11-08-2013 LETTING ITEM 028

FOR INDEX OF SHEETS, SEE SHEET NO. 2

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

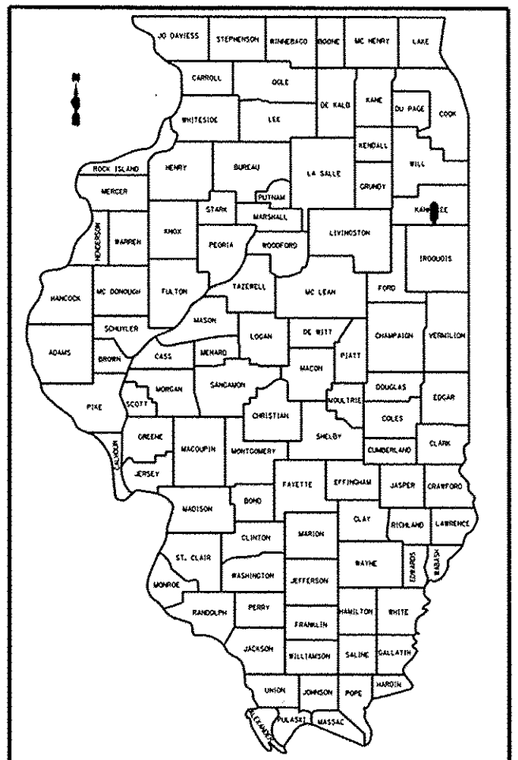
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

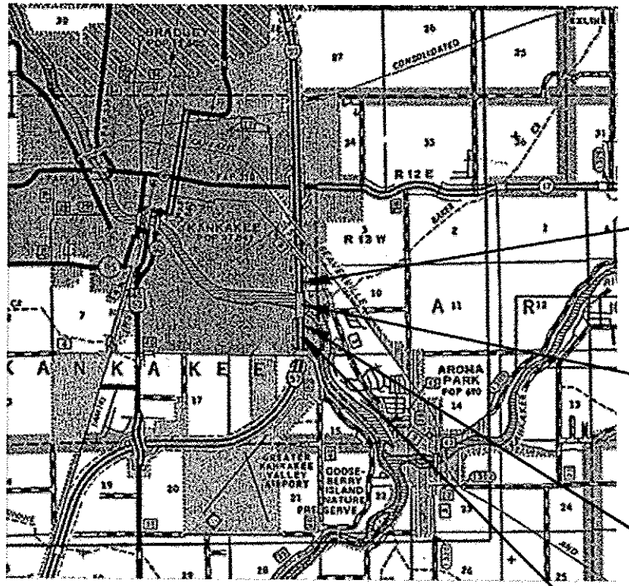
FAI ROUTE 57 (I–57)
SECTION (140)BR, BR–1 & I(1)
PROJECT : ACNHPP-0057(307)
TYPE of IMPROVEMENT: REMOVE & REPLACE STRUCTURES, APPROACH PAVEMENT WORK
KANKAKEE COUNTY

C–93–027–08

D–93–014–08
P–93–029–02



LOCATION OF SECTION INDICATED THUS: –



GROSS LENGTH = 4568.0 FT. = 0.87 MILE
NET LENGTH = 4568.0 FT. = 0.87 MILE

FUNCTIONAL CLASSIFICATION
FAI INTERSTATE
2012 ADT = 21500
PV = 70.4% SU = 3.1% MU = 26.5%

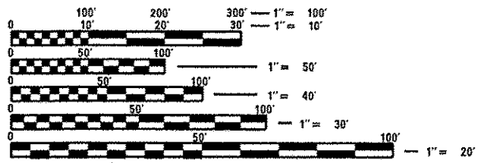
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 8/22 20 13
Paul A. Loetscher
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
October 4 20 13
John D. Baranzelli, P.E. by
acting ENGINEER OF DESIGN AND ENVIRONMENT
October 4 20 13
Omer Osman, P.E. by
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
202001-01	EARTH MEDIAN DITCH CHECK
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
442101-07	CLASS B PATCHES
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
609006-05	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001-10	STEEL PLATE BEAM GUARDRAIL
630106-01	LONG-SPAN GUARDRAIL OVER CULVERT
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-11	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
637001-05	CONCRETE BARRIER, DOUBLE FACE, 32 In. (815mm) HEIGHT
637006-03	CONCRETE BARRIER, DOUBLE FACE, 42 In. (1065mm) HEIGHT
638001-02	GLARE SCREEN BLADES
642001-02	SHOULDER RUMBLE STRIPS, 16 INCH
643001-01	SAND MODULE IMPACT ATTENUATORS
664001-02	CHAIN LINK FENCE
665001-02	WOVEN WIRE FENCE
667101-02	PERMANENT SURVEY MARKERS
701400-06	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-07	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-09	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701406-07	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
825001-01	LIGHTING CONTROLLER, POLE MOUNTED, 240V
830026	TEMPORARY ROADWAY LIGHTING



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1–800–892–0123
OR 811

PROJECT ENGINEER – CRAIG REED, P.E.
UNIT CHIEF – PAT BRABOY, P.E.
KANKAKEE TOWNSHIP
CONTRACT NO. 66750

GENERAL NOTES

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES WILL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES (100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

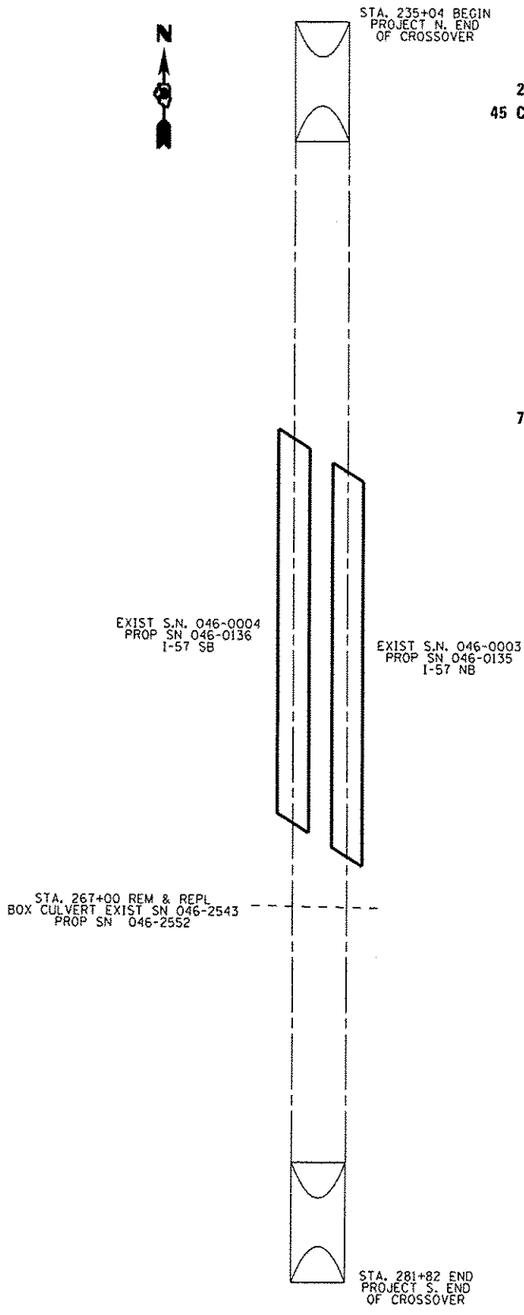
THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

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

ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE WILL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.



LOCATION MAP

COMMITMENTS:

1) ENVIRONMENTAL COORDINATION

2) CONTRACTOR TO CLOSE BOX CULVERT NO MORE THAN 45 CALENDAR DAYS DURING STAGE 1 AND 45 CALENDAR DAYS DURING STAGE 2. SEE SPECIAL PROVISIONS.

3.STORM WATER POLLUTION PROTECTION PLAN

4. NOI PERMIT

5. R.E. TO CONTACT OPERATIONS AT THE COMPLETION OF PROJECT TO BEGIN NEW BILLING OF PEDESTRIAN LIGHTING

6. 404 PERMIT

7. STRUCTURE STATUS AND VERTICAL CLEARANCE FORMS

8. LIST OF NON-MOWABLE AREAS

9. EXECUTED PARK DISTRICT-STATE AGREEMENT

10. KANKAKEE RIVER CHANNEL DEPTHS

INDEX

MIXTURES TABLE					
	POLY HMA SURFACE	POLY HMA BINDER AND BSE CSE	HMA SURF (10' SHLD TOP 2")	HMA SHLDS 10" & BINDER	HMA SHLDS 6"
PG GRADE	SBS PG 70-22	SBS PG 70-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N90	4.0% @ N90	4.0% @ N50	4.0% @ N50	2.0% @ N30
MIXTURE COMPOSITION	IL 9.5	IL 19.0 FG	IL 9.5	IL 19.0	OTHER
FRICTION AGGREGATE	MIXTURE D		MIXTURE C		
DENSITY TEST METHOD	CORES/ COORELATION	CORES/ COORELATION	CORES/ COORELATION	CORES	SATISFACTION OF ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: _____
DISTRICT STUDIES & PLANS ENGINEER

DATE: 8-21-13

EXAMINED BY: _____
DISTRICT CONSTRUCTION ENGINEER

_____
DISTRICT MATERIALS ENGINEER

_____
DISTRICT OPERATIONS ENGINEER

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED -	REVISED -
		DRAWN -	REVISED -
#MODELNAME#	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & LOCATION MAP

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	2
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

M001

90% FED. / 10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
			URBAN	ROADWAY 0004 URBAN	BRIDGE 0011 046-0003	BRIDGE 0011 046-0004	BOX CULVERT 0040 046-2552
20100500	TREE REMOVAL, ACRES	ACRE	1.57	1.57			
20101000	TEMPORARY FENCE	FOOT	197	197			
20200100	EARTH EXCAVATION	CU YD	1806	1806			
20400800	FURNISHED EXCAVATION	CU YD	6328	6328			
20800150	TRENCH BACKFILL	CU YD	40	40			
25000210	SEEDING, CLASS 2A	ACRE	6	6			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	513	513			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	513	513			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	513	513			
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	25984	25984			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1140	1140			
28000305	TEMPORARY DITCH CHECKS	FOOT	252	252			
28000400	PERIMETER EROSION BARRIER	FOOT	4345	4345			
28000500	INLET AND PIPE PROTECTION	EACH	2	2			

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -
MODELNAME	PLOT DATE = *DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	3
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

90% FED. / 10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
			URBAN	ROADWAY 0004 URBAN	BRIDGE 0011 046-0003	BRIDGE 0011 046-0004	BOX CULVERT 0040 046-2552
28100109	STONE RIPRAP, CLASS A5	SQ YD	2534		1267	1267	
28200200	FILTER FABRIC	SQ YD	2534		1267	1267	
35100300	AGGREGATE BASE COURSE, TYPE A 4"	SQ YD	766	766			
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	179	179			
35501351	HOT-MIX ASPHALT BASE COURSE, 17"	SQ YD	352	352			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	6	6			
40600745	POLYMERIZED LEVELING BINDER (HAND METHOD), N90	TON	10	10			
40603243	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90	TON	7648	7648			
40603510	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	907	907			
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	2101	2101			
44000100	PAVEMENT REMOVAL	SQ YD	352	352			
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	7089	7089			
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	10629	10629			
44004250	PAVED SHOULDER REMOVAL	SQ YD	246	246			

Rev.

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	PLOT DATE = *DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	4

CONTRACT NO. 66750

ILLINOIS FED. AID PROJECT

90% FED. / 10% STATE

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE: ROADWAY 0004 URBAN	BRIDGE 0011 046-0003	BRIDGE 0011 046-0004	BOX CULVERT 0040 046-2552
44201057	CLASS B PATCHES, TYPE III, 17 INCH	SQ YD	16	16			
44201299	DOWEL BARS 1 1/2"	EACH	40	40			
44213200	SAW CUTS	FOOT	96	96			
48101200	AGGREGATE SHOULDERS, TYPE B	TON	778	778			
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	1226	1226			
48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SQ YD	246	246			
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1		
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1			1	
50100500	REMOVAL OF EXISTING STRUCTURES NO. 3	EACH	1				1
50105220	PIPE CULVERT REMOVAL	FOOT	46	46			
50200100	STRUCTURE EXCAVATION	CU YD	314.2		157.1	157.1	
50200300	COFFERDAM EXCAVATION	CU YD	885.2		442.6	442.6	
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	352				352
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1		

Rev.

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -
MODELNAME	PLOT DATE = *DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: _____ SHEET ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	5

CONTRACT NO. 66750

ILLINOIS FED. AID PROJECT

90% FED. / 10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE			
				ROADWAY 0004 URBAN	BRIDGE 0011 046-0003	BRIDGE 0011 046-0004	BOX CULVERT 0040 046-2552
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1			1	
50201123	COFFERDAM (TYPE 2) (LOCATION - 3)	EACH	1		1		
50201124	COFFERDAM (TYPE 2) (LOCATION - 4)	EACH	1			1	
50201125	COFFERDAM (TYPE 2) (LOCATION - 5)	EACH	1		1		
50201126	COFFERDAM (TYPE 2) (LOCATION - 6)	EACH	1			1	
50201127	COFFERDAM (TYPE 2) (LOCATION - 7)	EACH	1		1		
50201128	COFFERDAM (TYPE 2) (LOCATION - 8)	EACH	1			1	
50300225	CONCRETE STRUCTURES	CU YD	1497.9		748.95	748.95	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	2640.2		1320.1	1320.1	
50300260	BRIDGE DECK GROOVING	SQ YD	7987		3993.5	3993.5	
50300265	SEAL COAT CONCRETE	CU YD	658.8		329.4	329.4	
50300280	CONCRETE ENCASEMENT	CU YD	37.2		18.6	18.6	
50300300	PROTECTIVE COAT	SQ YD	9937		4968.5	4968.5	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		0.5	0.5	

Rev.

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED -	REVISED -
		DRAWN -	REVISED -
#MODELNAME#	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	6
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

				90% FED. / 10% STATE CONSTRUCTION CODE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY (URBAN)	ROADWAY 0004 URBAN	BRIDGE 0011 046-0003	BRIDGE 0011 046-0004	BOX CULVERT 0040 046-2552
50500505	STUD SHEAR CONNECTORS	EACH	25152		12576	12576	
50800105	REINFORCEMENT BARS	POUND	346,270		173,135	173,135	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	997,450		472,785	472,785	51,880
50800515	BAR SPLICERS	EACH	2018		974	974	70
50800530	MECHANICAL SPLICERS	EACH	768		384	384	
51201800	FURNISHING STEEL PILES HP14X73	FOOT	3392		1696	1696	
51202305	DRIVING PILES	FOOT	3392		1696	1696	
51203800	TEST PILE STEEL HP14X73	EACH	4		2	2	
51204650	PILE SHOES	EACH	68		34	34	
51500100	NAME PLATES	EACH	3		1	1	1
51602000	PERMANENT CASING	FOOT	849.6		424.8	424.8	
* 51603000	DRILLED SHAFT IN SOIL	CU YD	878.7		439.35	439.35	
* 51604000	DRILLED SHAFT IN ROCK	CU YD	188.8		94.4	94.4	
52100520	ANCHOR BOLTS, 1"	EACH	48		24	24	

*Specialty Items Rev.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	7
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

90% FED. / 10% STATE

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY (URBAN)	CONSTRUCTION CODE: ROADWAY 0004 URBAN	BRIDGE 0011 046-0003	BRIDGE 0011 046-0004	BOX CULVERT 0040 046-2552
	52100540	ANCHOR BOLTS, 1 1/2"	EACH	168		84	84	
	54003000	CONCRETE BOX CULVERTS	CU YD	353				353
	54213453	END SECTIONS 18"	EACH	2	2			
	58000100	MEMBRANE WATERPROOFING	SQ FT	2316				2316
	58700300	CONCRETE SEALER	SQ FT	2892		1446	1446	
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	518.3		106.15	106.15	306
	60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1			
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	2350	2350			
	63000360	LONG-SPAN GUARDRAIL OVER CULVERT, 18 FT 9 IN SPAN	FOOT	675	675			
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4	4			
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	8	8			
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	6	6			
	63200310	GUARDRAIL REMOVAL	FOOT	3064	3064			
	63500105	DELINEATORS	EACH	25	25			

*Specialty Items

FILE NAME =	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS	SUMMARY OF QUANTITIES
		DRAWN -	REVISED -	DEPARTMENT OF TRANSPORTATION	
	PLOT SCALE =	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
	PLOT DATE =	DATE -	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (11)	KANKAKEE	183	8
		CONTRACT NO. 66750		
		ILLINOIS FED. AID PROJECT		

90% FED. / 10% STATE

			URBAN	CONSTRUCTION CODE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004 URBAN	BRIDGE 0011 046-0003	BRIDGE 0011 046-0004	BOX CULVERT 0040 046-2552
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	14572	14572			
64300770	IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 3	EACH	1	1			
66400305	CHAIN LINK FENCE, 6'	FOOT	204	204			
66500105	WOVEN WIRE FENCE, 4'	FOOT	1953	1953			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24	24			
67100100	MOBILIZATION	L SUM	1	1			
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	400	400			
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	30	30			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	737	737			
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	18672	18672			
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2284	2284			
70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	26560	26560			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	8673	8673			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	7695	7695			

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			57	(140)BR, BR-1 & (1)	KANKAKEE	183	9
#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		

90% FED. / 10% STATE

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY (URBAN)	CONSTRUCTION CODE: ROADWAY 0004 URBAN	BRIDGE 0011 046-0003	BRIDGE 0011 046-0004	BOX CULVERT 0040 046-2552
*	78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	2284	2284			
*	78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	18272	18272			
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	184	184			
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	44	44			
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	41	41			
*	78200510	BARRIER WALL MARKERS, TYPE A	EACH	28	28			
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4			
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	11062	11062			
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	184	184			
*	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1				1
*	81028320	UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	35				35
*	81200210	CONDUIT EMBEDDED IN STRUCTURE, 1" DIA., PVC	FOOT	145				145
*	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	3568			2668	900
*	81300420	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 10" X 8" X 6"	EACH	2				2
*	81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	4				4

*Specialty Items

Rev.

FILE NAME = #FILE1#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
#MODELNAME#	PLOT SCALE = #SCALE#	DRAWN -	REVISED -	SUMMARY OF QUANTITIES
	PLOT DATE = #DATE#	CHECKED -	REVISED -	SCALE: SHEET OF SHEETS STA. TO STA.
		DATE -	REVISED -	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	10
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

					90% FED. / 10% STATE			
					CONSTRUCTION CODE			
				URBAN				
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004 URBAN	BRIDGE 0011 046-0003	BRIDGE 0011 046-0004	BOX CULVERT 0040 046-2552
~~*~~	~~81300550~~	~~JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"~~	~~EACH~~	~~4~~				~~4~~
*	81603045	UNIT DUCT, 600V, 3-1C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	500				500
*	81702100	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 12	FOOT	910				910
*	81702417	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 6, 1/C NO. 6 GROUND	FOOT	1070				1070
*	X8211150	LUMINAIRE, LED, CEILING MOUNT, 50 WATT	EACH	6				6
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YDS	3300	3300			
	54200217	PIPE CULVERTS, CLASS D, TYPE 1 12"	FOOT	46	46			
*	66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1			
	55000680	STORM SEWERS, CLASS A, TYPE 3 18"	FOOT	80	80			
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2			
	X0326208	ALTERNATE ROUTE SIGNING	L SUM	1	1			
	X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	28	28			
	X0326867	RADAR SPEED TRAILER	CAL MO	26	26			
	X0326880	MESSAGE BOARD VEHICLE DRIVER	HOUR	1600	1600			
	X0326907	PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE SIGN	CAL MO	13	13			
	X4060110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	21858	21858			
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	6489	6489			

Rev.

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
MODELNAME		DRAWN -	REVISED -	SUMMARY OF QUANTITIES
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -	SCALE: SHEET OF SHEETS STA. TO STA.
	PLOT DATE = *DATE*	DATE -	REVISED -	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	11
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

90% FED. / 10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY (URBAN)	CONSTRUCTION CODE: ROADWAY 0004 URBAN	BRIDGE 0011 046-0003	BRIDGE 0011 046-0004	BOX CULVERT 0040 046-2552
X5210110	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 200K	EACH	24		12	12	
X5210170	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 500K	EACH	12		6	6	
X5210180	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 550K	EACH	24		12	12	
X5210340	HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 500K	EACH	12		6	6	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	556.8		278.4	278.4	
X6013820	PIPE UNDERDRAIN OUTLET EXTENSION, (SPECIAL)	EACH	6	6			
X6350120	DELINEATOR REMOVAL	EACH	25	25			
X6380205	TEMPORARY MODULAR GLARE SCREEN	FOOT	7695	7695			
X6640300	CHAIN LINK FENCE REMOVAL	FOOT	204	204			
X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	1893	1893			
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
X7010236	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801, SPECIAL	L SUM	1	1			
X7010805	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL)	L SUM	1	1			
X7040210	RELOCATE TEMPORARY CONCRETE BARRIER, SPECIAL	FOOT	3160	3160			

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED -
MODELNAME		DRAWN -	REVISED -
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -
	PLOT DATE = *DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

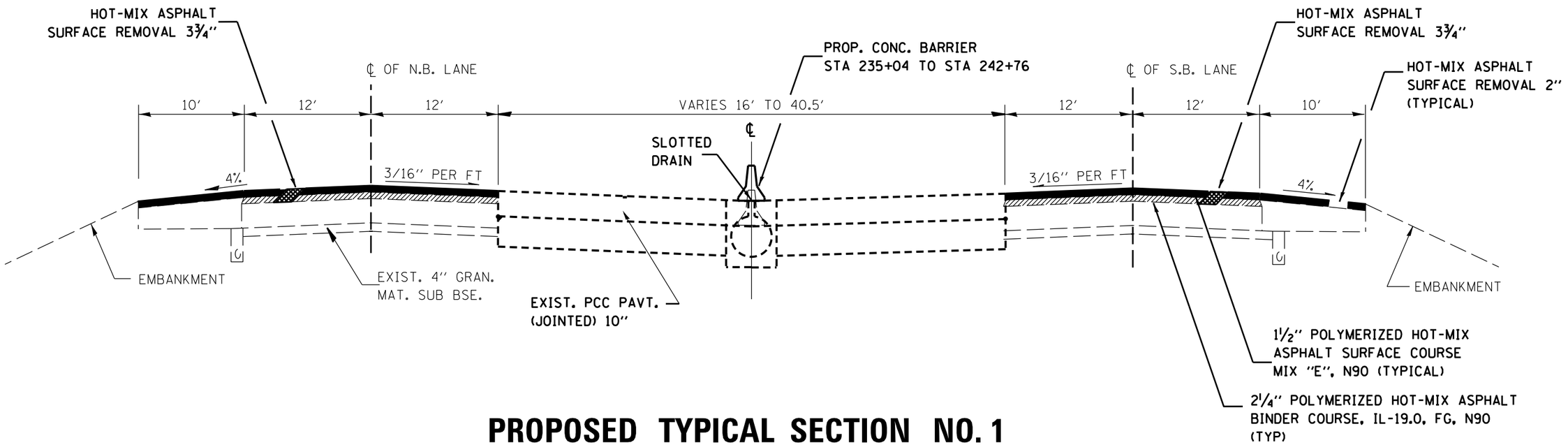
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & 1(1)	KANKAKEE	183	12
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

					90% FED. / 10% STATE			
					CONSTRUCTION CODE			
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	ROADWAY 0004 URBAN	BRIDGE 0011 046-0003	BRIDGE 0011 046-0004	BOX CULVERT 0040 046-2552
*	X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	18272	18272			
*	X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	441	441			
*	X8250505	LIGHTING CONTROLLER, SPECIAL	EACH	1				1
	X8410102	TEMPORARY LIGHTING SYSTEM	L SUM	1	1			
	Z0030850	TEMPORARY INFORMATION SIGNING	~~SQ FT~~	~~42.5~~	~~42.5~~			
	Z0004552	APPROACH SLAB REMOVAL	SQ YD	356	356			
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
	Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	16		8	8	
	Z0023602	GRANULAR CULVERT BACKFILL	CU YD	1308				1308
	Z0034390	MODULAR EXPANSION JOINT 6"	FOOT	98		49	49	
	Z0034393	MODULAR EXPANSION JOINT 9"	FOOT	98		49	49	
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	681		176	176	329
Δ	Z0076600	TRAINEES	HOUR	2000	2000			
*	Z0054400	ROCK FILL	CU YD	416				416
Δ	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	2000	2000			
	Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	250				250

Δ 0042

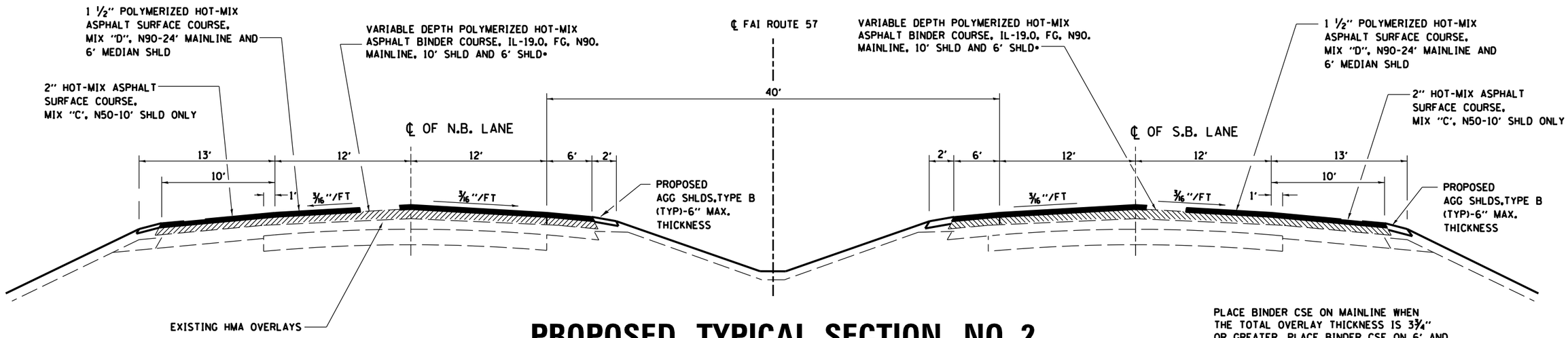
* Specialty Items

FILE NAME =	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			57	(140)BR, BR-1 & (1)	KANKAKEE	183	13
	PLOT SCALE =	CHECKED -	REVISED -						CONTRACT NO. 66750	
	PLOT DATE =	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



PROPOSED TYPICAL SECTION NO. 1

STA 235+04 TO STA 245+00 NBL
STA 235+04 TO STA 244+50 SBL
STA 270+50 TO STA 280+72 NBL&SBL



PROPOSED TYPICAL SECTION NO. 2

STA 244+50 TO STA 256+29 (SOUTHBOUND)
STA 245+00 TO STA 256+69 (NORTHBOUND)
STA 265+09 TO STA 270+50 (SOUTHBOUND)
STA 265+50 TO STA 270+50 (NORTHBOUND)
(NORTH & SOUTH OF BRIDGES)

PLACE BINDER CSE ON MAINLINE WHEN THE TOTAL OVERLAY THICKNESS IS 3¾" OR GREATER. PLACE BINDER CSE ON 6' AND 10' SHLD WHEN THE OVERLAY THICKNESS IS 4¼" OR GREATER

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			57	(140)BR, BR-1 & (1)	KANKAKEE	183	14
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 66750		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: ____ SHEET ___ OF ___ SHEETS STA. ____ TO STA. ____			ILLINOIS FED. AID PROJECT		

SOUTHBOUND MAINLINE SCHEDULE**

LOCATION						POLYMERIZED HMA SURFACE COURSE MIX "D", N 90		POLYMERIZED HMA SURFACE COURSE MIX "C", N 50 (10' SHOULDER)	POLYMERIZED HMA BINDER COURSE	LEVEL BINDER (HM)	BIT MATL PR CT	SHLD RUMBLE STRIP	AGG SHLD TY B	MIX FOR CR, JTS, & FLANGEWAYS
						24' MAINLINE	6' SHOULDER							
STA TO STA			WIDTH	LENGTH	AREA	TON	TON	TON	TON	TON	POUND	FOOT	TON	TON
SOUTHBOUND LANE														
235+04	TO	250+75	24	1571	4189.333	352	88	196	528	2.09	4713.0	3142.0	104.4	1.26
250+75	TO	251+25	24	50	133.3333	11	3	6	29	0.07	150.0	100.0	11.4	0.04
251+25	TO	251+75	24	50	133.3333	11	3	6	55	0.07	150.0	100.0	11.4	0.04
251+75	TO	252+25	24	50	133.3333	11	3	6	99	0.07	150.0	100.0	11.4	0.04
252+25	TO	252+75	24	50	133.3333	11	3	6	131	0.07	150.0	100.0	11.4	0.04
252+75	TO	253+25	24	50	133.3333	11	3	6	165	0.07	150.0	100.0	11.4	0.04
253+25	TO	253+75	24	50	133.3333	11	3	6	177	0.07	150.0	100.0	11.4	0.04
253+75	TO	254+25	24	50	133.3333	11	3	6	190	0.07	150.0	100.0	11.4	0.04
254+25	TO	254+75	24	50	133.3333	11	3	6	208	0.07	150.0	100.0	11.4	0.04
254+75	TO	255+25	24	50	133.3333	11	3	6	226	0.07	150.0	100.0	11.4	0.04
255+25	TO	255+75	24	50	133.3333	11	3	6	277	0.07	150.0	100.0	11.4	0.04
255+75	TO	256+25	24	50	133.3333	11	3	6	328	0.07	150.0	100.0	11.4	0.04
256+25	**SN 046-0004**	265+25												
265+25	TO	265+75	24	50	133.3333	11	3	6	294	0.07	150.0	100.0	11.4	0.04
265+75	TO	266+25	24	50	133.3333	11	3	6	243	0.07	150.0	100.0	11.4	0.04
266+25	TO	266+75	24	50	133.3333	11	3	6	193	0.07	150.0	100.0	11.4	0.04
266+75	TO	267+25	24	50	133.3333	11	3	6	149	0.07	150.0	100.0	11.4	0.04
267+25	TO	267+75	24	50	133.3333	11	3	6	110	0.07	150.0	100.0	11.4	0.04
267+75	TO	268+25	24	50	133.3333	11	3	6	77	0.07	150.0	100.0	11.4	0.04
268+25	TO	268+75	24	50	133.3333	11	3	6	44	0.07	150.0	100.0	11.4	0.04
268+75	TO	269+00	24	25	66.66667	6	1	3	16	0.03	75.0	50.0	5.7	0.02
269+00	TO	280+72	24	1172	3125.333	263	66	146	394	1.56	3516.0	2344.0	77.9	0.94
SOUTHBOUND SUB-TOTAL				3668	9781.333	821.6	205.4	456.5	3931.7	4.9	11004.0	7336.0	392.9	2.9

SEE SEPARATE SCHEDULES FOR EACH STRUCTURE

BINDER COURSE BECOMES VARIABLE DEPTH AT APPROXIMATELY (STA 251+00 - STA 256+25) & (STA 265+25 - STA 269+00) SOUTHBOUND, WHERE THICKNESS EXCEEDS 2-1/4" MATT FOR BINDER COURSE IN MAINLINE AND SHOULDERS

SB BRIDGE APPROACH BEGINS AT STA 255+95 & 265+41
NB BRIDGE APPROACH BEGINS AT STA 256+38 & 265+84

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - _____	REVISED - _____
		DRAWN - _____	REVISED - _____
	PLOT SCALE = $SCALE$	CHECKED - _____	REVISED - _____
$MODELNAME$	PLOT DATE = $DATE$	DATE - _____	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES – MAINLINE S.B.

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKKAKEE	183	15
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

NORTHBOUND MAINLINE SCHEDULE**

LOCATION			WIDTH	LENGTH	AREA	POLYMERIZED HMA SURFACE COURSE MIX "D", N 90		POLYMERIZED HMA SURFACE COURSE MIX "C", N 50 (10' SHOULDER)	POLYMERIZED HMA BINDER COURSE	LEVEL BINDER (HM)	BIT MATL PR CT	SHLD RUMBLE STRIP	AGG SHLD TY B	MIX FOR CR, JTS, & FLANGEWAYS
						24' MAINLINE	6' SHOULDER							
STA TO STA			WIDTH	LENGTH	AREA	TON	TON	TON	TON	TON	POUND	FOOT	TON	TON
NORTHBOUND LANE														
235+04	TO	250+75	24	1571	4189.333	352	88	196	528	2.09	4713.0	3142.0	104.4	1.26
250+75	TO	251+25	24	50	133.3333	11	3	6	32	0.07	150.0	100.0	11.4	0.04
251+25	TO	251+75	24	50	133.3333	11	3	6	59	0.07	150.0	100.0	11.4	0.04
251+75	TO	252+25	24	50	133.3333	11	3	6	104	0.07	150.0	100.0	11.4	0.04
252+25	TO	252+75	24	50	133.3333	11	3	6	132	0.07	150.0	100.0	11.4	0.04
252+75	TO	253+25	24	50	133.3333	11	3	6	161	0.07	150.0	100.0	11.4	0.04
253+25	TO	253+75	24	50	133.3333	11	3	6	171	0.07	150.0	100.0	11.4	0.04
253+75	TO	254+25	24	50	133.3333	11	3	6	183	0.07	150.0	100.0	11.4	0.04
254+25	TO	254+75	24	50	133.3333	11	3	6	195	0.07	150.0	100.0	11.4	0.04
254+75	TO	255+25	24	50	133.3333	11	3	6	207	0.07	150.0	100.0	11.4	0.04
255+25	TO	255+75	24	50	133.3333	11	3	6	244	0.07	150.0	100.0	11.4	0.04
255+75	TO	256+25	24	50	133.3333	11	3	6	281	0.07	150.0	100.0	11.4	0.04
256+25	**SN 046-0003**	265+75												
265+75	TO	266+25	24	50	133.3333	11	3	6	293	0.07	150.0	100.0	11.4	0.04
266+25	TO	266+75	24	50	133.3333	11	3	6	235	0.07	150.0	100.0	11.4	0.04
266+75	TO	267+25	24	50	133.3333	11	3	6	180	0.07	150.0	100.0	11.4	0.04
267+25	TO	267+75	24	50	133.3333	11	3	6	135	0.07	150.0	100.0	11.4	0.04
267+75	TO	268+25	24	50	133.3333	11	3	6	95	0.07	150.0	100.0	11.4	0.04
268+25	TO	268+75	24	50	133.3333	11	3	6	60	0.07	150.0	100.0	11.4	0.04
268+75	TO	269+25	24	50	133.3333	11	3	6	35	0.07	150.0	100.0	11.4	0.04
269+25	TO	280+72	24	1147	3058.667	257	64	143	385	1.53	3441.0	2294.0	76.2	0.92
NORTHBOUND SUB-TOTAL				3618	9648	810.4	202.6	450.2	3716.2	4.8	10854.0	7236.0	385.6	2.9
TOTAL				7286	19429	2101		907	7648	10	21858	14572	778	6

SEE SEPARATE SCHEDULES FOR EACH STRUCTURE

BINDER COURSE BECOMES VARIABLE DEPTH AT APPROXIMATELY (STA 250+75 -STA 256+25) & (STA 265+75 - STA 269+25) NORTHBOUND, WHERE THICKNESS EXCEEDS 2-1/4" MATT FOR BINDER COURSE IN MAINLINE AND SHOULDERS

SB BRIDGE APPROACH BEGINS AT STA 255+95 & 265+41
NB BRIDGE APPROACH BEGINS AT STA 256+38 & 265+84

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES – MAINLINE N.B.

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	16
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

SOUTHBOUND MILLING SCHEDULE

LOCATION						HMA SURF. REM. 3 3/4'' 24' MAINLINE	HMA SURF. REM. 2'' 6' SHOULDER	HMA SURF. REM. 2'' 10' SHOULDER	HMA SURF. REM. VARIABLE DEPTH
STA TO STA			WIDTH	LENGTH	AREA	SQ. YDS.	SQ. YDS.	SQ. YDS.	SQ. YDS.
SOUTHBOUND LANE									
235+04	TO	244+50	24' MAININE AND 10'&6' SHLDS	946	2522.667	2523	631	1051	
244+50	TO	251+00	24	650	1733.333				1733
244+50	TO	250+50	10'&6' SHLDS	600	1600				1067
268+80	TO	270+50	24	170	453.3333				453
269+30	TO	270+50	10'&6' SHLDS	120	320				213
270+50	TO	280+72	24' MAININE AND 10'&6' SHLDS	1022	2725.333	2725	681	1136	
SOUTHBOUND SUB-TOTAL				3508	9354.667	5248	1312	2187	3467

NORTHBOUND MILLING SCHEDULE

LOCATION						HMA SURF. REM. 3 3/4'' 24' MAINLINE	HMA SURF. REM. 2'' 6' SHOULDER	HMA SURF. REM. 2'' 10' SHOULDER	HMA SURF. REM. VARIABLE DEPTH
STA TO STA			WIDTH	LENGTH	AREA	SQ. YDS.	SQ. YDS.	SQ. YDS.	SQ. YDS.
NORTHBOUND LANE									
235+04	TO	245+00	24' MAININE AND 10'&6' SHLDS	996	2656	2656	664	1107	
245+00	TO	250+90	24	590	1573.333				1573
245+00	TO	250+50	10'&6' SHLDS	550	1466.667				978
269+20	TO	270+50	24	130	346.6667				347
269+80	TO	270+50	10'&6' SHLDS	70	186.6667				124
270+50	TO	280+72	24' MAININE AND 10'&6' SHLDS	1022	2725.333	2725	681	1136	
NORTHBOUND SUB-TOTAL				3358	8954.667	5381	1345	2242	3022
TOTAL				10374	18309	10629	2657	4429	6489

DRAINAGE SCHEDULE

LOCATION	STORM SEWER CLASS A TYPE 3, 18'' CULVERT	END SECTION 18''	P.L & D.L. PATCHING CLASS B TYPE III 17''**	P.L & D.L. DOWEL BARS 1-1/2''	P.L & D.L. SAW CUTS	HMA SHOULDER 10''*	PAVED SHOULDER REMOVAL	TRENCH BACKFILL	INLET TYPE A TYPE 1 FRAME OPEN LID ***
STA TO STA	FOOT	EACH	SQ YD	EACH	FOOT	SQ YD	SQ YD	CY	EACH
MEDIAN									
STA 270+00 LT	80	2	16	40	96	11	11	40	
MEDIAN									
STA 252+31 RT									1
TOTAL	80	2	16	40	96	11	11	40	1

• FOR 6' AND 10' SHLD
•• PATCH MAY BE POURED AS ONE PATCH-NO PAVEMENT FABRIC NEEDED
••• REMOVE EXISTING END SECTION. COST TO BE INCLUDED IN INLET COST.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - _____	REVISED - _____	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**MILLING SCHEDULES**
		DRAWN - _____	REVISED - _____		
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - _____	REVISED - _____		SCALE: _____ SHEET ___ OF ___ SHEETS STA. _____ TO STA. _____
	PLOT DATE = $DATE$	DATE - _____	REVISED - _____		

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	17
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

PEDESTRIAN WALKWAY SCHEDULE

LOCATION	PIPE CULVERTS CLASS D TYPE 1, 12''	PIPE CULVERT REMOVAL	6'' HMA BASE COURSE	4'' AGG BASE COURSE TYPE A	EARTH EXCAVATION
STA TO STA	FOOT	FOOT	SQ. YD.	SQ. YD.	C.Y.
NORTHBOUND					
FROM CULVERT TO R.O.W. LINE			91.8	91.8	
STA 268+88 LT 52' TO STA 267+10 LT 52'	22	22			
FROM MEDIAN CENTER TO R.O.W.					52.3
NORTHBOUND SUBTOTAL	22	22	92	92	52
SOUTHBOUND					
FROM CULVERT TO R.O.W. LINE			87.1	87.1	
STA 268+89 RT 56' TO STA 267+12 RT 63'	24	24			
FROM MEDIAN CENTER TO R.O.W.					51.0
SOUTHBOUND SUBTOTAL	24	24	87	87	51
TOTAL	46	46	179	179	103

GUARDRAIL

LOCATION	TERM MRK, DA	TBT TY 1 (SPECIAL) TANG	TBT TY 2	TBT TY 6	SPBGR TY A 6' POSTS (FOOT)	GUARDRAIL MARKERS, TYPE A	HMA SHOULDER 6''	BARRIER WALL MARKERS•	GR REMOVAL	LONG-SPAN GR OVER CULVERT, 18'9'' ••	LINEAR DELINEATOR PANELS, 6 ''
STR. NO. 046-0003 NB	EA	EA	EA	EA	FT	EA	SQ YD	EACH	FOOT	FOOT	EACH
NE QUAD			1	1	427.75	6	160		372		
NW QUAD			1	1	302.75	4	130		299		
BRIDGE NB								14			14
SE QUAD	1	1		1	469.5	8	259		718	168.75	
SW QUAD	1	1		1	50	3	81		397	168.75	
STR. NO. 046-0004 SB											
NE QUAD	1	1		1	247.25	4	109		343		
NW QUAD	1	1		1	422.25	6	189		341		
BRIDGE SB1								14			14
SE QUAD			1	1	54	3	126		322	168.75	
SW QUAD			1	1	376	7	173		272	168.75	
TOTAL	4	4	4	8	2350	41	1226	28	3064	675	28

• PLACE BARRIER WALL MARKERS ON THE PARAPET ON THE BRIDGE
•• BEGIN STA. 266+06 TO END STA. 267+75

PAVEMENT REMOVAL & REPLACEMENT

STA. TO STA.	LENGTH	PAVT REM	PAVED SHOULDER REMOVAL	AGG BASE CSE TYPE A 4''	HMA SHOULDER 10'' (1)	HMA BASE CSE 17''	GRANULAR CULVERT BACKFILL	APPR. SLAB REMOVAL (2)
STAGE I	FEET	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	CU YD	SQ YD
266+67 NB 267+33 NB	66	176.0	117.3	293.3	117.3	176.0		178
STAGE II								
266+67 SB 267+33 SB	66	176.0	117.3	293.3	117.3	176.0		178
PEDESTRIAN CULVERT								
266+67 267+33							1308.0	
GRAND TOTALS	132	352	235	587	235	352	1308	356

(1) SEE GUARDRAIL SCHEDULE FOR HMA SHOULDER 6'', FOR STABILIZATION.

(2) STAGE 1 REMOVAL FROM STA. 256+16.13 TO 256+36.13, AND STA. 265+00.71 TO 265+20.71
STAGE 2 REMOVAL FROM STA. 256+59.29 TO 256+79.29, AND STA. 265+43.87 265+63.87

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - _____	REVISED - _____
		DRAWN - _____	REVISED - _____
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - _____	REVISED - _____
	PLOT DATE = $DATE$	DATE - _____	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	18
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

SEEDING SCHEDULE

LOCATION	OFFSET LT / RT	SEEDING CLASS 2A	NITROGEN FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	HEAVY DUTY EROSION CONTROL BLANKET	TEMP DITCH CHECKS	PERIMETER EROSION BARRIER	TEMP EROSION CONTROL SEEDING	INLET AND PIPE PROT.	TEMP FENCE •
STA TO STA		ACRE	POUND	POUND	POUND	SQ YD	FOOT	FOOT	POUND	EACH	FOOT
243+00 TO 256+00	RT	1.4	126.0	126.0	126.0	6376.3	42.0	1329.8	280.0		
243+00 TO 256+50	MEDIAN	0.8	72.0	72.0	72.0	3486.8	42.0	0.0	160.0		
243+00 TO 256+50	LT	1.5	135.0	135.0	135.0	6785.0	42.0	1388.5	300.0		
265+00 TO 272+00	RT	0.8	72.0	72.0	72.0	3797.8	42.0	800.0	160.0		97.6
265+30 TO 272+00	MEDIAN	0.4	36.0	36.0	36.0	1708.3	42.0	0.0	80.0		
266+00 TO 273+30	LT	0.8	72.0	72.0	72.0	3829.6	42.0	826.3	160.0		99.1
252+31	MEDIAN									1.0	
270+00	MEDIAN									1.0	
GRAND TOTAL		**6**	**513**	**513**	**513**	**25984**	**252**	**4345**	**1140**	**2**	**197**

• NOTE: Tempory fence to be placed at each end of pedestrian box culvert as shown on plans. See Special Provisions.

EARTH EXCAVATION SCHEDULE

(1) STA TO STA		(2) EARTH EX	(3) EARTH EX ADJ FOR SHRINKAGE	(4) EMBANK	(5) EARTHWORK BAL WASTE(+) OR SHORTAGE(-)
	LANE	CU YD	CU YD	CU YD	CU YD
STA 243+00 TO STA 273+00	NB/SB/MED	1703	1277	7605	-6328
GRAND TOTALS		1703	1277	7605	-6328

COLUMNS 2, AND 4-LOCATION AND QUANTITIES FROM CROSS SECTIONS
COLUMN 3- QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR A SHRINKAGE FACTOR OF 25% (1- SHRINKAGE FACTOR)
COLUMN 5 EARTHWORK REQUIRED (PAY FOR AS FUNISHED EXCAVATION)

STA 256+74 TO STA 265+05 ARE OMITTED FROM ABOVE QUANTITIES FOR BRIDGES LOCATION.

NOTE ALL MATERIAL EXCAVATED ON THIS PROJECT MUST BE USED AS FILL. NO MATERIAL WILL BE ALLOWED TO BE REMOVED

TREE REMOVAL SCHEDULE

STATION	DISTANCE	AVERAGE DISTANCE FROM EDGE OF SHOULDER TO R.O.W. LINE•	TREE REMOVAL ACRES
	FEET	FEET	ACRES
NORTHBOUND OUTSIDE			
253+25 TO 256+71	346	49.5	0.39
265+78 TO 268+60	282	60	0.39
SOUTHBOUND OUTSIDE			
252+75 TO 256+00	325	47.5	0.35
264+65 TO 267+80	315	60	0.43
TOTAL			**1.57**

•PAY WIDTH OF TREE REMOVAL (ACRES) MEASEURED FROM EDGE OF OUTSIDE SHOULDER TO ROW LINE

FENCE SCHEDULE

LOCATION (APPROXIMATE LOCATIONS)	NB SB	CHAIN LINK FENCE 6'	CHAIN LINK FENCE REMOVAL	WOVEN WIRE FENCE 4'	WOVEN WIRE FENCE REMOVAL
STATION		FT	FT	FT	FT
254+92 TO 256+15	SB	130	130		
256+22 TO 256+75	NB	74	74		
250+00 TO 254+92	SB			492	492
264+14 TO 266+86	SB			341	341
265+86 TO 266+84	NB			173	173
267+06 TO 271+00	NB			449	449
267+09 TO 271+00	SB			438	438
STAGE I 267+00 EAST AND WEST ROW•				30	
STAGE II 267+00 EAST AND WEST ROW•				30	
TOTAL		**204**	**204**	**1953**	**1893**

•THIS IS FOR THE CLOSURE OF THE PEDESTRIAN WALKWAY DURING STAGE I AND II CONSTRUCTION OF THE BOX CULVERT.

FILE NAME =	USER NAME = $USER$	DESIGNED - _____	REVISED - _____
$FILEL$		DRAWN - _____	REVISED - _____
	PLOT SCALE = $SCALE$	CHECKED - _____	REVISED - _____
$MODELNAME$	PLOT DATE = $DATE$	DATE - _____	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	19
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

STAGE CONSTRUCTION ITEMS

LOCATION		TEMPORARY CONCRETE BARRIER	TEMP MODULAR GLARE SCREENS(4)	RELOCATE TEMP CONC BARRIER, SP (5)	TBT, T1 (SPECIAL) TANGENT(1)	WORK ZONE PVT MK REMOVAL(2)	PAVEMENT MARKING REMOVAL(3)	PAVEMENT MARKING TAPE, TYPE IV, 4''	
								WHITE	YELLOW
STA	LENGTH	FOOT	FOOT	FOOT	EACH	SQ FT	SQ FT	FOOT	FOOT
STAGE I									
NBL									
237+00 TO 280+72(CL AND WHITE EDGE LN)	4372					2911.8	4372.0	4372.0	4372.0
267+50 TO 268+00	50				1				
SBL									
235+00+00 TO 278+00(CL ONLY)	4300					1419	1075.0		4300.0
STAGE II									
NBL									
235+00 TO 280+72 (CL ONLY)	4572					1509	1143.0		4572.0
SBL									
236+00 TO 280+72(CL AND EDGE LN)	4472					2591	4472	4472.0	4472.0
253+50 TO 254+00 (SBL)	50				1				
STAGE I									
235+68 TO 281+72	4605	3815	3815	1580					
STAGE II									
234+00 TO 280+72	4671	3880	3880	1580					
GRAND TOTALS		**7695.0**	**7695.0**	**3160.0**	**2.0**	**8430.8**	**11062.0**	**8844.0**	**17716.0**

•OVERALL LENGTH INCLUDES LENGTH TO REMOVE EXISTING CENTERLINE PVT MK
(1) PLACE TBT, TYPE I SPECIAL (TANG) PRIOR TO EACH STAGE IN THE PL
(2) WK ZONE PVT MK REMOVAL IS TO REMOVE THE PAVEMENT MARKING TAPE, TYPE IV PLACED AFTER STAGE I AND STAGE II CONSTRUCTION
(3) PAVEMENT MARKING REMOVAL IS TO REMOVE EXISTING PAVEMENT MARKINGS PRIOR TO STAGE I AND STAGE II CONSTRUCTION
(4) GLARE SCREENS TO BE USED DURING STAGE I AND STAGE II CONSTRUCTION
(5) RELOCATE TEMP CONCRETE BARRIER THAT IS CURRENTLY IN THE NORTH MEDIAN CROSSOVER TO THE LOCATIONS SHOWN IN STAGE I.
FOUR MOVES NECESSARY, 790' PER MOVE- ONE PRESTAGE I, ONE POST STAGE I, ONE PRESTAGE II, ONE POST STAGE II-SEE SPECIAL PROVISIONS

IMPACT ATTENUATOR SCHEDULE

STA TO STA	LANE	IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 3
		EACH
STA. 242+85 TO 243+15	MEDIAN	1
GRAND TOTALS		1

FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -				57	(140)BR, BR-1 & (1)	KANKAKEE	183	20
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -		SCALE: _____ SHEET ___ OF ___ SHEETS STA. _____ TO STA. _____			CONTRACT NO. 66750		
	PLOT DATE = $DATE$	DATE -	REVISED -					ILLINOIS FED. AID PROJECT		

PAVEMENT MARKING SCHEDULE (1 OF 2)

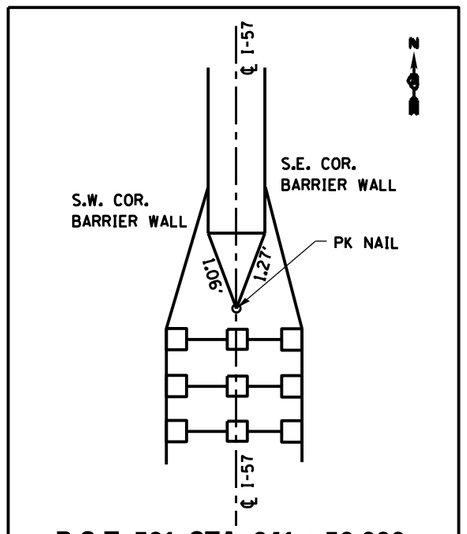
LOCATION STATION TO STATION		EPOXY PAINT PVT MK LINE WHITE 4''	EPOXY PAINT PVT MK LINE YELLOW 4''	TEMP PVMT MK LN WHITE 4''	TEMP PVMT MK LN YELLOW 4''	TEMP PVMT MK LN WHITE 6''	RAISED REFLEC PVT MK	RAISED REFL PVT MKR BRIDGE
NB LANE	LENGTH	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH
235+04 TO 256+69	2165	2165	2165	2215	2215	541	54	
STR. NO. 046-0135	881	881	881	881	881	220		22
265+50 TO 280+72	1522	1522	1522	1572	1572	381	38	
SB LANE								
235+04 TO 256+29	2125	2125	2125	2175	2175	531	53	
STR. NO. 046-0136	881	881	881	881	881	220		22
265+10 TO 280+72	1562	1562	1562	1612	1612	391	39	
SUBTOTAL		9136	9136	9336	9336	2284	184	44
TOTAL	0	18272		18672		2284	184	44

PAVEMENT MARKING SCHEDULE (2 OF 2)

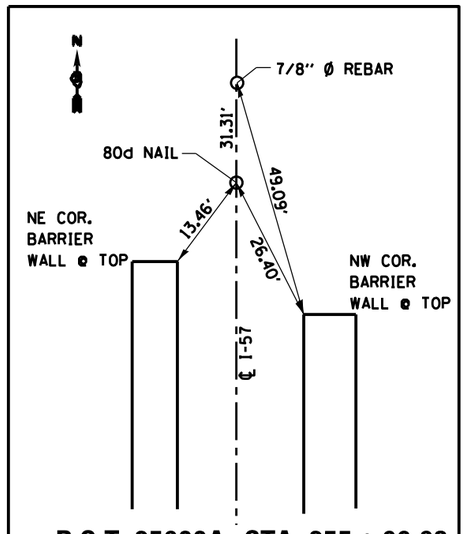
LOCATION STATION TO STATION		RAISED REFLEC PVT MK REMO	SHORT-TERM PVMT. MARK.	WORK-ZONE PVMT. MARK. REM.	PREFORM PL PVT MK TY B INLAY 6''	GROOVING REC PVT MKG 5''	GROOVING REC PVT MKG 7''*	DELINEATOR	DELINEATOR REMOVAL
NB LANE	LENGTH	EACH	FOOT	SQ FT	FOOT	FOOT	FOOT	EACH	EACH
235+04 TO 256+69	2165	54	217	71	541	4330		7	7
STR. NO. 046-0135	881				220	1762	220		
265+50 TO 280+72	1522	38	152	50	381	3044		5	5
SB LANE									
235+04 TO 256+29	2125	53	213	70	531	4250		7	7
STR. NO. 046-0136	881				220	1762	220		
265+10 TO 280+72	1562	39	156	52	391	3124		5	5
SUBTOTAL		184	737	243	2284	18272	441	25	25
TOTAL	0	184	737	243	2284	18272	441	25	25

*GROOVING FOR CENTERLINE PREFORMED PLASTIC IS ONLY NECESSARY ON THE BRIDGES. THE CENTERLINE PREFORMED PLASTIC WILL BE ROLLED INTO THE ASPHALT.

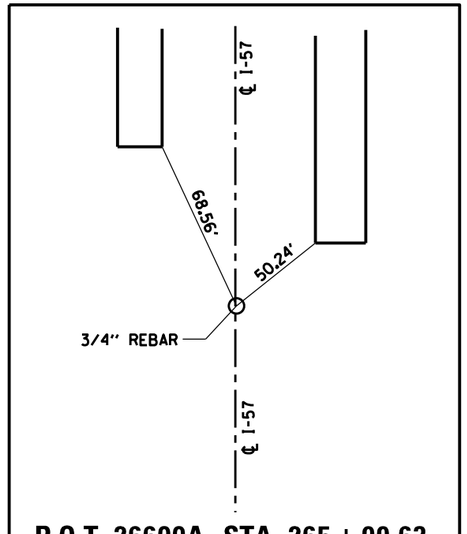
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -				57	(140)BR, BR-1 & (C)	KANKAKEE	183	21
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 66750		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: _____ SHEET ___ OF ___ SHEETS STA. _____ TO STA. _____		ILLINOIS FED. AID PROJECT			



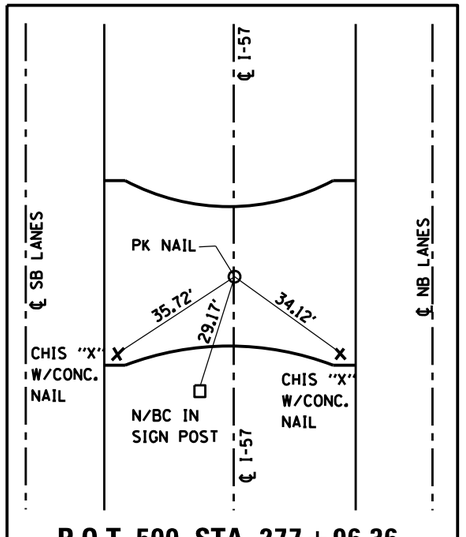
P.O.T. 501 STA. 241 + 56.806



P.O.T. 25600A STA. 255 + 99.63



P.O.T. 26600A STA. 265 + 99.63



P.O.T. 500 STA. 277 + 96.36

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TIE POINTS

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

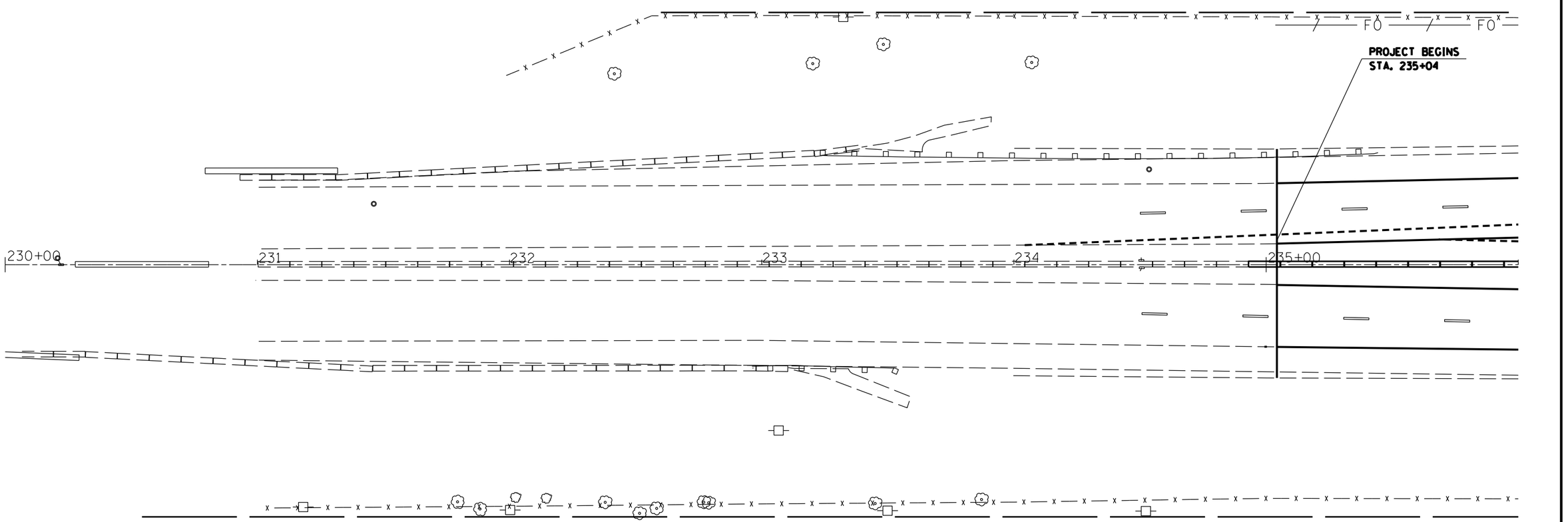
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	22
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

CONTRACT NO. 66750

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR & BR-1	KANKAKEE	183	23
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN
DATE
BY
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.

PROFILE
DATE
BY
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.



FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (C)	KANKAKEE	183	23
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 66750

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR & BR-1	KANKAKEE	183	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
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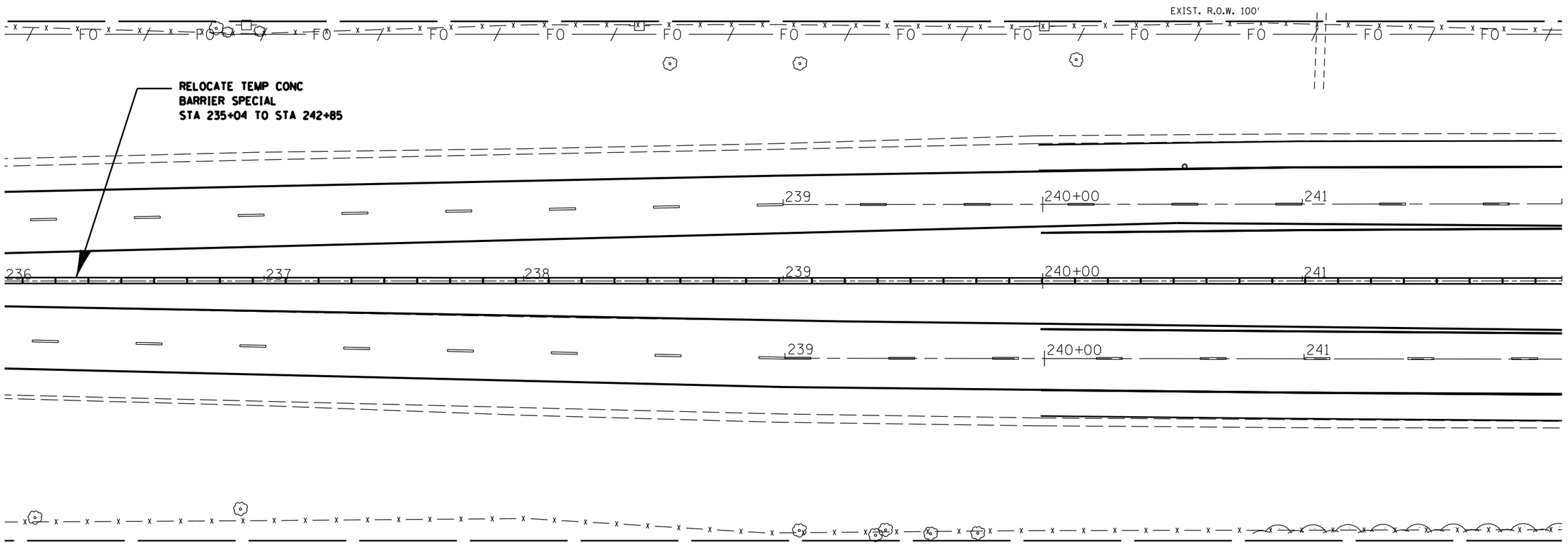
BY
DATE



FILE NAME =	USER NAME = $USER$	DESIGNED -	REVISED -
$FILE$		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEETS

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

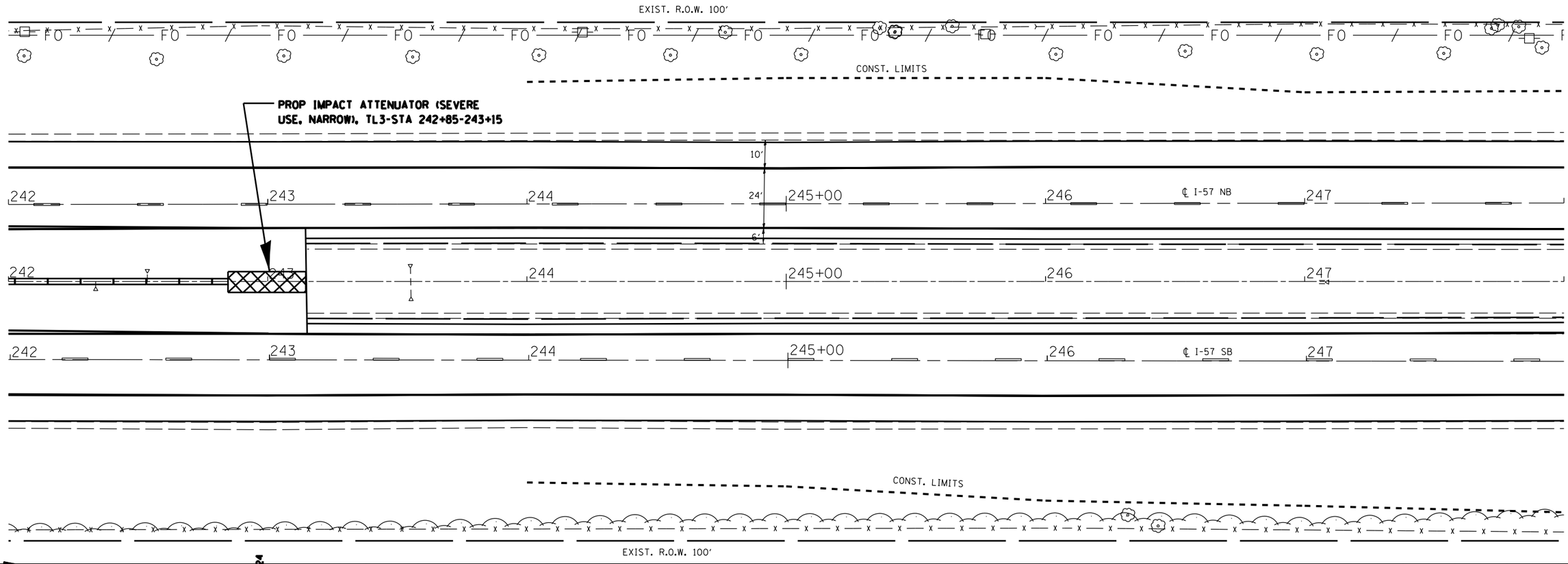
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & ( )	KANKAKEE	183	24
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

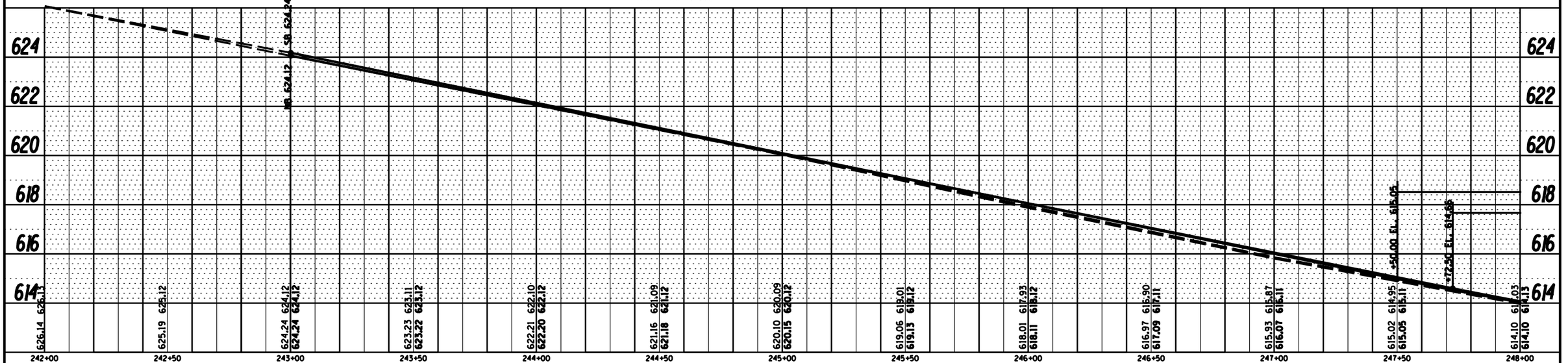
CONTRACT NO. 66750

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR & BR-1	KANKAKEE	183	25
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN — SURVEYED, PLOTTED, QUANTITIES CHECKED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO. ____, BY, DATE

PROFILE — SURVEYED, PLOTTED, QUANTITIES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO. ____, BY, DATE





FILE NAME =	USER NAME = $USER$	DESIGNED -	REVISED -
$FILE$		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEETS

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

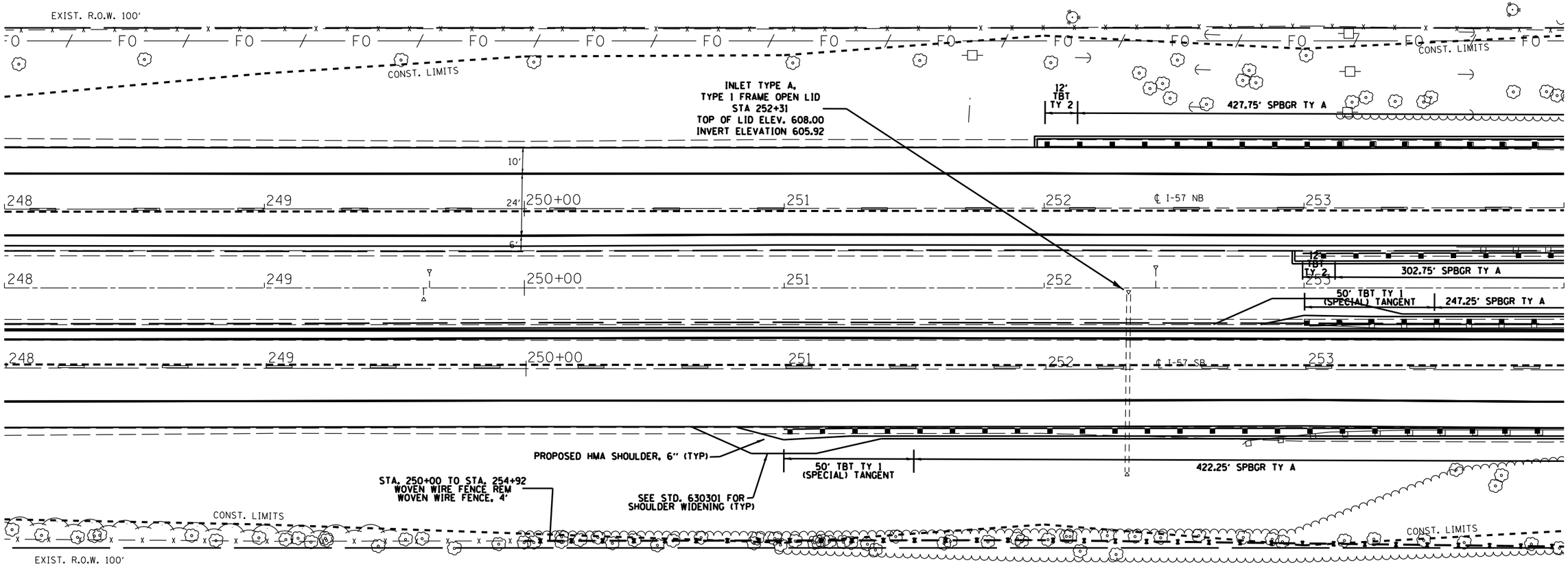
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	25
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

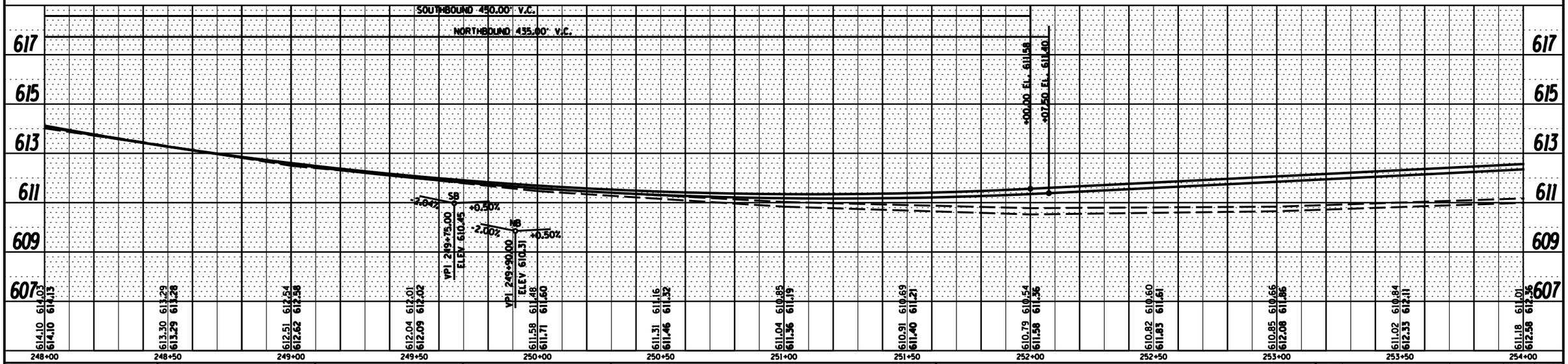
CONTRACT NO. 66750

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR & BR-1	KANKAKEE	183	26
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / PROFILE CHECKED / B.M. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE





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	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEETS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	26
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 66750

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR & BR-1	KANKAKEE	183	27
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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CADD FILE NAME
NOTE BOOK
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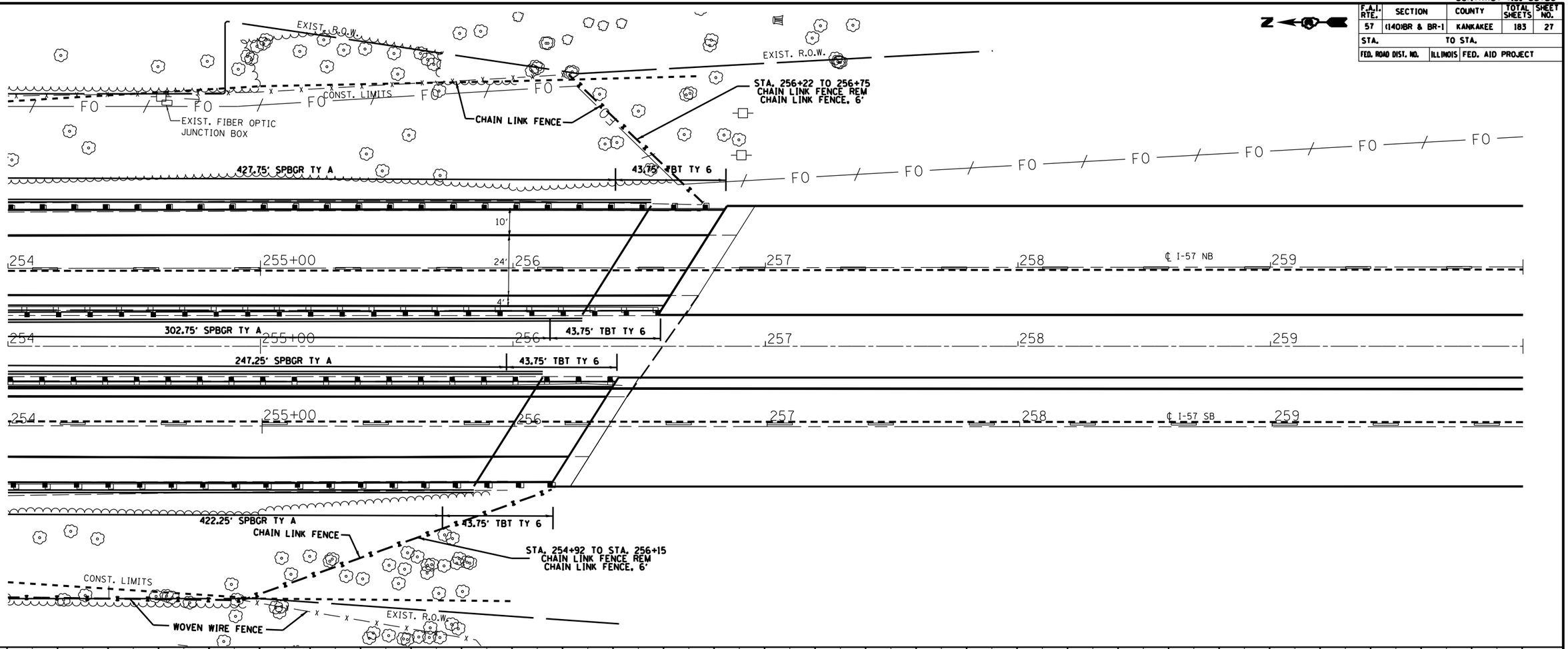
BY
DATE



PROFILE
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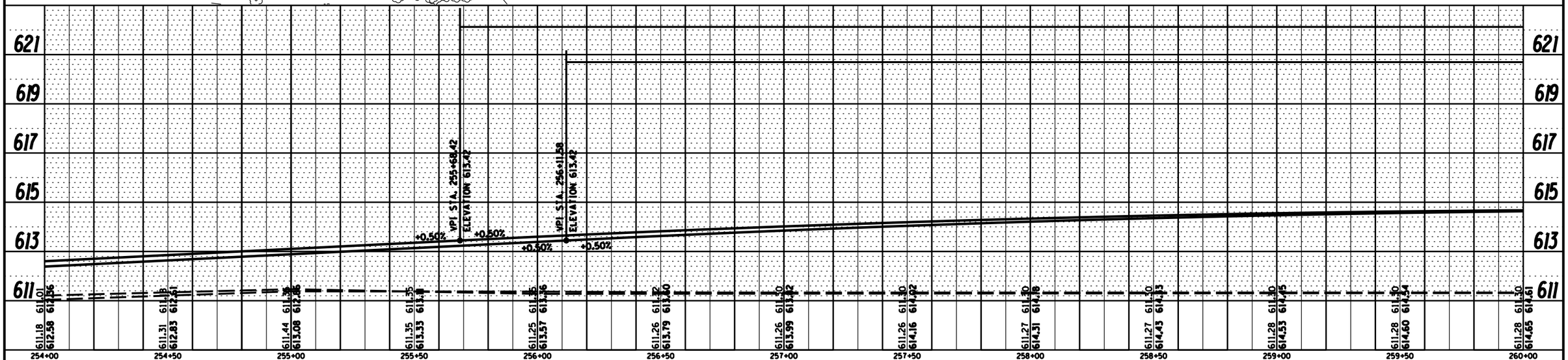
CROSS-SECTIONS CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE



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	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEETS

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

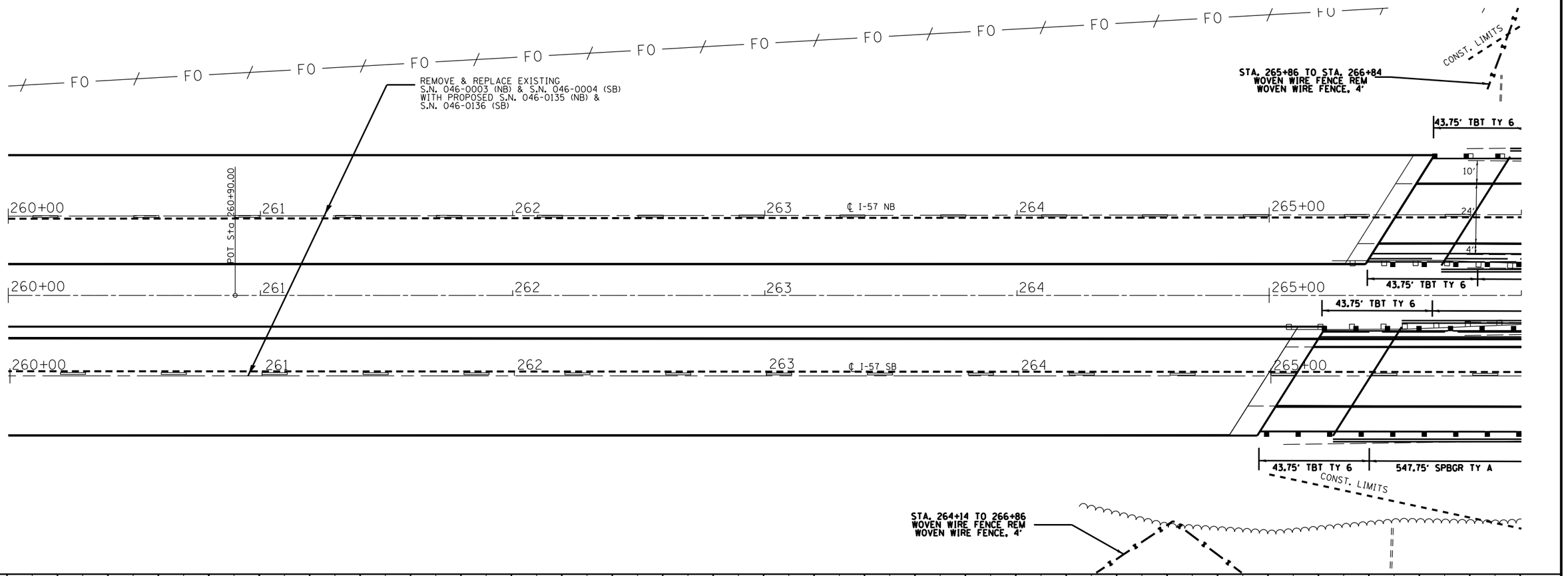
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	27
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

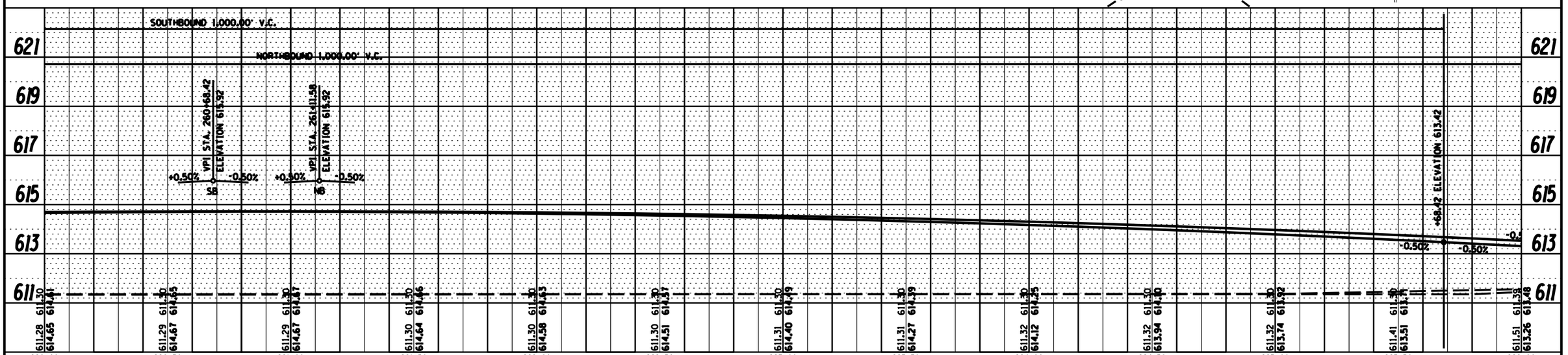
CONTRACT NO. 66750

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR & BR-1	KANKAKEE	183	28
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN — SURVEYED, PLOTTED, DRAWN, CHECKED, R/W NOTED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO. ____, BY, DATE

PROFILE — SURVEYED, PLOTTED, DRAWN, CHECKED, R/W NOTED, STRUCTURE NO/ATHS CHKD, NOTE BOOK, NO. ____, BY, DATE





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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEETS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	28
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 66750

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR & BR-1	KANKAKEE	183	29
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXIST. FIBER OPTIC JUNCTION BOX

HMA BINDER 6" AGG BASE CSE TY A, 4"

14'

43.75' TBT TY 6

PIPE CULVERT REMOVAL QTY. 2 AT 22 L.F. EA

EXIST. R.O.W.

STA. 267+06 TO STA. 271+00 WOVEN WIRE FENCE REM WOVEN WIRE FENCE, 4'

CONST. LIMITS

PIPE CULVERT, CLASS D, TYPE I 12", 22' FT STA 268+88 LT 52' TO STA 267+10 LT 52'

HMA PAV'T REM

HMA SHOULDER REM

638.25' SPBGR TY A

LONG-SPAN GUARDRAIL OVER CULVERT, 18'-9", (TYP) (SEE SCHEDULE FOR EXACT LOCATIONS)

STA. 266+67 TO STA. 267+33 PAV'T REM, HMA SHOULDER REM HMA BINDER CSE 17", AGG BASE CSE TY A, 4"

℄ I-57 NB

10'

24'

4'

PROPOSED HMA SHOULDER, 6" (TYP)

SEE STD. 630301 FOR SHOULDER WIDENING (TYP)

50' TBT TY 1 (SPECIAL) TANGENT

167.25' SPBGR TY A

222.75' SPBGR TY A

12' TBT TY 2

266 267 268 269 270+00 271

℄ I-57 SB

STA. 266+67 TO STA. 267+33 PAV'T REM, HMA SHOULDER REM HMA BINDER CSE 17", AGG BASE CSE TY A, 4"

REMOVE AND REPLACE EXISTING CULVERT

HMA BINDER 6" AGG BASE CSE TY A, 4"

INSTALL PIPE CULVERTS, CLASS D, TYPE I 12" 24 L.F. STA 268+89 RT 56' TO STA 267+12 RT 63'

547.75' SPBGR TY A

12' TBT TY 2

PIPE CULVERT REMOVAL 24 L.F.

STA. 267+09 TO 271+00 WOVEN WIRE FENCE REM WOVEN WIRE FENCE, 4'

CONST. LIMITS

EXIST. R.O.W.

EXIST. R.O.W.

NORTHBOUND 325.00' V.C.

SOUTHBOUND 325.00' V.C.

+11.58 ELEVATION 613.42

-0.50%

+21.68 EL. 612.65

+57.50 EL. 612.69

-0.50% +0.10% -0.50% +0.08%

PI STA. 268+80.10 SB ELEVATION 611.84

PI STA. 269+20.00 NB ELEVATION 611.88

+46.60 EL. 612.00

+82.50 EL. 612.00

SB 612.14

619 617 615 613 611 609

611.51 613.26 611.59 613.48 611.59 613.01 611.53 613.23 611.64 612.76 611.65 612.98 611.66 612.52 611.70 612.73 611.68 612.32 611.73 612.49 611.74 612.16 611.77 612.30 611.80 612.05 611.80 612.16 611.89 611.99 611.85 612.06 611.98 611.98 611.90 612.00 612.02 612.01 611.95 611.99 612.07 612.06 612.01 612.02 612.11 612.11 612.04 612.06 612.14 612.09 612.07

266+00 266+50 267+00 267+50 268+00 268+50 269+00 269+50 270+00 270+50 271+00 271+50 272+00

PLAN

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PROFILE

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PLOTTED
GRADES CHECKED
BAL. NOTED
STRUCTURE NOTATNS CHKD

NOTE BOOK
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		DRAWN -	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEETS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	29
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 66750

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR & BR-1	KANKAKEE	183	30
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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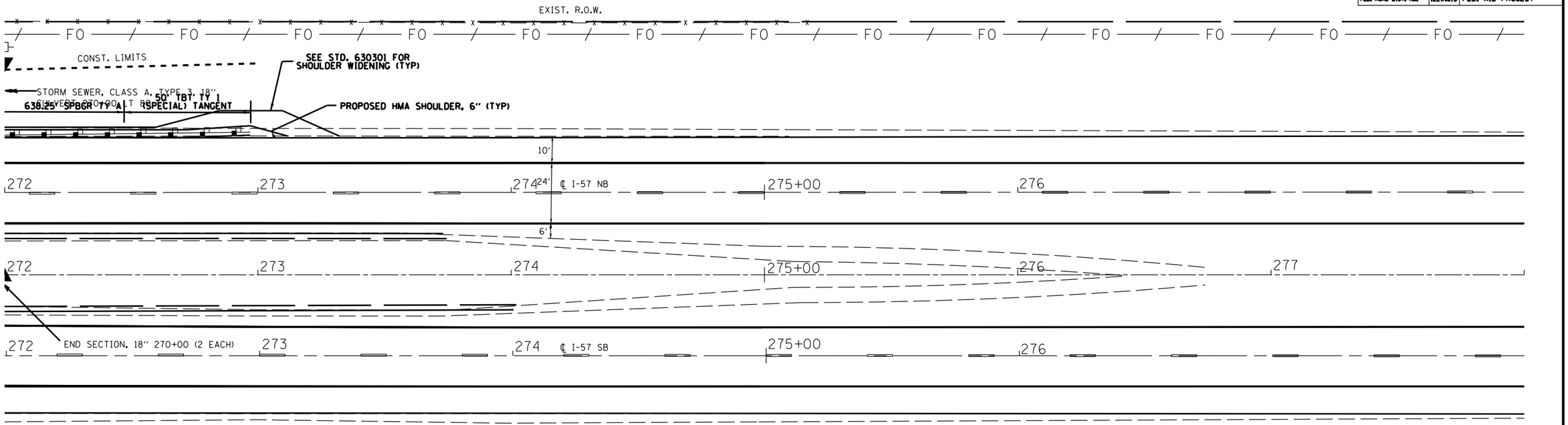

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B.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
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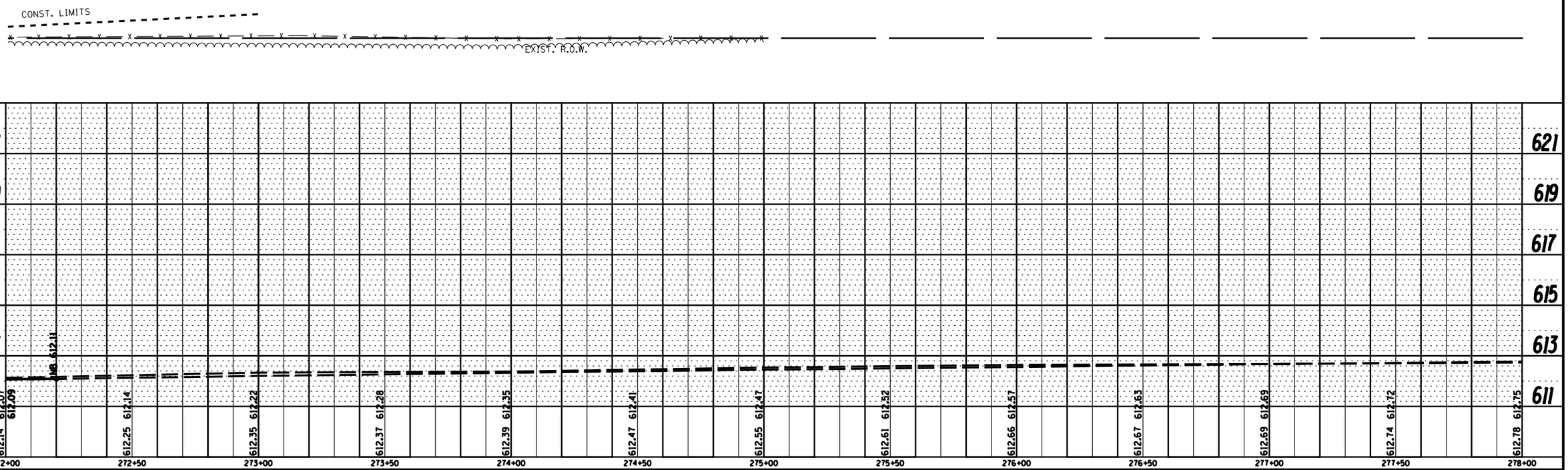

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$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEETS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	30
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 66750

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR & BR-1	KANKAKEE	183	31
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
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DATE

PROFILE
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GRADES CHECKED
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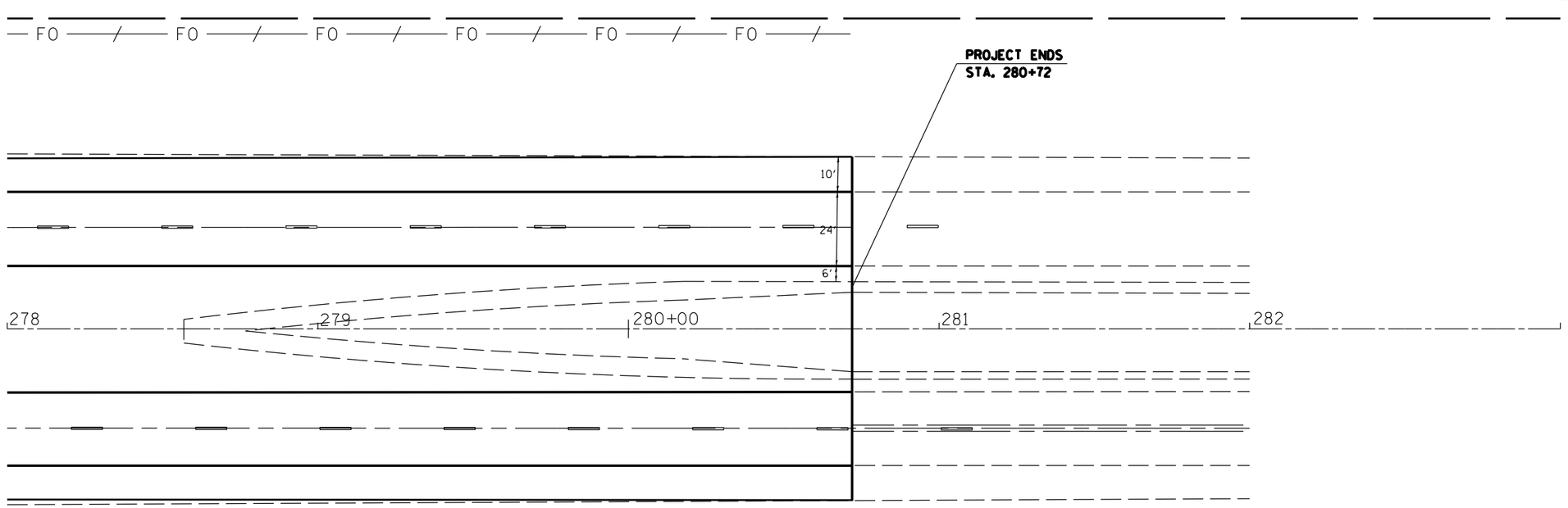
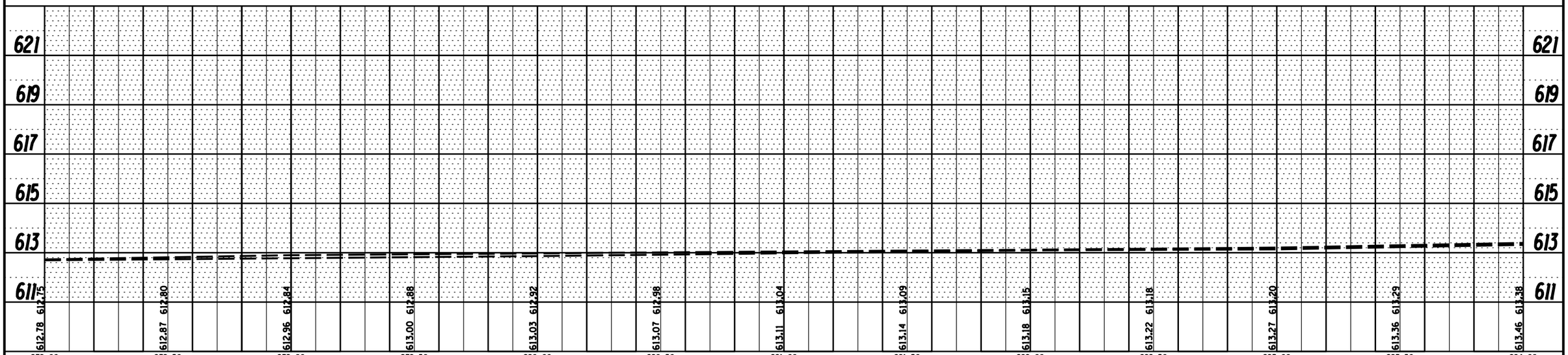
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE





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	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
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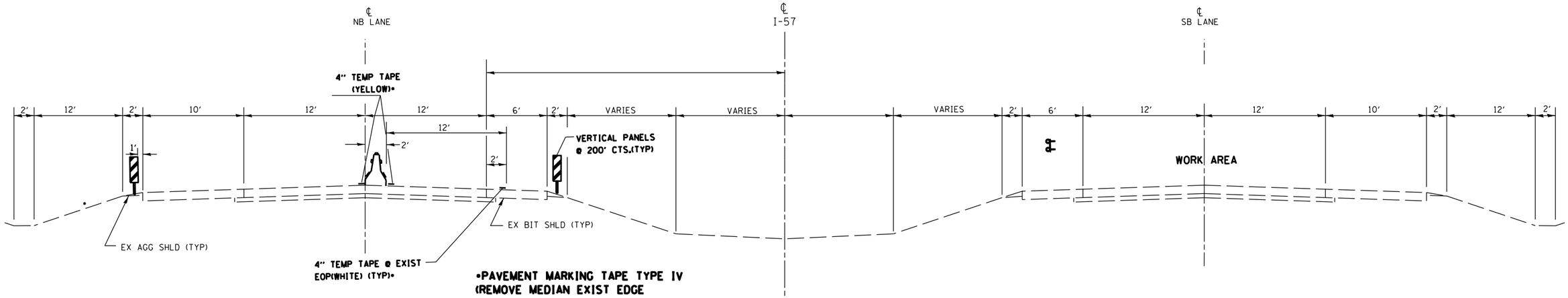
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEETS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	31
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

BETWEEN MEDIAN CROSSOVERS



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 TEMPORARY CONCRETE BARRIER

STAGE I MAINLINE

BETWEEN CROSSOVERS
LOOKING SOUTH

**** SEE STAGE I CONSTRUCTIONS SHEETS FOR TRANSITIONS THROUGH CROSSOVERS

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	PLOT DATE = $DATE$	DATE - _____	REVISED - ___ _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I CONSTRUCTION TYPICAL SECTIONS

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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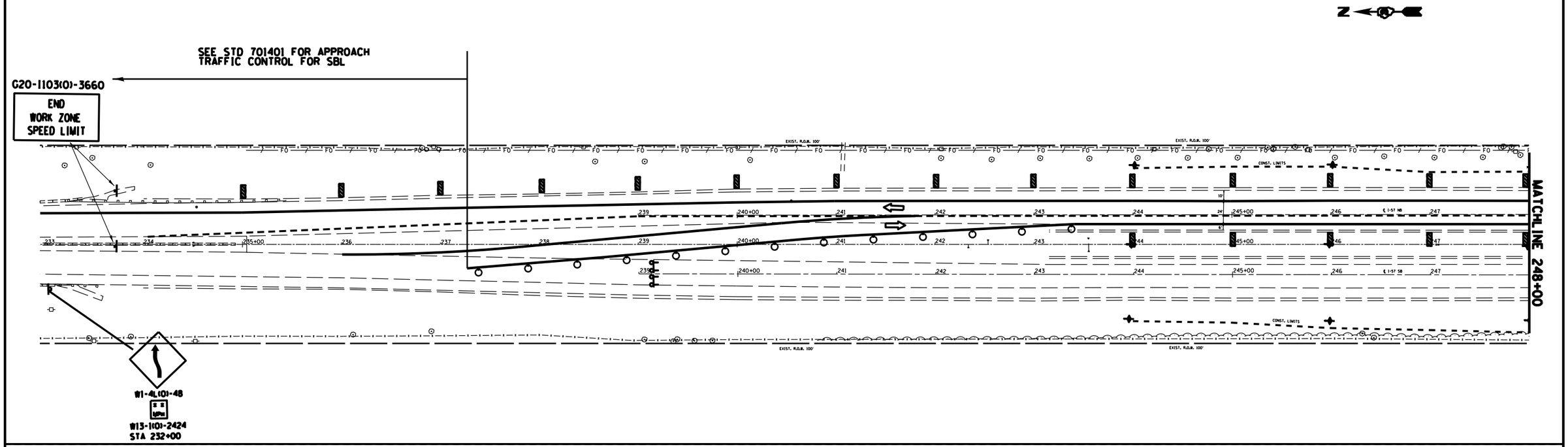
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			



SYMBOLS

- Temporary Concrete Barrier
- Verticle Panel
- Arrow board
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Type III Barricade with steady burn monodirectional light
- Drum with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- (1) Pavement Marking tape, Type IV shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.

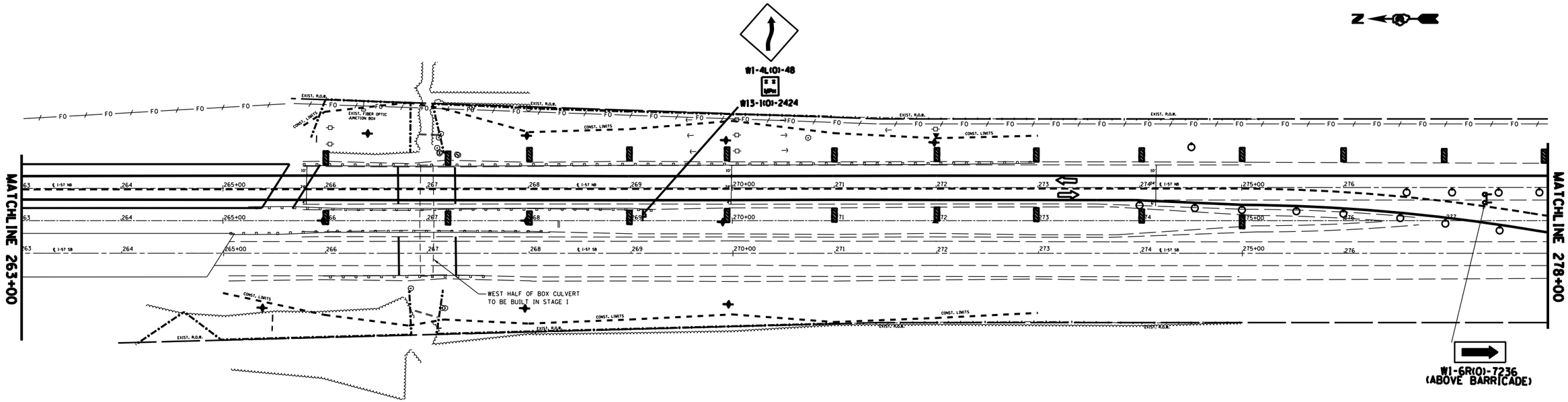
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
$MODELNAME$		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

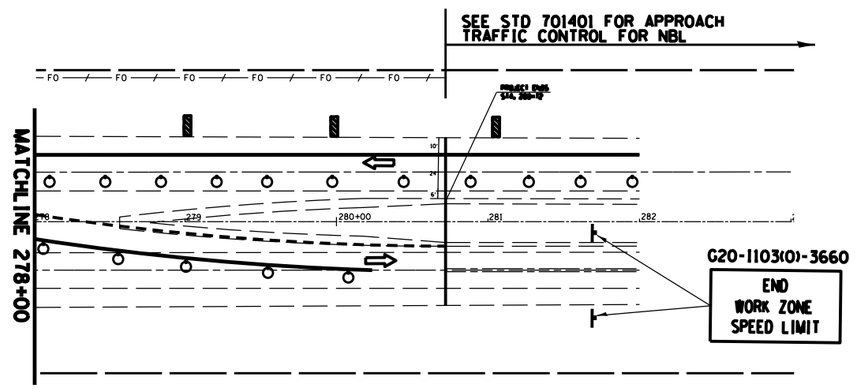
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL

SCALE: _____ SHEET ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	33
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			





SYMBOLS

- Temporary Concrete Barrier
- Verticle Panel
- Arrow board
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Type III Barricade with steady burn monodirectional light
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FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

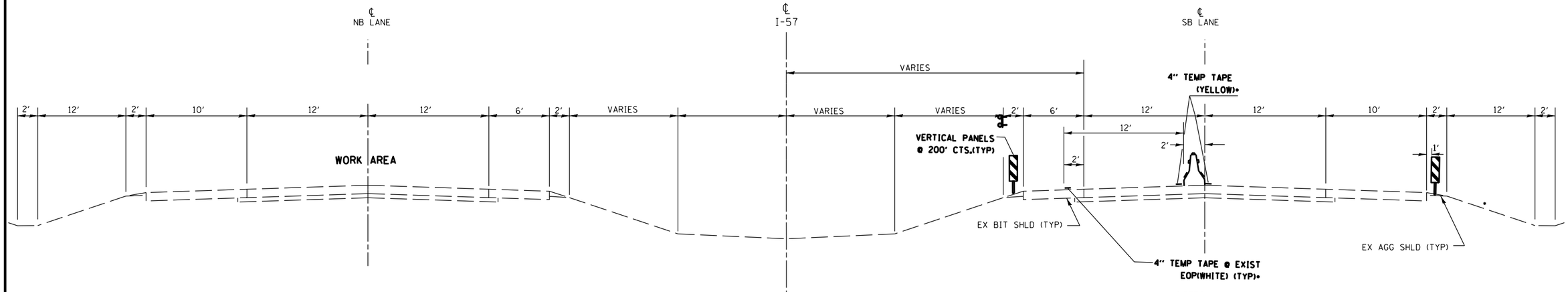
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL

SCALE: _____ SHEET ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	34
		CONTRACT NO. 66750		
		ILLINOIS FED. AID PROJECT		

BETWEEN MEDIAN CROSSOVERS



SEE STAGE II CONSTRUCTIONS SHEETS FOR TRANSITIONS THROUGH CROSSOVERS ****

STAGE II MAINLINE

BETWEEN CROSSOVERS
LOOKING SOUTH

•PAVEMENT MARKING TAPE TYPE IV (REMOVE MEDIAN EXIST EDGE PVT MK LINE)

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 TEMPORARY CONCRETE BARRIER

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - ___	REVISED - ___ _____
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	PLOT SCALE = $SCALE$	CHECKED - ___	REVISED - ___ _____
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II CONSTRUCTION TYPICAL SECTIONS

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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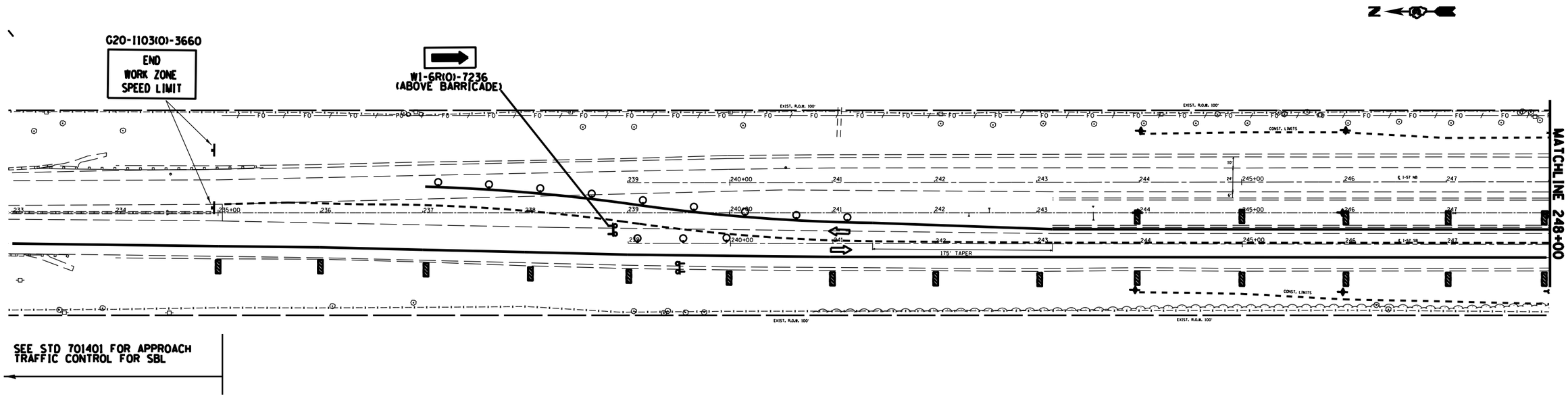
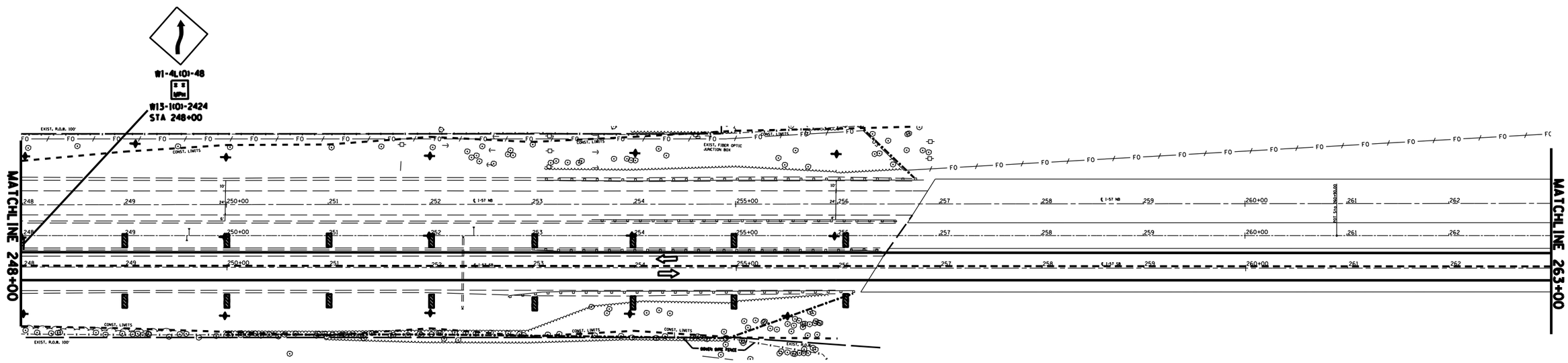
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			





SYMBOLS

- -- Temporary Concrete Barrier
- Verticle Panel
- Arrow board
- Sign
- Direction indicator barricade with steady burn monodirectional light
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- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- ① Pavement Marking tape, Type IV shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.

FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II TRAFFIC CONTROL	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			57	(140)BR, BR-1 & I(1)	KANKAKEE	183	36
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 66750		
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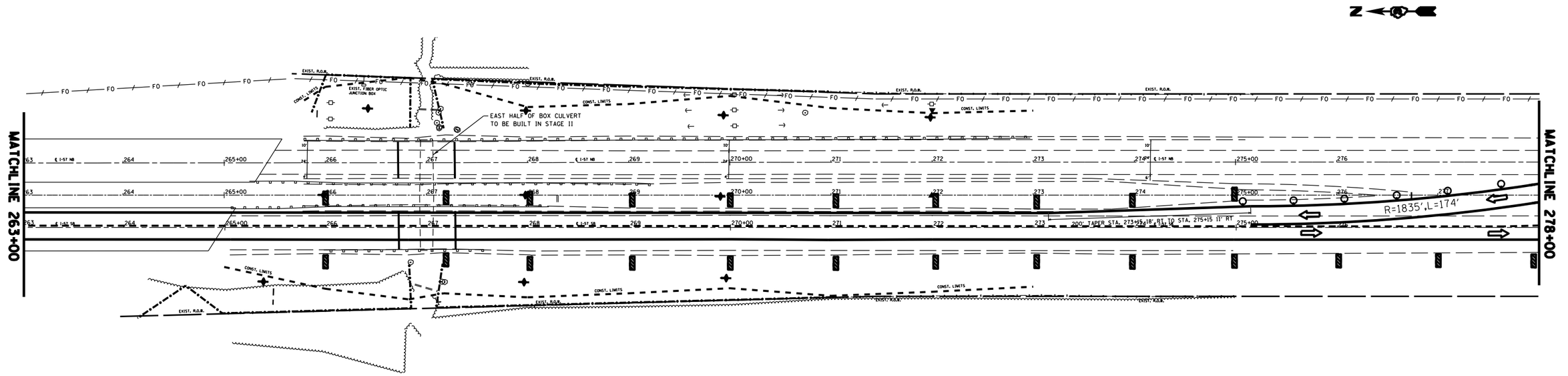

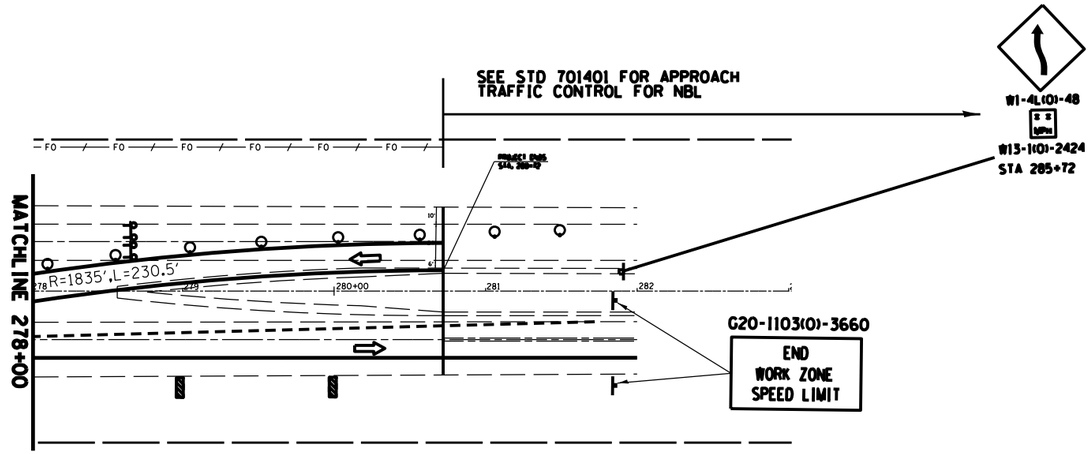

SYMBOLS

- Temporary Concrete Barrier
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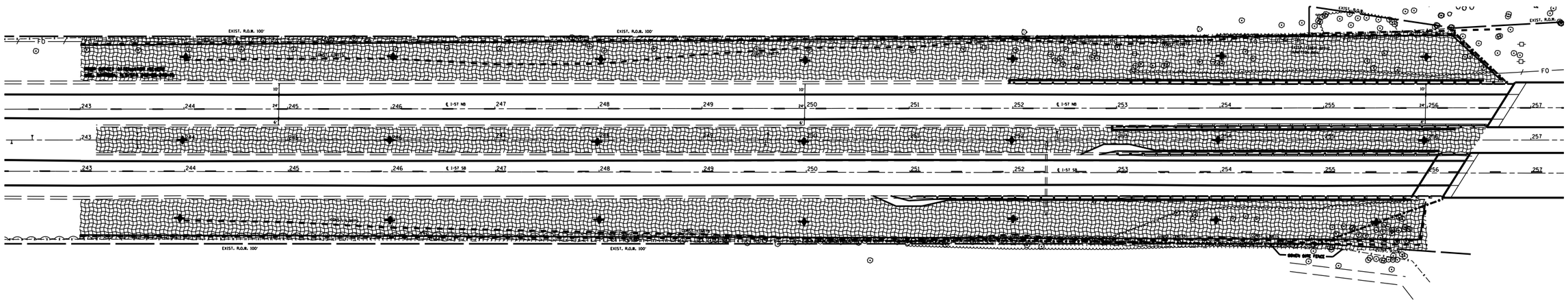
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

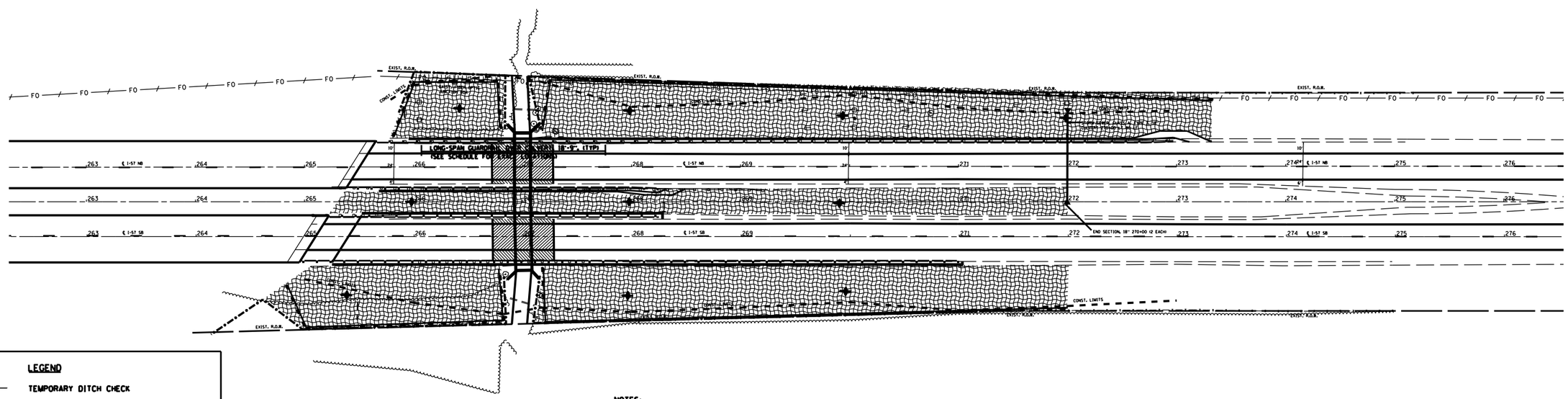
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL

SCALE: _____ SHEET ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & I(1)	KANKAKEE	183	37
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			





LEGEND

- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL SEEDING, EROSION CONTROL BLANKET AND SEEDING CLASS 2A
- STONE RIPRAP, CLASS A4 & FILTER FABRIC
- LIMITS OF CONSTRUCTION
- TEMPORARY FENCE

NOTES:

1. ALL SEDIMENT AND EROSION CONTROL SYSTEMS SHALL BE CONSTRUCTED WITHIN THE RIGHT-OF-WAY OR TEMPORARY EASEMENT.
2. ALL SEDIMENT AND EROSION CONTROL SYSTEMS SHALL BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EACH ½" OR GREATER RAIN EVENT.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
$MODELNAME$		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

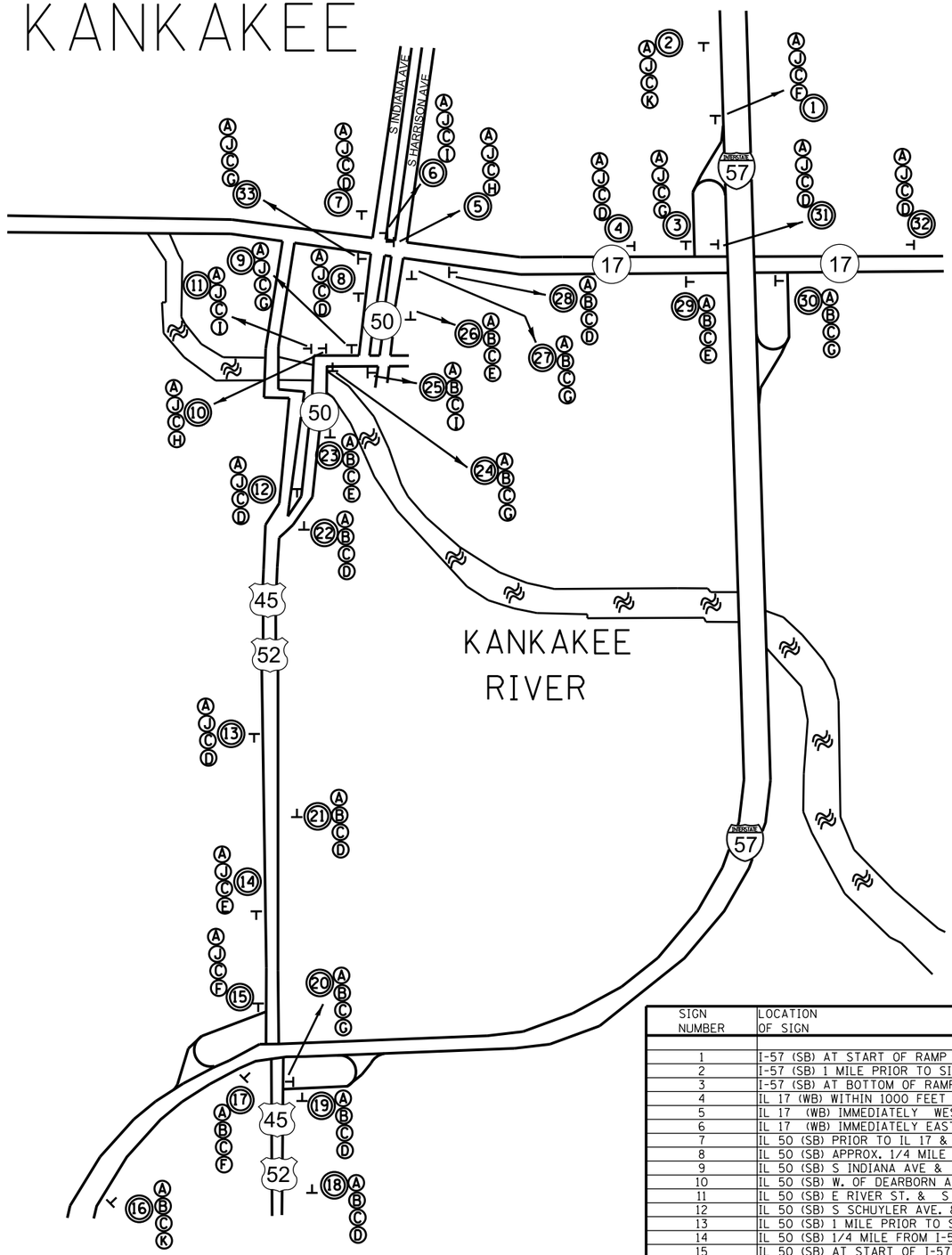
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR, BR-1 & (1)	KANKAKEE	183	38
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

KANKAKEE

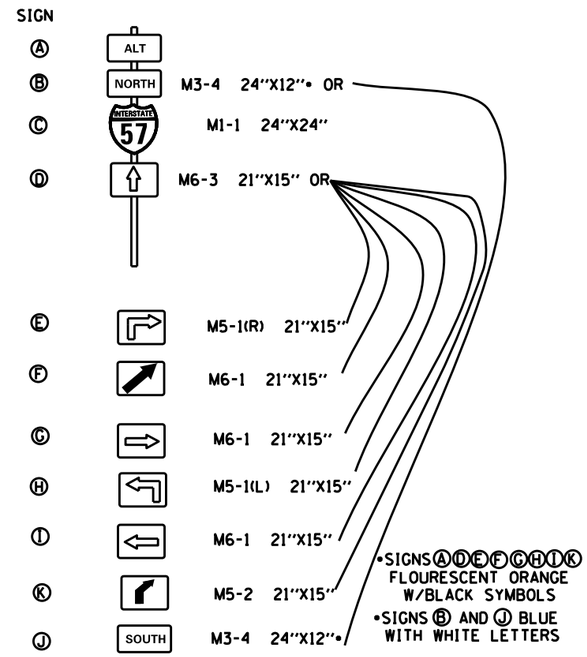


ALL SIGNS SHALL BE FURINSHED,ERECTED, AND MAINTAINED BY THE CONTRACTOR AND SHALL BECOME THE PROPERTY OF THE CONTRACTOR AT THE COMPLETION OF THE PROJECT.

THE TWO EXTRA MESSAGE BOARDS ON I -57 AS OUTLINED IN THE SPECIAL PROVISIONS SHALL DISPLAY THE FOLLOWING MESSAGE:

I-57 CONSTRUCTION AHEAD
EXPECT DELAYS
ALT ROUTE AVAILABLE

(RESIDENT ENGINEER HAS OPTION TO CHANGE MESSAGE)



(3) SIGN NUMBER-SEE TABLE BELOW FOR LOCATIONS

SIGN NUMBER	LOCATION OF SIGN	SIGNS TO BE USED	SIGN NUMBER	LOCATION OF SIGN	SIGNS TO BE USED
1	I-57 (SB) AT START OF RAMP TO IL 17	A, J, C, F	18	IL 45 & IL 52 (NB) 1 MILE BEFORE RAMP	A, B, C, D
2	I-57 (SB) 1 MILE PRIOR TO SIGN 1	A, J, C, K	19	IL 45 & IL 52 (NB) 100' BEFORE RAMP	A, B, C, D
3	I-57 (SB) AT BOTTOM OF RAMP TO IL 17	A, J, C, G	20	I-57 (NB) AT TOP OF RAMP	A, B, C, G
4	IL 17 (WB) WITHIN 1000 FEET OF I-57	A, J, C, D	21	IL 45 & IL 52 (NB) WITHIN 1000 FEET OF I-57	A, B, C, D
5	IL 17 (WB) IMMEDIATELY WEST OF S HARRISON AVE.	A, J, C, H	22	IL 45/52 (NB) S SCHYLER AVE & SOUTHEAST AVE INTERSECTION	A, B, C, D
6	IL 17 (WB) IMMEDIATELY EAST OF S INDIANA AVE	A, J, C, I	23	IL 45/52 (NB) BEFORE RIVER STREET, APPROX. 500' FROM SIGN #24	A, B, C, E
7	IL 50 (SB) PRIOR TO IL 17 & IL 50 INTERSECTION	A, J, C, D	24	IL 50 (NB) S SCHYLER AVE & E RIVER ST. INTERSECTION	A, B, C, G
8	IL 50 (SB) APPROX. 1/4 MILE FROM IL 17 & IL 50 INTERSECTION	A, J, C, D	25	IL 50 (NB) E RIVER ST./ S HARRISON AVE. INTERSECTION	A, B, C, I
9	IL 50 (SB) S INDIANA AVE & E RIVER ST. INTERSECTION	A, J, C, G	26	IL 50 (NB) APPROX. 1/4 MILE FROM IL 17 & IL 50 INTERSECTION	A, B, C, E
10	IL 50 (SB) W. OF DEARBORN AVE.	A, J, C, H	27	IL 50 (NB) AT IL 17/IL 50 INTERSECTION	A, B, C, G
11	IL 50 (SB) E RIVER ST. & S SCHUYLER AVE. INTERSECTION	A, J, C, I	28	IL 17 (EB) WITHIN 1000 FEET OF IL 50	A, B, C, D
12	IL 50 (SB) S SCHUYLER AVE. & W JEFFERY ST. INTERSECTION	A, J, C, D	29	IL 17 (EB) 100' PRIOR TO INTERCHANGE	A, B, C, E
13	IL 50 (SB) 1 MILE PRIOR TO SIGN 15	A, J, C, D	30	IL 17 (EB) AT THE NORTHBOUND ENTRANCE RAMP	A, B, C, G
14	IL 50 (SB) 1/4 MILE FROM I-57 RAMP	A, J, C, E	31	IL 17 (WB) AT START OF RAMP	A, J, C, D
15	IL 50 (SB) AT START OF I-57 RAMP	A, J, C, G	32	IL 17 (WB) 1 MILE PRIOR SIGN 31	A, J, C, D
16	I-57 (NB), 1 MILE PRIOR TO SIGN 17	A, B, C, K	33	IL 17 (EB) PRIOR TO S. INDIANA AVE.	A, J, C, G
17	I-57 (NB), AT START OF RAMP	A, B, C, F			

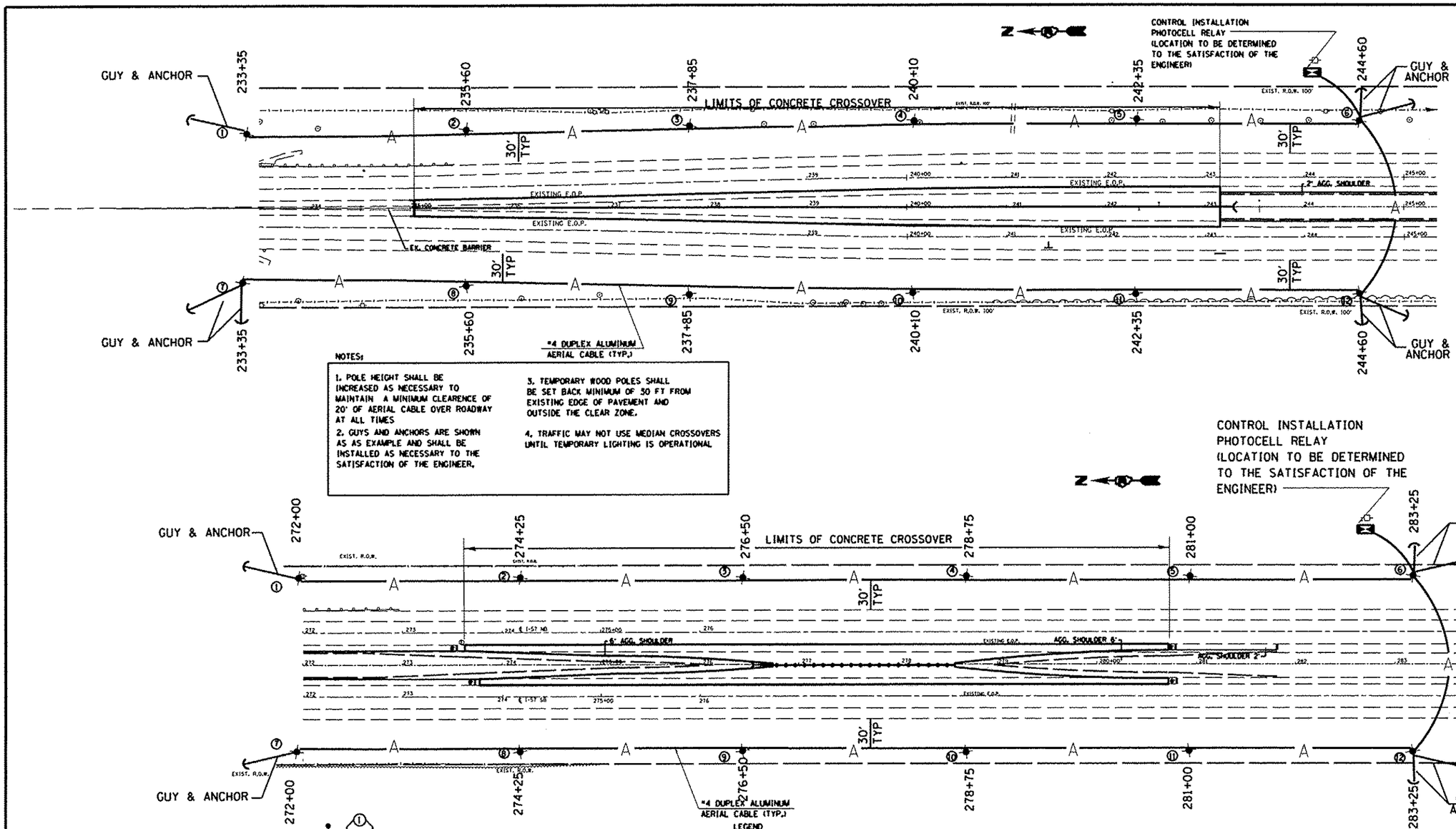
FILE NAME =	USER NAME = $USER$	DESIGNED -	REVISED -
$FILEL$		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALTERNATE ROUTE SIGNING

SCALE: _____ SHEET ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(1401)BR, BR-1 & I(1)	KANKAKEE	183	39
		CONTRACT NO. 66750		
		ILLINOIS FED. AID PROJECT		



NOTES:

1. POLE HEIGHT SHALL BE INCREASED AS NECESSARY TO MAINTAIN A MINIMUM CLEARENCE OF 20' OF AERIAL CABLE OVER ROADWAY AT ALL TIMES
2. GUYS AND ANCHORS ARE SHOWN AS AS EXAMPLE AND SHALL BE INSTALLED AS NECESSARY TO THE SATISFACTION OF THE ENGINEER.
3. TEMPORARY WOOD POLES SHALL BE SET BACK MINIMUM OF 30 FT FROM EXISTING EDGE OF PAVEMENT AND OUTSIDE THE CLEAR ZONE.
4. TRAFFIC MAY NOT USE MEDIAN CROSSOVERS UNTIL TEMPORARY LIGHTING IS OPERATIONAL

CONTROL INSTALLATION - PHOTOCELL RELAY
WIRING DIAGRAM

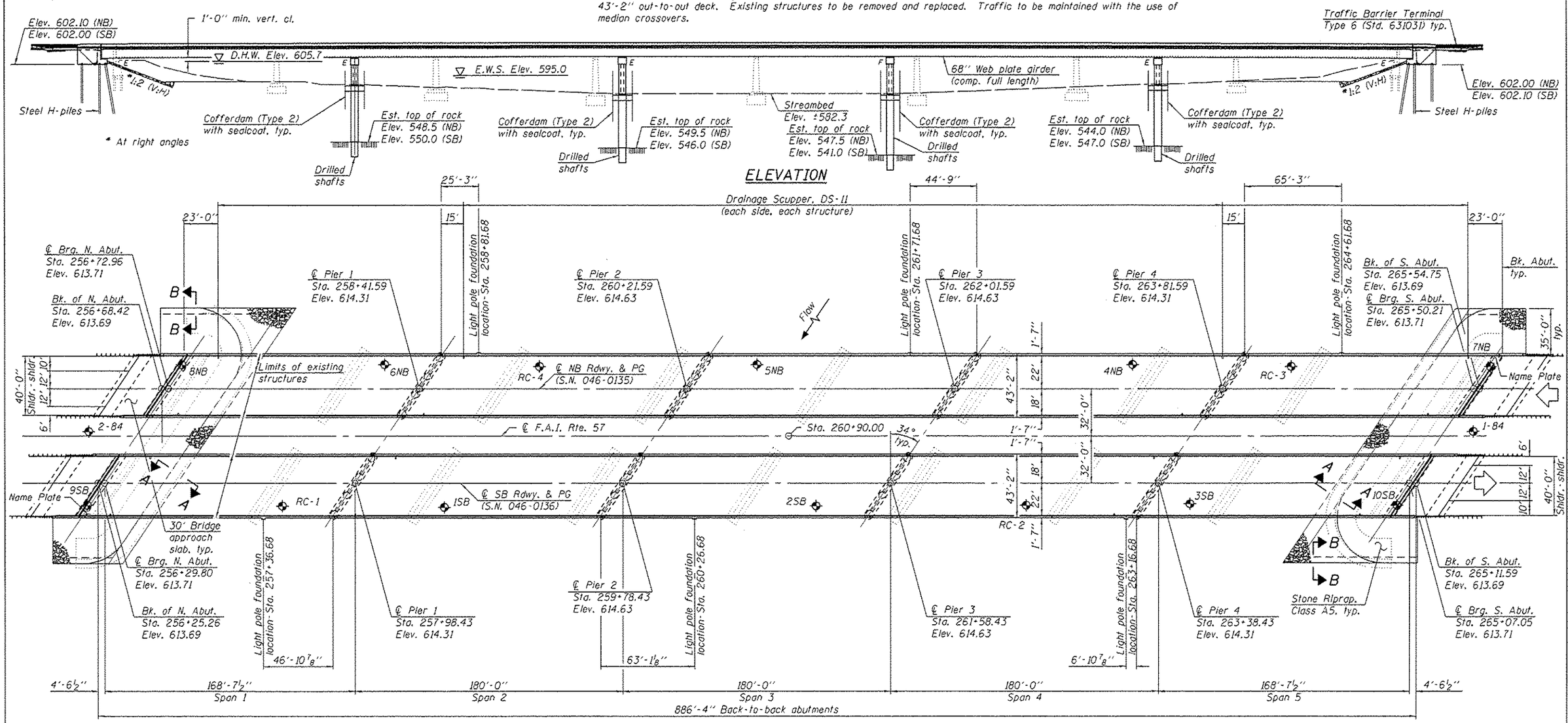
PAY FOR AS TEMPORARY LIGHTING SYSTEM ON A LUMP SUM BASIS

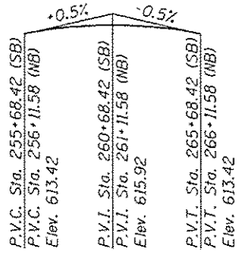
FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY LIGHTING	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			57	(140)BR, BR-1 & (1)	KANKAKEE	183	40
#MODELNAME#	PLOT SCALE = #SCALE#	CHECKED -	REVISED -					CONTRACT NO. 66750		
	PLOT DATE = #DATE#	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

Bench Mark: Chiseled square on top of NW wingwall S.N. 046-0003, 2.25' from end of wingwall Sta. 256+50, 12' Lt. B.M. #101, Elev.=613.74

No salvage

Existing Structure: S.N. 046-0003 (NB) and 046-0004 (SB) built in 1953 as F.A. Route 26, Section 140 B,D,E,F&P at Station 260+90.00. Each structure consists of two units, four spans each, of reinforced concrete deck on continuous 60" web plate girders supported by spill thru abutments and solid wall piers with untreated wood piles. Bridge widening in 1987 with new girder line, concrete redecking, and girders made composite. 864'-7" back-to-back abutments, 43'-2" out-to-out deck. Existing structures to be removed and replaced. Traffic to be maintained with the use of median crossovers.





1000' Vert. curve

PROFILE GRADE

Notes:
See sheet 2 of 79 for Sections A-A & B-B.
See Lighting Plans for lighting and electrical details.

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications, 5th Edition, with 2010 Interims

PLAN

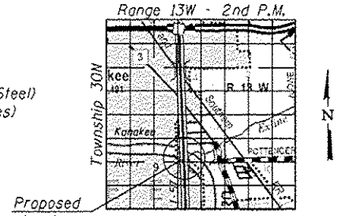
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
f'c = 4,000 psi (Drilled Shafts)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W - Structural Steel)
fy = 50,000 psi (M270 Grade 50 - Bearing Plates)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.074
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.126
Soil Site Class = C



LOCATION SKETCH

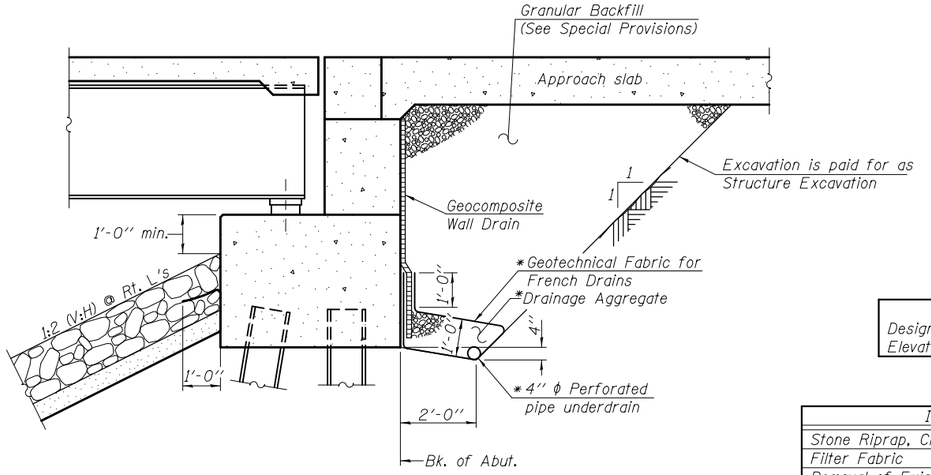
GENERAL PLAN & ELEVATION
I-57 OVER KANKAKEE RIVER
PUBLIC WATERS
F.A.I. ROUTE 57 - SEC. (140)BR&BR-1
KANKAKEE COUNTY
STATION 260+90.00
STRUCTURE NO. 046-0135 (NB)
STRUCTURE NO. 046-0136 (SB)

DAVID CARL PUZEY 081-005470 SPRINGFIELD ILLINOIS STATE OF ILLINOIS LICENSED STRUCTURAL ENGINEER

EXPIRES 11-30-2014

DESIGNED - D. H. Richter / J. T. Bellue	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - J. T. Bellue / D. H. Richter	PASSED	REVISED ---	
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGE DESIGN	REVISED ---	
CHECKED - J. T. Bellue / D. H. Richter	ACTING ENGINEER OF BRIDGES AND STRUCTURES		SHEET NO. 1 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	41
		CONTRACT NO. 66750		
		ILLINOIS FED. AID PROJECT		



SECTION THRU PILE SUPPORTED STUB ABUTMENT

(Horiz. dim. @ Rt. L's)

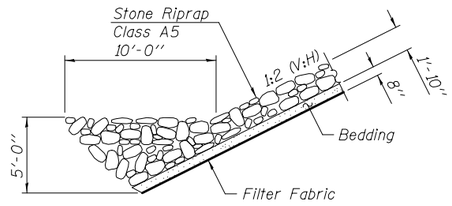
*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

Notes:

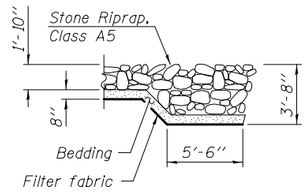
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

Removal of Existing Structures No. 1 is for NB S.N. 046-0003.

Removal of Existing Structures No. 2 is for SB S.N. 046-0004.



SECTION A-A



SECTION B-B

WATERWAY INFORMATION

Drainage Area = 4567 mi.^{2} — Existing Low Grade Elev. 610.8 ft. @ Sta. 251+00; Proposed Low Grade Elev. 610.8 ft. @ Sta. 251+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
-	10	36563	9956	10212	602.4	0.1	0.1	602.5	602.5
Hydraulic Design	50	50696	12114	12496	605.7	0.3	0.1	606.0	605.8
Base	100	56404	12114	13136	607.7	0.5	0.4	608.2	608.1
Scour Design	200	62043	12114	13136	609.5	0.7	0.5	610.2	610.0
Max. Calc.	500	69508	12114	13136	609.7	1.0	0.7	610.7	610.4
Overtopping	-	-	-	-	-	-	-	-	-

10 Year velocity through existing bridge = 3.7 ft./sec.
10 Year velocity through proposed bridge = 3.5 ft./sec.

DESIGN SCOUR ELEVATION TABLE

	Structure	N. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	S. Abut.
Design Scour Elevation (ft.)	NB	602.10	568	565	572	572	602.00
	SB	602.00	568	565	572	572	602.10

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		2,534	2,534
Filter Fabric	Sq. Yd.		2,534	2,534
Removal of Existing Structures No. 1	Each			1
Removal of Existing Structures No. 2	Each			1
Structure Excavation	Cu. Yd.		314.2	314.2
Cofferdam Excavation	Cu. Yd.		885.2	885.2
Cofferdam (Type 2) (Location - 1)	Each		1	1
Cofferdam (Type 2) (Location - 2)	Each		1	1
Cofferdam (Type 2) (Location - 3)	Each		1	1
Cofferdam (Type 2) (Location - 4)	Each		1	1
Cofferdam (Type 2) (Location - 5)	Each		1	1
Cofferdam (Type 2) (Location - 6)	Each		1	1
Cofferdam (Type 2) (Location - 7)	Each		1	1
Cofferdam (Type 2) (Location - 8)	Each		1	1
Concrete Structures	Cu. Yd.		1,497.9	1,497.9
Concrete Superstructure	Cu. Yd.	2,640.2		2,640.2
Bridge Deck Grooving	Sq. Yd.	7,987		7,987
Seal Coat Concrete	Cu. Yd.		658.8	658.8
Concrete Encasement	Cu. Yd.		37.2	37.2
Protective Coat	Sq. Yd.	9,937		9,937
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	25,152		25,152
Reinforcement Bars	Pound		346,270	346,270
Reinforcement Bars, Epoxy Coated	Pound	708,320	237,250	945,570
Bar Splicers	Each		1,948	1,948
Mechanical Splicers	Each		768	768
Furnishing Steel Piles HP 14x73	Foot		3,392	3,392
Driving Piles	Foot		3,392	3,392
Test Pile Steel HP 14x73	Each		4	4
Pile Shoes	Each		68	68
Name Plates	Each	2		2
Permanent Casing	Foot		849.6	849.6
Drilled Shaft in Soil	Cu. Yd.		878.7	878.7
Drilled Shaft in Rock	Cu. Yd.		188.8	188.8
Anchor Bolts, 1"	Each	48		48
Anchor Bolts, 1½"	Each	168		168
Concrete Sealer	Sq. Ft.		2,892	2,892
Geocomposite Wall Drain	Sq. Yd.		212.3	212.3
Drainage Scuppers, DS-11	Each	16		16
Modular Expansion Joint 6"	Foot	98		98
Modular Expansion Joint 9"	Foot	98		98
Pipe Underdrains for Structures 4"	Foot		352	352
High Load Multi-Rotational Bearings, Guided Expansion, 200k	Each	24		24
High Load Multi-Rotational Bearings, Guided Expansion, 500k	Each	12		12
High Load Multi-Rotational Bearings, Guided Expansion, 550k	Each	24		24
High Load Multi-Rotational Bearings, Fixed, 500k	Each	12		12
Granular Backfill for Structures	Cu. Yd.		556.8	556.8

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts $^7/_8$ in. ϕ, holes $^{15}/_{16}$ in. ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 3,880,570 Lbs.

All structural steel shall be AASHTO M 270 Grade 50W except HLMR bearings and modular expansion joints.

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

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $^1/_8$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the abutments.

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

All structural steel within a distance of 10 ft. each way from the deck joints and all exposed surfaces of the bearings (at all piers and abutments) shall be painted as specified in Section 506 of the Standard Specifications.

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

The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.

Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.

INDEX OF SHEETS

STATION 260+90.00
BUILT 201 BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC. (140)BR&BR-1
LOADING HL-93
STRUCTURE NO. 046-0135

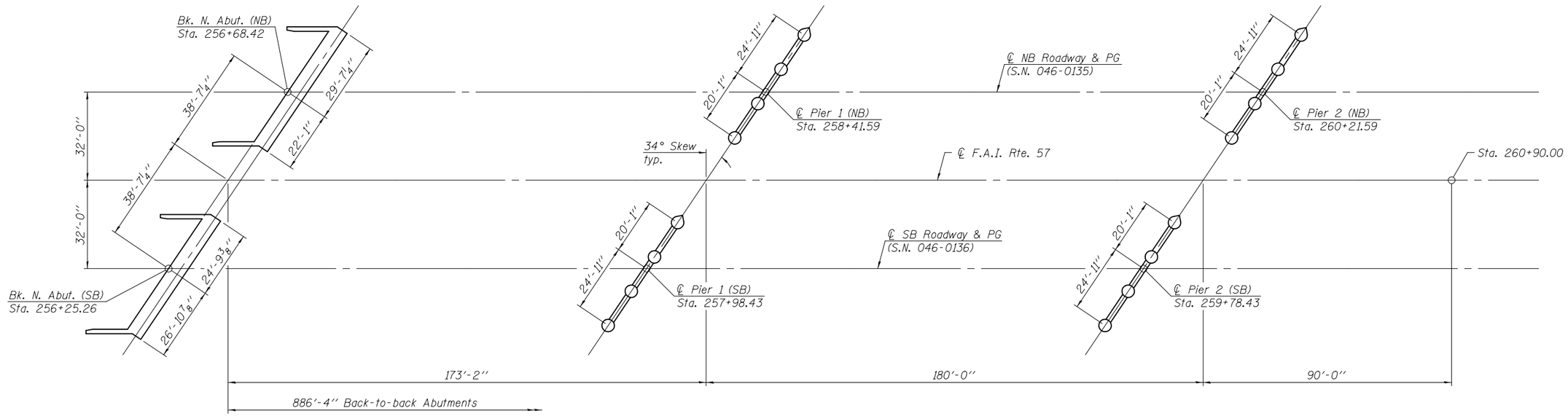
STATION 260+90.00
BUILT 201 BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC. (140)BR&BR-1
LOADING HL-93
STRUCTURE NO. 046-0136

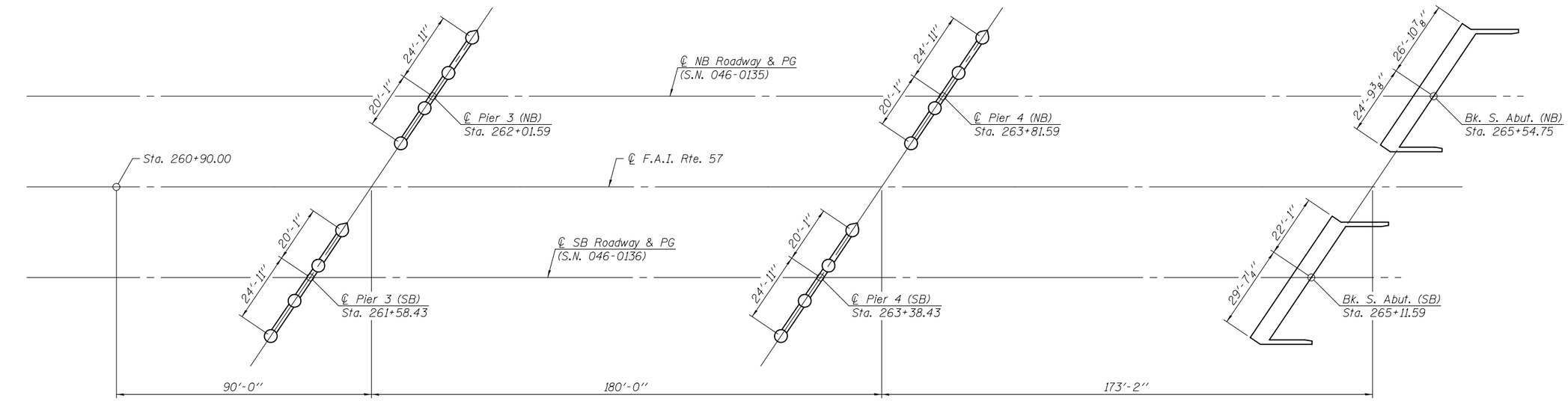
NAME PLATES

See Std. 515001

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - JUSTIN T. BELUE	PASSED	REVISED ___	GENERAL DATA
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGE DESIGN	REVISED ___	STRUCTURE NO. 046 - 0135 (NB) & 046 - 0136 (SB)
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES		SHEET NO. 2 OF 79 SHEETS

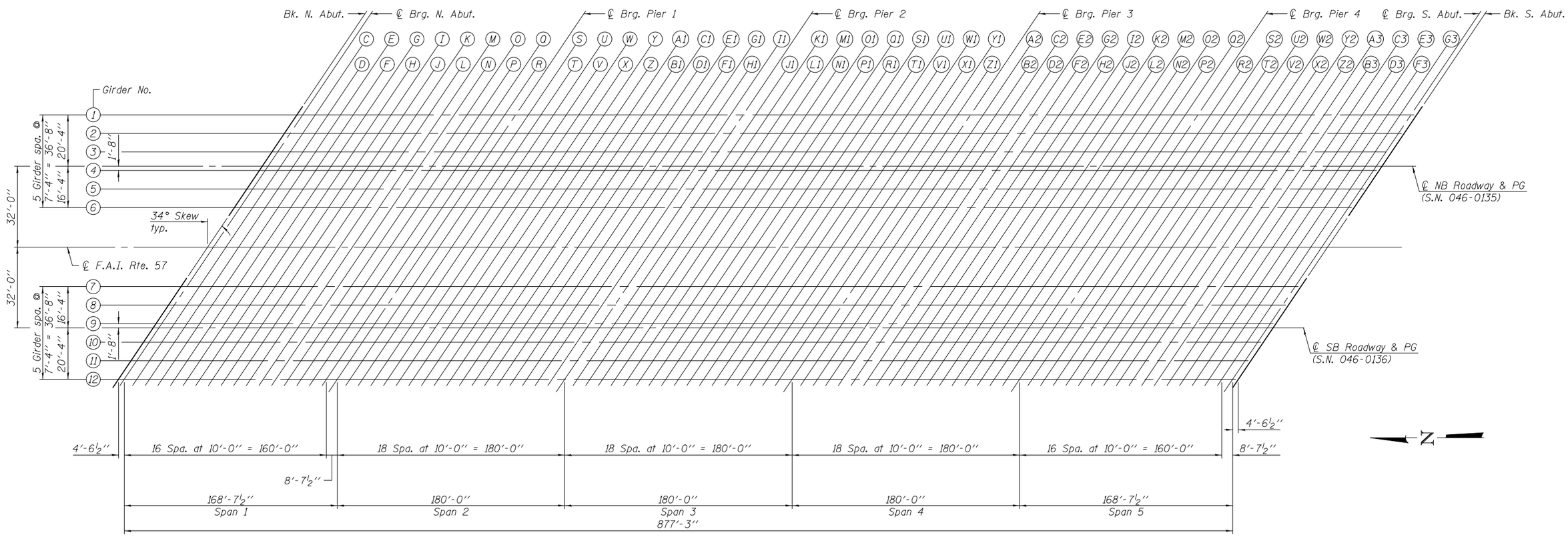
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	42
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			



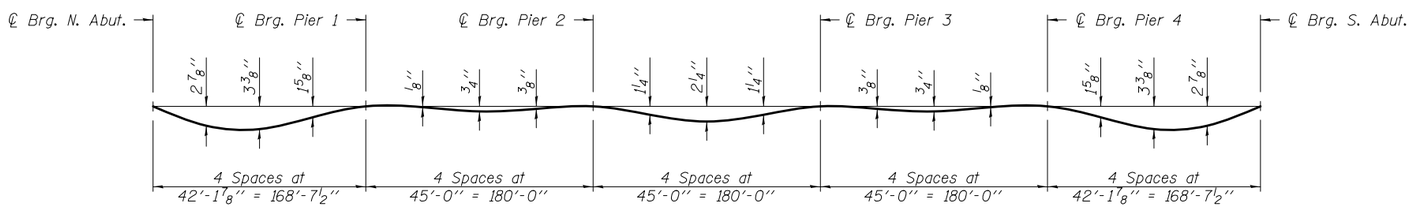


PLAN

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**SUBSTRUCTURE LAYOUT** **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. 43
CHECKED - JUSTIN T. BELUE		REVISED ___			CONTRACT NO. 66750
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___		SHEET NO. 3 OF 79 SHEETS	ILLINOIS FED. AID PROJECT
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES				



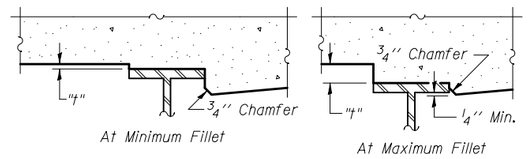
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 5 thru 12 of 79.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 5 thru 12 of 79, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TOP OF SLAB ELEVATIONS STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)**
CHECKED - JUSTIN T. BELUE	ACTING ENGINEER OF BRIDGE DESIGN			SHEET NO. 4 OF 79 SHEETS
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED ___		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	44
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+82.13	-20.33	613.39	613.39
℄ Brg. N. Abut.	256+86.68	-20.33	613.41	613.41
C	256+96.68	-20.33	613.45	613.50
D	257+06.68	-20.33	613.49	613.60
E	257+16.68	-20.33	613.53	613.70
F	257+26.68	-20.33	613.57	613.79
G	257+36.68	-20.33	613.61	613.85
H	257+46.68	-20.33	613.64	613.90
I	257+56.68	-20.33	613.68	613.95
J	257+66.68	-20.33	613.71	613.99
K	257+76.68	-20.33	613.75	614.01
L	257+86.68	-20.33	613.78	614.01
M	257+96.68	-20.33	613.81	614.01
N	258+06.68	-20.33	613.84	614.01
O	258+16.68	-20.33	613.87	614.00
P	258+26.68	-20.33	613.90	614.00
Q	258+36.68	-20.33	613.93	613.99
R	258+46.68	-20.33	613.96	613.99
℄ Brg. Pier 1	258+55.30	-20.33	613.98	613.98
S	258+65.30	-20.33	614.01	614.01
T	258+75.30	-20.33	614.03	614.04
U	258+85.30	-20.33	614.05	614.06
V	258+95.30	-20.33	614.08	614.09
W	259+05.30	-20.33	614.10	614.12
X	259+15.30	-20.33	614.12	614.15
Y	259+25.30	-20.33	614.14	614.18
Z	259+35.30	-20.33	614.15	614.21
A1	259+45.30	-20.33	614.17	614.24
B1	259+55.30	-20.33	614.19	614.25
C1	259+65.30	-20.33	614.20	614.25
D1	259+75.30	-20.33	614.22	614.26
E1	259+85.30	-20.33	614.23	614.26
F1	259+95.30	-20.33	614.24	614.27
G1	260+05.30	-20.33	614.25	614.27
H1	260+15.30	-20.33	614.26	614.28
I1	260+25.30	-20.33	614.27	614.28
℄ Brg. Pier 2	260+35.30	-20.33	614.28	614.28
J1	260+45.30	-20.33	614.29	614.31
K1	260+55.30	-20.33	614.29	614.34
L1	260+65.30	-20.33	614.30	614.37
M1	260+75.30	-20.33	614.30	614.40
N1	260+85.30	-20.33	614.31	614.42
O1	260+95.30	-20.33	614.31	614.44
P1	261+05.30	-20.33	614.31	614.46
Q1	261+15.30	-20.33	614.31	614.48
R1	261+25.30	-20.33	614.31	614.50
S1	261+35.30	-20.33	614.31	614.48
T1	261+45.30	-20.33	614.30	614.46
U1	261+55.30	-20.33	614.30	614.43
V1	261+65.30	-20.33	614.29	614.41
W1	261+75.30	-20.33	614.29	614.38
X1	261+85.30	-20.33	614.28	614.35
Y1	261+95.30	-20.33	614.27	614.32
Z1	262+05.30	-20.33	614.27	614.29
℄ Brg. Pier 3	262+15.30	-20.33	614.26	614.26
A2	262+25.30	-20.33	614.24	614.25
B2	262+35.30	-20.33	614.23	614.25
C2	262+45.30	-20.33	614.22	614.24
D2	262+55.30	-20.33	614.21	614.23
E2	262+65.30	-20.33	614.19	614.23
F2	262+75.30	-20.33	614.18	614.22
G2	262+85.30	-20.33	614.16	614.21
H2	262+95.30	-20.33	614.14	614.20
I2	263+05.30	-20.33	614.12	614.19

GIRDER 1 (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
J2	263+15.30	-20.33	614.10	614.16
K2	263+25.30	-20.33	614.08	614.12
L2	263+35.30	-20.33	614.06	614.09
M2	263+45.30	-20.33	614.04	614.06
N2	263+55.30	-20.33	614.01	614.02
O2	263+65.30	-20.33	613.99	614.00
P2	263+75.30	-20.33	613.96	613.97
Q2	263+85.30	-20.33	613.93	613.94
℄ Brg. Pier 4	263+95.30	-20.33	613.91	613.91
R2	264+05.30	-20.33	613.88	613.91
S2	264+15.30	-20.33	613.85	613.91
T2	264+25.30	-20.33	613.82	613.92
U2	264+35.30	-20.33	613.79	613.92
V2	264+45.30	-20.33	613.75	613.92
W2	264+55.30	-20.33	613.72	613.92
X2	264+65.30	-20.33	613.68	613.92
Y2	264+75.30	-20.33	613.65	613.92
Z2	264+85.30	-20.33	613.61	613.89
A3	264+95.30	-20.33	613.57	613.84
B3	265+05.30	-20.33	613.53	613.79
C3	265+15.30	-20.33	613.49	613.74
D3	265+25.30	-20.33	613.45	613.67
E3	265+35.30	-20.33	613.41	613.57
F3	265+45.30	-20.33	613.37	613.47
G3	265+55.30	-20.33	613.32	613.37
℄ Brg. S. Abut.	265+63.93	-20.33	613.29	613.29
Bk. S. Abut.	265+68.47	-20.33	613.27	613.27

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+77.19	-13.00	613.52	613.52
℄ Brg. N. Abut.	256+81.73	-13.00	613.54	613.54
C	256+91.73	-13.00	613.58	613.64
D	257+01.73	-13.00	613.62	613.73
E	257+11.73	-13.00	613.66	613.83
F	257+21.73	-13.00	613.70	613.93
G	257+31.73	-13.00	613.74	613.99
H	257+41.73	-13.00	613.78	614.03
I	257+51.73	-13.00	613.81	614.08
J	257+61.73	-13.00	613.85	614.13
K	257+71.73	-13.00	613.88	614.15
L	257+81.73	-13.00	613.92	614.15
M	257+91.73	-13.00	613.95	614.15
N	258+01.73	-13.00	613.98	614.14
O	258+11.73	-13.00	614.01	614.14
P	258+21.73	-13.00	614.04	614.14
Q	258+31.73	-13.00	614.07	614.13
R	258+41.73	-13.00	614.10	614.13
℄ Brg. Pier 1	258+50.36	-13.00	614.12	614.12
S	258+60.36	-13.00	614.15	614.15
T	258+70.36	-13.00	614.17	614.18
U	258+80.36	-13.00	614.19	614.20
V	258+90.36	-13.00	614.22	614.23
W	259+00.36	-13.00	614.24	614.26
X	259+10.36	-13.00	614.26	614.29
Y	259+20.36	-13.00	614.28	614.32
Z	259+30.36	-13.00	614.30	614.35

GIRDER 2 (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
A1	259+40.36	-13.00	614.32	614.38
B1	259+50.36	-13.00	614.33	614.39
C1	259+60.36	-13.00	614.35	614.40
D1	259+70.36	-13.00	614.36	614.40
E1	259+80.36	-13.00	614.38	614.41
F1	259+90.36	-13.00	614.39	614.42
G1	260+00.36	-13.00	614.40	614.42
H1	260+10.36	-13.00	614.41	614.42
I1	260+20.36	-13.00	614.42	614.43
℄ Brg. Pier 2	260+30.36	-13.00	614.43	614.43
J1	260+40.36	-13.00	614.44	614.46
K1	260+50.36	-13.00	614.44	614.49
L1	260+60.36	-13.00	614.45	614.52
M1	260+70.36	-13.00	614.45	614.55
N1	260+80.36	-13.00	614.46	614.57
O1	260+90.36	-13.00	614.46	614.59
P1	261+00.36	-13.00	614.46	614.61
Q1	261+10.36	-13.00	614.46	614.63
R1	261+20.36	-13.00	614.46	614.65
S1	261+30.36	-13.00	614.46	614.63
T1	261+40.36	-13.00	614.46	614.61
U1	261+50.36	-13.00	614.45	614.59
V1	261+60.36	-13.00	614.45	614.57
W1	261+70.36	-13.00	614.44	614.54
X1	261+80.36	-13.00	614.44	614.51
Y1	261+90.36	-13.00	614.43	614.48
Z1	262+00.36	-13.00	614.42	614.45
℄ Brg. Pier 3	262+10.36	-13.00	614.41	614.41
A2	262+20.36	-13.00	614.40	614.41
B2	262+30.36	-13.00	614.39	614.40
C2	262+40.36	-13.00	614.38	614.40
D2	262+50.36	-13.00	614.37	614.39
E2	262+60.36	-13.00	614.35	614.39
F2	262+70.36	-13.00	614.34	614.38
G2	262+80.36	-13.00	614.32	614.37
H2	262+90.36	-13.00	614.30	614.36
I2	263+00.36	-13.00	614.28	614.35
J2	263+10.36	-13.00	614.26	614.32
K2	263+20.36	-13.00	614.24	614.29
L2	263+30.36	-13.00	614.22	614.25
M2	263+40.36	-13.00	614.20	614.22
N2	263+50.36	-13.00	614.18	614.19
O2	263+60.36	-13.00	614.15	614.16
P2	263+70.36	-13.00	614.13	614.13
Q2	263+80.36	-13.00	614.10	614.10
℄ Brg. Pier 4	263+90.36	-13.00	614.07	614.07
R2	264+00.36	-13.00	614.04	614.08
S2	264+10.36	-13.00	614.02	614.08
T2	264+20.36	-13.00	613.98	614.08
U2	264+30.36	-13.00	613.95	614.09
V2	264+40.36	-13.00	613.92	614.09
W2	264+50.36	-13.00	613.89	614.09
X2	264+60.36	-13.00	613.85	614.09
Y2	264+70.36	-13.00	613.82	614.09
Z2	264+80.36	-13.00	613.78	614.06
A3	264+90.36	-13.00	613.74	614.01
B3	265+00.36	-13.00	613.71	613.96
C3	265+10.36	-13.00	613.67	613.91
D3	265+20.36	-13.00	613.63	613.84
E3	265+30.36	-13.00	613.58	613.75
F3	265+40.36	-13.00	613.54	613.65
G3	265+50.36	-13.00	613.50	613.55
℄ Brg. S. Abut.	265+58.98	-13.00	613.46	613.46
Bk. S. Abut.	265+63.52	-13.00	613.44	613.44

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

EXAMINED
ACTING ENGINEER OF BRIDGE DESIGN
PASSED
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013
REVISED ___
REVISED ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 046 – 0135 (NB)
SHEET NO. 5 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	45
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+72.24	-5.67	613.62	613.62
℄ Brg. N. Abut.	256+76.78	-5.67	613.64	613.64
C	256+86.78	-5.67	613.68	613.74
D	256+96.78	-5.67	613.72	613.83
E	257+06.78	-5.67	613.76	613.93
F	257+16.78	-5.67	613.80	614.03
G	257+26.78	-5.67	613.84	614.09
H	257+36.78	-5.67	613.88	614.14
I	257+46.78	-5.67	613.92	614.18
J	257+56.78	-5.67	613.95	614.23
K	257+66.78	-5.67	613.99	614.25
L	257+76.78	-5.67	614.02	614.25
M	257+86.78	-5.67	614.05	614.25
N	257+96.78	-5.67	614.09	614.25
O	258+06.78	-5.67	614.12	614.25
P	258+16.78	-5.67	614.15	614.24
Q	258+26.78	-5.67	614.18	614.24
R	258+36.78	-5.67	614.20	614.23
℄ Brg. Pier 1	258+45.41	-5.67	614.23	614.23
S	258+55.41	-5.67	614.25	614.26
T	258+65.41	-5.67	614.28	614.28
U	258+75.41	-5.67	614.30	614.31
V	258+85.41	-5.67	614.33	614.34
W	258+95.41	-5.67	614.35	614.37
X	259+05.41	-5.67	614.37	614.40
Y	259+15.41	-5.67	614.39	614.43
Z	259+25.41	-5.67	614.41	614.46
A1	259+35.41	-5.67	614.43	614.49
B1	259+45.41	-5.67	614.44	614.50
C1	259+55.41	-5.67	614.46	614.51
D1	259+65.41	-5.67	614.47	614.52
E1	259+75.41	-5.67	614.49	614.52
F1	259+85.41	-5.67	614.50	614.53
G1	259+95.41	-5.67	614.51	614.53
H1	260+05.41	-5.67	614.53	614.54
I1	260+15.41	-5.67	614.54	614.54
℄ Brg. Pier 2	260+25.41	-5.67	614.54	614.54
J1	260+35.41	-5.67	614.55	614.58
K1	260+45.41	-5.67	614.56	614.61
L1	260+55.41	-5.67	614.57	614.64
M1	260+65.41	-5.67	614.57	614.67
N1	260+75.41	-5.67	614.57	614.69
O1	260+85.41	-5.67	614.58	614.71
P1	260+95.41	-5.67	614.58	614.73
Q1	261+05.41	-5.67	614.58	614.75
R1	261+15.41	-5.67	614.58	614.77
S1	261+25.41	-5.67	614.58	614.75
T1	261+35.41	-5.67	614.58	614.73
U1	261+45.41	-5.67	614.58	614.71
V1	261+55.41	-5.67	614.57	614.69
W1	261+65.41	-5.67	614.57	614.66
X1	261+75.41	-5.67	614.56	614.63
Y1	261+85.41	-5.67	614.55	614.60
Z1	261+95.41	-5.67	614.55	614.57
℄ Brg. Pier 3	262+05.41	-5.67	614.54	614.54
A2	262+15.41	-5.67	614.53	614.53
B2	262+25.41	-5.67	614.52	614.53
C2	262+35.41	-5.67	614.50	614.53
D2	262+45.41	-5.67	614.49	614.52
E2	262+55.41	-5.67	614.48	614.51
F2	262+65.41	-5.67	614.46	614.51
G2	262+75.41	-5.67	614.45	614.50
H2	262+85.41	-5.67	614.43	614.49
I2	262+95.41	-5.67	614.41	614.48

GIRDER 3 (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
J2	263+05.41	-5.67	614.39	614.45
K2	263+15.41	-5.67	614.37	614.42
L2	263+25.41	-5.67	614.35	614.38
M2	263+35.41	-5.67	614.33	614.35
N2	263+45.41	-5.67	614.31	614.32
O2	263+55.41	-5.67	614.28	614.29
P2	263+65.41	-5.67	614.26	614.27
Q2	263+75.41	-5.67	614.23	614.24
℄ Brg. Pier 4	263+85.41	-5.67	614.21	614.21
R2	263+95.41	-5.67	614.18	614.21
S2	264+05.41	-5.67	614.15	614.22
T2	264+15.41	-5.67	614.12	614.22
U2	264+25.41	-5.67	614.09	614.22
V2	264+35.41	-5.67	614.06	614.22
W2	264+45.41	-5.67	614.02	614.22
X2	264+55.41	-5.67	613.99	614.22
Y2	264+65.41	-5.67	613.96	614.22
Z2	264+75.41	-5.67	613.92	614.20
A3	264+85.41	-5.67	613.88	614.15
B3	264+95.41	-5.67	613.84	614.10
C3	265+05.41	-5.67	613.81	614.05
D3	265+15.41	-5.67	613.77	613.98
E3	265+25.41	-5.67	613.73	613.89
F3	265+35.41	-5.67	613.68	613.79
G3	265+45.41	-5.67	613.64	613.69
℄ Brg. S. Abut.	265+54.03	-5.67	613.60	613.60
Bk. S. Abut.	265+58.58	-5.67	613.58	613.58

℄ NB ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+68.42	0.00	613.69	613.69
℄ Brg. N. Abut.	256+72.96	0.00	613.71	613.71
C	256+82.96	0.00	613.75	613.81
D	256+92.96	0.00	613.79	613.91
E	257+02.96	0.00	613.84	614.00
F	257+12.96	0.00	613.88	614.10
G	257+22.96	0.00	613.91	614.16
H	257+32.96	0.00	613.95	614.21
I	257+42.96	0.00	613.99	614.26
J	257+52.96	0.00	614.03	614.30
K	257+62.96	0.00	614.06	614.33
L	257+72.96	0.00	614.10	614.33
M	257+82.96	0.00	614.13	614.33
N	257+92.96	0.00	614.16	614.32
O	258+02.96	0.00	614.19	614.32
P	258+12.96	0.00	614.22	614.32
Q	258+22.96	0.00	614.25	614.32
R	258+32.96	0.00	614.28	614.31
℄ Brg. Pier 1	258+41.59	0.00	614.31	614.31
S	258+51.59	0.00	614.33	614.34
T	258+61.59	0.00	614.36	614.36
U	258+71.59	0.00	614.38	614.39
V	258+81.59	0.00	614.41	614.42
W	258+91.59	0.00	614.43	614.45
X	259+01.59	0.00	614.45	614.48
Y	259+11.59	0.00	614.47	614.51
Z	259+21.59	0.00	614.49	614.54

℄ NB ROADWAY & PG (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
A1	259+31.59	0.00	614.51	614.57
B1	259+41.59	0.00	614.53	614.58
C1	259+51.59	0.00	614.54	614.59
D1	259+61.59	0.00	614.56	614.60
E1	259+71.59	0.00	614.57	614.61
F1	259+81.59	0.00	614.59	614.61
G1	259+91.59	0.00	614.60	614.62
H1	260+01.59	0.00	614.61	614.62
I1	260+11.59	0.00	614.62	614.63
℄ Brg. Pier 2	260+21.59	0.00	614.63	614.63
J1	260+31.59	0.00	614.64	614.66
K1	260+41.59	0.00	614.65	614.69
L1	260+51.59	0.00	614.65	614.72
M1	260+61.59	0.00	614.66	614.75
N1	260+71.59	0.00	614.66	614.78
O1	260+81.59	0.00	614.67	614.80
P1	260+91.59	0.00	614.67	614.82
Q1	261+01.59	0.00	614.67	614.84
R1	261+11.59	0.00	614.67	614.86
S1	261+21.59	0.00	614.67	614.84
T1	261+31.59	0.00	614.67	614.82
U1	261+41.59	0.00	614.67	614.80
V1	261+51.59	0.00	614.66	614.78
W1	261+61.59	0.00	614.66	614.75
X1	261+71.59	0.00	614.65	614.72
Y1	261+81.59	0.00	614.65	614.69
Z1	261+91.59	0.00	614.64	614.66
℄ Brg. Pier 3	262+01.59	0.00	614.63	614.63
A2	262+11.59	0.00	614.62	614.63
B2	262+21.59	0.00	614.61	614.62
C2	262+31.59	0.00	614.60	614.62
D2	262+41.59	0.00	614.59	614.61
E2	262+51.59	0.00	614.57	614.61
F2	262+61.59	0.00	614.56	614.60
G2	262+71.59	0.00	614.54	614.59
H2	262+81.59	0.00	614.53	614.58
I2	262+91.59	0.00	614.51	614.57
J2	263+01.59	0.00	614.49	614.54
K2	263+11.59	0.00	614.47	614.51
L2	263+21.59	0.00	614.45	614.48
M2	263+31.59	0.00	614.43	614.45
N2	263+41.59	0.00	614.41	614.42
O2	263+51.59	0.00	614.38	614.39
P2	263+61.59	0.00	614.36	614.36
Q2	263+71.59	0.00	614.33	614.34
℄ Brg. Pier 4	263+81.59	0.00	614.31	614.31
R2	263+91.59	0.00	614.28	614.31
S2	264+01.59	0.00	614.25	614.32
T2	264+11.59	0.00	614.22	614.32
U2	264+21.59	0.00	614.19	614.32
V2	264+31.59	0.00	614.16	614.32
W2	264+41.59	0.00	614.13	614.33
X2	264+51.59	0.00	614.09	614.33
Y2	264+61.59	0.00	614.06	614.33
Z2	264+71.59	0.00	614.02	614.30
A3	264+81.59	0.00	613.99	614.25
B3	264+91.59	0.00	613.95	614.20
C3	265+01.59	0.00	613.91	614.15
D3	265+11.59	0.00	613.87	614.09
E3	265+21.59	0.00	613.83	613.99
F3	265+31.59	0.00	613.79	613.89
G3	265+41.59	0.00	613.75	613.79
℄ Brg. S. Abut.	265+50.21	0.00	613.71	613.71
Bk. S. Abut.	265+54.75	0.00	613.69	613.69

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

EXAMINED — ACTING ENGINEER OF BRIDGE DESIGN

PASSED — ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013

REVISED ___

REVISED ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 046 – 0135 (NB)

SHEET NO. 6 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	46
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+67.30	1.67	613.66	613.66
℄ Brg. N. Abut.	256+71.84	1.67	613.68	613.68
C	256+81.84	1.67	613.72	613.78
D	256+91.84	1.67	613.76	613.88
E	257+01.84	1.67	613.80	613.97
F	257+11.84	1.67	613.84	614.07
G	257+21.84	1.67	613.88	614.13
H	257+31.84	1.67	613.92	614.18
I	257+41.84	1.67	613.96	614.23
J	257+51.84	1.67	614.00	614.27
K	257+61.84	1.67	614.03	614.30
L	257+71.84	1.67	614.07	614.30
M	257+81.84	1.67	614.10	614.30
N	257+91.84	1.67	614.13	614.29
O	258+01.84	1.67	614.16	614.29
P	258+11.84	1.67	614.19	614.29
Q	258+21.84	1.67	614.22	614.29
R	258+31.84	1.67	614.25	614.28
℄ Brg. Pier 1	258+40.46	1.67	614.28	614.28
S	258+50.46	1.67	614.30	614.31
T	258+60.46	1.67	614.33	614.34
U	258+70.46	1.67	614.35	614.36
V	258+80.46	1.67	614.38	614.39
W	258+90.46	1.67	614.40	614.42
X	259+00.46	1.67	614.42	614.45
Y	259+10.46	1.67	614.44	614.49
Z	259+20.46	1.67	614.46	614.52
A1	259+30.46	1.67	614.48	614.55
B1	259+40.46	1.67	614.50	614.56
C1	259+50.46	1.67	614.51	614.56
D1	259+60.46	1.67	614.53	614.57
E1	259+70.46	1.67	614.54	614.58
F1	259+80.46	1.67	614.56	614.59
G1	259+90.46	1.67	614.57	614.59
H1	260+00.46	1.67	614.58	614.60
I1	260+10.46	1.67	614.59	614.60
℄ Brg. Pier 2	260+20.46	1.67	614.60	614.60
J1	260+30.46	1.67	614.61	614.63
K1	260+40.46	1.67	614.62	614.67
L1	260+50.46	1.67	614.63	614.70
M1	260+60.46	1.67	614.63	614.73
N1	260+70.46	1.67	614.64	614.75
O1	260+80.46	1.67	614.64	614.77
P1	260+90.46	1.67	614.64	614.79
Q1	261+00.46	1.67	614.64	614.81
R1	261+10.46	1.67	614.64	614.83
S1	261+20.46	1.67	614.64	614.81
T1	261+30.46	1.67	614.64	614.79
U1	261+40.46	1.67	614.64	614.77
V1	261+50.46	1.67	614.64	614.75
W1	261+60.46	1.67	614.63	614.73
X1	261+70.46	1.67	614.63	614.70
Y1	261+80.46	1.67	614.62	614.67
Z1	261+90.46	1.67	614.61	614.64
℄ Brg. Pier 3	262+00.46	1.67	614.60	614.60
A2	262+10.46	1.67	614.60	614.60
B2	262+20.46	1.67	614.58	614.60
C2	262+30.46	1.67	614.57	614.59
D2	262+40.46	1.67	614.56	614.59
E2	262+50.46	1.67	614.55	614.58
F2	262+60.46	1.67	614.53	614.58
G2	262+70.46	1.67	614.52	614.57
H2	262+80.46	1.67	614.50	614.56
I2	262+90.46	1.67	614.48	614.55

GIRDER 4 (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
J2	263+00.46	1.67	614.47	614.52
K2	263+10.46	1.67	614.45	614.49
L2	263+20.46	1.67	614.43	614.46
M2	263+30.46	1.67	614.40	614.42
N2	263+40.46	1.67	614.38	614.39
O2	263+50.46	1.67	614.36	614.37
P2	263+60.46	1.67	614.33	614.34
Q2	263+70.46	1.67	614.31	614.31
℄ Brg. Pier 4	263+80.46	1.67	614.28	614.28
R2	263+90.46	1.67	614.26	614.29
S2	264+00.46	1.67	614.23	614.29
T2	264+10.46	1.67	614.20	614.30
U2	264+20.46	1.67	614.17	614.30
V2	264+30.46	1.67	614.14	614.30
W2	264+40.46	1.67	614.10	614.30
X2	264+50.46	1.67	614.07	614.30
Y2	264+60.46	1.67	614.04	614.30
Z2	264+70.46	1.67	614.00	614.28
A3	264+80.46	1.67	613.96	614.23
B3	264+90.46	1.67	613.93	614.18
C3	265+00.46	1.67	613.89	614.13
D3	265+10.46	1.67	613.85	614.07
E3	265+20.46	1.67	613.81	613.97
F3	265+30.46	1.67	613.77	613.87
G3	265+40.46	1.67	613.72	613.77
℄ Brg. S. Abut.	265+49.09	1.67	613.69	613.69
Bk. S. Abut.	265+53.63	1.67	613.67	613.67

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+62.35	9.00	613.52	613.52
℄ Brg. N. Abut.	256+66.89	9.00	613.54	613.54
C	256+76.89	9.00	613.58	613.64
D	256+86.89	9.00	613.63	613.74
E	256+96.89	9.00	613.67	613.84
F	257+06.89	9.00	613.71	613.94
G	257+16.89	9.00	613.75	614.00
H	257+26.89	9.00	613.79	614.05
I	257+36.89	9.00	613.83	614.09
J	257+46.89	9.00	613.86	614.14
K	257+56.89	9.00	613.90	614.16
L	257+66.89	9.00	613.94	614.16
M	257+76.89	9.00	613.97	614.16
N	257+86.89	9.00	614.00	614.16
O	257+96.89	9.00	614.03	614.16
P	258+06.89	9.00	614.07	614.16
Q	258+16.89	9.00	614.10	614.16
R	258+26.89	9.00	614.12	614.15
℄ Brg. Pier 1	258+35.52	9.00	614.15	614.15
S	258+45.52	9.00	614.18	614.18
T	258+55.52	9.00	614.20	614.21
U	258+65.52	9.00	614.23	614.24
V	258+75.52	9.00	614.25	614.26
W	258+85.52	9.00	614.27	614.29
X	258+95.52	9.00	614.30	614.33
Y	259+05.52	9.00	614.32	614.36
Z	259+15.52	9.00	614.34	614.39

GIRDER 5 (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
A1	259+25.52	9.00	614.36	614.42
B1	259+35.52	9.00	614.37	614.43
C1	259+45.52	9.00	614.39	614.44
D1	259+55.52	9.00	614.41	614.45
E1	259+65.52	9.00	614.42	614.46
F1	259+75.52	9.00	614.44	614.46
G1	259+85.52	9.00	614.45	614.47
H1	259+95.52	9.00	614.46	614.48
I1	260+05.52	9.00	614.47	614.48
℄ Brg. Pier 2	260+15.52	9.00	614.48	614.48
J1	260+25.52	9.00	614.49	614.52
K1	260+35.52	9.00	614.50	614.55
L1	260+45.52	9.00	614.51	614.58
M1	260+55.52	9.00	614.51	614.61
N1	260+65.52	9.00	614.52	614.64
O1	260+75.52	9.00	614.52	614.66
P1	260+85.52	9.00	614.53	614.68
Q1	260+95.52	9.00	614.53	614.70
R1	261+05.52	9.00	614.53	614.72
S1	261+15.52	9.00	614.53	614.70
T1	261+25.52	9.00	614.53	614.68
U1	261+35.52	9.00	614.53	614.66
V1	261+45.52	9.00	614.52	614.64
W1	261+55.52	9.00	614.52	614.62
X1	261+65.52	9.00	614.51	614.59
Y1	261+75.52	9.00	614.51	614.56
Z1	261+85.52	9.00	614.50	614.53
℄ Brg. Pier 3	261+95.52	9.00	614.49	614.49
A2	262+05.52	9.00	614.49	614.49
B2	262+15.52	9.00	614.48	614.49
C2	262+25.52	9.00	614.46	614.48
D2	262+35.52	9.00	614.45	614.48
E2	262+45.52	9.00	614.44	614.47
F2	262+55.52	9.00	614.43	614.47
G2	262+65.52	9.00	614.41	614.46
H2	262+75.52	9.00	614.39	614.45
I2	262+85.52	9.00	614.38	614.44
J2	262+95.52	9.00	614.36	614.42
K2	263+05.52	9.00	614.34	614.38
L2	263+15.52	9.00	614.32	614.35
M2	263+25.52	9.00	614.30	614.32
N2	263+35.52	9.00	614.28	614.29
O2	263+45.52	9.00	614.26	614.27
P2	263+55.52	9.00	614.23	614.24
Q2	263+65.52	9.00	614.21	614.21
℄ Brg. Pier 4	263+75.52	9.00	614.18	614.18
R2	263+85.52	9.00	614.15	614.19
S2	263+95.52	9.00	614.13	614.19
T2	264+05.52	9.00	614.10	614.20
U2	264+15.52	9.00	614.07	614.20
V2	264+25.52	9.00	614.04	614.20
W2	264+35.52	9.00	614.00	614.20
X2	264+45.52	9.00	613.97	614.21
Y2	264+55.52	9.00	613.94	614.21
Z2	264+65.52	9.00	613.90	614.18
A3	264+75.52	9.00	613.87	614.13
B3	264+85.52	9.00	613.83	614.09
C3	264+95.52	9.00	613.79	614.04
D3	265+05.52	9.00	613.75	613.97
E3	265+15.52	9.00	613.71	613.88
F3	265+25.52	9.00	613.67	613.78
G3	265+35.52	9.00	613.63	613.68
℄ Brg. S. Abut.	265+44.14	9.00	613.59	613.59
Bk. S. Abut.	265+48.68	9.00	613.57	613.57

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

EXAMINED
ACTING ENGINEER OF BRIDGE DESIGN
PASSED
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013
REVISED ___
REVISED ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 046 – 0135 (NB)
SHEET NO. 7 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	47
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+57.40	16.33	613.36	613.36
℄ Brg. N. Abut.	256+61.95	16.33	613.38	613.38
C	256+71.95	16.33	613.43	613.48
D	256+81.95	16.33	613.47	613.58
E	256+91.95	16.33	613.51	613.68
F	257+01.95	16.33	613.55	613.78
G	257+11.95	16.33	613.59	613.84
H	257+21.95	16.33	613.63	613.89
I	257+31.95	16.33	613.67	613.94
J	257+41.95	16.33	613.71	613.99
K	257+51.95	16.33	613.75	614.01
L	257+61.95	16.33	613.78	614.01
M	257+71.95	16.33	613.82	614.01
N	257+81.95	16.33	613.85	614.01
O	257+91.95	16.33	613.88	614.01
P	258+01.95	16.33	613.91	614.01
Q	258+11.95	16.33	613.94	614.01
R	258+21.95	16.33	613.97	614.00
℄ Brg. Pier 1	258+30.57	16.33	614.00	614.00
S	258+40.57	16.33	614.03	614.03
T	258+50.57	16.33	614.05	614.06
U	258+60.57	16.33	614.08	614.09
V	258+70.57	16.33	614.10	614.11
W	258+80.57	16.33	614.13	614.15
X	258+90.57	16.33	614.15	614.18
Y	259+00.57	16.33	614.17	614.21
Z	259+10.57	16.33	614.19	614.25
A1	259+20.57	16.33	614.21	614.28
B1	259+30.57	16.33	614.23	614.29
C1	259+40.57	16.33	614.25	614.30
D1	259+50.57	16.33	614.26	614.31
E1	259+60.57	16.33	614.28	614.31
F1	259+70.57	16.33	614.29	614.32
G1	259+80.57	16.33	614.31	614.33
H1	259+90.57	16.33	614.32	614.33
I1	260+00.57	16.33	614.33	614.34
℄ Brg. Pier 2	260+10.57	16.33	614.34	614.34
J1	260+20.57	16.33	614.35	614.37
K1	260+30.57	16.33	614.36	614.41
L1	260+40.57	16.33	614.37	614.44
M1	260+50.57	16.33	614.37	614.47
N1	260+60.57	16.33	614.38	614.50
O1	260+70.57	16.33	614.38	614.52
P1	260+80.57	16.33	614.39	614.54
Q1	260+90.57	16.33	614.39	614.56
R1	261+00.57	16.33	614.39	614.58
S1	261+10.57	16.33	614.39	614.56
T1	261+20.57	16.33	614.39	614.54
U1	261+30.57	16.33	614.39	614.52
V1	261+40.57	16.33	614.39	614.50
W1	261+50.57	16.33	614.38	614.48
X1	261+60.57	16.33	614.38	614.45
Y1	261+70.57	16.33	614.37	614.42
Z1	261+80.57	16.33	614.37	614.39
℄ Brg. Pier 3	261+90.57	16.33	614.36	614.36
A2	262+00.57	16.33	614.35	614.36
B2	262+10.57	16.33	614.34	614.36
C2	262+20.57	16.33	614.33	614.35
D2	262+30.57	16.33	614.32	614.35
E2	262+40.57	16.33	614.31	614.34
F2	262+50.57	16.33	614.30	614.34
G2	262+60.57	16.33	614.28	614.33
H2	262+70.57	16.33	614.27	614.32
I2	262+80.57	16.33	614.25	614.32

GIRDER 6 (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
J2	262+90.57	16.33	614.23	614.29
K2	263+00.57	16.33	614.21	614.26
L2	263+10.57	16.33	614.19	614.23
M2	263+20.57	16.33	614.17	614.19
N2	263+30.57	16.33	614.15	614.17
O2	263+40.57	16.33	614.13	614.14
P2	263+50.57	16.33	614.11	614.11
Q2	263+60.57	16.33	614.08	614.09
℄ Brg. Pier 4	263+70.57	16.33	614.06	614.06
R2	263+80.57	16.33	614.03	614.06
S2	263+90.57	16.33	614.00	614.07
T2	264+00.57	16.33	613.97	614.07
U2	264+10.57	16.33	613.95	614.08
V2	264+20.57	16.33	613.91	614.08
W2	264+30.57	16.33	613.88	614.08
X2	264+40.57	16.33	613.85	614.09
Y2	264+50.57	16.33	613.82	614.09
Z2	264+60.57	16.33	613.78	614.06
A3	264+70.57	16.33	613.75	614.01
B3	264+80.57	16.33	613.71	613.97
C3	264+90.57	16.33	613.67	613.92
D3	265+00.57	16.33	613.64	613.85
E3	265+10.57	16.33	613.60	613.76
F3	265+20.57	16.33	613.56	613.66
G3	265+30.57	16.33	613.51	613.56
℄ Brg. S. Abut.	265+39.20	16.33	613.48	613.48
Bk. S. Abut.	265+43.74	16.33	613.46	613.46

DESIGNED -	DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013
CHECKED -	JUSTIN T. BELUE		REVISED ___
DRAWN -	MICHAEL B. MOSSMAN	PASSED	REVISED ___
CHECKED -	J.T.B. / D.H.R.		

ACTING ENGINEER OF BRIDGE DESIGN

ACTING ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 046 – 0135 (NB)

SHEET NO. 8 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	48
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+36.28	-16.33	613.46	613.46
℄ Brg. N. Abut.	256+40.82	-16.33	613.48	613.48
C	256+50.82	-16.33	613.52	613.58
D	256+60.82	-16.33	613.56	613.67
E	256+70.82	-16.33	613.60	613.77
F	256+80.82	-16.33	613.64	613.87
G	256+90.82	-16.33	613.68	613.93
H	257+00.82	-16.33	613.72	613.97
I	257+10.82	-16.33	613.75	614.02
J	257+20.82	-16.33	613.79	614.07
K	257+30.82	-16.33	613.82	614.09
L	257+40.82	-16.33	613.86	614.08
M	257+50.82	-16.33	613.89	614.08
N	257+60.82	-16.33	613.92	614.08
O	257+70.82	-16.33	613.95	614.08
P	257+80.82	-16.33	613.98	614.07
Q	257+90.82	-16.33	614.01	614.07
R	258+00.82	-16.33	614.03	614.06
℄ Brg. Pier 1	258+09.44	-16.33	614.06	614.06
S	258+19.44	-16.33	614.08	614.09
T	258+29.44	-16.33	614.11	614.11
U	258+39.44	-16.33	614.13	614.14
V	258+49.44	-16.33	614.15	614.17
W	258+59.44	-16.33	614.17	614.19
X	258+69.44	-16.33	614.19	614.23
Y	258+79.44	-16.33	614.21	614.26
Z	258+89.44	-16.33	614.23	614.29
A1	258+99.44	-16.33	614.25	614.32
B1	259+09.44	-16.33	614.27	614.32
C1	259+19.44	-16.33	614.28	614.33
D1	259+29.44	-16.33	614.30	614.34
E1	259+39.44	-16.33	614.31	614.34
F1	259+49.44	-16.33	614.32	614.35
G1	259+59.44	-16.33	614.33	614.35
H1	259+69.44	-16.33	614.34	614.36
I1	259+79.44	-16.33	614.35	614.36
℄ Brg. Pier 2	259+89.44	-16.33	614.36	614.36
J1	259+99.44	-16.33	614.37	614.39
K1	260+09.44	-16.33	614.37	614.42
L1	260+19.44	-16.33	614.38	614.45
M1	260+29.44	-16.33	614.38	614.48
N1	260+39.44	-16.33	614.39	614.50
O1	260+49.44	-16.33	614.39	614.52
P1	260+59.44	-16.33	614.39	614.54
Q1	260+69.44	-16.33	614.39	614.56
R1	260+79.44	-16.33	614.39	614.58
S1	260+89.44	-16.33	614.39	614.56
T1	260+99.44	-16.33	614.39	614.54
U1	261+09.44	-16.33	614.38	614.52
V1	261+19.44	-16.33	614.38	614.50
W1	261+29.44	-16.33	614.37	614.47
X1	261+39.44	-16.33	614.37	614.44
Y1	261+49.44	-16.33	614.36	614.41
Z1	261+59.44	-16.33	614.35	614.37
℄ Brg. Pier 3	261+69.44	-16.33	614.34	614.34
A2	261+79.44	-16.33	614.33	614.34
B2	261+89.44	-16.33	614.32	614.33
C2	261+99.44	-16.33	614.31	614.33
D2	262+09.44	-16.33	614.29	614.32
E2	262+19.44	-16.33	614.28	614.31
F2	262+29.44	-16.33	614.26	614.31
G2	262+39.44	-16.33	614.25	614.30
H2	262+49.44	-16.33	614.23	614.29
I2	262+59.44	-16.33	614.21	614.28

GIRDER 7 (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
J2	262+69.44	-16.33	614.19	614.25
K2	262+79.44	-16.33	614.17	614.21
L2	262+89.44	-16.33	614.15	614.18
M2	262+99.44	-16.33	614.13	614.15
N2	263+09.44	-16.33	614.10	614.11
O2	263+19.44	-16.33	614.08	614.09
P2	263+29.44	-16.33	614.05	614.06
Q2	263+39.44	-16.33	614.03	614.03
℄ Brg. Pier 4	263+49.44	-16.33	614.00	614.00
R2	263+59.44	-16.33	613.97	614.00
S2	263+69.44	-16.33	613.94	614.01
T2	263+79.44	-16.33	613.91	614.01
U2	263+89.44	-16.33	613.88	614.01
V2	263+99.44	-16.33	613.84	614.01
W2	264+09.44	-16.33	613.81	614.01
X2	264+19.44	-16.33	613.78	614.01
Y2	264+29.44	-16.33	613.74	614.01
Z2	264+39.44	-16.33	613.70	613.98
A3	264+49.44	-16.33	613.67	613.93
B3	264+59.44	-16.33	613.63	613.88
C3	264+69.44	-16.33	613.59	613.83
D3	264+79.44	-16.33	613.55	613.77
E3	264+89.44	-16.33	613.51	613.67
F3	264+99.44	-16.33	613.46	613.57
G3	265+09.44	-16.33	613.42	613.47
℄ Brg. S. Abut.	265+18.07	-16.33	613.38	613.38
Bk. S. Abut.	265+22.61	-16.33	613.36	613.36

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+31.33	-9.00	613.57	613.57
℄ Brg. N. Abut.	256+35.87	-9.00	613.59	613.59
C	256+45.87	-9.00	613.64	613.69
D	256+55.87	-9.00	613.68	613.79
E	256+65.87	-9.00	613.72	613.89
F	256+75.87	-9.00	613.76	613.98
G	256+85.87	-9.00	613.80	614.04
H	256+95.87	-9.00	613.84	614.09
I	257+05.87	-9.00	613.87	614.14
J	257+15.87	-9.00	613.91	614.19
K	257+25.87	-9.00	613.94	614.21
L	257+35.87	-9.00	613.98	614.21
M	257+45.87	-9.00	614.01	614.20
N	257+55.87	-9.00	614.04	614.20
O	257+65.87	-9.00	614.07	614.20
P	257+75.87	-9.00	614.10	614.20
Q	257+85.87	-9.00	614.13	614.19
R	257+95.87	-9.00	614.16	614.19
℄ Brg. Pier 1	258+04.50	-9.00	614.18	614.18
S	258+14.50	-9.00	614.21	614.21
T	258+24.50	-9.00	614.23	614.24
U	258+34.50	-9.00	614.26	614.27
V	258+44.50	-9.00	614.28	614.29
W	258+54.50	-9.00	614.30	614.32
X	258+64.50	-9.00	614.32	614.35
Y	258+74.50	-9.00	614.34	614.38
Z	258+84.50	-9.00	614.36	614.42

GIRDER 8 (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
A1	258+94.50	-9.00	614.38	614.44
B1	259+04.50	-9.00	614.40	614.45
C1	259+14.50	-9.00	614.41	614.46
D1	259+24.50	-9.00	614.43	614.47
E1	259+34.50	-9.00	614.44	614.47
F1	259+44.50	-9.00	614.45	614.48
G1	259+54.50	-9.00	614.46	614.48
H1	259+64.50	-9.00	614.48	614.49
I1	259+74.50	-9.00	614.49	614.49
℄ Brg. Pier 2	259+84.50	-9.00	614.49	614.49
J1	259+94.50	-9.00	614.50	614.53
K1	260+04.50	-9.00	614.51	614.56
L1	260+14.50	-9.00	614.51	614.59
M1	260+24.50	-9.00	614.52	614.62
N1	260+34.50	-9.00	614.52	614.64
O1	260+44.50	-9.00	614.53	614.66
P1	260+54.50	-9.00	614.53	614.68
Q1	260+64.50	-9.00	614.53	614.70
R1	260+74.50	-9.00	614.53	614.72
S1	260+84.50	-9.00	614.53	614.70
T1	260+94.50	-9.00	614.53	614.68
U1	261+04.50	-9.00	614.52	614.66
V1	261+14.50	-9.00	614.52	614.64
W1	261+24.50	-9.00	614.51	614.61
X1	261+34.50	-9.00	614.51	614.58
Y1	261+44.50	-9.00	614.50	614.55
Z1	261+54.50	-9.00	614.49	614.52
℄ Brg. Pier 3	261+64.50	-9.00	614.48	614.48
A2	261+74.50	-9.00	614.47	614.48
B2	261+84.50	-9.00	614.46	614.48
C2	261+94.50	-9.00	614.45	614.47
D2	262+04.50	-9.00	614.44	614.46
E2	262+14.50	-9.00	614.42	614.46
F2	262+24.50	-9.00	614.41	614.45
G2	262+34.50	-9.00	614.39	614.44
H2	262+44.50	-9.00	614.37	614.43
I2	262+54.50	-9.00	614.36	614.42
J2	262+64.50	-9.00	614.34	614.39
K2	262+74.50	-9.00	614.32	614.36
L2	262+84.50	-9.00	614.30	614.33
M2	262+94.50	-9.00	614.27	614.29
N2	263+04.50	-9.00	614.25	614.26
O2	263+14.50	-9.00	614.23	614.24
P2	263+24.50	-9.00	614.20	614.21
Q2	263+34.50	-9.00	614.18	614.18
℄ Brg. Pier 4	263+44.50	-9.00	614.15	614.15
R2	263+54.50	-9.00	614.12	614.15
S2	263+64.50	-9.00	614.09	614.16
T2	263+74.50	-9.00	614.06	614.16
U2	263+84.50	-9.00	614.03	614.16
V2	263+94.50	-9.00	614.00	614.16
W2	264+04.50	-9.00	613.96	614.16
X2	264+14.50	-9.00	613.93	614.16
Y2	264+24.50	-9.00	613.90	614.16
Z2	264+34.50	-9.00	613.86	614.14
A3	264+44.50	-9.00	613.82	614.09
B3	264+54.50	-9.00	613.78	614.04
C3	264+64.50	-9.00	613.74	613.99
D3	264+74.50	-9.00	613.70	613.92
E3	264+84.50	-9.00	613.66	613.83
F3	264+94.50	-9.00	613.62	613.73
G3	265+04.50	-9.00	613.58	613.63
℄ Brg. S. Abut.	265+13.12	-9.00	613.54	613.54
Bk. S. Abut.	265+17.66	-9.00	613.52	613.52

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

EXAMINED
ACTING ENGINEER OF BRIDGE DESIGN
PASSED
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013
REVISED ___
REVISED ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 046 – 0136 (SB)
SHEET NO. 9 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	49
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+26.38	-1.67	613.67	613.67
℄ Brg. N. Abut.	256+30.93	-1.67	613.69	613.69
C	256+40.93	-1.67	613.73	613.79
D	256+50.93	-1.67	613.77	613.89
E	256+60.93	-1.67	613.81	613.98
F	256+70.93	-1.67	613.85	614.08
G	256+80.93	-1.67	613.89	614.14
H	256+90.93	-1.67	613.93	614.19
I	257+00.93	-1.67	613.97	614.24
J	257+10.93	-1.67	614.00	614.28
K	257+20.93	-1.67	614.04	614.30
L	257+30.93	-1.67	614.07	614.30
M	257+40.93	-1.67	614.11	614.30
N	257+50.93	-1.67	614.14	614.30
O	257+60.93	-1.67	614.17	614.30
P	257+70.93	-1.67	614.20	614.30
Q	257+80.93	-1.67	614.23	614.29
R	257+90.93	-1.67	614.26	614.29
℄ Brg. Pier 1	257+99.55	-1.67	614.28	614.28
S	258+09.55	-1.67	614.31	614.31
T	258+19.55	-1.67	614.33	614.34
U	258+29.55	-1.67	614.36	614.37
V	258+39.55	-1.67	614.38	614.39
W	258+49.55	-1.67	614.40	614.42
X	258+59.55	-1.67	614.43	614.46
Y	258+69.55	-1.67	614.45	614.49
Z	258+79.55	-1.67	614.47	614.52
A1	258+89.55	-1.67	614.48	614.55
B1	258+99.55	-1.67	614.50	614.56
C1	259+09.55	-1.67	614.52	614.57
D1	259+19.55	-1.67	614.53	614.58
E1	259+29.55	-1.67	614.55	614.58
F1	259+39.55	-1.67	614.56	614.59
G1	259+49.55	-1.67	614.57	614.59
H1	259+59.55	-1.67	614.58	614.60
I1	259+69.55	-1.67	614.60	614.60
℄ Brg. Pier 2	259+79.55	-1.67	614.60	614.60
J1	259+89.55	-1.67	614.61	614.64
K1	259+99.55	-1.67	614.62	614.67
L1	260+09.55	-1.67	614.63	614.70
M1	260+19.55	-1.67	614.63	614.73
N1	260+29.55	-1.67	614.64	614.75
O1	260+39.55	-1.67	614.64	614.77
P1	260+49.55	-1.67	614.64	614.79
Q1	260+59.55	-1.67	614.64	614.81
R1	260+69.55	-1.67	614.64	614.83
S1	260+79.55	-1.67	614.64	614.81
T1	260+89.55	-1.67	614.64	614.79
U1	260+99.55	-1.67	614.64	614.77
V1	261+09.55	-1.67	614.64	614.75
W1	261+19.55	-1.67	614.63	614.73
X1	261+29.55	-1.67	614.63	614.70
Y1	261+39.55	-1.67	614.62	614.67
Z1	261+49.55	-1.67	614.61	614.63
℄ Brg. Pier 3	261+59.55	-1.67	614.60	614.60
A2	261+69.55	-1.67	614.59	614.60
B2	261+79.55	-1.67	614.58	614.60
C2	261+89.55	-1.67	614.57	614.59
D2	261+99.55	-1.67	614.56	614.59
E2	262+09.55	-1.67	614.54	614.58
F2	262+19.55	-1.67	614.53	614.57
G2	262+29.55	-1.67	614.51	614.56
H2	262+39.55	-1.67	614.50	614.56
I2	262+49.55	-1.67	614.48	614.55

GIRDER 9 (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
J2	262+59.55	-1.67	614.46	614.52
K2	262+69.55	-1.67	614.44	614.48
L2	262+79.55	-1.67	614.42	614.45
M2	262+89.55	-1.67	614.40	614.42
N2	262+99.55	-1.67	614.38	614.39
O2	263+09.55	-1.67	614.35	614.36
P2	263+19.55	-1.67	614.33	614.33
Q2	263+29.55	-1.67	614.30	614.31
℄ Brg. Pier 4	263+39.55	-1.67	614.28	614.28
R2	263+49.55	-1.67	614.25	614.28
S2	263+59.55	-1.67	614.22	614.29
T2	263+69.55	-1.67	614.19	614.29
U2	263+79.55	-1.67	614.16	614.29
V2	263+89.55	-1.67	614.13	614.29
W2	263+99.55	-1.67	614.10	614.30
X2	264+09.55	-1.67	614.06	614.30
Y2	264+19.55	-1.67	614.03	614.30
Z2	264+29.55	-1.67	613.99	614.27
A3	264+39.55	-1.67	613.96	614.22
B3	264+49.55	-1.67	613.92	614.17
C3	264+59.55	-1.67	613.88	614.12
D3	264+69.55	-1.67	613.84	614.06
E3	264+79.55	-1.67	613.80	613.96
F3	264+89.55	-1.67	613.76	613.86
G3	264+99.55	-1.67	613.71	613.76
℄ Brg. S. Abut.	265+08.18	-1.67	613.68	613.68
Bk. S. Abut.	265+12.72	-1.67	613.66	613.66

℄ SB ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+25.26	0.00	613.69	613.69
℄ Brg. N. Abut.	256+29.80	0.00	613.71	613.71
C	256+39.80	0.00	613.75	613.81
D	256+49.80	0.00	613.79	613.91
E	256+59.80	0.00	613.84	614.00
F	256+69.80	0.00	613.88	614.10
G	256+79.80	0.00	613.91	614.16
H	256+89.80	0.00	613.95	614.21
I	256+99.80	0.00	613.99	614.26
J	257+09.80	0.00	614.03	614.30
K	257+19.80	0.00	614.06	614.33
L	257+29.80	0.00	614.10	614.33
M	257+39.80	0.00	614.13	614.33
N	257+49.80	0.00	614.16	614.32
O	257+59.80	0.00	614.19	614.32
P	257+69.80	0.00	614.22	614.32
Q	257+79.80	0.00	614.25	614.32
R	257+89.80	0.00	614.28	614.31
℄ Brg. Pier 1	257+98.43	0.00	614.31	614.31
S	258+08.43	0.00	614.33	614.34
T	258+18.43	0.00	614.36	614.36
U	258+28.43	0.00	614.38	614.39
V	258+38.43	0.00	614.41	614.42
W	258+48.43	0.00	614.43	614.45
X	258+58.43	0.00	614.45	614.48
Y	258+68.43	0.00	614.47	614.51
Z	258+78.43	0.00	614.49	614.54

℄ SB ROADWAY & PG (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
A1	258+88.43	0.00	614.51	614.57
B1	258+98.43	0.00	614.53	614.58
C1	259+08.43	0.00	614.54	614.59
D1	259+18.43	0.00	614.56	614.60
E1	259+28.43	0.00	614.57	614.61
F1	259+38.43	0.00	614.59	614.61
G1	259+48.43	0.00	614.60	614.62
H1	259+58.43	0.00	614.61	614.62
I1	259+68.43	0.00	614.62	614.63
℄ Brg. Pier 2	259+78.43	0.00	614.63	614.63
J1	259+88.43	0.00	614.64	614.66
K1	259+98.43	0.00	614.65	614.69
L1	260+08.43	0.00	614.65	614.72
M1	260+18.43	0.00	614.66	614.75
N1	260+28.43	0.00	614.66	614.78
O1	260+38.43	0.00	614.67	614.80
P1	260+48.43	0.00	614.67	614.82
Q1	260+58.43	0.00	614.67	614.84
R1	260+68.43	0.00	614.67	614.86
S1	260+78.43	0.00	614.67	614.84
T1	260+88.43	0.00	614.67	614.82
U1	260+98.43	0.00	614.67	614.80
V1	261+08.43	0.00	614.66	614.78
W1	261+18.43	0.00	614.66	614.75
X1	261+28.43	0.00	614.65	614.72
Y1	261+38.43	0.00	614.65	614.69
Z1	261+48.43	0.00	614.64	614.66
℄ Brg. Pier 3	261+58.43	0.00	614.63	614.63
A2	261+68.43	0.00	614.62	614.63
B2	261+78.43	0.00	614.61	614.62
C2	261+88.43	0.00	614.60	614.62
D2	261+98.43	0.00	614.59	614.61
E2	262+08.43	0.00	614.57	614.61
F2	262+18.43	0.00	614.56	614.60
G2	262+28.43	0.00	614.54	614.59
H2	262+38.43	0.00	614.53	614.58
I2	262+48.43	0.00	614.51	614.57
J2	262+58.43	0.00	614.49	614.54
K2	262+68.43	0.00	614.47	614.51
L2	262+78.43	0.00	614.45	614.48
M2	262+88.43	0.00	614.43	614.45
N2	262+98.43	0.00	614.41	614.42
O2	263+08.43	0.00	614.38	614.39
P2	263+18.43	0.00	614.36	614.36
Q2	263+28.43	0.00	614.33	614.34
℄ Brg. Pier 4	263+38.43	0.00	614.31	614.31
R2	263+48.43	0.00	614.28	614.31
S2	263+58.43	0.00	614.25	614.32
T2	263+68.43	0.00	614.22	614.32
U2	263+78.43	0.00	614.19	614.32
V2	263+88.43	0.00	614.16	614.32
W2	263+98.43	0.00	614.13	614.33
X2	264+08.43	0.00	614.09	614.33
Y2	264+18.43	0.00	614.06	614.33
Z2	264+28.43	0.00	614.02	614.30
A3	264+38.43	0.00	613.99	614.25
B3	264+48.43	0.00	613.95	614.20
C3	264+58.43	0.00	613.91	614.15
D3	264+68.43	0.00	613.87	614.09
E3	264+78.43	0.00	613.83	613.99
F3	264+88.43	0.00	613.79	613.89
G3	264+98.43	0.00	613.75	613.79
℄ Brg. S. Abut.	265+07.05	0.00	613.71	613.71
Bk. S. Abut.	265+11.59	0.00	613.69	613.69

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

EXAMINED
PASSED
ACTING ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013
REVISED ___
REVISED ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 046 – 0136 (SB)
SHEET NO. 10 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	50
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+21.44	5.67	613.58	613.58
℄ Brg. N. Abut.	256+25.98	5.67	613.60	613.60
C	256+35.98	5.67	613.65	613.70
D	256+45.98	5.67	613.69	613.80
E	256+55.98	5.67	613.73	613.90
F	256+65.98	5.67	613.77	614.00
G	256+75.98	5.67	613.81	614.06
H	256+85.98	5.67	613.85	614.11
I	256+95.98	5.67	613.89	614.16
J	257+05.98	5.67	613.92	614.20
K	257+15.98	5.67	613.96	614.22
L	257+25.98	5.67	614.00	614.22
M	257+35.98	5.67	614.03	614.22
N	257+45.98	5.67	614.06	614.22
O	257+55.98	5.67	614.09	614.22
P	257+65.98	5.67	614.12	614.22
Q	257+75.98	5.67	614.15	614.22
R	257+85.98	5.67	614.18	614.21
℄ Brg. Pier 1	257+94.60	5.67	614.21	614.21
S	258+04.60	5.67	614.23	614.24
T	258+14.60	5.67	614.26	614.27
U	258+24.60	5.67	614.28	614.29
V	258+34.60	5.67	614.31	614.32
W	258+44.60	5.67	614.33	614.35
X	258+54.60	5.67	614.35	614.38
Y	258+64.60	5.67	614.37	614.42
Z	258+74.60	5.67	614.39	614.45
A1	258+84.60	5.67	614.41	614.48
B1	258+94.60	5.67	614.43	614.49
C1	259+04.60	5.67	614.45	614.50
D1	259+14.60	5.67	614.46	614.51
E1	259+24.60	5.67	614.48	614.51
F1	259+34.60	5.67	614.49	614.52
G1	259+44.60	5.67	614.50	614.53
H1	259+54.60	5.67	614.52	614.53
I1	259+64.60	5.67	614.53	614.53
℄ Brg. Pier 2	259+74.60	5.67	614.54	614.54
J1	259+84.60	5.67	614.55	614.57
K1	259+94.60	5.67	614.55	614.60
L1	260+04.60	5.67	614.56	614.63
M1	260+14.60	5.67	614.57	614.66
N1	260+24.60	5.67	614.57	614.69
O1	260+34.60	5.67	614.58	614.71
P1	260+44.60	5.67	614.58	614.73
Q1	260+54.60	5.67	614.58	614.75
R1	260+64.60	5.67	614.58	614.77
S1	260+74.60	5.67	614.58	614.75
T1	260+84.60	5.67	614.58	614.73
U1	260+94.60	5.67	614.58	614.71
V1	261+04.60	5.67	614.57	614.69
W1	261+14.60	5.67	614.57	614.67
X1	261+24.60	5.67	614.57	614.64
Y1	261+34.60	5.67	614.56	614.61
Z1	261+44.60	5.67	614.55	614.58
℄ Brg. Pier 3	261+54.60	5.67	614.54	614.54
A2	261+64.60	5.67	614.54	614.54
B2	261+74.60	5.67	614.53	614.54
C2	261+84.60	5.67	614.51	614.53
D2	261+94.60	5.67	614.50	614.53
E2	262+04.60	5.67	614.49	614.52
F2	262+14.60	5.67	614.47	614.52
G2	262+24.60	5.67	614.46	614.51
H2	262+34.60	5.67	614.44	614.50
I2	262+44.60	5.67	614.43	614.49

GIRDER 10 (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
J2	262+54.60	5.67	614.41	614.46
K2	262+64.60	5.67	614.39	614.43
L2	262+74.60	5.67	614.37	614.40
M2	262+84.60	5.67	614.35	614.37
N2	262+94.60	5.67	614.33	614.34
O2	263+04.60	5.67	614.30	614.31
P2	263+14.60	5.67	614.28	614.28
Q2	263+24.60	5.67	614.25	614.26
℄ Brg. Pier 4	263+34.60	5.67	614.23	614.23
R2	263+44.60	5.67	614.20	614.23
S2	263+54.60	5.67	614.17	614.24
T2	263+64.60	5.67	614.14	614.24
U2	263+74.60	5.67	614.11	614.25
V2	263+84.60	5.67	614.08	614.25
W2	263+94.60	5.67	614.05	614.25
X2	264+04.60	5.67	614.02	614.25
Y2	264+14.60	5.67	613.98	614.25
Z2	264+24.60	5.67	613.95	614.22
A3	264+34.60	5.67	613.91	614.18
B3	264+44.60	5.67	613.87	614.13
C3	264+54.60	5.67	613.84	614.08
D3	264+64.60	5.67	613.80	614.01
E3	264+74.60	5.67	613.76	613.92
F3	264+84.60	5.67	613.72	613.82
G3	264+94.60	5.67	613.67	613.72
℄ Brg. S. Abut.	265+03.23	5.67	613.64	613.64
Bk. S. Abut.	265+07.77	5.67	613.62	613.62

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+16.49	13.00	613.44	613.44
℄ Brg. N. Abut.	256+21.03	13.00	613.46	613.46
C	256+31.03	13.00	613.51	613.56
D	256+41.03	13.00	613.55	613.66
E	256+51.03	13.00	613.59	613.76
F	256+61.03	13.00	613.63	613.86
G	256+71.03	13.00	613.67	613.92
H	256+81.03	13.00	613.71	613.97
I	256+91.03	13.00	613.75	614.02
J	257+01.03	13.00	613.79	614.06
K	257+11.03	13.00	613.82	614.09
L	257+21.03	13.00	613.86	614.09
M	257+31.03	13.00	613.89	614.09
N	257+41.03	13.00	613.93	614.09
O	257+51.03	13.00	613.96	614.09
P	257+61.03	13.00	613.99	614.08
Q	257+71.03	13.00	614.02	614.08
R	257+81.03	13.00	614.05	614.08
℄ Brg. Pier 1	257+89.66	13.00	614.07	614.07
S	257+99.66	13.00	614.10	614.10
T	258+09.66	13.00	614.13	614.13
U	258+19.66	13.00	614.15	614.16
V	258+29.66	13.00	614.18	614.19
W	258+39.66	13.00	614.20	614.22
X	258+49.66	13.00	614.22	614.25
Y	258+59.66	13.00	614.24	614.29
Z	258+69.66	13.00	614.26	614.32

GIRDER 11 (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
A1	258+79.66	13.00	614.28	614.35
B1	258+89.66	13.00	614.30	614.36
C1	258+99.66	13.00	614.32	614.37
D1	259+09.66	13.00	614.34	614.38
E1	259+19.66	13.00	614.35	614.39
F1	259+29.66	13.00	614.37	614.39
G1	259+39.66	13.00	614.38	614.40
H1	259+49.66	13.00	614.39	614.40
I1	259+59.66	13.00	614.40	614.41
℄ Brg. Pier 2	259+69.66	13.00	614.41	614.41
J1	259+79.66	13.00	614.42	614.45
K1	259+89.66	13.00	614.43	614.48
L1	259+99.66	13.00	614.44	614.51
M1	260+09.66	13.00	614.44	614.54
N1	260+19.66	13.00	614.45	614.57
O1	260+29.66	13.00	614.45	614.59
P1	260+39.66	13.00	614.46	614.61
Q1	260+49.66	13.00	614.46	614.63
R1	260+59.66	13.00	614.46	614.65
S1	260+69.66	13.00	614.46	614.63
T1	260+79.66	13.00	614.46	614.61
U1	260+89.66	13.00	614.46	614.59
V1	260+99.66	13.00	614.46	614.57
W1	261+09.66	13.00	614.45	614.55
X1	261+19.66	13.00	614.45	614.52
Y1	261+29.66	13.00	614.44	614.49
Z1	261+39.66	13.00	614.44	614.46
℄ Brg. Pier 3	261+49.66	13.00	614.43	614.43
A2	261+59.66	13.00	614.42	614.43
B2	261+69.66	13.00	614.41	614.42
C2	261+79.66	13.00	614.40	614.42
D2	261+89.66	13.00	614.39	614.42
E2	261+99.66	13.00	614.38	614.41
F2	262+09.66	13.00	614.36	614.40
G2	262+19.66	13.00	614.35	614.40
H2	262+29.66	13.00	614.33	614.39
I2	262+39.66	13.00	614.32	614.38
J2	262+49.66	13.00	614.30	614.35
K2	262+59.66	13.00	614.28	614.32
L2	262+69.66	13.00	614.26	614.29
M2	262+79.66	13.00	614.24	614.26
N2	262+89.66	13.00	614.22	614.23
O2	262+99.66	13.00	614.19	614.20
P2	263+09.66	13.00	614.17	614.18
Q2	263+19.66	13.00	614.15	614.15
℄ Brg. Pier 4	263+29.66	13.00	614.12	614.12
R2	263+39.66	13.00	614.09	614.13
S2	263+49.66	13.00	614.07	614.13
T2	263+59.66	13.00	614.04	614.14
U2	263+69.66	13.00	614.01	614.14
V2	263+79.66	13.00	613.98	614.14
W2	263+89.66	13.00	613.95	614.15
X2	263+99.66	13.00	613.91	614.15
Y2	264+09.66	13.00	613.88	614.15
Z2	264+19.66	13.00	613.84	614.12
A3	264+29.66	13.00	613.81	614.07
B3	264+39.66	13.00	613.77	614.03
C3	264+49.66	13.00	613.73	613.98
D3	264+59.66	13.00	613.70	613.91
E3	264+69.66	13.00	613.66	613.82
F3	264+79.66	13.00	613.62	613.72
G3	264+89.66	13.00	613.57	613.62
℄ Brg. S. Abut.	264+98.28	13.00	613.54	613.54
Bk. S. Abut.	265+02.83	13.00	613.52	613.52

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

EXAMINED
ACTING ENGINEER OF BRIDGE DESIGN
PASSED
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013
REVISED ___
REVISED ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 046 – 0136 (SB)
SHEET NO. 11 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	51
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	256+11.55	20.33	613.27	613.27
℄ Brg. N. Abut.	256+16.09	20.33	613.29	613.29
C	256+26.09	20.33	613.33	613.39
D	256+36.09	20.33	613.37	613.49
E	256+46.09	20.33	613.42	613.59
F	256+56.09	20.33	613.46	613.68
G	256+66.09	20.33	613.50	613.75
H	256+76.09	20.33	613.54	613.80
I	256+86.09	20.33	613.58	613.85
J	256+96.09	20.33	613.62	613.89
K	257+06.09	20.33	613.65	613.92
L	257+16.09	20.33	613.69	613.92
M	257+26.09	20.33	613.72	613.92
N	257+36.09	20.33	613.76	613.92
O	257+46.09	20.33	613.79	613.92
P	257+56.09	20.33	613.82	613.92
Q	257+66.09	20.33	613.85	613.91
R	257+76.09	20.33	613.88	613.91
℄ Brg. Pier 1	257+84.71	20.33	613.91	613.91
S	257+94.71	20.33	613.93	613.94
T	258+04.71	20.33	613.96	613.97
U	258+14.71	20.33	613.99	614.00
V	258+24.71	20.33	614.01	614.02
W	258+34.71	20.33	614.04	614.06
X	258+44.71	20.33	614.06	614.09
Y	258+54.71	20.33	614.08	614.12
Z	258+64.71	20.33	614.10	614.16
A1	258+74.71	20.33	614.12	614.19
B1	258+84.71	20.33	614.14	614.20
C1	258+94.71	20.33	614.16	614.21
D1	259+04.71	20.33	614.18	614.22
E1	259+14.71	20.33	614.19	614.23
F1	259+24.71	20.33	614.21	614.23
G1	259+34.71	20.33	614.22	614.24
H1	259+44.71	20.33	614.23	614.25
I1	259+54.71	20.33	614.24	614.25
℄ Brg. Pier 2	259+64.71	20.33	614.26	614.26
J1	259+74.71	20.33	614.27	614.29
K1	259+84.71	20.33	614.27	614.32
L1	259+94.71	20.33	614.28	614.35
M1	260+04.71	20.33	614.29	614.38
N1	260+14.71	20.33	614.29	614.41
O1	260+24.71	20.33	614.30	614.43
P1	260+34.71	20.33	614.30	614.46
Q1	260+44.71	20.33	614.31	614.48
R1	260+54.71	20.33	614.31	614.50
S1	260+64.71	20.33	614.31	614.48
T1	260+74.71	20.33	614.31	614.46
U1	260+84.71	20.33	614.31	614.44
V1	260+94.71	20.33	614.31	614.42
W1	261+04.71	20.33	614.30	614.40
X1	261+14.71	20.33	614.30	614.37
Y1	261+24.71	20.33	614.29	614.34
Z1	261+34.71	20.33	614.29	614.31
℄ Brg. Pier 3	261+44.71	20.33	614.28	614.28
A2	261+54.71	20.33	614.27	614.28
B2	261+64.71	20.33	614.26	614.28
C2	261+74.71	20.33	614.25	614.27
D2	261+84.71	20.33	614.24	614.27
E2	261+94.71	20.33	614.23	614.26
F2	262+04.71	20.33	614.22	614.26
G2	262+14.71	20.33	614.20	614.25
H2	262+24.71	20.33	614.19	614.25
I2	262+34.71	20.33	614.17	614.24

GIRDER 12 (Continued)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
J2	262+44.71	20.33	614.15	614.21
K2	262+54.71	20.33	614.14	614.18
L2	262+64.71	20.33	614.12	614.15
M2	262+74.71	20.33	614.10	614.12
N2	262+84.71	20.33	614.08	614.09
O2	262+94.71	20.33	614.05	614.06
P2	263+04.71	20.33	614.03	614.04
Q2	263+14.71	20.33	614.01	614.01
℄ Brg. Pier 4	263+24.71	20.33	613.98	613.98
R2	263+34.71	20.33	613.95	613.99
S2	263+44.71	20.33	613.93	613.99
T2	263+54.71	20.33	613.90	614.00
U2	263+64.71	20.33	613.87	614.00
V2	263+74.71	20.33	613.84	614.01
W2	263+84.71	20.33	613.81	614.01
X2	263+94.71	20.33	613.78	614.01
Y2	264+04.71	20.33	613.74	614.01
Z2	264+14.71	20.33	613.71	613.99
A3	264+24.71	20.33	613.67	613.94
B3	264+34.71	20.33	613.64	613.89
C3	264+44.71	20.33	613.60	613.85
D3	264+54.71	20.33	613.56	613.78
E3	264+64.71	20.33	613.52	613.69
F3	264+74.71	20.33	613.48	613.59
G3	264+84.71	20.33	613.44	613.49
℄ Brg. S. Abut.	264+93.34	20.33	613.41	613.41
Bk. S. Abut.	264+97.88	20.33	613.39	613.39

DESIGNED -	DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013
CHECKED -	JUSTIN T. BELUE		REVISED ___
DRAWN -	MICHAEL B. MOSSMAN	PASSED	REVISED ___
CHECKED -	J.T.B. / D.H.R.		

ACTING ENGINEER OF BRIDGE DESIGN

ACTING ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 046 – 0136 (SB)

SHEET NO. 12 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	52
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

EAST EDGE OF SHOULDER

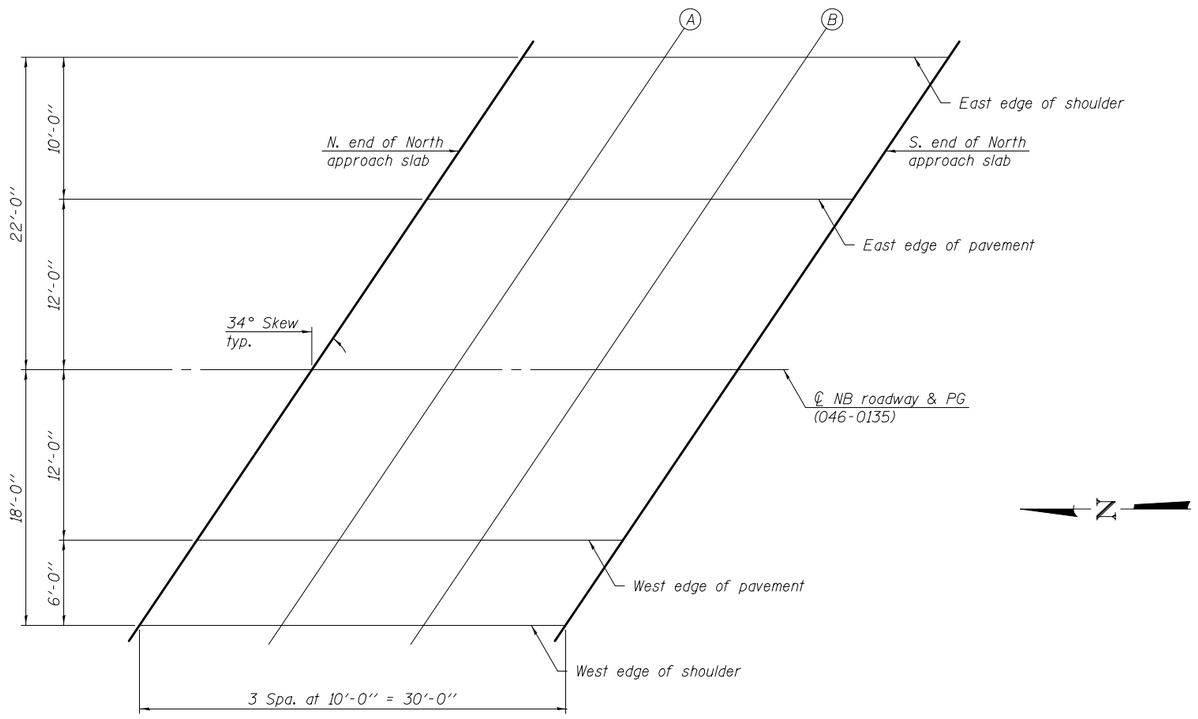
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	256+53.86	-22.00	613.23
A	256+63.86	-22.00	613.27
B	256+73.86	-22.00	613.32
S. End of N. Appr. Slab	256+83.86	-22.00	613.36

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	256+47.11	-12.00	613.40
A	256+57.11	-12.00	613.45
B	256+67.11	-12.00	613.49
S. End of N. Appr. Slab	256+77.11	-12.00	613.54

℄ NB ROADWAY & PG (046-0135)

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	256+39.02	0.00	613.55
A	256+49.02	0.00	613.60
B	256+59.02	0.00	613.65
S. End of N. Appr. Slab	256+69.02	0.00	613.69



PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	256+30.93	12.00	613.33
A	256+40.93	12.00	613.37
B	256+50.93	12.00	613.42
S. End of N. Appr. Slab	256+60.93	12.00	613.47

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	256+26.88	18.00	613.18
A	256+36.88	18.00	613.23
B	256+46.88	18.00	613.28
S. End of N. Appr. Slab	256+56.88	18.00	613.32

DESIGNED -	DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013
CHECKED -	JUSTIN T. BELUE	PASSED	REVISED ___
DRAWN -	MICHAEL B. MOSSMAN		REVISED ___
CHECKED -	J.T.B. / D.H.R.		

ACTING ENGINEER OF BRIDGE DESIGN

ACTING ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 046-0135 (NB)

SHEET NO. 13 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	53
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

EAST EDGE OF SHOULDER

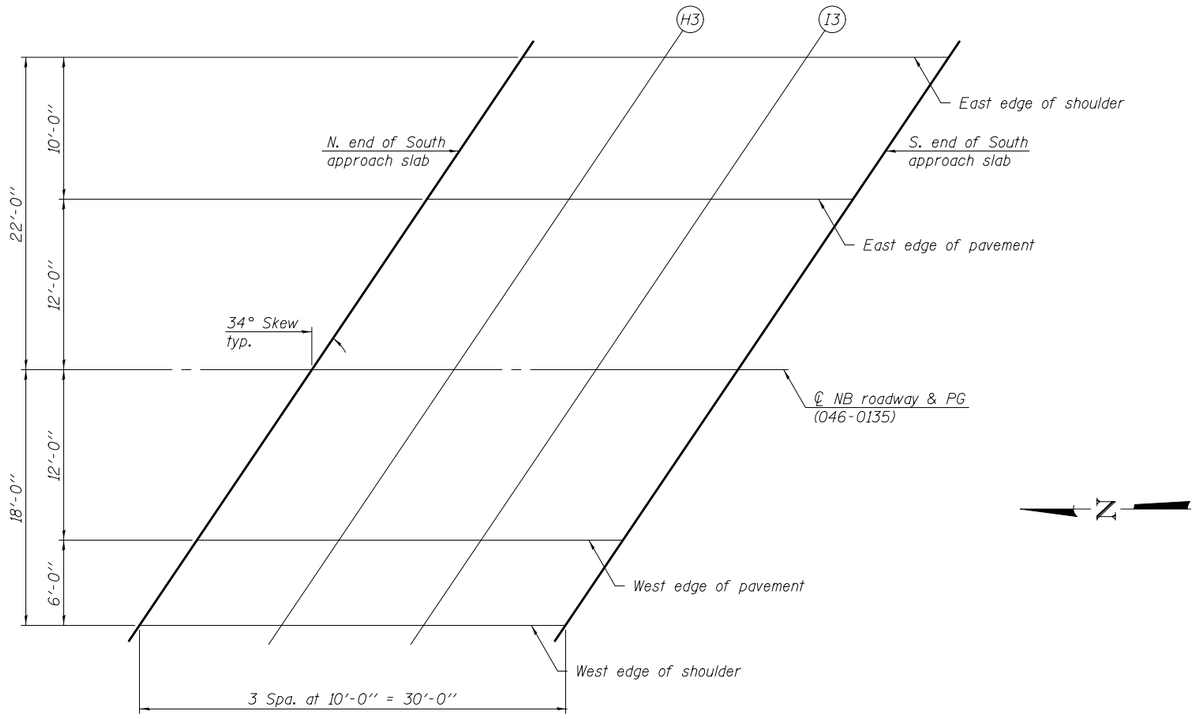
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	265+68.99	-22.00	613.23
H3	265+78.99	-22.00	613.18
I3	265+88.99	-22.00	613.13
S. End of S. Appr. Slab	265+98.99	-22.00	613.09

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	265+62.24	-12.00	613.47
H3	265+72.24	-12.00	613.42
I3	265+82.24	-12.00	613.37
S. End of S. Appr. Slab	265+92.24	-12.00	613.33

℄ NB ROADWAY & PG (046-0135)

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	265+54.15	0.00	613.69
H3	265+64.15	0.00	613.65
I3	265+74.15	0.00	613.60
S. End of S. Appr. Slab	265+84.15	0.00	613.55



PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	265+46.06	12.00	613.54
H3	265+56.06	12.00	613.49
I3	265+66.06	12.00	613.45
S. End of S. Appr. Slab	265+76.06	12.00	613.40

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	265+42.01	18.00	613.43
H3	265+52.01	18.00	613.39
I3	265+62.01	18.00	613.34
S. End of S. Appr. Slab	265+72.01	18.00	613.30

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

EXAMINED — ACTING ENGINEER OF BRIDGE DESIGN

PASSED — ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013

REVISED ___

REVISED ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 046-0135 (NB)

SHEET NO. 14 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	54
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

EAST EDGE OF SHOULDER

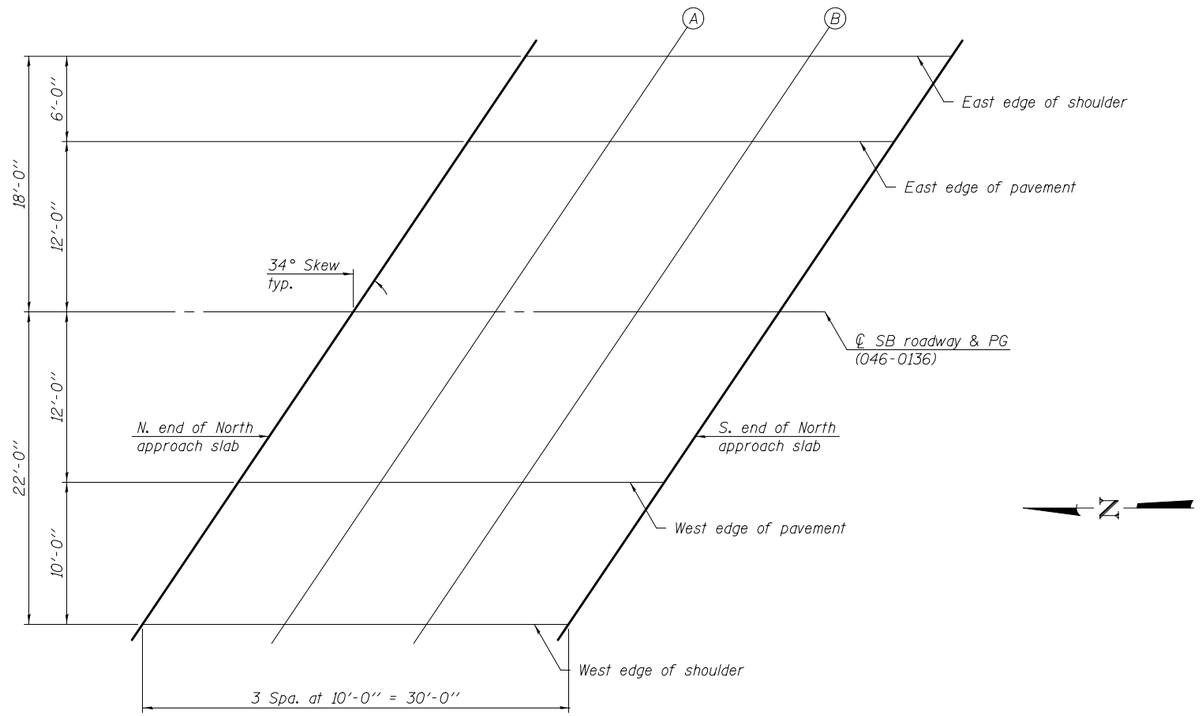
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	256+08.00	-18.00	613.30
A	256+18.00	-18.00	613.34
B	256+28.00	-18.00	613.39
S. End of N. Appr. Slab	256+38.00	-18.00	613.43

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	256+03.95	-12.00	613.40
A	256+13.95	-12.00	613.45
B	256+23.95	-12.00	613.49
S. End of N. Appr. Slab	256+33.95	-12.00	613.54

℄ SB ROADWAY & PG (046-0136)

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	255+95.86	0.00	613.55
A	256+05.86	0.00	613.60
B	256+15.86	0.00	613.65
S. End of N. Appr. Slab	256+25.86	0.00	613.69



PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	255+87.77	12.00	613.33
A	255+97.77	12.00	613.37
B	256+07.77	12.00	613.42
S. End of N. Appr. Slab	256+17.77	12.00	613.47

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	255+81.02	22.00	613.09
A	255+91.02	22.00	613.13
B	256+01.02	22.00	613.18
S. End of N. Appr. Slab	256+11.02	22.00	613.23

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

EXAMINED — ACTING ENGINEER OF BRIDGE DESIGN

PASSED — ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013

REVISED ___

REVISED ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 046-0136 (SB)

SHEET NO. 15 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	55
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

EAST EDGE OF SHOULDER

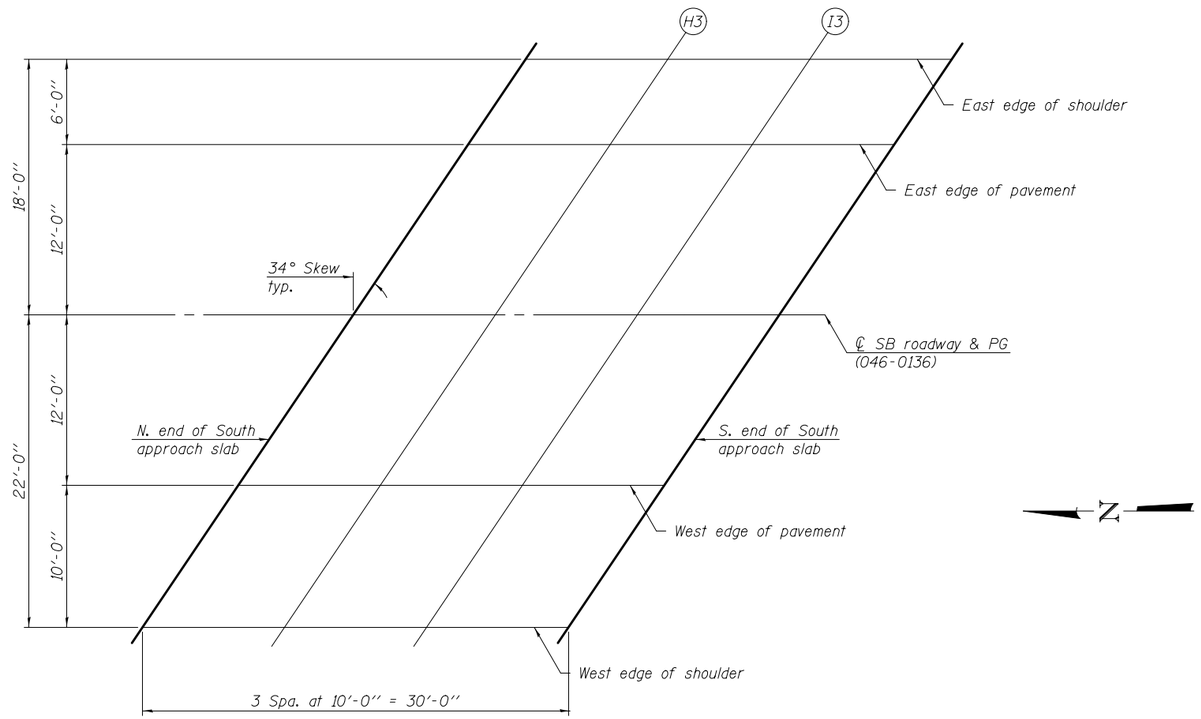
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	265+23.13	-18.00	613.32
H3	265+33.13	-18.00	613.28
I3	265+43.13	-18.00	613.23
S. End of S. Appr. Slab	265+53.13	-18.00	613.18

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	265+19.08	-12.00	613.47
H3	265+29.08	-12.00	613.42
I3	265+39.08	-12.00	613.37
S. End of S. Appr. Slab	265+49.08	-12.00	613.33

℄ SB ROADWAY & PG (046-0136)

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	265+10.99	0.00	613.69
H3	265+20.99	0.00	613.65
I3	265+30.99	0.00	613.60
S. End of S. Appr. Slab	265+40.99	0.00	613.55



PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	265+02.90	12.00	613.54
H3	265+12.90	12.00	613.49
I3	265+22.90	12.00	613.45
S. End of S. Appr. Slab	265+32.90	12.00	613.40

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	264+96.15	22.00	613.36
H3	265+06.15	22.00	613.32
I3	265+16.15	22.00	613.27
S. End of S. Appr. Slab	265+26.15	22.00	613.23

DESIGNED -	DAVID H. RICHTER	EXAMINED	ACTING ENGINEER OF BRIDGE DESIGN
CHECKED -	JUSTIN T. BELUE	PASSED	ACTING ENGINEER OF BRIDGES AND STRUCTURES
DRAWN -	MICHAEL B. MOSSMAN	DATE -	OCTOBER 4, 2013
CHECKED -	J.T.B. / D.H.R.	REVISED	___
		REVISED	___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 046-0136 (SB)
SHEET NO. 16 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	56
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

* Order a(E) & a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

*** Order a_5(E) bars full length. Cut to fit between modular joint support boxes.

959-#5 d_1(E) bars at 11" cts.

20'-0" 20'-0" Aluminum sheeted construction joints in base of parapet Light pole foundation - See sheet 1 of 79 for locations. 20'-0" 20'-0"

1'-0 7/8" typ.

1'-7" 1'-2" 5" 22'-0" 18'-0" 5" 1'-2" 1'-7" 43'-2" out-to-out deck

**** 9" at 50° F (at N. Abut.)
**** 6" at 50° F (at S. Abut.)

N

1 x 3-#5 a_4(E) bar, Bottom (S. end of deck)

**Typical between girders

Back of Abut.

℄ NB Roadway & PG (S.N. 046-0135)

**6-#5 x(E) bars at 12" cts.
***8-#5 x_1(E) bars at 10" cts.
**6-#5 x_2(E) bars at 12" cts.

*** 4 x 2-#6 a_5(E) bars at 6" cts., Top
4-#5 a_3(E) bars at 6" cts., Bottom between girders, typ. (North end of deck)
3-#5 a_3(E) bars at 6" cts., Bottom between girders, typ. (South end of deck)

34° Skew, typ.

47'-5"

48'-5"

39 x 3-#6 b_1(E) bars at ±12" cts. Top of slab over pier 1

40 x 29-#5 b(E) bars equally spaced at ±12" cts. Top of slab

41 x 30-#5 b_2(E) bars spaced as shown in cross section. Bottom of slab

39 x 3-#6 b_3(E) bars at ±12" cts. Top of slab over pier 2

℄ Span 3

Similar about ℄ span 3 by 180° rotation (except as noted)

℄ Pier 1

℄ Pier 2

2'-0"

*56-#5 a(E) bars at 6" cts. Top
*38-#5 a_1(E) bars at 9" cts. Bottom

1698-#5 a(E) bars at 6" cts. Top
1132-#5 a_1(E) bars at 9" cts. Bottom

58'-8"

43'-8"

6"

32'-0"

1754-#6 a_2(E) bars at 6" cts. Top (Lap with each a(E) bar)

2 x 3-#6 b_1(E) bars Top of slab over pier 1

3 x 29-#5 b(E) bars Top of slab

2 x 3-#6 b_3(E) bars Top of slab over pier 2

See sheet 31 of 79 for point block details, typ.

169'-10 1/4" (Span 1)
170'-1 7/8" (Span 5)

880'-0" end-to-end deck

180'-0" (Span 2)

90'-0" (1/2 of Span 3)

℄ F.A.I. Rte. 57

**** Actual dimension may vary depending on Manufacturer's design.

PLAN

43'-2" out-to-out deck

1'-7" 40'-0" face-to-face parapets 1'-7"

10'-0" 12'-0" 12'-0" 6'-0"

slope 1/4" per ft. slope 3/16" per ft. slope 3/16" per ft. slope 1/4" per ft.

Total drop = 4 3/4" Total drop = 3 3/4"

℄ NB Roadway (S.N. 046-0135)

PG

2 1/4" cl. (±1/4") 8" Slab

1" cl.

2'-10"

d(E) d_1(E) b(E) b_1(E) or b_3(E) a_2(E) a(E) a_1(E) b_1(E) or b_3(E) 2" b(E) b_2(E)

11" 7-#5 b_2(E) bars at 11" cts. typ. between beams 11"

1 6

3'-3" 5 Girder spaces at 7'-4" = 36'-8" 3'-3"

NEAR PIER NEAR MIDSPAN

CROSS SECTION

(Looking South)

Notes:
See Sheet 21 of 79 for superstructure details and Bill of Material.
Bars indicated thus 40 x 29-#5 etc. indicates 40 lines of bars with 29 lengths per line.
See Sheet 19 of 79 for parapet reinforcement.

MINIMUM BAR LAP

(Slab)
#5 bar = 2'-7"
#6 bar = 3'-1"

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - JUSTIN T. BELUE	PASSED	REVISED ___	**SUPERSTRUCTURE STRUCTURE NO. 046 – 0135 (NB)**
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGE DESIGN	REVISED ___	SHEET NO. 17 OF 79 SHEETS
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

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

* Order $a(E)$ & $a_1(E)$ bars full length. Cut to fit skew and use remainder of bars in opposite end.

*** Order $a_5(E)$ bars full length. Cut to fit between modular joint support boxes.

**** Actual dimension may vary depending on Manufacturer's design.

℄ F.A.I. Rte. 57

959-#5 $d_1(E)$ bars at 11" cts.

20'-0" 20'-0" Aluminum sheeted construction joints in base of parapet 20'-0" 20'-0"

$1'-0\frac{7}{8}$" typ.

1'-7" 1'-2" 5" 18'-0" 22'-0" 5" 1'-2" 1'-7" 43'-2" out-to-out deck 32'-0"

**** 9" at 50° F (N. Abut.)
**** 6" at 50° F (S. Abut.)

Z

1 x 3-#5 $a_4(E)$ bar, Bottom (S. end of deck)

**Typical between girders

Back of Abut.

*** 4 x 2-#6 $a_5(E)$ bars at 6" cts., Top
4-#5 $a_3(E)$ bars at 6" cts., Bottom between girders, typ. (North end of deck)
3-#5 $a_3(E)$ bars at 6" cts., Bottom between girders, typ. (South end of deck)

47'-5" 48'-5"

34° Skew, typ.

℄ SB Roadway & PG (S.N. 046-0136)

℄ Pier 1 ℄ Pier 2 ℄ Span 3

Similar about ℄ span 3 by 180° rotation (except as noted)

2'-0"

39 x 3-#6 $b_1(E)$ bars at ±12" cts. Top of slab over pier 1

40 x 29-#5 $b(E)$ bars equally spaced at ±12" cts. Top of slab

41 x 30#5 $b_2(E)$ bars spaced as shown in cross section. Bottom of slab

39 x 3-#6 $b_3(E)$ bars at ±12" cts. Top of slab over pier 2

**6-#5 $x(E)$ bars at 12" cts.
**8-#5 $x_1(E)$ bars at 10" cts.
**6-#5 $x_2(E)$ bars at 12" cts.

*56-#5 $d(E)$ bars at 6" cts. Top
*38-#5 $a_1(E)$ bars at 9" cts. Bottom

1698-#5 $d(E)$ bars at 6" cts. Top
1132-#5 $a_1(E)$ bars at 9" cts. Bottom

58'-8" 43'-8"

6"

See sheet 31 of 79 for point block details, typ.

1754-#6 $a_2(E)$ bars at 6" cts. Top (Lap with each $a(E)$ bar)

2 x 3-#6 $b_1(E)$ bars Top of slab over pier 1

3 x 29-#5 $b(E)$ bars Top of slab

2 x 3-#6 $b_3(E)$ bars Top of slab over pier 2

Light pole foundation - See sheet 1 of 79 for locations.

169'-10¼" (Span 1)
170'-1⅞" (Span 5)

180'-0" (Span 2)

90'-0" (½ of Span 3)

880'-0" end-to-end deck

PARTIAL PLAN

43'-2" out-to-out deck

1'-7" 40'-0" face-to-face parapets 1'-7"

6'-0" 12'-0" 12'-0" 10'-0"

slope ¼" per ft. slope 3/16" per ft. slope 3/16" per ft. slope ¼" per ft.

Total drop = $3\frac{3}{4}$" Total drop = $4\frac{3}{4}$"

℄ SB Roadway (S.N. 046-0136)

PG

d(E) $d_1(E)$ 2'-10" $a_2(E)$ b(E) $b_2(E)$

$2\frac{1}{4}$" cl. (±4") 8" Slab 1" cl.

d(E) b(E) $b_1(E)$ or $b_3(E)$ $a_2(E)$ $a_1(E)$ $b_1(E)$ or $b_3(E)$ 2"

11" 7-#5 $b_2(E)$ bars at 11" cts. typ. between beams 11"

⑦ ⑫

3'-3" 5 Girder spaces at 7'-4" = 36'-8" 3'-3"

NEAR MIDSPAN NEAR PIER

CROSS SECTION

(Looking South)

Notes:
See Sheet 21 of 79 for superstructure details and Bill of Material.
Bars indicated thus 40 x 29-#5 etc. indicates 40 lines of bars with 29 lengths per line.
See Sheet 19 of 79 for parapet reinforcement.

MINIMUM BAR LAP

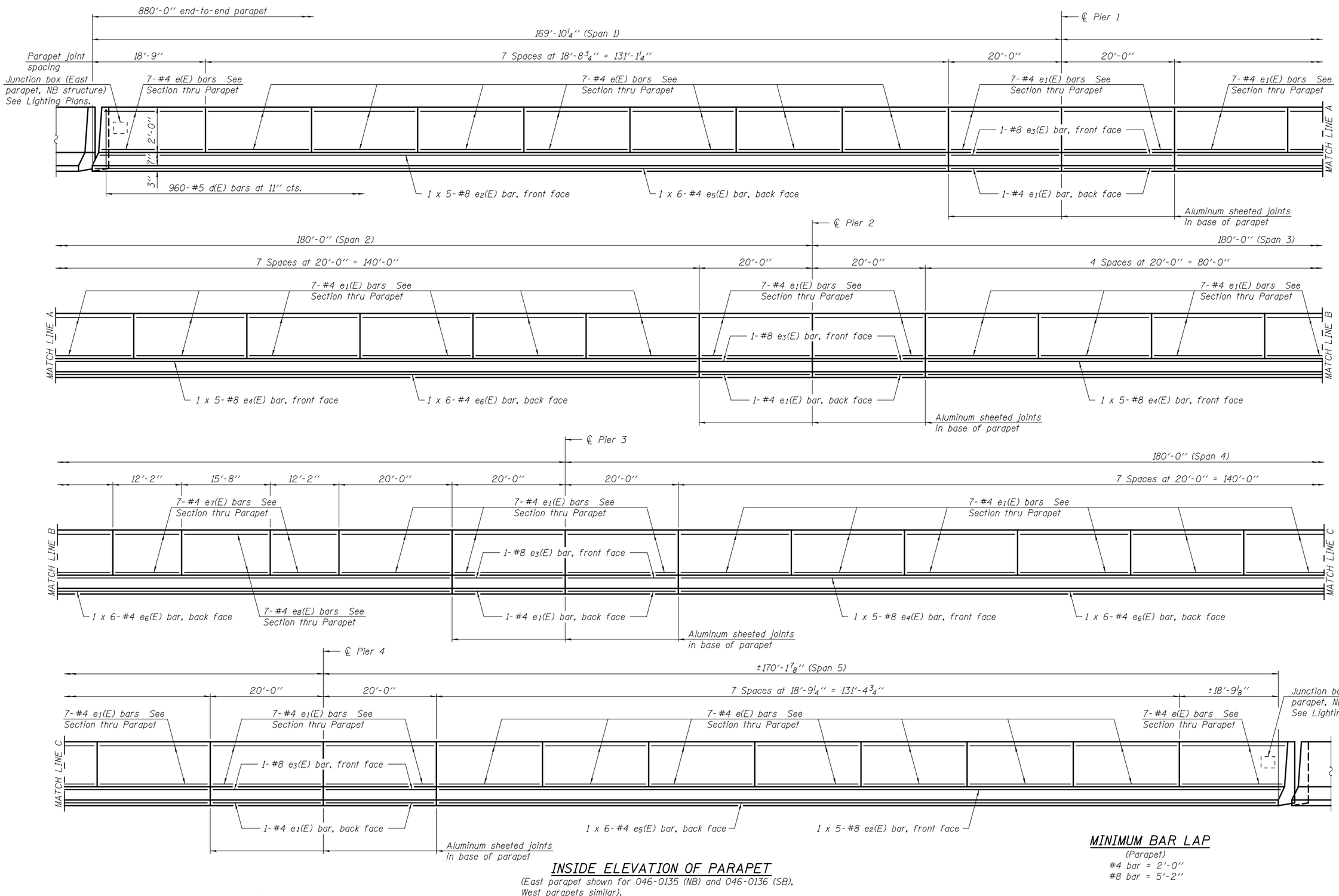
(Slab)
#5 bar = 2'-7"
#6 bar = 3'-1"

DESIGNED -	DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013
CHECKED -	JUSTIN T. BELUE	PASSED	REVISED ___
DRAWN -	MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGE DESIGN	REVISED ___
CHECKED -	J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 046 – 0136 (SB)
SHEET NO. 18 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	58
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			



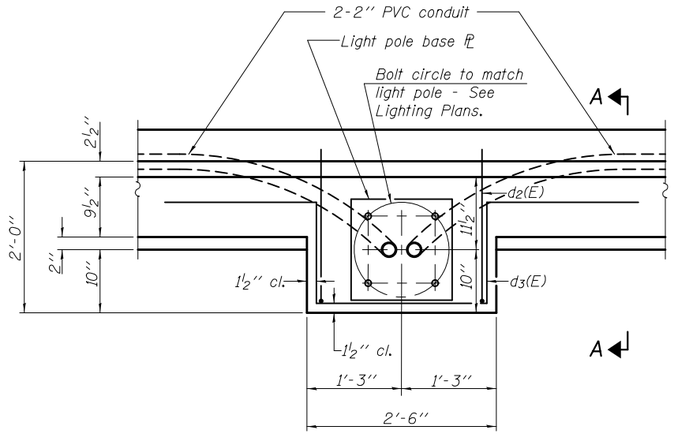
INSIDE ELEVATION OF PARAPET

(East parapet shown for 046-0135 (NB) and 046-0136 (SB). West parapets similar).

MINIMUM BAR LAP

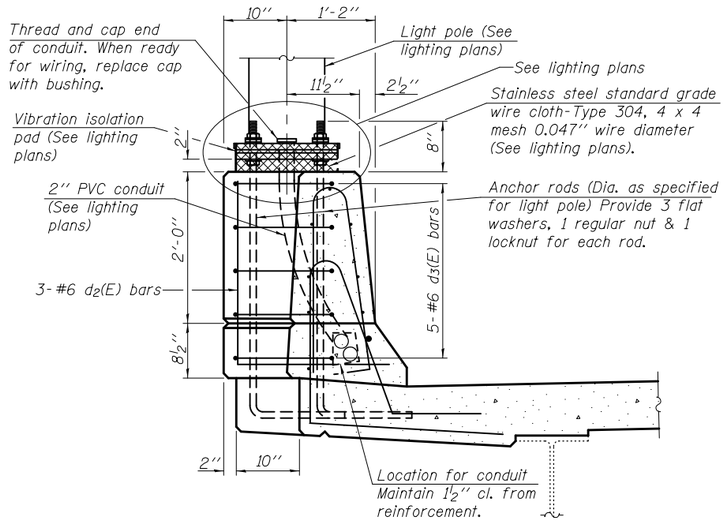
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE		REVISED ___			57	(140)BR&BR-1	KANKAKEE	183	59
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___		SHEET NO. 19 OF 79 SHEETS			CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES						ILLINOIS FED. AID PROJECT		

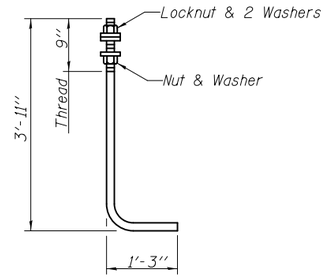


LIGHT POLE FOUNDATION PLAN

Notes:
Cost of anchor rods is included with Concrete Superstructure.
See sheet 1 of 79 for locations of light poles.

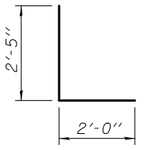


SECTION A-A

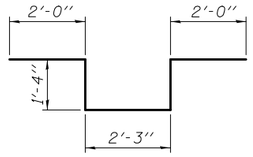


ANCHOR ROD

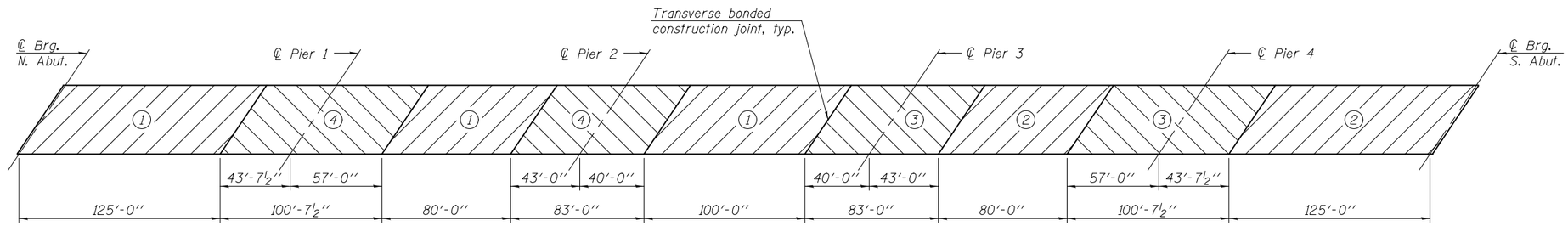
Diameter as specified for light poles. (ASTM F 1554 Grade 105). Full length hot dipped galvanized.



BAR d2(E)



BAR d3(E)



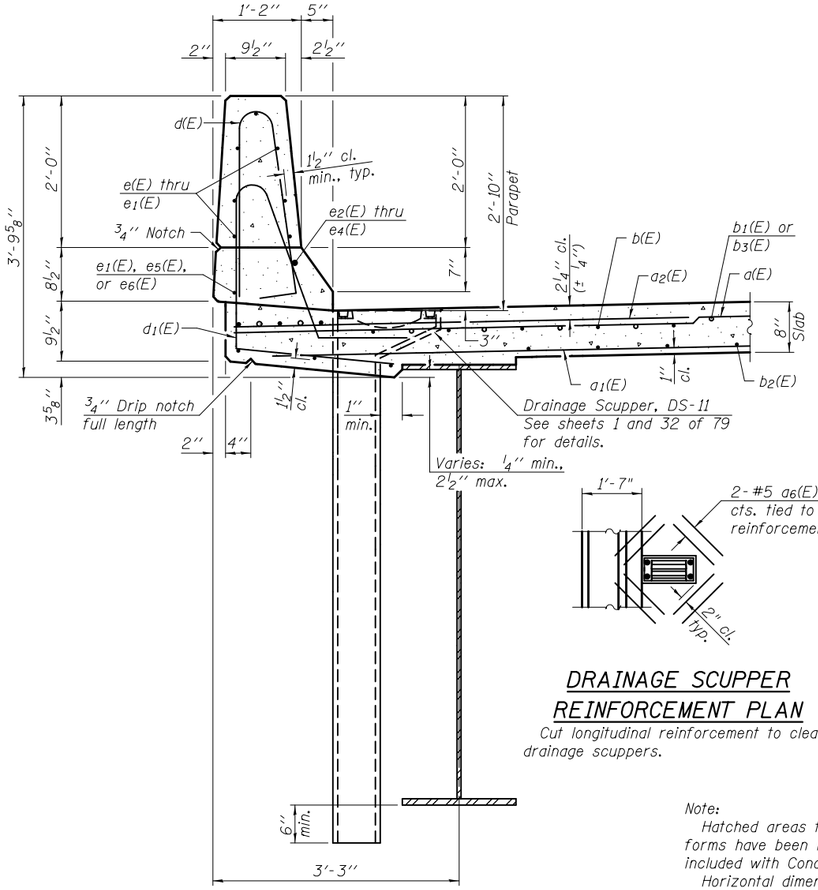
DECK POURING SEQUENCE

(Typical each structure)

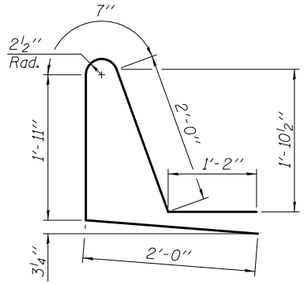
Note:
When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1) At least 72 hours shall have elapsed from the end of the previous pour.
2) The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

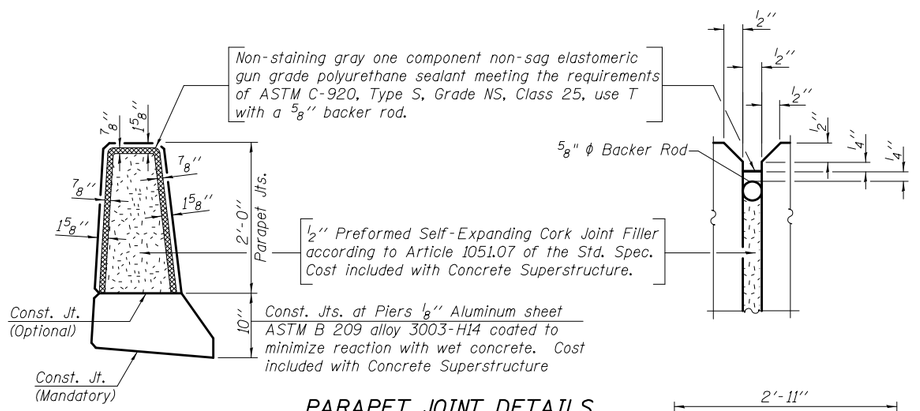
DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE					57	(140)BR&BR-1	KANKAKEE	183	60
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___					CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED ___		SHEET NO. 20 OF 79 SHEETS			ILLINOIS	FED. AID PROJECT	



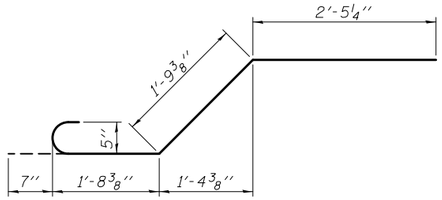
BAR d(E)



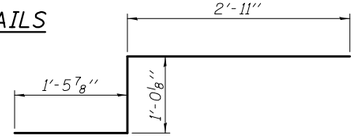
BAR d1(E)



PARAPET JOINT DETAILS



BAR x(E)

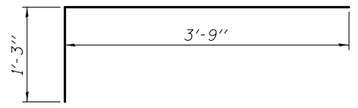


BAR x2(E)

DRAINAGE SCUPPER REINFORCEMENT PLAN

Cut longitudinal reinforcement to clear drainage scuppers.

Note A: Concrete deck shall extend beyond the edge of the girder by a minimum of ±⅞" for any modular joint option chosen.

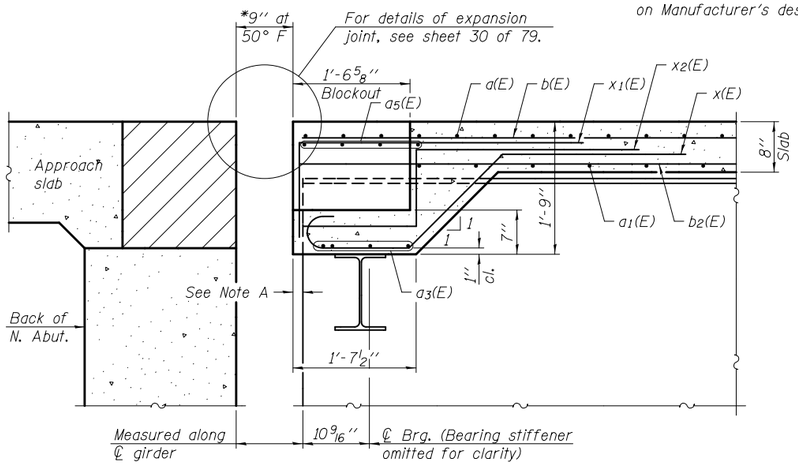


BAR x1(E)

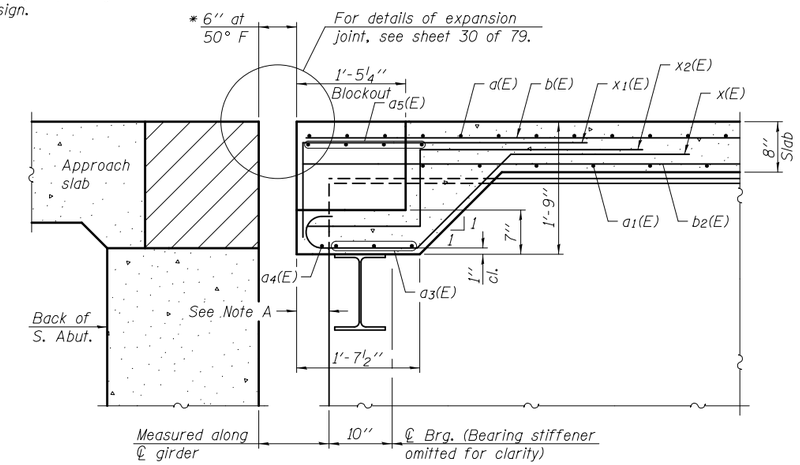
Note:
Hatched areas to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.
Horizontal dimensions in Section A-A are taken at Rt. L's to abutment unless otherwise noted.

SECTION THRU PARAPET

* Actual dimension may vary depending on Manufacturer's design.



SECTION A-A
(at North Abutment)



SECTION A-A
(at South Abutment)

SUPERSTRUCTURE BILL OF MATERIAL S.N. 046-0135 (NB)

Bar	No.	Size	Length	Shape
a(E)	1754	#5	42'-6"	——
a1(E)	1170	#5	41'-6"	——
a2(E)	3508	#6	6'-6"	——
a3(E)	35	#5	8'-6"	——
a4(E)	3	#5	16'-9"	——
a5(E)	16	#6	27'-2"	——
a6(E)	64	#5	1'-6"	——
b(E)	1334	#5	32'-11"	——
b1(E)	258	#6	37'-5"	——
b2(E)	1230	#5	31'-10"	——
b3(E)	258	#6	32'-9"	——
d(E)	1920	#5	5'-7"	
d1(E)	1918	#5	7'-8"	
d2(E)	9	#6	4'-5"	
d3(E)	15	#6	8'-11"	
e(E)	224	#4	18'-6"	——
e1(E)	394	#4	19'-9"	——
e2(E)	20	#8	34'-0"	——
e3(E)	16	#8	19'-9"	——
e4(E)	30	#8	32'-1"	——
e5(E)	24	#4	26'-8"	——
e6(E)	36	#4	25'-0"	——
e7(E)	28	#4	11'-11"	——
e8(E)	14	#4	15'-5"	——
x(E)	60	#5	6'-6"	
x1(E)	80	#5	5'-0"	
x2(E)	60	#5	5'-5"	
Reinforcement Bars, Epoxy Coated		Pound	320,120	
Concrete Superstructure		Cu. Yd.	1,199.1	

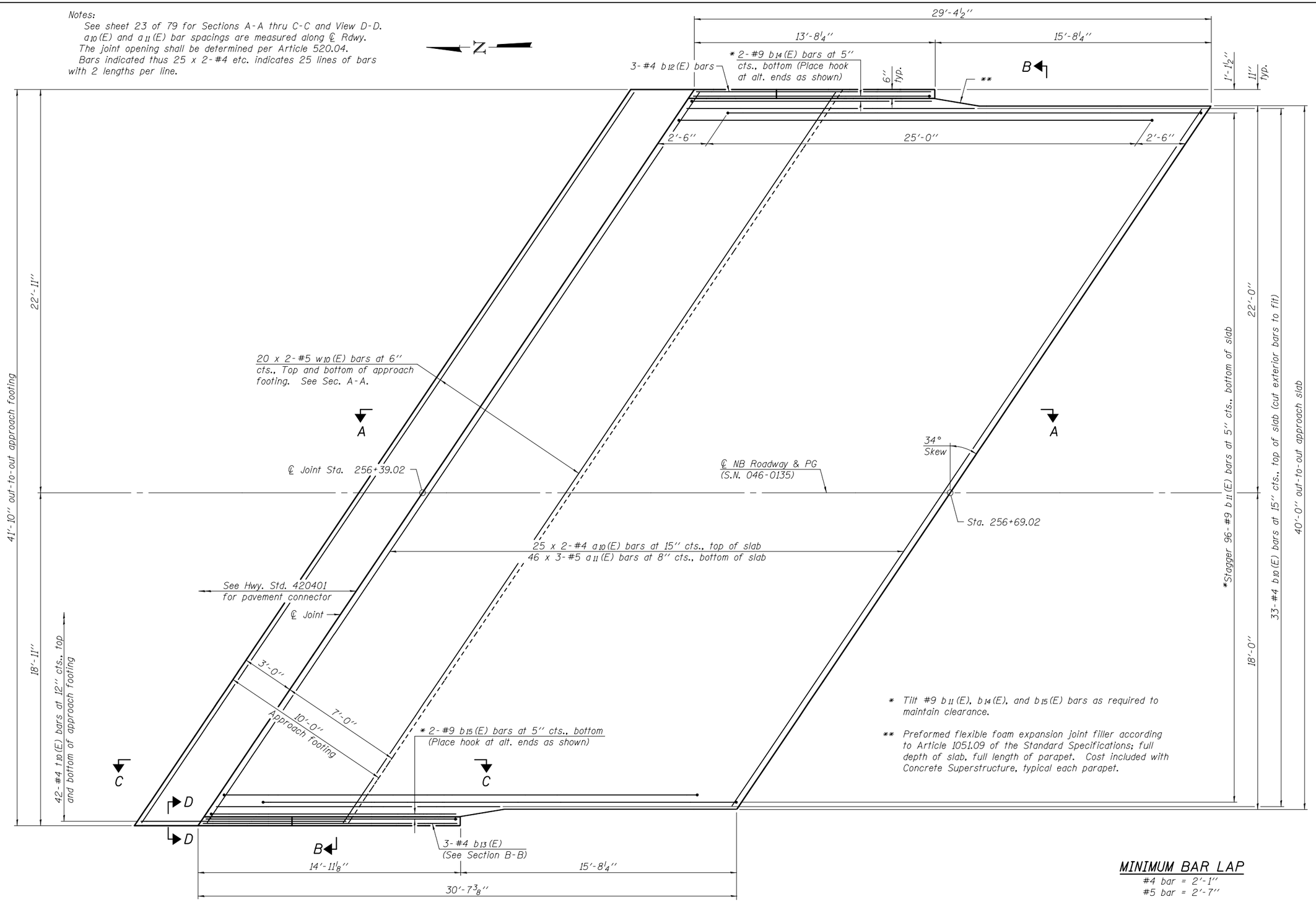
SUPERSTRUCTURE BILL OF MATERIAL S.N. 046-0136 (SB)

Bar	No.	Size	Length	Shape
a(E)	1754	#5	42'-6"	——
a1(E)	1170	#5	41'-6"	——
a2(E)	3508	#6	6'-6"	——
a3(E)	35	#5	8'-6"	——
a4(E)	3	#5	16'-9"	——
a5(E)	16	#6	27'-2"	——
a6(E)	64	#5	1'-6"	——
b(E)	1334	#5	32'-11"	——
b1(E)	258	#6	37'-5"	——
b2(E)	1230	#5	31'-10"	——
b3(E)	258	#6	32'-9"	——
d(E)	1920	#5	5'-7"	
d1(E)	1918	#5	7'-8"	
d2(E)	9	#6	4'-5"	
d3(E)	15	#6	8'-11"	
e(E)	224	#4	18'-6"	——
e1(E)	394	#4	19'-9"	——
e2(E)	20	#8	34'-0"	——
e3(E)	16	#8	19'-9"	——
e4(E)	30	#8	32'-1"	——
e5(E)	24	#4	26'-8"	——
e6(E)	36	#4	25'-0"	——
e7(E)	28	#4	11'-11"	——
e8(E)	14	#4	15'-5"	——
x(E)	60	#5	6'-6"	
x1(E)	80	#5	5'-0"	
x2(E)	60	#5	5'-5"	
Reinforcement Bars, Epoxy Coated		Pound	320,120	
Concrete Superstructure		Cu. Yd.	1,199.1	

Bars indicated thus 1 x 5-#8 etc. indicates 1 line of bars with 5 lengths per line.

DESIGNED - DAVID H. RICHTER	EXAMINED		DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE	PASSED	ACTING ENGINEER OF BRIDGE DESIGN	REVISED			57	(140)BR&BR-1	KANKAKEE	183	61
DRAWN - MICHAEL B. MOSSMAN			REVISED						CONTRACT NO. 66750	
CHECKED - J.T.B. / D.H.R.		ACTING ENGINEER OF BRIDGES AND STRUCTURES			SHEET NO. 21 OF 79 SHEETS			ILLINOIS	FED. AID PROJECT	

Notes:
See sheet 23 of 79 for Sections A-A thru C-C and View D-D.
a_{10}(E) and a_{11}(E) bar spacings are measured along ℄ Rdwy.
The joint opening shall be determined per Article 520.04.
Bars indicated thus 25 x 2-#4 etc. indicates 25 lines of bars with 2 lengths per line.



* Tilt #9 b_{11}(E), b_{14}(E), and b_{15}(E) bars as required to maintain clearance.

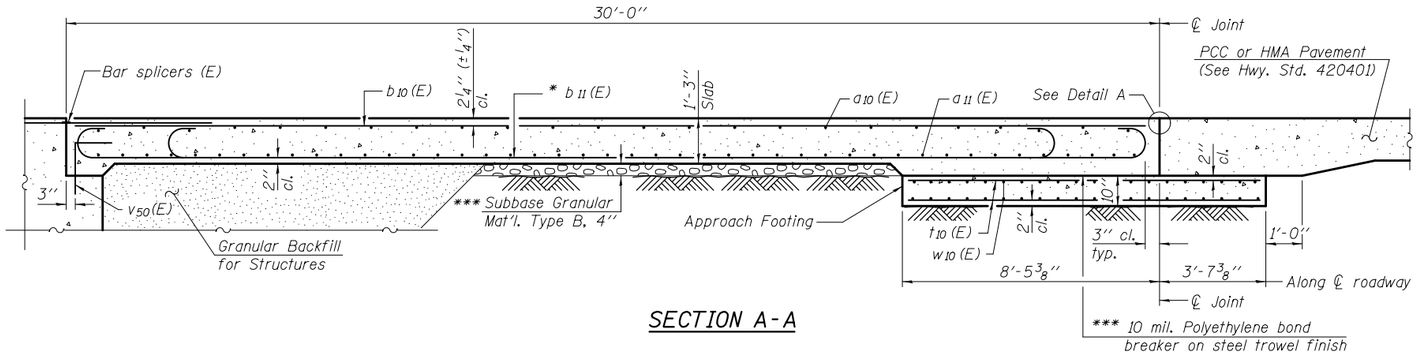
** Preformed flexible foam expansion joint filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Cost included with Concrete Superstructure, typical each parapet.

MINIMUM BAR LAP
#4 bar = 2'-1"
#5 bar = 2'-7"

PLAN

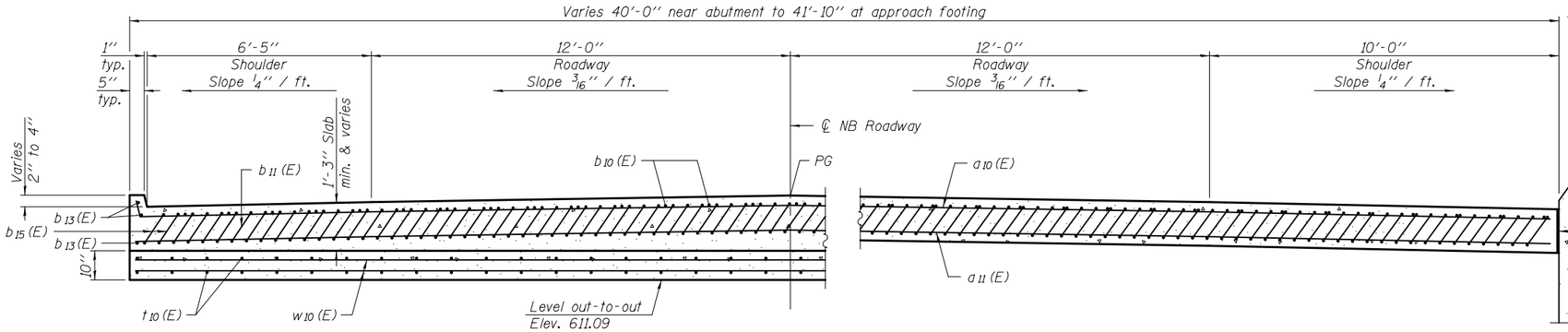
(Sheet 1 of 2)

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**NORTH BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 046 – 0135 (NB)**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE					57	(140)BR&BR-1	KANKAKEE	183	62
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED —		SHEET NO. 22 OF 79 SHEETS			CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED —					ILLINOIS FED. AID PROJECT		



SECTION A-A

Notes:
Approach slab concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v 50 (E) bar details, see sheet 48 of 79.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 66 of 79.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill and drainage treatment details, see sheet 2 of 79.

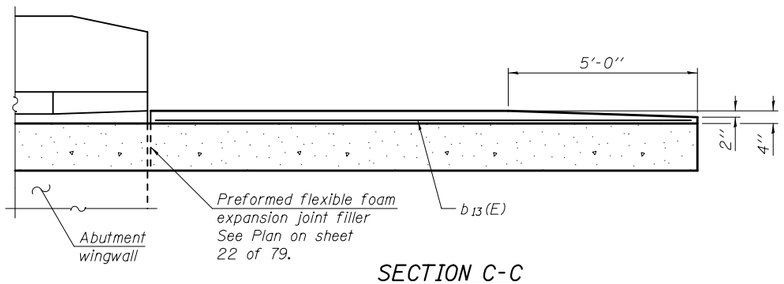


AT APPROACH FOOTING

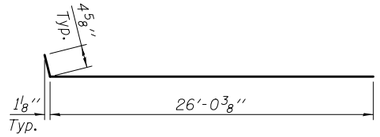
NEAR ABUTMENT

SECTION B-B

(Horizontal dimensions are at Rt. L's to ℄ Roadway.
See Plan on sheet 22 of 79 for dimensions not shown)



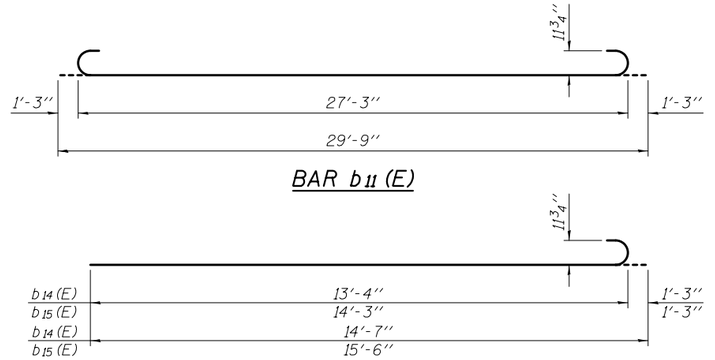
SECTION C-C



BAR a 10 (E)

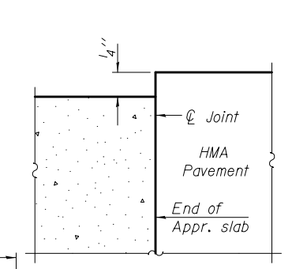
* Tilt #9 b 11 (E), b 14 (E), and b 15 (E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



BAR b 11 (E)

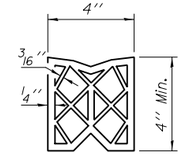
BARS b 14 (E) & b 15 (E)



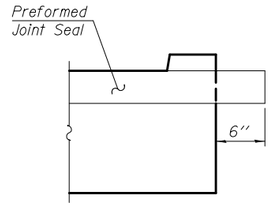
FLEXIBLE PAVEMENT

RIGID PAVEMENT

DETAIL A



PREFORMED JOINT SEAL



VIEW D-D

NB NORTH APPROACH BILL OF MATERIAL

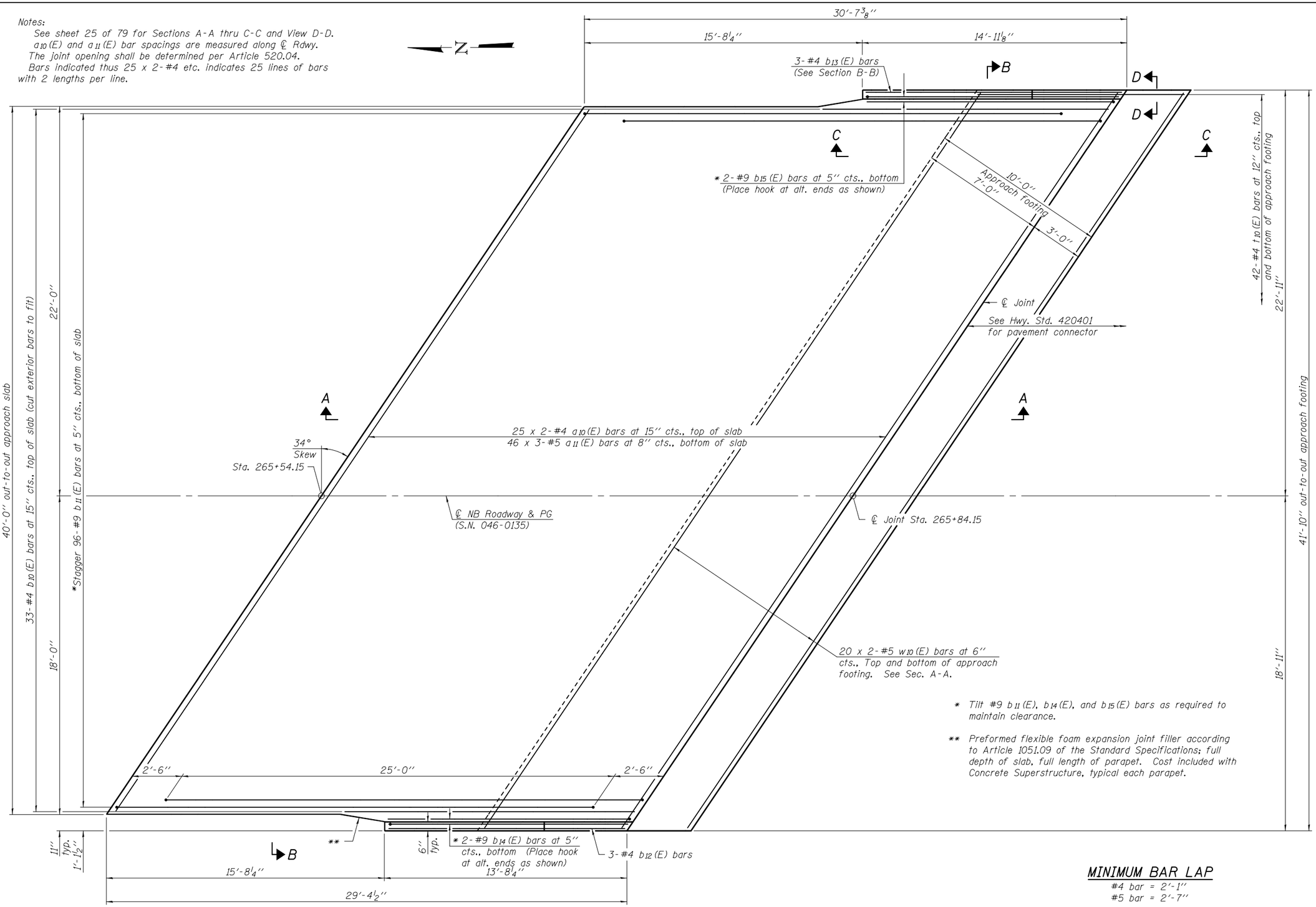
Bar	No.	Size	Length	Shape
a 10 (E)	50	#4	26'-5"	
a 11 (E)	138	#5	18'-5"	
b 10 (E)	33	#4	29'-7"	
b 11 (E)	96	#9	29'-9"	
b 12 (E)	3	#4	13'-4"	
b 13 (E)	3	#4	14'-3"	
b 14 (E)	2	#9	14'-7"	
b 15 (E)	2	#9	15'-6"	
t 10 (E)	84	#4	11'-9"	
w 10 (E)	80	#5	26'-5"	
Concrete Superstructure			Cu. Yd.	60.5
Concrete Structures			Cu. Yd.	15.6
Reinforcement Bars, Epoxy Coated			Pound	17,020

(Sheet 2 of 2)

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - JUSTIN T. BELUE	ACTING ENGINEER OF BRIDGE DESIGN		
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___	**NORTH BRIDGE APPROACH SLAB DETAILS**
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED ___	**STRUCTURE NO. 046 – 0135 (NB)**
			SHEET NO. 23 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	63
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		

Notes:
See sheet 25 of 79 for Sections A-A thru C-C and View D-D.
a_{10}(E) and a_{11}(E) bar spacings are measured along ℄ Rdwy.
The joint opening shall be determined per Article 520.04.
Bars indicated thus 25 x 2-#4 etc. indicates 25 lines of bars with 2 lengths per line.



* Tilt #9 b_{11}(E), b_{14}(E), and b_{15}(E) bars as required to maintain clearance.

** Preformed flexible foam expansion joint filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Cost included with Concrete Superstructure, typical each parapet.

MINIMUM BAR LAP

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

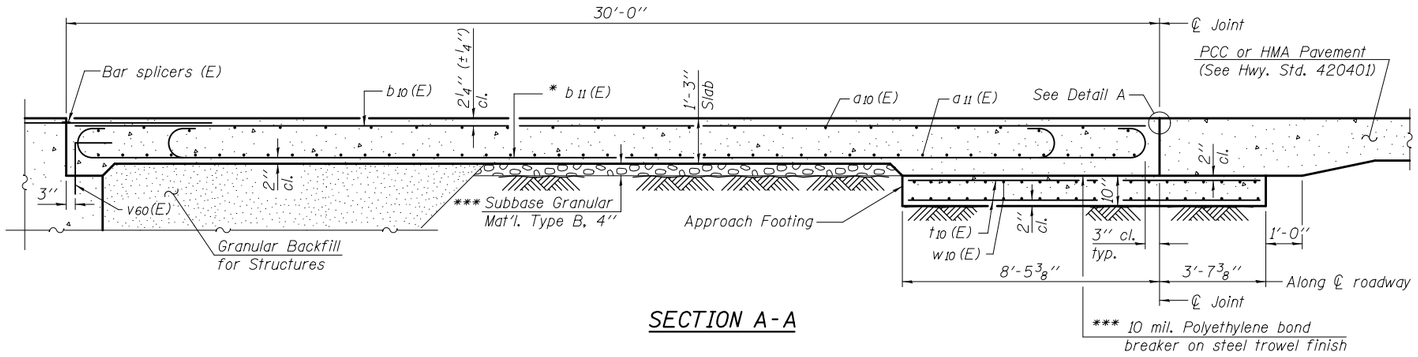
PLAN

(Sheet 1 of 2)

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - JUSTIN T. BELUE			
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___	
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED ___	

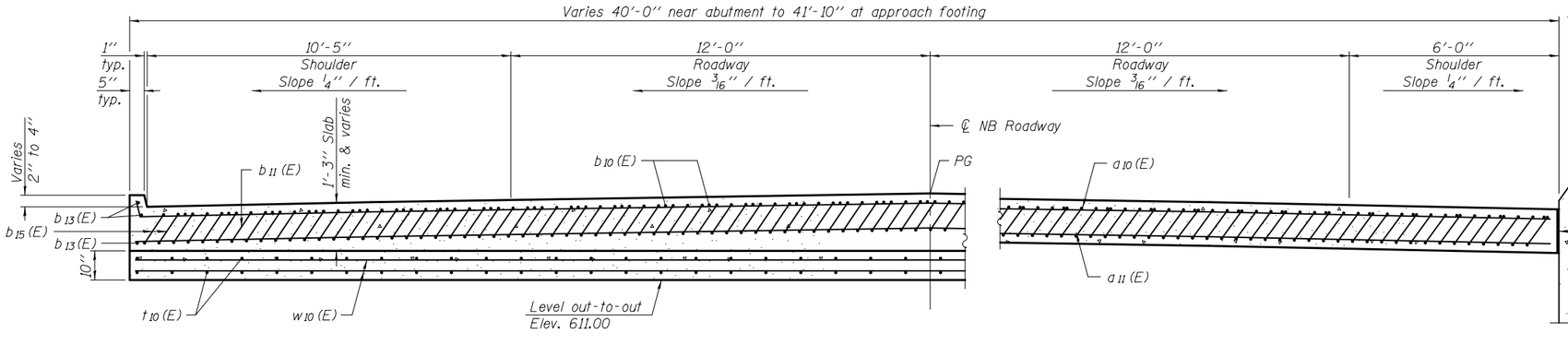
SOUTH BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 046 – 0135 (NB)
SHEET NO. 24 OF 79 SHEETS

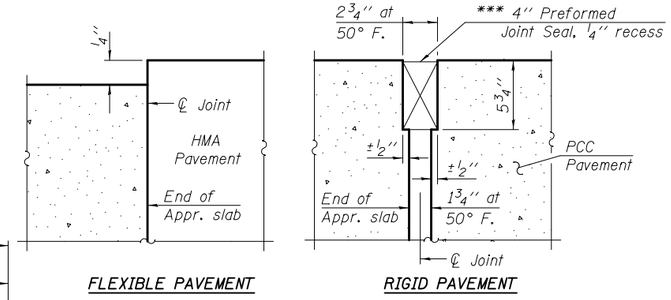
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	64
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			



SECTION A-A

Notes:
Approach slab concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v 60 (E) bar details, see sheet 52 of 79.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 66 of 79.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill and drainage treatment details, see sheet 2 of 79.

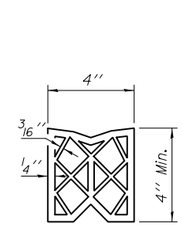




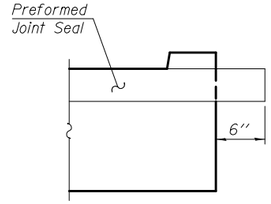
FLEXIBLE PAVEMENT

RIGID PAVEMENT

DETAIL A



PREFORMED JOINT SEAL



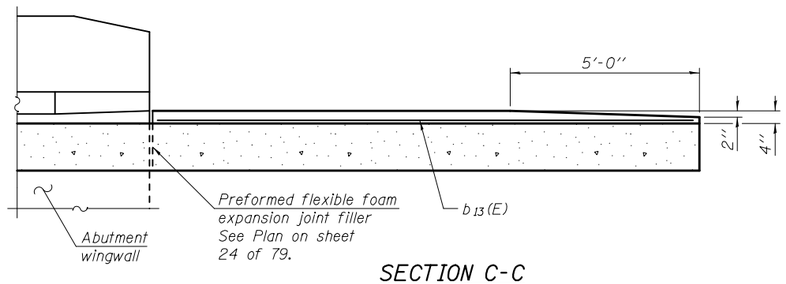
VIEW D-D

AT APPROACH FOOTING

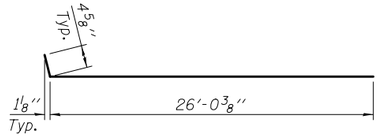
NEAR ABUTMENT

SECTION B-B

(Horizontal dimensions are at Rt. L's to ℄ Roadway.
See Plan on sheet 24 of 79 for dimensions not shown)



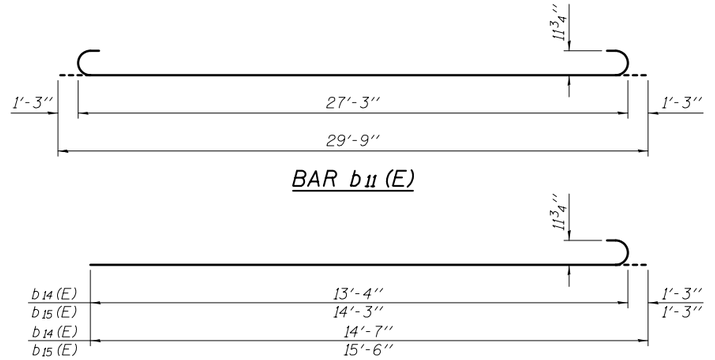
SECTION C-C



BAR a 10 (E)

* Tilt #9 b 11 (E), b 14 (E), and b 15 (E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



BAR b 11 (E)

BARS b 14 (E) & b 15 (E)

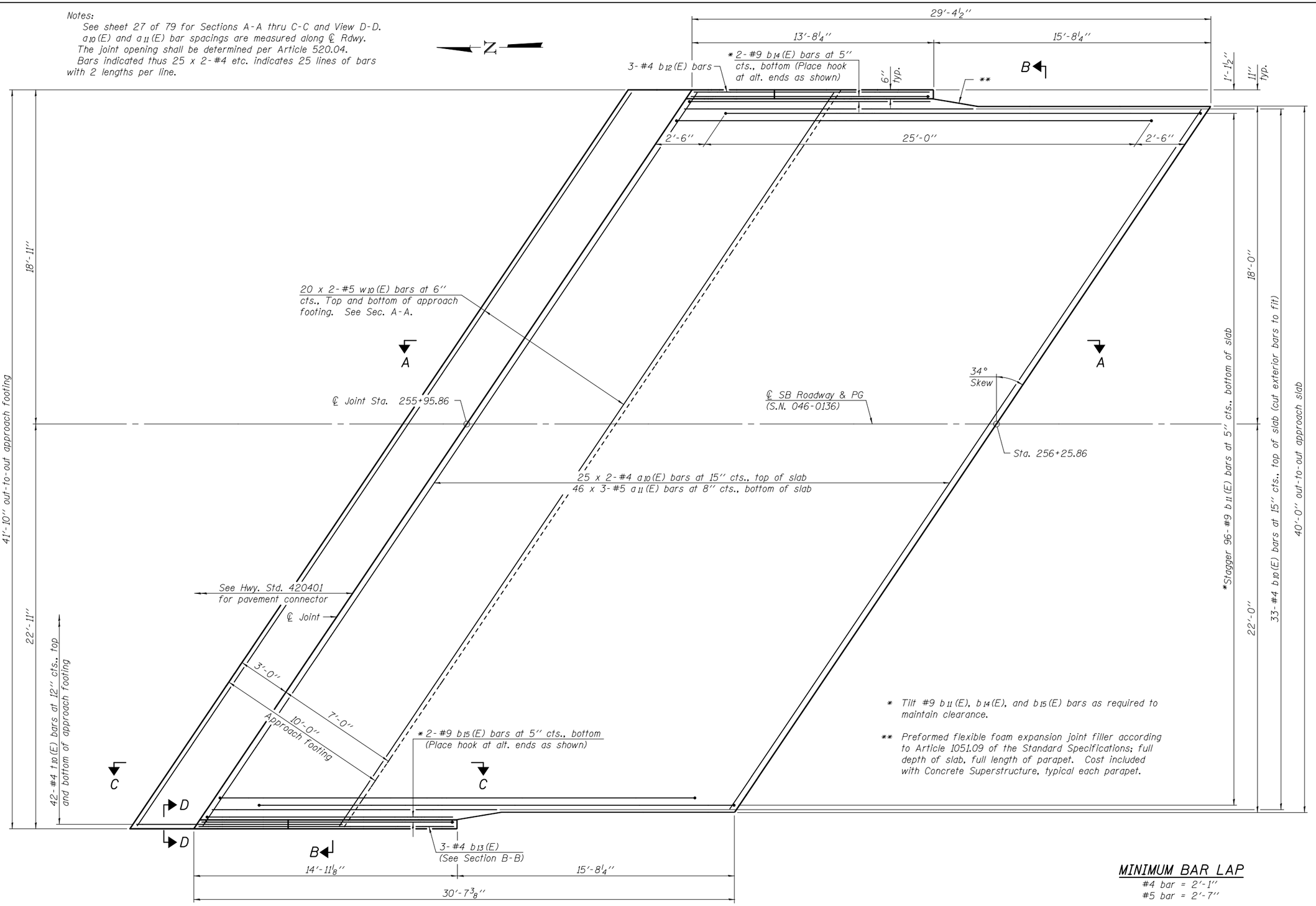
NB SOUTH APPROACH
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a 10 (E)	50	#4	26'-5"	
a 11 (E)	138	#5	18'-5"	
b 10 (E)	33	#4	29'-7"	
b 11 (E)	96	#9	29'-9"	
b 12 (E)	3	#4	13'-4"	
b 13 (E)	3	#4	14'-3"	
b 14 (E)	2	#9	14'-7"	
b 15 (E)	2	#9	15'-6"	
t 10 (E)	84	#4	11'-9"	
w 10 (E)	80	#5	26'-5"	
Concrete Superstructure			Cu. Yd.	60.5
Concrete Structures			Cu. Yd.	15.6
Reinforcement Bars, Epoxy Coated			Pound	17,020

(Sheet 2 of 2)

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 046 – 0135 (NB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE					57	(140)BR&BR-1	KANKAKEE	183	65
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED					CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 25 OF 79 SHEETS			ILLINOIS	FED. AID PROJECT	

Notes:
See sheet 27 of 79 for Sections A-A thru C-C and View D-D.
a_{10}(E) and a_{11}(E) bar spacings are measured along ℄ Rdwy.
The joint opening shall be determined per Article 520.04.
Bars indicated thus 25 x 2-#4 etc. indicates 25 lines of bars with 2 lengths per line.



* Tilt #9 b_{11}(E), b_{14}(E), and b_{15}(E) bars as required to maintain clearance.

** Preformed flexible foam expansion joint filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Cost included with Concrete Superstructure, typical each parapet.

MINIMUM BAR LAP

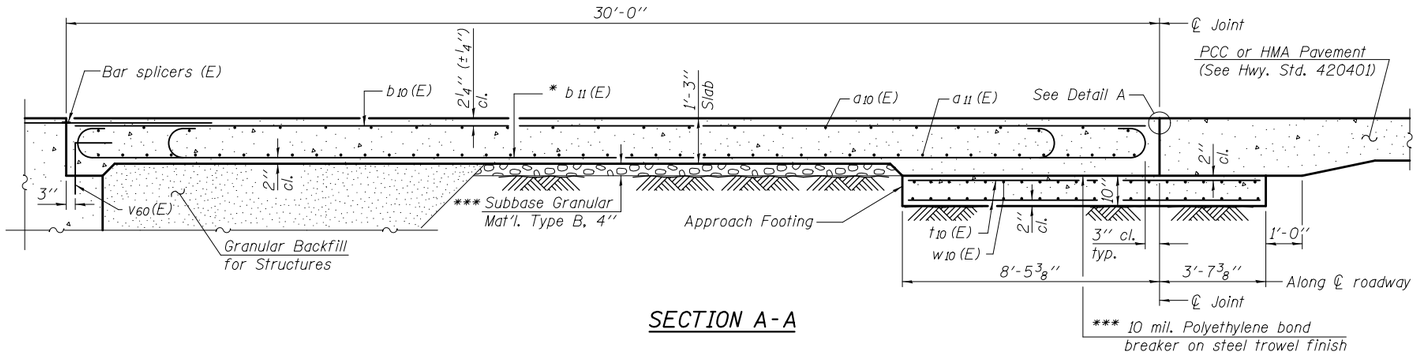
#4 bar = 2'-1"
#5 bar = 2'-7"

PLAN

(Sheet 1 of 2)

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - JUSTIN T. BELUE	PASSED	REVISED ___	**NORTH BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 046 – 0136 (SB)**
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGE DESIGN	REVISED ___	SHEET NO. 26 OF 79 SHEETS
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

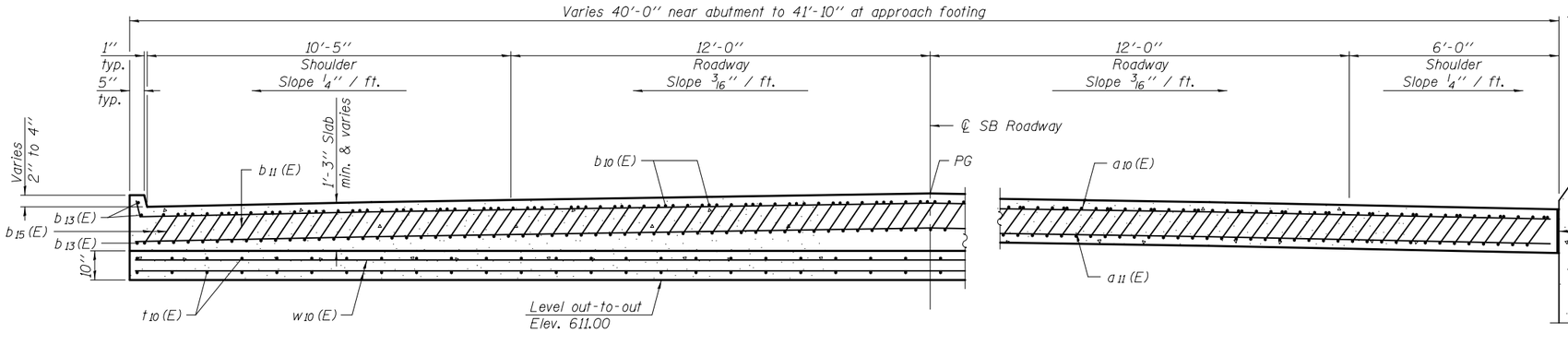
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	66
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			



SECTION A-A

Notes:

Approach slab concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v_{60}(E) bar details, see sheet 52 of 79.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 66 of 79.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill and drainage treatment details, see sheet 2 of 79.

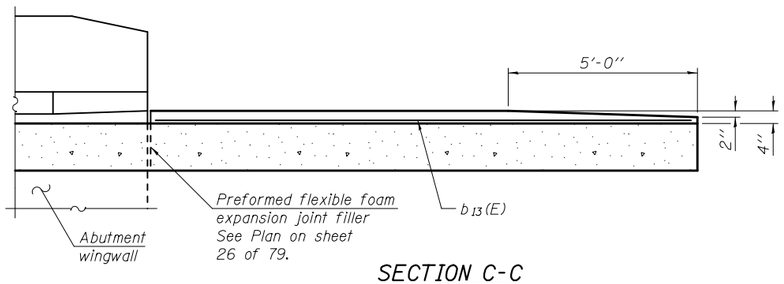


AT APPROACH FOOTING

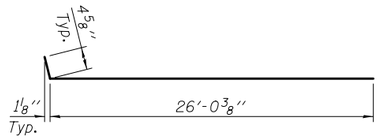
NEAR ABUTMENT

SECTION B-B

(Horizontal dimensions are at Rt. L's to ℄ Roadway.
See Plan on sheet 26 of 79 for dimensions not shown)



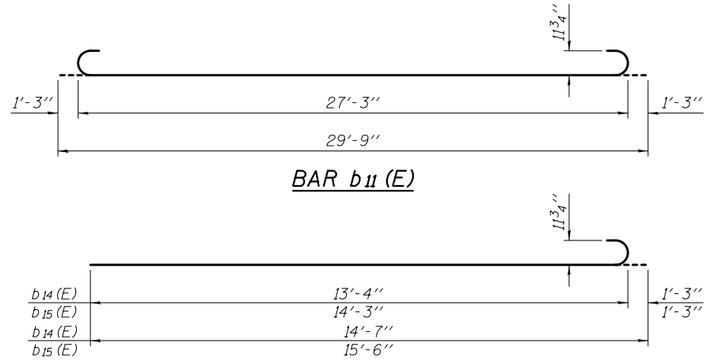
SECTION C-C



BAR a 10 (E)

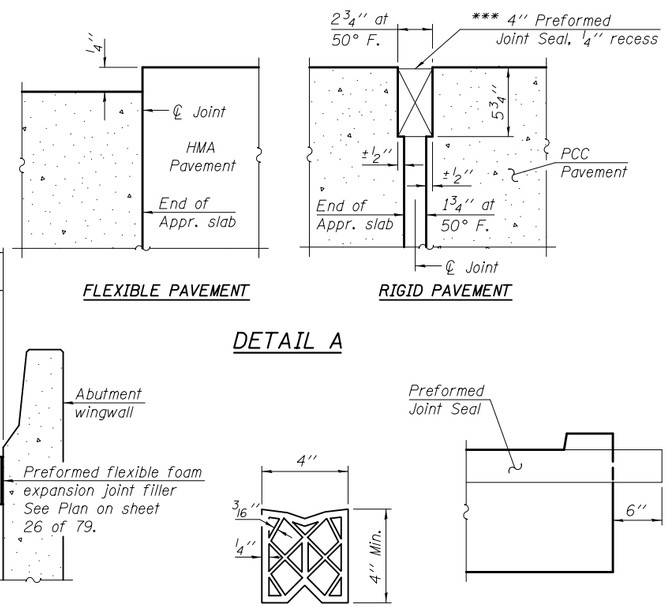
* Tilt #9 b 11 (E), b 14 (E), and b 15 (E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



BAR b 11 (E)

BARS b 14 (E) & b 15 (E)



FLEXIBLE PAVEMENT

RIGID PAVEMENT

DETAIL A

PREFORMED JOINT SEAL

VIEW D-D

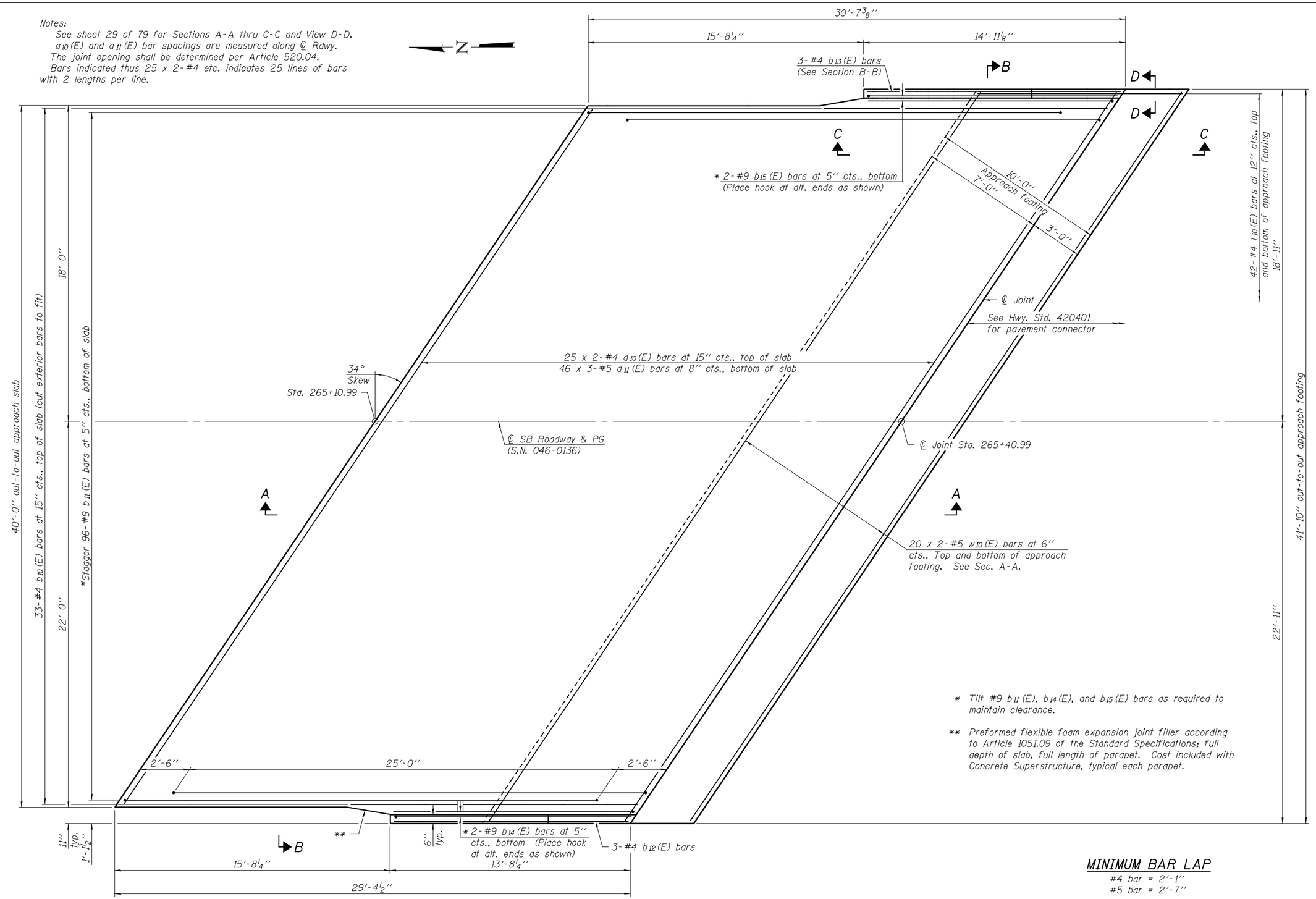
SB NORTH APPROACH
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a 10 (E)	50	#4	26'-5"	
a 11 (E)	138	#5	18'-5"	
b 10 (E)	33	#4	29'-7"	
b 11 (E)	96	#9	29'-9"	
b 12 (E)	3	#4	13'-4"	
b 13 (E)	3	#4	14'-3"	
b 14 (E)	2	#9	14'-7"	
b 15 (E)	2	#9	15'-6"	
t 10 (E)	84	#4	11'-9"	
w 10 (E)	80	#5	26'-5"	
Concrete Superstructure			Cu. Yd.	60.5
Concrete Structures			Cu. Yd.	15.6
Reinforcement Bars, Epoxy Coated			Pound	17,020

(Sheet 2 of 2)

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE					57	(140)BR&BR-1	KANKAKEE	183	67
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED					CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 27 OF 79 SHEETS			ILLINOIS	FED. AID PROJECT	

Notes:
See sheet 29 of 79 for Sections A-A thru C-C and View D-D.
a_{10}(E) and a_{11}(E) bar spacings are measured along ℄ Rdwy.
The joint opening shall be determined per Article 520.04.
Bars indicated thus 25 x 2-#4 etc. indicates 25 lines of bars with 2 lengths per line.



* Tilt #9 b_{11}(E), b_{14}(E), and b_{15}(E) bars as required to maintain clearance.

** Preformed flexible foam expansion joint filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Cost included with Concrete Superstructure, typical each parapet.

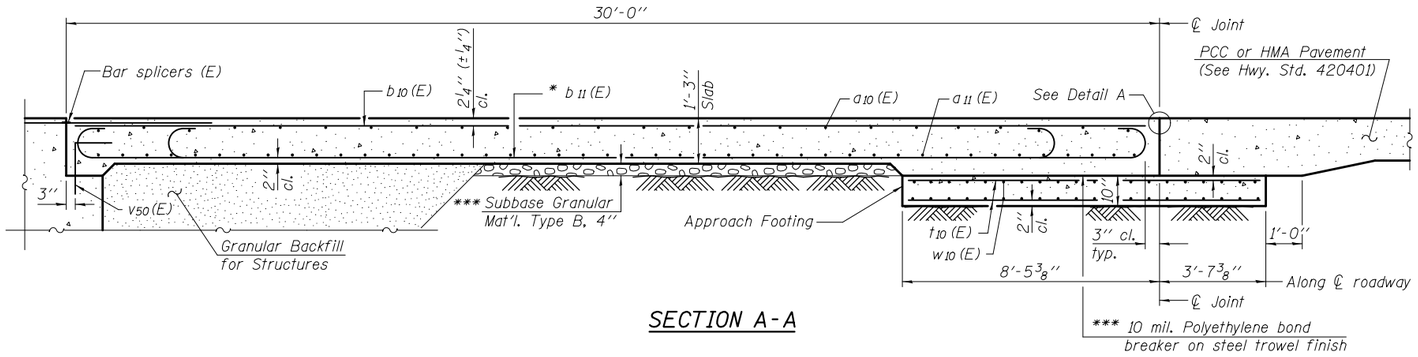
MINIMUM BAR LAP

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

PLAN

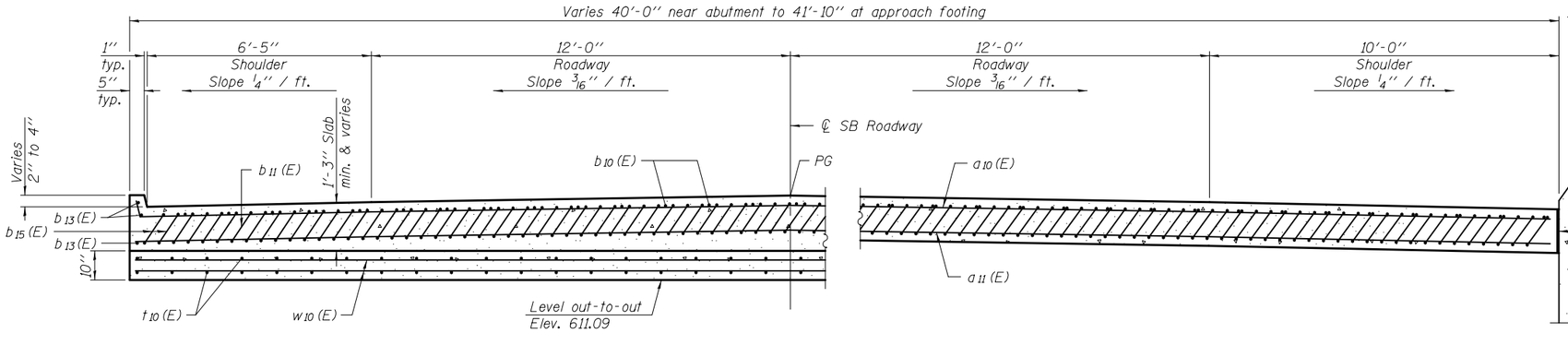
(Sheet 1 of 2)

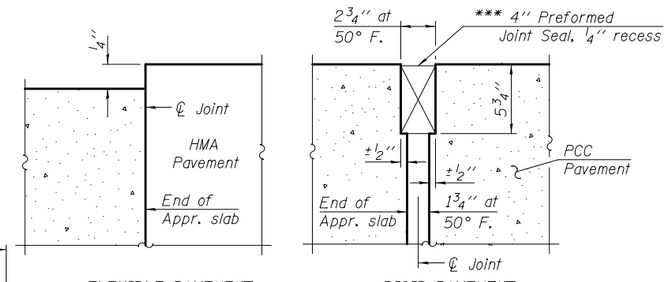
DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE					57	(140)BR&BR-1	KANKAKEE	183	68
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED —		SHEET NO. 28 OF 79 SHEETS			CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED —					ILLINOIS FED. AID PROJECT		



SECTION A-A

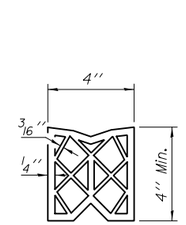
Notes:
Approach slab concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v50(E) bar details, see sheet 48 of 79.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 66 of 79.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill and drainage treatment details, see sheet 2 of 79.



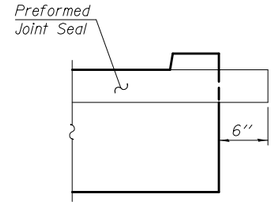


FLEXIBLE PAVEMENT — RIGID PAVEMENT

DETAIL A



PREFORMED JOINT SEAL

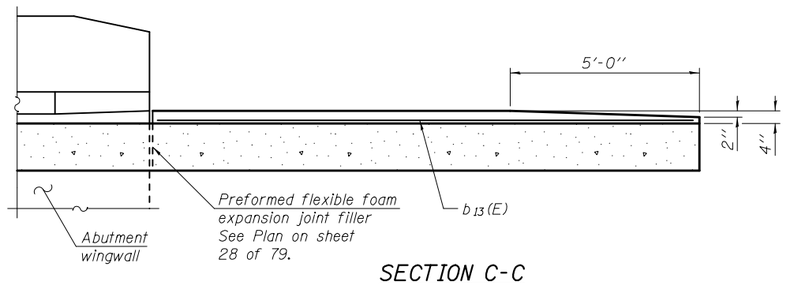


VIEW D-D

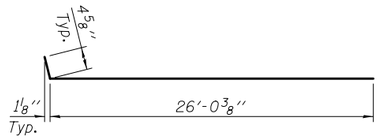
AT APPROACH FOOTING — NEAR ABUTMENT

SECTION B-B

(Horizontal dimensions are at Rt. L's to ℄ Roadway.
See Plan on sheet 28 of 79 for dimensions not shown)



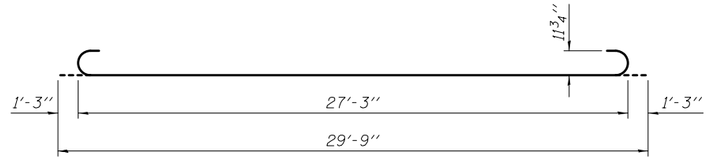
SECTION C-C



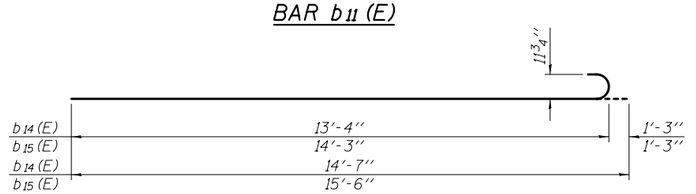
BAR a 10 (E)

* Tilt #9 b 11 (E), b 14 (E), and b 15 (E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



BAR b 11 (E)



BARS b 14 (E) & b 15 (E)

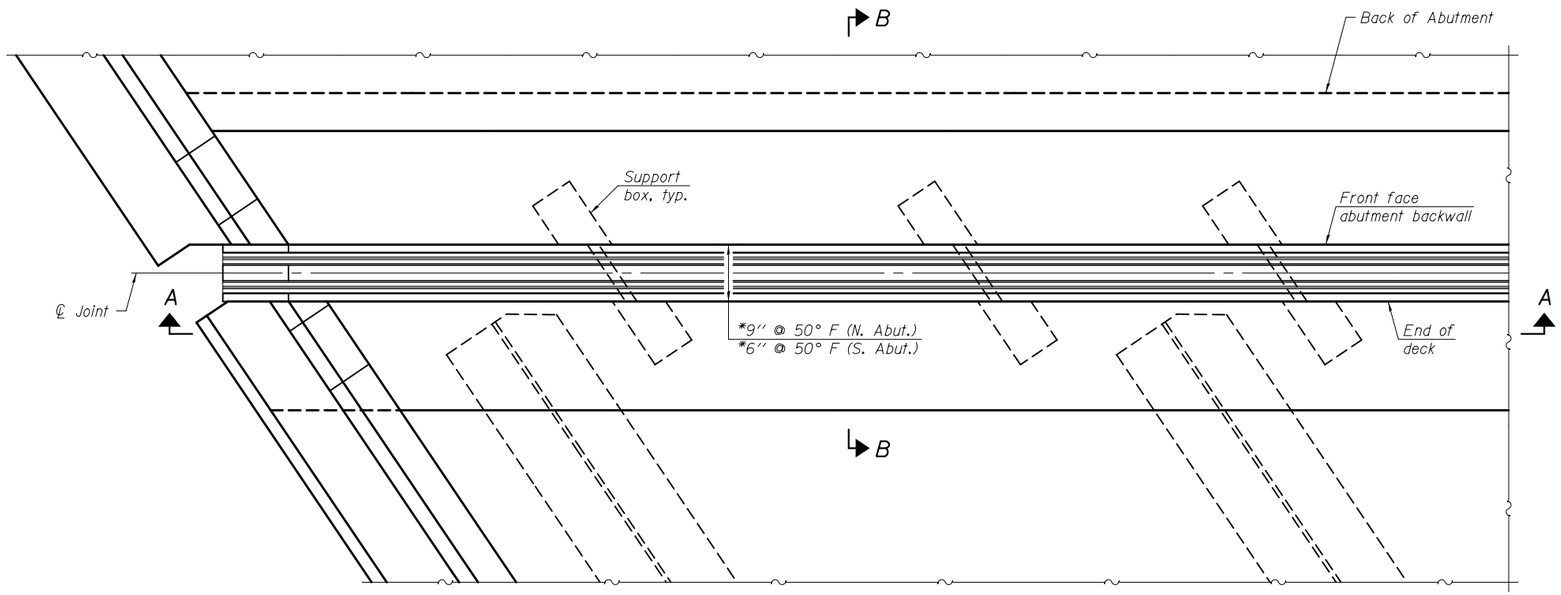
SB SOUTH APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a 10 (E)	50	#4	26'-5"	
a 11 (E)	138	#5	18'-5"	
b 10 (E)	33	#4	29'-7"	
b 11 (E)	96	#9	29'-9"	
b 12 (E)	3	#4	13'-4"	
b 13 (E)	3	#4	14'-3"	
b 14 (E)	2	#9	14'-7"	
b 15 (E)	2	#9	15'-6"	
t 10 (E)	84	#4	11'-9"	
w 10 (E)	80	#5	26'-5"	
Concrete Superstructure			Cu. Yd.	60.5
Concrete Structures			Cu. Yd.	15.6
Reinforcement Bars, Epoxy Coated			Pound	17,020

(Sheet 2 of 2)

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - JUSTIN T. BELUE	ACTING ENGINEER OF BRIDGE DESIGN		**SOUTH BRIDGE APPROACH SLAB DETAILS**
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___	**STRUCTURE NO. 046 – 0136 (SB)**
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED ___	SHEET NO. 29 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	69
		CONTRACT NO. 66750		
	ILLINOIS	FED. AID PROJECT		



PARTIAL PLAN

(North Abutment shown, South Abutment similar except girder top flanges not clipped)

Notes:

Blockout area to be poured after expansion assemblies have been adjusted.

Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

The manufacturer's recommended installation methods shall be followed.

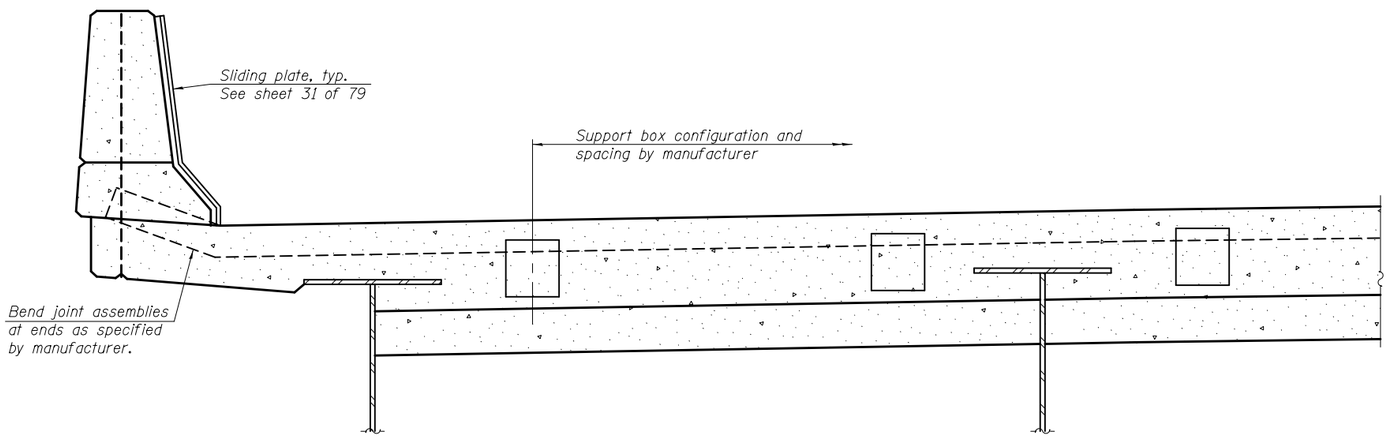
The modular expansion joints shall provide the following movement:

Location	Total Longitudinal Movement (inches)	Size (inches)
N. Abut. (each structure)	$6\frac{5}{8}''$	9
S. Abut. (each structure)	$5\frac{1}{2}''$	6

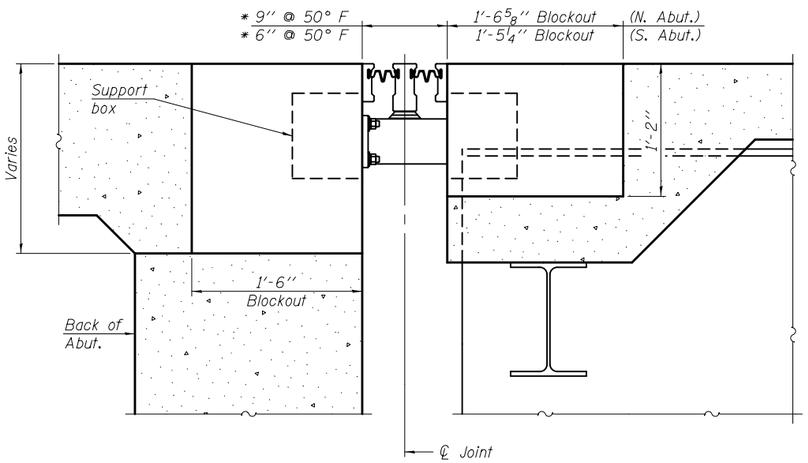
* Actual dimension may vary depending on Manufacturer's design.

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint 6''	Foot	98
Modular Expansion Joint 9''	Foot	98



SECTION A-A



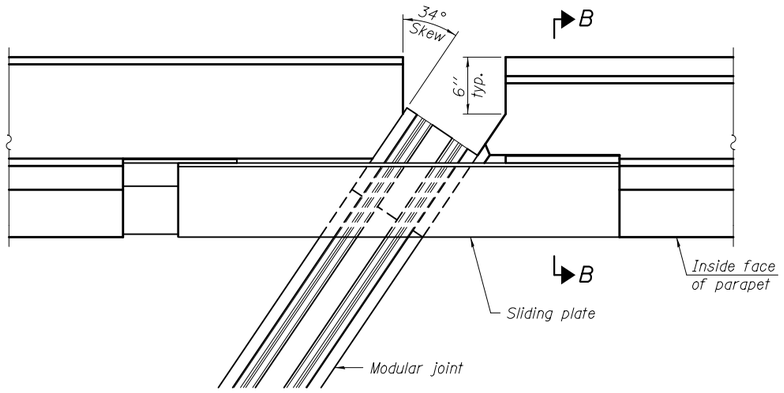
SECTION B-B

(Horizontal dimensions are at Rt. L's to ℄ joint)

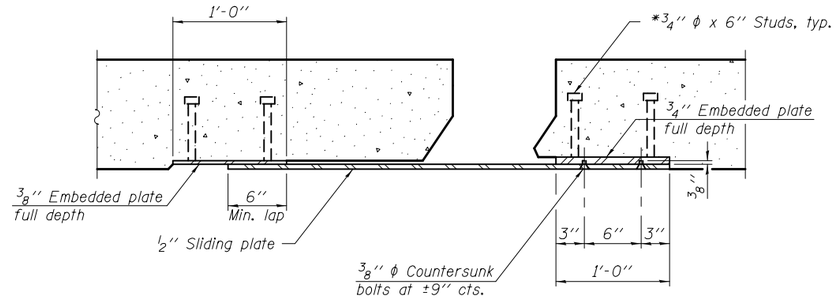
DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - JUSTIN T. BELUE		REVISED ___	
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___	
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN; ACTING ENGINEER OF BRIDGES AND STRUCTURES		

MODULAR EXPANSION JOINT DETAILS
STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)
SHEET NO. 30 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	70
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

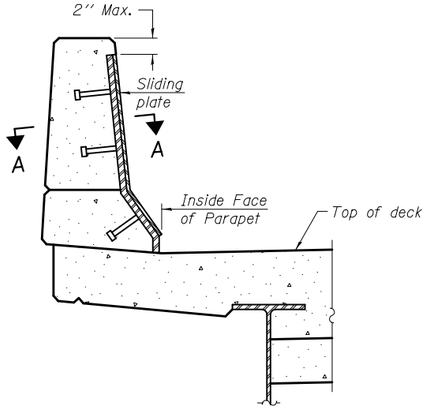


PLAN
(Showing point block)

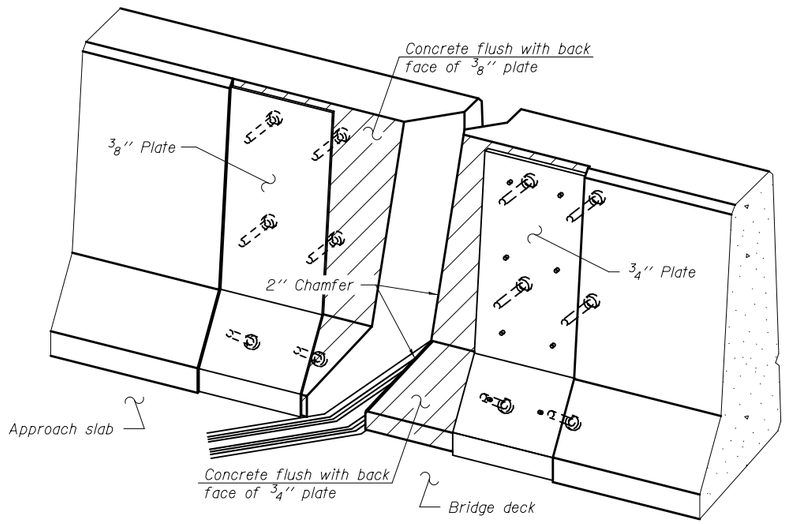


SECTION A-A

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



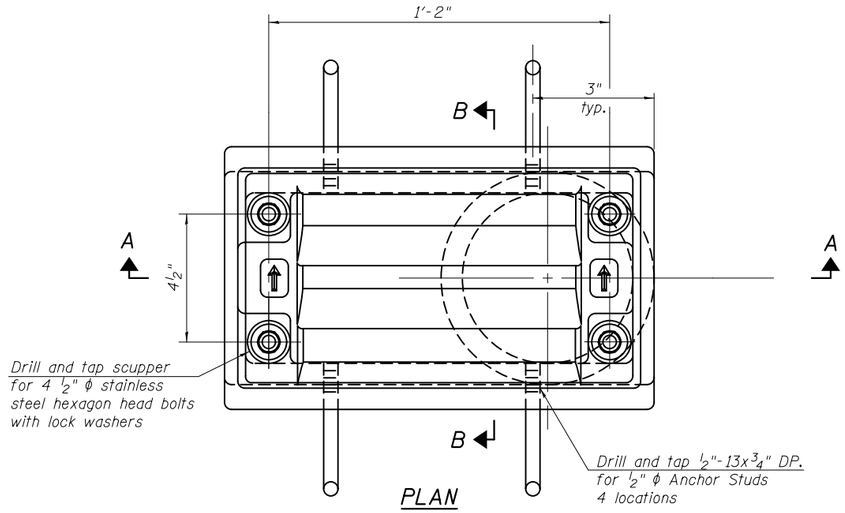
SECTION B-B



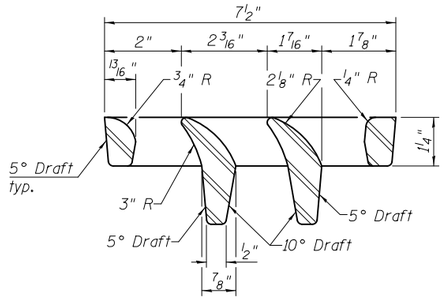
TRIMETRIC VIEW
(Showing back plates only)

Notes:
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
All materials (plates, bolts, and studs), equipment, and labor required to install the sliding plate assemblies in the parapets are included in the cost of Modular Expansion Joint of the the size specified.

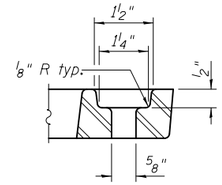
DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SLIDING PLATE DETAILS STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE					57	(140)BR&BR-1	KANKAKEE	183	71
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___					CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED ___		SHEET NO. 31 OF 79 SHEETS			ILLINOIS FED. AID PROJECT		



PLAN



VANE GRATE DETAIL



BOLT HOLE DETAIL

Notes:

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

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

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

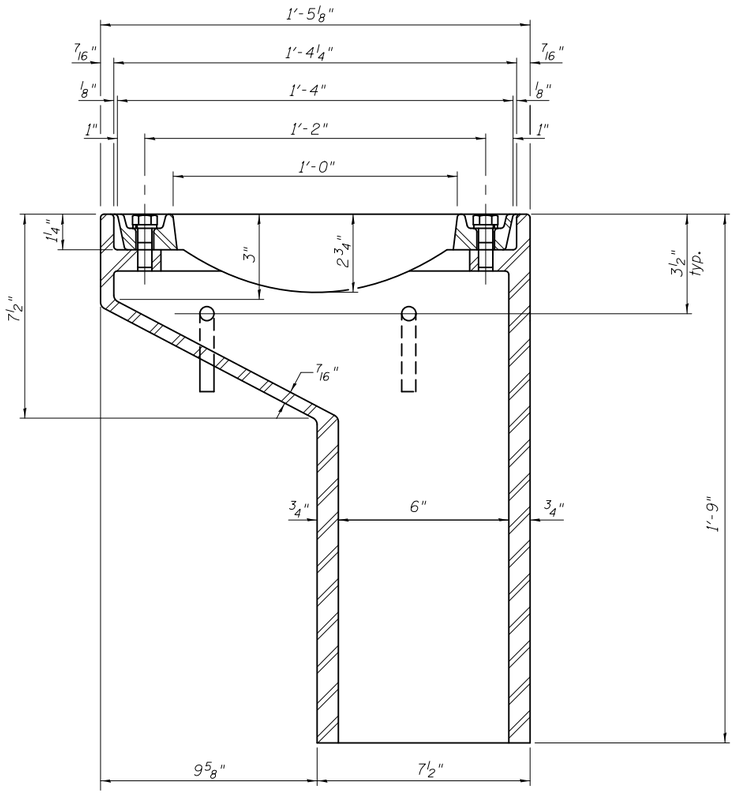
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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

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

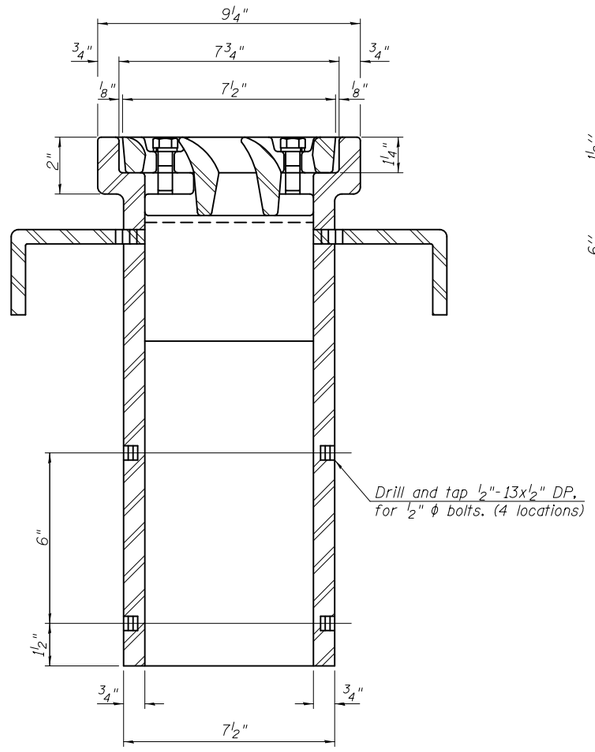
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

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

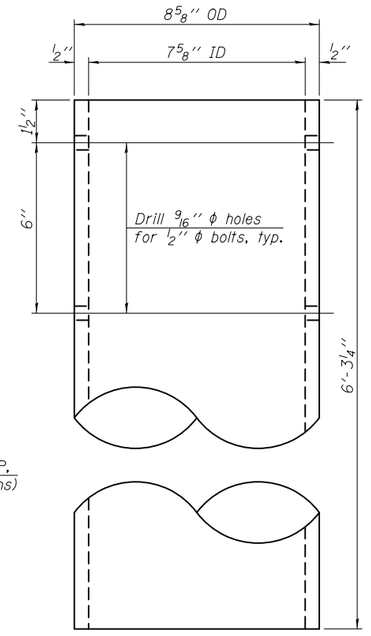


SECTION A-A

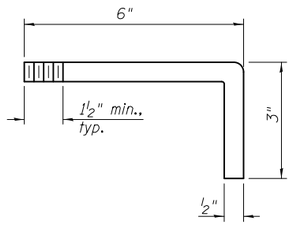
See sheet 21 of 79 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



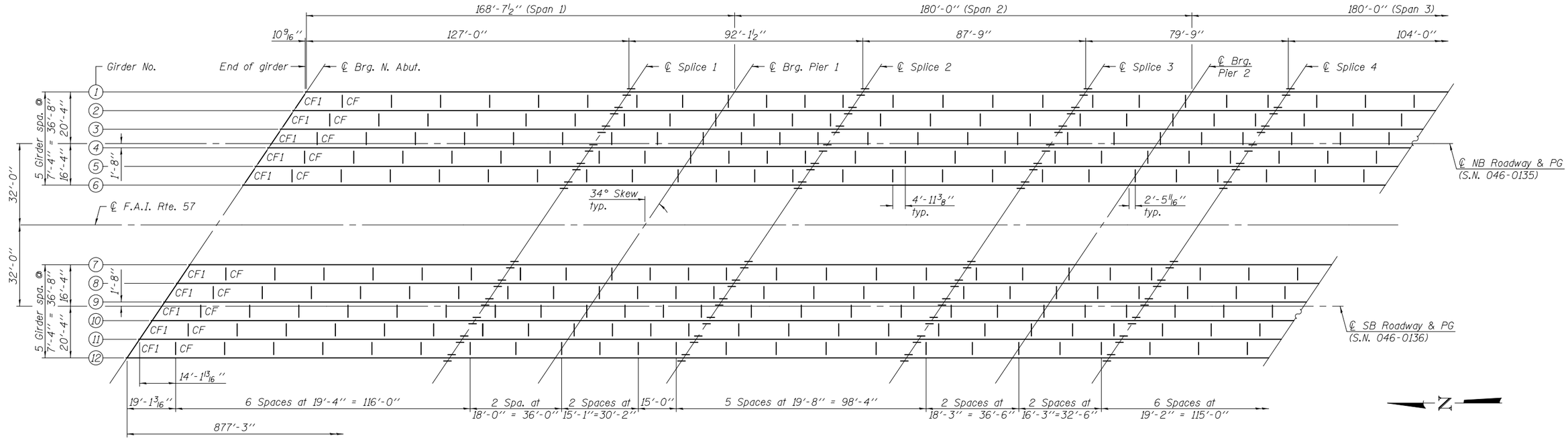
ANCHOR STUD DETAIL

BILL OF MATERIAL

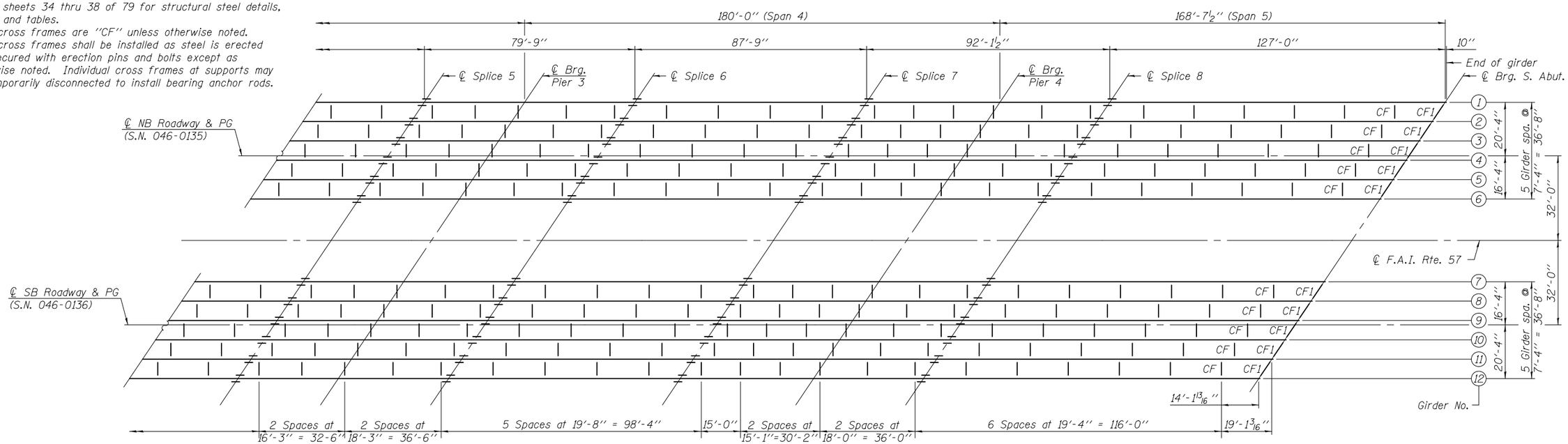
ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	16

DS-11 7-1-10

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DRAINAGE SCUPPER, DS-11 STRUCTURE NO. 046-0135 (NB) & 046-0136 (SB)**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE		REVISED ___			57	(140)BR&BR-1	KANKAKEE	183	72
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___		SHEET NO. 32 OF 79 SHEETS			CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES						ILLINOIS FED. AID PROJECT		

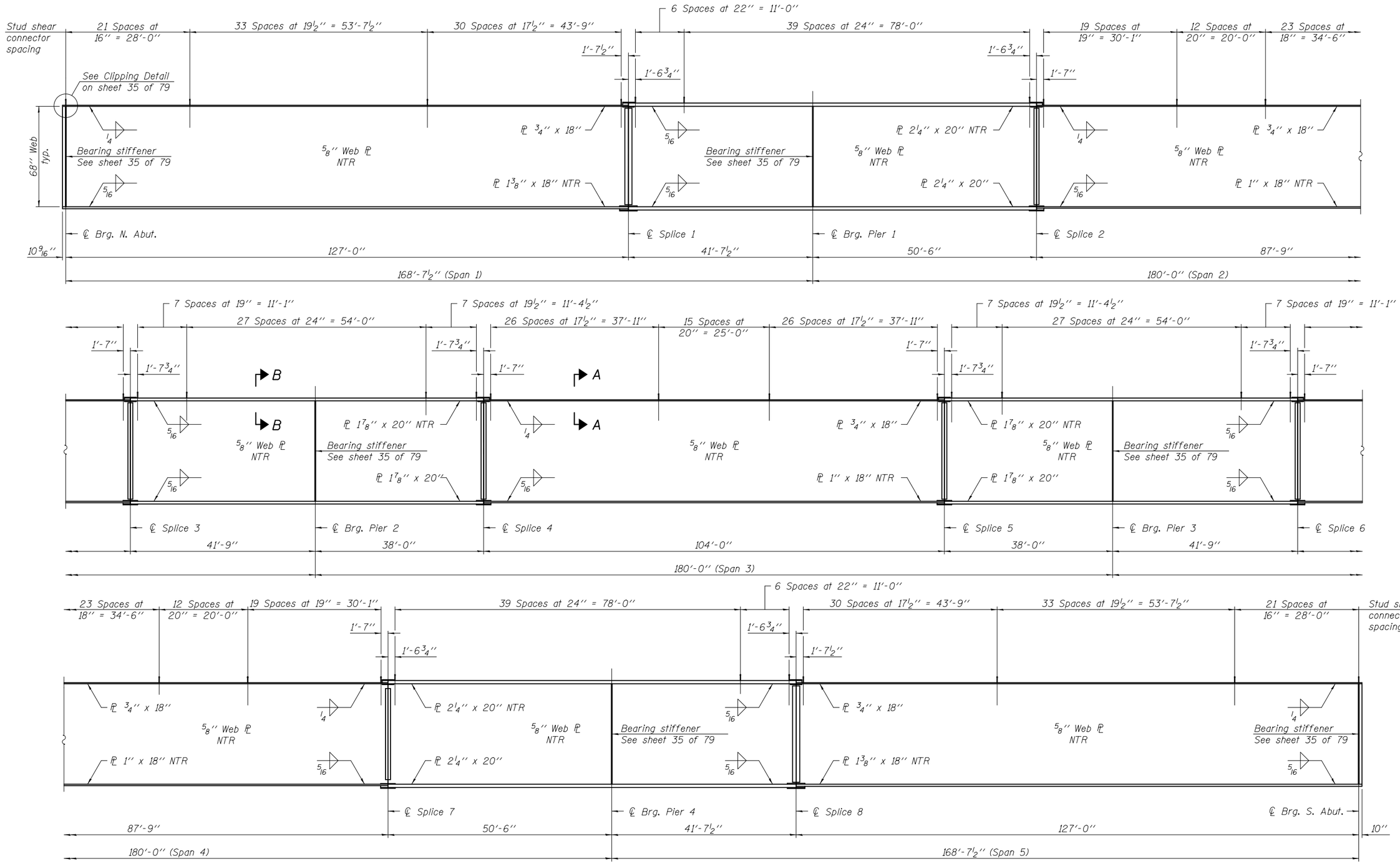


Note:
See sheets 34 thru 38 of 79 for structural steel details, notes, and tables.
All cross frames are "CF" unless otherwise noted.
All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.



PLAN

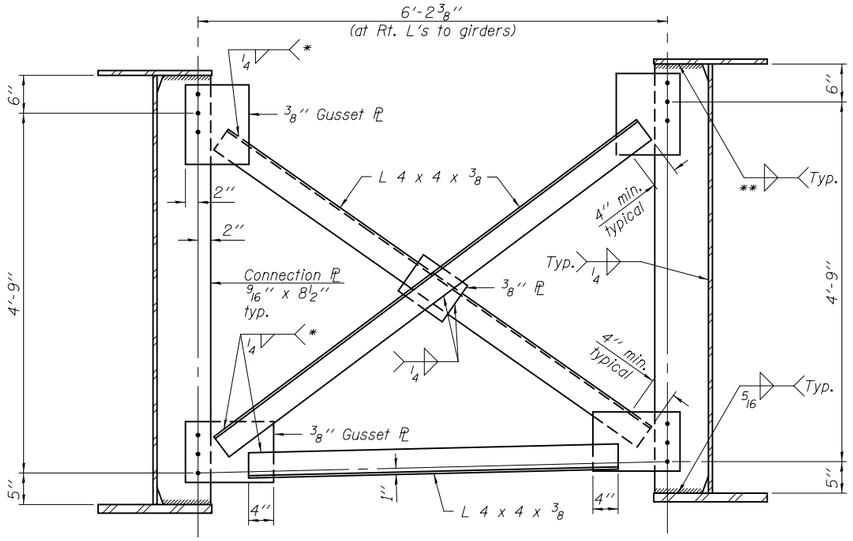
DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**STRUCTURAL STEEL STRUCTURE NO. 046-0135 (NB) & 046-0136 (SB)**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE					57	(140)BR&BR-1	KANKAKEE	183	73
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___		SHEET NO. 33 OF 79 SHEETS			CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED ___					ILLINOIS FED. AID PROJECT		



GIRDER ELEVATION
(Looking East)

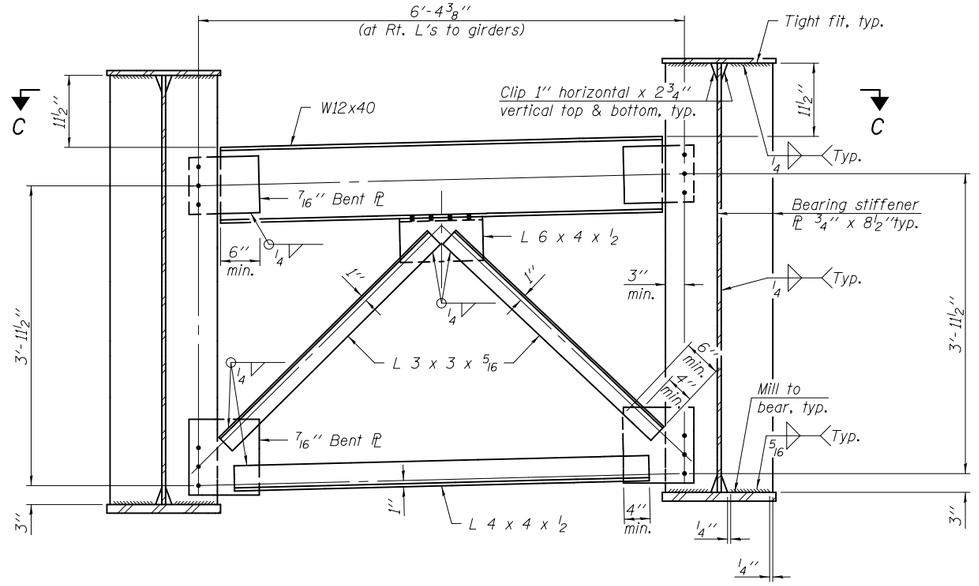
Notes:
See sheet 37 of 79 for Sections A-A and B-B.
Load carrying components designated ''NTR'' shall conform to the Impact Testing Requirement, Zone 2.
All structural steel shall be AASHTO Gr. 50W.

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**STRUCTURAL STEEL DETAILS STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE					57	(140)BR&BR-1	KANKAKEE	183	74
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED —		SHEET NO. 34 OF 79 SHEETS			CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN	REVISED —					ILLINOIS FED. AID PROJECT		
	ACTING ENGINEER OF BRIDGES AND STRUCTURES								



CROSS FRAME CF

(470 Required)



CROSS FRAME CF1

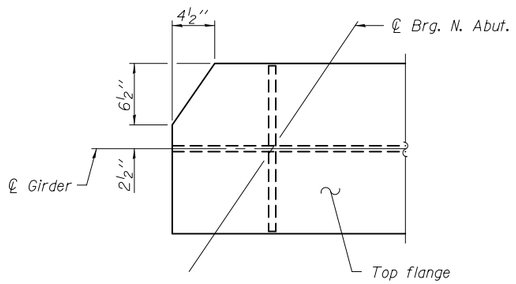
(20 Required)

* Fillet weld angles along 3 sides on one face of gusset plate.

** 1/4" weld for 3/4" top flange thickness (250 locations)
5/16" weld for all other top flange thicknesses (220 locations)

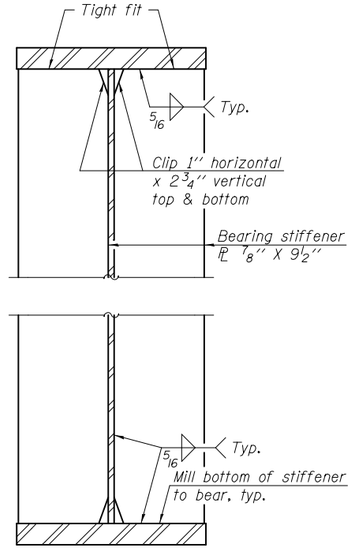
Notes:
Detail 15/16" ϕ holes for all 3/4" bolts. Two hardened washers required for each set of oversized holes.

All cross frames, bearing stiffeners, gusset plates, and connecting plates shall be AASHTO M270, Gr. 50W.

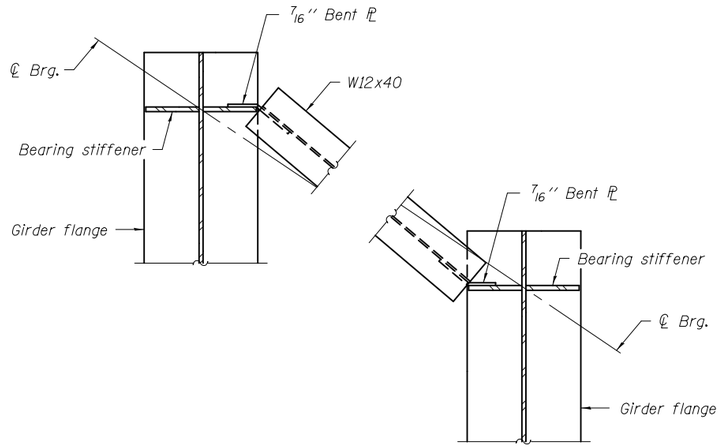


CLIPPING DETAIL

(Top flange of girders at N. Abut.)

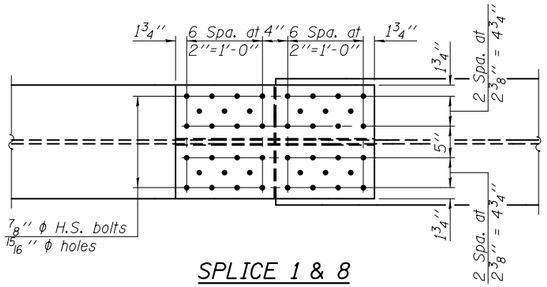


BEARING STIFFENER AT PIERS

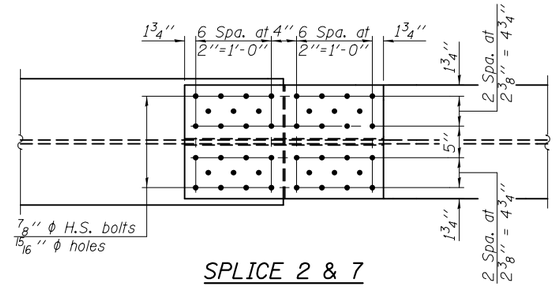


SECTION C-C

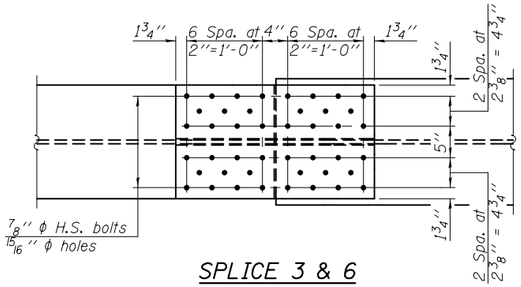
DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**STRUCTURAL STEEL DETAILS**	F.A.I. RTE. 57 / SECTION (140)BR&BR-1 / COUNTY KANKAKEE / TOTAL SHEETS 183 / SHEET NO. 75
CHECKED - JUSTIN T. BELUE				**STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)**	CONTRACT NO. 66750
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED		SHEET NO. 35 OF 79 SHEETS	ILLINOIS FED. AID PROJECT
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			



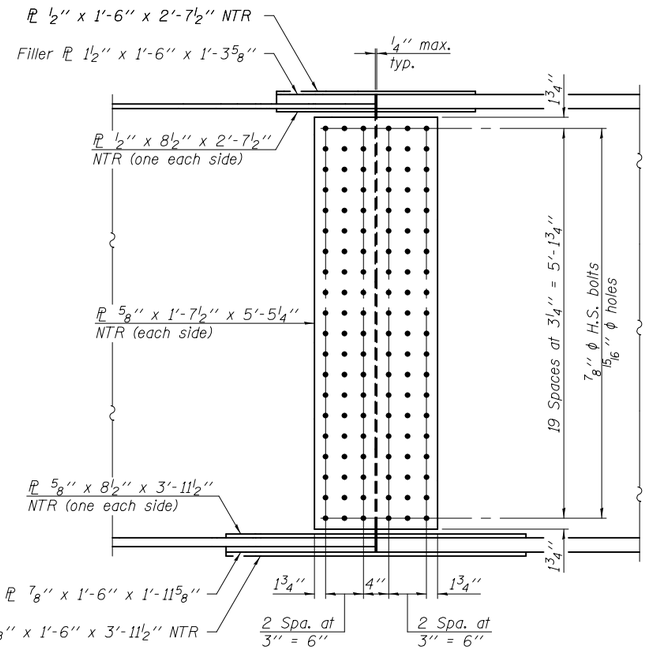
SPLICE 1 & 8
PLAN
(Looking at top of top flange)



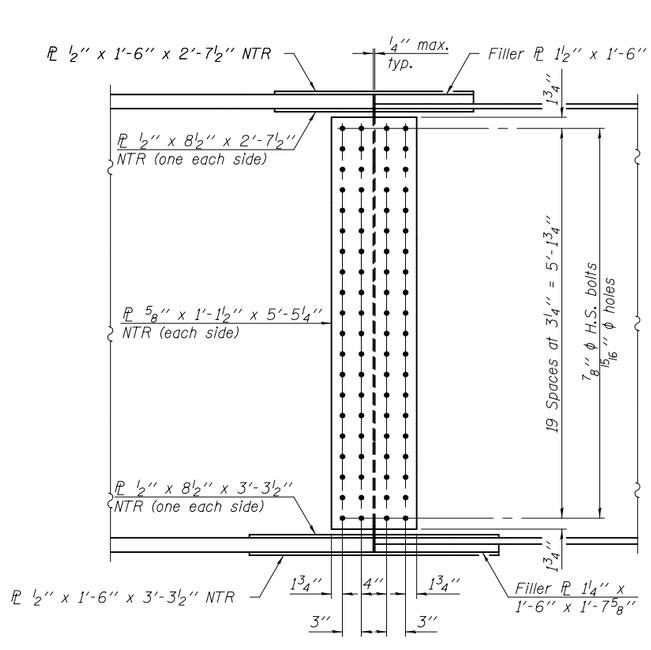
SPLICE 2 & 7
PLAN
(Looking at top of top flange)



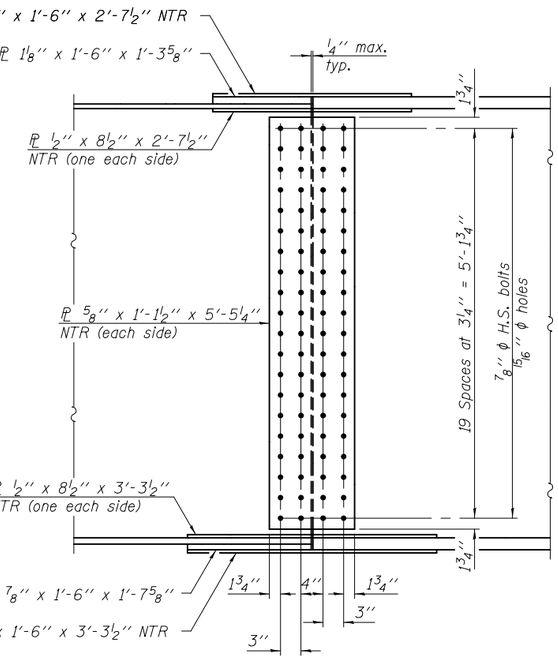
SPLICE 3 & 6
PLAN
(Looking at top of top flange)



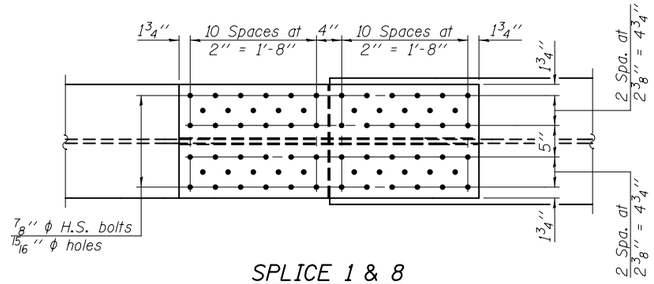
SPLICE 1 & 8
ELEVATION



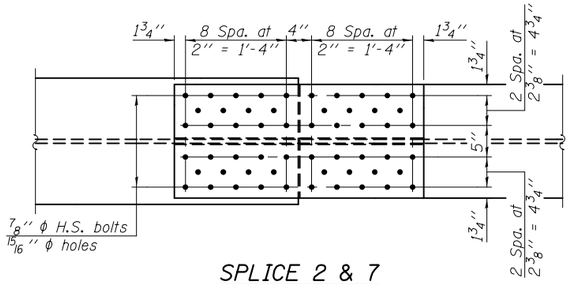
SPLICE 2 & 7
ELEVATION



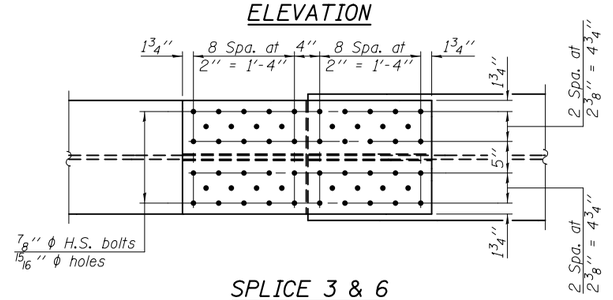
SPLICE 3 & 6
ELEVATION



SPLICE 1 & 8
PLAN
(Looking at bottom of bottom flange)



SPLICE 2 & 7
PLAN
(Looking at bottom of bottom flange)



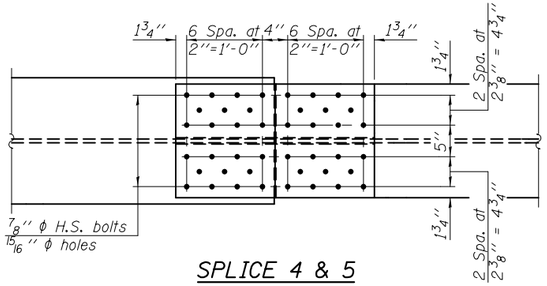
SPLICE 3 & 6
PLAN
(Looking at bottom of bottom flange)

Notes:

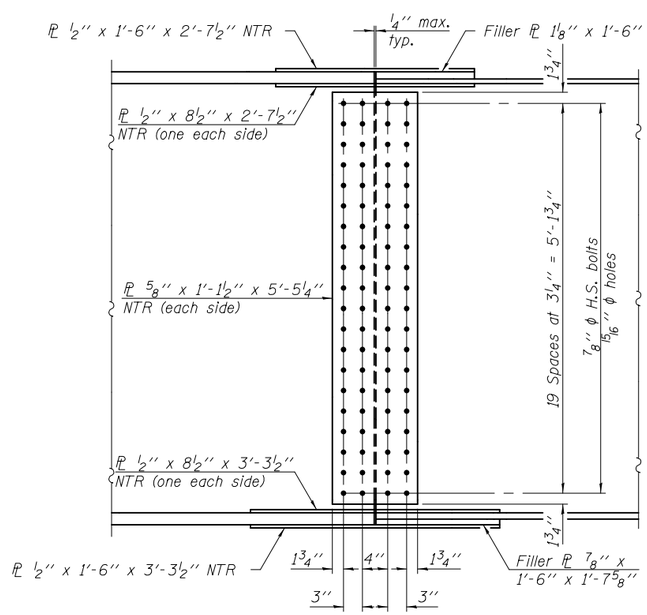
Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

All splice plates, including filler plates, shall be AASHTO M270, Gr. 50W.

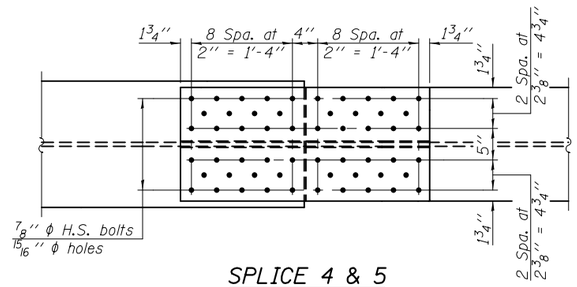
DESIGNED - DAVID H. RICHTER	EXAMINED	Joyce F. Schiff ACTING ENGINEER OF BRIDGE DESIGN	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**STRUCTURAL STEEL DETAILS STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)**	F.A.I. RTE. 57	SECTION (140)BR&BR-1
CHECKED - JUSTIN T. BELUE							COUNTY KANKAKEE
DRAWN - MICHAEL B. MOSSMAN	PASSED		REVISED ___				TOTAL SHEETS 183
CHECKED - J.T.B. / D.H.R.		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED ___		SHEET NO. 36 OF 79 SHEETS		SHEET NO. 76
							CONTRACT NO. 66750
							ILLINOIS FED. AID PROJECT



SPLICE 4 & 5
PLAN
(Looking at top of top flange)



SPLICE 4 & 5
ELEVATION

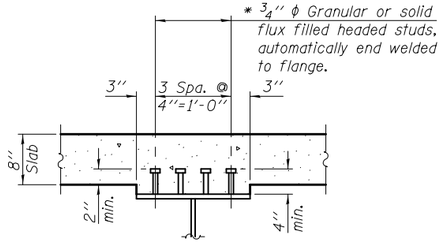


SPLICE 4 & 5
PLAN
(Looking at bottom of bottom flange)

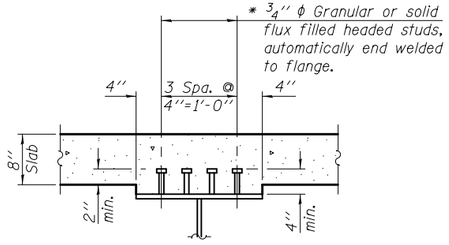
INTERIOR GIRDER MOMENT TABLE						
		0.4 Sp. 1 or 0.6 Sp. 5	Pier 1 & 4	0.5 Span 2 & 4	Pier 2 & 3	0.5 Span 3
I_s	(in^4)	60186	127454	53423	107946	53423
$I_c(n)$	(in^4)	138878	210551	119712	185865	119712
$I_c(3n)$	(in^4)	99154	164216	86961	143302	86961
$I_c(cr)$	(in^4)	-	138966	-	119179	-
S_s	(in^3)	1974	3516	1625	3009	1625
$S_c(n)$	(in^3)	2654	4091	2206	3567	2206
$S_c(3n)$	(in^3)	2400	3820	1989	3313	1989
$S_c(cr)$	(in^3)	-	3625	-	3120	-
DC1	(k/')	1.049	1.244	1.024	1.188	1.024
M_{DC1}	('k)	2074	4120	807	3123	1280
DC2	(k/')	0.15	0.15	0.15	0.15	0.15
M_{DC2}	('k)	298	536	129	422	186
DW	(k/')	0.367	0.367	0.367	0.367	0.367
M_{DW}	('k)	728	1311	315	1033	454
M_{L+IM}	('k)	2564	3050	2059	2859	2144
M_u (Strength I)	('k)	8544	13123.5	5245.7	10985	6265.2
$\phi_f M_n$	('k)	12486	-	11390.1	-	11075.6
f_s DC1	(ksi)	12.6	14.1	6.0	12.5	9.5
f_s DC2	(ksi)	1.5	1.8	0.8	1.6	1.1
f_s DW	(ksi)	3.6	4.3	1.9	4.0	2.7
f_s (L+IM)	(ksi)	11.6	10.1	11.2	11.0	11.7
f_s (Service II)	(ksi)	32.8	33.3	23.3	32.4	28.5
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	-	44.0	-	42.8	-
$\phi_f F_n$	(ksi)	-	50.0	-	50.0	-
V_f	(k)	62.9	64.3	48.5	68.9	48.4

INTERIOR GIRDER REACTION TABLE				
		Abut.	Pier 1 & 4	Pier 2 & 3
R_{DC1}	(k)	67.9	230.1	197.1
R_{DC2}	(k)	9.5	30.0	26.4
R_{DW}	(k)	23.2	73.3	64.5
R_{L+IM}	(k)	117.3	219.0	214.5
R_{Total}	(k)	217.9	552.4	502.5

Notes:
Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
All splice plates, including filler plates, shall be AASHTO M270, Gr. 50W.



SECTION A-A
(Typical for 18" flanges)



SECTION B-B
(Typical for 20" flanges)

* Total studs required = 25,152

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

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

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

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

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

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

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

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

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

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

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

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).

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

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

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

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

f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(L+IM)$

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

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_s(L+IM)$

$\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

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

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

EXAMINED — PASSED

ACTING ENGINEER OF BRIDGE DESIGN

ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013

REVISED ___

REVISED ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)
SHEET NO. 37 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	77
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

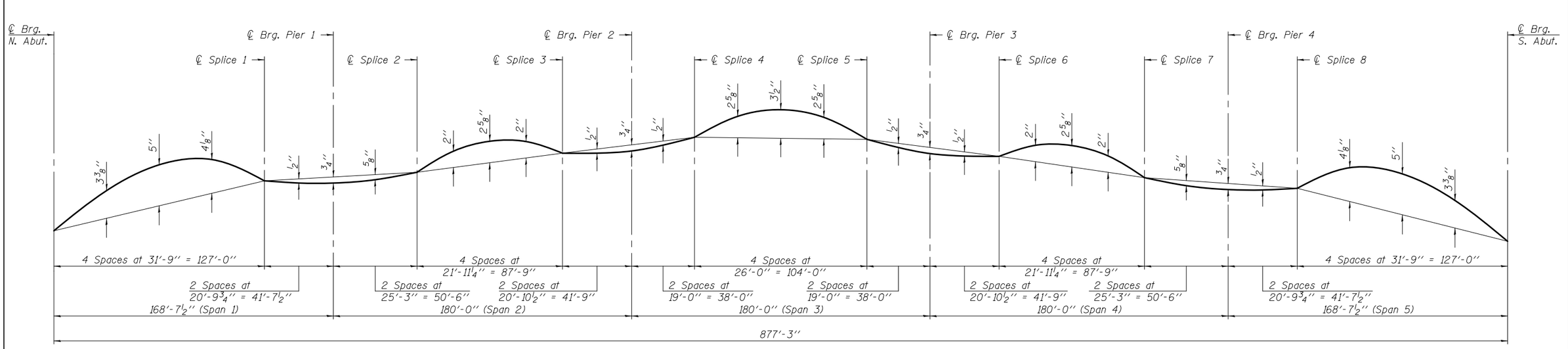
* TOP OF WEB ELEVATIONS
NB (046-0135)

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
℄ Brg. N. Abut.	612.61	612.75	612.84	612.89	612.75	612.59
℄ Splice 1	613.09	613.23	613.33	613.38	613.25	613.09
℄ Brg. Pier 1	613.06	613.20	613.31	613.36	613.23	613.08
℄ Splice 2	613.16	613.31	613.42	613.47	613.34	613.19
℄ Splice 3	613.34	613.49	613.60	613.66	613.54	613.39
℄ Brg. Pier 2	613.35	613.50	613.62	613.68	613.56	613.41
℄ Splice 4	613.48	613.63	613.75	613.81	613.69	613.55
℄ Splice 5	613.47	613.62	613.75	613.81	613.70	613.57
℄ Brg. Pier 3	613.33	613.49	613.61	613.68	613.57	613.43
℄ Splice 6	613.30	613.46	613.59	613.66	613.55	613.42
℄ Splice 7	613.10	613.27	613.40	613.47	613.37	613.24
℄ Brg. Pier 4	612.99	613.15	613.29	613.36	613.26	613.14
℄ Splice 8	613.00	613.17	613.31	613.38	613.28	613.16
℄ Brg. S. Abut.	612.49	612.67	612.81	612.90	612.80	612.69

* TOP OF WEB ELEVATIONS
SB (046-0136)

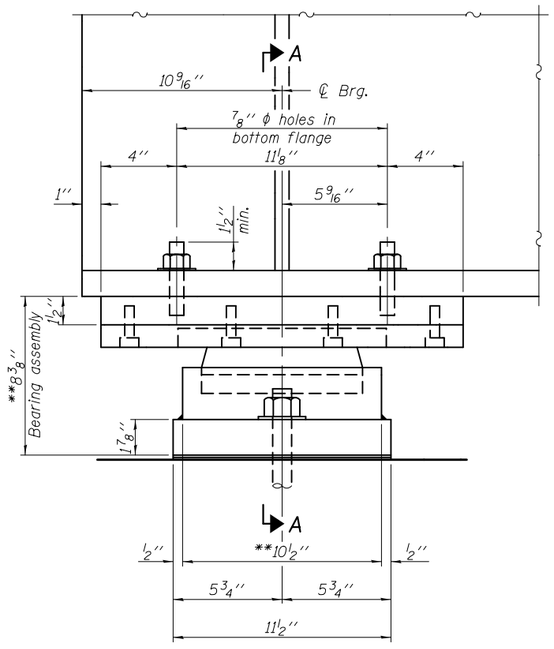
Location	Girder 7	Girder 8	Girder 9	Girder 10	Girder 11	Girder 12
℄ Brg. N. Abut.	612.69	612.80	612.90	612.81	612.67	612.49
℄ Splice 1	613.16	613.28	613.38	613.31	613.17	613.00
℄ Brg. Pier 1	613.14	613.26	613.36	613.29	613.15	612.99
℄ Splice 2	613.24	613.37	613.47	613.40	613.27	613.10
℄ Splice 3	613.42	613.55	613.66	613.59	613.46	613.30
℄ Brg. Pier 2	613.43	613.57	613.68	613.61	613.49	613.33
℄ Splice 4	613.57	613.70	613.81	613.75	613.62	613.47
℄ Splice 5	613.55	613.69	613.81	613.75	613.63	613.48
℄ Brg. Pier 3	613.41	613.56	613.68	613.62	613.50	613.35
℄ Splice 6	613.39	613.54	613.66	613.60	613.49	613.34
℄ Splice 7	613.19	613.34	613.47	613.42	613.31	613.16
℄ Brg. Pier 4	613.08	613.23	613.36	613.31	613.20	613.06
℄ Splice 8	613.09	613.25	613.38	613.33	613.23	613.09
℄ Brg. S. Abut.	612.59	612.75	612.89	612.84	612.75	612.61

* For fabrication only

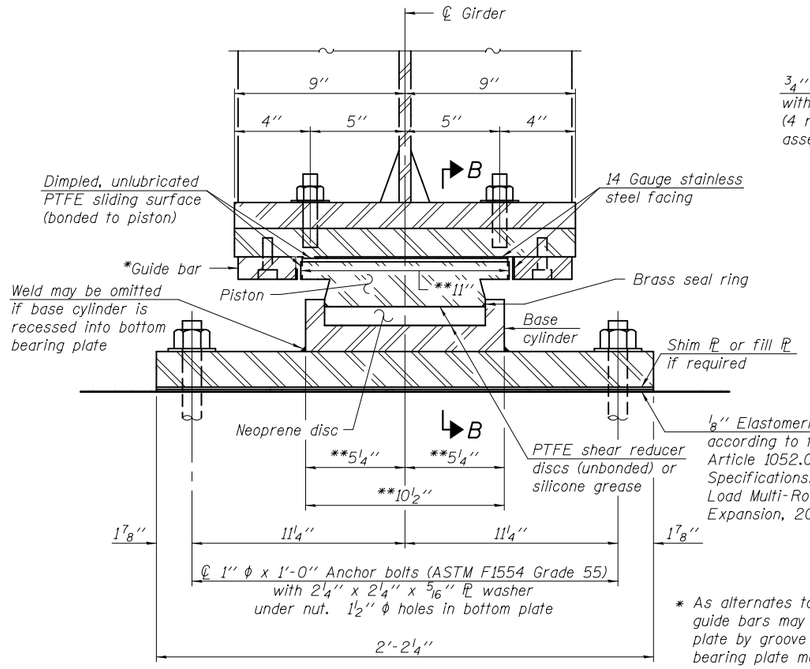


CAMBER DIAGRAM

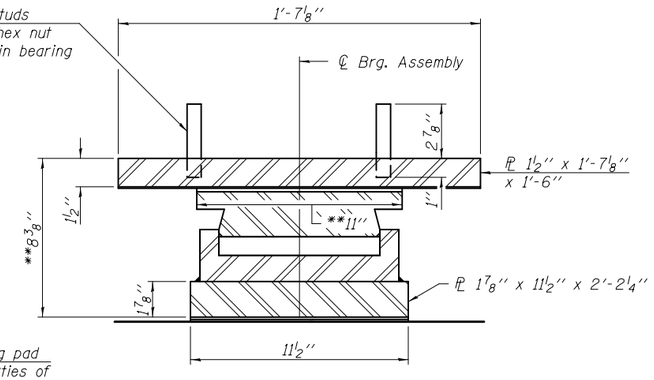
DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS**	**STRUCTURAL STEEL DETAILS**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE	ACTING ENGINEER OF BRIDGE DESIGN		**DEPARTMENT OF TRANSPORTATION**	**STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)**	57	(140)BR&BR-1	KANKAKEE	183	78
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___		SHEET NO. 38 OF 79 SHEETS			CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED ___					ILLINOIS FED. AID PROJECT		



ELEVATION



SECTION A-A



SECTION B-B

(Guide bar and girder omitted for clarity)

* As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece. If bolted connection is used, maintain a minimum clearance of 3'' from the centerline of the threaded stud to the bolts in the guide bar.

** Dimensions may vary depending on Manufacturer's design.

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

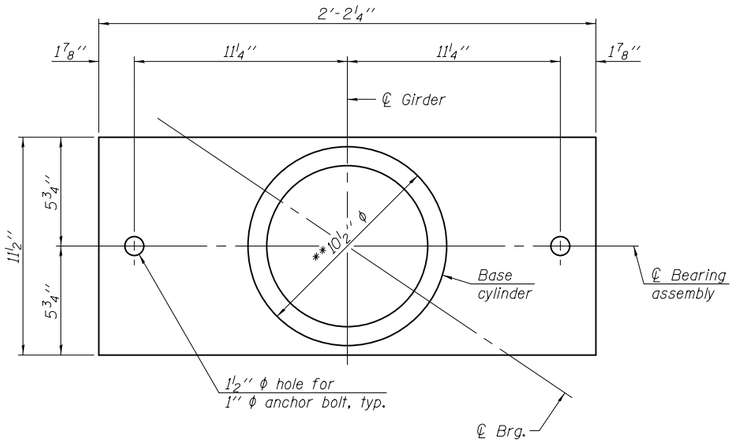
For anchor bolt locations, see sheets 45 & 49 of 79.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270, Grade 50.

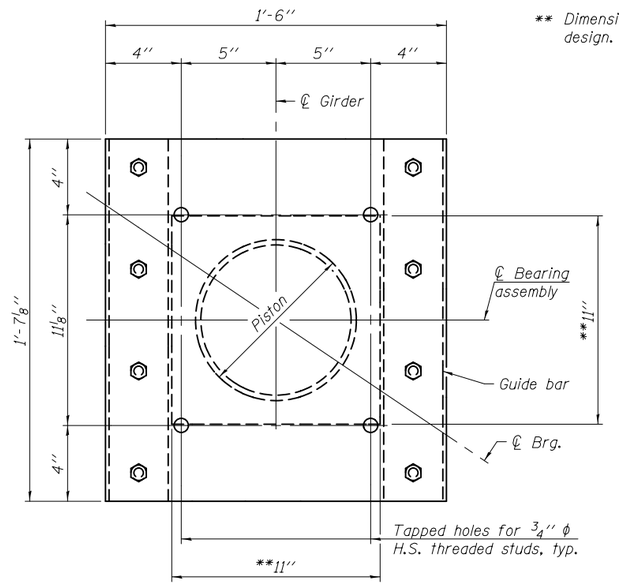
Provide 5/8'' x 11 1/2'' x 2'-2 1/4'' fill plate at girder 4.

Two 1/8'' adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

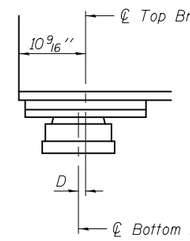
Bearing dimensions and details shown are for a pot type HLMR bearing. Disc type HLMR bearing dimensions and details will vary.



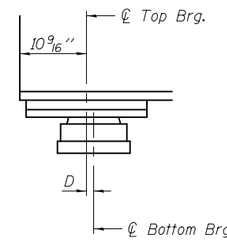
BOTTOM BEARING ℙ AND BASE CYLINDER PLAN



TOP BEARING ℙ AND PISTON PLAN



BELOW 50° F.
(Move bottom brg. away from fixed brg.)



ABOVE 50° F.
(Move bottom brg. toward fixed brg.)

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.

DESIGN DATA

Bearing Manufacturer Design Criteria	N. Abut.
Vertical Design Load (kips)	198
Horizontal Design Load (kips), H_u	40
Design Rotation (rad), θ_u	0.0191
Total Required Movement (in.)	6 5/8

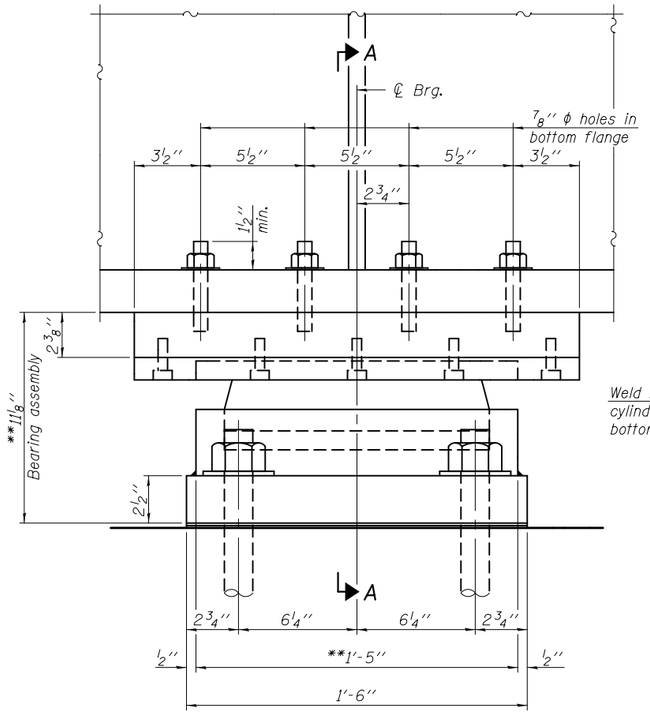
BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotational Bearings, Guided Expansion, 200k	Each	12
Anchor Bolts, 1''	Each	24

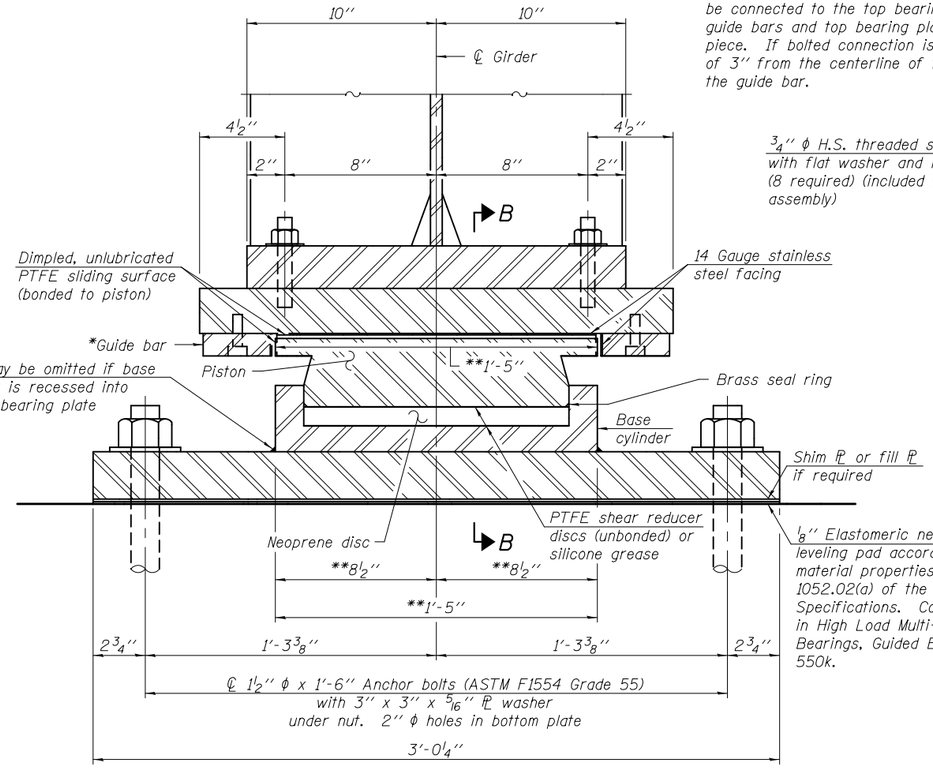
DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - JUSTIN T. BELUE	PASSED	REVISED ___	
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGE DESIGN	REVISED ___	
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

NORTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)
SHEET NO. 39 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	79
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

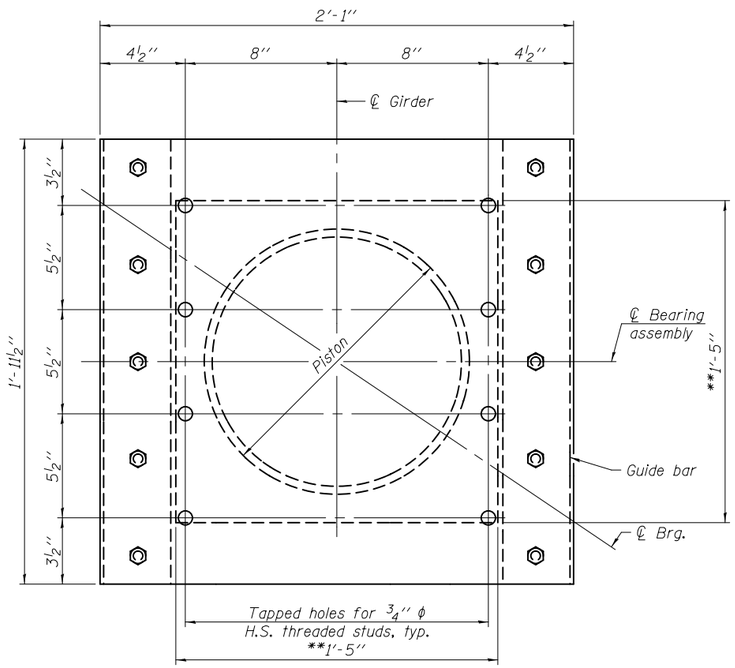


ELEVATION

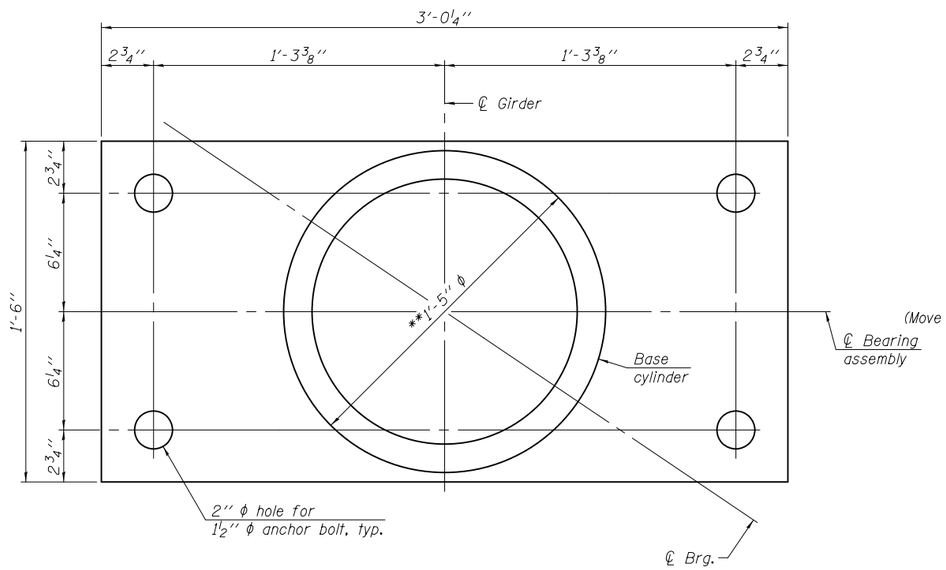


SECTION A-A

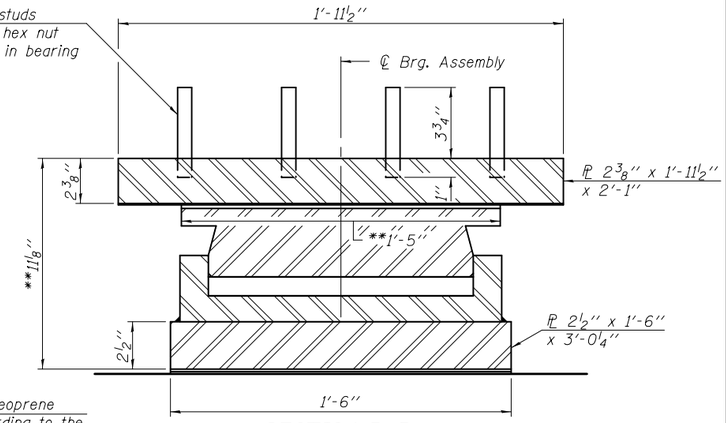
* As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece. If bolted connection is used, maintain a minimum clearance of 3" from the centerline of the threaded stud to the bolts in the guide bar.



TOP BEARING ℙ AND PISTON PLAN



BOTTOM BEARING ℙ AND BASE CYLINDER PLAN



SECTION B-B

(Guide bar and girder omitted for clarity)

** Dimensions may vary depending on Manufacturer's design.

⅛" Elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included in High Load Multi-Rotational Bearings, Guided Expansion, 550k.

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

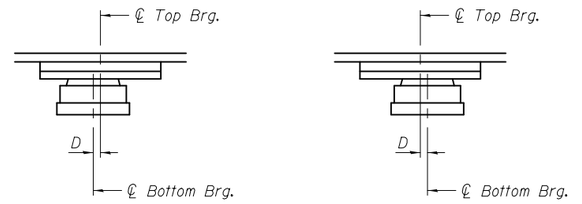
For anchor bolt locations, see sheets 53 & 54 of 79.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270, Grade 50.

Provide 5/8" x 1'-6" x 3'-0 1/4" fill plate at girder 4.

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

Bearing dimensions and details shown are for a pot type HLMR bearing. Disc type HLMR bearing dimensions and details will vary.



BELOW 50° F.
(Move bottom brg. away from fixed brg.)

ABOVE 50° F.
(Move bottom brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

DESIGN DATA

Bearing Manufacturer Design Criteria	Pier 1
Vertical Design Load (kips)	523
Horizontal Design Load (kips), H_u	105
Design Rotation (rad), θ_u	0.0074
Total Required Movement (in.)	4½

BILL OF MATERIAL

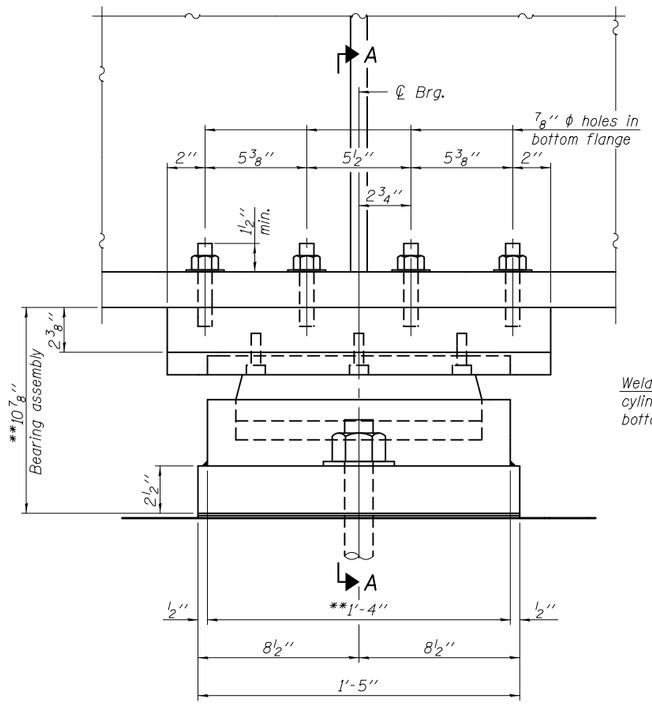
Item	Unit	Total
High Load Multi-Rotational Bearings, Guided Expansion, 550k	Each	12
Anchor Bolts, 1½"	Each	48

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - JUSTIN T. BELUE		REVISED ___	**PIER 1 BEARING DETAILS**
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___	**STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)**
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN; ACTING ENGINEER OF BRIDGES AND STRUCTURES		SHEET NO. 40 OF 79 SHEETS

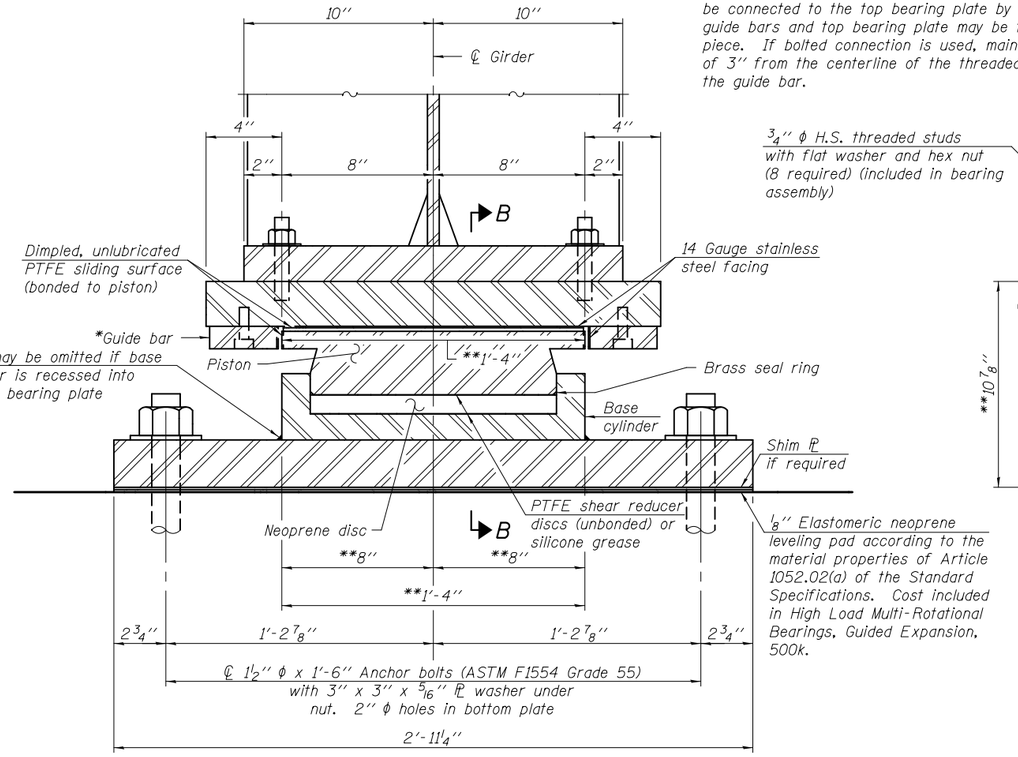
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	80
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

* As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece. If bolted connection is used, maintain a minimum clearance of 3" from the centerline of the threaded stud to the bolts in the guide bar.

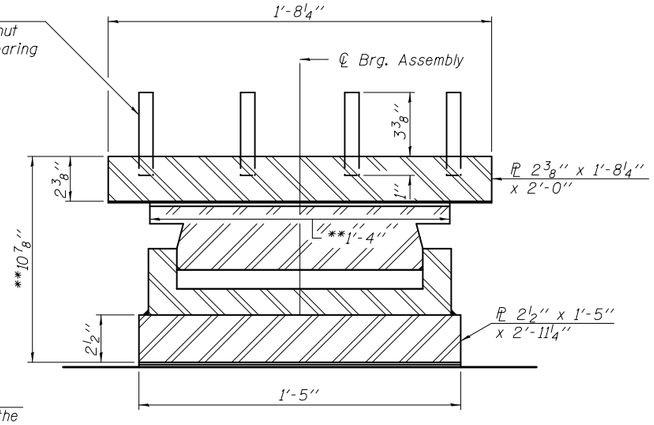
** Dimensions may vary depending on Manufacturer's design.



ELEVATION



SECTION A-A



SECTION B-B

(Guide bar and girder omitted for clarity)

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

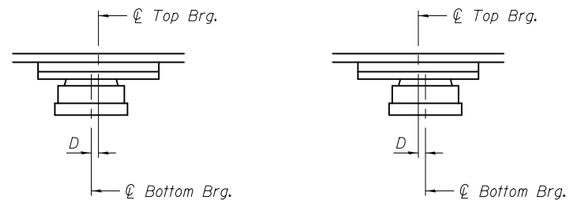
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

For anchor bolt locations, see sheets 56 & 57 of 79.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270, Grade 50.

Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Bearing dimensions and details shown are for a pot type HLMR bearing. Disc type HLMR bearing dimensions and details will vary.



BELOW 50° F.
(Move bottom brg. away from fixed brg.)

ABOVE 50° F.
(Move bottom brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

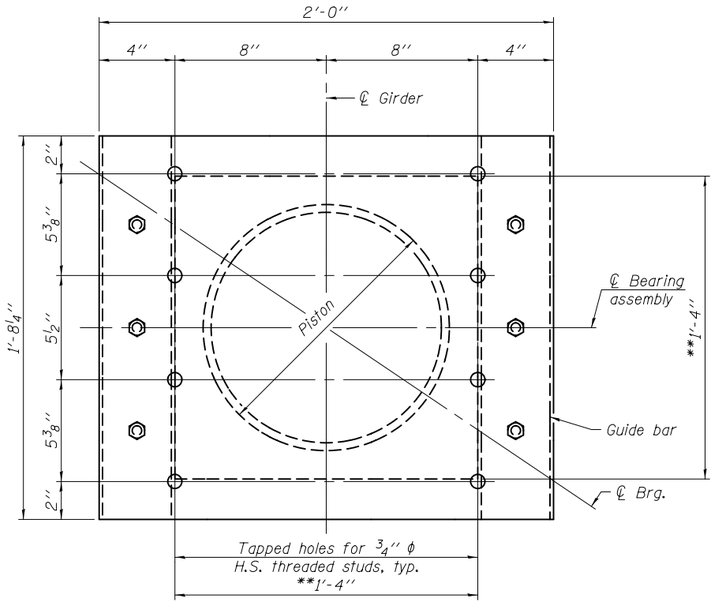
D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

DESIGN DATA

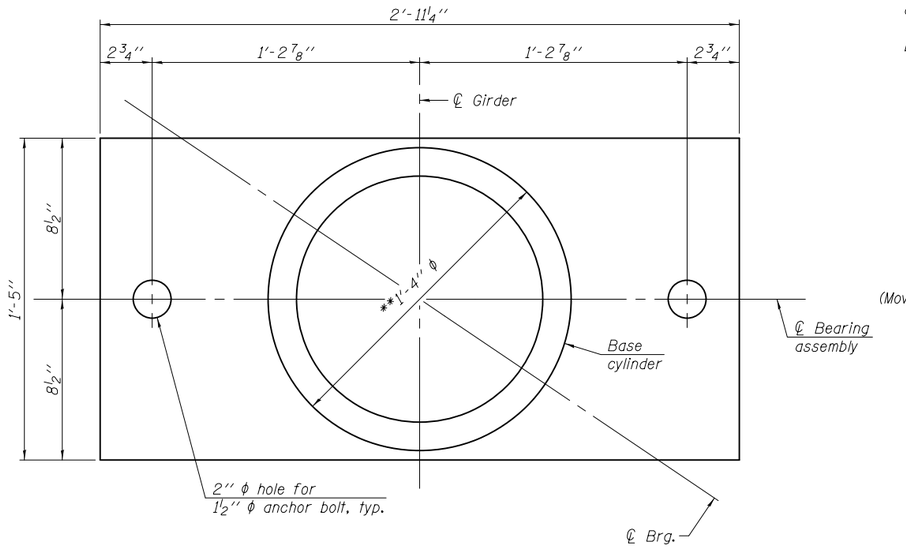
Bearing Manufacturer Design Criteria	Pier 2
Vertical Design Load (kips)	473
Horizontal Design Load (kips), H_u	95
Design Rotation (rad), θ_u	0.006
Total Required Movement (in.)	2 1/4

BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotational Bearings, Guided Expansion, 500k	Each	12
Anchor Bolts, 1 1/2"	Each	24



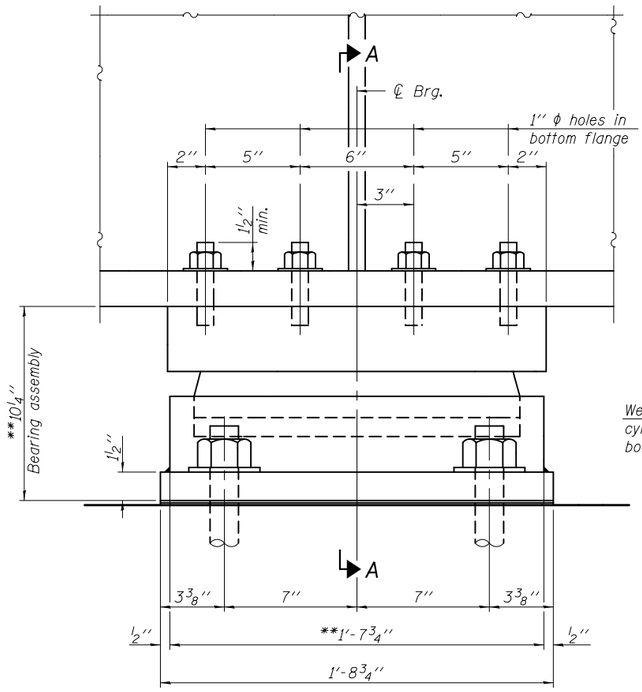
TOP BEARING ℙ AND PISTON PLAN



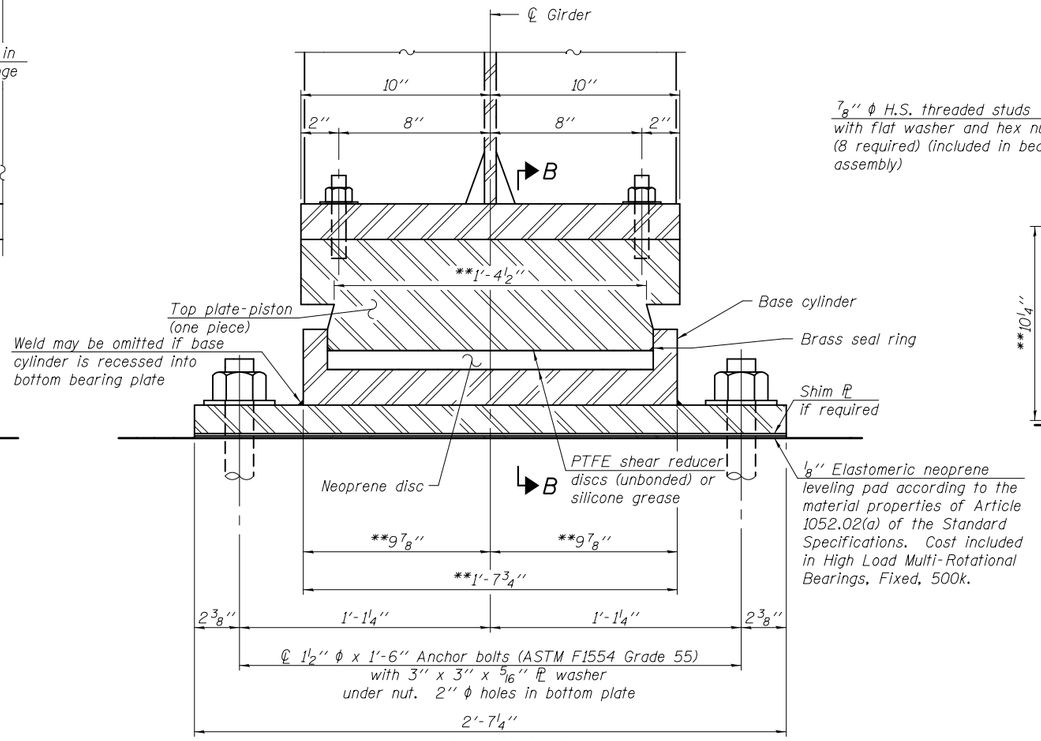
BOTTOM BEARING ℙ AND BASE CYLINDER PLAN

DESIGNED - DAVID H. RICHTER	EXAMINED		DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PIER 2 BEARING DETAILS STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE		ACTING ENGINEER OF BRIDGE DESIGN				57	(140)BR&BR-1	KANKAKEE	183	81
DRAWN - MICHAEL B. MOSSMAN	PASSED		REVISED —		SHEET NO. 41 OF 79 SHEETS				CONTRACT NO. 66750	
CHECKED - J.T.B. / D.H.R.		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED —					ILLINOIS	FED. AID PROJECT	

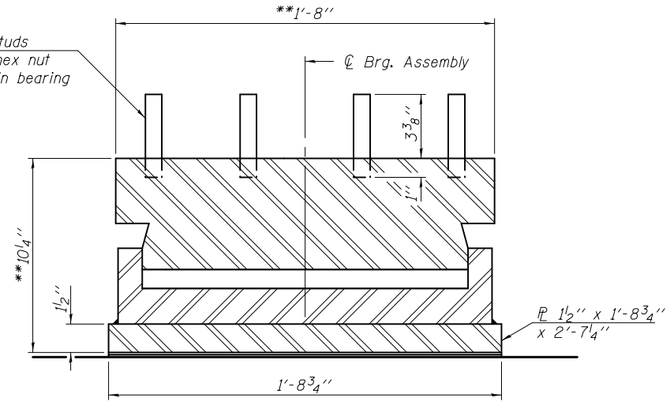
** Dimensions may vary depending on Manufacturer's design.



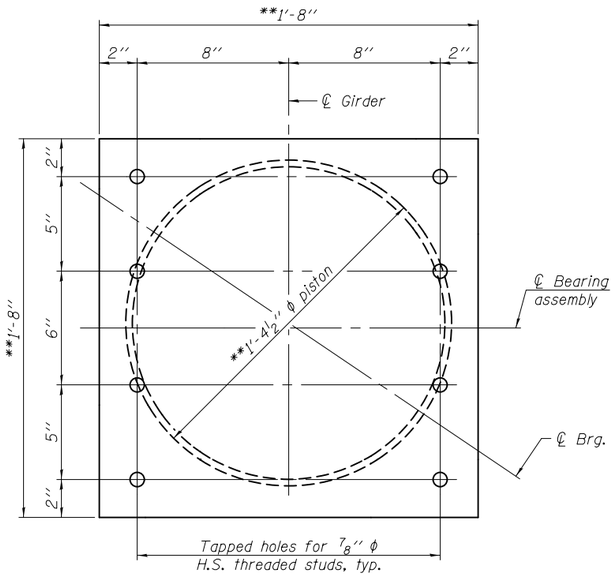
ELEVATION



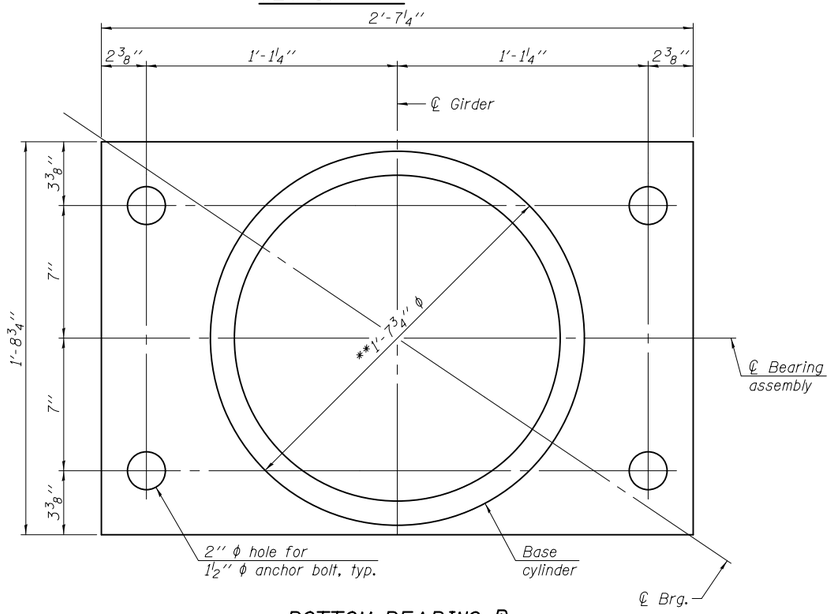
SECTION A-A



SECTION B-B
(Girder omitted for clarity)



TOP BEARING ℙ AND PISTON PLAN



BOTTOM BEARING ℙ AND BASE CYLINDER PLAN

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

For anchor bolt locations, see sheets 59 & 60 of 79.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270, Grade 50.

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

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Bearing dimensions and details shown are for a pot type HLMR bearing. Disc type HLMR bearing dimensions and details will vary.

DESIGN DATA

Bearing Manufacturer Design Criteria	Pier 3
Vertical Design Load (kips)	473
Horizontal Design Load (kips), H_u	141
Design Rotation (rad), θ_u	0.006

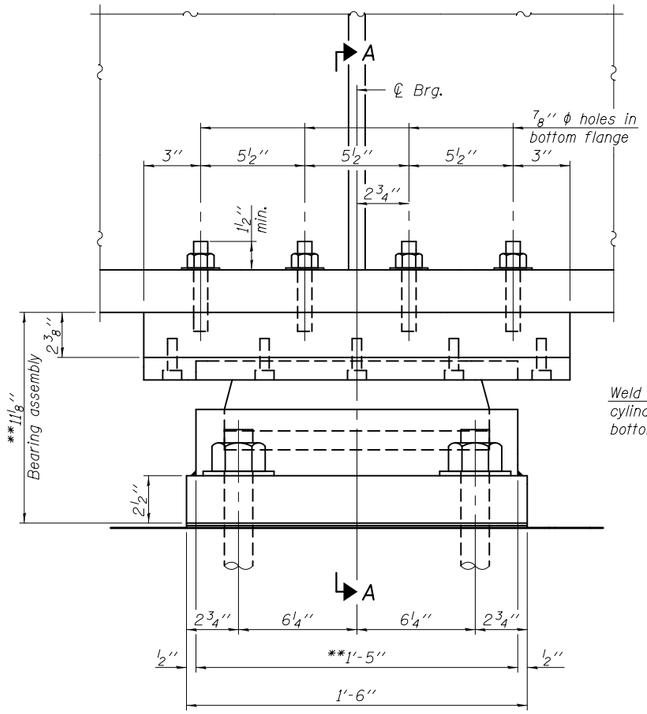
BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotational Bearings, Fixed, 500k	Each	12
Anchor Bolts, 1½"	Each	48

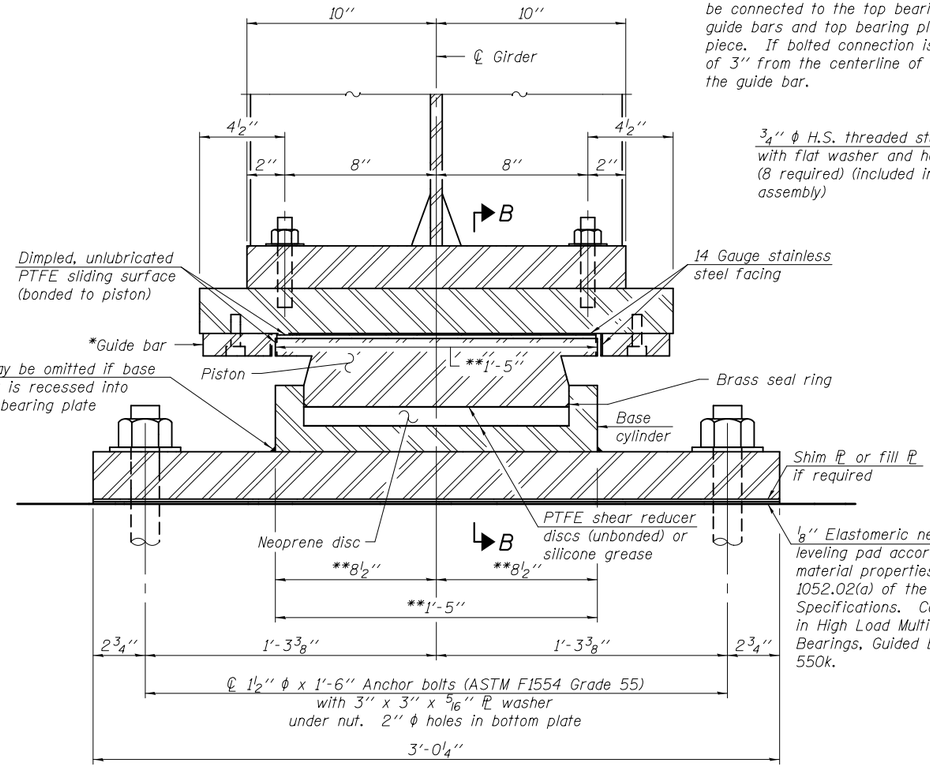
DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - JUSTIN T. BELUE	PASSED	REVISED ___	
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGE DESIGN	REVISED ___	
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

PIER 3 BEARING DETAILS
STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)
SHEET NO. 42 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	82
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			



ELEVATION

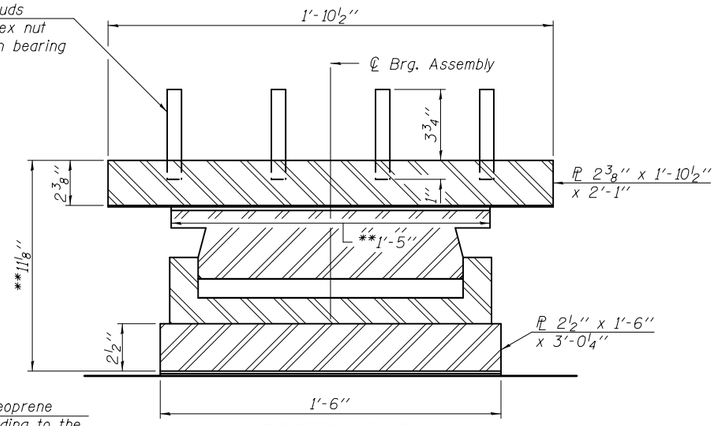


SECTION A-A

* As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece. If bolted connection is used, maintain a minimum clearance of 3" from the centerline of the threaded stud to the bolts in the guide bar.

3/4" ϕ H.S. threaded studs with flat washer and hex nut (8 required) (included in bearing assembly)

1/8" Elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included in High Load Multi-Rotational Bearings, Guided Expansion, 550k.



SECTION B-B

(Guide bar and girder omitted for clarity)

** Dimensions may vary depending on Manufacturer's design.

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

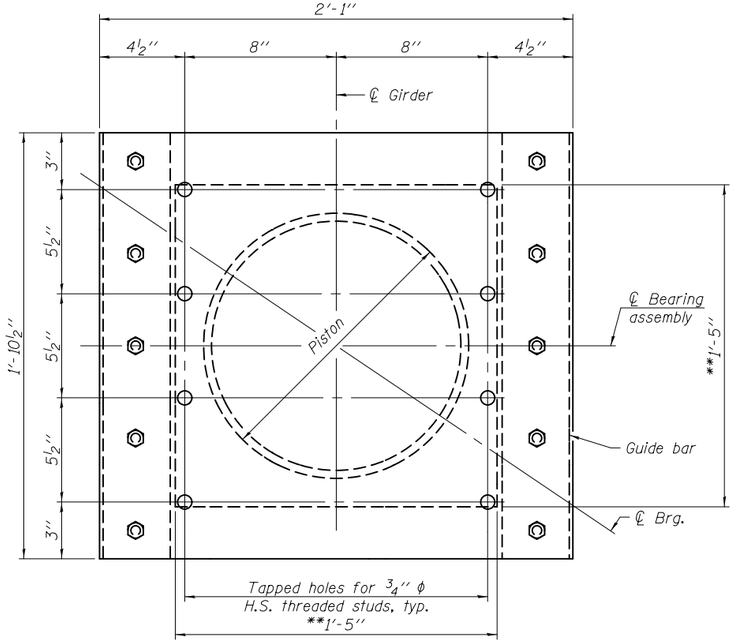
For anchor bolt locations, see sheet 62 & 63 of 79.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270, Grade 50.

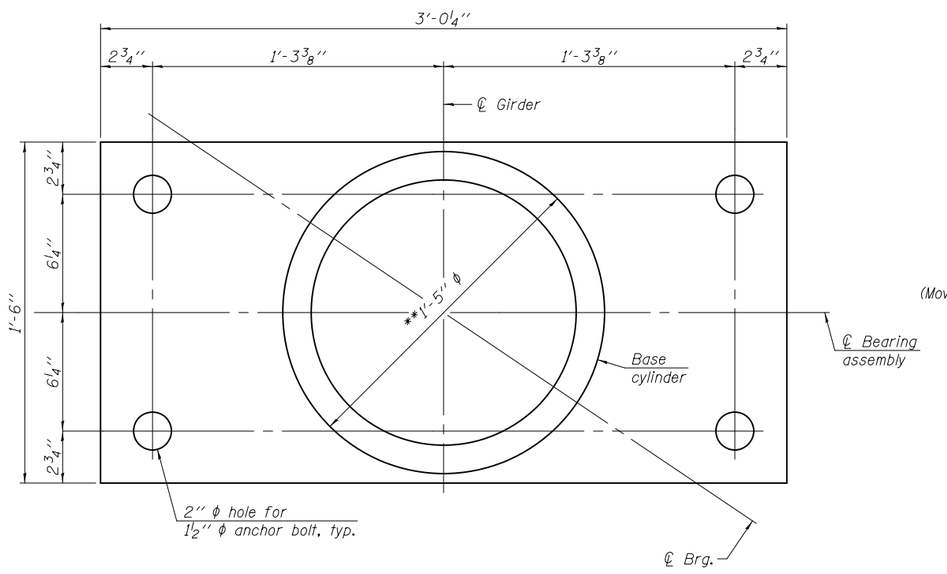
Provide 5/8" x 1'-6" x 3'-0 1/4" fill plate at girder 9.

Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

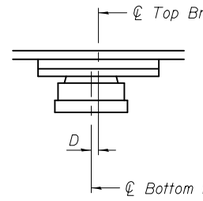
Bearing dimensions and details shown are for a pot type HLMR bearing. Disc type HLMR bearing dimensions and details will vary.



TOP BEARING ℙ AND PISTON PLAN

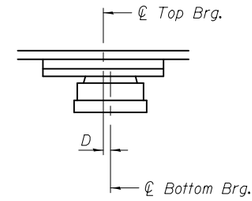


BOTTOM BEARING ℙ AND BASE CYLINDER PLAN



BELOW 50° F.

(Move bottom brg. away from fixed brg.)



ABOVE 50° F.

(Move bottom brg. toward fixed brg.)

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.

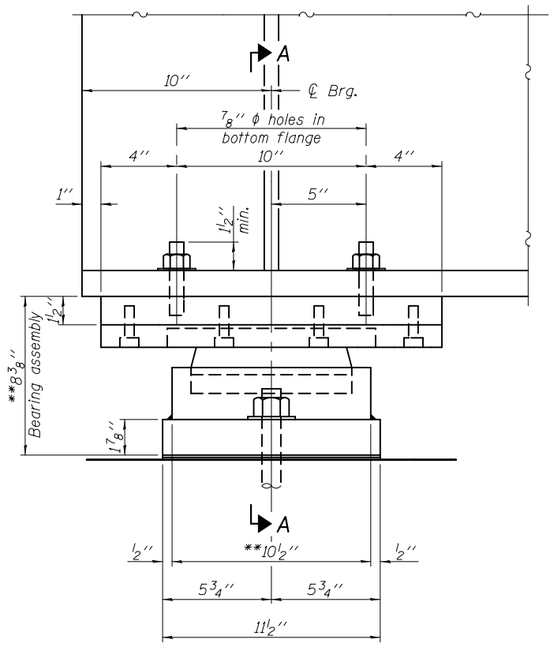
DESIGN DATA

Bearing Manufacturer Design Criteria	Pier 4
Vertical Design Load (kips)	523
Horizontal Design Load (kips), H_u	105
Design Rotation (rad), θ_u	0.0074
Total Required Movement (in.)	3 3/8

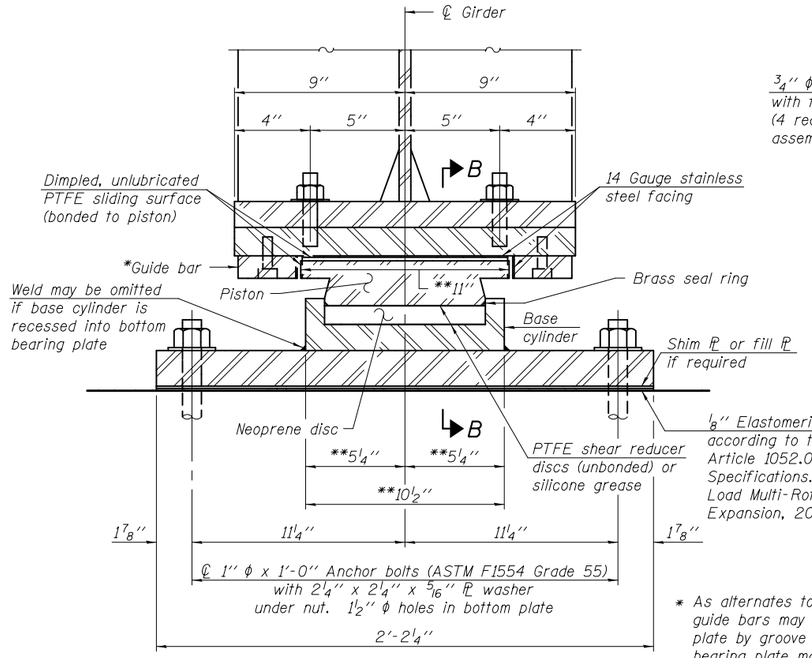
BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotational Bearings, Guided Expansion, 550k	Each	12
Anchor Bolts, 1 1/2"	Each	48

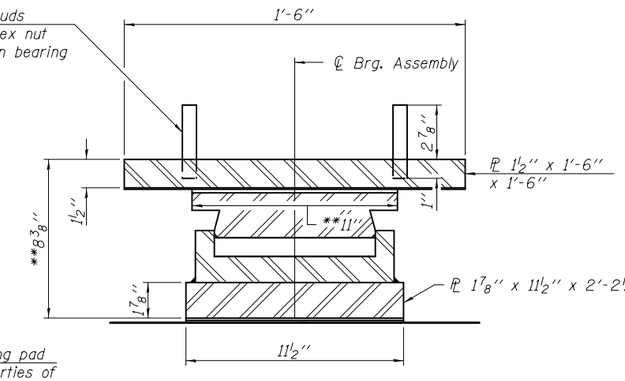
DESIGNED - DAVID H. RICHTER	EXAMINED	Jayne F. Schlaf ACTING ENGINEER OF BRIDGE DESIGN	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 4 BEARING DETAILS STRUCTURE NO. 046 - 0135 (NB) & 046 - 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JUSTIN T. BELUE	PASSED	A. Carl Preuss ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED ___		SHEET NO. 43 OF 79 SHEETS	57	(140)BR&BR-1	KANKAKEE	183	83
DRAWN - MICHAEL B. MOSSMAN			REVISED ___						CONTRACT NO. 66750	
CHECKED - J.T.B. / D.H.R.								ILLINOIS	FED. AID PROJECT	



ELEVATION



SECTION A-A



SECTION B-B

(Guide bar and girder omitted for clarity)

* As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece. If bolted connection is used, maintain a minimum clearance of 3'' from the centerline of the threaded stud to the bolts in the guide bar.

** Dimensions may vary depending on Manufacturer's design.

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

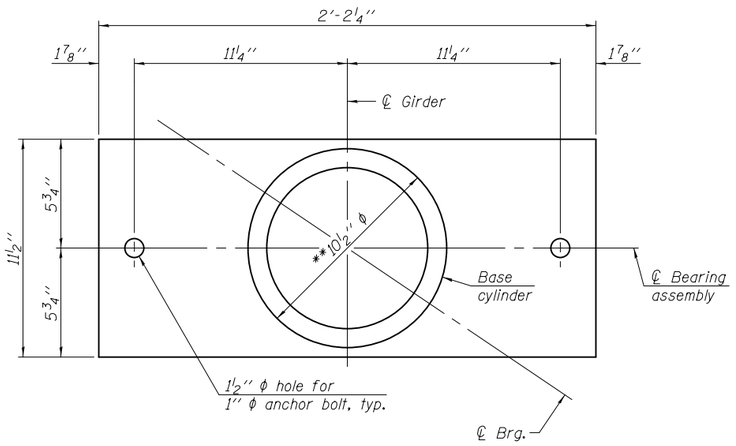
For anchor bolt locations, see sheets 45 & 49 of 79.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270, Grade 50.

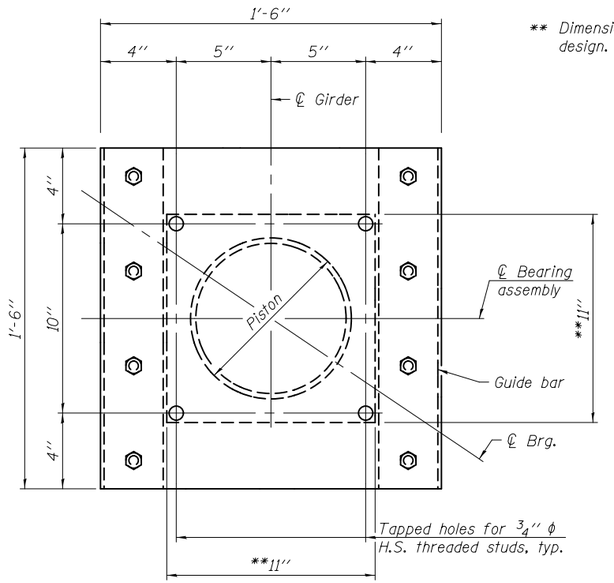
Provide 5/8'' x 11 1/2'' x 2'-2 1/4'' fill plate at girder 9.

Two 1/8'' adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

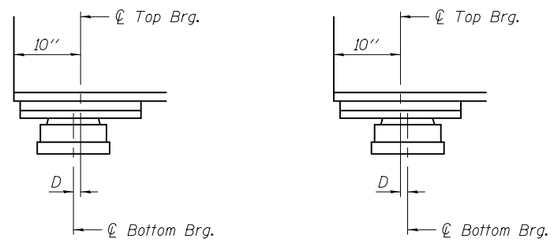
Bearing dimensions and details shown are for a pot type HLMR bearing. Disc type HLMR bearing dimensions and details will vary.



BOTTOM BEARING ℙ AND BASE CYLINDER PLAN



TOP BEARING ℙ AND PISTON PLAN



BELOW 50° F.
(Move bottom brg. away from fixed brg.)

ABOVE 50° F.
(Move bottom brg. toward fixed brg.)

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.

DESIGN DATA

Bearing Manufacturer Design Criteria	S. Abut.
Vertical Design Load (kips)	198
Horizontal Design Load (kips), H_u	40
Design Rotation (rad), θ_u	0.0191
Total Required Movement (in.)	5/2

BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotational Bearings, Guided Expansion, 200k	Each	12
Anchor Bolts, 1''	Each	24

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

EXAMINED — ACTING ENGINEER OF BRIDGE DESIGN

PASSED — ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013

REVISED ___

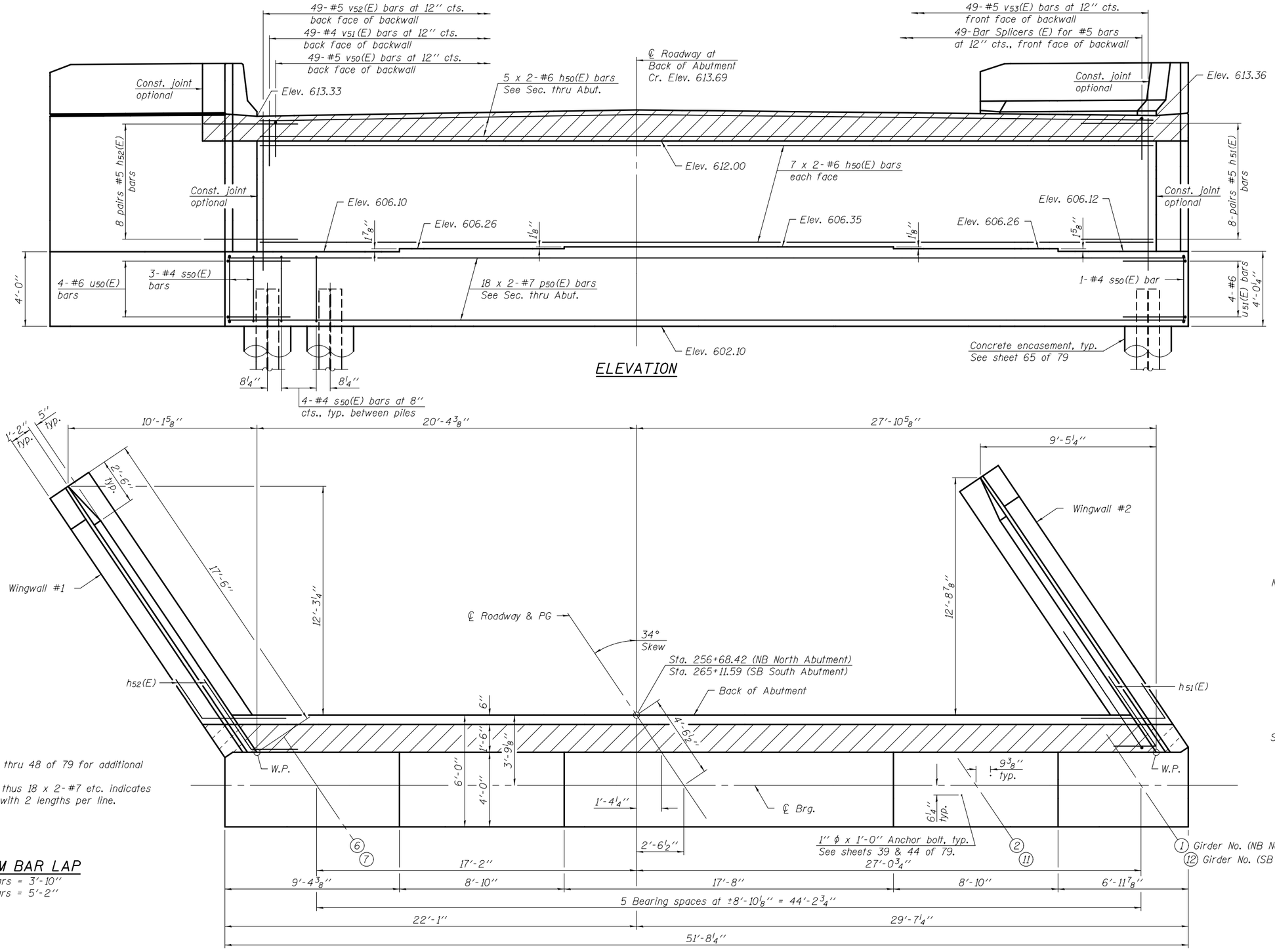
REVISED ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)

SHEET NO. 44 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	84
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

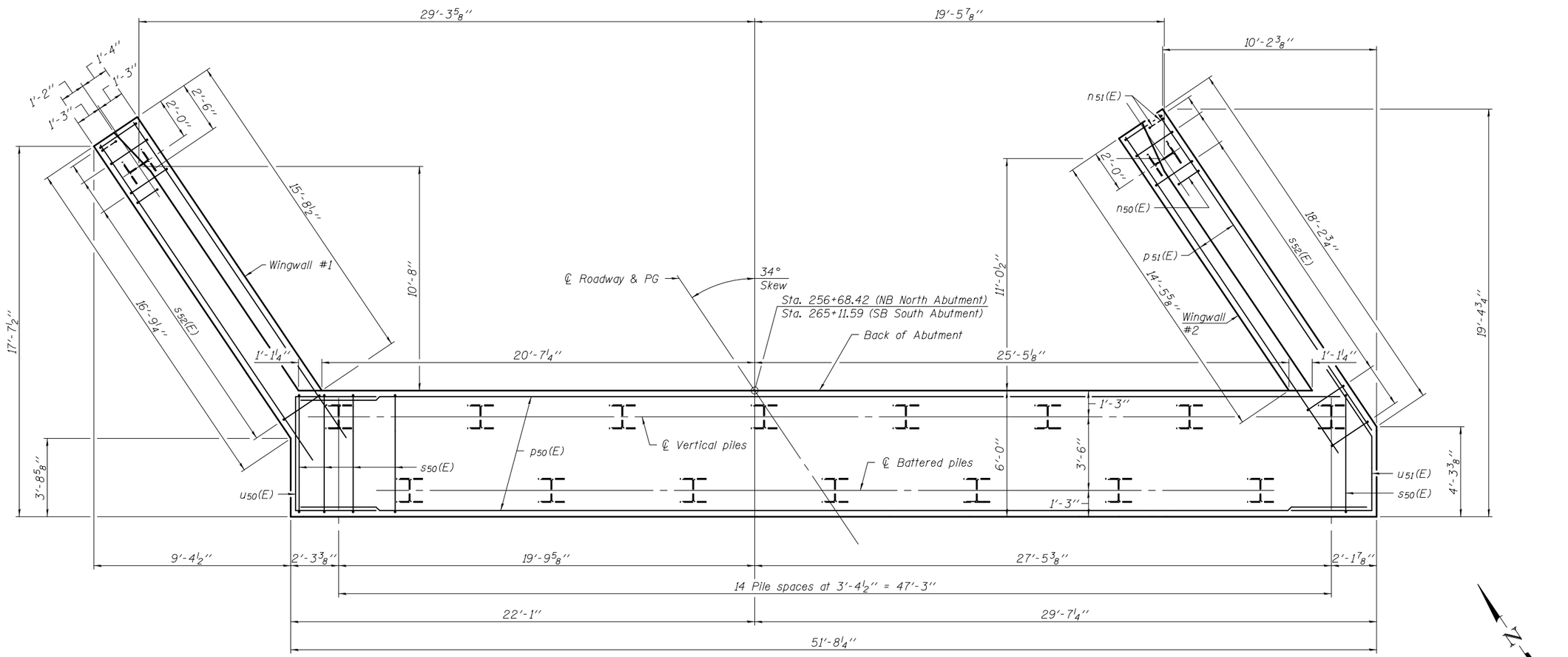


Notes:
See sheets 46 thru 48 of 79 for additional abutment details.
Bars indicated thus 18 x 2- #7 etc. indicates 18 lines of bars with 2 lengths per line.

MINIMUM BAR LAP

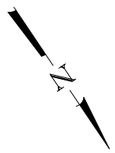
#6 bars = 3'-10''
#7 bars = 5'-2''

DESIGNED - JUSTIN T. BELUE	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH ABUTMENT – STRUCTURE NO. 046 – 0135 (NB) SOUTH ABUTMENT – STRUCTURE NO. 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - DAVID H. RICHTER	PASSED	REVISED			57	(140)BR&BR-1	KANKAKEE	183	85
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 45 OF 79 SHEETS			CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES						ILLINOIS FED. AID PROJECT		



PLAN-PILE CAP

NB North Abutment



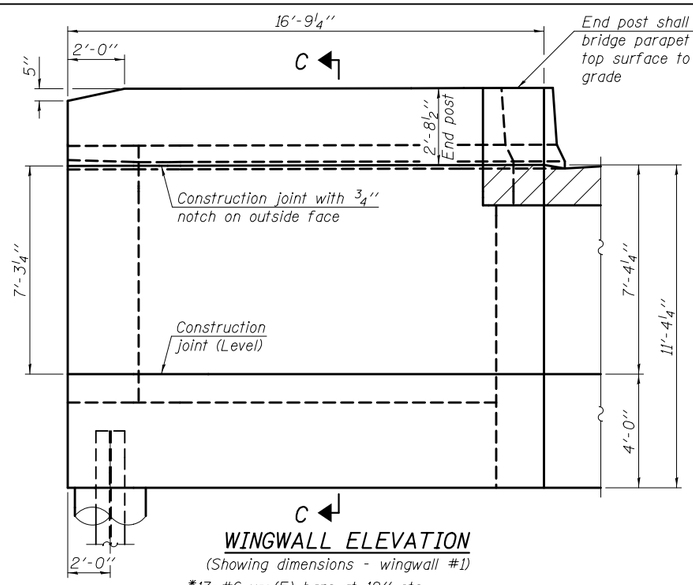
SB South Abutment

PILE DATA

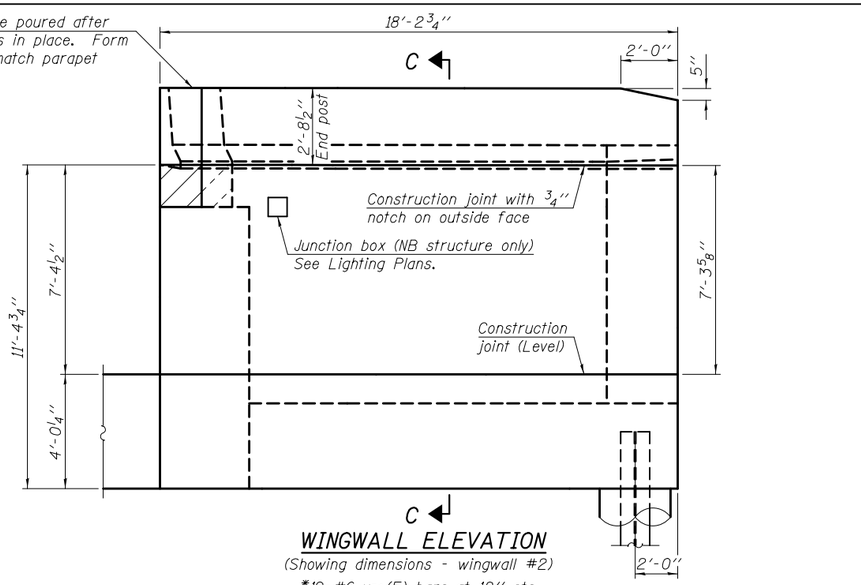
Type: HP 14x73 w/pile shoes
Nominal Required Bearing: 541 k
Factored Resistance Available: 298 k
Est. Length: 38' (NB N. Abut.); 58' (SB S. Abut.)
No. Production Piles: 16 (each abutment)
No. Test Piles: 1 (each abutment)

DESIGNED - JUSTIN T. BELUE	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH ABUTMENT – STRUCTURE NO. 046 – 0135 (NB) SOUTH ABUTMENT – STRUCTURE NO. 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - DAVID H. RICHTER					57	(140)BR&BR-1	KANKAKEE	183	86
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED —					CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED —		SHEET NO. 46 OF 79 SHEETS			ILLINOIS FED. AID PROJECT		

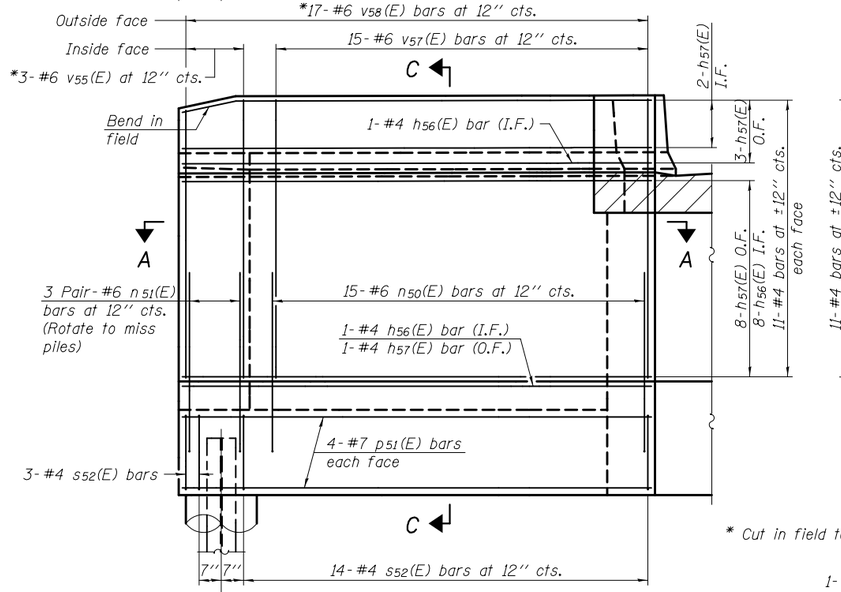
Note:
Quantity of concrete in end post included with Concrete Superstructure on sheet 21 of 79.



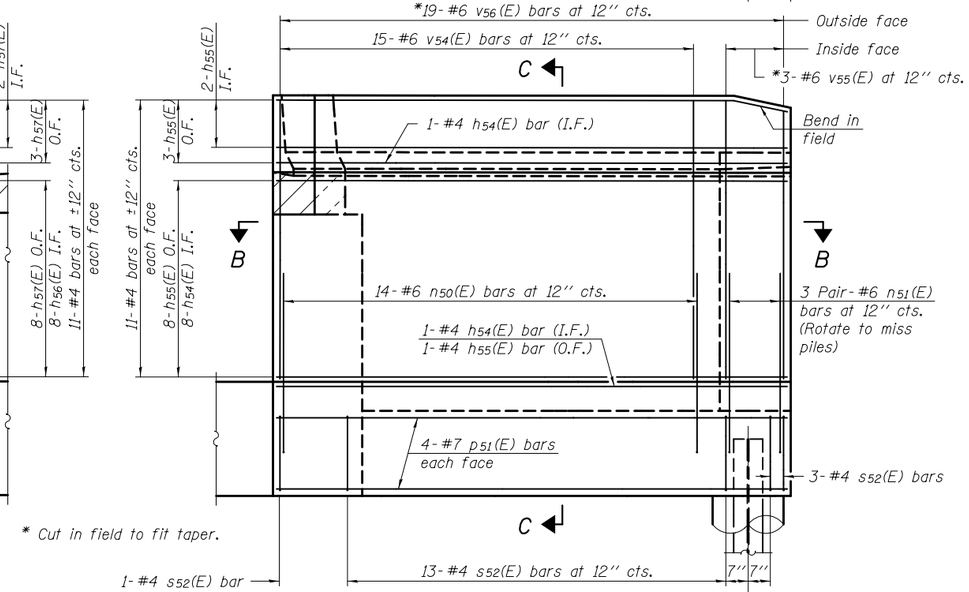
WINGWALL ELEVATION
(Showing dimensions - wingwall #1)



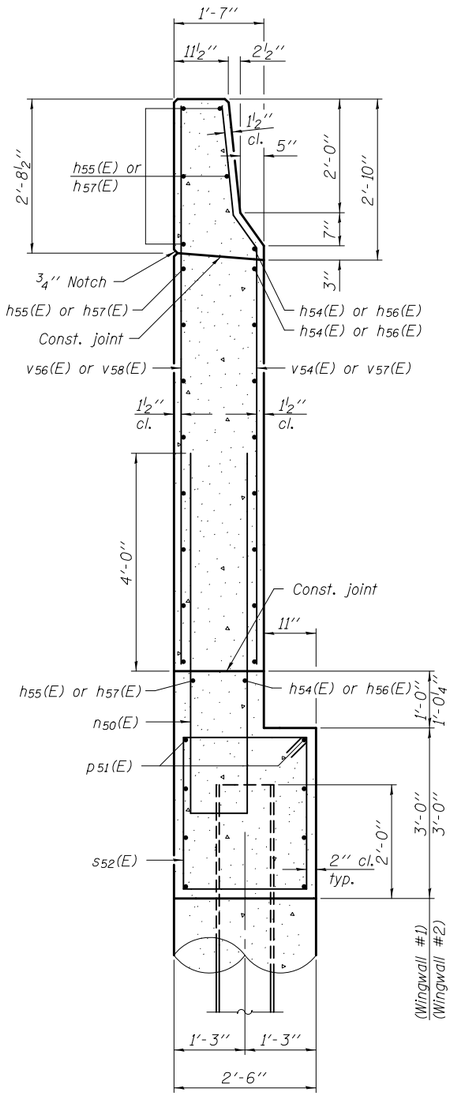
WINGWALL ELEVATION
(Showing dimensions - wingwall #2)



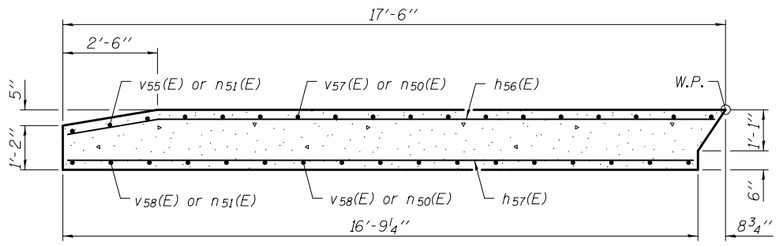
WINGWALL ELEVATION
(Showing reinforcement - wingwall #1)



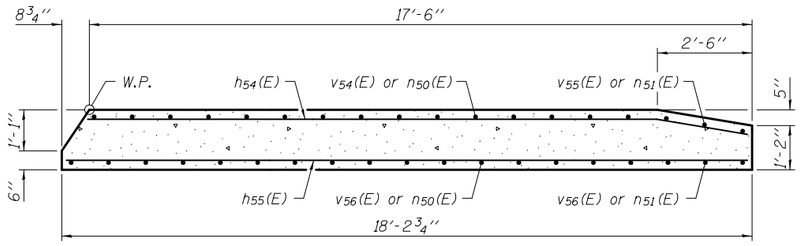
WINGWALL ELEVATION
(Showing reinforcement - wingwall #2)



SECTION C-C

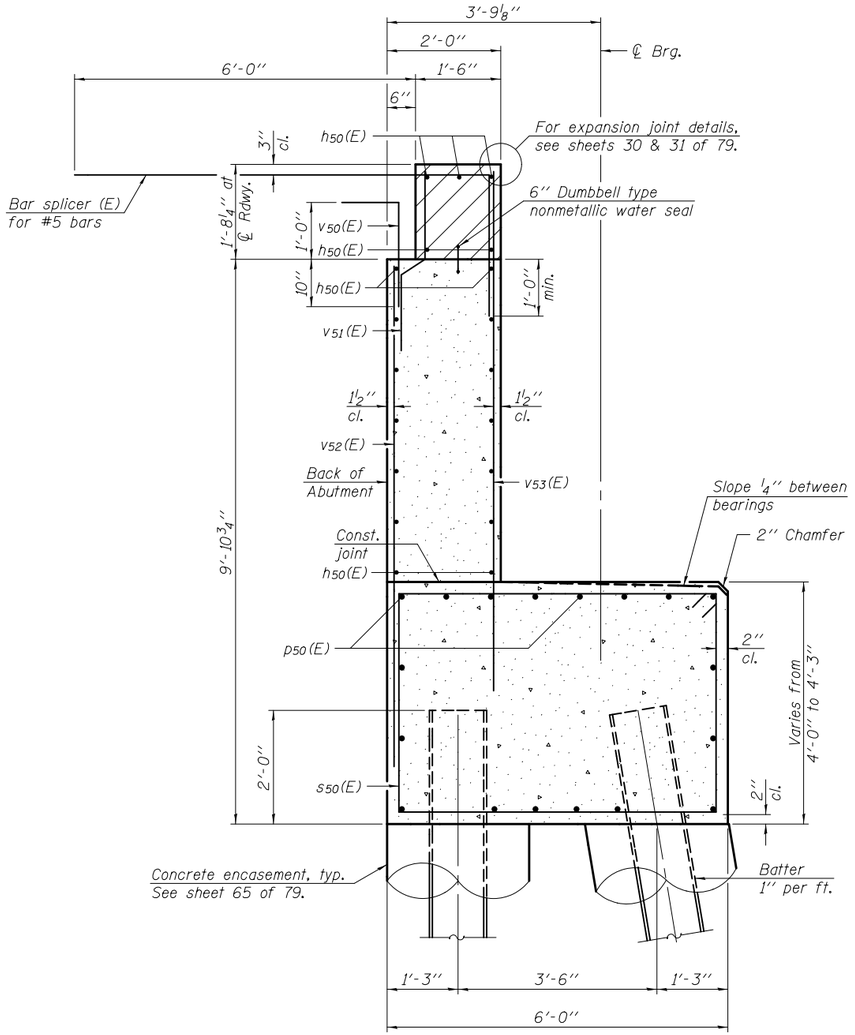


SECTION A-A

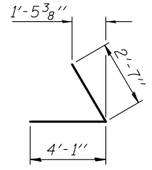


SECTION B-B

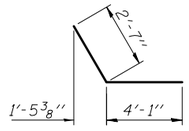
DESIGNED - JUSTIN T. BELUE	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH ABUTMENT – STRUCTURE NO. 046 – 0135 (NB) SOUTH ABUTMENT – STRUCTURE NO. 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - DAVID H. RICHTER					57	(140)BR&BR-1	KANKAKEE	183	87
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED						CONTRACT NO. 66750	
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 47 OF 79 SHEETS			ILLINOIS	FED. AID PROJECT	



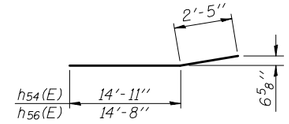
SECTION THRU ABUTMENT



BAR h51(E)

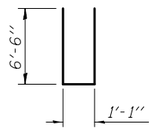


BAR h52(E)

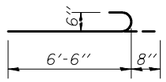


BARS h54(E) & h56(E)

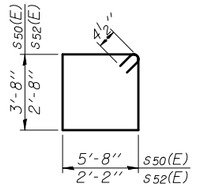
Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
All exposed surfaces of the backwall, bridge seats, and front face of cap shall be treated with Concrete Sealer.



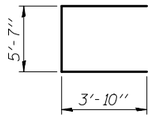
BAR n50(E)



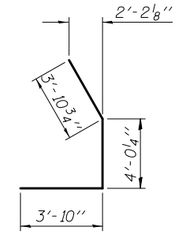
BAR n51(E)



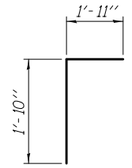
BARS s50(E) & s52(E)



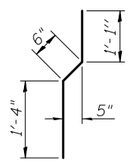
BAR u50(E)



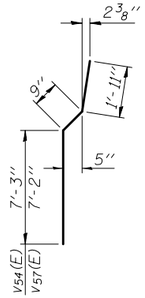
BAR u51(E)



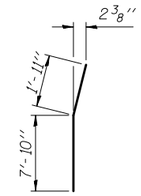
BAR v50(E)



BAR v51(E)



BARS v54(E) & v57(E)



BAR v55(E)

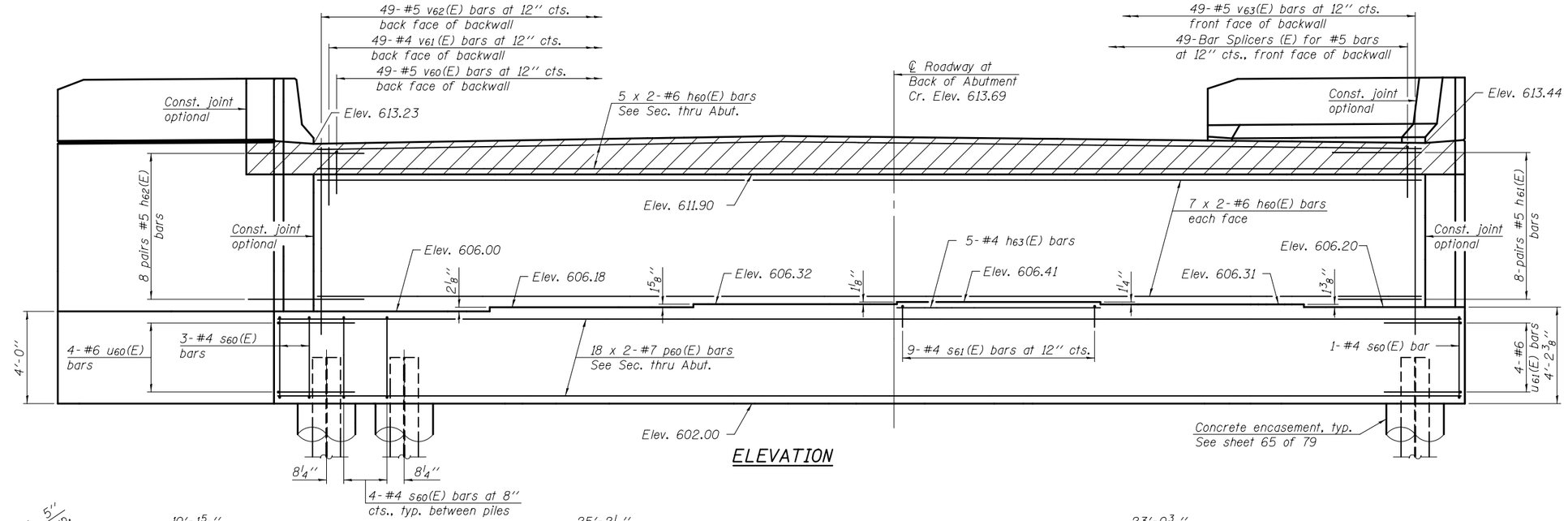
TWO ABUTMENTS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h50(E)	76	#6	25'-11"	
h51(E)	32	#5	6'-8"	
h52(E)	32	#5	6'-8"	
h54(E)	20	#4	17'-4"	
h55(E)	28	#4	17'-11"	
h56(E)	20	#4	17'-1"	
h57(E)	28	#4	16'-6"	
n50(E)	58	#6	14'-1"	
n51(E)	24	#6	7'-2"	
p50(E)	72	#7	28'-4"	
p51(E)	32	#7	18'-1"	
s50(E)	120	#4	19'-5"	
s52(E)	68	#4	10'-5"	
u50(E)	8	#6	13'-3"	
u51(E)	8	#6	11'-9"	
v50(E)	98	#5	3'-9"	
v51(E)	98	#4	2'-11"	
v52(E)	98	#5	9'-0"	
v53(E)	98	#5	9'-5"	
v54(E)	30	#6	9'-11"	
v55(E)	12	#6	9'-9"	
v56(E)	38	#6	9'-9"	
v57(E)	30	#6	9'-10"	
v58(E)	34	#6	9'-8"	
Structure Excavation		Cu. Yd.	157.1	
Concrete Structures		Cu. Yd.	185.2	
Reinforcement Bars, Epoxy Coated		Pound	18,250	
Concrete Encasement		Cu. Yd.	18.6	
Furnishing Steel Piles HP 14x73		Foot	1,536	
Driving Piles		Foot	1,536	
Test Pile Steel HP 14x73		Each	2	
Pile Shoes		Each	34	
Concrete Sealer		Sq. Ft.	1,445.4	

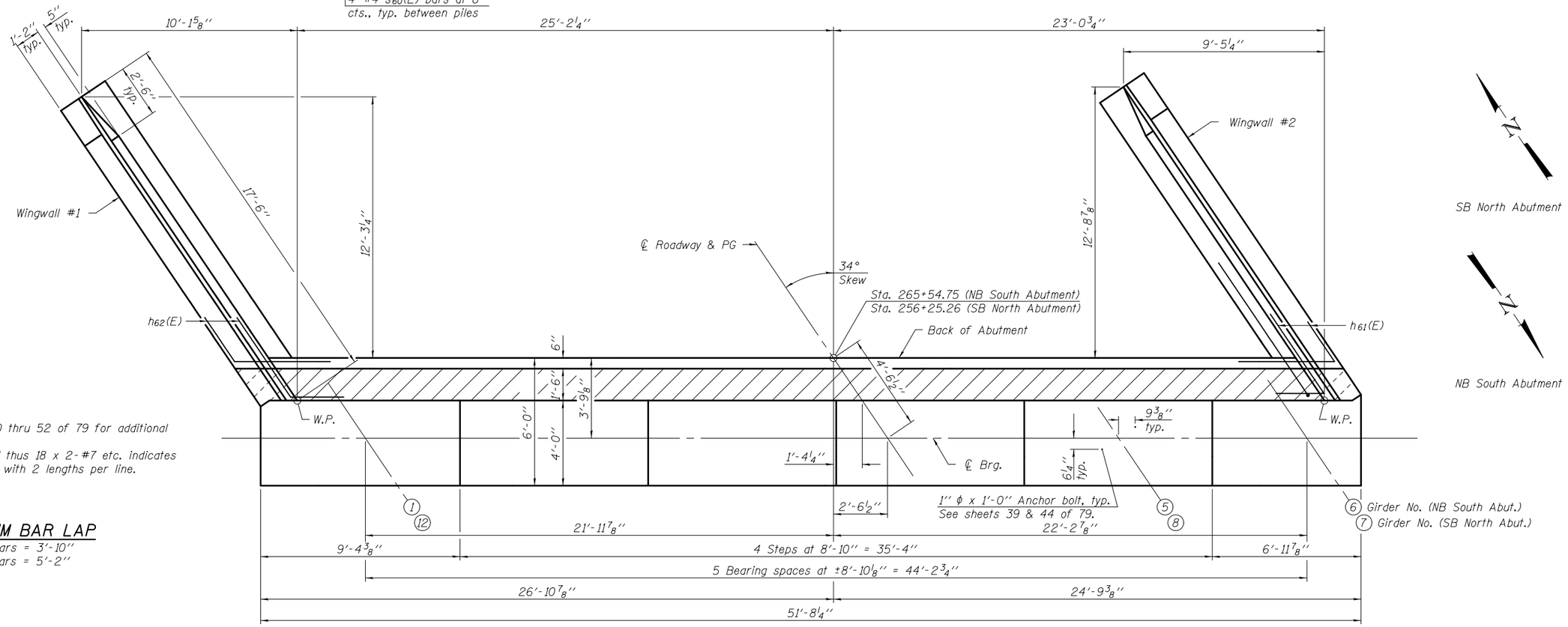
For details of Bar Splicers, see sheet 66 of 79.
For details of piles and Concrete Encasement, see sheet 65 of 79.

DESIGNED - JUSTIN T. BELUE	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - DAVID H. RICHTER	PASSED	REVISED ___	NORTH ABUTMENT – STRUCTURE NO. 046 – 0135 (NB)
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGE DESIGN	REVISED ___	SOUTH ABUTMENT – STRUCTURE NO. 046 – 0136 (SB)
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES		SHEET NO. 48 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	88
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			



ELEVATION



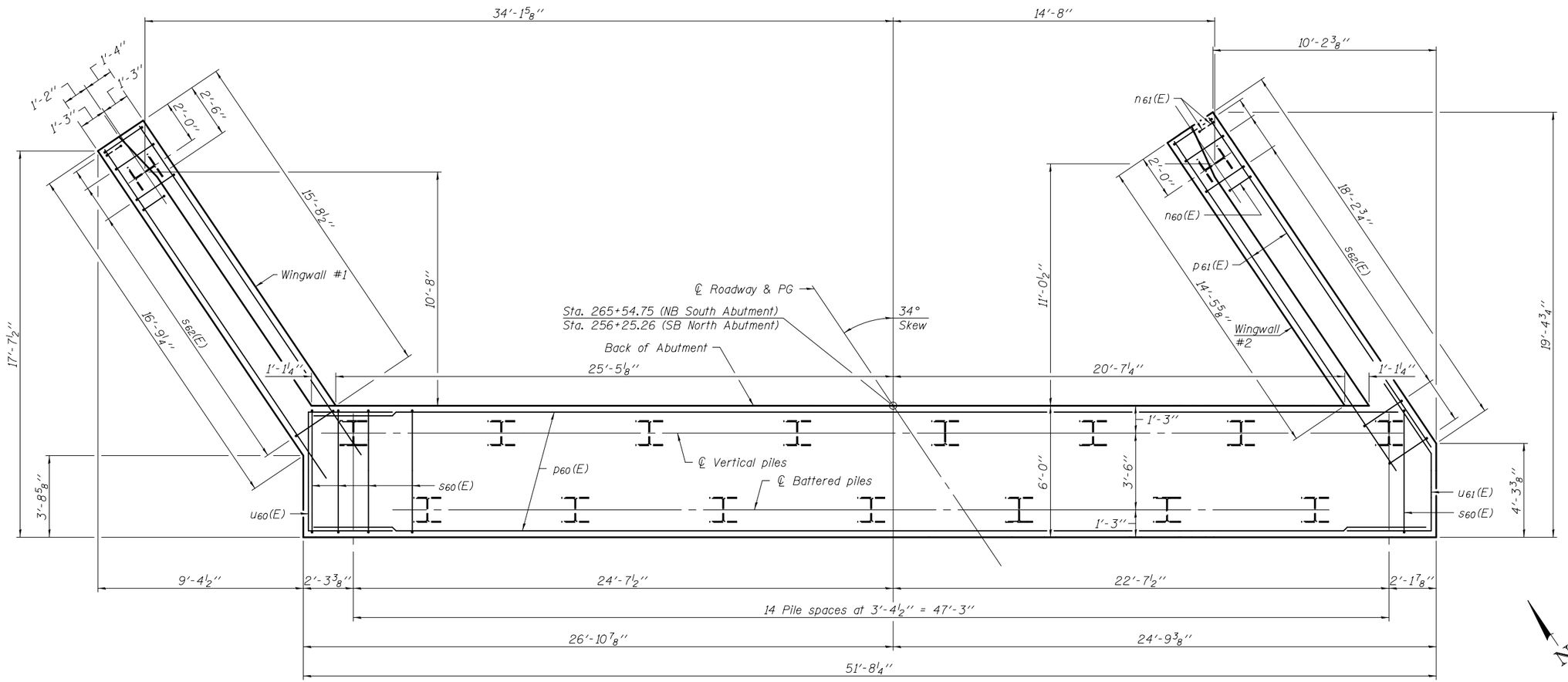
TOP VIEW

Notes:
See sheets 50 thru 52 of 79 for additional abutment details.
Bars indicated thus 18 x 2- #7 etc. indicates 18 lines of bars with 2 lengths per line.

MINIMUM BAR LAP

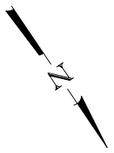
#6 bars = 3'-10''
#7 bars = 5'-2''

DESIGNED - JUSTIN T. BELUE	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH ABUTMENT – STRUCTURE NO. 046 – 0135 (NB) NORTH ABUTMENT – STRUCTURE NO. 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - DAVID H. RICHTER					57	(140)BR&BR-1	KANKAKEE	183	89
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED —						CONTRACT NO. 66750	
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED —		SHEET NO. 49 OF 79 SHEETS			ILLINOIS	FED. AID PROJECT	



PLAN-PILE CAP

SB North Abutment

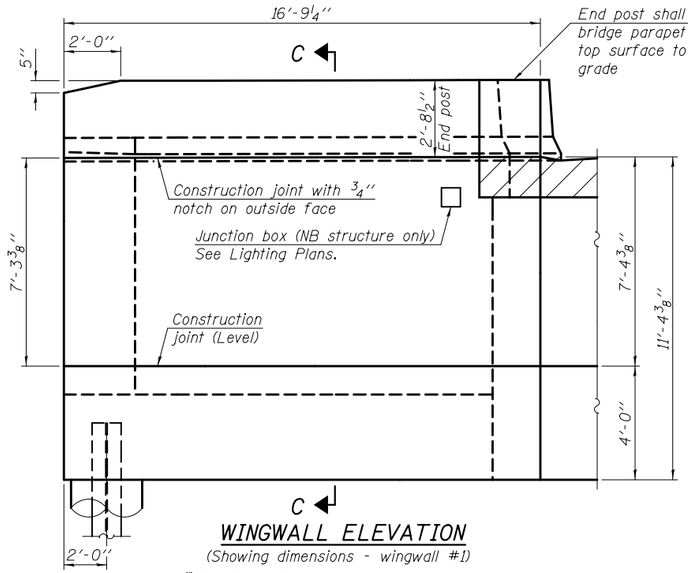


NB South Abutment

PILE DATA

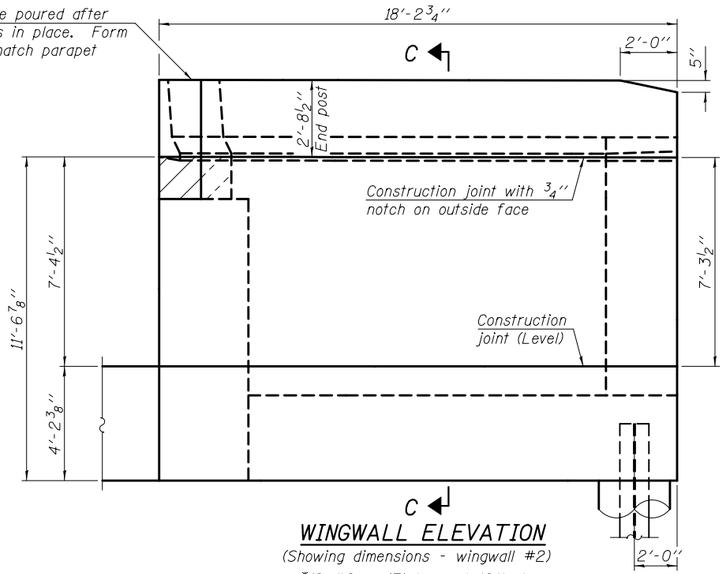
Type: HP 14x73 w/pile shoes
Nominal Required Bearing: 541 k
Factored Resistance Available: 298 k
Est. Length: 62' (NB S. Abut.); 54' (SB N. Abut.)
No. Production Piles: 16 (each abutment)
No. Test Piles: 1 (each abutment)

DESIGNED - JUSTIN T. BELUE	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH ABUTMENT – STRUCTURE NO. 046 – 0135 (NB) NORTH ABUTMENT – STRUCTURE NO. 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - DAVID H. RICHTER					57	(140)BR&BR-1	KANKAKEE	183	90
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED —					CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED —		SHEET NO. 50 OF 79 SHEETS			ILLINOIS FED. AID PROJECT		



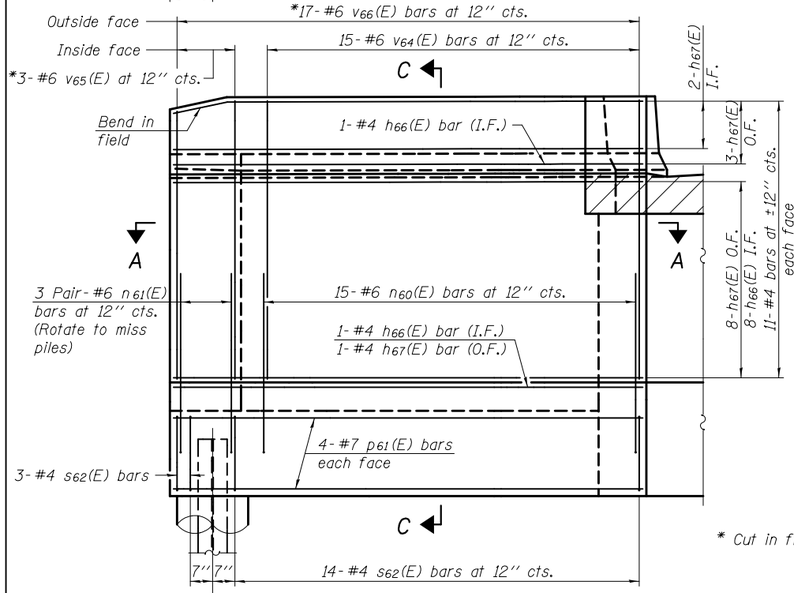
WINGWALL ELEVATION

(Showing dimensions - wingwall #1)



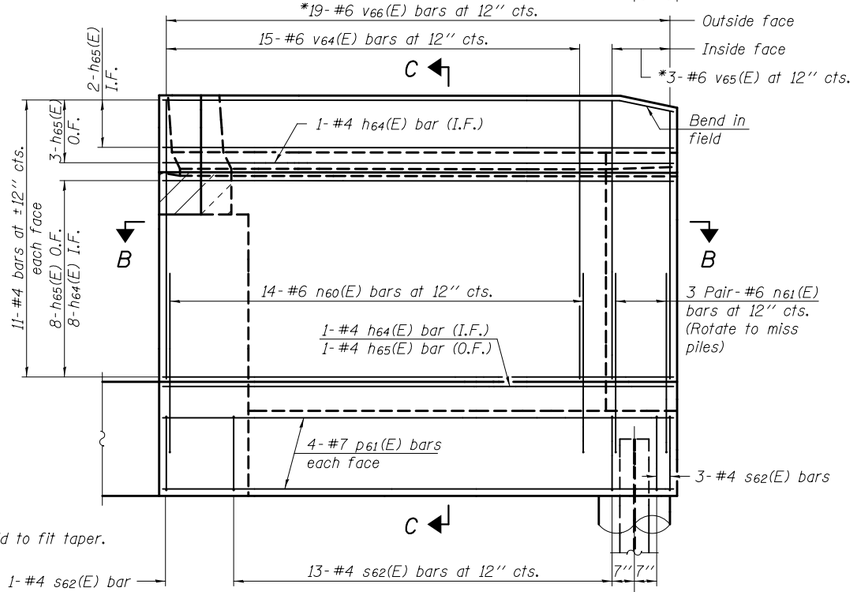
WINGWALL ELEVATION

(Showing dimensions - wingwall #2)



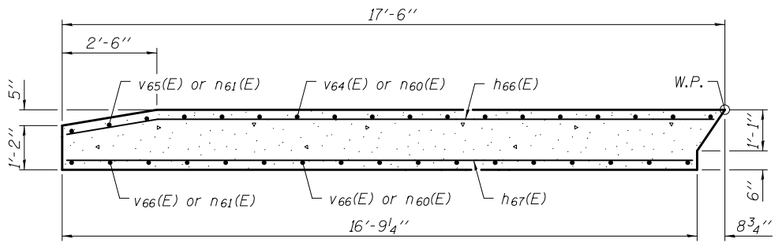
WINGWALL ELEVATION

(Showing reinforcement - wingwall #1)

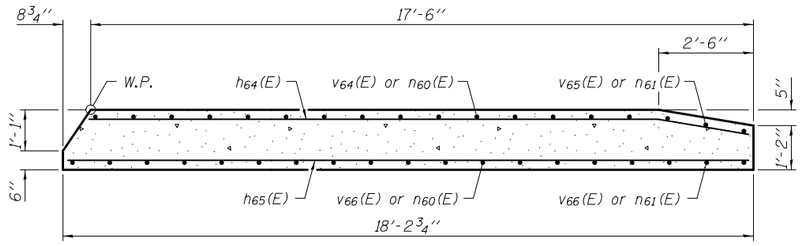


WINGWALL ELEVATION

(Showing reinforcement - wingwall #2)

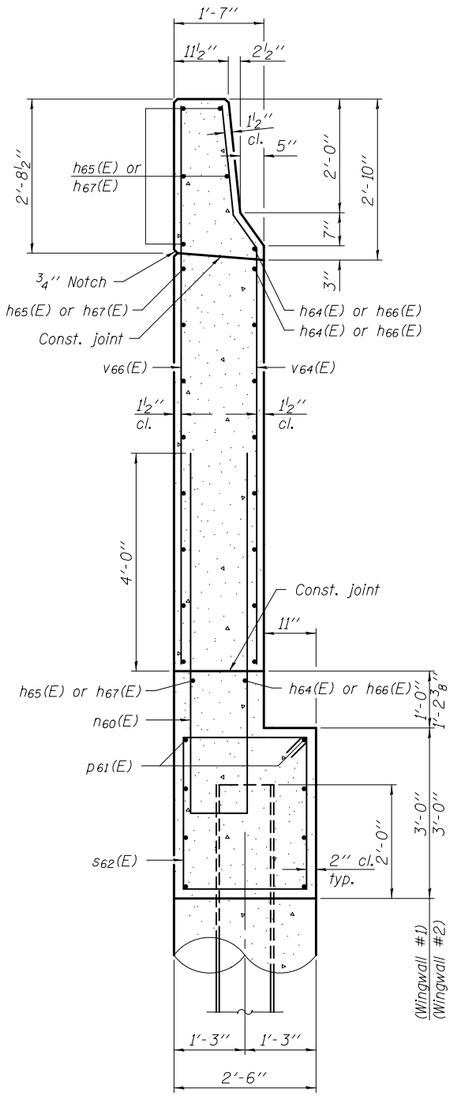


SECTION A-A



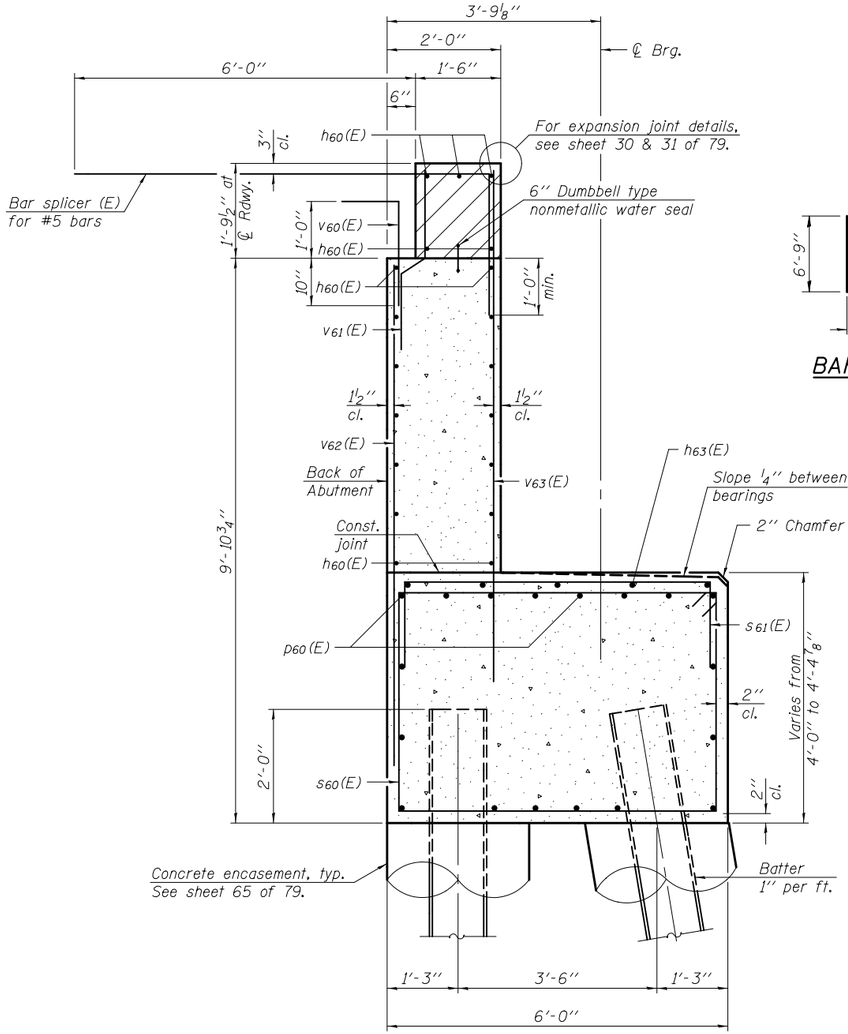
SECTION B-B

Note:
Quantity of concrete in end post included with Concrete Superstructure on sheet 21 of 79.

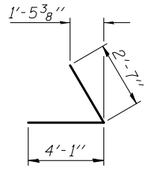


SECTION C-C

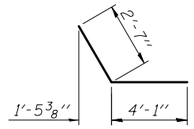
DESIGNED - JUSTIN T. BELUE	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SOUTH ABUTMENT – STRUCTURE NO. 046 – 0135 (NB)** **NORTH ABUTMENT – STRUCTURE NO. 046 – 0136 (SB)**	F.A.I. RTE. 57 · SECTION (140)BR&BR-1 · COUNTY KANKAKEE · TOTAL SHEETS 183 · SHEET NO. 91
CHECKED - DAVID H. RICHTER	PASSED	REVISED		SHEET NO. 51 OF 79 SHEETS	CONTRACT NO. 66750
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGE DESIGN	REVISED			ILLINOIS FED. AID PROJECT
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES				



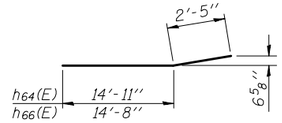
SECTION THRU ABUTMENT



BAR h61(E)

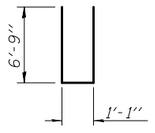


BAR h62(E)

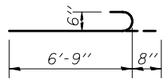


BARS h64(E) & h66(E)

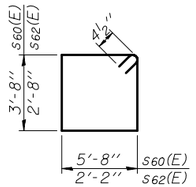
Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
All exposed surfaces of the backwall, bridge seats, and front face of cap shall be treated with Concrete Sealer.



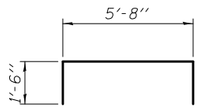
BAR n60(E)



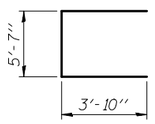
BAR n61(E)



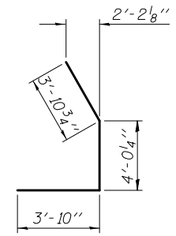
BARS s60(E) & s62(E)



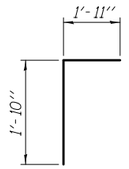
BAR s61(E)



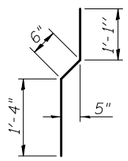
BAR u60(E)



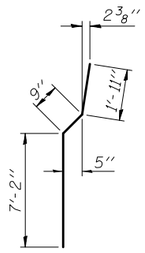
BAR u61(E)



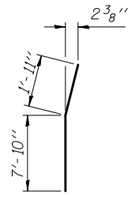
BAR v60(E)



BAR v61(E)



BAR v64(E)



BAR v65(E)

TWO ABUTMENTS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h60(E)	76	#6	25'-11"	
h61(E)	32	#5	6'-8"	
h62(E)	32	#5	6'-8"	
h63(E)	10	#4	8'-6"	
h64(E)	20	#4	17'-4"	
h65(E)	28	#4	17'-11"	
h66(E)	20	#4	17'-1"	
h67(E)	28	#4	16'-6"	
n60(E)	58	#6	14'-7"	
n61(E)	24	#6	7'-5"	
p60(E)	72	#7	28'-4"	
p61(E)	32	#7	18'-1"	
s60(E)	120	#4	19'-5"	
s61(E)	18	#4	8'-8"	
s62(E)	68	#4	10'-5"	
u60(E)	8	#6	13'-3"	
u61(E)	8	#6	11'-9"	
v60(E)	98	#5	3'-9"	
v61(E)	98	#4	2'-11"	
v62(E)	98	#5	9'-0"	
v63(E)	98	#5	9'-2"	
v64(E)	60	#6	9'-10"	
v65(E)	12	#6	9'-9"	
v66(E)	72	#6	9'-8"	
Structure Excavation		Cu. Yd.	157.1	
Concrete Structures		Cu. Yd.	187.0	
Reinforcement Bars, Epoxy Coated		Pound	18,430	
Concrete Encasement		Cu. Yd.	18.6	
Furnishing Steel Piles HP 14x73		Foot	1,856	
Driving Piles		Foot	1,856	
Test Pile Steel HP 14x73		Each	2	
Pile Shoes		Each	34	
Concrete Sealer		Sq. Ft.	1,446.6	

For details of Bar Splicers, see sheet 66 of 79.
For details of piles and Concrete Encasement, see sheet 65 of 79.

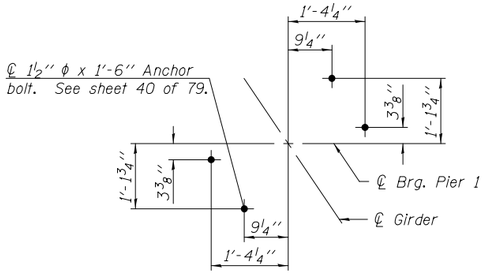
DESIGNED	-	JUSTIN T. BELUE	
CHECKED	-	DAVID H. RICHTER	
DRAWN	-	MICHAEL B. MOSSMAN	
CHECKED	-	J.T.B. / D.H.R.	

EXAMINED — ACTING ENGINEER OF BRIDGE DESIGN
PASSED — ACTING ENGINEER OF BRIDGES AND STRUCTURES
DATE - OCTOBER 4, 2013
REVISED ___
REVISED ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

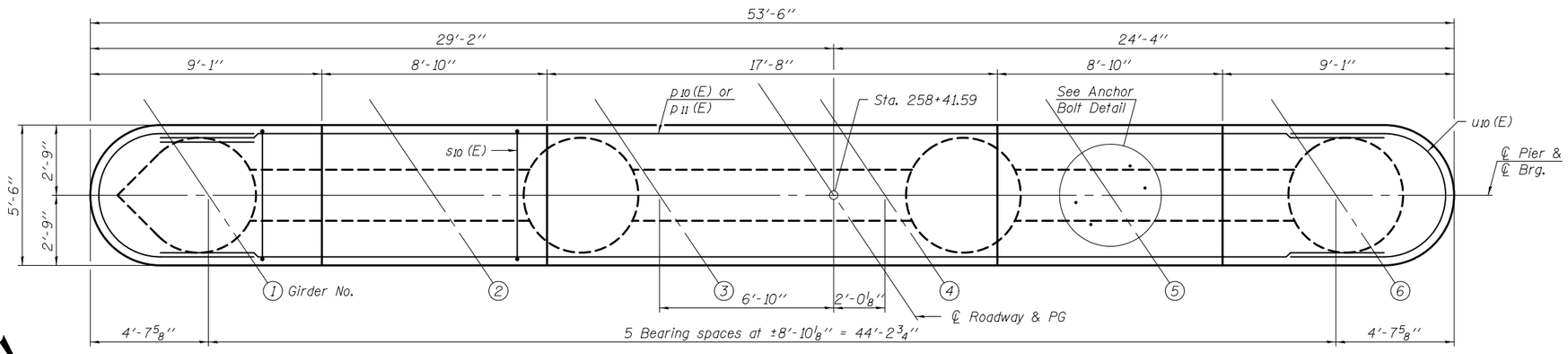
SOUTH ABUTMENT – STRUCTURE NO. 046 – 0135 (NB)
NORTH ABUTMENT – STRUCTURE NO. 046 – 0136 (SB)
SHEET NO. 52 OF 79 SHEETS

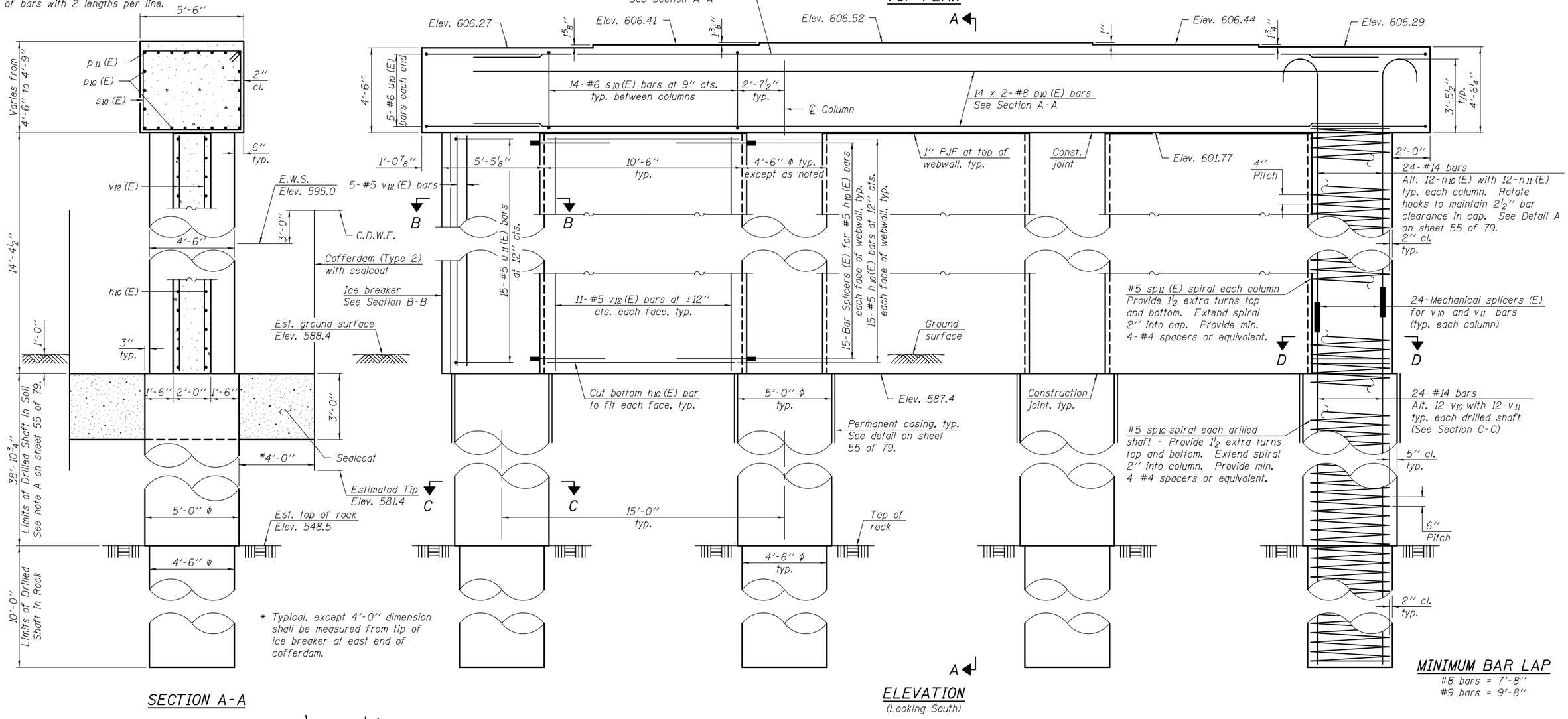
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	92
		CONTRACT NO. 66750		
		ILLINOIS FED. AID PROJECT		



ANCHOR BOLT DETAIL

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolitically 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.

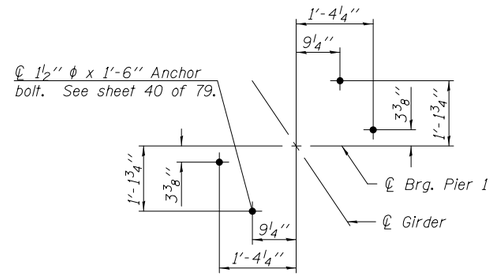




MINIMUM BAR LAP

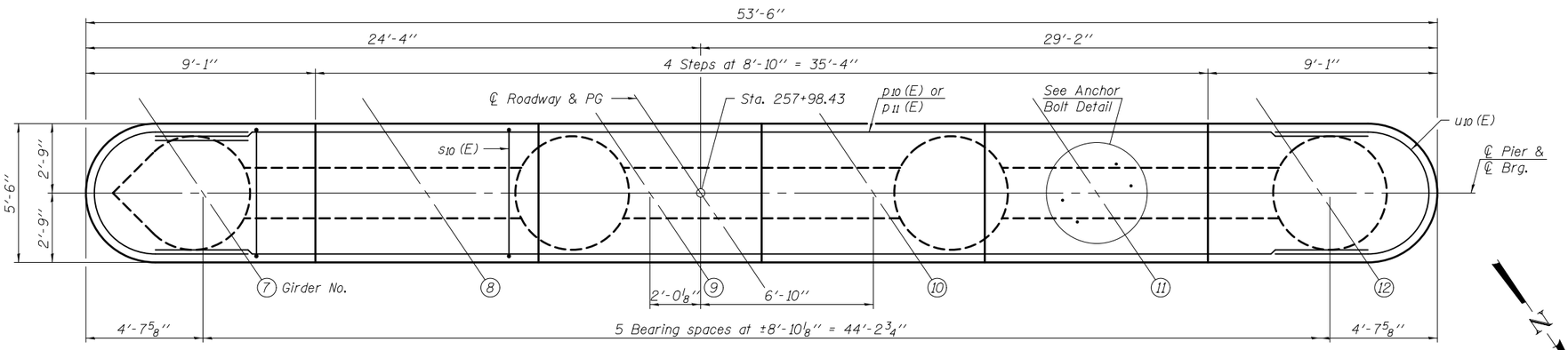
#8 bars = 7'-8"
#9 bars = 9'-8"

DESIGNED - JUSTIN T. BELUE	EXAMINED		DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 1 STRUCTURE NO. 046 – 0135 (NB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - DAVID H. RICHTER						57	(140)BR&BR-1	KANKAKEE	183	93
DRAWN - MICHAEL B. MOSSMAN	PASSED	ACTING ENGINEER OF BRIDGE DESIGN	REVISED —					CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED —		SHEET NO. 53 OF 79 SHEETS			ILLINOIS FED. AID PROJECT		

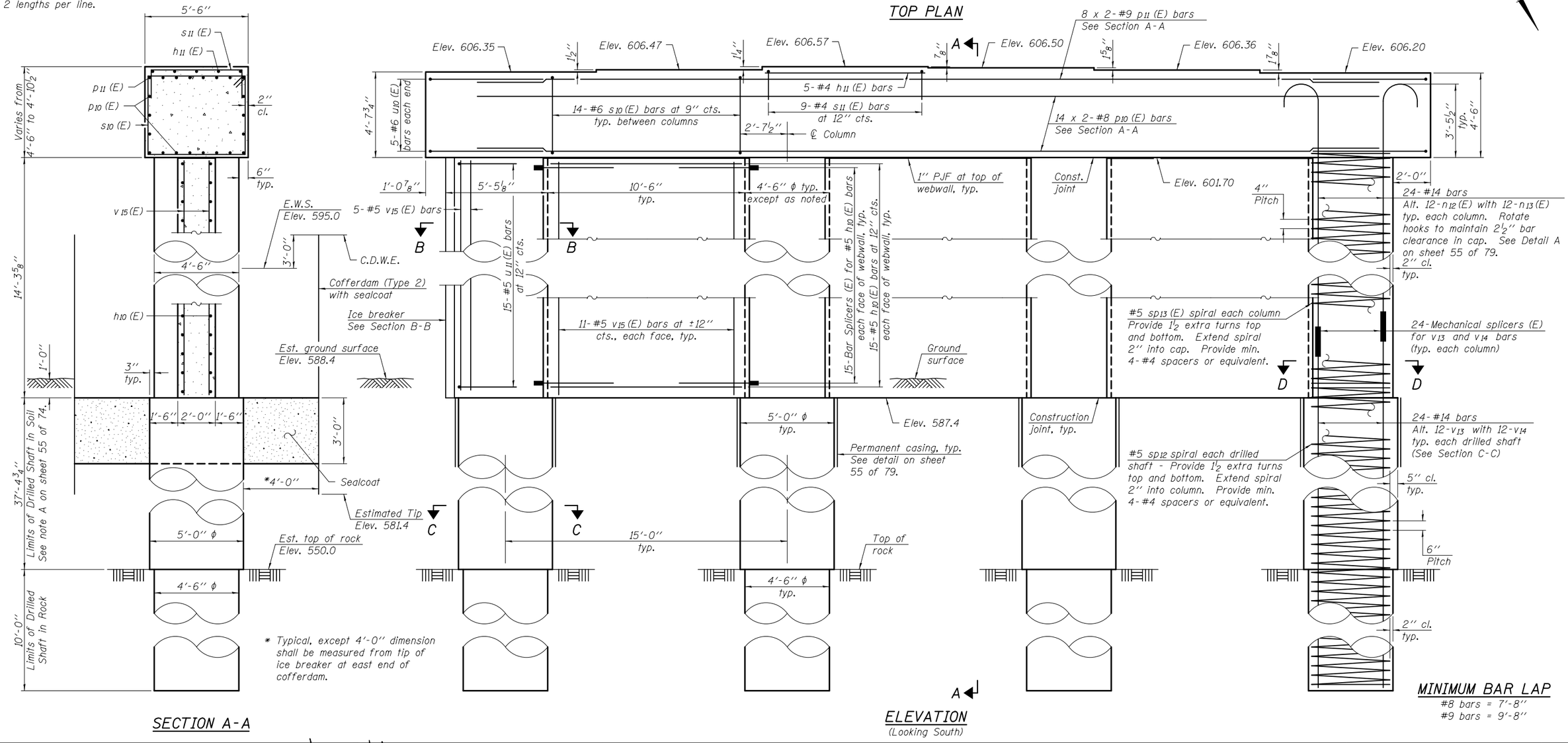


ANCHOR BOLT DETAIL

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.



TOP PLAN

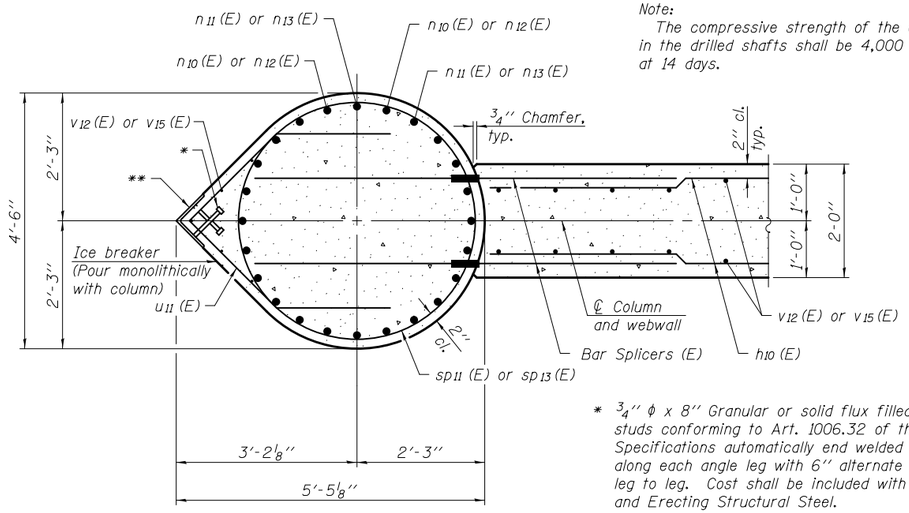


SECTION A-A

ELEVATION
(Looking South)

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

DESIGNED - JUSTIN T. BELUE	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 1 STRUCTURE NO. 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - DAVID H. RICHTER					57	(140)BR&BR-1	KANKAKEE	183	94
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED						CONTRACT NO. 66750	
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 54 OF 79 SHEETS			ILLINOIS	FED. AID PROJECT	

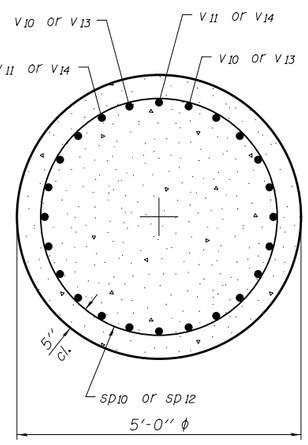


SECTION B-B

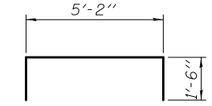
Note:
The compressive strength of the concrete in the drilled shafts shall be 4,000 psi. min. at 14 days.

* $\frac{3}{4}$" 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.

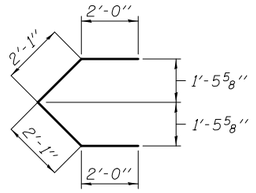
** L8 x 8 x $\frac{1}{2}$ AASHTO M270 Gr. 50 galvanized in accordance with AASHTO M111. Cost included with Furnishing and Erecting Structural Steel.



SECTION C-C

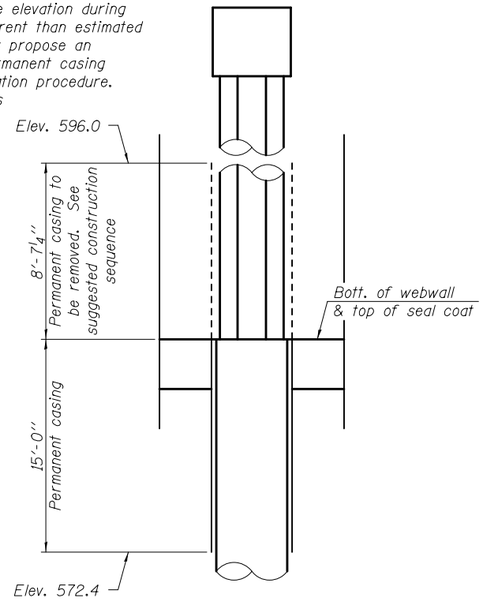


BAR s11 (E)



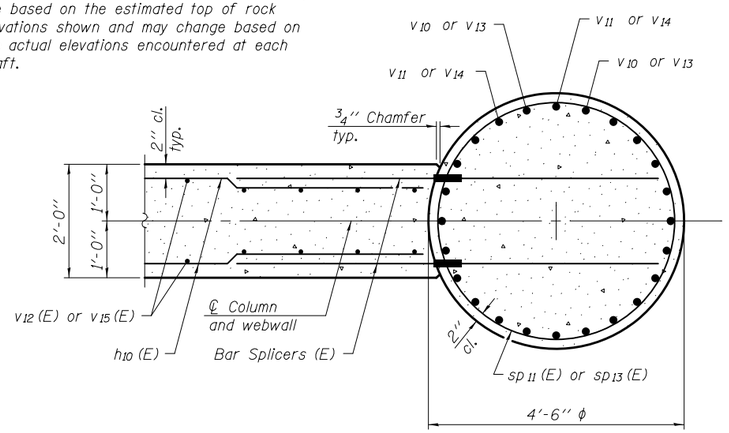
BAR u11 (E)

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.

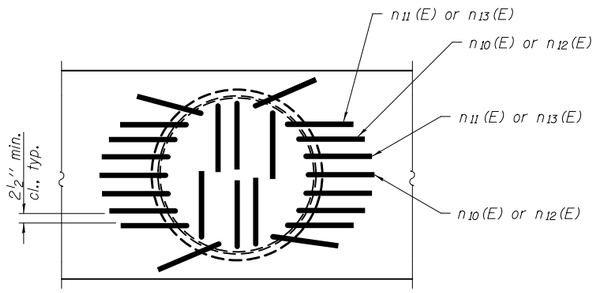


PERMANENT CASING DETAIL

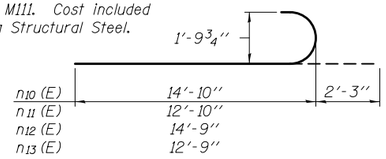
Note A:
The quantities and reinforcement detailing are based on the estimated top of rock elevations shown and may change based on the actual elevations encountered at each shaft.



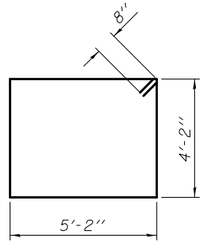
SECTION D-D



DETAIL A
Plan view of partial cap showing possible hook orientation of n10 (E) thru n13 (E).



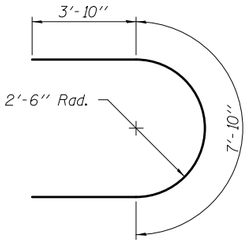
BARS n10 (E) THRU n13 (E)



BAR s10 (E)

SUGGESTED CONSTRUCTION SEQUENCE

1. Cofferdam can be placed before permanent casings have been set or after shafts have been poured.
2. 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.
3. Drill out soil and rock socket (thru casing).
4. Clean shaft excavation and set shaft rebar.
5. Pour concrete in shafts to an elevation some distance above bottom of web wall and:
   a. Option A: Immediately remove all water and tainted concrete in the shaft down to the elevation of the bottom of web wall.
   b. Option B: Leave excess shaft concrete in place until it can be removed in a later step.
6. Cofferdam needs to be in place or be placed at this time, then excavate for and pour sealcoat to bottom of web wall.
7. Dewater the cofferdam.
8. 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.
9. Set up column reinforcement with inserts (for web walls).
10. Pour concrete for columns.
11. Construct webwalls.
12. Construct cap.



BAR u10 (E)

PIER 1 - 046-0135 (N.B.)
BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h10 (E)	90	#5	10'-2"	
	n10 (E)	48	#14	17'-1"	
	n11 (E)	48	#14	15'-1"	
	p10 (E)	28	#8	27'-10"	
	p11 (E)	16	#9	28'-10"	
	s10 (E)	42	#6	20'-0"	
***	sp10	4	#5	48'-11"	
***	sp11 (E)	4	#5	14'-7"	
	u10 (E)	10	#6	15'-6"	
	u11 (E)	15	#5	8'-2"	
	v10	48	#14	51'-9"	
	v11	48	#14	53'-9"	
	v12 (E)	71	#5	14'-0"	
	Cofferdam Excavation		Cu. Yd.	104.3	
	Cofferdam (Type 2) (Location 1)		Each	1	
	Concrete Structures		Cu. Yd.	117.8	
	Seal Coat Concrete		Cu. Yd.	76.0	
	Reinforcement Bars		Pound	44,230	
	Reinforcement Bars, Epoxy Coated		Pound	21,650	
	Permanent Casing		Foot	94.4	
	Drilled Shaft in Soil		Cu. Yd.	113.1	
	Drilled Shaft in Rock		Cu. Yd.	23.6	

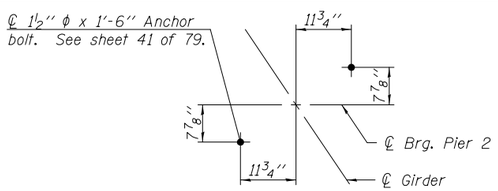
PIER 1 - 046-0136 (S.B.)
BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h10 (E)	90	#5	10'-2"	
	h11 (E)	5	#4	8'-6"	
	n12 (E)	48	#14	17'-0"	
	n13 (E)	48	#14	15'-0"	
	p10 (E)	28	#8	27'-10"	
	p11 (E)	16	#9	28'-10"	
	s10 (E)	42	#6	20'-0"	
	s11 (E)	9	#4	8'-2"	
***	sp12	4	#5	47'-5"	
***	sp13 (E)	4	#5	14'-6"	
	u10 (E)	10	#6	15'-6"	
	u11 (E)	15	#5	8'-2"	
	v13	48	#14	50'-3"	
	v14	48	#14	52'-3"	
	v15 (E)	71	#5	13'-11"	
	Cofferdam Excavation		Cu. Yd.	104.3	
	Cofferdam (Type 2) (Location 2)		Each	1	
	Concrete Structures		Cu. Yd.	118.0	
	Seal Coat Concrete		Cu. Yd.	76.0	
	Reinforcement Bars		Pound	42,970	
	Reinforcement Bars, Epoxy Coated		Pound	21,650	
	Permanent Casing		Foot	94.4	
	Drilled Shaft in Soil		Cu. Yd.	108.8	
	Drilled Shaft in Rock		Cu. Yd.	23.6	

Minimum lap for spirals = 1½ turns
*** Length is height of spiral.

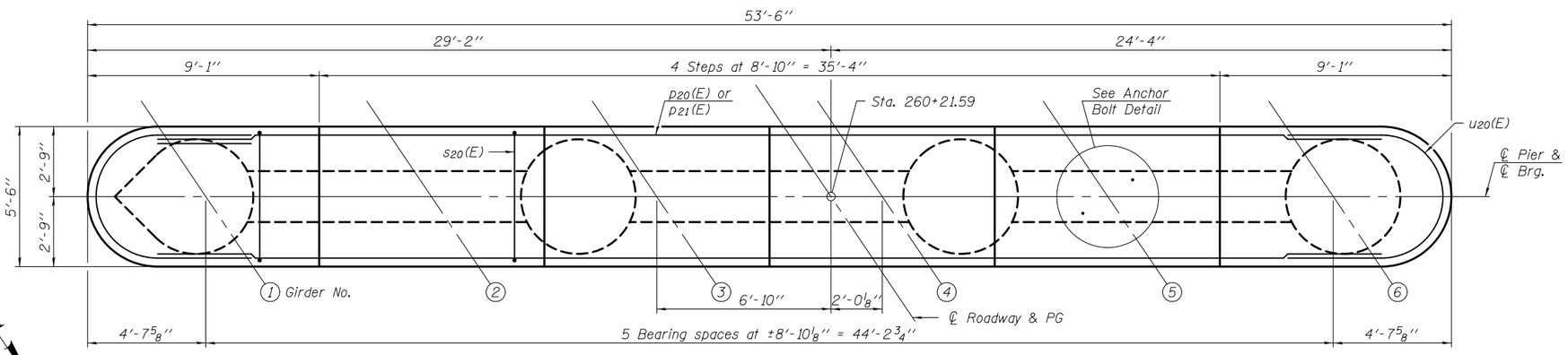
DESIGNED - JUSTIN T. BELUE	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - DAVID H. RICHTER	PASSED	REVISED ___	PIER 1 DETAILS STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGE DESIGN	REVISED ___	SHEET NO. 55 OF 79 SHEETS
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	95
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

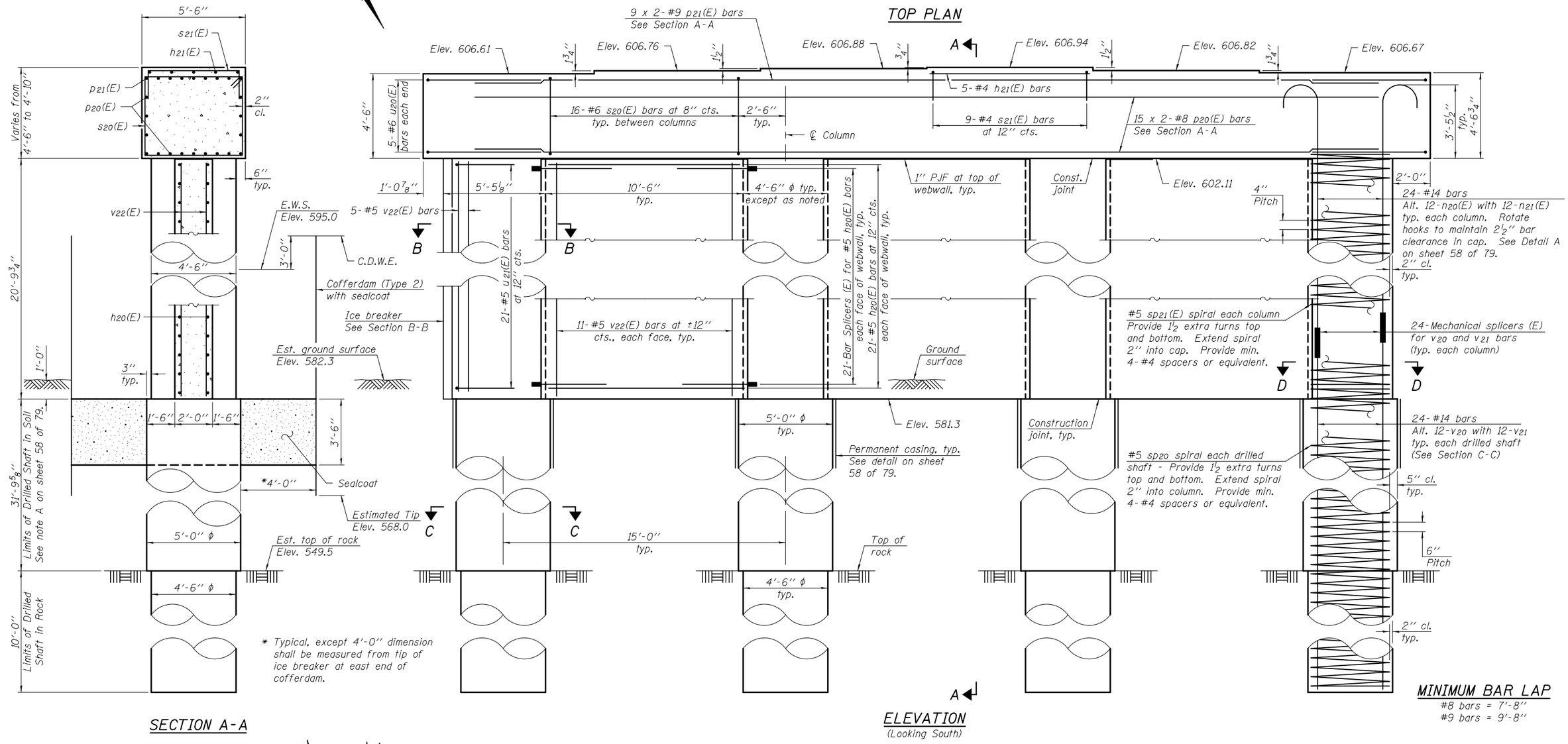


ANCHOR BOLT DETAIL

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolitically with cap.
Cost of preformed joint filler is included with Concrete Structures.
Bars indicated thus 15 x 2-#8 etc. indicates 15 lines of bars with 2 lengths per line.



TOP PLAN



* Typical, except 4'-0" dimension shall be measured from tip of ice breaker at east end of cofferdam.

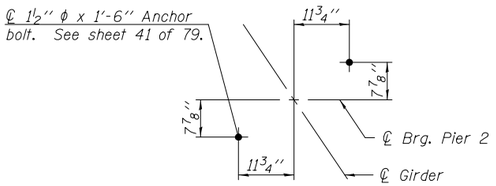
SECTION A-A

ELEVATION
(Looking South)

MINIMUM BAR LAP

#8 bars = 7'-8"
#9 bars = 9'-8"

DESIGNED - JUSTIN T. BELUE	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 2 STRUCTURE NO. 046 – 0135 (NB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - DAVID H. RICHTER					57	(140)BR&BR-1	KANKAKEE	183	96
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED —					CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED —		SHEET NO. 56 OF 79 SHEETS			ILLINOIS FED. AID PROJECT		



ANCHOR BOLT DETAIL

Notes:
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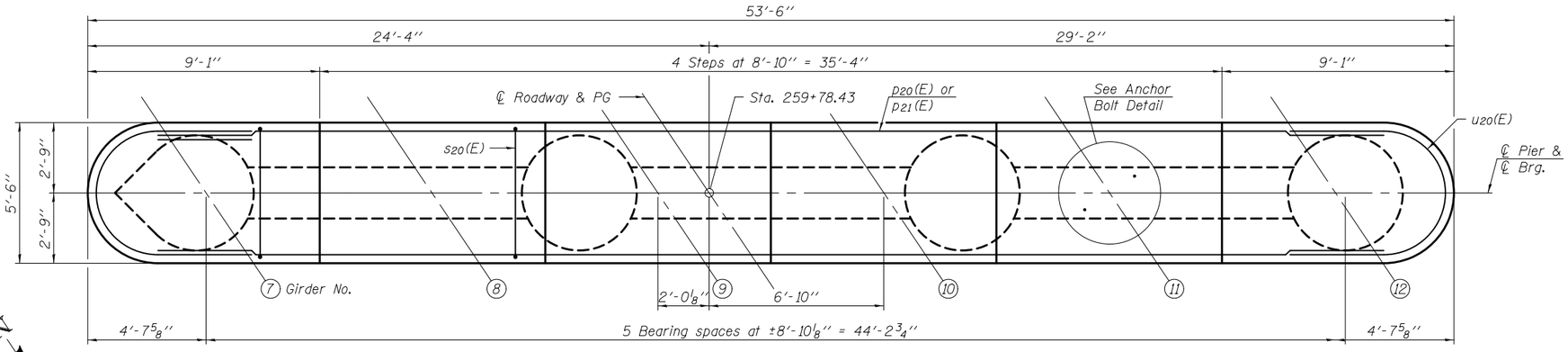
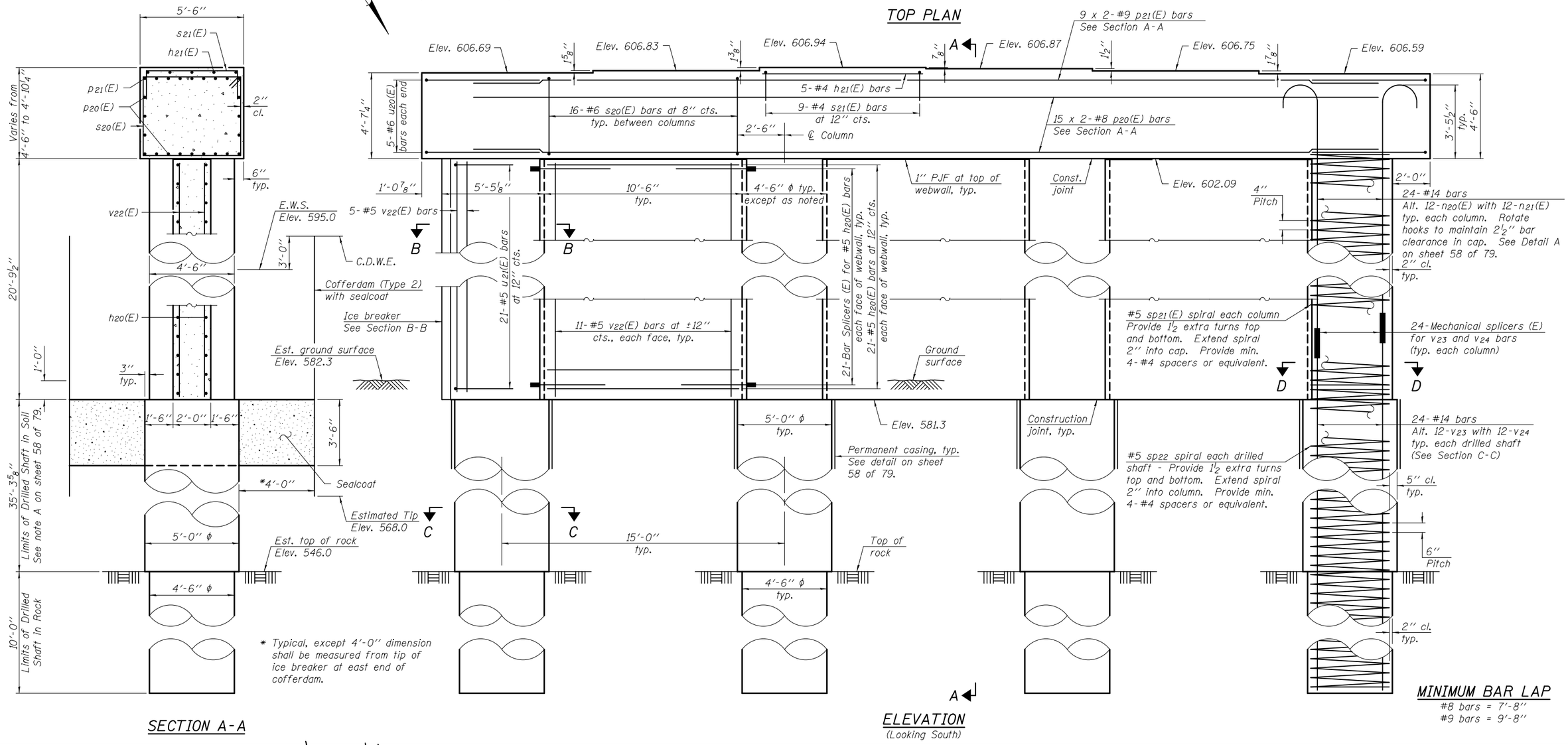


TOP PLAN

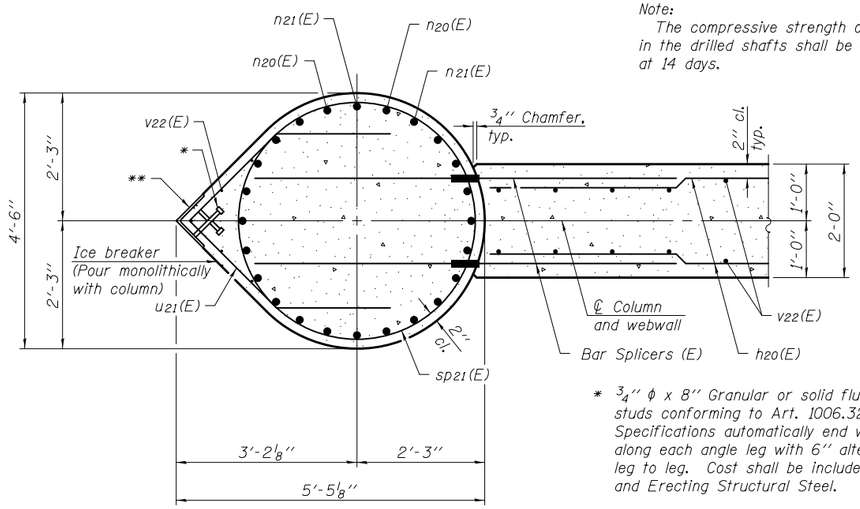


SECTION A-A

ELEVATION
(Looking South)

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

DESIGNED - JUSTIN T. BELUE	EXAMINED	DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 2 STRUCTURE NO. 046 – 0136 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - DAVID H. RICHTER					57	(140)BR&BR-1	KANKAKEE	183	97
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED —					CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED —		SHEET NO. 57 OF 79 SHEETS			ILLINOIS FED. AID PROJECT		

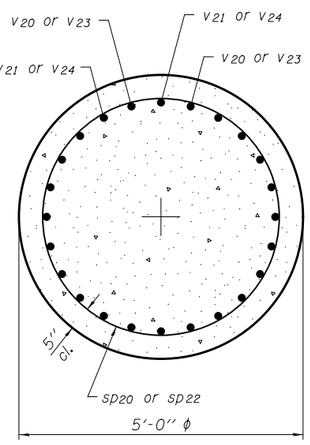


SECTION B-B

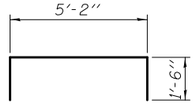
Note:
The compressive strength of the concrete in the drilled shafts shall be 4,000 psi. min. at 14 days.

* $\frac{3}{4}$" 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.

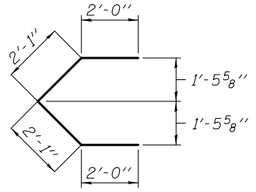
** L8 x 8 x $\frac{1}{2}$ AASHTO M270 Gr. 50 galvanized in accordance with AASHTO M111. Cost included with Furnishing and Erecting Structural Steel.



SECTION C-C

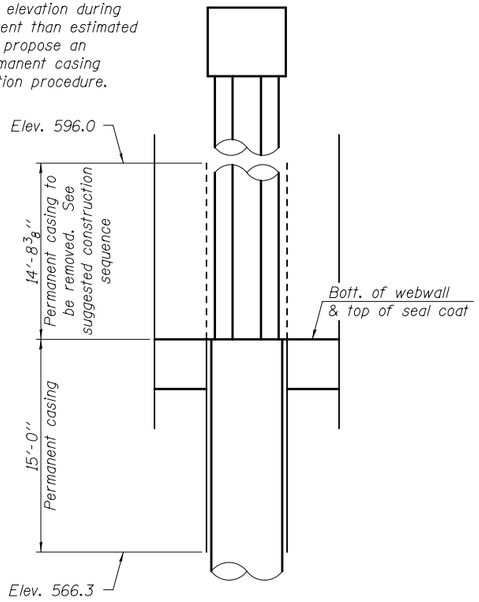


BAR s21(E)



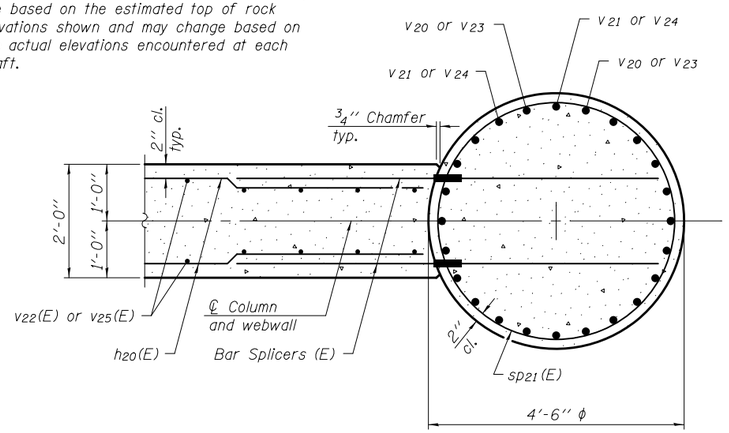
BAR u21(E)

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.

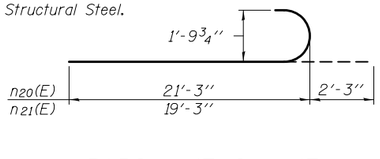


PERMANENT CASING DETAIL

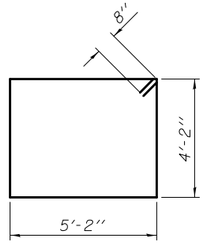
Note A:
The quantities and reinforcement detailing are based on the estimated top of rock elevations shown and may change based on the actual elevations encountered at each shaft.



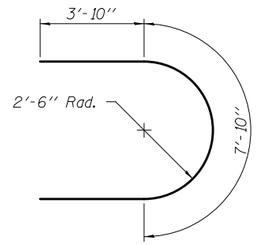
SECTION D-D



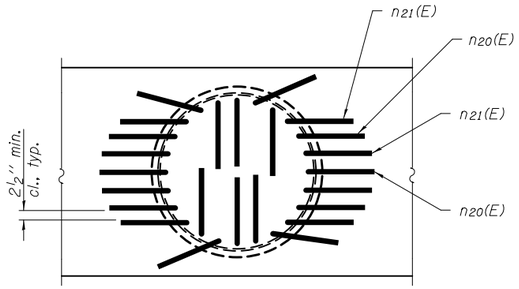
BARS n20(E) & n21(E)



BAR s20(E)



BAR u20(E)



DETAIL A
Plan view of partial cap showing possible hook orientation of n20(E) thru n23(E).

SUGGESTED CONSTRUCTION SEQUENCE

1. Cofferdam can be placed before permanent casings have been set or after shafts have been poured.
2. 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.
3. Drill out soil and rock socket (thru casing).
4. Clean shaft excavation and set shaft rebar.
5. Pour concrete in shafts to an elevation some distance above bottom of web wall and:
   a. Option A: Immediately remove all water and tainted concrete in the shaft down to the elevation of the bottom of web wall.
   b. Option B: Leave excess shaft concrete in place until it can be removed in a later step.
6. Cofferdam needs to be in place or be placed at this time, then excavate for and pour sealcoat to bottom of web wall.
7. Dewater the cofferdam.
8. 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.
9. Set up column reinforcement with inserts (for web walls).
10. Pour concrete for columns.
11. Construct webwalls.
12. Construct cap.

PIER 2 - 046-0135 (N.B.) BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h20(E)	126	#5	10'-2"	——
	h21(E)	5	#4	8'-6"	——
	n20(E)	48	#14	23'-6"	⊃
	n21(E)	48	#14	21'-6"	⊃
	p20(E)	30	#8	27'-10"	——
	p21(E)	18	#9	28'-10"	——
	s20(E)	48	#6	20'-0"	⊓
	s21(E)	9	#4	8'-2"	⊓
***	sp20	4	#5	41'-10"	∧∧∧
***	sp21(E)	4	#5	21'-0"	∧∧∧
	u20(E)	10	#6	15'-6"	⊃
	u21(E)	21	#5	8'-2"	⊂
	v20	48	#14	44'-8"	——
	v21	48	#14	46'-8"	——
	v22(E)	71	#5	20'-5"	——
	Cofferdam Excavation		Cu. Yd.	117.0	
	Cofferdam (Type 2) (Location 3)		Each	1	
	Concrete Structures		Cu. Yd.	148.6	
	Seal Coat Concrete		Cu. Yd.	88.7	
	Reinforcement Bars		Pound	38,270	
	Reinforcement Bars, Epoxy Coated		Pound	28,910	
	Permanent Casing		Foot	118.8	
	Drilled Shaft in Soil		Cu. Yd.	92.5	
	Drilled Shaft in Rock		Cu. Yd.	23.6	

PIER 2 - 046-0136 (S.B.) BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h20(E)	126	#5	10'-2"	——
	h21(E)	5	#4	8'-6"	——
	n20(E)	48	#14	23'-6"	⊃
	n21(E)	48	#14	21'-6"	⊃
	p20(E)	30	#8	26'-7"	——
	p21(E)	18	#9	26'-7"	——
	s20(E)	48	#6	20'-0"	⊓
	s21(E)	9	#4	8'-2"	⊓
***	sp21(E)	4	#5	21'-0"	∧∧∧
***	sp22	4	#5	45'-4"	∧∧∧
	u20(E)	10	#6	15'-6"	⊃
	u21(E)	21	#5	8'-2"	⊂
	v22(E)	71	#5	20'-5"	——
	v23	48	#14	48'-2"	——
	v24	48	#14	50'-2"	——
	Cofferdam Excavation		Cu. Yd.	117.0	
	Cofferdam (Type 2) (Location 4)		Each	1	
	Concrete Structures		Cu. Yd.	148.7	
	Seal Coat Concrete		Cu. Yd.	88.7	
	Reinforcement Bars		Pound	41,210	
	Reinforcement Bars, Epoxy Coated		Pound	28,910	
	Permanent Casing		Foot	118.8	
	Drilled Shaft in Soil		Cu. Yd.	102.7	
	Drilled Shaft in Rock		Cu. Yd.	23.6	

Minimum lap for spirals = $1\frac{1}{2}$ turns
*** Length is height of spiral.

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

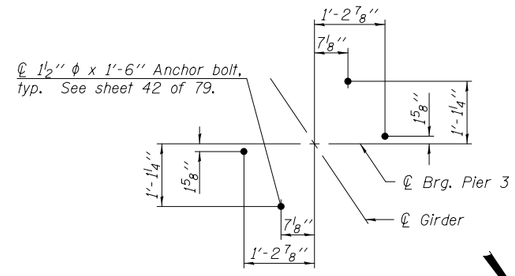
EXAMINED
Joyce F. Schiff
ACTING ENGINEER OF BRIDGE DESIGN
PASSED
M. Carl Truyen
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 4, 2013
REVISED ___
REVISED ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

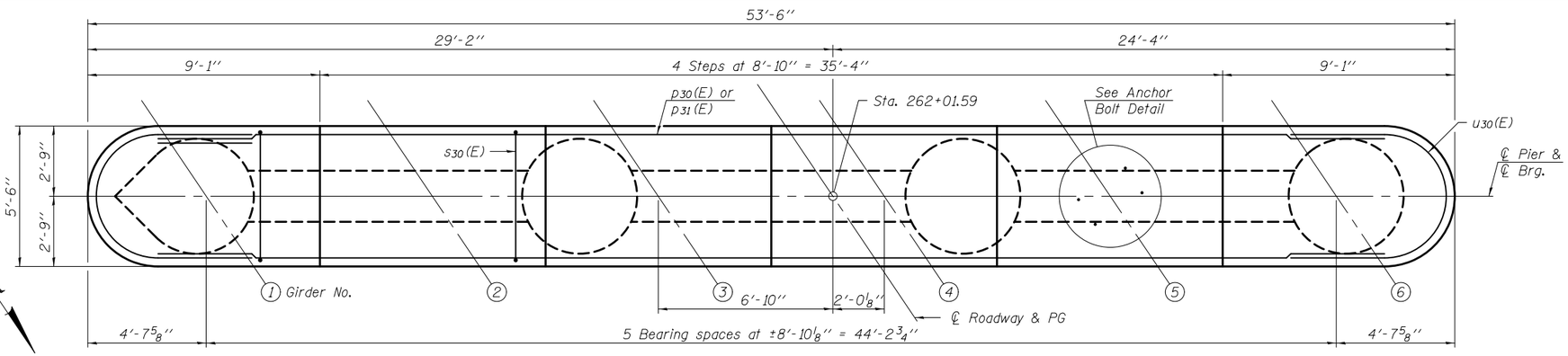
PIER 2 DETAILS
STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)
SHEET NO. 58 OF 79 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(140)BR&BR-1	KANKAKEE	183	98
		CONTRACT NO. 66750		
	ILLINOIS FED. AID PROJECT			

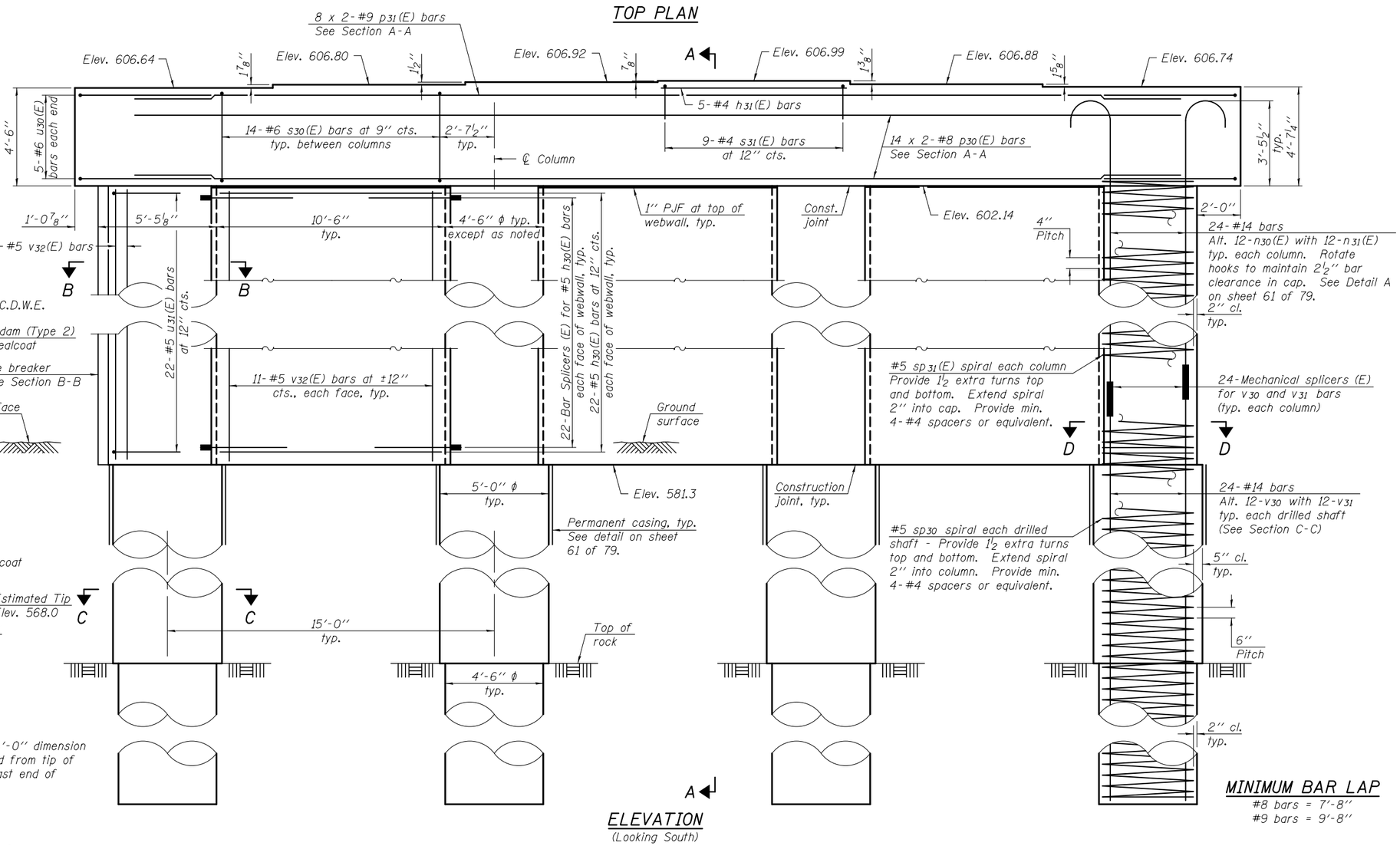


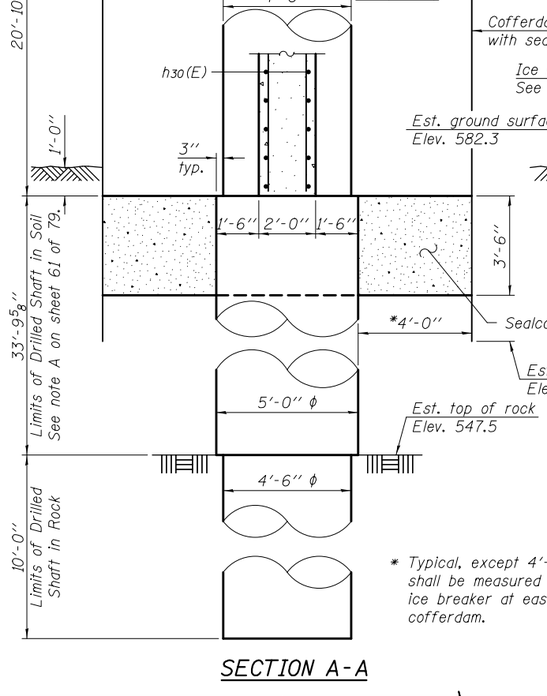
ANCHOR BOLT DETAIL

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolitically 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.



TOP PLAN





* Typical, except 4'-0" dimension shall be measured from tip of ice breaker at east end of cofferdam.

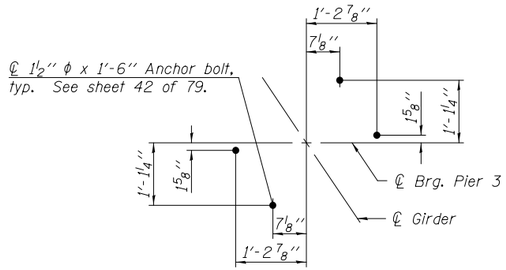
SECTION A-A

ELEVATION
(Looking South)

MINIMUM BAR LAP

#8 bars = 7'-8"
#9 bars = 9'-8"

DESIGNED - JUSTIN T. BELUE	EXAMINED		DATE - OCTOBER 4, 2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 3 STRUCTURE NO. 046 – 0135 (NB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - DAVID H. RICHTER						57	(140)BR&BR-1	KANKAKEE	183	99
DRAWN - MICHAEL B. MOSSMAN	PASSED	ACTING ENGINEER OF BRIDGE DESIGN	REVISED						CONTRACT NO. 66750	
CHECKED - J.T.B. / D.H.R.		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 59 OF 79 SHEETS			ILLINOIS	FED. AID PROJECT	



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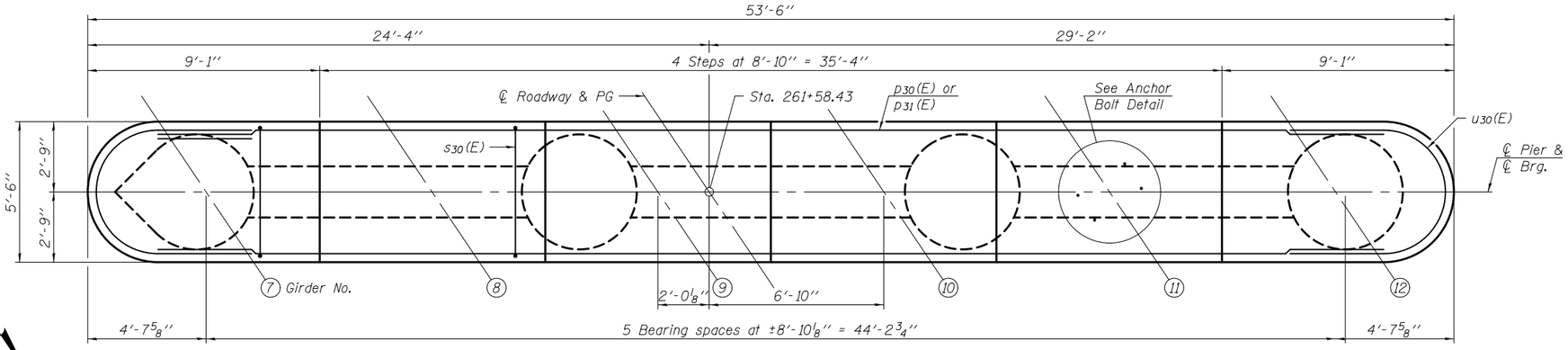
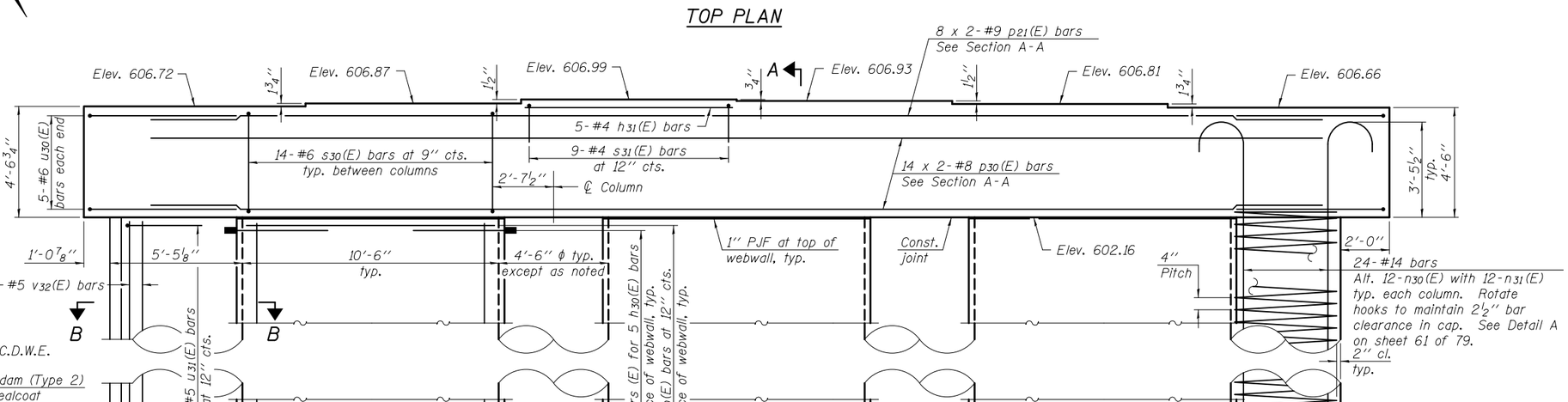
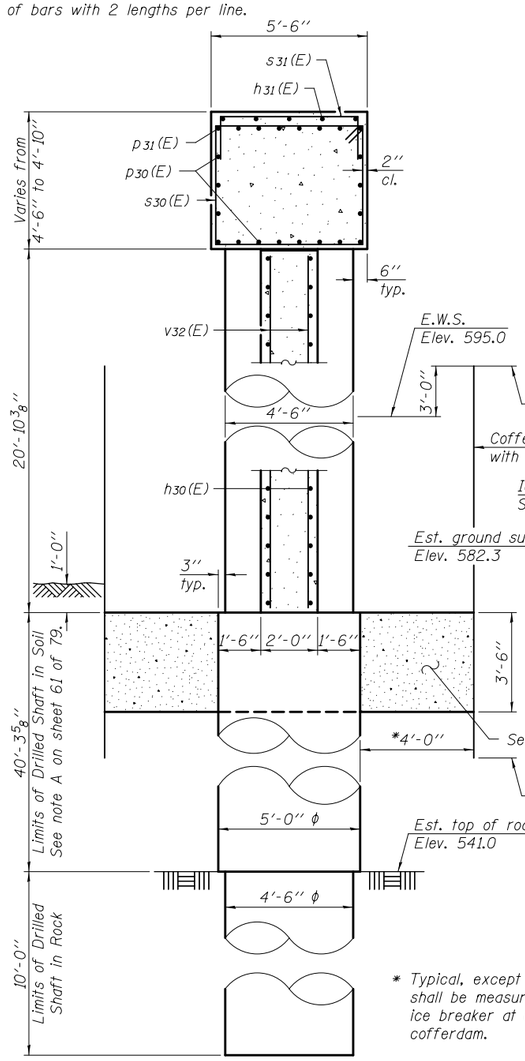


TOP PLAN





SECTION A-A

MINIMUM BAR LAP

#8 bars = 7'-8"
#9 bars = 9'-8"

DESIGNED - JUSTIN T. BELUE	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PIER 3**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - DAVID H. RICHTER				**STRUCTURE NO. 046 – 0136 (SB)**	57	(140)BR&BR-1	KANKAKEE	183	100
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED —		SHEET NO. 60 OF 79 SHEETS			CONTRACT NO. 66750		
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED —					ILLINOIS FED. AID PROJECT		