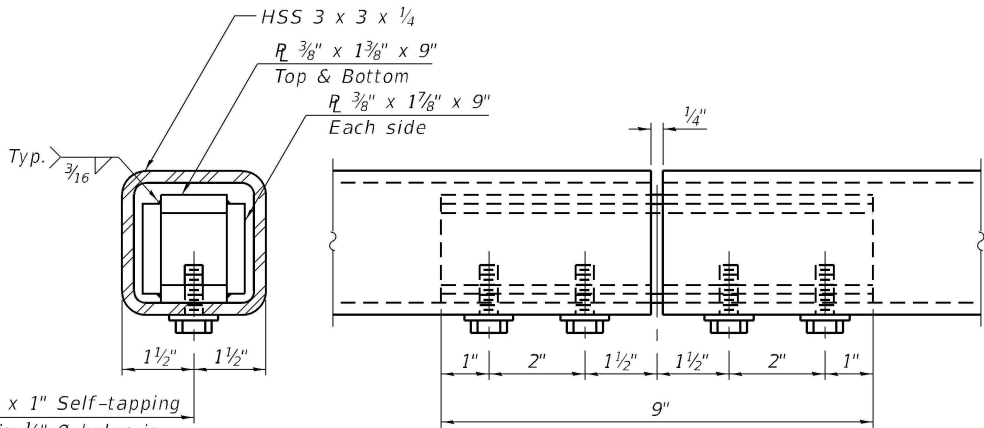


ANCHORAGE ASSEMBLY

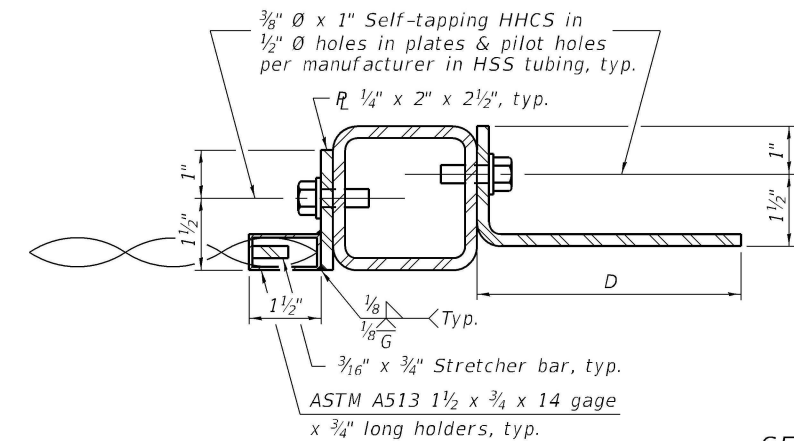
The Bicycle Railing fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates. In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



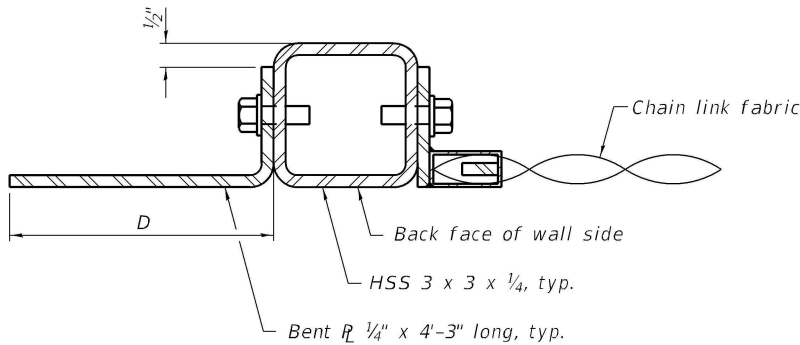
SECTION B-B



MATERIAL SPLICE



SECTION A-A



Notes:
Place reinforcement bars to miss anchor rod locations.
CVN testing is not required for the HSS tubing used in the Bicycle Railing.
All heavy hex nuts shall be according to ASTM A 563 grade DH.
All fully threaded anchor rods shall be ASTM F1554 grade 105.
The post base plate shall be fastened to the wall snug tight and given an additional 1/8" turn.
Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
See sheets SD-9 and SD-10 of SD-20 for dimensions of concrete openings at expansion joints.

TABLE OF DIMENSIONS

Location	D	E
Over Wall Jt.	7 1/4"	7"

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	598

(Sheet 2 of 2)

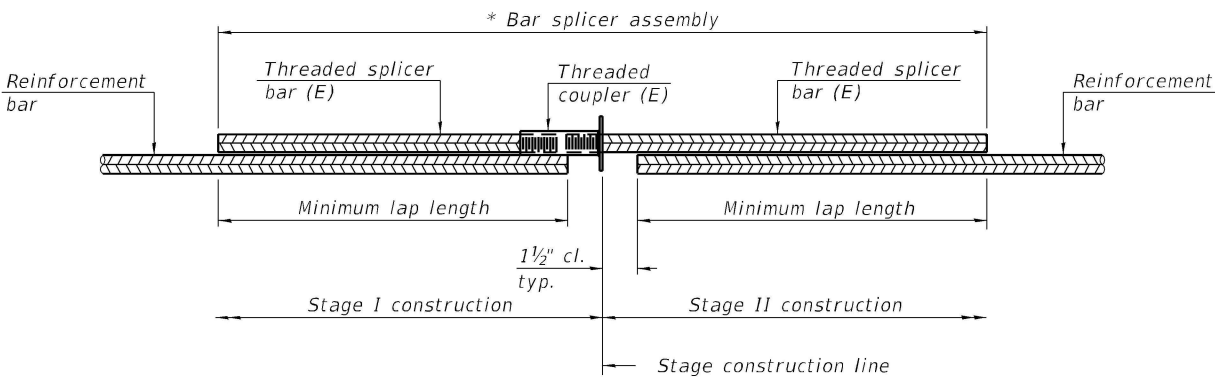
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING 2 OF 2
STRUCTURE NO. 046-W8805

SHEET SD-14 OF SD-20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	790
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

USER NAME =	DESIGNED - MLC	REVISED -
	CHECKED - MMC	REVISED -
PLOT SCALE =	DRAWN - MLC	REVISED -
PLOT DATE =	CHECKED - MMC	REVISED -

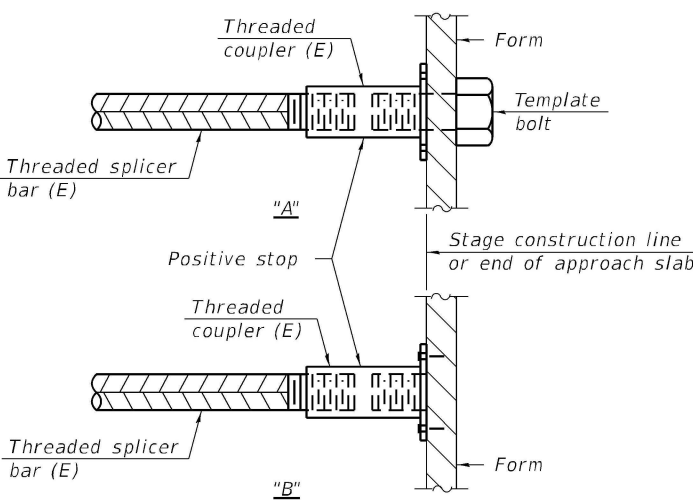


STANDARD BAR SPLICER ASSEMBLY PLAN
(All components shall be provided from one supplier)

Threaded splicer bar length = min. lap length + 1½" + thread length

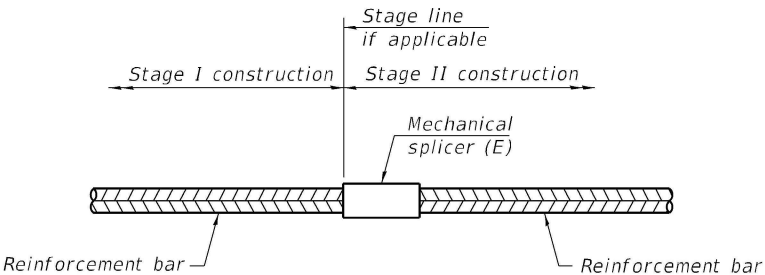
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length



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
Drilled Shafts	#9	624

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.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: \$MODELNAME\$
FILE NAME: \$FILEL\$

BSD-1

1-1-2020



USER NAME =	DESIGNED - MMC	REVISED -
	CHECKED - MLC	REVISED -
PLOT SCALE =	DRAWN - MMC	REVISED -
PLOT DATE =	CHECKED - MLC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 046-W8805**

SHEET SD-15 OF SD-20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	791
CONTRACT NO. 66863				
		ILLINOIS	FED. AID PROJECT	

Illinois Department of Transportation

Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 8/27/13

Retaining Wall in Southwest Quadrant of I-57 & IL
17 Interchange in Kankakee

ROUTE I-57 (FAI 57) DESCRIPTION

LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM.

Latitude 41.117798, Longitude -87.835799

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. BH 24
Station 195+19.71
Offset 106.7 ft Rt.
Ground Surface Elev. 673.50 ft

D E P T H
B L O W S
U C S
M O I S T
Qu T

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft
Groundwater Elev.:
First Encounter 613.5 ft
Upon Completion 626.0 ft
After _____ Hrs. _____ ft

D E P T H
B L O W S
U C S
M O I S T
Qu T

Hard to Very Stiff Gray Silty Clay
(continued)

8
9
13
5.0
21
B

End of Boring

613.00 100/6 11

623.50 -50

Hard to Very Stiff Gray Silty Clay
Loam with Silt Layers

8
10
12
5.0
19
S

-70

614.50

Dense Gray Limestone -
Weathered in top 1'

10
12
16
7.4
18
S

-60

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation

Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 8/27/13

ROUTE I-57 (FAI 57) DESCRIPTION Retaining Wall in Southwest Quadrant of I-57 & IL 17 Interchange in Kankakee LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM.

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. BH 25
Station 196+03.11
Offset 104.9 ft Rt.
Ground Surface Elev. 672.98 ft

DEPTH TH	LOG S	UCS Qu	MOIST T
(ft)	(/6")	(tsf)	(%)

Surface Water Elev.	ft
Stream Bed Elev.	ft
Groundwater Elev.:	
First Encounter	615.0 ft
Upon Completion	618.0 ft
After	Hrs.

DEPTH TH	LOG S	UCS Qu	MOIST T
(ft)	(/6")	(tsf)	(%)

Augered Bituminous Shoulder,
Brown & Gray Silty Clay Loam Fill

Hard Brown & Gray Silty Clay
(continued)

Very Stiff Gray & Brown Silty Clay
Loam Fill

Hard to Very Stiff Gray Silty Clay

Hard Brown & Gray 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)

Illinois Department of Transportation

Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 8/27/13

Retaining Wall in Southwest Quadrant of I-57 & IL
17 Interchange in Kankakee

ROUTE I-57 (FAI 57)

DESCRIPTION

LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR

LOCATION NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM.

Latitude 41.11757, Longitude -87.835788

COUNTY Kankakee

DRILLING METHOD

Hollow Stem Auger

HAMMER TYPE

CME Automatic

STRUCT. NO. _____

Station _____

BORING NO. _____

Station BH 25

Offset 196+03.11

Ground Surface Elev. 104.9 ft Rt.

D
E
P
T
H

B
L
O
W
S

U
C
S

M
O
I
S
T

Qu
T

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.: _____ ft

First Encounter _____ ft

Upon Completion _____ ft

After _____ Hrs.

D
E
P
T
H

B
L
O
W
S

U
C
S

M
O
I
S
T

Qu
T

Hard to Very Stiff Gray Silty Clay
(continued)

4
8
12

4.6
B

26

Dense Gray Limestone 612.65

End of Boring

100/4
9

623.98

Hard to Very Stiff Gray Silty Clay
Loam with Silt Layers & Silty
Loam Layers

4
5
6

4.0
P
21

▽ -55

8
10
12

4.5
P
13

▼

612.98 -60

-75

-80

SOIL BORING I-57 & IL 17 INTERCHANGE GPA IL DOT.GDT 020117

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)

Note:
For location of soil borings, see Sheet SD-1 of SD-20.

Page 1 of 2Date 8/29/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	17 Interchange in Kankakee	LOGGED BY	Larry Myers
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SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** NE 1/4, **SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,**

COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
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[illegible]

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)

Page 2 of 2

Date 8/29/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	17 Interchange in Kankakee	LOGGED BY	Larry Myers
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SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,

COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
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[illegible]

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)

Note:
For location of soil borings, see Sheet SD-1 of SD-20.

Benchmark: Survey Point 218, Northing 1619377.167, Easting 1121422.7119, Iron Rod in existing shoulder located approximately 7 ft. south of existing bridge Southwest Abutment wingwall. Elevation 642.00.

Existing Structure: The existing structure (SN 046-0005) originally constructed in 1953 as part of FA Route 26, Section 139 SB and 139 SF, carries the KBSR over F.A.I. 57 (Interstate 57). The structure is a two span symmetrical plate girder with a back-to-back of abutment length of 143 ft. and an out-to-out deck width of 20 ft. The skew angle of the structure is 55°-19' right forward with respect to the railroad centerline. The superstructure consists of a ¾ inch thick steel floor plate on seven (7) steel plate girders supporting an aggregate ballast, timber ties, and track. The plate girders are 42 in. web depth. The aggregate ballast is restrained by reinforced concrete parapets on the outside of the superstructure. Steel parapet railing is also located on the top of the concrete parapets. Reinforced concrete beam skirts are included on both sides of the superstructure to protect and conceal the steel girders. The substructure units consist of reinforced concrete closed abutments and center pier. The abutments included 59 ft. long wingwalls which are aligned parallel to F.A.I. 57. All of the substructure units are founded on spread footings. The rail line will be closed during construction. Traffic on under-passing F.A.I. 57 shall be staged.

Salvage: No Salvage

DESIGN SPECIFICATIONS

A.R.E.M.A. 2023 Manual for Railway Engineering
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition
Max. Live Load plus Impact deflection
Criteria for Railroad Superstructure L/640

CONSTRUCTION SPECIFICATIONS

IDOT "Standard Specifications for Road and Bridge Construction", adopted January 2022, and the Supplemental Specifications and Recurring Special Provisions adopted January 1, 2026.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.073g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.125g
Soil Site Class = C

DESIGN STRESSES

f_c = 3,500 psi
 f_y = 60,000 psi (Reinforcement)
 f_y = 50,000 psi (ASTM A709 Grade 50)

DESIGN LOADING

Cooper E-80 or Alternate Load plus Impact without Hammer Blow
2 ft. Maximum Ballast

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Mark Sheffer
ENGINEER OF BRIDGES & STRUCTURES

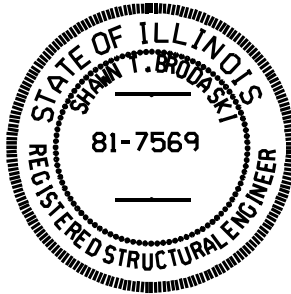
NOTES:

1. For section A-A, see sheet SR-2.



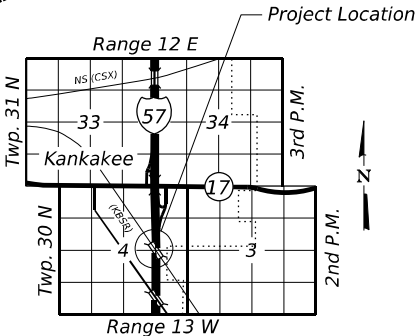
Signature and Seal Apply to Drawings:
SR-1 - SR-29 & SR-42 - SR-46

Expiration Date: 11/30/2026



Signature and Seal Apply to Drawings:
SR-30 - SR-41 & SR-47 - SR-49

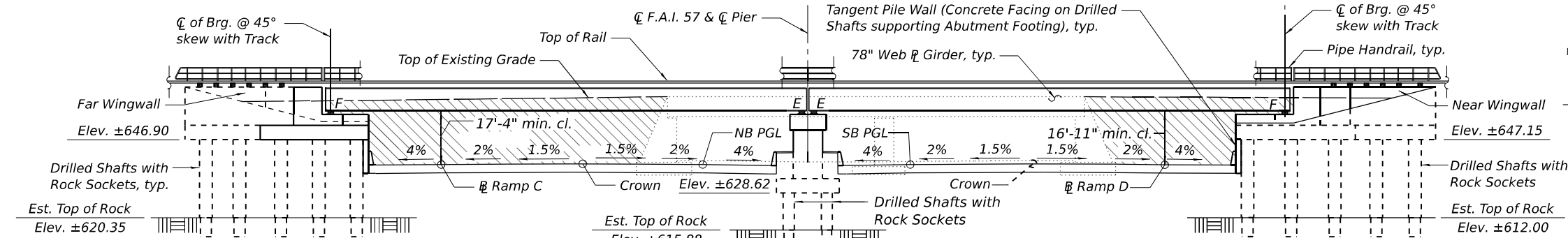
Shawn T. Brodski
4/24/2026
Expiration Date: 11/30/2026



LOCATION SKETCH

GENERAL PLAN AND ELEVATION

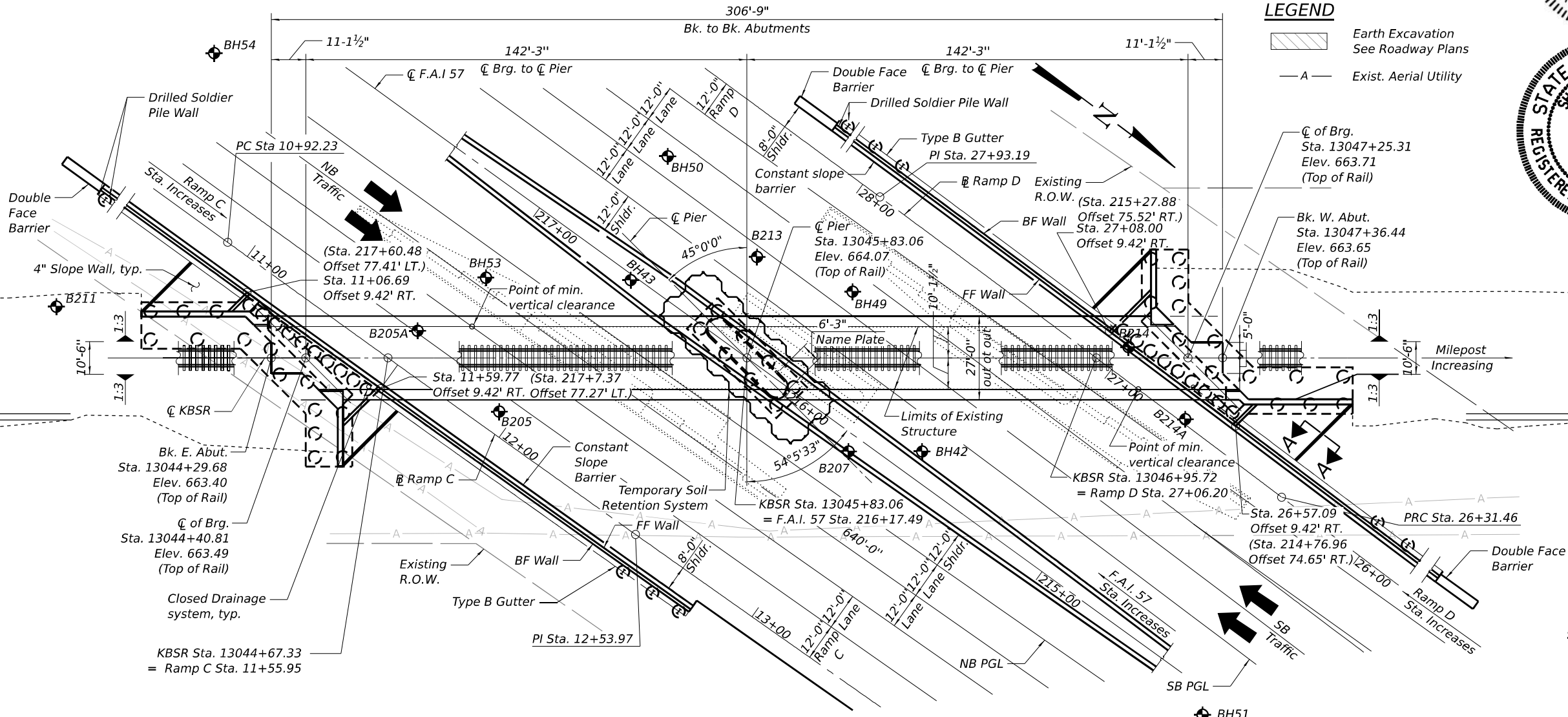
KANKAKEE, BEAVERVILLE &
SOUTHERN RR (KBSR)
OVER INTERSTATE 57
F.A.I. ROUTE 57
SEC. (46-3)R, HBK-1 & [(46-3)HB-5]HB-1
STATION 216+17.49
STRUCTURE NO. 046-9904
KANKAKEE COUNTY



ELEVATION

LEGEND

Earth Excavation
See Roadway Plans
— A — Exist. Aerial Utility



PLAN



USER NAME	= SALASL
DESIGNED	- CCE
APPROVED	- KK
PLOT SCALE	= 0.166666" / IN.
PLOT DATE	= 4/23/2026
DRAWN	- MSH
CHECKED	- KK

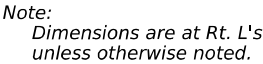
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 046-9904

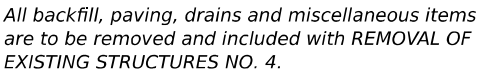
SHEET SR-1 OF SR-49 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R, HBK-1 & [(46-3)HB-5]HB-1	KANKAKEE	1183	797
				CONTRACT NO. 66863
ILLINOIS / FED. AID PROJECT				

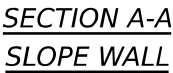


SECTION THRU ABUTMENT
(Perpendicular to ∇ Brg. at Abutment)

<u>HORIZONTAL CURVE DATA - F.A.I. 57</u>				
<u>F.A.I. 57</u>	<u>RAMP C</u>	<u>RAMP C</u>	<u>RAMP D</u>	<u>RAMP D</u>
<u>PROPOSED CURVE PR 57 9</u>	<u>PROPOSED CURVE C.8</u>	<u>PROPOSED CURVE C.5</u>	<u>PROPOSED CURVE D.11</u>	<u>PROPOSED CURVE D.12</u>
P.I. Sta. = 221+05.20	P.I. Sta. = 12+53.97	P.I. Sta. = 7+62.70	P.I. Sta. = 24+70.70	P.I. Sta. = 27+93.19
$\Delta = 1^\circ 11' 49''$ (RT)	$\Delta = 1^\circ 09' 17''$ (LT)	$\Delta = 1^\circ 11' 49''$ (RT)	$\Delta = 1^\circ 09' 17''$ (RT)	$\Delta = 1^\circ 9' 17''$ (LT)
$D = 0^\circ 17' 11''$	$D = 0^\circ 21' 25''$	$D = 0^\circ 17' 15''$	$D = 0^\circ 21' 33''$	$D = 0^\circ 21' 25''$
$R = 20,000.00'$	$R = 16,048.00'$	$R = 19,932.00'$	$R = 15,952.00'$	$R = 16,048.00'$
$T = 208.93'$	$T = 161.74'$	$T = 208.22'$	$T = 160.77'$	$T = 161.74'$
$L = 417.84'$	$L = 323.46'$	$L = 416.42'$	$L = 321.53'$	$L = 323.46'$
$E = 1.09'$	$E = 0.81'$	$E = 1.09'$	$E = 0.81'$	$E = 0.81'$
$e = NC$	$e = NC$	$e = NC$	$e = NC$	$e = NC$
$T.R. = NA$	$T.R. = NA$	$T.R. = NA$	$T.R. = NA$	$T.R. = NA$
$S.E. Run = NA$	$S.E. Run = NA$	$S.E. Run = NA$	$S.E. Run = NA$	$S.E. Run = NA$
$P.C. Sta. = 218+96.28$	$P.C. Sta. = 10+92.23$	$P.C. Sta. = 5+54.48$	$P.C. Sta. = 23+09.93$	$P.C. Sta. = 26+31.46$
$P.T. Sta. = 223+14.11$	$P.T. Sta. = 14+15.69$	$P.T. Sta. = 9+70.90$	$P.T. Sta. = 26+31.46$	$P.T. Sta. = 29+54.92$



EXISTING CONCRETE REMOVAL DETAIL



NAME PLATE
See Std. 515001



1. Fasteners shall be ASTM F3125 Grade A325 Type 1, hot-dip galvanized in uncoated metallized areas. Bolts shall be $\frac{3}{8}$ " Ø, unless otherwise noted. Bolt hole diameters to be $\frac{1}{16}$ " larger than the bolt diameter.
2. All structural steel shall be AASHTO M270 Grade 50. Calculated weight of structural steel (Bridge Only) = 1,882,850 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A706 Gr. 60. In addition, all reinforcement bars designated (E) shall be epoxy-coated in accordance with ASTM A775 specifications.
5. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
6. Granular backfill behind abutments shall be compacted according to Article 205.06 of the Standard Specifications.
7. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft). Adjustment shall be made either by grinding the surface or by shimming the bearings.
8. Concrete Sealer shall be applied to the designated areas of the pier, abutments, and walls. The Concrete Sealer shall be a 'film forming' type for horizontal surfaces.
9. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
10. All steel plate girders shall be metallized according to the Special Provision for Metallizing of Structural Steel. All steel diaphragms, walkway brackets, walkway support beams, steel checkered plate, and steel for HLMR bearing assemblies shall be hot-dip galvanized according to the Special Provision for Hot Dip Galvanizing for Structural Steel. See respective Special Provisions.
11. All reinforcing Steel for cast-in-place concrete shall have the following minimum cover, unless noted otherwise:
3" for concrete cast against and permanently exposed to earth.
2" for concrete exposed to earth or weather.
1½" for all other concrete.
12. Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.
13. A protective shield system shall be installed, in pre-stages of construction and traffic control, prior to removal of the existing bridge superstructure. The system shall extend from face of abutments to face of pier and full width of existing structure plus 2 ft beyond the fascias.
14. The Contractor is responsible for the design and performance of the lagging using no less than a 3 inch nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1,000 psi.
15. Contractor shall not scale dimensions from the contract plans for construction purposes. Scales shown are for information only.
16. No construction joints except those shown on the plans shall be allowed unless approved by the Engineer.
17. It shall be the Contractor's responsibility to verify the location of all utilities prior to starting construction. Contact J.U.L.I.E., 800-892-0123.

SR-1	General Plan and Elevation	
SR-2	General Data	
SR-3	General Notes, Index of Sheets, and Total BOM	
SR-4	Substructure Layout	
SR-5	Temporary Soil Retention System	
SR-6	Framing Plan	
SR-7	Girder Elevation	
SR-8	Superstructure Cross Section	
SR-9	Diaphragm Details	
SR-10	Deck Plate Plan	
SR-11	Deck Plate Details	
SR-12	Walkway Details	
SR-13	Deck Joint Details	
SR-14	Pipe Handrail Details	
SR-15	Deck Drainage System Details	
SR-16	Fixed HLMR Disc. Bearing Details	
SR-17	Guided Expansion HLMR Disc. Bearing Details	
SR-18	East Abutment Plan and Elevation	
SR-19	East Abutment Wingwall and Footing	
SR-20	East Abutment Drilled Shaft Wall Details	
SR-21	East Abutment Details	
SR-22	West Abutment Plan and Elevation	
SR-23	West Abutment Wingwall and Footing	
SR-24	West Abutment Drilled Shaft Wall Details	
SR-25	West Abutment Details	
SR-26	Slopedwall Details	
SR-27	Closure Wall Details	
SR-28	Pier Plan and Elevation	
SR-29	Pier Footing and Details	
SR-30	General Plan and Elevation Ramp C Wall	
SR-31	General Plan and Elevation Ramp D Wall	
SR-32	Ramp C Soldier Pile Layout 1 of 2	
SR-33	Ramp C Soldier Pile Layout 2 of 2	
SR-34	Ramp D Soldier Pile Layout 1 of 2	
SR-35	Ramp D Soldier Pile Layout 2 of 2	
SR-36	Ramp C Pile Schedule	
SR-37	Ramp D Pile Schedule	
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SR-40	Typical Sections	1.
SR-41	Wall Joint and Misc. Details	
SR-42	Soil Boring Logs 1 of 8	2.
SR-43	Soil Boring Logs 2 of 8	
SR-44	Soil Boring Logs 3 of 8	3.
SR-45	Soil Boring Logs 4 of 8	
SR-46	Soil Boring Logs 5 of 8	
SR-47	Soil Boring Logs 6 of 8	4.
SR-48	Soil Boring Logs 7 of 8	
SR-49	Soil Boring Logs 8 of 8	5.

Item	Unit	Super	Sub	Total
Removal of Existing Structures No. 4	Each			1
Protective Shield	Sq. Yd.	316		316
Structure Excavation	Cu. Yd.		3,561	3,561
Concrete Structures	Cu. Yd.		1448.4	1448.4
Furnishing and Erecting Structural Steel	L. Sum	0.4		0.4
Stud Shear Connectors	Each		6,986	6,986
Reinforcement Bars, Epoxy Coated	Pound		720,760	720,760
Pipe Handrail	Foot	634		634
Slope Wall 4 Inch	Sq. Yd.		120	120
Name Plates	Each		1	1
Drilled Shaft In Soil	Cu. Yd.		720.3	720.3
Drilled Shaft In Rock	Cu. Yd.		192.9	192.9
Anchor Bolts, 3/4"	Each	104		104
Anchor Bolts, 1 1/2"	Each	96		96
Temporary Soil Retention System	Sq. Ft.		1,106	1,106
Furnishing Soldier Piles (W Section)	Foot		4,366	4,366
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.		30,839	30,839
Drilling and Setting Soldier Piles (In Rock)	Cu. Ft.		8,083	8,083
Untreated Timber Lagging	Sq. Ft.		7,453	7,453
Granular Backfill For Structures	Cu. Yd.		307	307
Concrete Sealer	Sq. Ft.		12,628	12,628
Geocomposite Wall Drain	Sq. Yd.		1,242	1,242
Pipe Underdrains for Structures 4"	Foot		764	764
Pipe Underdrains for Structures 6"	Foot		200	200
Steel Checkered Plate Walkway	Sq. Ft.	1,913		1,913
Crosshole Sonic Logging Access Ducts	Foot		2,088	2,088
Crosshole Sonic Logging Testing	Each		12	12
High Load Multi-Rotational Bearings, Disc, Fixed-500K	Each	12		12
High Load Multi-Rotational Bearings, Disc, Guided Expansion-500K	Each	12		12
Drainage System (Special)	L. Sum	1		1
Membrane Waterproofing (Special)	Sq. Ft.	6,979		6,979

SUGGESTED CONSTRUCTION SEQUENCE:

1. *Stage traffic on I-57 throughout the construction period to maintain flow and safety. Close the railroad track as per the agreements with the KB&S Railroad.*
2. *Remove the existing superstructure and existing east abutment.*
3. *Excavate at the east abutment location and install drilled shafts up to the bottom of the footing mat.*
4. *Construct concrete wall facing on the drilled shafts and up to the bottom of the abutment footing.*
5. *Pour abutment footing and complete the remaining east abutment and adjoining wingwalls.*
6. *Remove the existing west abutment and construct drilled shaft, concrete wall facing, and adjoining wingwalls, similar to the east abutment.*
7. *Remove part of the existing center pier shaft and footing that conflicts with the new pier layout. Remove remainder of the existing pier shaft to 2 ft below finished grade.*
8. *Install temporary soil retention system around the new pier layout and construct new pier drilled shafts.*
9. *Construct new center pier per plan.*
10. *Lift steel girders into place using cranes with intermittent full lane closures on I-57 during girder erection.*
11. *Install the new superstructure and track over the completed substructure.*

<i>B.</i>	<i>Baseline</i>	<i>B.F.</i>	<i>Back Face</i>
<i>CL</i>	<i>Centerline</i>	<i>cl.</i>	<i>Clearance</i>
<i>Abut.</i>	<i>Abutment</i>	<i>Ø</i>	<i>Diameter</i>
<i>const.</i>	<i>Constant</i>	<i>El.</i>	<i>Elevation</i>
<i>Conc.</i>	<i>Concrete</i>	<i>F</i>	<i>Flow Line</i>
<i>cts.</i>	<i>Centers</i>	<i>Ftg.</i>	<i>Footing</i>
<i>E.F.</i>	<i>Each Face</i>	<i>I.F.</i>	<i>Inside Face</i>
<i>Est.</i>	<i>Estimated</i>	<i>long.</i>	<i>Longitudinal</i>
<i>Exist.</i>	<i>Existing</i>	<i>Lt.</i>	<i>Left</i>
<i>F.F.</i>	<i>Front Face</i>	<i>Min.</i>	<i>Minimum</i>
<i>jt.</i>	<i>Joint</i>	<i>O.F.</i>	<i>Outside Face</i>
<i>Max.</i>	<i>Maximum</i>	<i>Prop.</i>	<i>Proposed</i>
<i>N.</i>	<i>North</i>	<i>rte.</i>	<i>Route</i>
<i>NB</i>	<i>North Bound</i>	<i>RET.</i>	<i>Retaining Wall</i>
<i>no.</i>	<i>Number</i>	<i>R.O.W.</i>	<i>Right of Way</i>
<i>PG</i>	<i>Profile Grade</i>	<i>Rt.</i>	<i>Right</i>
<i>req'd</i>	<i>Required</i>	<i>S.</i>	<i>South</i>
<i>sect.</i>	<i>Section</i>	<i>spa.</i>	<i>Spaces</i>
<i>SB</i>	<i>South Bound</i>	<i>Sta.</i>	<i>Station</i>
<i>spec.</i>	<i>Specification</i>	<i>struct.</i>	<i>Structure</i>
<i>Std.</i>	<i>Standard</i>	<i>Pl</i>	<i>Plate</i>
<i>Typ.</i>	<i>Typical</i>	<i>o.c.</i>	<i>On Center</i>
		<i>U.N.</i>	<i>Unless Noted</i>

