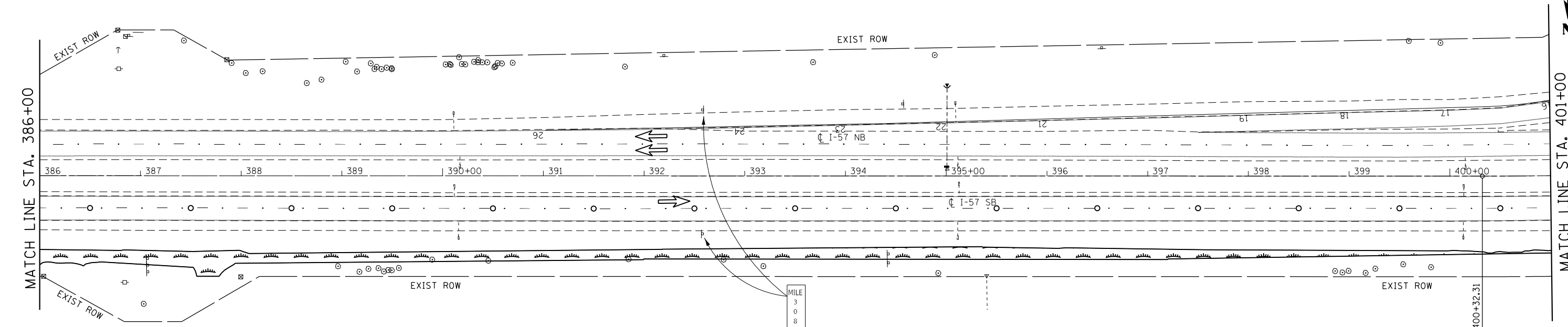


- LEGEND**
- DRUM
 - ⊗ DRUM WITH STEADY BURNING LIGHT
 - ⌄ VERTICAL PANEL
 - ▨ IMPACT ATTENUATOR, TEMPORARY (NON-DIRECTIVE), TEST LEVEL 3
 - DIRECTION INDICATOR BARRIER
 - ➡ ARROW BOARD
 - ➡ LANE OPEN TO TRAFFIC

EQUATION:
Sta 377+08.02 BK =
Sta 377+13.20 AH

DRUMS @ 100' CTS. (TYP)



MILE
3
0
8
.0

PC Sta 400+32.31

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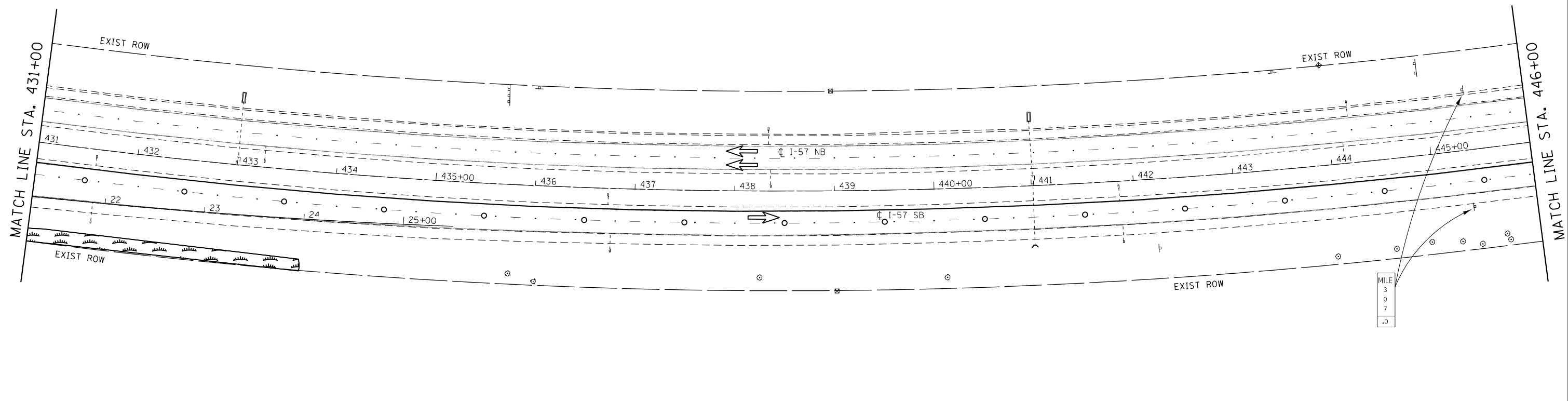
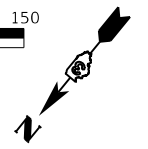


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PLOT SCALE = 1"=100'	DRAWN - ARR	REVISED -
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

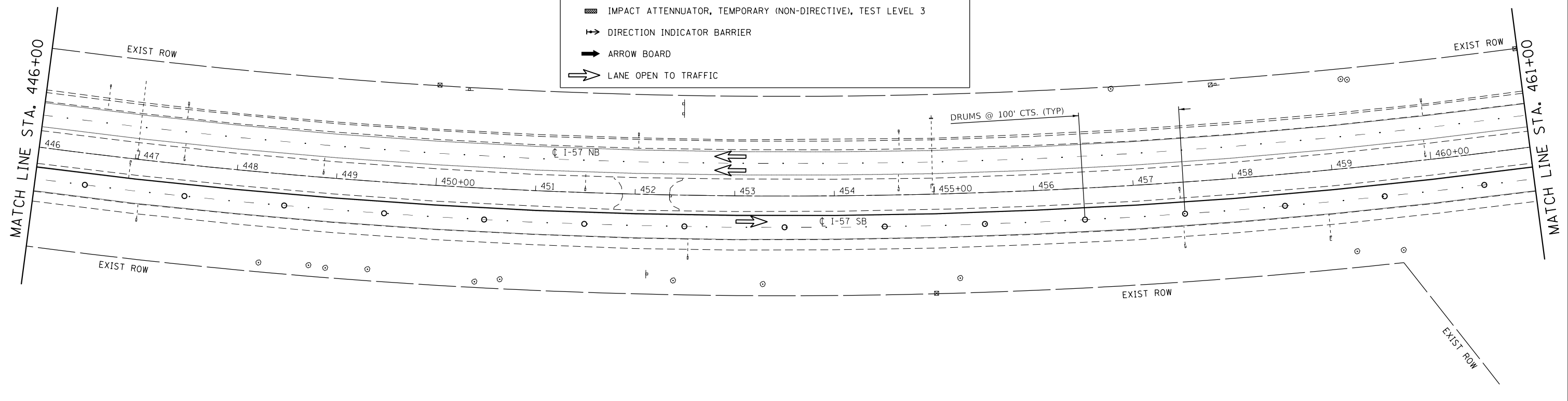
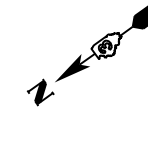
STAGE III TRAFFIC CONTROL
SCALE: 1"=100' SHEET 6 OF 16 SHEETS STA. 371+00 TO STA. 401+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	101
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



MILE
3
0
7
-0

LEGEND	
○	DRUM
⊙	DRUM WITH STEADY BURNING LIGHT
⌋	VERTICAL PANEL
▨	IMPACT ATTENUATOR, TEMPORARY (NON-DIRECTIVE), TEST LEVEL 3
↔	DIRECTION INDICATOR BARRIER
➔	ARROW BOARD
➔	LANE OPEN TO TRAFFIC



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 PLOT DATE = 12/4/2020

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 DRAWN - ARR
 CHECKED - DJD
 DATE -

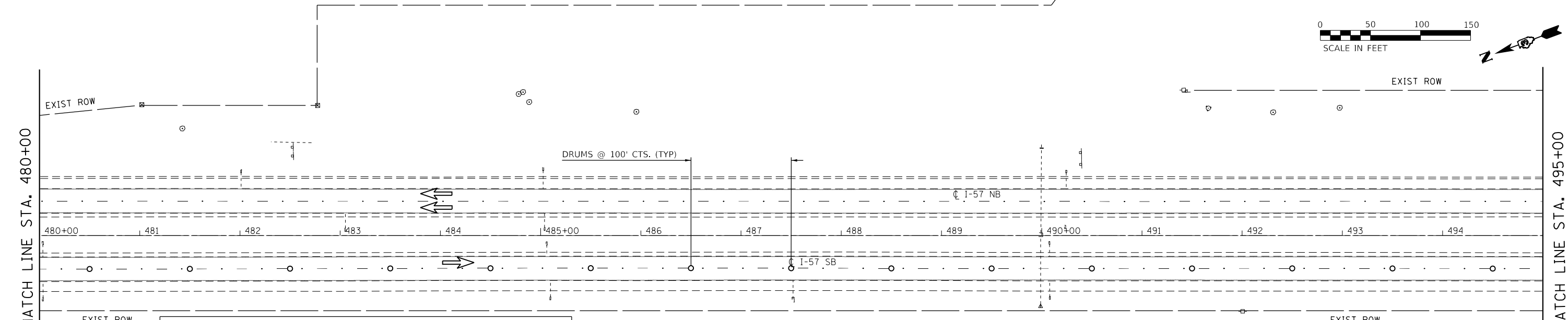
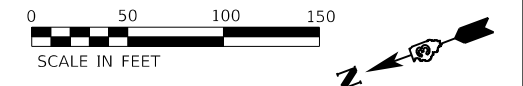
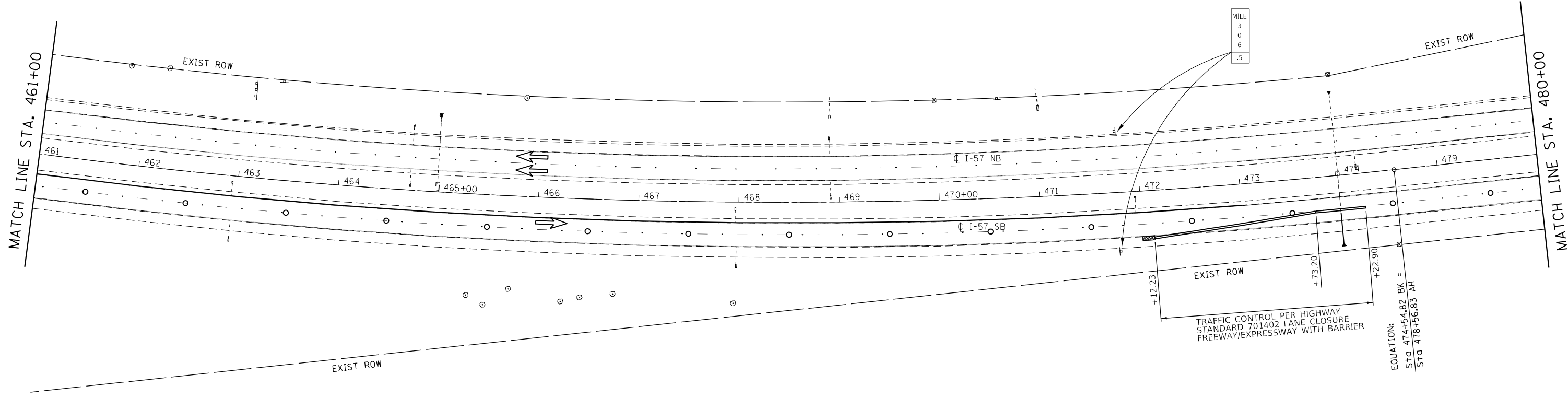
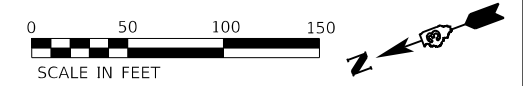
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE III TRAFFIC CONTROL

SCALE: 1"=100' SHEET 8 OF 16 SHEETS STA. 431+00 TO STA. 461+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	103
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



LEGEND	
○	DRUM
⊙	DRUM WITH STEADY BURNING LIGHT
⌄	VERTICAL PANEL
▨	IMPACT ATTENUATOR, TEMPORARY (NON-DIRECTIVE), TEST LEVEL 3
↔	DIRECTION INDICATOR BARRIER
➔	ARROW BOARD
➔	LANE OPEN TO TRAFFIC

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 PLOT SCALE = 1"=100'
 PLOT DATE = 12/4/2020

DESIGNED - JKC
 DRAWN - ARR
 CHECKED - DJD
 DATE -

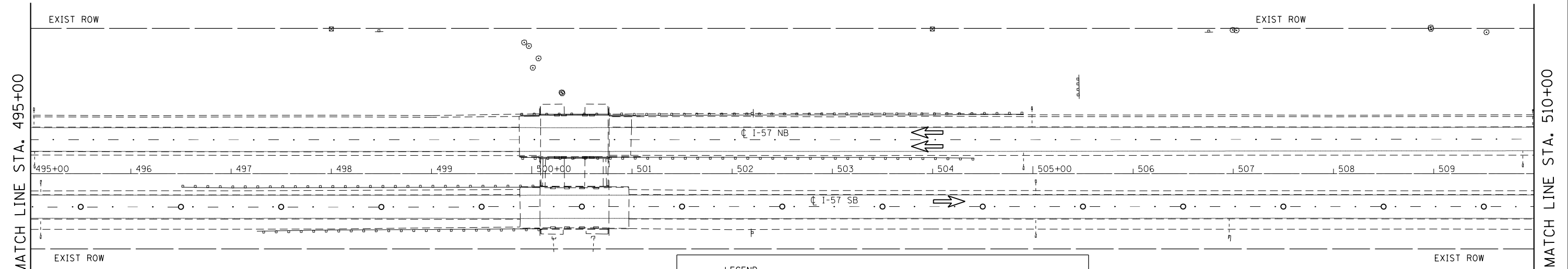
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

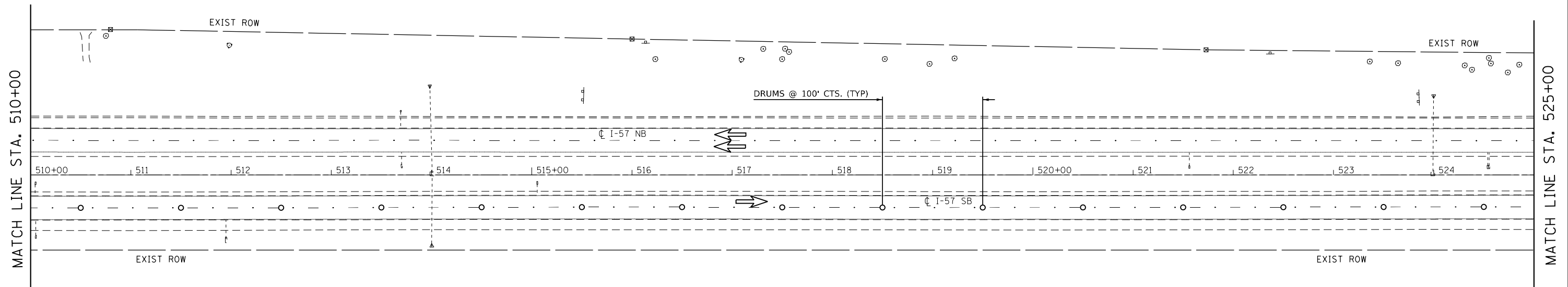
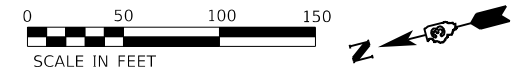
STAGE III TRAFFIC CONTROL

SCALE: 1"=100' SHEET 9 OF 16 SHEETS STA. 461+00 TO STA. 495+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	104
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



LEGEND	
○	DRUM
⊙	DRUM WITH STEADY BURNING LIGHT
⌋	VERTICAL PANEL
▨	IMPACT ATTENUATOR, TEMPORARY (NON-DIRECTIVE), TEST LEVEL 3
⇄	DIRECTION INDICATOR BARRIER
➡	ARROW BOARD
➡	LANE OPEN TO TRAFFIC



MODEL: D:\p1\1111287-08-57-Kankakee-County\Survey_D266F09\Consultant_Data\Chamlin_2020\CAD_Sheets\0366F09-stage III.dgn
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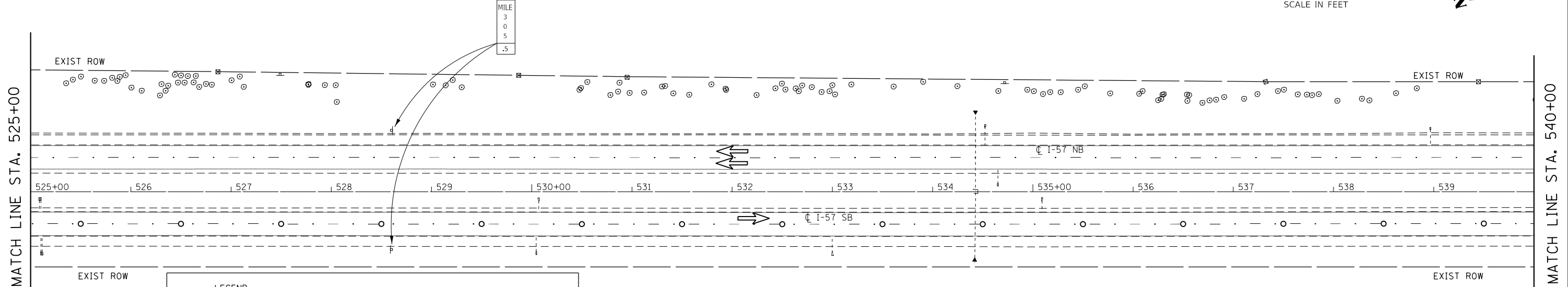
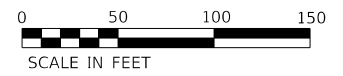
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PLOT DATE = 12/4/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

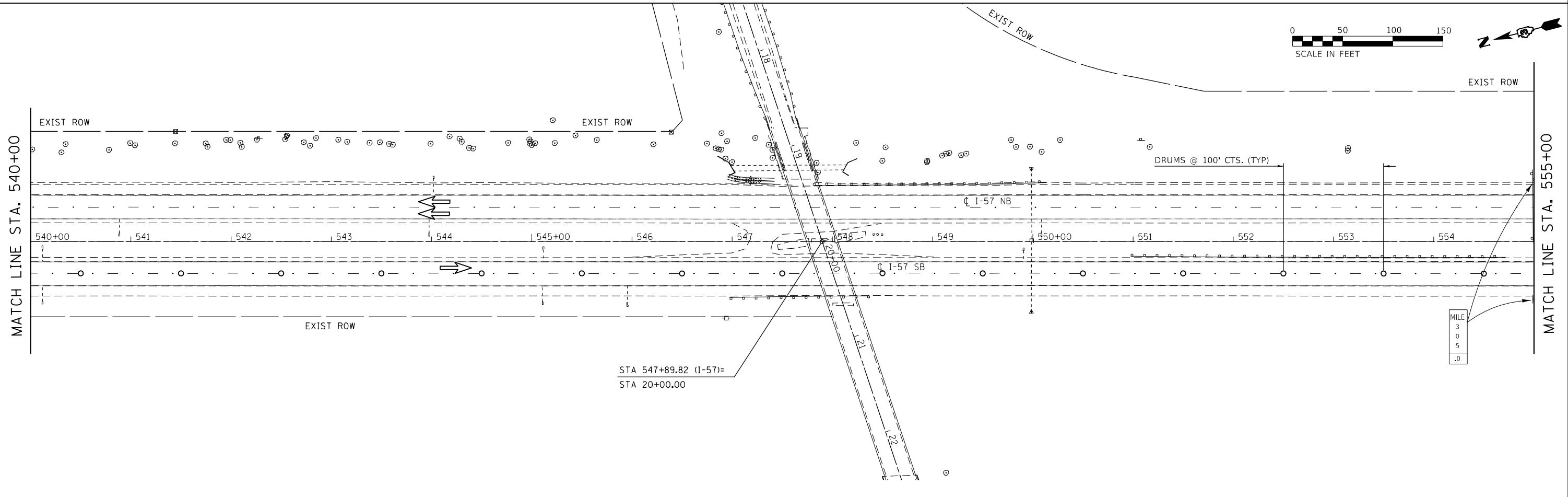
STAGE III TRAFFIC CONTROL

SCALE: 1"=100' SHEET 10 OF 16 SHEETS STA. 495+00 TO STA. 525+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	105
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



LEGEND	
○	DRUM
⊙	DRUM WITH STEADY BURNING LIGHT
⌋	VERTICAL PANEL
▨	IMPACT ATTENUATOR, TEMPORARY (NON-DIRECTIVE), TEST LEVEL 3
↔	DIRECTION INDICATOR BARRIER
➡	ARROW BOARD
➡➡	LANE OPEN TO TRAFFIC



STA 547+89.82 (I-57)=
STA 20+00.00

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3
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MODEL: D:\p1\11111287-08\57-Kankakee-County\Survey_D266F09\Consultant_Data\Chamlin_2020\CAD_Sheets\0366F09-Stage III.dgn



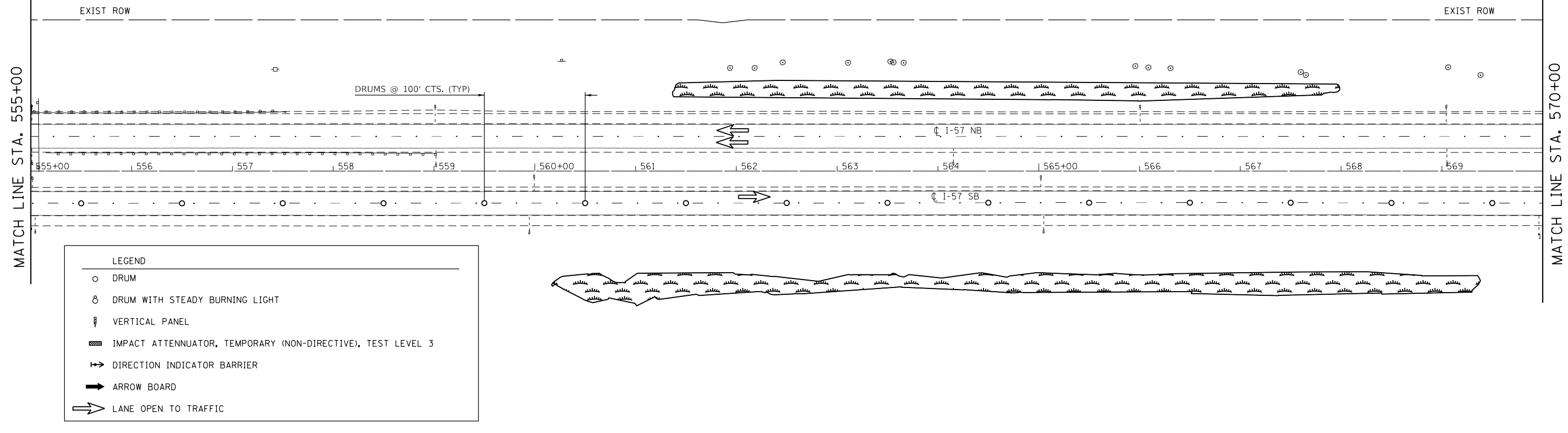
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

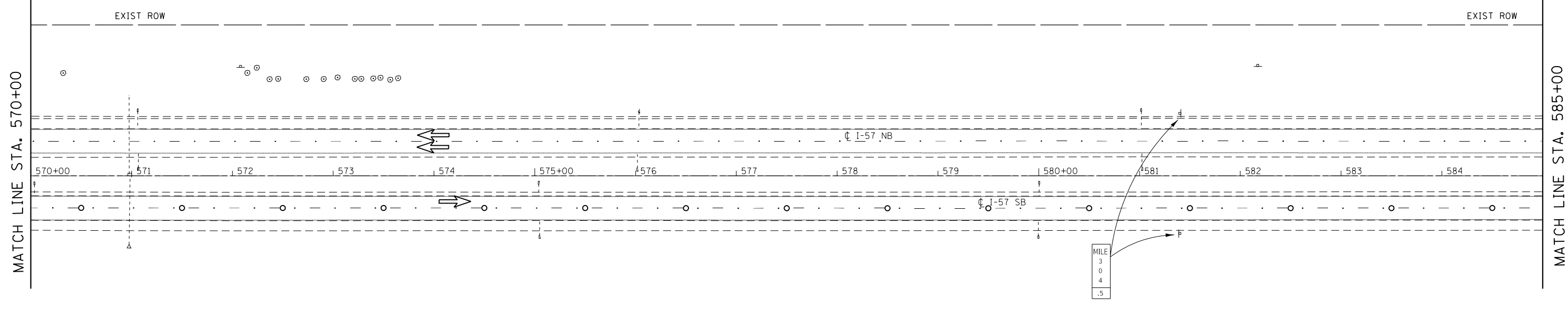
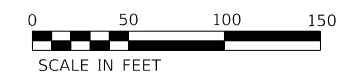
STAGE III TRAFFIC CONTROL

SCALE: 1"=100' SHEET 11 OF 16 SHEETS STA. 525+00 TO STA. 555+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	106
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- DRUM
 - ◉ DRUM WITH STEADY BURNING LIGHT
 - ⌋ VERTICAL PANEL
 - ▨ IMPACT ATTENUATOR, TEMPORARY (NON-DIRECTIVE), TEST LEVEL 3
 - ↔ DIRECTION INDICATOR BARRIER
 - ➔ ARROW BOARD
 - ➔ LANE OPEN TO TRAFFIC



MILE
3
0
4
5

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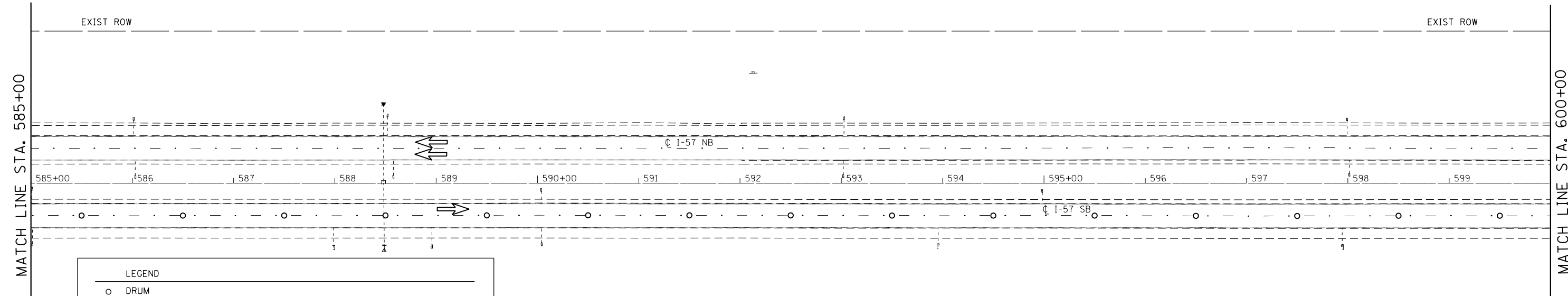
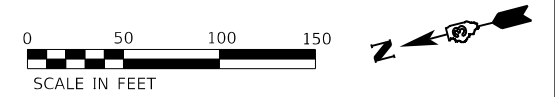
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

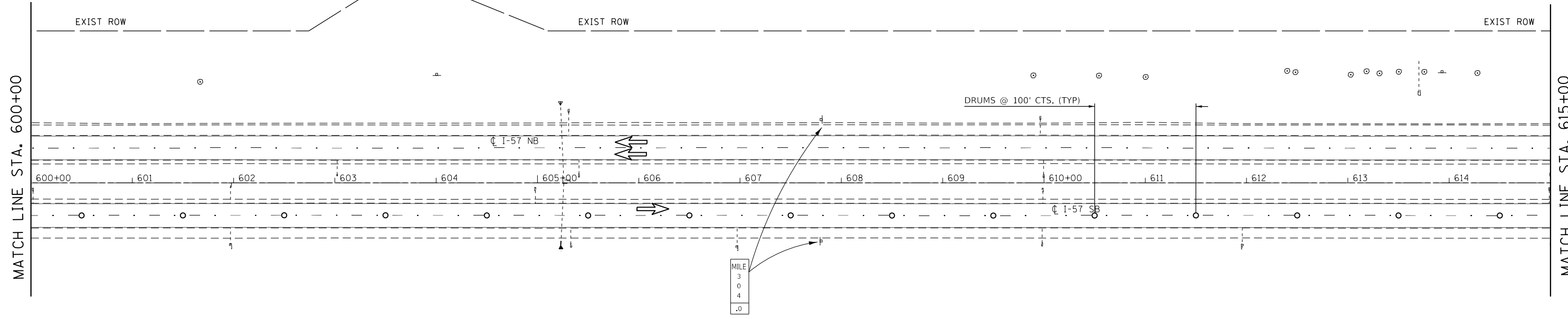
STAGE III TRAFFIC CONTROL

SCALE: 1"=100' SHEET 12 OF 16 SHEETS STA. 555+00 TO STA. 585+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	107
CONTRACT NO. 66F09				
		ILLINOIS FED. AID PROJECT		



LEGEND	
○	DRUM
⊙	DRUM WITH STEADY BURNING LIGHT
⌋	VERTICAL PANEL
▨	IMPACT ATTENUATOR, TEMPORARY (NON-DIRECTIVE), TEST LEVEL 3
⇌	DIRECTION INDICATOR BARRIER
➔	ARROW BOARD
➞	LANE OPEN TO TRAFFIC



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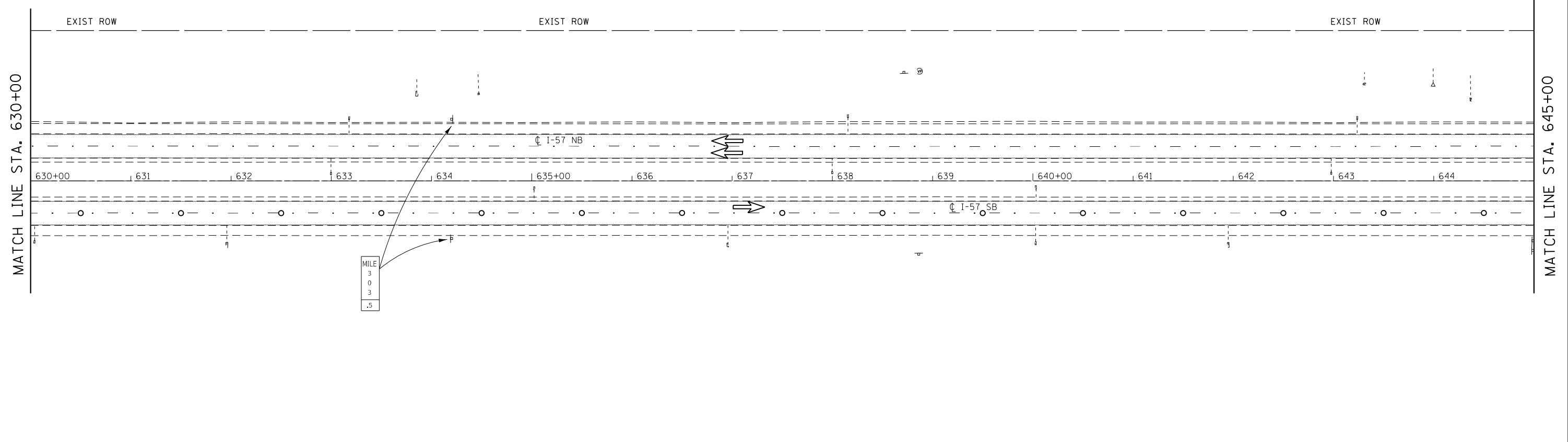
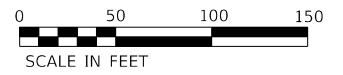
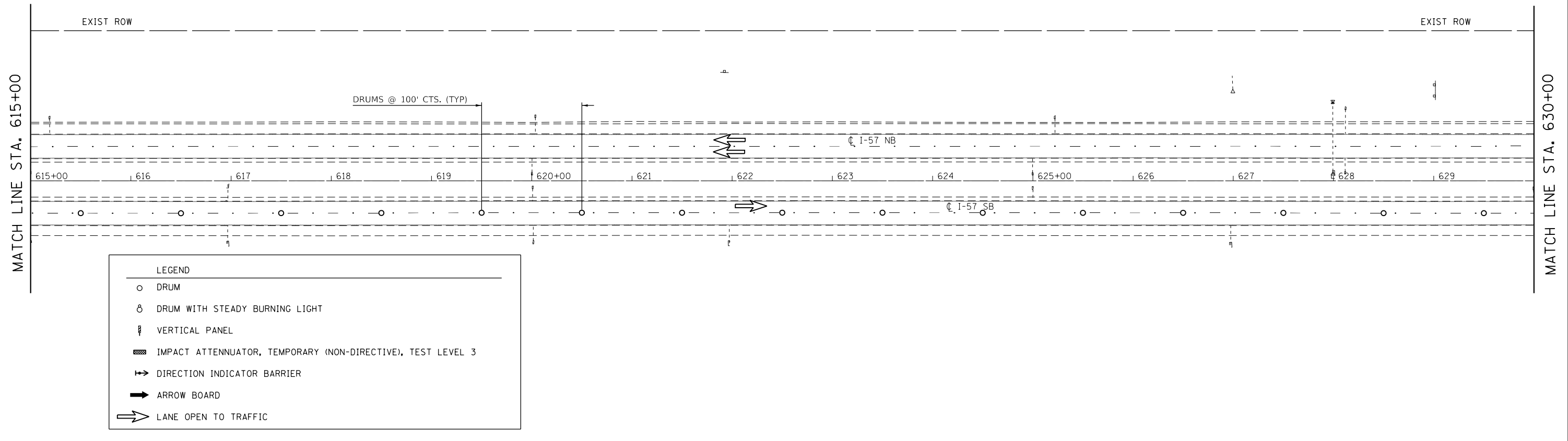
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PLOT DATE = 12/4/2020	CHECKED - DJD	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE III TRAFFIC CONTROL

SCALE: 1"=100' SHEET 13 OF 16 SHEETS STA. 585+00 TO STA. 615+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	108
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



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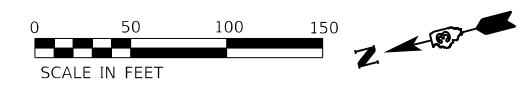
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DRAWN - ARR	REVISED -		
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PLOT DATE = 12/4/2020	DATE -	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE III TRAFFIC CONTROL

SCALE: 1"=100' SHEET 14 OF 16 SHEETS STA. 615+00 TO STA. 645+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	109
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

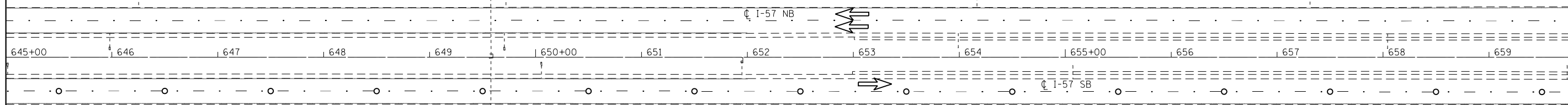


MATCH LINE STA. 645+00

MATCH LINE STA. 660+00

EXIST ROW

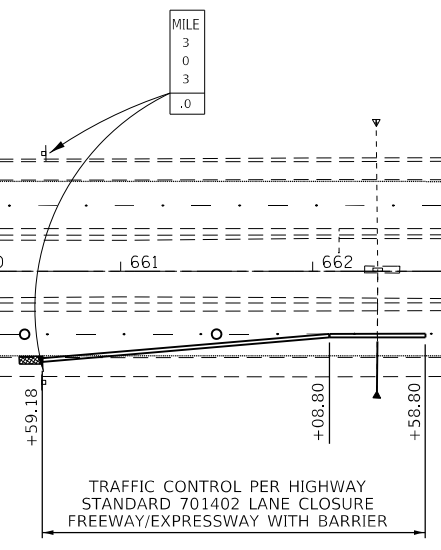
EXIST ROW



LEGEND	
○	DRUM
⊙	DRUM WITH STEADY BURNING LIGHT
⌋	VERTICAL PANEL
▨	IMPACT ATTENUATOR, TEMPORARY (NON-DIRECTIVE), TEST LEVEL 3
⇄	DIRECTION INDICATOR BARRIER
➔	ARROW BOARD
➔	LANE OPEN TO TRAFFIC

MATCH LINE STA. 660+00

MATCH LINE STA. 675+00



NOTE:
THE CONTRACTOR SHALL EXPEDITE STAGE III WORK AT THIS LOCATION SO THAT THE OUTSIDE SOUTHBOUND LANE MAY BE OPENED TO TRAFFIC STARTING AT STA 480+00



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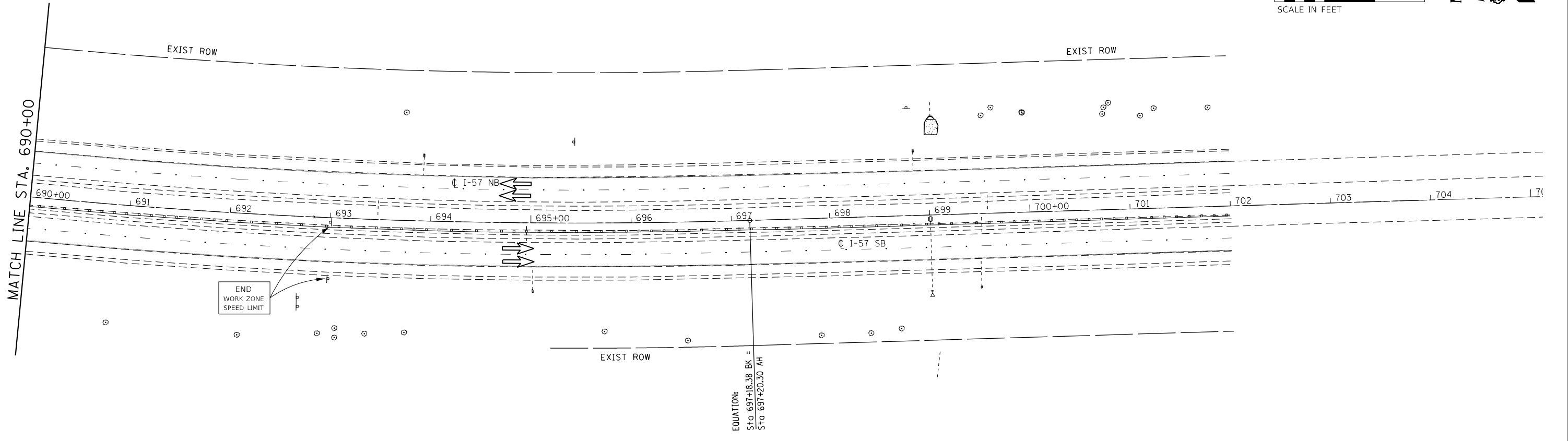
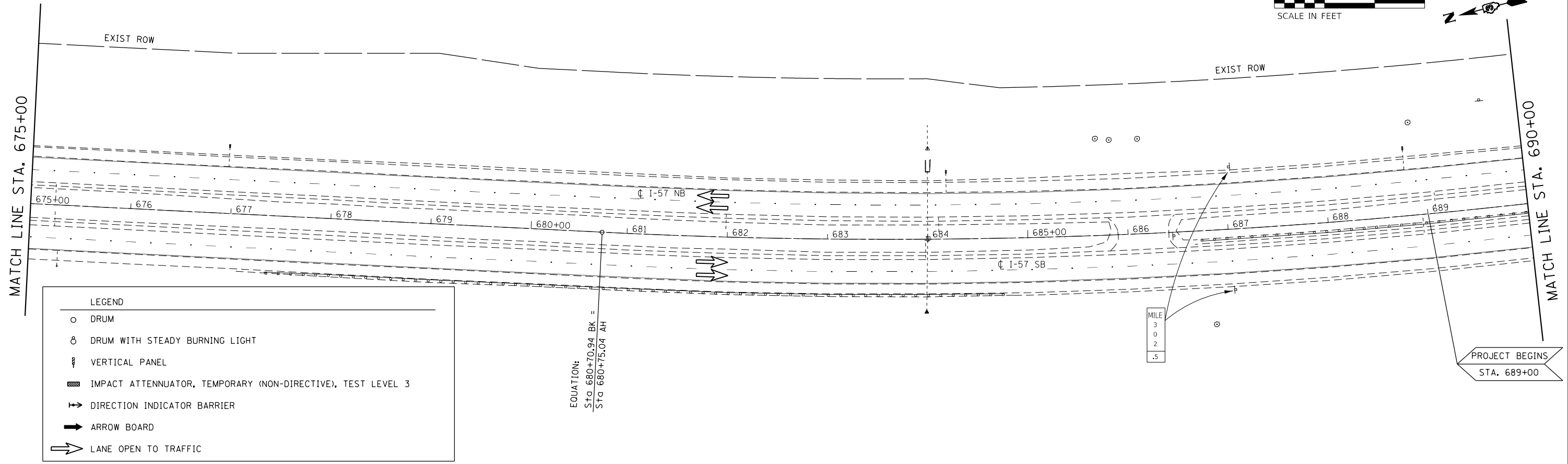
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PLOT DATE = 12/4/2020	CHECKED - DJD	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE III TRAFFIC CONTROL

SCALE: 1"=100' SHEET 15 OF 16 SHEETS STA. 645+00 TO STA. 675+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	110
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



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 PLOT DATE = 12/4/2020

DESIGNED - JKC
 DRAWN - ARR
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

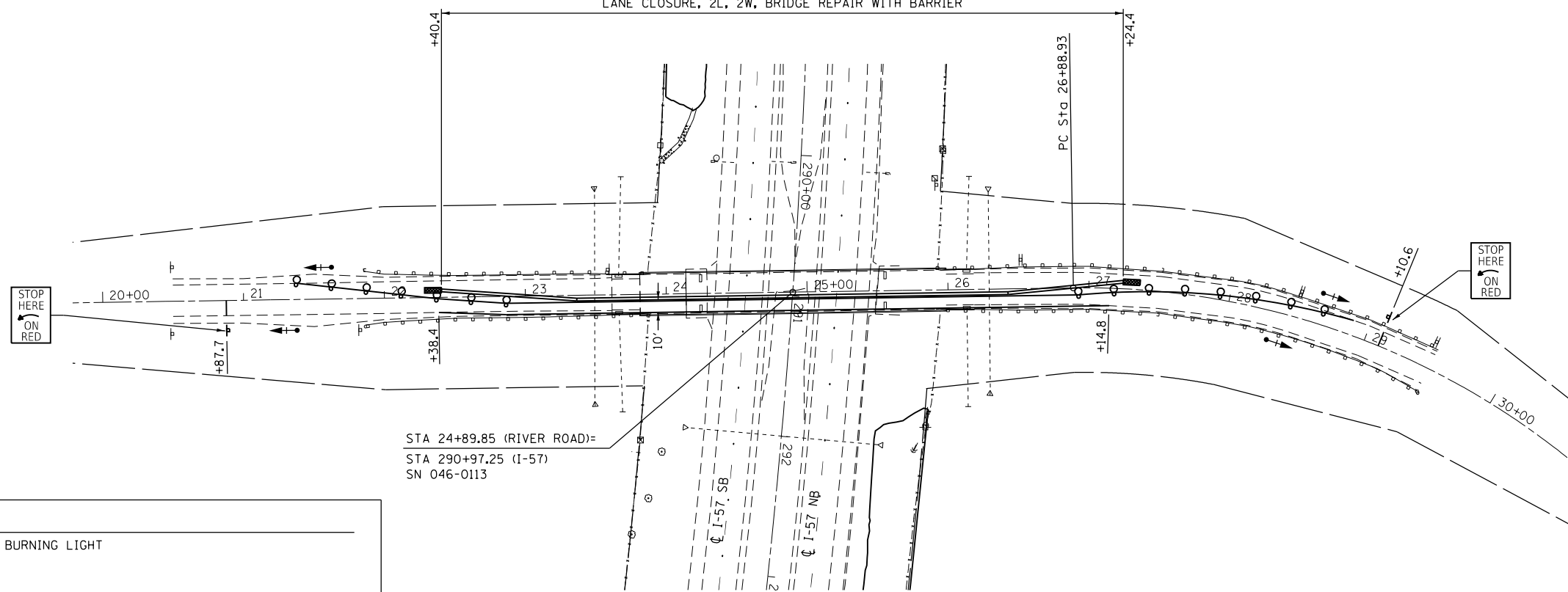
STAGE III TRAFFIC CONTROL

SCALE: 1"=100' SHEET 16 OF 16 SHEETS STA. 675+00 TO STA. 705+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	111
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

STAGE I

TRAFFIC CONTROL PER HIGHWAY STANDARD 701321
LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER



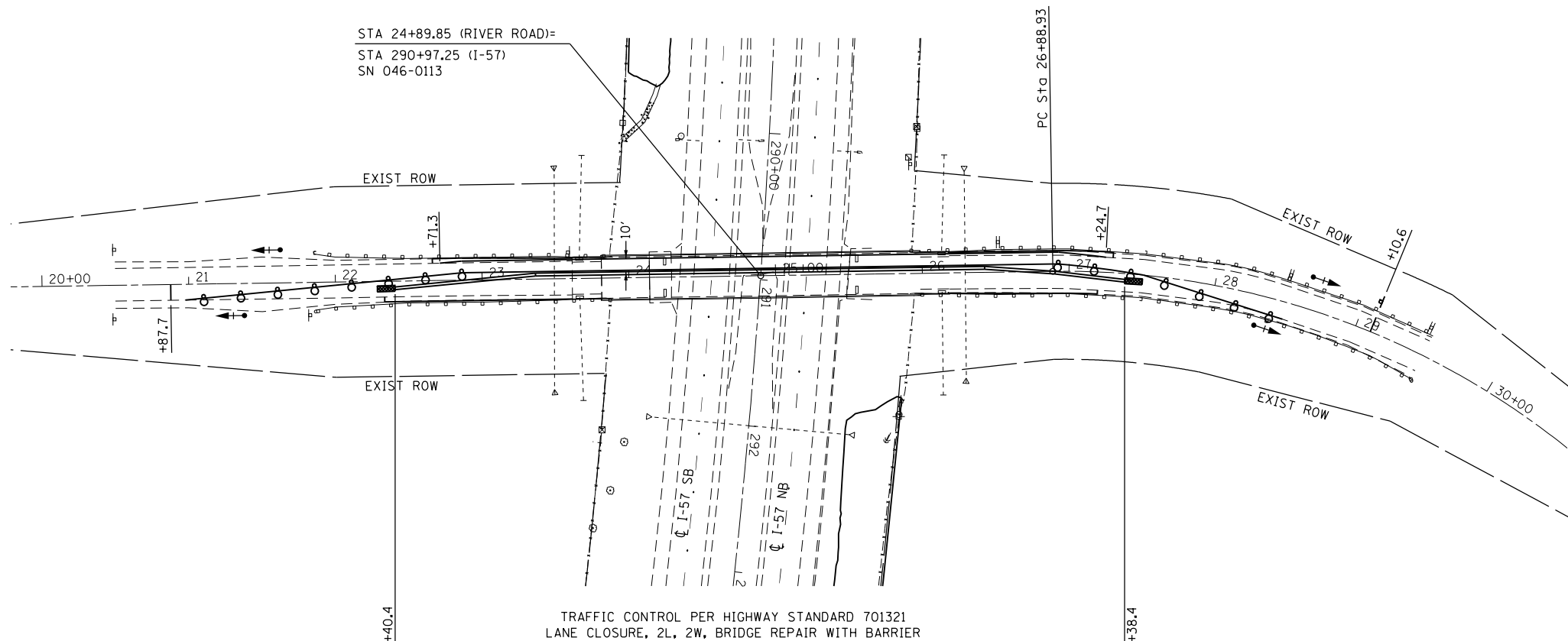
LEGEND	
	DRUM WITH STEADY BURNING LIGHT
	VERTICAL PANEL
	IMPACT ATTENUATOR, TEMPORARY (NON-DIRECTIVE), TEST LEVEL 3
	TRAFFIC SIGNAL WITH BACK PLATE

NOTES

1. SEE TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 FOR ADVANCE SIGNING DETAILS
2. MICROWAVE DETECTION SHALL BE USED

STAGE II

TRAFFIC CONTROL PER HIGHWAY STANDARD 701321
LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER



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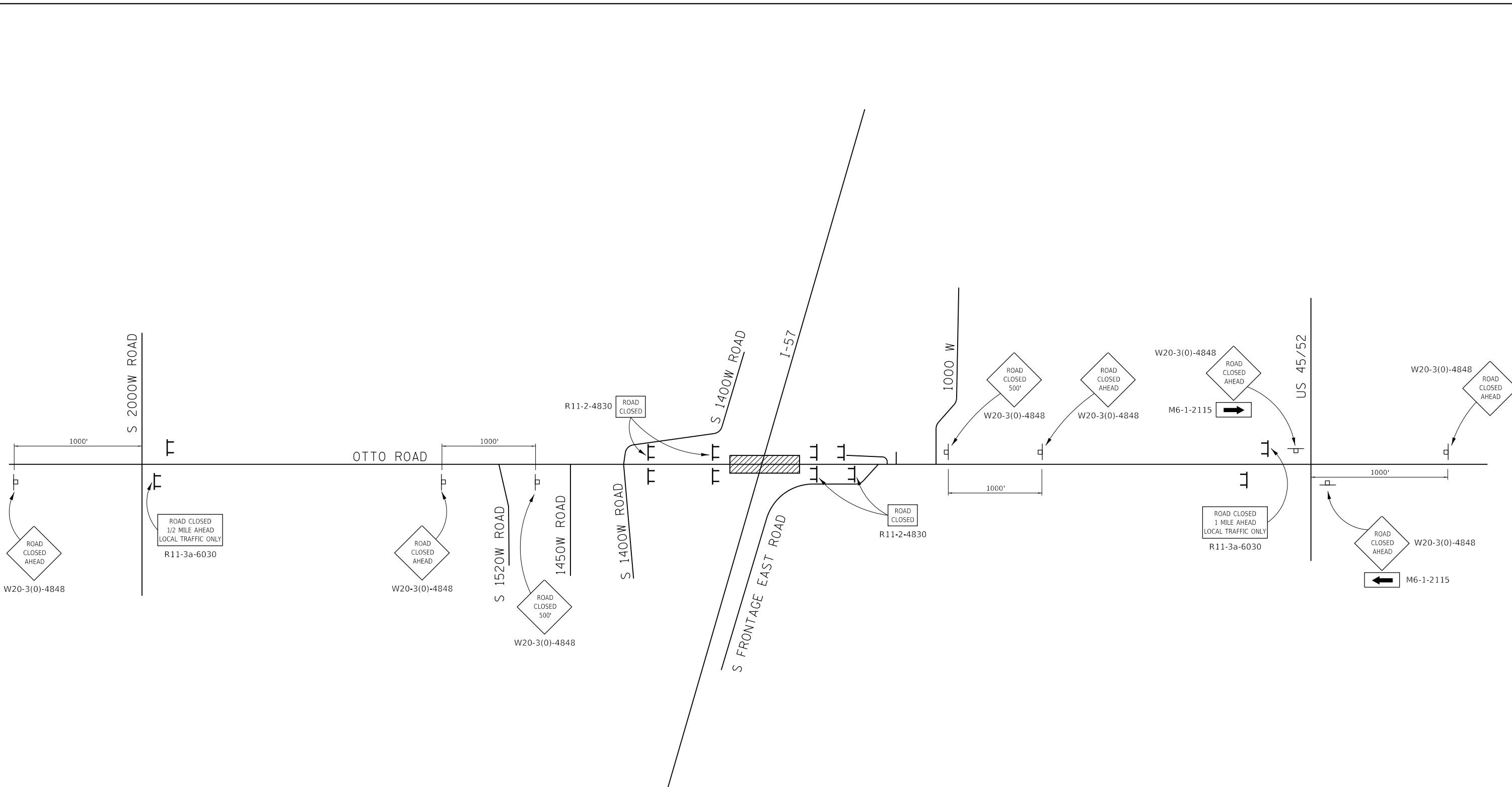
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	DRAWN - NV	REVISED -
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PLOT DATE = 12/4/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RIVER ROAD TRAFFIC CONTROL	
SCALE: 1"=100'	SHEET 1 OF 1 SHEETS STA. 20+00 TO STA. 30+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	112
CONTRACT NO. 66F09			ILLINOIS FED. AID PROJECT	

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 DATE: 12/4/2020



- NOTES
- SEE STANDARDS BLR 17, BLR 21 AND BLR 22 FOR ADDITIONAL DETAILS
 - ALL ROAD CLOSED AHEAD, ROAD CLOSED 500' AND SUPPLEMENTAL ARROWS SHALL HAVE A BLACK LEGEND ON A FLUORESCENT ORANGE REFLECTORIZED BACKGROUND.



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
PLOT SCALE = NTS	DRAWN - NV	REVISED -
PLOT DATE = 12/4/2020	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OTTO ROAD CLOSURE DETAIL

SCALE: NTS SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	113
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

Benchmarks: BM 51, Cut "□" in SE corner of hubguard at South Abutment of SN 046-0001. Elevation = 629.99, FAI 57 Baseline Station 500+76.13, 59.39' LT.

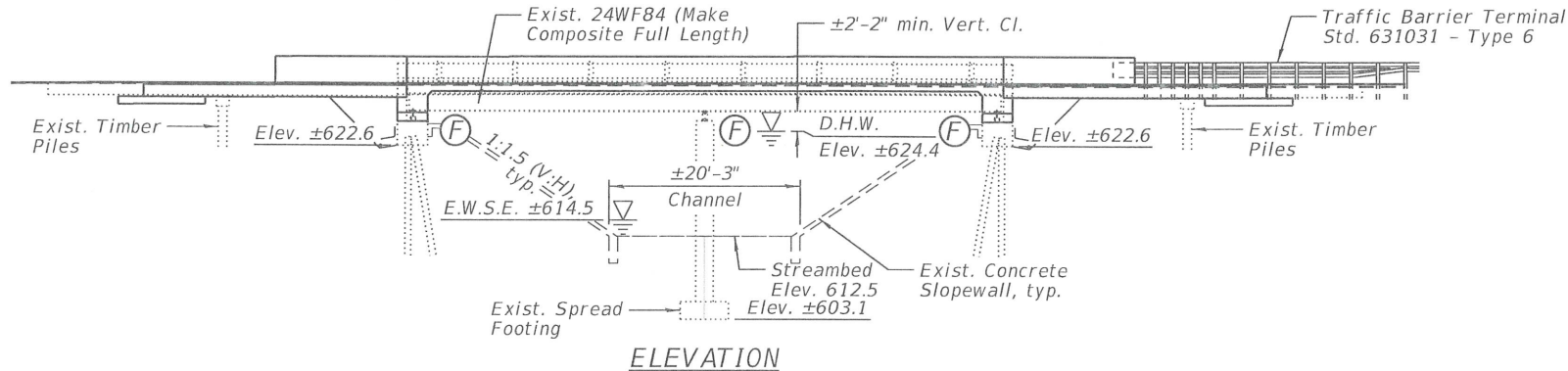
Existing Structure: Structure No. 046-0001 was originally constructed in 1967 as Section 46-4B. In 1976, deck expansion joints were repaired and a bituminous overlay was constructed. Prior to 2001, the original concrete bridge rail was replaced with tubular thrie-beam rail. In 2001, deck repairs, a microsilica concrete overlay, expansion joint reconstruction, abutment bearing replacement, and deck drain plugging were completed. The structural steel was painted in 2008. The superstructure consists of two-span continuous, non-composite rolled steel beams with a 6¾" cast-in-place concrete deck and a 3¼" microsilica concrete overlay. The substructure consists of stub abutments supported by driven steel piles and a solid wall pier supported by a spread footing bearing on bedrock. Wood piles are present at the original approach slab bents. The back-to-back of abutments length measures 70'-2" and the out-to-out of deck width measures 44'-4". The span lengths are each 33'-4". The structure is not skewed. One lane of traffic will be maintained utilizing stage construction.

No Salvage.

NOTE:
See Sheet 2 of 22
for Index of Sheets

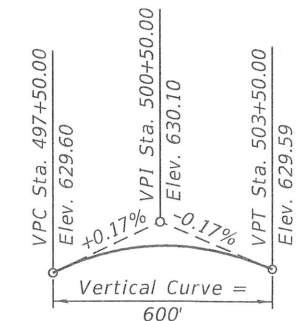
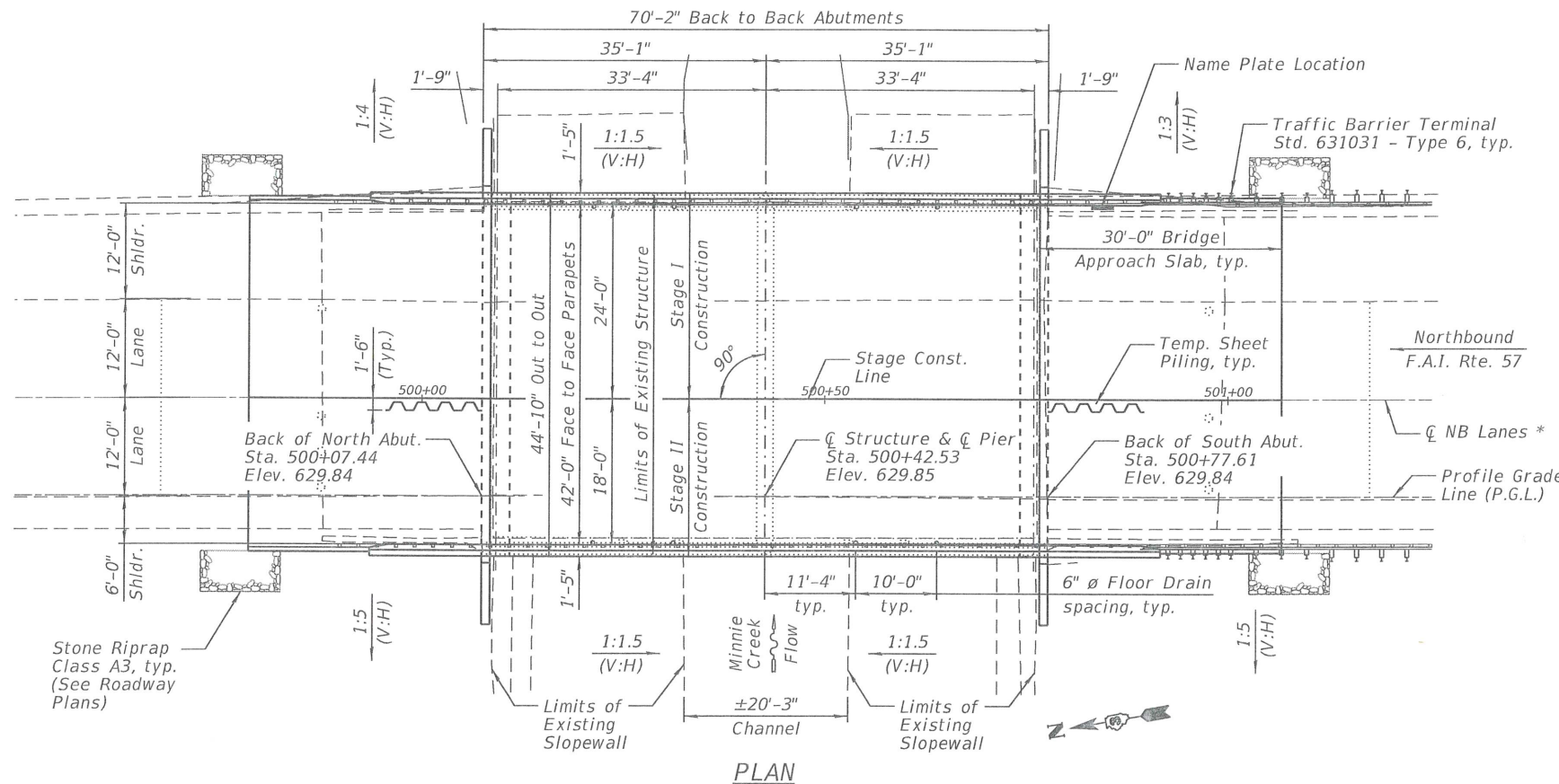
SCOPE OF WORK

- 1.) Maintain one lane of northbound traffic utilizing stage construction.
- 2.) Remove and replace the existing concrete deck.
- 3.) Remove and replace the existing concrete approach slab.
- 4.) Jack and remove the existing bearings at the abutments.
- 5.) Convert the existing abutment to integral, keeping the existing cap and piles.
- 6.) Zone clean and paint the existing fascia beams.
- 7.) Install stud shear connectors in order to make the existing steel beams composite with the cast-in-place, reinforced concrete deck.
- 8.) Repair the existing concrete slope wall.



DESIGN SCOUR ELEVATION TABLE

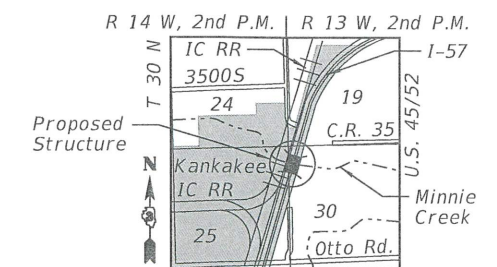
Event/Limit State	Design Scour Elevations (ft.)			Item 113
	N. Abut.	Pier	S. Abut.	
Q100	622.6	606.3	622.6	8
Q200	622.6	606.3	622.6	
Design	622.6	603.1	622.6	
Check	622.6	603.1	622.6	



PROFILE GRADE
(Along Outside Edge of NB Passing Lane)

APPROVED
For Structural Adequacy Only
Sh. Carl Kump
Engineer of Bridges & Structures

James K. Clinar
dot
LICENSED STRUCTURAL ENGINEER
NO. 081-004655
STATE OF ILLINOIS
expires 11-30-2022
James K. Clinar
signature
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-001717



LOCATION SKETCH

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

LOADING HS20-44 & ALT.

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

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.042
Site Coefficient (S) = 1.0

EXISTING DESIGN STRESSES

FIELD UNITS:

$f_c = 1,400$ psi (Superstructure and Substructure)
 $f_s = 20,000$ psi (Reinforcement)
 $f_s = 20,000$ psi (Structural Steel, A-36)
 $V_c = 75$ psi (Footings)
 $n = 10$

PROPOSED DESIGN STRESSES

FIELD UNITS:

$f_c = 3,500$ psi
 $f_c = 4,000$ psi (Superstructure Concrete)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (AASHTO M270 Gr. 36)

WATERWAY INFORMATION

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.	
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.
	10	1,550	381	381	623.7	0.3	624.0	624.0
Hydraulic Design	50	2,520	418	418	624.4	0.5	624.8	624.8
Base/Scour Design	100	2,960	429	429	624.6	0.6	625.1	625.1
Scour Check	200	3,430	437	437	624.7	0.7	625.4	625.4
Max. Calc.	500	4,040	443	443	624.8	1.0	625.8	625.8

10-Yr. Velocity = 4.0 ft./sec. (Exist.)
10-Yr. Velocity = 4.0 ft./sec. (Prop.)

GENERAL PLAN & ELEVATION

I-57 NB OVER MINNIE CREEK

F.A.I. 57

SECTION 46-(3,4)RS-4 & I-1

KANKAKEE COUNTY

STATION 500+42.53

STRUCTURE NO. 046-0001

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 046-0001

SHEET 1 OF 22 SHEETS

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	114
CONTRACT NO. 66F09				



USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	---
PLOT SCALE =		CHECKED -	DH	REVISED -	---
PLOT DATE =	1/25/2021	DRAWN -	NV	REVISED -	---
		CHECKED -	JKC	REVISED -	---

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GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 3/4" in. Ø, holes 15/16" in. Ø, unless otherwise noted.

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

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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.

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

The end 6' of each beam, the exterior faces of beams 1 and 7, and the bottom flange of beams 1 and 7 be cleaned and painted.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". Existing structural steel shall be cleaned per Near White Blast Cleaning-SSPC-SP10. Existing steel shall be painted according to the requirements of Paint System 1-0Z/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/8. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

Containment of cleaning residue is required to control nuisance dust. See special provisions.

INDEX OF SHEETS

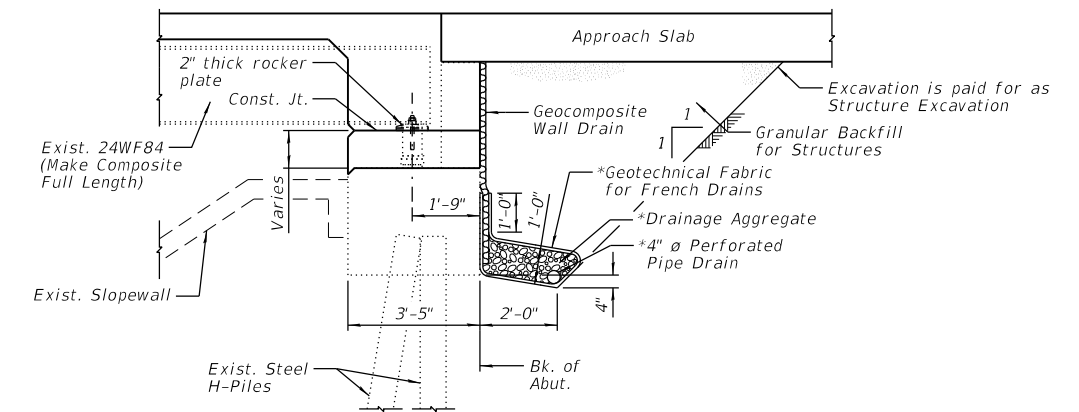
- 1 General Plan & Elevation
- 2 General Data
- 3 Slope Wall Repair Details
- 4-5 Stage Construction Details
- 6-7 Top of Deck Elevations
- 8-9 Top of Approach Slab Elevations
- 10 Superstructure
- 11 Superstructure Details
- 12 Diaphragm Details
- 13-14 Bridge Approach Slab Details
- 15-17 Framing Plan and Details
- 18 Bearing Details
- 19 Abutment Plan & Details
- 20 Concrete Parapet Slipforming Option
- 21 Bar Splicer Assembly
- 22 Temporary Concrete Barrier

STATION 500+42.53
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. 57 SECTION 46-(3,4)RS-4 & I-1
LOADING HS20-44&ALT
STRUCTURE NO. 046-0001

NAME PLATE
See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.	--	128	128
Removal of Existing Concrete Deck No. 1	Each	1	--	1
Concrete Removal	Cu. Yd.	--	12.2	12.2
Structure Excavation	Cu. Yd.	--	151.5	151.5
Floor Drains	Each	8	--	8
Concrete Structures	Cu. Yd.	--	40.1	40.1
Concrete Superstructure	Cu. Yd.	138.9	--	138.9
Bridge Deck Grooving	Sq. Yd.	598	--	598
Protective Coat	Sq. Yd.	683	--	683
Concrete Superstructure (Approach Slab)	Cu. Yd.	122.5	--	122.5
Furnishing and Erecting Structural Steel	Pound	1280	--	1280
Stud Shear Connectors	Each	2121	--	2121
Cleaning and Painting Structural Steel, Location 1	L. Sum	1	--	1
Reinforcement Bars, Epoxy Coated	Pound	75600	2320	77920
Bar Splicers	Each	483	--	483
Name Plates	Each	1	--	1
Temporary Sheet Piling	Sq. Ft.	--	241	241
Anchor Bolt, 1"	Each	--	28	28
Geocomposite Wall Drain	Sq. Yd.	--	73	73
Jack and Remove Existing Bearings	Each	14	--	14
Pipe Underdrains for Structures 4"	Foot	--	152	152
Slope Wall Repair	Sq. Yd.	--	71	71
Slope Wall Crack Sealing	Foot	--	116	116
Bridge Cleaning and Painting Warranty, Number 1	L. Sum	1	--	1
Containment and Disposal of non-lead Paint Cleaning Residue No. 1	L. Sum	1	--	1



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

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

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

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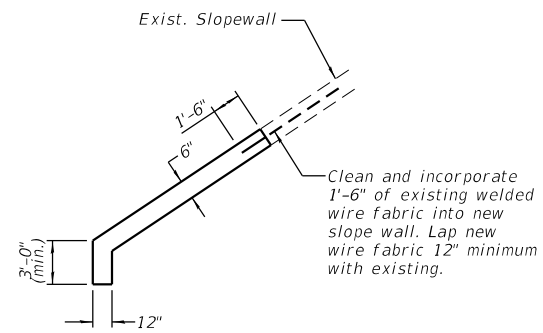
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DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 046-0001**

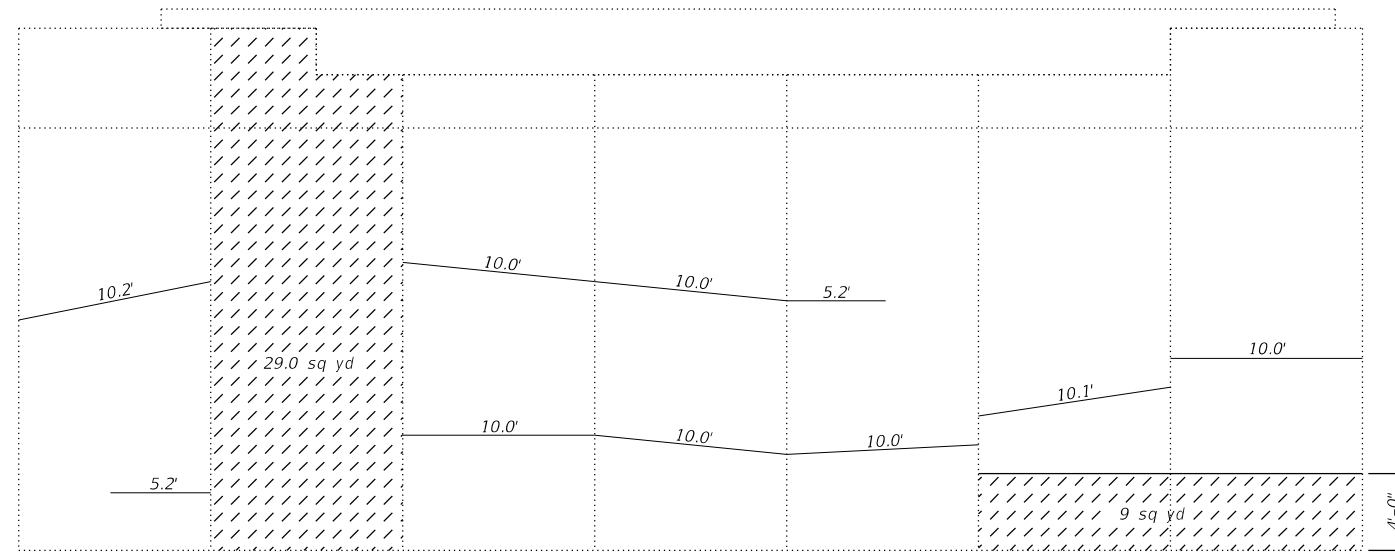
SHEET 2 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	115
CONTRACT NO. 66F09				
		ILLINOIS	FED. AID PROJECT	

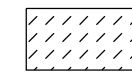
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SLOPE WALL REPAIR DETAIL



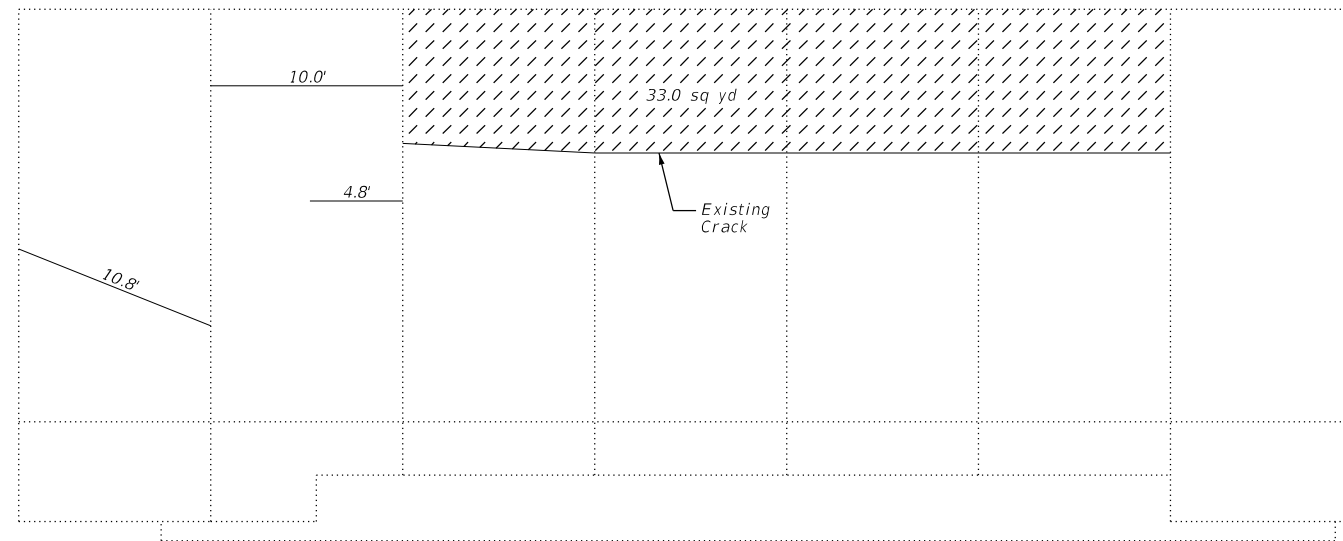
North Slope Wall



- Slope Wall Repair



- Slope Wall Crack Sealing



* Regrade slope to match slope above repair area.

South Slope Wall

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Slope Wall Repair	Sq. Yd.	71
Slope Wall Crack Sealing	Foot	116

Notes

Slope Wall repair areas shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs per 100 sq. ft.

PLAN



USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	___
		CHECKED -	DH	REVISED -	___
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PLOT DATE =	1/25/2021	CHECKED -	JKC	REVISED -	___

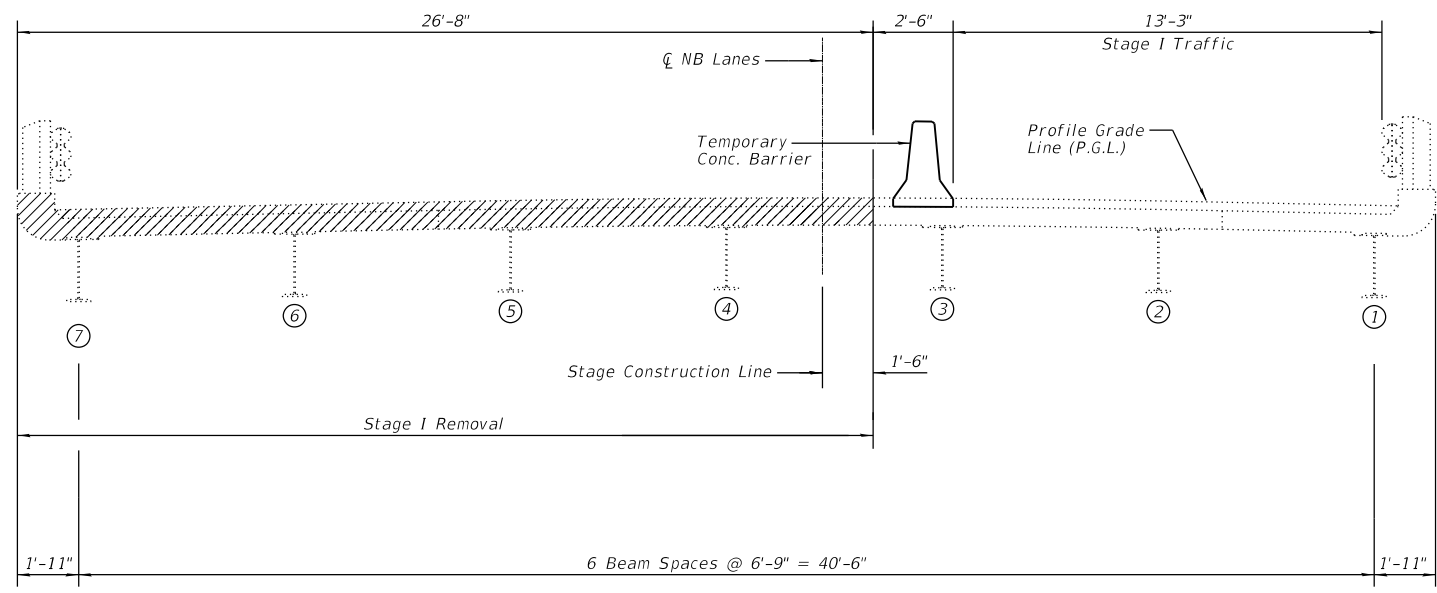
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SLOPE WALL REPAIR DETAILS
 STRUCTURE NO. 046-0001**

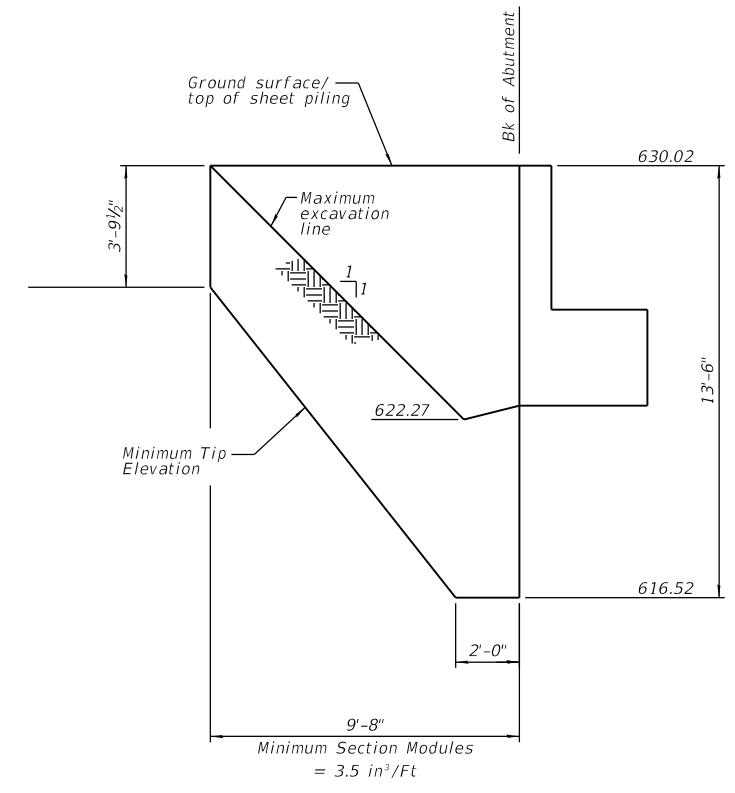
SHEET 3 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	116
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

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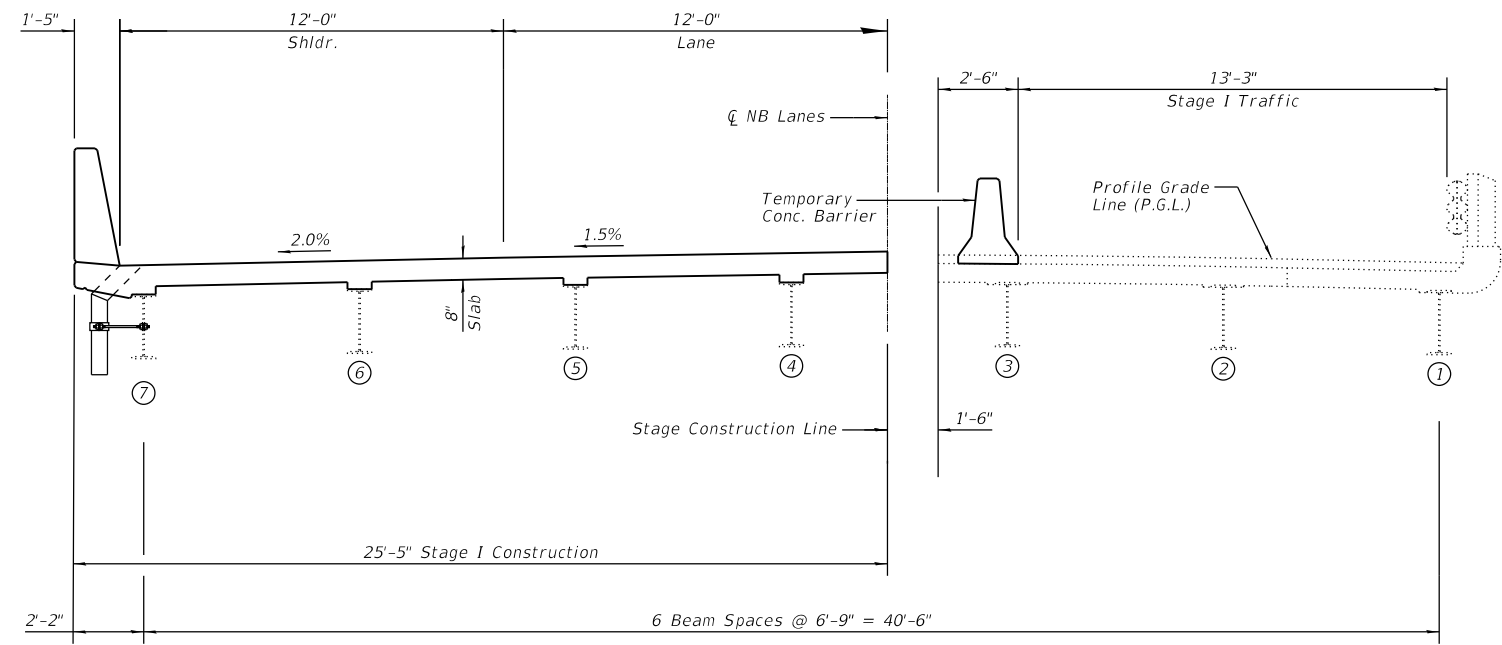
STAGE I REMOVAL & TRAFFIC
 (Looking South)



TEMPORARY SHEET PILING DETAIL
 (Stage I)

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

for Stage II add 2'x13.5' sheet between back of abutment and Stage I sheeting



STAGE I CONSTRUCTION
 (Looking South)

Notes

- For Temporary Concrete Barrier details, see sheet 22 of 22.
- Hatched area indicates Removal of Existing Concrete Deck, No. 1
- For quantity of Temporary Concrete Barrier, see roadway plans.
- Cost of removal of existing railing included in Removal of Existing Concrete Deck, No. 1



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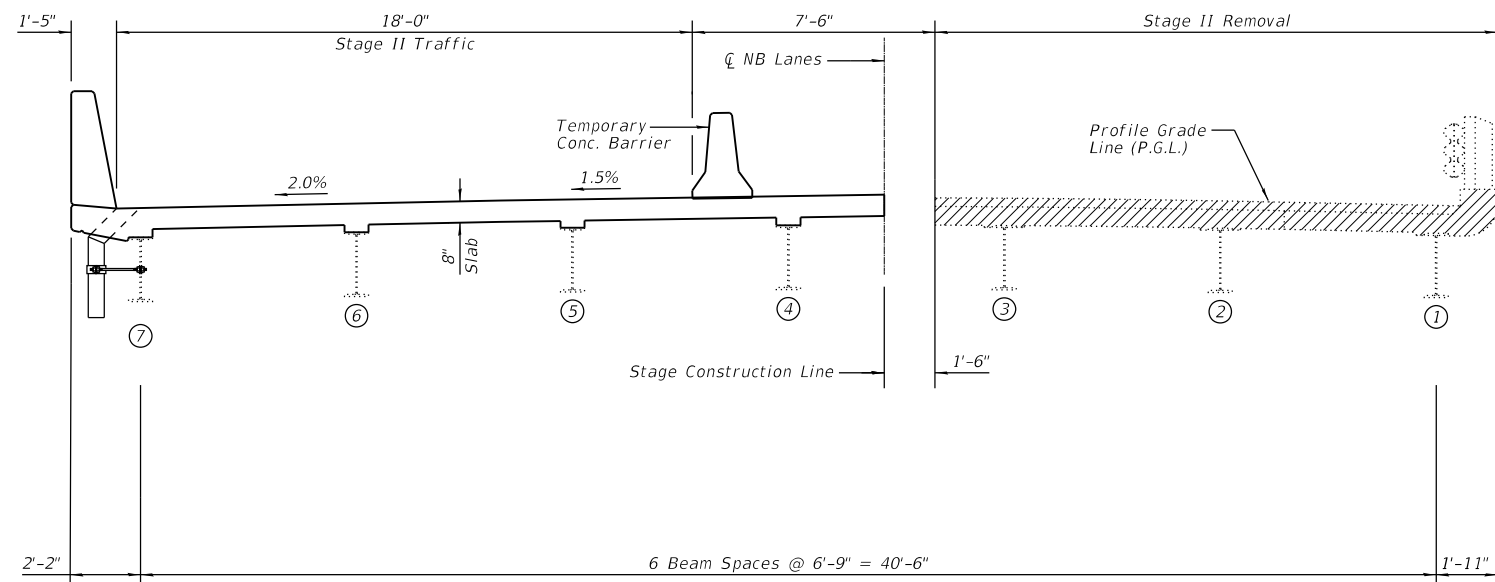
STATE OF ILLINOIS
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STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 046-0001

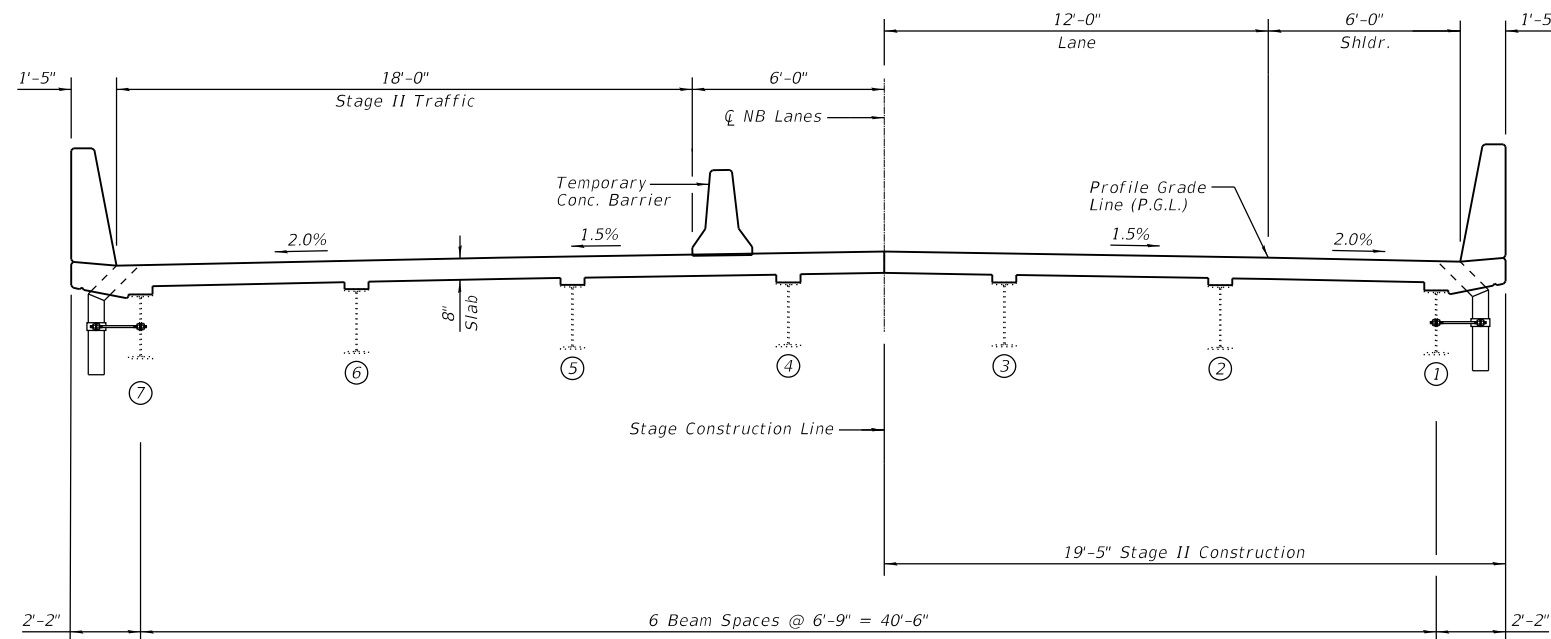
SHEET 4 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	117
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

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STAGE II REMOVAL & TRAFFIC
 (Looking South)



STAGE II CONSTRUCTION
 (Looking South)

Notes
 For Temporary Concrete Barrier details, see sheet 22 of 22.
 Hatched area indicates Removal of Existing Concrete Deck, No. 1
 For quantity of Temporary Concrete Barrier, see roadway plans.
 Cost of removal of existing railing included in Removal of Existing Concrete Deck, No. 1



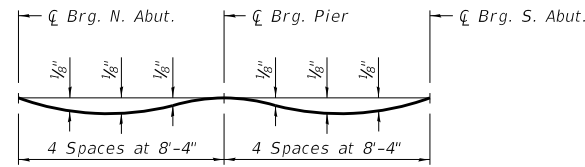
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PLOT DATE =	1/25/2021	CHECKED -	JKC	REVISOR -	___

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 046-0001**

SHEET 5 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	118
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

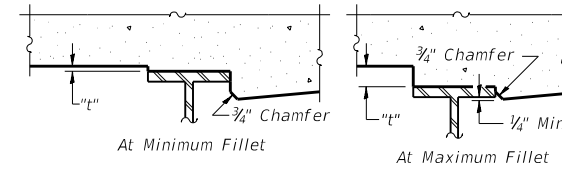


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

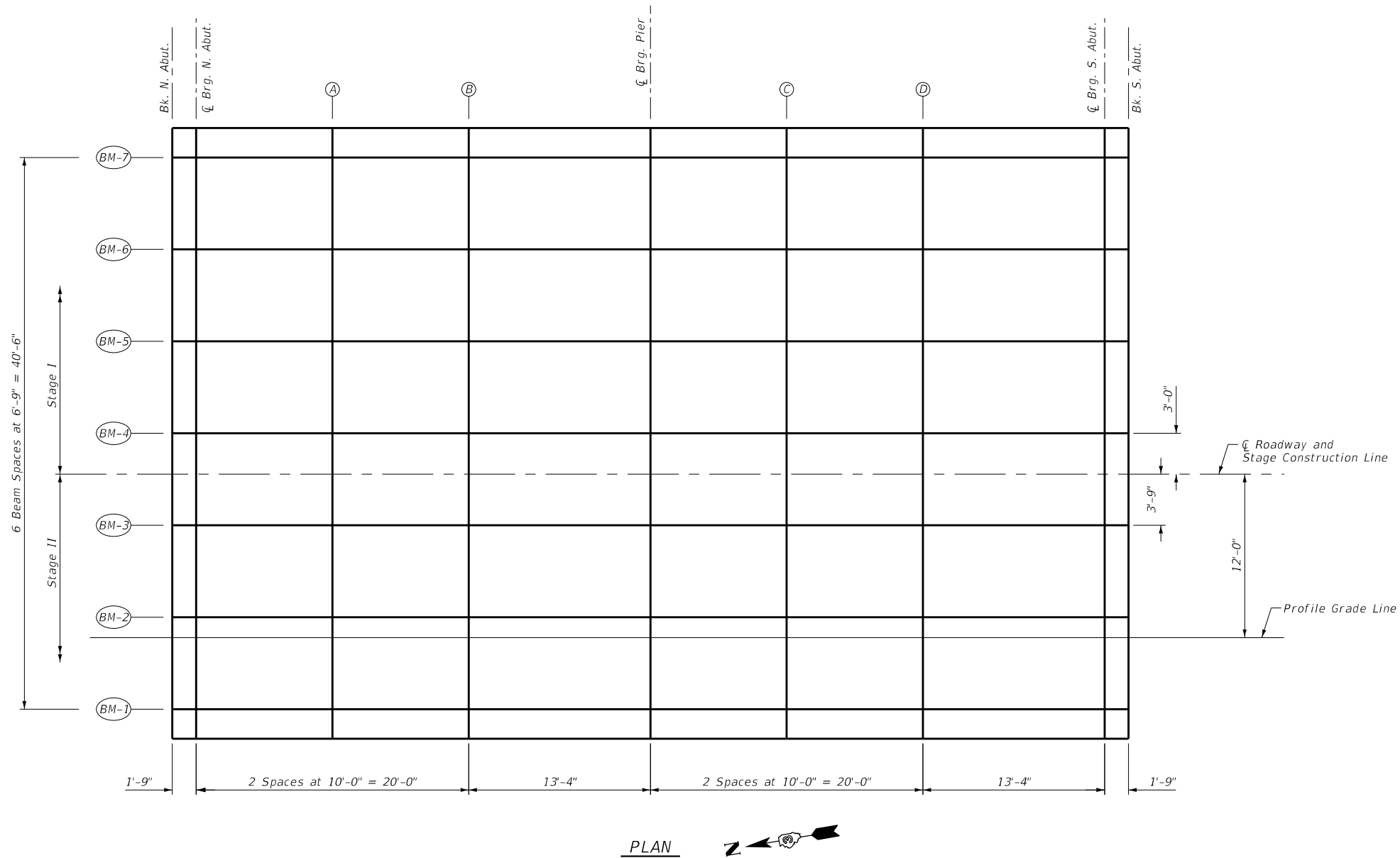
Note:

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 below and sheet 7 of 22.



To determine "t": After existing deck has been removed, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheet 7 of 22, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



BEAM 1				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. N. ABUT.	500+07.44	17.25	629.73	629.73
CL. BRG. N. ABUT.	500+09.19	17.25	629.74	629.74
A	500+19.19	17.25	629.74	629.75
B	500+29.19	17.25	629.74	629.75
CL. BRG. PIER	500+42.53	17.25	629.74	629.74
C	500+52.53	17.25	629.74	629.75
D	500+62.53	17.25	629.74	629.75
CL. BRG. S. ABUT.	500+75.86	17.25	629.74	629.74
BK. S. ABUT.	500+77.61	17.25	629.74	629.74

PROFILE GRADE LINE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. N. ABUT.	500+07.44	12.00	629.84	629.84
CL. BRG. N. ABUT.	500+09.19	12.00	629.84	629.84
A	500+19.19	12.00	629.84	629.85
B	500+29.19	12.00	629.84	629.85
CL. BRG. PIER	500+42.53	12.00	629.84	629.84
C	500+52.53	12.00	629.84	629.85
D	500+62.53	12.00	629.84	629.85
CL. BRG. S. ABUT.	500+75.86	12.00	629.84	629.84
BK. S. ABUT.	500+77.61	12.00	629.84	629.84

BEAM 2				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. N. ABUT.	500+07.44	10.50	629.86	629.86
CL. BRG. N. ABUT.	500+09.19	10.50	629.86	629.86
A	500+19.19	10.50	629.86	629.87
B	500+29.19	10.50	629.87	629.87
CL. BRG. PIER	500+42.53	10.50	629.87	629.87
C	500+52.53	10.50	629.87	629.87
D	500+62.53	10.50	629.87	629.88
CL. BRG. S. ABUT.	500+75.86	10.50	629.87	629.87
BK. S. ABUT.	500+77.61	10.50	629.87	629.87

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS
STRUCTURE NO. 046-0001

SHEET 6 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	119
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

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BEAM 3				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. N. ABUT.	500+07.44	3.75	629.96	629.96
CL. BRG. N. ABUT.	500+09.19	3.75	629.96	629.96
A	500+19.19	3.75	629.97	629.98
B	500+29.19	3.75	629.97	629.98
CL. BRG. PIER	500+42.53	3.75	629.97	629.97
C	500+52.53	3.75	629.97	629.97
D	500+62.53	3.75	629.97	629.98
CL. BRG. S. ABUT.	500+75.86	3.75	629.97	629.97
BK. S. ABUT.	500+77.61	3.75	629.97	629.97

CENTERLINE ROADWAY & STAGE CONSTRUCTION LINE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. N. ABUT.	500+07.44	0.00	630.02	630.02
CL. BRG. N. ABUT.	500+09.19	0.00	630.02	630.02
A	500+19.19	0.00	630.02	630.03
B	500+29.19	0.00	630.02	630.03
CL. BRG. PIER	500+42.53	0.00	630.02	630.02
C	500+52.53	0.00	630.02	630.03
D	500+62.53	0.00	630.02	630.03
CL. BRG. S. ABUT.	500+75.86	0.00	630.02	630.02
BK. S. ABUT.	500+77.61	0.00	630.02	630.02

BEAM 4				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. N. ABUT.	500+07.44	-3.00	629.97	629.97
CL. BRG. N. ABUT.	500+09.19	-3.00	629.98	629.98
A	500+19.19	-3.00	629.98	629.99
B	500+29.19	-3.00	629.98	629.99
CL. BRG. PIER	500+42.53	-3.00	629.98	629.98
C	500+52.53	-3.00	629.98	629.99
D	500+62.53	-3.00	629.98	629.99
CL. BRG. S. ABUT.	500+75.86	-3.00	629.98	629.98
BK. S. ABUT.	500+77.61	-3.00	629.98	629.98

BEAM 5				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. N. ABUT.	500+07.44	-9.75	629.87	629.87
CL. BRG. N. ABUT.	500+09.19	-9.75	629.87	629.87
A	500+19.19	-9.75	629.88	629.89
B	500+29.19	-9.75	629.88	629.89
CL. BRG. PIER	500+42.53	-9.75	629.88	629.88
C	500+52.53	-9.75	629.88	629.88
D	500+62.53	-9.75	629.88	629.89
CL. BRG. S. ABUT.	500+75.86	-9.75	629.88	629.88
BK. S. ABUT.	500+77.61	-9.75	629.88	629.88

BEAM 6				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. N. ABUT.	500+07.44	-16.50	629.75	629.75
CL. BRG. N. ABUT.	500+09.19	-16.50	629.75	629.75
A	500+19.19	-16.50	629.75	629.76
B	500+29.19	-16.50	629.75	629.76
CL. BRG. PIER	500+42.53	-16.50	629.75	629.75
C	500+52.53	-16.50	629.75	629.76
D	500+62.53	-16.50	629.75	629.76
CL. BRG. S. ABUT.	500+75.86	-16.50	629.75	629.75
BK. S. ABUT.	500+77.61	-16.50	629.75	629.75

BEAM 7				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. N. ABUT.	500+07.44	-23.25	629.61	629.61
CL. BRG. N. ABUT.	500+09.19	-23.25	629.62	629.62
A	500+19.19	-23.25	629.62	629.63
B	500+29.19	-23.25	629.62	629.63
CL. BRG. PIER	500+42.53	-23.25	629.62	629.62
C	500+52.53	-23.25	629.62	629.63
D	500+62.53	-23.25	629.62	629.63
CL. BRG. S. ABUT.	500+75.86	-23.25	629.62	629.62
BK. S. ABUT.	500+77.61	-23.25	629.62	629.62



USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	_____
		CHECKED -	DH	REVISED -	_____
PLOT SCALE =		DRAWN -	NV	REVISED -	_____
PLOT DATE =	1/25/2021	CHECKED -	JKC	REVISED -	_____

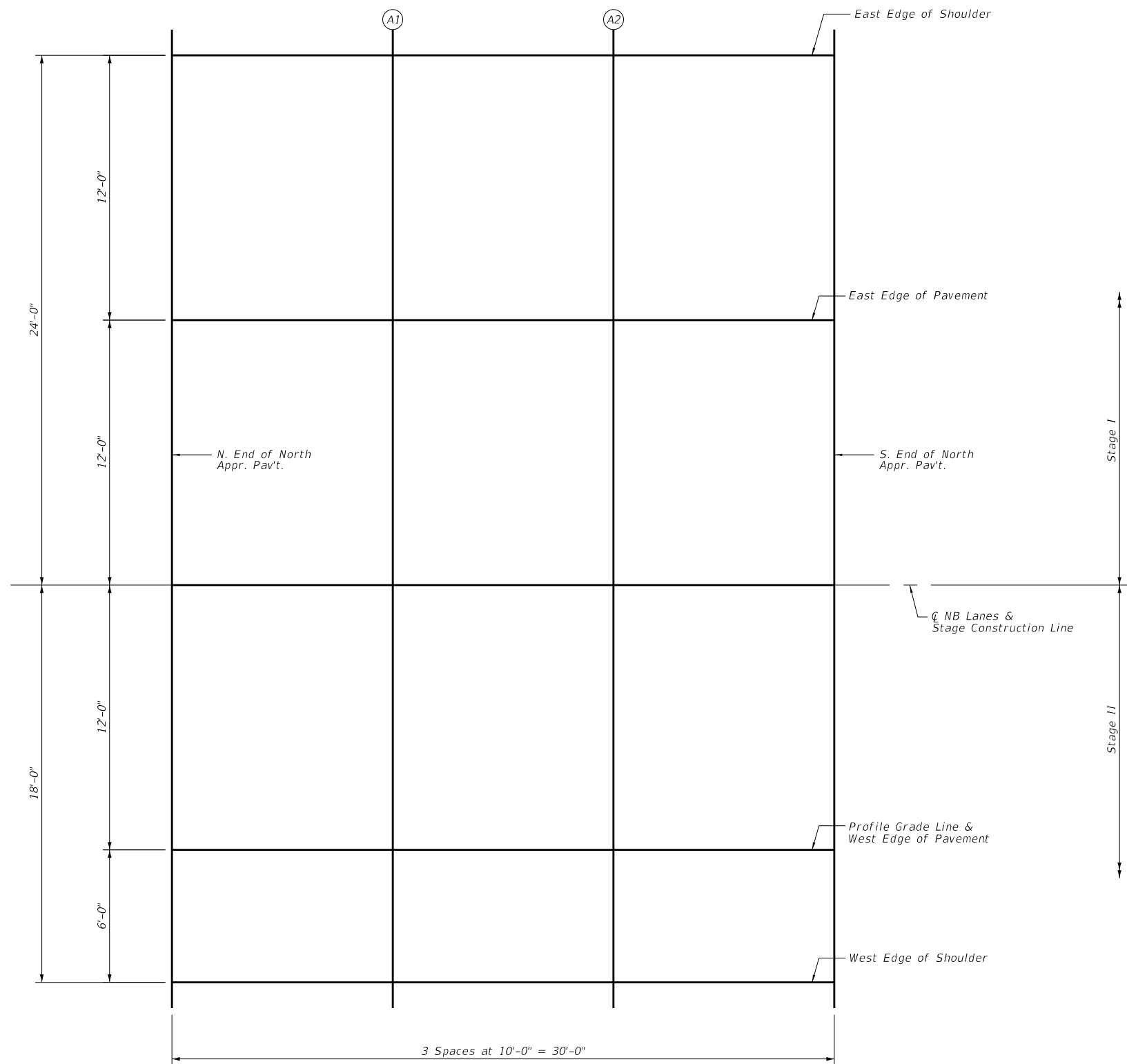
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS
 STRUCTURE NO. 046-0001**

SHEET 7 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	120
CONTRACT NO. 66F09				
ILLINOIS		FED. AID PROJECT		

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PLAN
 North Approach

WEST EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Pav't	499+78.44	18.00	629.71
A1	499+88.44	18.00	629.71
A2	499+98.44	18.00	629.72
S. End North Appr. Pav't	500+08.44	18.00	629.72

PROFILE GRADE LINE & WEST EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Pav't	499+78.44	12.00	629.83
A1	499+88.44	12.00	629.83
A2	499+98.44	12.00	629.84
S. End North Appr. Pav't	500+08.44	12.00	629.84

CENTERLINE NB LANES & STAGE CONSTRUCTION LINE			
Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Pav't	499+78.44	0.00	630.01
A1	499+88.44	0.00	630.01
A2	499+98.44	0.00	630.02
S. End North Appr. Pav't	500+08.44	0.00	630.02

EAST EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Pav't	499+78.44	-12.00	629.83
A1	499+88.44	-12.00	629.83
A2	499+98.44	-12.00	629.84
S. End North Appr. Pav't	500+08.44	-12.00	629.84

EAST EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Pav't	499+78.44	-24.00	629.59
A1	499+88.44	-24.00	629.59
A2	499+98.44	-24.00	629.60
S. End North Appr. Pav't	500+08.44	-24.00	629.60



USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	___
		CHECKED -	DH	REVISED -	___
PLOT SCALE =		DRAWN -	NV	REVISED -	___
PLOT DATE =	1/25/2021	CHECKED -	JKC	REVISED -	___

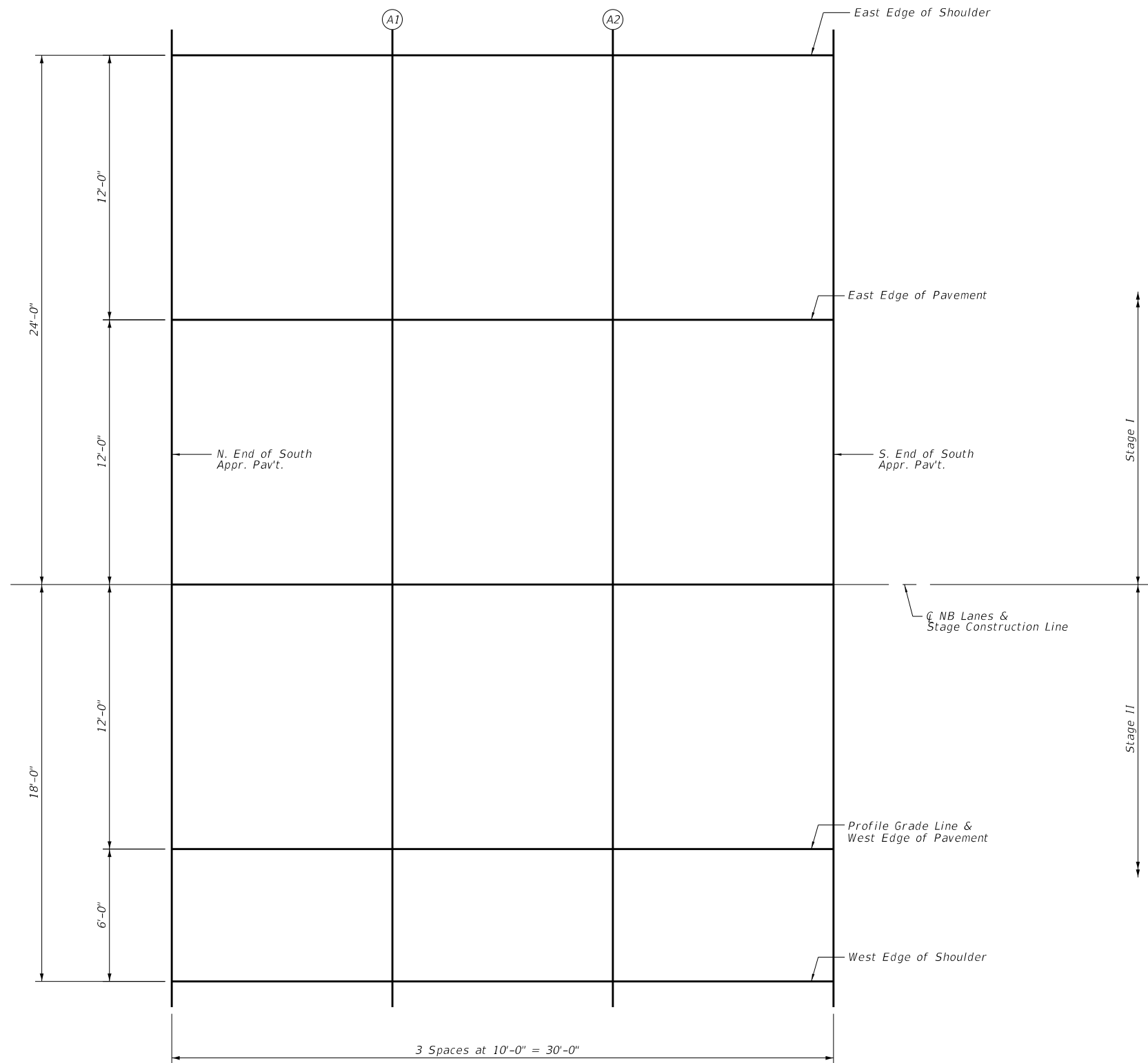
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 046-0001

SHEET 8 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	121
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

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PLAN
 South Approach

WEST EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Pav't	500+76.61	18.00	629.72
A1	500+86.61	18.00	629.72
A2	500+96.61	18.00	629.72
S. End South Appr. Pav't	501+06.61	18.00	629.72

PROFILE GRADE LINE & WEST EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Pav't	500+76.61	12.00	629.84
A1	500+86.61	12.00	629.84
A2	500+96.61	12.00	629.84
S. End South Appr. Pav't	501+06.61	12.00	629.84

CENTERLINE NB LANES & STAGE CONSTRUCTION LINE			
Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Pav't	500+76.61	0.00	630.02
A1	500+86.61	0.00	630.02
A2	500+96.61	0.00	630.02
S. End South Appr. Pav't	501+06.61	0.00	630.02

EAST EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Pav't	500+76.61	-12.00	629.84
A1	500+86.61	-12.00	629.84
A2	500+96.61	-12.00	629.84
S. End South Appr. Pav't	501+06.61	-12.00	629.84

EAST EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Pav't	500+76.61	-24.00	629.60
A1	500+86.61	-24.00	629.60
A2	500+96.61	-24.00	629.60
S. End South Appr. Pav't	501+06.61	-24.00	629.60



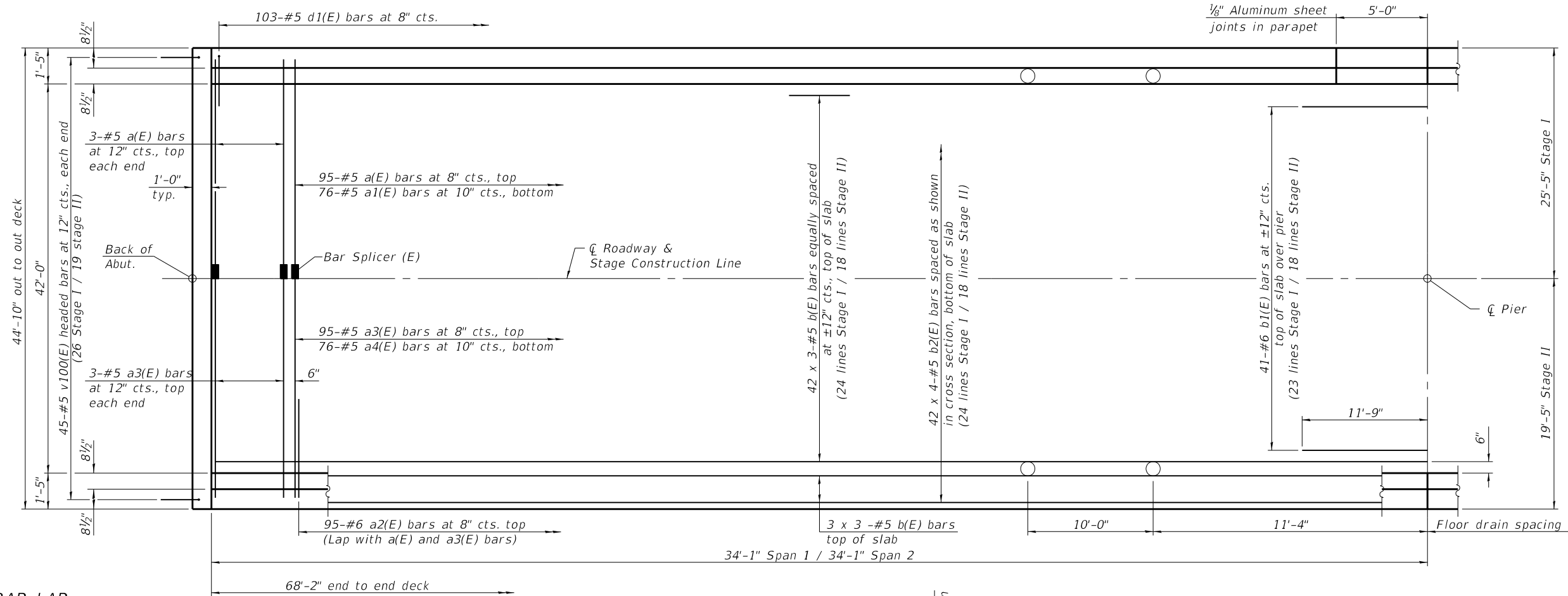
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PLOT SCALE =		DRAWN -	NV	REVISED -	___
PLOT DATE =	1/25/2021	CHECKED -	JKC	REVISED -	___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 046-0001

SHEET 9 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	122
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



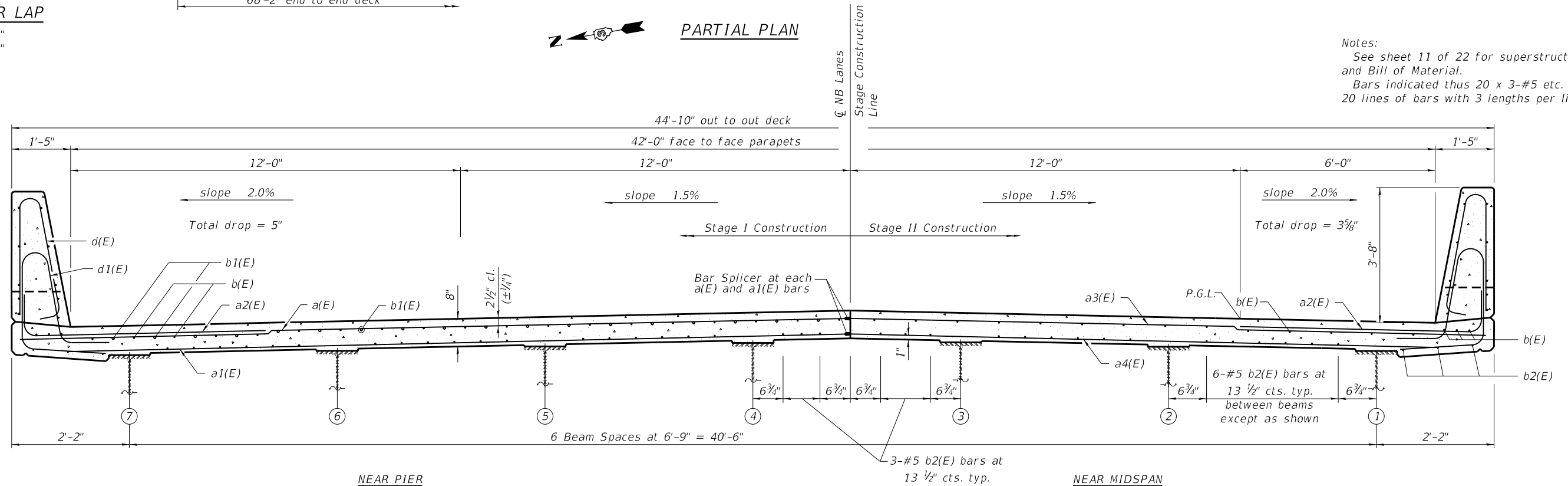
MINIMUM BAR LAP

#5 bar = 3'-0"
 #6 bar = 3'-7"



PARTIAL PLAN

Notes:
 See sheet 11 of 22 for superstructure details and Bill of Material.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



CROSS SECTION
 (Looking South)

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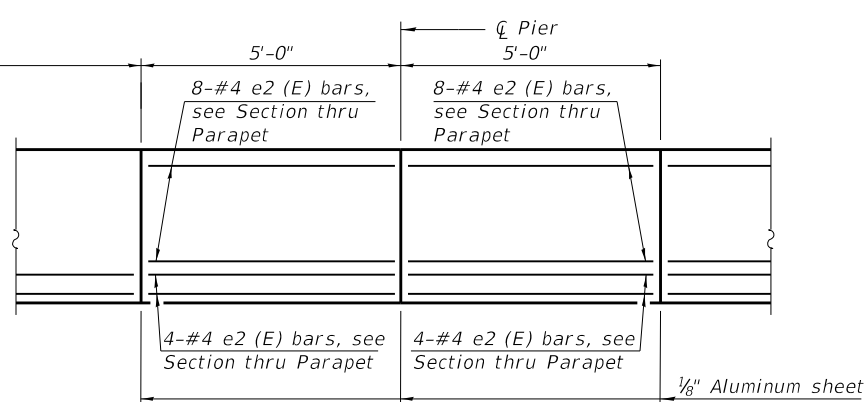
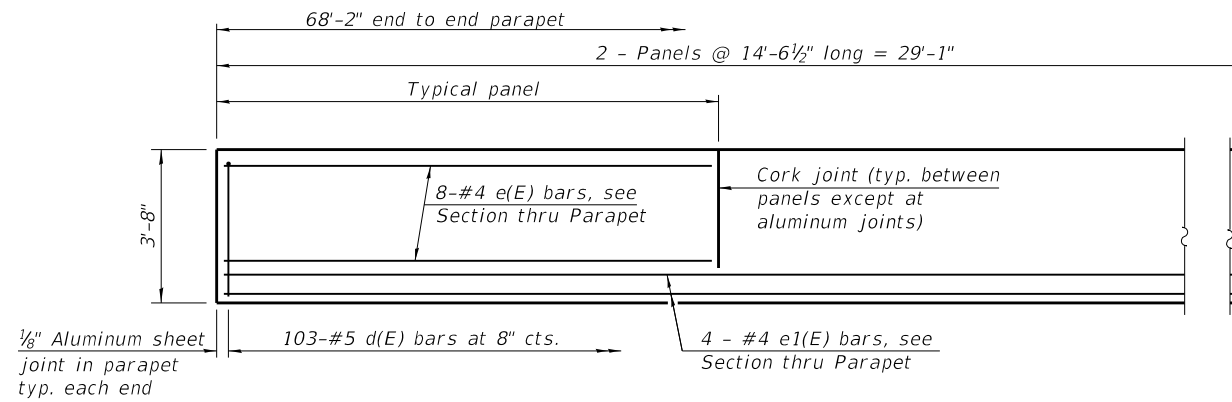
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

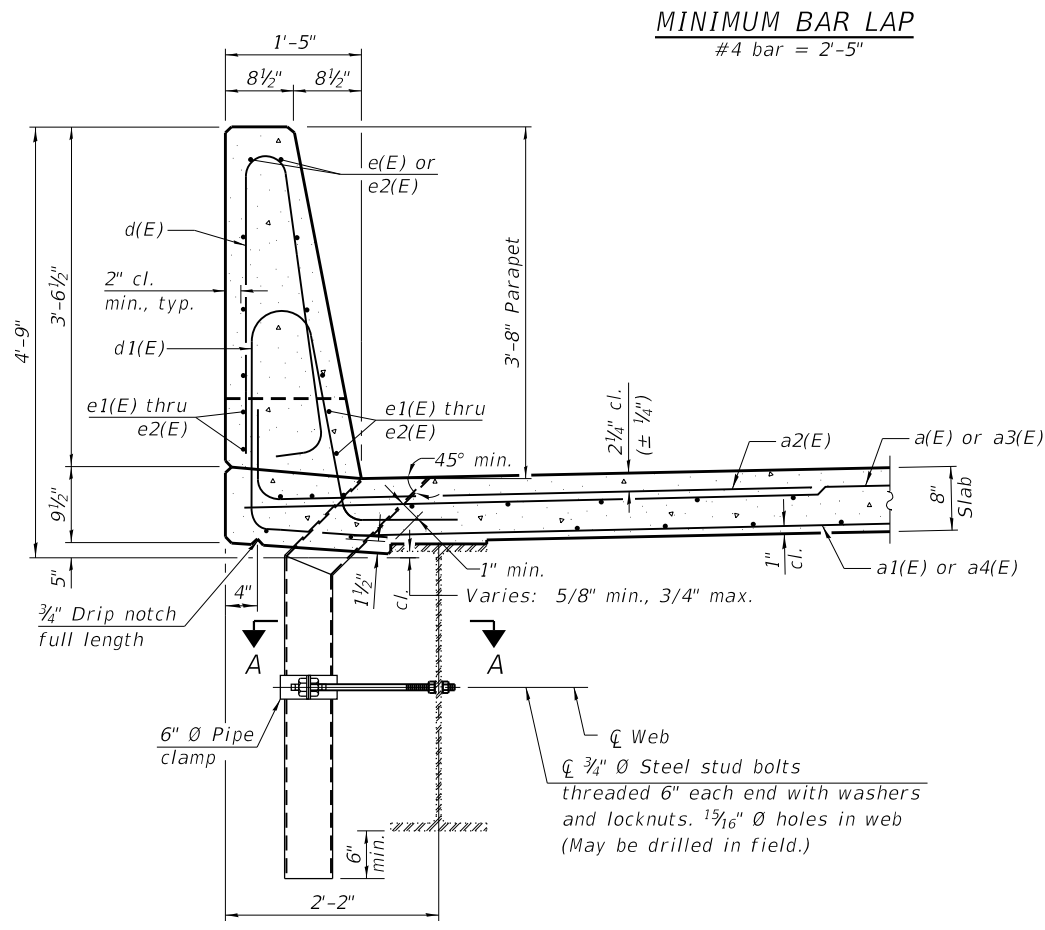
SUPERSTRUCTURE
STRUCTURE NO. 046-0001

SHEET 10 OF 22 SHEETS

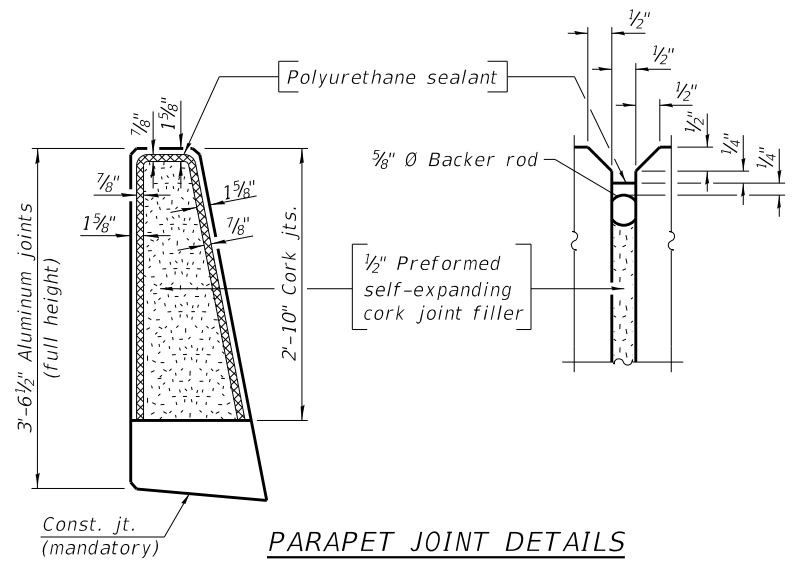
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	123
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



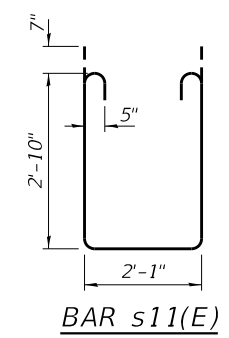
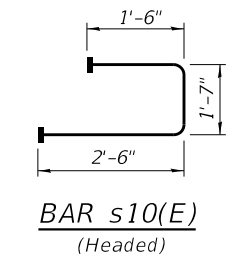
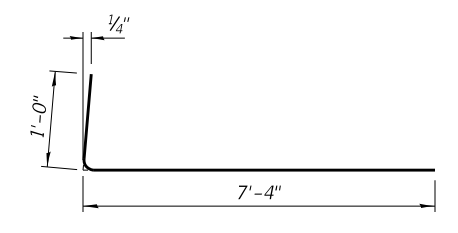
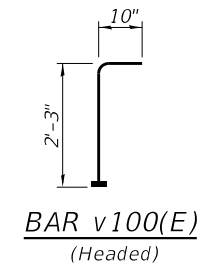
INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET



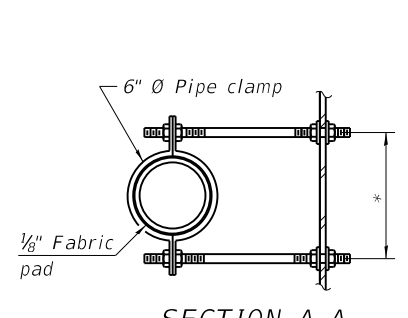
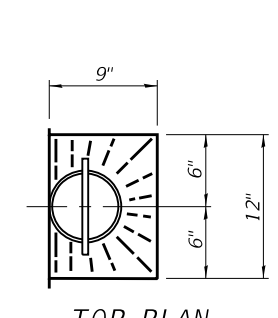
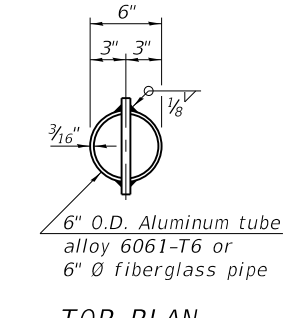
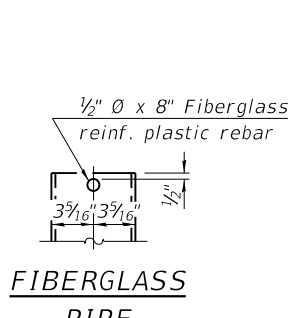
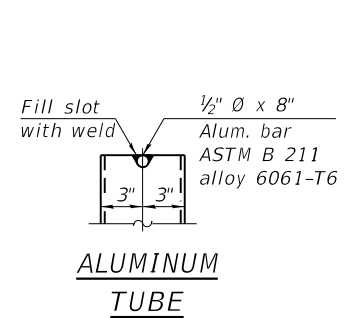
PARAPET JOINT DETAILS



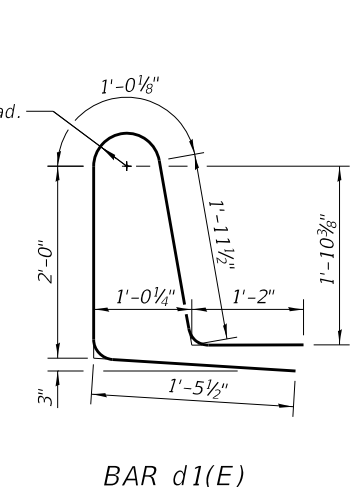
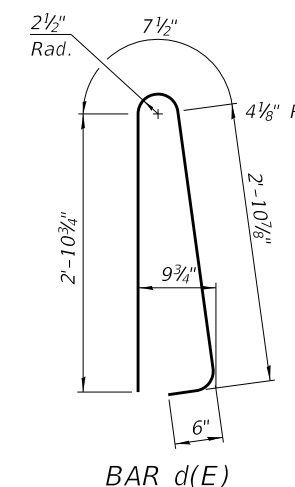
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	101	#5	25'-3"	—
a1(E)	76	#5	24'-3"	—
a2(E)	190	#6	8'-4"	┌
a3(E)	101	#5	19'-3"	—
a4(E)	76	#5	18'-3"	—
b(E)	144	#5	24'-9"	—
b1(E)	41	#6	23'-6"	—
b2(E)	168	#5	19'-4"	—
d(E)	206	#5	7'-0"	└
d1(E)	206	#5	7'-7"	└
e(E)	64	#4	14'-4"	—
e1(E)	16	#4	28'-10"	—
e2(E)	48	#4	4'-9"	—
m10(E)	6	#6	25'-3"	—
m11(E)	20	#6	6'-5"	—
m12(E)	8	#6	1'-10"	—
m13(E)	6	#6	18'-3"	—
s10(E)	80	#5	5'-7"	└
s11(E)	80	#5	8'-11"	└
v100(E)	90	#5	3'-1"	└
Reinforcement Bars, Epoxy Coated		Lbs.	25300	
Concrete Superstructure		Cu. Yds.	129.9	

Notes:
 Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
 The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
 The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete. The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
 The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



*Dimension as required by pipe clamp



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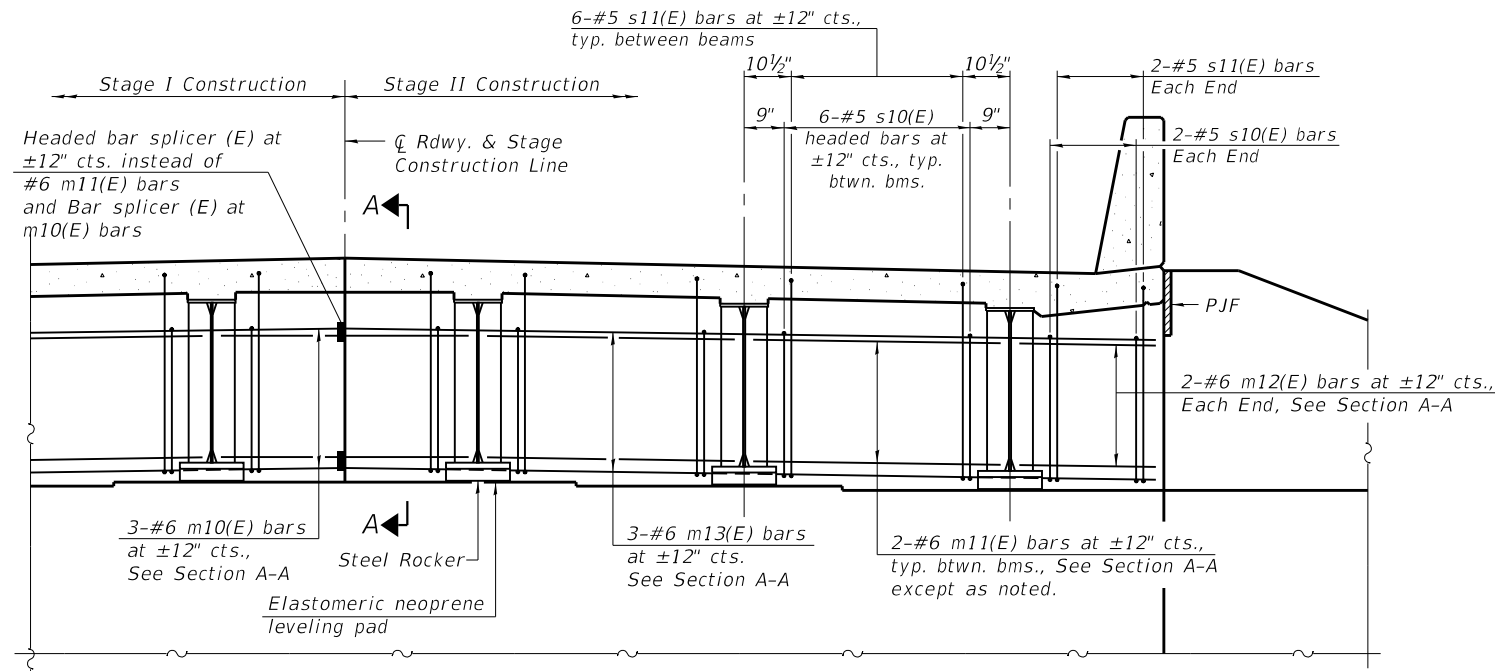
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
 STRUCTURE NO. 046-0001**

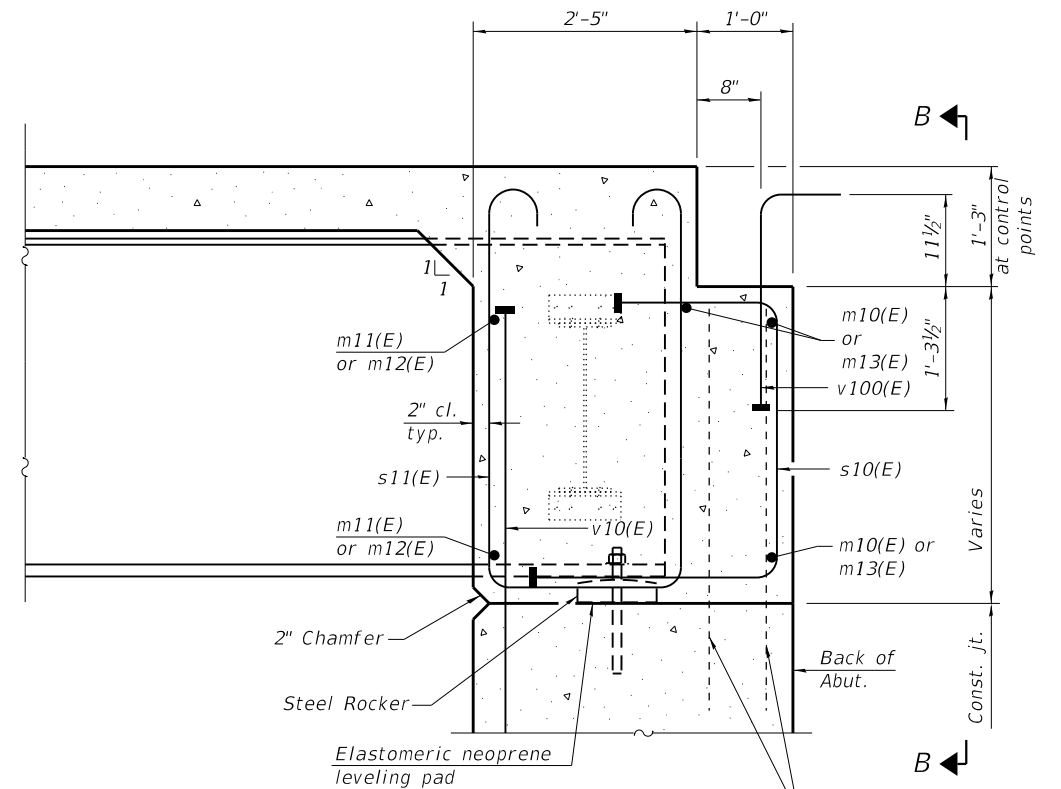
SHEET 11 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	124
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

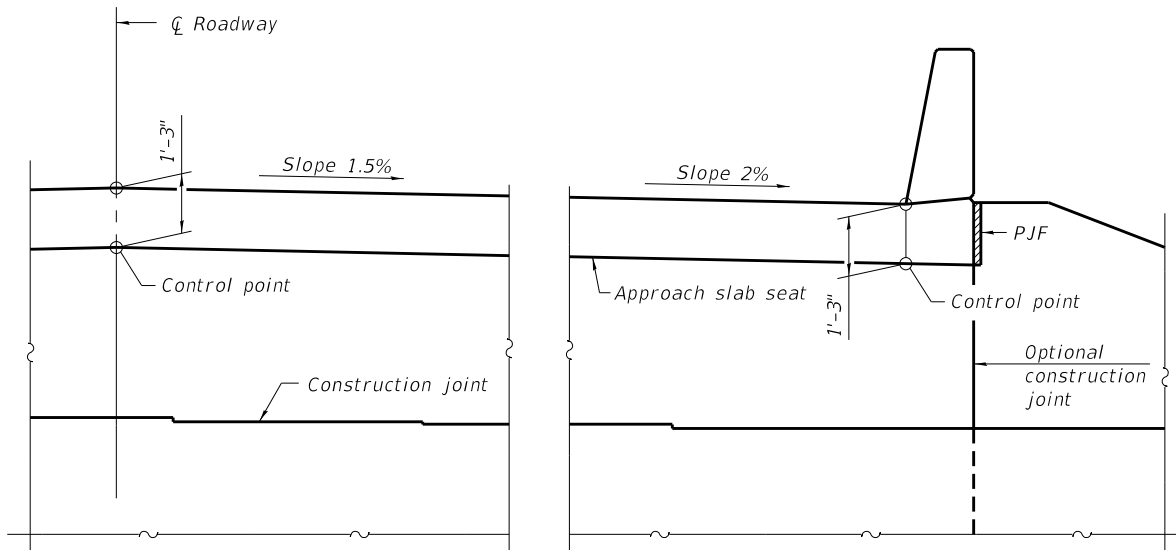
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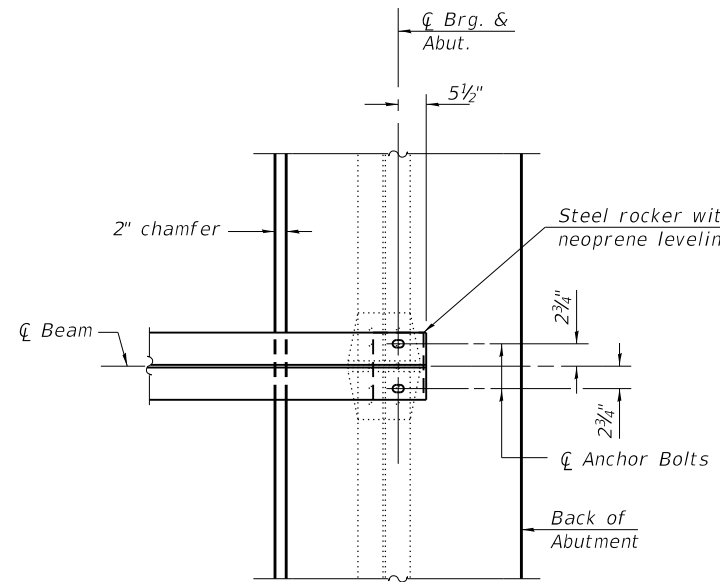
DIAPHRAGM AT SOUTH ABUTMENT
(North Abutment Similar)



SECTION A-A
Existing vertical reinforcement in abutment backwall shall be clean, straightened and incorporated in new diaphragm



VIEW B-B



PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
 See sheet 11 of 22 for superstructure details and Bill of Material.
 See sheet 13 of 22 for P.J.F. details.
 The approach slab seat shall have a constant slope determined from the control points shown.

Reinforcement bars in diaphragms are billed with Superstructure on sheet 11 of 22.
 Concrete in diaphragms is included with Concrete Superstructure on sheet 11 of 22.
 Existing End Steel Diaphragms are to remain in place.
 For details of bars see sheet 11 of 22.

DIA-SB-0

06-15-2019



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PLOT DATE =	1/25/2021	CHECKED -	JKC	REVISED -	___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 046-0001

SHEET 12 OF 22 SHEETS

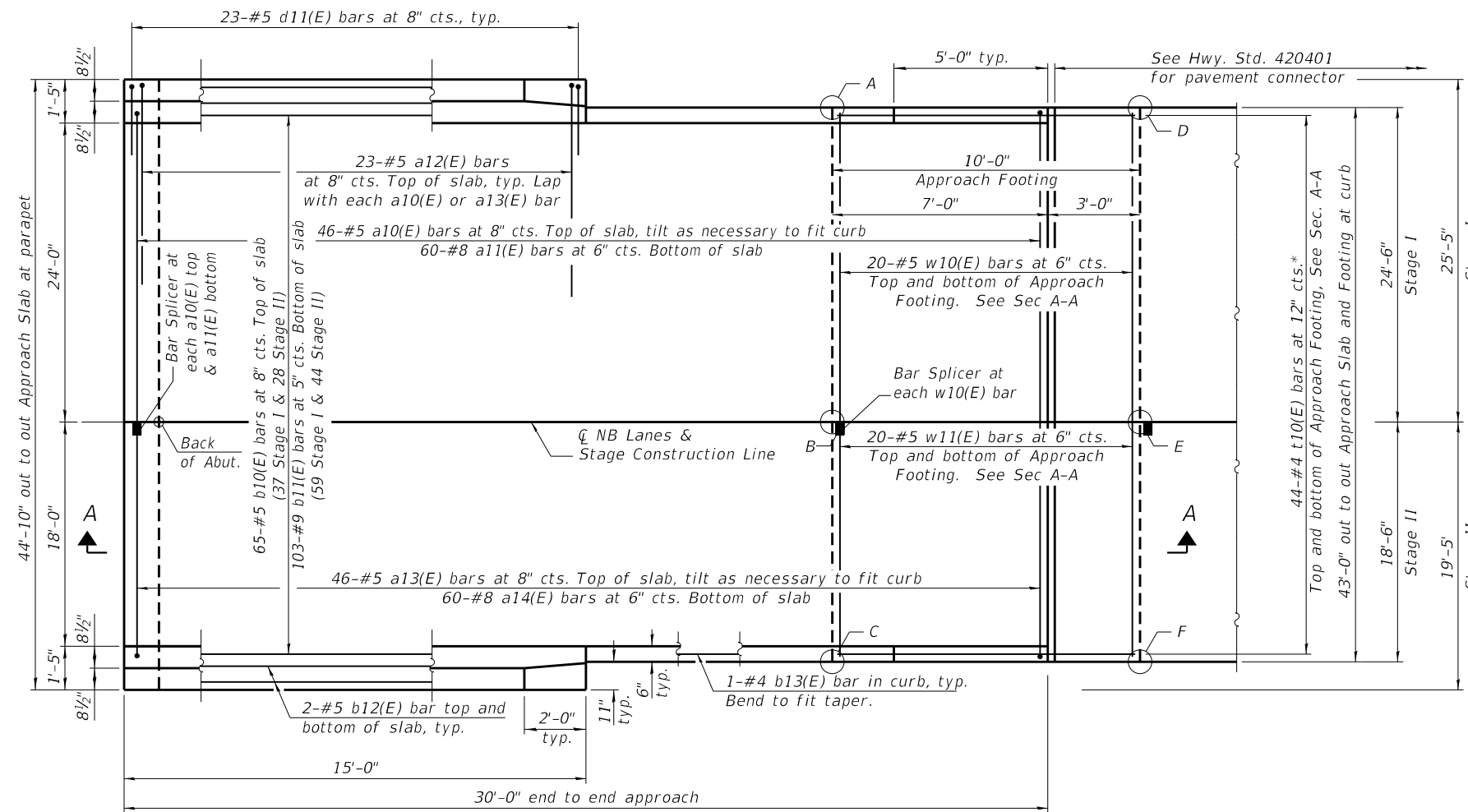
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	125
CONTRACT NO. 66F09				

ILLINOIS FED. AID PROJECT

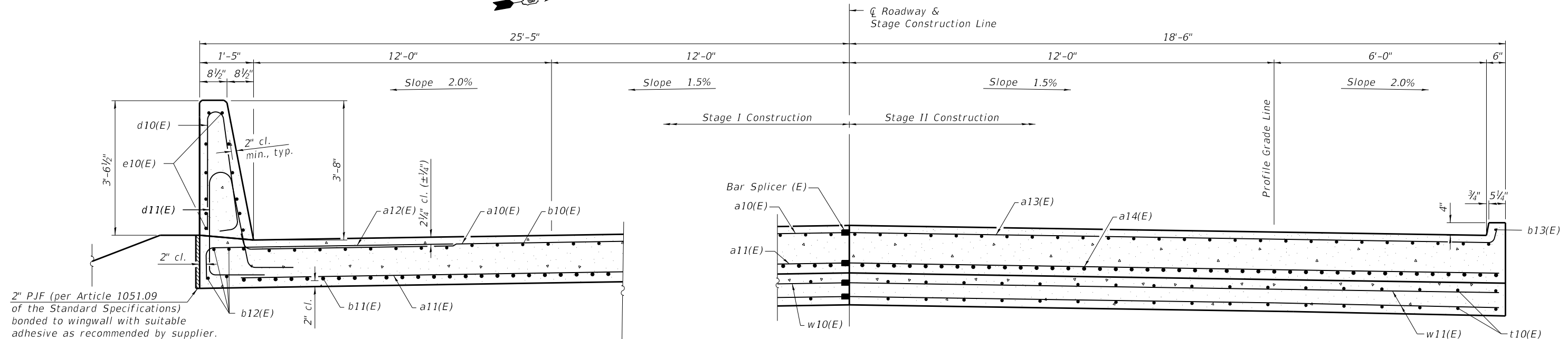
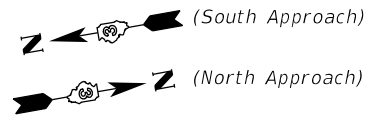
TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTINGS

POINT	NORTH APPROACH		SOUTH APPROACH	
	TOP ELEVATION	BOTTOM ELEVATION	TOP ELEVATION	BOTTOM ELEVATION
A	628.33	627.50	628.34	627.50
B	628.77	627.94	628.78	627.94
C	628.45	627.62	628.46	627.62
D	628.33	627.50	628.33	627.50
E	628.77	627.93	628.77	627.94
F	628.45	627.62	628.45	627.62

* 25 Stage I and
19 Stage II



PLAN



NEAR ABUTMENT

CROSS SECTION
(Looking South)

AT APPROACH FOOTING

(Sheet 1 of 2)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 046-0001

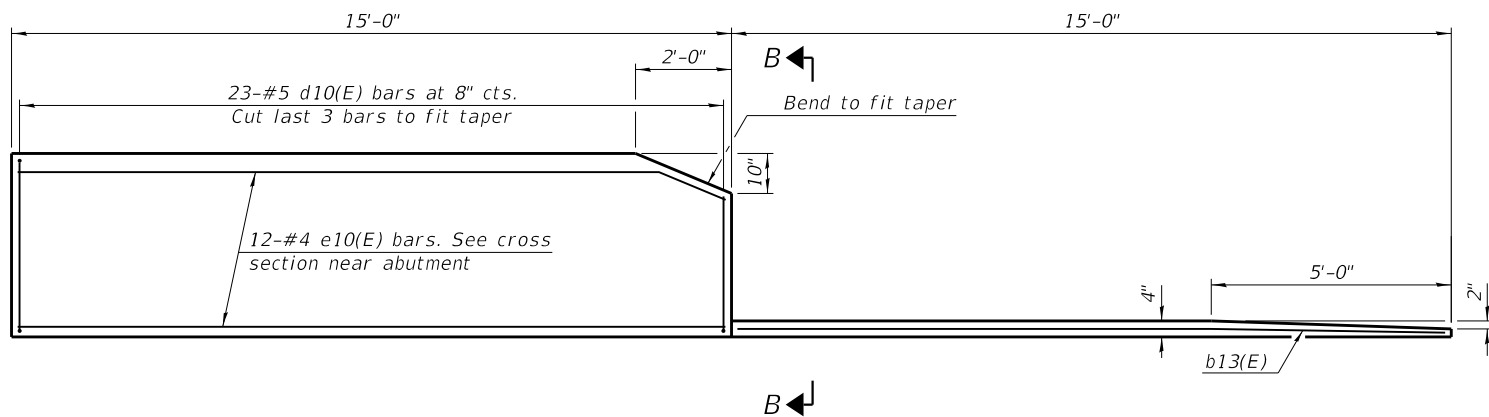
SHEET 13 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	126
CONTRACT NO. 66F09				

ILLINOIS FED. AID PROJECT



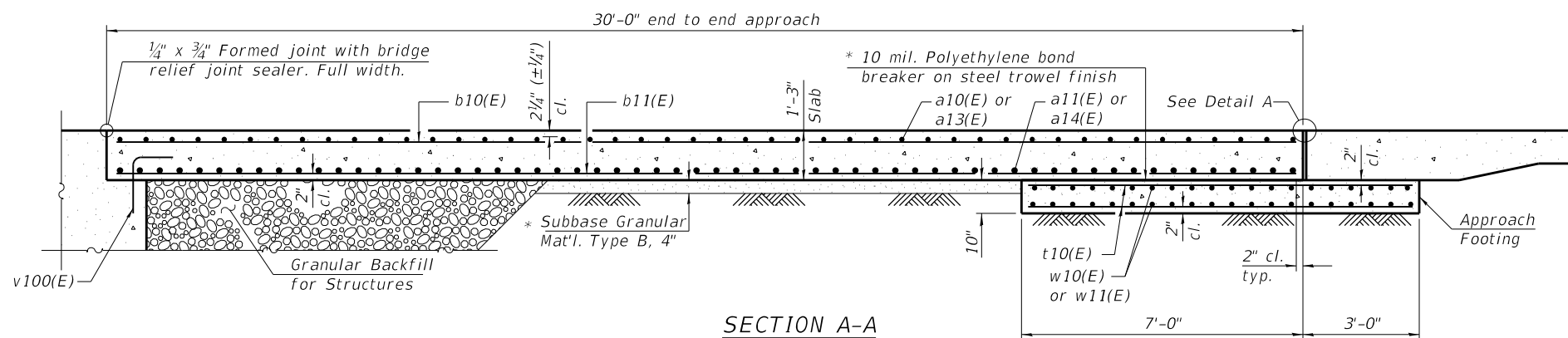
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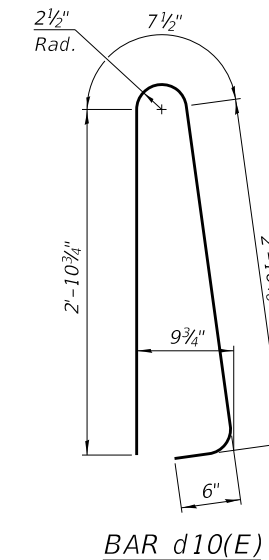
INSIDE ELEVATION OF PARAPET AND CURB

Notes:

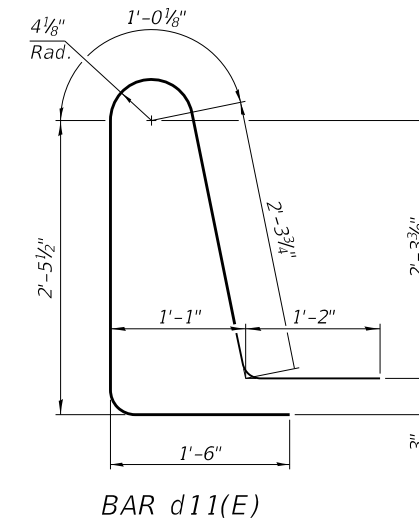
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 22.



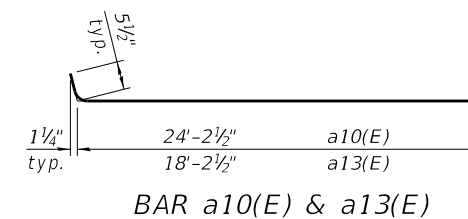
SECTION A-A



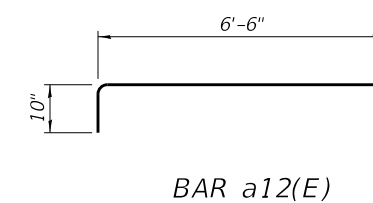
BAR d10(E)



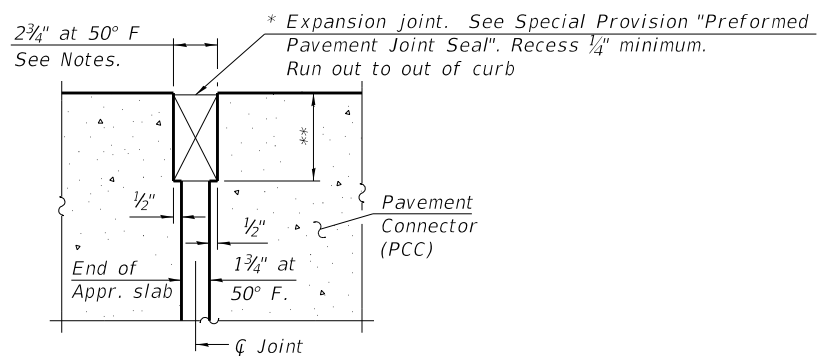
BAR d11(E)



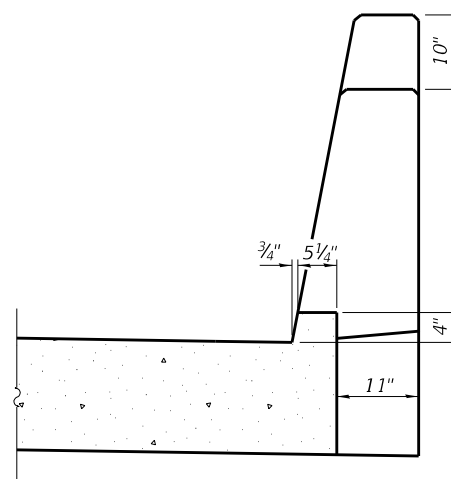
BAR a10(E) & a13(E)



BAR a12(E)



DETAIL A



VIEW B-B

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	24'-8"	—
a11(E)	120	#8	24'-5"	—
a12(E)	92	#5	7'-4"	—
a13(E)	92	#5	18'-8"	—
a14(E)	120	#8	18'-5"	—
b10(E)	130	#5	29'-8"	—
b11(E)	206	#9	29'-8"	—
b12(E)	16	#5	14'-8"	—
b13(E)	4	#4	14'-8"	—
d10(E)	92	#5	7'-0"	U
d11(E)	92	#5	8'-6"	U
e10(E)	48	#4	14'-8"	—
t10(E)	176	#4	9'-8"	—
w10(E)	80	#5	24'-2"	—
w11(E)	80	#5	18'-2"	—
Concrete Superstructure		Cu. Yd.	8.4	
Concrete Superstructure (Approach Slab)		Cu. Yd.	122.5	
Concrete Structures		Cu. Yd.	26.6	
Reinforcement Bars, Epoxy Coated		Pound	50300	

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

(Sheet 2 of 2)

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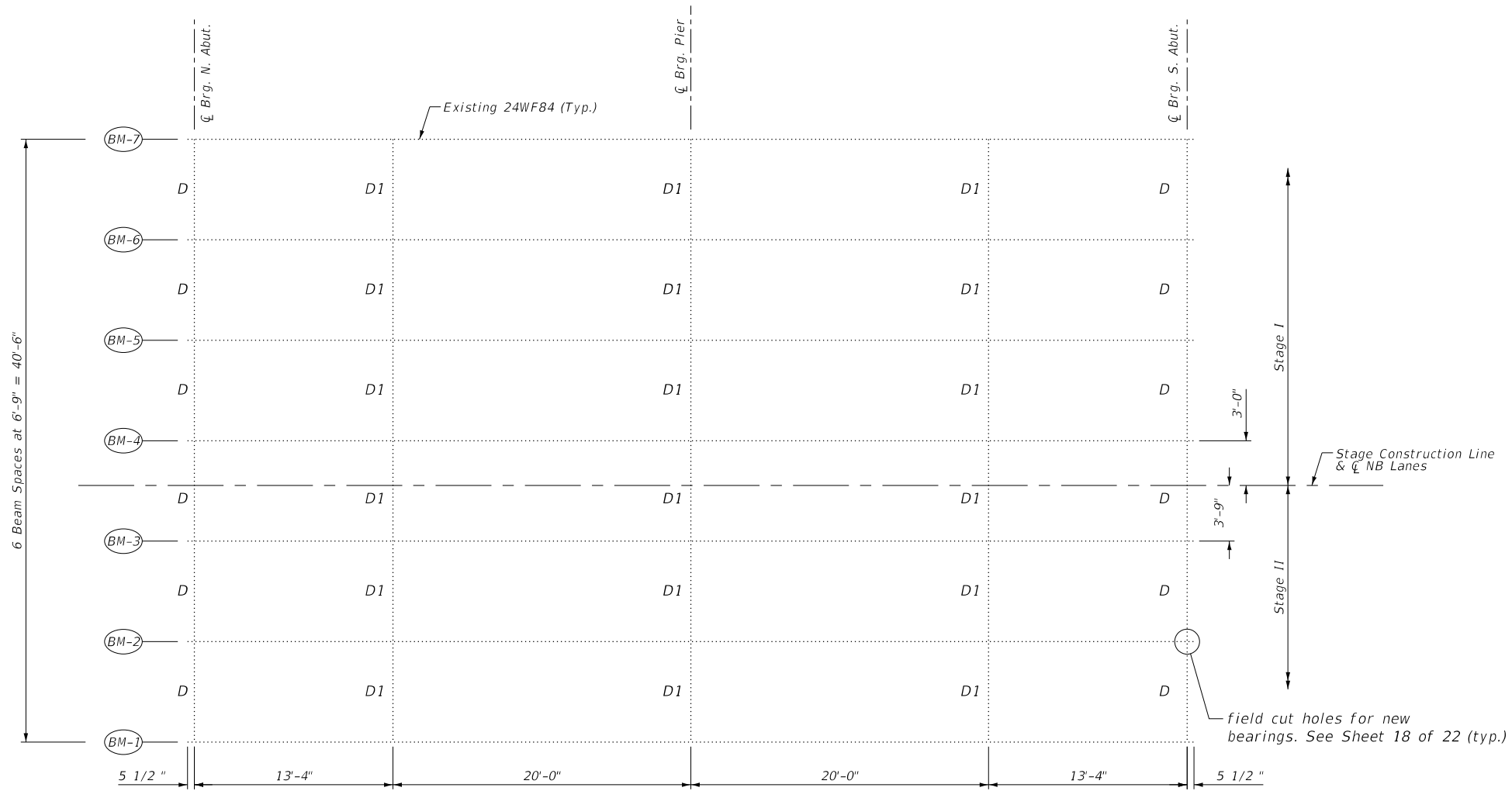
STATE OF ILLINOIS
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BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 046-0001

SHEET 14 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	127
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

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PLAN



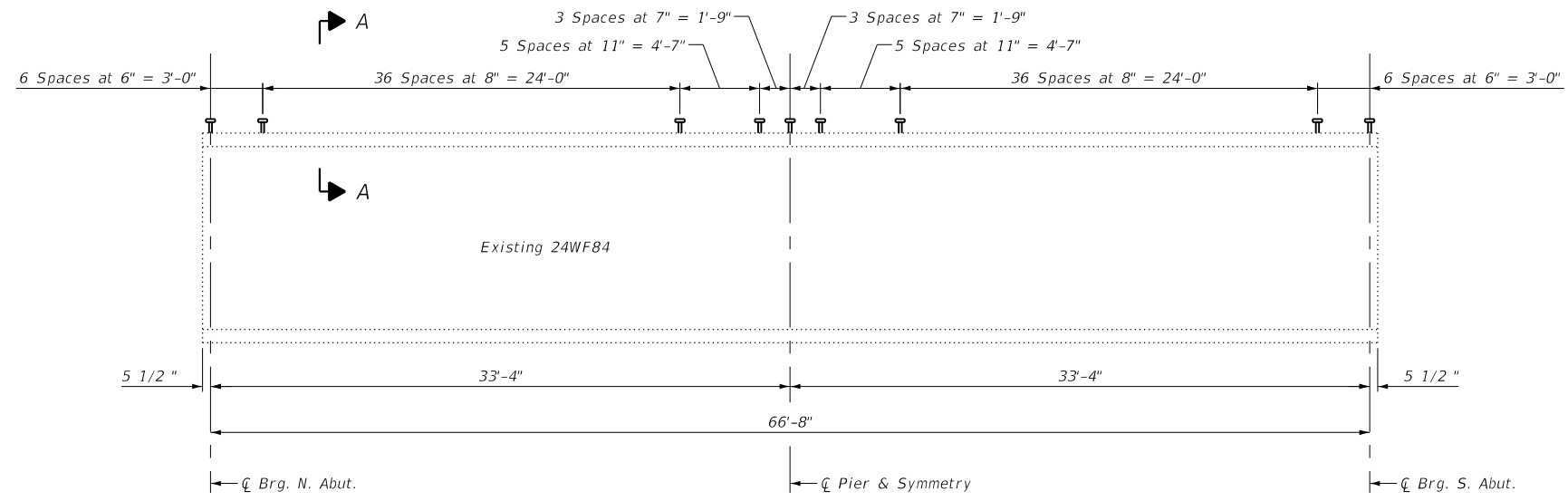
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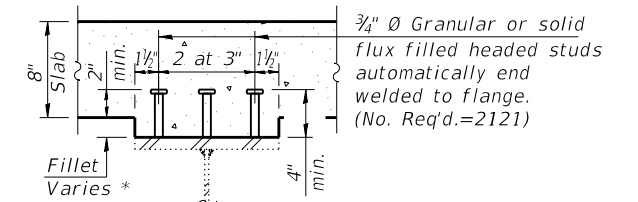
**FRAMING PLAN AND DETAILS
 STRUCTURE NO. 046-0001**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	128
CONTRACT NO. 66F09				
		ILLINOIS	FED. AID PROJECT	

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GIRDER ELEVATION



SECTION A-A

* Due to rise in profile grade minimum fillet heights are estimated to be 3 1/2" so the studs may be closer to 6" in height, but final required stud height will be determined in the field.



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STATE OF ILLINOIS
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FRAMING PLAN AND DETAILS
 STRUCTURE NO. 046-0001

SHEET 16 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	129
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

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INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in ⁴)	2370.0	2370.0
$I_c(n)$	(in ⁴)	8305.5	8305.5
$I_c(3n)$	(in ⁴)	6269.3	6269.3
S_s	(in ³)	196.7	196.7
$S_c(n)$	(in ³)	330.8	249.6
$S_c(3n)$	(in ³)	298.8	249.6
Z	(in ³)	--	--
ϕ	(k/ft)	0.76	0.76
$M\phi$	(k)	59.2	105.7
$s\phi$	(k/ft)	0.31	0.31
$M_s\phi$	(k)	24.1	43.1
$M\ell$	(k)	177.0	132.8
MI	(k)	53.1	39.8
$S_3 [M\ell + MI]$	(k)	383.5	287.7
Ma	(k)	606.8	567.4
Mu	(k)	1116.6	748.8
$f_s \phi$ non-comp	(ksi)	3.61	6.45
$f_s \phi$ (comp)	(ksi)	0.97	2.07
$f_s S_3 [M\ell + MI]$	(ksi)	13.91	13.83
f_s (Overload)	(ksi)	18.49	22.35
f_s (Total)	(ksi)	--	--
VR	(k)	50.2	--

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
$R\phi$	(k)	13.39	44.62
$R\ell$	(k)	34.45	40.62
R_I	(k)	10.34	12.19
R_{Total}	(k)	58.17	97.43

* Compact section
 ** Braced non-compact and partially braced section

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).
 $I_c(3n), S_c(3n)$: 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 and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).
 Z: Plastic Section Modulus of the steel section in non-composite areas (in³).
 ϕ : Un-factored non-composite dead load (kips/ft.).
 $M\phi$: Un-factored moment due to non-composite dead load (kip-ft.).
 $s\phi$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
 $M_s\phi$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 $M\ell$: Un-factored live load moment (kip-ft.).
 MI: Un-factored moment due to impact (kip-ft.).
 Ma: Factored design moment (kip-ft.).
 $1.3 [M\phi + M_s\phi + \frac{5}{3} (M\ell + MI)]$
 Mu: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
 f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M\phi + M_s\phi + \frac{5}{3} (M\ell + MI)$
 f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M\phi + M_s\phi + \frac{5}{3} (M\ell + MI)]$
 VR: Maximum ℓ + impact shear range within the composite portion of the span for stud shear connector design (kips).



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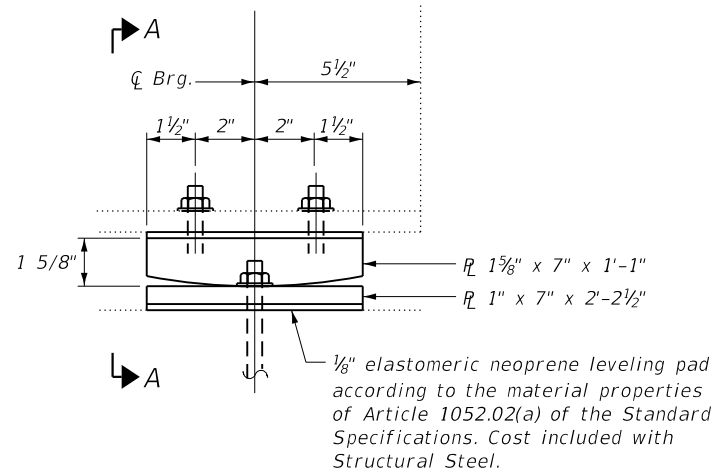
STATE OF ILLINOIS
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FRAMING PLAN AND DETAILS
 STRUCTURE NO. 046-0001

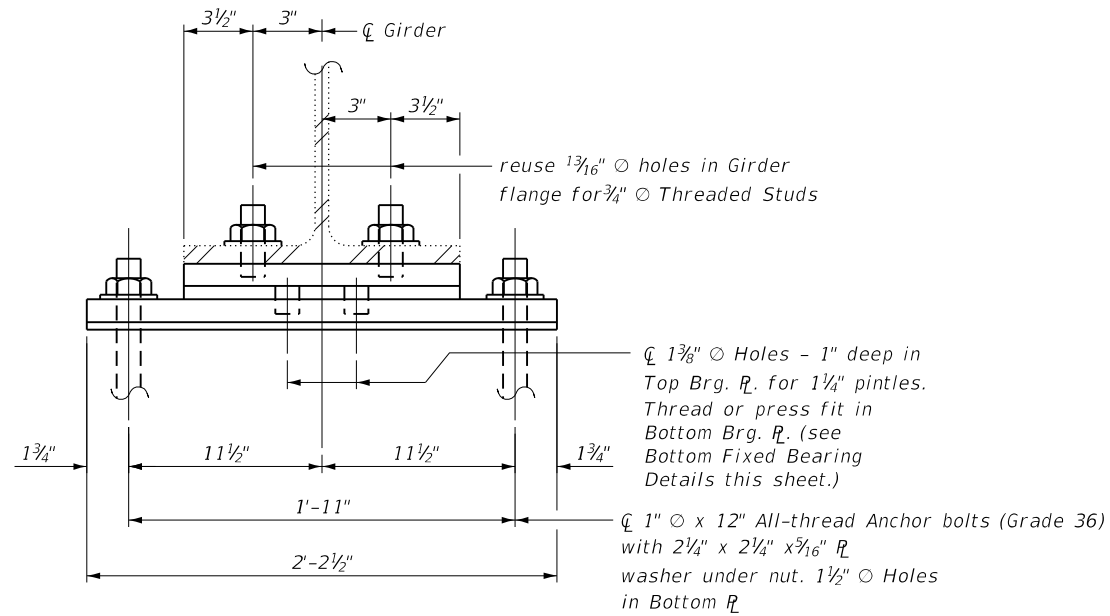
SHEET 17 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	130
CONTRACT NO. 66F09				
ILLINOIS		FED. AID PROJECT		

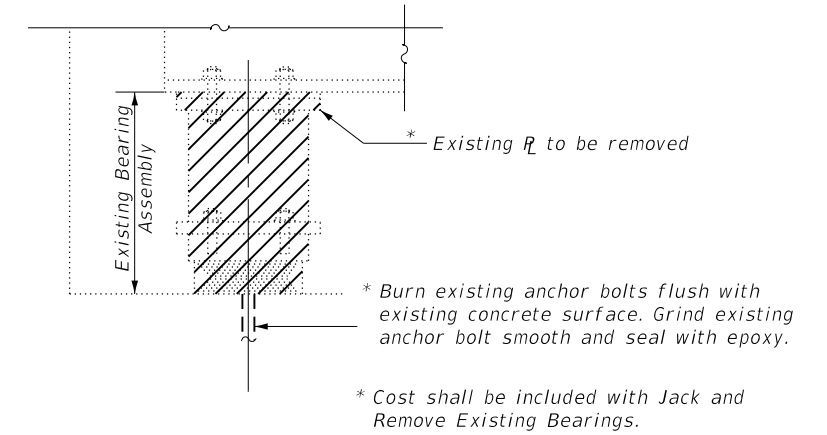
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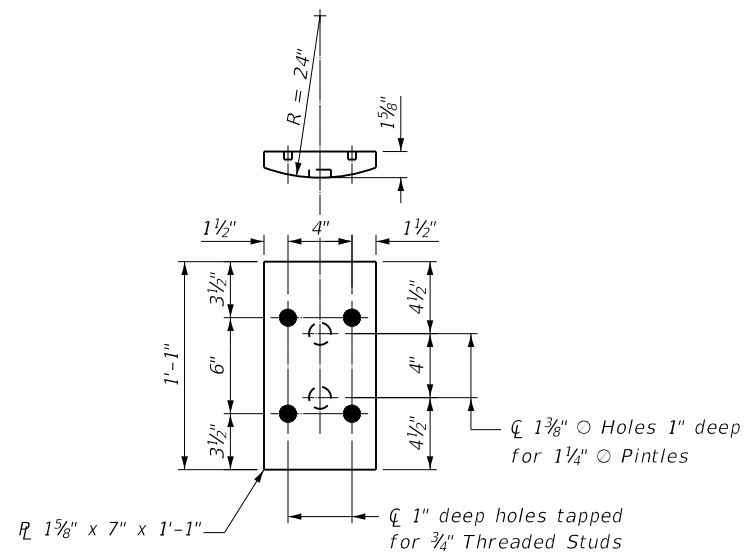
ELEVATION AT ABUTMENT



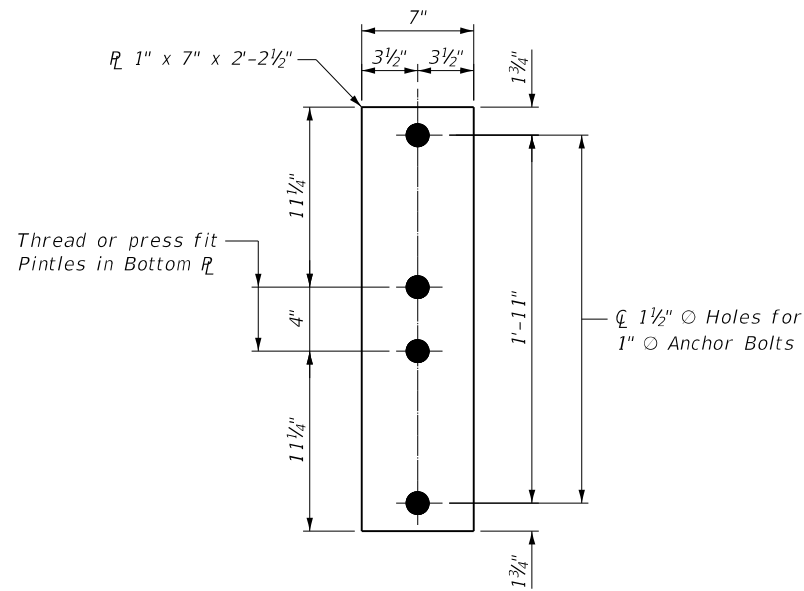
SECTION A-A



EXISTING BEARING REMOVAL DETAIL



PLAN-TOP PLATE



PLAN-BOTTOM PLATE

FIXED BEARING

Notes:
 Anchor bolts shall be according to Article 521.06 of the Standard Specifications.

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

**BEAM REACTION TABLE
 N & S ABUTMENT**

Beam Service Dead Load 1.5 kip

Notes:

Hatched areas indicate removal.

Minimum jack capacity required: 1.5 ton

The Contractor shall submit for approval by the Engineer, plans for jacking existing beams and removing bearings prior to commencing any related work. See Special Provisions.

Existing deck shall be removed prior to jacking.

Existing bearings shall be removed and replaced with new bearings, prior to pouring new deck.

BILL OF MATERIAL

Item	Unit	Total
Jack and Remove Existing Bearings	Each	14
Anchor Bolts 1"	Each	28



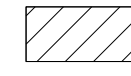
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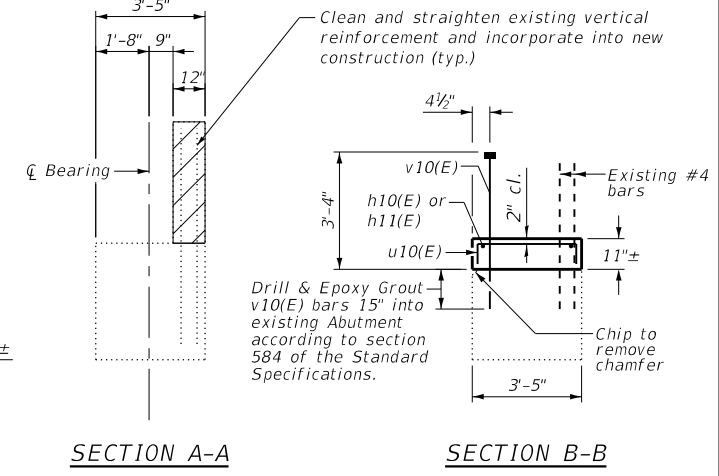
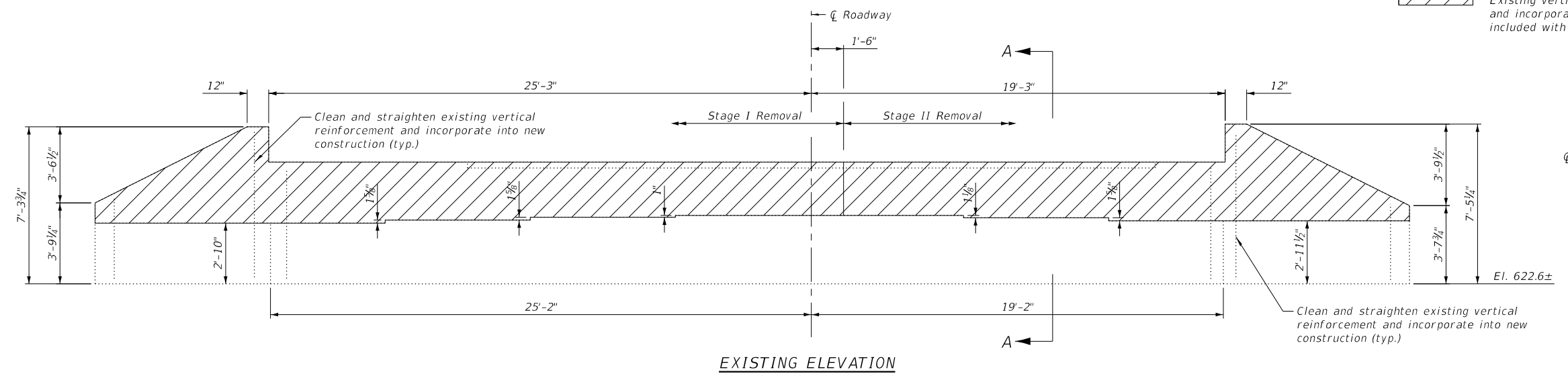
**BEARING DETAILS
 STRUCTURE NO. 046-0001**

SHEET 18 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	131
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



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



EAST WING WALL

WEST WING WALL

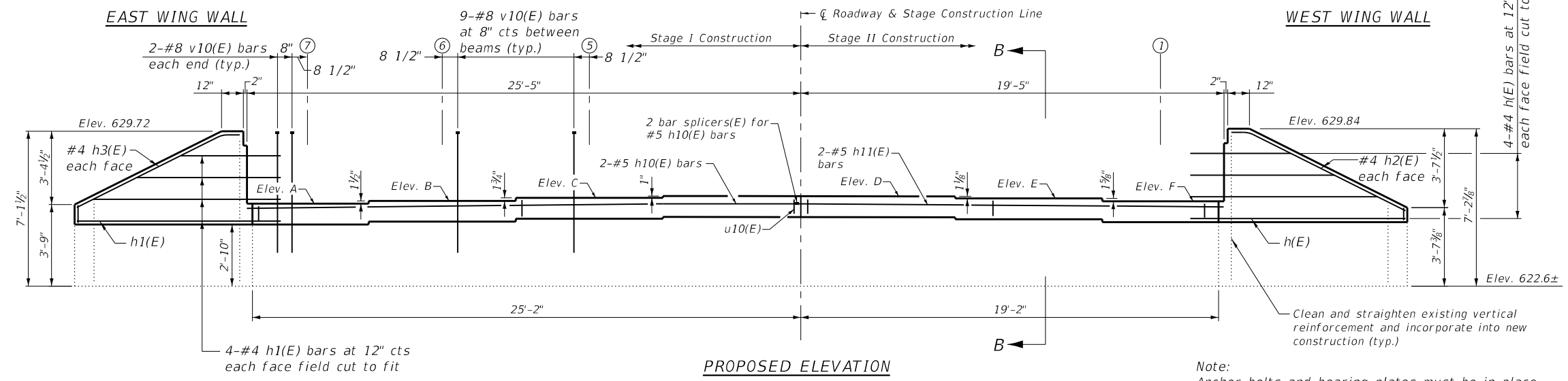
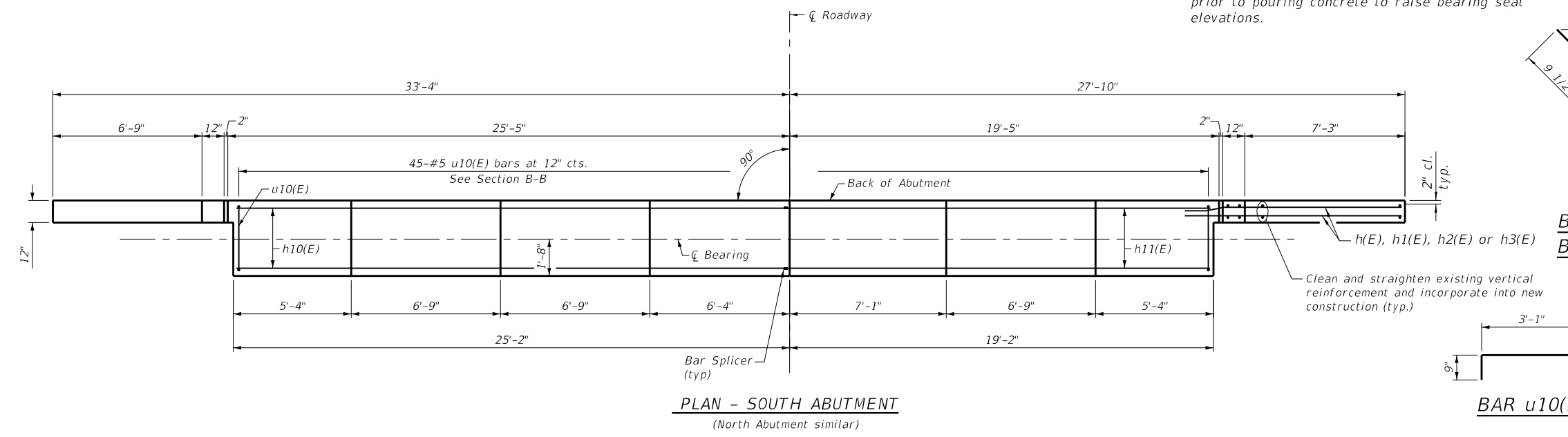


TABLE OF ELEVATIONS

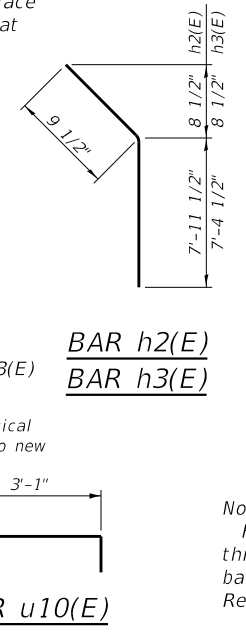
	S. Abut.	N. Abut.
A	626.42	626.42
B	626.54	626.54
C	626.69	626.69
D	626.77	626.77
E	626.68	626.68
F	626.54	626.54

**BILL OF MATERIAL
TWO ABUTMENTS**

Bar	No.	Size	Length	Shape
h(E)	16	#4	11'-0"	—
h1(E)	16	#4	11'-6"	—
h2(E)	4	#4	8'-9"	—
h3(E)	4	#4	8'-2"	—
h10(E)	4	#5	25'-3"	—
h11(E)	4	#5	19'-3"	—
u10(E)	90	#5	4'-7"	┌
v10(E)	116	#8	4'-7"	—
Structure Excavation	Cu. Yd.			151.5
Concrete Structures	Cu. Yd.			13.5
Reinforcement Bars, Epoxy Coated	Pound			2320
Concrete Removal	Cu. Yd.			12.2



Note:
Anchor bolts and bearing plates must be in place prior to pouring concrete to raise bearing seat elevations.



Notes:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

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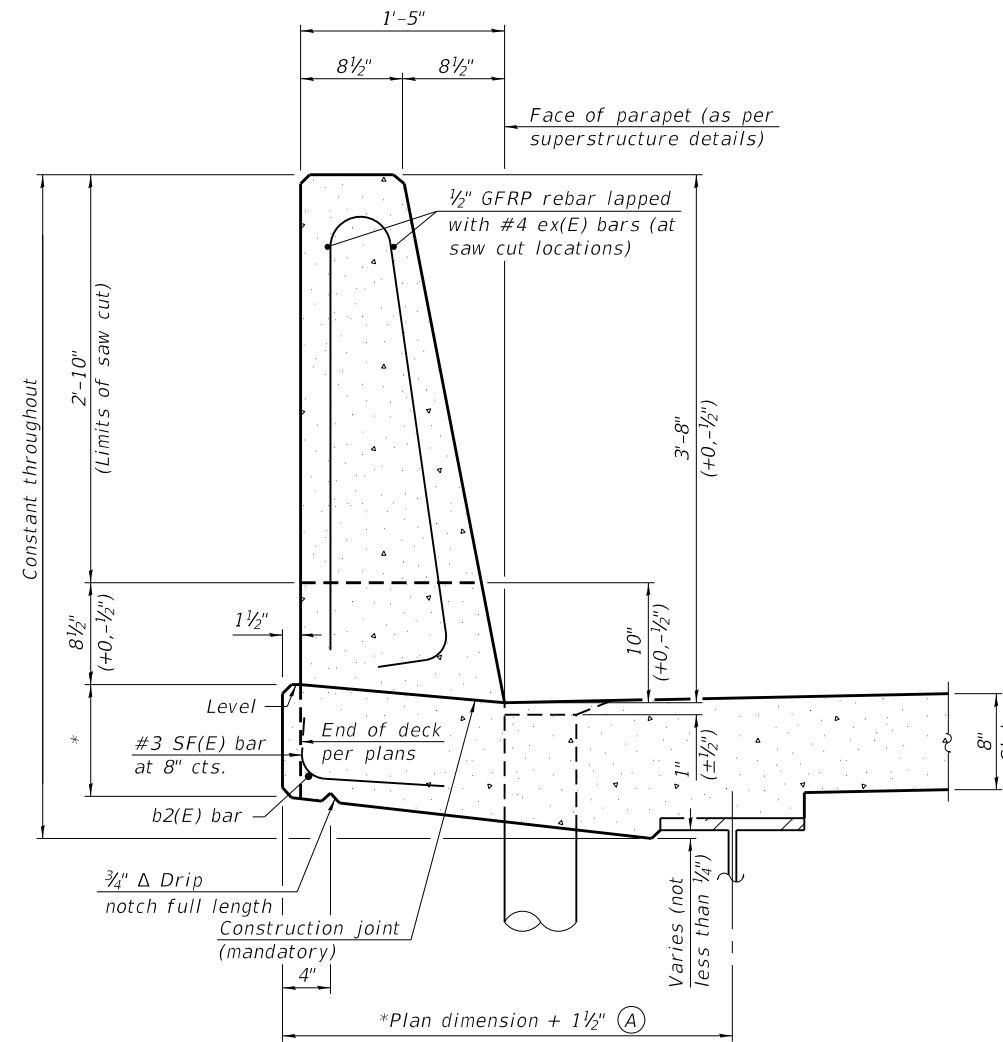
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**ABUTMENT PLAN & DETAILS
STRUCTURE NO. 046-0001**

SHEET 19 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	132
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66F09	

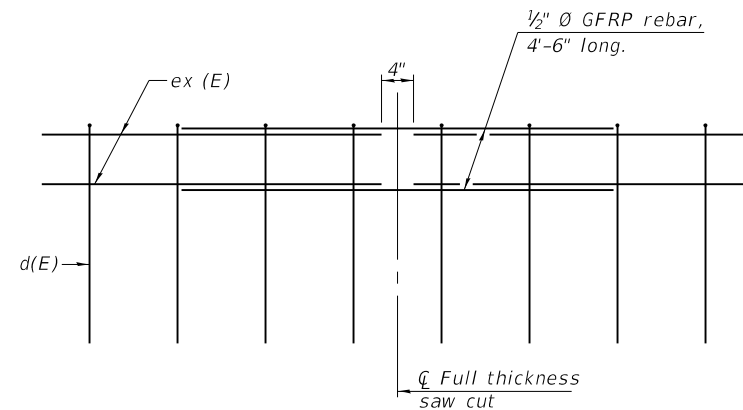
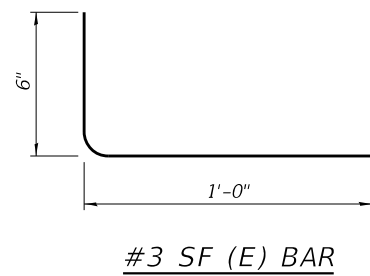
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Notes:
 All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
 Place full depth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

*See Superstructure Details.

**44" CONSTANT-SLOPE
 PARAPET SECTION**
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



GFRP REBAR STIFFENING DETAIL
 (Place as shown in parapet section at each parapet joint location.)



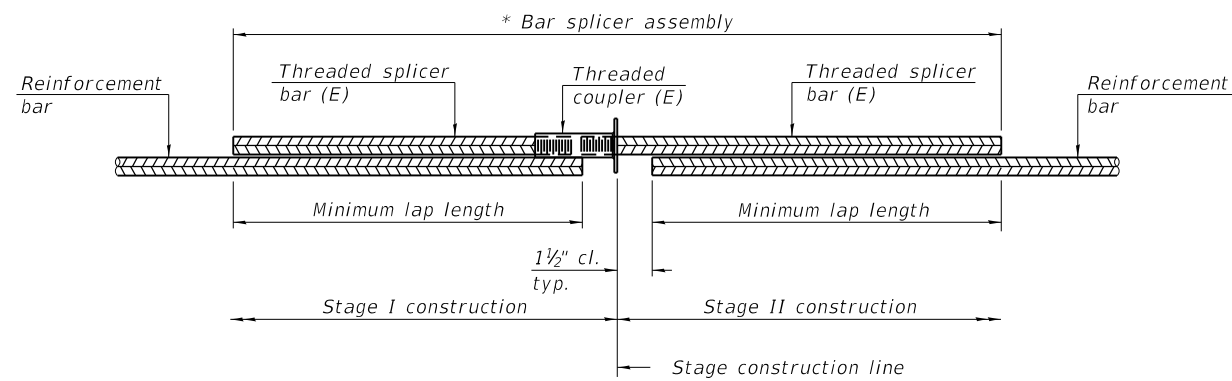
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**CONCRETE PARAPET SLIPFORMING OPTION
 STRUCTURE NO. 046-0001**

SHEET 20 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

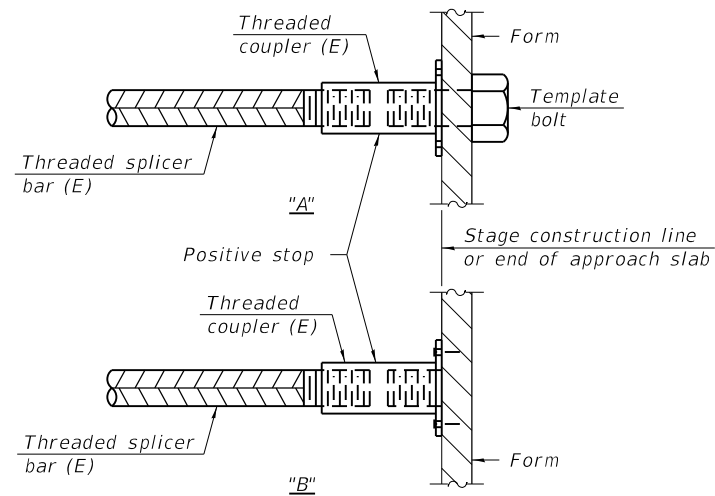


STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	177	3'-6"
Diaphragm (Back)	#6	6	3'-7"
Approach Slab	#5	172	3'-0"
Approach Slab	#8	120	4'-9"
Abutment	#5	4	3'-6"

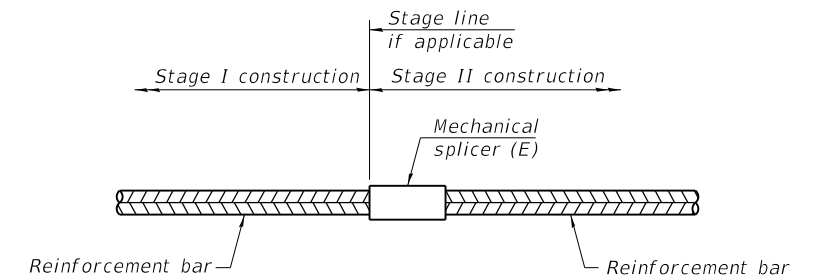


INSTALLATION AND SETTING METHODS

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

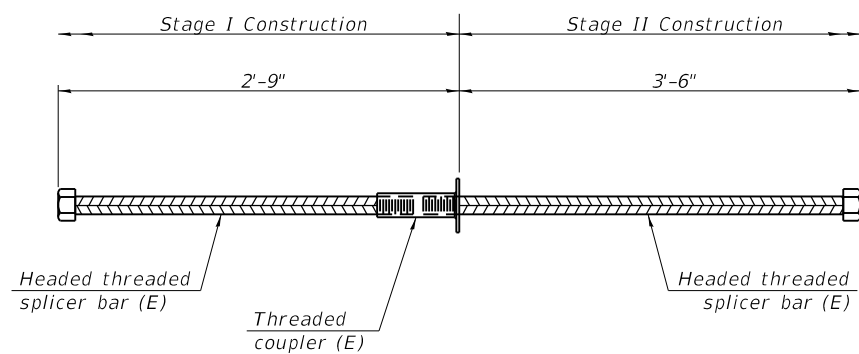
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER FRONT FACE OF DIAPHRAGM (4 Required)

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

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

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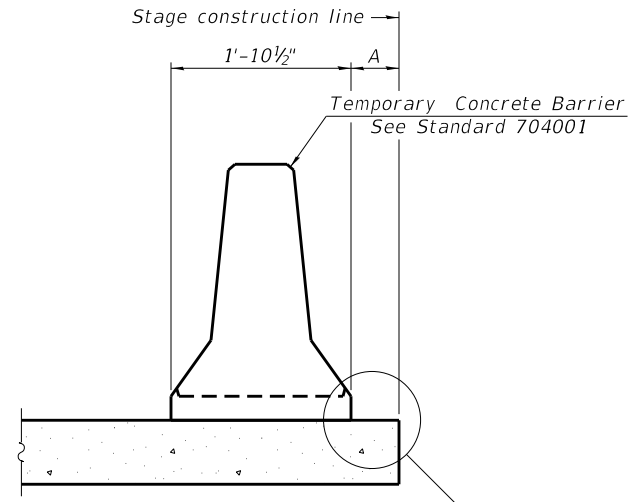
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 046-0001**

SHEET 21 OF 22 SHEETS

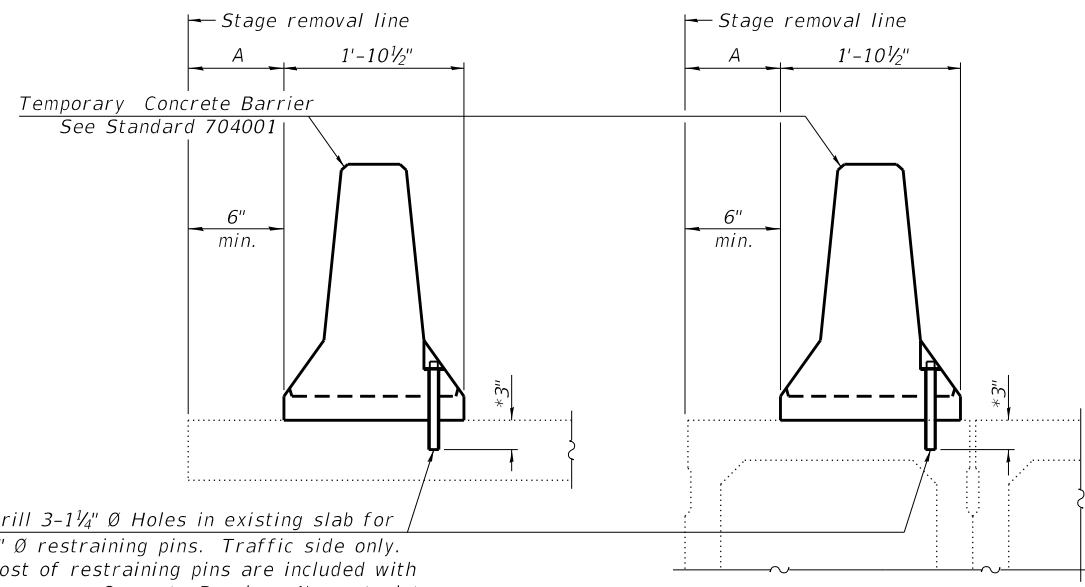
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57	46-(3,4)RS-4 & I-1	KANKAKEE	278	134
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

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

NEW SLAB OR NEW DECK BEAM



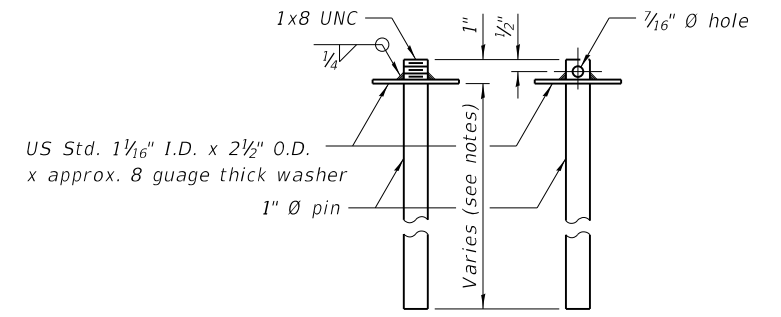
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

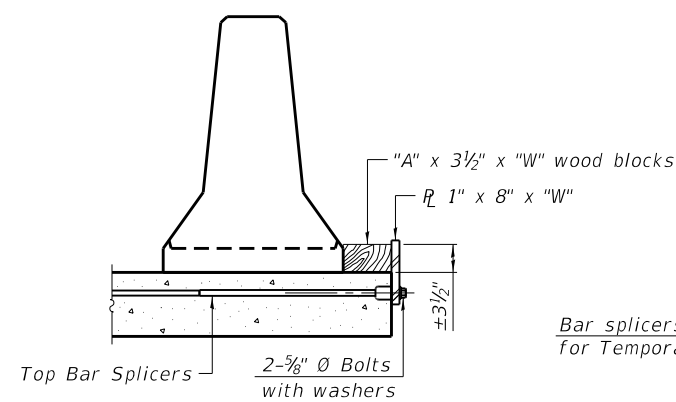
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

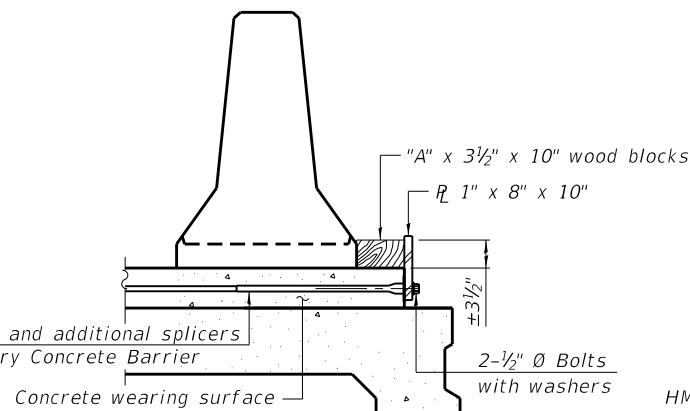
SECTIONS THRU SLAB OR DECK BEAM



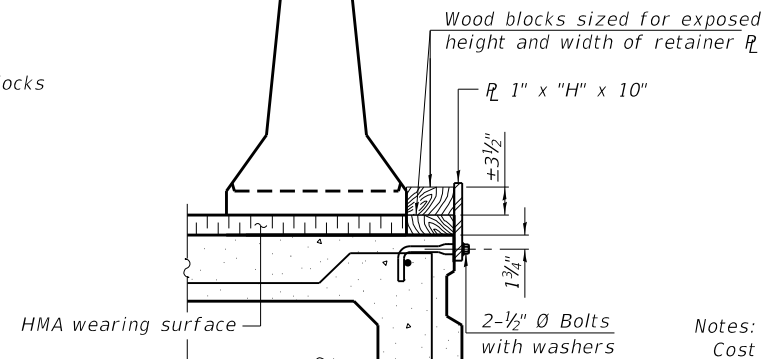
RESTRAINING PIN



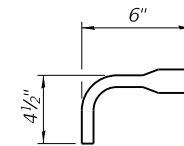
DETAIL I



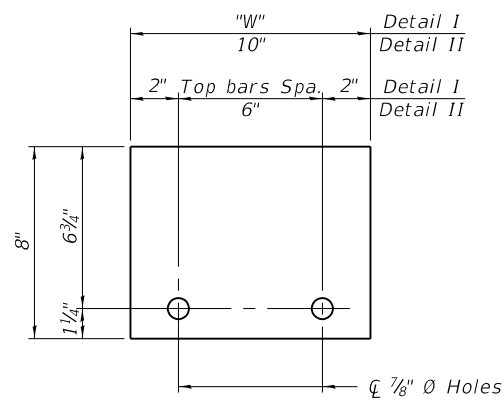
DETAIL II



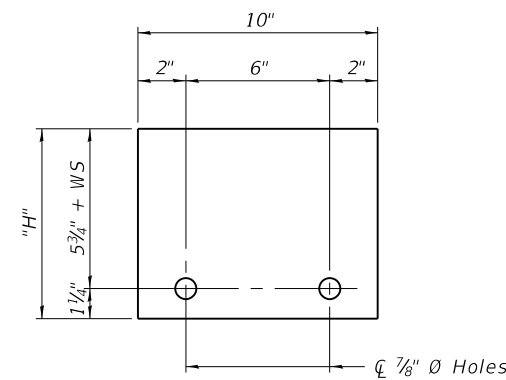
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

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

R-27 2-17-2017



USER NAME = CHAMLIN	DESIGNED - JKC	REVISED -
PLOT SCALE =	CHECKED - DH	REVISED -
PLOT DATE = 1/25/2021	DRAWN - NV	REVISED -
	CHECKED - JKC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 046-0001**

SHEET 22 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	135
			CONTRACT NO. 66F09	

ILLINOIS FED. AID PROJECT

B.M. U.S.G.S. Mon. "M" 203, 86' Pt. of Sta. 523+74
 Elev. 628.667
 Exist. Structure: 2 span continuous, steel I beam,
 Conc. Floor; Hwy. 37'6"
 To remain for use on Southbound lane
 of F.A.I. 57.

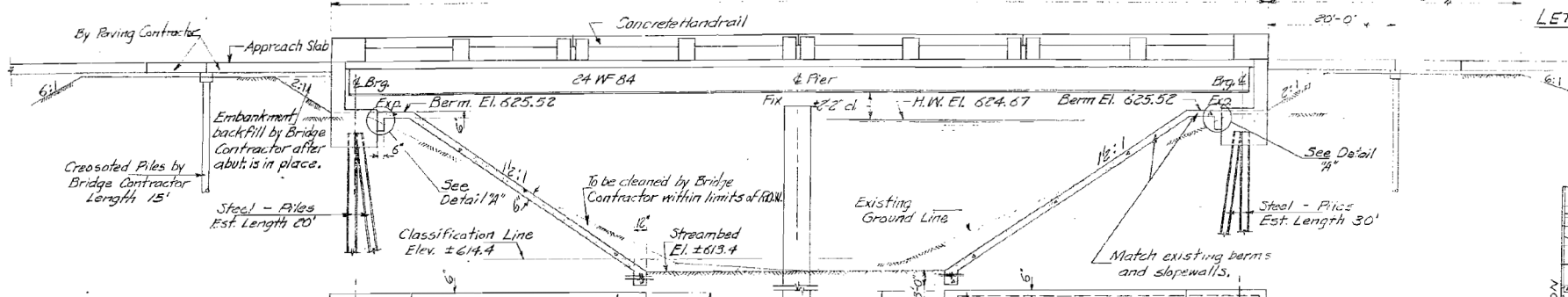
STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS
 DIVISION OF HIGHWAYS

STATION 500+43.3
 BUILT BY
 STATE OF ILLINOIS
 F.A.I. RT. 57 SEC. 46-4B(2)
 F.A. PROJ. I-57-6(68)
 LOADING HS20 & ALT.

157 46-4B KANKAKEE 104 35
 SHEET NO. 1
 3 SHEETS

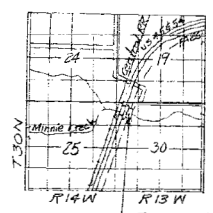
VERTICAL CURVE DATA

70'-2" Bk. - Bk. Abuts.

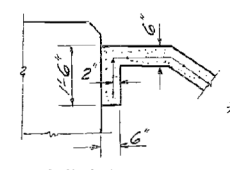


ELEVATION

LETTERING FOR NAME PLATE
 See Std 213-1



LOCATION SKETCH

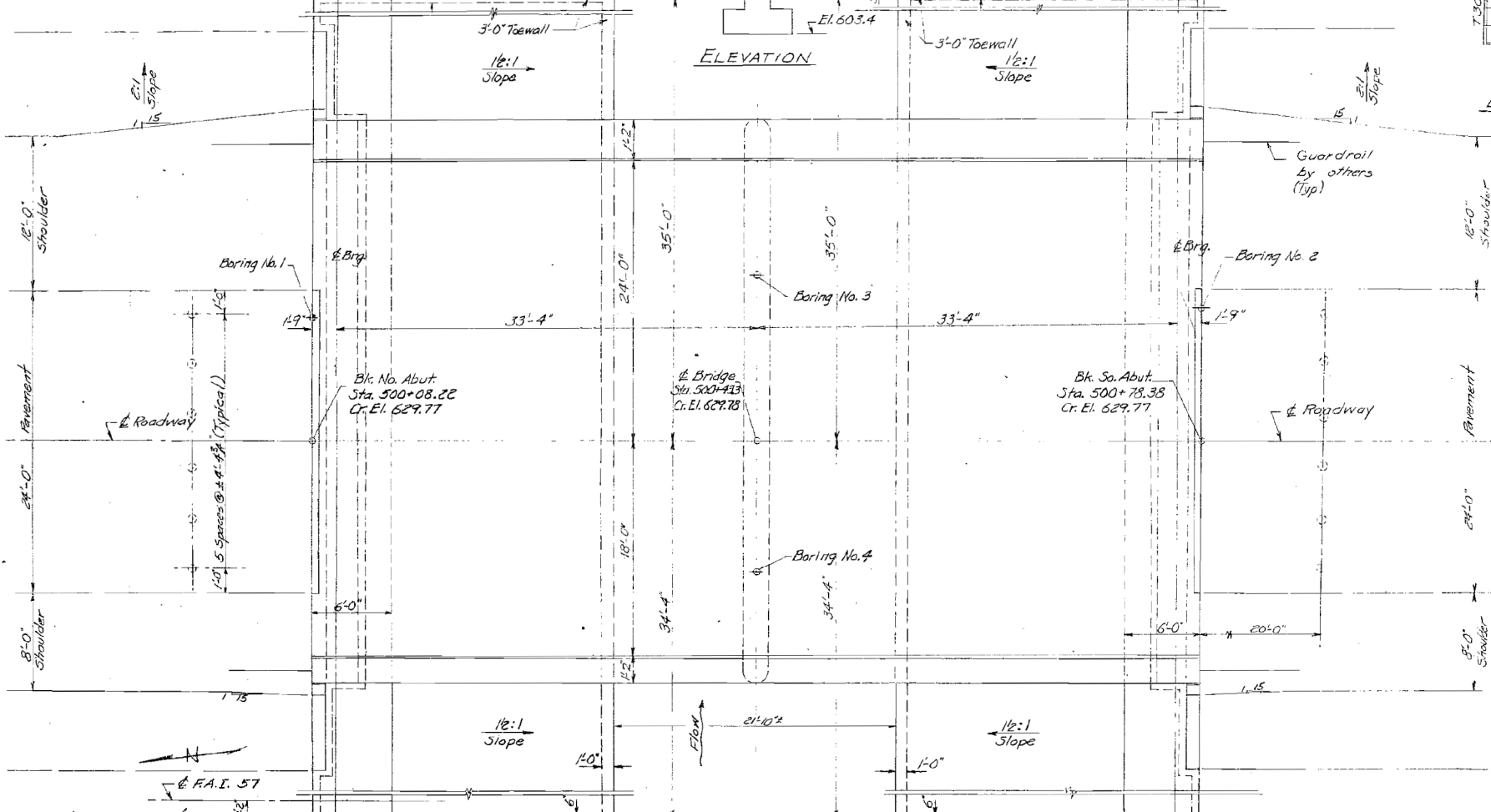


GENERAL NOTES

Class X concrete shall be used throughout except in handrails. Handrail concrete shall be used in handrails. The concrete floor slab shall be finished in accordance with Article 51.14 of the Standard Specifications. Slope walls shall be reinforced with welded wire fabric 6" x 6" mesh #4 wires, weighing 53# per 100 sq. ft. The handrail concrete in the rail posts and railing shall be poured in separate operations. Structural steel shall conform to A.S.T.M. designation A-36. All rivets shall be 3/4" #, and open holes 1/8" # except as noted. All rockers, bolsters, bearing plates, lead plates, and pintles shall be fabricated and set in accordance with Article 51.15 of the Standard Specifications, and are included in quantity of structural steel. Anchor bolts shall be set before riveting diaphragms over supports. All structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Articles 56.1 to 56.5 inclusive of the Standard Specifications. All paint shall be furnished and applied by the Contractor. The Contractor shall drive 2 steel test piles in permanent locations as directed by the Engineer before ordering remainder of piles. (One test pile at North Abutment and one at South Abutment. Excavation for portions of structure in the embankment shall not be classified. PERMANENT FORMS WILL NOT BE PERMITTED IN FORMING THE CONCRETE DECK. FIELD WELDING OF CONSTRUCTION ACCESSORIES TO THE BOTTOM FLANGES OR FOR A DISTANCE OF 4' OF THE SPAN EACH WAY FROM PIER SUPPORTS ON THE TOP FLANGES OF BEAMS OR GIRDERS WILL NOT BE PERMITTED. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER. * The excavation item includes slope wall cut off wall quantities.

TOTAL BILL OF MATERIALS

ITEM	UNITS	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yds.			130
Borrow Excavation	Cu. Yds.			2000
Class A Excavation	Cu. Yds.			100
Class B Excavation	Cu. Yds.			220
Structural Steel	Lbs.	52,580		52,580
Handrail Concrete	Cu. Yds.	5.3		5.3
Class X Concrete	Cu. Yds.	74.0	135.3	209.3
Reinforcement Bars	Lbs.	23,250	71.0	32,320
Creosoted Piles	Lin. Ft.			180
Steel Piles (B.B.P.36)	Lin. Ft.		300	300
Test Pile (Steel) B.B.P.36	Each		2	2
Name Plates	Each		1	1
Slope Wall	Sq. Yds.			470
Protective Coat	Sq. Yds.	357		357



DESIGN STRESSES
 $f_c = 1400$ psi Super & Sub
 $f_s = 20,000$ psi Reinf.
 $f_s = 24,000$ psi Struct. (A-36 Steel)
 $V_c = 75$ psi. Figs.
 $n = 10$
 Allowable Deflection = 1/400
 LOADING HS20 -44 & ALT.

WATERWAY INFORMATION
 Drainage Area ----- 10,950 Acres
 Character ----- Level, Clay, Wooded, Cultivated, & Loam.
 Required Opening ----- 420 Sq. Ft.
 Present Opening (C.B. Struct) ----- 450 Sq. Ft.
 Proposed Opening ----- 480 Sq. Ft.
 Ordinary Water Elev. ----- 614.5

GENERAL PLAN & ELEVATION
 PROJ. I-57-6(68)304
 F.A.I. RT. 57 OVER MINNIE CREEK
 SEC. 46-4B
 KANKAKEE COUNTY
 STA. 500+43.3

DESIGNED: Frank Wiley
 CHECKED: E.N. Bush
 DRAWN: FLT
 CHECKED: F.N.R.
 MAR 5 1962
 EXAMINED: W.E. Baumann
 PAI'D: C.V. Schmitt
 APPROVED: J.O. Baulch

Rev. 4-10-65 NCV Changed quantities: Handrail Conc from 3.5 to 5.3 Cu Yds; Reinf. Bars from 20,750 to 23,250 & 24,120 to 30,920 lbs; Added protective coat 357 Sq. Yds.
 Rev. 5-6-66 J.M.B. Changed reinforcement bar quantities: Super 23,550 lbs to 24,950 lbs; Sub 7,370 lbs to 24,400 lbs; Total 30,920 lbs to 32,350 lbs
 Rev. 5/11/67 J.M.B. Revised Class X Conc. & Reinf. Bars quantities: Super 75.0 Yds to 74.0 Yds; Sub 71.0 Yds to 71.0 Yds; Total 146.0 Yds to 145.0 Yds
 Rev. 8/21/68 J.M.B. Revised Class X Conc. & Reinf. Bars quantities: Super 75.0 Yds to 74.0 Yds; Sub 71.0 Yds to 71.0 Yds; Total 146.0 Yds to 145.0 Yds

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USER NAME =	CHAMLIN	DESIGNED -	REVISED -
PLOT SCALE =	NTS	CHECKED -	REVISED -
PLOT DATE =	12/4/2020	DRAWN -	REVISED -
		CHECKED -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

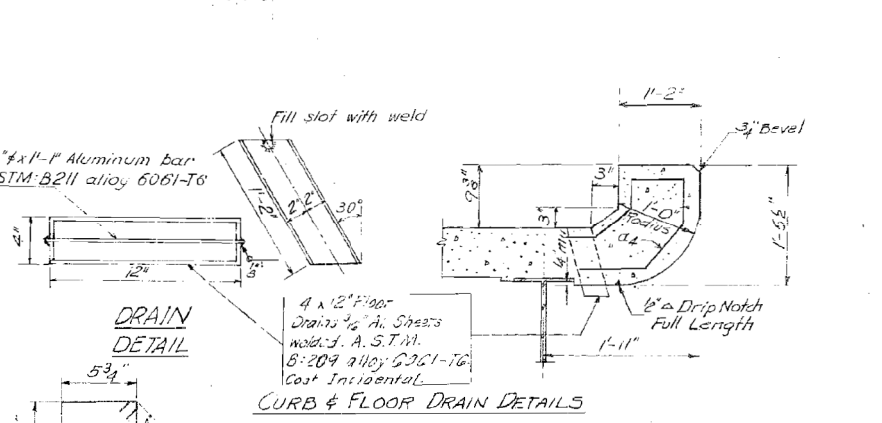
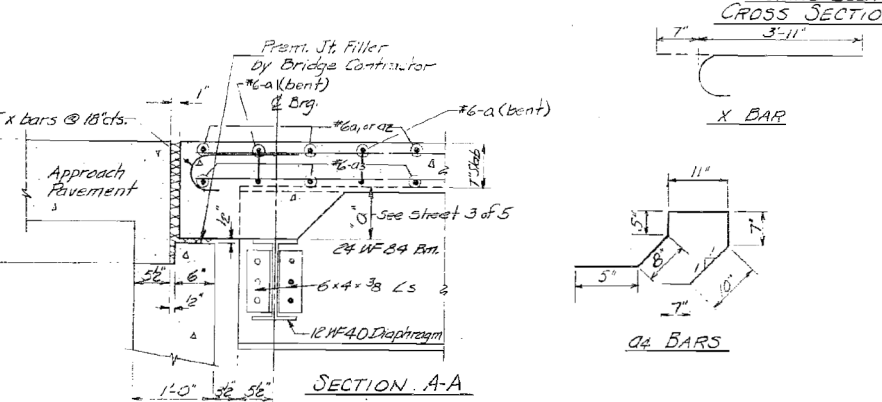
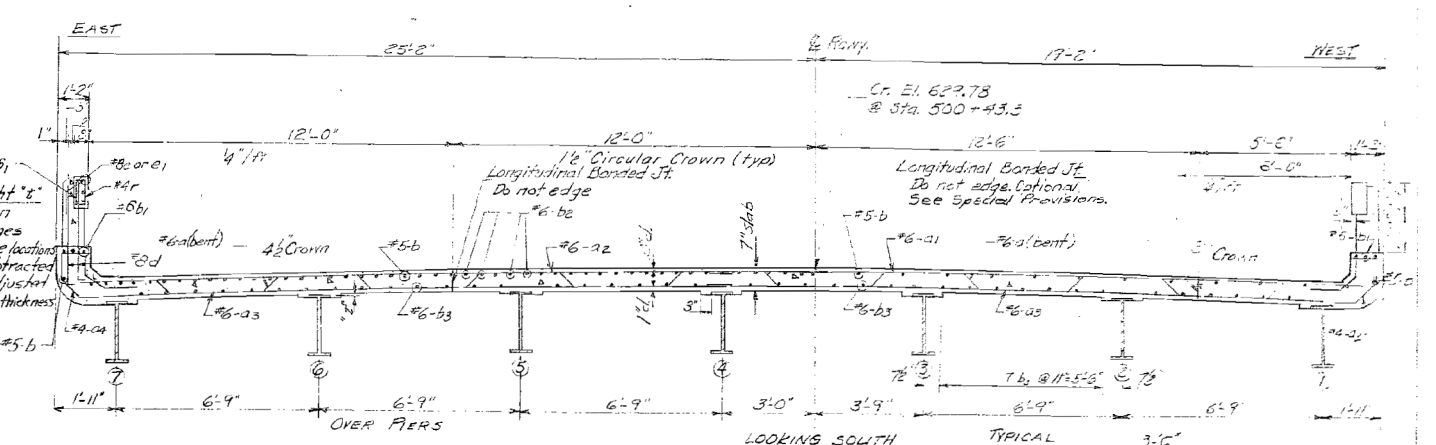
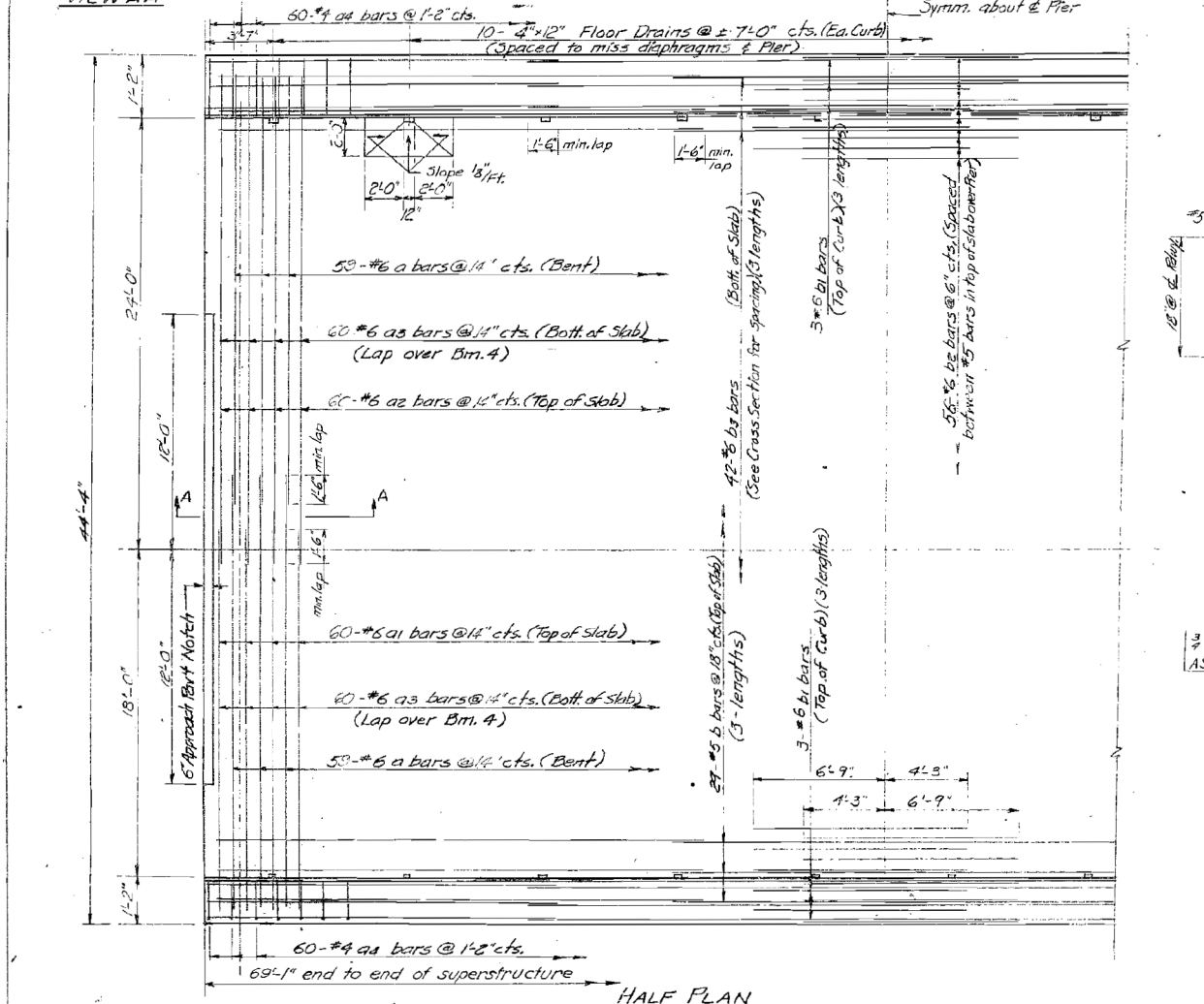
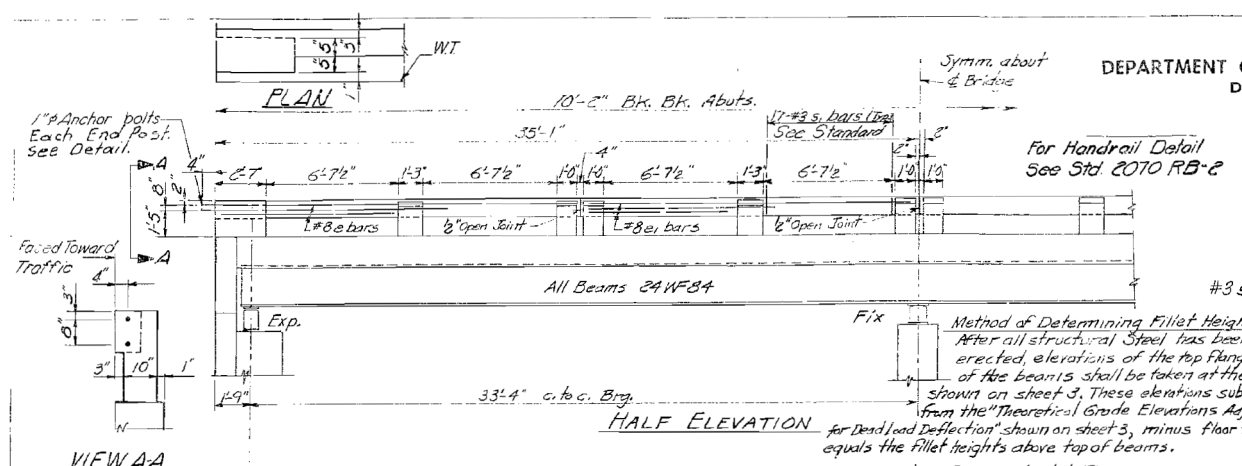
EXISTING BRIDGE PLANS SN 046-0001
 FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46(34)RS-4 & I-1	KANKAKEE	278	136
CONTRACT NO. 66F09			ILLINOIS FED. AID PROJECT	

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

1.57 46-4B KANKAKEE 104 36 SHEET NO. 2
5 SHEETS



ANCHOR BOLTS
Cost of bolts to be incidental to Bridge Structures.

SUPER BILL OF MATERIAL & BAR LIST

Bar No.	Size	Length	Shape
a	1/2"	25'-5"	U
a1	3/8"	19'-6"	U
a2	3/8"	25'-6"	U
a3	3/8"	22'-3"	U
a4	3/4"	3'-5"	U
b	3/8"	24'-5"	U
b1	3/8"	22'-5"	U
b2	3/8"	11'-0"	U
b3	3/8"	24'-6"	U
d	3/8"	3'-5"	L
e	3/8"	17'-0"	U
e1	3/8"	16'-5"	U
f	3/8"	3'-5"	L
g1	3/8"	3'-5"	U
x	3/8"	4'-8"	C

Class X Concrete	Cu. Yds.	74.6
Handrail Concrete	Cu. Yds.	5.5
Reinforcement Bars	Lbs.	25,850
Structural Steel	Lbs.	58,580
Name Plates	Each	1

DESIGNED: Frank Wiley
CHECKED: E.M. Rish
DRAWN: FLT
CHECKED: E.N.R.

MAR 5 1962
W.C. Parnass
E.J. Shuck
N.D. [Signature]

4-G-65 H.C.V. Updated Alum Drains & Conc. Handrail Rev. Quantities: Handrail Conc from 3.5 to 6.3 Cu. Yds.; Reinf. Bars from 20,750 to 23,350 lbs.
Rev. 5-6-66 JMD. Changed Superstructure reinforcement to provide 2' of clear height quantities from 23,350 to 24,000 lbs.
Rev. 5-10-67 JMD. Revised Superstructure, Class X Conc. & Reinf. Bar quantities from 74.6 Cu. Yds. to 75.9 Cu. Yds. & 25,850 to 26,700 lbs. respectively.
Rev. 10-27-70 JMD. Updated curbs, revised Class X Conc. & Reinf. Bar quantities from 5.5 Cu. Yds. to 7.3 Cu. Yds. & Reinf. Bars from 24,000 to 25,350 lbs.

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USER NAME	DESIGNED	REVISED
CHAMLIN	Frank Wiley	-
	W.C. Parnass	-
	E.J. Shuck	-
	N.D. [Signature]	-
PLOT SCALE	NTS	
PLOT DATE	12/4/2020	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY

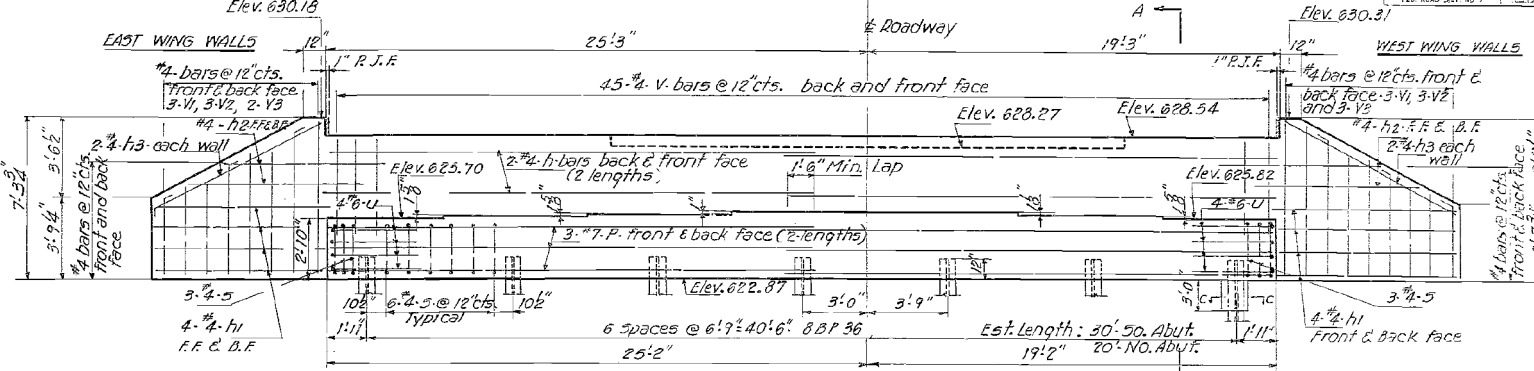
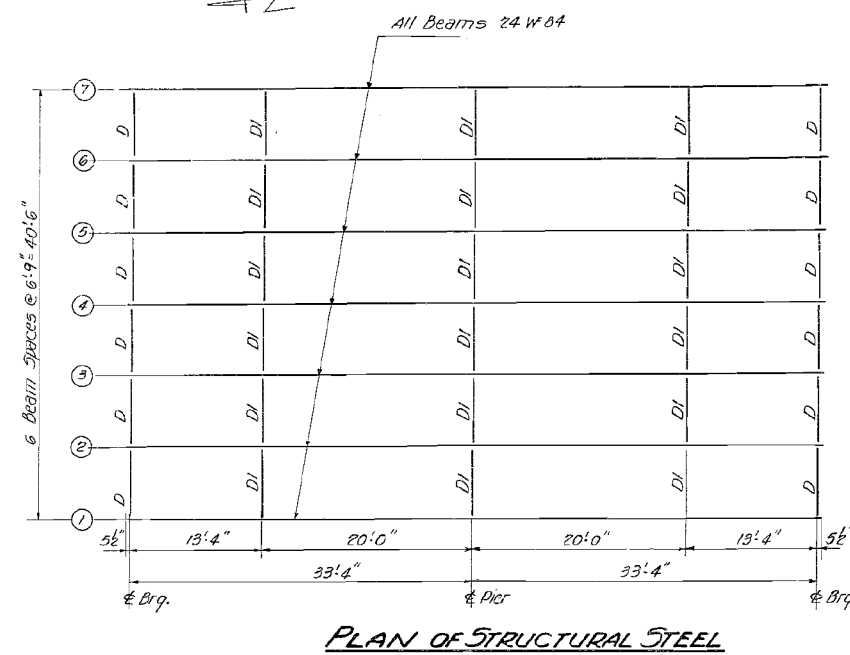
SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46(3,4)RS-4 & I-1	KANKAKEE	278	137
CONTRACT NO. 66F09				

ILLINOIS FED. AID PROJECT

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

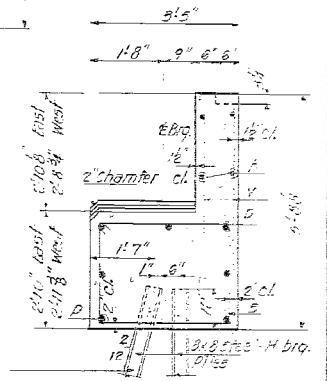
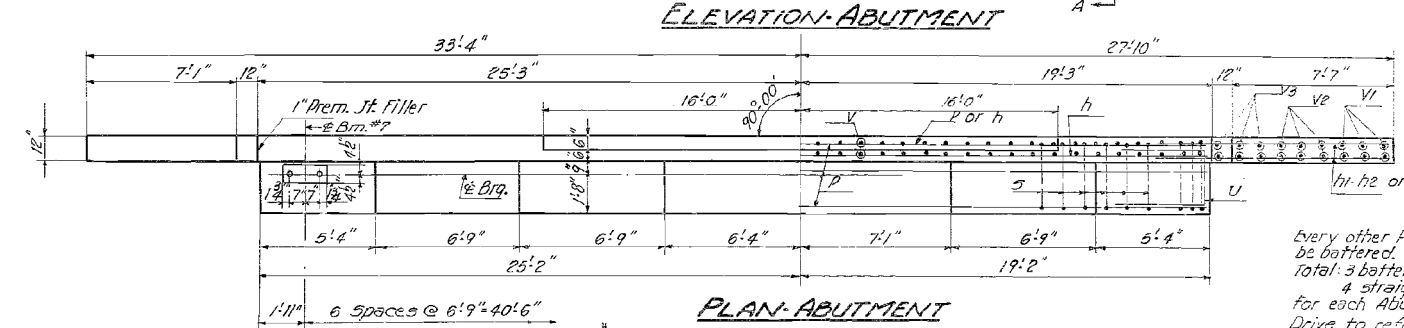
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. 157	46-48	KANKAKEE	104	37
SHEET NO. 5			5 SHEETS	



THEORETICAL GRADE ELEVATIONS
(Adjusted for D.L. Deflection)

Station	Elev.
1	628.56
2	628.69
3	628.78
4	628.77
5	628.89
6	629.35
7	629.41

Note: Elev. 5 ymms. 1st & Pier



PLAN OF STRUCTURAL STEEL

ELEVATION-ABUTMENT

PLAN-ABUTMENT

SECTION A-A

Every other Pile shall be battered.
Total 3 battered Piles & 4 straight Piles for each Abutment Drive to refusal!

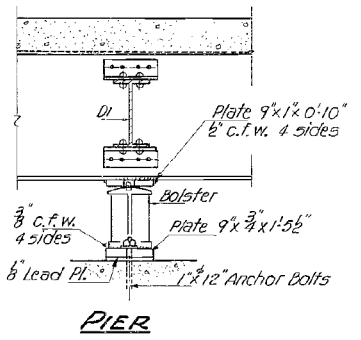
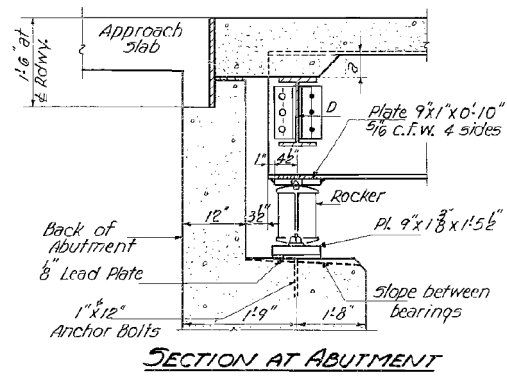
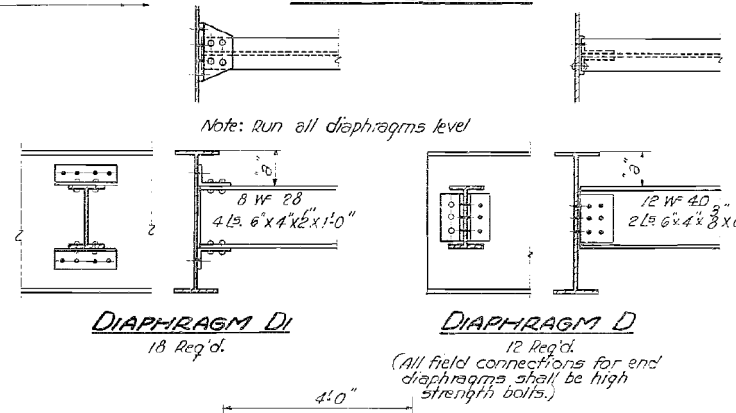


TABLE - "Q" DIMENSIONS

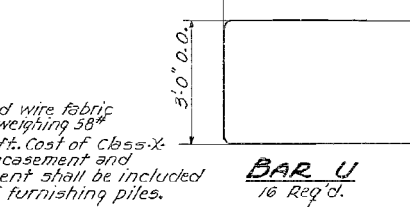
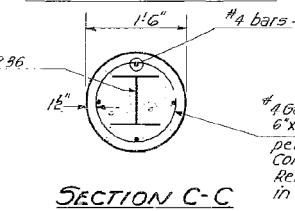
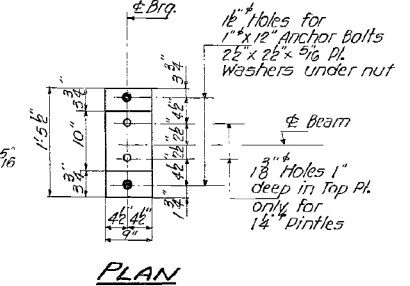
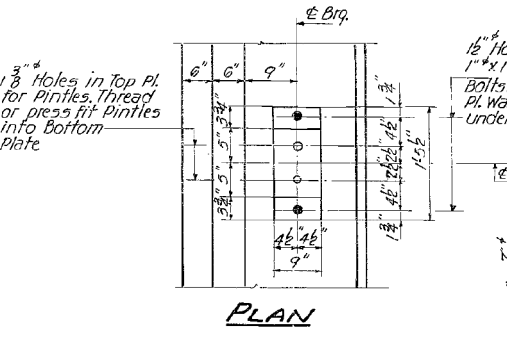
Dist.	At Abut.	At 4 Pt.	At Pier
1	46"	63"	73"
2	6 7/16"	8 7/16"	9 7/16"
3	7 1/4"	9 3/8"	10 3/8"
4	7 1/4"	9 3/8"	10 3/8"
5	6 7/16"	8 7/16"	9 7/16"
6	4 1/16"	7 1/16"	8 1/16"
7	3"	5 3/8"	6 3/8"



DEAD LOAD DEFLECTION DIAGRAM

ELEVATION TOP OF BEAM

Beam	1	2	3	4	5	6	7
At N. Brq.	628.957	629.095	629.179	629.183	629.108	628.972	628.831
At Pier	628.957	629.095	629.179	629.183	629.108	628.972	628.831
At S. Brq.	628.957	629.095	629.179	629.183	629.108	628.972	628.831

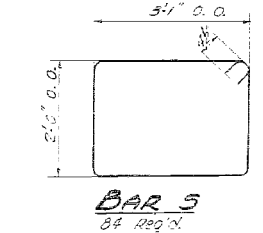


BILL OF MATERIAL

Two Abutments

BAR	NO.	SIZE	LENGTH	SHAPE
h	8	4	23'0"	—
h1	32	4	9'6"	—
h2	16	4	7'6"	—
h3	8	4	8'6"	—
P	24	7	23'0"	—
S	82	4	12'0"	□
U	16	6	11'0"	□
V	160	4	4'3"	—
V1	24	4	4'0"	—
V2	24	4	5'6"	—
V3	20	4	7'0"	—

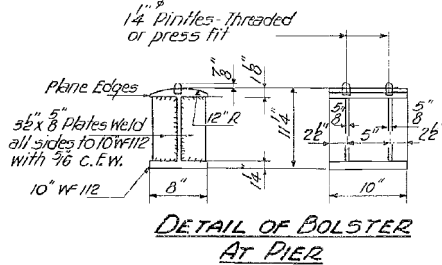
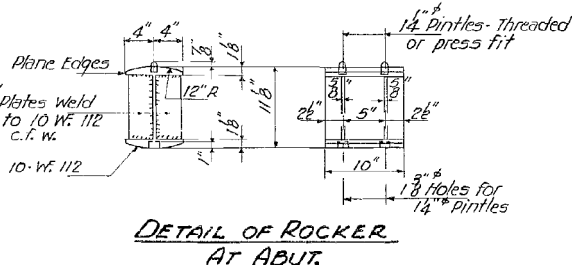
Class-X Concrete Cu. Yds. 49.8
Reinforcement Bars Lbs. 3270
Steel Piles (BAP36) Lin. Ft. 240
Pier Piles Steel (BAP36) Rich 2



DESIGNED Frank Silley
CHECKED C. R. Cook
DRAWN F. L. T. M. Miller
CHECKED E. M. K.

EXAMINED W. F. Baumann
PASSED E. M. K.
APPROVED M. J. Miller

MAR 5 1962



SECTION C-C

DIAPHRAGM D1

DIAPHRAGM D2

BAR U

BAR S

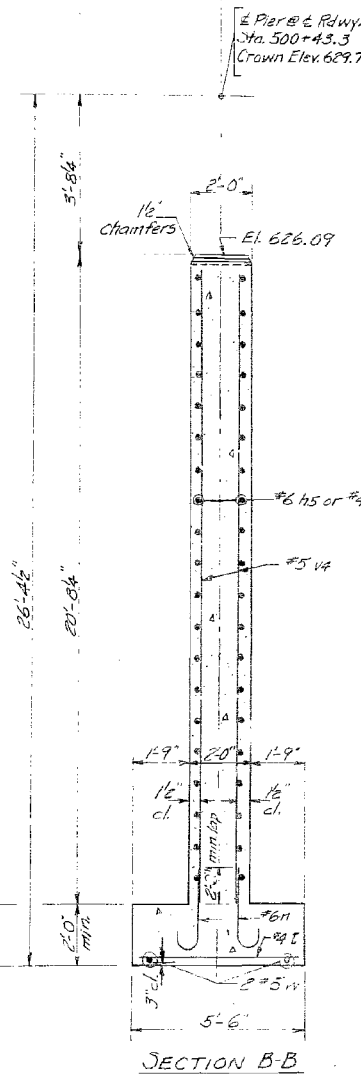
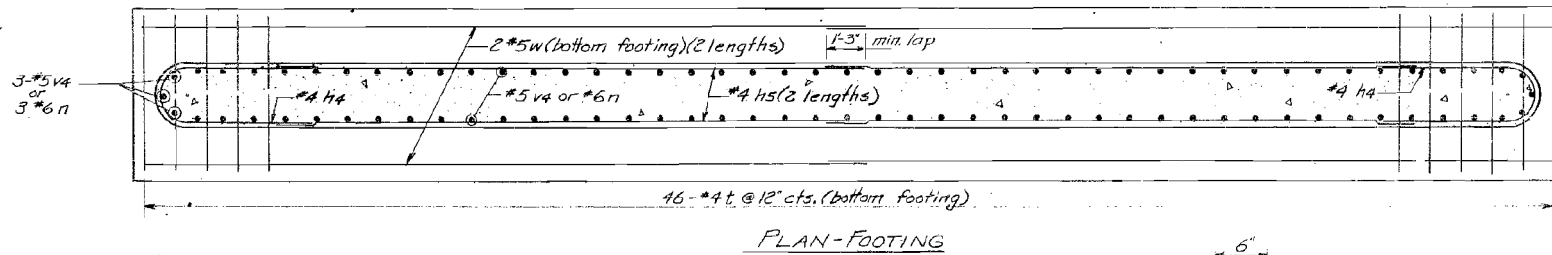
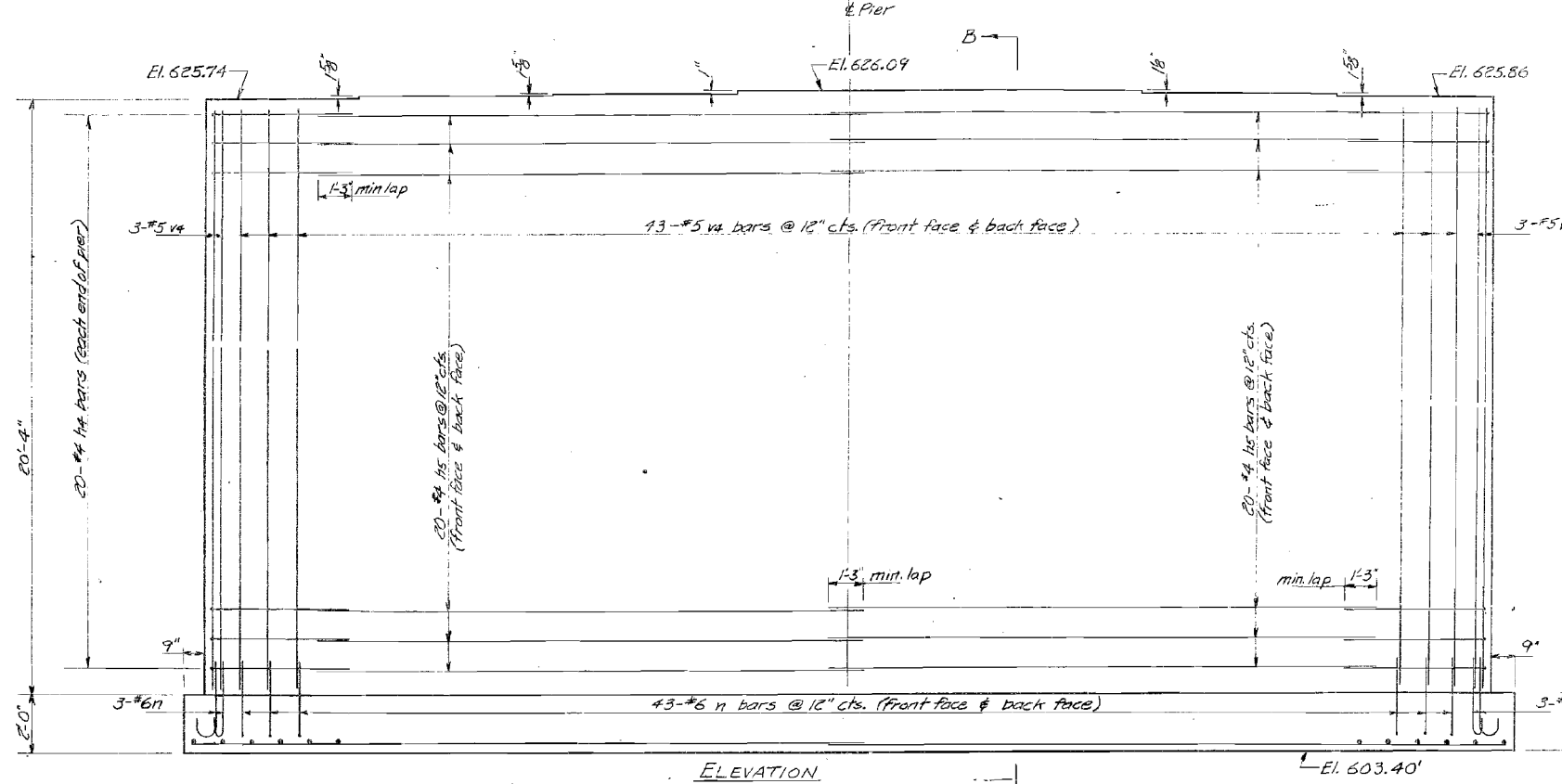
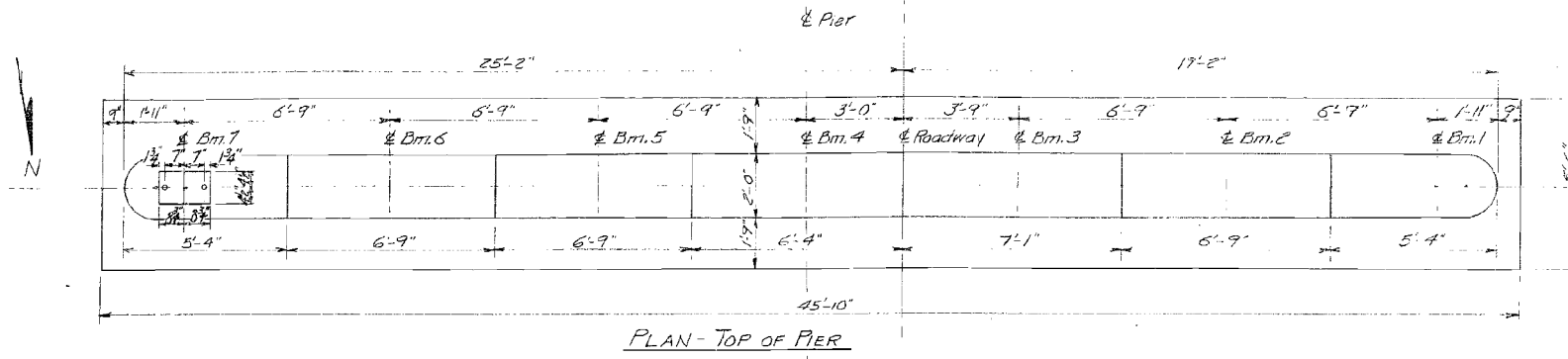
DETAIL OF BOLSTER AT PIER

DETAIL OF ROCKER AT ABUT.

STRUCTURAL STEEL & ABUTMENTS
F.A.I. RT. 57 OVER MINNIE CREEK
KANKAKEE COUNTY
STATION 500+43.3

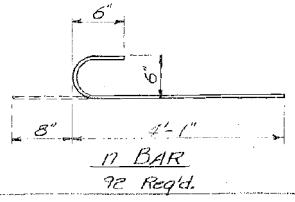
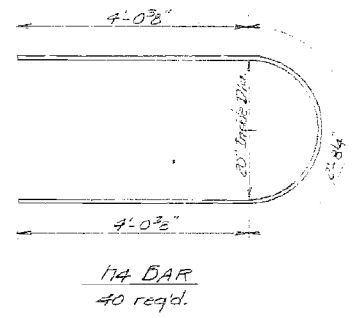
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

NO. 114	114	114	114	114	SHEET NO. 4
114	114	114	114	114	5
114	114	114	114	114	



PIER BILL OF MATERIAL & BAR LIST

Bar	No.	Size	Length	Shape
12	40	#4	10'-9"	U
15	80	#4	19'-9"	—
17	72	#6	4'-3"	U
8	46	#4	5'-0"	—
14	92	#5	20'-0"	—
11	4	#5	23'-6"	—
Class 1 Concrete		Cu. Yds.	85.5	
Reinforcement Bars		Lbs.	4,170	



DESIGNED: Frank Tilley
CHECKED: E.N.R.
DRAWN: FLT
CHECKED: E.N.R.

DATE: MAR 5 1962
DESIGNED BY: H.G. Bismann
CHECKED BY: E.P. Schmitt
APPROVED BY: D.D. Bismann

Rev. 5-6-66 J.M.B. Changed length of n bars, Changed reinforcement bar quantity from 4,100/lbs to 4,170/lbs.

PIER
F.A.I. RT. 57 OVER MINNIE CREEK
F.A.I. RT. 57
SEC. 46-4B
KANKAKEE COUNTY
STA. 500+43.3

MODEL: Default
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USER NAME =	CHAMLIN	DESIGNED -	CHAMLIN	REVISED -	
PLOT SCALE =	NTS	CHECKED -	E.N.R.	REVISED -	
PLOT DATE =	12/4/2020	DRAWN -	FLT	REVISED -	
		CHECKED -	E.N.R.	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46(3,4)RS-4 & I-1	KANKAKEE	278	139
CONTRACT NO. 66F09				
SHEET OF SHEETS		ILLINOIS FED. AID PROJECT		

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

1574648 KANKAKEE 104 39 5

N. Abut.		Surface Water El. 613.61	
Boring No.	Station	Groundwater El. at Completion	After 24 Hours
1	400+05	613.61	613.61
Offset 10' Lt. R.			
Elevation	N	Cu (lb./cu. ft.)	w (%)
Ground Surface	625.30		
Stiff Yellowish Brown and Gray CLAY (Fill)		2.0	22
	622.04		
Stiff Yellowish Brown CLAY LOAM		1.8	15
	619.54		
Stiff Yellowish Brown and Gray CLAY		1.4	28
	617.04		
Hard Gray CLAY		6.0	20
	614.54		
Medium Gray SILTY CLAY (Fragments of Limestone)		1.4	12
	612.04		
Dense Mixture of CLAY and Fragments of LIMESTONE			9
	609.54		
Very Dense Light Gray and Light Brown LIMESTONE, Medium Bedding (Core)			
	604.04		

S. Abut.		Surface Water El. 613.61	
Boring No.	Station	Groundwater El. at Completion	After 24 Hours
2	400+78	613.61	613.61
Offset 10' Lt. R.			
Elevation	N	Cu (lb./cu. ft.)	w (%)
Ground Surface	625.30		
Loose Yellowish Brown and Gray SANDY CLAY			
	622.30		
Medium Yellowish Brown and Gray SANDY CLAY		0.8	16
	619.80		
Stiff Yellowish Brown and Gray CLAY		1.8	25
	617.30		
Very Stiff Yellowish Brown and Gray CLAY (Fragments of Limestone)		3.0	17
	614.80		
Stiff Gray CLAY (Fragments of Limestone)		1.8	11
	612.30		
Hard Gray CLAY (Fragments of Limestone)			8
	609.80		
	607.30		12
	604.80		13

Center Pier		Surface Water El. 613.61	
Boring No.	Station	Groundwater El. at Completion	After 24 Hours
3	400+43	613.61	613.61
Offset 12' Rt. R.			
Elevation	N	Cu (lb./cu. ft.)	w (%)
Ground Surface	616.50		
Loose Yellowish Brown Fine to Coarse SAND			
	613.50		
Dense Lt. Br. LIMESTONE CORE (50% recovery)			
	610.50		
Very Stiff Gray CLAY with Fragments of LIMESTONE		1.7	14
	607.50		
Dense Gray LIMESTONE CORE, Thinly Bedded, Fractures Easily			
	604.50		

Center Pier		Surface Water El. 613.61	
Boring No.	Station	Groundwater El. at Completion	After 24 Hours
4	400+43	613.61	613.61
Offset 12' Rt. R.			
Elevation	N	Cu (lb./cu. ft.)	w (%)
Ground Surface	616.50		
Loose Yellowish Brown Fine to Coarse SAND			
	613.50		
Dense Lt. Br. LIMESTONE CORE (50% recovery)			
	610.50		
Stiff Gray CLAY WITH Fragments of LIMESTONE		1.7	14
	607.50		
Hard Gray CLAY with Fragments of LIMESTONE			12
	604.50		
Dense Gray LIMESTONE, Thinly Bedded, Fractures Easily			13
	601.50		
Dense Gray LIMESTONE Core, Thinly Bedded, Fractures Easily (50% recovery)			
	598.50		

N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30".
Cu - Unconfined Compressive Strength - $\frac{1}{2}$ "
w - Water Content - percentage of oven dry weight-%.
Type failure:
B - Bulge Failure
S - Shear Failure
E - Estimated Value

DESIGNED _____
CHECKED _____
DRAWN *Frank Wiley*
CHECKED *E.N.R.*

EXAMINED *MAR 5 1962*
H.G. Baumann
PASSED _____
APPROVED _____

EXHIBIT
PLAN OF ST. OVER W. & L. RIVER
50' R.T.
SEP 26 - 62
KANKAKEE COUNTY
ENR - 666

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	140
CONTRACT NO. 66F09				

ILLINOIS FED. AID PROJECT

SCHEDULE OF QUANTITIES (F.A.I. ROUTE 57)

Table with columns: ROUTE NO., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values: FAL-57, *, VARIOUS, 8, 3

* DISTRICT 3 - BRIDGE WATERPROOFING MEMBRANE SYSTEM 1976-1

Main project schedule table with columns: BRIDGE NO., BRIDGE INVENTORY NO., SECTION, STATION, LOCATION, DECK WIDTH, DECK LENGTH, ANGLE OF CROSSING, WATERPROOF MEMBRANE SYSTEM-SQ.YD., P.S. 2 1/2, NEQ. EXP. DAM., BIT. CONC. SURFACE, CLASS 1-TONS, DECK, APPR. PAVEMENT SHOULDERS, BIT. MAT'L PRIME COAT GALLONS, DECK SLAB REPAIR SQ.YDS., PRESSURE GROUTING LIN.FT., AGGREGATE SHOULDERS TYPE B. TONS, CONC. PAV'T SCARIF. SQ.YD., EXPANSION JOINT REHABILITATION TYPE 1, TYPE 2, TYPE 3, CONC. TRANS. BLOCKS. TYPE EA.

SEE SCHEDULE OF QUANTITIES FOR CASE IX SHEET 7

** FOR SCHEDULE OF QUANTITIES & DETAIL SEE SHEET B

Added quantity for Part-Non-Part. Cl. I 2-10-77 Jsw1



Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE. Values: CHAMLIN, -, NTS, 12/4/2020

Table with 4 columns: REVISED, CHECKED, PLOT DATE. Values: -, -, 12/4/2020

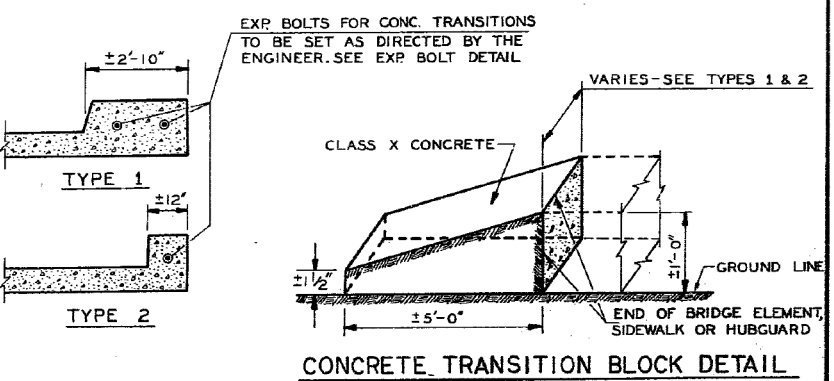
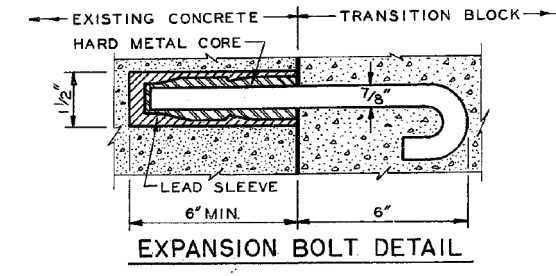
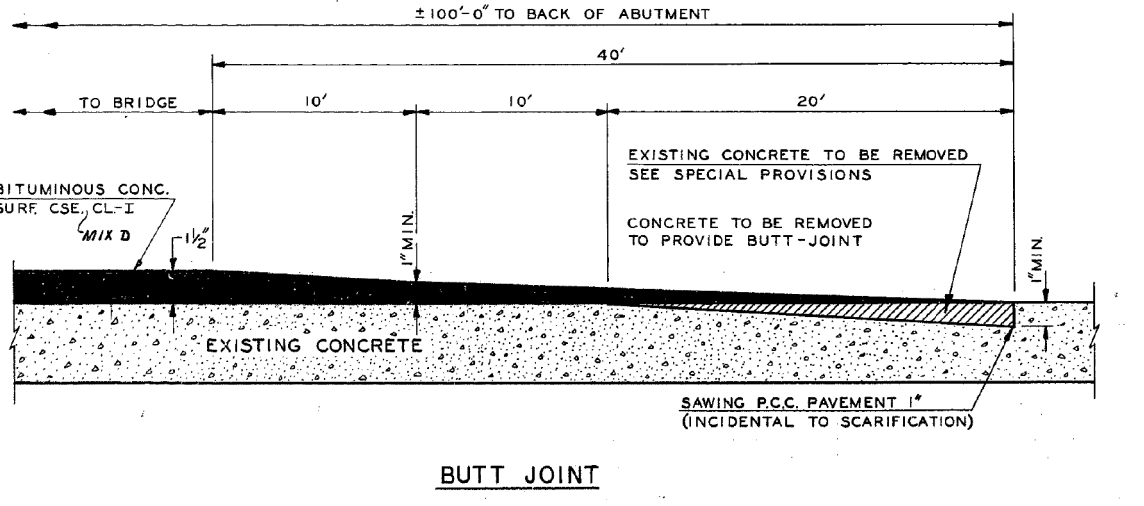
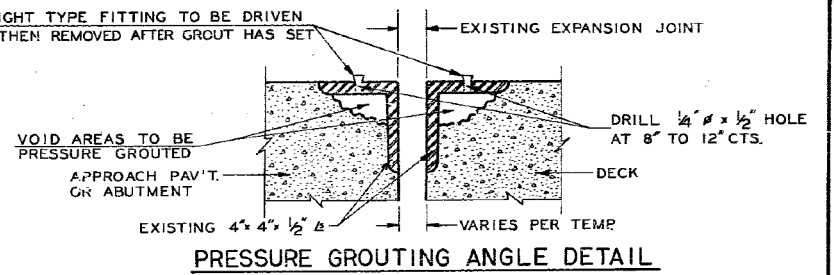
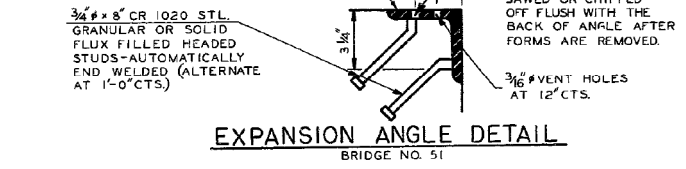
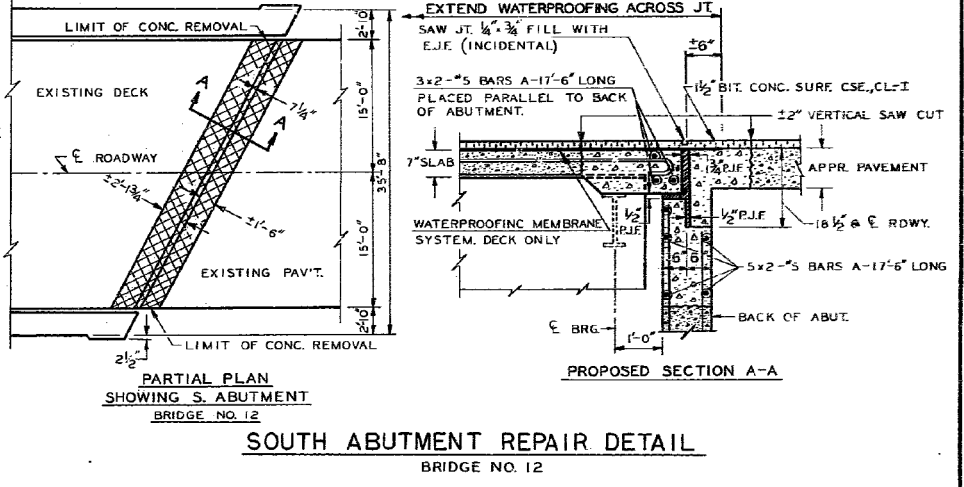
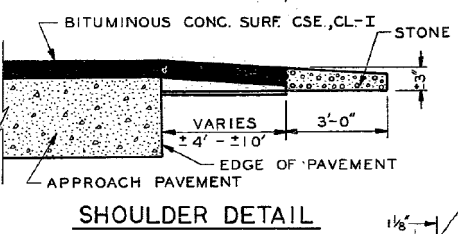
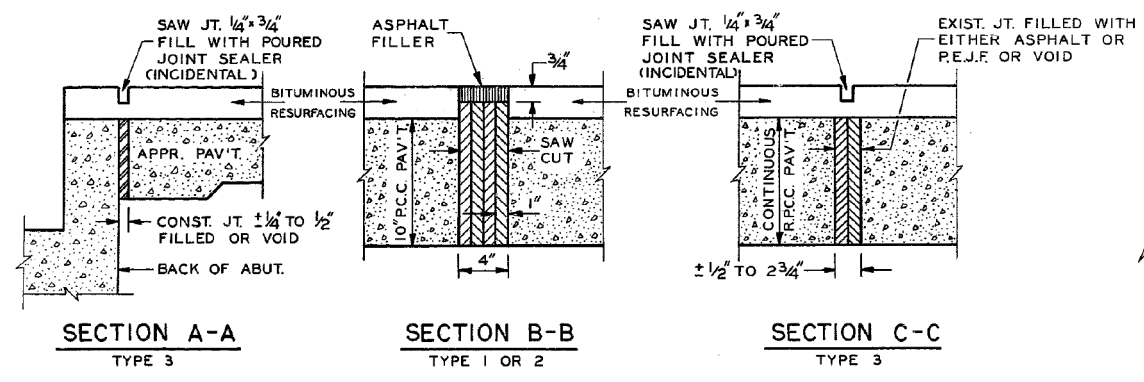
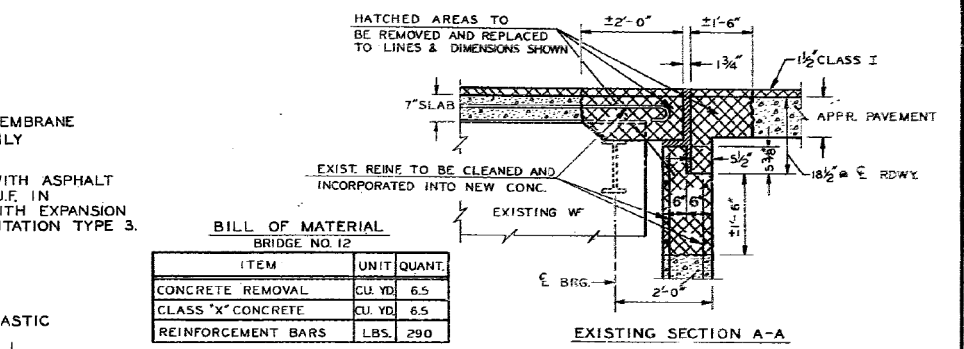
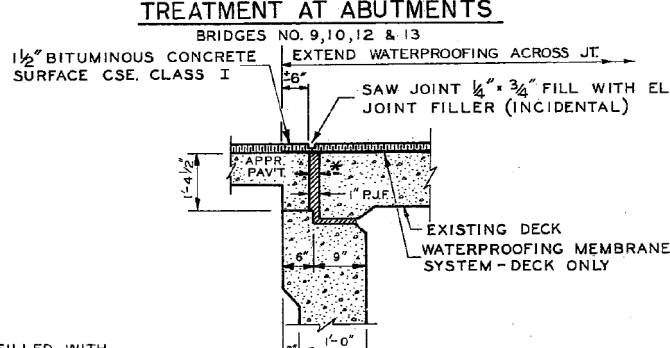
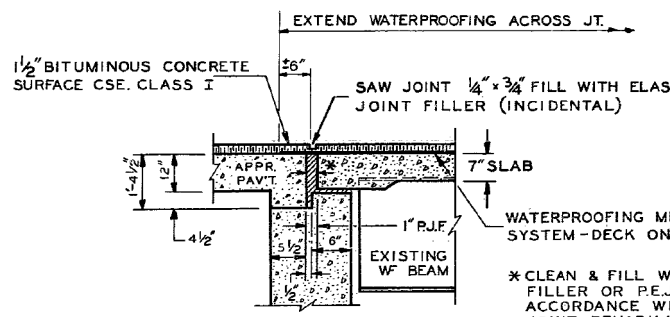
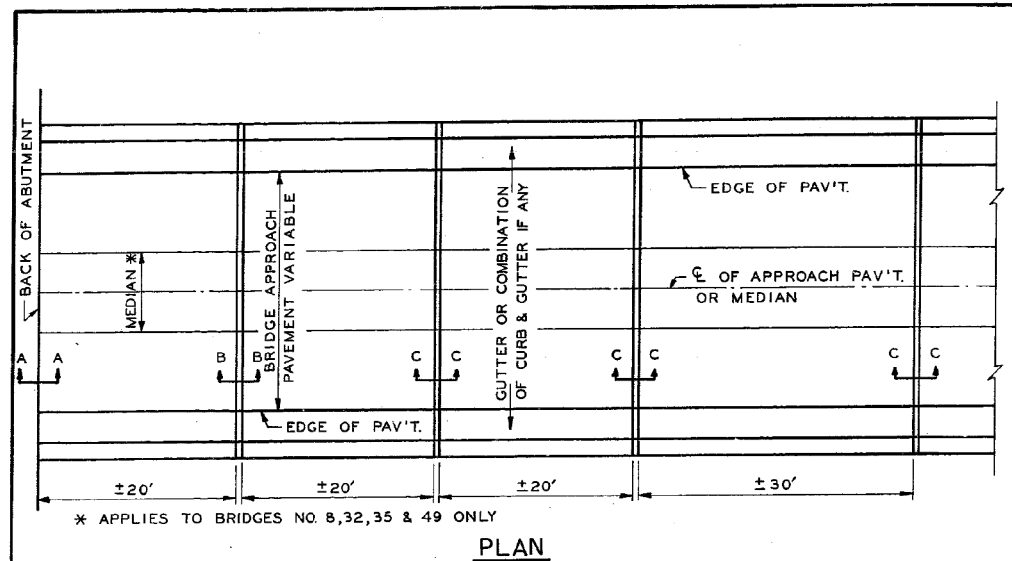
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001 FOR INFORMATION ONLY

SHEET OF SHEETS

Table with 6 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. Values: 57, 46-(3,4)RS-4 & I-1, KANKAKEE, 278, 141, 66F09

57	*	VARIOUS	8	4
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CHECKED -		CHECKED -		REVISIONS
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PLOT DATE =	12/4/2020	CHECKED -		REVISIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

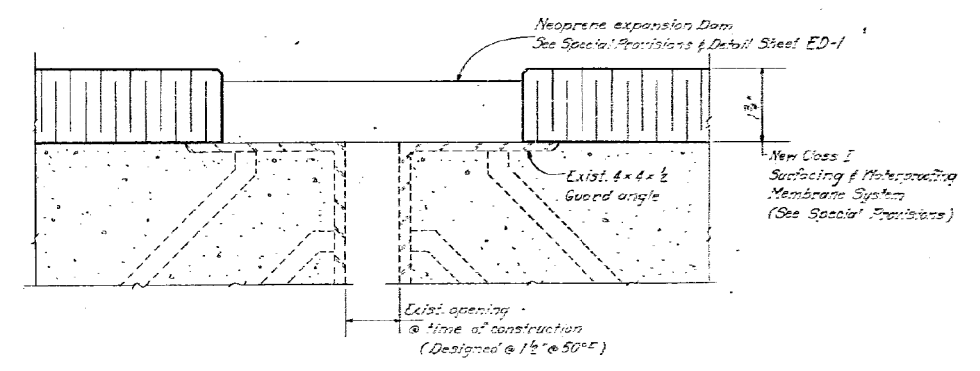
EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	142
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 57	*	VARIOUS	8	5
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

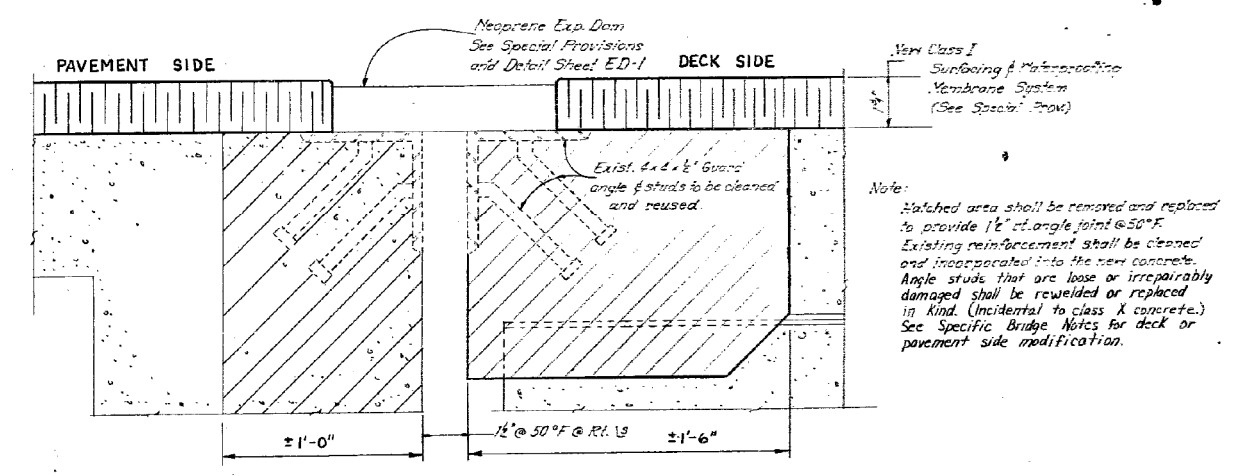
* DISTRICT 3-BRIDGE WATERPROOFING MEMBRANE SYSTEM 1976-I



SECTION

JOINT MODIFICATIONS FOR DECK WATERPROOFING
 Existing open joint with adequate capacity for required expansion
 Max. Exp. length 200 Ft.

CASE V



SECTION

JOINT MODIFICATIONS FOR DECK WATERPROOFING
 Existing open joint is less than 1/2\"/>

CASE VII



USER NAME =	CHAMLIN	DESIGNED -	CHAMLIN	REVISED -	
CHECKED -		REVISED -			
PLOT SCALE =	NTS	DRAWN -		REVISED -	
PLOT DATE =	12/4/2020	CHECKED -		REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001
 FOR INFORMATION ONLY

SHEET OF SHEETS

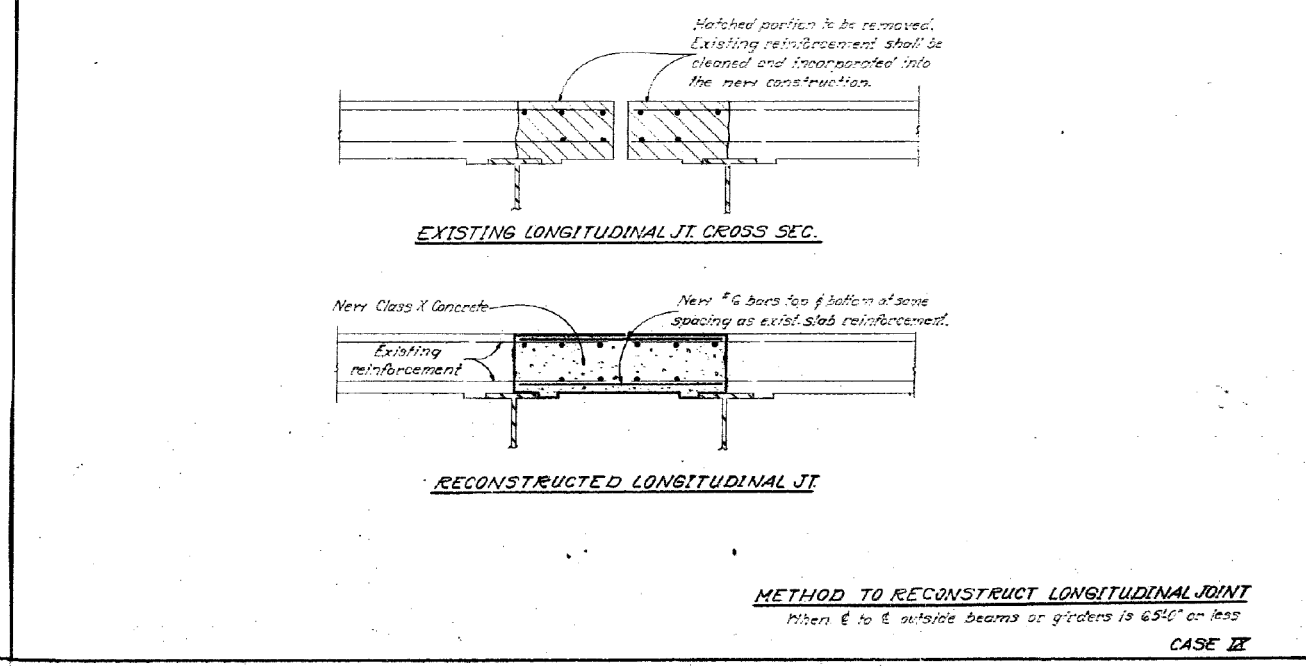
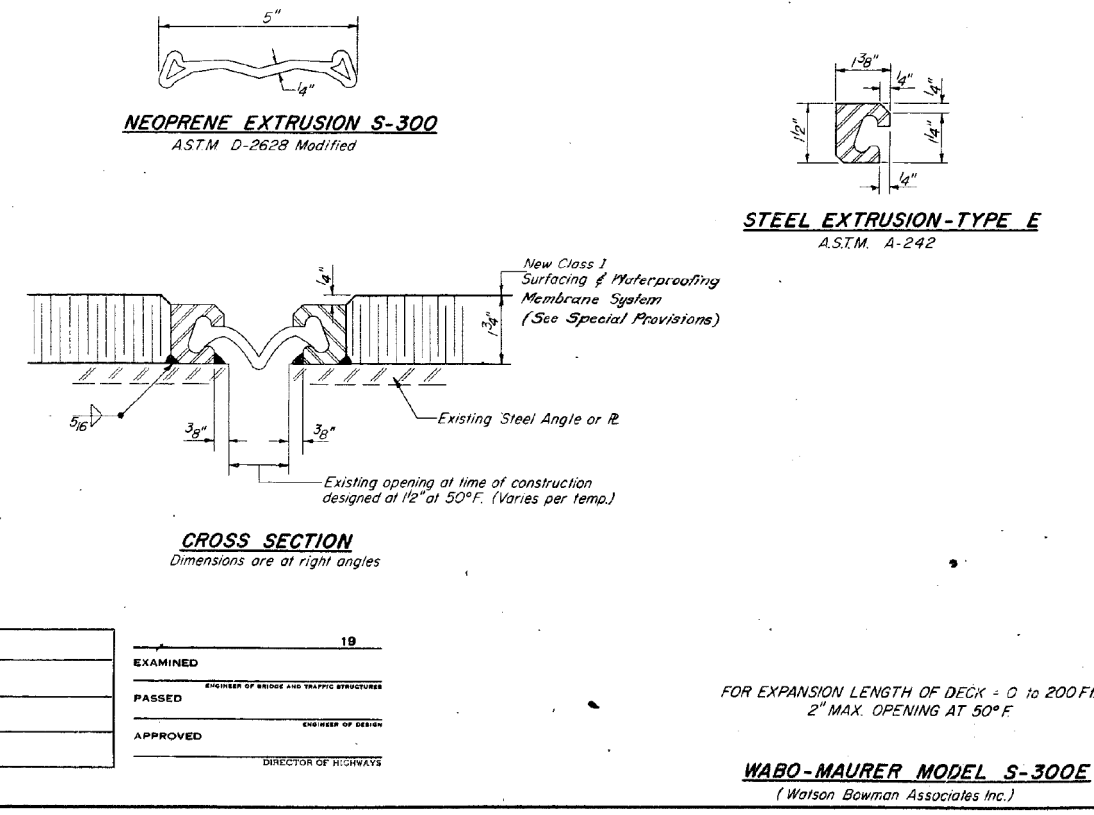
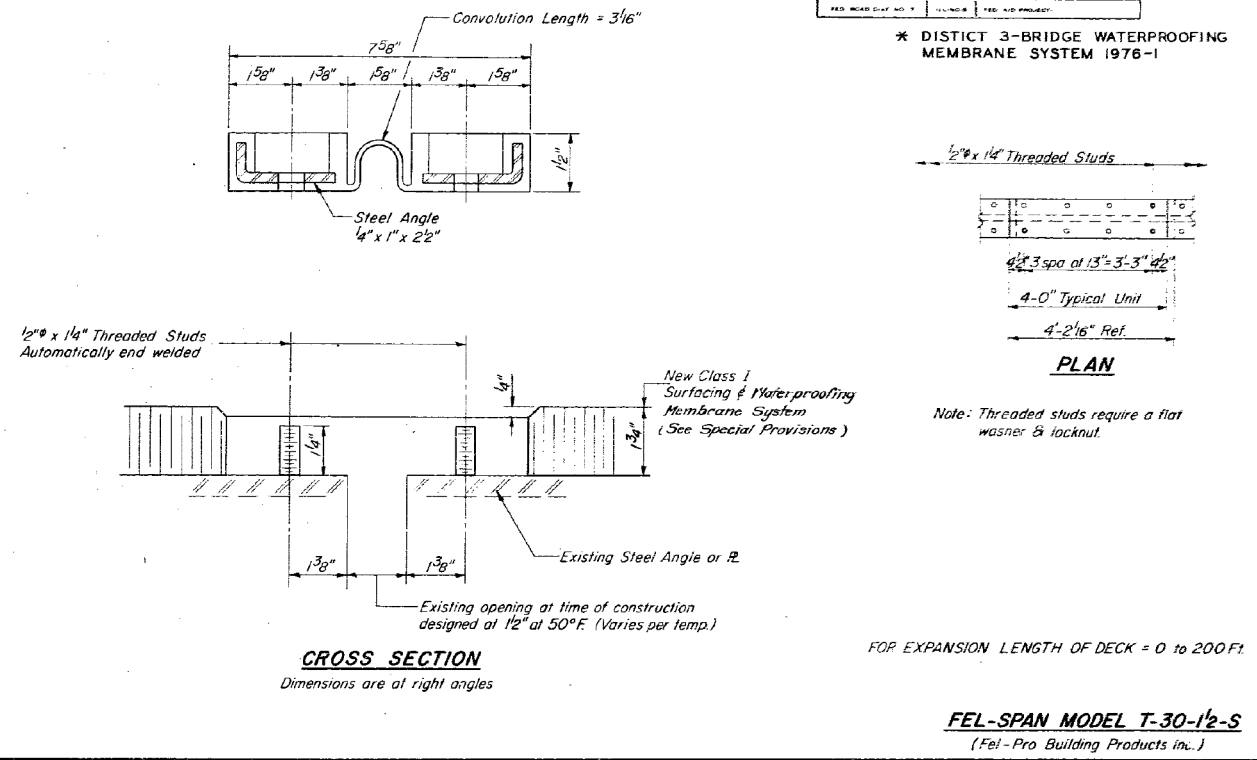
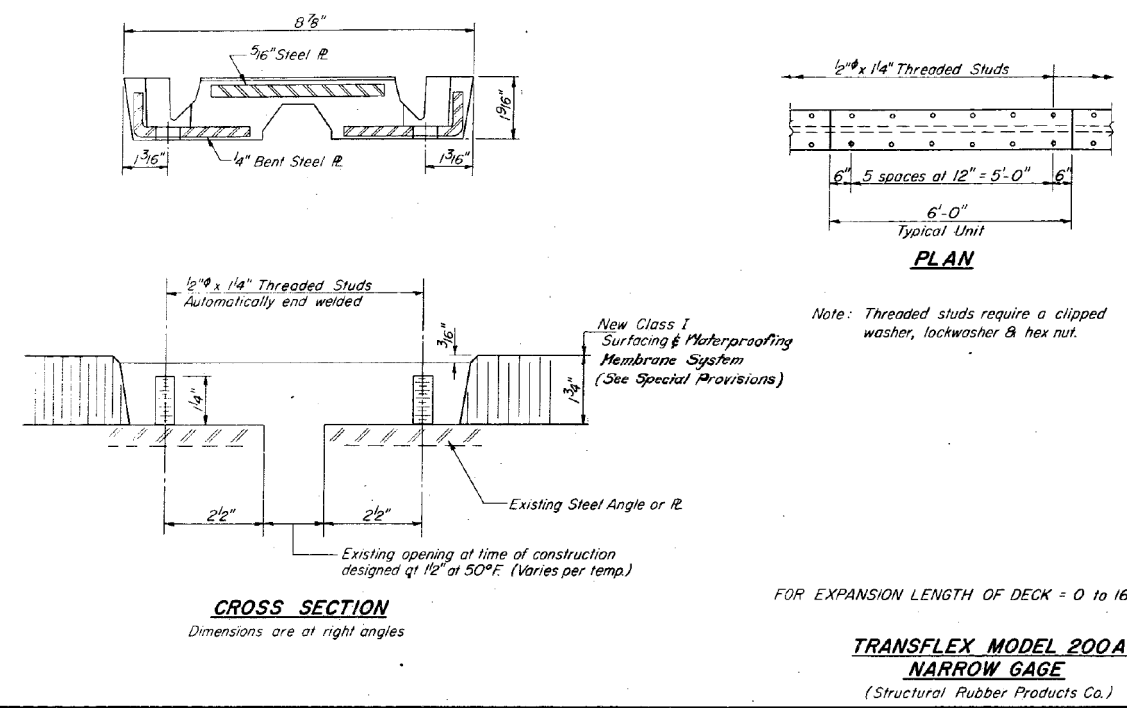
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	143
			CONTRACT NO. 66F09	
		ILLINOIS	FED. AID PROJECT	

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	VARIOUS	8	6

* DISTRICT 3-BRIDGE WATERPROOFING MEMBRANE SYSTEM 1976-1



DESIGNED	19
CHECKED	
DRAWN	
CHECKED	

ED-1 6-13-75



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001
 FOR INFORMATION ONLY

SHEET OF SHEETS

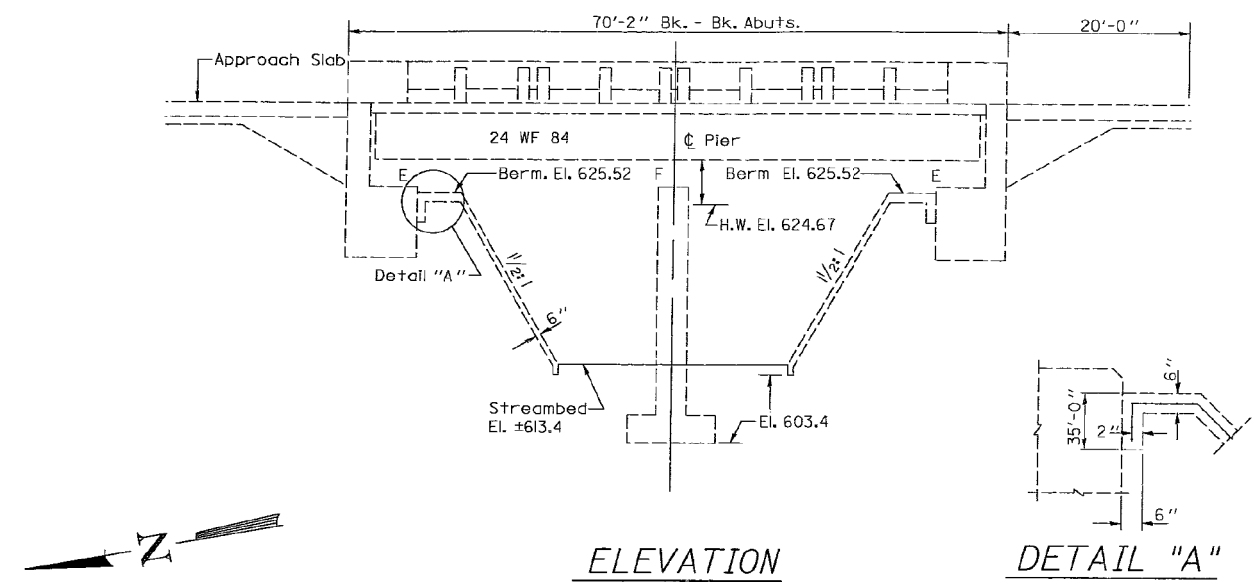
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CONTRACT NO. 66F09

ILLINOIS FED. AID PROJECT

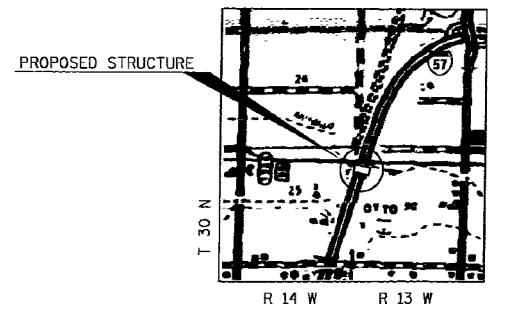
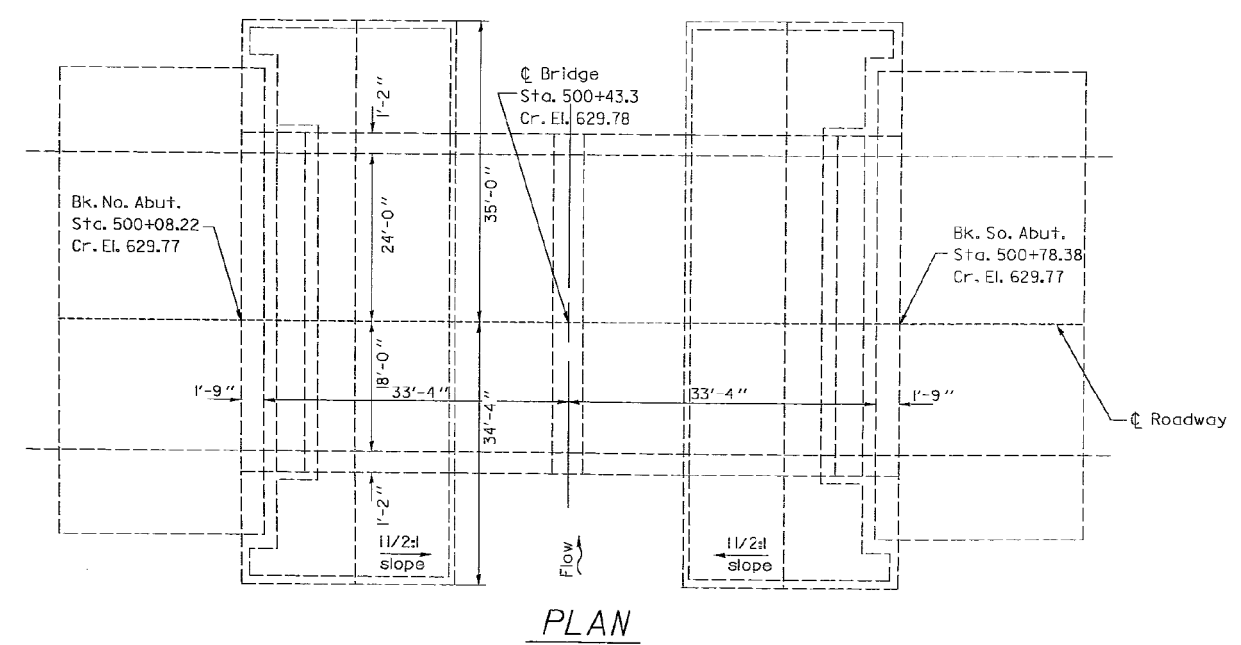
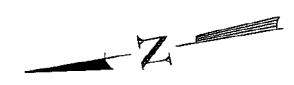
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57	46-HVB	KANKAKEE	76	35
STA.		TO STA.		
FED. ROAD DIST. NO. - ILLINOIS		FED. AID PROJECT		

Sheet 1 of 11.

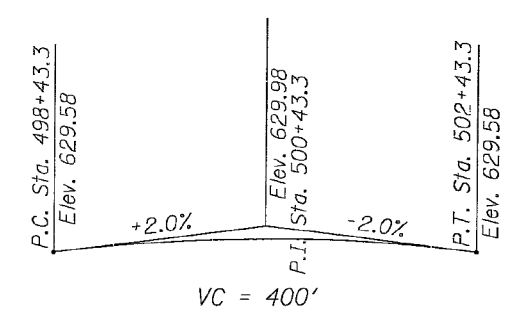


PROPOSED WORK

- Deck repair.
- Overlay deck with microsilica concrete.
- Repair water tables and curb spalling.
- Replace expansion joints.
- Replace the abutment bearings with elastomeric bearings.
- Plug deck drains located within 10 feet of the piers and abutments.
- Extend remaining deck drains.
- Place rip rap around the pier.
- Repair the undermining at the south slope wall using Controlled Low-Strength Material (CLSM).
- Clean & Restore the channel to original condition.



LOCATION SKETCH



VERTICAL CURVE DATA

Note: The existing elevation shown does not reflect the 3" bituminous overlay & waterproofing system.

HIGHWAY CLASSIFICATION

F.A.I. - 57
 Functional Class: Interstate
 ADT: 10450 (1999); 21050 (2002)
 Design Speed: 70 m.p.h.
 Posted Speed: 65 m.p.h.

LOADING HS20-44 & ALT.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	General Plan	
		Northbound I-57 over Minnie Creek	
		F.A.I. Rt. 57	
		Kankakee County	
		S.N. 046-0001	
SCALE:	VERT. HORIZ.	DRAWN BY JLK	
DATE		CHECKED BY JHL	

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 February 28, 2001



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PLOT DATE = 12/4/2020	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	145
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-HVB	KANKAKEE	76	36
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

Sheet 2 of 11.

GENERAL NOTES

1. All structural steel shall conform to AASHTO Classification M-270 Gr. 36 unless otherwise noted.
2. All Structural steel shall be shop painted with Inorganic zinc rich primer per AASHTO M300, Type 1. The cost shall be included in the cost of "Furnishing and Erecting Structural Steel."
3. The existing structural steel contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.
4. Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included in the cost of "Concrete Removal".
7. Existing longitudinal reinforcement extending into the removed area shall be cleaned, straightened and incorporated into the new construction. Existing transverse reinforcement may be cut as shown and removed.
8. Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04 of the Standard Specifications.
9. Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 degrees Fahrenheit.
10. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
11. Fasteners shall be high strength bolts. Bolts $\frac{3}{4}$ " ϕ open holes $\frac{13}{16}$ " ϕ , unless otherwise noted.
12. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the top bearing plate, shall be provided for each bearing in addition to all other plates or shims. For type I elastomeric bearings, two $\frac{1}{8}$ " adjusting shims shall be provided for each bearing and placed as detailed.
13. The channel shall be restored to its original condition. The cost for reshaping shall be included with "Channel Excavation" for the area beneath the existing structure to 30 ft. on either side.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yds.		14.8	14.8
Stone Riprap, Class A4	Sq. Yds.		50	50
Filter Fabric for use with Riprap	Sq. Yds.		50	50
Bituminous Concrete Removal (Deck)	Sq. Yds.	490		490
Concrete Removal	Cu. Yds.	9.7		9.7
Concrete Superstructure	Cu. Yds.	9.7		9.7
Elastomeric Bearing Assembly, Type I	Each	14		14
Floor Drain Extension	Each	8		8
Jack & Remove Existing Bearings	Each	14		14
Formed Concrete Repair ($\leq 5"$)	Sq. Ft.	36		36
Furnishing and Erecting Structural Steel	Lbs.	6100		6100
Reinforcement Bars, Epoxy Coated	Lbs.	1280		1280
Plug Existing Deck Drains	Each	12		12
Silicone Joint Sealer (2")	Foot	89		89
Bar Splicers	Each	20		20
Bridge Deck Microsilica Concrete Overlay	Sq. Yds.	490		490
Concrete Bridge Deck Scarification (1/4")	Sq. Yds.	490		490
Controlled Low-Strength Material (CLSM)	Cu. Yds.		53	53
Sloped Wall Repair	Sq. Yds.		27	27
Bridge Deck Grooving	Sq. Yds.	327		327

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION General Notes & Total Bill of Materials S.N. 046-0001 SCALE: VERT. HORIZ. DATE DATE DRAWN BY JJK CHECKED BY JJK
NAME	DATE	

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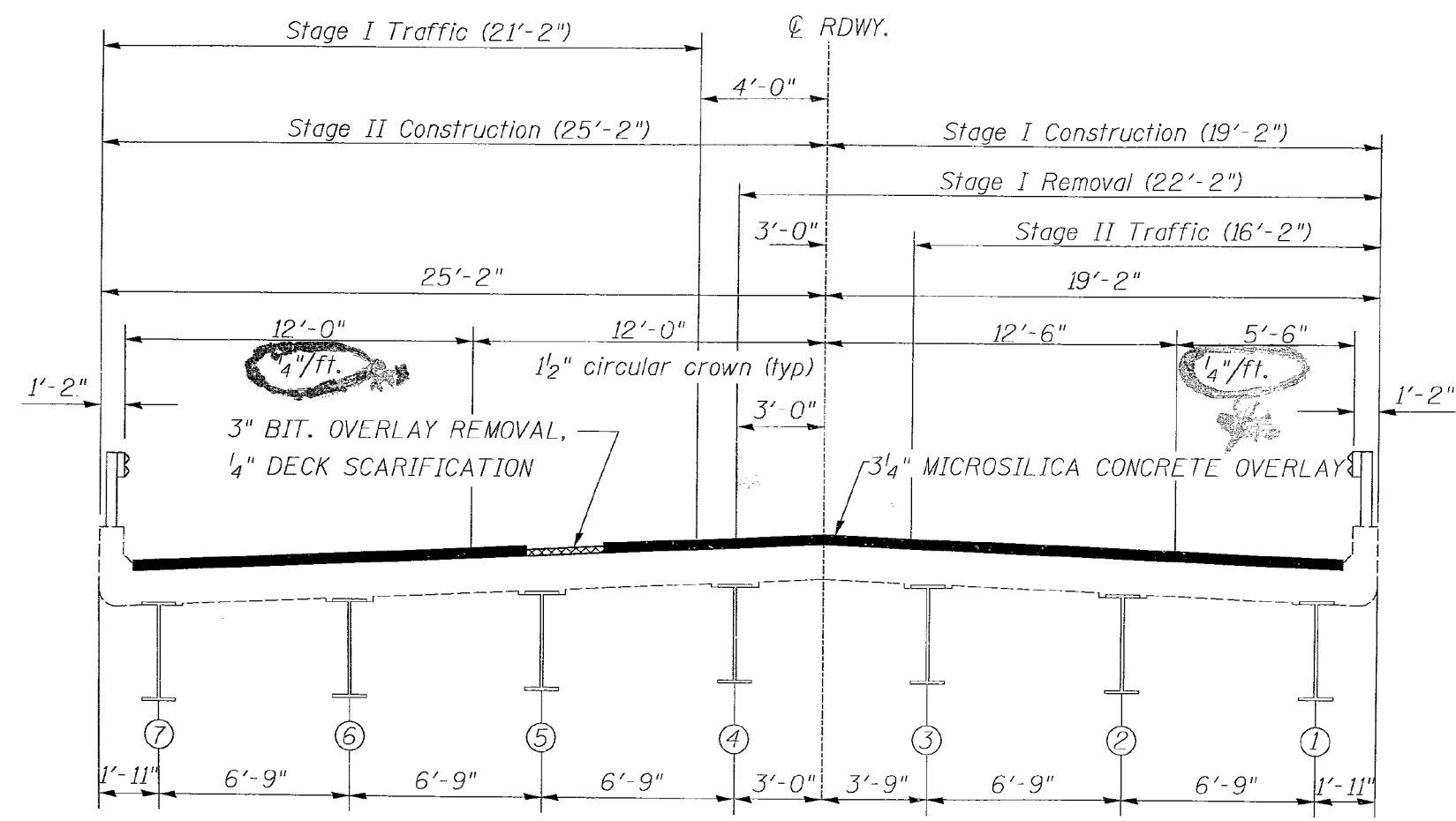
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	146
CONTRACT NO. 66F09				
		ILLINOIS	FED. AID PROJECT	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-HVB	KANKAKEE	76	37
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

Sheet 3 of 11.



PROPOSED TYPICAL SECTION

Looking South

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bituminous Concrete Removal (Deck)	Sq. Yds.	490
Concrete Bridge Deck Scarification (1/4")	Sq. Yds.	490
Bridge Deck Microsilica Concrete Overlay	Sq. Yds.	490
Bridge Deck Grooving	Sq. Yds.	327

Note: Limits of the Bituminous Removal, Scarification & Microsilica Concrete Overlay shall be from end of bridge approach pavement to end of bridge approach pavement, gapping the areas at the Expansion Joint Replacements. See "Proposed Expansion Joints @ Abutments" Detail on Sheet 6 of 11 for clarification.

Limits of the Bridge Deck Grooving shall be from end of bridge deck to end of bridge deck.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		Cross-section S.N. 046-0001

SCALE: VERT. _____
HORIZ. _____
DATE: _____ DRAWN BY: JLK
CHECKED BY: HJL

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ep03900/046-0001.dgn
April 3, 2001



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PLOT DATE = 12/4/2020	DRAWN -	REVISED -
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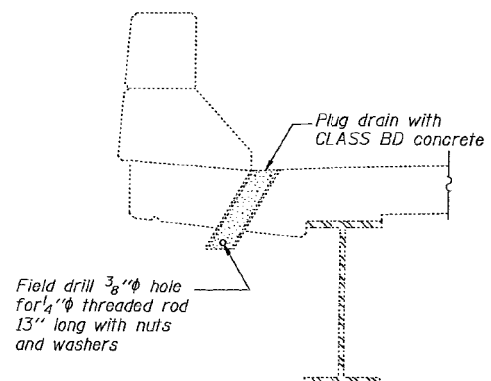
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	147
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

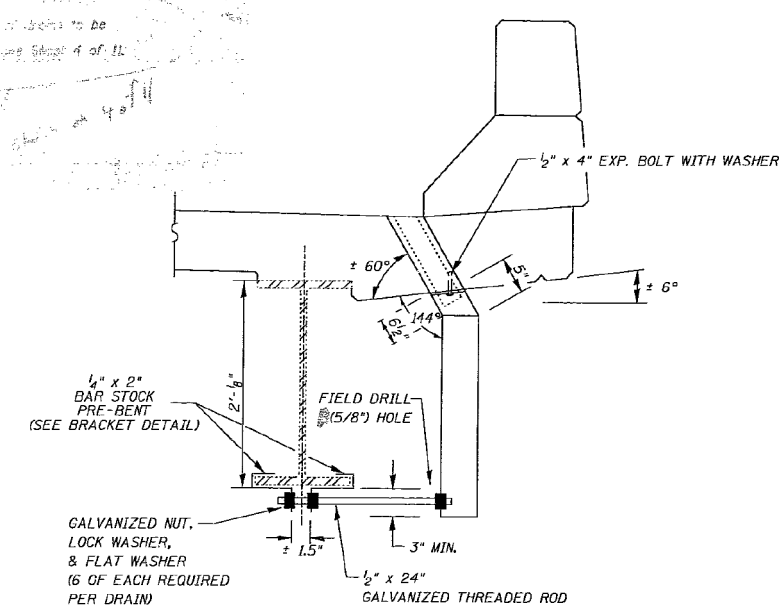
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-HVB	KANKAKEE	76	39
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

Sheet 5 of 11



Field drill $\frac{3}{8}$ " hole for $\frac{1}{4}$ " threaded rod 13" long with nuts and washers

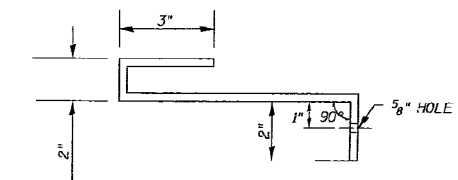
DRAIN ELIMINATION DETAIL



$\frac{1}{4}$ " x 2" BAR STOCK PRE-BENT (SEE BRACKET DETAIL)

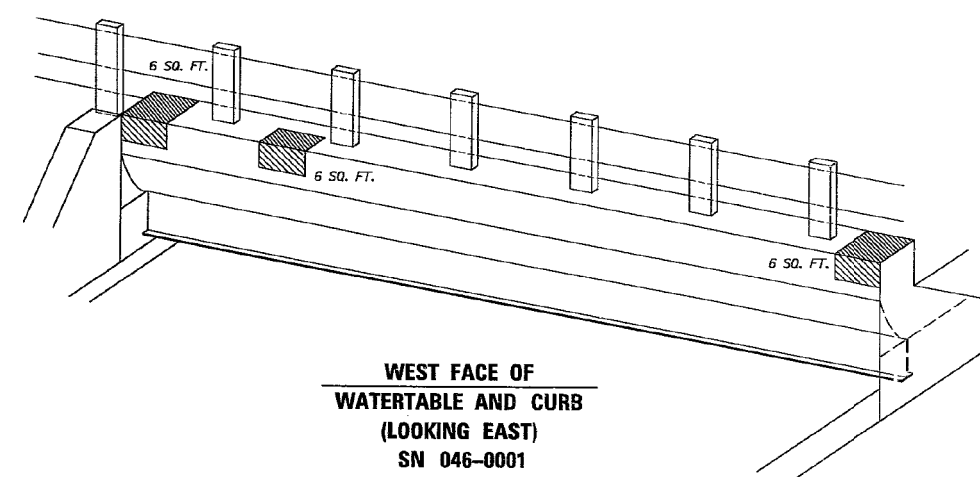
GALVANIZED NUT, LOCK WASHER, & FLAT WASHER (6 OF EACH REQUIRED PER DRAIN)

$\frac{1}{2}$ " x 24" GALVANIZED THREADED ROD



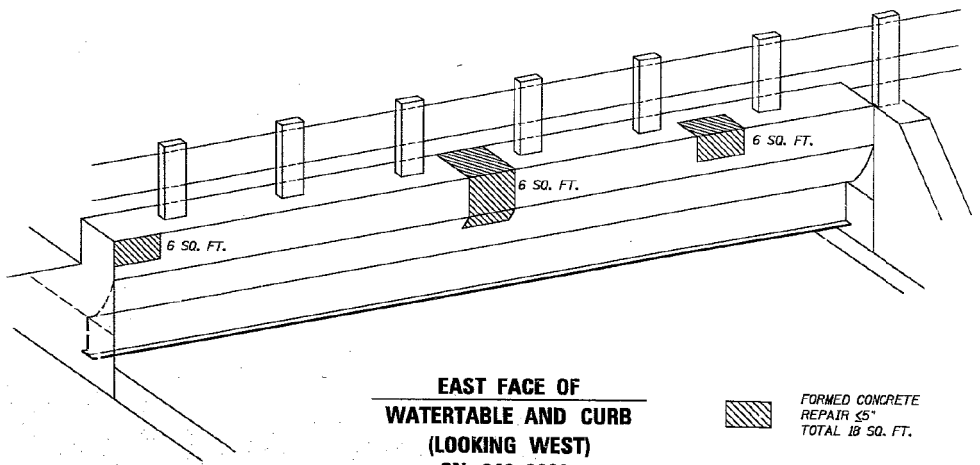
GALVANIZED BRACKET $\frac{1}{4}$ " x 2" x 11" (2 REQUIRED PER DRAIN)

BRACKET DETAIL



WEST FACE OF WATERTABLE AND CURB (LOOKING EAST) SN 046-0001

FORMED CONCRETE REPAIR 5" TOTAL 18 SQ. FT.

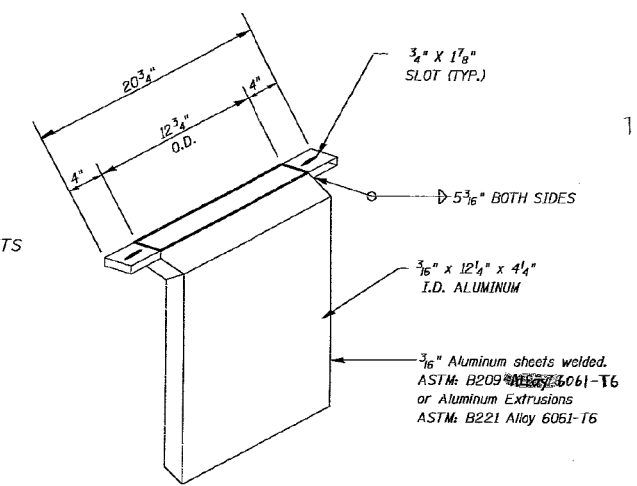


EAST FACE OF WATERTABLE AND CURB (LOOKING WEST) SN 046-0001

FORMED CONCRETE REPAIR 5" TOTAL 18 SQ. FT.

SECTION AT DRAIN

NOTE: EXPANSION BOLTS, WASHERS, NUTS, THREADED RODS, AND BRACKETS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR "FLOOR DRAIN EXTENSION".



DRAIN EXTENTION

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Formed Concrete Repair (<5")	Sq. Ft.	36
Plug Existing Deck Drains	Each	12
Floor Drain Extensions	Each	8

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 Watertable and Curb Repair & Drain Extension & Elimination Details
 S.N. 046-0001
 DRAWN BY J.L.K.
 CHECKED BY J.H.

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

MODEL: Default
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 February 28, 2001



USER NAME =	CHAMLIN	DESIGNED -	CHAMLIN	REVISED -	
CHECKED -					
PLOT SCALE =	NTS	DRAWN -			
PLOT DATE =	12/4/2020	CHECKED -			

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001
 FOR INFORMATION ONLY

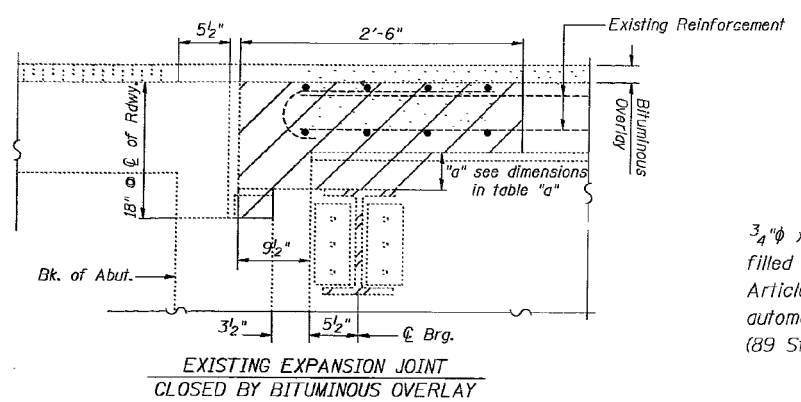
SHEET OF SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	149
CONTRACT NO. 66F09			ILLINOIS FED. AID PROJECT	

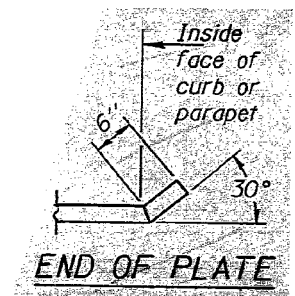
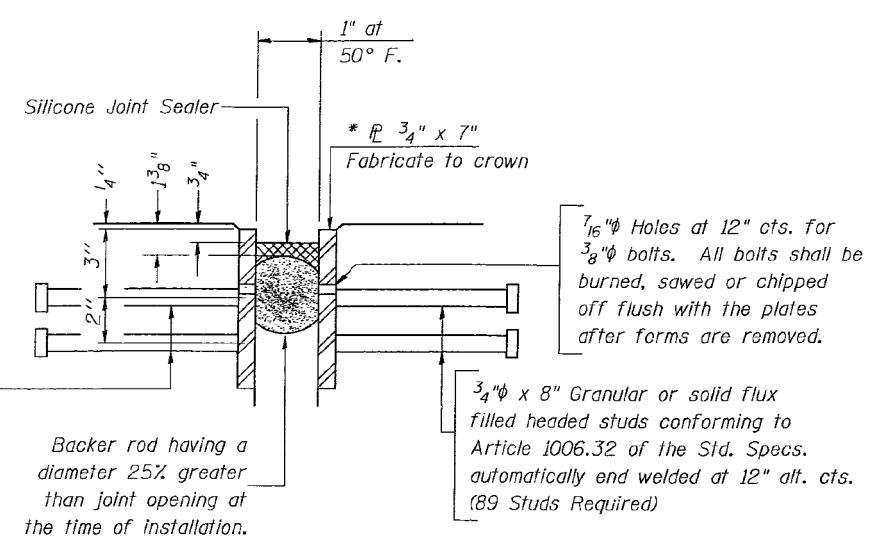
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-HVB	KANKAKEE	76	40
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

Sheet 5 of 11.

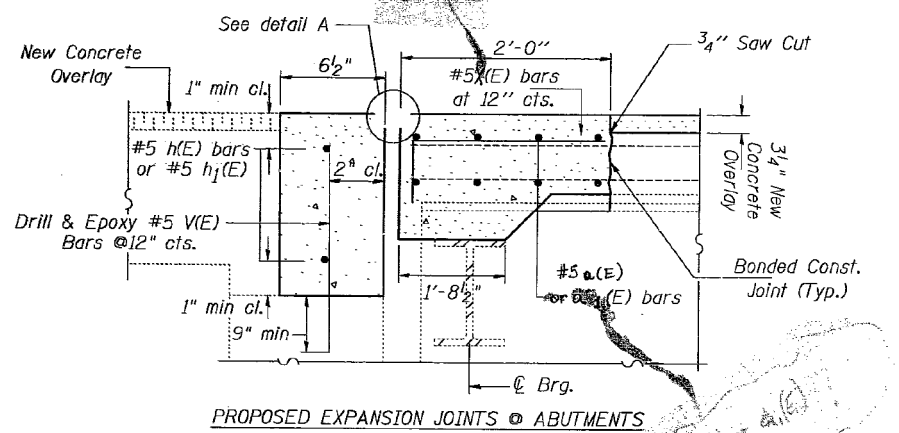
Note: Cost of removal for existing joint materials shall be included with cost of "Concrete Removal"



3/4" x 5" Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs. automatically end welded at 12" alt. cts. (89 Studs Required)



Note: For quantity of "Concrete Removal" and "Concrete Superstructures" see Sheet 7 of 11



Note: Existing Reinforcement Bars shown are to be cleaned and incorporated into new construction.

* Furnish in segments of 20 ft. maximum length. Maximum space between installed segments shall be 3/16". Seal space with Silicone Sealant suitable for Structural Steel.

Note: All structural steel shall be shop painted with inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with furnishing & erecting structural steel.

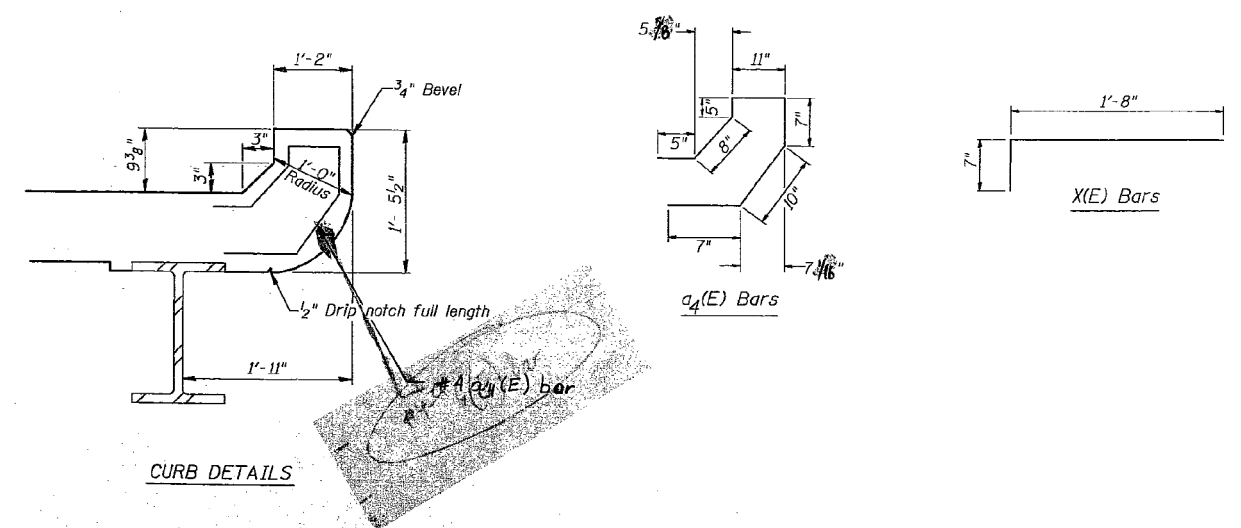
DETAIL A

NOTES:

- The limits of all concrete removal shall be saw cut 3/4" into concrete.
- Existing longitudinal bars in deck and vertical bars in abutment backwall extending into the removal area shall be cleaned, straightened, and incorporated into the new work.
- The removal and replacement of concrete at the abutment stem, parapet and deck will be paid for as "Concrete Removal" and "Concrete Superstructures".
- Existing parapet reinforcement extending into the removed area shall be cleaned, straightened, and incorporated into the new construction.
- The aluminum railing shall be temporarily removed and re-erected in the areas of parapet removal. Any portion of railing that is damaged during construction shall be replaced at the Contractor's expense.
- Epoxy grouting shall be done in accordance with Section 584 of the Standard Specifications.

Table "a" Dimensions

Beam	"a"
1	4 1/2"
2	6 3/16"
3	7 1/4"
4	7 1/4"
5	6 5/16"
6	4 11/16"
7	3"



NOTE: USE THIS SHEET WITH SHEET 7 OF 11

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		Expansion Joint Replacement @ Abutments S.N. 046-0001 SCALE: VERT. _____ HORIZ. _____ DATE _____ DRAWN BY JLK CHECKED BY HJL

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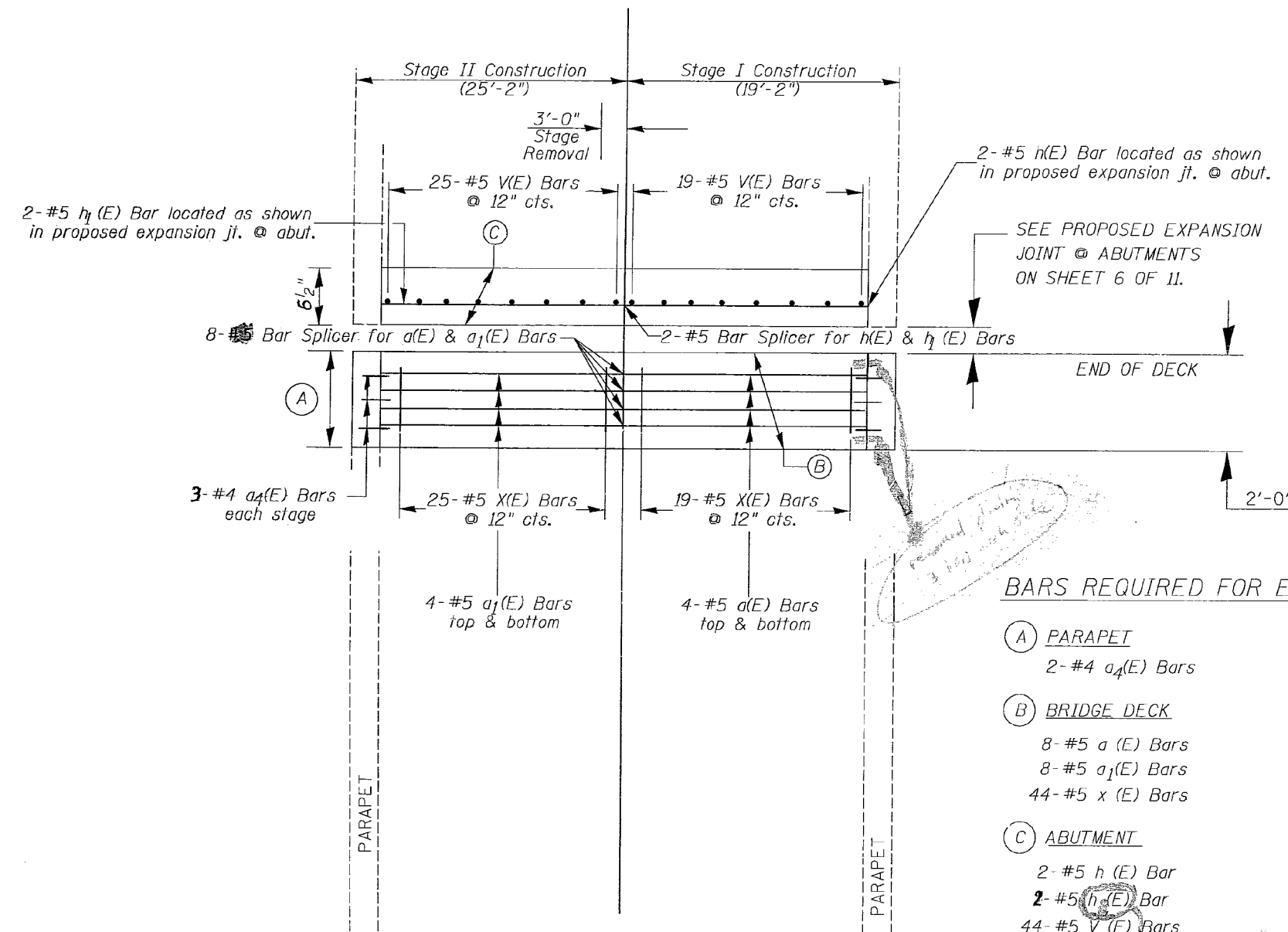
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	150
CONTRACT NO. 66F09			ILLINOIS FED. AID PROJECT	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-HVB	KANKAKEE	76	41
STA.		TO STA.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

Sheet 7 of 11



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	16	#5	18'-9"	
a1(E)	16	#5	24'-9"	
a4(E)	12	#4	4'-0"	
h(E)	2	#5	17'-9"	
h1(E)	2	#5	23'-9"	
v(E)	88	#5	1'-9"	
x(E)	88	#5	2'-3"	
Reinforcement Bars (Epoxy Coated)			Lbs.	1280
Concrete Superstructure			Cu. Yds.	9.7
Silicone Joint Sealer (2")			Foot	89
Concrete Removal			Cu. Yds.	9.7
Furnishing & Erecting Structural Steel			Lbs.	3900

BARS REQUIRED FOR EACH ABUTMENT

- (A) **PARAPET**
2- #4 a4(E) Bars
- (B) **BRIDGE DECK**
8- #5 a (E) Bars
8- #5 a1(E) Bars
44- #5 x (E) Bars
- (C) **ABUTMENT**
2- #5 h (E) Bar
2- #5 h1(E) Bar
44- #5 V (E) Bars

**PLAN AT EAST ABUTMENT
(WEST ABUTMENT MIRROR IMAGE)**

NOTE: USE THIS SHEET WITH SHEET 6 OF 11

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	EXPANSION JOINT REPLACEMENT @ ABUTMENTS S.N. 045-0001	
		SCALE: VERT. HORIZ.	DRAWN BY: J.L.K. CHECKED BY: H.J.I.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

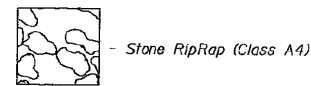
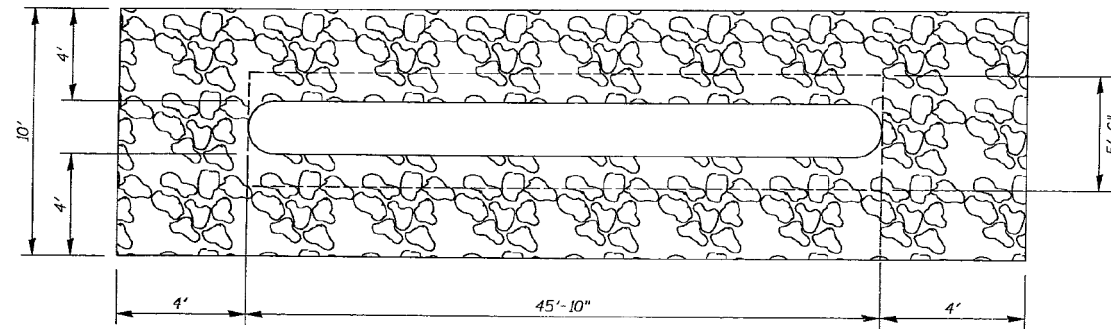
EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	151
CONTRACT NO. 66F09				

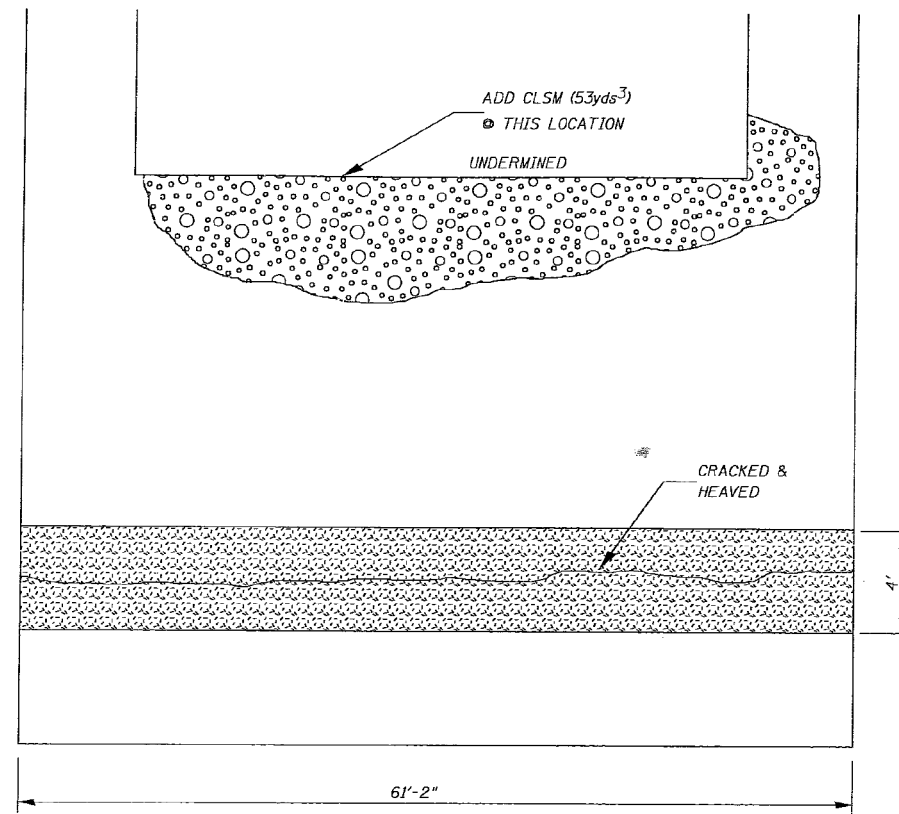
ILLINOIS FED. AID PROJECT

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FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

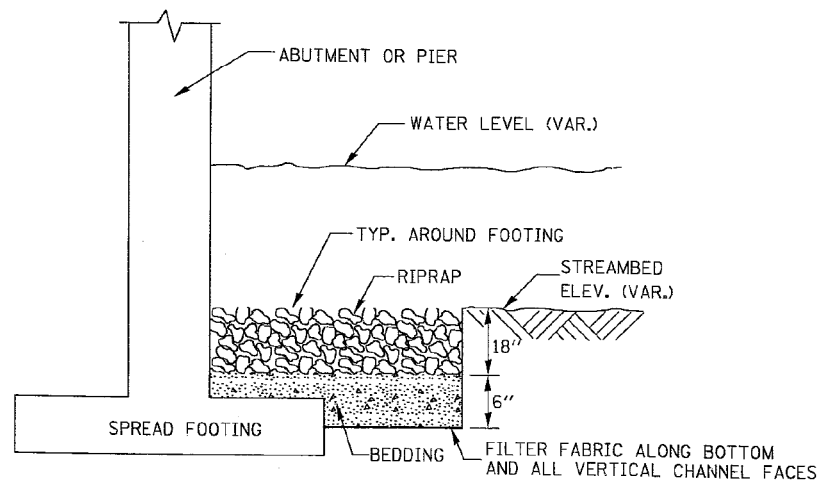
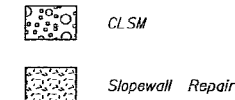
Sheet 8 of 11



RIPRAP AT PIER



SOUTH SLOPEWALL (LOOKING SOUTH)



TYPICAL SECTION AT PIER

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A4	Sq. Yds.	50
Filter Fabric for use with Riprap	Sq. Yds.	50
Control, Low Strength Material (CLSM)	Cu. Yds.	53
Slopewall Repair	Sq. Yds.	27

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<p><i>Riprap @ Pier</i> <i>Slopewall Repair</i> <i>S.N. 046-0001</i></p> <p>SCALE: VERT. DRAWN BY JLK HORIZ. CHECKED BY HJL DATE</p>

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PLOT DATE =	12/4/2020	DRAWN -		REVISED -	
		CHECKED -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	152
CONTRACT NO. 66F09				
ILLINOIS		FED. AID PROJECT		

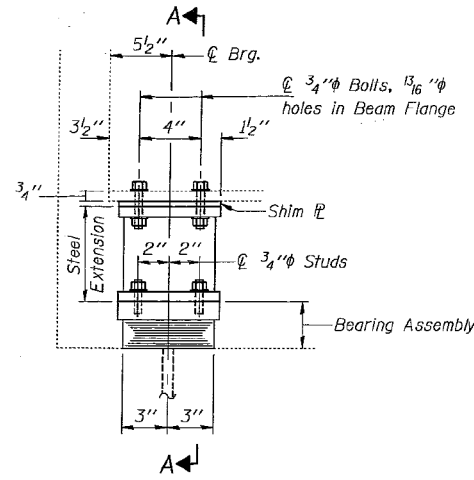
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-HVB	KANKAKEE	76	43
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

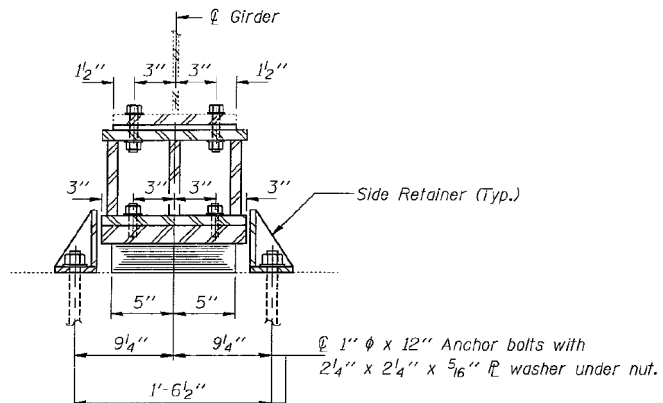
SHEET NO. 9
11 SHEETS

GIRDER REACTIONS

RL	(K)	12.6
R _L	(K)	29.8
Imp.	(K)	8.9
R (Total)	(K)	51.3

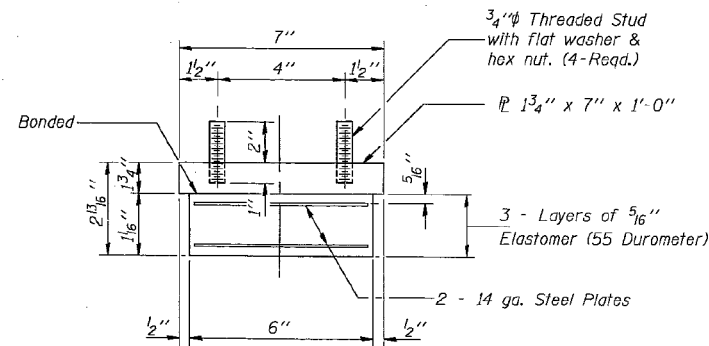


ELEVATION AT ABUTMENTS



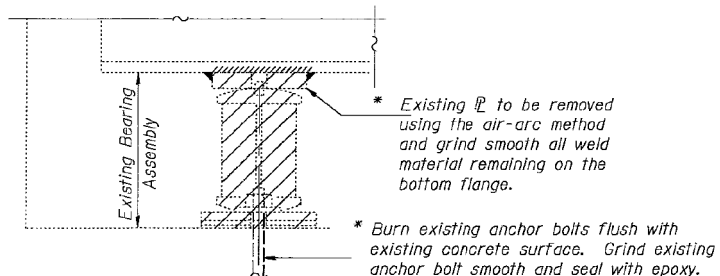
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



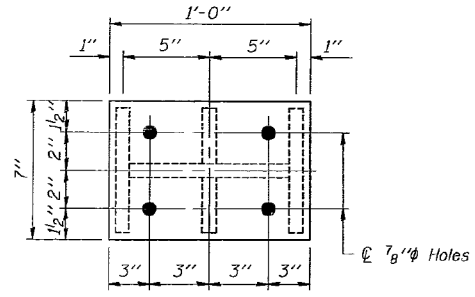
BEARING ASSEMBLY

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

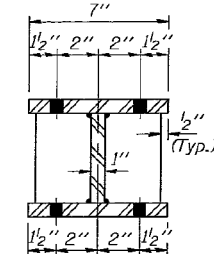


EXISTING BEARING REMOVAL DETAIL

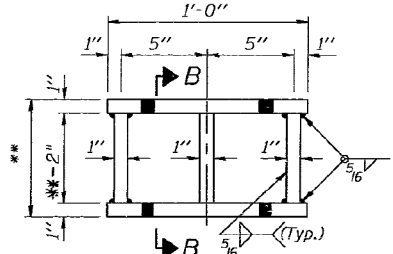
Notes: Diaphragm removal and replacement may be required to facilitate drilling holes. Cost shall be included in the cost of Furnishing and Erecting Structural Steel.
New steel extensions, side retainers, shim ϕ 's, connection bolts, and anchor bolts are included in Furnishing and Erecting Structural Steel.
See Sheet 10 of 11 for Anchor Bolt installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Min. jack capacity = 25 Tons.



PLAN TOP AND BOTTOM PLATE



SECTION B-B



STEEL EXTENSION DETAIL

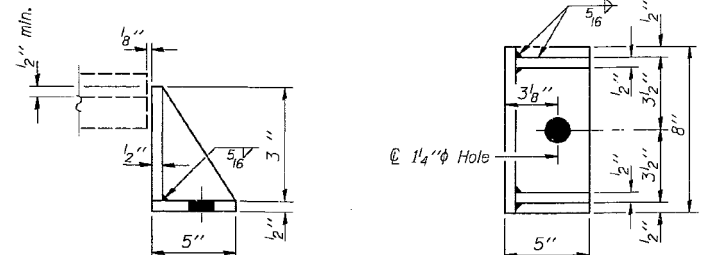
Location	*** Girder	1	2	3	4	5	6	7
North Abutment	Steel Extension	11 1/4"	11 1/4"	11 1/4"	11 1/4"	11 1/4"	11 1/4"	11 1/4"
	Shim thickness	-	1/8"	-	3/8"	-	5/8"	3/8"
South Abutment	Steel Extension	11"	11"	11"	11"	11"	11"	11"
	Shim thickness	1/8"	1/8"	3/8"	3/8"	1/8"	-	5/8"

*** Girder designation is from West to East

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	14
Jack and Remove Existing Bearing	Each	14
Furnishing and Erecting Structural Steel	Lbs.	2200

ABUTMENTS
SN. 046-0001



SIDE RETAINER

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

DESIGNED	19
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

TYI/REPS 8-03-98

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY

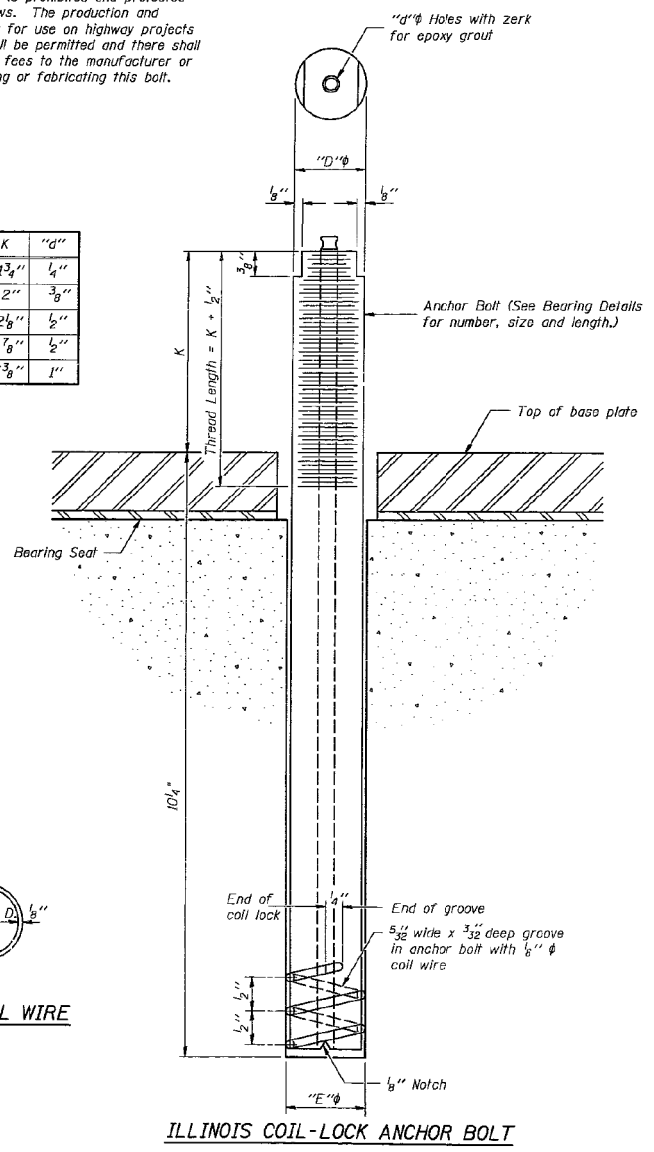
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	153
				CONTRACT NO. 66F09
		ILLINOIS	FED. AID PROJECT	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-HVB	KANKAKEE	76	44
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

Sheet 10 of 11

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no inroad charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/8"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/2"	2"	3/8"
1 1/2"	1 5/8"	1 7/8"	2 1/2"	1/2"
2"	2 1/8"	2 1/4"	3"	3/4"
2 1/2"	2 5/8"	2 5/8"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT

ANCHOR BOLT DETAILS FOR BEARINGS

ABB-1 4-30-99

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
The coil wire shall be made of any suitable soft steel wire.
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

- With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
- Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.
The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abutments	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE		
		Anchor Bolt Detail S.N. 046-0001	
SCALE:	VERT. DATE:	HORIZ.	DRAWN BY: JLK CHECKED BY: HJL

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February 28, 2001



USER NAME =	CHAMLIN	DESIGNED -	CHAMLIN	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

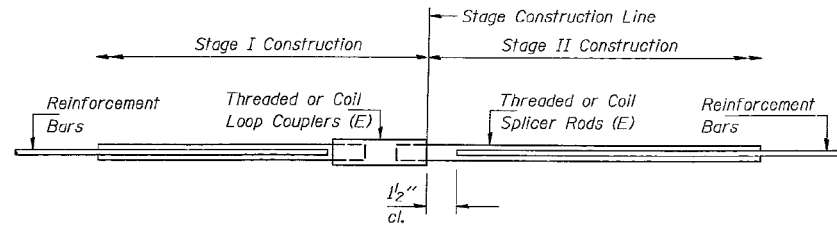
EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	154
			CONTRACT NO. 66F09	
		ILLINOIS FED. AID PROJECT		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-HVB	KANKAKEE	76	45
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

Sheet 11 of 11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SPLICER DETAIL

Bar Size	No. Assemblies Required	Location
#5	20	Abutments

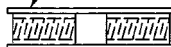
The diameter of this part is the same as the diameter of the bar spliced.

ROLLED THREAD DOWEL BAR



** ONE PIECE

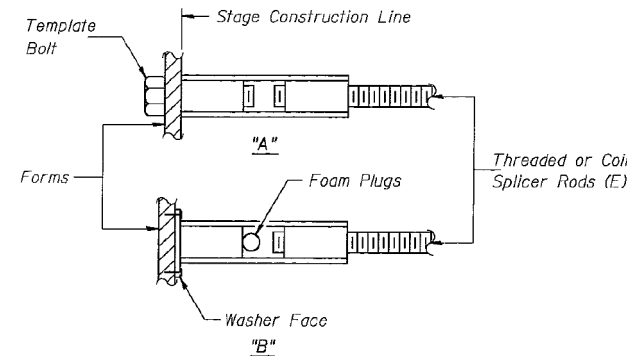
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

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

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

(E) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars. Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length. All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s_{allow}} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.

$f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)

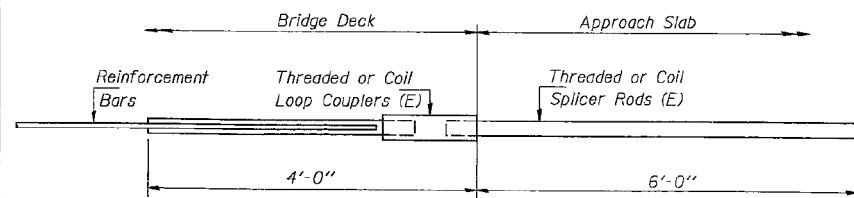
A_t = Tensile stress area of lapped reinforcement bars.

* = 28 day concrete

BAR SPLICER ASSEMBLIES

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."



INTEGRAL ABUTMENT
BAR SPLICER ASSEMBLY DETAIL
FOR #5 BAR

Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 0

BSD-1 4-30-99

ep03900/046-0001.dgn
February 28, 2001

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Bar Splicer
Assembly Details
S.N. 046-0001

SCALE: VERT.
DATE: HORIZ.

DRAWN BY: J.L.K.
CHECKED BY: H.J.L.

MODEL: Default
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PLOT DATE = 12/4/2020	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0001
FOR INFORMATION ONLY

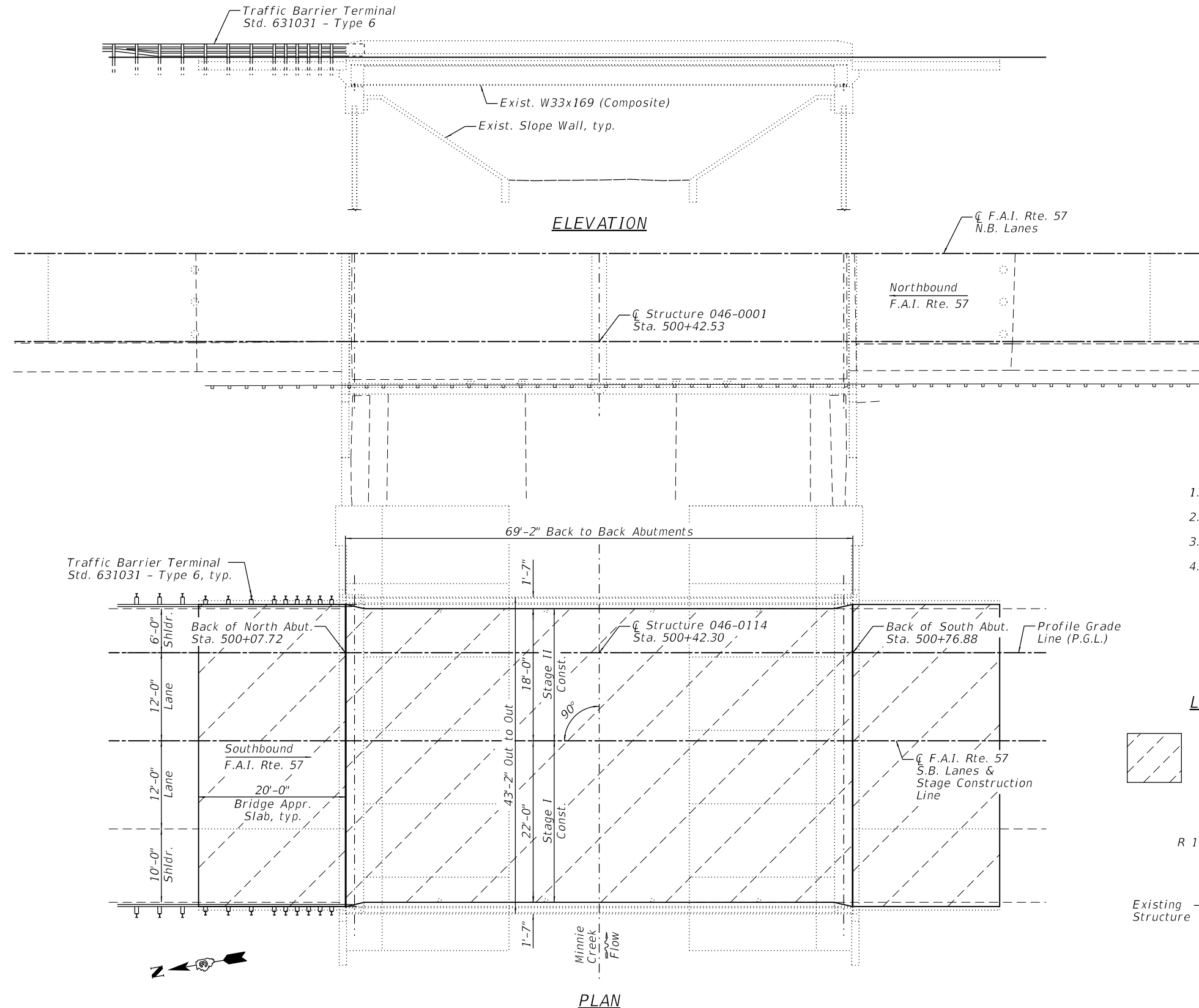
SHEET OF SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	155
CONTRACT NO. 66F09			ILLINOIS FED. AID PROJECT	

Benchmarks: BM 51, Cut "□" in SE corner of hubguard at South Abutment of SN 046-0001. Elevation = 629.99, FAI 57 Baseline Station 500+76.13, 59.39' LT.

Existing Structure: Structure No. 046-0114 was originally constructed in 1993 as Section 140-BR-1 to replace S.N. 046-0002, a two-span continuous steel, rolled beam bridge which was built in 1967 as Section 46-4B. The superstructure consists of a single span steel, rolled beam bridge with a 7½" cast-in-place concrete deck. In 2001 the deck and approaches were scarified ¼" and covered with a ¾" thin polymer overlay. The substructure consists of integral abutments supported by driven steel piles (installed in 1993), alternated with driven concrete piles (remaining from previous S.N. 046-0002). The back-to-back of abutments length is 69'-2" and the out-to-out of deck width is 43'-2". The structure is not skewed. One lane of traffic will be maintained utilizing stage construction.

No salvage.



EXISTING DESIGN STRESSES

FIELD UNITS:

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (Structural Steel, Grade 50)
 $f_y = 36,000$ psi (Structural Steel, Grade 36)

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

LOADING HS20-44 & ALT.

No allowance for future wearing surface

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Deck Grooving	Sq. Yd.	466
Slope Wall Crack Sealing	Foot	241
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	Sq. Yd.	490
Bridge Deck Scarification 3/4"	Sq. Yd.	490
Silicone Joint Sealer, 1 1/2"	Foot	76
Polymer Concrete	Cu. Ft.	7
* Protective Coat	Sq. Yd.	493

* Apply to new concrete and overlay only.

GENERAL NOTE:

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

SCOPE OF WORK

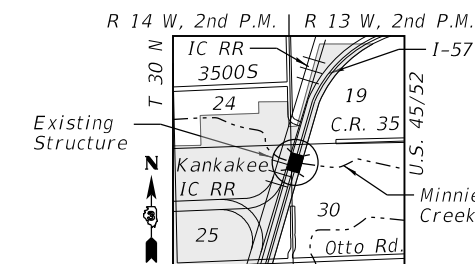
- 1.) Maintain one lane of Southbound traffic utilizing stage construction.
- 2.) Scarify the existing deck and approach slabs.
- 3.) Construct latex concrete overlay on deck and approach slabs.
- 4.) Repair slope walls.

INDEX OF SHEETS

SHEET NO.	TITLE
1	GENERAL PLAN AND ELEVATION
2	STAGE CONSTRUCTION DETAILS
3	DECK AND APPROACH SLAB REPAIRS - STAGES I & II
4	DECK AND APPROACH SLAB REPAIRS - AS BUILT
5	SLOPE WALL REPAIRS

LEGEND

Limits of Bridge Deck Scarification ¾" and Bridge Deck Latex Concrete Overlay 2¼"



LOCATION SKETCH



John C. Zeman Date 01/25/21

JOHN C. ZEMAN
 ILLINOIS STRUCTURAL ENGINEER
 NO. 081-007515
 Exp. Date 11/30/22

GENERAL PLAN AND ELEVATION
I-57 SB OVER MINNIE CREEK
F.A.I. 57 - SECTION 46-(3,4)RS-4 & I-1
KANKAKEE COUNTY
STATION 500+42.30
STRUCTURE NO. 046-0114



DESIGNED - JCZ	REVISED JCZ 01/25/21
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
CHECKED - JML	REVISED
DATE - 07/16/19	REVISED

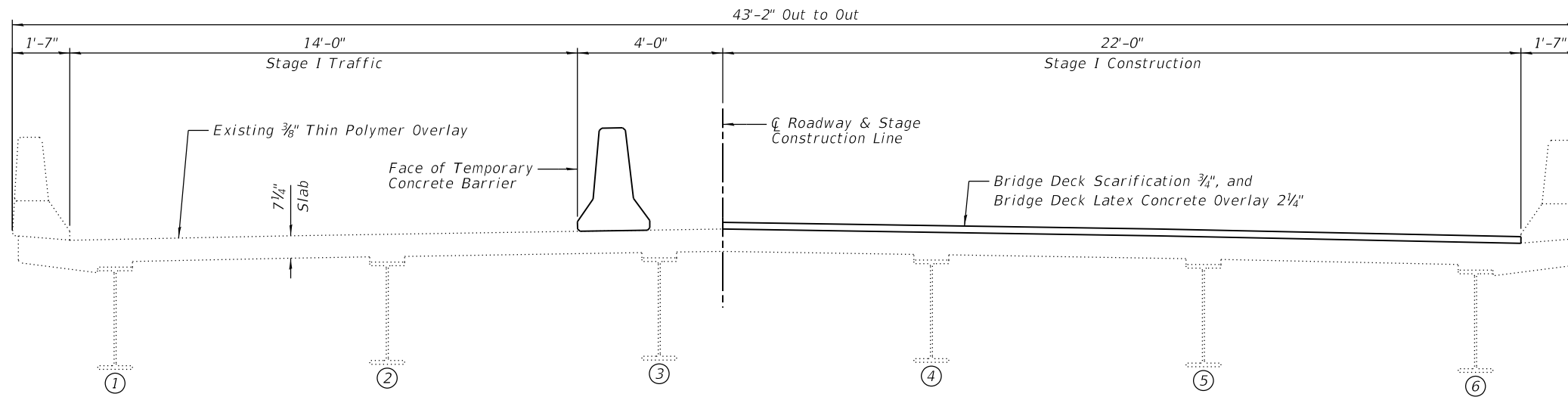
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 046-0114

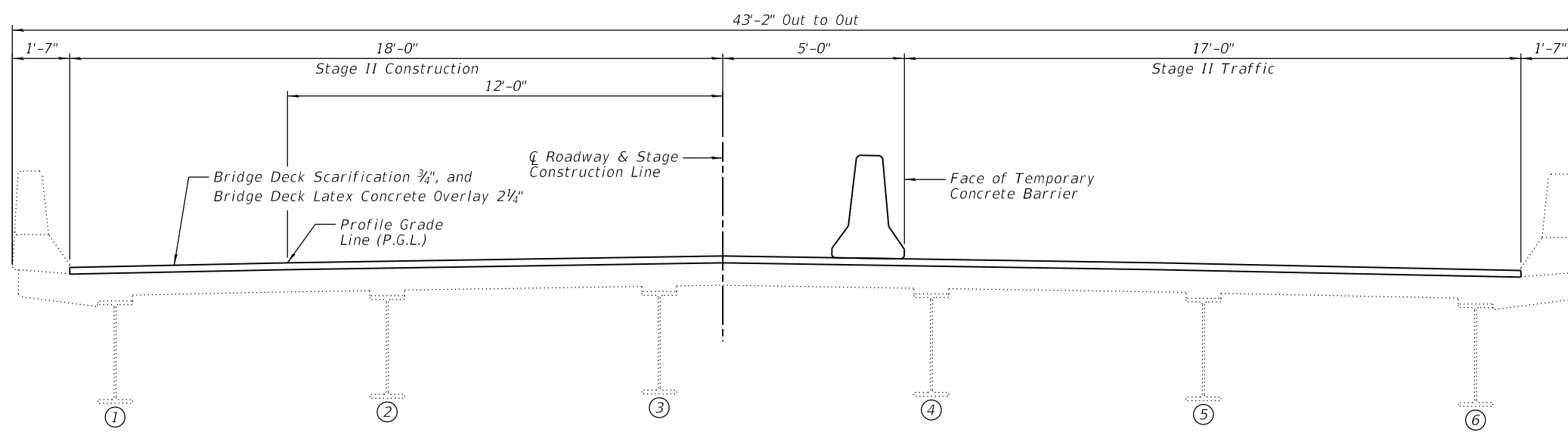
SHEET NO. 1 OF 5 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	156
				CONTRACT NO. 66F09

ILLINOIS FED. AID PROJECT



STAGE I CONSTRUCTION
(Looking South)



STAGE II CONSTRUCTION
(Looking South)

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PLOT DATE = 02/01/19	CHECKED - JML	REVISED -

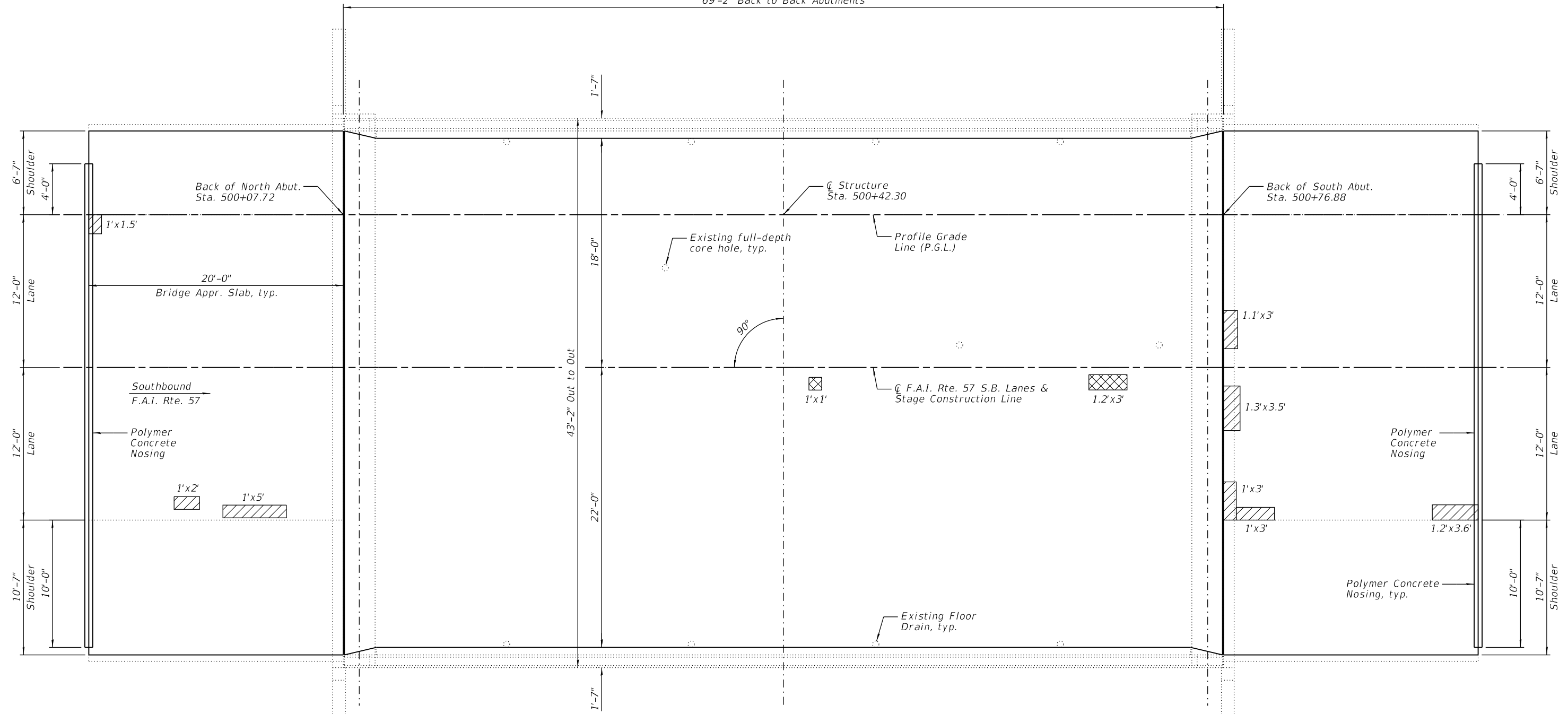
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 046-0114

SHEET 2 OF 5 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	157
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

69'-2" Back to Back Abutments



DECK AND APPROACH SLAB REPAIRS



LEGEND

- Deck Slab Repair (Partial)
- Approach Slab Repair (Partial Depth)

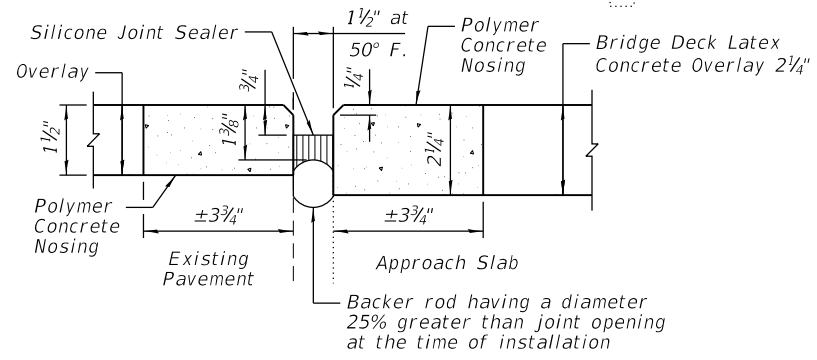
BILL OF MATERIAL

Item	Unit	Total
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	Sq. Yd.	490
Bridge Deck Scarification 3/4"	Sq. Yd.	490
Silicone Joint Sealer, 1 1/2"	Foot	76
Polymer Concrete	Cu. Ft.	7
Protective Coat	Sq. Yd.	493

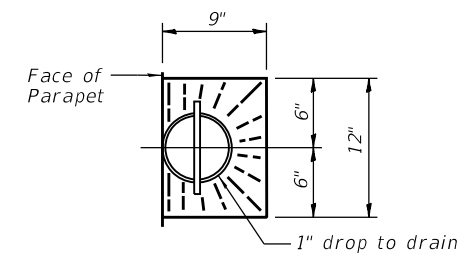
* Apply to new concrete and overlay only.

NOTES:

- 1.) The repair areas shown are estimated based on field inspections conducted in September 2018. The actual repair areas required shall be field verified according to the special provisions.
- 2.) Following bridge deck scarification, the full-depth core holes in the deck shall be filled with non-shrink grout according to Article 1024.02 of the Standard Specifications. Cost of non-shrink grout included with Bridge Deck Latex Concrete Overlay.



SILICONE JOINT SEALER - AT APPROACH SLABS



TOP PLAN AT FLOOR DRAIN



DESIGNED - JCZ	REVISED JCZ 01/25/21
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
DATE - 07/16/19	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK AND APPROACH SLAB REPAIRS - STAGES I & II
STRUCTURE NO. 046-0114**

SHEET NO. 3 OF 5 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-13,4RS-4 & I-1	KANKAKEE	278	158
CONTRACT NO. 66F09			ILLINOIS FED. AID PROJECT	

69'-2" Back to Back Abutments

Back of North Abut.
Sta. 500+07.72

☉ Structure
Sta. 500+42.30

Profile Grade
Line (P.G.L.)

Back of South Abut.
Sta. 500+76.88

6'-7"
Shoulder, typ.

12'-0"
Lane, typ.

90°

12'-0"
Lane, typ.

10'-7"
Shoulder, typ.

1'-7"

18'-0"

43'-2" Out to Out

22'-0"

1'-7"

Southbound
F.A.I. Rte. 57
20'-0"
Bridge Appr. Slab, typ.

Existing Floor
Drain, typ.

☉ F.A.I. Rte. 57 S.B. Lanes &
Stage Construction Line

DECK AND APPROACH SLAB REPAIRS



NOTES:

- 1.) The Engineer will record the as-built deck slab and approach slab repair areas on this sheet.
- 2.) The reference grid was drawn with 1'x1' squares.

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PLOT DATE = 02/01/19	CHECKED - JML	REVISED -

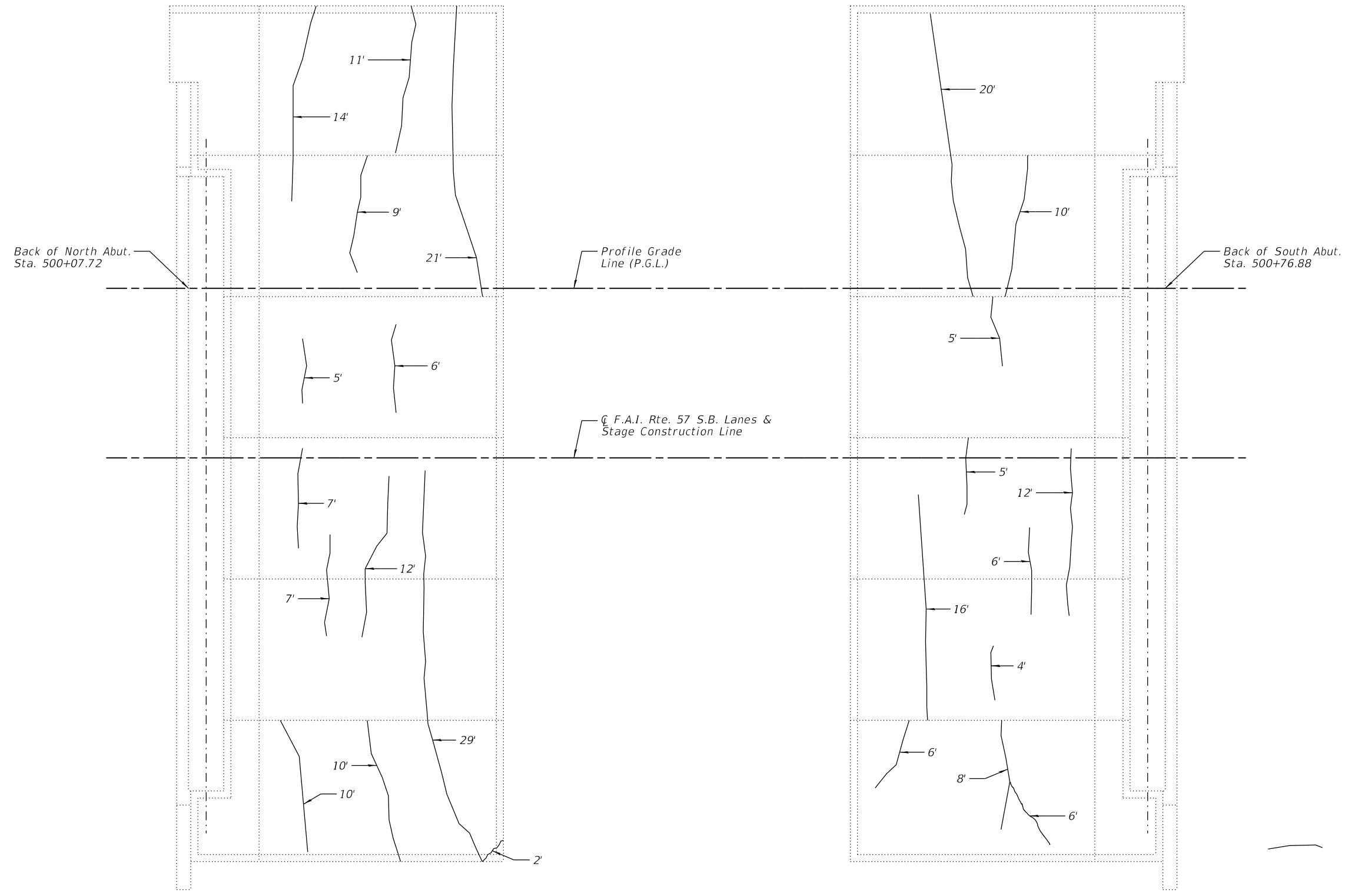
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK AND APPROACH SLAB REPAIRS - AS BUILT
STRUCTURE NO. 046-0114**

SHEET 4 OF 5 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	159
CONTRACT NO. 66F09				
		ILLINOIS	FED. AID PROJECT	

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PLAN



LEGEND

— Slope Wall Crack Sealing

BILL OF MATERIAL

Item	Unit	Total
Slope Wall Crack Sealing	Foot	241



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	CHECKED - JML	REVISED -
PLOT SCALE =	DRAWN - DJM	REVISED -
PLOT DATE = 02/01/19	CHECKED - JML	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SLOPE WALL REPAIRS
 STRUCTURE NO. 046-0114**

SHEET 5 OF 5 SHEETS

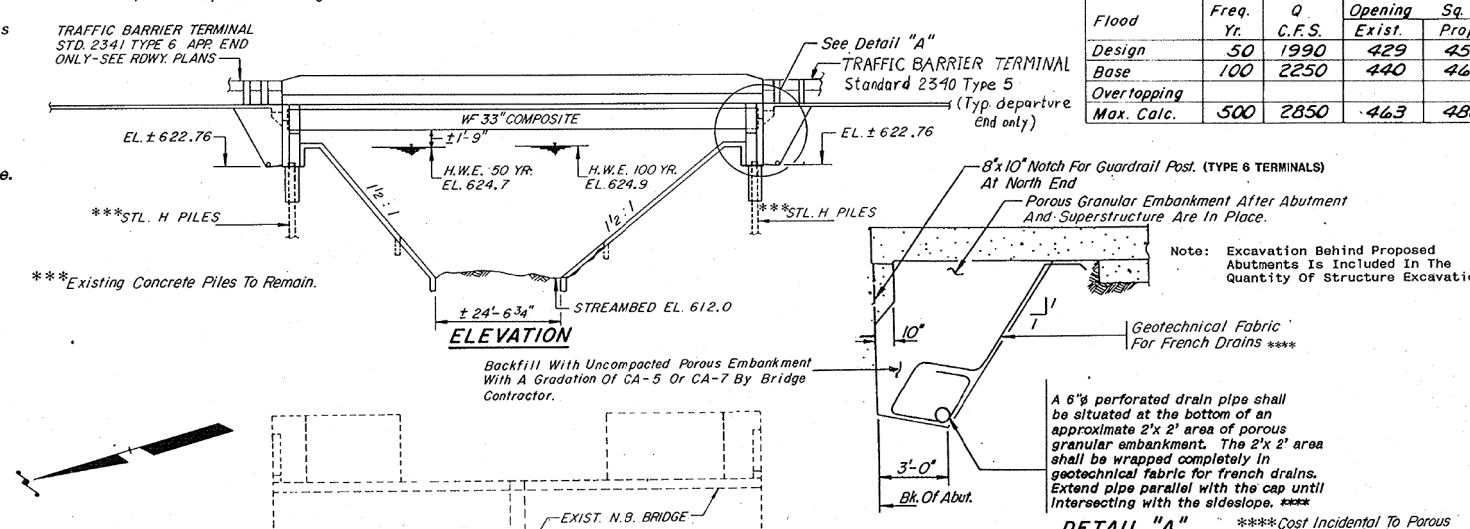
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	160
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

T. B. M. #2-Chiseled "□" In Top Of N.W. Wingwall Of North Bound Bridge, 14' Left, Sta. 500+08, El. 630.45

Existing Structure: Two span 24" noncomposite steel wide flange beams on pile bent abutments and solid reinforced concrete pier on spread footings. Concrete curb and steel railing.
70'-2" bk. to bk. of abutments
37'-6" fc. to fc. of curbs
No Skew

Two way traffic will be maintained over the existing northbound bridge during construction of the proposed southbound bridge.

No Salvage



WATERWAY INFORMATION

Drainage Area = 17.6 Sq. Mi. Low Grade Elev. 628.81 @ Sta. 489+00

Flood	Freq. Yr.	Q C.F.S.	Opening Exist.	Sq. Ft. Prop.	No. H.W.E.	Head - Ft. Exist.	Prop.	Headwater Elev. Exist.	Prop.
Design	50	1990	429	453	624.7	0.5	0.4	625.2	625.1
Base	100	2250	440	465	624.9	0.8	0.8	625.7	625.7
Overtopping									
Max. Calc.	500	2850	463	488	625.3	1.9	1.7	627.3	627.0

GENERAL NOTES

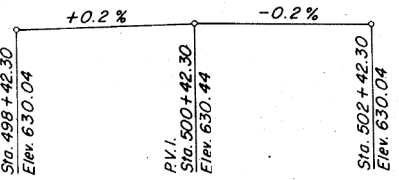
See sheet number 11 of 11 for boring data.
Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
The Contractor shall drive one test pile in a permanent location at the north abutment as directed by the Engineer before ordering the remainder of piles.
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
Fasteners shall be high strength bolts. Bolts 7/8", open holes 3/8", unless otherwise noted.
Calculated weight of Structural Steel = 69,120 lbs. AASHTO M223, Grade 50.
3,480 lbs. AASHTO M183
The Zinc-Silicate and vinyl paint system shall be used for shop and field painting of Structural Steel except as noted. The color of the vinyl finish coat shall be Munsell No. 7.5G 1/8 Interstate Green.
Field welding of construction accessories will not be permitted to the bottom flange of beams. Field welding in other areas will be permitted only when approved by the Engineer.
The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams.
Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
Slope wall shall be reinforced with welded wire fabric, 6"x 6" - W4.0 x 4.0, weighing 58 lbs. per 100 sq. ft.

TOTAL BILL OF MATERIAL

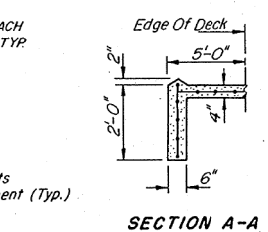
ITEM	UNIT	SUPER	SUB	TOTAL
* REMOVAL OF EXISTING STRUCTURES	EACH	1		1
* BRIDGE DECK GROOVING	SQ YD	307		307
STRUCTURE EXCAVATION	CU YD		130	130
FLOOR DRAINS	EACH	8		8
CLASS X CONCRETE SUPERSTRUCTURE	CU YD	116.9		116.9
** PROTECTIVE COAT	SQ YD	363		363
CLASS X CONCRETE	CU YD		34.2	34.2
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
STUD SHEAR CONNECTORS	EACH	1602		1602
REINFORCEMENT BARS, EPOXY COATED	POUND	22830	4800	27630
FURNISHING STEEL PILES HP8X36	LIN FT		230	230
DRIVING STEEL PILES	LIN FT		230	230
TEST PILE STEEL HP8X36	EACH	1		1
NAME PLATES	EACH	1		1
SLOPEWALL 6 INCH	SQ. YD.		360	360
* SLOPEWALL REMOVAL	SQ. YD.		372	372
CONCRETE THICK DEFICIENCY	DOLLAR			-6,000.00
POROUS GRANULAR EMBANKMENT	CU. YD.		144	144

DETAIL "A" ***Cost Incidental To Porous Granular Embankment
STA. 500+42.30
BUILT 1992 BY
STATE OF ILLINOIS
F.A.R. ROUTE 57 SEC. 140-BR-1
F.A. PROJ. NO. IR-57-6 (157)
STR. NO. 046-0114

NAME PLATE
See Std. 2113



PROFILE GRADE
400' V.C.

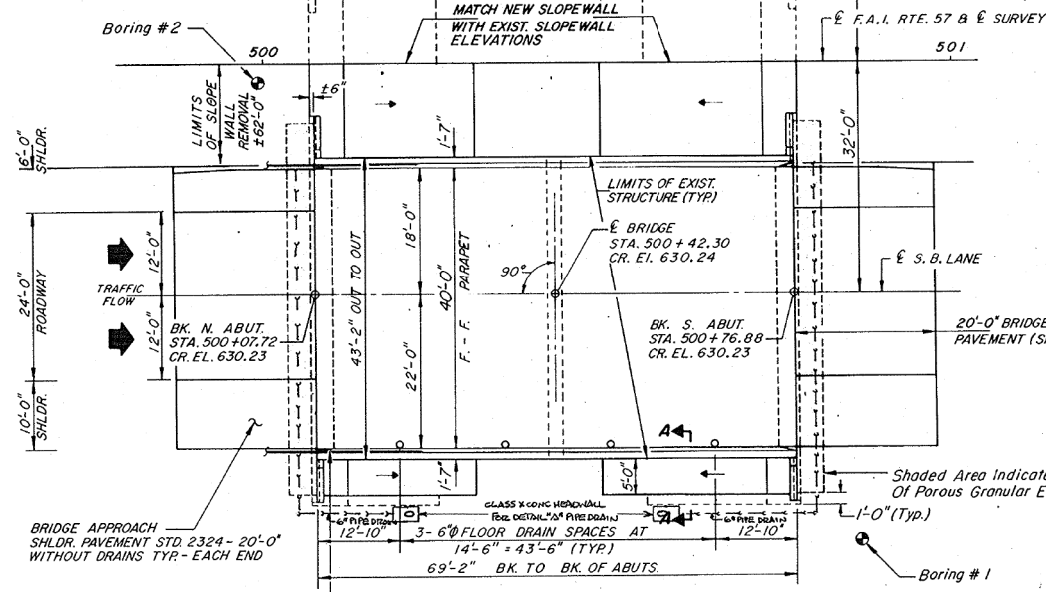


DESIGN STRESSES

$f'_c = 3,500$ p.s.i.
 $f_y = 60,000$ p.s.i. (Reinf.)
 $f_y = 50,000$ p.s.i. (AASHTO M223, Grade 50)
 $f_y = 36,000$ p.s.i. (AASHTO M183)

LOADING HS 20-44 & ALT.

Allow 25 #/Sq. Ft. For Future Wearing Surface
 Design Specifications 1989 AASHTO And 1990 Interim And 1993 Guide Specification For Seismic Design Of Highway Bridges With 1985 And 1988 Interims Specifications.



PLAN

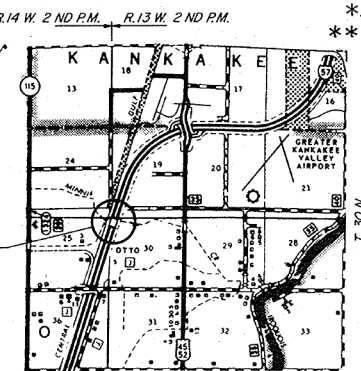
DESIGNED *Mary H. Blodgett*
 CHECKED *S.S.*
 DRAWN *M.H.B.*
 CHECKED *M.H.B.*



Mary H. Blodgett 3/20/91
 Exp 11-31-92

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
Engineer of Bridges and Structures



LOCATION PLAN

GENERAL PLAN AND ELEVATION
SOUTHBOUND LANE I-57 OVER MINNIE CREEK
F.A.I. RTE. 57 SECTION 140-BR-1
STA. 500+42.30
KANKAKEE COUNTY
STRUCTURE NUMBER 046-0114

511 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 528-2858
Ozyurt Engineers, Inc. CONSULTING ENGINEERS
 FILE NO. 89-24 A
 DATE

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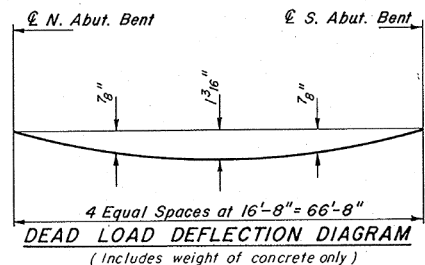


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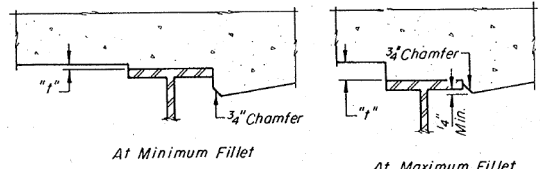
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0114
FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	161
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



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 below.



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

BEAM #1

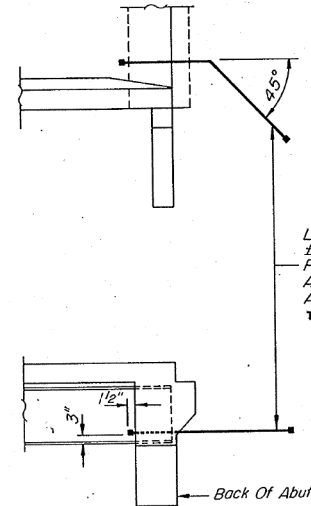
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BACK OF N. ABUT.	50007.720	-16.750	629.948	629.948
℄ N. ABUT.	50008.970	-16.750	629.948	629.948
A	50018.970	-16.750	629.951	629.995
B	50028.970	-16.750	629.953	630.031
C	50038.970	-16.750	629.954	630.047
D	50048.970	-16.750	629.953	630.042
E	50058.970	-16.750	629.952	630.025
F	50068.970	-16.750	629.950	629.979
℄ S. ABUT.	50075.637	-16.750	629.948	629.948
BACK OF S. ABUT.	50076.887	-16.750	629.948	629.948

BEAM #2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BACK OF N. ABUT.	50007.720	-9.250	630.089	630.089
℄ N. ABUT.	50008.970	-9.250	630.090	630.090
A	50018.970	-9.250	630.093	630.136
B	50028.970	-9.250	630.095	630.173
C	50038.970	-9.250	630.095	630.189
D	50048.970	-9.250	630.095	630.184
E	50058.970	-9.250	630.094	630.167
F	50068.970	-9.250	630.092	630.121
℄ S. ABUT.	50075.637	-9.250	630.090	630.090
BACK OF S. ABUT.	50076.887	-9.250	630.089	630.089

BEAM #3

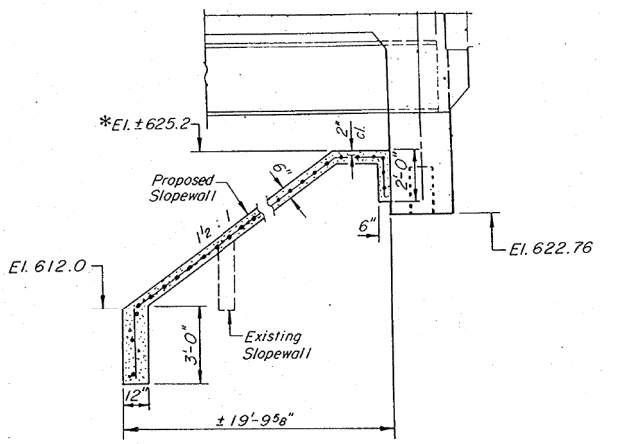
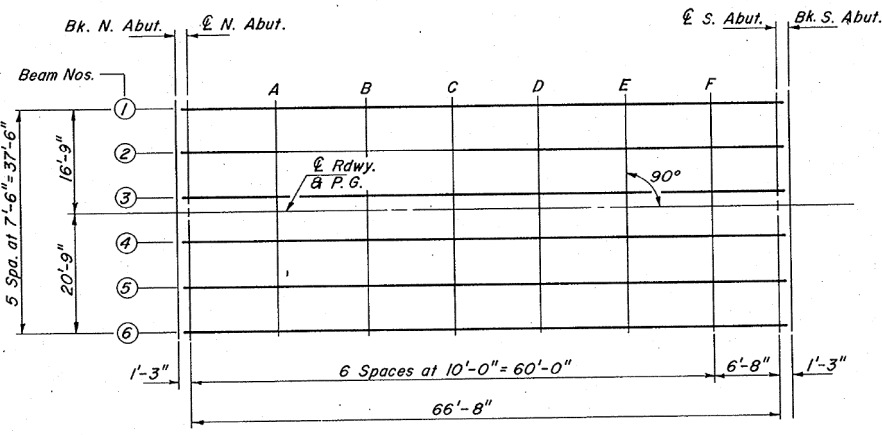
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BACK OF N. ABUT.	50007.720	-1.750	630.207	630.207
℄ N. ABUT.	50008.970	-1.750	630.207	630.207
A	50018.970	-1.750	630.210	630.254
B	50028.970	-1.750	630.212	630.290
C	50038.970	-1.750	630.213	630.306
D	50048.970	-1.750	630.212	630.301
E	50058.970	-1.750	630.211	630.284
F	50068.970	-1.750	630.209	630.238
℄ S. ABUT.	50075.637	-1.750	630.207	630.207
BACK OF S. ABUT.	50076.887	-1.750	630.207	630.207



Locate 2" Galv. Conduit (Sch. 40 Pipe) ± 12" Inside Of Fascia Beam Web And Parallel To Beam Line. Terminate At A Point Outside Of Shoulder. Thread And Cap Each End. Cost Incidental TYPICAL ALL 4 QUADRANTS

DESIGNED: *Mary A. Steyer*
 CHECKED: *A. Aco*
 DRAWN: *C. Connor*
 CHECKED: *MWB*

6-1-82



TOP OF SLAB ELEVATIONS
 SOUTHBOUND LANE I-57 OVER MINNIE CREEK
 F.A.I. RTE. 57 SECTION 140-BR-1
 STA. 500 + 42.30
 KANKAKEE COUNTY
 STRUCTURE NUMBER 046-0114

511 WEST CAPITOL
 SPRINGFIELD, ILLINOIS 62704
 (217) 526-2958

Ozyurt Engineers, Inc.
 CONSULTING ENGINEERS

FILE NO. 89-24 A
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CHECKED -		CHECKED -		REVISED -	
PLOT SCALE =	NTS	DRAWN -		REVISED -	
PLOT DATE =	12/4/2020	CHECKED -		REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING BRIDGE PLANS SN 046-0114
 FOR INFORMATION ONLY**

SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	162
CONTRACT NO. 66F09				
ILLINOIS		FED. AID PROJECT		

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	140-BR-1	KANKAKEE	33	16
STA.		TO STA.		
FED. ROAD DIST. NO. 3		ILLINOIS	FED. AID PROJECT	

SHEET 3
11 SHEETS

RDWY. & P. G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BACK OF N. ABUT.	50007.720	.000	630.234	630.234
E. N. ABUT.	50008.970	.000	630.234	630.234
A	50018.970	.000	630.237	630.281
B	50028.970	.000	630.239	630.317
C	50038.970	.000	630.240	630.334
D	50048.970	.000	630.240	630.328
E	50058.970	.000	630.239	630.312
F	50068.970	.000	630.236	630.266
E. S. ABUT.	50075.637	.000	630.234	630.234
BACK OF S. ABUT.	50076.887	.000	630.234	630.234

BEAM #4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BACK OF N. ABUT.	50007.720	5.750	630.144	630.144
E. N. ABUT.	50008.970	5.750	630.145	630.145
A	50018.970	5.750	630.147	630.191
B	50028.970	5.750	630.149	630.227
C	50038.970	5.750	630.150	630.244
D	50048.970	5.750	630.150	630.239
E	50058.970	5.750	630.149	630.222
F	50068.970	5.750	630.147	630.176
E. S. ABUT.	50075.637	5.750	630.145	630.145
BACK OF S. ABUT.	50076.887	5.750	630.144	630.144

BEAM #5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BACK OF N. ABUT.	50007.720	13.250	630.021	630.021
E. N. ABUT.	50008.970	13.250	630.021	630.021
A	50018.970	13.250	630.024	630.068
B	50028.970	13.250	630.026	630.104
C	50038.970	13.250	630.026	630.120
D	50048.970	13.250	630.026	630.115
E	50058.970	13.250	630.025	630.098
F	50068.970	13.250	630.023	630.052
E. S. ABUT.	50075.637	13.250	630.021	630.021
BACK OF S. ABUT.	50076.887	13.250	630.021	630.021

BEAM #6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BACK OF N. ABUT.	50007.720	20.750	629.865	629.865
E. N. ABUT.	50008.970	20.750	629.865	629.865
A	50018.970	20.750	629.868	629.912
B	50028.970	20.750	629.870	629.948
C	50038.970	20.750	629.870	629.964
D	50048.970	20.750	629.870	629.959
E	50058.970	20.750	629.869	629.942
F	50068.970	20.750	629.867	629.896
E. S. ABUT.	50075.637	20.750	629.865	629.865
BACK OF S. ABUT.	50076.887	20.750	629.865	629.865

DESIGNED	<i>Mary H. [Signature]</i>
CHECKED	<i>A. [Signature]</i>
DRAWN	<i>C. [Signature]</i>
CHECKED	<i>MHB</i>

TOP OF SLAB ELEVATIONS
 SOUTHBOUND LANE I-57 OVER MINNIE CREEK
 F.A.I. RTE. 57 SECTION 140-BR-1
 STA. 500 + 42.30
 KANKAKEE COUNTY
 STRUCTURE NUMBER 046-0114

511 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 1215-528-3538	Ozyurt Engineers, Inc. CONSULTING ENGINEERS	FILE NO. 89-24 A DATE
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		CHECKED -	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

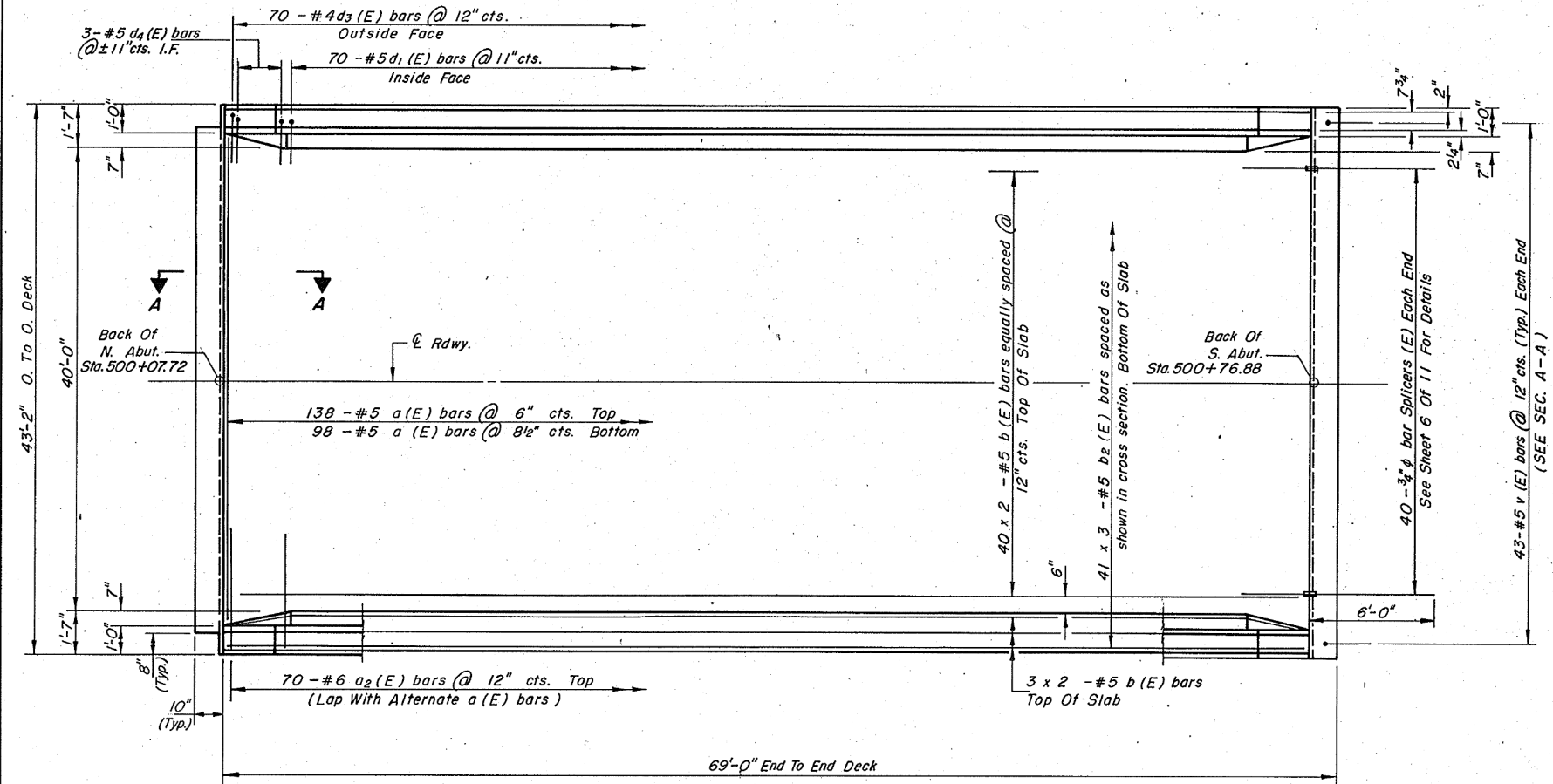
**EXISTING BRIDGE PLANS SN 046-0114
FOR INFORMATION ONLY**

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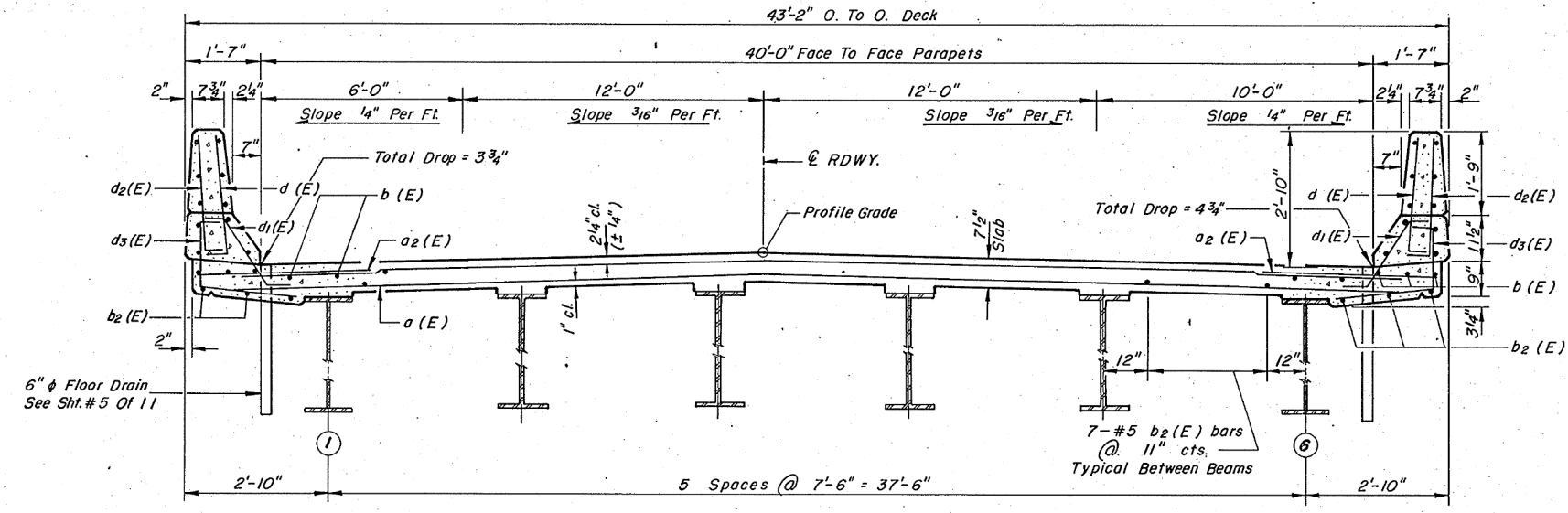
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57	46-(3,4)RS-4 & I-1	KANKAKEE	278	163
CONTRACT NO. 66F09				
ILLINOIS		FED. AID PROJECT		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	140-BR-1	KANKAKEE	33	17
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4
11 SHEETS



HALF PLAN



CROSS SECTION
(Looking South)

Note: See Sht. #5 Of 11 For Superstructure Details And Bill Of Material.
Reinforcement Bars Designated (E) Shall Be Epoxy Coated.
Bars Indicated Thus 20 x 3 - #5 etc. Indicates 20 Lines Of Bars, With 3 Lengths Per Line.
See Sht. #1 Of 11 For Floor Drain Spacing Min. Lap #5 bars Is 1'-8".

DESIGNED *Mary H. Blaylock*
CHECKED *J. J. Lee*
DRAWN *Am*
CHECKED *MWB*

12-1-83

SUPERSTRUCTURE			
SOUTHBOUND LANE I-57 OVER MINNIE CREEK			
F.A.I. RTE. 57	SECTION 140-BR-1	COUNTY KANKAKEE	TOTAL SHEETS 278
STA. 500 + 42.30		COUNTY KANKAKEE	SHEET NO. 164
STRUCTURE NUMBER 046-0114			
Ozyurt Engineers, Inc.		FILE NO. 89-24 A	
CONSULTING ENGINEERS		DATE	

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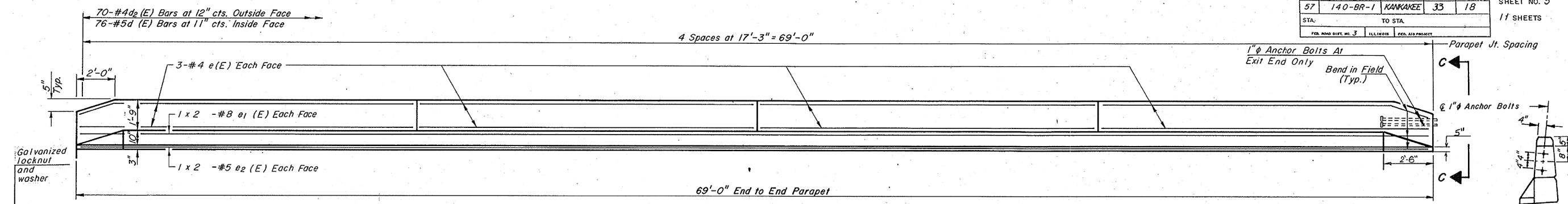
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PLOT DATE = 12/4/2020	DRAWN -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0114
FOR INFORMATION ONLY

F.A.I. RTE. 57	SECTION 46-(3,4)RS-4 & I-1	COUNTY KANKAKEE	TOTAL SHEETS 278	SHEET NO. 164
CONTRACT NO. 66F09				
ILLINOIS		FED. AID PROJECT		

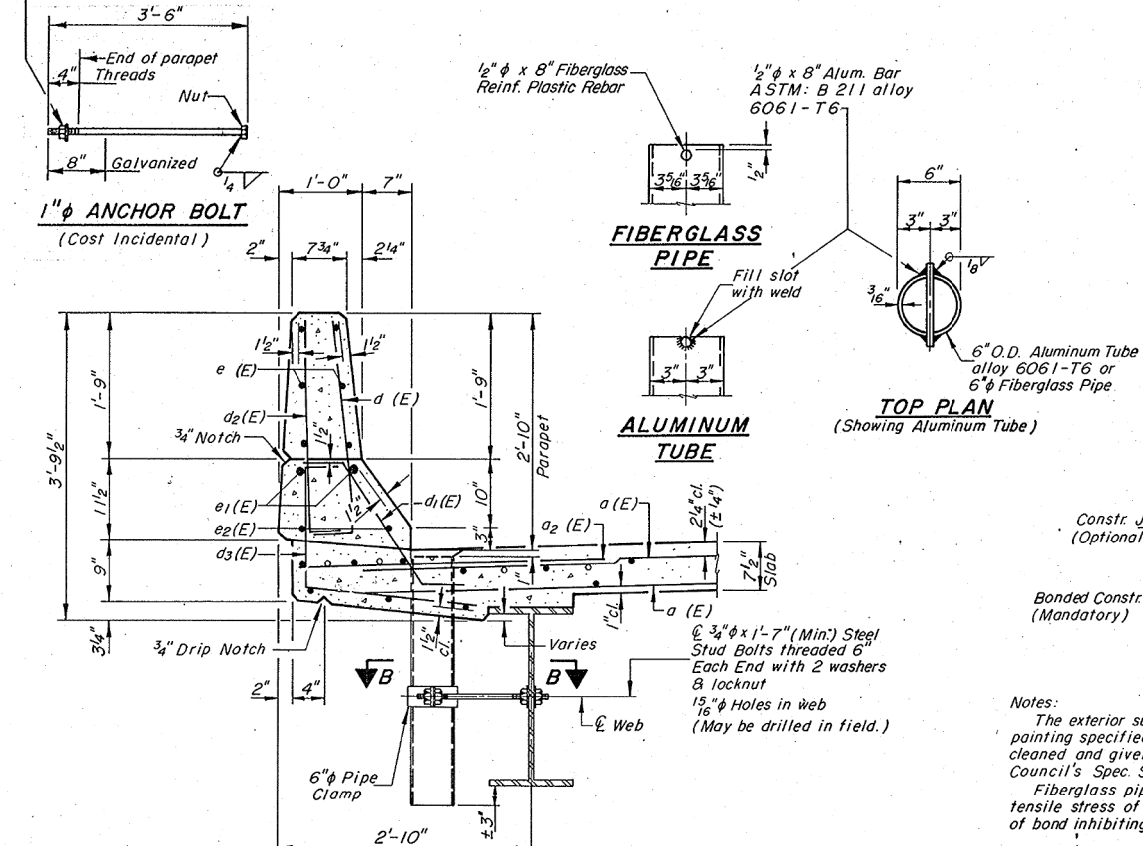
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57	140-BR-1	KANKAKEE	35	18
STA.	TO STA.		SHEET NO.	
			11 SHEETS	



VIEW C-C

INSIDE ELEVATION OF PARAPET

Min. Lap #5 Bars = 2'-2"
Min. Lap #8 Bars = 4'-6"
(East Parapet Shown)



SUPERSTRUCTURE BILL OF MATERIAL

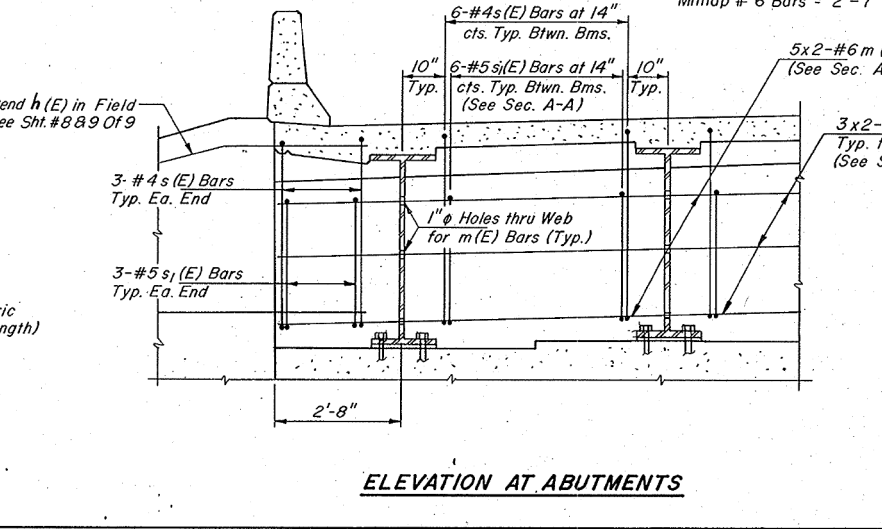
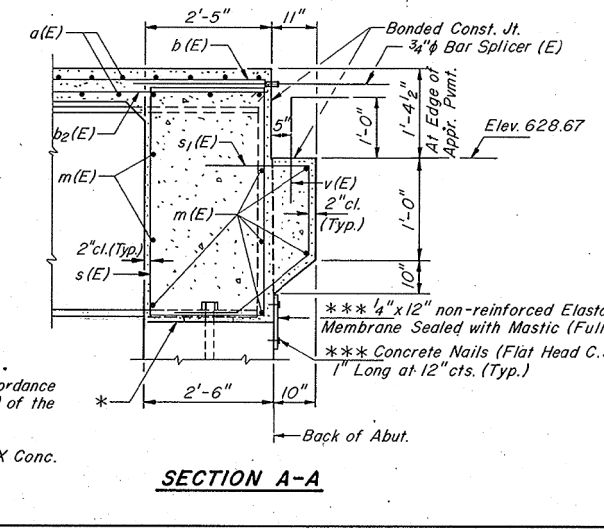
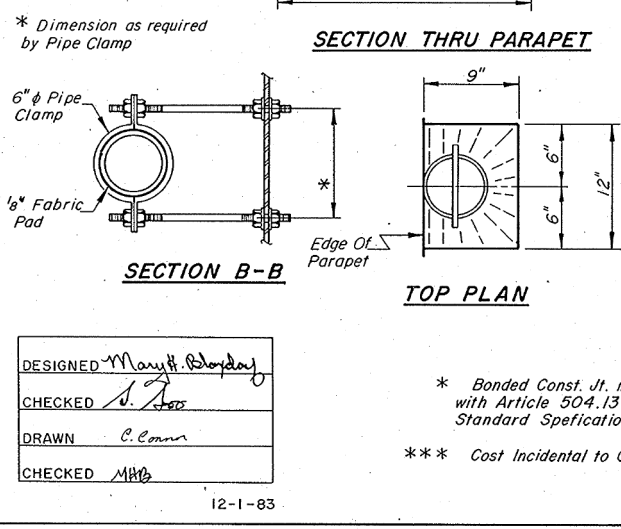
Bar	No.	Size	Length	Shape
a(E)	236	#5	41'-2"	—
a ₂ (E)	140	#6	4'-0"	—
b(E)	92	#5	35'-3"	—
b ₂ (E)	123	#5	24'-1"	—
d(E)	152	#5	3'-0"	L
d ₁ (E)	140	#5	2'-7"	L
d ₂ (E)	140	#4	3'-0"	L
d ₃ (E)	140	#4	4'-0"	L
d ₄ (E)	12	#5	2'-10"	L
e(E)	48	#4	17'-0"	—
e ₁ (E)	8	#8	36'-8"	—
e ₂ (E)	8	#5	35'-6"	—
m(E)	32	#6	22'-7"	—
s(E)	72	#4	9'-7"	□
s ₁ (E)	72	#5	5'-1"	—
v(E)	86	#5	3'-3"	—
Reinforcement Bars, Epoxy Coated			Pound	22830
Class X Concrete Superstructure			Cu. Yd.	116.9

Reinforcement bars designated (E) shall be epoxy coated.

SUPER DETAILS

SOUTHBOUND LANE I-57 OVER MINNIE CREEK
F.A.I. RTE. 57 SECTION 140-BR-1
STA. 500 + 42.30
KANKAKEE COUNTY
STRUCTURE NUMBER 046-0114

Ozyurt Engineers, Inc. FILE NO. 89-24 A
CONSULTING ENGINEERS DATE



S-1-D

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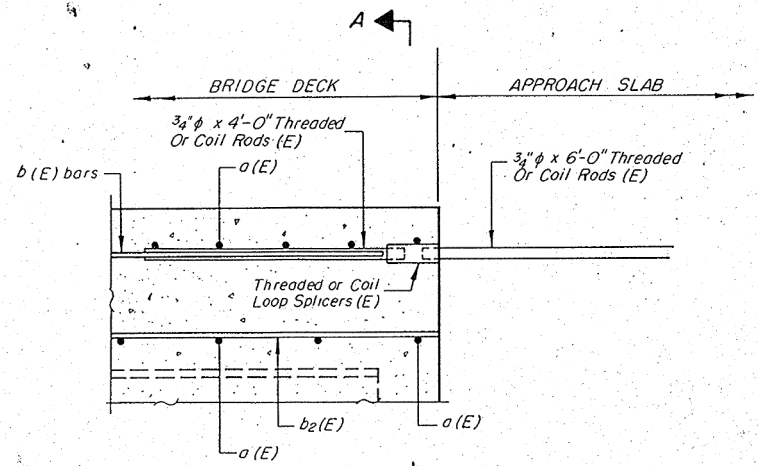
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		CHECKED -	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

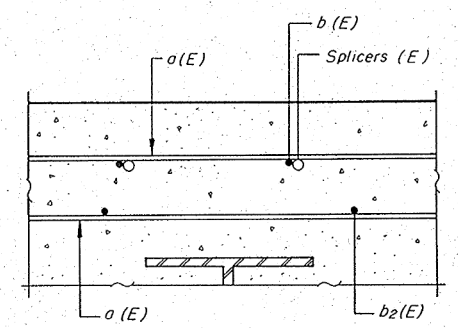
EXISTING BRIDGE PLANS SN 046-0114
FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	165
				CONTRACT NO. 66F09
				ILLINOIS FED. AID PROJECT

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6 11 SHEETS
57	140-BR-1	KANKAKEE	33	19	
STA.		TO STA.			
PER. AND REF. NO.		ILLINOIS		PER. AND PROJECT	



SECTION THRU END OF DECK
Showing South End Looking East

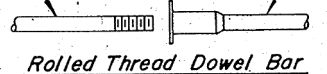


SECTION A-A
(No. Req'd. 80)

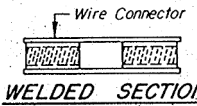
Cost Incidental To Reinforcement Bars, Epoxy Coated

The diameter of this part of splicer is the same as the diameter of the bar spliced.

The diameter of this part is equal or larger than the diameter of bar spliced.

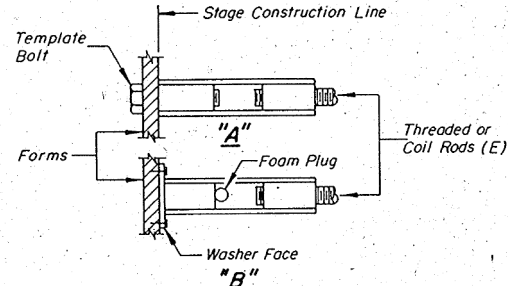


****ONE PIECE**



SPLICER ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

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

NOTES

Steel Splicer (Coupler) assembly shall be of an approved type and develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Steel Splicer rods shall be of minimum 60 k.s.i. yield strength, threaded or coiled full length and have effective tensile stress area equal or greater than that of the lapped reinforcement bars.

All reinforcement bars shall be lapped and tied to the splicer rods.

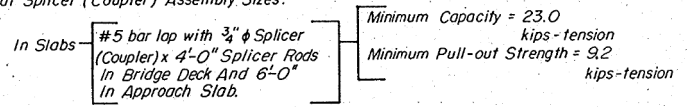
Splicer (coupler) assembly in the slab shall be epoxy coated in accordance with the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed splicer (coupler) assembly satisfies the following requirements:

- Minimum Capacity = $1.25 \times f_y \times A_f$
(Tension in kips)
- Minimum *Pull-out strength = $1.25 \times f_{s \text{ allow}} \times A_f$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in k.s.i.
 $f_{s \text{ allow}}$ = Allowable tensile stress in lapped reinforcement bars in k.s.i. (Service Load)
 A_f = Tensile stress area of lapped reinforcement bars.
 * 28 day concrete

Typical Splicer (Coupler) Assembly Sizes:



DESIGNED	Mary H. Blaylock
CHECKED	S.S.
DRAWN	M.M.
CHECKED	M.M.B.

12-31-84

BSD-1A

BAR SPLICER (COUPLER) DETAILS

SOUTHBOUND LANE I-57 OVER MINNIE CREEK
 F.A.I. ROUTE 57 SECTION 140-BR-1
 STA. 500 + 42.30
 KANKAKEE COUNTY
 STRUCTURE NUMBER 046-0114

511 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 528-2958

Ozyurt Engineers, Inc. CONSULTING ENGINEERS

FILE NO. 89-24A

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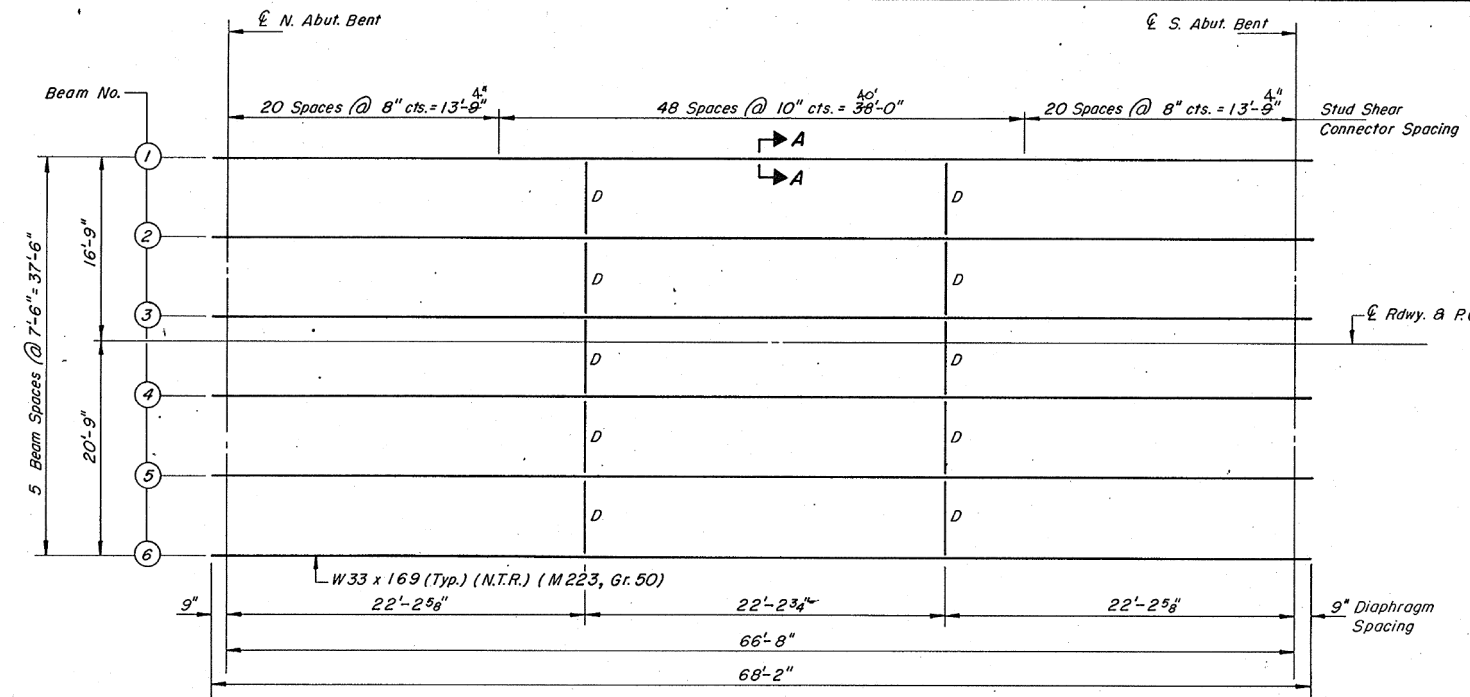
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		CHECKED -		REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0114
 FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	166
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



FRAMING PLAN
N.T.R. DENOTES NOTCH TOUGHNESS REQUIREMENTS

INT. BEAM MOMENT TABLE

	0.5 SPAN
I_s (in.4)	9290
I_c (in.4)	22369
S_s (in.3)	549
S_c (in.3)	762
Z (in.3)	
ϕ (K/I)	916
$M \phi$ (K)	509
$S \phi$ (K/I)	325
$M s \phi$ (K)	180
$M \phi$ (K)	632
$M imp.$ (K)	164
$S_3 (M \phi + I)$ (K)	1327
$M a$ (K)	2621
$f_s @ non-comp.$ (k.s.i.)	11.1
$f_s @ comp.$ (k.s.i.)	3.1
$f_s S_3 (L + I)$ (k.s.i.)	20.9
$f_s (Overload)$ (k.s.i.)	35.1
$f_s (Total)$ (k.s.i.)	45.6
VR (K)	53.2

M_u = Full Plastic Moment Capacity for Compact, Braced section.
 M_a (Applied Moment) = $1.3(M_{D_L} + M_{D_L} + 5_3(M_{L_L} + I))$.
 I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total and Overload).
 I_c and S_c are the moment of inertia and section modulus of the composite section used in computing f_s (Total and Overload).
 VR is the maximum L_L + impact shear range in span.
 Z is the plastic section modulus used to determine the Fully Plastic Moments in the non-composite areas.
The Fully Plastic Moment capacity (M_u) is computed according to AASHTO 10.48.1.
 f_s (Total) is the sum of the stresses due to $1.3(M_{D_L} + M_{D_L} + 5_3(M_{L_L} + I))$.
 f_s (Overload) is the sum of the stresses due to $M_{D_L} + M_{D_L} + 5_3(M_{L_L} + I)$.

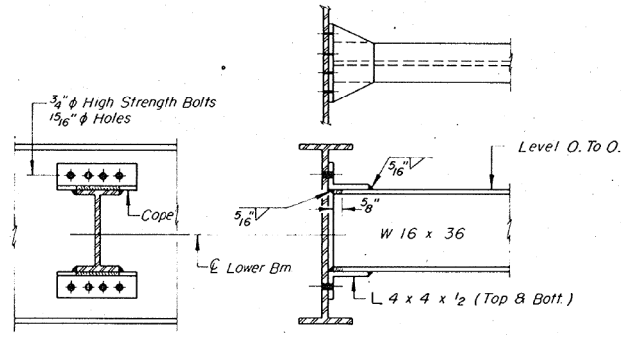
INT. BEAM REACTION TABLE

	Abut's.
$R \phi + S \phi$ (K)	41.4
$R \phi$ (K)	42.2
$Imp.$ (K)	11.0
$R Total$ (K)	94.6

*** TOP OF BEAM ELEV.**

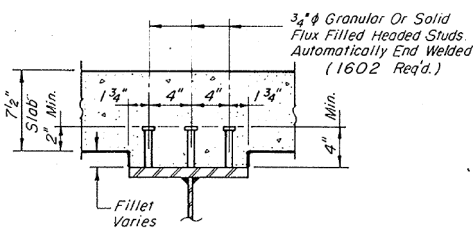
Beam	℄ Abut. Bents
1	629.28
2	629.42
3	629.54
4	629.47
5	629.35
6	629.20

*** FOR FABRICATION ONLY**

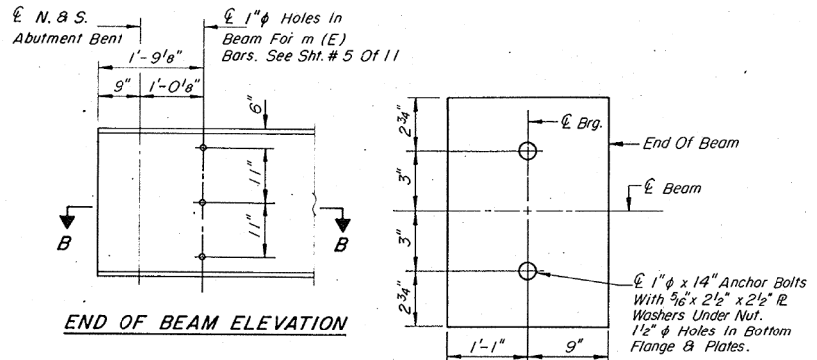


DIAPHRAGM D
10 Required

Note: Two hardened washers shall be required over all oversize holes for diaphragms.

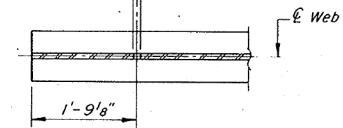


SECTION A-A



END OF BEAM ELEVATION

PLAN
1/8" LEAD
PLATE DETAILS



SECTION B-B

DESIGNED	Mary H. Slayden
CHECKED	J. A. Cox
DRAWN	M. M. Maul
CHECKED	MWB

STRUCTURAL STEEL
SOUTHBOUND LANE I-57 OVER MINNIE CREEK
F.A.I. RTE. 57 SECTION 140-BR-1
STA. 500 + 42.30
KANKAKEE COUNTY
STRUCTURE NUMBER 046-0114

51 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 217-526-9266	Ozyurt Engineers, Inc. CONSULTING ENGINEERS	FILE NO. 89-24 A DATE
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PLOT DATE =	12/4/2020	DRAWN -	M. M. Maul	REVISED -	
		CHECKED -	MWB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0114
FOR INFORMATION ONLY

SHEET OF SHEETS

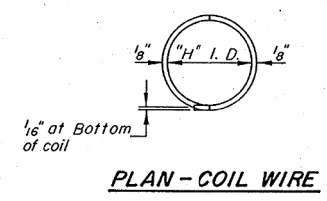
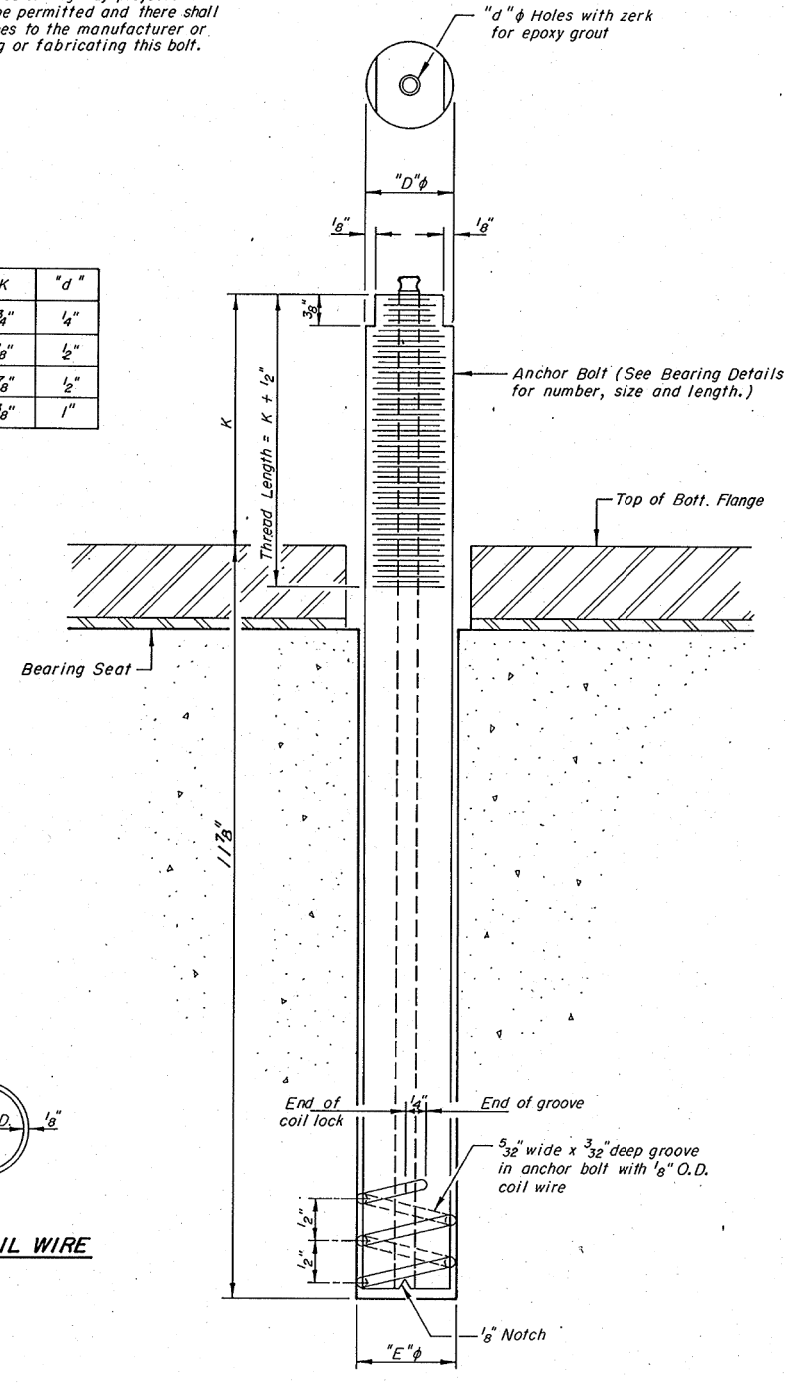
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57	46-(3,4)RS-4 & I-1	KANKAKEE	278	167
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

F.A. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	140-BR-1	KANKAKEE	33	21
STA.		TO STA.		
F.A. ROAD DIST. NO. 3		ILLINOIS	FED. AID PROJECT	

SHEET NO. 8
11 SHEETS

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/8"	1 3/4"	1/4"
1 1/2"	1 5/8"	1 5/8"	2 1/8"	1/2"
2"	2 1/8"	1 3/8"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/8"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A519, Grade 1026 and supplied with hexagonal nuts and cut washers.
The coil wire shall be made of any suitable soft steel wire.
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C881, Type I, Grade I and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE FOR THE ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS - USED GLASS CAPSULE

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes in accordance with the manufacturer's recommendations and procedures.
The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer conforming to ASTM A307.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

DESIGNED	May H. Bradley
CHECKED	N. Noo
DRAWN	J. M. Matus
CHECKED	MHB

12-1-83

ABB-1

ANCHOR BOLT DETAILS FOR BEARINGS			
SOUTHBOUND LANE I-57 OVER MINNIE CREEK			
F.A.I. RTE. 57		SECTION 140-BR-1	
STA. 500 + 42.30			
KANKAKEE COUNTY			
STRUCTURE NUMBER 046-0114			
511 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 528-2958	Ozyurt Engineers, Inc. CONSULTING ENGINEERS	FILE NO. 89-24 A	DATE

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12/4/2020 8:48:41 AM



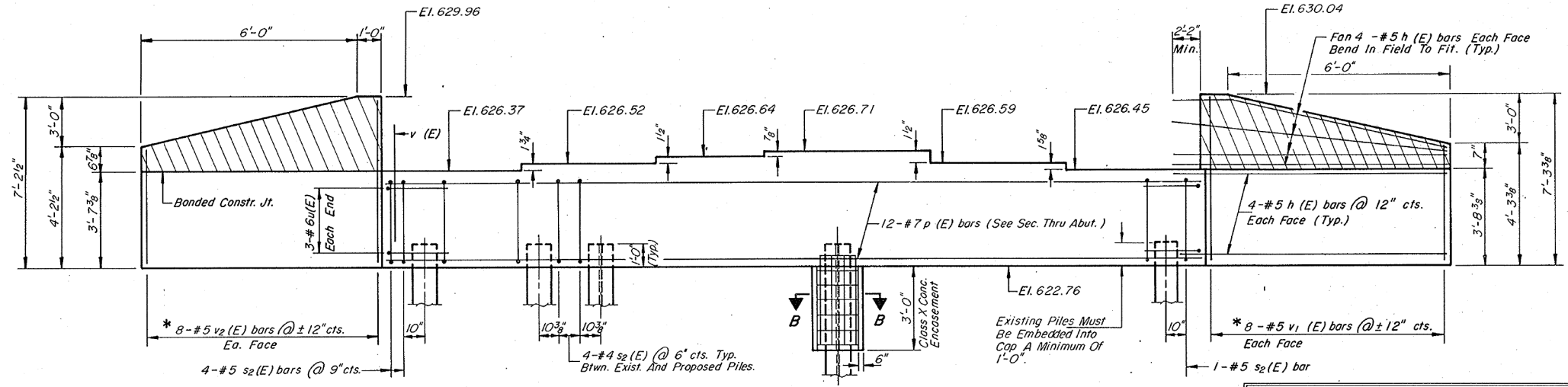
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		CHECKED -	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0114
FOR INFORMATION ONLY

SHEET OF SHEETS

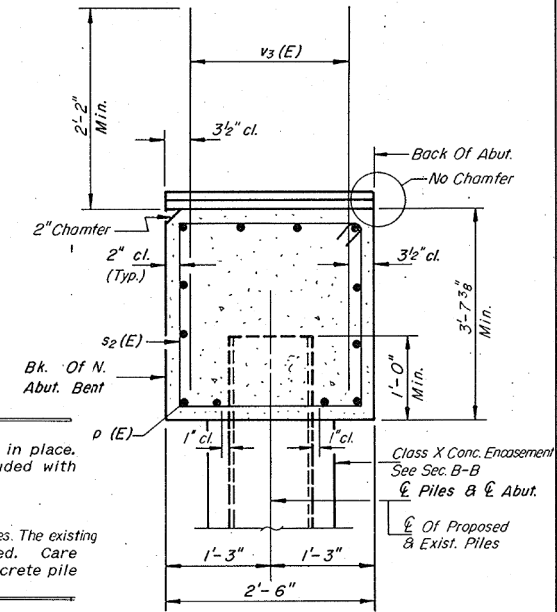
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	168
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



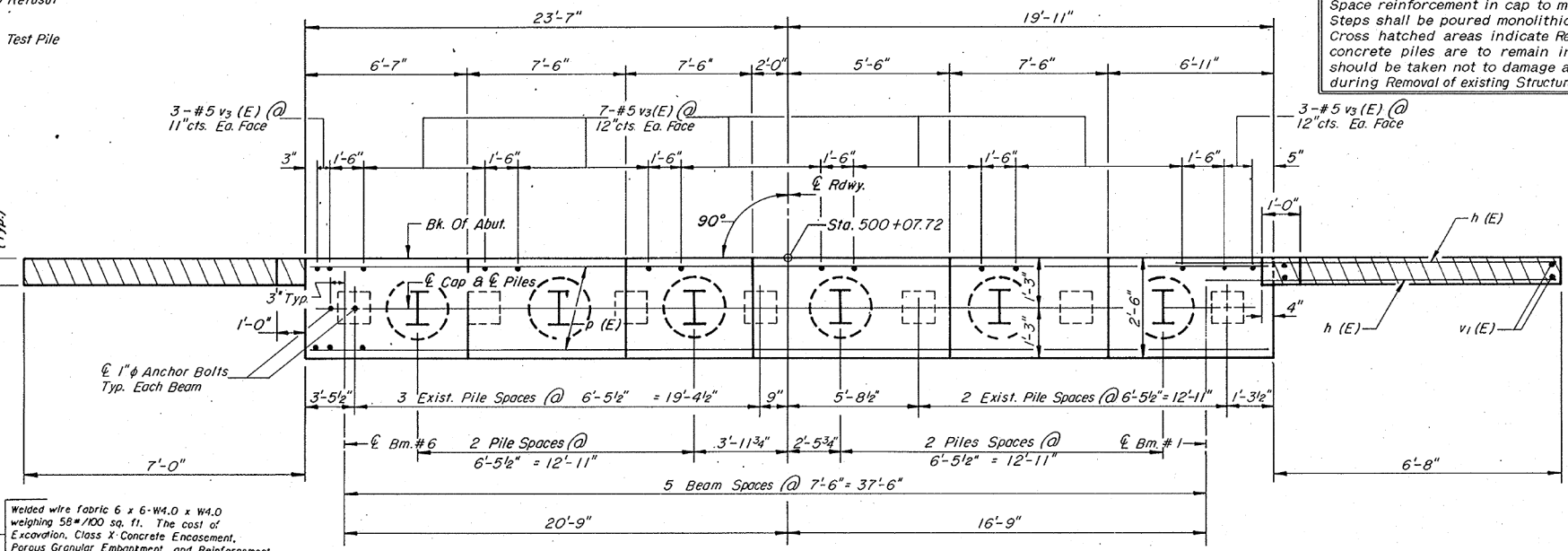
PILE DATA
 Type: Steel HP 8 x 36
 Capacity: Driven To Refusal
 Est. Length: 22'
 No. Required: 5 + 1 Test Pile

ELEVATION
(LOOKING N.)

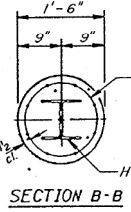
All edges shall have 3/4" chamfers except as noted. Hatched area to be poured with deck after beams are in place. Class X Concrete quantity for hatched area is included with Class X Concrete Superstructure. Space reinforcement in cap to miss anchor bolts. Steps shall be poured monolithically with cap. Cross hatched areas indicate Removal of existing Structures. The existing concrete piles are to remain in place and be reused. Care should be taken not to damage any portion of the concrete pile during Removal of existing Structures.



SEC. THRU ABUT.

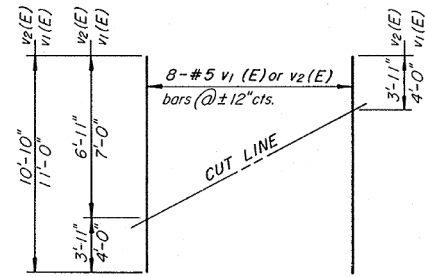


PLAN

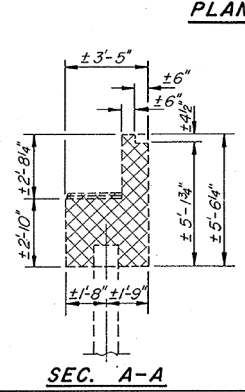


SECTION B-B

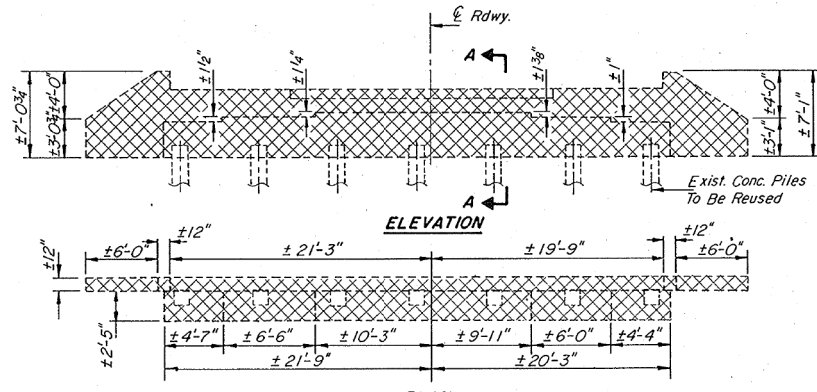
Welded wire fabric 6 x 6-W4.0 x W4.0 weighing 58#/100 sq. ft. The cost of Excavation, Class X Concrete Encasement, Porous Granular Embankment, and Reinforcement is incidental to the cost of furnishing piles. Forms for Encasement may be omitted when soil conditions will permit.



*** FIELD CUTTING DIAGRAM**
 ORDER v1 (E) BARS FULL LENGTH, CUT TO FIT AND USE THE REMAINDER IN OPPOSITE FACE.



SEC. A-A



CONCRETE REMOVAL DETAILS

NORTH ABUTMENT BILL OF MATERIAL

Bar No.	Size	Length	Shape
h (E)	32 #5	9'-1"	—
p (E)	12 #7	43'-3"	—
s2 (E)	53 #4	11'-9"	□
u (E)	6 #6	7'-7"	□
v1 (E)	8 #5	11'-0"	—
v2 (E)	8 #5	10'-10"	—
v3 (E)	82 #5	4'-4"	—
Class X Concrete		Cu. Yd.	17.1
Reinf. Bars (Epoxy Coated)		Pound	2400
Steel Piles HP 8 x 36		Lin. Ft.	110
Test Piles Steel HP 8 x 36		Each	1
Structure Excavation		Cu. Yd.	65

NORTH ABUTMENT
 SOUTHBOUND LANE I-57 OVER MINNIE CREEK
 F.A.I. RTE. 57 SECTION 140-BR-1
 STA. 500 + 42.30
 KANKAKEE COUNTY
 STRUCTURE NUMBER 046-0114
 Ozyurt Engineers, Inc. FILE NO. 89-24 A
 CONSULTING ENGINEERS DATE

DESIGNED *Mary H. Olayoye*
 CHECKED *A. Abo*
 DRAWN *S. S. S. S.*
 CHECKED *MWD*

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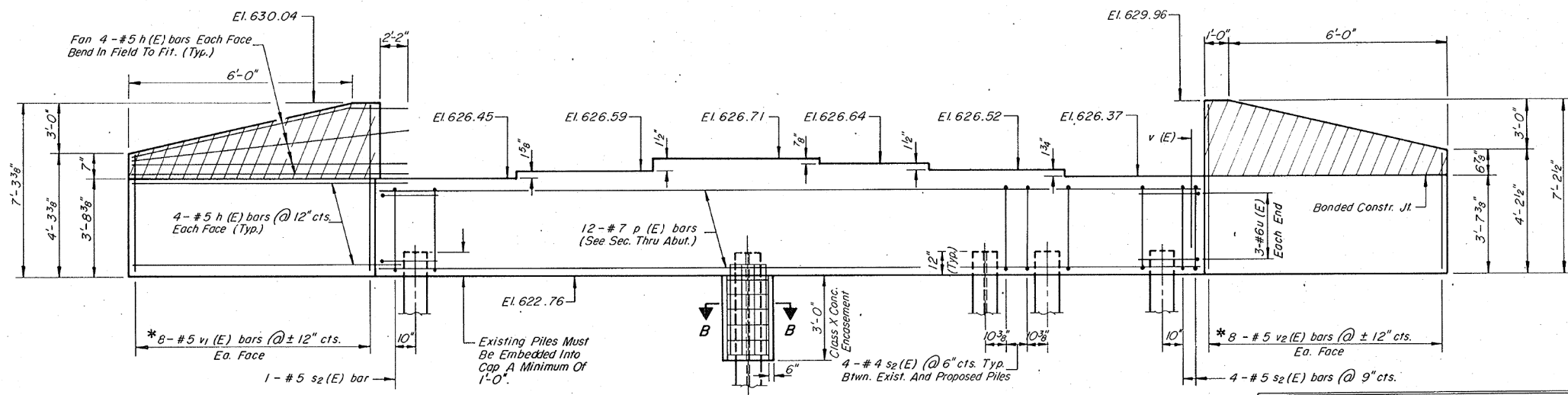
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0114
 FOR INFORMATION ONLY

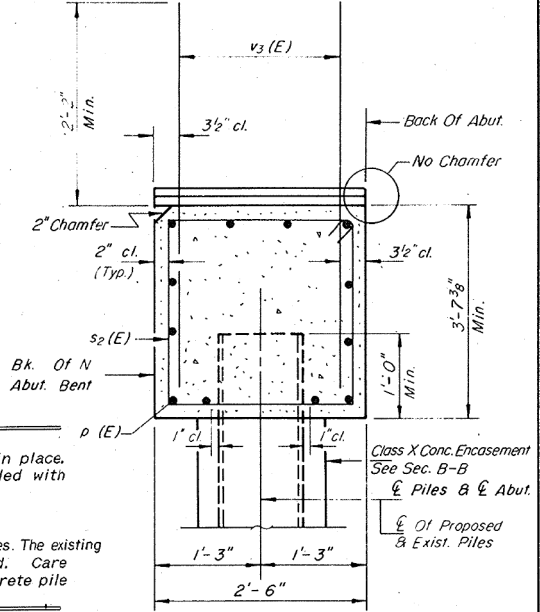
SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46(3,4)RS-4 & I-1	KANKAKEE	278	169
CONTRACT NO. 66F09			ILLINOIS FED. AID PROJECT	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET 10
57	140-BR-1	KANKAKEE	33	23	11 SHEETS
STA.	TO STA.				
FED. AID DIST. NO. 3	ILL. HIGHWAY	FED. AID PROJECT			

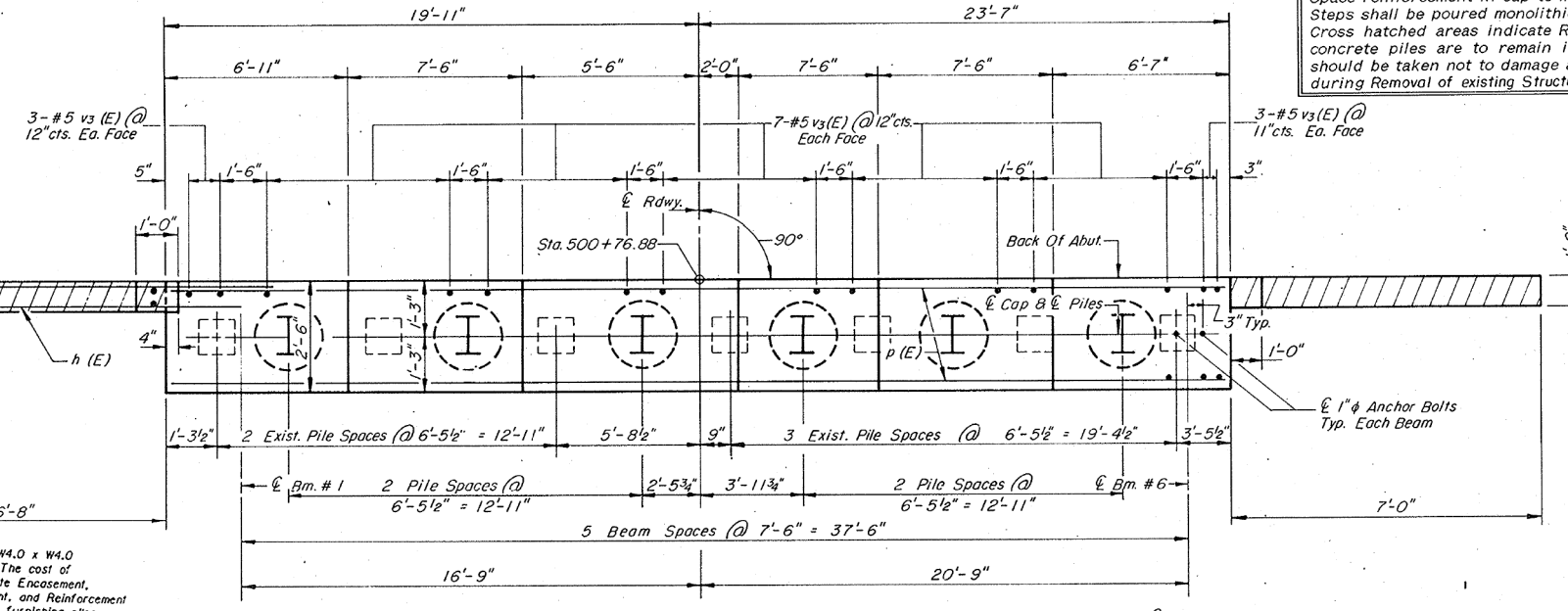


ELEVATION
(LOOKING S.)



SEC. THRU ABUT.

PILE DATA
Type: Steel HP 8 x 36
Capacity: Driven To Refusal
Est. Length: 20'
No. Required: 6



PLAN

All edges shall have 3/4" chamfers except as noted. Hatched area to be poured with deck with beams in place. Class X Concrete quantity for hatched area is included with Class X Concrete Superstructure. Space reinforcement in cap to miss anchor bolts. Steps shall be poured monolithically with cap. Cross hatched areas indicate Removal of existing Structures. The existing concrete piles are to remain in place and be reused. Care should be taken not to damage any portion of the concrete pile during Removal of existing Structures.

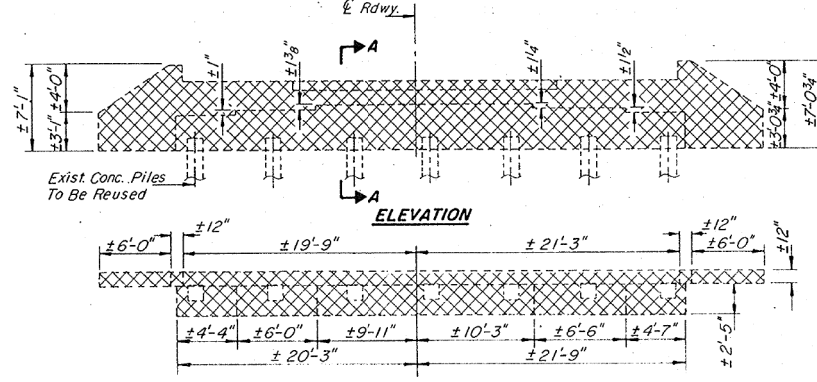
SOUTH ABUTMENT
BILL OF MATERIAL

Bar	No	Size	Length	Shape
h (E)	32	#5	9'-1"	—
p (E)	12	#7	43'-3"	—
s ₂ (E)	53	#4	11'-9"	□
u (E)	6	#6	7'-7"	□
v ₁ (E)	8	#5	11'-0"	—
v ₂ (E)	8	#5	10'-10"	—
v ₃ (E)	82	#5	4'-4"	—
Class X Concrete		Cu. Yd.	17.1	
Reinf. Bars (Epoxy Coated)		Pound	2400	
Steel Piles HP 8 x 36		Lin. Ft.	120	
Structure Excavation		Cu. Yd.	6.5	

DESIGNED: *Mary H. Blaney*
CHECKED: *[Signature]*
DRAWN: *[Signature]*
CHECKED: *[Signature]*

*** FIELD CUTTING DIAGRAM**
ORDER v₁ (E) BARS FULL LENGTH. CUT TO FIT AND USE THE REMAINDER IN OPPOSITE FACE.

SEC. A-A



PLAN
CONCRETE REMOVAL DETAILS

SOUTH ABUTMENT
SOUTHBOUND LANE I-57 OVER MINNIE CREEK
F.A.I. RTE. 57 SECTION 140-BR-1
STA. 500 + 42.30
KANKAKEE COUNTY
STRUCTURE NUMBER 046-0114
311 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704
Ozyurt Engineers, Inc. FILE NO. 89-24 A
CONSULTING ENGINEERS DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0114
FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	170
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	140-BR-1	KANKAKEE	33	24
STA.	TO STA.		SHEET NO.	
			11 SHEETS	
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

BORING # 1

Project	Bridge_046-0002	Date	7/12/90
Route	FAI 57	Bored By	K. Whittington
Sec	140-BR	STA.	500+43.3
County	Kankakee	Boring No.	1 (S. Abut.)
		Station	500+82
		Offset	67' Rt. Cl

Surface Water El.	Groundwater El. at Completion	Hours	
		N	Qu
Ground Surface 629.5			
BIT. STONE, SOIL			
627.5			
LOOSE DK. GR. SAND			
	604.0		
DK. BR. SAL			
STIFF GR. BR. SIC-TILL			
VERY STIFF BR. CLAY			
MEDIUM GR. SIL-TILL			
WEATHERED LIMESTONE (FREE WATER)			

Type failure: B-Bulge Failure, S-Shear Failure, E-Estimated Value, P-Penetrometer

BORING # 2

Project	Bridge_046-0002	Date	7/12/90
Route	FAI 57	Bored By	K. Whittington
Sec	140-BR	STA.	500+43.3
County	Kankakee	Boring No.	2 (N. Abut.)
		Station	500+00
		Offset	2' Rt. Cl

Surface Water El.	Groundwater El. at Completion	Hours	
		N	Qu
Ground Surface 627.7			
626.2			
STIFF BR. & GR. SIC			
VERY STIFF GR. BR. SIC			
SOFT GR. BR. SIC-TILL			
VERY STIFF BR. CLAY			
HARD GR. CLAY			
MEDIUM GR. SIL-TILL			
WEATHERED LIMESTONE (BROKEN)			

Type failure: B-Bulge Failure, S-Shear Failure, E-Estimated Value, P-Penetrometer

N - Standard Penetration Test - Blows Per Foot To Drive 2" O.D. Split Spoon Sampler 12" With 140 # Hammer Falling 30"
 Qu - Unconfined Compressive Strength - t/sf
 wc - Water Content - Percentage Of Oven Dry Weight - %
 Type Failure
 B - Bulge Failure
 S - Shear Failure
 E - Estimated Value
 P - Penetrometer

DESIGNED *Maurice Clendinning*
 CHECKED *SS*
 DRAWN *M. Clendinning*
 CHECKED *MWB*

BORING LOGS
 SOUTHBOUND LANE I-57 OVER MINNIE CREEK
 F.A.I. RTE. 57 SECTION 140-BR-1
 STA. 500 + 42.30
 KANKAKEE COUNTY
 STRUCTURE NUMBER 046-0114
 Ozyurt Engineers, Inc. FILE NO. 89-24 A
 CONSULTING ENGINEERS DATE

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0114
 FOR INFORMATION ONLY
 SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	171
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

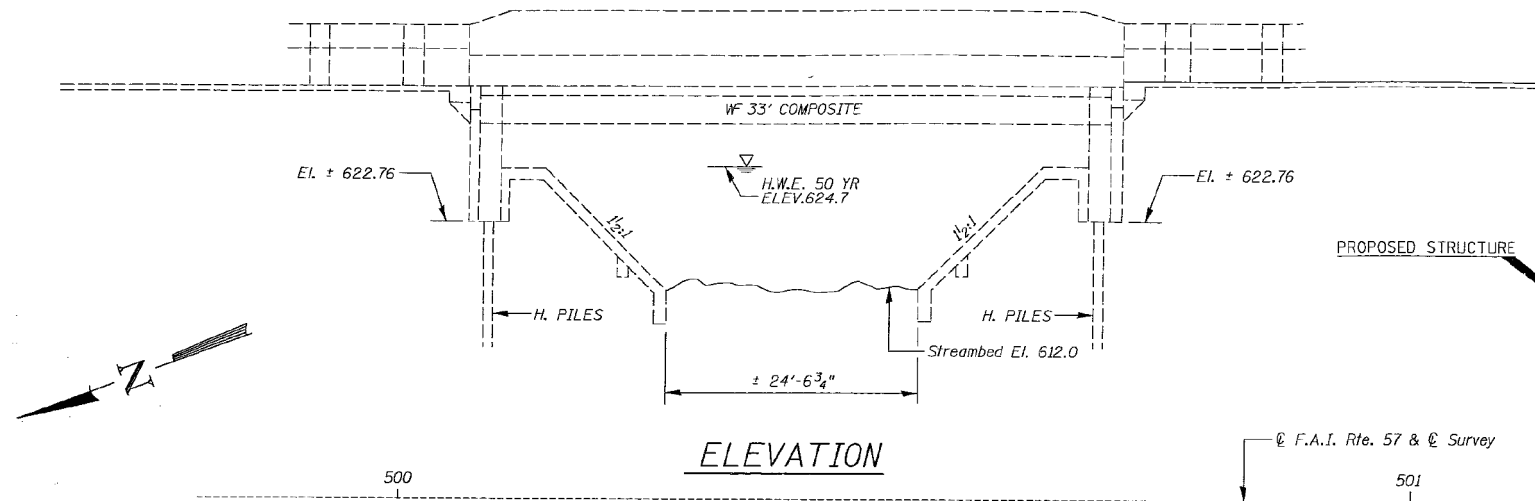
BM#2 - Chisled "□" on top of N.W. Wingwall of North Bound Bridge,
14' left, Sta 500+08, Elev. 630.45

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-HVB	KANKAKEE	76	46
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

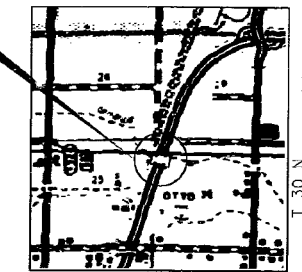
Sheet 1 of 2

PROPOSED WORK

Thin Polymer overlay to existing concrete deck.



R 14 W 2ND PM R 13 W 2ND PM



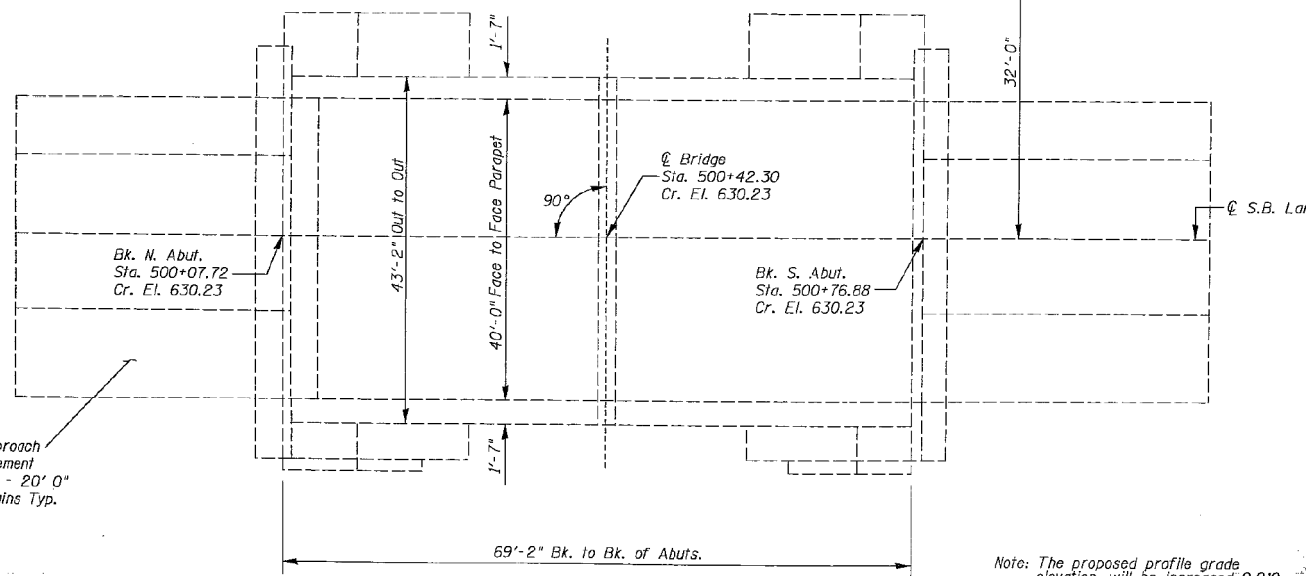
LOCATION SKETCH

GENERAL NOTES

1. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
2. Limits of the scarification and bridge deck thin polymer overlay shall be from end of bridge approach pavement to end of bridge approach pavement.

LOADING HS20-44

Allow 25 #/Sq. Ft. for future wearing surface.



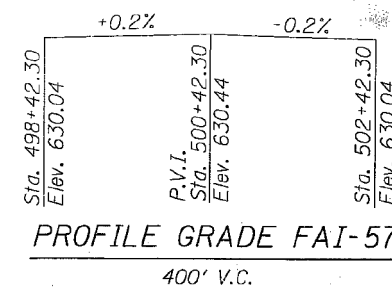
Bridge Approach
Slidr. Pavement
Sta. 2324 - 20' 0"
Without drains Typ.
each end.

Note: The proposed profile grade elevation will be increased 0.010 ft., and shall follow the existing profile grade shown below.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Bridge Deck Thin Polymer Overlay (3/8")	Sq. Yds.	485.2		485.2
Concrete Bridge Deck Scarification (1/4")	Sq. Yds.	485.2		485.2

PLAN



PROFILE GRADE FAI-57

HIGHWAY CLASSIFICATION

F.A.I. Rte. 57 - Interstate 57
Functional Class: Interstate
ADT: 10450 (1999); 21050 (2022)
Design Speed: 70 m.p.h.
Posted Speed: 65 m.p.h.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE		
		General Plan	
		Southbound I-57 over Minnie Creek	
		F.A.I. Rte. 57 Section 140-BR-1	
		Sta. 500+42.30	
		Kankakee County	
		Structure No. 046-0114	
		SCALE: VERT. _____	DRAWN BY: JLK
		HORIZ. _____	CHECKED BY: HLL
		DATE: _____	

ep03900/046-0114.dgn
March 23, 2001

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PLOT DATE = 12/4/2020	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0114
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	172
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

Benchmarks: BM 146, Cut "□" on top of approach pavement curb in NW quadrant of SN 046-0113.
Elevation = 635.47, Station 23+81.11, 14.46' LT.

Existing Structure: Structure No. 046-0113 was originally constructed in 1993 as Section 46-3HBR. The superstructure consists of a three-span continuous steel, haunched plate girder bridge with a 7½" cast-in-place concrete deck. The substructure consists of vaulted abutments supported by driven steel piles. The back-to-back of abutments length is 218'-0" and the out-to-out of deck width is 31'-2". The span lengths are 29'-0", 155'-0", and 29'-0". The structure is skewed 5° 02' 00" left forward. One lane of traffic will be maintained utilizing stage construction.

No salvage.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

LOADING HS20-44

No allowance for future wearing surface

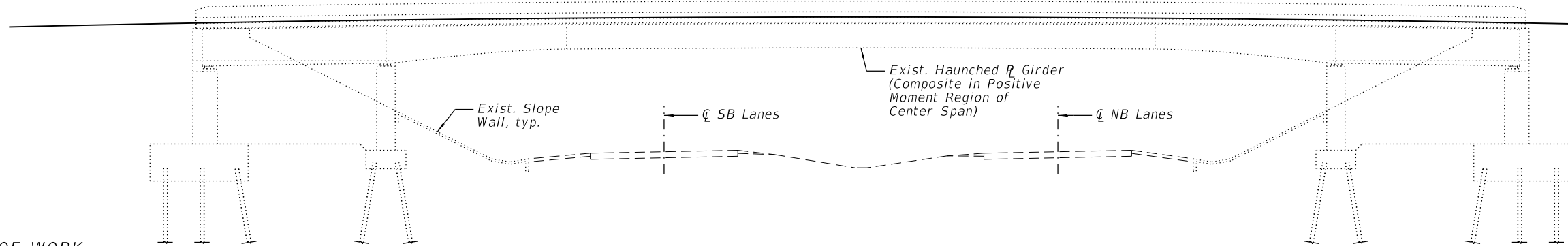
EXISTING DESIGN STRESSES

FIELD UNITS:

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Structural Steel, Grade 50)
fy = 36,000 psi (Structural Steel, Grade 36)

SCOPE OF WORK

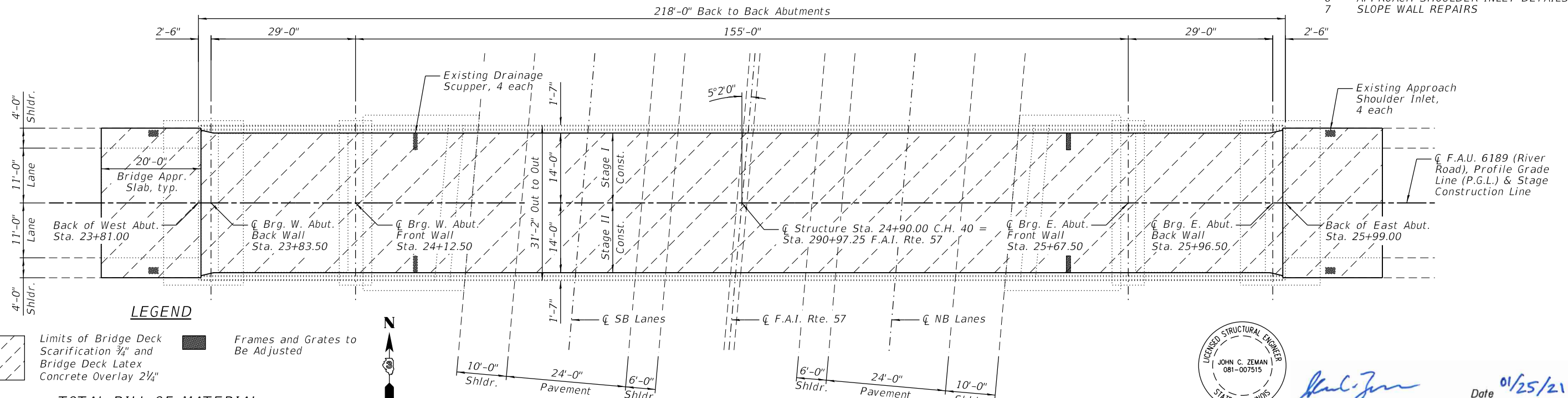
- 1.) Maintain one lane of traffic utilizing stage construction.
- 2.) Scarify the existing deck and approach slabs.
- 3.) Adjust existing frames and grates.
- 4.) Construct latex concrete overlay on deck and approach slabs.
- 5.) Repair slope walls.



ELEVATION

INDEX OF SHEETS

SHEET NO.	TITLE
1	GENERAL PLAN AND ELEVATION
2	STAGE CONSTRUCTION DETAILS
3	APPROACH SLAB REPAIRS - STAGES I & II
4	DECK AND APPROACH SLAB REPAIRS - AS BUILT
5	DRAINAGE SCUPPER DETAILS
6	APPROACH SHOULDER INLET DETAILS
7	SLOPE WALL REPAIRS



LEGEND

- Limits of Bridge Deck Scarification ¾" and Bridge Deck Latex Concrete Overlay 2¼"
- Frames and Grates to Be Adjusted

TOTAL BILL OF MATERIAL

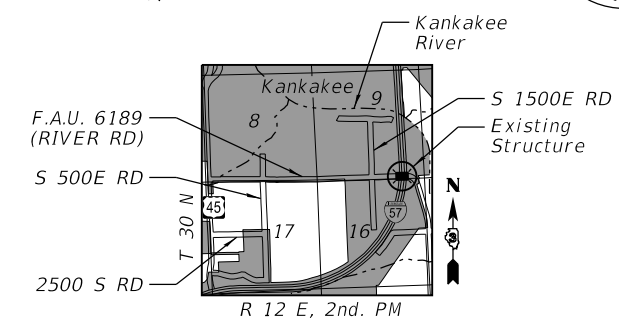
ITEM	UNIT	TOTAL
Bridge Deck Grooving	Sq. Yd.	751
Frames and Grates to Be Adjusted	Each	8
Slope Wall Crack Sealing	Foot	48
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	Sq. Yd.	808
Bridge Deck Scarification 3/4"	Sq. Yd.	808
Silicone Joint Sealer, 1"	Foot	48
Polymer Concrete	Cu. Ft.	5
Protective Coat	Sq. Yd.	810

* Apply to new concrete and overlay only.

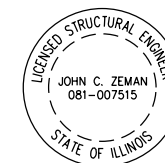
PLAN

GENERAL NOTE:

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.



LOCATION SKETCH



Signature: *John C. Zeman*
Date: 01/25/21

JOHN C. ZEMAN
ILLINOIS STRUCTURAL ENGINEER
NO. 081-007515
Exp. Date 11/30/22

GENERAL PLAN AND ELEVATION

RIVER ROAD OVER I-57

F.A.U. 6189

SECTION 46-(3,4)RS-4 & I-1

KANKAKEE COUNTY

STATION 24+90.00

STRUCTURE NO. 046-0113

**GENERAL PLAN & ELEVATION
STRUCTURE NO. 046-0113**

SHEET NO. 1 OF 7 SHEETS

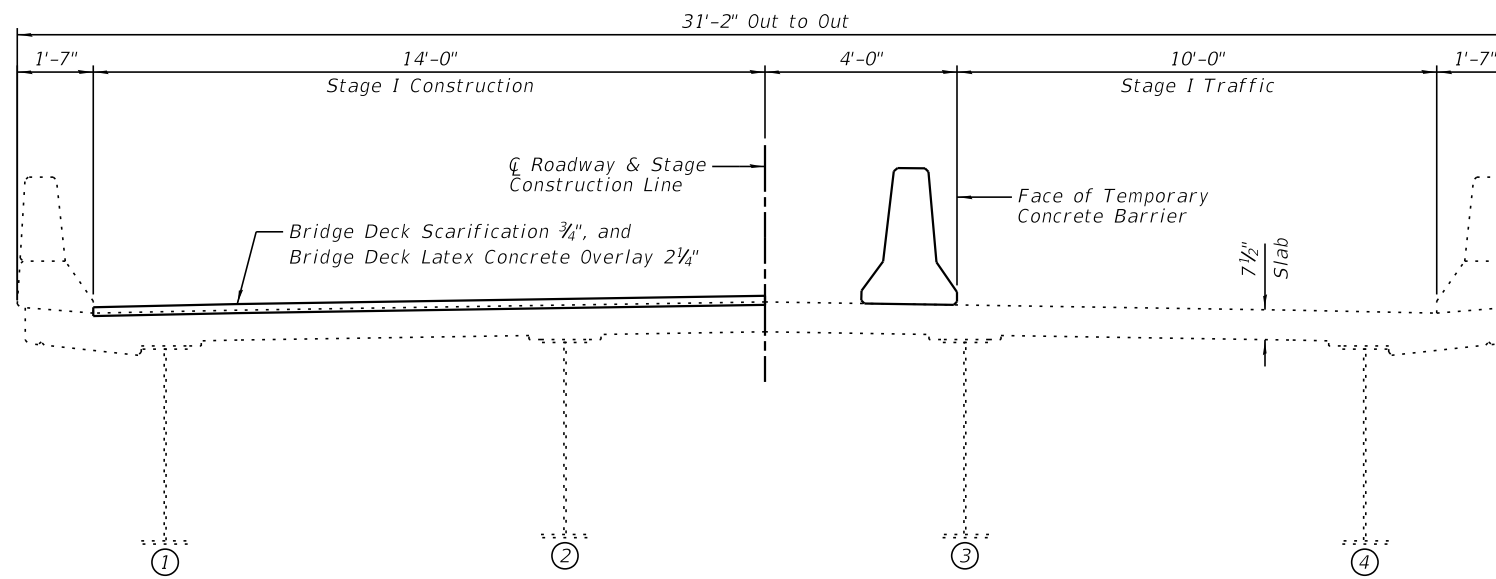
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	174
CONTRACT NO. 66F09				

ILLINOIS FED. AID PROJECT

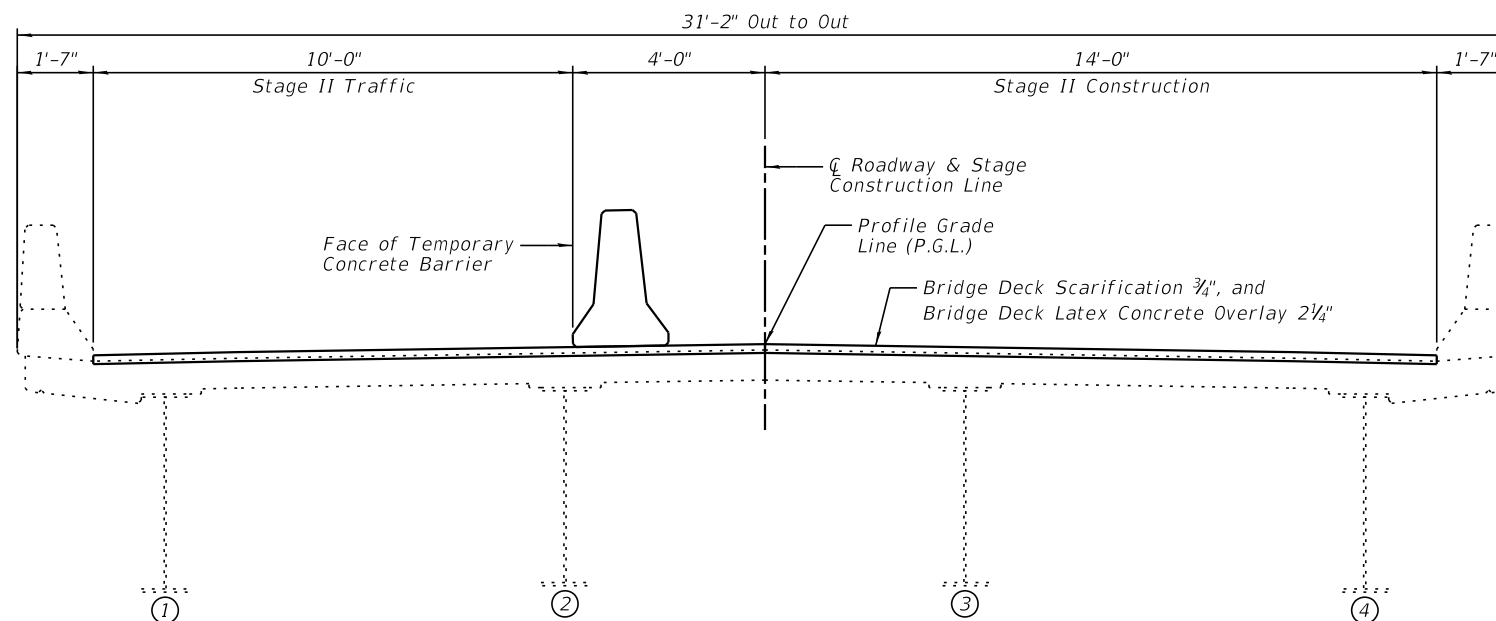


DESIGNED - JCZ	REVISED JCZ 01/25/21
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
CHECKED - JML	REVISED
DATE - 07/16/19	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



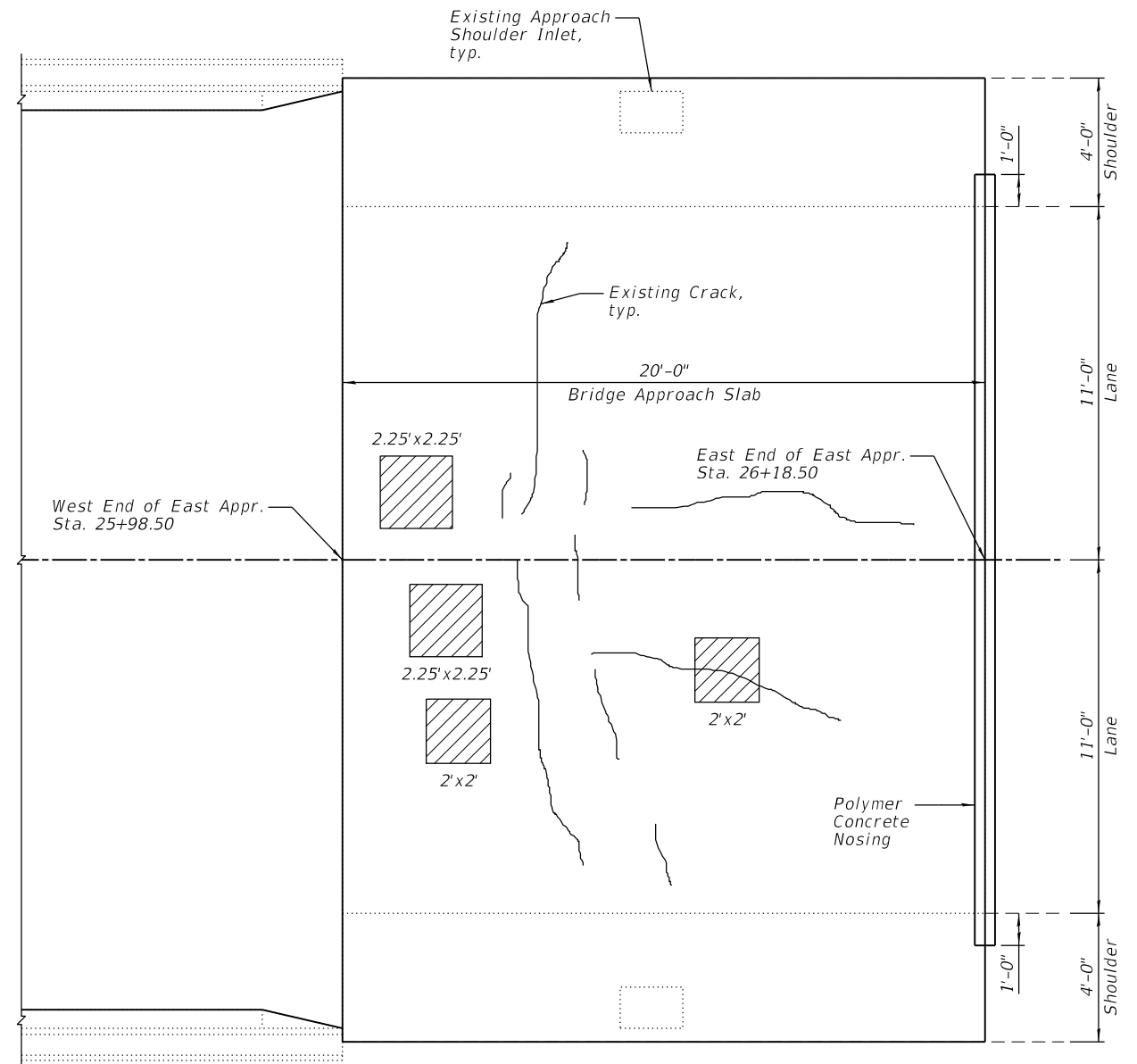
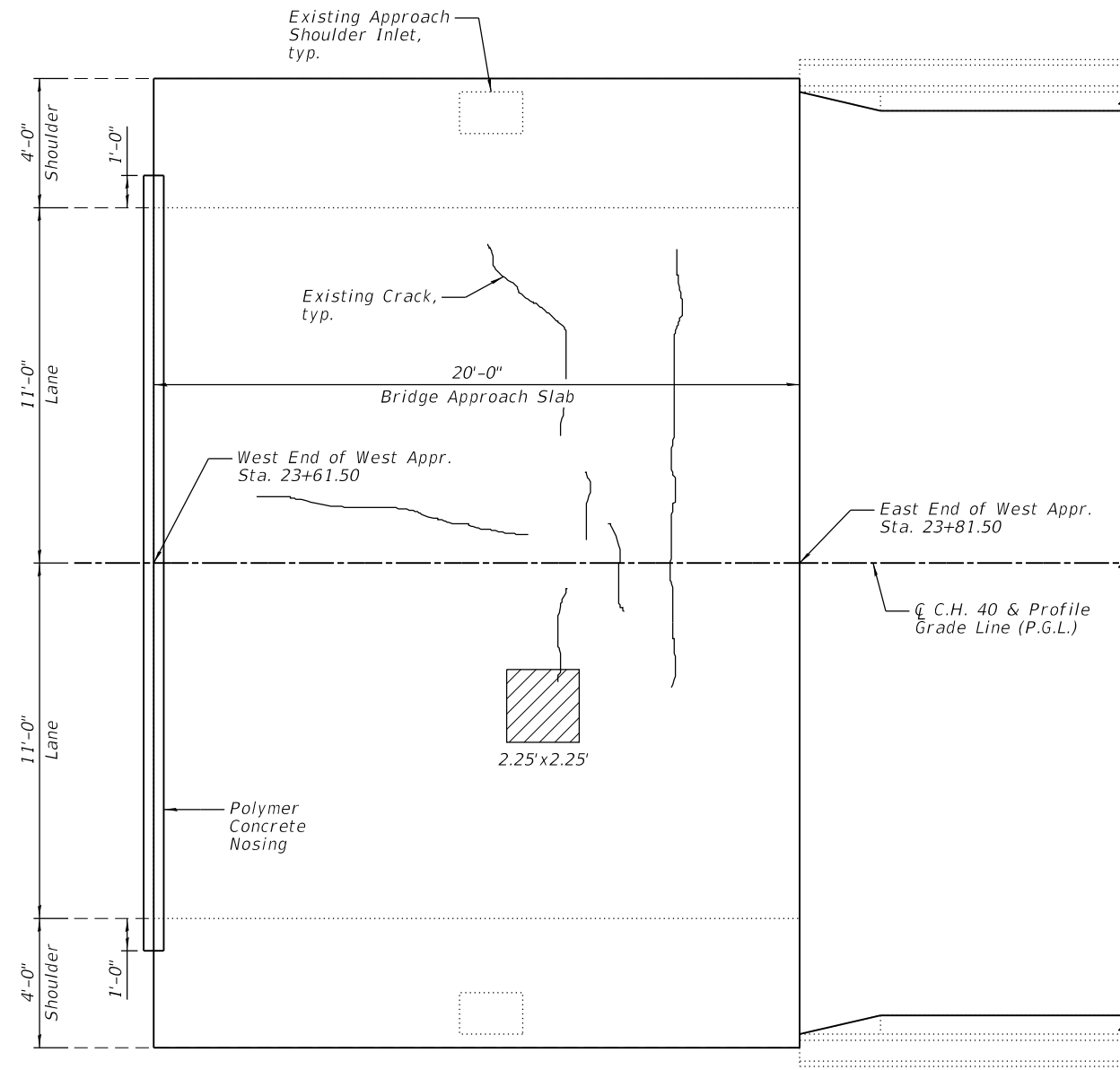
STAGE I CONSTRUCTION
(Looking East)



STAGE II CONSTRUCTION
(Looking East)

DESIGNED - JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
CHECKED - JML	REVISED
DATE - 07/16/19	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-13,41RS-4 & I-1	KANKAKEE	278	175
CONTRACT NO. 66F09			ILLINOIS FED. AID PROJECT	

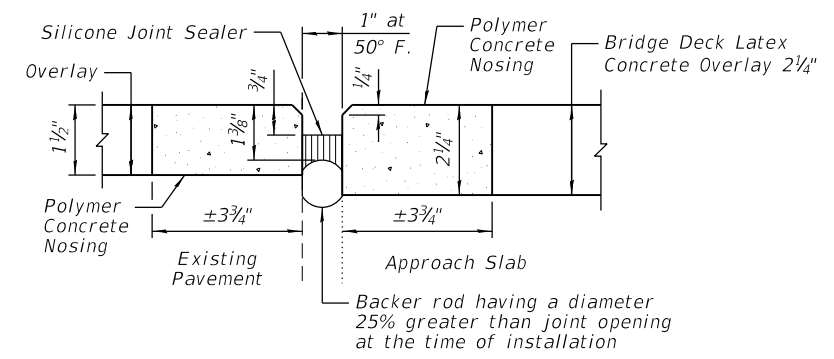


APPROACH SLAB REPAIRS



NOTE:

The repair areas shown are estimated based on field inspections conducted in September 2018. The actual repair areas required shall be verified according to the special provisions.



SILICONE JOINT SEALER DETAIL - AT APPROACH SLABS

LEGEND

Approach Slab Repair (Partial Depth)

BILL OF MATERIAL

Item	Unit	Total
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	Sq. Yd.	808
Bridge Deck Scarification 3/4"	Sq. Yd.	808
Silicone Joint Sealer, 1"	Foot	48
Polymer Concrete	Cu. Ft.	5
Protective Coat	Sq. Yd.	810

* Apply to new concrete and overlay only.



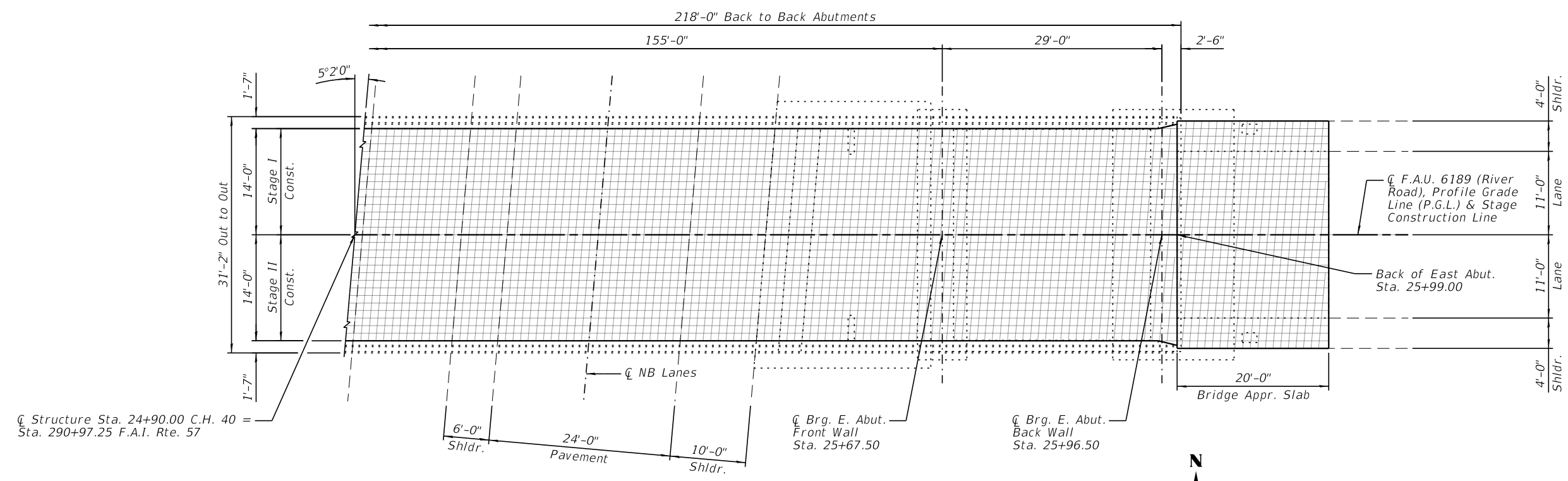
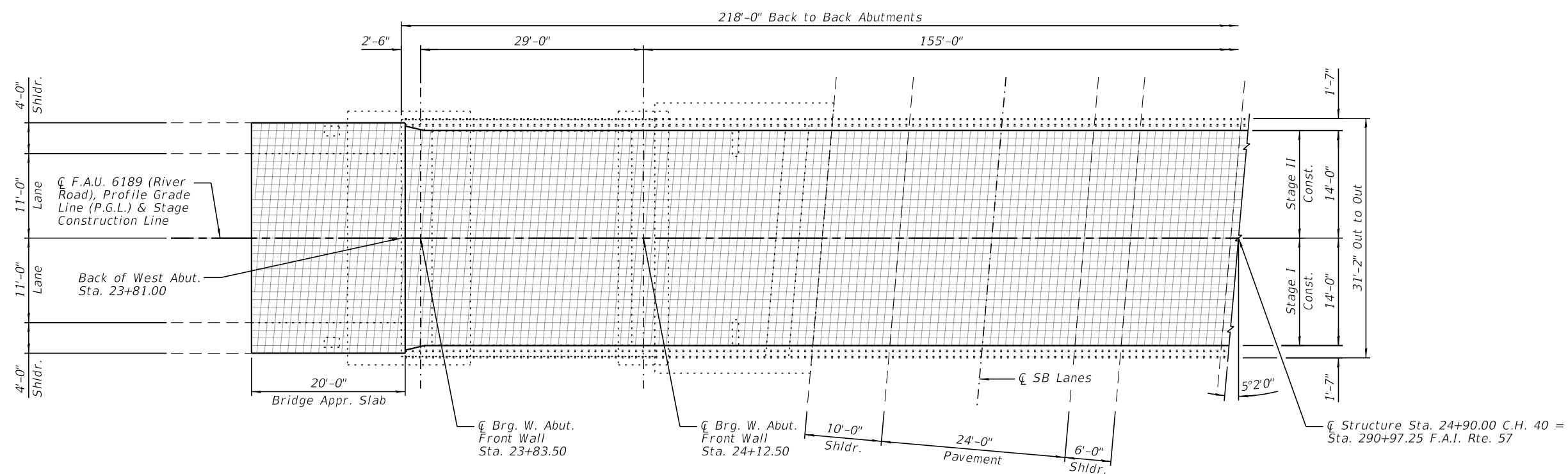
DESIGNED - JCZ	REVISED JCZ 01/25/21
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
CHECKED - JML	REVISED
DATE - 07/16/19	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB REPAIRS - STAGES I & II
STRUCTURE NO. 046-0113**

SHEET NO. 3 OF 7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-13,4RS-4 & I-1	KANKAKEE	278	176
CONTRACT NO. 66F09			ILLINOIS FED. AID PROJECT	



DECK AND APPROACH SLAB REPAIRS



NOTES:

- 1.) The Engineer will record the as-built deck slab and approach slab repair areas on this sheet.
- 2.) The reference grid was drawn with 1'x1' squares.



DESIGNED - JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
DATE - 07/16/19	REVISED

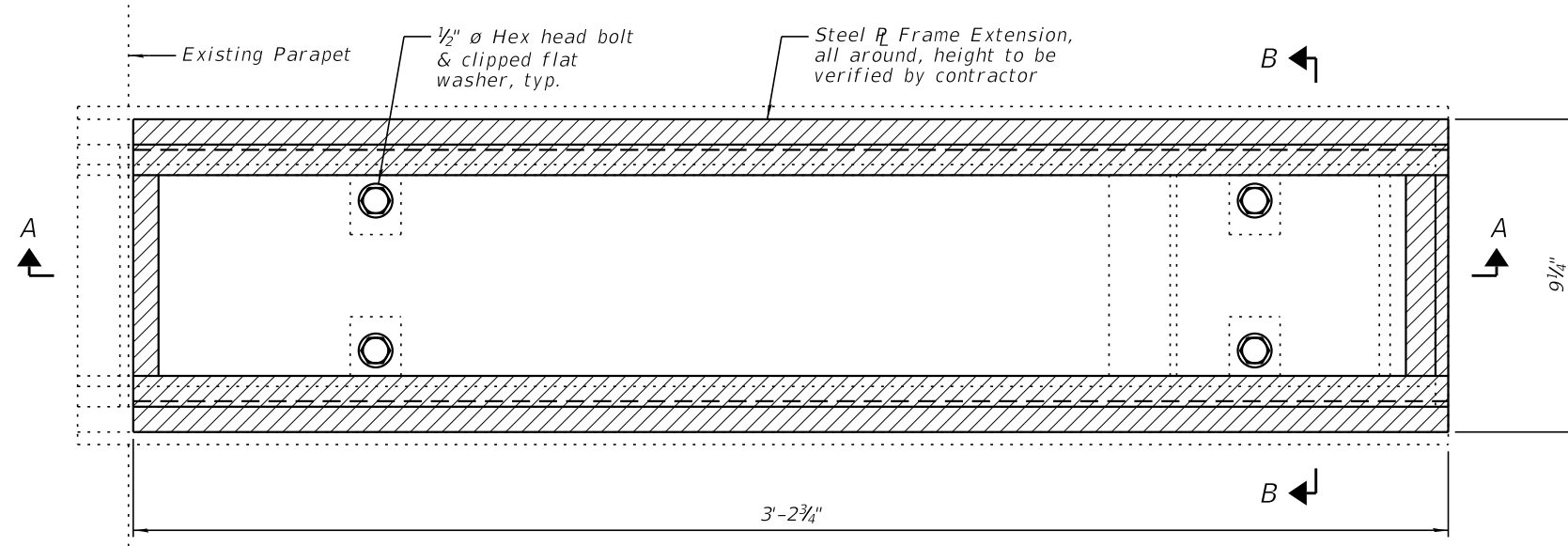
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK AND APPROACH SLAB REPAIRS - AS BUILT
STRUCTURE NO. 046-0113**

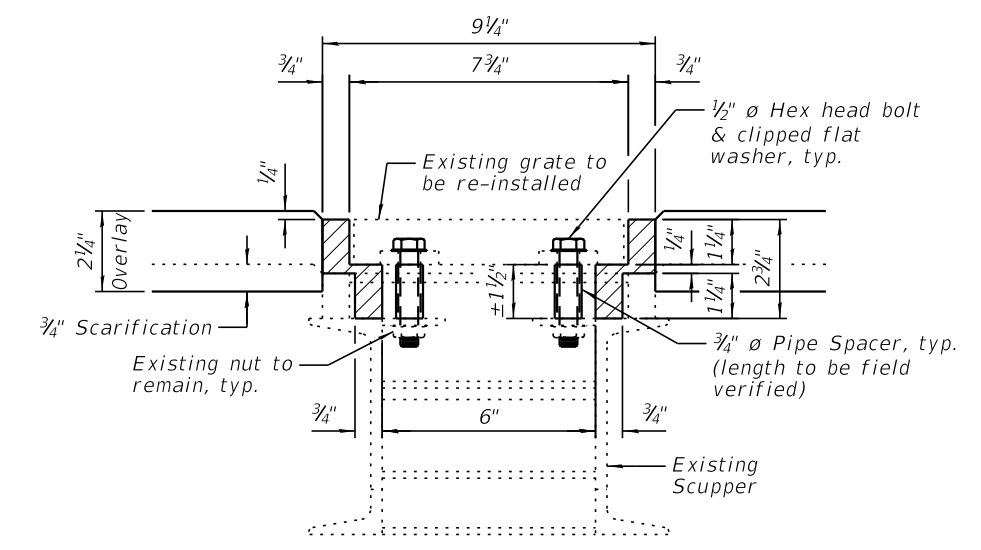
SHEET NO. 4 OF 7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-13,4RS-4 & I-1	KANKAKEE	278	177
CONTRACT NO. 66F09				

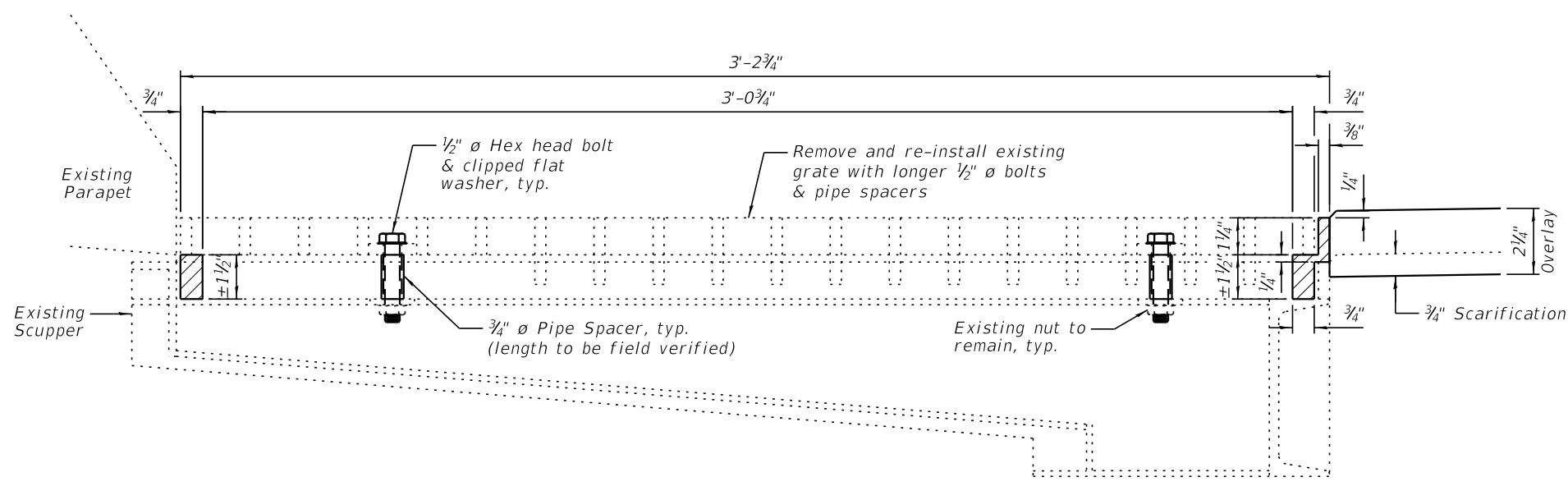
ILLINOIS FED. AID PROJECT



PLAN
(Existing grate not shown for clarity)



SECTION B-B



SECTION A-A

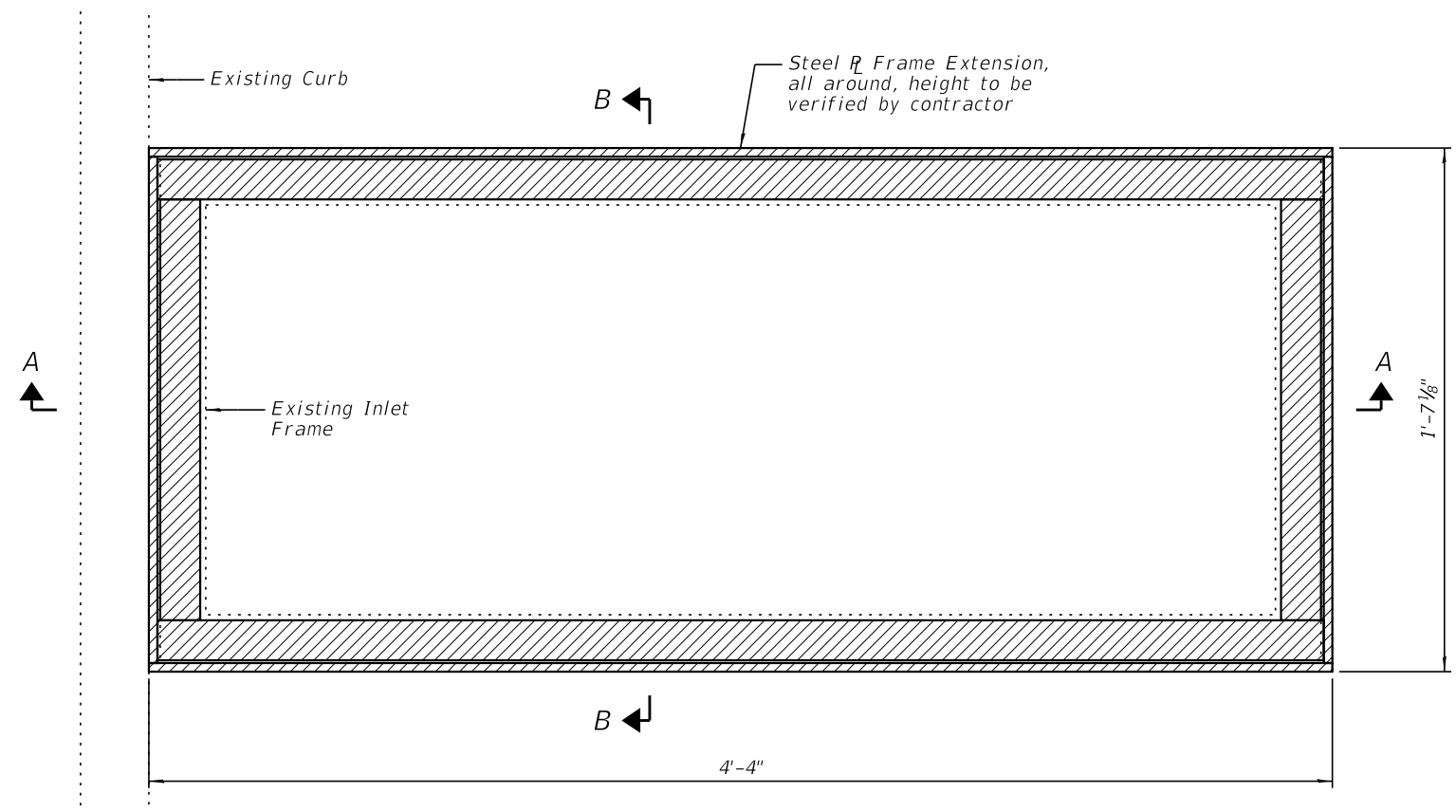


NOTES:

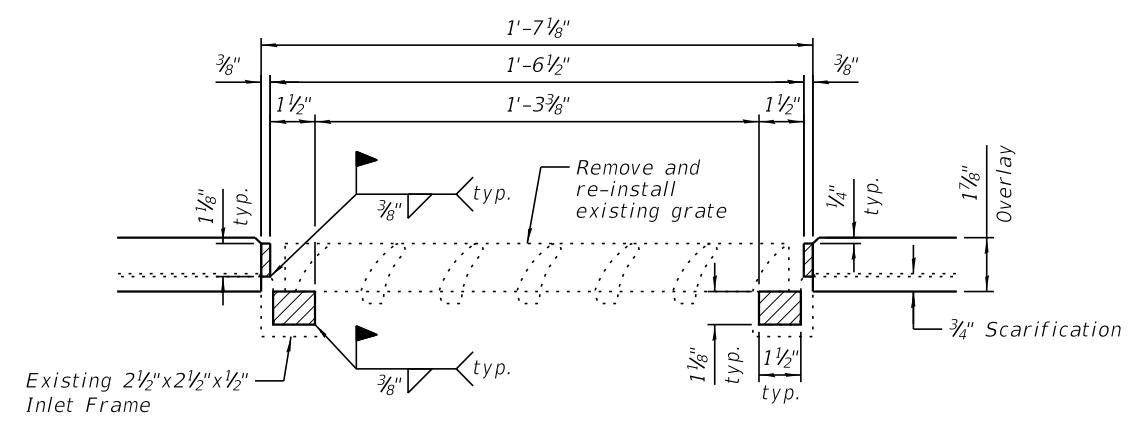
- 1.) All structural steel shall be AASHTO M270 Grade 36. The adjusting scupper ring and 3/4" ø pipe sleeve spacers shall be galvanized.
- 2.) Bolts shall be 1/2" ø AASHTO M164 Type 1, mechanically galvanized.
- 3.) Shop drawings for proposed Steel R Frame Extension shall be submitted for approval prior to fabrication.
- 4.) Contractor shall ensure that no damage is done to existing grates to be reused.
- 5.) Cost of all labor and materials necessary to remove existing grates, clean existing scuppers, install Steel R Frame Extensions and reinstall grates is included in the cost per unit each for Frames and Grates to Be Adjusted.

DESIGNED - JCZ	REVIS
CHECKED - JML	REVIS
DRAWN - DJM	REVIS
DATE - 07/16/19	REVIS

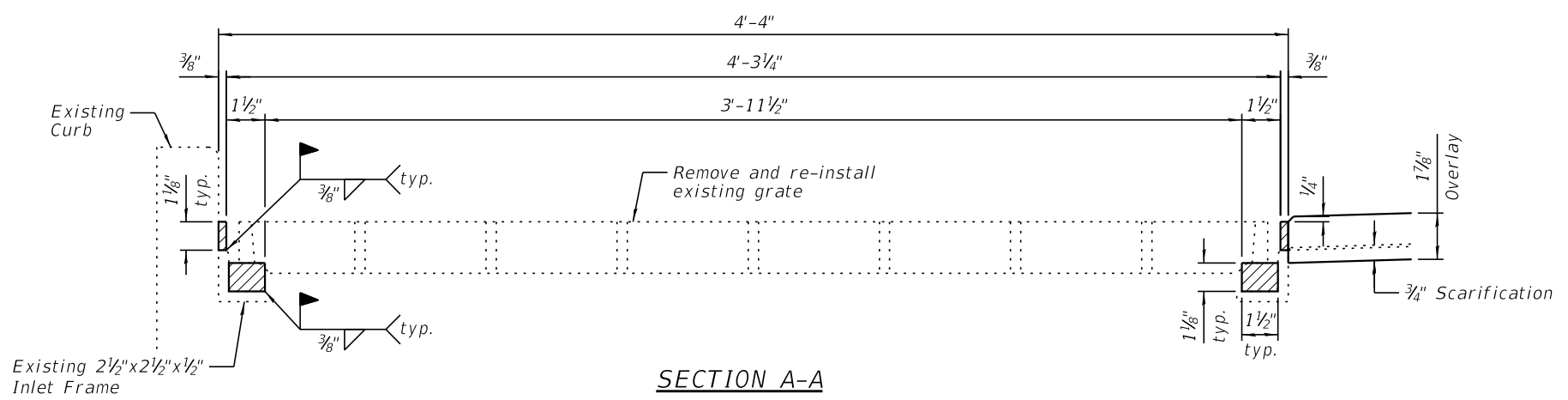
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	178
CONTRACT NO. 66F09			ILLINOIS FED. AID PROJECT	



PLAN
(Existing grate not shown for clarity)



SECTION B-B

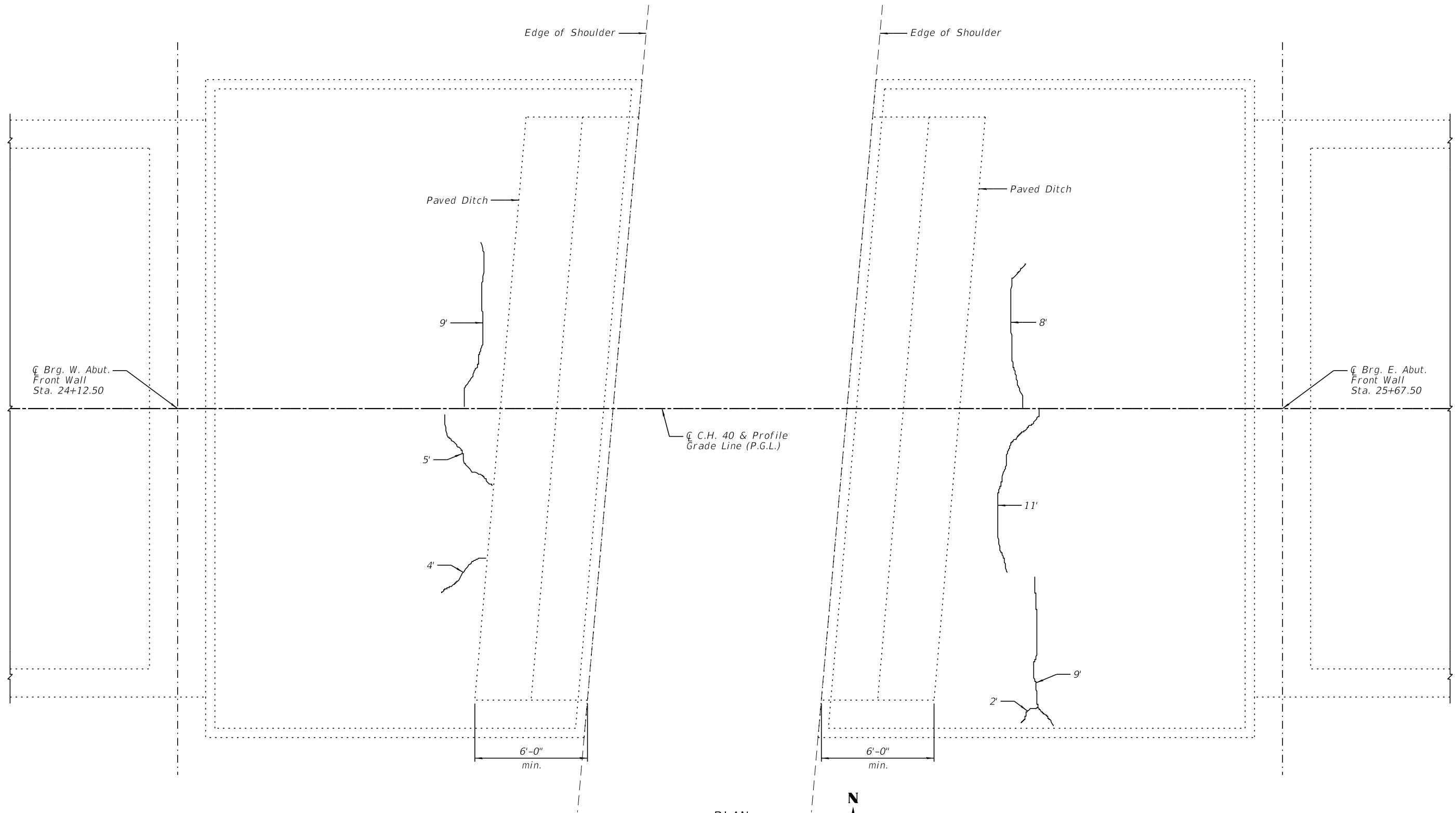


SECTION A-A



NOTES:

- 1.) All structural steel shall be AASHTO M270 Grade 36. The adjusting inlet ring shall be galvanized.
- 2.) Shop drawings for proposed Steel R Frame Extension shall be submitted for approval prior to fabrication.
- 3.) Contractor shall ensure that no damage is done to existing grates to be reused.
- 4.) Cost of all labor and materials necessary to remove existing grates, clean existing inlets, install Steel R Frame Extensions and reinstall grates is included in the cost per unit each for Frames and Grates to Be Adjusted.



PLAN



LEGEND

Slope Wall Crack Sealing

BILL OF MATERIAL

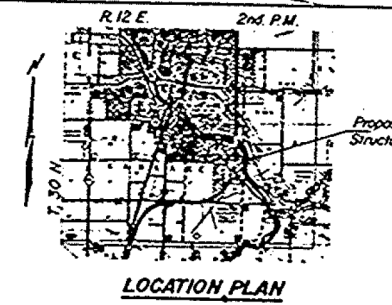
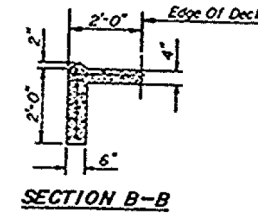
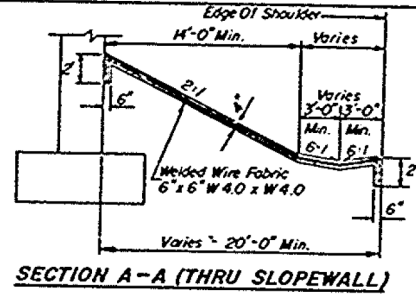
Item	Unit	Total
Slope Wall Crack Sealing	Foot	48

DESIGNED - JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
CHECKED - JML	REVISED
DATE - 07/16/19	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-13,41RS-4 & I-1	KANKAKEE	278	179
CONTRACT NO. 66F09			ILLINOIS FED. AID PROJECT	

TRM 83 Chiseled square in top of S.W. wingwall of bridge, 15' Rt., Sta. 23+76, Elev. 282.95.

Existing Structure: S.W. 046-0092 Built in 1958 is a 4 span 24' wide flange bridge. The structure is 205'-0" bk. to bk. of abutments, and 24'-0" fc. to fc. of curbs. Piers are reinforced concrete on spread footings, and abutments are open pile bents. The contractor shall remove the entire structure and replace it with a 3 span steel plate girder structure 218'-0" bk. to bk. of abutments. Traffic will be detoured. No salvage.



F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-3HBR	KANKAKEE	47	17
STA. 24+90.00 (C.H. 40) TO STA. 290+97.25 (F.A.I. RTE. 57)				

GENERAL NOTES

The exposed faces of the abutment front walls and curtain walls are to receive a rubbed finish in accordance with article 504.14(b) of the Standard Specifications.

Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.

The Contractor shall drive one steel test pile in a permanent location at each abutment back wall as directed by the Engineer before ordering the remainder of piles.

Fasteners shall be high strength bolts. Bolts 7/8", open holes 1 1/8", unless otherwise noted.

Calculated weight of Structural Steel = 196,860 Lbs. M223, Grade 50, 19,350 Lbs. M183.

The Zinc-Silicate and vinyl paint systems shall be used for shop and field painting of Structural Steel except as noted. The color of the vinyl finish coat shall be Munsell No. 7.5G 7/3 Interstate Green.

Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor the top flange in span 1 & 3 or for a distance equal to one-fourth the span length from the front abutment wall in span 2. Field welding in other areas will be permitted only when approved by the Engineer.

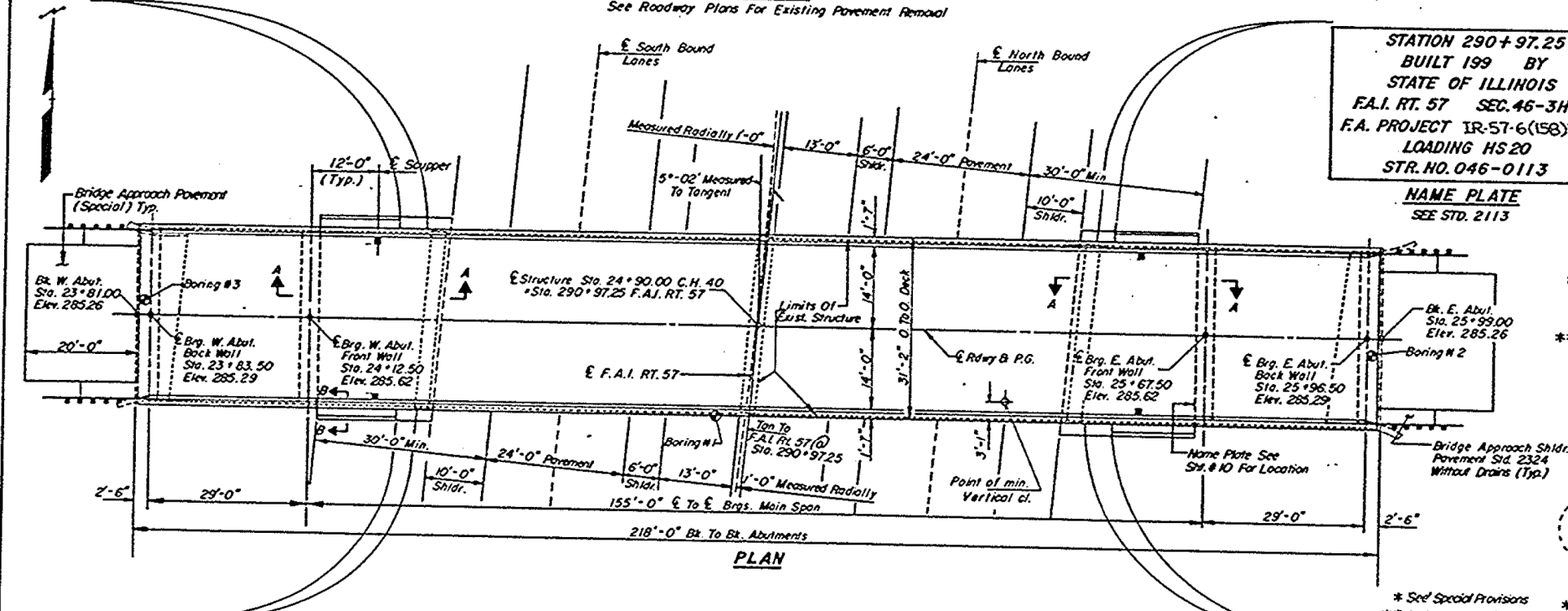
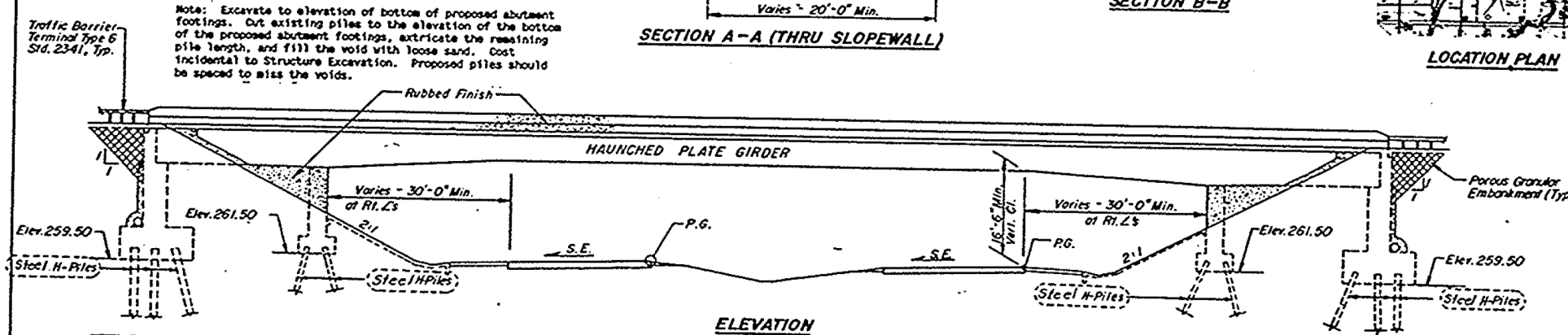
Anchor bolts shall be set before bolting cross frames over supports.

The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M223 Grade 50.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for notch Toughness Zone 2. These components are the tension flanges, webs, and all splice plate material, except fill plates.

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

Slope Wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



STATION 290+97.25
BUILT 199 BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC. 46-3HBR
F.A. PROJECT IR-57-6(158)310
LOADING HS 20
STR. NO. 046-0113

NAME PLATE
 SEE STD. 2113

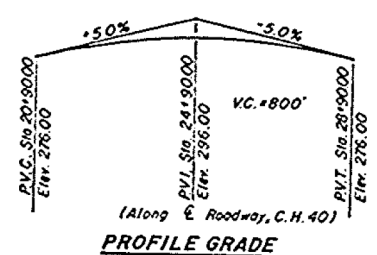
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
POROUS GRANULAR EMBANKMENT	CU YD		117	117
REMOVAL OF EXISTING STRUCTURES	EACH		1	1
STRUCTURE EXCAVATION	CU YD		1276	1276
CLASS X CONCRETE SUPERSTRUCTURE	CU YD	232.7		232.7
PROTECTIVE COAT	SQ YD	853		853
ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	16		16
CLASS A CONCRETE	CU YD	233.3		233.3
CLASS X CONCRETE	CU YD	335.4		335.4
RUBBED FINISH (MODIFIED)	SQ FT		2580	2580
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
STUD SHEAR CONNECTORS	EACH	936		936
REINFORCEMENT BARS	POUND		20740	20740
REINFORCEMENT BARS, EPOXY COATED	POUND	82270	16310	78580
STEEL PILES HP10x42	LIN FT		4,000	4,000
TEST PILE STEEL HP10x42	EACH		2	2
METAL SHOES	EACH		80	80
NAME PLATES	EACH		1	1
SLOPEWALL (4")	SQ YD		181	181
GEOCOMPOSITE WALL DRAIN	SQ YD		81	81
SCREEN PANELS	EACH		6	6
TIE-DOWN DEVICES	EACH	8		8
DRAINAGE SCUPPERS	EACH	4		4
BRIDGE DECK GROOVING	SQ YD	675		675

APPROVED
 FOR STRUCTURAL AGENCY ONLY

Michael J. O'Connell
 Licensed Structural Engineer

DESIGNED: *Michael J. O'Connell*
 CHECKED: *SJ*
 DRAWN: *SK*
 CHECKED: *MKB*

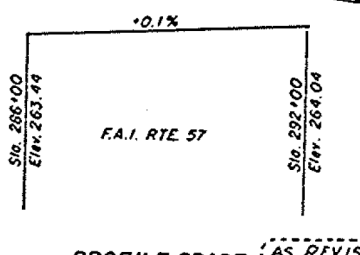


DESIGN STRESSES

$f_c = 3,500$ p.s.i.
 $f_y = 60,000$ p.s.i. (Rein.)
 $f_y = 50,000$ p.s.i. (AASHTO M223, Grade 50) (STRUCT. STL.)
 $f_y = 36,000$ p.s.i. (AASHTO M183) (STRUCT. STL.)

LOADING HS 20-44

Allow 25 M/Sq. Ft. For Future Wearing Surface
 Design Specifications 1989 AASHTO & 1990 Interims as applicable
 1983 Guide Specifications For Seismic Design Of Highway Bridges.



HORIZONTAL CURVE DATA

P.I. Sta. = 344+47.26
 $\Delta = 92^\circ 13' 30''$
 $D = 1^\circ 00' 00''$
 $R = 5729.58'$
 $L = 9222.50'$
 $E = 2535.294'$
 $T = 5956.513'$
 $S.E. = .021/1$



GENERAL PLAN
 RIVER ROAD (C.H. 40) OVER F.A.I. RTE. 57
 F.A.I. ROUTE 57 SECTION 46-3HBR
 STA. 24+90.00 (C.H. 40)
 STA. 290+97.25 (F.A.I. RTE. 57)
 KANKAKEE COUNTY
 STRUCTURE NO. 046-0113

Ozyurt Engineers, Inc. CONSULTING ENGINEERS
 FILE NO. 89-24B

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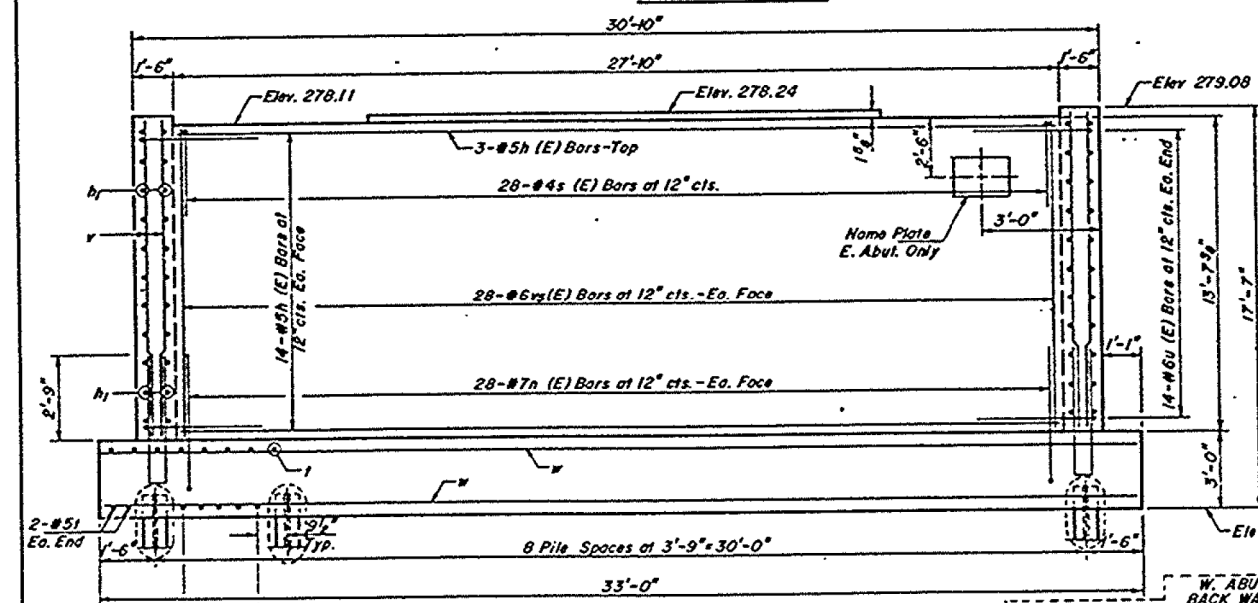
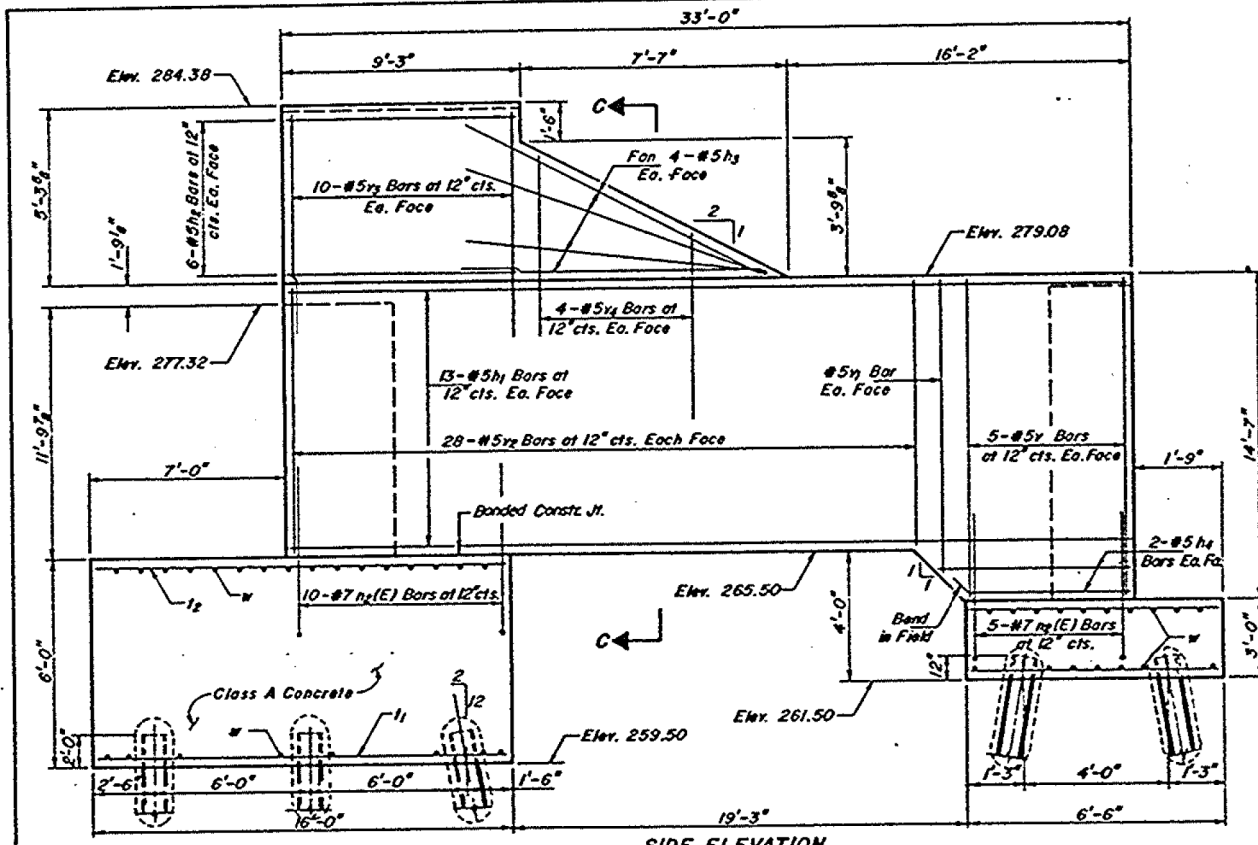
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CHAMLIN	-	-
CHECKED	-	-
REVISIONS	-	-
PLOT SCALE	NTS	-
DRAWN	-	-
REVISIONS	-	-
PLOT DATE	12/4/2020	-
CHECKED	-	-
REVISIONS	-	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
 FOR INFORMATION ONLY

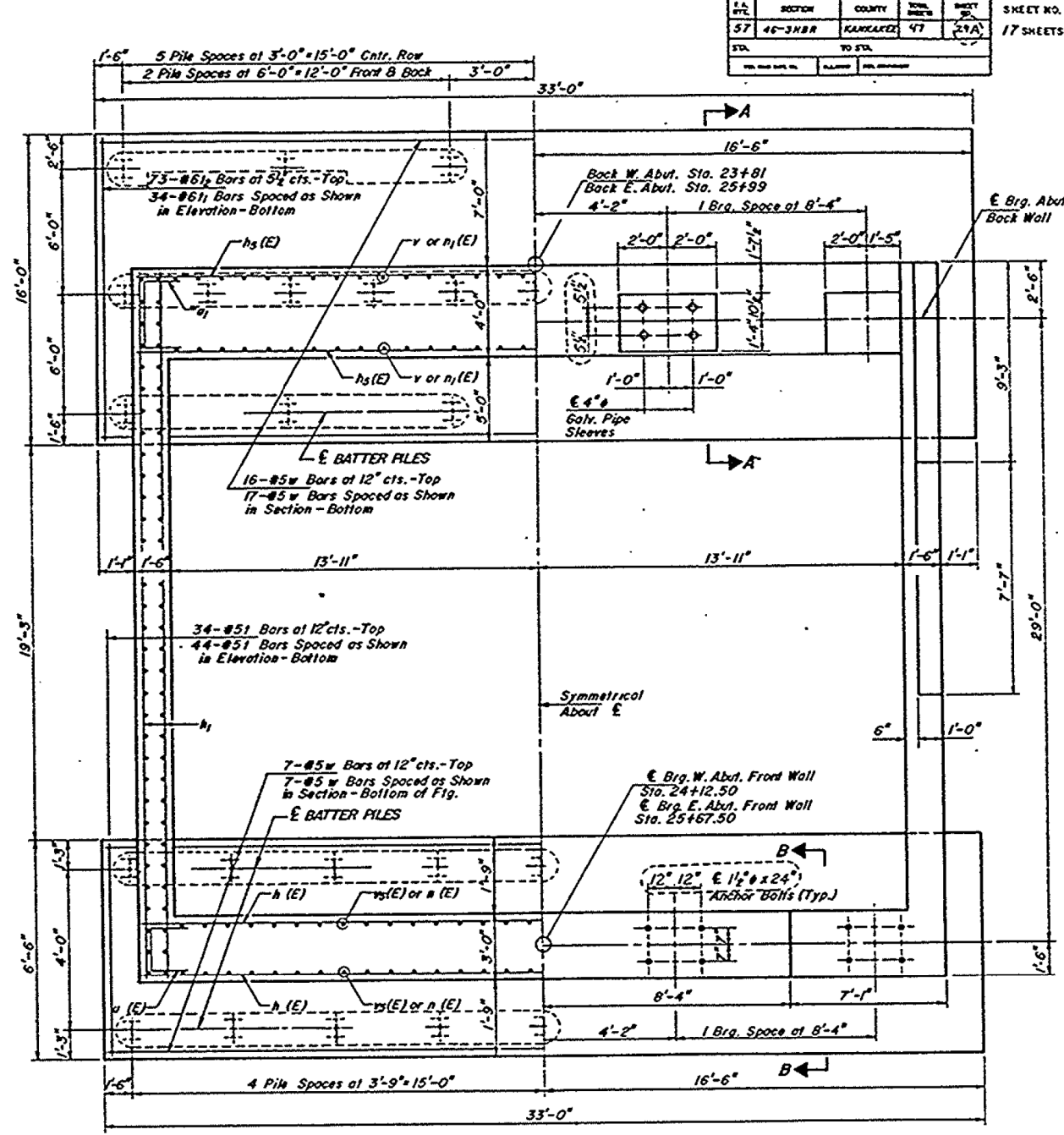
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	180
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-3HBR	KANKAKEE	47	21A
STA.	TO STA.	SHEET NO. 17 SHEETS		
24+90.00	24+97.25			



DESIGNED	M. Mansour
CHECKED	S.S.
DRAWN	C. Chamlin
CHECKED	M.R.D.

NOTE:
POUR STEPS MONOLITHICALLY WITH CAP.
ALL EDGES SHALL HAVE STD. 3/4" CHAMFER
EXCEPT AS NOTED.



TYPE	PILE DATA			
	W. ABUT. BACK WALL	W. ABUT. FRONT WALL	E. ABUT. FRONT WALL	E. ABUT. BACK WALL
CAPACITY	*45 TON	*45 TON	*45 TON	*45 TON
EST. LENGTH	50'	50'	50'	50'
NO. REQ'D.	22	18	18	22
TEST PILE	1			1
METAL SHOES	22	18	18	22

NOTE:
SPACE REINFORCEMENT IN TOP OF WALL TO MISS ANCHOR BOLTS AND PIPE SLEEVES.
* Min. Pile Tip Elev. 256'
* Min. Pile Tip Elev. 246'
(* Drive to 68 Tons.)

ABUTMENT DETAILS	
F.A.I. ROUTE 57	SECTION 46-3HBR
STA. 24+90.00 (C.H. 40)	
STA. 290+97.25 (F.A.I. RTE. 57)	
KANKAKEE COUNTY	
FILE NO. 89-24B	DATE

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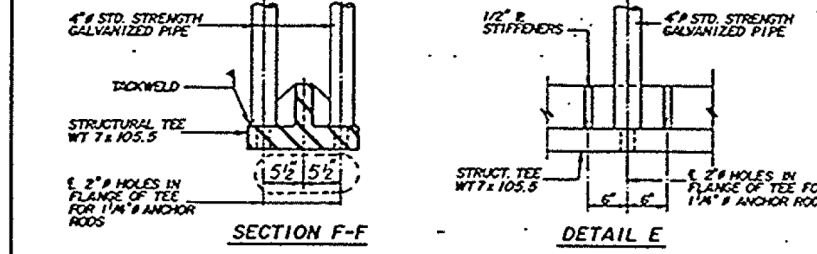
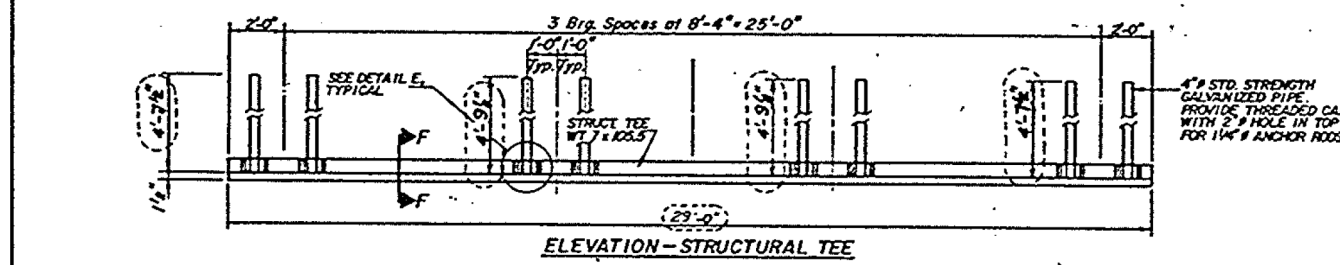
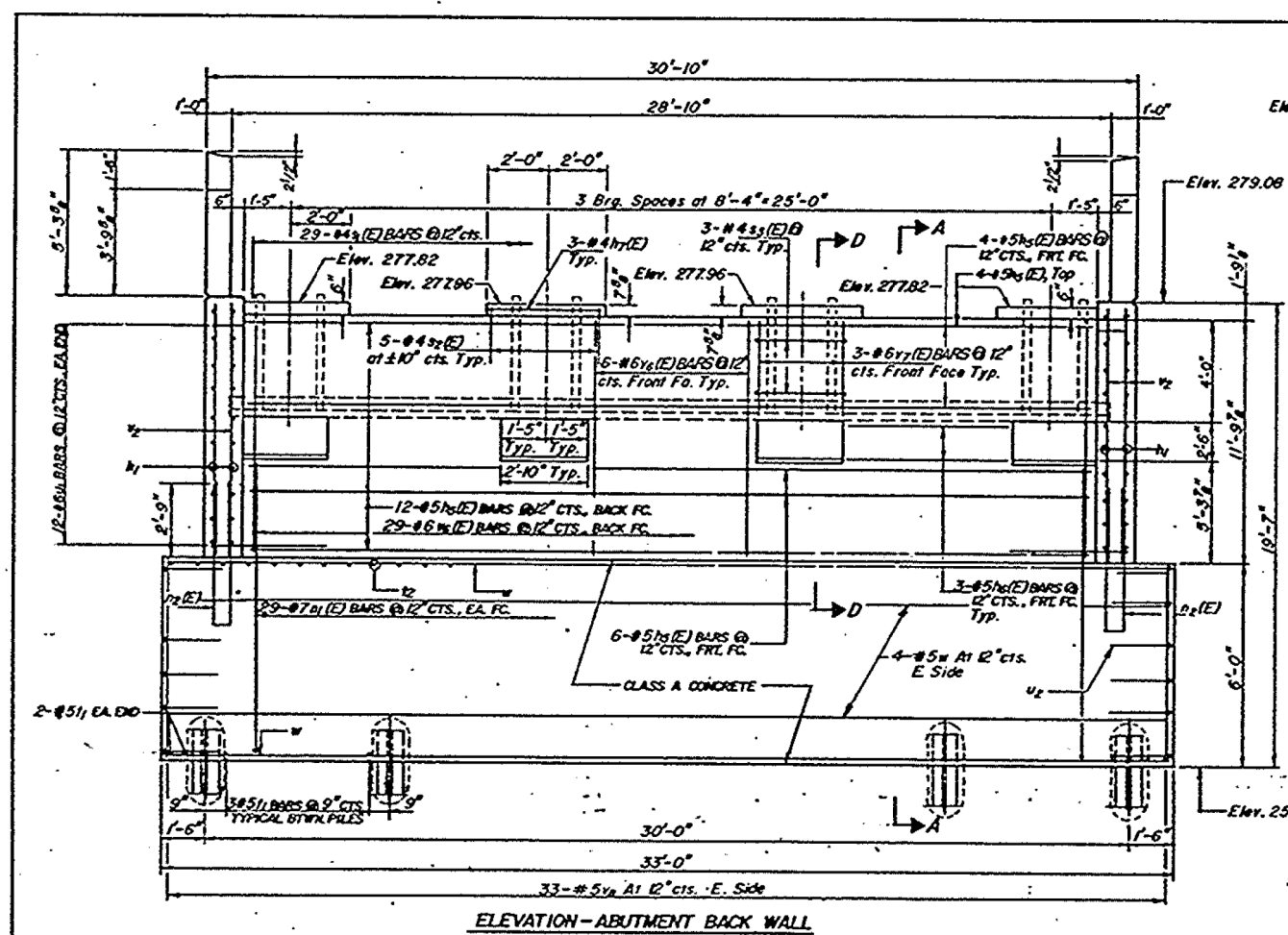


USER NAME =	CHAMLIN	DESIGNED -	CHAMLIN	REVISED -	
PLOT SCALE =	NTS	CHECKED -	S.S.	REVISED -	
PLOT DATE =	12/4/2020	DRAWN -	C. Chamlin	REVISED -	
		CHECKED -	M.R.D.	REVISED -	

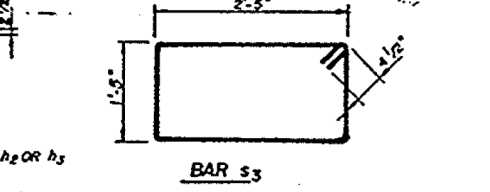
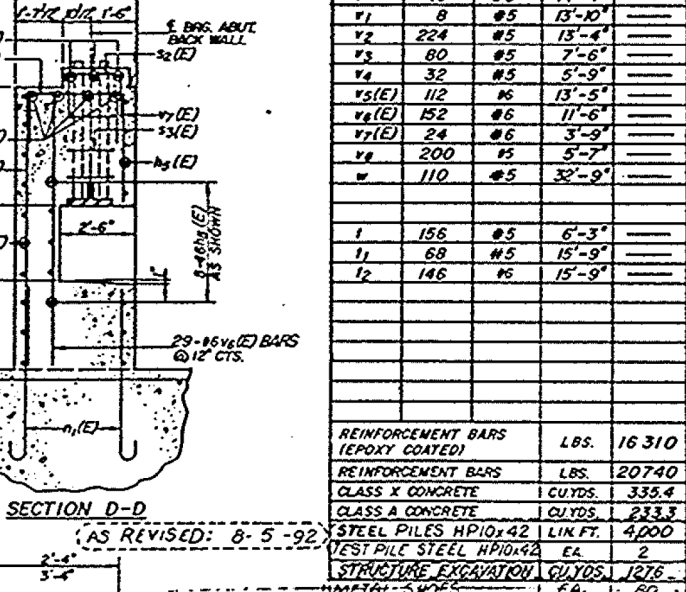
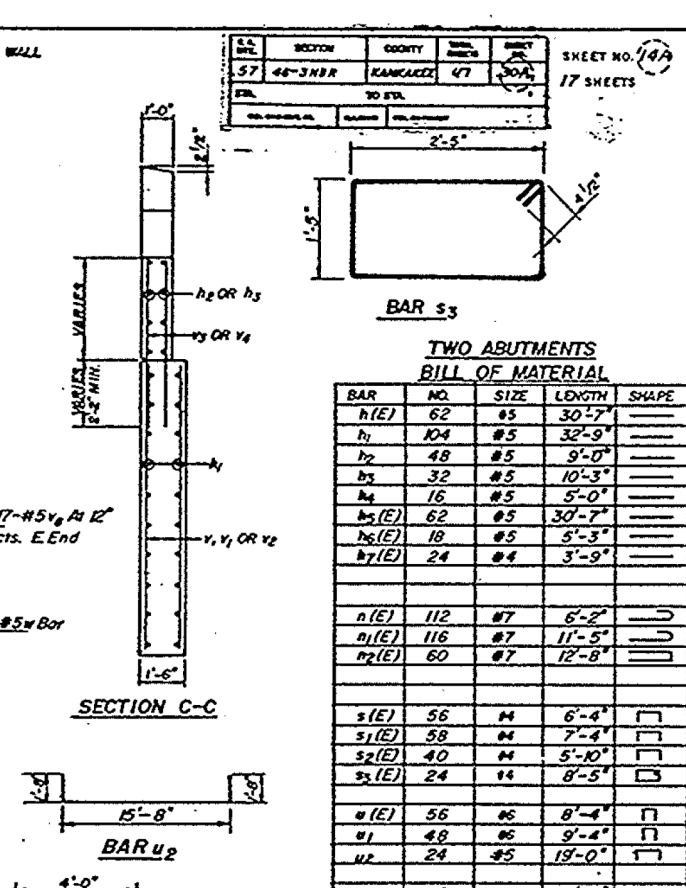
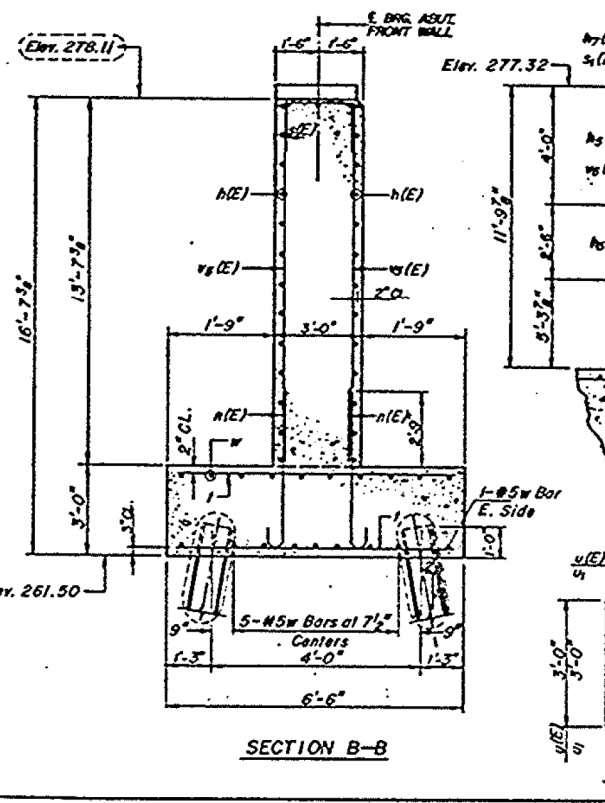
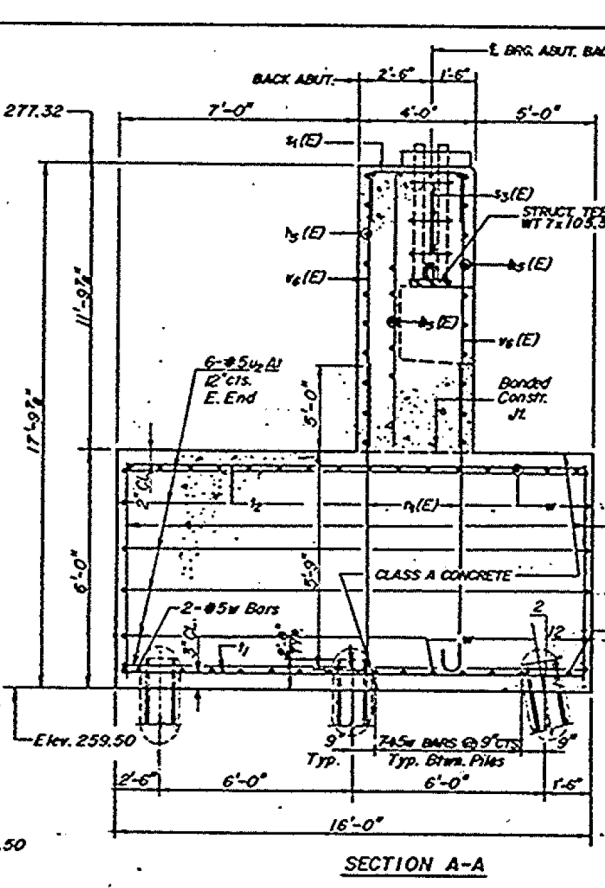
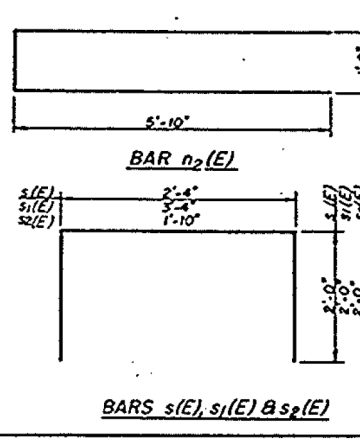
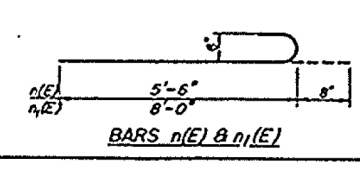
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	181
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				



DESIGNED: Mary H. Blumley
CHECKED: S.S.
DRAWN: C. Lamm
CHECKED: MKB



**TWO ABUTMENTS
BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
h1(E)	62	#5	30'-7"	U
h1	104	#5	32'-9"	U
h2	48	#5	9'-0"	U
h3	32	#5	10'-3"	U
h4	16	#5	5'-0"	U
h5(E)	62	#5	30'-7"	U
h5(E)	18	#5	5'-3"	U
h7(E)	24	#4	3'-9"	U
n1(E)	112	#7	6'-2"	U
n1(E)	116	#7	11'-5"	U
n2(E)	60	#7	12'-8"	U
s1(E)	56	#4	6'-4"	U
s1(E)	58	#4	7'-4"	U
s2(E)	40	#4	5'-10"	U
s2(E)	24	#4	8'-5"	U
u1(E)	56	#6	8'-4"	U
u1	48	#6	9'-4"	U
u2	24	#5	19'-0"	U
v	40	#5	14'-4"	U
v1	8	#5	13'-10"	U
v2	224	#5	13'-4"	U
v3	80	#5	7'-6"	U
v4	32	#5	5'-9"	U
v5(E)	112	#6	13'-5"	U
v6(E)	152	#6	11'-6"	U
v7(E)	24	#6	3'-9"	U
v8	200	#5	5'-7"	U
w	110	#5	32'-9"	U
1	156	#5	6'-3"	U
11	68	#5	15'-9"	U
12	146	#6	15'-9"	U

REINFORCEMENT BARS (EPOXY COATED)	LBS.	16 310
REINFORCEMENT BARS	LBS.	20740
CLASS X CONCRETE	CUYDS.	335.4
CLASS A CONCRETE	CUYDS.	233.3
STEEL PILES HP10x42	LIN. FT.	4200
TEST PILE STEEL HP10x42	EA.	2
STRUCTURE EXCAVATION	CUYDS.	1276
METAL SHOES	EA.	160

ABUTMENT DETAILS

F.A.I. ROUTE 57 SECTION 46-3HBR
STA. 24+90.00 (C.H. 40)
STA. 290+97.25 (F.A.I. RTE. 57)
KANKAKEE COUNTY

Ozyurt Engineers, Inc. FILE NO. 89-24B
CONSULTING ENGINEERS DATE

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		CHECKED -	MKB	REVISED -	

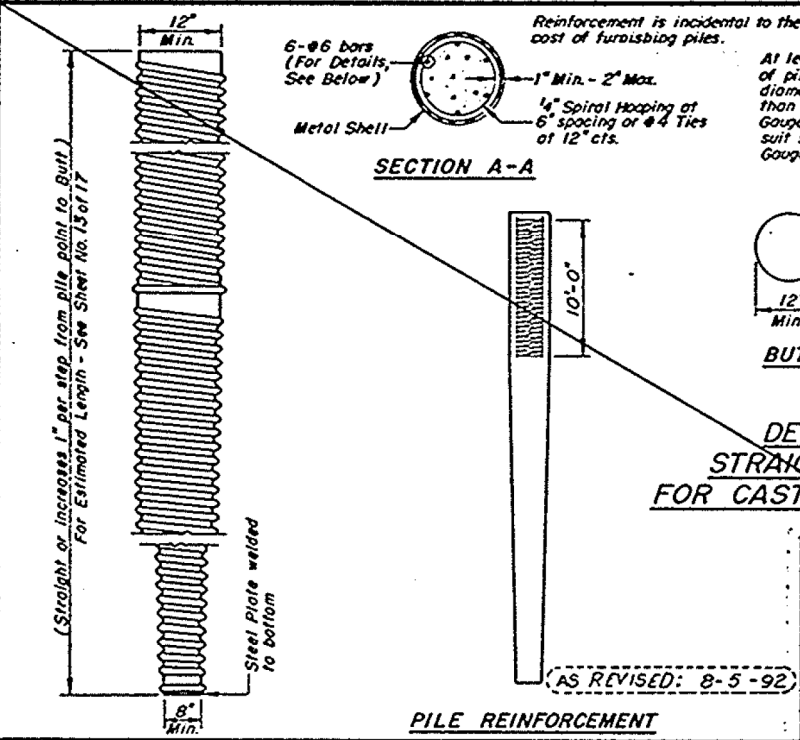
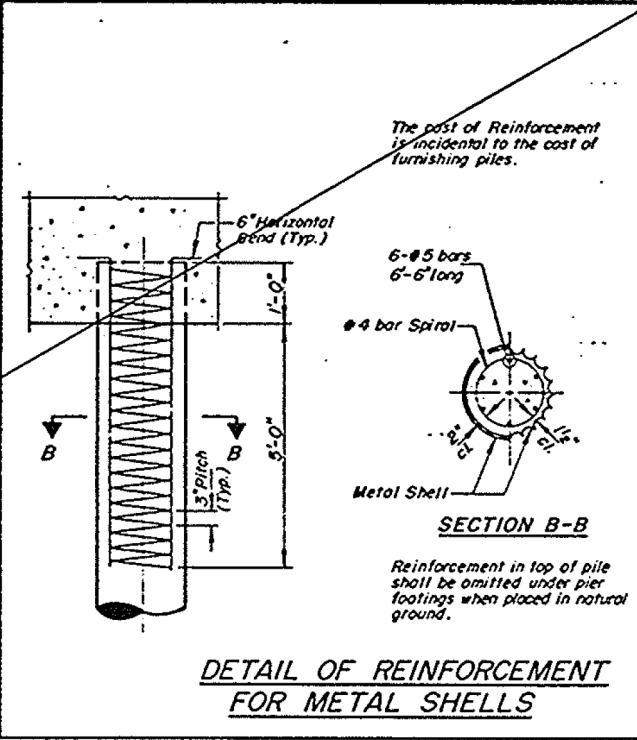
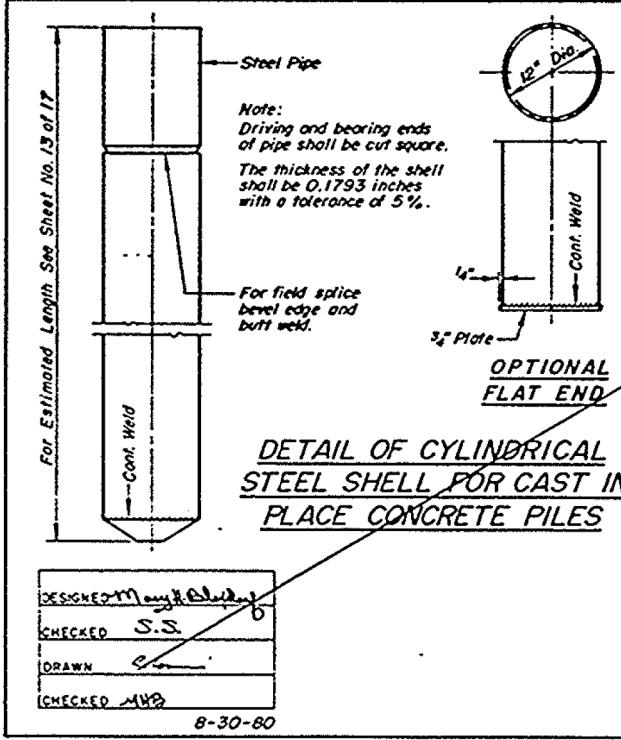
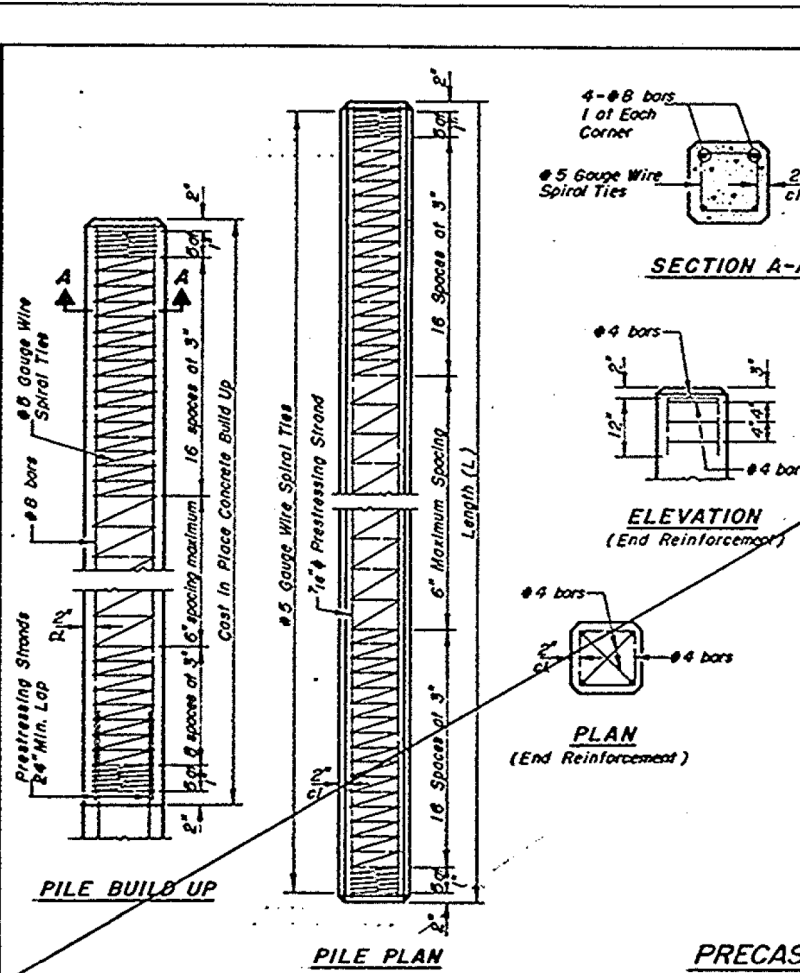
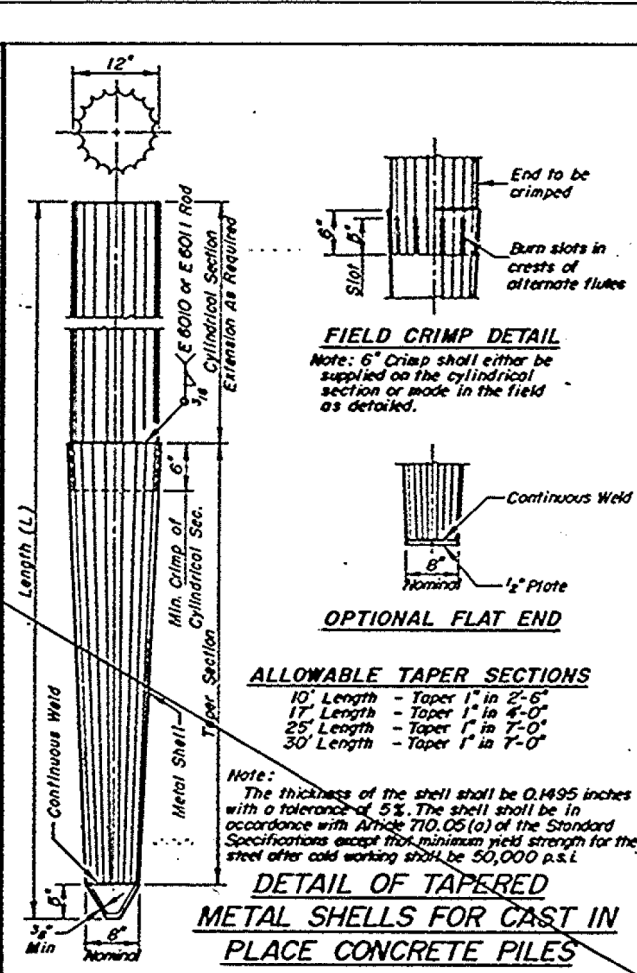
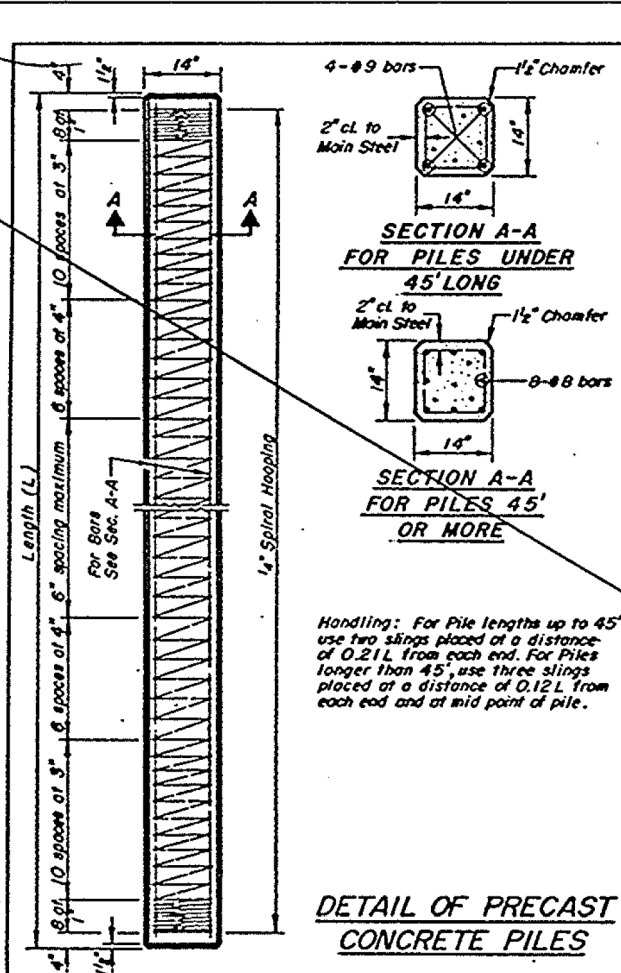
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	182

CONTRACT NO. 66F09
ILLINOIS FED. AID PROJECT

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
46-3HBR	KANKAKEE	17	52A
TO FIELD			17 SHEETS



CONCRETE PILE DETAILS

F.A.I. ROUTE 57 SECTION 46-3HBR
STA. 24+90.00 (C.H. 40)
STA. 290+97.25 (F.A.I. RTE. 57)
KANKAKEE COUNTY

DESIGNED: M. J. ...
CHECKED: S.S.
DRAWN: ...
CHECKED: M.W.B.
8-30-80

AS REVISED: 8-5-92

DATE: ...

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

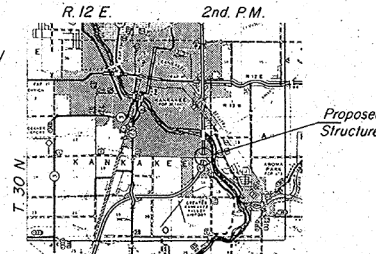
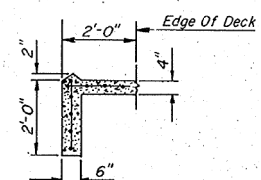
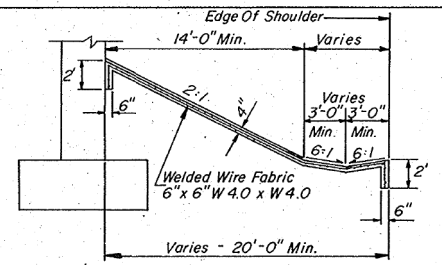
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FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	183
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

IBM #3 Chiseled square in top of S.W. wingwall of bridge, 15' Rt., Sta. 23+76, Elev. 282.95.

Existing Structure: S.N. 046-0082 Built in 1958 is a 4 span 24" wide flange bridge. The structure is 205'-0" bk. to bk. of abutments, and 24'-0" fc. to fc. of curbs. Piers are reinforced concrete on spread footings, and abutments are open pile bents. The contractor shall remove the entire structure and replace it with a 3 span steel plate girder structure 218'-0" bk. to bk. of abutments. Traffic will be detoured. No salvage.

Note: Excavate to elevation of bottom of proposed abutment footings. Cut existing piles to the elevation of the bottom of the proposed abutment footings, extricate the remaining pile length, and fill the void with loose sand. Cost incidental to Structure Excavation. Proposed piles should be spaced to miss the voids.



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET 1
57	46-3HBR	KANKAKEE	47	17	17 SHEETS
STA. 24+90(C.H.40) TO STA. 290+97.25 (F.A.I. RTE. 57)					

GENERAL NOTES

The exposed faces of the abutment front walls and curtain walls are to receive a rubbed finish in accordance with article 504.14(b) of the Standard Specifications.

Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.

The Contractor shall drive one concrete test pile in a permanent location at each abutment front wall as directed by the Engineer before ordering the remainder of piles.

Fasteners shall be high strength bolts. Bolts 7/8", open holes 15/16", unless otherwise noted.

Calculated weight of Structural Steel = 196,860 Lbs. M223, Grade 50, 19,350 Lbs. M183.

The Zinc-Silicate and vinyl paint system shall be used for shop and field painting of Structural Steel except as noted. The color of the vinyl finish coat shall be Munsell No. 7.5G 9/8 Interstate Green.

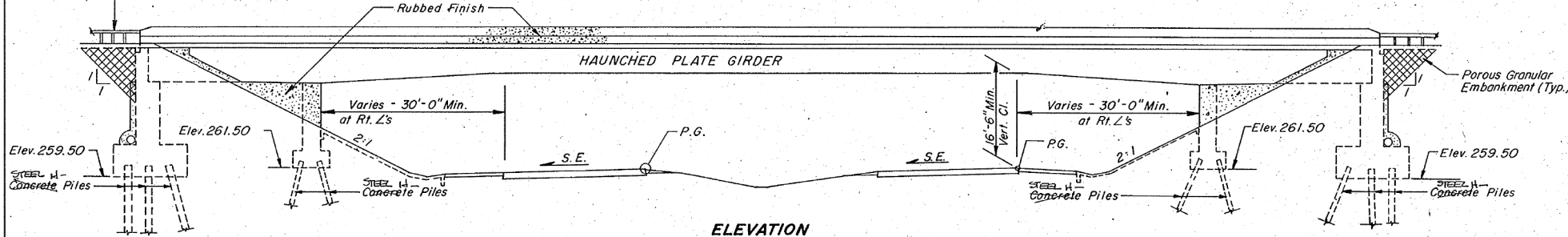
Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor the top flange in span 1 & 3 or for a distance equal to one-fourth the span length from the front abutment wall in span 2. Field welding in other areas will be permitted only when approved by the Engineer.

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

The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M223 Grade 50. The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the tension flanges, webs, and all splice plate material, except fill plates.

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

Slope Wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft..

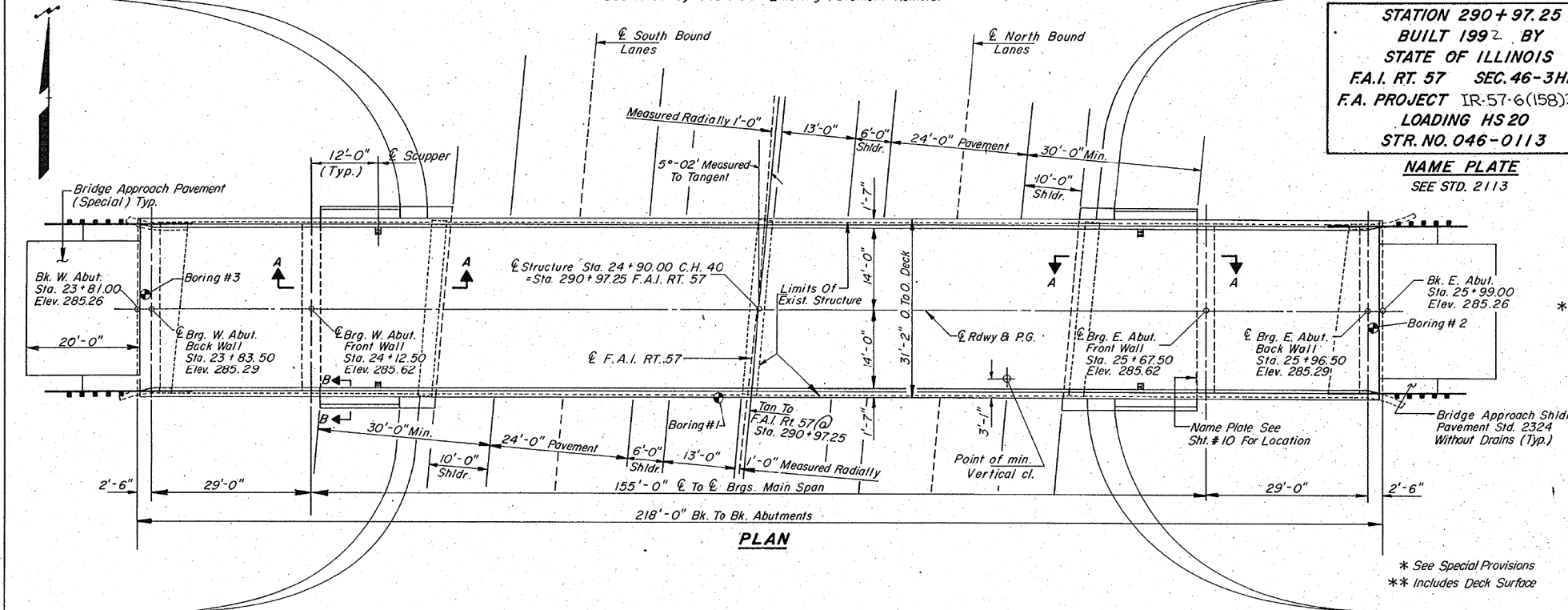


ELEVATION

See Roadway Plans For Existing Pavement Removal

STATION 290+97.25
BUILT 1992 BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC. 46-3HBR
F.A. PROJECT IR-57-6(158)310
LOADING HS 20
STR. NO. 046-0113

NAME PLATE
 SEE STD. 2113



PLAN

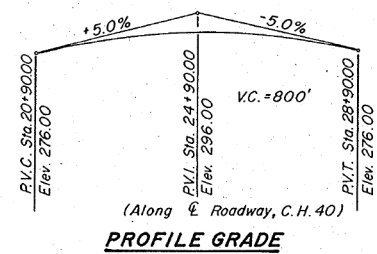
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
POROUS GRANULAR EMBANKMENT	CU YD		117	117
* REMOVAL OF EXISTING STRUCTURES	EACH			1
STRUCTURE EXCAVATION	CU YD		1276	1276
CLASS X CONCRETE SUPERSTRUCTURE	CU YD	232.7		232.7
PROTECTIVE COAT	SQ YD	85.3		85.3
** ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	16		16
CLASS A CONCRETE	CU YD		233.3	233.3
CLASS X CONCRETE	CU YD		335.4	335.4
RUBBED FINISH (MODIFIED)	SQ FT			2580
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
STUD SHEAR CONNECTORS	EACH	936		936
REINFORCEMENT BARS	POUND		20740	20740
REINFORCEMENT BARS, EPOXY COATED	POUND	62270	16310	78580
FURNISHING CONCRETE PILES - STEEL PILES HP10x42	LIN FT		1720	1720
DRIVING CONCRETE PILES - DRIVE STEEL PILE	LIN FT		1720	1720
TEST PILE CONCRETE	EACH		2	2
NAME PLATES	EACH			1
SLOPEWALL (4")	SQ YD			181
* GEOCOMPOSITE WALL DRAIN	SQ YD			81
* SCREEN PANELS	EACH			6
* TIE-DOWN DEVICES	EACH	8		8
DRAINAGE SCUPPERS	EACH	4		4
* BRIDGE DECK GROOVING	SQ YD	675		675

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY

Michael D. Lummins, Tenney Ramo Assoc.
 Licensed Structural Engineer

DESIGNED: *Michael D. Lummins*
 CHECKED: S.J.
 DRAWN: *[Signature]*
 CHECKED: MKB

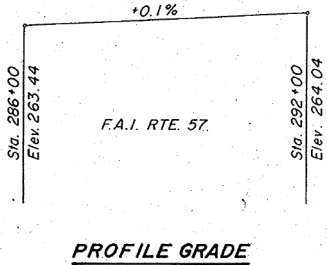


DESIGN STRESSES

$f_c = 3,500$ p.s.i.
 $f_y = 60,000$ p.s.i. (Reinf.)
 $f_y = 50,000$ p.s.i. (AASHTO M223, Grade 50) (STRUCT. STL.)
 $f_y = 36,000$ p.s.i. (AASHTO M183) (STRUCT. STL.)

LOADING HS 20-44

Allow 25 # / Sq. Ft. For Future Wearing Surface
 Design Specifications 1989 AASHTO & 1990 Interims as applicable.
 1983 Guide Specifications For Seismic Design Of Highway Bridges.



HORIZONTAL CURVE DATA

P.I. Sta. = 344+47.26
 $\Delta = 92^\circ 13' 30''$
 $D = 1^\circ 00' 00''$
 $R = 5729.58'$
 $L = 9222.50'$
 $E = 2535.294'$
 $T = 5956.513'$
 $S.E. = .02 \ 1/1$
 F.A.I. RTE. 57



GENERAL PLAN
 RIVER ROAD (C.H.40) OVER F.A.I. RTE. 57
 F.A.I. ROUTE 57 SECTION 46-3HBR
 STA. 24+90.00 (C.H. 40)
 STA. 290+97.25 (F.A.I. RTE. 57)
 KANKAKEE COUNTY
 STRUCTURE NO. 046-0113

Ozyurt Engineers, Inc.
 CONSULTING ENGINEERS
 DATE: 12/4/2020

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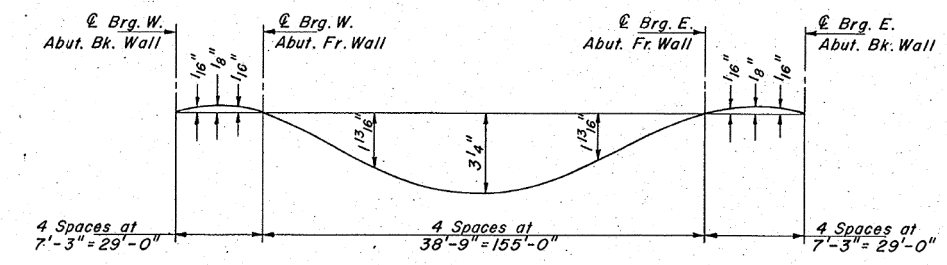
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	DRAWN	REVISIONS
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
 FOR INFORMATION ONLY

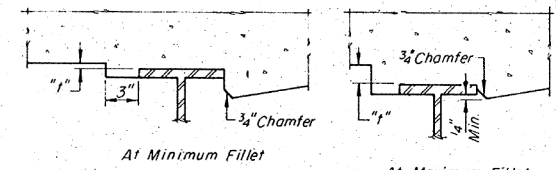
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57	46(3,4)RS-4 & I-1	KANKAKEE	278	184
CONTRACT NO. 66F09				

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-3HBR	KANKAKEE	47	18
STA.	TO STA.		SHEET NO.	
			17 SHEETS	



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 below.



FILLET HEIGHTS

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

GIRDERS 1 & 4

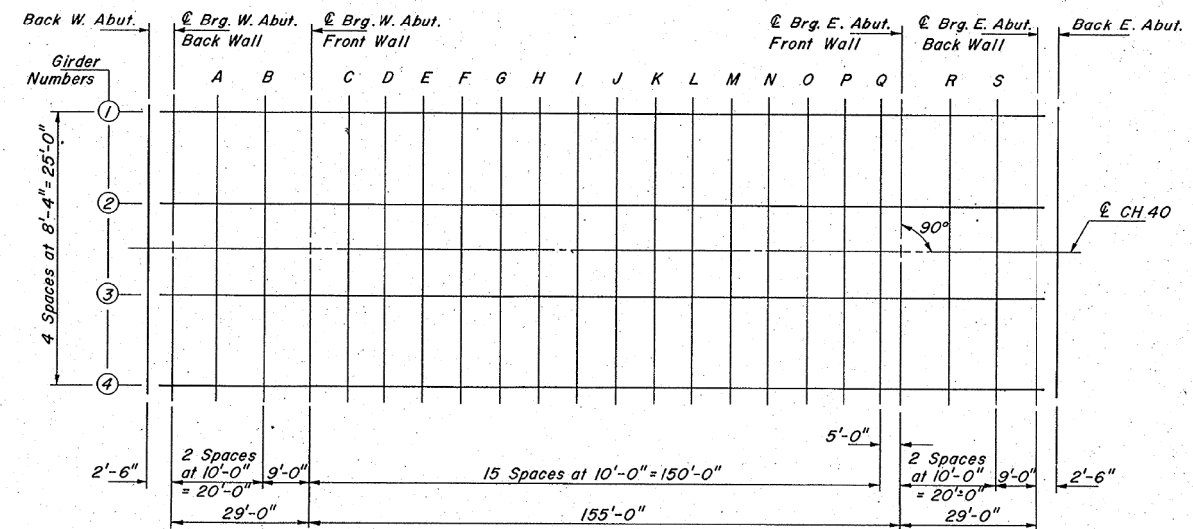
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	2381.000	12.500	285.054	285.054
⊕ Brg. W. Abut. Back Wall	2383.500	12.500	285.088	285.088
A	2393.500	12.500	285.215	285.209
B	2403.500	12.500	285.329	285.323
⊕ Brg. W. Abut. Front Wall	2412.500	12.500	285.422	285.422
C	2422.500	12.500	285.512	285.551
D	2432.500	12.500	285.590	285.689
E	2442.500	12.500	285.656	285.774
F	2452.500	12.500	285.709	285.865
G	2462.500	12.500	285.750	285.937
H	2472.500	12.500	285.778	285.996
I	2482.500	12.500	285.793	286.043
J	2492.500	12.500	285.797	286.082
K	2502.500	12.500	285.787	286.021
L	2512.500	12.500	285.765	285.968
M	2522.500	12.500	285.731	285.902
N	2532.500	12.500	285.684	285.821
O	2542.500	12.500	285.625	285.723
P	2552.500	12.500	285.553	285.612
Q	2562.500	12.500	285.468	285.488
⊕ Brg. E. Abut. Front Wall	2567.500	12.500	285.422	285.422
R	2577.500	12.500	285.318	285.312
S	2587.500	12.500	285.203	285.197
⊕ Brg. E. Abut. Back Wall	2596.500	12.500	285.088	285.088
Back E. Abut.	2599.000	12.500	285.054	285.054

GIRDERS 2 & 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	2381.000	4.167	285.192	285.192
⊕ Brg. W. Abut. Back Wall	2383.500	4.167	285.226	285.226
A	2393.500	4.167	285.353	285.347
B	2403.500	4.167	285.467	285.461
⊕ Brg. W. Abut. Front Wall	2412.500	4.167	285.559	285.559
C	2422.500	4.167	285.650	285.689
D	2432.500	4.167	285.728	285.807
E	2442.500	4.167	285.794	285.912
F	2452.500	4.167	285.847	286.003
G	2462.500	4.167	285.888	286.075
H	2472.500	4.167	285.916	286.134
I	2482.500	4.167	285.931	286.181
J	2492.500	4.167	285.934	286.200
K	2502.500	4.167	285.925	286.159
L	2512.500	4.167	285.903	286.106
M	2522.500	4.167	285.869	286.040
N	2532.500	4.167	285.822	285.959
O	2542.500	4.167	285.763	285.861
P	2552.500	4.167	285.691	285.750
Q	2562.500	4.167	285.606	285.526
⊕ Brg. E. Abut. Front Wall	2567.500	4.167	285.559	285.559
R	2577.500	4.167	285.456	285.460
S	2587.500	4.167	285.341	285.335
⊕ Brg. E. Abut. Back Wall	2596.500	4.167	285.226	285.226
Back E. Abut.	2599.000	4.167	285.192	285.192

⊕ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	2381.000	.000	285.257	285.257
⊕ Brg. W. Abut. Back Wall	2383.500	.000	285.291	285.291
A	2393.500	.000	285.418	285.412
B	2403.500	.000	285.532	285.526
⊕ Brg. W. Abut. Front Wall	2412.500	.000	285.625	285.625
C	2422.500	.000	285.715	285.754
D	2432.500	.000	285.793	285.872
E	2442.500	.000	285.859	285.977
F	2452.500	.000	285.912	286.068
G	2462.500	.000	285.953	286.140
H	2472.500	.000	285.981	286.199
I	2482.500	.000	285.996	286.246
J	2492.500	.000	286.000	286.265
K	2502.500	.000	285.990	286.224
L	2512.500	.000	285.968	286.171
M	2522.500	.000	285.934	286.105
N	2532.500	.000	285.887	286.024
O	2542.500	.000	285.828	285.926
P	2552.500	.000	285.756	285.815
Q	2562.500	.000	285.671	285.691
⊕ Brg. E. Abut. Front Wall	2567.500	.000	285.625	285.625
R	2577.500	.000	285.521	285.515
S	2587.500	.000	285.406	285.401
⊕ Brg. E. Abut. Back Wall	2596.500	.000	285.291	285.291
Back E. Abut.	2599.000	.000	285.257	285.257



ELEVATIONS LOCATION PLAN

DESIGNED *Mary H. Blaylock*
 CHECKED *SS*
 DRAWN *C. Conner*
 CHECKED *MHB*

6-1-82

E-S-1

TOP OF SLAB ELEVATIONS
 F.A.I. ROUTE 57 SECTION 46-3HBR
 STA. 24 + 90.00 (C.H. 40)
 STA. 290 + 97.25 (F.A.I. RTE. 57)
 KANKAKEE COUNTY

511 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 528-2958
Ozyurt Engineers, Inc. FILE NO. 89-24B
 CONSULTING ENGINEERS DATE

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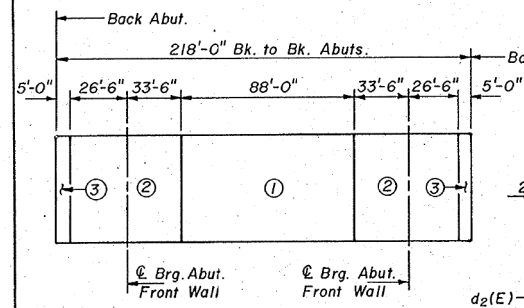
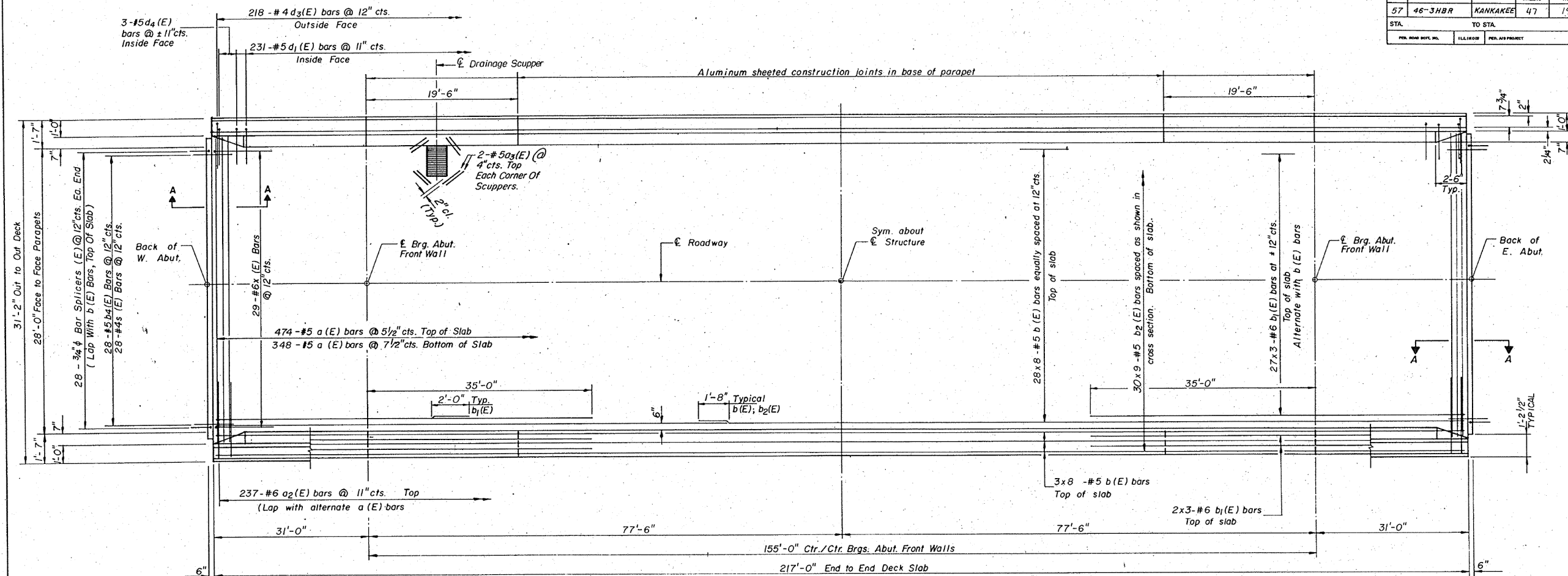
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
 FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	185
CONTRACT NO. 66F09			ILLINOIS FED. AID PROJECT	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-3HBR	KANKAKEE	47	19
STA.	TO STA.			
PER. ROAD DIST. NO.	ILLINOIS	PER. AIR PROJECT		

SHEET NO. 3
17 SHEETS

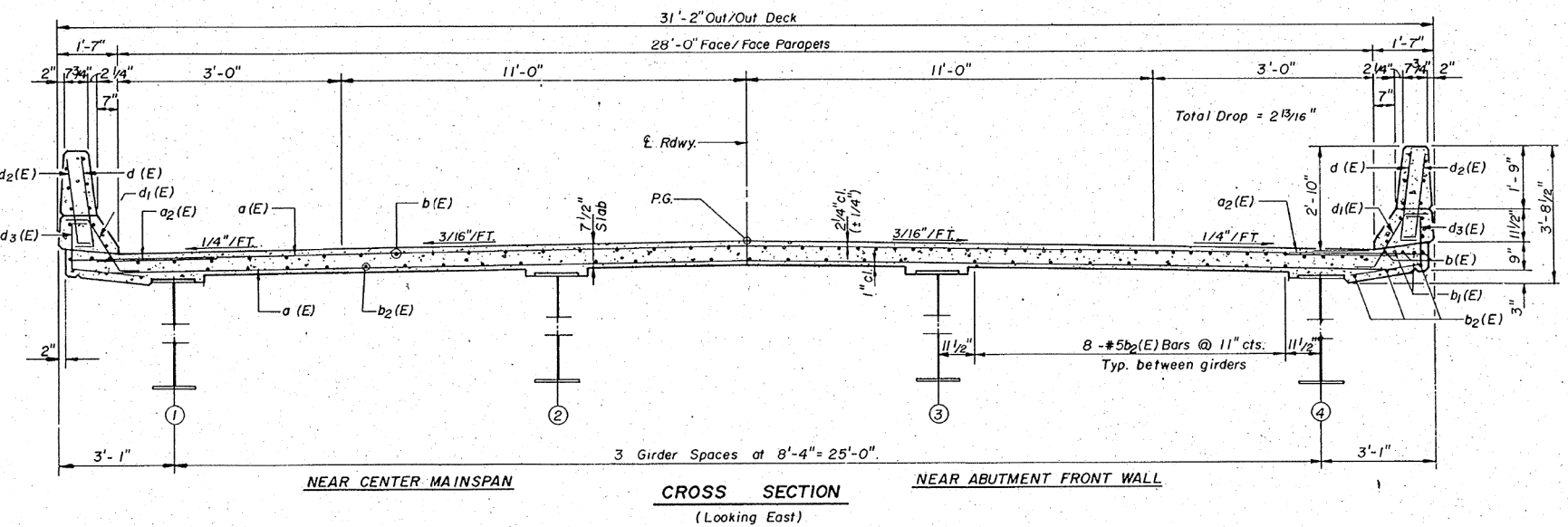


DESIGNED *Mary H. Stepler*
CHECKED *S.S.*
DRAWN *C. Connor*
CHECKED *M.H.*

PLAN

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 requirements 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 modulus of rupture of 650 p.s.i. or a minimum compressive strength of 3500 p.s.i.



- NOTES:**
1. See sheet #4 of 17 for superstructure details and Bill of Material.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Bars indicated thus 28 x 8 - #5 etc. indicates 28 lines of bars with 8 lengths per line.
 4. See sheet #1 of 17 for Drainage Scupper Locations.
 5. See sheet #5 of 17 for bar splicer details.

SUPERSTRUCTURE
 F.A.I. ROUTE 57 SECTION 46-3HBR
 STA. 24+90.00 (C.H. 40)
 STA. 290+97.25 (F.A.I. RTE. 57)
 KANKAKEE COUNTY

311 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 528-2998
Ozyurt Engineers, Inc.
 CONSULTING ENGINEERS

FILE NO. 89-24B
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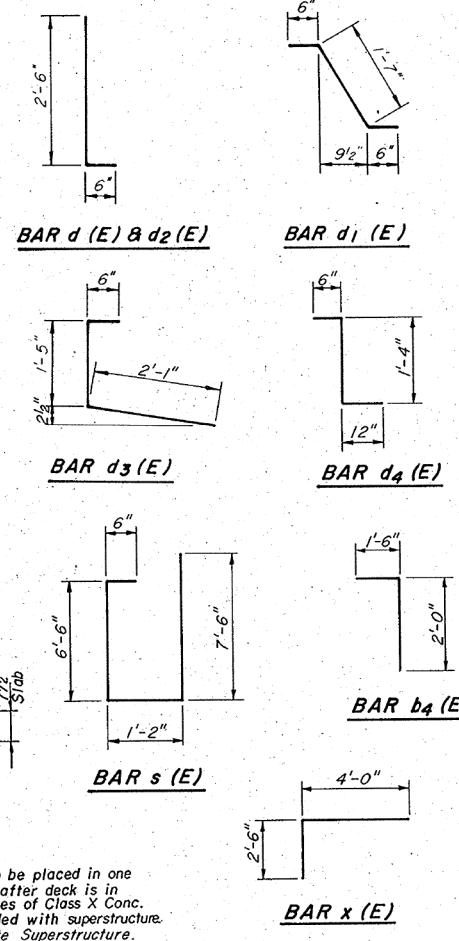
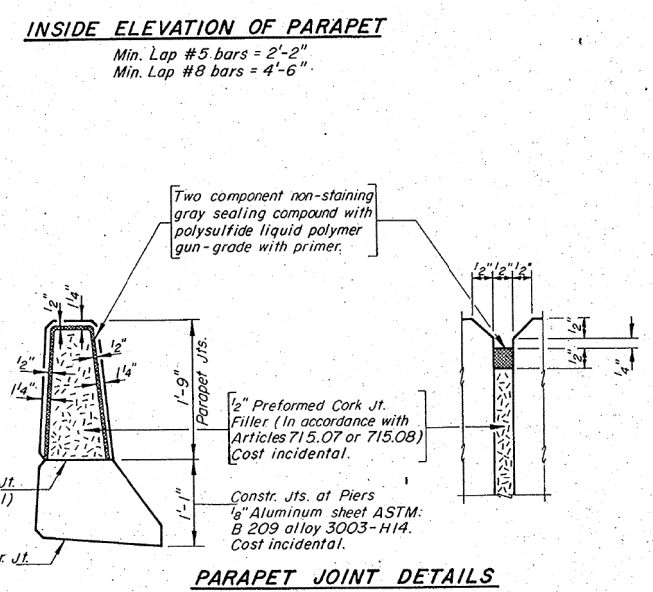
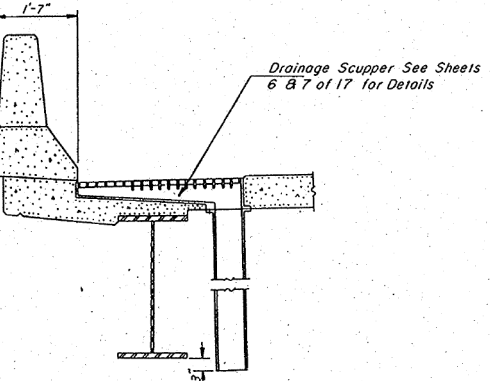
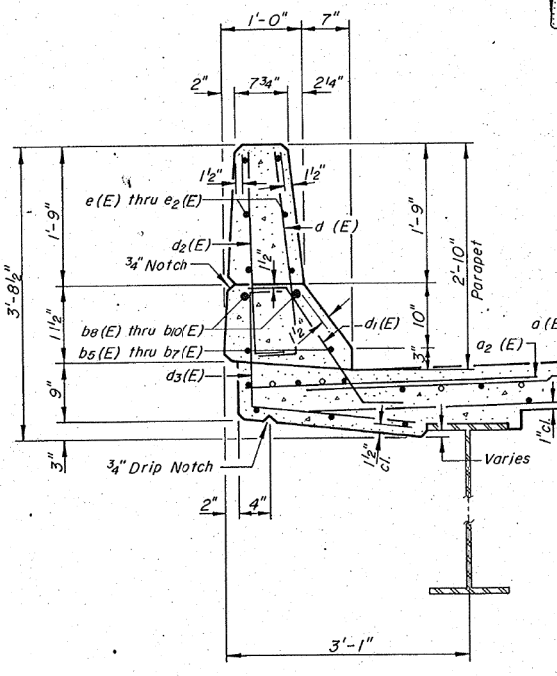
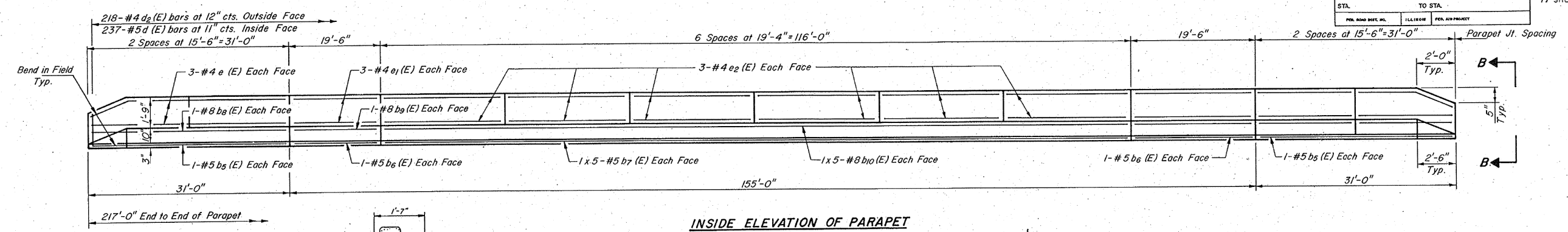
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
 FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	186
				CONTRACT NO. 66F09
				ILLINOIS FED. AID PROJECT

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 17 SHEETS
57	46-3HBR	KANKAKEE	47	20	
STA.	TO STA.		FED. AID PROJECT		



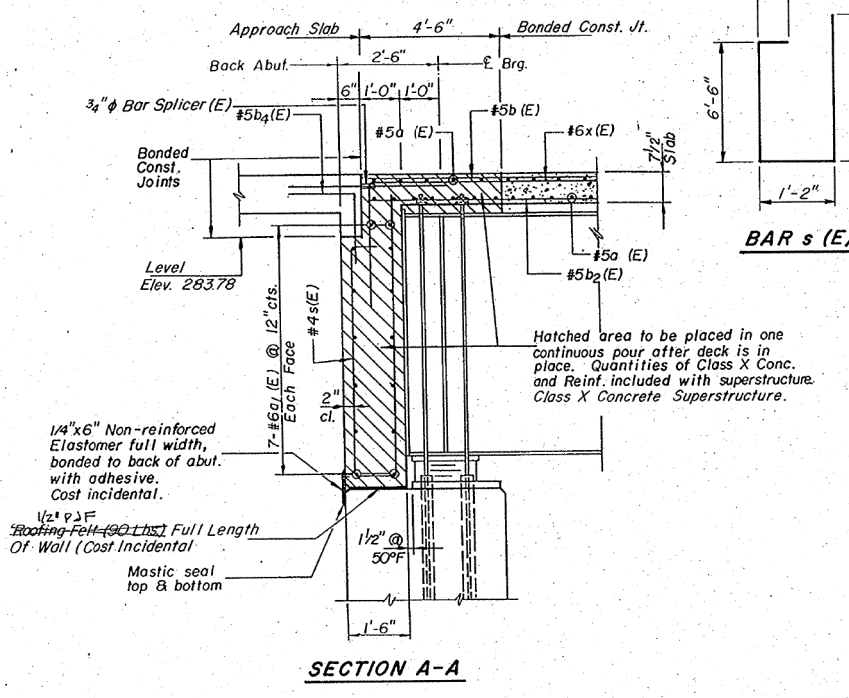
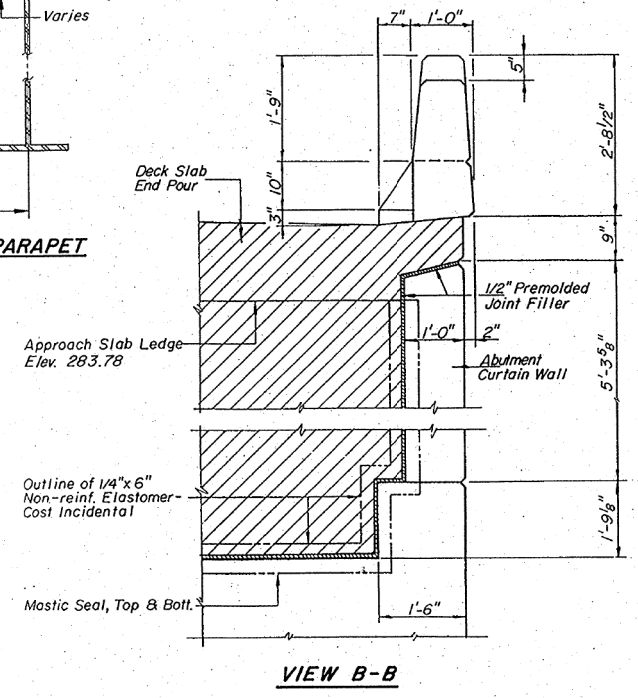
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	822	#5	29'-2"	
a ₁ (E)	28	#6	29'-2"	
a ₂ (E)	474	#6	4'-0"	
a ₃ (E)	32	#5	2'-0"	
b(E)	272	#5	28'-7"	
b ₁ (E)	186	#6	23'-4"	
b ₂ (E)	270	#5	25'-7"	
b ₄ (E)	56	#5	3'-6"	
b ₅ (E)	8	#5	30'-9"	
b ₆ (E)	8	#5	19'-3"	
b ₇ (E)	20	#5	25'-0"	
b ₈ (E)	8	#8	30'-9"	
b ₉ (E)	8	#8	19'-3"	
b ₁₀ (E)	20	#8	26'-10"	
d(E)	474	#5	3'-0"	
d ₁ (E)	462	#5	2'-7"	
d ₂ (E)	436	#4	3'-0"	
d ₃ (E)	436	#4	4'-0"	
d ₄ (E)	12	#5	2'-10"	
e(E)	48	#4	15'-3"	
e ₁ (E)	24	#4	19'-3"	
e ₂ (E)	72	#4	19'-1"	
s(E)	56	#4	15'-8"	
x(E)	56	#6	6'-6"	
Reinforcement Bars, Epoxy Coated	Pound		62,270	
Class X Concrete Superstructure	Cu. Yd.		232.7	

Reinforcement bars designated (E) shall be epoxy coated.

DESIGNED *Mary H. Blodau*
 CHECKED *S.S.*
 DRAWN *C. Connor*
 CHECKED *MWB*

12-1-83



SUPERSTRUCTURE DETAILS
 F.A.I. ROUTE 57 SECTION 46-3HBR
 STA. 24+90.00 (C.H. 40)
 STA. 290+97.25 (F.A.I. RTE. 57)
 KANKAKEE COUNTY
 811 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 528-2958
Ozyurt Engineers, Inc. FILE NO. 89-24B
 CONSULTING ENGINEERS DATE

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PLOT SCALE =	NTS	CHECKED -	S.S.
PLOT DATE =	12/4/2020	DRAWN -	C. Connor
		CHECKED -	MWB

DESIGNED -	CHAMLIN	REVISIONS	
CHECKED -	S.S.	1	
DRAWN -	C. Connor	2	
CHECKED -	MWB	3	

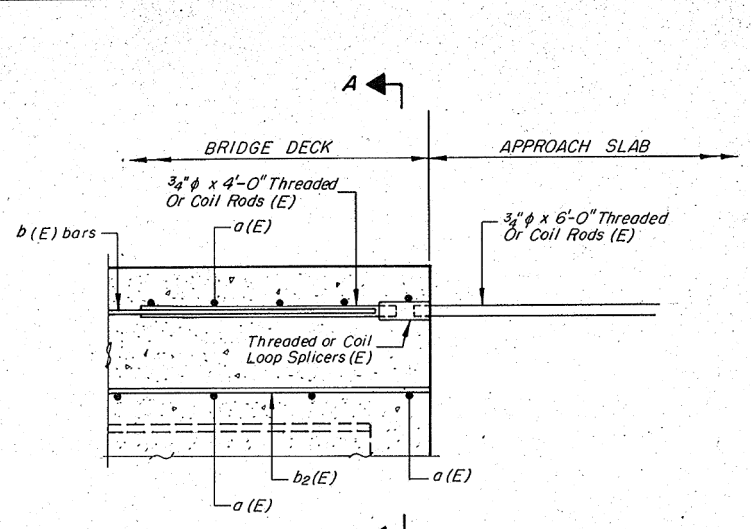
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 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
 FOR INFORMATION ONLY

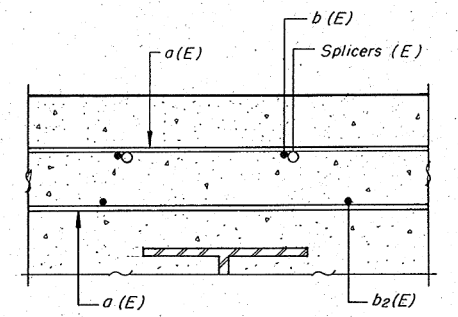
SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				CONTRACT NO. 66F09
				ILLINOIS FED. AID PROJECT

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5 17 SHEETS
57	46-3HBR	KANKAKEE	47	21	
STA.		TO STA.			
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	



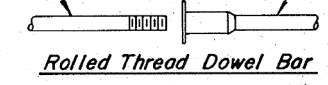
SECTION THRU END OF DECK
Showing East End Looking North



SPLICER DETAILS
(No. Req'd. 56)

Cost Incidental To Reinforcement Bars, Epoxy Coated

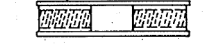
The diameter of this part of splicer is the same as the diameter of the bar spliced.



Rolled Thread Dowel Bar

****ONE PIECE**

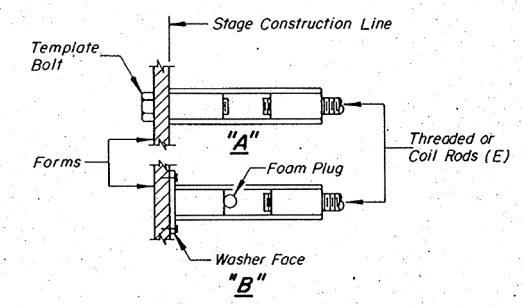
Wire Connector



WELDED SECTIONS

SPLICER ALTERNATIVES

**Heavy Hex Nuts conforming to A.S.T.M. A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

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

NOTES

Steel Splicer (Coupler) assembly shall be of an approved type and develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Steel Splicer rods shall be of minimum 60 k.s.i. yield strength, threaded or coiled full length and have effective tensile stress area equal or greater than that of the lapped reinforcement bars.

All reinforcement bars shall be lapped and tied to the splicer rods.
Splicer (coupler) assembly in the slab shall be epoxy coated in accordance with the requirements for reinforcement bars.

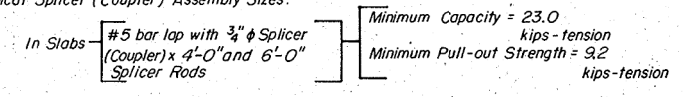
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed splicer (coupler) assembly satisfies the following requirements:

- Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
- Minimum *Pull-out strength = $1.25 \times f_{s \text{ allow}} \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in k.s.i.
 $f_{s \text{ allow}}$ = Allowable tensile stress in lapped reinforcement bars in k.s.i. (Service Load)

A_t = Tensile stress area of lapped reinforcement bars.
* 28 day concrete

Typical Splicer (Coupler) Assembly Sizes:



DESIGNED	
CHECKED	
DRAWN	<i>[Signature]</i>
CHECKED	

12-31-84

BSD-1A

BAR SPLICER (COUPLER) DETAILS AT STAGE CONSTRUCTION

F.A.I. ROUTE 57 SECTION 46-3HBR
STA. 24 + 90.00 (C.H. 40)
STA. 290 + 97.25 (F.A.I. RTE. 57)
KANKAKEE COUNTY

311 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 528-2958	Ozyurt Engineers, Inc. CONSULTING ENGINEERS	FILE NO. 89-24B DATE
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	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

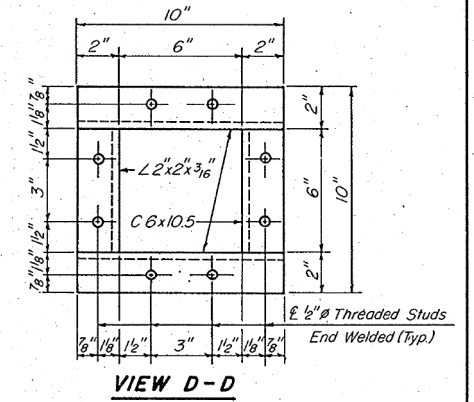
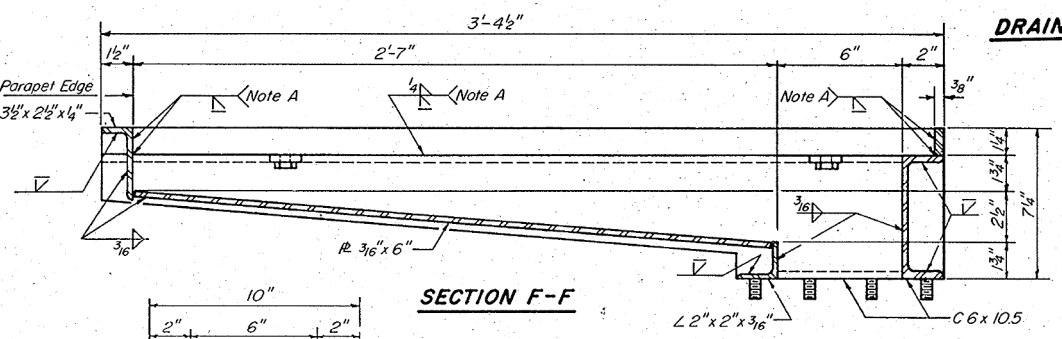
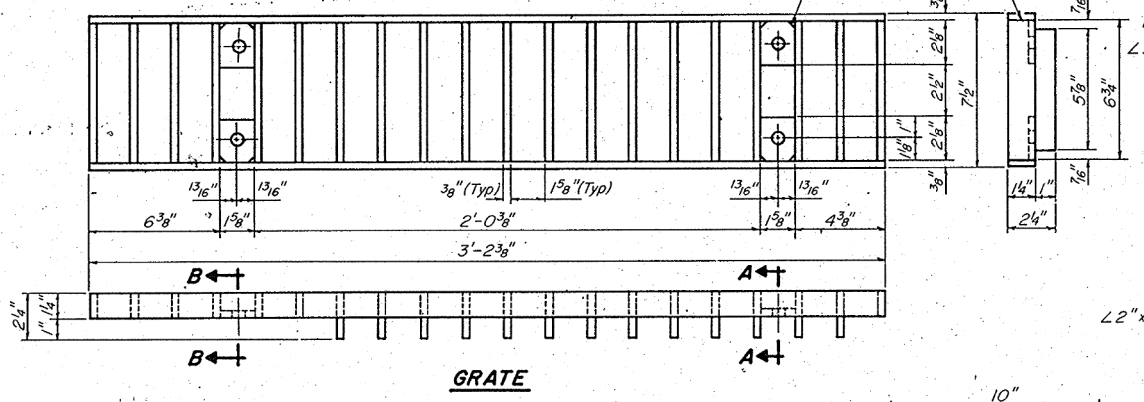
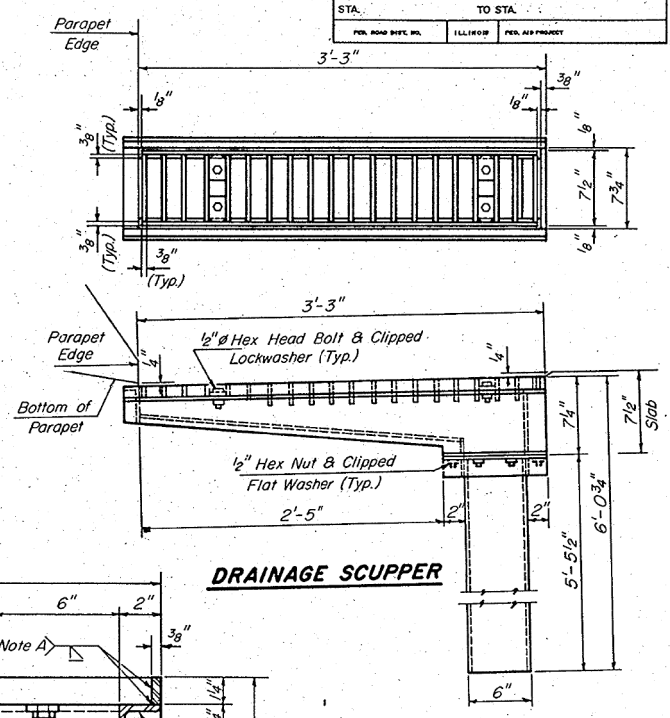
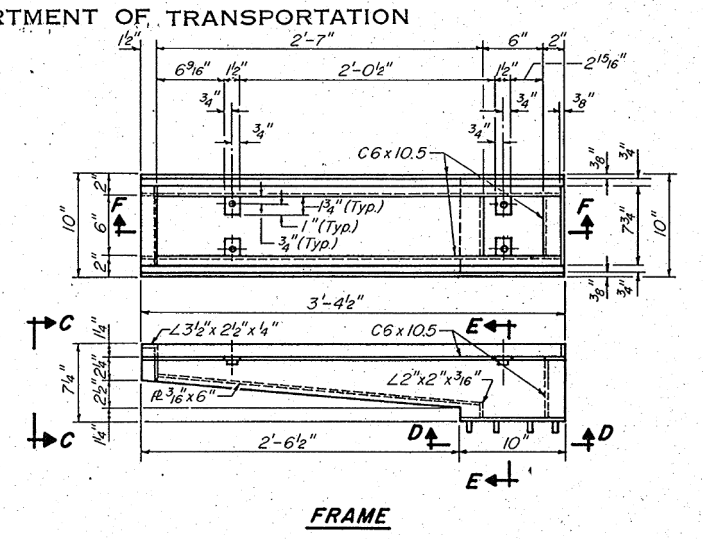
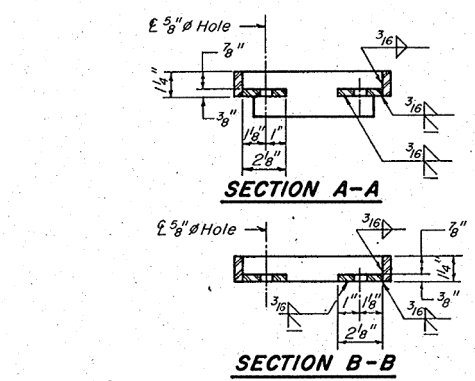
**EXISTING BRIDGE PLANS SN 046-0113
FOR INFORMATION ONLY**

SHEET OF SHEETS

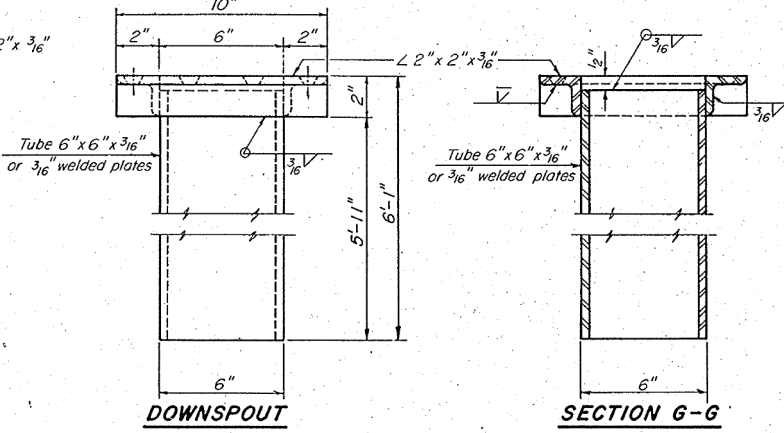
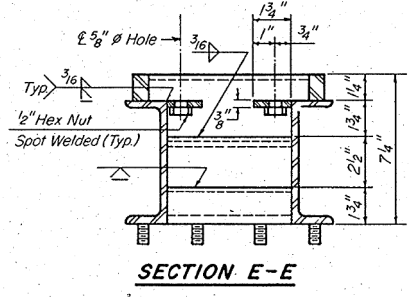
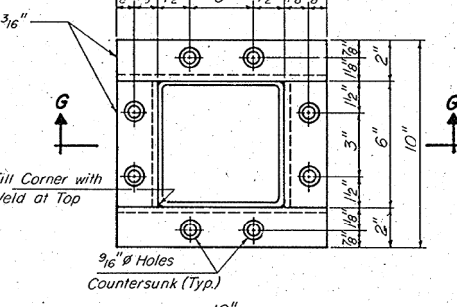
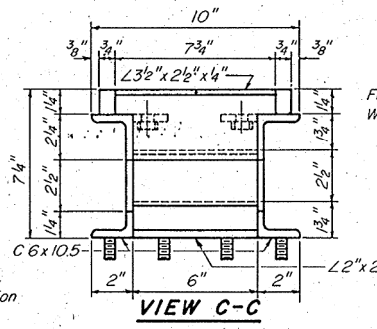
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CONTRACT NO. 66F09				
ILLINOIS		FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-3HBR	KANKAKEE	47	22
STA.		TO STA.		17 SHEETS
PER. ROAD DIST. DIV.		ILLINOIS		PER. AD PROJECT



Notes:
Hollow structural steel tubing shall conform to the requirements of A.S.T.M. designation A-500 Grade B, or A-501 Structural Steel Tubing.
All other shapes, plates and bars shall conform to the requirements of A.A.S.H.T.O. M 183.
Bolts, studs, washers and nuts shall conform to the requirements of A.S.T.M. A-307.
The Grate, Frame, and Downspout shall be galvanized after shop fabrication in accordance with A.A.S.H.T.O. M-111 & A.S.T.M. A-385.
All bolts, washers and nuts shall be galvanized in accordance with A.A.S.H.T.O. M 232.
Cost of the Grate, Frame, Downspout, Bolts, Washers and Nuts including complete installation of Scupper shall be paid for at the unit bid price for "DRAINAGE SCUPPERS".



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper	Each	4

(Sheet 1 of 2)

STEEL DRAINAGE SCUPPER
F.A.I. ROUTE 57 SECTION 46-3HBR
STA. 24 + 90.00 (C.H. 40)
STA. 290 + 97.25 (F.A.I. RTE. 57)
KANKAKEE COUNTY

511 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 528-2958
Ozyurt Engineers, Inc. CONSULTING ENGINEERS
FILE NO. 89-24B
DATE

DESIGNED	EXAMINED	19
CHECKED	PASSED	ENGINEER OF BRIDGE DESIGN
DRAWN	APPROVED	ENGINEER OF BRIDGES AND STRUCTURES
CHECKED		DIRECTOR OF HIGHWAYS

DS-3 12-1-83 (W.T. to inside of exterior stringer flange shall not be > 3'-11")

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				CONTRACT NO. 66F09
		ILLINOIS	FED. AID PROJECT	

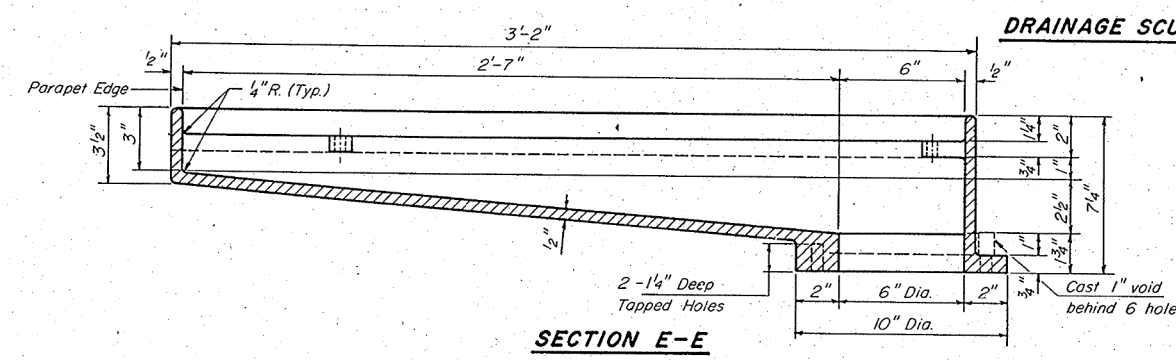
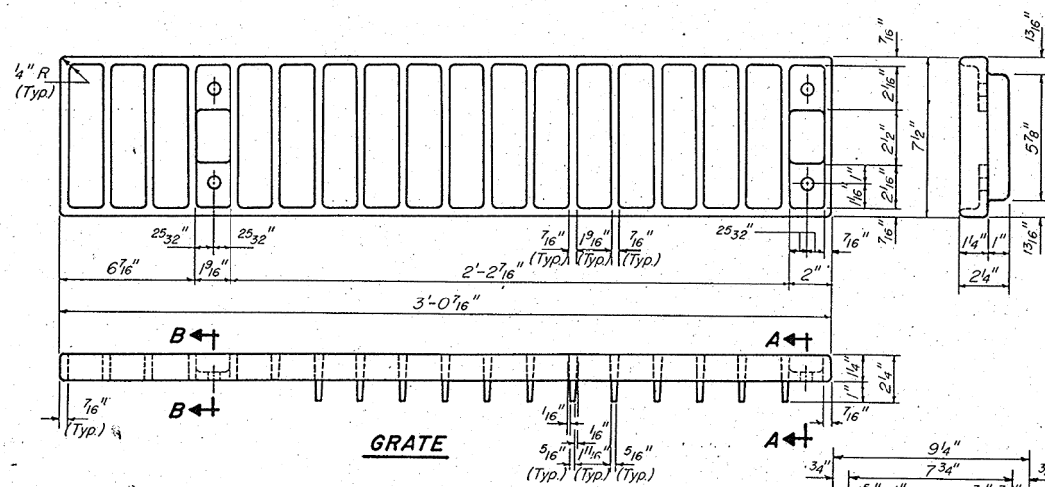
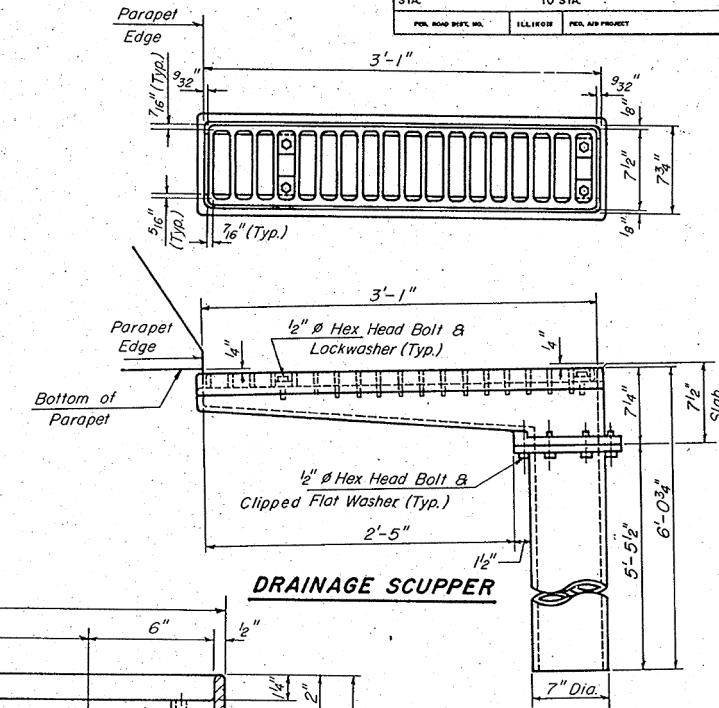
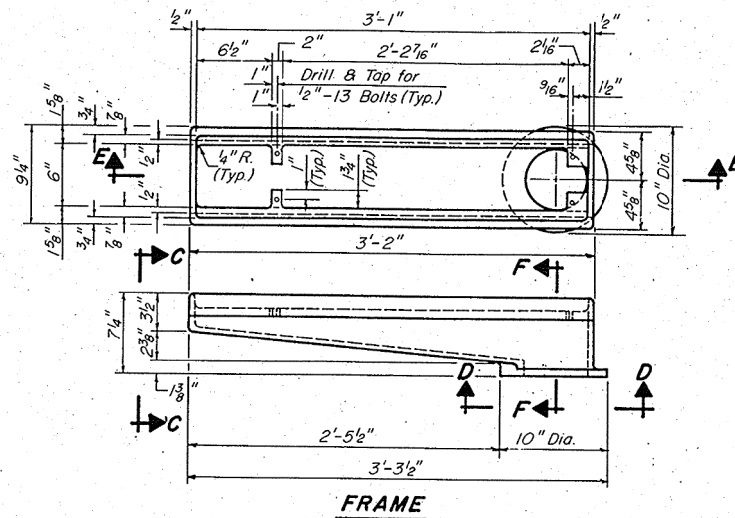
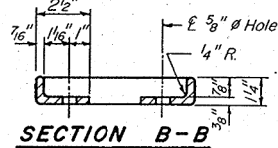
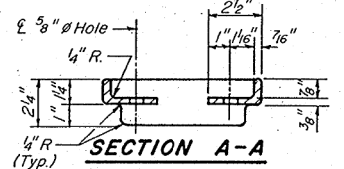
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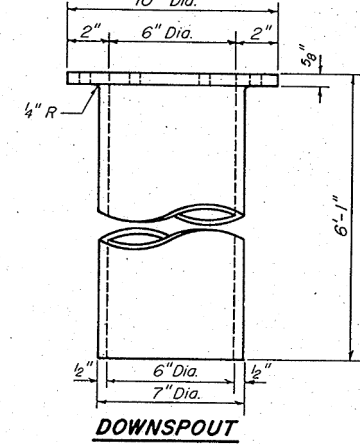
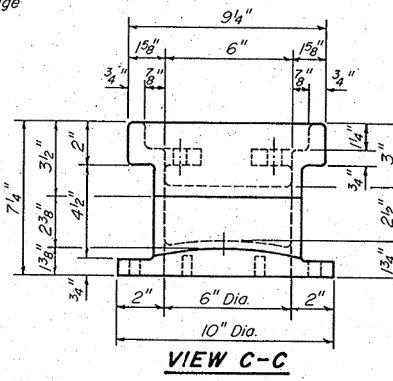
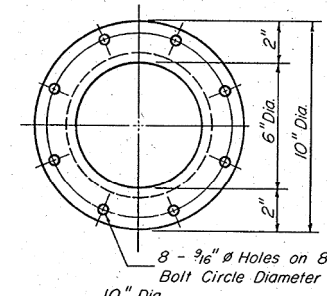
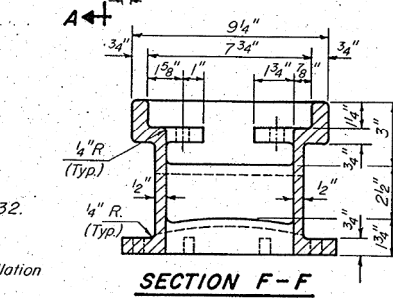
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PLOT DATE =		
12/4/2020		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7
57	46-3HBR	KANKAKEE	47	23	17 SHEETS
STA.	TO STA.				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			



Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO: M-105, Class 30.
 Bolts and washers shall conform to the requirements of A.S.T.M.: A-307.
 All bolts and washers shall be galvanized in accordance with A.A.S.H.T.O.: M-232.
 As an alternate bolts and washers may be stainless steel conforming to the requirements of A.S.T.M.: A-193, Type 304.
 Cost of the Grate, Frame, Downspout, bolts and washers including complete installation of Scupper shall be paid for at the unit bid price for "DRAINAGE SCUPPERS".
 The Contractor may use at his option steel drainage scuppers or cast iron drainage scuppers.



DESIGNED	EXAMINED	19
CHECKED	PASSED	ENGINEER OF BRIDGE DESIGN
P.B. DRAWN	APPROVED	ENGINEER OF BRIDGES AND STRUCTURES
CHECKED		DIRECTOR OF HIGHWAYS

DS-4 6-1-89 (W.T. to inside of exterior stringer flange shall not be > 3'-11")

(Sheet 2 of 2)

ALTERNATE - CAST IRON DRAINAGE SCUPPER

F.A.I. ROUTE 57 SECTION 46-3HBR
 STA. 294 + 90.00 (C.H. 40)
 STA. 290 + 97.25 (F.A.I. RTE. 57)
 KANKAKEE COUNTY

311 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 528-2958

Ozyurt Engineers, Inc. CONSULTING ENGINEERS

FILE NO. 89-24B
DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	190
				CONTRACT NO. 66F09
		ILLINOIS	FED. AID PROJECT	



Copy to Watters

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois/62764

July 2, 1992

FAI Route 57
Section 46-3HBR
Kankakee County

IDOT Contr. 86316
Trinity Job B9238
SN 046-0113

Robert Emerson
Trinity Industries Inc.
Structural Steel Division
2705 South State Street
Chicago Heights, IL 60411

Dear Mr. Emerson:

The fabrication error resulting in the reversal of flanges for 4 end girder segments and Trinity's proposed correction has been reviewed and will be allowed, subject to the following modifications (also shown on the attached sheet).

1. Thickness of the reinforcing plates shall be 3/4" instead of the 5/8" proposed.
2. Add one row of development bolts at each end of the reinforcement, resulting in 5 spaces at 3" = 1'3" instead of 4 at 3" = 1'0". This will lengthen reinforcing plates by 6", from 8'-10" to 9'-4".
3. Reinforcing plates shall be either M223 Grade 50 or M222, and shall satisfy NTR of 15 ft-lbs at 40.
4. After drilling in assembly, the reinforcing plates shall be cleaned and primed separately, then shop bolted using 7/8" mechanically galvanized, H. S. bolts, with the heads below the flange.

Revised shop plans must be submitted for approval and subsequent distribution.

Please insure the Contractor informs the District of this change and any effects on the schedule for this project.

Robert Emerson
July 2, 1992
Page 2'

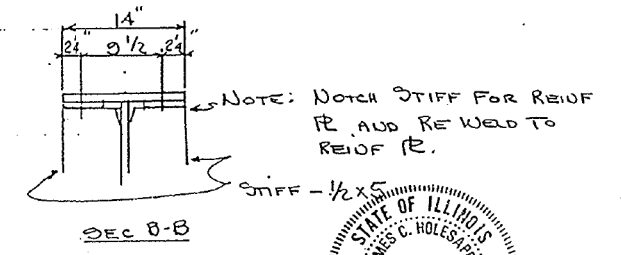
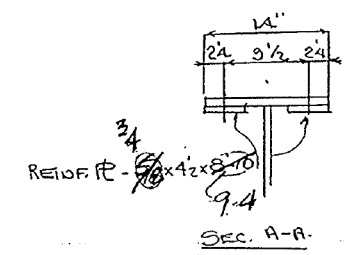
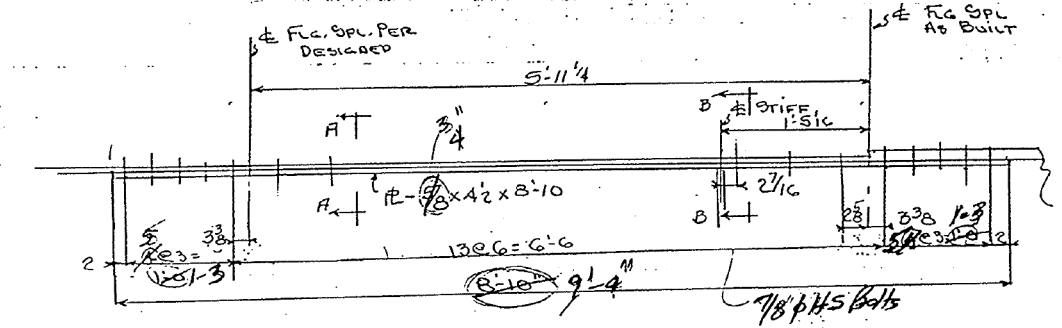
Charges incurred by the Department in expediting the review of these changes will be assessed later.

Very truly yours,

Ralph E. Anderson
Engineer of Bridges and Structures

Todd E. Ahrens
By: Todd E. Ahrens
Engineer of Structural Services

JJE/cs
cc-R. E. Dalton/Attn: James Jereb
James Easterly
Ozyurt Engineers Inc./Attn: Gunes Ozyurt
Tenney Pavoni Associates Inc./Attn: Zeyn Uzman



NOTE: NOTCH STIFF FOR REINF PL. AND RE WELD TO REINF PL.



NOTE BOTTOM FLANGE SIMILAR.

James C. Holesapple 542
JUL 17, 92

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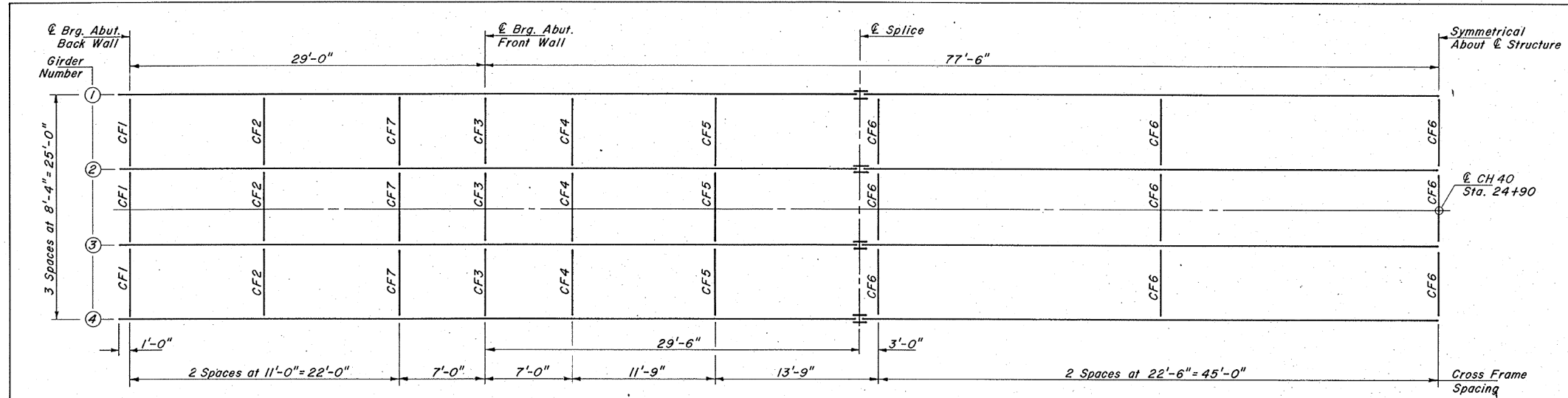
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

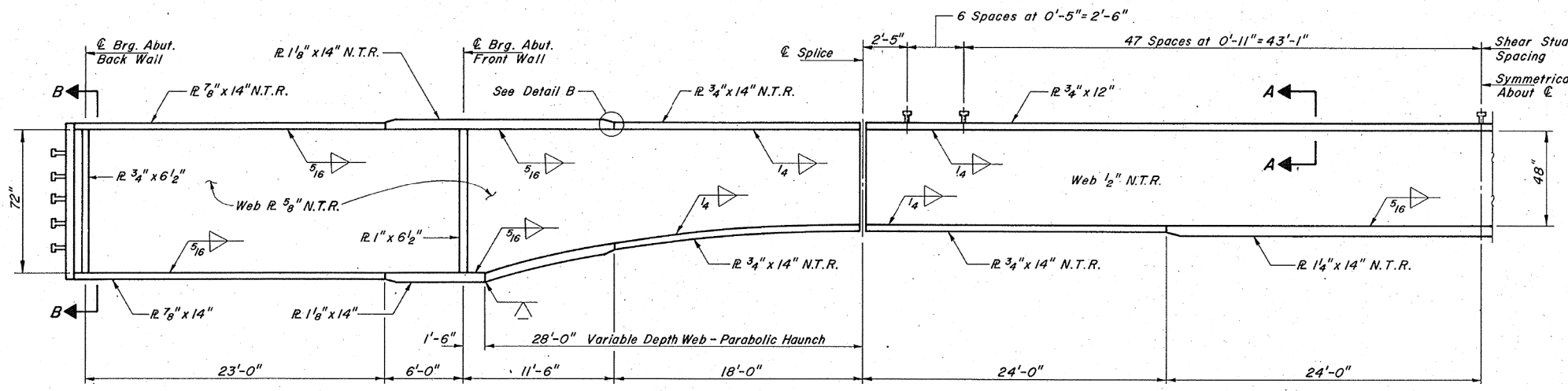
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FOR INFORMATION ONLY**

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CONTRACT NO. 66F09				

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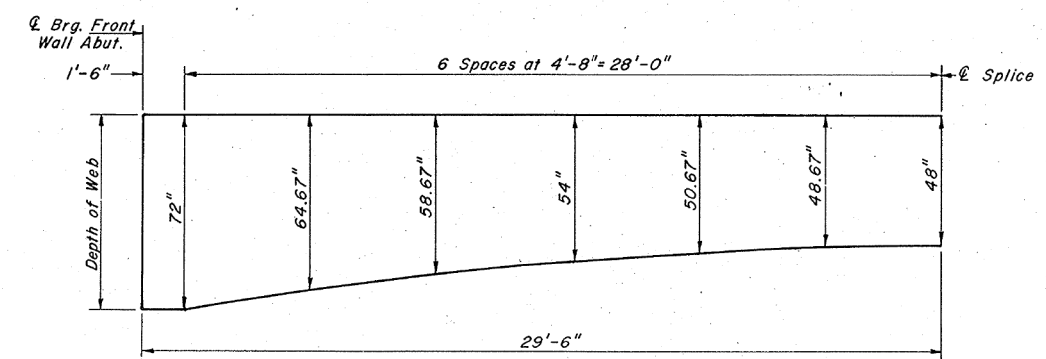


FRAMING PLAN



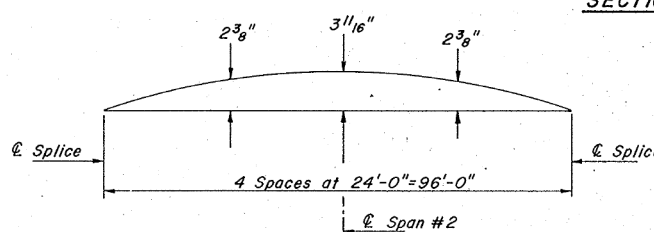
GIRDER ELEVATION

NOTE:
 N.T.R. Denotes plates to which Notch Toughness Requirements are applicable.



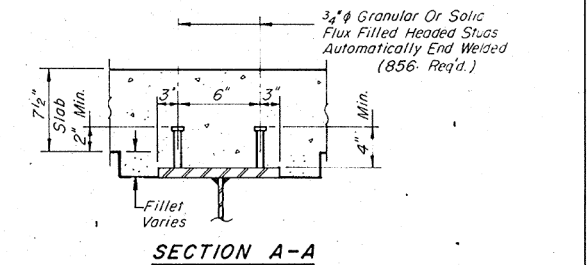
PARABOLIC HAUNCH DIMENSIONS

NOTE:
 THE GIRDERS, BRG. STIFFENERS, END PLATES AND ALL SPLICE PLATE MATERIAL SHALL BE AASHTO M223, GRADE 50.

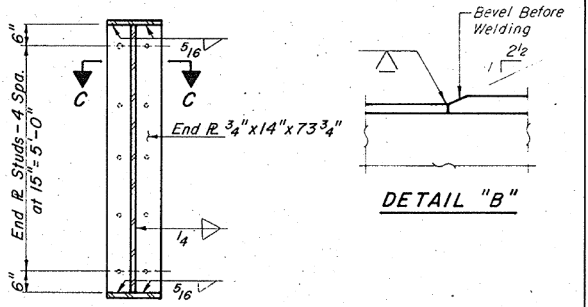


CAMBER DIAGRAM

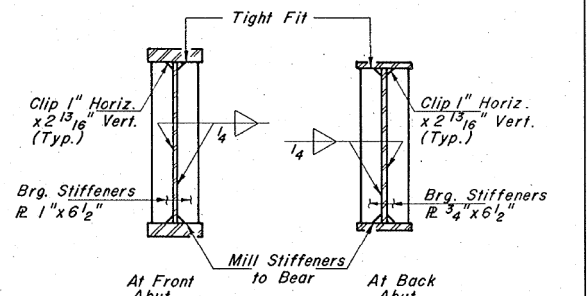
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. B
57	46-3HBR	KANKAKEE	47	24	17 SHEETS
STA.	TO STA.				
FBI. ROAD REFL. NO.	ILL. ROAD	FED. AID PROJECT			



SECTION A-A



SECTION B-B



SECTION C-C

DESIGNED	Mary H. Blomday
CHECKED	S.S.
DRAWN	C. Conn
CHECKED	MWB

STRUCTURAL STEEL DETAILS				
F.A.I. ROUTE 57 SECTION 46-3HBR				
STA. 24+90.00 (C.H. 40)				
STA. 290+97.25 (F.A.I. RTE. 57)				
KANKAKEE COUNTY				
511 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 528-2958	Ozyurt Engineers, Inc. CONSULTING ENGINEERS		FILE NO. 89-24B	DATE

Work this Sheet with Sheet #9 of 17.



USER NAME =	CHAMLIN	DESIGNED -	CHAMLIN	REVISED -	
PLOT SCALE =	NTS	CHECKED -		REVISED -	
PLOT DATE =	12/4/2020	DRAWN -		REVISED -	
		CHECKED -		REVISED -	

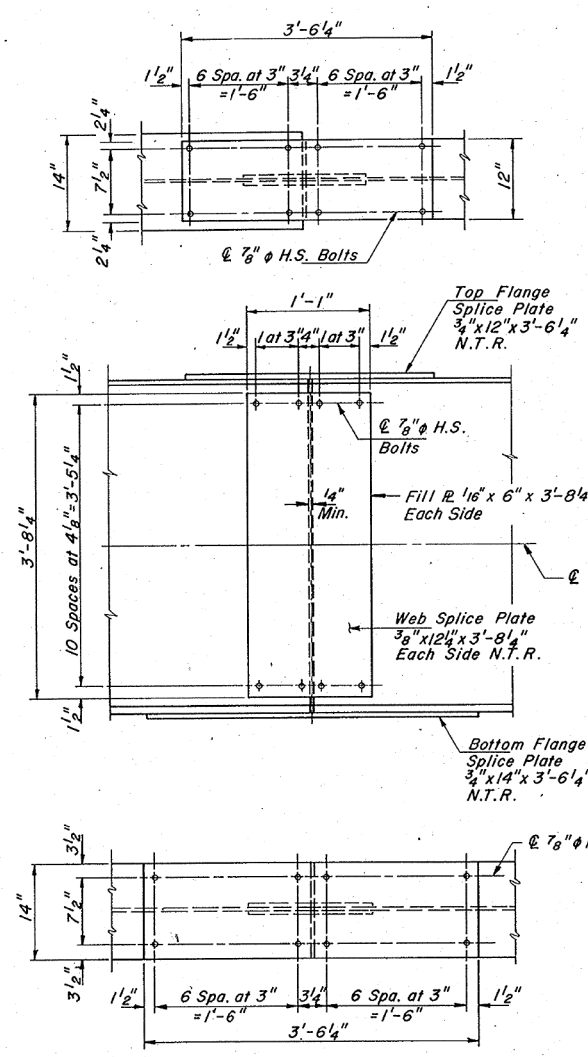
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING BRIDGE PLANS SN 046-0113
 FOR INFORMATION ONLY**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	192
CONTRACT NO. 66F09				
		ILLINOIS	FED. AID PROJECT	

SHEET OF SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9
57	46-3HBR.	KANKAKEE	47	25	17 SHEETS
STA.	TO STA.				



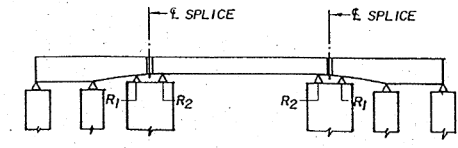
SPlice DETAIL
West Splice - Looking North
East Splice - Looking South

	INTERIOR GIRDER MOMENT TABLE		
	0.8 Span #1 or 0.2 Span #3	Br. Frt. Abut. Walls	0.5 Span #2
I _s (in. ⁴)	51970	61553	19683
I _c (in. ⁴)			54288
S _s (in. ³)	1409	1658	935
S _c (in. ³)			1318
Z (in. ³)			
Q (K/I)	1.491	1.451	1.00
M _Q (K)	2152	2816	899
S _Q (K/I)			0.411
M _{SQ} (K)			523
M _L (K)	836	1061	1046
M _{Imp} (K)	251	318	188
S ₃ (M _L +I) (K)	1812	2298	2057
M _a (K)	5153	6648	4523
M _u (K)			
f _s Q non-comp. (k.s.i.)	18.3	20.4	11.5
f _s Q (comp) (k.s.i.)			4.8
f _s S ₃ (L+I) (k.s.i.)	15.4	16.6	18.7
f _s (Overload) (k.s.i.)	33.7	37.0	35.0
f _s (Total) (k.s.i.)	43.8	48.1	45.5
VR (K)			65.7

	INTERIOR GIRDER REACTION TABLE	
	Abut. Bk. Wall	Abut. Frt. Wall
R _Q +S _Q (K)	-75.5	228.1
R _L (K)	-41.8	93.3
Imp. (K)	-12.5	28.0
R Total (K)	-129.8	349.4

Minus Sign Denotes Uplift at Reaction Point

MOMENT TABLE NOTES:
 * Mu = Full Plastic Moment Capacity for compact, braced section
 ** Non-compact section.
 Ma (applied moment) = 1.3 [M_Q + M_{SQ} + 5/3 (M_L + I)]
 I_s and S_s are the moment of inertia and section modulus of the steel section used in computing I_s (Total and Overload).
 I_c and S_c are the moment of inertia and section modulus of the composite section used in computing I_s (Total and Overload).
 VR is the maximum L + impact shear range in span.
 * The Fully Plastic Moment capacity (Mu) is computed according to A.A.S.H.T.O. 10.48.4 & 10.50.1.2.
 f_s Total is the sum of the stresses due to 1.3 [M_Q + M_{SQ} + 5/3 (M_L + I)].
 f_s Overload is the sum of the stresses due to M_Q + M_{SQ} + 5/3 (M_L + I).
 M_Q - Moment due to the dead loads on non-composite section.
 M_{SQ} - Moment due to the dead loads on composite section.
 M_L - Moment due to live load on non-composite or composite section.
 I - Live Load Impact



EReCTION SKETCH
 R₁ = ±3 KIPS PER GIRDER
 R₂ = ±9.5 KIPS PER GIRDER

PLATE GIRDER EReCTION SEQUENCE

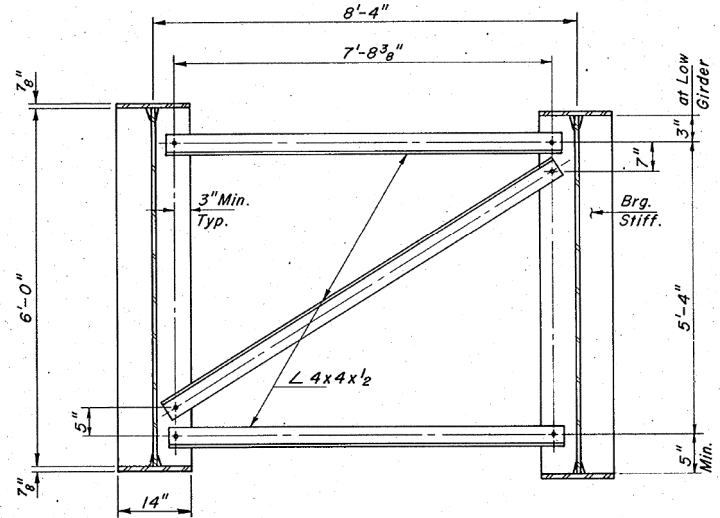
- ERECT THE GIRDERS IN 3 SEGMENTS, SUPPORTED BY THE PERMANENT BEARINGS AT ABUTMENT FRONT AND REAR WALL AND TEMPORARY SUPPORTS AT SPLICES.
- ERECT THE GIRDER SPLICES.
- INSTALL TIEDOWN DEVICES.
- REMOVE TEMPORARY SUPPORTS.
- POUR CONCRETE DECK IN SEQUENCE AS SHOWN ON SHEET #3 OF 17.

COST OF FURNISHING, ERectING AND REMOVING TEMPORARY SUPPORTS SHALL BE INCIDENTAL TO THE COST OF FURNISHING AND ERectING STRUCTURAL STEEL.

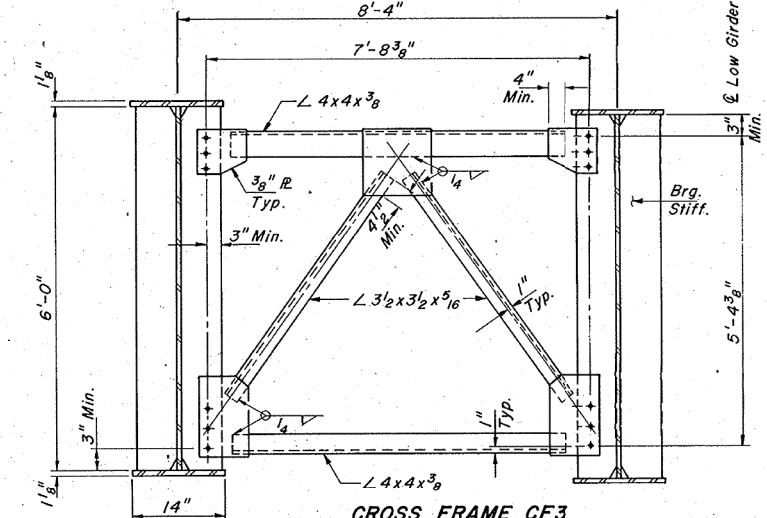
THE CONTRACTOR MAY SUBMIT HIS OWN METHOD OF EReCTION. CONTRACTOR'S METHOD SHALL BE APPROVED BY THE ENGINEER BEFORE STARTING OF ALL WORK.

TOP OF WEB ELEVATIONS FOR FABRICATION ONLY

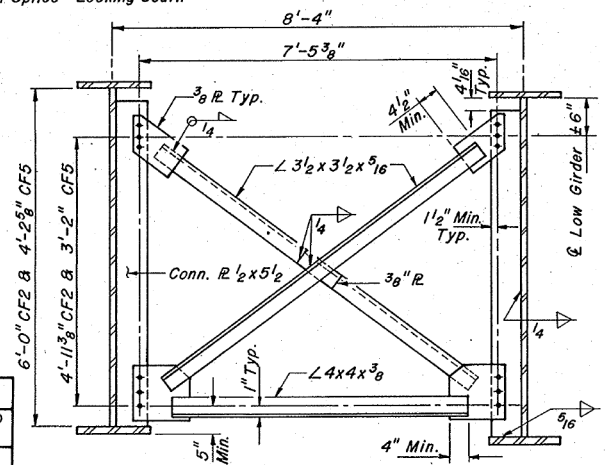
Location	Girder No.	1 8 4	2 8 3
Br. - Abut. Back Walls		284.32	284.46
Br. - Abut. Front Walls		284.63	284.76
SplICES		284.94	285.08



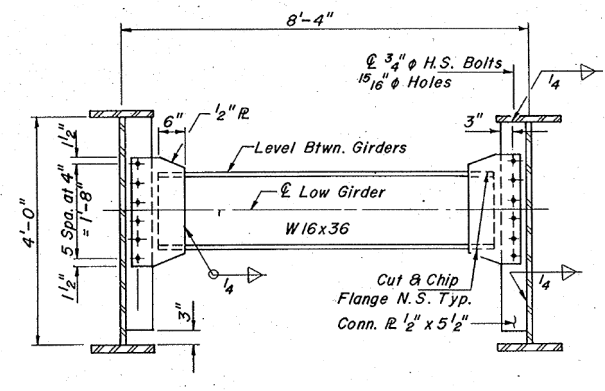
CROSS FRAME CF1
(6 Req'd.)



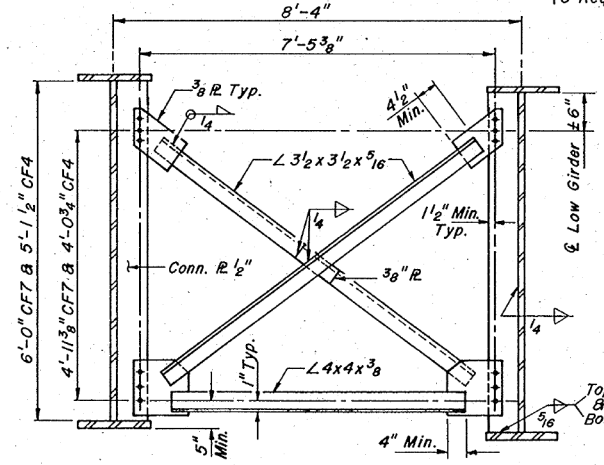
CROSS FRAME CF3
(6 Req'd.)



CROSS FRAMES CF2 & CF5
(6 CF2 & 6 CF5 Req'd.)



CROSS FRAME CF6
(15 Req'd.)



CROSS FRAMES CF4 & CF7
(6 CF4 & 6 CF7 Req'd.)

NOTE: ALL CROSS FRAME BOLTS SHALL BE 3/4" H.S. WITH 15/16" HOLES & TWO HARDENED WASHERS.

Work This Sheet With Sheet #8 of 17.

STRUCTURAL STEEL DETAILS
 F.A.I. ROUTE 57 SECTION 46-3HBR
 STA. 24 + 90.00 (C.H. 40)
 STA. 290 + 97.25 (F.A.I. RTE. 57)
 KANKAKEE COUNTY

Ozyurt Engineers, Inc. CONSULTING ENGINEERS
 511 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704
 (617) 238-2838

FILE NO. 89-24B
 DATE

DESIGNED	M. W. B.
CHECKED	S. S.
DRAWN	C. Conner
CHECKED	M. W. B.

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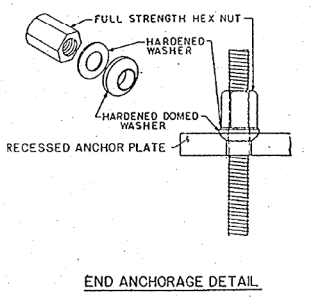
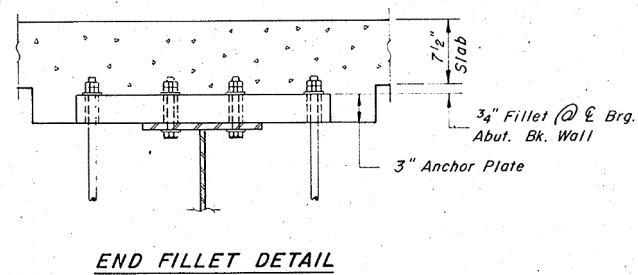
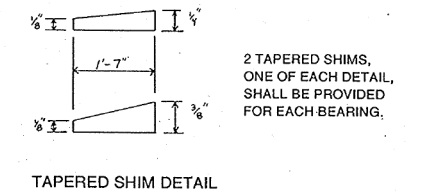
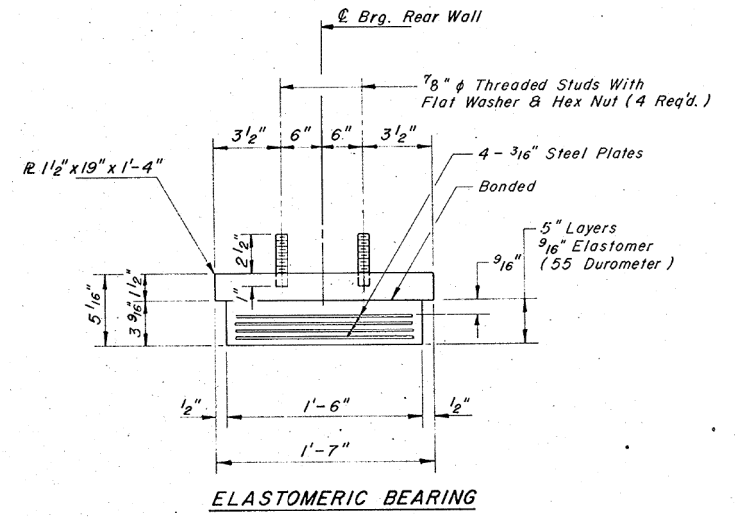
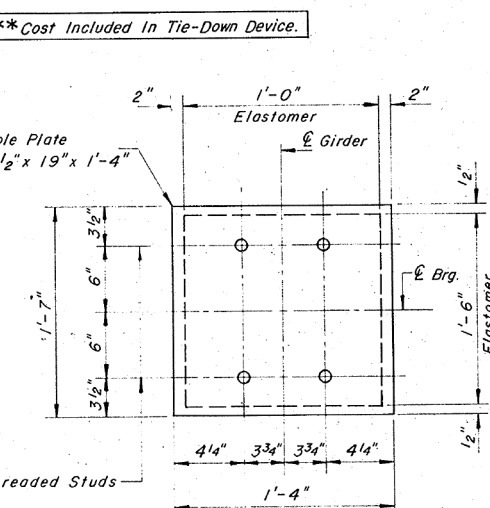
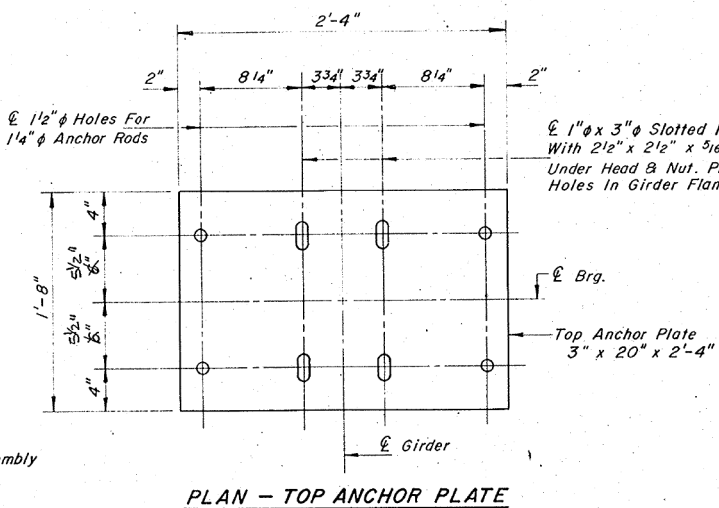
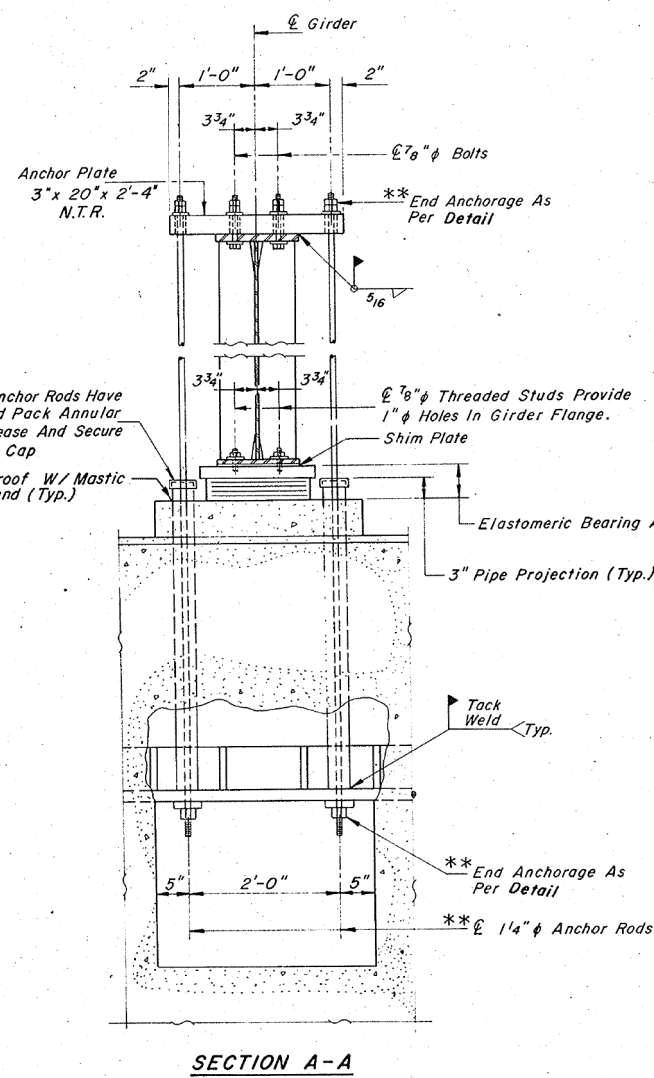
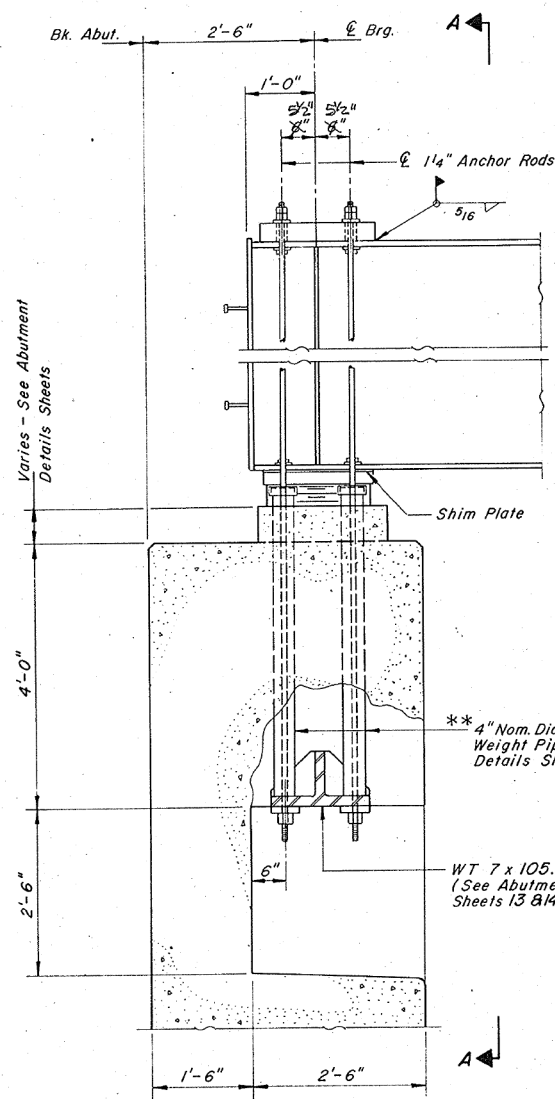
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PLOT DATE =	12/4/2020	DRAWN -	REVISD -
		CHECKED -	REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
 FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	193
			CONTRACT NO. 66F09	
			ILLINOIS FED. AID PROJECT	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10
57	46-3HBR	KANKAKEE	47	26	17 SHEETS
STA.	TO STA.				
FED. ROAD DIST. NO.	FILLERIES	FED. APPROVAL			



- NOTES**
- 1 1/4" ϕ Anchor Rods Shall Be Epoxy Coated And Shall Meet The Requirements Of A.S.T.M. A 722, Type II Bars With Minimum Tensile Strength Of 150,000 p.s.i. And Minimum Yield Strength Of 120,000 p.s.i.
 - After Girders Have Been Erected (See Erection Sequence Sheet 9 Of 17) And Anchorage Is Set The 1 1/4" ϕ Anchor Rods Shall Be Stressed, After Losses, To 45,000 Lbs. Per Anchor Rod.
 - All Structural Steel for Brgs., Anchor Plates and Structural Tee Shall be AASHTO M223, Grade 50.

ITEM	UNIT	TOTAL
Elastomeric Bearing Assembly, Type I	Ea.	8
Tie Down Device	Ea.	8

* See Special Provisions

DESIGNED	Mary H. Claydon
CHECKED	S.S.
DRAWN	E. Connor
CHECKED	MHB

**BEARING DETAILS
ABUTMENT BACK WALL**

F.A.I. ROUTE 57 SECTION 46-3HBR
STA. 24 + 90.00 (C.H. 40)
STA. 290 + 97.25 (F.A.I. RTE. 57)
KANKAKEE COUNTY

Ozyurt Engineers, Inc. FILE NO. 89-24B
CONSULTING ENGINEERS DATE

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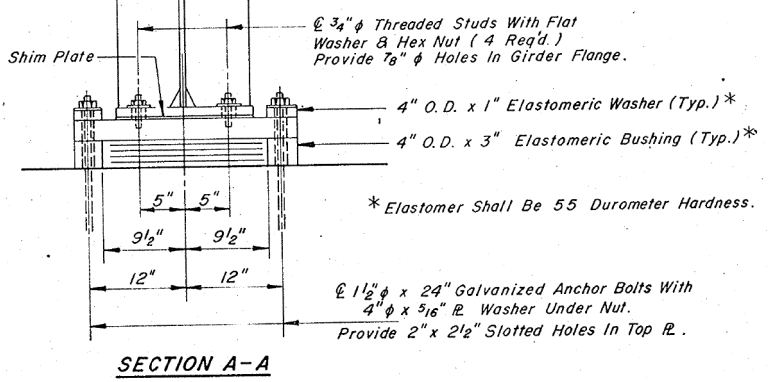
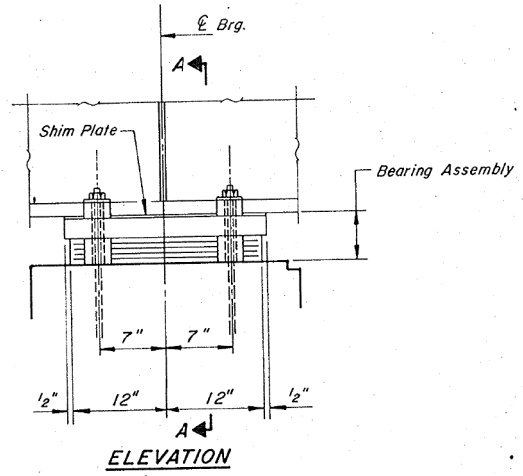
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PLOT DATE =	12/4/2020	DRAWN -		REVISED -	
		CHECKED -		REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

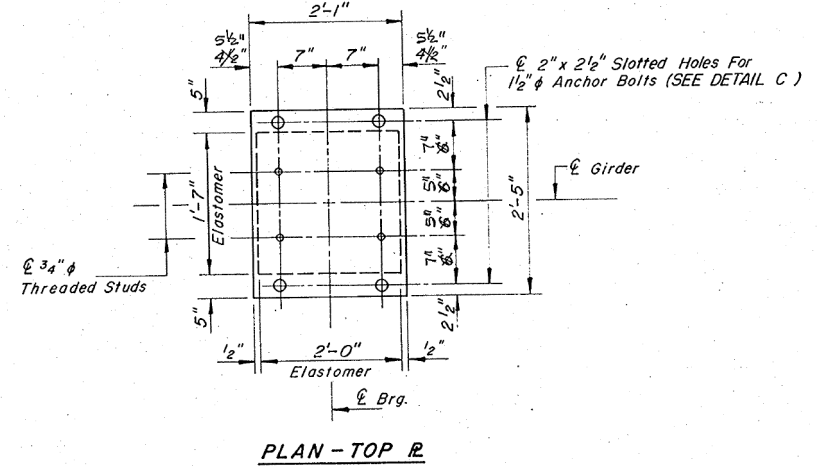
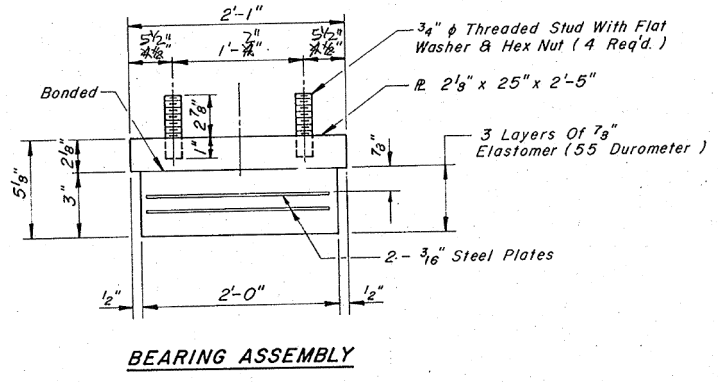
**EXISTING BRIDGE PLANS SN 046-0113
FOR INFORMATION ONLY**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 66F09	
		ILLINOIS	FED. AID PROJECT	

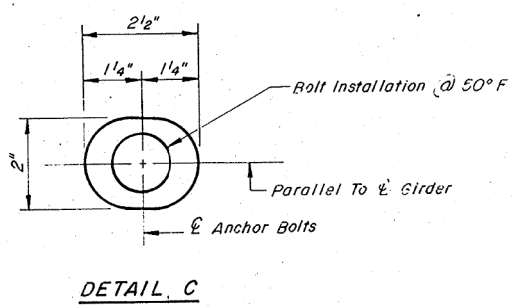
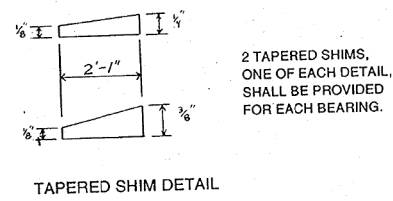
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57	46-3HBR	KANKAKEE	47	27	17 SHEETS
STA.	TO STA.				
FED. ROAD DIST. NO.	FULLROAD	FED. AID PROJECT			



TYPE I ELASTOMERIC EXP. BRG. AT ABUTMENT FRONT WALL



Structural Steel for Brg. Plates shall be AASHTO M223, Grade 50.



ITEM	UNIT	TOTAL
Elastomeric Bearing Assembly, Type I	Ea.	8

DESIGNED	Mary H. Standley
CHECKED	S.S.
DRAWN	C. Loma
CHECKED	MWB

BEARING DETAILS
ABUTMENT FRONT WALL
 F.A.I. ROUTE 57 SECTION 46-3HBR
 STA. 24 + 90.00 (C.H. 40)
 STA. 290 + 97.25 (F.A.I. RTE. 57)
 KANKAKEE COUNTY

511 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 528-2958
Ozyurt Engineers, Inc. CONSULTING ENGINEERS
 FILE NO. 09-24B
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PLOT DATE =	12/4/2020	CHECKED -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
FOR INFORMATION ONLY

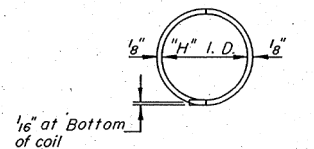
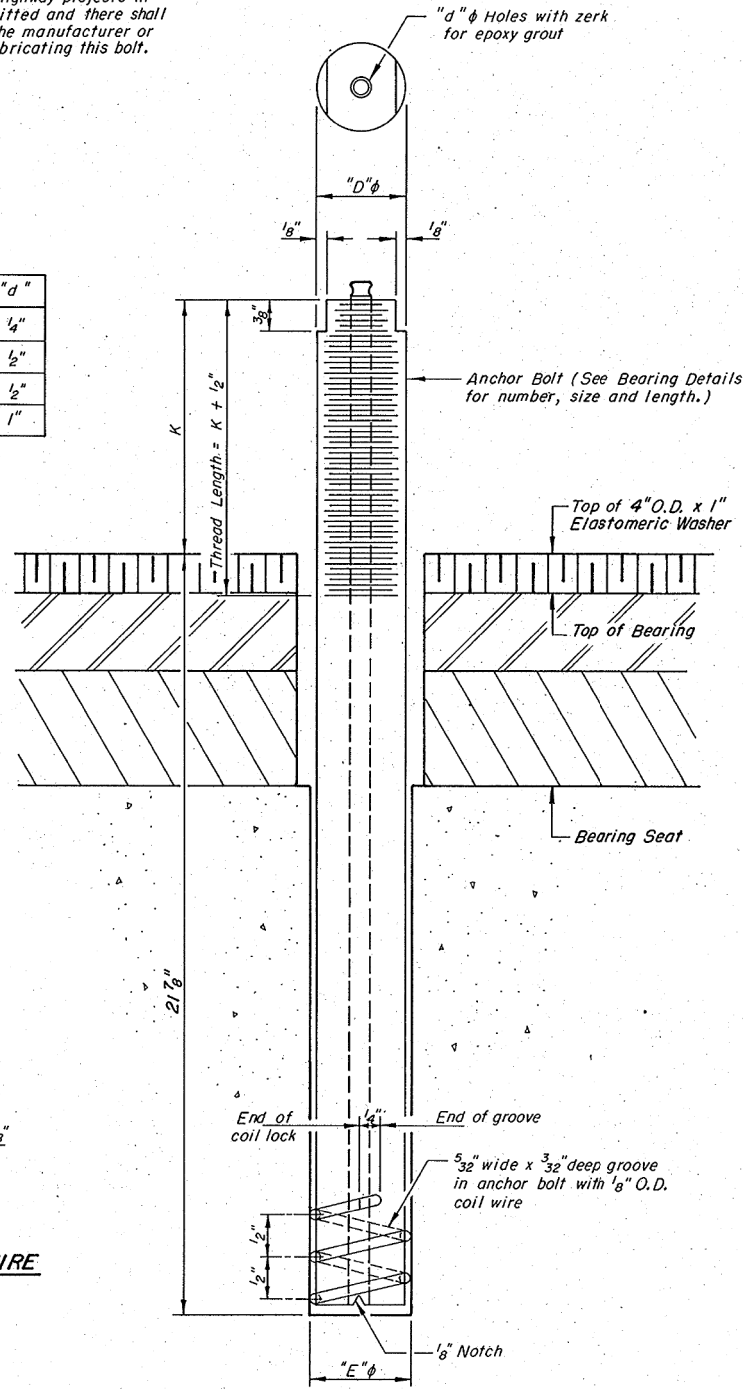
SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	195
			CONTRACT NO. 66F09	
		ILLINOIS	FED. AID PROJECT	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12 17 SHEETS
57	46-3HBR	KANKAKEE	47	28	
STA.	TO STA.				
FED. ROAD DIST. NO.	ILL. HIGHWAY	FED. AID PROJECT			

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 9/16"	3 3/8"	1"



PLAN - COIL WIRE

ILLINOIS COIL-LOCK ANCHOR BOLT

DESIGNED	Mary H. Blayney
CHECKED	S.S.
DRAWN	C. Lauer
CHECKED	MKB

12-1-83

ABB-1

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A519, Grade 1026 and supplied with hexagonal nuts and cut washers.
 The coil wire shall be made of any suitable soft steel wire.
 The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
 The epoxy grout shall be a two-component epoxy resin bonding system conforming to ASTM C881, Type I, Grade I and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE FOR THE ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes in accordance with the manufacturer's recommendations and procedures.
 The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
 1. A threaded rod stud with nut and washer conforming to ASTM A307.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with the manufacturer's recommendation after beams or girders have been erected and adjusted.
 Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
 The anchor bolts, furnished and installed including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

ANCHOR BOLT DETAILS FOR BEARINGS	
F.A.I. ROUTE 57 SECTION 46-3HBR	
STA. 24 + 90.00 (C.H. 40)	
STA. 290 + 97.25 (F.A.I. RTE. 57)	
KANKAKEE COUNTY	
511 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 558-2958	Ozyurt Engineers, Inc. CONSULTING ENGINEERS FILE NO. 89-24B DATE

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PLOT SCALE =	NTS	CHECKED -	REVISD -
PLOT DATE =	12/4/2020	DRAWN -	REVISD -
		CHECKED -	REVISD -

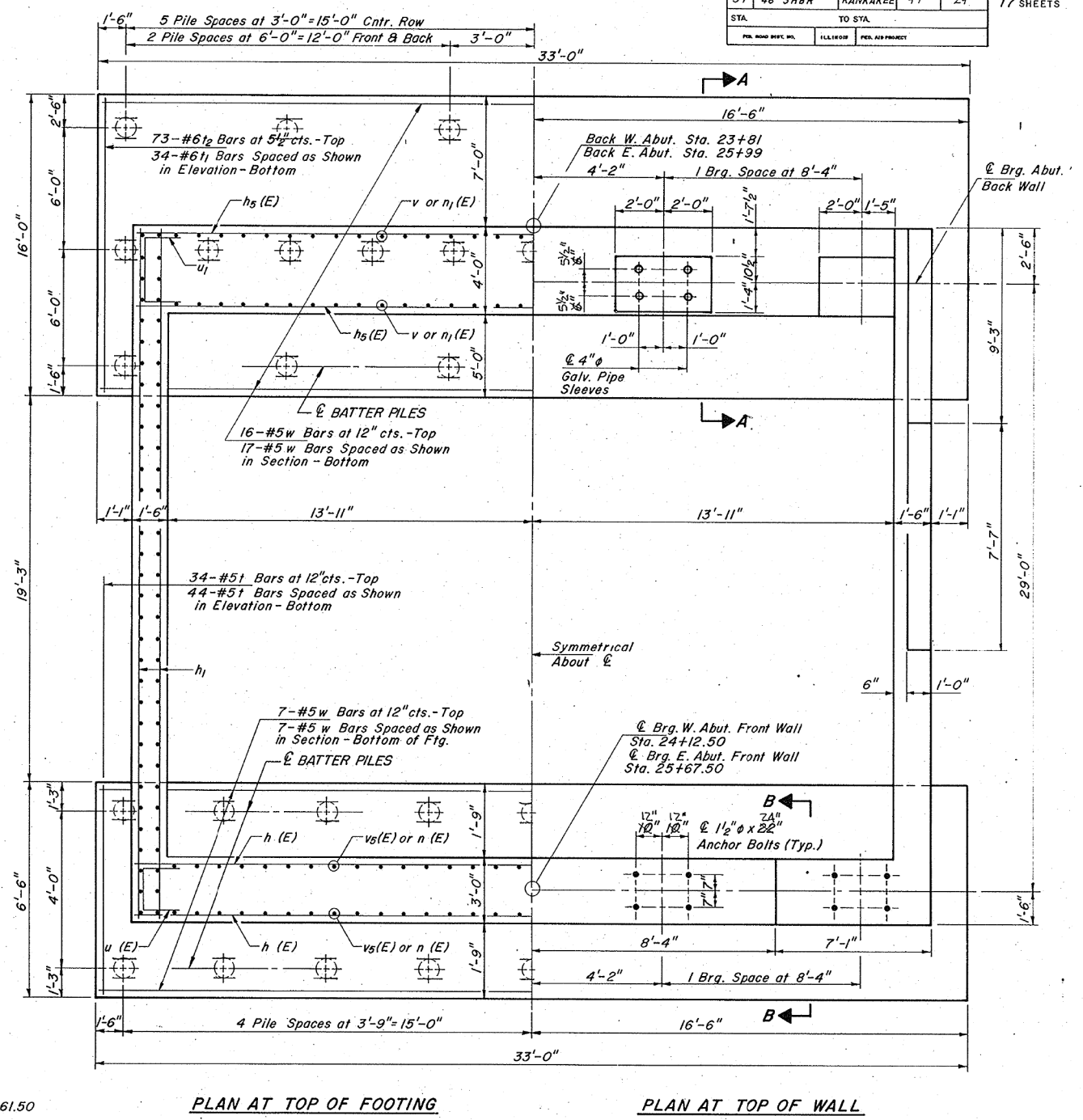
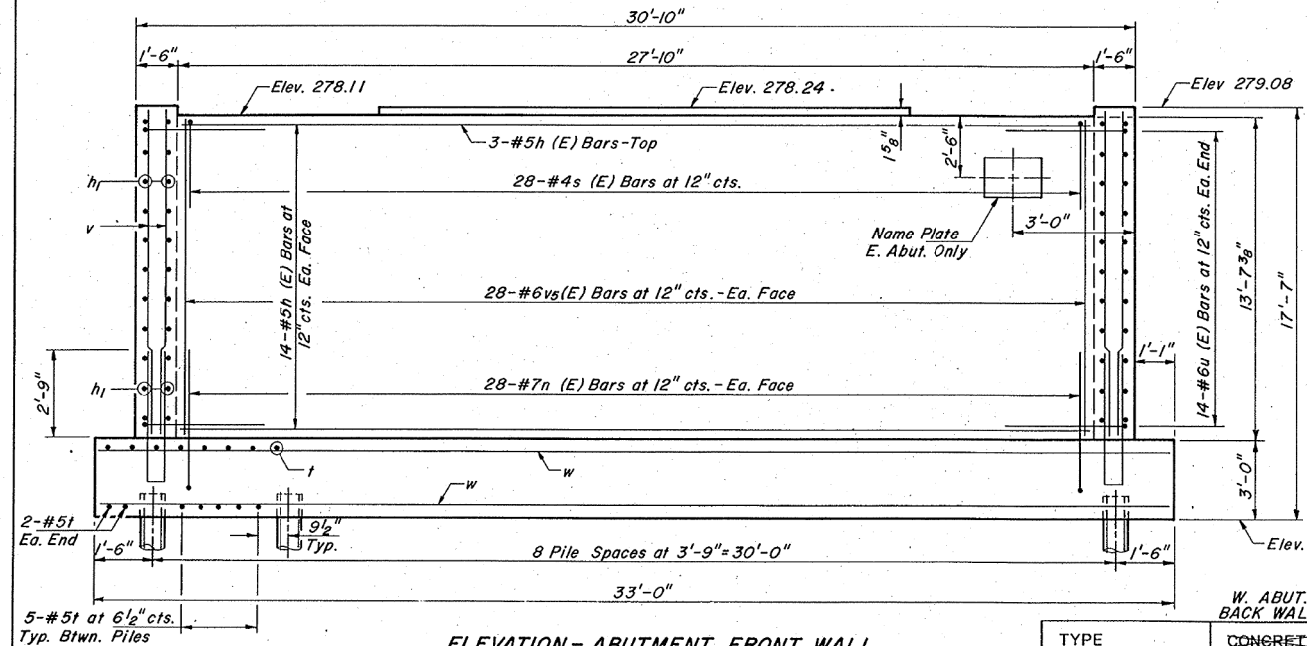
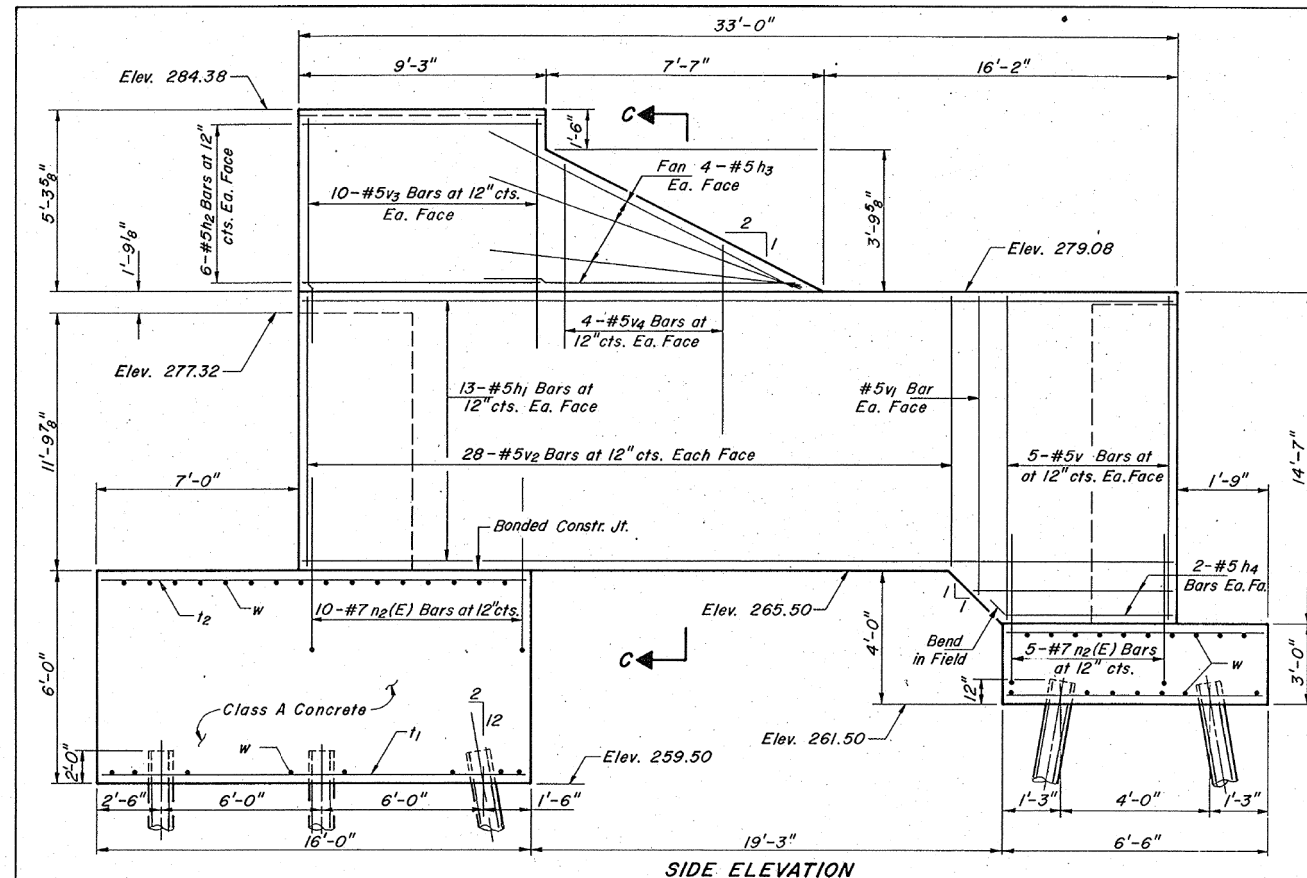
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	196
CONTRACT NO. 66F09				
ILLINOIS		FED. AID PROJECT		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13 17 SHEETS
57	46-3HBR	KANKAKEE	47	29	
STA.		TO STA.			
PER. ROAD DIST. NO.		ILL. LEGISL.	PER. APP. PROJECT		



DESIGNED	M. Wright
CHECKED	S.S.
DRAWN	C. Connor
CHECKED	M.R.D.

NOTE:
POUR STEPS MONOLITHICALLY WITH CAP.
ALL EDGES SHALL HAVE STD. 3/4\"/>

	W. ABUT. BACK WALL	W. ABUT. FRONT WALL	E. ABUT. FRONT WALL	E. ABUT. BACK WALL
TYPE	CONCRETE STEEL HP 10x42	CONCRETE STEEL HP 10x42	CONCRETE STEEL HP 10x42	CONCRETE STEEL HP 10x42
CAPACITY	*45 TON	*45 TON	*45 TON	*45 TON
EST. LENGTH	26' 50"	30'	*20' 50"	**15' 50"
NO. REQ'D.	28	18	17	23
TEST PILE METAL SIDES	1	X	X	1
	22	18	18	22

NOTE:
SPACE REINFORCEMENT IN TOP OF WALL TO MISS ANCHOR BOLTS AND PIPE SLEEVES.

*Min. Pile Tip Elev. 252
**Min. Pile Tip Elev. 246
* DRIVE TO 68 TONS

ABUTMENT DETAILS

F.A.I. ROUTE 57 SECTION 46-3HBR
STA. 24+90.00 (C.H. 40)
STA. 290+97.25 (F.A.I. RTE. 57)
KANKAKEE COUNTY

Ozyurt Engineers, Inc. FILE NO. 89-24B
CONSULTING ENGINEERS DATE

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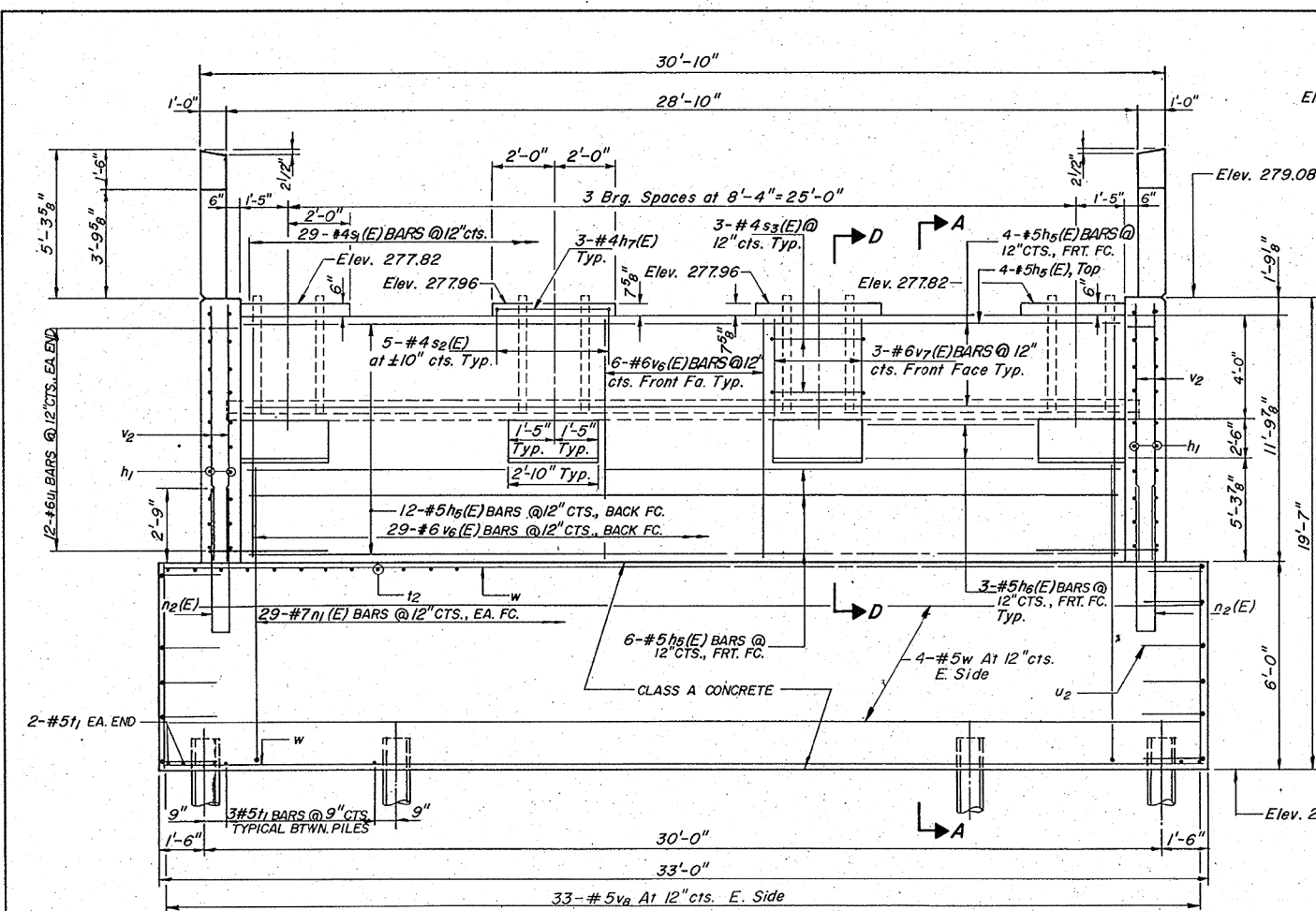
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PLOT DATE =	12/4/2020	DRAWN -	C. Connor	REVISED -	
		CHECKED -	M.R.D.	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

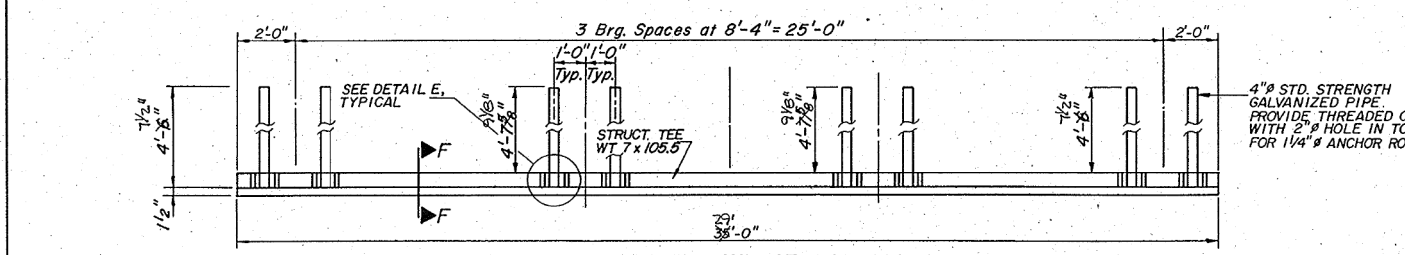
**EXISTING BRIDGE PLANS SN 046-0113
FOR INFORMATION ONLY**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	197
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

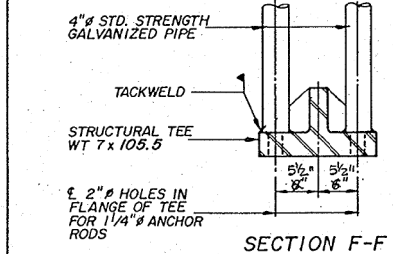
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17 SHEETS				
TO STA.				
PER. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



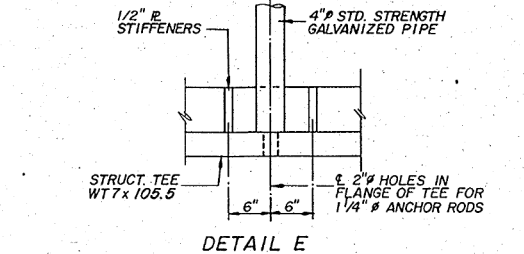
ELEVATION - ABUTMENT BACK WALL



ELEVATION - STRUCTURAL TEE

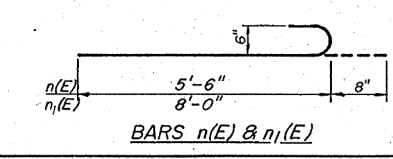


SECTION F-F

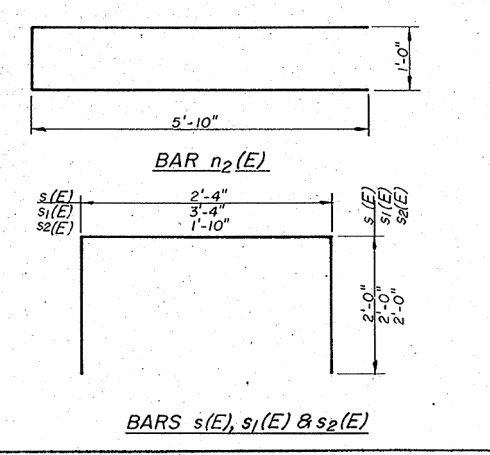


DETAIL E

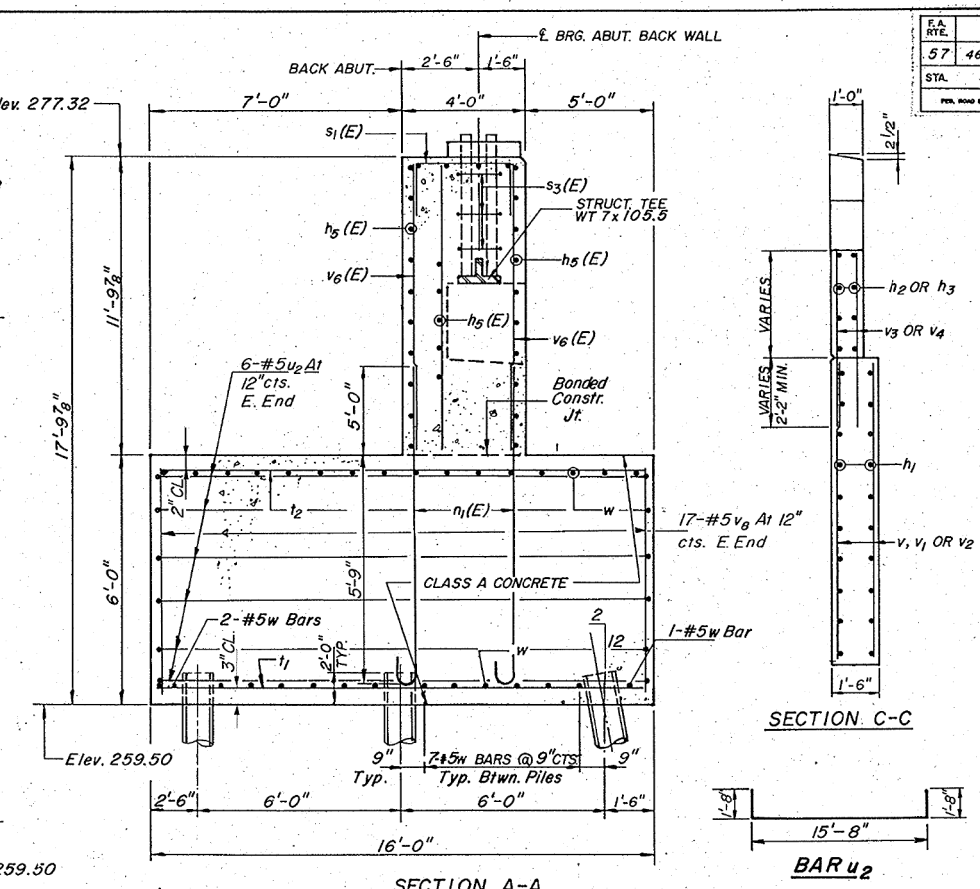
DESIGNED: Mary H. Blaylock
 CHECKED: S.S.
 DRAWN: C. Connor
 CHECKED: MHB



BARS n(E) & n1(E)

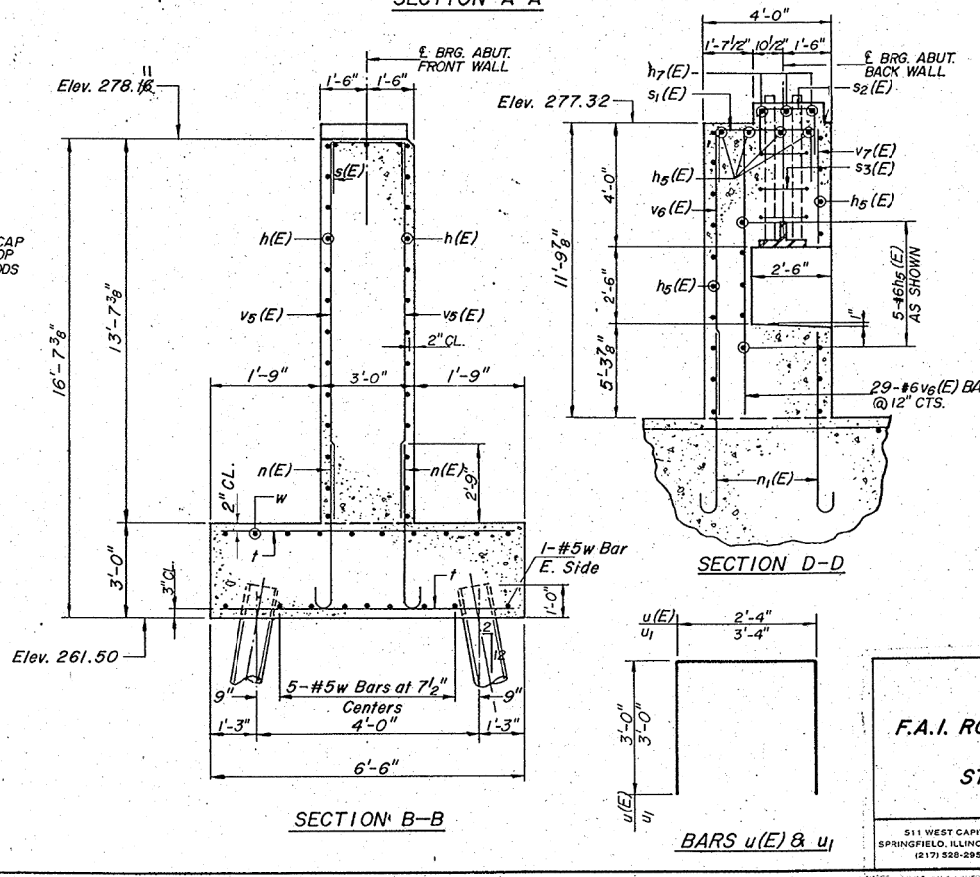


BARS s(E), s1(E) & s2(E)



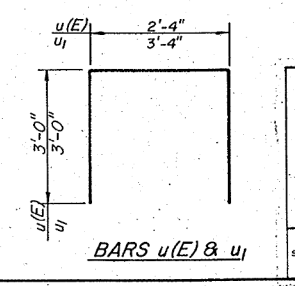
SECTION A-A

SECTION C-C

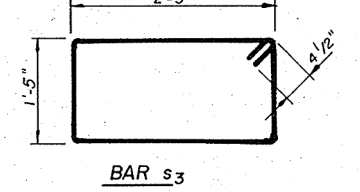


SECTION B-B

SECTION D-D



BARS u(E) & u1



BAR s3

TWO ABUTMENTS
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	62	#5	30'-7"	—
h1	104	#5	32'-9"	—
h2	48	#5	9'-0"	—
h3	32	#5	10'-3"	—
h4	16	#5	5'-0"	—
h5(E)	62	#5	30'-7"	—
h6(E)	18	#5	5'-3"	—
h7(E)	24	#4	3'-9"	—
n(E)	112	#7	6'-2"	—
n1(E)	116	#7	11'-5"	—
n2(E)	60	#7	12'-8"	—
s(E)	56	#4	6'-4"	—
s1(E)	58	#4	7'-4"	—
s2(E)	40	#4	5'-10"	—
s3(E)	24	#4	8'-5"	—
u(E)	56	#6	8'-4"	—
u1	48	#6	9'-4"	—
u2	24	#5	19'-0"	—
v	40	#5	14'-4"	—
v1	8	#5	13'-10"	—
v2	224	#5	13'-4"	—
v3	80	#5	7'-6"	—
v4	32	#5	5'-9"	—
v5(E)	112	#6	13'-5"	—
v6(E)	152	#6	11'-6"	—
v7(E)	24	#6	3'-9"	—
v8	200	#5	5'-7"	—
w	110	#5	32'-9"	—
t	156	#5	6'-3"	—
t1	68	#5	15'-9"	—
t2	146	#6	15'-9"	—

REINFORCEMENT BARS (EPOXY COATED)	LBS.	16 310
REINFORCEMENT BARS	LBS.	20740
CLASS X CONCRETE	CU.YDS.	335.4
CLASS A CONCRETE	CU.YDS.	233.3
CONCRETE PILES	STEEL PILES	LIN. FT.
TEST PILES CONCRETE	EA.	2
STRUCTURE EXCAVATION	CU.YDS.	1276
TEST PILE	STEEL	WP10x42
METAL SIZES	EA.	80

ABUTMENT DETAILS

F.A.I. ROUTE 57 SECTION 46-3HBR
 STA. 24 + 90.00 (C.H. 40)
 STA. 290 + 97.25 (F.A.I. RTE. 57)
 KANKAKEE COUNTY

311 WEST CARROLL SPRINGFIELD, ILLINOIS 62704 (217) 528-2958
 Ozyurt Engineers, Inc.
 CONSULTING ENGINEERS

FILE NO. 89-24B
 DATE

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PLOT SCALE =	NTS	CHECKED -	S.S.	REVISED -	
PLOT DATE =	12/4/2020	DRAWN -	C. Connor	REVISED -	
		CHECKED -	MHB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	198
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 15 17 SHEETS
57	46-3HBR	KANKAKEE	47	31	
STA.		TO STA.			
FED. AID REF. NO.	ILLINOIS	FED. AID PROJECT			

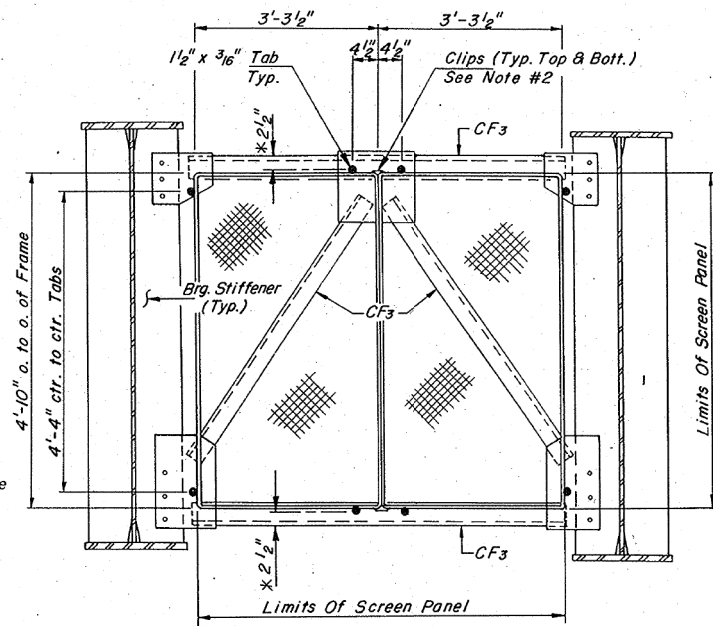
STANDARD CONSTRUCTION:

1. MESH: 1 1/2" Diamond
2. WIRE: No. 10 Washburn & Moen Gauge
3. FRAME: 3/8" Round Rod

- All materials to be galvanized.
- Two Wire-meshed Frames shall be provided for each Screen Panel.
- Four tabs shall be provided for each Wire-meshed Frame.

NOTES:

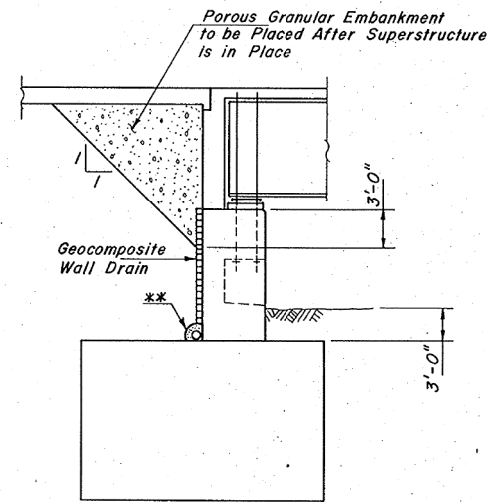
1. * Indicates standard gauge for angles.
2. Clips shall be provided for permanent screen panels.
3. One accessible screen panel shall be provided at each front abutment.
4. Provide hinged tabs at connections to the connection plates for the accessible screen panel only.



**TYPICAL SCREEN PANEL
AT ABUTMENT FRONT WALL**

ERECTION SEQUENCE FOR SCREEN PANELS

1. **PERMANENT**
 - a. FIELD CONNECT THE TWO WIRE-MESHED FRAMES WITH A CLIP TYPE CONNECTION.
 - b. FIELD DRILL HOLES AT THE CONNECTION PLATES AND ANGLES OF THE DIAPHRAGMS TO MATCH THE LOCATION OF THE TABS.
 - c. USE HIGH STRENGTH BOLTS.
 - d. THE BOLTS SHALL BE DRAWN UP TIGHT AND THE THREADS BURRED AT THE FACE OF THE NUT WITH A POINTED TOOL.
2. **ACCESSIBLE**
SEQUENCE SIMILAR TO PERMANENT SCREEN PANELS WITH EXCEPTION TO PROVIDING A CLIP TYPE CONNECTION.



SECTION AT ABUT. BACK WALL

**4" ϕ Perforated Drain Pipe Situated Within an Approximate 2'x2' Block of CA-5 or CA-7 Course Aggregate. The Block Shall be Completely Wrapped in a Geotechnical Filter Fabric with 18" Minimum Lap. Drain Pipe Shall Have End Caps at Both Ends and Shall be Tied to the Nearest Ditch with 4" ϕ Pipe Outlet \pm 60 Ft. Cost of Pipe Drains is Incidental to Geocomposite Wall Drain.

DESIGNED	M. Wright
CHECKED	S. S.
DRAWN	C. Connor
CHECKED	MKB

MISCELLANEOUS DETAILS			
F.A.I. ROUTE 57		SECTION 46-3HBR	
STA. 24+90.00 (C.H. 40)		STA. 290+97.25 (F.A.I. RTE. 57)	
KANKAKEE COUNTY			
511 WEST CAPITOL SPRINGFIELD, ILLINOIS 62704 (217) 528-2958	Ozyurt Engineers, Inc. CONSULTING ENGINEERS	FILE NO. 89-24B	DATE

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12/4/2020 8:53:03 AM



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PLOT SCALE =	NTS	CHECKED -	S. S.	REVISED -	
PLOT DATE =	12/4/2020	DRAWN -	C. Connor	REVISED -	
		CHECKED -	MKB	REVISED -	

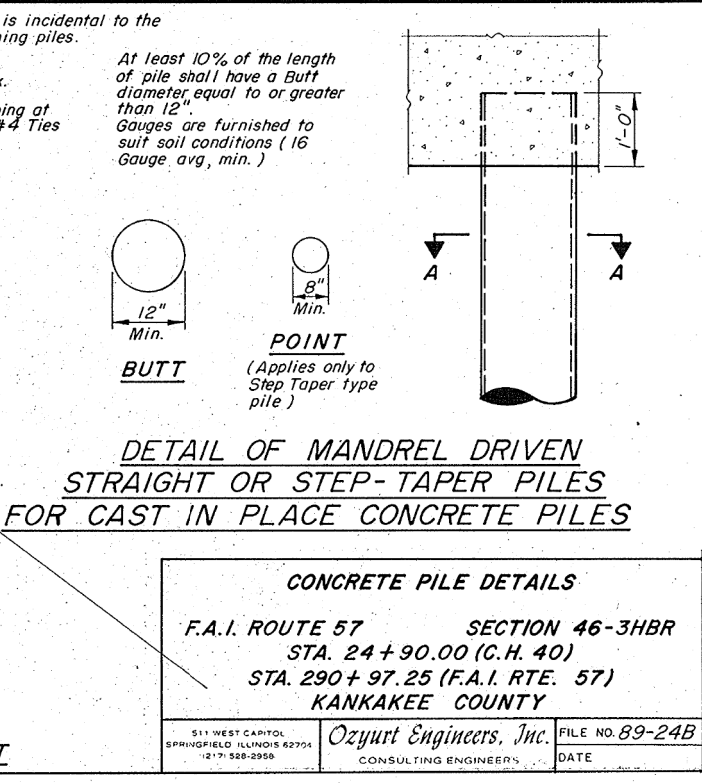
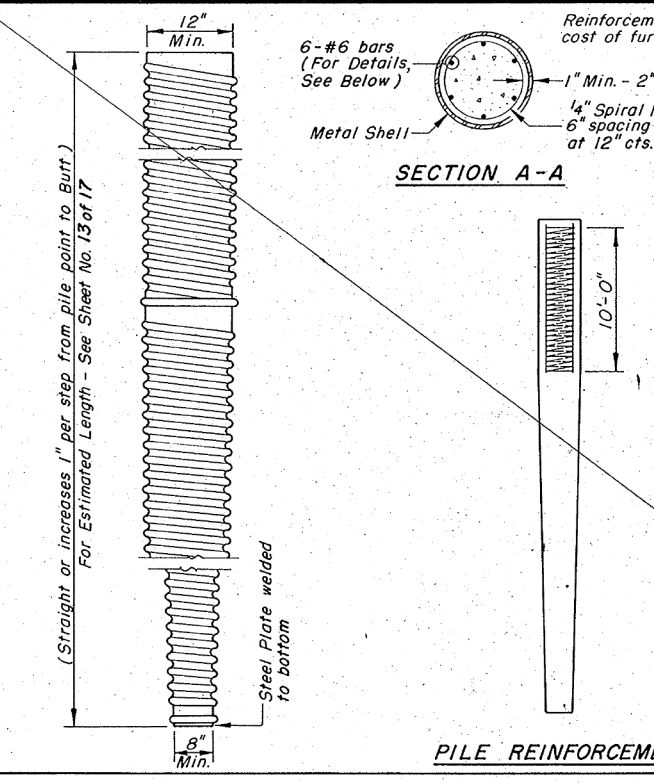
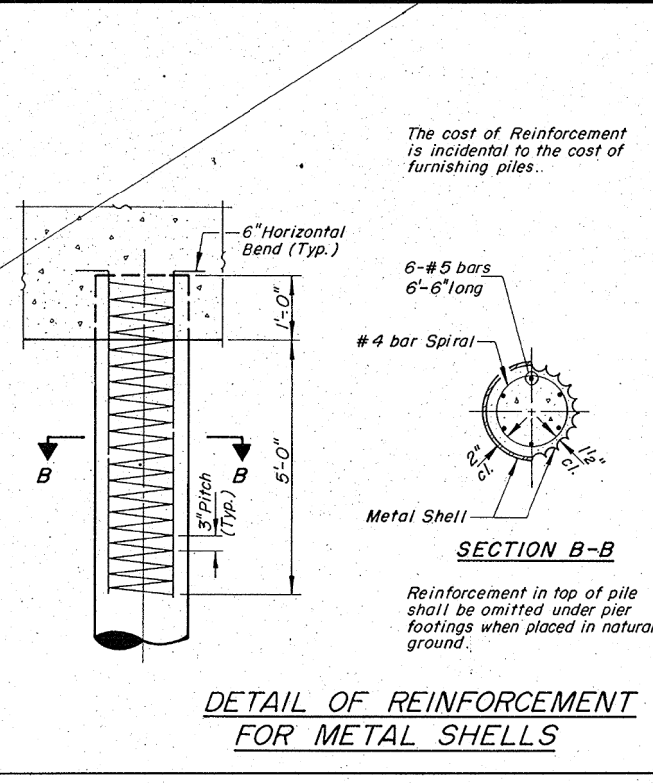
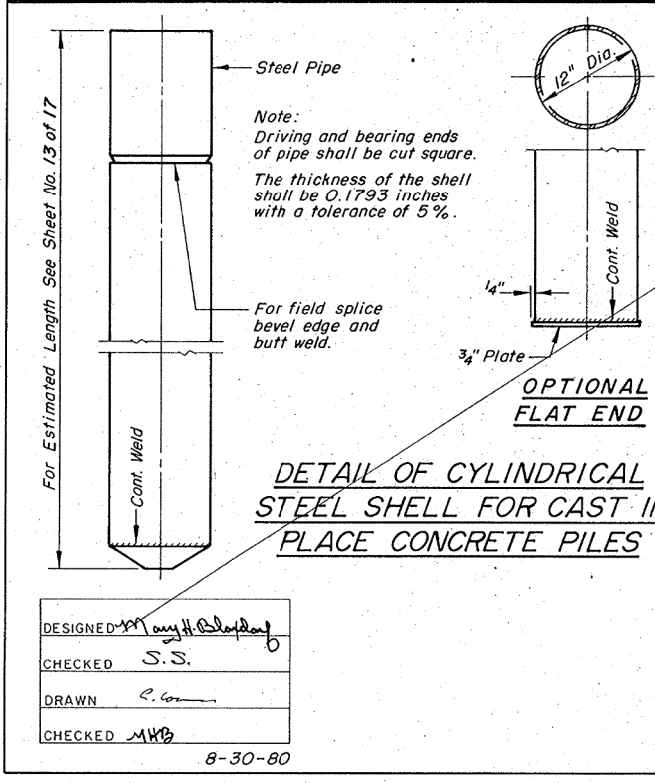
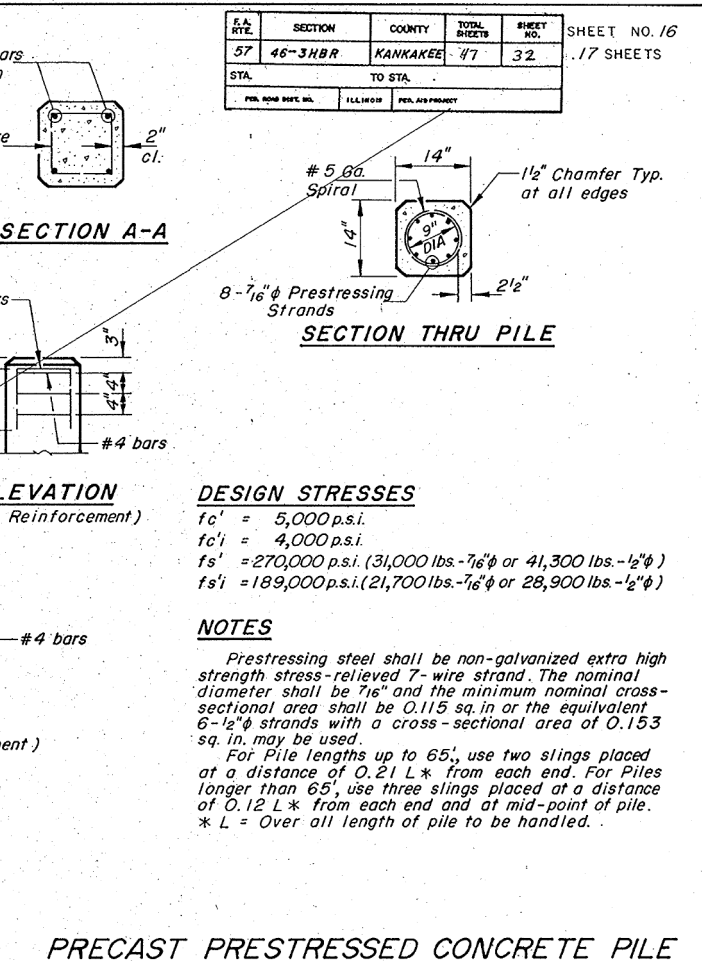
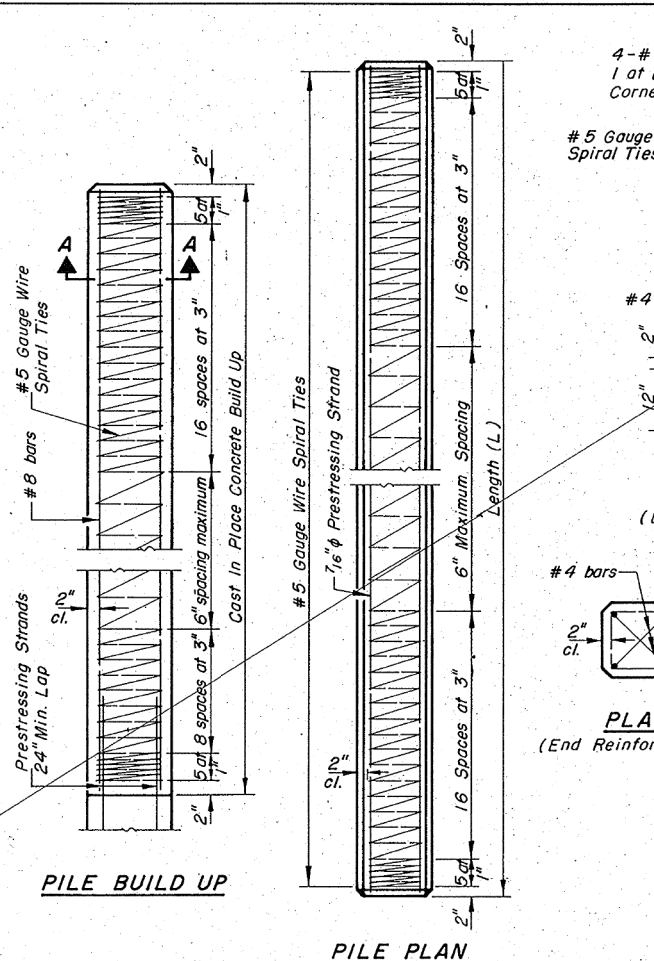
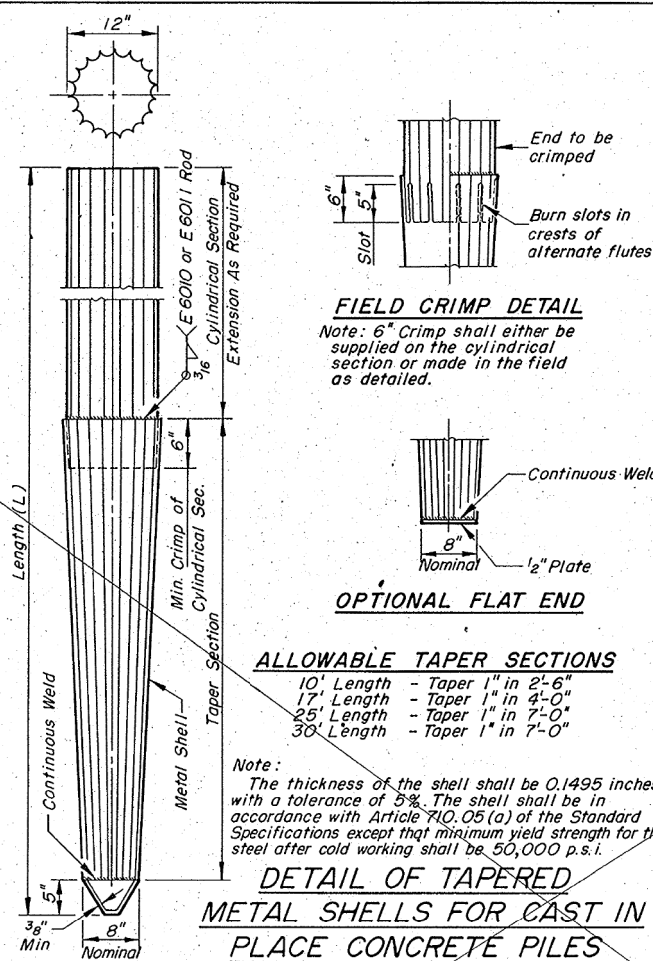
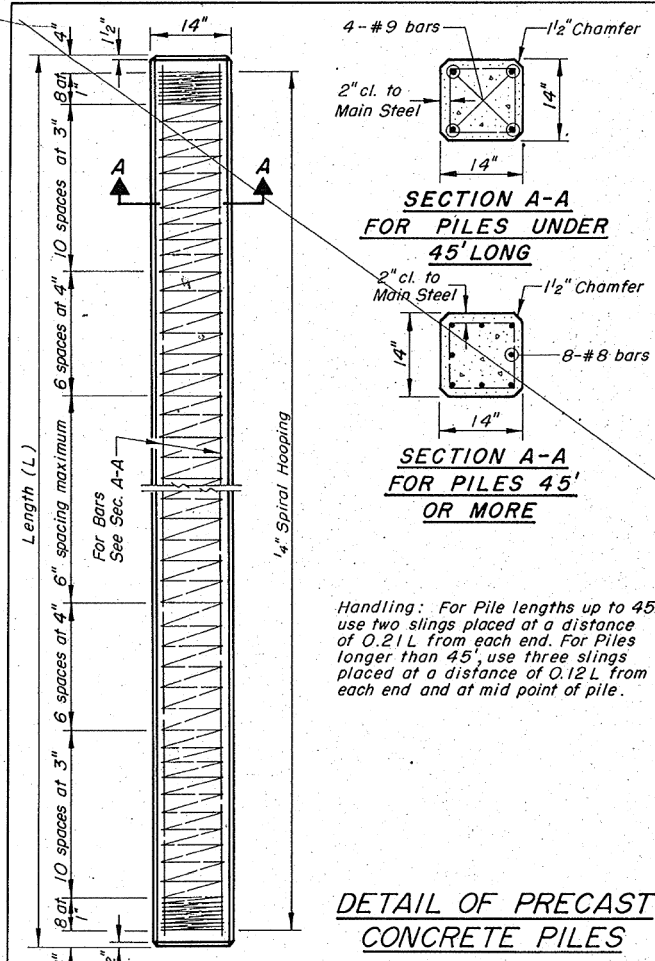
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	199
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 16 OF 17 SHEETS
57	46-3HBR	KANKAKEE	47	32	
STA.	TO STA.				



DESIGNED *M. H. Blodgett*
 CHECKED *S. S.*
 DRAWN *C. G.*
 CHECKED *MKB*

8-30-80

CONCRETE PILE DETAILS

F.A.I. ROUTE 57 SECTION 46-3HBR
 STA. 24+90.00 (C.H. 40)
 STA. 290+97.25 (F.A.I. RTE. 57)
 KANKAKEE COUNTY

511 WEST CAPITAL SPRINGFIELD ILLINOIS 62704
 (217) 528-2858

Ozyurt Engineers, Inc. FILE NO. 89-24B
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USER NAME = CHAMLIN
 DESIGNED -
 CHECKED -
 PLOT SCALE = NTS
 DRAWN -
 PLOT DATE = 12/4/2020
 CHECKED -
 REVISED -

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 046-0113
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-(3,4)RS-4 & I-1	KANKAKEE	278	200
CONTRACT NO. 66F09				
ILLINOIS FED. AID PROJECT				