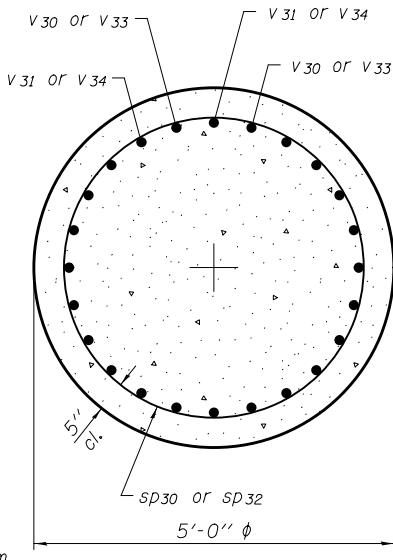


**SECTION B-B**



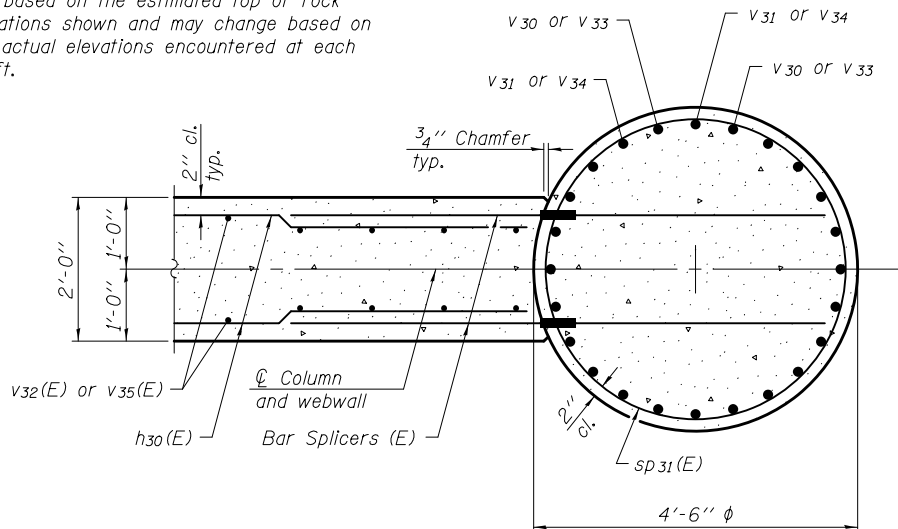
**SECTION C-C**

Note:  
The compressive strength of the concrete in the drilled shafts shall be 4,000 psi. min. at 14 days.

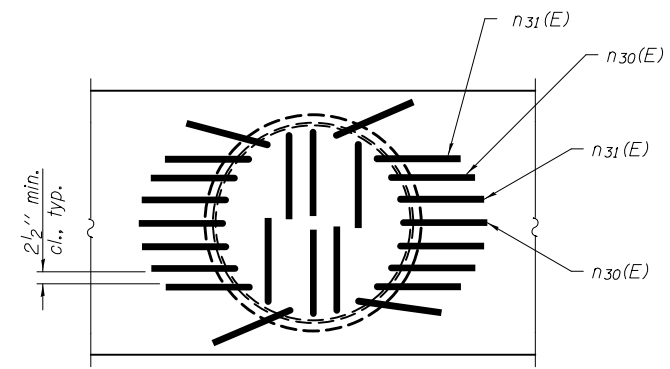
\* 3/4"  $\phi$  x 8" Granular or solid flux filled headed studs conforming to Art. 1006.32 of the Std. Specifications automatically end welded at 12" cts. along each angle leg with 6" alternate centers from leg to leg. Cost shall be included with Furnishing and Erecting Structural Steel.

\*\* L8 x 8 x 1/2 AASHTO M270 Gr. 50 galvanized in accordance with AASHTO M111. Cost included with Furnishing and Erecting Structural Steel.

Note A:  
The quantities and reinforcement detailing are based on the estimated top of rock elevations shown and may change based on the actual elevations encountered at each shaft.

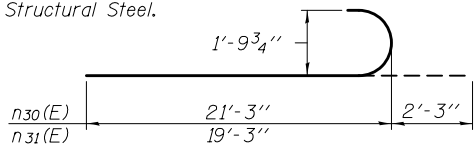


**SECTION D-D**

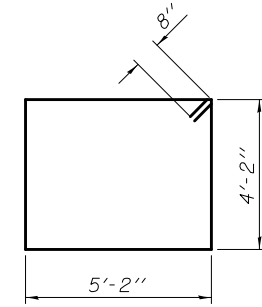


**DETAIL A**

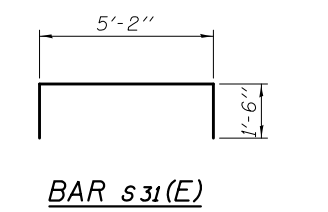
Plan view of partial cap showing possible hook orientation of n30(E) thru n33(E).



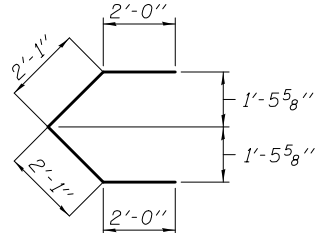
**BARS n30(E) & n31(E)**



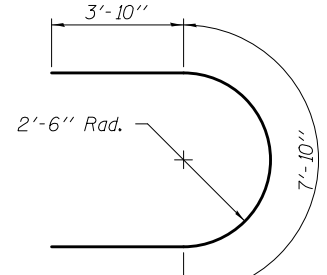
**BAR s30(E)**



**BAR s31(E)**



**BAR u31(E)**

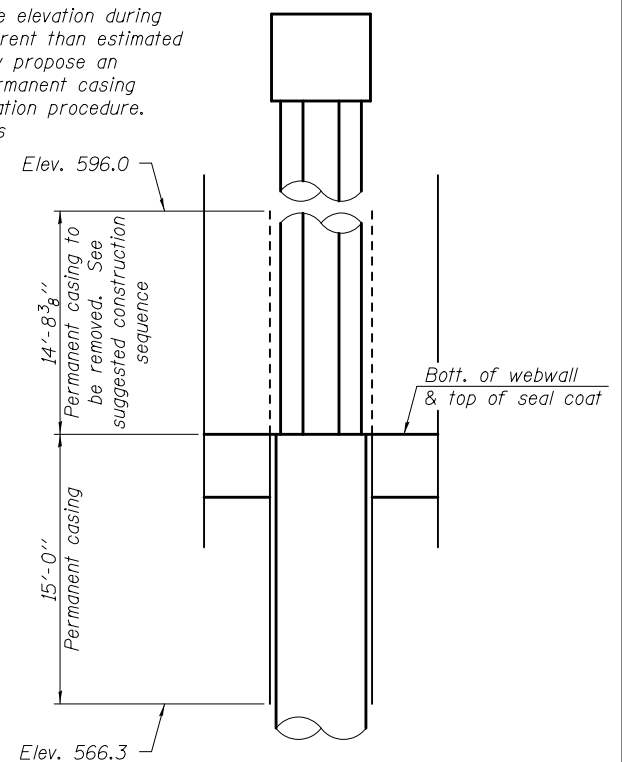


**BAR u30(E)**

**SUGGESTED CONSTRUCTION SEQUENCE**

- Cofferdam can be placed before permanent casings have been set or after shafts have been poured.
- Set permanent casing in soil (thru water) to 15 ft below the elevation of the bottom of the web wall. The permanent casing should extend to 1 ft above EWSE.
- Drill out soil and rock socket (thru casing).
- Clean shaft excavation and set shaft rebar.
- Pour concrete in shafts to an elevation some distance above bottom of web wall and:
  - Option A: Immediately remove all water and tainted concrete in the shaft down to the elevation of the bottom of web wall.
  - Option B: Leave excess shaft concrete in place until it can be removed in a later step.
- Cofferdam needs to be in place or be placed at this time, then excavate for and pour sealcoat to bottom of web wall.
- Dewater the cofferdam.
- Burn off permanent casing down to elevation of bottom of web wall/top of seal coat. If Option B has been followed, then also chip away the over poured concrete in the shaft to the elevation of the bottom of web wall/top of seal coat.
- Set up column reinforcement with inserts (for web walls).
- Pour concrete for columns.
- Construct webwalls.
- Construct cap.

Note:  
If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the Contractor may propose an adjustment to the top of the permanent casing elevation as part of their installation procedure. The top of all permanent casings within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantity shown for permanent casing is based on the top of the casing being 1' above the E.W.S.E. and may change, as noted, subject to approval of the installation procedure.



**PERMANENT CASING DETAIL**

**PIER 3 - 046-0135 (N.B.)  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h30(E)	132	#5	10'-2"	—
h31(E)	5	#4	8'-6"	—
n30(E)	48	#14	23'-6"	—
n31(E)	48	#14	21'-6"	—
p30(E)	28	#8	27'-10"	—
p31(E)	16	#9	28'-10"	—
s30(E)	42	#6	20'-0"	□
s31(E)	9	#4	8'-2"	□
*** sp30	4	#5	43'-10"	⋈
*** sp31(E)	4	#5	21'-1"	⋈
u30(E)	10	#6	15'-6"	—
u31(E)	22	#5	8'-2"	◁
v30	48	#14	46'-8"	—
v31	48	#14	48'-8"	—
v32(E)	71	#5	20'-6"	—
Cofferdam Excavation		Cu. Yd.	117.0	
Cofferdam (Type 2) (Location 5)		Each	1	
Concrete Structures		Cu. Yd.	149.2	
Seal Coat Concrete		Cu. Yd.	88.7	
Reinforcement Bars		Pound	39,950	
Reinforcement Bars, Epoxy Coated		Pound	28,480	
Permanent Casing		Foot	118.8	
Drilled Shaft in Soil		Cu. Yd.	98.3	
Drilled Shaft in Rock		Cu. Yd.	23.6	

**PIER 3 - 046-0136 (S.B.)  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h30(E)	132	#5	10'-2"	—
h31(E)	5	#4	8'-6"	—
n30(E)	48	#14	23'-6"	—
n31(E)	48	#14	21'-6"	—
p30(E)	28	#8	27'-10"	—
p31(E)	16	#9	28'-10"	—
s30(E)	42	#6	20'-0"	□
s31(E)	9	#4	8'-2"	□
*** sp31(E)	4	#5	21'-1"	⋈
*** sp32	4	#5	50'-4"	⋈
u30(E)	10	#6	15'-6"	—
u31(E)	22	#5	8'-2"	◁
v32(E)	71	#5	20'-6"	—
v33	48	#14	53'-2"	—
v34	48	#14	55'-2"	—
Cofferdam Excavation		Cu. Yd.	117.0	
Cofferdam (Type 2) (Location 6)		Each	1	
Concrete Structures		Cu. Yd.	149.0	
Seal Coat Concrete		Cu. Yd.	88.7	
Reinforcement Bars		Pound	45,420	
Reinforcement Bars, Epoxy Coated		Pound	28,480	
Permanent Casing		Foot	118.8	
Drilled Shaft in Soil		Cu. Yd.	117.2	
Drilled Shaft in Rock		Cu. Yd.	23.6	

Minimum lap for spirals = 1 1/2 turns  
\*\*\* Length is height of spiral.

DESIGNED - JUSTIN T. BELUE	EXAMINED - <i>Joanne F. J. [Signature]</i>	DATE - OCTOBER 4, 2013
CHECKED - DAVID H. RICHTER	PASSED - <i>Carl [Signature]</i>	REVISER -
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISER -
CHECKED - J.T.B. / D.H.R.		

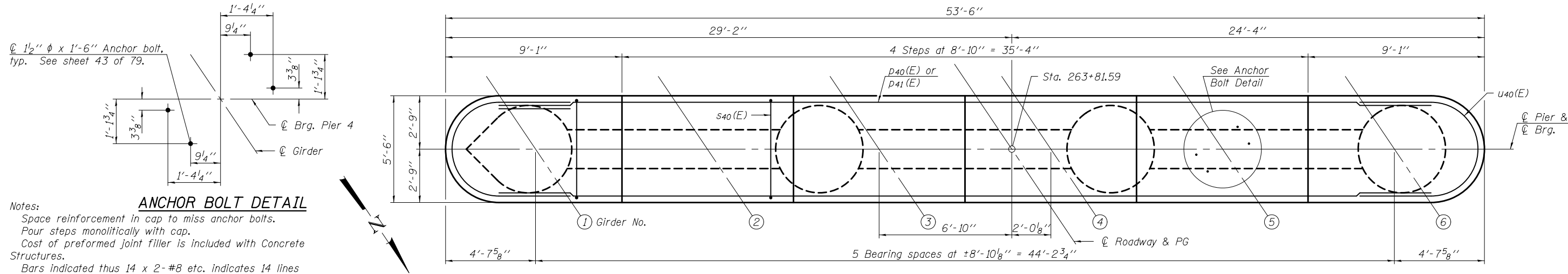
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PIER 3 DETAILS  
STRUCTURE NO. 046 - 0135 (NB) & 046 - 0136 (SB)**

SHEET NO. 61 OF 79 SHEETS

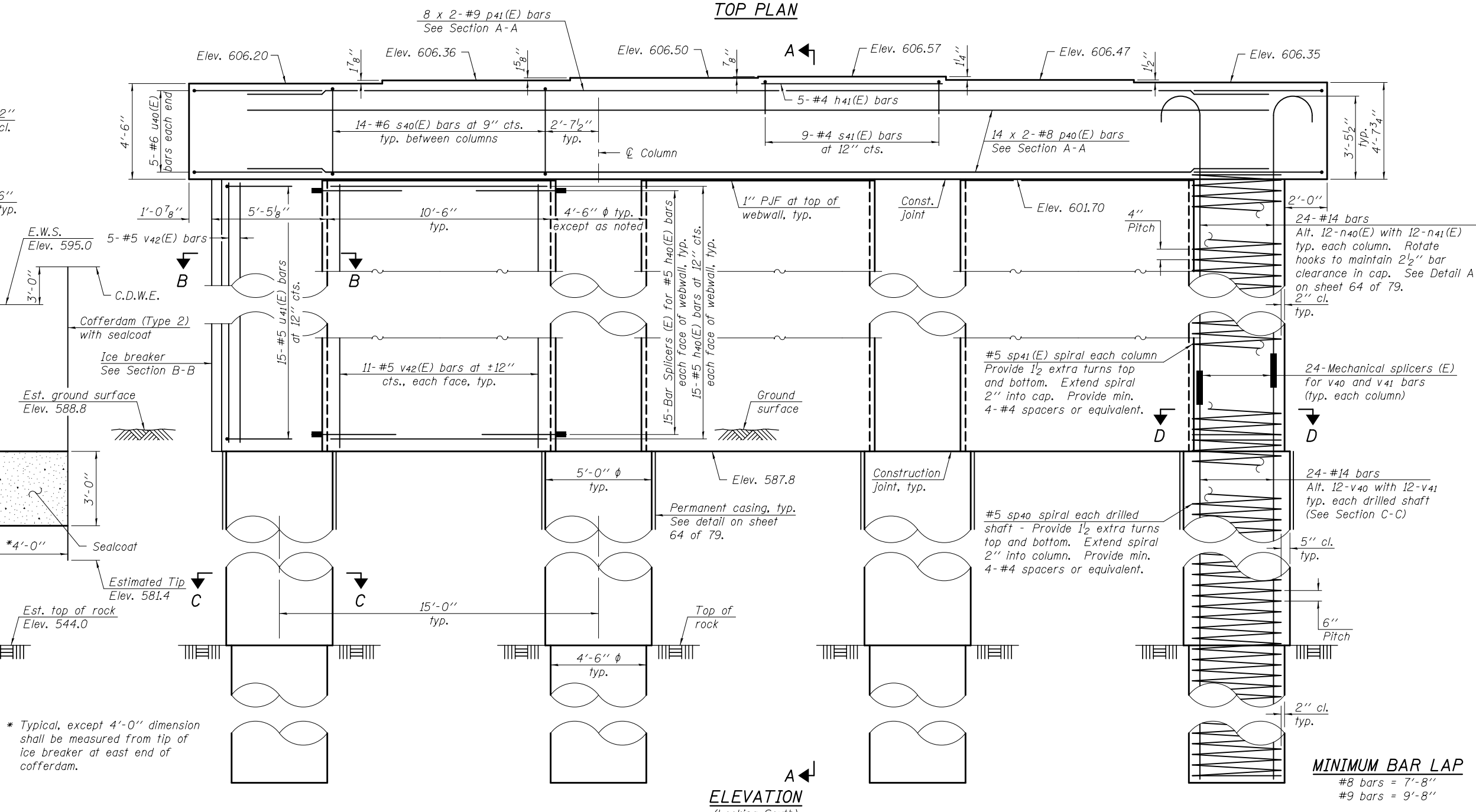
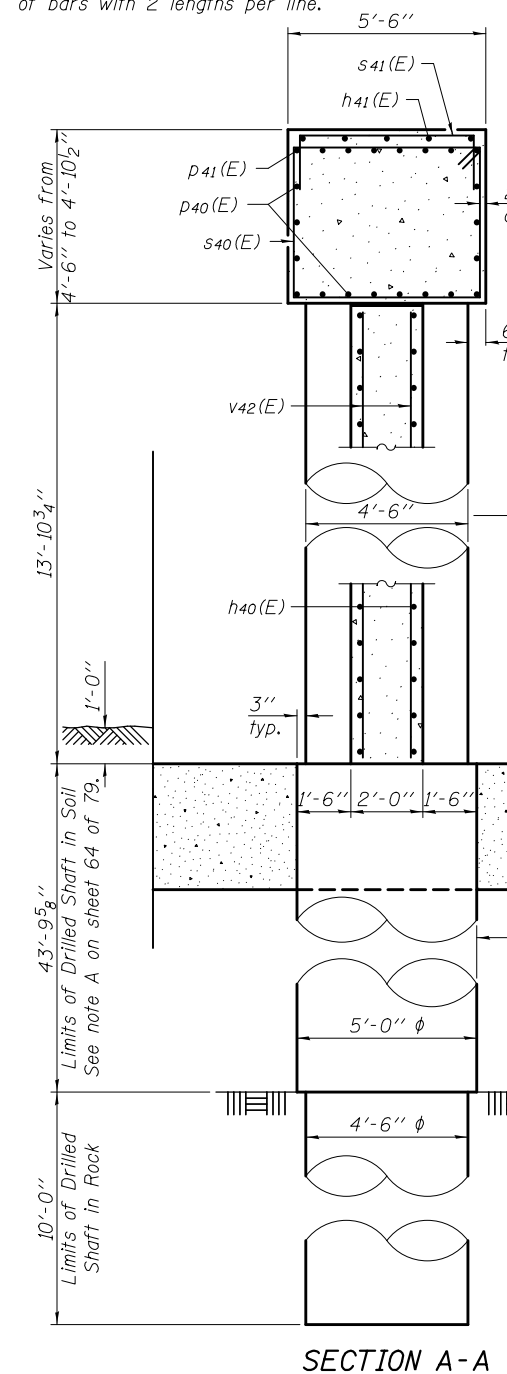
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	101
CONTRACT NO. 66750				

ILLINOIS FED. AID PROJECT



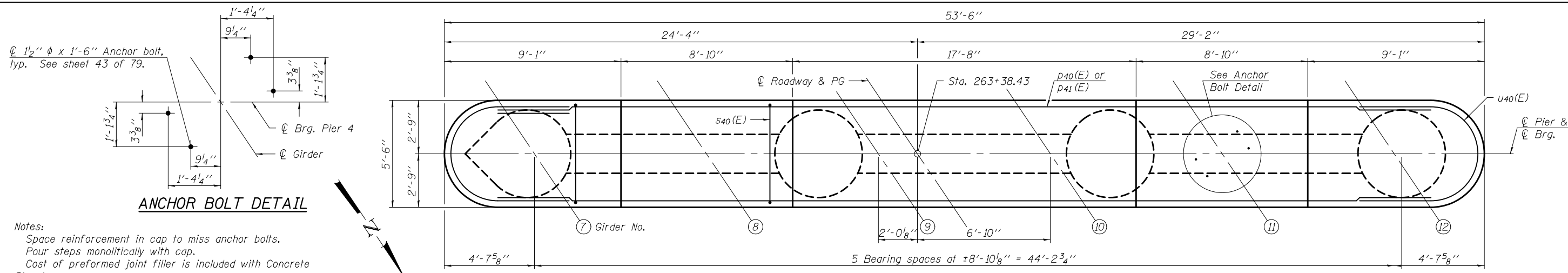
**ANCHOR BOLT DETAIL**

Notes:  
 Space reinforcement in cap to miss anchor bolts.  
 Pour steps monolithically with cap.  
 Cost of preformed joint filler is included with Concrete Structures.  
 Bars indicated thus 14 x 2-#8 etc. indicates 14 lines of bars with 2 lengths per line.

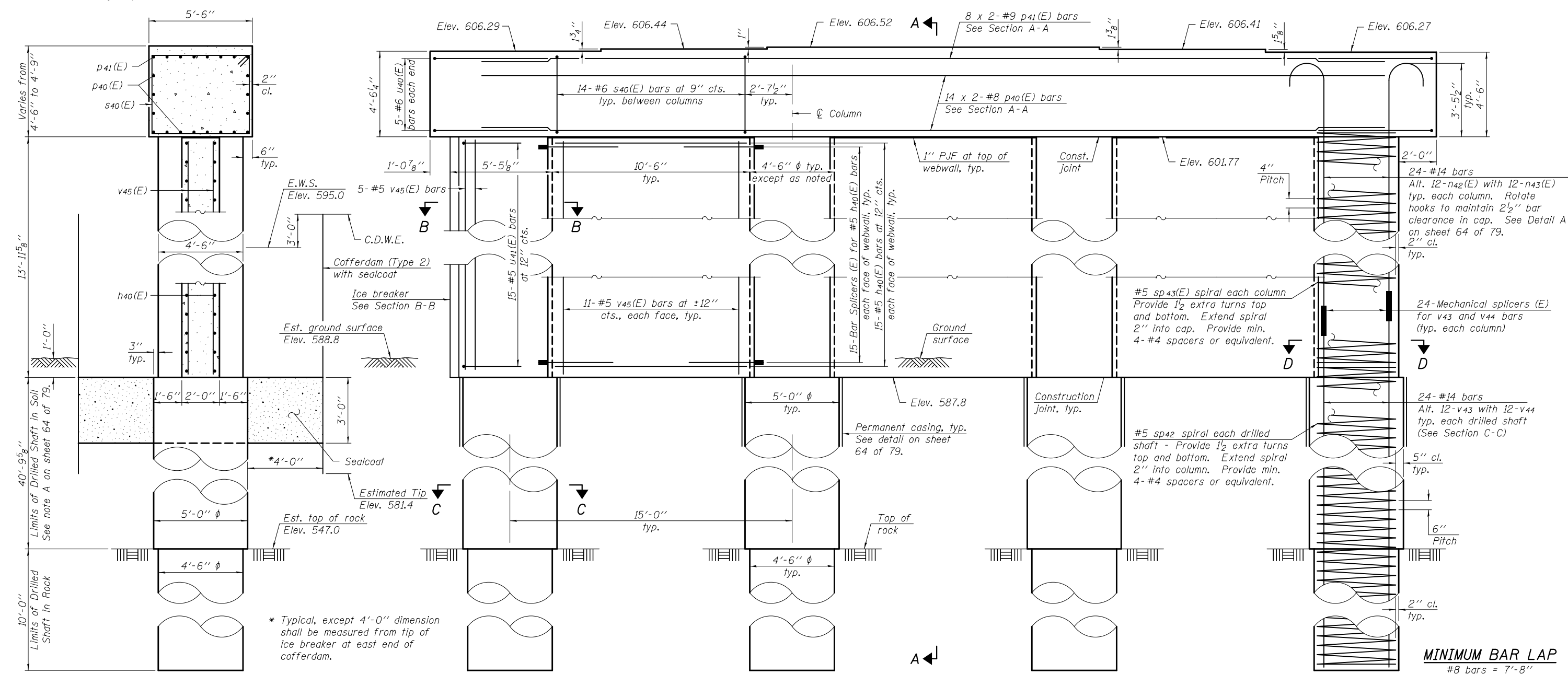


**MINIMUM BAR LAP**  
 #8 bars = 7'-8"  
 #9 bars = 9'-8"

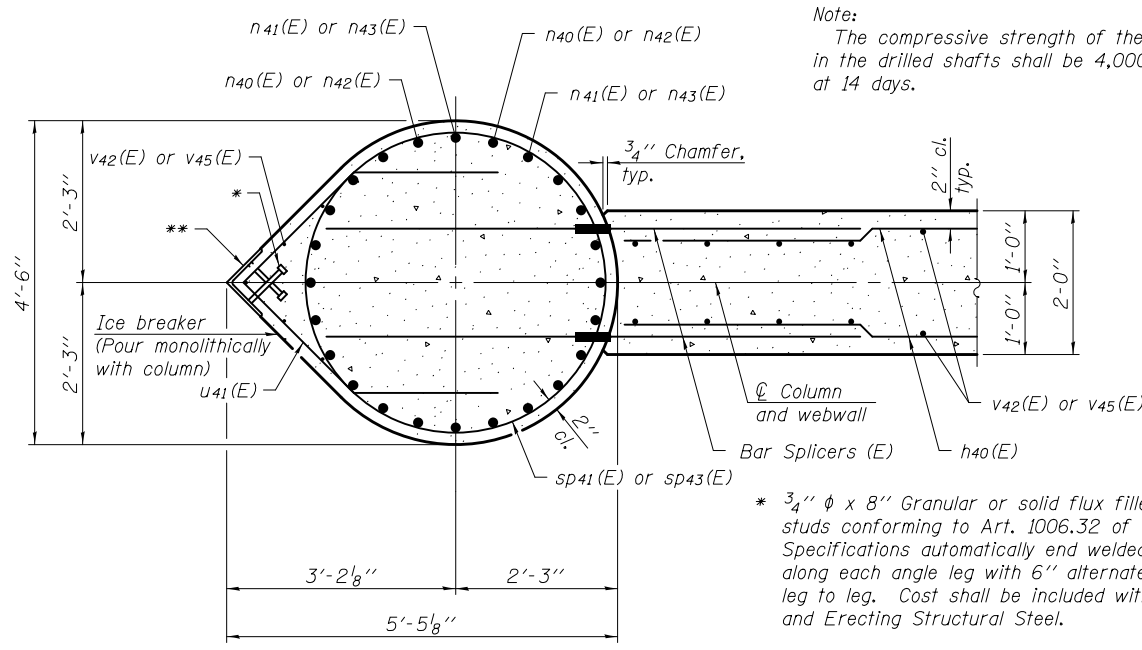
DESIGNED - JUSTIN T. BELUE	EXAMINED - <i>James F. Joffe</i>	DATE - OCTOBER 4, 2013	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PIER 4 STRUCTURE NO. 046 - 0135 (NB)</b>	F.A.I. RTE. 57	SECTION (140)BR&BR-1	COUNTY KANKAKEE	TOTAL SHEETS 183	SHEET NO. 102	
CHECKED - DAVID H. RICHTER	PASSED - <i>Carl Kasper</i>	REVISED -			CONTRACT NO. 66750		ILLINOIS FED. AID PROJECT			
DRAWN - MICHAEL B. MOSSMAN		REVISED -			SHEET NO. 62 OF 79 SHEETS					
CHECKED - J.T.B. / D.H.R.										



**Notes:**  
 Space reinforcement in cap to miss anchor bolts.  
 Four steps monolithically with cap.  
 Cost of preformed joint filler is included with Concrete Structures.  
 Bars indicated thus 14 x 2-#8 etc. indicates 14 lines of bars with 2 lengths per line.



DESIGNED - JUSTIN T. BELUE	EXAMINED - <i>Joanne F. Joffe</i>	DATE - OCTOBER 4, 2013	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PIER 4 STRUCTURE NO. 046 - 0136 (SB)</b>	F.A.I. RTE. 57	SECTION (140)BR&BR-1	COUNTY KANKAKEE	TOTAL SHEETS 183	SHEET NO. 103	
CHECKED - DAVID H. RICHTER	PASSED - <i>Carl Perry</i>	REVISED -			CONTRACT NO. 66750					
DRAWN - MICHAEL B. MOSSMAN		REVISED -			ILLINOIS FED. AID PROJECT					
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES				SHEET NO. 63 OF 79 SHEETS					



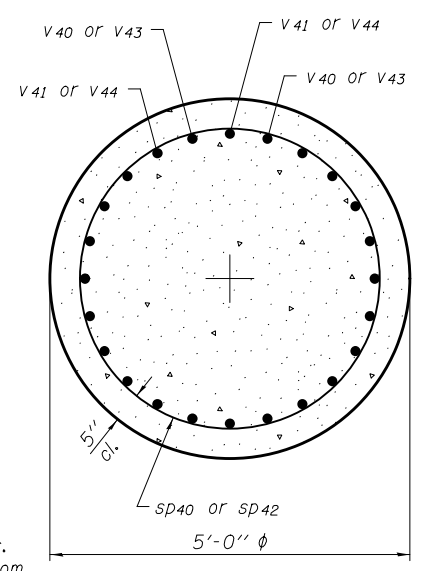
**SECTION B-B**

Note A:  
The quantities and reinforcement detailing are based on the estimated top of rock elevations shown and may change based on the actual elevations encountered at each shaft.

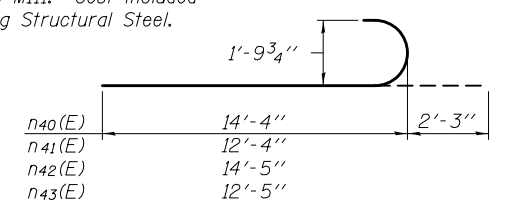
Note:  
The compressive strength of the concrete in the drilled shafts shall be 4,000 psi. min. at 14 days.

\* 3/4" φ x 8" Granular or solid flux filled headed studs conforming to Art. 1006.32 of the Std. Specifications automatically end welded at 12" cts. along each angle leg with 6" alternate centers from leg to leg. Cost shall be included with Furnishing and Erecting Structural Steel.

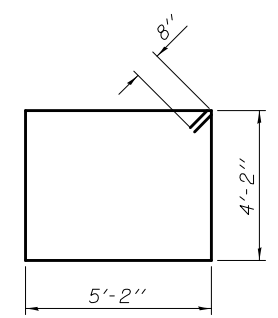
\*\* L8 x 8 x 1/2 AASHTO M270 Gr. 50 galvanized in accordance with AASHTO M111. Cost included with Furnishing and Erecting Structural Steel.



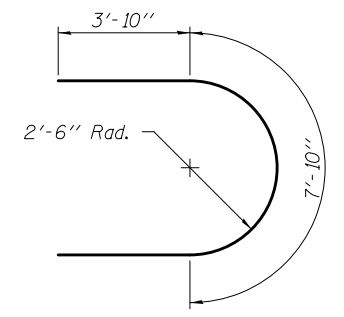
**SECTION C-C**



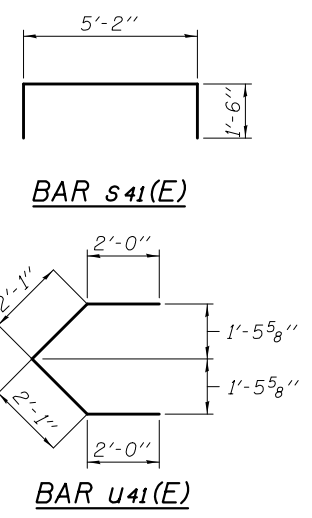
**BARS n40(E) THRU n43(E)**



**BAR s40(E)**



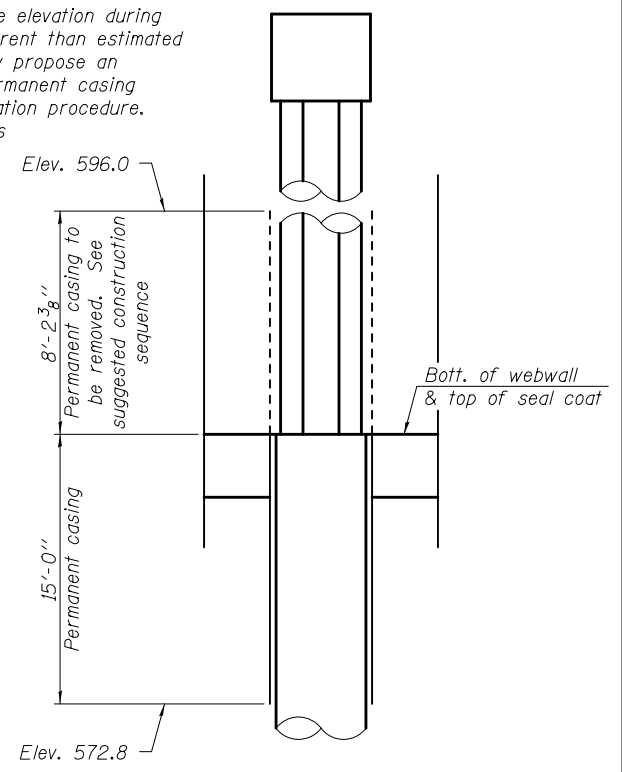
**BAR u40(E)**



**BAR s41(E)**

**BAR u41(E)**

Note:  
If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the Contractor may propose an adjustment to the top of the permanent casing elevation as part of their installation procedure. The top of all permanent casings within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantity shown for permanent casing is based on the top of the casing being 1' above the E.W.S.E. and may change, as noted, subject to approval of the installation procedure.



**PERMANENT CASING DETAIL**

**PIER 4 - 046-0135 (N.B.)  
BILL OF MATERIAL**

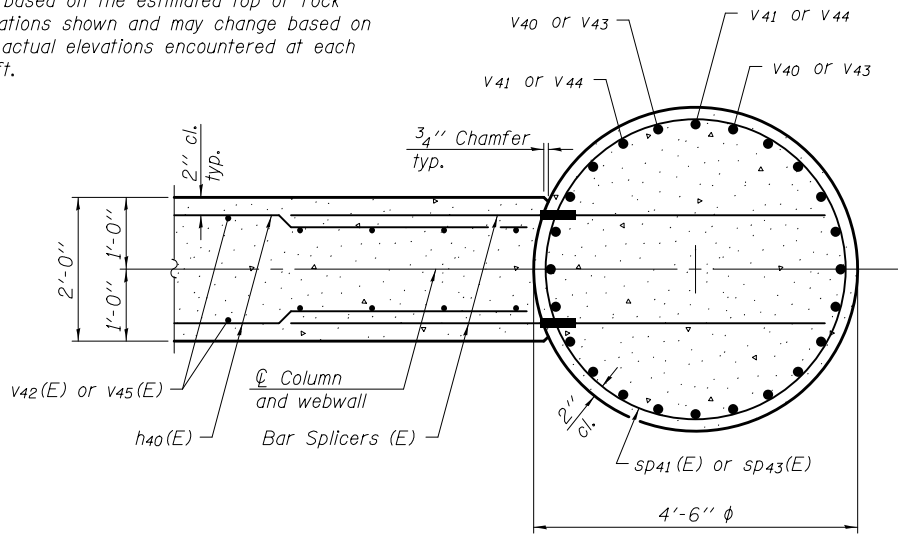
Bar	No.	Size	Length	Shape
h40(E)	90	#5	10'-2"	—
h41(E)	5	#4	8'-6"	—
n40(E)	48	#14	16'-7"	—
n41(E)	48	#14	14'-7"	—
p40(E)	28	#8	27'-10"	—
p41(E)	16	#9	28'-10"	—
s40(E)	42	#6	20'-0"	□
s41(E)	9	#4	8'-2"	□
*** SP40	4	#5	53'-10"	—
*** SP41(E)	4	#5	14'-1"	—
u40(E)	10	#6	15'-6"	—
u41(E)	15	#5	8'-2"	—
v40	48	#14	56'-8"	—
v41	48	#14	58'-8"	—
v42(E)	71	#5	13'-6"	—
Cofferdam Excavation	Cu. Yd.		104.3	
Cofferdam (Type 2) (Location 7)	Each		1	
Concrete Structures	Cu. Yd.		116.1	
Seal Coat Concrete	Cu. Yd.		76.0	
Reinforcement Bars	Pound		48,370	
Reinforcement Bars, Epoxy Coated	Pound		21,240	
Permanent Casing	Foot		92.8	
Drilled Shaft in Soil	Cu. Yd.		127.4	
Drilled Shaft in Rock	Cu. Yd.		23.6	

**PIER 4 - 046-0136 (S.B.)  
BILL OF MATERIAL**

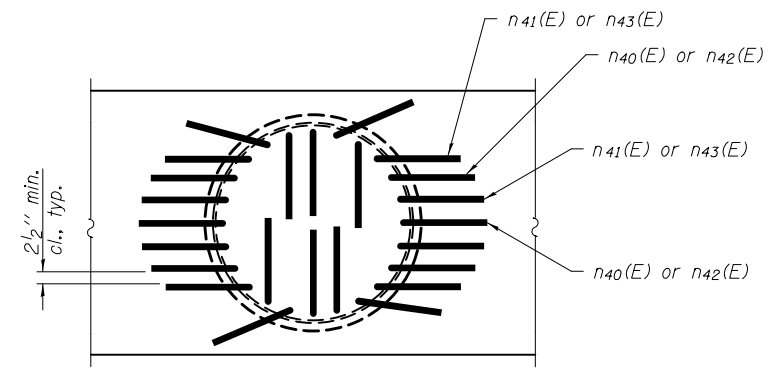
Bar	No.	Size	Length	Shape
h40(E)	90	#5	10'-2"	—
n42(E)	48	#14	16'-8"	—
n43(E)	48	#14	14'-8"	—
p40(E)	28	#8	27'-10"	—
p41(E)	16	#9	28'-10"	—
s40(E)	42	#6	20'-0"	□
*** SP42	4	#5	50'-10"	—
*** SP43(E)	4	#5	14'-2"	—
u40(E)	10	#6	15'-6"	—
u41(E)	15	#5	8'-2"	—
v43	48	#14	53'-8"	—
v44	48	#14	55'-8"	—
v45(E)	71	#5	13'-7"	—
Cofferdam Excavation	Cu. Yd.		104.3	
Cofferdam (Type 2) (Location 8)	Each		1	
Concrete Structures	Cu. Yd.		115.9	
Seal Coat Concrete	Cu. Yd.		76.0	
Reinforcement Bars	Pound		45,850	
Reinforcement Bars, Epoxy Coated	Pound		21,250	
Permanent Casing	Foot		92.8	
Drilled Shaft in Soil	Cu. Yd.		118.7	
Drilled Shaft in Rock	Cu. Yd.		23.6	

**SUGGESTED CONSTRUCTION SEQUENCE**

- Cofferdam can be placed before permanent casings have been set or after shafts have been poured.
- Set permanent casing in soil (thru water) to 15 ft below the elevation of the bottom of the web wall. The permanent casing should extend to 1 ft above EWSE.
- Drill out soil and rock socket (thru casing).
- Clean shaft excavation and set shaft rebar.
- Pour concrete in shafts to an elevation some distance above bottom of web wall and:
  - Option A: Immediately remove all water and tainted concrete in the shaft down to the elevation of the bottom of web wall.
  - Option B: Leave excess shaft concrete in place until it can be removed in a later step.
- Cofferdam needs to be in place or be placed at this time, then excavate for and pour sealcoat to bottom of web wall.
- Dewater the cofferdam.
- Burn off permanent casing down to elevation of bottom of web wall/top of seal coat. If Option B has been followed, then also chip away the over poured concrete in the shaft to the elevation of the bottom of web wall/top of seal coat.
- Set up column reinforcement with inserts (for web walls).
- Pour concrete for columns.
- Construct webwalls.
- Construct cap.



**SECTION D-D**

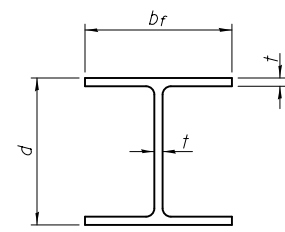


**DETAIL A**

Plan view of partial cap showing possible hook orientation of n40(E) and n43(E).

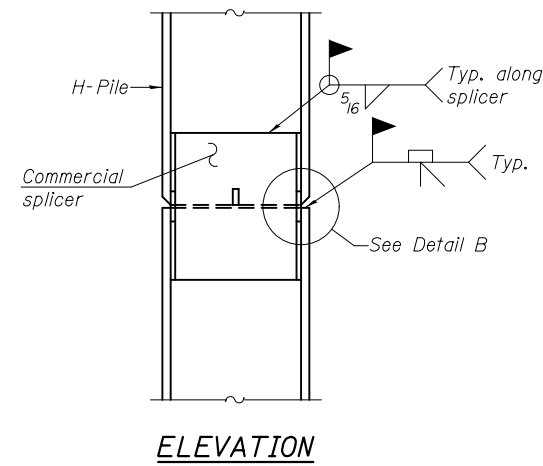
Minimum lap for spirals = 1/2 turns  
\*\*\* Length is height of spiral.



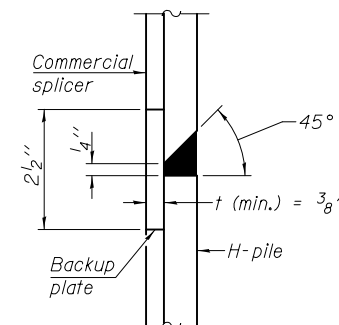


**STEEL PILE TABLE**

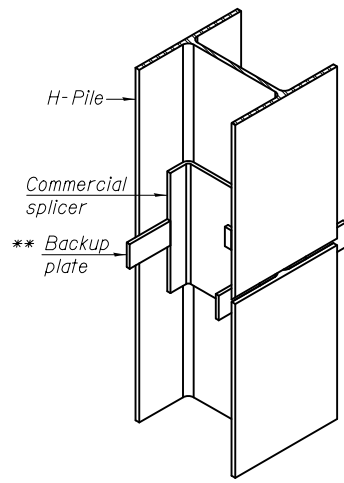
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



**ELEVATION**

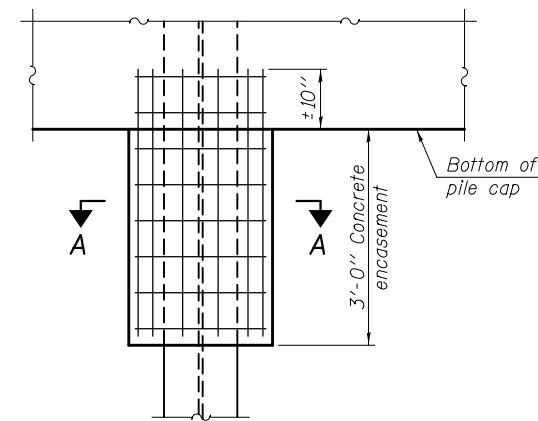


**DETAIL "B"**



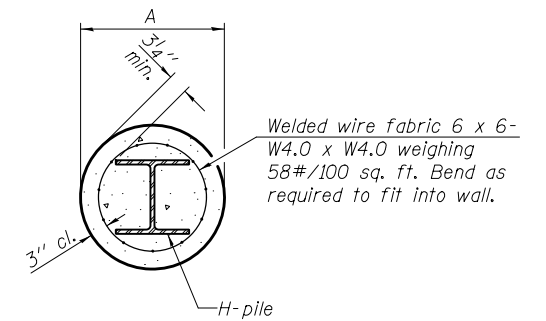
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**



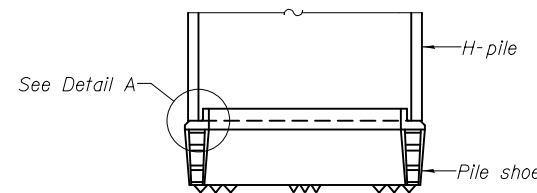
**ELEVATION**

**PILE ENCASEMENT**

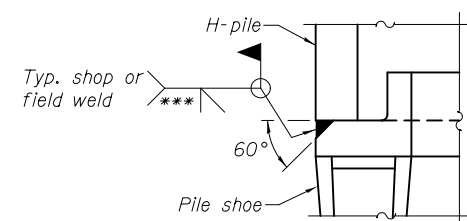


**SECTION A-A**

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

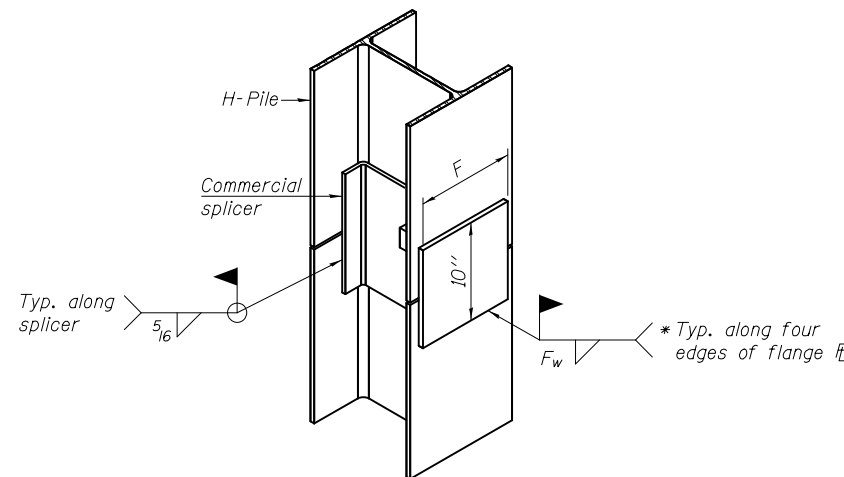


**ELEVATION**



**DETAIL A**

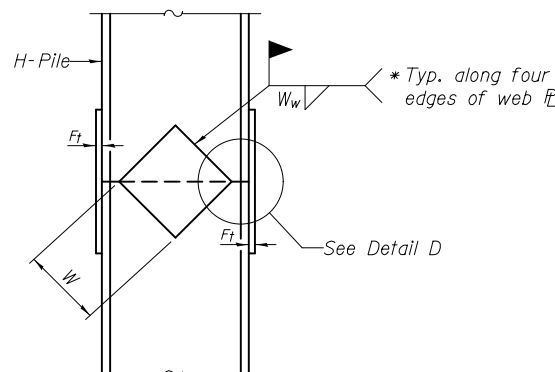
**H-PILE SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

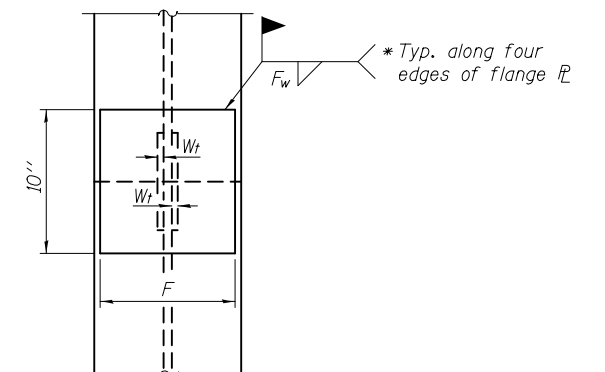
- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).



**ELEVATION**

**DETAIL D**

**WELDED PLATE FIELD SPLICE**



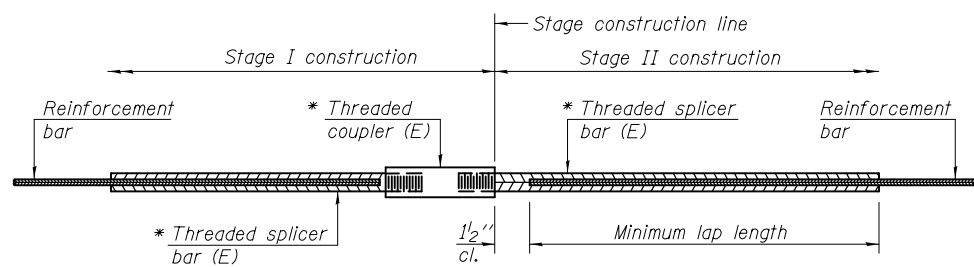
**END VIEW**

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

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

F-HP 1-27-12

DESIGNED - JUSTIN T. BELUE	EXAMINED - <i>James F. Schaff</i>	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HP PILE DETAILS STRUCTURE NO. 046-0135 (NB) & 046-0136 (SB)	F.A.I. R.E. - 57	SECTION - (140)BR&BR-1	COUNTY - KANKAKEE	TOTAL SHEETS - 183	SHEET NO. - 105	
CHECKED - DAVID H. RICHTER	PASSED - <i>Carl Kasper</i>	REVISED -			CONTRACT NO. 66750					
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			ILLINOIS FED. AID PROJECT					
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			SHEET NO. 65 OF 79 SHEETS					



**STANDARD BAR SPLICER ASSEMBLY**

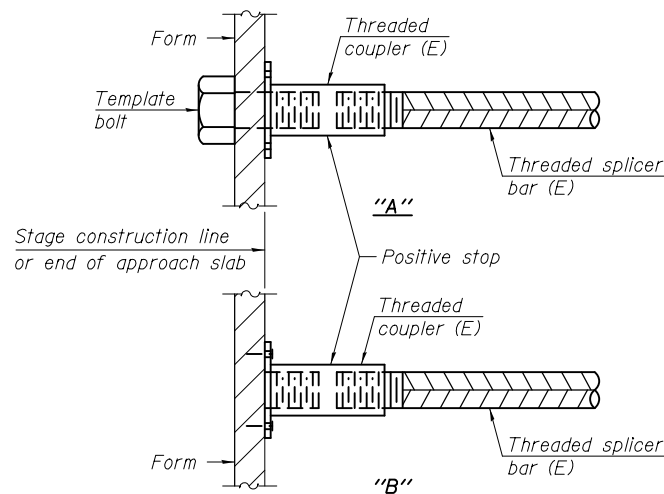
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

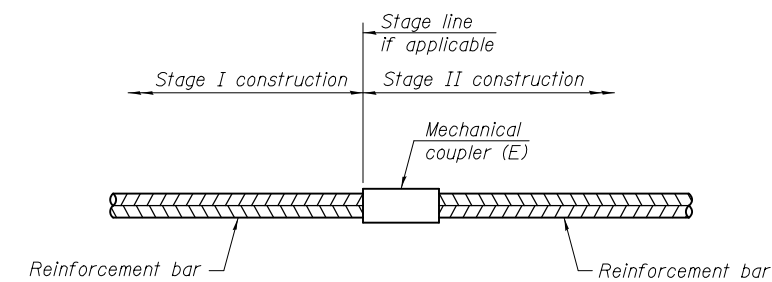
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Pier 1 (NB)	#5	180	6
Pier 2 (NB)	#5	252	6
Pier 3 (NB)	#5	264	6
Pier 4 (NB)	#5	180	6
Pier 1 (SB)	#5	180	6
Pier 2 (SB)	#5	252	6
Pier 3 (SB)	#5	264	6
Pier 4 (SB)	#5	180	6



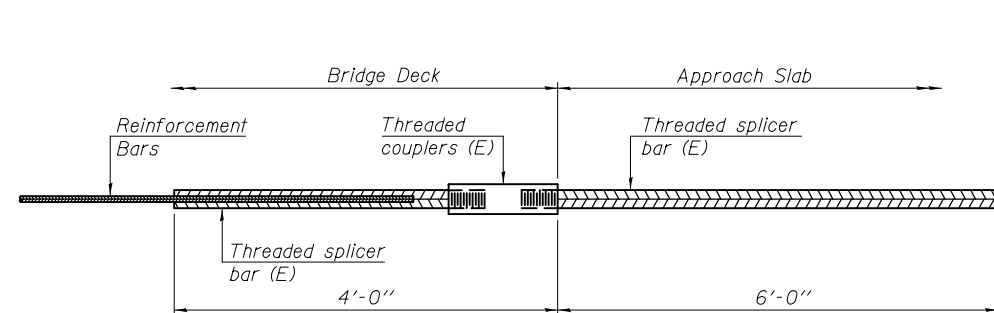
**INSTALLATION AND SETTING METHODS**

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



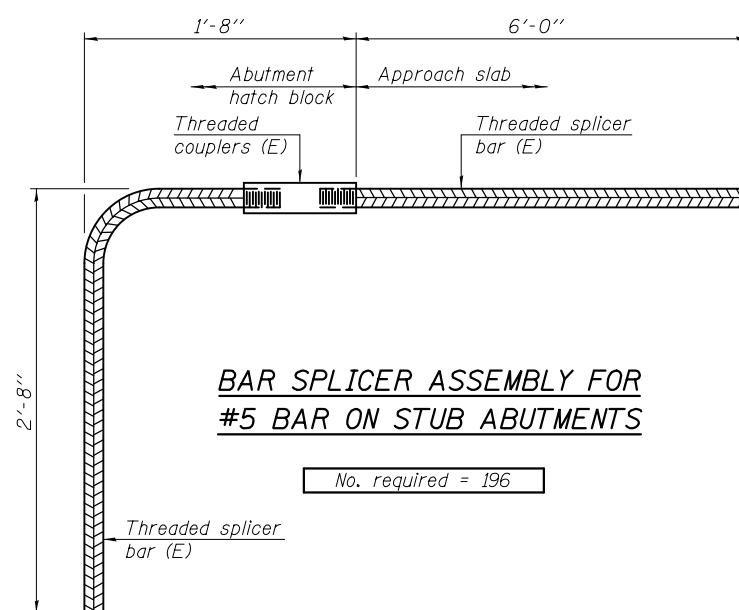
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required
Pier 1 (NB)	#14	96
Pier 2 (NB)	#14	96
Pier 3 (NB)	#14	96
Pier 4 (NB)	#14	96
Pier 1 (SB)	#14	96
Pier 2 (SB)	#14	96
Pier 3 (SB)	#14	96
Pier 4 (SB)	#14	96



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

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required = 196

**NOTES**

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

BSD-1 1-27-12

DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Jaime F. J. [Signature]</i>	DATE - OCTOBER 4, 2013
CHECKED - JUSTIN T. BELUE	PASSED - <i>Carl [Signature]</i>	REVISED -
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - J.T.B. / D.H.R.		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

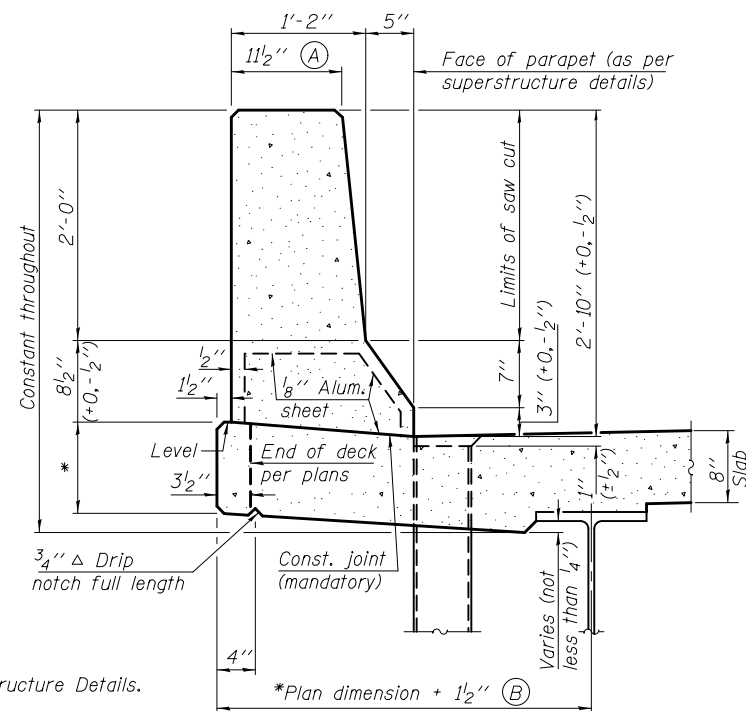
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 046-0135 (NB) & 046-0136 (SB)

F.A.I. RTE. 57	SECTION (140)BR&BR-1	COUNTY KANKAKEE	TOTAL SHEETS 183	SHEET NO. 106
CONTRACT NO. 66750				
ILLINOIS FED. AID PROJECT				

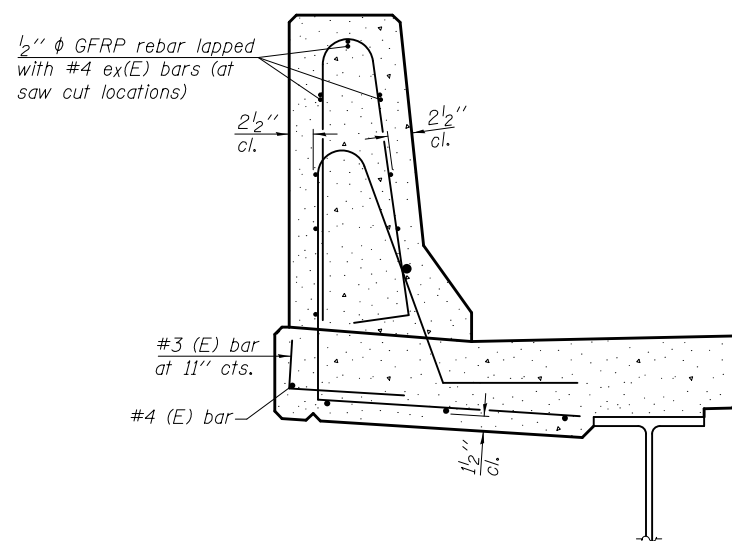
SHEET NO. 66 OF 79 SHEETS

**GENERAL NOTES**

All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler. Steel superstructure shown. Other superstructure types similar.

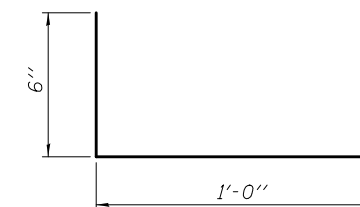


**34" F SHAPE PARAPET SECTION**  
(Showing dimensions)

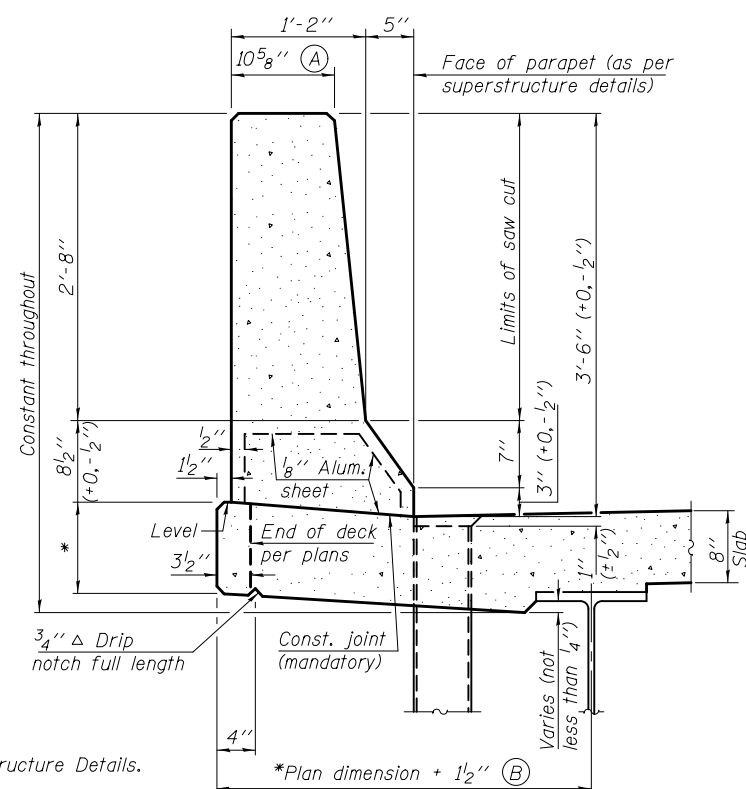


**SECTION**

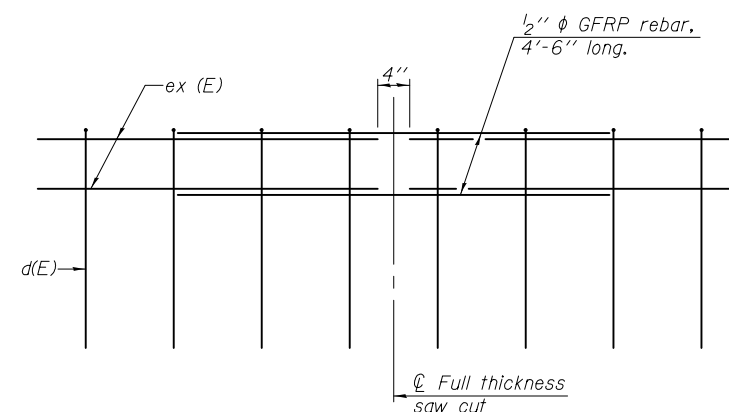
(34" parapet shown - 42" parapet similar)  
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



**#3 (E) BAR**

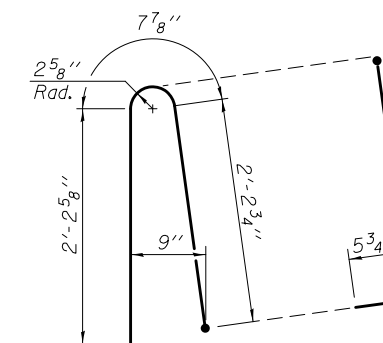


**42" F SHAPE PARAPET SECTION**  
(Showing dimensions)

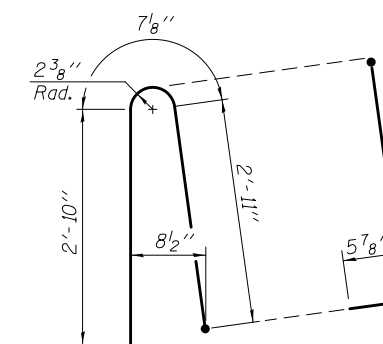


**GFRP REBAR STIFFENING DETAIL**

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



**ALTERNATE BAR d(E)**  
(For 34" parapet when conduit is present)



**ALTERNATE BAR d(E)**  
(For 42" parapet when conduit is present)

SFP 34-42

8-16-12

DESIGNED - DAVID H. RICHTER	EXAMINED
CHECKED - JUSTIN T. BELUE	PASSED
DRAWN - MICHAEL B. MOSSMAN	
CHECKED - J.T.B. / D.H.R.	

DATE - OCTOBER 4, 2013  
 ACTING ENGINEER OF BRIDGE DESIGN  
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

REVISD	---
REVISD	---

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION**  
**STRUCTURE NO. 046-0135 (NB) & 046-0136 (SB)**

SHEET NO. 67 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	107
CONTRACT NO. 66750				
ILLINOIS FED. AID PROJECT				

**Illinois Department of Transportation**  
Division of Highways  
Illinois DOT

## SOIL BORING LOG

Page 1 of 2  
Date 11/16/04

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY Larry Myers

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0136 (Prop.)  
Station 260+90

BORING NO. 1 SB North pier  
Station 258+71.47  
Offset 14.00ft W of SB CL  
Ground Surface Elev. 611.83 ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (tsf)	Failure Mode	SPT (blows)
0	Cored Concrete Deck, 16.3' to Water, 25' to River Bed.			
5				
5.86	Loose Black Loamy Sand/Gravel.			
4				20.2
5				4
4				4
10				
10.58	Hard Light Gray Dolomite Pieces in Silty Loam Matrix.			
25				9.0
50				> 4.5
40				P
16				
20				> 4.5
26				P
15				
15.76	Dense to Very Dense Loamy Sand and Gravel with Pieces of Gray and Brown Dolomite and Layers/Pieces of Silty Loam and Sandy Clay Loam.			
7				10.0
17				
27				
45				
50				9.9
47				
20				

Surface Water Elev. 595.53 ft  
Stream Bed Elev. 586.83 ft  
Groundwater Elev.:  
First Encounter \_\_\_\_\_ ft  
Upon Completion washed ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ ft

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 8-99)

**Illinois Department of Transportation**  
Division of Highways  
Illinois DOT

## SOIL BORING LOG

Page 2 of 2  
Date 11/16/04

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY Larry Myers

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0136 (Prop.)  
Station 260+90

BORING NO. 1 SB North pier  
Station 258+71.47  
Offset 14.00ft W of SB CL  
Ground Surface Elev. 611.83 ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (tsf)	Failure Mode	SPT (blows)
50				
100				9.7
569.83				
42	Very Dense Brown Loamy Fine Sand/Coarse Gravel with Pieces of Brown Sandy Clay Loam Till.			
70				11.8
33				W
567.33	W-Washed Sample			
45	Hard Brown Clay.			
12				
14				8.9
18				B
564.33				
79	Hard Brown Sandy Clay Loam/Sandy Loam Till with Layers of Medium, Coarse and Fine Sand at 55'.			
89				> 4.5
100.4				P
50	W-Washed Sample			
65				
100.3				> 4.5
				P
33				
88				> 4.5
100.2				P
60				

Surface Water Elev. 595.53 ft  
Stream Bed Elev. 586.83 ft  
Groundwater Elev.:  
First Encounter \_\_\_\_\_ ft  
Upon Completion washed ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ ft

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 8-99)





**Illinois Department of Transportation**  
Division of Highways  
Illinois DOT

## SOIL BORING LOG

Page 1 of 2  
Date 12/3/04

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED By: [Signature]

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0135 (Prop.)  
Station 260+90

BORING NO. 4 NB South Pier  
Station 263+08.52  
Offset 14.00ft E of NB CL  
Ground Surface Elev. 611.99 ft

DEPTH (ft)	SOIL DESCRIPTION	DEPTH (ft)	BLU (ft)	UCS (%)	MOISTURE (%)
0	Cored Concrete Deck, Augured River Bed.				
5					
25		WH			
29.6		WH			
29.8		WH			
2		WH			
582.99	Very Loose (Very Soft) Black Loamy Sand/Gravel. High Organics. (continued)				
10					
30					
7					
8					
18.9	Medium Dark Gray Sand/Gravel. Grains Well Rounded.				
580.49	Hard Gray Silty Loam Till.				
19					
27					
21					
9.7					
598.29	Water				
15					
12					
15					
6.1					
12.1					
18					
22					
4.5					
17.0					
592.49					
20					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 8-99)

**Illinois Department of Transportation**  
Division of Highways  
Illinois DOT

## SOIL BORING LOG

Page 2 of 2  
Date 12/3/04

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED By: [Signature]

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0135 (Prop.)  
Station 260+90

BORING NO. 4 NB South Pier  
Station 263+08.52  
Offset 14.00ft E of NB CL  
Ground Surface Elev. 611.99 ft

DEPTH (ft)	SOIL DESCRIPTION	DEPTH (ft)	BLU (ft)	UCS (%)	MOISTURE (%)
19	Hard Gray Silty Loam Till. (continued)				
4.7					
11.8					
551.49					
63					
9.8					
105					
11.1					
568.99	Very Stiff Gray Silty Loam Till.				
45					
13					
19					
3.5					
13.9					
547.29	End of Boring				
65					
504.5					
13.1					
564.99	Medium Gray Fine Sand/Silt.				
9					
11					
19.6					
561.49	Very Stiff Gray Sandy Loam Till.				
16					
2.3					
13.8					
558.99	Dense Gray Fine Sand/Coarse Gravel, Cobble Size Evident by Augering.				
25					
23					
16.8					
55					
25					
23					
16.8					
60					
23					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 8-99)







**Illinois Department of Transportation**  
Division of Highways  
Illinois DOT

## SOIL BORING LOG

Page 1 of 2  
Date 12/9/04

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY Larry Myers

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0135 (Prop.)  
Station 260+90

BORING NO. 7 NB South Abutment  
Station 265+62.08  
Offset 15.00ft E of CL NB 157  
Ground Surface Elev. 611.10 ft

Description	Depth (ft)	Blow Count (6")	Penetration (tsf)	SPT (N)	Soil Description				
					Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev. ft	Notes	
Augured Bituminous Pavement and Brown Sandy Loam.									
	608.60								
Very Soft Dark Brown Sandy Loam FILL	3			12.1					
	2	0.0							
	2	P							
	586.60								
Medium Brown Clean Fine to Coarse Sand.									
	3								
	2	0.8	7.5						
	3	S							
	584.10								
Very Stiff Gray Silty Clay Loam/Silt.									
	1								
	1	0.0							
	1	P							
	600.60								
Very Soft Brown Sandy Loam.									
	2			12.8					
	2	0.0							
	2	P							
	599.10								
Medium Brown Clay Loam.									
	1	0.7	14.9						
	3	B							
	576.60								
Hard Gray Sandy Clay Loam/Clay Loam Till with Sand/Gravel Pockets.									
	1		15.5						
	2								
	593.60								
Loose Brown Clean Fine to Coarse Sand.									
	1								
	1								
	18	>4.5	7.1						
	20	P							
	20								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 8-99)

**Illinois Department of Transportation**  
Division of Highways  
Illinois DOT

## SOIL BORING LOG

Page 2 of 2  
Date 12/9/04

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY Larry Myers

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0135 (Prop.)  
Station 260+90

BORING NO. 7 NB South Abutment  
Station 265+62.08  
Offset 15.00ft E of CL NB 157  
Ground Surface Elev. 611.10 ft

Description	Depth (ft)	Blow Count (6")	Penetration (tsf)	SPT (N)	Soil Description				
					Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev. ft	Notes	
Hard Gray Sandy Clay Loam/Clay Loam Till with Sand/Gravel Pockets.									
	7								
	17	>4.5	4.1						
	20	P							
	14								
	20	>4.5	2.4						
	32	P							
	566.60								
Hard Gray Sandy Clay Loam/Sandy Loam Till with High Coarse Gravel Content up to Cobble Size.									
	30								
	53	>4.5	6.8						
	47	P							
	23								
	32	>4.5	3.9						
	34	P							
	543.10								
Hard Gray Argillaceous Dolostone. Auger Refusal at 70'.									
	561.60								
Hard Gray Silty Clay Loam Till with Sand Layers at 55'.									
	8								
	19	4.0	7.2						
	25	S							
	27								
	51	4.0	6.3						
	63	P							
	19								
	20	5.8	6.3						
	30	S							
	552.10								
	60								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 8-99)

**Illinois Department of Transportation**  
Division of Highways  
Illinois DOT

## SOIL BORING LOG

Page 1 of 2  
Date 12/10/04

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY Larry Myers

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0135 (Prop.)  
Station 260+90

BORING NO. 8 NB North Abutment  
Station 256+82.00  
Offset 16.00ft E of NB CL  
Ground Surface Elev. 611.15 ft

Description	Depth (ft)	Bulge (ft)	Shear (tsf)	Penetration (%)	SPT (blows)	MOISTURE				
						Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	After Hrs. (ft)	
Augured Bituminous, Brown Sand Fill.	0					1				
	4					2				8.3
	4					4				
608.65						588.65				
Loose to Very Loose Fine to Medium Sand with Layers of Silty Loam (Fill).	4					5				5.3
	4					7	4.0			
	4					13	P			
	-5					-25				
	1					9				
	2					20	>4.5			3.9
	2					26	P			
604.15						582.15				
Medium Dark Brown Clay Loam Fill.	1					19				
	1	1.0				21	>4.5			4.0
	1	P				19	P			
601.15						578.65				
Stiff Brown Silty Clay Loam Fill.	1					2				
	2	1.5				8				16.3
	3	P				10				W
	3					9				
	3	1.3				16				11.0
	3	P				21				W
597.15						-35				
Stiff Black Silty Clay Loam/Silty Loam.	1					19				
	2	1.5				29				8.0
	3	P				36				W
	1					35				
593.15						97				7.0
Medium Brown Silty Clay Loam.	1					63				W
	1	0.5								
	1	P								
591.65						-40				
	-20									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 8-99)

**Illinois Department of Transportation**  
Division of Highways  
Illinois DOT

## SOIL BORING LOG

Page 2 of 2  
Date 12/10/04

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY Larry Myers

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0135 (Prop.)  
Station 260+90

BORING NO. 8 NB North Abutment  
Station 256+82.00  
Offset 16.00ft E of NB CL  
Ground Surface Elev. 611.15 ft

Description	Depth (ft)	Bulge (ft)	Shear (tsf)	Penetration (%)	SPT (blows)	MOISTURE				
						Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	After Hrs. (ft)	
Dense to Very Dense Gray Fine Sand to Coarse Gravel (Potential Cobbles), Slightly Loamy with Layers of Silty Clay Loam Till.	18					75				7.9
	75					100.5				W
W = Washed Sample (continued)	68					100.5				8.3
	68					44				W
	100.5					50				5.6
	74									W
Cobble Obstruction at 46.5'						563.15				
Auger Refusal at 48' - Broke Cutter Head End of Boring						-50				
						-55				
						-60				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 8-99)

DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Joanne F. J. [Signature]</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - OCTOBER 4, 2013	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SOIL BORING LOGS STRUCTURE NO. 046 - 0135 (NB) &amp; 046 - 0136 (SB)</b>	F.A.I. RTE. 57	SECTION (140)BR&BR-1	COUNTY KANKAKEE	TOTAL SHEETS 183	SHEET NO. 115	
CHECKED - JUSTIN T. BELUE	PASSED - <i>[Signature]</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED _____			CONTRACT NO. 66750					
DRAWN - MICHAEL B. MOSSMAN	REVISED _____	SHEET NO. 75 OF 79 SHEETS								
CHECKED - J.T.B. / D.H.R.	ILLINOIS FED. AID PROJECT									

**Illinois Department of Transportation** SOIL BORING LOG Page 1 of 1  
 Date 12/14/04

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY Larry Myers

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0136 (Prop.)  
 Station 046-0004 (Exist.)  
 Station 260+90

BORING NO. 9 SB North Abutment  
 Station 256+17.92  
 Offset 15.00ft W of CL SB 157  
 Ground Surface Elev. 611.10 ft

DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)
4				Very Soft Brown Loam, (continued)	4			
8					8	1.5	8.0	
10					10	P		
608.60				Stiff Light Brown Silty Loam/Silty Clay Loam with Large Gravel Pieces.	4			
588.60					14	2.0	7.0	
586.60				Hard Gray Silty Loam Till with Large Gravel Pieces (Limestone/Dolomite).	9			
-25				W=Washed Sample	17	P		
6					16			
5	1.8	17.8			18	4.3	5.0	
8	P				28	P		
601.60				Stiff Brown Silty Clay Loam Till Fill.	13			
-10					24	4.3	3.7	
3					29	P		
2	1.0	16.8			13			
7					34	4.5	5.2	
5					39	P		
597.10				Stiff Dark Brown Silty Clay/Silty Loam.	18			
-15					35	4.5	3.8	
1					50	P		
2	1.0	20.2			40			
593.60				Very Soft Brown Loam.	40			
WH				Auger Refusal at 38' on Cobble or Boulder	100.1		2.3	W
1	17.6			End of Boring	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
 BBS, form 137 (Rev. 8-99)

**Illinois Department of Transportation** SOIL BORING LOG Page 1 of 2  
 Date 12/15/04

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY Larry Myers

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0136 (Prop.)  
 Station 046-0004 (Exist.)  
 Station 260+90

BORING NO. 10 SB South Abutment  
 Station 264+98.67  
 Offset 15.00ft W of CL SB 157  
 Ground Surface Elev. 611.15 ft

DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)
1				Very Loose Brown Fine to Coarse Loamy Sand with Coarse Gravel at 23.5'.	1			
3					3			
4				W=Washed Sample (continued)	4			
608.65				Soft to Very Soft Brown Sandy Loam Fill.	2	0.3	6.9	
3					2	P		
2					2			
2	0.3	6.9			2			
5					2			
2					9			
2					1	0.3	8.8	
1	0.3	8.8			1	P		
WH					1	0.3	10.0	
1	0.3	10.0			2	P		
10					1			
1					1	0.3	12.0	
1	0.3	12.0			1	P		
WH					1	0.3	11.0	
1	0.3	11.0			1			
15					WH			
WH					WH			
1					1			
593.65				Very Loose Brown Fine to Coarse Loamy Sand with Coarse Gravel at 23.5'.	1			
1					1			
2	21.8				2			
WH				W=Washed Sample	2			
571.65				Hard Gray Clay.	1			
6					14	3.2	7.0	
14	3.2	7.0			16	S	W	
16	S	W			-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
 BBS, form 137 (Rev. 8-99)

**Illinois Department of Transportation** SOIL BORING LOG Page 2 of 2  
 Date 12/15/04

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY Larry Myers

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0136 (Prop.)  
 Station 046-0004 (Exist.)  
 Station 260+90

BORING NO. 10 SB South Abutment  
 Station 264+98.67  
 Offset 15.00ft W of CL SB 157  
 Ground Surface Elev. 611.15 ft

DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)
6				Very Dense Gray Fine Sand to Coarse Gravel (Potential Cobble), Loamy.	6			
10	5.9	15.7			10			
18	S			W=Washed Sample (continued)	18			
30					30			
568.15				Very Dense Gray Loamy Fine Sand/Coarse Gravel.	30			
30				W=Washed Sample	30			
30					30	8.0		
566.65				Dense Gray Fine Sand to Coarse Gravel, Loamy with Layers of Sandy Loam.	12			
-45				W=Washed Sample	12			
12					12	13.0		
12					18	8.0	W	
18					18			
60					6			
12					12	3.0	12.0	
21					17	P	W	
21					21	2.5	14.0	
20	8.6				19	P		
20	W				18			
539.65				End of Boring	18			
-70					25			
60					25	9.0		
41					25	W		
39					553.15			
41					6			
39					14	3.2	7.0	
9.0					16	S	W	
9.0					-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
 BBS, form 137 (Rev. 8-99)

DESIGNED - DAVID H. RICHTER  
 CHECKED - JUSTIN T. BELUE  
 DRAWN - MICHAEL B. MOSSMAN  
 CHECKED - J.T.B. / D.H.R.

EXAMINED *Joanne F. [Signature]*  
 ACTING ENGINEER OF BRIDGE DESIGN

PASSED *Carl [Signature]*  
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013

REVISED \_\_\_\_\_

REVISED \_\_\_\_\_

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS  
 STRUCTURE NO. 046 - 0135 (NB) & 046 - 0136 (SB)

SHEET NO. 76 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	116
CONTRACT NO. 66750				
ILLINOIS FED. AID PROJECT				

Page 2 of 2

**Illinois Department of Transportation**  
Division of Highways  
Illinois DOT

## SOIL BORING LOG

Date 6/25/84

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY F.R.P.

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0135,0136 (P)  
Station 260+90

BORING NO. 1-84 SOUTH ABUT  
Station 265+50  
Offset 3.00ft LT  
Ground Surface Elev. 610.98 ft

Description	Elev. (ft)	Bulge (ft)	Shear (tsf)	Penetrometer (%)	SPT (blows)	MOISTURE			
						W	L	O	S
Dense Gray SILT (continued)	13	-	-	21.0	-	-	-	-	-
	17	-	-	-	-	-	-	-	-
	17	-	-	-	-	-	-	-	-
	566.98	-	-	-	-	-	-	-	-
Dense LOAM TILL	-45	-	-	-	-	-	-	-	-
	50	-	9.0	-	-	-	-	-	-
	50	-	-	-	-	-	-	-	-
	544.48	-	-	-	-	-	-	-	-
	561.48	-	-	-	-	-	-	-	-
Dense Gray SANDY LOAM TILL	-50	18	-	11.0	-	-	-	-	-
	20	-	-	-	-	-	-	-	-
	26	-	-	-	-	-	-	-	-
	556.48	-	-	-	-	-	-	-	-
Dense Gray LOAM with SAND, SILT & GRAVEL	-55	14	-	11.0	-	-	-	-	-
	24	-	-	-	-	-	-	-	-
	28	-	-	-	-	-	-	-	-
	-60	-	-	-	-	-	-	-	-

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 8-99)

Page 1 of 1

**Illinois Department of Transportation**  
Division of Highways  
Illinois DOT

## SOIL BORING LOG

Date 6/28/84

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY F.R.P.

SECTION 140BR LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0135,0136 (P)  
Station 260+90

BORING NO. 2-84 NORTH ABUT  
Station 256+19  
Offset 3.00ft LT  
Ground Surface Elev. 611.28 ft

Description	Elev. (ft)	Bulge (ft)	Shear (tsf)	Penetrometer (%)	SPT (blows)	MOISTURE			
						W	L	O	S
AUGERED Black SILTY CLAY	-	-	-	-	-	-	-	-	-
	7	1.2	-	14.0	-	-	-	-	-
	8	-	-	-	-	-	-	-	-
	589.28	-	-	-	-	-	-	-	-
Loose Brown GRAVEL	608.78	3	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-
	5	-	-	-	-	-	-	-	-
	606.78	-	-	-	-	-	-	-	-
Very Stiff Brown Gray SILTY CLAY TILL (FILL)	-5	-	-	-	-	-	-	-	-
	5	-	-	-	-	-	-	-	-
	6	3.9	24.0	-	-	-	-	-	-
	8	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-
	5	2.1	21.0	-	-	-	-	-	-
	8	-	-	-	-	-	-	-	-
	601.78	-	-	-	-	-	-	-	-
Stiff Black & Yellow Brown SILTY CLAY with ROCK & TILL CHIPS Throughout. ORIGINAL GROUND (WET)	-10	2	-	20.0	-	-	-	-	-
	25	1.5	20.0	-	-	-	-	-	-
	14	-	-	-	-	-	-	-	-
	599.28	-	-	-	-	-	-	-	-
Stiff Black SILTY CLAY LOAM - SILTY LOAM	-	5	-	-	-	-	-	-	-
	6	1.3	32.0	-	-	-	-	-	-
	8	-	-	-	-	-	-	-	-
	596.78	-	-	-	-	-	-	-	-
Very Soft Yellow Brown to Black SILT to SILTY LOAM MUCK	-15	2	-	23.0	-	-	-	-	-
	3	-	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-
	594.28	-	-	-	-	-	-	-	-
Very Stiff Yellow Brown SILTY CLAY LOAM TILL	-	3	-	-	-	-	-	-	-
	8	2.3	17.0	-	-	-	-	-	-
	8	-	-	-	-	-	-	-	-
	-20	-	-	-	-	-	-	-	-

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 8-99)

Note:  
Borings 1-84 and 2-84 are measured off of  $\odot$  F.A.I. Rte. 57.

DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Joanne F. J. [Signature]</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - OCTOBER 4, 2013	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SOIL BORING LOGS</b> <b>STRUCTURE NO. 046 - 0135 (NB) &amp; 046 - 0136 (SB)</b>	F.A.I. RTE. 57	SECTION (140)BR&BR-1	COUNTY KANKAKEE	TOTAL SHEETS 183	SHEET NO. 117	
CHECKED - JUSTIN T. BELUE	PASSED - <i>Carl [Signature]</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -								
DRAWN - MICHAEL B. MOSSMAN		REVISED -								
CHECKED - J.T.B. / D.H.R.										
SHEET NO. 77 OF 79 SHEETS					CONTRACT NO. 66750					
ILLINOIS FED. AID PROJECT										

**Geo Services, Inc.**  
Geotechnical, Environmental & Civil Engineering  
805 Amherst Court, Suite 204  
Naperville, Illinois 60565  
(630)-355-2839

## ROCK CORE LOG

Page 1 of 1  
Date 9/14/09

ROUTE F.A.I. Rte. 57 DESCRIPTION I-57 over Kankakee River LOGGED BY MD

SECTION (190)BR & BR-1 LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY Kankakee CORING METHOD NX-double tube

STRUCT. NO. 046-0003 (NB) CORING BARREL TYPE & SIZE Solid Barrel/NX  
Station 260+90.00

BORING NO. RC-1 Core Diameter 2 in  
Station 257+49.3 Top of Rock Elev. 549.90 ft  
Offset 47.50ft Right Begin Core Elev. 549.90 ft  
Ground Surface Elev. 611.40 ft

DEPTH (ft)	CORRECTION (#)	RECOVERY (%)	ROQ (%)	CORE D.I.M.E. (minft)	STRENGTH (tsf)
549.90	1	92	35		
Silurian System, Niaganan Series Dolomite Brown, very soft & argillaceous to -64.0' becoming brown mottled gray & soft to -67.85', becoming light gray & fine grained with horizontal bedding. Vertical fracture from -69.2' to -69.8'.					
-65					316.0
-70					550.0
539.90	2	99	93		
Silurian System, Niaganan Series Dolomite Light gray & fine grained with horizontal bedding & few fractures.					
-75					649.0
534.90					
-80					

Color pictures of the cores Yes  
Cores will be stored for examination until 5 yrs after const.  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)

**Geo Services, Inc.**  
Geotechnical, Environmental & Civil Engineering  
805 Amherst Court, Suite 204  
Naperville, Illinois 60565  
(630)-355-2839

## ROCK CORE LOG

Page 1 of 1  
Date 9/16/09

ROUTE F.A.I. Rte. 57 DESCRIPTION I-57 over Kankakee River LOGGED BY MD

SECTION (190)BR & BR-1 LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY Kankakee CORING METHOD NX-double tube

STRUCT. NO. 046-0003 (NB) CORING BARREL TYPE & SIZE Solid Barrel/NX  
Station 260+90.00

BORING NO. RC-2 Core Diameter 2 in  
Station 262+53.5 Top of Rock Elev. 551.20 ft  
Offset 47.00ft Right Begin Core Elev. 550.70 ft  
Ground Surface Elev. 611.70 ft

DEPTH (ft)	CORRECTION (#)	RECOVERY (%)	ROQ (%)	CORE D.I.M.E. (minft)	STRENGTH (tsf)
550.70	1	100	77		
Silurian System, Niaganan Series Dolomite -64.4'. Some horizontal fractures throughout.					
-65					706.0
-70					
540.70	2	100	100		
Silurian System, Niaganan Series Dolomite Light gray to gray & fine grained with horizontal bedding.					
-75					718.0
535.70					
-80					

Color pictures of the cores Yes  
Cores will be stored for examination until 5 yrs after const.  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)

Note:  
Rock cores RC-1 and RC-2 are measured  
off of @ F.A.I. Rte. 57.

DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Joanne F. J. [Signature]</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - OCTOBER 4, 2013	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROCK CORE LOGS STRUCTURE NO. 046 - 0135 (NB) &amp; 046 - 0136 (SB)</b>	F.A.I. RTE. 57	SECTION (140)BR&BR-1	COUNTY KANKAKEE	TOTAL SHEETS 183	SHEET NO. 118	
CHECKED - JUSTIN T. BELUE	PASSED - <i>Carl [Signature]</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			CONTRACT NO. 66750					
DRAWN - MICHAEL B. MOSSMAN		REVISED -			SHEET NO. 78 OF 79 SHEETS					
CHECKED - J.T.B. / D.H.R.					ILLINOIS FED. AID PROJECT					

**Geo Services, Inc.**  
Geotechnical, Environmental & Civil Engineering  
805 Amherst Court, Suite 204  
Naperville, Illinois 60565  
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## ROCK CORE LOG

Page 1 of 1  
Date 9/18/09

ROUTE F.A.I. Rte. 57 DESCRIPTION I-57 over Kankakee River LOGGED BY MD

SECTION (190)BR & BR-1 LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY Kankakee CORING METHOD NX-double tube

STRUCT. NO. 046-0003 (NB) CORING BARREL TYPE & SIZE Solid Barrel/NX  
Station 260+90.00

BORING NO. RC-3 Core Diameter 2 in  
Station 264+27.7 Top of Rock Elev. 540.50 ft  
Offset 47.00ft Left Begin Core Elev. 538.50 ft  
Ground Surface Elev. 611.50 ft

DEPTH (ft)	CORRECTION (#)	RECOVERY (%)	COVERAGE (%)	CORE D I M E N S I O N S (minft)	STRENGTH (tsf)
538.50	1	100	64		653.0
-75					
-80					
529.00	2	94	56		602.0
-85					
525.50	3	100	97		600.0
-90					

Color pictures of the cores Yes  
Cores will be stored for examination until 5 yrs after const.  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)

**Geo Services, Inc.**  
Geotechnical, Environmental & Civil Engineering  
805 Amherst Court, Suite 204  
Naperville, Illinois 60565  
(630)-355-2839

## ROCK CORE LOG

Page 1 of 1  
Date 9/21/09

ROUTE F.A.I. Rte. 57 DESCRIPTION I-57 over Kankakee River LOGGED BY MD

SECTION (190)BR & BR-1 LOCATION NE 14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY Kankakee CORING METHOD NX-double tube

STRUCT. NO. 046-0003 (NB) CORING BARREL TYPE & SIZE Solid Barrel/NX  
Station 260+90.00

BORING NO. RC-4 Core Diameter 2 in  
Station 259+22.5 Top of Rock Elev. 550.40 ft  
Offset 47.00ft Left Begin Core Elev. 549.40 ft  
Ground Surface Elev. 611.90 ft

DEPTH (ft)	CORRECTION (#)	RECOVERY (%)	COVERAGE (%)	CORE D I M E N S I O N S (minft)	STRENGTH (tsf)
549.40	1	100	55		638.0
-65					
-70					
539.40	2	100	90		639.0
-75					
534.40					
-80					

Color pictures of the cores Yes  
Cores will be stored for examination until 5 yrs after const.  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)

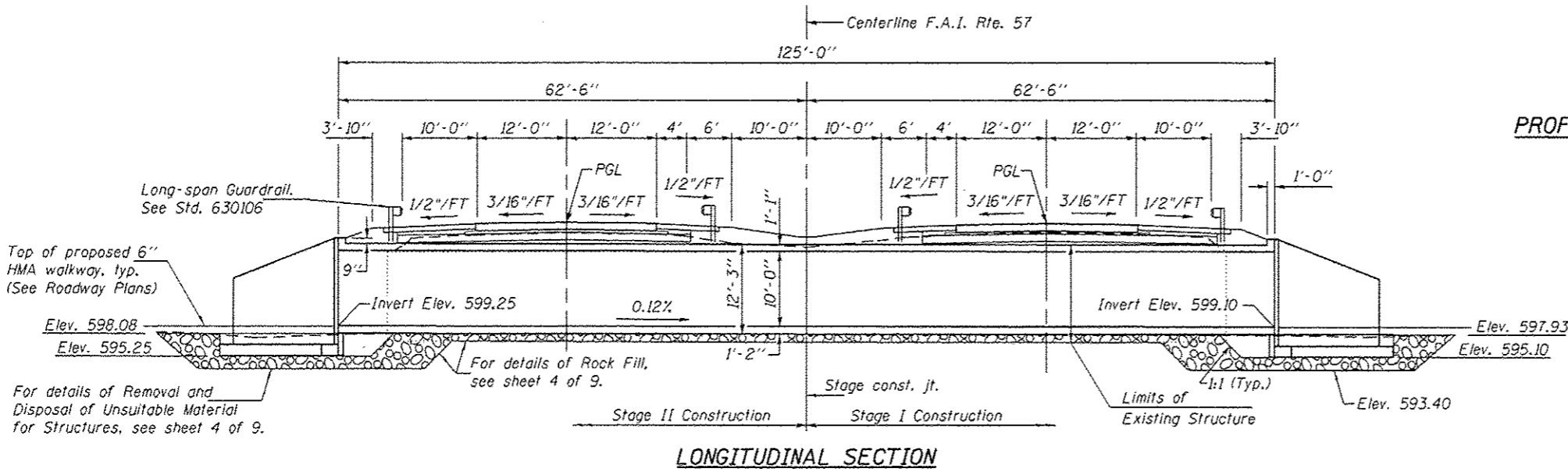
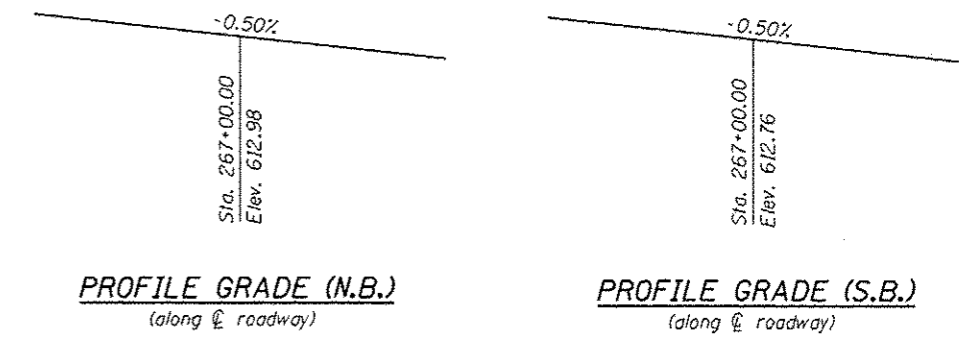
Note:  
Rock cores RC-3 and RC-4 are measured  
off of @ F.A.I. Rte. 57.

DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Joanne F. Joffe</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - OCTOBER 4, 2013	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROCK CORE LOGS STRUCTURE NO. 046 - 0135 (NB) &amp; 046 - 0136 (SB)</b>	F.A.I. RTE. 57	SECTION (140)BR&BR-1	COUNTY KANKAKEE	TOTAL SHEETS 183	SHEET NO. 119	
CHECKED - JUSTIN T. BELUE	PASSED - <i>Carl Kruger</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			CONTRACT NO. 66750					
DRAWN - MICHAEL B. MOSSMAN		REVISED -			SHEET NO. 79 OF 79 SHEETS					
CHECKED - J.T.B. / D.H.R.					ILLINOIS FED. AID PROJECT					

Bench Mark: 3/4" rebar at centerline median sta. 266+00  
Elev. = 610.00

Existing Structure: S.N. 046-2543 built in 1958 as F.A. Route 26, Section 140-1 of Station 267+00.00.  
Existing 12' x 11' x 109'-4" reinforced concrete box culvert to be removed and replaced.  
Traffic to be maintained using stage construction.

No salvage



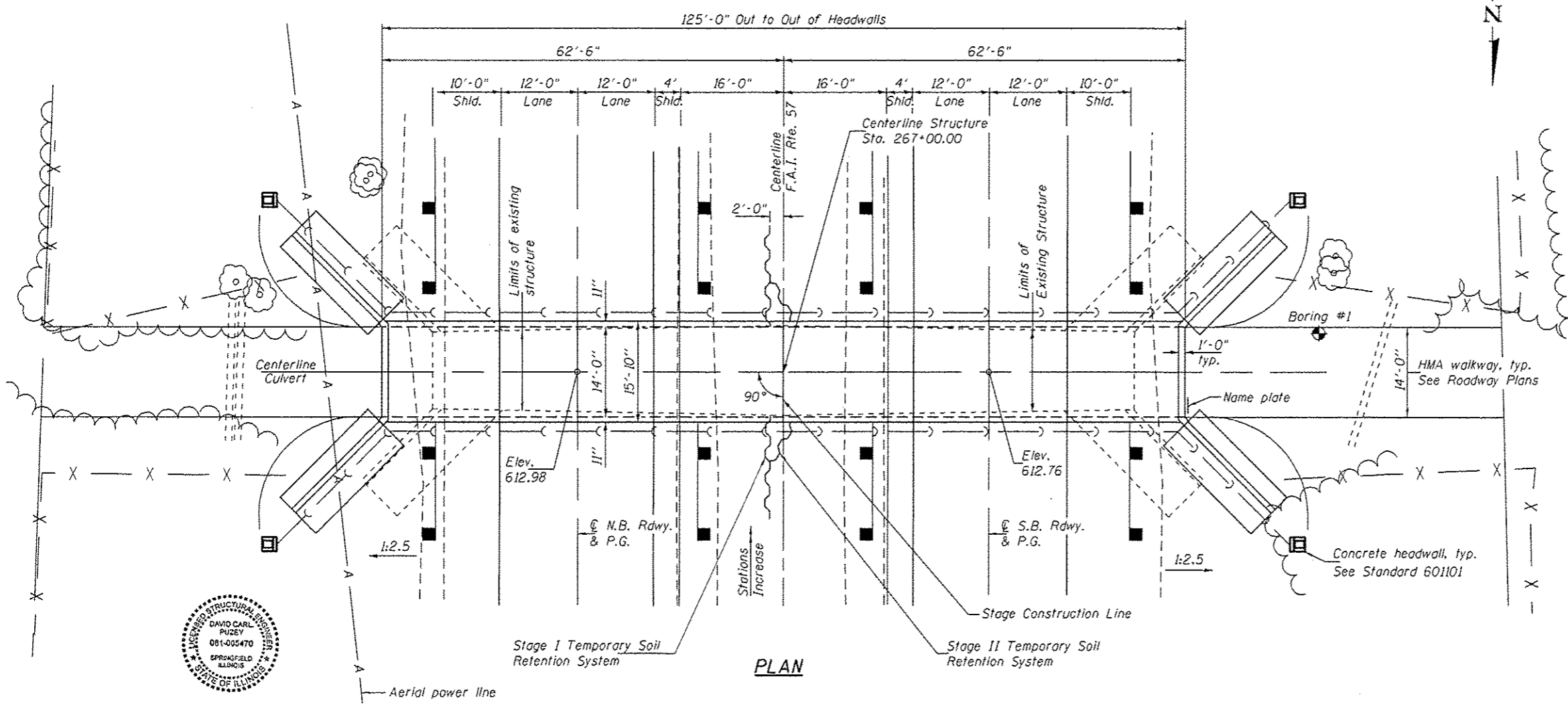
**LONGITUDINAL SECTION**

STATION 267+00  
BUILT 20 BY  
STATE OF ILLINOIS  
F.A.I. RTE. 57 SEC. (140)BR, BR-1 & (I)I  
LOADING HL-93  
STRUCTURE NO. 046-2552  
**NAME PLATE**  
See Std. 515001

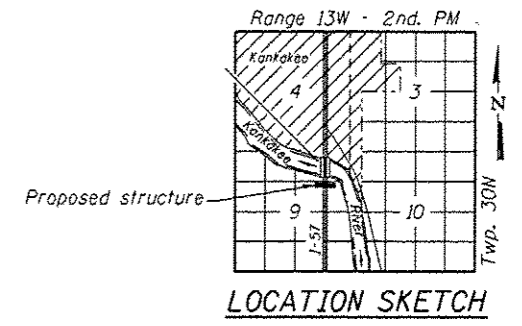
**LOADING HL-93**  
Allow 50#/sq. ft. for future wearing surface.

**DESIGN SPECIFICATIONS**  
2010 AASHTO LRFD with 2010 Interims

**DESIGN STRESSES**  
FIELD UNITS  
f'c = 3,500 psi  
fy = 60,000 psi (reinforcement)



**PLAN**



**LOCATION SKETCH**

**GENERAL PLAN & ELEVATION**  
**I-57 OVER PEDESTRIAN WALKWAY**  
**FAI 57 SEC. (140)BR, BR-1 & (I)I**  
**KANKAKEE COUNTY**  
**STATION 267+00**  
**STRUCTURE NO. 046-2552**



DESIGNED - P.E. Coppemill/A.D. Yancy	EXAMINED - Jay F. [Signature]	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 046-2552 SHEET NO. 1 OF 9 SHEETS	F.A.I. RTE. 57	SECTION (140)BR, BR-1 & (I)I	COUNTY KANKAKEE	TOTAL SHEETS 183	SHEET NO. 120
CHECKED - A.D. Yancy / P. Gurklys	PASSED - [Signature]	REVISED			CONTRACT NO. 66750				
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			ILLINOIS FED. AID PROJECT				
CHECKED - A.D. Yancy / P. Gurklys									



**GENERAL NOTES**

Reinforcement bars designated (E) shall be epoxy coated.  
Precast alternate is not allowed.

The sides of the box culvert and back face of wingwalls shall be waterproofed according to Article 503.18 of the Standard Specifications for Road and Bridge Construction. Cost is included with Concrete Box Culverts.

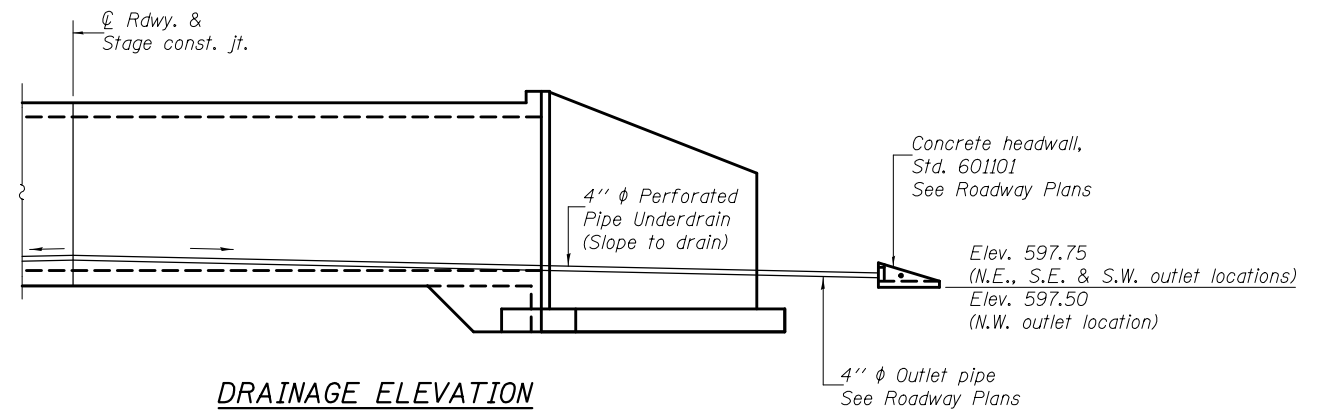
The top of the bottom slab shall be given a final finish by brushing except the surface shall not be divided by grooves. See Article 424.06 of the Standard Specifications for Road and Bridge Construction. Cost shall be included with Concrete Box Culverts.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	352
Removal of Existing Structures No. 3	Each	1
Reinforcement Bars, Epoxy Coated	Pound	51880
Bar Splicers	Each	70
Temporary Soil Retention System	Sq. Ft.	250
Name Plates	Each	1
Concrete Box Culverts	Cu. Yd.	353
Geocomposite Wall Drain	Sq. Yd.	306
Pipe Underdrains for Structures 4"	Foot	329
Rock Fill	Cu. Yd.	416
Membrane Waterproofing	Sq. Ft.	2316

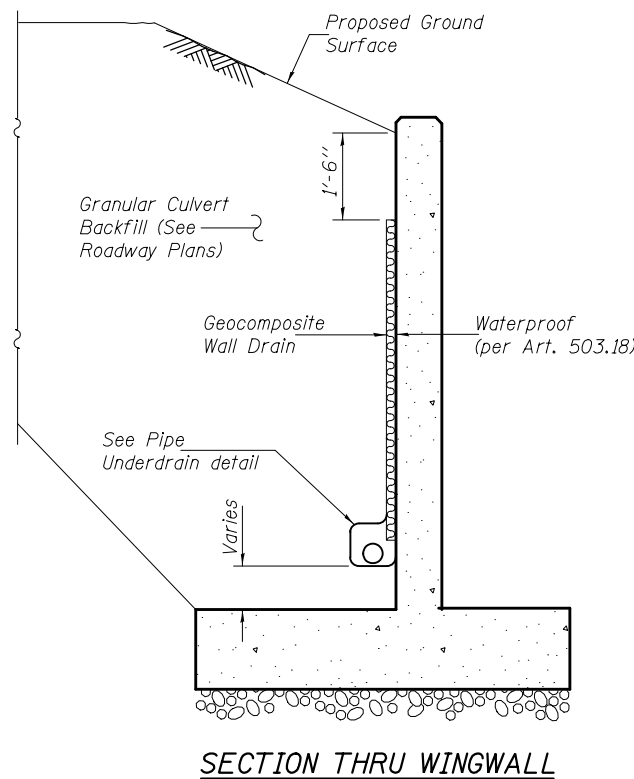
**INDEX OF SHEETS**

- 1 General Plan and Elevation
- 2 General Data and Drainage Details
- 3 Stage Construction & Temporary Soil Retention System Details
- 4 Rock Fill Details & Removal Details
- 5-7 Culvert Details
- 8 Bar Splicer Assembly & Mechanical Splicer Details
- 9 Soil Boring Logs

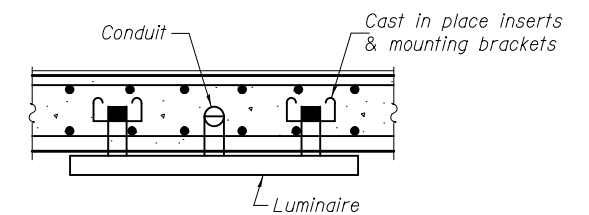


**DRAINAGE ELEVATION**

Geocomposite wall drain and granular culvert backfill not shown. See Section thru Barrel.

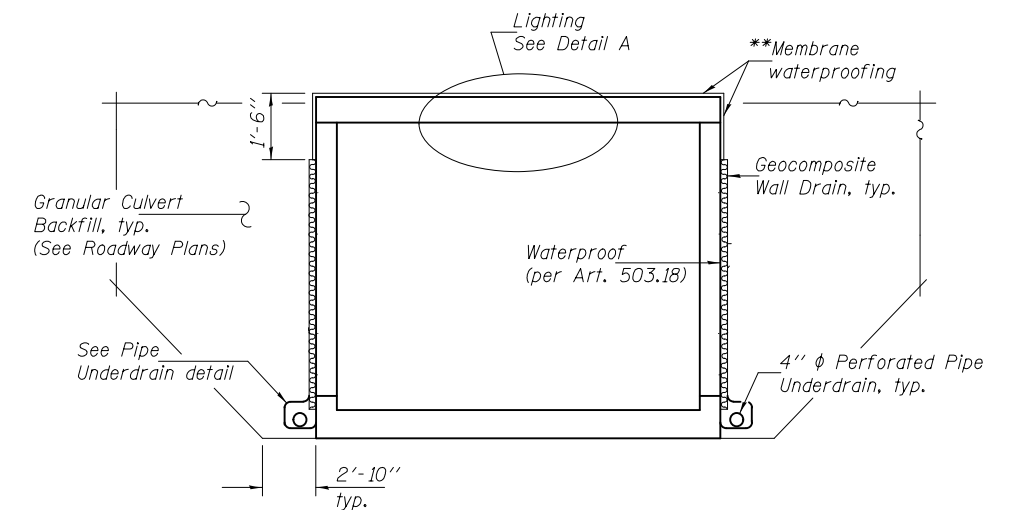


**SECTION THRU WINGWALL**



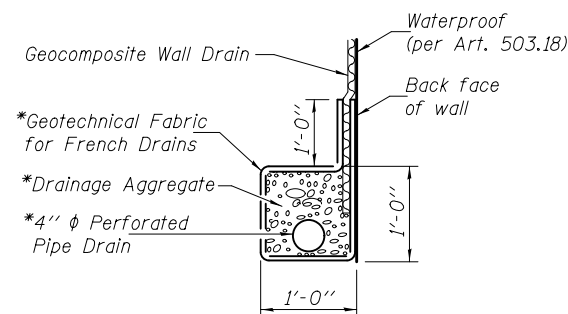
**DETAIL A**

See Lighting Plan for location and details of luminaire, conduit, inserts and mounting brackets.



**SECTION THRU BARREL**

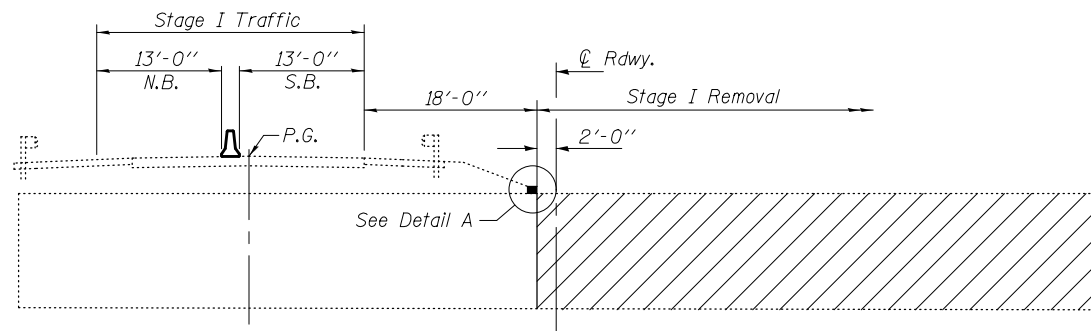
\*\*The Membrane Waterproofing shall be Butyl Rubber Membrane. The protective cover may be either asphalt plank or asphaltic panels. See Article 580 of the Standard Specifications.



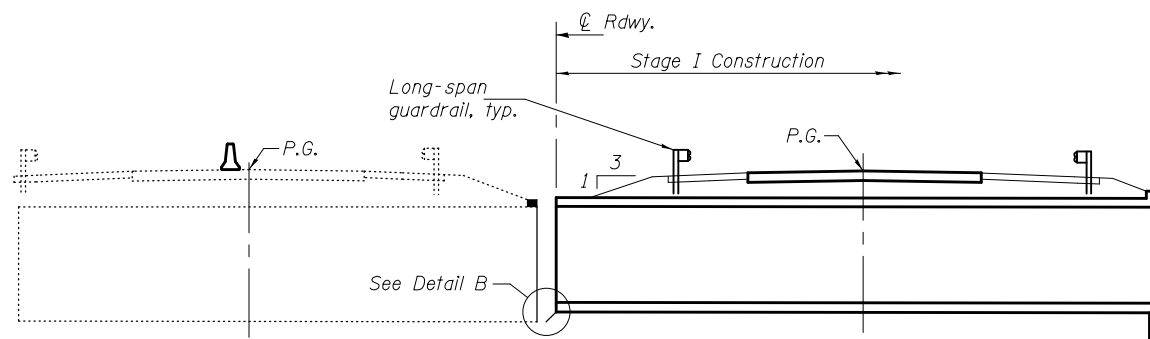
**PIPE UNDERDRAIN DETAIL**

\*Cost included with Pipe Underdrains for Structures, 4"

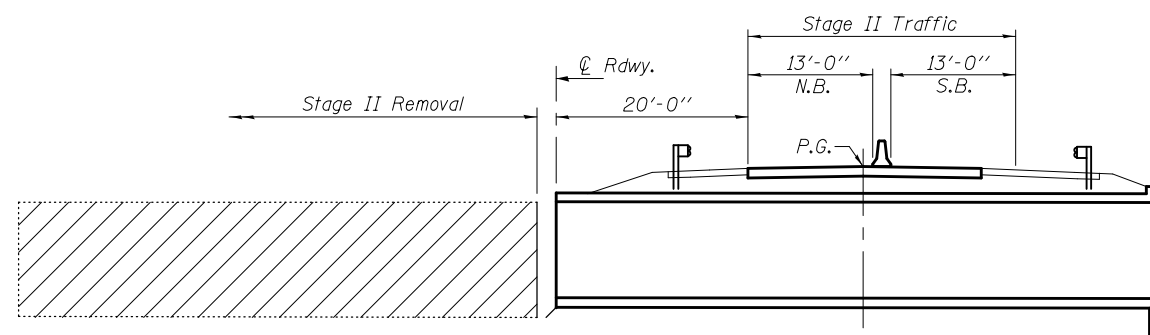
DESIGNED - PEC/ADY	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 4, 2013	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL DATA &amp; DRAINAGE DETAILS STRUCTURE NO. 046-2552</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - ADY/PG	PASSED - <i>Carl [Signature]</i>	REVISED			57	(140)BR, BR-1 & I(1)	KANKAKEE	183	121	
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 66750					
CHECKED - ADY/PG		REVISED			ILLINOIS FED. AID PROJECT					



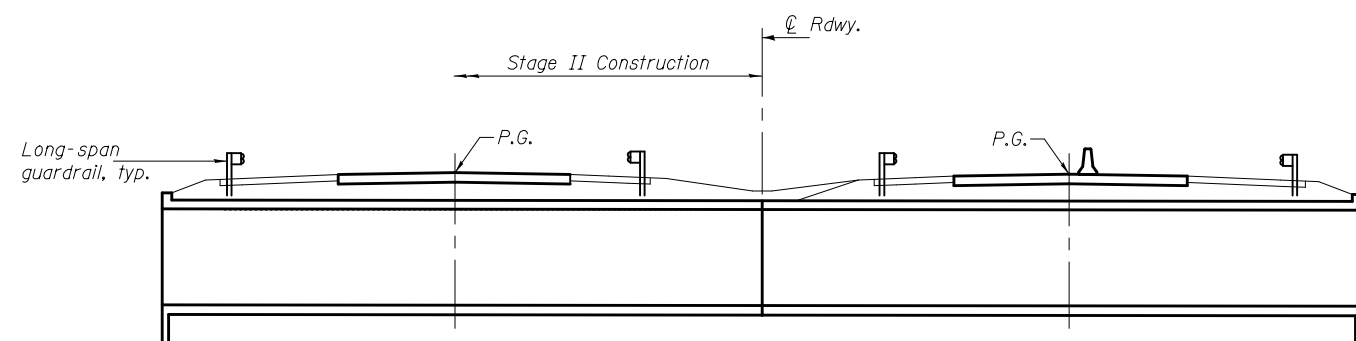
**STAGE I REMOVAL**



**STAGE I CONSTRUCTION**



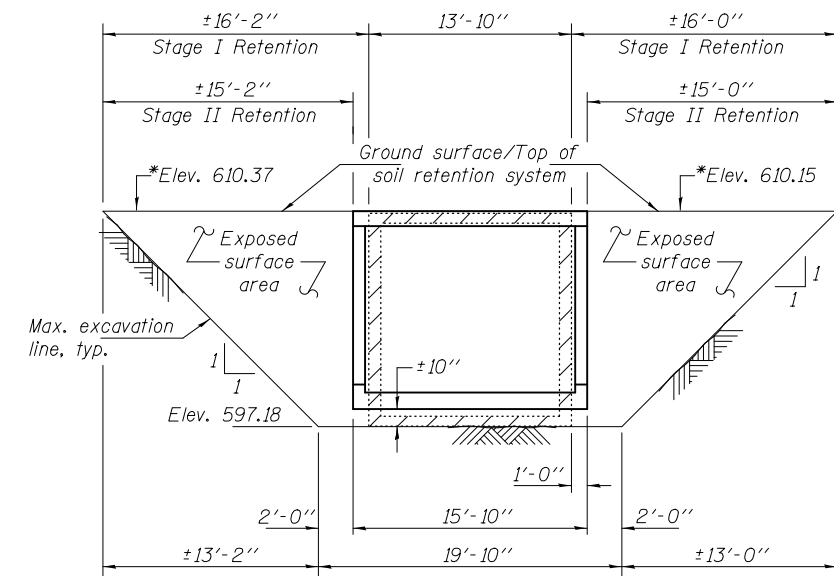
**STAGE II REMOVAL**



**STAGE II CONSTRUCTION**

Notes: All staging cross sections are looking south.  
Hatched area indicates removal of existing structure.  
For quantity of temporary concrete barrier, see Roadway Plans.

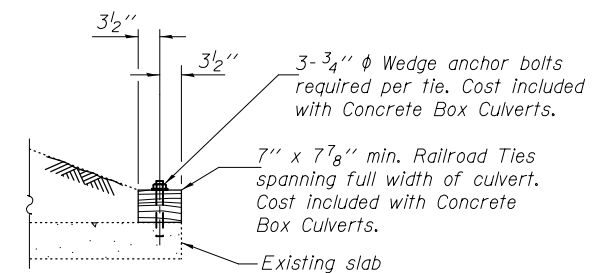
\*To be verified in the field by the Engineer.



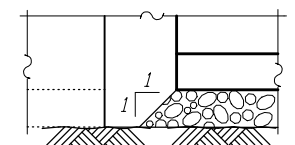
**TEMPORARY SOIL RETENTION SYSTEM**

(Looking east)

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.



**DETAIL A**



**DETAIL B**

DESIGNED - PEC/ADY	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 4, 2013
CHECKED - ADY/PG	ACTING ENGINEER OF BRIDGE DESIGN	
DRAWN - h.t. duong	PASSED - <i>Carl [Signature]</i>	REVISED
CHECKED - ADY/PG	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

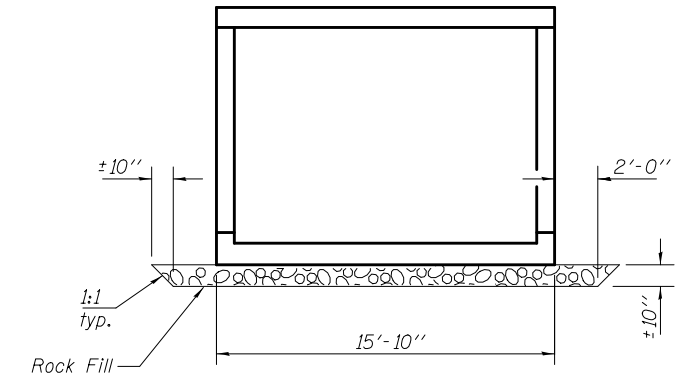
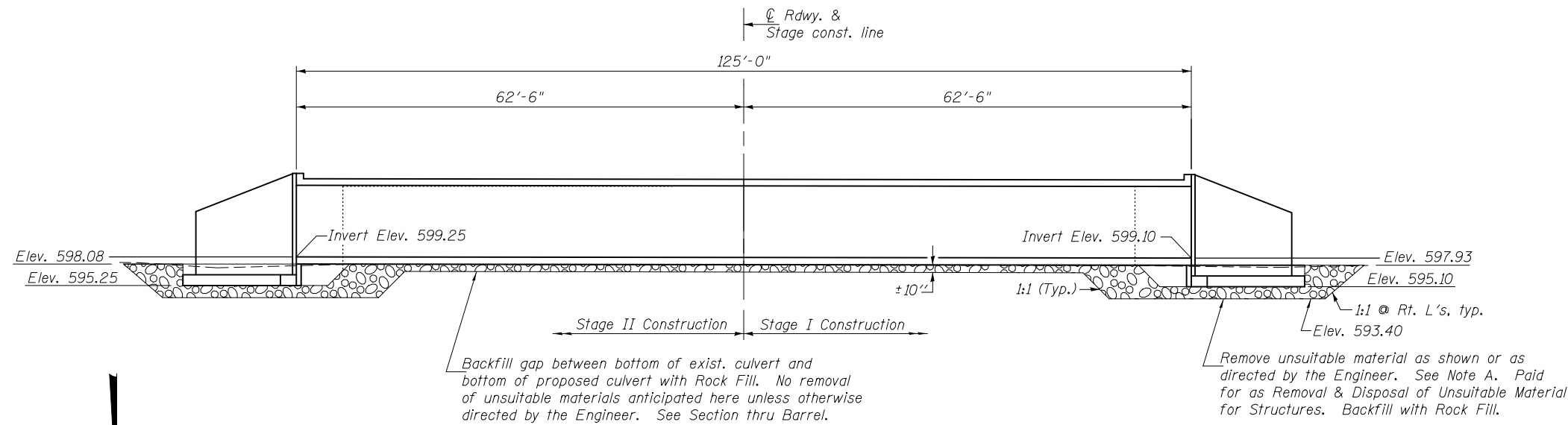
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION & TEMP. SOIL RETENTION SYSTEM DETAILS  
STRUCTURE NO. 046-2552**

SHEET NO. 3 OF 9 SHEETS

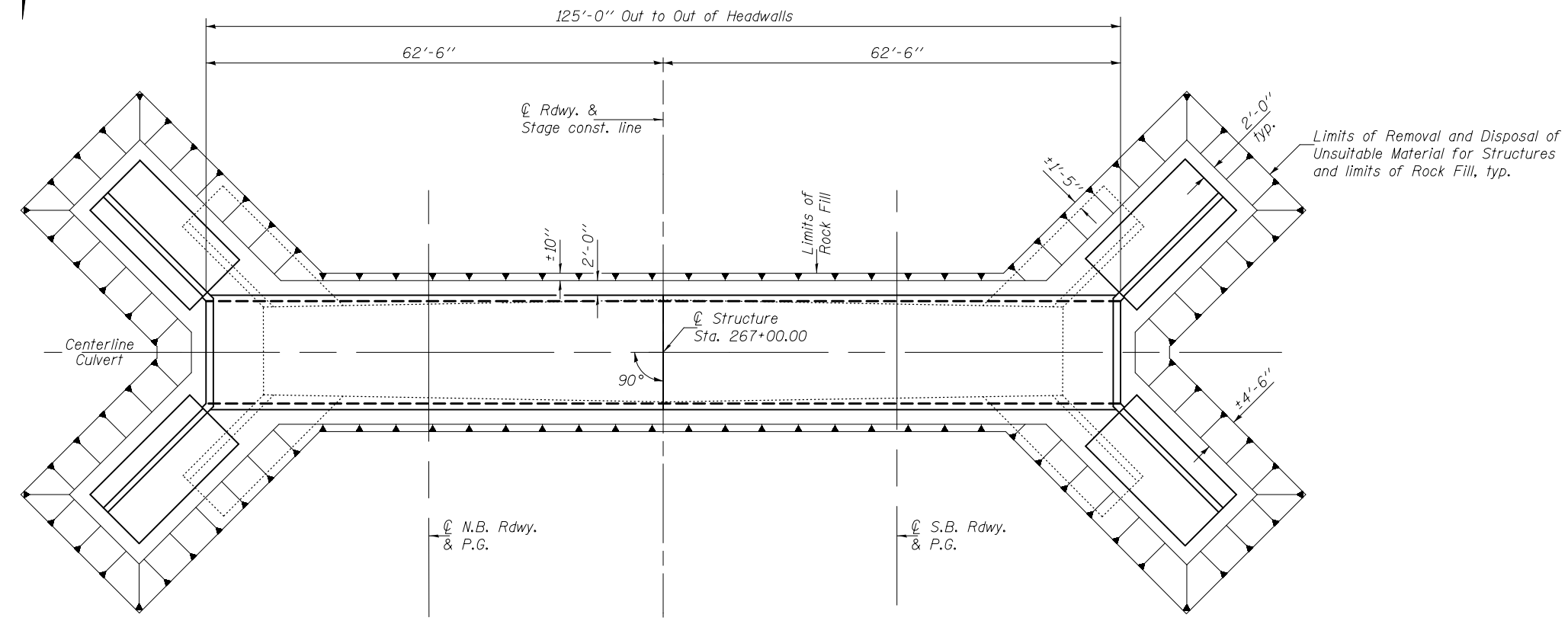
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	122
CONTRACT NO. 66750				

ILLINOIS FED. AID PROJECT



**LONGITUDINAL SECTION**

**SECTION THRU BARREL**



**PLAN**

Note A: The limits and quantities of removal and replacement shown at all the wingwalls are based on the boring data and may be modified by the District Geotechnical and Field Engineers for variable subsurface conditions encountered in the field. Due to the lack of boring data at the East wingwalls, the Engineer shall conduct a Dynamic Cone Penetrometer (DCP) test below both the Northeast and Southeast wingwall footings to verify that the foundation soils have an equivalent  $Q_u$  of at least 1.1 tsf or determine the appropriate depth of rock fill required.

DESIGNED - PEC/ADY	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 4, 2013
CHECKED - ADY/PG	ACTING ENGINEER OF BRIDGE DESIGN	
DRAWN - h.t. duong	PASSED - <i>Carl [Signature]</i>	REVISED
CHECKED - ADY/PG	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

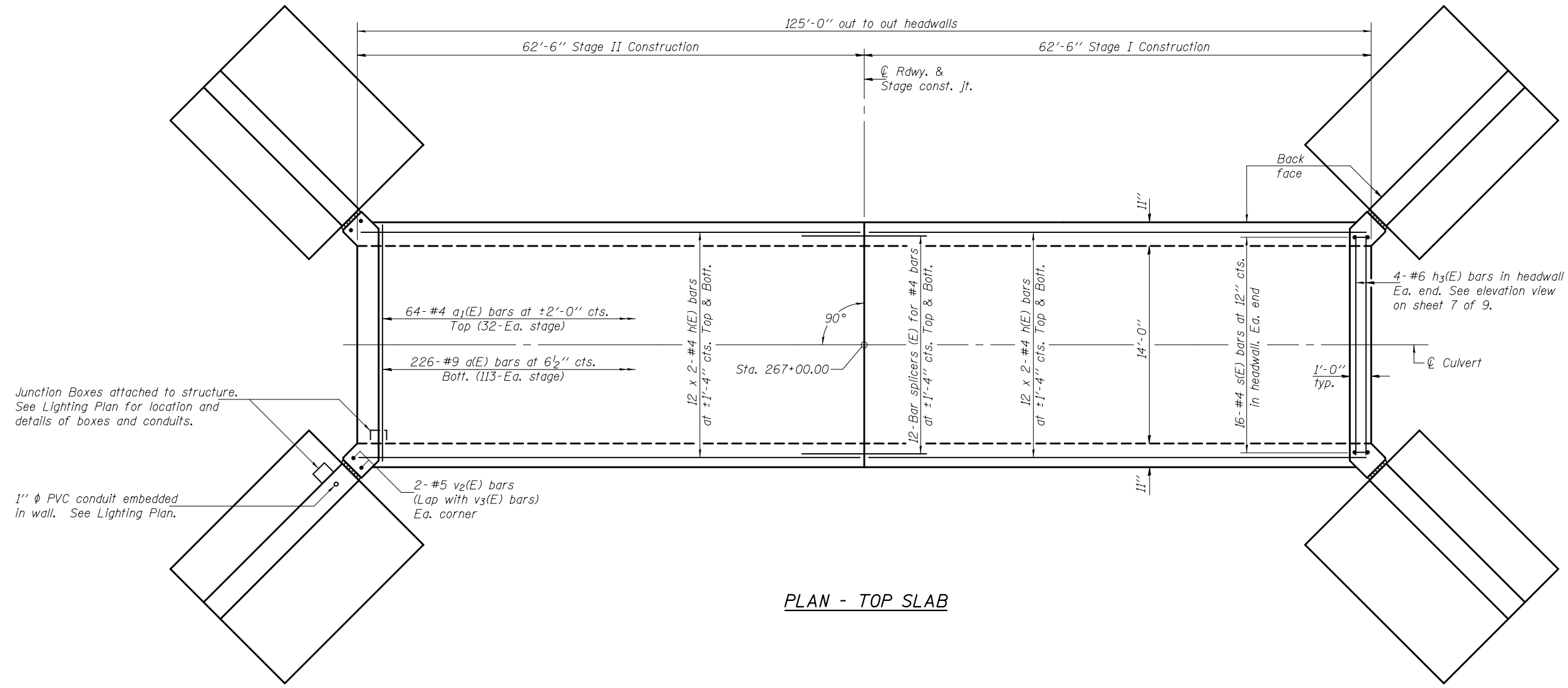
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROCK FILL DETAILS & REMOVAL DETAILS  
STRUCTURE NO. 046-2552**

SHEET NO. 4 OF 9 SHEETS

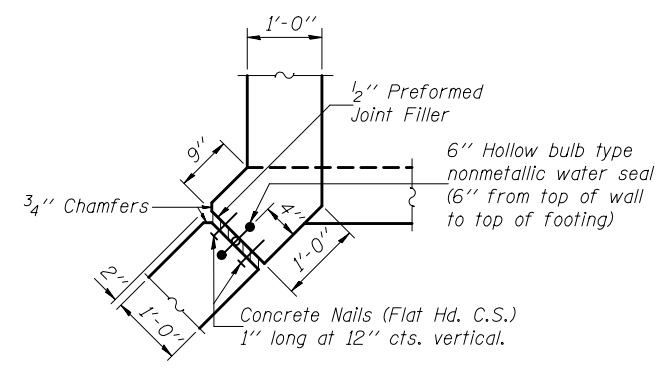
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	123
CONTRACT NO. 66750				

ILLINOIS FED. AID PROJECT



**PLAN - TOP SLAB**

Notes: Bars indicated thus 12 x 2-#4 etc. indicates 12 lines of bars with 2 lengths per line. See sheet 7 of 9 for bar details & Bill of Material. See sheet 8 of 9 for bar splicer details.

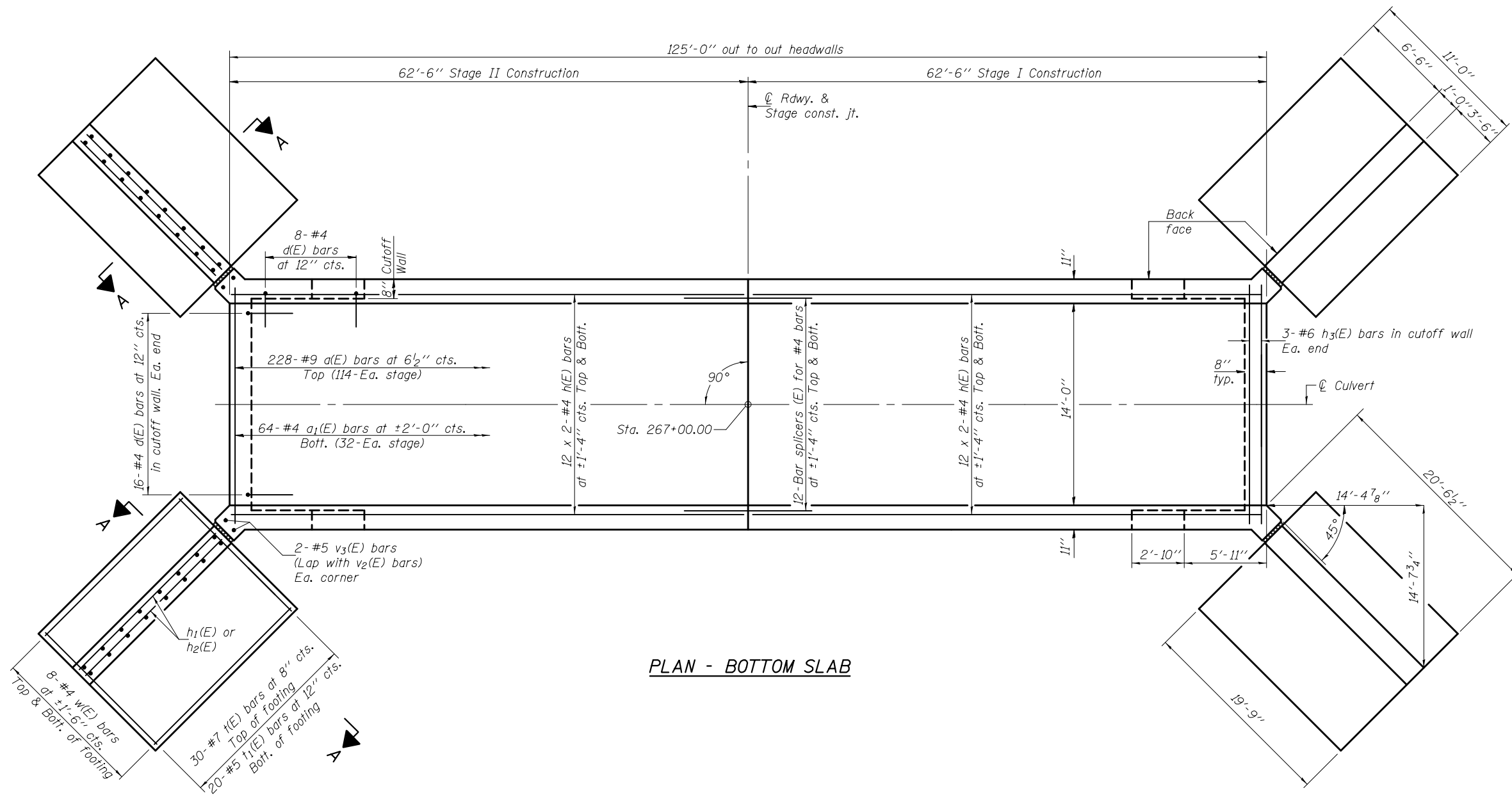


**CORNER DETAIL**

Nonmetallic water seal, concrete nails and 1/2" preformed joint filler shall be included with the cost for Concrete Box Culverts.

**MIN. BAR LAP**  
 #4 bar = 2'-1"  
 #5 bar = 2'-7"

DESIGNED - PEC/ADY	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 4, 2013	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CULVERT DETAILS STRUCTURE NO. 046-2552</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - ADY/PG	ACTING ENGINEER OF BRIDGE DESIGN	REVISED			57	(140)BR, BR-1 & I(1)	KANKAKEE	183	124	
DRAWN - h.t. duong	PASSED - <i>Carl [Signature]</i>	REVISED			CONTRACT NO. 66750					
CHECKED - ADY/PG	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			SHEET NO. 5 OF 9 SHEETS					
ILLINOIS FED. AID PROJECT										



**PLAN - BOTTOM SLAB**

Notes: Bars indicated thus 12 x 2-#4 etc. indicates 12 lines of bars with 2 lengths per line.  
See sheet 7 of 9 for bar details, Bill of Material, and Section A-A.  
See sheet 8 of 9 for bar splicer details.

**MIN. BAR LAP**

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

DESIGNED - PEC/ADY	EXAMINED	DATE - OCTOBER 4, 2013
CHECKED - ADY/PG	<i>Joanne F. [Signature]</i> ACTING ENGINEER OF BRIDGE DESIGN	
DRAWN - h.t. duong	PASSED	REVISED
CHECKED - ADY/PG	<i>Carl [Signature]</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

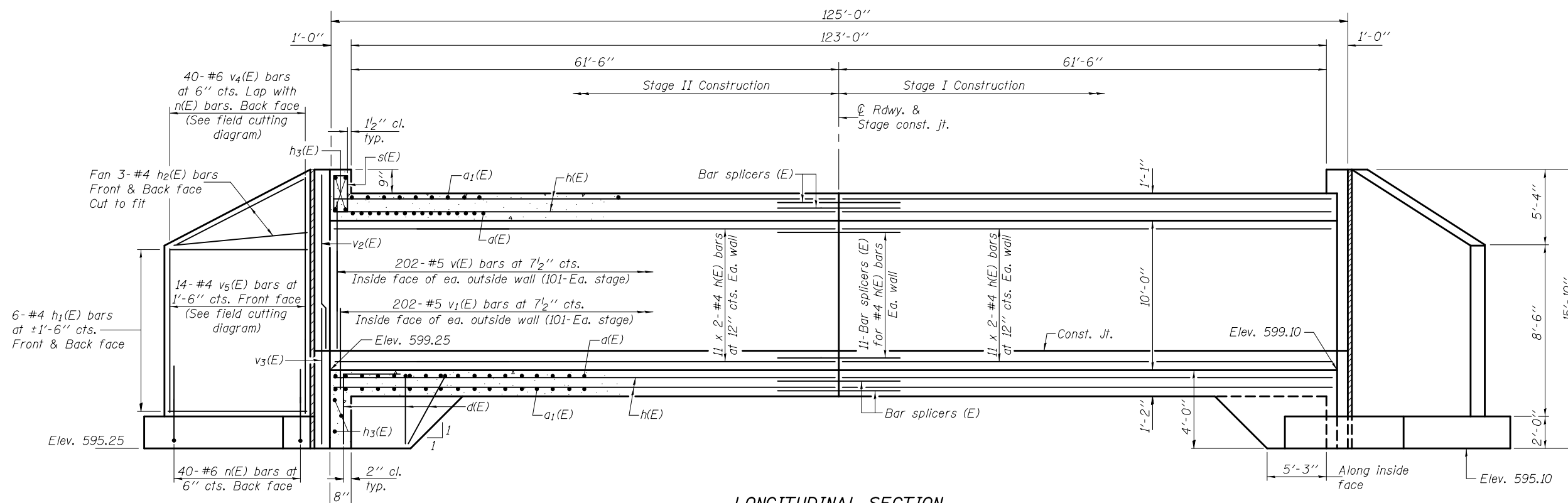
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CULVERT DETAILS  
STRUCTURE NO. 046-2552**

SHEET NO. 6 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	125
CONTRACT NO. 66750				

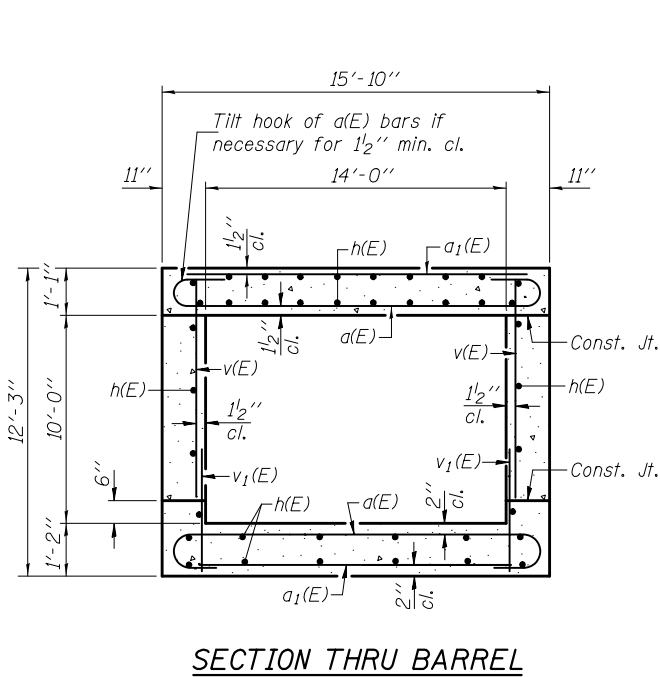
ILLINOIS FED. AID PROJECT



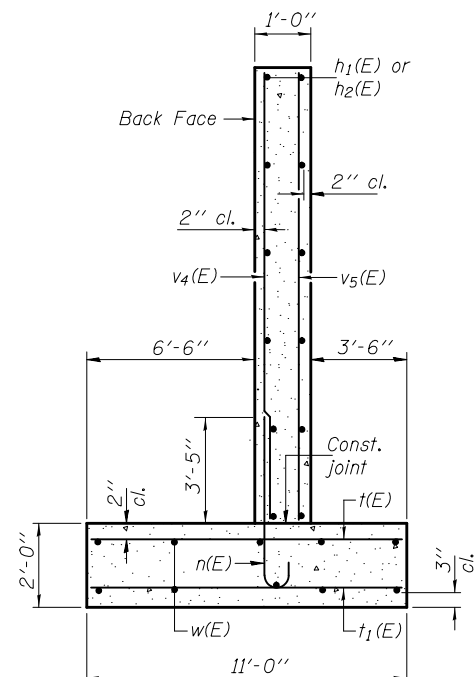
**LONGITUDINAL SECTION**  
(Looking south)

**MIN. BAR LAP**

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

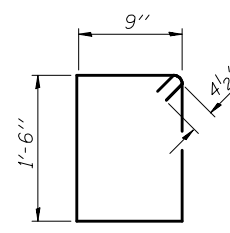


**SECTION THRU BARREL**

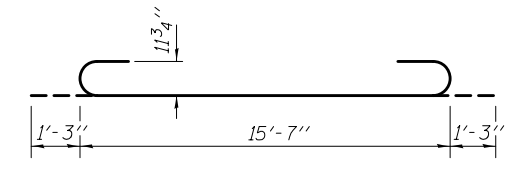


**SECTION A-A**

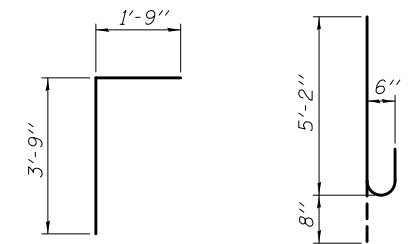
Maximum Applied Service Bearing Pressure =  $Q_{max} = 2.21$  Ksf



**BAR s(E)**

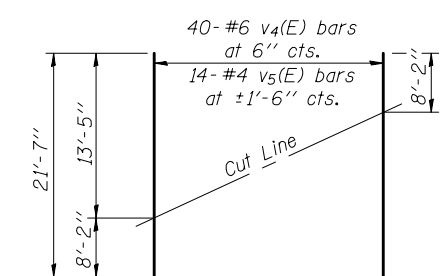


**BAR a(E)**



**BAR d(E)**

**BAR n(E)**



**FIELD CUTTING DIAGRAM**

Order  $v_4(E)$  &  $v_5(E)$  full length. Cut as shown and use remainder of bars in adjacent wingwall.

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	454	#9	18'-1"	U
a1(E)	128	#4	15'-7"	—
d(E)	64	#4	5'-6"	—
h(E)	280	#4	32'-2"	—
h1(E)	48	#4	19'-5"	—
h2(E)	24	#4	20'-1"	—
h3(E)	14	#6	15'-6"	—
n(E)	160	#6	5'-10"	—
s(E)	32	#4	5'-3"	□
t(E)	120	#7	10'-8"	—
t1(E)	80	#5	10'-8"	—
v(E)	404	#5	10'-3"	—
v1(E)	404	#5	4'-3"	—
v2(E)	8	#5	11'-0"	—
v3(E)	8	#5	7'-1"	—
v4(E)	80	#6	21'-7"	—
v5(E)	28	#4	21'-7"	—
w(E)	64	#4	19'-5"	—
Concrete Box Culverts			Cu. Yd.	353
Reinforcement Bars, Epoxy Coated			Pound	51880

DESIGNED - PEC/ADY	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 4, 2013
CHECKED - ADY/PG	PASSED - <i>Carl [Signature]</i>	REVISED
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED - ADY/PG		

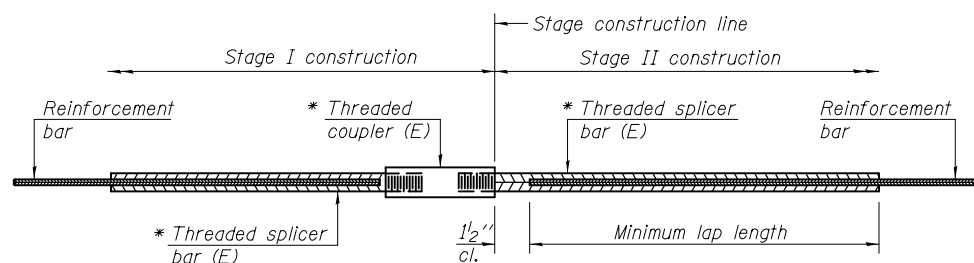
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CULVERT DETAILS**  
**STRUCTURE NO. 046-2552**

SHEET NO. 7 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	126
				CONTRACT NO. 66750

ILLINOIS FED. AID PROJECT



**STANDARD BAR SPLICER ASSEMBLY**

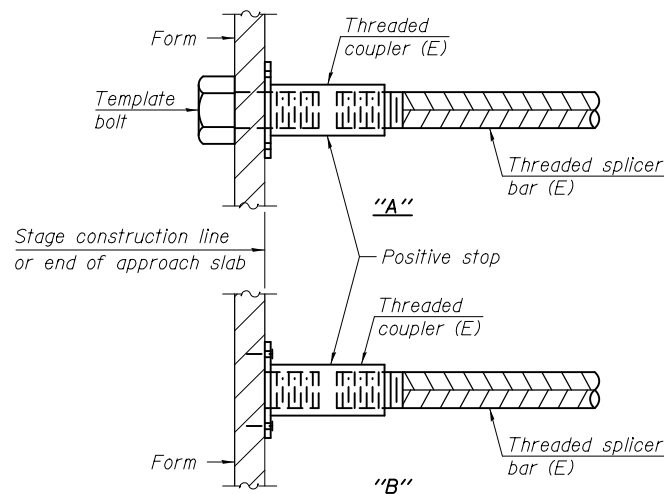
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

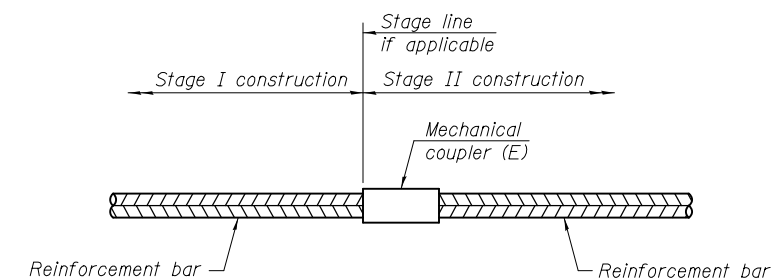
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top slab	#4	24	3
Bottom slab	#4	24	3
Sidewalls	#4	22	3



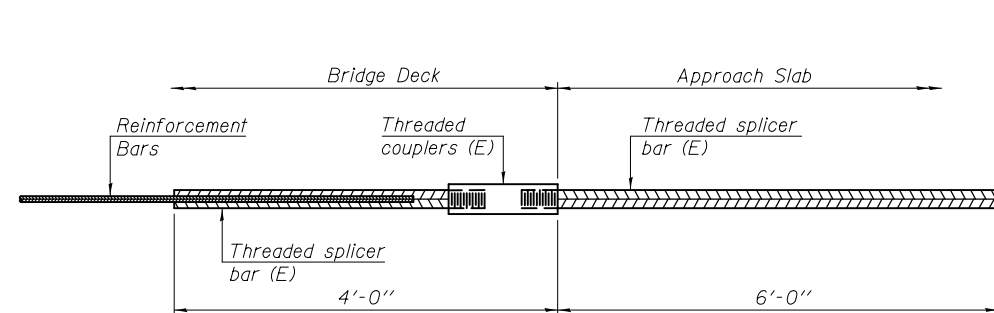
**INSTALLATION AND SETTING METHODS**

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



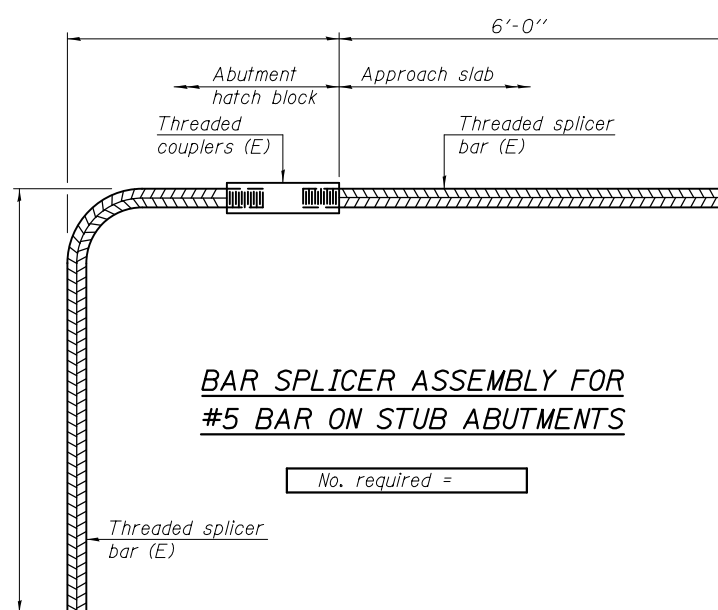
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



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

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

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

BSD-1 1-27-12



**Illinois Department of Transportation**  
Division of Highways  
District 3

**SOIL BORING LOG**

Page 1 of 1

Date 25/09

ROUTE FAI 57 (I-57) DESCRIPTION I-57 over Pedestrian Wkwy. 2.8 MI.N. of US 4552 LOGGED BY LM

SECTION 140-1 LOCATION NE14, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-2543 (Exist.)  
046-2552 (Prop.)  
Station 267+00

BORING NO. 1 (West End)  
Station 267+06  
Offset 84.00ft Lt.  
Ground Surface Elev. 598.40 ft

DEPTH F T	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft		DEPTH F T	B L O W S	U C S Qu	M O I S T
				Stream Bed Elev. _____ ft	Groundwater Elev.:				
				First Encounter _____ ft					
				Upon Completion _____ ft					
				After _____ Hrs. _____ ft					

Augered White CA6 & CA2, (path material - Fill)						9			
						13	>4.5	14.4	
						18	P		
595.90									
Stiff to Very Stiff Black & Brown Sandy Loam, Clay Loam, Silty Loam, Alluvial Fill with high Organics	3					13			
	3	2.3	20.6			16	4.0	13.7	
	5	P				19	P		
593.40						-25			
Very Loose Brown Fine Sand to Coarse Gravel with Silt pockets & free Water	2					12			
	1		33.0			12	4.0	12.1	
	1					18	P		
591.40						571.40			
Very Loose Brown Fine to Medium Sand with free Water	1					14			
	2		28.4			16	>4.5	9.1	
	2					21	P		
						-30			
	2					15			
	3		24.0			18	>4.5	7.5	
	2					24	P		
586.40						566.90			
Hard Gray Silty Loam/Loam Till with pockets of Gray Silt after 21'									
	22								
	27	>4.5	8.4						
	34	P							
						-35			
	13								
	24	>4.5	10.0						
	14	P							
	13								
	18	>4.5	12.9						
	21	P							
						-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 8-99)

DESIGNED -  
CHECKED -  
DRAWN -  
CHECKED -

EXAMINED  
*Joanne F. [Signature]*  
ACTING ENGINEER OF BRIDGE DESIGN  
PASSED  
*Carl [Signature]*  
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013  
REVISED  
REVISED

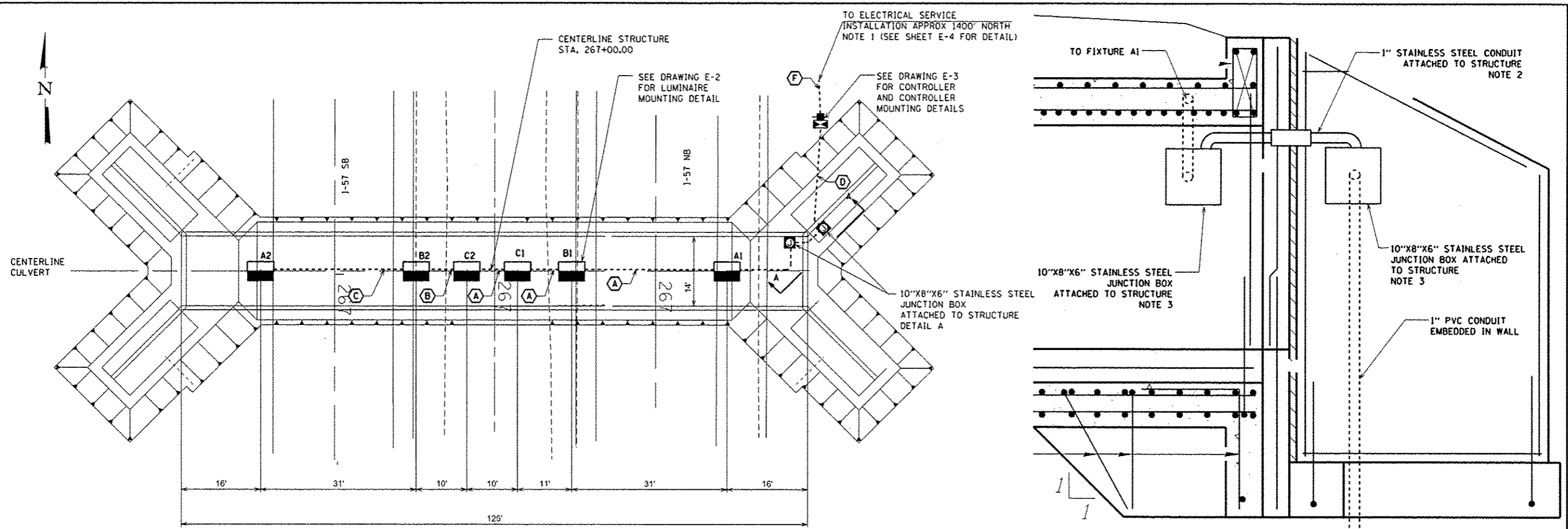
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS  
STRUCTURE NO. 046-2552**

SHEET NO. 9 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	128
CONTRACT NO. 66750			ILLINOIS FED. AID PROJECT	





**PLAN VIEW**

**SECTION A-A  
DETAIL "A"**

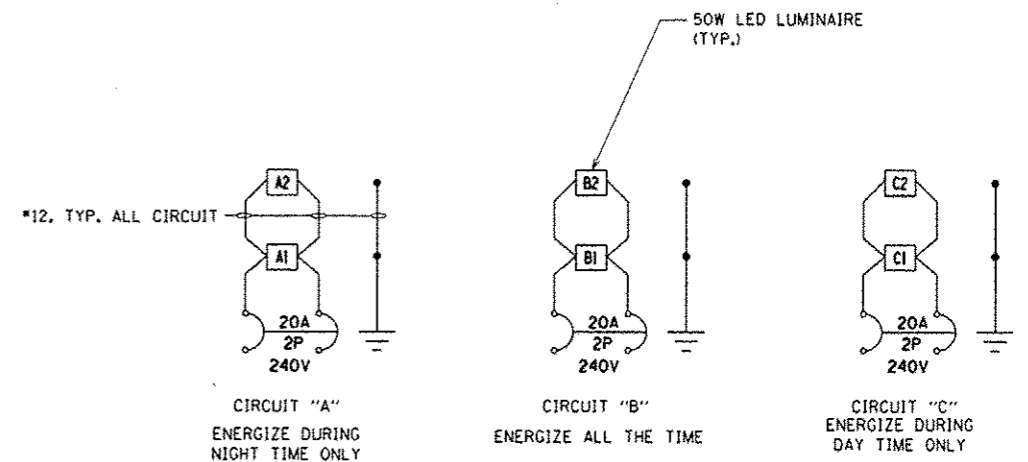
**LEGENDS**

- (A) 6-1/C NO. 12 AND 1/C NO. 12 GND. IN 1" PVC CONDUIT EMBEDDED IN STRUCTURE
  - (B) 4-1/C NO. 12 AND 1/C NO. 12 GND. IN 1" PVC CONDUIT EMBEDDED IN STRUCTURE
  - (C) 2-1/C NO. 12 AND 1/C NO. 12 GND. IN 1" PVC CONDUIT EMBEDDED IN STRUCTURE
  - (D) 6-1/C NO. 12 AND 1/C NO. 12 GND. IN 1" UNDERGROUND PVC CONDUIT
  - (E) 6-1/C NO. 12 AND 1/C NO. 12 GND. IN 1" STAINLESS STEEL CONDUIT ATTACHED TO STRUCTURE
  - (F) UNIT DUCT, 600V, 3-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE
- CIRCUIRY  
# — LUMINAIRE NUMBER
- 50W LED CEILING MOUNTED LUMINAIRE WITH VANDAL RESISTANT APPLICATION
  - PROPOSED JUNCTION BOX, SIZE AND TYPE AS NOTED
  - PROPOSED LIGHTING CONTROLLER, POLE MOUNTED, 240V

**NOTES:**

1. UNDERGROUND MARKING TAPE SHALL BE INSTALLED 18" BELOW FINAL GRADE AS PER ARTICLE 1066.05. THE COST OF THIS WORK IS INCIDENTAL TO PAY ITEM "UNIT DUCT, 600V, 3-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE"
2. CONTRACTOR SHALL PROVIDE DEFLECTION/ EXPANSION FITTING AND 45° ELBOWS. THE CONDUIT AND ALL ACCESSORIES BETWEEN JUNCTION BOXES SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCLUDED IN COST OF PAY ITEM " JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 10" X 8" X 6" "
3. CONTRACTOR SHALL MOUNT JUNCTION BOX AS HIGH AS POSSIBLE TO AVOID VANDALISM
4. CONTRACTOR SHALL BUILD THE WEST HALF FIRST AND COORDINATE ELECTRICAL WORK WITH CONSTRUCTION STAGING OF PEDESTRIAN WALKWAY. PROVIDE CONDUIT COUPLING BETWEEN EAST STRUCTURE CONDUIT AND WEST STRUCTURE CONDUIT OF PEDESTRIAN WALKWAY AND PROTECT CONDUIT FROM DAMAGE BETWEEN STAGES.

PEDESTRIAN CULVERT TO BE BUILT IN 2 STAGES

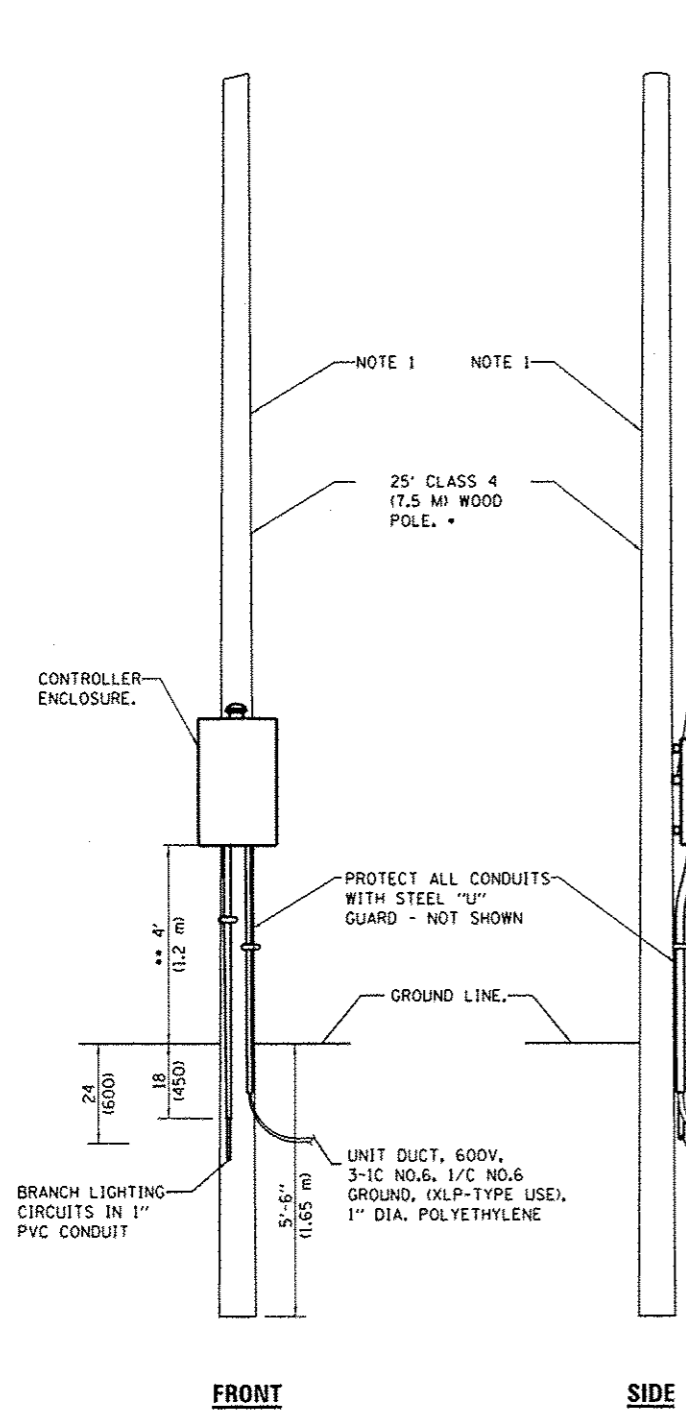


FILE NAME *	USER NAME * rpatel	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>WALKWAY UNDER I-57 LIGHTING PLAN</b>	F.A. RFE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
E:\Project\I-57 Walkway\CADD file\0366750-Sht-light-01.dgn		DRAWN -	REVISED -			57	(140)BR, BR-1 & III)	KANKAKEE	183	129	
Default	PLOT SCALE * 20x1	CHECKED -	REVISED -			CONTRACT NO. 66750					
	PLOT DATE * 03-OCT-2013 11:18	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
SCALE: _____ SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____											

**THIS SHEET TO BE INSERTED BY BRIDGE OFFICE**

**SHEET 130 OF 183**

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - _____	REVISED - _____	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	_____		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*MODELNAME*	PLOT SCALE = *SCALE*	DRAWN - _____	REVISED - _____		_____		CONTRACT NO.		ILLINOIS FED. AID PROJECT		
	PLOT DATE = *DATE*	CHECKED - _____	REVISED - _____		SCALE: _____	SHEET _____ OF _____ SHEETS	STA. _____ TO STA. _____				



**FRONT** **SIDE**

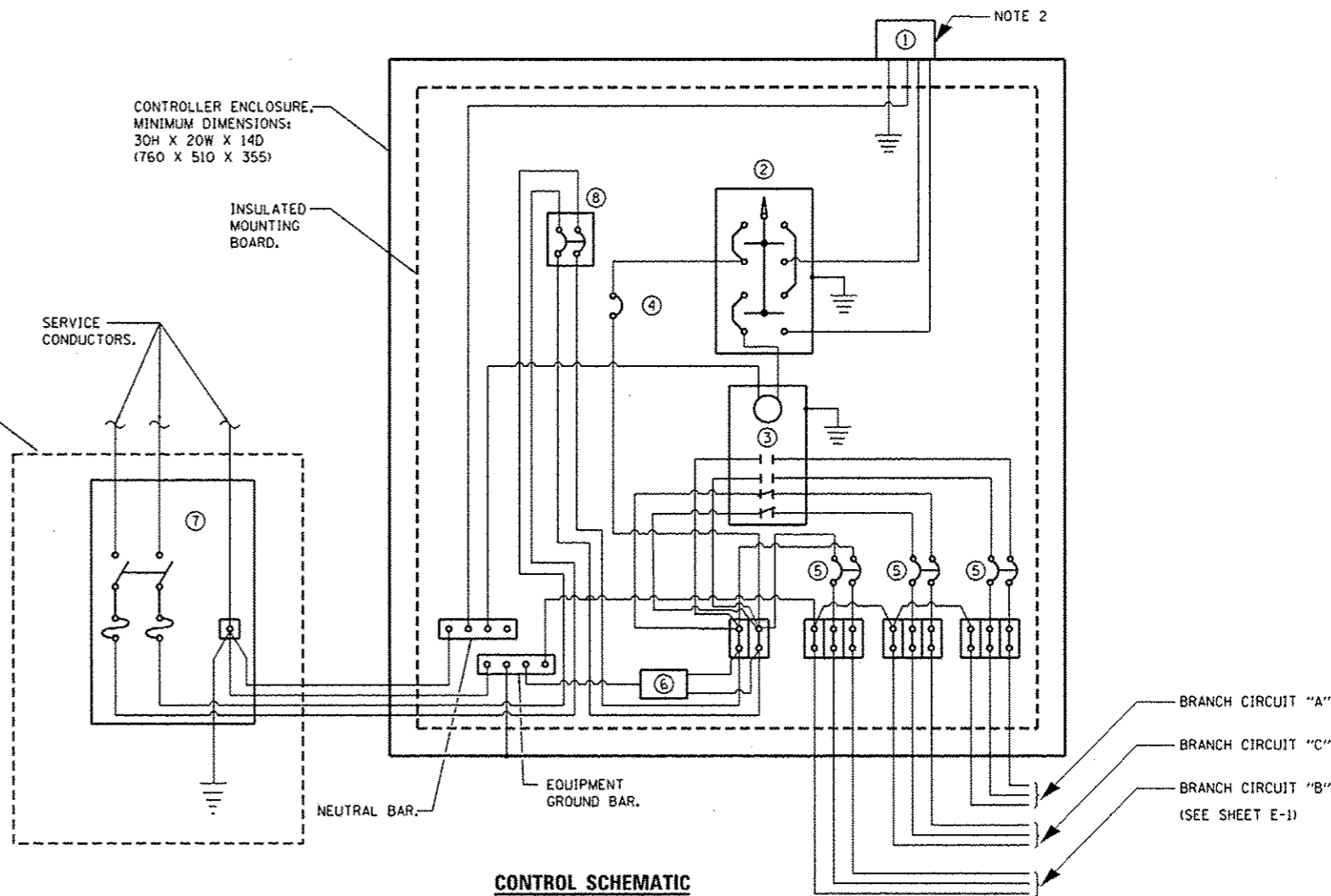
**CONTROLLER INSTALLATION**

- SIZE LARGER AS NEEDED.
- OR AS DIRECTED BY UTILITY COMPANY.

**NOTES:**

1. TOP OF WOOD POLE SHALL BE CUT OFF LEAVING 6" OF CLEARANCE ABOVE METER ENCLOSURE. THE WOOD POLE CUT SHALL BE PRESERVATIVE - TREATED ACCORDING TO THE APWA STANDARD T1 AND DESIGNATED PER STANDARD M6. WOOD POLE SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCLUDED IN COST OF PAY ITEM "LIGHTING CONTROLLER, SPECIAL".
2. USE UNDER EAVE PHOTOCELL TO MAKE THE INSTALLATION MORE VANDAL RESISTANT.

INSTALLED ON SEPARATE WOOD POLE AS SHOWN IN SHEET E-4 NEAR THE COMED SERVICE TRANSFORMER



**CONTROL SCHEMATIC**

- ① PHOTOCELL WITH INTEGRAL SURGE ARRESTER.
  - ② HAND-OFF-AUTO SELECTOR SWITCH.
  - ③ 60 AMP, ELECTRICALLY HELD CONTACTOR SHALL BE NEMA, SIZE 3, 2 POLE, 60 HZ, 600V, OPEN PANEL MOUNT, AT LEAST 2 OPEN, AT LEAST 2 CLOSED AND ELECTRICALLY HELD AND UL LABELED
  - ④ 15 AMP, 1-POLE CIRCUIT BREAKER.
  - ⑤ 20 AMP, 2-POLE CIRCUIT BREAKER.
  - ⑥ SURGE ARRESTER.
  - ⑦ SERVICE DISCONNECT SWITCH - 2-POLE, 3-WIRE, 30 AMP, FUSED AT 30 AMP, SOLID NEUTRAL IN NEMA 4X ENCLOSURE HAVING LOCKABLE EXTERNAL HANDLE.
  - ⑧ MAIN CIRCUIT BREAKER, 2 POLE, 600 VOLT 30 AMP
- SIZE LARGER AS NEEDED.

**GENERAL NOTES**

- PROVIDE 12X9X1 (305X225X25) WATERTIGHT POUCH MOUNTED INSIDE CONTROLLER DOOR WITH AS-BUILT PLANS AND SCHEMATICS.
- PROVIDE ENGRAVED NAMEPLATE ON FRONT OF ENCLOSURE READING "PEDESTRIAN LIGHTING".
- ENCLOSURES SHALL BE MOUNTED TO POLE WITH POLE-BANDS AND LAG-BOLTS.
- WORK PAD NOT SHOWN.
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

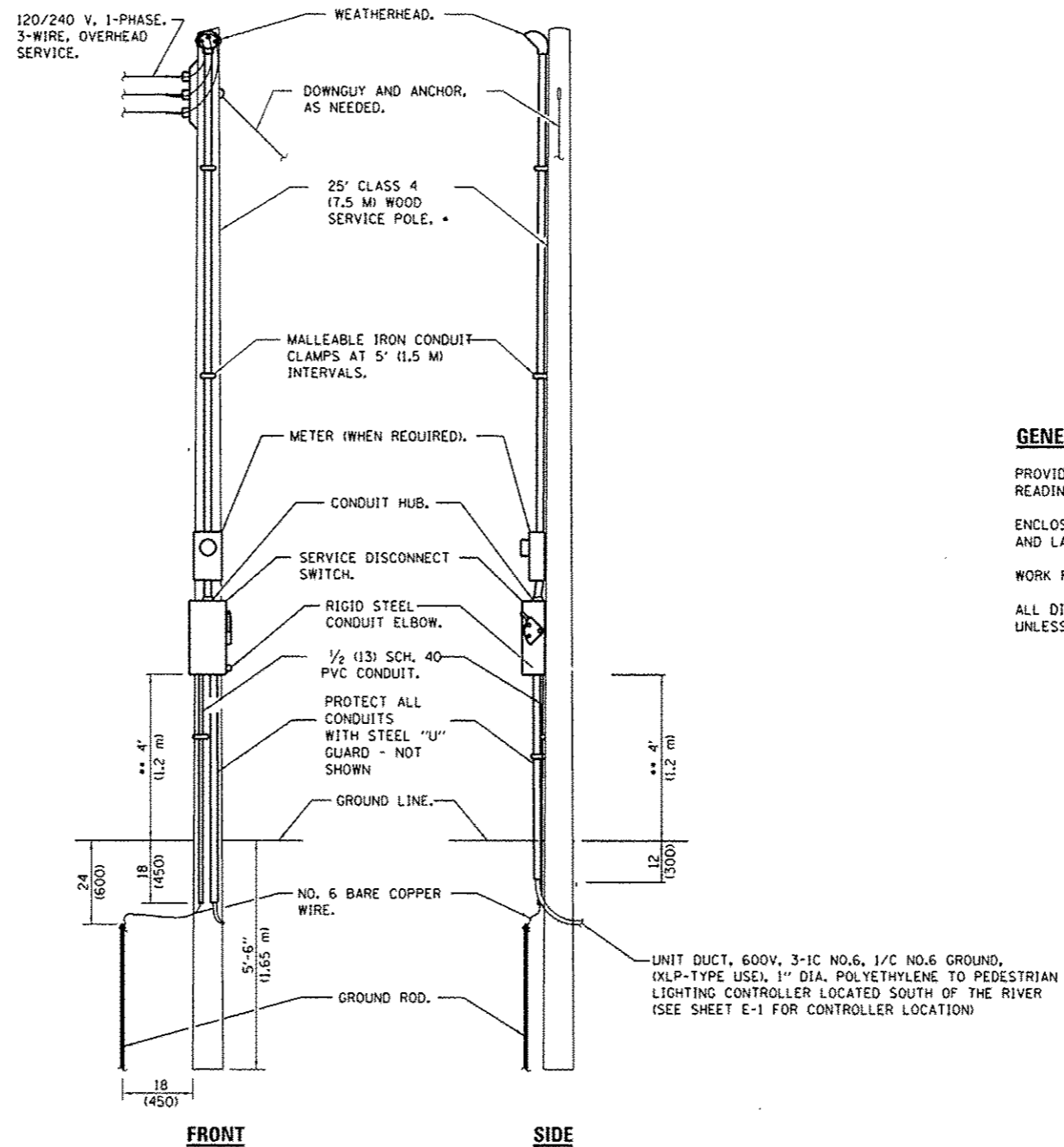
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Default	PLOT SCALE :	CHECKED :	REVISED :
	20ft	-	-
	PLOT DATE :	DATE :	REVISED :
	03-OCT-2013 11:18	-	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**WALKWAY UNDER I-57  
CONTROLLER DETAILS**

SCALE: \_\_\_\_\_ SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	((140)BR, BR-1 & II)	KANKAKEE	183	131
CONTRACT NO. 66750			ILLINOIS FED. AID PROJECT	



**ELECTRIC SERVICE INSTALLATION**  
 • SIZE LARGER AS NEEDED.  
 •• OR AS DIRECTED BY UTILITY COMPANY.

**GENERAL NOTES**

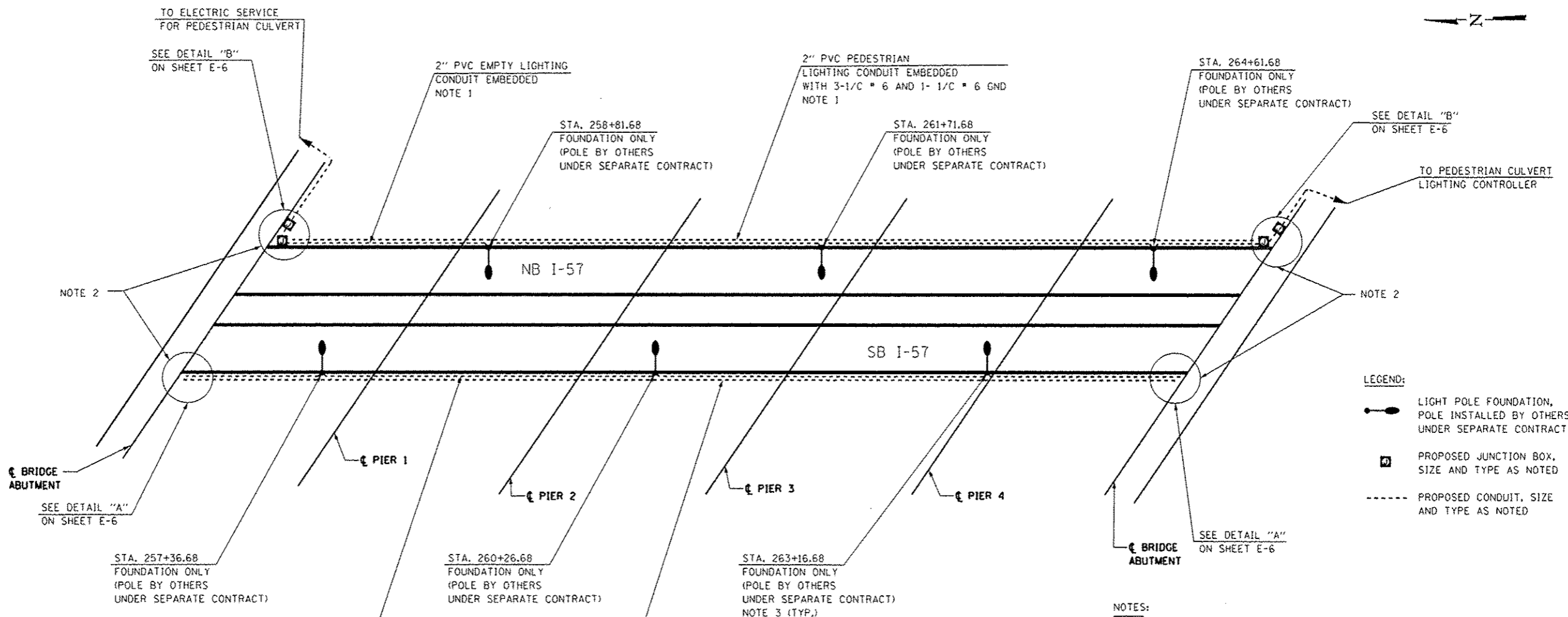
PROVIDE ENGRAVED STAINLESS STEEL NAMEPLATE ON FRONT OF ENCLOSURE READING "PEDESTRIAN LIGHTING".

ENCLOSURES SHALL BE MOUNTED TO POLE WITH POLE-BANDS AND LAG-BOLTS.

WORK PAD NOT SHOWN.

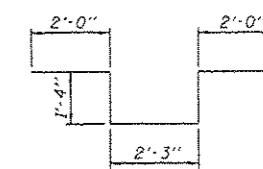
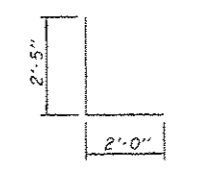
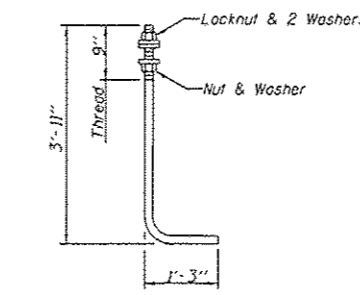
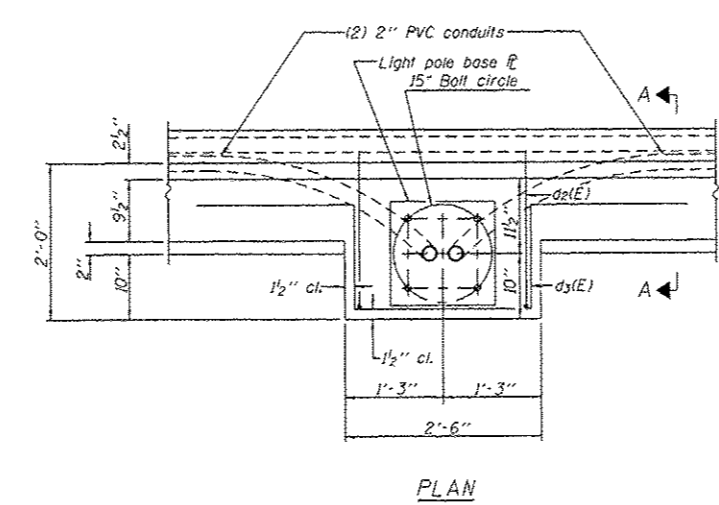
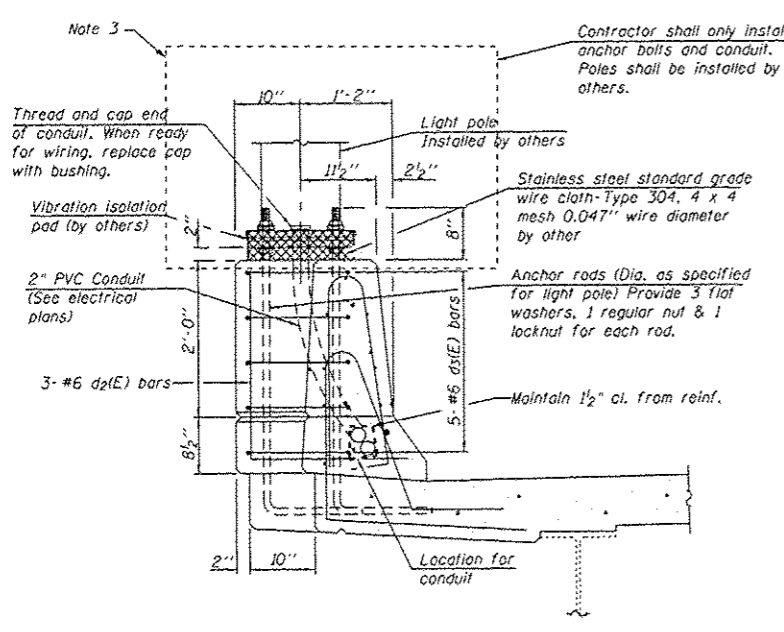
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME * E:\Project\I-57 Walkway\CADD file\0366750-Sht-light-04.dgn	USER NAME * rpatel	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>WALKWAY UNDER I-57 ELECTRICAL SERVICE</b>	F.A. RTE. 57	SECTION (140)BR, BR-1 & 1(I)	COUNTY KANKAKEE	TOTAL SHEETS 183	SHEET NO. 132		
Default	PLOT SCALE * 20:1	CHECKED -	REVISED -			SCALE: _____ SHEET _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 66750				
	PLOT DATE * 03-OCT-2013 11:19	DATE -	REVISED -			ILLINOIS FED. AID PROJECT						



- LEGEND:**
- LIGHT POLE FOUNDATION, POLE INSTALLED BY OTHERS UNDER SEPARATE CONTRACT
  - PROPOSED JUNCTION BOX, SIZE AND TYPE AS NOTED
  - PROPOSED CONDUIT, SIZE AND TYPE AS NOTED

- NOTES:**
1. CONTRACTOR MUST PROVIDE AN EXPANSION/DEFLECTION FITTING AT EACH LOCATION WHERE THE CONDUIT RUN TRAVERSES AN EXPANSION JOINT.
  2. CONTRACTOR SHALL PROVIDE THREADED CAP AT EACH CONDUIT END AND PULL ROPE IN EACH EMPTY CONDUIT.
  3. EACH POLE FOUNDATION SHALL BE COMPLETELY COVERED FOR PROTECTION BY A POLYMER CONCRETE PEDESTAL AS APPROVED BY THE ENGINEER. PEDESTAL SHALL HAVE A MINIMUM PROJECTION ABOVE THE PARAPET. THE COST OF THIS WORK SHALL BE INCLUDED WITH CONDUIT EMBEDDED IN STRUCTURE.
  4. SEE BRIDGE PLANS FOR MORE DETAIL.



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

FILE NAME: E:\Project\I-57 Walkway\CADD file\0366750-57-light-05.dgn	USER NAME: rpatel	DESIGNED: -	REVISED: -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHT POLE FOUNDATIONS AND CONDUIT IN BRIDGE PARAPET LIGHTING PLAN</b>				F.A. RTE.:	SECTION:	COUNTY:	TOTAL SHEETS:	SHEET NO.:
Default	PLOT SCALE: 58.0217391	DRAWN: -	REVISED: -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	KANKAKEE	183	133
	PLOT DATE: 03-OCT-2013 11:19	CHECKED: -	REVISED: -										
		DATE: -	REVISED: -										

**THIS SHEET TO BE INSERTED BY BRIDGE OFFICE**

**SHEET 134 OF 183**

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - _____	REVISED - _____	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	_____		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*MODELNAME*	PLOT SCALE = *SCALE*	DRAWN - _____	REVISED - _____		_____		CONTRACT NO. _____				
	PLOT DATE = *DATE*	CHECKED - _____	REVISED - _____		SCALE: _____	SHEET _____	OF _____	SHEETS	STA. _____	TO STA. _____	ILLINOIS FED. AID PROJECT

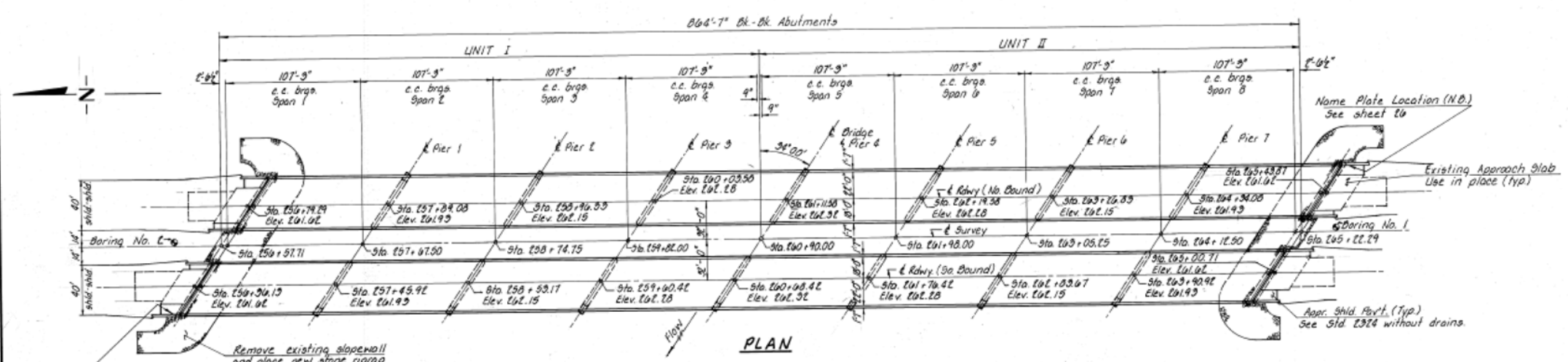
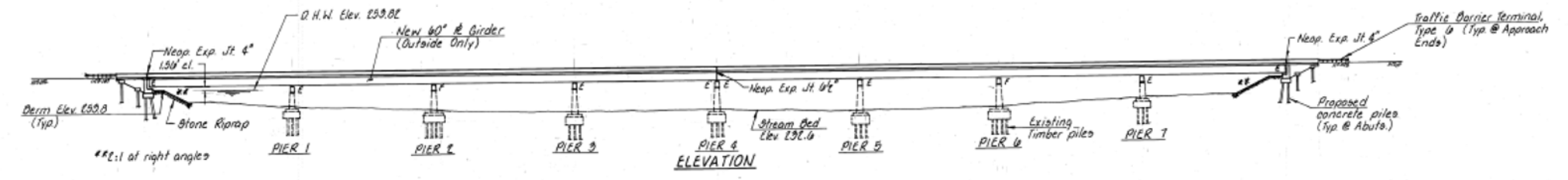
**THIS SHEET TO BE INSERTED BY BRIDGE OFFICE**

**SHEET 135 OF 183**

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - _____	REVISED - _____	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	_____		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*MODELNAME*	PLOT SCALE = *SCALE*	CHECKED - _____	REVISED - _____		_____		CONTRACT NO.		ILLINOIS FED. AID PROJECT		
	PLOT DATE = *DATE*	DATE - _____	REVISED - _____		SCALE: _____	SHEET _____ OF _____ SHEETS	STA. _____ TO STA. _____				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	140-BR	KANKAKEE	55	20
PROJECT NO.	ILLINOIS PROJECT			
Sheet 1 of 36				

D.M. #1 - 14" West Sta. E56+90, Chiseled "a" in top of East Wing, N. Abut. Elev. E51.90  
 Existing Structures: Sta. E50+90.00 built in 1951 as FA Rte. 20, Sec. 40 B, Q.E. F 4 P  
 Existing deck to be replaced and widened utilizing additional exterior girder as shown.  
 Existing beams to be converted to composite. Widen and repair existing substructure.  
 Utilize stage construction by building one bridge and two way traffic open at all times.  
 Existing Structures No's: 046-0003 & 046-0004  
 No Salvage



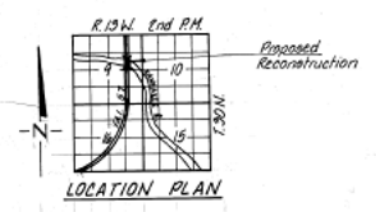
**INDEX OF SHEETS**

1. General Plan & Elevation	12-14. Drainage Details
2. General Notes	15-18. Structural Steel
3. Riprap Details	19-21. Bearing Details
4-7. Slab Elevations	22-23. Abutment Details
8-9. Superstructure	24-25. Pier Details
10-11. Expansion Devices	26. Pile Details

**WATERWAY INFORMATION**

Drainage Area = 4,567 Sq. Mi. Low Grade Elev. E50.6 @ Sta. E56+00

Flood	Freq. Yr.	Q	Opening Sq. Ft.		Head Ft.		Headwater Elev.		
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Design	50	55,640	10,804	10,804	E59.8E	0	0	E59.8E	E59.8E
Base	100	47,520	11,940	11,940	E59.8E	0	0	E59.8E	E59.8E
Overtopping									
Max. Calc.	500	58,410	11,940	11,940	E59.8E	0	0	E59.8E	E59.8E



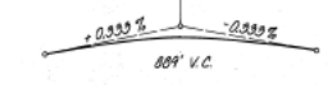
**DESIGN STRESSES**

$f_c = 1,000$  psi. (Existing)  
 $f_c = 3,500$  psi. (New)  
 $f_s = 20,000$  psi. (Reinforcement Existing)  
 $f_s = 80,000$  psi. (Reinforcement New)  
 $f_s = 18,000$  psi. (Structural Steel Existing)  
 $f_s = 20,000$  psi. (Structural Steel New)  
 LOADING HS 20-44 & All Military Loading  
 Design Specifications: 1983 AASHTO  
 15%  $f_{dead}$  included in dead load for future wearing surface.

APPROVED FOR STRUCTURAL AGENCY ONLY  
*James J. Kay, P.E.*  
 Engineer of Bridge Structures



*Frank Stone Jr.*  
 Illinois Structural No. 4934



PROFILE GRADE ON & ROW OF EACH BRIDGE

**KANKAKEE RIVER**

**GENERAL PLAN & ELEVATION**  
 FAI ROUTE 57  
 SECTION 140-BR  
 KANKAKEE COUNTY  
 STATION E60+90

**COLLINS AND RICE**  
 CONSULTING ENGINEERS

DESIGNED A.R.K. CHECKED F.S. & R.M.B.  
 DRAWN M.G. DATE 12-15-86 NO. 1874

FOR INFORMATION ONLY

FILE NAME =	USER NAME = #USERS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REPAIR BRIDGE PLANS 1987	F.A.I. RTE. 57	SECTION (140BR, BR-1 & 11)	COUNTY KANKAKEE	TOTAL SHEETS 183	SHEET NO. 136	
#FILEL#	PLOT SCALE = #SCALE#	DRAWN -	REVISED -			SCALE: _____	SHEET _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 66750		
#MODELNAME#	PLOT DATE = #DATE#	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT					
		DATE -	REVISED -								



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	140-BR	KANKAKEE	51	21
FED. ROAD DIST. NO. 1			ILLINOIS PROJECT	

Sheet 2 of 36

STATION 260+90  
REBUILT 198 BY  
STATE OF ILLINOIS  
F.A.I. RT. 57 SEC. 140-BR  
F.A. PROJ. AIR-57-6(1A1)  
LOADING H920 & ALT.  
STR. NO. 046-0004

LETTERING FOR NAME PLATE  
SOUTHBOUND BRIDGE  
See Std. E113

STATION 260+90  
REBUILT 198 BY  
STATE OF ILLINOIS  
F.A.I. RT. 57 SEC. 140-BR  
F.A. PROJ. AIR-57-6(1A1)  
LOADING H920 & ALT.  
STR. NO. 046-0003

LETTERING FOR NAME PLATE  
NORTHBOUND BRIDGE  
See Std. E113

Note: Existing name plates shall be cleaned and relocated beneath new name plates. Cost shall be incidental to Name Plates. See sheet E6 for details.

**GENERAL NOTES**

Fasteners shall be high strength bolts. Bolts  $\frac{3}{4}$ ", open holes  $\frac{13}{16}$ ", unless otherwise noted.  
Calculated weight of new Structural Steel = 366,650 pounds.

All new structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint.

Field welding of construction accessories will not be permitted to the bottom flange of girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

Anchor bolts shall be set before bolting cross frames over supports.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone E. These components are the tension flanges, webs and all splice plate material of the steel girders. (New Material only)

Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-53 Grade 60.

Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two  $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims for Type I Elastomeric Bearings, shims of the dimensions of top plate width by flange width shall be provided and placed as detailed.

See Proposal for Boring Data.

Expansion bolts shall consist of approved expansion anchors, providing minimum certified proof load = 4,000 lbs, and  $\frac{3}{4}$ " x 12" hooked bolts extending 9" into new concrete.

All existing top flange surfaces which shall be in contact with new concrete shall be cleaned to satisfy Article 509.06(b) Method II and locations to receive studs shall be cleaned to bare metal per Article 507.06(m)(2). Cost of this work is incidental to Removal of Existing Concrete Deck.

Layout of stone riprap may be varied to suit ground conditions as directed by the Engineer.

All contact surfaces of joints for the cross frames shall be free of paint or loquer.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Concrete Deck	L. Sum	1		1
Concrete Removal	Cu. Yd		123	123
Floor Drains	Each	108		108
Drainage Sumpers	Each	32		32
Protective Coat	Sq. Yd	4,054	137	4,191
Class X Concrete	Cu. Yd	1,184.5	107.9	1,292.4
Structural Steel	L. Sum			1
Stud Shear Connectors	Each	11,752		11,752
Jacking and Shoring Existing Girders	Each	39		39
Cleaning and Painting Steel Bridge	L. Sum			1
Reinforcement Bars	Pound		11,850	11,850
Reinforcement Bars (Epoxy Coated)	Pound	566,360		566,360
Concrete Piles	Lin. Ft.		881	881
Name Plates	Each	2		2
Stone Riprap	Sq. Yd		1,830	1,830
Slope Wall Removal	Sq. Yd		1,190	1,190
Elastomeric Bearing Assembly, Type I	Each	8		8
Elastomeric Bearing Assembly, Type II	Each	8		8
Neoprene Expansion Joint 4"	Lin. Ft.	101		101
Neoprene Expansion Joint 6"	Lin. Ft.	109		109
Repair Concrete Structures	Sq. Ft.		670	670
Porous Granular Embankment	Ton		170	170
Expansion Bolts $\frac{3}{4}$ inch x 12 inch	Each		68	68

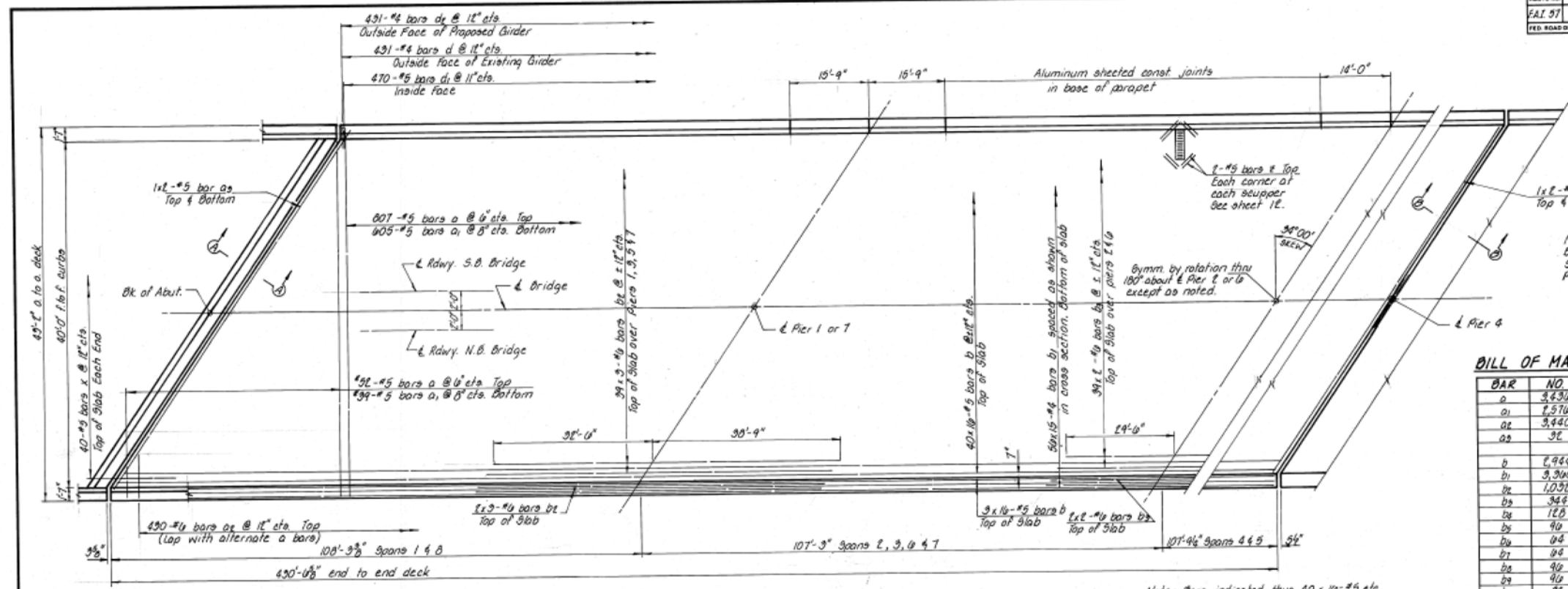
**GENERAL NOTES**  
F.A.I. ROUTE 57  
SECTION 140-BR  
KANKAKEE COUNTY  
STATION 260+90  
**COLLINS AND RICE**  
CONSULTING ENGINEERS  
DESIGNED A.R.K. CHECKED F.S. & R.M.B.  
DRAWN M.G. DATE 12-15-84 NO. 1874

**FOR INFORMATION ONLY**

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REPAIR BRIDGE PLANS 1987	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL#		DRAWN -	REVISED -			57	(140BR, BR-1 & 111)	KANKAKEE	183	137	
*MODELNAME#		CHECKED -	REVISED -			CONTRACT NO. 66750					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	140-BR	KANKAKEE	55	27
FED ROAD DIST NO. 1	ILLINOIS PROJECT			

Sheet 8 of 30



\*Order a 4 or bars full length. Cut to fit skew and use remainder of bars in opposite end.

**HALF PLAN**  
 Unit I shown  
 Unit II similar

**MIN. BAR LAPS**

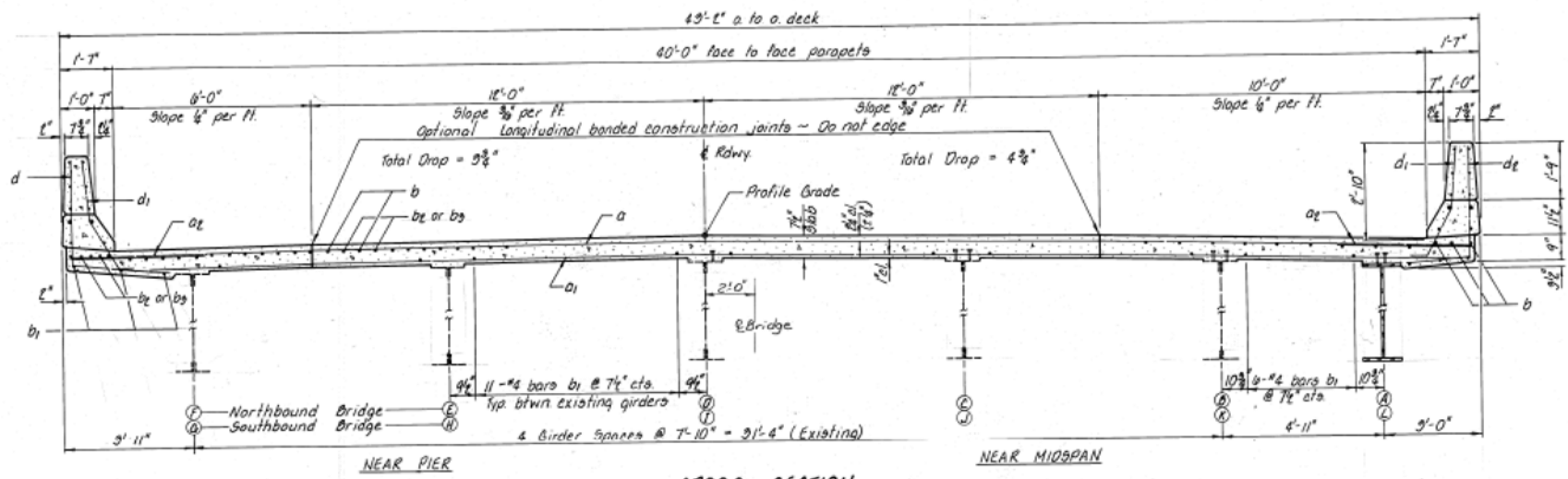
#4	1'-0"
#5	1'-9"
#8	1'-1"
#9	1'-6"

Note: Bars indicated thus 40 x 10-#5 etc. indicates 40 lines of bars with 10 lengths per line.

**BILL OF MATERIAL - SUPERSTRUCTURE**

BAR NO.	SIZE	LENGTH	SHAPE
a	#5	41'-0"	—
a <sub>1</sub>	#5	40'-0"	—
a <sub>2</sub>	#5	4'-11"	—
a <sub>3</sub>	#5	18'-9"	—
b	#5	18'-7"	—
b <sub>1</sub>	#6	30'-0"	—
b <sub>2</sub>	#6	15'-2"	—
b <sub>3</sub>	#5	30'-7"	—
b <sub>4</sub>	#5	14'-5"	—
b <sub>5</sub>	#5	38'-5"	—
b <sub>6</sub>	#5	19'-3"	—
b <sub>7</sub>	#5	19'-3"	—
b <sub>8</sub>	#5	20'-11"	—
b <sub>9</sub>	#5	17'-5"	—
b <sub>10</sub>	#5	19'-8"	—
b <sub>11</sub>	#5	19'-8"	—
d	#4	6'-1"	L
d <sub>1</sub>	#5	9'-11"	L
d <sub>2</sub>	#6	9'-2"	L
e	#4	18'-2"	—
e <sub>1</sub>	#4	18'-5"	—
e <sub>2</sub>	#4	18'-1"	—
e <sub>3</sub>	#4	13'-8"	—
x	#5	8'-1"	—
z	#5	2'-0"	—
Class X Concrete			Cu Yd 2,184.5
Reinforcement Bars (Epoxy Coated) Round			566,360

All reinforcement bars used in the superstructure shall be epoxy coated.



**CROSS SECTION**  
 LOOKING SOUTH - SOUTHBOUND BRIDGE  
 LOOKING NORTH - NORTHBOUND BRIDGE

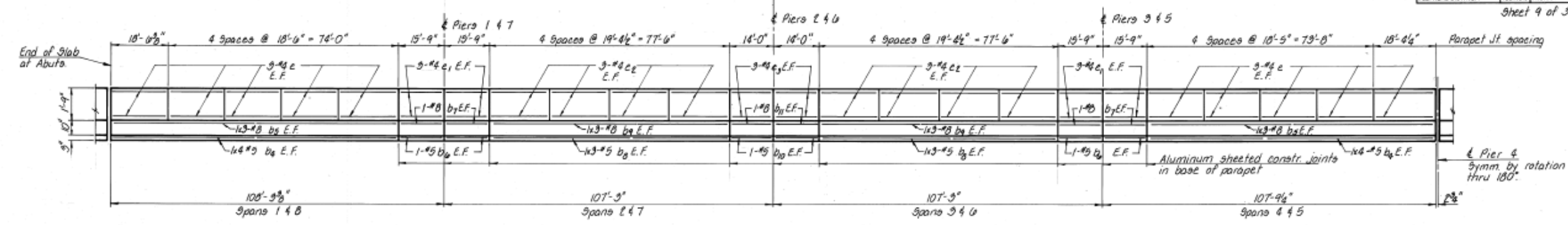
**SUPERSTRUCTURE**  
 F.A.I. ROUTE 57  
 SECTION 140-BR  
 KANKAKEE COUNTY  
 STATION 160+90

**COLLINS AND RICE**  
 CONSULTING ENGINEERS

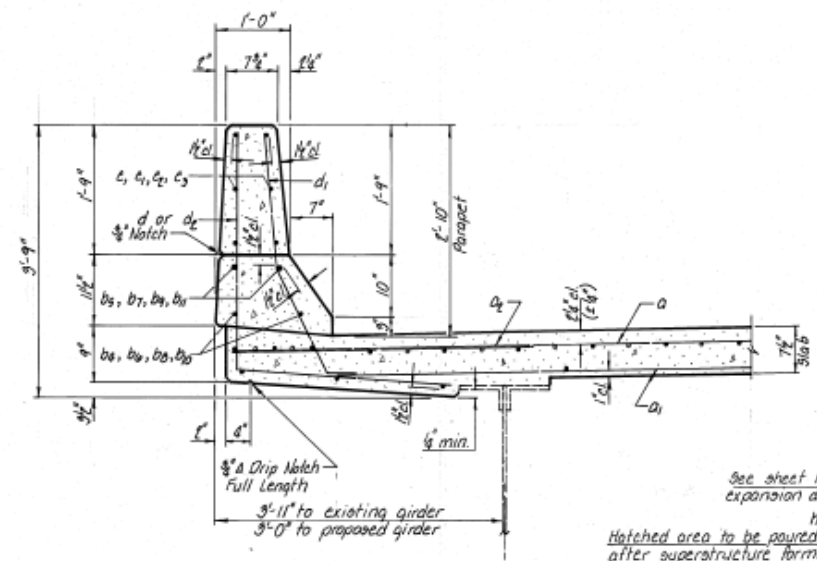
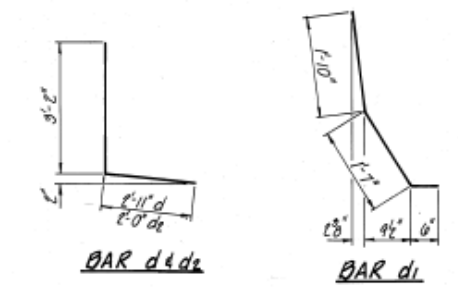
DESIGNED A.R.K. CHECKED F.S. & R.M.O.  
 DRAWN M.G. DATE 12-15-84 NO. 1874

**FOR INFORMATION ONLY**

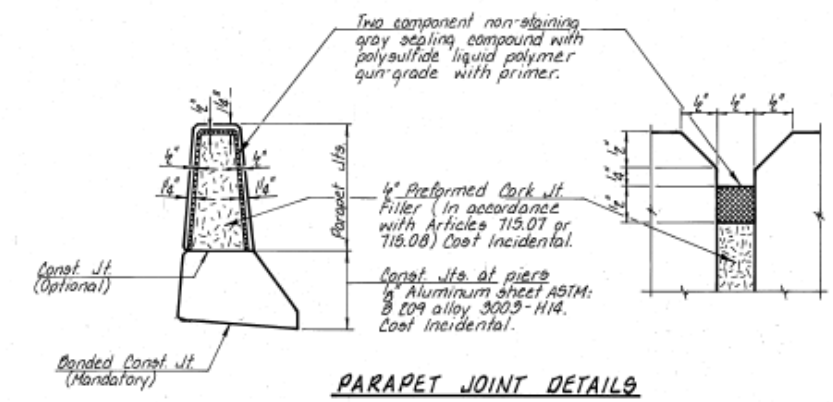
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	140-BR	KANKAKEE	55	28
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT		Sheet 9 of 36	



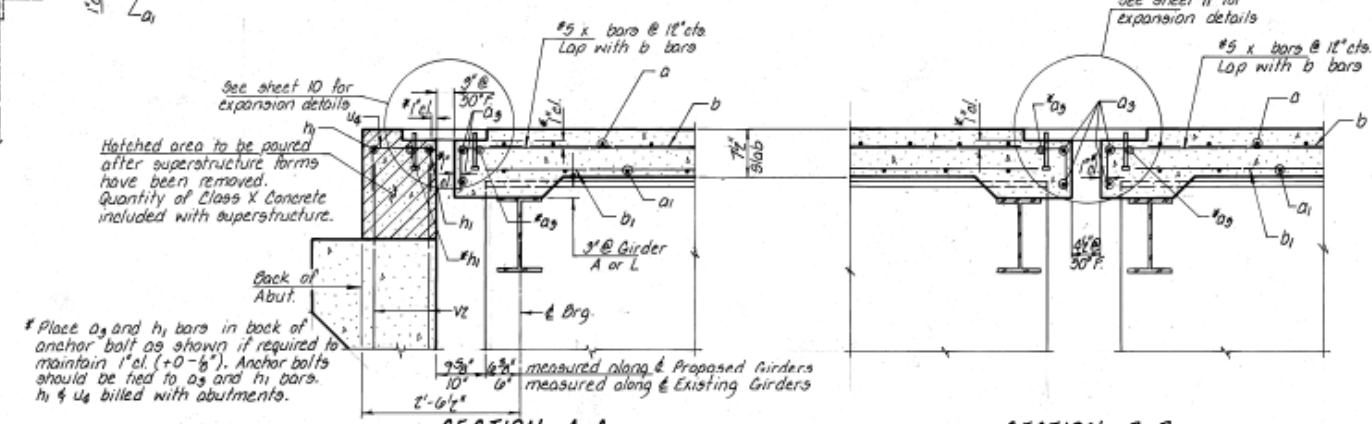
**INSIDE ELEVATION OF PARAPET**



**SECTION THRU PARAPET**



**PARAPET JOINT DETAILS**



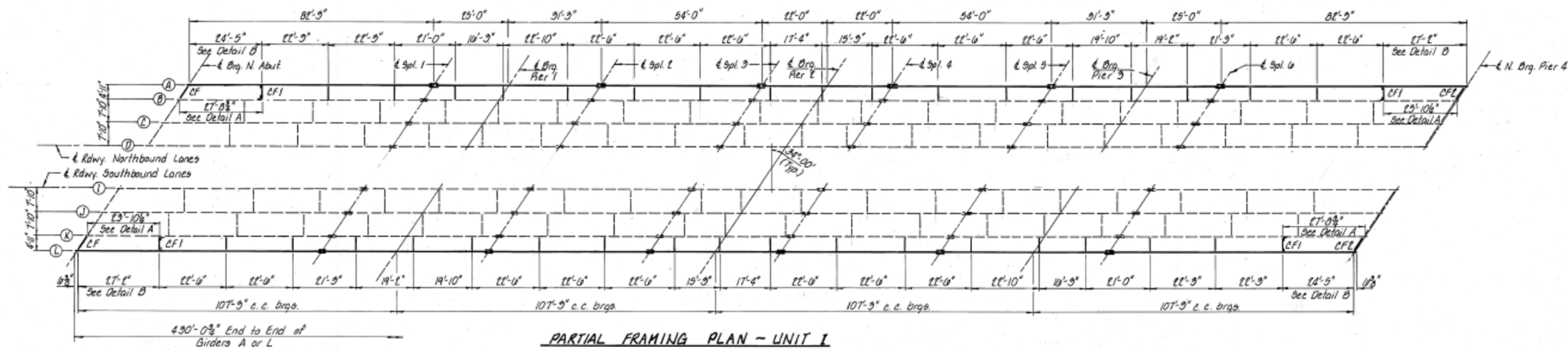
**SECTION A-A**

**SECTION B-B**

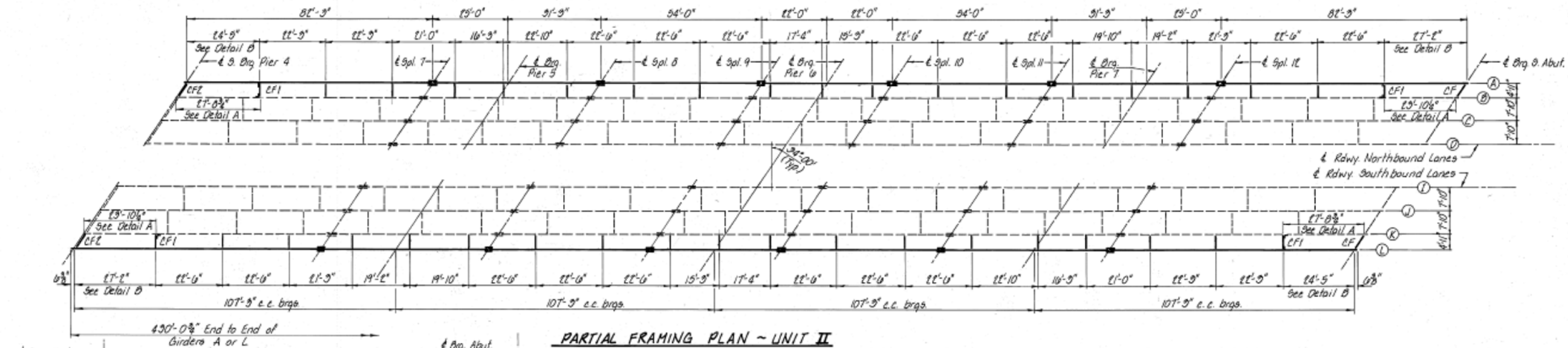
<b>SUPERSTRUCTURE</b>	
F.A.I. ROUTE 57 SECTION 140-BR KANKAKEE COUNTY STATION 260+40	
COLLINS AND RICE CONSULTING ENGINEERS	
DESIGNED A.R.K. DRAWN H.G.	CHECKED F.S. & R.M.B. DATE 12-15-84 NO. 1876

**FOR INFORMATION ONLY**

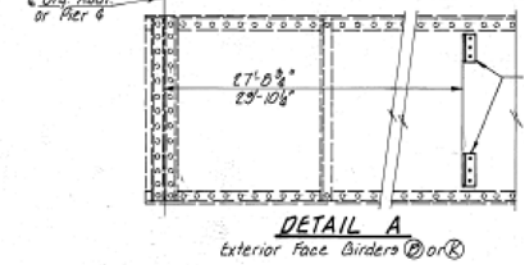
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*MODELNAME#	PLOT DATE = #DATE#	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									



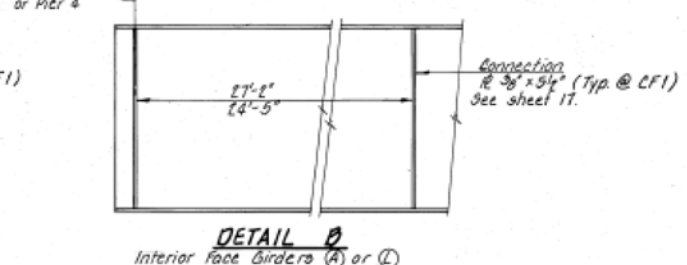
PARTIAL FRAMING PLAN - UNIT I



PARTIAL FRAMING PLAN - UNIT II



DETAIL A  
exterior face Girders (D) or (L)



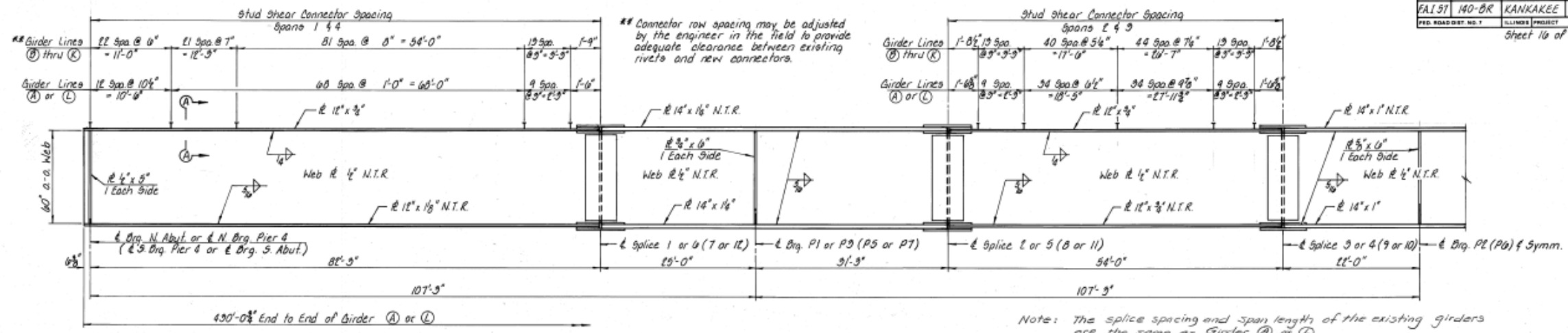
DETAIL B  
interior face Girders (A) or (L)

<b>FRAMING PLAN</b>	
F.A.I. ROUTE 57 SECTION 140 - BR KANKAKEE COUNTY STATION 160 + 90	
COLLINS AND RICE CONSULTING ENGINEERS	
DESIGNED A.R.K.	CHECKED F.S. & R.M.B.
DRAWN M.B.	DATE 12-13-84 NO. 1874

FOR INFORMATION ONLY

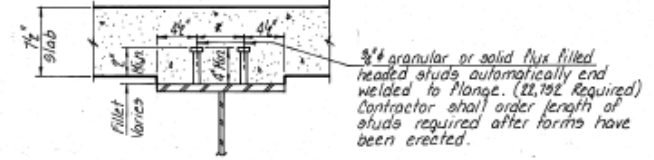
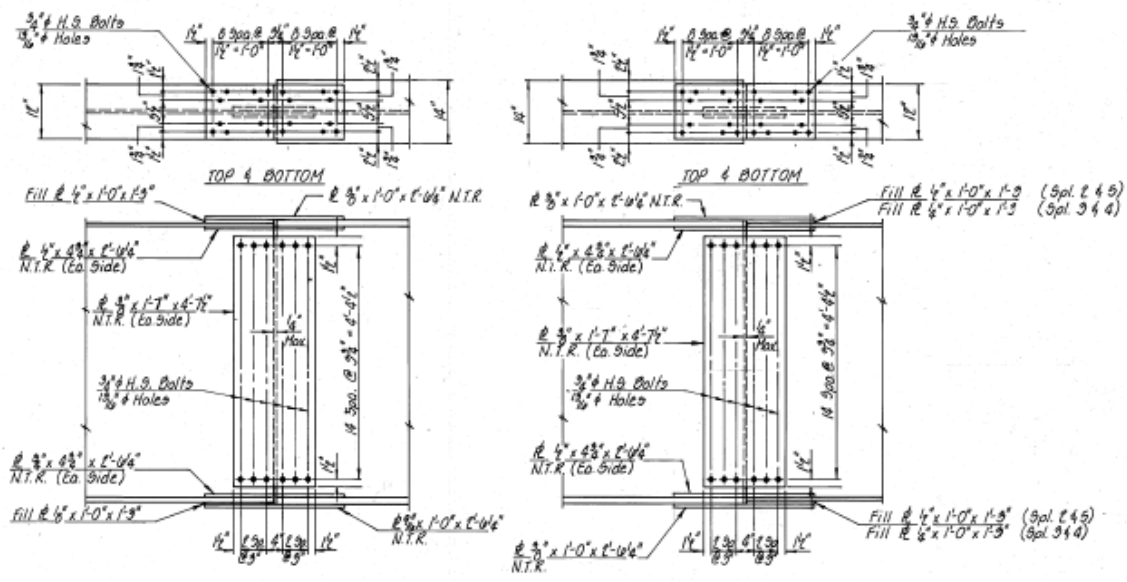
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		DATE -	REVISED -								

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	140-BR	KANKAKEE	55	35
FED. ROAD DIST. NO. 1		ILLINOIS PROJECT	Sheet 16 of 36	

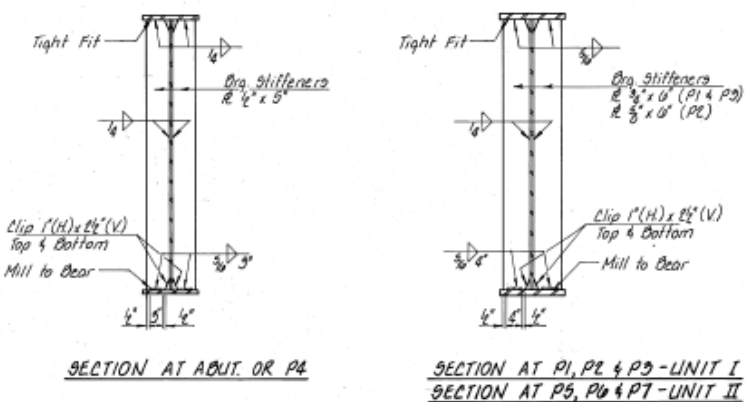


Note: N.T.R. indicates Notch Toughness Requirements, Zone I.

**ELEVATION - UNIT I**  
Girder (A) or (L)  
(UNIT II in parenthesis)



**SECTION A-A**



**GIRDER DETAILS**  
FAI ROUTE 57  
SECTION 140-BR  
KANKAKEE COUNTY  
STATION 100+90

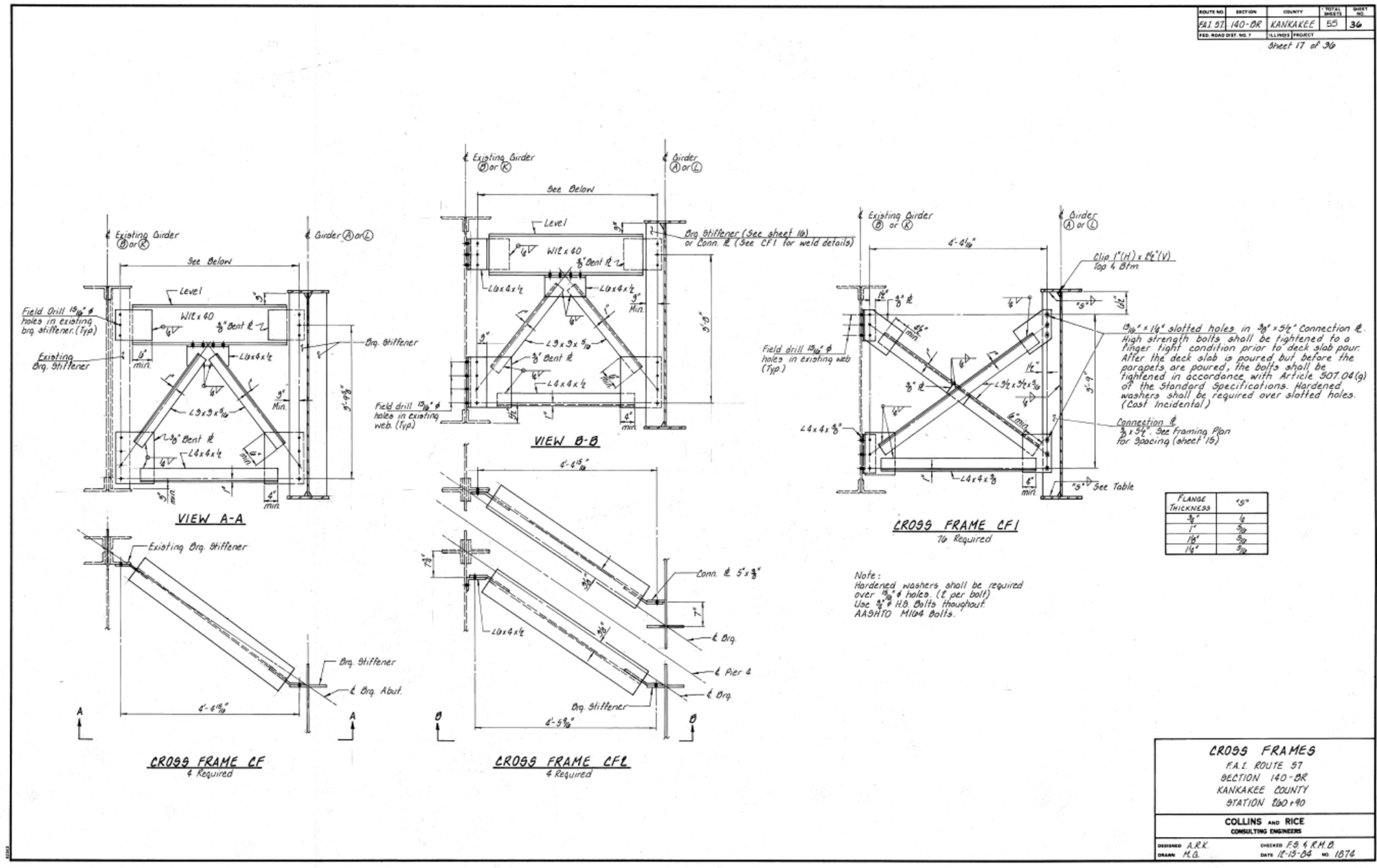
**COLLINS AND RICE**  
CONSULTING ENGINEERS

DESIGNED A.R.K. CHECKED F.S. & R.M.D.  
DRAWN M.G. DATE 12-19-84 NO. 1874

Note: See sheet 18 for Top of Web Elevations.

**FOR INFORMATION ONLY**

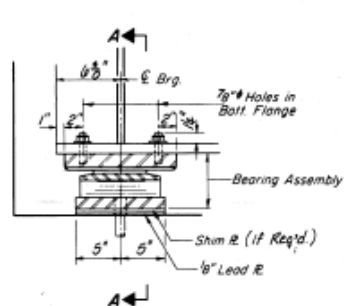
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\$FILEL\$		DRAWN -	REVISED -			57	(140)BR, BR-1 & (II)	KANKAKEE	183	141	
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	PLOT DATE = \$DATE\$	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



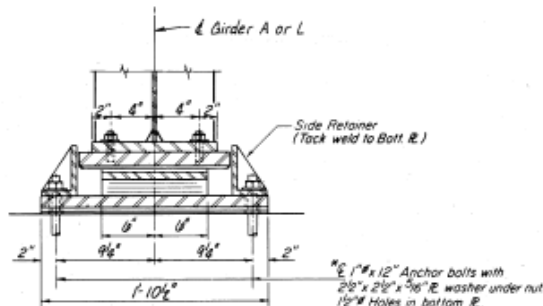
FOR INFORMATION ONLY



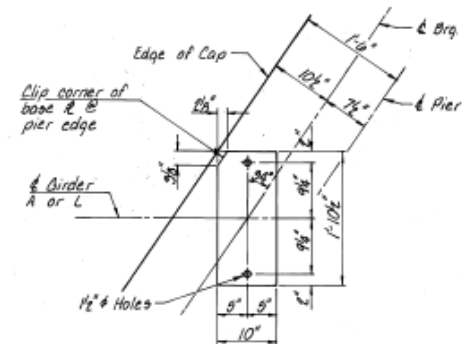
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	140-BR	KANKAKEE	55	38
FED. ROAD DIST. NO. 7			ILLINOIS PROJECT	
Sheet 14 of 38				



**SECTION AT N. ABUT. or PIER 4 (UNIT I)**  
**S. ABUT. or PIER 4 (UNIT II)**  
**TYPE II TFE ELASTOMERIC EXP. BRG.**  
 8 Required



**SECTION A-A**

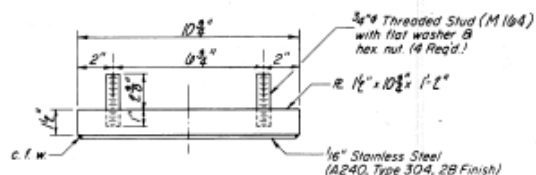


**BASE PLATE PLAN**  
 @ Pier 4 only

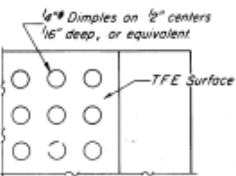
**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Elastomeric Bearing Assembly Type II	Each	8

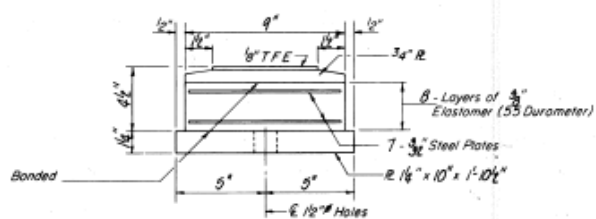
\*Note: After girders have been erected holes of expansion bearings shall be drilled and anchor bolts grouted in place. See sheet E1 for Anchor Bolt installation.



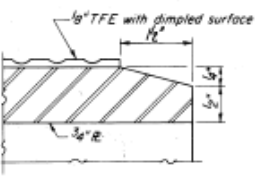
**TOP BEARING ASSEMBLY**



**PLAN-TFE SURFACE**

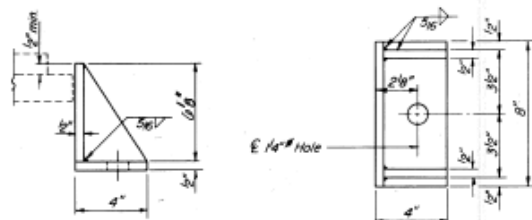


**BOTTOM BEARING ASSEMBLY**



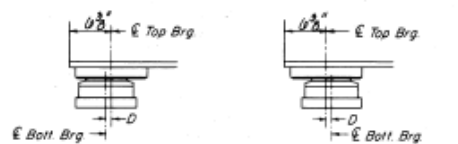
**SECTION THRU TFE**

Note: The 1/2" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces. Bonding of 1/2" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

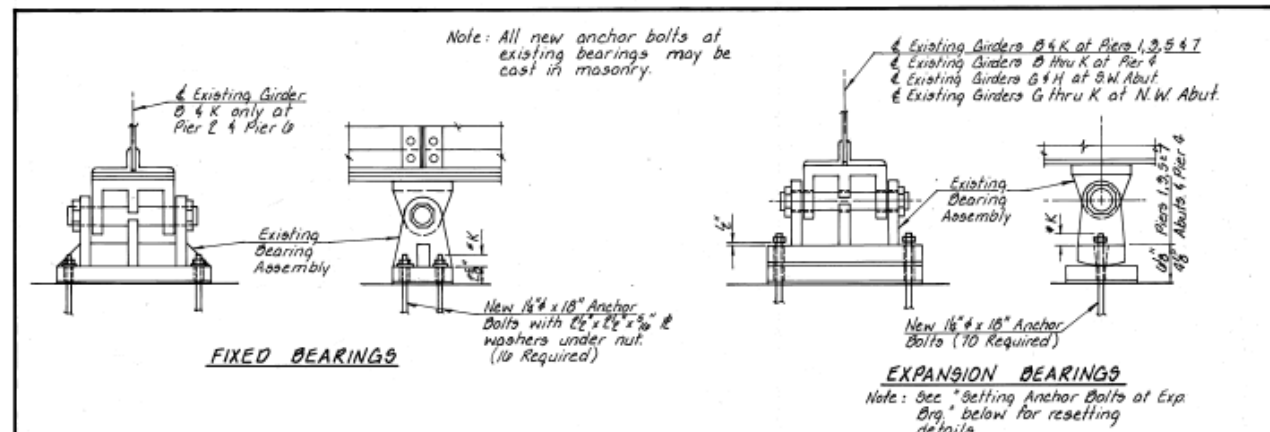


**SIDE RETAINER**

Note: An equivalent rolled angle with stiffeners will be allowed in lieu of welded plate retainer assembly.



**SETTING ANCHOR BOLTS AT EXP. BRG.**  
 D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F



**FIXED BEARINGS**

**EXPANSION BEARINGS**

LOCATION	JACKING LOAD/GIRDER
Abutment or Pier 4	12,000*
Piers 1, 3, 5 or 7	34,500*
Piers 2 or 6	18,500*

\*See sheet E1 for K dimension and anchor bolt installation if anchor bolts are not cast into masonry.

**JACKING AND SHORING EXISTING GIRDERS**

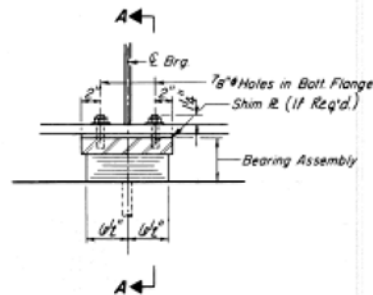
<b>BEARING DETAILS</b>	
F.A.I. ROUTE 57 SECTION 140-BR KANKAKEE COUNTY STATION 290+90	
COLLINS AND RICE CONSULTING ENGINEERS	
DESIGNED A.R.K.	CHECKED F.B. & R.H.B.
DRAWN M.G.	DATE 12-15-88 NO. 1074

**FOR INFORMATION ONLY**

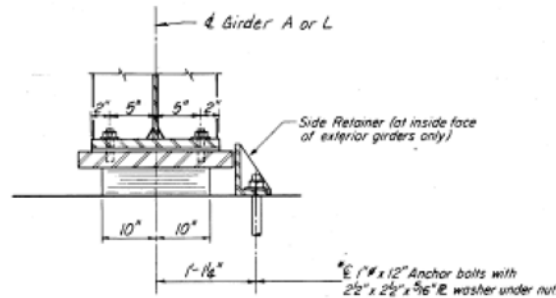
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\$FILEL\$		DRAWN -	REVISED -			57	(140BR, BR-1 & II)	KANKAKEE	183	143	
\$MODELNAME\$		CHECKED -	REVISED -			SCALE: _____ SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____		CONTRACT NO. 66750			
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	140-BR	KANKAKEE	55	39
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT			

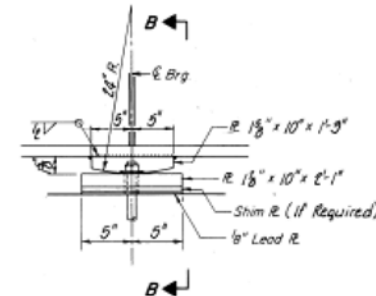
Sheet 10 of 30



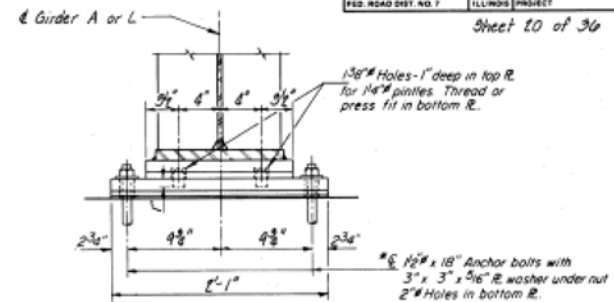
**SECTION AT PIER 1 & PIER 3 (UNIT I)  
PIER 5 & PIER 7 (UNIT II)**  
**TYPE I ELASTOMERIC EXP BRG.**  
8 Required



**SECTION A-A**

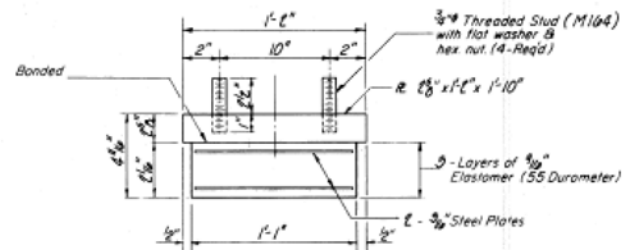
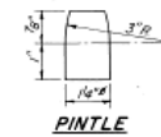


**ELEVATION AT PIER 2 (UNIT I)  
PIER 6 (UNIT II)**  
**FIXED BEARING**  
4 Required



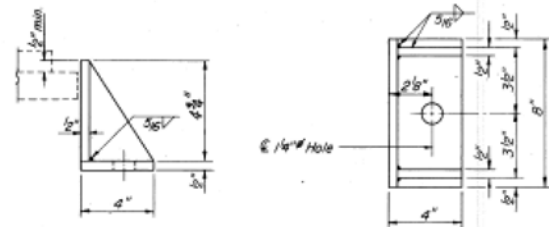
**SECTION B-B**

\*Note: After girders have been erected holes at expansion bearings shall be drilled and anchor bolts grouted in place. Anchor bolts at fixed bearings may be built into the masonry. See sheet 11 for Anchor Bolt installation.



**BEARING ASSEMBLY**

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



**SIDE RETAINER**

Note: An equivalent rolled angle with stiffeners will be allowed in lieu of welded plate retainer assembly.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Elastomeric Bearing Assembly, Type I	Each	8

**BEARING DETAILS**

F.A.I. ROUTE 57  
SECTION 140-BR  
KANKAKEE COUNTY  
STATION 260+40

COLLINS AND RICE  
CONSULTING ENGINEERS

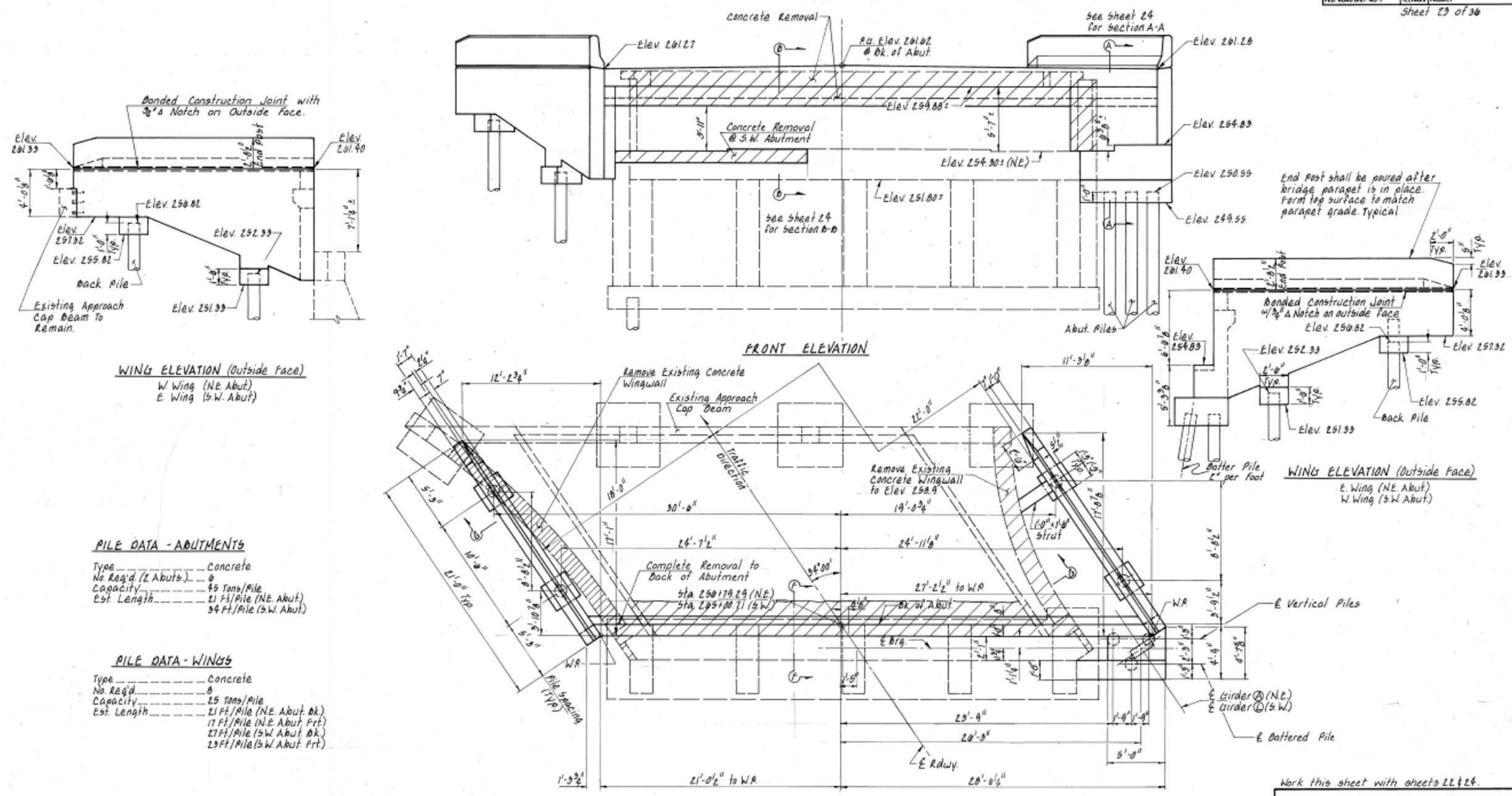
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DRAWN: M.G. DATE: 12-15-64 NO. 1874

**FOR INFORMATION ONLY**

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		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
SCALE: _____ SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____											



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	140-BR	KANKAKEE	55	42
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT	Sheet 23 of 36		



**WING ELEVATION (Outside Face)**  
 W Wing (NE Abut.)  
 E Wing (SW Abut.)

**PILE DATA - ABUTMENTS**  
 Type ----- Concrete  
 No. Req'd. (2 Abut.) ----- 8  
 Capacity ----- 45 Tons/Pile  
 Est. Length ----- 21 Ft./Pile (NE Abut.)  
 ----- 34 Ft./Pile (SW Abut.)

**PILE DATA - WINGS**  
 Type ----- Concrete  
 No. Req'd. ----- 8  
 Capacity ----- 25 Tons/Pile  
 Est. Length ----- 21 Ft./Pile (NE Abut. Bk.)  
 ----- 17 Ft./Pile (NE Abut. Fnt.)  
 ----- 27 Ft./Pile (SW Abut. Bk.)  
 ----- 23 Ft./Pile (SW Abut. Fnt.)

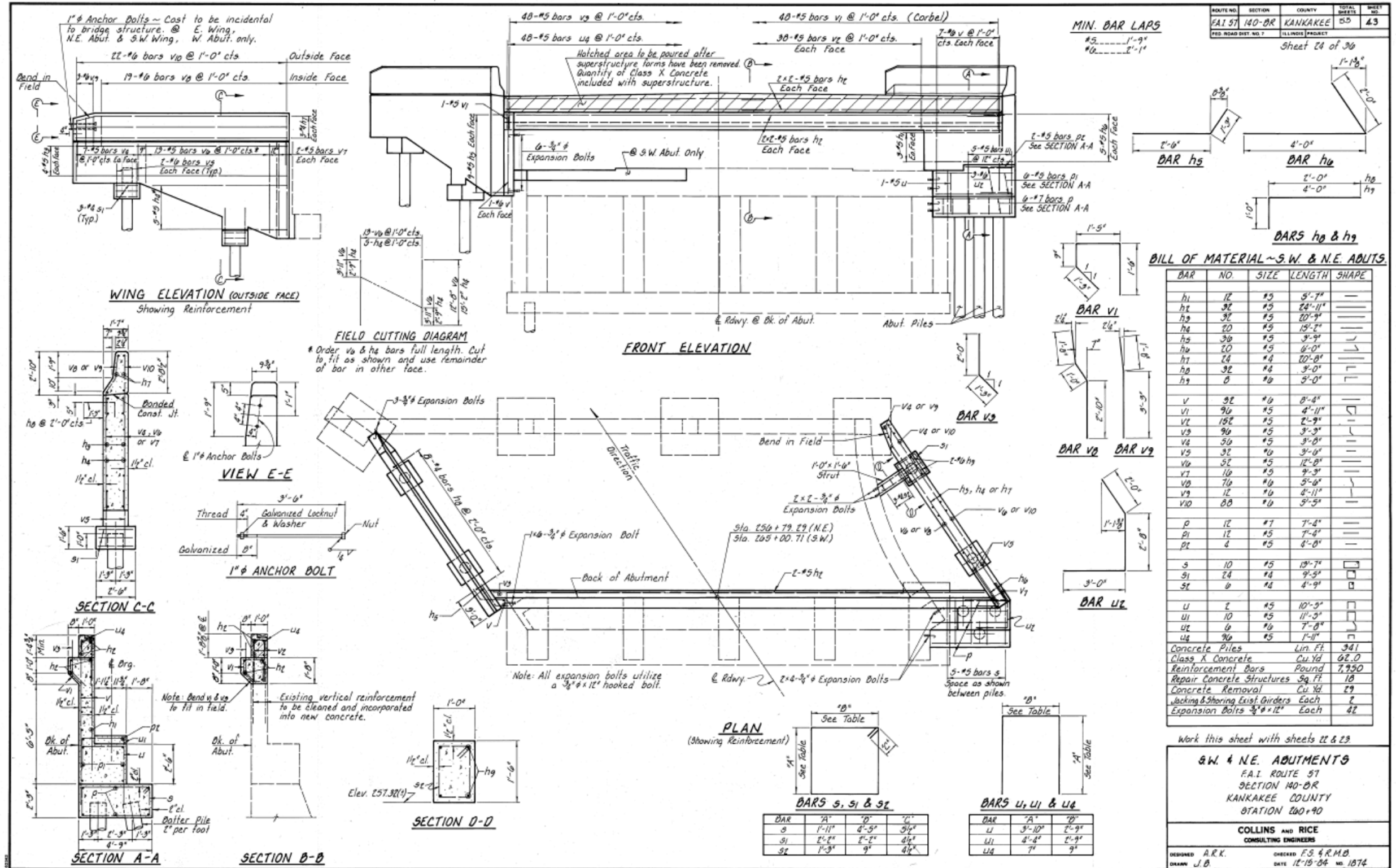
Note: Hatched areas indicate Concrete Removal.

**PLAN**  
 (Showing Dimensions & Pile Layout)  
 Note: see sheet 24 for sections F-F & G-G

Work this sheet with sheets 22 & 25.  
**S.W. & N.E. ABUTMENTS**  
 F.A.I. ROUTE 57  
 SECTION 140 - BR  
 KANKAKEE COUNTY  
 STATION 200 + 90  
**COLLINS AND RICE**  
 CONSULTING ENGINEERS  
 DESIGNED A.R.K. CHECKED F.S. & R.M.D.  
 DRAWN S.B.D. DATE 11-13-84 NO. 1874

**FOR INFORMATION ONLY**

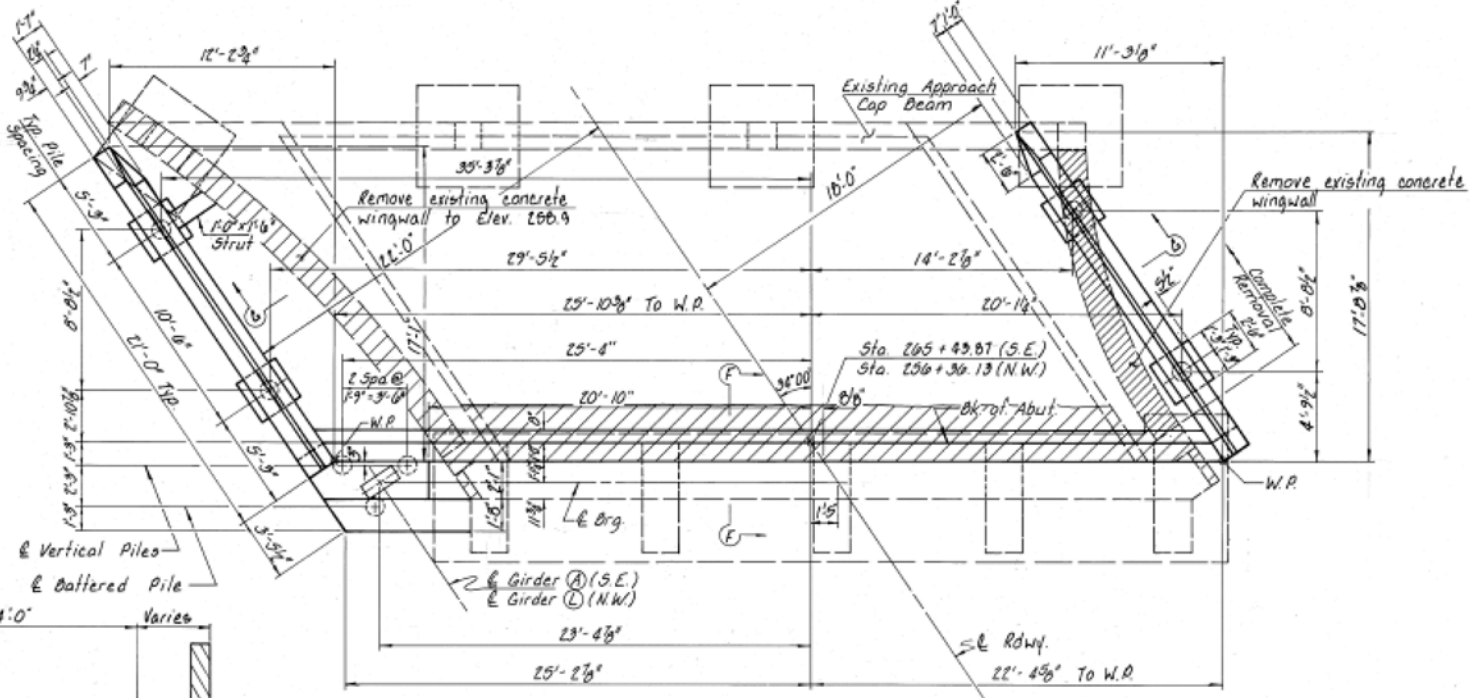
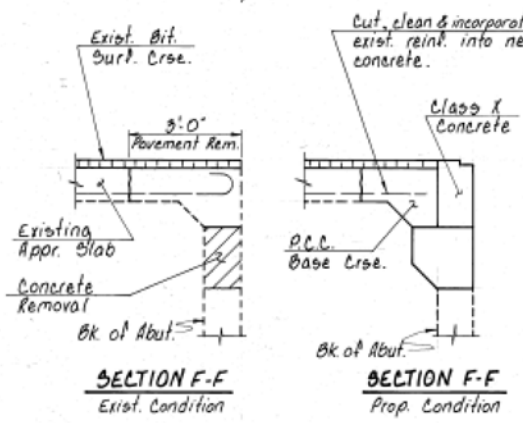
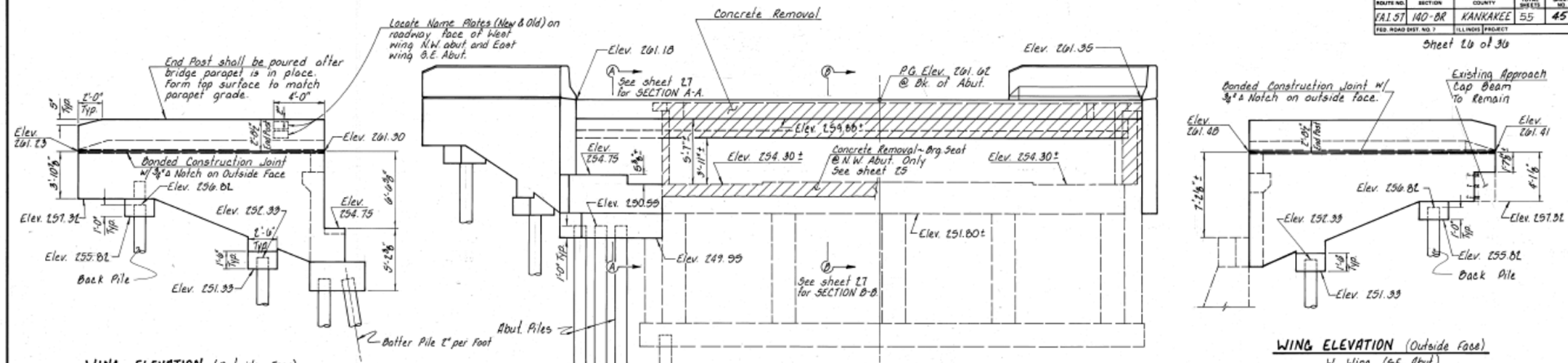
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		DATE -	REVISED -									



FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	140-BR	KANKAKEE	55	45
ILLINOIS PROJECT				

Sheet 45 of 50

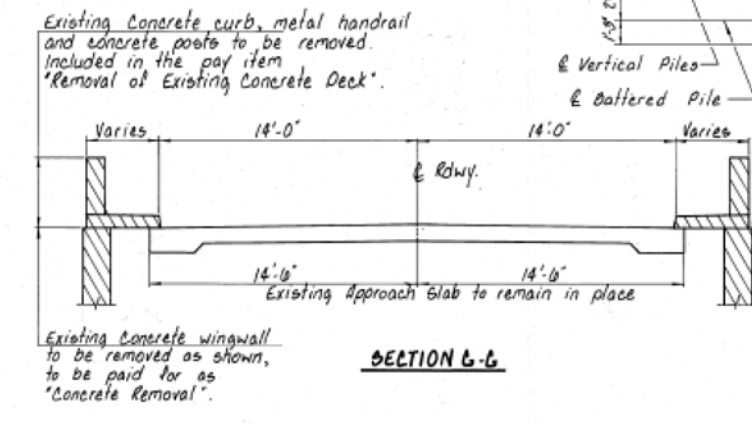


**PILE DATA - ABUTMENTS**

Type	Concrete
No. Req'd (1 Abut.)	6
Capacity	45 Tons / Pile
Est. Length	21 Ft / Pile (N.W. Abut.) 34 Ft / Pile (S.E. Abut.)

**PILE DATA - WINGS**

Type	Concrete
No. Req'd	6
Capacity	25 Tons / Pile
Est. Length	21 Ft / Pile (N.W. Abut. Bk.) 17 Ft / Pile (N.W. Abut. Ff.) 27 Ft / Pile (S.E. Abut. Bk.) 23 Ft / Pile (S.E. Abut. Ff.)



Work this sheet with sheets 25 & 27

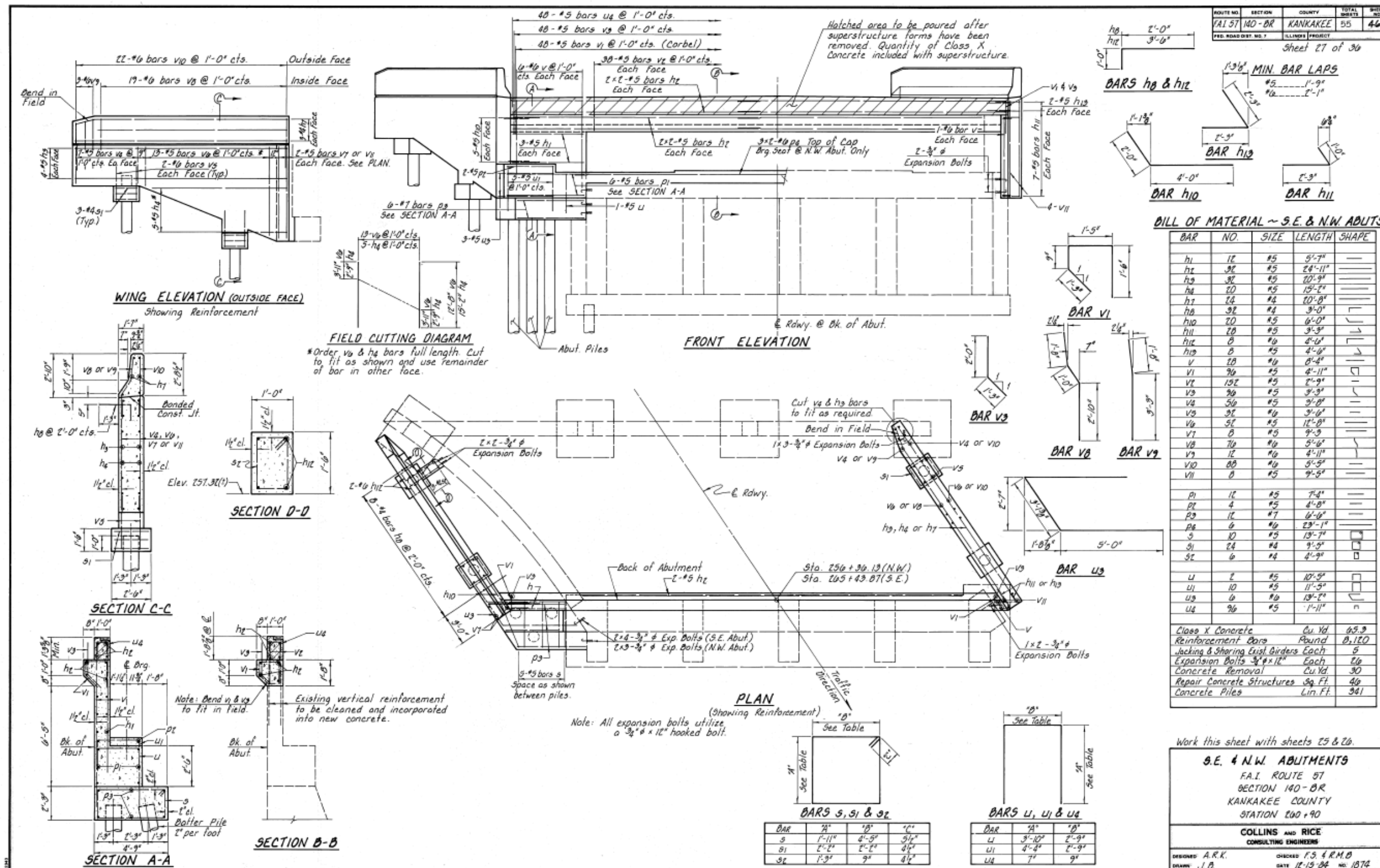
**S.E. & N.W. ABUTMENTS**  
 F.A.I. ROUTE 57  
 SECTION 140-BR  
 KANKAKEE COUNTY  
 STATION 260+90

**COLLINS AND RICE**  
 CONSULTING ENGINEERS

DRAWN A.R.K. CHECKED F.B. & R.M.B.  
 DATE 12-15-84 NO. 1078

FOR INFORMATION ONLY

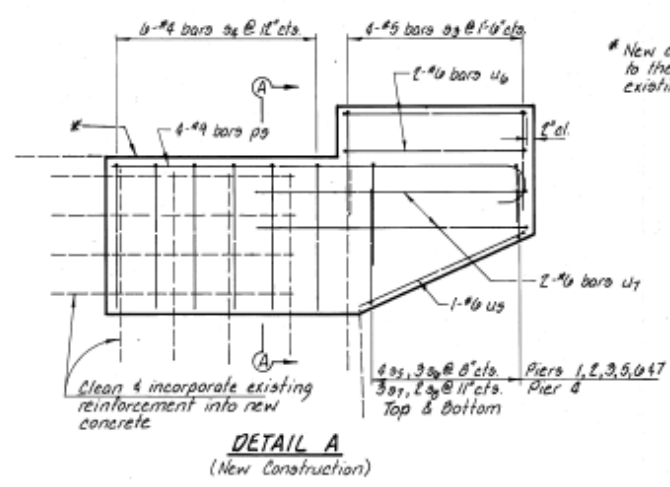
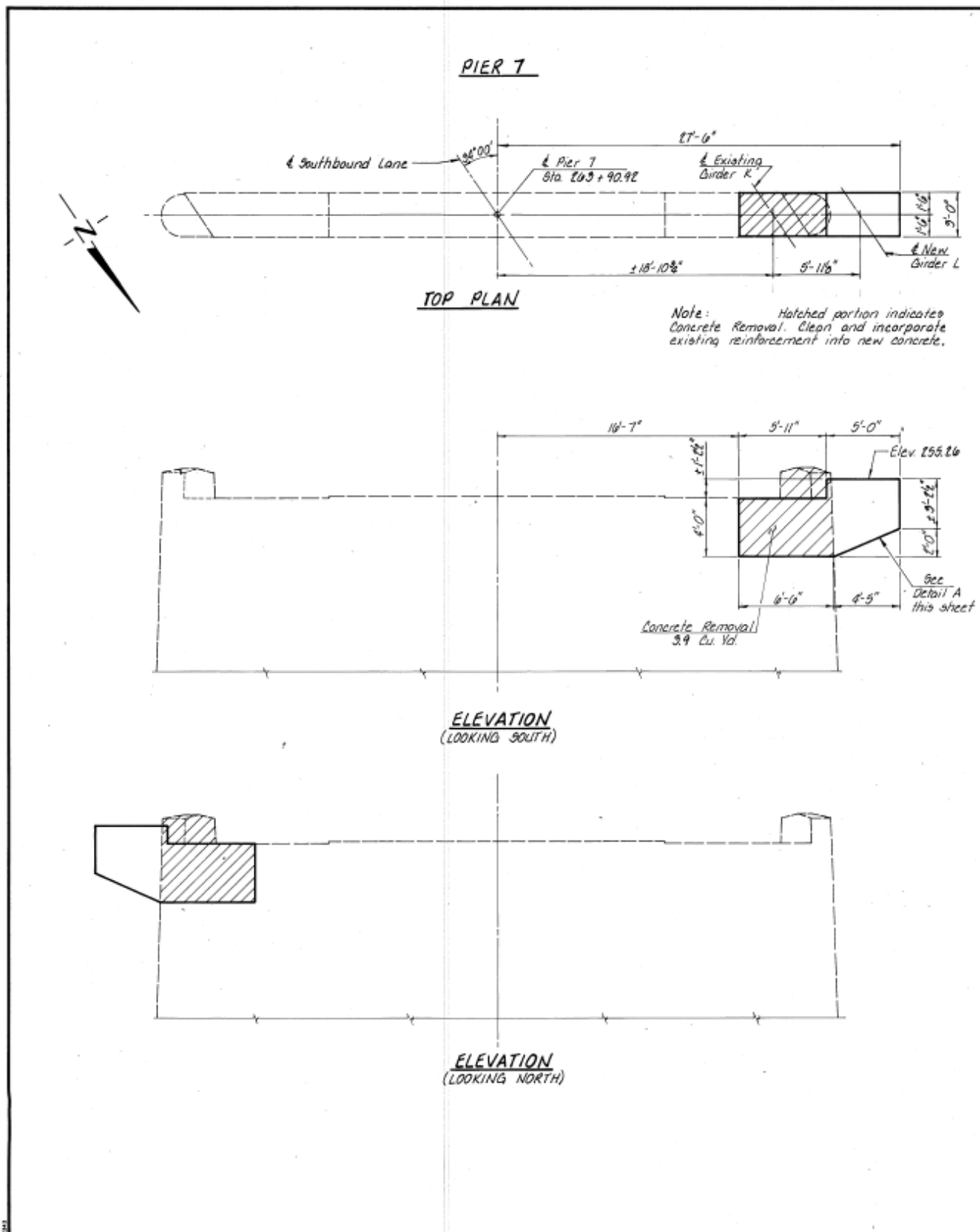
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						ILLINOIS FED. AID PROJECT					



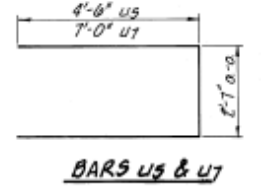
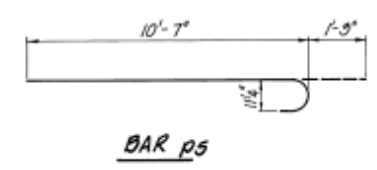
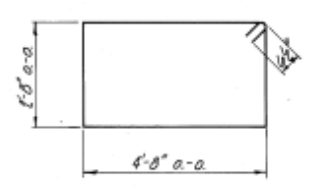
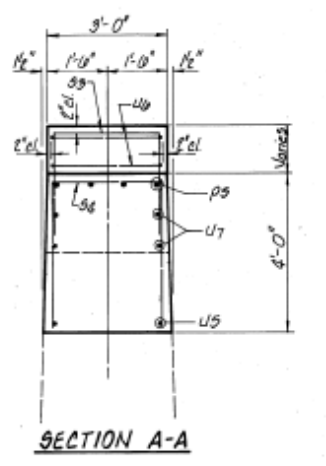
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	140-BR	KANKAKEE	55	50
FED. ROAD DIST. NO. 1	ILLINOIS PROJECT			

Sheet 31 of 36



\* New concrete to be built up to the same elevation as the existing concrete before removal.



**BILL OF MATERIAL**  
**PIERS 1 THRU 7 - SOUTHBOUND**

BAR	NO.	SIZE	LENGTH	SHAPE
p5	20	#4	11'-0"	□
u6	4	#5	21'-0"	□
u5	20	#5	8'-11"	□
u4	4	#5	10'-0"	□
u3	40	#5	7'-10"	□
u2	30	#5	5'-10"	□
u1	6	#6	7'-10"	□
u0	4	#6	0'-0"	□
us	7	#6	11'-7"	□
u6	14	#6	19'-9"	□
u7	14	#6	16'-7"	□

BAR	A	D
u3	2'-8"	2'-7"
u4	3'-8"	2'-8"
u5	2'-7"	2'-8"
u6	1'-7"	2'-8"
u7	2'-7"	2'-8"
u8	1'-11"	2'-8"

**BARS u3, u4, u5, u6, u7 & u8**

Concrete Removal	Cu. Yd.	3.9
Class X Concrete	Cu. Yd.	40.9
Reinforcement Bars	Pounds	3,980
Jacking & Shoring Exist Girders Each		10
Repair Concrete Structures	Sq. Ft.	278

**SOUTHBOUND PIER DETAILS**  
 F.A.I. ROUTE 57  
 SECTION 140-BR  
 KANKAKEE COUNTY  
 STATION 100+90

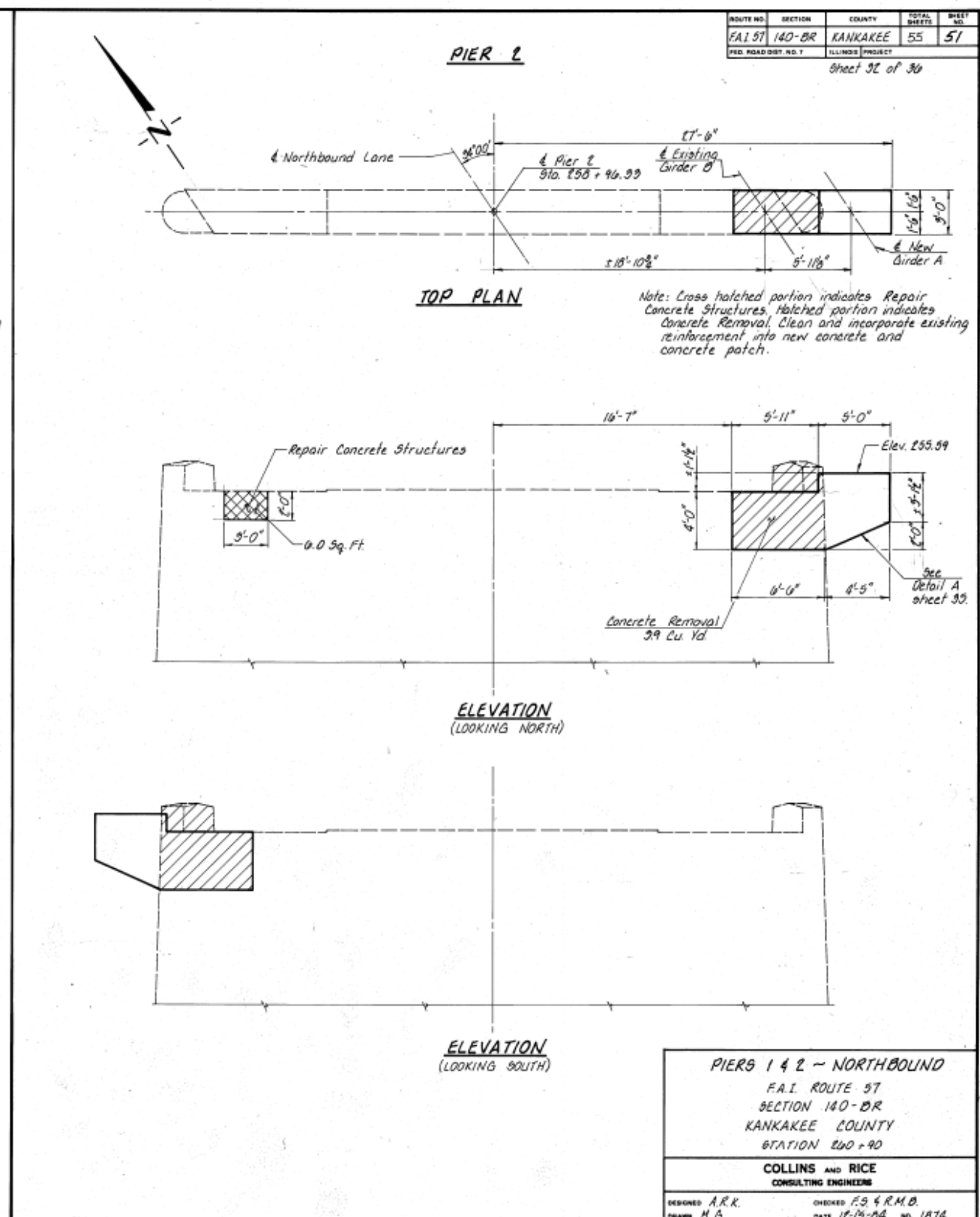
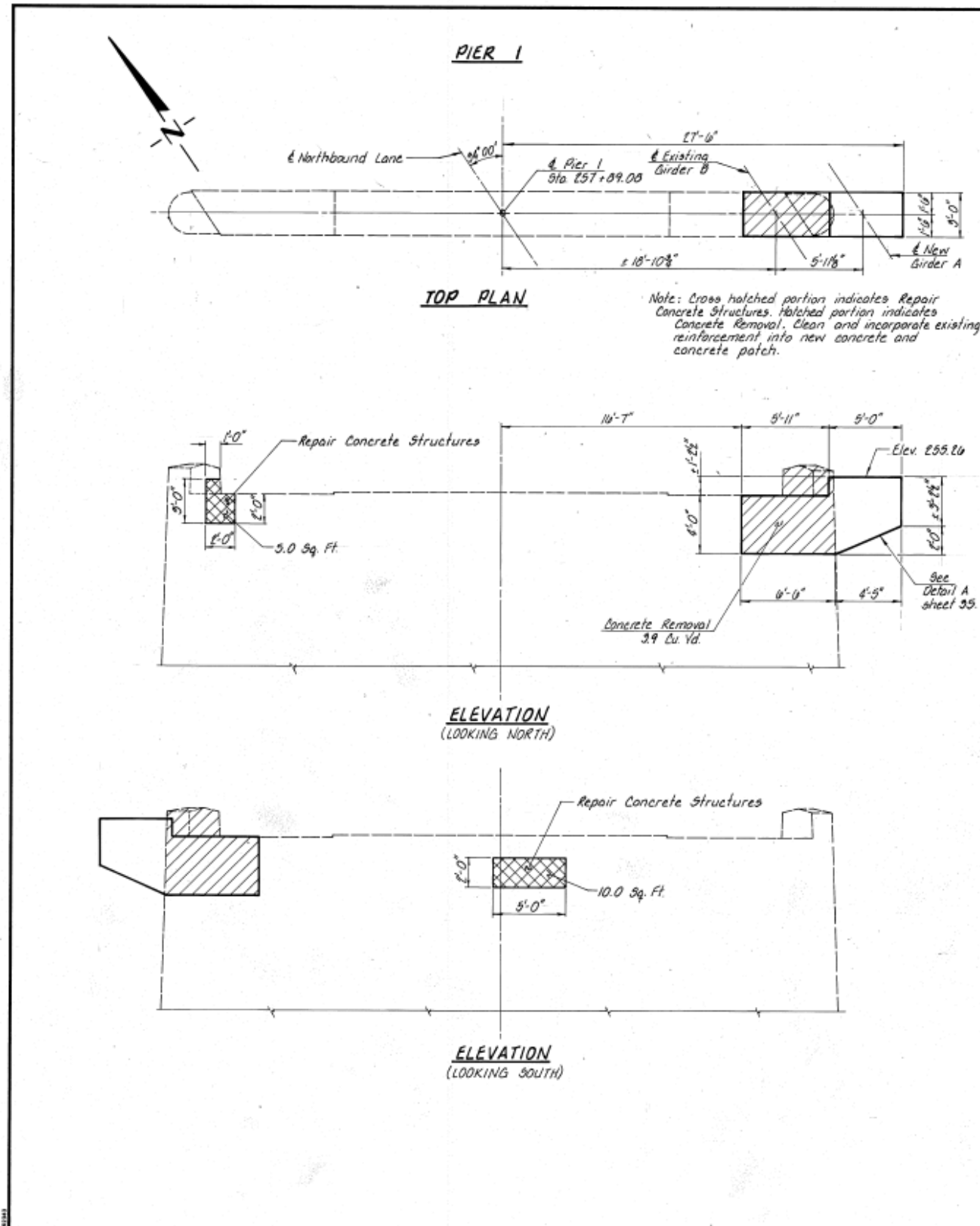
**COLLINS AND RICE**  
 CONSULTING ENGINEERS

DESIGNED: A.R.K. CHECKED: F.D. & R.M.D.  
 DRAWN: M.G. DATE: 12-15-84 NO. 1876

**FOR INFORMATION ONLY**



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	140-BR	KANKAKEE	55	51
ILLINOIS PROJECT				
Sheet 52 of 56				



**PIERS 1 & 2 - NORTHBOUND**  
 F.A.I. ROUTE 57  
 SECTION 140-BR  
 KANKAKEE COUNTY  
 STATION 240+90

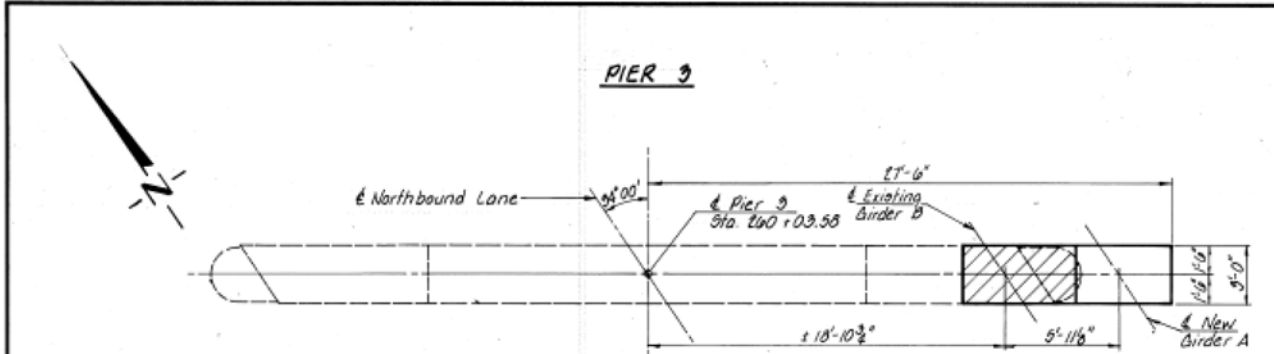
**COLLINS AND RICE**  
 CONSULTING ENGINEERS

DESIGNED A.R.K. CHECKED F.S. 4 R.M.B.  
 DRAWN M.B. DATE 12-13-04 NO. 1874

**FOR INFORMATION ONLY**

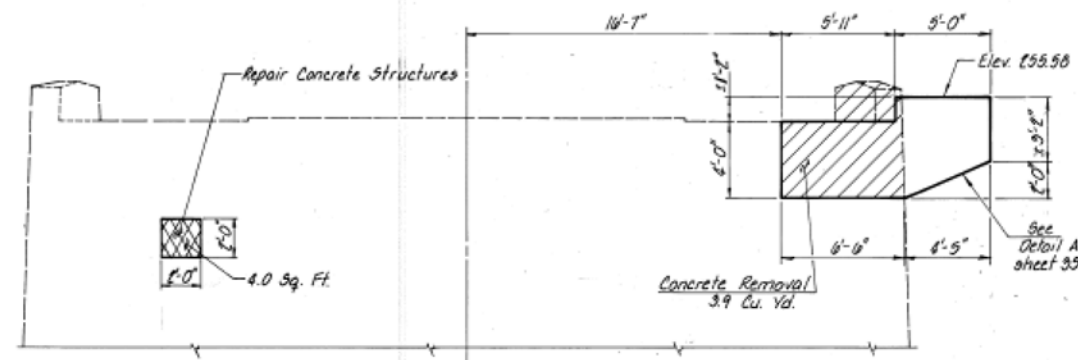
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\$FILEL\$		DRAWN -	REVISED -			57	(140BR, BR-1 & II)	KANKAKEE	183	150	
\$MODELNAME\$		CHECKED -	REVISED -			CONTRACT NO. 66750					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 57	140-BR	KANKAKEE	55	52
ILLINOIS PROJECT		Sheet 33 of 36		

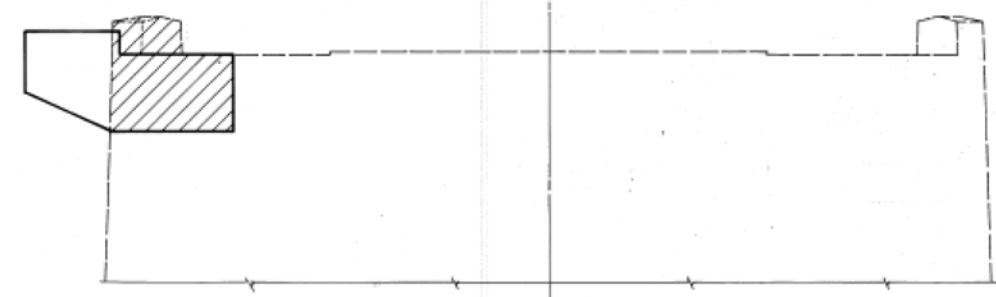


TOP PLAN

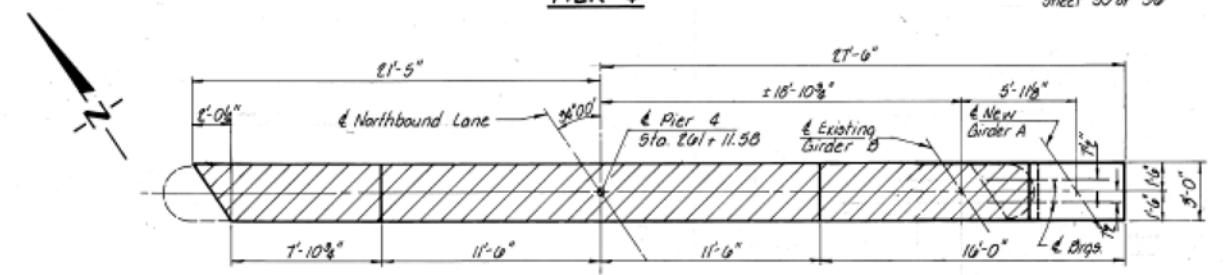
Note: Cross hatched portion indicates Repair Concrete Structures. Hatched portion indicates Concrete Removal. Clean and incorporate existing reinforcement into new concrete and concrete patch.



ELEVATION (LOOKING NORTH)



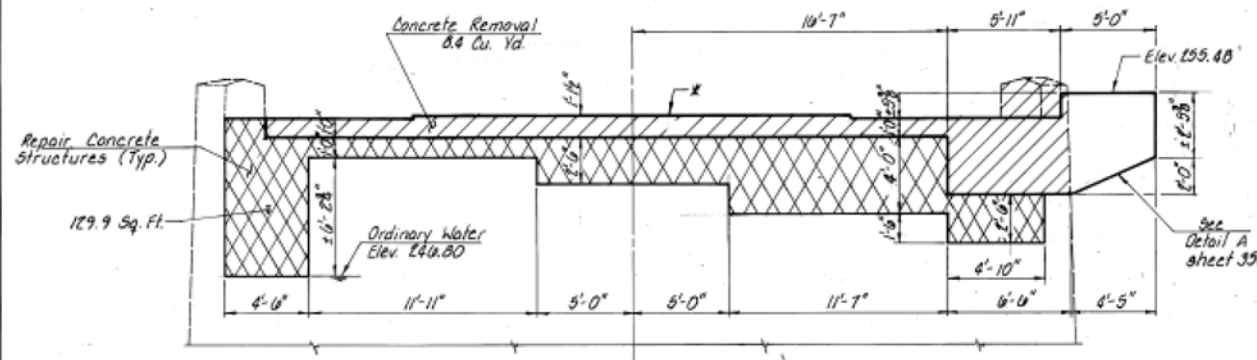
ELEVATION (LOOKING SOUTH)



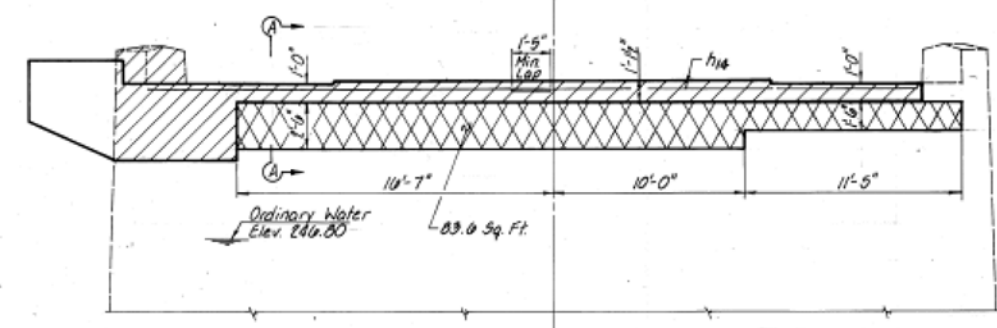
TOP PLAN

Note: Cross hatched portion indicates Repair Concrete Structures. Hatched portion indicates Concrete Removal. Clean and incorporate existing reinforcement into new concrete and concrete patch.

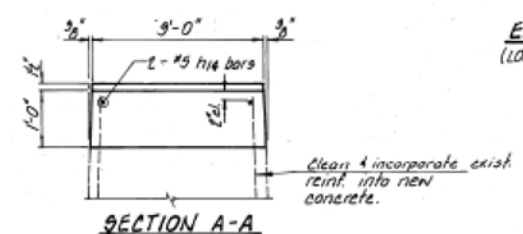
\* New concrete to be built up to the same elevation as the existing concrete before removal.



ELEVATION (LOOKING NORTH)



ELEVATION (LOOKING SOUTH)



SECTION A-A

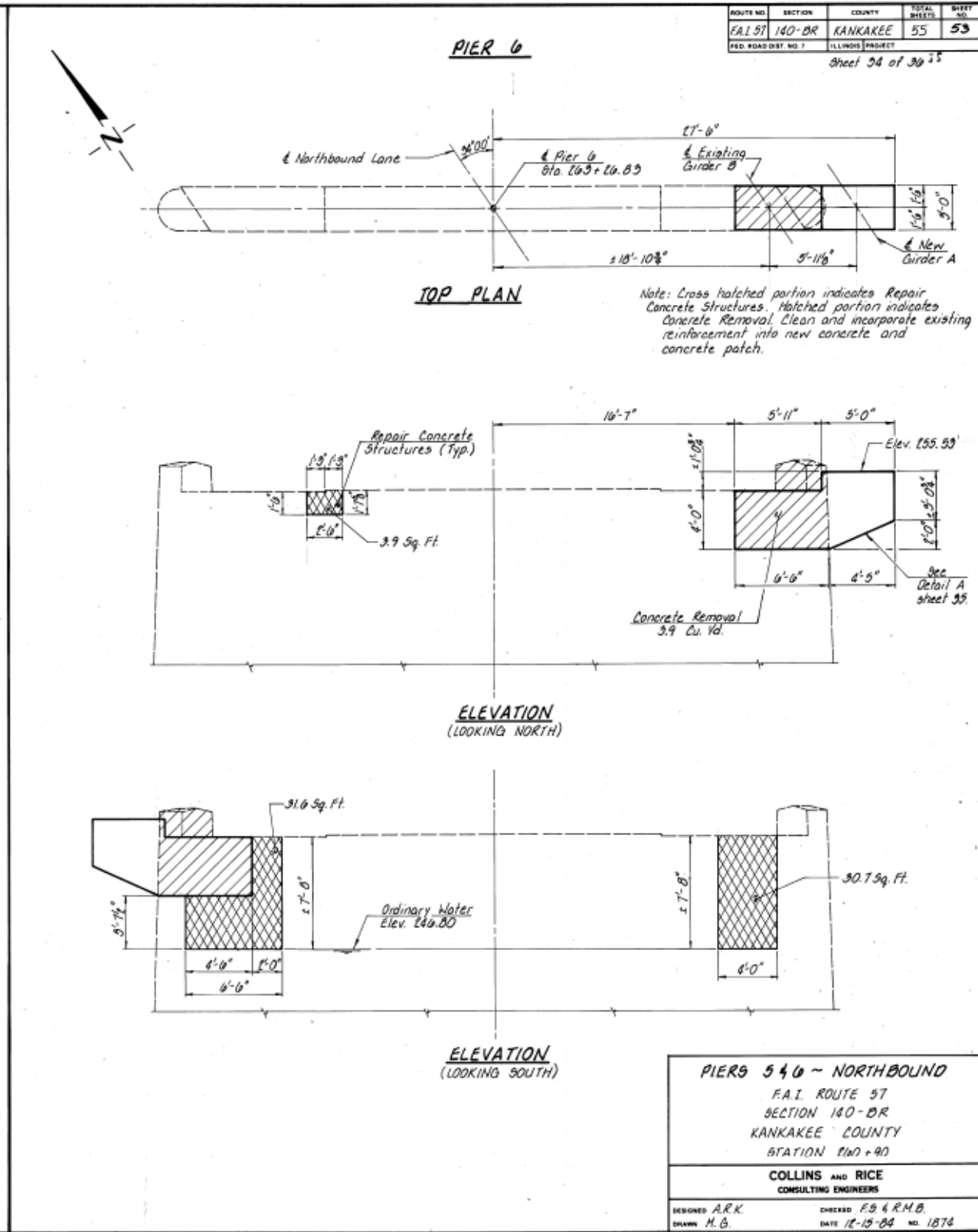
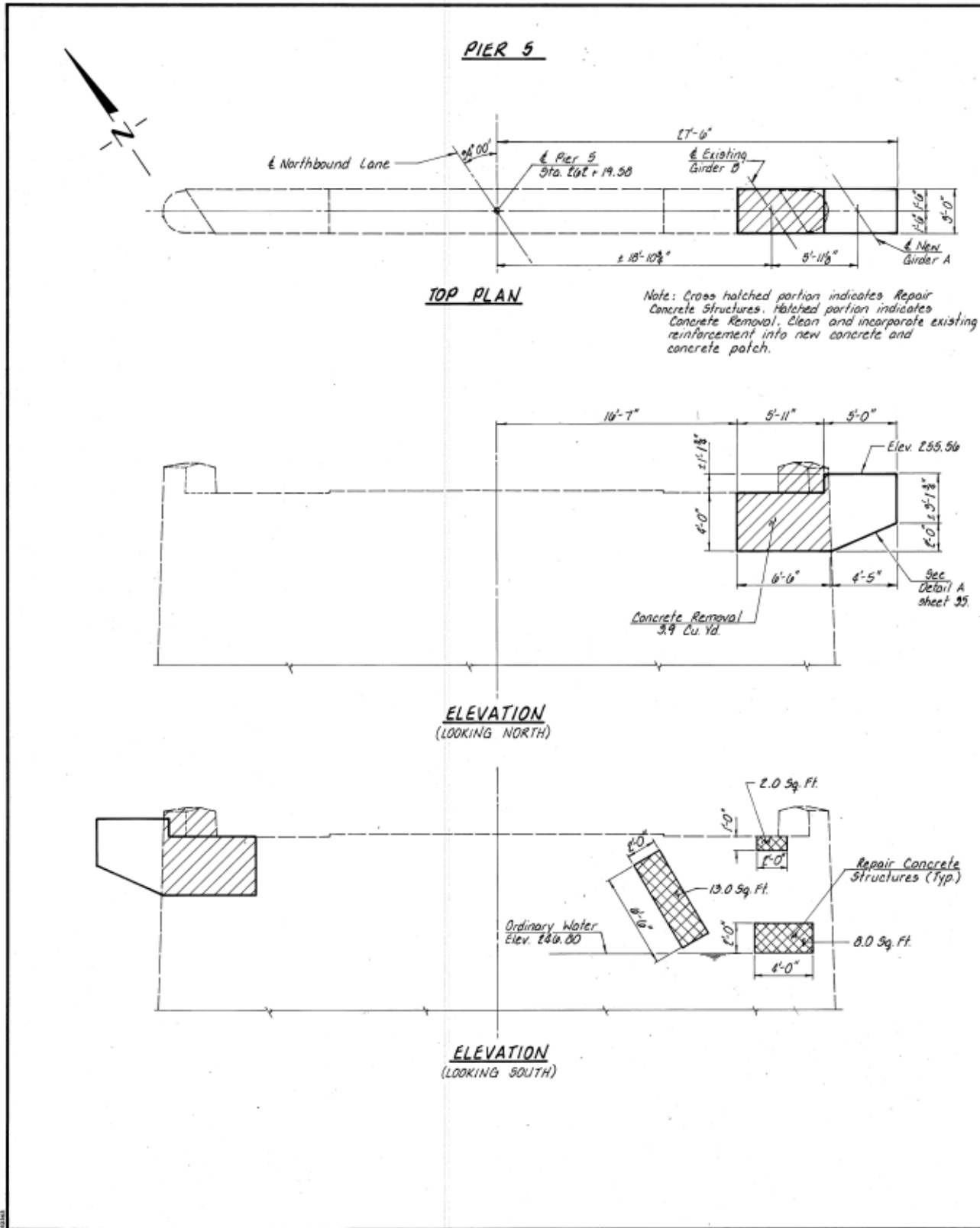
Clean & incorporate exist reinf. into new concrete.

PIERS 3 & 4 - NORTHBOUND  
 F.A.I. ROUTE 57  
 SECTION 140-BR  
 KANKAKEE COUNTY  
 STATION 260+90  
 COLLINS AND RICE  
 CONSULTING ENGINEERS  
 DESIGNED A.R.K. CHECKED F.O. & R.M.B.  
 DRAWN H.B. DATE 12-15-84 NO. 1874

FOR INFORMATION ONLY

FILE NAME -	USER NAME - \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REPAIR BRIDGE PLANS 1987	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$		DRAWN -	REVISED -			57	(140BR, BR-1 & II)	KANKAKEE	183	151	
\$MODELNAME\$		CHECKED -	REVISED -			CONTRACT NO. 66750					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: _____ SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____							

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	140-BR	KANKAKEE	55	53
ILLINOIS PROJECT				
Sheet 54 of 59				



**PIERS 540 - NORTHBOUND**  
 F.A.I. ROUTE 57  
 SECTION 140-BR  
 KANKAKEE COUNTY  
 STATION 260+90

**COLLINS AND RICE**  
 CONSULTING ENGINEERS

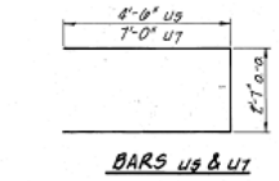
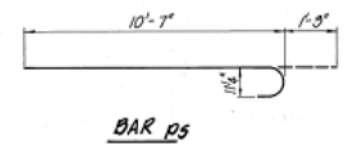
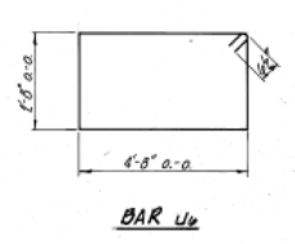
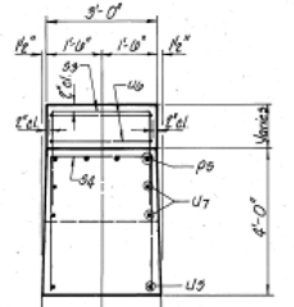
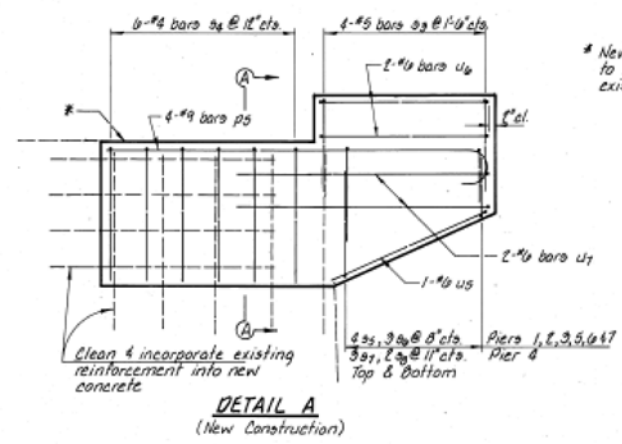
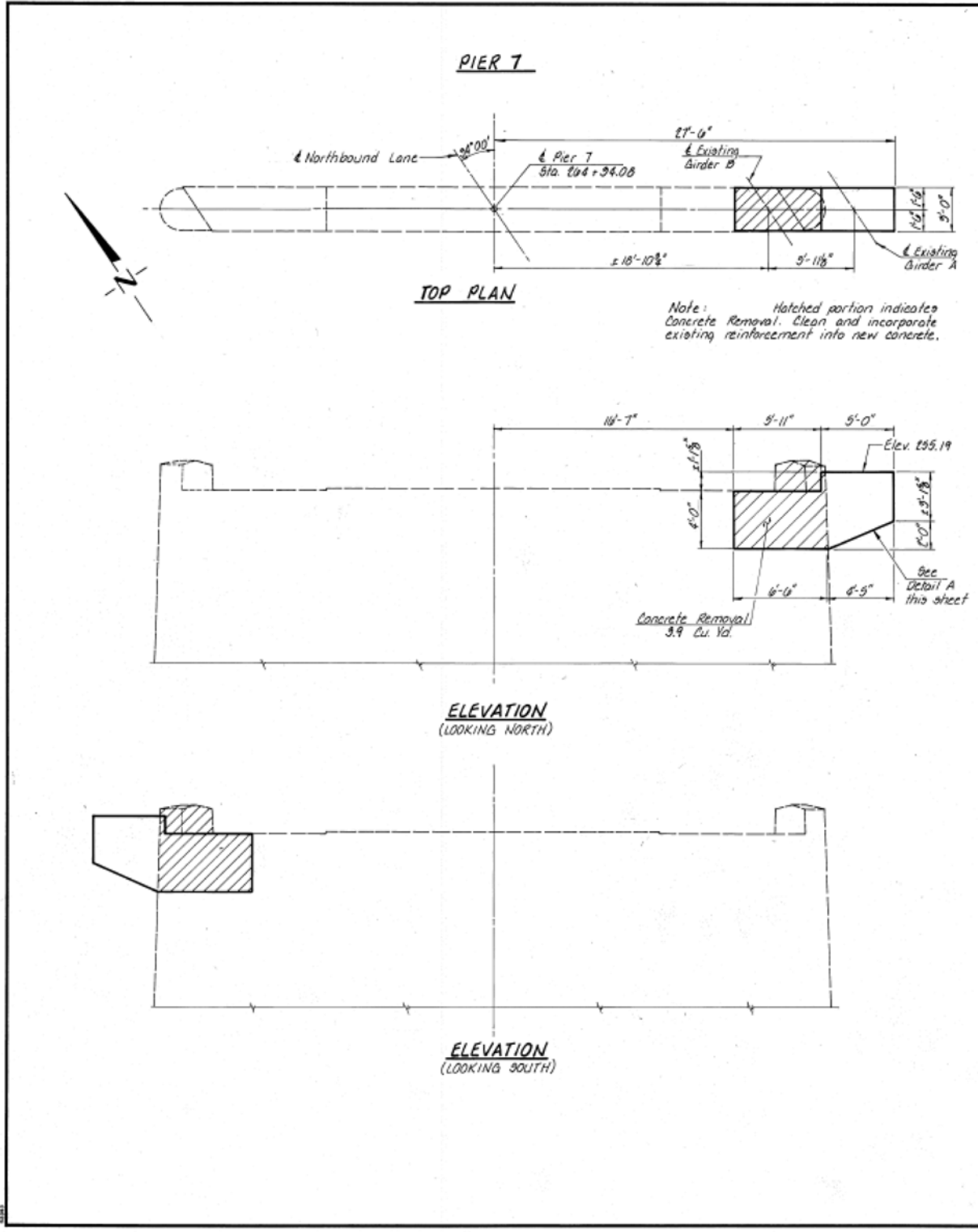
DESIGNED ARK. CHECKED F.B. & R.M.B.  
 DRAWN M.B. DATE 11-13-84 NO. 1874

**FOR INFORMATION ONLY**

FILE NAME -	USER NAME - \$USER\$	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REPAIR BRIDGE PLANS 1987</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$		DRAWN -	REVISED -			57	(140BR, BR-1 & II)	KANKAKEE	183	152	
\$MODELNAME\$		CHECKED -	REVISED -			<b>CONTRACT NO. 66750</b>					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 57	140-BR	KANKAKEE	58	54
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT		Sheet 35 of 30	



**BAR S<sub>3, 34, 35, 36, 37 & 38</sub>**

BAR	A	B
33	2'-8"	2'-7"
34	3'-8"	2'-8"
35	2'-7"	2'-8"
36	3'-0"	2'-8"
37	2'-7"	2'-8"
38	1'-7"	2'-8"
39	2'-7"	2'-8"
40	1'-11"	2'-8"

**BILL OF MATERIAL**  
**PIERS 1 THRU 7 - NORTHBOUND**

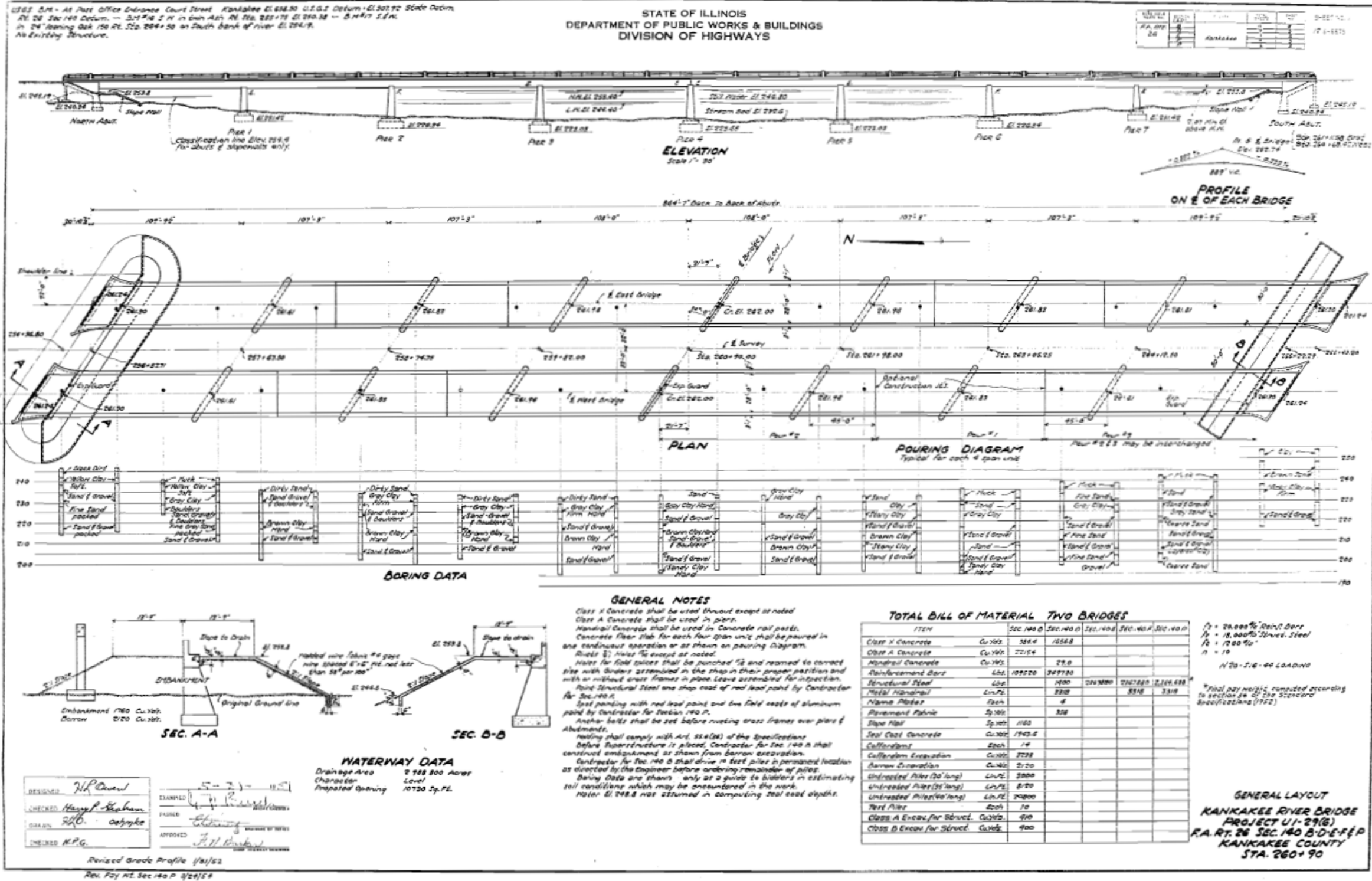
BAR	NO.	SIZE	LENGTH	SHAPE
P <sub>5</sub>	20	#4	11'-10"	□
U <sub>6</sub>	4	#5	21'-0"	□
U <sub>5</sub>	20	#5	6'-11"	□
U <sub>4</sub>	42	#5	10'-0"	□
U <sub>3</sub>	48	#5	7'-10"	□
U <sub>2</sub>	30	#5	5'-10"	□
U <sub>1</sub>	6	#6	7'-10"	□
U <sub>0</sub>	6	#6	0'-0"	□
U <sub>5</sub>	7	#6	11'-7"	□
U <sub>6</sub>	14	#6	15'-9"	□
U <sub>7</sub>	14	#6	16'-7"	□
Concrete Removal		Cu. Yd.	3.9	
Class X Concrete		Cu. Yd.	40.3	
Reinforcement Bars		Pounds	3,380	
Jacking & Shoring Exist. Girders		Each	10	
Repair Concrete Structures		Sq. Ft.	320	

**NORTHBOUND PIER DETAILS**  
 F.A.I. ROUTE 57  
 SECTION 140-BR  
 KANKAKEE COUNTY  
 STATION 200+90

**COLLINS AND RICE**  
 CONSULTING ENGINEERS

DESIGNED A.R.K. CHECKED P.D. & R.M.B.  
 DRAWN M.B. DATE 11-19-84 NO. 1874

FOR INFORMATION ONLY

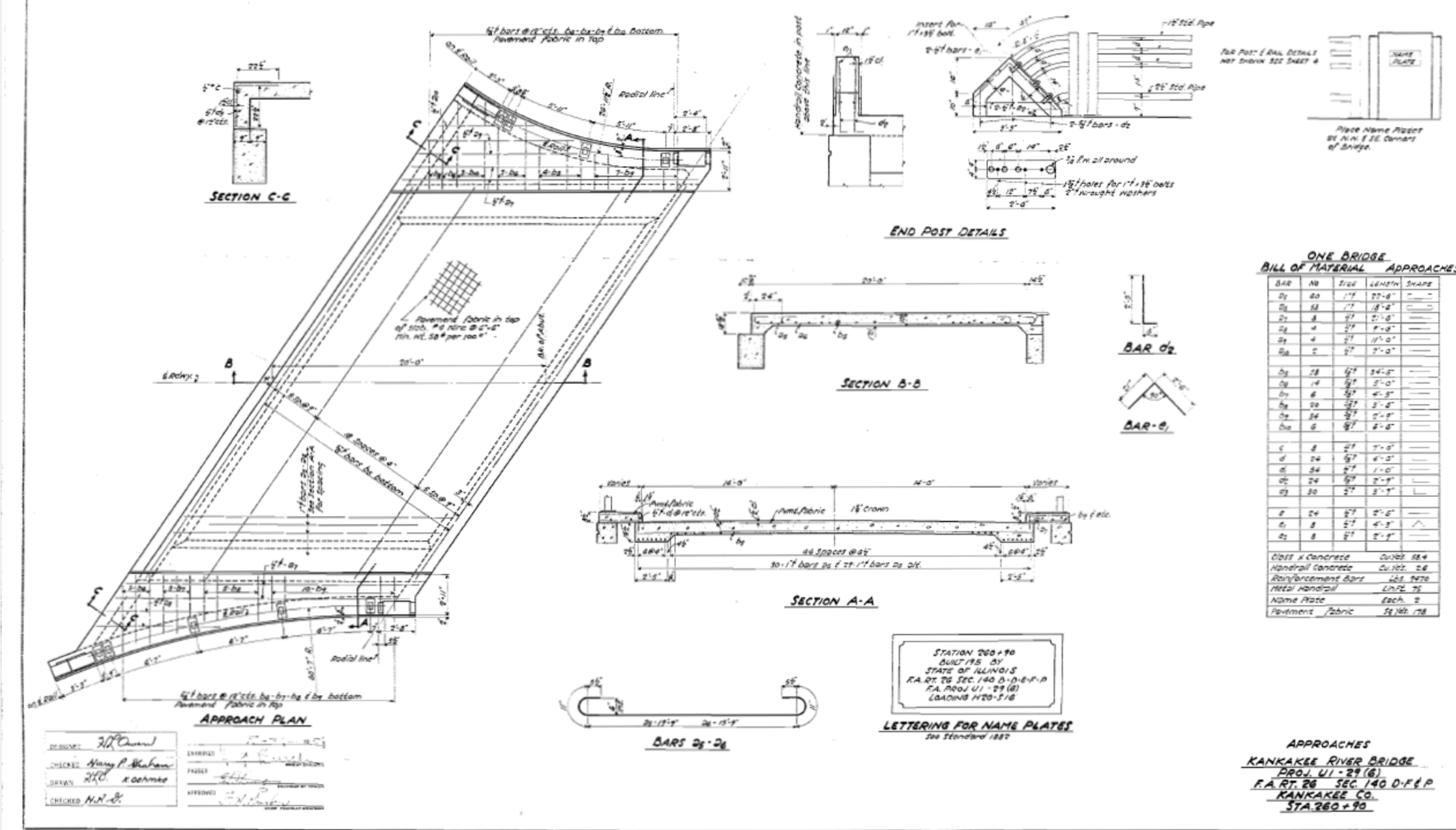


FOR INFORMATION ONLY

FILE NAME -	USER NAME - \$USERS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ORIGINAL BRIDGE PLANS 1955	F.A.I. RTE. 57	SECTION (140)BR, BR-1 & (II)	COUNTY KANKAKEE	TOTAL SHEETS 183	SHEET NO. 154	
\$FILEL\$	PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -			SCALE: _____	SHEET _____	OF _____	SHEETS STA. _____	TO STA. _____	CONTRACT NO. 66750
\$MODELNAME\$	PLOT DATE = \$DATE\$	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT					
		DATE -	REVISED -								

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

DATE	SCALE	SHEET NO.	TOTAL SHEETS
1955	AS SHOWN	153	155
PROJECT	SECTION	CONTRACT NO.	
Kankakee	(140)BR, BR-1 & (11)	66750	

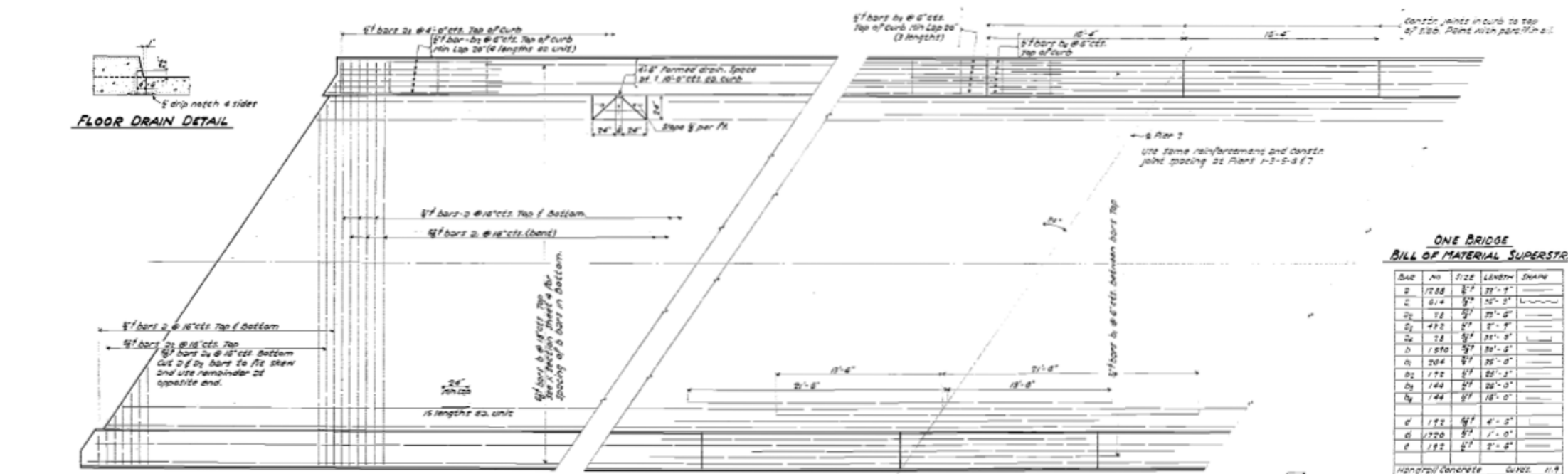
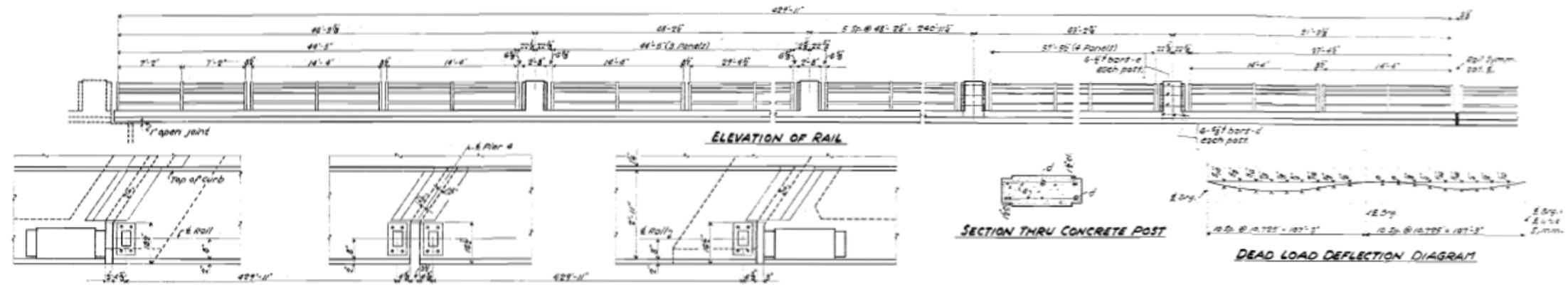


FOR INFORMATION ONLY

FILE NAME -	USER NAME - \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ORIGINAL BRIDGE PLANS 1955	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$		DRAWN -	REVISED -			57	(140)BR, BR-1 & (11)	KANKAKEE	183	155	
\$MODELNAME\$		CHECKED -	REVISED -			CONTRACT NO. 66750					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

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

DATE	BY	SCALE	NO.
12-15-57	H.M.C.	1/8" = 1'-0"	153
12-15-57	H.M.C.	1/8" = 1'-0"	154
12-15-57	H.M.C.	1/8" = 1'-0"	155



ONE BRIDGE  
BILL OF MATERIAL SUPERSTR.

BAR NO	SIZE	LENGTH	SHAPE
1	1/2"	27'-9"	—
2	1/2"	15'-0"	—
3	1/2"	25'-0"	—
4	1/2"	27'-9"	—
5	1/2"	27'-9"	—
6	1/2"	25'-0"	—
7	1/2"	25'-0"	—
8	1/2"	27'-9"	—
9	1/2"	27'-9"	—
10	1/2"	27'-9"	—
11	1/2"	27'-9"	—
12	1/2"	27'-9"	—
13	1/2"	27'-9"	—
14	1/2"	27'-9"	—
15	1/2"	27'-9"	—
16	1/2"	27'-9"	—
17	1/2"	27'-9"	—
18	1/2"	27'-9"	—
19	1/2"	27'-9"	—
20	1/2"	27'-9"	—
21	1/2"	27'-9"	—
22	1/2"	27'-9"	—
23	1/2"	27'-9"	—
24	1/2"	27'-9"	—
25	1/2"	27'-9"	—
26	1/2"	27'-9"	—
27	1/2"	27'-9"	—
28	1/2"	27'-9"	—
29	1/2"	27'-9"	—
30	1/2"	27'-9"	—
31	1/2"	27'-9"	—
32	1/2"	27'-9"	—
33	1/2"	27'-9"	—
34	1/2"	27'-9"	—
35	1/2"	27'-9"	—
36	1/2"	27'-9"	—
37	1/2"	27'-9"	—
38	1/2"	27'-9"	—
39	1/2"	27'-9"	—
40	1/2"	27'-9"	—
41	1/2"	27'-9"	—
42	1/2"	27'-9"	—
43	1/2"	27'-9"	—
44	1/2"	27'-9"	—
45	1/2"	27'-9"	—
46	1/2"	27'-9"	—
47	1/2"	27'-9"	—
48	1/2"	27'-9"	—
49	1/2"	27'-9"	—
50	1/2"	27'-9"	—
51	1/2"	27'-9"	—
52	1/2"	27'-9"	—
53	1/2"	27'-9"	—
54	1/2"	27'-9"	—
55	1/2"	27'-9"	—
56	1/2"	27'-9"	—
57	1/2"	27'-9"	—
58	1/2"	27'-9"	—
59	1/2"	27'-9"	—
60	1/2"	27'-9"	—
61	1/2"	27'-9"	—
62	1/2"	27'-9"	—
63	1/2"	27'-9"	—
64	1/2"	27'-9"	—
65	1/2"	27'-9"	—
66	1/2"	27'-9"	—
67	1/2"	27'-9"	—
68	1/2"	27'-9"	—
69	1/2"	27'-9"	—
70	1/2"	27'-9"	—
71	1/2"	27'-9"	—
72	1/2"	27'-9"	—
73	1/2"	27'-9"	—
74	1/2"	27'-9"	—
75	1/2"	27'-9"	—
76	1/2"	27'-9"	—
77	1/2"	27'-9"	—
78	1/2"	27'-9"	—
79	1/2"	27'-9"	—
80	1/2"	27'-9"	—
81	1/2"	27'-9"	—
82	1/2"	27'-9"	—
83	1/2"	27'-9"	—
84	1/2"	27'-9"	—
85	1/2"	27'-9"	—
86	1/2"	27'-9"	—
87	1/2"	27'-9"	—
88	1/2"	27'-9"	—
89	1/2"	27'-9"	—
90	1/2"	27'-9"	—

DESIGNED: H.M.C.  
CHECKED: H.M.C.  
DRAWN: H.M.C.  
DATE: 12-15-57

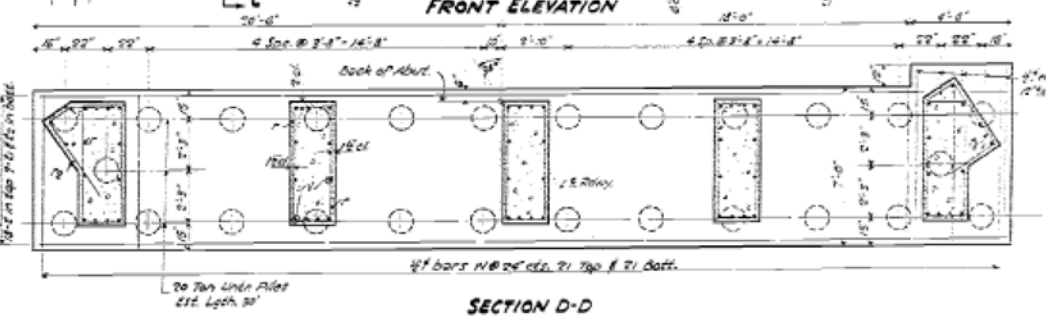
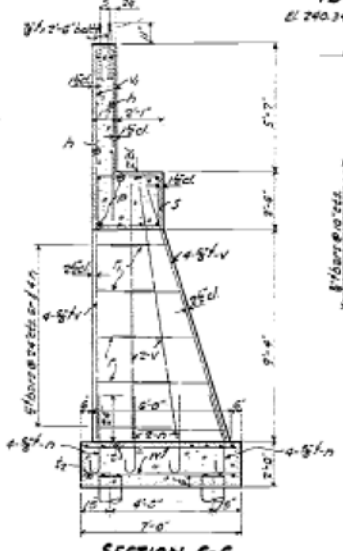
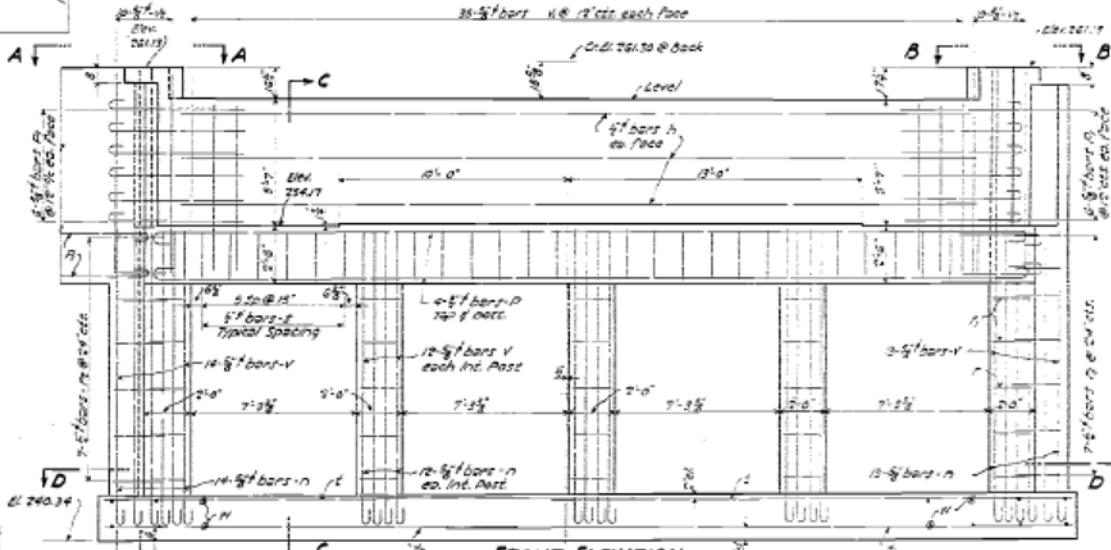
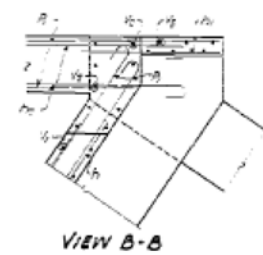
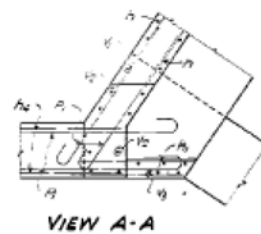
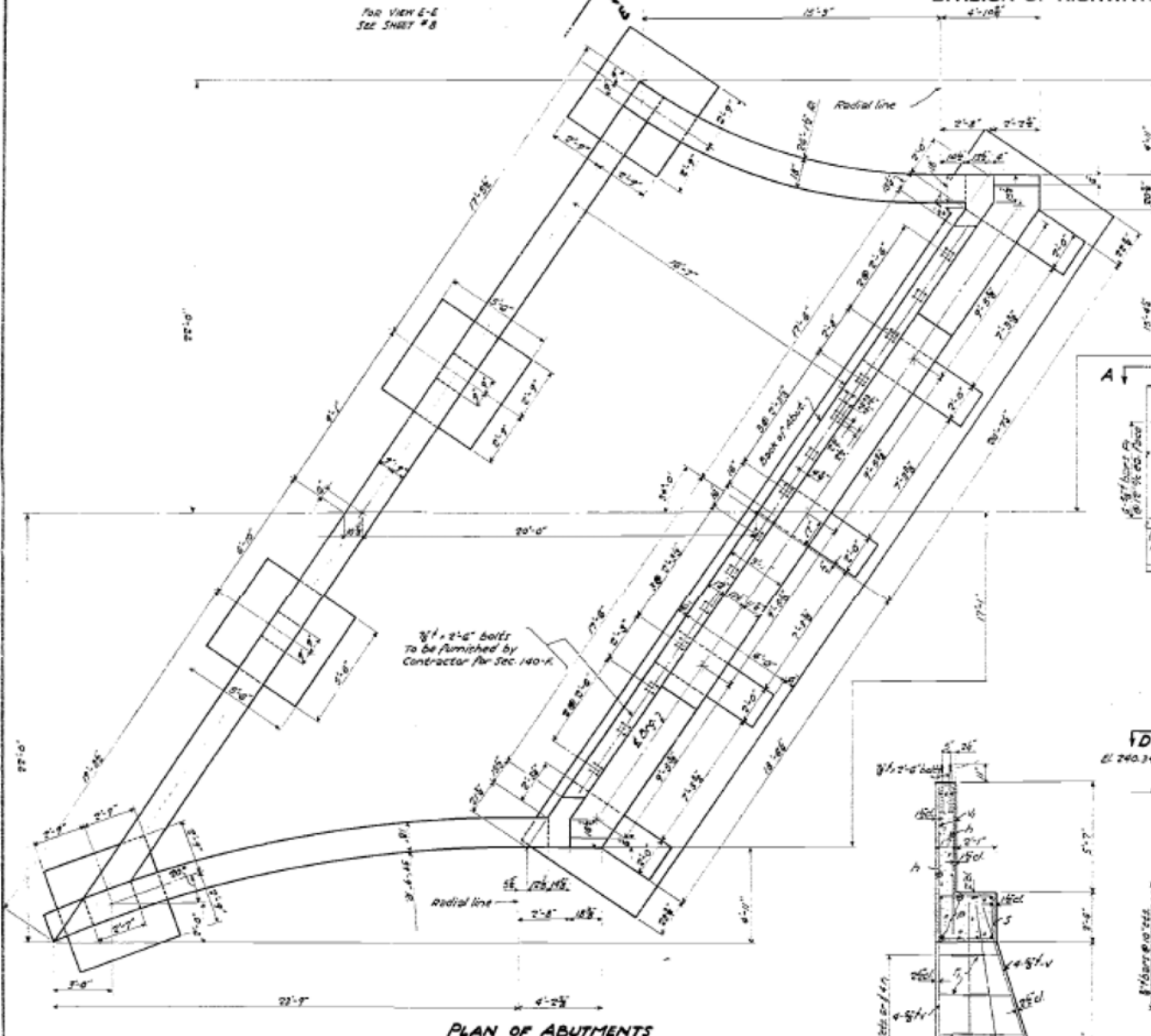


SUPERSTRUCTURE DECK  
KANKAKEE RIVER BRIDGE  
PROJECT 01-29(6)  
R.A. RT 26 SEC. 140-D-P-4-P  
KANKAKEE COUNTY  
STA. 260 + 90

FOR INFORMATION ONLY

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

DATE	NO.	BY	REVISION
12-1-55	1	Kunkakee	



DESIGNED	<i>H.P. Owen</i>	EXAMINED	<i>S. J. ...</i>
CHECKED	<i>Harry P. ...</i>	PASSED	<i>[Signature]</i>
DRAWN	<i>[Signature]</i>	APPROVED	<i>[Signature]</i>
CHECKED	<i>H.P.G.</i>		

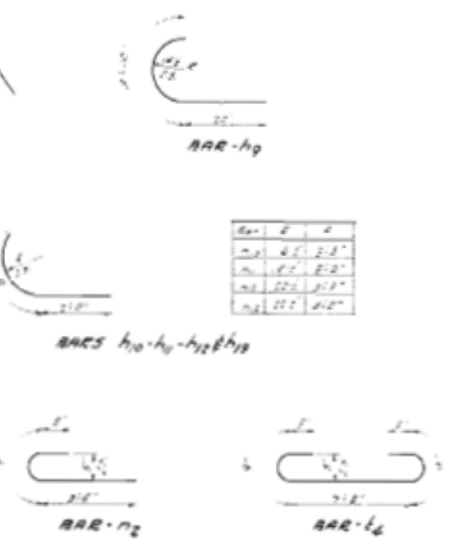
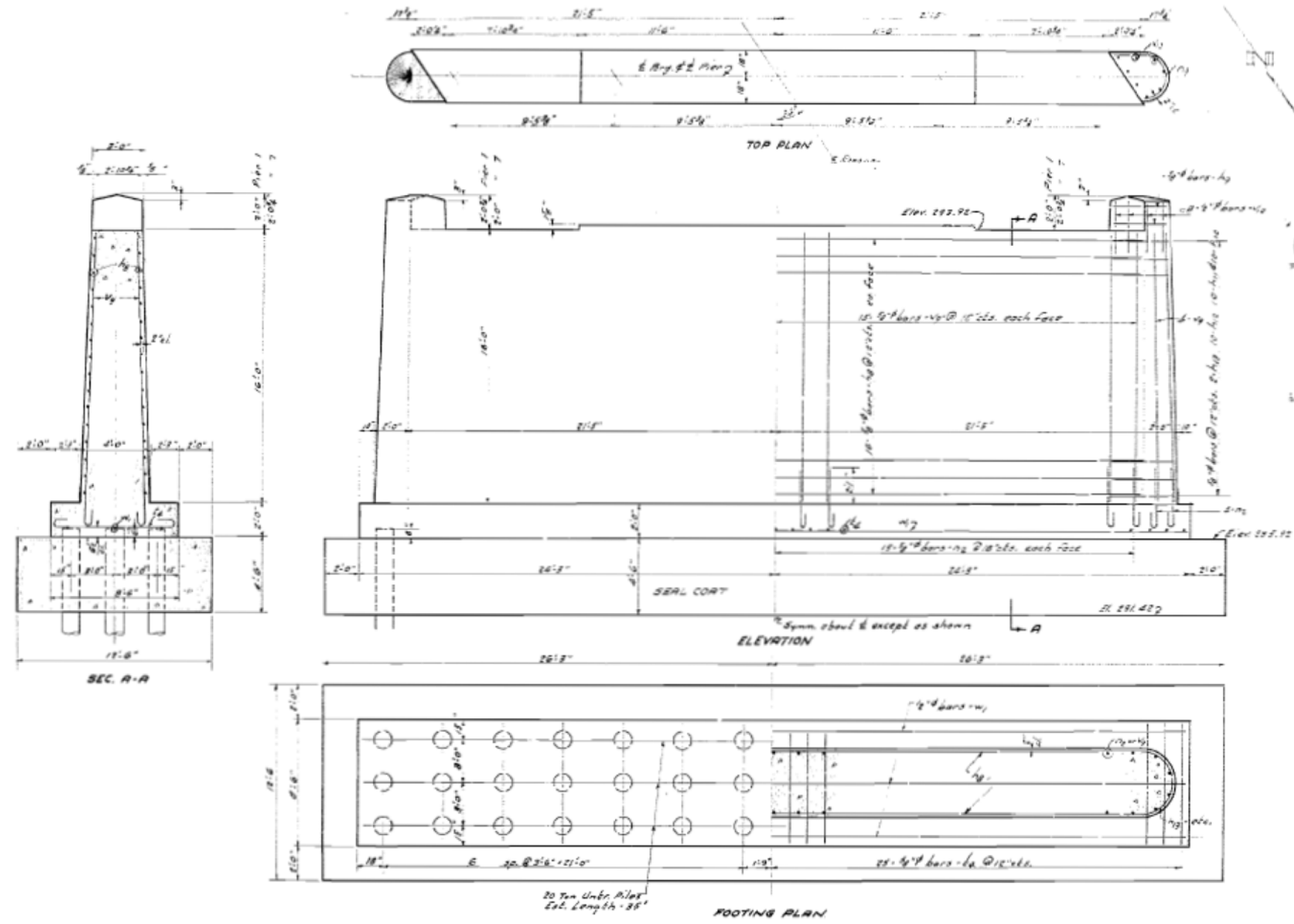
ABUTMENTS  
KANKAKEE RIVER BRIDGE  
PROJECT U-1-29(6)  
R.A. RT. 26 SECTION 140-B  
KANKAKEE COUNTY  
STA. 260+90

FOR INFORMATION ONLY

FILE NAME -	USER NAME - \$USERS\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ORIGINAL BRIDGE PLANS 1955	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN -	REVISED -			57	(140)BR, BR-1 & (11)	KANKAKEE	183	157
\$MODELNAME\$	PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -			SCALE: _____ SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____		CONTRACT NO. 66750		
	PLOT DATE = \$DATE\$	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

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

DATE	NO.	BY	CHKD.	APPD.
10-15-55	140-B	Kankakee	11	6



ONE BRIDGE  
BILL OF MATERIALS PIER 157

Bar	No.	Size	Quantity
19	10	1/2"	10
17	10	1/2"	10
16	10	1/2"	10
15	10	1/2"	10
14	10	1/2"	10
13	10	1/2"	10
12	10	1/2"	10
11	10	1/2"	10
10	10	1/2"	10
9	10	1/2"	10
8	10	1/2"	10
7	10	1/2"	10
6	10	1/2"	10
5	10	1/2"	10
4	10	1/2"	10
3	10	1/2"	10
2	10	1/2"	10
1	10	1/2"	10

10 #4 Concrete C. 104 22.8  
 10 #4 Bars C. 104 22.8  
 10 #4 Concrete C. 104 22.8  
 10 #4 Bars C. 104 22.8  
 10 #4 Concrete C. 104 22.8  
 10 #4 Bars C. 104 22.8  
 10 #4 Concrete C. 104 22.8  
 10 #4 Bars C. 104 22.8

DRAWN: J.L. Owen  
 CHECKED: Larry P. Baber  
 DESIGNED: J.L. Sutzler  
 CHECKED: H.P.G.  
 DATE: 10-15-55  
 APPROVED: J.L. Sutzler

Rev. Pile Spacing in Footing Plan 3-4-51 H.L.

PIERS 157  
 KANKAKEE RIVER BRIDGE  
 PROJECT 41-19(8)  
 P.A. RTE. 6 SECTION 140-B  
 KANKAKEE CO.  
 STA. 260+90

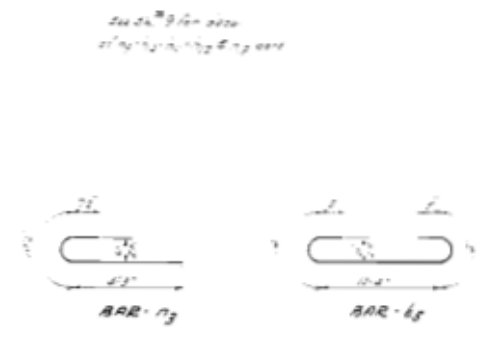
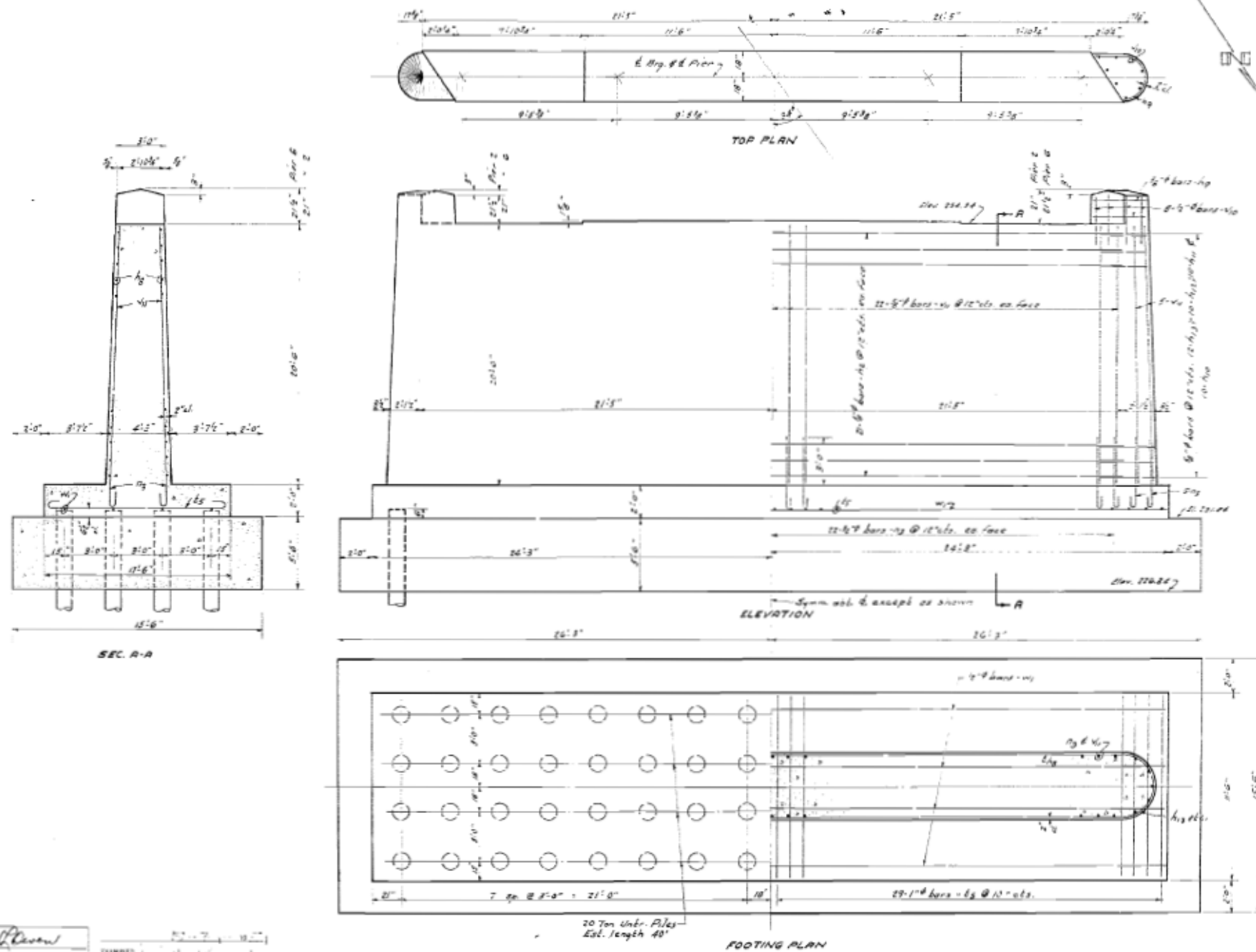
FOR INFORMATION ONLY

FILE NAME -	USER NAME - \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ORIGINAL BRIDGE PLANS 1955	SCALE: _____ SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____	F.A.I. RTE. 57	SECTION (140BR, BR-1 & (11))	COUNTY KANKAKEE	TOTAL SHEETS 183	SHEET NO. 158
\$FILEL\$	PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -				CONTRACT NO. 66750				
\$MODELNAME\$	PLOT DATE = \$DATE\$	CHECKED -	REVISED -				ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -								



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

DATE	BY	SCALE	SHEET NO.	TOTAL SHEETS
10-15-57	AD-B	AS SHOWN	11	159



ONE BRIDGE  
BILL OF MATERIALS PIER 266

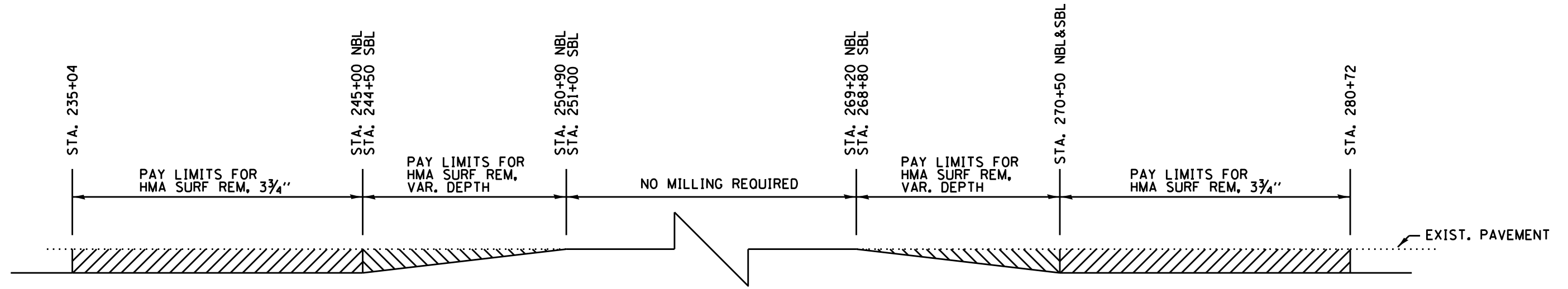
Bar	No.	Size	Length	Weight
10	165	5/8"	11'-0"	—
11	8	"	11'-0"	—
12	30	"	11'-0"	—
13	20	"	11'-0"	—
14	40	"	11'-0"	—
15	20	"	11'-0"	—
16	22	5/8"	11'-0"	—
17	110	1/2"	10'-0"	—
18	20	5/8"	11'-0"	—
19	192	5/8"	10'-0"	—
20	32	5/8"	14'-0"	—

Class A Concrete C-1000-1000  
Reinforcement Bars 60,000  
Steel Cast Concrete C-2500-2500  
Cofferdams Each 2  
Cofferdam Eases C-100-100  
Under Piles (2x14) C-100-100  
Test Pipes Each 2

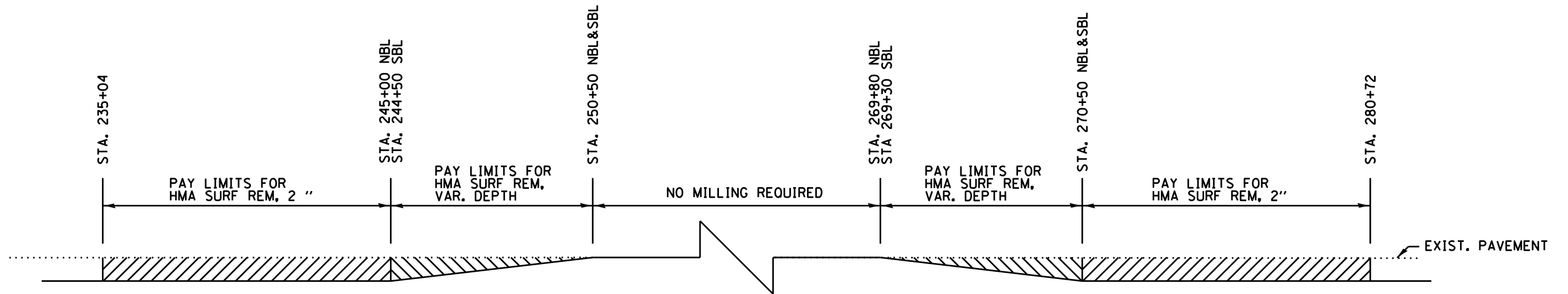
PIERS 266  
KANKAKEE OVER BRIDGE  
PROJECT 07-29(C)  
P.A. ETC. B. SECTION 140-B  
KANKAKEE CO.  
STA. 260+90

DESIGNED: J.D. Caswell  
CHECKED: Harry P. Kaban  
DRAWN: J.C. Suter  
APPROVED: J.H. [Signature]  
DATE: 10-15-57

FOR INFORMATION ONLY



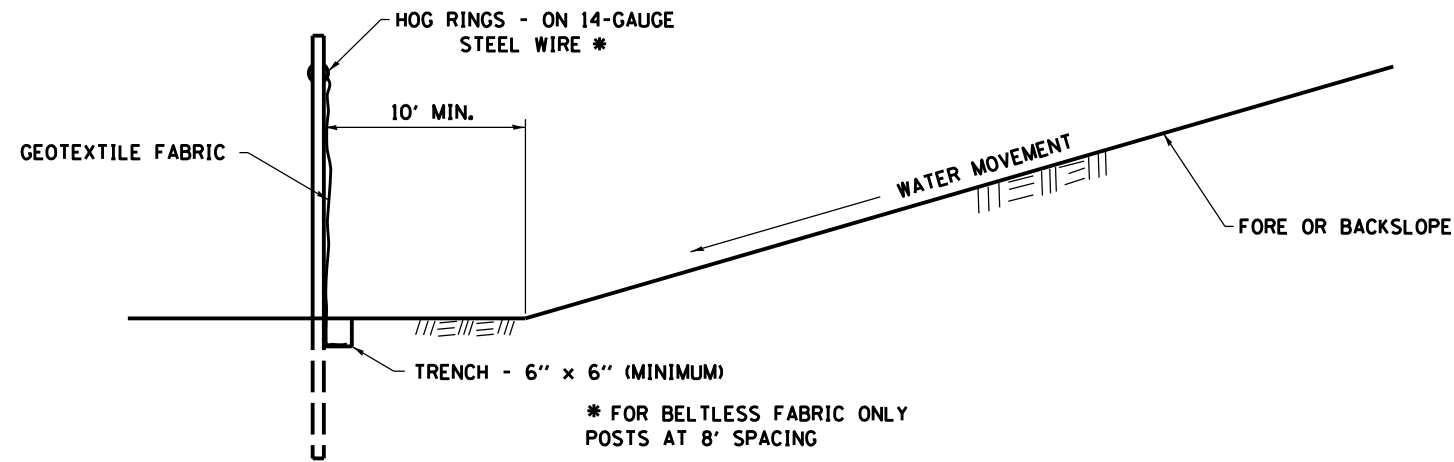
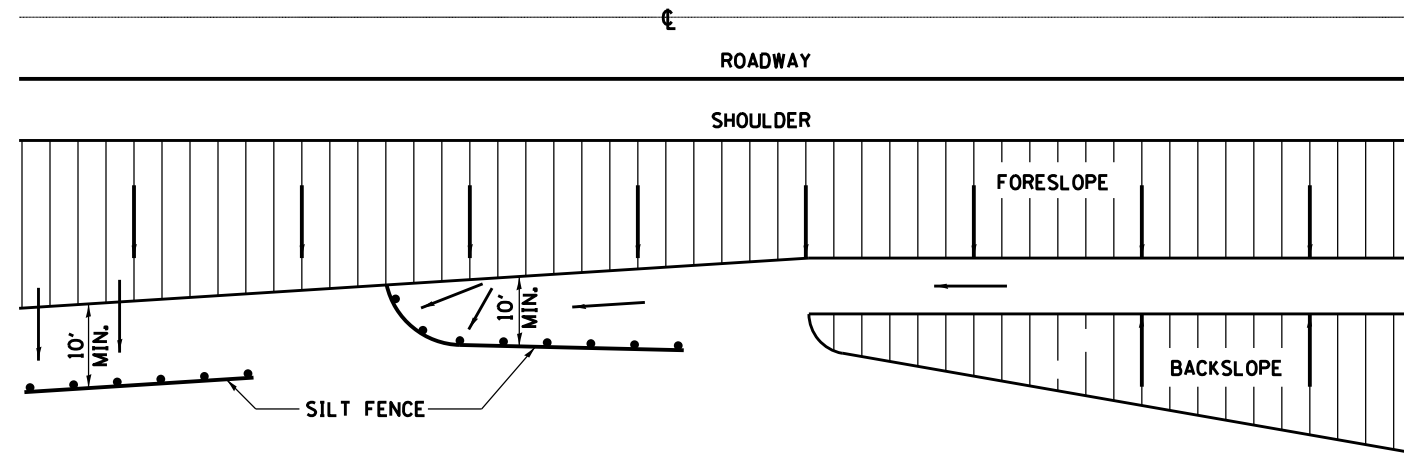
### 24' MAINLINE



### 6' AND 10' SHOULDERS

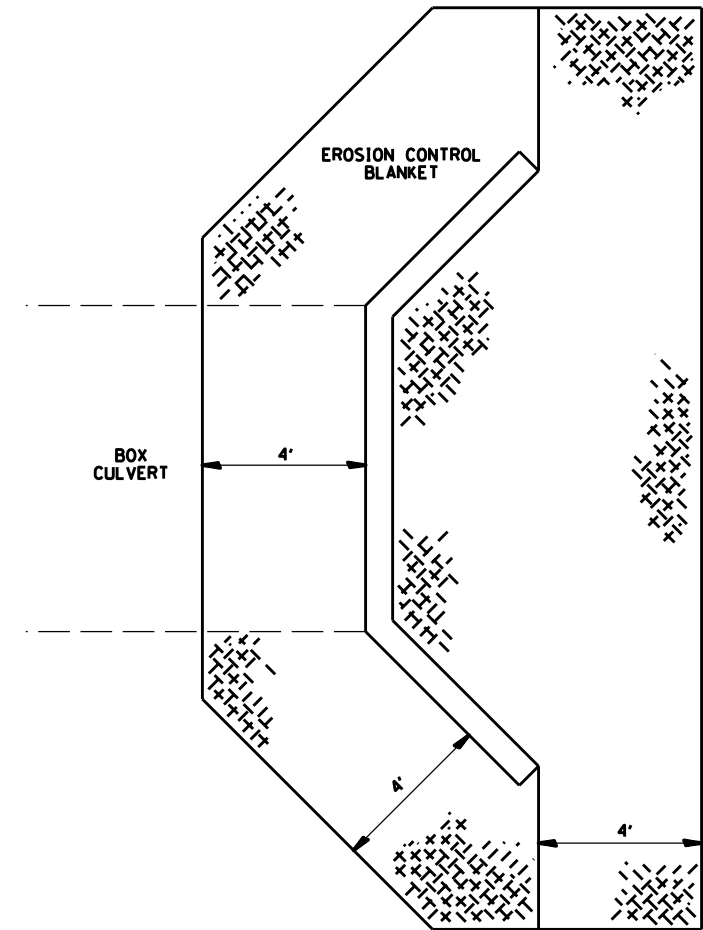
FILE NAME =	USER NAME = *USER*	DESIGNED - _____	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MILLING DETAIL		F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*	PLOT SCALE = *SCALE*	DRAWN - _____	REVISED - _____				57	(140)BR, BR-1 & (11)	KANKAKEE	183	160
*MODELNAME*	PLOT DATE = *DATE*	CHECKED - _____	REVISED - _____		SCALE: _____ SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____		CONTRACT NO. 66750		ILLINOIS FED. AID PROJECT		
		DATE - _____	REVISED - _____								



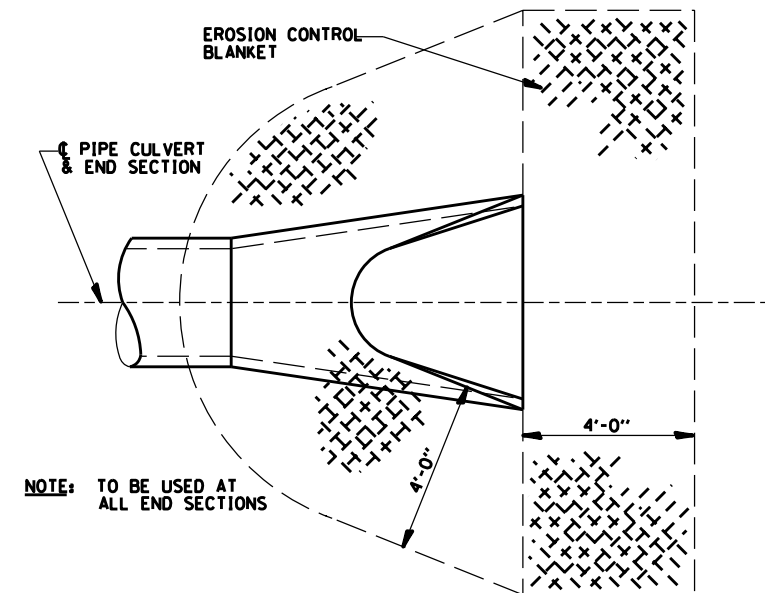


DETAILS OF SILT FENCE

**EROSION CONTROL DETAILS FOR SILT FENCE**



**EROSION CONTROL BLANKET AT BOX CULVERT END SECTIONS**

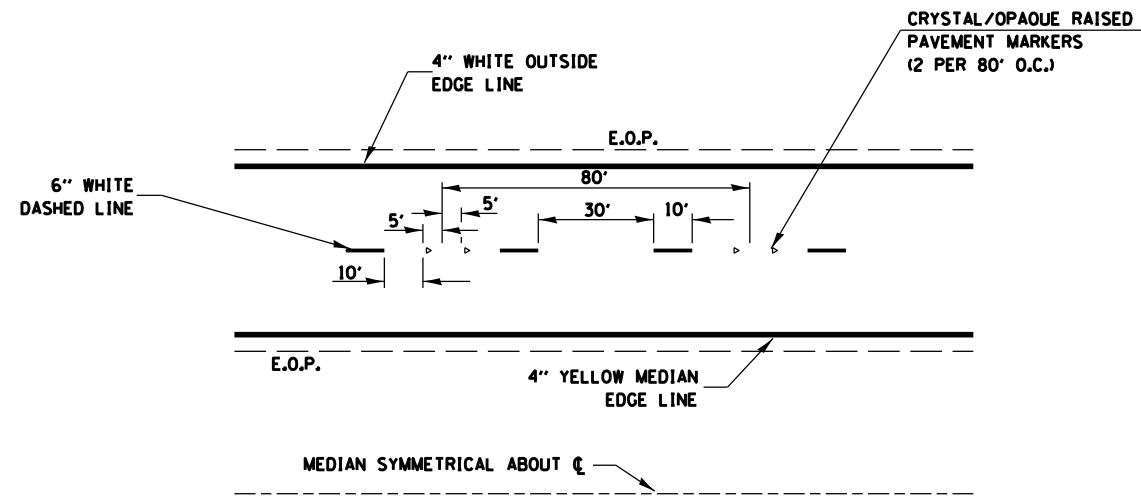


NOTE: TO BE USED AT ALL END SECTIONS

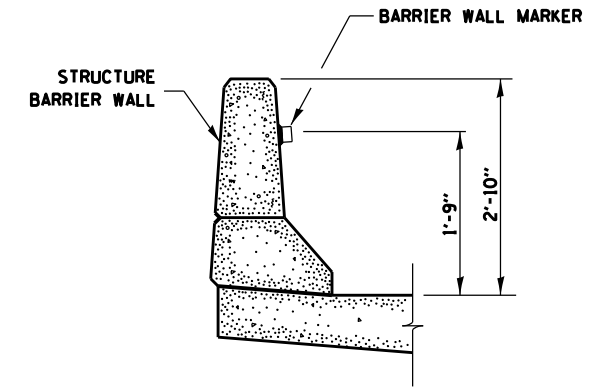
NOTE: PRC FLARED END SECTION SHOWN. TREATMENT SAME FOR OTHER END SECTIONS.

**DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION**

FILE NAME =	USER NAME = \$USER\$	DESIGNED - _____	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$		DRAWN - _____	REVISED - _____			57	(140)BR, BR-1 & (11)	KANKAKEE	183	161	
\$MODELNAME\$	PLOT SCALE = \$SCALE\$	CHECKED - _____	REVISED - _____			CONTRACT NO. 66750					
	PLOT DATE = \$DATE\$	DATE - _____	REVISED - _____			ILLINOIS FED. AID PROJECT					

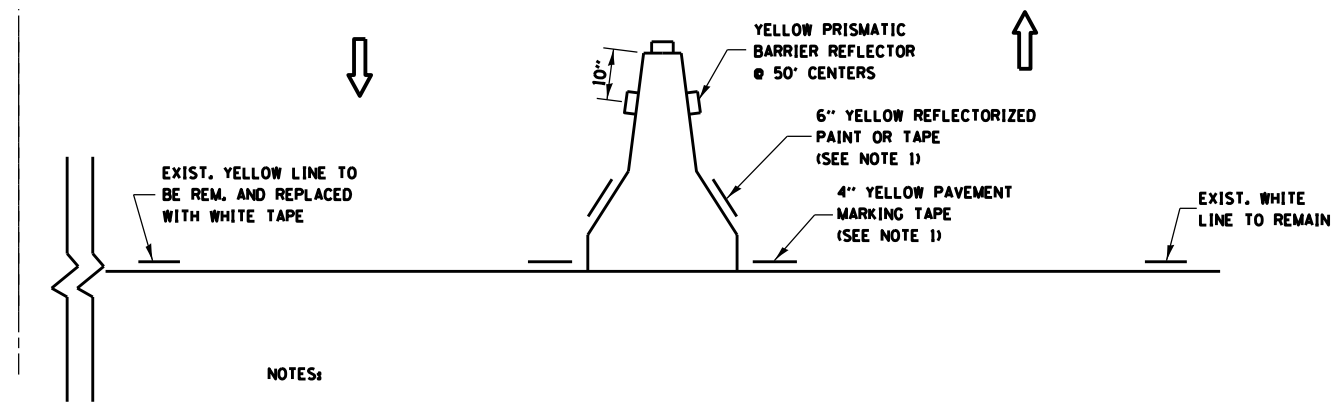


**TYPICAL PAVEMENT MARKINGS**



782-4

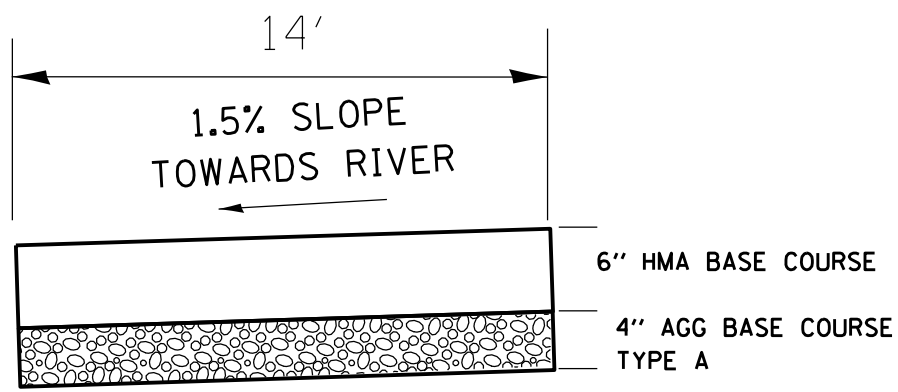
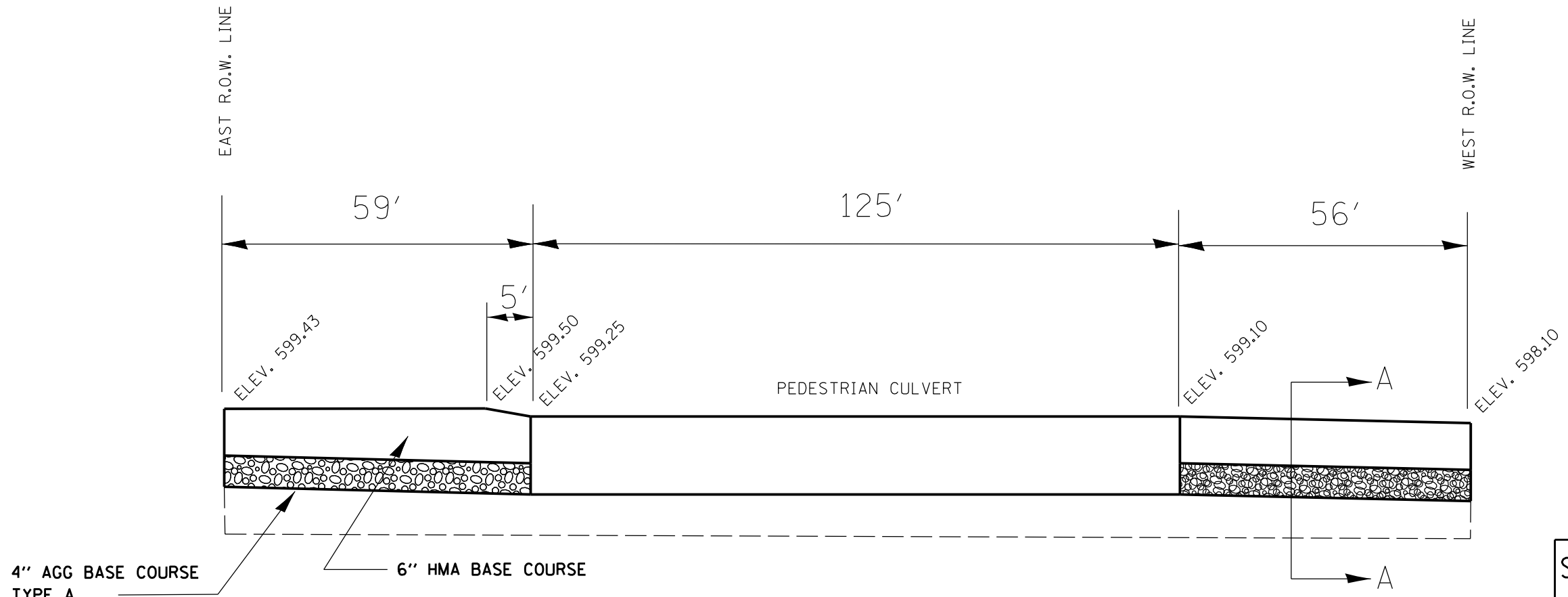
**BARRIER WALL MARKER**



**NOTES:**

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.
2. THE COST OF THE REFLECTORS IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

FILE NAME =	USER NAME = \$USER*	DESIGNED - _____	REVISED - _____	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		DRAWN - _____	REVISED - _____		57	(140)BR, BR-1 & (11)	KANKAKEE	183	162		
*MODELNAME*	PLOT SCALE = *SCALE*	CHECKED - _____	REVISED - _____		SCALE: _____ SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____		CONTRACT NO. 66750		ILLINOIS FED. AID PROJECT		
	PLOT DATE = \$DATE*	DATE - _____	REVISED - _____								



**SECTION A-A  
PEDESTRIAN PATH**

**SIDEWALK  
CLOSED**

R11-I101-2418

**DATE TO  
DATE** 12"  
24"

THE ABOVE TWO SIGNS SHALL BE PLACED ON THE WOVEN WIRE FENCE AT THE EAST AND WEST ROW LINES. ONLY NEEDED WHEN BOX CULVERT IS BEING CONSTRUCTED. PLACE DURING STAGE I AND STAGE II. THE DATE TO DATE SIGN SHALL BE FROM THE FIRST DAY THE CULVERT IS CLOSED TO 45 CALENDER DAYS AFTER THAT DATE THIS SIGN SHALL BE BLACK ON WHITE.

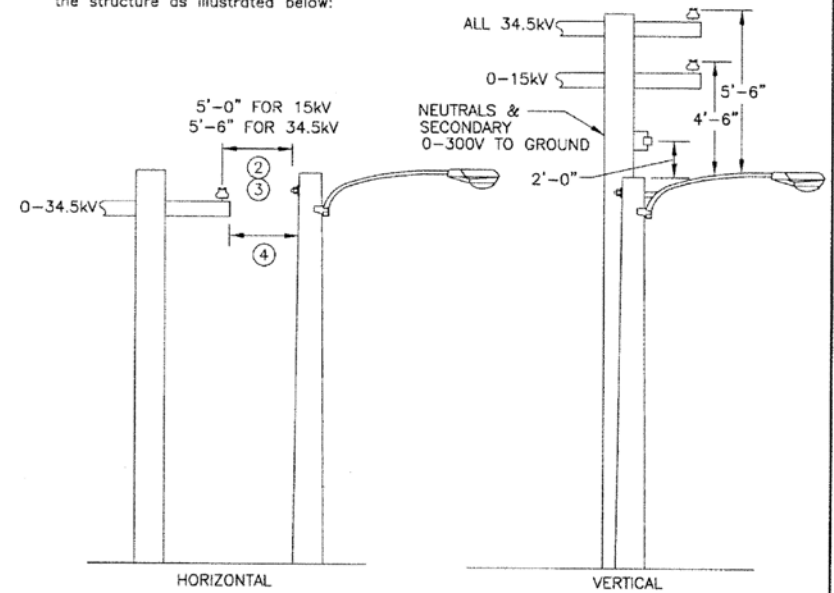
THE COST OF THE ABOVE SIGNS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, STANDARD 701801, SPECIAL

**PROPOSED PEDESTRIAN PATH  
AT BOX CULVERT**

FILE NAME =	USER NAME = \$USER*	DESIGNED - _____	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE: _____ SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*		DRAWN - _____	REVISED - _____			57	(140)BR, BR-1 & I(I)	KANKAKEE	183	163	
*MODELNAME*	PLOT SCALE = *SCALE*	CHECKED - _____	REVISED - _____			CONTRACT NO. 66750					
	PLOT DATE = \$DATE*	DATE - _____	REVISED - _____			ILLINOIS FED. AID PROJECT					

**CLEARANCE FOR CONDUCTORS FROM OTHER SUPPORTING STRUCTURES**  
 (REFERENCE NESC 234B) ①

Conductors passing near a lighting support, traffic signal support, or a supporting structure of a second line, without being attached thereto, shall have clearance from any part of the structure as illustrated below:



**NOTES (applicable to this page only)**

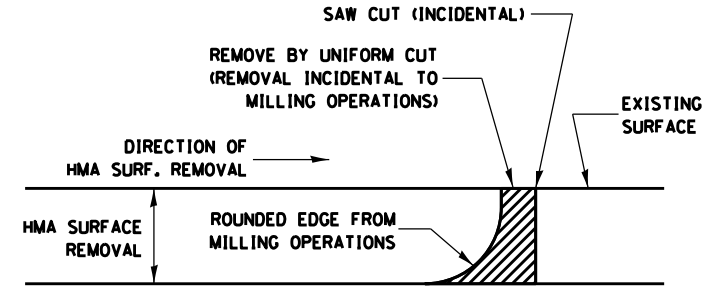
- ① For sag conditions see General Notes, page 3.
- ② Additional horizontal space may be required at midspan under wind conditions to meet the basic wind clearance. The table below right depicts the amount of horizontal blowout under wind conditions (based on sag of 266.8 kcmil bare aluminum at 60°F, which has the largest blowout). Use the 6 lb/ft<sup>2</sup> wind force for unsheltered locations and the 4 lb/ft<sup>2</sup> wind force for sheltered locations. Note that most horizontal clearances have both at rest and under wind condition clearances. The blowout figures should be applied to the under wind condition clearances (refer to note 3).
- ③ Clearances shown are for conductors at rest (no wind displacement). When the conductor is displaced by wind, it cannot come closer than 3'-6" for open supply conductors 0-750V, and 4'-6" for open supply conductors 750V-15kV. 5'-0" for open supply conductors 15kV-34kV.
- ④ For guys, messengers, neutrals, and cables of 300 Volts or less to ground, the clearance may be reduced to 3 feet.

WIND FORCE	SPAN LENGTH	HORIZONTAL BLOWOUT
6 LB/FT <sup>2</sup> (48 mph)	100'	12"
	150'	18"
	200'	28"
4 LB/FT <sup>2</sup> (39 mph)	100'	9"
	150'	15"
	200'	21"

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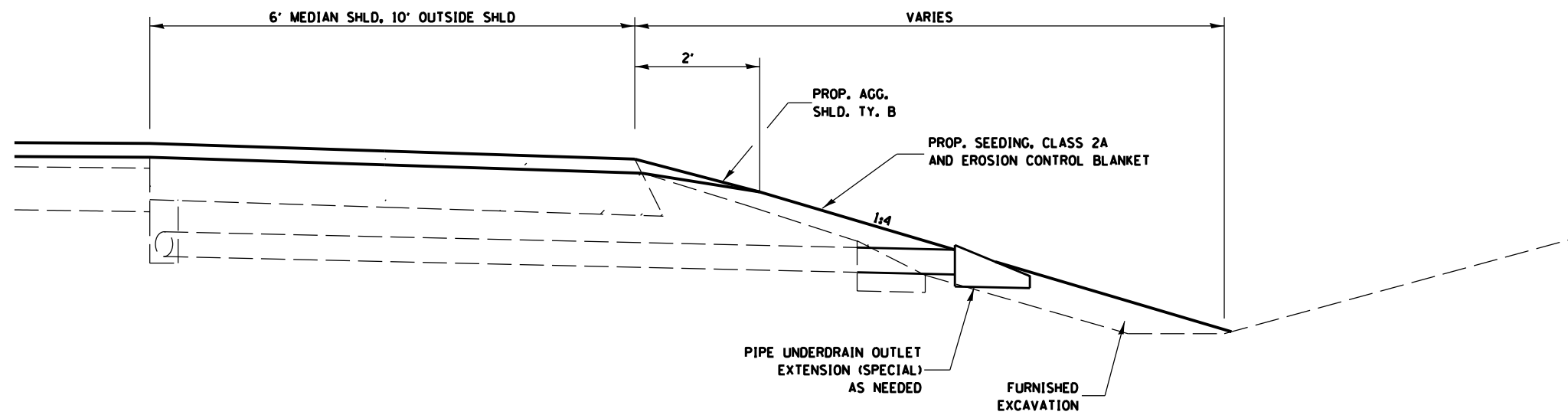
**Exelon** SYSTEM STANDARD  
 Energy Delivery

**CONTRACTOR SHOULD ADHERE TO DETAIL FOR TEMPORARY LIGHTING SYSTEM**

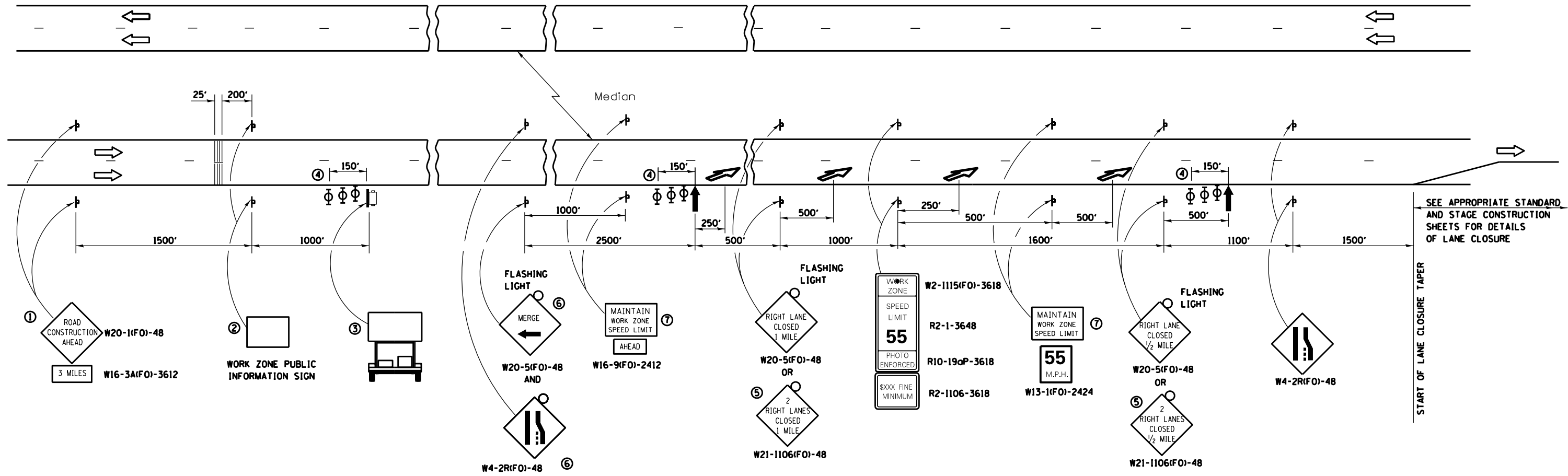


**NOTE:**  
 WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.

**HMA DETAIL AT BUTT JOINTS**



FILE NAME =	USER NAME = \$USER\$	DESIGNED - _____	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIPE UNDERDRAIN OUTLET EXTENSION (SPECIAL) DETAIL		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN - _____	REVISED - _____		57	(140)BR, BR-1 & (1)	KANKAKEE	183	165		
\$MODELNAME\$	PLOT SCALE = \$SCALE\$	CHECKED - _____	REVISED - _____		CONTRACT NO. 66750			ILLINOIS FED. AID PROJECT			
	PLOT DATE = \$DATE\$	DATE - _____	REVISED - _____		SCALE: _____	SHEET _____	OF _____	SHEETS	STA. _____	TO STA. _____	

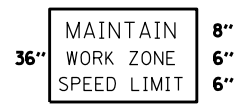


SEE APPROPRIATE STANDARD AND STAGE CONSTRUCTION SHEETS FOR DETAILS OF LANE CLOSURE

START OF LANE CLOSURE TAPER

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

⑦ 48"x36" FLUORESCENT ORANGE SIGN WITH BLACK LETTERS.



- ↑ ARROW BOARD
- ☐ PORTABLE CHANGEABLE MESSAGE SIGN
- ⊥ SIGN
- ⊕ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- ↘ LANE DROP ARROW - SEE STANDARD 780001
- ▨ TEMPORARY THERMOPLASTIC RUMBLE STRIPS

**GENERAL NOTE:**

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

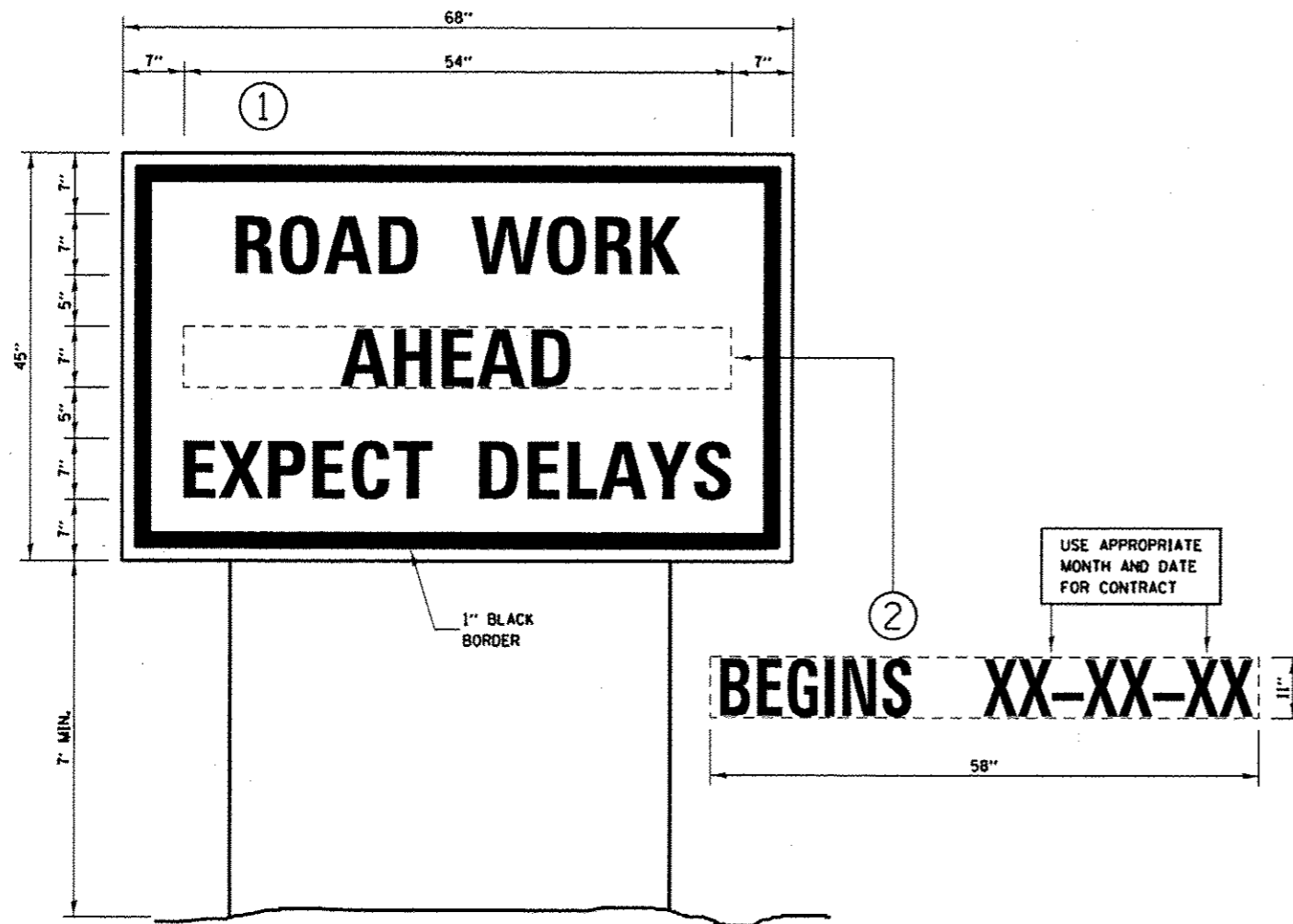
WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGNS.

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

SEE SPECIAL PROVISIONS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STANDARD 701400 (SPECIAL)</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*		DRAWN -	REVISED -			57	(140)BR, BR-1 & (11)	KANKAKEE	183	166	
*MODELNAME*	PLOT SCALE = #SCALE*	CHECKED -	REVISED -			<b>CONTRACT NO. 66750</b>					
	PLOT DATE = #DATE*	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



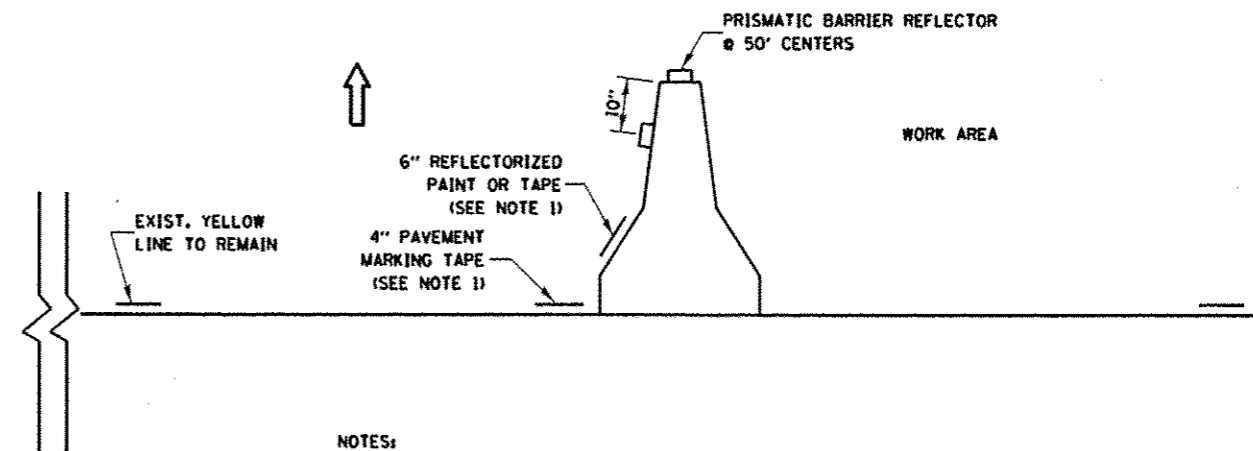
**TEMPORARY INFORMATION SIGN**

**NOTES:**

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS 500 FT. IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGN" FOR ADDITIONAL INFORMATION.

6. SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR TEMPORARY INFORMATION SIGN. INSTALLED SIGN PANEL 2 SHALL NOT BE MEASURED SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE SQUARE FOOTAGE OF SIGN 1.

☉ ROWY.



**NOTES:**

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

**TRAFFIC CONTROL DETAIL  
FOR TEMPORARY CONCRETE BARRIER**

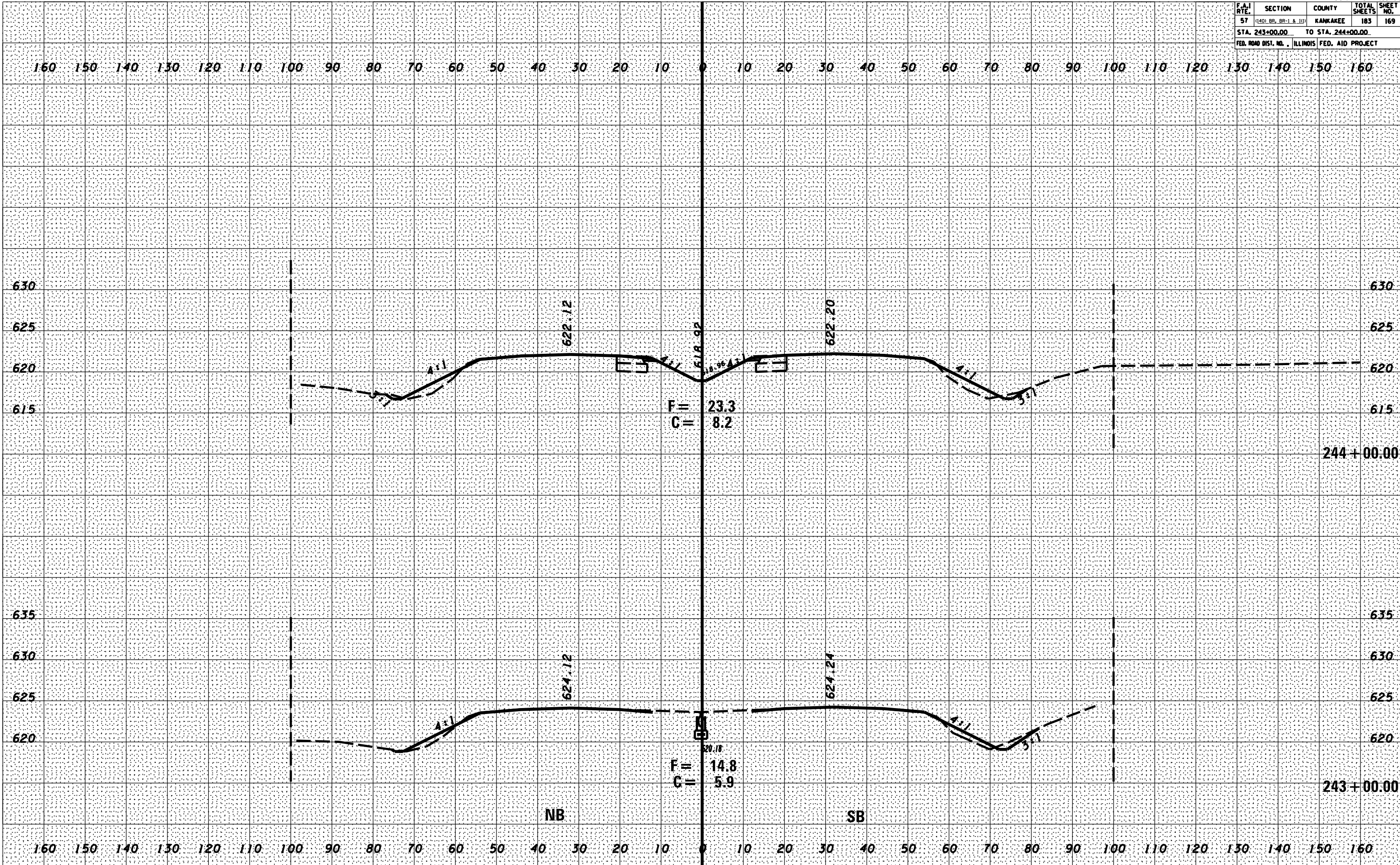
Rev.

FILE NAME *	USER NAME * USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN -	REVISED -			57	(140)BR, BR-1 & (1)	KANKAKEE	183	167	
#MODELNAME#		CHECKED -	REVISED -			SCALE: _____ SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____		CONTRACT NO. 66750			
		DATE -	REVISED -			(ILLINOIS) FED. AID PROJECT					





F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	169
STA. 243+00.00		TO STA. 244+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



DATE	BY

DATE	BY

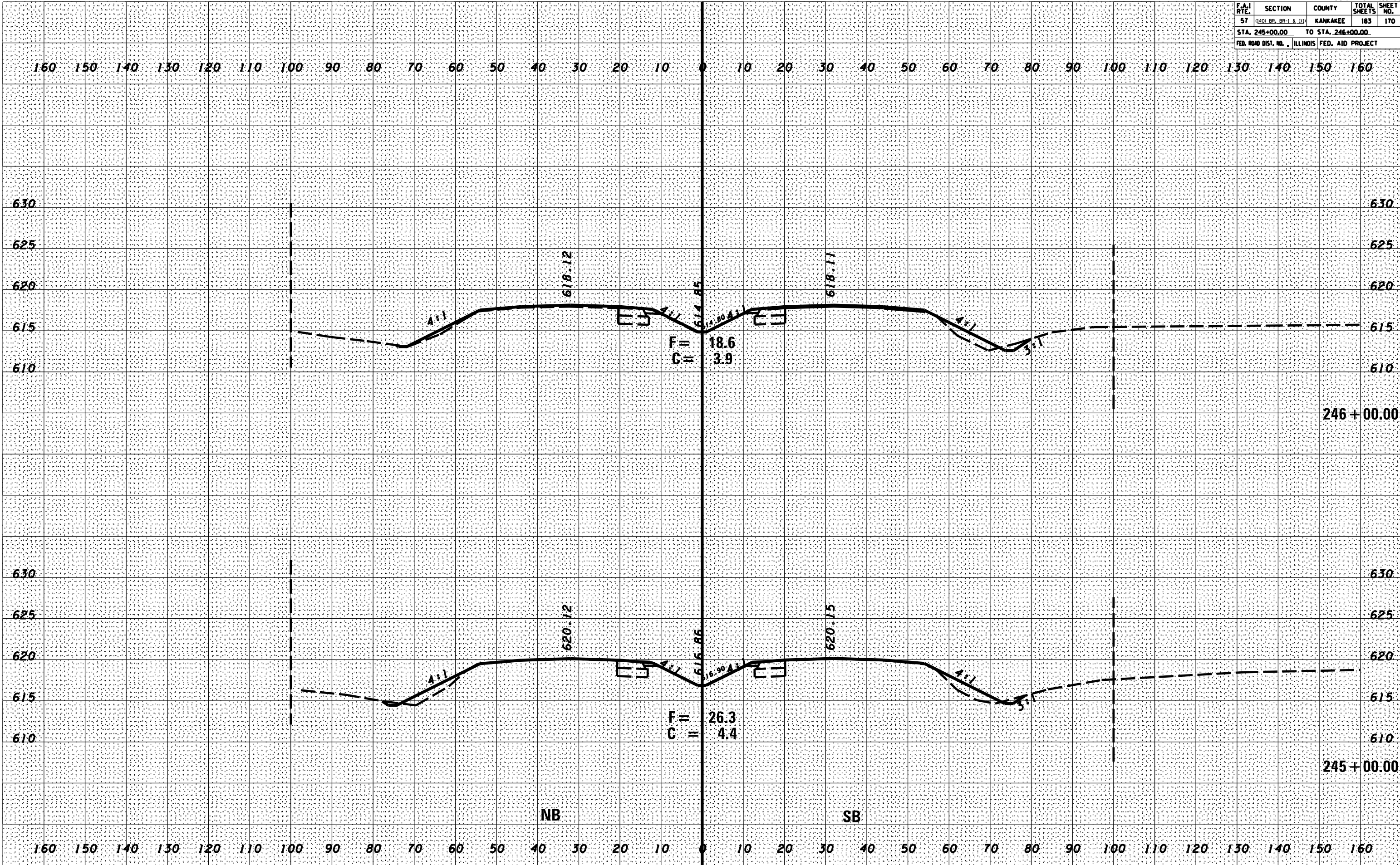
DATE	BY

DATE	BY

DATE - TIME  
DRAW - SPEC

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	170
STA. 245+00.00		TO STA. 246+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



BY \_\_\_\_\_ DATE \_\_\_\_\_

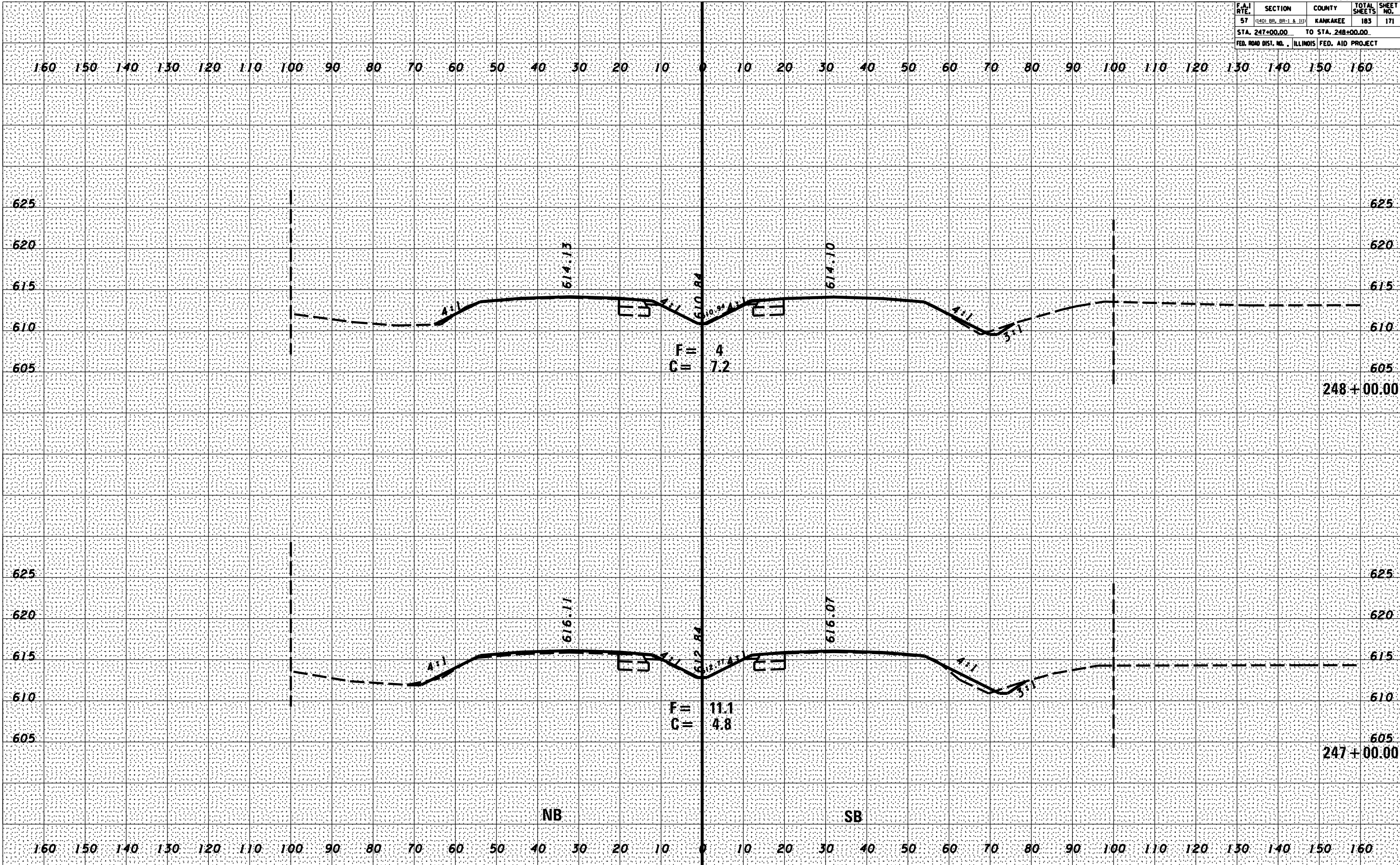
FINAL SURVEY SURVEYED SURVEY PLOTTED PLANNING PLATE NO. \_\_\_\_\_ AREAS CHECKED \_\_\_\_\_

BY \_\_\_\_\_ DATE \_\_\_\_\_

ORIGINAL SURVEY SURVEYED SURVEY PLOTTED PLANNING PLATE NO. \_\_\_\_\_ AREAS CHECKED \_\_\_\_\_

DATE - TIME  
DRAW - SPEC

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	171
STA. 247+00.00		TO STA. 248+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



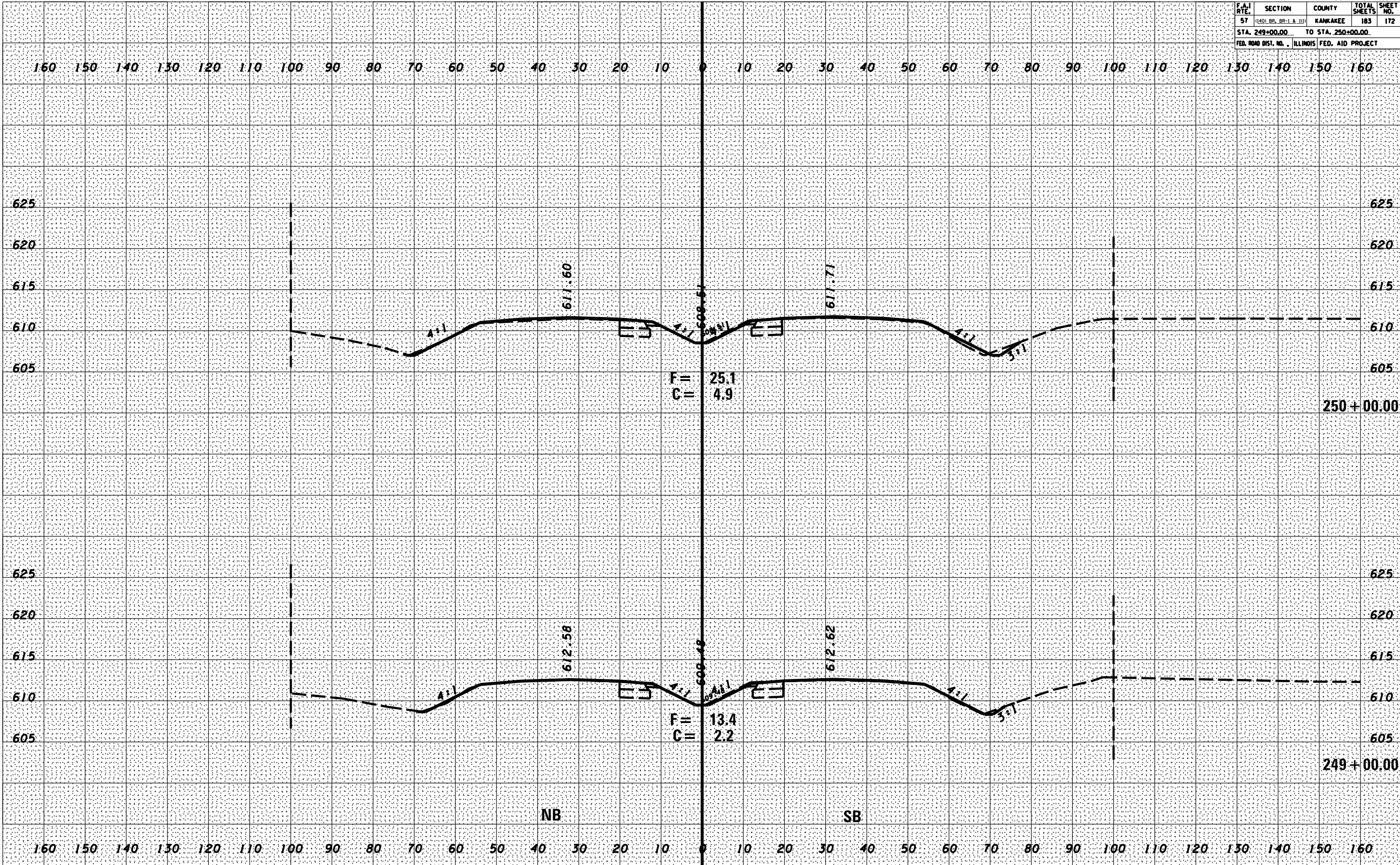
DATE	BY

DATE	BY

DATE - TIME  
DRAW - SPEC



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	172
STA. 249+00.00		TO STA. 250+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



BY \_\_\_\_\_ DATE \_\_\_\_\_

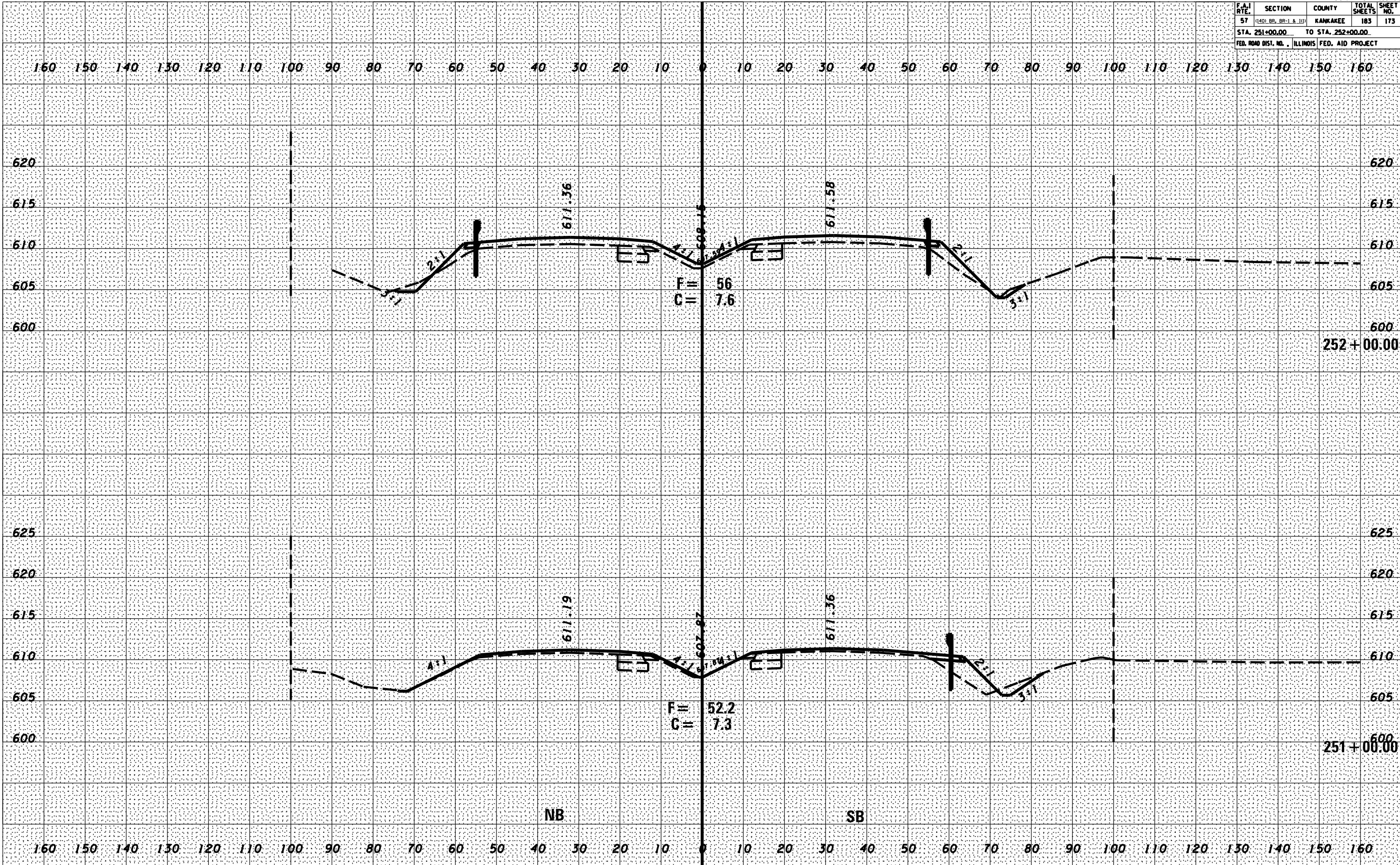
FINAL SURVEY SURVEYED PLOTTED  
NOTE BOOK NO. \_\_\_\_\_  
AREAS CHECKED \_\_\_\_\_

BY \_\_\_\_\_ DATE \_\_\_\_\_

ORIGINAL SURVEY SURVEYED PLOTTED  
NOTE BOOK NO. \_\_\_\_\_  
AREAS CHECKED \_\_\_\_\_

DATE - TIME  
DRAW - SPEC

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	173
STA. 251+00.00		TO STA. 252+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



BY \_\_\_\_\_ DATE \_\_\_\_\_

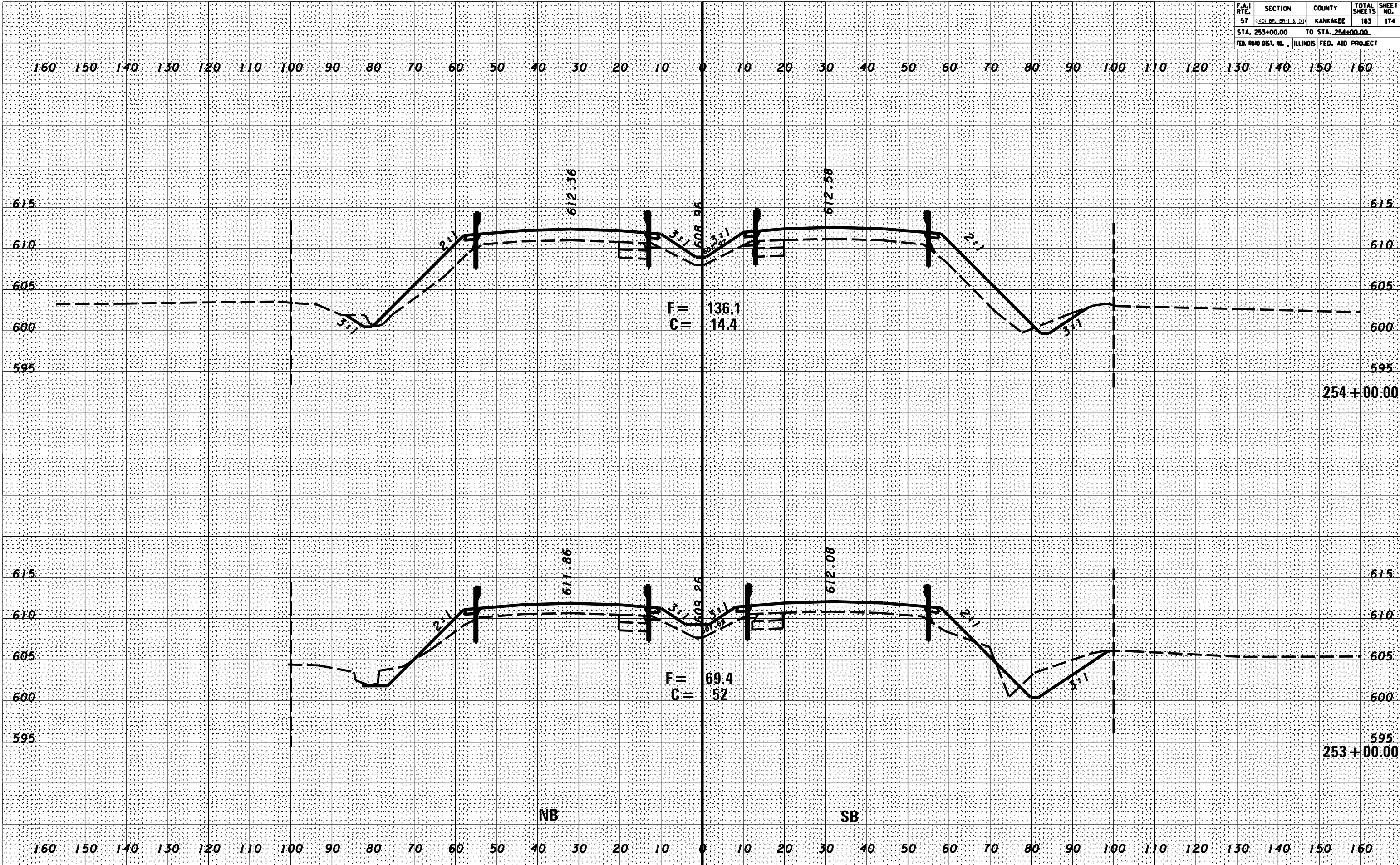
FINAL SURVEY SURVEYED PLOTTED  
NOTE BOOK NO. \_\_\_\_\_  
AREAS CHECKED \_\_\_\_\_

BY \_\_\_\_\_ DATE \_\_\_\_\_

ORIGINAL SURVEY SURVEYED PLOTTED  
NOTE BOOK NO. \_\_\_\_\_  
AREAS CHECKED \_\_\_\_\_

DATE - TIME  
DRAW - SPEC

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	174
STA. 253+00.00		TO STA. 254+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



BY: \_\_\_\_\_ DATE: \_\_\_\_\_

FINISHED SURVEYED SURVEY PLOTTED PLANS DATE AREAS CHECKED

NO. \_\_\_\_\_

BY: \_\_\_\_\_ DATE: \_\_\_\_\_

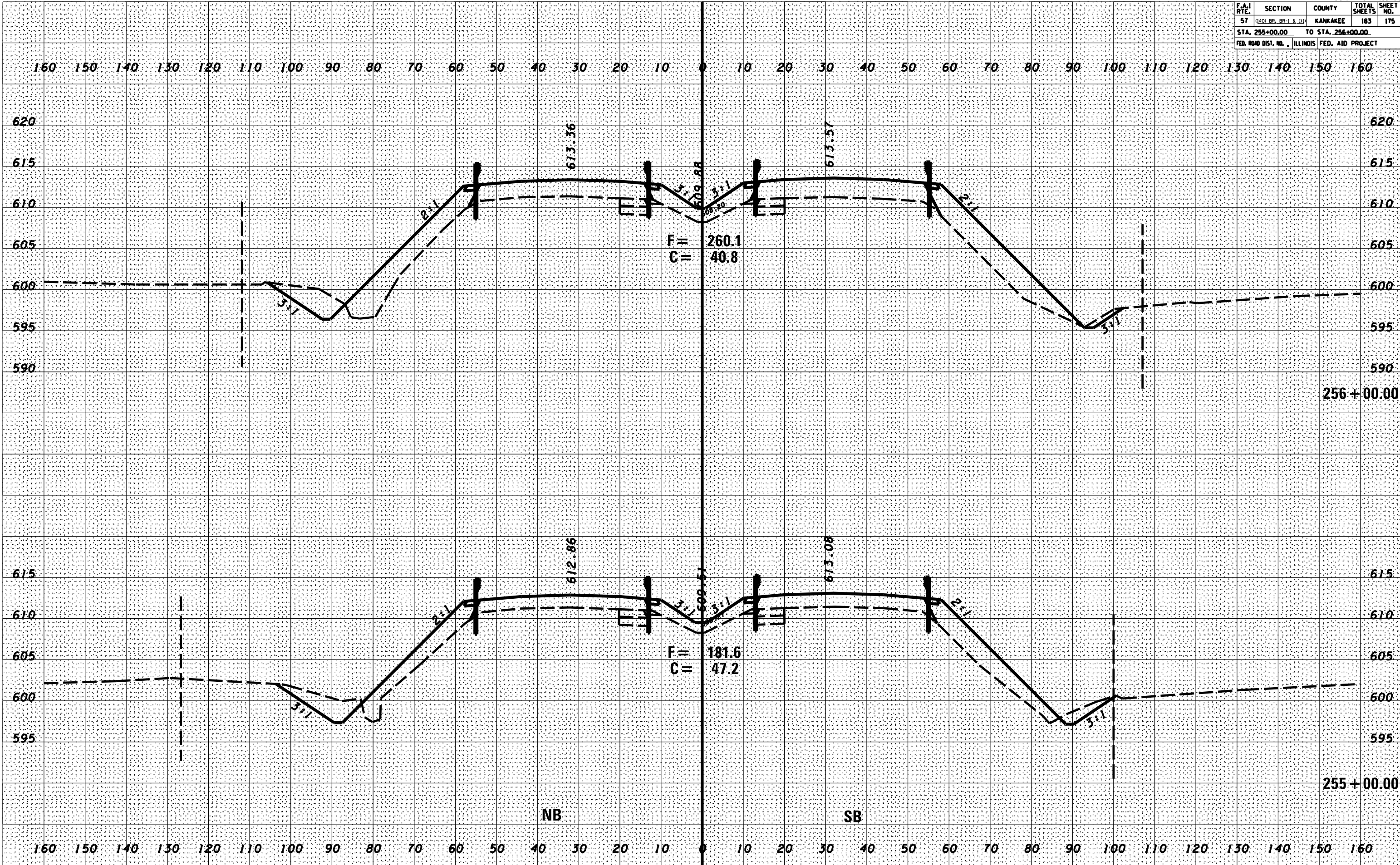
ORIGINAL SURVEYED SURVEY PLOTTED PLANS DATE AREAS CHECKED

NO. \_\_\_\_\_

DATE - TIME  
DRAW - SPEC



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	175
STA. 255+00.00		TO STA. 256+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

DATE - TIME \_\_\_\_\_  
 DATE - SPEC \_\_\_\_\_

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	176
STA. 256+74.00		TO STA. 265+05.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BY	DATE

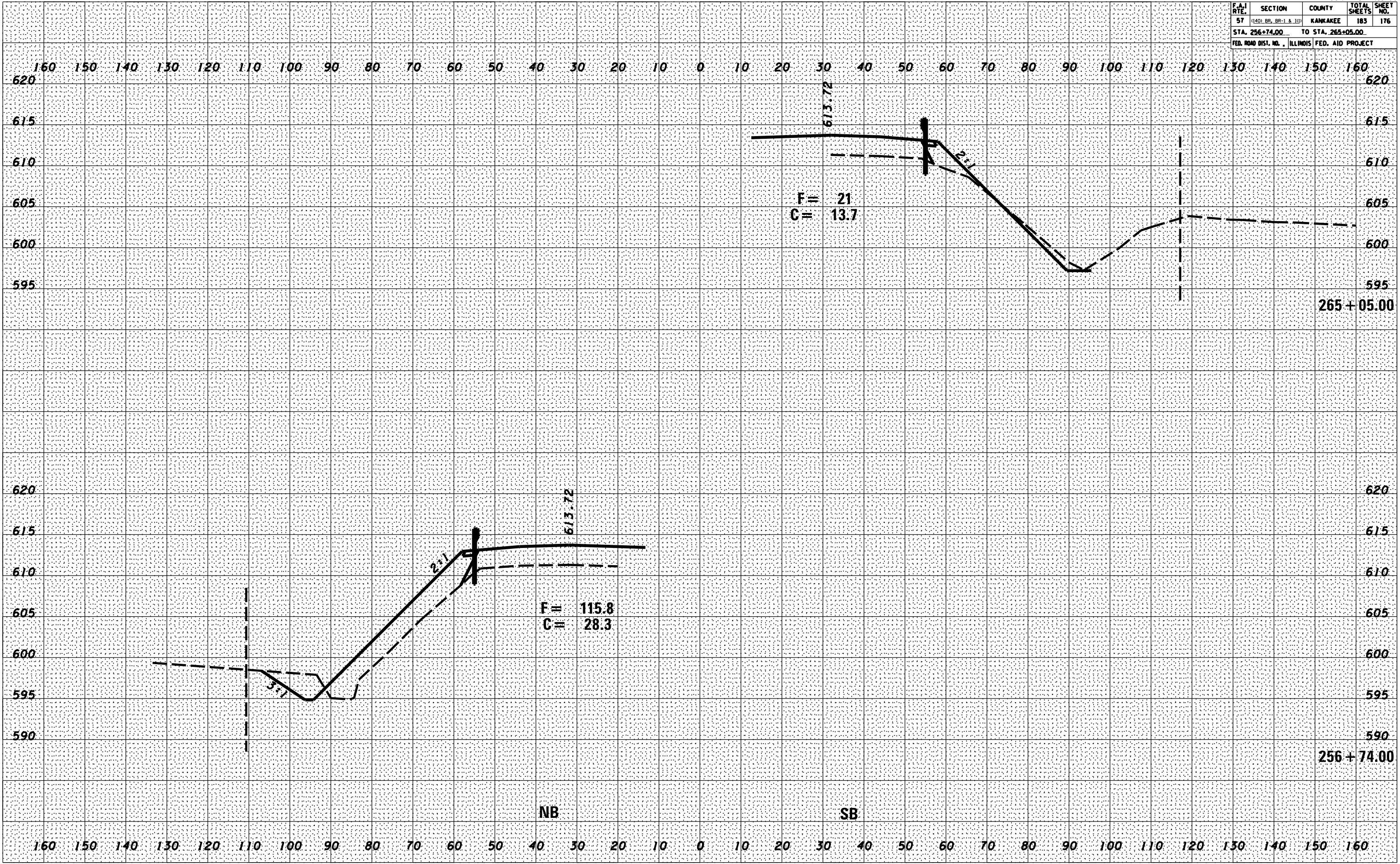
NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

DATE - TIME  
 DAY - SPEC





F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	177
STA. 265+79.00		TO STA. 266+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BY	DATE

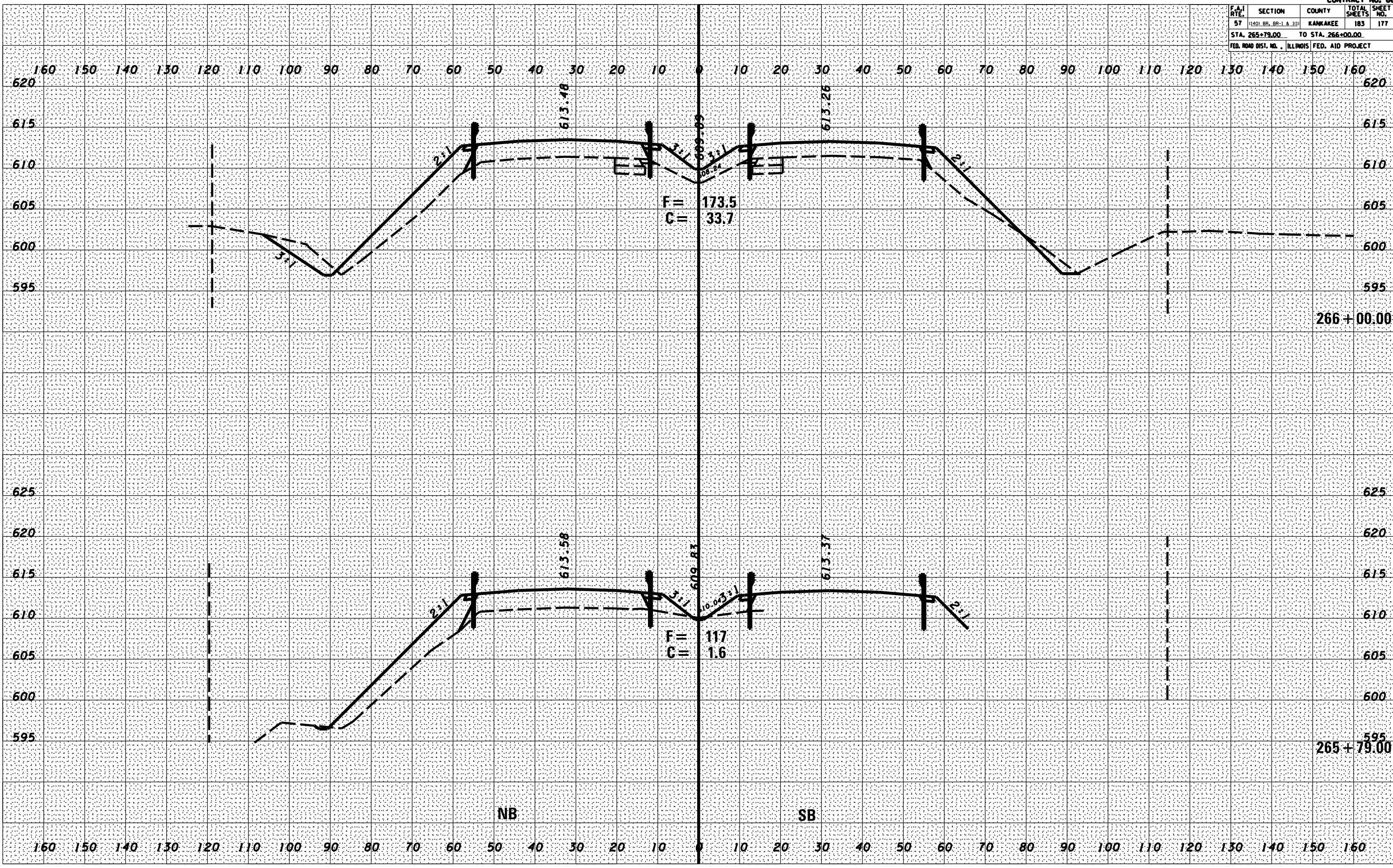
NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

DATE - TIME  
DRAW - SPEC



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	178
STA. 266+82.00		TO STA. 266+82.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE	BY

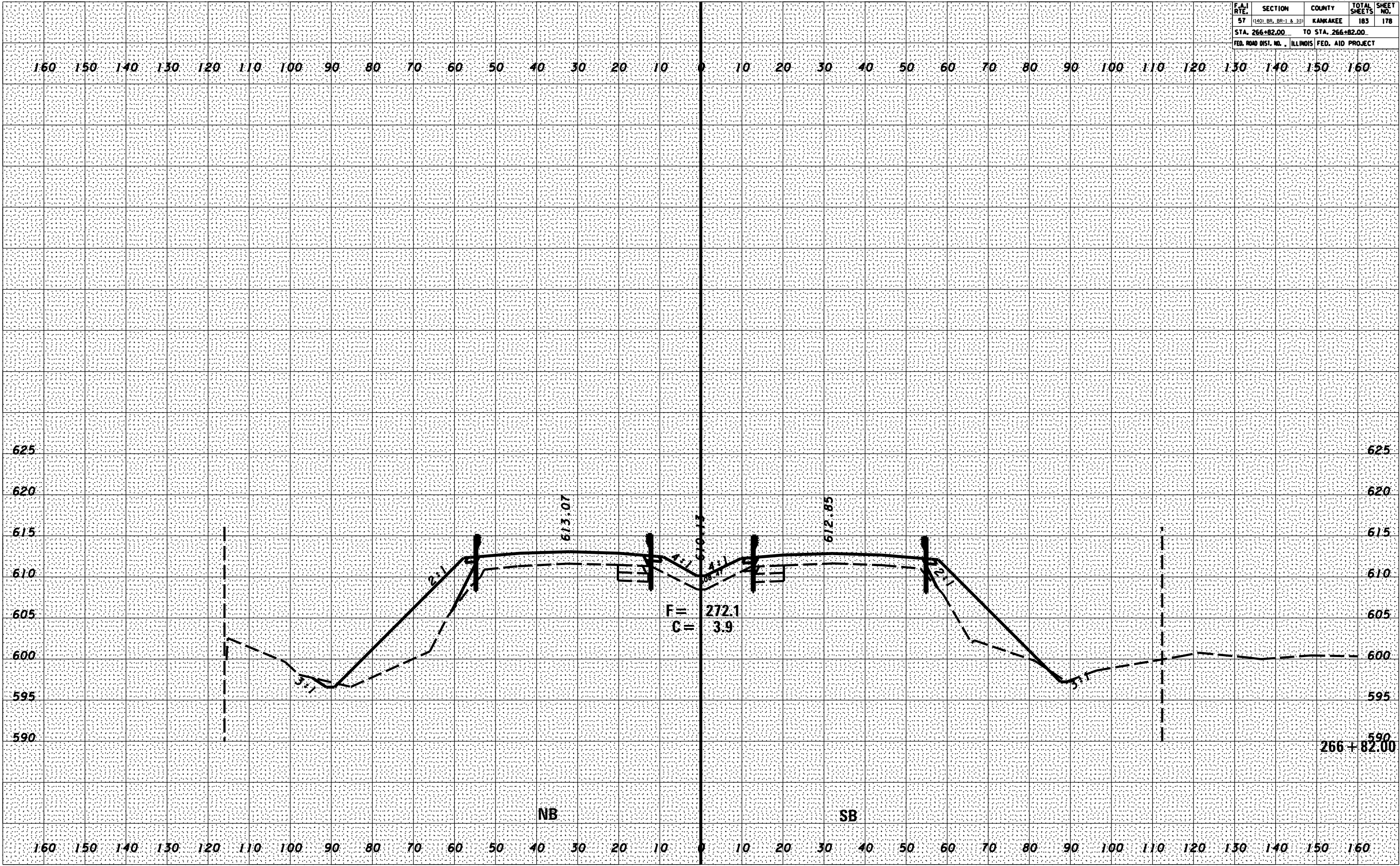
  

DATE	BY

DATE	BY

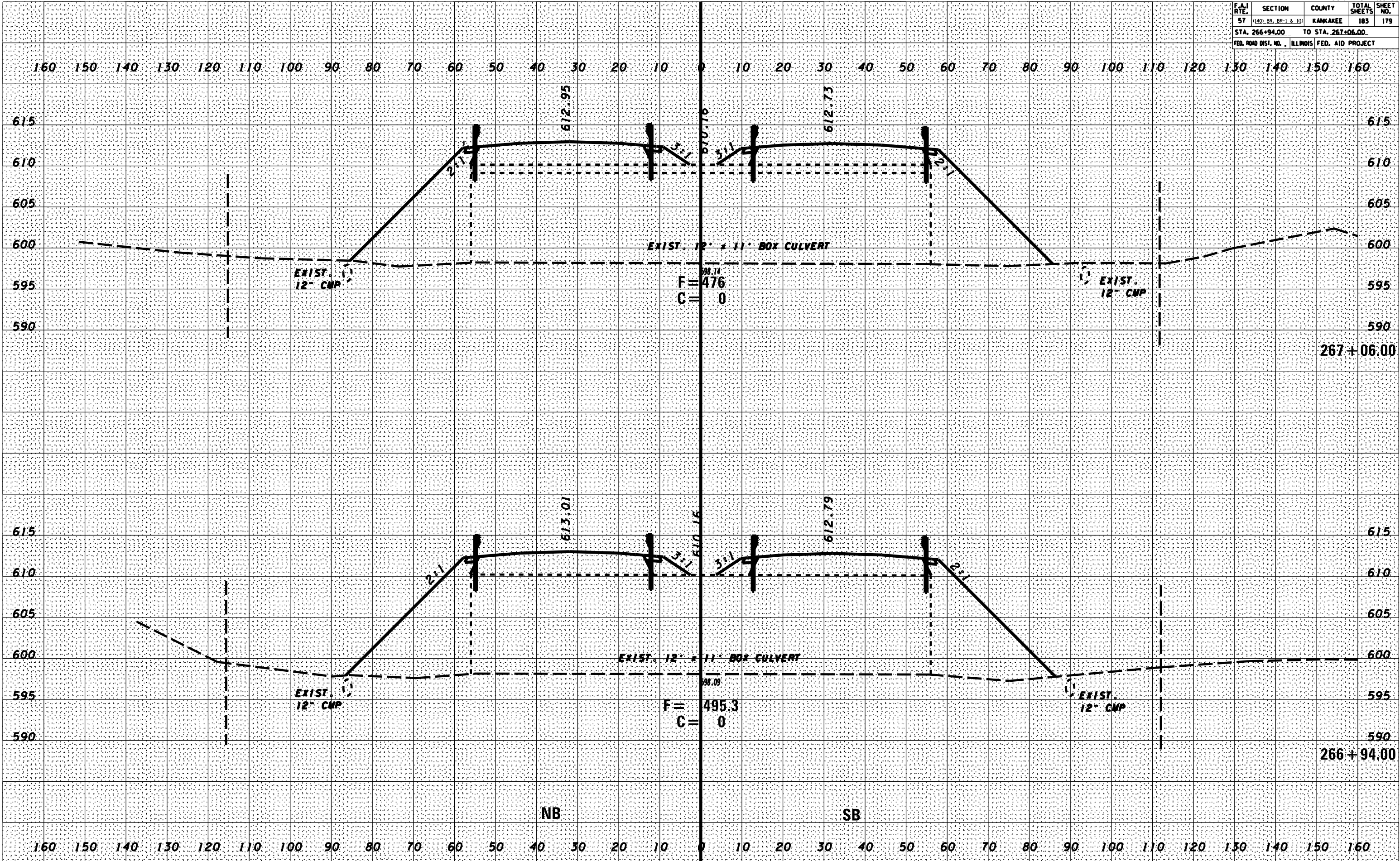
  

DATE	BY



DATE - TIME  
DRAW - SPEC

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	179
STA. 266+94.00		TO STA. 267+06.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



BY \_\_\_\_\_ DATE \_\_\_\_\_

FINAL SURVEY SURVEYED PLOTTED NOTE BOOK NO. \_\_\_\_\_ AREAS CHECKED \_\_\_\_\_

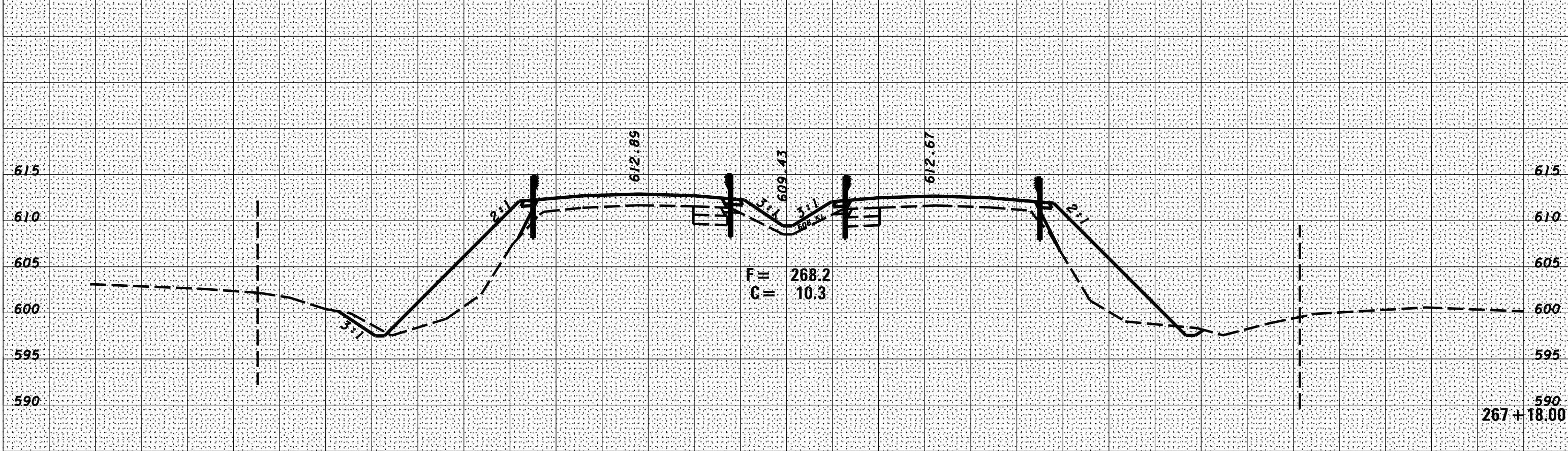
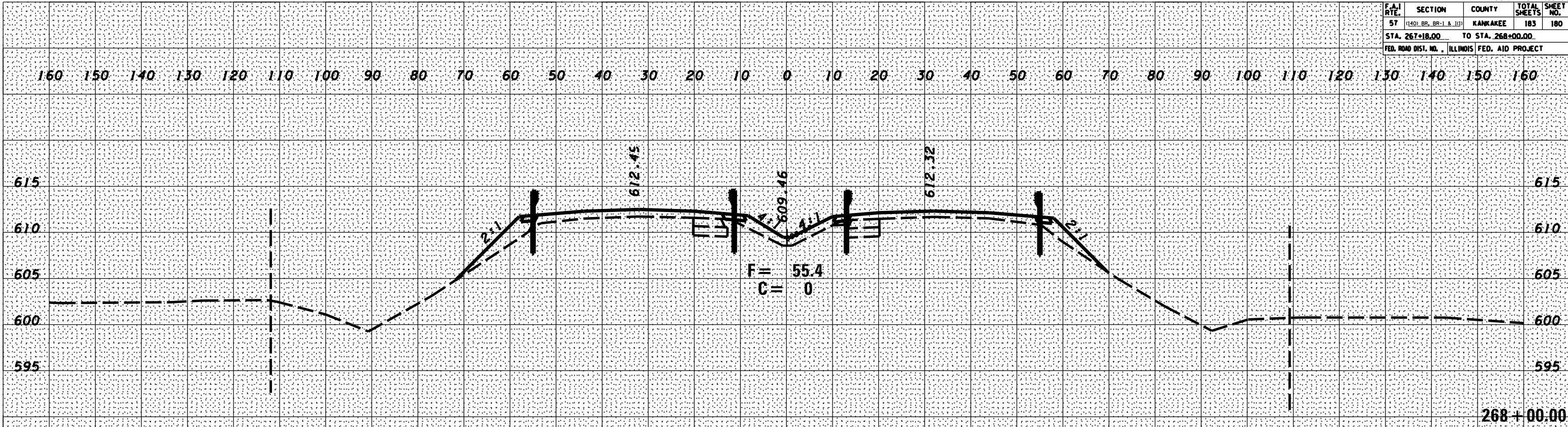
BY \_\_\_\_\_ DATE \_\_\_\_\_

ORIGINAL SURVEY SURVEYED PLOTTED NOTE BOOK NO. \_\_\_\_\_ AREAS CHECKED \_\_\_\_\_

-DATE-TIME-  
-DW-SPEC-



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	180
STA. 267+18.00		TO STA. 268+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



NB

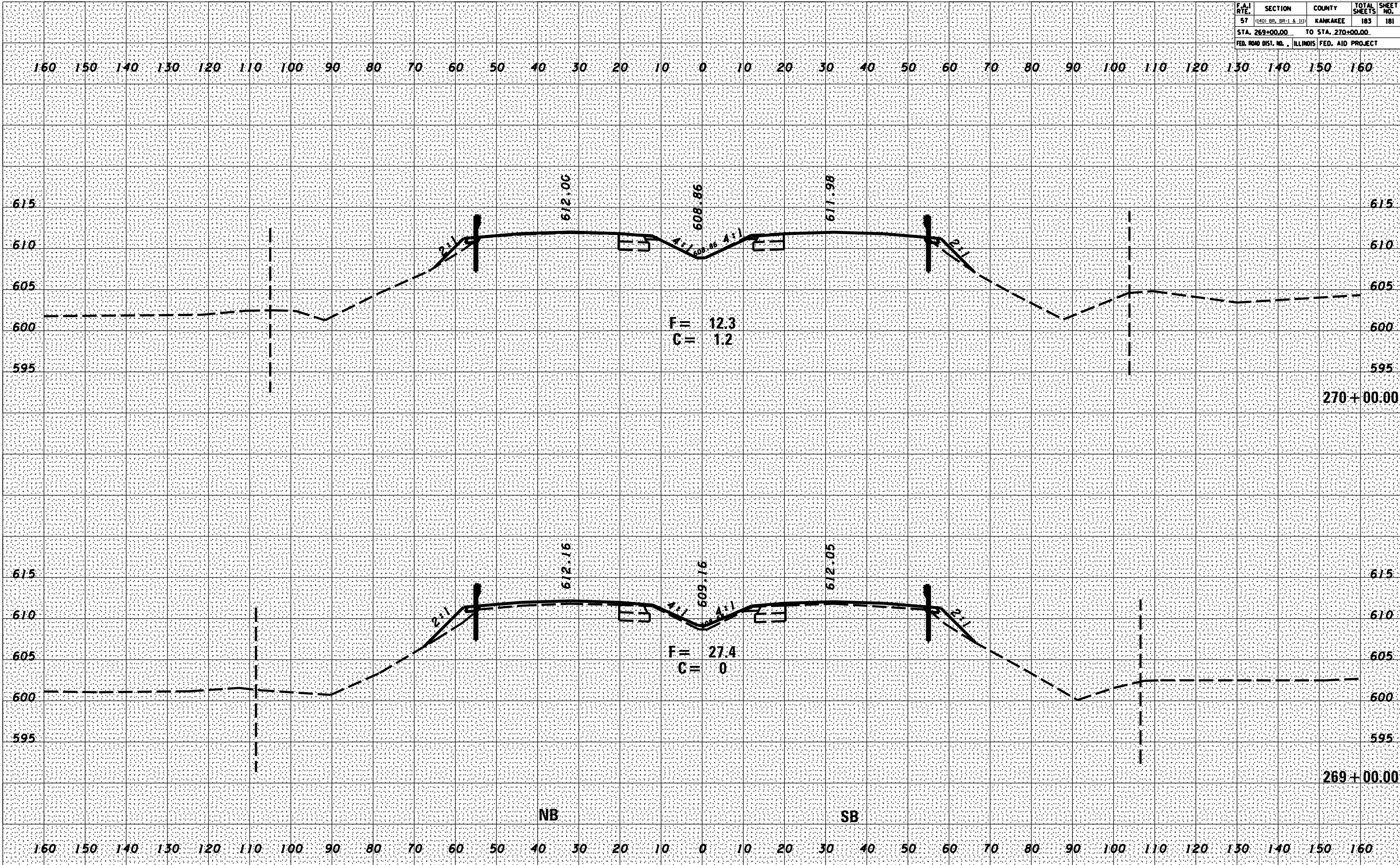
SB

DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

DATE \_\_\_\_\_ BY \_\_\_\_\_  
 ORIGINAL SURVEY \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

DATE - TIME \_\_\_\_\_  
 DRAW - SPEC \_\_\_\_\_

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	181
STA. 269+00.00		TO STA. 270+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



BY \_\_\_\_\_ DATE \_\_\_\_\_

FINISHED SURVEYED SURVEY PLOTTED  
NOTE BOOK NO. \_\_\_\_\_ DATE \_\_\_\_\_  
AREAS CHECKED \_\_\_\_\_

BY \_\_\_\_\_ DATE \_\_\_\_\_

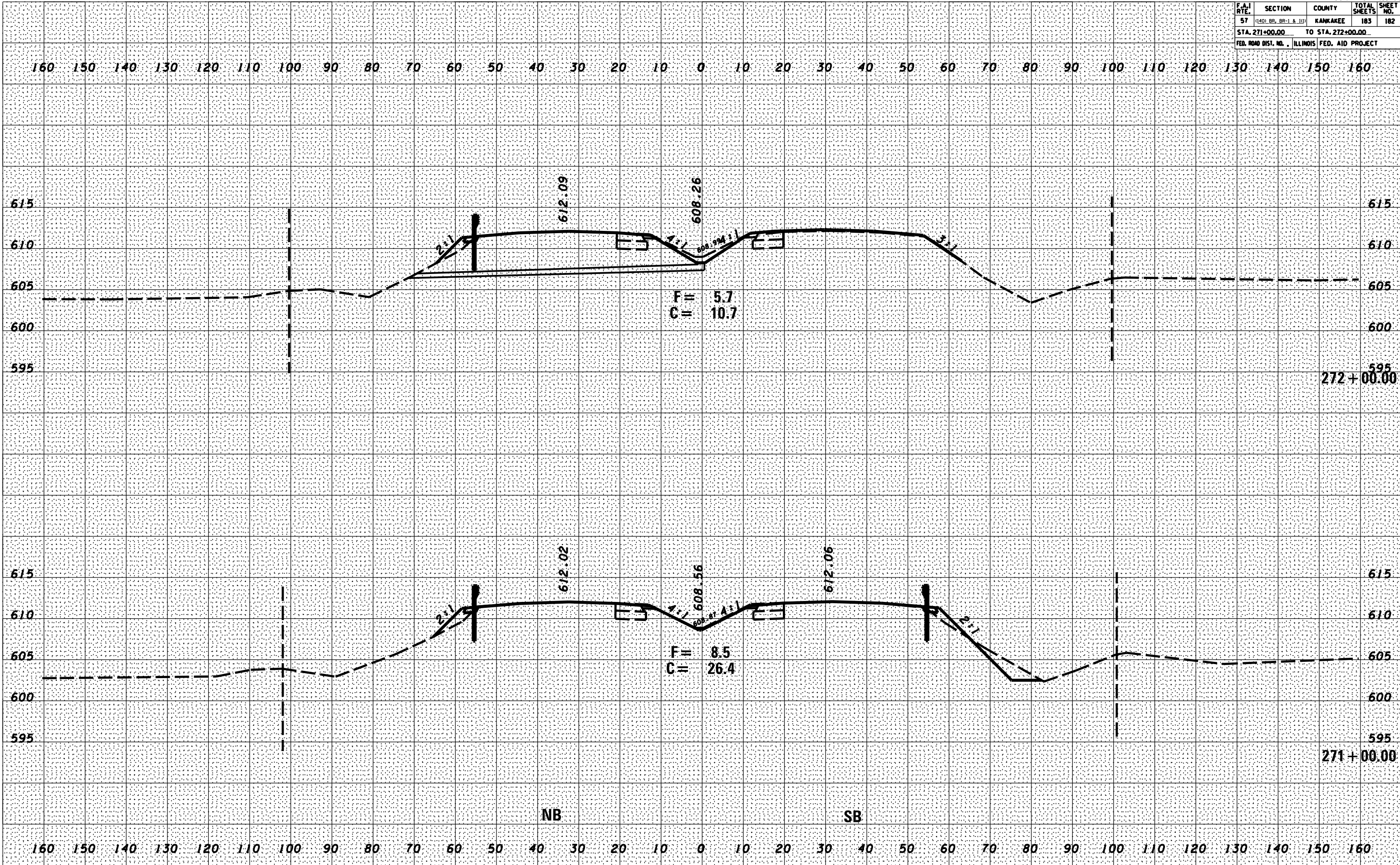
ORIGINAL SURVEYED SURVEY PLOTTED  
NOTE BOOK NO. \_\_\_\_\_ DATE \_\_\_\_\_  
AREAS CHECKED \_\_\_\_\_

DATE - TIME  
DRAW - SPEC

NB

SB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	182
STA. 271+00.00		TO STA. 272+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



BY \_\_\_\_\_ DATE \_\_\_\_\_

FINAL SURVEY SURVEYED  
NOTE BOOK PLOTTED  
NO. \_\_\_\_\_ MAPS LATE  
AREAS CHECKED \_\_\_\_\_

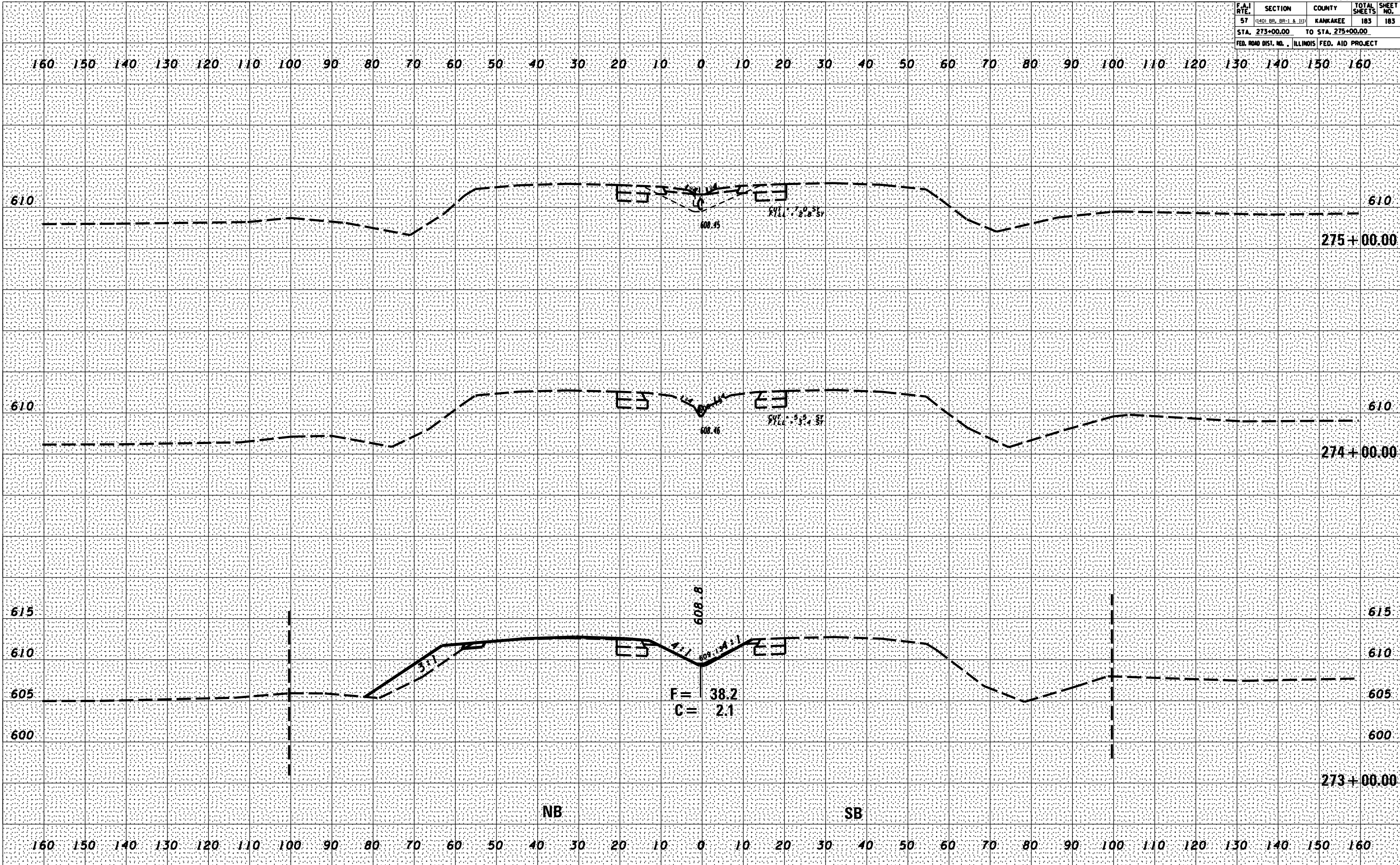
BY \_\_\_\_\_ DATE \_\_\_\_\_

ORIGINAL SURVEY SURVEYED  
NOTE BOOK PLOTTED  
NO. \_\_\_\_\_ MAPS LATE  
AREAS CHECKED \_\_\_\_\_

DATE - TIME  
DRAW - SPEC



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140) BR. BR-1 & 101	KANKAKEE	183	183
STA. 273+00.00		TO STA. 275+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



BY	DATE

FINAL SURVEY	SURVEYED	PLOTTED	DATE

BY	DATE

ORIGINAL SURVEY	SURVEYED	PLOTTED	DATE

DATE - TIME  
 DRAW - SPEC