Illinois Department of Transportation

Luminaire Performance Table

Project

Date	Contract Number	Section Number	County
10/06/25	66M80		Iroquois

Marked Route Number	Municipality
I-57	

Roadway

Lane Width (see note 4)	Number and Direction of lanes	Median Width	Surface Classification	Q-Zero Value
12 FT	2 lanes in each direction.	62 FT	R3	0.07

Structure

Mounting Height	Arm Length	Set-Back (see note 1)	Number of Luminaries
40 FT	15 FT	30 FT	N/A

Luminaire

Description	Transverse Distribution	Lateral Distribution
LUMINAIRE, LED, DESIGNATION H	TYPE IV	Short

Total Light Loss Factor (LLF)	B-U-G Rating	Shields	Dimming Protocol
Refer to Notes 6 and 7	U=0		0-10V

Layout

Spacing	Configuration
130'	Opposite

Performance (see notes 5 and 6)

Average Illuminance, E_{AVE} (fc)	Uniformity Ratio, E_{AVE}/E_{MIN}
≥0.8	≤3:1

Average Luminance, L_{AVE} (cd/m²)	Uniformity Ratio, L_{AVE}/L_{MIN}	Uniformity Ratio, L_{MAX}/L_{MIN}	Veiling Luminance Ratio, L_V/L_{AVE}
≥0.6	≤3.5:1	≤6:1	≤0.3:1

Light Tresspass (see notes 5 and 7)

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E_H	Max. Vertical Illuminance at ROW, E_V
N/A	N/A	N/A

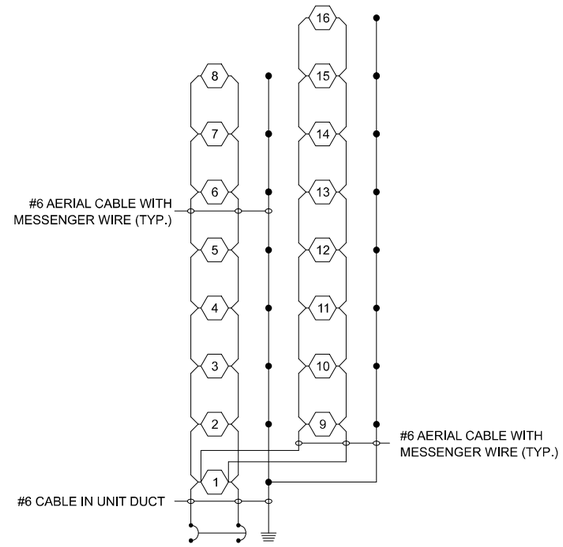
Notes

1. Set-Back is from Edge of Pavement (white line).
2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.
3. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.
4. Lane width is the width of each **individual** lane, not to be confused with total roadway width.
5. Compliance with performance criteria shall be held to one significant digit.
6. Photometric calculations for roadways shall be performed with a total light loss factor of 0.7
7. Light trespass calculations shall be performed with a total light loss factor of 1.0 and with horizontal calculations performed at grade and vertical calculations performed with calculation points located three feet above grade.
8. Luminaire performance table is intended to define the luminaire and does not necessarily match any specific roadway geometry, mounting height, setback, or arm length.

Printed 12/18/25

BDE 5030 (Rev. 00/00/24)

LUMINAIRE PERFORMANCE TABLE



2 POLE 30 AMP BREAKER

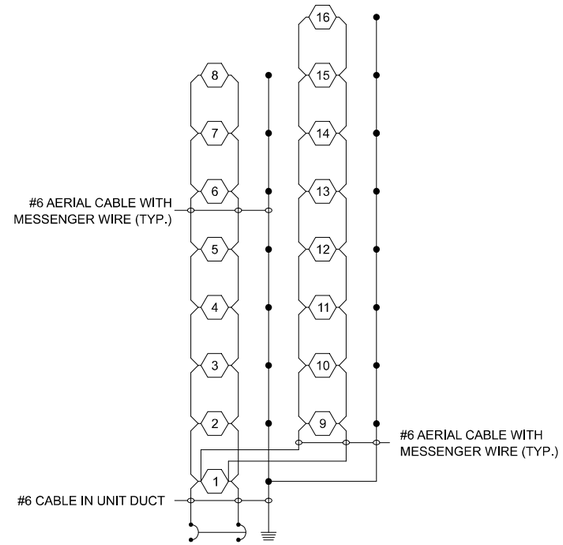
I-57 NORTH CROSSOVER

LIGHTING CONTROLLER - 240V,
30 AMP
VOLTAGE DROP: 2.30%

LEGEND

GROUND ROD

(#) TEMPORARY LIGHTING UNIT
# INDICATES POLE IDENTIFIER



2 POLE 30 AMP BREAKER

I-57 SOUTH CROSSOVER

LIGHTING CONTROLLER - 240V,
30 AMP
VOLTAGE DROP: 2.52%

MODEL: Lighting [Sheet]
FILE NAME: I:\23jobs\23H0038_14\CAD\CADsheets\D366M80_Lighting_Details.dgn

HANSON

USER NAME = Pop00275	DESIGNED - JC 10-2-25	REVISED -	
	DRAWN - DJP 10-5-25	REVISED -	
	CHECKED - JC 10-7-25	REVISED -	
PLOT DATE = 3/5/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIRING DIAGRAM AND LUMINAIRE PERFORMANCE TABLE
TEMPORARY LIGHTING

SCALE: | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	101
		CONTRACT NO. 66M80		
23H0038.14	ILLINOIS	FED. AID PROJECT		

LEGEND

EXISTING LIGHT POLE WITH NEW LED LUMINAIRE MOUNTED AT 50 FT

GENERAL NOTES

1. ALL EXISTING LUMINAIRES TO BE REMOVED FROM THE LIGHT POLES AND REPLACED WITH A NEW LED LUMINAIRE. UNDERGROUND WIRING BETWEEN THE LIGHT POLES AND TO THE LIGHTING CONTROLLER WILL REMAIN AND BE PROTECTED FOR RE-USE. THE WIRING WITHIN THE LIGHT POLES UP TO THE LUMINAIRES WILL BE REPLACED WITH THE LUMINAIRE.

MODEL: Sheet 3
FILE NAME: I:\23jobs\23H0038_14\CAD\CADsheets\D366M80_Lighting_Plan.dgn

HANSON

USER NAME = Pop00275	DESIGNED - JC 2-2-26	REVISED -	
	DRAWN - DJP 2-3-26	REVISED -	
	CHECKED - JC 2-13-26	REVISED -	
PLOT DATE = 3/6/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERCHANGE LIGHTING PLAN - 1 OF 2

SCALE: 1" = 100' | SHEET 5 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	102
		CONTRACT NO. 66M80		
23H0038.14	ILLINOIS	FED. AID PROJECT		

LEGEND

EXISTING LIGHT POLE WITH NEW LED LUMINAIRE MOUNTED AT 50 FT

PROPOSED LIGHTING CONTROLLER

GENERAL NOTES

1. ALL EXISTING LUMINAIRES TO BE REMOVED FROM THE LIGHT POLES AND REPLACED WITH A NEW LED LUMINAIRE. UNDERGROUND WIRING BETWEEN THE LIGHT POLES AND TO THE LIGHTING CONTROLLER WILL REMAIN AND BE PROTECTED FOR RE-USE. THE WIRING WITHIN THE LIGHT POLES UP TO THE LUMINAIRES WILL BE REPLACED WITH THE LUMINAIRE.

MODEL: Sheet 4
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HANSON

USER NAME = Pop00275	DESIGNED - JC 2-2-26	REVISED -	
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	CHECKED - JC 2-13-26	REVISED -	
PLOT DATE = 3/6/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERCHANGE LIGHTING PLAN - 2 OF 2

SCALE: 1" = 100' | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	103
		CONTRACT NO. 66M80		
23H0038.14	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

Luminaire Performance Table

Project

Date	Contract Number	Section Number	County
03/02/26	66M80		Iroquois

Marked Route Number	Municipality
I-57	Gilman

Roadway

Lane Width (see note 4)	Number and Direction of lanes	Median Width	Surface Classification	Q-Zero Value
12 FT	4 lanes, 1 direction only	N/A	R3	0.07

Structure

Mounting Height	Arm Length	Set-Back (see note 1)	Number of Luminaries
50 FT	15 FT	15 FT	N/A

Luminaire

Description	Transverse Distribution	Lateral Distribution
LUMINAIRE, LED, DESIGNATION H	TYPE II	Medium

Total Light Loss Factor (LLF)	B-U-G Rating	Shields	Dimming Protocol
Refer to Notes 6 and 7	U=0	N/A	0-10V

Layout

Spacing	Configuration
255	Single Sided

Performance (see notes 5 and 6)

Average Illuminance, E_{AVE} (fc)	Uniformity Ratio, E_{AVE}/E_{MIN}
≥ 0.8	≤ 3:1

Average Luminance, L_{AVE} (cd/m²)	Uniformity Ratio, L_{AVE}/L_{MIN}	Uniformity Ratio, L_{MAX}/L_{MIN}	Veiling Luminance Ratio, L_V/L_{AVE}
≥ 0.6	≤ 3.5:1	≤ 6:1	≤ 0.3:1

Light Tresspass (see notes 5 and 7)

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E_H	Max. Vertical Illuminance at ROW, E_V
N/A	N/A	N/A

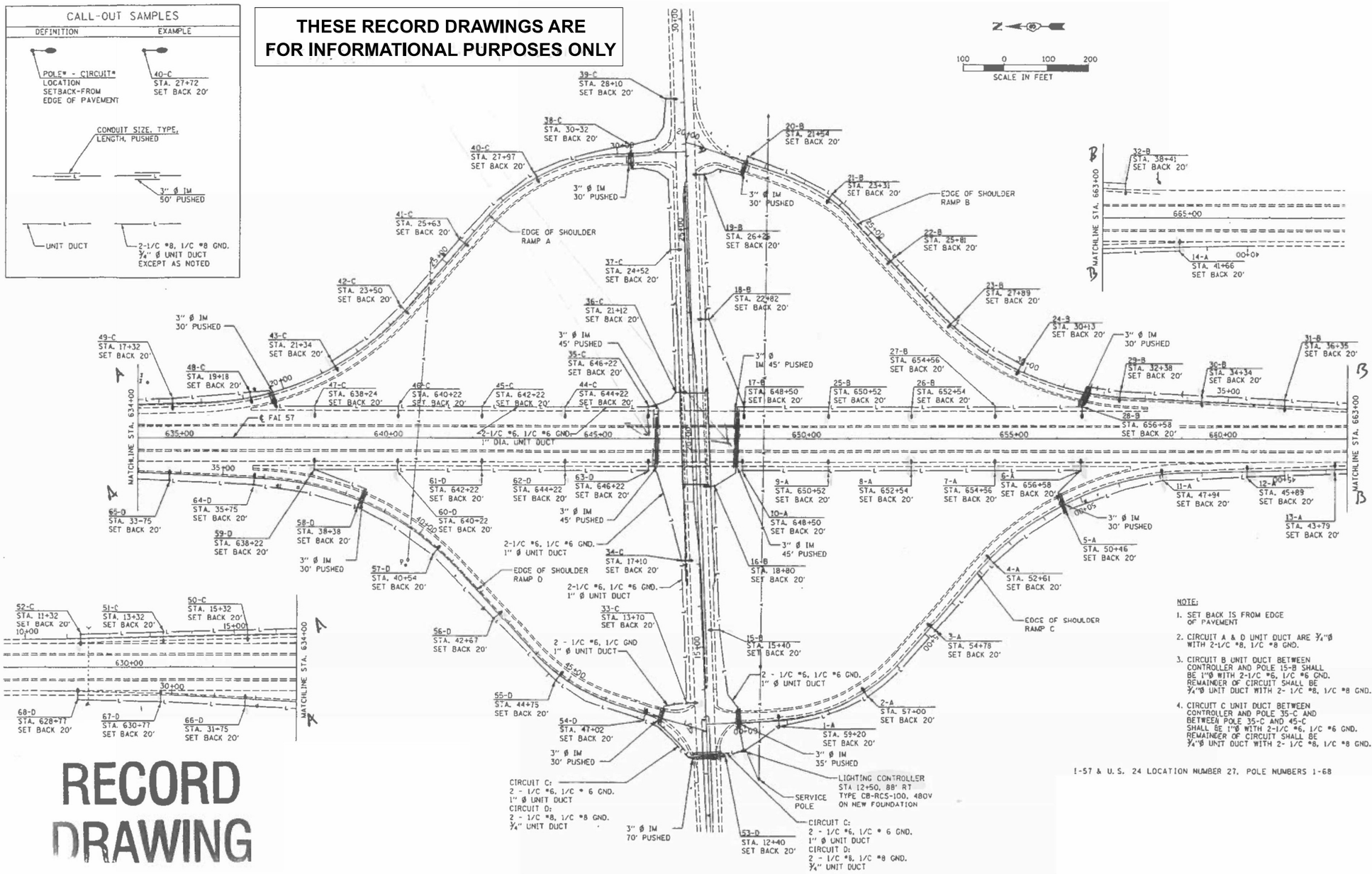
Notes

1. Set-Back is from Edge of Pavement (white line).
2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.
3. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.
4. Lane width is the width of each **individual** lane, not to be confused with total roadway width.
5. Compliance with performance criteria shall be held to one significant digit.
6. Photometric calculations for roadways shall be performed with a total light loss factor of 0.7
7. Light trespass calculations shall be performed with a total light loss factor of 1.0 and with horizontal calculations performed at grade and vertical calculations performed with calculation points located three feet above grade.
8. Luminaire performance table is intended to define the luminaire and does not necessarily match any specific roadway geometry, mounting height, setback, or arm length.

Printed 03/04/26

BDE 5630 (Rev. 06/06/24)

LUMINAIRE PERFORMANCE TABLE



RECORD DRAWING

MODEL: Lighting [Sheet 4]
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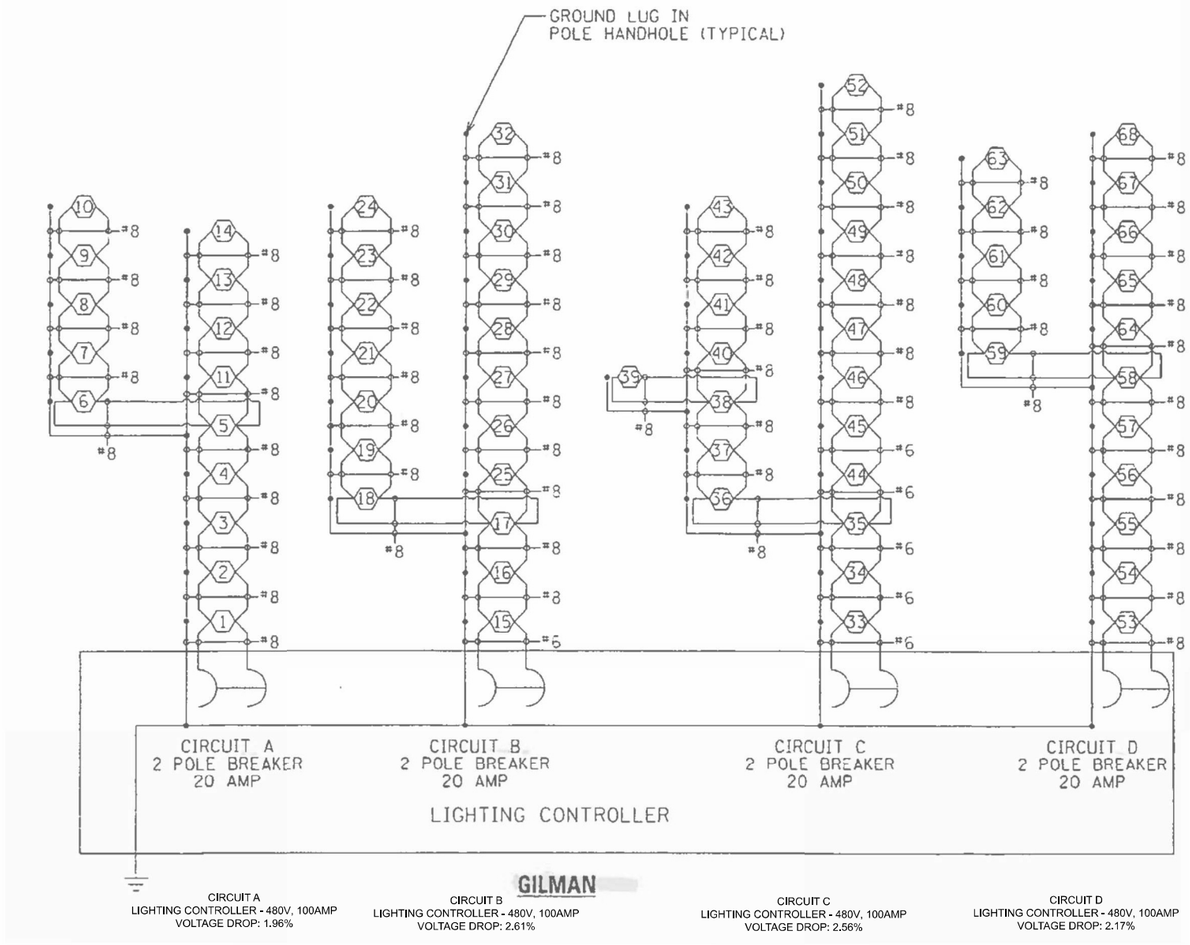
HANSON	USER NAME = Pop00275	DESIGNED - JC 10-2-25	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCHANGE LIGHT POLE CIRCUITS (FOR INFORMATION ONLY)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DJP 10-5-25	REVISED -			57	(38-4,38-5)BR,D,CR	IROQUOIS	437	105
		CHECKED - JC 10-7-25	REVISED -					CONTRACT NO. 66M80		
	PLOT DATE = 3/5/2026	DATE -	REVISED -		SCALE: SHEET 8 OF 9 SHEETS STA. TO STA.	23H0038.14	ILLINOIS	FED. AID PROJECT		

RECORD DRAWING

THESE RECORD DRAWINGS ARE FOR INFORMATIONAL PURPOSES ONLY



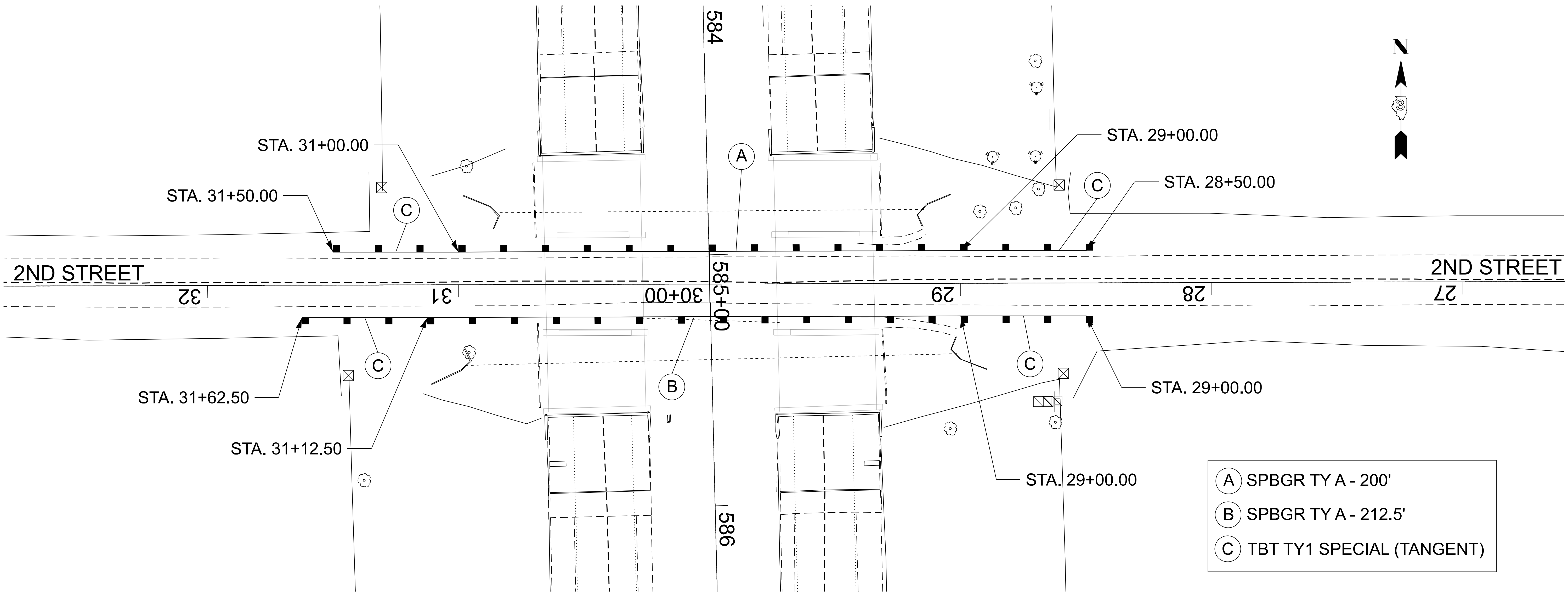
WIRING / VOLTAGE DROP

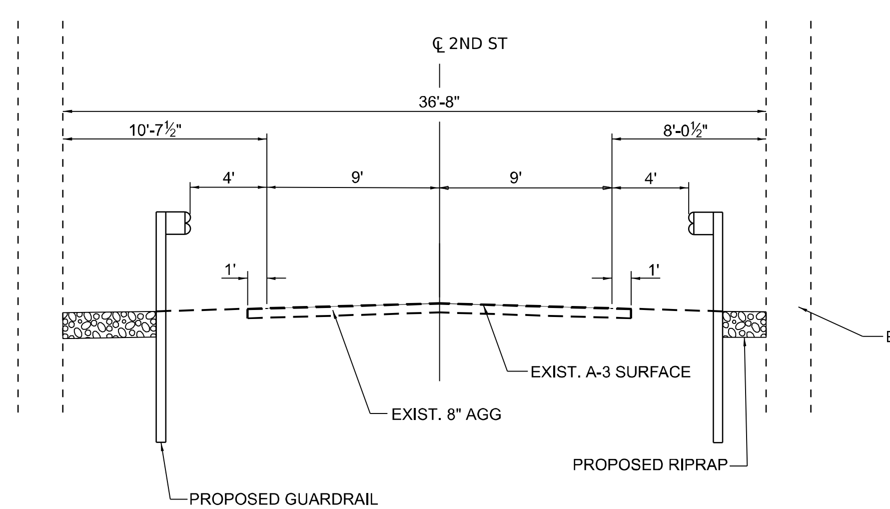
THE VOLTAGE DROPS SHOWN ON THIS RECORD DRAWING WERE CALCULATED FOR THE NEW LED LUMINAIRES ASSUMING THE EXISTING WIRING TO BE IN GOOD CONDITION

MODEL: Lighting [Sheet 5]
FILE NAME: I:\23\jobs\23H0038_14\CAD\CADsheets\D366M80_Lighting_Details.dgn

HANSON	USER NAME = Pop00275	DESIGNED - JC 10-2-25	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCHANGE WIRING DIAGRAM (FOR INFORMATION ONLY)
		DRAWN - DJP 10-5-25	REVISED -		
		CHECKED - JC 10-7-25	REVISED -		
	PLOT DATE = 3/5/2026	DATE -	REVISED -		SCALE: SHEET 9 OF 9 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(38-4,38-5)BR,D,CR	IROQUOIS	437	106
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		





2ND STREET TYPICAL SECTION

LOOKING WEST

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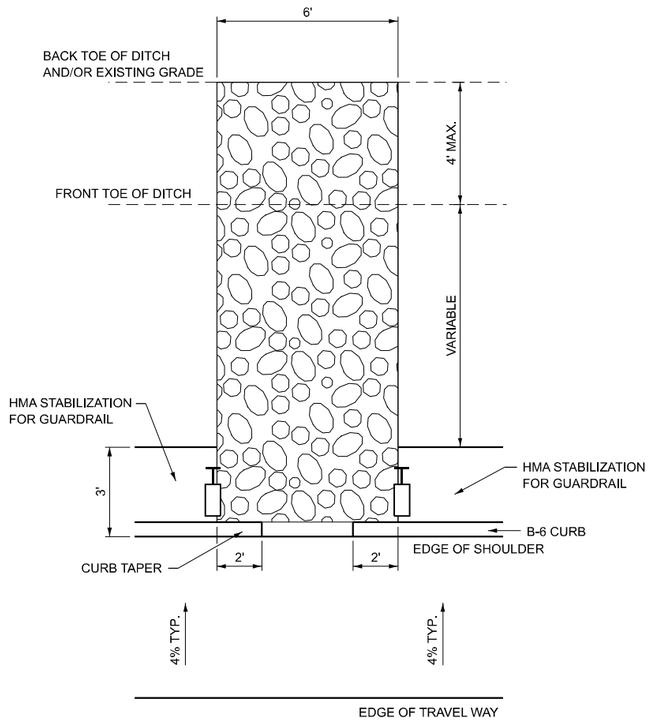
USER NAME = CHAMLIN	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 3/2/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

2ND STREET GUARDRAIL DETAIL

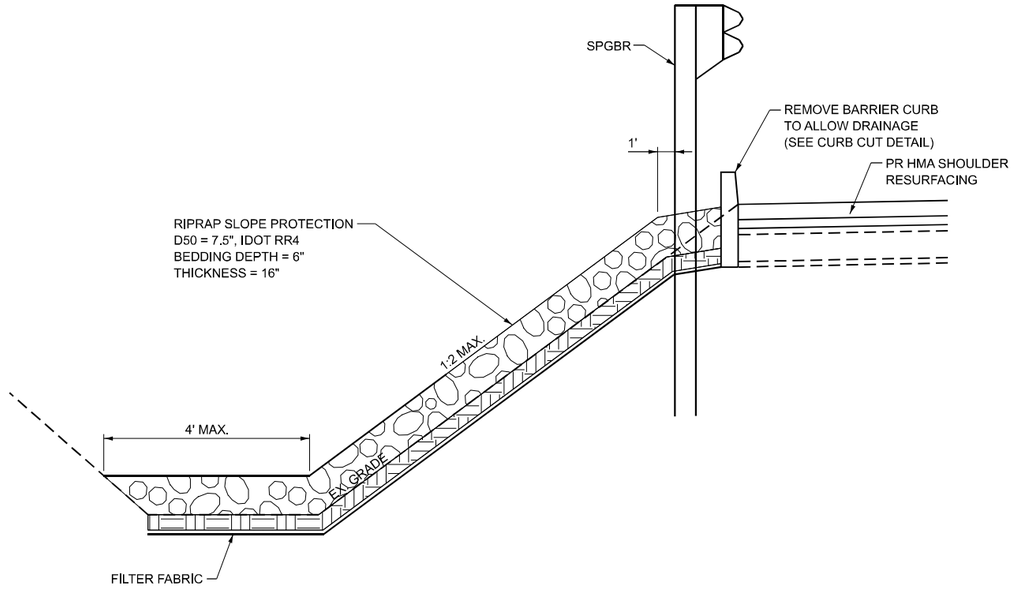
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	107
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

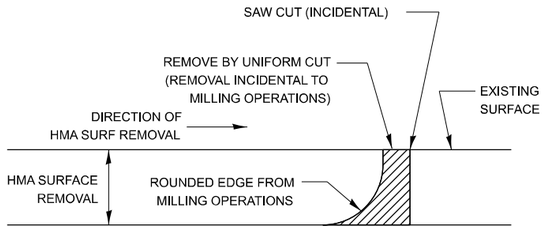


CURB CUT DETAIL

TO BE USED WITH RIPRAP EMBANKMENT DETAIL



RIPRAP EMBANKMENT DETAIL



NOTE:

WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

HMA BUTT JOINT SAW CUTS

MODEL: Default
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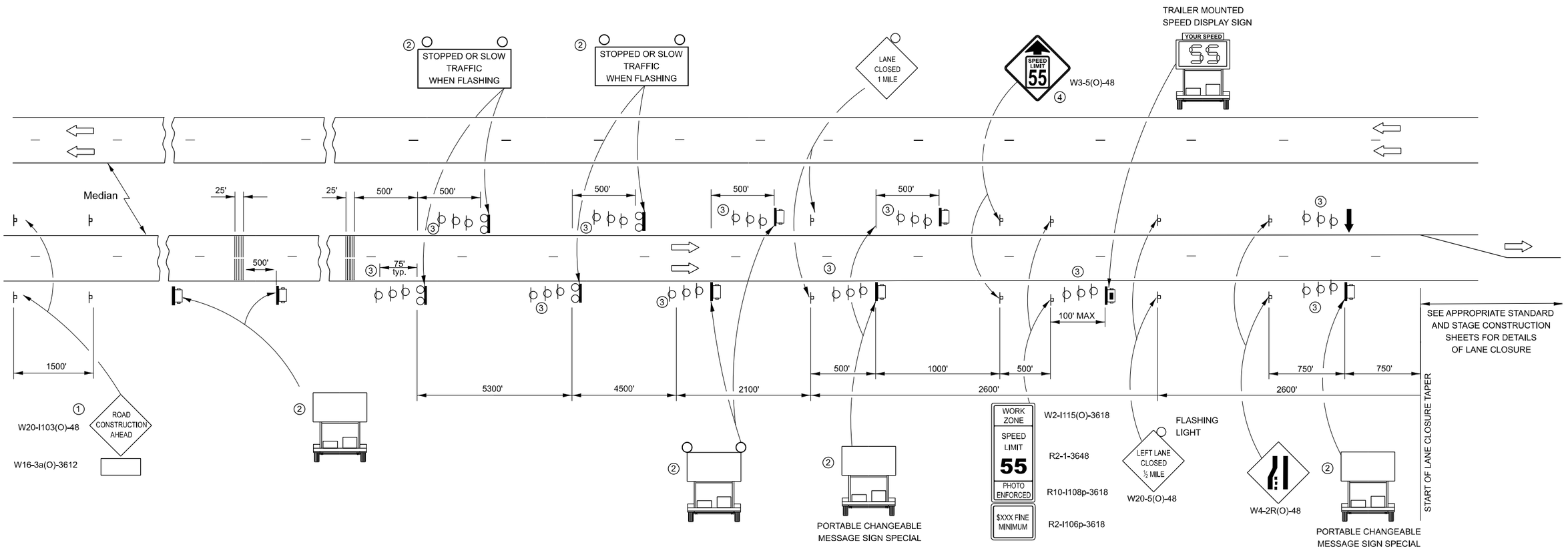
USER NAME = CHAMLIN	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/2/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	108
		CONTRACT NO. 66M80		
	ILLINOIS FED. AID PROJECT			



NOTES:

① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 5 MILES IN ADVANCE OF THE PROJECT LIMITS.

② UNIT TO BE PAID FOR SEPARATELY. TO BE PLACED OUTSIDE OF EXISTING PAVED SHOULDER. ANY REQUIRED EARTHWORK INCLUDED IN THE COST OF THE UNIT.

③ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 25' CENTERS.

④ THIS SIGN SHALL ONLY BE USED IF THE EXISTING SPEED LIMIT IS GREATHER THAN 65 MPH.

⑤ WHEN SHOWN, PORTABLE CHANGEABLE MESSAGE SIGN SPECIAL SHALL HAVE EQUIVALENT FLASHING BEACONS AS REAL TIME TRAFFIC CONTROL SIGNING. COST INCLUDED IN PORTABLE CHANGEABLE MESSAGE SIGN SPECIAL.

LEGEND:

- ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN SPECIAL (PCMS)
- SIGN
- REAL-TIME TRAFFIC CONTROL SIGNING
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT.
- SPEED DISPLAY TRAILER
- TEMPORARY RUMBLE STRIPS

GENERAL NOTE:

THIS STANDARD IS USED WHERE A LANE CLOSURE IS IN PLACE LONGER THAN ONE CONSECUTIVE WEEK OR INCLUDING A WEEKEND OR HOLIDAY AS DESCRIBED IN KEEPING ROADS OPEN TO TRAFFIC.

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

SEE SPECIAL PROVISIONS FOR SMART TRAFFIC MONITORING SYSTEM, PORTABLE CHANGEABLE MESSAGE SIGN SPECIAL AND CONTROL OF WORK.

THIS DETAIL APPLIES TO APPROACHES TO THE WORK ZONE IN BOTH DIRECTIONS.

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

WHEN EXISTING SIGNS, POLES, AND OTHER ITEMS CONFLICT WITH LOCATING THE EQUIPMENT SHOWN, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO DECONFLICT EQUIPMENT PLACEMENT.

ALL ORANGE SIGN SHEETING SHALL BE FLOURESCENT ORANGE MATERIAL.

SMART WORK ZONE DETAIL

MODEL: Default
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Chamlin & Associates

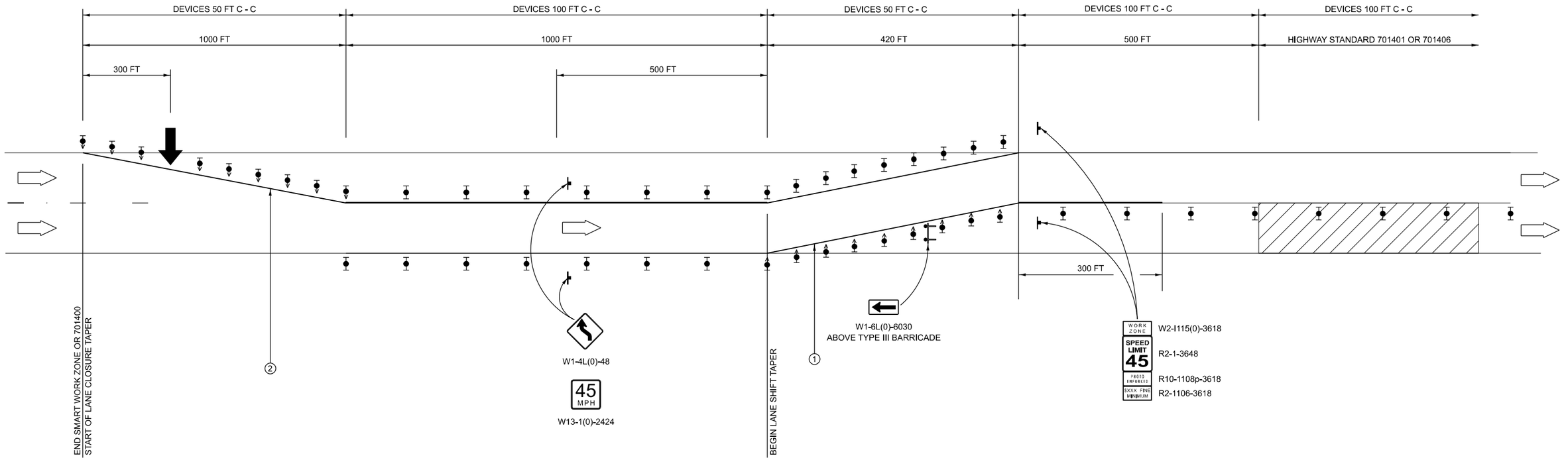
USER NAME = CHAMLIN	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/2/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	109
		CONTRACT NO. 66M80		
		ILLINOIS	FED. AID PROJECT	



INTERSTATE WEAVE - NO BARRIER

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT (LIGHTS REQUIRED AT NIGHT ONLY)
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING MONO-DIRECTIONAL LIGHTS. (LIGHTS REQUIRED AT NIGHT ONLY)
- ARROW BOARD
- WORK AREA
- ① TEMPORARY PAVEMENT MARKING TYPE IV TAPE - WHITE *
- ② TEMPORARY PAVEMENT MARKING TYPE IV TAPE - YELLOW *

NOTES: SEE HIGHWAY STANDARD 701401 AND 701406 FOR DETAILS NOT SHOWN

* TEMPORARY MARKING TAPE NOT REQUIRED FOR 701406

MODEL: Default
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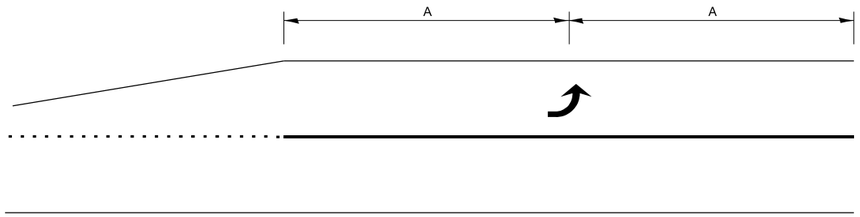
USER NAME = CHAMLIN	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/2/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

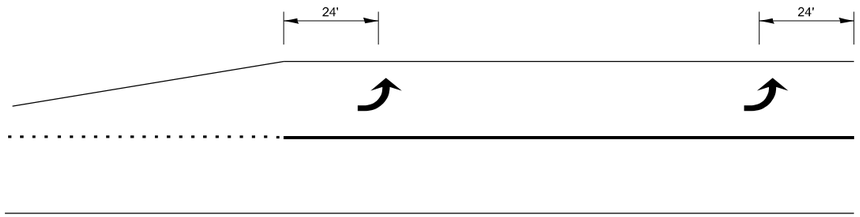
DETAILS

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

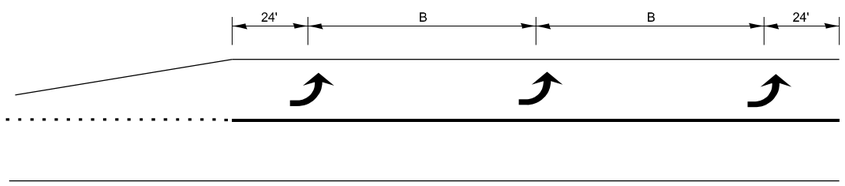
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	110
		CONTRACT NO. 66M80		
		ILLINOIS	FED. AID PROJECT	



99' AND UNDER

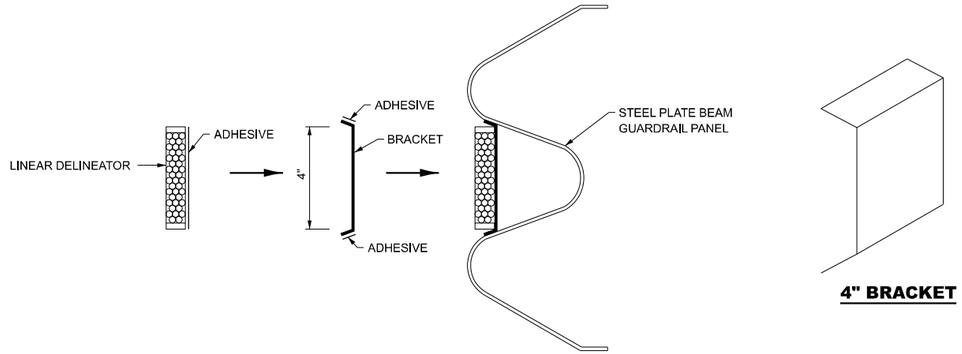


100' TO 149'



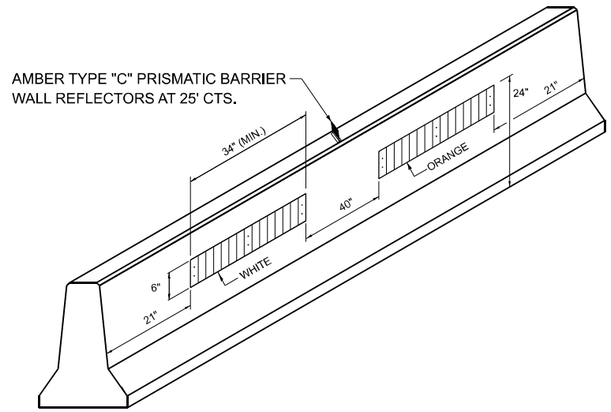
150' AND LONGER

TYPICAL PLACEMENT OF ARROWS IN TURN LANES



LINEAR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL

LINEATOR DELINEATOR SHALL BE APLLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS



LINEAR DELINEATOR PANELS FOR TEMPORARY CONCRETE BARRIER

Chamlin & Associates

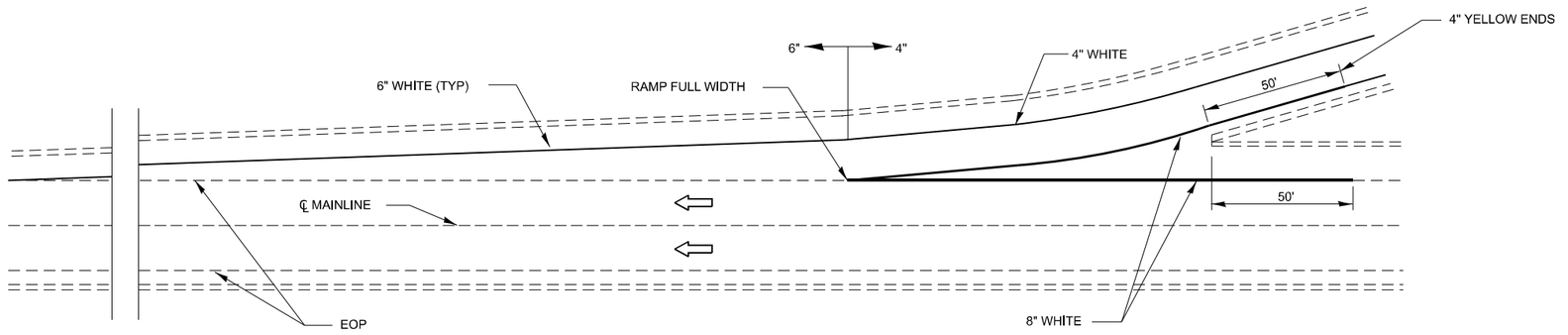
USER NAME = CHAMLIN	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/2/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

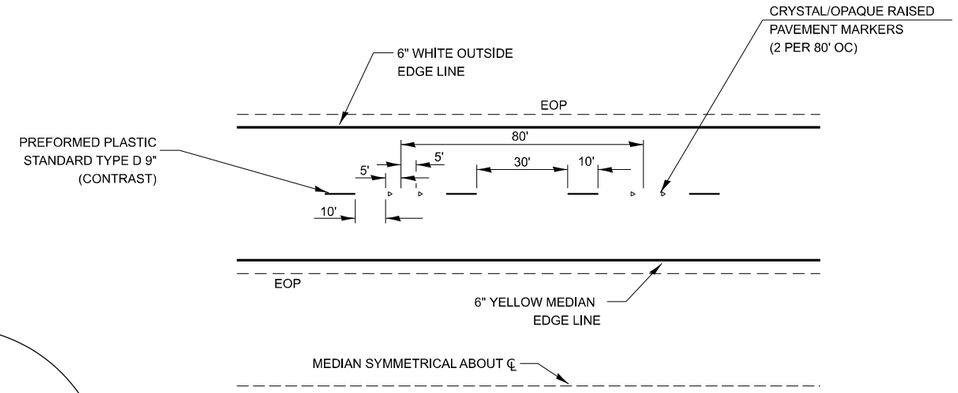
DETAILS

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

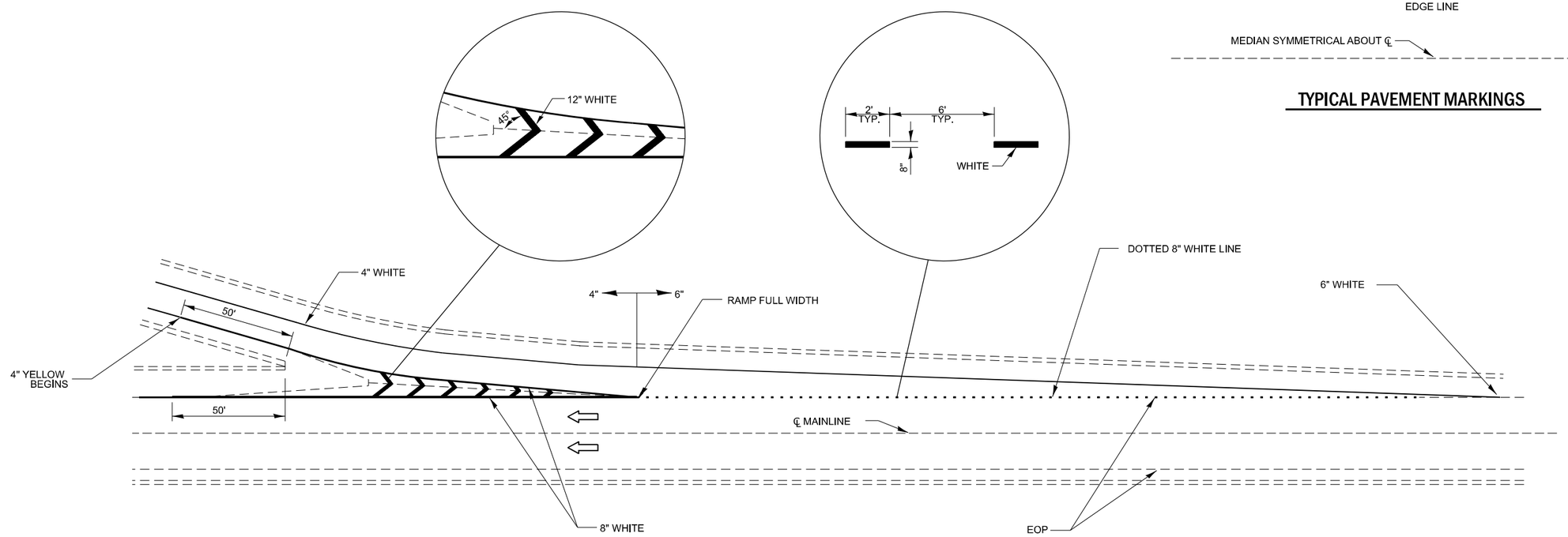
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	111
		CONTRACT NO. 66M80		
	ILLINOIS FED. AID PROJECT			



TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS



TYPICAL PAVEMENT MARKINGS



TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

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Chamlin & Associates

USER NAME = CHAMLIN	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/2/2026	DATE -	REVISED -

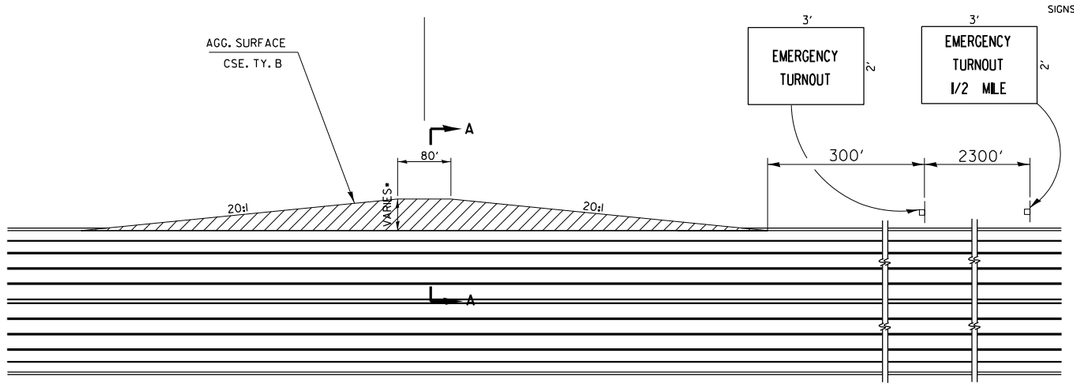
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	112
		CONTRACT NO. 66M80		
	ILLINOIS FED. AID PROJECT			

•DISTANCE IS 8' FROM EOS ON OUTSIDE
AND 8' ON MEDIAN SIDE



SIGNS ARE BLACK ON WHITE

NOTES:

1) THE CONTRACTOR SHALL PROVIDE FOR TEMPORARY EMERGENCY TURNOUTS AS SHOWN FOR BOTH DIRECTION OF TRAFFIC DURING STAGES I AND II.

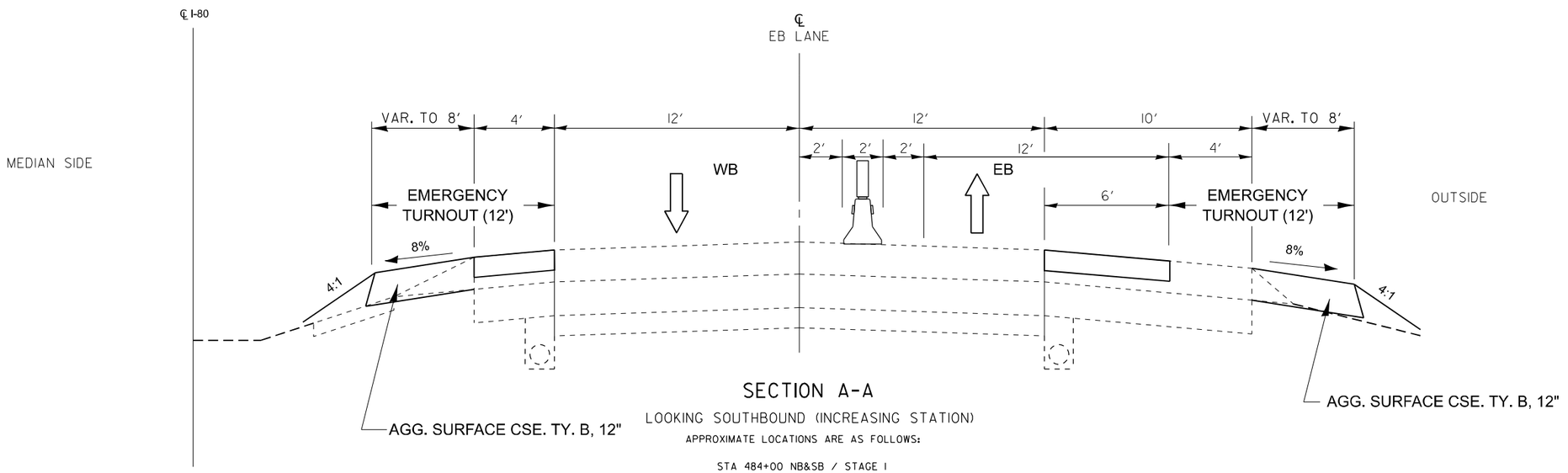
2) THERE WILL BE A TOTAL OF EIGHT (8) EMERGENCY TURNOUTS THAT WILL BE CONSTRUCTED; ONE (1) PER LANE PER STAGE UNLESS CONFLICT WITH MEDIAN OR ROADSIDE BARRIER. THE TURNOUTS SHALL BE SPACED AT NO LESS THAN 1.0 MILES CTS. EXACT LOCATIONS SHALL BE APROVED BY THE ENGINEER. THE ENGINEER RESERVES THE RIGHT TO SELECT ALTERNATIVE LOCATIONS.••

3) ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO CONSTRUCT, MAINTAIN AND REMOVE THE TEMPORARY EMERGENCY TURNOUTS AND SIGNING AS SHOWN SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR AGGREGATE SURFACE COURSE, TY. B.

4) EXISTING HIGH TENSION CABLE MEDIAN BARRIERS SHOULD BE AVOIDED FOR CONSTRUCTING TEMPORARY EMERGENCY TURNOUT WHERE APPLICABLE.

TEMPORARY EMERGENCY TURNOUTS

EASTBOUND OUTSIDE LANE SHOWN - WESTBOUND AND MEDIAN SIDES SIMILAR
SECTION A-A SHOWS MEDIAN SIDE AND OUTSIDE LANE-SEE SECTION A-A



SECTION A-A

LOOKING SOUTHBOUND (INCREASING STATION)

APPROXIMATE LOCATIONS ARE AS FOLLOWS:

STA 484+00 NB&SB / STAGE I
STA 553+00 NB&SB / STAGE I
STA 485+00 NB&SB / STAGE II
STA 554+00 NB&SB / STAGE II

MODEL: Default
FILE NAME: G:\Users\6\66501-43-IDOT-I-57 Structure Projects (Overall PS&E)\Survey D366M80\Consultant_Data\Chamlin_2025\Design\D366M80-sht-details.dgn

Chamlin & Associates

USER NAME = CHAMLIN	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/2/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

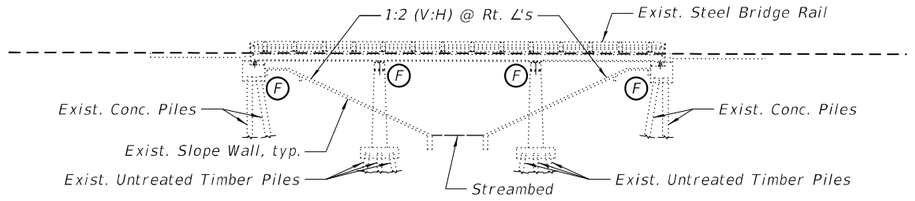
DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	113
		CONTRACT NO. 66M80		
	ILLINOIS FED. AID PROJECT			

Existing Structures: S.N. 038-0001 (S.B.) and S.N. 038-0002 (N.B.) were constructed in 1967 as Section 38-5B. In 2000, the existing bituminous concrete overlay was removed, the deck scarified, a microsilica concrete overlay placed, various concrete repairs made, abutments converted to integral, and the concrete handrail was replaced with a steel bridge railing. The abutments are supported by concrete piles, while the solid wall piers are supported by timber piles. The back-to-back of abutments length measures 90'-10" and the out-to-out deck measures 42'-4". The span lengths are 26'-4", 33'-0", and 26'-4". The structures are skewed 21°30'00" right forward. One lane of traffic in each direction will be maintained utilizing stage construction.

No Salvage.

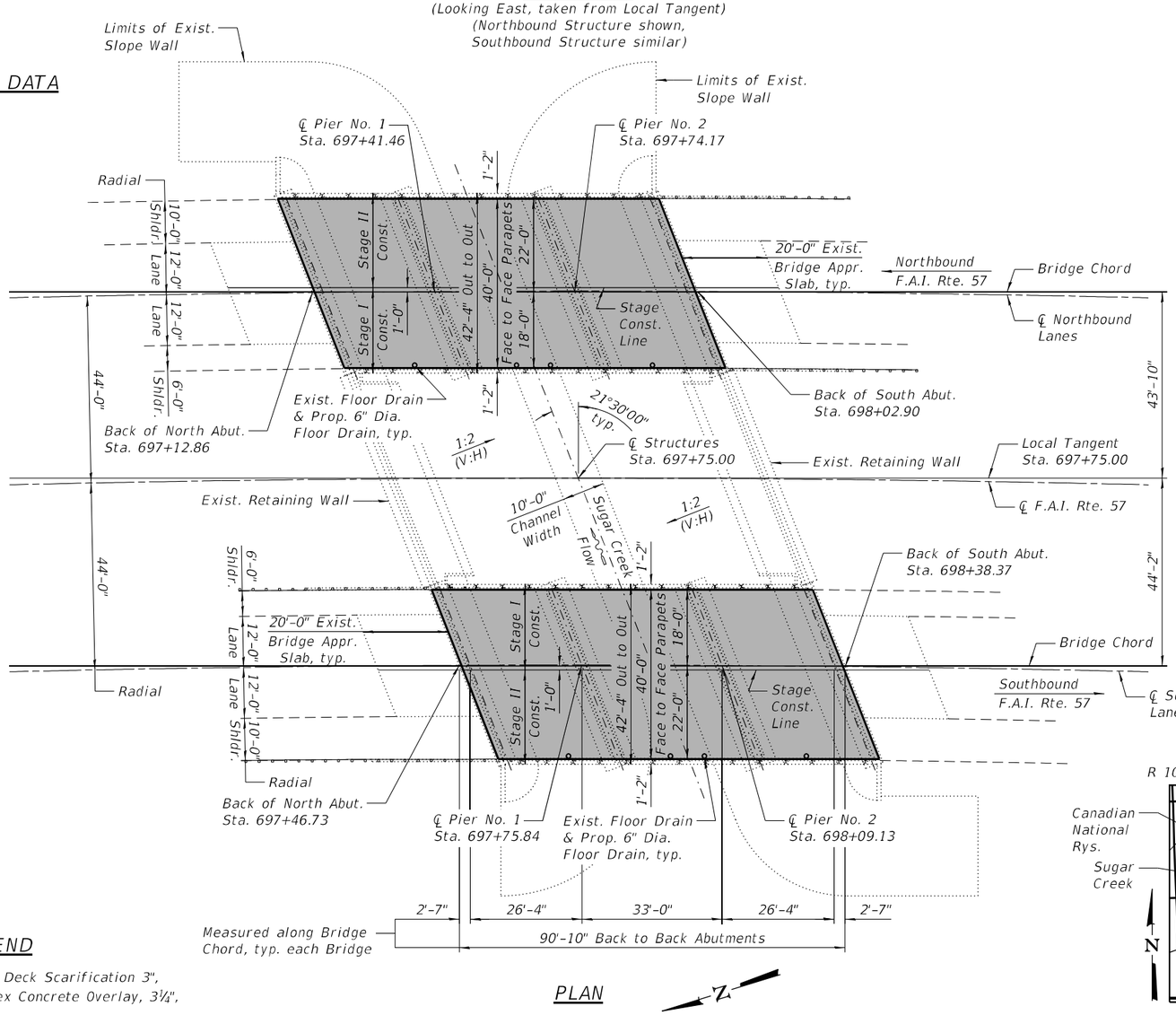


ELEVATION

(Looking East, taken from Local Tangent)
(Northbound Structure shown, Southbound Structure similar)

HORIZONTAL CURVE DATA

P.I. = 691+70.81
I = 43°01'08.10"
D = 1°00'00"
T = 2,258.03'
L = 4,301.89'
E = 428.89'
R = 5,729.58'
SE = 1.0%
P.C. = 669+12.78
P.T. = 712+14.67



PLAN

LEGEND

Limits of Bridge Deck Scarification 3", Bridge Deck Latex Concrete Overlay, 3¼", and ¼" grinding

SCOPE OF WORK

1.) Traffic shall be maintained utilizing stage construction.
2.) Scarification of slab bridges.
3.) Concrete repair of slab bridges.
4.) Repair of concrete hub guards.
5.) Repair of concrete edge beams.
6.) Remove and replace rectangular drains with round deck drains.
7.) Place bridge relief joint sealer between bridge decks and approach slabs.
8.) Application of latex concrete overlay to slab bridges.
9.) Repair existing substructure concrete.
10.) Repair existing concrete retaining walls.
11.) Repair existing slope walls.

INDEX OF SHEETS

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

EXISTING DESIGN STRESSES

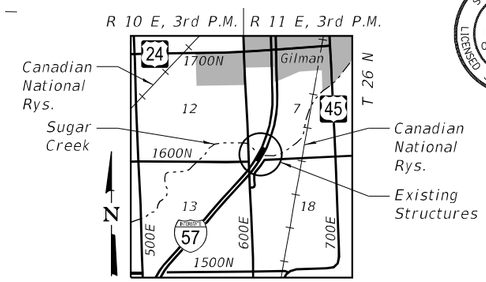
FIELD UNITS (1967):
f'c = 3,500 psi
fy = 40,000 psi (Reinforcement)

PROPOSED DESIGN STRESSES

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

LOADING HS20-44 & ALT. MILITARY

No future wearing surface allowed.



LOCATION SKETCH

STATE OF ILLINOIS
WILLIAM MARDAUSS
081-008264
LICENSED STRUCTURAL ENGINEER

WILLIAM MARDAUSS, P.E., S.E. DATE: 03/20/2026
LICENSE EXPIRES 11 / 30 / 2026

I-57 OVER SUGAR CREEK
F.A.I. RTE. 57 - SEC. *
IROQUOIS COUNTY
STATION 697+75.00
STRUCTURE NO. 038-0001 (S.B.)
STRUCTURE NO. 038-0002 (N.B.)

Farnsworth GROUP
2709 McGRAW DRIVE
BLOOMINGTON, ILLINOIS 61704
(309) 663-8435 / info@f-w.com

	DESIGNED - CEL	REVISED
	CHECKED - VPT	REVISED
	DRAWN - DJM	REVISED
DATE - 03/20/2026	CHECKED - VPT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 038-0001 (S.B.) & 038-0002 (N.B.)
SHEET NO. 1 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	114
		CONTRACT NO. 66M80		
	ILLINOIS			

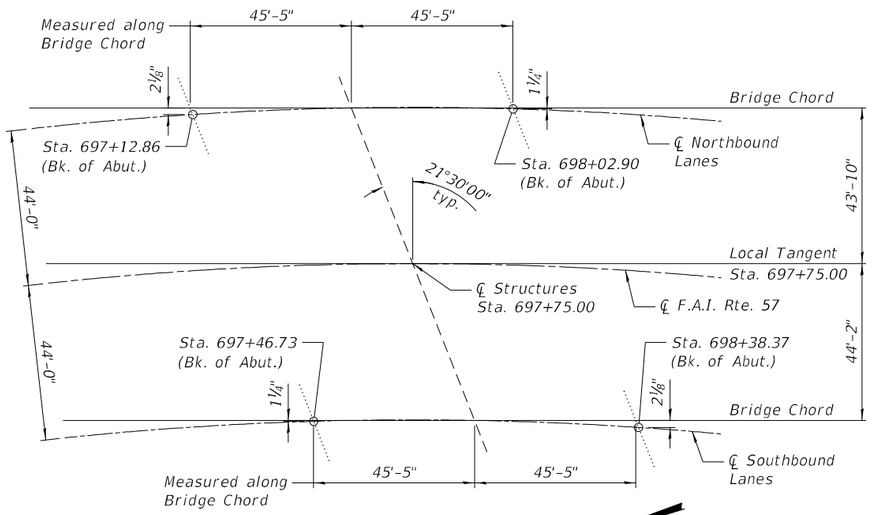
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Floor Drains	Each	8
Protective Coat	Sq. Yd.	810
Concrete Sealer	Sq. Ft.	543
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	479
Slope Wall Crack Sealing	Foot	1,123
Slope Wall Repair	Sq. Yd.	228
Slope Wall Slurry Pumping	Cu. Yd.	72.1
* Bridge Deck Latex Concrete Overlay, 3 1/4 Inches	Sq. Yd.	798
Bridge Deck Scarification 3"	Sq. Yd.	798
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	873
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	5.0
Diamond Grinding (Bridge Section)	Sq. Yd.	719

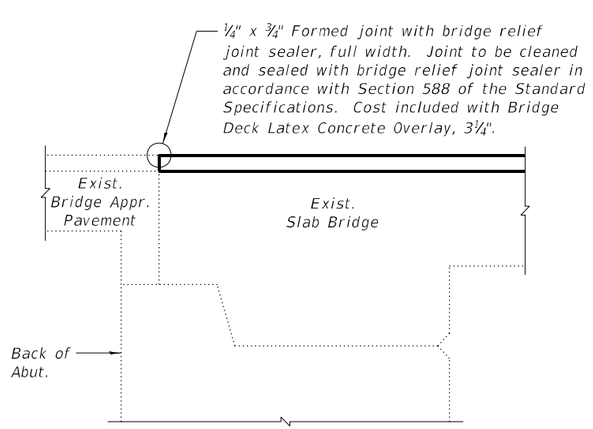
* Prior to 1/4" grinding

GENERAL NOTES:

1.) Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
2.) Plan dimensions and details relative to existing structure have been taken from 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.
3.) Protective Coat shall only be applied to new concrete areas including the top surface of the Latex Concrete Overlay. Protective Coat shall also be applied to the finished surfaces of all concrete repairs for the hub guards.
4.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to the existing top and inside vertical faces of the hub guards. Concrete Sealer shall also be applied to the finished surfaces of all concrete repairs for the abutments, wingwalls, piers, and retaining walls.
5.) The Engineer shall show actual locations and size of deck repairs on As-built Plans.
6.) The Contractor may request copies of existing construction plans that are currently on file with the Department. The request shall be in writing with the understanding that any reproduction cost will be at the Contractor's expense at no additional cost to the Department.
7.) Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.
8.) Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 Standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and cost will be paid for according to Article 109.04 of the Standard Specifications.



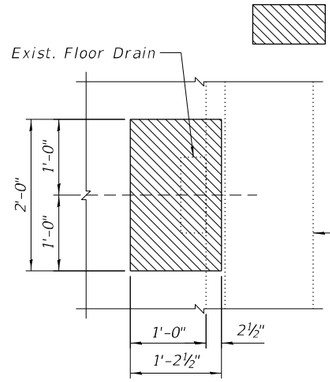
OFFSET SKETCH



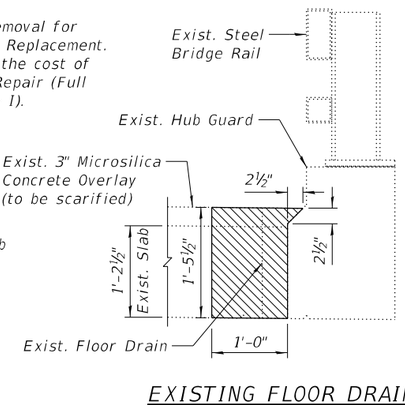
BRIDGE RELIEF JOINT SEALER DETAIL

LEGEND

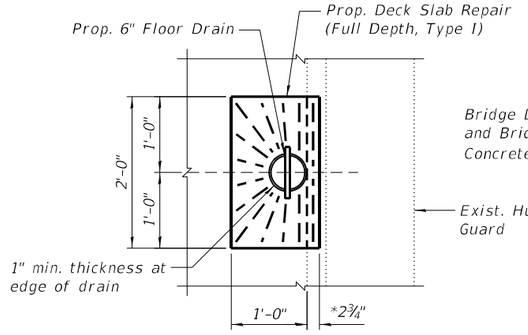
Concrete Removal for Floor Drain Replacement. Included in the cost of Deck Slab Repair (Full Depth, Type I).



EXISTING FLOOR DRAIN REMOVAL PLAN

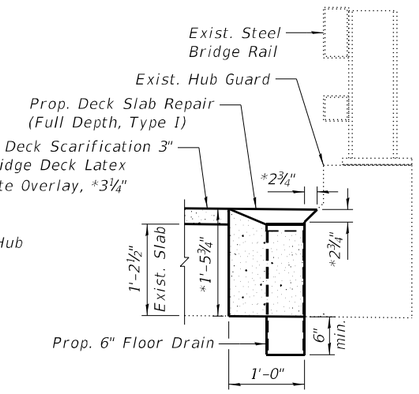


EXISTING FLOOR DRAIN REMOVAL SECTION



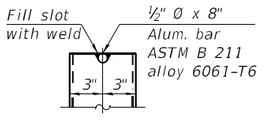
PROPOSED FLOOR DRAIN REPLACEMENT PLAN

*Prior to ¼" grinding

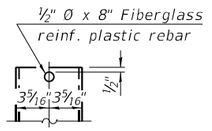


PROPOSED FLOOR DRAIN REPLACEMENT SECTION

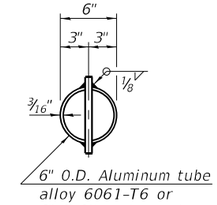
*Prior to ¼" grinding



ALUMINUM TUBE



FIBERGLASS PIPE



TOP PLAN

(Showing aluminum tube)

FLOOR DRAIN DETAILS

NOTES:

1.) Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
2.) The exterior surfaces of the fiberglass floor drains shall be pigmented by the manufacturer with a color that matches the concrete.
3.) The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.

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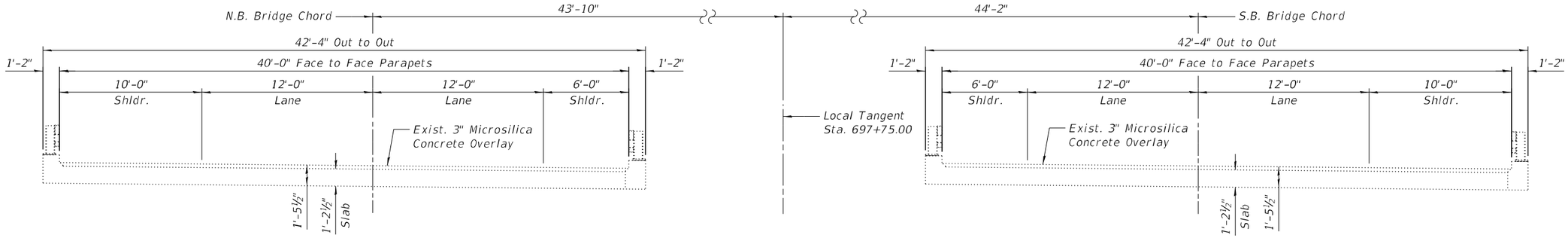
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA AND MISCELLANEOUS DETAILS
STRUCTURE NO. 038-0001 (S.B.) & 038-0002 (N.B.)
SHEET NO. 2 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	115
		CONTRACT NO. 66M80		
	ILLINOIS			

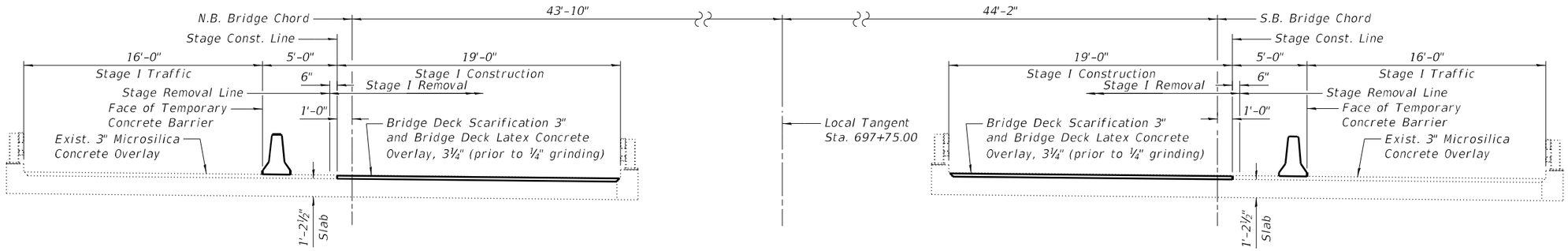


CROSS SECTION S.N. 038-0002 (N.B.)

CROSS SECTION S.N. 038-0001 (S.B.)

EXISTING CROSS SECTION

(Looking South)

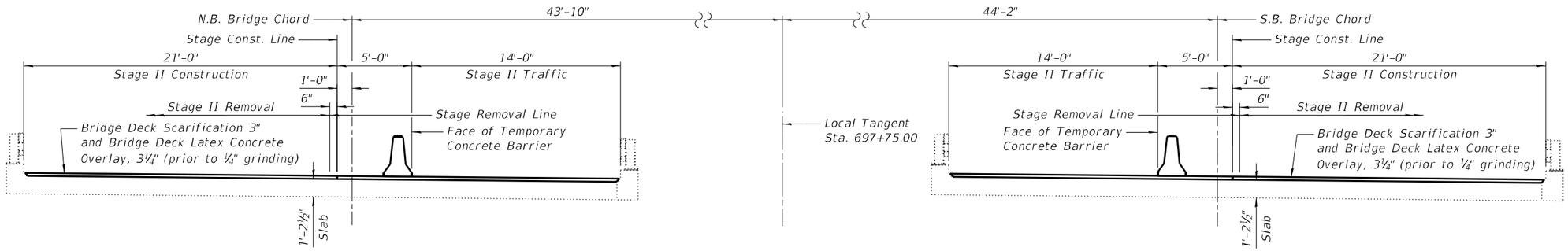


CROSS SECTION S.N. 038-0002 (N.B.)

CROSS SECTION S.N. 038-0001 (S.B.)

STAGE I CONSTRUCTION

(Looking South)



CROSS SECTION S.N. 038-0002 (N.B.)

CROSS SECTION S.N. 038-0001 (S.B.)

STAGE II CONSTRUCTION

(Looking South)

NOTE:

See Sheet 4 of 22 for Temporary Concrete Barrier.

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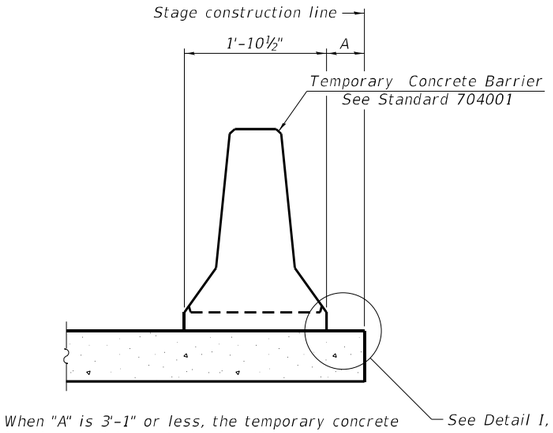
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 038-0001 (S.B.) & 038-0002 (N.B.)

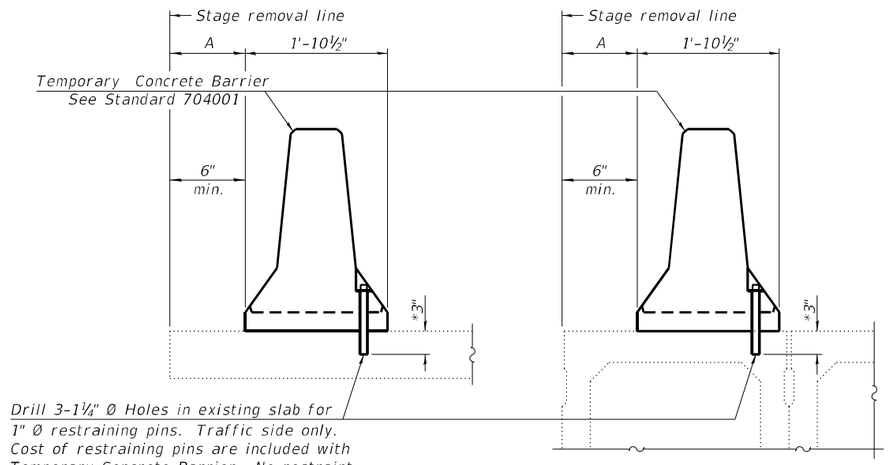
SHEET NO. 3 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	116
		CONTRACT NO. 66M80		
	ILLINOIS			



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

NEW SLAB OR NEW DECK BEAM



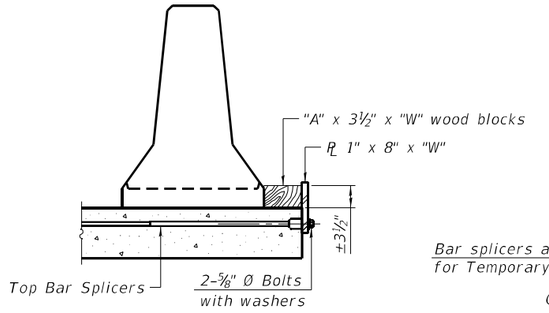
Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

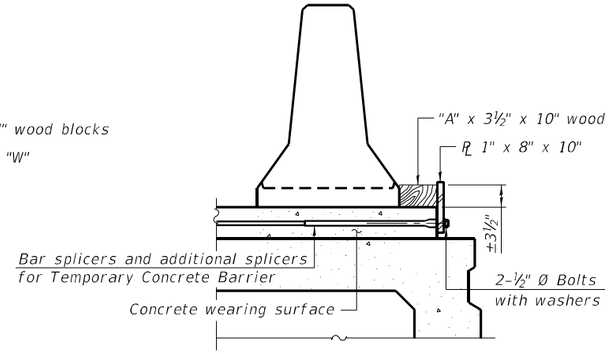
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

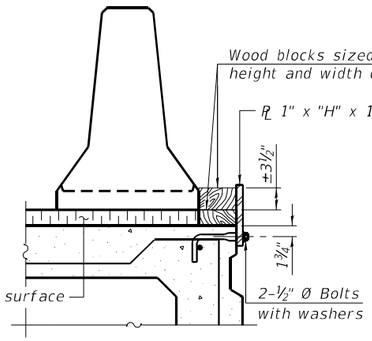
SECTIONS THRU SLAB OR DECK BEAM



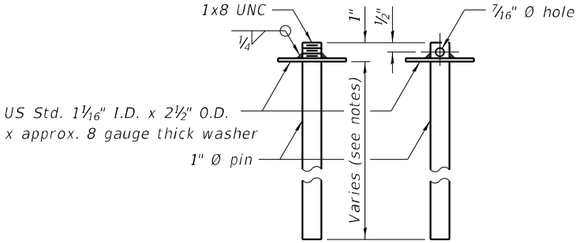
DETAIL I



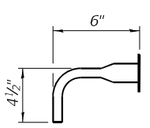
DETAIL II



DETAIL III



RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

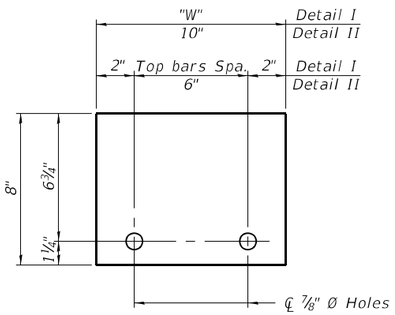
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

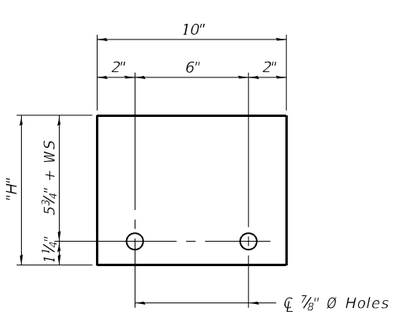
Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"
(Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

Farnsworth GROUP
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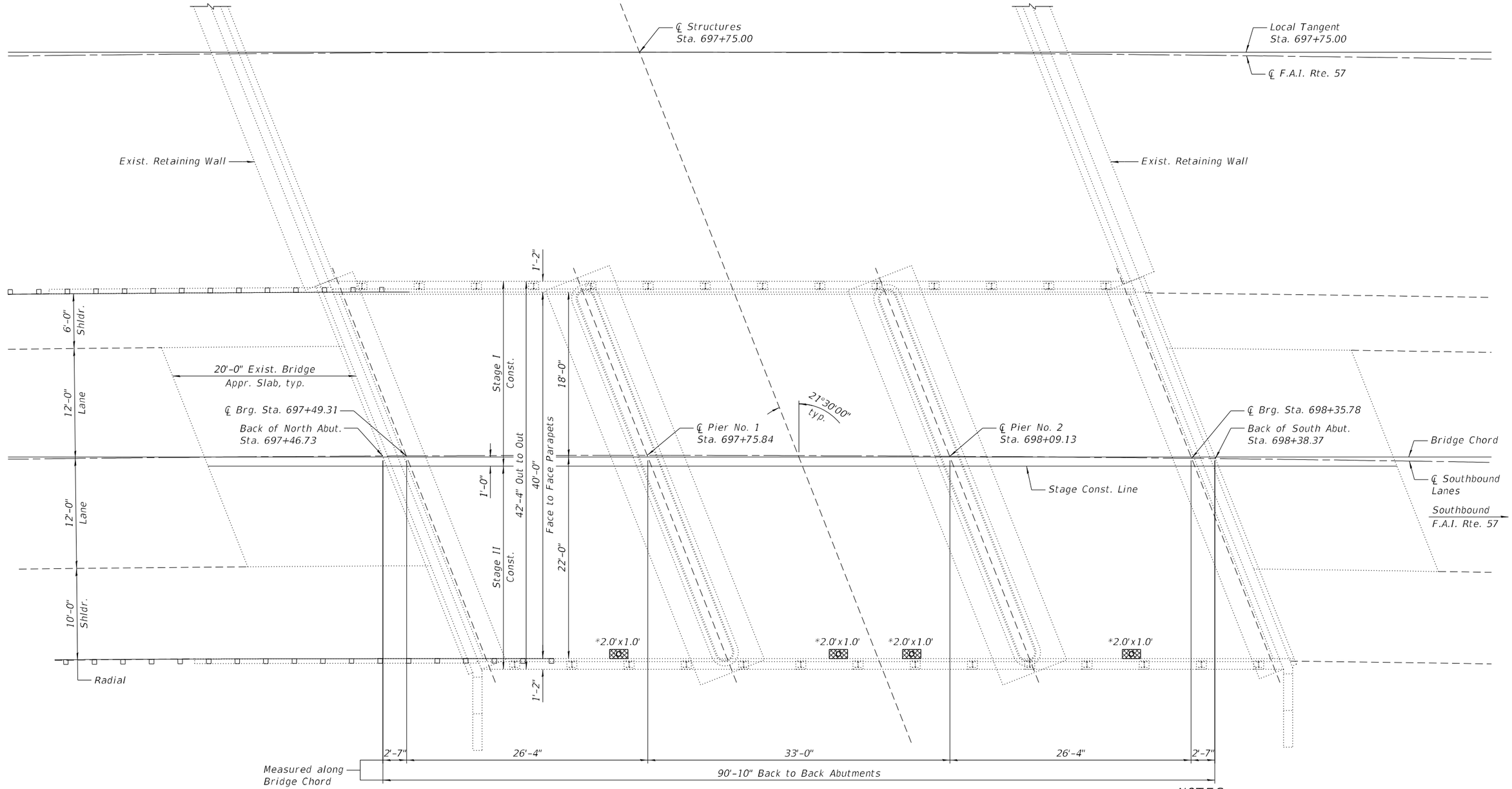
DATE - 03/20/2026	CHECKED - VPT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 038-0001 (S.B.) & 038-0002 (N.B.)
SHEET NO. 4 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	117
		CONTRACT NO. 66M80		
	ILLINOIS			



PLAN

N

LEGEND

Deck Slab Repair (Full Depth, Type I)

BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.5

NOTES:

1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions, and documented by the Engineer on the As Built plan sheet.

2.) *See Floor Drain removal and replacement details on Sheet 2 of 22.

3.) The quantity shown for Deck Slab Repair (Full Depth, Type I) has been increased beyond the dimensions indicated in the plan view shown on this sheet and sheet 6 of 22 in order to provide a minimum of 5 Sq. Yd for the purpose of establishing a unit price.

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	DRAWN - DJM	REVISED	
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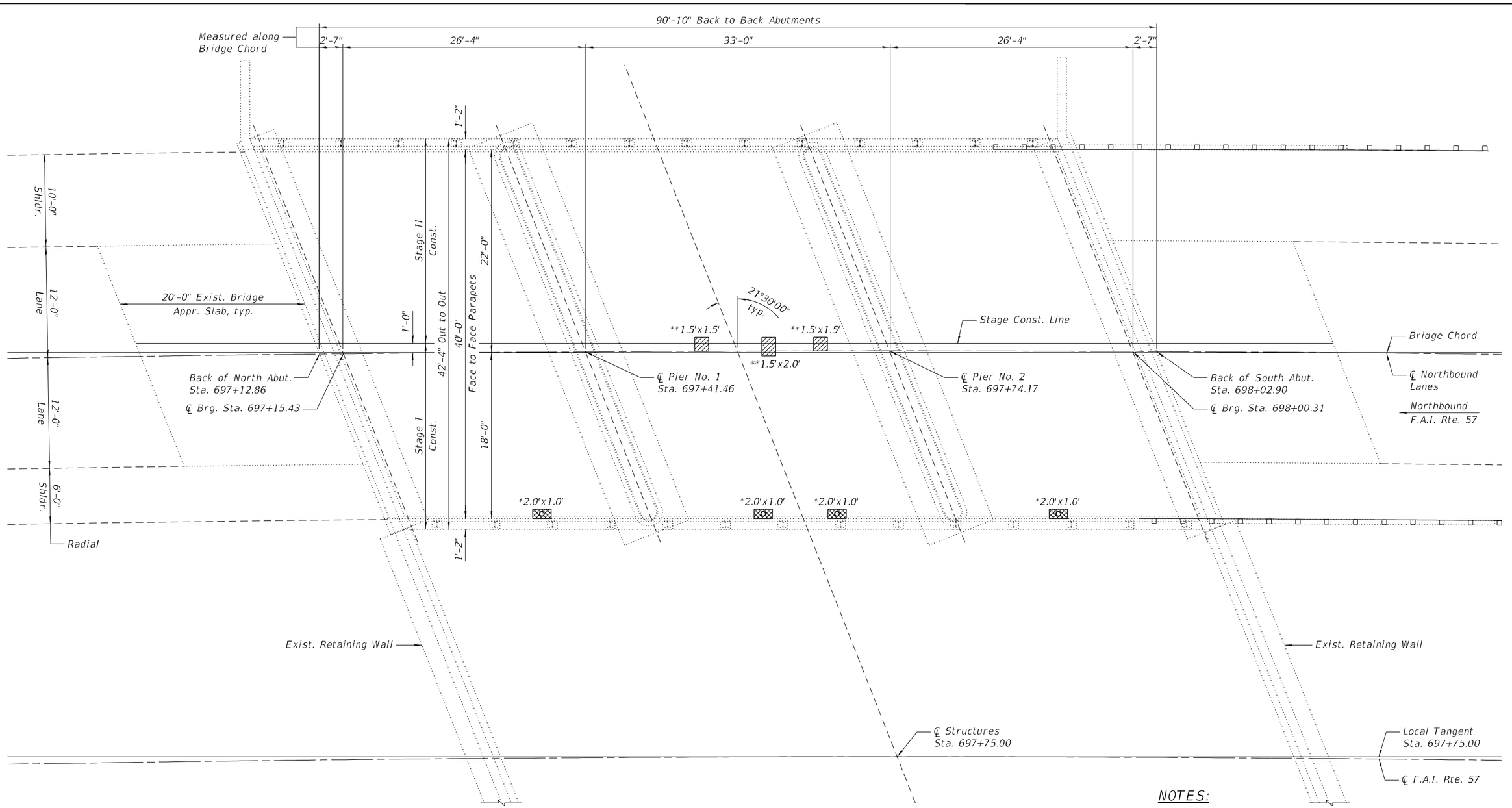
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK REPAIRS
STRUCTURE NO. 038-0001 (S.B.)
SHEET NO. 5 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	118
		CONTRACT NO. 66M80		
	ILLINOIS			



PLAN

LEGEND

**Deck Slab Repair (Partial)

Deck Slab Repair (Full Depth, Type I)

BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.5

NOTES:

1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions, and documented by the Engineer on the As Built plan sheet.

2.) *See Floor Drain removal and replacement details on Sheet 2 of 22.

3.) **Areas of Deck Slab Repair (Partial) for information only. Cost included with Bridge Deck Latex Concrete Overlay, 3½".

4.) The quantity shown for Deck Slab Repair (Full Depth, Type I) has been increased beyond the dimensions indicated in the plan view shown on this sheet and sheet 5 of 22 in order to provide a minimum of 5 Sq. Yd for the purpose of establishing a unit price.

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STATE OF ILLINOIS
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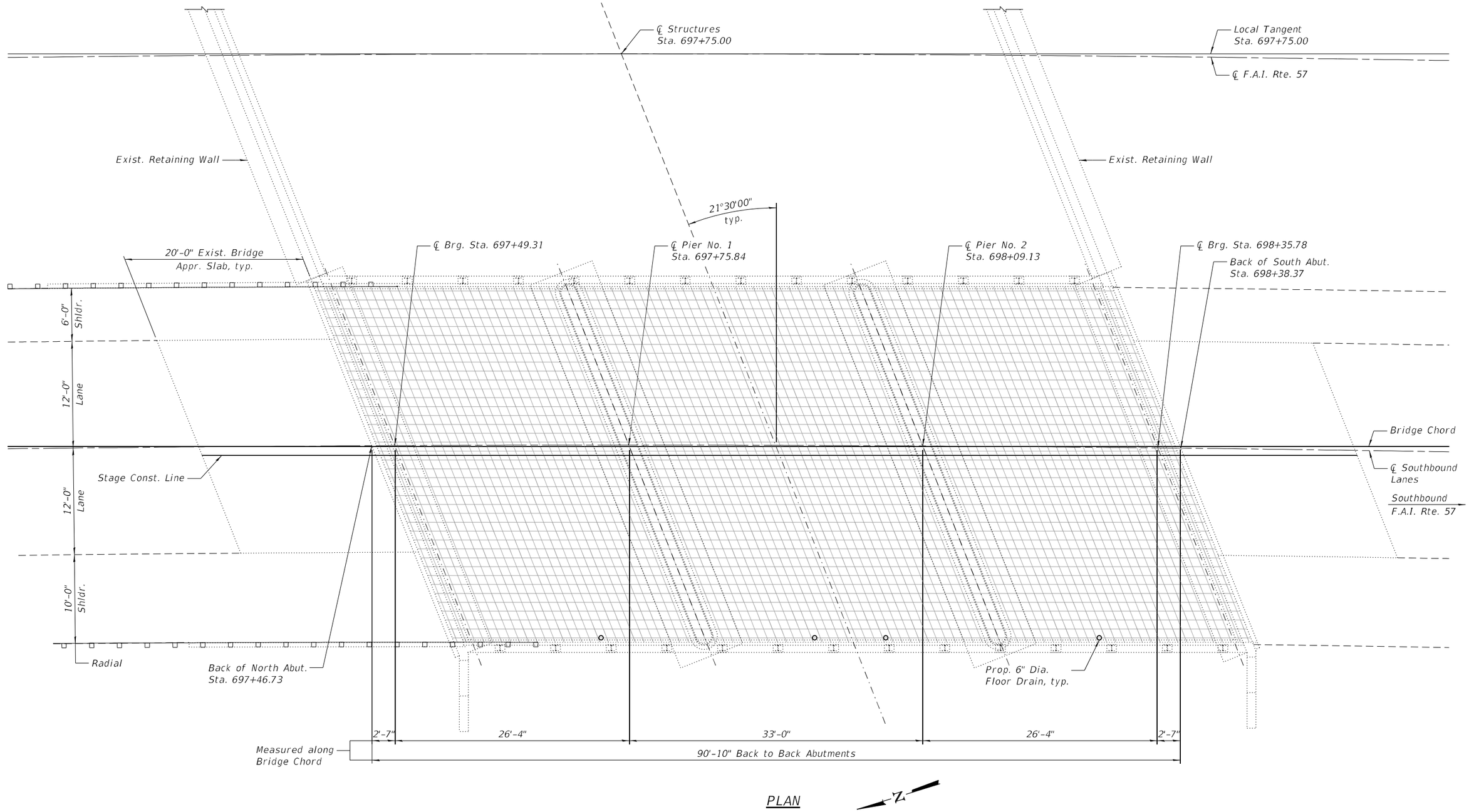
TOP OF DECK REPAIRS
STRUCTURE NO. 038-0002 (N.B.)
SHEET NO. 6 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	119
		CONTRACT NO. 66M80		
	ILLINOIS			



PLAN

NOTES:

1.) The Engineer shall record the As Built deck slab repair areas on this sheet.
2.) The reference grid was drawn in 1' transverse and longitudinal increments.

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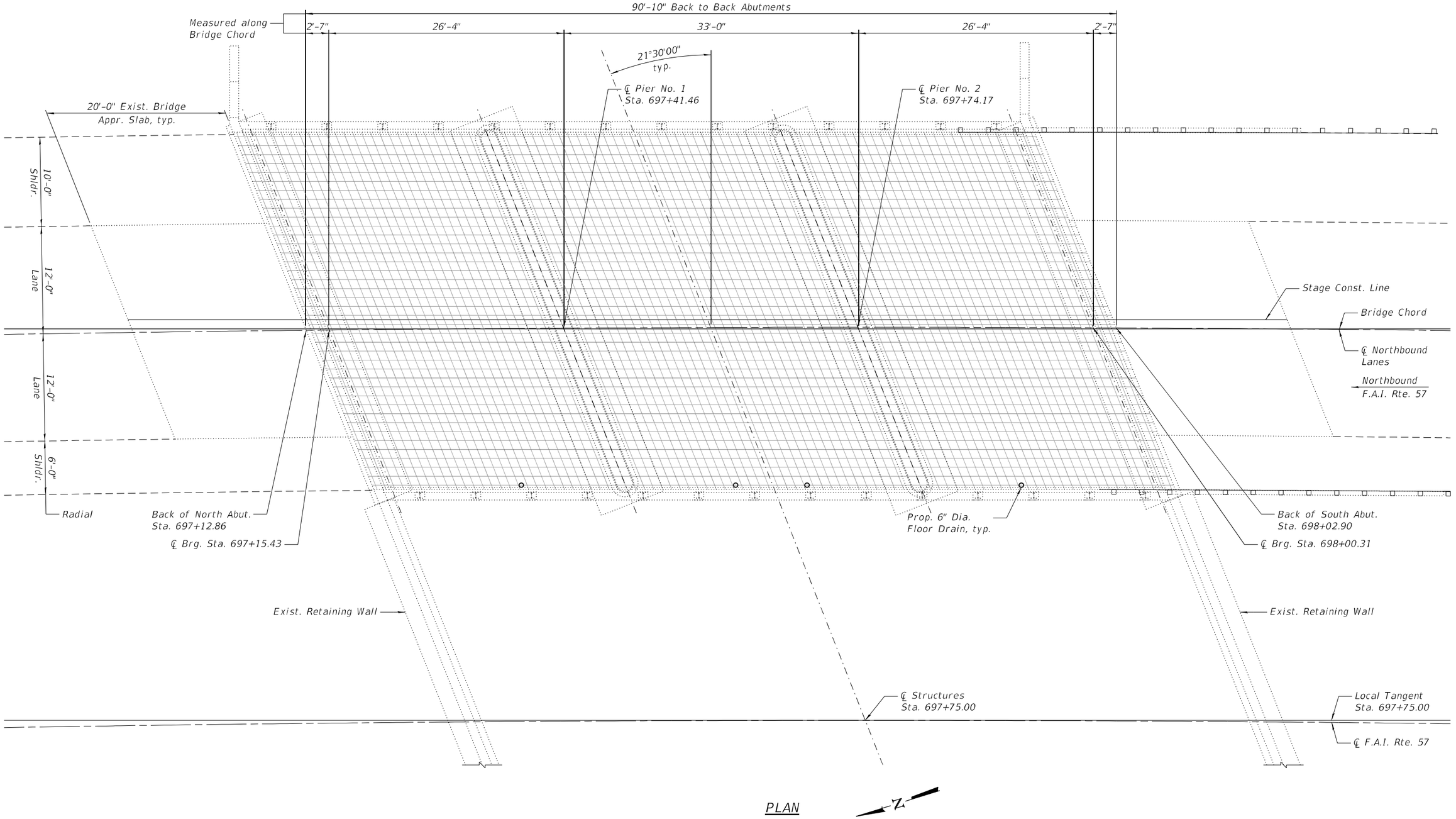
TOP OF DECK REPAIRS – AS BUILT
STRUCTURE NO. 038–0001 (S.B.)

SHEET NO. 7 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	120
		CONTRACT NO. 66M80		
	ILLINOIS			



PLAN

NOTES:

1.) The Engineer shall record the As Built deck slab repair areas on this sheet.
2.) The reference grid was drawn in 1' transverse and longitudinal increments.

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STATE OF ILLINOIS
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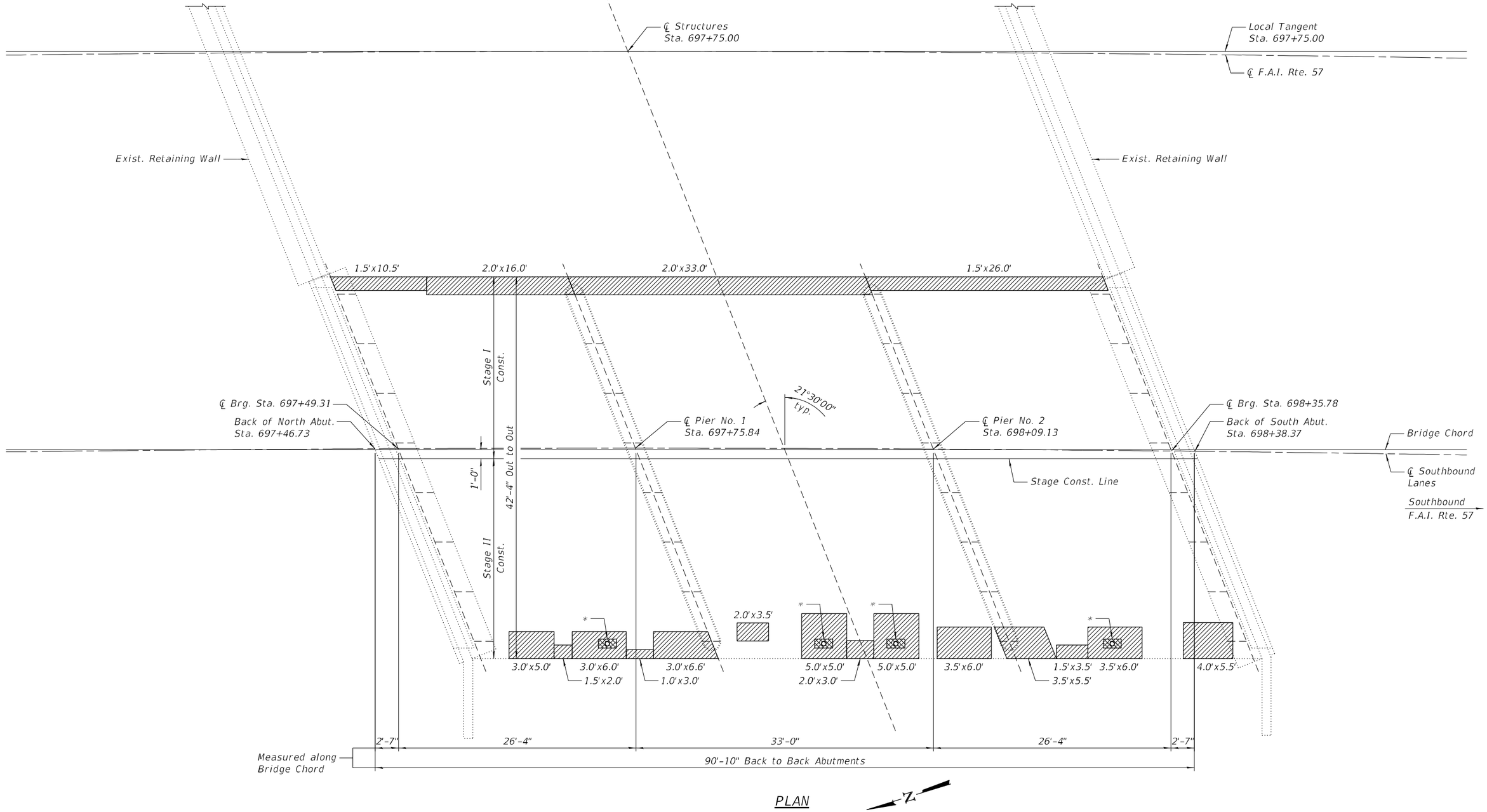
TOP OF DECK REPAIRS – AS BUILT
STRUCTURE NO. 038–0002 (N.B.)
SHEET NO. 8 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	121
		CONTRACT NO. 66M80		
	ILLINOIS			



PLAN

LEGEND

Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)

Deck Slab Repair (Full Depth, Type I)

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	356

NOTES:

1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions, and documented by the Engineer on the As Built plan sheet.

2.) *See Floor Drain removal and replacement details on Sheet 2 of 22.

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STATE OF ILLINOIS
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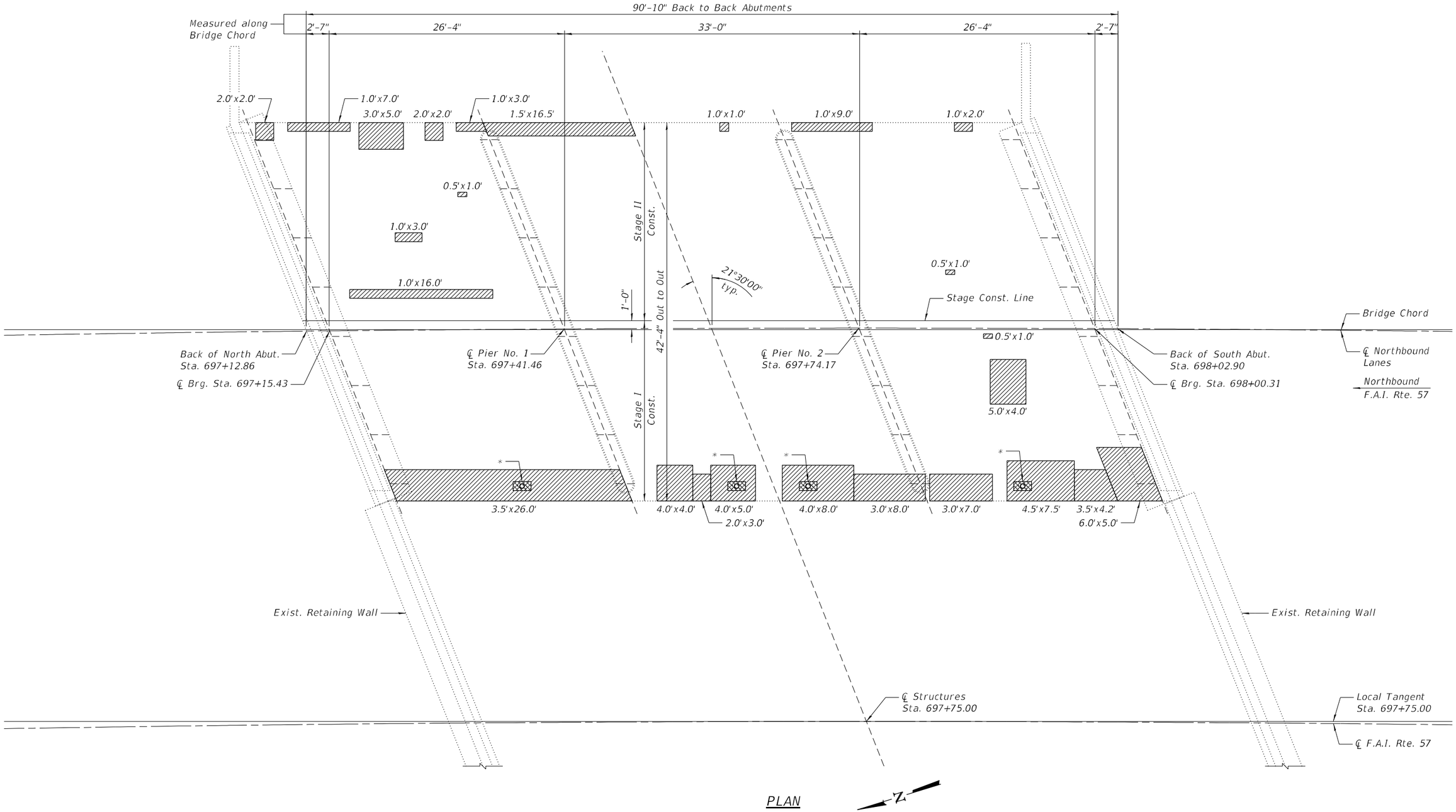
BOTTOM OF DECK REPAIRS
STRUCTURE NO. 038-0001 (S.B.)

SHEET NO. 9 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	122
		CONTRACT NO. 66M80		
	ILLINOIS			



PLAN

LEGEND

Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)

Deck Slab Repair (Full Depth, Type I)

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	391

NOTES:

1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions, and documented by the Engineer on the As Built plan sheet.

2.) *See Floor Drain removal and replacement details on Sheet 2 of 22.

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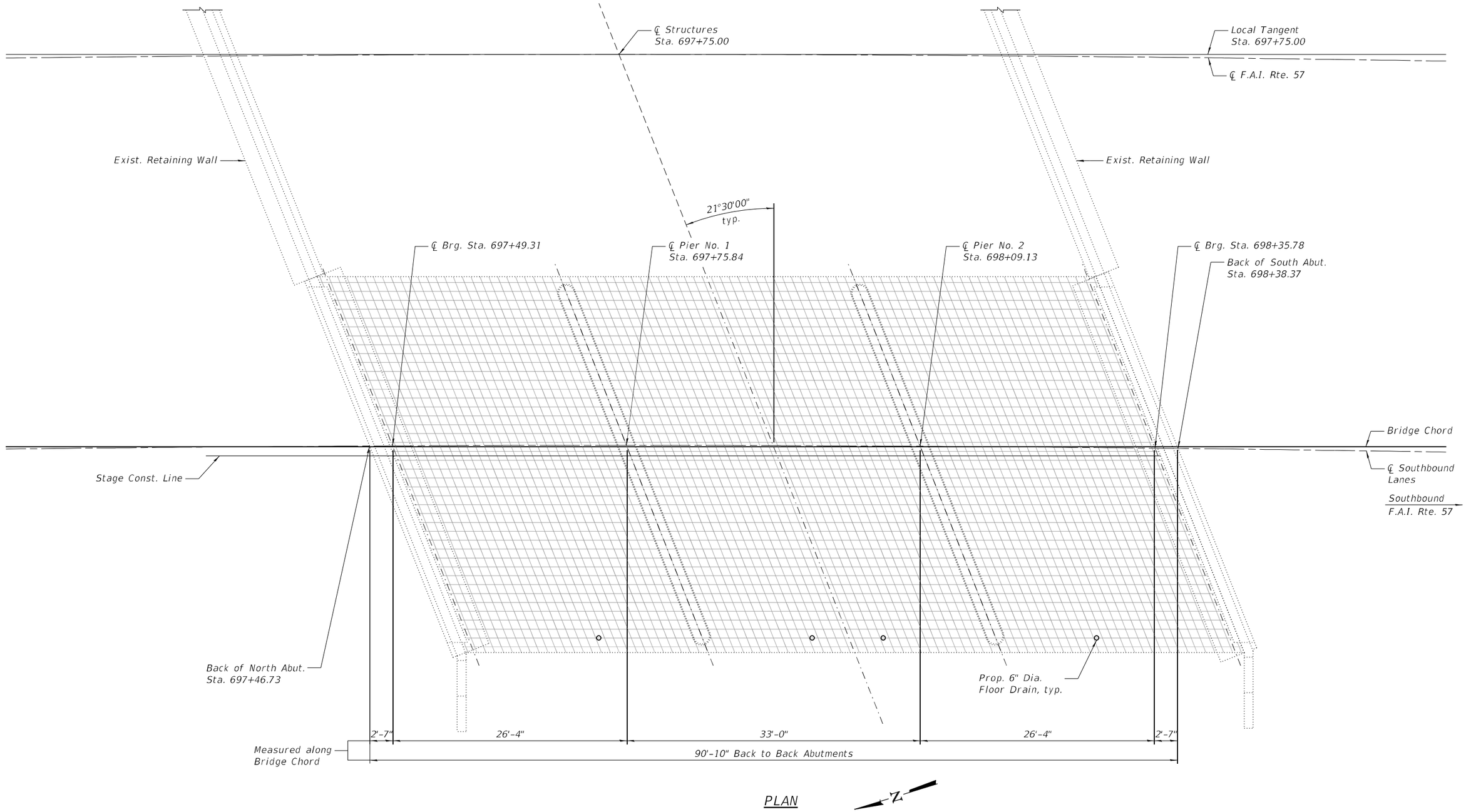
BOTTOM OF DECK REPAIRS
STRUCTURE NO. 038-0002 (N.B.)
SHEET NO. 10 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	123
		CONTRACT NO. 66M80		
	ILLINOIS			



PLAN

NOTES:

1.) The Engineer shall record the As Built deck slab repair areas on this sheet.
2.) The reference grid was drawn in 1' transverse and longitudinal increments.

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	DRAWN - DJM	REVISED
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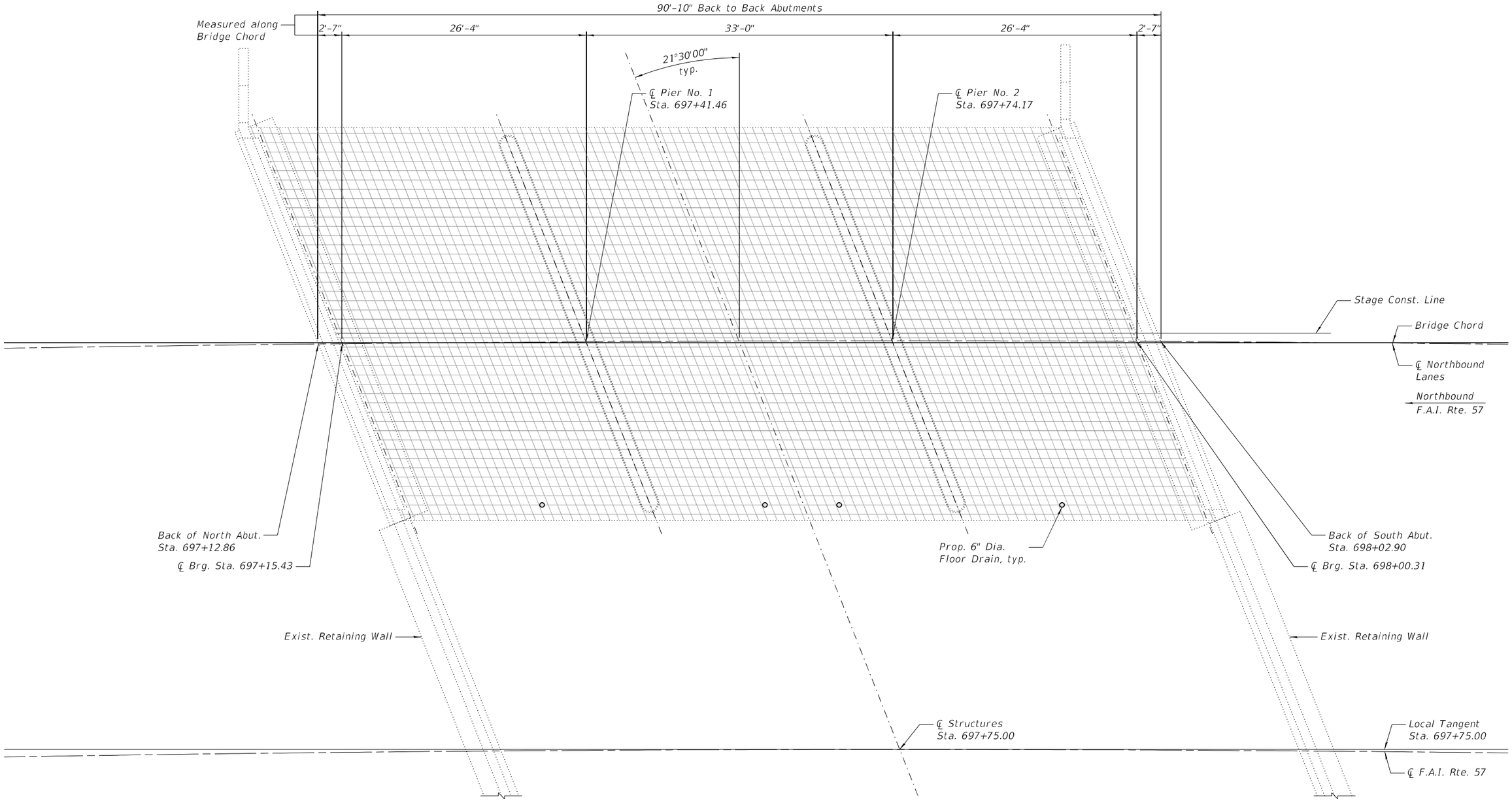
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BOTTOM OF DECK REPAIRS – AS BUILT
STRUCTURE NO. 038–0001 (S.B.)

SHEET NO. 11 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	124
		CONTRACT NO. 66M80		
	ILLINOIS			



PLAN

NOTES:

1.) The Engineer shall record the As Built deck slab repair areas on this sheet.
2.) The reference grid was drawn in 1' transverse and longitudinal increments.

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STATE OF ILLINOIS
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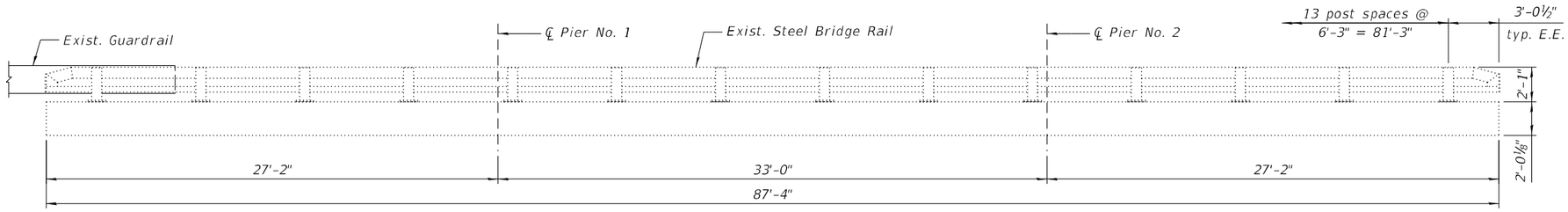
BOTTOM OF DECK REPAIRS – AS BUILT
STRUCTURE NO. 038–0002 (N.B.)

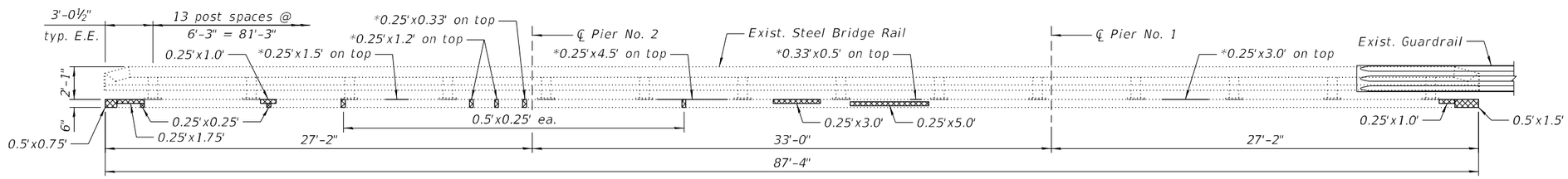
SHEET NO. 12 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	125
		CONTRACT NO. 66M80		
	ILLINOIS			



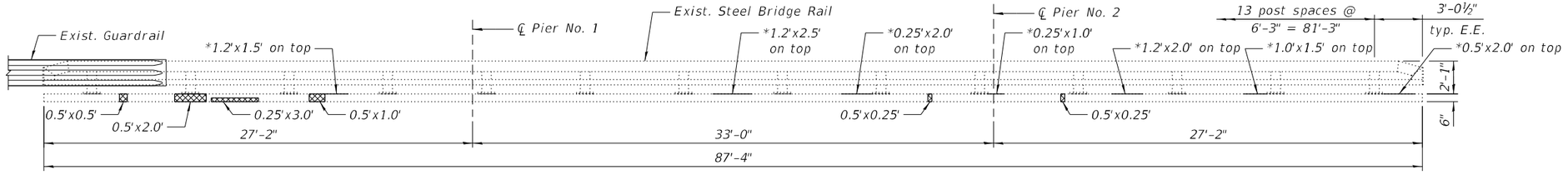
ELEVATION – OUTSIDE FACE OF WEST HUB GUARD

(Looking East)



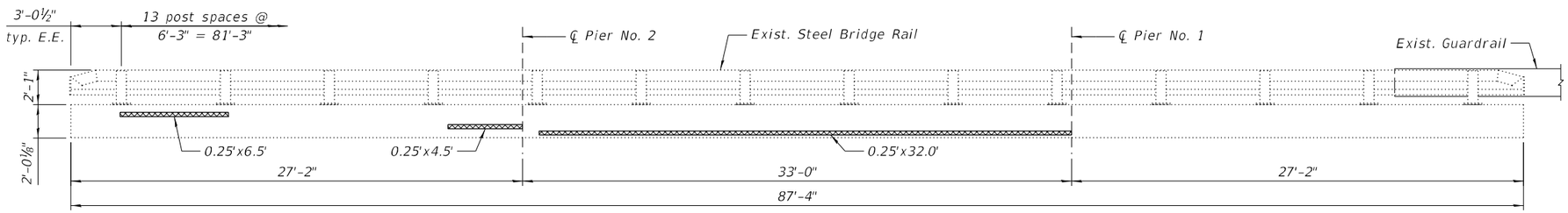
ELEVATION – INSIDE FACE OF WEST HUB GUARD

(Looking West)



ELEVATION – INSIDE FACE OF EAST HUB GUARD

(Looking East)



ELEVATION – OUTSIDE FACE OF EAST HUB GUARD

(Looking West)

LEGEND

Structural Repair of Concrete (Depth Equal to or Less than 5 inches)

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	32

NOTES:

1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
2.) E.E. denotes Each End.
3.) *Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)

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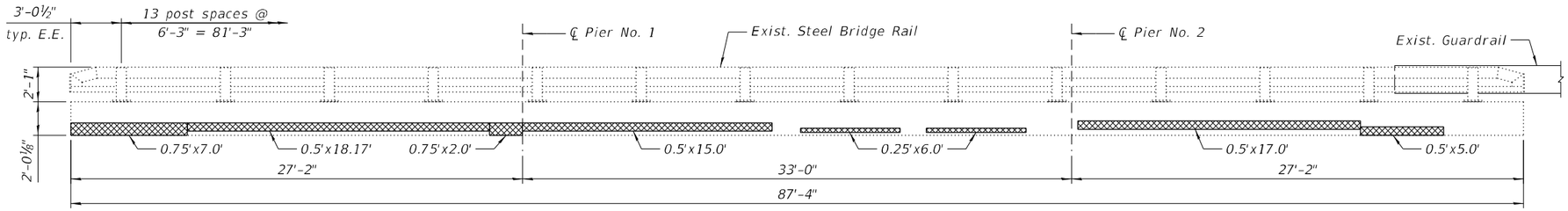
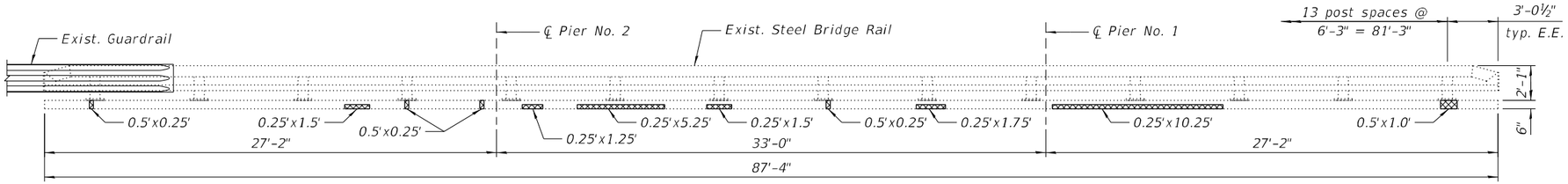
HUB GUARD REPAIR DETAILS
STRUCTURE NO. 038–0001 (S.B.)
SHEET NO. 13 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	126
		CONTRACT NO. 66M80		
		ILLINOIS		



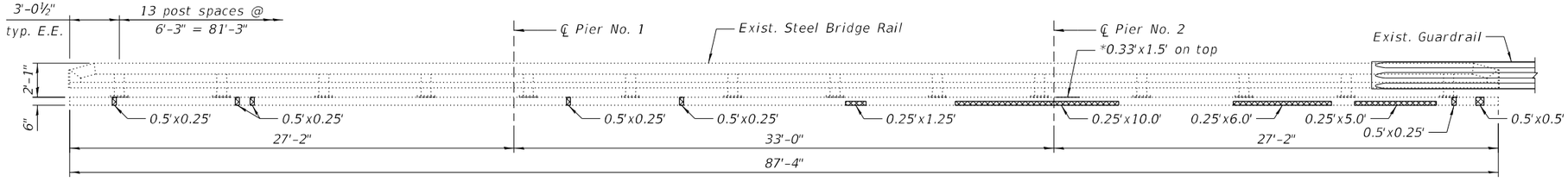
ELEVATION – OUTSIDE FACE OF WEST HUB GUARD

(Looking East)



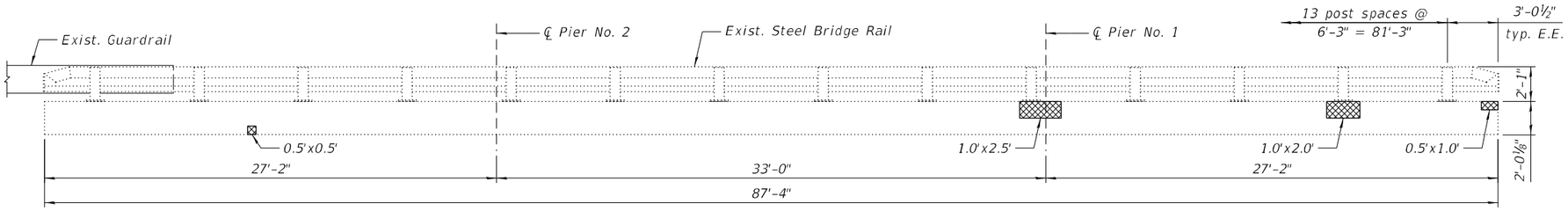
ELEVATION – INSIDE FACE OF WEST HUB GUARD

(Looking West)



ELEVATION – INSIDE FACE OF EAST HUB GUARD

(Looking East)



ELEVATION – OUTSIDE FACE OF EAST HUB GUARD

(Looking West)

LEGEND

Structural Repair of Concrete (Depth Equal to or Less than 5 inches)

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	57

NOTES:

1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
2.) E.E. denotes Each End.
3.) *Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)

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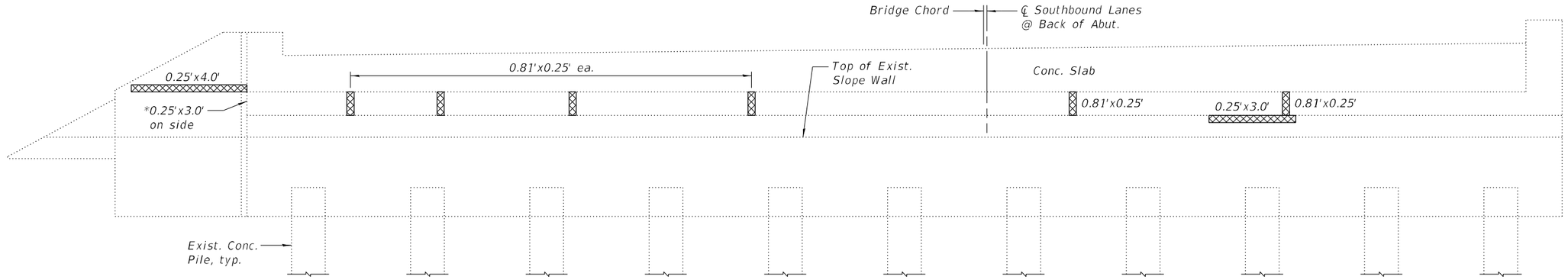
HUB GUARD REPAIR DETAILS
STRUCTURE NO. 038-0002 (N.B.)
SHEET NO. 14 OF 22 SHEETS

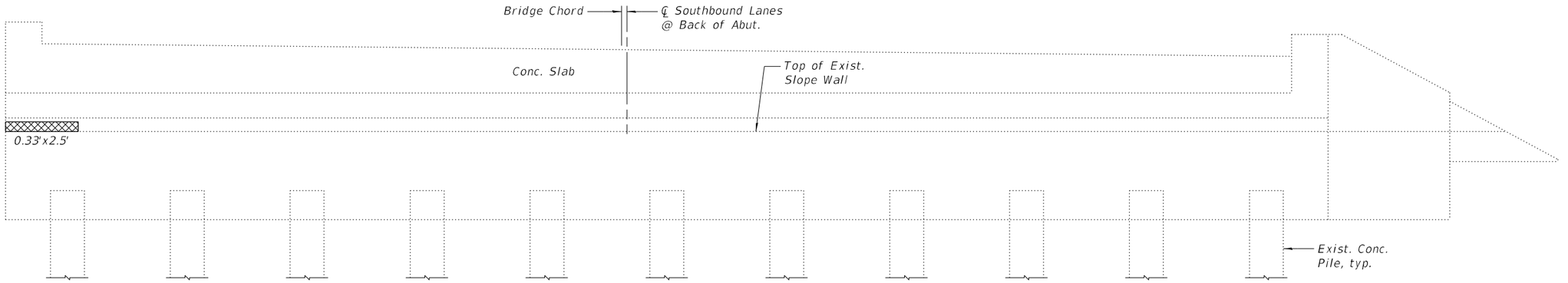
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	127
		CONTRACT NO. 66M80		
		ILLINOIS		



NORTH ABUTMENT ELEVATION

(Looking North)

*Structural Repair of Concrete (Depth Equal to or Less than 5 inches)



SOUTH ABUTMENT ELEVATION

(Looking South)

LEGEND

Structural Repair of Concrete (Depth Equal to or Less than 5 inches)

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	5
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	5

NOTES:

1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to finished surfaces of all concrete repairs for the abutments and wingwalls.
3.) *Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)

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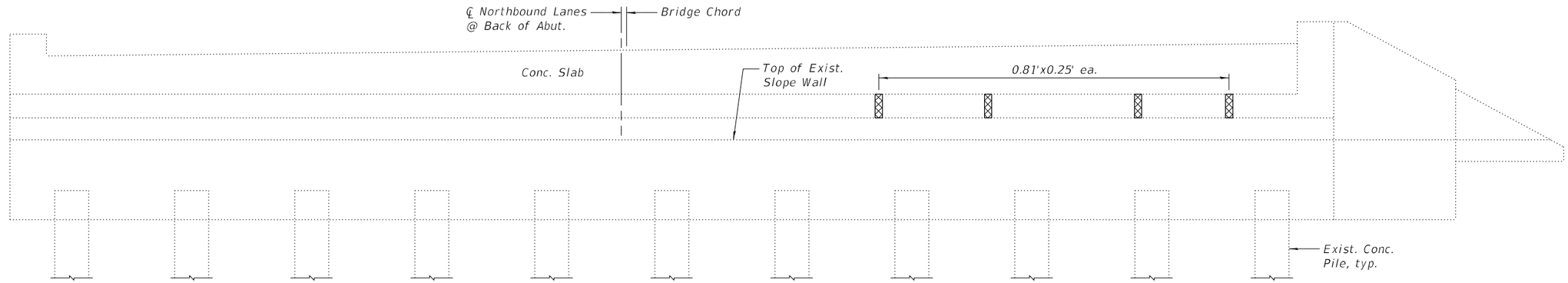
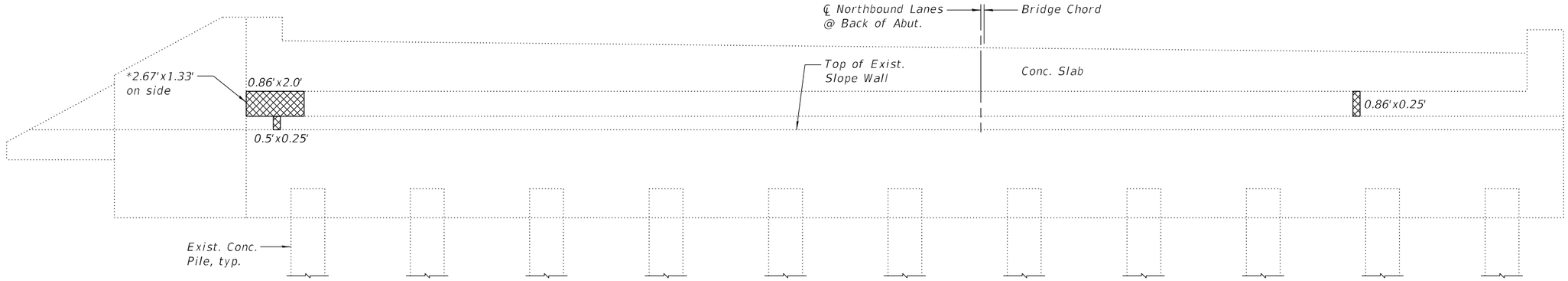
ABUTMENT REPAIR DETAILS
STRUCTURE NO. 038-0001 (S.B.)
SHEET NO. 15 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	128
		CONTRACT NO. 66M80		
	ILLINOIS			



NORTH ABUTMENT ELEVATION

(Looking North)



SOUTH ABUTMENT ELEVATION

(Looking South)

LEGEND

Structural Repair of Concrete (Depth Equal to or Less than 5 inches)

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	7
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	7

NOTES:

1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to finished surfaces of all concrete repairs for the abutments and wingwalls.
3.) *Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)

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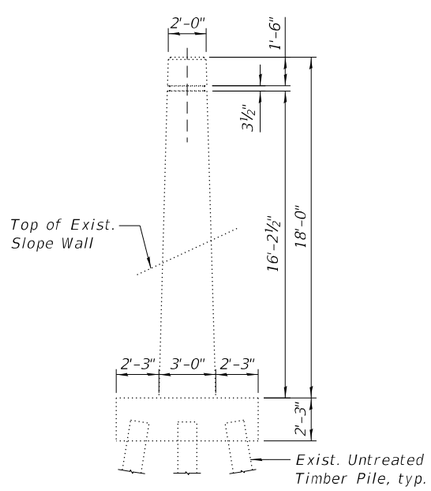
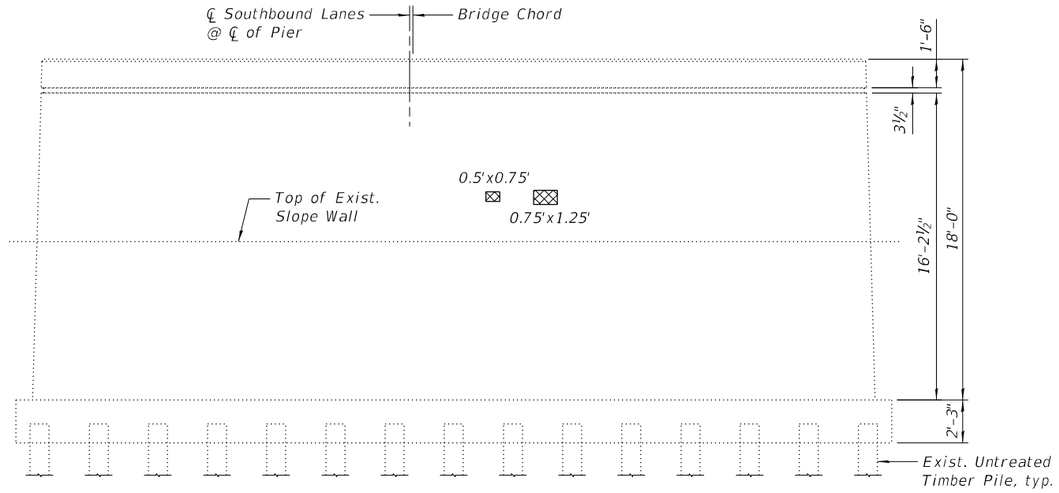
ABUTMENT REPAIR DETAILS
STRUCTURE NO. 038-0002 (N.B.)
SHEET NO. 16 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	129
		CONTRACT NO. 66M80		
	ILLINOIS			



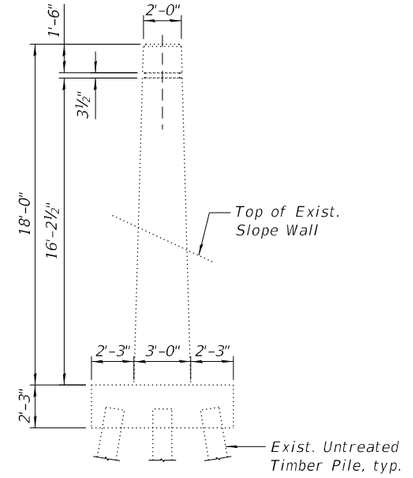
PIER NO. 1 EAST END VIEW

(Looking West)



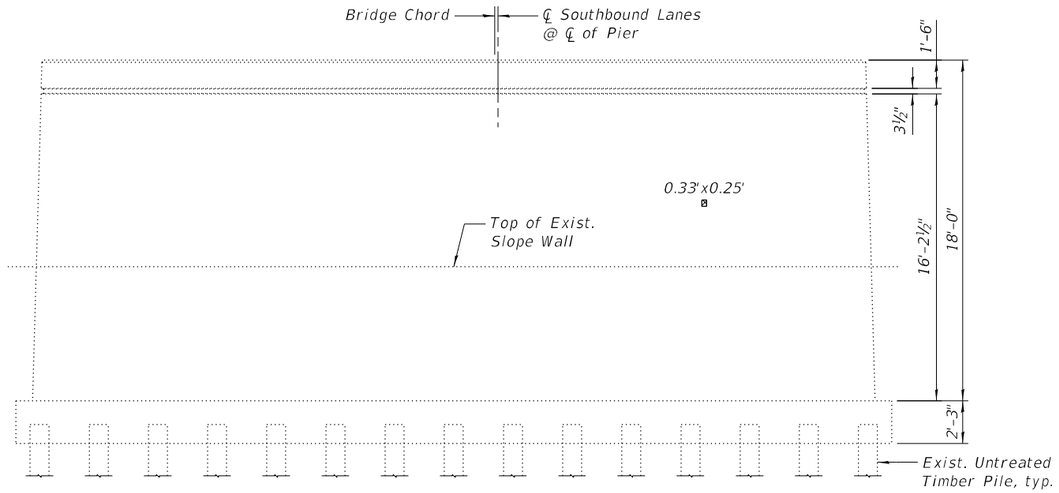
PIER NO. 1 NORTH ELEVATION

(Looking South)



PIER NO. 1 WEST END VIEW

(Looking East)



PIER NO. 1 SOUTH ELEVATION

(Looking North)

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	2
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	2

LEGEND

Structural Repair of Concrete (Depth Equal to or Less than 5 inches)

NOTES:

1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.

2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to finished surfaces of all concrete repairs for the piers.

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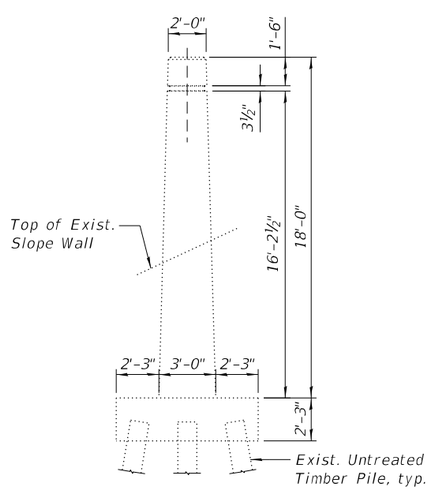
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIR DETAILS
STRUCTURE NO. 038-0001 (S.B.)

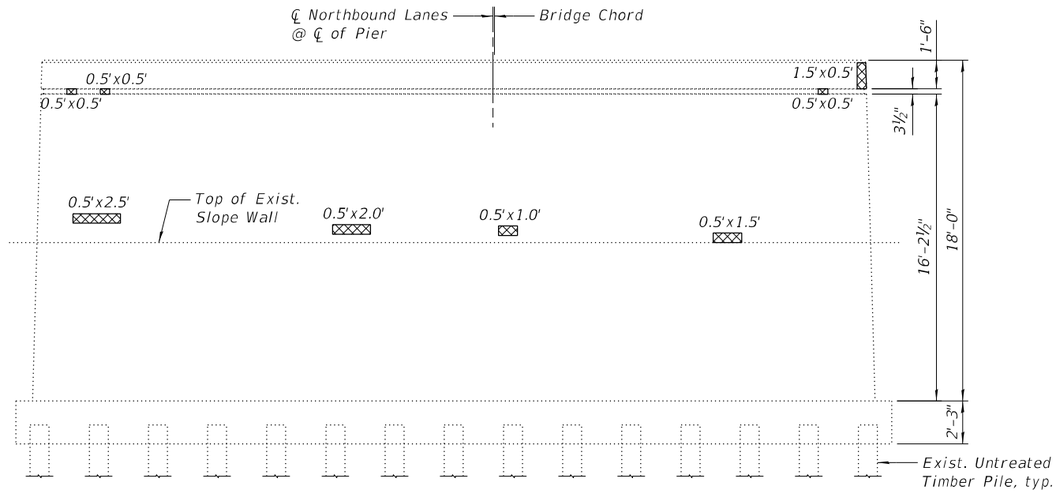
SHEET NO. 17 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	130
		CONTRACT NO. 66M80		
	ILLINOIS			



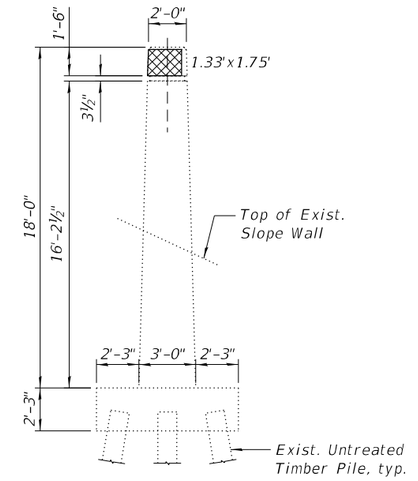
PIER NO. 1 EAST END VIEW

(Looking West)



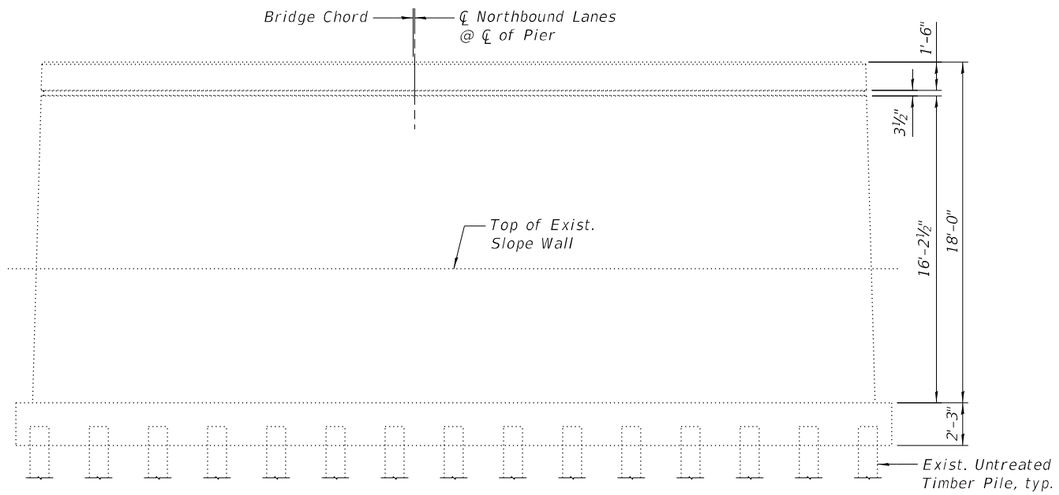
PIER NO. 1 NORTH ELEVATION

(Looking South)



PIER NO. 1 WEST END VIEW

(Looking East)



PIER NO. 1 SOUTH ELEVATION

(Looking North)

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	8
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	8

LEGEND

Structural Repair of Concrete (Depth Equal to or Less than 5 inches)

NOTES:

1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.

2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to finished surfaces of all concrete repairs for the piers.

Farnsworth GROUP
2709 McGRAW DRIVE
BLOOMINGTON, ILLINOIS 61704
(309) 663-8435 / info@f-w.com

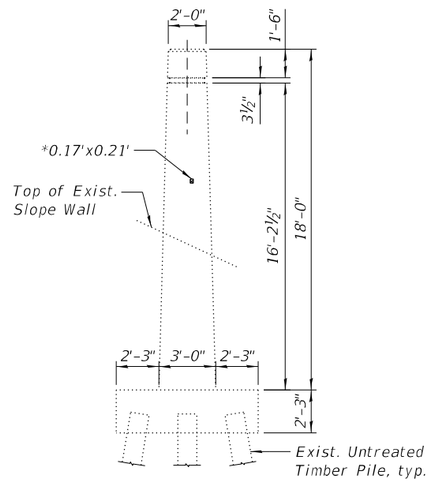
	DESIGNED - CEL	REVISED
	CHECKED - VPT	REVISED
	DRAWN - DJM	REVISED
DATE - 03/20/2026	CHECKED - VPT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIR DETAILS
STRUCTURE NO. 038-0002 (N.B.)

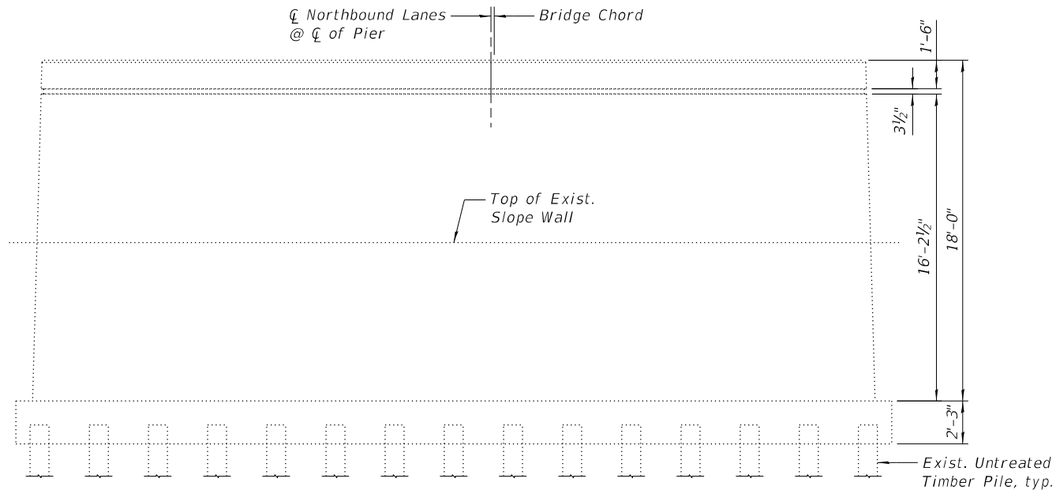
SHEET NO. 18 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	131
		CONTRACT NO. 66M80		
	ILLINOIS			



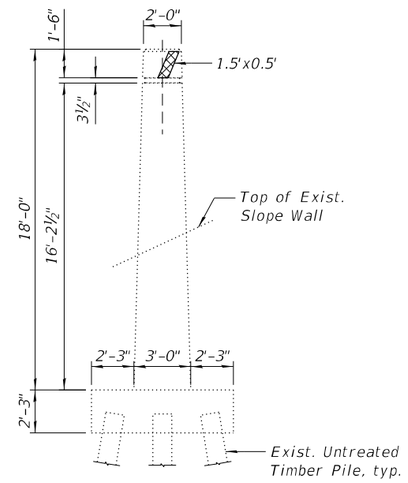
PIER NO. 2 EAST END VIEW

(Looking West)



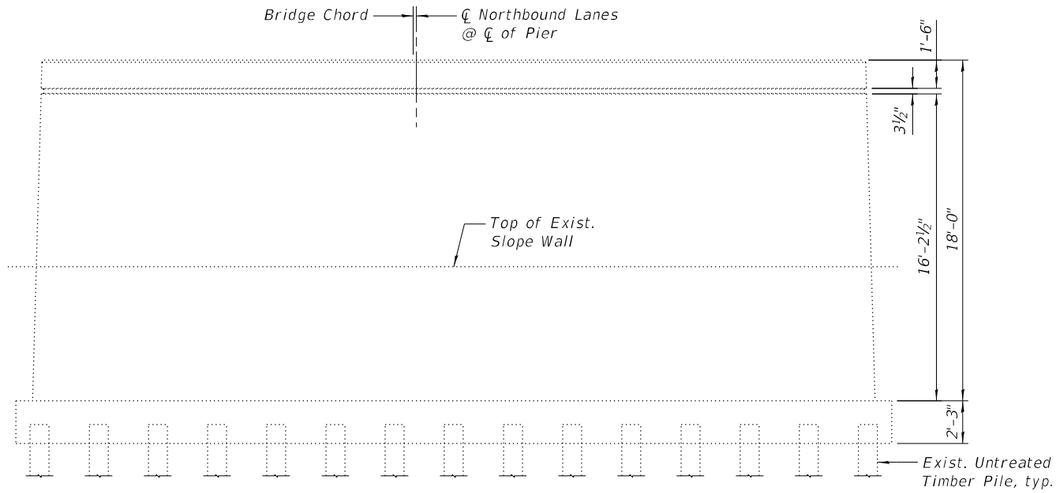
PIER NO. 2 NORTH ELEVATION

(Looking South)



PIER NO. 2 WEST END VIEW

(Looking East)



PIER NO. 2 SOUTH ELEVATION

(Looking North)

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	1
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	1

LEGEND

Structural Repair of Concrete (Depth Equal to or Less than 5 inches)

NOTES:

1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to finished surfaces of all concrete repairs for the piers.
3.) *Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)

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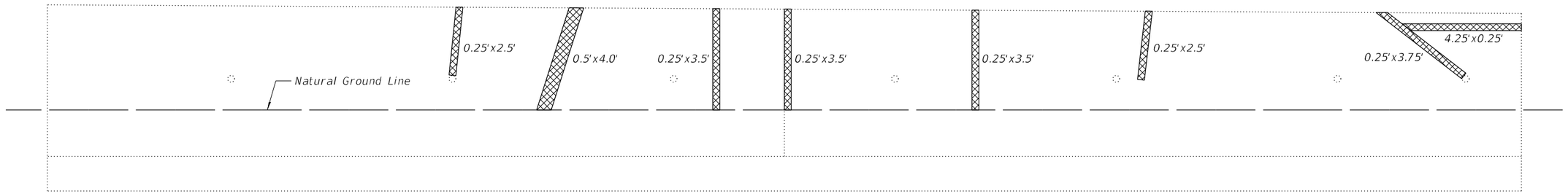
	CHECKED - VPT	REVISED	
	DRAWN - DJM	REVISED	
DATE - 03/20/2026	CHECKED - VPT	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

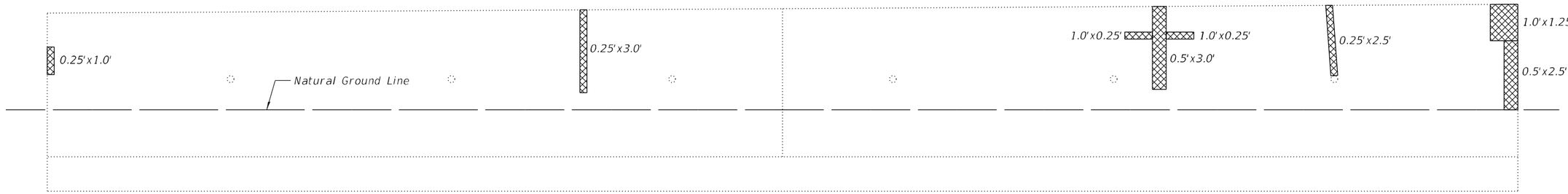
PIER REPAIR DETAILS
STRUCTURE NO. 038-0002 (N.B.)
SHEET NO. 19 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	132
		CONTRACT NO. 66M80		
	ILLINOIS			



NORTH RETAINING WALL ELEVATION

(Looking North)



SOUTH RETAINING WALL ELEVATION

(Looking South)

LEGEND

Structural Repair of Concrete (Depth Equal to or Less than 5 inches)

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	14
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	14

NOTES:

1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to finished surfaces of all concrete repairs for the retaining wall.

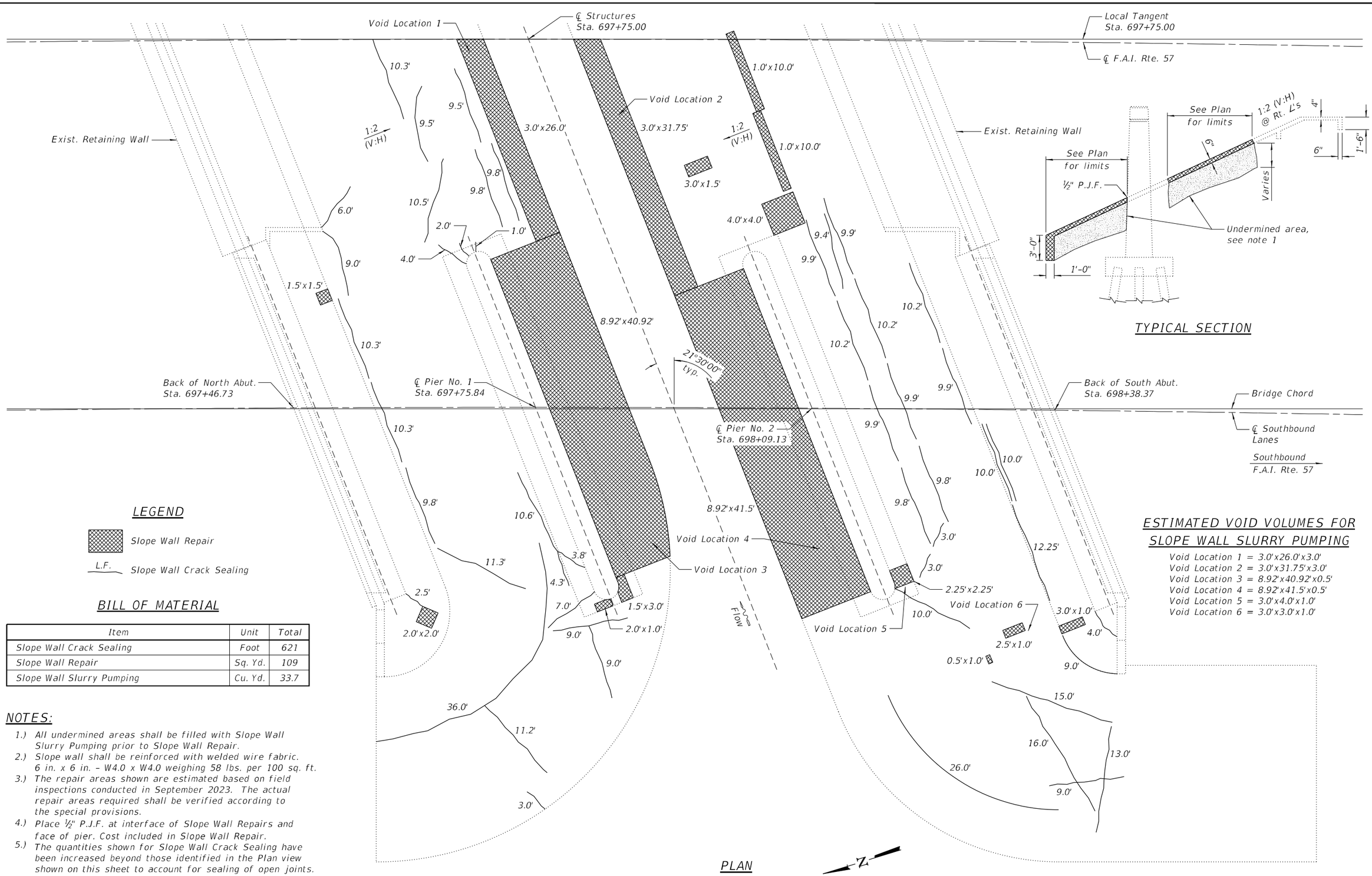
Farnsworth GROUP
2709 McGRAW DRIVE
BLOOMINGTON, ILLINOIS 61704
(309) 663-8435 / info@f-w.com

	DESIGNED - CEL	REVISED
	CHECKED - VPT	REVISED
	DRAWN - DJM	REVISED
DATE - 03/20/2026	CHECKED - VPT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RETAINING WALL REPAIR DETAILS
STRUCTURE NO. 038–0001 (S.B.) & 038–0002 (N.B.)
SHEET NO. 20 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	133
		CONTRACT NO. 66M80		
	ILLINOIS			



TYPICAL SECTION

PLAN

LEGEND

Slope Wall Repair

L.F. Slope Wall Crack Sealing

BILL OF MATERIAL

Item	Unit	Total
Slope Wall Crack Sealing	Foot	621
Slope Wall Repair	Sq. Yd.	109
Slope Wall Slurry Pumping	Cu. Yd.	33.7

NOTES:

1.) All undermined areas shall be filled with Slope Wall Slurry Pumping prior to Slope Wall Repair.
2.) Slope wall shall be reinforced with welded wire fabric. 6 in. x 6 in. – W4.0 x W4.0 weighing 58 lbs. per 100 sq. ft.
3.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
4.) Place ½" P.J.F. at interface of Slope Wall Repairs and face of pier. Cost included in Slope Wall Repair.
5.) The quantities shown for Slope Wall Crack Sealing have been increased beyond those identified in the Plan view shown on this sheet to account for sealing of open joints.

ESTIMATED VOID VOLUMES FOR SLOPE WALL SLURRY PUMPING

Void Location 1 = 3.0'x26.0'x3.0'
Void Location 2 = 3.0'x31.75'x3.0'
Void Location 3 = 8.92'x40.92'x0.5'
Void Location 4 = 8.92'x41.5'x0.5'
Void Location 5 = 3.0'x4.0'x1.0'
Void Location 6 = 3.0'x3.0'x1.0'

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BLOOMINGTON, ILLINOIS 61704
(309) 663-8435 / info@f-w.com

	DESIGNED - CEL	REVISED
	CHECKED - VPT	REVISED
	DRAWN - DJM	REVISED
DATE - 03/20/2026	CHECKED - VPT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPE WALL REPAIR DETAILS
STRUCTURE NO. 038–0001 (S.B.)
SHEET NO. 21 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	134
		CONTRACT NO. 66M80		
	ILLINOIS			

LEGEND

Slope Wall Repair

L.F. Slope Wall Crack Sealing

BILL OF MATERIAL

Item	Unit	Total
Slope Wall Crack Sealing	Foot	502
Slope Wall Repair	Sq. Yd.	119
Slope Wall Slurry Pumping	Cu. Yd.	38.4

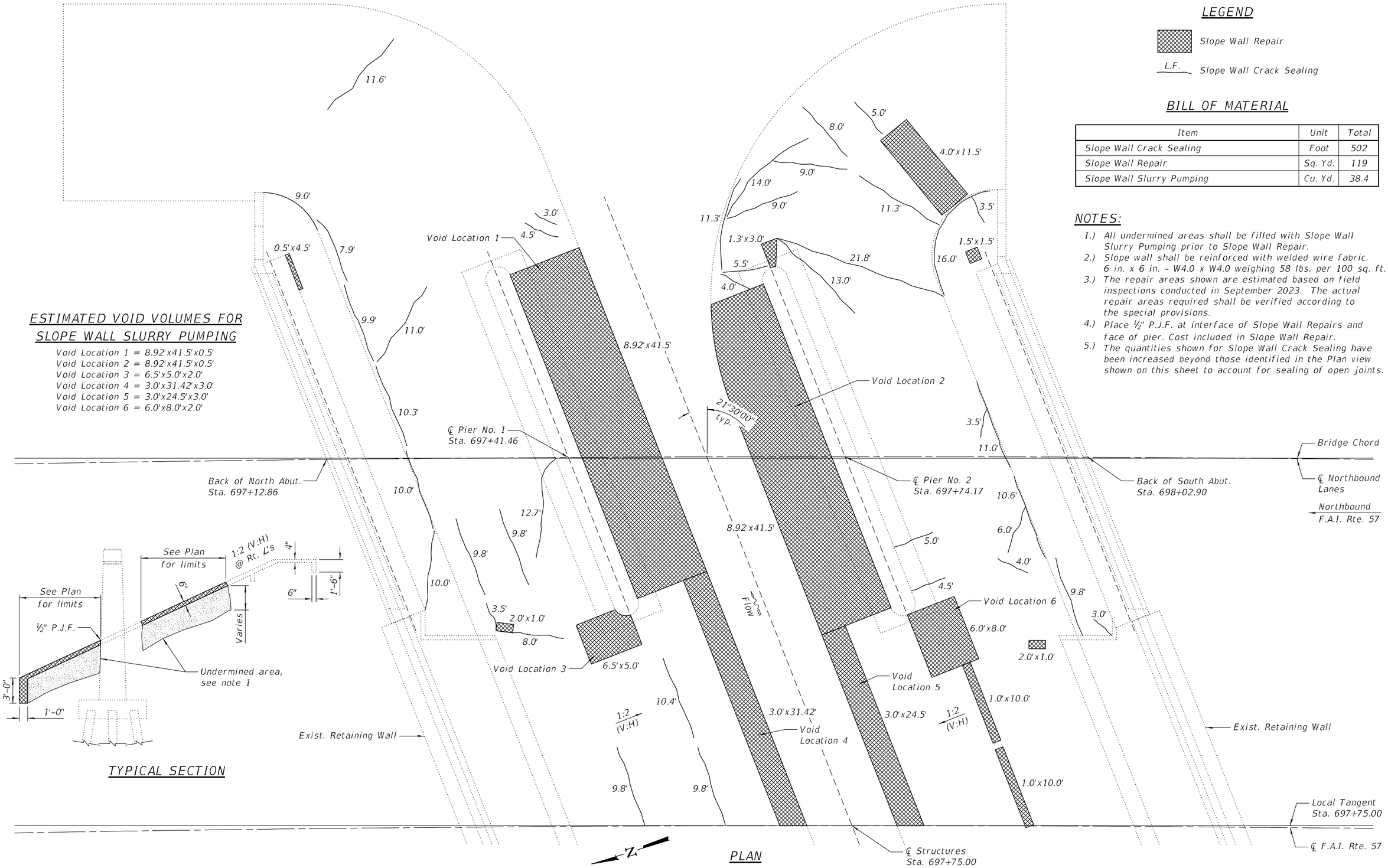
NOTES:

1.) All undermined areas shall be filled with Slope Wall Slurry Pumping prior to Slope Wall Repair.
2.) Slope wall shall be reinforced with welded wire fabric. 6 in. x 6 in. – W4.0 x W4.0 weighing 58 lbs. per 100 sq. ft.
3.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
4.) Place ½" P.J.F. at interface of Slope Wall Repairs and face of pier. Cost included in Slope Wall Repair.
5.) The quantities shown for Slope Wall Crack Sealing have been increased beyond those identified in the Plan view shown on this sheet to account for sealing of open joints.

ESTIMATED VOID VOLUMES FOR SLOPE WALL SLURRY PUMPING

Void Location 1 = 8.92'x41.5'x0.5'
Void Location 2 = 8.92'x41.5'x0.5'
Void Location 3 = 6.5'x5.0'x2.0'
Void Location 4 = 3.0'x31.42'x3.0'
Void Location 5 = 3.0'x24.5'x3.0'
Void Location 6 = 6.0'x8.0'x2.0'

TYPICAL SECTION



PLAN

Farnsworth GROUP
2709 McGRAW DRIVE
BLOOMINGTON, ILLINOIS 61704
(309) 663-8435 / info@f-w.com

	DESIGNED - CEL	REVISED
	CHECKED - VPT	REVISED
	DRAWN - DJM	REVISED
DATE - 03/20/2026	CHECKED - VPT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

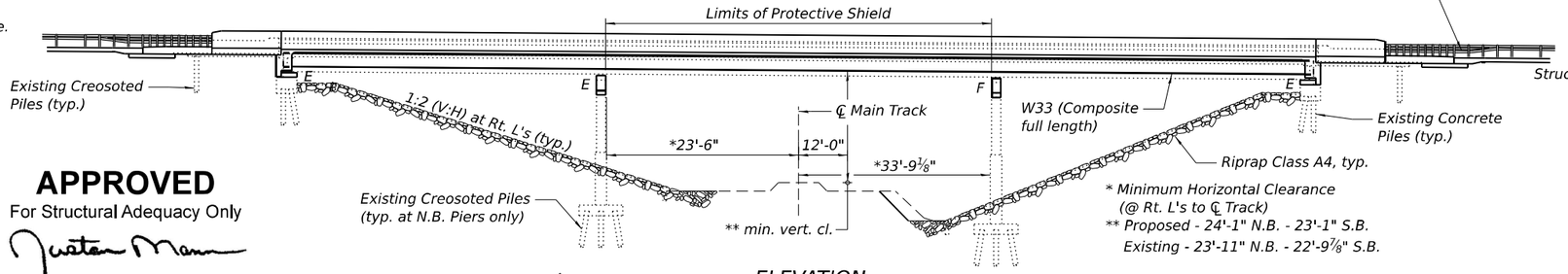
SLOPE WALL REPAIR DETAILS
STRUCTURE NO. 038–0002 (N.B.)

SHEET NO. 22 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	135
		CONTRACT NO. 66M80		
	ILLINOIS			

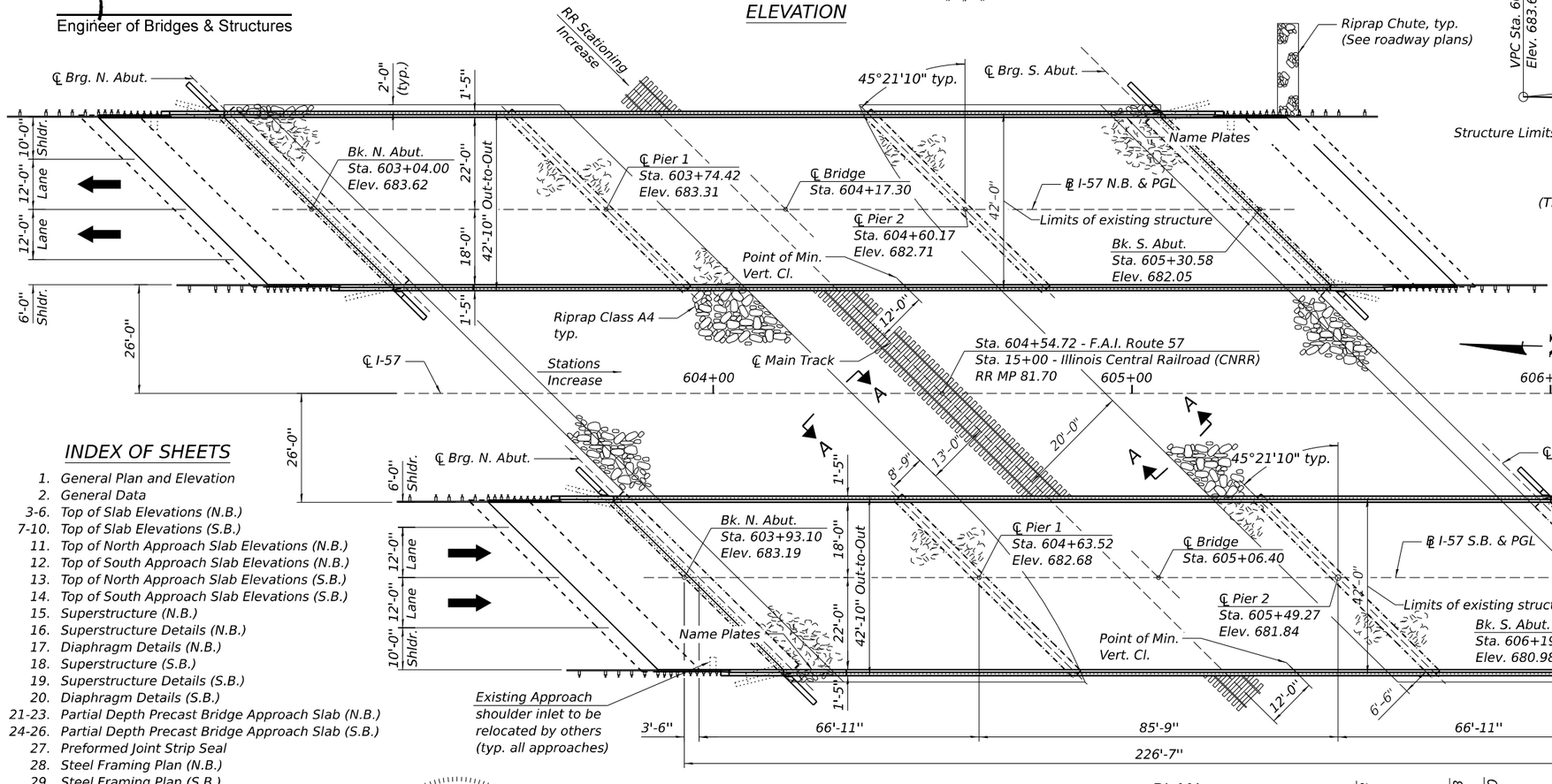
Benchmark: BM 337 - "Cut Square" located in the NW corner of SN 038-0003 - Station 604+06.78, 68.98' Rt, Elev. 684.55
Existing Structures: Structure 038-0003 (S.B.) and 038-0004 (N.B.) were originally constructed in 1967 as Section 38-5VB-1. In 1976, a bituminous wearing surface was applied. In 1999, the structural steel was painted. In 2000, the deck was scarified and a 3" microsilica overlay was applied. The structures are three span bridges (66'-11", 85'-9" and 66'-11") and consist of continuous non-composite multi-girder steel WF beams. The substructure consists of concrete stub abutments on concrete piles, and multi-column piers on creosoted timber piles at the N.B. bridge and spread footings at the S.B. bridge. The bridges are 226'-7" long from back to back abutments. The out to out of deck width is 42'-0". The structure is skewed 45°21'10". Aluminum handrails on concrete parapets are present on both sides. The superstructure will be removed and replaced and the tops of the substructure units will be modified to fit the new superstructure. The structure will be constructed while traffic is routed to the other side of I-57 via median crossovers.

No Salvage.



APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

ELEVATION

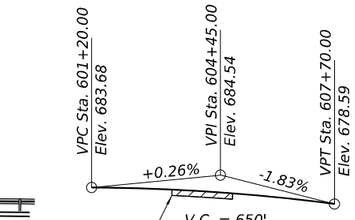


PLAN

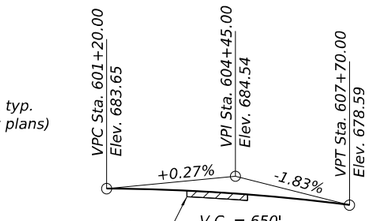
Notes:
Up to ¼ inch to be ground off the bridge deck and bridge approach slabs. Elevations shown in Plan represent elevation after grinding.

For Section A-A, see Sheet 2 of 50.

PROFILE GRADE EXIST. ICRR
(Established from Survey)
(Top of Rail)



PROFILE GRADE
(Along ℄ I-57 N.B.)
(The profile grade shown is the final grade after grinding)



PROFILE GRADE
(Along ℄ I-57 S.B.)
(The profile grade shown is the final grade after grinding)

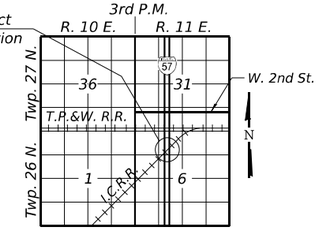
LOADING HL-93
Allow 25#/sq. ft. for future wearing surface.

DESIGN STRESSES
FIELD UNITS (NEW CONST.)
f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
f'c = 5,000 psi (Concrete Wearing Surface)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
All structural steel shall be metalized

FIELD UNITS (EX. CONST.)
fc = 1,400 psi (Substructure)
fs = 20,000 psi (Reinforcement)

DESIGN SPECIFICATIONS
NEW CONSTRUCTION
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition
EXISTING SUBSTRUCTURE
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition
2006 Seismic Retrofitting Manual for Highway Structures: Part I - Bridges (FHWA-HRT-06-032)

SEISMIC DATA
Seismic Retrofit Category (SRC) = A
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.111g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.179g
Soil Site Class = D
Performance Level = I



LOCATION SKETCH

INDEX OF SHEETS

STATE OF ILLINOIS
DAVID BOOHER 4775
SPRINGFIELD, ILL.
LICENSED STRUCTURAL ENGINEER

Dave Booher, Illinois S.E. 081-004775
Expires 11/30/2026

2/19/2026
Date

GENERAL PLAN & ELEVATION
I-57 OVER ILLINOIS CENTRAL RAILROAD
F.A.I. ROUTE 57 - SEC. (38-5VB-1)BR
IROQUOIS COUNTY
STATION 604+61.85
STRUCTURE NUMBER 038-0003 (S.B.)
STRUCTURE NUMBER 038-0004 (N.B.)

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	
0380003_0380004-66M80-001-GPE.dgn	CHECKED - DRB	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

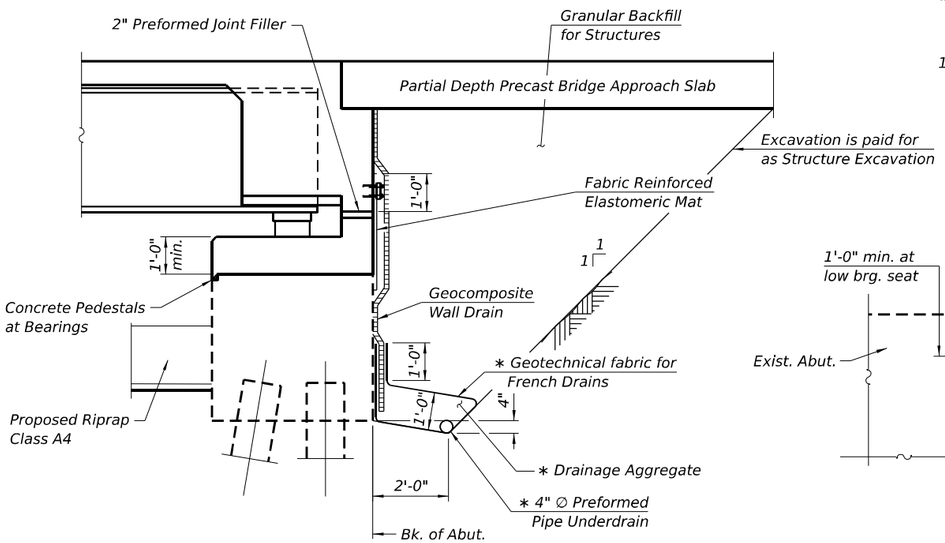
GENERAL PLAN AND ELEVATION
STRUCTURE NO. 038-0003 & 038-0004
SHEET 1 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	136
		CONTRACT NO. 66M80		
	ILLINOIS FED. AID PROJECT			

MODEL: 038-0003_038-0004 GPE
FILE NAME: S:\2024\24IL032 - PTB 212-022 D3 - Chamlin - Var PH1-2/WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-001-GPE.dgn
2/19/2026 1:06:45 PM

TOTAL BILL OF MATERIAL

ITEM	UNIT	SN 038-0003 (S.B.)		SN 038-0004 (N.B.)		TOTAL
		SUPER	SUB	SUPER	SUB	
Stone Riprap, Class A4	Sq. Yd.		1,226		1,235	2,461
Filter Fabric	Sq. Yd.		1,226		1,235	2,461
Removal of Existing Superstructures No. 1	Each	1				1
Removal of Existing Superstructures No. 2	Each			1		1
Concrete Removal	Cu. Yd.		100.9		96.8	197.7
Slope Wall Removal	Sq. Yd.		1,555		1,555	3,110
Protective Shield	Sq. Yd.	390		390		780
Structure Excavation	Cu. Yd.		273.0		263.7	536.7
Concrete Structures	Cu. Yd.		143.5		139.2	282.7
Concrete Superstructure	Cu. Yd.	377.5		377.5		755.0
Protective Coat	Sq. Yd.	1,518		1,518		3,036
Furnishing and Erecting Structural Steel	L. Sum.	0.5		0.5		1
Stud Shear Connectors	Each	8,406		8,406		16,812
Reinforcement Bars, Epoxy Coated	Pound	100,030	17,130	100,030	15,770	232,960
Name Plates	Each	1		1		2
Preformed Joint Strip Seal	Foot	117		117		234
Elastomeric Bearing Assembly, Type I	Each	18		18		36
Anchor Bolts, ¾"	Each	12		12		24
Anchor Bolts, 1"	Each	24		24		48
Anchor Bolts, 1¼"	Each	12		12		24
Granular Backfill for Structures	Cu. Yd.		250		244	494
Geocomposite Wall Drain	Sq. Yd.		131		129	260
Pipe Underdrains for Structures 4"	Foot		227		226	453
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		39		47	86
Diamond Grinding (Bridge Section)	Sq. Yd.	1,417		1,417		2,834
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	757		757		1,514
Concrete Wearing Surface, 5"	Sq. Yd.	280		280		560
Precast Bridge Approach Slab	Sq. Ft.	2,400		2,400		4,800
Bar Terminators	Each	220		220		440



SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. at Rt. ℄'s)

∗ Included in the cost of Pipe Underdrains for Structures.

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

GENERAL NOTES

All new structural steel shall be metallized. See Special Provision for "Metallizing of Structural Steel."

Calculated weight of Structural Steel = 43,460 lbs (M270 Grade 36)
558,720 lbs (M270 Grade 50)

No field welding is permitted except as specified in the contract documents.

Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot-dip galvanized bolts in uncoated metallized areas. Bolts $\frac{7}{8}$ in. diameter, holes $\frac{15}{16}$ in. diameter, unless otherwise noted. See special provision for "Metallizing of Structural Steel".

Reinforcement bars designated (E) shall be epoxy coated.

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

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

Plan dimensions and details relative to the existing structure have been taken from 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.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

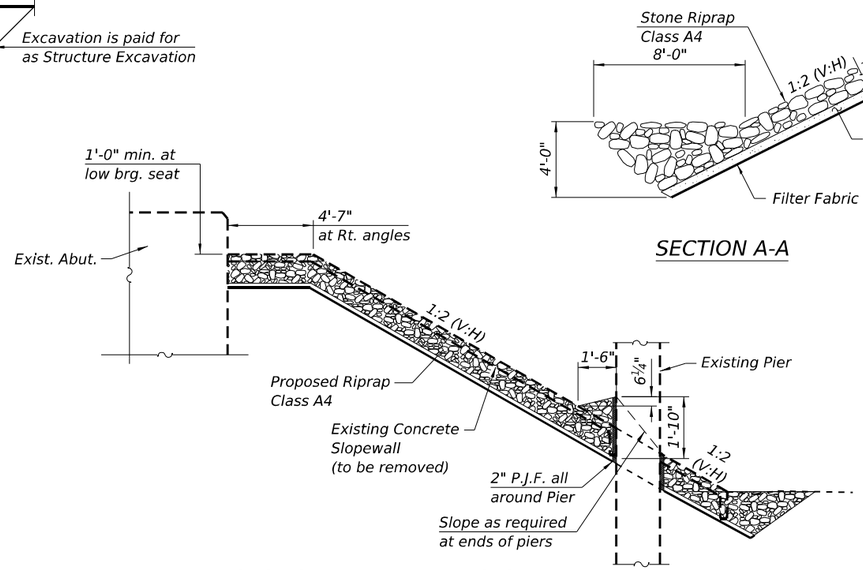
Falsework, netting or other suitable protection shall be provided to prevent debris from falling on the track during demolition and construction operations.

2 weeks prior to project start, flagging protection to be put in place with direction of CN's network Operations Engineer.

Applicant must contact joint utility location service to determine location of all utitities.

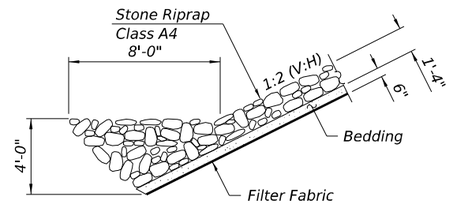
Exceptions to these standards must be approved by CN.

No freefall deck drains will be permitted in the span over the tracks or within 10 ft. of cross arms of a railroad pole line.



SECTION THRU RIPRAP SLOPEWALL

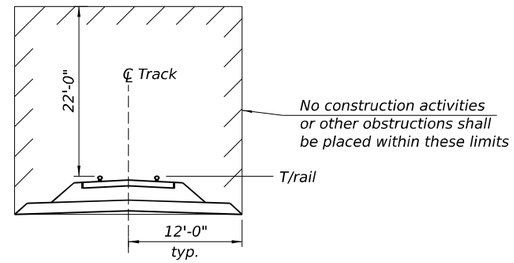
(North and South Slope Wall Replacement)



SECTION A-A

SCOPE OF WORK

1. Remove and replace existing superstructure.
2. Make new deck composite full length.
3. Reconfigure existing abutments and wingwalls to semi-integral configuration.
4. Remove and replace pier caps.
5. Remove and replace bearings at all locations.
6. Construct approach slabs.
7. Remove and replace north and south slopewalls with Riprap Class A4.
8. Repair substructure units as needed.



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE

(Dimensions @ Rt. L to ℄ Track)

BYPASS FLOWRATE FROM BRIDGE LIMITS (END OF APPROACH SLAB) TO ROADWAY (SN 038-0003: S.B. BRIDGE)

	NW Curbline	SW Curbline	NE Curbline	SE Curbline
Q (C.F.S.)	N/A	0.721	N/A	0.869

BYPASS FLOWRATE FROM BRIDGE LIMITS (END OF APPROACH SLAB) TO ROADWAY (SN 038-0004: N.B. BRIDGE)

	NW Curbline	SW Curbline	NE Curbline	SE Curbline
Q (C.F.S.)	N/A	0.721	N/A	0.869

STA. 604+61.85
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC. (38-5VB-1)BR
LOADING HL-93
STR. NO. 038-0003

NAME PLATE

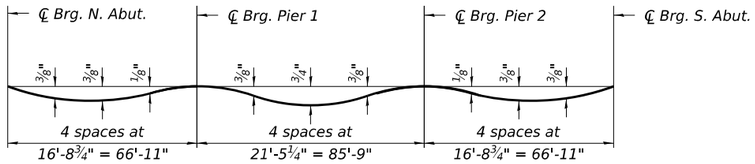
See Std. 515001

STA. 604+61.85
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC. (38-5VB-1)BR
LOADING HL-93
STR. NO. 038-0004

NAME PLATE

See Std. 515001

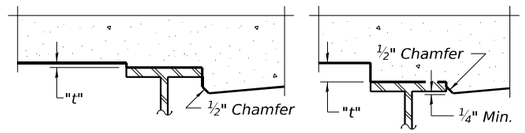
Note:
Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

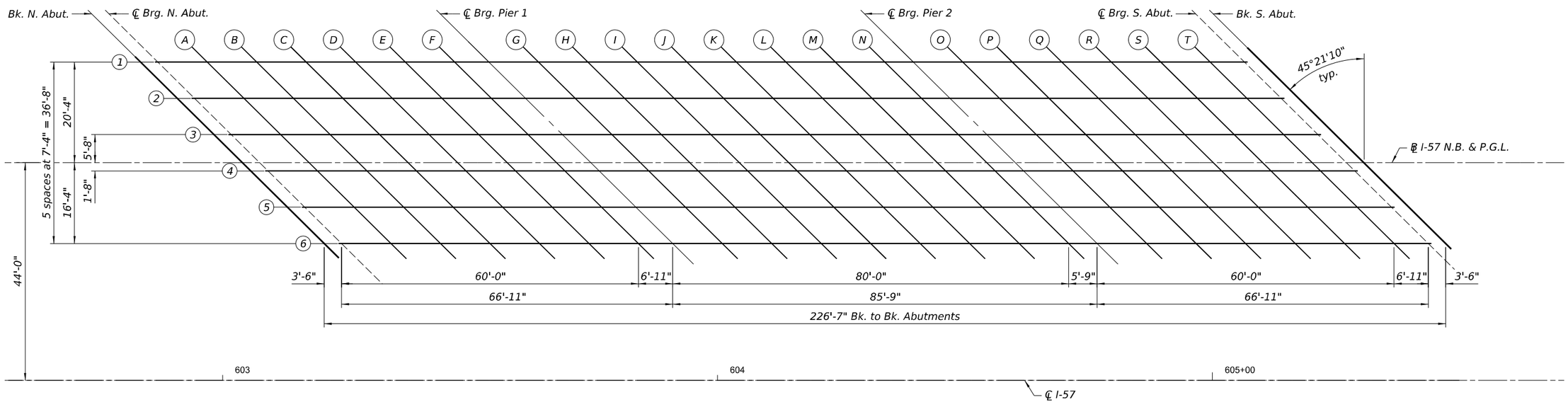
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 4 thru 6 of 50.



At Minimum Fillet *At Maximum Fillet*

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 4 thru 6 of 50, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN - NORTHBOUND

QUIGG ENGINEERING INC DESIGN FIRM REG. NO. 184.004721-0014	USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TOP OF SLAB ELEVATIONS (N.B.) STRUCTURE NO. 038-0004** SHEET 3 OF 50 SHEETS
	0380003_0380004-66M80-003-Top of Slab Elev(NB).dgn	DETAILED -	REVISED -		
	PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -		
	PLOT DATE =	CHECKED - MDC	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	138
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	602+83.41	-20.33	683.33	683.35
℄ Brg. - N. Abut.	602+86.91	-20.33	683.32	683.34
A	602+96.91	-20.33	683.29	683.33
B	603+06.91	-20.33	683.26	683.31
C	603+16.91	-20.33	683.22	683.28
D	603+26.91	-20.33	683.18	683.23
E	603+36.91	-20.33	683.14	683.18
F	603+46.91	-20.33	683.10	683.12
℄ Brg. - Pier 1	603+53.83	-20.33	683.06	683.08
G	603+63.83	-20.33	683.01	683.04
H	603+73.83	-20.33	682.96	683.01
I	603+83.83	-20.33	682.90	682.97
J	603+93.83	-20.33	682.84	682.92
K	604+03.83	-20.33	682.78	682.85
L	604+13.83	-20.33	682.71	682.77
M	604+23.83	-20.33	682.64	682.68
N	604+33.83	-20.33	682.57	682.59
℄ Brg.- Pier 2	604+39.58	-20.33	682.52	682.54
O	604+49.58	-20.33	682.44	682.47
P	604+59.58	-20.33	682.36	682.40
Q	604+69.58	-20.33	682.28	682.33
R	604+79.58	-20.33	682.19	682.25
S	604+89.58	-20.33	682.10	682.15
T	604+99.58	-20.33	682.00	682.04
℄ Brg. - S. Abut.	605+06.50	-20.33	681.94	681.96
Bk. S. Abut.	605+09.99	-20.33	681.90	681.92

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	602+90.84	-13.00	683.45	683.48
℄ Brg. - N. Abut.	602+94.34	-13.00	683.44	683.47
A	603+04.34	-13.00	683.41	683.45
B	603+14.34	-13.00	683.38	683.43
C	603+24.34	-13.00	683.34	683.40
D	603+34.34	-13.00	683.30	683.35
E	603+44.34	-13.00	683.25	683.29
F	603+54.34	-13.00	683.21	683.23
℄ Brg. - Pier 1	603+61.26	-13.00	683.17	683.19
G	603+71.26	-13.00	683.12	683.15
H	603+81.26	-13.00	683.06	683.11
I	603+91.26	-13.00	683.00	683.07
J	604+01.26	-13.00	682.94	683.02
K	604+11.26	-13.00	682.87	682.95
L	604+21.26	-13.00	682.80	682.87
M	604+31.26	-13.00	682.73	682.78
N	604+41.26	-13.00	682.66	682.68
℄ Brg.- Pier 2	604+47.01	-13.00	682.61	682.63
O	604+57.01	-13.00	682.53	682.56
P	604+67.01	-13.00	682.45	682.49
Q	604+77.01	-13.00	682.36	682.41
R	604+87.01	-13.00	682.27	682.33
S	604+97.01	-13.00	682.18	682.23
T	605+07.01	-13.00	682.08	682.11
℄ Brg. - S. Abut.	605+13.92	-13.00	682.01	682.03
Bk. S. Abut.	605+17.42	-13.00	681.97	681.99

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	602+98.26	-5.67	683.55	683.57
℄ Brg. - N. Abut.	603+01.76	-5.67	683.54	683.56
A	603+11.76	-5.67	683.50	683.54
B	603+21.76	-5.67	683.47	683.52
C	603+31.76	-5.67	683.42	683.48
D	603+41.76	-5.67	683.38	683.43
E	603+51.76	-5.67	683.33	683.37
F	603+61.76	-5.67	683.28	683.31
℄ Brg. - Pier 1	603+68.68	-5.67	683.25	683.27
G	603+78.68	-5.67	683.19	683.22
H	603+88.68	-5.67	683.13	683.19
I	603+98.68	-5.67	683.07	683.14
J	604+08.68	-5.67	683.01	683.09
K	604+18.68	-5.67	682.94	683.01
L	604+28.68	-5.67	682.87	682.93
M	604+38.68	-5.67	682.79	682.83
N	604+48.68	-5.67	682.71	682.74
℄ Brg.- Pier 2	604+54.43	-5.67	682.67	682.69
O	604+64.43	-5.67	682.58	682.61
P	604+74.43	-5.67	682.50	682.54
Q	604+84.43	-5.67	682.41	682.46
R	604+94.43	-5.67	682.31	682.37
S	605+04.43	-5.67	682.22	682.27
T	605+14.43	-5.67	682.12	682.15
℄ Brg. - S. Abut.	605+21.35	-5.67	682.05	682.07
Bk. S. Abut.	605+24.84	-5.67	682.01	682.03

Notes:
Stations are measured along ℄ I-57.
Offsets are measured from ℞ I-57 N.B. & P.G.L.

℄ I-57 N.B. & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	603+04.00	0.00	683.61	683.63
℄ Brg. - N. Abut.	603+07.50	0.00	683.60	683.62
A	603+17.50	0.00	683.57	683.61
B	603+27.50	0.00	683.53	683.58
C	603+37.50	0.00	683.48	683.54
D	603+47.50	0.00	683.44	683.49
E	603+57.50	0.00	683.39	683.43
F	603+67.50	0.00	683.34	683.36
℄ Brg. - Pier 1	603+74.42	0.00	683.30	683.32
G	603+84.42	0.00	683.24	683.28
H	603+94.42	0.00	683.18	683.24
I	604+04.42	0.00	683.12	683.19
J	604+14.42	0.00	683.05	683.13
K	604+24.42	0.00	682.98	683.06
L	604+34.42	0.00	682.91	682.97
M	604+44.42	0.00	682.83	682.88
N	604+54.42	0.00	682.75	682.78
℄ Brg.- Pier 2	604+60.17	0.00	682.70	682.72
O	604+70.17	0.00	682.62	682.65
P	604+80.17	0.00	682.53	682.57
Q	604+90.17	0.00	682.44	682.49
R	605+00.17	0.00	682.34	682.40
S	605+10.17	0.00	682.25	682.30
T	605+20.17	0.00	682.15	682.18
℄ Brg. - S. Abut.	605+27.08	0.00	682.07	682.10
Bk. S. Abut.	605+30.58	0.00	682.04	682.06

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	603+05.69	1.67	683.58	683.60
℄ Brg. - N. Abut.	603+09.19	1.67	683.57	683.59
A	603+19.19	1.67	683.54	683.58
B	603+29.19	1.67	683.50	683.55
C	603+39.19	1.67	683.45	683.51
D	603+49.19	1.67	683.41	683.46
E	603+59.19	1.67	683.36	683.39
F	603+69.19	1.67	683.30	683.33
℄ Brg. - Pier 1	603+76.10	1.67	683.27	683.29
G	603+86.10	1.67	683.21	683.24
H	603+96.10	1.67	683.15	683.20
I	604+06.10	1.67	683.08	683.15
J	604+16.10	1.67	683.02	683.09
K	604+26.10	1.67	682.94	683.02
L	604+36.10	1.67	682.87	682.93
M	604+46.10	1.67	682.79	682.84
N	604+56.10	1.67	682.71	682.74
℄ Brg.- Pier 2	604+61.85	1.67	682.67	682.69
O	604+71.85	1.67	682.58	682.61
P	604+81.85	1.67	682.49	682.53
Q	604+91.85	1.67	682.40	682.45
R	605+01.85	1.67	682.30	682.36
S	605+11.85	1.67	682.21	682.26
T	605+21.85	1.67	682.10	682.14
℄ Brg. - S. Abut.	605+28.77	1.67	682.03	682.05
Bk. S. Abut.	605+32.27	1.67	681.99	682.02

BEAM 5

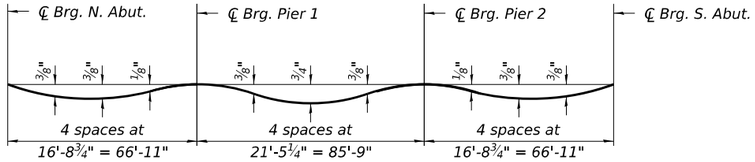
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	603+13.11	9.00	683.45	683.47
℄ Brg. - N. Abut.	603+16.61	9.00	683.43	683.46
A	603+26.61	9.00	683.40	683.44
B	603+36.61	9.00	683.35	683.41
C	603+46.61	9.00	683.31	683.37
D	603+56.61	9.00	683.26	683.31
E	603+66.61	9.00	683.21	683.24
F	603+76.61	9.00	683.15	683.18
℄ Brg. - Pier 1	603+83.53	9.00	683.11	683.13
G	603+93.53	9.00	683.05	683.09
H	604+03.53	9.00	682.99	683.04
I	604+13.53	9.00	682.92	682.99
J	604+23.53	9.00	682.85	682.93
K	604+33.53	9.00	682.78	682.86
L	604+43.53	9.00	682.70	682.77
M	604+53.53	9.00	682.62	682.67
N	604+63.53	9.00	682.54	682.57
℄ Brg.- Pier 2	604+69.28	9.00	682.49	682.51
O	604+79.28	9.00	682.40	682.43
P	604+89.28	9.00	682.31	682.35
Q	604+99.28	9.00	682.22	682.27
R	605+09.28	9.00	682.12	682.18
S	605+19.28	9.00	682.02	682.07
T	605+29.28	9.00	681.92	681.95
℄ Brg. - S. Abut.	605+36.19	9.00	681.84	681.86
Bk. S. Abut.	605+39.69	9.00	681.80	681.83

Notes:
Stations are measured along ℄ I-57.
Offsets are measured from ℄ I-57 N.B. & P.G.L.

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	603+20.54	16.33	683.29	683.31
℄ Brg. - N. Abut.	603+24.04	16.33	683.27	683.30
A	603+34.04	16.33	683.23	683.27
B	603+44.04	16.33	683.19	683.24
C	603+54.04	16.33	683.14	683.20
D	603+64.04	16.33	683.09	683.14
E	603+74.04	16.33	683.04	683.07
F	603+84.04	16.33	682.98	683.00
℄ Brg. - Pier 1	603+90.95	16.33	682.94	682.96
G	604+00.95	16.33	682.87	682.91
H	604+10.95	16.33	682.81	682.86
I	604+20.95	16.33	682.74	682.81
J	604+30.95	16.33	682.67	682.75
K	604+40.95	16.33	682.59	682.67
L	604+50.95	16.33	682.51	682.58
M	604+60.95	16.33	682.43	682.47
N	604+70.95	16.33	682.35	682.37
℄ Brg.- Pier 2	604+76.70	16.33	682.30	682.32
O	604+86.70	16.33	682.20	682.23
P	604+96.70	16.33	682.11	682.15
Q	605+06.70	16.33	682.01	682.07
R	605+16.70	16.33	681.91	681.97
S	605+26.70	16.33	681.81	681.86
T	605+36.70	16.33	681.71	681.74
℄ Brg. - S. Abut.	605+43.62	16.33	681.63	681.65
Bk. S. Abut.	605+47.12	16.33	681.59	681.61

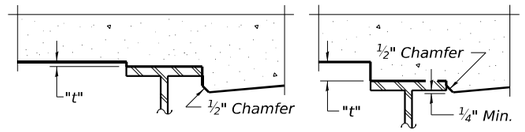
Notes:
Stations are measured along ℄ I-57.
Offsets are measured from ℞ I-57 N.B. & P.G.L.



DEAD LOAD DEFLECTION DIAGRAM

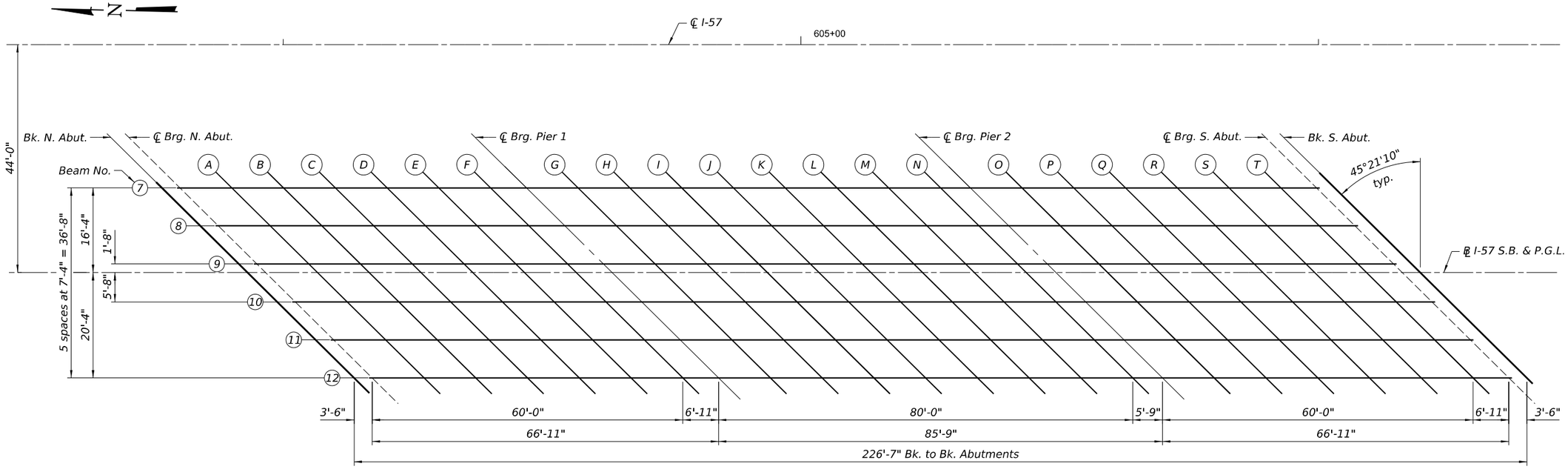
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 8 thru 10 of 50.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 8 thru 10 of 50, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN - SOUTHBOUND

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2/19/2026 1:06:56 PM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	
0380003_0380004-66M80-007-Top of Slab Elev(SB).dgn	DETAILED -	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (S.B.)
STRUCTURE NO. 038-0003
SHEET 7 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	142
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	603+76.56	-16.33	683.01	683.03
℄ Brg. - N. Abut.	603+80.06	-16.33	682.99	683.01
A	603+90.06	-16.33	682.93	682.98
B	604+00.06	-16.33	682.87	682.93
C	604+10.06	-16.33	682.81	682.86
D	604+20.06	-16.33	682.74	682.79
E	604+30.06	-16.33	682.67	682.70
F	604+40.06	-16.33	682.59	682.62
℄ Brg. - Pier 1	604+46.98	-16.33	682.54	682.56
G	604+56.98	-16.33	682.46	682.49
H	604+66.98	-16.33	682.38	682.43
I	604+76.98	-16.33	682.29	682.36
J	604+86.98	-16.33	682.20	682.28
K	604+96.98	-16.33	682.11	682.18
L	605+06.98	-16.33	682.01	682.07
M	605+16.98	-16.33	681.91	681.95
N	605+26.98	-16.33	681.81	681.83
℄ Brg.- Pier 2	605+32.73	-16.33	681.75	681.77
O	605+42.73	-16.33	681.64	681.66
P	605+52.73	-16.33	681.53	681.57
Q	605+62.73	-16.33	681.41	681.46
R	605+72.73	-16.33	681.29	681.35
S	605+82.73	-16.33	681.17	681.22
T	605+92.73	-16.33	681.05	681.08
℄ Brg. - S. Abut.	605+99.65	-16.33	680.96	680.98
Bk. S. Abut.	606+03.14	-16.33	680.92	680.94

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	603+83.99	-9.00	683.10	683.12
℄ Brg. - N. Abut.	603+87.49	-9.00	683.08	683.10
A	603+97.49	-9.00	683.02	683.06
B	604+07.49	-9.00	682.96	683.01
C	604+17.49	-9.00	682.89	682.95
D	604+27.49	-9.00	682.82	682.87
E	604+37.49	-9.00	682.74	682.78
F	604+47.49	-9.00	682.67	682.69
℄ Brg. - Pier 1	604+54.41	-9.00	682.61	682.63
G	604+64.41	-9.00	682.53	682.56
H	604+74.41	-9.00	682.44	682.50
I	604+84.41	-9.00	682.35	682.42
J	604+94.41	-9.00	682.26	682.34
K	605+04.41	-9.00	682.17	682.24
L	605+14.41	-9.00	682.07	682.13
M	605+24.41	-9.00	681.97	682.01
N	605+34.41	-9.00	681.86	681.89
℄ Brg.- Pier 2	605+40.16	-9.00	681.80	681.82
O	605+50.16	-9.00	681.69	681.71
P	605+60.16	-9.00	681.57	681.61
Q	605+70.16	-9.00	681.46	681.51
R	605+80.16	-9.00	681.34	681.39
S	605+90.16	-9.00	681.21	681.26
T	606+00.16	-9.00	681.09	681.12
℄ Brg. - S. Abut.	606+07.07	-9.00	681.00	681.02
Bk. S. Abut.	606+10.57	-9.00	680.95	680.97

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	603+91.41	-1.67	683.17	683.19
℄ Brg. - N. Abut.	603+94.91	-1.67	683.15	683.17
A	604+04.91	-1.67	683.08	683.12
B	604+14.91	-1.67	683.02	683.07
C	604+24.91	-1.67	682.95	683.00
D	604+34.91	-1.67	682.87	682.92
E	604+44.91	-1.67	682.80	682.83
F	604+54.91	-1.67	682.72	682.74
℄ Brg. - Pier 1	604+61.83	-1.67	682.66	682.68
G	604+71.83	-1.67	682.58	682.61
H	604+81.83	-1.67	682.49	682.54
I	604+91.83	-1.67	682.40	682.47
J	605+01.83	-1.67	682.30	682.38
K	605+11.83	-1.67	682.20	682.28
L	605+21.83	-1.67	682.10	682.17
M	605+31.83	-1.67	682.00	682.04
N	605+41.83	-1.67	681.89	681.92
℄ Brg.- Pier 2	605+47.58	-1.67	681.83	681.85
O	605+57.58	-1.67	681.71	681.74
P	605+67.58	-1.67	681.60	681.64
Q	605+77.58	-1.67	681.48	681.53
R	605+87.58	-1.67	681.36	681.41
S	605+97.58	-1.67	681.23	681.28
T	606+07.58	-1.67	681.10	681.14
℄ Brg. - S. Abut.	606+14.50	-1.67	681.01	681.03
Bk. S. Abut.	606+17.99	-1.67	680.96	680.98

Notes:
Stations are measured along ℄ I-57.
Offsets are measured from ℞ I-57 S.B. & P.G.L.

℄ I-57 S.B. & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	603+93.10	0.00	683.18	683.20
℄ Brg. - N. Abut.	603+96.60	0.00	683.16	683.18
A	604+06.60	0.00	683.10	683.14
B	604+16.60	0.00	683.03	683.08
C	604+26.60	0.00	682.96	683.02
D	604+36.60	0.00	682.89	682.94
E	604+46.60	0.00	682.81	682.84
F	604+56.60	0.00	682.73	682.75
℄ Brg. - Pier 1	604+63.52	0.00	682.67	682.69
G	604+73.52	0.00	682.59	682.62
H	604+83.52	0.00	682.50	682.55
I	604+93.52	0.00	682.40	682.47
J	605+03.52	0.00	682.31	682.39
K	605+13.52	0.00	682.21	682.29
L	605+23.52	0.00	682.11	682.17
M	605+33.52	0.00	682.00	682.05
N	605+43.52	0.00	681.90	681.92
℄ Brg.- Pier 2	605+49.27	0.00	681.83	681.85
O	605+59.27	0.00	681.72	681.75
P	605+69.27	0.00	681.60	681.64
Q	605+79.27	0.00	681.48	681.53
R	605+89.27	0.00	681.36	681.42
S	605+99.27	0.00	681.23	681.28
T	606+09.27	0.00	681.10	681.14
℄ Brg. - S. Abut.	606+16.18	0.00	681.01	681.03
Bk. S. Abut.	606+19.68	0.00	680.97	680.99

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	603+98.84	5.67	683.06	683.08
℄ Brg. - N. Abut.	604+02.34	5.67	683.04	683.06
A	604+12.34	5.67	682.97	683.01
B	604+22.34	5.67	682.90	682.96
C	604+32.34	5.67	682.83	682.89
D	604+42.34	5.67	682.76	682.81
E	604+52.34	5.67	682.68	682.71
F	604+62.34	5.67	682.60	682.62
℄ Brg. - Pier 1	604+69.25	5.67	682.54	682.56
G	604+79.25	5.67	682.45	682.48
H	604+89.25	5.67	682.36	682.41
I	604+99.25	5.67	682.27	682.34
J	605+09.25	5.67	682.17	682.25
K	605+19.25	5.67	682.07	682.14
L	605+29.25	5.67	681.96	682.03
M	605+39.25	5.67	681.86	681.90
N	605+49.25	5.67	681.75	681.77
℄ Brg.- Pier 2	605+55.00	5.67	681.68	681.70
O	605+65.00	5.67	681.57	681.59
P	605+75.00	5.67	681.45	681.49
Q	605+85.00	5.67	681.33	681.38
R	605+95.00	5.67	681.20	681.26
S	606+05.00	5.67	681.07	681.13
T	606+15.00	5.67	680.94	680.98
℄ Brg. - S. Abut.	606+21.92	5.67	680.85	680.87
Bk. S. Abut.	606+25.42	5.67	680.80	680.82

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	604+06.26	13.00	682.90	682.92
℄ Brg. - N. Abut.	604+09.76	13.00	682.88	682.90
A	604+19.76	13.00	682.81	682.85
B	604+29.76	13.00	682.74	682.79
C	604+39.76	13.00	682.66	682.72
D	604+49.76	13.00	682.58	682.63
E	604+59.76	13.00	682.50	682.54
F	604+69.76	13.00	682.42	682.44
℄ Brg. - Pier 1	604+76.68	13.00	682.36	682.38
G	604+86.68	13.00	682.27	682.30
H	604+96.68	13.00	682.18	682.23
I	605+06.68	13.00	682.08	682.15
J	605+16.68	13.00	681.98	682.06
K	605+26.68	13.00	681.88	681.95
L	605+36.68	13.00	681.77	681.83
M	605+46.68	13.00	681.66	681.70
N	605+56.68	13.00	681.55	681.57
℄ Brg.- Pier 2	605+62.43	13.00	681.48	681.50
O	605+72.43	13.00	681.37	681.39
P	605+82.43	13.00	681.24	681.28
Q	605+92.43	13.00	681.12	681.17
R	606+02.43	13.00	680.99	681.05
S	606+12.43	13.00	680.86	680.91
T	606+22.43	13.00	680.73	680.76
℄ Brg. - S. Abut.	606+29.34	13.00	680.63	680.66
Bk. S. Abut.	606+32.84	13.00	680.59	680.61

Notes:
Stations are measured along ℄ I-57.
Offsets are measured from ℄ I-57 S.B. & P.G.L.

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. N. Abut.	604+13.69	20.33	682.70	682.72
℄ Brg. - N. Abut.	604+17.19	20.33	682.68	682.70
A	604+27.19	20.33	682.61	682.65
B	604+37.19	20.33	682.53	682.59
C	604+47.19	20.33	682.46	682.51
D	604+57.19	20.33	682.38	682.43
E	604+67.19	20.33	682.29	682.33
F	604+77.19	20.33	682.21	682.23
℄ Brg. - Pier 1	604+84.10	20.33	682.14	682.17
G	604+94.10	20.33	682.05	682.09
H	605+04.10	20.33	681.96	682.01
I	605+14.10	20.33	681.86	681.93
J	605+24.10	20.33	681.76	681.84
K	605+34.10	20.33	681.65	681.73
L	605+44.10	20.33	681.54	681.61
M	605+54.10	20.33	681.43	681.48
N	605+64.10	20.33	681.32	681.34
℄ Brg.- Pier 2	605+69.85	20.33	681.25	681.27
O	605+79.85	20.33	681.13	681.16
P	605+89.85	20.33	681.01	681.05
Q	605+99.85	20.33	680.88	680.93
R	606+09.85	20.33	680.75	680.81
S	606+19.85	20.33	680.62	680.67
T	606+29.85	20.33	680.48	680.52
℄ Brg. - S. Abut.	606+36.77	20.33	680.38	680.41
Bk. S. Abut.	606+40.27	20.33	680.34	680.36

Notes:
Stations are measured along ℄ I-57.
Offsets are measured from ℙ I-57 S.B. & P.G.L.

EAST SHOULDER LINE

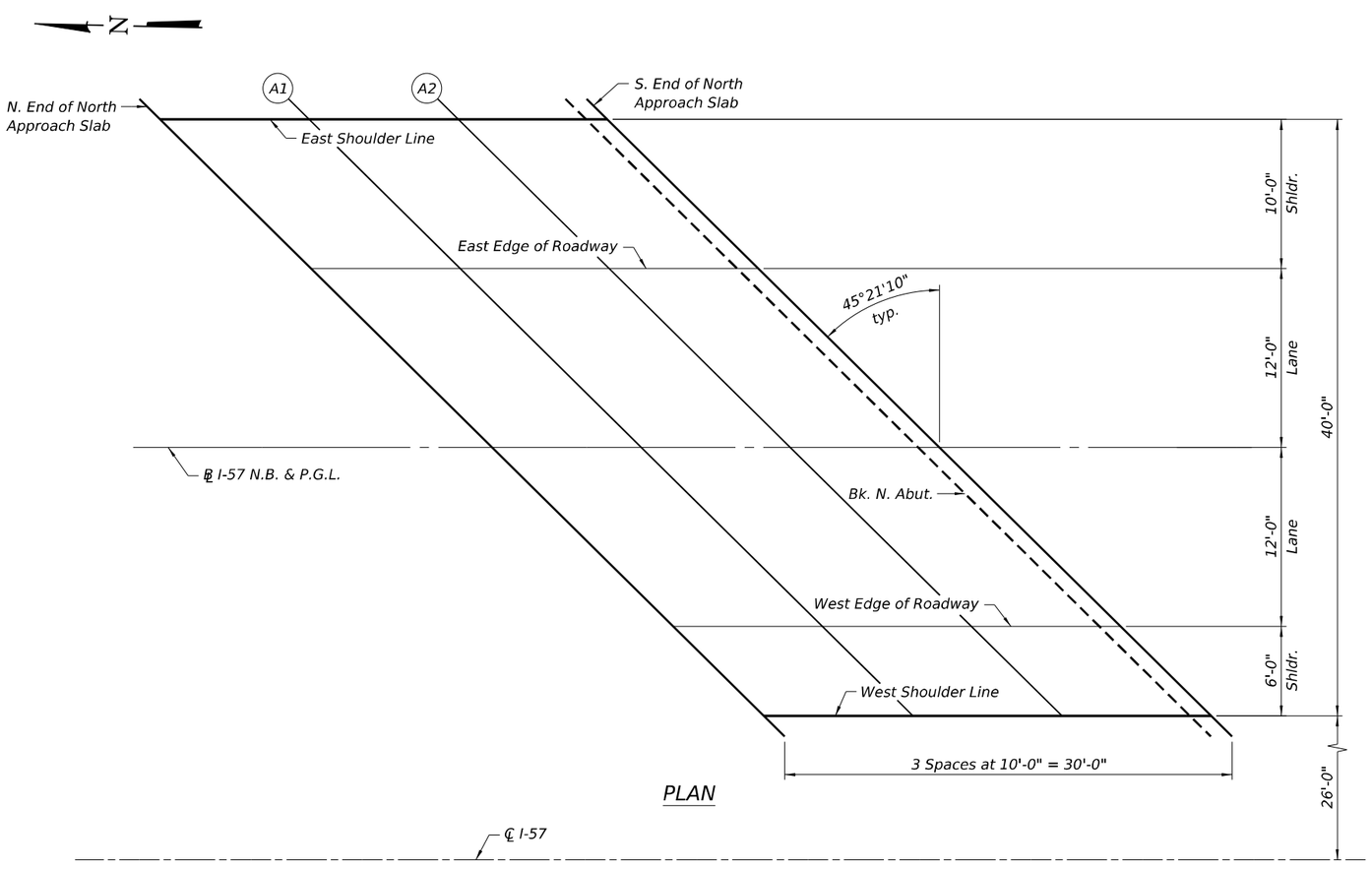
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr. Slab	602+53.15	-22.00	683.36	683.38
A1	602+63.15	-22.00	683.34	683.36
A2	602+73.15	-22.00	683.32	683.34
S. End of N. Appr. Slab	602+83.15	-22.00	683.30	683.32

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr. Slab	602+63.27	-12.00	683.54	683.56
A1	602+73.27	-12.00	683.52	683.54
A2	602+83.27	-12.00	683.50	683.52
S. End of N. Appr. Slab	602+93.27	-12.00	683.47	683.49

℄ I-57 N.B. & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr. Slab	602+75.42	0.00	683.70	683.72
A1	602+85.42	0.00	683.67	683.69
A2	602+95.42	0.00	683.64	683.66
S. End of N. Appr. Slab	603+05.42	0.00	683.61	683.63



PLAN

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr. Slab	602+87.57	12.00	683.48	683.51
A1	602+97.57	12.00	683.45	683.48
A2	603+07.57	12.00	683.42	683.44
S. End of N. Appr. Slab	603+17.57	12.00	683.39	683.41

WEST SHOULDER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr. Slab	602+93.65	18.00	683.35	683.37
A1	603+03.65	18.00	683.32	683.34
A2	603+13.65	18.00	683.28	683.30
S. End of N. Appr. Slab	603+23.65	18.00	683.24	683.26

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS (N.B.)
STRUCTURE NO. 038-0004
SHEET 11 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	146
		CONTRACT NO. 66M80		
		ILLINOIS	FED. AID PROJECT	

EAST SHOULDER LINE

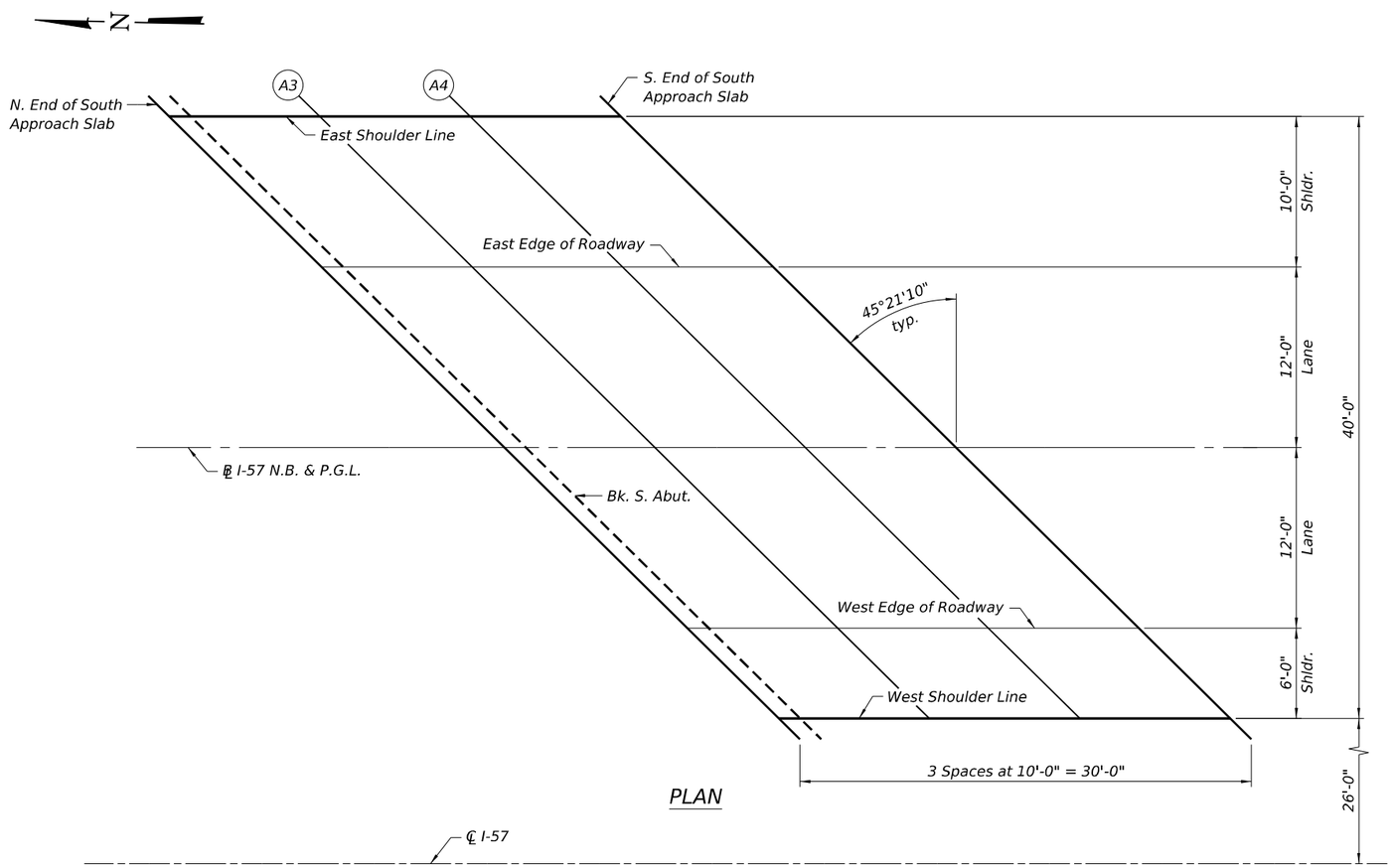
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr. Slab	605+06.88	-22.00	681.90	681.92
A3	605+16.88	-22.00	681.80	681.82
A4	605+26.88	-22.00	681.70	681.72
S. End of S. Appr. Slab	605+36.88	-22.00	681.59	681.61

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr. Slab	605+17.01	-12.00	682.00	682.02
A3	605+27.01	-12.00	681.89	681.92
A4	605+37.01	-12.00	681.79	681.81
S. End of S. Appr. Slab	605+47.01	-12.00	681.68	681.70

℄ I-57 N.B. & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr. Slab	605+29.16	0.00	682.05	682.07
A3	605+39.16	0.00	681.95	681.97
A4	605+49.16	0.00	681.83	681.86
S. End of S. Appr. Slab	605+59.16	0.00	681.72	681.74



PLAN

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr. Slab	605+41.31	12.00	681.74	681.76
A3	605+51.31	12.00	681.63	681.65
A4	605+61.31	12.00	681.52	681.54
S. End of S. Appr. Slab	605+71.31	12.00	681.40	681.42

WEST SHOULDER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr. Slab	605+47.38	18.00	681.55	681.58
A3	605+57.38	18.00	681.44	681.46
A4	605+67.38	18.00	681.33	681.35
S. End of S. Appr. Slab	605+77.38	18.00	681.21	681.23

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS (N.B.)
STRUCTURE NO. 038-0004

SHEET 12 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	147
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

EAST SHOULDER LINE

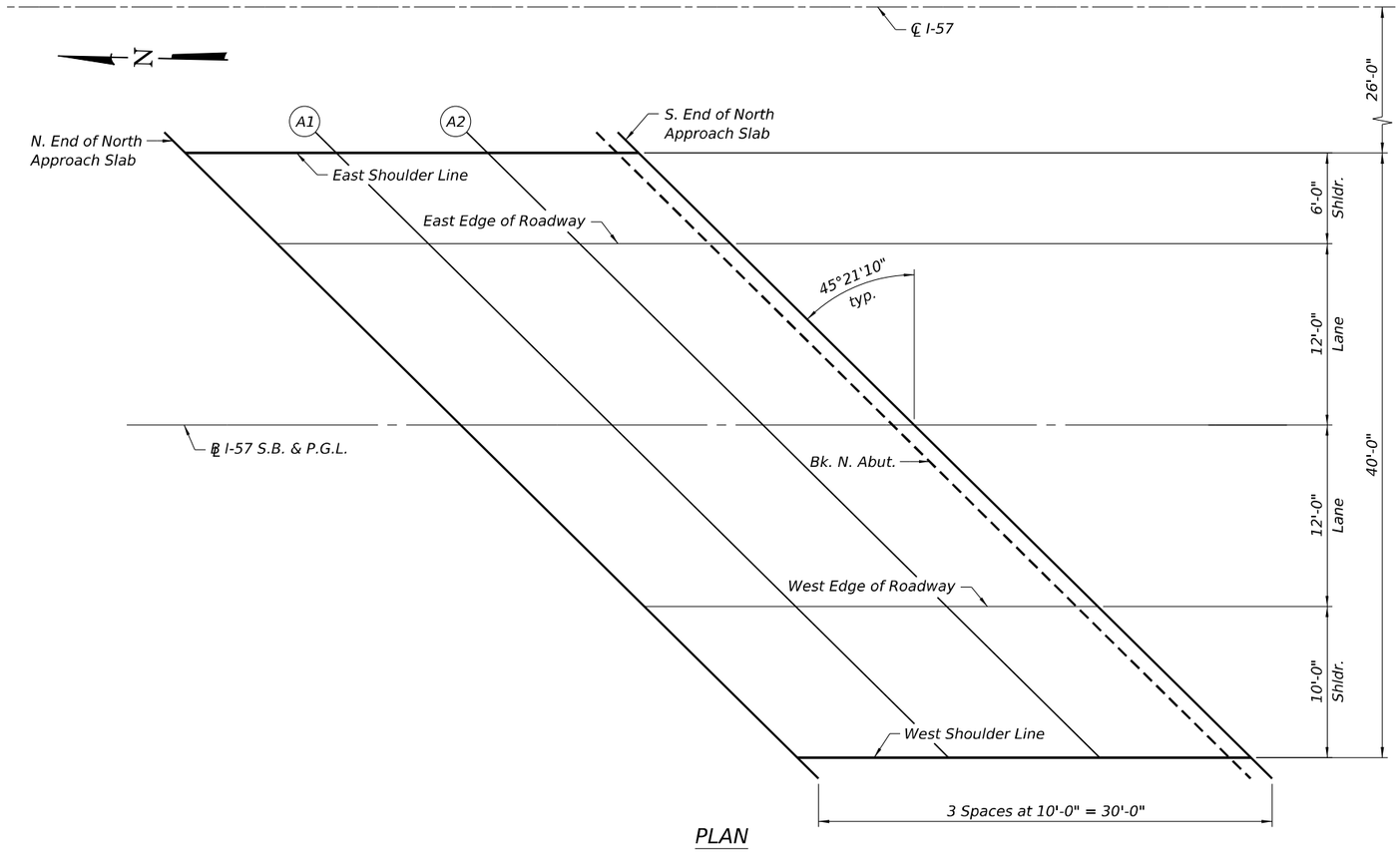
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr. Slab	603+46.30	-18.00	683.13	683.15
A1	603+56.30	-18.00	683.09	683.11
A2	603+66.30	-18.00	683.04	683.06
S. End of N. Appr. Slab	603+76.30	-18.00	682.98	683.00

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr. Slab	603+52.37	-12.00	683.23	683.25
A1	603+62.37	-12.00	683.18	683.20
A2	603+72.37	-12.00	683.12	683.14
S. End of N. Appr. Slab	603+82.37	-12.00	683.07	683.09

℄ I-57 S.B. & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr. Slab	603+64.52	0.00	683.34	683.37
A1	603+74.52	0.00	683.29	683.31
A2	603+84.52	0.00	683.23	683.25
S. End of N. Appr. Slab	603+94.52	0.00	683.17	683.19



PLAN

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr. Slab	603+76.67	12.00	683.10	683.12
A1	603+86.67	12.00	683.04	683.06
A2	603+96.67	12.00	682.98	683.00
S. End of N. Appr. Slab	604+06.67	12.00	682.92	682.94

WEST SHOULDER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Appr. Slab	603+86.80	22.00	682.84	682.86
A1	603+96.80	22.00	682.78	682.80
A2	604+06.80	22.00	682.72	682.74
S. End of N. Appr. Slab	604+16.80	22.00	682.65	682.67

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QUIGG ENGINEERING INC
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS (S.B.)
STRUCTURE NO. 038-0003
SHEET 13 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	148
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

EAST SHOULDER LINE

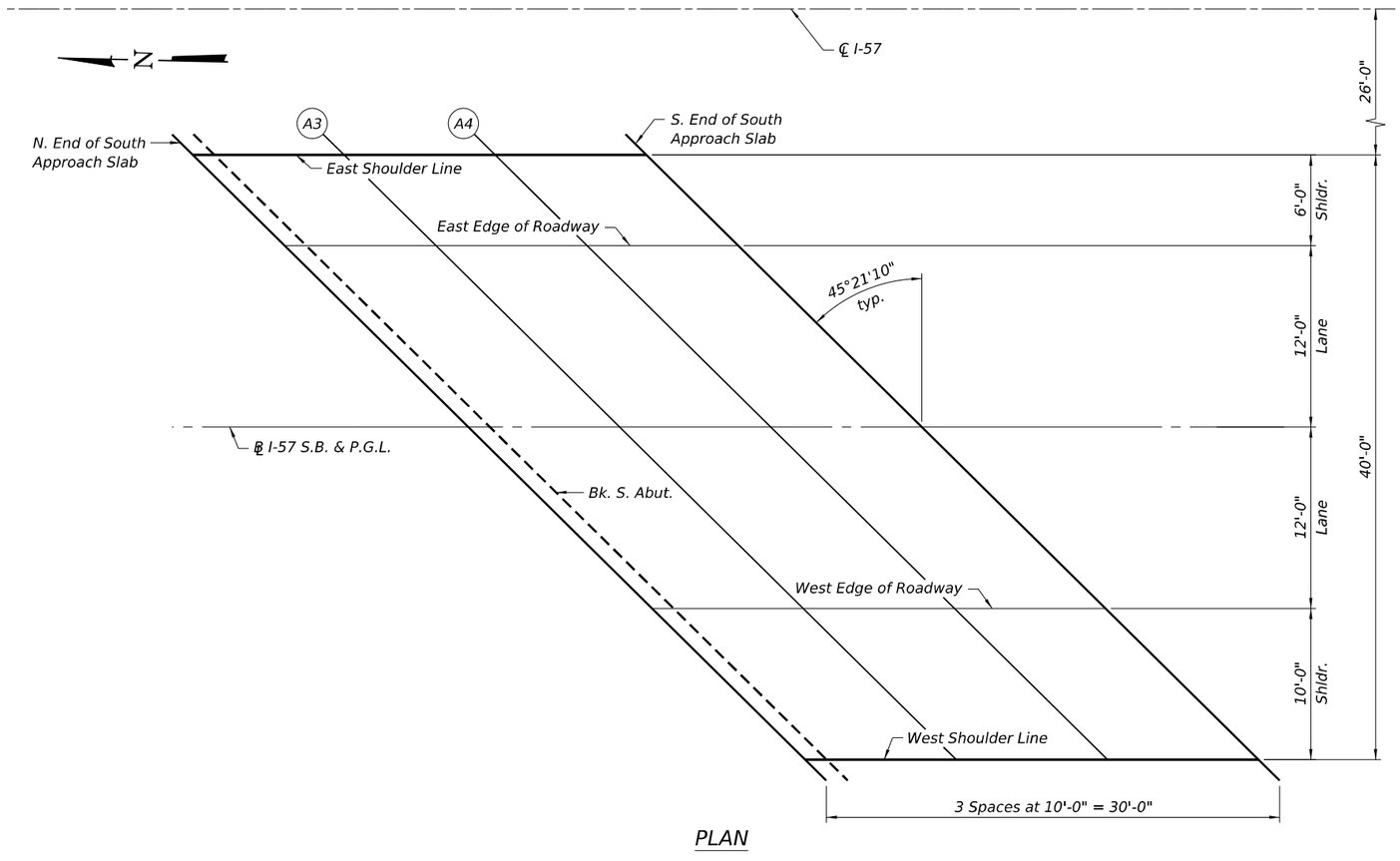
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr. Slab	606+00.03	-18.00	680.92	680.94
A3	606+10.03	-18.00	680.79	680.81
A4	606+20.03	-18.00	680.66	680.68
S. End of S. Appr. Slab	606+30.03	-18.00	680.52	680.55

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr. Slab	606+06.11	-12.00	680.97	680.99
A3	606+16.11	-12.00	680.83	680.85
A4	606+26.11	-12.00	680.70	680.72
S. End of S. Appr. Slab	606+36.11	-12.00	680.56	680.58

℄ I-57 S.B. & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr. Slab	606+18.26	0.00	680.98	681.01
A3	606+28.26	0.00	680.85	680.87
A4	606+38.26	0.00	680.71	680.73
S. End of S. Appr. Slab	606+48.26	0.00	680.57	680.59



PLAN

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr. Slab	606+30.41	12.00	680.64	680.66
A3	606+40.41	12.00	680.50	680.52
A4	606+50.41	12.00	680.36	680.38
S. End of S. Appr. Slab	606+60.41	12.00	680.21	680.23

WEST SHOULDER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Appr. Slab	606+40.53	22.00	680.30	680.32
A3	606+50.53	22.00	680.16	680.18
A4	606+60.53	22.00	680.01	680.03
S. End of S. Appr. Slab	606+70.53	22.00	679.86	679.88

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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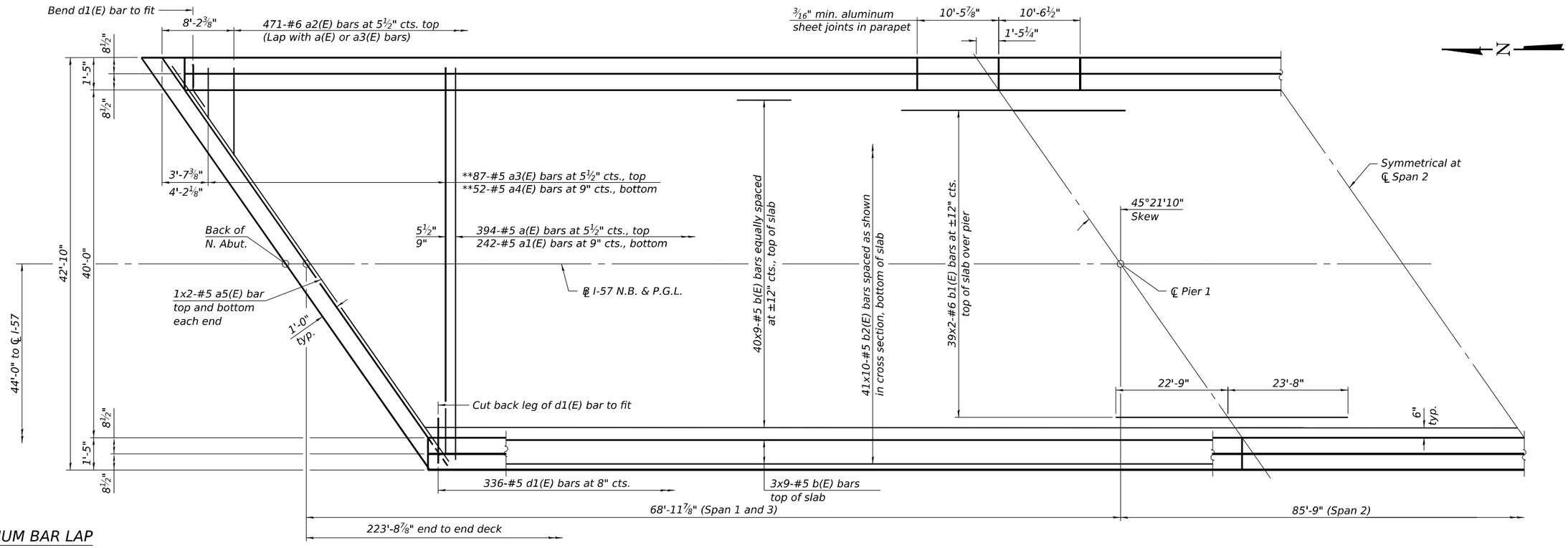
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS (S.B.)
STRUCTURE NO. 038-0003
SHEET 14 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	149
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



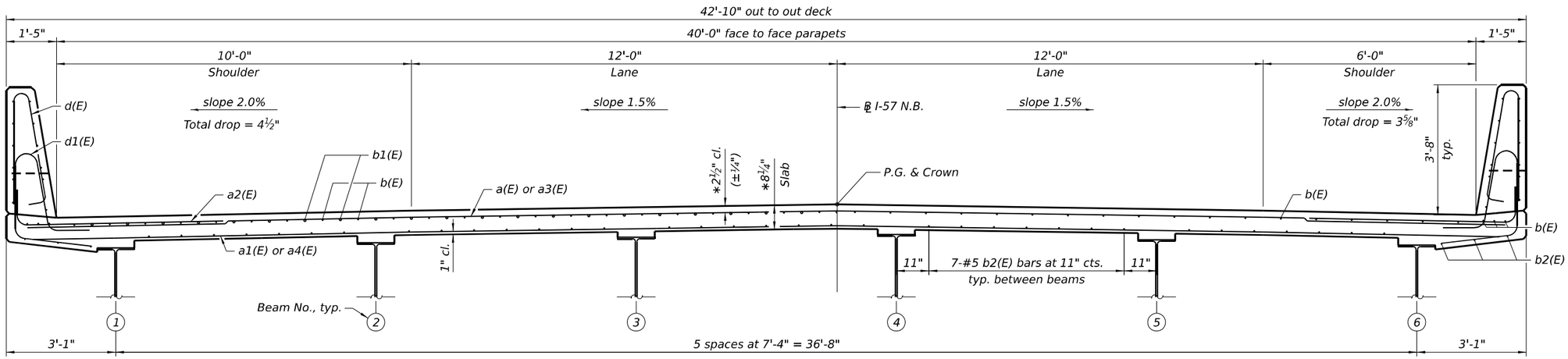
MINIMUM BAR LAP

#5 bar = 3'-10"
#6 bar = 4'-10"

PARTIAL PLAN

* Prior to grinding.
** See Field Cutting Diagram on sheet 16 of 50.

Notes:
See sheets 16 and 17 of 50 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

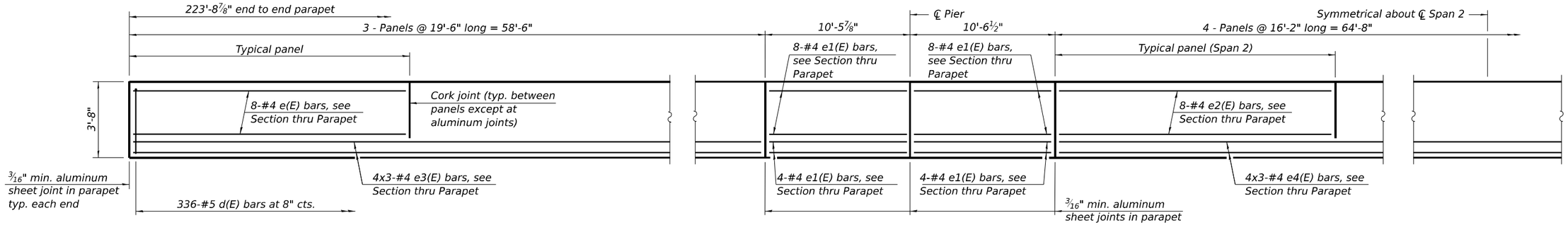


NEAR PIER

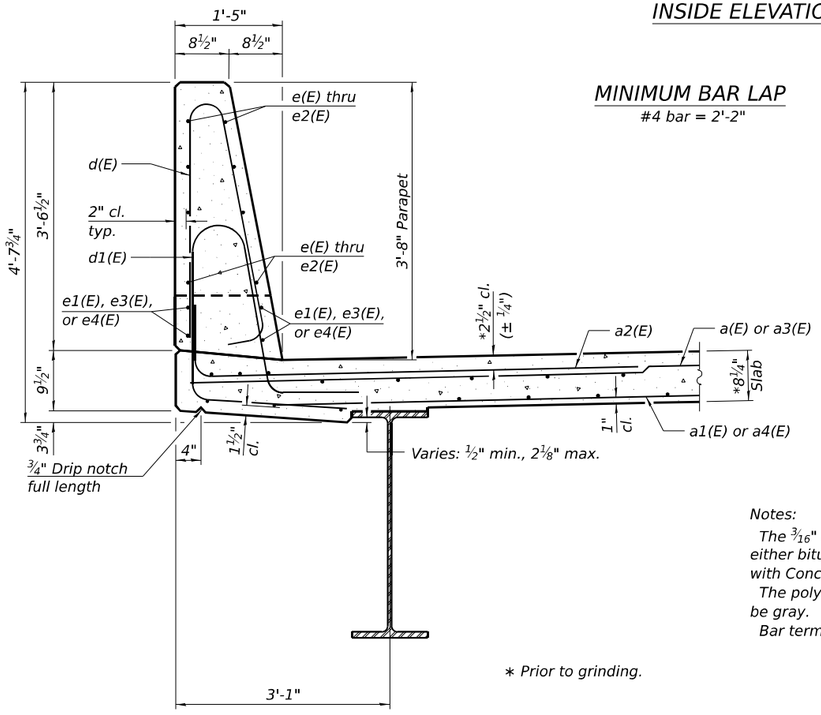
NEAR MIDSPAN

CROSS SECTION

(Looking South)



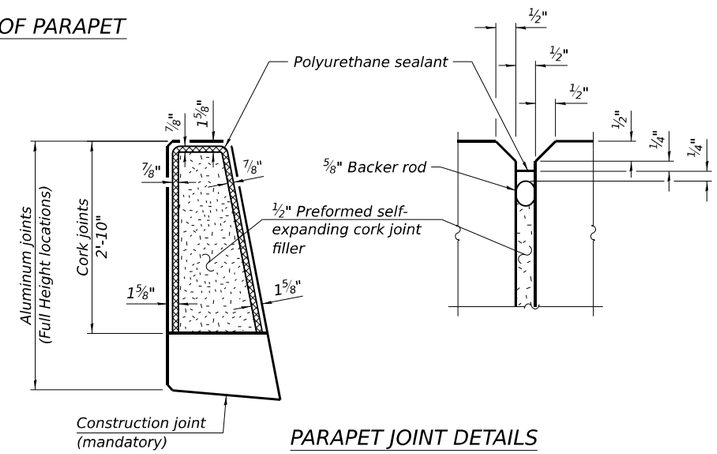
INSIDE ELEVATION OF PARAPET



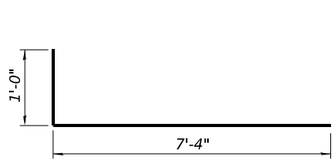
SECTION THRU PARAPET

MINIMUM BAR LAP

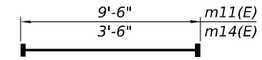
#4 bar = 2'-2"



PARAPET JOINT DETAILS

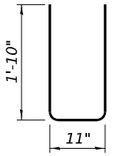


BAR a2(E)



BAR m11 & m14(E)

(Headed. 40-#6 m11(E) Bar terminators)
(Headed. 16-#6 m14(E) Bar terminators)



BAR u10(E)

NORTHBOUND SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	394	#5	42'-6"	
a1(E)	242	#5	41'-6"	
a2(E)	942	#6	8'-4"	
a3(E)	87	#5	45'-3"	
a4(E)	52	#5	44'-2"	
a5(E)	4	#5	32'-5"	
b(E)	414	#5	28'-4"	
b1(E)	156	#6	25'-8"	
b2(E)	410	#5	25'-11"	
d(E)	672	#5	7'-0"	
d1(E)	672	#5	8'-4"	
e(E)	96	#4	19'-2"	
e1(E)	96	#4	10'-1"	
e2(E)	64	#4	15'-10"	
e3(E)	48	#4	21'-0"	
e4(E)	24	#4	22'-9"	
m10(E)	20	#6	31'-8"	
m11(E)	20	#6	9'-6"	
m12(E)	20	#6	9'-6"	
m13(E)	8	#4	31'-3"	
m14(E)	8	#6	3'-6"	
m15(E)	8	#6	3'-6"	
s10(E)	82	#5	8'-10"	
s11(E)	82	#5	10'-3"	
u10(E)	82	#4	4'-7"	
Concrete Superstructure		Cu. Yd.	369.0	
Protective Coat		Sq. Yd.	1,216	
Reinforcement Bars, Epoxy Coated		Pound	93,700	
Diamond Grinding (Bridge Section)		Sq. Yd.	1,417	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	757	

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

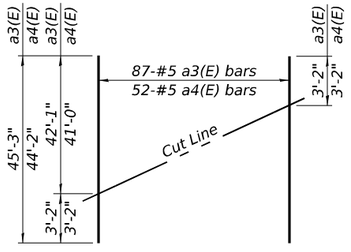
Notes:

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.

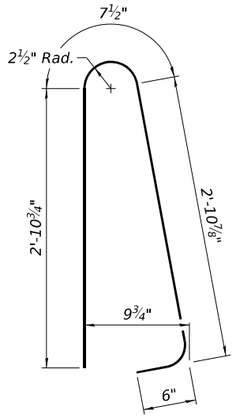
Bar terminators, paid for separately. See Total Bill of Material.

∗ Prior to grinding.

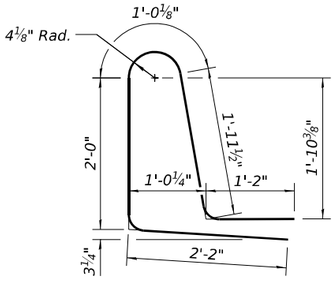


FIELD CUTTING DIAGRAM

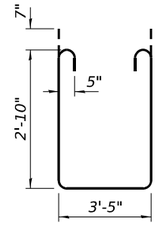
Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



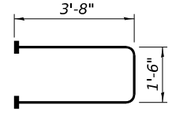
BAR d(E)



BAR d1(E)

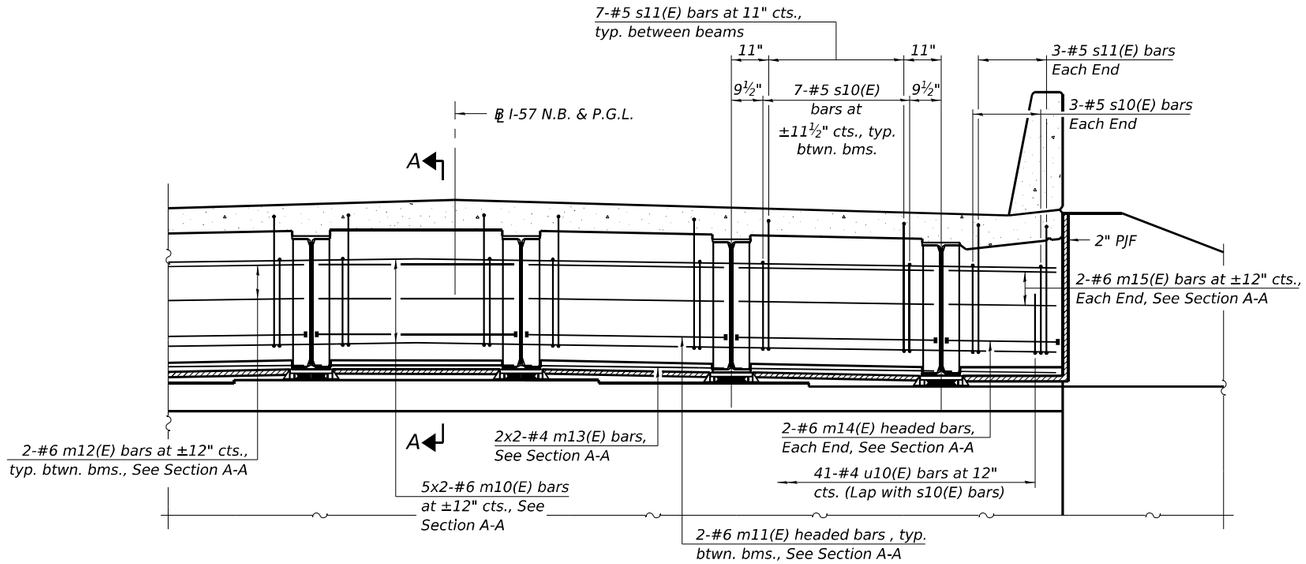


BAR s11(E)



BAR s10(E)

(Headed. 164-#5 s10(E) Bar terminators)

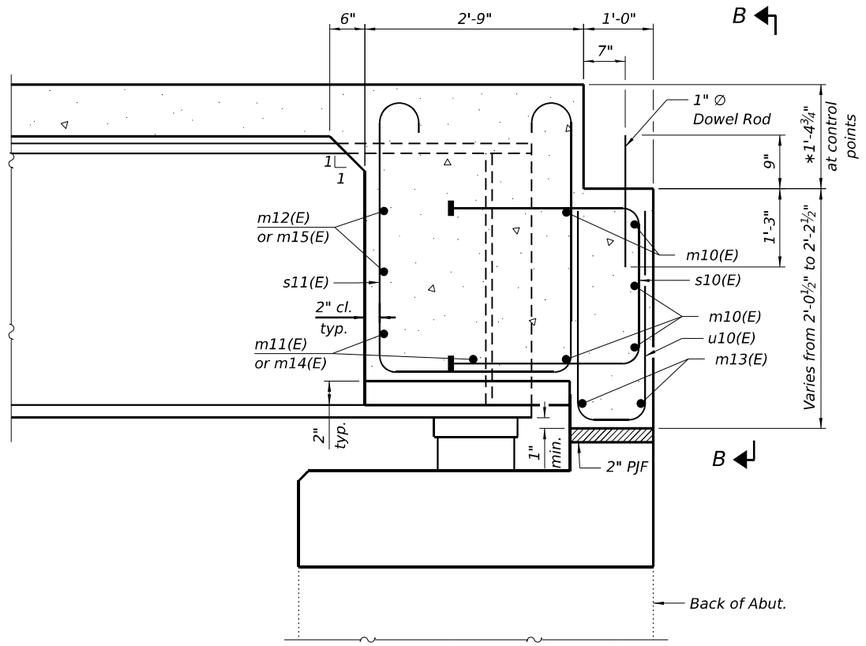


MINIMUM BAR LAP

#4 bar = 1'-7"
#6 bar = 2'-4"

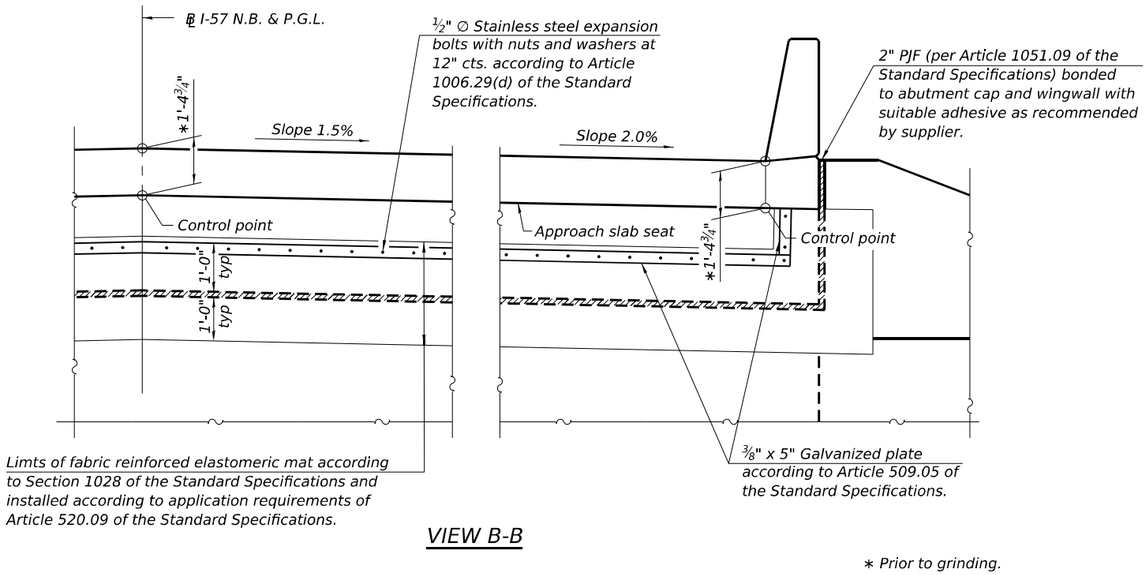
DIAPHRAGM AT ABUTMENT

(Looking South)
(South Abutment Shown, North Abutment Similar)



SECTION A-A

(at Rt. ℄'s)



VIEW B-B

∗ Prior to grinding.

Notes:
See sheets 15 and 16 of 50 for superstructure details and Bill of Material.
See sheet 21 of 50 for PJF details.
The s10(E), s11(E), and u10(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of fabric reinforced elastomeric mat, galvanized plate, PJF, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.
Bars indicated thus 1x2-#4 etc. indicates 1 line fo bars with 2 lengths per line.

MODEL: Default
FILE NAME: S:\2024\24IL032 - PTB 212-022 D3 - Chamlin - Var PH1-2/WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-017-Diaphragm Details(NB).dgn

2/19/2026 1:07:05 PM

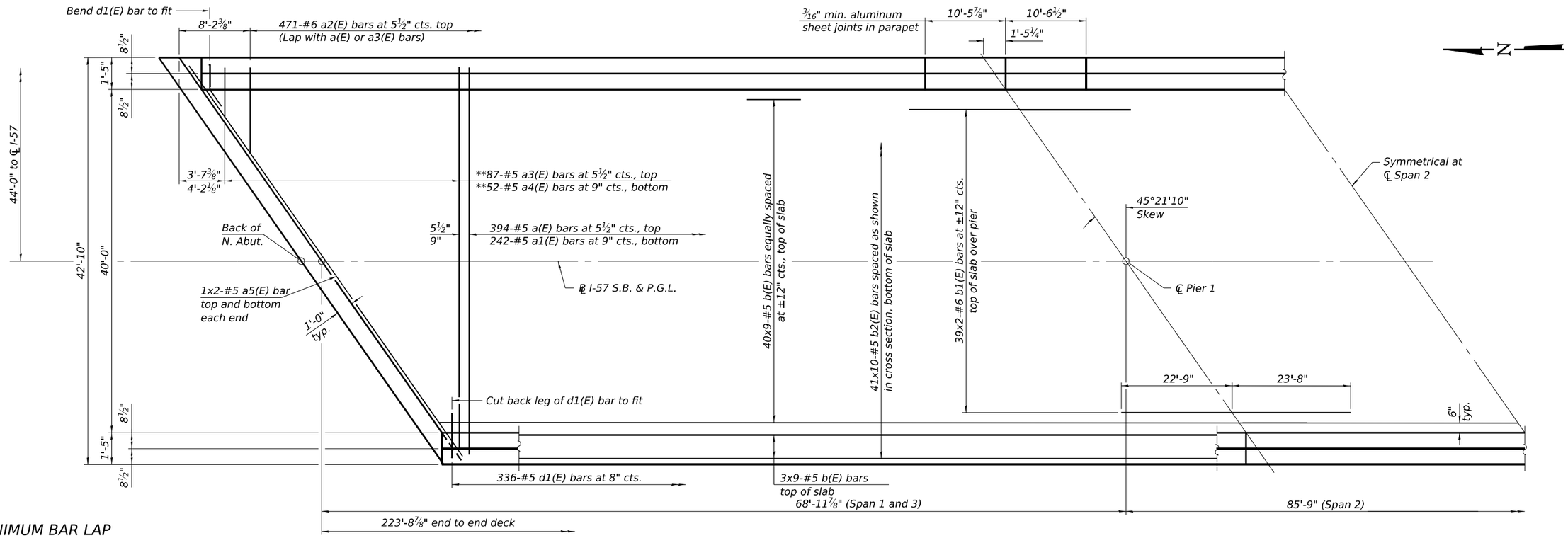
QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	
0380003_0380004-66M80-017-Diaphragm Details(NB).dgn	CHECKED - DRB	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS (N.B.)
STRUCTURE NO. 038-0004
SHEET 17 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	152
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



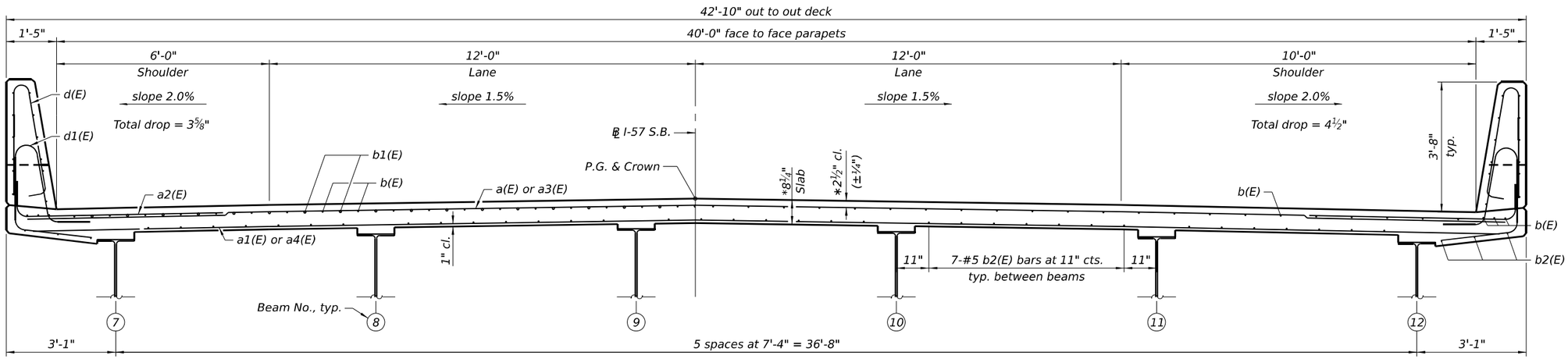
MINIMUM BAR LAP

#5 bar = 3'-10"
#6 bar = 4'-10"

PARTIAL PLAN

* Prior to grinding.
** See Field Cutting Diagram on sheet 19 of 50.

Notes:
See sheets 19 and 20 of 50 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



NEAR PIER NEAR MIDSPAN

CROSS SECTION

(Looking South)

MODEL: Default
FILE NAME: S:\2024\24IL032 - PTB 212-022 D3 - Chamlin - Var PH1-2\WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-018-Superstructure(SB).dgn
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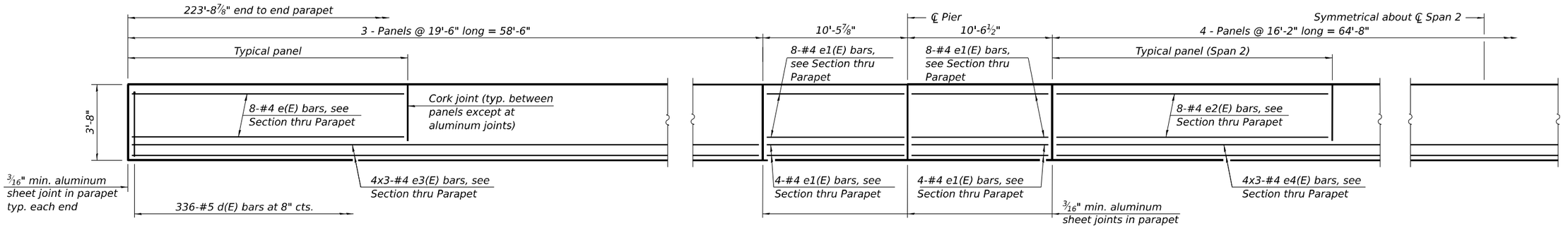
QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	
0380003_0380004-66M80-018-Superstructure(SB).dgn	CHECKED - DRB	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

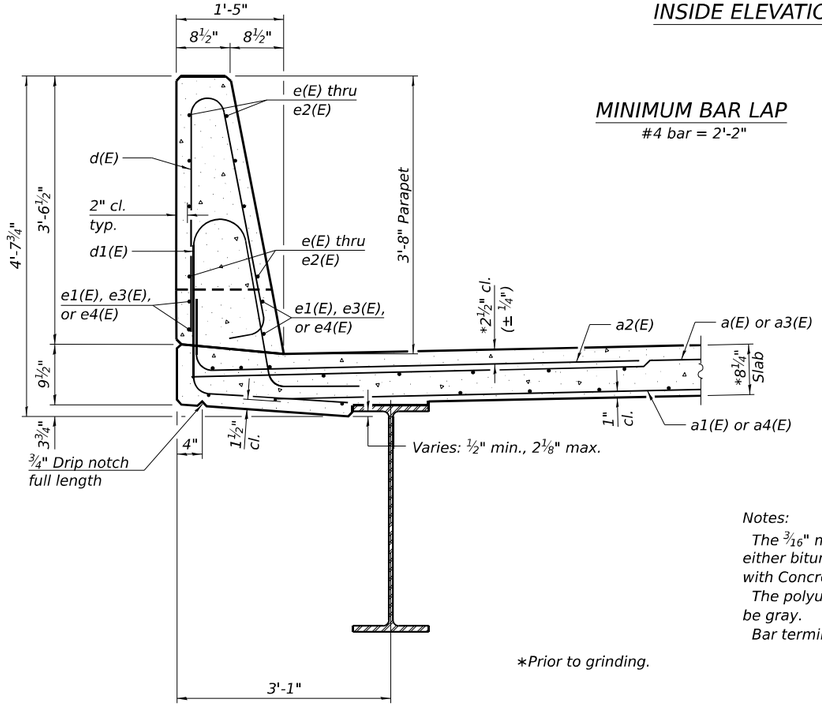
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE (S.B.)
STRUCTURE NO. 038-0003
SHEET 18 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	153
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET

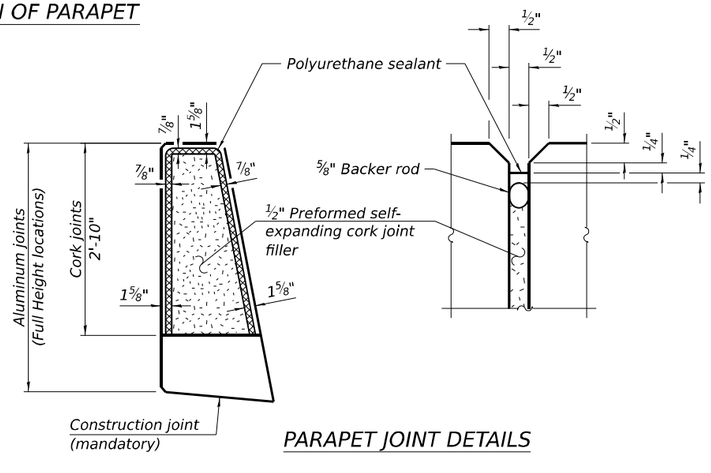


SECTION THRU PARAPET

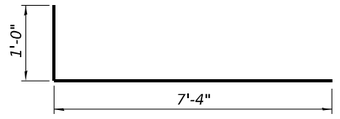
*Prior to grinding.

MINIMUM BAR LAP

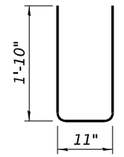
#4 bar = 2'-2"



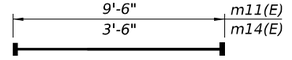
PARAPET JOINT DETAILS



BAR a2(E)



BAR u10(E)



BAR m11(E) & m14(E)

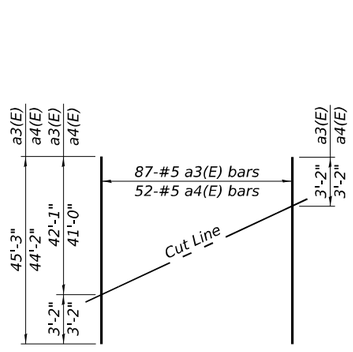
(Headed. 40-#6 m11(E) Bar terminators)
(Headed. 16-#6 m14(E) Bar terminators)

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.

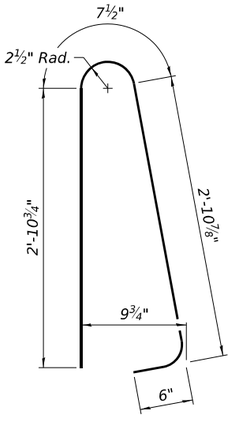
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Bar terminators, paid for separately. See Total Bill of Material.

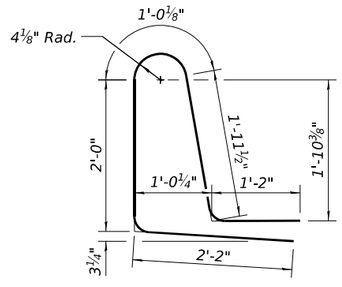


FIELD CUTTING DIAGRAM

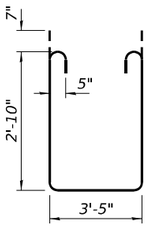
Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



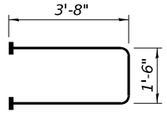
BAR d(E)



BAR d1(E)



BAR s11(E)



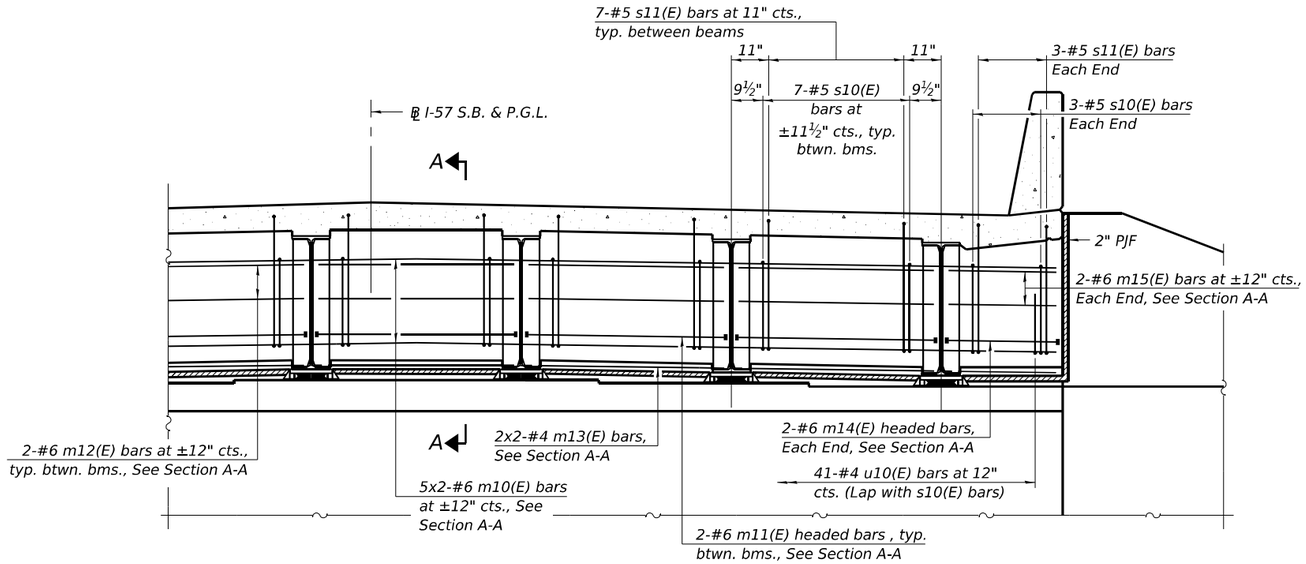
BAR s10(E)

(Headed. 164-#5 s10(E) Bar terminators)

SOUTHBOUND SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	394	#5	42'-6"	
a1(E)	242	#5	41'-6"	
a2(E)	942	#6	8'-4"	
a3(E)	87	#5	45'-3"	
a4(E)	52	#5	44'-2"	
a5(E)	4	#5	32'-5"	
b(E)	414	#5	28'-4"	
b1(E)	156	#6	25'-8"	
b2(E)	410	#5	25'-11"	
d(E)	672	#5	7'-0"	
d1(E)	672	#5	8'-4"	
e(E)	96	#4	19'-2"	
e1(E)	96	#4	10'-1"	
e2(E)	64	#4	15'-10"	
e3(E)	48	#4	21'-0"	
e4(E)	24	#4	22'-9"	
m10(E)	20	#6	31'-8"	
m11(E)	20	#6	9'-6"	
m12(E)	20	#6	9'-6"	
m13(E)	8	#4	31'-3"	
m14(E)	8	#6	3'-6"	
m15(E)	8	#6	3'-6"	
s10(E)	82	#5	8'-10"	
s11(E)	82	#5	10'-3"	
u10(E)	82	#4	4'-7"	
Concrete Superstructure		Cu. Yd.	369.0	
Protective Coat		Sq. Yd.	1,216	
Reinforcement Bars, Epoxy Coated		Pound	93,700	
Diamond Grinding (Bridge Section)		Sq. Yd.	1,417	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	757	

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

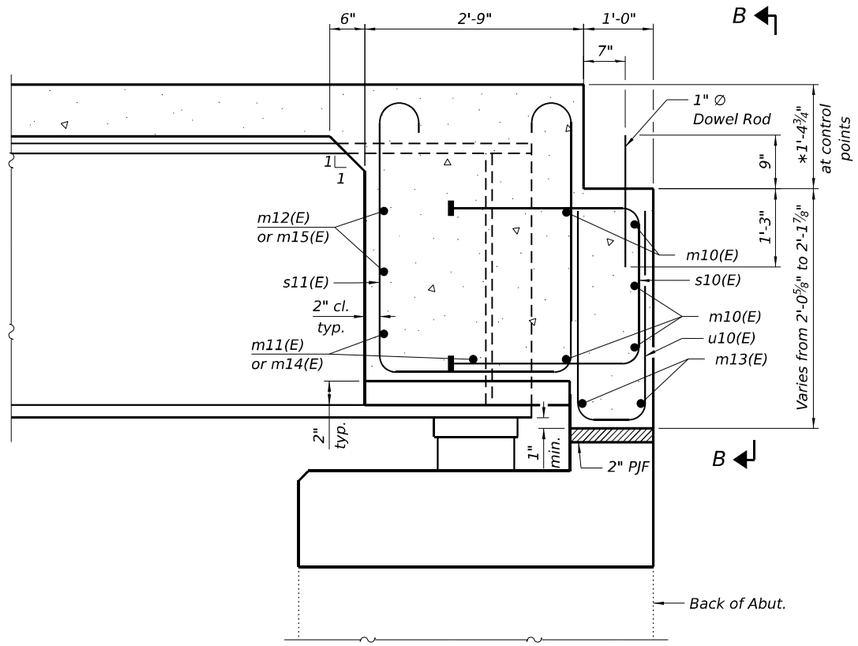


MINIMUM BAR LAP

#4 bar = 1'-7"
#6 bar = 2'-4"

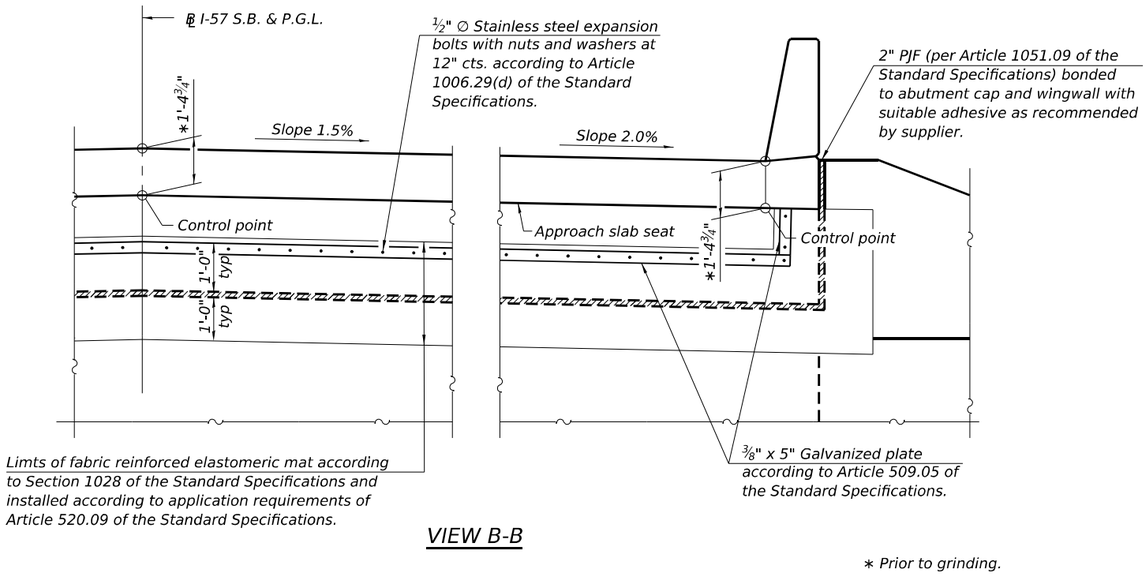
DIAPHRAGM AT ABUTMENT

(Looking South)
(South Abutment Shown, North Abutment Similar)



SECTION A-A

(at Rt. ℄'s)



VIEW B-B

∗ Prior to grinding.

Notes:
See sheets 18 and 19 of 50 for superstructure details and Bill of Material.
See sheet 24 of 50 for PJF details.
The s10(E), s11(E), and u10(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of fabric reinforced elastomeric mat, galvanized plate, PJF, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.
Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.

MODEL: Default
FILE NAME: S:\2024\24IL032 - PTB 212-022 D3 - Chamlin - Var PH1-2/WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-020-Diaphragm Details(SB).dgn

QUIGG ENGINEERING INC DESIGN FIRM REG. NO. 184.004721-0014	USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS (S.B.) STRUCTURE NO. 038-0003
	0380003_0380004-66M80-020-Diaphragm Details(SB).dgn	CHECKED - DRB	REVISED -		
	PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -		
	PLOT DATE =	CHECKED - MDC	REVISED -		SHEET 20 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	155
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

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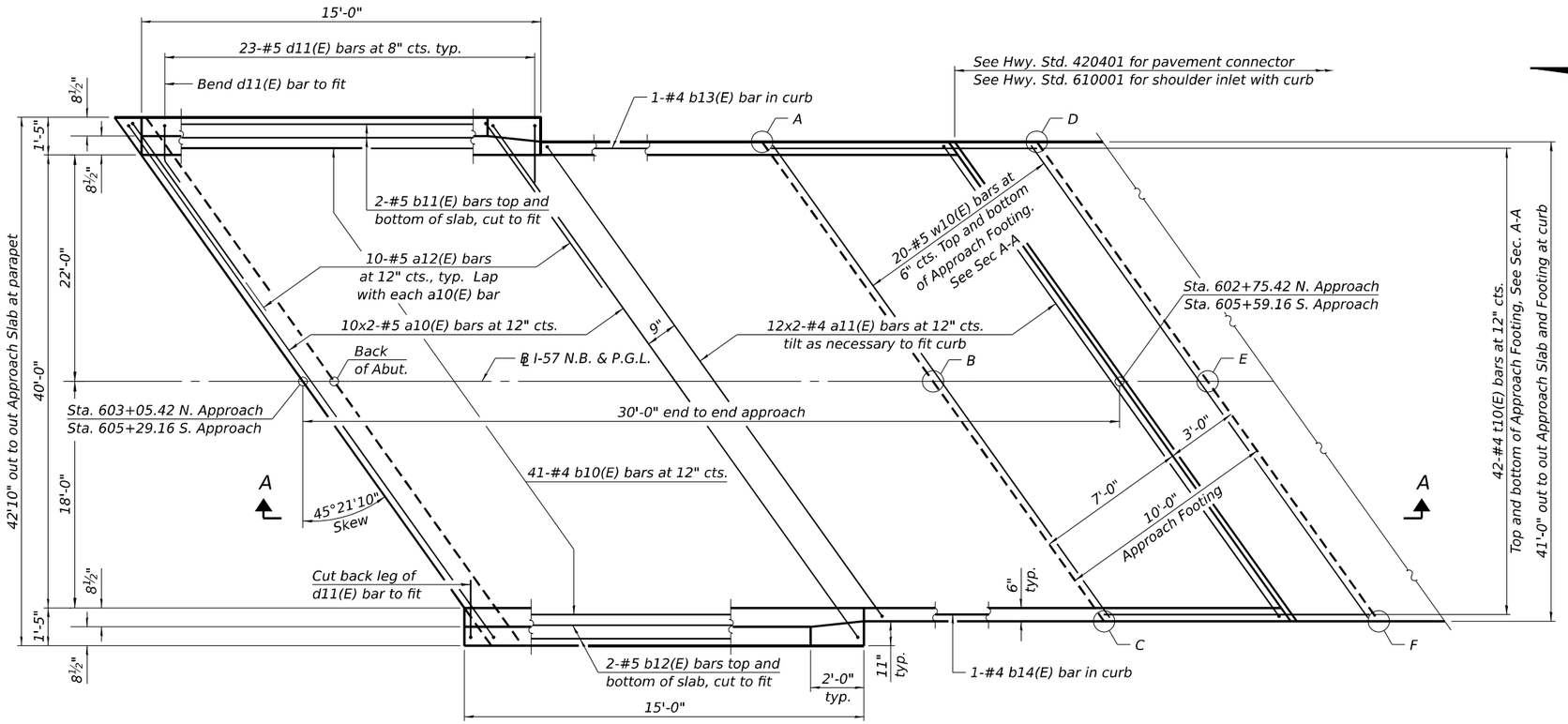
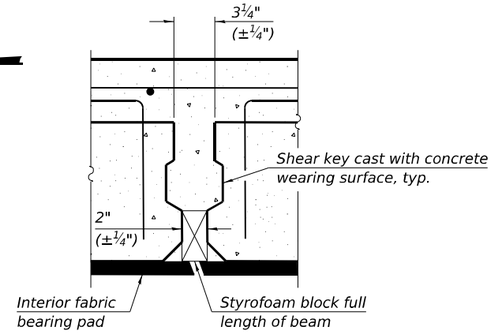


PLAN

(South approach slab shown; North approach slab similar by 180° rotation)



DETAIL 'A'

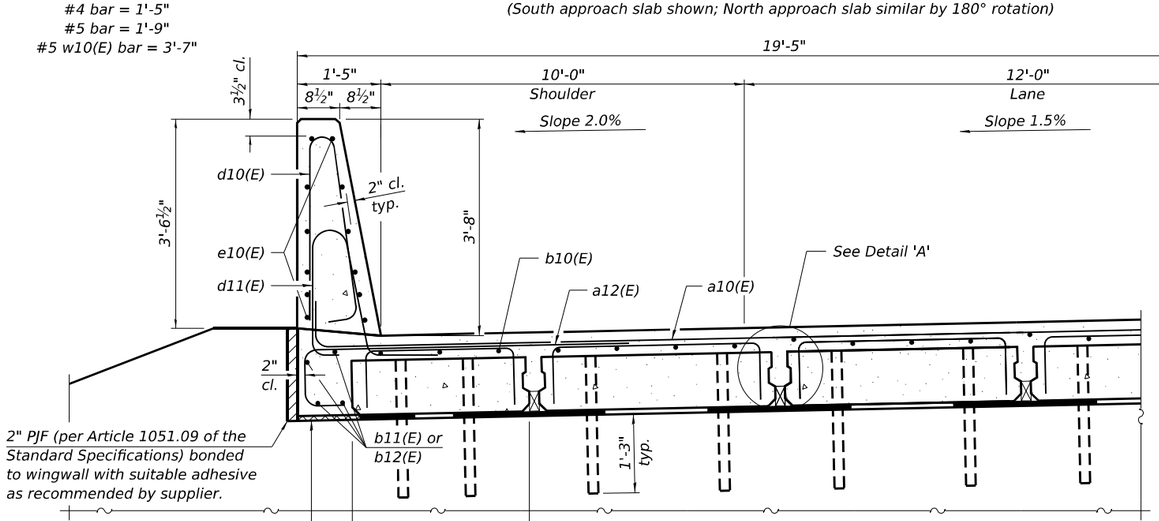
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach			South Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - SE	681.94	681.10	A - NE	680.30	679.46
B - S ℄	682.27	681.44	B - N ℄	680.44	679.61
C - SW	681.91	681.07	C - NW	679.91	679.08
D - NE	681.96	681.13	D - SE	680.14	679.31
E - N ℄	682.31	681.48	E -S ℄	680.28	679.44
F - NW	681.95	681.12	F - SW	679.74	678.91

* Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.
* * Prior to grinding.

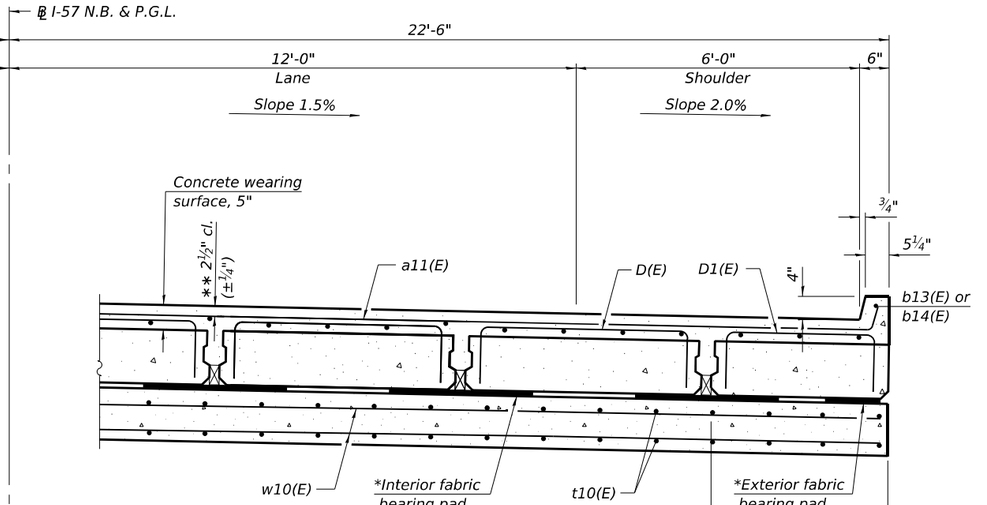
MINIMUM BAR LAP

#4 bar = 1'-5"
#5 bar = 1'-9"
#5 w10(E) bar = 3'-7"



NEAR ABUTMENT

(Beams: 36" min. width; 72" max. width)



AT APPROACH FOOTING

CROSS SECTION

(Looking South)

Note:
Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.

MODEL: Default
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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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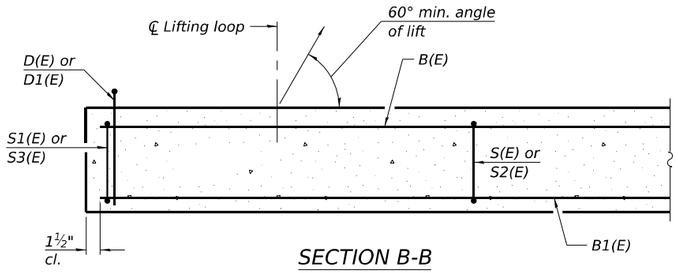
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

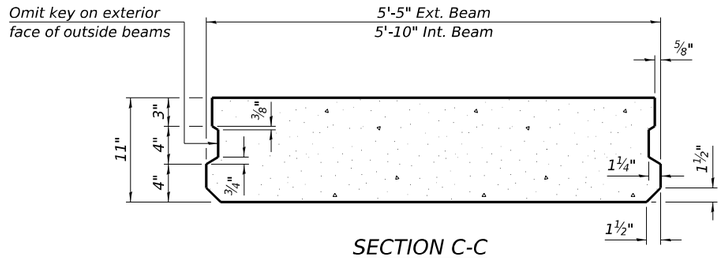
PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB (N.B.)
STRUCTURE NO. 038-0004

SHEET 21 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	156
		CONTRACT NO. 66M80		
		ILLINOIS	FED. AID PROJECT	



SECTION B-B



SECTION C-C
(Showing dimensions)

Notes:

The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.

Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.

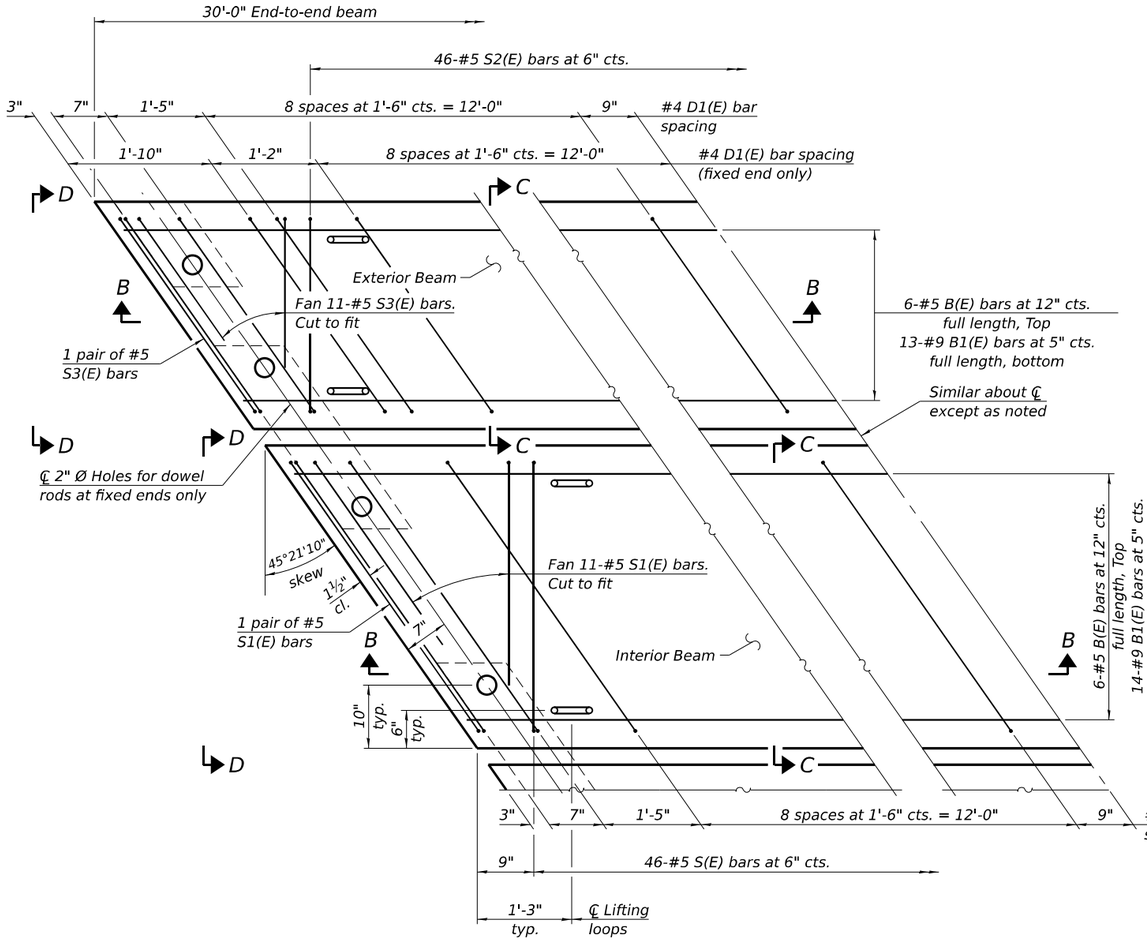
The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."

Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.

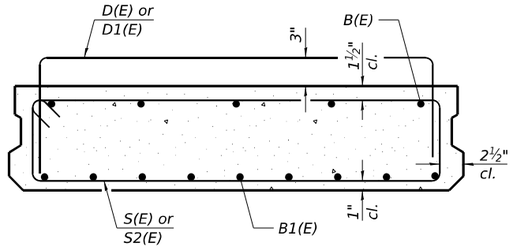
A minimum 2½" Ø lifting pins shall be used to engage the lifting loops during handling.

Compressive strength of precast concrete, f 'c shall be 6,000 psi.

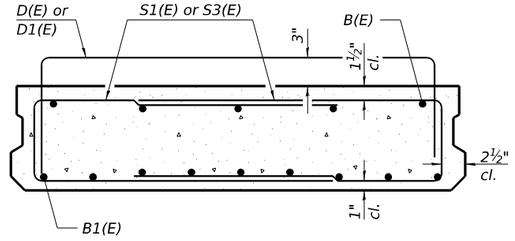
Compressive strength of precast concrete during initial lifting, f 'ci shall be 5,000 psi.



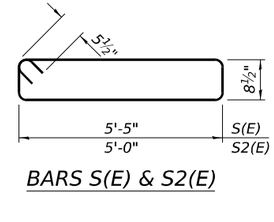
PLAN VIEW
(showing precast bridge approach beams)
(Spacing of D(E) and D1(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)



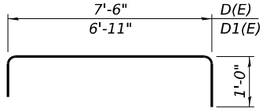
SECTION C-C
(Showing reinforcement)



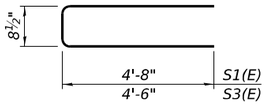
VIEW D-D
(Showing reinforcement)



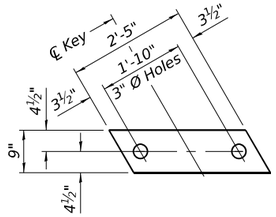
BARS S(E) & S2(E)



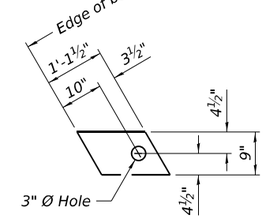
BARS D(E) & D1(E)



BARS S1(E) & S3(E)



INTERIOR



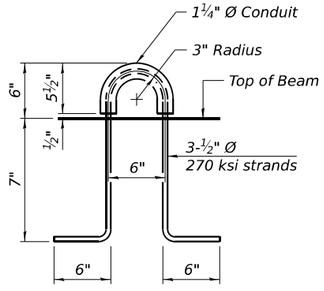
EXTERIOR

FABRIC BEARING PAD

Notes:

Bearing pads at fixed end shall be ½" thick and bearing pads at expansion end shall be ¾" thick.

Omit holes for fabric bearing pads at approach slab footing end of beams.



LIFTING LOOP DETAIL
(An alternate lifting loop with a Safe Working Load of 6,250 lbs. (25,000 lbs. Proof Load / Factor of Safety of 4) and utilized according to the manufacturer's recommendations may be used.)

BAR LIST
EACH INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D(E)	22	#4	9'-6"	⌐
S(E)	46	#5	13'-2"	▭
S1(E)	26	#5	10'-1"	⌐

BAR LIST
EACH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	13	#9	29'-8"	—
D1(E)	22	#4	8'-11"	⌐
S2(E)	46	#5	12'-4"	▭
S3(E)	26	#5	9'-9"	⌐

BA-PDP-39CS-R(>30°) *4-4-2025* *(Beams: 36" min. width; 72" max. width)*

MODEL: Default
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PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB (N.B.)
STRUCTURE NO. 038-0004
SHEET 22 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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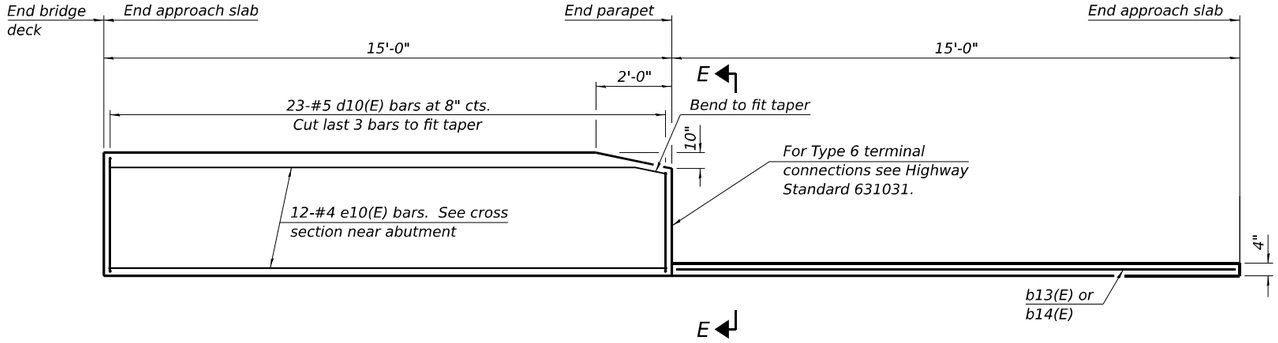
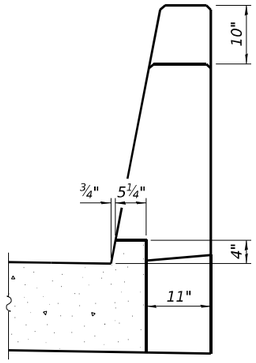
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET AND CURB



VIEW D-D

Notes:

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

After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.

Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".

Parapet concrete shall be paid for as Concrete Superstructure.

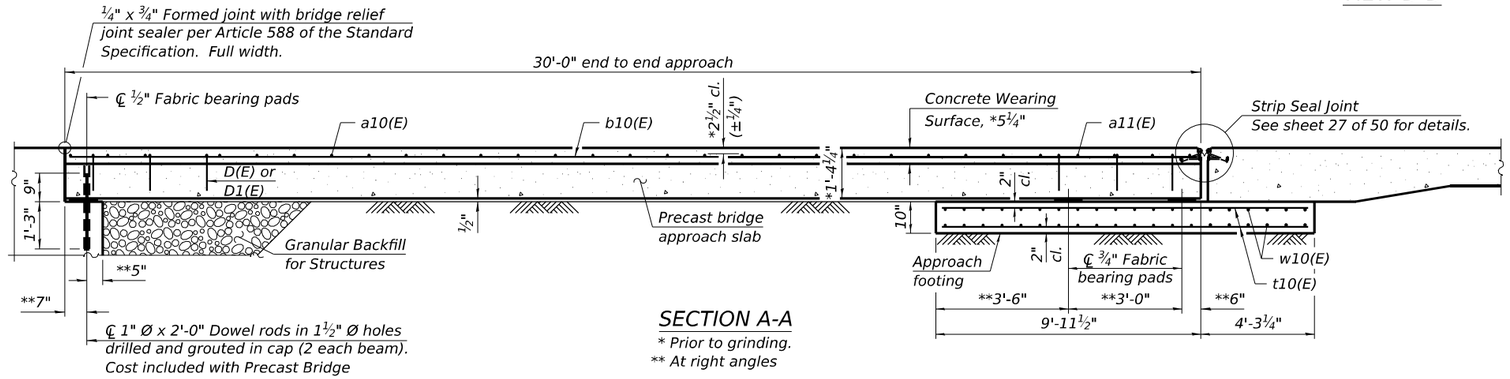
Approach footing concrete shall be paid for as Concrete Structures.

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

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 50.

Cost of cellular polystyrene is included with Concrete Superstructure.

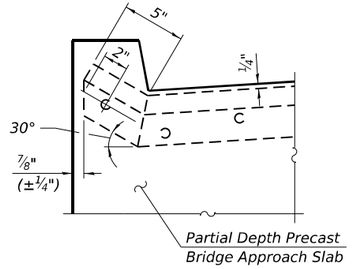


SECTION A-A

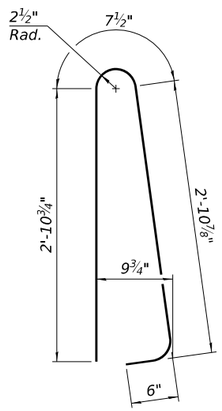
* Prior to grinding.

** At right angles

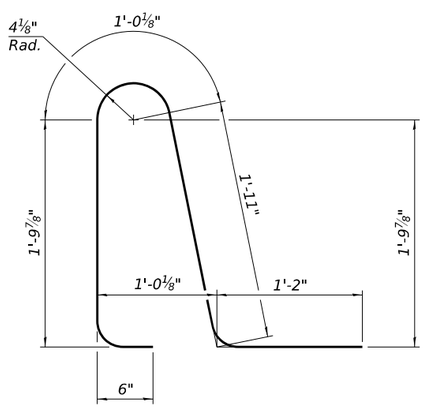
(Beams: 36" min. width; 72" max. width)



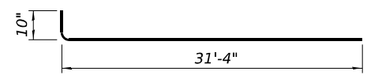
END OF SEAL DETAIL



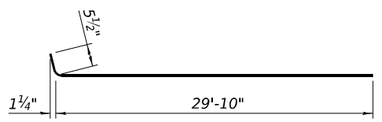
BAR d10(E)



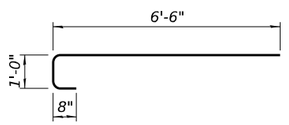
BAR d11(E)



BAR a10(E)



BAR a11(E)



BAR a12(E)

NORTHBOUND
TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	40	#5	32'-2"	
a11(E)	48	#4	30'-4"	
a12(E)	40	#5	8'-2"	
b10(E)	82	#4	29'-8"	
b11(E)	8	#5	15'-10"	
b12(E)	8	#5	14'-5"	
b13(E)	2	#4	14'-4"	
b14(E)	2	#4	14'-10"	
d10(E)	92	#5	7'-0"	
d11(E)	92	#5	6'-5"	
e10(E)	48	#4	14'-8"	
t10(E)	84	#4	13'-9"	
w10(E)	80	#5	31'-0"	
Concrete Structures			Cu. Yd.	36.1
Concrete Superstructure			Cu. Yd.	8.5
Protective Coat			Sq. Yd.	302
Reinforcement Bars, Epoxy Coated			Pound	9,690
Diamond Grinding (Bridge Section)			Sq. Yd.	522
Bridge Deck Grooving (Longitudinal)			Sq. Yd	160
Concrete Wearing Surface, 5"			Sq. Yd.	280
Precast Bridge Approach Slab			Sq. Ft.	2,400

MODEL: Default
FILE NAME: S:\20\24\IL032 - PTB 212-022 D3 - Chamlin - Var. PH1-2WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-023-Precast Appr Slab(NB).dgn
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DESIGN FIRM REG. NO. 184.004721-0014

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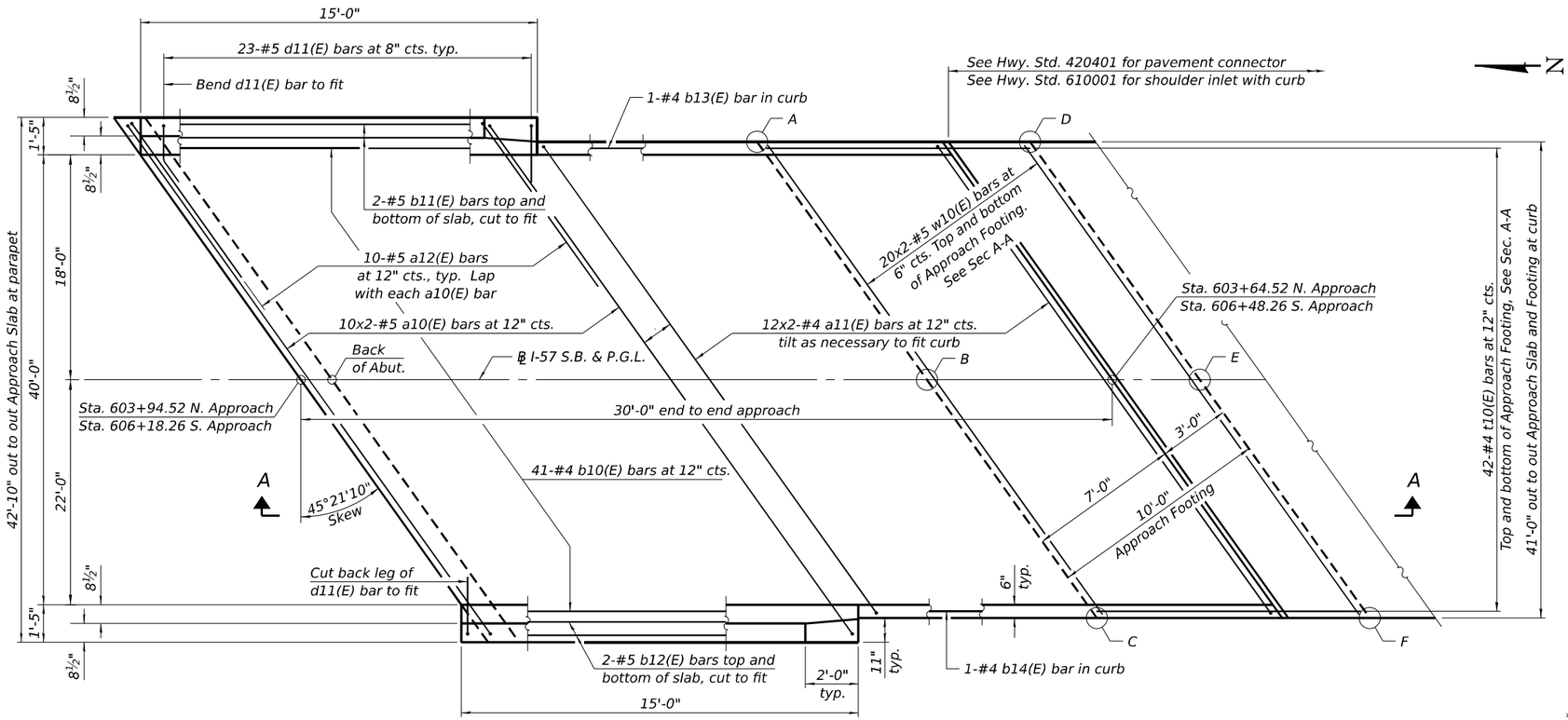
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

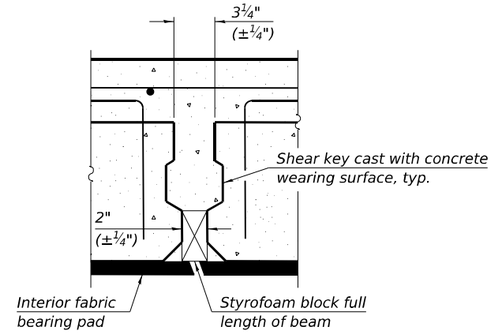
PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB (N.B.)
STRUCTURE NO. 038-0004
SHEET 23 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	158
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



PLAN

(South approach slab shown; North approach slab similar by 180° rotation)



DETAIL 'A'

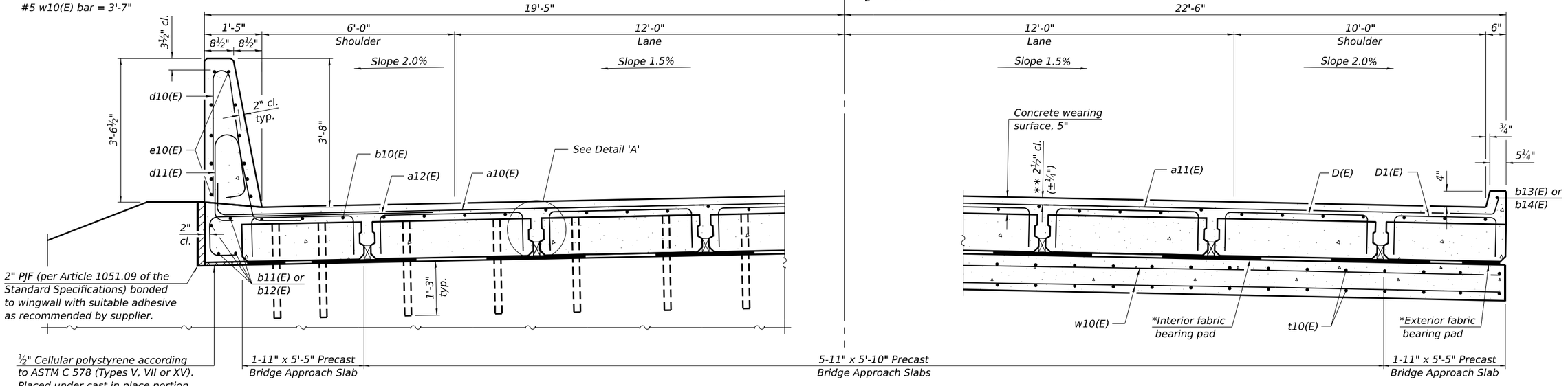
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach			South Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - SE	681.68	680.85	A - NE	679.26	678.43
B - S ℄	681.90	681.06	B - N ℄	679.31	678.48
C - SW	681.37	680.54	C - NW	678.60	677.76
D - NE	681.75	680.92	D - SE	679.07	678.23
E - N ℄	681.97	681.14	E - S ℄	679.11	678.28
F - NW	681.46	680.62	F - SW	678.38	677.55

* Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.
* * Prior to grinding.

MINIMUM BAR LAP

#4 bar = 1'-5"
#5 bar = 1'-9"
#5 w10(E) bar = 3'-7"



NEAR ABUTMENT

CROSS SECTION

(Looking South)

AT APPROACH FOOTING

(Beams: 36" min. width; 72" max. width)

Note:
Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB (S.B.)
STRUCTURE NO. 038-0003
SHEET 24 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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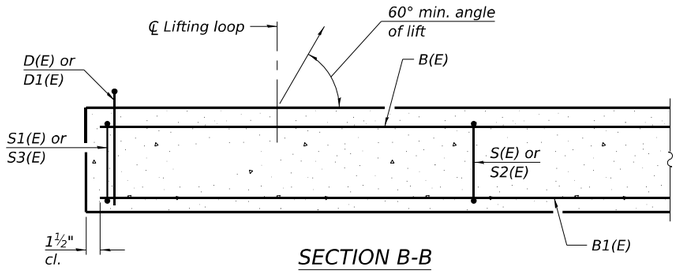
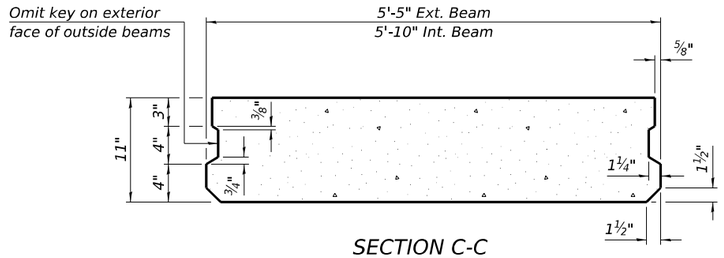
		CONTRACT NO. 66M80		
		ILLINOIS	FED. AID PROJECT	



SECTION B-B



SECTION C-C
(Showing dimensions)

Notes:

The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.

Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.

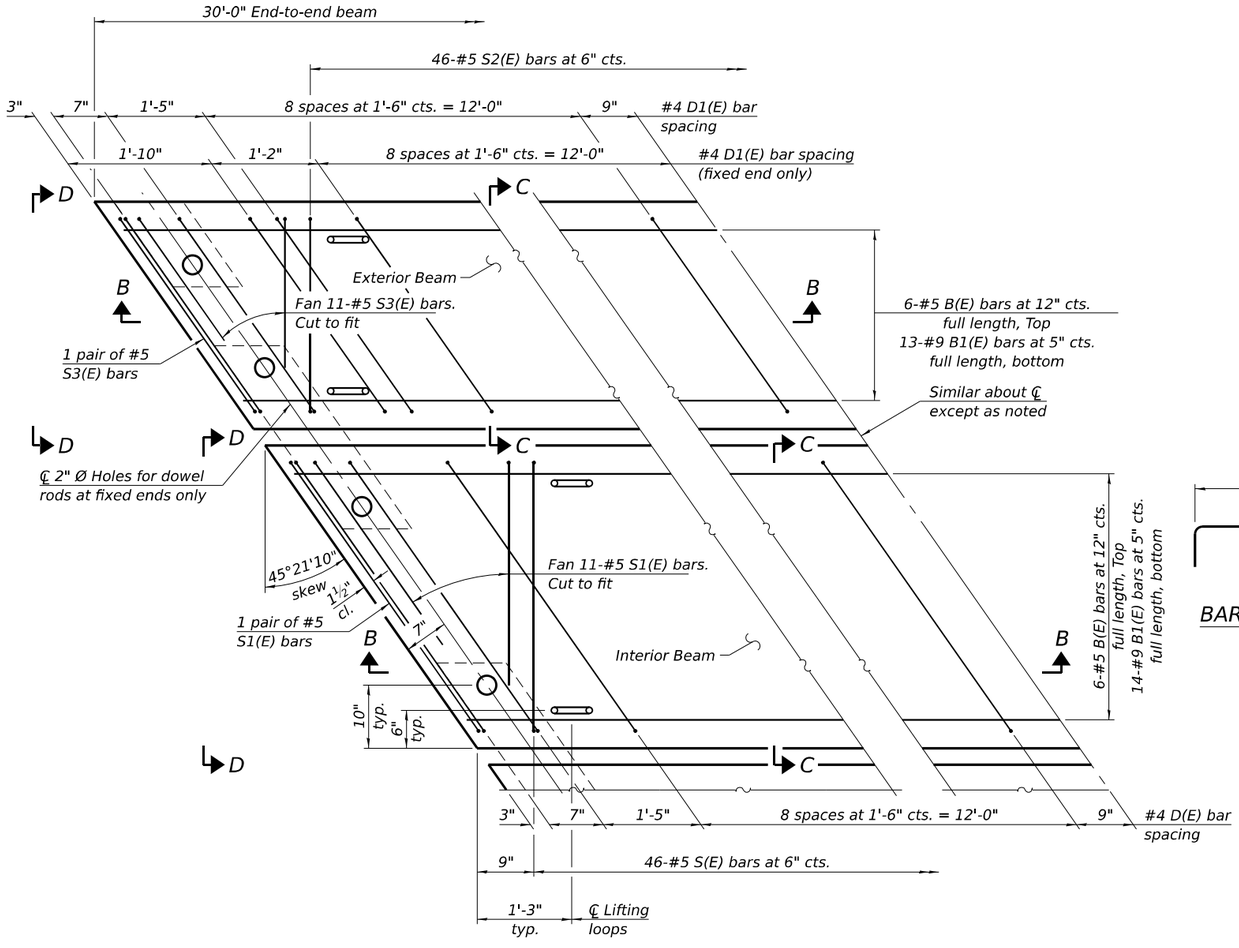
The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."

Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.

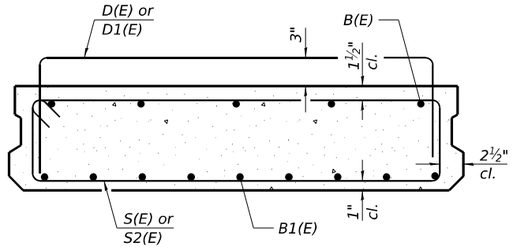
A minimum 2½" Ø lifting pins shall be used to engage the lifting loops during handling.

Compressive strength of precast concrete, f 'c shall be 6,000 psi.

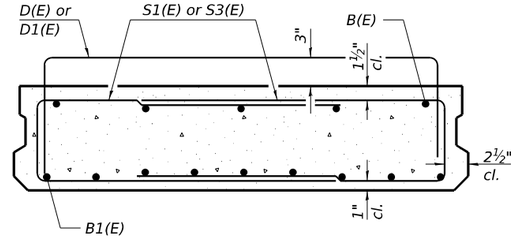
Compressive strength of precast concrete during initial lifting, f 'ci shall be 5,000 psi.



PLAN VIEW
(showing precast bridge approach beams)
(Spacing of D(E) and D1(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)

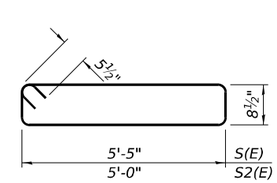


SECTION C-C
(Showing reinforcement)

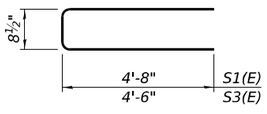


VIEW D-D
(Showing reinforcement)

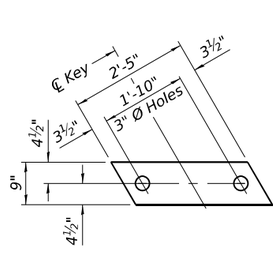
BARS D(E) & D1(E)



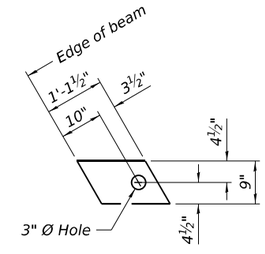
BARS S(E) & S2(E)



BARS S1(E) & S3(E)



INTERIOR



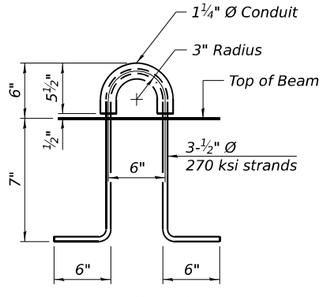
EXTERIOR

FABRIC BEARING PAD

Notes:

Bearing pads at fixed end shall be ½" thick and bearing pads at expansion end shall be ¾" thick.

Omit holes for fabric bearing pads at approach slab footing end of beams.



LIFTING LOOP DETAIL
(An alternate lifting loop with a Safe Working Load of 6,250 lbs. (25,000 lbs. Proof Load / Factor of Safety of 4) and utilized according to the manufacturer's recommendations may be used.)

BAR LIST
EACH INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D(E)	22	#4	9'-6"	⌐ ¬
S(E)	46	#5	13'-2"	⌐ ¬
S1(E)	26	#5	10'-1"	⌐ ¬

BAR LIST
EACH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	13	#9	29'-8"	—
D1(E)	22	#4	8'-11"	⌐ ¬
S2(E)	46	#5	12'-4"	⌐ ¬
S3(E)	26	#5	9'-9"	⌐ ¬

BA-PDP-39CS-R(>30°) 4-4-2025 *(Beams: 36" min. width; 72" max. width)*

MODEL: Default
FILE NAME: S:\2024\24IL032 - PTB 212-022 D3 - Chamlin - Var PH1-2/WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-025-Precast Appr Slab(SB).dgn
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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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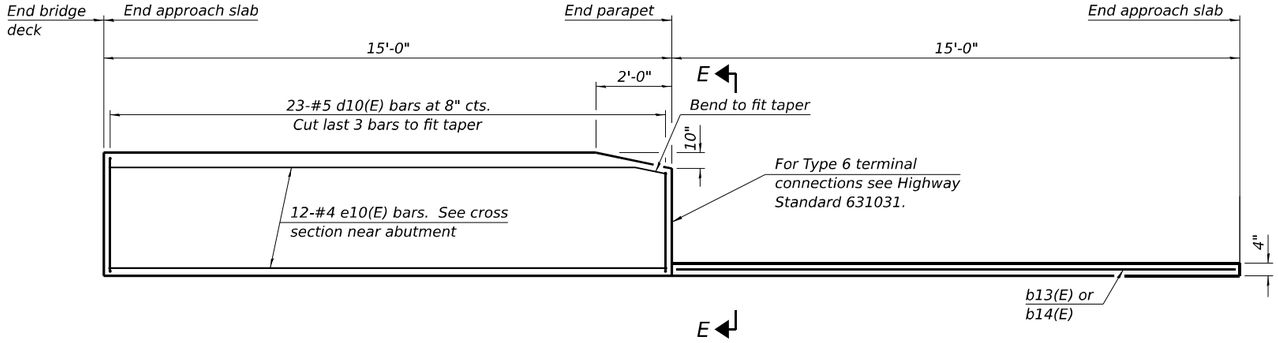
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -		
PLOT DATE =	CHECKED - MDC	REVISED -		

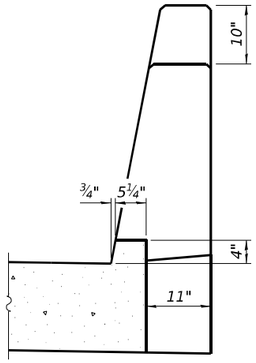
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB (S.B.)
STRUCTURE NO. 038-0003
SHEET 25 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	160
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET AND CURB



VIEW D-D

Notes:

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

After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.

Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".

Parapet concrete shall be paid for as Concrete Superstructure.

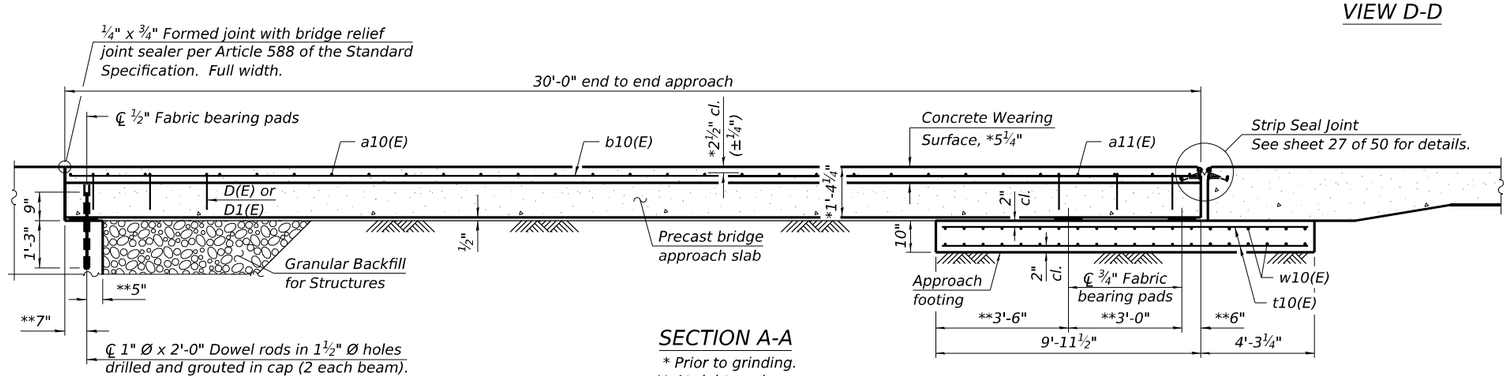
Approach footing concrete shall be paid for as Concrete Structures.

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

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 50.

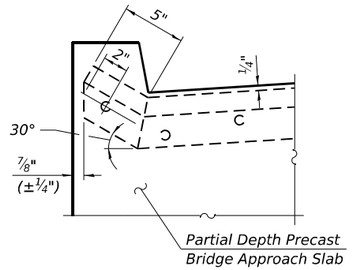
Cost of cellular polystyrene is included with Concrete Superstructure.



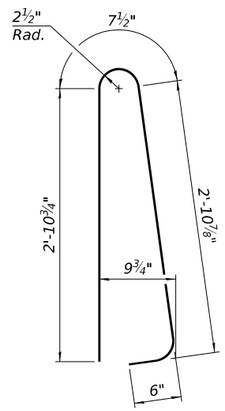
SECTION A-A

* Prior to grinding.

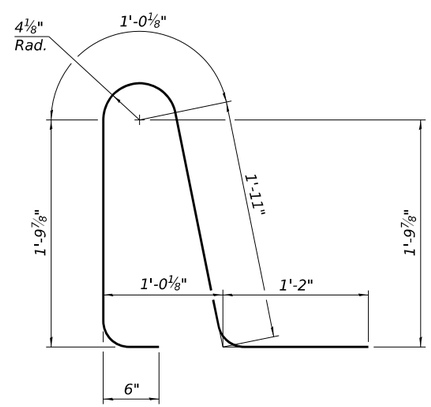
** At right angles



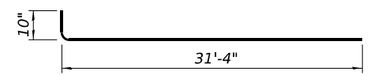
END OF SEAL DETAIL



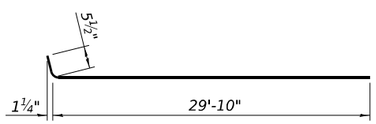
BAR d10(E)



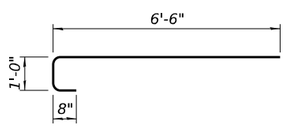
BAR d11(E)



BAR a10(E)



BAR a11(E)



BAR a12(E)

SOUTHBOUND TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	40	#5	32'-2"	
a11(E)	48	#4	30'-4"	
a12(E)	40	#5	8'-2"	
b10(E)	82	#4	29'-8"	
b11(E)	8	#5	15'-10"	
b12(E)	8	#5	14'-5"	
b13(E)	2	#4	14'-4"	
b14(E)	2	#4	14'-10"	
d10(E)	92	#5	7'-0"	
d11(E)	92	#5	6'-5"	
e10(E)	48	#4	14'-8"	
t10(E)	84	#4	13'-9"	
w10(E)	80	#5	31'-0"	
Concrete Structures			Cu. Yd.	36.1
Concrete Superstructure			Cu. Yd.	8.5
Protective Coat			Sq. Yd.	302
Reinforcement Bars, Epoxy Coated			Pound	9,690
Diamond Grinding (Bridge Section)			Sq. Yd.	522
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	160
Concrete Wearing Surface, 5"			Sq. Yd.	280
Precast Bridge Approach Slab			Sq. Ft.	2,400

(Beams: 36" min. width; 72" max. width)

(Sheet 3 of 3)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

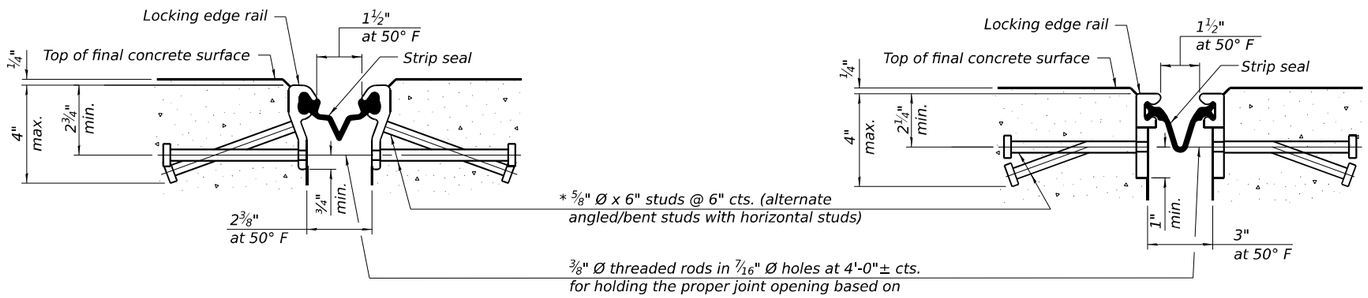
The manufacturer's recommended installation methods shall be followed.

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

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of anchorage studs shall be included with Preformed Joint Strip Seal.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

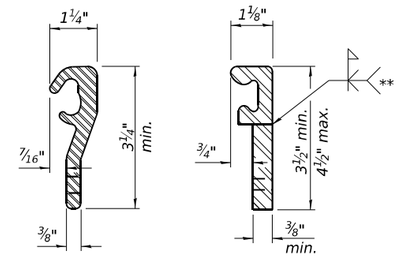


SHOWING ROLLED RAIL JOINT

SHOWING WELDED RAIL JOINT

SECTION THRU PREFORMED JOINT SEAL

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

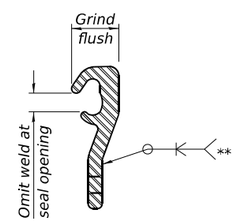


ROLLED (EXTRUDED) RAIL

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.

NORTHBOUND BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	117

SOUTHBOUND BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	117

MODEL: Default
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DESIGN FIRM REG. NO. 184.004721-0014

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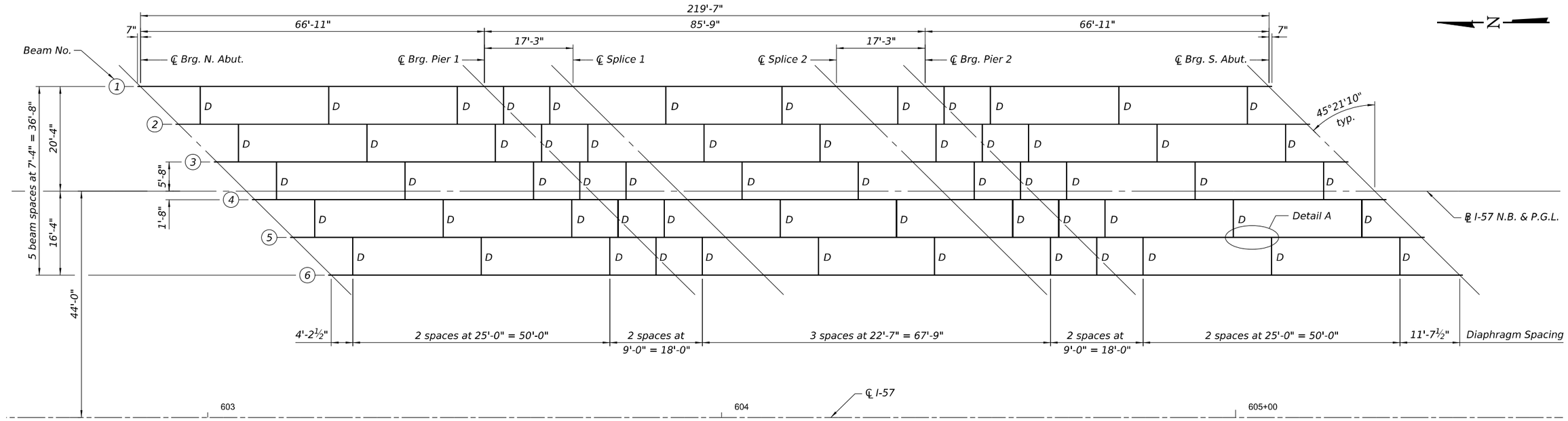
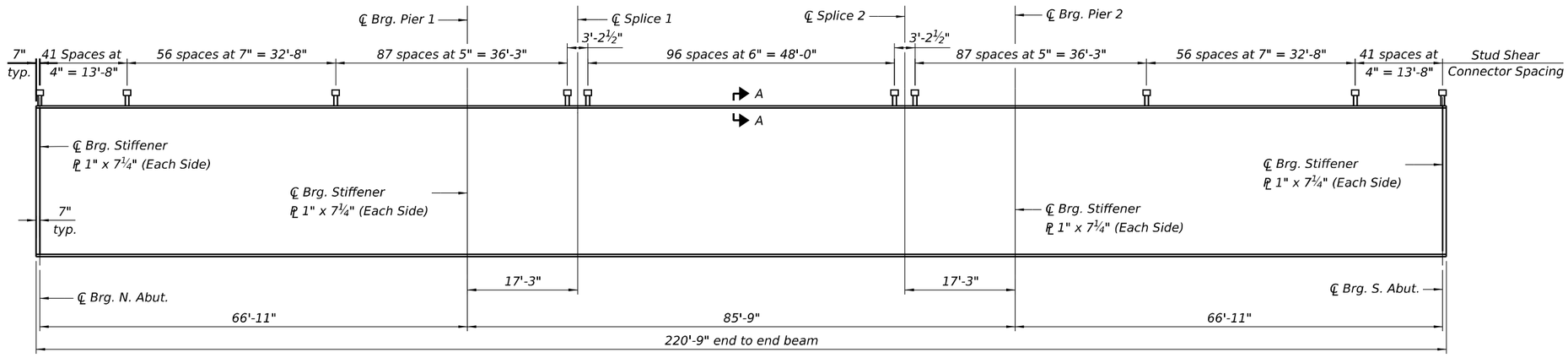
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 038-0003 & 038-0004
SHEET 27 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	162
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



STEEL FRAMING PLAN



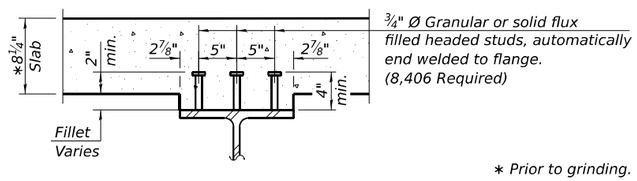
BEAM ELEVATION - NORTHBOUND

(All beams are W33x201, AASHTO M270, Grade 50, CVN)

TOP OF BEAM ELEVATIONS

(For Fabrication only)

Beam	℄ Brg. N. Abut	℄ Brg. Pier 1	℄ Splice 1	℄ Splice 2	℄ Brg. Pier 2	℄ Brg. S. Abut
1	682.57	682.26	682.22	681.90	681.72	681.19
2	682.70	682.37	682.33	681.98	681.80	681.26
3	682.86	682.51	682.46	682.10	681.91	681.34
4	682.83	682.47	682.42	682.06	681.87	681.29
5	682.69	682.32	682.26	681.89	681.70	681.10
6	682.53	682.14	682.08	681.70	681.50	680.88



¾" Ø Granular or solid flux filled headed studs, automatically end welded to flange. (8,406 Required)

∗ Prior to grinding.

SECTION A-A

Notes:

All girders, bearing stiffeners, and splice plates shall be AASHTO M270 Grade 50.

All diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

See sheet 30 of 50 for Detail A and additional details.

Beams shall be braced for stability during erection and reamain braced until deck is poured and cured.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

MODEL: Default
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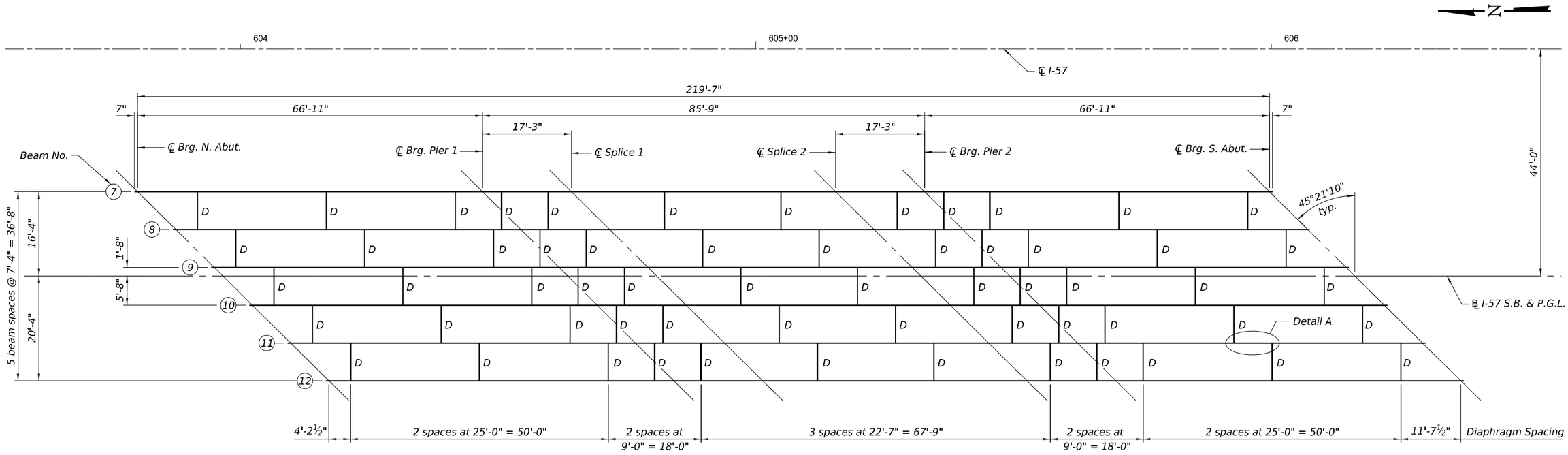
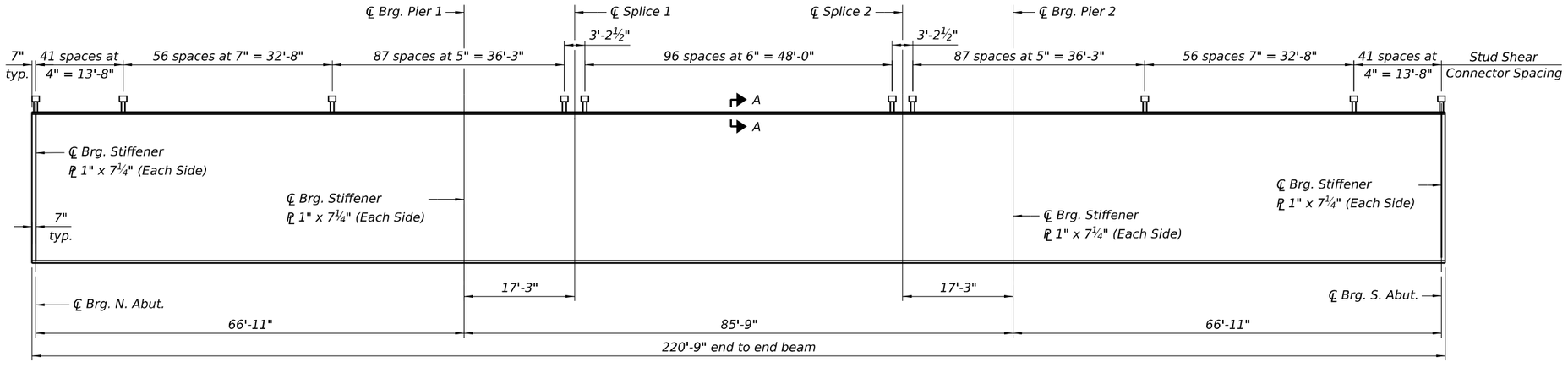
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLAN (N.B.)
STRUCTURE NO. 038-0004
SHEET 28 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	163
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



STEEL FRAMING PLAN



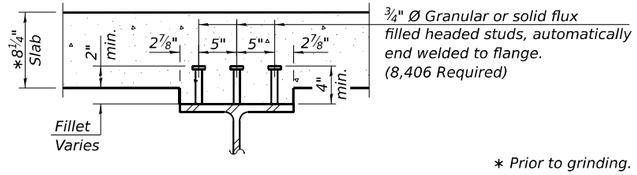
BEAM ELEVATION - SOUTHBOUND

(All beams are W33x201, AASHTO M270, Grade 50, CVN)

TOP OF BEAM ELEVATIONS

(For Fabrication only)

Beam	℄ Brg. N. Abut	℄ Brg. Pier 1	℄ Splice 1	℄ Splice 2	℄ Brg. Pier 2	℄ Brg. S. Abut
7	682.24	681.74	681.65	681.17	680.94	680.21
8	682.33	681.81	681.71	681.23	681.00	680.25
9	682.40	681.86	681.76	681.26	681.02	680.26
10	682.29	681.74	681.64	681.12	680.88	680.10
11	682.13	681.56	681.45	680.93	680.69	679.89
12	681.93	681.34	681.23	680.70	680.45	679.64



∗ Prior to grinding.

SECTION A-A

Notes:

All girders, bearing stiffeners, and splice plates shall be AASHTO M270 Grade 50.

All diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

See sheet 30 of 50 for Detail A and additional details.

Beams shall be braced for stability during erection and reamain braced until deck is poured and cured.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

MODEL: Default
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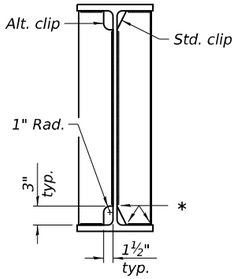
PLOT DATE =	CHECKED - MDC	REVISED -	

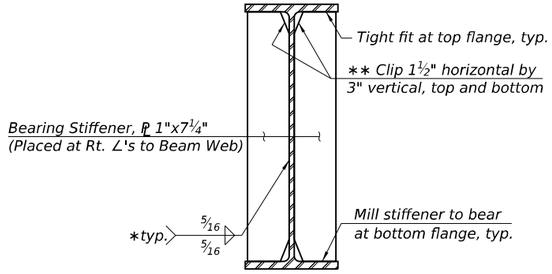
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLAN (S.B.)
STRUCTURE NO. 038-0003
SHEET 29 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	164
		CONTRACT NO. 66M80		
		ILLINOIS	FED. AID PROJECT	

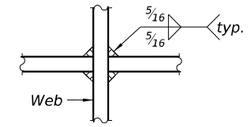


WELD LIMITS AND CLIP DETAILS



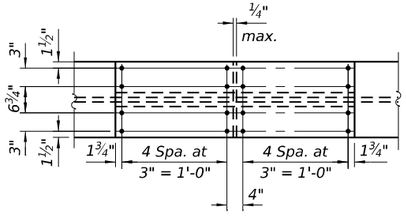
BEARING STIFFENER DETAIL

(48 Required)

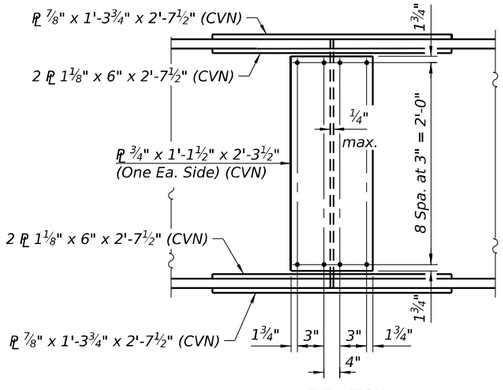


WEB WELD DETAIL

* Stop welds ¼" (±⅛") from edges as shown. Typical.
** Clip may be rounded for ease of shop painting.
*** 3 sides of each stiffener and/or connection ℄.



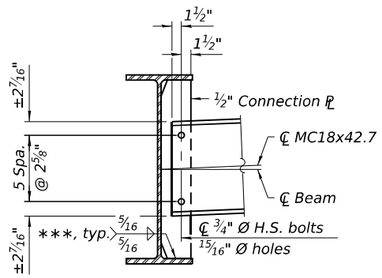
PLAN - TOP AND BOTTOM FLANGE



ELEVATION

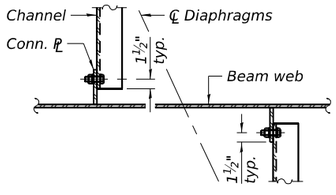
FIELD SPLICE DETAIL

(24 Required N.B. & S.B.)



INTERIOR DIAPHRAGM

(120 Required N.B. & S.B.)



DETAIL A

Notes:

Detail 15/16" ∅ holes for all ⅞" ∅ H.S. bolts for Field Splices.

Detail 15/16" ∅ holes for all ¾" ∅ H.S. bolts for Interior Diaphragms. Two hardened washers required for each set of oversized holes.

See sheets 28 and 29 of 50 for Detail A location and additional details.

All beams, bearing stiffeners and splice plates shall be AASHTO M270 Grade 50.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.

Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.

MODEL: Default
FILE NAME: S:\2024\24IL032 - PTB 212-022 D3 - Chamlin - Var PH1-2\WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-030-Framing Details(NB&SB).dgn

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DESIGN FIRM REG. NO. 184.004721-0014

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PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING DETAILS (N.B. & S.B.)
STRUCTURE NO. 038-0003 & 038-0004
SHEET 30 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	165
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Piers	0.5 Sp. 2
I_s	(in^4)	11,600	11,600	11,600
I_c (n)	(in^4)	29,657	29,657	29,657
I_c (3n)	(in^4)	21,745	-	21,745
I_c (cr)	(in^4)	-	14,854	-
S_s	(in^3)	688	688	688
S_c (n)	(in^3)	975	-	975
S_c (3n)	(in^3)	885	-	885
S_c (cr)	(in^3)	-	767	-
S_x	(in^3)	933	747	929
DC1	(k/')	1.024	1.024	1.024
M_{DC1}	('k)	309	603	338
DC2	(k/')	0.190	0.190	0.190
M_{DC2}	('k)	57	113	62
DW	(k/')	0.183	0.183	0.183
M_{DW}	('k)	55	109	59
LLDF		0.606	0.586	0.568
M_{LL+IM}	('k)	787	830	785
f_f (Strength I)	(ksi)	10.0	10.0	10.0
$M_u + {}^1/_3 f_f S_x$	('k)	1,917	-	1,962
$\Phi_f M_n$	('k)	4,677	-	4,677
f_s DC1	(ksi)	5.4	10.5	5.9
f_s DC2	(ksi)	0.8	1.8	0.8
f_s DW	(ksi)	0.7	1.7	0.8
f_s (LL+IM)	(ksi)	9.7	13.0	9.7
f_f (Service II)	(ksi)	10.0	10.0	10.0
$f_s + {}^{f_f}/_2$ (Service II)	(ksi)	24.5	35.9	25.1
Service II Resistance	(ksi)	47.5	47.5	47.5
$f_s + {}^{f_f}/_3$ (Strength I)	(ksi)	-	44.0	-
$\Phi_f F_n$	(ksi)	-	50.0	-
V_f	(k)	74.4	-	68.3

GIRDER REACTION TABLE			
		Abut.	Pier
LLDF		0.940	0.767
OCF		1.202	-
R_{DC1}	(k)	26.2	87.2
R_{DC2}	(k)	4.7	16.2
R_{DW}	(k)	4.5	15.6
R_{LL}	(k)	74.6	101.4
R_{Im}	(k)	18.5	20.3
R_{Total} (Strength I)(Impact)	(k)	208.3	365.6
R_{Total} (Strength I)(No Impact)	(k)	175.9	330.1

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

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

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

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

S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).

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

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

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

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

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

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

LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.

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

M_u : Strength I load combination of factored design moments (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{LL+IM}$

f_f : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).

$\Phi_f M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

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

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

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

f_s (LL+ IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_{LL+IM} / S_c (n) or M_{LL+IM} / S_c (cr) as applicable.

$f_s + f_f / 2$ (Service II): Sum of stresses as computed below (ksi).
f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (LL+ IM) + f_f /2

Service II Resistance: Composite ($0.95R_hF_{yf}$) or noncomposite ($0.80R_hF_{yf}$) stress capacity according to Article 6.10.4.2 (ksi).

$f_s + f_f / 3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi).
1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (LL+ IM) + f_f /3

$\Phi_f F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

V_f : Maximum factored shear range in span computed according to Article 6.10.10.

OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.

R_{DC1} : Un-factored reaction due to non-composite dead load (kip).

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

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

R_{LL} : Un-factored live load reaction (kip).

R_{IM} : Un-factored dynamic load allowance (impact) (kip).

R_{Total} (Strength I)(Impact): Strength I load combination of factored design reactions (kip).
1.25 ($R_{DC1} + R_{DC2}$) + 1.5R_{DW} + 1.75 ($R_{LL} + R_{IM}$)

R_{Total} (Strength I)(No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).
1.25 ($R_{DC1} + R_{DC2}$) + 1.5R_{DW} + 1.75 (R_{LL})

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DESIGN DATA TABLES
STRUCTURE NO. 038-0003 & 038-0004
SHEET 31 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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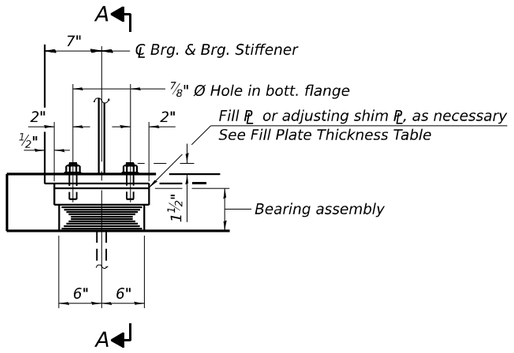
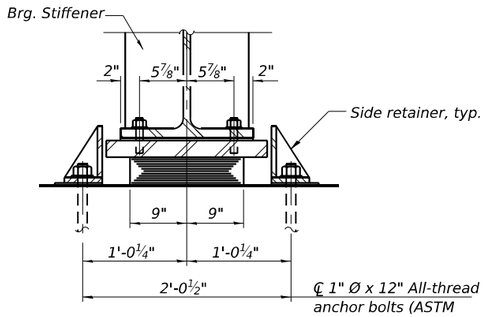
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

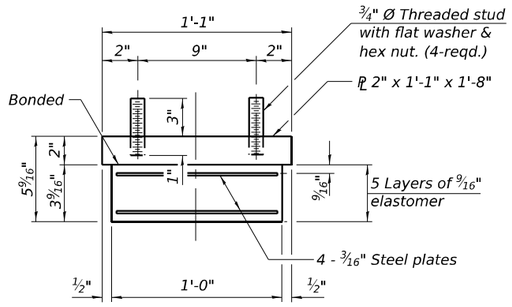


ELEVATION AT ABUT.



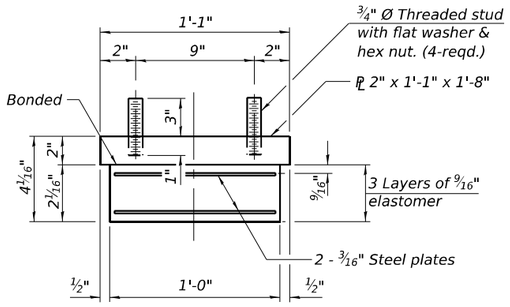
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG. AT NORTH & SOUTH ABUTMENT



N. ABUT. BEARING ASSEMBLY

(12 Required)



S. ABUT. BEARING ASSEMBLY

(12 Required)

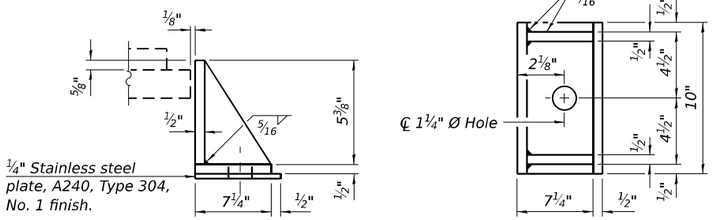
Note:
Shim plates shall not be placed under bearing assembly.

SOUTHBOUND BEARING FILL PLATE THICKNESS TABLE

Location	Thickness
South Abutment - Beam 8	½"
South Abutment - Beam 9	⅝"

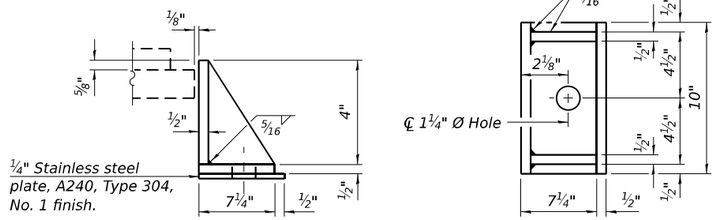
NORTHBOUND BEARING FILL PLATE THICKNESS TABLE

Location	Thickness
North Abutment - Beam 3	⅜"
South Abutment - Beam 4	⅜"



N. ABUT. SIDE RETAINER

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



S. ABUT. SIDE RETAINER

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

Notes:

Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

All bearing plates, fill plates, side retainers, anchor bolts, nuts, and washers shall be galvanized according to AASHTO M111 or M232 as applicable.

BILL OF MATERIAL AT SOUTHBOUND ABUTMENTS

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 1"	Each	24

BILL OF MATERIAL AT NORTHBOUND ABUTMENTS

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 1"	Each	24

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT BEARING DETAILS (N.B. & S.B.)
STRUCTURE NO. 038-0003 & 038-0004
SHEET 32 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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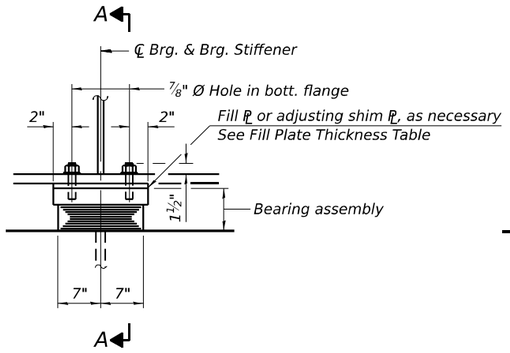
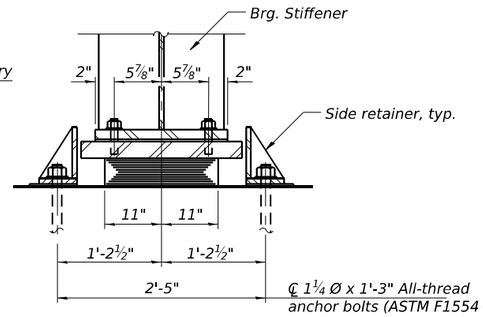
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



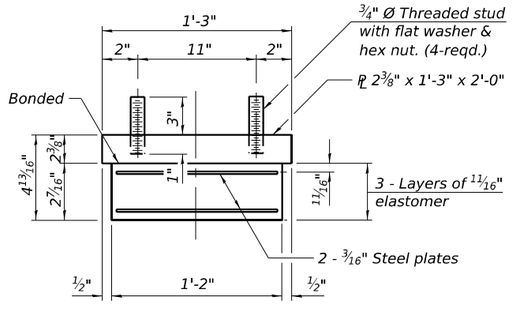
ELEVATION AT PIER



SECTION A-A

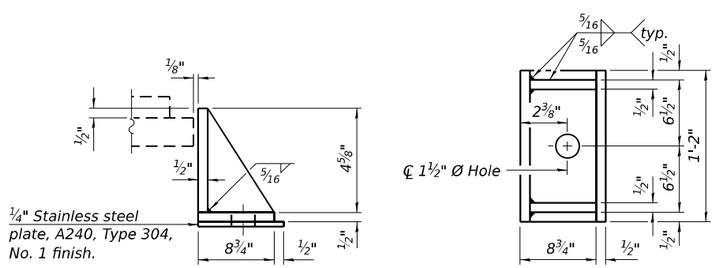
TYPE I ELASTOMERIC EXP. BRG. AT PIER 1

(12 Required)



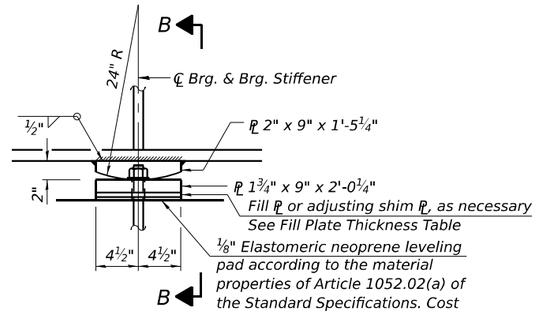
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.

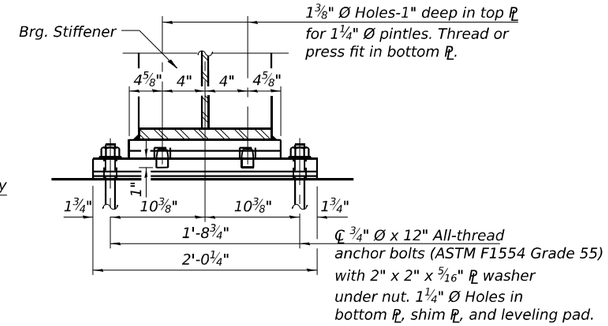


SIDE RETAINER

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



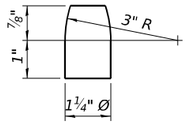
ELEVATION AT PIER



SECTION B-B

FIXED BEARING AT PIER 2

(12 Required)



PINTLE

SOUTHBOUND BEARING FILL PLATE THICKNESS TABLE

Location	Thickness
Pier 2 - Beam 8	⅝"

NORTHBOUND BEARING FILL PLATE THICKNESS TABLE

Location	Thickness
Pier 1 - Beam 3	⅜"
Pier 2 - Beam 3	½"

Notes:
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and places as shown on bearing details.

The structural steel plates and pinltes of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

At fixed bearings, all bearing plates and pintles shall be metalized. See special provision for "Metallizing of Structural Steel".

All bearing plates of the elastomeric bearings, fill plates, side retainers, anchor bolts, nuts, and washers shall be galvanized according to AASHTO M111 or M232 as applicable.

BILL OF MATERIAL AT SOUTHBOUND PIERS

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	6
Anchor Bolts, ¾"	Each	12
Anchor Bolts, 1¼"	Each	12

BILL OF MATERIAL AT NORTHBOUND PIERS

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	6
Anchor Bolts, ¾"	Each	12
Anchor Bolts, 1¼"	Each	12

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DESIGN FIRM REG. NO. 184.004721-0014

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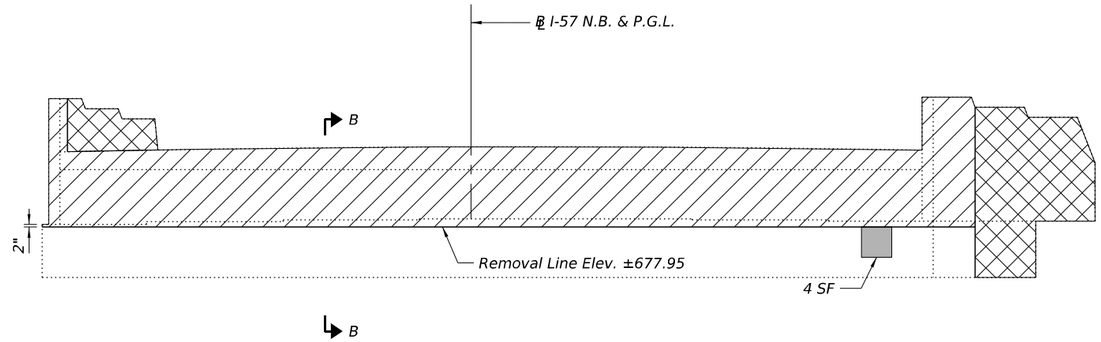
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER BEARING DETAILS (N.B. & S.B.)
STRUCTURE NO. 038-0003 & 038-0004
SHEET 33 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	168
		CONTRACT NO. 66M80		
		ILLINOIS	FED. AID PROJECT	



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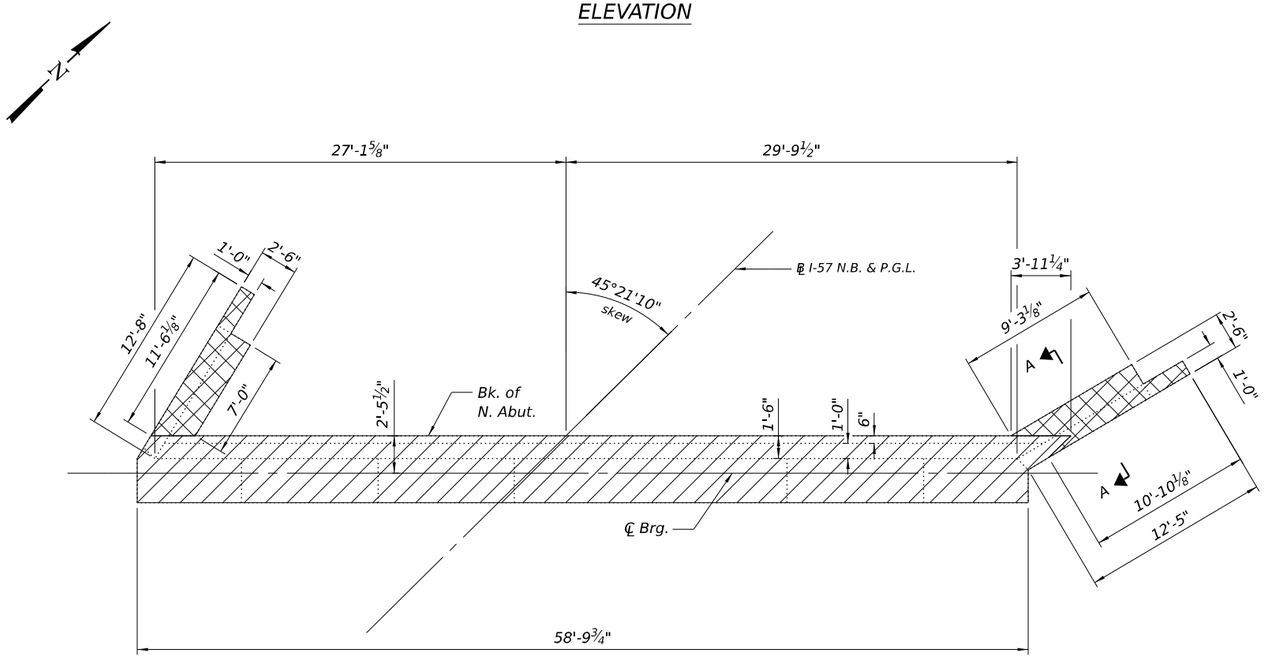

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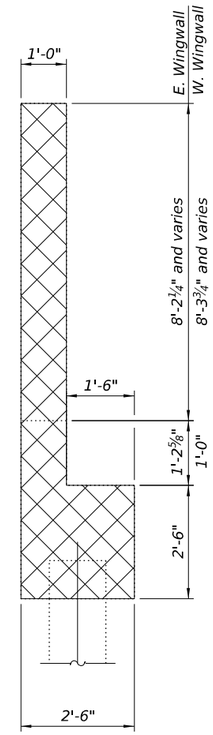
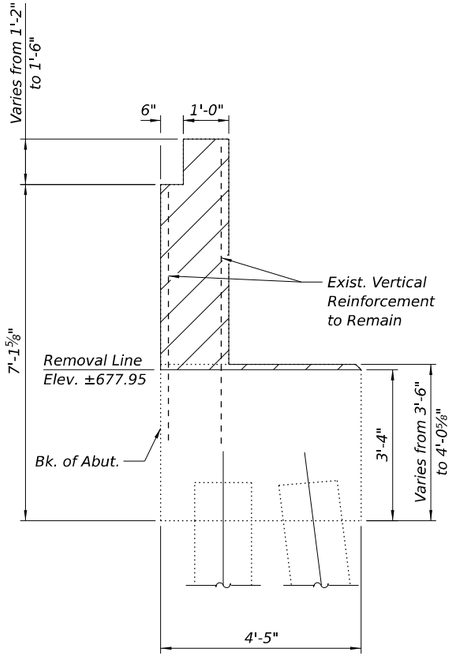


SECTION A-A



SECTION B-B

LEGEND

- Limits of Concrete Removal to Removal Line
- Limits of Full Depth Concrete Removal
- Limits of Structural Repair Concrete (Depth Equal to or Less than 5 Inches)

Note:
Existing reinforcement remaining shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

NORTHBOUND NORTH ABUTMENT BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	29.8
Structural Repair of Concrete (Depth Equal or Less than 5 Inches)	Sq. Ft.	4

MODEL: Default
FILE NAME: S:\2024\24IL032 - PTB 212-022 D3 - Chamlin - Var PH1-2WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-034-North Abut. Removal & Repairs(NB).dgn
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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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PLOT DATE =	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT REMOVAL AND REPAIRS (N.B.)
STRUCTURE NO. 038-0004
SHEET 34 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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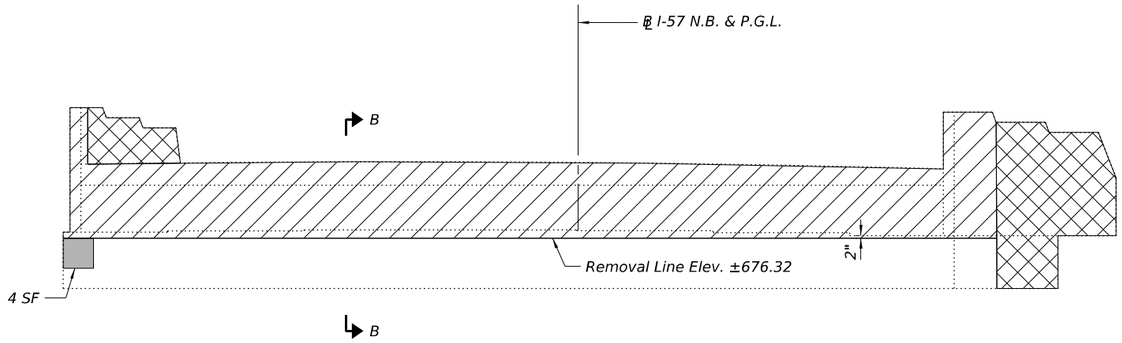
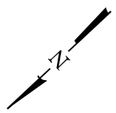
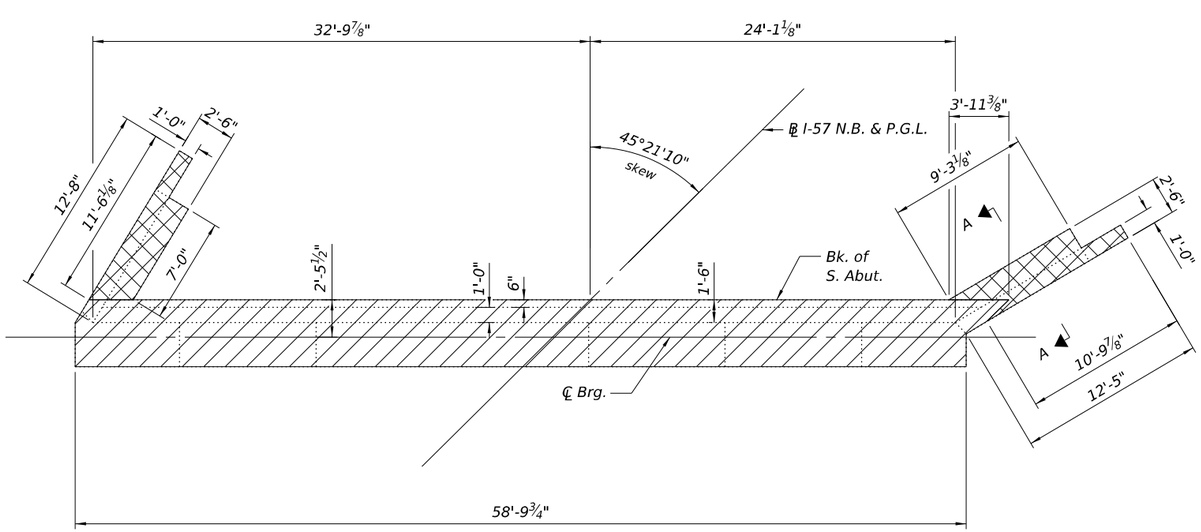
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



ELEVATION





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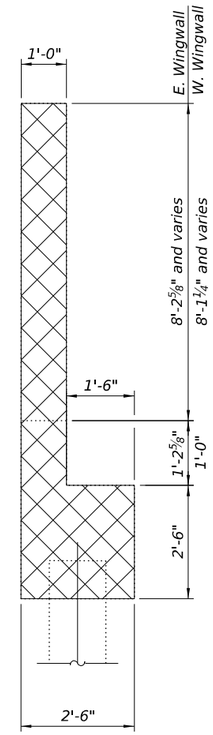
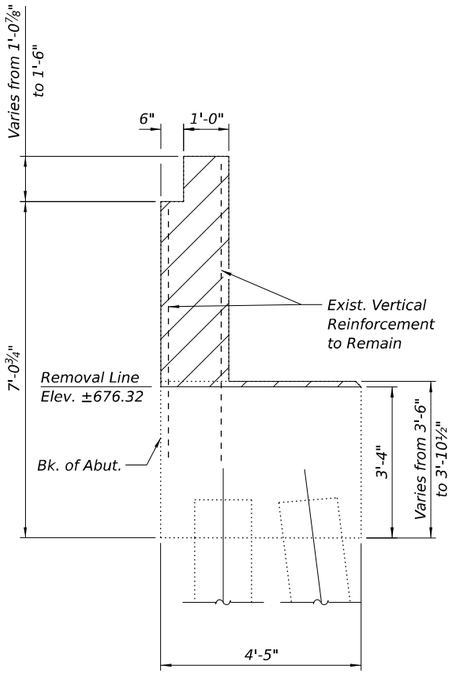


SECTION A-A



SECTION B-B

LEGEND

Limits of Concrete Removal to Removal Line

Limits of Full Depth Concrete Removal

Limits of Structural Repair Concrete (Depth Equal to or Less than 5 Inches)

Note:
Existing reinforcement remaining shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

NORTHBOUND SOUTH ABUTMENT BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	29.6
Structural Repair of Concrete (Depth Equal or Less than 5 Inches)	Sq. Ft.	4

MODEL: Default
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QUIGG ENGINEERING INC
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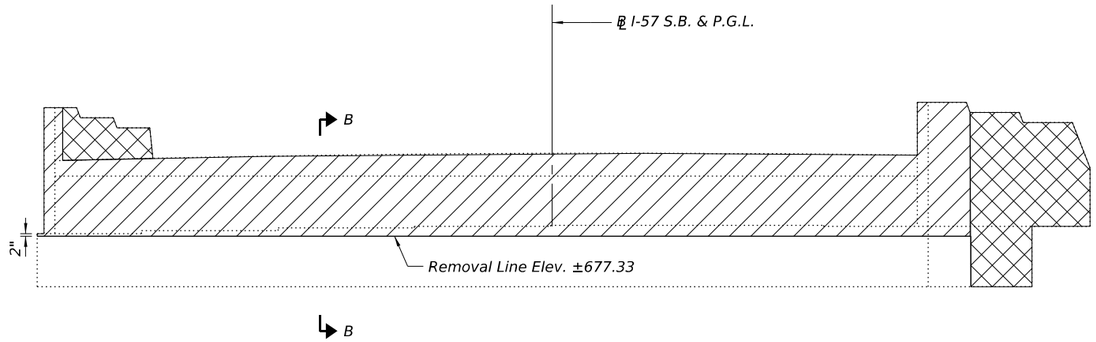
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

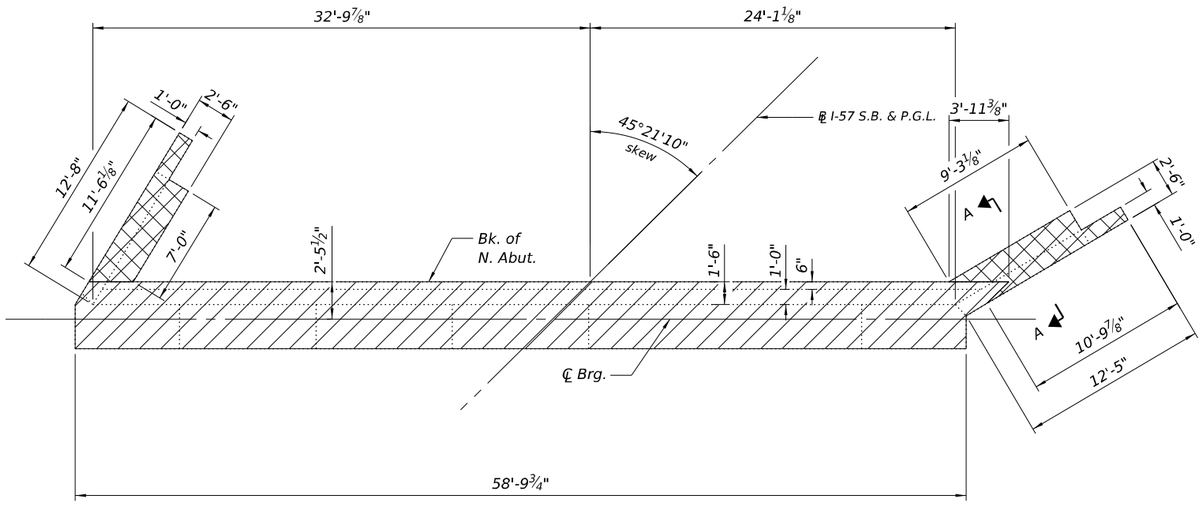
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT REMOVAL AND REPAIRS (N.B.)
STRUCTURE NO. 038-0004
SHEET 35 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	170
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



ELEVATION



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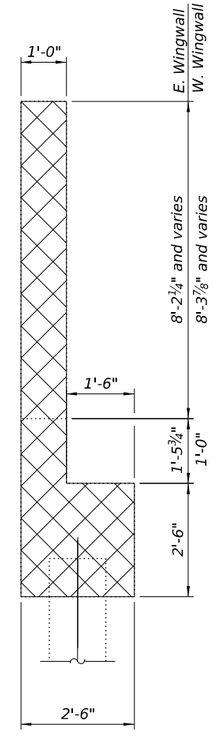
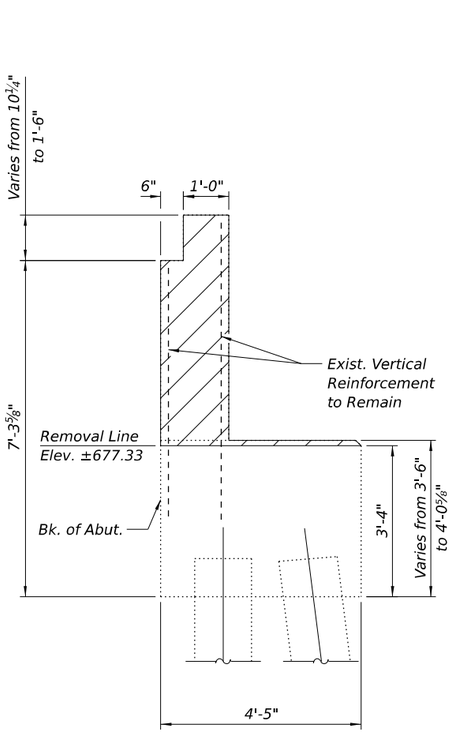


SECTION A-A



SECTION B-B

LEGEND

Limits of Concrete Removal to Removal Line

Limits of Full Depth Concrete Removal

Note:
Existing reinforcement remaining shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

SOUTHBOUND NORTH ABUTMENT BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	31.3

MODEL: Default
FILE NAME: S:\2024\24IL032 - PTB 212-022 D3 - Chamlin - Var PH1-2\WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-036-North Abut. Removal & Repairs(SB).dgn
2/19/2026 1:07:25 PM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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0380003_0380004-66M80-036-North Abut. Removal & Repairs(SB).dgn	CHECKED - DRB	REVISED -	
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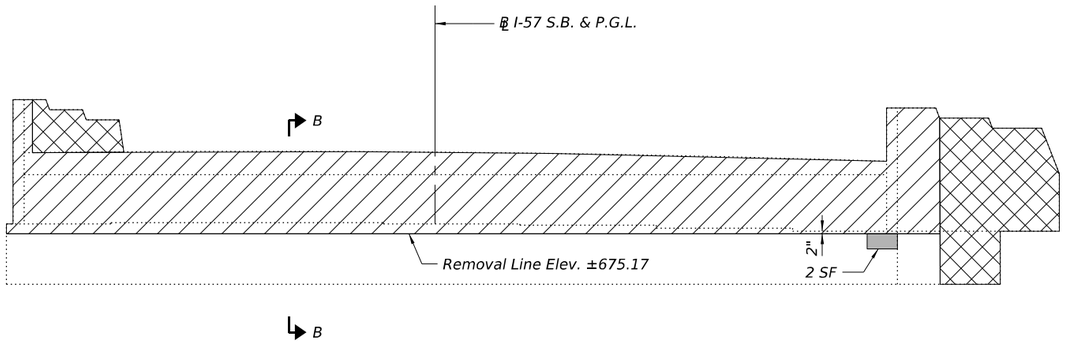
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT REMOVAL AND REPAIRS (S.B.)
STRUCTURE NO. 038-0003
SHEET 36 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	171
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



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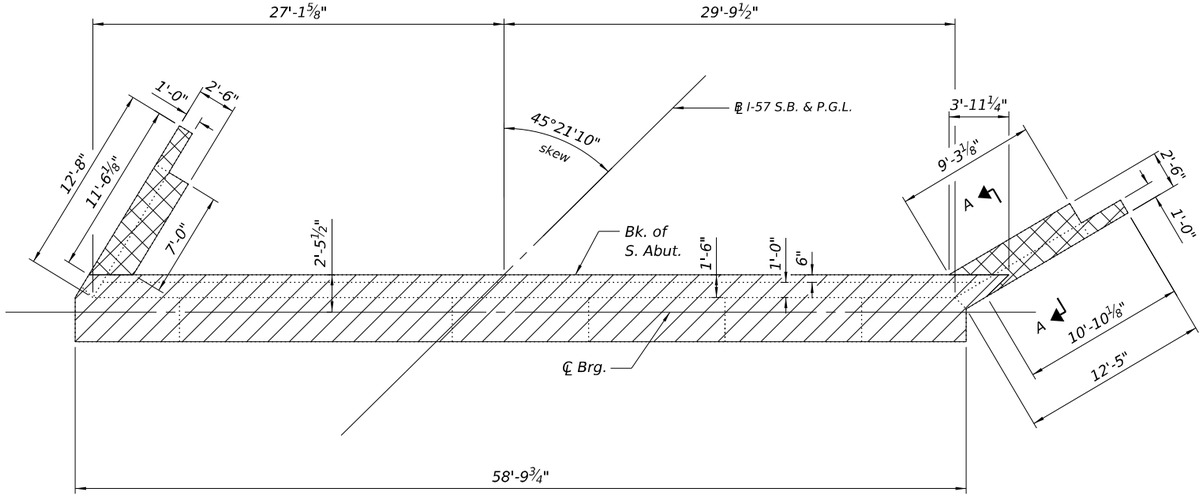

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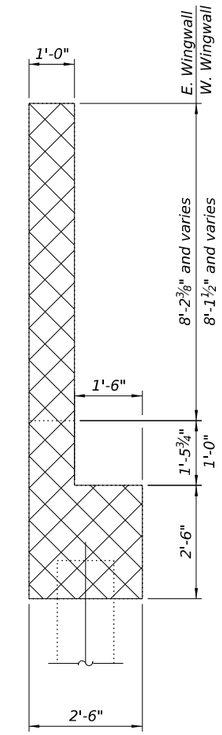
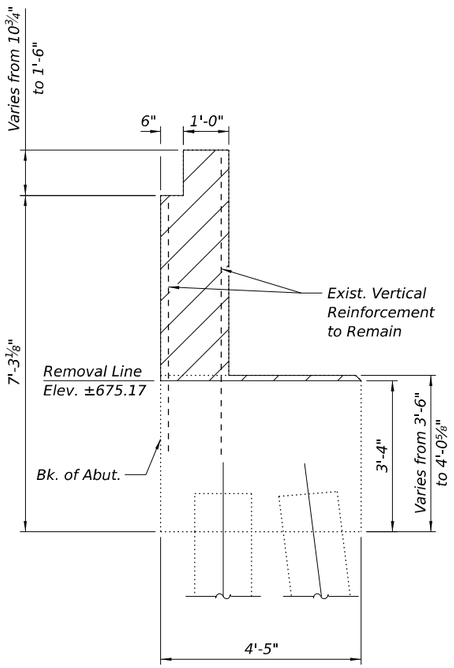


SECTION A-A



SECTION B-B

LEGEND

- Limits of Concrete Removal to Removal Line
- Limits of Full Depth Concrete Removal
- Limits of Structural Repair Concrete (Depth Equal to or Less than 5 Inches)

Note:
Existing reinforcement remaining shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

SOUTHBOUND SOUTH ABUTMENT BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	31.0
Structural Repair of Concrete (Depth Equal or Less than 5 Inches)	Sq. Ft.	2

MODEL: Default
FILE NAME: S:\2024\24IL032 - PTB 212-022 D3 - Chamlin - Var PH1-2\WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-037-South Abut. Removal & Repairs(SB).dgn

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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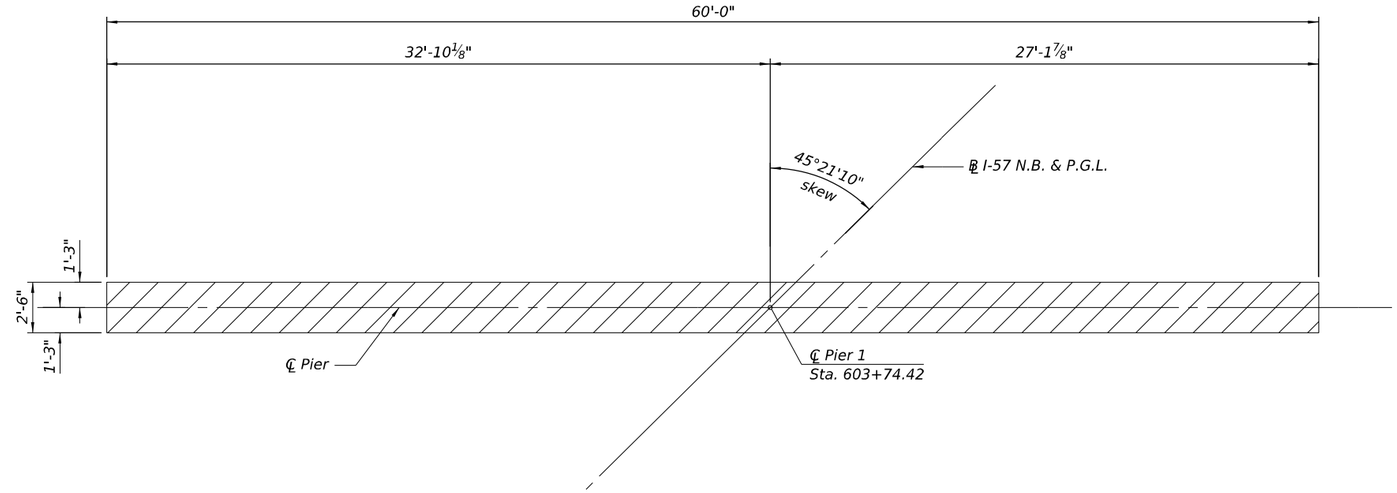
0380003_0380004-66M80-037-South Abut. Removal & Repairs(SB).dgn	DETAILED - DRB	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT REMOVAL AND REPAIRS (S.B.)
STRUCTURE NO. 038-0003
SHEET 37 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	172
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



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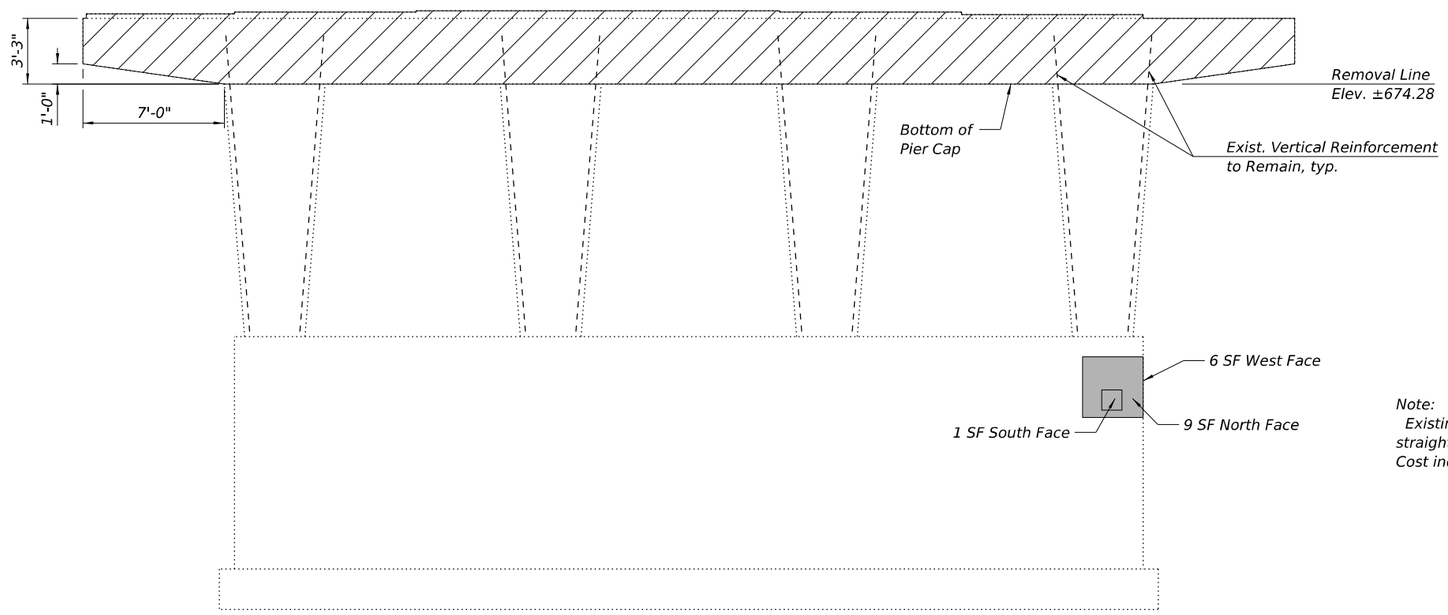

ELEVATION

(Looking South)

Note:
Existing reinforcement remaining shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

LEGEND

Limits of Concrete Removal to Removal Line

Limits of Structural Repair Concrete (Depth Equal to or Less than 5 Inches)

NORTHBOUND PIER 1
BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	18.7
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	16

MODEL: Default
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DESIGN FIRM REG. NO. 184.004721-0014

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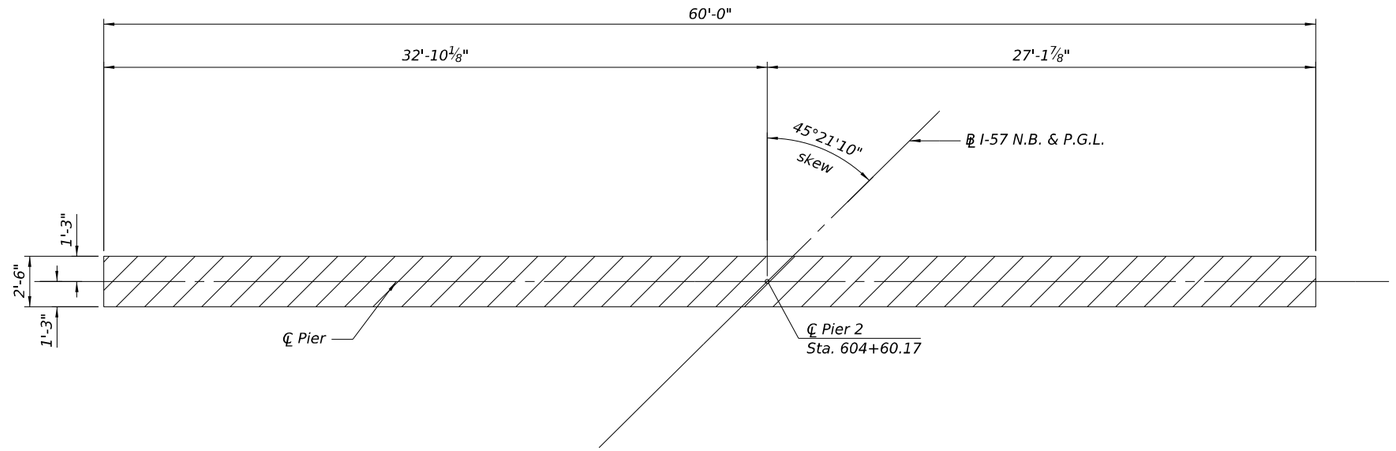
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 REMOVAL AND REPAIRS (N.B.)
STRUCTURE NO. 038-0004
SHEET 38 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	173
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



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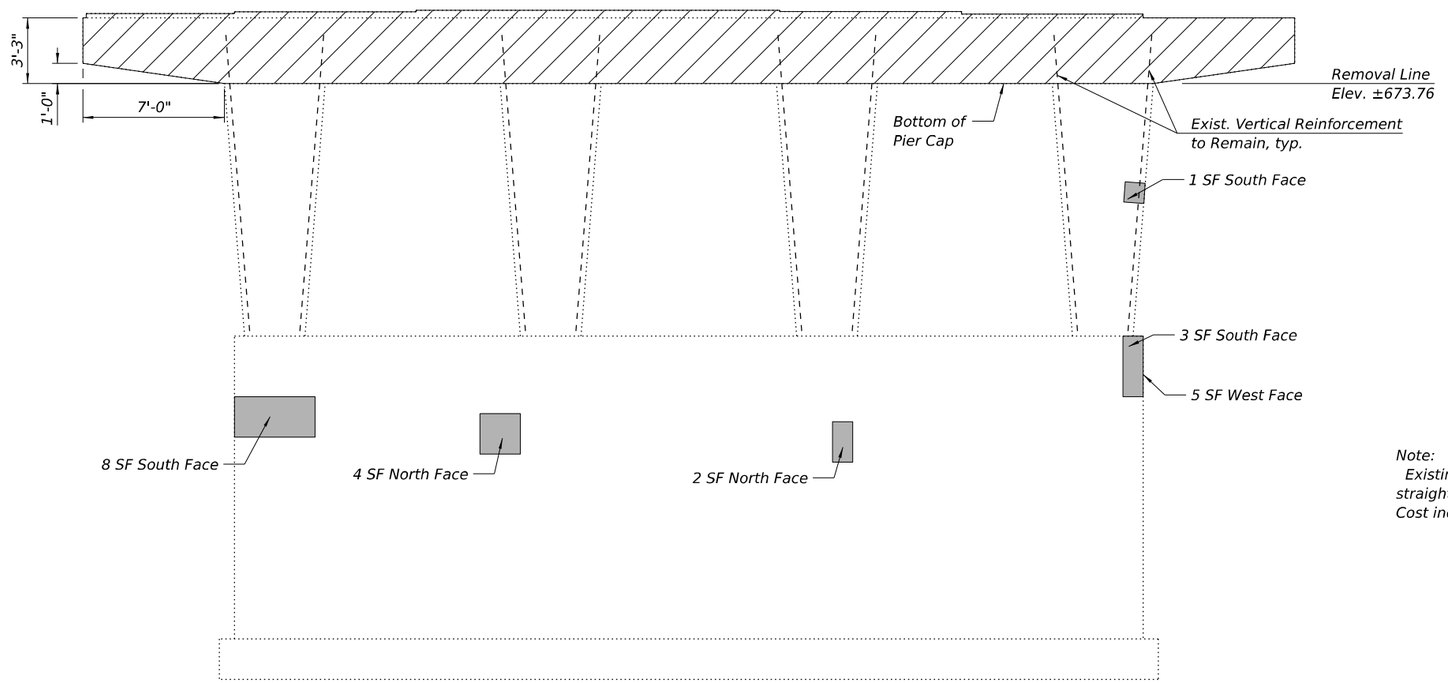

ELEVATION
(Looking South)

Note:
Existing reinforcement remaining shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

LEGEND

Limits of Concrete Removal to Removal Line

Limits of Structural Repair Concrete (Depth Equal to or Less than 5 Inches)

NORTHBOUND PIER 2
BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	18.7
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	23

MODEL: Default
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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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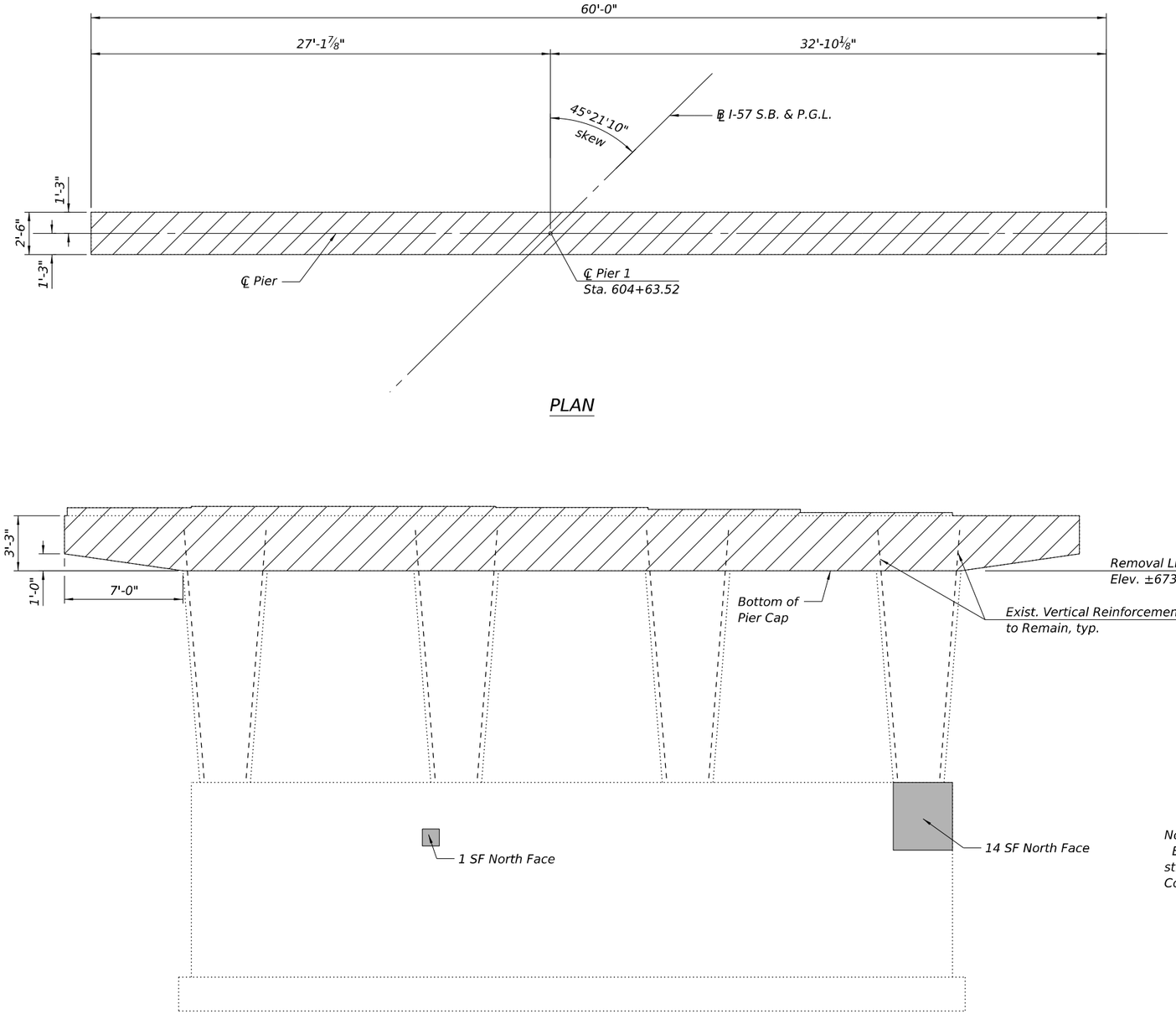
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 REMOVAL AND REPAIRS (N.B.)
STRUCTURE NO. 038-0004
SHEET 39 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	174
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



PLAN

ELEVATION
(Looking South)

Note:
Existing reinforcement remaining shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

LEGEND

Limits of Concrete Removal to Removal Line

Limits of Structural Repair Concrete (Depth Equal to or Less than 5 Inches)

SOUTHBOUND PIER 1
BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	19.3
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	15

MODEL: Default
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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	
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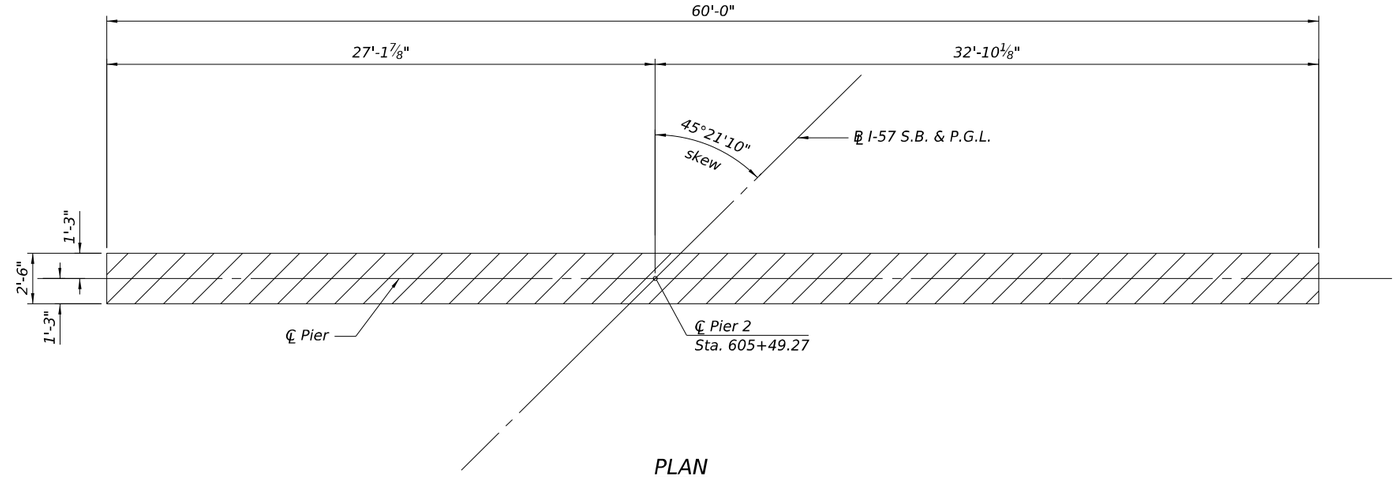
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

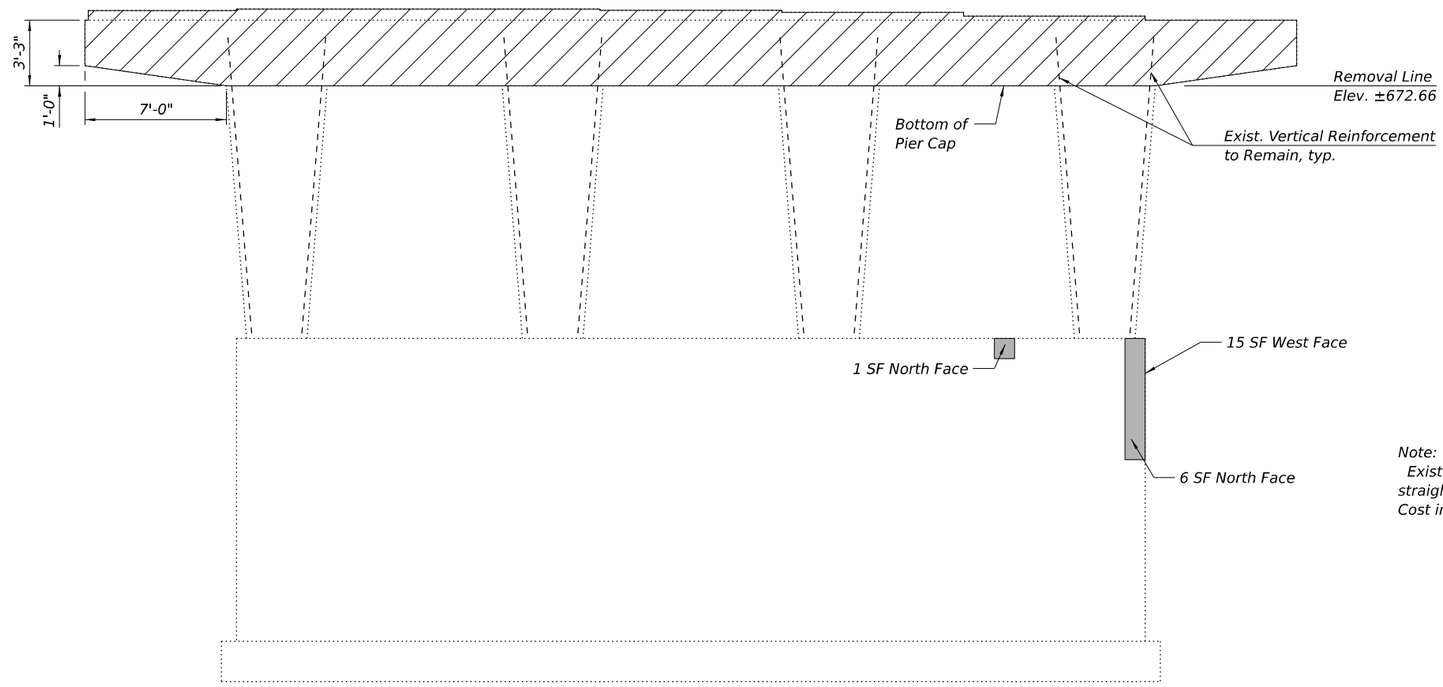
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 REMOVAL AND REPAIRS (S.B.)
STRUCTURE NO. 038-0003
SHEET 40 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	175
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



PLAN



ELEVATION
(Looking South)

Note:
Existing reinforcement remaining shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

LEGEND

Limits of Concrete Removal to Removal Line

Limits of Structural Repair Concrete (Depth Equal to or Less than 5 Inches)

SOUTHBOUND PIER 2
BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	19.3
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	22

MODEL: Default
FILE NAME: S:\2024\24IL032 - PTB 212-022 D3 - Chamlin - Var PH1-2WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-041-Pier 2 Removal & Repairs(SB).dgn

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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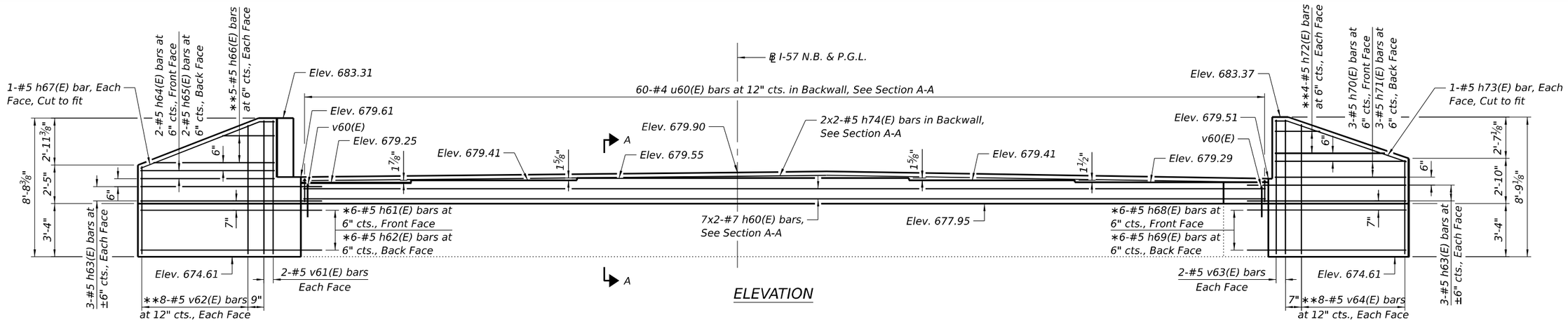
PLOT DATE =	QUALITY CHECK - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 REMOVAL AND REPAIRS (S.B.)
STRUCTURE NO. 038-0003
SHEET 41 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	176
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



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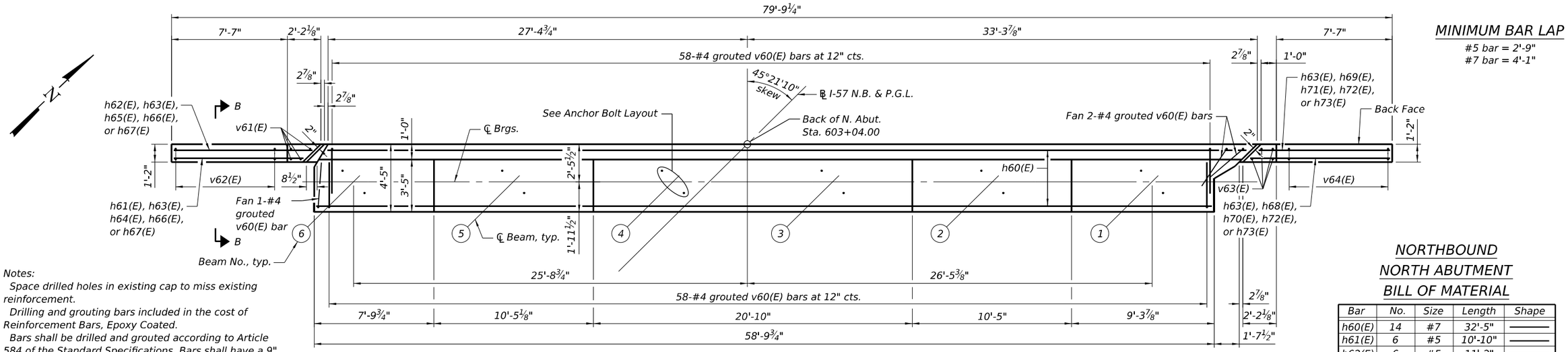


PLAN

MINIMUM BAR LAP

#5 bar = 2'-9"
#7 bar = 4'-1"

Notes:

Space drilled holes in existing cap to miss existing reinforcement.

Drilling and grouting bars included in the cost of Reinforcement Bars, Epoxy Coated.

Bars shall be drilled and grouted according to Article 584 of the Standard Specifications. Bars shall have a 9" minimum embedment depth, U.N.O.

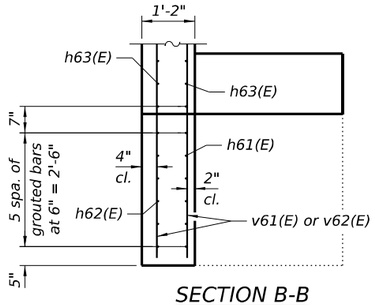
Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.

Space reinforcement to miss anchor bolts.

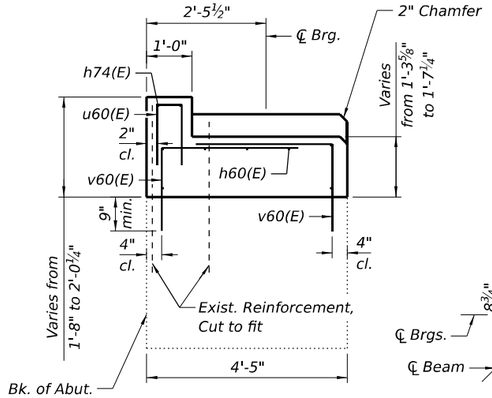
Pour steps monolithically with cap.

∗ Drill and grout bars 1'-4" min.
∗∗ See Field Cutting Diagram.



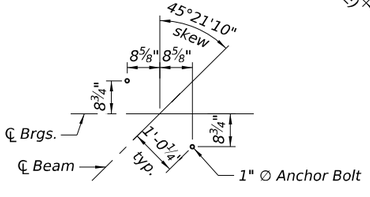
SECTION B-B

(Opposite Wing Similar)

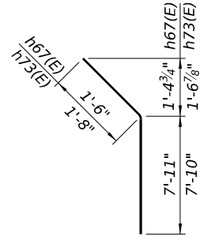


SECTION A-A

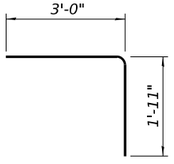
(Dimensions at Rt. ∠'s to Bk. of Abut.)



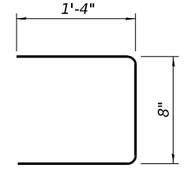
ANCHOR BOLT LAYOUT



BARS h67(E) & h73(E)



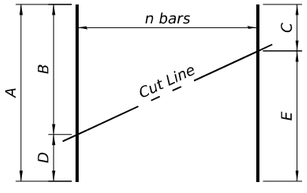
BAR v60(E)



BAR u60(E)

BAR CUTTING INFORMATION TABLE

Bar	n	A	B	C	D	E
h66(E)	5	10'-5"	7'-6"	2'-4"	2'-11"	8'-1"
h72(E)	4	10'-6"	7'-9"	3'-4"	2'-9"	7'-2"
v62(E)	8	13'-7"	8'-2"	5'-5"	5'-5"	8'-2"
v64(E)	8	14'-1"	8'-3"	5'-10"	5'-10"	8'-3"



FIELD CUTTING DIAGRAM

Order bars full length. Cut as shown and use the B-C portion of the h bars in the front face of the wingwall and the D-E portion in the back face. Use the remainder of the v bars in the opposite face of the wingwall.

NORTHBOUND NORTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h60(E)	14	#7	32'-5"	
h61(E)	6	#5	10'-10"	
h62(E)	6	#5	11'-2"	
h63(E)	12	#5	12'-10"	
h64(E)	2	#5	8'-4"	
h65(E)	2	#5	8'-11"	
h66(E)	5	#5	10'-5"	
h67(E)	2	#5	9'-5"	
h68(E)	6	#5	11'-0"	
h69(E)	6	#5	10'-5"	
h70(E)	3	#5	9'-0"	
h71(E)	3	#5	8'-6"	
h72(E)	4	#5	10'-6"	
h73(E)	2	#5	9'-6"	
h74(E)	4	#5	31'-9"	
u60(E)	60	#5	3'-4"	
v60(E)	119	#4	4'-11"	
v61(E)	4	#5	8'-4"	
v62(E)	8	#5	13'-7"	
v63(E)	4	#5	8'-5"	
v64(E)	8	#5	14'-1"	
Structure Excavation			Cu. Yd.	133.2
Concrete Structures			Cu. Yd.	21.7
Reinforcement Bars, Epoxy Coated			Pound	2,630

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

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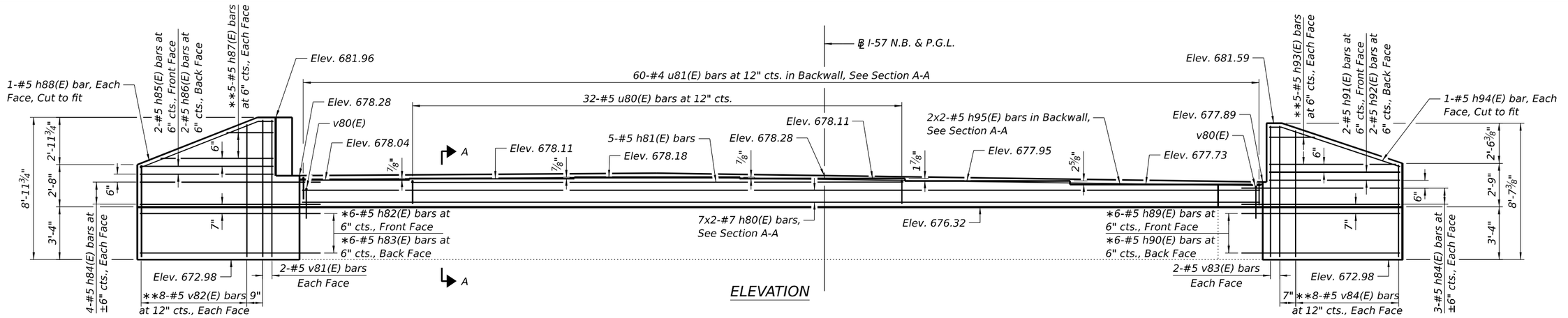
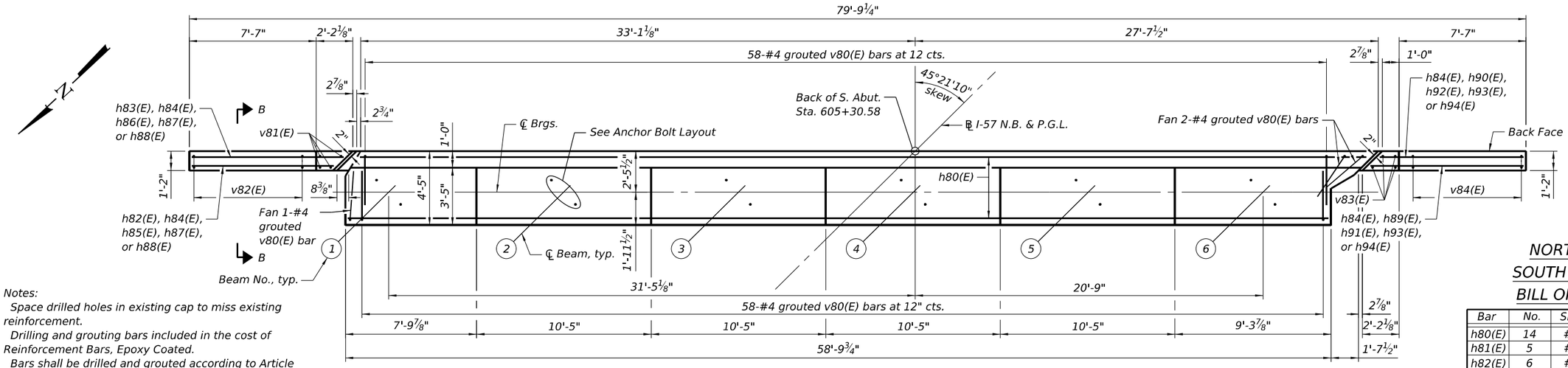
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT MODIFICATIONS (N.B.)
STRUCTURE NO. 038-0004
SHEET 42 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	177
		CONTRACT NO. 66M80		
		ILLINOIS	FED. AID PROJECT	





MINIMUM BAR LAP

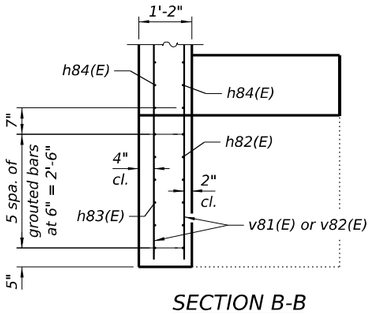
#5 bar = 2'-9"
#7 bar = 4'-1"

NORTHBOUND SOUTH ABUTMENT BILL OF MATERIAL

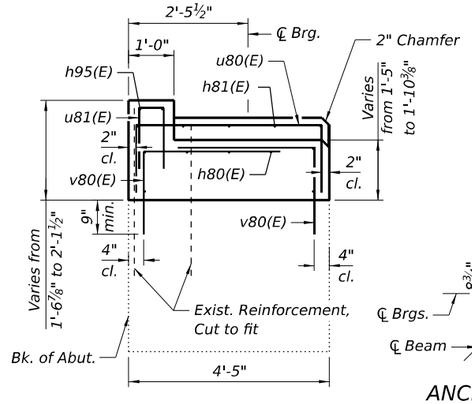
Bar	No.	Size	Length	Shape
h80(E)	14	#7	32'-5"	
h81(E)	5	#5	30'-11"	
h82(E)	6	#5	10'-10"	
h83(E)	6	#5	11'-2"	
h84(E)	14	#5	12'-10"	
h85(E)	2	#5	8'-4"	
h86(E)	2	#5	8'-11"	
h87(E)	5	#5	9'-8"	
h88(E)	2	#5	9'-6"	
h89(E)	6	#5	11'-0"	
h90(E)	6	#5	10'-5"	
h91(E)	2	#5	9'-0"	
h92(E)	2	#5	8'-6"	
h93(E)	5	#5	10'-11"	
h94(E)	2	#5	9'-6"	
h95(E)	4	#5	31'-9"	
u80(E)	32	#5	6'-11"	
u81(E)	60	#4	3'-0"	
v80(E)	119	#4	5'-0"	
v81(E)	4	#5	8'-4"	
v82(E)	8	#5	14'-1"	
v83(E)	4	#5	8'-8"	
v84(E)	8	#5	13'-10"	
Structure Excavation		Cu. Yd.	130.5	
Concrete Structures		Cu. Yd.	23.6	
Reinforcement Bars, Epoxy Coated		Pound	2,500	

BAR CUTTING INFORMATION TABLE

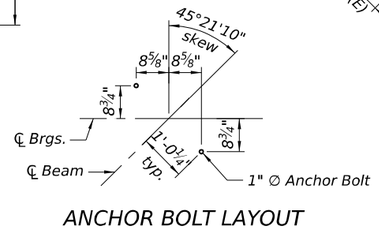
Bar	n	A	B	C	D	E
h87(E)	5	9'-8"	7'-1"	2'-0"	2'-7"	7'-8"
h93(E)	5	10'-11"	8'-9"	2'-9"	2'-2"	8'-2"
v82(E)	8	14'-1"	8'-5"	5'-8"	5'-8"	8'-5"
v84(E)	8	13'-10"	8'-1"	5'-9"	5'-9"	8'-1"



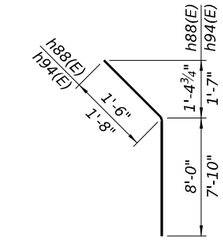
SECTION B-B
(Opposite Wing Similar)



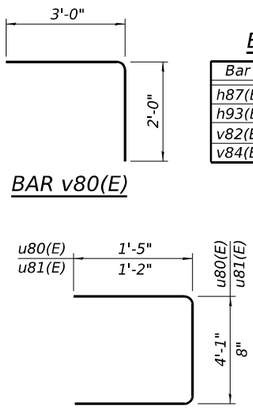
SECTION A-A
(Dimensions at Rt. ∠'s to Bk. of Abut.)



ANCHOR BOLT LAYOUT

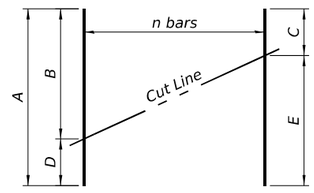


BARS h88(E) & h94(E)



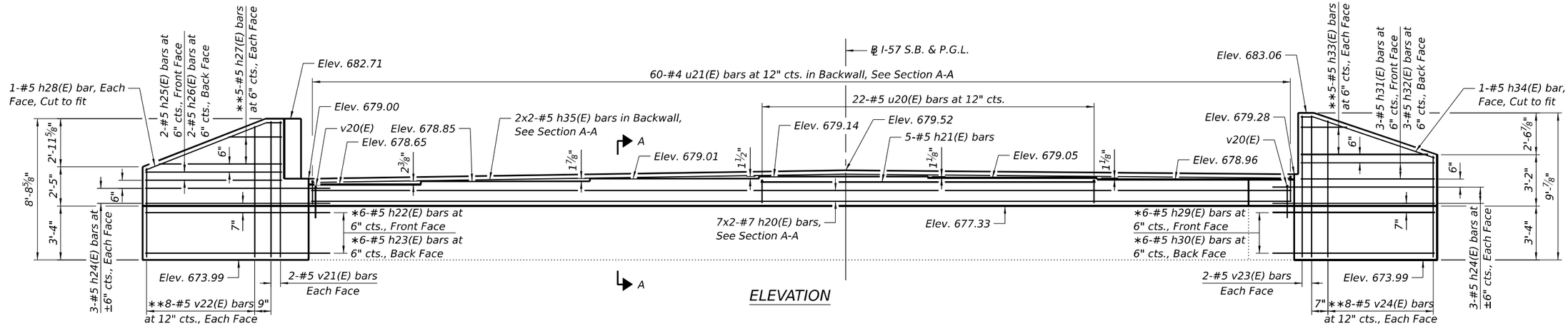
BAR v80(E)

BARS u80(E) & u81(E)

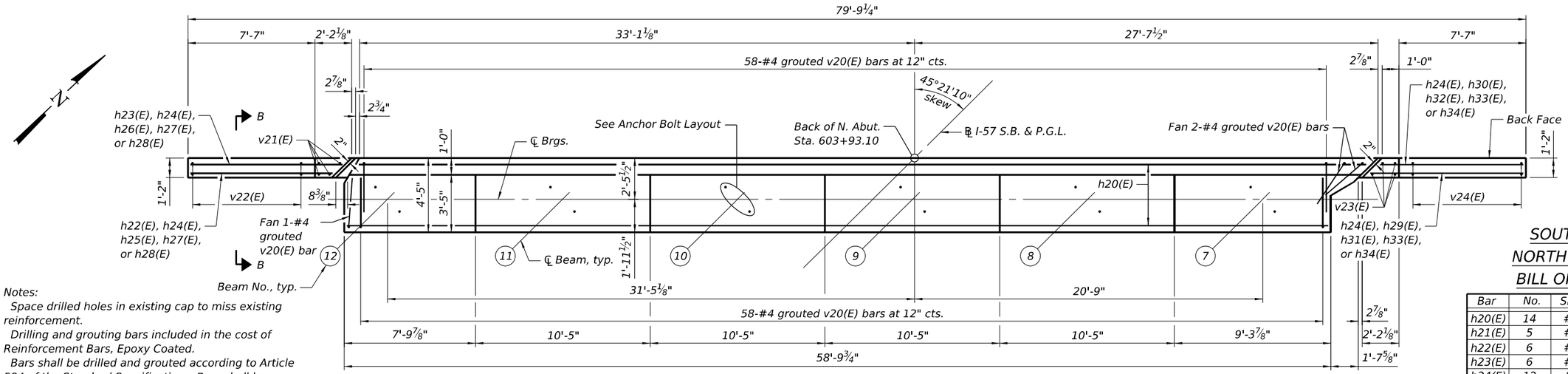


FIELD CUTTING DIAGRAM

Order bars full length. Cut as shown and use the B-C portion of the h bars in the front face of the wingwall and the D-E portion in the back face. Use the remainder of the v bars in the opposite face of the wingwall.



ELEVATION



PLAN

Notes:

Space drilled holes in existing cap to miss existing reinforcement.

Drilling and grouting bars included in the cost of Reinforcement Bars, Epoxy Coated.

Bars shall be drilled and grouted according to Article 584 of the Standard Specifications. Bars shall have a 9" minimum embedment depth, U.N.O.

Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.

Space reinforcement to miss anchor bolts.

Pour steps monolithically with cap.

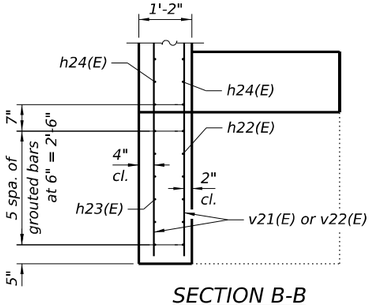
∗ Drill and grout bars 1'-4" min.

∗∗ See Field Cutting Diagram.

MINIMUM BAR LAP

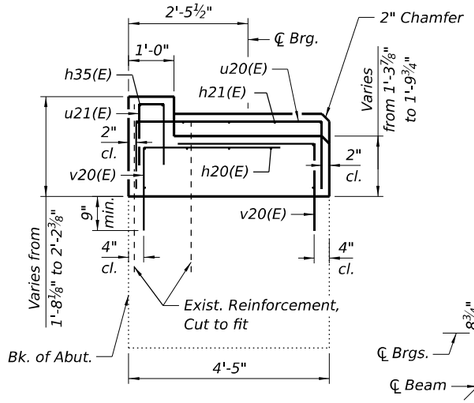
#5 bar = 2'-9"

#7 bar = 4'-1"



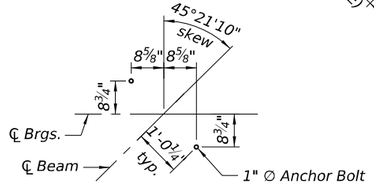
SECTION B-B

(Opposite Wing Similar)

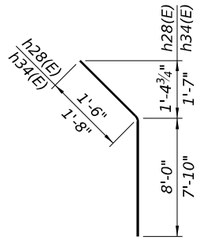


SECTION A-A

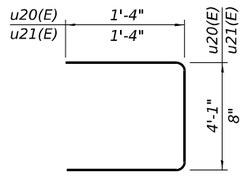
(Dimensions at Rt. ∠'s to Bk. of Abut.)



ANCHOR BOLT LAYOUT



BARS h28(E) & h34(E)

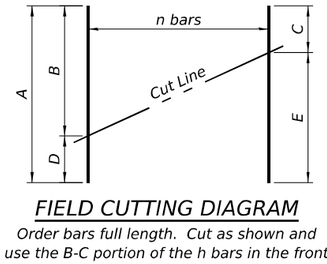


BAR v20(E)

BARS u20(E) & u21(E)

BAR CUTTING INFORMATION TABLE

Bar	n	A	B	C	D	E
h27(E)	5	10'-4"	7'-5"	2'-4"	2'-11"	8'-0"
h33(E)	5	11'-0"	8'-9"	2'-10"	2'-3"	8'-2"
v22(E)	8	13'-7"	8'-2"	5'-5"	5'-5"	8'-2"
v24(E)	8	14'-9"	8'-7"	6'-2"	6'-2"	8'-7"

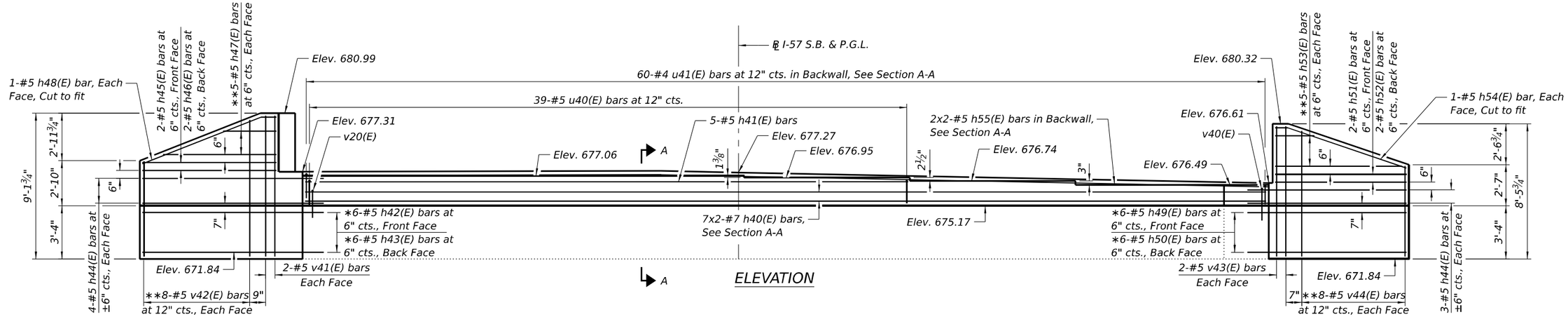


FIELD CUTTING DIAGRAM

Order bars full length. Cut as shown and use the B-C portion of the h bars in the front face of the wingwall and the D-E portion in the back face. Use the remainder of the v bars in the opposite face of the wingwall.

SOUTHBOUND NORTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	14	#7	32'-5"	
h21(E)	5	#5	20'-6"	
h22(E)	6	#5	10'-10"	
h23(E)	6	#5	11'-2"	
h24(E)	12	#5	12'-10"	
h25(E)	2	#5	8'-4"	
h26(E)	2	#5	8'-11"	
h27(E)	5	#5	10'-4"	
h28(E)	2	#5	9'-6"	
h29(E)	6	#5	11'-0"	
h30(E)	6	#5	10'-5"	
h31(E)	3	#5	9'-0"	
h32(E)	3	#5	8'-6"	
h33(E)	5	#5	11'-0"	
h34(E)	2	#5	9'-6"	
h35(E)	4	#5	31'-9"	
u20(E)	22	#5	6'-9"	
u21(E)	60	#4	3'-4"	
v20(E)	119	#4	4'-11"	
v21(E)	4	#5	8'-4"	
v22(E)	8	#5	13'-7"	
v23(E)	4	#5	8'-8"	
v24(E)	8	#5	14'-9"	
Structure Excavation			Cu. Yd.	135.6
Concrete Structures			Cu. Yd.	23.2
Reinforcement Bars, Epoxy Coated			Pound	2,790



MINIMUM BAR LAP

#5 bar = 2'-9"
#7 bar = 4'-1"

SOUTHBOUND SOUTH ABUTMENT BILL OF MATERIAL

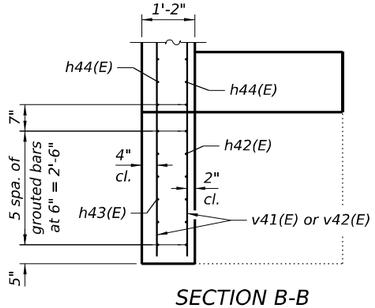
Bar	No.	Size	Length	Shape
h40(E)	14	#7	32'-5"	
h41(E)	5	#5	37'-10"	
h42(E)	6	#5	10'-10"	
h43(E)	6	#5	11'-2"	
h44(E)	14	#5	12'-10"	
h45(E)	2	#5	8'-4"	
h46(E)	2	#5	8'-11"	
h47(E)	5	#5	9'-8"	
h48(E)	2	#5	9'-6"	
h49(E)	6	#5	11'-0"	
h50(E)	6	#5	10'-5"	
h51(E)	2	#5	9'-0"	
h52(E)	2	#5	8'-6"	
h53(E)	5	#5	10'-8"	
h54(E)	2	#5	9'-6"	
h55(E)	4	#5	31'-9"	
u40(E)	39	#5	6'-11"	
u41(E)	60	#4	2'-10"	
v40(E)	119	#4	4'-11"	
v41(E)	4	#5	8'-9"	
v42(E)	8	#5	14'-5"	
v43(E)	4	#5	8'-1"	
v44(E)	8	#5	13'-7"	
Structure Excavation		Cu. Yd.	137.4	
Concrete Structures		Cu. Yd.	23.6	
Reinforcement Bars, Epoxy Coated		Pound	3,030	

BAR CUTTING INFORMATION TABLE

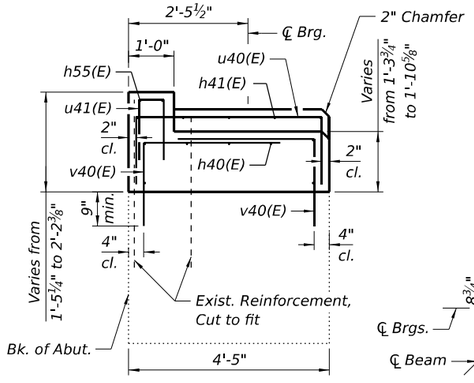
Bar	n	A	B	C	D	E
h47(E)	5	9'-8"	7'-1"	2'-0"	2'-7"	7'-8"
h53(E)	5	10'-8"	8'-7"	2'-8"	2'-1"	8'-0"
v42(E)	8	14'-5"	8'-7"	5'-10"	5'-10"	8'-7"
v44(E)	8	13'-7"	8'-0"	5'-7"	5'-7"	8'-0"

Notes:
Space drilled holes in existing cap to miss existing reinforcement.
Drilling and grouting bars included in the cost of Reinforcement Bars, Epoxy Coated.
Bars shall be drilled and grouted according to Article 584 of the Standard Specifications. Bars shall have a 9" minimum embedment depth, U.N.O.
Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
Space reinforcement to miss anchor bolts.
Pour steps monolithically with cap.

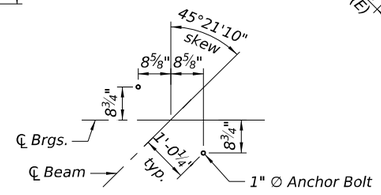
∗ Drill and grout bars 1'-4" min.
∗∗ See Field Cutting Diagram.



SECTION B-B
(Opposite Wing Similar)

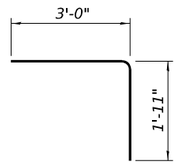


SECTION A-A
(Dimensions at Rt. ∠'s to Bk. of Abut.)

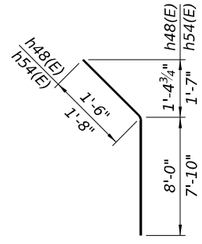


ANCHOR BOLT LAYOUT

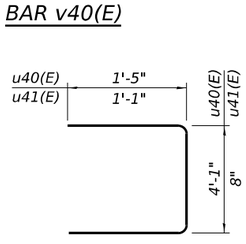
PLAN



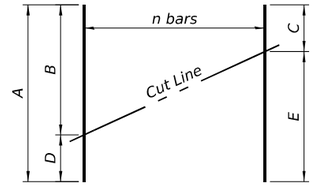
BAR v40(E)



BARS h48(E) & h54(E)



BARS u40(E) & u41(E)



FIELD CUTTING DIAGRAM

Order bars full length. Cut as shown and use the B-C portion of the h bars in the front face of the wingwall and the D-E portion in the back face. Use the remainder of the v bars in the opposite face of the wingwall.

MODEL: Default
FILE NAME: S:\2024\24IL032 - PTB 212-022 D3 - Chamlin - Var PH1-2/WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-045-South Abutment Modifications(SB).dgn

2/19/2026 1:07:34 PM

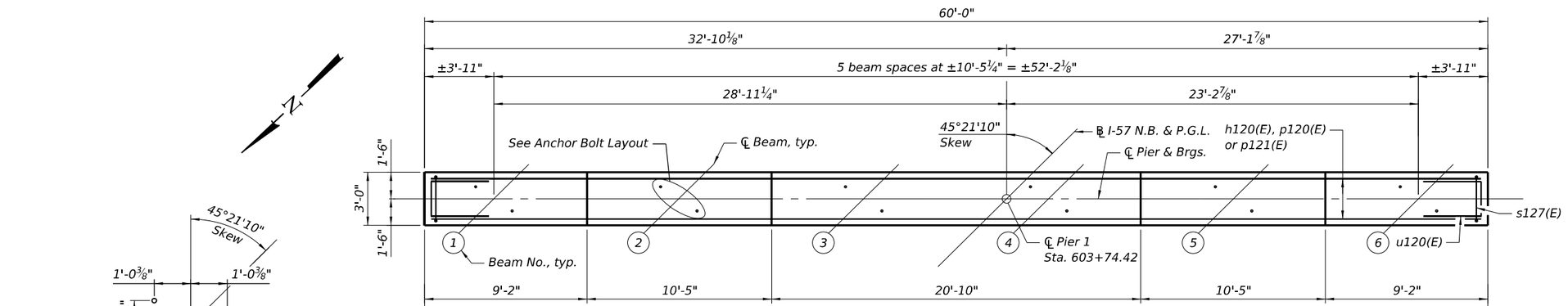
QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	
0380003_0380004-66M80-045-South Abutment Modifications(SB).dgn	DETAILED - DRB	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

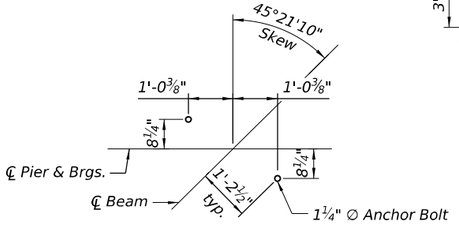
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT MODIFICATIONS (S.B.)
STRUCTURE NO. 038-0003
SHEET 45 OF 50 SHEETS

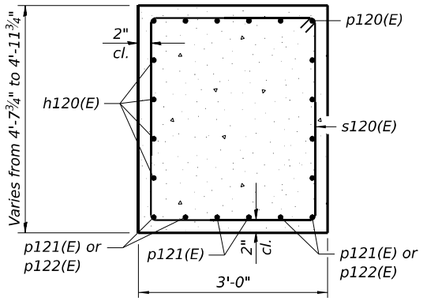
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	180
		CONTRACT NO. 66M80		
		ILLINOIS	FED. AID PROJECT	



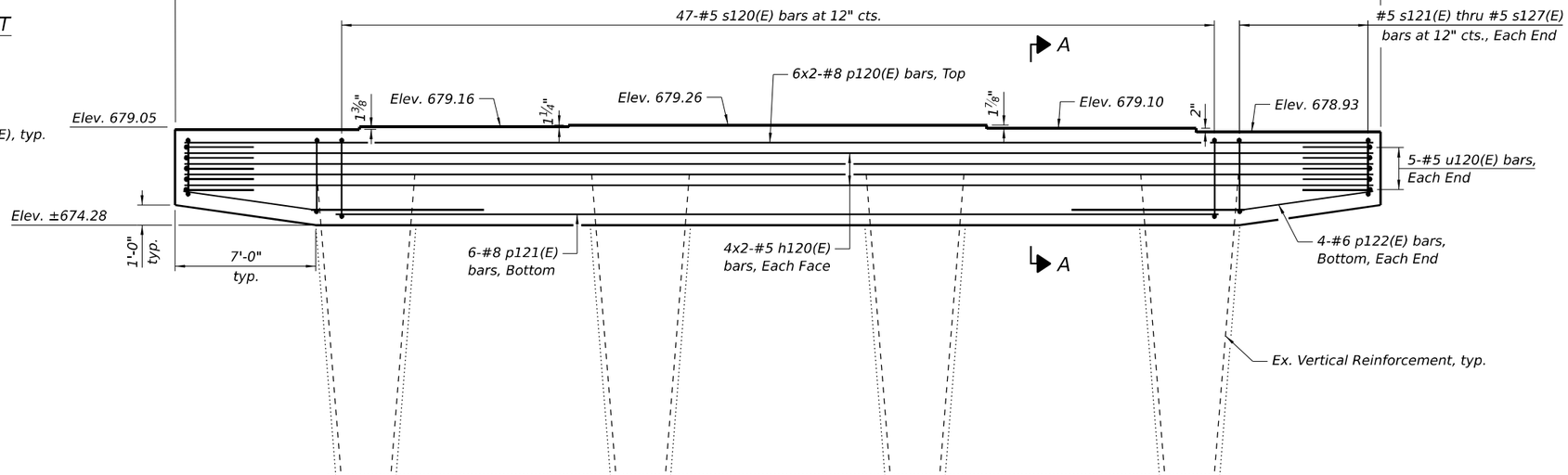
TOP PLAN



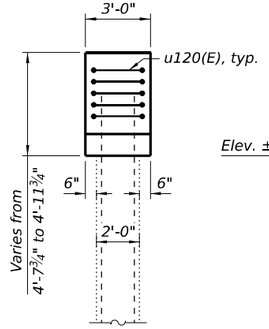
ANCHOR BOLT LAYOUT



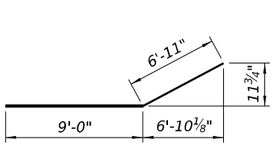
SECTION A-A



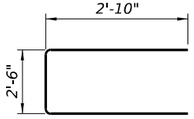
ELEVATION
(Looking South)



END VIEW



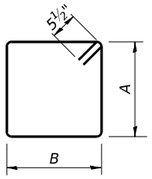
BAR p122(E)



BARS u120(E)

A & B DIMENSIONS

Bar	A	B
s120(E)	4'-3"	2'-8"
s121(E)	4'-2"	2'-8"
s122(E)	4'-0"	2'-8"
s123(E)	3'-10"	2'-8"
s124(E)	3'-9"	2'-8"
s125(E)	3'-7"	2'-8"
s126(E)	3'-5"	2'-8"
s127(E)	3'-4"	2'-8"



BAR s120(E)
THRU s127(E)

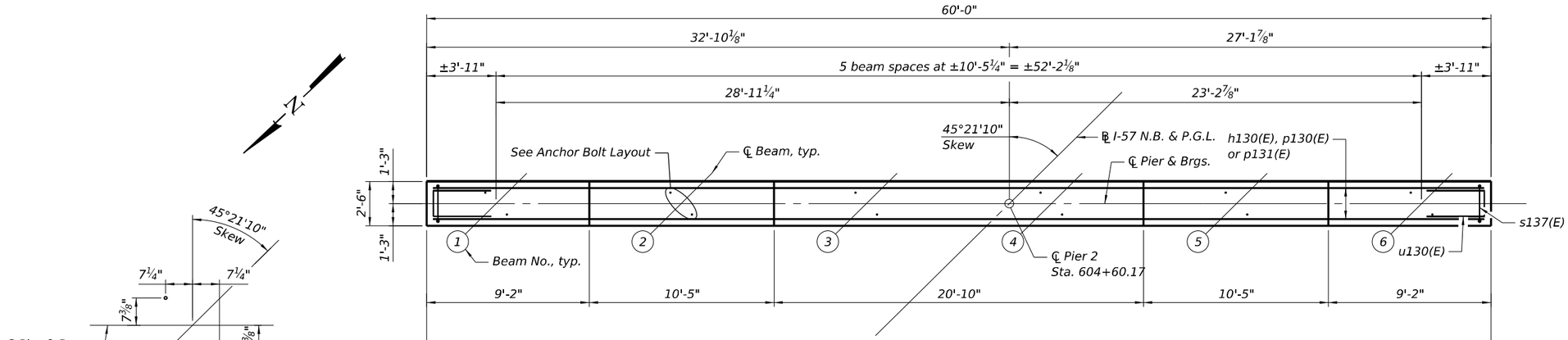
MINIMUM BAR LAP

#5 bar = 2'-9"
#8 bar = 8'-11"

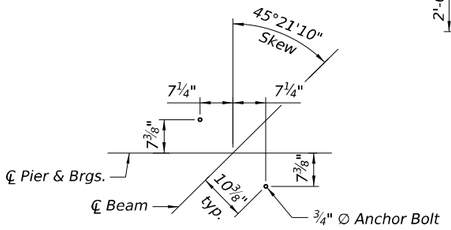
PIER 1 NORTHBOUND
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h120(E)	16	#5	31'-4"	
p120(E)	12	#8	34'-6"	
p121(E)	6	#8	46'-0"	
p122(E)	8	#6	15'-11"	
s120(E)	47	#5	14'-9"	
s121(E)	2	#5	14'-7"	
s122(E)	2	#5	14'-3"	
s123(E)	2	#5	13'-11"	
s124(E)	2	#5	13'-9"	
s125(E)	2	#5	13'-5"	
s126(E)	2	#5	13'-1"	
s127(E)	2	#5	12'-11"	
u120(E)	10	#5	8'-2"	
Concrete Structures			Cu. Yd.	31.6
Reinforcement Bars, Epoxy Coated			Pound	3,570

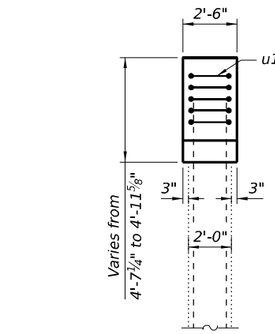
Notes:
Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.
Space reinforcement to miss anchor bolts.
Pour steps monolithically with cap.



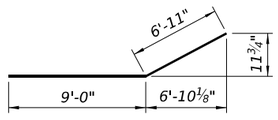
TOP PLAN



ANCHOR BOLT LAYOUT



END VIEW



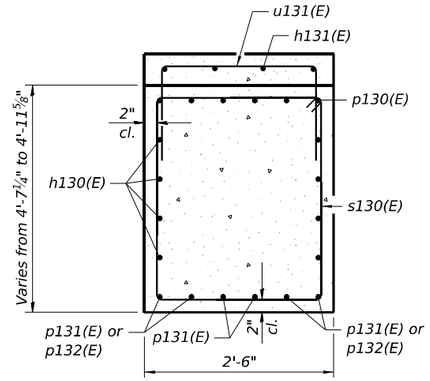
BAR p132(E)

BARS u130(E) & u131(E)

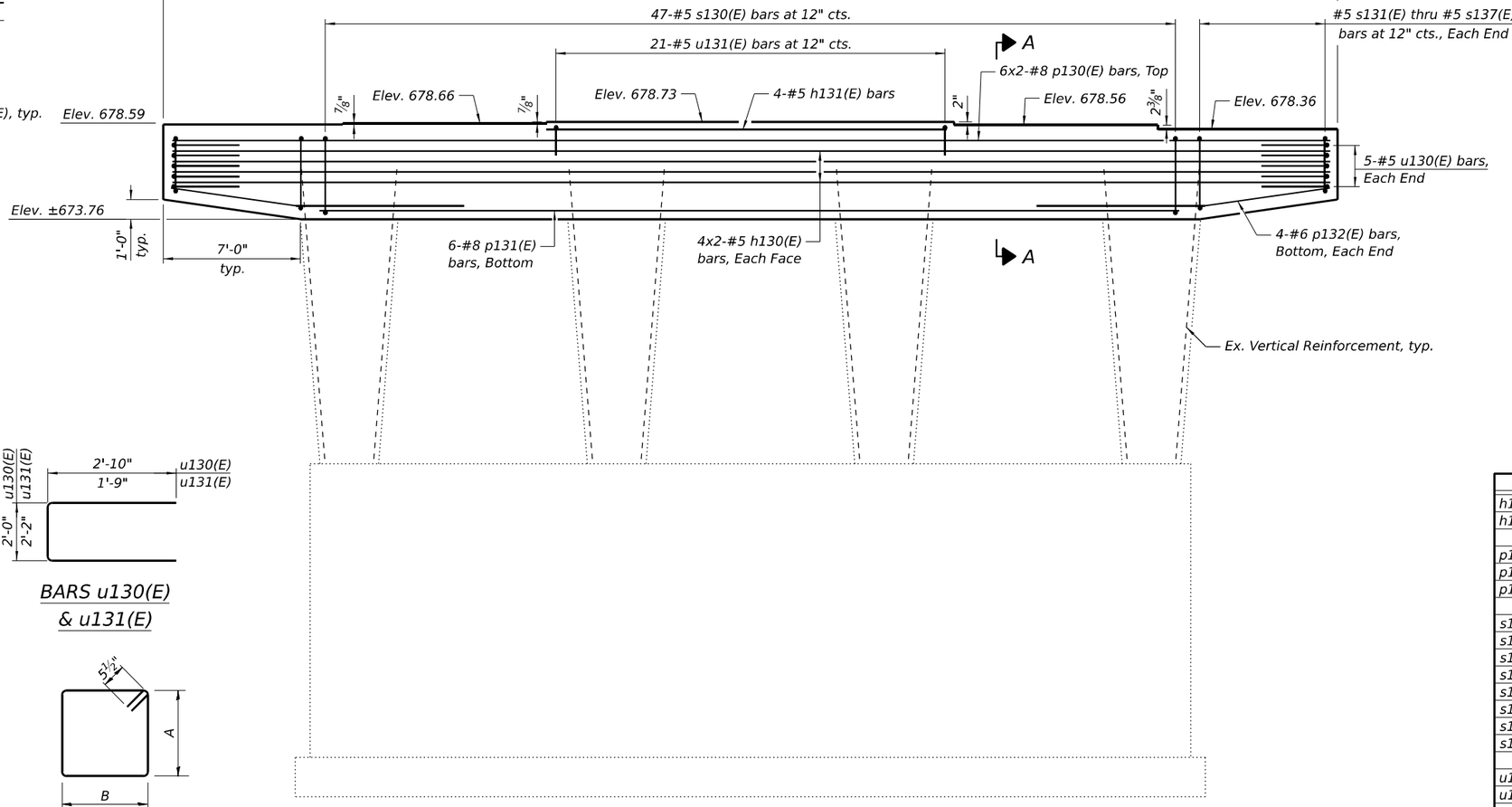
A & B DIMENSIONS

Bar	A	B
s130(E)	4'-3"	2'-2"
s131(E)	4'-1"	2'-2"
s132(E)	3'-11"	2'-2"
s133(E)	3'-10"	2'-2"
s134(E)	3'-8"	2'-2"
s135(E)	3'-6"	2'-2"
s136(E)	3'-5"	2'-2"
s137(E)	3'-3"	2'-2"

BAR s130(E) THRU s137(E)



SECTION A-A



ELEVATION

(Looking South)

MINIMUM BAR LAP

#5 bar = 2'-9"
#8 bar = 8'-11"

PIER 2 NORTHBOUND BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h130(E)	16	#5	31'-4"	
h131(E)	4	#5	20'-6"	
p130(E)	12	#8	34'-6"	
p131(E)	6	#8	46'-0"	
p132(E)	8	#6	15'-11"	
s130(E)	47	#5	13'-9"	
s131(E)	2	#5	13'-5"	
s132(E)	2	#5	13'-1"	
s133(E)	2	#5	12'-11"	
s134(E)	2	#5	12'-7"	
s135(E)	2	#5	12'-3"	
s136(E)	2	#5	12'-1"	
s137(E)	2	#5	11'-9"	
u130(E)	10	#5	7'-8"	
u131(E)	21	#5	5'-8"	
Concrete Structures			Cu. Yd.	26.2
Reinforcement Bars, Epoxy Coated			Pound	3,710

Notes:
Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.
Space reinforcement to miss anchor bolts.
Pour steps monolithically with cap.

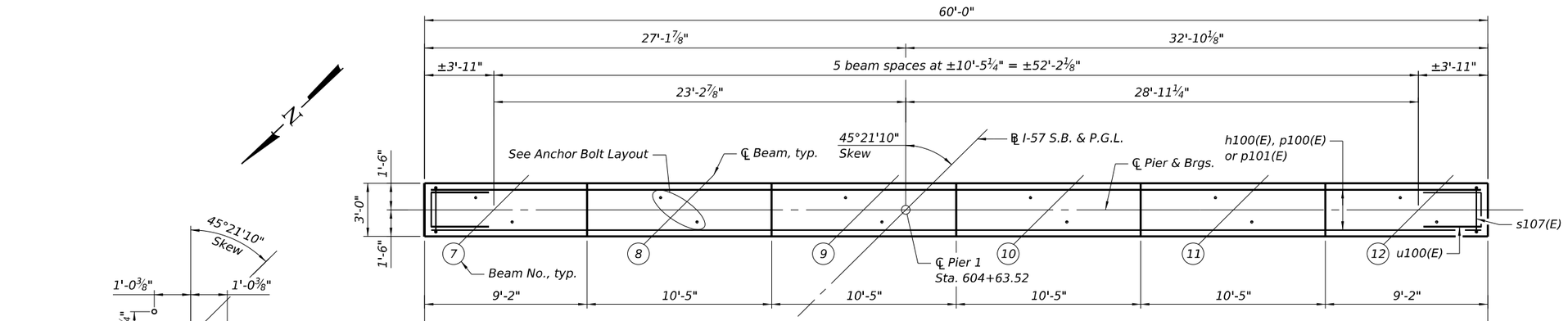
MODEL: Default
FILE NAME: S:\2024\4L032 - PTB 212-022 D3 - Chamlin - Var PH1-2/WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-047-Pier 2 Modifications(NB).dgn

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

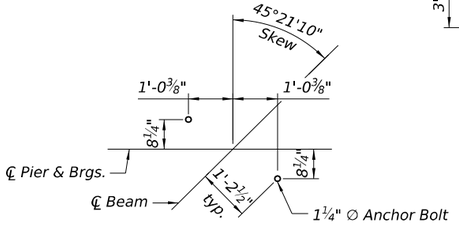
USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 2 MODIFICATIONS (N.B.) STRUCTURE NO. 038-0004	
0380003_0380004-66M80-047-Pier 2 Modifications(NB).dgn	CHECKED - DRB	REVISED -			
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -			
PLOT DATE =	CHECKED - MDC	REVISED -		SHEET 47 OF 50 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	182
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

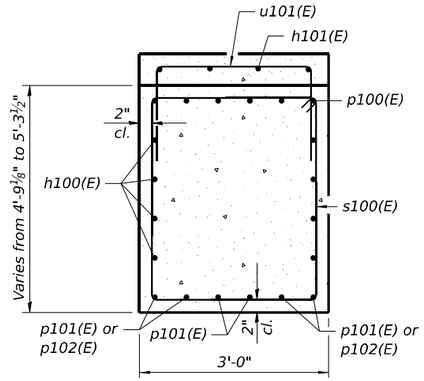
2/19/2026 1:07:36 PM



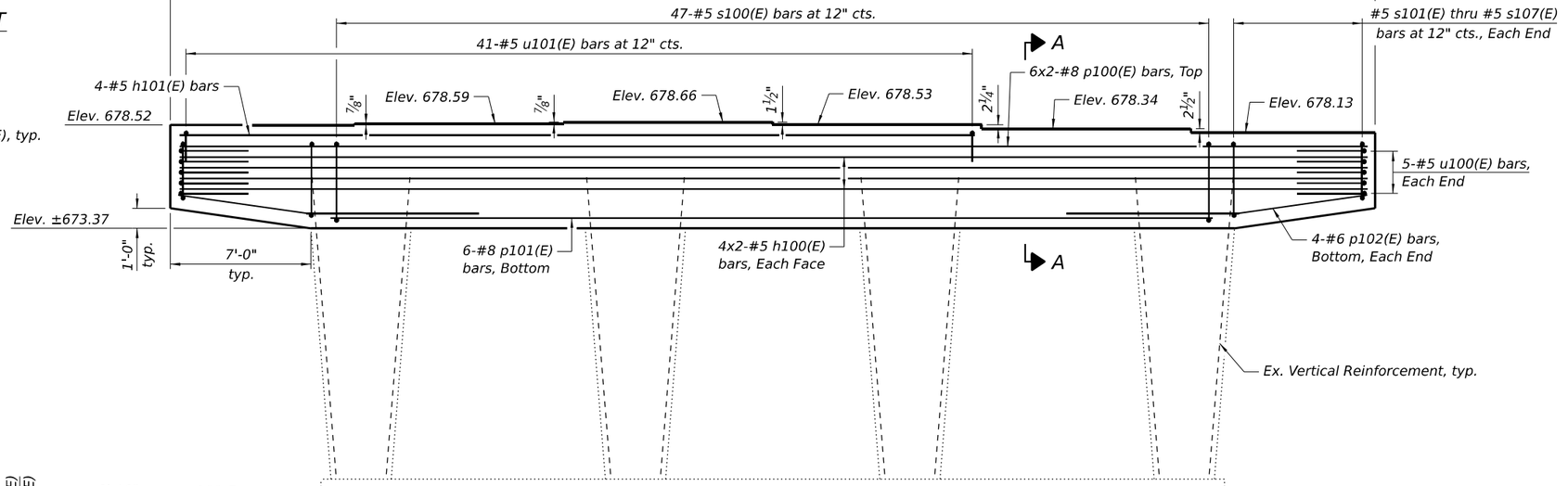
TOP PLAN



ANCHOR BOLT LAYOUT

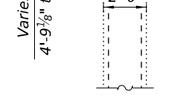


SECTION A-A

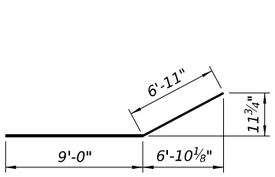


ELEVATION

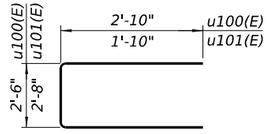
(Looking South)



END VIEW



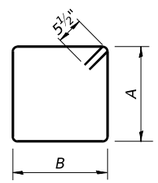
BAR p102(E)



BARS u100(E) & u101(E)

A & B DIMENSIONS

Bar	A	B
s100(E)	4'-5"	2'-8"
s101(E)	4'-3"	2'-8"
s102(E)	4'-1"	2'-8"
s103(E)	4'-0"	2'-8"
s104(E)	3'-10"	2'-8"
s105(E)	3'-8"	2'-8"
s106(E)	3'-7"	2'-8"
s107(E)	3'-5"	2'-8"



BAR s100(E) THRU s107(E)

MINIMUM BAR LAP

#5 bar = 2'-9"
#8 bar = 8'-11"

PIER 1 SOUTHBOUND BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h100(E)	16	#5	31'-4"	
h101(E)	4	#5	40'-1"	
p100(E)	12	#8	34'-6"	
p101(E)	6	#8	46'-0"	
p102(E)	8	#6	15'-11"	
s100(E)	47	#5	15'-1"	
s101(E)	2	#5	14'-9"	
s102(E)	2	#5	14'-5"	
s103(E)	2	#5	14'-3"	
s104(E)	2	#5	13'-11"	
s105(E)	2	#5	13'-7"	
s106(E)	2	#5	13'-5"	
s107(E)	2	#5	13'-1"	
u100(E)	10	#5	8'-2"	
u101(E)	41	#5	6'-4"	
Concrete Structures			Cu. Yd.	33.3
Reinforcement Bars, Epoxy Coated			Pound	4,030

Notes:
Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.
Space reinforcement to miss anchor bolts.
Pour steps monolithically with cap.

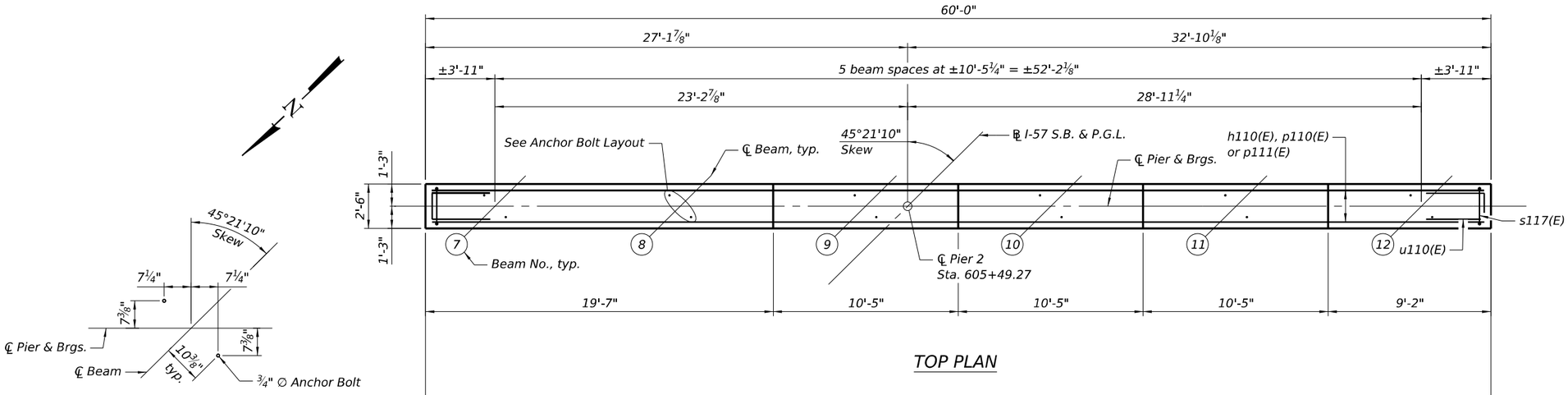
MODEL: Default
FILE NAME: S:\2024\4L032 - PTB 212-022 D3 - Chamlin - Var PH1-2WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-048-Pier 1 Modifications(SB).dgn

2/19/2026 1:07:37 PM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

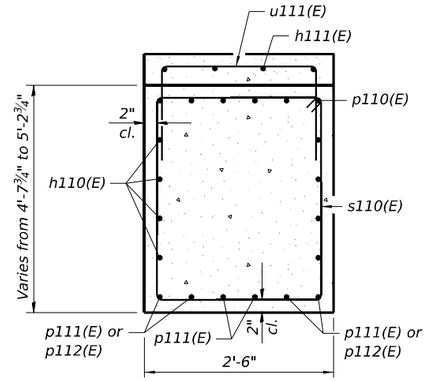
USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 1 MODIFICATIONS (S.B.) STRUCTURE NO. 038-0003	
0380003_0380004-66M80-048-Pier 1 Modifications(SB).dgn	CHECKED - DRB	REVISED -			
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -			
PLOT DATE =	CHECKED - MDC	REVISED -		SHEET 48 OF 50 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	183
		CONTRACT NO. 66M80		
	ILLINOIS FED. AID PROJECT			

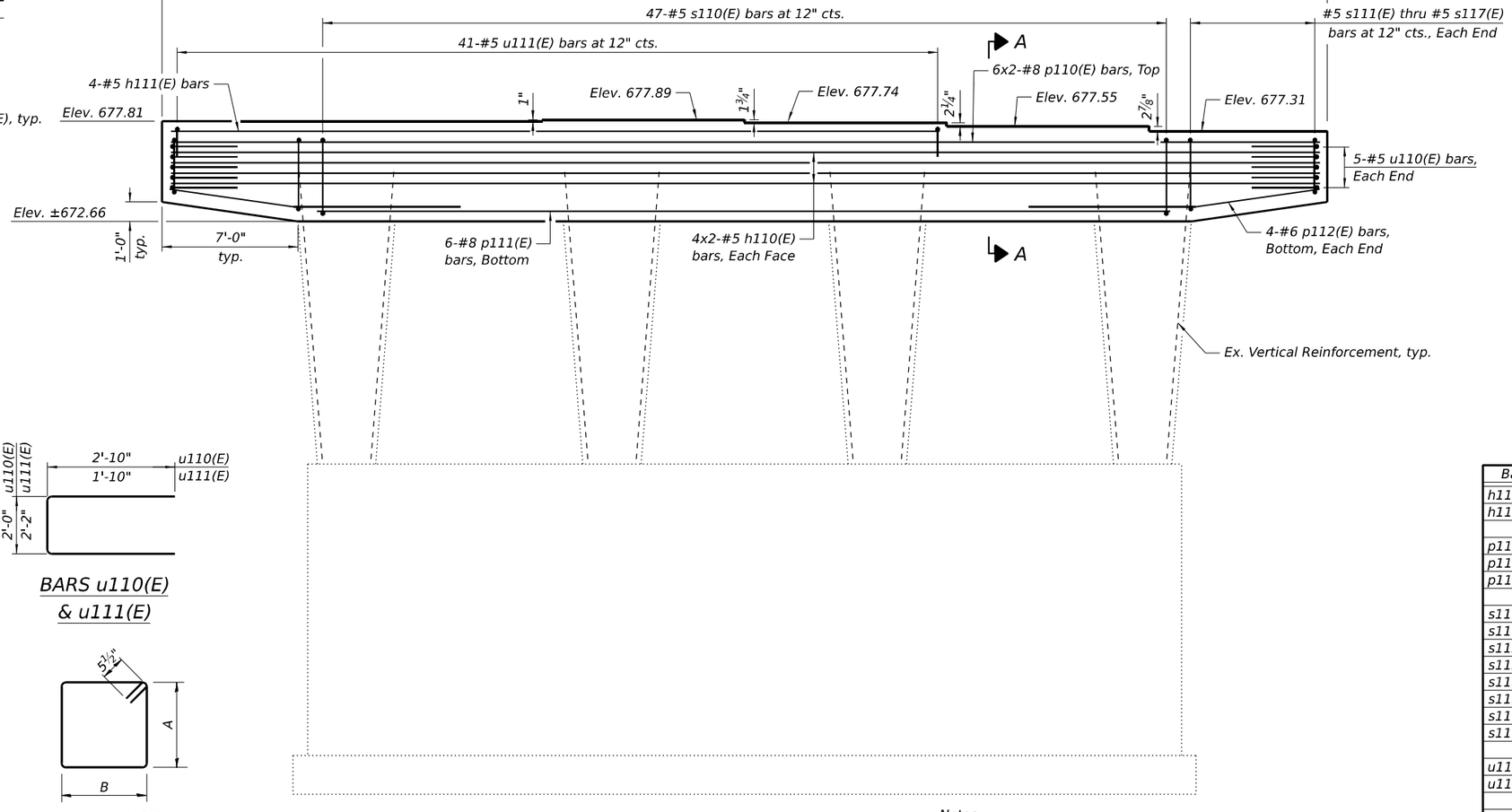


TOP PLAN

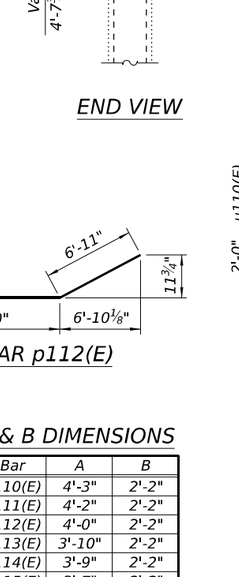
ANCHOR BOLT LAYOUT



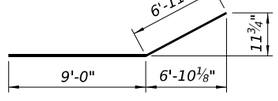
SECTION A-A



ELEVATION
(Looking South)



END VIEW



BAR p112(E)

BARS u110(E) & u111(E)

BAR s110(E) THRU s117(E)

A & B DIMENSIONS

Bar	A	B
s110(E)	4'-3"	2'-2"
s111(E)	4'-2"	2'-2"
s112(E)	4'-0"	2'-2"
s113(E)	3'-10"	2'-2"
s114(E)	3'-9"	2'-2"
s115(E)	3'-7"	2'-2"
s116(E)	3'-5"	2'-2"
s117(E)	3'-4"	2'-2"

MINIMUM BAR LAP

#5 bar = 2'-9"
#8 bar = 8'-11"

PIER 2 SOUTHBOUND BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h110(E)	16	#5	31'-4"	
h111(E)	4	#5	40'-1"	
p110(E)	12	#8	34'-6"	
p111(E)	6	#8	46'-0"	
p112(E)	8	#6	15'-11"	
s110(E)	47	#5	13'-9"	
s111(E)	2	#5	13'-7"	
s112(E)	2	#5	13'-3"	
s113(E)	2	#5	12'-11"	
s114(E)	2	#5	12'-9"	
s115(E)	2	#5	12'-5"	
s116(E)	2	#5	12'-1"	
s117(E)	2	#5	11'-11"	
u110(E)	10	#5	7'-8"	
u111(E)	41	#5	5'-10"	
Concrete Structures			Cu. Yd.	27.3
Reinforcement Bars, Epoxy Coated			Pound	3,920

Notes:
Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.
Space reinforcement to miss anchor bolts.
Pour steps monolithically with cap.

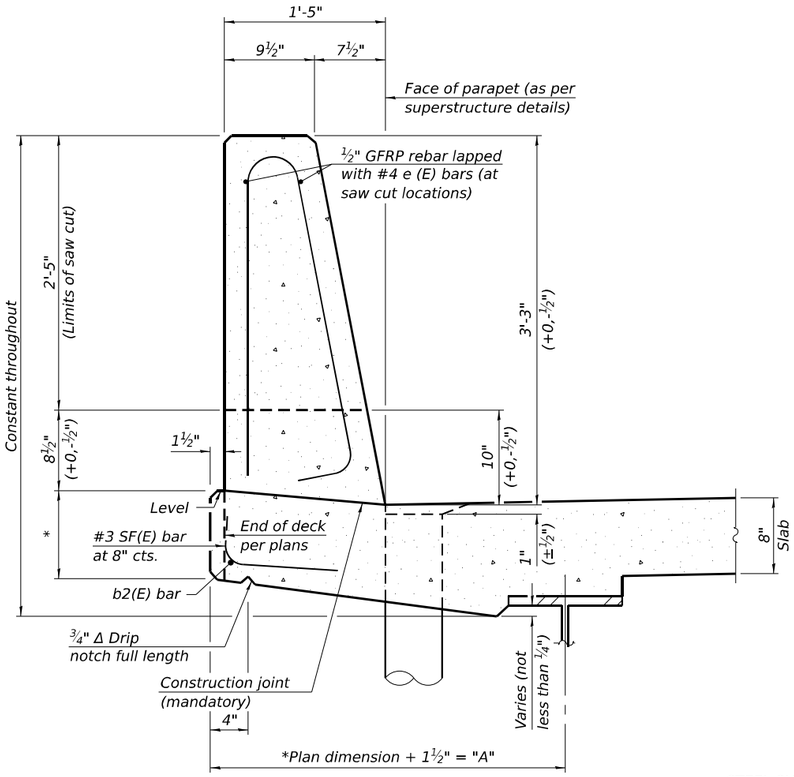
QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	
0380003_0380004-66M80-049-Pier 2 Modifications(SB).dgn	CHECKED - DRB	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

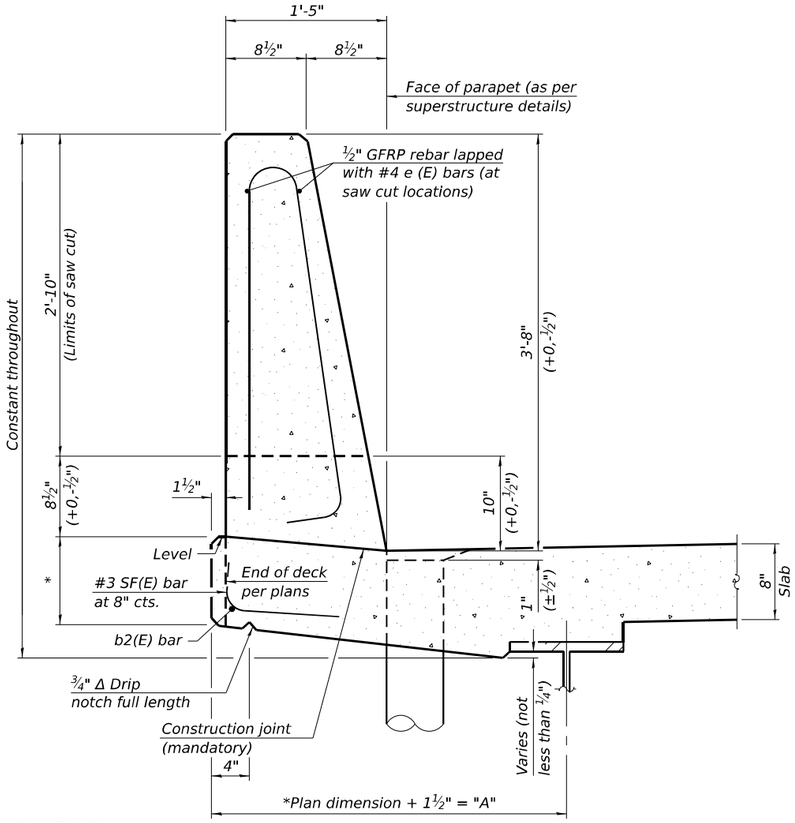
PIER 2 MODIFICATIONS (S.B.)
STRUCTURE NO. 038-0003
SHEET 49 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	184
		CONTRACT NO. 66M80		
		ILLINOIS	FED. AID PROJECT	



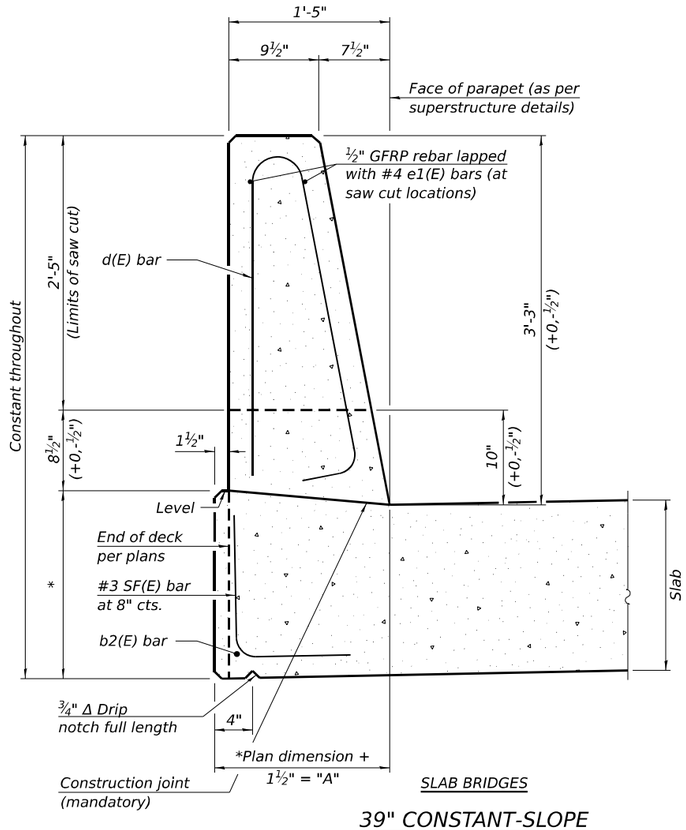
39" CONSTANT-SLOPE PARAPET SECTION

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



44" CONSTANT-SLOPE PARAPET SECTION

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



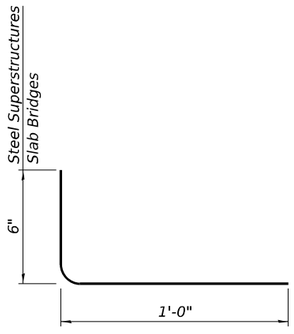
39" CONSTANT-SLOPE PARAPET SECTION

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

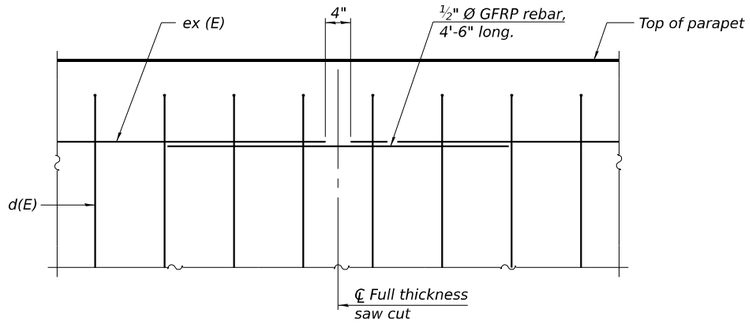
STEEL SUPERSTRUCTURES

SLAB BRIDGES

*See Superstructure Details.



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

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

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.
Additional concrete needed to revise dimension "A" (39" and 44" parapets):
Steel Superstructures: 0.00348 cu. yds./ft.
Slab Bridge Superstructures: cu. yds./ft.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44

10/27/2023

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

USER NAME = ZDavidson	DESIGNED - ZLD	REVISED -	
0380003_0380004-66M80-050-Slipforming.dgn	CHECKED - DRB	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 038-0003 & 038-0004
SHEET 50 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	185
		CONTRACT NO. 66M80		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: S:\2024\24IL032 - PTB 212-022 D3 - Chamlin - Var PH1-2WO-4 I-57 over ICRR PH2 BR Plans\CADD\CADD Sheets\0380003_0380004-66M80-050-Slipforming.dgn

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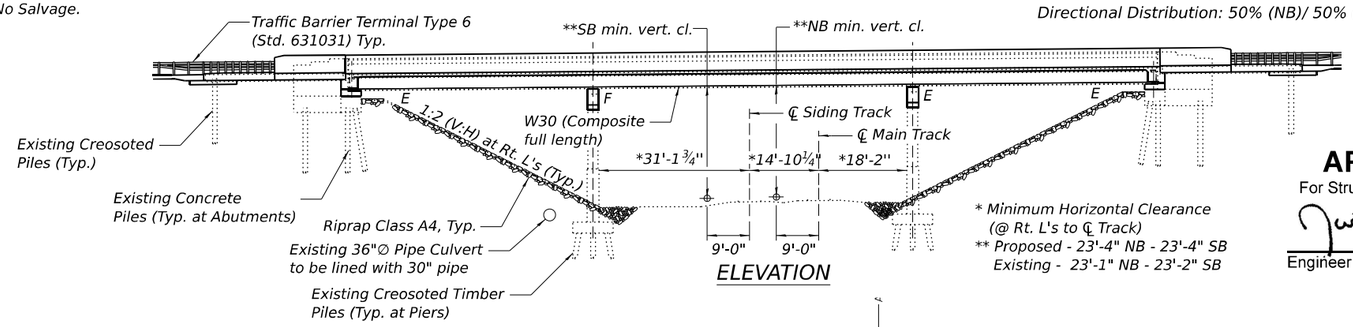
Benchmark: BM 334 - "Cut Square" located in the SW corner of SN 038-0006 - Station 593+61.21, 66.34' Rt. Elev. 681.71

Existing Structures: Structure 038-0005 (NB) and 038-0006 (SB) were originally constructed in 1967 as Section 38-5VB. In 1976, a bituminous wearing surface was applied. In 1999, the structural steel was painted. In 2000, the deck was scarified and a 3" microsilica overlay was applied. In 2014, the structural steel was painted. The structures are three span bridges (50'-11", 67'-6" and 50'-11") and consist of continuous non-composite multi-girder steel WF beams. The substructure consists of concrete stub abutments on concrete piles, and multi-column piers on creosoted timber piles. The bridges are 174'-0" long from back-to-back abutments. The out-to-out of deck width is 42'-0". Aluminum handrails on concrete parapets are present on both sides. The superstructure will be removed and replaced and the tops of the substructure units will be modified to fit the new superstructure. The structure will be constructed while traffic is routed to the other side of I-57 via median crossovers.

No Salvage.

HIGHWAY CLASSIFICATION

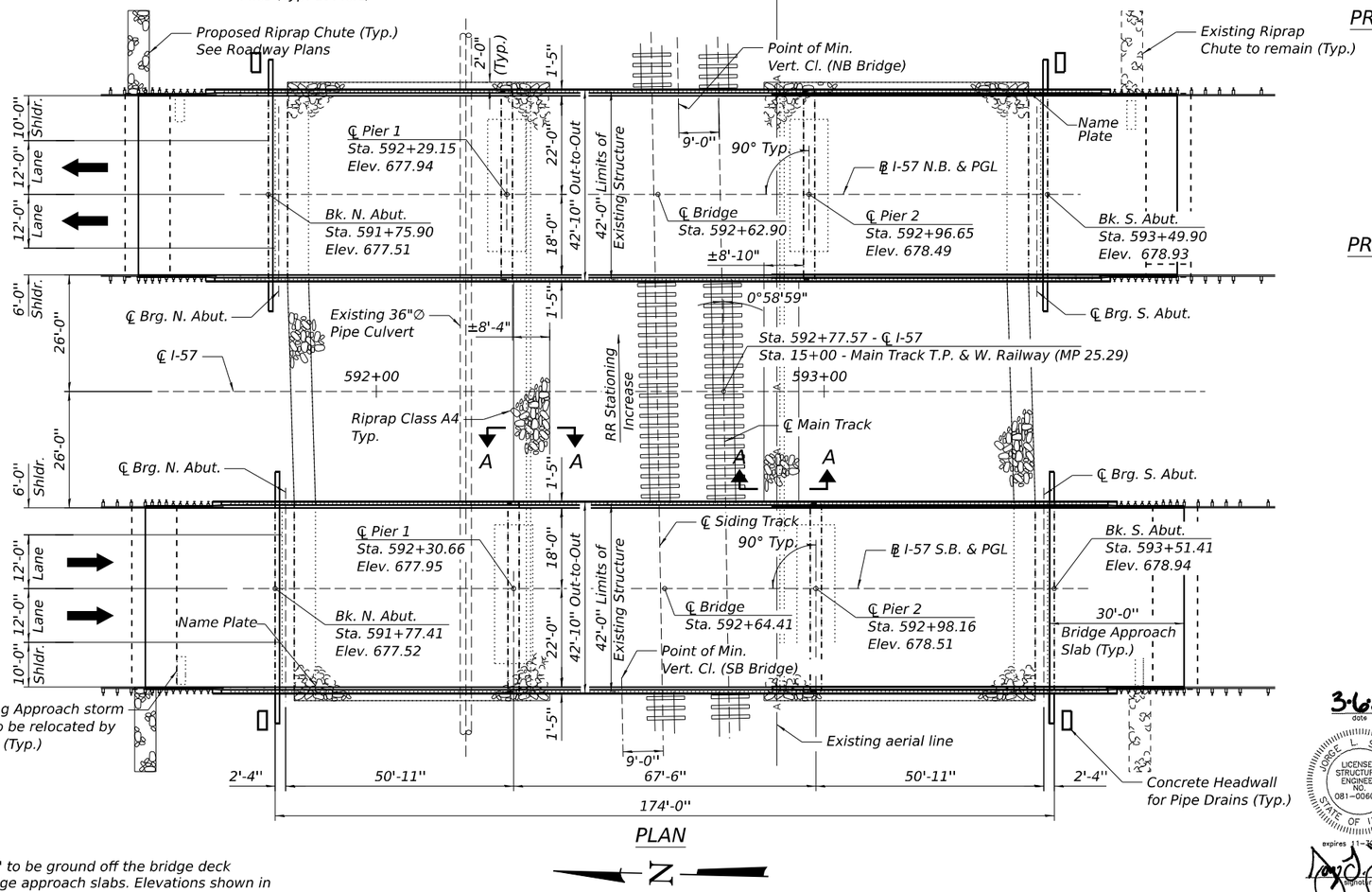
FAI Rte. 57 - Rte. I-57
Functional Class: Interstate
ADT: 16,900 (2021); 21,125 (2046)
ADTT: 7,575 (2021); 9,464 (2046)
DHV: 1,690 (2046)
Design Speed: 70 m.p.h.
Posted Speed: 70 m.p.h.
Two-Way Traffic
Directional Distribution: 50% (NB)/ 50% (SB)



ELEVATION

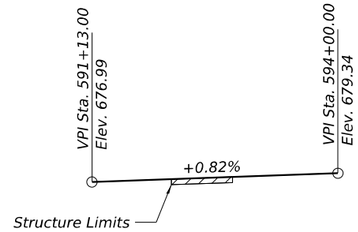
* Minimum Horizontal Clearance (@ Rt. L's to ℄ Track)
** Proposed - 23'-4" NB - 23'-4" SB
Existing - 23'-1" NB - 23'-2" SB

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures



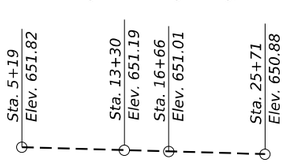
PLAN

NOTE:
Up to 1/4" to be ground off the bridge deck and bridge approach slabs. Elevations shown in plan represent elevation after grinding.



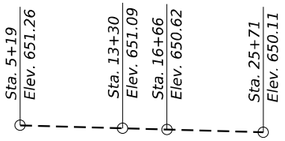
PROFILE GRADE

(Along ℄ I-57 NB/SB)
(The profile grade shown is the final grade after grinding)



PROFILE GRADE EXIST. T.P. & W. RAILWAY

(Top of Rail, Main Track)



PROFILE GRADE EXIST. T.P. & W. RAILWAY

(Top of Rail, Siding Track)

INDEX OF SHEETS

3-6626
date

LICENSED STRUCTURAL ENGINEER NO. 081-006073 — JORGE L. SANCHEZ — STATE OF ILLINOIS
expires 11-30-2026
Signature
PROFESSIONAL DESIGN FIRM LICENSE NO. 184-001712

LOADING HL-93

Allow 25#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

NEW CONSTRUCTION
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

EXISTING SUBSTRUCTURE
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition
2006 Seismic Retrofitting Manual for Highway Structures: Part I - Bridges (FHWA-HRT-06-032)

DESIGN STRESSES

FIELD UNITS (NEW CONST.)

f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
All structural steel shall be metalized

FIELD UNITS (EX. CONST.)

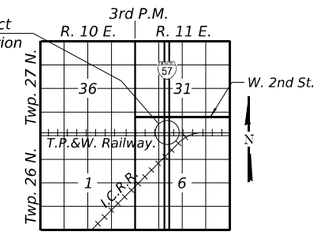
fc = 1,400 psi (Substructure)
fs = 20,000 psi (Reinforcement)

SEISMIC DATA

Seismic Retrofit Category (SRC) = A
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.111g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.179g
Soil Site Class = D
Performance Level = I

SCOPE OF WORK

1. Remove and replace existing superstructure.
2. Make new deck composite full length.
3. Reconfigure existing abutments and wingwalls to semi-integral configuration.
4. Remove and replace pier caps.
5. Remove and replace bearings at all locations.
6. Construct approach slabs.
7. Remove and replace slopewalls with Riprap Class A4.
8. Repair substructure units as needed.



LOCATION SKETCH

GENERAL PLAN & ELEVATION
I-57 OVER T.P. & W. RAILWAY
F.A.I. ROUTE 57 - SEC. (38-5VB)BR
IROQUOIS COUNTY
STATION 592+63.65
STRUCTURE NUMBER 038-0005 (N.B.)
STRUCTURE NUMBER 038-0006 (S.B.)

MODEL: Default
FILE NAME: G:\Users\66501-05-IDOT-I-57 Structure Projects-TP&W RR and 2nd St\Survey D386W80INSN038-0005_0006\Consultant_Data\Chamlin_2025\Design\0380005_0006-66W80-001-GPE.dgn

Chamlin & Associates

USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -	
	DRAWN - LAG	REVISED -	
	CHECKED - JLS	REVISED -	
PLOT DATE = 4/21/2025	DATE - 05/07/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 038-0005 (NB) & 038-0006 (SB)

SCALE: | SHEET 1 OF 39 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	186
		CONTRACT NO. 66M80		
	ILLINOIS FED. AID PROJECT			

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	--	1,986	1,986
Filter Fabric	Sq. Yd.	--	1,986	1,986
Removal of Existing Superstructures	Each	2	--	2
Concrete Removal	Cu. Yd.	--	131.8	131.8
Slope Wall Removal	Sq. Yd.	--	1,931	1,931
Protective Shield	Sq. Yd.	1,624	--	1,624
Structure Excavation	Cu. Yd.	--	316.4	316.4
Concrete Structures	Cu. Yd.	--	195.3	195.3
Concrete Superstructure	Cu. Yd.	568.4	--	568.4
Bridge Deck Grooving (longitudinal)	Sq. Yd.	2,063	--	2,063
Protective Coat	Sq. Yd.	2,471	--	2,471
Concrete Superstructure (Approach Slab)	Cu. Yd.	234	--	234
Furnishing and Erecting Structural Steel	L. Sum	1	--	1
Stud Shear Connectors	Each	12,132	--	12,132
Reinforcement Bars, Epoxy Coated	Pound	231,000	25,360	256,360
Name Plates	Each	2	--	2
Elastomeric Bearing Assembly, Type 1	Each	36	--	36
Anchor Bolts, 3/4"	Each	--	96	96
Granular Backfill for Structures	Cu. Yd.	--	316.4	316.4
Epoxy Crack Injection	Foot	--	17	17
Geocomposite Wall Drain	Sq. Yd.	--	176	176
Pipe Underdrains for Structures 4"	Foot	--	292	292
Bar Terminators	Each	616	--	616
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	--	35	35
Diamond Grinding (Bridge Section)	Sq. Yd.	2,063	--	2,063

GENERAL NOTES

All new structural steel shall be metallized. See Special Provision for "Metallizing of Structural Steel."

Calculated weight of Structural Steel = 42,280 lbs (M270 Grade 36)
375,600 lbs (M270 Grade 50

No field welding is permitted except as specified in the contract documents.

Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot-dip galvanized bolts in uncoated metallized areas. Bolts $\frac{7}{8}$ in. diameter, holes $\frac{15}{16}$ in. diameter, unless otherwise noted. See special provision for "Metallizing of Structural Steel".

Reinforcement bars designated (E) shall be epoxy coated.

The finishing machine rails shall be placed on the top of the flange of the exterior beams within the deck pour. Beam blocks shall be placed between beams at all tie locations in each bay for the full width of the deck pour.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Plan dimensions and details relative to the existing structure have been taken from 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.

Contractor to notify G&W Public Projects Department 30 Days prior to starting construction.

G&W flagging services will be required for all work within G&W right-of-way or any work that has a "potential to foul".

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

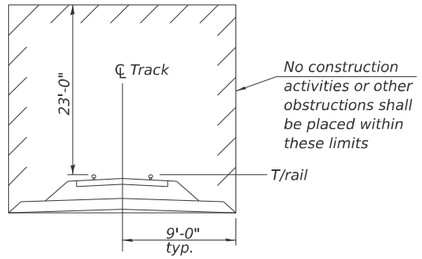
STA. 592+63.65
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. Rt. 57 Sec. (38-5VB)BR
LOADING HL-93
STR. NO. 038-0005

STA. 592+63.65
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. Rt. 57 Sec. (38-5VB)BR
LOADING HL-93
STR. NO. 038-0006

NAME PLATE

See Std. 515001

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



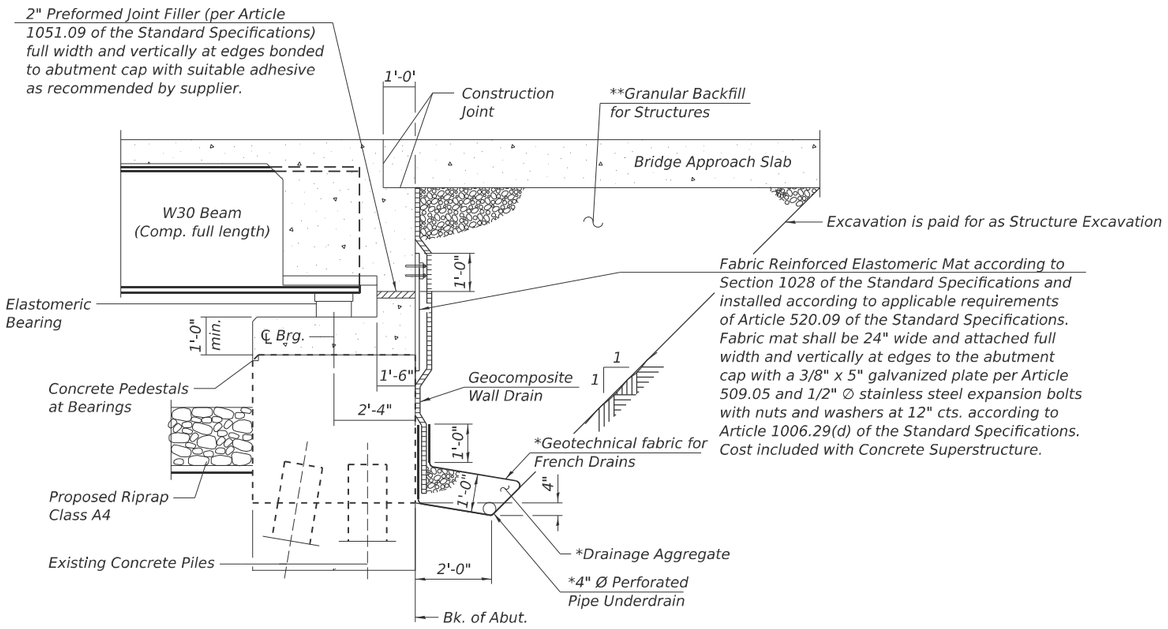
MINIMUM CONSTRUCTION CLEARANCE ENVELOPE
(Dimensions @ Rt. L to ℄ Track)

BYPASS FLOWRATE FROM BRIDGE LIMITS (END OF APPROACH SLAB) TO ROADWAY (SN 038-0005: N.B. BRIDGE)

	NW Curbline	SW Curbline	NE Curbline	SE Curbline
Q (C.F.S.)	0.711	N/A	0.589	N/A

BYPASS FLOWRATE FROM BRIDGE LIMITS (END OF APPROACH SLAB) TO ROADWAY (SN 038-0006: S.B. BRIDGE)

	NW Curbline	SW Curbline	NE Curbline	SE Curbline
Q (C.F.S.)	0.589	N/A	0.711	N/A

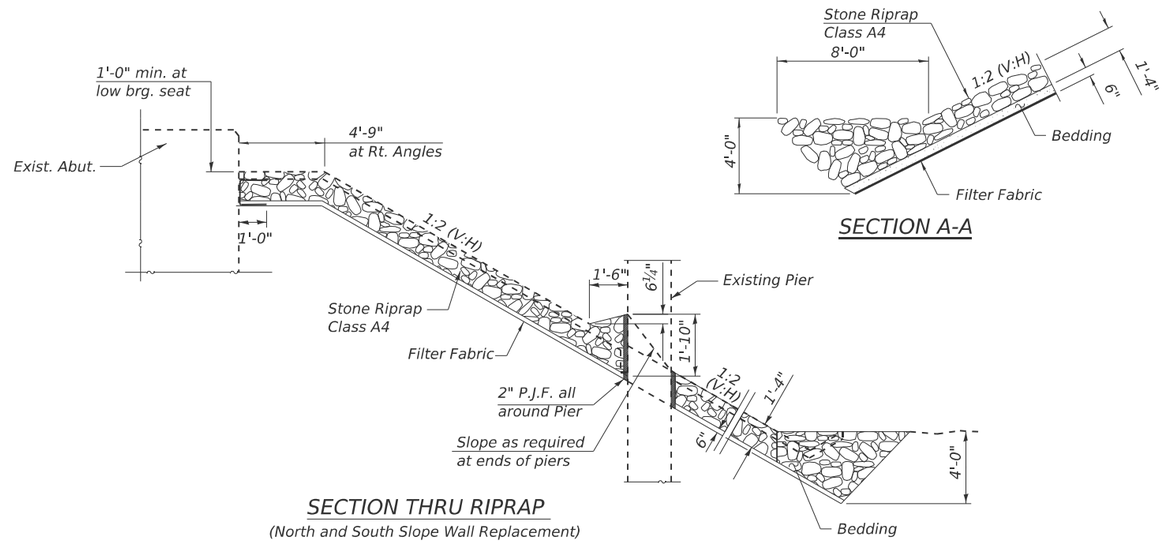


SECTION THRU SEMI-INTEGRAL ABUTMENT
(Horiz. dim. at Rt. ∠'s)

* Included in the cost of Pipe Underdrains for Structures.

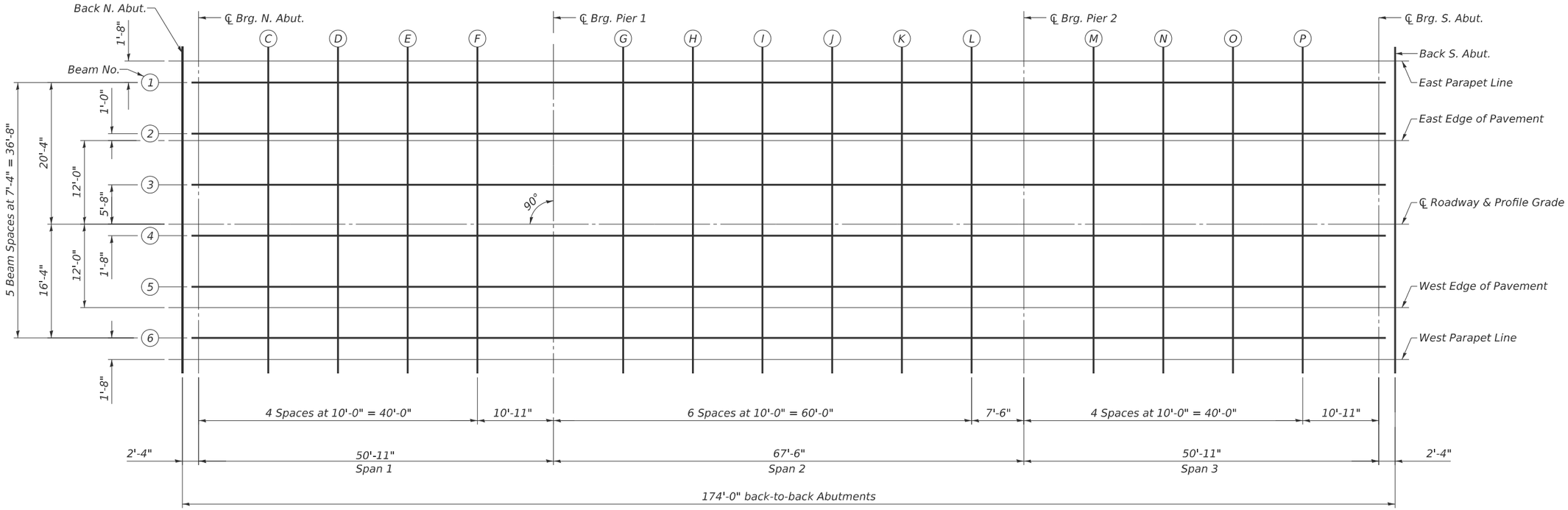
** Granular Backfill for Structures shall follow Standard Specification 586 except the course aggregate shall be grade CA 7, CA 11, or CA 14.

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



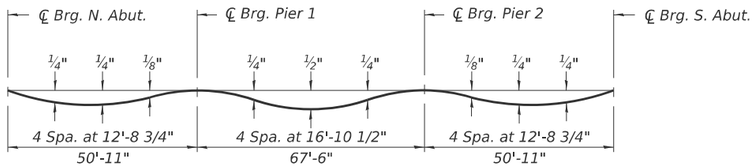
SECTION A-A

SECTION THRU RIPRAP
(North and South Slope Wall Replacement)



PLAN

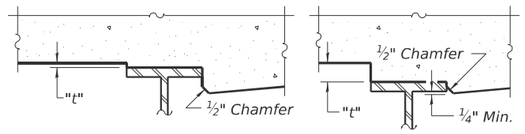
(Structure No. 038-0005 (N.B.))



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown Sheets 4 and 5 of 39.



At Minimum Fillet At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown Sheets 4 and 5 of 39 , minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown Sheets 4 and 5 of 39. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

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Chamlin & Associates

USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -	
	DRAWN - LAG	REVISED -	
	CHECKED - JLS	REVISED -	
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0005 (NB)

SCALE: | SHEET 3 OF 39 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	188
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

East Parapet Line

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+75.90	-22.00	677.13	677.15
CL Brg. N. Abut.	591+78.23	-22.00	677.15	677.17
C	591+88.23	-22.00	677.23	677.26
D	591+98.23	-22.00	677.31	677.35
E	592+08.23	-22.00	677.39	677.43
F	592+18.23	-22.00	677.48	677.50
CL Brg. Pier 1	592+29.15	-22.00	677.56	677.58
G	592+39.15	-22.00	677.64	677.67
H	592+49.15	-22.00	677.72	677.77
I	592+59.15	-22.00	677.81	677.86
J	592+69.15	-22.00	677.89	677.94
K	592+79.15	-22.00	677.97	678.01
L	592+89.15	-22.00	678.05	678.08
CL Brg. Pier 2	592+96.65	-22.00	678.11	678.13
M	593+06.65	-22.00	678.19	678.22
N	593+16.65	-22.00	678.27	678.31
O	593+26.65	-22.00	678.36	678.39
P	593+36.65	-22.00	678.44	678.47
CL Brg. S. Abut.	593+47.57	-22.00	678.53	678.55
Back S. Abut.	593+49.90	-22.00	678.55	678.57

Beam 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+75.90	-20.34	677.16	677.18
CL Brg. N. Abut.	591+78.23	-20.34	677.18	677.20
C	591+88.23	-20.34	677.26	677.30
D	591+98.23	-20.34	677.35	677.38
E	592+08.23	-20.34	677.43	677.46
F	592+18.23	-20.34	677.51	677.53
CL Brg. Pier 1	592+29.15	-20.34	677.59	677.61
G	592+39.15	-20.34	677.68	677.71
H	592+49.15	-20.34	677.76	677.80
I	592+59.15	-20.34	677.84	677.90
J	592+69.15	-20.34	677.92	677.98
K	592+79.15	-20.34	678.00	678.05
L	592+89.15	-20.34	678.08	678.11
CL Brg. Pier 2	592+96.65	-20.34	678.14	678.16
M	593+06.65	-20.34	678.23	678.25
N	593+16.65	-20.34	678.31	678.34
O	593+26.65	-20.34	678.39	678.43
P	593+36.65	-20.34	678.47	678.50
CL Brg. S. Abut.	593+47.57	-20.34	678.56	678.58
Back S. Abut.	593+49.90	-20.34	678.58	678.60

Beam 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+75.90	-13.00	677.31	677.33
CL Brg. N. Abut.	591+78.23	-13.00	677.33	677.35
C	591+88.23	-13.00	677.41	677.44
D	591+98.23	-13.00	677.49	677.53
E	592+08.23	-13.00	677.57	677.61
F	592+18.23	-13.00	677.66	677.68
CL Brg. Pier 1	592+29.15	-13.00	677.74	677.76
G	592+39.15	-13.00	677.82	677.85
H	592+49.15	-13.00	677.90	677.95
I	592+59.15	-13.00	677.99	678.04
J	592+69.15	-13.00	678.07	678.12
K	592+79.15	-13.00	678.15	678.19
L	592+89.15	-13.00	678.23	678.26
CL Brg. Pier 2	592+96.65	-13.00	678.29	678.31
M	593+06.65	-13.00	678.37	678.40
N	593+16.65	-13.00	678.45	678.49
O	593+26.65	-13.00	678.54	678.57
P	593+36.65	-13.00	678.62	678.65
CL Brg. S. Abut.	593+47.57	-13.00	678.71	678.73
Back S. Abut.	593+49.90	-13.00	678.73	678.75

East Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+75.90	-12.00	677.33	677.35
CL Brg. N. Abut.	591+78.23	-12.00	677.35	677.37
C	591+88.23	-12.00	677.43	677.46
D	591+98.23	-12.00	677.51	677.55
E	592+08.23	-12.00	677.59	677.63
F	592+18.23	-12.00	677.68	677.70
CL Brg. Pier 1	592+29.15	-12.00	677.76	677.78
G	592+39.15	-12.00	677.84	677.87
H	592+49.15	-12.00	677.92	677.97
I	592+59.15	-12.00	678.01	678.06
J	592+69.15	-12.00	678.09	678.14
K	592+79.15	-12.00	678.17	678.21
L	592+89.15	-12.00	678.25	678.28
CL Brg. Pier 2	592+96.65	-12.00	678.31	678.33
M	593+06.65	-12.00	678.39	678.42
N	593+16.65	-12.00	678.47	678.51
O	593+26.65	-12.00	678.56	678.59
P	593+36.65	-12.00	678.64	678.67
CL Brg. S. Abut.	593+47.57	-12.00	678.73	678.75
Back S. Abut.	593+49.90	-12.00	678.75	678.77

Beam 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+75.90	-5.67	677.42	677.45
CL Brg. N. Abut.	591+78.23	-5.67	677.44	677.46
C	591+88.23	-5.67	677.53	677.56
D	591+98.23	-5.67	677.61	677.65
E	592+08.23	-5.67	677.69	677.72
F	592+18.23	-5.67	677.77	677.80
CL Brg. Pier 1	592+29.15	-5.67	677.85	677.88
G	592+39.15	-5.67	677.94	677.97
H	592+49.15	-5.67	678.02	678.07
I	592+59.15	-5.67	678.10	678.16
J	592+69.15	-5.67	678.18	678.24
K	592+79.15	-5.67	678.26	678.31
L	592+89.15	-5.67	678.35	678.37
CL Brg. Pier 2	592+96.65	-5.67	678.40	678.43
M	593+06.65	-5.67	678.49	678.51
N	593+16.65	-5.67	678.57	678.60
O	593+26.65	-5.67	678.65	678.69
P	593+36.65	-5.67	678.73	678.77
CL Brg. S. Abut.	593+47.57	-5.67	678.82	678.84
Back S. Abut.	593+49.90	-5.67	678.84	678.87

CL Roadway & Profile Grade

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+75.90	0.00	677.51	677.53
CL Brg. N. Abut.	591+78.23	0.00	677.53	677.55
C	591+88.23	0.00	677.61	677.64
D	591+98.23	0.00	677.69	677.73
E	592+08.23	0.00	677.77	677.81
F	592+18.23	0.00	677.86	677.88
CL Brg. Pier 1	592+29.15	0.00	677.94	677.96
G	592+39.15	0.00	678.02	678.05
H	592+49.15	0.00	678.10	678.15
I	592+59.15	0.00	678.19	678.24
J	592+69.15	0.00	678.27	678.32
K	592+79.15	0.00	678.35	678.39
L	592+89.15	0.00	678.43	678.46
CL Brg. Pier 2	592+96.65	0.00	678.49	678.51
M	593+06.65	0.00	678.57	678.60
N	593+16.65	0.00	678.65	678.69
O	593+26.65	0.00	678.74	678.77
P	593+36.65	0.00	678.82	678.85
CL Brg. S. Abut.	593+47.57	0.00	678.91	678.93
Back S. Abut.	593+49.90	0.00	678.93	678.95

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Chamlin & Associates

USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -	
	DRAWN - LAG	REVISED -	
	CHECKED - JLS	REVISED -	
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0005 (NB)

SCALE: | SHEET 4 OF 39 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	189
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

Beam 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+75.90	1.67	677.48	677.51
CL Brg. N. Abut.	591+78.23	1.67	677.50	677.52
C	591+88.23	1.67	677.59	677.62
D	591+98.23	1.67	677.67	677.71
E	592+08.23	1.67	677.75	677.78
F	592+18.23	1.67	677.83	677.86
CL Brg. Pier 1	592+29.15	1.67	677.91	677.94
G	592+39.15	1.67	678.00	678.03
H	592+49.15	1.67	678.08	678.13
I	592+59.15	1.67	678.16	678.22
J	592+69.15	1.67	678.24	678.30
K	592+79.15	1.67	678.32	678.37
L	592+89.15	1.67	678.41	678.43
CL Brg. Pier 2	592+96.65	1.67	678.46	678.49
M	593+06.65	1.67	678.55	678.57
N	593+16.65	1.67	678.63	678.66
O	593+26.65	1.67	678.71	678.75
P	593+36.65	1.67	678.79	678.83
CL Brg. S. Abut.	593+47.57	1.67	678.88	678.90
Back S. Abut.	593+49.90	1.67	678.90	678.93

Beam 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+75.90	9.00	677.38	677.40
CL Brg. N. Abut.	591+78.23	9.00	677.39	677.41
C	591+88.23	9.00	677.48	677.51
D	591+98.23	9.00	677.56	677.60
E	592+08.23	9.00	677.64	677.67
F	592+18.23	9.00	677.72	677.75
CL Brg. Pier 1	592+29.15	9.00	677.81	677.83
G	592+39.15	9.00	677.89	677.92
H	592+49.15	9.00	677.97	678.02
I	592+59.15	9.00	678.05	678.11
J	592+69.15	9.00	678.13	678.19
K	592+79.15	9.00	678.21	678.26
L	592+89.15	9.00	678.30	678.32
CL Brg. Pier 2	592+96.65	9.00	678.36	678.38
M	593+06.65	9.00	678.44	678.46
N	593+16.65	9.00	678.52	678.55
O	593+26.65	9.00	678.60	678.64
P	593+36.65	9.00	678.68	678.72
CL Brg. S. Abut.	593+47.57	9.00	678.77	678.79
Back S. Abut.	593+49.90	9.00	678.80	678.82

West Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+75.90	12.00	677.33	677.35
CL Brg. N. Abut.	591+78.23	12.00	677.35	677.37
C	591+88.23	12.00	677.43	677.46
D	591+98.23	12.00	677.51	677.55
E	592+08.23	12.00	677.59	677.63
F	592+18.23	12.00	677.68	677.70
CL Brg. Pier 1	592+29.15	12.00	677.76	677.78
G	592+39.15	12.00	677.84	677.87
H	592+49.15	12.00	677.92	677.97
I	592+59.15	12.00	678.01	678.06
J	592+69.15	12.00	678.09	678.14
K	592+79.15	12.00	678.17	678.21
L	592+89.15	12.00	678.25	678.28
CL Brg. Pier 2	592+96.65	12.00	678.31	678.33
M	593+06.65	12.00	678.39	678.42
N	593+16.65	12.00	678.47	678.51
O	593+26.65	12.00	678.56	678.59
P	593+36.65	12.00	678.64	678.67
CL Brg. S. Abut.	593+47.57	12.00	678.73	678.75
Back S. Abut.	593+49.90	12.00	678.75	678.77

Beam 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+75.90	16.33	677.24	677.26
CL Brg. N. Abut.	591+78.23	16.33	677.26	677.28
C	591+88.23	16.33	677.34	677.38
D	591+98.23	16.33	677.43	677.46
E	592+08.23	16.33	677.51	677.54
F	592+18.23	16.33	677.59	677.61
CL Brg. Pier 1	592+29.15	16.33	677.67	677.69
G	592+39.15	16.33	677.76	677.79
H	592+49.15	16.33	677.84	677.88
I	592+59.15	16.33	677.92	677.98
J	592+69.15	16.33	678.00	678.06
K	592+79.15	16.33	678.08	678.13
L	592+89.15	16.33	678.16	678.19
CL Brg. Pier 2	592+96.65	16.33	678.22	678.24
M	593+06.65	16.33	678.31	678.33
N	593+16.65	16.33	678.39	678.42
O	593+26.65	16.33	678.47	678.51
P	593+36.65	16.33	678.55	678.58
CL Brg. S. Abut.	593+47.57	16.33	678.64	678.66
Back S. Abut.	593+49.90	16.33	678.66	678.68

West Parapet Line

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+75.90	18.00	677.21	677.23
CL Brg. N. Abut.	591+78.23	18.00	677.23	677.25
C	591+88.23	18.00	677.31	677.34
D	591+98.23	18.00	677.39	677.43
E	592+08.23	18.00	677.47	677.51
F	592+18.23	18.00	677.56	677.58
CL Brg. Pier 1	592+29.15	18.00	677.64	677.66
G	592+39.15	18.00	677.72	677.75
H	592+49.15	18.00	677.80	677.85
I	592+59.15	18.00	677.89	677.94
J	592+69.15	18.00	677.97	678.02
K	592+79.15	18.00	678.05	678.09
L	592+89.15	18.00	678.13	678.16
CL Brg. Pier 2	592+96.65	18.00	678.19	678.21
M	593+06.65	18.00	678.27	678.30
N	593+16.65	18.00	678.35	678.39
O	593+26.65	18.00	678.44	678.47
P	593+36.65	18.00	678.52	678.55
CL Brg. S. Abut.	593+47.57	18.00	678.61	678.63
Back S. Abut.	593+49.90	18.00	678.63	678.65

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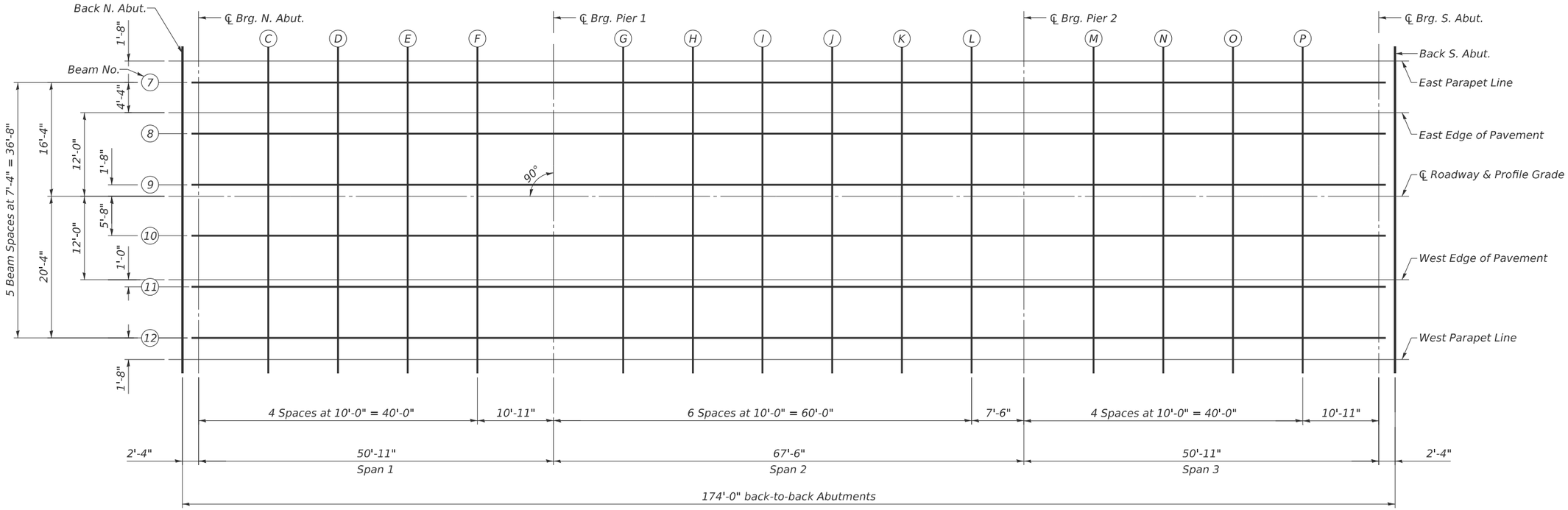
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0005 (NB)

SCALE: | SHEET 5 OF 39 SHEETS | STA. | TO STA.

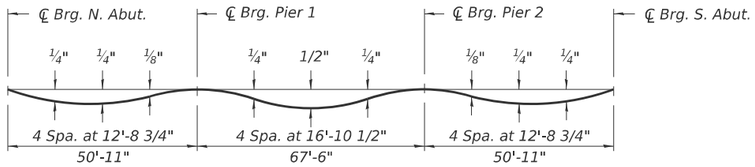
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	190
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		



PLAN

(Structure No. 038-0006 (SB))

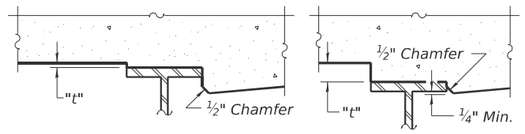
N



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown Sheets 7 and 8 of 39.



At Minimum Fillet At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown Sheets 7 and 8 of 39 , minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown Sheets 7 and 8 of 39. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

MODEL: Default
FILE NAME: G:\Users\606501-r05-IDOT-I-57 Structure Projects-TP&W RR and 2nd St\Survey D366M80\SN\038-0005_0006\Consultant_Data\Chamlin_2025\Design\0380005_0006-66M80-006-009-TOP_OF_SLAB_ELEVS_0006.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0006 (SB)

SCALE: | SHEET 6 OF 39 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	191
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

East Parapet Line

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+77.41	-18.00	677.22	677.24
CL Brg. N. Abut.	591+79.74	-18.00	677.24	677.26
C	591+89.74	-18.00	677.32	677.35
D	591+99.74	-18.00	677.40	677.44
E	592+09.74	-18.00	677.48	677.52
F	592+19.74	-18.00	677.57	677.59
CL Brg. Pier 1	592+30.66	-18.00	677.65	677.67
G	592+40.66	-18.00	677.73	677.76
H	592+50.66	-18.00	677.81	677.86
I	592+60.66	-18.00	677.90	677.95
J	592+70.66	-18.00	677.98	678.03
K	592+80.66	-18.00	678.06	678.10
L	592+90.66	-18.00	678.14	678.17
CL Brg. Pier 2	592+98.16	-18.00	678.21	678.23
M	593+08.16	-18.00	678.29	678.32
N	593+18.16	-18.00	678.37	678.41
O	593+28.16	-18.00	678.46	678.49
P	593+38.16	-18.00	678.54	678.57
CL Brg. S. Abut.	593+49.08	-18.00	678.63	678.65
Back S. Abut.	593+51.41	-18.00	678.64	678.66

Beam 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+77.41	-16.33	677.25	677.27
CL Brg. N. Abut.	591+79.74	-16.33	677.27	677.29
C	591+89.74	-16.33	677.35	677.39
D	591+99.74	-16.33	677.44	677.47
E	592+09.74	-16.33	677.52	677.55
F	592+19.74	-16.33	677.60	677.62
CL Brg. Pier 1	592+30.66	-16.33	677.68	677.70
G	592+40.66	-16.33	677.77	677.80
H	592+50.66	-16.33	677.85	677.89
I	592+60.66	-16.33	677.93	677.99
J	592+70.66	-16.33	678.01	678.07
K	592+80.66	-16.33	678.09	678.14
L	592+90.66	-16.33	678.17	678.20
CL Brg. Pier 2	592+98.16	-16.33	678.24	678.26
M	593+08.16	-16.33	678.33	678.35
N	593+18.16	-16.33	678.41	678.44
O	593+28.16	-16.33	678.49	678.53
P	593+38.16	-16.33	678.57	678.60
CL Brg. S. Abut.	593+49.08	-16.33	678.66	678.68
Back S. Abut.	593+51.41	-16.33	678.67	678.69

East Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+77.41	-12.00	677.34	677.36
CL Brg. N. Abut.	591+79.74	-12.00	677.36	677.38
C	591+89.74	-12.00	677.44	677.47
D	591+99.74	-12.00	677.52	677.56
E	592+09.74	-12.00	677.60	677.64
F	592+19.74	-12.00	677.69	677.71
CL Brg. Pier 1	592+30.66	-12.00	677.77	677.79
G	592+40.66	-12.00	677.85	677.88
H	592+50.66	-12.00	677.93	677.98
I	592+60.66	-12.00	678.02	678.07
J	592+70.66	-12.00	678.10	678.15
K	592+80.66	-12.00	678.18	678.22
L	592+90.66	-12.00	678.26	678.29
CL Brg. Pier 2	592+98.16	-12.00	678.33	678.35
M	593+08.16	-12.00	678.41	678.44
N	593+18.16	-12.00	678.49	678.53
O	593+28.16	-12.00	678.58	678.61
P	593+38.16	-12.00	678.66	678.69
CL Brg. S. Abut.	593+49.08	-12.00	678.75	678.77
Back S. Abut.	593+51.41	-12.00	678.76	678.78

Beam 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+77.41	-9.00	677.39	677.41
CL Brg. N. Abut.	591+79.74	-9.00	677.40	677.42
C	591+89.74	-9.00	677.49	677.52
D	591+99.74	-9.00	677.57	677.61
E	592+09.74	-9.00	677.65	677.68
F	592+19.74	-9.00	677.73	677.76
CL Brg. Pier 1	592+30.66	-9.00	677.82	677.84
G	592+40.66	-9.00	677.90	677.93
H	592+50.66	-9.00	677.98	678.03
I	592+60.66	-9.00	678.06	678.12
J	592+70.66	-9.00	678.14	678.20
K	592+80.66	-9.00	678.22	678.27
L	592+90.66	-9.00	678.31	678.33
CL Brg. Pier 2	592+98.16	-9.00	678.38	678.40
M	593+08.16	-9.00	678.46	678.48
N	593+18.16	-9.00	678.54	678.57
O	593+28.16	-9.00	678.62	678.66
P	593+38.16	-9.00	678.70	678.74
CL Brg. S. Abut.	593+49.08	-9.00	678.79	678.81
Back S. Abut.	593+51.41	-9.00	678.81	678.83

Beam 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+77.41	-1.67	677.49	677.52
CL Brg. N. Abut.	591+79.74	-1.67	677.51	677.53
C	591+89.74	-1.67	677.60	677.63
D	591+99.74	-1.67	677.68	677.72
E	592+09.74	-1.67	677.76	677.79
F	592+19.74	-1.67	677.84	677.87
CL Brg. Pier 1	592+30.66	-1.67	677.92	677.95
G	592+40.66	-1.67	678.01	678.04
H	592+50.66	-1.67	678.09	678.14
I	592+60.66	-1.67	678.17	678.23
J	592+70.66	-1.67	678.25	678.31
K	592+80.66	-1.67	678.33	678.38
L	592+90.66	-1.67	678.42	678.44
CL Brg. Pier 2	592+98.16	-1.67	678.48	678.51
M	593+08.16	-1.67	678.57	678.59
N	593+18.16	-1.67	678.65	678.68
O	593+28.16	-1.67	678.73	678.77
P	593+38.16	-1.67	678.81	678.85
CL Brg. S. Abut.	593+49.08	-1.67	678.90	678.92
Back S. Abut.	593+51.41	-1.67	678.91	678.94

CL Roadway & Profile Grade

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+77.41	0.00	677.52	677.54
CL Brg. N. Abut.	591+79.74	0.00	677.54	677.56
C	591+89.74	0.00	677.62	677.65
D	591+99.74	0.00	677.70	677.74
E	592+09.74	0.00	677.78	677.82
F	592+19.74	0.00	677.87	677.89
CL Brg. Pier 1	592+30.66	0.00	677.95	677.97
G	592+40.66	0.00	678.03	678.06
H	592+50.66	0.00	678.11	678.16
I	592+60.66	0.00	678.20	678.25
J	592+70.66	0.00	678.28	678.33
K	592+80.66	0.00	678.36	678.40
L	592+90.66	0.00	678.44	678.47
CL Brg. Pier 2	592+98.16	0.00	678.51	678.53
M	593+08.16	0.00	678.59	678.62
N	593+18.16	0.00	678.67	678.71
O	593+28.16	0.00	678.76	678.79
P	593+38.16	0.00	678.84	678.87
CL Brg. S. Abut.	593+49.08	0.00	678.93	678.95
Back S. Abut.	593+51.41	0.00	678.94	678.96

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0006 (SB)

SCALE: | SHEET 7 OF 39 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	192
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

Beam 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+77.41	5.67	677.43	677.46
CL Brg. N. Abut.	591+79.74	5.67	677.45	677.47
C	591+89.74	5.67	677.54	677.57
D	591+99.74	5.67	677.62	677.66
E	592+09.74	5.67	677.70	677.73
F	592+19.74	5.67	677.78	677.81
CL Brg. Pier 1	592+30.66	5.67	677.86	677.89
G	592+40.66	5.67	677.95	677.98
H	592+50.66	5.67	678.03	678.08
I	592+60.66	5.67	678.11	678.17
J	592+70.66	5.67	678.19	678.25
K	592+80.66	5.67	678.27	678.32
L	592+90.66	5.67	678.36	678.38
CL Brg. Pier 2	592+98.16	5.67	678.42	678.45
M	593+08.16	5.67	678.51	678.53
N	593+18.16	5.67	678.59	678.62
O	593+28.16	5.67	678.67	678.71
P	593+38.16	5.67	678.75	678.79
CL Brg. S. Abut.	593+49.08	5.67	678.84	678.86
Back S. Abut.	593+51.41	5.67	678.85	678.88

West Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+77.41	12.00	677.34	677.36
CL Brg. N. Abut.	591+79.74	12.00	677.36	677.38
C	591+89.74	12.00	677.44	677.47
D	591+99.74	12.00	677.52	677.56
E	592+09.74	12.00	677.60	677.64
F	592+19.74	12.00	677.69	677.71
CL Brg. Pier 1	592+30.66	12.00	677.77	677.79
G	592+40.66	12.00	677.85	677.88
H	592+50.66	12.00	677.93	677.98
I	592+60.66	12.00	678.02	678.07
J	592+70.66	12.00	678.10	678.15
K	592+80.66	12.00	678.18	678.22
L	592+90.66	12.00	678.26	678.29
CL Brg. Pier 2	592+98.16	12.00	678.33	678.35
M	593+08.16	12.00	678.41	678.44
N	593+18.16	12.00	678.49	678.53
O	593+28.16	12.00	678.58	678.61
P	593+38.16	12.00	678.66	678.69
CL Brg. S. Abut.	593+49.08	12.00	678.75	678.77
Back S. Abut.	593+51.41	12.00	678.76	678.78

Beam 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+77.41	13.00	677.32	677.34
CL Brg. N. Abut.	591+79.74	13.00	677.34	677.36
C	591+89.74	13.00	677.42	677.45
D	591+99.74	13.00	677.50	677.54
E	592+09.74	13.00	677.58	677.62
F	592+19.74	13.00	677.67	677.69
CL Brg. Pier 1	592+30.66	13.00	677.75	677.77
G	592+40.66	13.00	677.83	677.86
H	592+50.66	13.00	677.91	677.96
I	592+60.66	13.00	678.00	678.05
J	592+70.66	13.00	678.08	678.13
K	592+80.66	13.00	678.16	678.20
L	592+90.66	13.00	678.24	678.27
CL Brg. Pier 2	592+98.16	13.00	678.31	678.33
M	593+08.16	13.00	678.39	678.42
N	593+18.16	13.00	678.47	678.51
O	593+28.16	13.00	678.56	678.59
P	593+38.16	13.00	678.64	678.67
CL Brg. S. Abut.	593+49.08	13.00	678.73	678.75
Back S. Abut.	593+51.41	13.00	678.74	678.76

Beam 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+77.41	20.33	677.17	677.19
CL Brg. N. Abut.	591+79.74	20.33	677.19	677.21
C	591+89.74	20.33	677.27	677.31
D	591+99.74	20.33	677.36	677.39
E	592+09.74	20.33	677.44	677.47
F	592+19.74	20.33	677.52	677.54
CL Brg. Pier 1	592+30.66	20.33	677.60	677.62
G	592+40.66	20.33	677.69	677.72
H	592+50.66	20.33	677.77	677.81
I	592+60.66	20.33	677.85	677.91
J	592+70.66	20.33	677.93	677.99
K	592+80.66	20.33	678.01	678.06
L	592+90.66	20.33	678.09	678.12
CL Brg. Pier 2	592+98.16	20.33	678.16	678.18
M	593+08.16	20.33	678.25	678.27
N	593+18.16	20.33	678.33	678.36
O	593+28.16	20.33	678.41	678.45
P	593+38.16	20.33	678.49	678.52
CL Brg. S. Abut.	593+49.08	20.33	678.58	678.60
Back S. Abut.	593+51.41	20.33	678.59	678.61

West Parapet Line

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	591+77.41	22.00	677.14	677.16
CL Brg. N. Abut.	591+79.74	22.00	677.16	677.18
C	591+89.74	22.00	677.24	677.27
D	591+99.74	22.00	677.32	677.36
E	592+09.74	22.00	677.40	677.44
F	592+19.74	22.00	677.49	677.51
CL Brg. Pier 1	592+30.66	22.00	677.57	677.59
G	592+40.66	22.00	677.65	677.68
H	592+50.66	22.00	677.73	677.78
I	592+60.66	22.00	677.82	677.87
J	592+70.66	22.00	677.90	677.95
K	592+80.66	22.00	677.98	678.02
L	592+90.66	22.00	678.06	678.09
CL Brg. Pier 2	592+98.16	22.00	678.13	678.15
M	593+08.16	22.00	678.21	678.24
N	593+18.16	22.00	678.29	678.33
O	593+28.16	22.00	678.38	678.41
P	593+38.16	22.00	678.46	678.49
CL Brg. S. Abut.	593+49.08	22.00	678.55	678.57
Back S. Abut.	593+51.41	22.00	678.56	678.58

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0006 (SB)

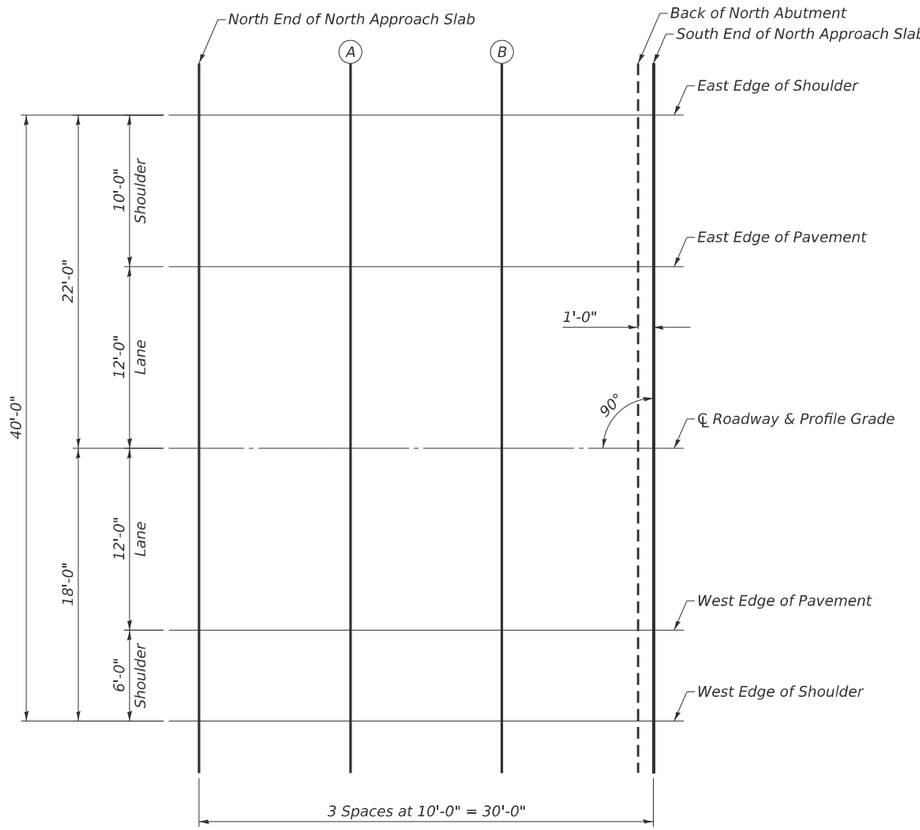
SCALE: | SHEET 8 OF 39 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	193
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

East Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	591+46.90	-22.00	676.89	676.91
A	591+56.90	-22.00	676.97	676.99
B	591+66.90	-22.00	677.05	677.07
South End of North Approach Slab	591+76.90	-22.00	677.13	677.15

East Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	591+46.90	-12.00	677.09	677.11
A	591+56.90	-12.00	677.17	677.19
B	591+66.90	-12.00	677.25	677.27
South End of North Approach Slab	591+76.90	-12.00	677.33	677.35

CL Roadway & Profile Grade				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	591+46.90	0.00	677.27	677.29
A	591+56.90	0.00	677.35	677.37
B	591+66.90	0.00	677.43	677.45
South End of North Approach Slab	591+76.90	0.00	677.51	677.53



PLAN

West Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	591+46.90	12.00	677.09	677.11
A	591+56.90	12.00	677.17	677.19
B	591+66.90	12.00	677.25	677.27
South End of North Approach Slab	591+76.90	12.00	677.33	677.35

West Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	591+46.90	18.00	676.97	676.99
A	591+56.90	18.00	677.05	677.07
B	591+66.90	18.00	677.13	677.15
South End of North Approach Slab	591+76.90	18.00	677.21	677.23

E-AS1

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 038-0005 (NB)

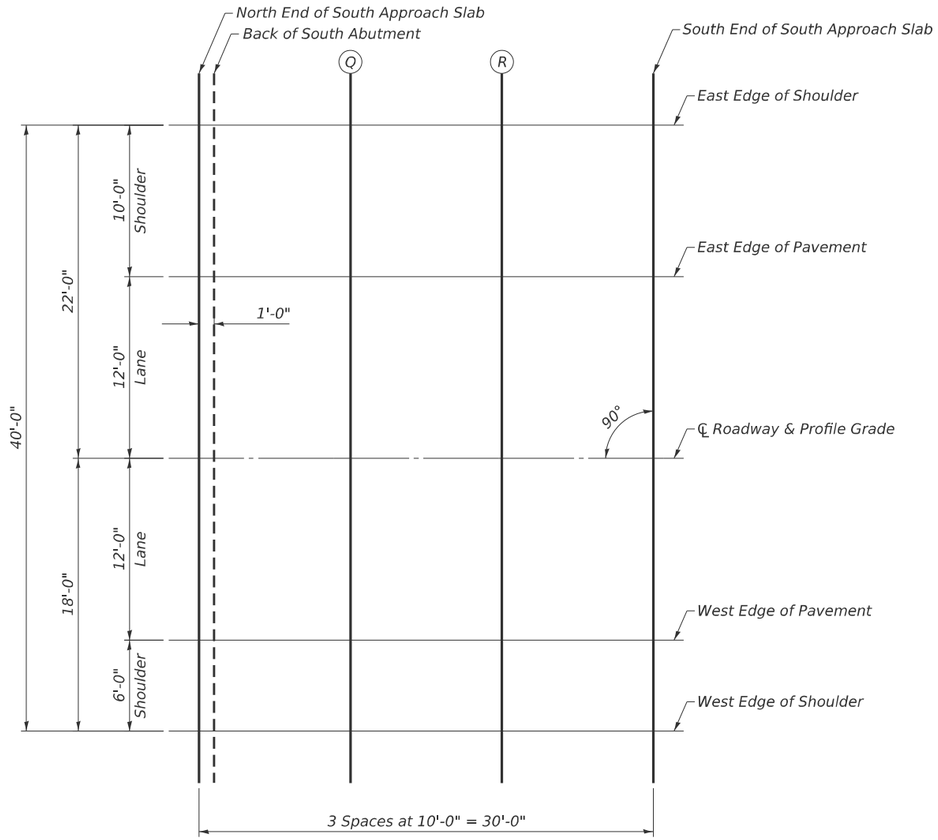
SCALE: | SHEET 9 OF 39 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	194
		CONTRACT NO. 66M80		
	ILLINOIS FED. AID PROJECT			

East Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	593+48.90	-22.00	678.54	678.56
Q	593+58.90	-22.00	678.62	678.64
R	593+68.90	-22.00	678.71	678.73
South End of North South Slab	593+78.90	-22.00	678.79	678.81

East Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	593+48.90	-12.00	678.74	678.76
Q	593+58.90	-12.00	678.82	678.84
R	593+68.90	-12.00	678.91	678.93
South End of North South Slab	593+78.90	-12.00	678.99	679.01

CL Roadway & Profile Grade				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	593+48.90	0.00	678.92	678.94
Q	593+58.90	0.00	679.00	679.02
R	593+68.90	0.00	679.09	679.11
South End of North South Slab	593+78.90	0.00	679.17	679.19



PLAN

N

West Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	593+48.90	12.00	678.74	678.76
Q	593+58.90	12.00	678.82	678.84
R	593+68.90	12.00	678.91	678.93
South End of North South Slab	593+78.90	12.00	678.99	679.01

West Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	593+48.90	18.00	678.62	678.64
Q	593+58.90	18.00	678.70	678.72
R	593+68.90	18.00	678.79	678.81
South End of North South Slab	593+78.90	18.00	678.87	678.89

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 038-0005 (NB)

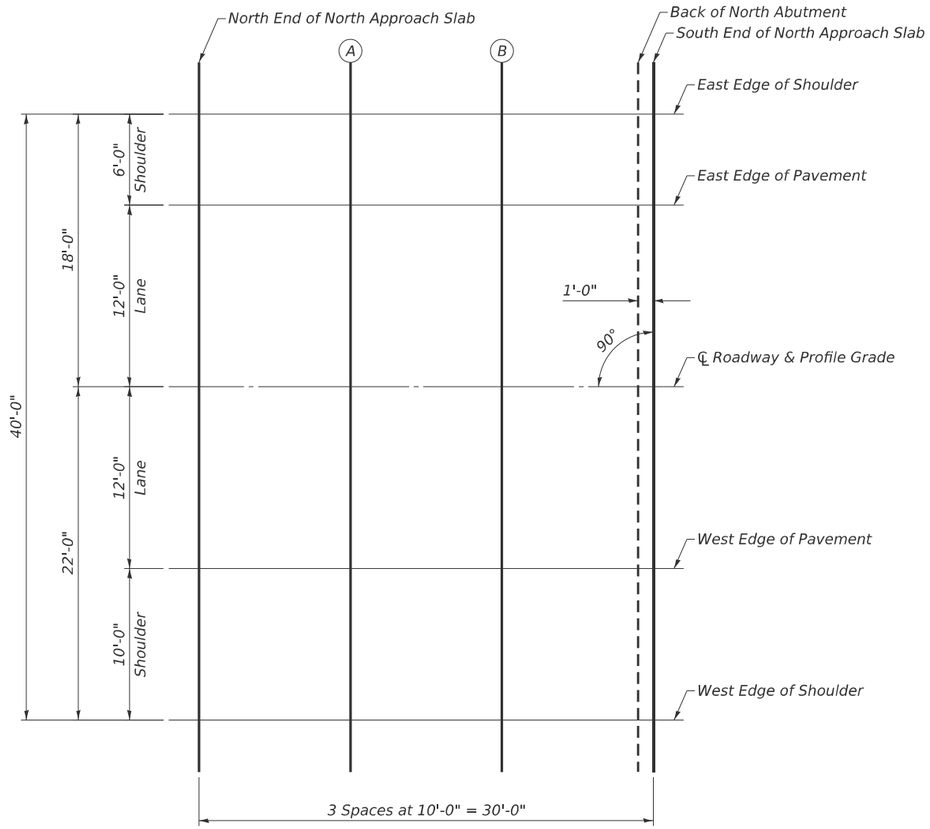
SCALE: | SHEET 10 OF 39 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	195
		CONTRACT NO. 66M80		
	ILLINOIS FED. AID PROJECT			

East Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	591+48.41	-18.00	676.98	677.00
A	591+58.41	-18.00	677.06	677.08
B	591+68.41	-18.00	677.14	677.16
South End of North Approach Slab	591+78.41	-18.00	677.23	677.25

East Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	591+48.41	-12.00	677.10	677.12
A	591+58.41	-12.00	677.18	677.20
B	591+68.41	-12.00	677.26	677.28
South End of North Approach Slab	591+78.41	-12.00	677.35	677.37

CL Roadway & Profile Grade				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	591+48.41	0.00	677.28	677.30
A	591+58.41	0.00	677.36	677.38
B	591+68.41	0.00	677.44	677.46
South End of North Approach Slab	591+78.41	0.00	677.53	677.55



PLAN

West Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	591+48.41	12.00	677.10	677.12
A	591+58.41	12.00	677.18	677.20
B	591+68.41	12.00	677.26	677.28
South End of North Approach Slab	591+78.41	12.00	677.35	677.37

West Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	591+48.41	22.00	676.90	676.92
A	591+58.41	22.00	676.98	677.00
B	591+68.41	22.00	677.06	677.08
South End of North Approach Slab	591+78.41	22.00	677.15	677.17

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 038-0006 (SB)

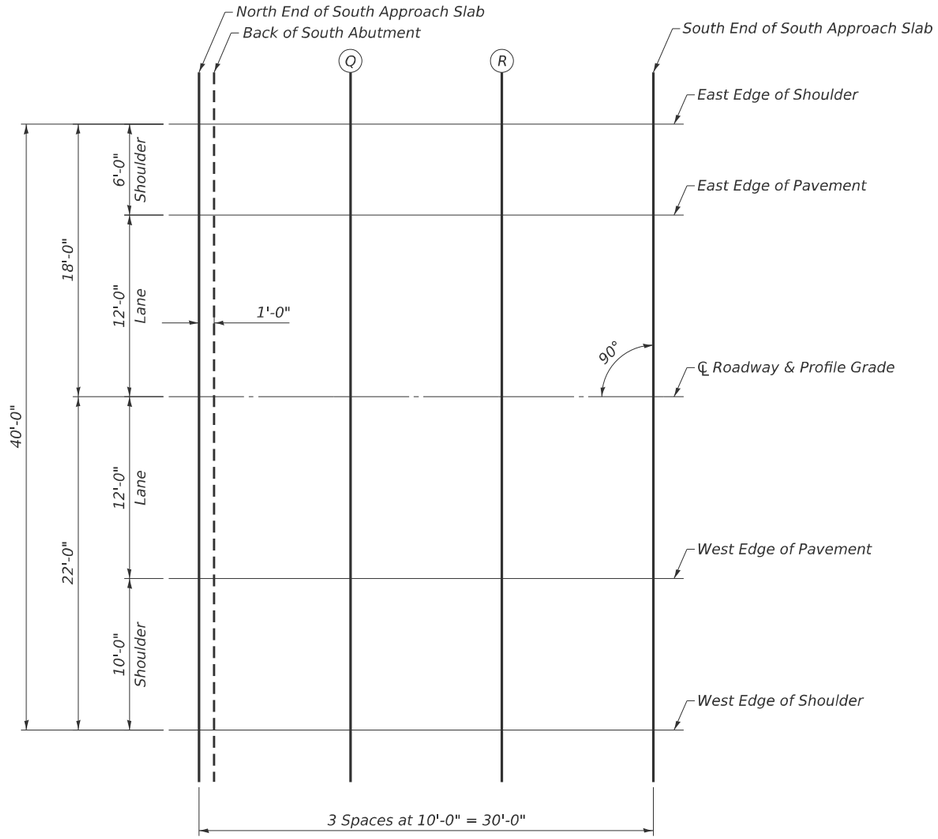
SCALE: | SHEET 11 OF 39 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	196
		CONTRACT NO. 66M80		
	ILLINOIS FED. AID PROJECT			

East Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	593+50.41	-18.00	678.63	678.65
Q	593+60.41	-18.00	678.72	678.74
R	593+70.41	-18.00	678.80	678.82
South End of North South Slab	593+80.41	-18.00	678.88	678.90

East Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	593+50.41	-12.00	678.75	678.77
Q	593+60.41	-12.00	678.84	678.86
R	593+70.41	-12.00	678.92	678.94
South End of North South Slab	593+80.41	-12.00	679.00	679.02

CL Roadway & Profile Grade				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	593+50.41	0.00	678.93	678.95
Q	593+60.41	0.00	679.02	679.04
R	593+70.41	0.00	679.10	679.12
South End of North South Slab	593+80.41	0.00	679.18	679.20



PLAN

West Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	593+50.41	12.00	678.75	678.77
Q	593+60.41	12.00	678.84	678.86
R	593+70.41	12.00	678.92	678.94
South End of North South Slab	593+80.41	12.00	679.00	679.02

West Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	593+50.41	22.00	678.55	678.57
Q	593+60.41	22.00	678.64	678.66
R	593+70.41	22.00	678.72	678.74
South End of North South Slab	593+80.41	22.00	678.80	678.82

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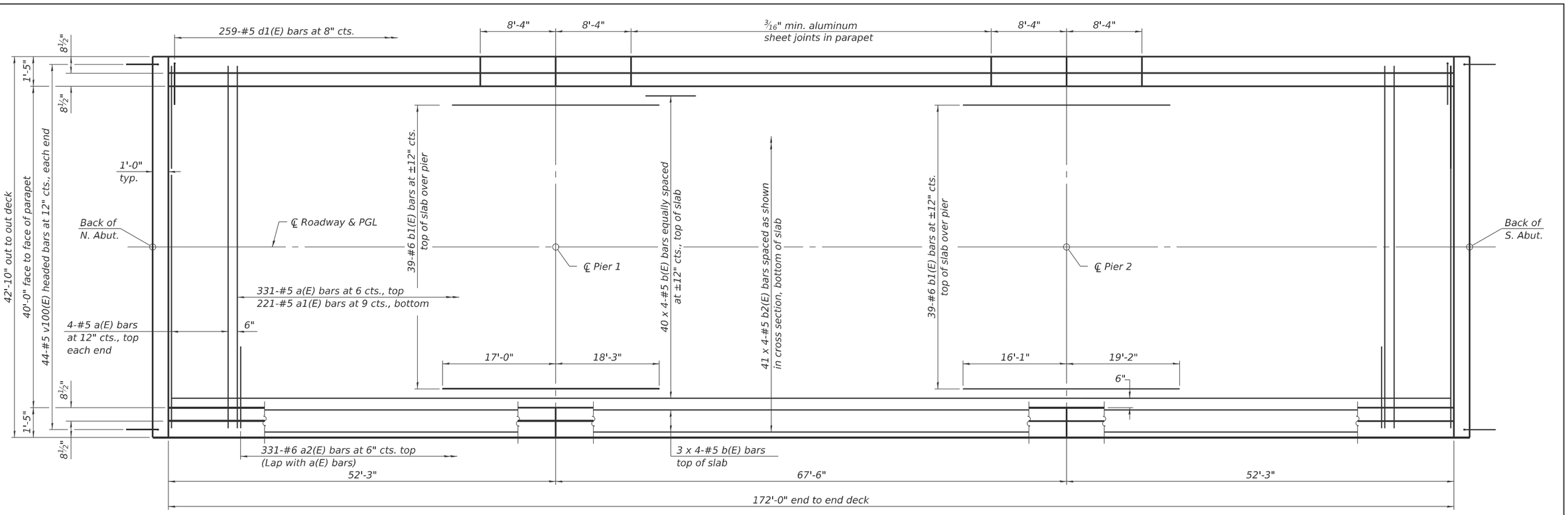
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 038-0006 (SB)

SCALE: | SHEET 12 OF 39 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	197
		CONTRACT NO. 66M80		
	ILLINOIS FED. AID PROJECT			

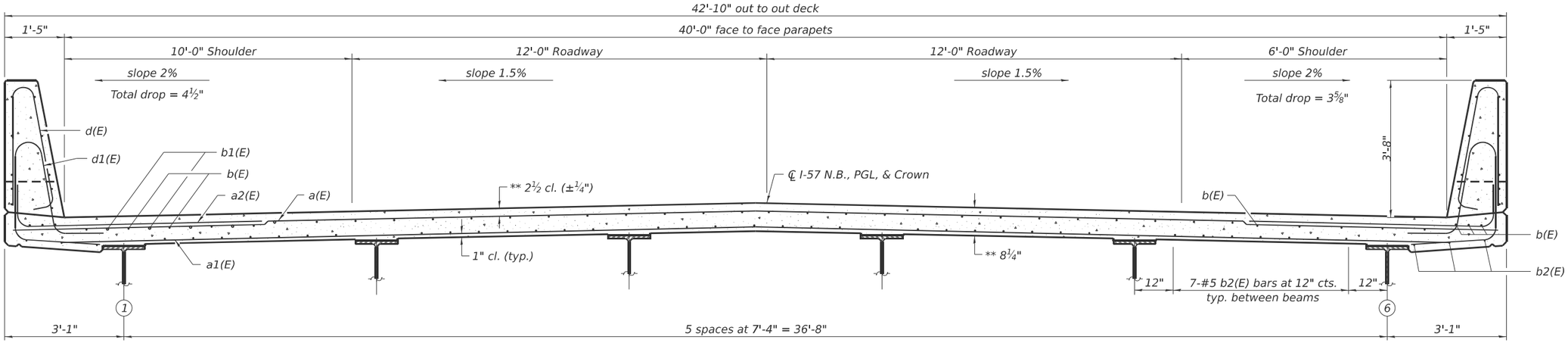


PLAN

MINIMUM BAR LAP

#5 bar = 3'-10"
#6 BAR = 4'-10"

Notes:
See sheet 14 of 39 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



NEAR PIER

** prior to grinding

NEAR MIDSPAN

CROSS SECTION
(Looking South)

SI-SB-2-0 4-4-2025

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		DRAWN - LAG	REVISED -		
		CHECKED - JLS	REVISED -		
	PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -		SCALE: SHEET 13 OF 39 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	198
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		

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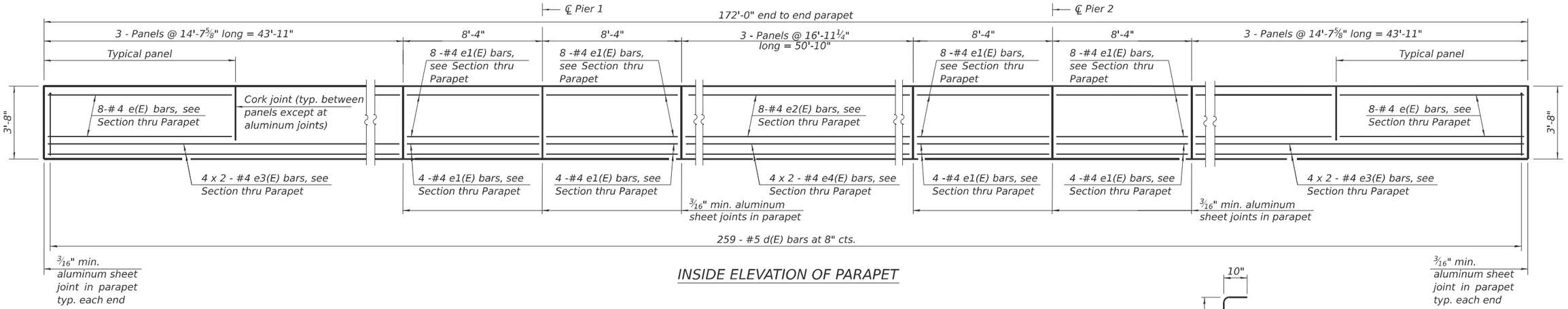
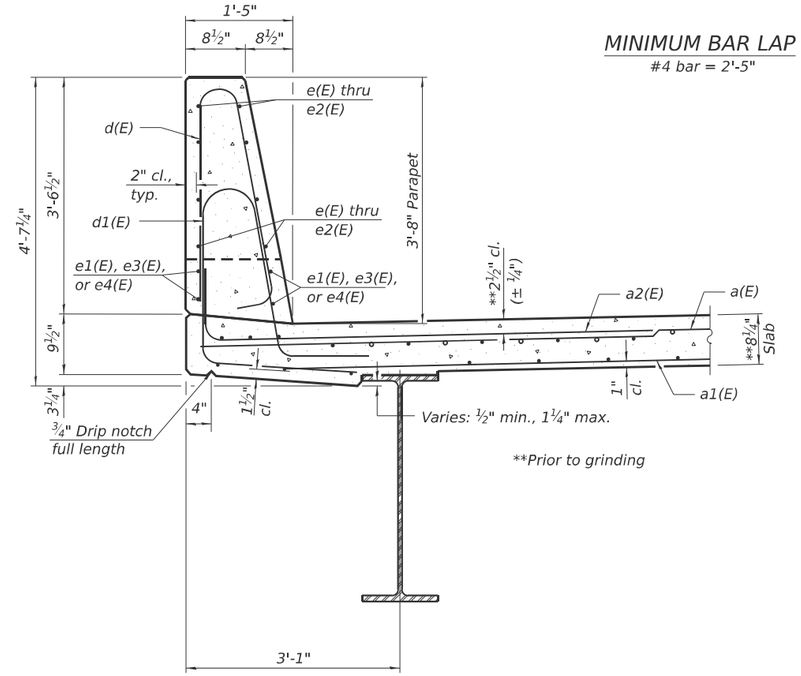


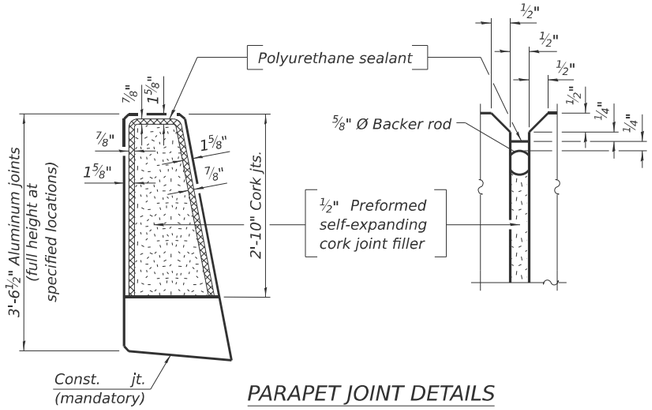
INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

MINIMUM BAR LAP

#4 bar = 2'-5"



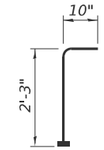
PARAPET JOINT DETAILS

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.

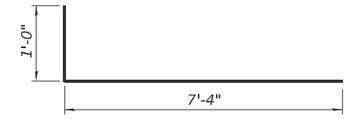
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Bar terminators, paid for separately. See Total Bill of Material.



BAR v100(E)

(Headed. 88 - #5 Bar terminators)

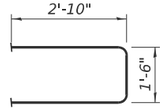


BAR a2(E)

SUPERSTRUCTURE BILL OF MATERIAL

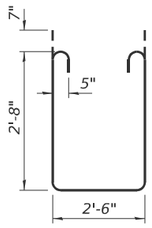
Bar	No.	Size	Length	Shape
a(E)	339	#5	42'-6"	
a1(E)	221	#5	41-6"	
a2(E)	662	#6	8'-4"	
b(E)	184	#5	45'-10"	
b1(E)	78	#6	32'-5"	
b2(E)	164	#5	45'-10"	
d(E)	518	#5	7'-0"	
d1(E)	518	#5	8'-5"	
e(E)	96	#4	14'-4"	
e1(E)	96	#4	8'-0"	
e2(E)	48	#4	16'-8"	
e3(E)	32	#4	23'-0"	
e4(E)	16	#4	26'-6"	
m10(E)	10	#6	42'-6"	
m11(E)	20	#6	7'-0"	
m12(E)	20	#6	7'-0"	
m14(E)	4	#4	42'-6"	
m15(E)	8	#6	2'-9"	
m16(E)	8	#6	2'-9"	
s10(E)	82	#5	7'-2"	
s11(E)	82	#5	9'-0"	
u10(E)	82	#4	3'-8"	
v100(E)	88	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Lbs.	67,190	
Concrete Superstructure		Cu. Yds.	275.9	

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

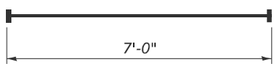


BAR s10(E)

(Headed. 164 - #5 Bar terminators)

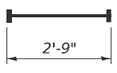


BAR s11(E)



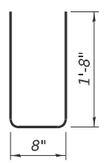
BAR m11(E)

(Headed 40 - #6 Bar terminators)

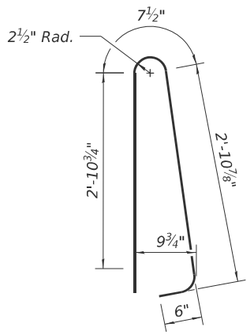


BAR m15(E)

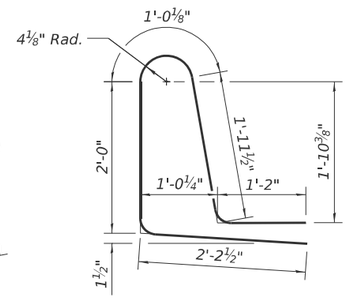
(Headed 16 - #6 Bar terminators)



BAR u10(E)



BAR d(E)



BAR d1(E)

SDI-SB-2 4-4-2025

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 038-0005 (NB)

SCALE: | SHEET 14 OF 39 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	199
		CONTRACT NO. 66M80		
	ILLINOIS FED. AID PROJECT			

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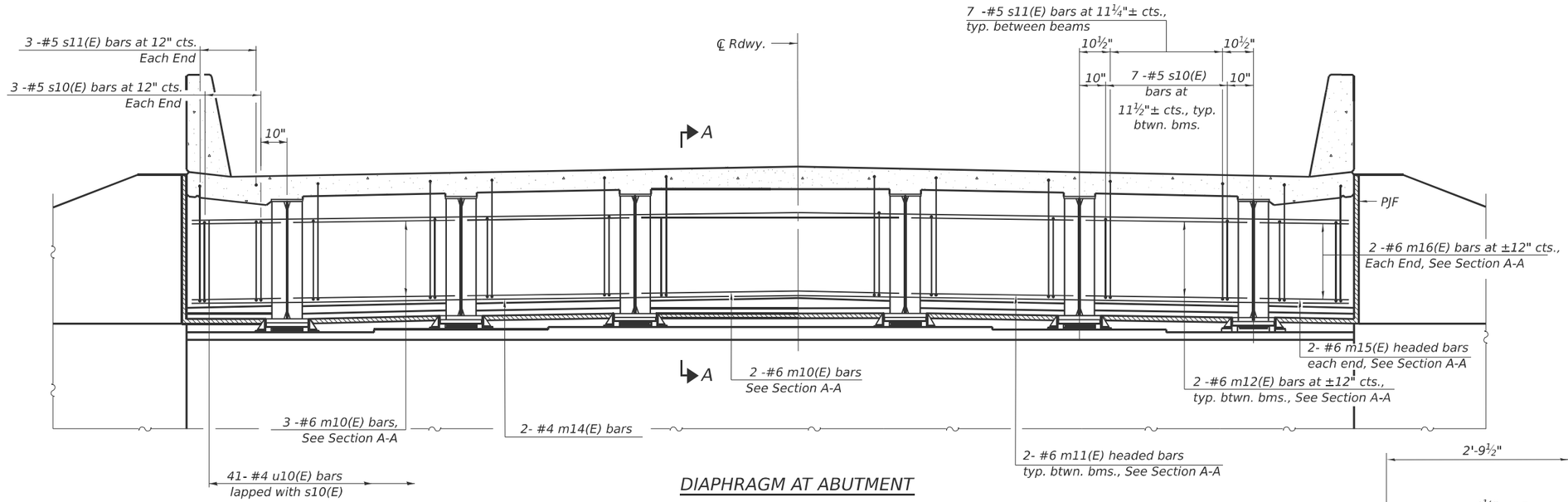
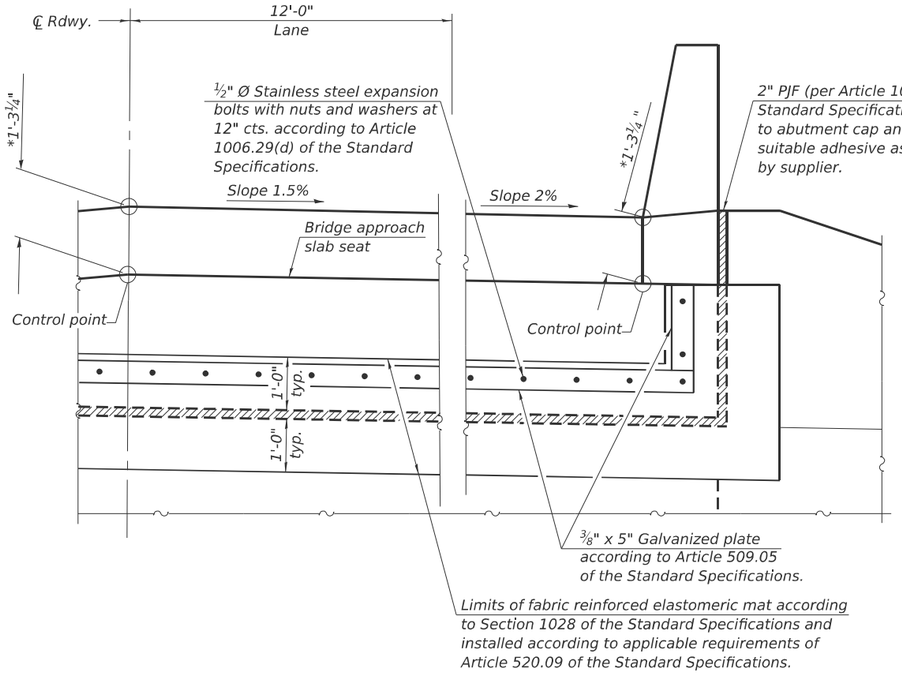


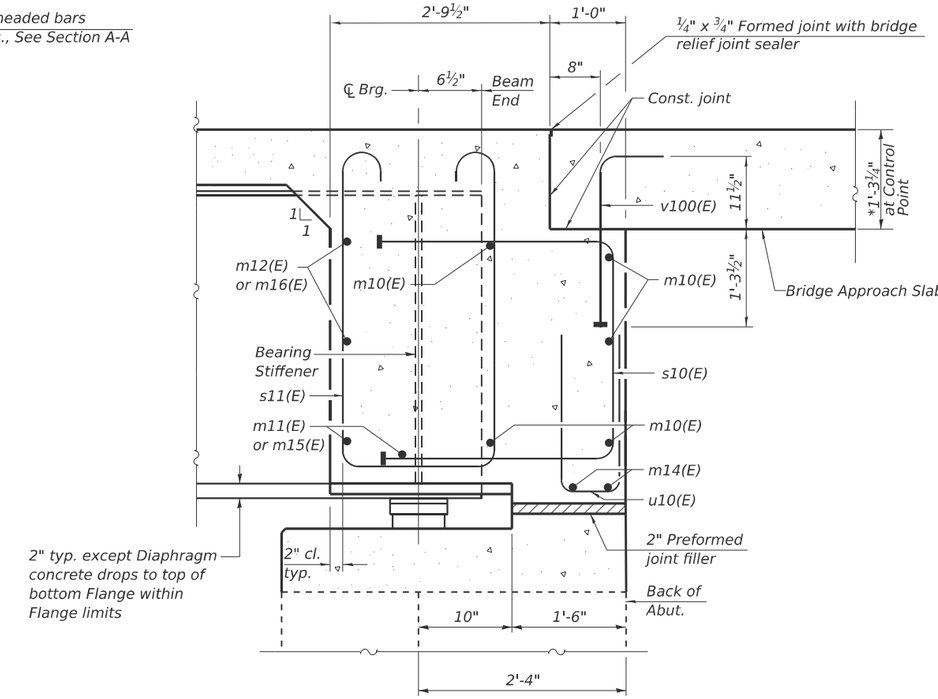
DIAPHRAGM AT ABUTMENT



ELEVATION

(Looking at back of abutment)

*Prior to grinding



SECTION A-A

*Prior to grinding

Notes:

See sheet 14 of 39 for superstructure details and Bill of Material.

See sheet 2 of 39 for further details of PJF and fabric reinforced elastomeric mat.

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

Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

DIA-SB-0 4-4-2025

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	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 038-0005 (NB)

SCALE: | SHEET 15 OF 39 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	200
		CONTRACT NO. 66M80		
	ILLINOIS	FED. AID PROJECT		