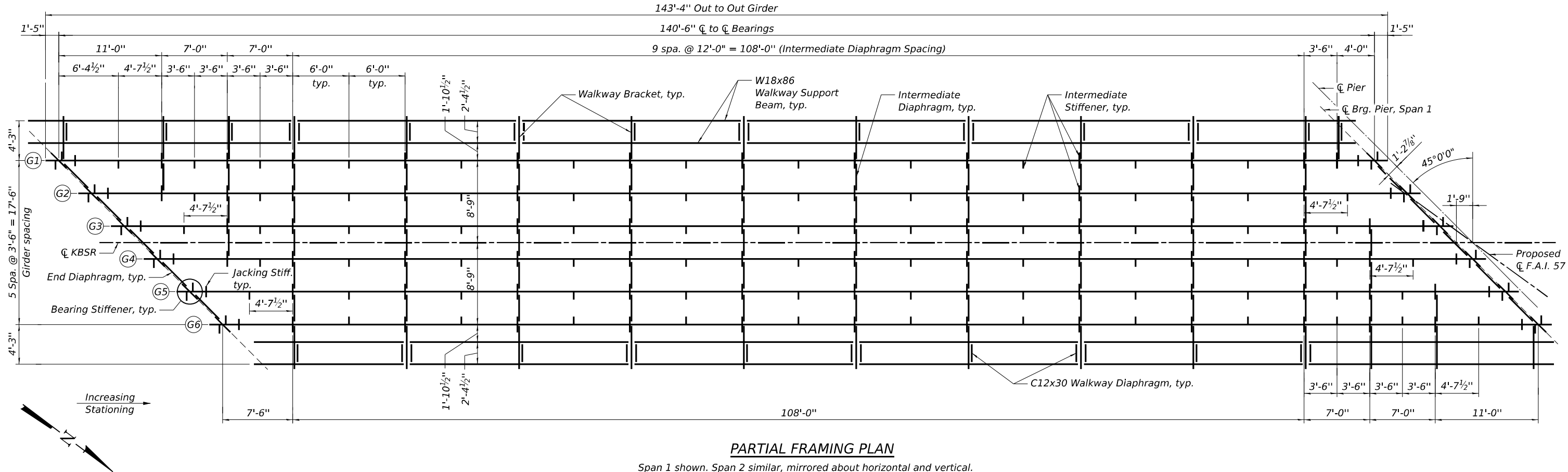


1. *A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.*
2. *Temporary soil retention may need to be staged to facilitate removal of the existing footing and pier shaft.*

Item	Unit	Quantity
Temporary Soil Retention System	Sq. Ft.	1,106

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	801
CONTRACT NO. 66863				
	ILLINOIS	FED. AID PROJECT		



PARTIAL FRAMING PLAN

Span 1 shown. Span 2 similar, mirrored about horizontal and vertical.

Note: Longitudinal dimensions on framing plan are measured to the centerline of intermediate stiffener plates.

MOMENT AND SHEAR
PER GIRDER

MOMENT		
Description		Girder ASTM A709 Grade 50
Dead Load		4,951 k-ft
Live Load		4,240 k-ft
Impact		1,037 k-tf
Total		10,228 k-ft
Section	Web	1"x78"
	Flanges	3"x24"
Gross I Furnished		275,850 in^4
Net I Furnished		216,774 in^4
Net Section Modulus Furnished		5,161 in^3
Max. Stress in Flange		23.74 ksi
Allowable Max. Stress in Flange	Tension	27.50 ksi
	Compression	27.50 ksi
Allowable Max. Deflection Live Load + Impact (E-80 Loading)		2.63"
Actual Max. Deflection Live Load + Impact (E-80 Loading)		2.01"
SHEAR		
Dead Load		136.1 k
Live Load		155.6 k
Impact		47.0 k
Total		338.7 k
Web Shear Stress		4.34 ksi
Bearing Stiffener Area Req'd.		8.12 in^2
Bearing Stiffener Area Furnished		25.00 in^2

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\BENTLEY.COM\E\24\PW\201\DD168591\0469904-66863-006-FRAMING.DGN



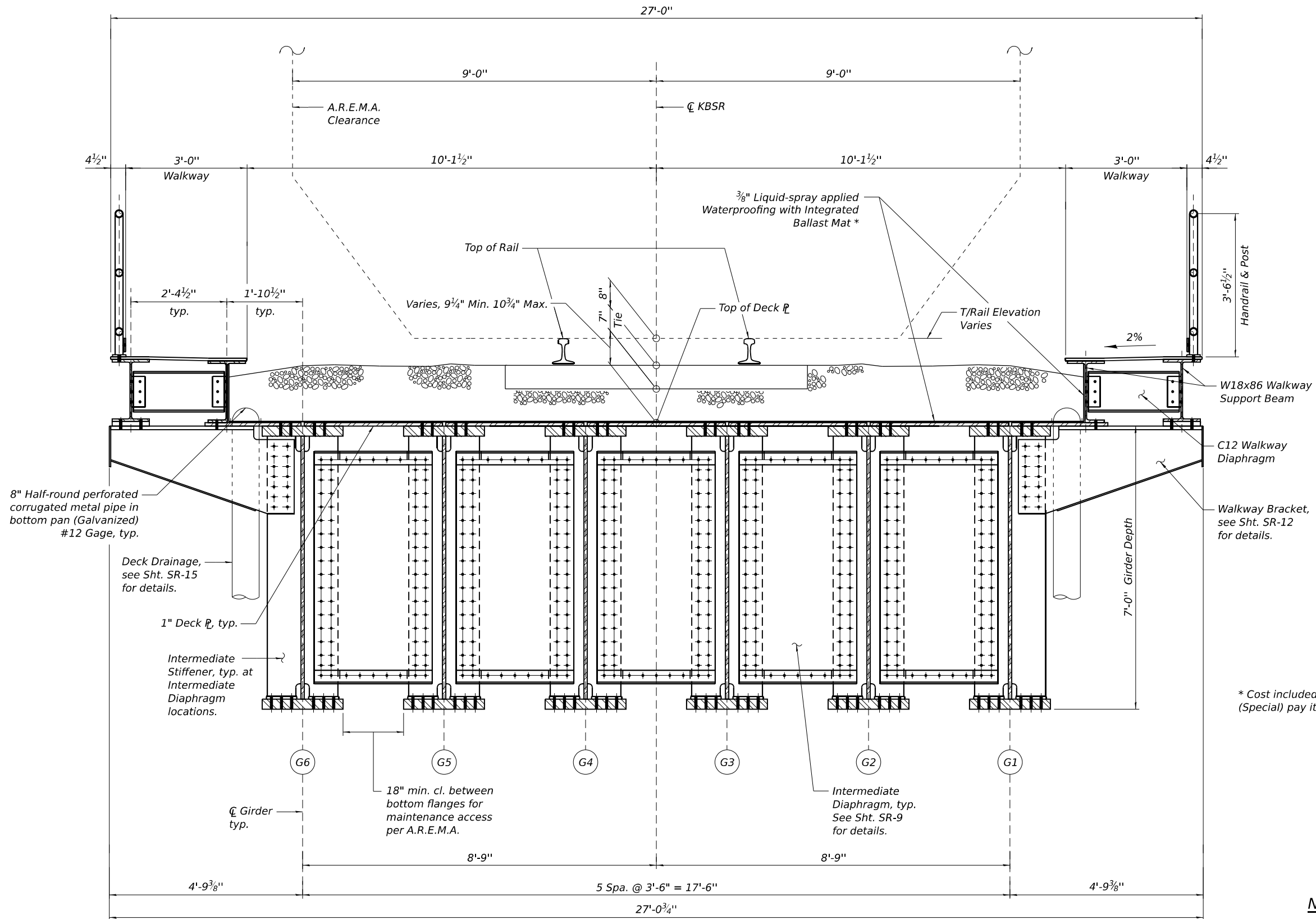
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	APPROVED - KK	REVISED -
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PLOT DATE = 4/23/2026	CHECKED - KK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 046-9904

SHEET SR-6 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	802
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



TYPICAL CROSS SECTION
Looking Downstation

NOTE:

1. All structural steel shall be AASHTO M270 Grade 50.

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\BENTLEY.COM\24\94\W421.D0168591\0469904-66863-008-SUPERSTRUCTURE SECT.DGN



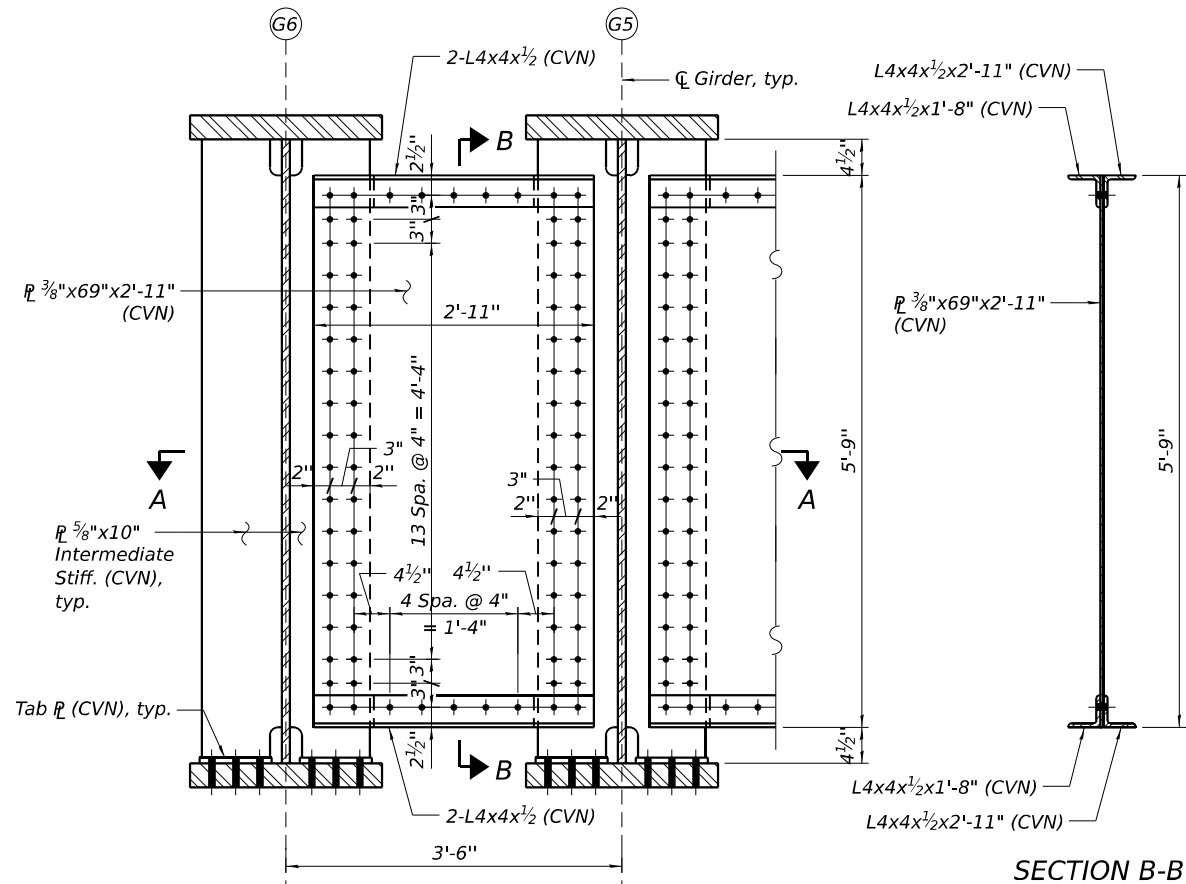
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	APPROVED - KK	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	DRAWN - HBJ	REVISED -
PLOT DATE = 4/23/2026	CHECKED - KK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

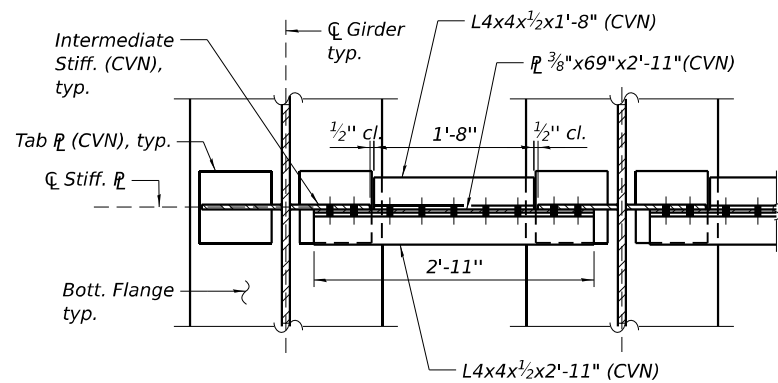
SUPERSTRUCTURE CROSS SECTION
STRUCTURE NO. 046-9904

SHEET SR-8 OF SR-49 SHEETS

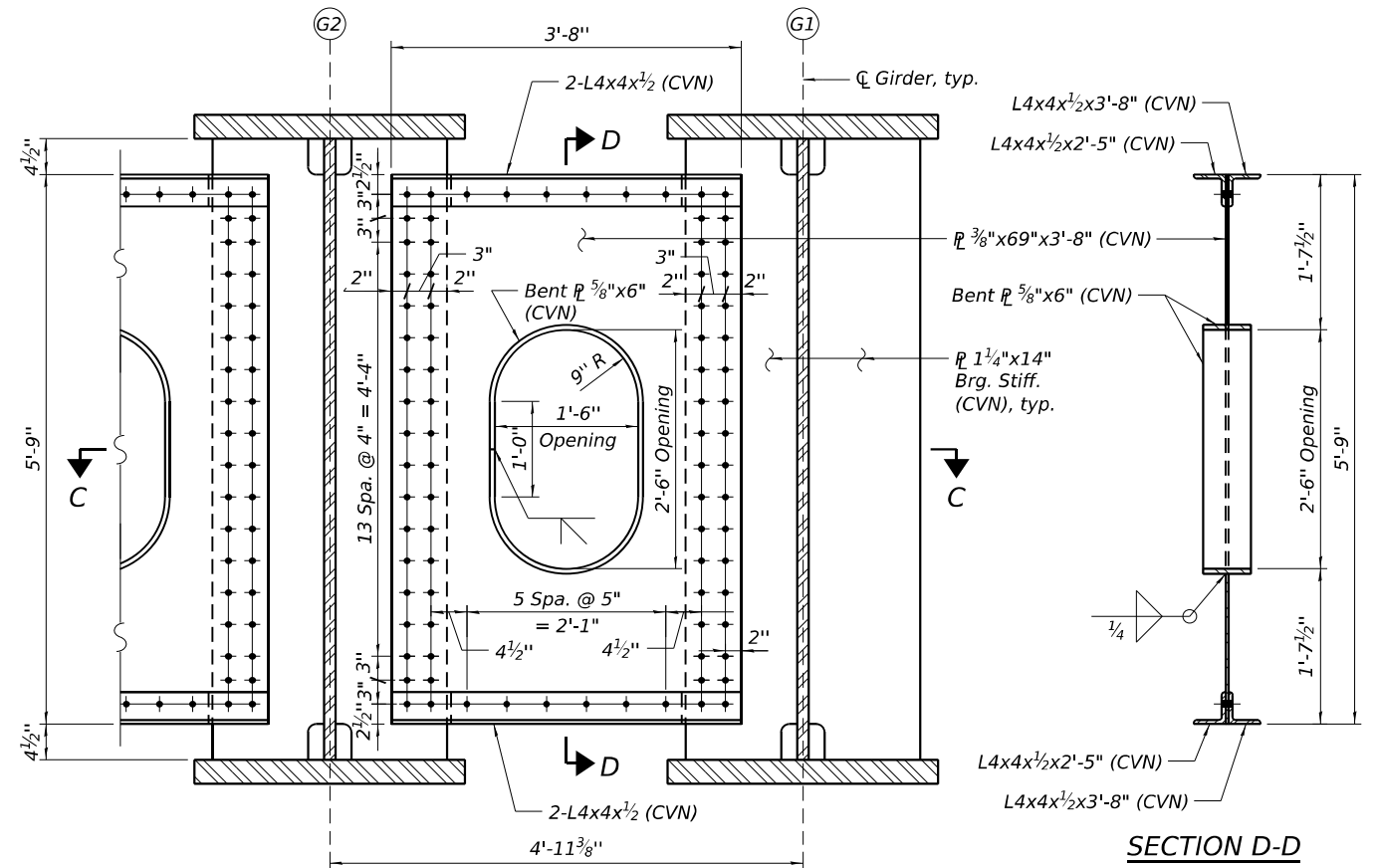
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	804
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



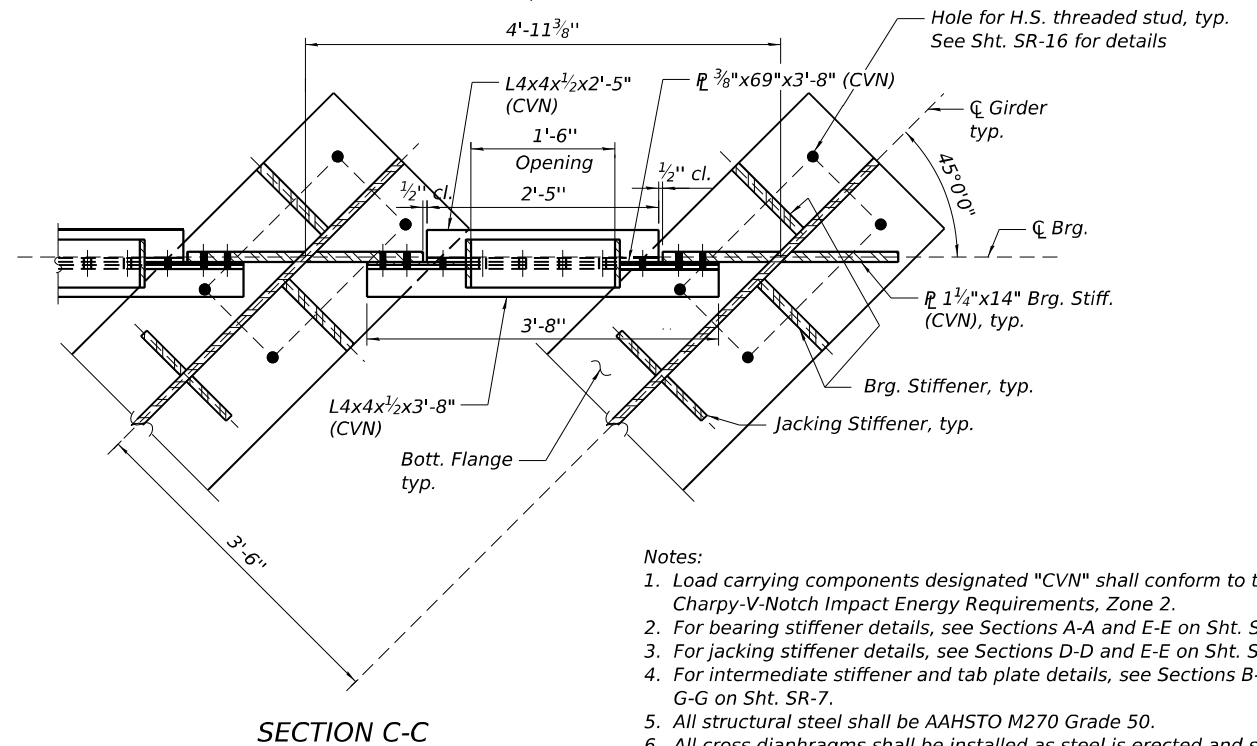
TYPICAL INTERMEDIATE DIAPHRAGM
Span 1, Looking Downstation shown. Other locations similar.
116 Required



SECTION A-A



TYPICAL END DIAPHRAGM ALONG ϕ OF BEARINGS
At East Abutment, Looking Downstation shown. Other locations similar.
20 Required



- Notes:**
1. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.
 2. For bearing stiffener details, see Sections A-A and E-E on Sht. SR-7.
 3. For jacking stiffener details, see Sections D-D and E-E on Sht. SR-7.
 4. For intermediate stiffener and tab plate details, see Sections B-B and G-G on Sht. SR-7.
 5. All structural steel shall be AASHTO M270 Grade 50.
 6. All cross diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EX-24\BENTLEY\COM\EX-24\DWG\466904-66863-11-DIAPHR-DT5.DGN



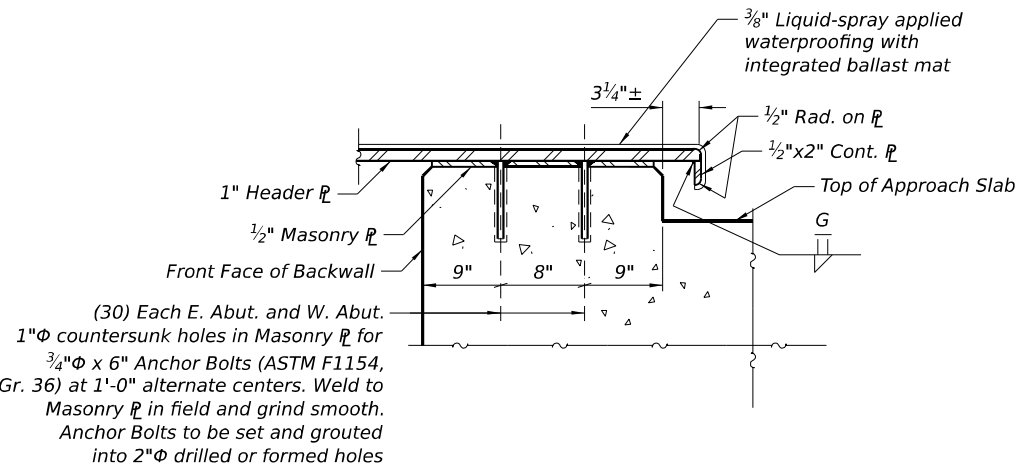
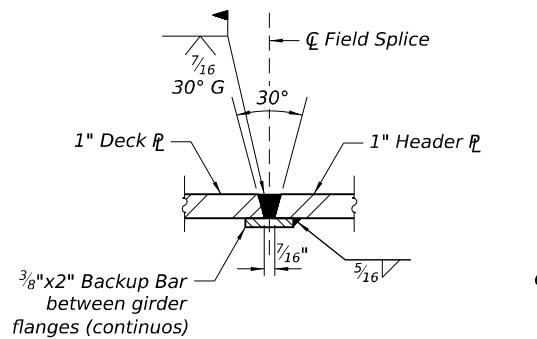
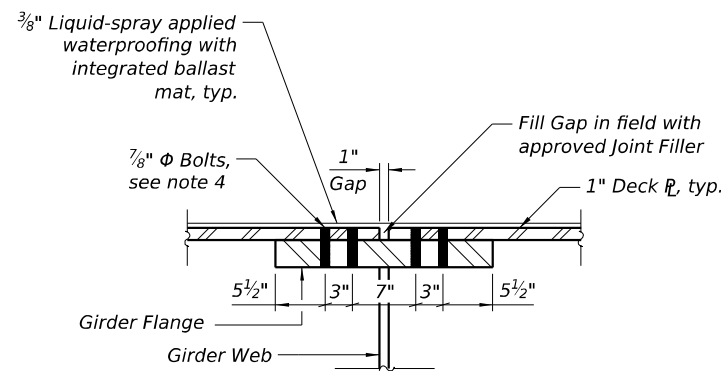
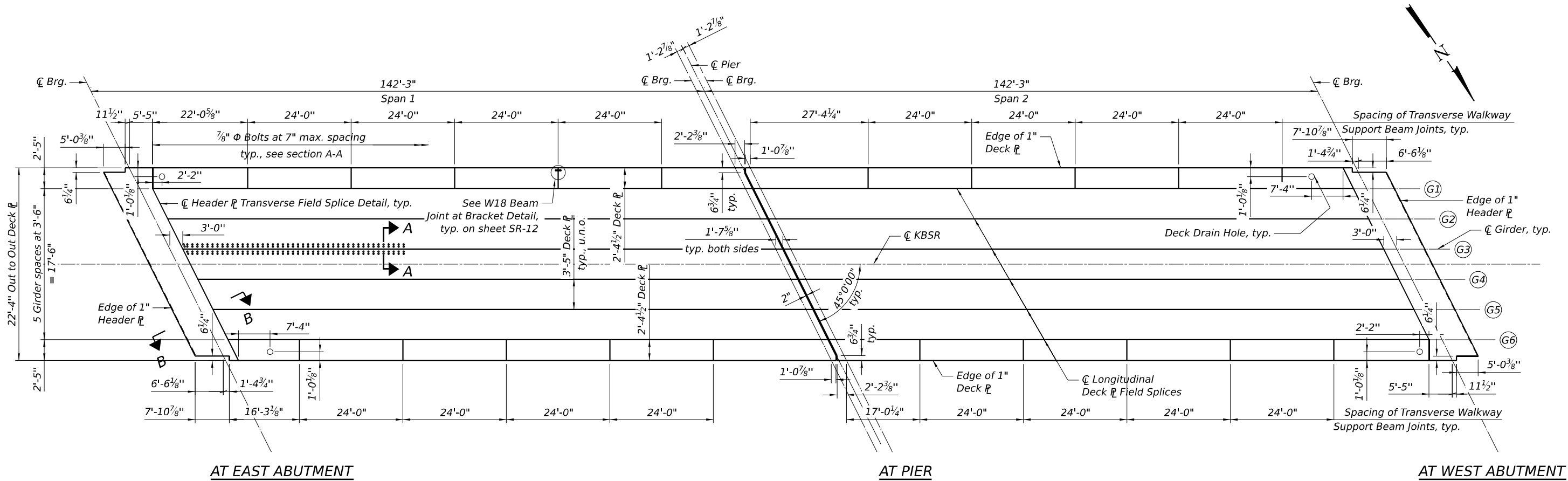
USER NAME = SALASL	DESIGNED - CCE	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	APPROVED - KK	REVISED -
PLOT DATE = 4/23/2026	DRAWN - HBJ	REVISED -
	CHECKED - KK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 046-9904

SHEET SR-9 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	805
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



BILL OF MATERIAL

Item	Unit	Quantity
Anchor Bolts, 3/4"	Each	60

- NOTES:**
- For Deck Drain Details, see sheet SR-15.
 - Add 5/16" seal welds between top girder flanges and Header ℓ from below.
 - Contractor shall consider that deck plate is slightly warped due to camber when determining longitudinal deck plate lengths.
 - Bolt spacing to be co-ordinated with bolt/weld spacing of diaphragm, stiffener and connection plates by fabricator.
 - All structural steel shall be AASHTO M270 Grade 50.

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP-2\W.BENTLEY.COM\EXP-2\0469904-66863-212-DECK PLATE.DGN



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

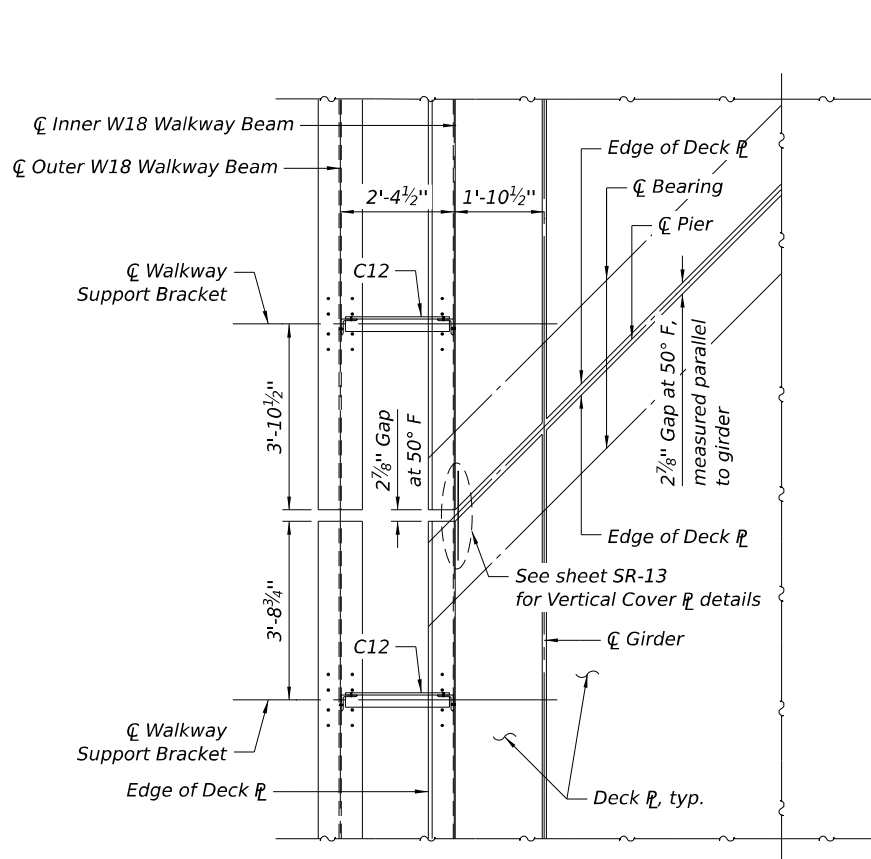
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLATE PLAN
STRUCTURE NO. 046-9904

SHEET SR-10 OF SR-49 SHEETS

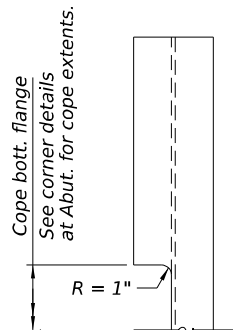
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	806
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

MODEL: 2D SHEET 11
FILE NAME: C:\PWP\WORK\EXE\24\W.BENTLEY\COM\EXP-24\01\100168591\0469904\66863-413-DECK PLATE DETAILS.DGN



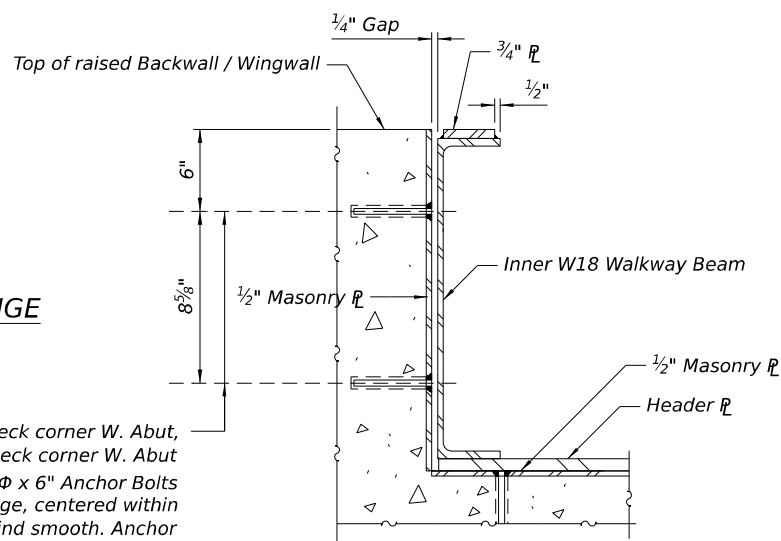
**NORTH DECK CORNER
AT PIER**

(South Deck corner at Pier similar)
(Girders & Brackets not shown for clarity)

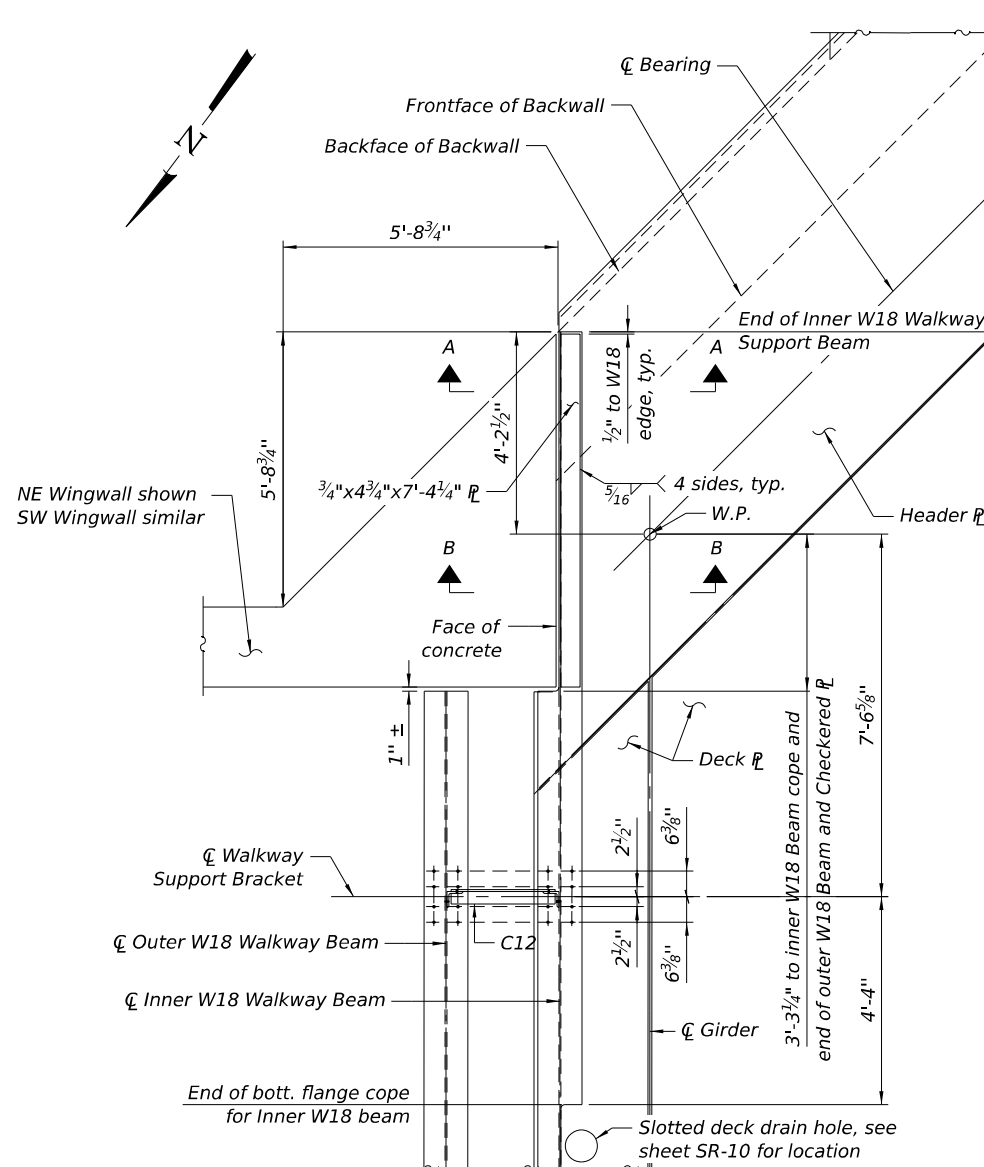


**INNER W18 BEAM BOTTOM FLANGE
COPING DETAIL**

(14) Each N. Deck corner E. Abut. and S. Deck corner W. Abut.
(8) Each S. Deck corner E. Abut. and N. Deck corner W. Abut
1"Ø countersunk holes in Masonry PL for 3/4"Ø x 6" Anchor Bolts
(ASTM F1154, Gr. 36) with 1'-0" max. gage, centered within
Masonry PL. Weld to Masonry PL in field and grind smooth. Anchor
Bolts to be set and grouted into 2"Ø drilled or formed holes.



SECTION A-A



**NORTH DECK CORNER
AT EAST ABUTMENT**

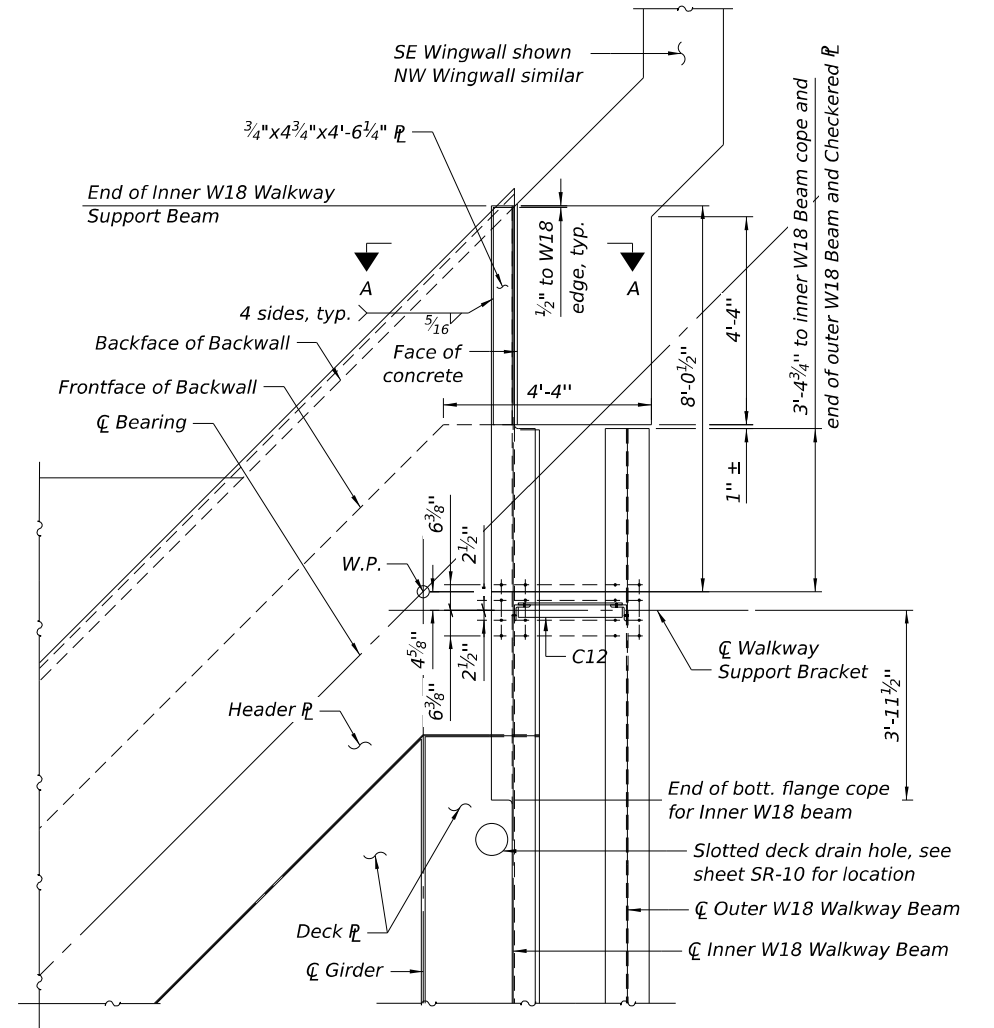
(South Deck corner at West Abutment similar)
(Girders & Brackets not shown for clarity)

BILL OF MATERIAL

Item	Unit	Quantity
Anchor Bolts, 3/4"	Each	44

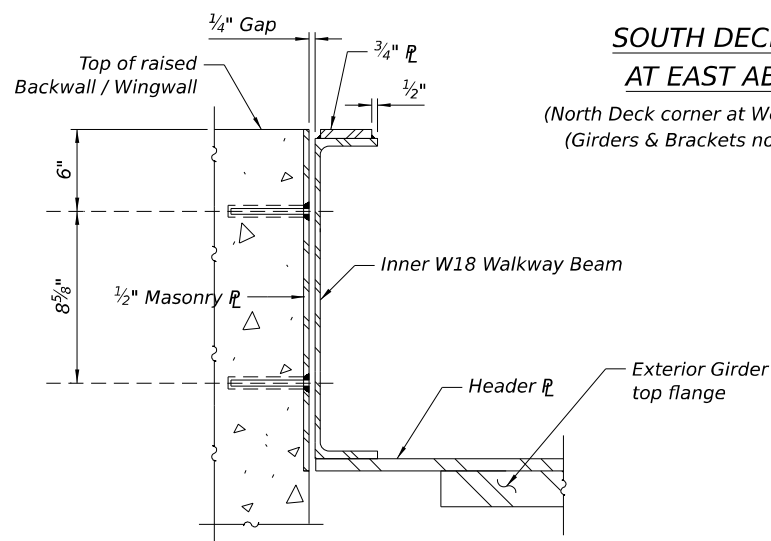
NOTE:

1. All structural steel shall be AASHTO
M270 Grade 50.

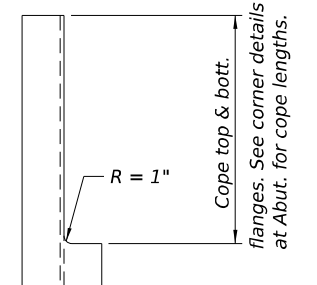


**SOUTH DECK CORNER
AT EAST ABUTMENT**

(North Deck corner at West Abutment similar)
(Girders & Brackets not shown for clarity)



SECTION B-B



**INNER W18 BEAM COPING DETAIL
AT WINGWALL**



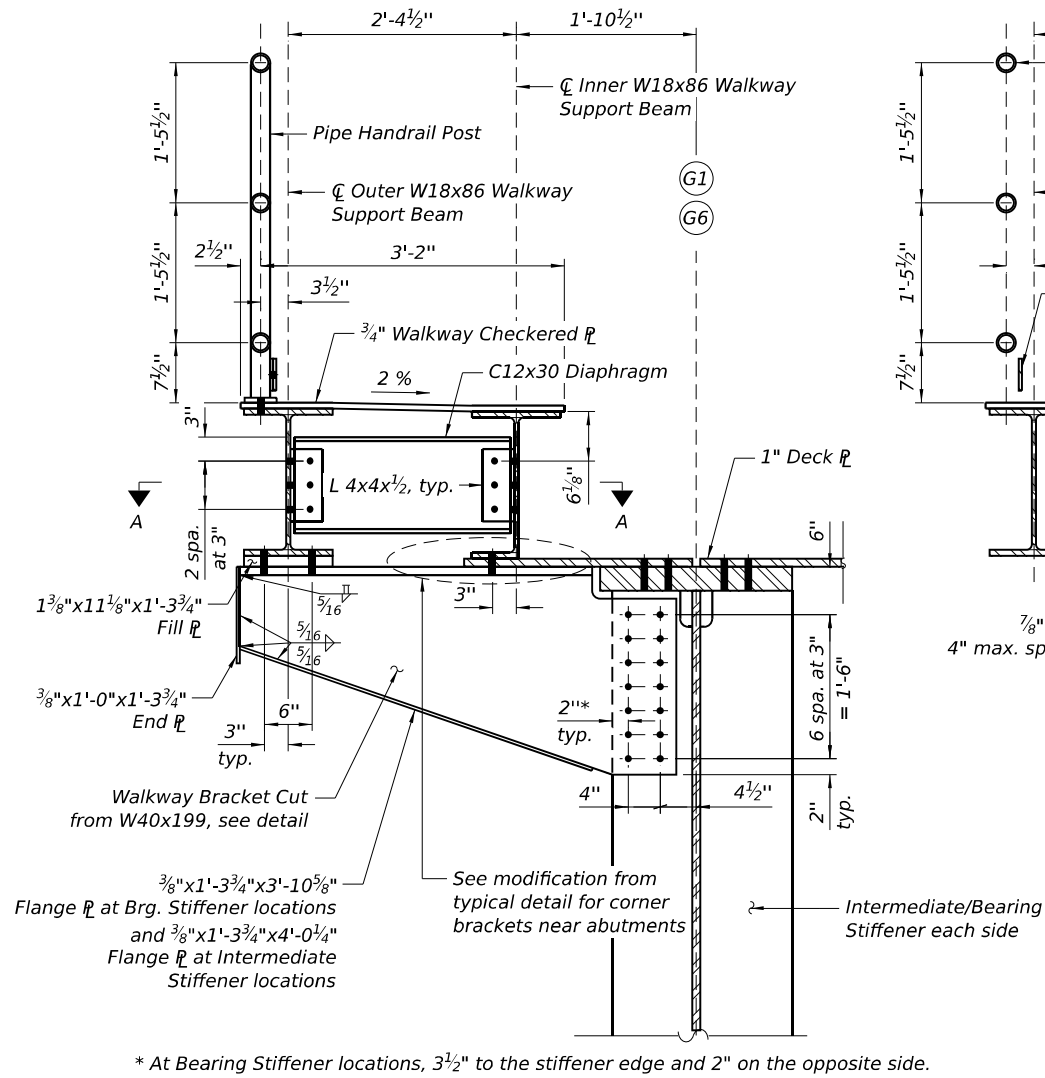
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PLOT SCALE = 0.16667795 1/1 IN.	APPROVED - KK	REVISED -
PLOT DATE = 4/23/2026	DRAWN - KPD	REVISED -
	CHECKED - CCE	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

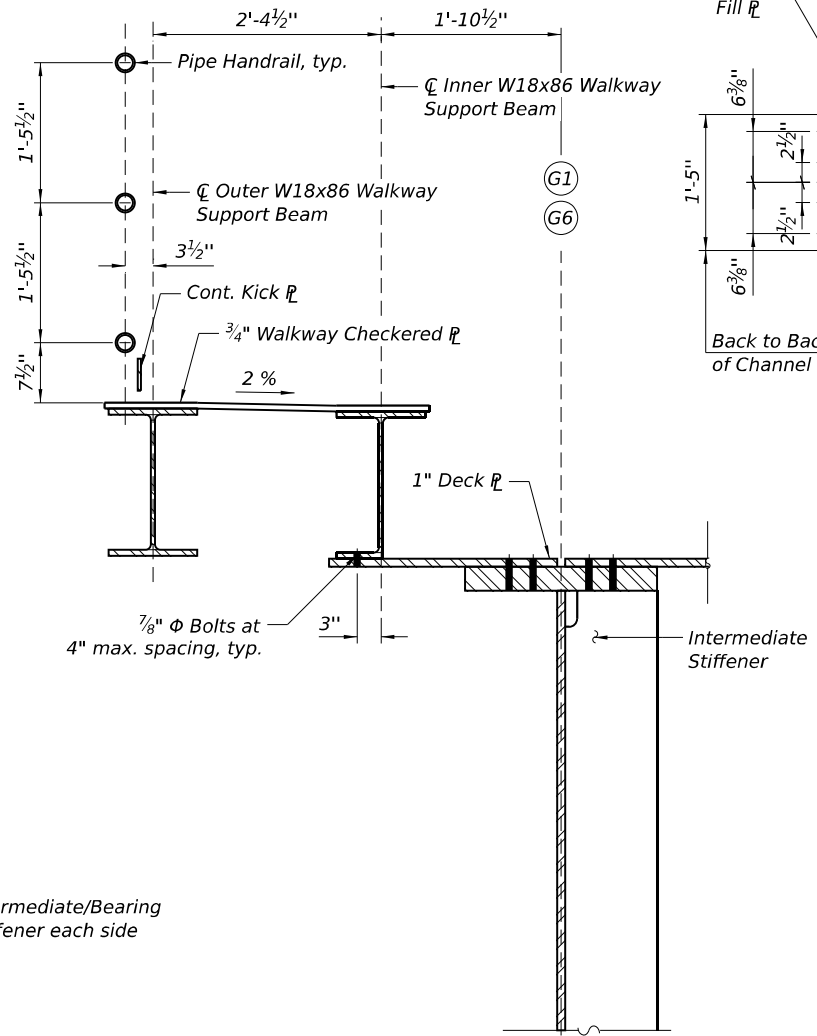
**DECK PLATE DETAILS
STRUCTURE NO. 046-9904**

SHEET SR-11 OF SR-49 SHEETS

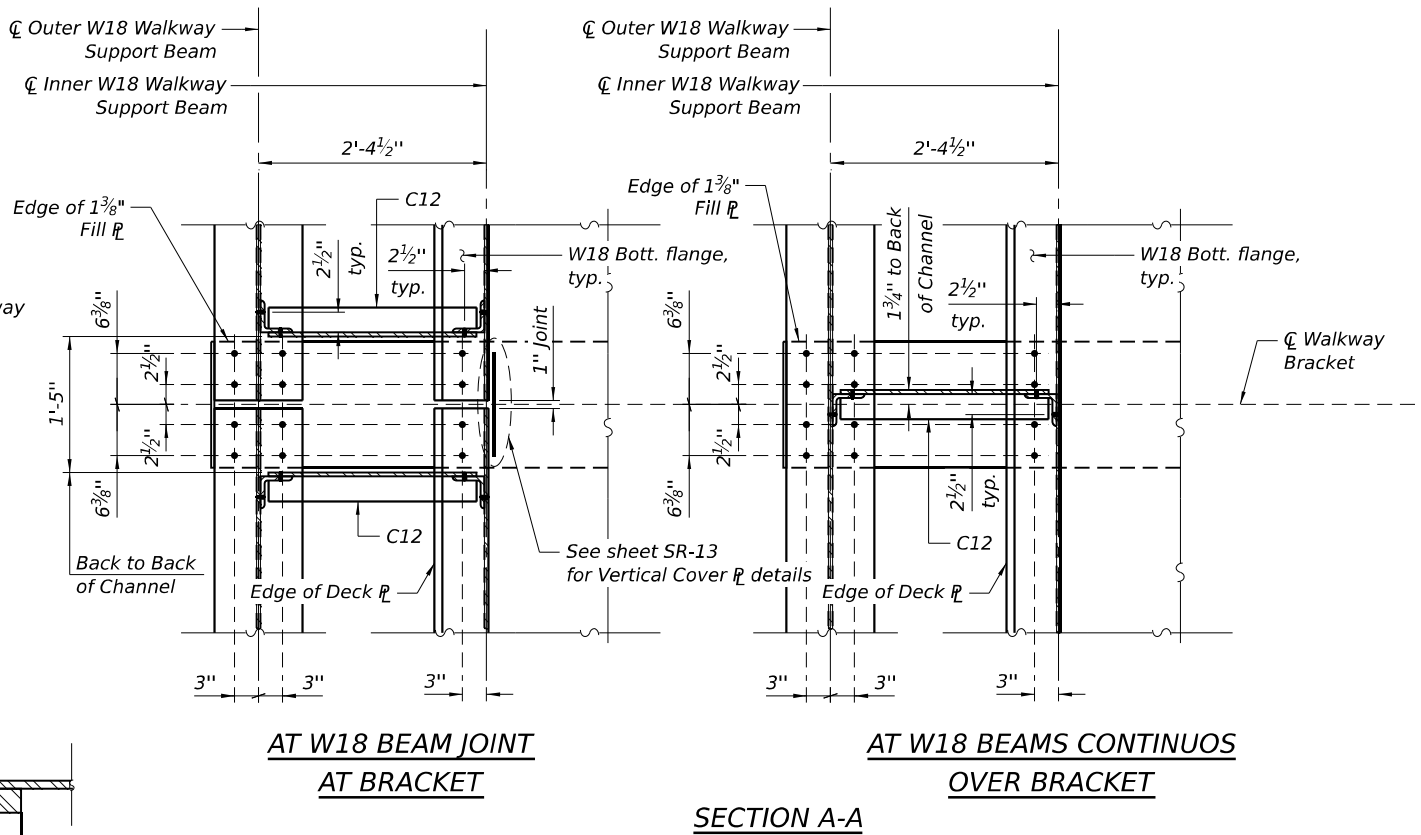
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	807
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



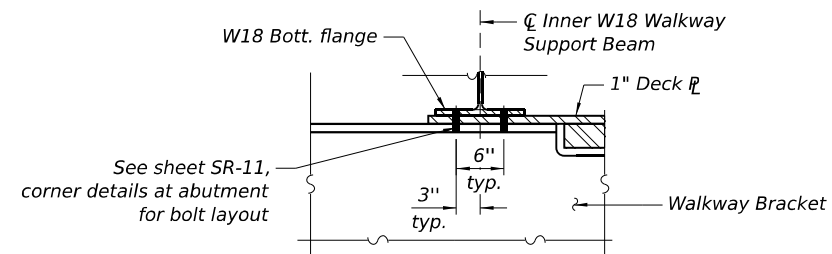
**WALKWAY DETAILS
AT SUPPORT BRACKET**



**WALKWAY DETAILS
BETWEEN SUPPORT BRACKET**



WALKWAY BRACKET CUTTING DETAIL



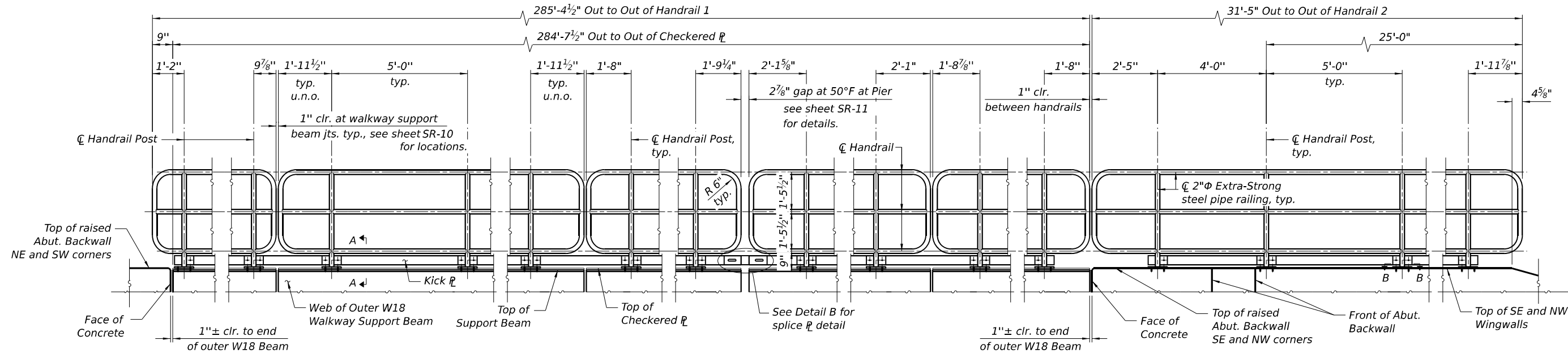
**INNER W18 BEAM DETAIL
AT CORNER BRACKETS NEAR ABUTMENTS**

NOTE:
1. All structural steel shall be AASHTO M270 Grade 50.

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EX-24\WALKWAY\BENTLEY.COM\EX-24\WALKWAY\0469904-66863-014\WALKWAY.DGN

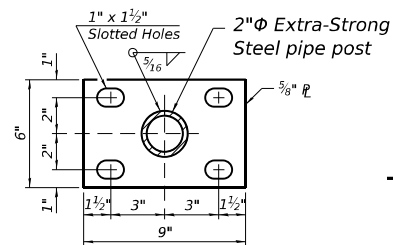
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	PLOT SCALE = 0.16666633 1/ IN.	APPROVED - KK	REVISED -			57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	808
	PLOT DATE = 4/23/2026	DRAWN - KPD	REVISED -			CONTRACT NO. 66863				
		CHECKED - CCE	REVISED -			ILLINOIS FED. AID PROJECT				

MODEL: 2D SHEET 11
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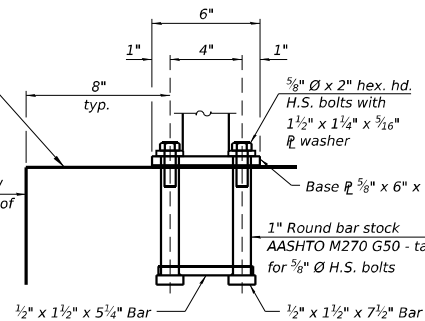
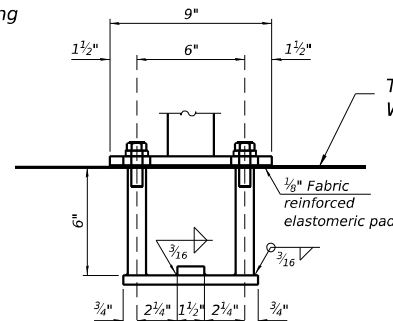


TYPICAL HANDRAIL OUTSIDE ELEVATION

(Not to scale)
(North Handrail shown; South Handrail opposite hand)

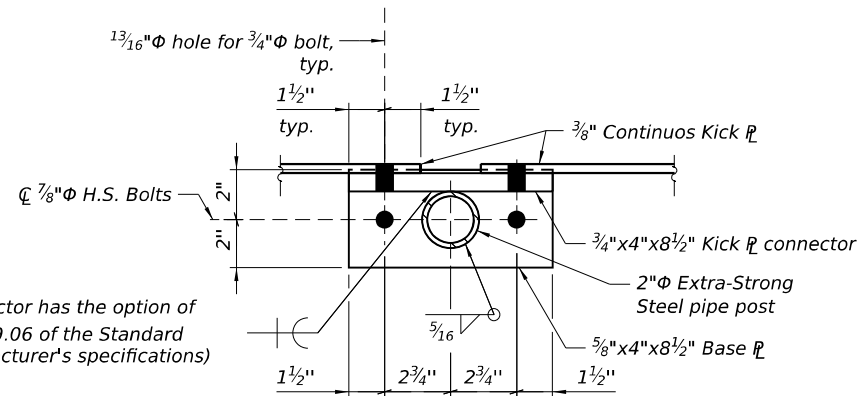


SECTION B-B

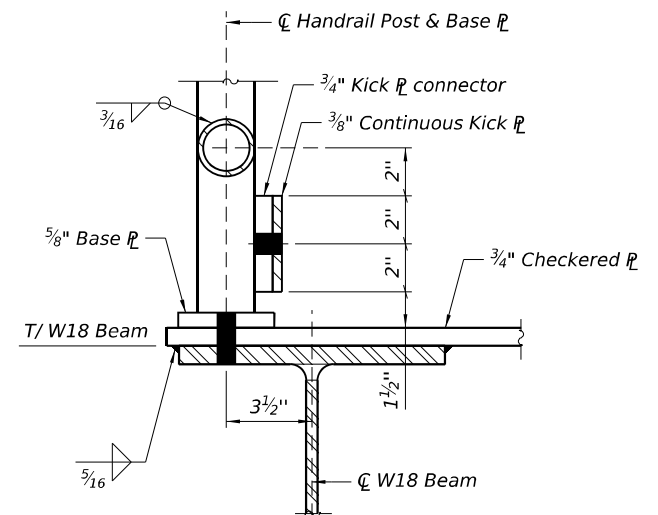


ANCHORAGE ASSEMBLY

(In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8"Ø anchor bolts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications)



DETAIL A



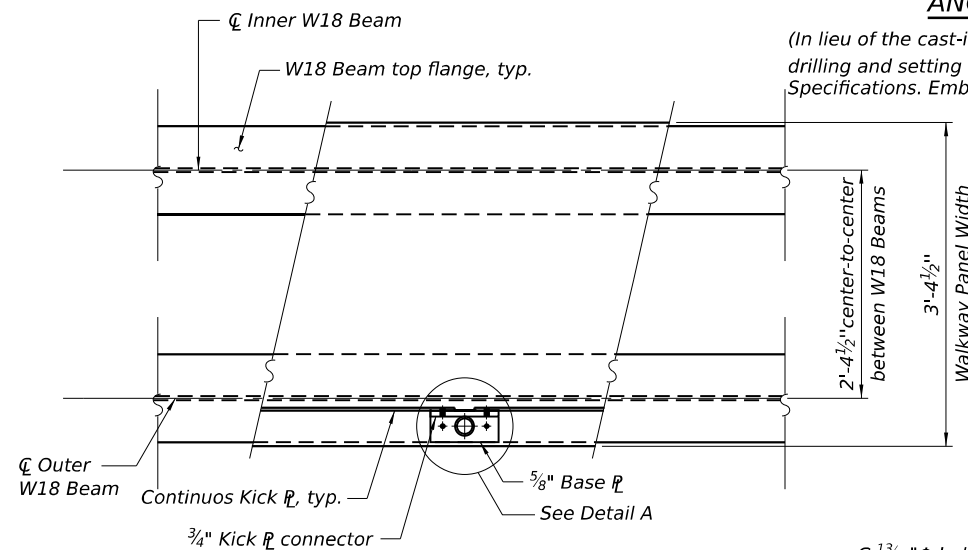
SECTION A-A

BILL OF MATERIAL

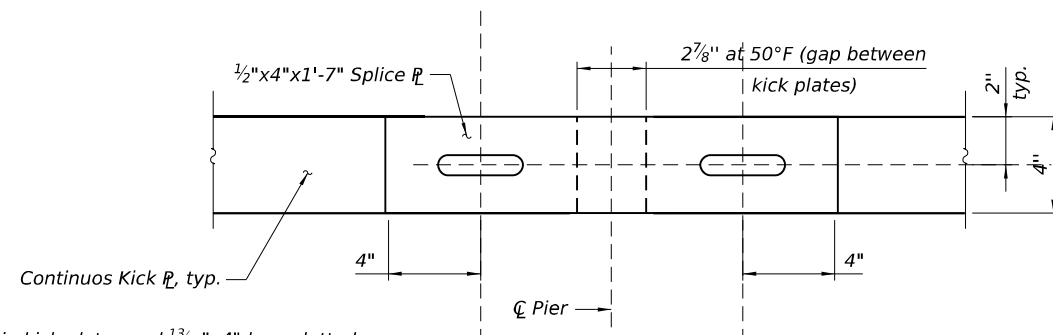
Item	Unit	Quantity
Pipe Handrail	Foot	634

NOTES:

- Handrail assemblies shall be galvanized according to AASHTO M111.
- Place reinforcement bars in abutment backwall & wingwalls to miss anchor rod locations.
- All fully threaded anchor bolts shall be ASTM F1554 grade 105.



TYPICAL PARTIAL WALKWAY PLAN



DETAIL B



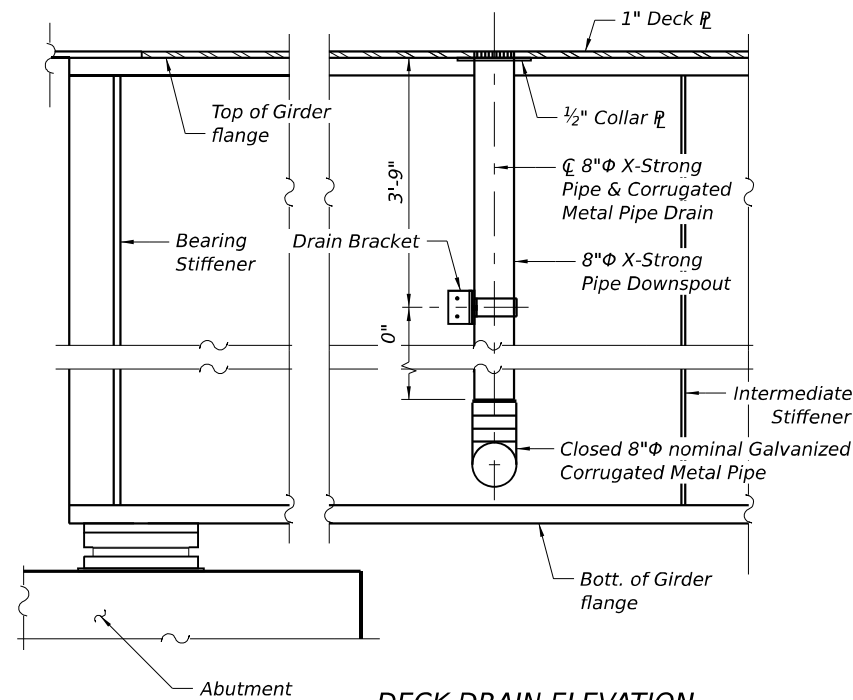
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PLOT SCALE = 0:2" = 1' / IN.	APPROVED - KK	REVISED -
PLOT DATE = 4/23/2026	DRAWN - KPD	REVISED -
	CHECKED - KK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

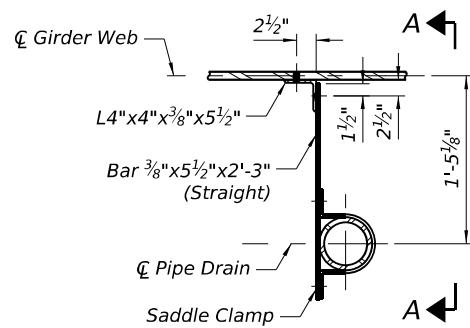
PIPE HANDRAIL DETAILS
STRUCTURE NO. 046-9904

SHEET SR-14 OF SR-49 SHEETS

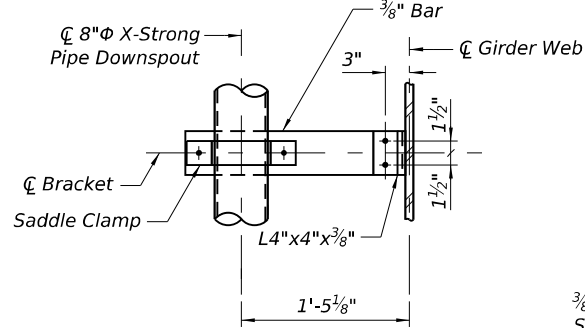
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	810
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



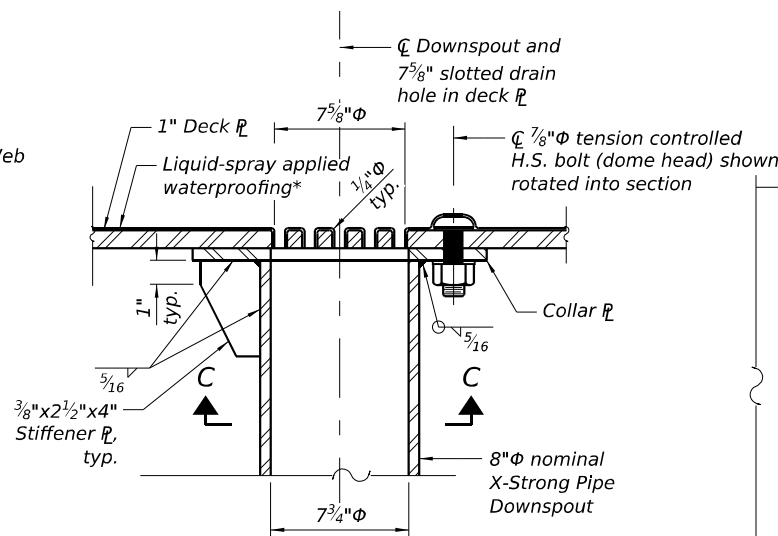
DECK DRAIN ELEVATION



DRAIN BRACKET

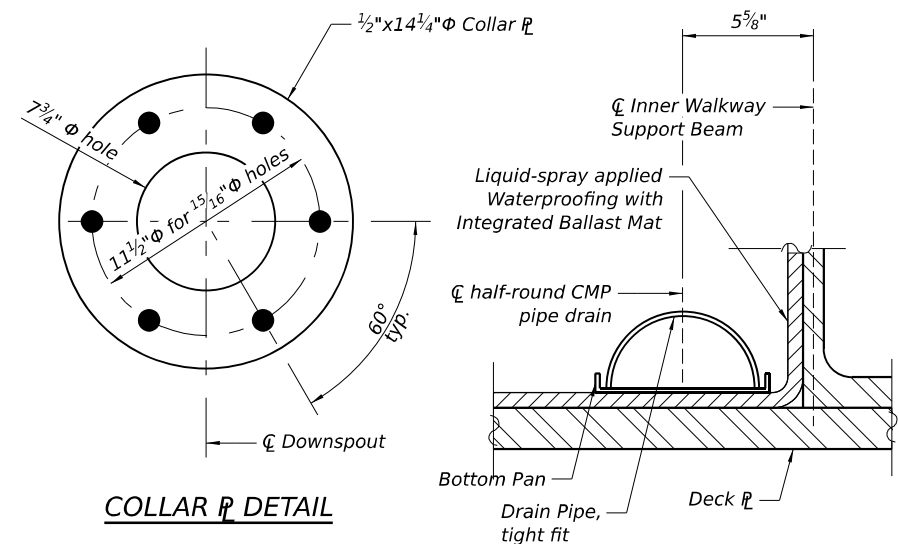


SECTION A-A



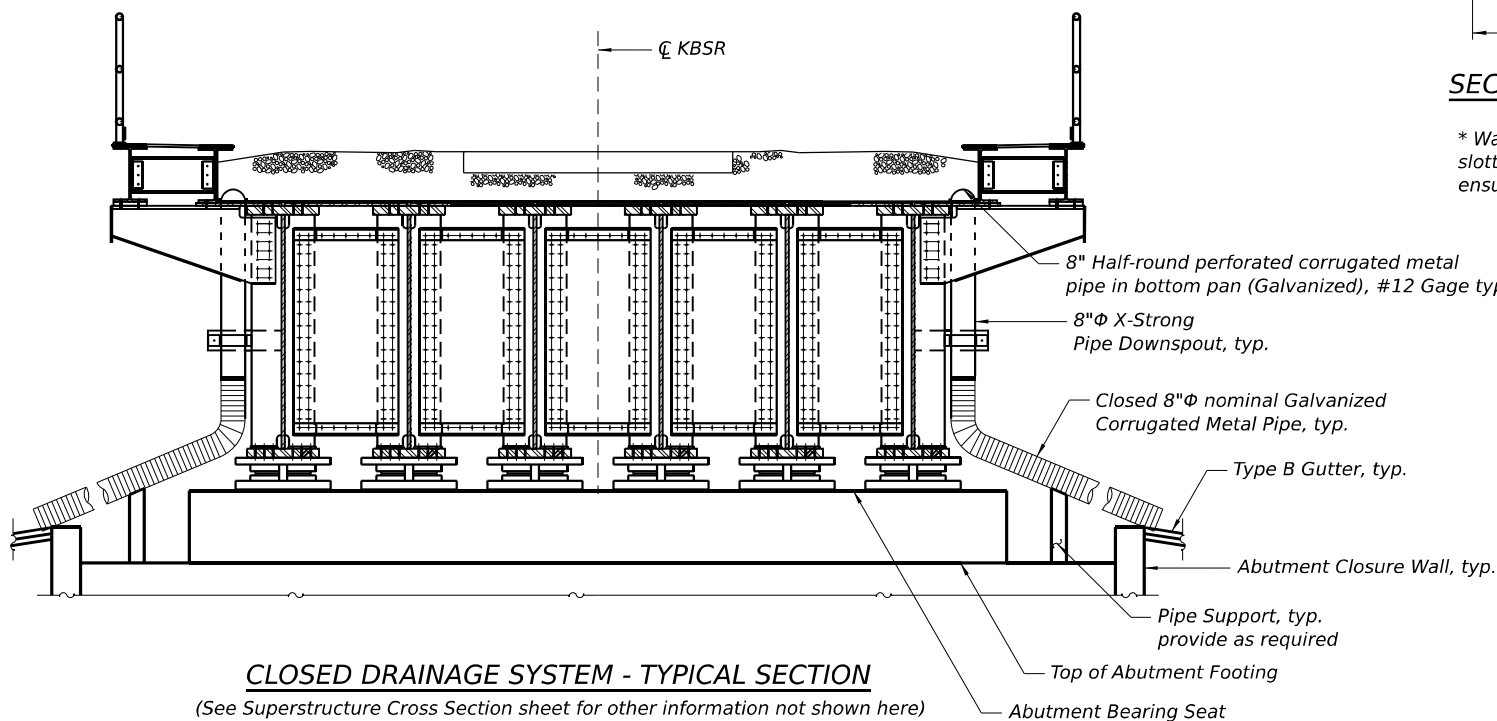
SECTION B-B

* Waterproofing shall be finished carefully at slotted holes and cleaned out if necessary to ensure drain fully functions.

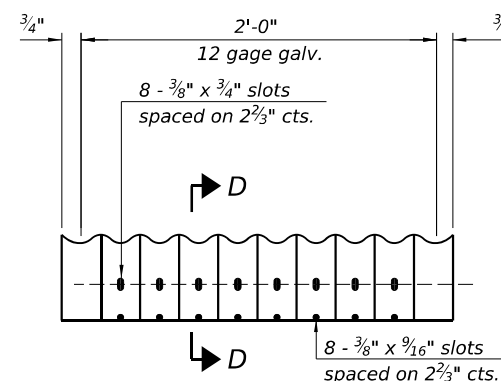


COLLAR PLATE DETAIL

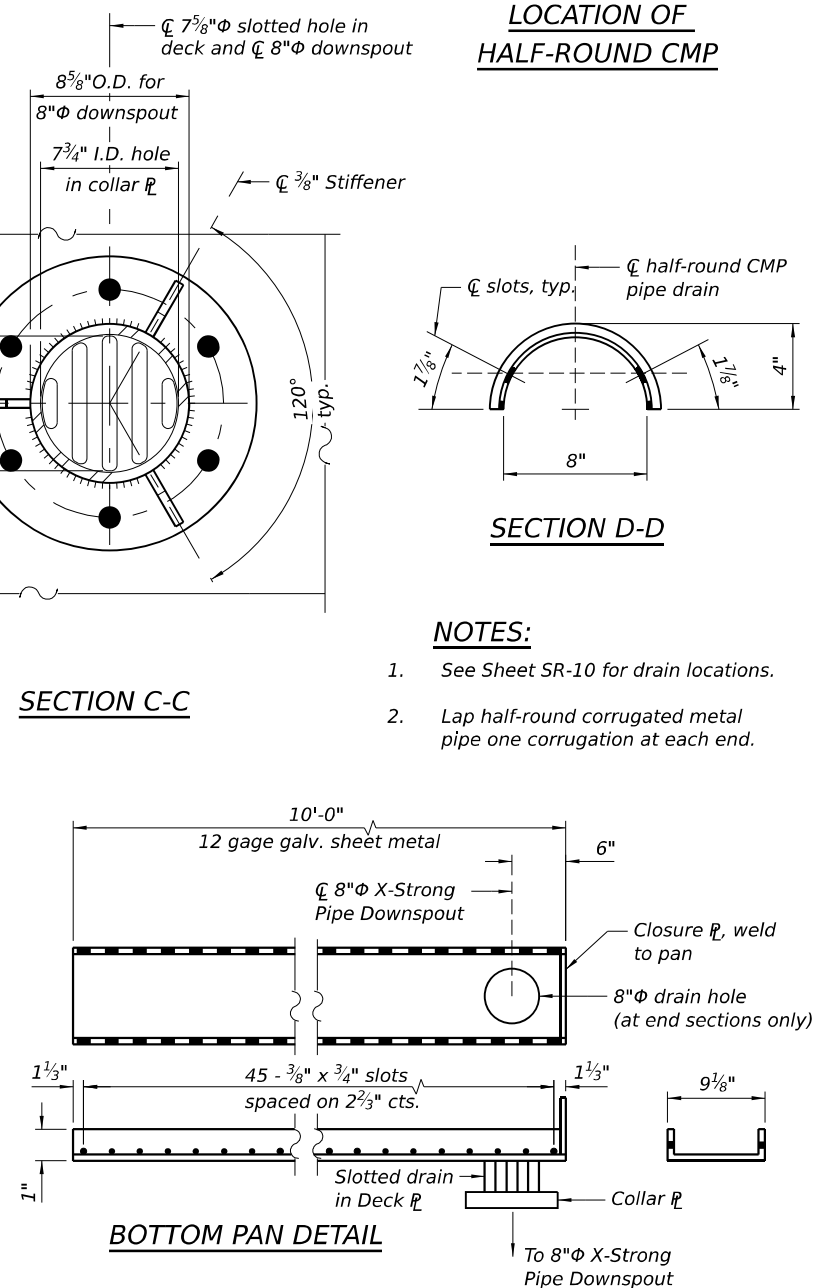
LOCATION OF HALF-ROUND CMP



CLOSED DRAINAGE SYSTEM - TYPICAL SECTION
(See Superstructure Cross Section sheet for other information not shown here)



HALF-ROUND CMP DETAIL



BOTTOM PAN DETAIL

NOTES:

1. See Sheet SR-10 for drain locations.
2. Lap half-round corrugated metal pipe one corrugation at each end.

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EX-24\BENTLEY\COM\EX-24\DWG\01\0168591\0469904-66863-218-DETAILED.DGN



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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

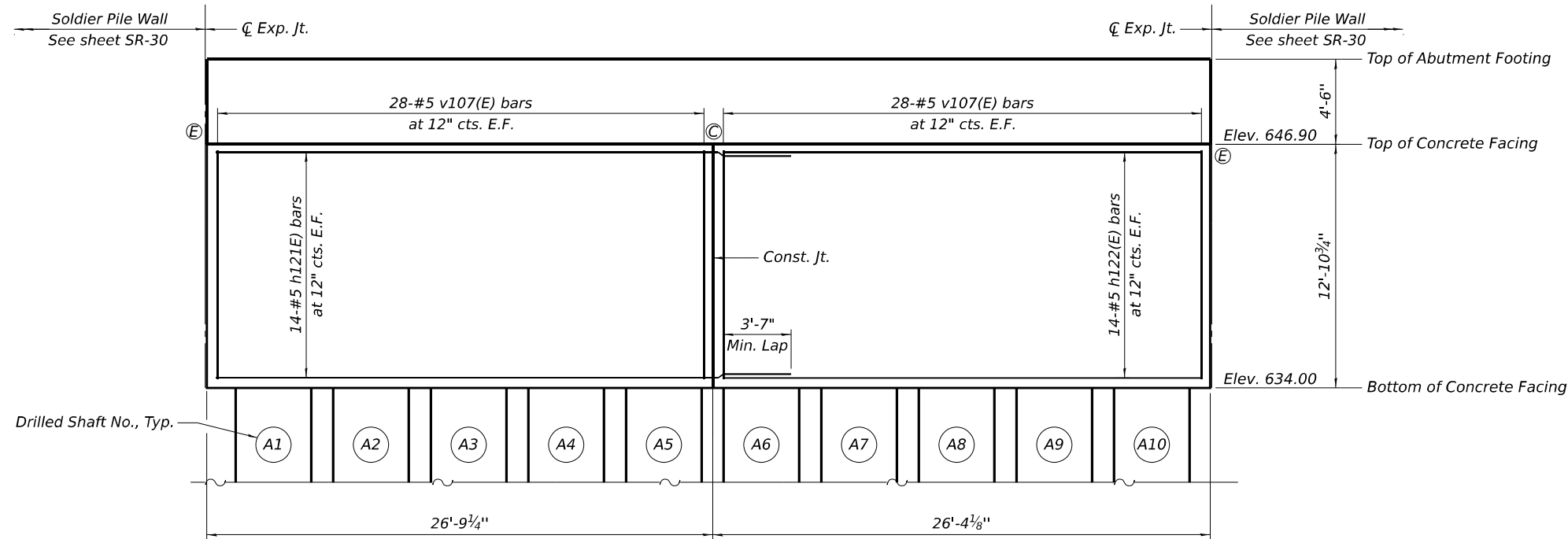
**DECK DRAINAGE SYSTEM DETAILS
STRUCTURE NO. 046-9904**

SHEET SR-15 OF SR-49 SHEETS

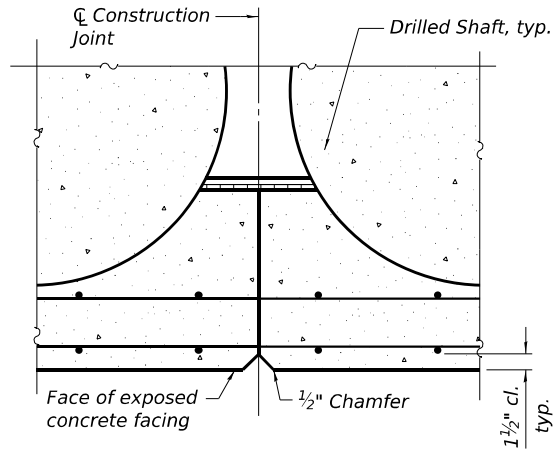
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	811
				CONTRACT NO. 66863
ILLINOIS FED. AID PROJECT				



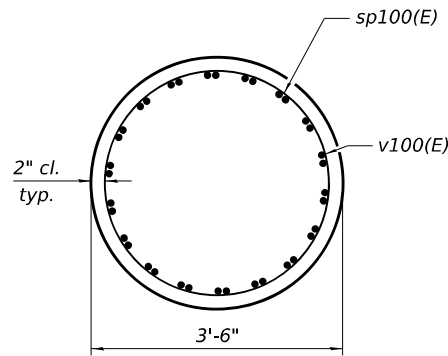
Maximum Service Vertical Reaction (R_V)	395 kips
Maximum Service Lateral Reaction (R_H)	55 kips
Maximum Service Rotation (Θ)	0.0166 rad
Maximum Longitudinal Movement	0"
Maximum Transverse Movement	0"
Maximum Vertical Uplift Reaction (R_{LUP})	145 kips



CONCRETE FACING ELEVATION



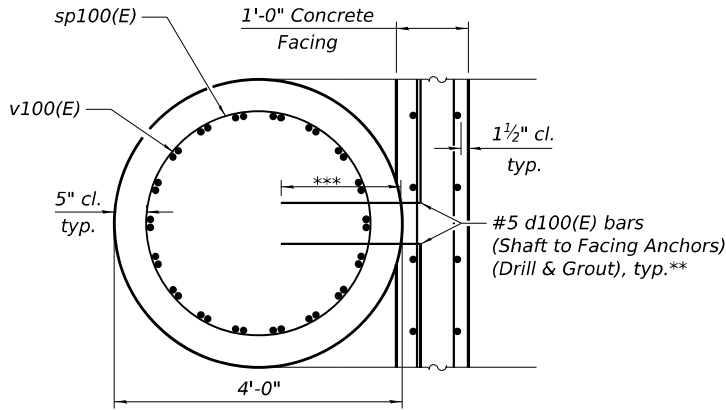
DRILLED SHAFT WALL CONSTRUCTION JOINT DETAIL
(Not to Scale)



SECTION B-B
(Not to Scale)

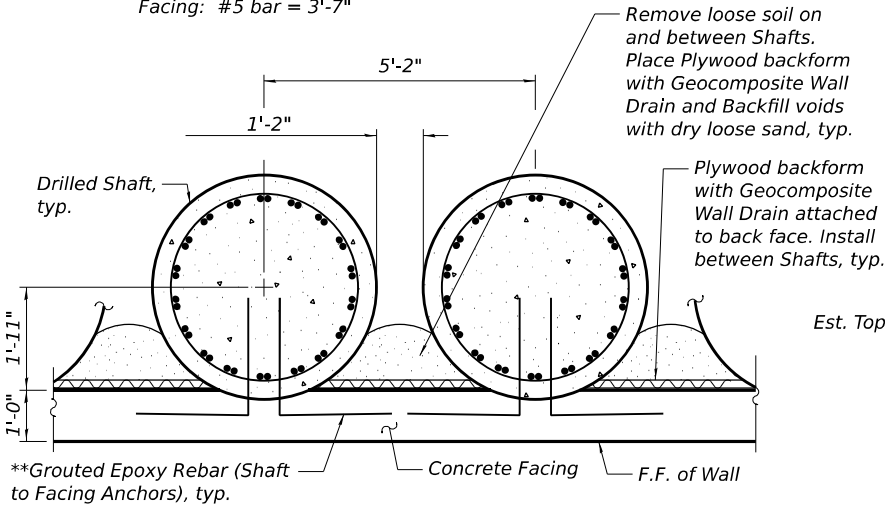
** Drill and grout d100(E) bars to the minimum embedment depth shown according to Article 584 of the Standard Specifications. Contractor shall mark the locations of d100(E) bars in a way that the drilled shaft spirals (3" pitch) and vertical v100(E) bars are not damaged during drilling.

*** 1'-6" minimum embedment

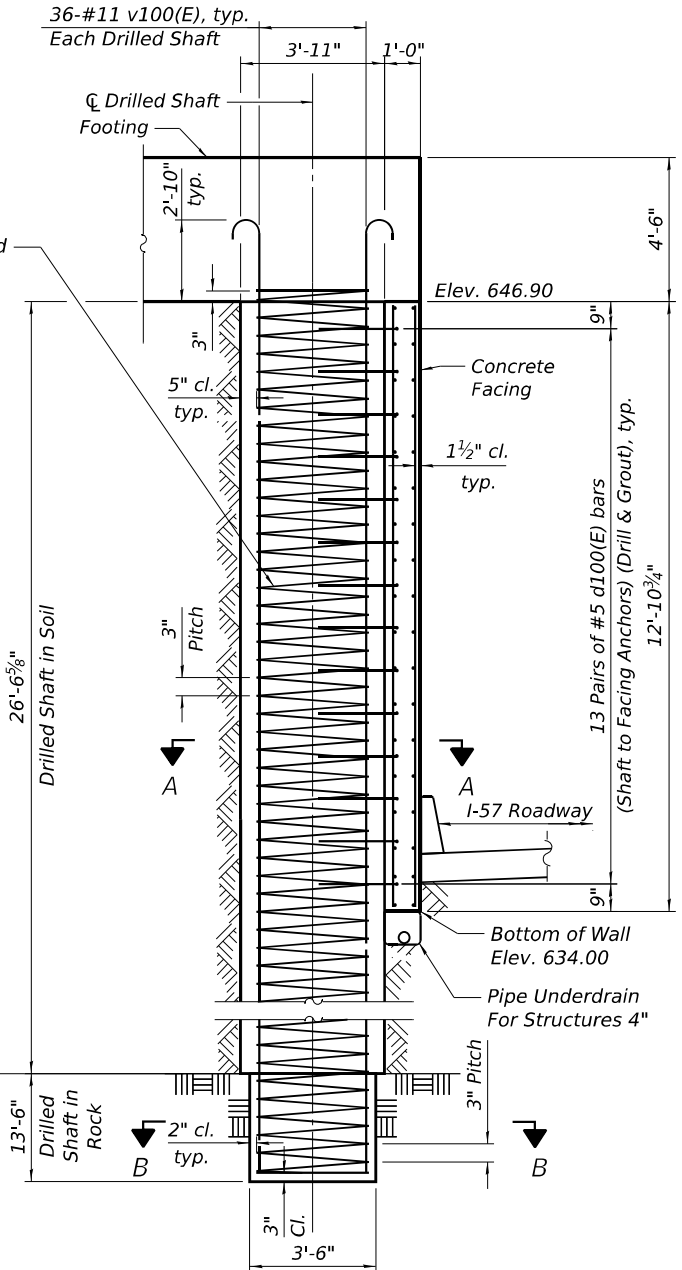


SECTION A-A
(Not to Scale)

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



TYPICAL SECTION THRU DRILLED SHAFT WALL
(Not to Scale)



TYPICAL DRILLED SHAFT ELEVATION
(Not to Scale)

Note:
F.F. denotes Front Face
B.F. denotes Back Face
E.F. denotes Each Face
© Indicates Construction Joint
ⓔ Indicates Expansion Joint

MODEL: 2D SHEET 11
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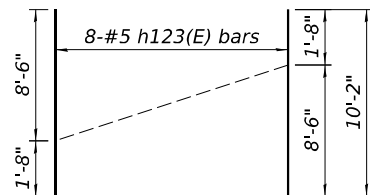
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		APPROVED	- KK	REVISED	-
PLOT SCALE	= 0.16666633 1/ IN.	DRAWN	- MSH	REVISED	-
PLOT DATE	= 4/23/2026	CHECKED	- KK	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

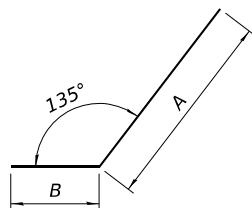
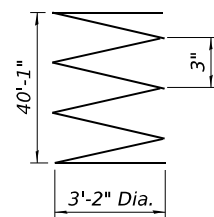
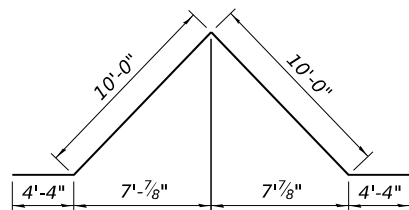
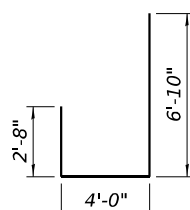
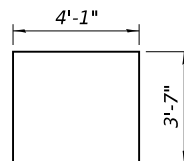
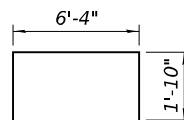
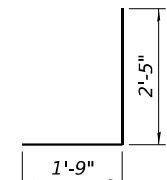
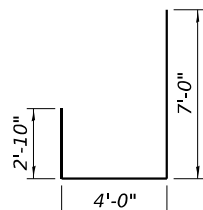
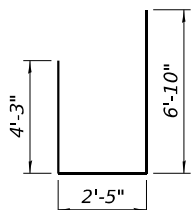
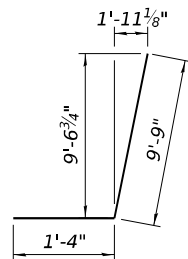
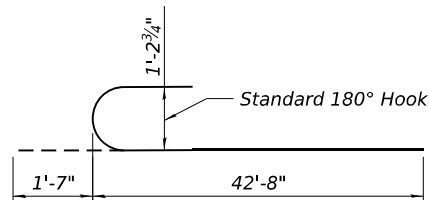
EAST ABUTMENT DRILLED SHAFT WALL DETAILS
STRUCTURE NO. 046-9904

SHEET SR-20 OF SR-49 SHEETS

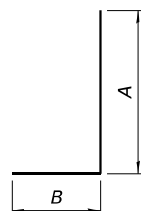
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	816
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



Order h123(E) bars full length. Cut as shown and use remainder of bars on opposite side.



BAR	A	B
<i>h108(E)</i>	18'-5"	4'-4"
<i>h109(E)</i>	19'-10"	4'-4"
<i>h110(E)</i>	33'-5"	4'-4"
<i>h111(E)</i>	34'-10"	4'-4"
<i>h119(E)</i>	30'-9"	4'-3"
<i>h120(E)</i>	4'-4"	4'-4"
<i>w104(E)</i>	30'-9"	4'-3"



<i>BAR</i>	<i>A</i>	<i>B</i>
<i>n100(E)</i>	8'-3"	1'-0"
<i>n101(E)</i>	6'-3"	1'-0"
<i>v102(E)</i>	14'-0"	1'-10"
<i>v104(E)</i>	15'-7"	1'-10"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d100(E)	260	#5	4'-2"	
h100(E)	11	#6	28'-8"	
h101(E)	18	#6	42'-1"	
h102(E)	3	#6	7'-8"	
h103(E)	3	#6	3'-4"	
h104(E)	3	#6	13'-6"	
h105(E)	12	#6	13'-10"	
h106(E)	9	#6	13'-6"	
h107(E)	15	#6	42'-1"	
h108(E)	13	#6	22'-9"	
h109(E)	13	#6	24'-2"	
h110(E)	13	#6	37'-9"	
h111(E)	13	#6	39'-2"	
h112(E)	4	#6	14'-8"	
h113(E)	2	#6	15'-10"	
h114(E)	2	#6	16'-11"	
h115(E)	2	#6	12'-11"	
h116(E)	4	#6	28'-7"	
h117(E)	2	#6	29'-8"	
h118(E)	2	#6	31'-11"	
h119(E)	2	#6	35'-0"	
h120(E)	12	#6	8'-8"	
h121(E)	28	#5	30'-5"	
h122(E)	28	#5	26'-0"	
h123(E)	8	#5	10'-2"	
n100(E)	78	#6	9'-3"	
n101(E)	44	#6	7'-3"	
n102(E)	72	#8	11'-1"	
sp100(E)	24	#6	40'-1"	
t100(E)	73	#10	14'-8"	
t101(E)	49	#6	14'-8"	
t102(E)	81	#10	22'-5"	

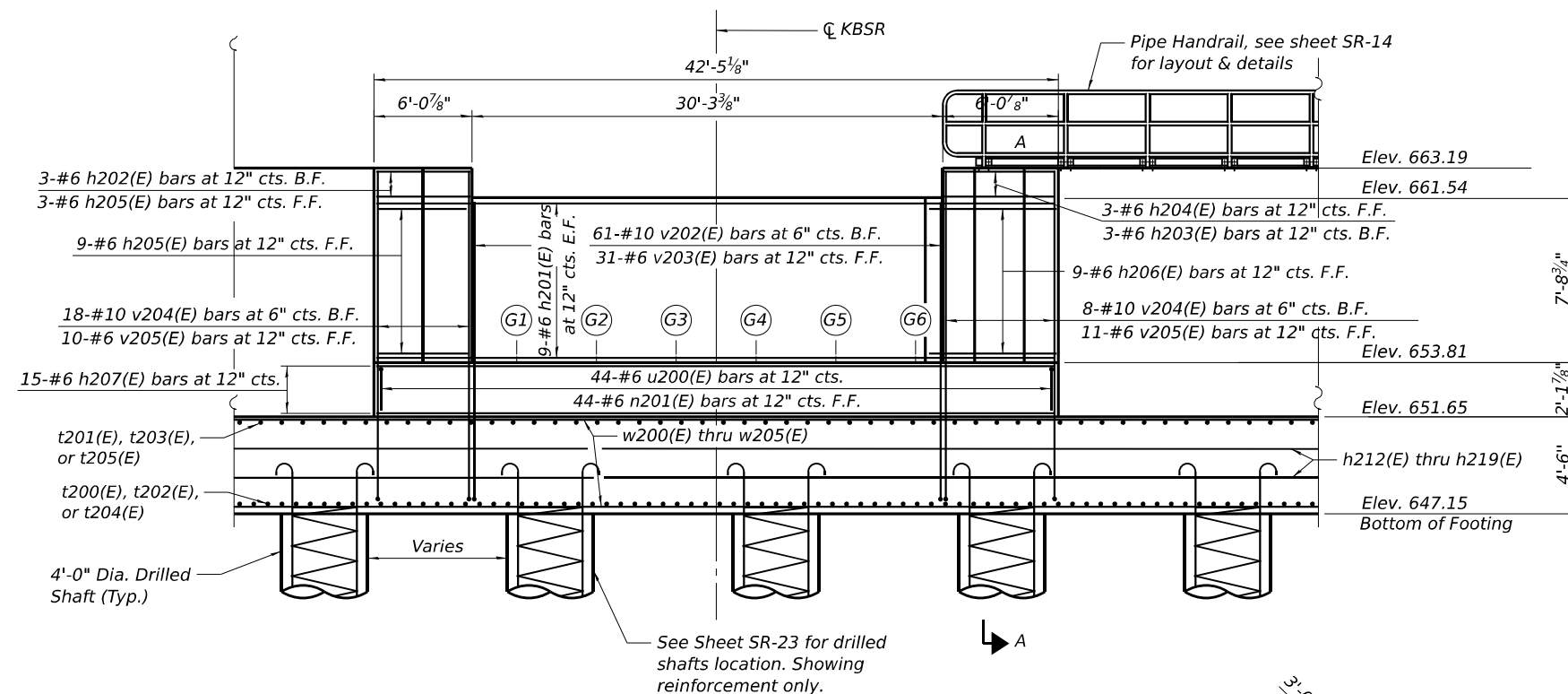
Space cap reinforcement to miss anchor bolt.

**** Length is height of spiral**

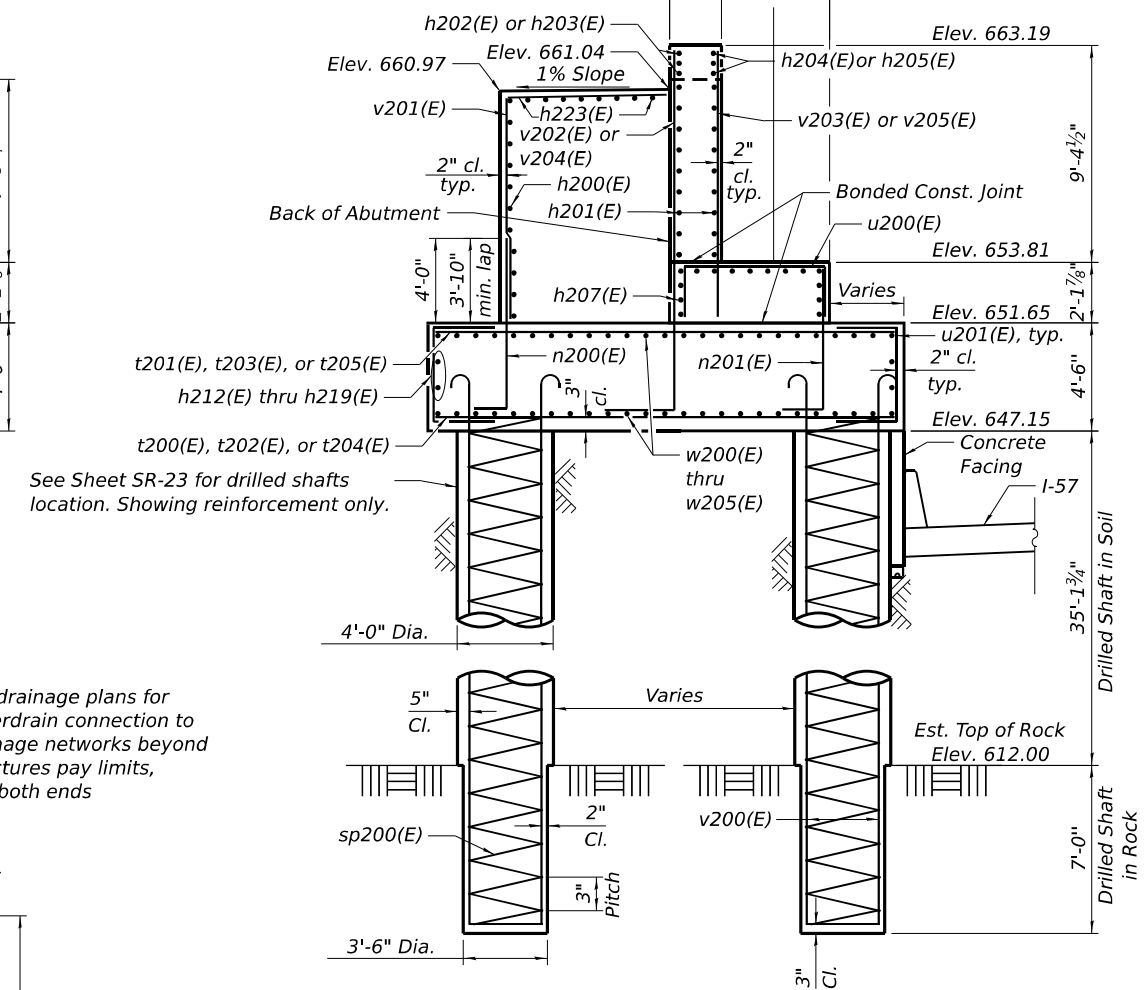
Bar	No.	Size	Length	Shape
t103(E)	54	#6	22'-5"	—
u100(E)	44	#6	10'-0"	┐
u101(E)	70	#5	11'-3"	┐
v100(E)	864	#11	44'-3"	┐
v101(E)	21	#6	9'-0"	—
v102(E)	61	#10	15'-10"	┐
v103(E)	31	#6	9'-6"	—
v104(E)	26	#10	17'-5"	┐
v105(E)	78	#6	11'-2"	—
v106(E)	72	#8	11'-5"	—
v107(E)	112	#5	12'-6"	—
w100(E)	20	#8	14'-10"	—
w101(E)	12	#8	20'-10"	—
w102(E)	18	#8	30'-11"	—
w103(E)	12	#8	36'-11"	—
w104(E)	2	#8	35'-0"	┐
w105(E)	96	#8	29'-4"	—
Item			Unit	Quantity
Structure Excavation			Cu. Yd.	963
Concrete Structures			Cu. Yd.	423.8
Reinforcement Bars, Epoxy Coated			Pound	315,061
Drilled Shaft in Soil			Cu. Yd.	296.6
Drilled Shaft in Rock			Cu. Yd.	115.5
Granular Backfill For Structures			Cu. Yd.	154
Concrete Sealer			Sq. Ft.	1,618
Geocomposite Wall Drain			Sq. Yd.	192
Pipe Underdrains For Structures 4"			Foot	53
Pipe Underdrains For Structures 6"			Foot	100
Crosshole Sonic Logging Access Ducts			Foot	961
Crosshole Sonic Logging Testing			Each	4

NOTES:

1. *The quantities and reinforcement detailing are based on the estimated top of rock elevations shown and may change based on the actual elevations encountered at each shaft.*
2. *When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1½" extra turns at the ends to be spliced. These additional turns shall be welded together to AWS D1.4, or shall both terminate with a 135° standard hook.*



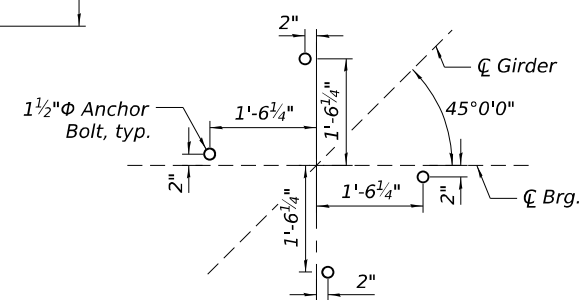
ELEVATION
(Looking West at Front Face of Backwall)



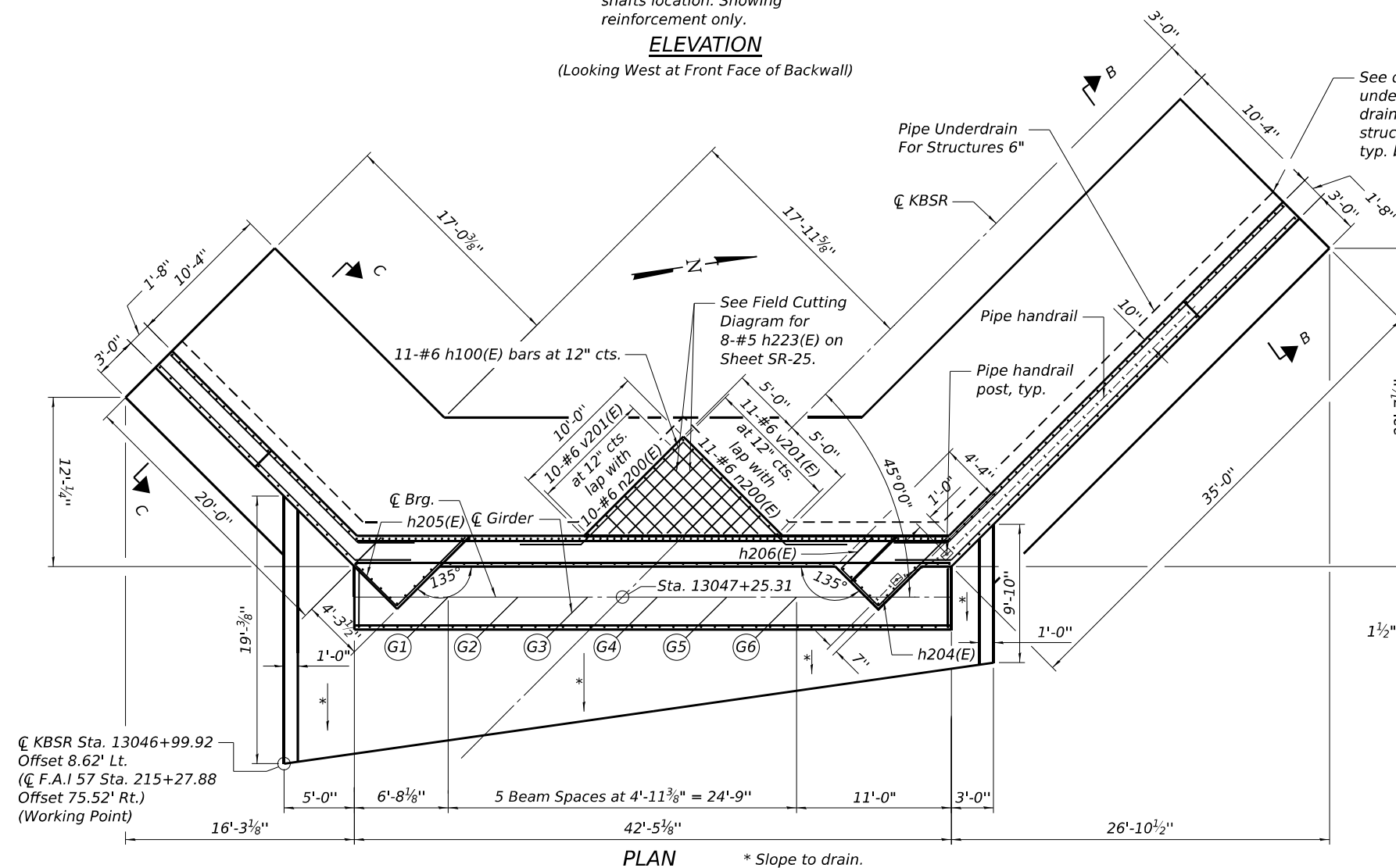
SECTION A-A

NOTES:

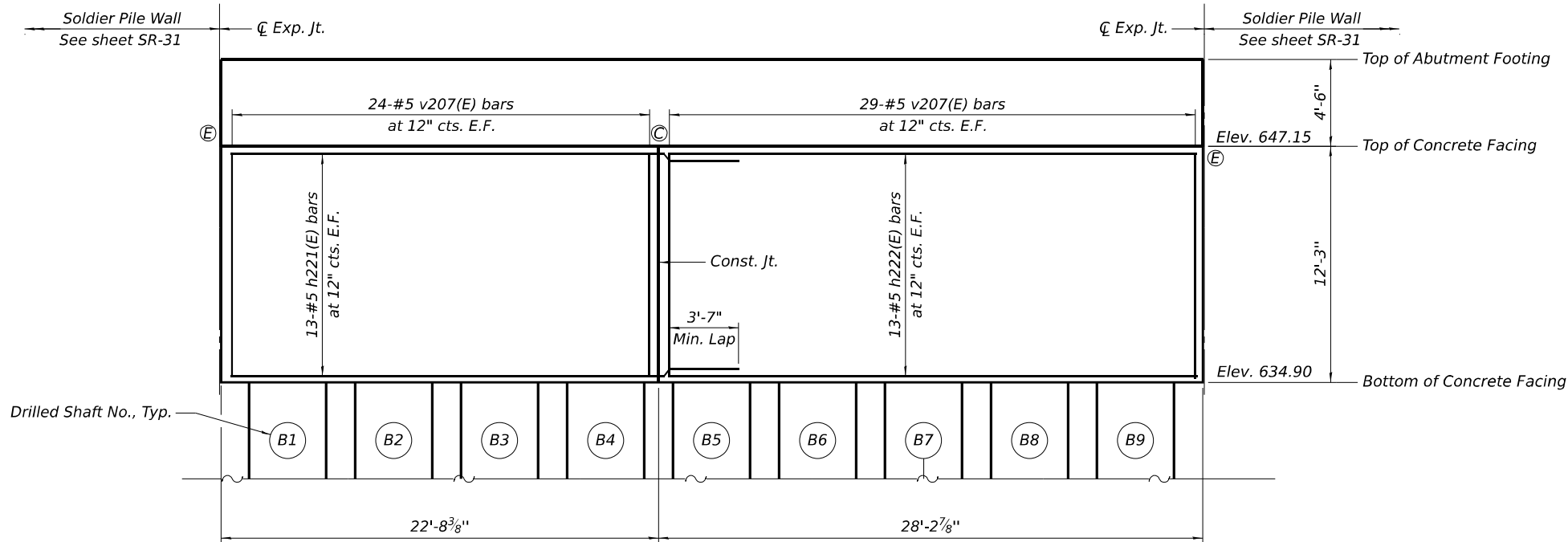
1. *The Contractor shall control the heat of hydration for concrete components when the least dimension for a concrete pour exceeds 5.0 ft., according to the requirements of Section 1020.15 of the IDOT Standard Specifications for Roads and Bridges, 2022.*
2. *E.F. denotes Each Face.
B.F. denotes Back Face.
F.F. denotes Front Face.*
3. *Concrete sealer shall be applied to all exposed surfaces of backwall, bearing seat, abutment pile cap, closure walls and the exposed face of the concrete facing in front of the abutment.*
4. *For Section B-B and Section C-C, see sheet SR-23.*



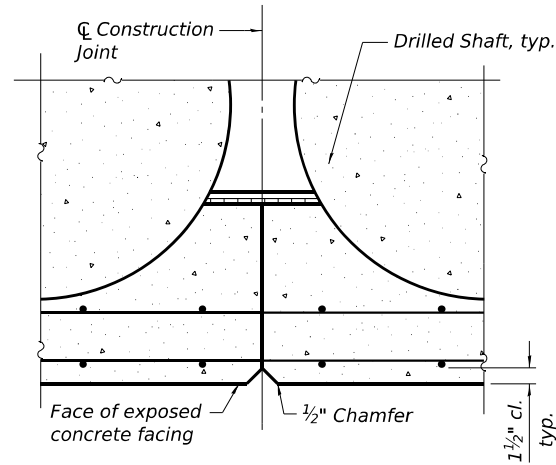
ANCHOR BOLT LAYOUT



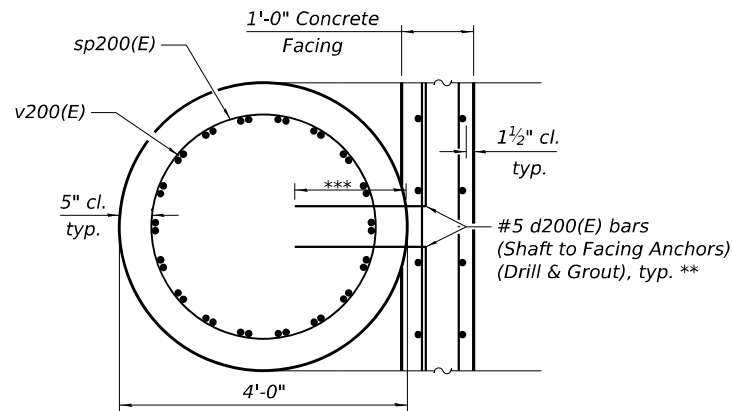
PLAN * Slope to drain.



CONCRETE FACING ELEVATION

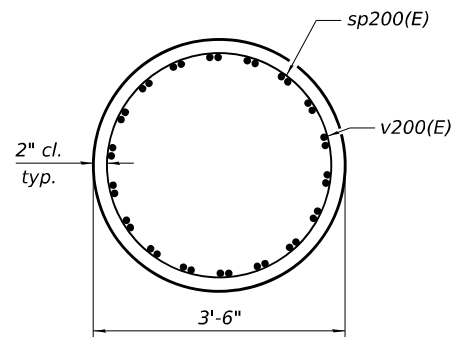


DRILLED SHAFT WALL CONSTRUCTION JOINT DETAIL
(Not to Scale)



SECTION A-A
(Not to Scale)

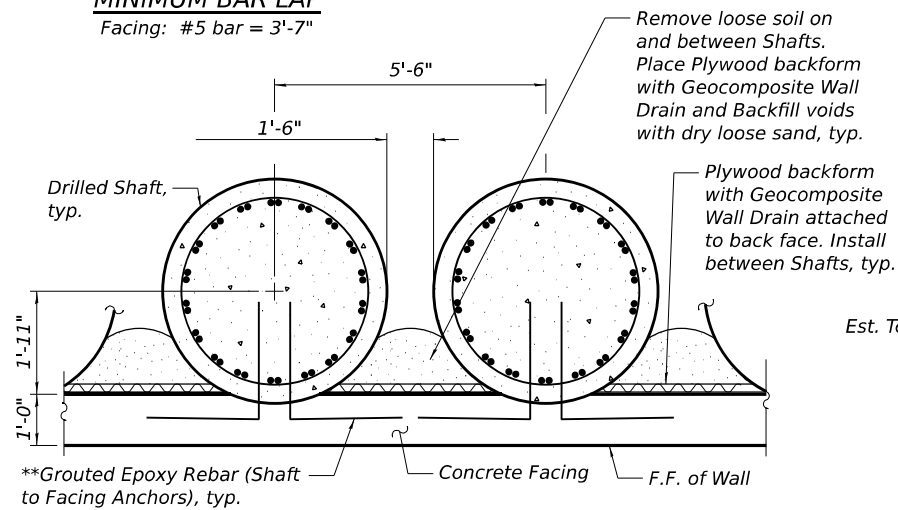
MINIMUM BAR LAP
Facing: #5 bar = 3'-7"



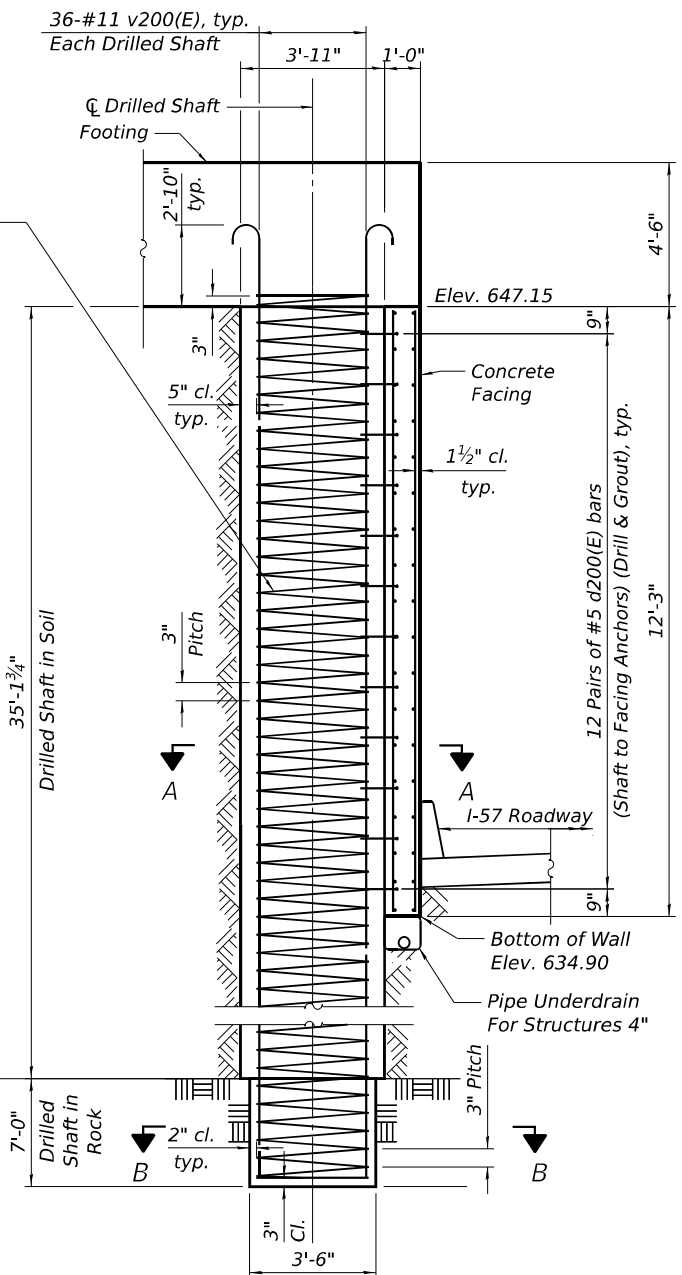
SECTION B-B
(Not to Scale)

** Drill and grout d200(E) bars to the minimum embedment depth shown according to Article 584 of the Standard Specifications. Contractor shall mark the locations of d200(E) bars in a way that the drilled shaft spirals (3" pitch) and vertical v200(E) bars are not damaged during drilling.

*** 1'-6" minimum embedment



TYPICAL SECTION THRU DRILLED SHAFT WALL
(Not to Scale)



TYPICAL DRILLED SHAFT ELEVATION
(Not to Scale)

Note:
F.F. denotes Front Face
B.F. denotes Back Face
E.F. denotes Each Face
C Indicates Construction Joint
E Indicates Expansion Joint

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP-24\WEST ABUTMENT DRILLED SHAFT.DGN
DATE: 4/23/2026



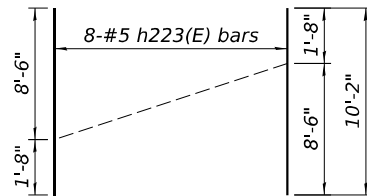
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PLOT SCALE	= 0.16666633 1/ IN.	APPROVED	- KK	REVISED	-
PLOT DATE	= 4/23/2026	DRAWN	- MSH	REVISED	-
		CHECKED	- KK	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

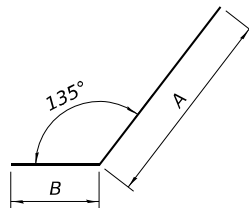
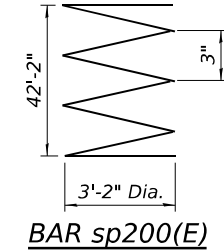
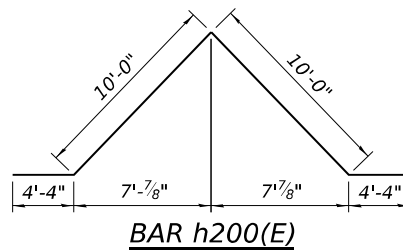
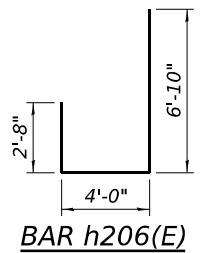
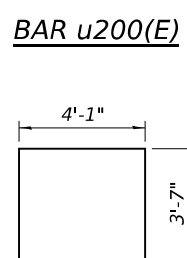
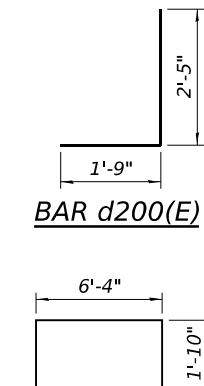
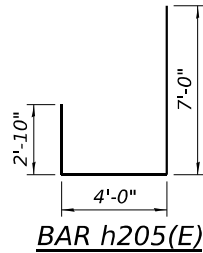
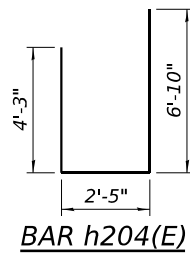
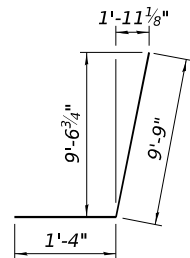
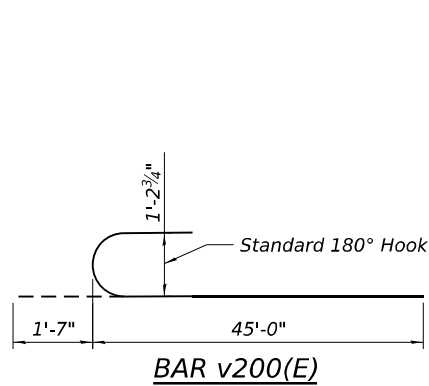
WEST ABUTMENT DRILLED SHAFT WALL DETAILS
STRUCTURE NO. 046-9904

SHEET SR-24 OF SR-49 SHEETS

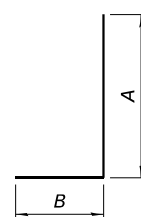
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	820
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



FIELD CUTTING DIAGRAM
Order h223(E) bars full length. Cut as shown
and use remainder of bars on opposite side.



BAR	A	B
<i>h208(E)</i>	18'-5"	4'-4"
<i>h209(E)</i>	19'-10"	4'-4"
<i>h210(E)</i>	33'-5"	4'-4"
<i>h211(E)</i>	34'-10"	4'-4"
<i>h219(E)</i>	33'-7"	5'-5"
<i>h220(E)</i>	4'-4"	4'-4"
<i>w204(E)</i>	33'-7"	5'-5"



BAR	A	B
n200(E)	8'-3"	1'-0"
n201(E)	6'-3"	1'-0"
v202(E)	14'-0"	1'-10"
v204(E)	15'-7"	1'-10"

BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	d200(E)	216	#5	4'-2"	
	h200(E)	11	#6	28'-8"	
	h201(E)	18	#6	42'-1"	
	h202(E)	3	#6	7'-8"	
	h203(E)	3	#6	3'-4"	
	h204(E)	3	#6	13'-6"	
	h205(E)	12	#6	13'-10"	
	h206(E)	9	#6	13'-6"	
	h207(E)	15	#6	42'-1"	
	h208(E)	13	#6	22'-9"	
	h209(E)	13	#6	24'-2"	
	h210(E)	13	#6	37'-9"	
	h211(E)	13	#6	39'-2"	
	h212(E)	4	#6	14'-8"	
	h213(E)	2	#6	15'-10"	
	h214(E)	2	#6	16'-11"	
	h215(E)	2	#6	14'-8"	
	h216(E)	4	#6	27'-6"	
	h217(E)	2	#6	29'-8"	
	h218(E)	2	#6	31'-11"	
	h219(E)	2	#6	39'-0"	
	h220(E)	12	#6	8'-8"	
	h221(E)	26	#5	26'-2"	
	h222(E)	26	#5	27'-10"	
	h223(E)	8	#5	10'-2"	
	n200(E)	78	#6	9'-3"	
	n201(E)	44	#6	7'-2"	
	n202(E)	72	#8	11'-1"	
*	sp200(E)	23	#6	42'-2"	
	t200(E)	73	#10	14'-8"	
	t201(E)	49	#6	14'-8"	
	t202(E)	77	#10	24'-3"	
	t203(E)	52	#6	24'-3"	

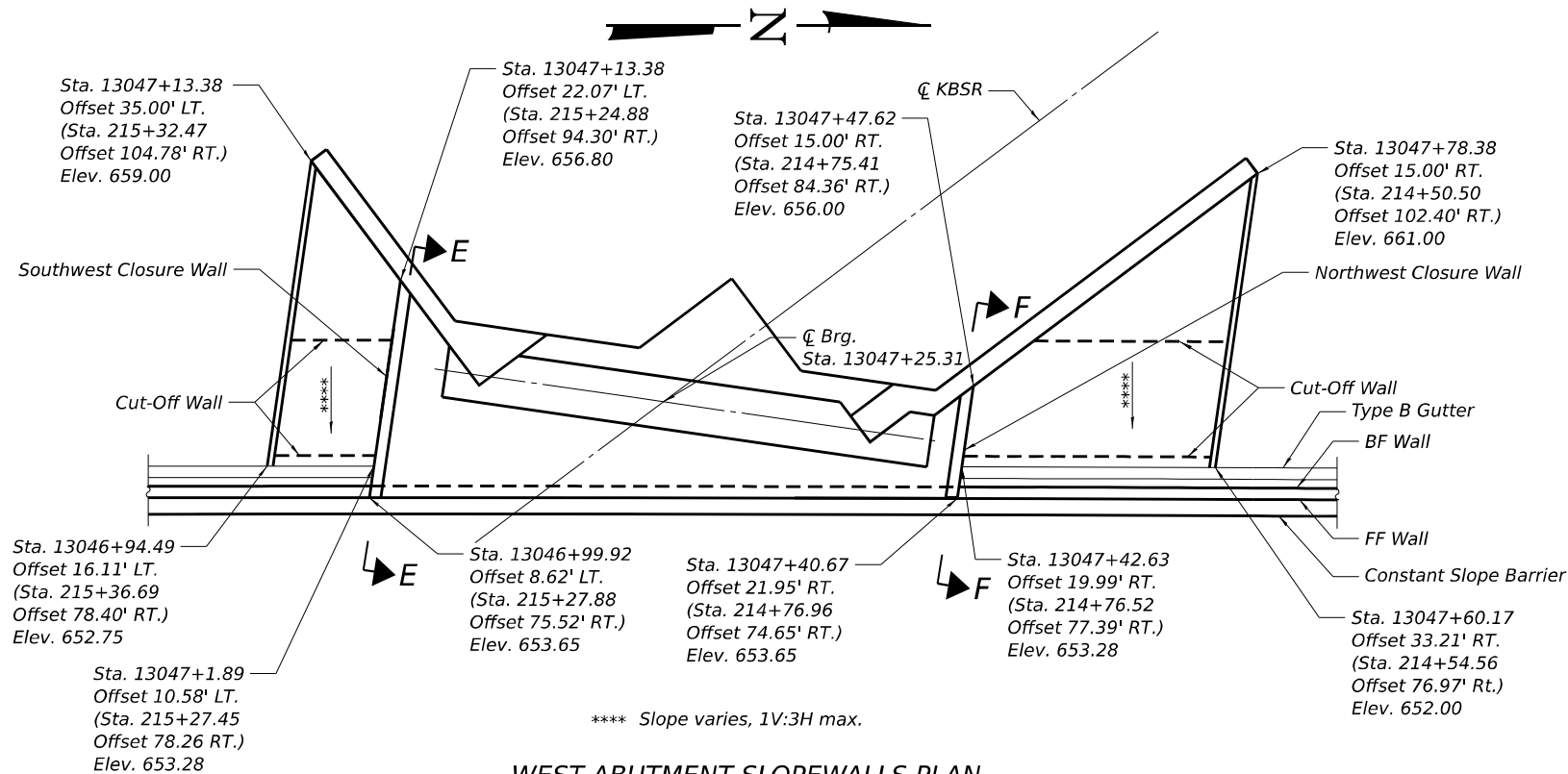
Space cap reinforcement to miss anchor bolt.

** Length is height of spiral

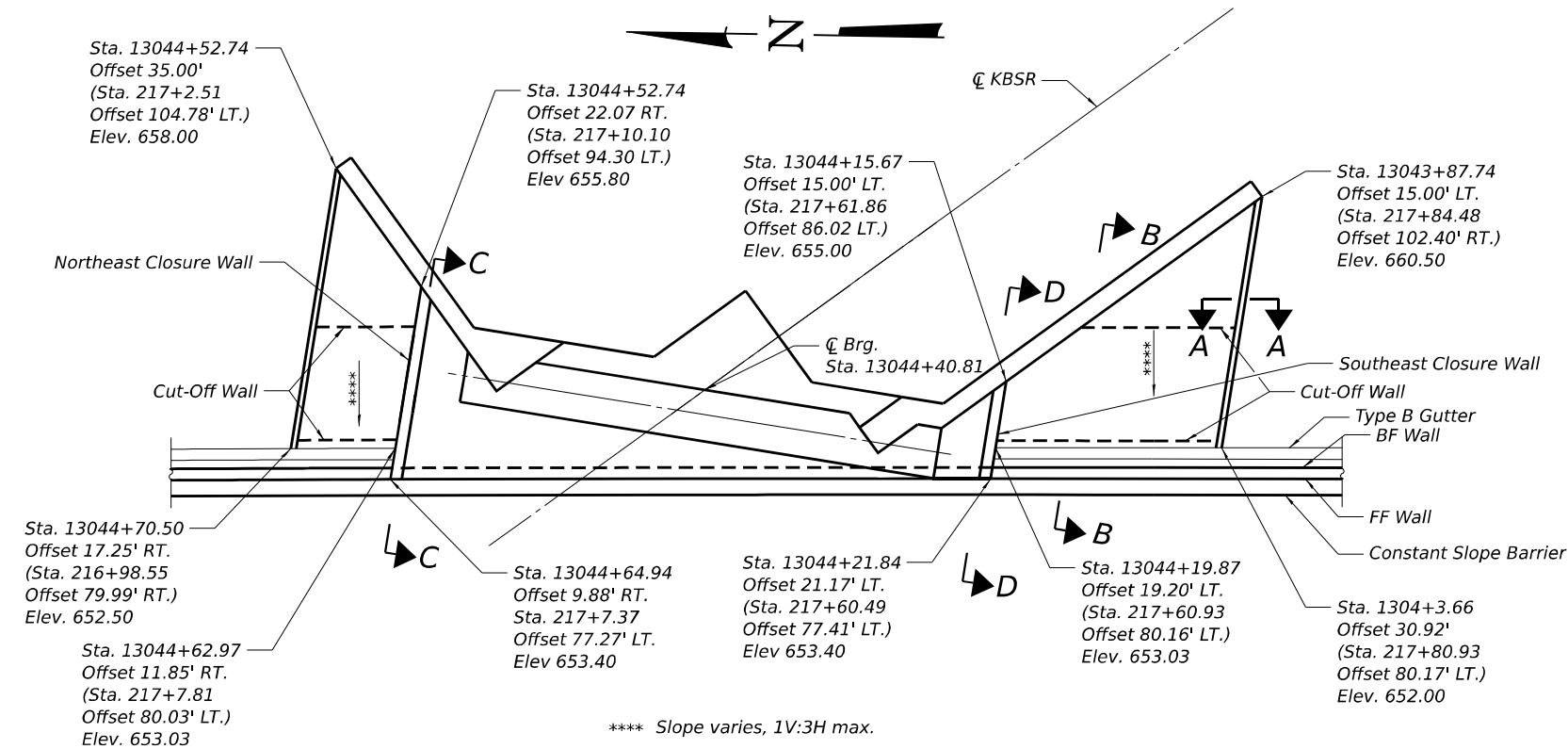
Bar	No.	Size	Length	Shape
t204(E)	3	#10	9'-0"	—
t205(E)	2	#6	9'-0"	—
u200(E)	44	#6	10'-0"	┌┐
u201(E)	71	#5	11'-3"	┌┐
v200(E)	828	#11	46'-7"	└┐
v201(E)	21	#6	8'-11"	—
v202(E)	61	#10	15'-10"	└┐
v203(E)	31	#6	9'-6"	—
v204(E)	26	#10	17'-5"	└┐
v205(E)	78	#6	11'-2"	—
v206(E)	72	#8	11'-5"	—
v207(E)	106	#5	11'-10"	—
w200(E)	20	#8	15'-7"	—
w201(E)	12	#8	21'-7"	—
w202(E)	10	#8	30'-11"	—
w203(E)	20	#8	36'-11"	—
w204(E)	2	#8	39'-0"	└┐
w205(E)	104	#8	28'-3"	—
Item			Unit	Quantity
Structure Excavation			Cu. Yd.	1,025
Concrete Structures			Cu. Yd.	440.0
Reinforcement Bars, Epoxy Coated			Pound	317,750
Drilled Shaft in Soil			Cu. Yd.	376.2
Drilled Shaft in Rock			Cu. Yd.	57.4
Granular Backfill For Structures			Cu. Yd.	153
Concrete Sealer			Sq. Ft.	1,652
Geocomposite Wall Drain			Sq. Yd.	185
Pipe Underdrains For Structures 4"			Foot	51
Pipe Underdrains For Structures 6"			Foot	100
Crosshole Sonic Logging Access Ducts			Foot	969
Crosshole Sonic Logging Testing			Each	4

NOTES:

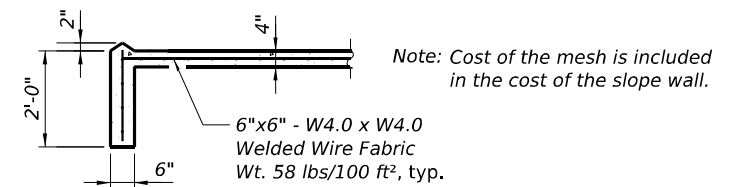
1. *The quantities and reinforcement detailing are based on the estimated top of rock elevations shown and may change based on the actual elevations encountered at each shaft.*
2. *When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1½" extra turns at the ends to be spliced. These additional turns shall be welded together to AWS D1.4, or shall both terminate with a 135° standard hook.*



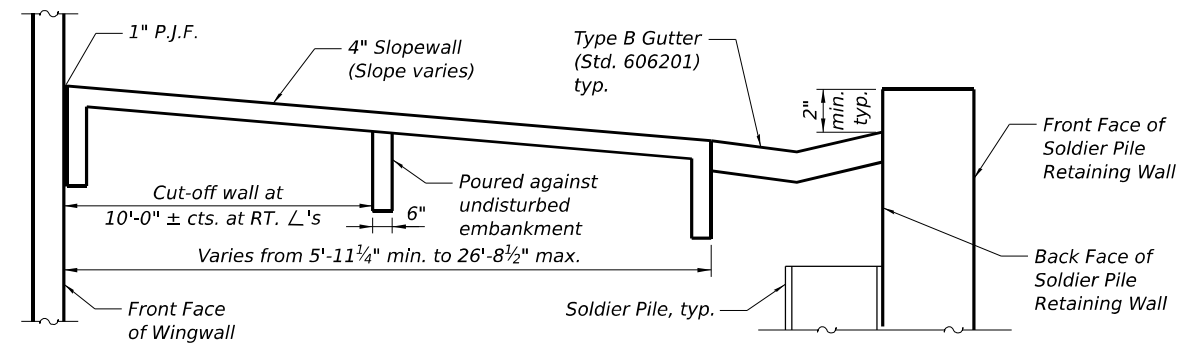
WEST ABUTMENT SLOPEWALLS PLAN



EAST ABUTMENT SLOPEWALLS PLAN



TYPICAL SECTION A-A
SLOPE WALL



SECTION B-B: TYPICAL SLOPEWALL
(Not to Scale)

Note: For Closure Wall Details and
Sections C-C, D-D, E-E and F-F,
see Sheet SR-27.

BILL OF MATERIAL

Item	Unit	Total
Slope Wall 4 Inch	Sq. Yd.	120

MODEL: 2D SHEET 11
FILE NAME: C:\P\WORK\EX-24\BENTLEY\COM\EX-24\DWG\01\00168591\0469904-66863-205-SLOPEWALLDETAILS.DGN



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPEWALL DETAILS
STRUCTURE NO. 046-9904

SHEET SR-26 OF SR-49 SHEETS

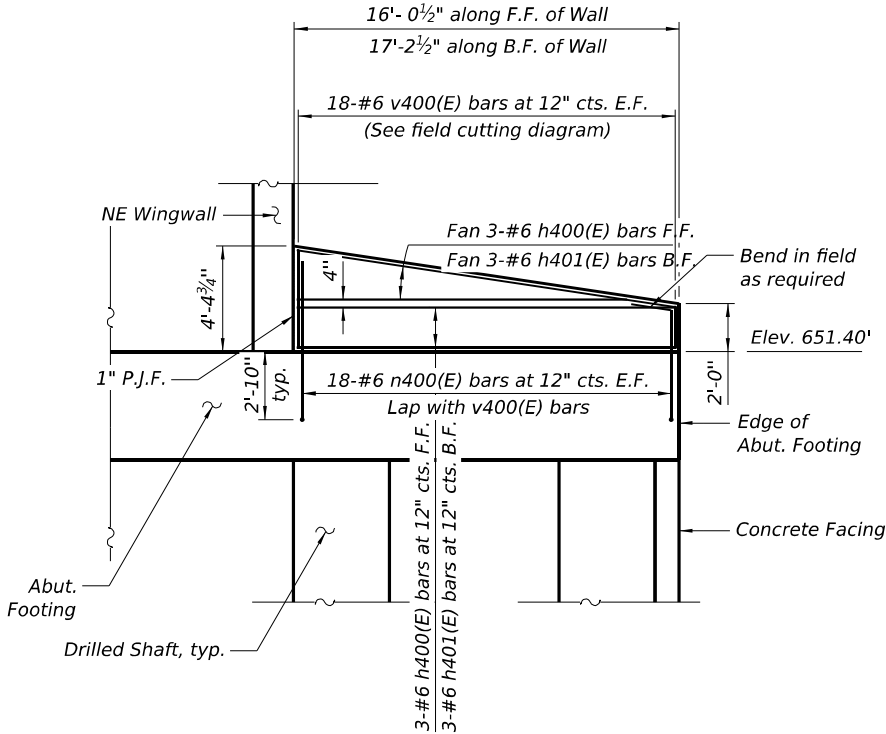
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	822
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

BILL OF MATERIALS

Bar	No.	Size	Length	Shape
h400(E)	6	#6	15'-11"	——
h401(E)	6	#6	17'-1"	——
h402(E)	6	#6	7'-8"	——
h403(E)	6	#6	8'-6"	——
h404(E)	7	#6	17'-9"	——
h405(E)	7	#6	18'-11"	——
h406(E)	6	#6	8'-11"	——
h407(E)	6	#6	9'-9"	——
v400(E)	18	#6	5'-9"	——
v401(E)	10	#6	4'-11"	——
v402(E)	20	#6	6'-6"	——
v403(E)	11	#6	5'-8"	——
n400(E)	118	#6	7'-5"	——
Item			Unit	Quantity
Concrete Structures			Cu. Yd.	6.6
Reinforcement Bars, Epoxy Coated			Pound	2,830
Concrete Sealer			Sq. Ft.	233

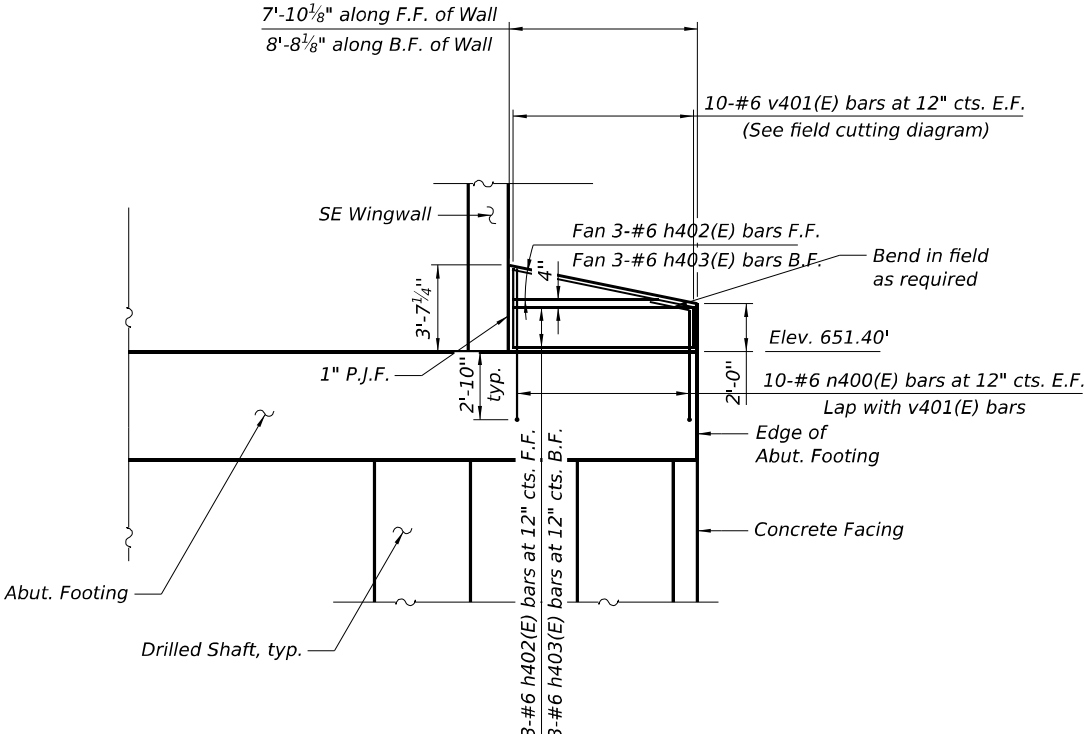
NOTES:

- E.F. denotes Each Face.
B.F. denotes Back Face.
F.F. denotes Front Face.
- Min. bar lap length for #6 bar = 3'-9".



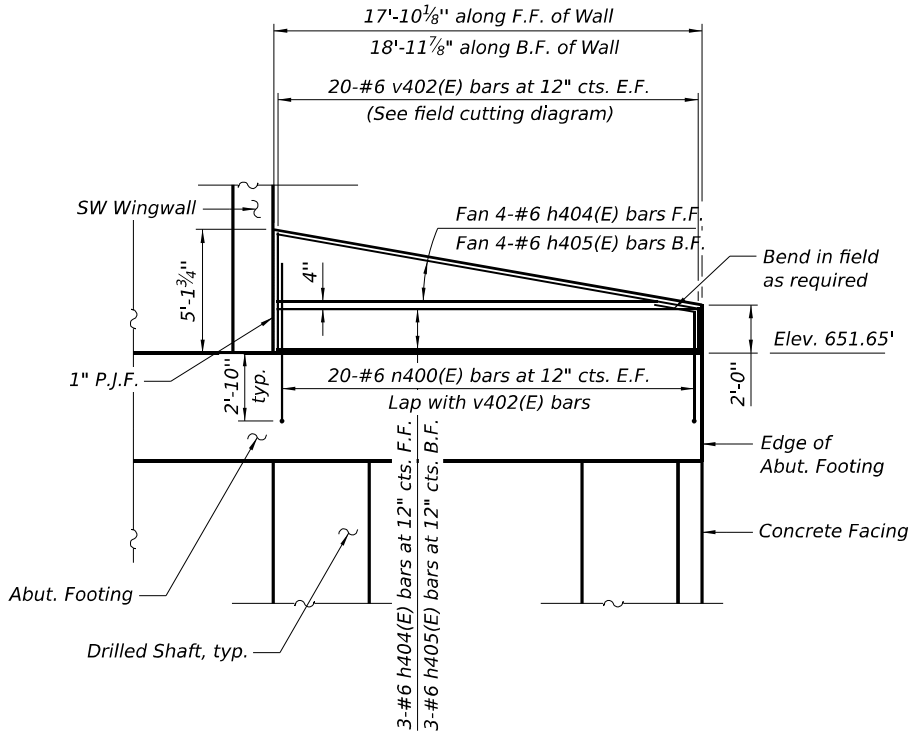
SECTION C-C: NORTHEAST CLOSURE WALL

(Looking at F.F. of Wall)
(Abutment Footing, Drilled Shafts, Wingwall
and Concrete Facing reinforcement not shown here, see
sheets SR-18, SR-19 and SR-20 for details)



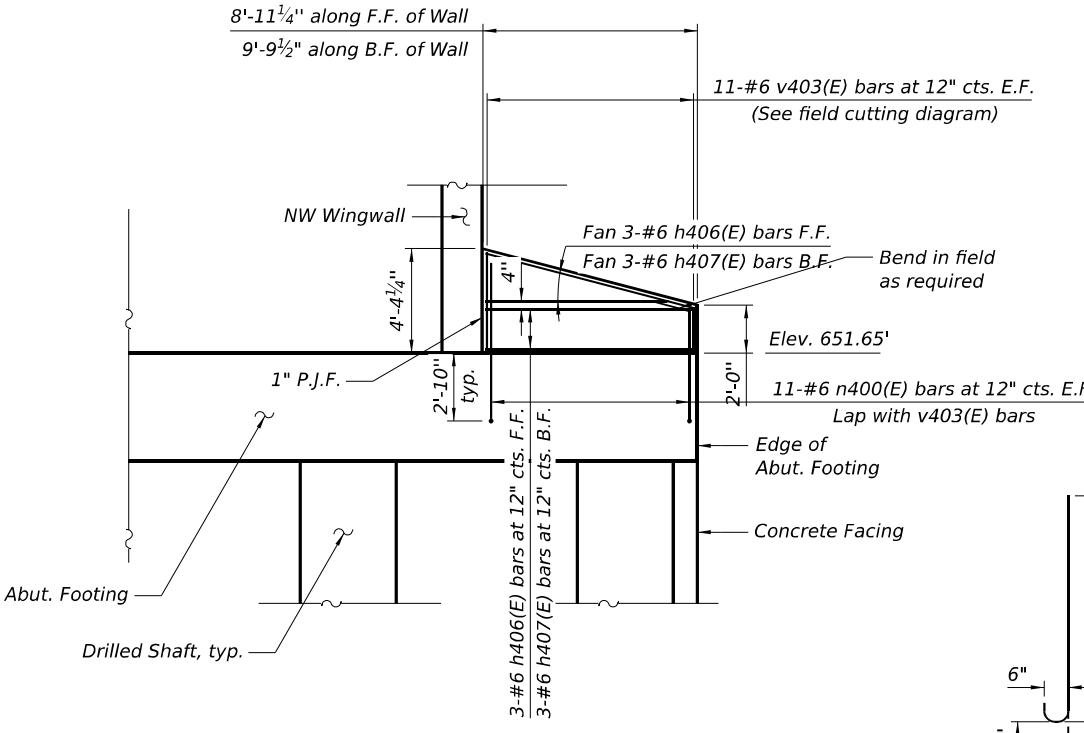
SECTION D-D: SOUTHEAST CLOSURE WALL

(Looking at F.F. of Wall)
(Abutment Footing, Drilled Shafts, Wingwall
and Concrete Facing reinforcement not shown here, see
sheets SR-18, SR-19 and SR-20 for details)



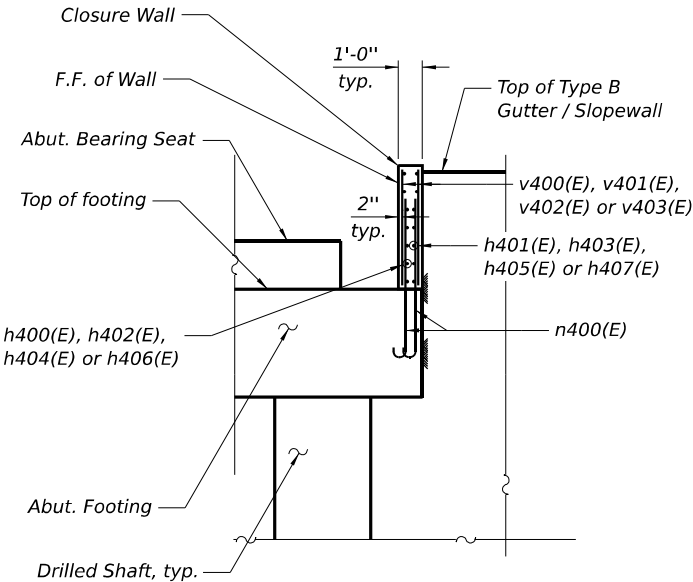
SECTION E-E: SOUTHWEST CLOSURE WALL

(Looking at F.F. of Wall)
(Abutment Footing, Drilled Shafts, Wingwall
and Concrete Facing reinforcement not shown here, see
sheets SR-22, SR-23 and SR-24 for details)

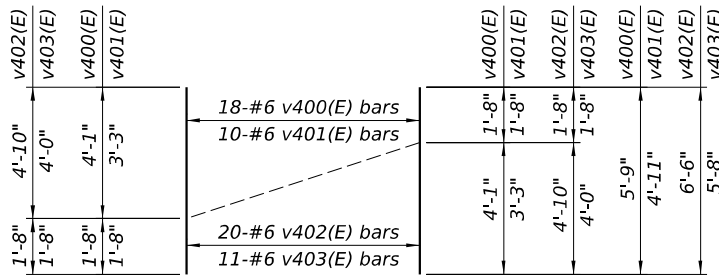


SECTION F-F: NORTHWEST CLOSURE WALL

(Looking at F.F. of Wall)
(Abutment Footing, Drilled Shafts, Wingwall
and Concrete Facing reinforcement not shown here, see
sheets SR-22, SR-23 and SR-24 for details)



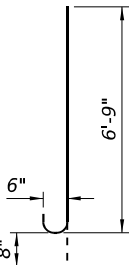
TYPICAL SECTION: CLOSURE WALLS



FIELD CUTTING DIAGRAM

Order v400(E), v401(E), v402(E) and v403(E)
bars full length. Cut as shown and use
remainder of bars in opposite face.

BARS n400(E)



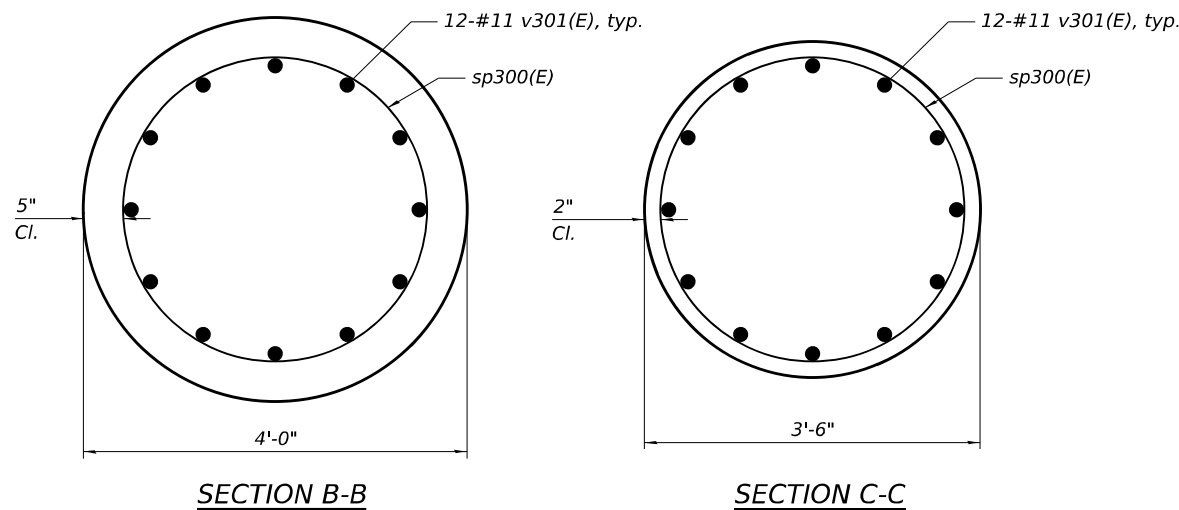
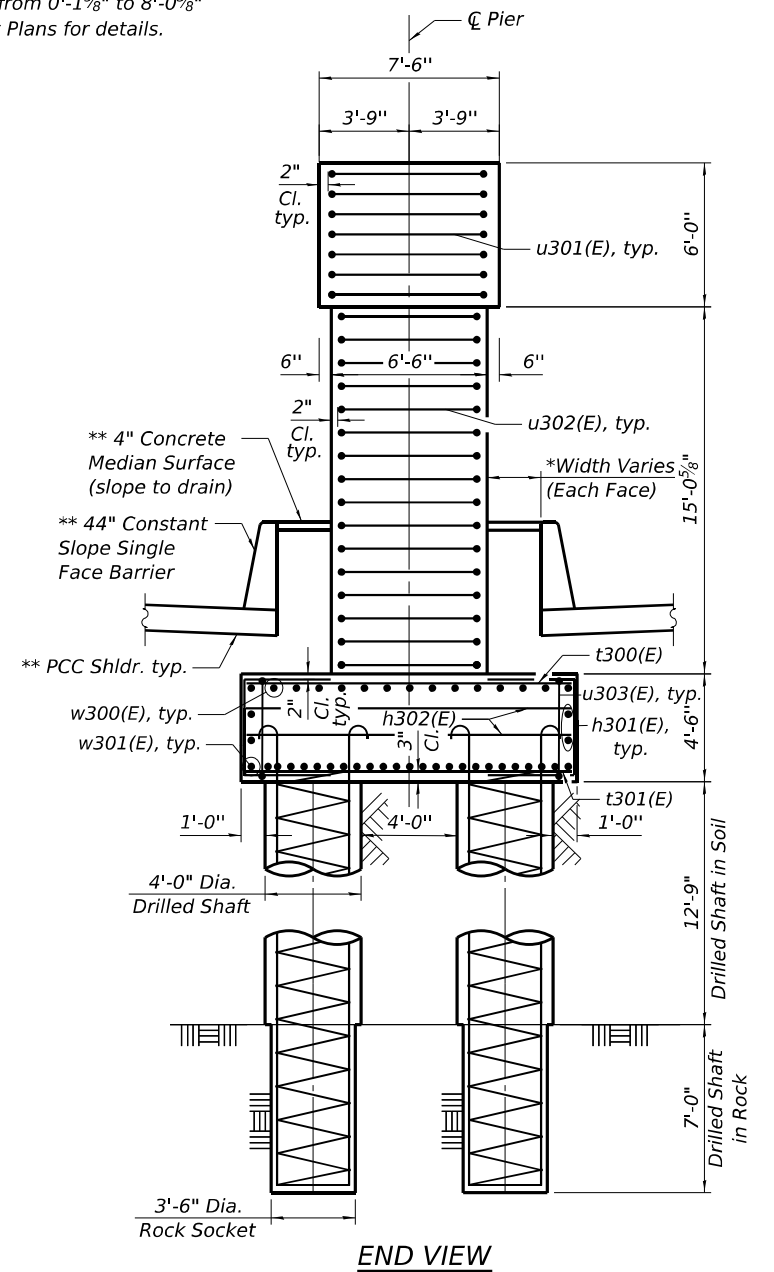
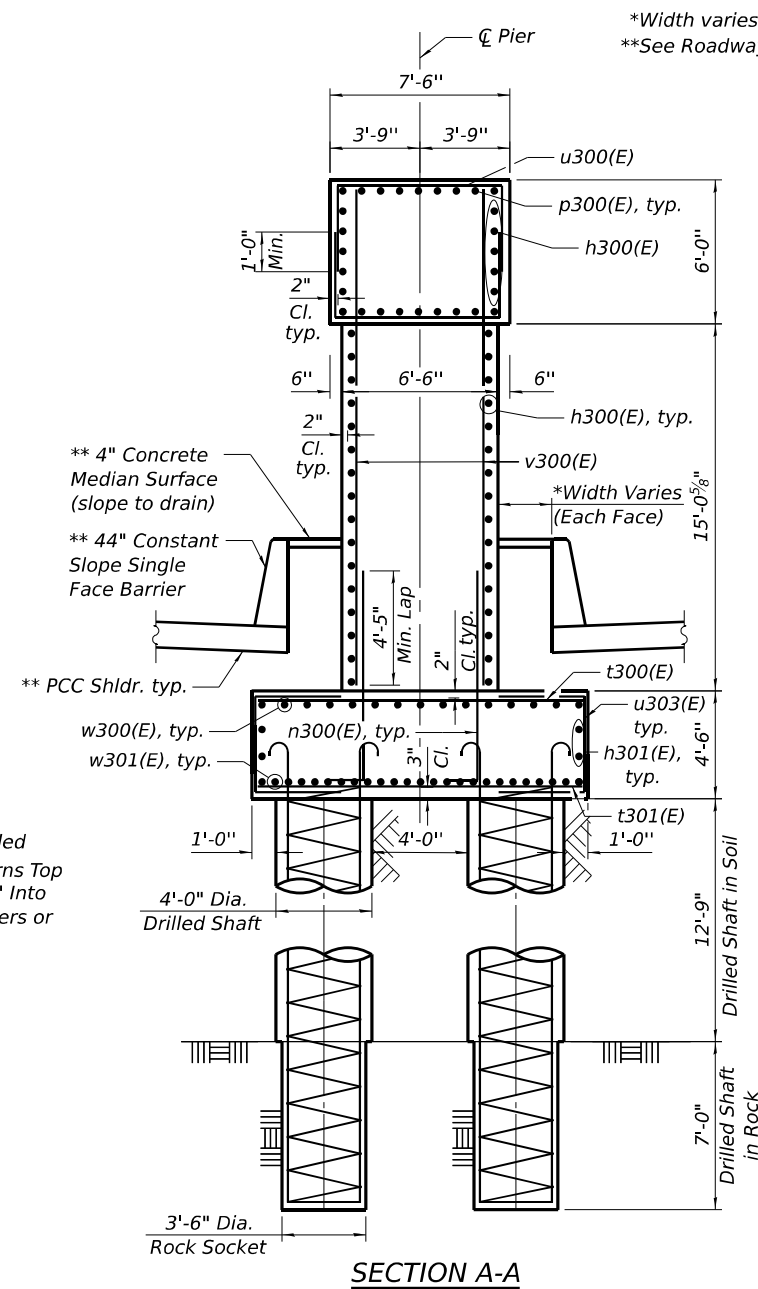
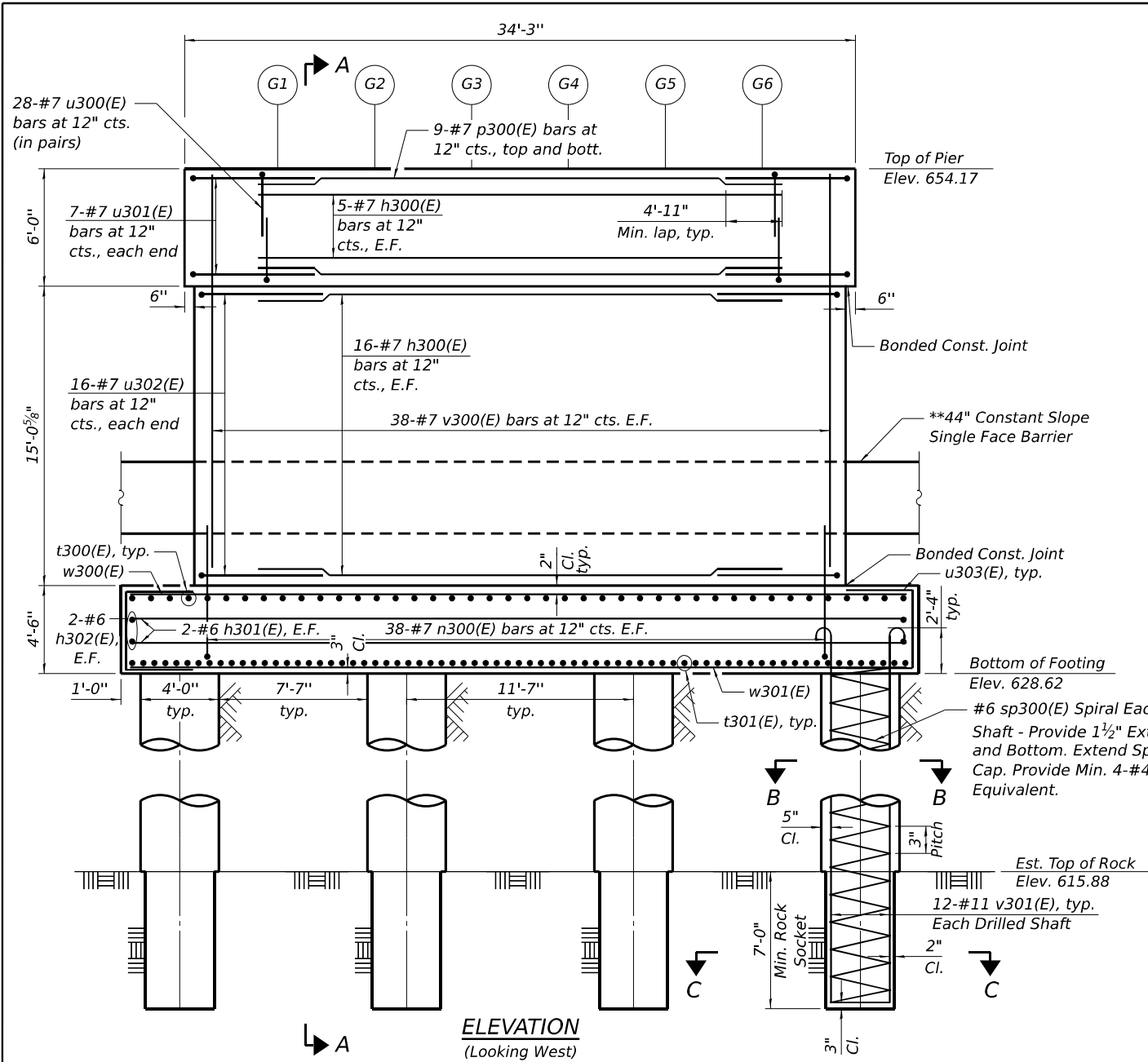
USER NAME	= SALASL	DESIGNED	- KPD	REVISED	-
		APPROVED	- KK	REVISED	-
PLOT SCALE	= 0.16666633 1/ IN.	DRAWN	- KPD	REVISED	-
PLOT DATE	= 4/23/2026	CHECKED	- KK	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLOSURE WALL DETAILS
STRUCTURE NO. 046-9904

SHEET SR-27 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	823
				CONTRACT NO. 66863
ILLINOIS FED. AID PROJECT				



*Width varies from 0'-1 5/8" to 8'-0 3/8"
 **See Roadway Plans for details.

NOTES:

- The Contractor shall control the heat of hydration for concrete components when the least dimension for a concrete pour exceeds 5.0 ft., according to the requirements of Section 1020.15 of the IDOT Standard Specifications for Roads and Bridges.
- E.F. denotes Each Face.
- Concrete Sealer shall be applied to all exposed surfaces of the pier.

MODEL: 2D SHEET 11
 FILE NAME: C:\P\WORK\EXP\24\BENTLEY.COM\EXP\24\10168591\0469904\66863-216-PIER.DGN



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

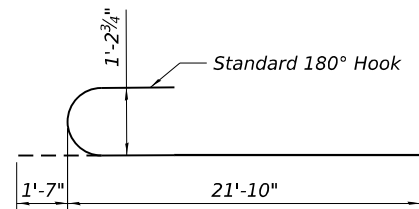
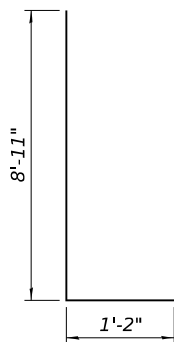
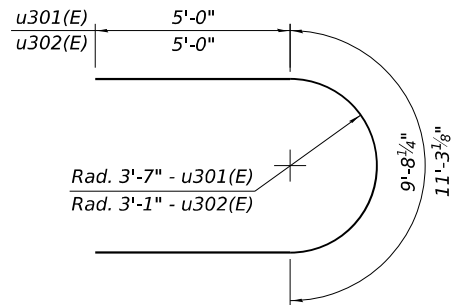
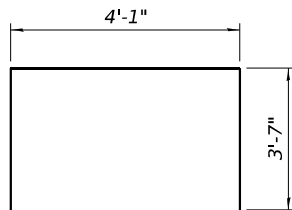
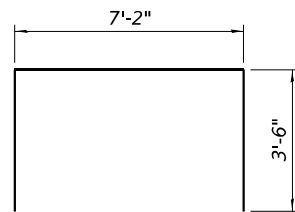
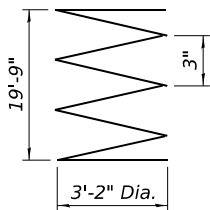
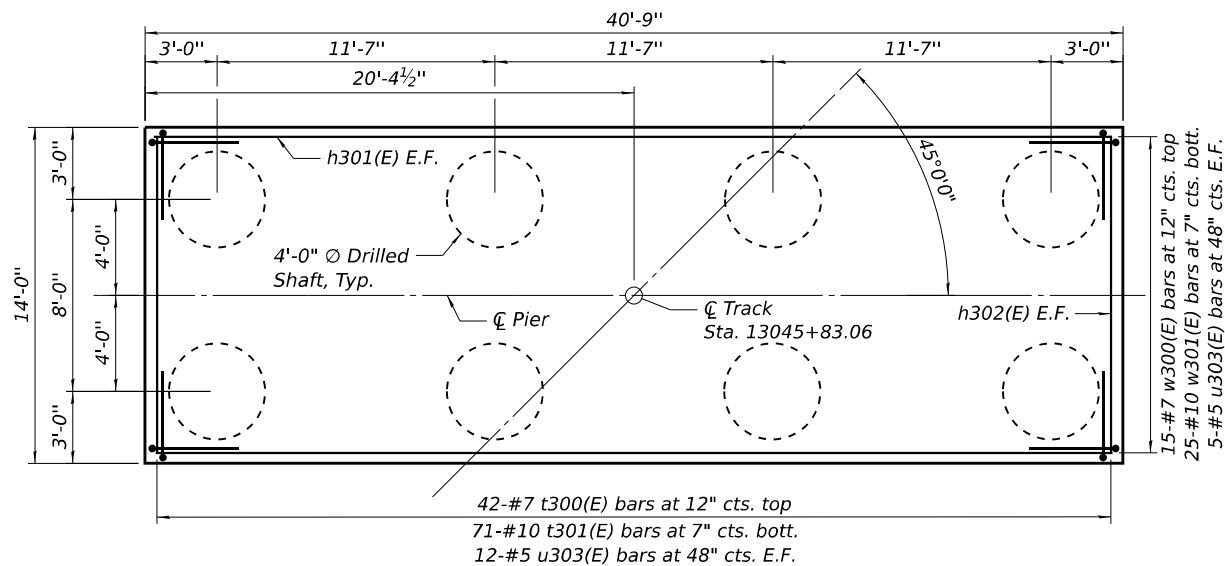
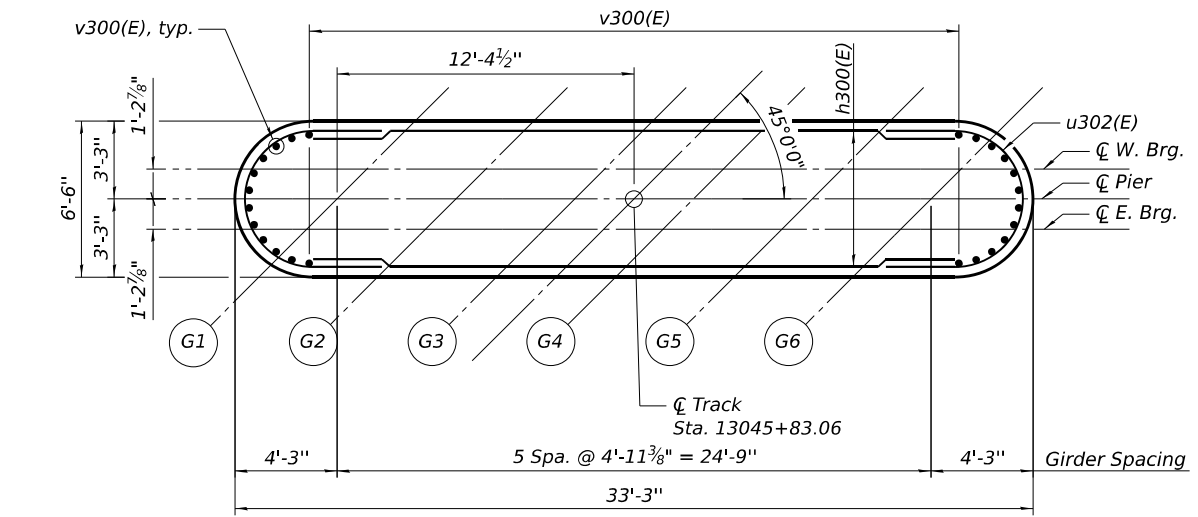
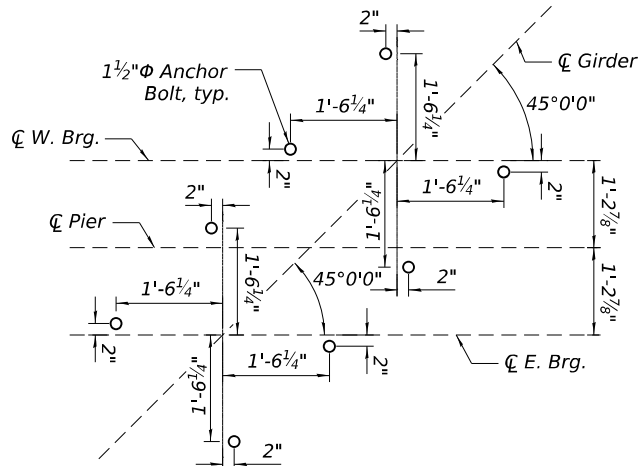
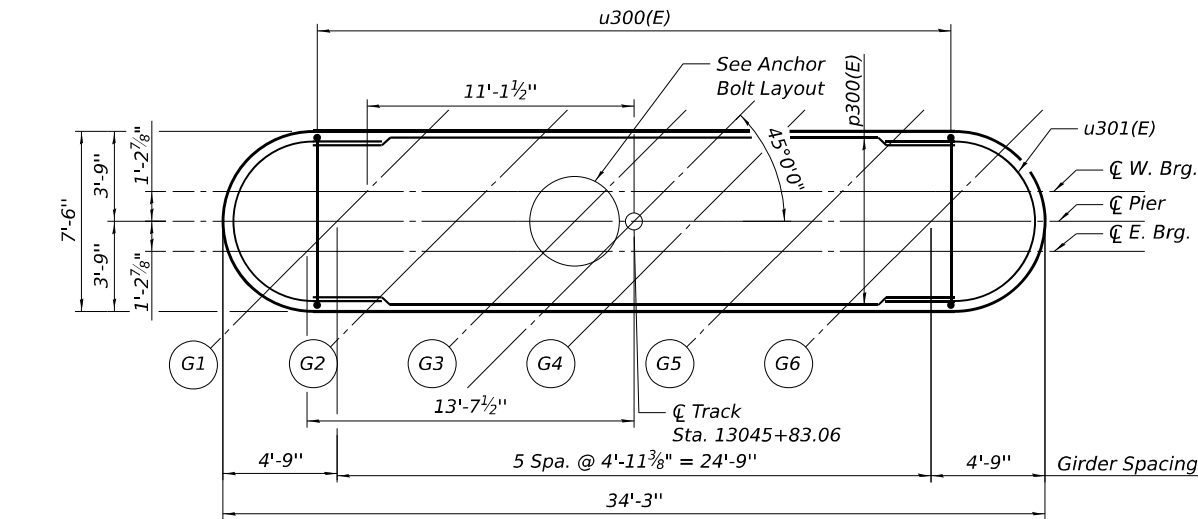
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER PLAN AND ELEVATION
 STRUCTURE NO. 046-9904

SHEET SR-28 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	824
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

MODEL: 2D SHEET 14
FILE NAME: C:\PWA\WORK\EXP-24\BENTLEY\COM\EXP-24\PIER DETAILS.DGN



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h300(E)	42	#7	26'-9"	—
h301(E)	4	#6	40'-5"	—
h302(E)	4	#6	13'-8"	—
n300(E)	76	#7	10'-1"	┐
p300(E)	18	#7	26'-9"	—
sp300(E)	8	#6	19'-9"	⌀
t300(E)	42	#7	13'-8"	—
t301(E)	71	#10	13'-8"	—
u300(E)	56	#7	14'-2"	┐
u301(E)	14	#7	21'-3"	┐
u302(E)	32	#7	19'-8"	┐
u303(E)	34	#5	11'-3"	┐
v300(E)	76	#7	20'-8"	┐
v301(E)	96	#11	23'-5"	┐
w300(E)	15	#7	40'-5"	—
w301(E)	25	#10	40'-5"	—
Item			Unit	Quantity
Structure Excavation			Cu. Yd.	228
Concrete Structures			Cu. Yd.	265.3
Reinforcement Bars, Epoxy Coated			Pound	45,110
Drilled Shaft in Soil			Cu. Yd.	47.5
Drilled Shaft in Rock			Cu. Yd.	20.0
Concrete Sealer			Sq. Ft.	1202
Crosshole Sonic Logging Access Ducts			Foot	158
Crosshole Sonic Logging Testing			Each	4

Space cap reinforcement to miss anchor bolt.

** Length is height of spiral.

NOTES:

- The quantities and reinforcement detailing are based on the estimated top of rock elevations shown and may change based on the actual elevations encountered at each shaft.
- 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 be welded together to AWS D1.4, or shall both terminate with a 135° standard hook.



USER NAME	= SALASL
DESIGNED	- MSH
APPROVED	- KK
PLOT SCALE	= 0.16666633 1/ IN.
PLOT DATE	= 4/23/2026

DESIGNED	- MSH
APPROVED	- KK
DRAWN	- MSH
CHECKED	- KK

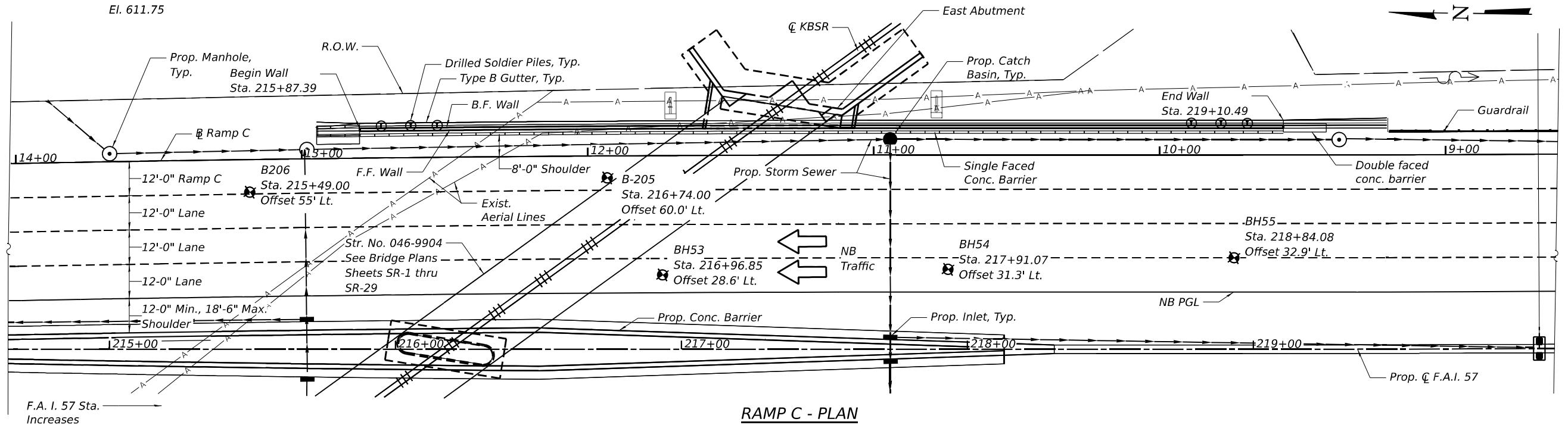
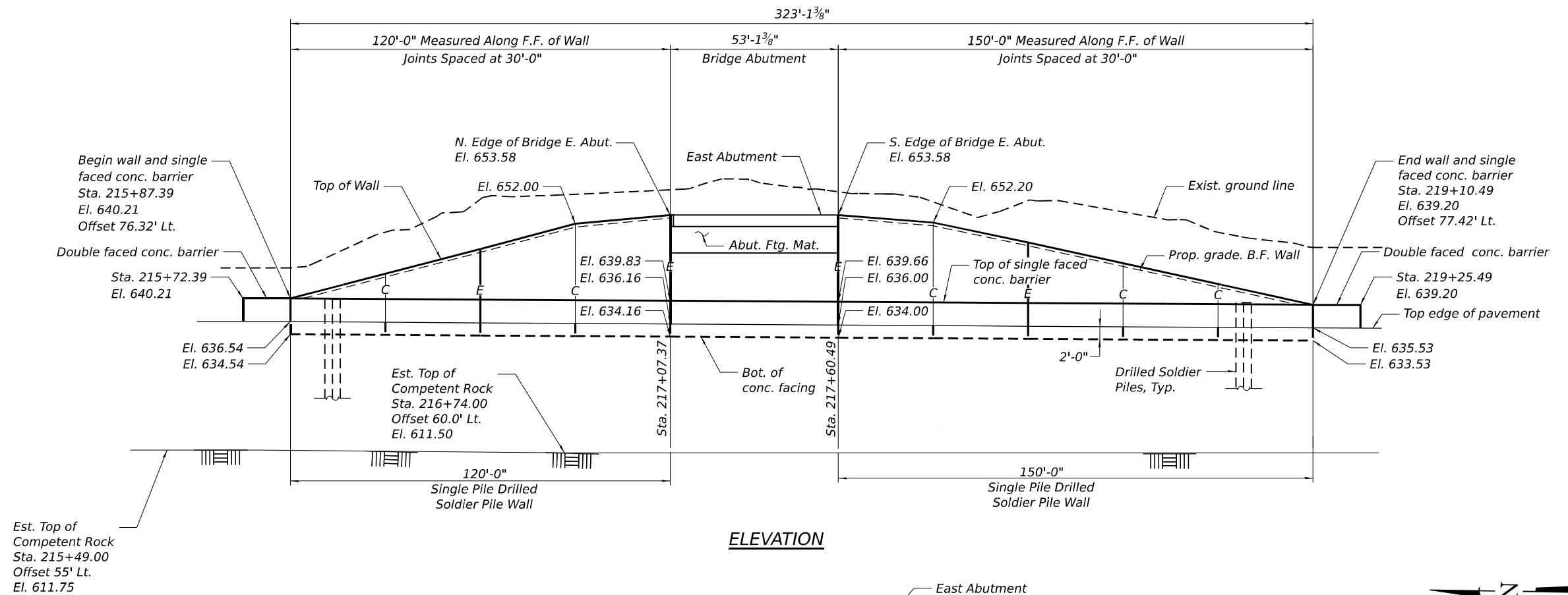
REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER FOOTING AND DETAILS
STRUCTURE NO. 046-9904

SHEET SR-29 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	825
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



Notes:
All Stations and offsets shown in Plan & Elevation for F.F. of Wall are from F.A.I. 57.
See Highway Plans for Concrete Barrier details.

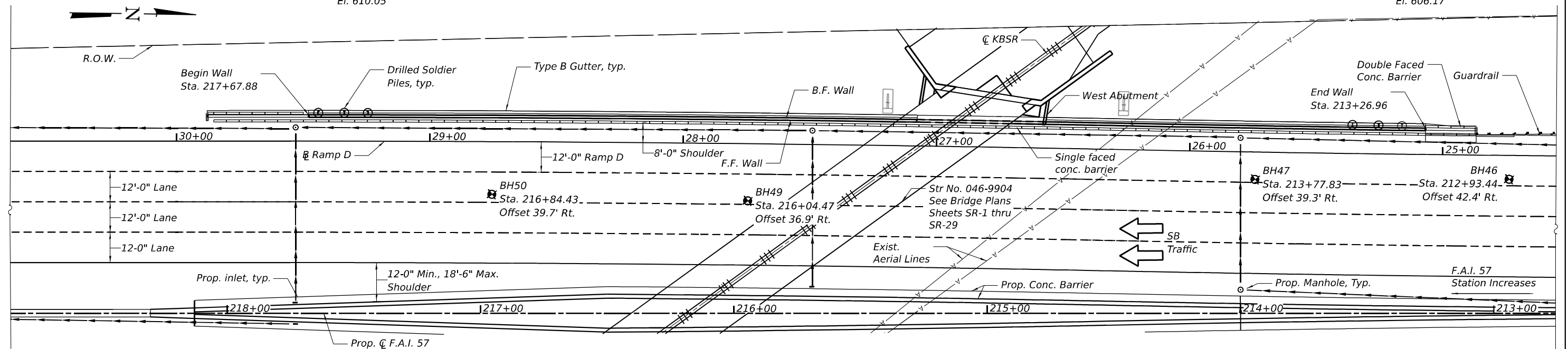
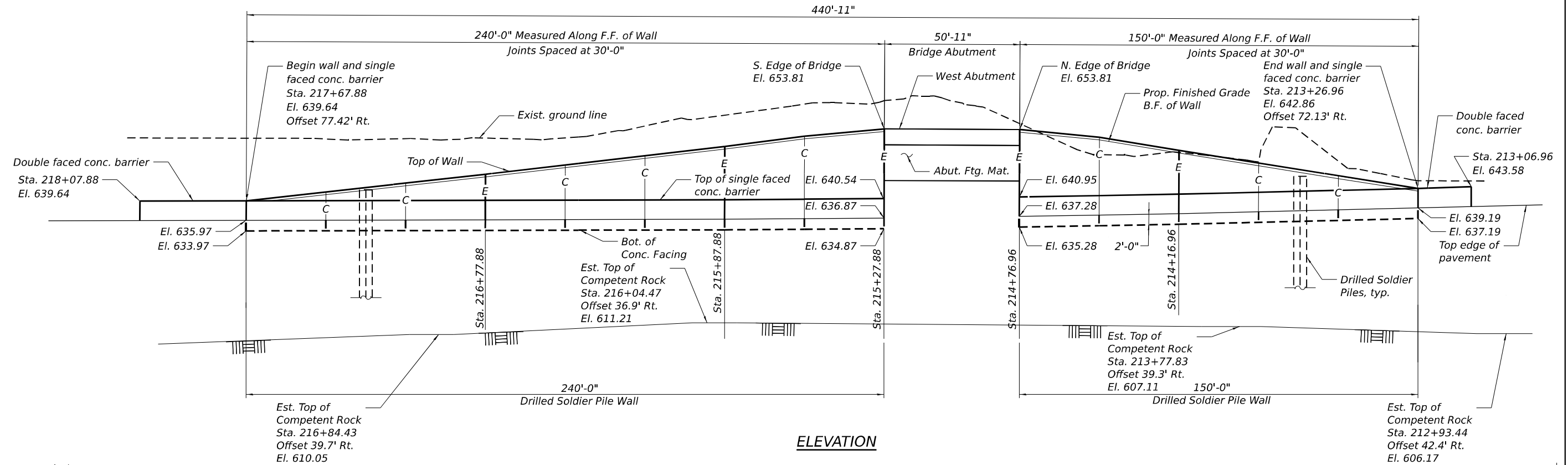
LEGEND

- ✕ Boring Locations
- C Construction Joint
- E Expansion Joint
- A— Existing Aerial Lines
- Prop. Storm Sewer

MODEL: SHORLNAME
FILE NAME: SHEET



USER NAME = \$USERS	DESIGNED - NMB	REVISED -
	APPROVED - STB	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - KL	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MS	REVISED -



LEGEND

- Boring Locations
- Construction Joint
- Expansion Joint
- Existing Aerial Lines
- Prop. Storm Sewer

Notes:
 All stations and offsets shown in Plan and Elevation for F.F. of Wall are from F.A.I. 57.
 See Highway Plans for Concrete Barrier details.

MODEL: SHORLNAME
 FILE NAME: SHEET



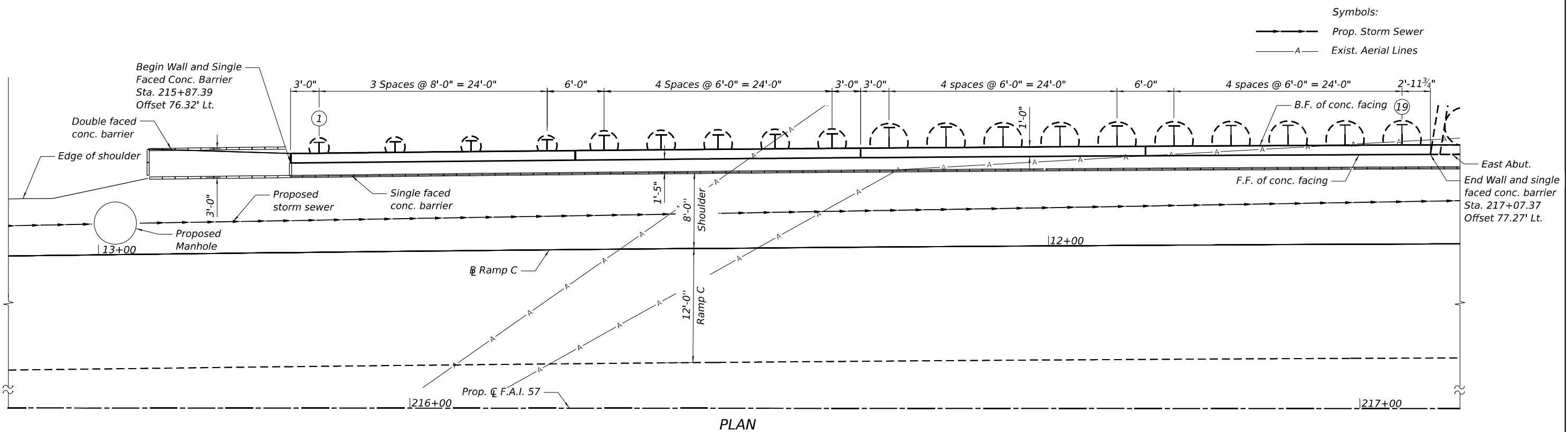
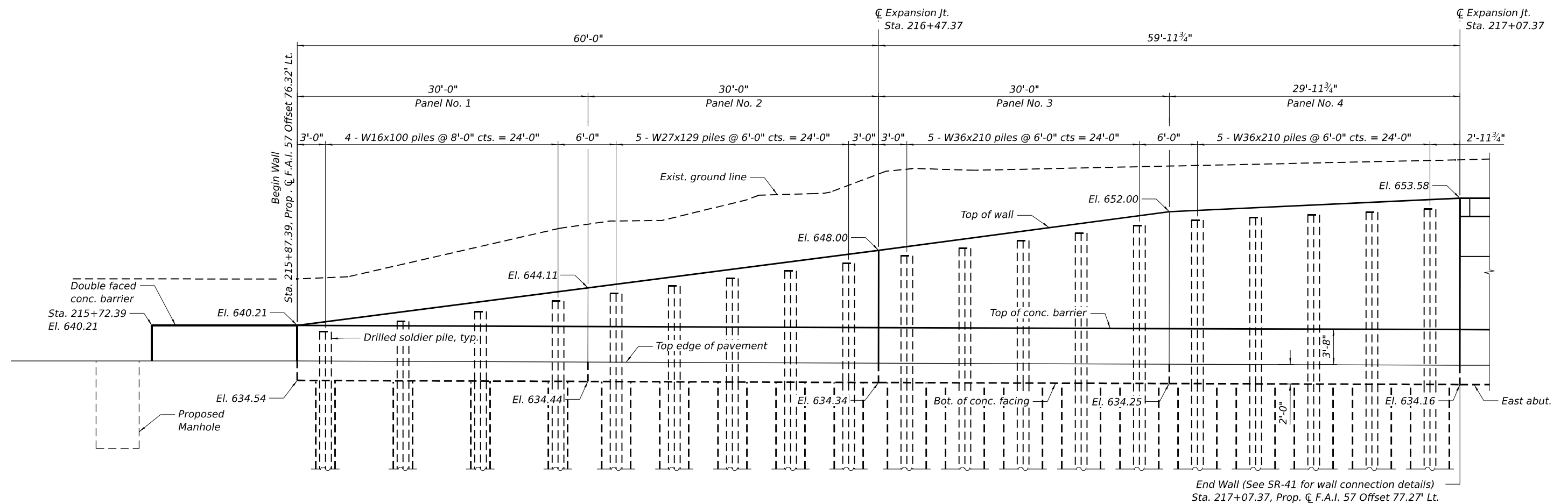
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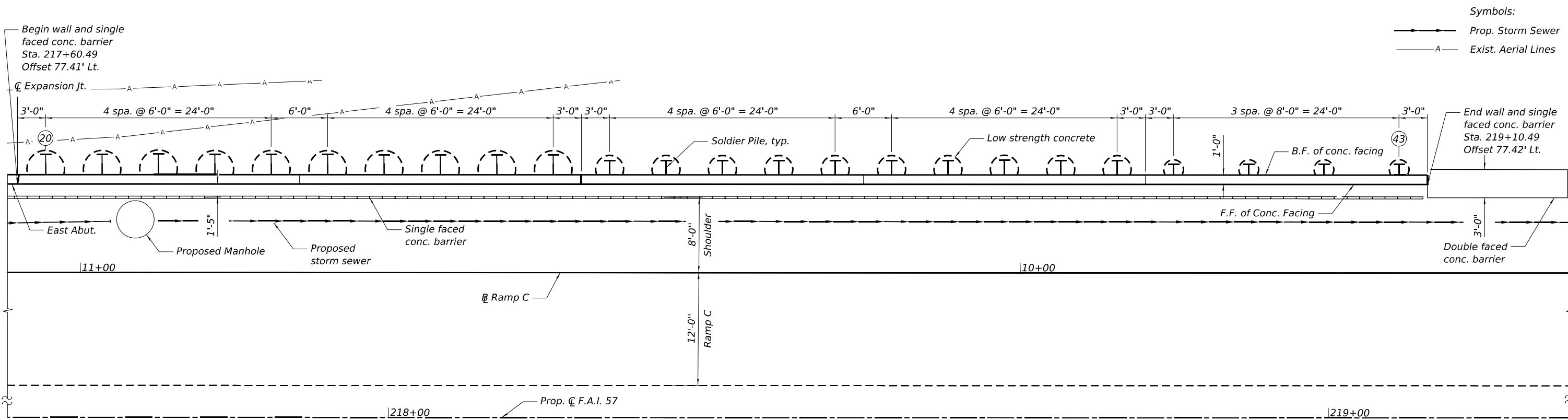
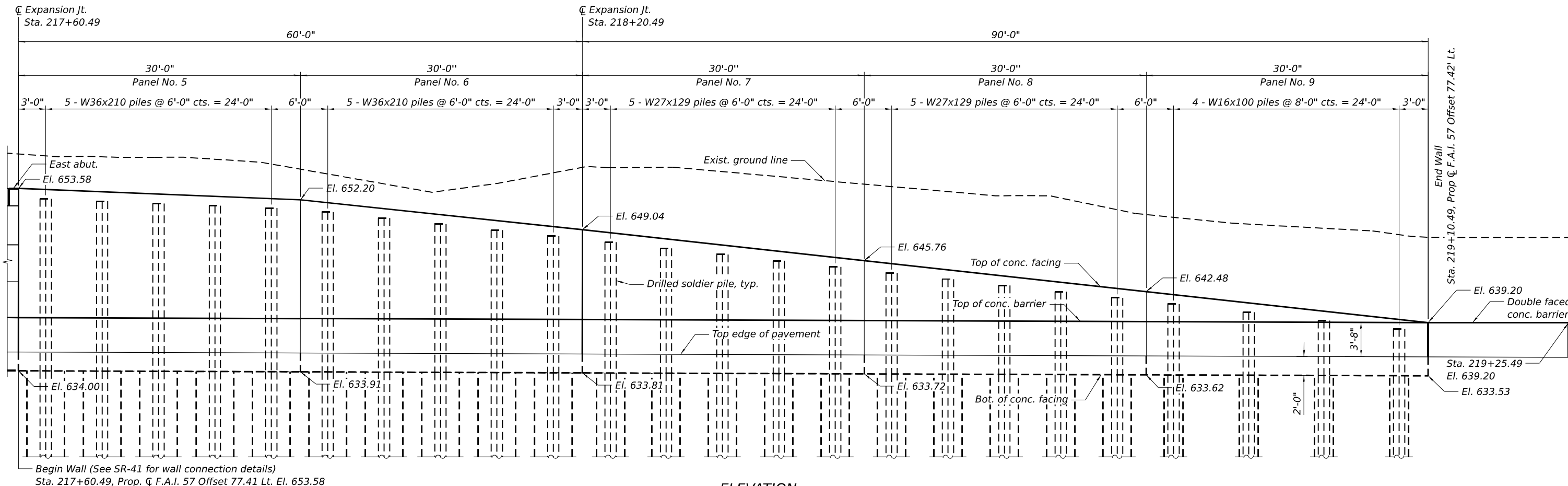
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN AND ELEVATION RAMP D WALL
 STRUCTURE NO. 046-9904**

SHEET SR-31 OF SR-49 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-16[(46-3)HB-5]HB-1	KANKAKEE	1183	827
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				





MODEL: SHORLNAME\$
FILE NAME: SHEET



USER NAME = \$USERS	DESIGNED - NMB	REVISED -
	APPROVED - STB	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - KL	REVISED -
PLOT DATE = 6/24/2026	CHECKED - MS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP C SOLDIER PILE LAYOUT 2 OF 2
STRUCTURE NO. 046-9904

SHEET SR-33 OF SR-49 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-16,[(46-3)HB-5]HB-1	KANKAKEE	1183	829
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

RAMP C PILE SCHEDULE

Pile Number	Pile Size	Station at F.F. of Wall	Offset at F.F. of Wall	Top of Pile Elev.	Top of CIP Facing	Bottom of CIP Facing	Pile Tip Elev.	Length of Pile (ft)	Estimated Top of Rock Elev.	Drilled Shaft Diameter (in)	No. of Shear Studs
1	W16x100	215+90.39	76.34	639.10	640.60	634.53	611.75	27.3	610.53	24	22
2	W16x100	215+98.39	76.41	640.14	641.64	634.51	611.73	28.4	610.53	24	28
3	W16x100	216+06.39	76.47	641.18	642.68	634.48	611.70	29.5	610.53	24	32
4	W16x100	216+14.39	76.54	642.22	643.72	634.45	611.67	30.5	610.53	24	38
5	W27x129	216+20.39	76.58	643.00	644.50	634.43	604.53	38.5	610.53	36	52
6	W27x129	216+26.39	76.63	643.78	645.28	634.41	604.53	39.2	610.53	36	56
7	W27x129	216+32.39	76.68	644.56	646.06	634.39	604.53	40.0	610.53	36	60
8	W27x129	216+38.39	76.73	645.33	646.83	634.37	604.53	40.8	610.53	36	66
9	W27x129	216+44.39	76.78	646.11	647.61	634.35	604.53	41.6	610.53	36	70
10	W36x210	216+50.39	76.82	646.90	648.40	634.33	597.53	49.4	610.53	48	76
11	W36x210	216+56.39	76.87	647.70	649.20	634.31	597.53	50.2	610.53	48	80
12	W36x210	216+62.39	76.92	648.50	650.00	634.30	598.50	50.0	611.50	48	86
13	W36x210	216+68.39	76.97	649.30	650.80	634.28	598.50	50.8	611.50	48	90
14	W36x210	216+74.39	77.02	650.10	651.60	634.26	598.50	51.6	611.50	48	96
15	W36x210	216+80.39	77.06	650.66	652.16	634.25	598.50	52.2	611.50	48	98
16	W36x210	216+86.39	77.11	650.97	652.47	634.23	598.50	52.5	611.50	48	100
17	W36x210	216+92.39	77.16	651.29	652.79	634.21	598.50	52.8	611.50	48	102
18	W36x210	216+98.39	77.20	651.61	653.11	634.19	598.50	53.1	611.50	48	104
19	W36x210	217+04.39	77.25	651.92	653.42	634.17	598.50	53.4	611.50	48	106
20	W36x210	217+63.49	77.42	651.94	653.44	633.99	597.50	54.4	611.50	48	108
21	W36x210	217+69.49	77.42	651.67	653.17	633.97	597.50	54.2	611.50	48	106
22	W36x210	217+75.49	77.42	651.39	652.89	633.95	597.50	53.9	611.50	48	104
23	W36x210	217+81.49	77.42	651.11	652.61	633.93	597.50	53.6	611.50	48	104
24	W36x210	217+87.49	77.42	650.84	652.34	633.92	597.50	53.3	611.50	48	102
25	W36x210	217+93.49	77.42	650.38	651.88	633.90	597.50	52.9	611.50	48	98
26	W36x210	217+99.49	77.42	649.75	651.25	633.88	597.50	52.3	611.50	48	96
27	W36x210	218+05.49	77.42	649.12	650.62	633.86	597.50	51.6	611.50	48	92
28	W36x210	218+11.49	77.42	648.49	649.99	633.84	597.50	51.0	611.50	48	88
29	W36x210	218+17.49	77.42	647.86	649.36	633.82	597.50	50.4	611.50	48	84
30	W27x129	218+23.49	77.42	647.21	648.71	633.80	604.50	42.7	611.50	36	80
31	W27x129	218+29.49	77.42	646.56	648.06	633.78	604.50	42.1	611.50	36	76
32	W27x129	218+35.49	77.42	645.90	647.40	633.77	604.50	41.4	611.50	36	72
33	W27x129	218+41.49	77.41	645.24	646.74	633.75	604.50	40.7	611.50	36	68
34	W27x129	218+47.49	77.41	644.59	646.09	633.73	604.50	40.1	611.50	36	66
35	W27x129	218+53.49	77.41	643.93	645.43	633.71	604.50	39.4	611.50	36	62
36	W27x129	218+59.49	77.41	643.28	644.78	633.69	604.50	38.8	611.50	36	58
37	W27x129	218+65.49	77.41	642.62	644.12	633.67	604.50	38.1	611.50	36	54
38	W27x129	218+71.49	77.41	641.96	643.46	633.65	604.50	37.5	611.50	36	50
39	W27x129	218+77.49	77.41	641.31	642.81	633.63	604.50	36.8	611.50	36	46
40	W16x100	218+83.49	77.41	640.65	642.15	633.61	608.50	32.2	611.50	24	34
41	W16x100	218+91.49	77.41	639.78	641.28	633.59	608.50	31.3	611.50	24	30
42	W16x100	218+99.49	77.41	638.91	640.41	633.56	608.50	30.4	611.50	24	26
43	W16x100	219+07.49	77.41	638.03	639.53	633.54	608.50	29.5	611.50	24	22

MODEL: SHEDLMMMS
FILE NAME: STEEL



USER NAME = \$USERS	DESIGNED - NMB	REVISED -
	APPROVED - STB	REVISED -
PLOT SCALE = \$\$SCALE\$	DRAWN - NMB	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP C PILE SCHEDULE
STRUCTURE NO. 046-9904

SHEET SR-36 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	832
CONTRACT NO. 66863				
		ILLINOIS	FED. AID PROJECT	

RAMP D PILE SCHEDULE

Pile Number	Pile Size	Station at F.F. of Wall	Offset at F.F. of Wall	Top of Pile Elev.	Top of CIP Facing	Bottom of CIP Facing	Pile Tip Elev.	Length of Pile (ft)	Estimated Top of Rock Elev.	Drilled Shaft Diameter (in)	No. of Shear Studs
1	W16x100	217+64.88	77.41	638.31	639.81	633.98	607.05	31.26	610.05	24	22
2	W16x100	217+56.88	77.37	638.77	640.27	634.00	607.05	31.72	610.05	24	24
3	W16x100	217+48.88	77.33	639.24	640.74	634.03	607.05	32.19	610.05	24	26
4	W16x100	217+40.88	77.29	639.70	641.20	634.05	607.05	32.65	610.05	24	28
5	W16x100	217+34.88	77.27	640.04	641.54	634.07	607.05	32.99	610.05	24	30
6	W16x100	217+26.88	77.24	640.50	642.00	634.10	607.05	33.45	610.05	24	32
7	W16x100	217+18.88	77.20	640.97	642.47	634.12	607.05	33.92	610.05	24	34
8	W16x100	217+10.88	77.17	641.43	642.93	634.15	607.05	34.38	610.05	24	36
9	W16x100	217+02.88	77.14	641.89	643.39	634.17	607.05	34.84	610.05	24	38
10	W16x100	216+94.88	77.11	642.35	643.85	634.20	607.05	35.30	610.05	24	40
11	W16x100	216+86.88	77.08	642.81	644.31	634.22	607.05	35.76	610.05	24	42
12	W16x100	216+80.88	77.05	643.16	644.66	634.24	607.05	36.11	610.05	24	44
13	W27x129	216+74.88	77.02	643.51	645.01	634.26	607.21	36.30	611.21	36	56
14	W27x129	216+68.88	76.97	643.87	645.37	634.28	607.21	36.66	611.21	36	58
15	W27x129	216+62.88	76.92	644.23	645.73	634.30	607.21	37.02	611.21	36	60
16	W27x129	216+56.88	76.87	644.59	646.09	634.32	607.21	37.38	611.21	36	62
17	W27x129	216+50.88	76.82	644.95	646.45	634.34	607.21	37.74	611.21	36	64
18	W27x129	216+44.88	76.78	645.31	646.81	634.36	607.21	38.10	611.21	36	66
19	W27x129	216+38.88	76.73	645.67	647.17	634.38	607.21	38.46	611.21	36	68
20	W27x129	216+32.88	76.68	646.03	647.53	634.40	607.21	38.82	611.21	36	70
21	W27x129	216+26.88	76.63	646.39	647.89	634.41	607.21	39.18	611.21	36	72
22	W27x129	216+20.88	76.58	646.75	648.25	634.43	607.21	39.54	611.21	36	74
23	W27x129	216+14.88	76.54	647.11	648.61	634.45	607.21	39.90	611.21	36	76
24	W27x129	216+08.88	76.49	647.47	648.97	634.47	607.21	40.26	611.21	36	78
25	W27x129	216+02.88	76.44	647.83	649.33	634.49	607.21	40.62	611.21	36	80
26	W27x129	215+96.88	76.39	648.19	649.69	634.51	607.21	40.98	611.21	36	82
27	W27x129	215+90.88	76.34	648.55	650.05	634.53	607.21	41.34	611.21	36	84
28	W36x210	215+84.88	76.28	648.93	650.43	634.56	598.21	50.72	611.21	48	86
29	W36x210	215+78.88	76.20	649.34	650.84	634.59	598.21	51.13	611.21	48	88
30	W36x210	215+72.88	76.12	649.74	651.24	634.62	598.21	51.53	611.21	48	90
31	W36x210	215+66.88	76.04	650.14	651.64	634.66	598.21	51.93	611.21	48	92
32	W36x210	215+60.88	75.96	650.55	652.05	634.69	598.21	52.34	611.21	48	96
33	W36x210	215+54.88	75.88	650.91	652.41	634.72	598.21	52.70	611.21	48	98
34	W36x210	215+48.88	75.80	651.22	652.72	634.75	598.21	53.01	611.21	48	98
35	W36x210	215+42.88	75.72	651.53	653.03	634.79	598.21	53.32	611.21	48	100
36	W36x210	215+36.88	75.64	651.84	653.34	634.82	598.21	53.63	611.21	48	102
37	W36x210	215+30.88	75.56	652.15	653.65	634.85	598.21	53.94	611.21	48	104
38	W36x210	214+73.98	74.68	652.15	653.65	635.31	598.21	53.94	611.21	48	102
39	W36x210	214+67.98	74.55	651.84	653.34	635.38	598.21	53.63	611.21	48	98
40	W36x210	214+61.98	74.42	651.53	653.03	635.44	598.21	53.32	611.21	48	96
41	W36x210	214+55.98	74.29	651.22	652.72	635.50	598.21	53.01	611.21	48	94
42	W36x210	214+49.98	74.16	650.91	652.41	635.57	598.21	52.70	611.21	48	92
43	W36x210	214+43.98	74.03	650.51	652.01	635.63	598.21	52.30	611.21	48	90
44	W36x210	214+37.98	73.90	650.03	651.53	635.70	598.21	51.82	611.21	48	86
45	W36x210	214+31.98	73.77	649.56	651.06	635.76	598.21	51.35	611.21	48	82
46	W36x210	214+25.98	73.64	649.08	650.58	635.82	598.21	50.87	611.21	48	80
47	W36x210	214+19.98	73.51	648.60	650.10	635.89	598.21	50.39	611.21	48	76
48	W27x129	214+13.98	73.39	648.13	649.63	635.96	603.11	45.02	607.11	36	72
49	W27x129	214+07.98	73.30	647.66	649.16	636.05	603.11	44.55	607.11	36	70
50	W27x129	214+01.98	73.20	647.19	648.69	636.13	603.11	44.08	607.11	36	66
51	W27x129	213+95.98	73.10	646.73	648.23	636.22	603.11	43.62	607.11	36	64
52	W27x129	213+89.98	73.01	646.26	647.76	636.30	603.11	43.15	607.11	36	60
53	W16x100	213+83.98	72.91	645.79	647.29	636.39	611.94	33.86	607.11	24	46
54	W16x100	213+75.98	72.78	645.17	646.67	636.50	612.05	33.12	607.11	24	42
55	W16x100	213+67.98	72.66	644.55	646.05	636.61	612.16	32.39	607.11	24	38
56	W16x100	213+59.98	72.53	643.93	645.43	636.72	612.27	31.65	607.11	24	36
57	W16x100	213+53.98	72.45	643.46	644.96	636.81	617.50	25.96	607.11	24	32
58	W16x100	213+45.98	72.35	642.84	644.34	636.92	617.61	25.23	607.11	24	28
59	W16x100	213+37.98	72.26	642.22	643.72	637.03	617.72	24.49	607.11	24	26
60	W16x100	213+29.98	72.17	641.59	643.09	637.15	617.84	23.76	607.11	24	22

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FILE NAME: S:\SHEET



USER NAME = \$USERS
PLOT SCALE = \$SCALE\$
PLOT DATE = 4/23/2026

DESIGNED - NMB
APPROVED - STB
DRAWN - NMB
CHECKED - MS

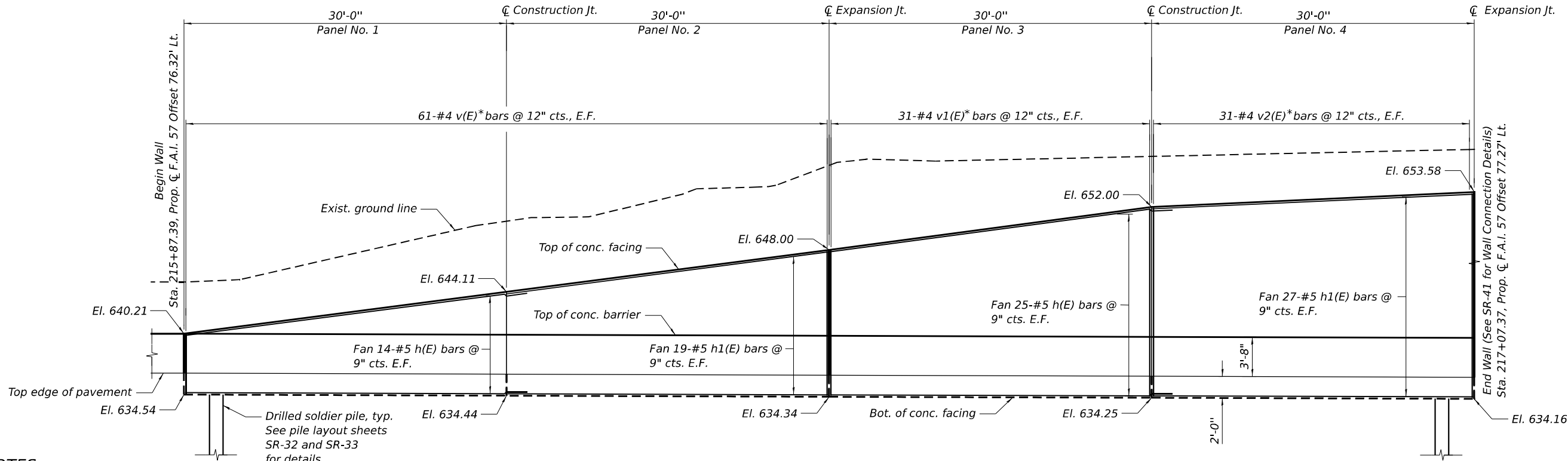
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP D PILE SCHEDULE
STRUCTURE NO. 046-9904

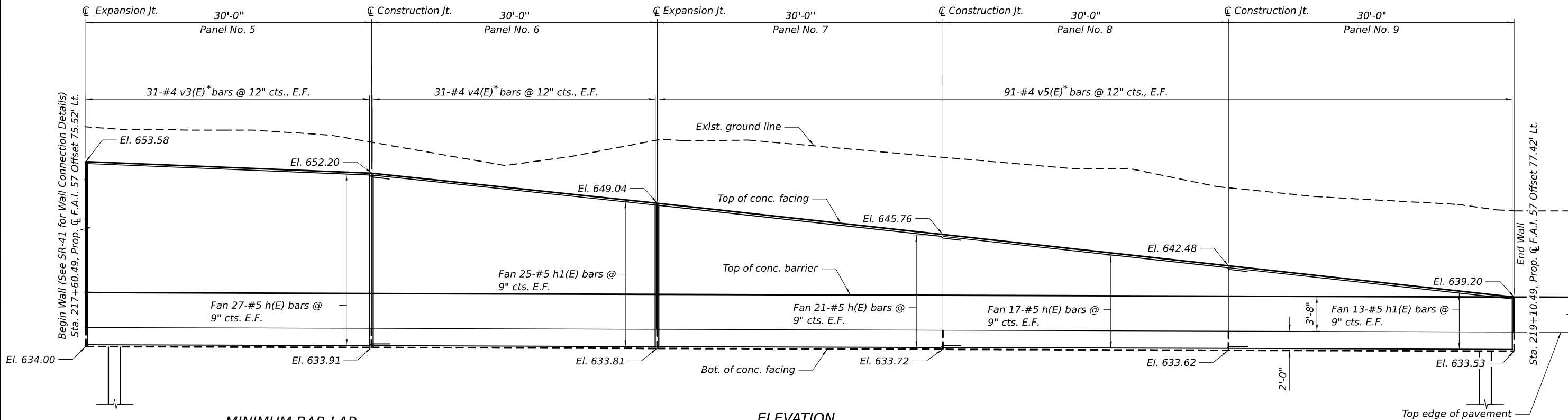
SHEET SR-37 OF SR-49 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	833
CONTRACT NO. 66863				
		ILLINOIS	FED. AID PROJECT	



NOTES:

1. See SR-40 for Bill of Material.
2. Reinforcement Bars designated (E) shall be epoxy coated.
3. Bars indicated thus 15x2-#5 etc. indicates 15 lines of bars with 2 lengths per line.



*Denotes bar with cutting diagram, see sheet SR-40

MINIMUM BAR LAP
#5 Bar = 3'-5"

ELEVATION
(Concrete Facing Panels Looking East)

MODEL: SHORLNAME
FILE NAME: SHEET



USER NAME	= \$USERS
PLOT SCALE	= \$SCALE\$
PLOT DATE	= 4/23/2026

DESIGNED	- NMB
APPROVED	- STB
DRAWN	- KL
CHECKED	- MS

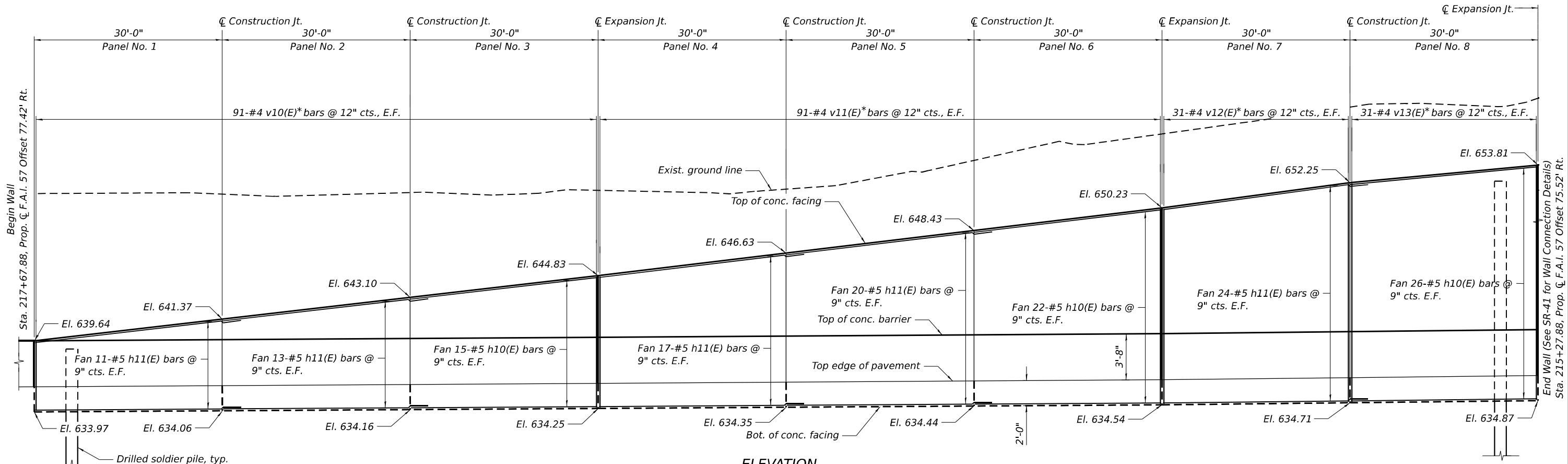
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REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

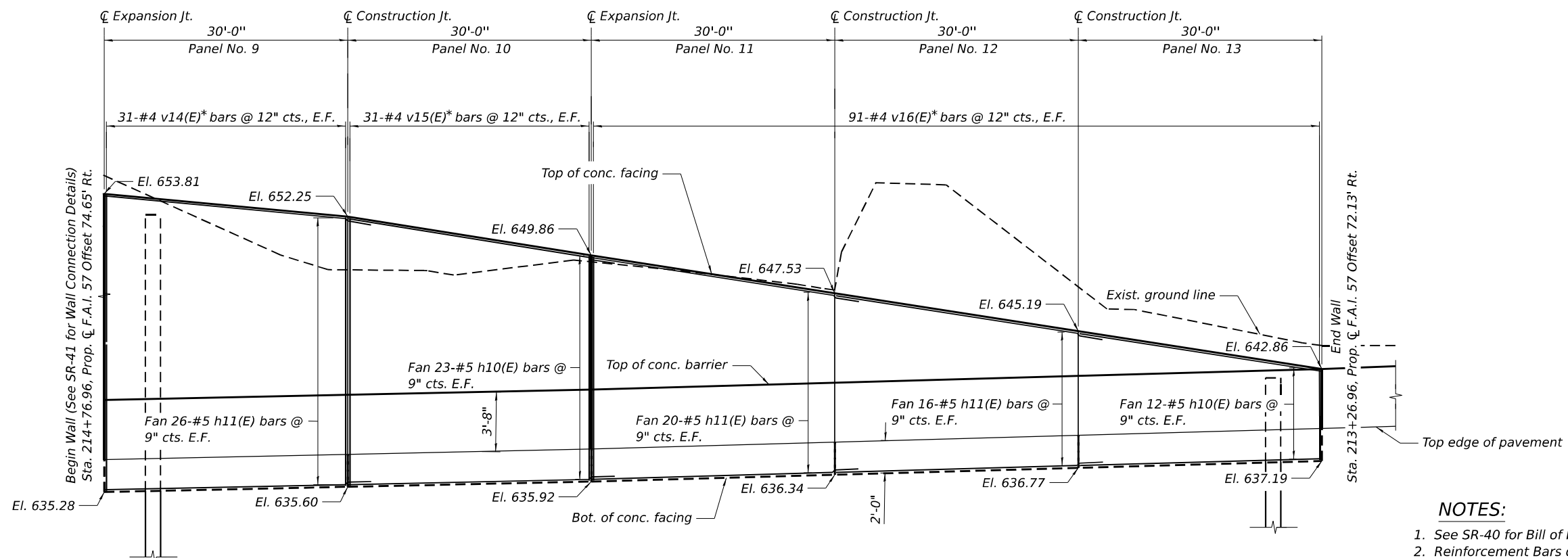
RAMP C CONCRETE FACING DETAILS
STRUCTURE NO. 046-9904

SHEET SR-38 OF SR-49 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-16,[(46-3)HB-5]HB-1	KANKAKEE	1183	834
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



ELEVATION
(Concrete Facing Panels Looking West)



ELEVATION
(Concrete Facing Panels Looking West)

MINIMUM BAR LAP
#5 Bar = 3'-5"

*Denotes bar with cutting diagram,
see sheet SR-40

- NOTES:**
- See SR-40 for Bill of Material.
 - Reinforcement Bars designated (E) shall be epoxy coated.
 - Bars indicated thus 15x2-#5 etc. indicates 15 lines of bars with 2 lengths per line.

MODEL: SR04E1A001
FILE NAME: SR04E1A001



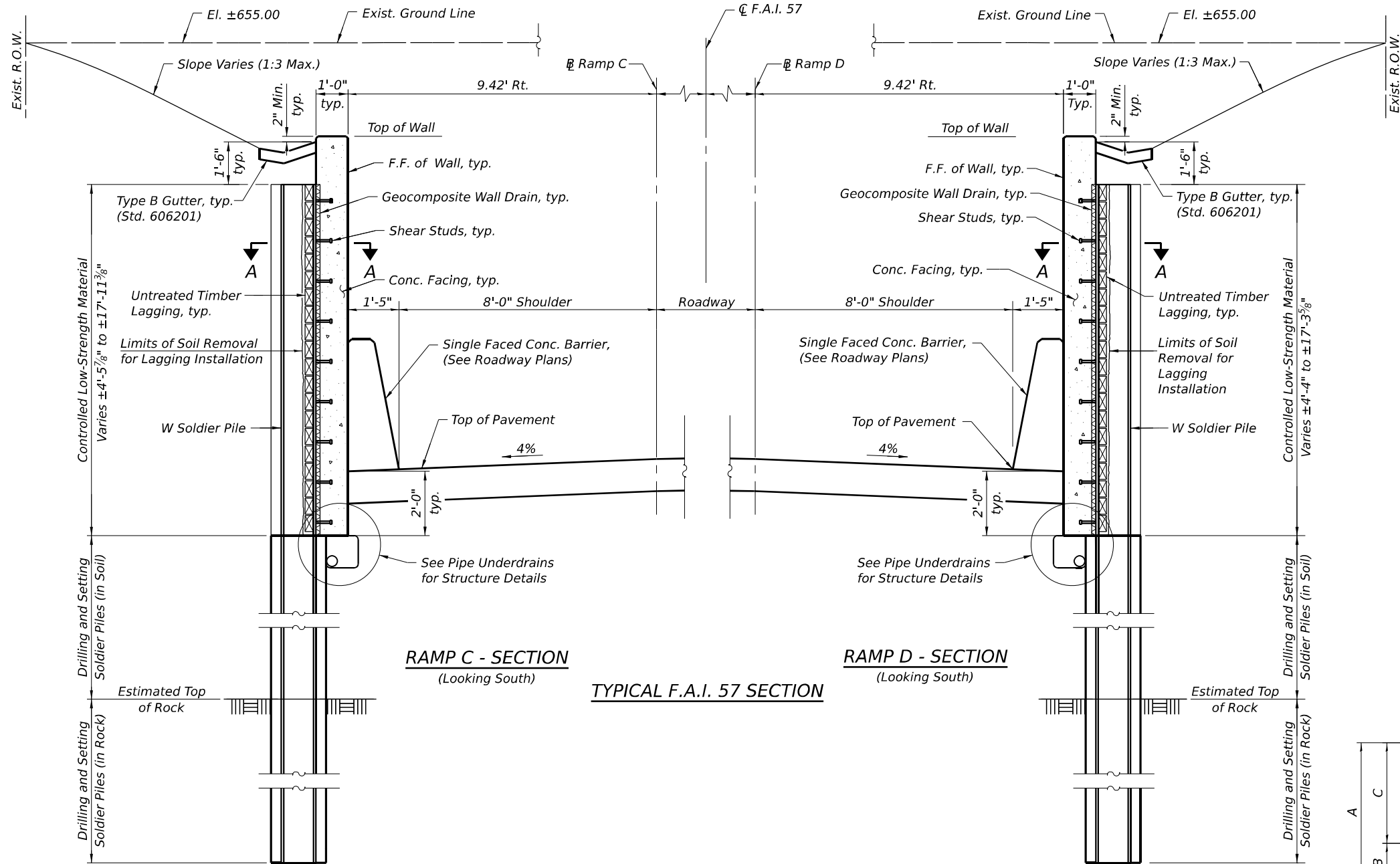
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PLOT SCALE = \$SCALE\$	APPROVED - STB	REVISED -
PLOT DATE = 4/23/2026	DRAWN - KL	REVISED -
	CHECKED - MS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP D CONCRETE FACING DETAILS
STRUCTURE NO. 046-9904

SHEET SR-39 OF SR-49 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-16;[(46-3)HB-5]HB-1	KANKAKEE	1183	835
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



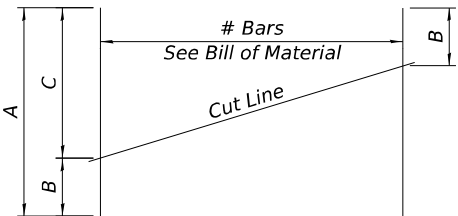
- NOTES:**
- See SR-41 for Pipe Underdrains for Structures Details.
 - Concrete Sealer shall be applied to exposed surfaces of the Soldier Pile retaining wall facing panels.

**RAMP C WALL
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	208	5	33'-5"	
h1(E)	168	5	29'-8"	
v(E)	61	4	18'-8"	
v1(E)	31	4	30'-9"	
v2(E)	31	4	36'-6"	
v3(E)	31	4	37'-2"	
v4(E)	31	4	32'-10"	
v5(E)	91	4	20'-3"	
Structure Excavation			Cu. Yd.	595
Concrete Structures			Cu. Yd.	134.1
Stud Shear Connectors			Each	3,088
Reinforcement Bars, Epoxy Coated			Pound	17,290
Furnishing Soldier Piles (W Section)			Foot	1,881
Drilling and Setting Soldier Piles (In Soil)			Cu. Ft.	13,951
Drilling and Setting Soldier Piles (In Rock)			Cu. Ft.	4,137
Untreated Timber Lagging			Sq. Ft.	3,215
Concrete Sealer			Sq. Ft.	3,395
Geocomposite Wall Drain			Sq. Yd.	372
Pipe Underdrains for Structures 4"			Foot	270

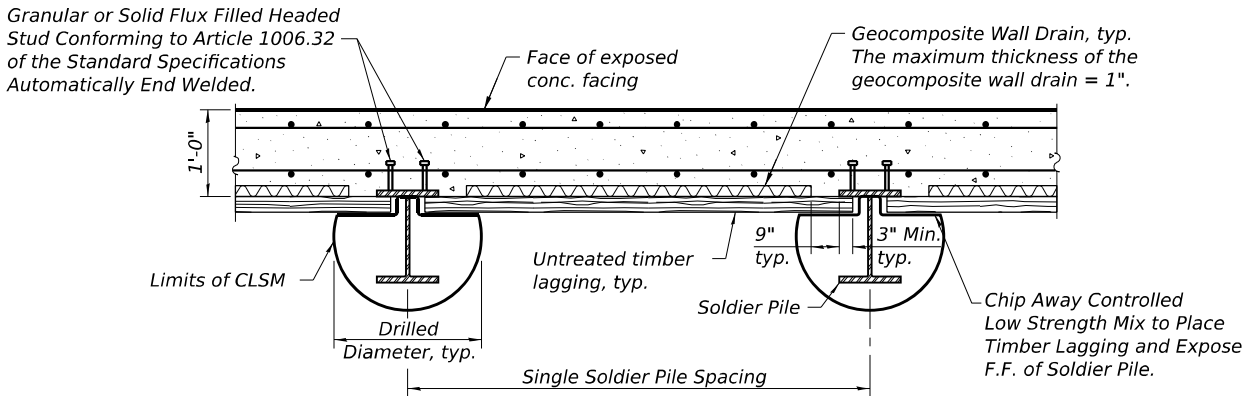
**RAMP D WALL
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h10(E)	196	5	29'-8"	
h11(E)	294	5	33'-5"	
v10(E)	91	4	15'-7"	
v11(E)	91	4	25'-7"	
v12(E)	31	4	32'-6"	
v13(E)	31	4	35'-9"	
v14(E)	31	4	34'-6"	
v15(E)	31	4	29'-11"	
v16(E)	91	4	18'-11"	
Structure Excavation			Cu. Yd.	750
Concrete Structures			Cu. Yd.	178.6
Stud Shear Connectors			Each	3,898
Reinforcement Bars, Epoxy Coated			Pound	22,720
Furnishing Soldier Piles (W Section)			Foot	2,485
Drilling and Setting Soldier Piles (In Soil)			Cu. Ft.	16,888
Drilling and Setting Soldier Piles (In Rock)			Cu. Ft.	3,946
Untreated Timber Lagging			Sq. Ft.	4,238
Concrete Sealer			Sq. Ft.	4,528
Geocomposite Wall Drain			Sq. Yd.	493
Pipe Underdrains for Structures 4"			Foot	390



FIELD CUTTING DIAGRAM
Order bars full length. Cut as shown and use the remainder of bars in opposite face of the panel.

Bar	A	B	C
v(E)	18'-8"	5'-4"	13'-4"
v1(E)	30'-9"	13'-4"	17'-5"
v2(E)	36'-6"	17'-5"	19'-1"
v3(E)	37'-2"	19'-3"	17'-11"
v4(E)	32'-10"	17'-11"	14'-11"
v5(E)	20'-3"	14'-11"	5'-4"
v10(E)	15'-7"	5'-4"	10'-3"
v11(E)	25'-7"	10'-3"	15'-4"
v12(E)	32'-6"	15'-4"	17'-2"
v13(E)	35'-9"	17'-2"	18'-7"
v14(E)	34'-6"	18'-2"	16'-4"
v15(E)	29'-11"	16'-4"	13'-7"
v16(E)	18'-11"	13'-7"	5'-4"



SECTION A-A

MODEL: SH06LMM005
FILE NAME: SHEET



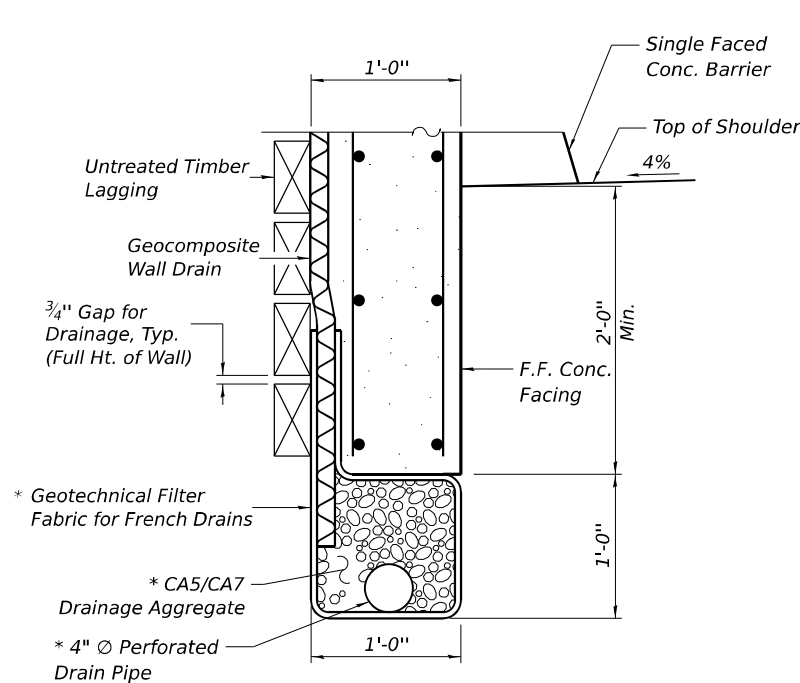
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	CHECKED - MS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

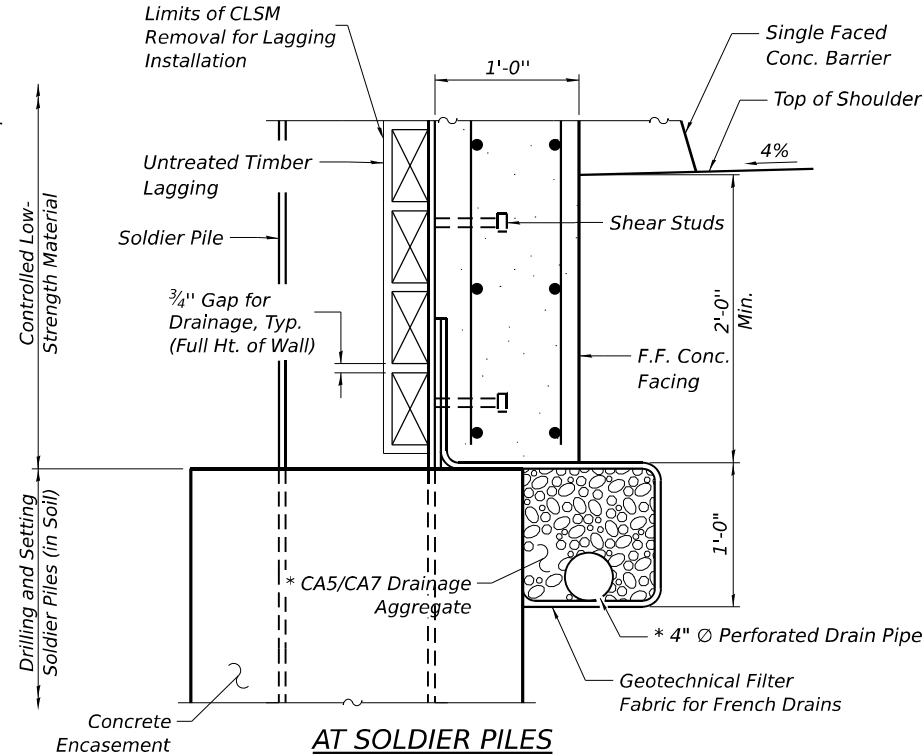
**TYPICAL SECTIONS
STRUCTURE NO. 046-9904**

SHEET SR-40 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	836
CONTRACT NO. 66863				
ILLINOIS / FED. AID PROJECT				



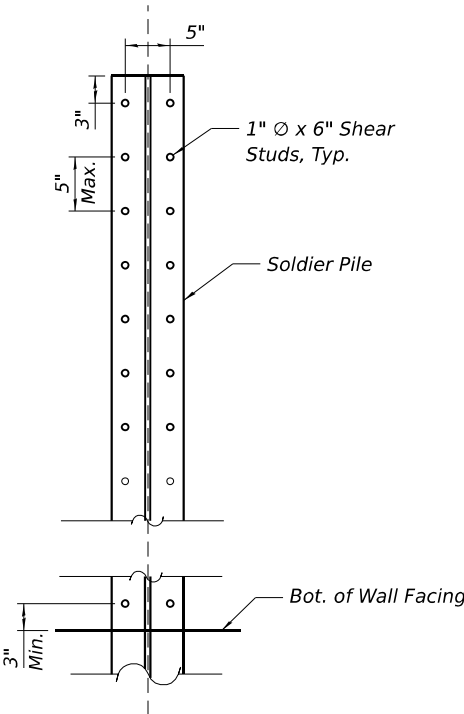
BETWEEN SOLDIER PILES



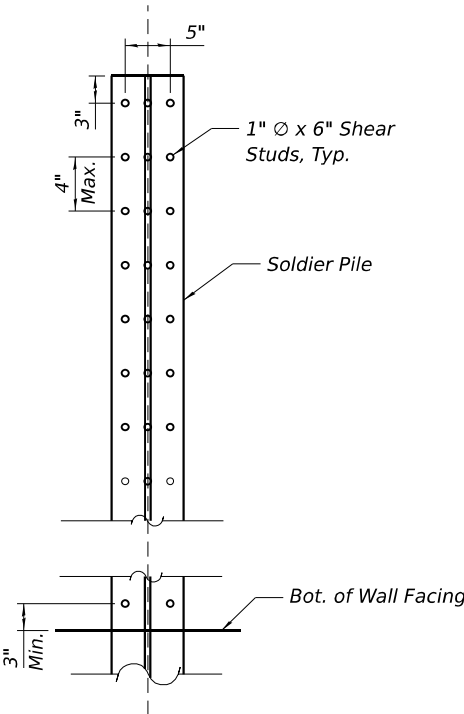
AT SOLDIER PILES

**UNDERDRAIN DETAILS
FOR SOLDIER PILE WALLS**

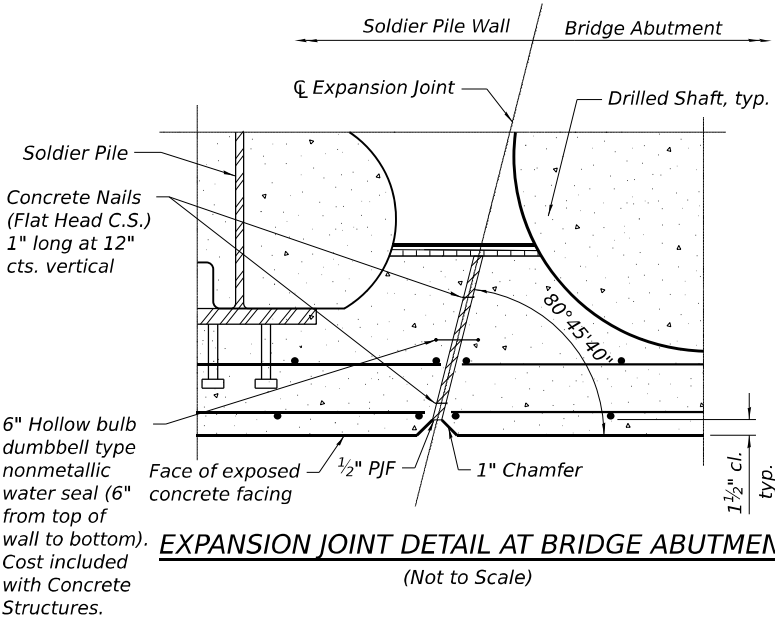
* Included in the Cost of Pipe Underdrains for Structures.



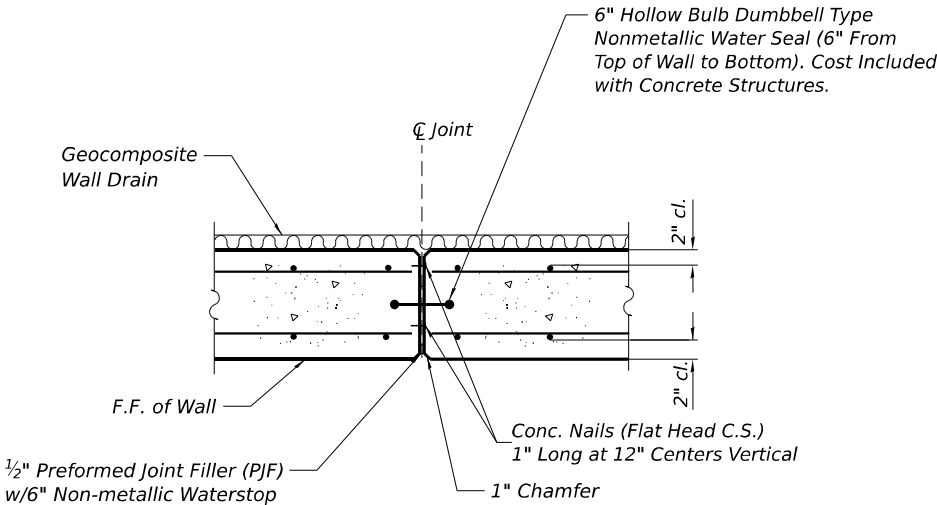
SHEAR STUD DETAIL
(Ramp C Piles 1 - 4 & Piles 40 - 43)
(Ramp D Piles 1 - 8 & Piles 49 - 60)



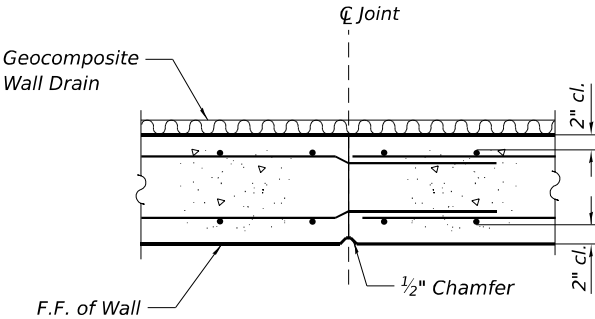
SHEAR STUD DETAIL
(Ramp C Piles 5 - 39)
(Ramp D Piles 9 - 48)



EXPANSION JOINT DETAIL AT BRIDGE ABUTMENT
(Not to Scale)



EXPANSION JOINT DETAIL
(Not to Scale)



CONSTRUCTION JOINT DETAIL
(Not to Scale)

MODEL: SHIELDNAMES
FILE NAME: SHEETS



USER NAME = \$USERS	DESIGNED - NMB	REVISED -
	APPROVED - STB	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - KL	REVISED -
PLOT DATE = 6/24/2026	CHECKED - MS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WALL JOINT AND MISC. DETAILS
STRUCTURE NO. 046-9904**

SHEET SR-41 OF SR-49 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-16;[(46-3)HB-5]HB-1	KANKAKEE	1183	837
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\24\BENTLEY.COM\EXP\24\DOT\DOT.GDT 11/12/16
FILE NAME: C:\PW\WORK\EXP\24\BENTLEY.COM\EXP\24\DOT\DOT.GDT 11/12/16



Illinois Department of Transportation

Division of Highways

IDOT

SOIL BORING LOG

Page 1 of 1

Date 9/5/13

ROUTE I-57 (FAI 57)

DESCRIPTION K B & S Railroad over I-57, 3.7 miles North of US 45/52

LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR

LOCATION NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM, Latitude 41.112206, Longitude -87.835405

COUNTY Kankakee

DRILLING METHOD Hollow Stem Auger

HAMMER TYPE CME Automatic

STRUCT. NO. 046-0005 (Exist.)

Station 216+08 (Exist.)

BORING NO. BH 42 (Pier)

Station 215+58.85

Offset 8.6 ft Rt.

Ground Surface Elev. 637.67

ft (ft) (/6") (tsf) (%)

ft (ft) (/6") (tsf) (%)

DEPTHS

DEPTHS

BLU

BLU

UCS

UCS

MOIST

MOIST

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.: _____ ft

First Encounter _____ ft

Upon Completion _____ ft

After _____ Hrs. _____ ft

Gray Weathered & Reworked Limestone

Auger Refusal @ 21.42' End of Boring

616.25

100/5"

12

24

9

635.17

3

2.0

15

Stiff to Very Stiff Brown Fill Sand & Gray Silty Clay Fill

3

P

632.67

-5

3

3.1

18

Very Stiff to Hard Gray Silty Clay Loam/Silty Clay Till

2

4

B

3

3.9

23

6

4.5

21

8

5.1

14

10

7.3

15

12

S

617.67

-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 9/4/13

ROUTE I-57 (FAI 57)

DESCRIPTION K B & S Railroad over I-57, 3.7 miles North of US 45/52

LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR

LOCATION NE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM, Latitude 41.111195, Longitude -87.835363

COUNTY Kankakee

DRILLING METHOD Hollow Stem Auger

HAMMER TYPE CME Automatic

STRUCT. NO. 046-0005 (Exist.)

Station 216+08 (Exist.)

BORING NO. BH 43 (Pier)

Station 216+52.35

Offset 0.8 ft Lt.

Ground Surface Elev. 637.52

ft (ft) (/6") (tsf) (%)

ft (ft) (/6") (tsf) (%)

DEPTHS

DEPTHS

BLU

BLU

UCS

UCS

MOIST

MOIST

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.: _____ ft

First Encounter _____ ft

Upon Completion _____ ft

After _____ Hrs. _____ ft

Gray Weathered & Reworked Limestone

Auger Refusal @ 22' End of Boring

615.52

41

11

635.02

2

3.5

17

Very Stiff Gray Silty Clay/Silty Clay Loam Till

3

P

4

2.1

19

3

2.4

20

5

3.5

20

6

4.1

13

9

4.1

14

7

7.8

12

40

S

617.52

-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)



3705 Progress Blvd

Peru, IL 61354

815 780-8486

SOIL BORING LOG

Page 1 of 1

Date 12/20/17

Solutions You Can Build On

ROUTE FAI 57

DESCRIPTION East Abutment for K B & S Railroad over I-57, 3.8 miles north of US 45/52

LOGGED BY TMR

SECTION (46-3)R, HBK, 5HBR, 6HBR

LOCATION SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM, Latitude 41.111191, Longitude -87.835149

COUNTY Kankakee

DRILLING METHOD Hollow Stem Auger

HAMMER TYPE CME Automatic

STRUCT. NO. _____

Station _____

BORING NO. B-205

Station 216+74

Offset 60.0 ft Lt.

Ground Surface Elev. 657.53

ft (ft) (/6") (tsf) (%)

ft (ft) (/6") (tsf) (%)

DEPTHS

DEPTHS

BLU

BLU

UCS

UCS

MOIST

MOIST

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.: _____ ft

First Encounter _____ ft

Upon Completion _____ ft

After _____ Hrs. _____ ft

Stiff Gray Silty Clay (continued)

Very Stiff Gray Clay Till

636.03

4

3.7

20

7

8

B

2

3.3

21

6

6

B

652.03

2

0.8

23

2

3

B

649.53

1

3.3

14

6

5

B

647.03

3

2.5

14

4

5

B

3

2.1

15

6

6

B

4

2.3

15

5

4

B

2

1.7

13

618.53

100/4.5"

10

2" Fine Gray Sand Seam

637.53

20

4

B

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	- KPD	REVISED	-
		APPROVED	- KK	REVISED	-
PLOT SCALE	= 0.16666633 1/ IN.	DRAWN	- KPD	REVISED	-
PLOT DATE	= 4/23/2026	CHECKED	- KK	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 1 OF 8
STRUCTURE NO. 046-9904

SHEET SR-42 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	838
			CONTRACT NO. 66863	
		ILLINOIS	FED. AID PROJECT	

Mc Cleary
*E*ngineering

Mc Cleary
Engineering



Page 1 of 1

Date 10/5/17

ROUTE	I-57 (FAI 57)	DESCRIPTION	KB & S Railroad over I-57, 3.7 miles North of US 45/52	LOGGED BY	Larry Myers
-------	---------------	-------------	--	-----------	-------------

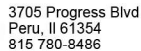
SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,
Latitude 41.112173, Longitude -87.835357

COUNTY	Kankakee	CORING METHOD	Split Barrel Wire Line	R		CORE	S
--------	----------	---------------	------------------------	---	--	------	---

STRUCT. NO.	046-0005 (EX)	CORING BARREL TYPE & SIZE	N W/L 2	D	C	C	Q	T	R
Station	216+08 (EX)			E	O	O	D	M	E
				P	R	R			
				T	E	E			
				H					
				(ft)	(#)	(%)	(%)	(min/ft)	(tsf)
BORING NO.	B 207 (Pier)	Core Diameter	1.9	in					
Station	215+76.97	Top of Rock Elev.	615.59	ft					
Offset	5.3 ft Lt.	Begin Core Elev.	015.59	ft					
Ground Surface Elev.	637.59								

	615.59	1	70	0	4	
Gray to Tan Dolomite, Highly Fractured to the point of Rubblization	615.59					
Dense Gray Limestone, Vertically Fractured in top 8"	611.59					
Dense Gray Limestone - some Horizontal Fracturing with Tight Joints	610.59	2	100	47	3	
No Water Recovery while Coring						79.3 950.9 994.9 1127.7 1215.9
Dense Gray Limestone with some Horizontal Fracturing & Tight Joints	605.59	3	100	90	3.2	1059.8
No Water Recovery while Coring						1183.4 657.5 984.9 817.5 967.1 1080.6
End of Boring	600.59					

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

Page 1 of 1

Date 12/19/17

Solutions You Can Build On			Date	12/19/17
ROUTE	FAI 57	DESCRIPTION	LOGGED BY	TMR
		Retaining wall west of I-57, south of K B & S Railroad Crossing		

SECTION (46-3)R,HBK,5HBR,6HBR **LOCATION** SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,
Latitude 41.111542, Longitude -87.835761

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

[illegible]

Black Silty Clay Topsoil				Very stiff Gray Clay (continued)					
	657.03	3			636.53	3			
Very stiff to hard Brown/Gray Silty Clay Loam		3	2.0	22	Gray Silt Seam, 6"	636.03	3	1.9	27
		4	P		Stiff Gray Clay		5	B	
		2					3		
		3	3.3	22			4	2.0	23
		5	S				5	B	
		4					1		
		7	7.0	22			2	1.2	20
		9	B				4	B	
	650.03								
Hard Brown/Gray Clay		4					3		
		7	7.6	22			5	2.1	26
		9	B				8	B	
	646.53	3				626.53			
Very stiff Gray Clay		5	3.3	27	Medium stiff Gray Sandy Clay Till				
		5	B						
		3					3		
		4	2.9	25			4	0.8	14
		5	B				5	B	
		3							
		5	2.9	21					
		5	B						
		2				619.03	15		
		3	2.5	24	V. Weath./Fract. Dolostone		22		4
		6	B		End of Boring	618.03	40	29	
	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)



Page 1 of 1

Date 9/19/17

ROUTE	DESCRIPTION	LOGGED BY
I-57 (FAI 57)	Retaining Wall South of K B & S Railroad over I-57 on West side of I-57	Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR **LOCATION** SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM,
Latitude 41.112033, Longitude -87.835487

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	O	S	I		P	O	S	I
BORING NO. _____	H	W	Qu	T	Groundwater Elev.: _____ ft	H	W	Qu	T
Station _____					First Encounter _____ ft				
Offset _____					Upon Completion _____ ft				
Ground Surface Elev. <u>636.95</u> ft (ft) (6/8") (tsf) (%)					After _____ Hrs. _____ ft (ft) (6/8") (tsf) (%)				

Augered Material - Not Documented	Augered Material - Not Documented (continued)
	615.45
	Augered Approximately 18" into Rock Before Starting Core
	613.95
	Borehole continued with rock coring.
-5	-25
-10	-30
-15	-35
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)



USER NAME = SALASL	DESIGNED - KPD	REVISED -
	APPROVED - KK	REVISED -
PLOT SCALE = 0.1666663 ' / IN.	DRAWN - KPD	REVISED -
PLOT DATE = 4/23/2026	CHECKED - KK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS 3 OF 8
STRUCTURE NO. 046-9904

SHEET SR-44 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	840
CONTRACT NO. 66863				
ILLINOIS		FED. AID PROJECT		

MODEL: 2D SHEET H
FILE NAME: C:\PW WORK\EXP-PW.BENTLEY.COM EXP-PW-01\00168591\04599004-668663-031-SB3.DGN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	843
		CONTRACT NO. 66863		
ILLINOIS		FED. AID PROJECT		

Illinois Department
of Transportation

Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 9/10/13

ROUTE I-57 (FAI 57) DESCRIPTION K B & S Railroad over I-57, 3.7 miles North of US 45/52 LOGGED BY Larry Myers

SECTION (46-C)R, IDBK, SIDR, GIDR LOCATION SE 1/4, SEC. 4, TWP. 30N, R1G. 12W, 2nd PM.

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0005 (Exist.)

Station 216+08 (Exist.)

BORING NO. BH 54 (East Wall)

Station 217+91.07

Offset 31.3 ft LL

Ground Surface Elev. 636.62 ft

D E P T H	B L O W S	U C S	M O I S T U R E
(ft)	(inches)	(tsf)	(%)

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.: _____ ft

First Encounter 619.1 ft

Upon Completion 619.1 ft

After _____ Hrs. _____ ft

Augered Bituminous Shoulder,
Gray Silty Clay Loam Fill

634.12

Very Stiff Gray Silty Clay Till

3 2.5 24

2 3 P

-5 2 2.1 23

2 3 B

3 3 2.7 24

3 4 B

636.62 10

Hard Gray Silty Clay Loam Till

5 4.0 16

7 10 P

4 5 4.3 14

5 6 S

-15 5 5.7 12

8 18 S

619.12

Dense Gray Limestone -
Weathered at the Surface

619.37 21 100 3 8

End of Boring

-20

SOIL BORING LOG & LIT INTERCHANGE OF IL DOT DOT 11/2/14

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 9/10/13

ROUTE I-57 (FAI 57)

DESCRIPTION

K B & S Railroad over I-57, 3.7 miles North of US
45/52

LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR

LOCATION SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM.

Latitude 41.111317, Longitude -87.835222

COUNTY Kankakee

DRILLING METHOD

Hollow Stem Auger

HAMMER TYPE

CME Automatic

STRUCT. NO. 046-0005 (Exist.)

Station 216+08 (Exist.)

BORING NO. BH 55 (East Wall)

Station 218+84.08

Offset 32.9 ft LL

Ground Surface Elev. 636.13 (ft)

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

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.: _____

First Encounter _____ Dry ft

Upon Completion _____ Dry ft

After _____ Hrs. _____ ft

Augered Bituminous Shoulder,
Brown Fill Sand

631.13 -5

Loose Brown Fill Sand

3
2
3

22

628.63

Very Stiff Gray Silty Clay Till

1
2
5

16

626.63

Hard Gray Silty Clay Loam Till

5
7
8

13

30
36
29

8

621.13 -15

Dense Gray Limestone

100/3

4

End of Boring

-20

SOIL BORING 457 & ILL 17 INTERCHANGE GP ILL DOT GDT 11/2/14

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)

3705 Progress Blvd
Peru, IL 61354
815 780-8486

Page 1 of 1

SOIL BORING LOG

Solutions You Can Build On

Date 12/21/17

ROUTE FAI 57

DESCRIPTION

Retaining wall east of I-57, north of K B & S

Railroad Crossing

LOGGED BY TMR

SECTION (46-3)R,HBK,5HBR,6HBR

LOCATION

SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM.

Latitude 41.112254, Longitude -87.835181

COUNTY Kankakee

DRILLING METHOD

Hollow Stem Auger

HAMMER TYPE

CME Automatic

STRUCT. NO.

Station

BORING NO.

B-206

Station

215+49

Offset

55.0 ft LL

Ground Surface Elev. 641.12

D
E
P
T
H
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B
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W
S

M
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C
S

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F
H

Q
u

(ft)

(ft)

(ft)

(ft)

(ft)

(ft)

(ft)

(ft)

(ft)

(ft)

Brown Silty Clay Organic Topsoil 640.62

Stiff Brown/Gray Silty Clay

Very Stiff Gray Clay

Stiff Gray Clay Till

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev. _____ ft

First Encounter _____ ft

Upon Completion _____ ft

After _____ Hrs. _____ ft

Very weathered Brown/Gray

Dolomite w/ Gray Silt

6" Gray Silt Seam

Weathered Gray/White Dolomite

Brown Sand & very weathered

Dolomite

Weathered Brown Dolomite

Beginning of hard drilling

Borehole continued with rock

coring.

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)

Construction staging and Traffic Management: The I-57 reconstruction will be constructed in several construction stages and traffic configurations. The proposed wall will be constructed in the same construction stage and traffic configuration as the reconstruction of the outside northbound lanes and shoulder.

INDEX OF SHEETS

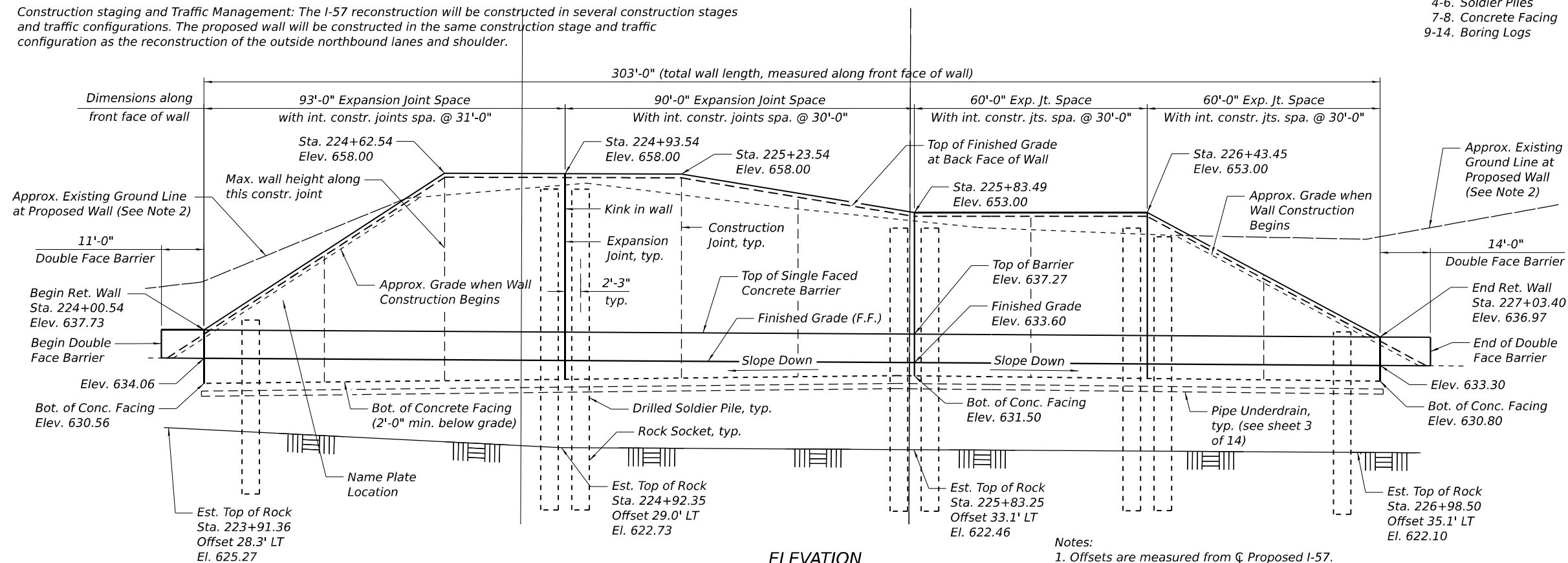
1. General Plan and Elevation
2. General Details
3. Typical Sections
- 4-6. Soldier Piles
- 7-8. Concrete Facing
- 9-14. Boring Logs

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge
Design Specifications, 9th Edition

DESIGN STRESSES

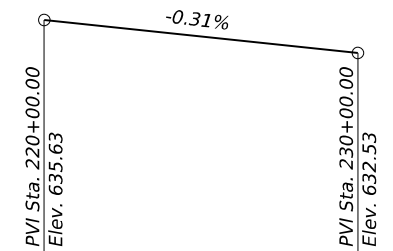
$f'_c = 3,500 \text{ psi}$
 $f_y = 60,000 \text{ psi (Reinforcement)}$
 $f_y = 50,000 \text{ psi (M270 Grade 50)}$



Notes:

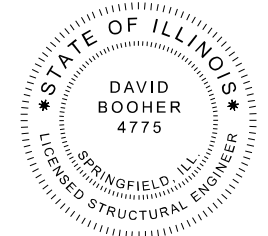
1. Offsets are measured from C Proposed I-57.
2. The existing ground near and beyond the ends of proposed wall will be cut at 1:3 slope before wall construction begins. This earthwork is included in roadway pay items and quantities. See Roadway Plans.

ELEVATION
(Looking at F.F. of Wall)



PROFILE GRADE

Along proposed I-57 NB PGL



Nike

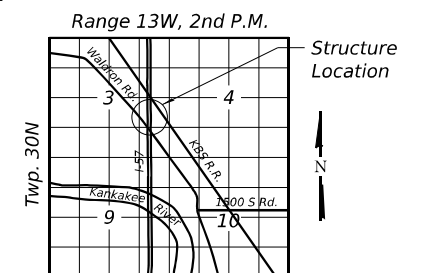
Dave Booher, Illinois S.E. 081-004775
Expires 11/30/2026

2/9/2026

Date _____

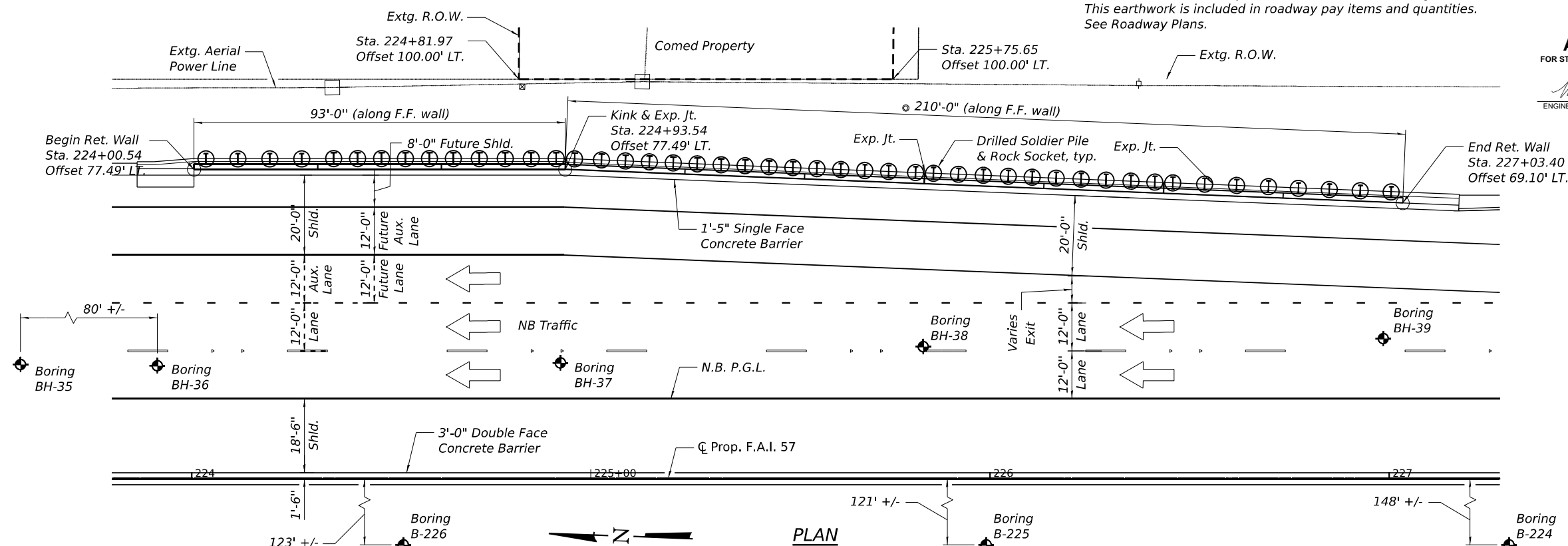
APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Mark Sheffer
ENGINEER OF BRIDGES & STRUCTURES



LOCATION SKETCH

GENERAL PLAN & ELEVATION
SOLDIER PILE WALL ALONG NB I-57
F.A.I. RTE. 57
SEC. (46-3)R,HBK-1&[(46-3)HB-5]HB-1
KANKAKEE COUNTY
STATION 224+00.54 TO 227+03.40
STRUCTURE NO. 046-W8807



QUIGG ENGINEERING INC

USER NAME	= SALASL
PLOT SCALE	= 0.166666
PLOT DATE	= 4/23/202

DESIGNED	-	KW
CHECKED	-	ZL
DRAWN	-	ZL
CHECKED	-	MD

REVISED	-
REVISED	-
REVISED	-
REVISED	-

REVISED	-
REVISED	-
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REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 046-W8807

SHEET SE-1 OF SE-14 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	846
		CONTRACT NO. 66863		
		ILLINOIS	FED. AID PROJECT	

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

GENERAL NOTES

1. Reinforcement bars designated (E) shall be Epoxy Coated.
2. All exposed concrete edges shall have a ¾" x 45° chamfer, except where shown otherwise.
Chamfer on vertical edges shall be continued a minimum of one foot below finished ground level.
3. No field welding is permitted except as specified in the contract documents.
4. No construction joints except those shown on the plans will be allowed unless approved by the engineer.
5. 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.
6. Apply Protective Coat to the entire top and front face surfaces of the concrete facing.
7. For additional details of proposed drainage see Drainage Plans.

STATION 224+00
TO STATION 227+03
BUILT 202_ BY
STATE OF ILLINOIS
F.A.I. RTE. 57
SEC. (46-3)R,HBK-1&[(46-3)HB-5]HB-1
STR. NO. 046-W8807

NAME PLATE

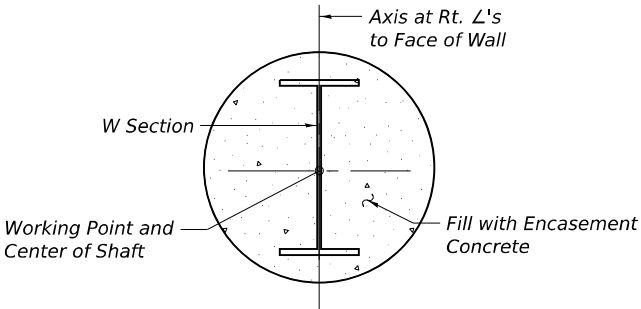
See Std. 515001

TOTAL BILL OF MATERIAL

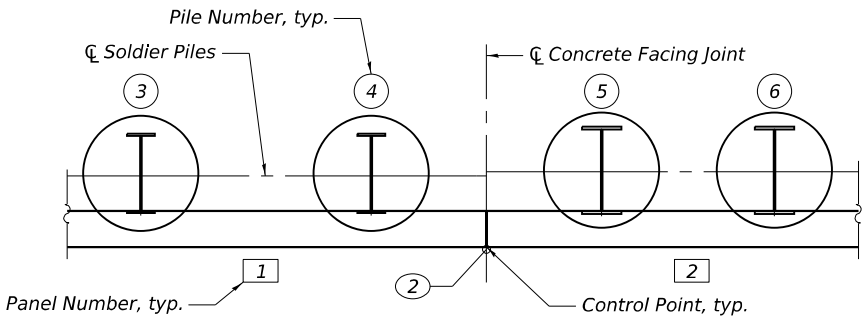
ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	758
Concrete Structures	Cu. Yd.	280.2
Protective Coat	Sq. Yd.	742
Stud Shear Connectors	Each	3,412
Reinforcement Bars	Pound	17,930
Reinforcement Bars, Epoxy Coated	Pound	28,180
Name Plates	Each	1
Furnishing Soldier Piles (W Section)	Foot	1,697
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	16,433
Drilling and Setting Soldier Piles (In Rock)	Cu. Ft.	4,725
Untreated Timber Lagging	Sq. Ft.	4,993
Geocomposite Wall Drain	Sq. Yd.	356
Pipe Underdrain for Structures 4"	Foot	303

TYPICAL CONTROL POINT LOCATION

PANEL	C.P. NO.	STATION	OFFSET
1	1	224+00.54	77.49' Lt.
2	2	224+31.54	77.49' Lt.
3	3	224+62.54	77.49' Lt.
4	4	224+93.54	77.49' Lt.
5	5	225+23.54	76.29' Lt.
6	6	225+53.52	75.10' Lt.
7	7	225+83.49	73.90' Lt.
8	8	226+13.47	72.70' Lt.
9	9	226+43.45	71.50' Lt.
10	10	226+73.42	70.30' Lt.
	11	227+03.40	69.10' Lt.



SECTION THRU ENCASEMENT

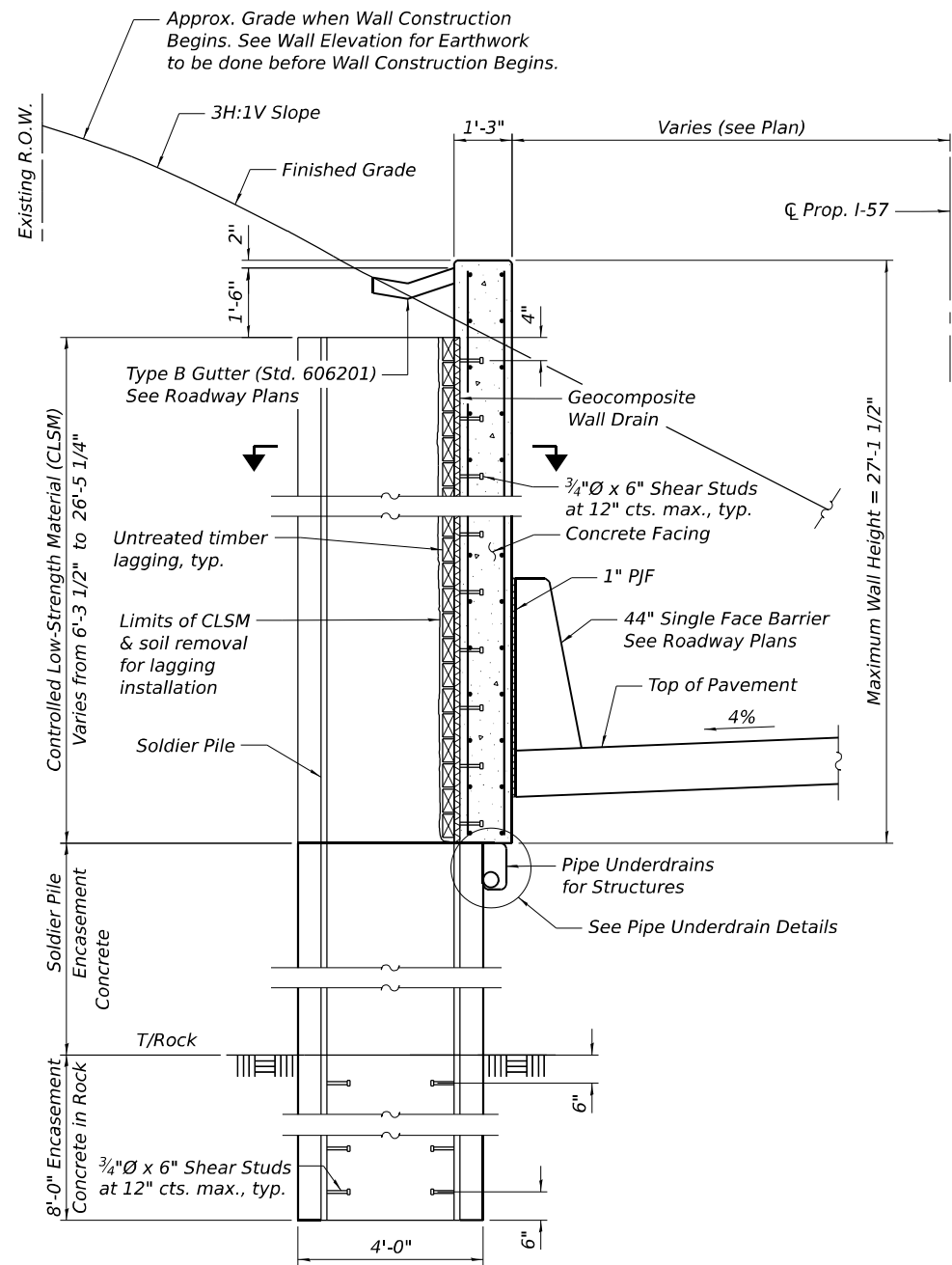


SECTION THRU DRILLED SOLDIER PILE WALL

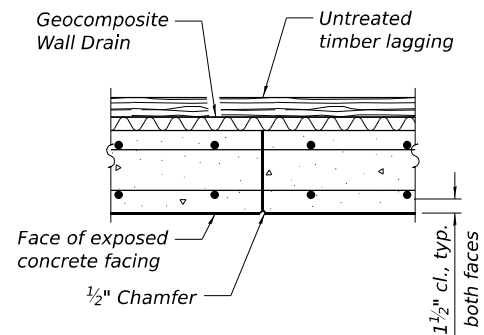
LEGEND

- # Panel Number
- # Pile Number
- # Control Point

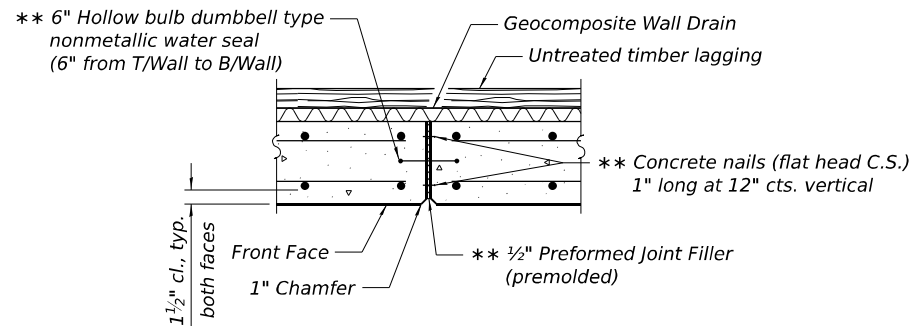
MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EX-24\W.BENTLEY.COM\EX-24\W8807-56863-202-DETAILS.DGN



VERTICAL SECTION THRU SOLDIER PILE WALL
(Looking South)

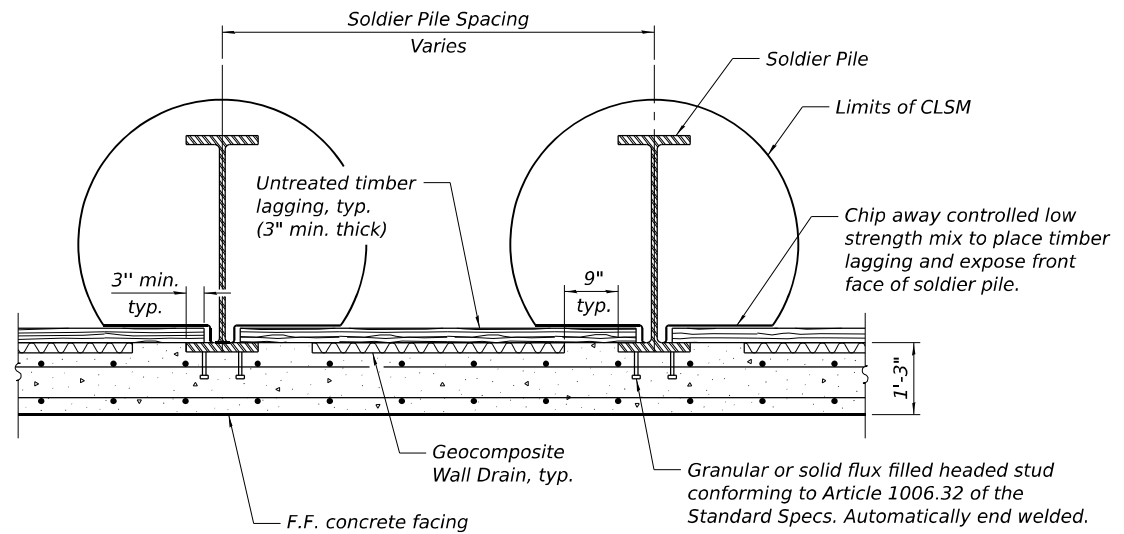


CONSTRUCTION JOINT DETAIL



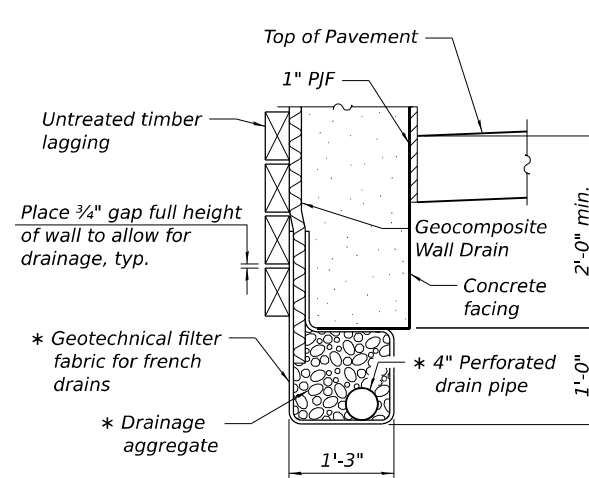
EXPANSION JOINT DETAIL

** Cost included with Concrete Structures

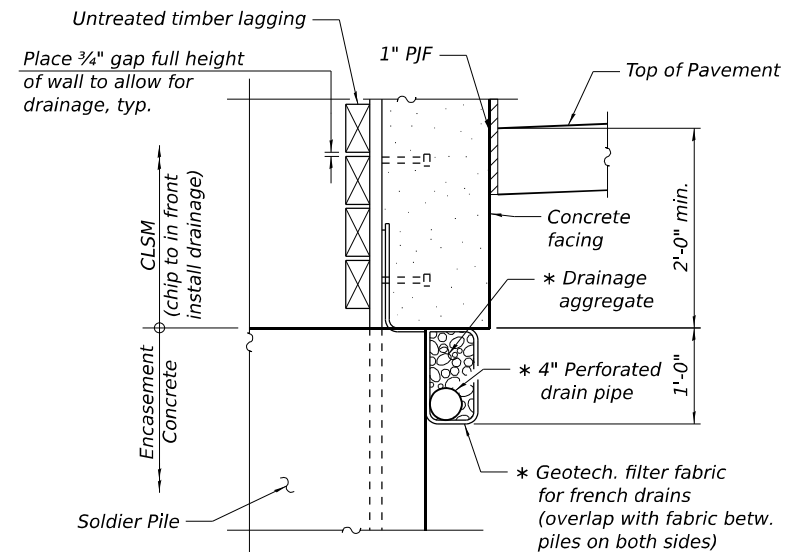


HORIZONTAL SECTION THRU SOLDIER PILE WALL

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 minimum allowable bending stress of 1000 psi. A nominal thickness up to 6 in. is expected in some portions of the wall.



BETWEEN SOLDIER PILES

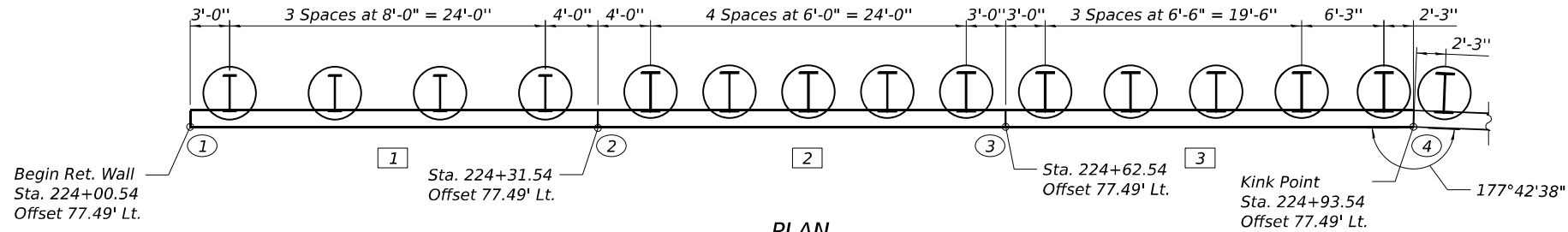
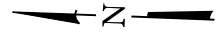


AT SOLDIER PILES

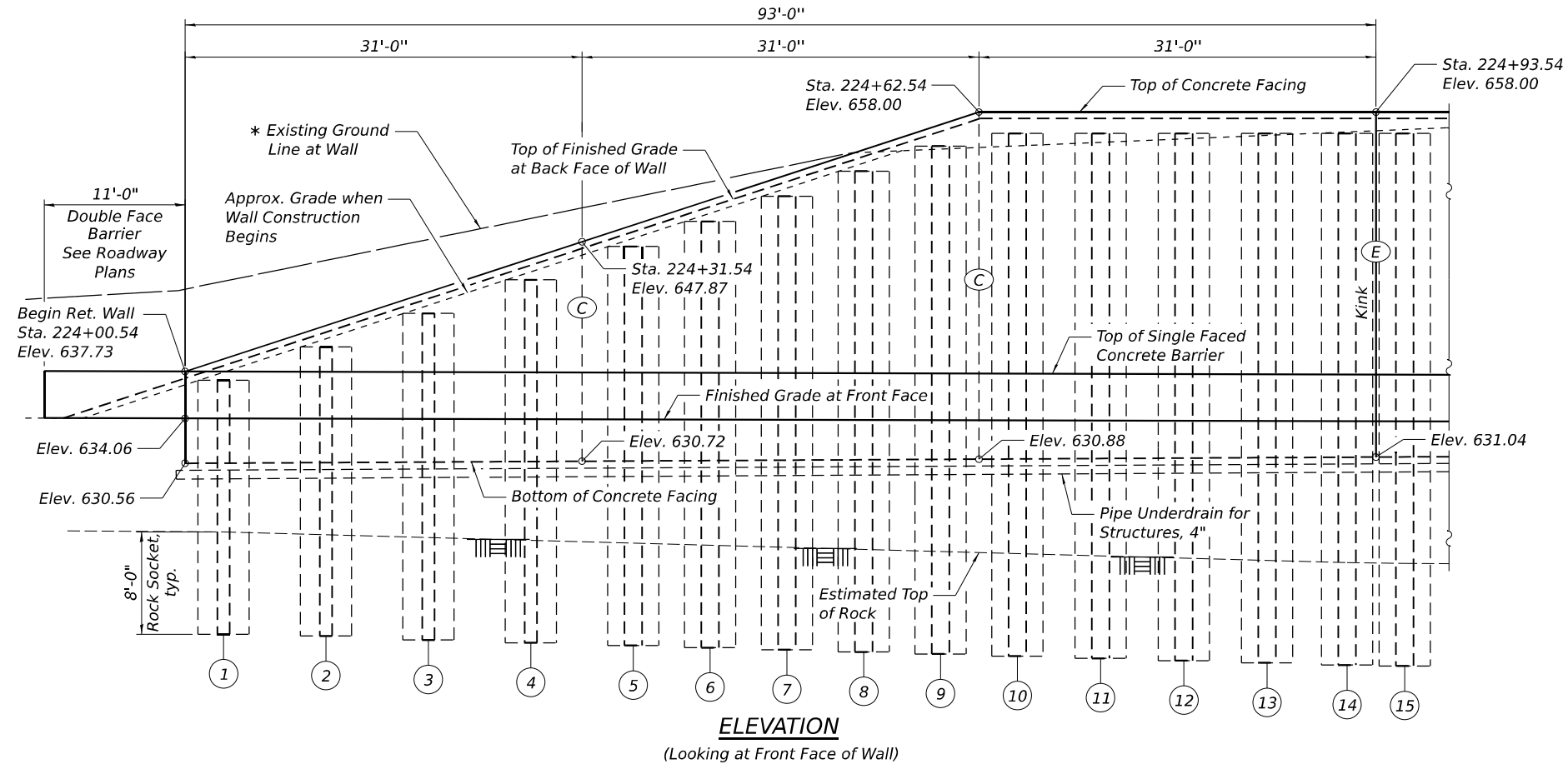
PIPE UNDERDRAIN DETAILS

* Included in the cost of Pipe Underdrains for Structures, 4"

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EX-24\W.BENTLEY.COM\24\468807\468807-56863-203-TYPICAL SECTIONS & DETAILS.DGN



* The existing ground near and beyond the ends of proposed wall will be cut at a 1:3 slope before wall construction begins. This earthwork is included in roadway pay items and quantities. See Roadway Plans.



SOLDIER PILE SUMMARY

Panel	Pile No.	Station	Offset to Working Point (ft)	Pile Size	Shaft Diameter (ft)	Top of Soldier Pile Elevation	Pile Tip Elevation	Estimated Length of Soldier Pile	Top of Encasement Concrete	Est. Top of Rock Elevation	Number of Shear Connectors
1	1	224+03.54	80.05	W33x130	4.00	637.04	617.19	20.00 ft	630.58	625.19	46
	2	224+11.54	80.05	W33x130	4.00	639.66	616.97	23.00 ft	630.62	624.97	52
	3	224+19.54	80.05	W33x130	4.00	642.28	616.75	26.00 ft	630.66	624.75	56
	4	224+27.54	80.05	W33x130	4.00	644.89	616.53	28.50 ft	630.70	624.53	62
2	5	224+35.54	80.16	W36x231	4.00	647.51	616.31	31.50 ft	630.74	624.31	66
	6	224+41.54	80.16	W36x231	4.00	649.47	616.15	33.50 ft	630.77	624.15	70
	7	224+47.54	80.16	W36x231	4.00	651.43	615.99	35.50 ft	630.80	623.99	74
	8	224+53.54	80.16	W36x231	4.00	653.39	615.82	38.00 ft	630.83	623.82	78
	9	224+59.54	80.16	W36x231	4.00	655.35	615.66	40.00 ft	630.86	623.66	82
3	10	224+65.54	80.16	W36x231	4.00	656.33	615.49	41.00 ft	630.89	623.49	84
	11	224+72.04	80.16	W36x231	4.00	656.33	615.32	41.50 ft	630.93	623.32	84
	12	224+78.54	80.16	W36x231	4.00	656.33	615.14	41.50 ft	630.96	623.14	84
	13	224+85.04	80.16	W36x231	4.00	656.33	614.96	41.50 ft	630.99	622.96	84
	14	224+91.29	80.16	W36x231	4.00	656.33	614.79	42.00 ft	631.03	622.79	84

Notes:

Rock Elevations at each pile are estimated by interpolating between rock elevations provided by soil boring logs and rock probes.

Stations and offsets are measured from C I-57.

Dimensions measured along front face of wall.

Estimated Pile Tip Elevation based on 8'-0" deep rock socket from Estimated Top of Rock Elevation.

Each rock socket will have 32 shear connectors out of the total number of connectors. See sheet 8 of 14 for additional details.

LEGEND

- # Panel Number
- # Pile Number
- # Control Point
- C Construction Joint
- E Expansion Joint

MODEL: 2D SHEET 14
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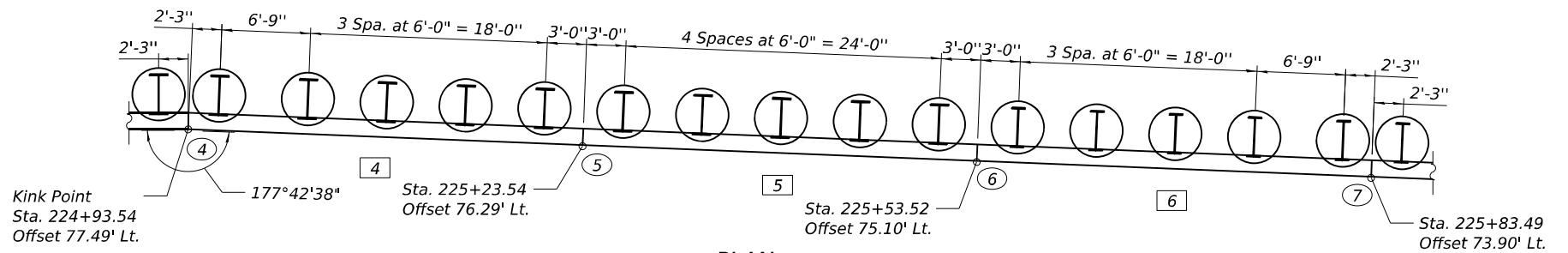
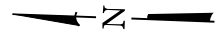
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PLOT DATE = 4/23/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

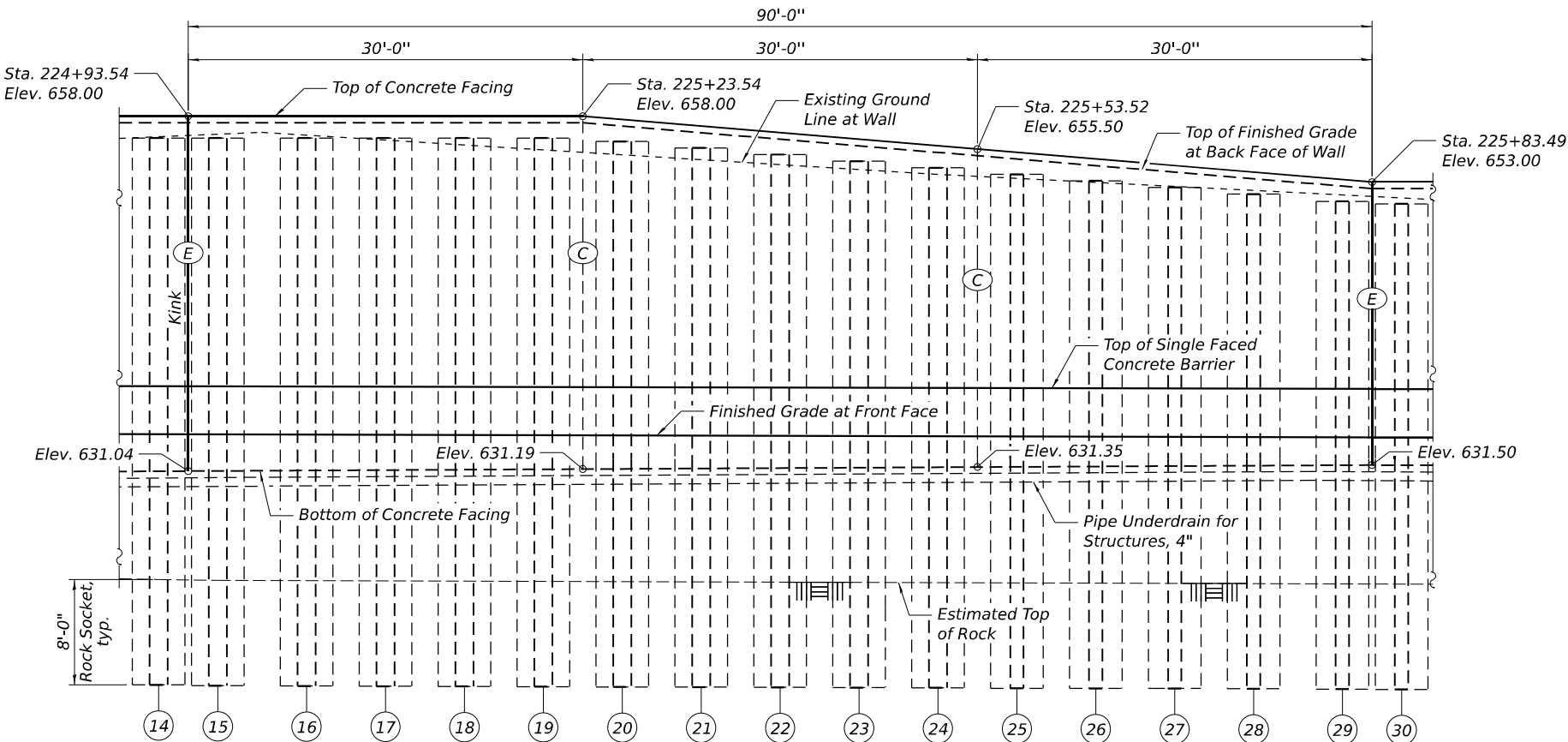
SOLDIER PILES (1 OF 3)
STRUCTURE NO. 046-W8807

SHEET SE-4 OF SE-14 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	849
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



PLAN



ELEVATION

(Looking at Front Face of Wall)

SOLDIER PILE SUMMARY

Panel	Pile No.	Station	Offset to Working Point (ft)	Pile Size	Shaft Diameter (ft)	Top of Soldier Pile Elevation	Pile Tip Elevation	Estimated Length of Soldier Pile	Top of Encasement Concrete	Est. Top of Rock Elevation	Number of Shear Connectors
4	15	224+95.89	80.07	W36x231	4.00	656.33	614.72	42.00 ft	631.05	622.72	84
	16	225+02.64	79.80	W36x231	4.00	656.33	614.70	42.00 ft	631.08	622.70	84
	17	225+08.63	79.56	W36x231	4.00	656.33	614.69	42.00 ft	631.11	622.69	84
	18	225+14.63	79.32	W36x231	4.00	656.33	614.67	42.00 ft	631.15	622.67	84
5	19	225+20.62	79.08	W36x231	4.00	656.33	614.65	42.00 ft	631.18	622.65	84
	20	225+26.62	78.84	W36x231	4.00	656.08	614.63	41.50 ft	631.21	622.63	84
	21	225+32.62	78.60	W36x231	4.00	655.58	614.61	41.00 ft	631.24	622.61	82
	22	225+38.61	78.36	W36x231	4.00	655.08	614.60	40.50 ft	631.27	622.60	80
6	23	225+44.61	78.12	W36x231	4.00	654.58	614.58	40.50 ft	631.30	622.58	80
	24	225+50.60	77.88	W36x231	4.00	654.08	614.56	40.00 ft	631.33	622.56	78
	25	225+56.60	77.64	W36x182	4.00	653.58	614.54	39.50 ft	631.36	622.54	78
	26	225+62.59	77.40	W36x182	4.00	653.08	614.52	39.00 ft	631.39	622.52	76
6	27	225+68.59	77.16	W36x182	4.00	652.58	614.51	38.50 ft	631.42	622.51	76
	28	225+74.58	76.92	W36x182	4.00	652.08	614.49	38.00 ft	631.45	622.49	74
	29	225+81.33	76.65	W36x182	4.00	651.52	614.47	37.50 ft	631.49	622.47	74

Notes:
Rock Elevations at each pile are estimated by interpolating between rock elevations provided by soil boring logs and rock probes.
Stations and offsets are measured from C I-57.
Dimensions measured along front face of wall.
Estimated Pile Tip Elevation based on 8'-0" deep rock socket from Estimated Top of Rock Elevation.
Each rock socket will have 32 shear connectors out of the total number of connectors. See sheet 8 of 14 for additional details.

LEGEND

- # Panel Number
- # Pile Number
- # Control Point
- C Construction Joint
- E Expansion Joint

MODEL: 2D SHEET 14
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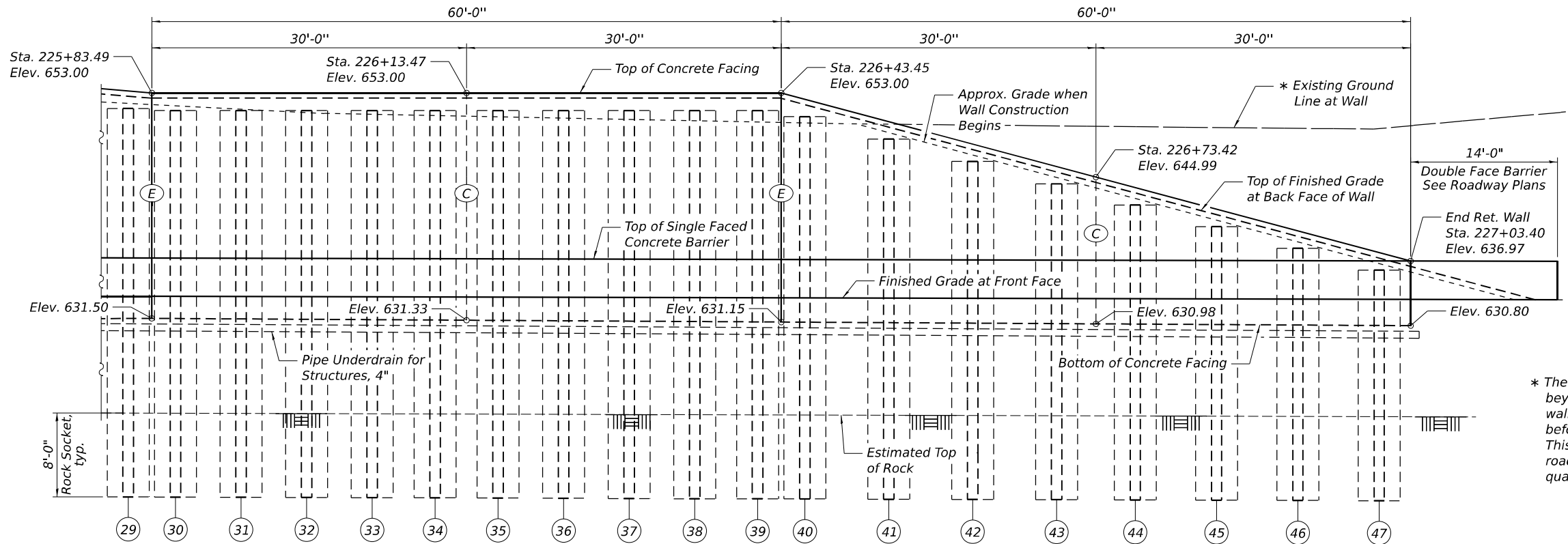
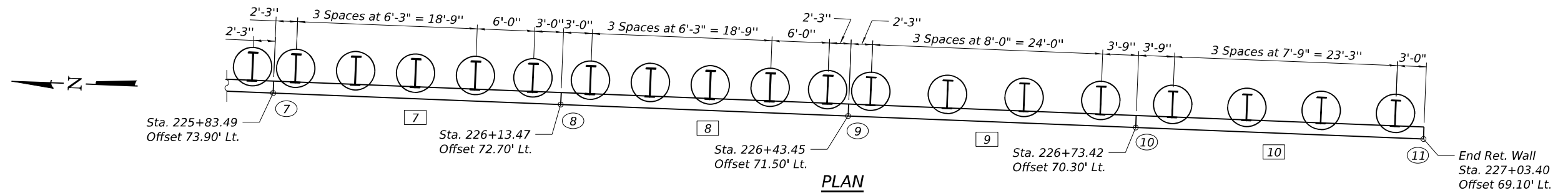
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PLOT SCALE = 0.16666633 1/ IN.	DRAWN - ZLD	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOLDIER PILES (2 OF 3)
STRUCTURE NO. 046-W8807

SHEET SE-5 OF SE-14 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	850
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



* The existing ground near and beyond the ends of proposed wall will be cut at a 1:3 slope before wall construction begins. This earthwork is included in roadway pay items and quantities. See Roadway Plans.

SOLDIER PILE SUMMARY

Panel	Pile No.	Station	Offset to Working Point (ft)	Pile Size	Shaft Diameter (ft)	Top of Soldier Pile Elevation	Pile Tip Elevation	Estimated Length of Soldier Pile	Top of Encasement Concrete	Est. Top of Rock Elevation	Number of Shear Connectors
7	30	225+85.82	76.47	W36x182	4.00	651.33	614.45	37.00 ft	631.49	622.45	74
	31	225+92.07	76.22	W36x182	4.00	651.33	614.43	37.00 ft	631.45	622.43	74
	32	225+98.31	75.97	W36x182	4.00	651.33	614.42	37.00 ft	631.41	622.42	74
	33	226+04.56	75.72	W36x182	4.00	651.33	614.40	37.00 ft	631.38	622.40	74
	34	226+10.55	75.48	W36x182	4.00	651.33	614.38	37.00 ft	631.34	622.38	74
8	35	226+16.55	75.24	W36x182	4.00	651.33	614.36	37.00 ft	631.31	622.36	74
	36	226+22.79	74.99	W36x182	4.00	651.33	614.34	37.00 ft	631.27	622.34	74
	37	226+29.04	74.74	W36x182	4.00	651.33	614.32	37.50 ft	631.23	622.32	74
	38	226+35.28	74.49	W36x182	4.00	651.33	614.30	37.50 ft	631.20	622.30	74
	39	226+41.28	74.25	W36x182	4.00	651.33	614.29	37.50 ft	631.16	622.29	74
9	40	226+45.78	74.08	W36x135	4.00	650.73	614.27	36.50 ft	631.14	622.27	72
	41	226+53.77	73.76	W36x135	4.00	648.59	614.25	34.50 ft	631.09	622.25	68
	42	226+61.76	73.44	W36x135	4.00	646.46	614.23	32.50 ft	631.04	622.23	64
	43	226+69.76	73.12	W36x135	4.00	644.32	614.20	30.50 ft	631.00	622.20	60
10	44	226+77.25	72.71	W33x130	4.00	642.32	614.18	28.50 ft	630.95	622.18	56
	45	226+84.99	72.40	W33x130	4.00	640.25	614.16	26.50 ft	630.91	622.16	52
	46	226+92.73	72.09	W33x130	4.00	638.18	614.13	24.50 ft	630.86	622.13	48
	47	227+00.48	71.78	W33x130	4.00	636.10	614.11	22.00 ft	630.82	622.11	44

Notes:
Rock Elevations at each pile are estimated by interpolating between rock elevations provided by soil boring logs and rock probes.
Stations and offsets are measured from C I-57.
Dimensions measured along front face of wall.
Estimated Pile Tip Elevation based on 8'-0" deep rock socket from Estimated Top of Rock Elevation.
Each rock socket will have 32 shear connectors out of the total number of connectors. See sheet 8 of 14 for additional details.

LEGEND

- # Panel Number
- # Pile Number
- # Control Point
- C Construction Joint
- E Expansion Joint

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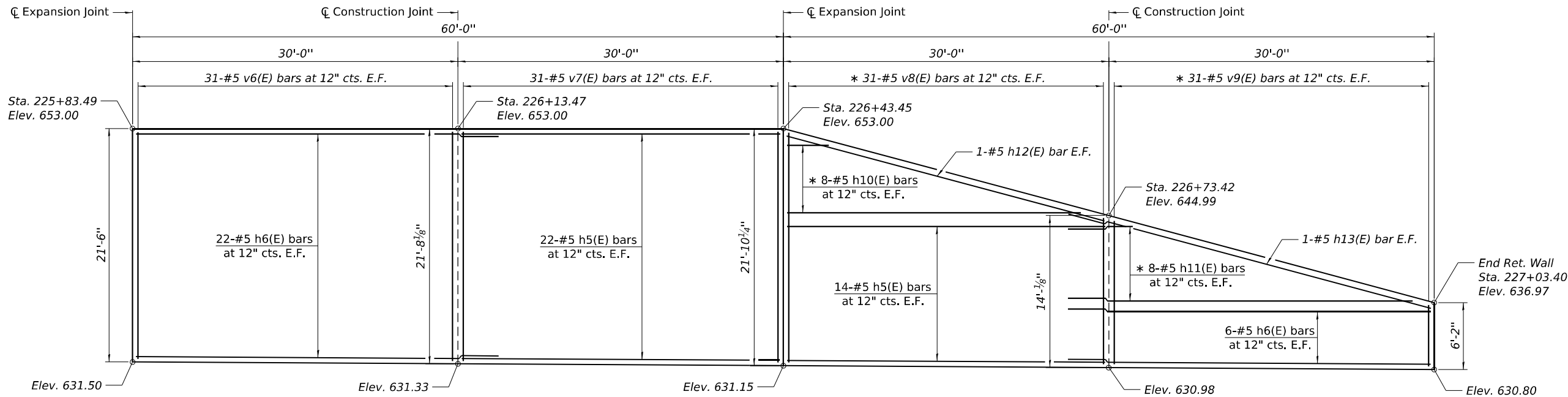
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PLOT DATE = 4/23/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOLDIER PILES (3 OF 3)
STRUCTURE NO. 046-W8807

SHEET SE-6 OF SE-14 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	851
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

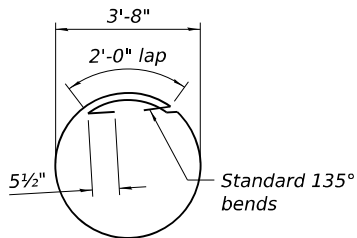


ELEVATION
(Looking at Front Face of Wall)

Notes:
Stations are measured from CL I-57.
Dimensions measured along front face of wall.

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

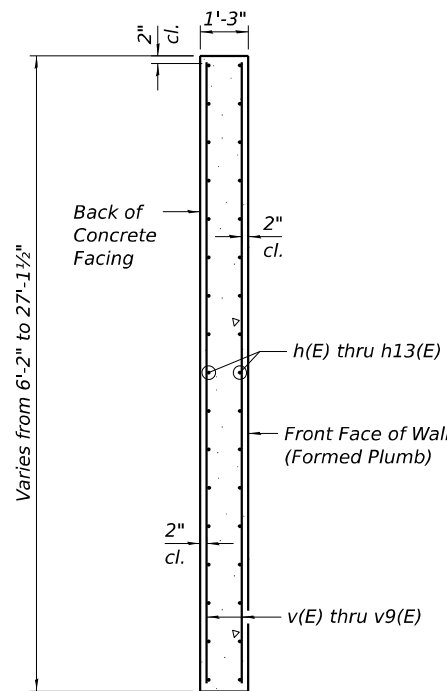
* See Field Cutting Diagram.



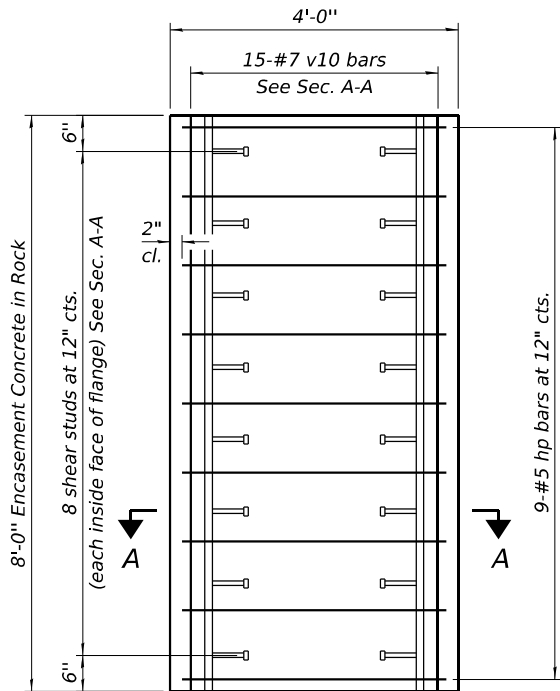
BAR hp

BILL OF MATERIAL

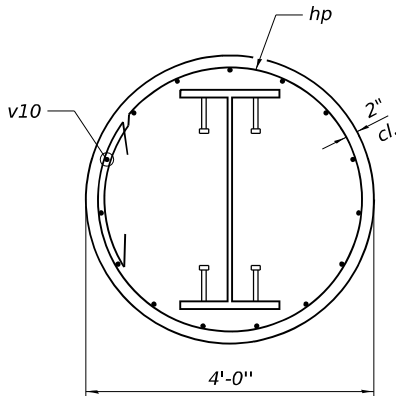
Bar	No.	Size	Length	Shape
h(E)	48	#5	34'-7"	—
h1(E)	56	#5	30'-8"	—
h2(E)	10	#5	40'-4"	—
h3(E)	10	#5	41'-2"	—
h4(E)	4	#5	36'-3"	—
h5(E)	128	#5	29'-8"	—
h6(E)	152	#5	33'-7"	—
h7(E)	2	#5	43'-6"	—
h8(E)	2	#5	31'-6"	—
h9(E)	4	#5	33'-9"	—
h10(E)	8	#5	32'-3"	—
h11(E)	8	#5	40'-1"	—
h12(E)	2	#5	30'-9"	—
h13(E)	2	#5	34'-10"	—
hp	423	#5	14'-6"	○
v(E)	32	#5	23'-7"	—
v1(E)	32	#5	43'-6"	—
v2(E)	64	#5	26'-8"	—
v3(E)	62	#5	26'-6"	—
v4(E)	31	#5	50'-3"	—
v5(E)	31	#5	44'-11"	—
v6(E)	62	#5	21'-3"	—
v7(E)	62	#5	21'-5"	—
v8(E)	31	#5	35'-1"	—
v9(E)	31	#5	19'-5"	—
v10	705	#7	8'-0"	—
Concrete Structures			Cu. Yd.	280.2
Reinforcement Bars			Pound	17,930
Reinforcement Bars, Epoxy Coated			Pound	28,180



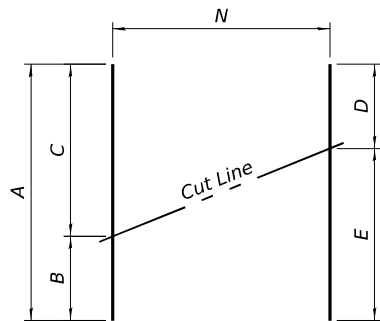
SECTION THRU FACING



**TYPICAL SECTION THRU
ROCK SOCKET**



SECTION A-A



FIELD CUTTING DIAGRAM

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

BAR CUTTING INFORMATION TABLE

Bar	N	A	B	C	D	E
h2(E)	10	40'-4"	6'-5"	33'-11"	6'-5"	33'-11"
h3(E)	10	41'-2"	6'-10"	34'-4"	6'-10"	34'-4"
h7(E)	2	43'-6"	15'-9"	27'-9"	15'-9"	27'-9"
h8(E)	2	31'-6"	9'-9"	21'-9"	9'-9"	21'-9"
h10(E)	8	32'-3"	3'-0"	29'-3"	3'-0"	29'-3"
h11(E)	8	40'-1"	6'-11"	33'-2"	6'-11"	33'-2"
v(E)	32	23'-7"	6'-10"	16'-9"	6'-10"	16'-9"
v1(E)	32	43'-6"	16'-10"	26'-8"	16'-10"	26'-8"
v4(E)	31	50'-3"	23'-10"	26'-5"	23'-10"	26'-5"
v5(E)	31	44'-11"	21'-2"	23'-9"	21'-2"	23'-9"
v8(E)	31	35'-1"	13'-8"	21'-5"	13'-8"	21'-5"
v9(E)	31	19'-5"	5'-10"	13'-7"	5'-10"	13'-7"

MODEL: 2D SHEET 11
FILE NAME: C:\P\WORK\EXP-24\BENTLEY\COM\EXP-24\W8807-46863-208-CONCRETE FACING.DGN



USER NAME = SALASL	DESIGNED - KWB	REVISED -
CHECKED - ZLD	REVISED -	
PLOT SCALE = 0.16666633 1/ IN.	DRAWN - ZLD	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE FACING (2 OF 2)
STRUCTURE NO. 046-W8807

SHEET SE-8 OF SE-14 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	853
				CONTRACT NO. 66863
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Page 1 of 1

Date 9/11/13

ROUTE I-57 (FAI 57) DESCRIPTION Retaining Wall on East side of I-57 between SN 046-0080 and SN 046-0005 LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM, Latitude 41.110143, Longitude -87.835182

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev.
Station	(ft)	(/6")	(tsf)	(%)	ft
BORING NO. BH 35					Stream Bed Elev. ft
Station 223+11.88					Groundwater Elev.: ft
Offset 28.0 ft Lt.					First Encounter Dry ft
Ground Surface Elev. 634.63					Upon Completion Dry ft
					After Hrs. ft
Augered Bituminous Shoulder, Gray Silty Clay Fill	632.13	4		10	
Loose Brown Fill Sand	629.69	5			
		6			
	-5				
	2			9	
	2				
627.63					
Hard Gray Silty Clay Loam Till		8			
	626.13	12	4.0	13	
Dense Gray Limestone	625.90	100/2'	P		
End of Boring	-10				
	-15				
	-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)



SOIL BORING LOG

Page 1 of 1

Date 9/11/13

ROUTE I-57 (FAI 57) DESCRIPTION Retaining Wall on East side of I-57 between SN 046-0080 and SN 046-0005 LOGGED BY Larry Myers

SECTION (46-3)R, HBK, 5HBR, 6HBR LOCATION SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM, Latitude 41.109925, Longitude -87.835182

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev.
Station	(ft)	(/6")	(tsf)	(%)	ft
BORING NO. BH 36					Stream Bed Elev. ft
Station 223+91.36					Groundwater Elev.: ft
Offset 28.3 ft Lt.					First Encounter Dry ft
Ground Surface Elev. 634.19					Upon Completion Dry ft
					After Hrs. ft
Augered Bituminous Shoulder, Sand & Gravel Fill	631.69	3		21	
Very Stiff Gray Silty Clay Till	629.69	4	3.0		
		5	P		
Hard Gray Silty Clay Loam Till	-5				
		3			
		5	4.0	13	
		7	P		
626.69					
Gray/Tan Weathered Limestone		26		5	
		28			
625.27		100/5'			
End of Boring	-10				
	-15				
	-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)

MODEL: 2D SHEET 11
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USER NAME = SALASL	DESIGNED - KWB	REVISED -
CHECKED - ZLD	REVISED -	
PLOT SCALE = 0.16666633 1/ IN.	DRAWN - ZLD	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (1 OF 6)
STRUCTURE NO. 046-W8807

SHEET SE-9 OF SE-14 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	854
				CONTRACT NO. 66863
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Page 1 of 1

Date 9/11/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	Retaining Wall on East side of I-57 between SN 046-0080 and SN 046-0005	LOGGED BY	Larry Myers
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SECTION	(46-3)R, HBK, 5HBR, 6HBR	LOCATION	SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM, Latitude 41.109648, Longitude -87.835168
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COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. _____ Station _____	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft
BORING NO. _____ BH 37					Groundwater Elev.:
Station _____ 224+92.35					First Encounter _____ Dry ft
Offset _____ 29.0 ft Lt.					Upon Completion _____ Dry ft
Ground Surface Elev. _____ 633.98 ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs. _____ ft
Augered Bituminous Shoulder, Brown Fill Sand					

_____ 631.48					
Loose Brown Fine Fill Sand		2			
_____		3		8	
_____		4			

_____ -5		3			
_____		4		8	
_____		3			
_____ 626.48					
Gray Limestone Gravel (Appears to be Crushed Gray Limestone Fill)		3			
_____		12		5	
_____		16			

_____ -10		12			
_____		16		6	
_____ 622.98					
Dense Gray Limestone		100/3'			
End of Boring					

_____ -15					

_____ -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)



SOIL BORING LOG

Page 1 of 1Date 9/11/13

ROUTE	I-57 (FAI 57)	DESCRIPTION	Retaining Wall on East side of I-57 between SN 046-0080 and SN 046-0005	LOGGED BY	Larry Myers
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SECTION	(48-3)R, HBK, 5HBR, 6HBR	LOCATION	SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM, Latitude 41.109399, Longitude -87.835143
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COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
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[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)

BBS, form 137 (Rev. 8-99)



USER NAME = SALASL	DESIGNED - KWB	REVISED -
	CHECKED - ZLD	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	DRAWN - ZLD	REVISED -
PLOT DATE = 4/23/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (2 OF 6)
STRUCTURE NO. 046-W8807

SHEET SE-10 OF SE-14 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	855
CONTRACT NO. 66863				
ILLINOIS		FED. AID PROJECT		

ROUTE	DESCRIPTION	LOGGED BY
I-57 (FAI 57)	Retaining Wall on East side of I-57 between SN 046-0080 and SN 046-0005	Larry Myers

SECTION	(48-3)R, HBK, 5HBR, 6HBR	LOCATION	SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM.
			Latitude 41.108083, Longitude -87.835123

COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
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STRUCT. NO. _____ Station _____	D E P T H (ft)	B L O W S (/6")	U C S (tsf)	M O I S T (%)	Surface Water Elev. _____ ft
					Stream Bed Elev. _____ ft
BORING NO. _____ BH 39 Station _____ 226+98.50 Offset _____ 35.1 ft Lt. Ground Surface Elev. _____ 633.35 ft					Groundwater Elev.: First Encounter _____ Dry ft Upon Completion _____ Dry ft After _____ Hrs. _____ ft

Soil Description	Depth (ft)	Soil Type	Moisture (%)
Augered Bituminous Shoulder, Brown/Gray Silty Clay Loam & Gravel Fill	0 - 21		
	21 - 27		4
	27 - 24		
	-5		
	9 - 17		5
	17 - 19		
	14 - 12		5
	12 - 9		
	-10		
	18 - 36		4
Dense Gray Limestone	36 - 100/3'		
End of Boring			
	-15		
	-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)

Solutions You Can Build On			Date
ROUTE	FAI 57	DESCRIPTION	LOGGED BY
		Retaining wall west of I-57, south of K B & S Railroad Crossing	TLM

SECTION	(48-3)R.HBK.5HBR.6HBR	LOCATION	SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM.
			Latitude 41.108997, Longitude -87.835784

COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
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STRUCT. NO. _____ Station _____	D E P T H (ft)	B L O W S (/6")	U C Qu (tsf)	M O I S T (%)	Surface Water Elev. _____ ft	D E P T H (ft)	B L O W S (/6")	U C Qu (tsf)	M O I S T (%)
					Stream Bed Elev. _____ ft				
BORING NO. _____ B-224 Station _____ 227+30 Offset _____ 148.0 ft Rt.					Groundwater Elev.: _____				
Ground Surface Elev. _____ 850.69 ft					First Encounter _____ dry ft Upon Completion _____ dry ft After _____ Hrs. _____ ft				

Brown Topsoil, Silty Loam Timber Soil. moist	649.19	4			Very stiff gray Clay (continued)	629.19	3		
Hard brown & gray Silty Clay, dry		10	4.5	18	Hard drilling, hard gray Clay Till, gravel pieces > 1/2" in dia.		6	2.5	12
		14	P				8	B	
								4.5	
		7						P	
		11	4.5	18			6		
		19	P			626.19	18	5.2	5
645.19					Fractured and very weathered brown & gray Dolostone	-25	94	B	
Hard brown Silty Clay, dry		9					85/1"		
		15	4.5	14					5
		20	P						
642.69									
Hard brown & dark gray Silty Clay Till		7					60/25"		
		12	4.5	15					4
		19	P			620.69	-30		
640.19					Borehole continued with rock coring.				
Hard gray Clay, trace fine gravel		5							
		9	7.0	18					
		11	B						
		5							
		5	4.7	17					
		9	B				-35		
635.19									
Very stiff gray Clay		3							
		5	3.1	19					
		8	B						
		3							
		5	2.9	21					
		7	B				-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)

ROCK CORE LOG

Solutions You Can Build On

Date 12/18/17

ROUTE	FAI 57	DESCRIPTION	LOGGED BY	TLM
		Retaining wall west of I-57, south of K B & S Railroad Crossing		

SECTION	(46-3)R,HBK,5HBR,6HBR	LOCATION	SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM.
			Latitude 41.109359, Longitude -87.835702

COUNTY	Kankakee	CORING METHOD	Wireline	R		CORE	S
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STRUCT. NO. _____ Station _____		CORING BARREL TYPE & SIZE _____ NQ		D E P T H (ft)	C O R E (#)	C O V E R Y (%)	Q U A L I T Y (%)	T I M E (min/ft)	R E N G T H (tsf)
BORING NO. <u>B-225</u> Station <u>225+99</u> Offset <u>121.0 ft Rt.</u> Ground Surface Elev. <u>646.82</u> ft		Core Diameter <u>2</u> in Top of Rock Elev. <u>615.82</u> ft Begin Core Elev. <u>615.82</u> ft							

Gray thin jointed Dolostone with thin Shale partings	615.82	1	98	37	1.2	
						253.0
		</				

Color pictures of the cores Yes

Cores will be stored for examination until

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938).

BBS, form 138 (Rev. 8-99)

SOIL BORING LOG

Date 12/19/17

Solutions You Can Build On

Retaining wall west of I-57, south of K B & S

ROUTE	FAI 57	DESCRIPTION	Railroad Crossing	LOGGED BY	TMR
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SECTION (48-3)R,HBK,5HBR,6HBR **LOCATION** SE 1/4, SEC. 4, TWP. 30N, RNG. 13W, 2nd PM.

Latitude 41.109750, Longitude -87.835725

COUNTY	Kankakee	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
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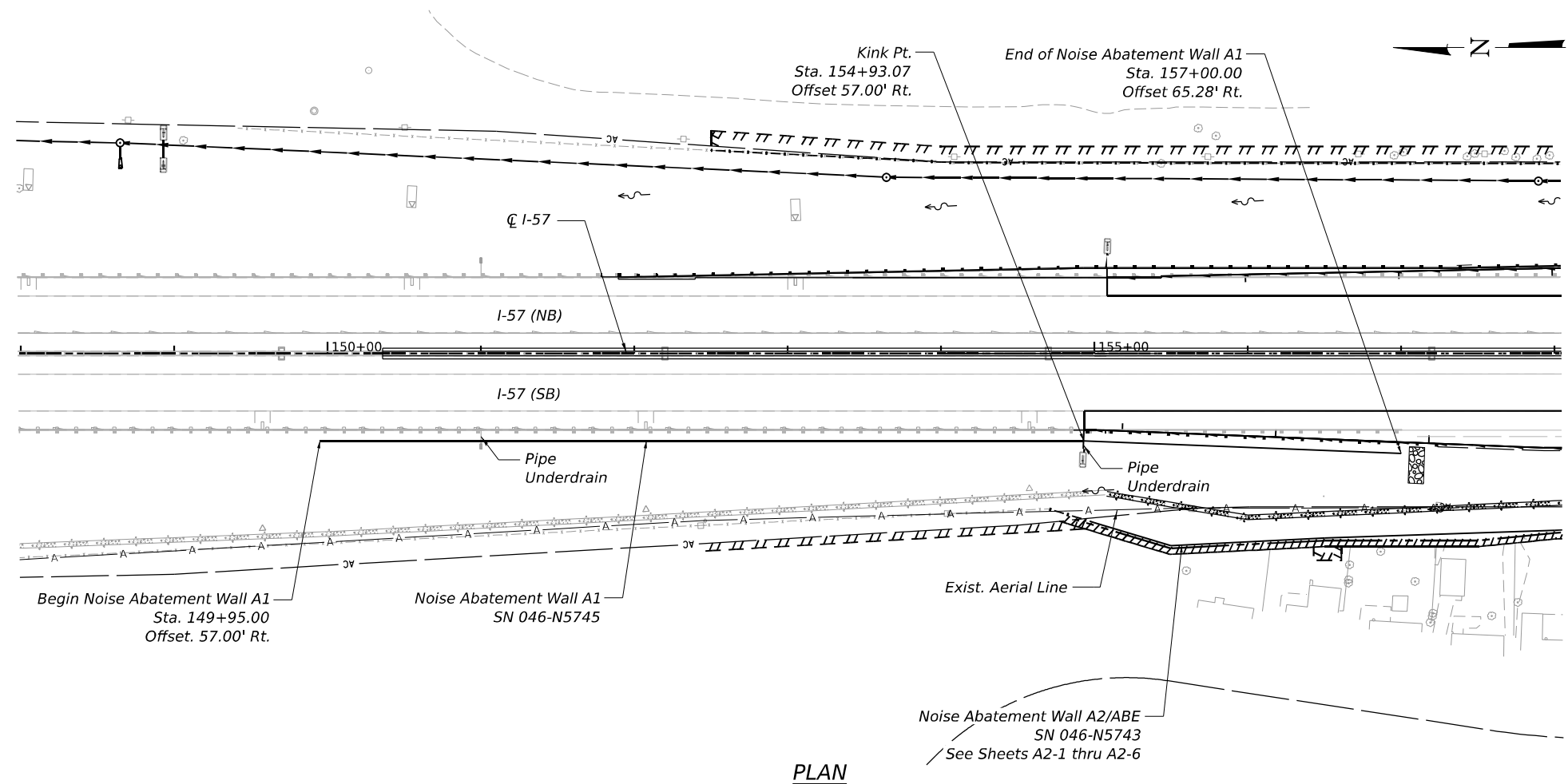
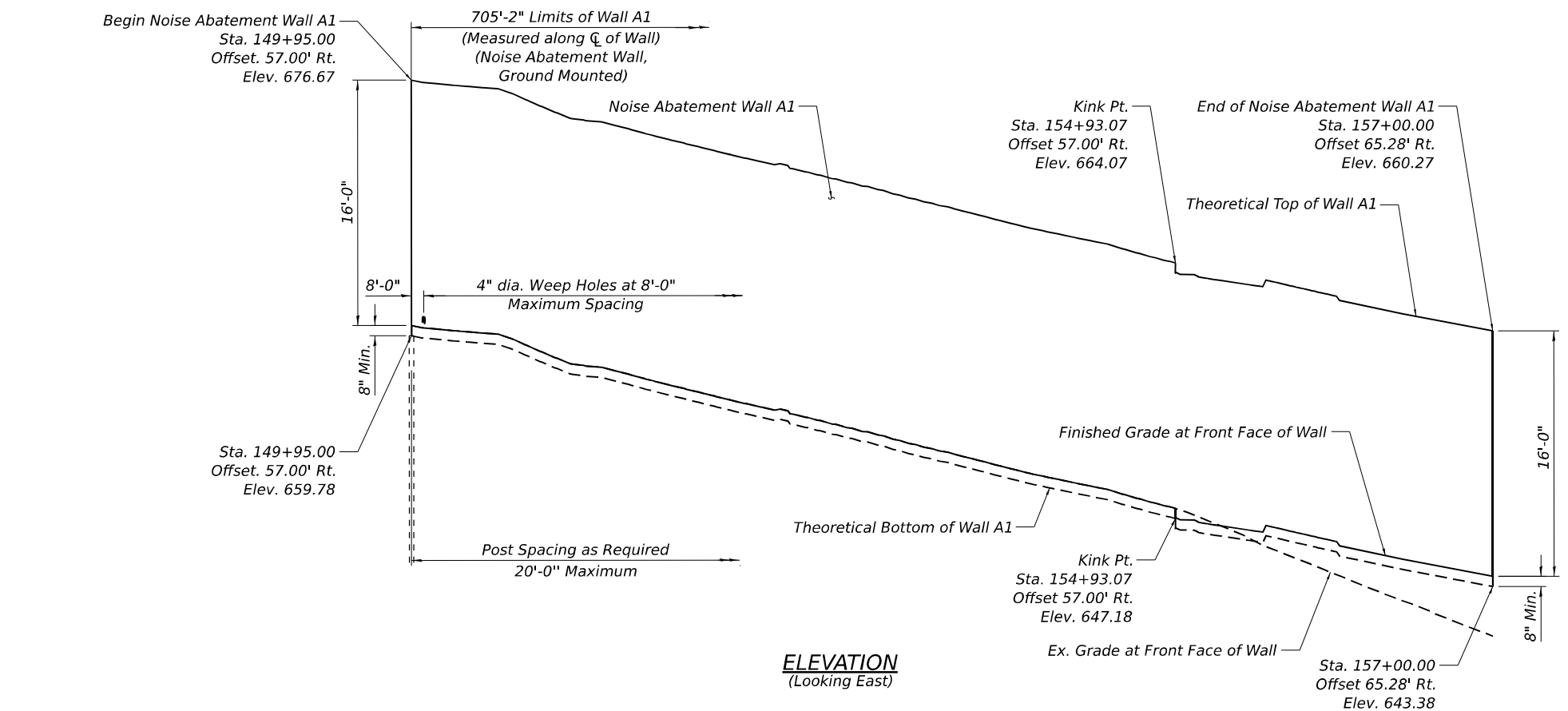
STRUCT. NO. _____ Station _____	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft	D E P T H	B L O W S	U C S	M O I S T
BORING NO. _____ B-226 Station _____ 224+53 Offset _____ 123.0 ft Rt. Ground Surface Elev. _____ 864.59 ft	(ft)	(/6")	(tsf)	(%)	Groundwater Elev.: First Encounter _____ dry ft Upon Completion _____ dry ft After _____ Hrs. _____ ft	(ft)	(/6")	(tsf)	(%)

[illegible]

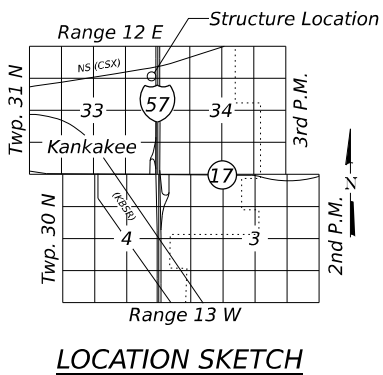
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206).

BBS, form 137 (Rev. 8-99)



- NOTES:
1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet A1-2.
 2. For additional notes and legend, see Sheet A1-2.



**GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL ALONG I-57
F.A.I. RTE. 57 SEC. (46-3)R,HBK-1&[(46-3)HB-5]HB-1
KANKAKEE COUNTY
STA. 149+95.00 TO STA. 157+00.00
STRUCTURE NO. 046-N5745 (NOISE WALL A1)**

MODEL: 2D SHEET 1
FILE NAME: C:\P\WORK\KANKAKEE\BENTLEY\COM\15745\046-N5745-066863-SHT-01-CR01.DGN



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		APPROVED -	TH	REVISED -	
PLOT SCALE =	0.16666633 1/ IN.	DRAWN -	LS	REVISED -	
PLOT DATE =	6/24/2026	CHECKED -	TH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5745 (NOISE WALL A1)
GENERAL PLAN AND ELEVATION

SHEET A1-1 OF A1-4 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	860
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor. Spacing shall not exceed 20 ft.
2. Contractor shall verify location of existing utilities prior to construction. Contractor shall locate drilled shafts to provide at least 5 feet clearance to existing and proposed underground utilities. Damage to any utilities shall be repaired by the Contractor at no additional cost to the Department.
3. Contractor shall follow the requirments of Special Provision "Noise Abatment Wall, Ground Mounted" for material fabrication, construction and erection of the proposed Noise Abatement Wall.
4. Wall stations and offsets are measured relative to CL I-57 and are measured to the centerline of wall.
5. Contractor shall provide Ashlar Stone Finish on both sides of the Noise Abatement Wall. For details see sheet A1-4.
6. Any rock excavation required for noise wall construction will not be paid for separately and will be included with Noise Abatement Wall, Ground Mounted. Based on the estimated top of rock elevations in the soil boring logs, rock excavation will only be required for construction of the drilled shafts.
7. 4 Inch diameter weep holes shall be provided at ground level in the bottom panels of the wall at a spacing of 8 ft.
8. When designing the shaft foundation dimensions, the contractor shall assume an effective unit weight of 70 pcf, a friction angle of 30°and a cohesion intercept of 0 ksf.
9. NAW denotes Noise Abatement Wall.
10. B.F. denotes Back Face.
11. F.F. denotes Front Face.

CURVE DATA

PR CURVE PR_I57-1
PI STA = 167+24.69
 $\Delta = 01^{\circ}40'00"$ (LT)
D = 00°17'11"
R = 20,000.00'
T = 290.91'
L = 581.78'
E = 2.12'
PC STA = 164+33.78
PT STA = 170+15.55

DESIGN STRESSES

FIELD UNITS

$f'c = 4,000$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (Struct. Steel, M270 Grade 50, posts)
 $f_y = 36,000$ psi (Struct. Steel, M270 Grade 36, all other structural steel)

PRECAST UNITS

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN LOADS

Factored Strength III or V Wind: 35 psf
Factored Service I Wind: 15 psf

*Max. Factored Service I active earth pressure: 350 psf
(based on equivalent fluid pressure of 55 psf)

*Factored Service I live load surcharge load: 110 psf

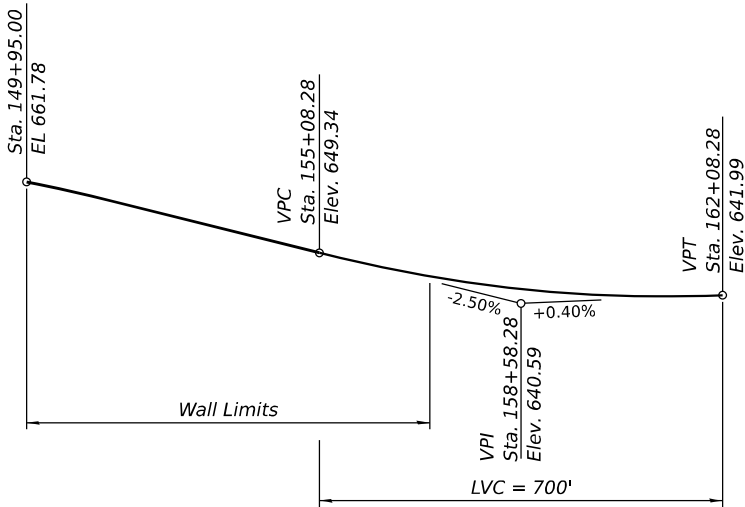
*The noise wall will retain a variable fill height (minimum 8") that will depend upon panel length or post spacing and shall be designed for the given earth pressures.

INDEX OF SHEETS

A1-1 General Plan and Elevation
A1-2 Noise Wall Details 1
A1-3 Noise Wall Details 2
A1-4 Noise Wall Details 3

LEGEND

	Exist. Underground Telephone
	Exist. Underground Electric
	Exist. Underground Gas
	Exist. Underground Fiber Optic
	Exist. Underground Cable TV
	Exist. Underground Water
	Exist. Underground Oil
	Exist. Access Control and ROW
	Exist. Aerial Line
	Exist. Guardrail
	Exist. Storm Sewer
	Exist. Lighting
	Prop. Access Control and ROW Fence
	Prop. Guardrail
	Prop. Storm Sewer
	Prop. Temporary Easement
	Prop. Permanent Easement
	Prop. Underdrain
	Prop. Drainage
	Prop. Drainage Flow
	Prop. Lighting
	Boring



PROFILE GRADE I-57

(Proposed F.A.I. 57 NB & SB)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	11,912

NOISE REDUCTION DATA

Noise Wall	Noise Wall Str. No.	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
A1	046-N5745	I-57 face	149+95.00	157+00.00	Reflective - 0.8 min.	-
		residential face			Absorptive - 0.65 min.	-

NOISE WALL DATA TABLE

Station	Offset (Rt.) to CL of Wall (ft)	Theoretical Top of NAW Elev.	I-57 Profile Elev.	Finished Grade Elev. at Front Face of NAW	Finished Grade Elev. at Back Face of NAW	Existing Grade Elev. at Front Face of NAW	Theoretical Bottom of NAW Elev.	Theoretical Wall Height (ft)
149+95.00	57.00	676.67	661.78	660.67	660.45	660.56	659.78	16.89
150+00.00	57.00	676.57	661.68	660.57	660.35	660.46	659.68	16.89
150+50.00	57.00	676.12	660.63	660.12	659.90	660.08	659.23	16.89
151+00.00	57.00	674.15	659.50	658.15	657.93	658.04	657.26	16.89
151+50.00	57.00	673.12	658.30	657.12	656.90	657.01	656.23	16.89
152+00.00	57.00	671.87	657.05	655.87	655.65	655.76	654.98	16.89
152+50.00	57.00	670.73	655.80	654.73	654.51	654.62	653.84	16.89
153+00.00	57.00	669.51	654.55	653.51	653.29	653.40	652.62	16.89
153+50.00	57.00	668.24	653.30	652.24	652.02	652.13	651.35	16.89
154+00.00	57.00	666.97	652.05	650.97	650.75	650.86	650.08	16.89
154+50.00	57.00	665.93	650.80	649.93	649.71	649.82	649.04	16.89
154+93.07	57.00	664.07	649.72	648.07	647.85	648.61	647.18	16.89
155+00.00	57.28	663.97	649.55	647.97	647.75	648.38	647.08	16.89
155+50.00	59.28	663.17	648.33	647.17	646.95	646.20	646.28	16.89
156+00.00	61.28	662.28	647.22	646.28	646.06	644.21	645.39	16.89
156+50.00	63.28	661.23	646.21	645.23	645.01	642.26	644.34	16.89
157+00.00	65.28	660.27	645.31	644.27	644.05	640.27	643.38	16.89



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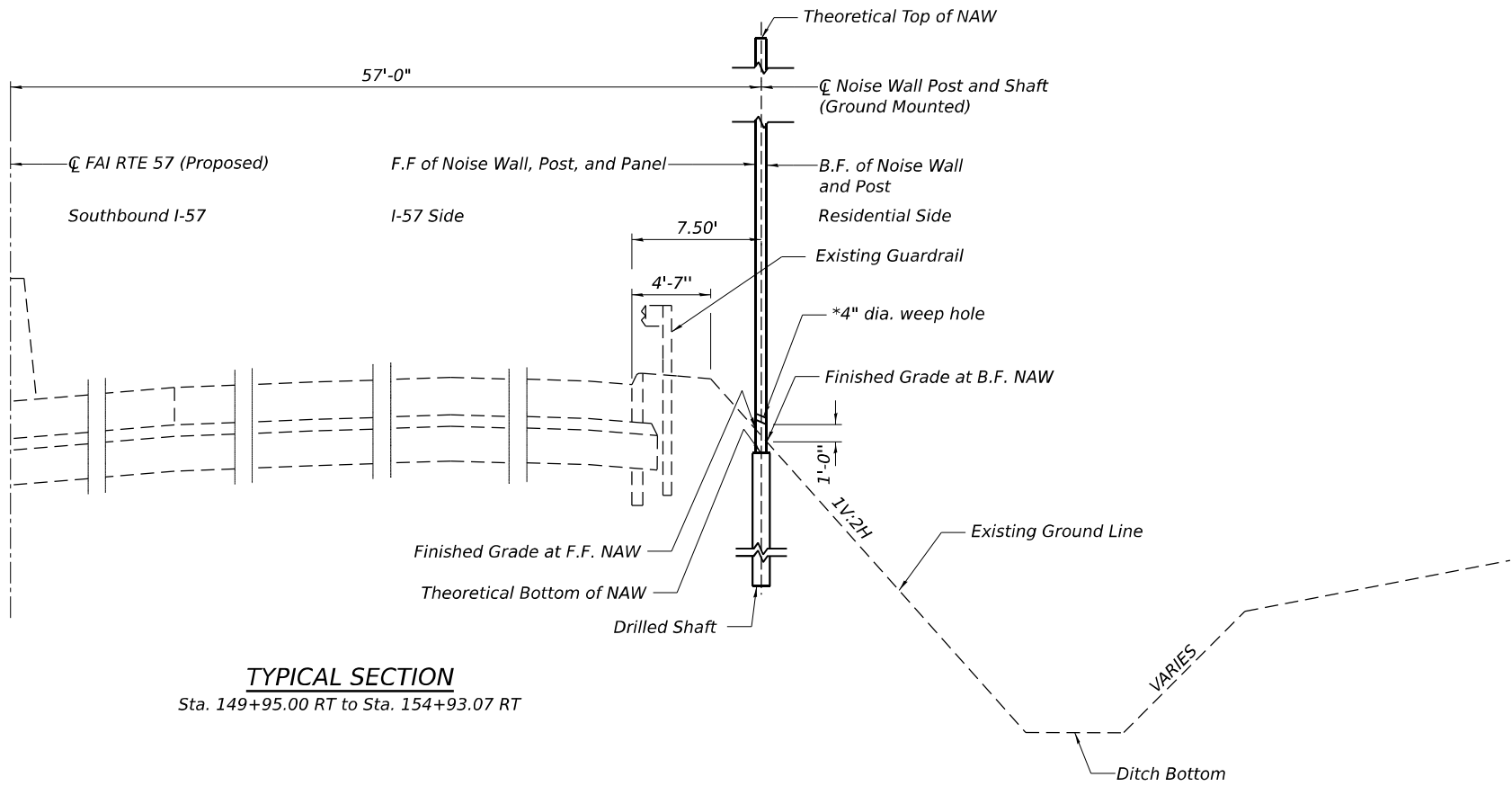
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5745 (NOISE WALL A1)
NOISE WALL DETAILS 1

SHEET A1-2 OF A1-4 SHEETS

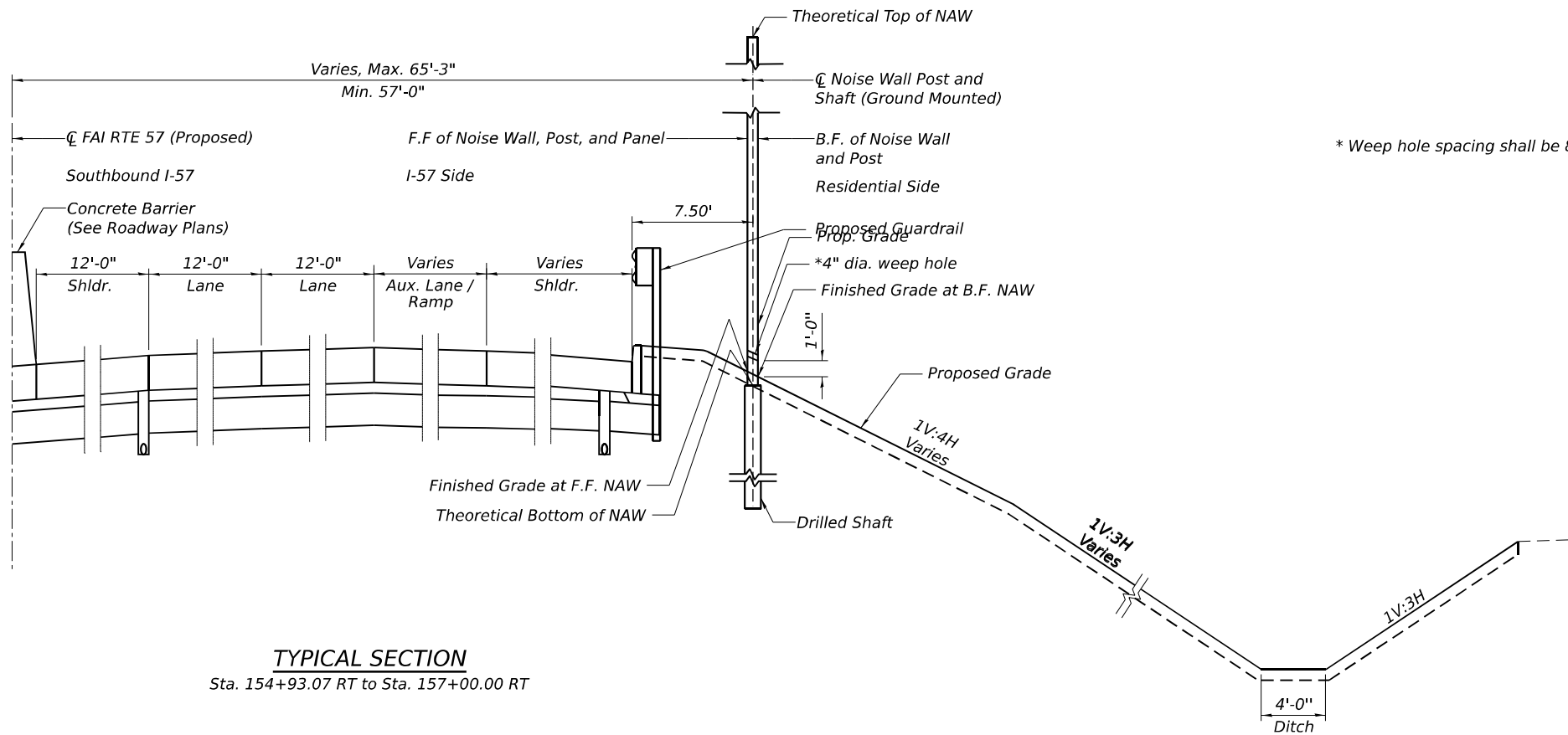
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57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	861
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

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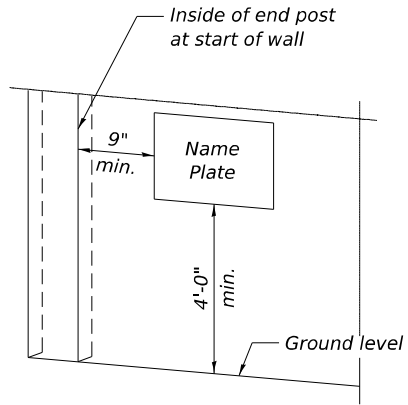
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TYPICAL SECTION

Sta. 154+93.07 RT to Sta. 157+00.00 RT

* Weep hole spacing shall be 8'-0" max. horizontally.



NAME PLATE LOCATION

(Name plate shall be placed on the I-57 side of the wall.)

NOISE ABATEMENT WALL
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. 149+95.00 TO STA. 157+00.00
STRUCTURE NO. 046-N5745

NAME PLATE

See Std. 515001

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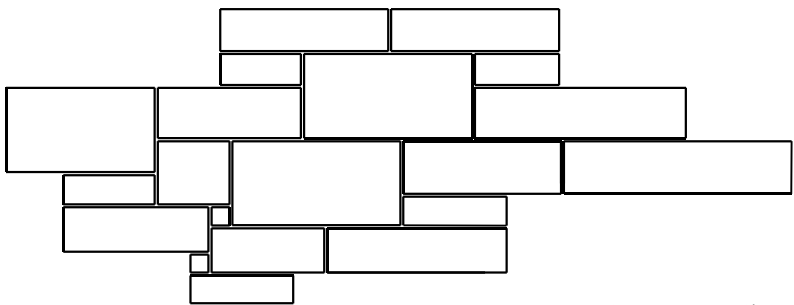
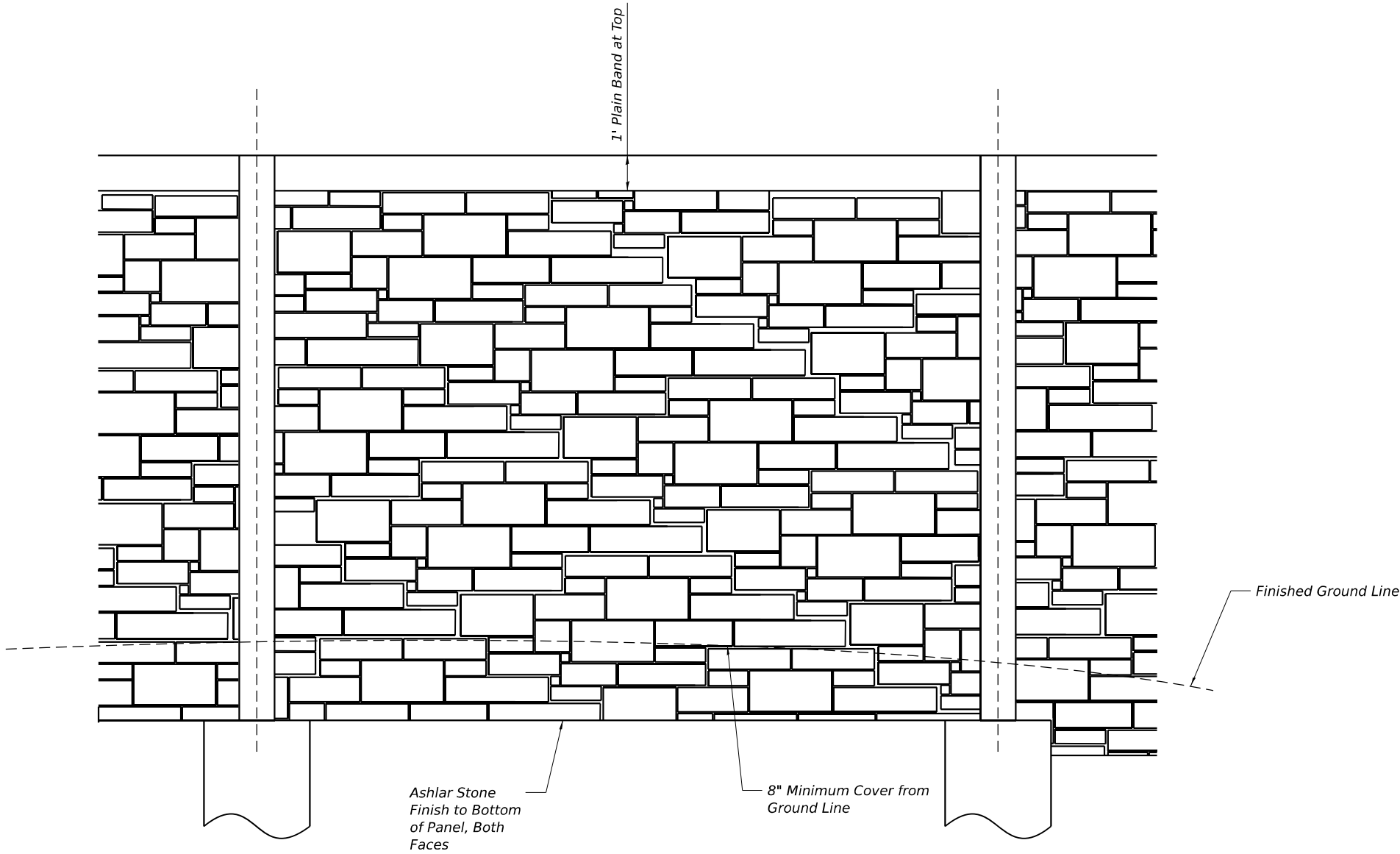
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5745 (NOISE WALL A1)
NOISE WALL DETAILS 2

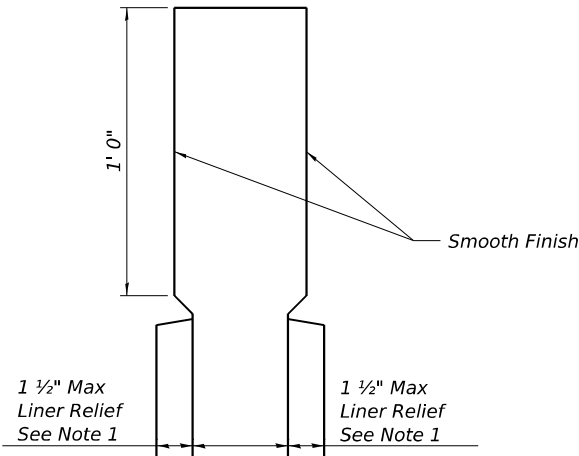
SHEET A1-3 OF A1-4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	862
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

NOTE:
1. Each side of the noise wall panels shall have a rolled ashlar stone finish. The finish shall have a 1 ½" relief for noise abatement wall, ground mounted. The color of both sides of the panels, plain band, posts and all other visible elements shall be in accordance with Special Provision Coloring of Noise Abatement Walls.



ENLARGED PATTERN DETAIL



ENLARGED CAP DETAIL

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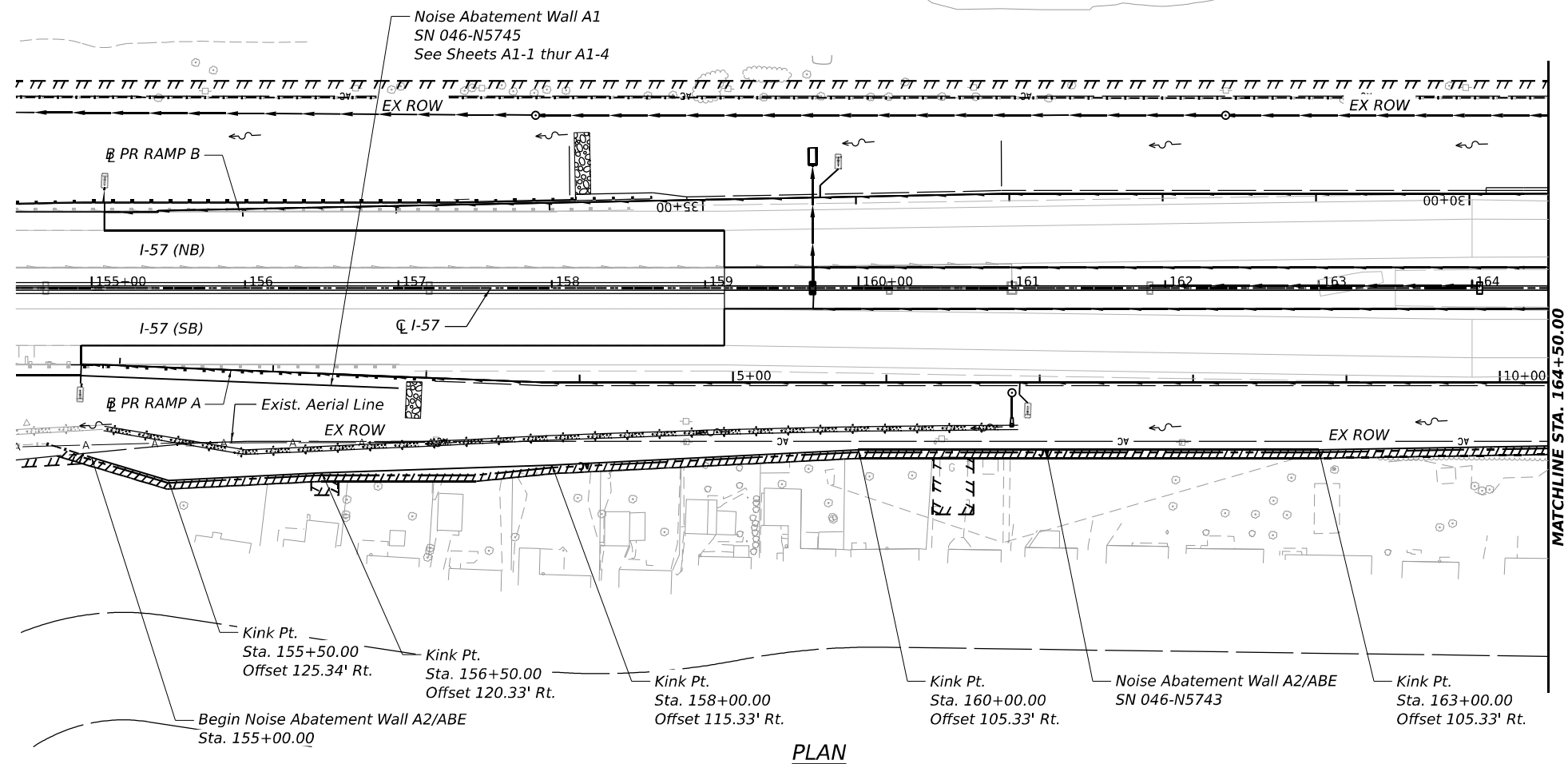
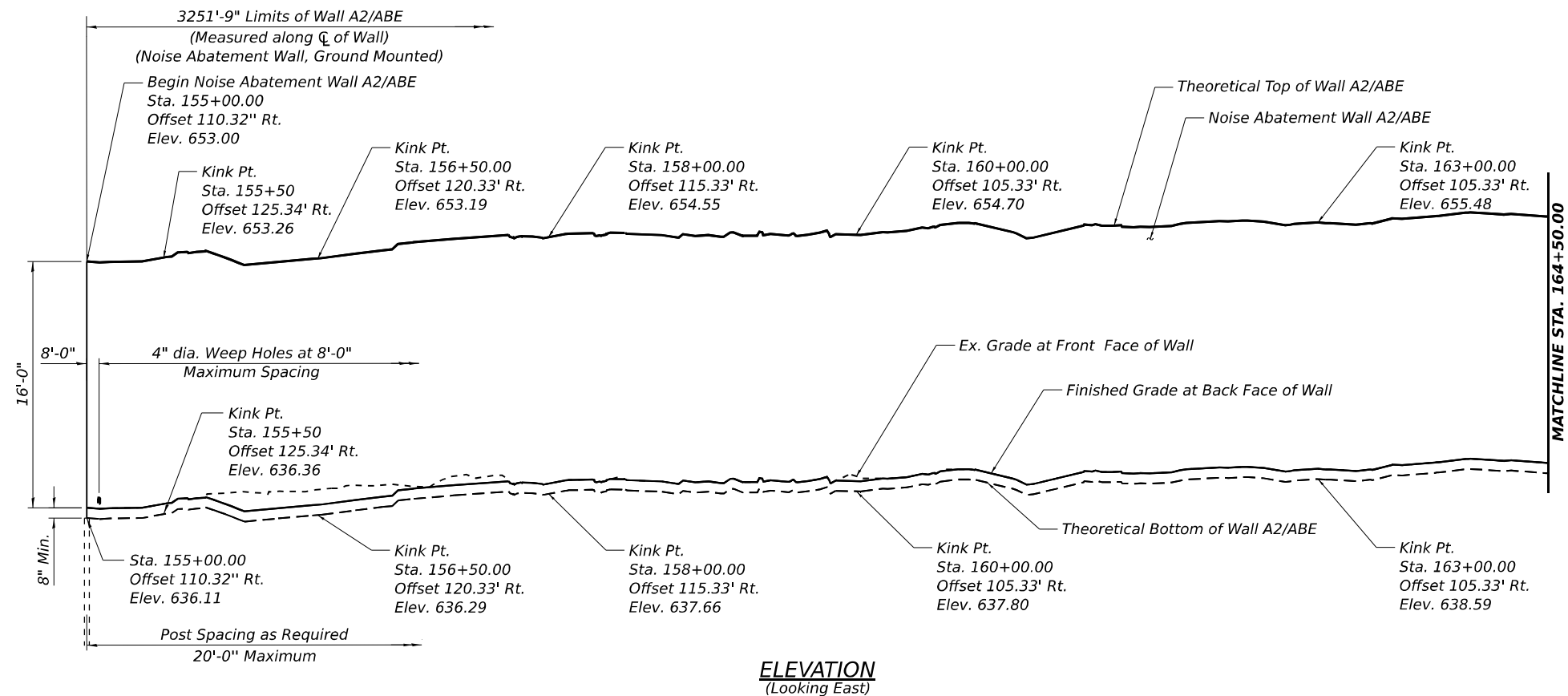
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5745 (NOISE WALL A1)
NOISE WALL DETAILS 3

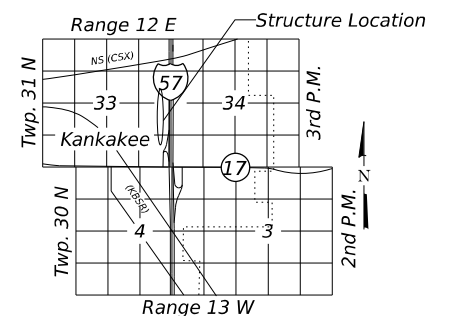
SHEET A1-4 OF A1-4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	863
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet A2-4.
2. For additional notes and legend, see Sheet A2-4.



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL ALONG I-57 & RAMP A
F.A.I. RTE. 57 SEC. (46-3)R,HBK-1&[(46-3)HB-5]HB-1
KANKAKEE COUNTY
I-57 STA. 155+00.00 TO RAMP A STA. 33+19.00
STRUCTURE NO. 046-N5743 (NOISE WALL A2/ABE)



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PLOT DATE = 6/24/2026	DRAWN - LS	REVISED -
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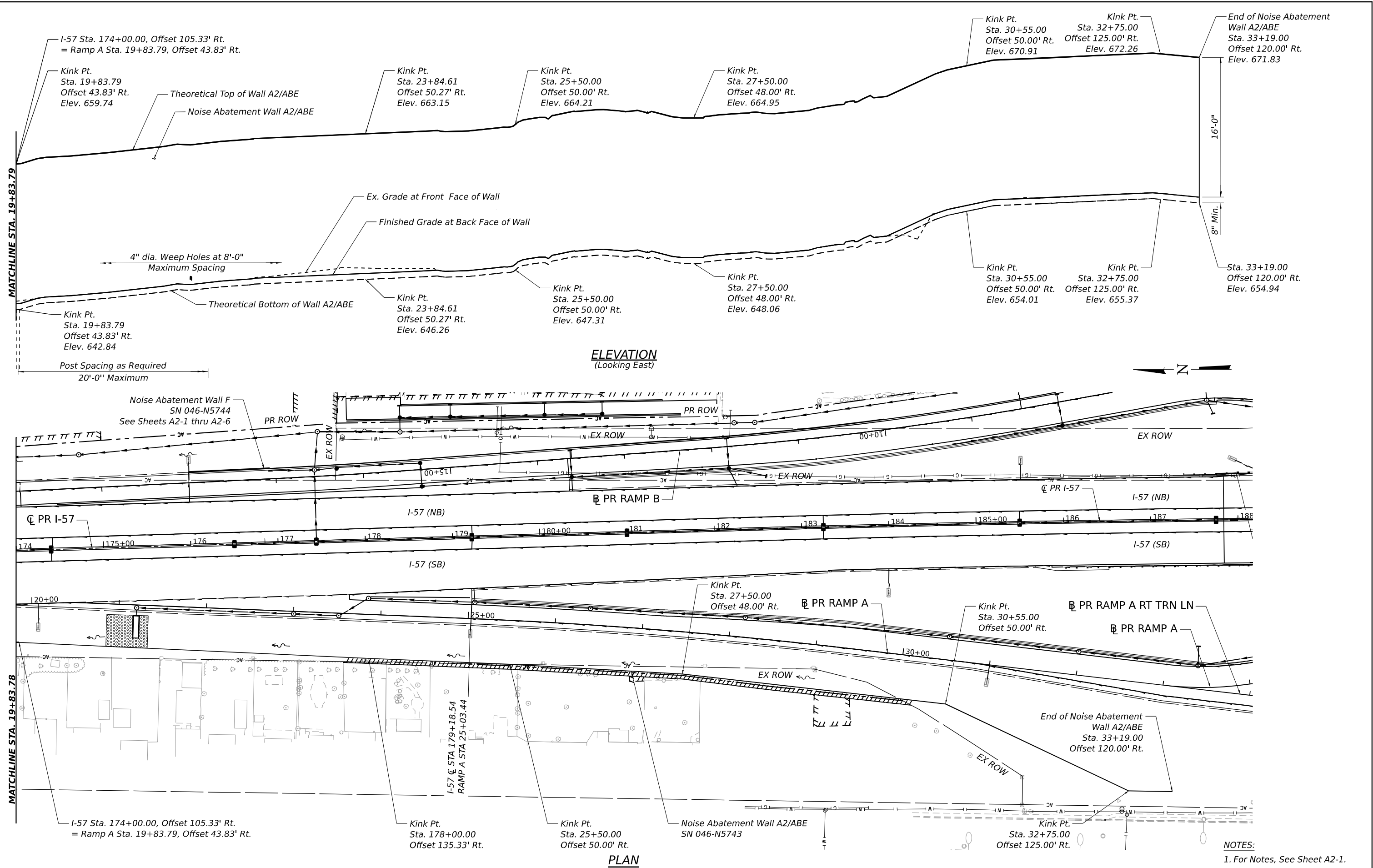
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5743 (NOISE WALL A2/ABE)
GENERAL PLAN AND ELEVATION 1 OF 3

SHEET A2-1 OF A2-8 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	864
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

MODEL: 2D SHEET 1
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NOTES:
1. For Notes, See Sheet A2-1.

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		CHECKED -	TH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5743 (NOISE WALL A2/ABE)
GENERAL PLAN AND ELEVATION 3 OF 3

SHEET A2-3 OF A2-8 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	866
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor. Spacing shall not exceed 20 ft.

2. Contractor shall verify location of existing utilities prior to construction. Contractor shall locate drilled shafts to provide at least 5 feet clearance to existing and proposed underground utilities. Damage to any utilities shall be repaired by the Contractor at no additional cost to the Department.

3. Contractor shall follow the requirements of Special Provision "Noise Abatement Wall, Ground Mounted" for material fabrication, construction and erection of the proposed Noise Abatement Wall.

4. Wall stations and offsets are measured relative to CL I-57 and are measured to the centerline of wall.

5. Contractor shall provide Ashlar Stone Finish on both sides of the Noise Abatement Wall. For details see sheet A2-6.

6. Any rock excavation required for noise wall construction will not be paid for separately and will be included with Noise Abatement Wall, Ground Mounted. Based on the estimated top of rock elevations in the soil boring logs, rock excavation will only be required for construction of the drilled shafts.

7. 4 inch diameter weep holes shall be provided at ground level in the bottom panels of the wall at a spacing of 8 ft.

8. When designing the shaft foundation dimensions, the contractor shall assume an effective unit weight of 70 pcf, a friction angle of 30°and a cohesion intercept of 0 ksf.

9. NAW denotes Noise Abatement Wall.

10. B.F. denotes Back Face.

11. F.F. denotes Front Face.

INDEX OF SHEETS

A2-1 General Plan and Elevation
A2-2 General Plan and Elevation
A2-3 General Plan and Elevation
A2-4 Noise Wall Details 1
A2-5 Noise Wall Details 2
A2-6 Noise Wall Details 3

CURVE DATA

PR CURVE PR_I57-1
PI STA = 167+24.69
 $\Delta = 01^{\circ}40'00"$ (LT)
D = 00°17'11"
R = 20,000.00'
T = 290.91'
L = 581.78'
E = 2.12'
PC STA = 164+33.78
PT STA = 170+15.55

LEGEND

	Exist. Underground Telephone
	Exist. Underground Electric
	Exist. Underground Gas
	Exist. Underground Fiber Optic
	Exist. Underground Cable TV
	Exist. Underground Water
	Exist. Underground Oil
	Exist. Access Control and ROW
	Exist. Aerial Line
	Exist. Guardrail
	Exist. Storm Sewer
	Exist. Lighting
	Prop. Access Control and ROW Fence
	Prop. Guardrail
	Prop. Storm Sewer
	Prop. Temporary Easement
	Prop. Permanent Easement
	Prop. Underdrain
	Prop. Drainage
	Prop. Drainage Flow
	Prop. Lighting
	Boring

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

$f_c = 4,000$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (Struct. Steel, M270 Grade 50, posts)
 $f_y = 36,000$ psi (Struct. Steel, M270 Grade 36, all other structural steel)

PRECAST UNITS

$f_c = 4,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 65,000$ psi (Welded Wire Reinforcement)

DESIGN LOADS

Factored Strength III or V Wind: 35 psf
Factored Service I Wind: 15 psf

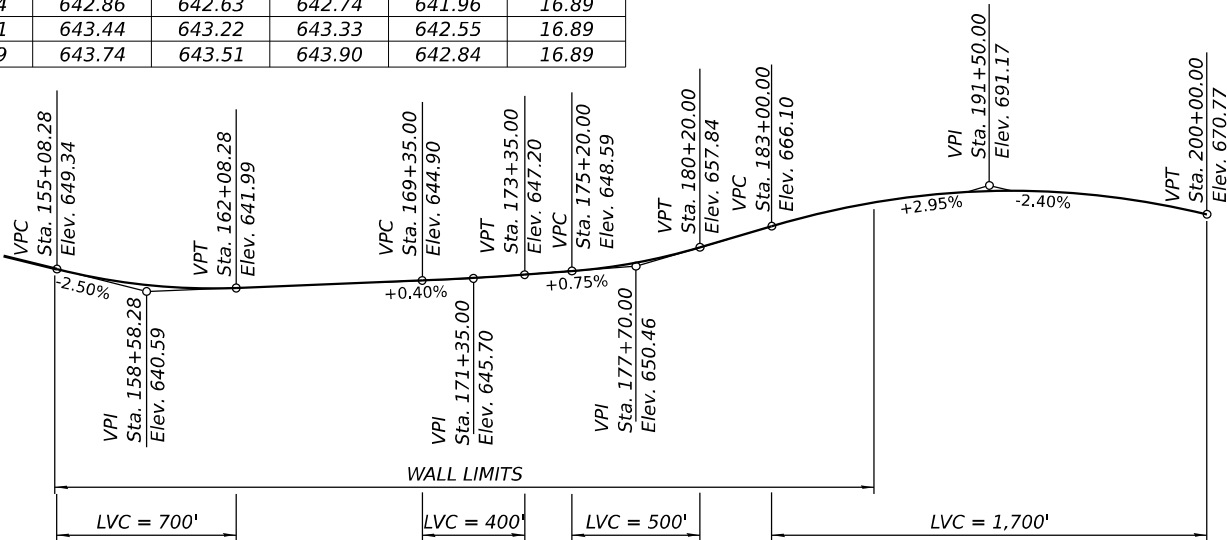
*Max. Factored Service I active earth pressure: 350 psf (based on equivalent fluid pressure of 55 psf)

*Factored Service I live load surcharge load: 110 psf

* The noise wall will retain a variable fill height (minimum 8") that will depend upon panel length or post spacing and shall be designed for the given earth pressures.

NOISE WALL DATA TABLE - ALONG I-57

I-57 Station	Offset (Rt.) to CL of Wall (ft)	Theoretical Top of NAW Elev.	I-57 Profile Elev.	Finished Grade Elev. at Front Face of NAW	Finished Grade Elev. at Back Face of NAW	Existing Grade Elev. at Front Face of NAW	Theoretical Bottom of NAW Elev.	Theoretical Wall Height (ft)
155+00.00	110.32	653.00	649.55	637.00	636.78	636.89	636.11	16.89
155+50.00	125.34	653.26	648.33	637.26	637.03	637.15	636.36	16.89
156+00.00	122.84	652.86	647.22	636.86	636.63	637.91	635.96	16.89
156+50.00	120.33	653.19	646.21	637.19	636.96	638.06	636.29	16.89
157+00.00	118.66	653.92	645.31	637.92	637.70	638.40	637.03	16.89
157+50.00	117.00	654.54	644.51	638.54	638.32	638.90	637.65	16.89
158+00.00	115.33	654.55	643.81	638.55	638.33	638.44	637.66	16.89
158+50.00	112.83	654.82	643.22	638.82	638.60	638.71	637.93	16.89
159+00.00	110.33	654.66	642.73	638.66	638.44	638.55	637.77	16.89
159+50.00	107.83	654.70	642.34	638.70	638.48	638.59	637.81	16.89
160+00.00	105.33	654.70	642.06	638.70	638.47	638.90	637.80	16.89
160+50.00	105.33	655.22	641.88	639.22	639.00	639.11	638.33	16.89
161+00.00	105.33	654.90	641.80	638.90	638.68	638.79	638.01	16.89
161+50.00	105.33	655.34	641.83	639.34	639.12	639.23	638.45	16.89
162+00.00	105.33	655.24	641.96	639.24	639.02	639.13	638.35	16.89
162+50.00	105.33	655.60	642.16	639.60	639.38	639.49	638.71	16.89
163+00.00	105.33	655.48	642.36	639.48	639.26	639.37	638.59	16.89
163+50.00	104.71	655.73	642.56	639.73	639.51	639.62	638.84	16.89
164+00.00	104.08	656.12	642.76	640.12	639.90	640.01	639.23	16.89
164+50.00	103.46	655.86	642.96	639.86	639.64	639.75	638.97	16.89
165+00.00	102.83	656.50	643.16	640.50	640.28	640.39	639.61	16.89
165+50.00	102.21	656.51	643.36	640.51	640.29	640.43	639.62	16.89
166+00.00	101.58	656.47	643.56	640.47	640.25	640.77	639.58	16.89
166+50.00	100.96	656.48	643.76	640.48	640.26	640.80	639.59	16.89
167+00.00	100.33	656.53	643.96	640.53	640.31	640.85	639.64	16.89
167+50.00	101.16	656.81	644.16	640.81	640.59	640.98	639.92	16.89
168+00.00	102.00	657.14	644.36	641.14	640.92	641.13	640.25	16.89
168+50.00	102.83	657.40	644.56	641.40	641.18	641.29	640.51	16.89
169+00.00	103.66	657.66	644.76	641.66	641.43	641.55	640.76	16.89
169+50.00	104.50	658.11	644.96	642.11	641.88	642.00	641.21	16.89
170+00.00	105.33	658.41	645.18	642.41	642.19	642.30	641.52	16.89
170+50.00	105.33	658.76	645.42	642.76	642.54	642.65	641.87	16.89
171+00.00	105.33	658.84	645.68	642.84	642.61	642.73	641.94	16.89
171+50.00	105.33	658.21	645.96	642.21	641.98	642.09	641.31	16.89
172+00.00	105.33	658.21	646.27	642.21	641.99	642.10	641.32	16.89
172+50.00	105.33	658.29	646.59	642.29	642.07	642.18	641.40	16.89
173+00.00	105.33	658.86	646.94	642.86	642.63	642.74	641.96	16.89
173+50.00	105.33	659.44	647.31	643.44	643.22	643.33	642.55	16.89
174+00.00	105.33	659.74	647.69	643.74	643.51	643.90	642.84	16.89



PROFILE GRADE I-57

(Proposed F.A.I. 57 NB & SB)

BILL OF MATERIAL

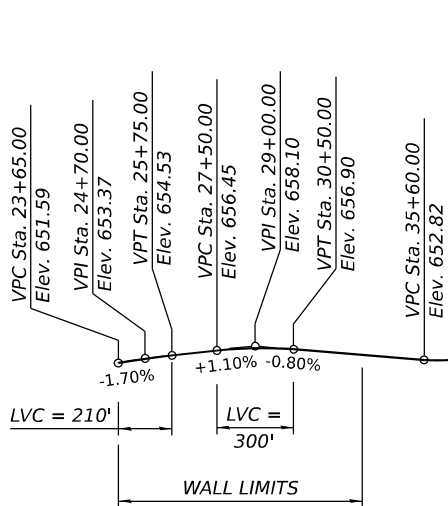
ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	54,929

NOISE WALL DATA TABLE - ALONG RAMP A

Ramp A Station	Offset (Rt.) to CL of Wall (ft)	Theoretical Top of NAW Elev.	Ramp A Profile Elev.	Finished Grade Elev. at Front Face of NAW	Finished Grade Elev. at Back Face of NAW	Existing Grade Elev. at Front Face of NAW	Theoretical Bottom of NAW Elev.	Theoretical Wall Height (ft)
19+83.79	43.83	659.74	647.69	643.74	643.51	643.90	642.84	16.89
20+00.00	45.05	660.09	647.81	644.09	643.87	644.12	643.20	16.89
20+50.00	48.57	660.69	648.20	644.69	644.47	644.58	643.80	16.89
21+00.00	48.52	661.19	648.59	645.19	644.96	645.08	644.29	16.89
21+50.00	49.07	661.75	649.03	645.75	645.53	645.64	644.86	16.89
22+00.00	49.32	662.15	649.57	646.15	645.93	646.04	645.26	16.89
22+50.00	49.58	662.57	650.22	646.57	646.34	646.46	645.67	16.89
23+00.00	49.83	662.82	650.99	646.82	646.60	647.07	645.93	16.89
23+50.00	50.08	663.03	651.86	647.03	646.81	647.72	646.14	16.89
23+84.61	50.27	663.15	651.92	647.15	646.93	647.67	646.26	16.89
24+00.00	50.29	663.24	652.17	647.24	647.01	647.63	646.34	16.89
24+50.00	50.00	663.47	652.93	647.47	647.24	647.60	646.57	16.89
25+00.00	50.00	663.51	653.62	647.51	647.29	647.40	646.62	16.89
25+50.00	50.00	664.21	654.24	648.21	647.98	648.10	647.31	16.89
26+00.00	50.00	665.42	654.80	649.42	649.20	649.31	648.53	16.89
26+50.00	50.00	665.90	655.35	649.90	649.68	649.79	649.01	16.89
27+00.00	49.00	665.61	655.90	649.61	649.38	649.49	648.71	16.89
27+50.00	48.00	664.95	656.45	648.95	648.73	648.84	648.06	16.89
28+00.00	50.00	665.46	656.92	649.46	649.23	649.35	648.56	16.89
28+50.00	50.00	665.54	657.23	649.54	649.31	649.43	648.64	16.89
29+00.00	51.00	666.31	657.39	650.31	650.09	650.20	649.42	16.89
29+50.00	51.00	667.27	657.38	651.27	651.05	651.16	650.38	16.89
30+00.00	50.00	669.08	657.22	653.08	652.85	651.14	652.18	16.89
30+50.00	50.00	670.80	656.90	654.80	654.58	654.70	653.91	16.89
30+55.00	50.00	670.91	656.86	654.91	654.68	654.80	654.01	16.89
31+00.00	62.00	671.60	656.50	655.60	655.38	655.52	654.71	16.89
31+50.00	78.00	671.81	656.10	655.81	655.59	655.70	654.92	16.89
32+00.00	94.00	672.06	655.70	656.06	655.83	655.95	655.16	16.89
32+50.00	110.00	672.28	655.30	656.28	656.05	656.18	655.38	16.89
32+75.00	125.00	672.26	655.10	656.26	656.04	656.16	655.37	16.89
33+00.00	122.00	672.02	654.90	656.02	655.80	655.92	655.13	16.89
33+19.00	120.00	671.83	654.75	655.83	655.61	655.72	654.94	16.89

NOTE:

1. I-57 Sta. 174+00.00, Offset 105.33 Rt.= Ramp A Sta. 19+83.78, Offset 43.83 Rt.



PROFILE GRADE I-57 RAMP A

NOISE REDUCTION DATA

Noise Wall	Noise Wall Str. No.	Face	From I-57 Sta.	To Ramp A Sta.	Noise Reduction Coefficient	Comments
A2/ABE	046-N5743	I-57/ Ramp A Face	155+00.00	33+19.00	Absorptive - 0.8 min.	-
		residential face			Absorptive - 0.65 min.	-



USER NAME = JOHNSOHB	DESIGNED TH	REVISED -
	APPROVED - TH	REVISED -
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PLOT DATE = 6/24/2026	CHECKED - TH	REVISED -

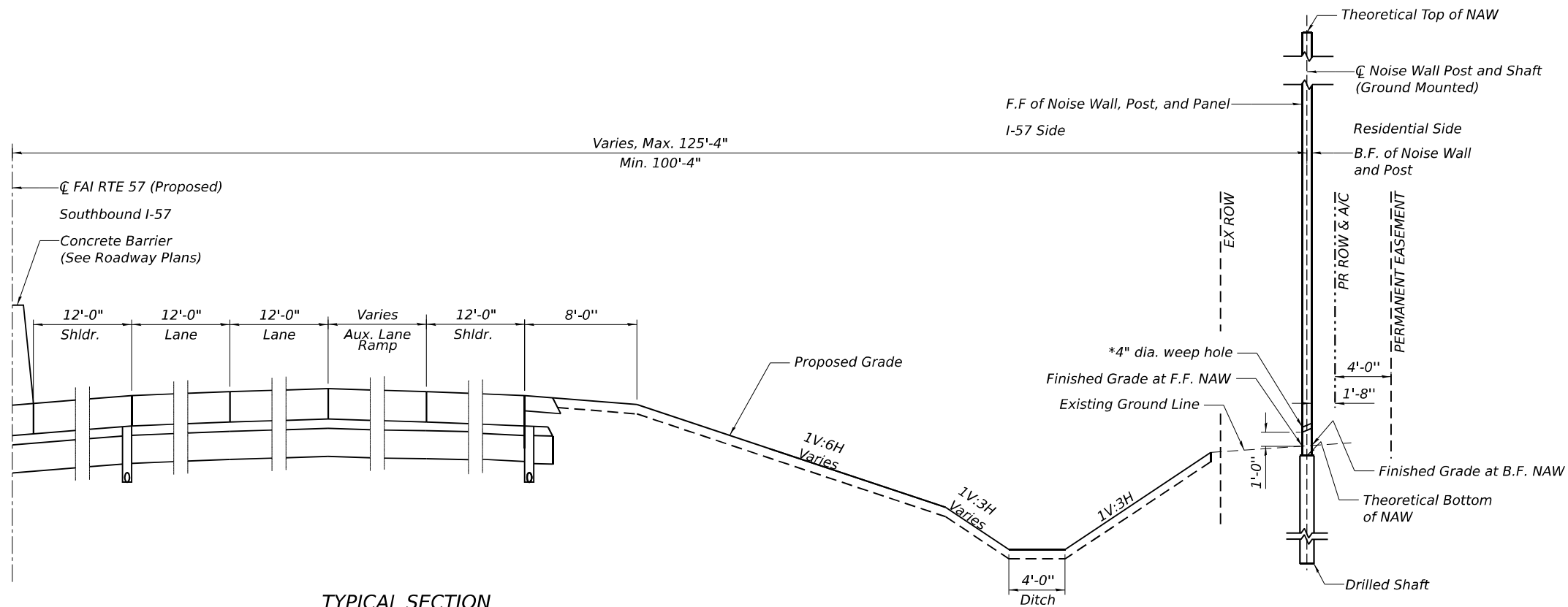
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5743 (NOISE WALL A2/ABE)
NOISE WALL DETAILS 1

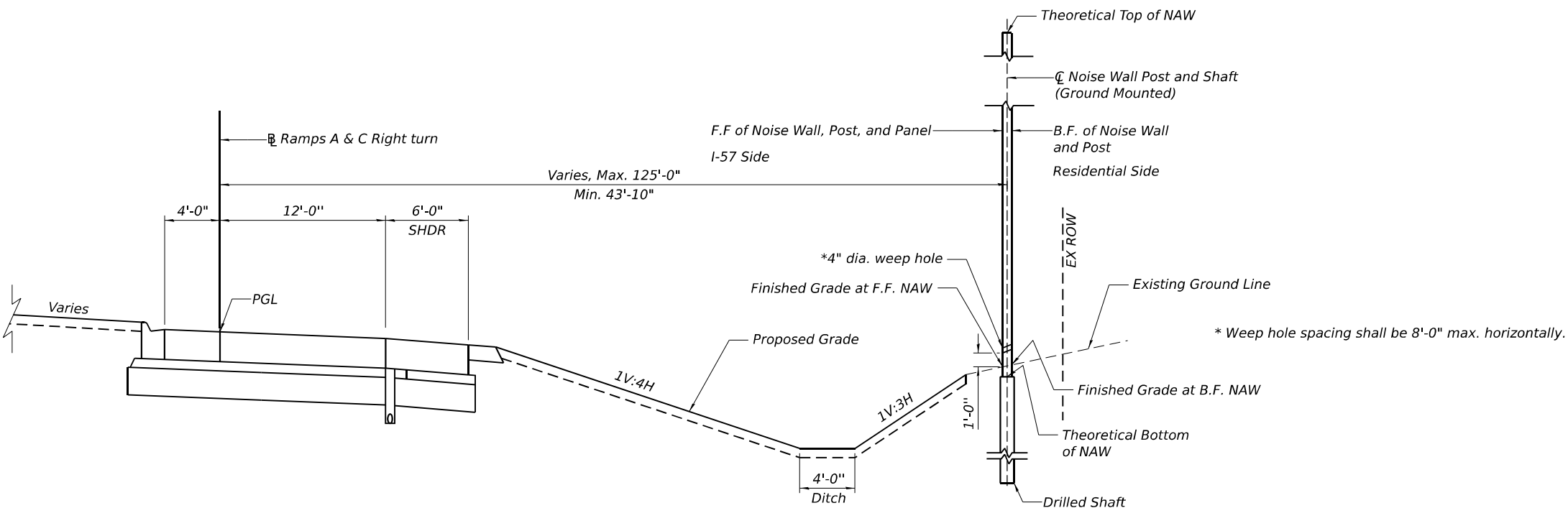
SHEET A2-4 OF A2-8 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	867
CONTRACT NO. 66863				
ILLINOIS / FED. AID PROJECT				

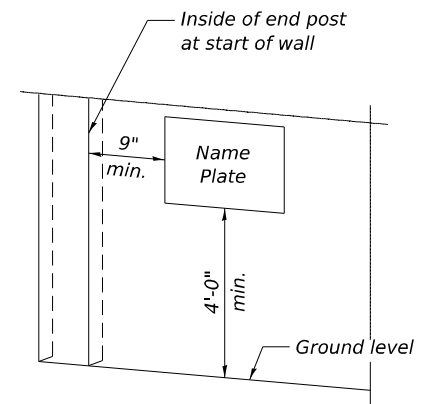
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TYPICAL SECTION
Sta. 155+00.00 RT to Sta. 174+00.00 RT



TYPICAL SECTION AT RAMP A
Sta. 19+83.79 to Sta. 33+19.00



NAME PLATE LOCATION
(Name plate shall be placed on the I-57 side of the wall.)

NOISE ABATEMENT WALL
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. 155+00.00 TO STA. 33+19.00
STRUCTURE NO. 046-N5743

NAME PLATE
See Std. 515001

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APPROVED - TH
PLOT SCALE = 0.16666633 1/ IN.
DRAWN - LS
PLOT DATE = 6/24/2026
CHECKED - TH

DESIGNED - TH
APPROVED - TH
DRAWN - LS
CHECKED - TH

REVISED -
REVISED -
REVISED -
REVISED -

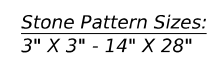
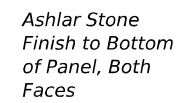
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5743 (NOISE WALL A2/ABE)
NOISE WALL DETAILS 2

SHEET A2-5 OF A2-8 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	868
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

1. Each side of the noise wall panels shall have a rolled ashlar stone finish. The finish shall have a 1 ½" relief for noise abatement wall, ground mounted. The color of both sides of the panels, plain band, posts and all other visible elements shall be in accordance with Special Provision Coloring of Noise Abatement Walls.



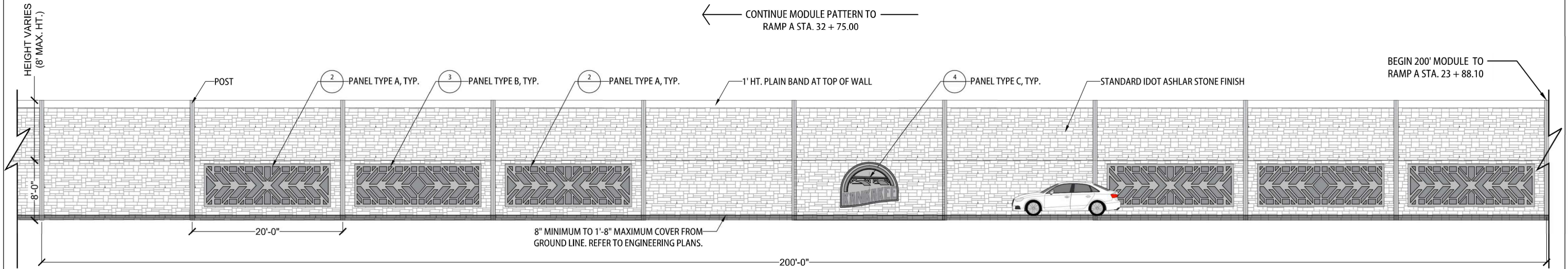
1' 0"

1 1/2" Max
Liner Relief
See Note 1

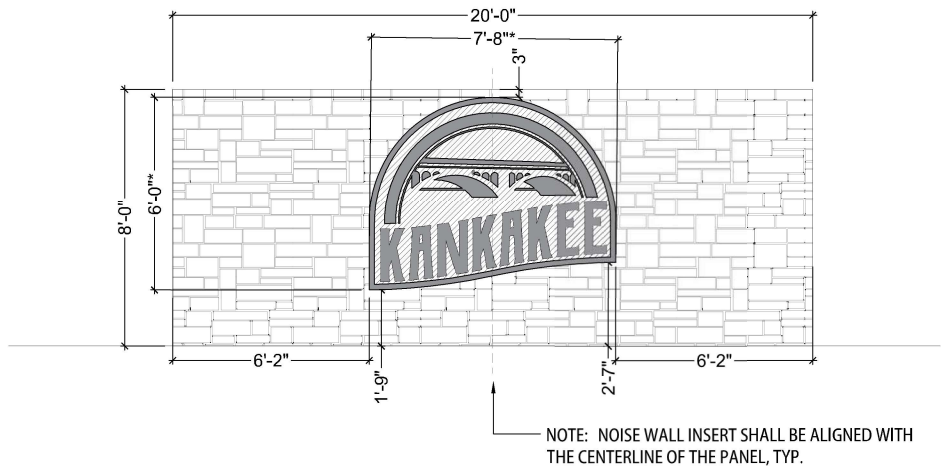
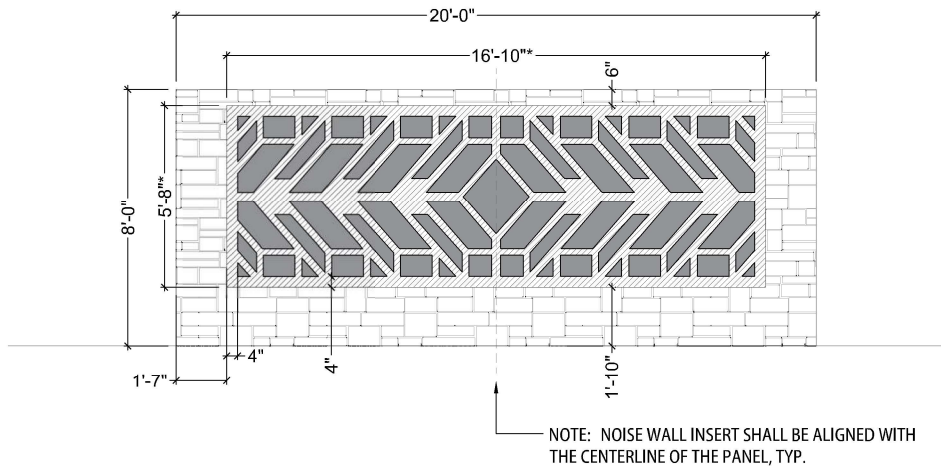
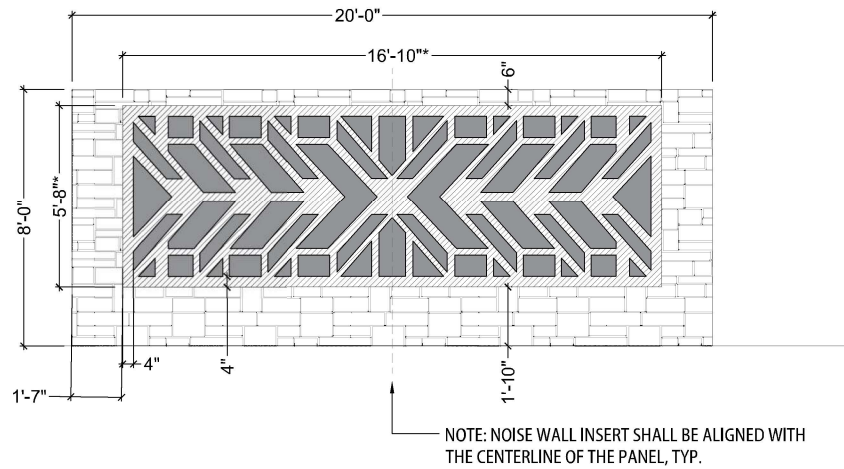
1 1/2" Max
Liner Relief
See Note 1

Smooth Finish

ENLARGED CAP DETAIL



1 FORM LINER TEXTURED SURFACE, NOISE WALL INSERT
WALL A2/ABE: TYPICAL 200' MODULE (I-57 FACING SIDE ONLY)
SCALE: NTS



2 FORM LINER TEXTURED SURFACE, NOISE WALL INSERT, PANEL TYPE A
SCALE: NTS

3 FORM LINER TEXTURED SURFACE, NOISE WALL INSERT, PANEL TYPE B
SCALE: NTS

4 FORM LINER TEXTURED SURFACE, NOISE WALL INSERT, PANEL TYPE C
SCALE: NTS

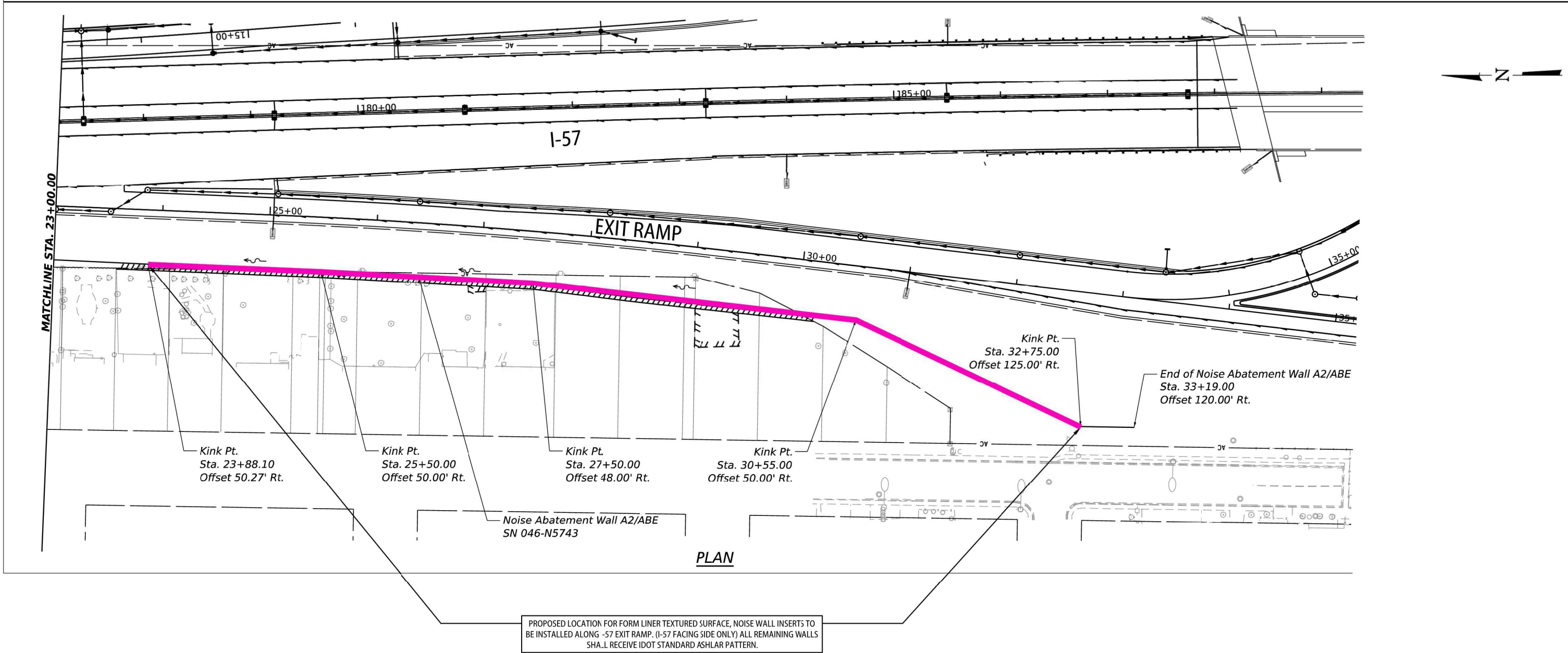
- 1" PROTRUDING
- FLUSH WITH FRONT FACE OF ASHLAR PATTERN WALL
- FRONT FACE (VERTICAL FACE OF ASHLAR PATTERN WALL)

- NOTES:
- CONTRACTOR SHALL PROVIDE SHOP DRAWINGS, COLOR SAMPLES AND MOCKUPS FOR CITY REVIEW AND APPROVAL PRIOR TO FABRICATION AND INSTALLATION. CONTRACTOR SHALL PROVIDE 5 COLOR SAMPLES FROM MANUFACTURER'S STANDARD OFFERINGS FOR REVIEW AND SELECTION.
 - CONTRACTOR TO COORDINATE WITH IDOT ON INSTALLATION. THE COLOR OF ALL NOISE WALLS, BOTH SIDES OF THE PANELS, TOP BAND, STEEL COLUMNS, AND ALL OTHER VISIBLE ELEMENTS SHALL BE BUFF/TAN AS SELECTED BY THE CITY DURING COLOR SAMPLES REVIEW.
 - ALL EXPOSED SURFACES OF NOISE WALLS ASSOCIATED WITH THIS PROJECT SHALL RECEIVE RANDOM ASHLAR STONE PATTERN BY ONE OF THE MANUFACTURERS LISTED ON THIS SHEET, OR APPROVED EQUAL.
 - CUSTOM PANEL INSERTS SHALL BE PROVIDED AS SHOWN.
 - CITY SIGN FONT SHALL BE BERG REGULAR, AS SHOWN
 - REFER TO ENGINEERING DRAWINGS AND VERIFY ALL DIMENSIONS.
 - ALL AESTHETIC FINISHES SHALL BE COORDINATED WITH THE ENGINEERING DRAWINGS.
 - CADD FILES WILL BE PROVIDED BY THE CONSULTANT TO THE CONTRACTOR IN AUTOCAD FORMAT.

Manufacturer	Stone Pattern Formliner Types	
	Pattern Number	Pattern Name
Custom Rock International 1156 Homer Street St. Paul, Minnesota 55116 (800) 637-2447 www.custom-rock.com	Pattern Number 12005	Bearpath Coursed Stone
	Pattern Number 12010	Minnehaha Blend
Fitzgerald Formliners 1341 East Pomona Street Santa Ana, California 92705 (714) 547-6710 www.formliners.com	Pattern Number 16997	Long Island Ashlar
	Pattern Number 17911	San Diego Drystack
Greenstreak 3400 Tree Court Industrial Boulevard St. Louis, Missouri 63122 (800) 325-9504 www.greenstreak.com	Pattern Number 328	Dry Stack Random Stone

* PAY LIMITS FOR FORM LINER TEXTURED SURFACE, NOISE WALL INSERT

BILL OF MATERIAL		
ITEM	UNIT	QUANTITY
FORM LINER TEXTURED SURFACE, NOISE WALL INSERT	SQ. FT.	2,802

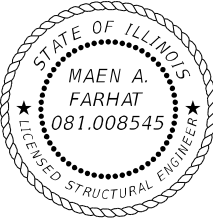
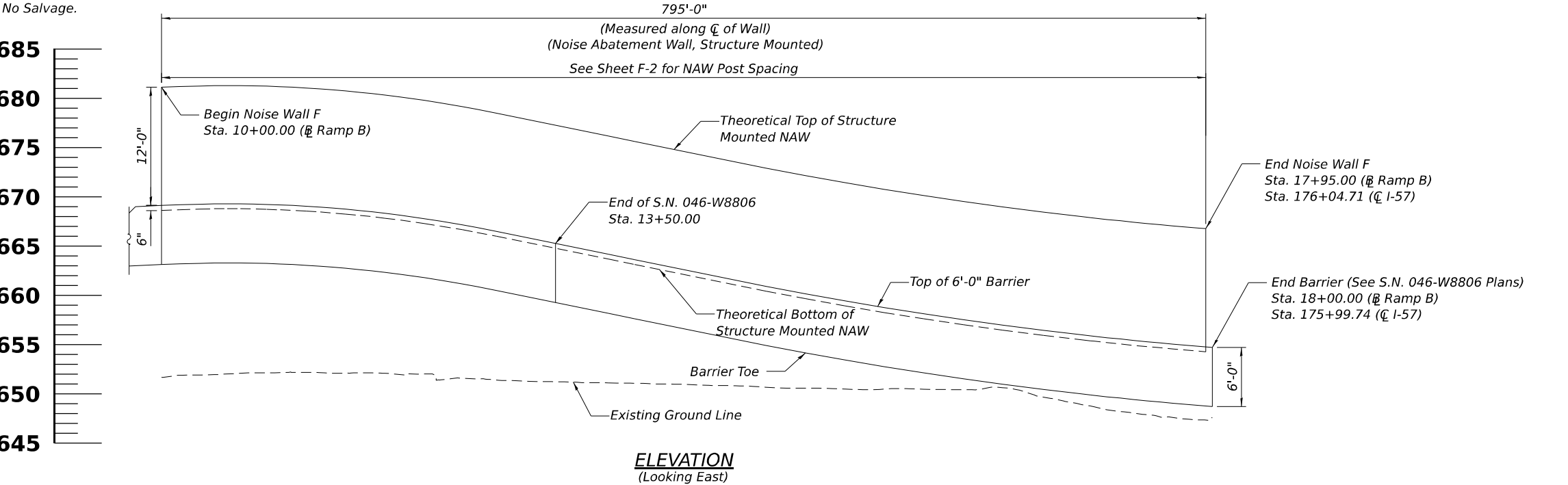


1 FORM LINER TEXTURED SURFACE, NOISE WALL INSERTS PATTERN LIMITS
SCALE: NTS

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

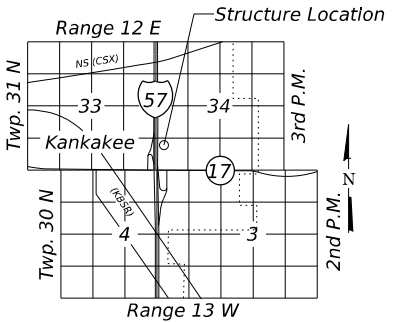
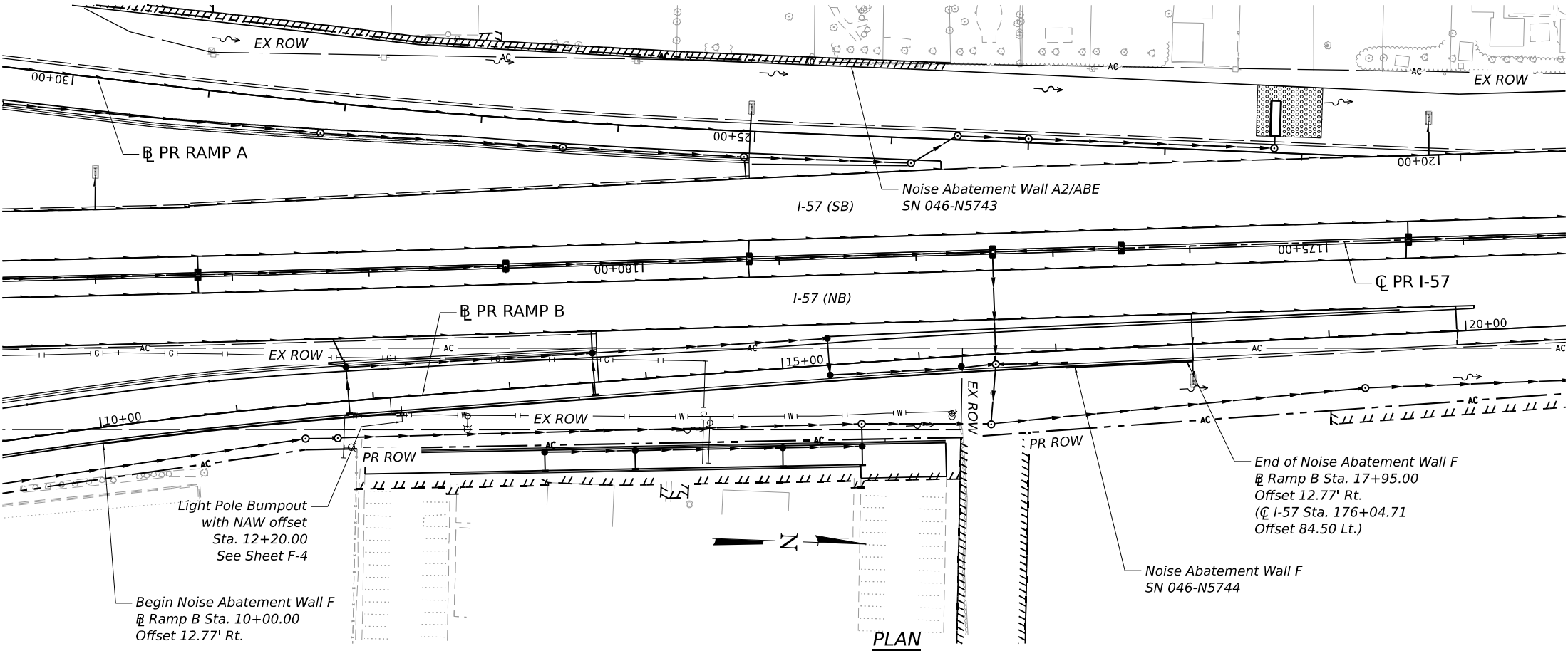
Existing Structure: None.

No Salvage.



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

- NOTES:**
1. Theoretical Top of Wall Elevations and Theoretical Bottom of Wall Elevations shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet F-2.
 2. For additional notes and legend, see Sheet F-2.



GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL ALONG RAMP B
F.A.I. RTE. 57 SEC. (46-3)R,HBK-1&[(46-3)HB-5]HB-1
KANKAKEE COUNTY
STA. 10+00.00 TO STA. 18+00.00
STRUCTURE NO. 046-N5744 (NOISE WALL F)



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

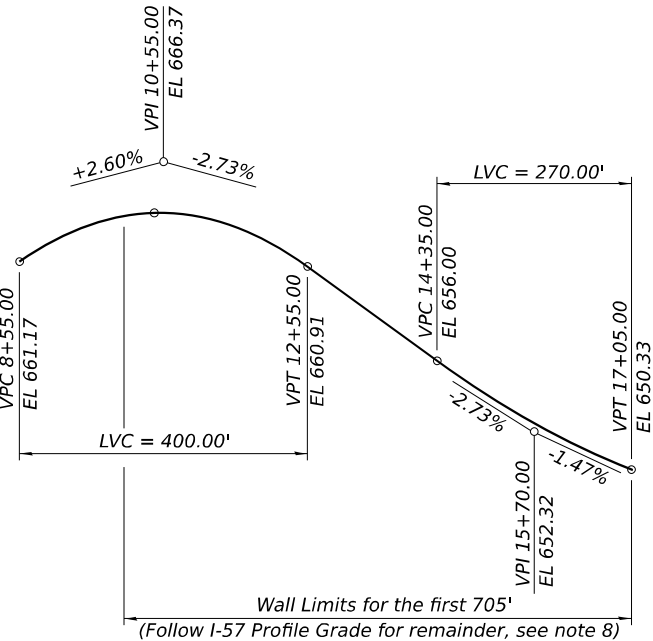
SN 046-N5744 (NOISE WALL F)
GENERAL PLAN AND ELEVATION

SHEET F-1 OF F-5 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	872
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. Contractor shall verify location of existing utilities prior to construction. Damage to any utilities shall be repaired by the Contractor at no additional cost to the Department.
2. Wall stations and offsets are measured relative to $\varnothing$ Ramp B & $\varnothing$ I-57 and are measured to the centerline of wall, unless noted otherwise.
3. Contractor shall follow the requirements of Special Provision "Noise Abatement Wall, Structure Mounted" for material fabrication, construction and erection requirements of the proposed Noise Abatement Wall.
4. Contractor shall provide Ashlar Stone Finish on both sides of the Noise Abatement Wall. For details see sheet F-5.
5. NAW denotes Noise Abatement Wall.
6. B.F. denotes Back Face.
7. F.F. denotes Front Face.
8. I-57 Profile Controls Starting Station 17+05.00
9. For Anchorage Slab Plans, see sheets SB-1 to SB-19.



PROFILE GRADE RAMP B
(Along $\varnothing$ Ramp B)

DESIGN STRESSES

FIELD UNITS

f_y = 60,000 psi (Reinforcement)
 f_y = 50,000 psi (Struct. Steel, M270 Grade 50, posts)
 f_y = 36,000 psi (Struct. Steel, M270 Grade 36, all other structural steel)

PRECAST UNITS

f'_c = 4,500 psi
 f_y = 60,000 psi (Reinforcement)
 f_y = 65,000 psi (Welded Wire Reinforcement)

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

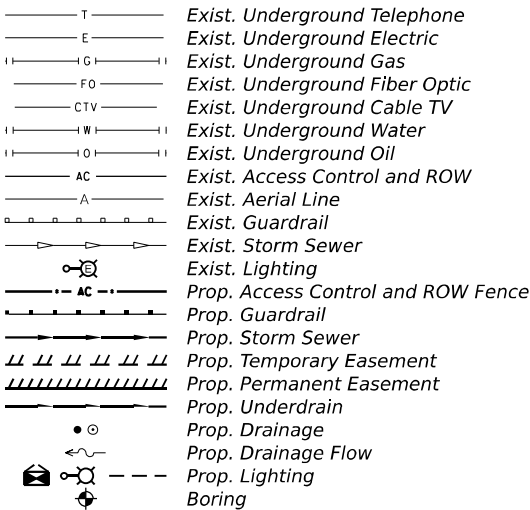
DESIGN LOADS

Strength III or V Wind: 35 psf
Service I Wind: 15 psf

INDEX OF SHEETS

- F-1 General Plan and Elevation
F-2 Noise Wall Details 1
F-3 Noise Wall Details 2
F-4 Noise Wall Details 3
F-5 Noise Wall Details 4

LEGEND



* Ramp B profile ends at Sta. 17+05.00 and $\varnothing$ I-57 Profile Controls at equivalent Sta. 176+94.67. Station and offset along $\varnothing$ I-57 are provided accordingly between Sta. 176+94.67 and Sta. 175+99.71.

CURVE DATA

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

CURVE DATA

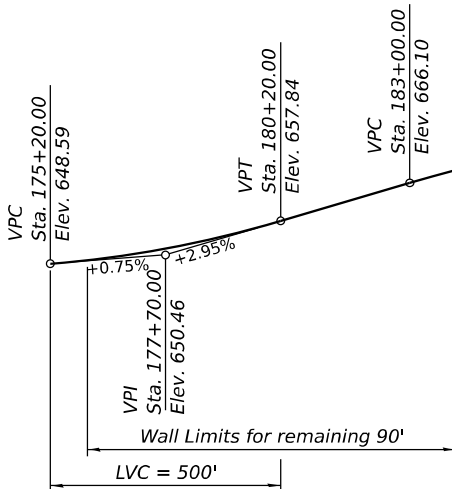
PR CURVE PR_I57-1
PI STA = 167+24.69
 Δ = 01°40'00" (LT)
D = 00°17'11"
R = 20,000.00'
T = 290.91'
L = 581.78'
E = 2.12'
PC STA = 164+33.78
PT STA = 170+15.55

CURVE DATA

PR CURVE PR_RAMP-B-3
PI STA = 10+14.15
 Δ = 05°58'57" (RT)
D = 01°30'28"
R = 3,800.00'
T = 198.57'
L = 396.78
E = 5.18'
PC STA = 8+15.58
PT STA = 12+12.36

CURVE DATA

PR CURVE PR_I57-2
PI STA = 189+74.14
 Δ = 02°52'07" (RT)
D = 00°11'28"
R = 30,000.00'
T = 751.18'
L = 1502.04
E = 9.40'
PC STA = 182+22.96
PT STA = 197+25.00



PROFILE GRADE I-57
(Along proposed $\varnothing$ I-57)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Structure Mounted	Sq. Ft.	9,938

NOISE REDUCTION DATA

Noise Wall	Noise Wall Str. No.	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
F	046-N5744	I-57 face	10+00.00	18+00.00	Absorptive - 0.8 min.	-
		residential face			Absorptive - 0.65 min.	-

NOISE WALL DATA TABLE

Post	*I-57 Station	I-57 Offset to $\varnothing$ of Post (ft)	Ramp B Station	Ramp B Offset to $\varnothing$ of Post (ft)	Theoretical Top of NAW Elev.	PGL Elevations	Top of Parapet Elev.	Existing Grade Elev. at Front Face of NAW	Theoretical Bottom of NAW Elev.	Theoretical Wall Height (ft)
P-01			10+00.00	12.77	681.14	663.54	669.14	652.28	668.64	12.50
P-02			10+10.00	12.77	681.20	663.60	669.20	652.32	668.70	12.50
P-03			10+20.00	12.77	681.25	663.65	669.25	652.35	668.75	12.50
P-04			10+28.33	12.77	681.28	663.68	669.28	652.38	668.78	12.50
P-05			10+37.50	12.77	681.30	663.70	669.30	652.48	668.80	12.50
P-06			10+46.67	12.77	681.31	663.71	669.31	652.53	668.81	12.50
P-07			10+55.00	12.77	681.31	663.71	669.31	652.58	668.81	12.50
P-08			10+65.00	12.77	681.29	663.69	669.29	652.58	668.79	12.50
P-09			10+75.00	12.77	681.27	663.67	669.27	652.53	668.77	12.50
P-10			10+85.00	12.77	681.23	663.63	669.23	652.48	668.73	12.50
P-11			10+95.00	12.77	681.17	663.57	669.17	652.43	668.67	12.50
P-12			11+05.00	12.77	681.11	663.51	669.11	652.38	668.61	12.50
P-13			11+14.00	12.77	681.04	663.44	669.04	652.29	668.54	12.50
P-14			11+25.00	12.77	680.93	663.33	668.93	652.18	668.43	12.50
P-15			11+36.00	12.77	680.82	663.22	668.82	652.10	668.32	12.50
P-16			11+45.00	12.77	680.71	663.11	668.71	652.07	668.21	12.50
P-17			11+55.00	12.77	680.58	662.98	668.58	652.03	668.08	12.50
P-18			11+65.00	12.77	680.43	662.83	668.43	652.00	667.93	12.50
P-19			11+75.00	12.77	680.27	662.67	668.27	651.99	667.77	12.50
P-20			11+85.00	12.77	680.10	662.50	668.10	651.93	667.60	12.50
P-21			11+95.00	12.77	679.91	662.31	667.91	651.81	667.41	12.50
P-22			12+04.00	12.77	679.73	662.13	667.73	651.65	667.23	12.50
P-23			12+15.00	12.77	679.50	661.90	667.50	651.55	667.00	12.50
P-24			12+26.00	12.77	679.25	661.65	667.25	651.46	666.75	12.50
P-25			12+35.00	12.77	679.03	661.43	667.03	651.39	666.53	12.50
P-26			12+45.00	12.77	678.78	661.18	666.78	651.36	666.28	12.50
P-27			12+55.00	12.77	678.51	660.91	666.51	651.33	666.01	12.50
P-28			12+65.00	12.77	678.24	660.64	666.24	651.29	665.74	12.50
P-29			12+75.00	12.77	677.97	660.37	665.97	651.27	665.47	12.50
P-30			12+85.00	12.77	677.70	660.10	665.70	651.24	665.20	12.50
P-31			12+94.00	12.77	677.45	659.85	665.45	651.22	664.95	12.50
P-32			13+05.00	12.77	677.15	659.55	665.15	651.19	664.65	12.50
P-33			13+16.00	12.77	676.85	659.25	664.85	651.10	664.35	12.50
P-34			13+25.00	12.77	676.60	659.00	664.60	651.01	664.10	12.50
P-35			13+35.00	12.77	676.33	658.73	664.33	650.93	663.83	12.50
P-36			13+45.00	12.77	676.06	658.46	664.06	650.88	663.56	12.50
P-37			13+55.00	12.77	675.79	658.19	663.79	650.84	663.29	12.50
P-38			13+65.00	12.77	675.51	657.91	663.51	650.81	663.01	12.50
P-39			13+75.00	12.77	675.24	657.64	663.24	650.78	662.74	12.50
P-40			13+84.00	12.77	674.99	657.39	662.99	650.74	662.49	12.50
P-41			13+95.00	12.77	674.69	657.09	662.69	650.72	662.19	12.50
P-42			14+06.00	12.77	674.39	656.79	662.39	650.67	661.89	12.50
P-43			14+15.00	12.77	674.15	656.55	662.15	650.61	661.65	12.50
P-44			14+25.00	12.77	673.88	656.28	661.88	650.54	661.38	12.50
P-45			14+35.00	12.77	673.60	656.00	661.60	650.49	661.10	12.50
P-46			14+45.00	12.77	673.33	655.73	661.33	650.43	660.83	12.50
P-47			14+55.00	12.77	673.07	655.47	661.07	650.36	660.57	12.50
P-48			14+65.00	12.77	672.81	655.21	660.81	650.29	660.31	12.50
P-49			14+74.00	12.77	672.57	654.97	660.57	650.26	660.07	12.50
P-50			14+85.00	12.77	672.30	654.70	660.30	650.24	659.80	12.50
P-51			14+96.00	12.77	672.03	654.43	660.03	650.19	659.53	12.50
P-52			15+05.00	12.77	671.81	654.21	659.81	650.14	659.31	12.50
P-53			15+15.00	12.77	671.57	653.97	659.57	650.09	659.07	12.50
P-54			15+25.00	12.77	671.34	653.74	659.34	650.13	658.84	12.50
P-55			15+35.00	12.77	671.11	653.51	659.11	650.19	658.61	12.50
P-56			15+45.00	12.77	670.88	653.28	658.88	650.12	658.38	12.50
P-57			15+55.00	12.77	670.66	653.06	658.66	650.19	658.16	12.50
P-58			15+64.00	12.77	670.47	652.87	658.47	650.33	657.97	12.50
P-59			15+75.00	12.77	670.24	652.64	658.24	650.40	657.74	12.50
P-60			15+86.00	12.77	670.01	652.41	658.01	650.38	657.51	12.50
P-61			15+95.00	12.77	669.83	652.23	657.83	650.25	657.33	12.50
P-62			16+05.00	12.77	669.64	652.04	657.64	650.28	657.14	12.50
P-63			16+15.00	12.77	669.44	651.84	657.44	650.54	656.94	12.50
P-64			16+25.00	12.77	669.26	651.66	657.26	650.47	656.76	12.50
P-65			16+35.00	12.77	669.08	651.48	657.08	650.41	656.58	12.50
P-66			16+45.00	12.77	668.90	651.30	656.90	650.30	656.40	12.50
P-67			16+54.00	12.77	668.74	651.14	656.74	650.12	656.24	12.50
P-68			16+65.00	12.77	668.56	650.96	656.56	649.50	656.06	12.50
P-69			16+76.00	12.77	668.38	650.78	656.38	648.82	655.88	12.50
P-70			16+85.00	12.77	668.23	650.63	656.23	648.56	655.73	12.50
P-71			16+95.00	12.77	668.08	650.48	656.08	648.40	655.58	12.50
P-72	176+94.67	86.30			667.93	650.33	655.93	648.24	655.43	12.50
P-73	176+84.70	86.10			667.80	650.20	655.80	649.19	655.30	12.50
P-74	176+74.70	85.90			667.68	650.08	655.68	649.05	655.18	12.50
P-75	176+64.70	85.70			667.55	649.95	655.55	648.92	655.05	12.50
P-76	176+55.70	85.52			667.44	649.84	655.44	648.80	654.94	12.50
P-77	176+44.70	85.30			667.30	649.70	655.30	648.65	654.80	12.50
P-78	176+33.71	85.08			667.16	649.56	655.16	648.50	654.66	12.50
P-79	176+24.71	84.90			667.04	649.44	655.04	648.42	654.54	12.50
P-80	176+14.71	84.70			666.92	649.32	654.92	648.40	654.42	12.50
P-81	176+04.71	84.50			666.79	649.19	654.79	648.38	654.29	12.50

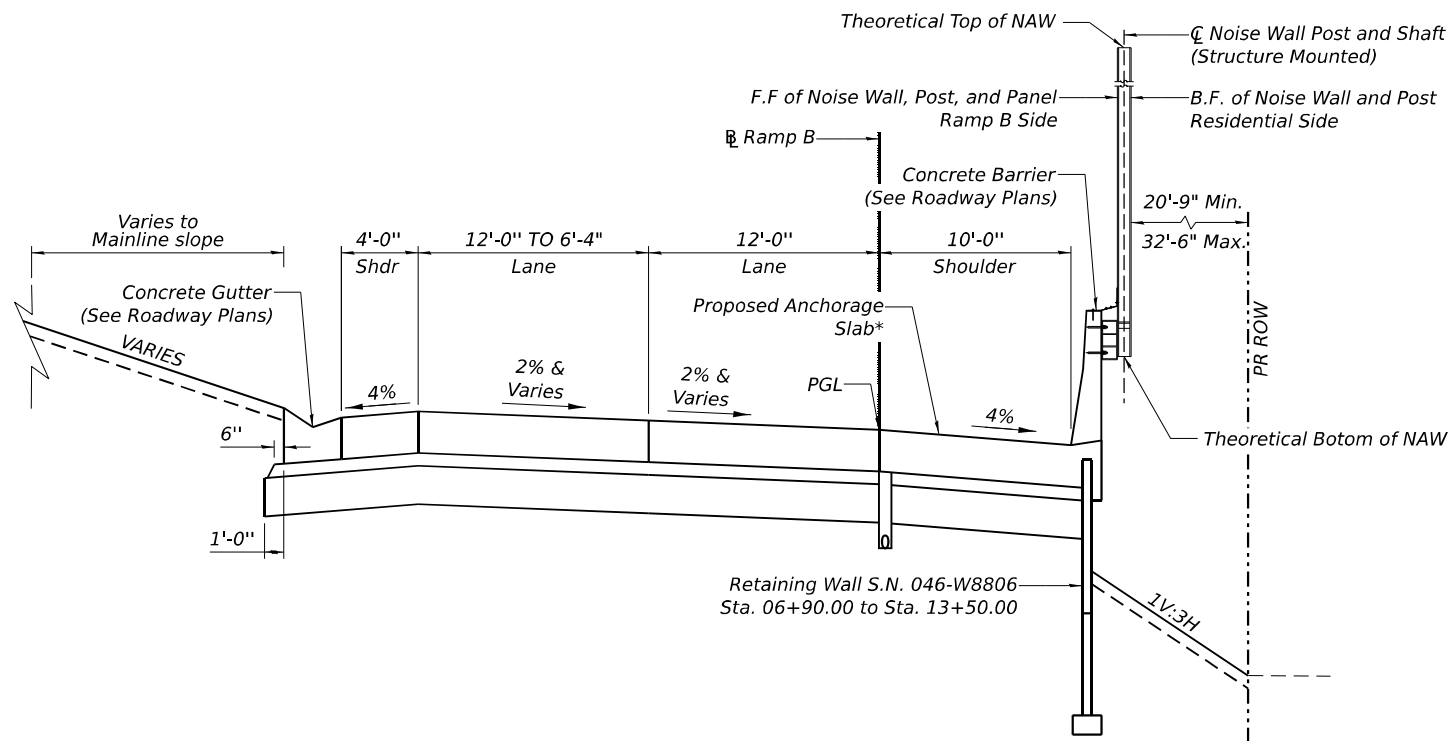


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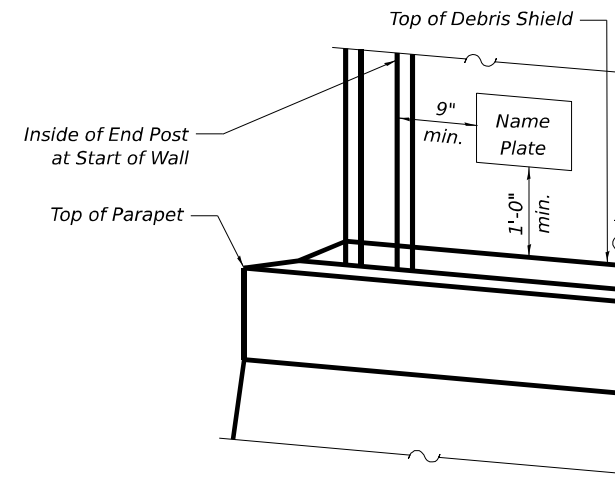
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APPROVED	- TH
DRAWN	- LS
CHECKED	- TH

REVISED	-
REVISED	-
REVISED	-
REVISED	-

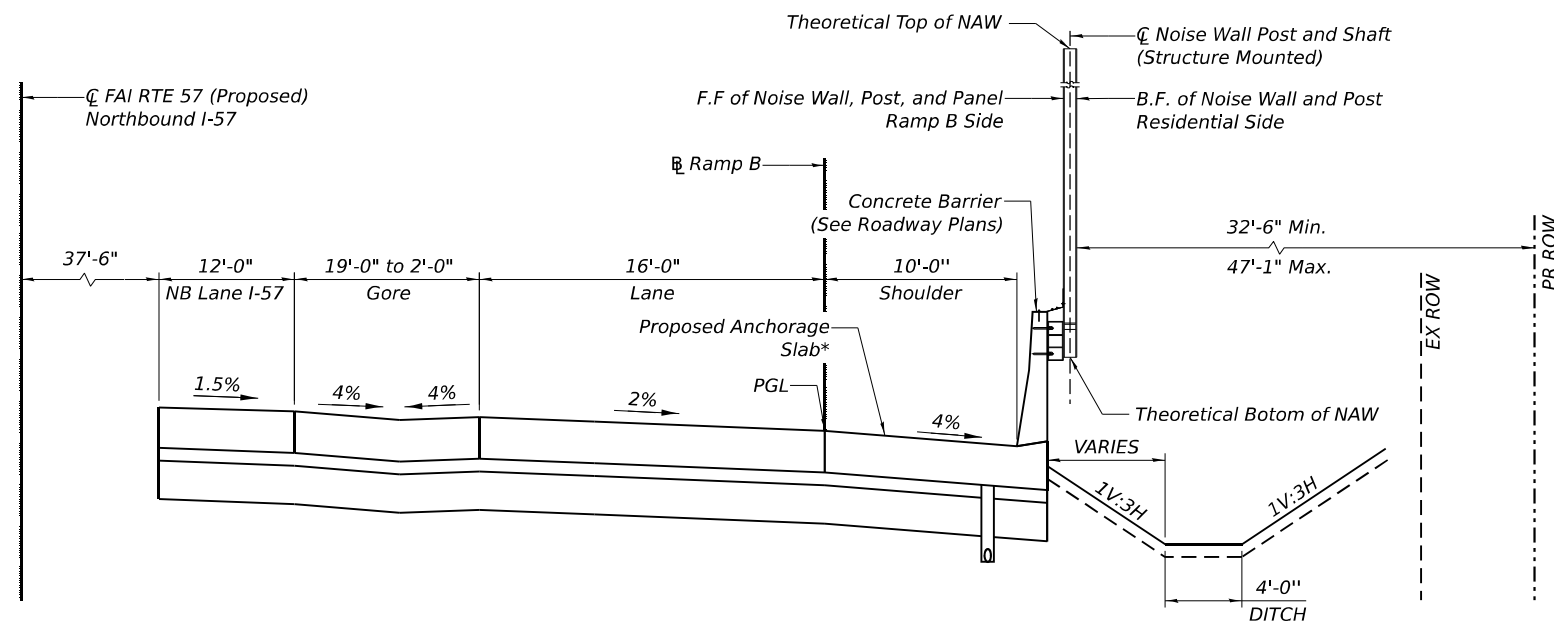
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TYPICAL SECTION AT RAMP B
Sta. 10+00.00 LT to Sta. 13+65.28 LT



NAME PLATE LOCATION
(Name plate shall be placed on the I-57 side of the wall.)



TYPICAL SECTION AT RAMP B
Sta. 13+65.28 LT to Sta. 18+00.00 LT

NOISE ABATEMENT WALL
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. 10+00.00 TO STA. 18+00.00
STRUCTURE NO. 046-N5744

NAME PLATE
See Std. 515001

* For additional information on proposed anchorage slab, see Ramp B Retaining Wall (SN 046-W8806) sheets 758 thru 776. For additional information on proposed anchorage slab details between Sta. 13+50 and Sta. 18+00, see Sheet 769.

MODEL: 2D SHEET 11
FILE NAME: C:\P\WORK\EXP\24\BENTLEY\COM\EXP\24\W8806\3-SHT-403-DET02.DGN



USER NAME = ERWINCC	DESIGNED - TH	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	APPROVED - TH	REVISED -
PLOT DATE = 6/24/2026	DRAWN - LS	REVISED -
	CHECKED - TH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5744 (NOISE WALL F)
NOISE WALL DETAILS 2

SHEET F-3 OF F-5 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	874
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



3/8" Ø Stainless steel bolts
w/ washers and nuts. Provide
brass grommet in elastomeric
flap.

6" 6"

1/8" Elastomeric flap splice
with 1/4" x 2" galvanized
steel plate (full length of
elastomeric splice.)

1/8"
typ.

1/4" x 2" Galvanized plate
(full length of panel to
within 1" of post flange)

C post and elastomeric flap splice

L **C**
SECTION B-B



1. Cost of debris shield, brackets, posts and panels is included with Noise Abatement Wall, Structure Mounted.
2. For Anchorage Slab Plan and Details see Sheets SB-1 to SB-19.

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

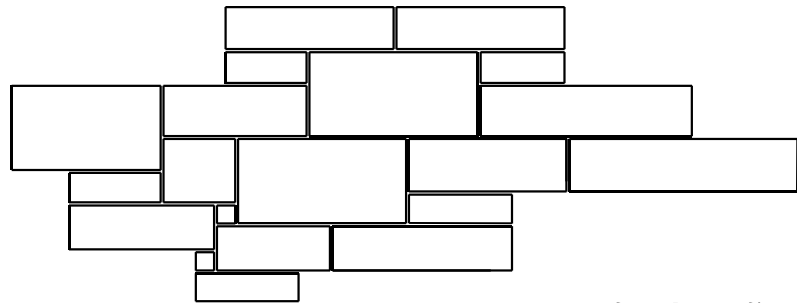
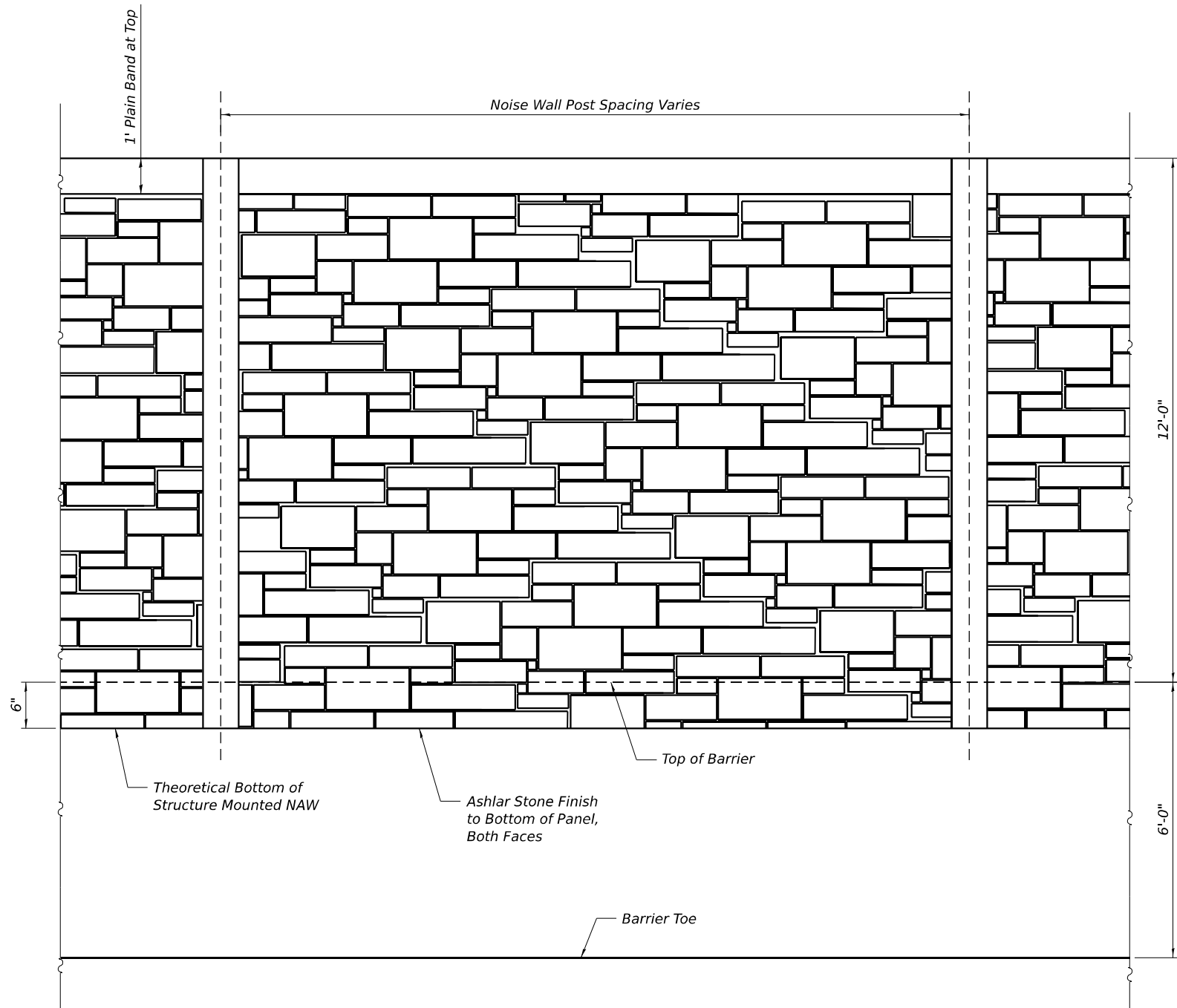
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5744 (NOISE WALL F)
NOISE WALL DETAILS 3

SHEET F-4 OF F-5 SHEETS

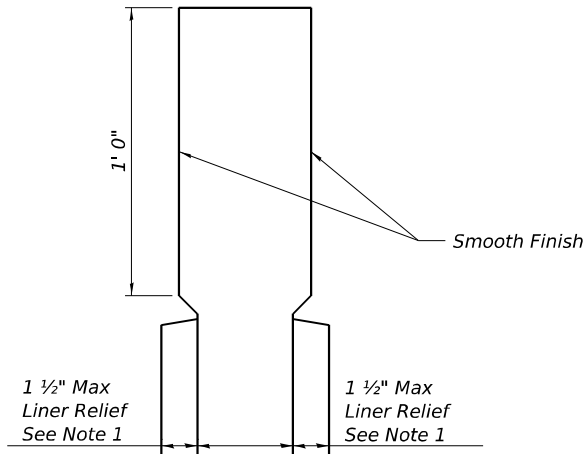
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	875
CONTRACT NO. 66863				
	ILLINOIS	FED. AID PROJECT		

NOTE:
1. Each side of the noise wall panels shall have a rolled ashlar stone finish. The finish shall have a ¾" relief for noise abatement wall, structure mounted. The color of both sides of the panels, plain band, posts and all other visible elements shall be in accordance with Special Provision Coloring of Noise Abatement Walls.



Stone Pattern Sizes:
3" X 3" - 14" X 28"

ENLARGED PATTERN DETAIL



ENLARGED CAP DETAIL

MODEL: 2D SHEET 11
FILE NAME: C:\PW\WORK\EXP\N\BENTLEY.COM\EXP\N\W401.D0283591E-046N5744-566863-SHT-005-DET04.DGN



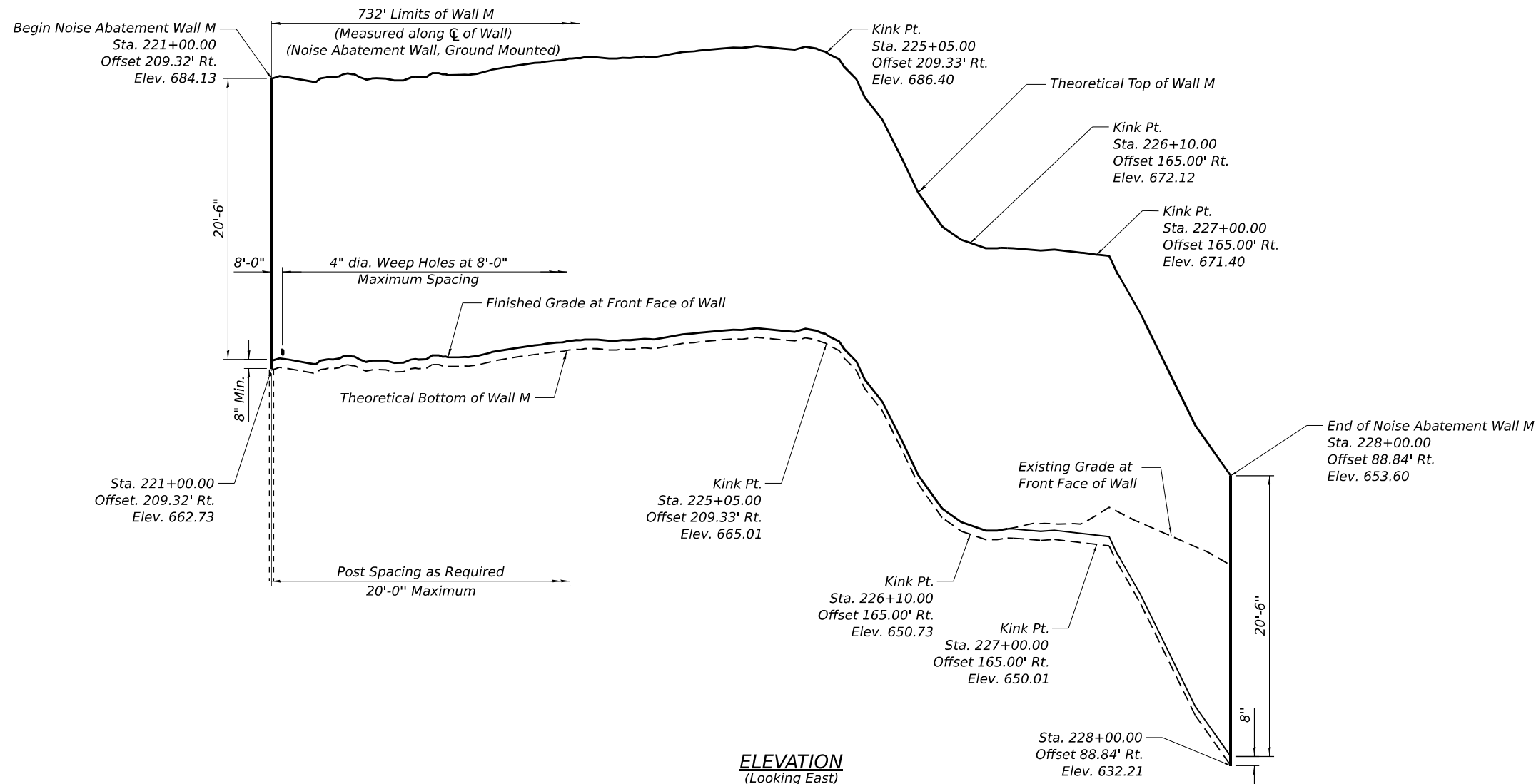
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PLOT DATE	= 6/24/2026	CHECKED -	TH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

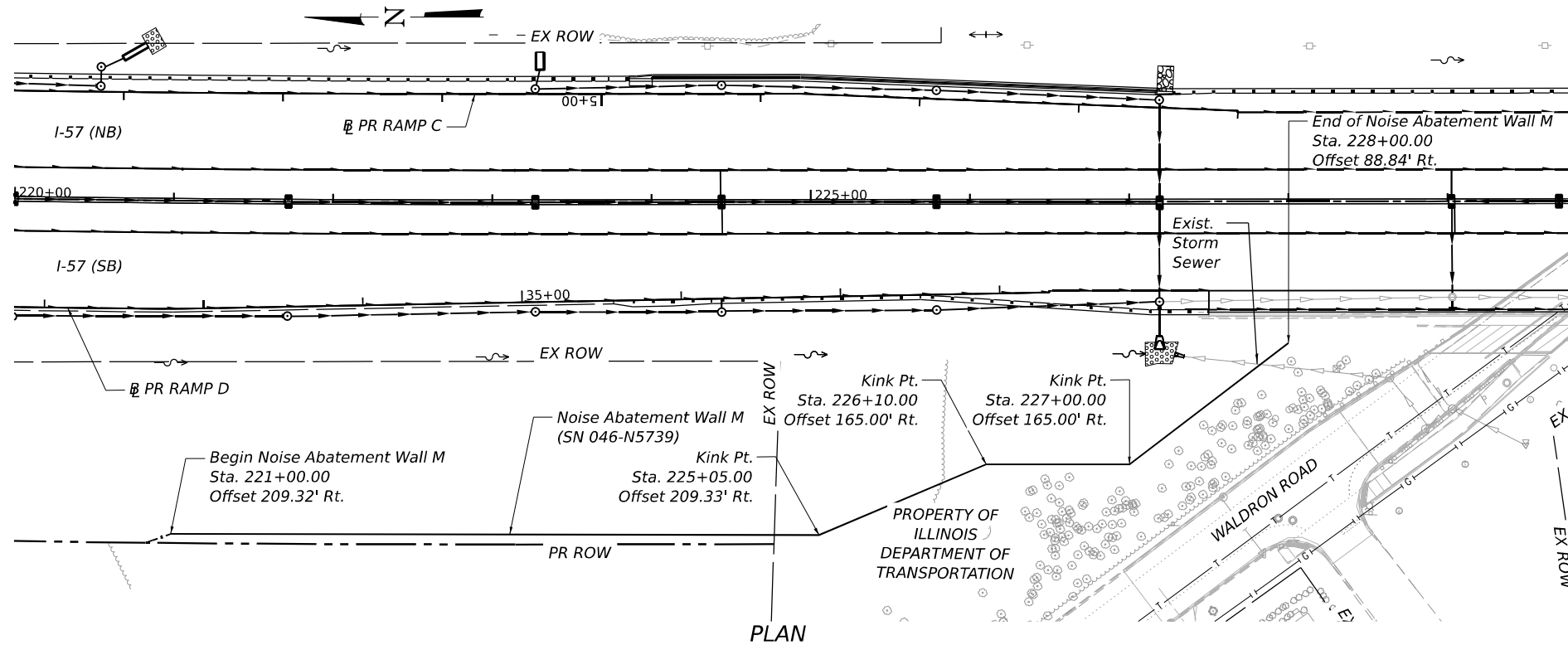
SN 046-N5744 (NOISE WALL F)
NOISE WALL DETAILS 4

SHEET F-5 OF F-5 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	876
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



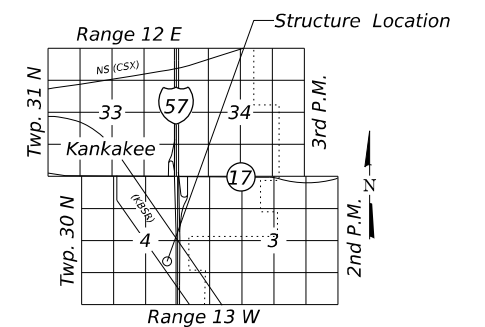
ELEVATION
(Looking East)



PLAN

NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet M-2.
2. For additional notes and legend, see Sheet M-2.



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL ALONG I-57
F.A.I. RTE. 57 SEC. (46-3)R,HBK-1&[(46-3)HB-5]HB-1
KANKAKEE COUNTY
STA. 221+00.00 TO STA. 228+00.00
STRUCTURE NO. 046-N5739 (NOISE WALL M)

MODEL: 2D SHEET 11
FILE NAME: C:\P\WORK\EXP\24\BENTLEY\COM\EXP\24\01\00\046-N5739-066863-SHT-001-GPEL1.DGN



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5739 (NOISE WALL M)
GENERAL PLAN AND ELEVATION

SHEET M-1 OF M-4 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	877
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor. Spacing shall not exceed 20 ft.
2. Contractor shall verify location of existing utilities prior to construction. Contractor shall locate drilled shafts to provide at least 5 feet clearance to existing and proposed underground utilities. Damage to any utilities shall be repaired by the Contractor at no additional cost to the Department.
3. Contractor shall follow the requirements of Special Provision "Noise Abatement Wall, Ground Mounted" for material fabrication, construction and erection of the proposed Noise Abatement Wall.
4. Wall stations and offsets are measured relative to CL I-57 and are measured to the centerline of wall.
5. Contractor shall provide Ashlar Stone Finish on both sides of the Noise Abatement Wall. For details see sheet M-4.
6. Any rock excavation required for noise wall construction will not be paid for separately and will be included with Noise Abatement Wall, Ground Mounted. Based on the estimated top of rock elevations in the soil boring logs, rock excavation will only be required for construction of the drilled shafts.
7. 4 Inch diameter weep holes shall be provided at ground level in the bottom panels of the wall at a spacing of 8 ft.
8. When designing the shaft foundation dimensions, the contractor shall assume an effective unit weight of 70 pcf, a friction angle of 30°and a cohesion intercept of 0 ksf.
9. NAW denotes Noise Abatement Wall.
10. B.F. denotes Back Face.
11. F.F. denotes Front Face.

CURVE DATA

PR CURVE PR_I57-3
PI STA = 221+05.20
 $\Delta = 01^{\circ}11'49"$ (LT)
 $D = 00^{\circ}17'11"$
 $R = 20,000.00'$
 $T = 208.93'$
 $L = 417.84'$
 $E = 1.09'$
PC STA = 218+96.28
PT STA = 223+14.11

DESIGN STRESSES

FIELD UNITS

$f_c = 4,000 \text{ psi}$
 $f_y = 60,000 \text{ psi}$ (Reinforcement)
 $f_y = 50,000 \text{ psi}$ (Struct. Steel, M270 Grade 50, posts)
 $f_y = 36,000 \text{ psi}$ (Struct. Steel, M270 Grade 36, all other structural steel)

PRECAST UNITS

$f_c = 4,500 \text{ psi}$
 $f_y = 60,000 \text{ psi}$ (Reinforcement)
 $f_y = 65,000 \text{ psi}$ (Welded Wire Reinforcement)

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design
Specifications, 9th Edition

DESIGN LOADS

Factored Strength III or V Wind: 35 psf
Factored Service I Wind: 15 psf

*Max. Factored Service I active earth pressure: 350 psf
(based on equivalent fluid pressure of 55 psf)
*Factored Service I live load surcharge load: 110 psf

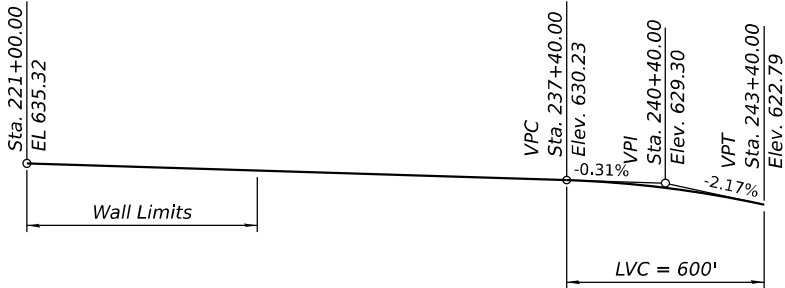
*The noise wall will retain a variable fill height (minimum 8")
that will depend upon panel length or post spacing and shall
be designed for the given earth pressures.

INDEX OF SHEETS

M-1 General Plan and Elevation
M-2 Noise Wall Details 1
M-3 Noise Wall Details 2
M-4 Noise Wall Details 3

LEGEND

	Exist. Underground Telephone
	Exist. Underground Electric
	Exist. Underground Gas
	Exist. Underground Fiber Optic
	Exist. Underground Cable TV
	Exist. Underground Water
	Exist. Underground Oil
	Exist. Access Control and ROW
	Exist. Aerial Line
	Exist. Guardrail
	Exist. Storm Sewer
	Exist. Lighting
	Prop. Access Control and ROW Fence
	Prop. Guardrail
	Prop. Storm Sewer
	Prop. Temporary Easement
	Prop. Permanent Easement
	Prop. Underdrain
	Prop. Drainage
	Prop. Drainage Flow
	Prop. Lighting
	Boring



PROFILE GRADE I-57

(Proposed F.A.I. 57 NB & SB)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	15,660

NOISE REDUCTION DATA

Noise Wall	Noise Wall Str. No.	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
M	046-N5739	I-57 face	221+00.00	228+00.00	Reflective - 0.8 min.	-
		residential face			Reflective - 0.8 min.	-

NOISE WALL DATA TABLE

Station	Offset (Rt.) to CL of Wall (ft)	Theoretical Top of NAW Elev.	I-57 Profile Elev.	Finished Grade Elev. at Front Face of NAW	Finished Grade Elev. at Back Face of NAW	Existing Grade Elev. at Front Face of NAW	Theoretical Bottom of NAW Elev.	Theoretical Wall Height (ft)
221+00.00	209.33	684.13	635.31	663.63	663.40	662.85	662.73	21.39
221+50.00	209.33	684.31	635.16	663.81	663.59	663.03	662.92	21.39
222+00.00	209.33	684.13	635.00	663.63	663.41	662.85	662.74	21.39
222+50.00	209.33	684.47	634.85	663.97	663.75	663.20	663.08	21.39
223+00.00	209.33	685.35	634.69	664.85	664.63	664.07	663.96	21.39
223+50.00	209.33	685.58	634.54	665.08	664.86	664.30	664.19	21.39
224+00.00	209.33	686.06	634.38	665.56	665.34	664.78	664.67	21.39
224+50.00	209.33	686.44	634.23	665.94	665.72	665.17	665.05	21.39
225+00.00	209.33	686.21	634.07	665.71	665.49	664.94	664.82	21.39
225+05.00	209.33	686.40	634.06	665.90	665.68	664.75	665.01	21.39
225+50.00	186.14	680.29	633.92	659.79	659.57	659.02	658.90	21.39
226+00.00	168.52	672.58	633.76	652.08	651.86	651.30	651.19	21.39
226+10.00	165.00	672.12	633.73	651.62	651.40	650.84	650.73	21.39
226+50.00	165.00	671.77	633.61	651.27	651.04	650.49	650.37	21.39
227+00.00	165.00	671.40	633.45	650.90	650.68	650.13	650.01	21.39
227+50.00	126.92	663.83	633.30	643.33	643.10	650.99	642.43	21.39
228+00.00	88.84	653.60	633.14	633.10	632.88	648.59	632.21	21.39

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PLOT DATE	= 6/24/2026

DESIGNED	-	TH
APPROVED	-	TH
DRAWN	-	LS
CHECKED	-	TH

REVISED	-
REVISED	-
REVISED	-
REVISED	-

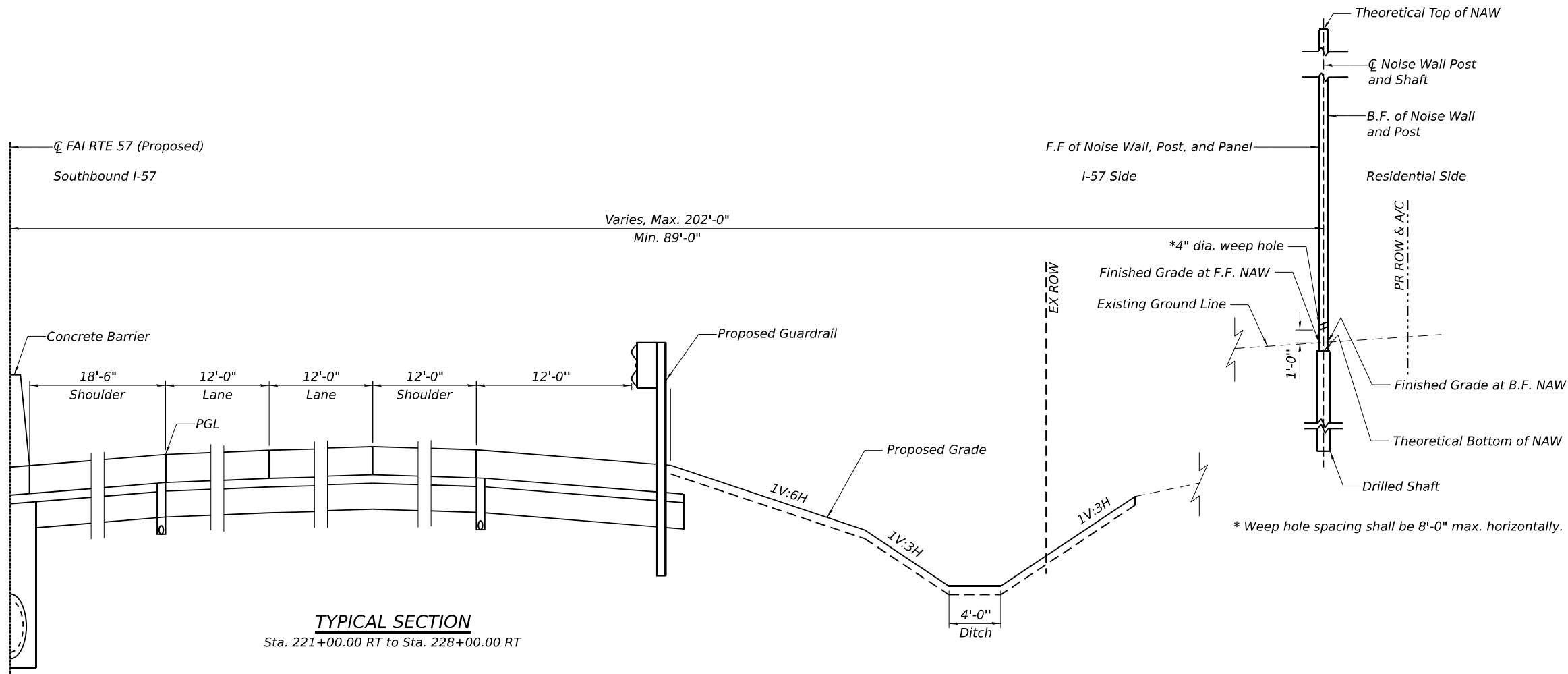
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5739 (NOISE WALL M)
NOISE WALL DETAILS 1

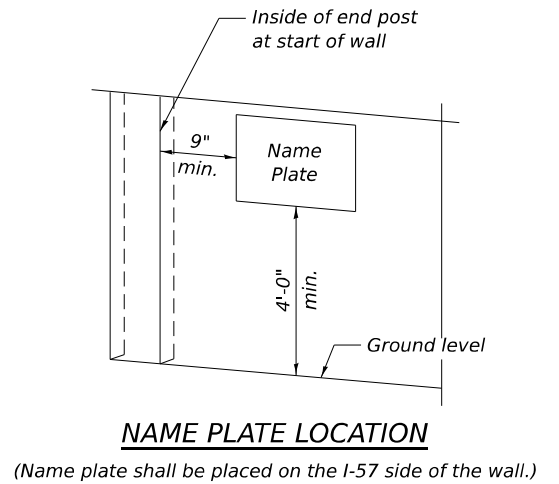
SHEET M-2 OF M-4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	878
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

MODEL: 2D SHEET 11
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TYPICAL SECTION
Sta. 221+00.00 RT to Sta. 228+00.00 RT



NOISE ABATEMENT WALL
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. 221+00.00 TO STA. 228+00.00
STRUCTURE NO. 046-N5739

NAME PLATE
See Std. 515001



USER NAME =	JOHNSOHB	DESIGNED -	TH	REVISED -	
		APPROVED -	TH	REVISED -	
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PLOT DATE =	6/24/2026	CHECKED -	TH	REVISED -	

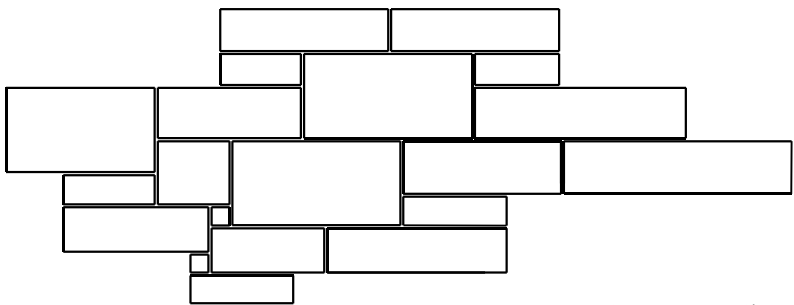
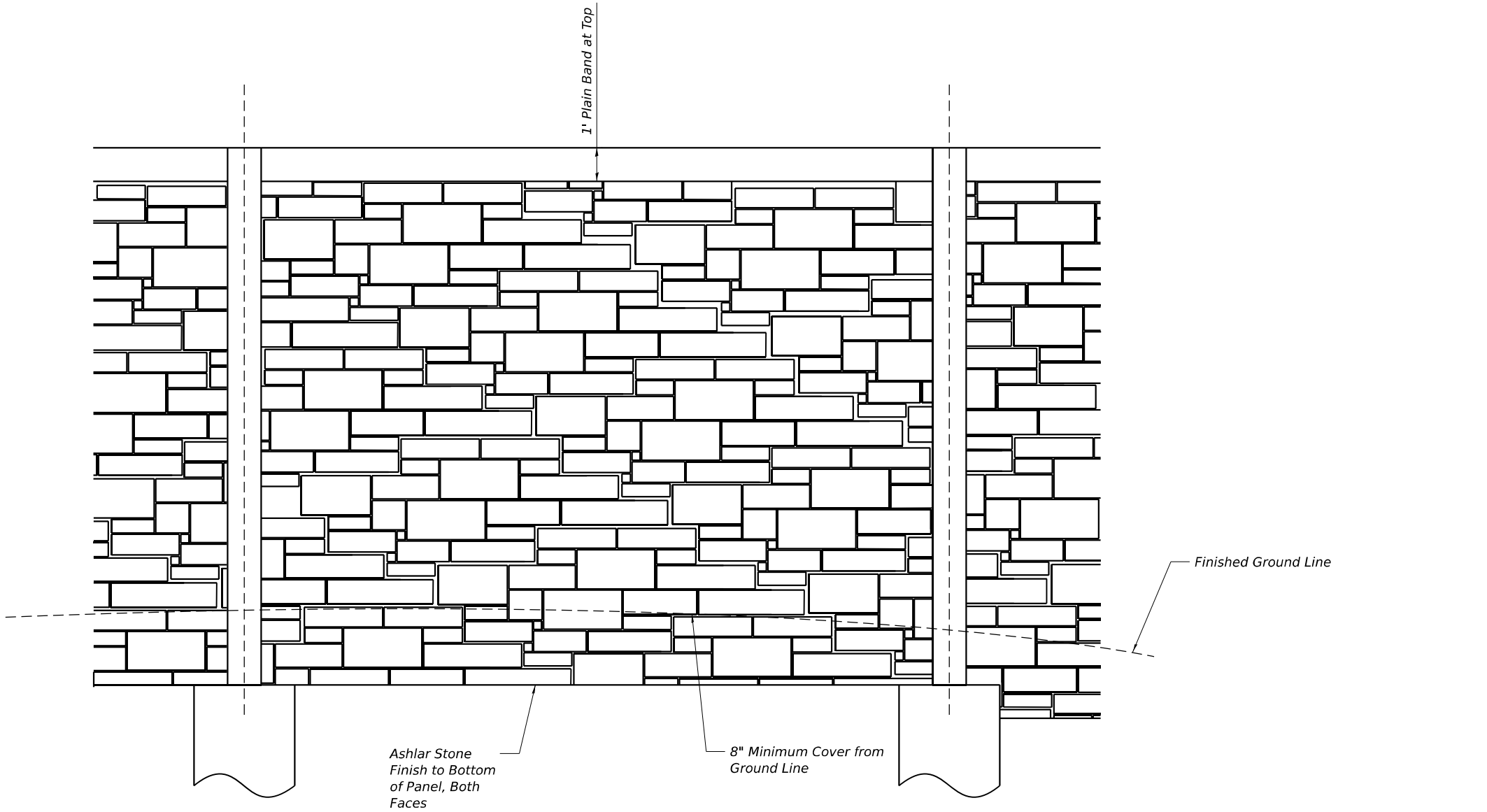
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 046-N5739 (NOISE WALL M)
NOISE WALL DETAILS 2

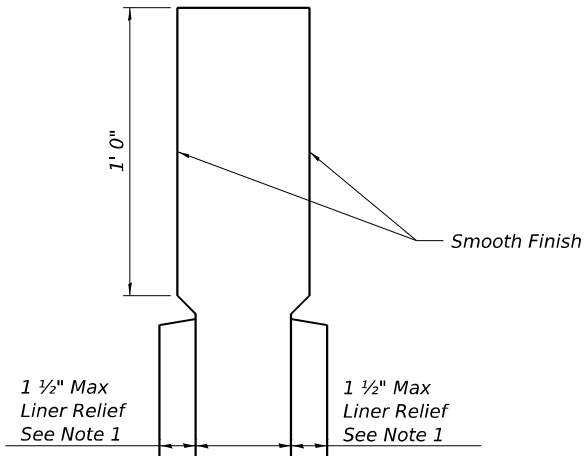
SHEET M-3 OF M-4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R, HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	879
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

NOTE:
1. Each side of the noise wall panels shall have a rolled ashlar stone finish. The finish shall have a 1 ½" relief for noise abatement wall, ground mounted. The color of both sides of the panels, plain band, posts and all other visible elements shall be in accordance with Special Provision Coloring of Noise Abatement Walls.



ENLARGED PATTERN DETAIL



ENLARGED CAP DETAIL

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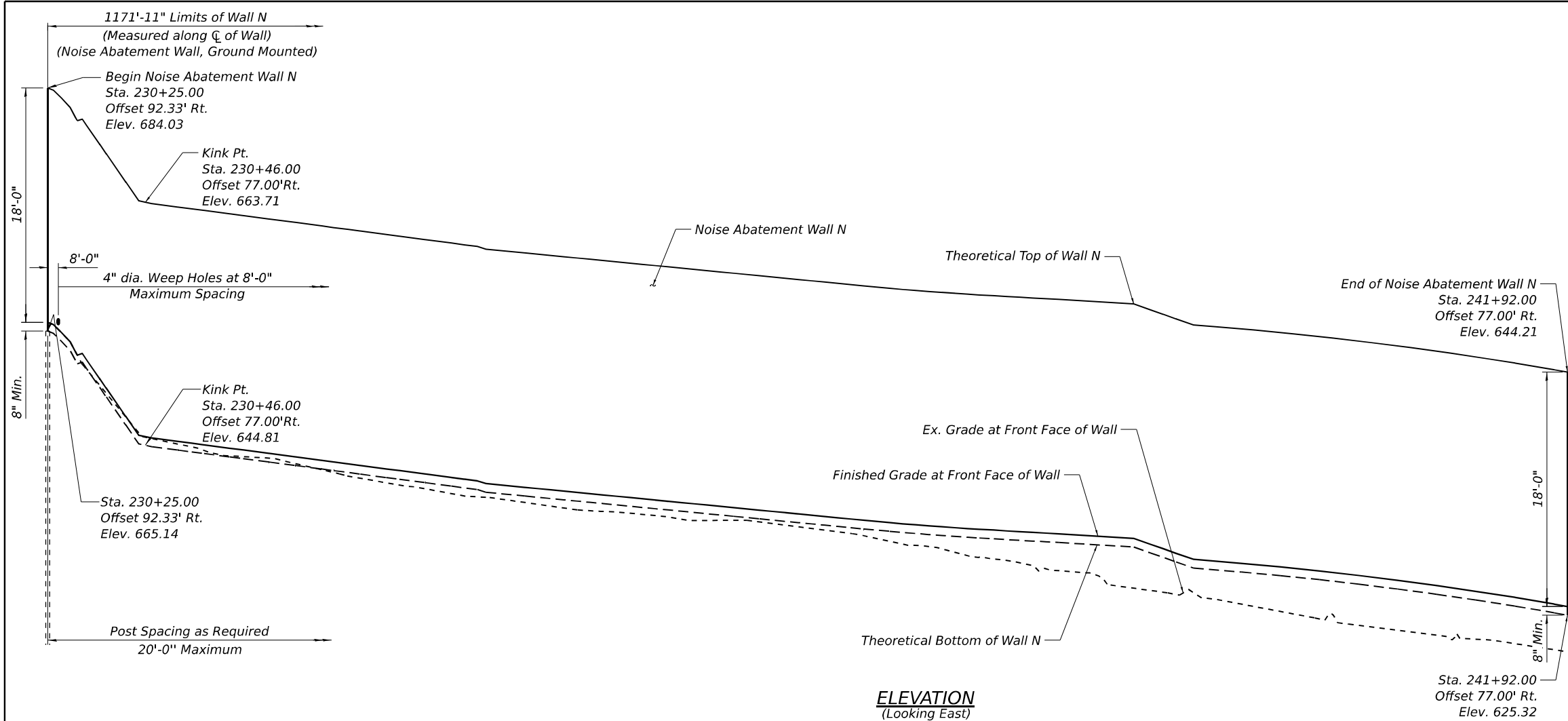
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PLOT DATE	= 6/24/2026	CHECKED -	TH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

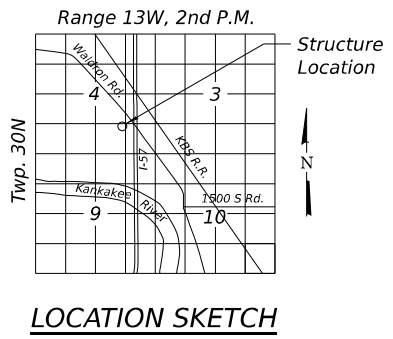
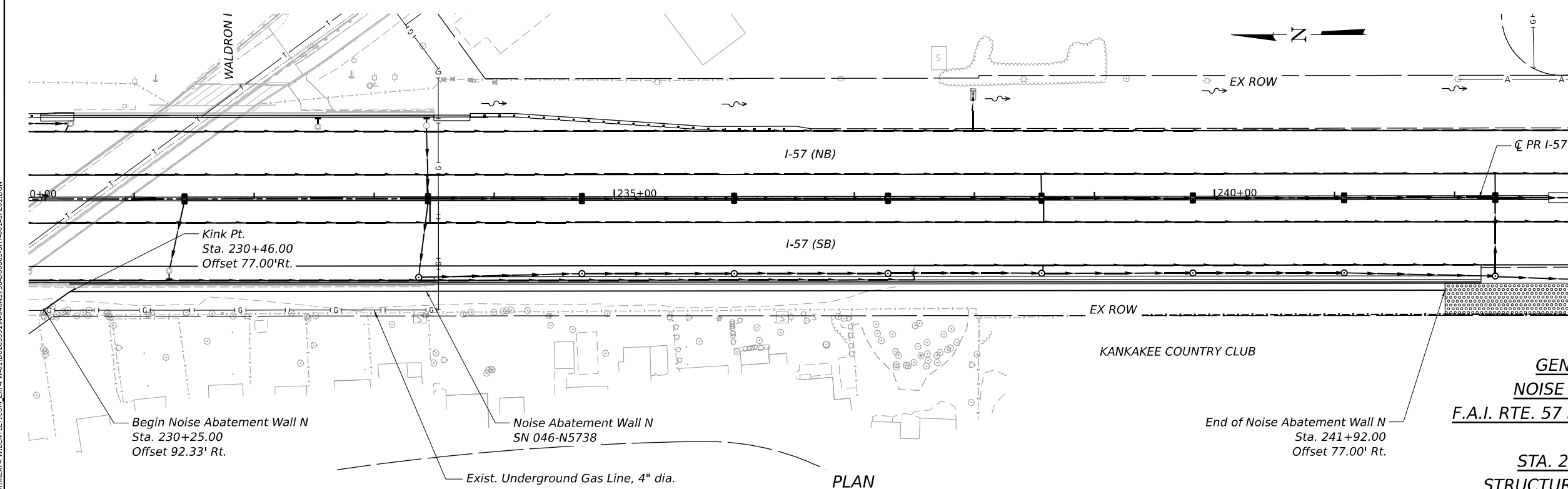
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NOISE WALL DETAILS 3

SHEET M-4 OF M-4 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	880
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



- NOTES:**
1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet N-2.
 2. For additional notes and legend, see Sheet N-2.



**GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL ALONG I-57
F.A.I. RTE. 57 SEC. (46-3)R,HBK-1&[(46-3)HB-5]HB-1
KANKAKEE COUNTY
STA. 230+25.00 TO STA. 241+92.00
STRUCTURE NO. 046-N5738 (NOISE WALL N)**

MODEL: 2D SHEET 11
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		APPROVED -	TH	REVISED -	
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PLOT DATE =	6/24/2026	CHECKED -	TH	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SN 046-N5738 (NOISE WALL N)
GENERAL PLAN AND ELEVATION**

SHEET N-1 OF N-4 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	881
CONTRACT NO. 66863				

ILLINOIS FED. AID PROJECT

1. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor. Spacing shall not exceed 20 ft.
2. Contractor shall verify location of existing utilities prior to construction. Contractor shall locate drilled shafts to provide at least 5 feet clearance to existing and proposed underground utilities. Damage to any utilities shall be repaired by the Contractor at no additional cost to the Department.
3. Contractor shall follow the requirements of Special Provision "Noise Abatement Wall, Ground Mounted" for material fabrication, construction and erection of the proposed Noise Abatement Wall.
4. Wall stations and offsets are measured relative to C/L-57 and are measured to the centerline of wall.
5. Contractor shall provide Ashlar Stone Finish on both sides of the Noise Abatement Wall. For details see sheet N-4.
6. Any rock excavation required for noise wall construction will not be paid for separately and will be included with Noise Abatement Wall Ground Mounted. Based on the estimated top of rock elevations in the soil boring logs, rock excavation will only be required for construction of the drilled shafts.
7. 4 Inch diameter weep holes shall be provided at ground level in the bottom panels of the wall at a spacing of 8 ft.
8. When designing the shaft foundation dimensions, the contractor shall assume an effective unit weight of 70 pcf, a friction angle of 30° and a cohesion intercept of 0 ksf.
9. NAW denotes Noise Abatement Wall.
10. B.F. denotes Back Face.
11. F.F. denotes Front Face.

N-1 General Plan and Elevation
N-2 Noise Wall Details 1
N-3 Noise Wall Details 2
N-4 Noise Wall Details 3

	Exist. Underground Telephone
	Exist. Underground Electric
	Exist. Underground Gas
	Exist. Underground Fiber Optic
	Exist. Underground Cable TV
	Exist. Underground Water
	Exist. Underground Oil
	Exist. Access Control and ROW
	Exist. Aerial Line
	Exist. Guardrail
	Exist. Storm Sewer
	Exist. Lighting
	Prop. Access Control and ROW Fence
	Prop. Guardrail
	Prop. Storm Sewer
	Prop. Temporary Easement
	Prop. Permanent Easement
	Prop. Underdrain
	Prop. Drainage
	Prop. Drainage Flow
	Prop. Lighting
	Boring

PR CURVE PR_157-3
PI STA = 221+05.20
 $\Delta = 01^{\circ}11'49''$ (LT)
 $D = 00^{\circ}17'11''$
 $R = 20,000.00'$
 $T = 208.93'$
 $L = 417.84'$
 $E = 1.09'$
PC STA = 218+96.28
PT STA = 223+14.11

FIELD UNITS

$f_c = 4,000 \text{ psi}$
 $f_y = 60,000 \text{ psi}$ (Reinforcement)
 $f_y = 50,000 \text{ psi}$ (Struct. Steel, M270 Grade 50, posts)
 $f_y = 36,000 \text{ psi}$ (Struct. Steel, M270 Grade 36, all other structural steel)

PRECAST UNITS

$f'_c = 4,500 \text{ psi}$
 $f_y = 60,000 \text{ psi (Reinforcement)}$
 $f_y = 65,000 \text{ psi (Welded Wire Reinforcement)}$

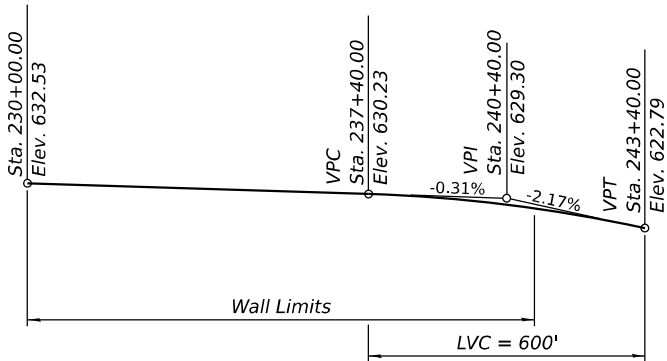
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

Factored Strength III or V Wind: 35 psf
Factored Service I Wind: 15 psf

*Max. Factored Service I active earth pressure: 350 psf
(based on equivalent fluid pressure of 55 psf)
*Factored Service I live load surcharge load: 110 psf

** The noise wall will retain a variable fill height (minimum 8") that will depend upon panel length or post spacing and shall be designed for the given earth pressures.*

(Proposed F.A.I. 57 NB & SB)



ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	22,140

Noise Wall	Noise Wall Str. No.	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
N	046-N5738	I-57 face	230+25.00	241+92.00	Reflective - 0.8 min.	-
		residential face			Reflective - 0.8 min.	-

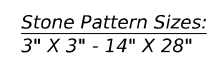
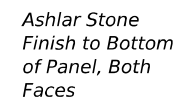
Station	Offset (Rt.) to C of Wall (ft)	Theoretical Top of NAW Elev.	I-57 Profile Elev.	Finished Grade Elev. at Front Face of NAW	Finished Grade Elev. at Back Face of NAW	Existing Grade Elev. at Front Face of NAW	Theoretical Bottom of NAW Elev.	Theoretical Wall Height (ft)
230+25.00	92.33	684.03	632.45	666.03	665.81	647.26	665.14	18.89
230+46.60	77.00	663.71	632.38	645.71	645.48	645.59	644.81	18.89
230+50.00	77.00	663.60	632.37	645.60	645.38	644.96	644.71	18.89
231+00.00	77.00	657.26	632.21	639.26	639.04	639.10	638.37	18.89
231+50.00	77.00	656.56	632.06	638.56	638.34	637.91	637.67	18.89
232+00.00	77.00	655.90	631.90	637.90	637.68	637.43	637.01	18.89
232+50.00	77.00	655.24	631.75	637.24	637.02	636.26	636.35	18.89
233+00.00	77.00	654.58	631.59	636.58	636.36	635.35	635.69	18.89
233+50.00	77.00	653.92	631.44	635.92	635.70	634.55	635.03	18.89
234+00.00	77.00	653.27	631.28	635.27	635.05	633.95	634.38	18.89
234+50.00	77.00	652.79	631.13	634.79	634.56	633.40	633.89	18.89
235+00.00	77.00	652.30	630.97	634.30	634.08	633.01	633.41	18.89
235+50.00	77.00	651.81	630.82	633.81	633.59	632.72	632.92	18.89
236+00.00	77.00	651.33	630.66	633.33	633.11	632.24	632.44	18.89
236+50.00	77.00	650.84	630.51	632.84	632.62	631.57	631.95	18.89
237+00.00	77.00	650.42	630.35	632.42	632.19	630.72	631.52	18.89
237+50.00	77.00	650.09	630.20	632.09	631.86	629.77	631.19	18.89
238+00.00	77.00	649.79	629.99	631.79	631.57	628.87	630.90	18.89
238+50.00	77.00	649.50	629.70	631.50	631.28	627.62	630.61	18.89
239+00.00	77.00	648.00	629.34	630.00	629.78	627.32	629.11	18.89
239+50.00	77.00	647.46	628.90	629.46	629.23	626.13	628.56	18.89
240+00.00	77.00	646.96	628.38	628.96	628.74	625.18	628.07	18.89
240+50.00	77.00	646.37	627.78	628.37	628.15	624.43	627.48	18.89
241+00.00	77.00	645.70	627.11	627.70	627.48	623.72	626.81	18.89
241+50.00	77.00	644.94	626.35	626.94	626.71	623.28	626.04	18.89
241+92.00	77.00	644.21	625.66	626.21	625.99	622.63	625.32	18.89



NOISE ABATEMENT WALL
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. 230+25.00 TO STA. 241+92.00
STRUCTURE NO. 046-N5738

NAME PLATE
See Std. 515001

1. Each side of the noise wall panels shall have a rolled ashlar stone finish. The finish shall have a 1 ½" relief for noise abatement wall, ground mounted. The color of both sides of the panels, plain band, posts and all other visible elements shall be in accordance with *Special Provision Coloring of Noise Abatement Walls*.



1' 0"

Smooth Finish

1 1/2" Max
Liner Relief
See Note 1

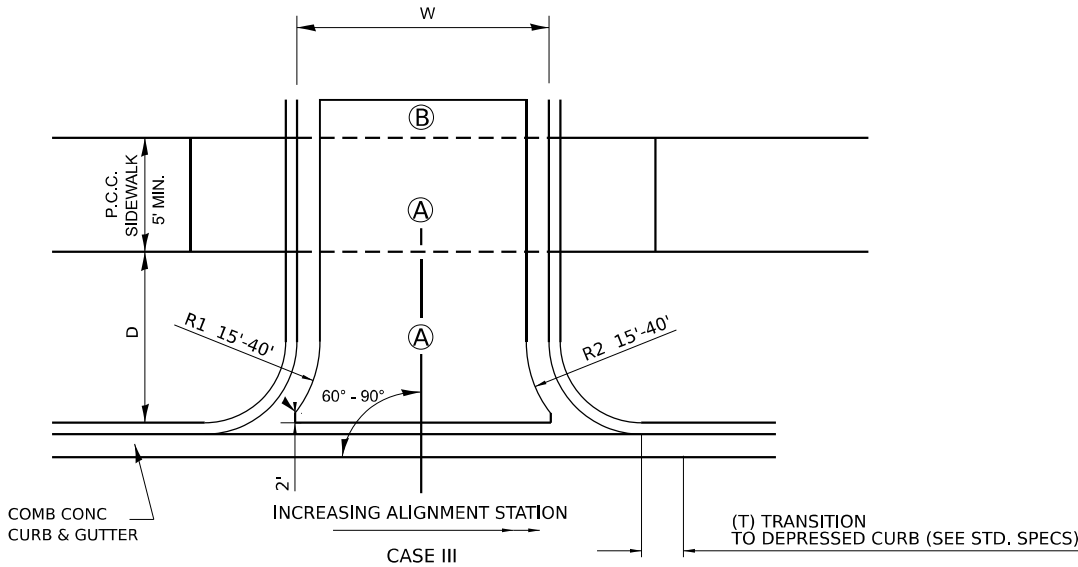
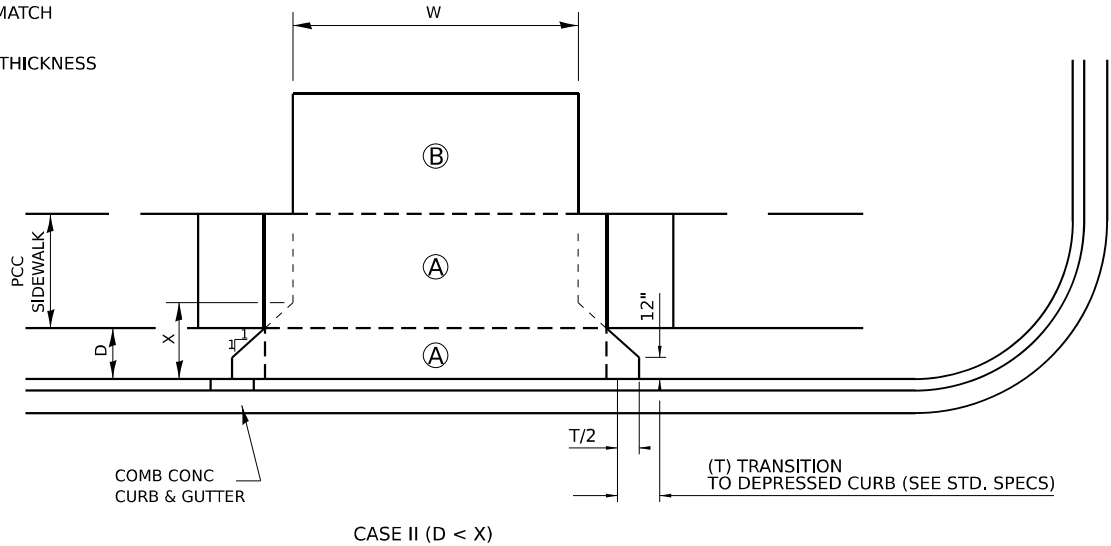
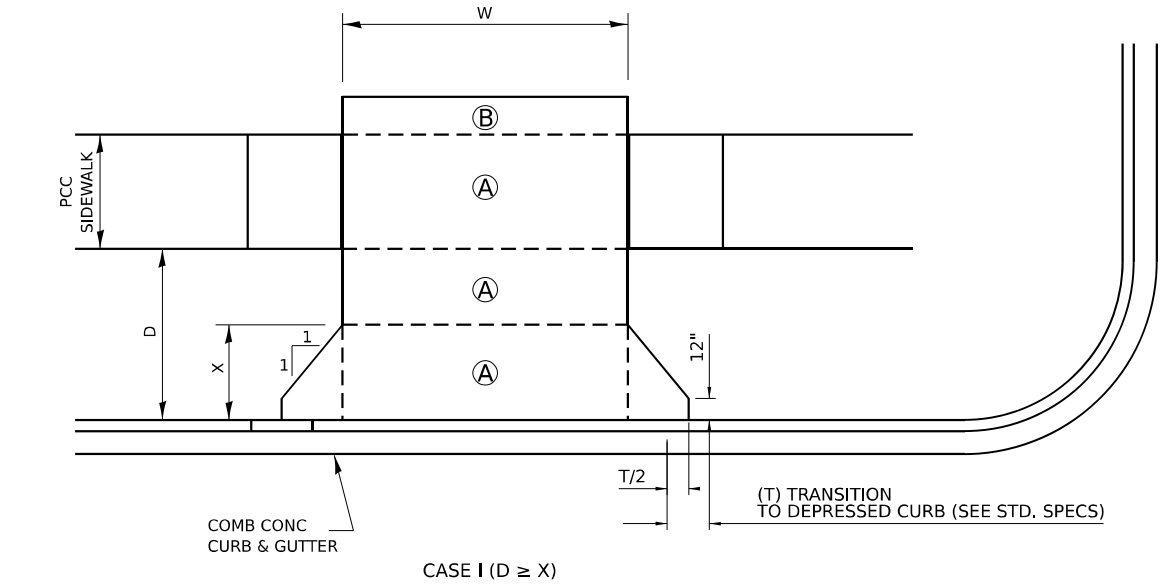
1 1/2" Max
Liner Relief
See Note 1

ENLARGED CAP DETAIL

DRIVEWAY SCHEDULE									
STREET	STATION	L/R	ENTRANCE	TYPE	RADII	WIDTH (W)	D	Ⓐ(NOTE 1)	Ⓑ(NOTE 2)
FAIRMONT AVE	20+80.21	R	HEAVY COMMERCIAL	CASE II	NOT APPLICABLE	25'	0'	PCC	PCC
IL ROUTE 17	120+28.66	L	HEAVY COMMERCIAL	CASE II	NOT APPLICABLE	35'	2'	PCC	PCC
IL ROUTE 17	123+39.03	L	COMMERCIAL	CASE II	NOT APPLICABLE	25'	0'	PCC	HMA
IL ROUTE 17	123+98.24	L	COMMERCIAL	CASE II	NOT APPLICABLE	30'	0'	PCC	HMA
IL ROUTE 17	125+27.96	L	COMMERCIAL	CASE II	NOT APPLICABLE	30'	0'	PCC	HMA
IL ROUTE 17	126+71.95	L	COMMERCIAL	CASE II	NOT APPLICABLE	30'	0'	PCC	HMA
IL ROUTE 17	120+66.70	R	COMMERCIAL	CASE III	R1=20'; R2=20'	30'	6.5'	PCC	PCC
IL ROUTE 17	121+64.53	R	COMMERCIAL	CASE III	SEE SHEET 451	30'	6.5'	PCC	PCC
IL ROUTE 17	122+56.12	R	COMMERCIAL	CASE III	SEE SHEET 451	30'	6.5'	PCC	PCC
IL ROUTE 17	124+19.57	R	COMMERCIAL	CASE III	R1=20'; R2=15'	24'	6.5'	PCC	HMA
IL ROUTE 17	124+85.47	R	COMMERCIAL	CASE III	SEE SHEET 451	35'	6.5'	PCC	NOTE 3
IL ROUTE 17	126+08.89	R	COMMERCIAL	CASE III	SEE SHEET 451	35'	6.5'	PCC	NOTE 3
IL ROUTE 17	128+13.21	R	COMMERCIAL	CASE III	R1=15'; R2=15'	30'	6.5'	PCC	HMA
N FRONTAGE RD	285+41.32	L	COMMERCIAL	CASE II	NOT APPLICABLE	30'	0'	PCC	PCC
N FRONTAGE RD	286+38.44	L	COMMERCIAL	CASE II	NOT APPLICABLE	18'	0'	PCC	HMA
N FRONTAGE RD	286+79.79	L	COMMERCIAL	CASE II	NOT APPLICABLE	12'	0'	PCC	HMA
N FRONTAGE RD	287+48.94	L	COMMERCIAL	CASE II	NOT APPLICABLE	12'	0'	PCC	PCC
N FRONTAGE RD	289+49.14	L	RESIDENTIAL	CASE II	NOT APPLICABLE	16'	0'	PCC	HMA
N FRONTAGE RD	291+18.29	L	COMMERCIAL	CASE II	NOT APPLICABLE	14'	0'	PCC	PCC
N FRONTAGE RD	296+06.64	L	COMMERCIAL	CASE II	NOT APPLICABLE	15'	0'	PCC	PCC
S FRONTAGE RD	184+95.00	R	COMMERCIAL	CASE II	NOT APPLICABLE	24'	2'	PCC	HMA
S FRONTAGE RD	186+53.93	R	COMMERCIAL	CASE III	SEE SHEET 454	28'	2'	PCC	HMA
S FRONTAGE RD	188+10.95	R	COMMERCIAL	CASE III	SEE SHEET 451	27	2'	PCC	HMA

NOTES

- PCC DRIVEWAY PAVEMENT SHALL BE:
-6" THICK FOR RESIDENTIAL AND LIGHT COMMERCIAL
-8" FOR HEAVY COMMERCIAL
- PAVEMENT REPLACEMENT BEYOND THE SIDEWALK SHALL MATCH THE EXISTING PAVEMENT MATERIAL.
-PCC PAVEMENT THICKNESS SHALL MATCH THE DRIVEWAY THICKNESS
-HMA PAVEMENT SHALL CONSIST OF:
2" INCIDENTAL HOT-MIX ASPHALT SURFACING
8" SUB-BASE GRANULAR MATERIAL, TYPE B
HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 6"
8" SUB-BASE GRANULAR MATERIAL, TYPE B
-



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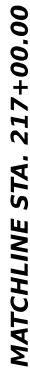
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PLOT DATE = 4/23/2026	DATE - 04/22/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
DRIVEWAY DETAILS PER D3 DETAIL 423-1

SCALE: SHEET . OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	885
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



USER NAME = SALASI	DESIGNED - RA	REVISED -
	DRAWN - RA	REVISED -
PLOT SCALE = 0.166666633 ' / IN.	CHECKED - DH	REVISED -
PLOT DATE = 4/23/2026	DATE - 04/22/2026	REVISED -

ROADWAY DETAILS

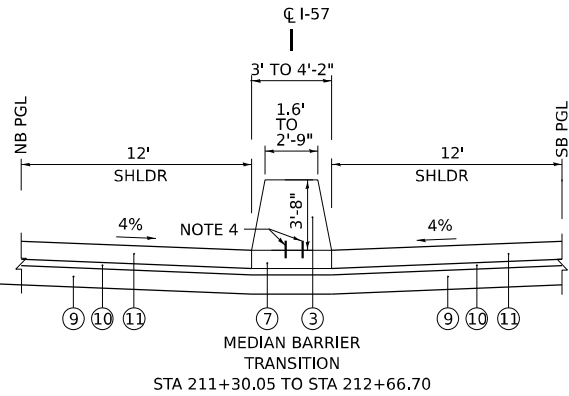
I-57 MEDIAN TRANSITION

SCALE:	SHEET .	OF	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	886
		CONTRACT NO. 66863		
ILLINOIS		FED. AID PROJECT		

- NOTES:
1. PLACE PJF ALONG FACE OF PIER AND CONSTRUCT CONCRETE BARRIER BASE (SPECIAL NO. 2) TO PJF. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE BARRIER BASE (SPECIAL NO. 2).
 2. PLACE PJF ALONG FACE OF PIER AND CONSTRUCT CONCRETE BARRIER, SINGLE FACE, 44 INCH HEIGHT TO PJF. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE BARRIER, SINGLE FACE, 44 INCH HEIGHT.
 3. PLACE PJF ALONG FACE OF PIER AND BACK OF CONCRETE BARRIER AND CONSTRUCT CLASS SI CONCRETE BETWEEN THE BARRIER BASE AND PIER. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CLASS SI CONCRETE.

I-57 AND KB&S RR PIER SECTIONS

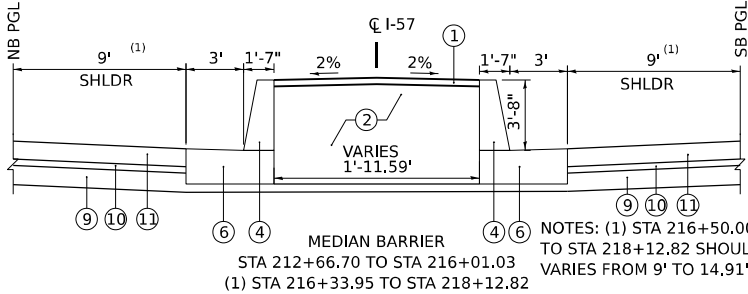


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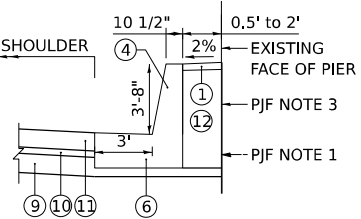
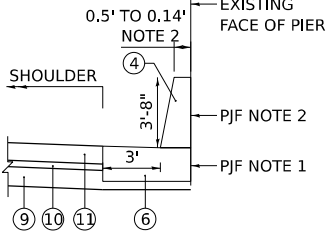
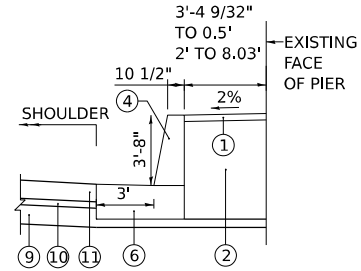
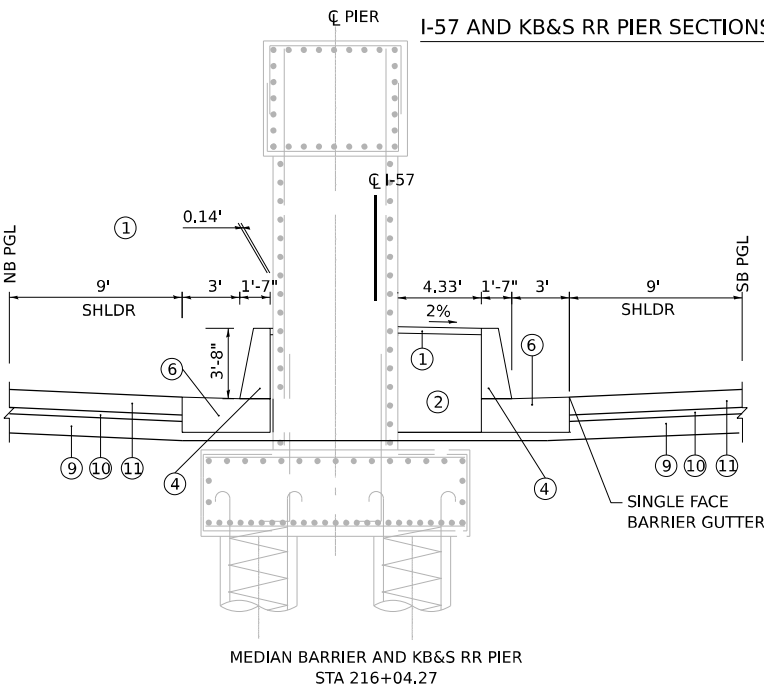
- ① CONCRETE MEDIAN SURFACE, 4 INCH
- ② SAND BACKFILL
- ③ CONCRETE BARRIER TRANSITION
- ④ CONCRETE BARRIER, SINGLE FACE, 44 INCH HEIGHT
- ⑤ CONCRETE BARRIER BASE
- ⑥ CONCRETE BARRIER BASE (SPECIAL NO. 2)
- ⑦ CONCRETE BARRIER BASE (SPECIAL NO. 3)
- ⑧ CONCRETE BARRIER, VARIABLE CROSS SECTION 44 INCH HEIGHT
- ⑨ AGGREGATE SUBGRADE IMPROVEMENT 12"
- ⑩ STABILIZED SUBBASE-HOT-MIX ASPHALT, 4"
- ⑪ PORTLAND CEMENT CONCRETE SHOULDERS 11 1/4"
- ⑫ CLASS SI CONCRETE

NOTES

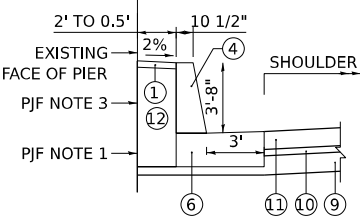
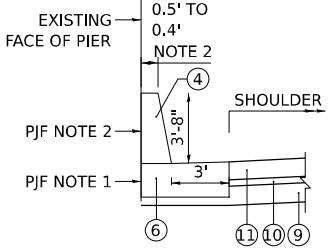
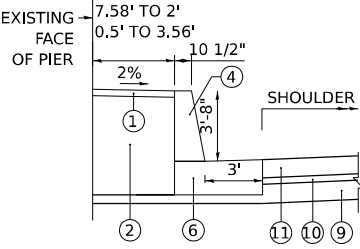
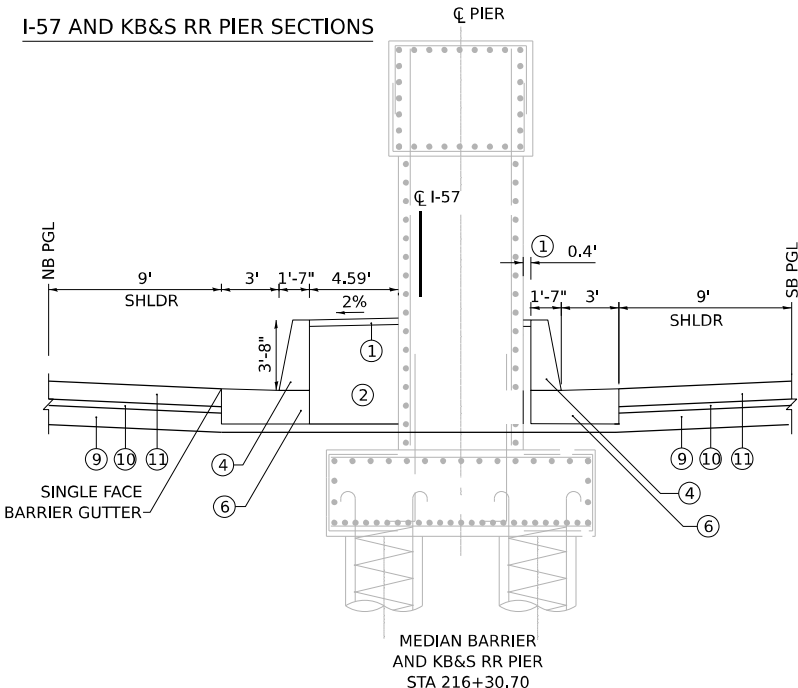
1. PLACE PJF ALONG FACE OF PIER AND CONSTRUCT CONCRETE BARRIER BASE (SPECIAL NO. 2) TO PJF. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE BARRIER BASE (SPECIAL NO. 2).
2. PLACE PJF ALONG FACE OF PIER AND CONSTRUCT CONCRETE BARRIER, SINGLE FACE, 44 INCH HEIGHT TO PJF. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE BARRIER, SINGLE FACE, 44 INCH HEIGHT.
3. PLACE PJF ALONG FACE OF PIER AND BACK OF CONCRETE BARRIER AND CONSTRUCT CLASS SI CONCRETE BETWEEN THE BARRIER BASE AND PIER. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CLASS SI CONCRETE.
4. WHEN BARRIER BASE IS NOT POURED MONOLITHIC WITH THE BARRIER, HOOK BARS OR KEYWAY BE PROVIDED PER STANDARD 637006. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE BARRIER OF THE TYPE SPECIFIED.
5. SEE STANDARD 637005 FOR DETAILS OF THE FOLLOWING ITEMS NOT SHOWN:
 - CONCRETE BARRIER TRANSITION
 - CONCRETE BARRIER, VARIABLE CROSS SECTION 44 INCH HEIGHT
 - CONCRETE BARRIER BASE (SPECIAL NO. 3)
6. CONCRETE BARRIER, SINGLE FACE 44 INCH HEIGHT AND CONCRETE BARRIER BASE, SINGLE FACE SHALL BE PER THE DETAILS ON SEE SHEET 888.



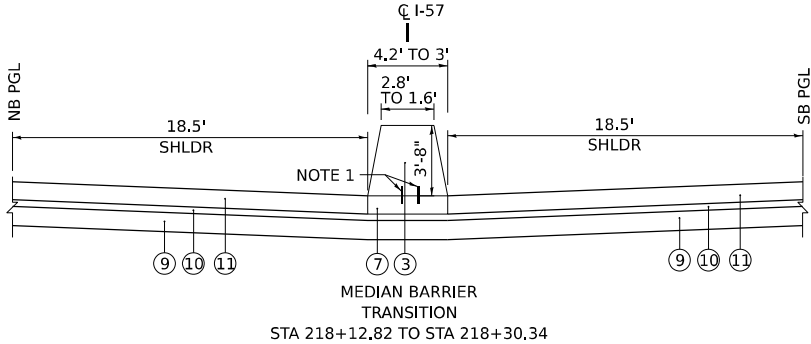
I-57 AND KB&S RR PIER SECTIONS



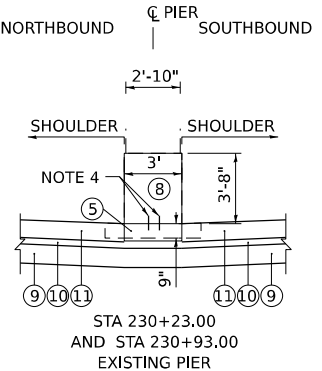
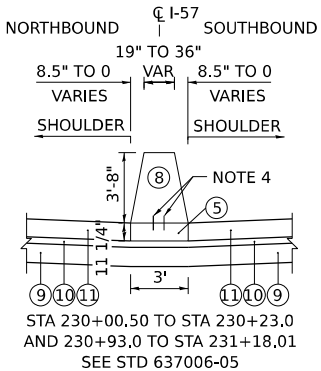
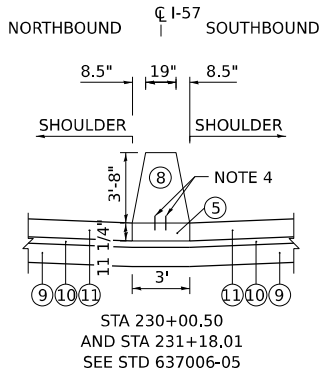
I-57 AND KB&S RR PIER SECTIONS



I-57 AND KB&S RR PIER SECTIONS



MEDIAN BARRIER TRANSITION I-57 AND WALDRON RD PIER



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PLOT DATE	= 4/23/2026

DESIGNED -	RA
DRAWN -	RA
CHECKED -	DH
DATE -	04/22/2026

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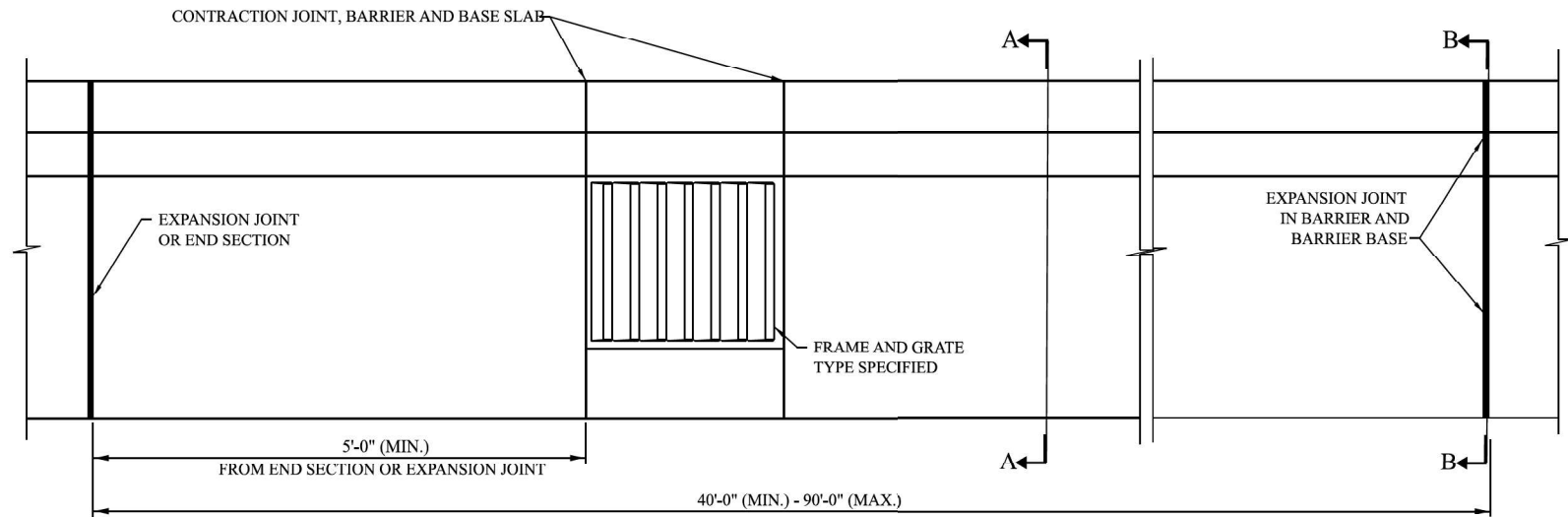
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
I-57 MEDIAN TRANSITION

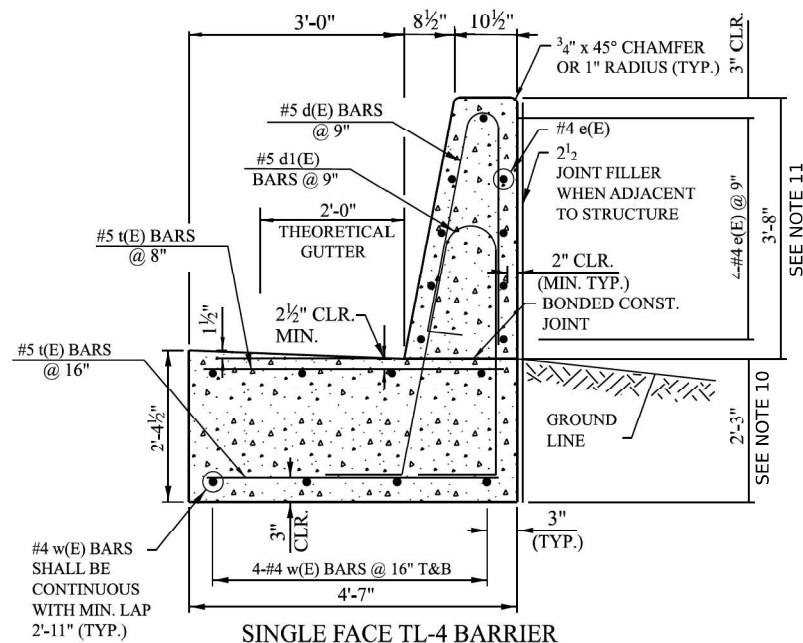
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	887
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

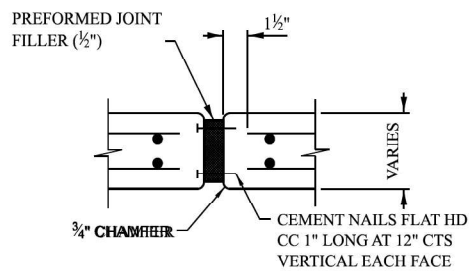
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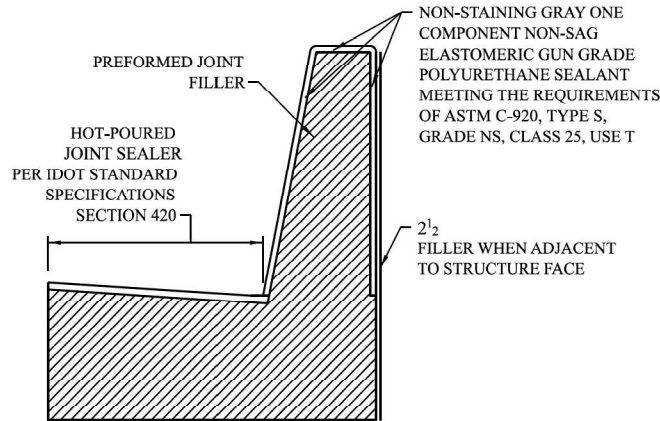
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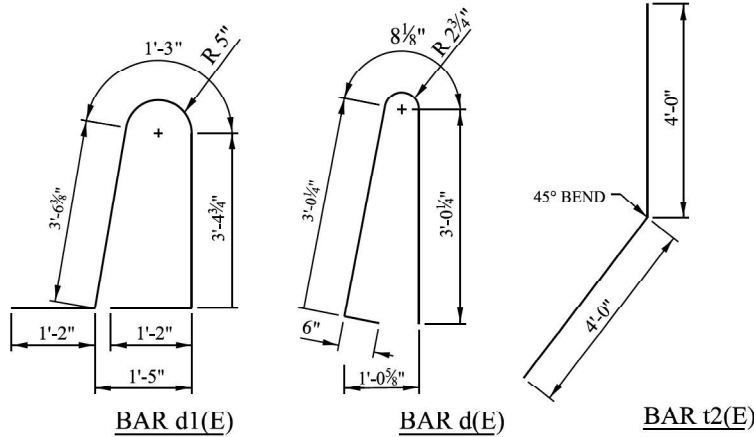
SINGLE FACE TL-4 BARRIER
SECTION A-A



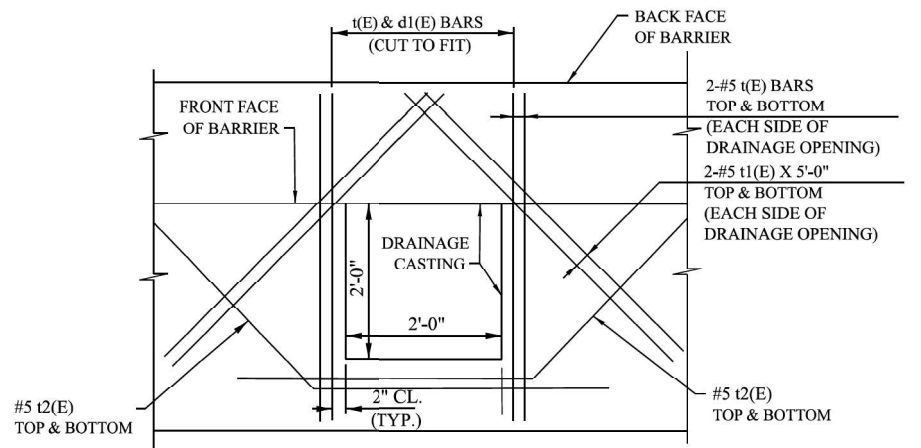
EXPANSION JOINT



SINGLE FACE TL-4 BARRIER
EXPANSION JOINT
SECTION B-B



BENDING DIAGRAM



PLAN
REINFORCEMENT AROUND DRAINAGE STRUCTURE

NOTES:

1. THIS REINFORCED CONCRETE TL-4 ROADSIDE BARRIER IS USED TO SHIELD NON-CRASHWORTHY SOIL-BACKED WALLS AND OTHER ROADWAY APPURTENANCES WHEN SPACE BEHIND DOES NOT ALLOW THE FOOTING EXTENSION OF THE T-SHAPED BARRIER (STD C3). THE MINIMUM LENGTH OF INSTALLATION SHALL BE 40'-0". BASIS OF DESIGN: IL TOLLWAY STRUCTURE DESIGN MANUAL.
2. TOP SHOULDER EDGE OF BARRIER BASE SHALL MATCH THE TOP OF SHOULDER ELEVATION. BACKSIDE OF BARRIER SHALL BE FILLED TO THE TOP OF THE BASE.
3. WHEN USED ADJACENT TO A STRUCTURE, A 2 1/2" PREFORMED JOINT FILLER SHALL BE INSTALLED BETWEEN THE BARRIER AND THE STRUCTURE FACE.
4. 1" DEEP CONTRACTION JOINTS SHALL BE CONSTRUCTED IN BOTH THE REINFORCED CONCRETE BARRIER WALL AND BASE. CONTRACTION JOINTS SHALL ALSO BE CONSTRUCTED AT BOTH SIDES OF ALL DRAINAGE STRUCTURES. MAXIMUM CONTRACTION JOINT SPACING SHALL BE 30'-0".
5. CONTRACTION JOINTS SHALL BE FORMED BY A FORMED IN THE PLASTIC CONCRETE OR SAWED AFTER THE CONCRETE HAS SET.
6. REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.
7. REINFORCEMENT BARS BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE "MANUAL OF STANDARD PRACTICES FOR DETAILING REINFORCED CONCRETE STRUCTURES", ACI 315, LATEST EDITION. REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
8. AT DRAINAGE STRUCTURES, CUT FOOTING BARS TO FIT. ADD ADDITIONAL t, t1, AND t2 BARS ON EACH SIDE OF THE DRAINAGE STRUCTURE. A 1" PJF SHALL BE PLACED BELOW THE BARRIER BASE WHEN IT SITS UPON A FLAT SLAB DRAINAGE STRUCTURE.
9. EXPANSION JOINTS SHALL BE CONSTRUCTED IN BARRIER AND BASE AT A MAXIMUM JOINT SPACING OF 90'-0" AND A MINIMUM JOINT SPACING OF 40'-0". SEE SECTION B-B FOR DETAILS.
10. THE CONCRETE BARRIER BASE (FOOTING) SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR "CONCRETE BARRIER BASE (SPECIAL NO. 2)."
11. THE CONCRETE BARRIER SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR "CONCRETE BARRIER, SINGLE FACE, 44 INCH HEIGHT."

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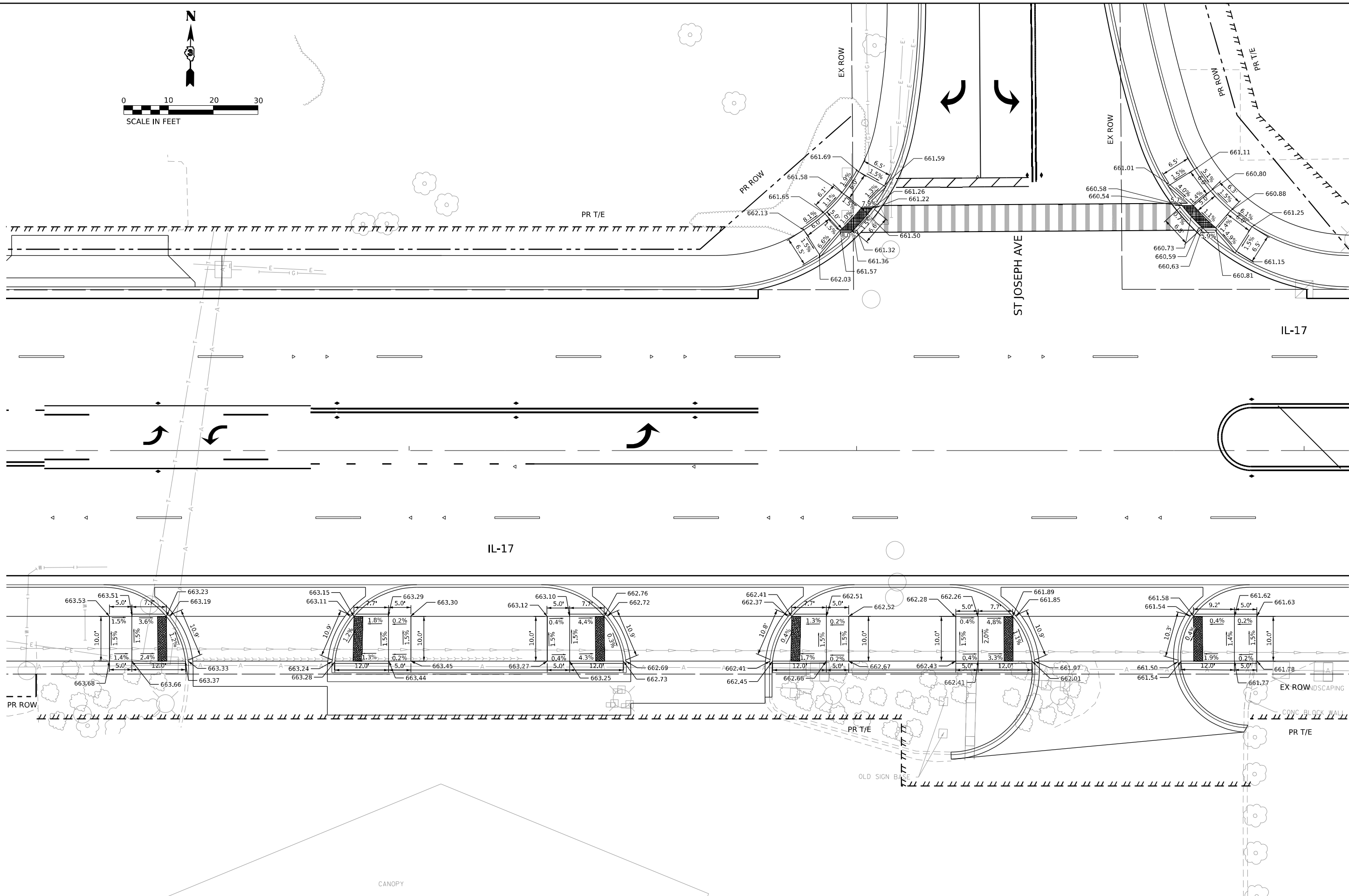
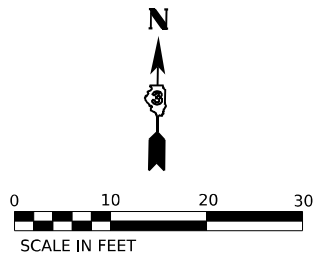
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	DATE - 04/22/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
SINGLE FACE TL-4 BARRIER AND BASE

SCALE: SHEET . OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	888
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



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PLOT DATE	= 4/23/2026	DATE	- 04/22/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
ADA CURB RAMPS, IL 17 AT ST. JOSEPH AVE

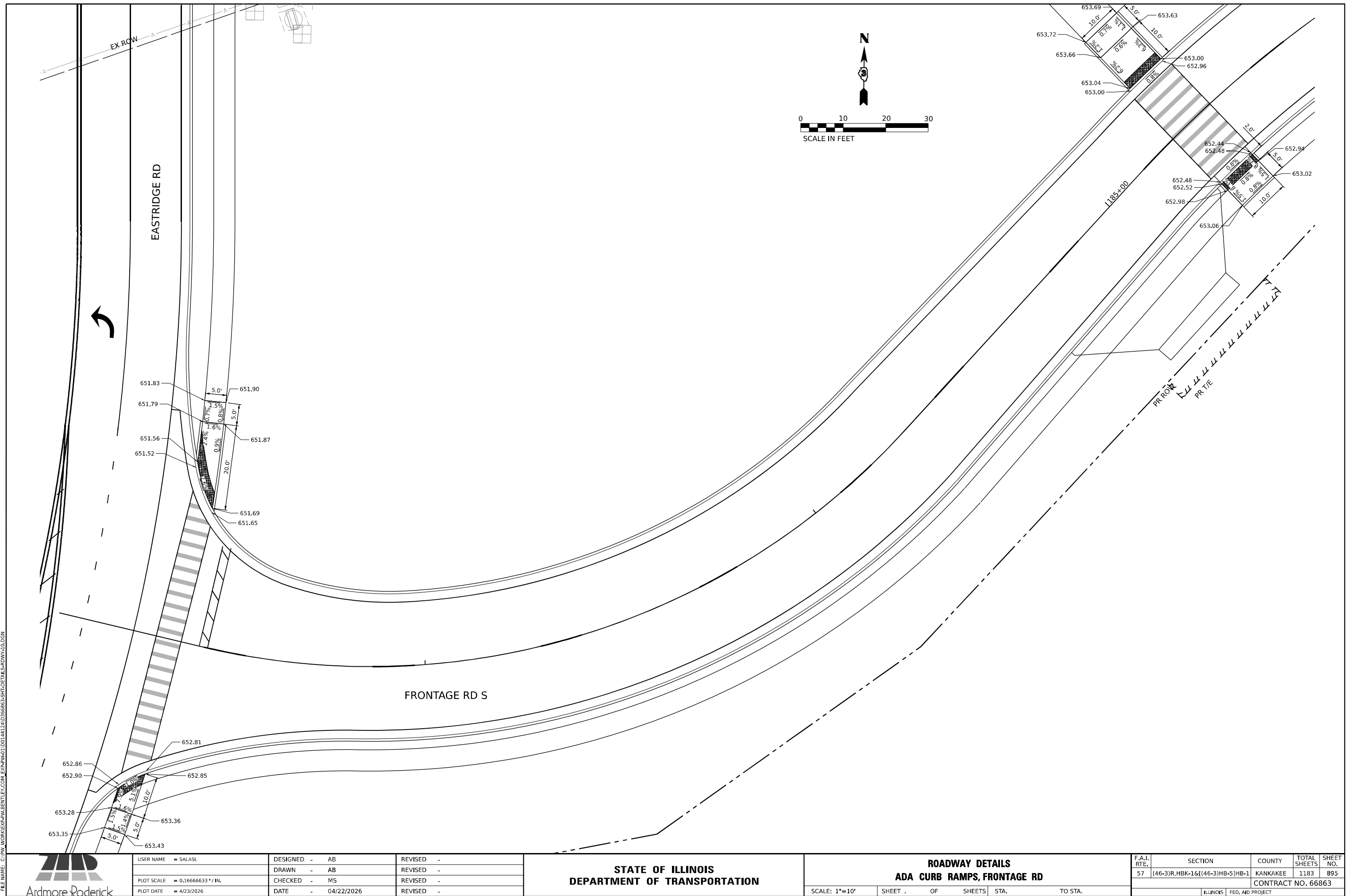
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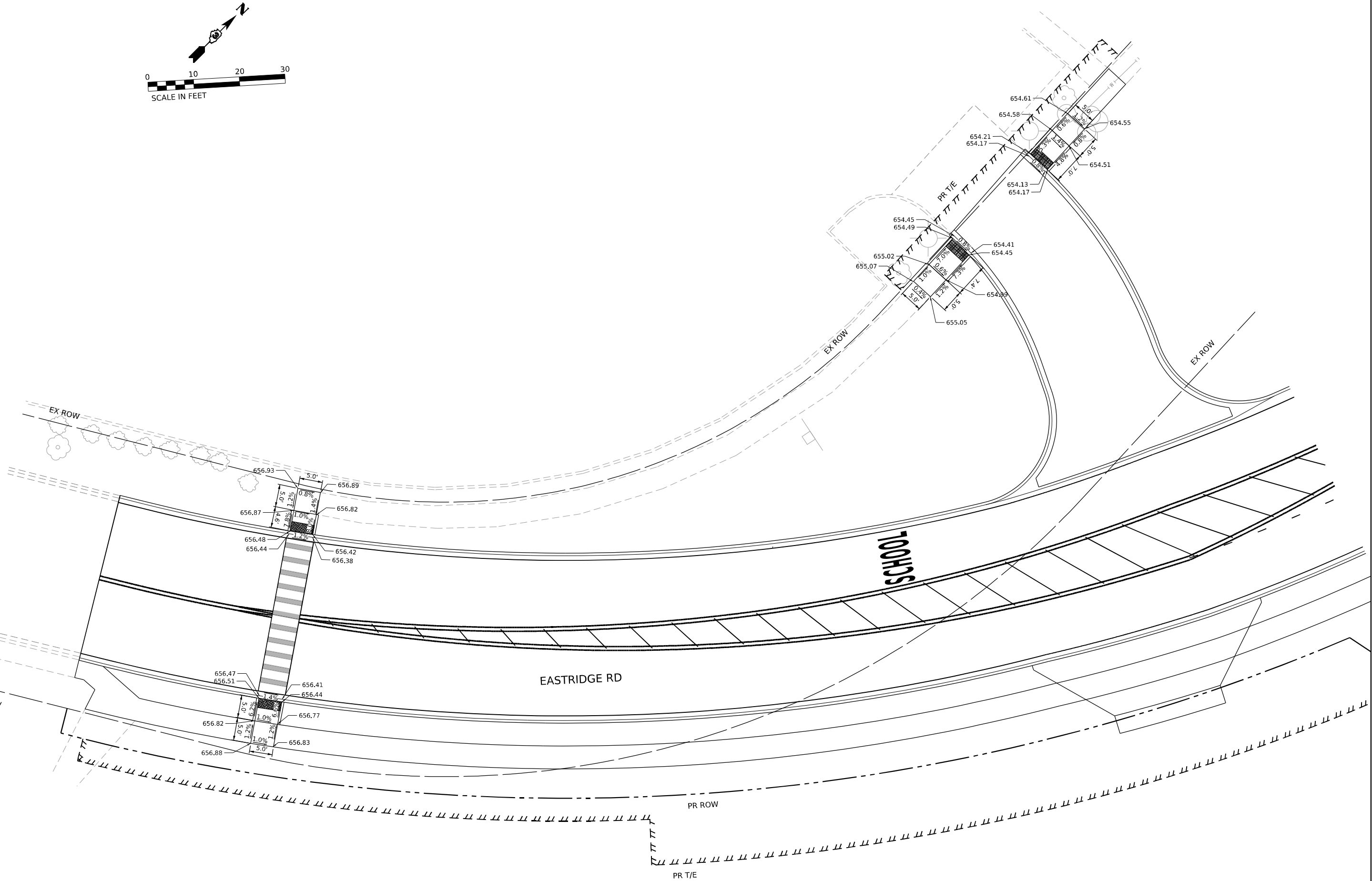
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

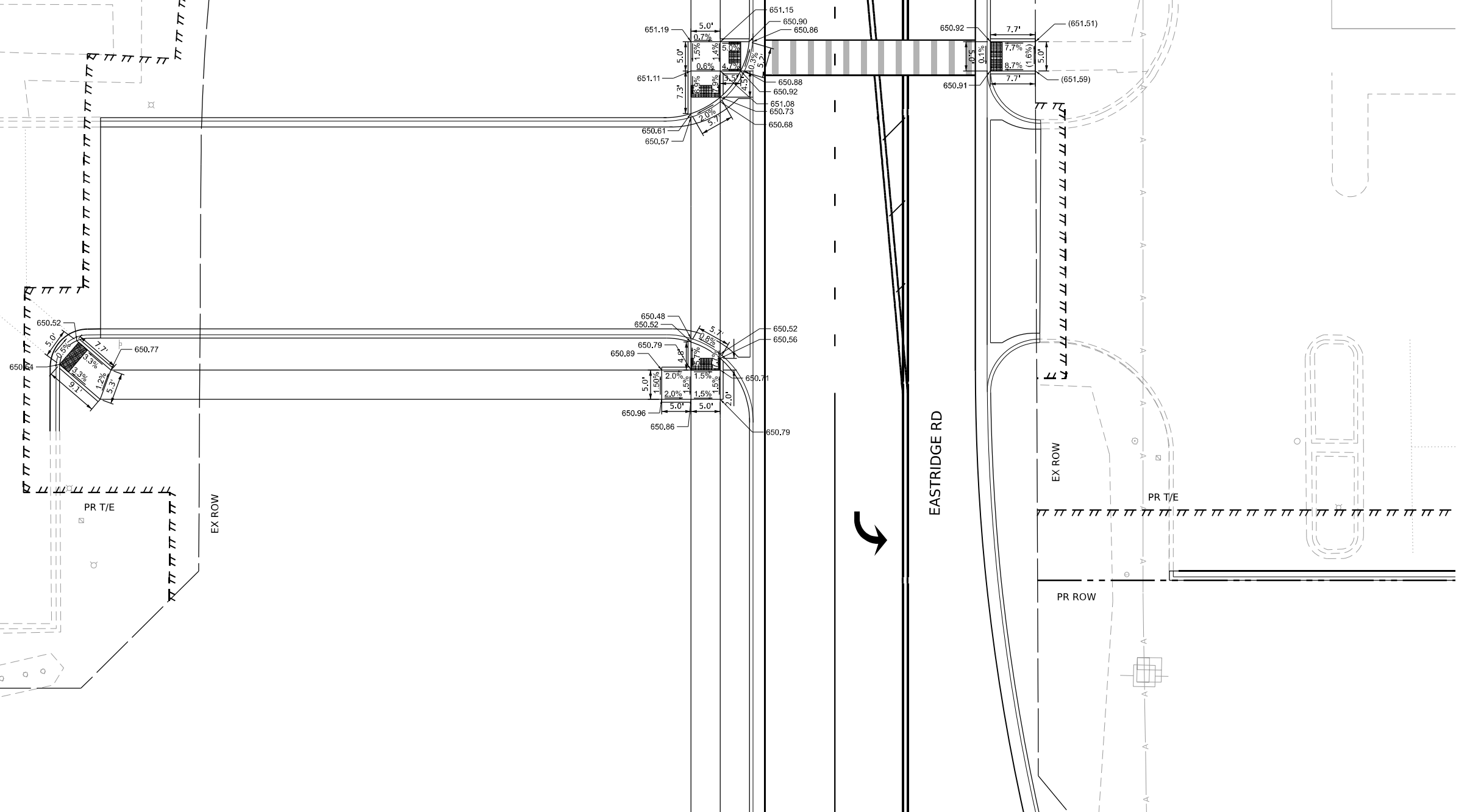


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	893
		CONTRACT NO. 66863		
		ILLINOIS FED. AID PROJECT		







USER NAME = SALASL	DESIGNED - JC	REVISED -
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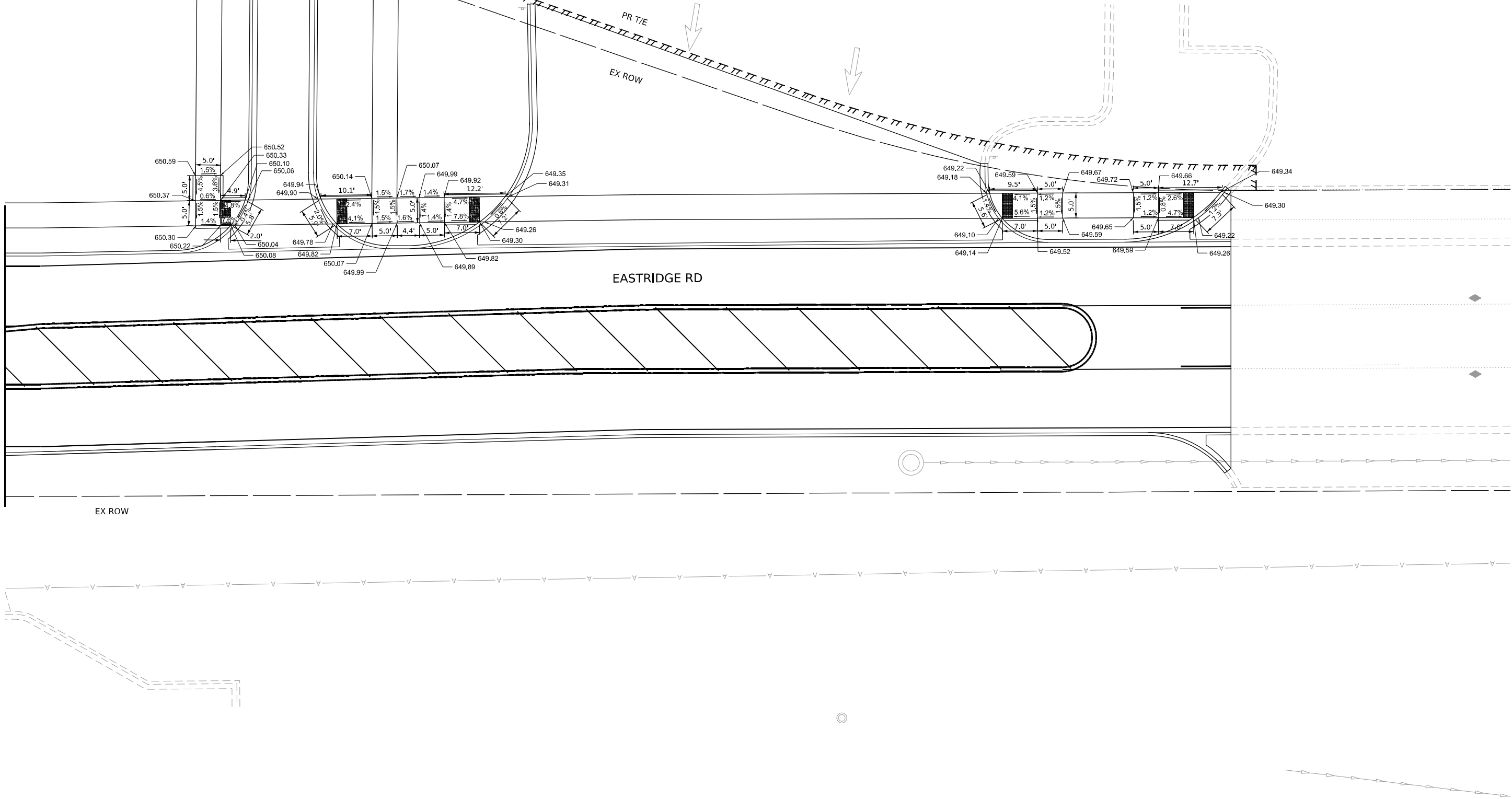
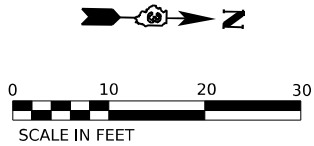
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY DETAILS

ADA CURB RAMPS, EASTRIDGE RD AT STA. 12+00

SCALE: 1"=10'	SHEET .	OF	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R,HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	897
		CONTRACT NO. 66863		
ILLINOIS		FED. AID PROJECT		



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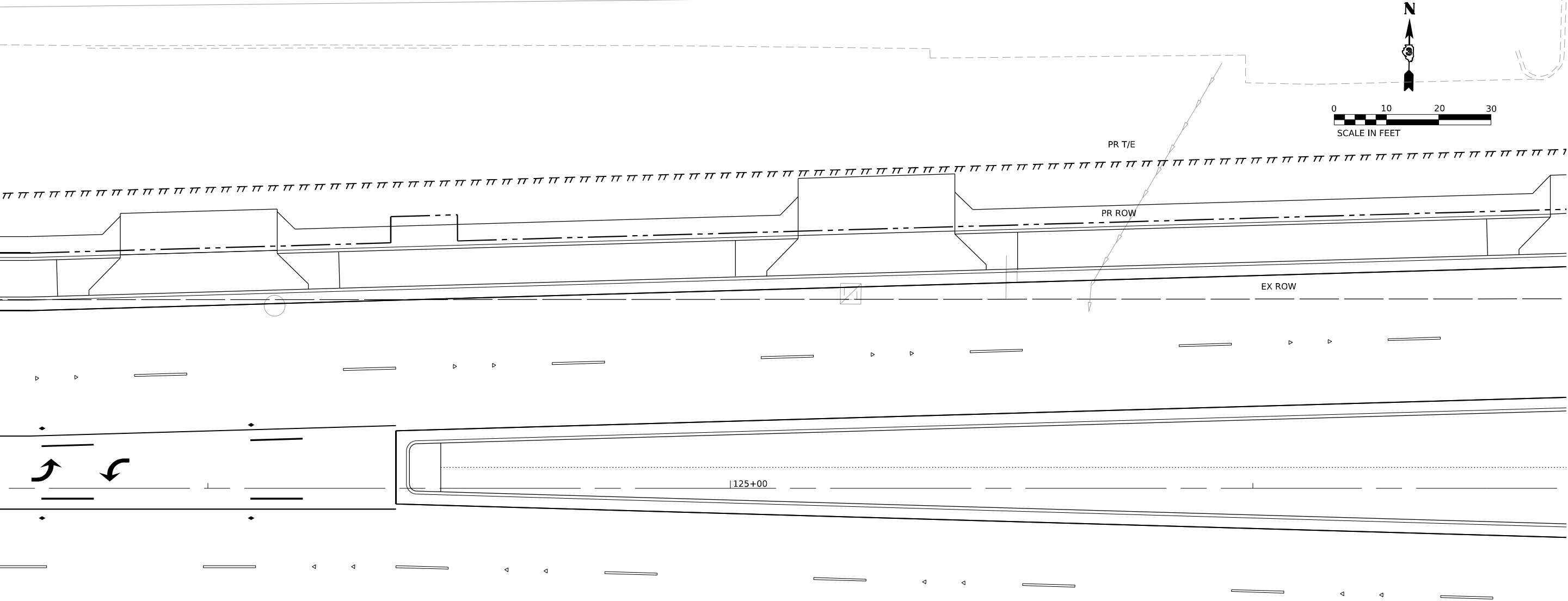


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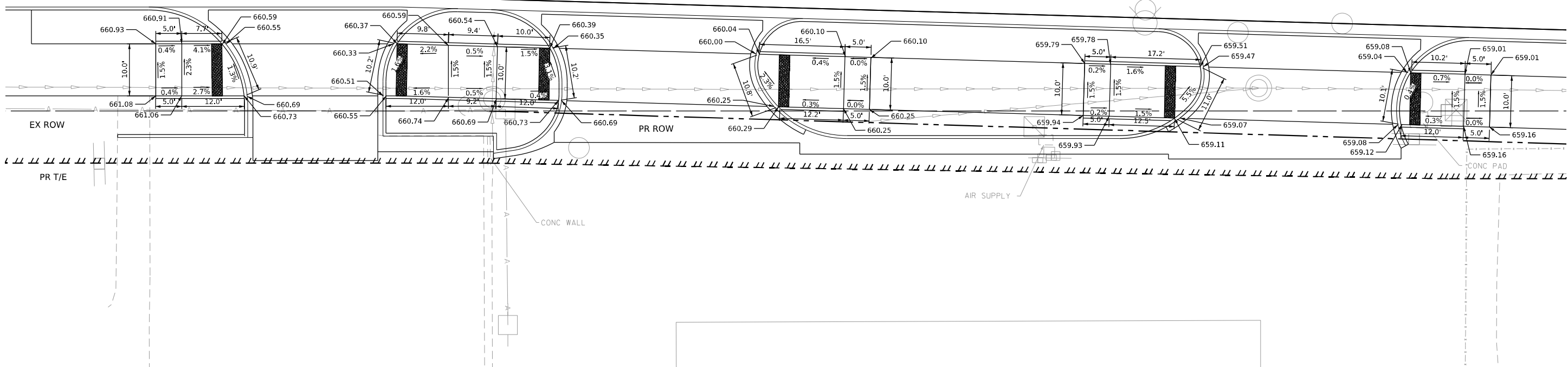
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS			
ADA CURB RAMPS, EASTRIDGE RD AT STA. 14 + 00			
SCALE: 1" = 10'	SHEET .	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	898
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				



IL-17



MODEL SHEET
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PLOT DATE	= 4/23/2026	DATE -	04/22/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
ADA CURB RAMPS, IL 17 AT EB ENTRANCES

SCALE: 1" = 10' SHEET . OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-3)R.HBK-1&[(46-3)HB-5]HB-1	KANKAKEE	1183	899
CONTRACT NO. 66863				
ILLINOIS FED. AID PROJECT				

