

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\WBENT1EX.COM.E\94\PW\01.D00168592\0460154-66863-015-T054.DGN

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

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

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



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 2
STRUCTURE NO. 046-0154

SHEET SU-16 OF SU-72 SHEETS

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

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

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

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

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



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

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 3
STRUCTURE NO. 046-0154

SHEET SU-17 OF SU-72 SHEETS

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

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

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

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

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



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

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

REVISED -	
REVISED -	
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 4
STRUCTURE NO. 046-0154

SHEET SU-18 OF SU-72 SHEETS

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

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\WBENTLEY.COM\EXP\46\0154\66863-419-T057.DGN

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

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

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



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 5
STRUCTURE NO. 046-0154

SHEET SU-19 OF SU-72 SHEETS

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

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\BENTLEY.COM\1346663-20-1058.DGN

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

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

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



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

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

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 6
STRUCTURE NO. 046-0154

SHEET SU-20 OF SU-72 SHEETS

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

NB INSIDE FACE OF EAST PARAPET

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

NB CROWN

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

NB SLOPE BREAK

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

NB PGL

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

NB INSIDE FACE OF BARRIER

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

CL-57

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

SB INSIDE FACE OF BARRIER

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

SB STAGE 1 LINE EAST

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

SB PGL

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

SB STAGE 2 CONST. LINE

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

SB SLOPE BREAK

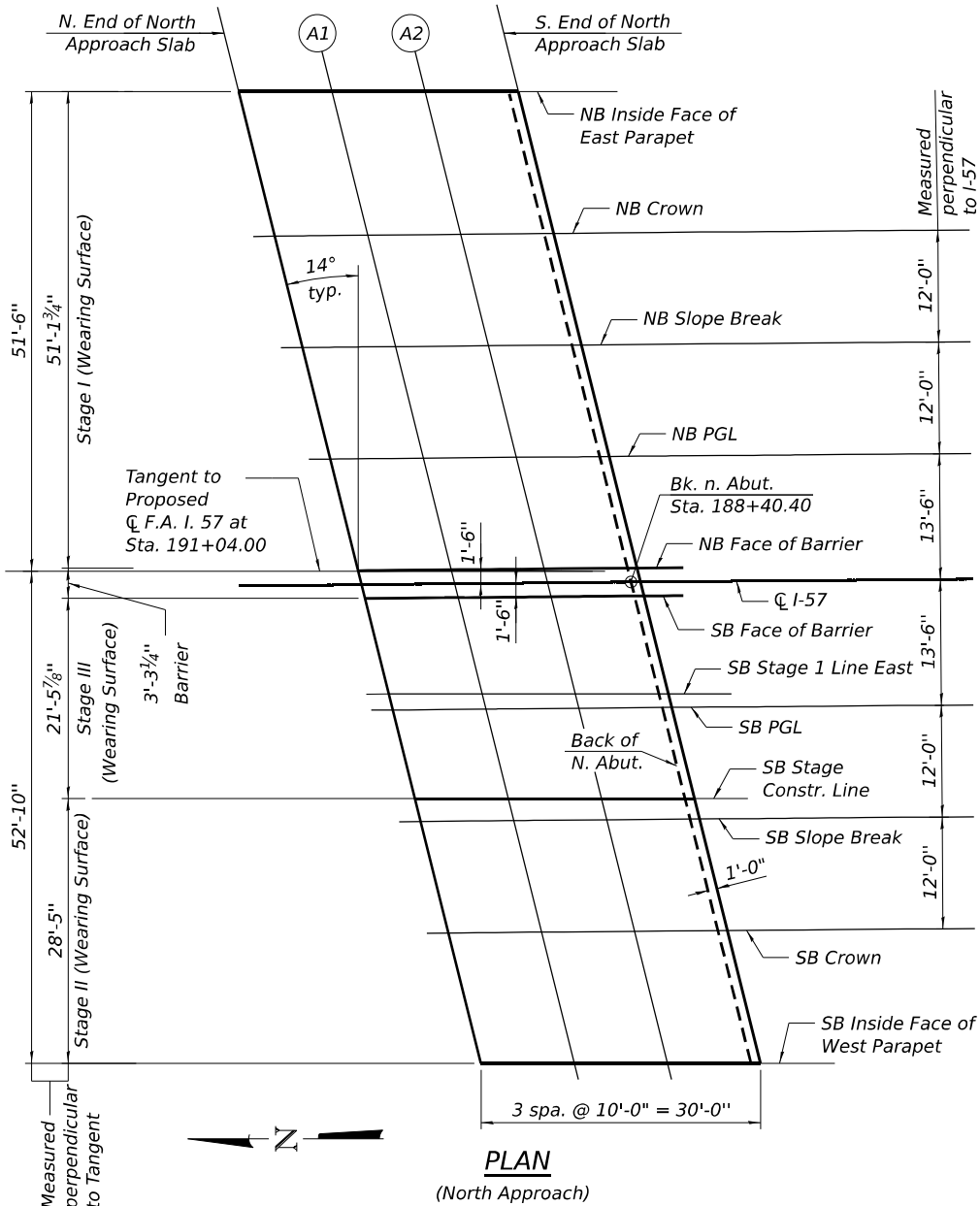
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. App slab	188+17.60	25.50	677.39	677.41
A1	188+27.58	25.50	677.52	677.54
A2	188+37.57	25.50	677.65	677.67
S. End of N App Slab	188+47.56	25.50	677.77	677.79

SB CROWN

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

SB INSIDE FACE OF WEST PARAPET

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



PLAN

(North Approach)



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET SU-21 OF SU-72 SHEETS

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

NB INSIDE FACE OF EAST PARAPET

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

NB CROWN

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

NB SLOPE BREAK

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

NB PGL

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

NB INSIDE FACE OF BARRIER

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

CL-57

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

SB INSIDE FACE OF BARRIER

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

SB STAGE 1 LINE EAST

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

SB PGL

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

SB STAGE 2 CONST. LINE

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

SB SLOPE BREAK

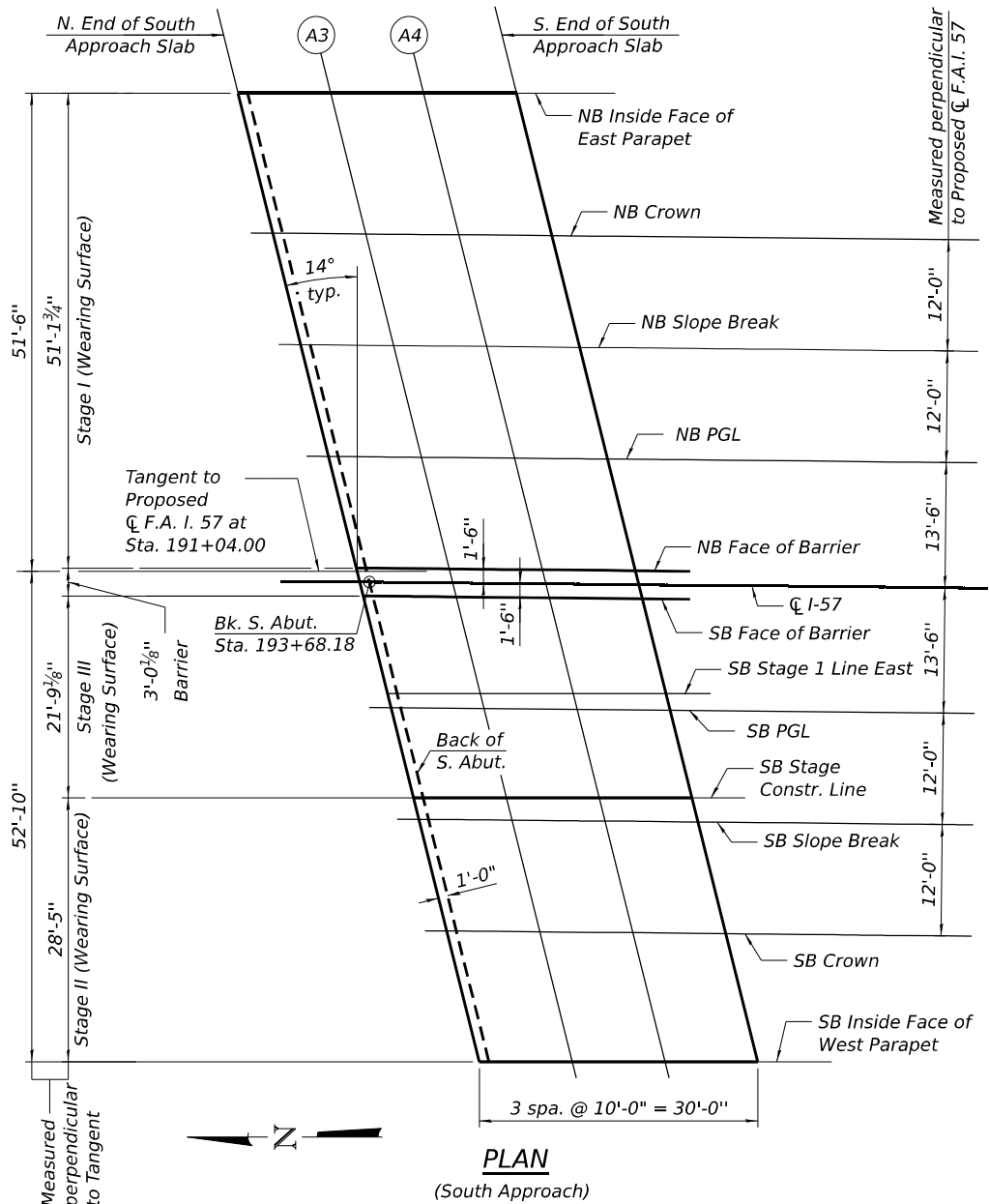
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. App slab	193+73.75	25.50	679.87	679.89
A3	193+83.78	25.50	679.82	679.85
A4	193+93.81	25.50	679.78	679.80
S. End of S App Slab	194+03.85	25.50	679.73	679.75

SB CROWN

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

SB INSIDE FACE OF WEST PARAPET

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



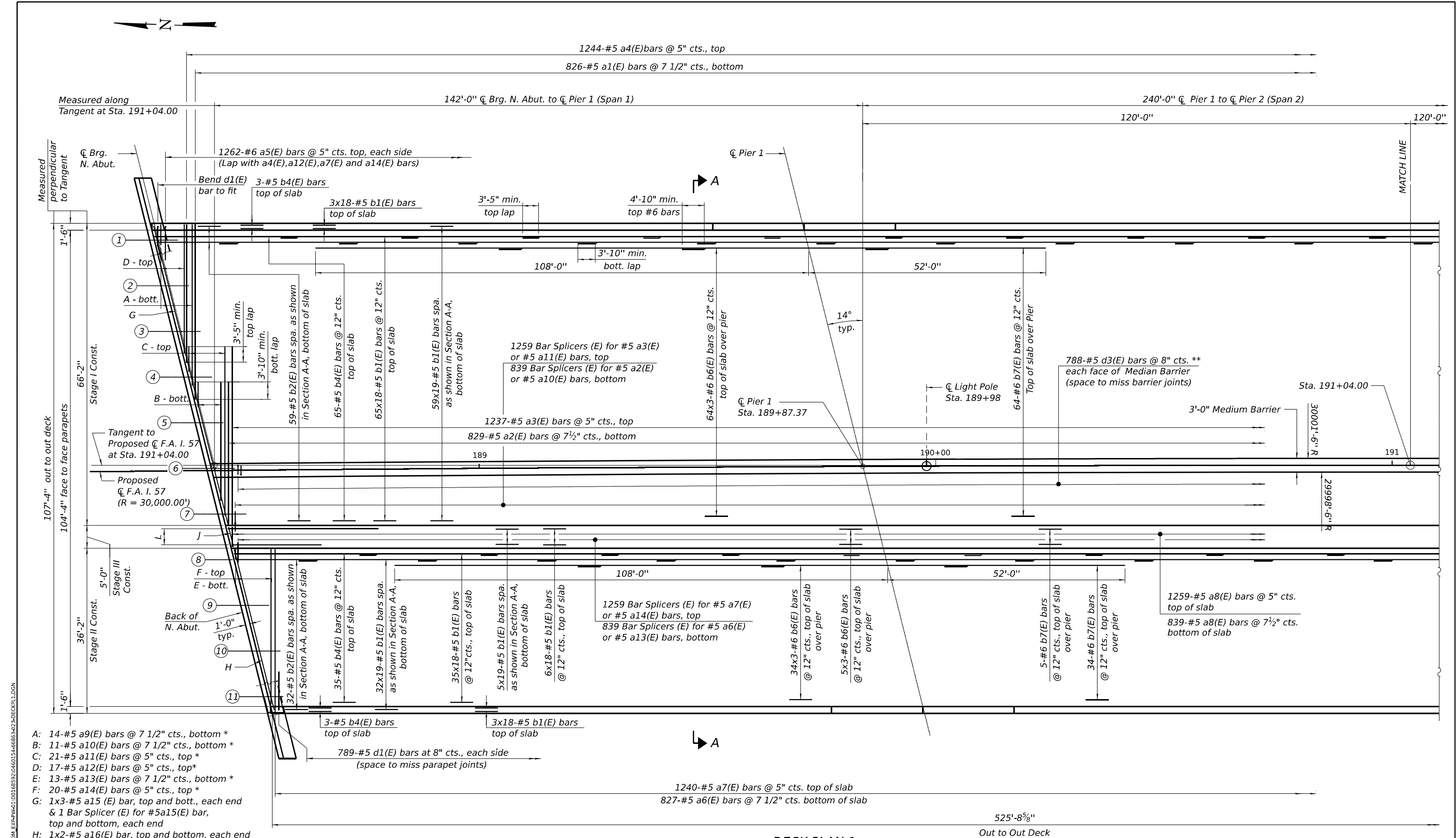
USER NAME = SALASL	DESIGNED - CCE	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	DRAWN - HBJ	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET SU-22 OF SU-72 SHEETS

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



DECK PLAN 1

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

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

MODEL: 2D SHEET 11
FILE NAME: C:\P\WORK\EXP\24\BENTLEY\COM\EXP\24\2016\592\046\015\46863\203-DECK.P1.DGN

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

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



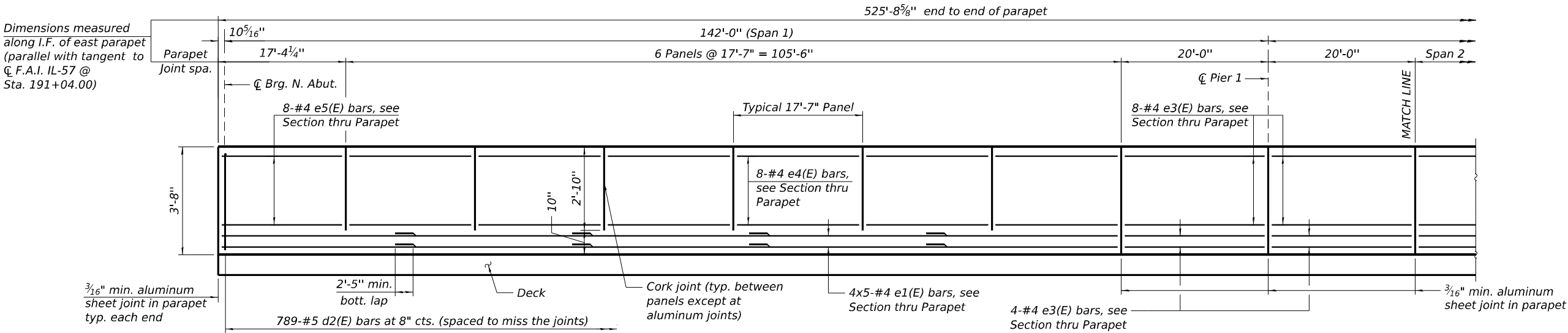
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PLOT DATE	= 4/23/2026	CHECKED -	MAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

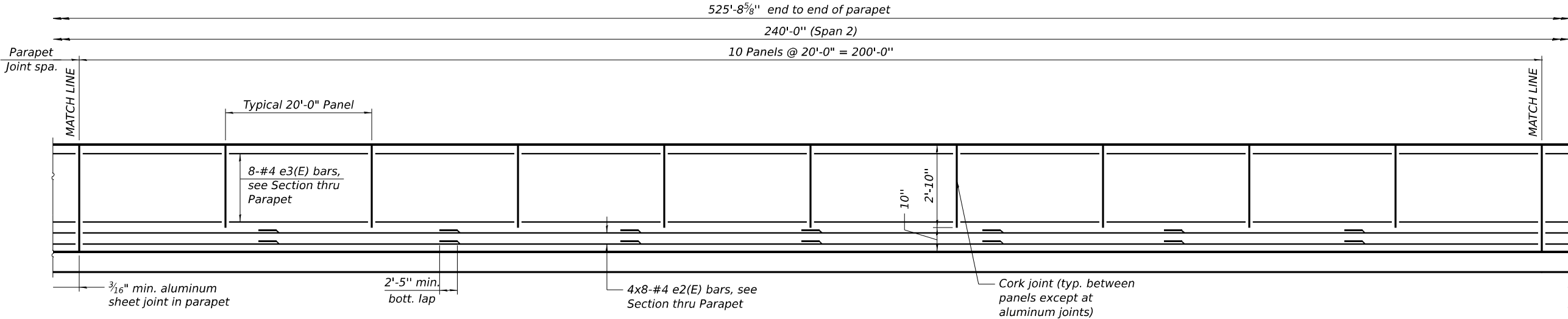
DECK PLAN 1
STRUCTURE NO. 046-0154

SHEET SU-23 OF SU-72 SHEETS

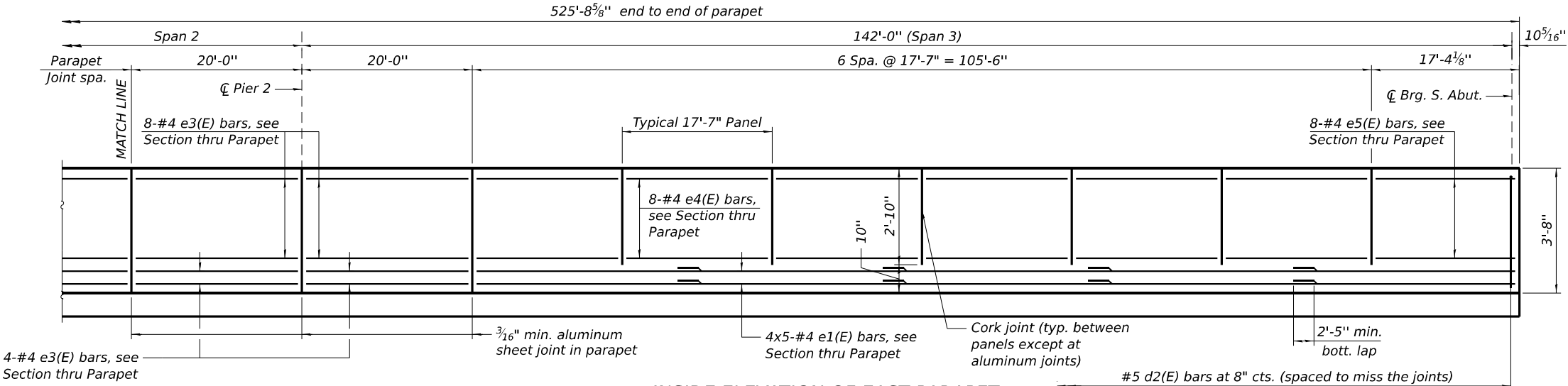
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57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	708
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF EAST PARAPET
(Looking East)



INSIDE ELEVATION OF EAST PARAPET
(Looking East)



INSIDE ELEVATION OF EAST PARAPET
(Looking East)

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\21W\BENTLEY.COM\EXP\21W\210168592\0460154-046863-016-EPAR.DGN



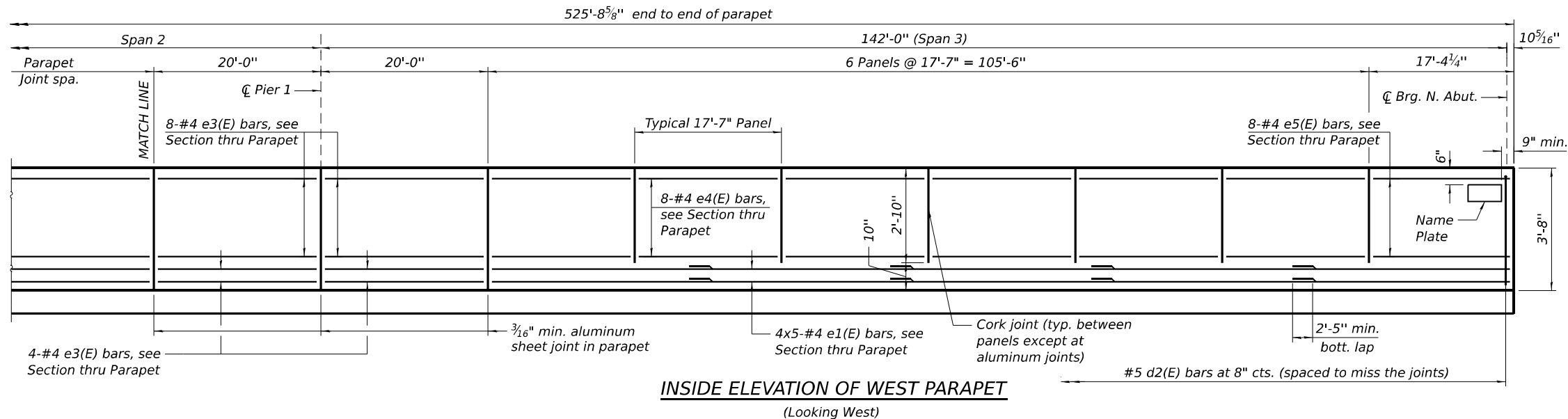
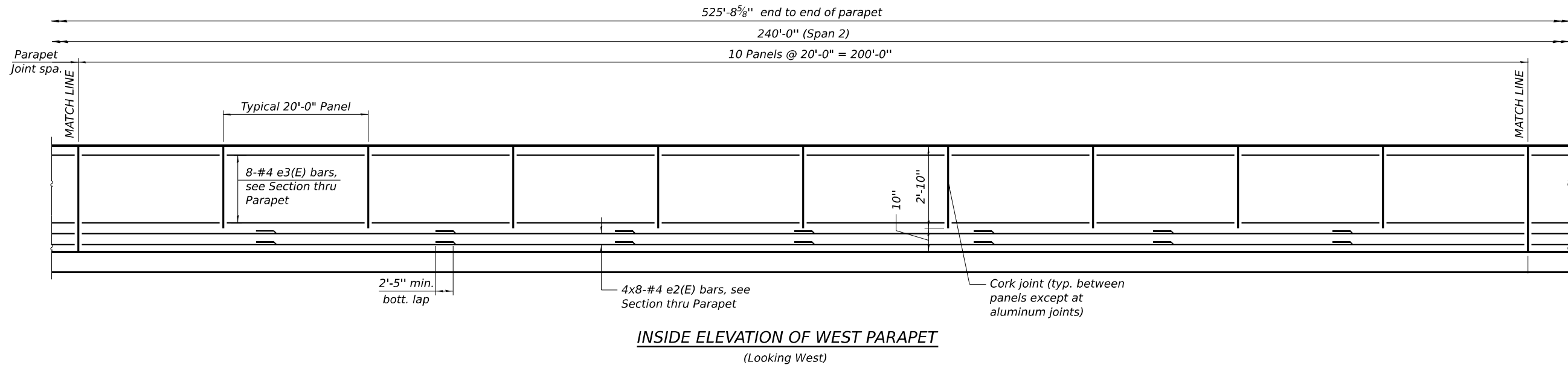
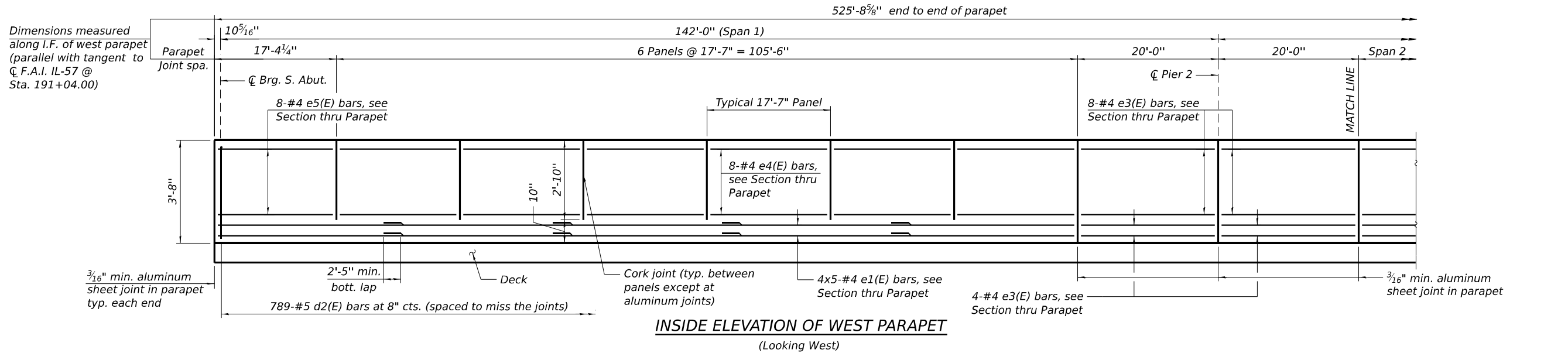
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PLOT DATE	= 4/23/2026	CHECKED -	MAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST PARAPET ELEVATION
STRUCTURE NO. 046-0154

SHEET SU-26 OF SU-72 SHEETS

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



MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\BENTLEY\COM\EXP\24\2024\015466863-2024\WPAR.DGN



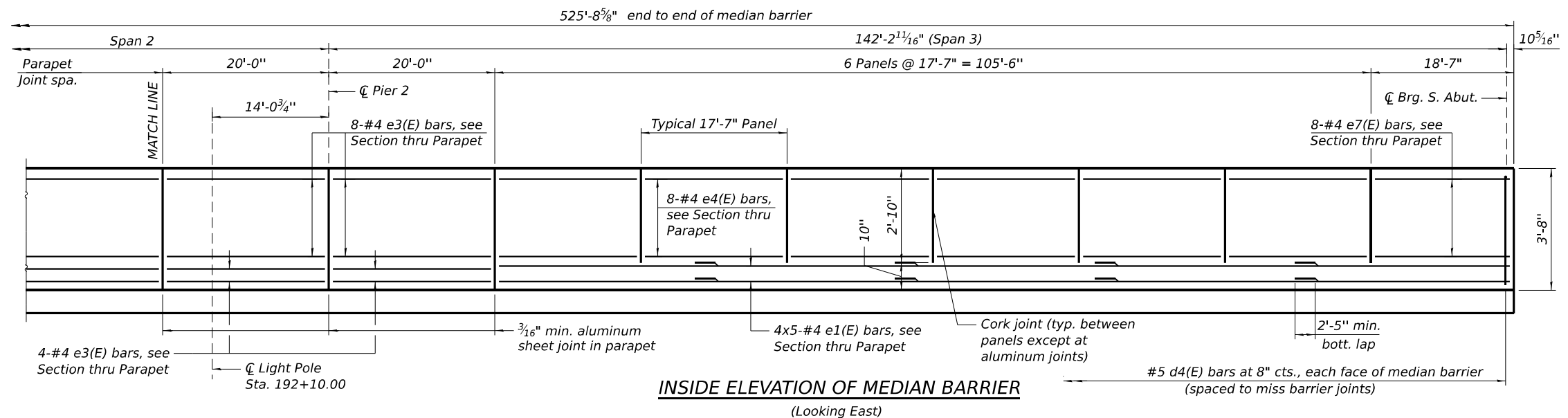
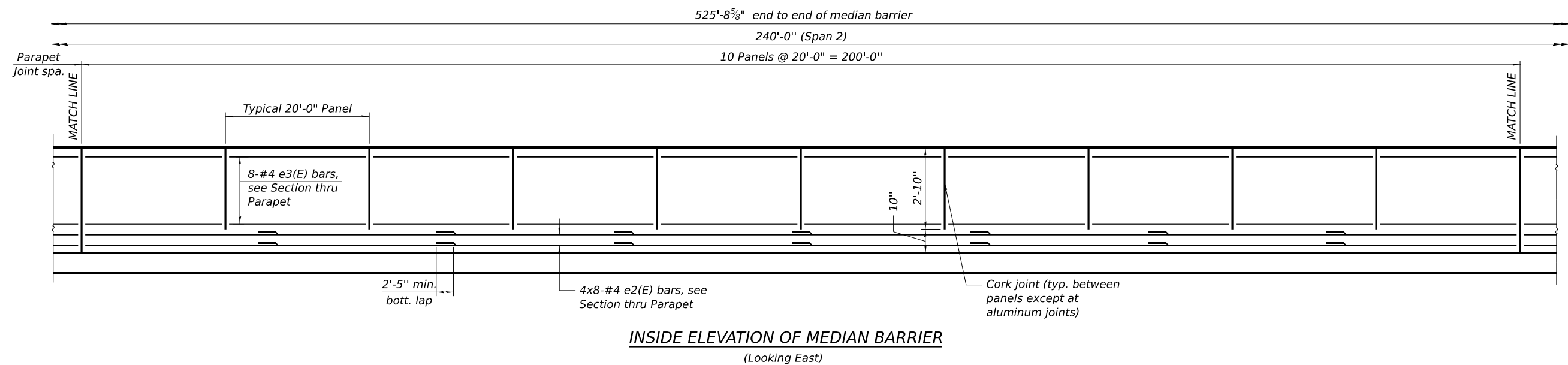
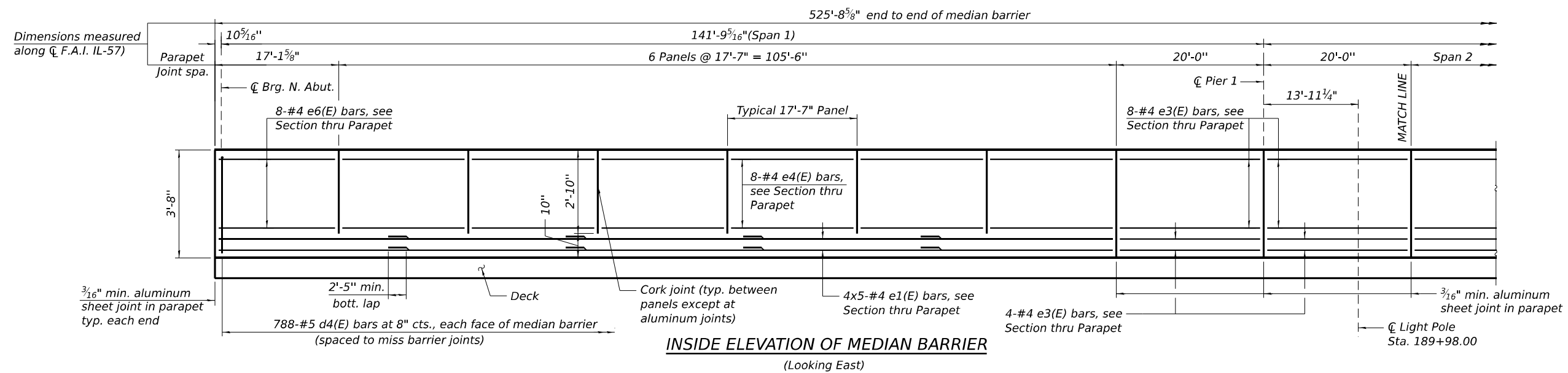
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PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

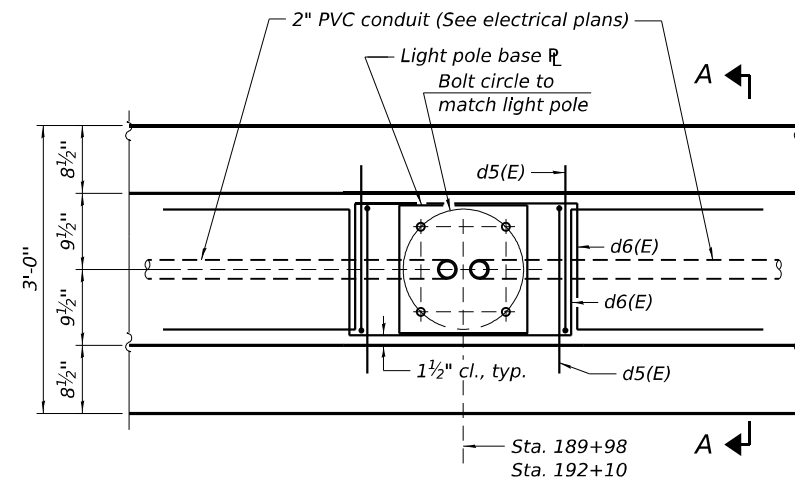
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST PARAPET ELEVATION
STRUCTURE NO. 046-0154

SHEET SU-27 OF SU-72 SHEETS

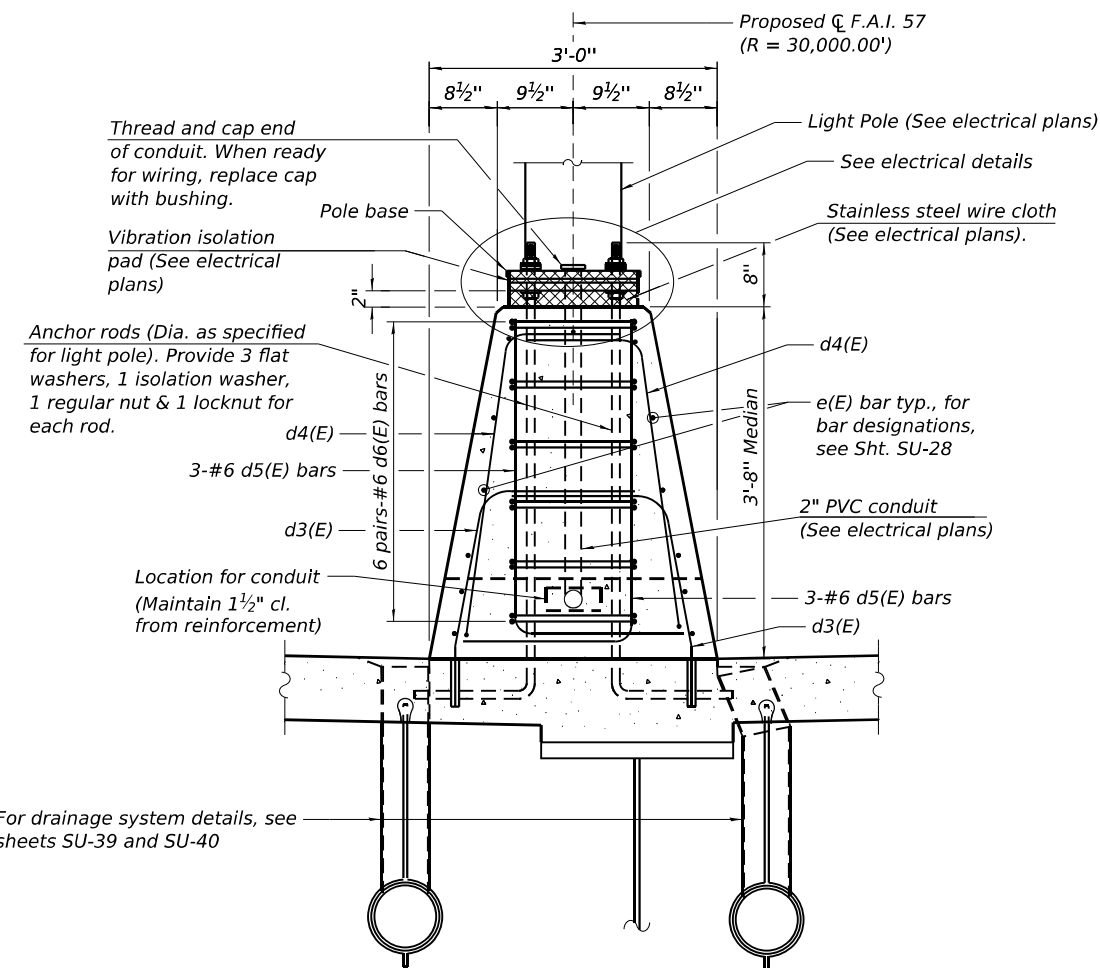
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CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



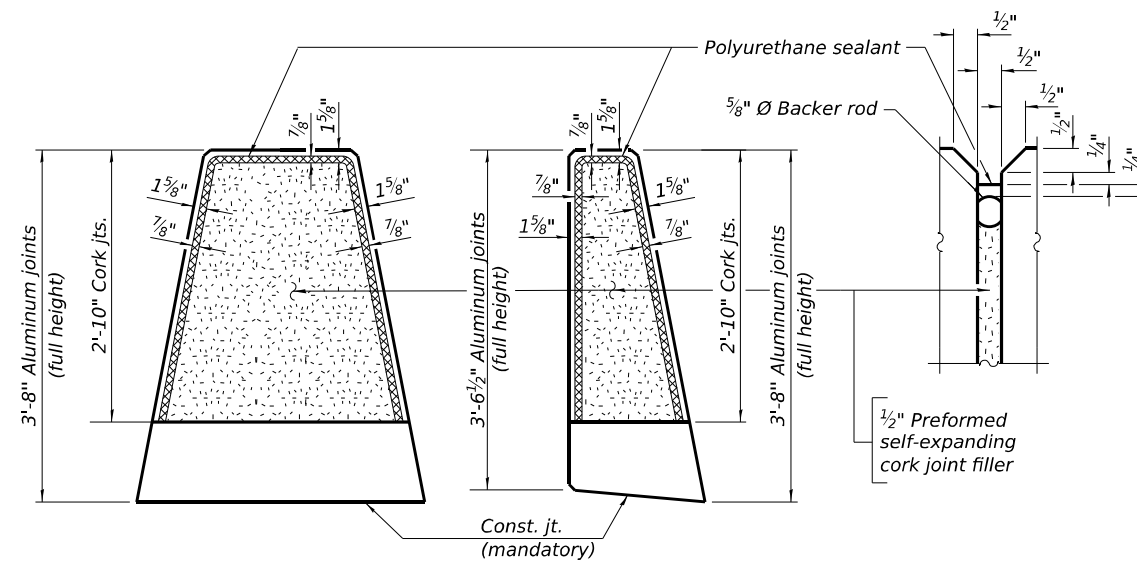


Note:
Cost of anchor rods is included
with Concrete Superstructure.

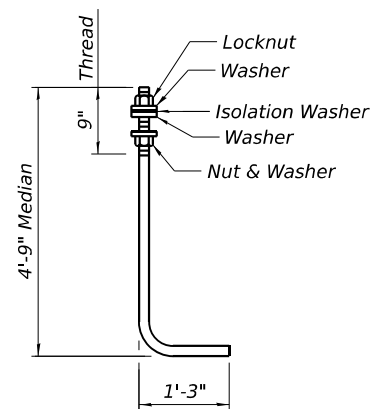
PLAN AT MEDIAN



SECTION A-A

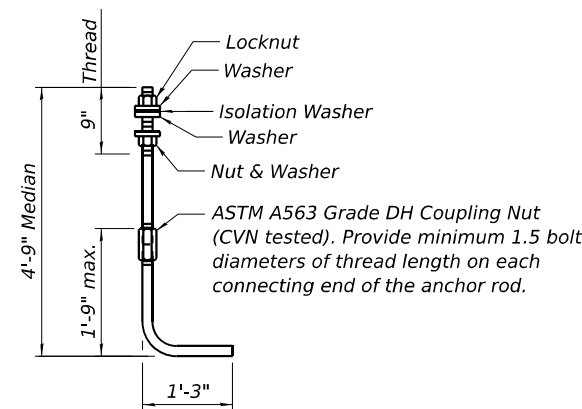


PARAPET JOINT DETAILS



ANCHOR ROD

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



**ALTERNATE
ANCHOR ROD**

Notes:

The $\frac{3}{16}$ " min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

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



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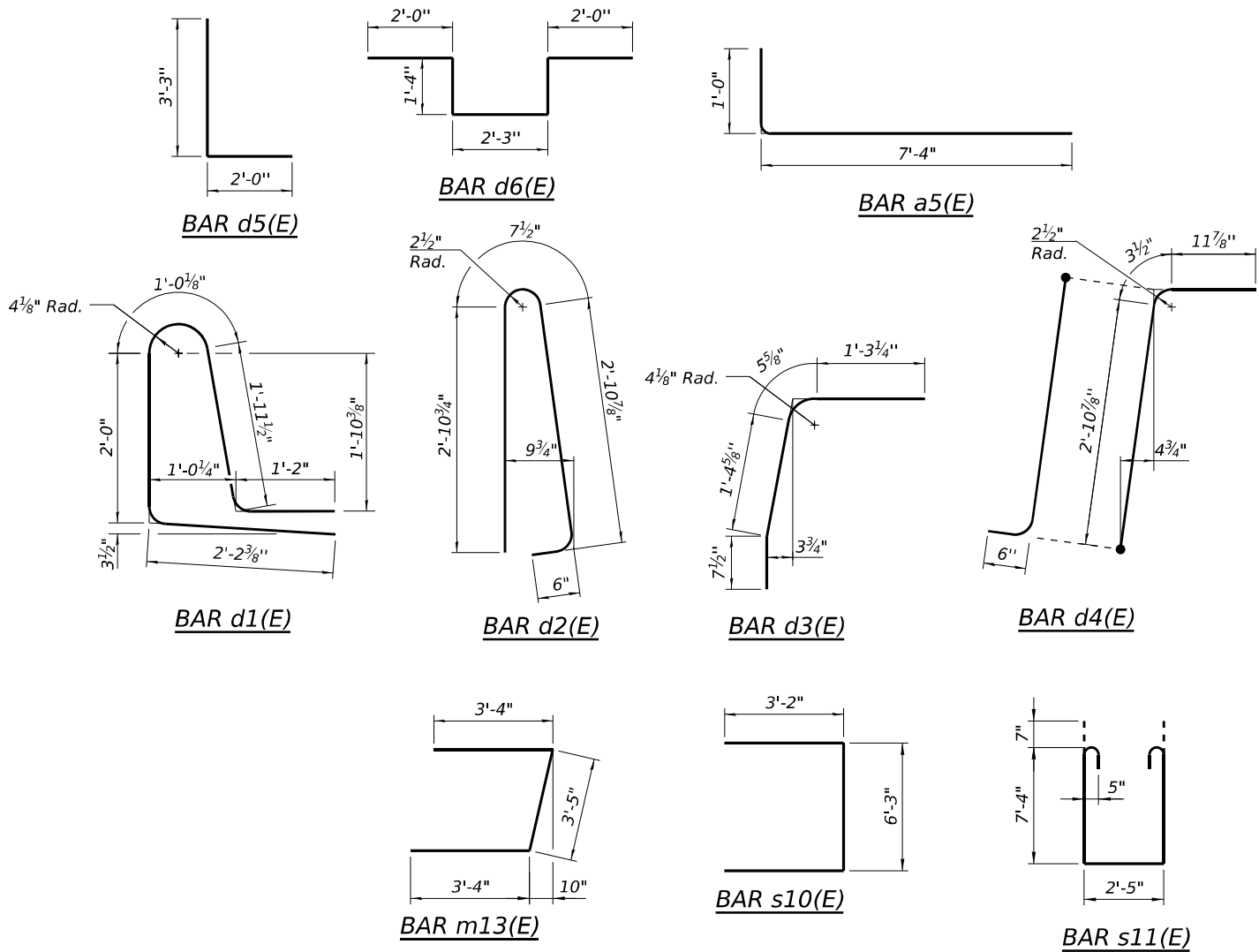
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SHEET SU-29 OF SU-72 SHEETS

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

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\21\BENTLEY.COM\E\04\PW\21\DO168592\0460154-66863-430-8\B1LIST.DGN



**SUPERSTRUCTURE
BILL OF MATERIAL**

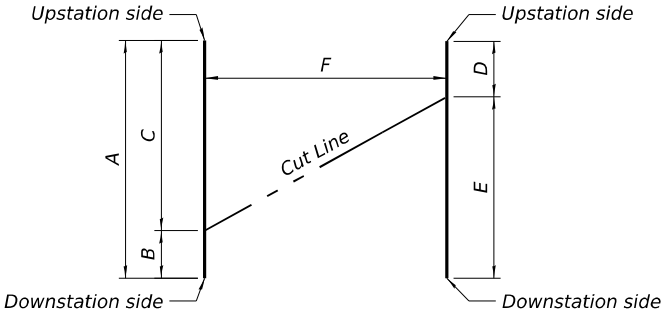
Bar	No.	Size	Length	Shape
a1(E)	826	#5	38'-2"	—
a2(E)	829	#5	31'-3"	—
a3(E)	1237	#5	39'-0"	—
a4(E)	1244	#5	30'-3"	—
a5(E)	2524	#6	8'-4"	└
a6(E)	827	#5	35'-7"	—
a7(E)	1240	#5	35'-10"	—
a8(E)	2104	#5	4'-8"	—
a9(E)	14	#5	39'-8"	—
a10(E)	11	#5	32'-9"	—
a11(E)	21	#5	43'-10"	—
a12(E)	17	#5	30'-1"	—
a13(E)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

**SUPERSTRUCTURE
BILL OF MATERIAL**

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

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

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



FIELD CUTTING DIAGRAM

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



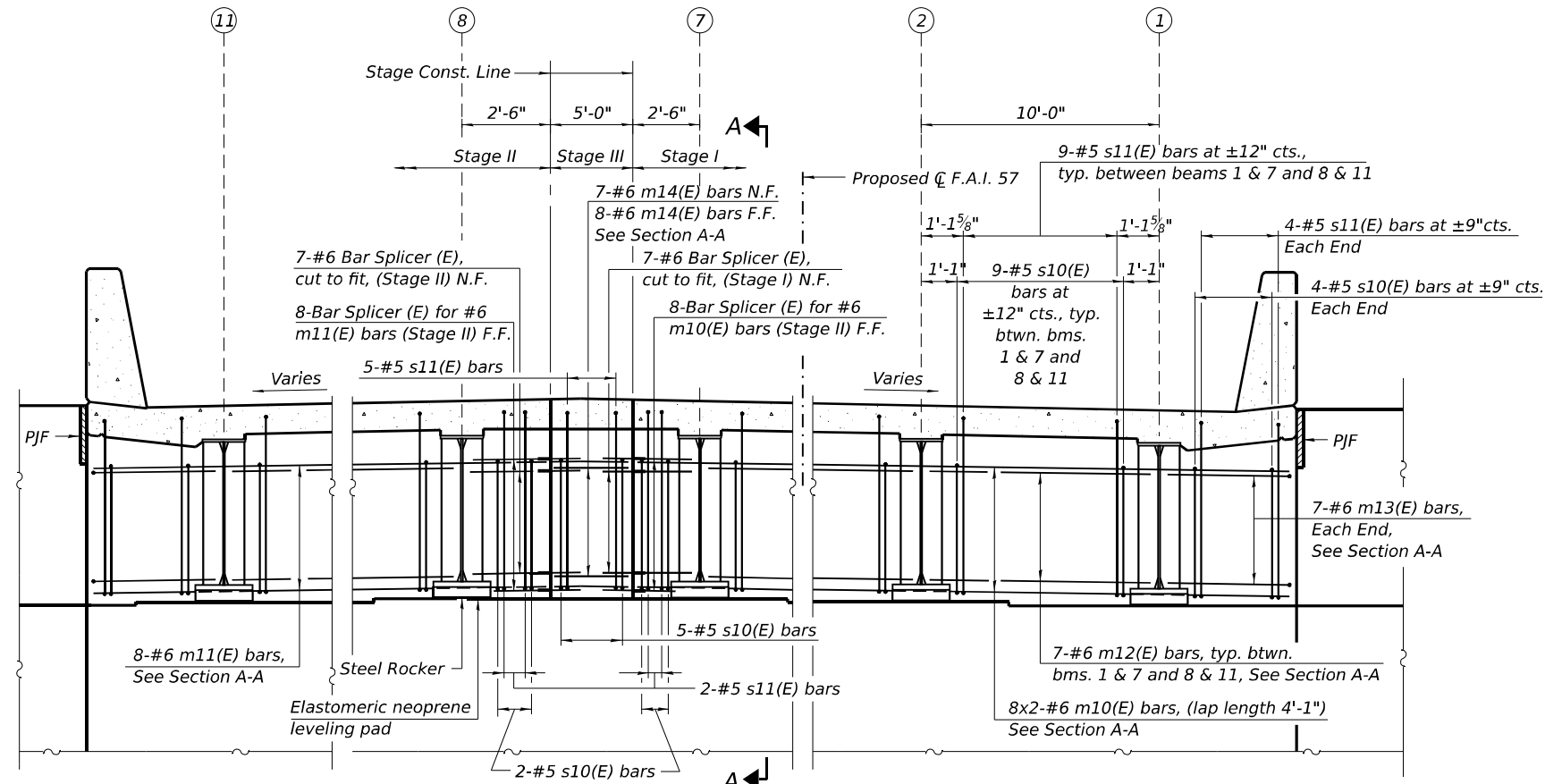
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PLOT DATE = 4/23/2026	DRAWN - HBJ	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

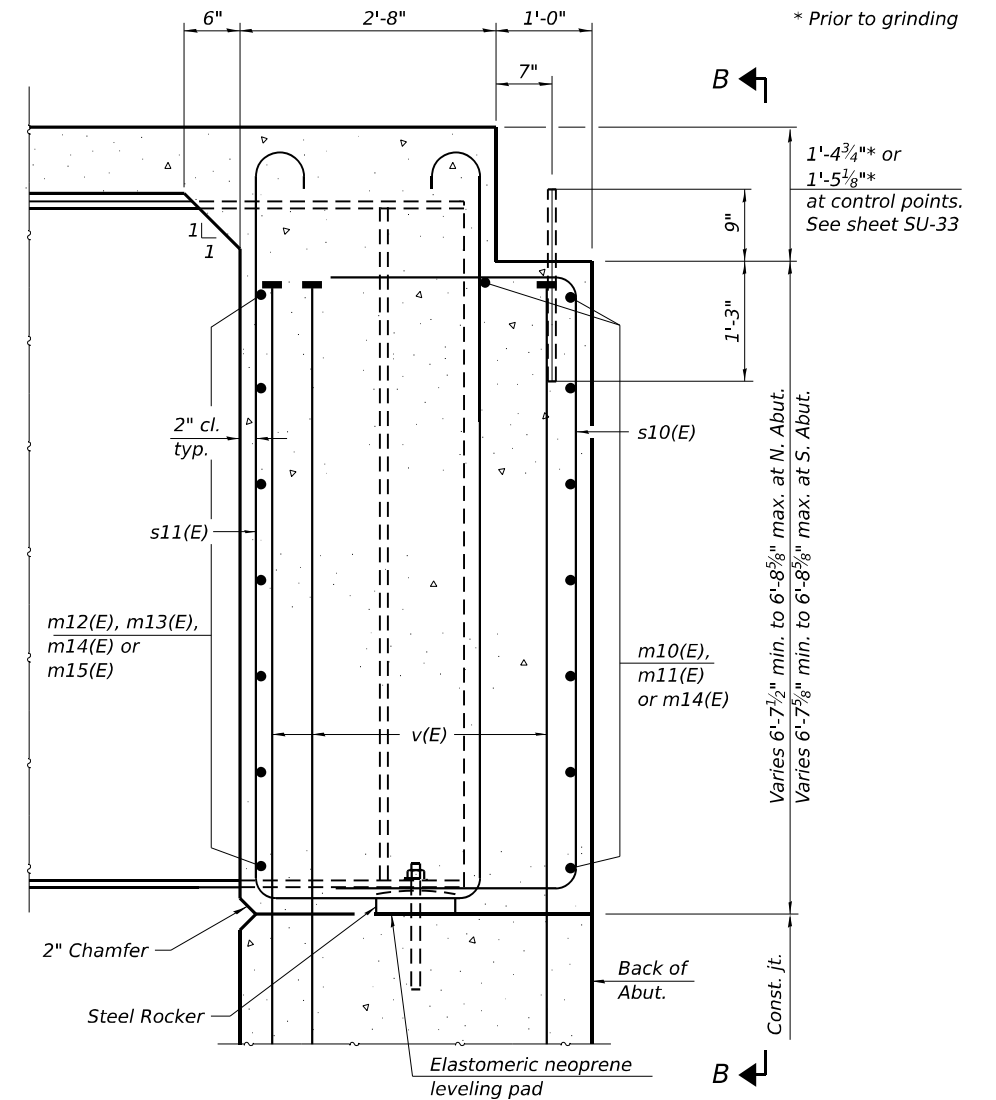
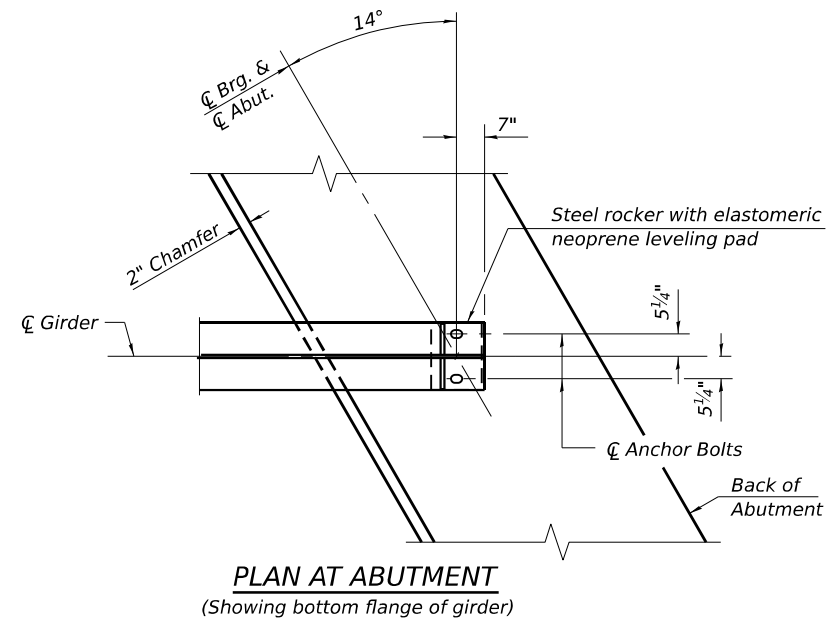
SHEET SU-31 OF SU-72 SHEETS

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



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

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



* Prior to grinding

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

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

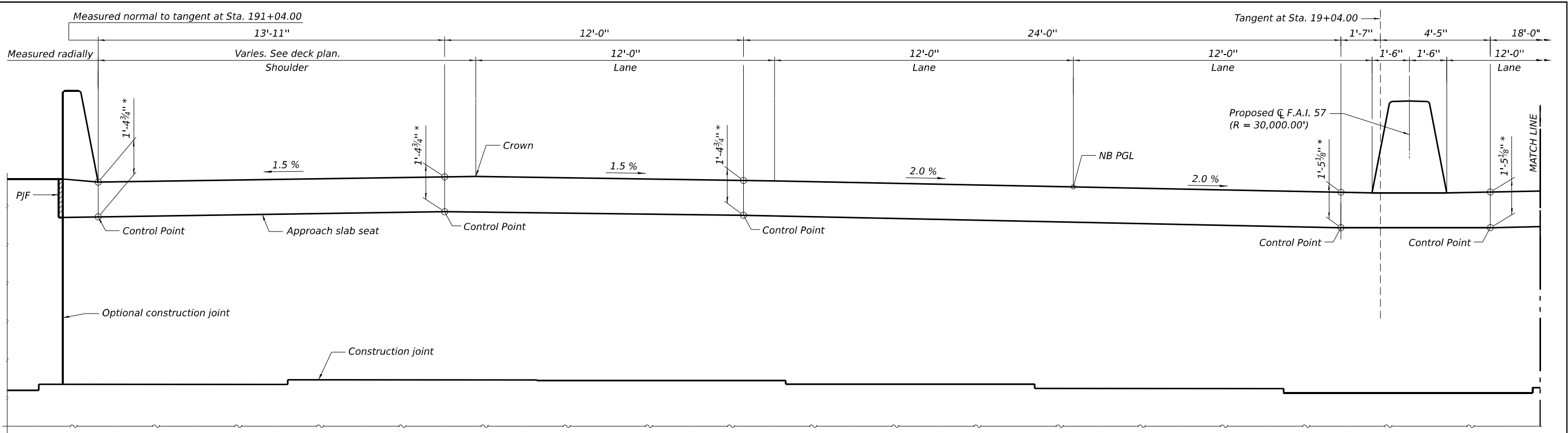
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS 1
STRUCTURE NO. 046-0154

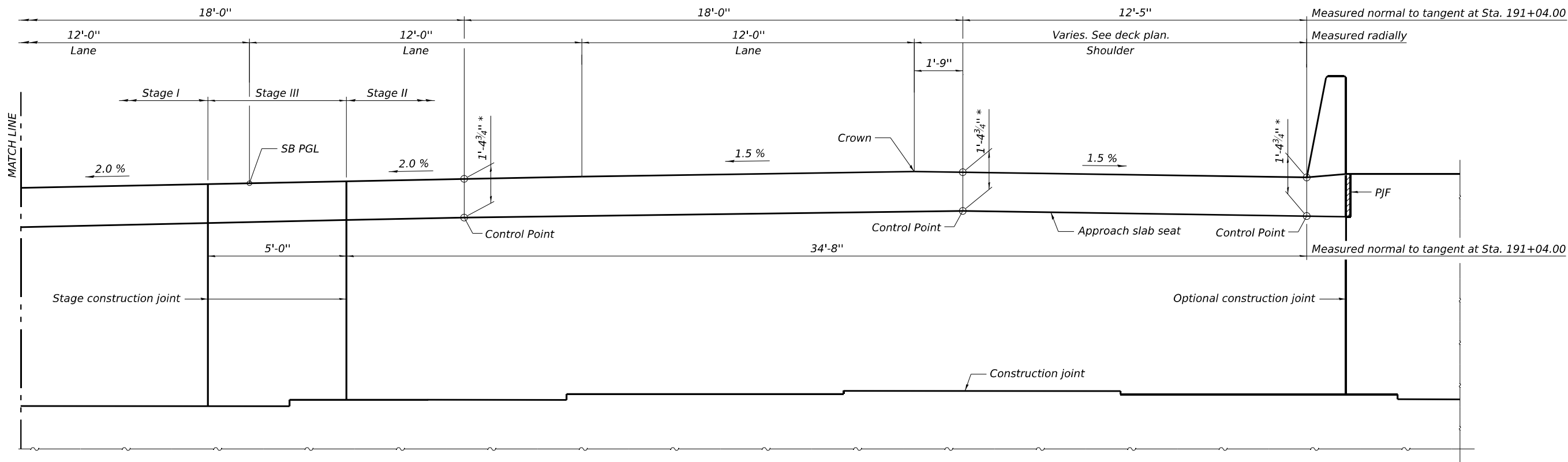
SHEET SU-32 OF SU-72 SHEETS

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

ILLINOIS FED. AID PROJECT



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



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

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

* Prior to grinding

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP-2\W\BENTLEY.COM\EXP-2\DWG\1546863-032-DIAPR12.DGN



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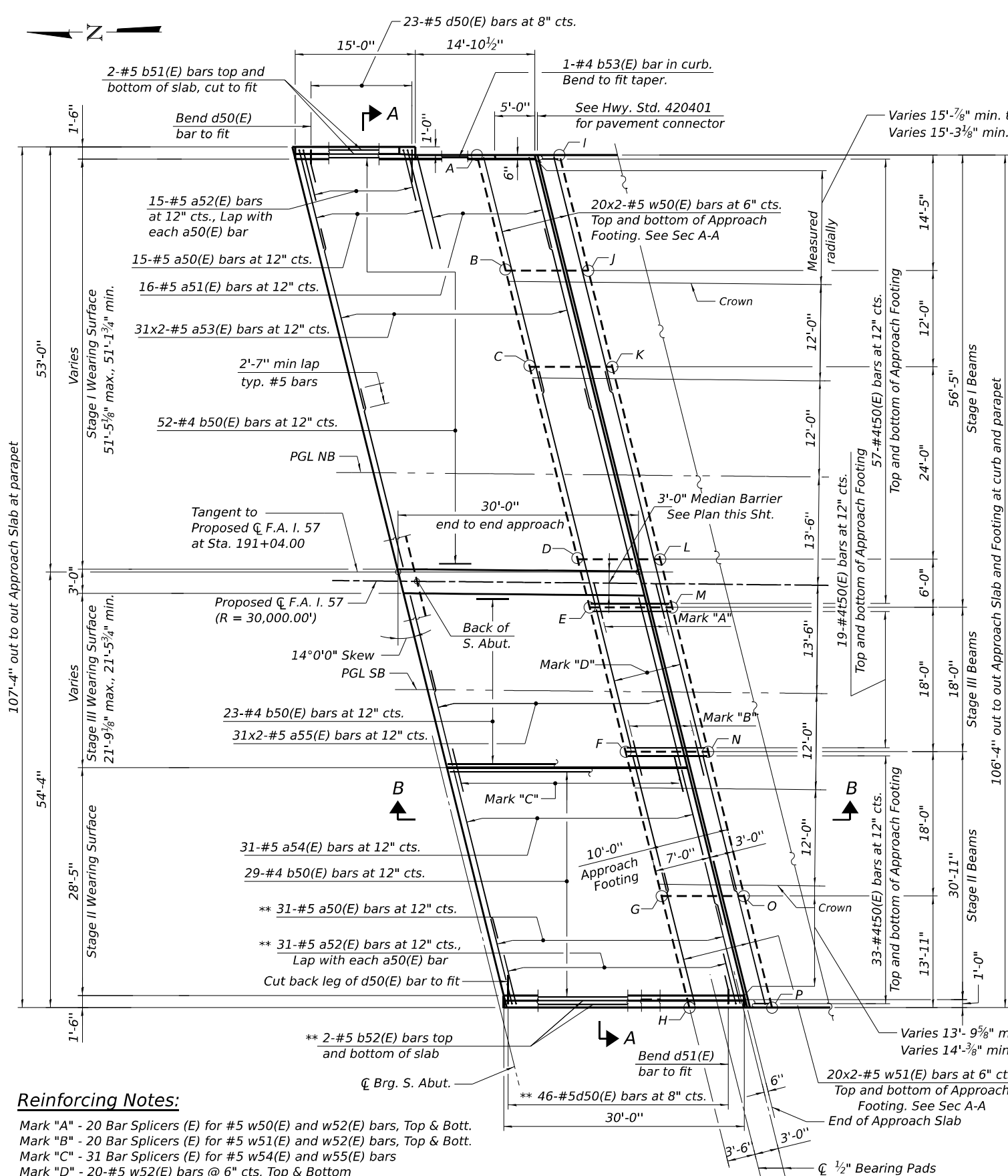
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS 2
STRUCTURE NO. 046-0154

SHEET SU-33 OF SU-72 SHEETS

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

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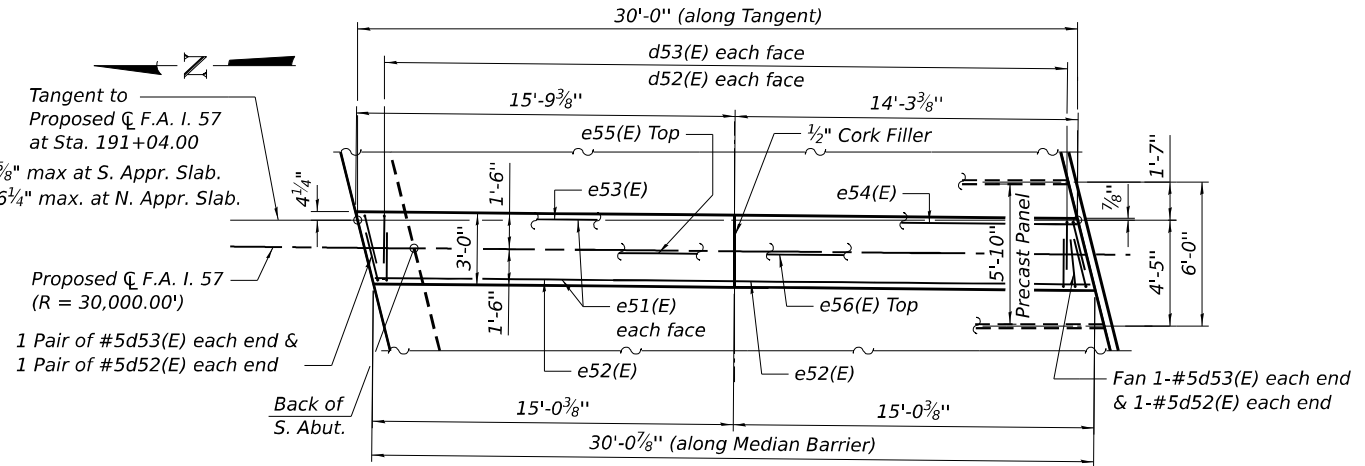


Reinforcing Notes:

Mark "A" - 20 Bar Splicers (E) for #5 w50(E) and w52(E) bars, Top & Bott.
Mark "B" - 20 Bar Splicers (E) for #5 w51(E) and w52(E) bars, Top & Bott.
Mark "C" - 31 Bar Splicers (E) for #5 w54(E) and w55(E) bars
Mark "D" - 20-#5 w52(E) bars @ 6" cts. Top & Bottom

SOUTH APPROACH SLAB PLAN
(Showing wearing surface,
North Approach similar except noted)

** South Approach Slab only. For North Approach Slab
reinforcing, see Partial Plan this Sht.

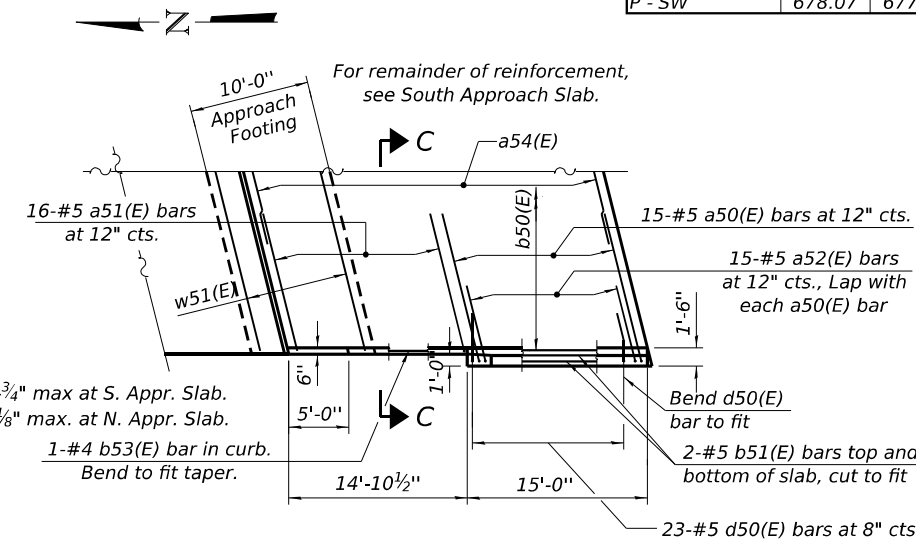


MEDIAN BARRIER SOUTH APPROACH SLAB PLAN

For Section thru Median Barrier, see Sht. SU-35.
For Median Barrier Elevation, see Sht. SU-36.

**TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING**

South Approach			North Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - NE	678.42	677.59	A - SE	675.56	674.73
B - NE Crown	678.63	677.79	B - SE Crown	675.89	675.06
C - NE Break	678.46	677.63	C - SE Break	675.84	675.00
D - NE Center	677.90	677.07	D - SE Center	675.49	674.66
E - NW Center	677.89	677.06	E - SW Center	675.53	674.70
F - NW Break	678.23	677.40	F - SW Break	676.04	675.20
G - NW Crown	678.43	677.60	G - SW Crown	676.39	675.56
H - NW	678.17	677.34	H - SW	676.23	675.39
I - SE	678.38	677.55	I - NE	675.41	674.57
J - SE Crown	678.58	677.75	J - NE Crown	675.74	674.91
K - SE Break	678.41	677.58	K - NE Break	675.70	674.86
L - SE Center	677.85	677.02	L - NE Center	675.35	674.52
M - SW Center	677.83	677.00	M - NW Center	675.39	674.56
N - SW Break	678.18	677.34	N - NW Break	675.90	675.07
O - SW Crown	678.38	677.54	O - NW Crown	676.26	675.43
P - SW	678.07	677.23	P - NW	676.12	675.29



NORTH APPROACH SLAB PARTIAL PLAN

Note:
For Sections A-A, B-B, and C-C, see sheet SU-35



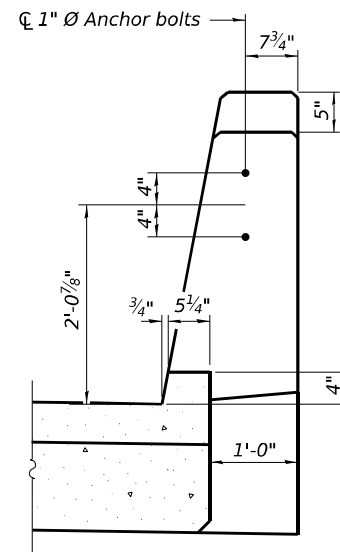
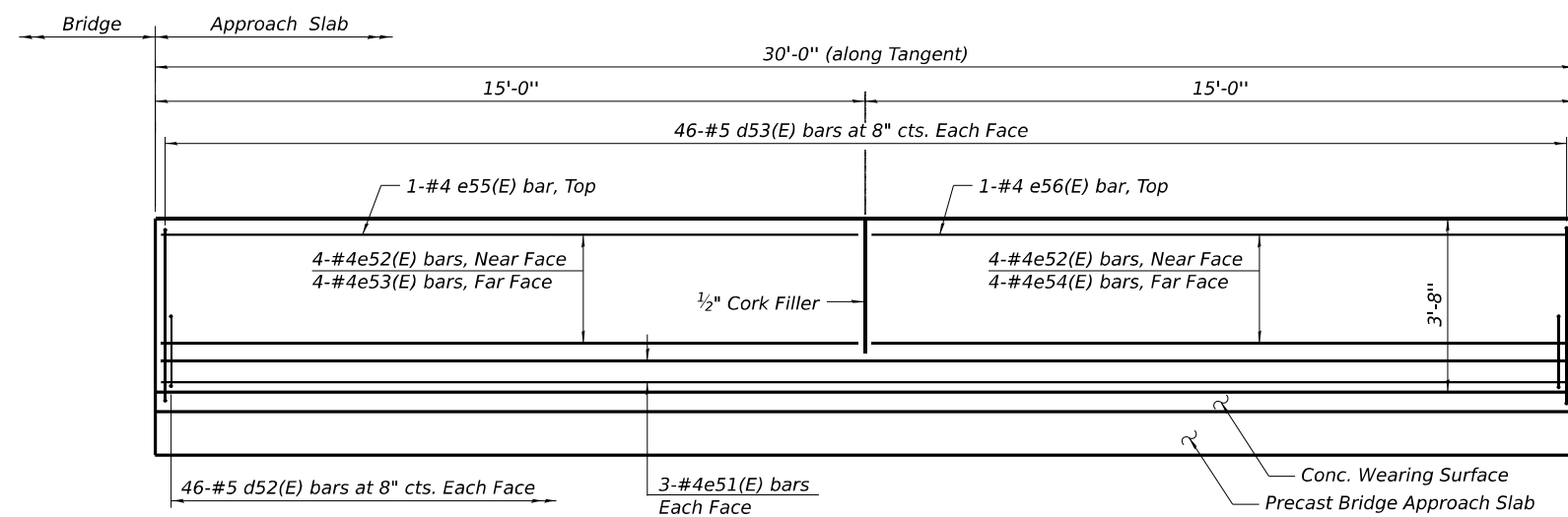
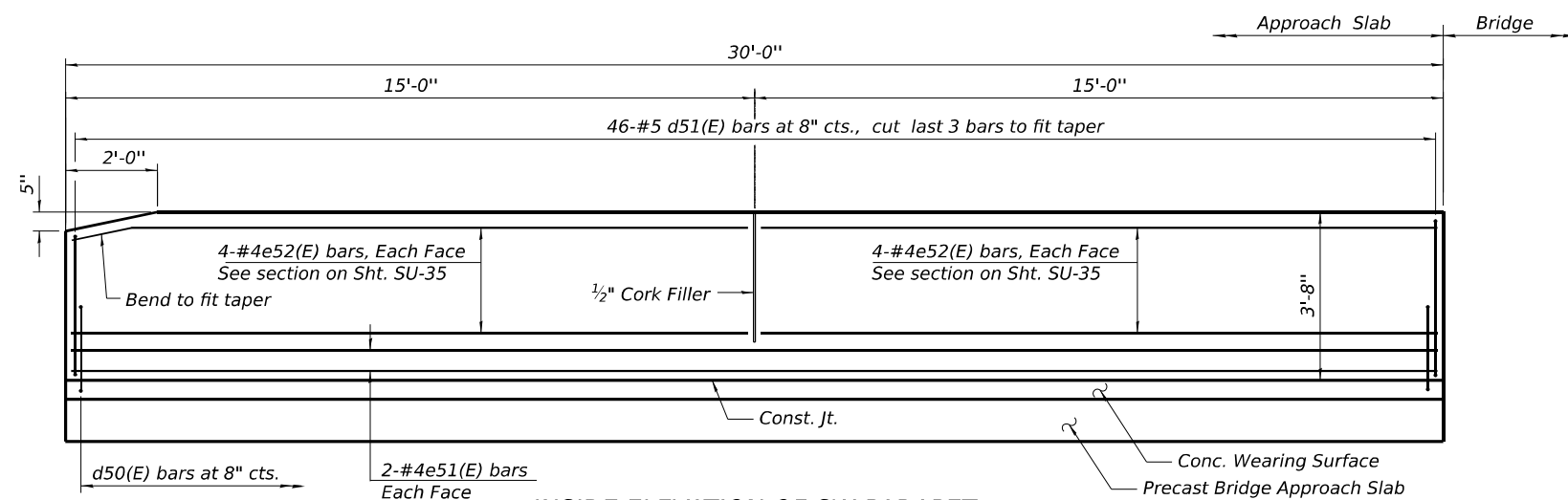
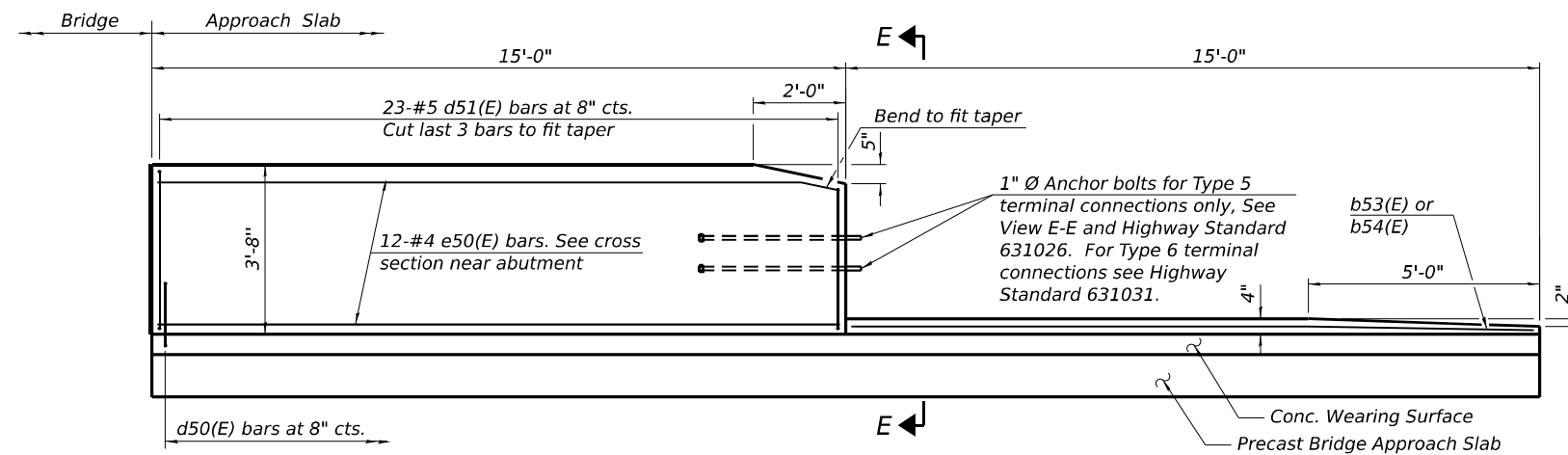
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	CHECKED - MAF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

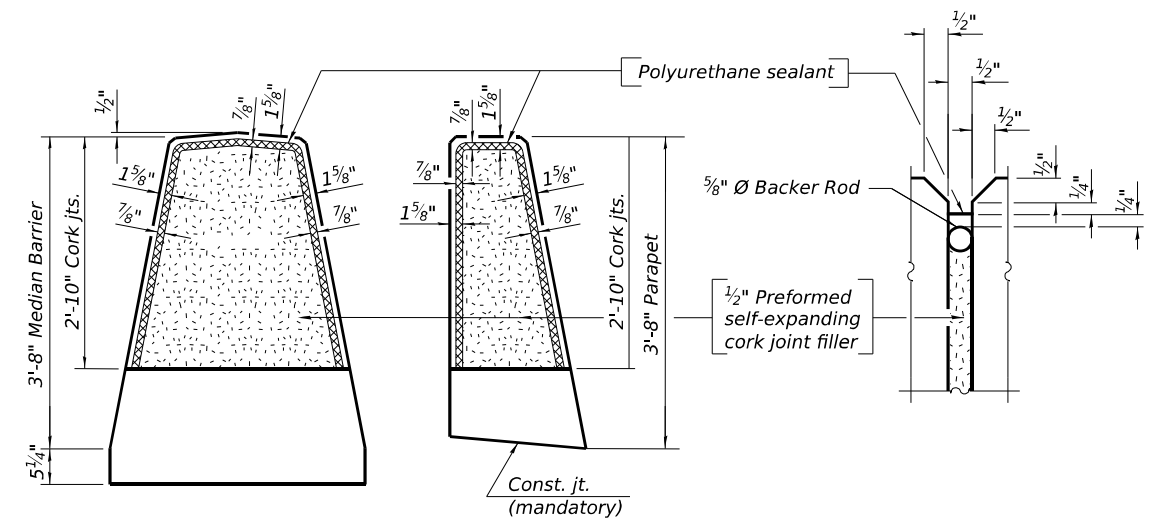
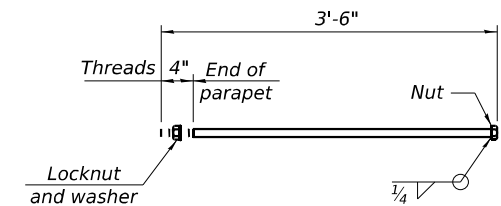
**BRIDGE APPROACH SLAB PLAN
STRUCTURE NO. 046-0154**

SHEET SU-34 OF SU-72 SHEETS

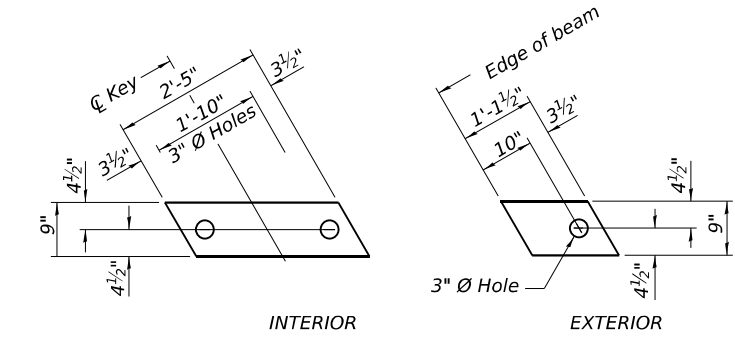
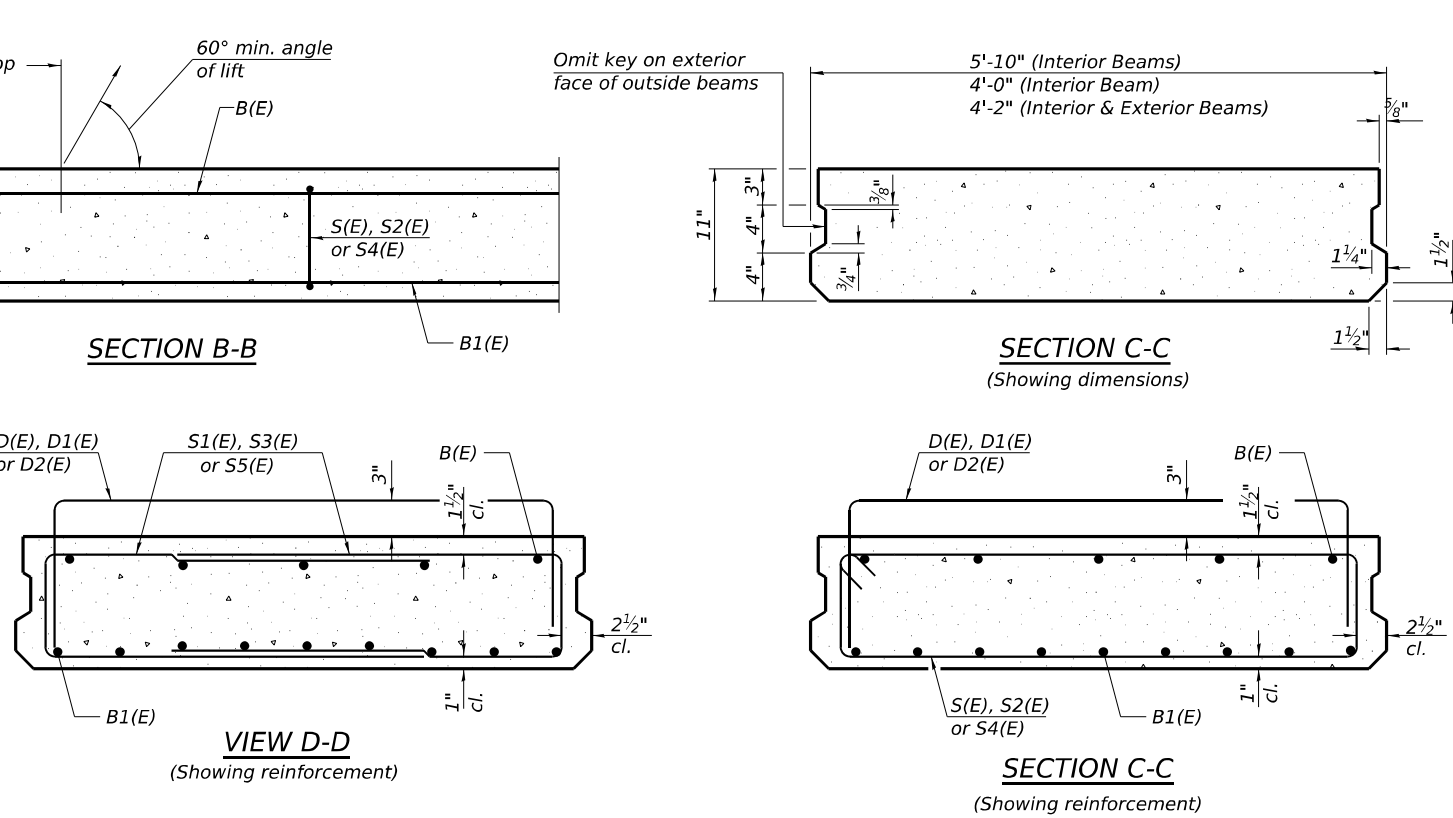
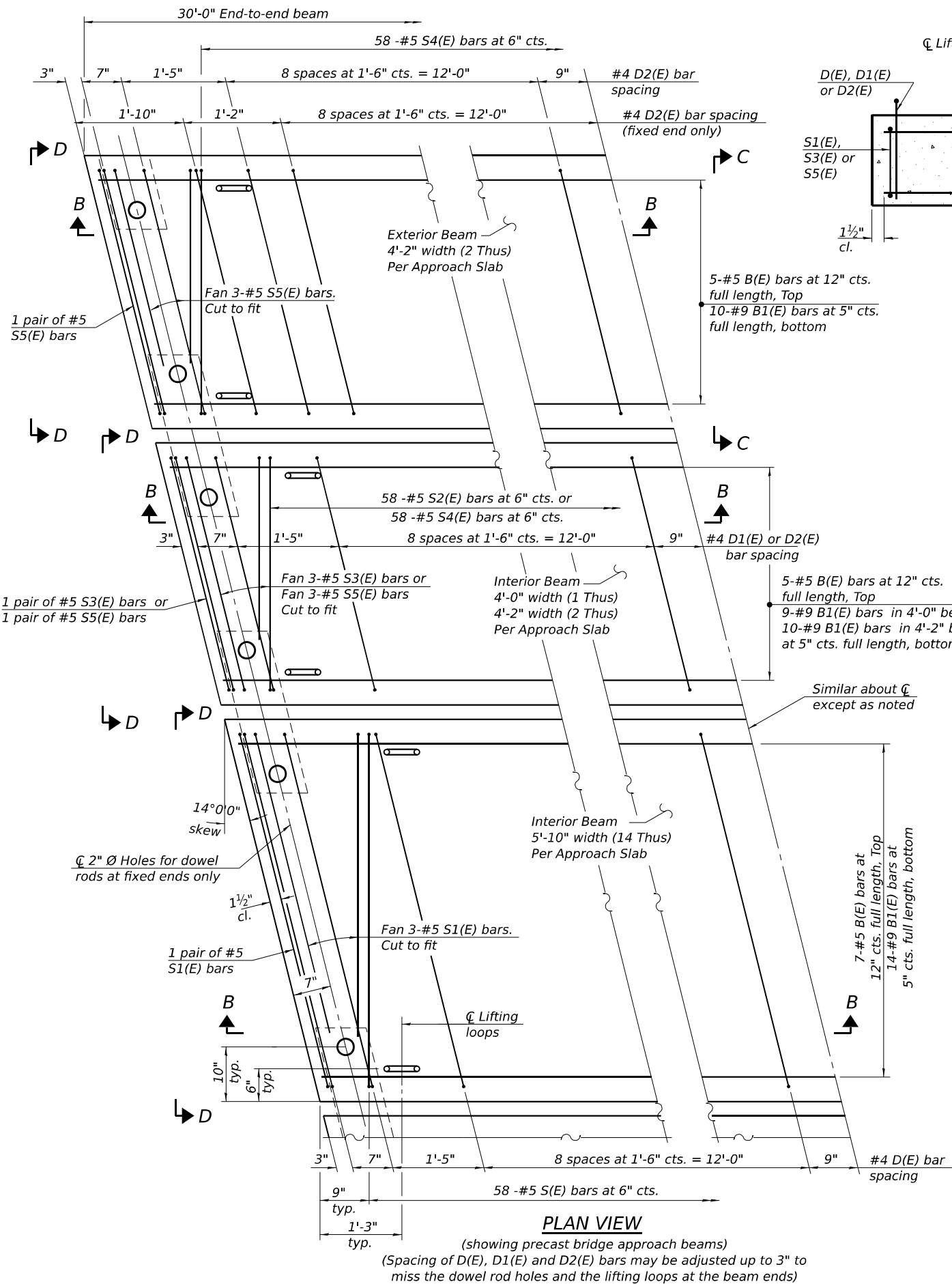
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	719
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



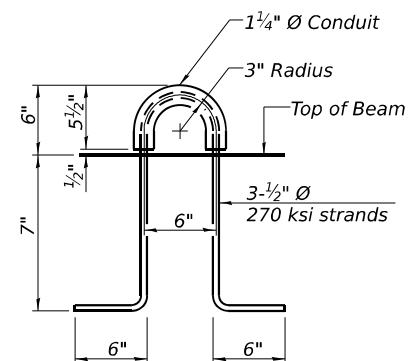
Notes:



MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP-2\W\BENTLEY.COM\EXP-2\W\0168592\0460154-66863-036-APPR4.DGN



Notes:
Bearing pads at fixed end shall be 1/2" thick and bearing pads at expansion end shall be 3/4" thick.
Omit holes for fabric bearing pads at approach slab footing end of beams.



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

Notes:
The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
Two 3/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
A minimum 2 1/2" Ø lifting pins shall be used to engage the lifting loops during handling.
Compressive strength of precast concrete, f'c shall be 6,000 psi.
Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH DETAILS III
STRUCTURE NO. 046-0154

SHEET SU-37 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	722
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

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

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

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

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

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

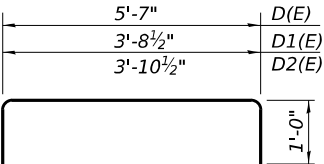
Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D2(E)	22	#4	5'-11"	┐
S4(E)	58	#5	9'-10"	▢
S5(E)	10	#5	6'-3"	▢

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

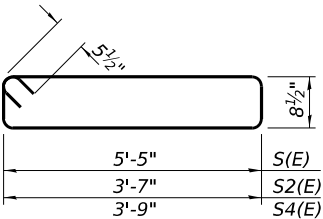
Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D2(E)	32	#4	5'-11"	┐
S4(E)	58	#5	9'-10"	▢
S5(E)	10	#5	6'-3"	▢

TWO APPROACHES
BILL OF MATERIAL

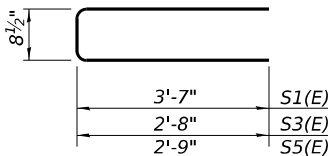
Bar	No.	Size	Length	Shape
a50(E)	76	#5	12'-0"	—
a51(E)	48	#5	10'-7"	—
a52(E)	76	#5	8'-2"	—
a53(E)	124	#5	24'-0"	—
a54(E)	62	#5	22'-0"	—
a55(E)	124	#5	12'-6"	—
b50(E)	208	#4	29'-8"	—
b51(E)	12	#5	15'-0"	—
b52(E)	4	#5	29'-8"	—
b53(E)	3	#4	14'-8"	—
d50(E)	115	#5	6'-6"	┐
d51(E)	115	#5	6'-11"	┐
d52(E)	194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



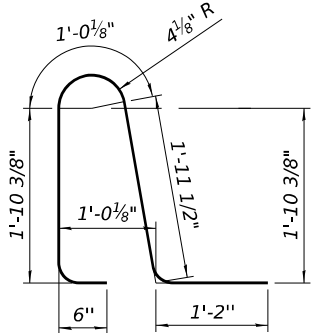
BARS D(E), D1(E) & D2(E)



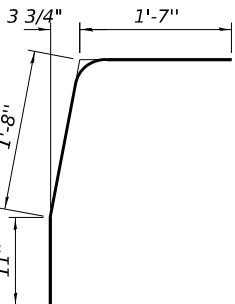
BARS S(E), S2(E) & S4(E)



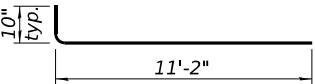
BARS S1(E), S3(E) & S5(E)



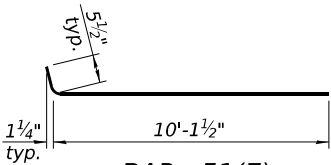
BAR d50(E)



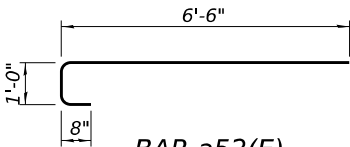
BAR d52(E)



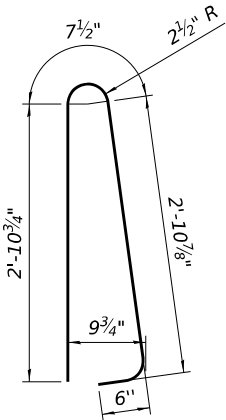
BAR a50(E)



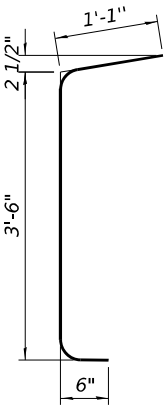
BAR a51(E)



BAR a52(E)



BAR d51(E)



BAR d53(E)

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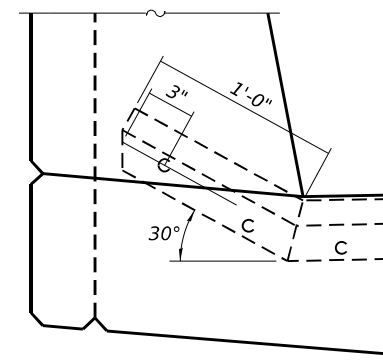
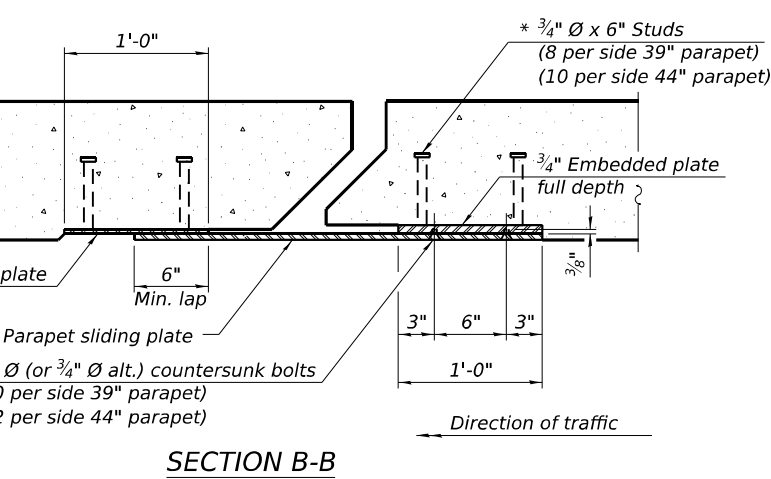
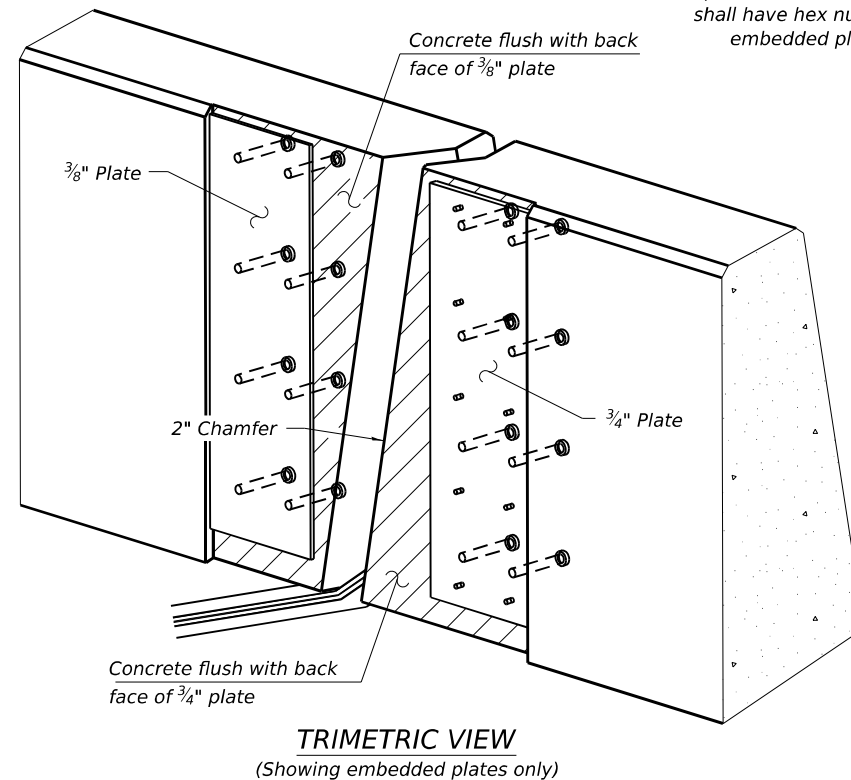
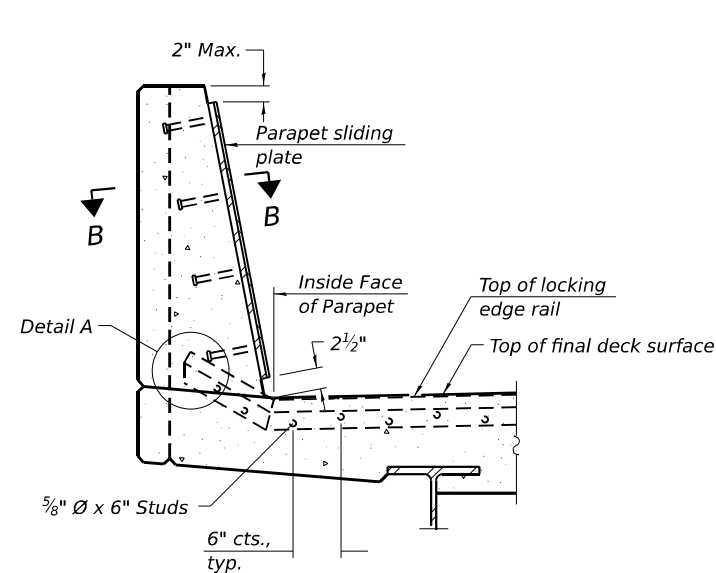
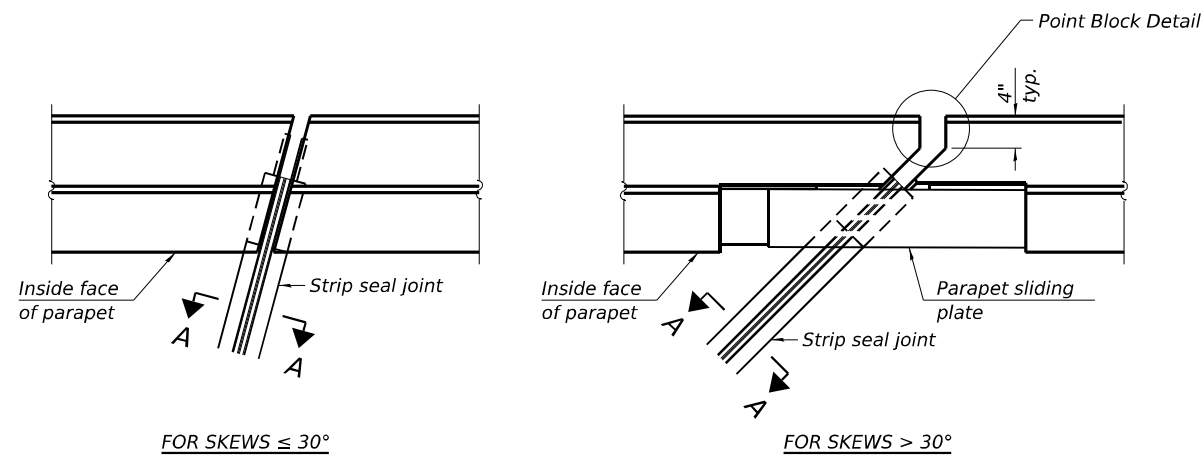
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PLOT DATE	= 4/23/2026	CHECKED -	MAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH DETAIL IV
STRUCTURE NO. 046-0154

SHEET SU-38 OF SU-72 SHEETS

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



Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

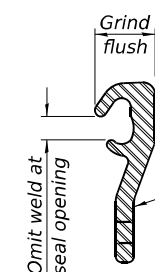
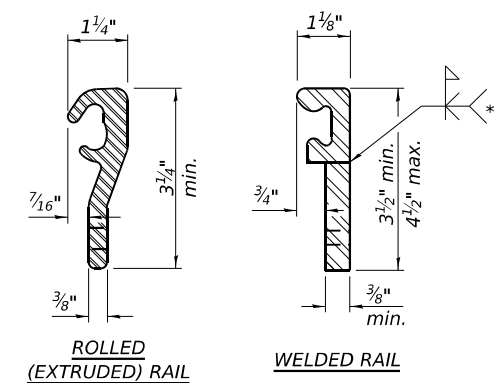
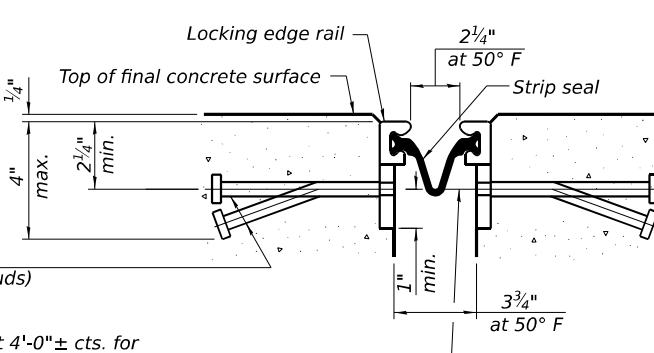
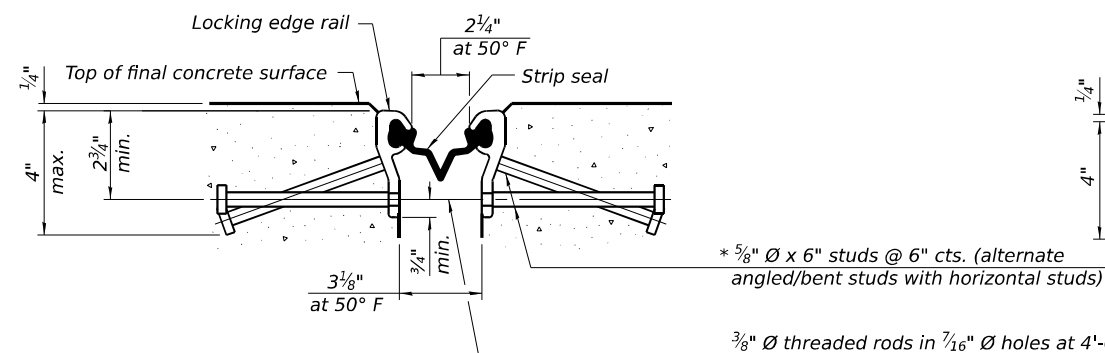
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

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

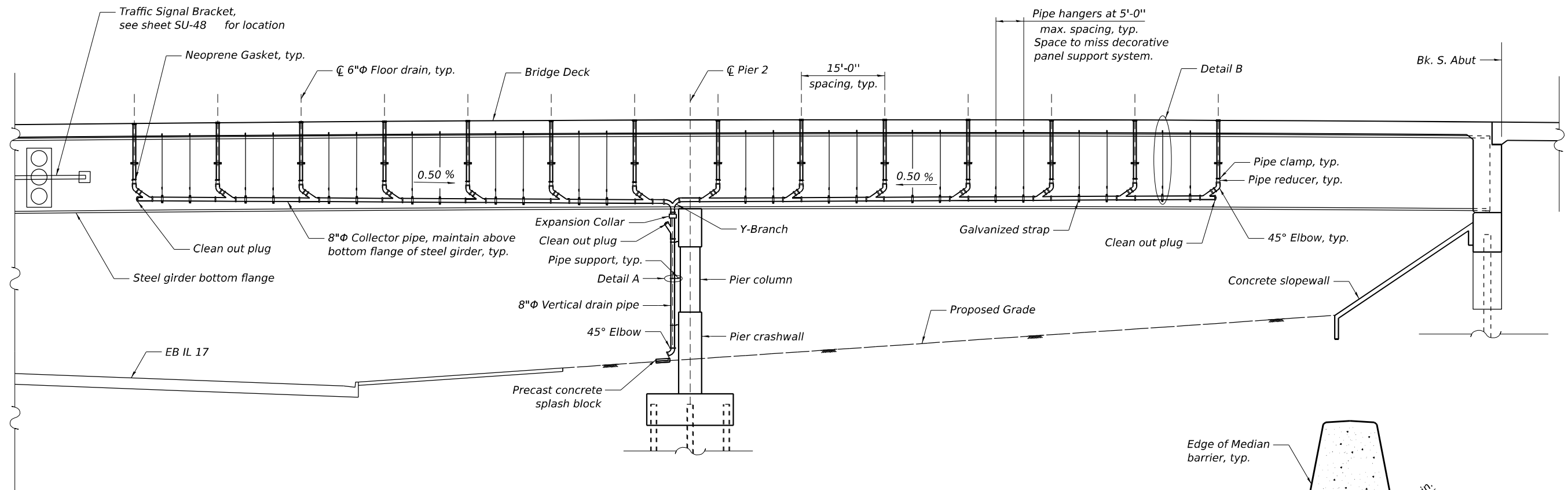


LOCKING EDGE RAIL SPLICE

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

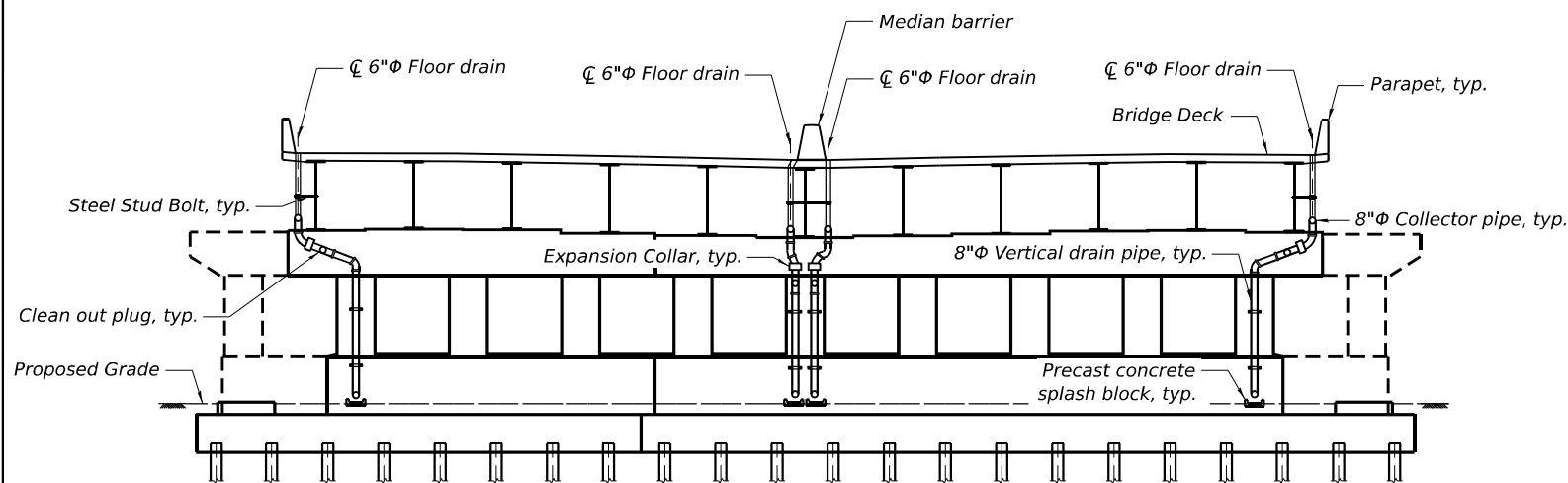
BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	219



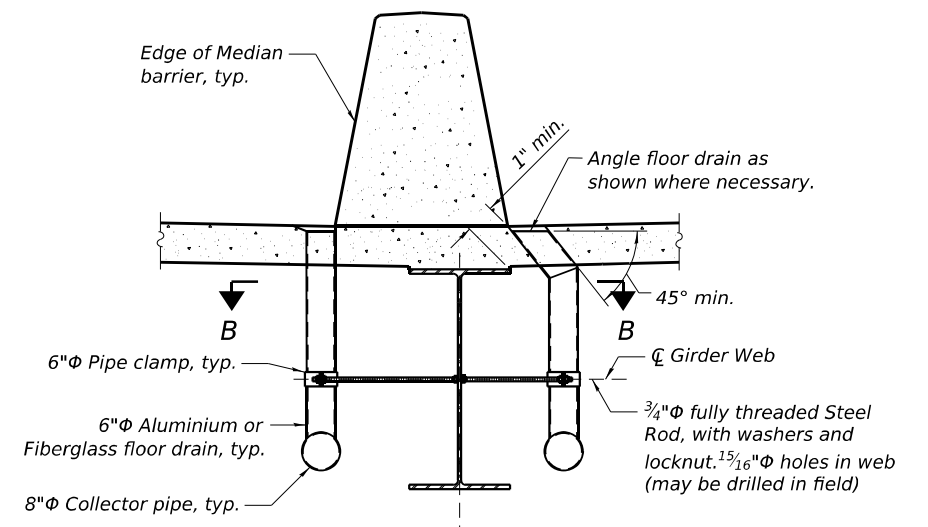
BRIDGE DRAINAGE SYSTEM ELEVATION AT GIRDER

(Looking East at Girder 11; other floor drain locations at Girder 1 and Girder 6 similar)



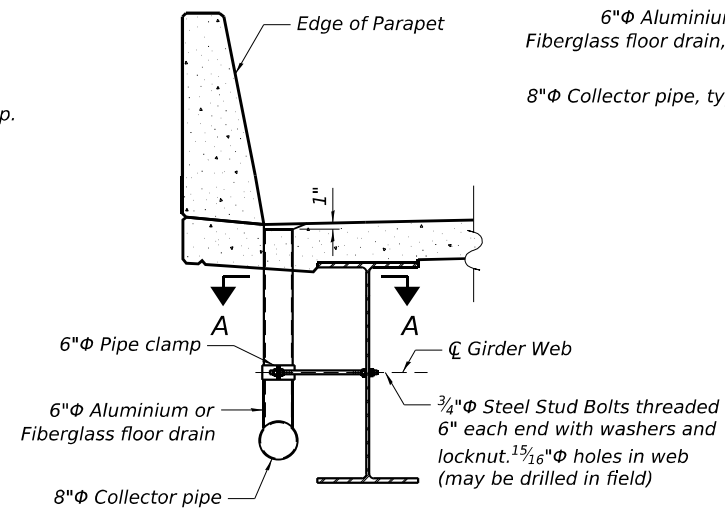
BRIDGE DRAINAGE SYSTEM ELEVATION AT PIER 2

(Looking South)



SECTION AT MEDIAN BARRIER

(Not to scale)



SECTION AT PARAPET

(West Parapet shown; East similar)
(Not to scale)

NOTES:

- Pipe hangers shall be provided for all horizontal (collector) drain pipes at each fitting, cleanout, or change in direction and at intermediate points not more than 5'-0" on centers.
- Pipe supports shall be provided for all vertical (downspout) drain pipes at points not more than 12'-0" on centers. Structural steel shapes shall meet the requirements of AASHTO M270, Grade 36 or 50.
- For floor drain locations, see sheet SU-24
- For section A-A, section B-B, detail A and detail B see sheet SU-41

MODEL: 2D SHEET 11
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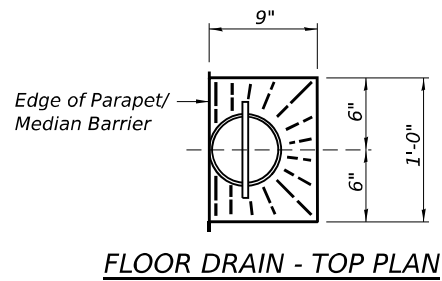
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PLOT SCALE = 0.16666633 1/ IN.	APPROVED - MAF	REVISED -
PLOT DATE = 4/23/2026	DRAWN - KPD	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

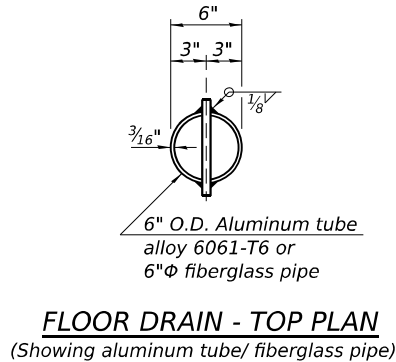
BRIDGE DRAINAGE SYSTEM
STRUCTURE NO. 046-0154

SHEET SU-40 OF SU-72 SHEETS

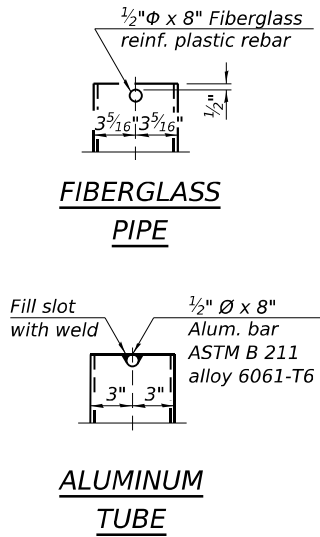
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	725
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



FLOOR DRAIN - TOP PLAN

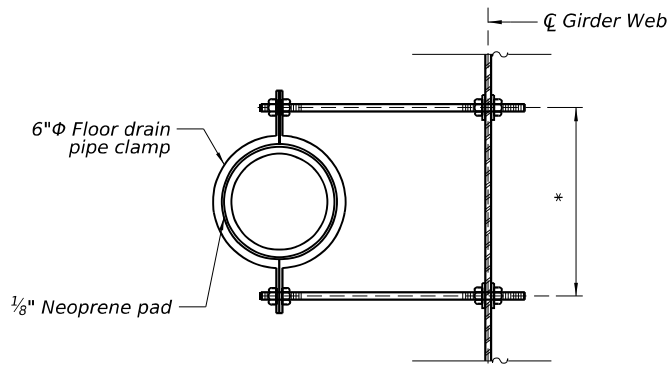


FLOOR DRAIN - TOP PLAN
(Showing aluminum tube/ fiberglass pipe)

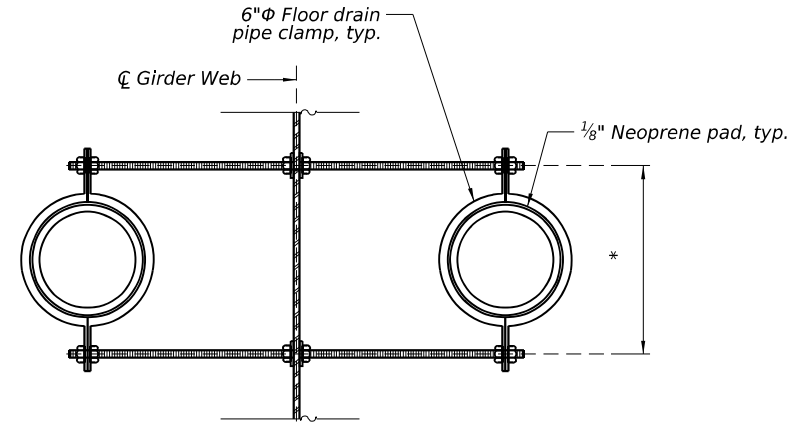


**FIBERGLASS
PIPE**

**ALUMINUM
TUBE**

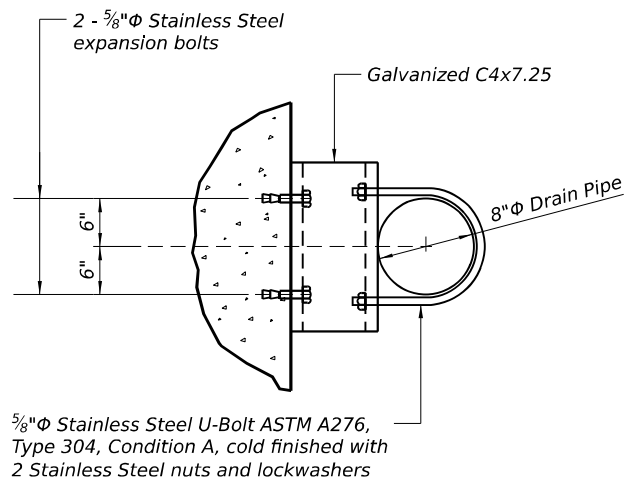


SECTION A-A
(Girder 1 and Girder 11)

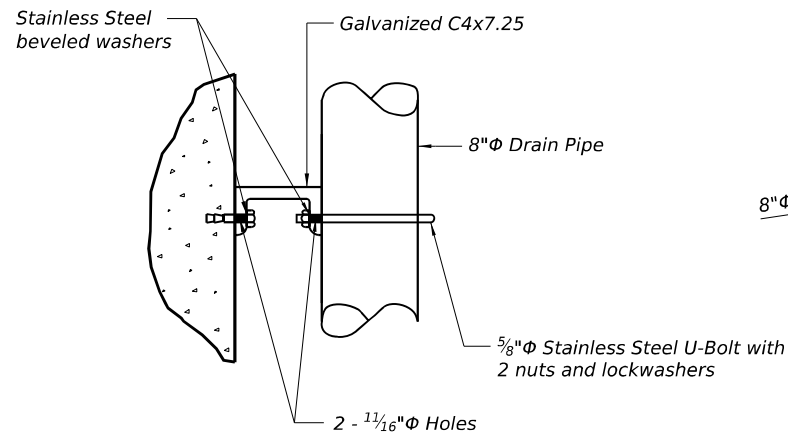


SECTION B-B
(Girder 6)

* Dimension as required by pipe clamp

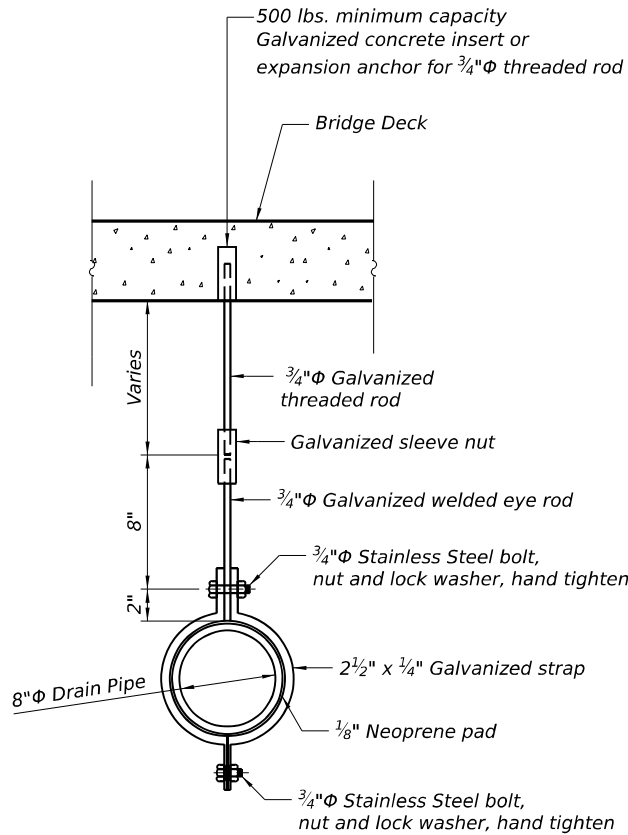


PLAN



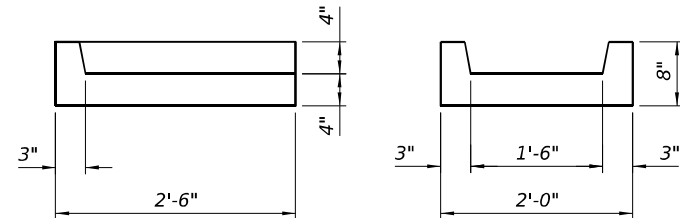
ELEVATION

DETAIL A - VERTICAL DRAIN PIPE SUPPORT DETAIL
(Use to support vertical pipe runs along proposed pier face)

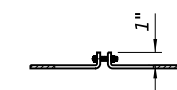


TYPICAL SECTION

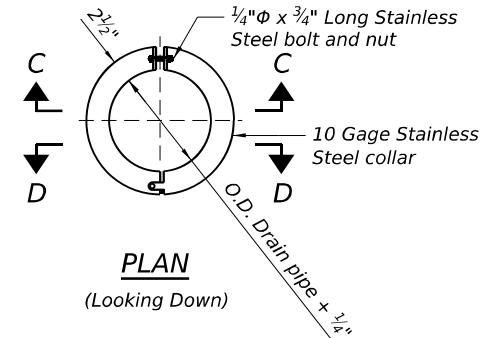
DETAIL B - COLLECTOR PIPE HANGER DETAIL



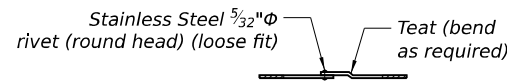
PRECAST CONCRETE SPLASH BLOCK



SECTION C-C



PLAN
(Looking Down)



SECTION D-D

EXPANSION COLLAR DETAIL

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 with the finish coat as specified in Section 506 of the Standard Specifications. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coating's Spec. SSPC-SP1 prior to painting.
- The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.
- The clamping device shall be galvanized according to AASHTO M232. Cost of clamping device included with Floor Drains.
- Collector pipe hangers shall have a load capacity of not less than 500 lbs. and shall be designed so as not to apply excessive compressive stress to the pipe. See Detail B for Collector pipe hanger details. Steel straps, rods and clamps shall meet the requirements of AASHTO M270, Grade 36 or 50.
- All pipe hangers, supports and hardware shall be hot-dipped galvanized after fabrication in accordance with AASHTO M232 (ASTM A153) unless otherwise noted. All bolts, nuts, and washers shall be stainless steel. Stainless steel bolts shall conform to the requirements of ASTM A193, Class 1, Grade B8, Type 304. Stainless steel nuts shall conform to the requirements of ASTM A194, Grade 8 or 8F, 303 or 304, and stainless steel washers shall conform to ASTM A240, Type 302 or 304.
- All collector drain pipes and fittings shall be 8" reinforced fiberglass. Hanger dimensions shall be adjusted in the field by the Engineer to fit existing conditions and to maximize slope.

BILL OF MATERIAL

Item	Unit	Quantity
Drainage System for Structures	L. Sum	1

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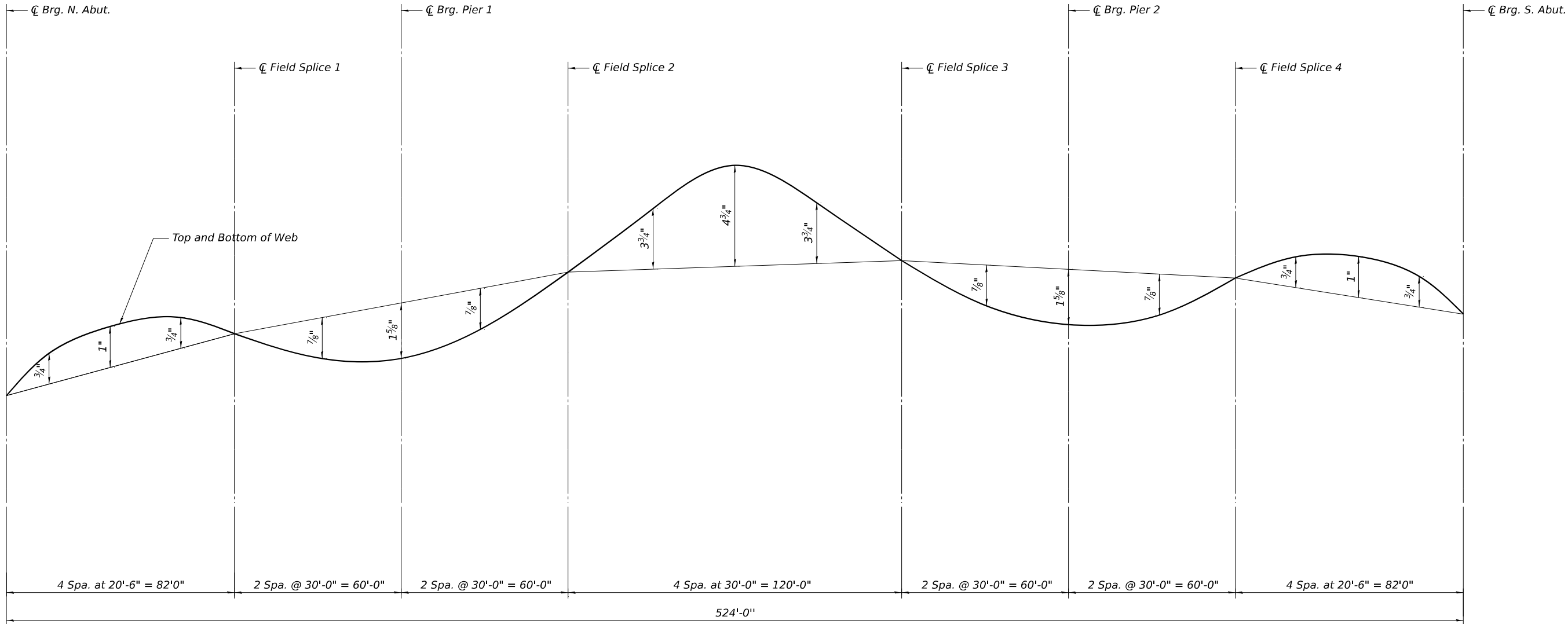
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	CHECKED - MAF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SYSTEM DETAILS
STRUCTURE NO. 046-0154**

SHEET SU-41 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	726
				CONTRACT NO. 66863
				ILLINOIS FED. AID PROJECT



CAMBER DIAGRAM

TOP OF WEB ELEVATIONS
(For fabrication only)

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

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DRAWN - HBJ
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REVISED -

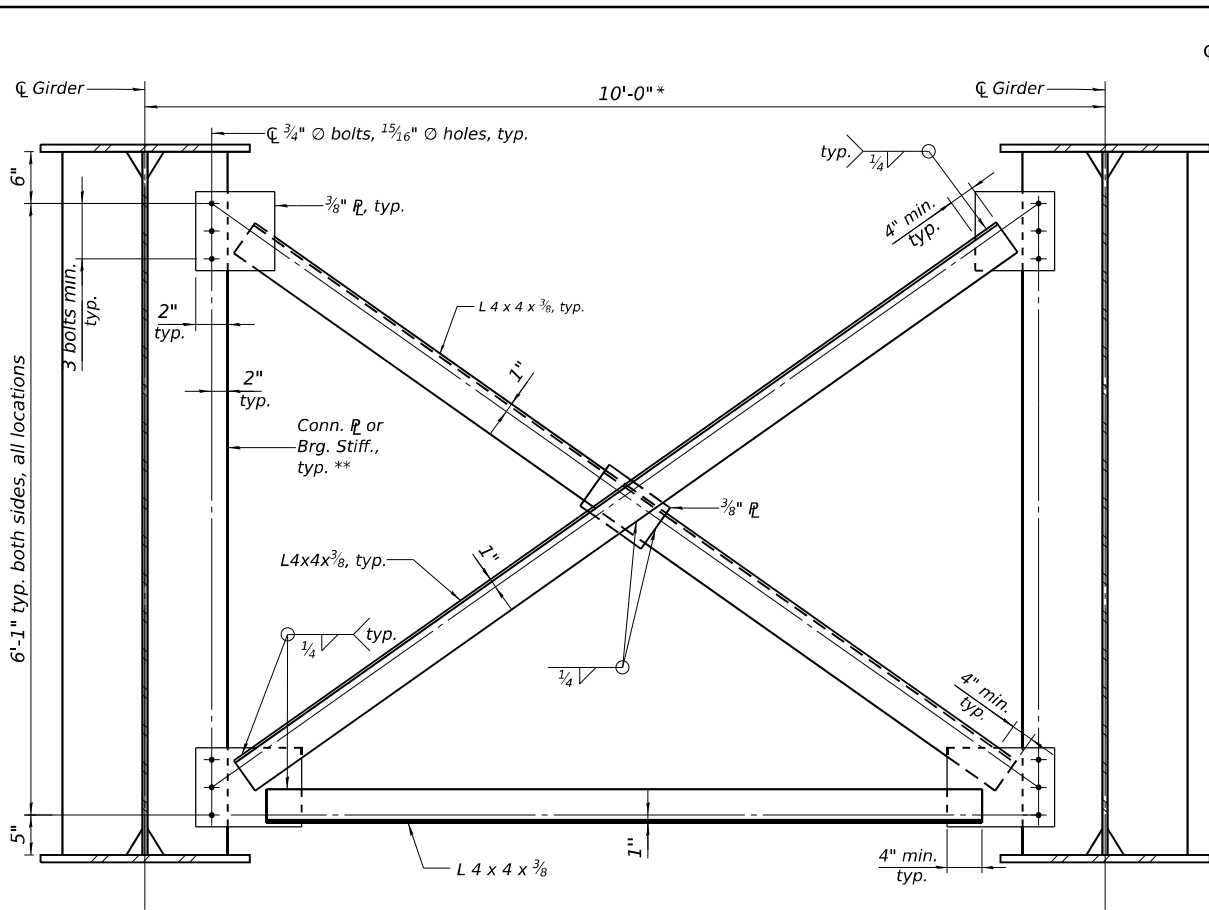
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAMBER DIAGRAM
STRUCTURE NO. 046-0154

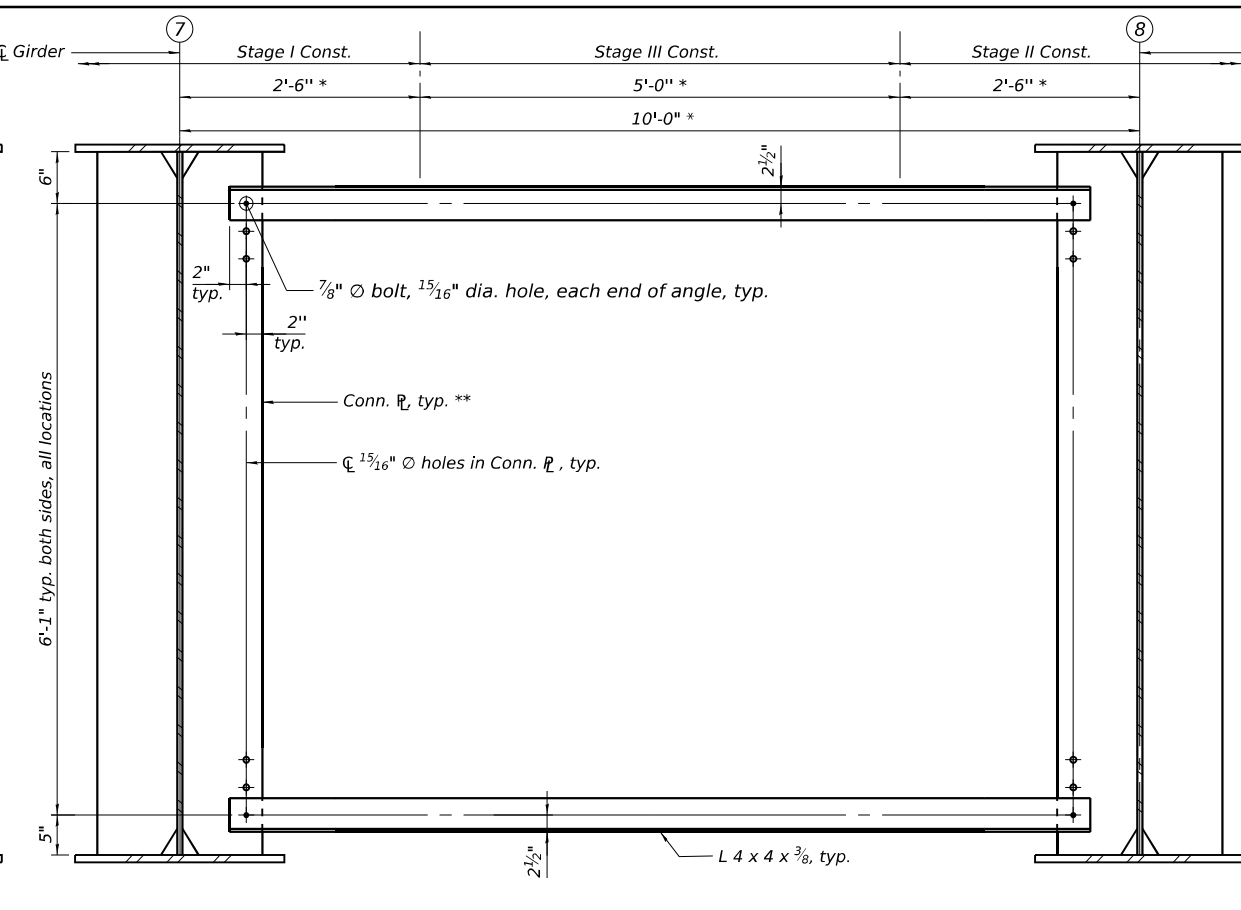
SHEET SU-45 OF SU-72 SHEETS

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

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\BENTLEY\COM\13\046\0154\66863-042-STEEL DET01.DGN



CROSS FRAME CF1
(310 Required)



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

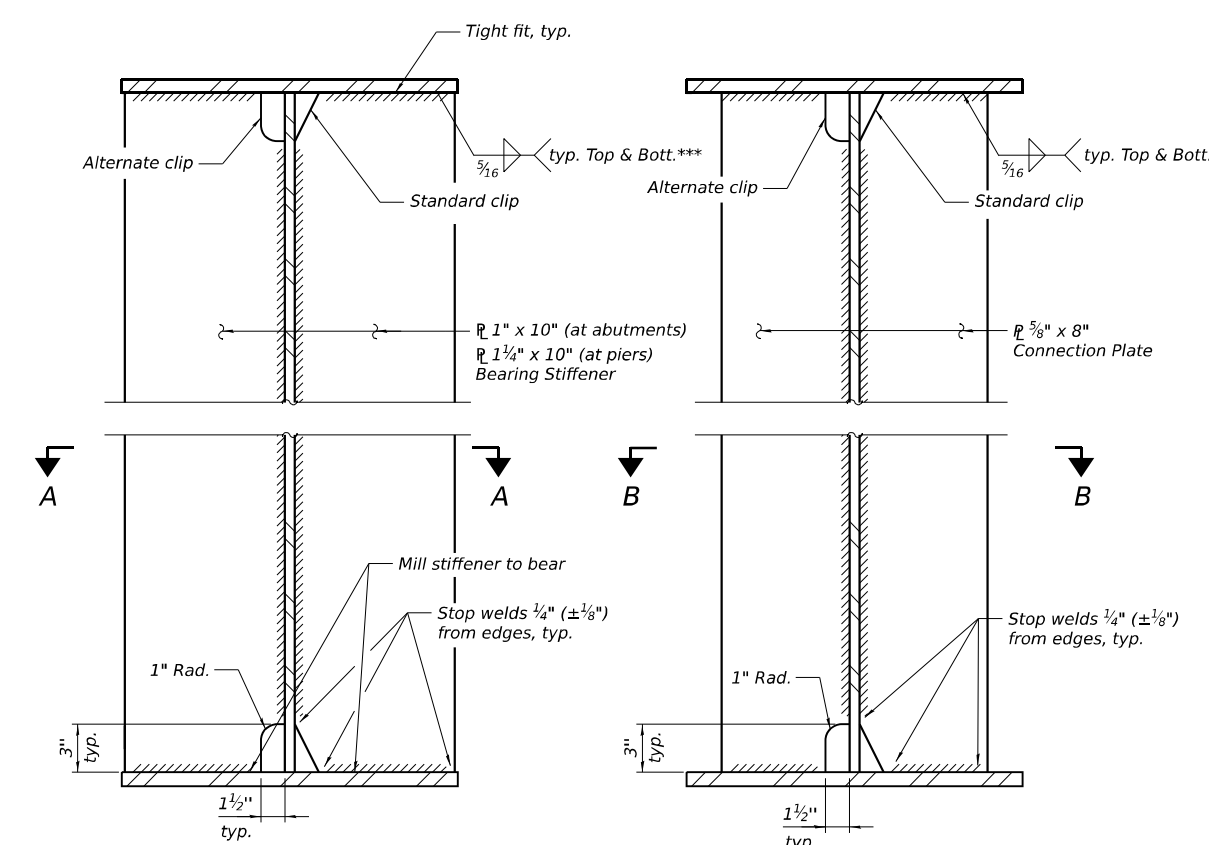
* Measured perpendicular to girders.
** For plate orientation, weld details, and corner clip details, see bearing stiffener and connection plate details on this sheet.

CROSS FRAME STAGE CONSTRUCTION SEQUENCE

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

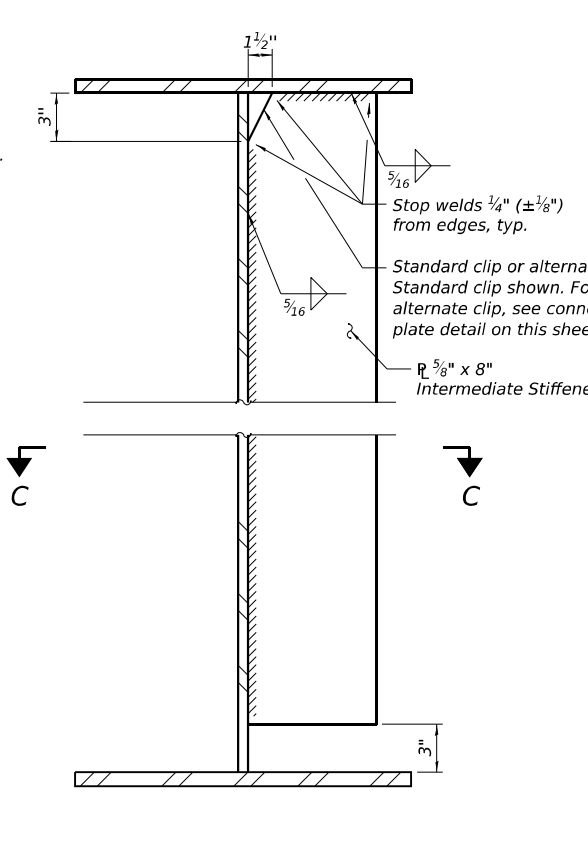
NOTES

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

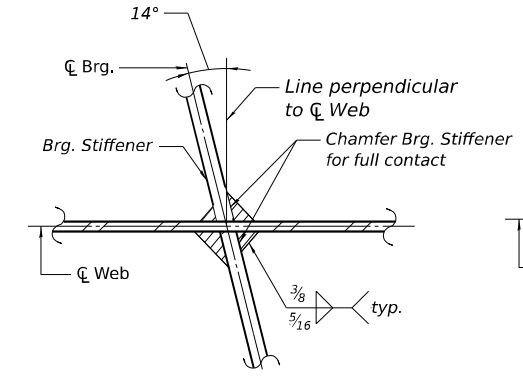


BEARING STIFFENERS

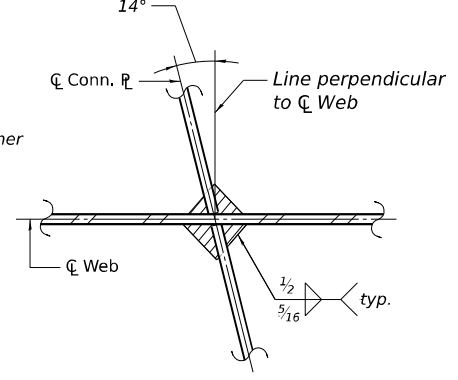
CONNECTION PLATES



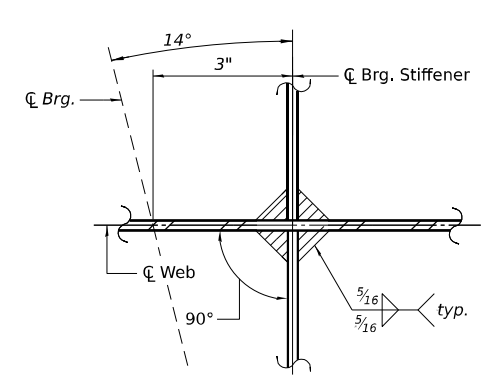
INTERMEDIATE STIFFENER



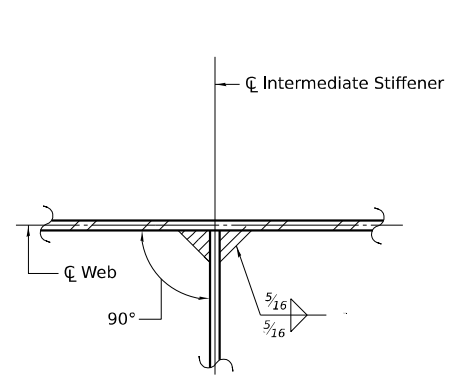
SECTION A-A @ PIERS



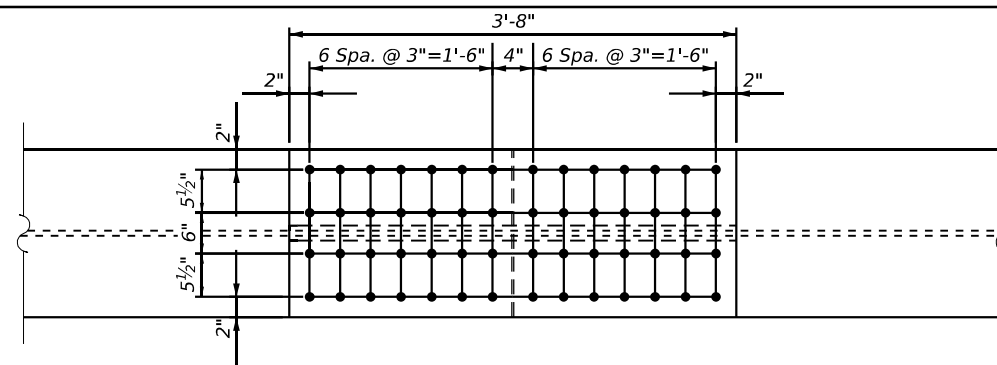
SECTION B-B



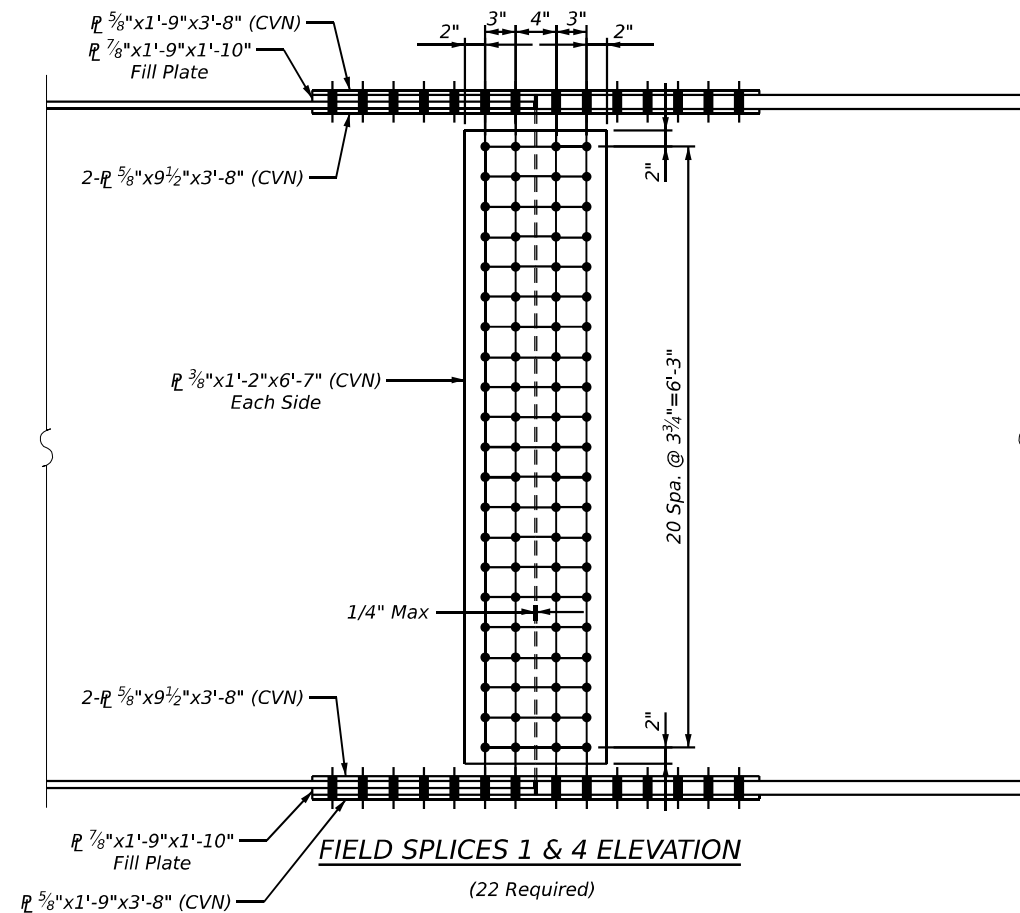
SECTION A-A @ ABUTMENTS



SECTION C-C

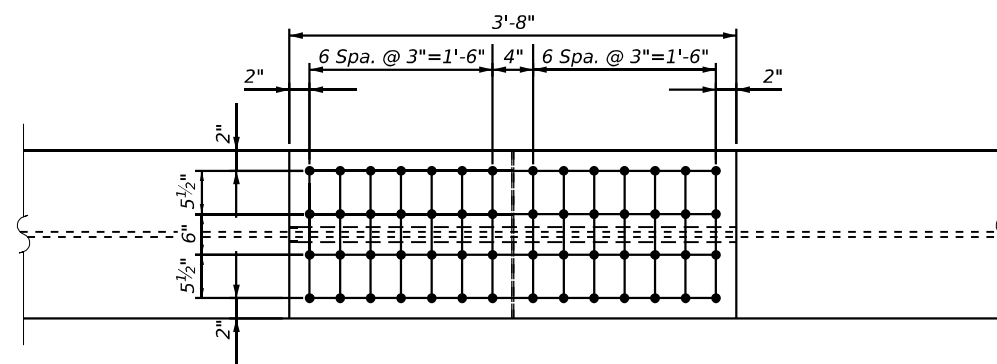


FIELD SPLICES 1 & 4 TOP VIEW

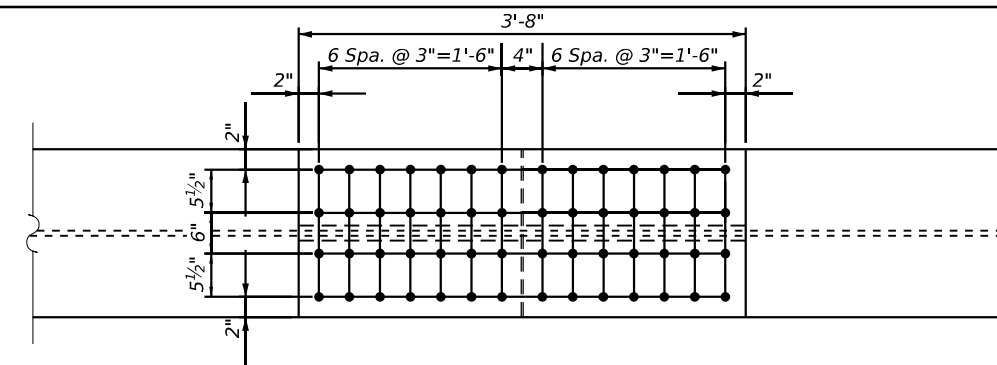


FIELD SPLICES 1 & 4 ELEVATION

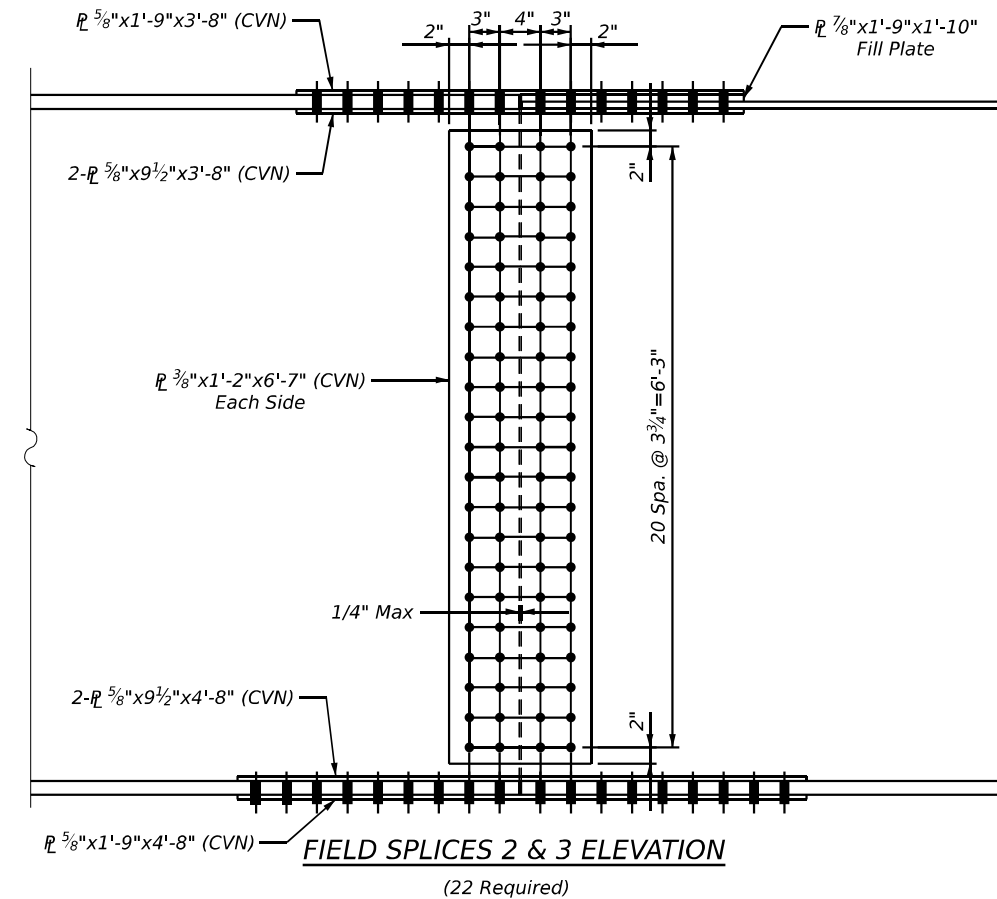
(22 Required)



FIELD SPLICES 1 & 4 BOTTOM VIEW

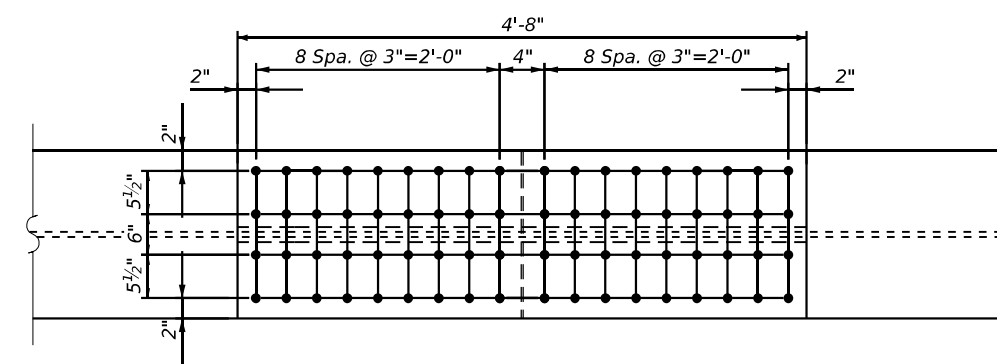


FIELD SPLICES 2 & 3 TOP VIEW



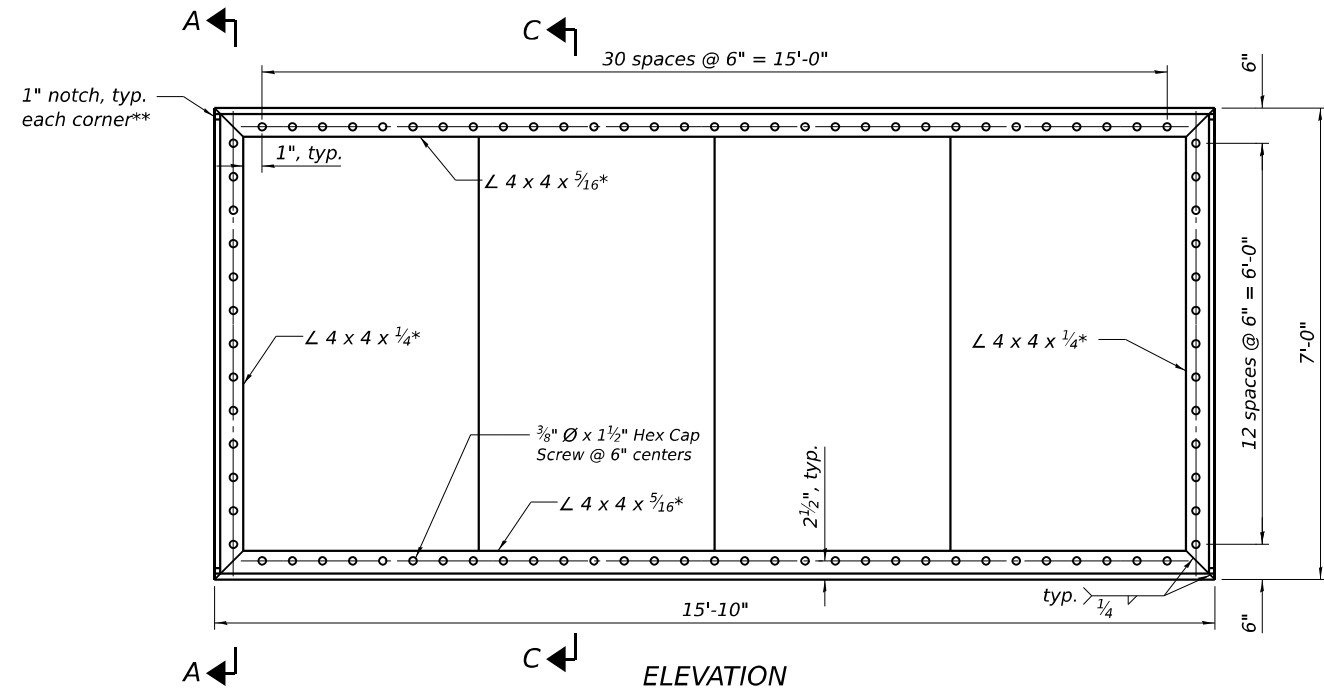
FIELD SPLICES 2 & 3 ELEVATION

(22 Required)



FIELD SPLICES 2 & 3 BOTTOM VIEW

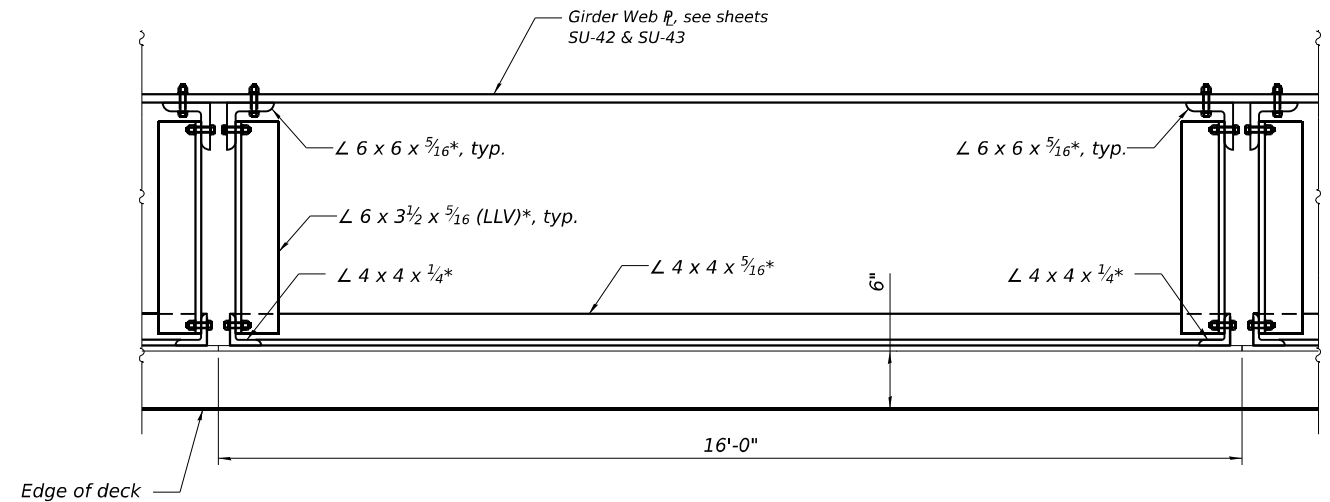
- Notes:
1. All structural steel shall be AASHTO M270 Grade 50.
 2. Fasteners shall be ASTM F3125 Grade A325 Type 1, hot-dip galvanized. Bolts $\frac{7}{8}$ " diameter, holes $1\frac{5}{16}$ " diameter.
 3. "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.



ELEVATION

Back of decorative panel (1 per panel, 44 total).
Dimensions given are nominal, Contractor to
adjust dimensions to match camber after dead
load deflection.

** Notch on leg perpendicular to panel

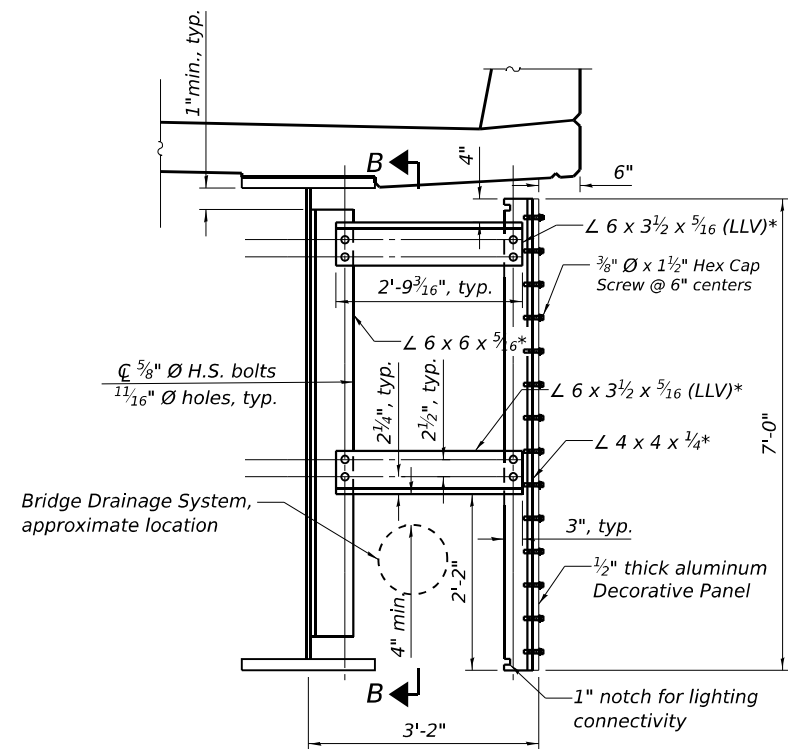


PLAN

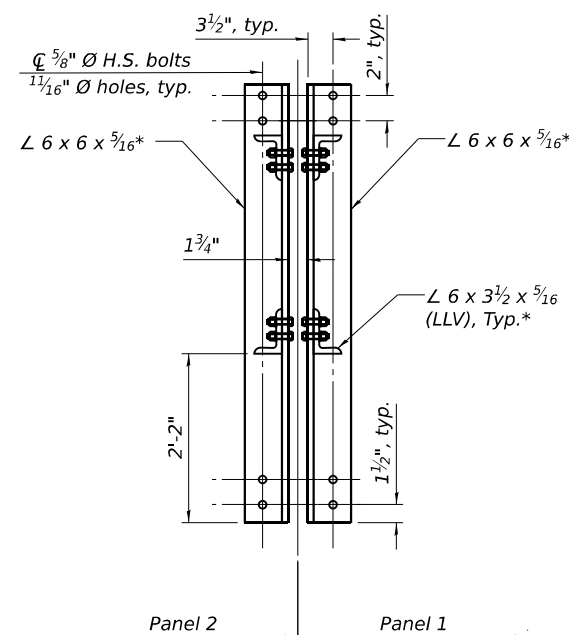
*Coordinate locations of Connection Angle
with Steel Fabricator. Cost included with
Furnishing and Erecting Structural Steel

NOTE:

1. All structural steel supporting the panel shall be AASHTO M270 Grade 36.
2. All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".
3. Fasteners shall be ASTM F3125 Grade A325 Type 1, hot-dip galvanized.
4. See Sheet SU-49 for Decorative Metal Panel Details.

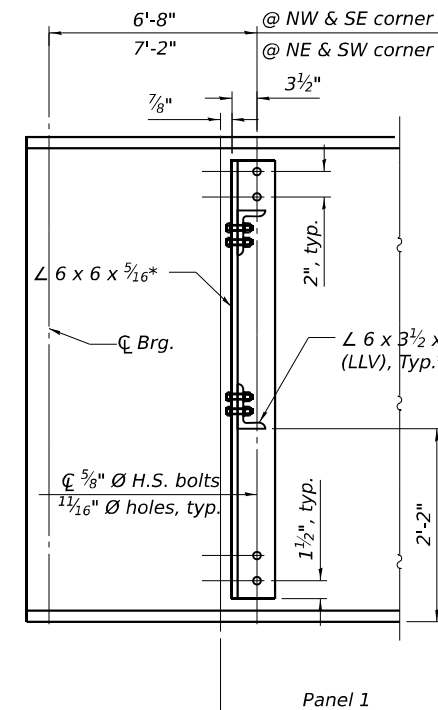


SECTION A-A



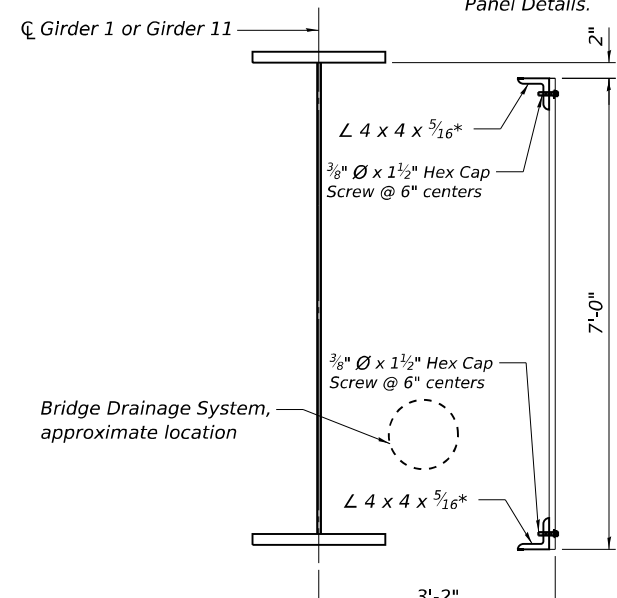
Section B-B

At ends of Interior Panels



SECTION B-B

At Abutment.
Northwest corner shown, other corners similar.



SECTION C-C

Transverse members not shown

MODEL: 2D SHEET 11
FILE NAME: C:\P\WORK\EXP-2\W.BENTLEY.COM\EXP-2\0460154-66863-433A-BRACKETDET.DGN



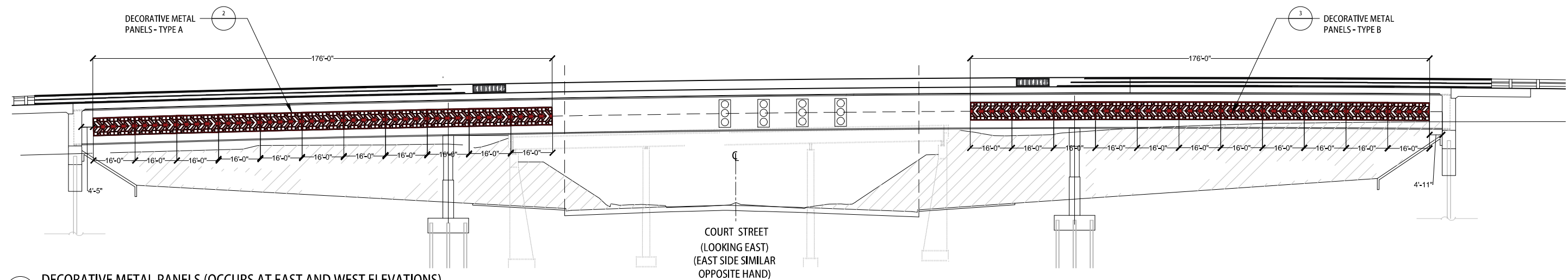
USER NAME = SALASL	DESIGNED - RBF	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	APPROVED - MAF	REVISED -
PLOT DATE = 4/23/2026	DRAWN - RBF	REVISED -
	CHECKED - MAF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

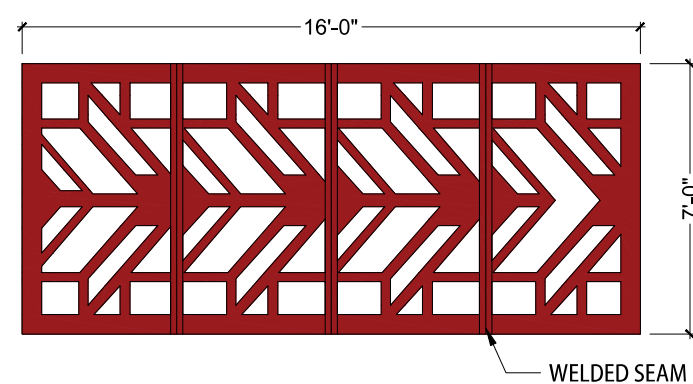
**BRACKET DETAILS
STRUCTURE NO. 046-0154**

SHEET SU-48 OF SU-72 SHEETS

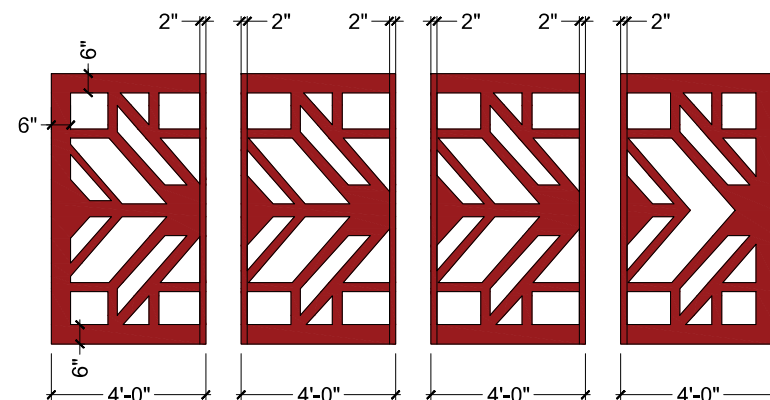
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	733
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



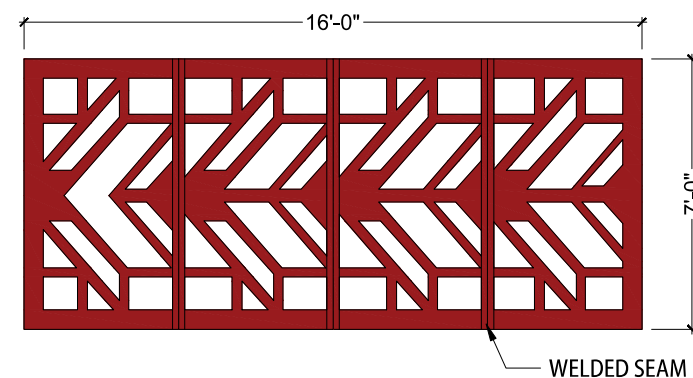
1 DECORATIVE METAL PANELS (OCCURS AT EAST AND WEST ELEVATIONS)
SCALE: NTS



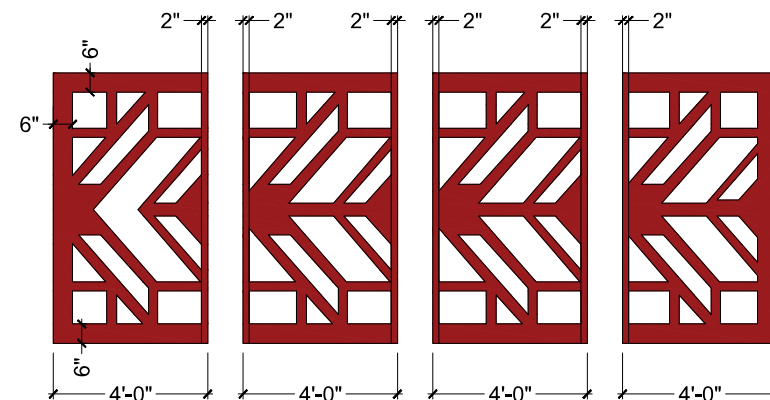
2 DECORATIVE METAL PANEL TYPE A
SCALE: NTS



PANEL CUT OUTS = SOLID: 56%
OPEN: 44%



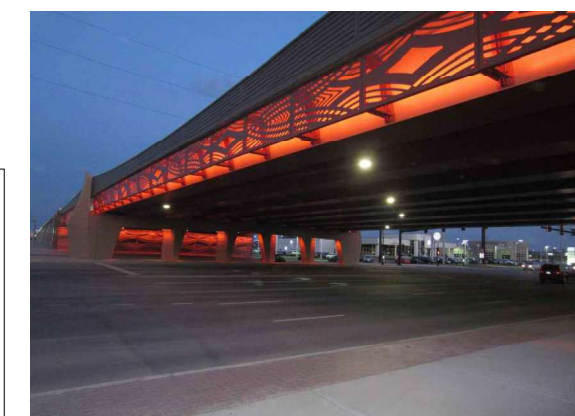
3 DECORATIVE METAL PANEL TYPE B
SCALE: NTS



PANEL CUT OUTS = SOLID: 56%
OPEN: 44%

NOTES:

- DECORATIVE METAL PANEL COLOR SHALL BE DARK RED TO MATCH CITY LOGO. AS DESCRIBED BELOW:
- CMYK: 29 100 100 35
- RGB: 29 44 29
- HEX: #53110b
- PANTONE: 504C
CONTRACTOR SHALL PROVIDE COLOR SAMPLES FOR REVIEW AND APPROVAL PRIOR TO FABRICATION AND INSTALLATION.
- REFER TO ENGINEERING DRAWINGS AND VERIFY ALL DIMENSIONS.
- CONTRACTOR SHALL PROVIDE SHOP DRAWINGS, COLOR SAMPLES AND MOCKUPS FOR CITY REVIEW AND APPROVAL PRIOR TO FABRICATION AND INSTALLATION.
- CADD FILES WILL BE PROVIDED TO THE CONTRACTOR IN AUTOCAD FORMAT.
- DECORATIVE METAL PANELS SHALL BE BACKLIT. REFER TO ENGINEERING FOR ALL ELECTRICAL INFORMATION.
- DECORATIVE METAL PANELS SHALL BE BOLTED TO BRIDGE GIRDERS. NO FIELD WELDING IS PERMITTED. REFER TO ENGINEERING FOR ALL STRUCTURAL CONNECTIONS.



EXAMPLE PHOTOS: BACK LIGHTING AT DECORATIVE METAL PANELS

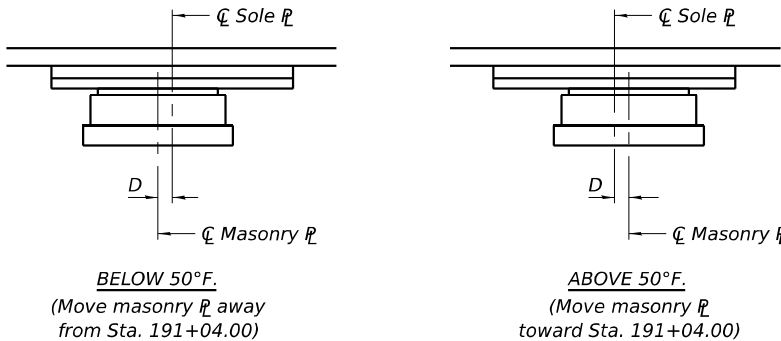
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
DECORATIVE METAL PANELS	L. SUM	1

DESIGN DATA

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

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



SETTING ANCHOR BOLTS AT EXPANSION BEARING

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

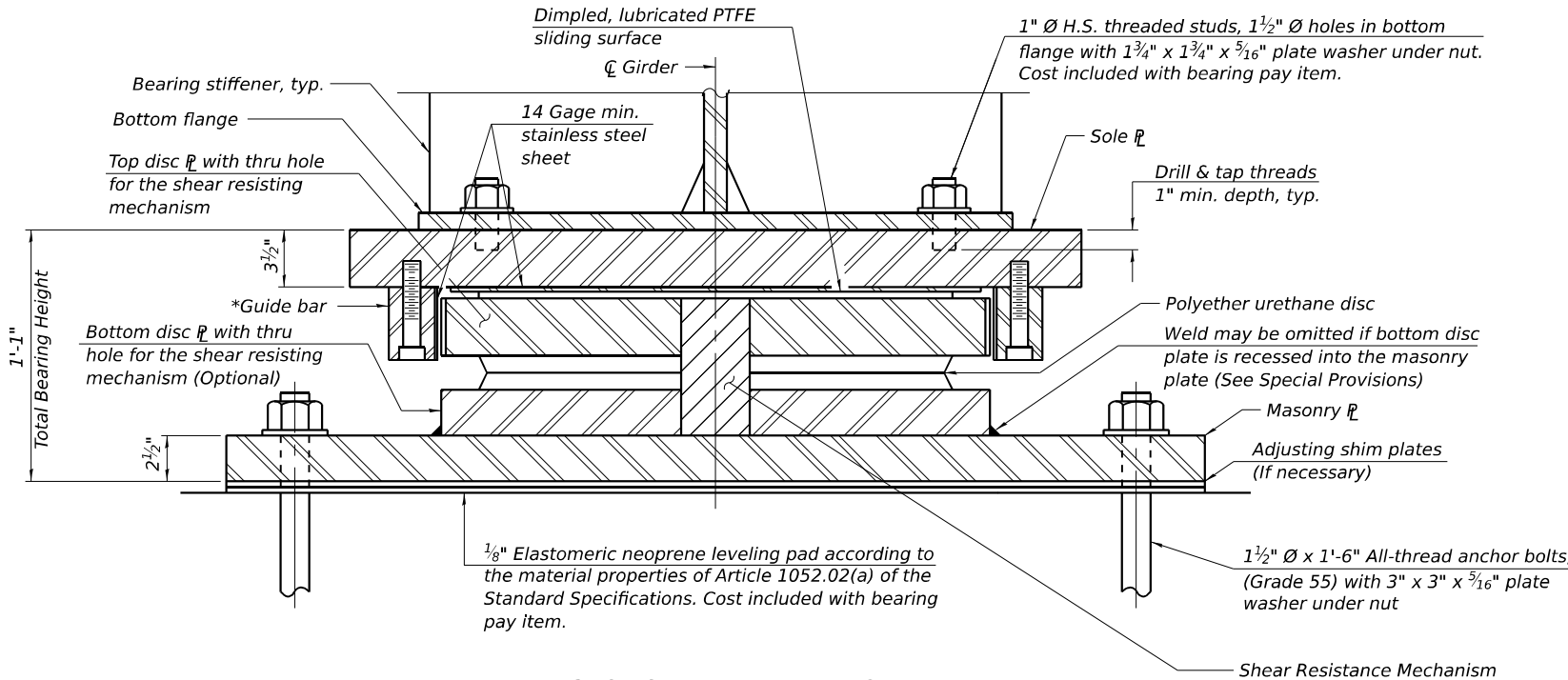
NOTES

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

BILL OF MATERIAL

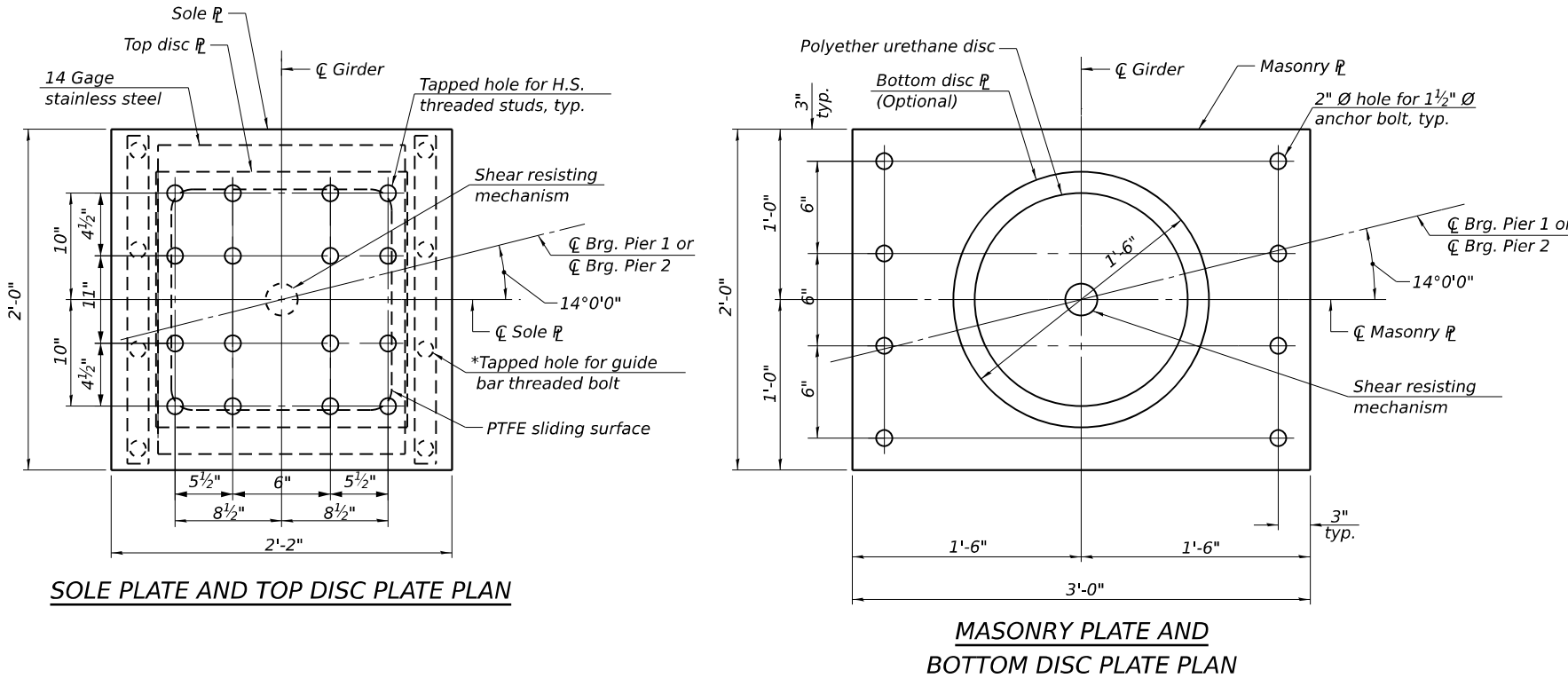
	Item	Unit	Total
**	High Load Multi-Rotational Bearings, Disc, Guided Expansion-800K	Each	10
	Anchor Bolts, 1½"	Each	80

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



SECTION THRU BEARING

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



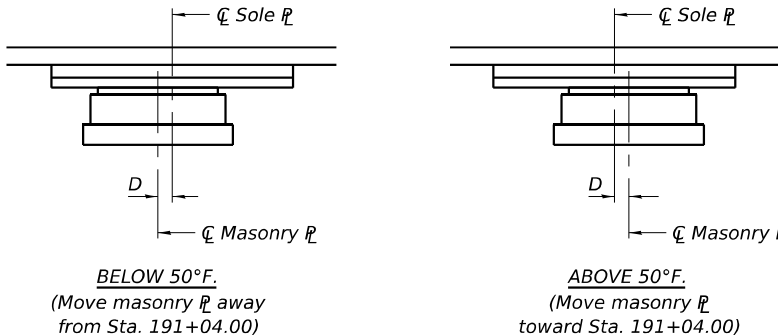
SOLE PLATE AND TOP DISC PLATE PLAN

MASONRY PLATE AND
BOTTOM DISC PLATE PLAN

DESIGN DATA

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

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



SETTING ANCHOR BOLTS AT EXPANSION BEARING

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

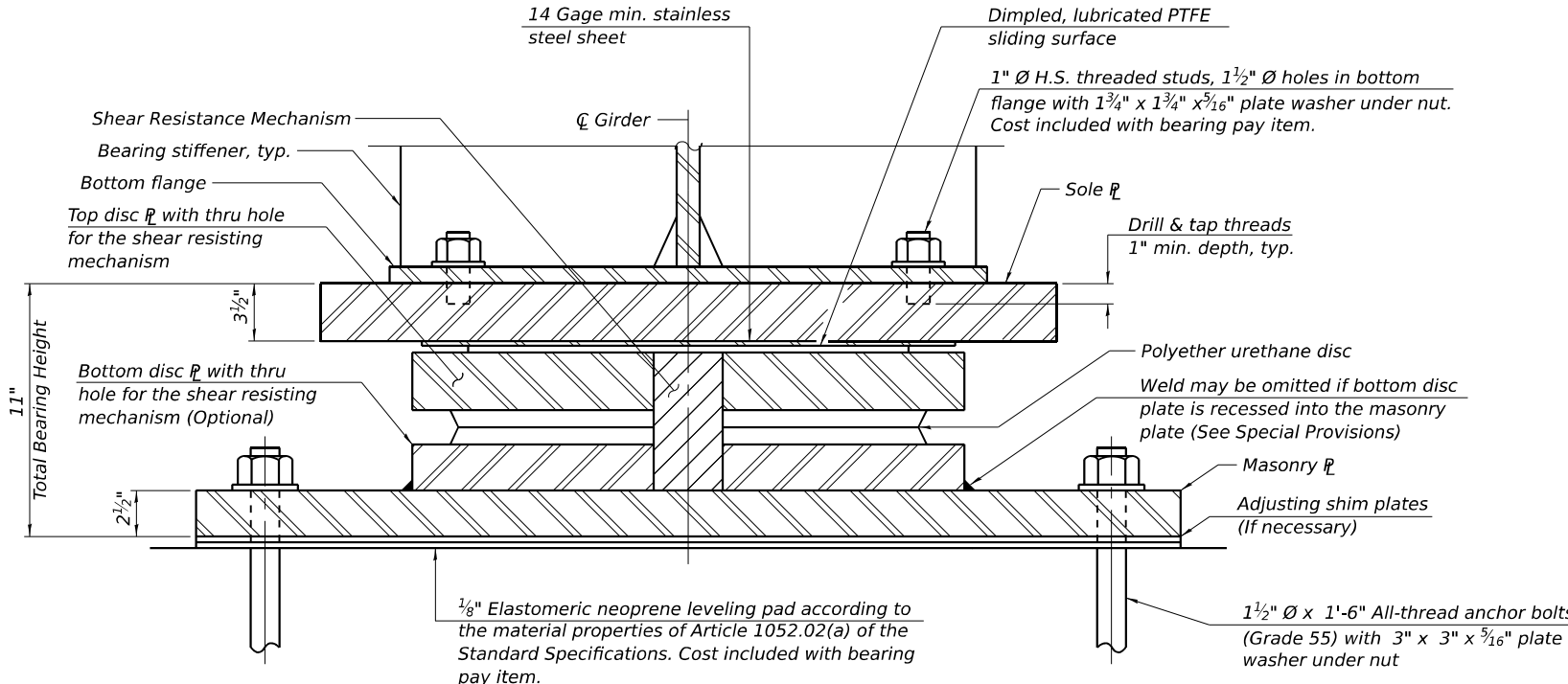
NOTES

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

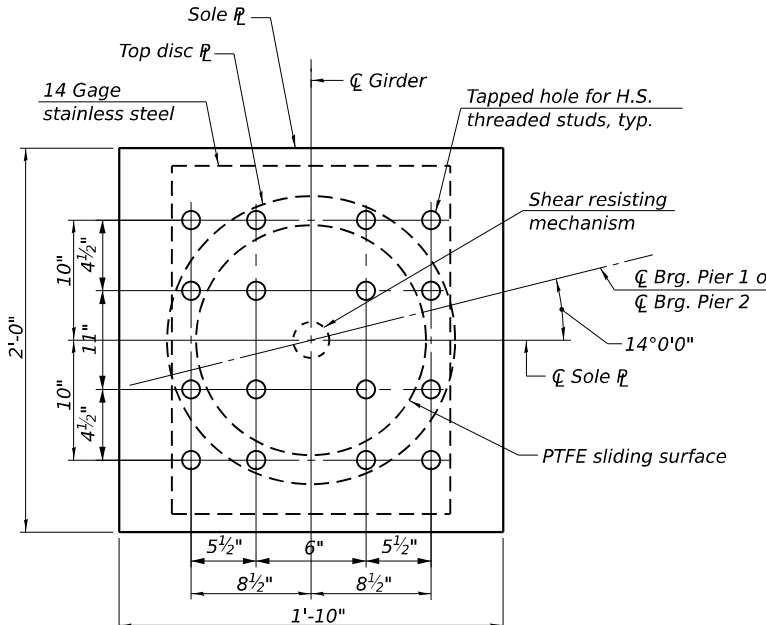
BILL OF MATERIAL

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

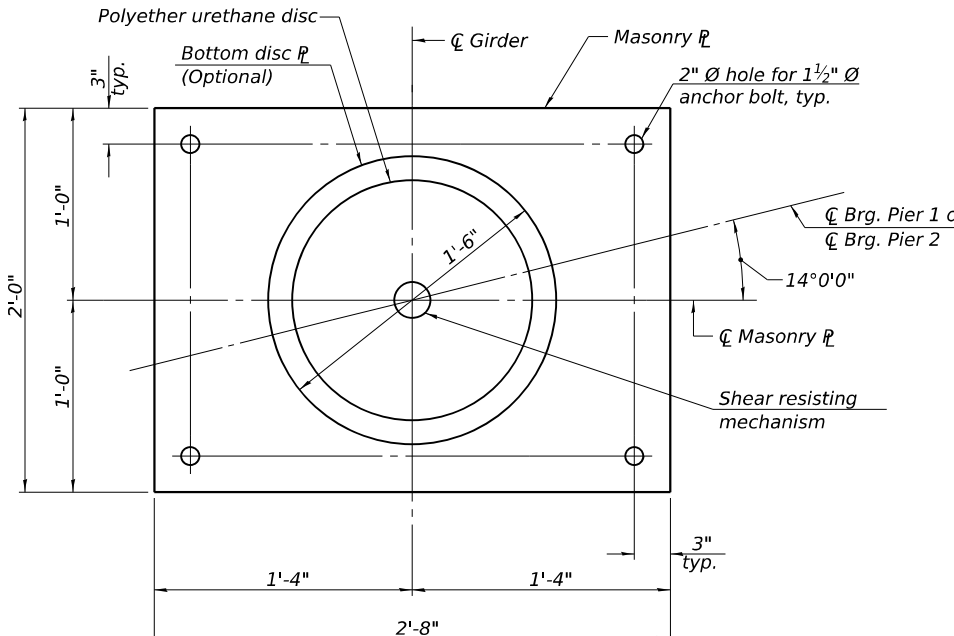
** The value specified in the pay item name is an approximate vertical load capacity that is used for letting and bidding purposes only. Exact bearing capacity will vary subject to final design.*



SECTION THRU BEARING



SOLE PLATE AND TOP DISC PLATE PLAIN



MASONRY PLATE AND
BOTTOM DISC PLATE PL

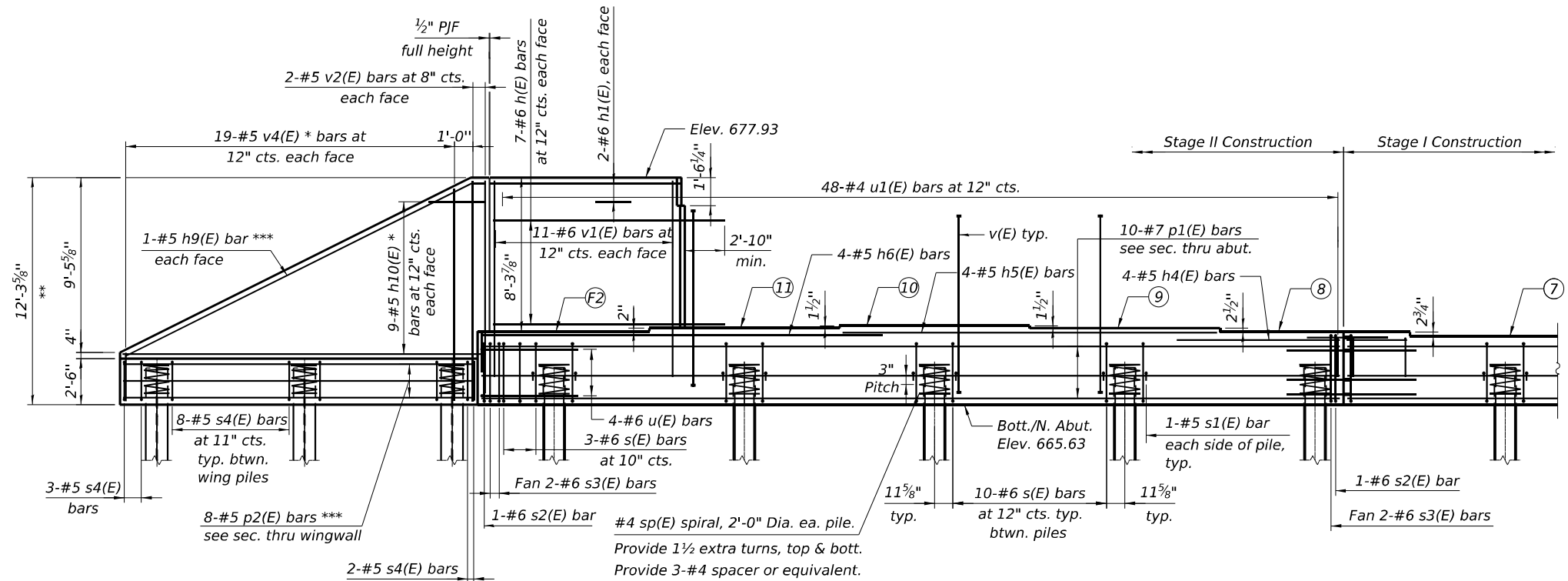


#5 bar = 3'-7"
#7 bar = 4'-11'

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

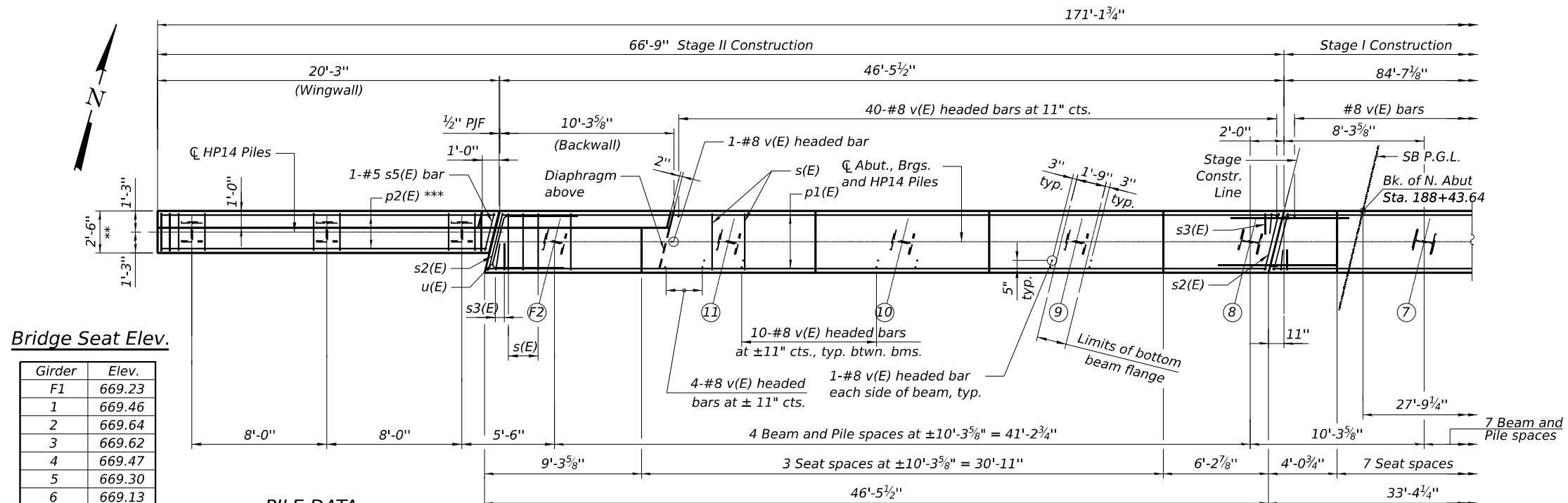


<i>Girder</i>	<i>Elev.</i>
<i>F1</i>	669.23
<i>1</i>	669.46
<i>2</i>	669.64
<i>3</i>	669.62
<i>4</i>	669.47
<i>5</i>	669.30
<i>6</i>	669.13
<i>7</i>	669.34
<i>8</i>	669.57
<i>9</i>	669.78
<i>10</i>	669.90
<i>11</i>	669.78
<i>F2</i>	669.61



ELEVATION 2 - NORTH ABUTMENT
(Looking North)

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



Bridge Seat Elev.

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

PILE DATA

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

PLAN 2 - NORTH ABUTMENT

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

MODEL: 2D SHEET 11
 FILE NAME: C:\P\WORK\EXP\24\BENTLEY\COM\EXP\24\W\460154\66863-24B-NABUT15702.DGN



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

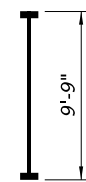
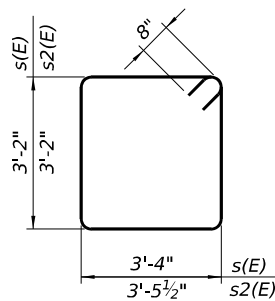
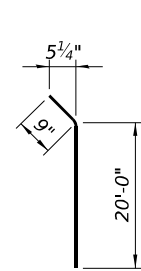
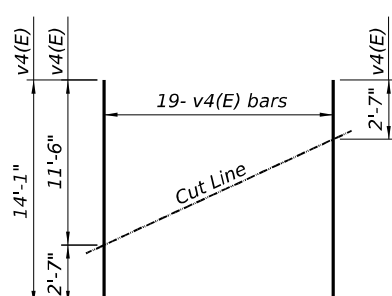
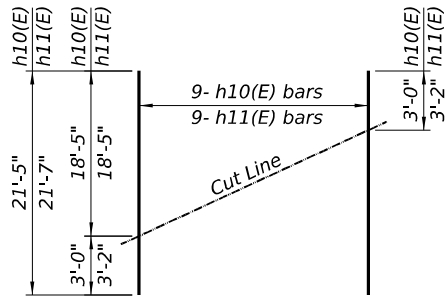
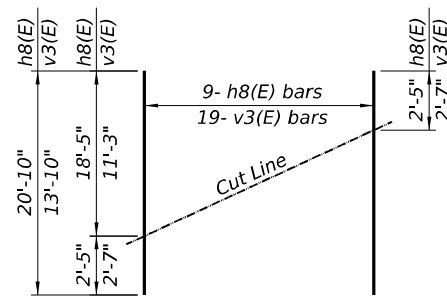
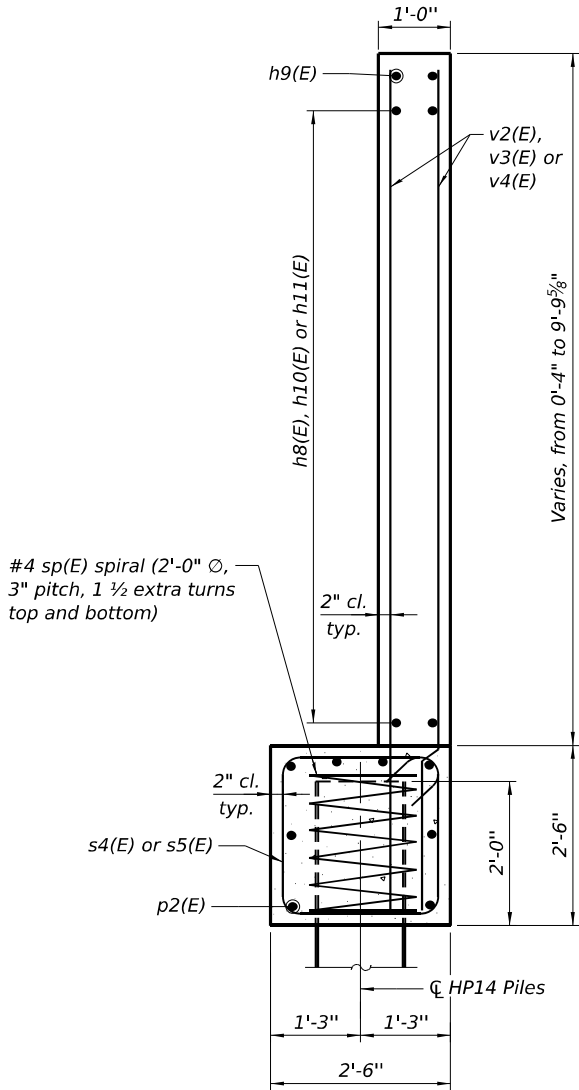
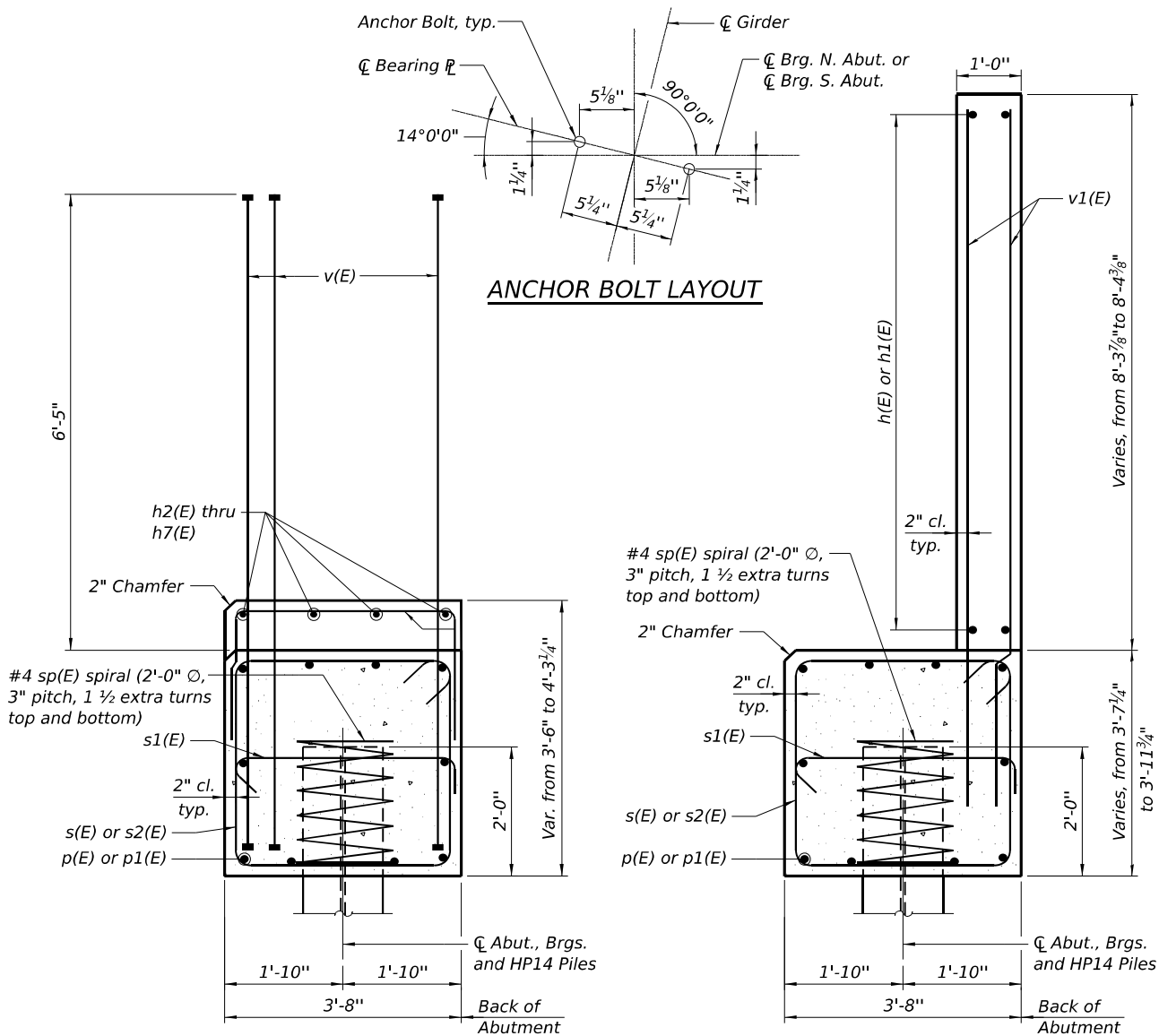
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

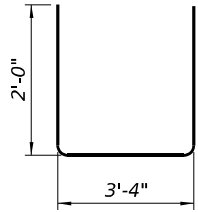
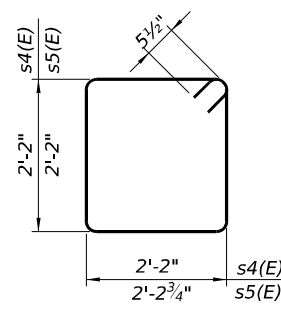
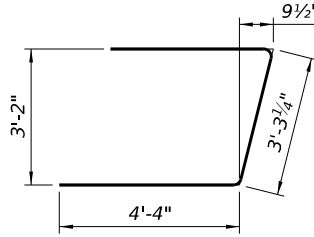
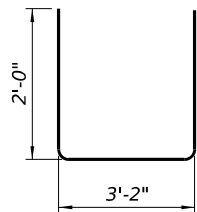
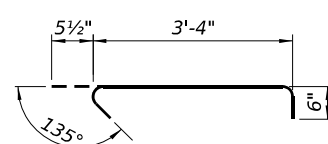
SHEET SU-54 OF SU-72 SHEETS

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

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



(Headed, 1016 #8 Bar terminators)



**BILL OF MATERIAL
NORTH ABUTMENT**

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

**BILL OF MATERIAL
SOUTH ABUTMENT**

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

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



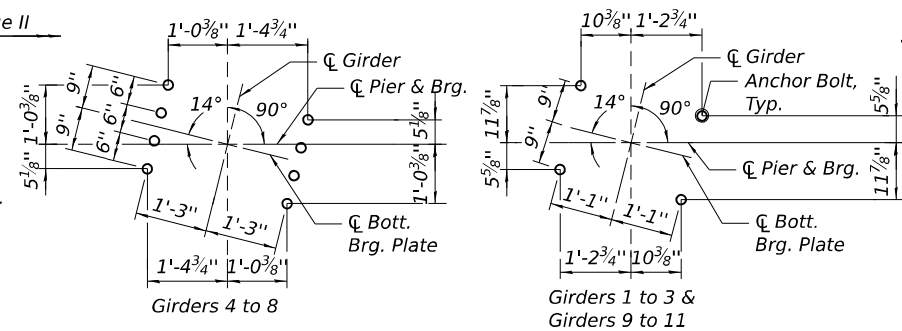
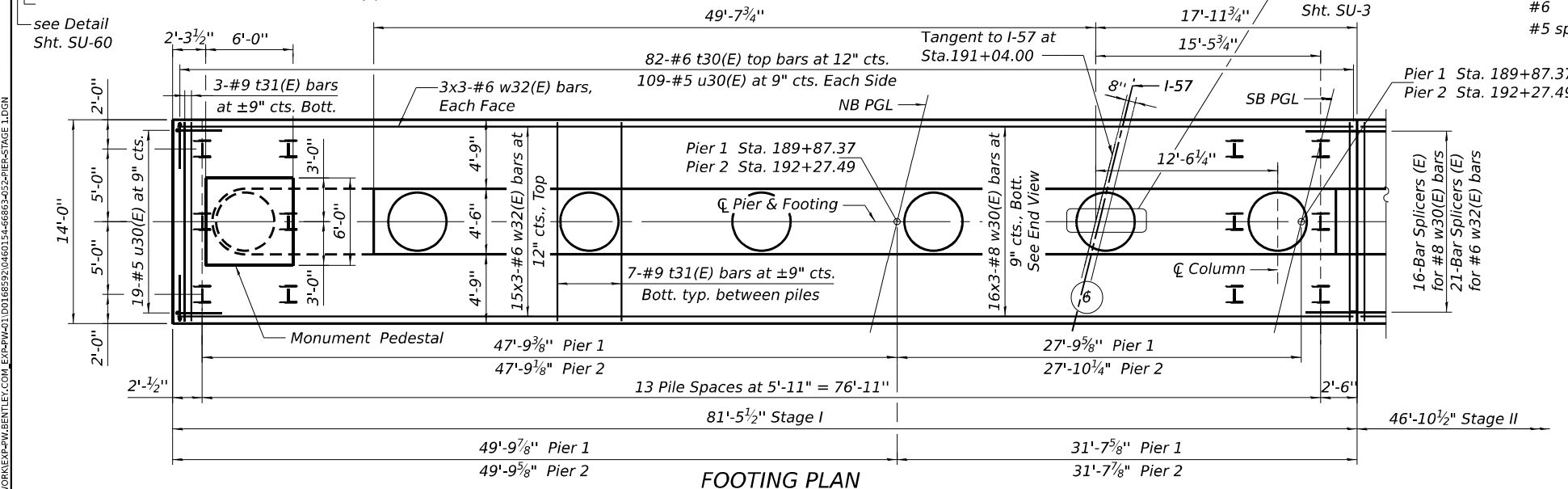
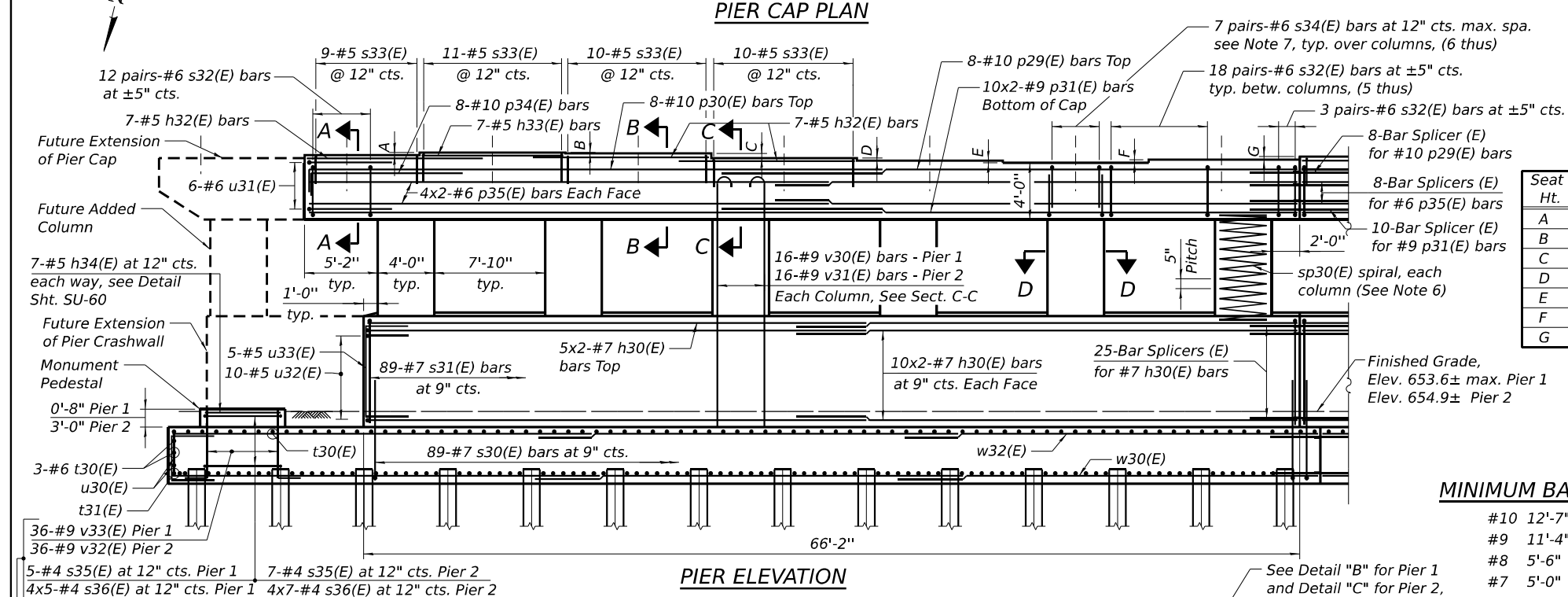
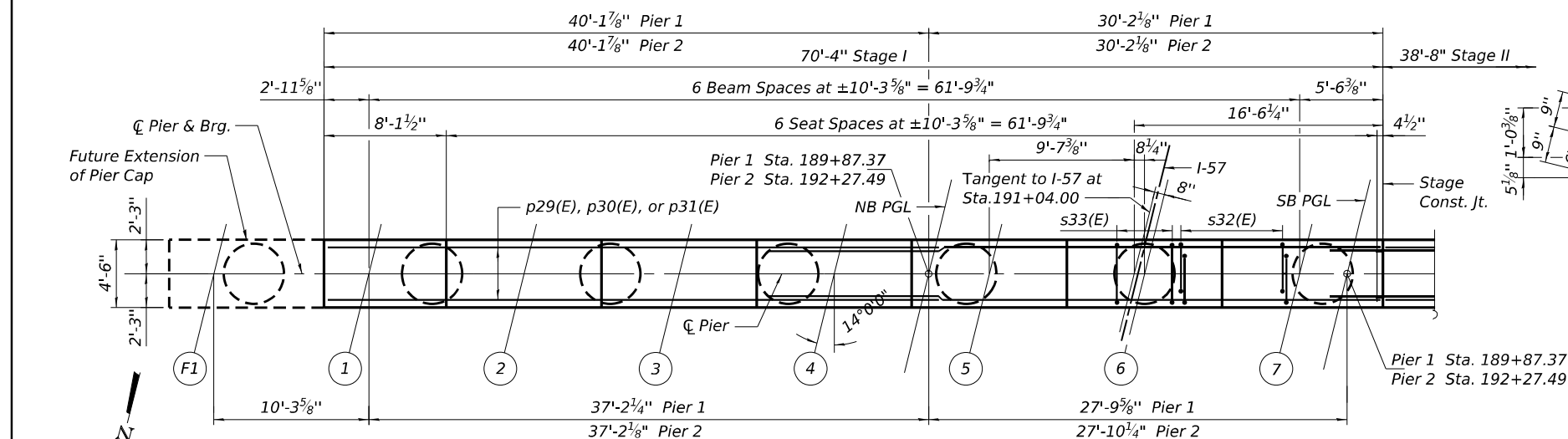
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APPROVED - MAF	REVIS	
PLOT SCALE = 0.16666633 1/ IN.	DRAWN - HBJ	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT SECTIONS & DETAILS
STRUCTURE NO. 046-0154

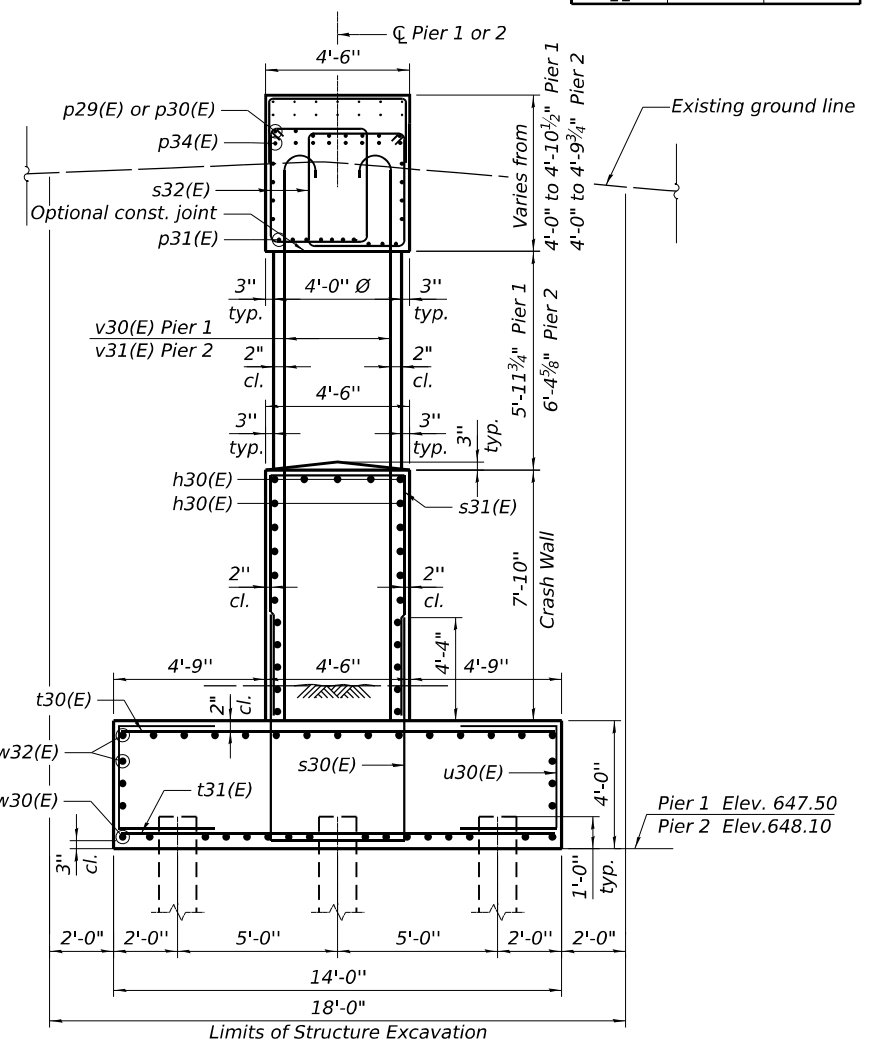
SHEET SU-57 OF SU-72 SHEETS

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



BRIDGE SEAT ELEVATIONS

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



MINIMUM BAR LAP

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

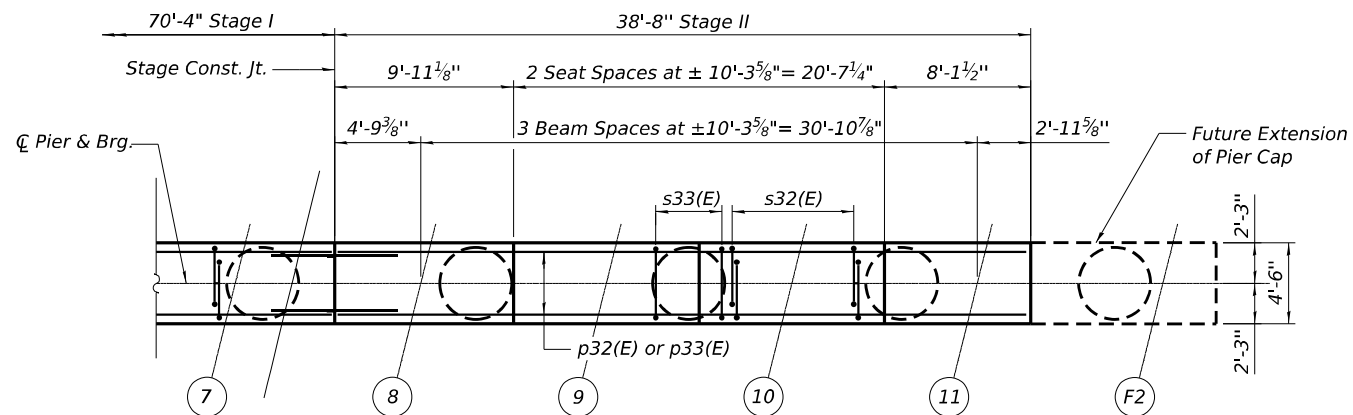
PILE DATA - PIERS 1 & 2

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

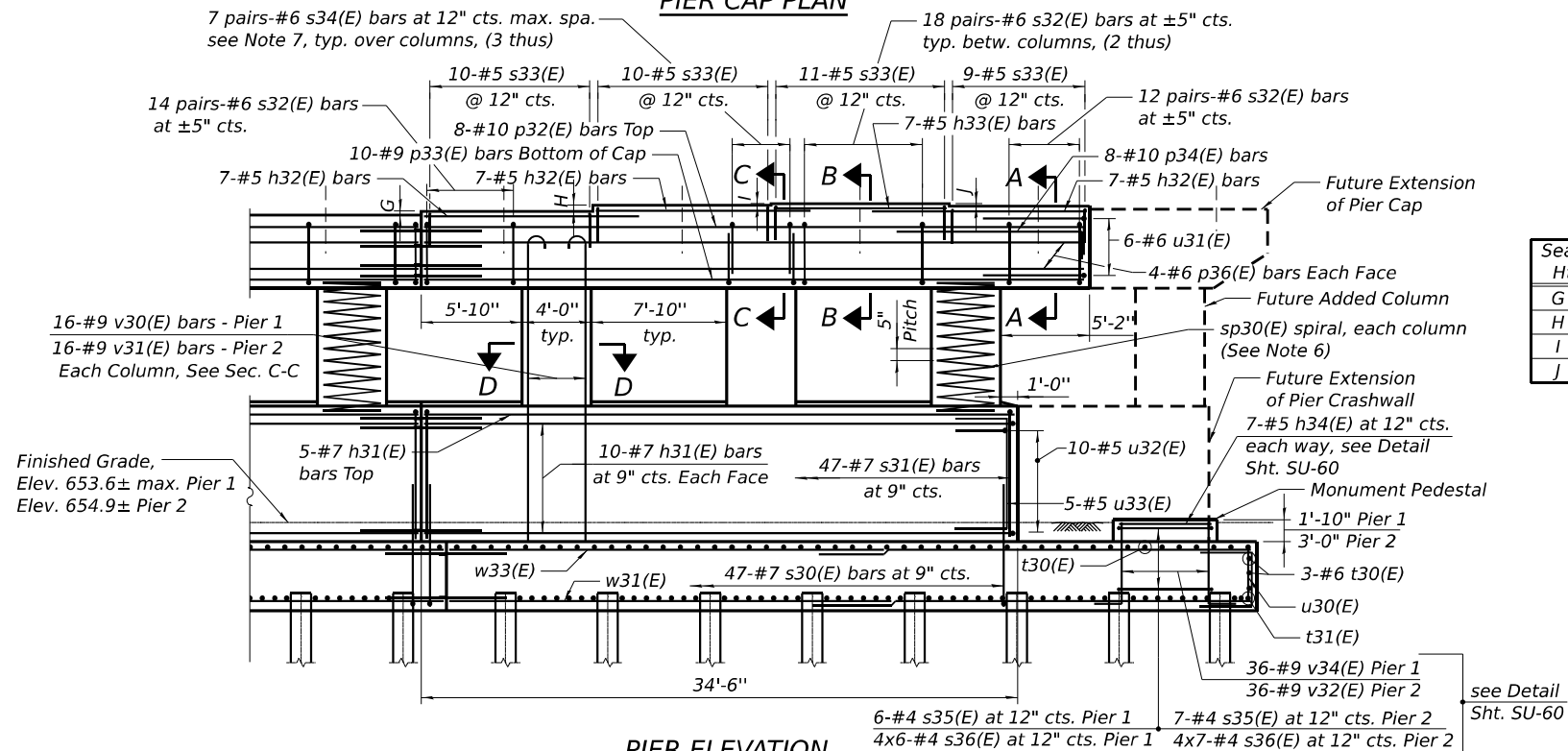
*Note: Table Includes Stage I and Stage II
(Entire Foundation)*

Notes:

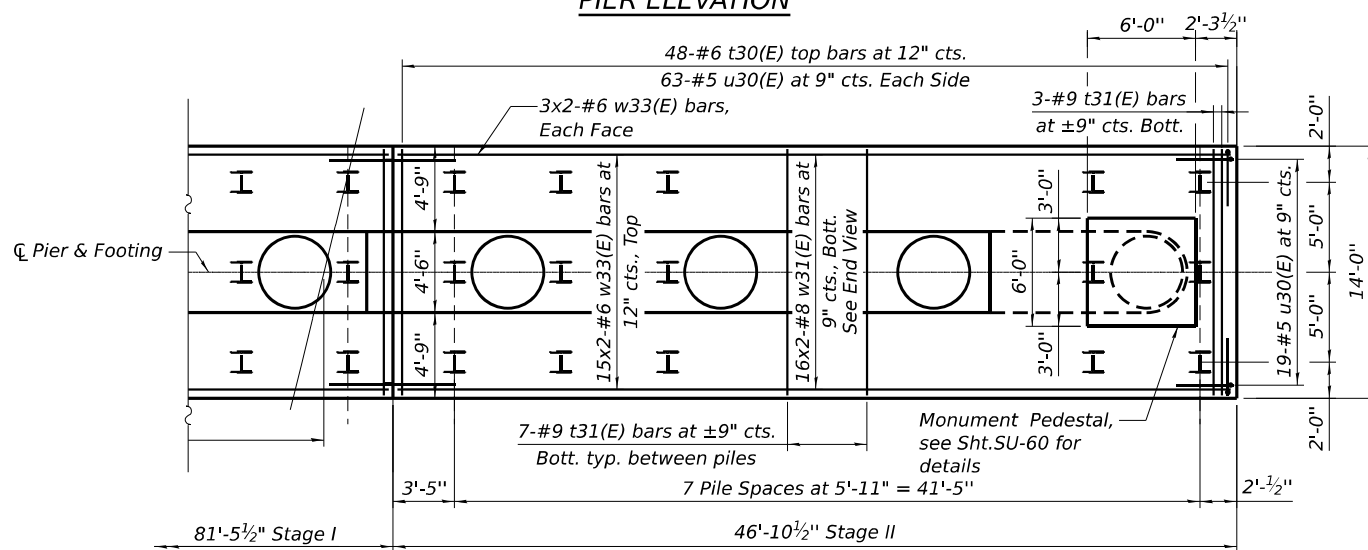
1. *Work this sheet with Shts. SU-59 and SU-60.*
2. *Cast steps monolithically with cap.*
3. *Space top reinforcement in cap to miss anchor bolts.*
4. *For Anchor Bolt and Bearing Details, see Shts. SU-50 and SU-51.*
5. *For Steel H-Pile Details, see Sht. SU-61.*
6. *Provide 1½ extra turns top and bottom.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



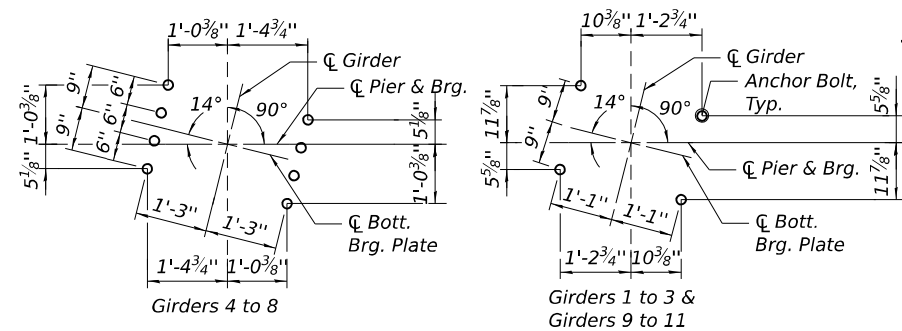
PIER CAP PLAN



PIER ELEVATION



FOOTING PLAN



ANCHOR BOLT LAYOUT

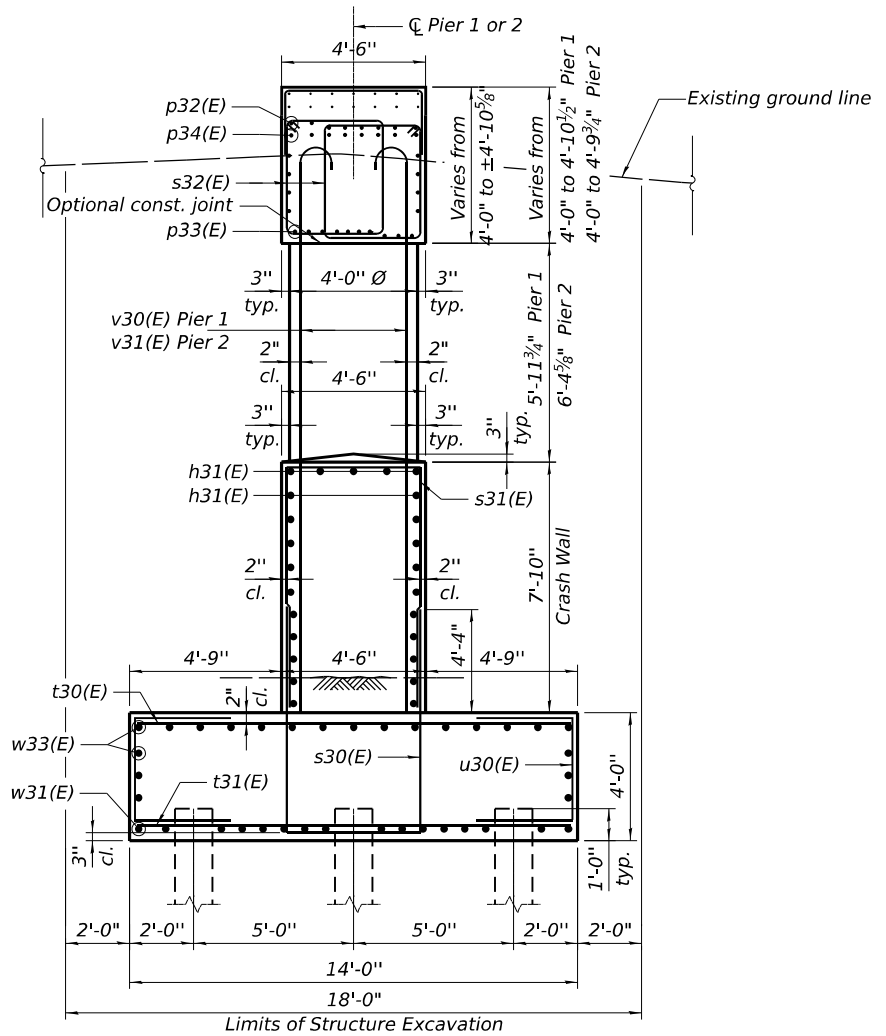
BRIDGE SEAT ELEVATIONS

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

Seat Ht.	Pier 1	Pier 2
G	2 5/8"	2 1/2"
H	4 1/2"	4 3/8"
I	1"	1 1/2"
J	1 5/8"	1 7/8"

MINIMUM BAR LAP

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



END VIEW

Notes:

1. Work this sheet with Shts. SU-58 and SU-60.
2. Cast steps monolithically with cap.
3. Space top reinforcement in cap to miss anchor bolts.
4. For Anchor Bolt and Bearing Details, see Shts. SU-50 and SU-51.
5. For Steel H-Pile Details, see Sht. SU-61.
6. Provide 1 1/2 extra turns top and bottom. Extend spiral 2" into pier cap and crash wall. Provide 4-#4 spacer or equivalent.
7. Adjust s34(E) bar spacing in the field to miss anchor bolts and vertical column reinforcement.

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP-2\W.BENTLEY\EXP-2\0460154-06863-053-PIER-STAGE 2.DGN



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

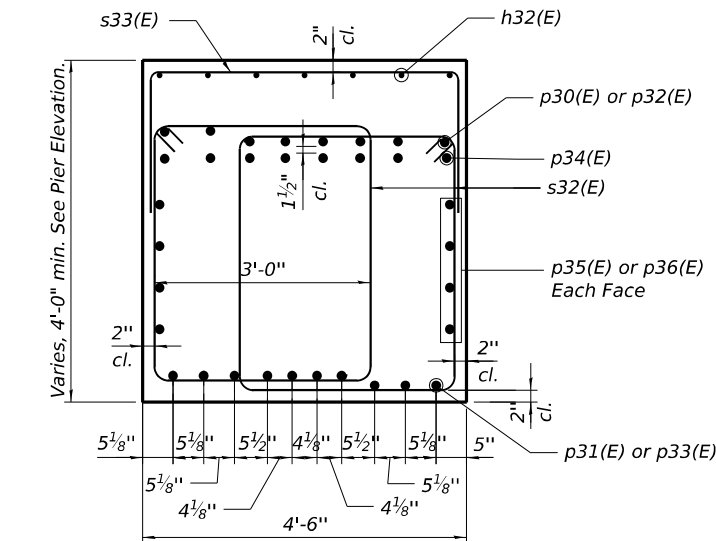
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER PLAN AND ELEVATION - STAGE 2
STRUCTURE NO. 046-0154

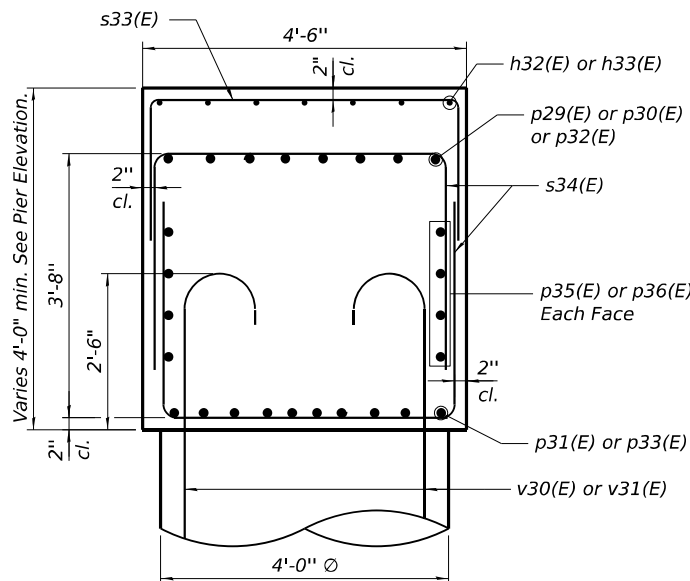
SHEET SU-59 OF SU-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	744
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

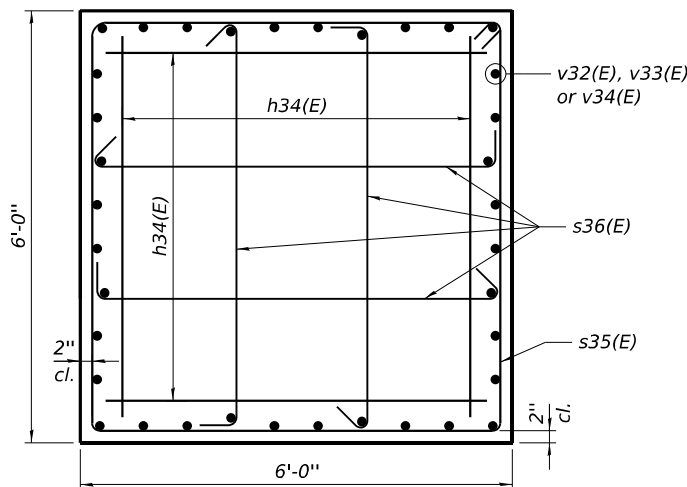
MODEL - 2D SHEET 11
FILE NAME: C:\PWP\WORK\EXP-2\W.BENTLEY.COM\EXP-2\0460154-66863-054-PIER-DETAILS.DGN



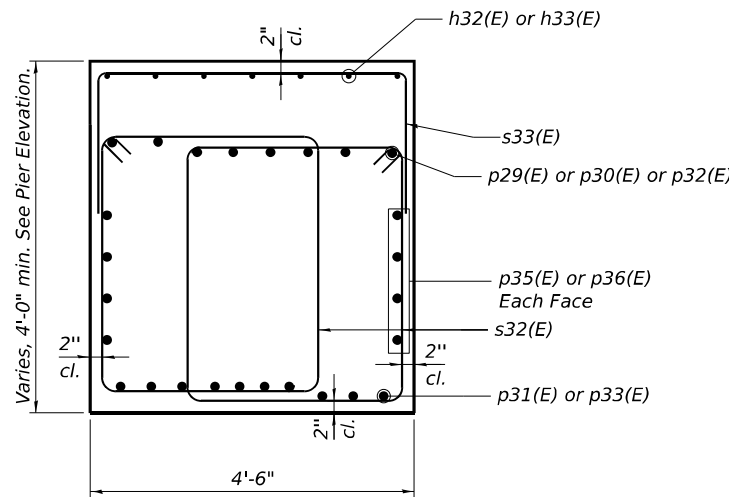
SECTION A-A



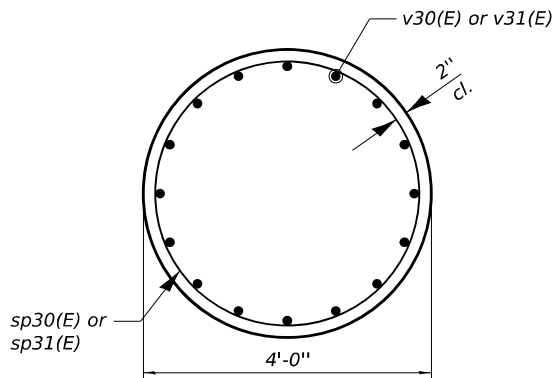
SECTION C-C



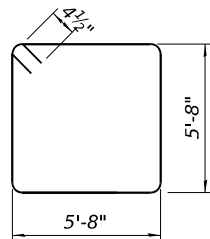
MONUMENT PEDESTAL DETAIL



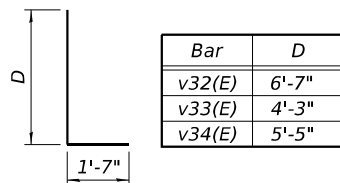
SECTION B-B



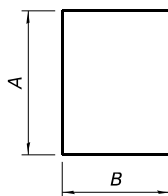
SECTION D-D



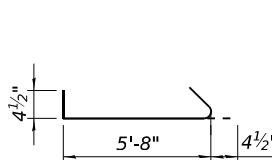
s35(E) BAR



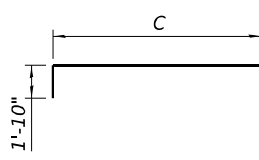
v32(E), v33(E) and v34(E) BARS



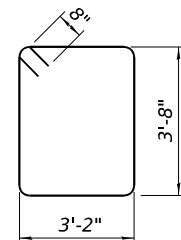
s30(E), s31(E), s33(E), s34(E)
u30(E), u31(E), u32(E) and u33(E) BARS



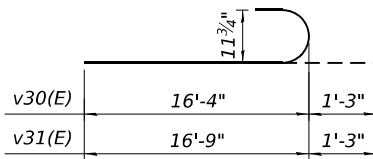
s36(E) BAR



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



s32(E) BAR



v30(E) and v31(E) BARS

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

Bar	C
p30(E)	41'-4"
p32(E)	38'-4"
p34(E)	12'-0"

BILL OF MATERIAL - PIER 1

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

BILL OF MATERIAL - PIER 2

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

* Length is height of spiral.

Notes:

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



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER SECTIONS & DETAILS
STRUCTURE NO. 046-0154

SHEET SU-60 OF SU-72 SHEETS

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



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



WELDED COMMERCIAL SPLICE



SHOE ATTACHMENT



WELDED COMMERCIAL SPLICE ALTERNATE

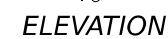
- * Interrupt welds $\frac{1}{4}$ " from end of web and/or each flange.
- ** Remove portions of backup $\frac{1}{2}$ "s that extend outside the flanges.
- *** Weld size per pile shoe manufacturer ($\frac{5}{16}$ " min.).



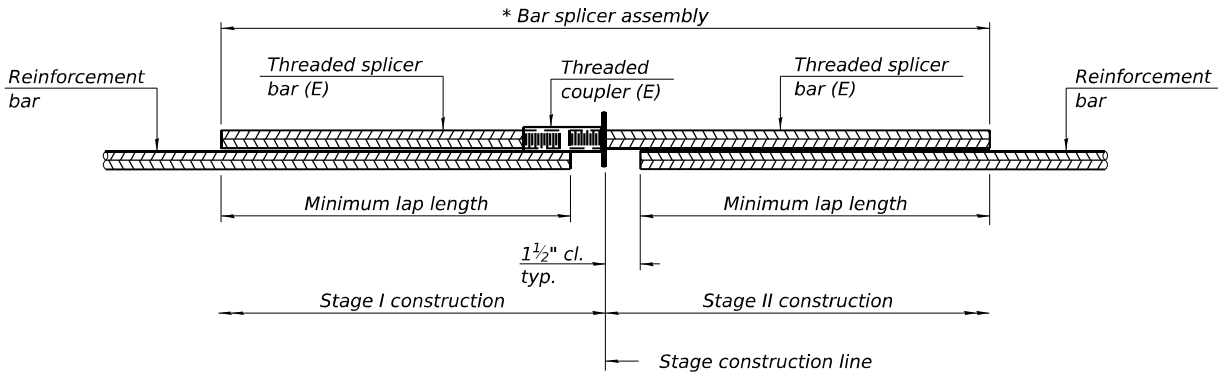
END VIEW



WELDED PLATE FIELD SPLICE



INDIVIDUAL PILE
CONCRETE ENCASEMENT
(when specified)



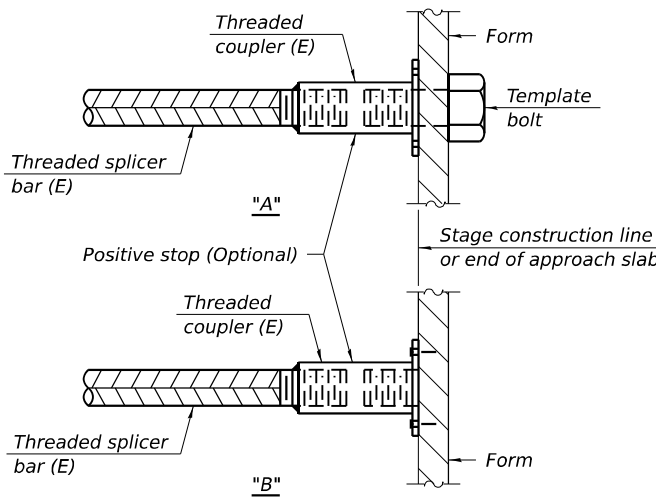
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

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

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

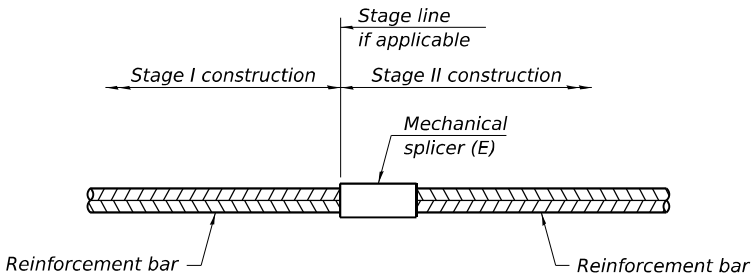


INSTALLATION AND SETTING METHODS

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

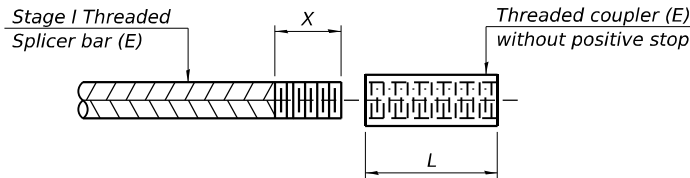
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

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

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

BSD-1

4-4-2025



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY
STRUCTURE NO. 046-0154

SHEET SU-62 OF SU-72 SHEETS

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



SOIL BORING LOG

Page 1 of 2

Date 8/7/13

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

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

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

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

[illegible]

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



SOIL BORING LOG

Page 2 of 2

Date 8/7/13

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

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

Soil Description	Depth (ft)	Moisture (%)	Specific Gravity	Unit Weight (pcf)
Hard Gray Silty Clay (continued)	6			
	8	5.7	21	
	10	B		
	4			
	5	5.1	19	
	9	B		
624.11				
Very Stiff to Hard Gray Silty Clay Loam/Silty Loam Till	5			
	7	3.0	14	
	10	P		
	10			
	17	6.6	12	
	22	S		
-50				
	6			
	9	7.0	12	
	13	S		
615.69				
Dense Gray Limestone	100/5		14	
End of Boring				
-85				
-90				

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



USER NAME = SALASL	DESIGNED - MSH	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666663 ' / IN.	DRAWN - MSH	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS 2
STRUCTURE NO. 046-0154

SHEET SU-64 OF SU-72 SHEETS

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



SOIL BORING LOG

Page 1 of 2

Date 8/7/13

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

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

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

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

[illegible]

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



SOIL BORING LOG

Page 2 of 2

Date 8/7/13

ROUTE	<u>I-57 (FAI 57)</u>	DESCRIPTION	<u>I-57 over IL 17 in Kankakee</u>	LOGGED BY	<u>Larry Myers</u>
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SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. <u>046-0006/0007(Exist.)</u>	D	E	L	U	M	Surface Water Elev. _____ ft
Station <u>190+92.05 (Exist.)</u>	E	P	L	C	O	Stream Bed Elev. _____ ft
	P	T	O	S	I	
BORING NO. <u>BH 14 (N. Pier)</u>	H	S	Qu	T		Groundwater Elev.: _____
Station <u>189+45.06</u>						First Encounter _____ 625.9 ft ∇
Offset <u>107.2 ft Rt.</u>						Upon Completion _____ 625.9 ft ∇
Ground Surface Elev. <u>670.02</u> ft	(ft)	(ft)	(ft)	(tsf)	(%)	After _____ Hrs. _____ ft

Depth (ft)	Soil Description	Moisture (%)	Specific Gravity	Unit Weight (pcf)
4	Hard Gray Silty Clay with Fine Roots in the Cracks (continued)	5	4.1	21
9		B		
4				
5		4.0	22	
8		B		
626.42				
45	Hard Gray Silty Clay Loam/Silty Loam Till	5		
6		5.3	19	
10		S		
5				
7	7.1	10		
12	S			
-50				
9				
12	5.2	13		
15	S			
618.42				
18	Dense Gray Limestone Fragments with Sand & Gravel			
25			12	
32				
-55				
615.42		46		
615.25	Dense Gray Limestone	100/2	12	
	End of Boring			
-60				

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



USER NAME = SALASL	DESIGNED - MSH	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666663 ' / IN.	DRAWN - MSH	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 3
STRUCTURE NO. 046-0154

SHEET SU-65 OF SU-72 SHEETS

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



SOIL BORING LOG

Page 1 of 2

Date 8/8/13

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

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

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0006/0007(Exist.)	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station 190+82.05 (Exist.)	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
	P	W	S	I		P	W	S	I
BORING NO. BH 15 (N. Pier)	T	H	Qu	T	Groundwater Elev.: _____	T	H	Qu	T
Station 189+52.67					First Encounter _____ 624.4 ft ▼				
Offset 10.5 ft R/L					Upon Completion _____ 624.4 ft √				
Ground Surface Elev. 669.44 ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs. _____ ft	(ft)	(/6")	(tsf)	(%)

[illegible]

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



SOIL BORING LOG

Page 2 of 2

Date 8/8/13

ROUTE	<u>I-57 (FAI 57)</u>	DESCRIPTION	<u>I-57 over IL 17 in Kankakee</u>	LOGGED BY	<u>Larry Myers</u>
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SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0006/0007(Exist.)	D	B	U	M	Surface Water Elev. _____	ft
Station 190+92.05 (Exist.)	E	L	C	O	Stream Bed Elev. _____	ft
	P	L	S	I		
BORING NO. BH 15 (N. Pier)	T	H	S	Q	Groundwater Elev.: _____	
Station 189+52.67					First Encounter _____	ft ☒ V
Offset 10.5 ft Rt.					Upon Completion _____	ft ☒ V
Ground Surface Elev. 660.44	ft	(ft)	(/6")	(tsf)	After _____	ft

Very Stiff Gray Silty Clay/Clay (continued)		5		
		6	3.8	22
		9	B	
		4		
	5	3.4	22	
	7	B		
	624.94			
Hard Gray Silty Clay/Silty Loam	▼-45	8		
		11	5.7	17
		13	S	
	622.44			
Medium Loamy Fine to Coarse Sand with Loam Till Layers		8		
		8		12
		13		
	-50			
		12		
			12	
		8		
	615.69	12		12
Dense Gray Limestone End of Boring		100/3*		
	-86			
	-60			

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



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 4
STRUCTURE NO. 046-0154

SHEET SU-66 OF SU-72 SHEETS

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



Illinois Department
of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/13/13

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

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

Latitude 41.119331, Longitude -87.835256

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0006/0007(Exist.)	DEP	BLO	UCS	MOIST	Surface Water Elev. _____ ft	DEP	BLO	UCS	MOIST
Station 190+92.05 (Exist.)	TH	WS	Qu	T	Stream Bed Elev. _____ ft	TH	WS	Qu	T
BORING NO. BH 16 (N. Pier)					Groundwater Elev.: _____				
Station 189+65.26					First Encounter 617.5 ft				
Offset 58.0 ft Lt.					Upon Completion 619.0 ft				
Ground Surface Elev. 653.03 ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs. _____ ft	(ft)	(/6")	(tsf)	(%)
Augered Black Silty Clay Loam Fill with Large Limestone Debris Pieces Fill and Brown & Gray Silty Clay					Very Stiff Gray Silty Clay - Tillish (continued)				
					4				
					5	3.0		24	
					6	B			
					4				
					5	2.4		26	
					7	B			
648.03	-5								
Hard Brown & Gray Silty Clay		5				3			
		7	7.2	19		4	2.4	25	
		10	S			6	B		
					626.03				
					Very Stiff to Hard Gray Silty Clay Loam/Silty Loam Till with Silt Layers				
		9				3			
		11	9.6	20		6	4.0	20	
		16	S			8	S		
		-10				-30			
		8				6			
		11	8.5	20		11	4.6	15	
		12	S			11	S		
		6				8			
		8	8.5	21		11	4.6	16	
		11	S			15	S		
					618.53				
		-16				8			
		5				15		15	
		6	4.4	24		51			
		8	S		616.53				
					Dense Gray Loamy Fine Sand to Coarse Gravel				
635.53					Dense Gray Limestone				
Very Stiff Gray Silty Clay - Tillish		4			End of Boring				
		5	3.3	23					
		8	B						
		-20							

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



Illinois Department
of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/15/13

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

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

Latitude 41.118678, Longitude -87.835179

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0006/0007(Exist.)	DEP	BLO	UCS	MOIST	Surface Water Elev. _____ ft	DEP	BLO	UCS	MOIST
Station 190+92.05 (Exist.)	TH	WS	Qu	T	Stream Bed Elev. _____ ft	TH	WS	Qu	T
BORING NO. BH 17 (S. Pier)					Groundwater Elev.: _____				
Station 192+03.07					First Encounter 616.6 ft				
Offset 71.9 ft Lt.					Upon Completion 622.6 ft				
Ground Surface Elev. 652.60 ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs. _____ ft	(ft)	(/6")	(tsf)	(%)
Augered Black Silty Clay Loam Fill, Brown & Gray Silty Clay					Hard Brown & Gray Silty Clay Till (continued)				
					3				
					5	4.7		22	
					6	S			
650.09					630.59				
Very Stiff Brown & Gray Silty Clay					Very Stiff Gray Silty Clay				
		5				3			
		4	3.5	25		5	3.4	25	
		5	P			7	B		
		-5				-25			
		3				3			
		4	3.5	24		4	3.1	23	
		5	P			6	B		
645.59									
Hard Brown & Gray Silty Clay						3			
		5				5	3.4	23	
		7	5.1	20		7	B		
		11	S						
		-10				622.59	-30		
		7				4			
		11	8.3	21		7	4.5	11	
		15	S			9	P		
640.09						4			
Hard Gray Silty Clay						5	4.1	20	
		8				7	S		
		10	6.1	23					
		12	S						
		-16				-36			
		6				10			
		8	5.4	21		12	6.1	17	
		10	S			14	S		
		4				615.09	100/17		
		6	5.1	23		615.07			
		7	S						
633.09									
Hard Brown & Gray Silty Clay Till		-20							

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



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 5
STRUCTURE NO. 046-0154

SHEET SU-67 OF SU-72 SHEETS

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

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\BENTLEY.COM\13\46863\461\SOIL BORING5.DGN



SOIL BORING LOG

Page 1 of 2

Date 8/14/13

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

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

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

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

[illegible]

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



SOIL BORING LOG

Page 2 of 2Date 8/14/13

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

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

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0006/0007(Exist.)	D E P T H	B L O C K	U C S	M O I S T	Surface Water Elev. _____ ft	D E P T H	B L O C K	U C S	M O I S T
Station 190+92.05 (Exist.)					Stream Bed Elev. _____ ft				
BORING NO. BH 18 (S. Pier)					Groundwater Elev.: _____				
Station 192+40.68					First Encounter 666.3' ft ∇				
Offset 8.0 ft Rt.					Upon Completion 645.3' ft ∇				
Ground Surface Elev. 670.25 ft	(ft)	(ft)	(tsf)	(%)	After _____ Hrs. _____ ft	(ft)	(ft)	(tsf)	(%)

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

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



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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS 6
STRUCTURE NO. 046-0154

SHEET SU-68 OF SU-72 SHEETS

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



SOIL BORING LOG

Page 1 of 2

Date 8/21/13

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

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

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	046-0006/0007(Exist.)	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
Station	190+92.05 (Exist.)	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O

BORING NO. BH 19 (S. Pier)	T	W	S	Groundwater Elev.:	T	W	S
Station 192+37.82	H	S	Qu	First Encounter 623.3 ft▼	H	S	Qu
Offset 105.9 ft Rt.				Upon Completion 628.3 ft▼			
Ground Surface Elev. 673.27 ft (ft) (/6") (tsf) (%)				After Hrs. ft (ft) (/6") (tsf) (%)			

Augered Bituminous Shoulder, Black Silty Clay Loam, Gray Silty Clay Loam/Silty Loam Fill		Very Stiff Black Silty Clay Loam Topsoil	4 5 7	3.0 P	29	
			651.27			
		Hard Brown & Gray Silty Clay	4 5 7	4.2 S	23	
	-5		-25	6 8 11	5.1 S	21
				9 12 16	6.5 S	21
	-10		-30	5 9 12	9.2 S	21
			641.27			
		Hard Gray to Very Stiff Silty Clay - Tillish	7 9 13	7.1 S	20	
	-15		-38	4 7 10	5.0 S	23
				4 7 10	5.0 S	23
	653.27	-20		-40		

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



SOIL BORING LOG

Page 2 of 2Date 8/21/13

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

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

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	046-0006/0007(Exist.)	D	B	U	M	Surface Water Elev.	_____	ft	D	B	U	M
Station	190+92.05 (Exist.)	E	L	C	O	Stream Bed Elev.	_____	ft	E	L	C	O

BORING NO.	BH 19 (S. Pier)	T	W	S	Groundwater Elev.:	T	W	S
Station	192+37.82	H	S	Qu	First Encounter	H	S	Qu
Offset	105.9 ft Rt.				Upon Completion			
Ground Surface Elev.	673.27	ft	(ft)	(/6")	(tsf)	(%)		
					After	Hrs.		

Hard Gray to Very Stiff Silty Clay - Tillish (continued)				Dense Gray Limestone Weathered Surface End of Boring	613.02	100/3	8
	5		23				
	7	5.0					
	10	S					
	4						
	5	2.9	24				
	6	B					
▽ -45						-65	
	4						
	5	4.3	21				
	9	B					
	4						
	5	3.1	19				
	7	B					
624.27							
Very Stiff to Hard Gray Silty Clay Loam/Silty Loam Till with Silt Layers & Silty Clay Layers							
	4					-70	
▽ -60							
	5	2.5	23				
	6	B					
	7						
	12	4.7	17				
	15	S					
-66						-76	
	8						
	11	3.1	22				
	13	B					
	8						
	10	2.7	21				
	11	B					
613.27 -60						-80	

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



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 7
STRUCTURE NO. 046-0154

SHEET SU-69 OF SU-72 SHEETS

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

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\BENTLEY.COM\E\949W\01.D0168592\0460154-66863-564-SOIL BORING8.DGN



Illinois Department
of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 8/21/13

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

SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM.
Latitude 41.118186, Longitude -87.835804

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0006/0007(Exist.) Station 190+92.05 (Exist.)	D E P T H S Qu	B L O W S	U C S (tsf)	M O I S T (%)	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft	D E P T H S Qu	B L O W S	U C S (tsf)	M O I S T (%)
BORING NO. BH 20 (S. Abut.) Station 193+78.09 Offset 104.6 ft Rt. Ground Surface Elev. 673.62 ft	(ft)	(/6")	(tsf)	(%)	Groundwater Elev.: First Encounter 621.6 ft ▾ Upon Completion 630.6 ft ▾ After _____ Hrs. _____ ft	(ft)	(/6")	(tsf)	(%)
Augered Bituminous Shoulder, Gray Silty Clay Loam Fill	_____	_____	_____	_____	Hard Brown & Gray Silty Clay (continued)	4	_____	_____	_____
_____	_____	_____	_____	_____	_____	5	4.0	30	_____
_____	_____	_____	_____	_____	_____	7	_____	_____	_____
_____	_____	_____	_____	_____	_____	8	6.1	22	_____
_____	_____	_____	_____	_____	_____	10	_____	_____	_____
668.62 -5	_____	_____	_____	_____	_____	-25	_____	_____	_____
Very Stiff to Hard Gray Silty Clay Loam/Silty Loam Fill and Black Silty Clay Loam Fill with Layers of Brown/Gray Silty Clay Fill	_____	3	_____	22	_____	8	_____	_____	_____
_____	_____	3	3.0	_____	_____	10	8.1	18	_____
_____	_____	3	P	_____	_____	11	S	_____	_____
_____	_____	_____	_____	_____	_____	10	_____	_____	_____
_____	_____	_____	_____	_____	_____	15	10.7	20	_____
_____	_____	_____	_____	_____	_____	19	S	_____	_____
-10	_____	_____	_____	_____	_____	-30	_____	_____	_____
3	_____	_____	_____	_____	**Max Rimac @ 10%	6	_____	_____	_____
3	_____	_____	_____	_____	_____	13	10.9	19	_____
5	4.0	_____	_____	_____	_____	21	S**	_____	_____
_____	_____	_____	_____	_____	641.62	_____	_____	_____	_____
_____	_____	_____	_____	_____	Hard to Very Stiff Gray Silty Clay	8	_____	_____	_____
_____	_____	_____	_____	_____	_____	10	6.1	21	_____
_____	_____	_____	_____	_____	_____	12	S	_____	_____
-16	_____	_____	_____	_____	_____	-36	_____	_____	_____
4	_____	_____	_____	_____	_____	8	_____	_____	_____
4	_____	_____	_____	_____	_____	9	6.4	20	_____
7	4.5	_____	_____	_____	_____	11	S	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
655.62	_____	_____	_____	_____	_____	7	_____	_____	_____
Hard Brown & Gray Silty Clay	_____	_____	_____	_____	_____	10	5.0	24	_____
_____	_____	_____	_____	_____	_____	14	S	_____	_____
-20	_____	_____	_____	_____	_____	-40	_____	_____	_____

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



Illinois Department
of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 8/21/13

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

SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM.
Latitude 41.118186, Longitude -87.835804

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0006/0007(Exist.) Station 190+92.05 (Exist.)	D E P T H S Qu	B L O W S	U C S (tsf)	M O I S T (%)	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft	D E P T H S Qu	B L O W S	U C S (tsf)	M O I S T (%)
BORING NO. BH 20 (S. Abut.) Station 193+78.09 Offset 104.6 ft Rt. Ground Surface Elev. 673.62 ft	(ft)	(/6")	(tsf)	(%)	Groundwater Elev.: First Encounter 621.6 ft ▾ Upon Completion 630.6 ft ▾ After _____ Hrs. _____ ft	(ft)	(/6")	(tsf)	(%)
Hard to Very Stiff Gray Silty Clay (continued)	_____	5	_____	_____	_____	_____	_____	_____	_____
_____	_____	6	4.1	23	_____	_____	_____	_____	_____
_____	_____	9	B	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	4	_____	_____	_____	_____	_____	_____	_____
_____	_____	5	4.0	22	_____	_____	_____	_____	_____
_____	_____	10	B	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	5	_____	_____	_____	_____	_____	_____	_____
_____	_____	5	4.6	22	_____	_____	_____	_____	_____
_____	_____	9	B	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	5	_____	_____	_____	_____	_____	_____	_____
_____	_____	6	4.1	19	_____	_____	_____	_____	_____
_____	_____	9	B	_____	_____	_____	_____	_____	_____
623.62 -50	_____	_____	_____	_____	_____	_____	_____	_____	_____
Hard Gray Silty Loam Fill with Layers of Loamy Sand/Gravel	_____	4	_____	_____	_____	_____	_____	_____	_____
_____	_____	6	4.0	22	_____	_____	_____	_____	_____
_____	_____	8	B	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	6	_____	_____	_____	_____	_____	_____	_____
_____	_____	9	5.1	10	_____	_____	_____	_____	_____
_____	_____	14	S	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	16	_____	_____	_____	_____	_____	_____	_____
_____	_____	28	_____	10	_____	_____	_____	_____	_____
_____	_____	31	_____	_____	_____	_____	_____	_____	_____
616.12	_____	_____	_____	_____	_____	_____	_____	_____	_____
Dense Gray Limestone Weathered Surface	615.79	100/4"	_____	9	_____	_____	_____	_____	_____
End of Boring	_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
-60	_____	_____	_____	_____	_____	_____	_____	_____	_____

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



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 8
STRUCTURE NO. 046-0154

SHEET SU-70 OF SU-72 SHEETS

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



SOIL BORING LOG

Page 1 of 2

Date 8/14/13

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

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

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

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

[illegible]

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



SOIL BORING LOG

Page 2 of 2

Date 8/14/13

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

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

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

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

Soil Description	Depth (ft)	Soil Type	Moisture (%)	Notes
Hard to Very Stiff Gray Silty Clay (continued)	5			
	7	3.7	23	
	10	B		
	4			
	5	3.5	25	
	8	B		
	-45			
	4			
Hard Gray Silty Clay Loam/Silty Loam Till with Sand & Gavel Layers and Silt/Clay Layers	5	3.1	24	
	7	B		
	626.07			
	11			
	21	>4.5	12	
	18	P		
	-50			
	11			
	22	>4.5	10	
	31	P		
	12			
	24	6.7	12	
	19	S		
	▽ 56			
	9			
	12	5.1	18	
	16	S		
	616.07			
	18			
	34		11	
	56.5'	100/2'		
	614.90			
	Dense Gray Limestone, Top 1' Fractured & Reworked - Solid @ 56.5'			
	End of Boring			
-60				

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



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 9
STRUCTURE NO. 046-0154

SHEET SU-71 OF SU-72 SHEETS

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



SOIL BORING LOG

Page 1 of 2

Date 8/15/13

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

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

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

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

[illegible]

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



SOIL BORING LOG

Page 2 of 2

Date 8/15/13

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

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

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

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

[illegible]

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



USER NAME = SALASL	DESIGNED - MSH	REVISED -
	APPROVED - MAF	REVISED -
PLOT SCALE = 0.16666663 ' / IN.	DRAWN - MSH	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MAF	REVISED -

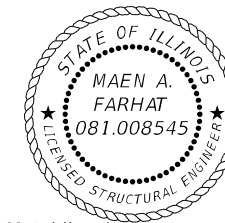
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 10
STRUCTURE NO. 046-0154

SHEET SU-72 OF SU-72 SHEETS

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

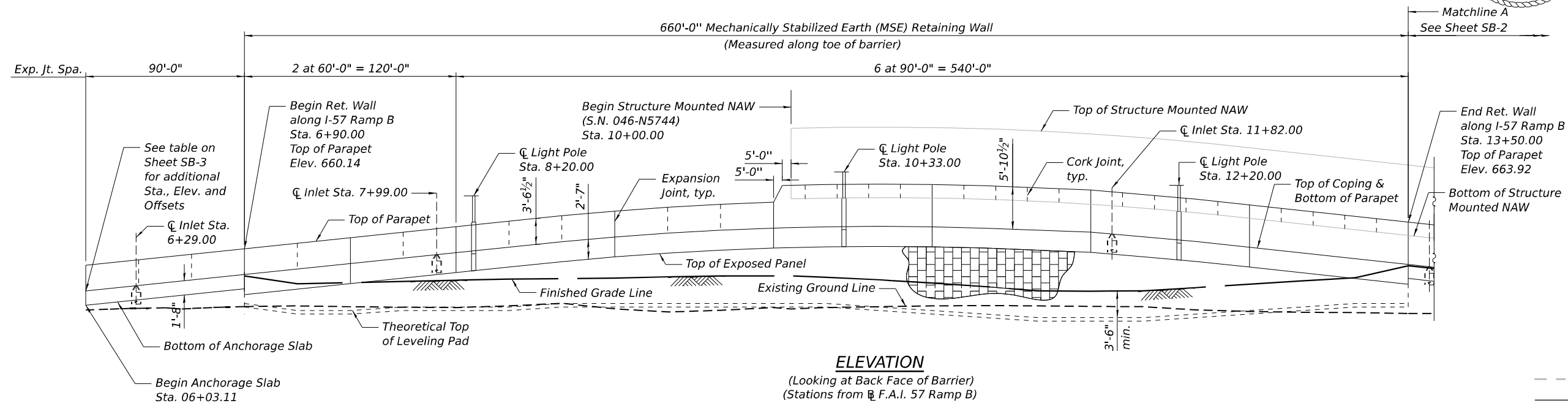
No Salvage.



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

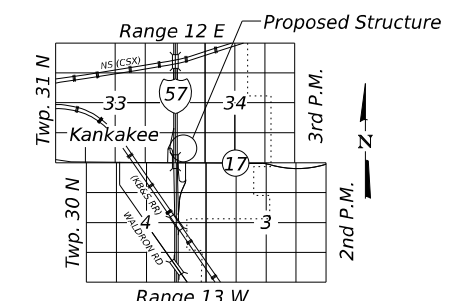
APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Mark Shaffer
ENGINEER OF BRIDGES & STRUCTURES



LEGEND

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



LOCATION SKETCH

GENERAL PLAN & ELEVATION

RETAINING WALL AT RAMP B

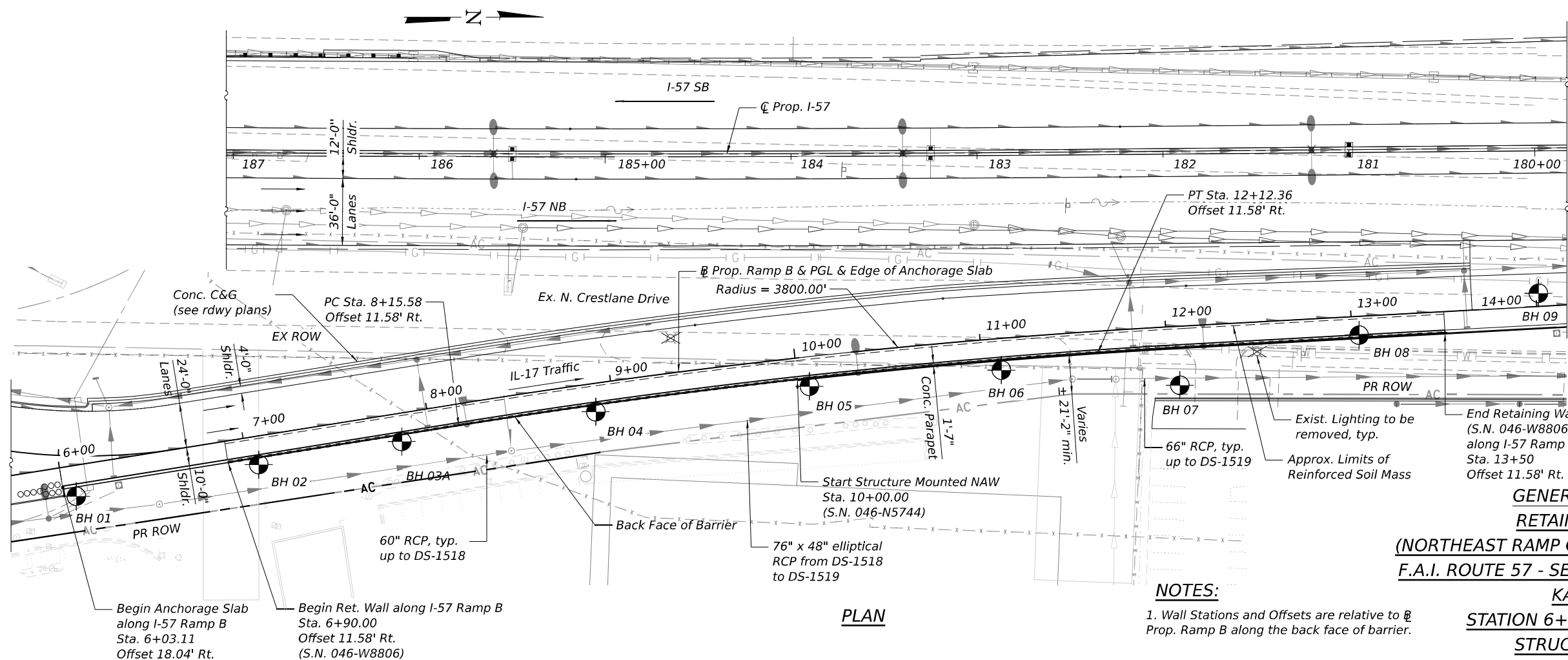
(NORTHEAST RAMP ON I-57 OVER IL 17 AT SN 046-0154)

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

KANKAKEE COUNTY

STATION 6+90.00 to STATION 13+50.00

STRUCTURE NO. 046-W8806



NOTES:

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

PLAN

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 046-W8806

SHEET SB-1 OF SB-19 SHEETS

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

ILLINOIS		FED. AID PROJECT
----------	--	------------------

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

GENERAL NOTES

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

DESIGN SPECIFICATIONS

2024 AASHTO LRFD Bridge Design Specifications, 10th Edition

INDEX OF SHEETS

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

TOTAL BILL OF MATERIAL

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

CONTROL POINTS

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

GENERAL NOTES CONTINUED

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

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Struct. Steel, M270 Grade 50, posts)

PRECAST UNITS

f'c = 4,500 psi
fy = 60,000 psi (Reinforcement)
fy = 65,000 psi (Welded Wire Reinforcement)

LOADING

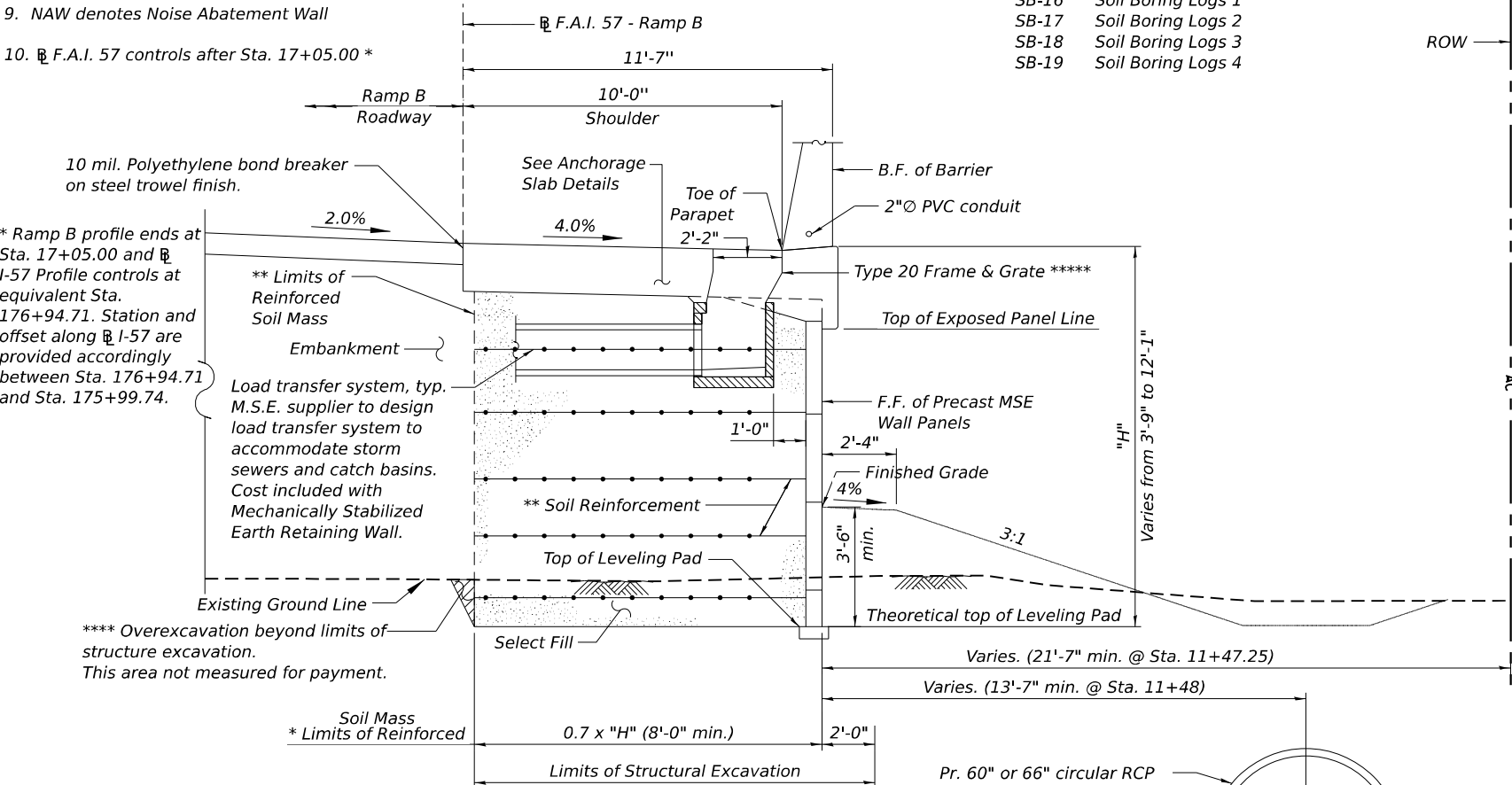
Allow 35 psf wind load for Structure Mounted Noise Wall.
Maximum Dead Load not to exceed 65 lb/sq.ft. of wall face area.
Traffic Impact per AASHTO LRFD: TL5. Approx. Noise Wall Height = 18'-0". Designed Service Weight of Noise Abatement Wall: 1.5 kips per linear foot of wall.

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

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

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

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



NOTES

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

TYPICAL SECTION THRU MSE WALL

CURVE DATA

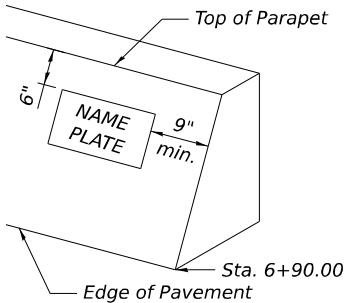
(@ F.A.I. 57 - Ramp B RT TRN LN)
PR CURVE PR_RAMP-B-4
PI STA = 4+91.09
Δ = 101°35'37" (LT)
D = 17°57'40"
R = 319.00'
T = 391.09'
L = 565.63'
E = 185.69'
PC STA = 1+00.00
PT STA = 6+65.63

CURVE DATA

(@ F.A.I. 57 - Ramp B)
PR CURVE PR_RAMP-B-3
PI STA = 10+14.15
Δ = 05°58'57" (RT)
D = 01°30'28"
R = 6,900.00'
T = 198.57'
L = 396.78
E = 5.18'
PC STA = 8+15.58
PT STA = 12+12.36

CURVE DATA

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

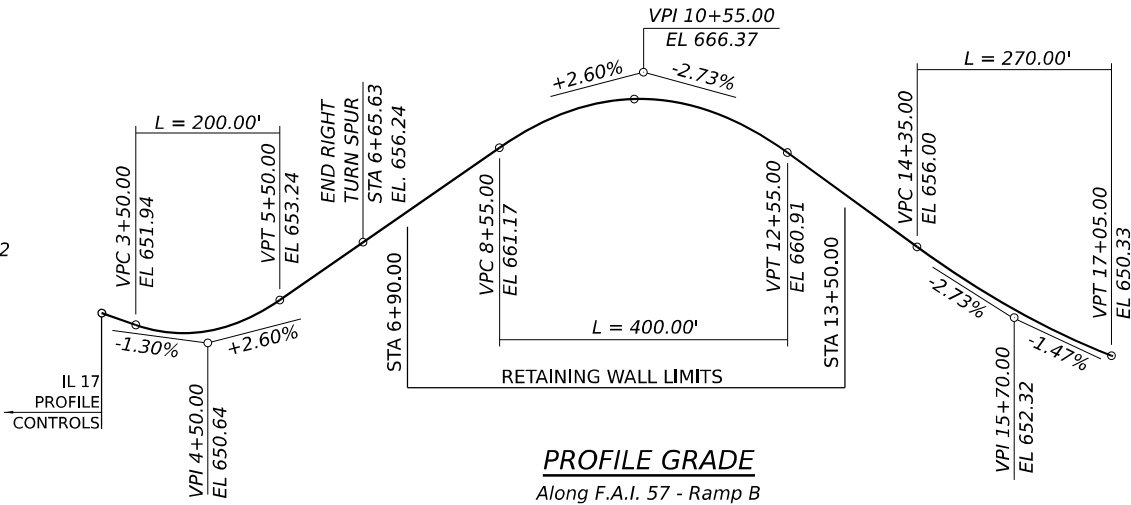


NAME PLATE LOCATION

NAME PLATE

See Std. 515001

STA.
BUILT 20XX BY
STATE OF ILLINOIS
F.A.I. RTE. 57
SEC. (46-3)R,HBK-1&[(46-3)HB-5]HB-1
FROM STA. 6+90.00 TO STA. 13+50.00
STRUCTURE NO. 046-W8806



PROFILE GRADE

Along F.A.I. 57 - Ramp B



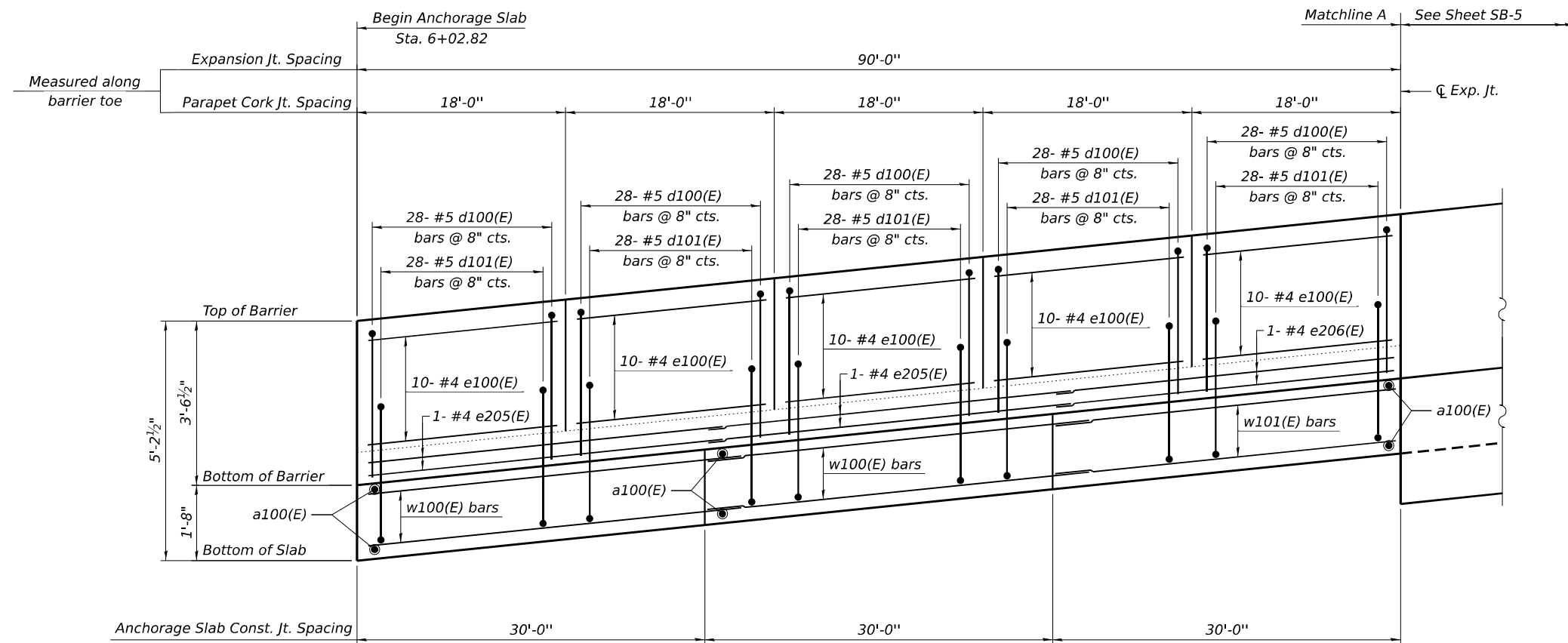
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	APPROVED - MAF	REVISED -
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PLOT DATE = 6/24/2026	CHECKED - MAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 046-W8806

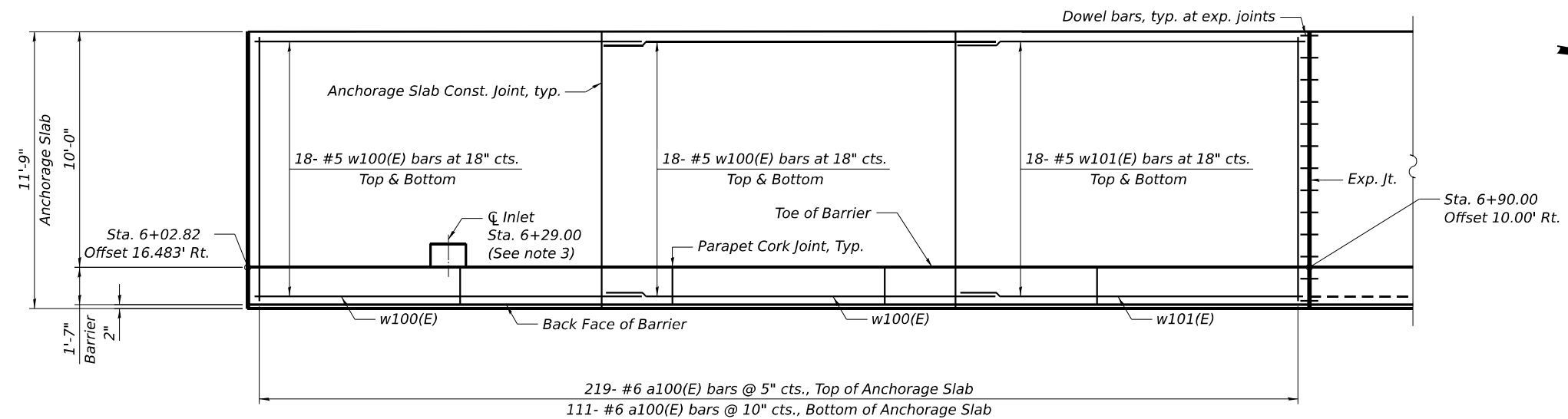
SHEET SB-3 OF SB-19 SHEETS

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



ELEVATION
(Looking at B.F. of Barrier)

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



PLAN

MIN. BAR LAPS

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

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP-2\W.BENTLEY.COM\EXP-2\046-W8806-3-SHT-04-DET-P&E.DGN



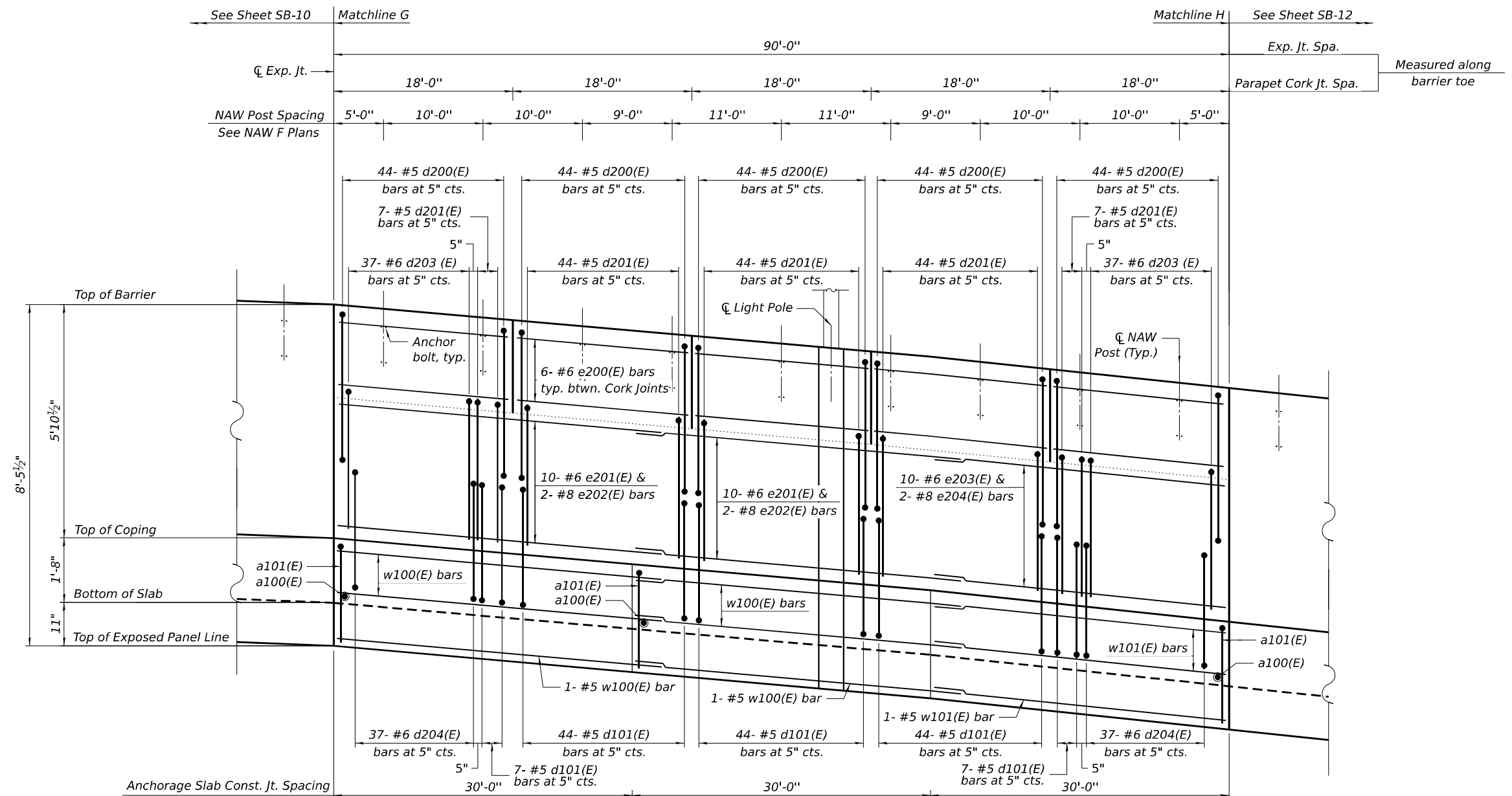
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		APPROVED -	MAF	REVISED -	-
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PLOT DATE	= 4/23/2026	CHECKED -	MAF	REVISED -	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

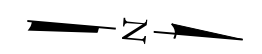
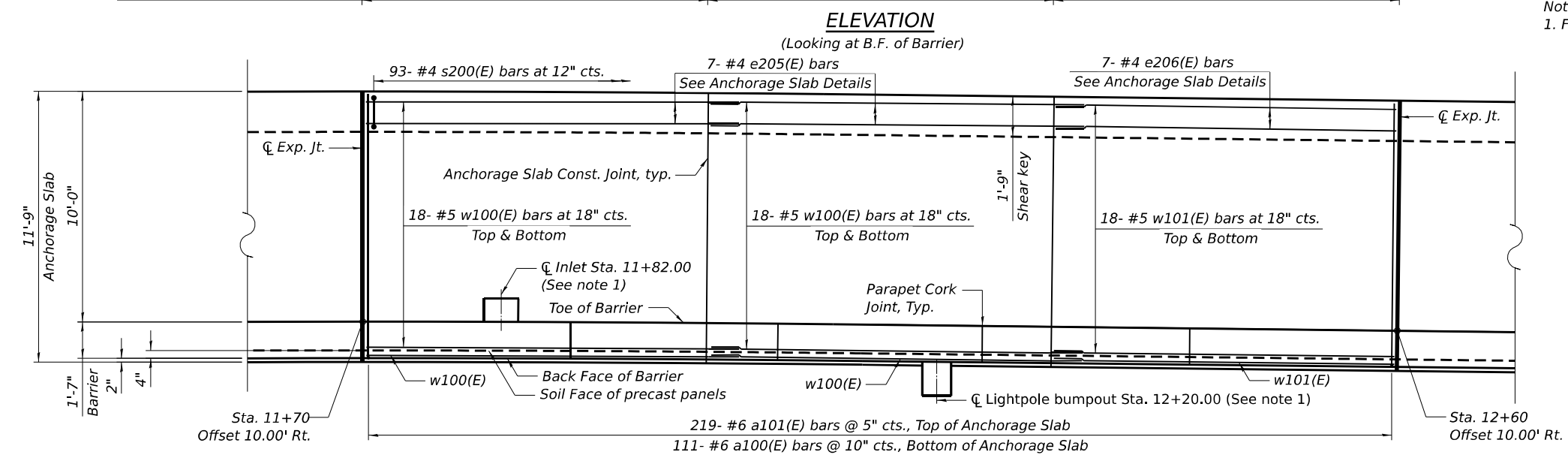
DETAILED PLAN AND ELEVATION 1
STRUCTURE NO. 046-W8806

SHEET SB-4 OF SB-19 SHEETS

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



Note:
1. For notes and minimum bar laps, see Sheet SB-4



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILED PLAN AND ELEVATION 8
STRUCTURE NO. 046-W8806

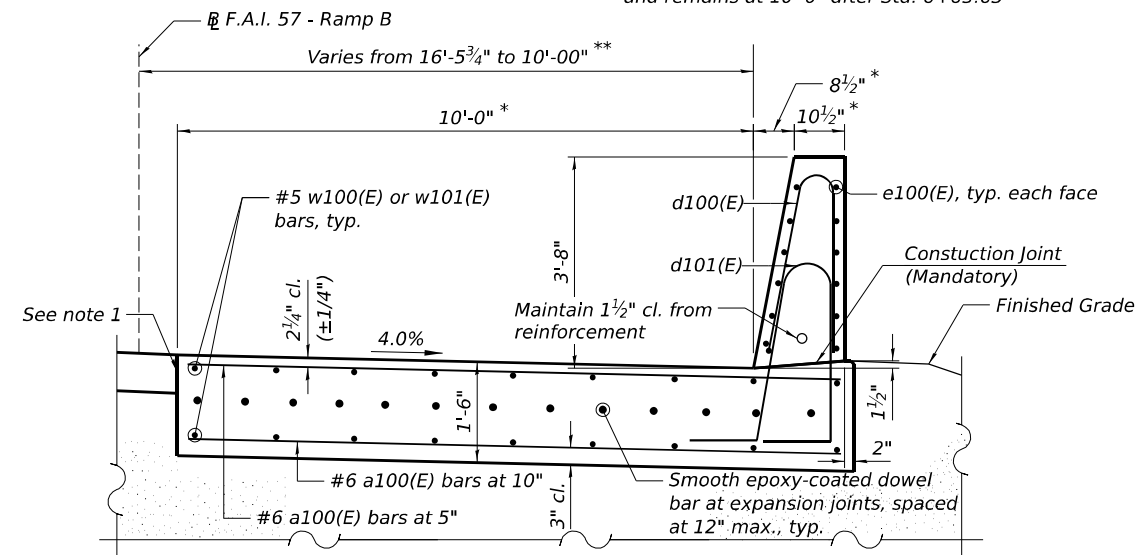
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	768
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

USER NAME = SALASL	DESIGNED - TFB	REVISED -
PLOT SCALE = 0.16666633 1/16 IN.	APPROVED - MAF	REVISED -
PLOT DATE = 4/23/2026	DRAWN - TFB	REVISED -
	CHECKED - MAF	REVISED -

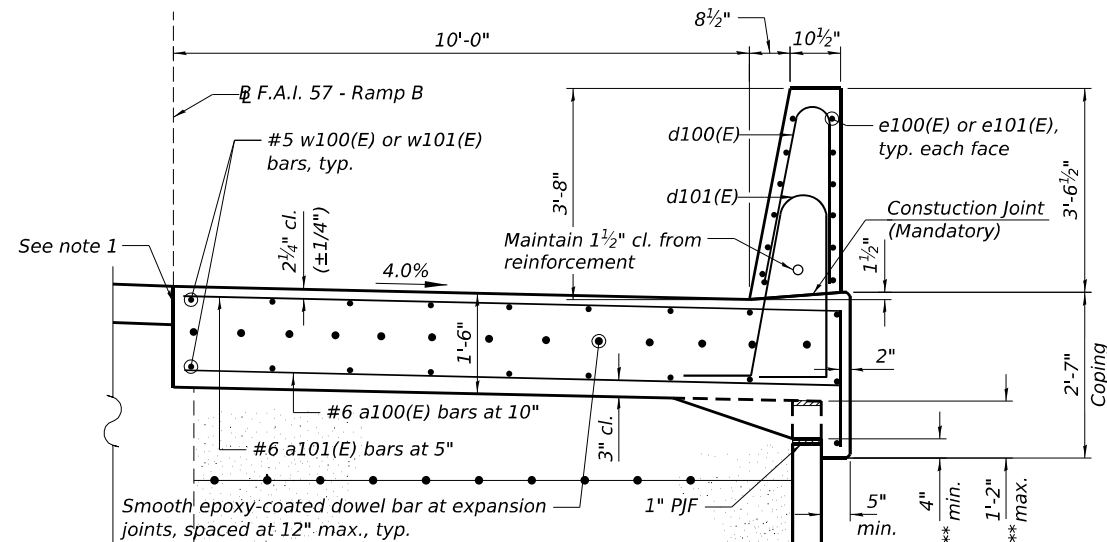


MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\2\W.BENTLEY.COM\11\0291860\036863-SHT-11-DTPR66.DGN

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



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

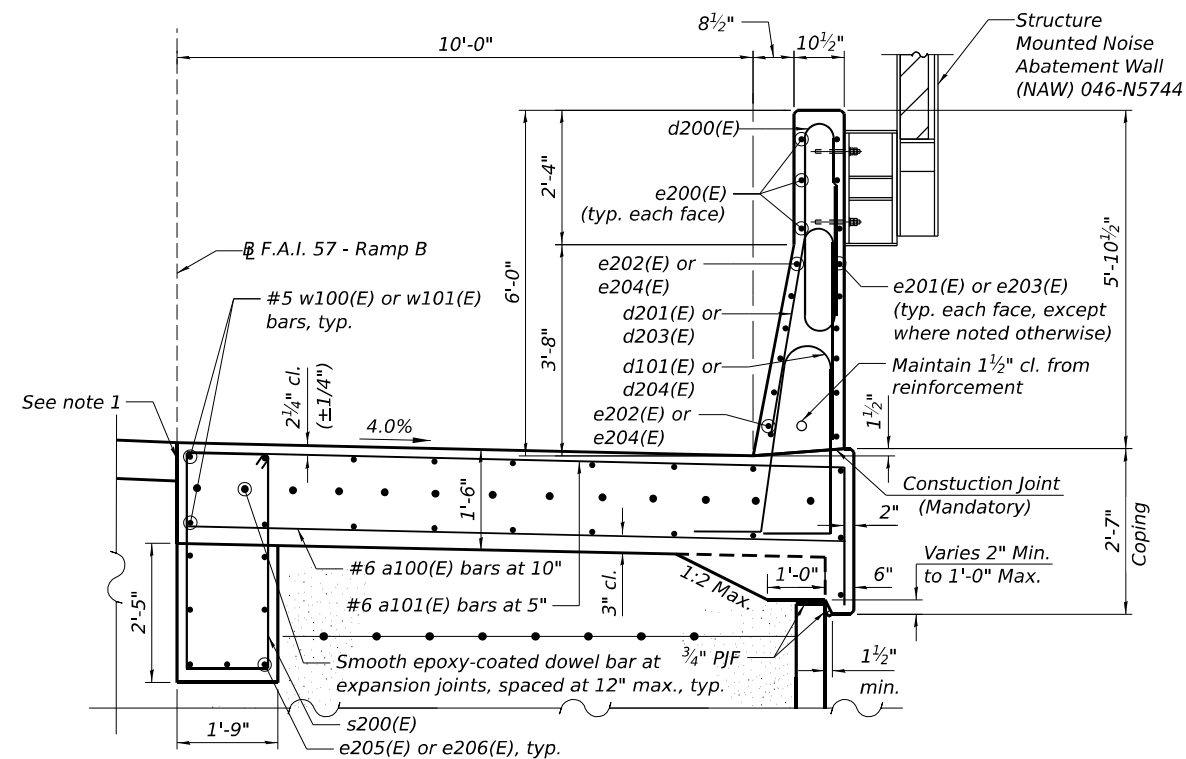


(Sta. 6+90.00 to Sta. 9+90.00)

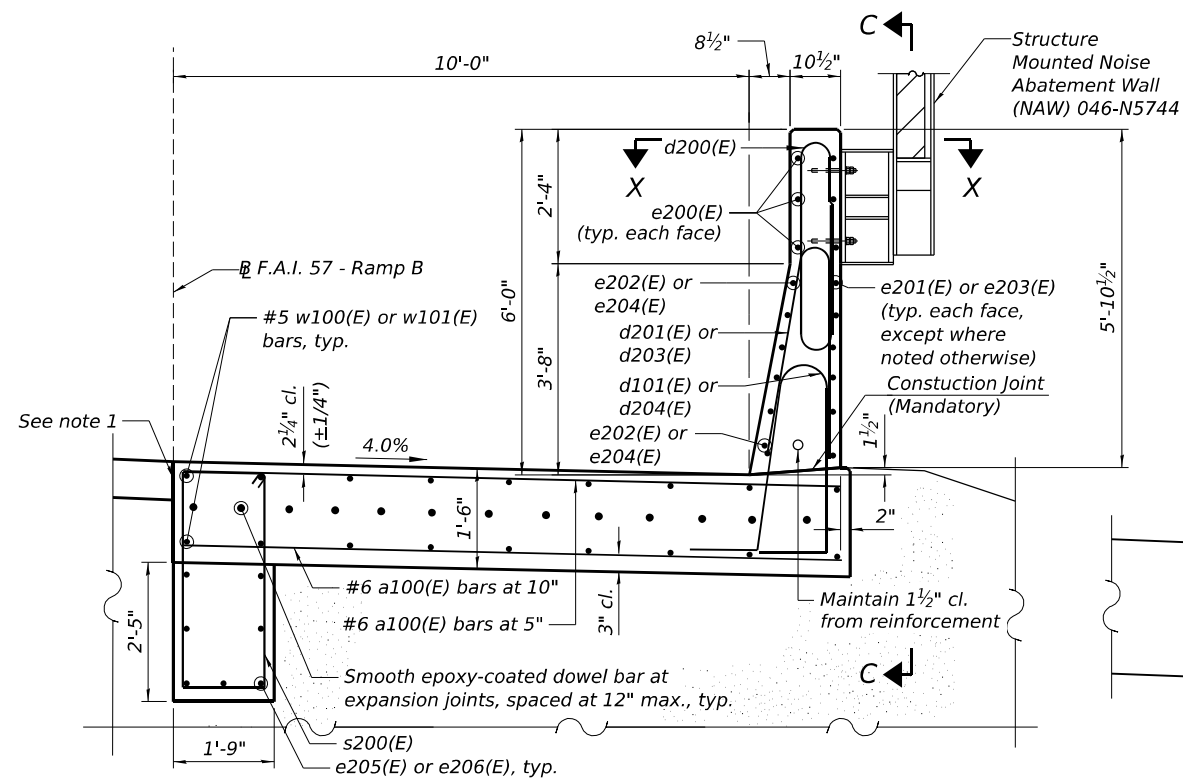
*** Limits of Bond breaker membrane between front of panel and overhang.

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

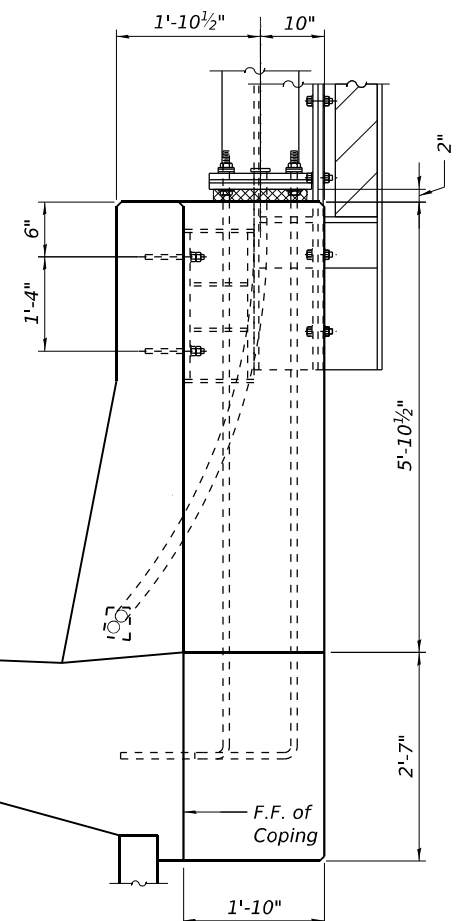
Post and post connection bracket details shown for information only. See Noise Abatement Wall Anchor Rod Assembly. Cost of four anchor rods, template plate, and associated hardware included in the unit cost for one each of Noise Abatement Wall Anchor Rod Assembly.



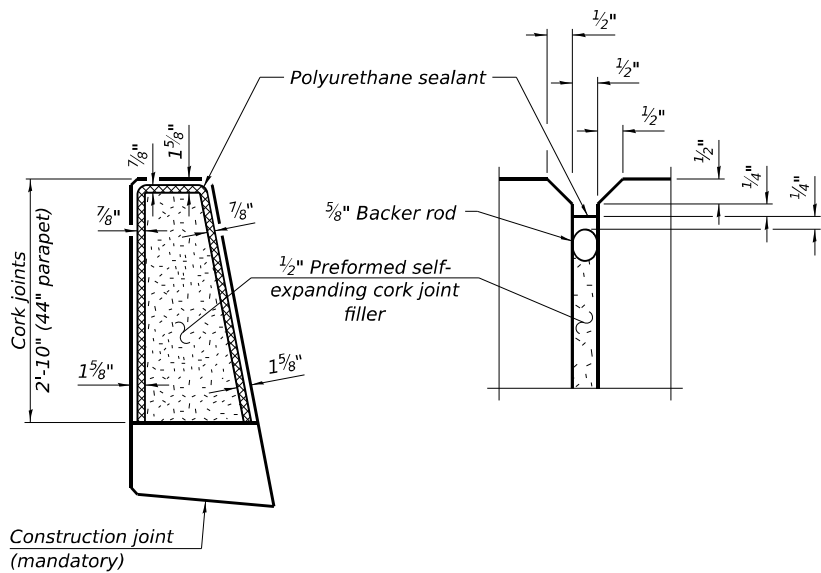
(Sta. 09+90.00 to Sta. 13+50.00)
(Parapet transition from Sta. 9+90.00 to 09+95.00 not shown for clarity.)



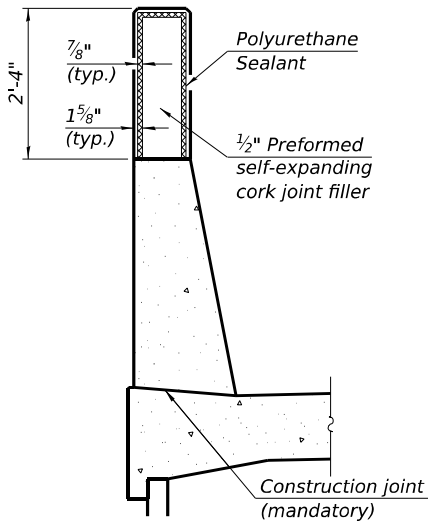
(Sta. 13+50.00 to Sta. 18+00.00)



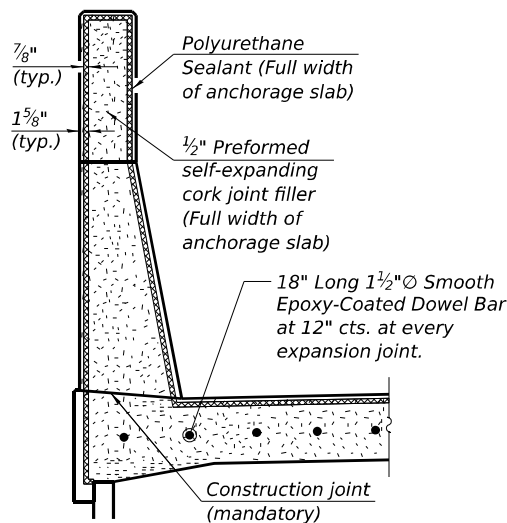
SECTION A-A - NAW POST
BEHIND LIGHT POLE BUMPOUT



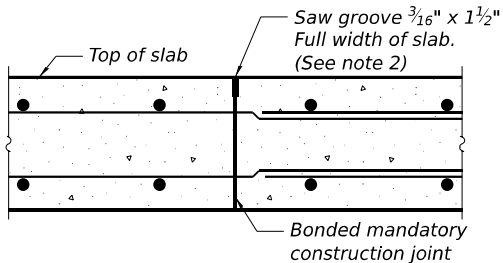
44" PARAPET CORK JOINT DETAILS
(See note 1)



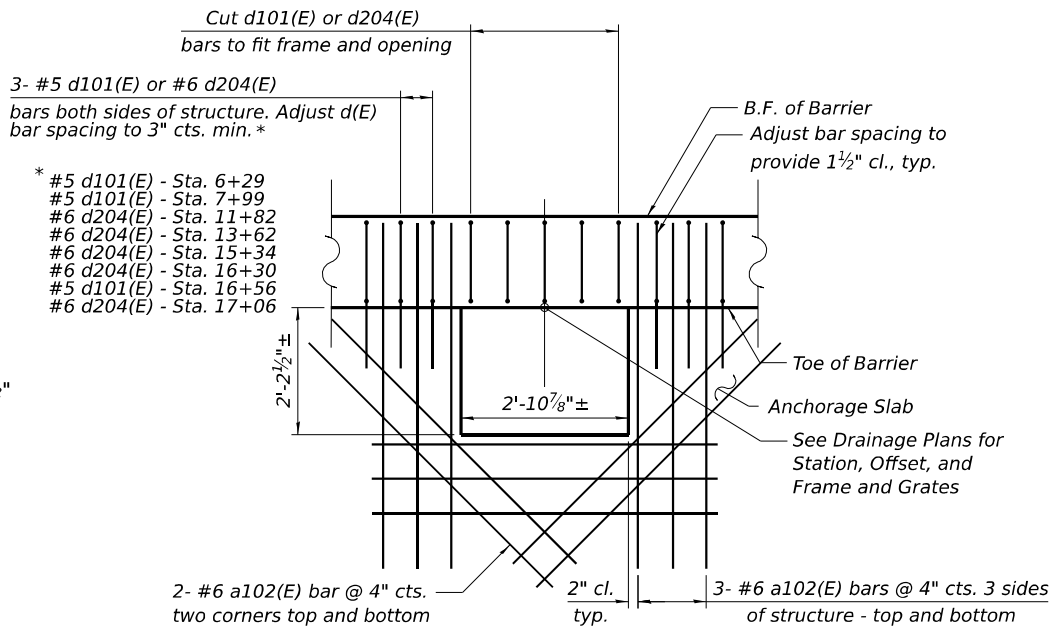
72" PARAPET CORK JOINT DETAILS
(See note 1)



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



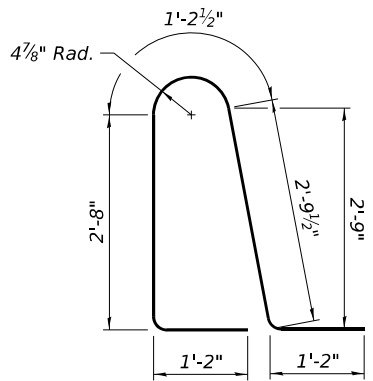
CONSTRUCTION JOINT IN SLAB



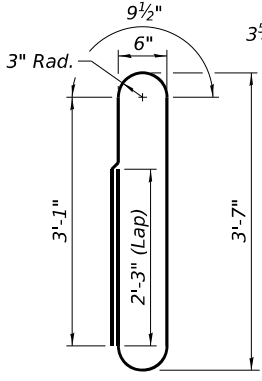
REINFORCEMENT AROUND DRAINAGE OPENING

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

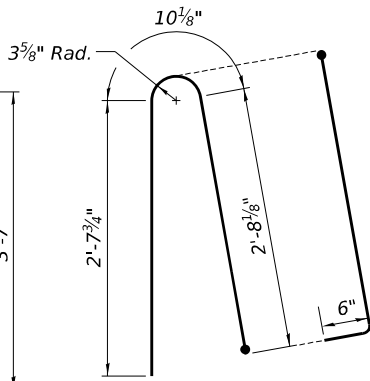
- Notes:
- The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
 - The saw groove shall use a hot poured joint sealer per Article 1050.02 of the Standard Specifications
 - Cost of expansion joints shall be included with Concrete Superstructure



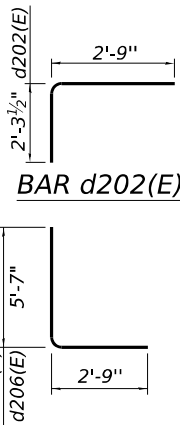
BAR d101(E) OR d204(E)
(Back leg to extend 9 1/2" into anchorage slab)



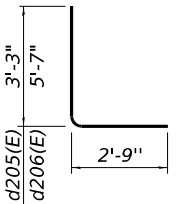
BAR d200(E)



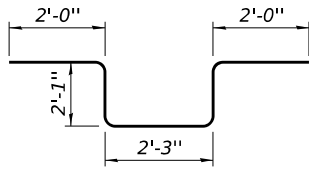
BAR d100(E)



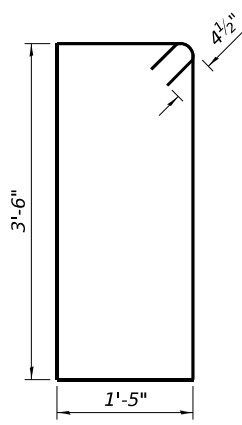
BAR d202(E)



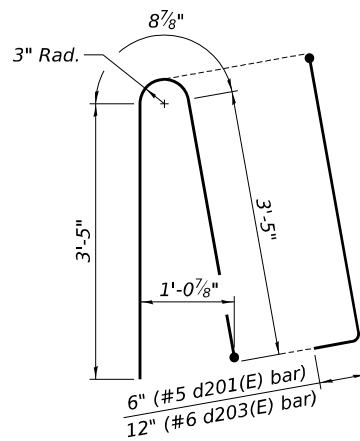
BAR d205(E) OR d206(E)



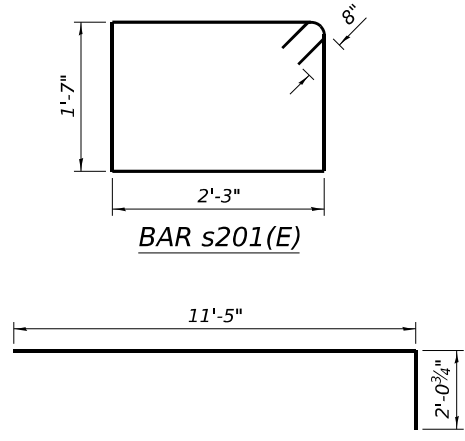
BAR d207(E)



BAR s200(E)



BAR d201(E) OR d203(E)



BAR a101(E)



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

DESIGNED	- TFB
APPROVED	- MAF
DRAWN	- TFB
CHECKED	- MAF

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALL DETAILS 3
STRUCTURE NO. 046-W8806

SHEET SB-15 OF SB-19 SHEETS

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

Page 1 of 1

Date 7/31/13

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

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,
Latitude 41.110927 Longitude -87.824810

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

STRUCT. NO. _____	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station _____	E	P	O	O	Stream Bed Elev. _____ ft	E	P	O	O
	T	W	S	I		T	W	S	I
BORING NO. _____	H	S	Qu	T	Groundwater Elev.: _____	H	S	Qu	T
Station _____ BH 01					First Encounter _____ Dry ft				
Offset _____ 184.8 ft L.					Upon Completion _____ Dry ft				
Ground Surface Elev. 651.57 ft	(ft)	((6"))	(tsf)	(%)	After _____ Hrs.	(ft)	((6"))	(tsf)	(%)

[illegible]

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

BH 01
F.A.I. 57 Ramp B
Station 6+03.46
Offset 15.4 ft Rt.

Page 1 of 1

Date 7/31/13

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

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

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

STRUCT. NO. _____	D	B	U	M	Surface Water Elev. _____	ft	D	B	U	M
Station _____	E	L	C	O	Stream Bed Elev. _____	ft	E	L	C	O
	P	L	S	I			P	L	S	I
BORING NO. _____	T	O		S	Groundwater Elev.: _____		T	O		S
Station _____	H	S	Qu	T	First Encounter _____	Dry	H	S	Qu	T
Offset _____					Upon Completion _____	ft				
Ground Surface Elev. 652.09	ft	(ft)	(ft)	(ft)	After _____	ft	(ft)	(ft)	(ft)	(ft)
		(ft)	(ft)	(ft)				(ft)	(ft)	(ft)

Augered Bituminous Pavement, White Sand & Gravel Fill, Gray Silty Clay Loam Fill	650.59	*			Very Stiff to Hard Brown & Gray Silty Clay	3 7 11	7.7 S	24
Very Stiff Dark Gray & Black Silty Clay with Organics			2.5 P	23	*Pushed Sample 4.5' - 7.5' (continued)	630.09		
*Pushed Sample 1.5' - 4.5'	648.59				Hard to Very Stiff Gray Silty Clay	4 5 6	4.1 B	22
Very Stiff to Hard Brown & Gray Silty Clay		-5	*			-25		
*Pushed Sample 4.5' - 7.5'			>4.5 P	23		3 5 6		3.7 R
						625.09		
			8		Hard Gray Silty Clay Loam Till with Silt & Gravel Pockets	5 7 11		4.7 B
			9 13	7.7 S				14
		-10				▽ -30		
			5			6 9 11		4.4 B
			8 14	7.7 S				
			8			3 4		11
			9 12	7.7 S		618.59		
		-15			Assumed Rock Surface - Gray Limestone	100/0°		
			5		End of Boring	-35		
			7 10	7.4 S				
			5					
			7 10	6.4 S				
		-20				-40		

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

BH 02
F.A.I. 57 Ramp B
Station 7+07.07
Offset 14.6 ft Rt.

Page 1 of 1

Date 8/1/13

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

SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,
Latitude: 44.422284, Longitude: -97.924679

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

STRUCT. NO. _____ Station _____	D E P T H S O I L T E S T	B	U	M	Surface Water Elev. _____ ft
		L	C	O	Stream Bed Elev. _____ ft
		W	S	I	
BORING NO. BH 03 Station 185+87.00 Offset 149.6 ft Lt. Ground Surface Elev. 652.06 ft		H	Q _u	T	Groundwater Elev.: First Encounter _____ ft Upon Completion _____ ft After Hrs. _____ ft
	(ft)	(ft)	(tsf)	(%)	

[illegible]

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

BH 03
F.A.I. 57 Ramp B
Station 8+06.49
Offset 13.6 ft Rt.

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



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

REVISED	-	•
REVISED	-	•
REVISED	-	•
REVISED	-	•

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 1
STRUCTURE NO. 046-W8806

SHEET SB-16 OF SB-19 SHEETS

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

ILLINOIS	FED. AID PROJECT
----------	------------------

MODEL: 2D SHEET H
FILE NAME: C:\PW WORK\EXP-PW.BENTLEY.COM EXP-PW-01\D0291860\ID3668G3-SHT-16-SOILBORING.DGN

Page 1 of 1Date 8/5/13

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

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

COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
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SOIL BORING I-57 & II-17 INTERCHANGE.GPJ II DOT.GDT 1/20/17

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

MODEL: 2D SHEET H
FILE NAME: C:\PW\WORK\EXPW\RENTI\FY.COM EXPW\0110029186\0D366863-SHT-18-SOI\ROBING.DGN

Page 1 of 1Date 8/20/13

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

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,
Latitude 41 121466 Longitude -87 835146

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

SOIL BORING L57 & II 17 INTERCHANGE GP. I II DOT GDT 1/20/17

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

**Illinois Department
of Transportation**
Division of Highways
IDOT

Page 1 of 1

Date 8/20/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	Retaining Wall in Northeast Quadrant of I-57 & IL 17 Interchange in Kankakee	LOGGED BY	Larry Myers
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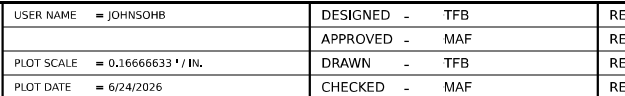
SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SW 1/4, SEC. 34, TWP. 31N, RNG. 12E, 3rd PM,
Latitude 41.121726 Longitude -87.835261

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

DOI: 10.1002/1522-2675(200104)17:04<1777::AID-PPSC1777>3.0.CO;2-1

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

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



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 3
STRUCTURE NO. 046-W8806

SHEET SB-18 OF SB-19 SHEETS

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

ILLINOIS FED. AID PROJECT

Page 1 of 1

Date 8/23/13

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

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

Latitude 41.121987, **Longitude** -87.835361

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

STRUCT. NO. _____	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station _____	P	L	C	O	Stream Bed Elev. _____ ft	P	L	C	O
	E	W	S	I		E	W	S	I
BORING NO. _____	H	S	Qu	T	Groundwater Elev.: _____	H	S	Qu	T
Station _____					First Encounter _____ Dry ft				
Offset _____					Upon Completion _____ ft				
Ground Surface Elev. 65.01	ft	(ft)	(/6")	(tsf)	After _____ Hrs. 618.1 ft	ft	(ft)	(/6")	(tsf)

Black Silty Clay Loam Fill, Tan Sand & Gravel Fill, Black Silty Clay Loam Topsoil	650.01	2.5 P	20	Hard to Very Stiff Gray Silty Clay (continued)	4 5 7	3.9 R	22
*Pushed Sample 0' - 3.0'							
Very Stiff Brown & Gray Silty Clay	648.01				4		
*Pushed Sample 0' - 3.0'					5 7	3.1 B	24
Hard Brown & Gray Silty Clay Loam Till		4.5 P	17				
*Pushed Sample 3.0' - 6.0'							
					-25		
					4		
					5 7	2.7 B	23
	644.01			624.51			
Hard Brown & Gray Silty Clay				Hard Gray Silty Loam & Silty Clay Loam Till with Silt Layers & Loamy Gravel Layers			
		7			8		
		8 11	6.1 S		8 9	4.5 P	14
		-10					
		4			18		
		5 8	5.9 S		27 31	4.5 P	11
				619.01			
		4		Dense Gray Shale - Weathered Surface	618.00		
		5 7	6.1 S	End of Boring	100/5'		8
	636.51						
Hard to Very Stiff Gray Silty Clay							
		-15					
		4					
		5 7	4.5 S				
		4					
		6 10	5.1 S				
		-20					
					-40		

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

BBS, form 137 (Rev. 8-99)

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

Page 1 of 1

Date 8/23/13

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

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

Latitude 41.122264, Longitude -87.835373

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
Station	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O
	P	T	S	I			P	T	S	I
BORING NO.	L	W	Q	T	Groundwater Elev.:		L	W	Q	T
Station	H	S			First Encounter	618.1 ft	H	S		
Offset					Upon Completion	628.6 ft				
Ground Surface Elev.					After	Hrs.				
	ft	(ft)	(ft)	(tsf)	(%)		(ft)	(ft)	(tsf)	(%)

Black Silty Clay Loam Fill & Black Silty Clay Loam Topsoil			Very Stiff Gray Silty Clay (continued)		
*Pushed Sample 0' - 3.0'	649.59	>4.5 P	21	3	5
Hard Brown & Gray Silty Clay Loam Till				7	3.4 B
*Pushed Sample 0' - 3.0'	647.59	*		3	
Hard Brown & Gray Silty Clay with Layers of Silt @ 0.5'		>4.5 P	20	4	3.4 B
*Pushed Sample 3.0' - 6.0'	-5			7	
				25	
				4	
				5	3.6 B
				8	
				623.59	
	5				
	7	4.0 P	21	8	
	11			9	4.5 P
				14	
	-10			16	
	5			18	>4.5 9
	5	6.1 S	20	18	
	8				
				618.09	
	5			617.62	
	7	5.7 S	21		
	9			100/2	8
	636.09				
Very Stiff Gray Silty Clay	-15				
	3				
	4	3.1 B	24		
	6				
	3				
	4	3.4 B	24		
	7				
	-20				

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

BBS, form 137 (Rev. 8-99)

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

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



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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS 4
STRUCTURE NO. 046-W8806

SHEET SB-19 OF SB-19 SHEETS

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

MODEL: 2D SHEET H
FILE NAME: C:\PW\WORK\EXP.PW BENTLEY.COM EXP.PW\01\0029186\0\0366863-SHT-19-SOIL BORING.DGN

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

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

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

Salvage: None.

CURVE DATA

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design
Specifications, 9th Edition

LOADING HL-93

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

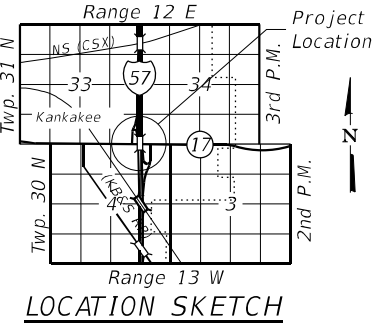
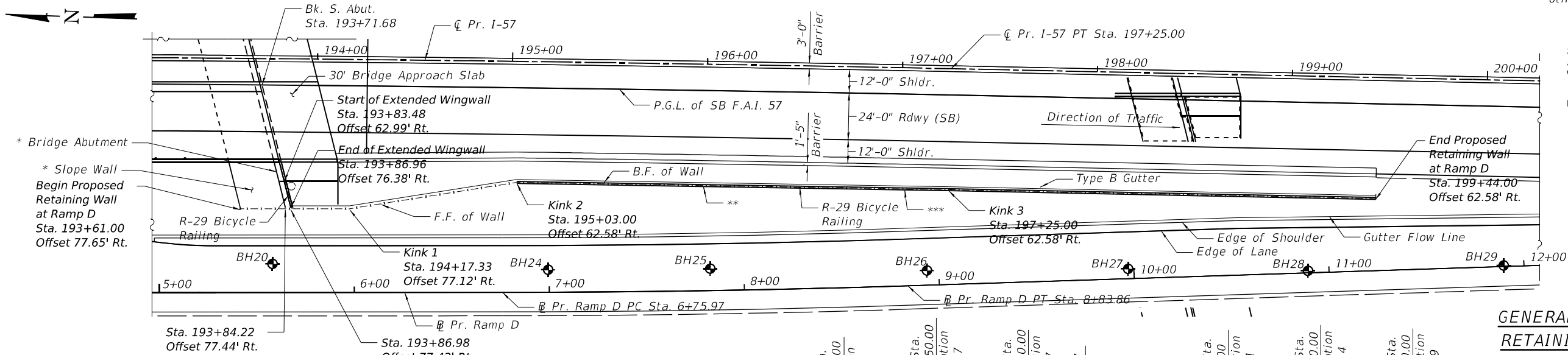
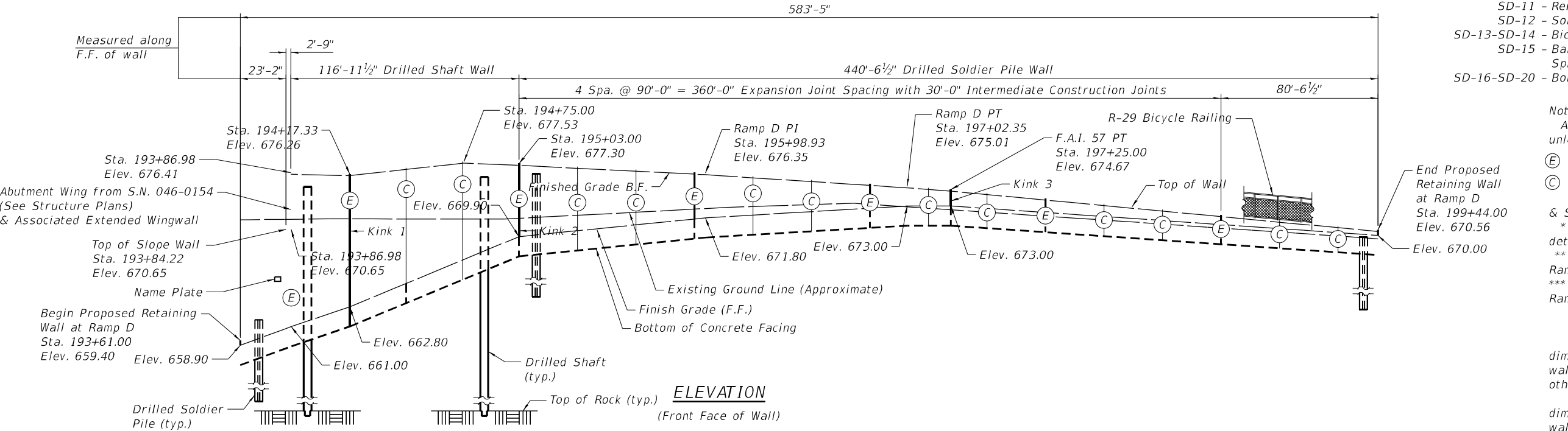
DESIGN STRESSES

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

INDEX OF SHEETS

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

Note:
All stations are along $\bar{C}$ Pr. I-57 unless noted otherwise.
(E) Indicates $\bar{C}$ expansion joint.
(C) Indicates construction joint.
For joint details, see Sheets SD-9 & SD-10 of SD-20.
* See S.N. 046-0154 Plans for details.
** Point on Wall, Offset 53.50' LT from Ramp D PI, I-57 Sta. 195+98.93
*** Point on Wall, Offset 49.25' LT from Ramp D PT, I-57 Sta. 197+02.35
F.F. denotes Front Face.
B.F. denotes Back Face.
Plan slopes and horizontal dimensions shown on the B.F. of the wall are at Rt. L's to F.A.I. 57 unless otherwise noted.
Plan slopes and horizontal dimensions shown on the F.F. of the wall are at Rt. L's to $\bar{B}$ Ramp D unless otherwise noted.



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

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

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

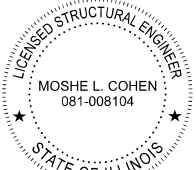
GENERAL PLAN AND ELEVATION
STRUCTURE NO. 046-W8805

SHEET SD-1 OF SD-20 SHEETS

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

ILLINOIS FED. AID PROJECT

MODEL: SMODELNAMES
FILE NAME: SFILELS



Kaskaskia
Engineering Group, LLC
Professional Engineering Group

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

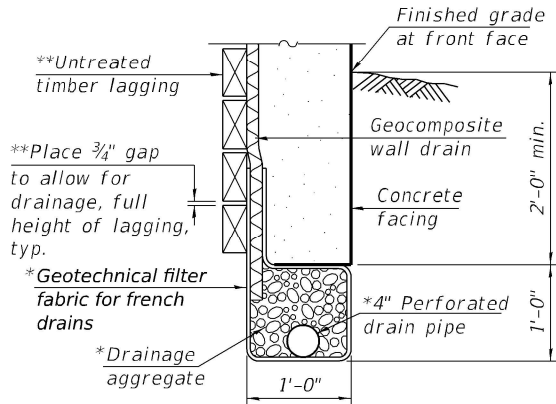
GENERAL NOTES

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

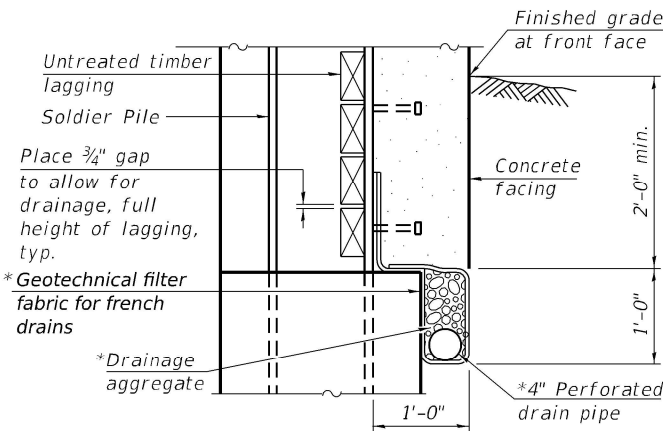
SEQUENCE OF CONSTRUCTION

The east half of the proposed bridge over IL-17 will be constructed during the I-57 mainline stage to construct the northbound lanes. The traffic during this stage will be carried on the existing bridge. The west half of the proposed bridge and the Ramp D retaining wall will be constructed during the I-57 mainline stage to construct the southbound lanes. Within this stage, the construction of the bridge will precede the construction of the wall. The traffic during this stage will be carried on the newly constructed half of the proposed bridge.

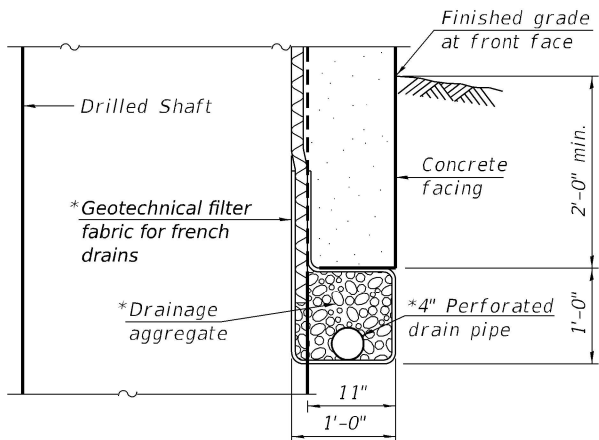
- * Included in the cost of Pipe Underdrains for Structures 4".
- ** Plywood backform in-place of untreated timber lagging between Drilled Shafts.
- *** See Sheet SD-12 of SD-20 for Soldier Pile Table and Drilled Shaft Table.
- **** Varies ($\pm 5'-8\frac{3}{4}"$ Minimum, $\pm 7'-0\frac{1}{8}"$ Maximum)



UNDERDRAIN DETAILS BETWEEN SOLDIER PILES OR DRILLED SHAFTS



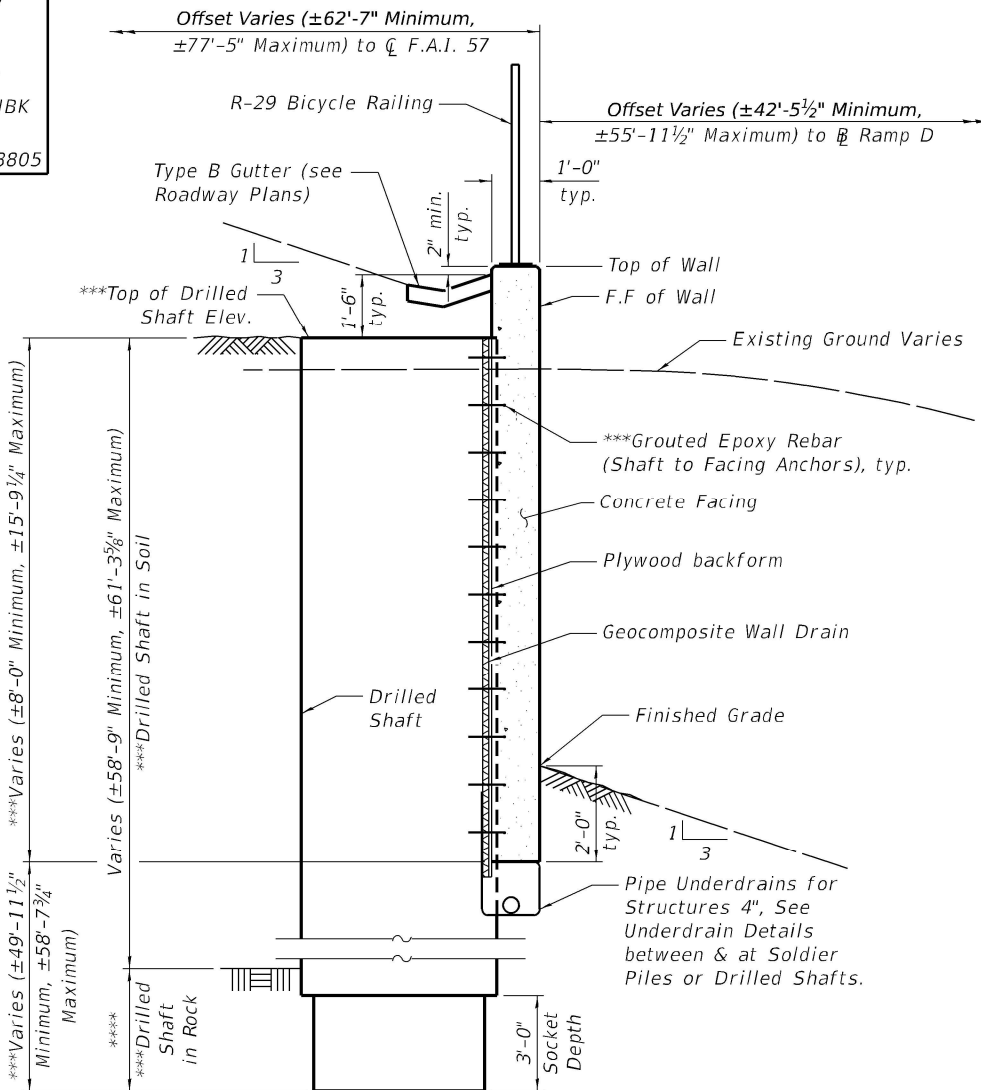
UNDERDRAIN DETAILS AT SOLDIER PILES



UNDERDRAIN DETAILS AT DRILLED SHAFTS

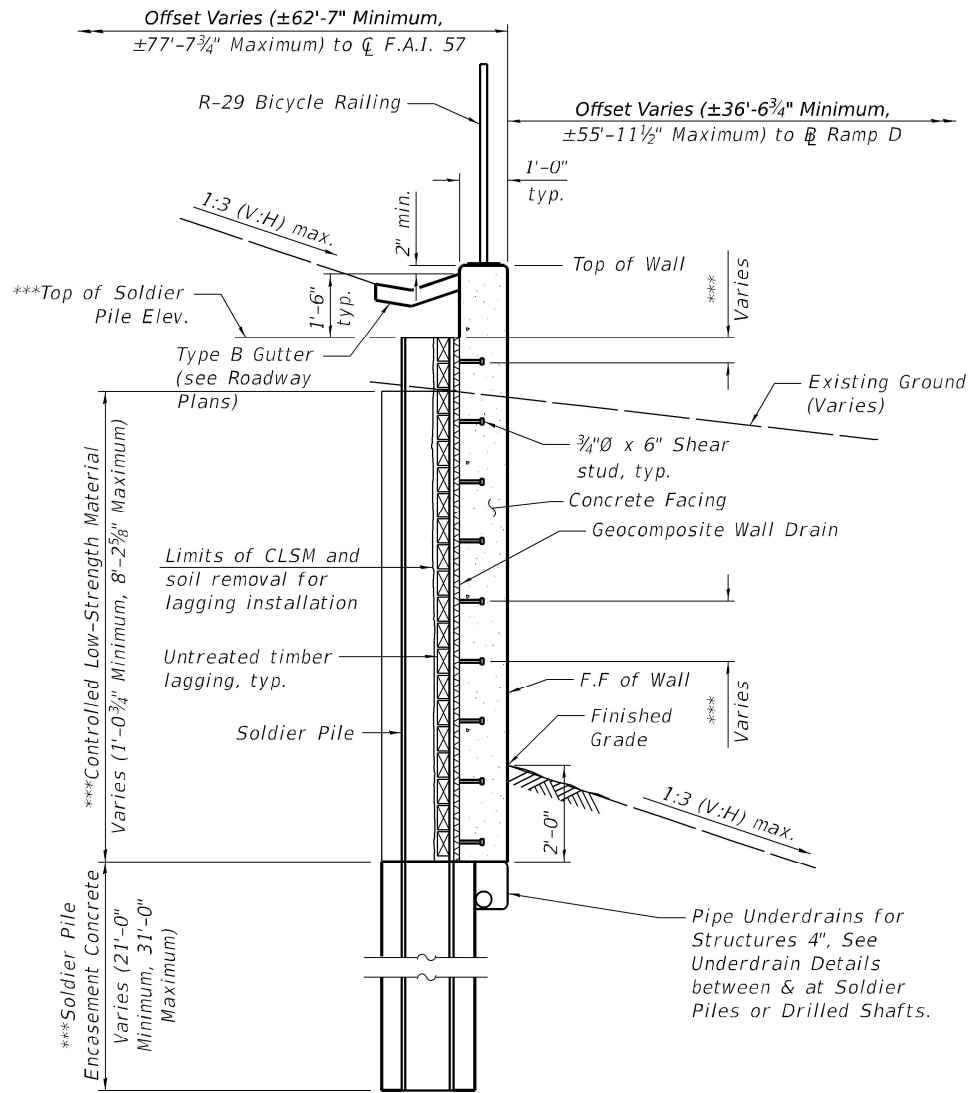
STATION 193+61 TO
STATION 199+44
BUILT 202_ BY
STATE OF ILLINOIS
F.A.I. 57 Sec. (46-3) HBK
LOADING HL-93
STRUCTURE NO. 046-W8805

NAME PLATE
See Std. 515001



TYPICAL DRILLED SHAFT WALL SECTION

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



TYPICAL SOLDIER PILE WALL SECTION

MODEL: SMOELNAMES
FILE NAME: SFILES



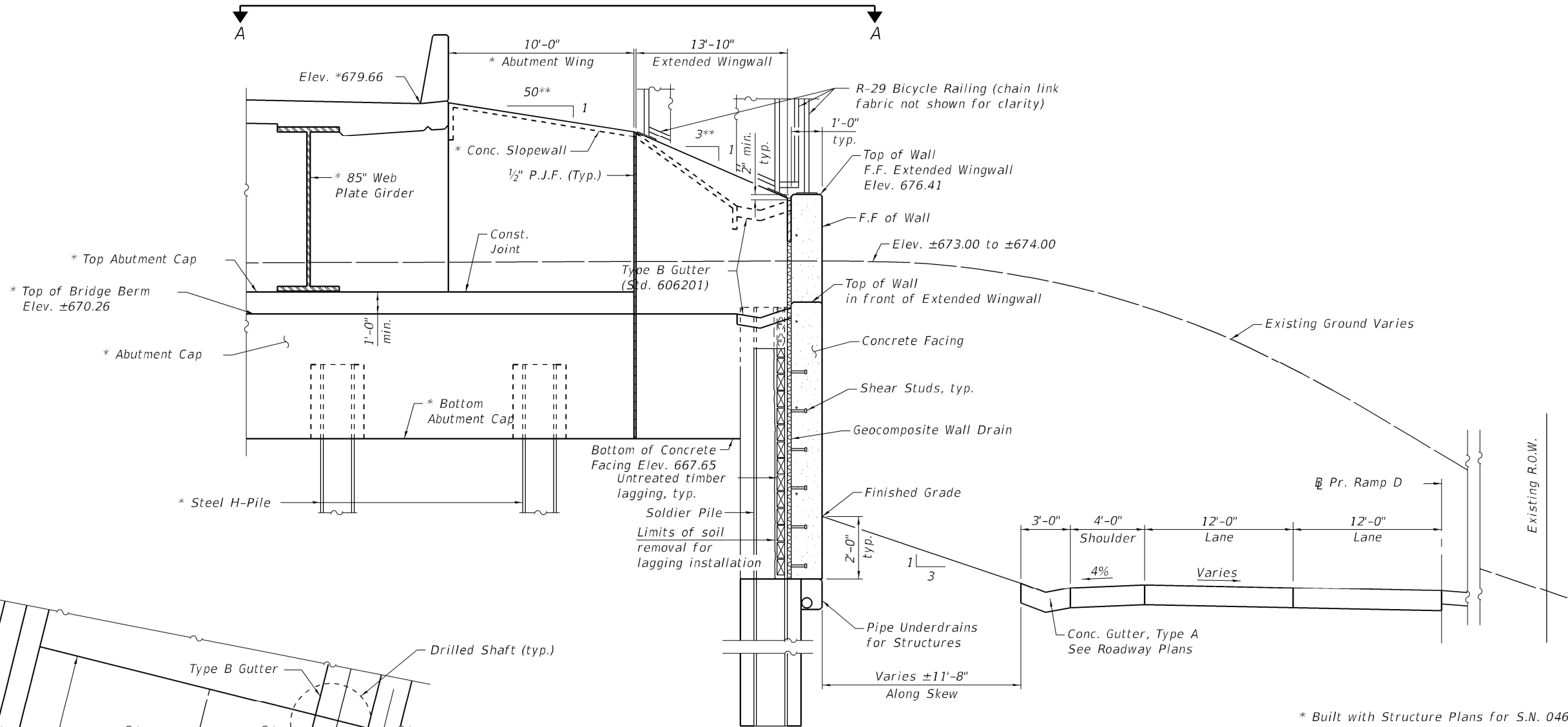
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PLOT SCALE =	CHECKED - MMC	REVISED -
PLOT DATE =	DRAWN - MLC	REVISED -
	CHECKED - MMC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 046-W8805

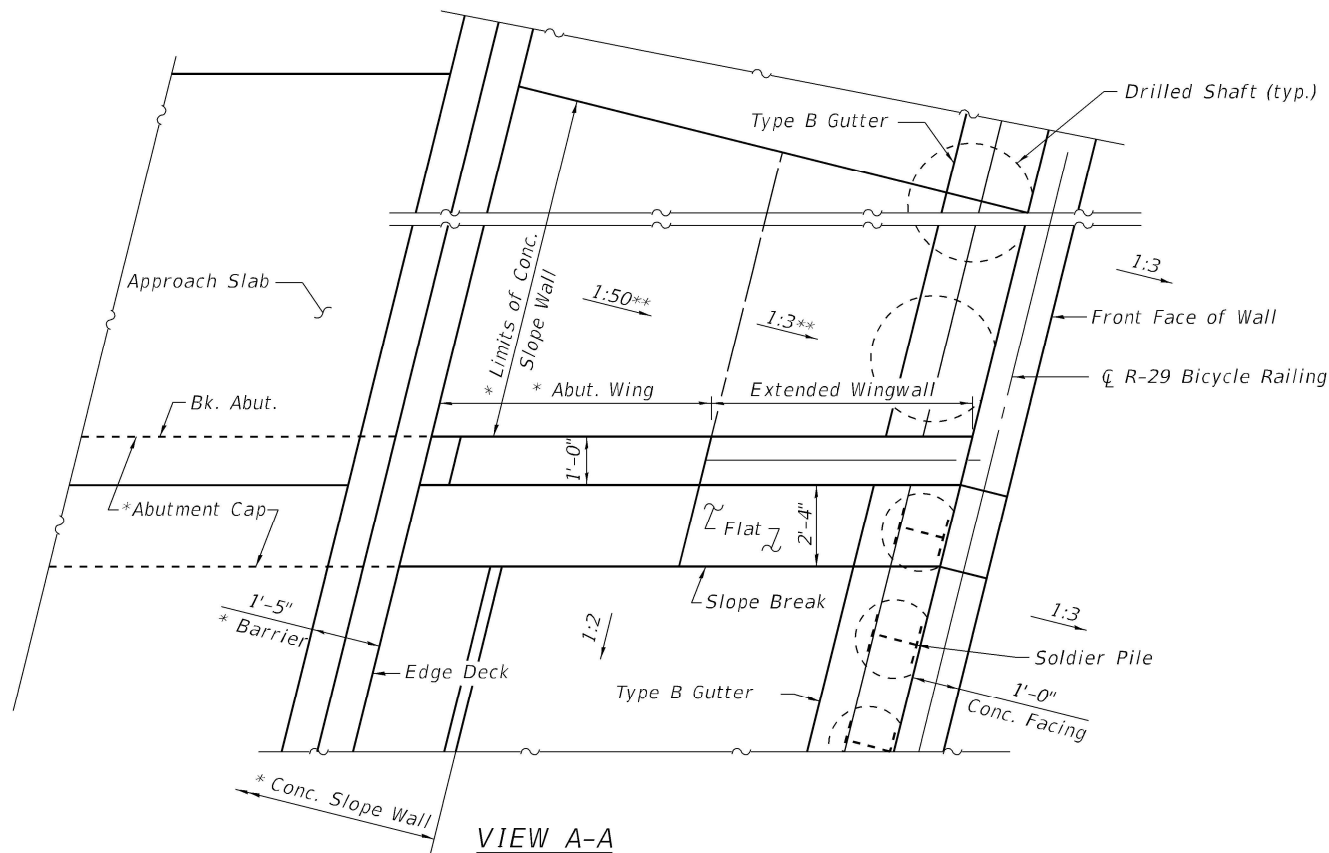
SHEET SD-2 OF SD-20 SHEETS

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



* Built with Structure Plans for S.N. 046-0154
** Indicates at Rt. L's to Bridge

SOLDIER PILE WALL SECTION AT EXTENDED WINGWALL
Wall Station 193+61.00 to 193+86.98



MODEL: SMOELNAMES
FILE NAME: SFILES

Kaskaskia
Engineering Group, LLC
208 E. Main St., Suite 100
Bellaire, OH 44703
419.233.5877 phone
419.233.5877 fax
www.kaskaskiaeng.com
ILLINOIS
Professional Engineering Group
1630002300
20-080050

USER NAME =
PLOT SCALE =
PLOT DATE =

DESIGNED - MLC
CHECKED - MMC
DRAWN - MLC
CHECKED - MMC

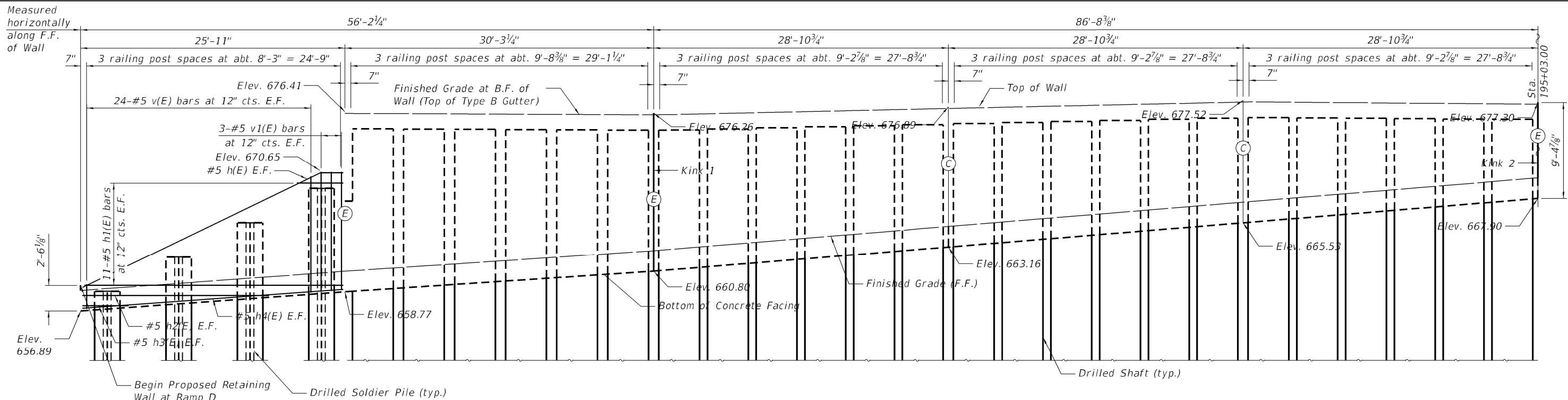
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

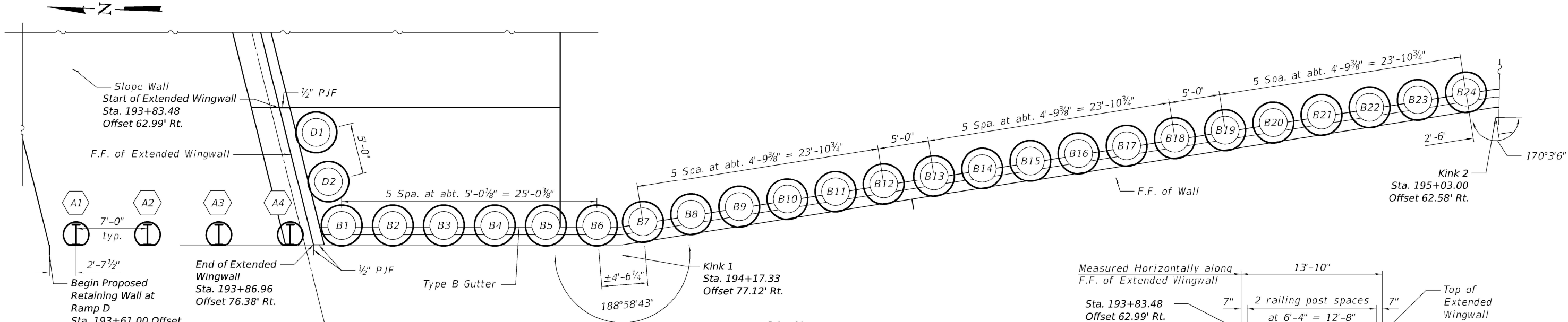
**TYPICAL SECTION
STRUCTURE NO. 046-W8805**

SHEET SD-3 OF SD-20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	779
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



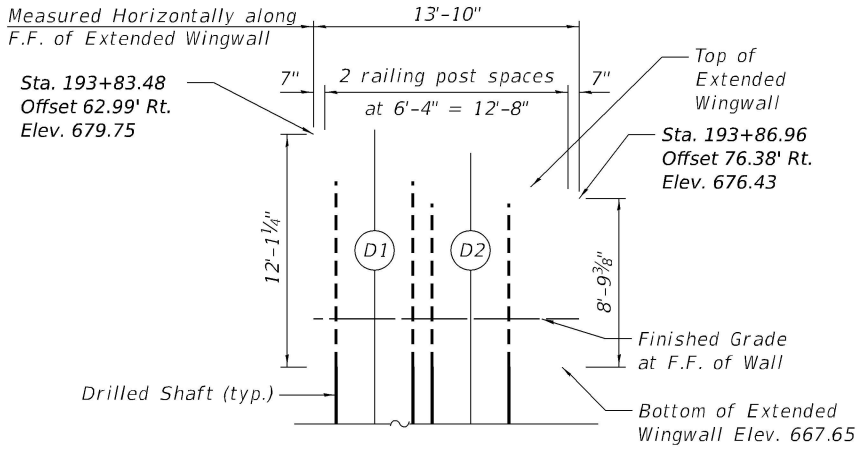
FRONT FACE ELEVATION
(Sta. 193+61.00 to 195+03.00)



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

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

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



FRONT FACE ELEVATION OF EXTENDED WINGWALL

MODEL: SMOLENAMES
FILE NAME: SFILES

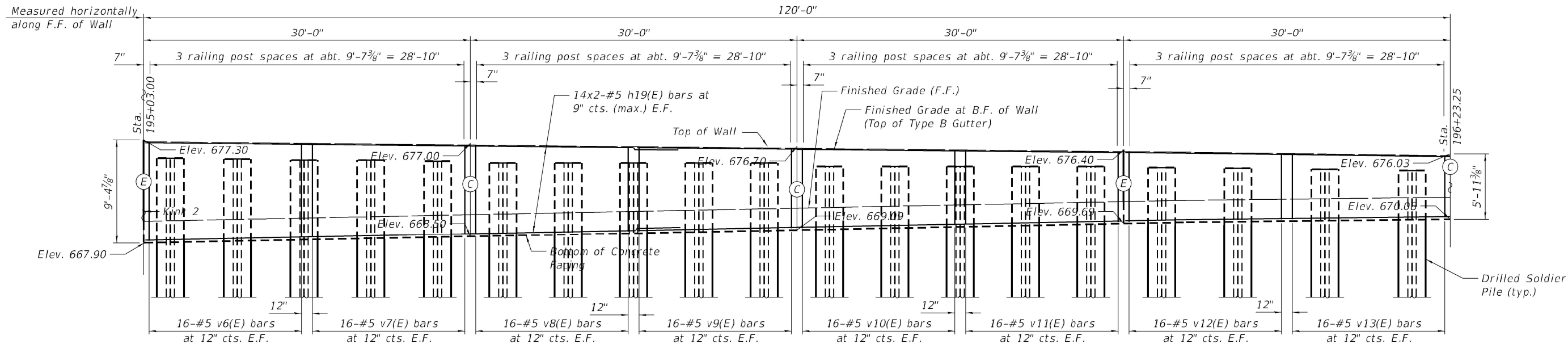
Kaskaskia
Engineering Group, LLC
Professional Engineering Group
200 E. Main St., Suite 100
Bellaire, OH 44605
419.233.3877 phone
419.233.3877 fax
www.kaskaskiaeng.com
LICENSED IN OHIO
1000000000
2000000000

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

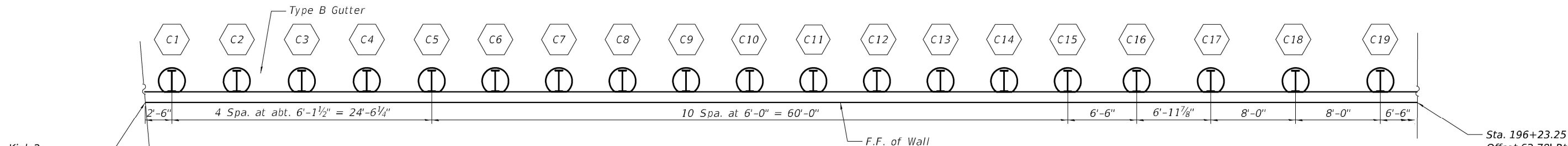
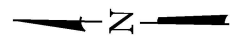
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND ELEVATION
STRUCTURE NO. 046-W8805
SHEET SD-4 OF SD-20 SHEETS

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



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



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

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

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

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

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419.233.2877 Fax
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11/27/2020
20-088663

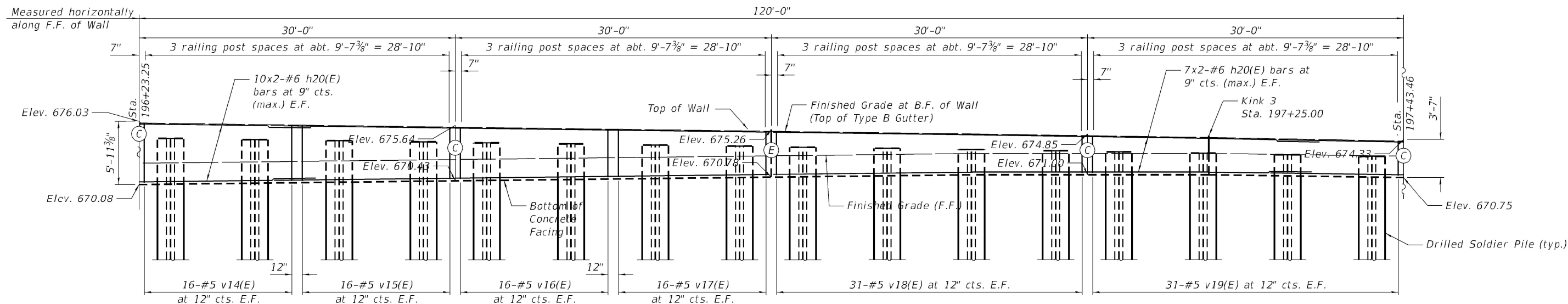
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	CHECKED - MMC	REVISED -
PLOT SCALE =	DRAWN - MLC	REVISED -
PLOT DATE =	CHECKED - MMC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

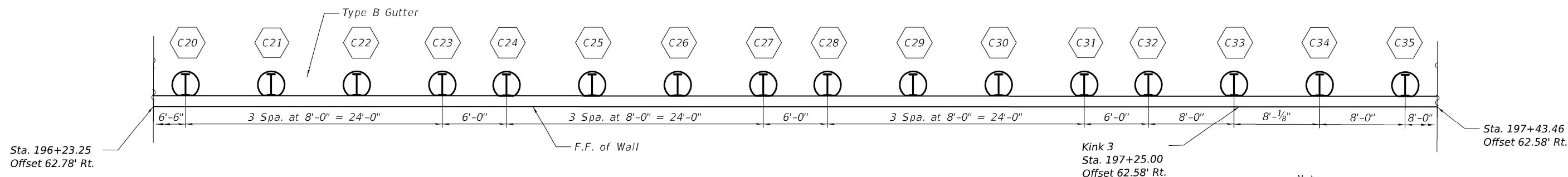
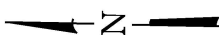
PLAN AND ELEVATION
STRUCTURE NO. 046-W8805

SHEET SD-5 OF SD-20 SHEETS

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



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



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

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

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

MODEL: \$MODEL\$
FILE NAME: \$FILE\$

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Professional Engineering Group

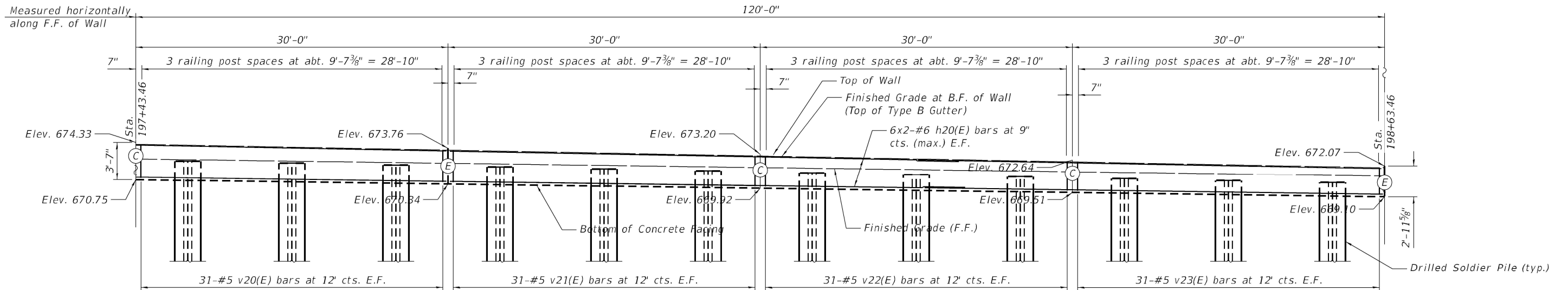
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	CHECKED - MMC	REVISED -
PLOT SCALE =	DRAWN - MLC	REVISED -
PLOT DATE =	CHECKED - MMC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

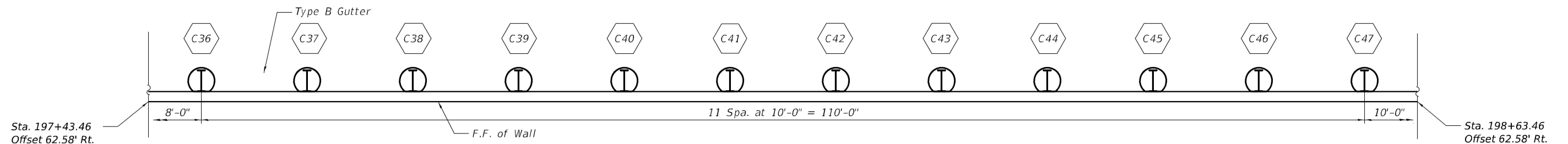
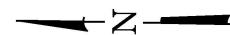
PLAN AND ELEVATION
STRUCTURE NO. 046-W8805

SHEET SD-6 OF SD-20 SHEETS

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



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



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

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

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

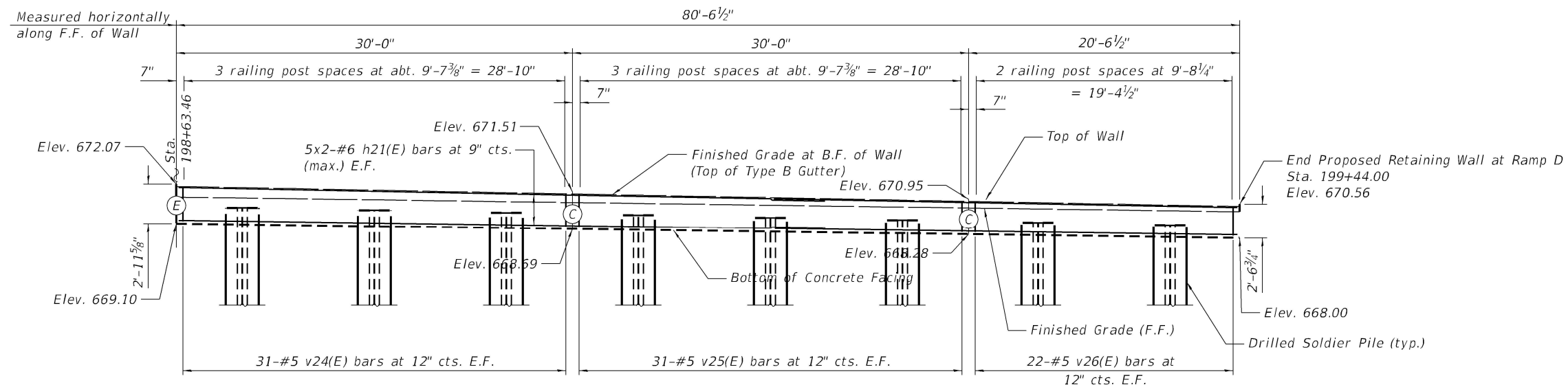
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND ELEVATION
STRUCTURE NO. 046-W8805

SHEET SD-7 OF SD-20 SHEETS

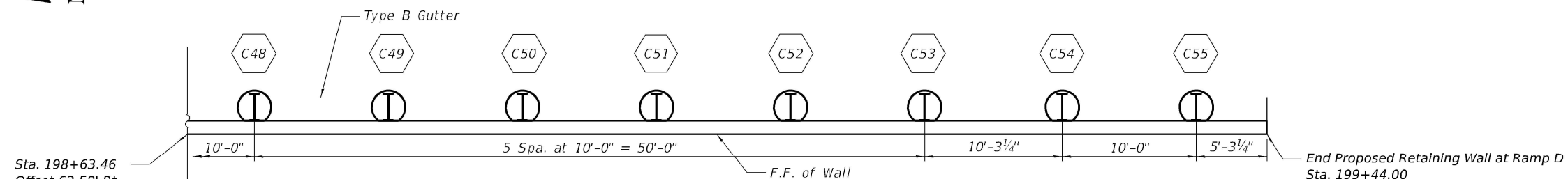
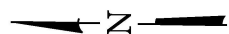
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	783
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

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



FRONT FACE ELEVATION

(Sta. 198+63.46 to 199+44.00)



PLAN

(Sta. 198+63.46 to 199+44.00)

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

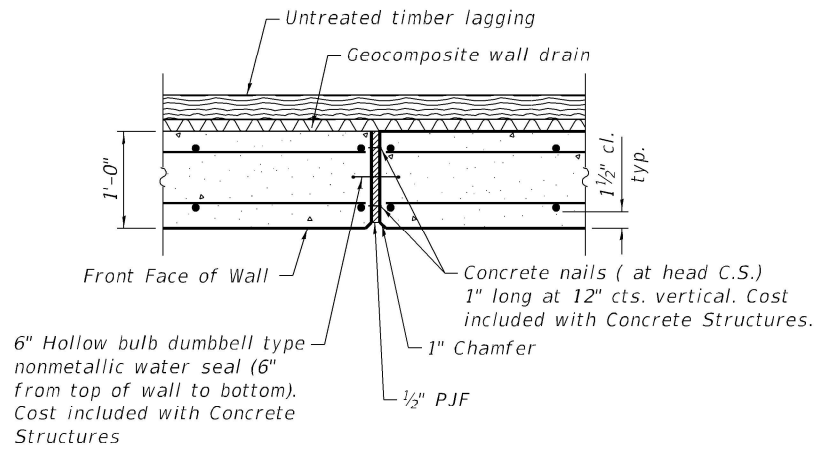
(X) - Drilled Soldier Pile Mark
(E) Indicates $\varnothing$ expansion joint
(C) Indicates construction joint
F.F. denotes Front Face
B.F. denotes Back Face
E.F. denotes Each Face

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

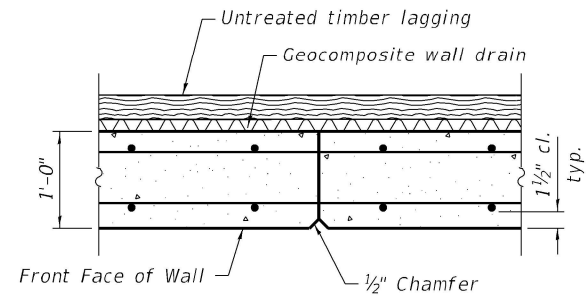
PLAN AND ELEVATION
STRUCTURE NO. 046-W8805

SHEET SD-8 OF SD-20 SHEETS

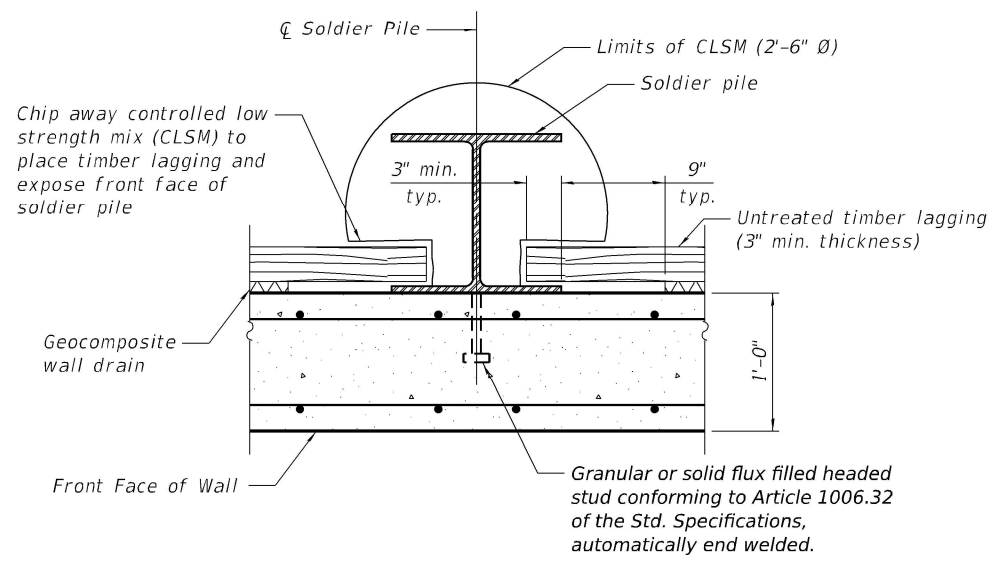
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	784
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



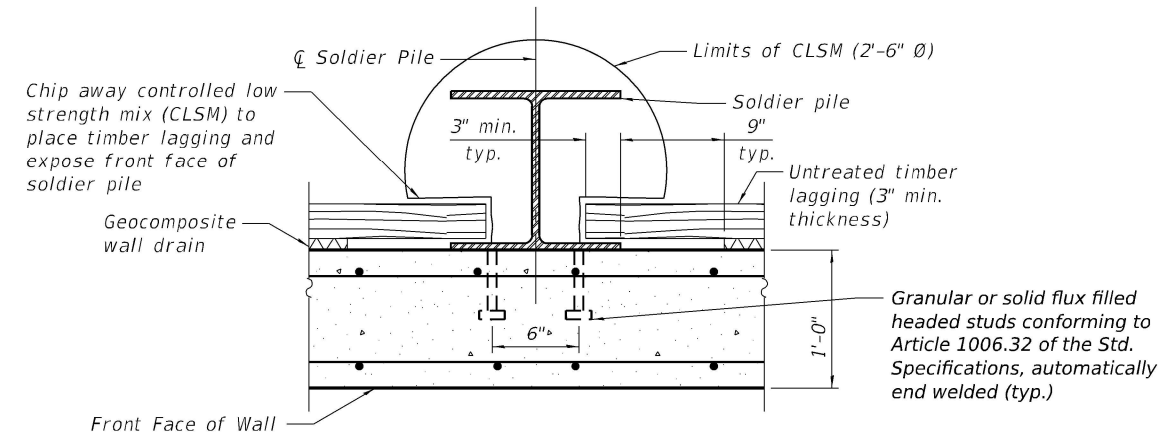
SOLDIER PILE WALL EXPANSION JOINT DETAIL



SOLDIER PILE WALL CONSTRUCTION JOINT DETAIL



TYPICAL SECTION THRU SOLDIER PILE WITH SINGLE STUD



TYPICAL SECTION THRU SOLDIER PILE WITH DOUBLE STUDS

MODEL: SMOELNAMES
FILE NAME: SFILES



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ILLINOIS REGISTRATION NO. 046-000000

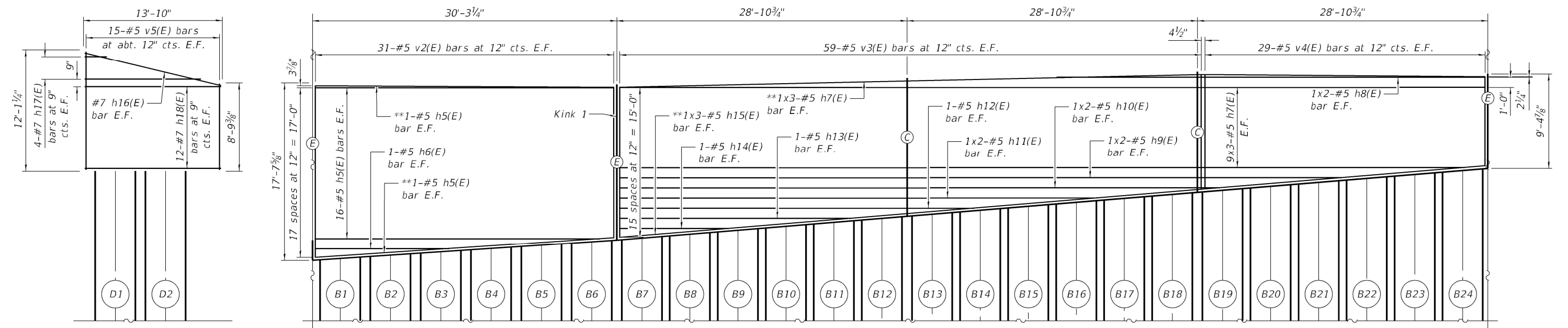
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		CHECKED	-	MMC	REVISED	-
PLOT SCALE	=	DRAWN	-	MLC	REVISED	-
PLOT DATE	=	CHECKED	-	MMC	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE WALL DETAILS
STRUCTURE NO. 046-W8805**

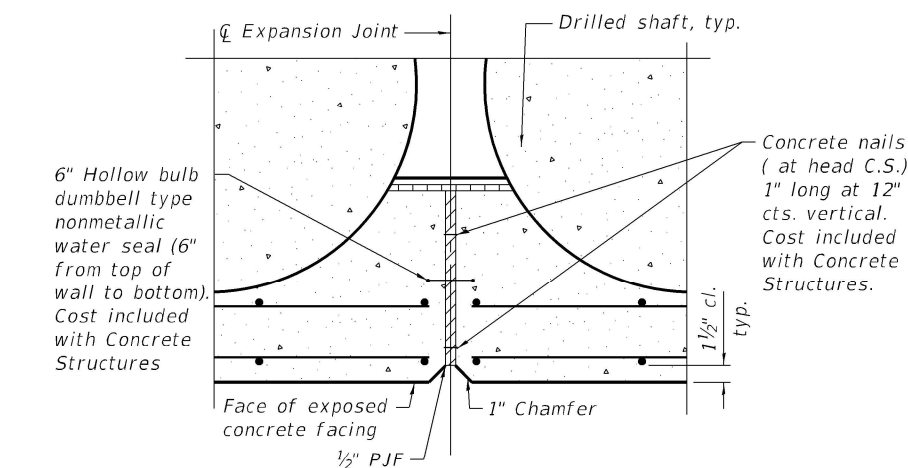
SHEET SD-9 OF SD-20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	785
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

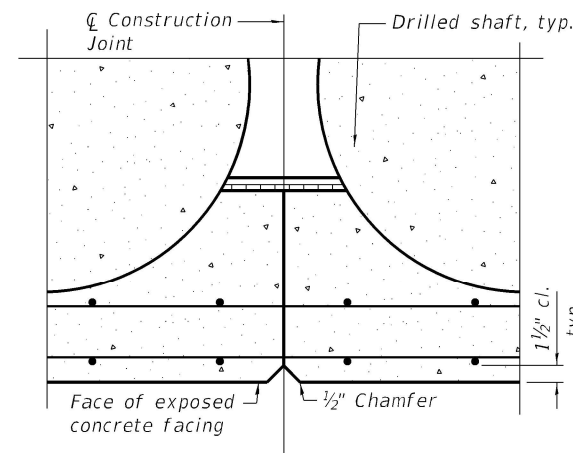


EXTENDED WINGWALL ELEVATION
(Front Face - Detailing Reinforcement)

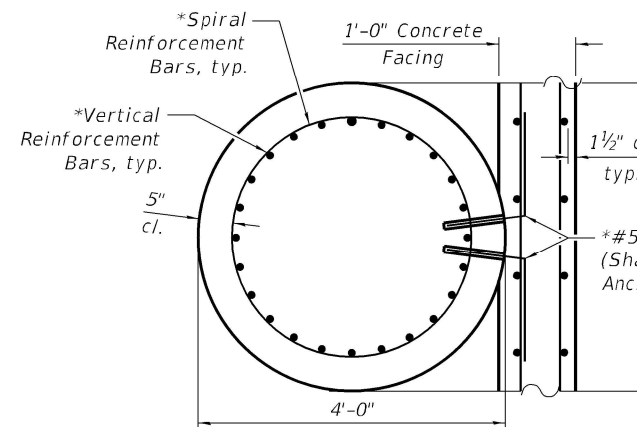
ELEVATION OF DRILLED SHAFT SUPPORTED FACING
(Sta. 193+86.98 to 195+03.00) (Front Face - Detailing Reinforcement)



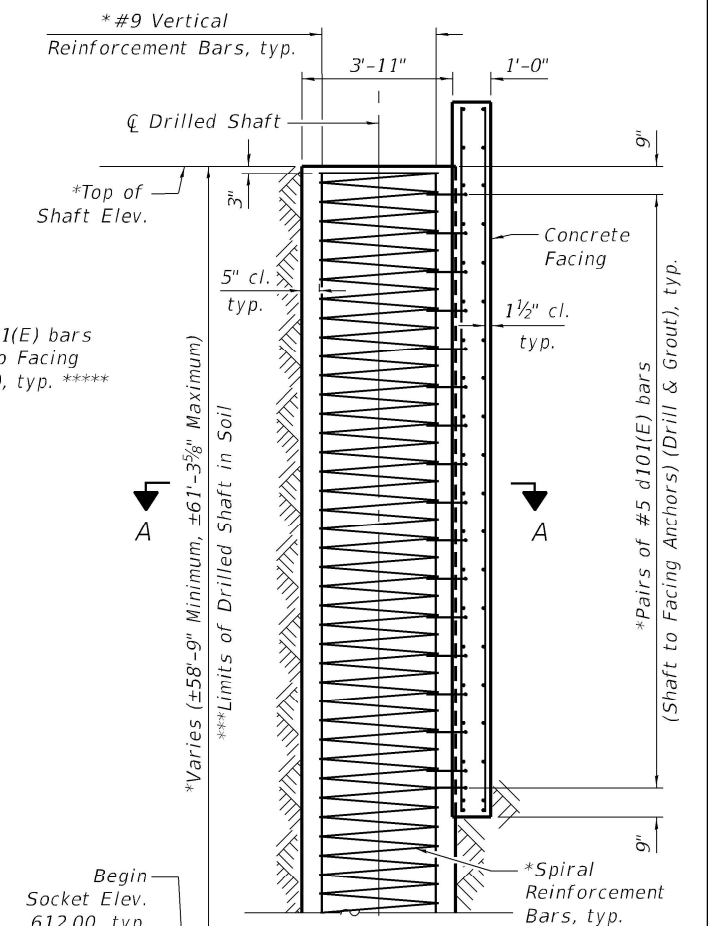
DRILLED SHAFT WALL EXPANSION JOINT DETAIL
(Not to Scale)



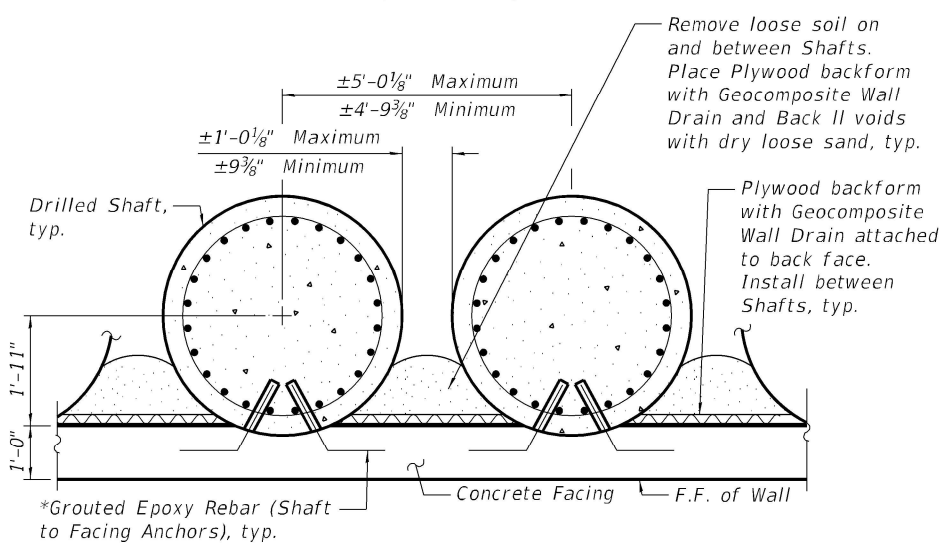
DRILLED SHAFT WALL CONSTRUCTION JOINT DETAIL
(Not to Scale)



SECTION A-A



TYPICAL DRILLED SHAFT ELEVATION

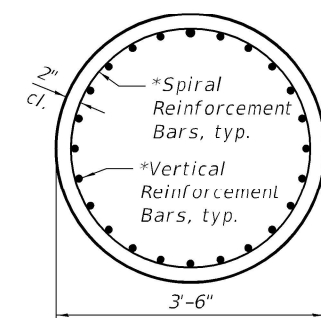


TYPICAL SECTION THRU DRILLED SHAFT WALL
(Not to Scale)

- Note:**
See Sheets SD-1, SD-4, & SD-12 of SD-20 for additional station and elevation data.
See Sheet SD-11 of SD-20 for additional reinforcement details.
Bars indicated thus 5x3-#5 etc., indicates 5 lines of #5 bars with 3 lengths per line.
- * See Drilled Shaft Table on Sheet SD-12 of SD-20. All shafts will utilize mechanical splicers at alternating locations. To meet this requirement, all shafts will consist of v100(E) bars, alternating between being located at the top or bottom of shaft. For the remaining bar callout for each shaft, to be spliced with the v100(E) bars, see Drilled Shaft Table. Provide 1 1/2 extra turns top and bottom. Provide 4-#4 spacers or equivalent. When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.**
- ** Bend to fit in field.**
- *** The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.**
- **** Varies (±5'-8 3/4" Minimum, ±7'-0 1/2" Maximum)**
- ***** Drill and grout according to Section 584 of the Standard Specifications. The minimum depth of drilling shall be 9 1/2". The drilled holes shall miss all drilled shaft rebar.**

F.F. denotes Front Face
B.F. denotes Back Face
E.F. denotes Each Face

MINIMUM BAR LAP
Facing: #5 bar = 3'-7"



SECTION B-B

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRILLED SHAFT WALL DETAILS
STRUCTURE NO. 046-W8805**

SHEET SD-10 OF SD-20 SHEETS

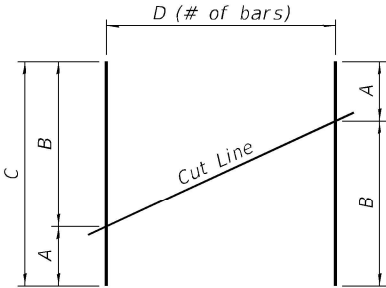
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3) HBK	KANKAKEE	1183	786
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

MODEL: SMODENAMES
FILE NAME: \$FILES

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ILLINOIS
Professional Engineering Group
10/000001

DESIGNED - MMC	REVISD -
CHECKED - MLC	REVISD -
DRAWN - MMC	REVISD -
CHECKED - MLC	REVISD -

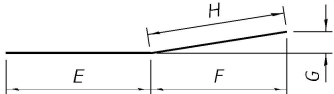
SDATES \$TIMES



FIELD CUTTING DIAGRAM

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

Bar	A	B	C	D
h1(E)	4'-6"	25'-4"	29'-10"	11
h17(E)	2'-2¾"	11'-7¼"	13'-10"	4
v(E)	2'-4¾"	11'-4¼"	13'-9"	24
v2(E)	15'-2½"	17'-4½"	32'-7"	31
v3(E)	11'-8½"	15'-2½"	26'-11"	59
v4(E)	9'-2"	11'-8"	20'-10"	29
v5(E)	8'-6½"	11'-9½"	20'-4"	15
v6(E)	8'-8½"	9'-1½"	17'-10"	16
v7(L)	8'-3"	8'-8"	16'-11"	16
v8(E)	7'-9½"	8'-2½"	16'-0"	16
v9(E)	7'-4½"	7'-9½"	15'-2"	16
v10(E)	6'-9¾"	7'-4¼"	14'-2"	16
v11(E)	6'-5¾"	6'-9¼"	13'-3"	16
v12(E)	6'-0¾"	6'-5¼"	12'-6"	16
v13(E)	5'-8½"	6'-0½"	11'-9"	16
v14(E)	5'-4"	5'-8"	11'-0"	16
v15(E)	4'-11½"	5'-3½"	10'-3"	16
v16(E)	4'-7"	4'-11"	9'-6"	16
v17(E)	4'-2½"	4'-6½"	8'-9"	16
v18(E)	3'-7"	4'-2"	7'-9"	31
v19(E)	3'-4"	3'-7"	6'-11"	31



BAR BENDING DIAGRAM

Bar	E	F	G	H
d101(E)	1'-4"	0'-1⅝"	1'-0⅞"	1'-1"
h(E)	25'-10"	2'-0⅝"	0'-11⅜"	2'-3"

BILL OF MATERIAL

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

BILL OF MATERIAL

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

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

* Length is height of spiral.

SOLDIER PILE TABLE

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

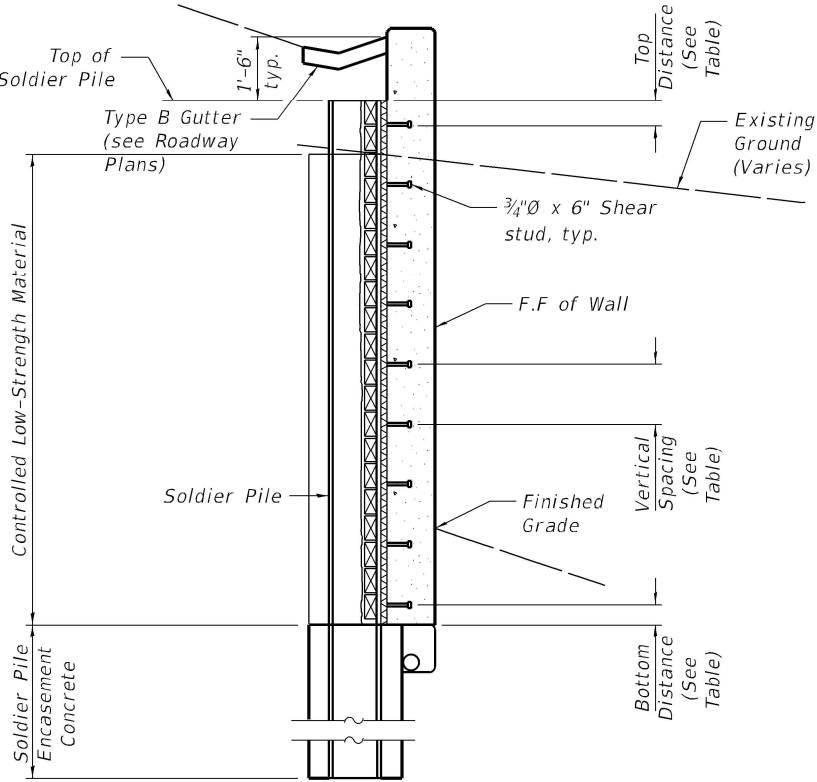
PILE ENCASEMENT DIAMETER

2'-6" Ø (All Piles)

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

DRILLED SHAFT TABLE

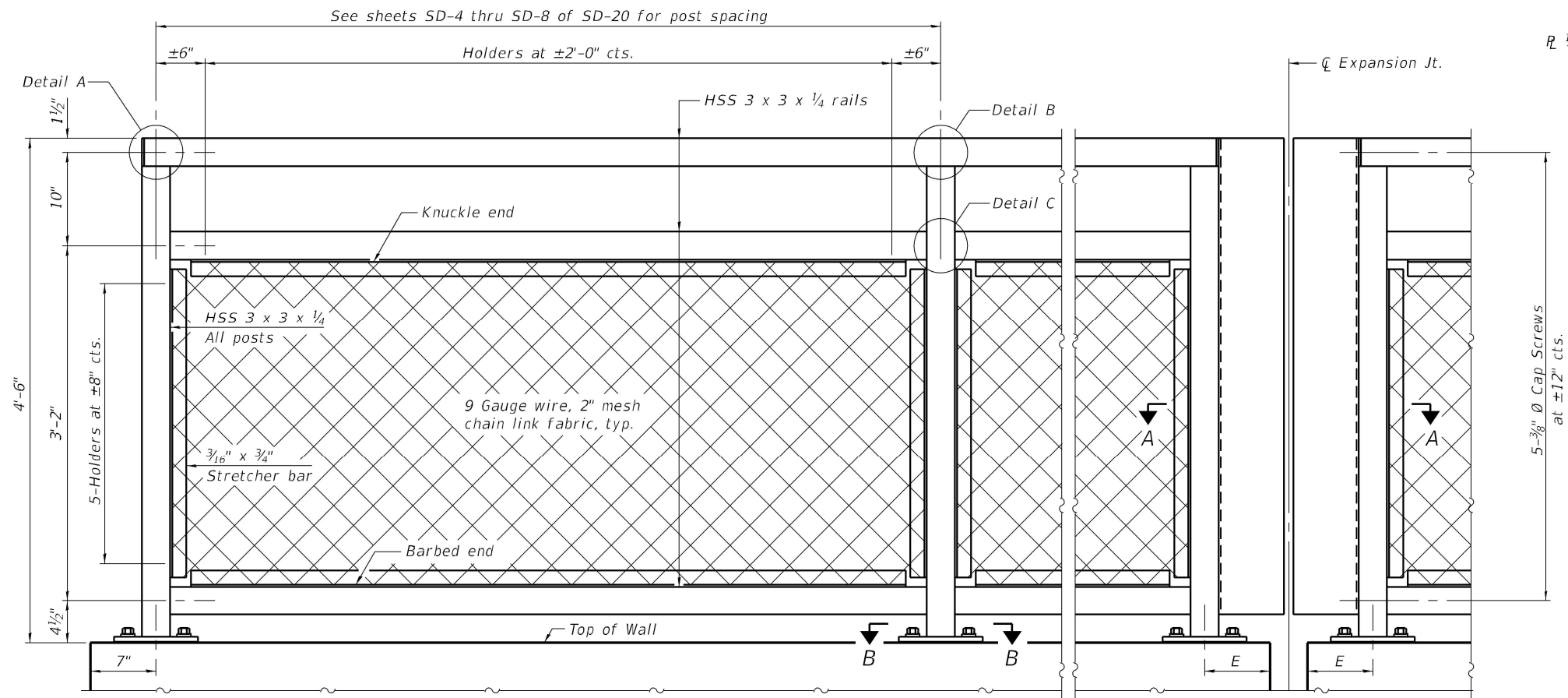
MARK	STATION (1-57)	OFFSET (1-57) (FEET)	TOP OF DRILLED SHAFT ELEV. (FEET)	TOP OF WALL ELEV. (FEET)	FINISHED GRADE ELEV. AT FRONT FACE (FEET)	BOTTOM OF WALL ELEV. (FEET)	TOP OF ROCK ELEV. (FEET)	DRILLED SHAFT IN SOIL (FEET)	DRILLED SHAFT IN ROCK (FEET)	VERTICAL REINFORCEMENT BARS	SPIRAL REINFORCEMENT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



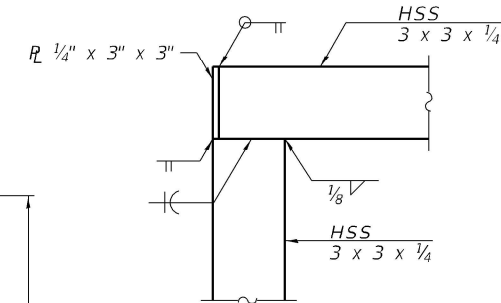
SOLDIER PILE WALL SECTION
SHOWING SHEAR STUD SPACING

WALL JOINT TABLE

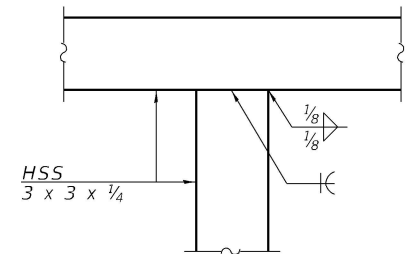
STATION (1-57)	TOP OF WALL ELEV.	BOTTOM OF WALL ELEV.	JOINT TYPE
193+86.98	670.65	658.98	Expansion
194+17.33	676.26	660.80	Construction
194+45.90	676.89	663.17	Expansion
194+74.45	677.52	665.53	Construction
195+03.00	677.30	667.90	Expansion
195+33.06	677.00	668.50	Construction



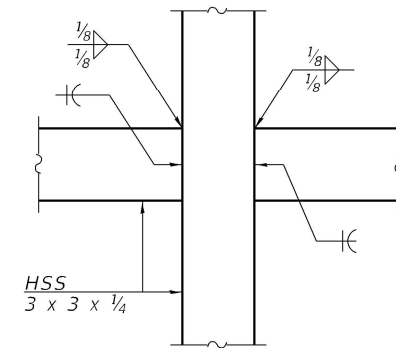
ELEVATION BICYCLE RAILING
(Inside face)



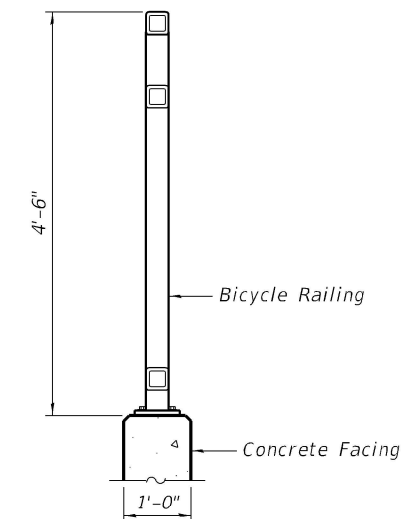
DETAIL A



DETAIL B



DETAIL C



SECTION THRU WALL

RAILING CRITERIA

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

(Sheet 1 of 2)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING 1 OF 2
STRUCTURE NO. 046-W8805

SHEET SD-13 OF SD-20 SHEETS

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

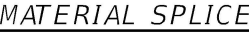
ILLINOIS FED. AID PROJECT



Technical drawing of a rectangular plate with the following specifications:

- Overall Dimensions:** 6" x 9".
- Material:** HSS 3 x 3 x 1/4".
- Surface Finish:** 1/2" R (Radius).
- Slotted Holes:** 1" x 1 1/2".
- Dimensions:**
 - Vertical: 1" (top), 2" (middle), 2" (middle), 1" (bottom).
 - Horizontal: 1 1/2" (left), 3" (middle), 3" (middle), 1 1/2" (right).
- Features:**
 - Four circular holes, each with a diameter of 3/16".
 - Four slotted holes, each with a width of 1" and a length of 1 1/2".

SECTION B-B

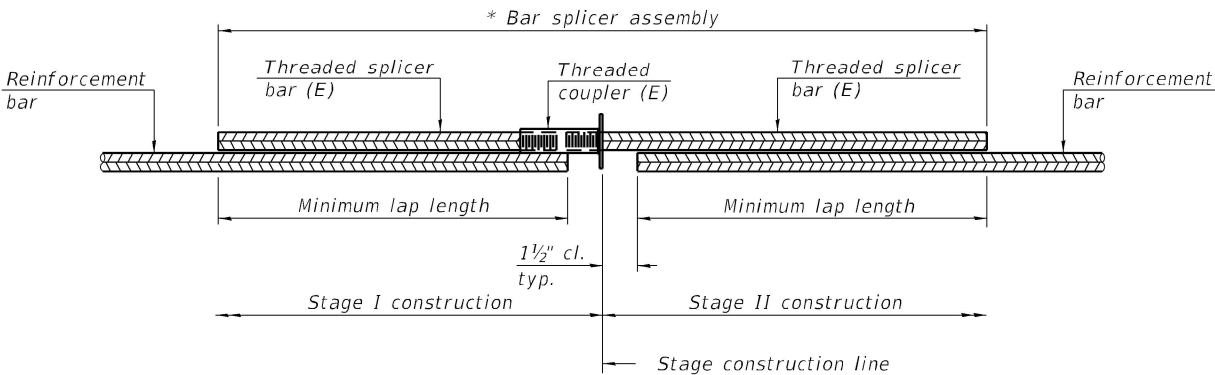


Location	D	E
Over Wall Jt.	7 1/4"	7"

BILL OF MATERIAL

<i>Item</i>	<i>Unit</i>	<i>Quantity</i>
<i>Bicycle Railing</i>	<i>Foot</i>	<i>598</i>

(Sheet 2 of 2)

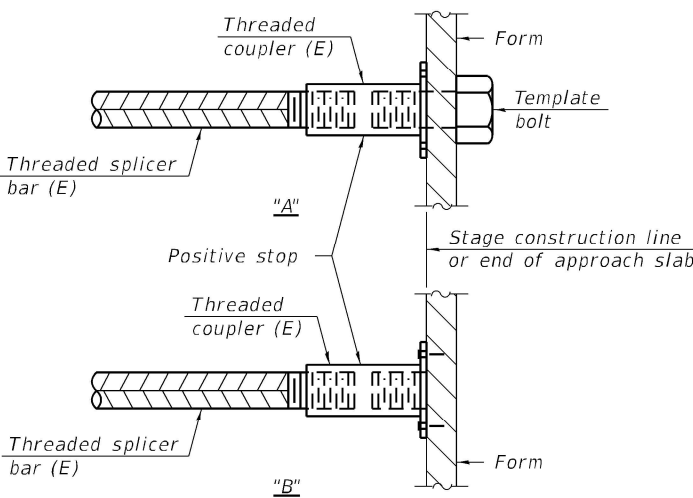


STANDARD BAR SPLICER ASSEMBLY PLAN
(All components shall be provided from one supplier)

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

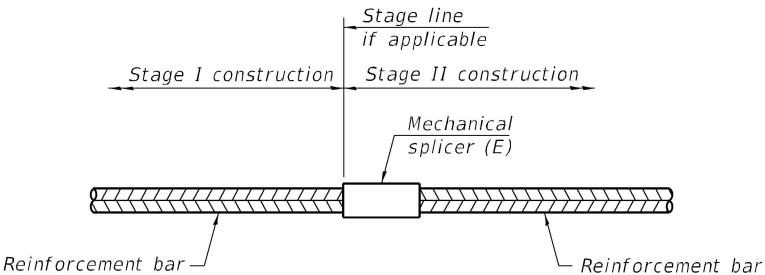
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Drilled Shafts	#9	624

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

MODEL: SMODEL\NAMES
FILE NAME: \$FILES

BSD-1

1-1-2020



Kaskaskia
Engineering Group, LLC
ILLINOIS PROFESSIONAL ENGINEERING GROUP

200 E. Main St., Suite 300
Bellaire, OH 44703
419.233.5877 phone
419.233.5977 fax
www.kaskaskiaengr.com
ILLINOIS
Professional Engineering Group
20-000001

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET SD-15 OF SD-20 SHEETS

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

Illinois Department of Transportation

Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 8/28/13

Retaining Wall in Southwest Quadrant of I-57 & IL

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

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

Latitude 41.116983, Longitude -87.835765

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. _____

Station _____

BORING NO. BH 27

Station 198+17.78

Offset 100.8 ft Rt.

Ground Surface Elev. 671.21 ft

D E P T H	B L O W S	U C S Qu	M O I S T
(ft)	(/6")	(tsf)	(%)

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.: _____

First Encounter 613.2 ft ▼

Upon Completion 626.2 ft ▼

After _____ Hrs. _____ ft

Hard to Very Stiff Gray Silty Clay
(continued)

4			
5	3.9	24	
7	B		

4			
7	3.7	22	
8	B		

623.21

Hard Gray Silty Clay Loam/Silty
Loam Till with Silt Layers

5			
8	4.0	16	
12	P		

6			
9	5.4	14	
13	S		

613.21 ▼

Dense Gray Limestone

613.13

100/1'

End of Boring

-60			
-----	--	--	--

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

BBS, form 137 (Rev. 8-99)

[illegible]

Illinois Department of Transportation

Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 8/29/13

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

SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM, Latitude 41.116729, Longitude -87.835758

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. BH 28
Station 199+10.03
Offset 99.9 ft Rt.
Ground Surface Elev. 669.72 ft

D E P T H	B L O W S	U C S Qu	M O I S T (%)
(ft)	(/6")	(tsf)	

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion 619.7 ft ▽
After _____ Hrs. _____ ft

Hard to Very Stiff Gray Silty Clay
(continued)

625.72

Hard Gray Silty Clay Loam/Silty
Loam Till with Silt Layers

-45

▽ -50

-55

613.72

613.55

Dense Gray Limestone

End of Boring

-60

SOIL BORING 157 & IL 17 INTERCHANGE.GPJ IL DOT GDOT 12/01/17

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

BBS, form 137 (Rev. 8-99)

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

Illinois Department of Transportation

Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 8/29/13

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

SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM. Latitude 41.116454, Longitude -87.835737

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. BH 29
Station 200+10.28
Offset 95.1 ft Rt.
Ground Surface Elev. 668.01 ft

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

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft
Groundwater Elev.:
First Encounter 613.0 ft
Upon Completion 618.0 ft
After _____ Hrs. _____ ft

D E U M
P L O C O I
T W S Qu S T
(ft) (6") (tsf) (%) (ft) (6") (tsf) (%)

Augered Bituminous Shoulder,
Brown & Gray Silty Clay Fill

Hard to Very Stiff Gray Silty Clay
(continued)

663.01 -5

Hard Gray & Brown Silty Clay
Loam Till

4
6 4.0 22
8 P

4
6 4.1 20
10 B
5
6 3.7 18
8 B

661.01

Hard Brown & Gray Silty Clay

8
12 8.1 17
14 S

4
5 3.4 18
7 B

-10
8
10 6.1 18
12 S

-30
5
6 3.4 17
7 B

8
10 7.4 18
S

-15
6
8 6.4 19
12 S

-35
6
7 4.1 21
8 B

6
8 5.4 18
10 S

648.51

Hard to Very Stiff Gray Silty Clay

-40

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

BBS, form 137 (Rev. 8-99)

 Illinois Department of Transportation Division of Highways IDOT		SOIL BORING LOG		Page <u>2</u> of <u>2</u>	
ROUTE <u>I-57 (FAI 57)</u>		DESCRIPTION <u>Retaining Wall in Southwest Quadrant of I-57 & IL 17 Interchange in Kankakee</u>		Date <u>8/29/13</u>	
SECTION <u>(46-3)R, HBK, 5HBR, 6HBR</u>		LOCATION <u>NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,</u> <u>Latitude 41.116454, Longitude -87.835737</u>			
COUNTY <u>Kankakee</u>		DRILLING METHOD <u>Hollow Stem Auger</u>		HAMMER TYPE <u>CME Automatic</u>	
STRUCT. NO. _____ Station _____	D E P T H	B L O W S	U C S Q u	M O I S T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft Groundwater Elev.: First Encounter <u>613.0</u> ft ▼ Upon Completion <u>618.0</u> ft ▼ After _____ Hrs. _____ ft
BORING NO. <u>BH 29</u> Station <u>200+10.28</u> Offset <u>95.1 ft Rt.</u> Ground Surface Elev. <u>668.01</u> ft	(ft) (/6") (tsf) (%)				
Hard to Very Stiff Gray Silty Clay <i>(continued)</i>	4 5 7	3.3 B	22		
623.01	-45				
Hard Gray Silty Clay Loam/Silty Loam Till with Silt Pockets & Sand Layers	8 12 16	>4.5 P	12		
▽ -50	10 16 21	5.7 S	16		
▽ -55	23 23	>4.5 P	10		
612.01	100/11				
Dense Gray Limestone End of Boring	100/11				
611.93	-60				

SOIL BORING I-57 & IL 17 INTERCHANGE GPJ_IL_DOT.GDT 1/2017

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

BBS, form 137 (Rev. 8-99)

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

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

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

Salvage: No Salvage

DESIGN SPECIFICATIONS

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

CONSTRUCTION SPECIFICATIONS

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

SEISMIC DATA

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

DESIGN STRESSES

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

DESIGN LOADING

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

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Mark Sheffer
ENGINEER OF BRIDGES & STRUCTURES

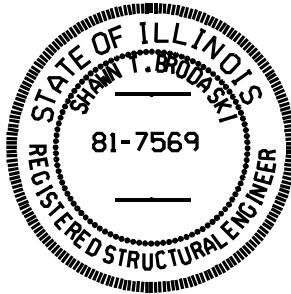
NOTES:

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



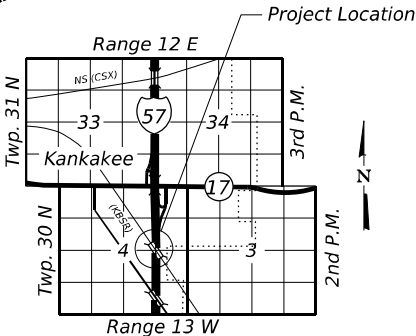
Signature and Seal Apply to Drawings:
SR-1 - SR-29 & SR-42 - SR-46

Expiration Date: 11/30/2026



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

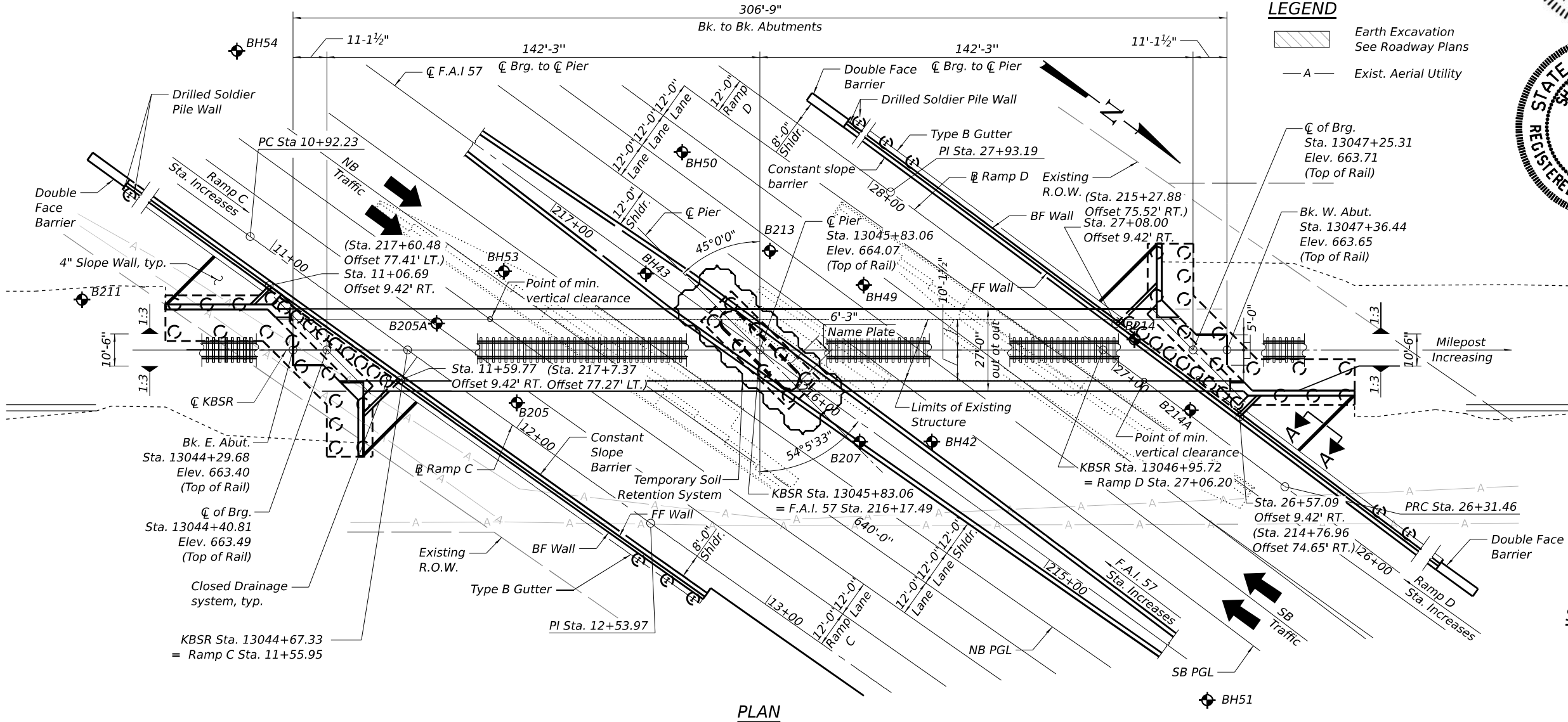
Shawn T. Brodski
4/24/2026
Expiration Date: 11/30/2026



LOCATION SKETCH

GENERAL PLAN AND ELEVATION

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



PLAN



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

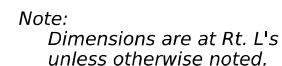
REVISD	-
REVISD	-
REVISD	-
REVISD	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 046-9904

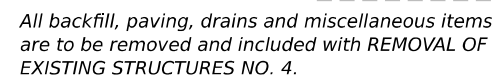
SHEET SR-1 OF SR-49 SHEETS

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

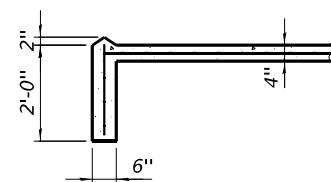


SECTION THRU ABUTMENT
(Perpendicular to C Brg. at Abutment)

<u>HORIZONTAL CURVE DATA - F.A.I. 57</u>				
<u>F.A.I. 57</u>	<u>RAMP C</u>	<u>RAMP C</u>	<u>RAMP D</u>	<u>RAMP D</u>
<u>PROPOSED CURVE PR 57.9</u>	<u>PROPOSED CURVE C.8</u>	<u>PROPOSED CURVE C.5</u>	<u>PROPOSED CURVE D.11</u>	<u>PROPOSED CURVE D.12</u>
P.I. Sta. = 221+05.20	P.I. Sta. = 12+53.97	P.I. Sta. = 7+62.70	P.I. Sta. = 24+70.70	P.I. Sta. = 27+93.19
$\Delta = 1^{\circ} 11' 49''$ (RT)	$\Delta = 1^{\circ} 09' 17''$ (LT)	$\Delta = 1^{\circ} 11' 49''$ (RT)	$\Delta = 1^{\circ} 09' 17''$ (RT)	$\Delta = 1^{\circ} 9' 17''$ (LT)
$D = 0^{\circ} 17' 11''$	$D = 0^{\circ} 21' 25''$	$D = 0^{\circ} 17' 15''$	$D = 0^{\circ} 21' 33''$	$D = 0^{\circ} 21' 25''$
$R = 20,000.00'$	$R = 16,048.00'$	$R = 19,932.00'$	$R = 15,952.00'$	$R = 16,048.00'$
$T = 208.93'$	$T = 161.74'$	$T = 208.22'$	$T = 160.77'$	$T = 161.74'$
$L = 417.84'$	$L = 323.46'$	$L = 416.42'$	$L = 321.53'$	$L = 323.46'$
$E = 1.09'$	$E = 0.81'$	$E = 1.09'$	$E = 0.81'$	$E = 0.81'$
$e = NC$	$e = NC$	$e = NC$	$e = NC$	$e = NC$
$T.R. = NA$	$T.R. = NA$	$T.R. = NA$	$T.R. = NA$	$T.R. = NA$
$S.E. Run = NA$	$S.E. Run = NA$	$S.E. Run = NA$	$S.E. Run = NA$	$S.E. Run = NA$
$P.C. Sta. = 218+96.28$	$P.C. Sta. = 10+92.23$	$P.C. Sta. = 5+54.48$	$P.C. Sta. = 23+09.93$	$P.C. Sta. = 26+31.46$
$P.T. Sta. = 223+14.11$	$P.T. Sta. = 14+15.69$	$P.T. Sta. = 9+70.90$	$P.T. Sta. = 26+31.46$	$P.T. Sta. = 29+54.92$



EXISTING CONCRETE REMOVAL DETAIL



SECTION A-A
SLOPE WALL

STATION 216+17.49
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. 57
SEC. (46-3)R.HBK-1&[(46-3)HB-5]HB-1
LOADING COOPER E80 & ALT.
STRUCTURE NO. 046-9904

NAME PLATE
See Std. 515001



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

SR-1	General Plan and Elevation	
SR-2	General Data	
SR-3	General Notes, Index of Sheets, and Total BOM	
SR-4	Substructure Layout	
SR-5	Temporary Soil Retention System	
SR-6	Framing Plan	
SR-7	Girder Elevation	
SR-8	Superstructure Cross Section	
SR-9	Diaphragm Details	
SR-10	Deck Plate Plan	
SR-11	Deck Plate Details	
SR-12	Walkway Details	
SR-13	Deck Joint Details	
SR-14	Pipe Handrail Details	
SR-15	Deck Drainage System Details	
SR-16	Fixed HLMR Disc. Bearing Details	
SR-17	Guided Expansion HLMR Disc. Bearing Details	
SR-18	East Abutment Plan and Elevation	
SR-19	East Abutment Wingwall and Footing	
SR-20	East Abutment Drilled Shaft Wall Details	
SR-21	East Abutment Details	
SR-22	West Abutment Plan and Elevation	
SR-23	West Abutment Wingwall and Footing	
SR-24	West Abutment Drilled Shaft Wall Details	
SR-25	West Abutment Details	
SR-26	Slopedwall Details	
SR-27	Closure Wall Details	
SR-28	Pier Plan and Elevation	
SR-29	Pier Footing and Details	
SR-30	General Plan and Elevation Ramp C Wall	
SR-31	General Plan and Elevation Ramp D Wall	
SR-32	Ramp C Soldier Pile Layout 1 of 2	
SR-33	Ramp C Soldier Pile Layout 2 of 2	
SR-34	Ramp D Soldier Pile Layout 1 of 2	
SR-35	Ramp D Soldier Pile Layout 2 of 2	
SR-36	Ramp C Pile Schedule	
SR-37	Ramp D Pile Schedule	
SR-38	Ramp C Concrete Facing Details	SR-38
SR-39	Ramp D Concrete Facing Details	SR-39
SR-40	Typical Sections	1.
SR-41	Wall Joint and Misc. Details	
SR-42	Soil Boring Logs 1 of 8	2.
SR-43	Soil Boring Logs 2 of 8	
SR-44	Soil Boring Logs 3 of 8	3.
SR-45	Soil Boring Logs 4 of 8	
SR-46	Soil Boring Logs 5 of 8	
SR-47	Soil Boring Logs 6 of 8	4.
SR-48	Soil Boring Logs 7 of 8	
SR-49	Soil Boring Logs 8 of 8	5.

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

SUGGESTED CONSTRUCTION SEQUENCE:

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

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

