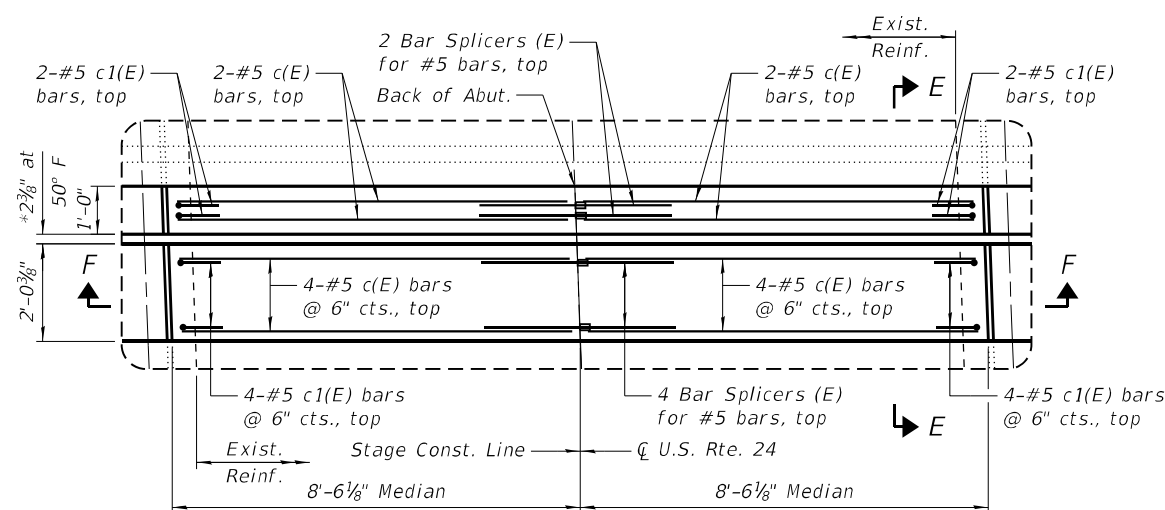
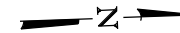


PARTIAL PLAN SHOWING CONCRETE REPLACEMENT
 Prop. Reinf. in median & parapet not shown for clarity.



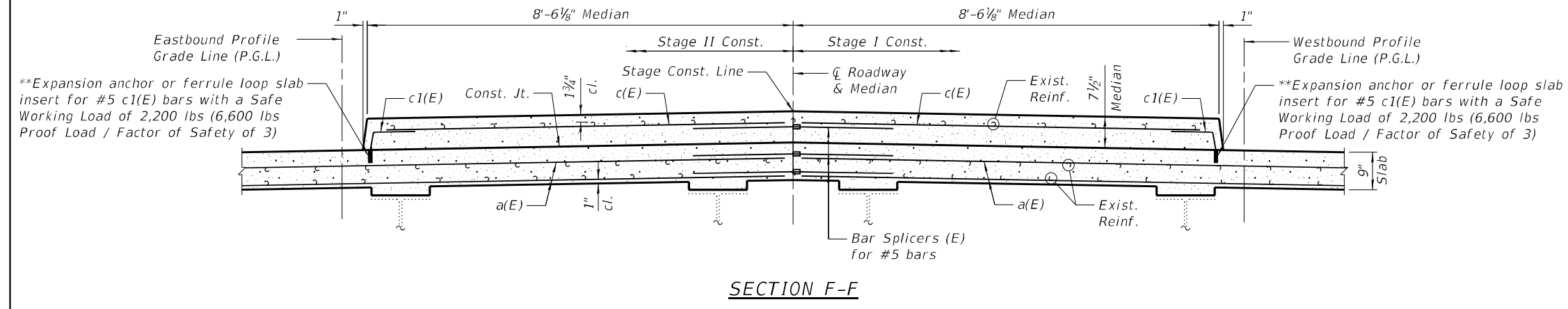
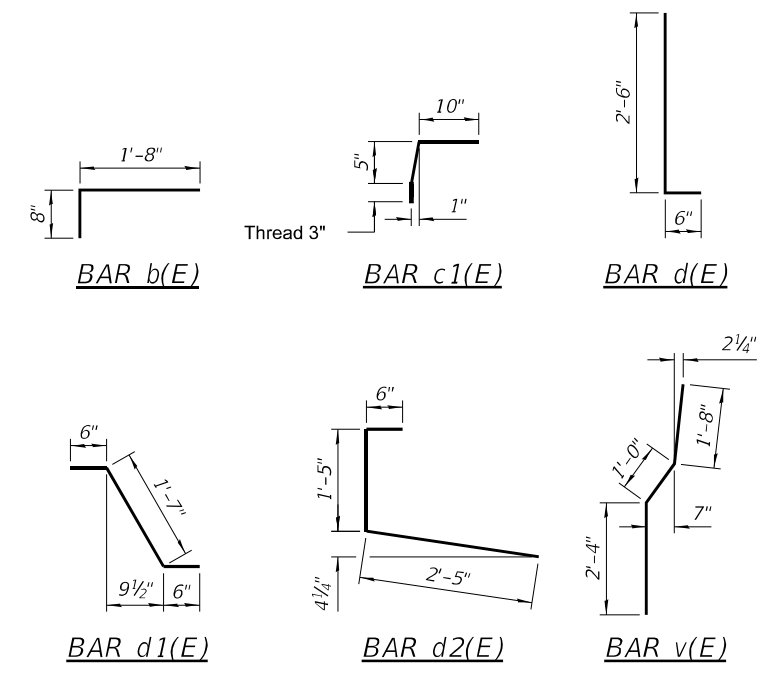
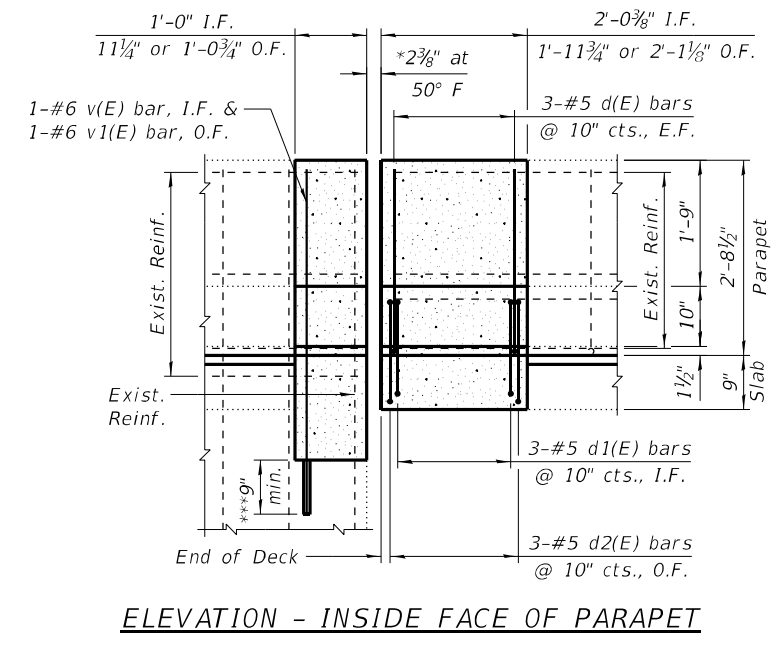
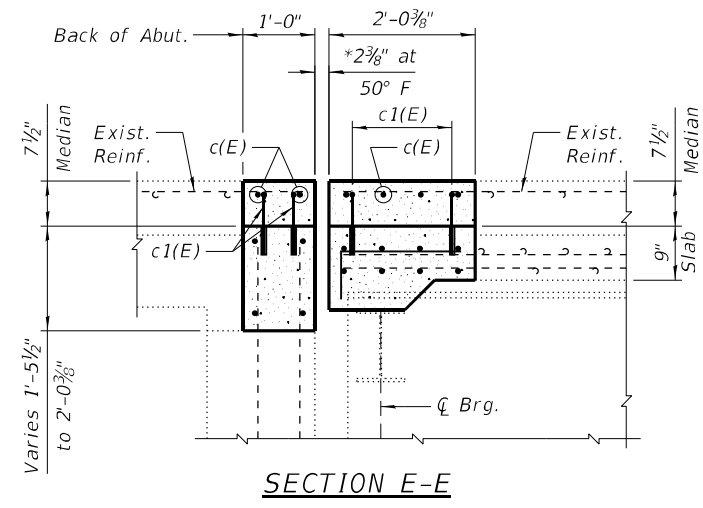
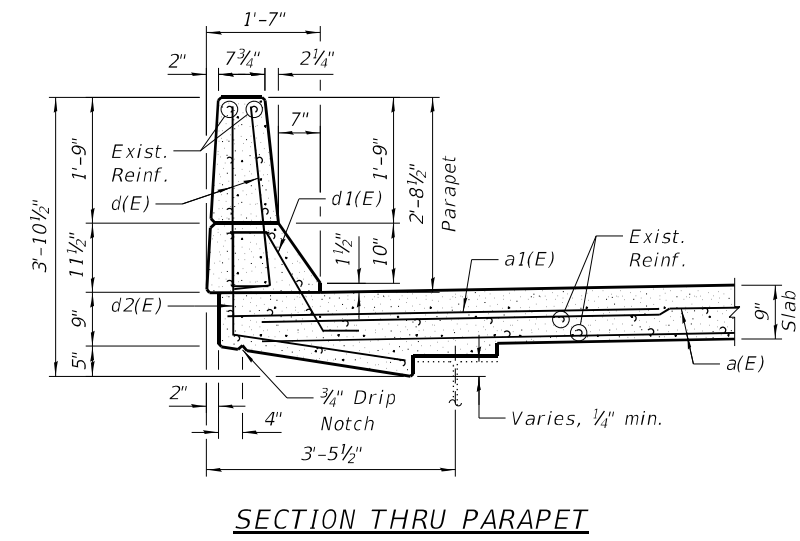
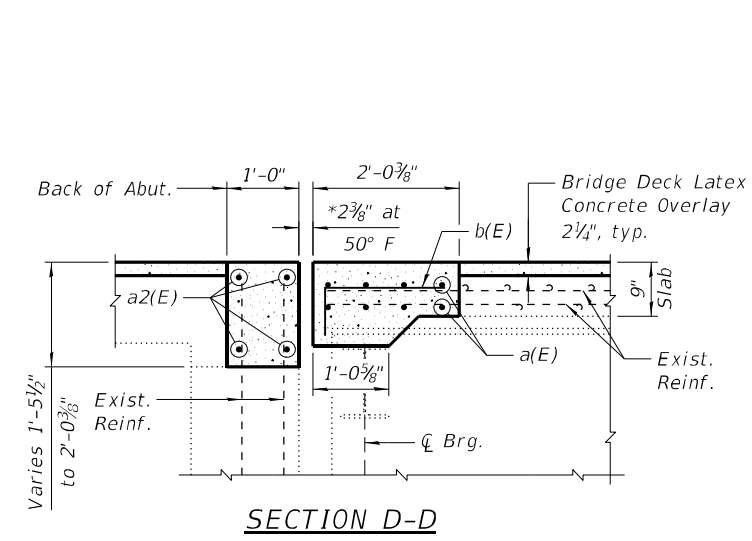
ENLARGED PARTIAL PLAN SHOWING CONCRETE REPLACEMENT AT MEDIAN
 (West Abutment shown, East Abutment similar)

NOTES:

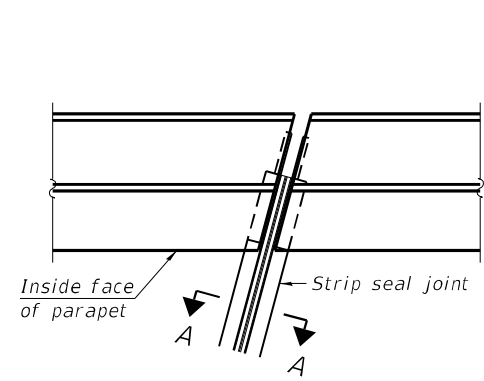
- 1.) *Dimension showing concrete opening. For joint opening, see Sheets 11 & 12 of 21.
- 2.) See Sheet 10 of 21 for Sections D-D thru F-F.
- 3.) See Sheet 10 of 21 for Bill of Material.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	32	#5	33'-8"	—
a1(E)	16	#6	6'-6"	—
a2(E)	16	#6	33'-8"	—
b(E)	132	#5	2'-4"	└
c(E)	24	#5	8'-2"	—
c1(E)	24	#5	1'-6"	└
d(E)	24	#5	3'-0"	└
d1(E)	12	#5	2'-7"	└
d2(E)	12	#5	4'-4"	└
v(E)	4	#6	5'-0"	└
v1(E)	4	#6	4'-9"	—
Item		Unit	Quantity	
Concrete Superstructure		Cu. Yd.	23.0	
Reinforcement Bars, Epoxy Coated		Pound	2,870	
Bar Splicers		Each	36	

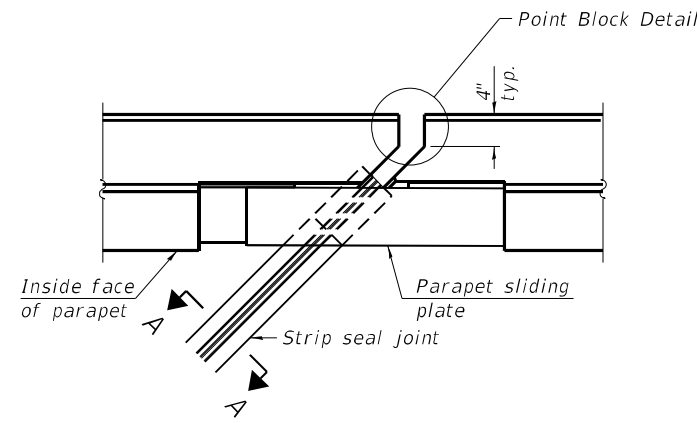


- NOTES:**
- 1.) *Dimension showing concrete opening. For joint opening, see Sheets 11 & 12 of 21.
 - 2.) **Anchor or inserts shall be galvanized or epoxy coated. The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.
 - 3.) ***Epoxy grout v(E) and v1(E) bars in 9" deep (min.) drilled holes, 1" ø, according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.
 - 4.) See Sheet 9 of 21 for locations of Sections D-D thru F-F.
 - 5.) E.F. denotes Each Face, I.F. denotes Inside Face, & O.F. denotes Outside Face.

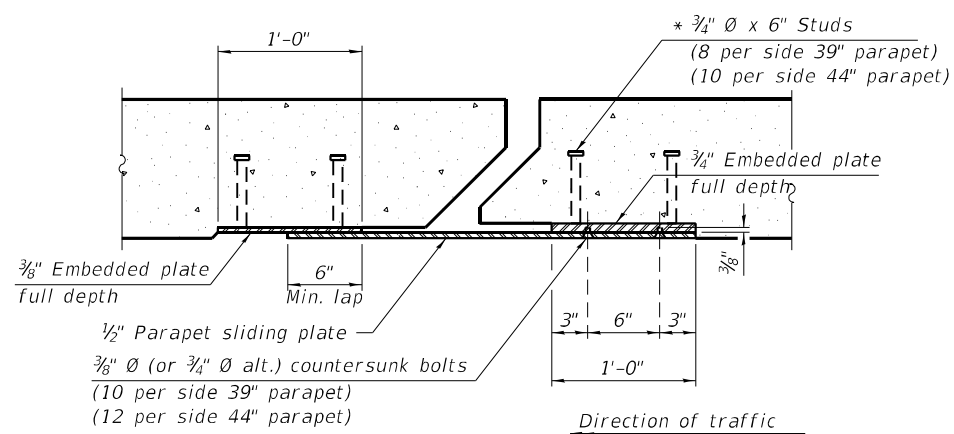


FOR SKEWS $\leq 30^\circ$

PLAN AT PARAPET



FOR SKEWS $> 30^\circ$



SECTION B-B

($3/4$ " \emptyset countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of $1/4$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the $4 1/2$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

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

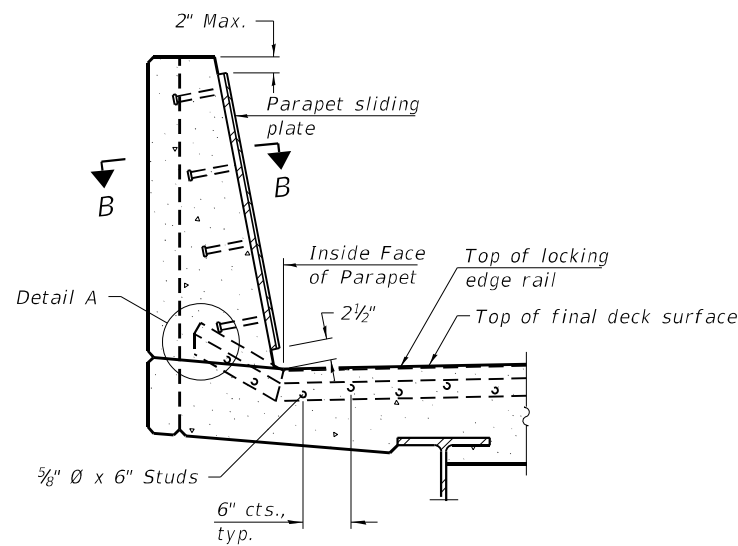
The Maximum space between locking edge rail segments shall be $3/16$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

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

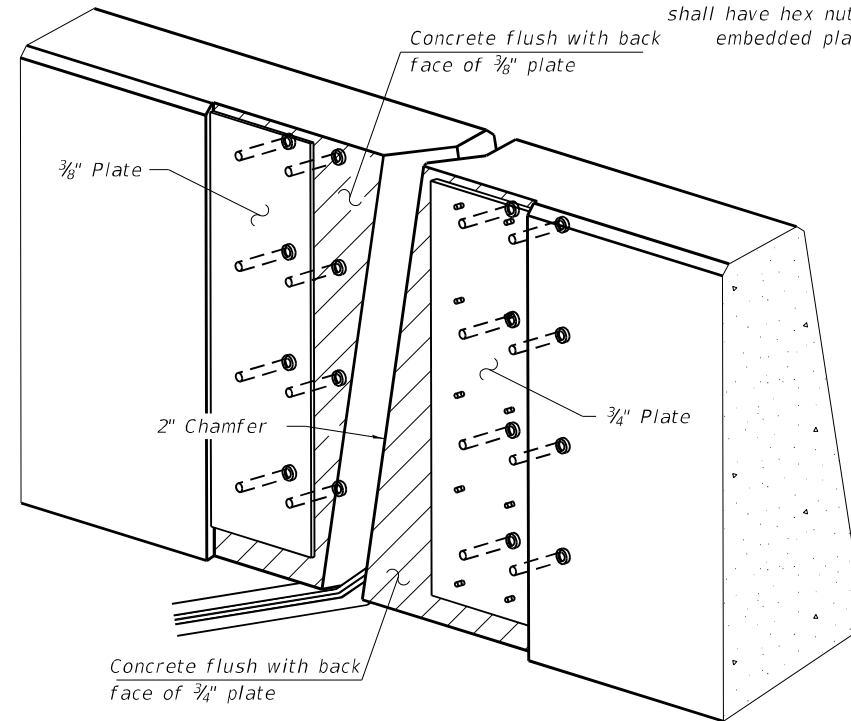
39" constant slope barrier shown, 44" constant slope barrier similar as noted.

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



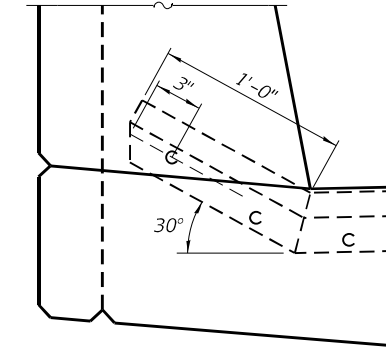
SECTION A-A

(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



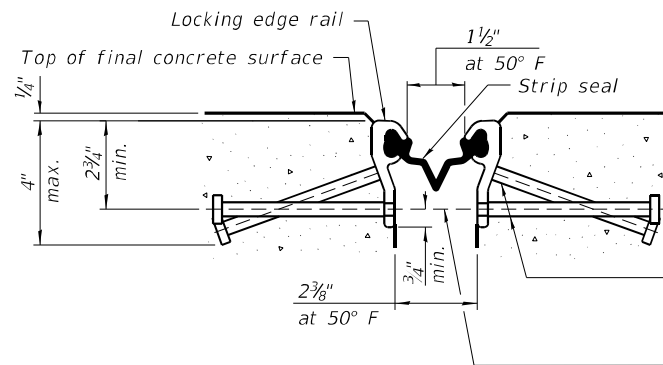
TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)



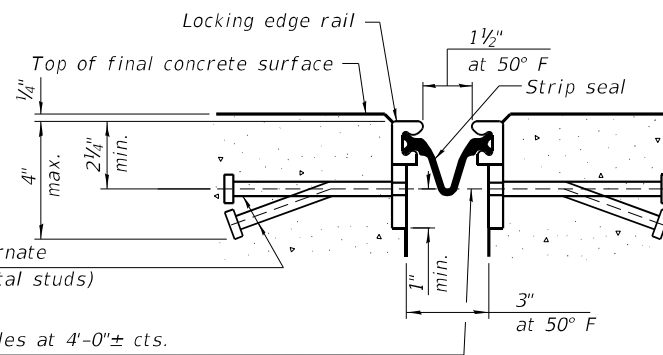
SHOWING ROLLED RAIL JOINT

* $5/8$ " \emptyset x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

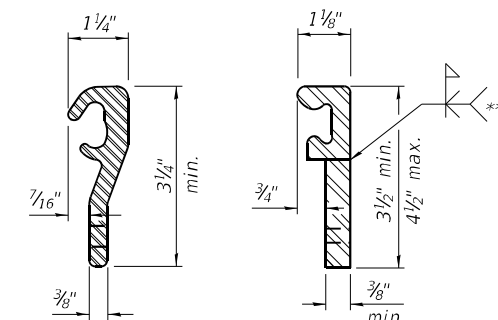
$3/8$ " \emptyset threaded rods in $7/16$ " \emptyset holes at 4'-0" \pm cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

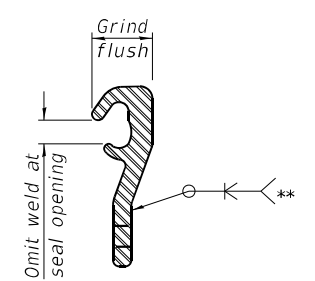


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.

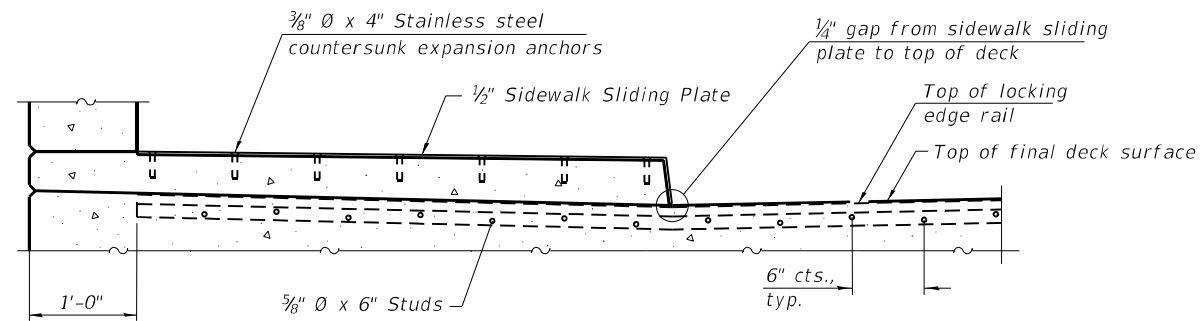


LOCKING EDGE RAIL SPLICE

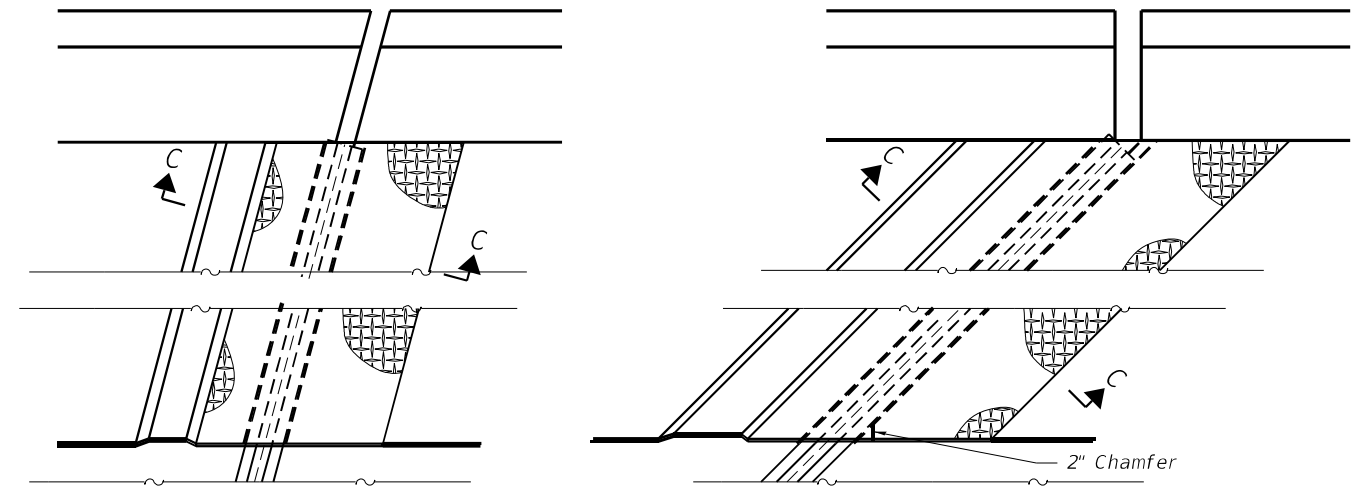
The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	136.0



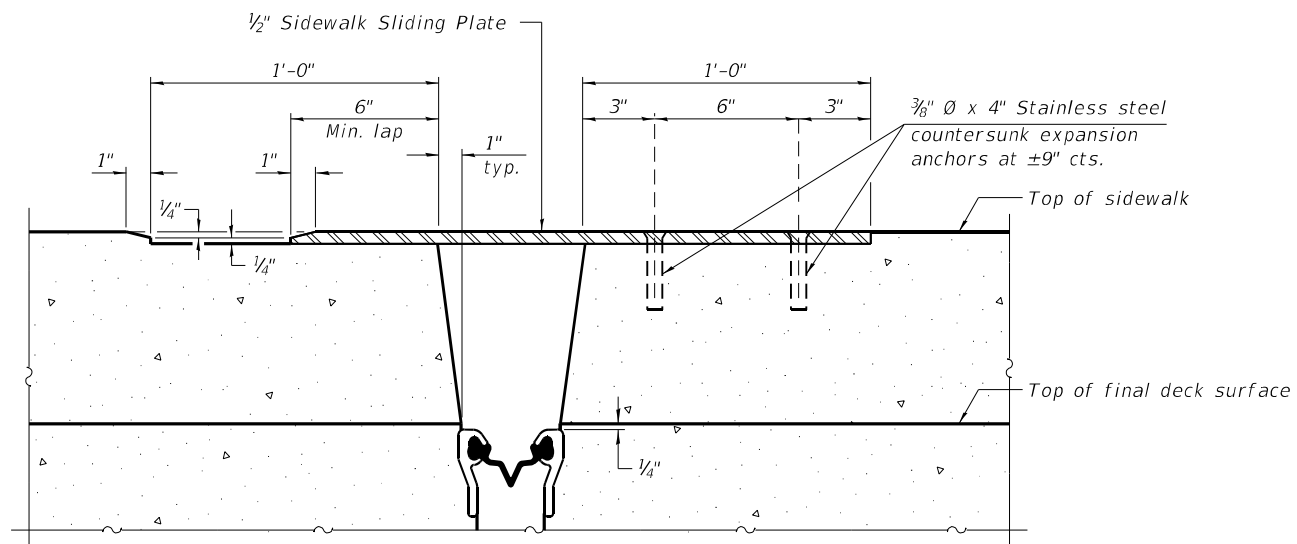
SECTION AT RAISED SIDEWALK



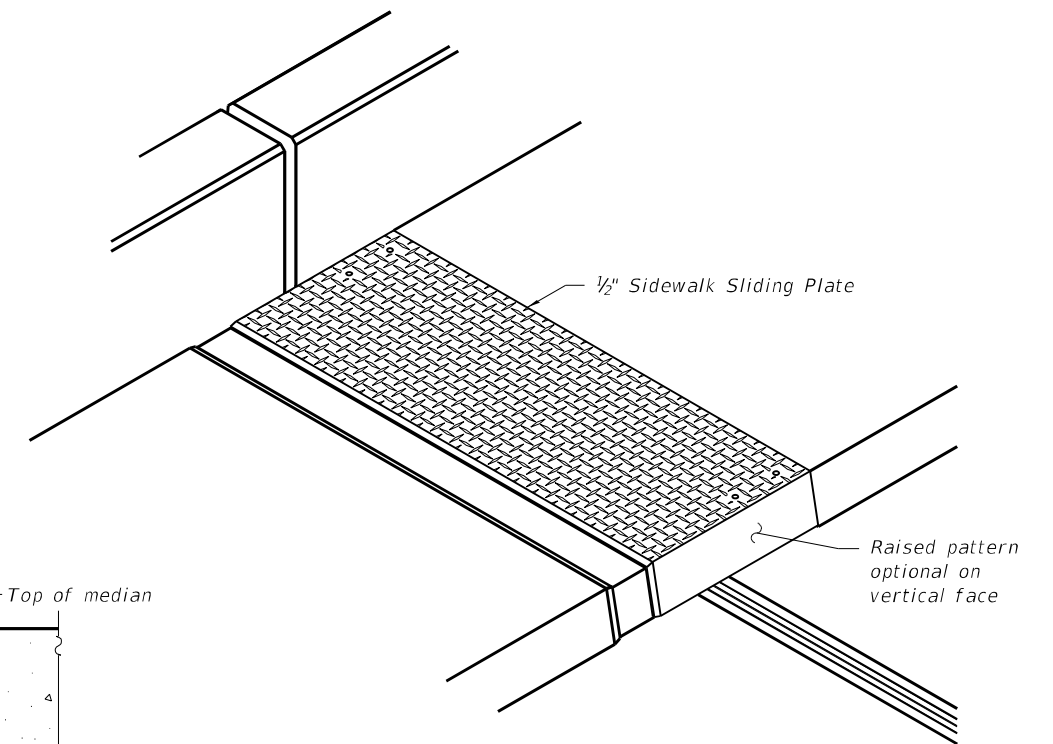
(FOR SKEWS $\leq 30^\circ$)

(FOR SKEWS $> 30^\circ$)

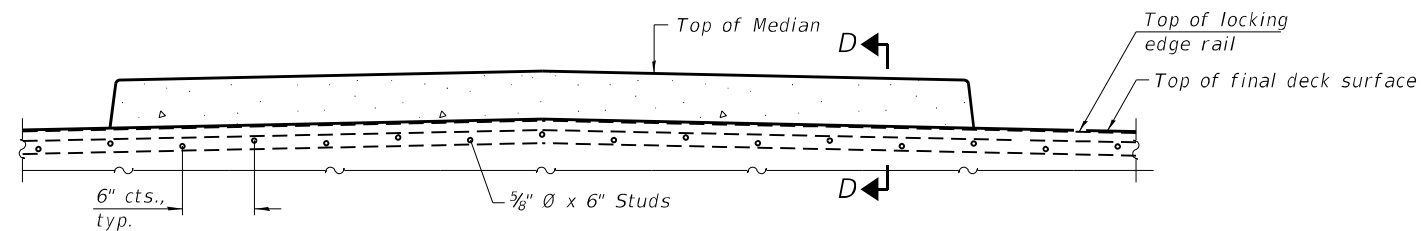
PLAN AT RAISED SIDEWALK



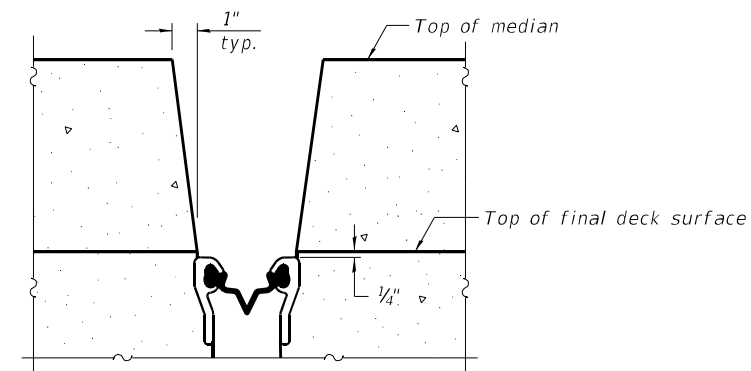
SECTION C-C



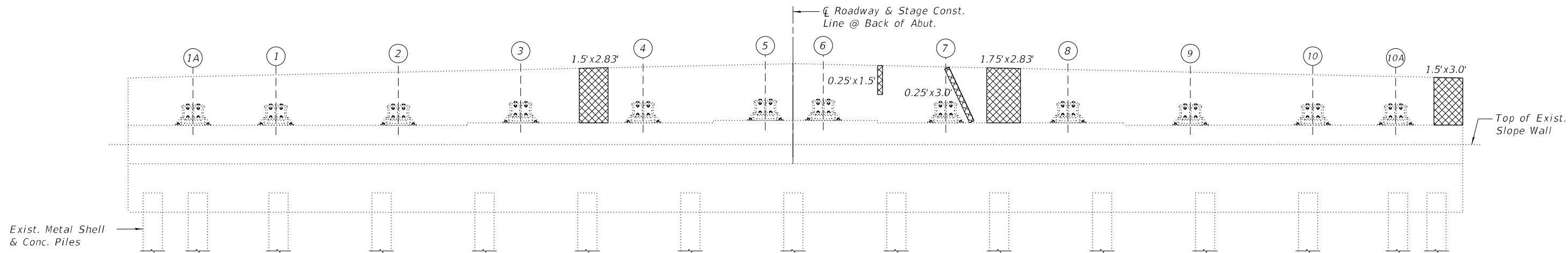
TRIMETRIC VIEW



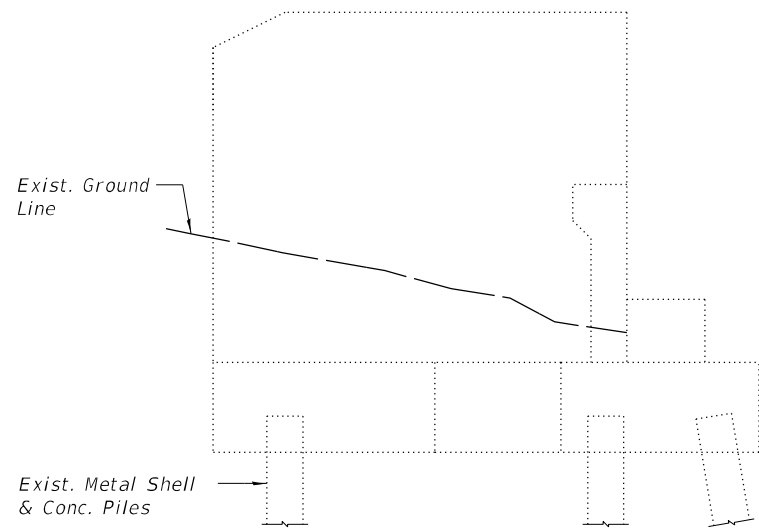
SECTION AT MEDIAN
For skews $> 30^\circ$, chamfer acute corners 2" similar to sidewalk.



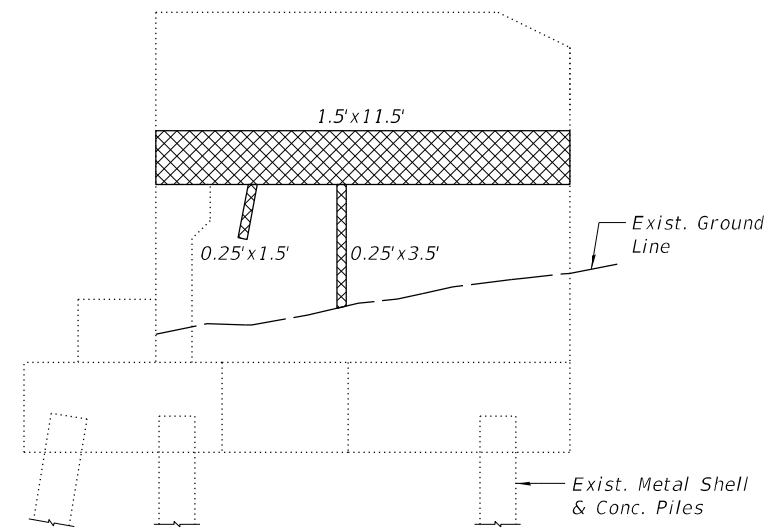
SECTION D-D
(at Rt. L's)



WEST ABUTMENT ELEVATION
(Looking West)

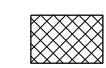


SOUTHWEST WINGWALL ELEVATION
(Looking North)



NORTHWEST WINGWALL ELEVATION
(Looking South)

LEGEND

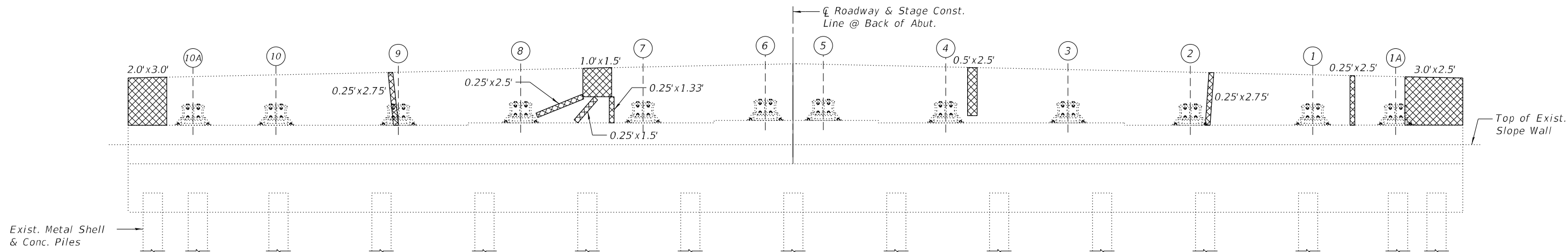
 Structural Repair of Concrete
(Depth Equal to or Less than
5 inches)

BILL OF MATERIAL

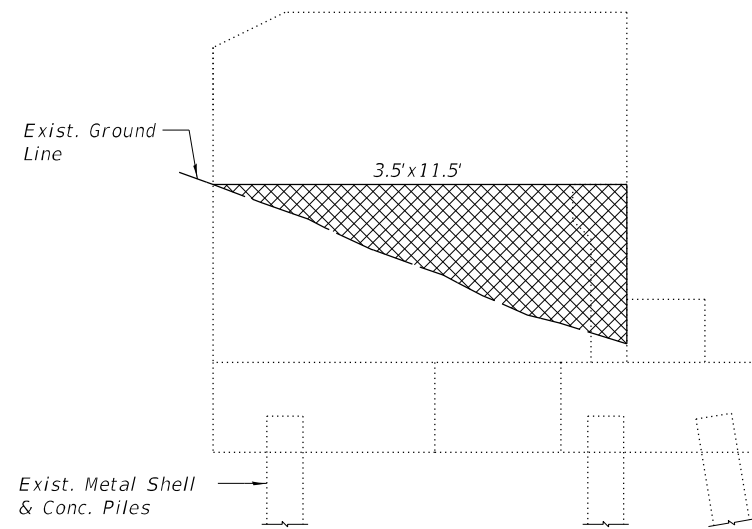
Item	Unit	Total
Concrete Sealer	Sq. Ft.	591
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	35

NOTES:

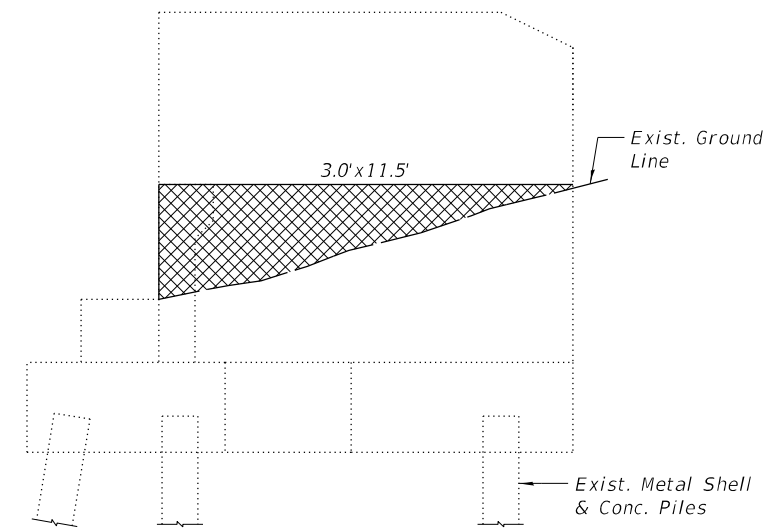
- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
- 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of the abutments and wingwalls.



EAST ABUTMENT ELEVATION
(Looking East)



NORTHEAST WINGWALL ELEVATION
(Looking South)



SOUTHEAST WINGWALL ELEVATION
(Looking North)

LEGEND

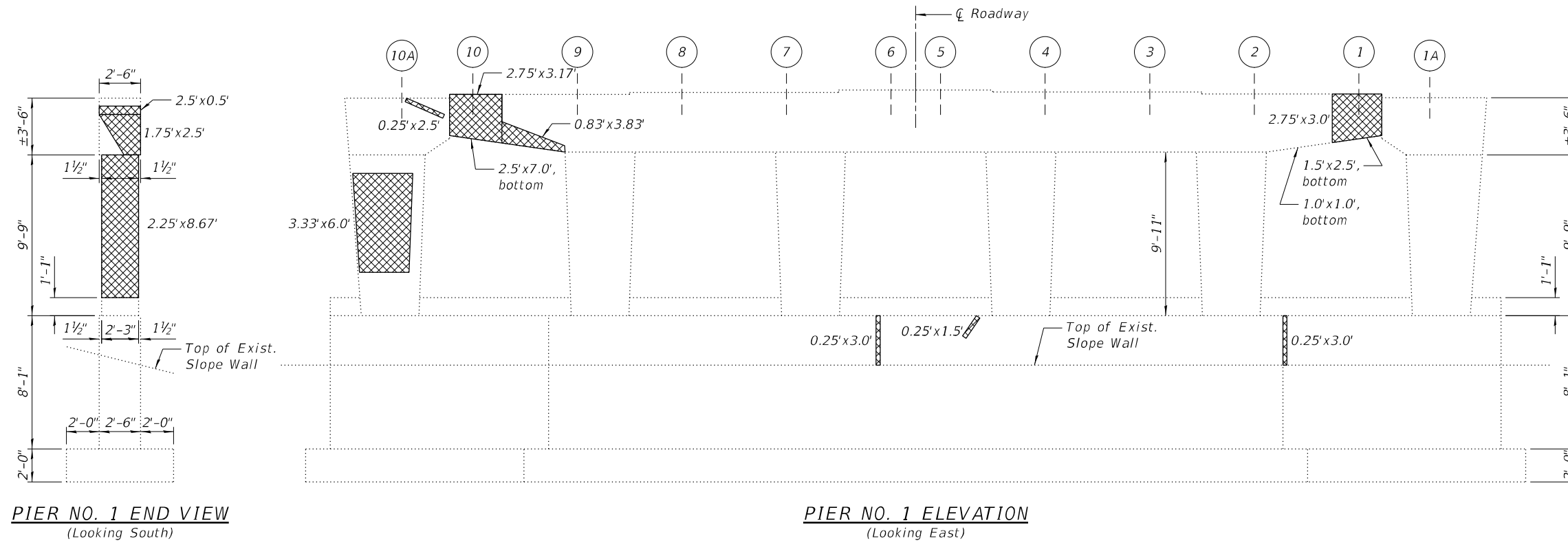
Structural Repair of Concrete
(Depth Equal to or Less than 5 inches)

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	566
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	57

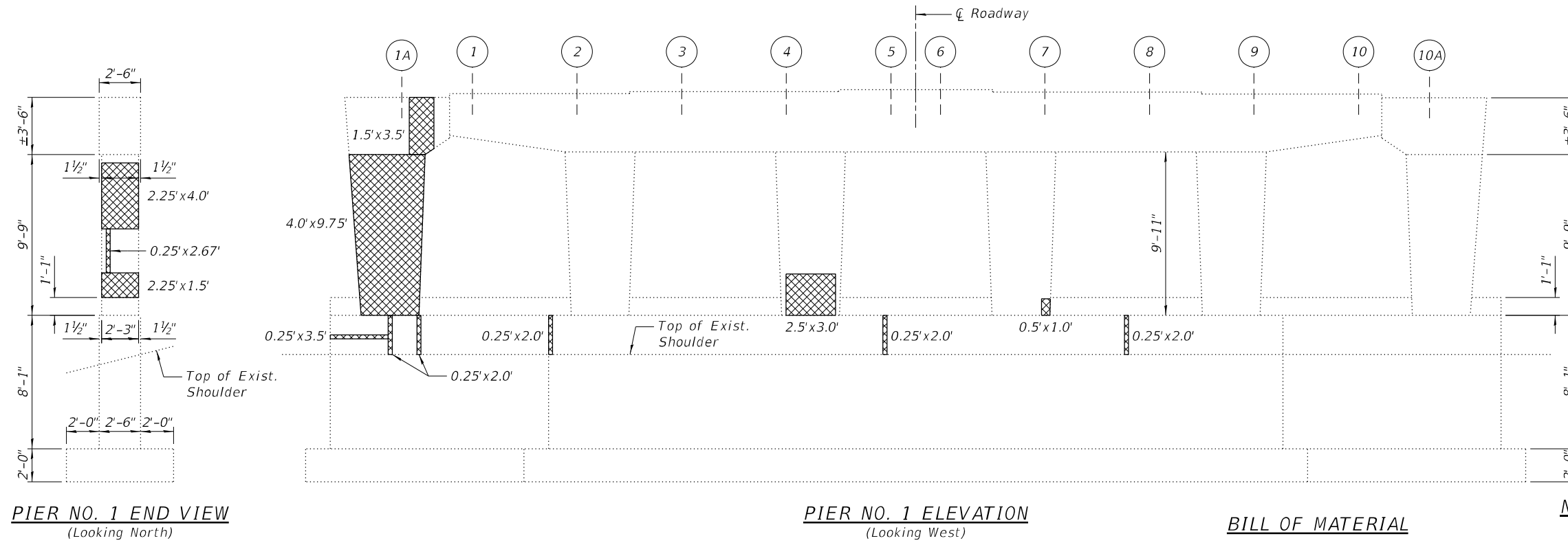
NOTES:

- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
- 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of the abutments and wingwalls.



PIER NO. 1 END VIEW
(Looking South)

PIER NO. 1 ELEVATION
(Looking East)



PIER NO. 1 END VIEW
(Looking North)

PIER NO. 1 ELEVATION
(Looking West)

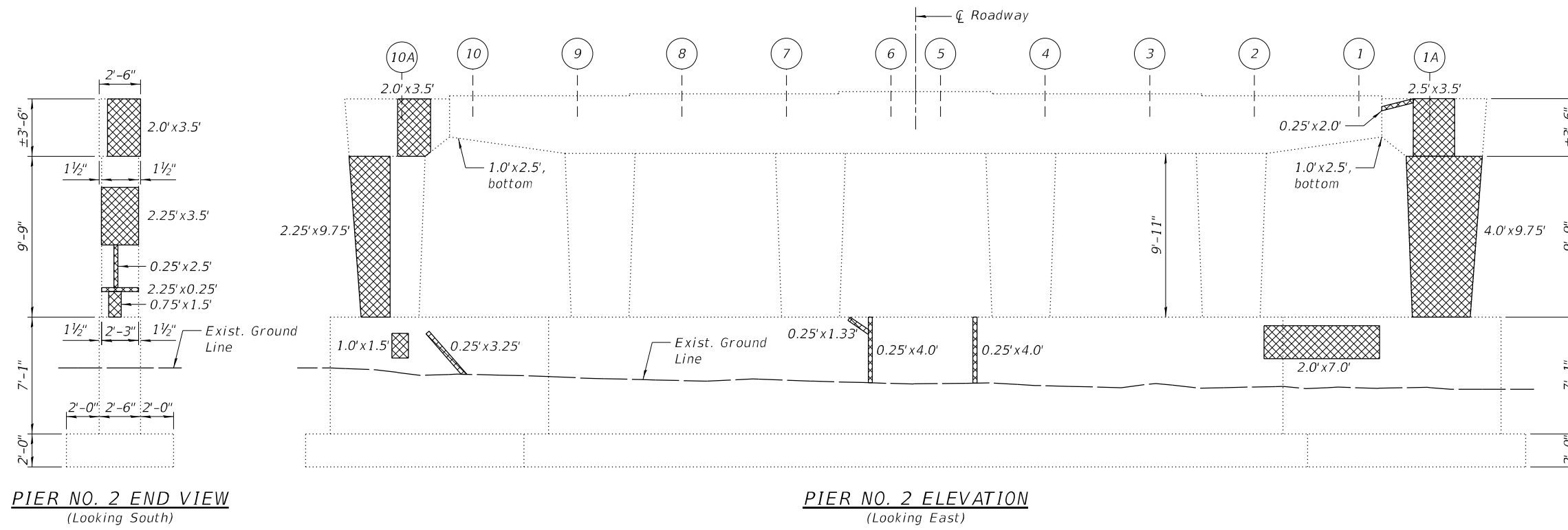
LEGEND
 Structural Repair of Concrete
 (Depth Equal to or Less than 5 inches)

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	1,398
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	160

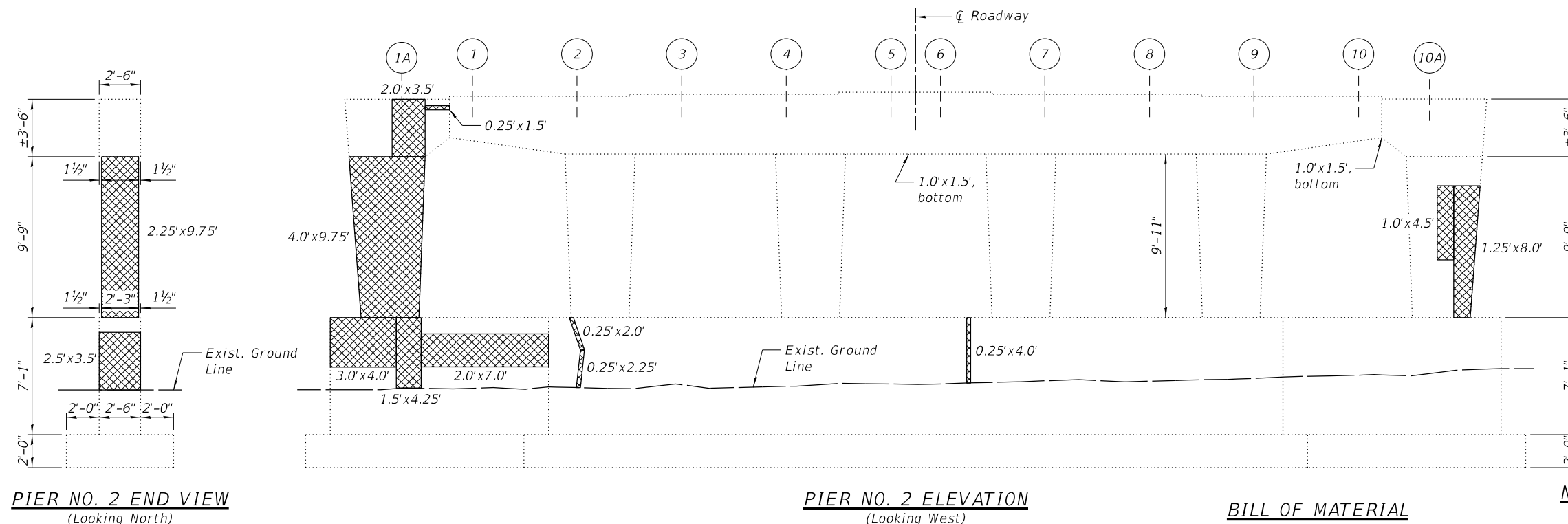
NOTES:

- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
- 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of pier located below the bearings after installation of proposed crash wall extensions.



PIER NO. 2 END VIEW
(Looking South)

PIER NO. 2 ELEVATION
(Looking East)



PIER NO. 2 END VIEW
(Looking North)

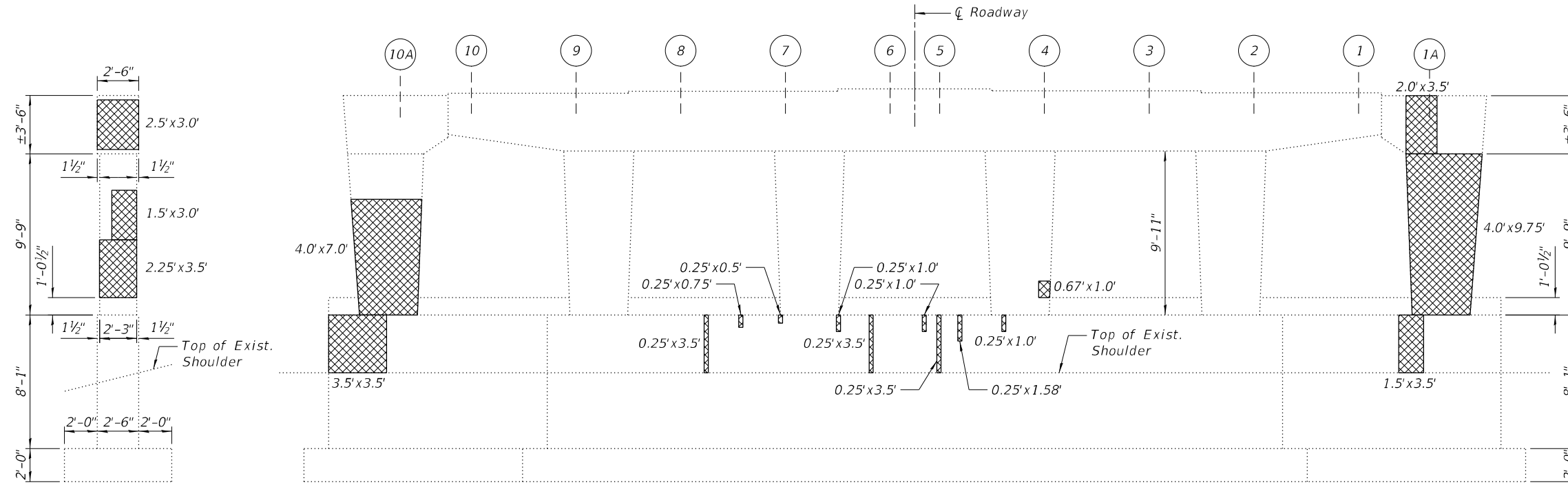
PIER NO. 2 ELEVATION
(Looking West)

LEGEND
 Structural Repair of Concrete (Depth Equal to or Less than 5 inches)

BILL OF MATERIAL

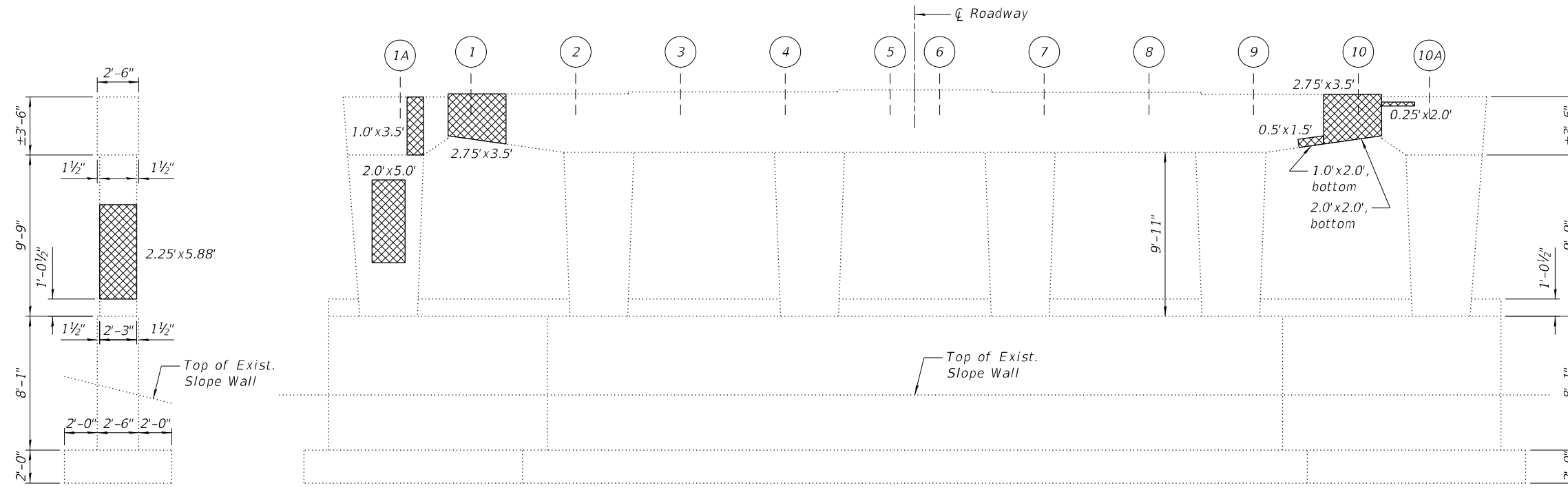
Item	Unit	Total
Concrete Sealer	Sq. Ft.	1,581
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	248

- NOTES:**
- The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
 - Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of pier located below the bearings after installation of proposed crash wall extensions.



PIER NO. 3 END VIEW
(Looking South)

PIER NO. 3 ELEVATION
(Looking East)



PIER NO. 3 END VIEW
(Looking North)

PIER NO. 3 ELEVATION
(Looking West)

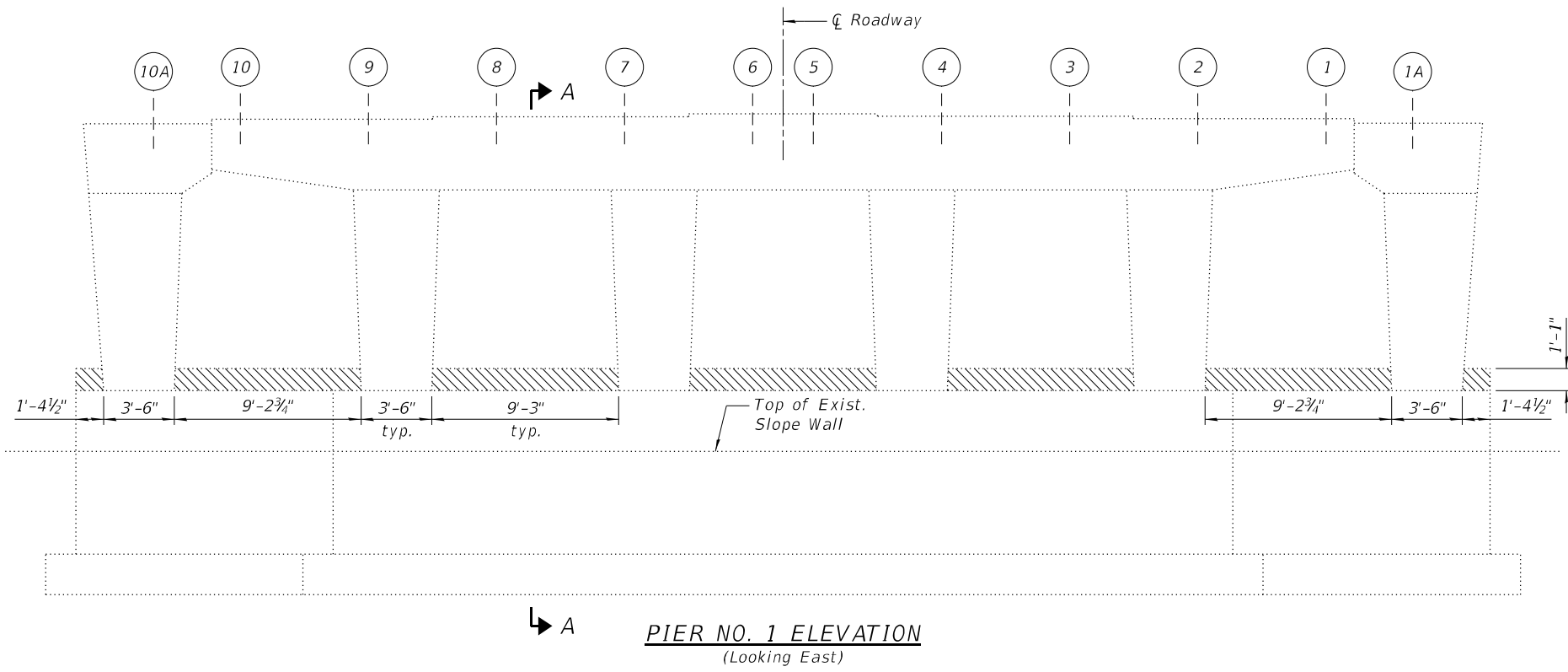
BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	1,612
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	170

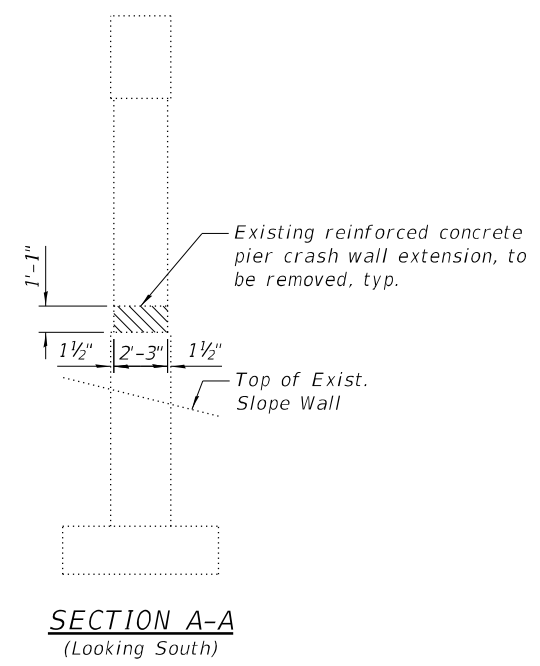
LEGEND

Structural Repair of Concrete
(Depth Equal to or Less than 5 inches)

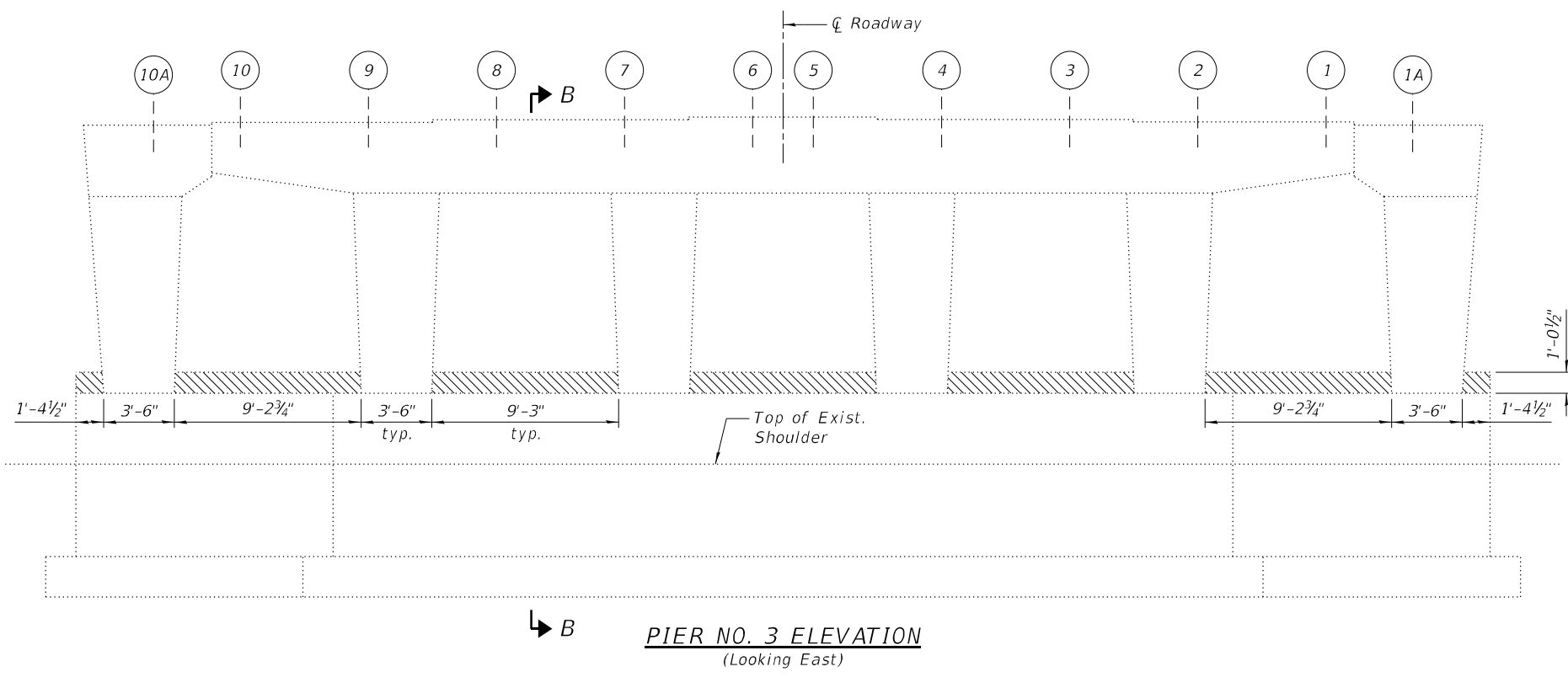
- NOTES:**
- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
 - 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of pier located below the bearings after installation of proposed crash wall extensions.



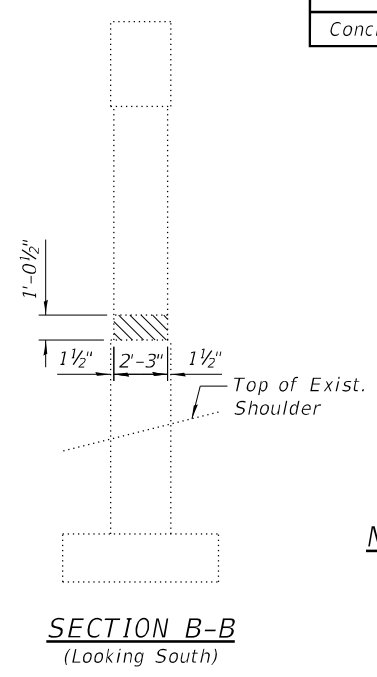
PIER NO. 1 ELEVATION
(Looking East)



SECTION A-A
(Looking South)



PIER NO. 3 ELEVATION
(Looking East)



SECTION B-B
(Looking South)

LEGEND

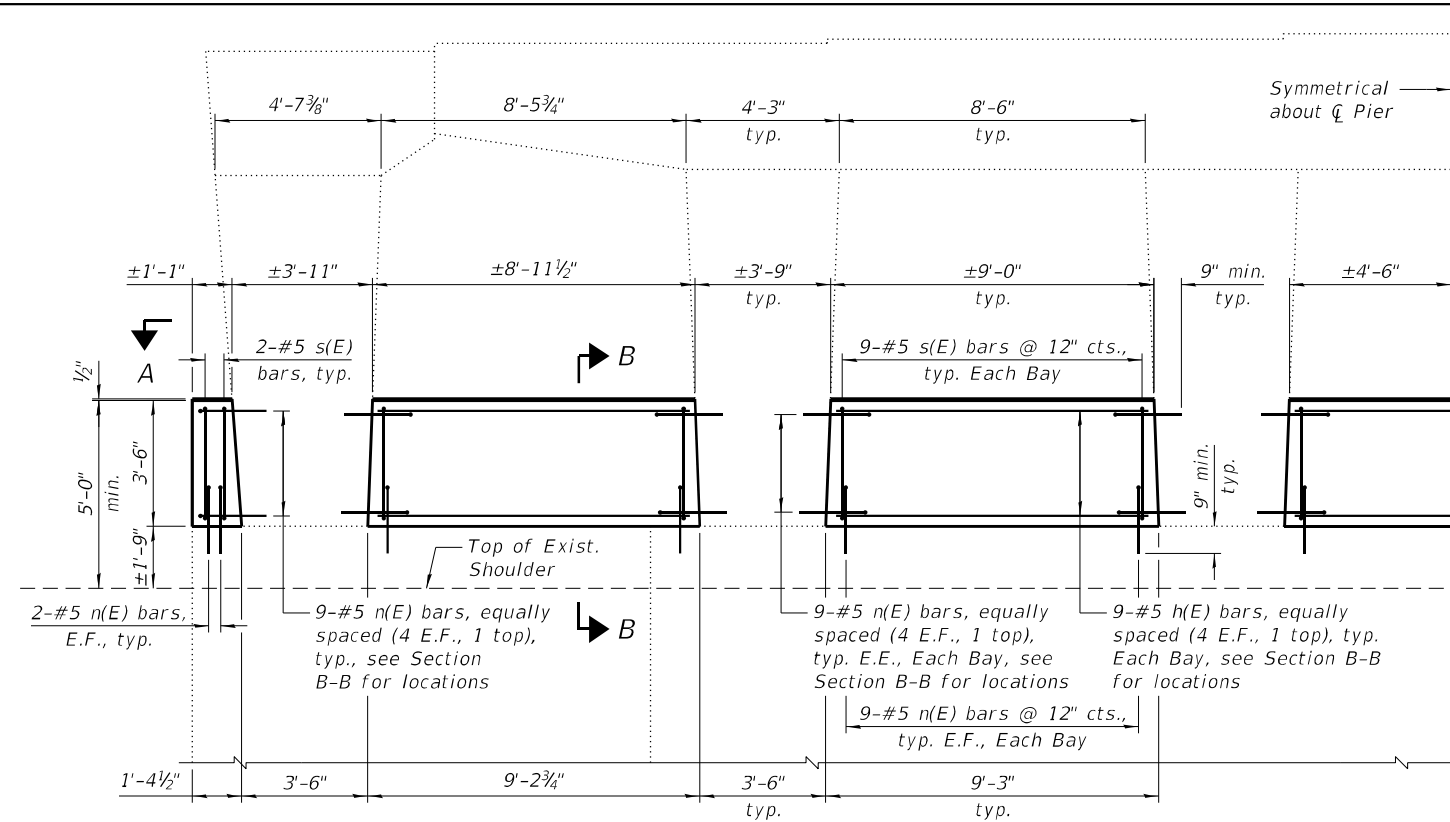


BILL OF MATERIAL

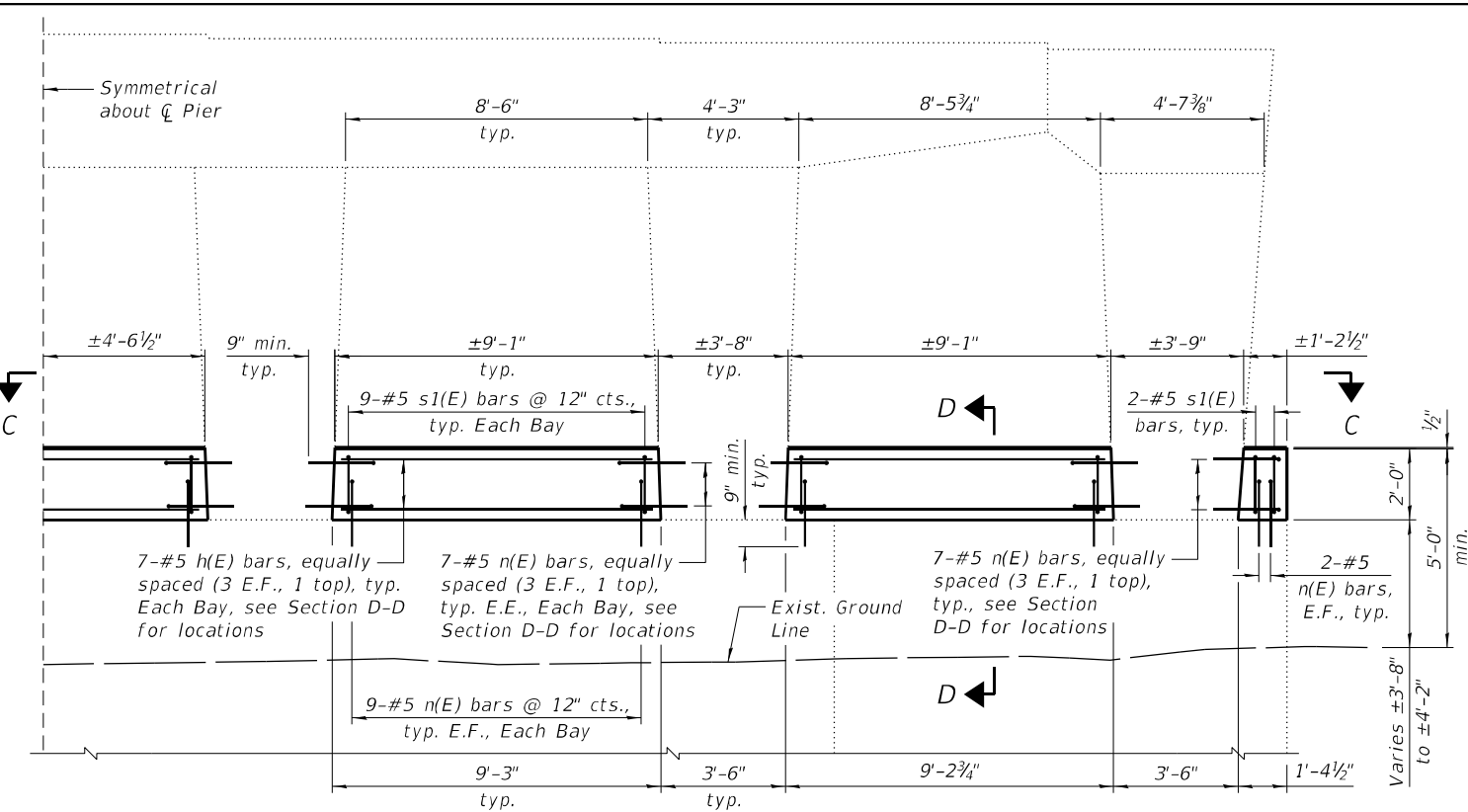
Item	Unit	Total
Concrete Removal	Cu. Yd.	8.7

NOTE:

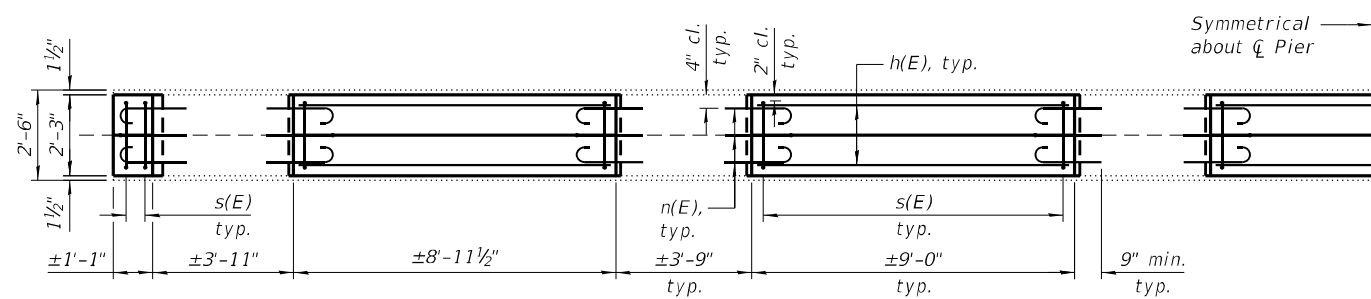
All work associated with temporary detachment and/or removal of steel plate beam guardrail will not be paid for separately, but shall be included in the cost of the work for which it is required.



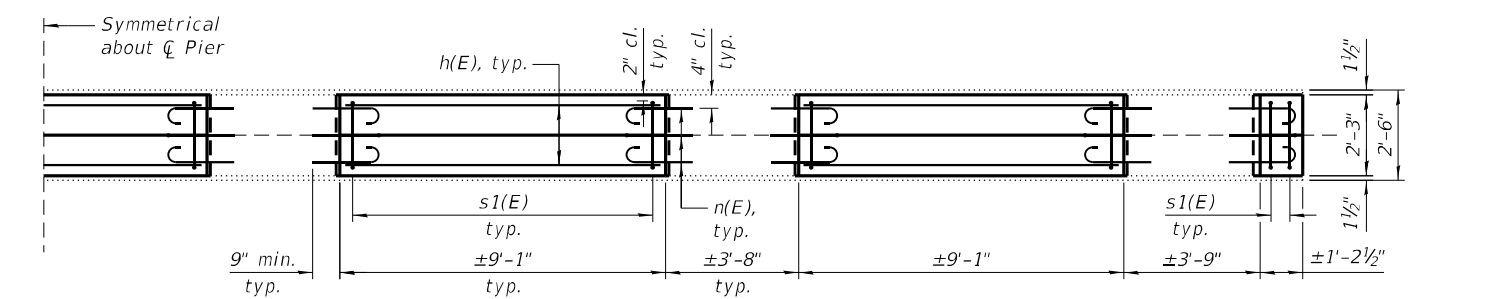
PIER NO. 1 & NO. 3 ELEVATION



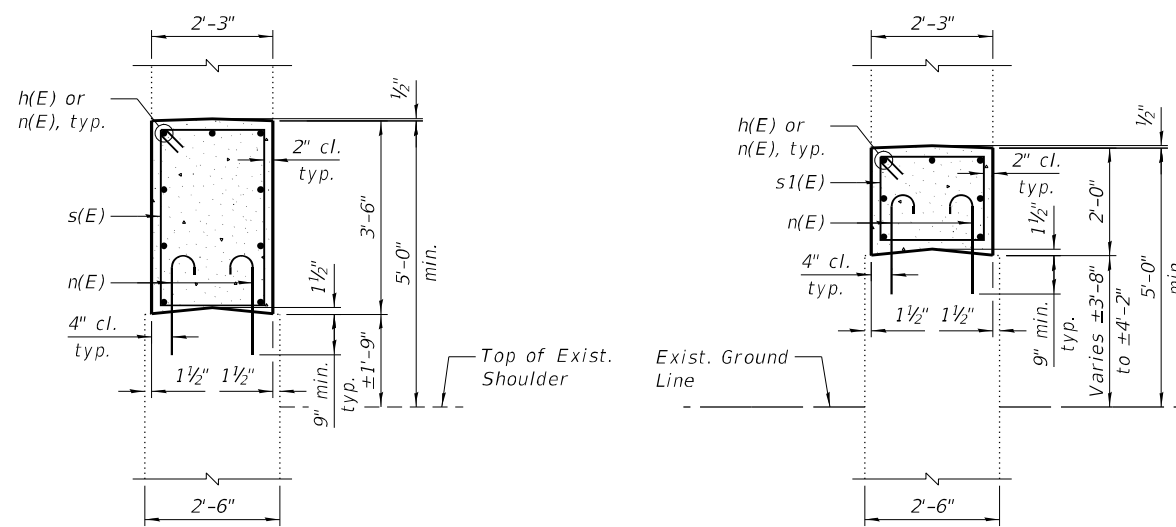
PIER NO. 2 ELEVATION



SECTION A-A



SECTION C-C



SECTION B-B

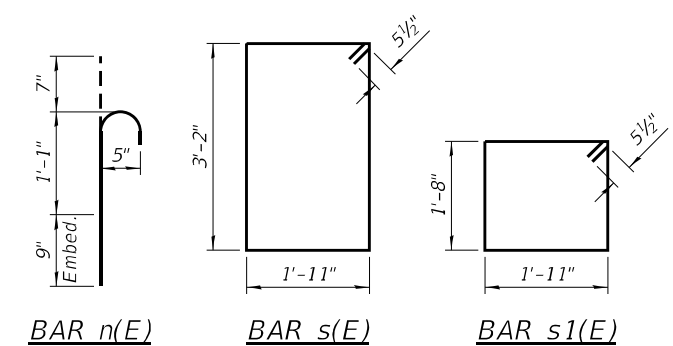
SECTION D-D

PIER NO. 1 & NO. 3
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	90	#5	8'-7"	—
n(E)	412	#5	2'-5"	C
s(E)	98	#5	11'-1"	□
Item		Unit	Quantity	
Concrete Structures		Cu. Yd.	28.4	
Reinforcement Bars, Epoxy Coated		Pound	2,980	
Concrete Sealer		Sq. Ft.	916	

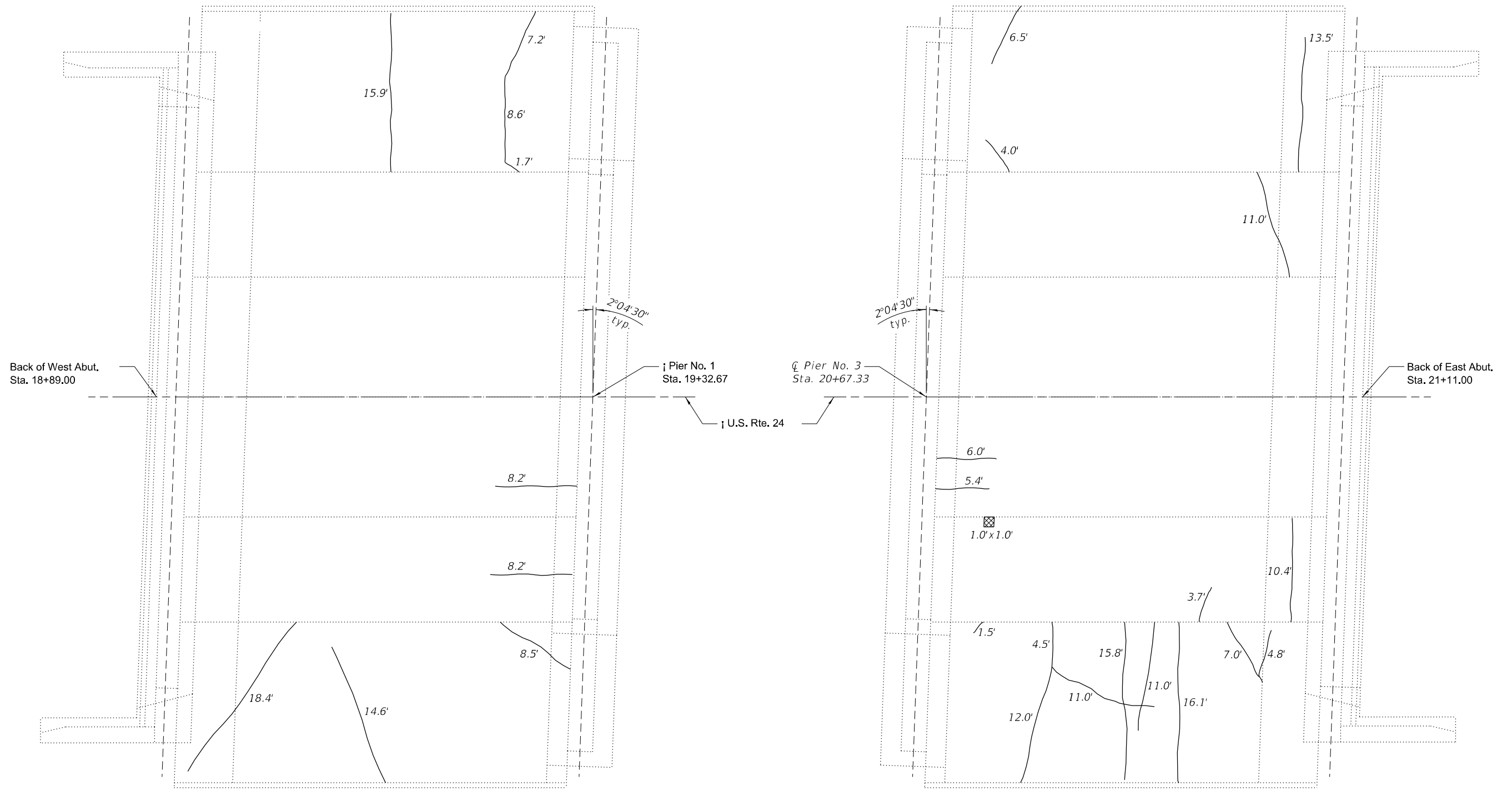
PIER NO. 2
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	35	#5	8'-7"	—
n(E)	182	#5	2'-5"	C
s1(E)	49	#5	8'-1"	□
Item		Unit	Quantity	
Concrete Structures		Cu. Yd.	7.9	
Reinforcement Bars, Epoxy Coated		Pound	1,190	
Concrete Sealer		Sq. Ft.	311	



NOTES:

- 1.) Drill & epoxy grout #5 n(E) bars 9" min. into existing concrete according to Section 584 of the Standard Specifications.
- 2.) E.F. denotes Each Face and E.E. denotes Each End.
- 3.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of pier located below the bearings after installation of proposed crash wall extensions.
- 4.) All work associated with attachment and/or reinstallation of steel plate beam guardrail will not be paid for separately, but shall be included in the cost of the work for which it is required.



PLAN



BILL OF MATERIAL

Item	Unit	Total
Slope Wall Crack Sealing	Foot	236
Slope Wall Repair	Sq. Yd.	5

LEGEND

- Slope Wall Repair
- L.F. Slope Wall Crack Sealing

NOTES:

- 1.) Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0 weighing 58 lbs. per 100 sq. ft.
- 2.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
- 3.) Quantities displayed in the Bill of Material with units of Sq. Yd. have been increased beyond the dimensions indicated in the Plan view shown on this sheet in order to provide a minimum of 5 Sq. Yd. for the purpose of establishing a unit price.



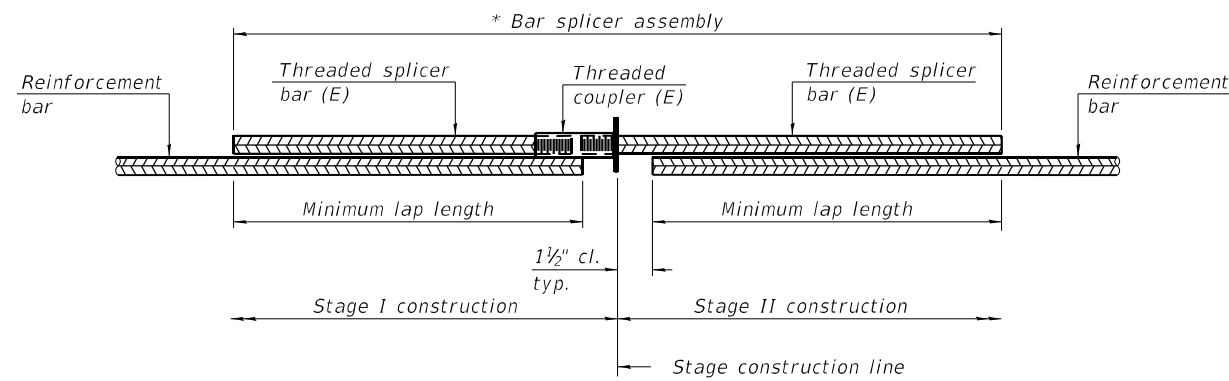
DESIGNED - EMW	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED
DATE - 03/20/2026	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SLOPE WALL REPAIRS
STRUCTURE NO. 038-0031**

SHEET NO. 20 OF 21 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR.D.CR	IROQUOIS	437	312
ILLINOIS			CONTRACT NO. 66M80	



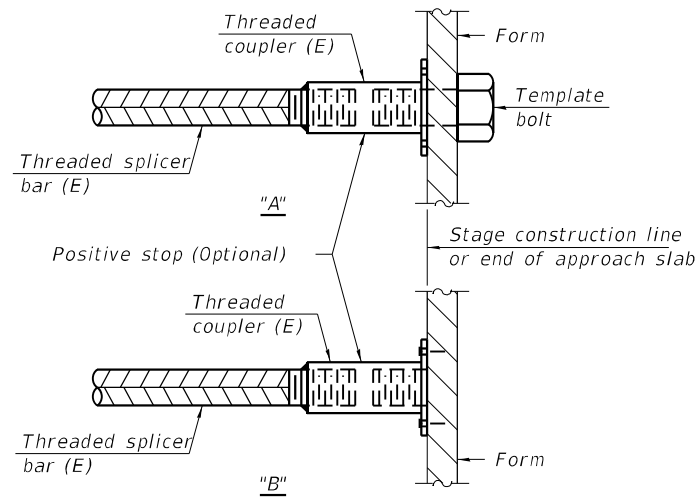
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Deck at Joint	#5	28	2'-10"
Deck at Joint	#6	8	3'-11"

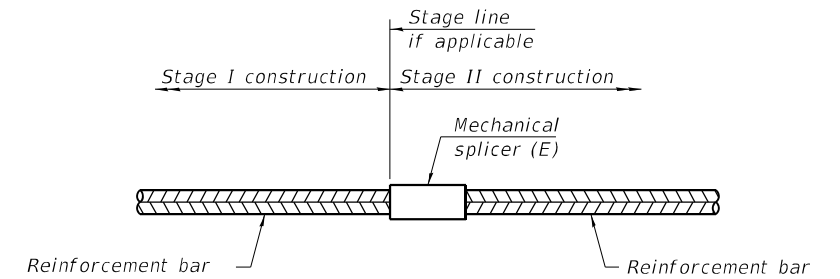


INSTALLATION AND SETTING METHODS

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

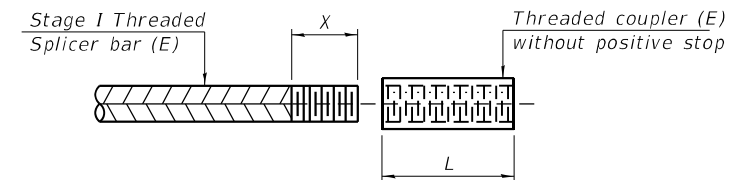
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

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

Notes:

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

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

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

BSD-1

4-4-2025



DESIGNED - EMW	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED
DATE - 03/20/2026	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

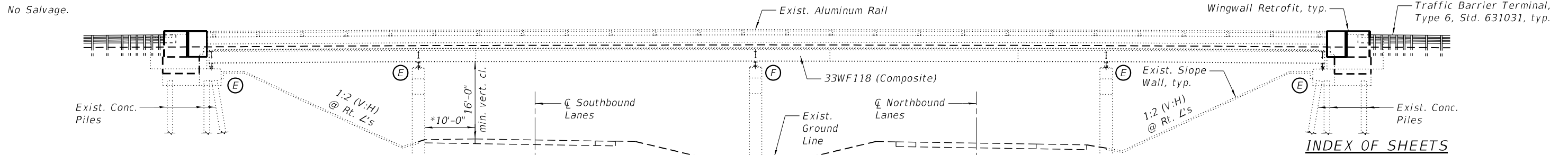
**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 038-0031**

SHEET NO. 21 OF 21 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	313
			CONTRACT NO. 66M80	
ILLINOIS				

Existing Structure: Structure No. 038-0086 was constructed in 1967 as Section 38-5HB. In 2000, the abutment bearings were replaced with Type II Elastomeric Expansion Bearings, alternating floor drains were plugged, and extensions were added to the remaining floor drains to extend below the fascia beams. Additionally, concrete repairs were made to the abutments, slope wall, and bottom of deck. The superstructure consists of a four-span continuous rolled steel beam with 7" cast-in-place concrete deck. The substructure consists of reinforced concrete spill-thru abutments supported by concrete piles and single hammerhead piers on spread footings and creosoted piles. The back-to-back of abutments length measures 238'-3" and the out-to-out deck measures 31'-8". The span lengths are 43'-6", 70'-9", 73'-7", and 45'-5". The structure is skewed 18°06'30" left forward. One lane of bi-directional traffic will be maintained utilizing stage construction.

No Salvage.

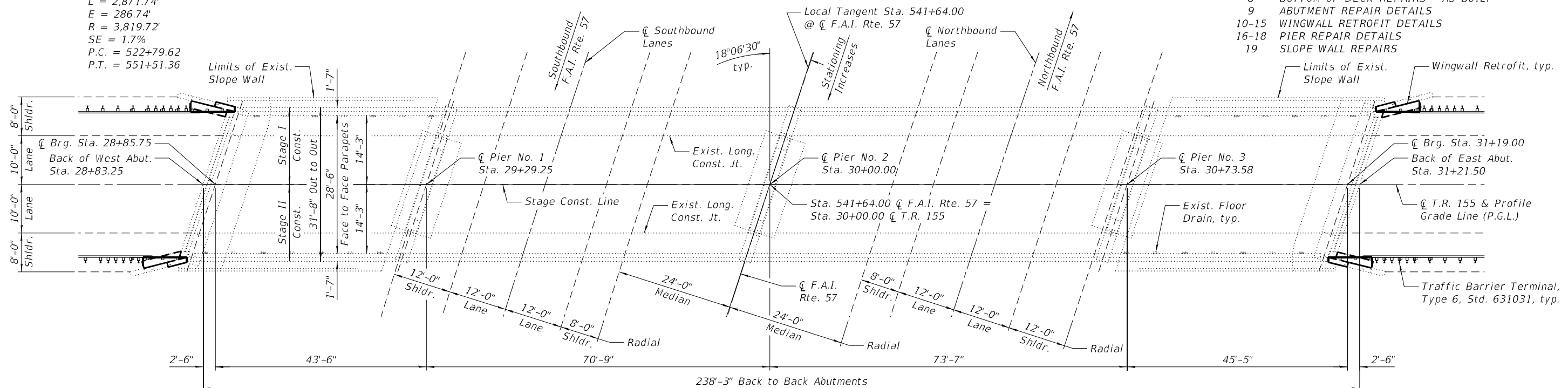


I-57 HORIZONTAL CURVE DATA

P.I. = 537+87.18
 I = 43°04'34.03"
 D = 1°30'00"
 T = 1,507.56'
 L = 2,871.74'
 E = 286.74'
 R = 3,819.72'
 SE = 1.7%
 P.C. = 522+79.62
 P.T. = 551+51.36

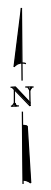
ELEVATION
 (Looking North)

*Dimension @ Rt. L's to I-57



SHEET NO.	TITLE
1	GENERAL PLAN AND ELEVATION
2	GENERAL DATA AND MISCELLANEOUS DETAILS
3	STAGE CONSTRUCTION DETAILS
4	TEMPORARY CONCRETE BARRIER
5	TOP OF DECK REPAIRS
6	TOP OF DECK REPAIRS - AS BUILT
7	BOTTOM OF DECK REPAIRS
8	BOTTOM OF DECK REPAIRS - AS BUILT
9	ABUTMENT REPAIR DETAILS
10-15	WINGWALL RETROFIT DETAILS
16-18	PIER REPAIR DETAILS
19	SLOPE WALL REPAIRS

PLAN



SCOPE OF WORK

- Maintain one lane of bi-directional traffic utilizing stage construction.
- Crack sealing and concrete repair of bridge deck.
- Install protective shield over driving lanes.
- Remove existing joint seal and install replacement silicone joint sealer between bridge deck and abutment stem wall.
- Retrofit the existing wingwalls for upgraded approach and departure guardrails.
- Repair existing substructure concrete.
- Repair existing slope wall.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

EXISTING DESIGN STRESSES

FIELD UNITS (1967):
 f_c = 3,500 psi
 f_y = 40,000 psi (Reinforcement)
 f_y = 36,000 psi (Structural Steel)

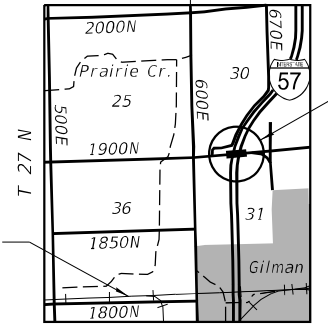
PROPOSED DESIGN STRESSES

FIELD UNITS:
 f_c = 3,500 psi
 f_c = 4,000 psi (Superstructure)
 f_y = 60,000 psi (Reinforcement)

LOADING H15-44

No future wearing surface allowed.

R 10 E, 3rd P.M. R 11 E, 3rd P.M.



LOCATION SKETCH



W. Mardaus
 WILLIAM MARDAUSS, P.E., S.E. DATE: 03/20/2026
 LICENSE EXPIRES 11/30/2026

T.R. 155 (CR 1900N) OVER I-57

F.A.I. RTE. 57 - SEC. *

IROQUOIS COUNTY

STATION 30+00.00

STRUCTURE NO. 038-0086



DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED

DATE - 03/20/2026

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
 STRUCTURE NO. 038-0086

SHEET NO. 1 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR.D.CR	IROQUOIS	437	314
			CONTRACT NO. 66M80	

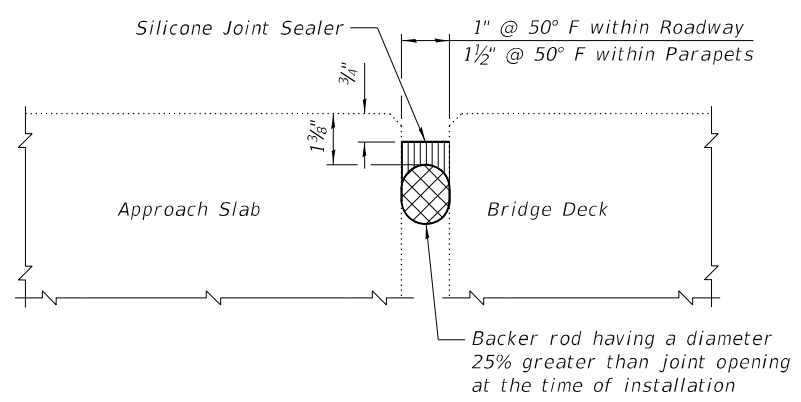
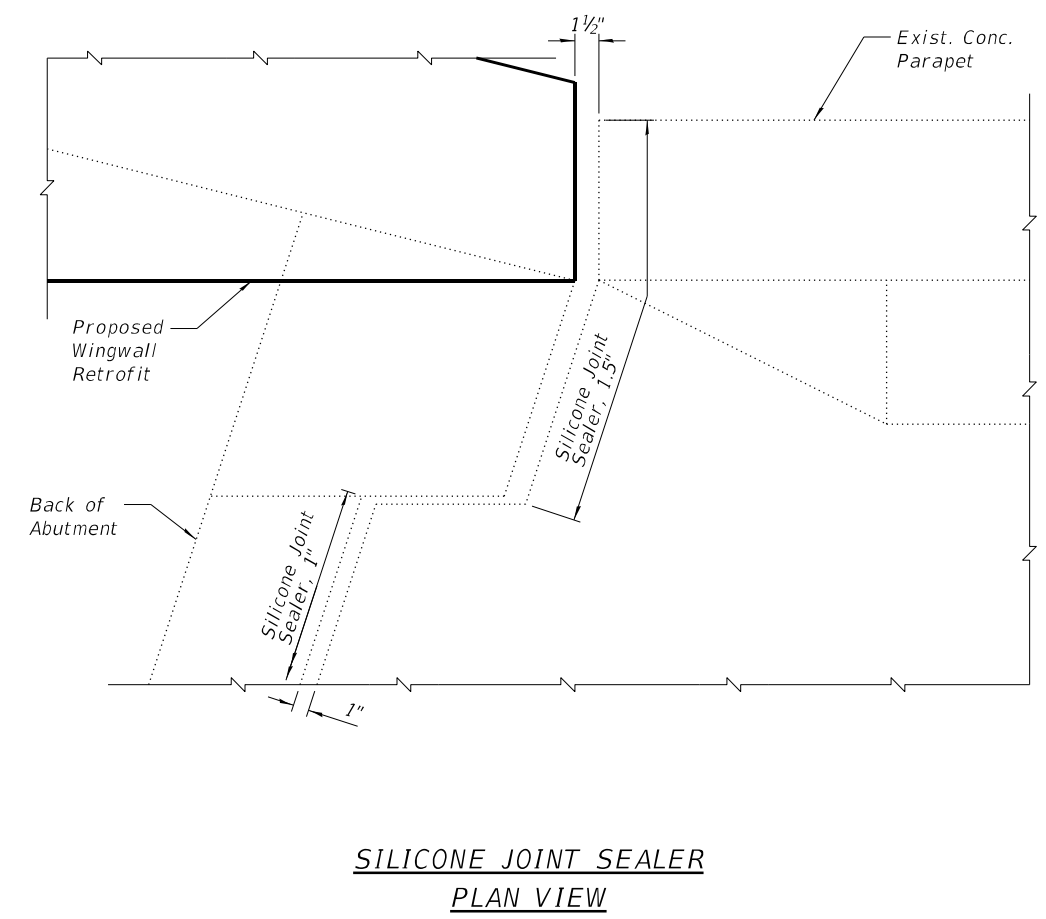
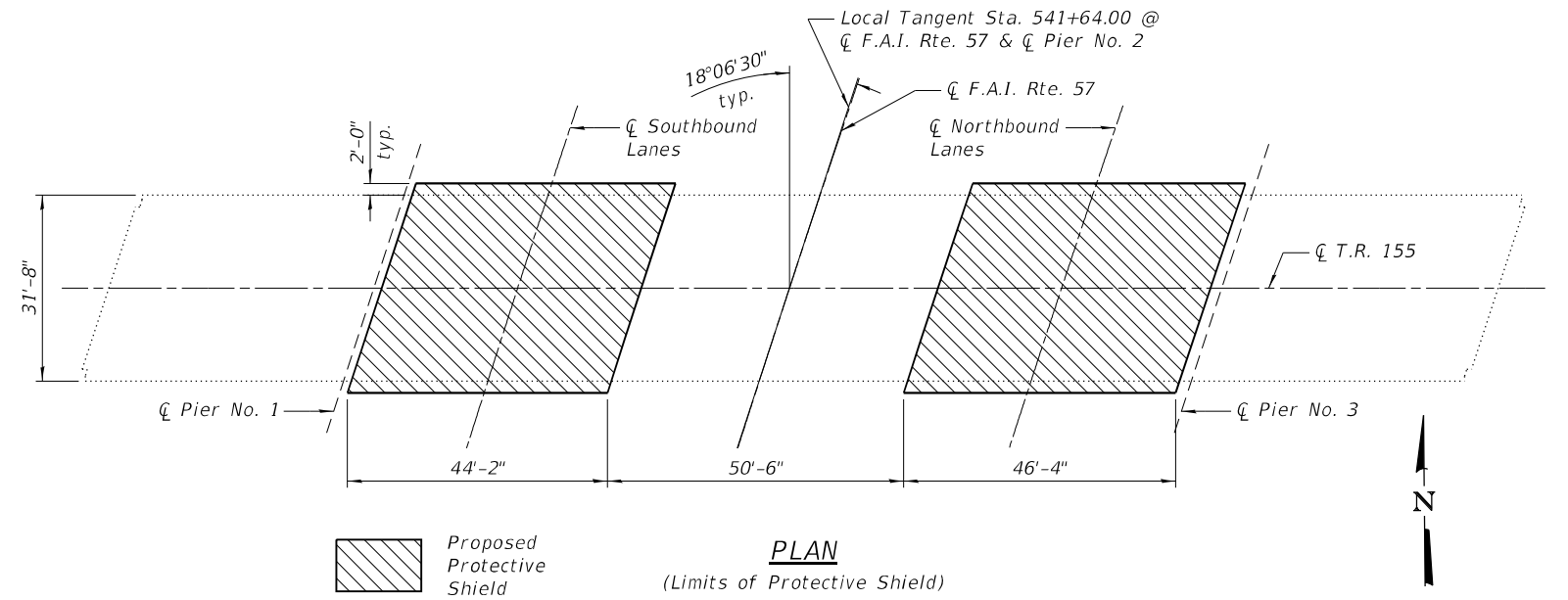
ILLINOIS

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	25.3
Concrete Removal	Cu. Yd.	3.6
Protective Shield	Sq. Yd.	359
Concrete Superstructure	Cu. Yd.	17.7
Protective Coat	Sq. Yd.	50
Reinforcement Bars, Epoxy Coated	Pound	1,430
Concrete Sealer	Sq. Ft.	11,621
Controlled Low-Strength Material	Cu. Yd.	5.0
Bridge Deck Concrete Crack Sealer	Foot	527
Slope Wall Crack Sealing	Foot	190
Slope Wall Repair	Sq. Yd.	10
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	385
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	5
Deck Slab Repair (Partial)	Sq. Yd.	10
Silicone Joint Sealer, 1"	Foot	59
Silicone Joint Sealer, 1.5"	Foot	9

GENERAL NOTES:

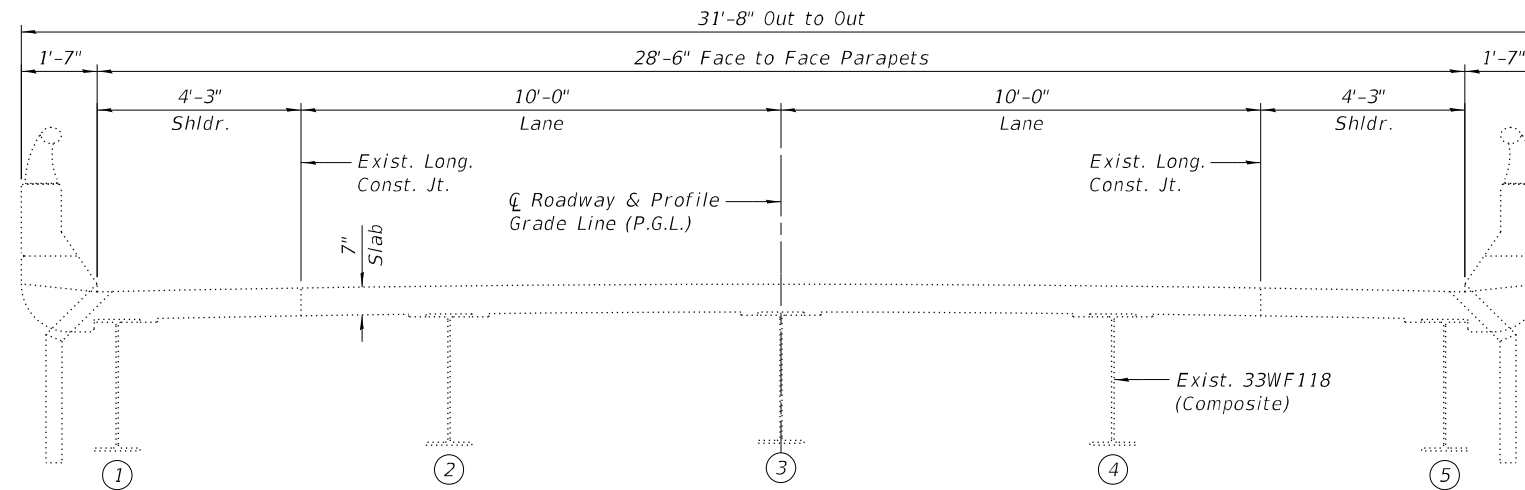
- 1.) Reinforcement bars designated (E) shall be epoxy coated.
- 2.) Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 3.) Protective Coat shall only be applied to new concrete areas including the top surface of the deck slab repairs, and the top and vertical faces of wingwall retrofit.
- 4.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to the existing top and inside vertical faces of the parapets, top surface of bridge deck, and to all exposed faces of the abutments, existing wingwalls, and piers located below the bearings.
- 5.) Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.
- 6.) The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Deck Slab Repair.
- 7.) The Engineer shall show actual locations and size of deck repairs on As-built Plans.
- 8.) The Contractor may request copies of existing construction plans that are currently on file with the Department. The request shall be in writing with the understanding that any reproduction cost will be at the Contractor's expense at no additional cost to the Department.



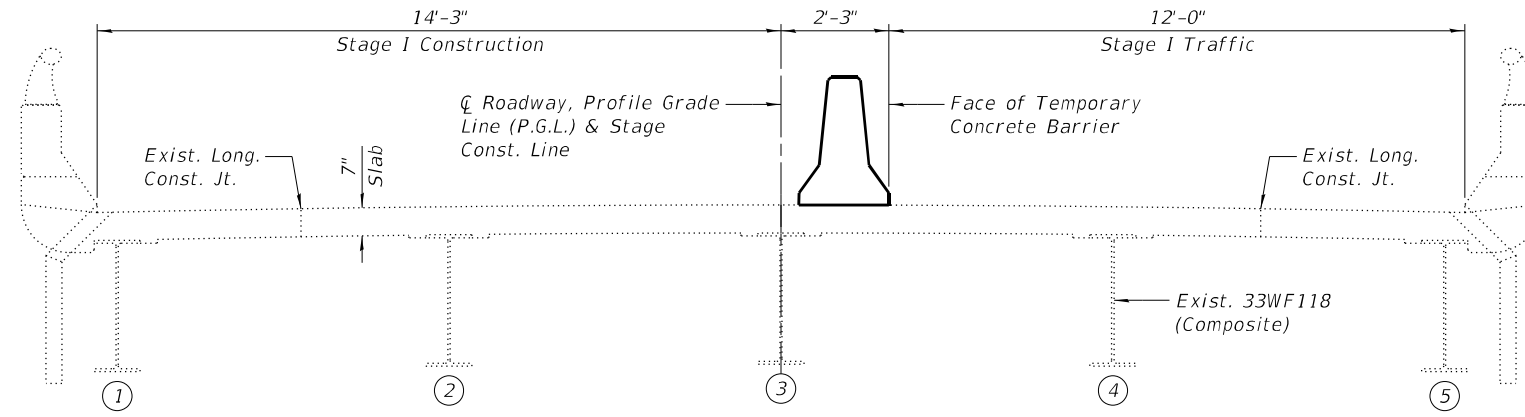
**SILICONE JOINT SEALER DETAIL
AT ABUTMENT STEM WALL**

Remove existing joint seal and install replacement silicone joint sealer at approach slabs.

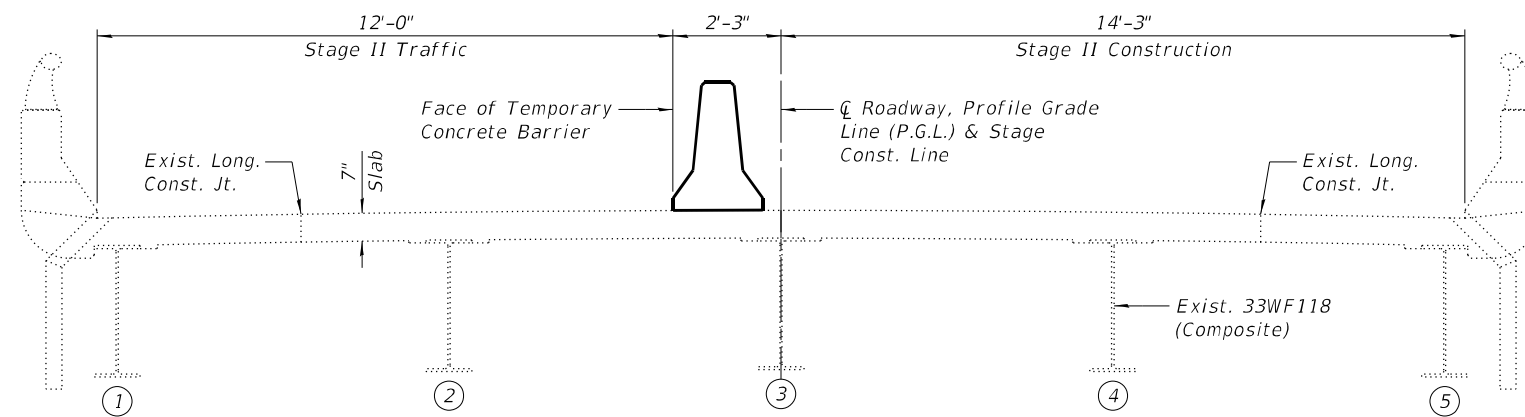
**SILICONE JOINT SEALER
PLAN VIEW**



EXISTING CROSS SECTION
(Looking East)



STAGE I CONSTRUCTION
(Looking East)

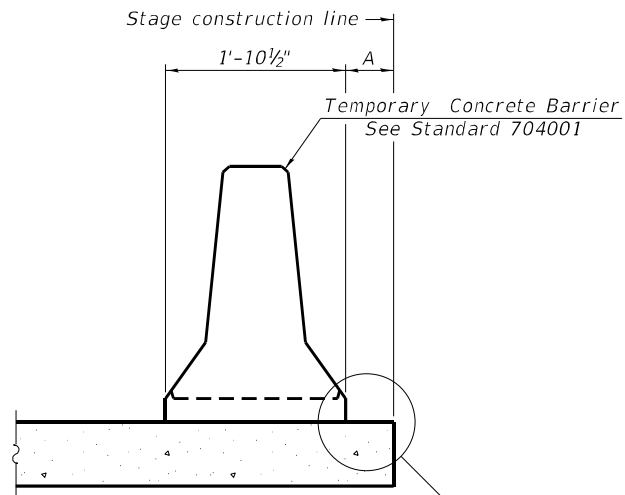


STAGE II CONSTRUCTION
(Looking East)

NOTE:
See Sheet 4 of 19 for Temporary Concrete Barrier.

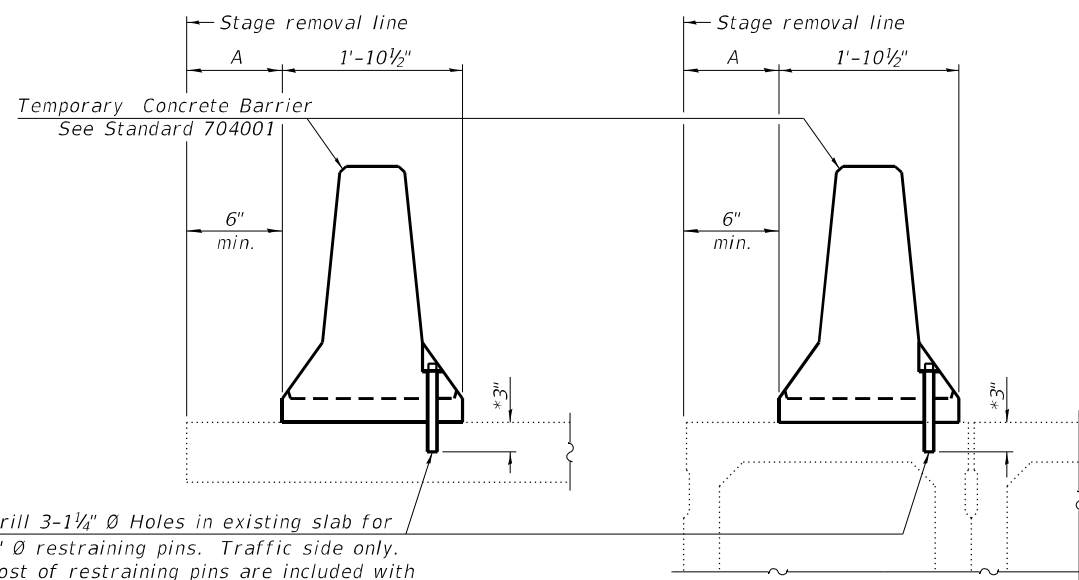
DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED
DATE - 03/20/2026	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	316
CONTRACT NO. 66M80			ILLINOIS	



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

NEW SLAB OR NEW DECK BEAM



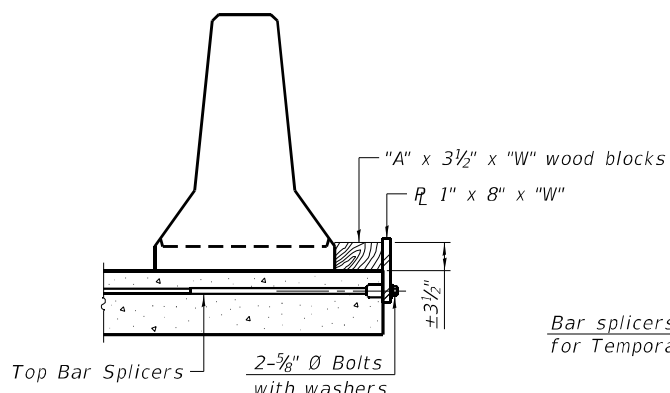
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

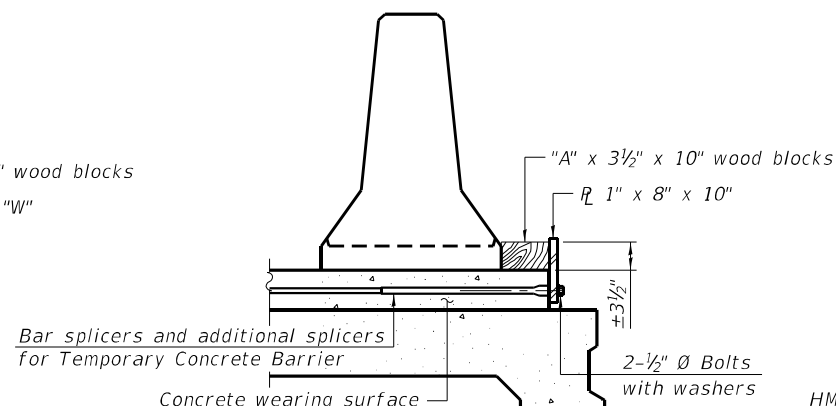
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

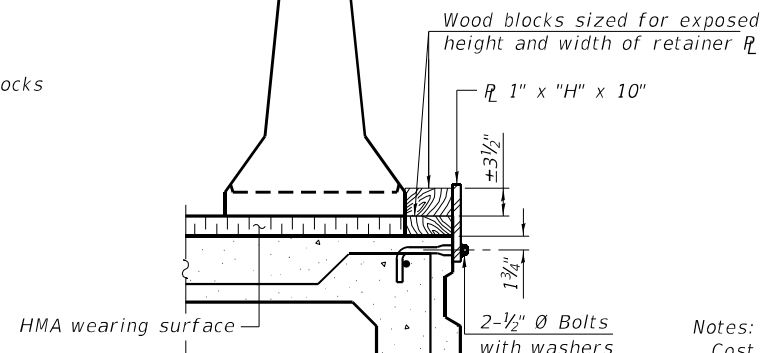
SECTIONS THRU SLAB OR DECK BEAM



DETAIL I



DETAIL II

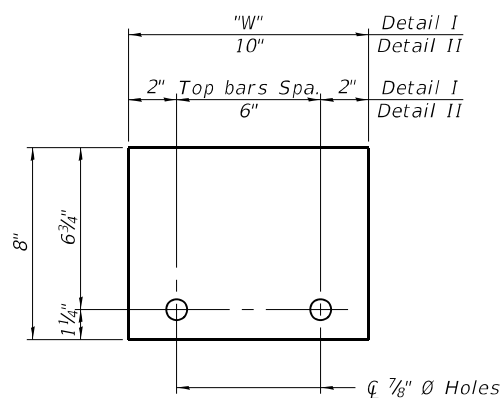


DETAIL III

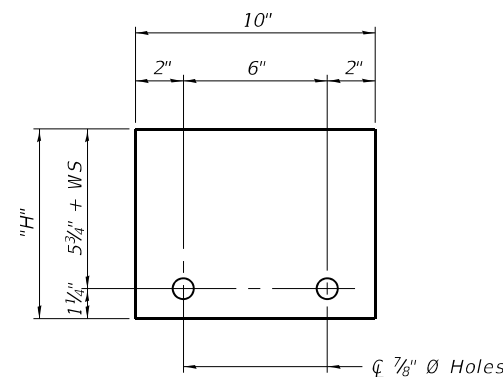
BAR SPLICER FOR #4 BAR - DETAIL III

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

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



STEEL RETAINER \bar{R} 1" x 8" x "W"
(Detail I and II)

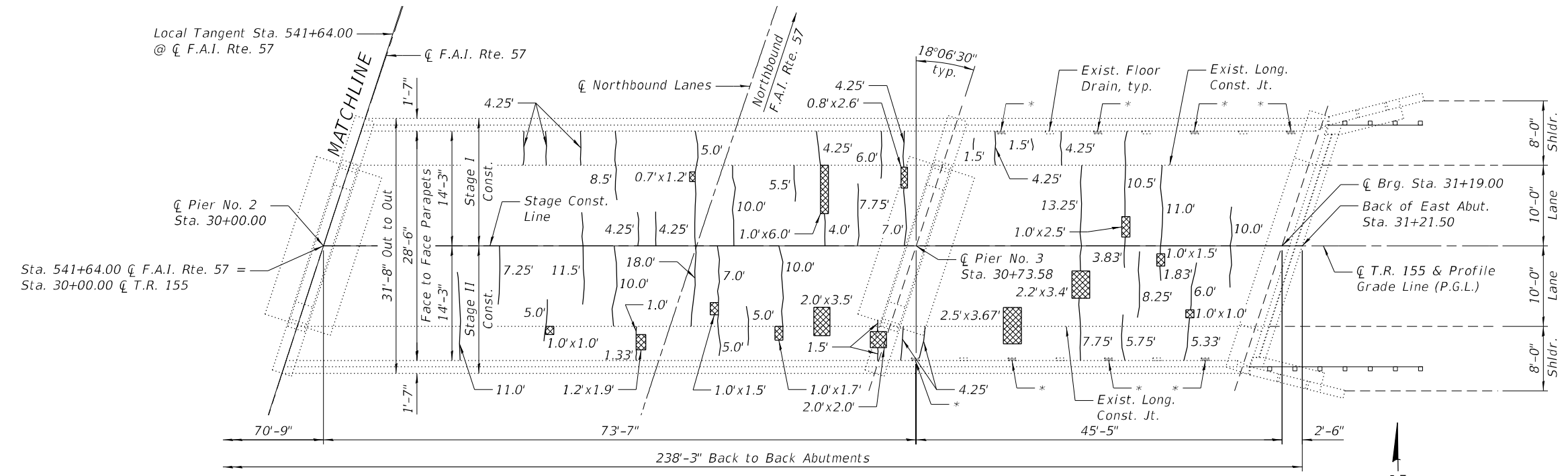
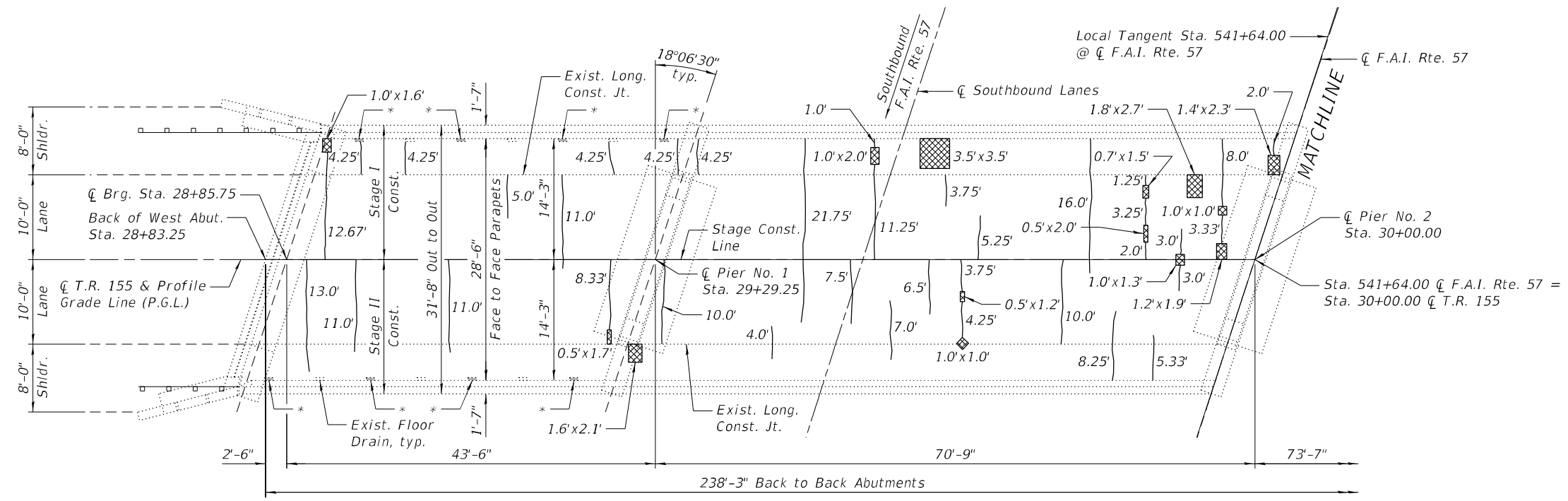


STEEL RETAINER \bar{R} 1" x "H" x 10"
(Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-23



PLAN



LEGEND

- Deck Slab Repair (Partial)
- Bridge Deck Concrete Crack Sealer

BILL OF MATERIAL

Item	Unit	Total
Bridge Deck Concrete Crack Sealer	Foot	527
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	5
Deck Slab Repair (Partial)	Sq. Yd.	10

NOTES:

- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions, and documented by the Engineer on the As Built plan sheet.
- 2.) *Existing Floor Drain plugged as part of previous work.
- 3.) The quantity shown for Deck Slab Repair (Full Depth, Type I) has been included to provide a minimum of 5 Sq. Yd. for the purpose of establishing a unit price.



DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

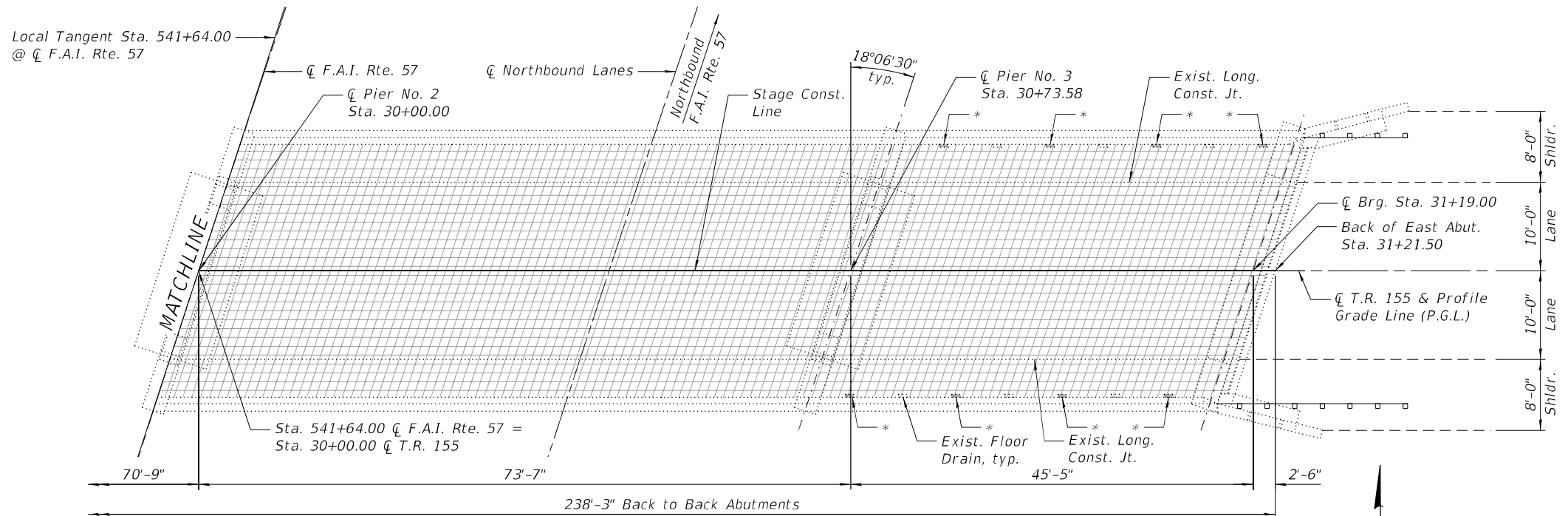
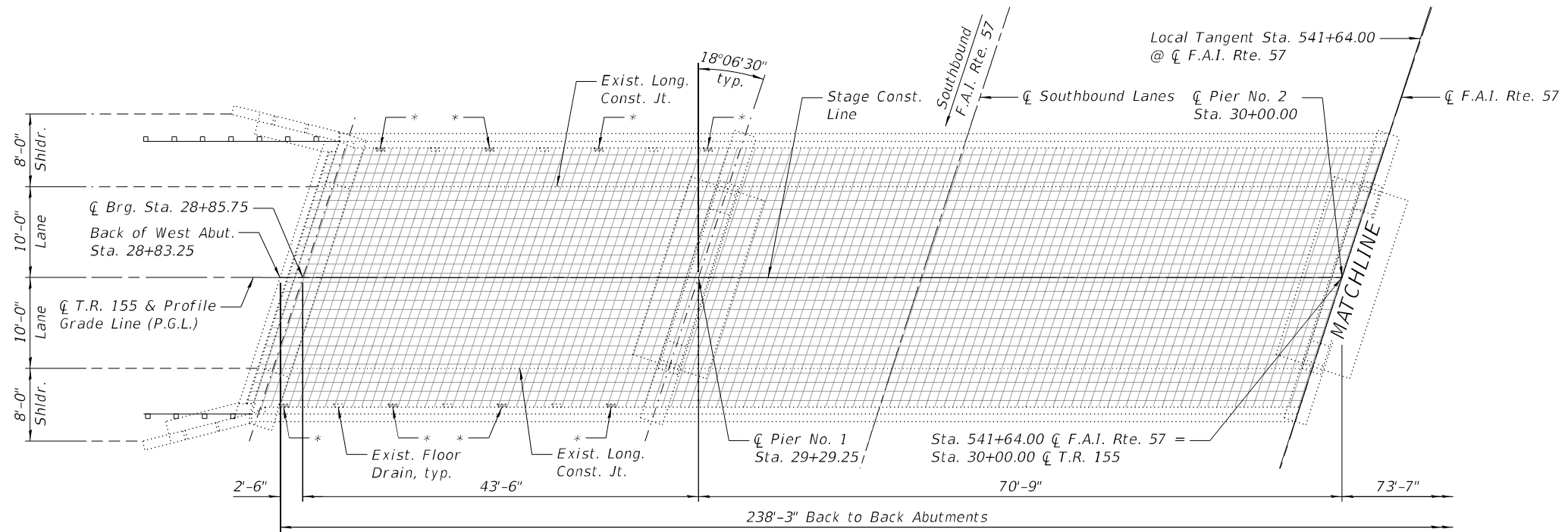
TOP OF DECK REPAIRS
STRUCTURE NO. 038-0086

SHEET NO. 5 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR.D,CR	IROQUOIS	437	318
			CONTRACT NO. 66M80	
ILLINOIS				

2709 McGRAW DRIVE
BLOOMINGTON, ILLINOIS 61704
(309) 663-8435 / info@f-w.com

DATE - 03/20/2026



PLAN



NOTES:

- 1.) The Engineer shall record the As Built deck slab repair areas on this sheet.
- 2.) The reference grid was drawn in 1' transverse and longitudinal increments.
- 3.) *Existing Floor Drain plugged as part of previous work.



DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED

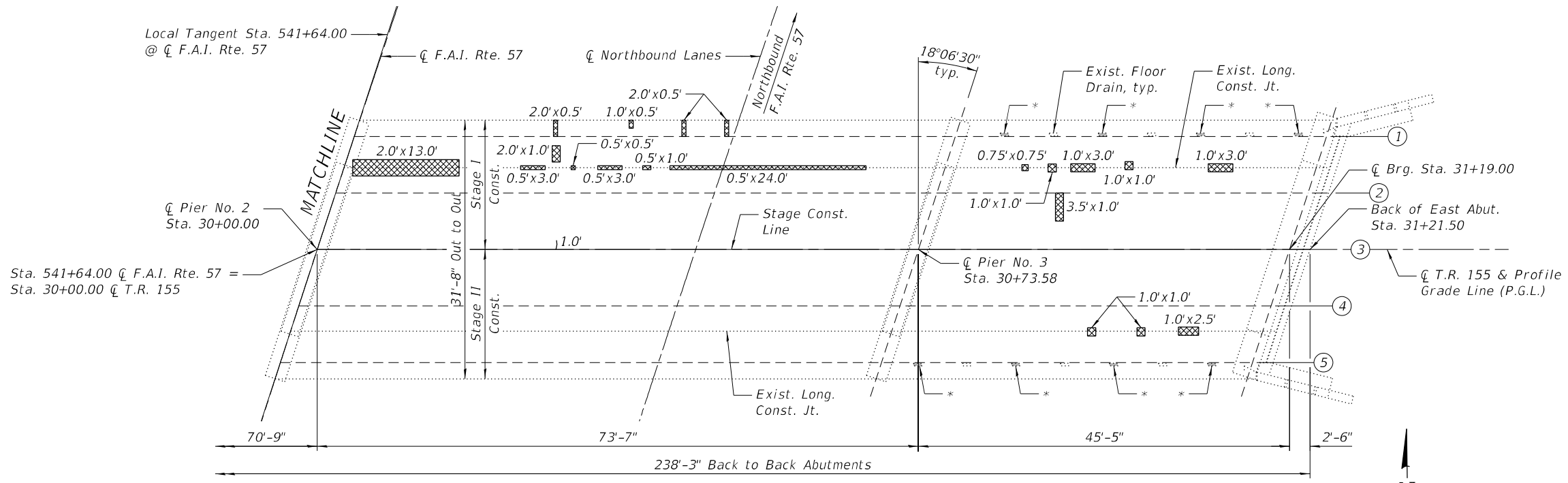
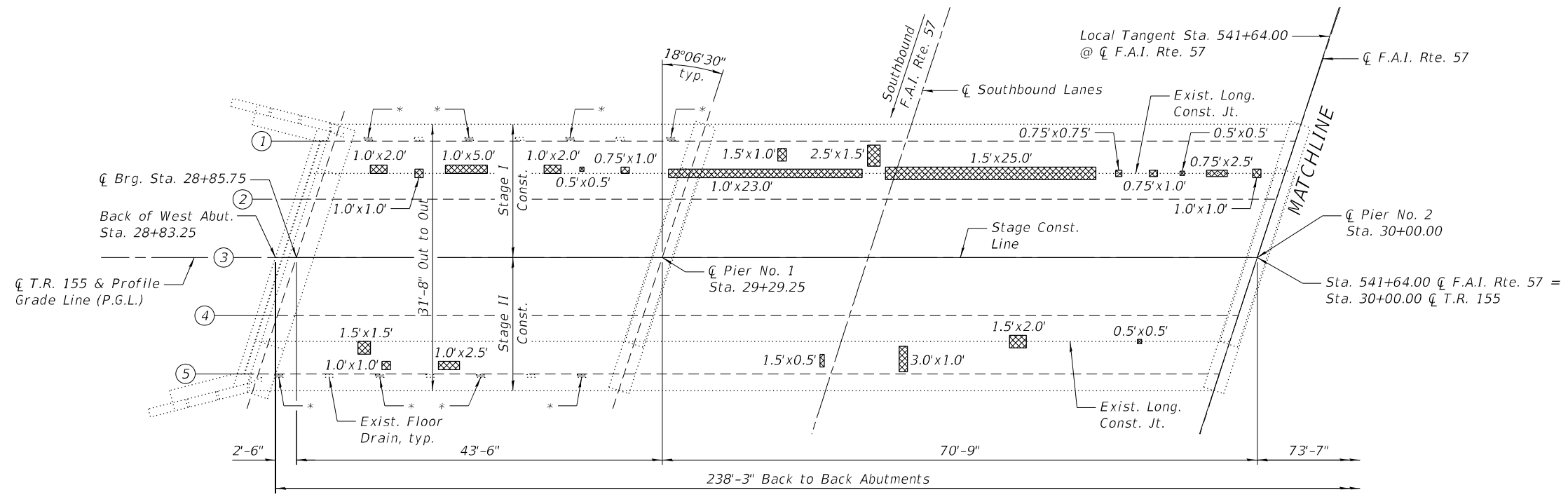
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK REPAIRS - AS BUILT
STRUCTURE NO. 038-0086

SHEET NO. 6 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	319
			CONTRACT NO. 66M80	
ILLINOIS				

DATE - 03/20/2026



PLAN

LEGEND

Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	158

NOTES:

- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions, and documented by the Engineer on the As Built plan sheet.
- 2.) *Existing Floor Drain plugged as part of previous work.



DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED

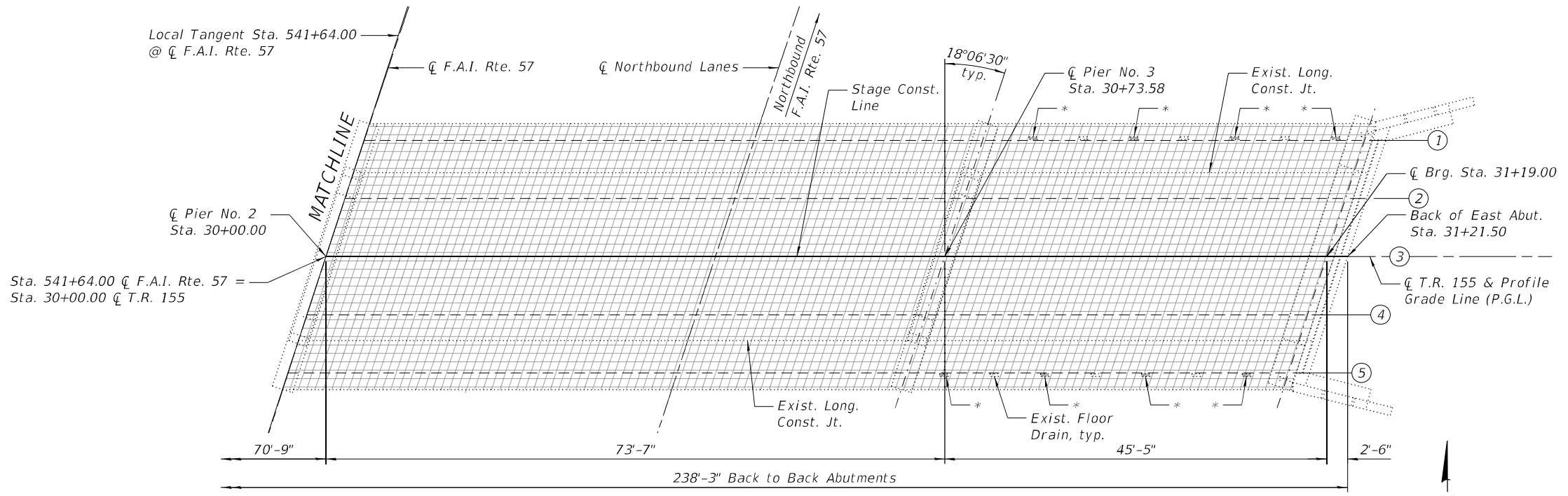
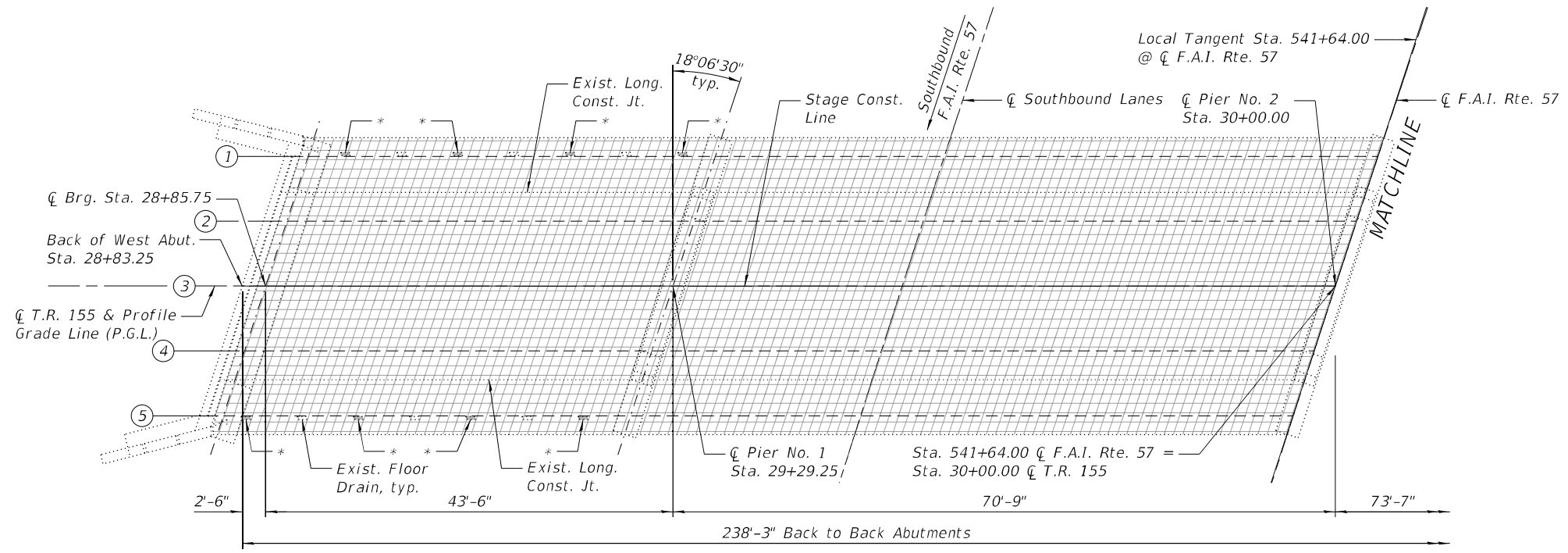
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BOTTOM OF DECK REPAIRS
STRUCTURE NO. 038-0086

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	320
			CONTRACT NO. 66M80	

SHEET NO. 7 OF 19 SHEETS

ILLINOIS



PLAN



NOTES:

- 1.) The Engineer shall record the As Built deck slab repair areas on this sheet.
- 2.) The reference grid was drawn in 1' transverse and longitudinal increments.
- 3.) *Existing Floor Drain plugged as part of previous work.



DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED

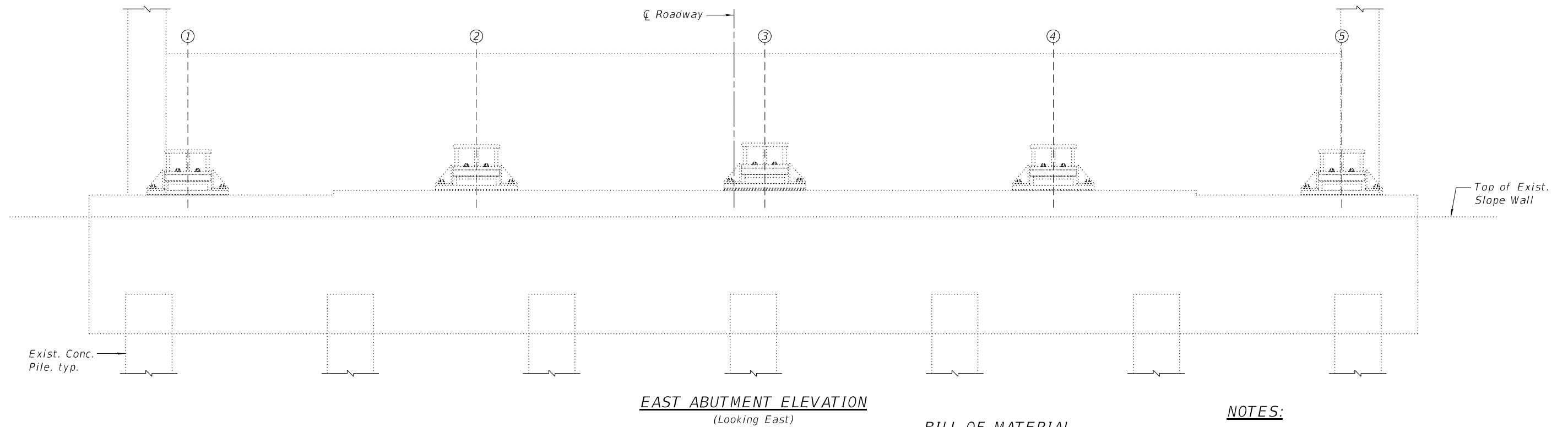
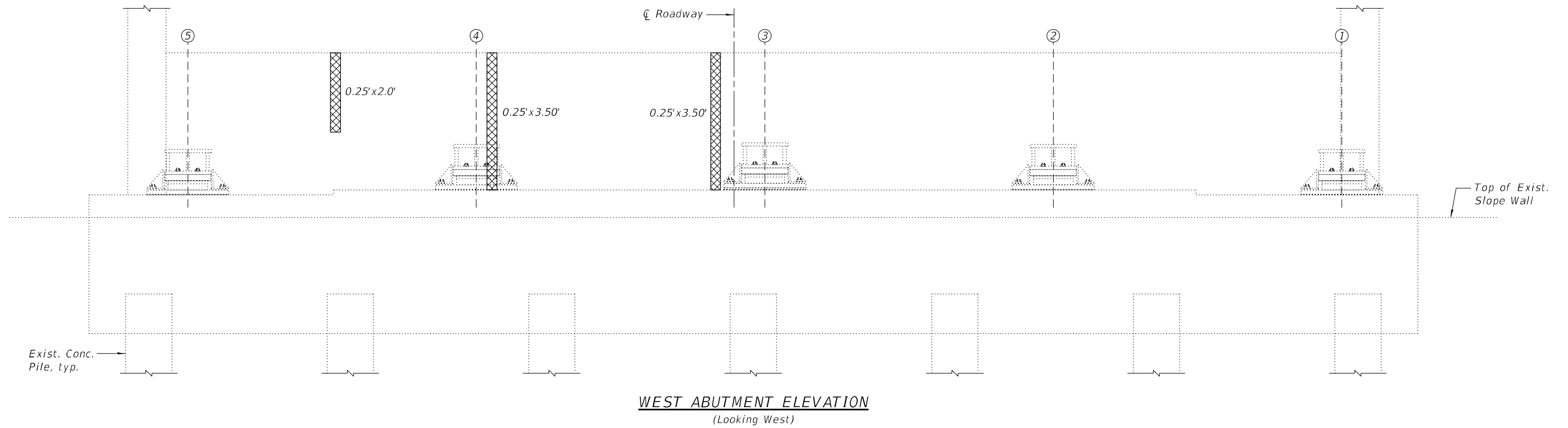
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BOTTOM OF DECK REPAIRS - AS BUILT
STRUCTURE NO. 038-0086

SHEET NO. 8 OF 19 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	321
			CONTRACT NO. 66M80	
ILLINOIS				

DATE - 03/20/2026



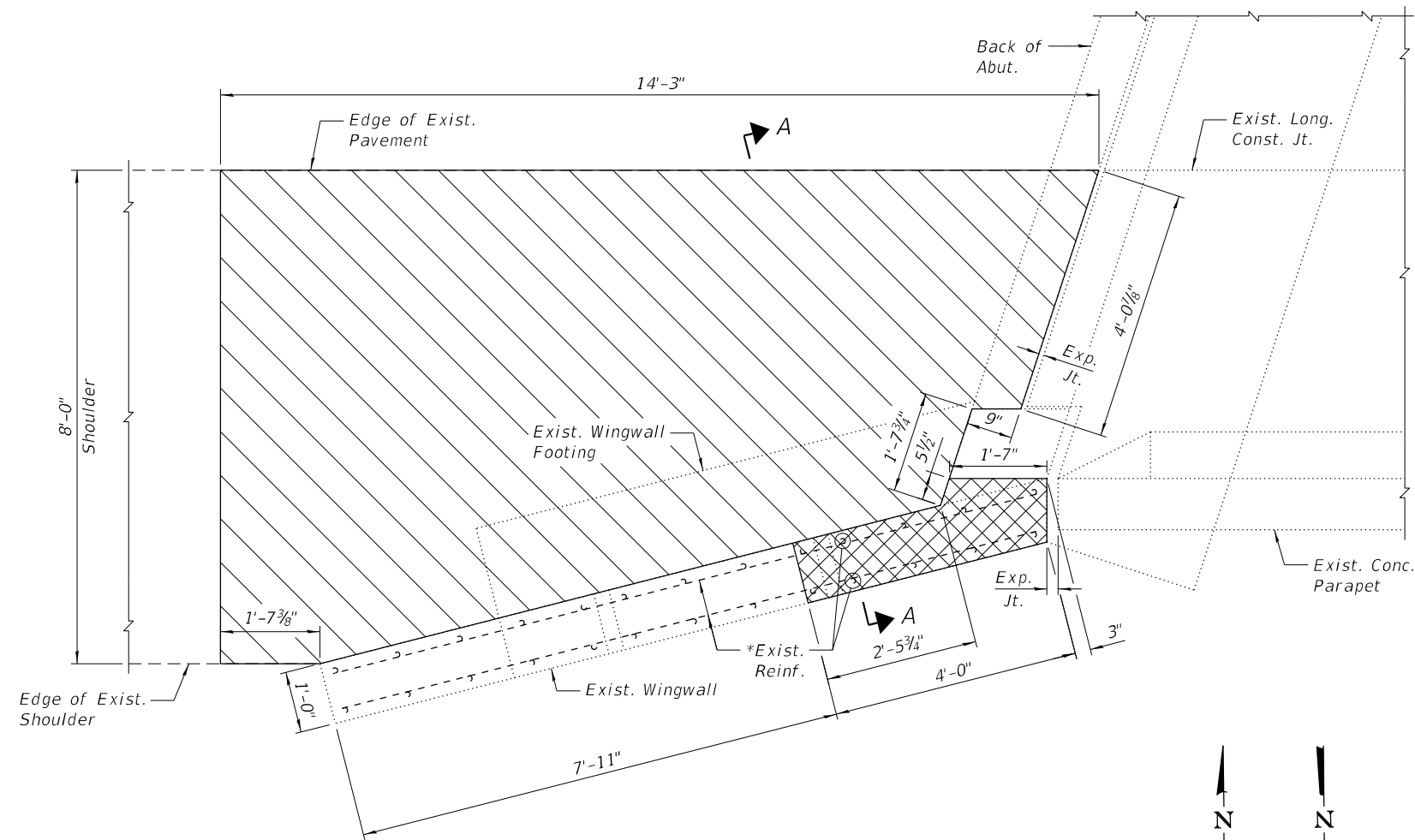
LEGEND
 Structural Repair of Concrete
 (Depth Equal to or Less than
 5 inches)

BILL OF MATERIAL

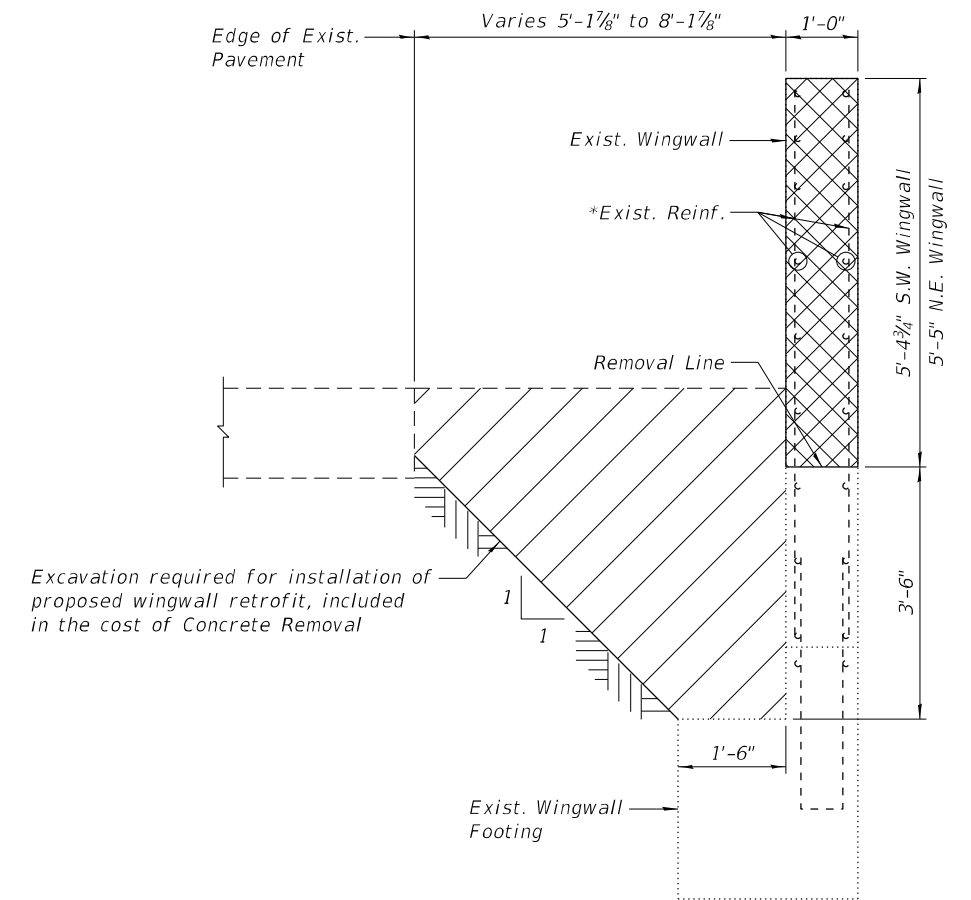
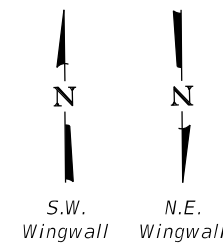
Item	Unit	Total
Concrete Sealer	Sq. Ft.	469
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	3

NOTES:

- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
- 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of the abutments.

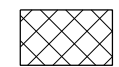


REMOVAL PLAN SOUTHWEST & NORTHEAST WINGWALL

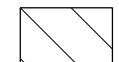


SECTION A-A
(Horiz. dimensions @ Rt. L's)

LEGEND



Concrete Removal



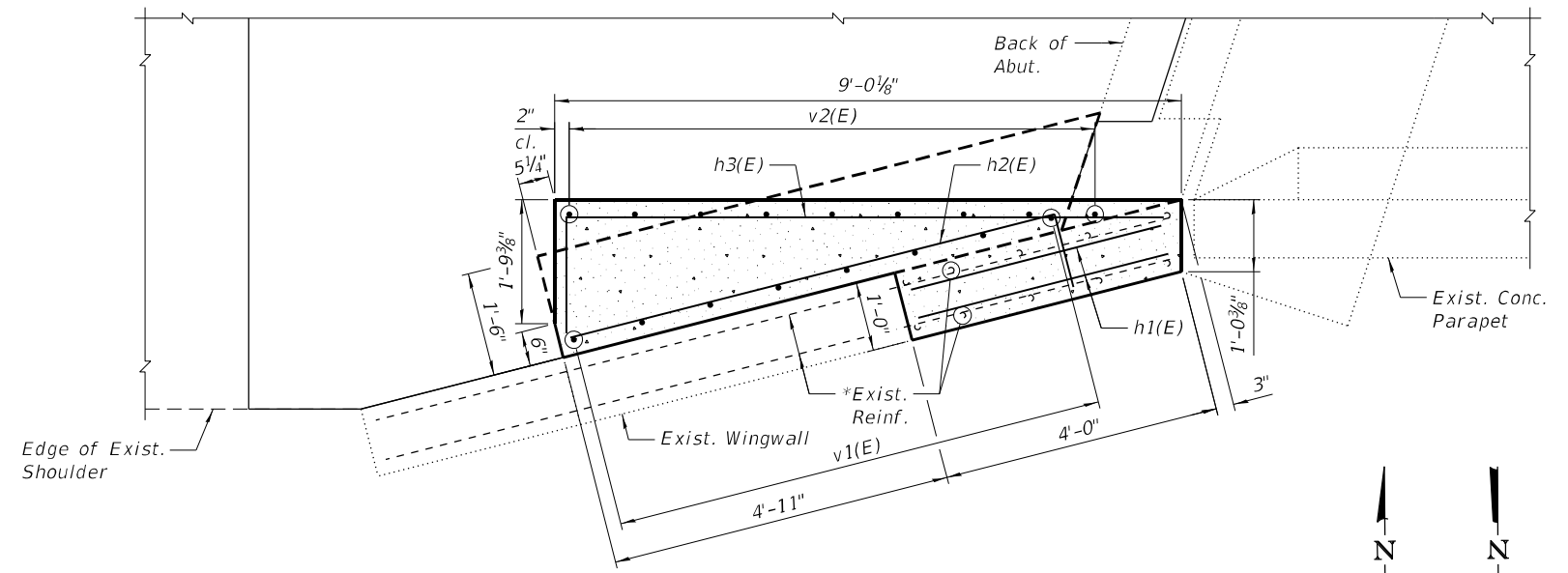
Excavation Required for Installation of Proposed Wingwall Retrofit

NOTE:

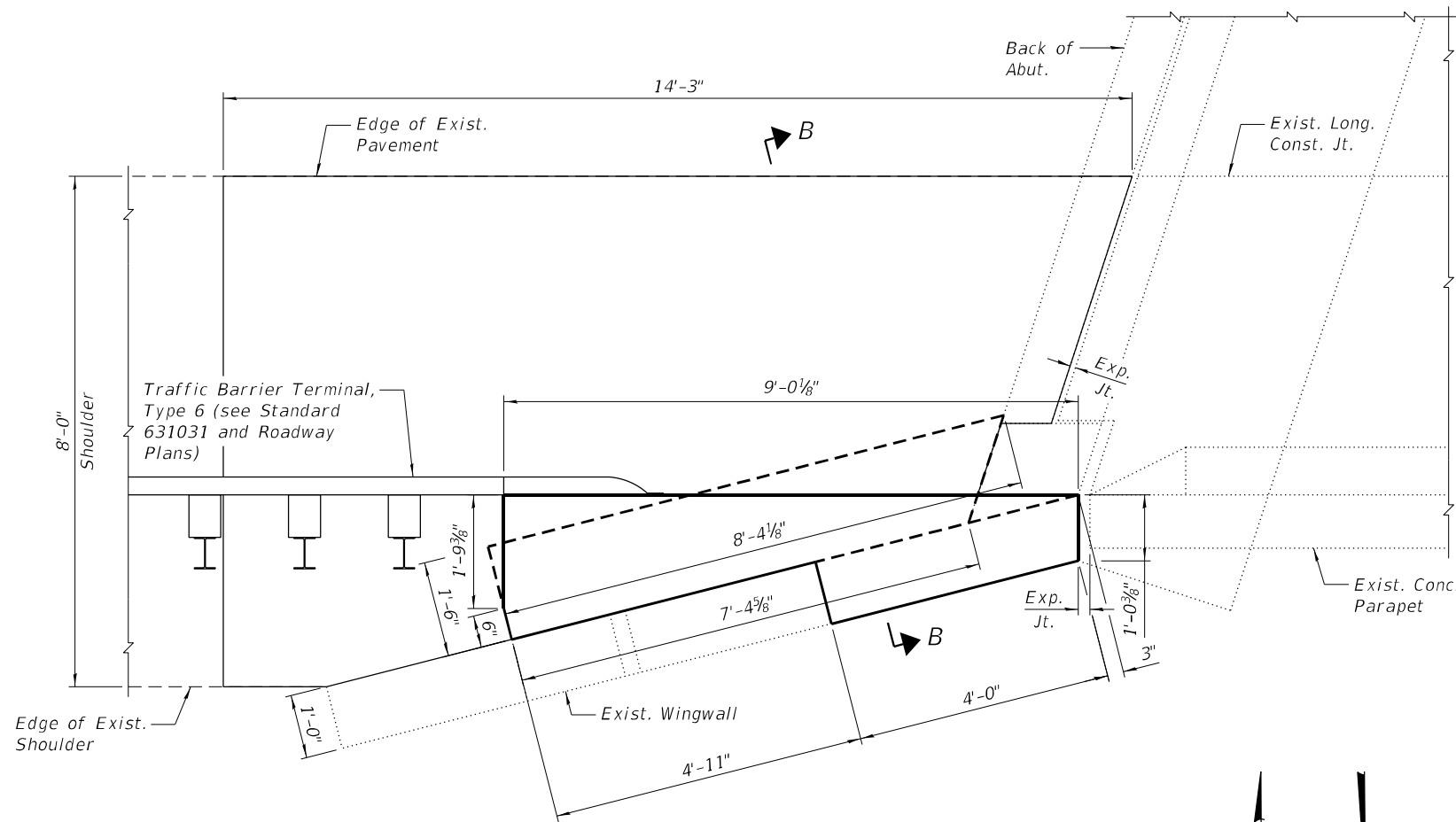
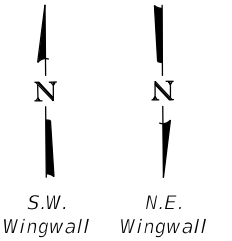
- 1.) *Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost shall be included with Concrete Removal.
- 2.) Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.

DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED
DATE - 03/20/2026	

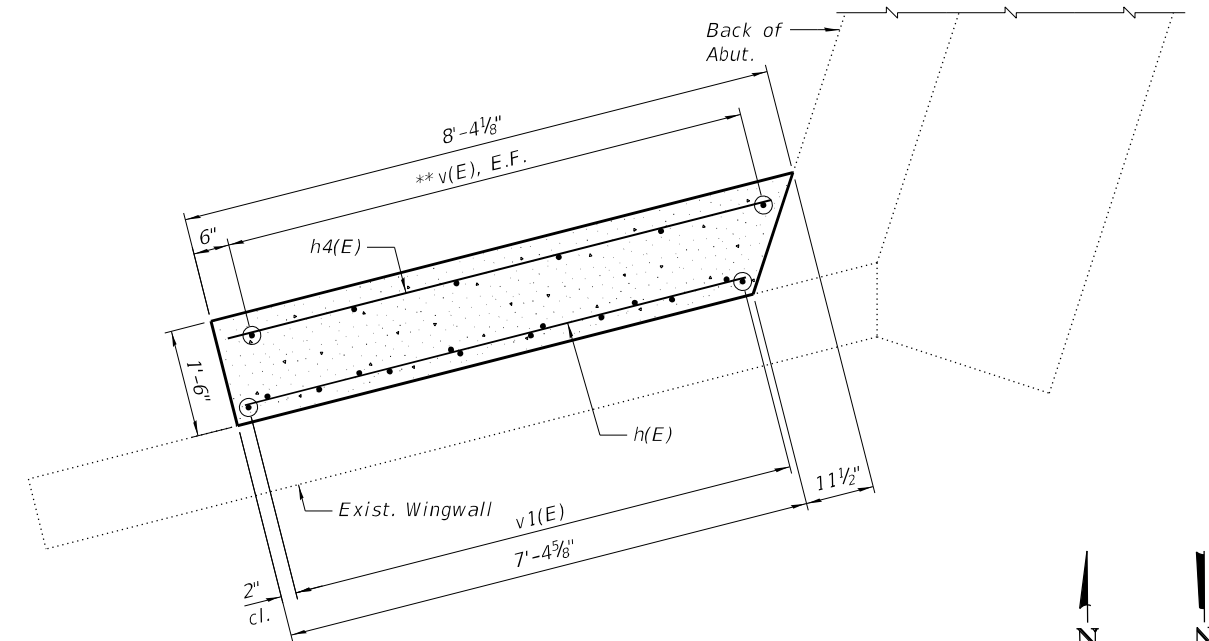
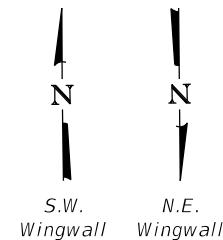
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	323
ILLINOIS			CONTRACT NO. 66M80	



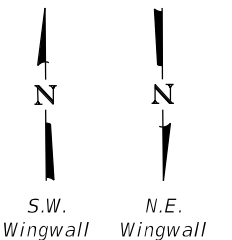
UPPER PLAN SOUTHWEST & NORTHEAST WINGWALL
(Showing Reinforcement above Removal Line & Const. Jt.)



PLAN SOUTHWEST & NORTHEAST WINGWALL



LOWER PLAN SOUTHWEST & NORTHEAST WINGWALL
(Showing Reinforcement below Removal Line & Const. Jt.)



NOTES:

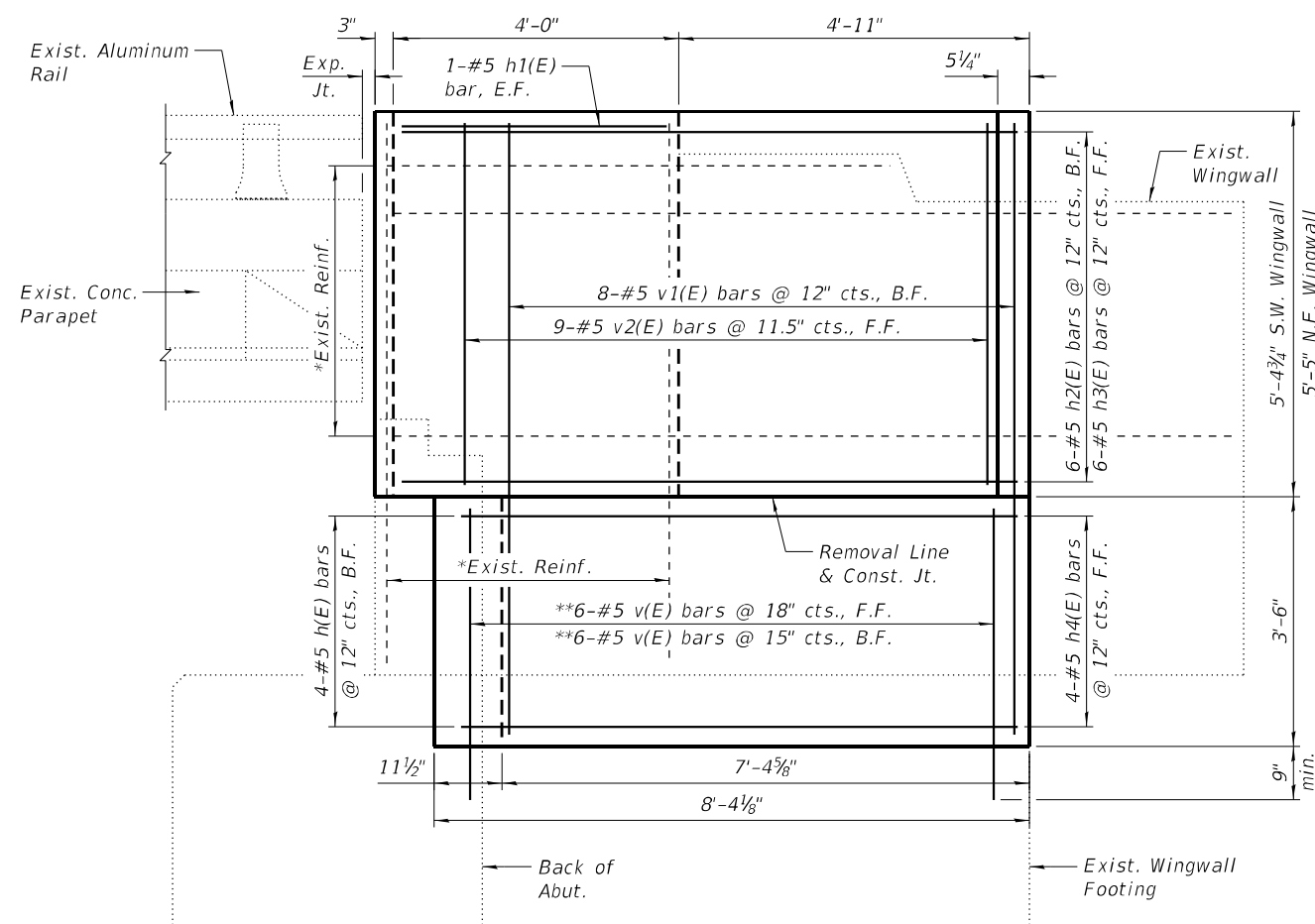
- 1.) *Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost shall be included with Concrete Removal.
- 2.) Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- 3.) **Epoxy grout v(E) bars in 9" deep (min.) drilled holes, 7/8" ø, according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.
- 4.) E.F. denotes Each Face.
- 5.) See Sheet 12 of 19 for Section B-B.
- 6.) See Roadway Plans for proposed shoulder details.

DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED
DATE - 03/20/2026	

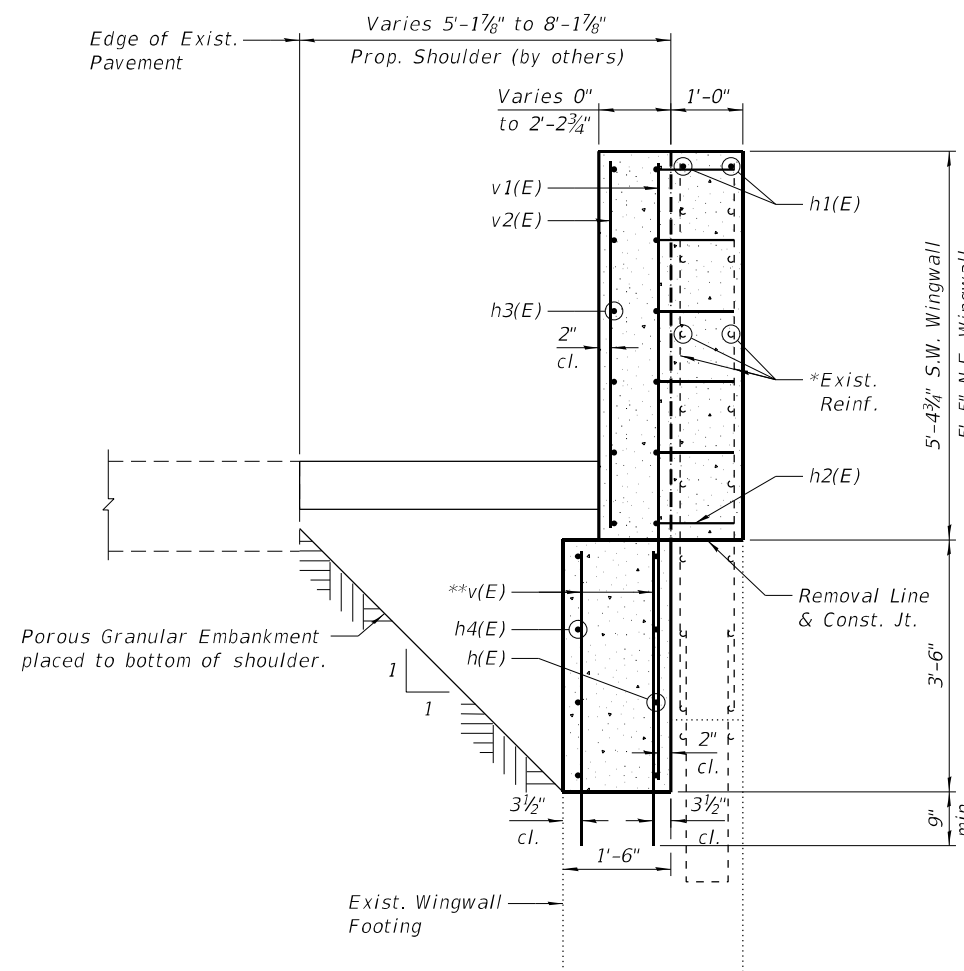
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	324
			CONTRACT NO. 66M80	

**SOUTHWEST & NORTHEAST
WINGWALL BILL OF MATERIAL**

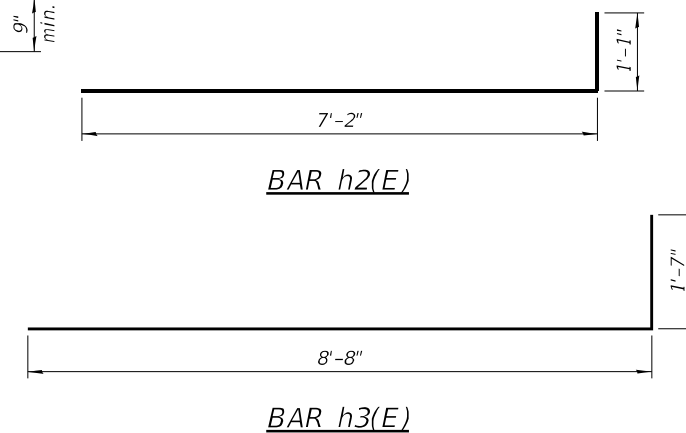
Bar	No.	Size	Length	Shape	
h(E)	8	#5	7'-1"	—	
h1(E)	4	#5	3'-8"	—	
h2(E)	12	#5	8'-3"	┌	
h3(E)	12	#5	10'-3"	┌	
h4(E)	8	#5	7'-9"	—	
v(E)	24	#5	4'-1"	—	
v1(E)	16	#5	8'-7"	—	
v2(E)	18	#5	5'-1"	—	
Item				Unit	Quantity
Concrete Removal				Cu. Yd.	1.8
Concrete Superstructure				Cu. Yd.	8.9
Reinforcement Bars, Epoxy Coated				Pound	720



INSIDE ELEVATION SOUTHWEST & NORTHEAST WINGWALL
(Traffic Barrier Terminal, Type 6 not shown for clarity.
For Type 6 terminal connections, see Highway Standard 631031.)

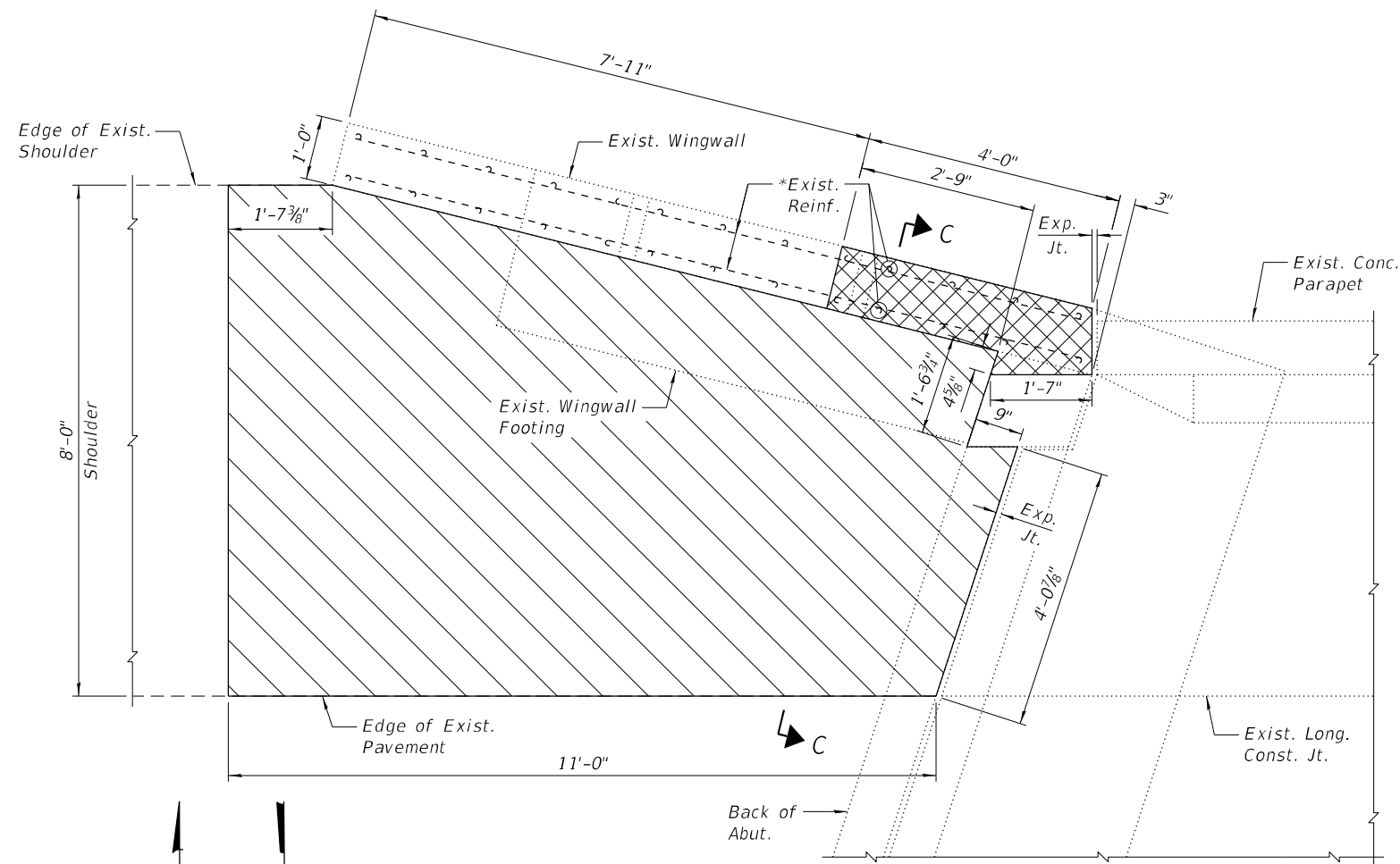


SECTION B-B
(Horiz. dimensions @ Rt. L's)

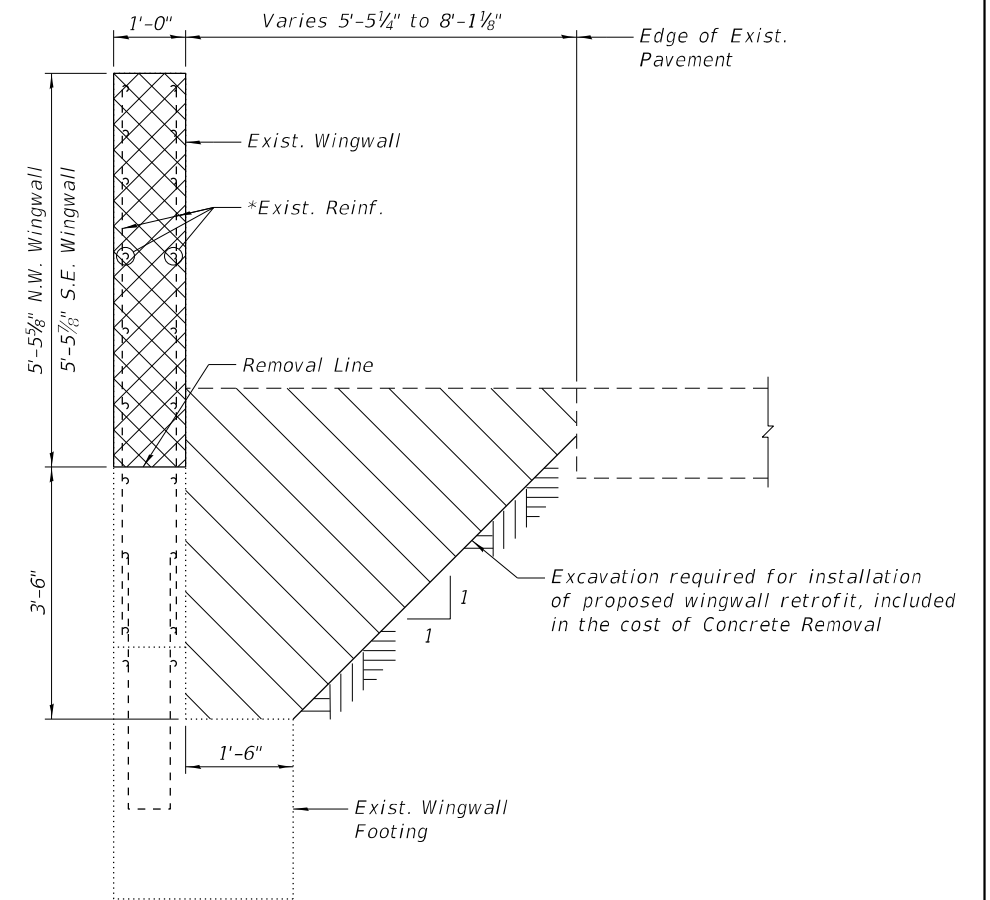
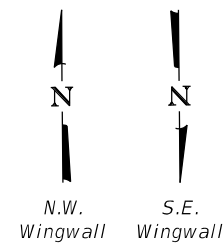


NOTES:

- *Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost shall be included with Concrete Removal.
- Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- **Epoxy grout v(E) bars in 9" deep (min.) drilled holes, 7/8" ø, according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.
- E.F. denotes Each Face, B.F. denotes Back Face, and F.F. denotes Front Face.
- See Roadway Plans for proposed shoulder details.

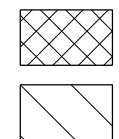


REMOVAL PLAN NORTHWEST & SOUTHEAST WINGWALL



SECTION C-C
(Horiz. dimensions @ Rt. L's)

LEGEND



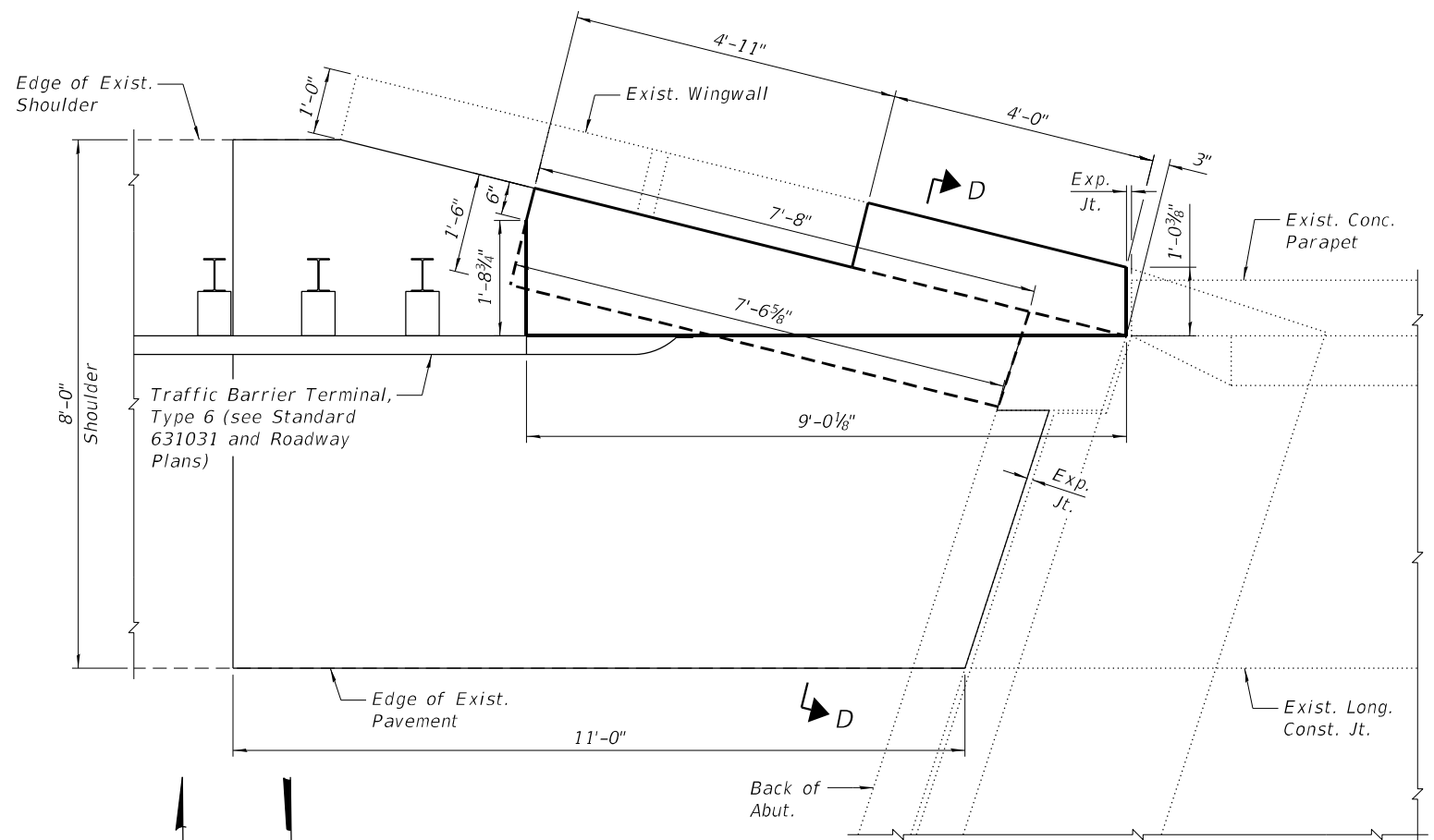
Concrete Removal
Excavation Required for Installation of Proposed Wingwall Retrofit

NOTE:

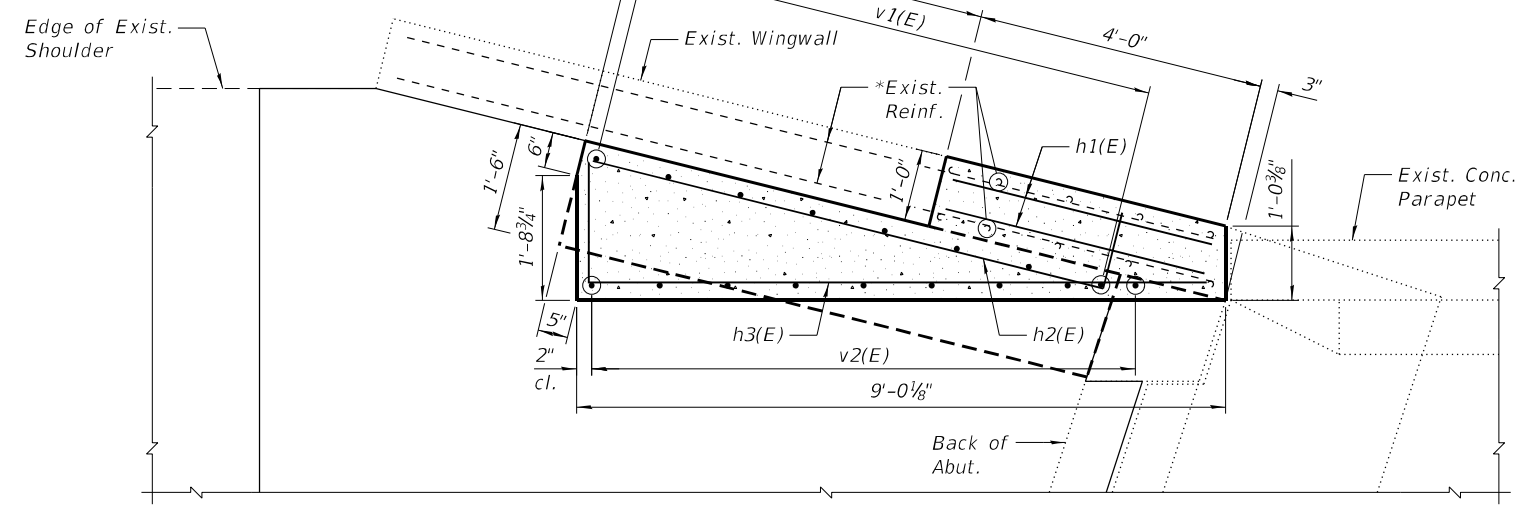
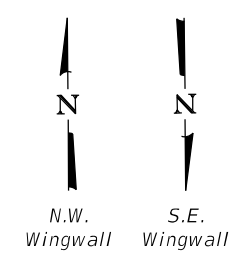
- 1.) *Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost shall be included with Concrete Removal.
- 2.) Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.

DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED
DATE - 03/20/2026	

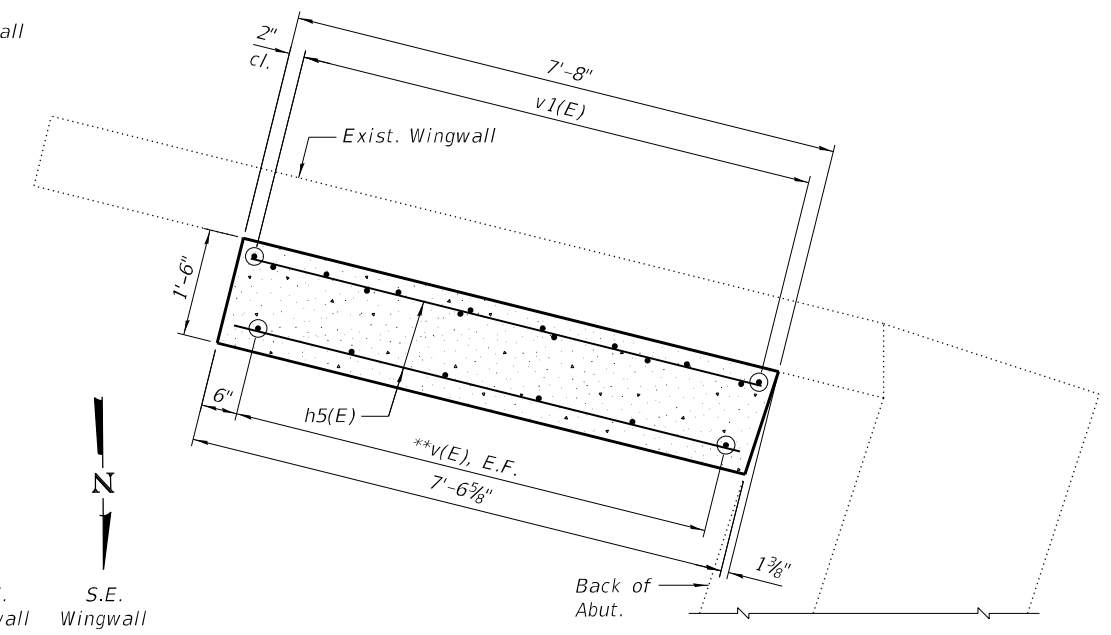
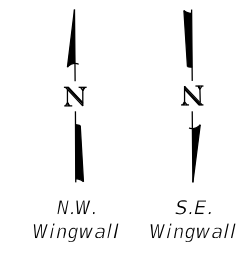
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	326
			CONTRACT NO. 66M80	
ILLINOIS				



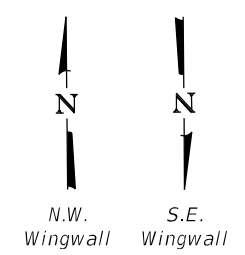
PLAN NORTHWEST & SOUTHEAST WINGWALL



UPPER PLAN NORTHWEST & SOUTHEAST WINGWALL
(Showing Reinforcement above Removal Line & Const. Jt.)



LOWER PLAN NORTHWEST & SOUTHEAST WINGWALL
(Showing Reinforcement below Removal Line & Const. Jt.)



NOTES:

- 1.) *Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost shall be included with Concrete Removal.
- 2.) Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- 3.) **Epoxy grout v(E) bars in 9" deep (min.) drilled holes, 7/8" ø, according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.
- 4.) E.F. denotes Each Face.
- 5.) See Sheet 15 of 19 for Section D-D.
- 6.) See Roadway Plans for proposed shoulder details.



DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED
DATE - 03/20/2026	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

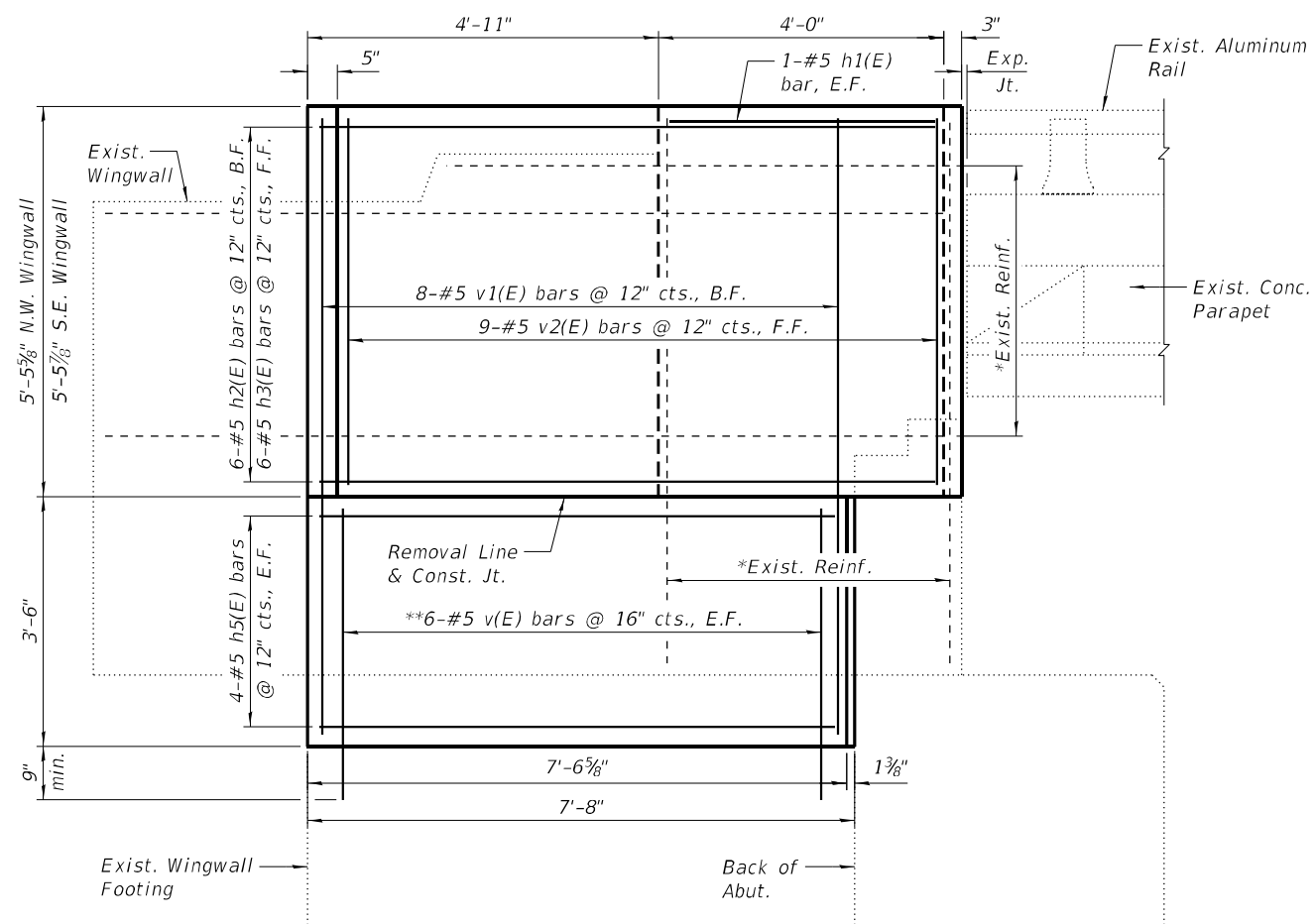
**WINGWALL RETROFIT DETAILS
STRUCTURE NO. 038-0086**

SHEET NO. 14 OF 19 SHEETS

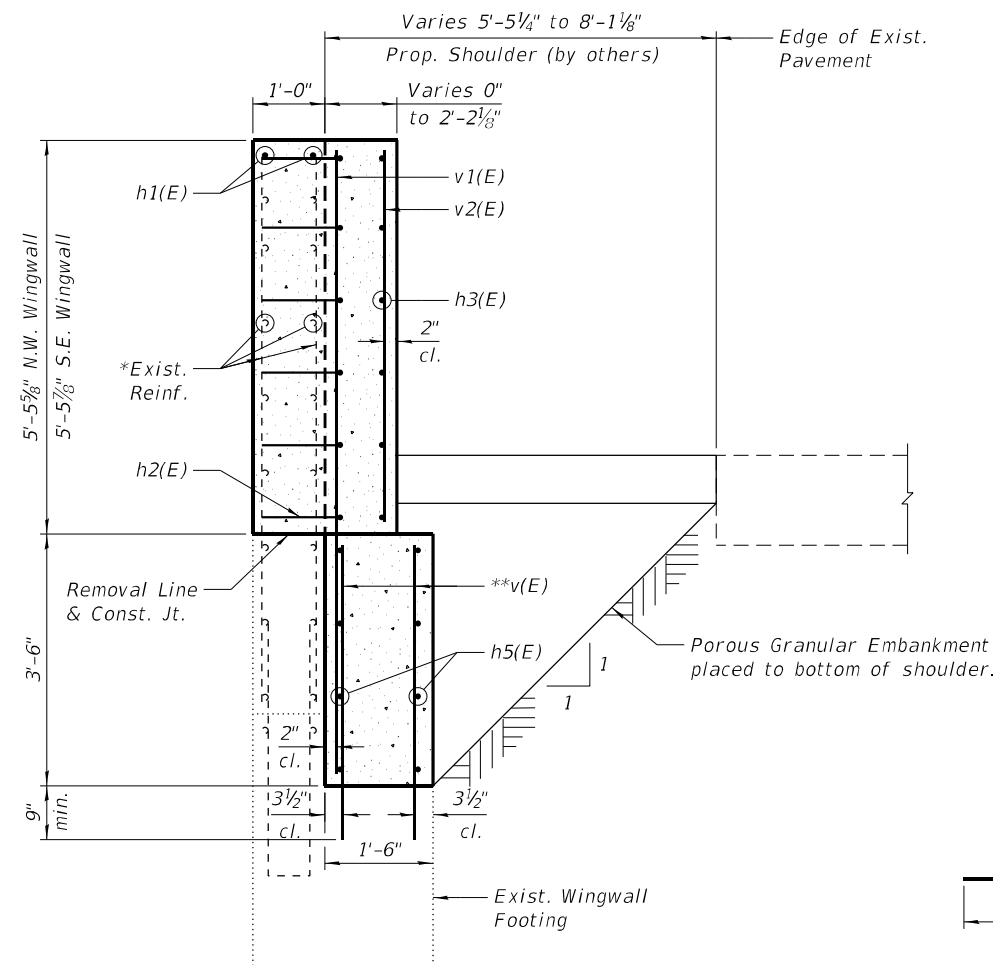
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	327
			CONTRACT NO. 66M80	
ILLINOIS				

**NORTHWEST & SOUTHEAST
WINGWALL BILL OF MATERIAL**

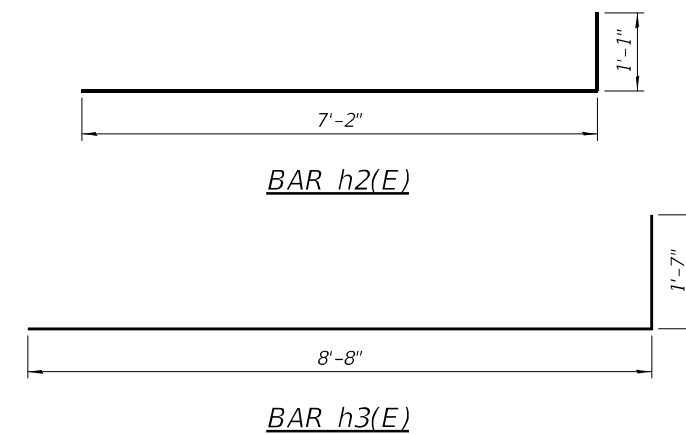
Bar	No.	Size	Length	Shape	
h1(E)	4	#5	3'-8"	—	
h2(E)	12	#5	8'-3"	└	
h3(E)	12	#5	10'-3"	└	
h5(E)	16	#5	7'-2"	—	
v(E)	24	#5	4'-1"	—	
v1(E)	16	#5	8'-7"	—	
v2(E)	18	#5	5'-1"	—	
Item				Unit	Quantity
Concrete Removal				Cu. Yd.	1.8
Concrete Superstructure				Cu. Yd.	8.8
Reinforcement Bars, Epoxy Coated				Pound	710



INSIDE ELEVATION NORTHWEST & SOUTHEAST WINGWALL
(Traffic Barrier Terminal, Type 6 not shown for clarity.
For Type 6 terminal connections, see Highway Standard 631031.)

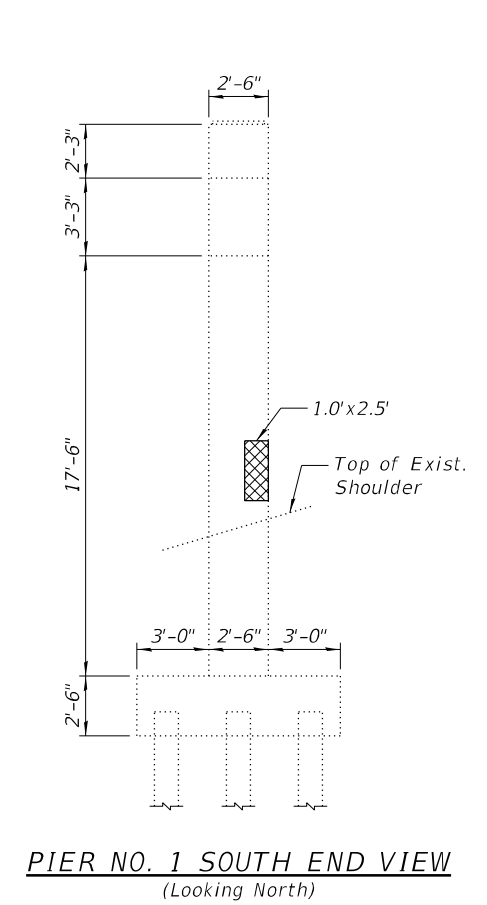
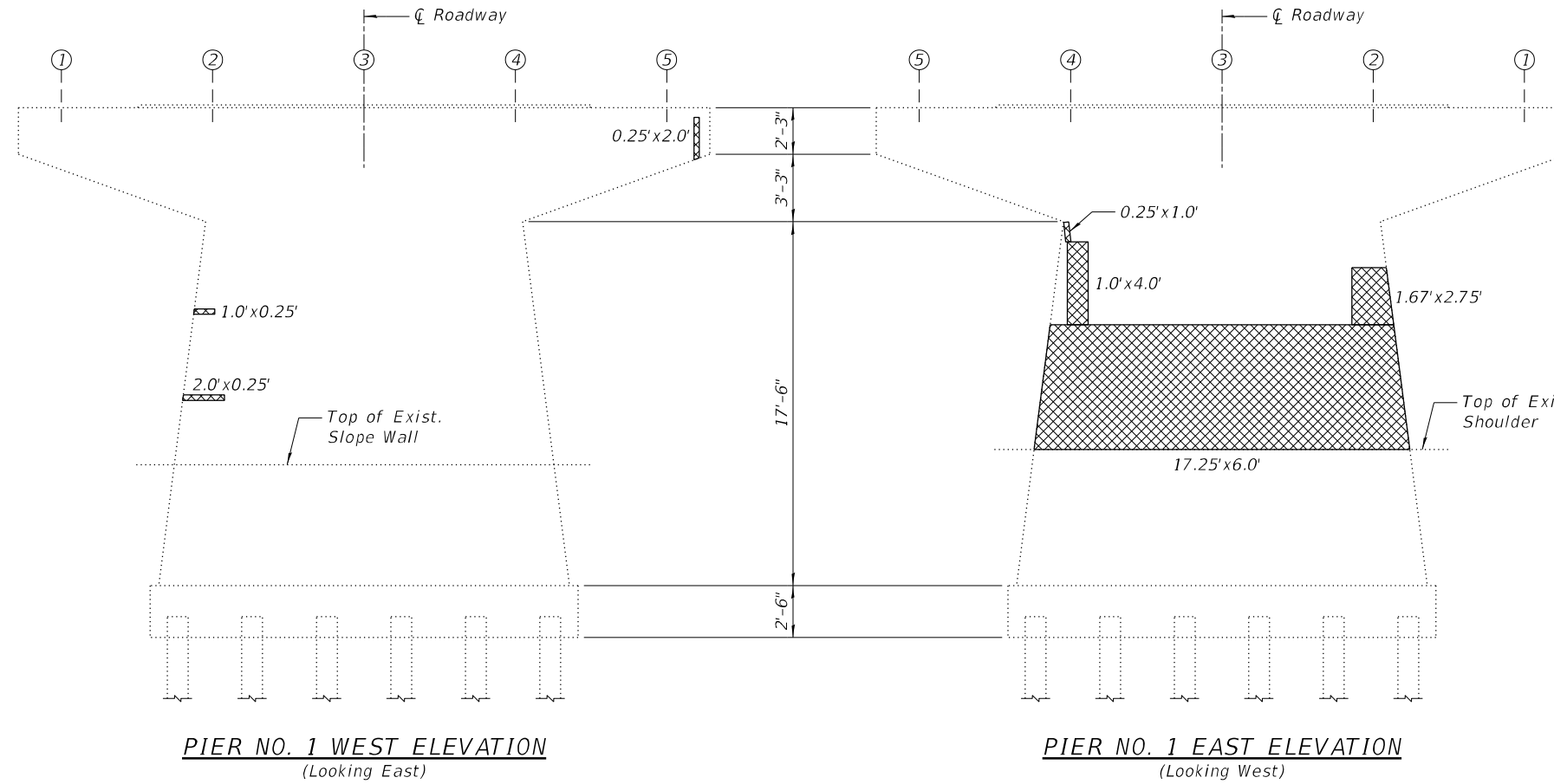
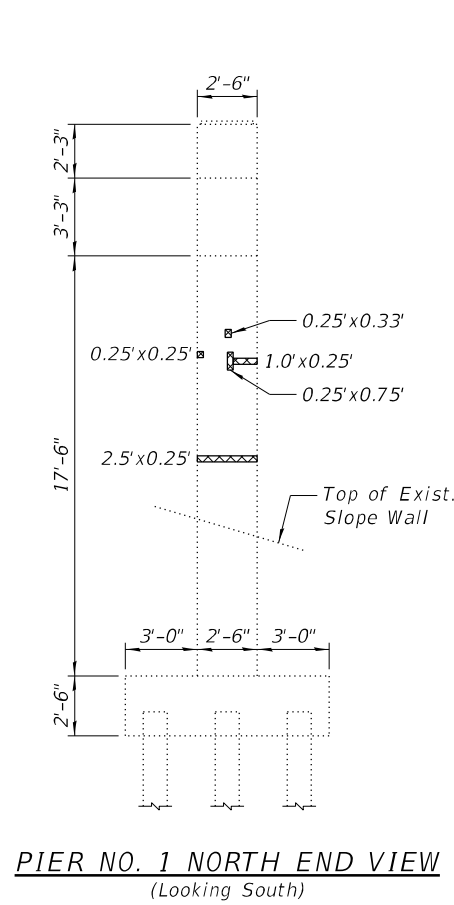


SECTION D-D
(Horiz. dimensions @ Rt. L's)




NOTES:

- Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost shall be included with Concrete Removal.
- Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
- **Epoxy grout v(E) bars in 9" deep (min.) drilled holes, 7/8" ø, according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.
- E.F. denotes Each Face, B.F. denotes Back Face, and F.F. denotes Front Face.
- See Roadway Plans for proposed shoulder details.



LEGEND

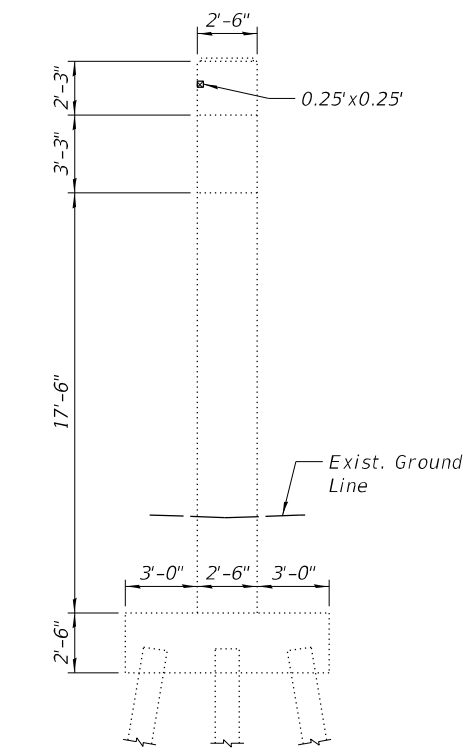
 Structural Repair of Concrete
(Depth Equal to or Less than 5 inches)

BILL OF MATERIAL

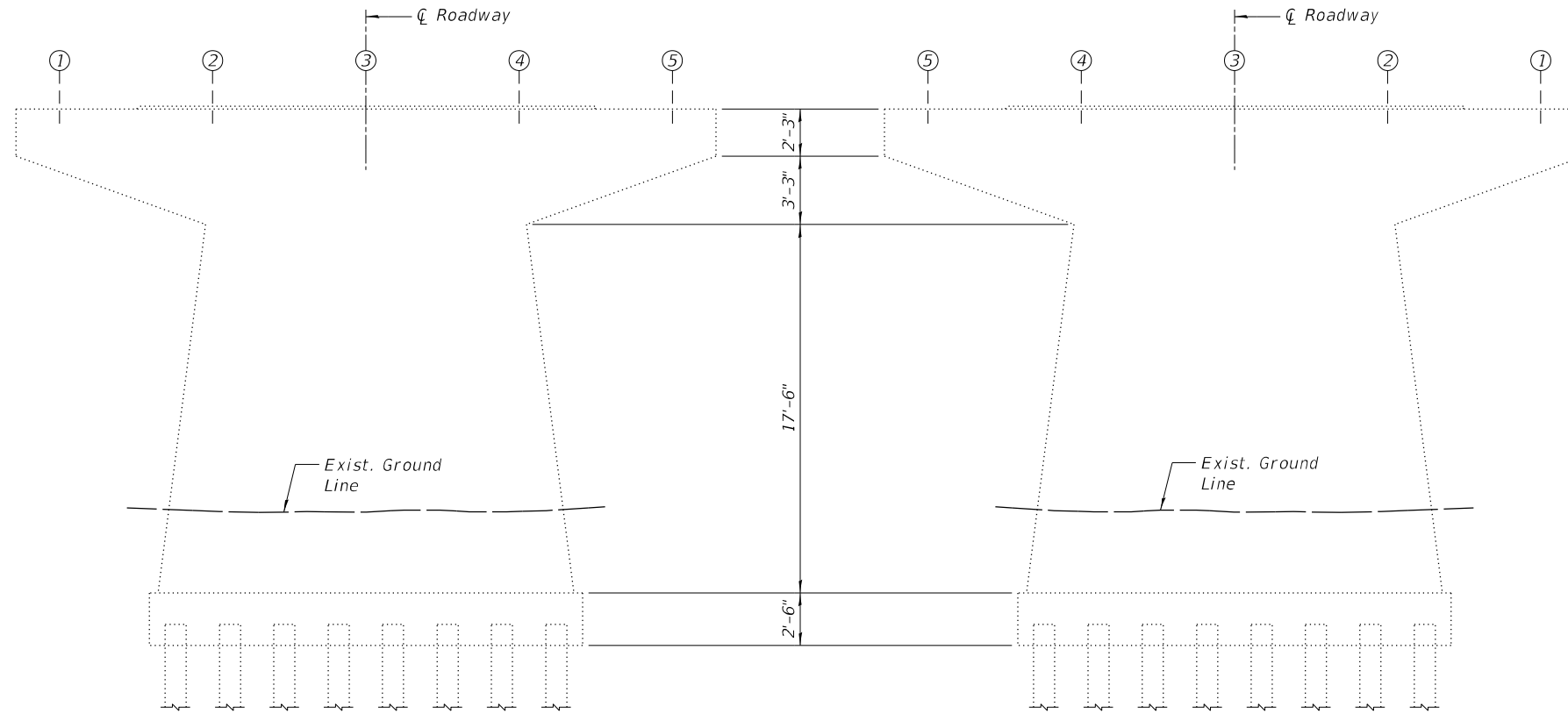
Item	Unit	Total
Concrete Sealer	Sq. Ft.	801
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	118

NOTES:

- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
- 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of pier located below the top of the cap.

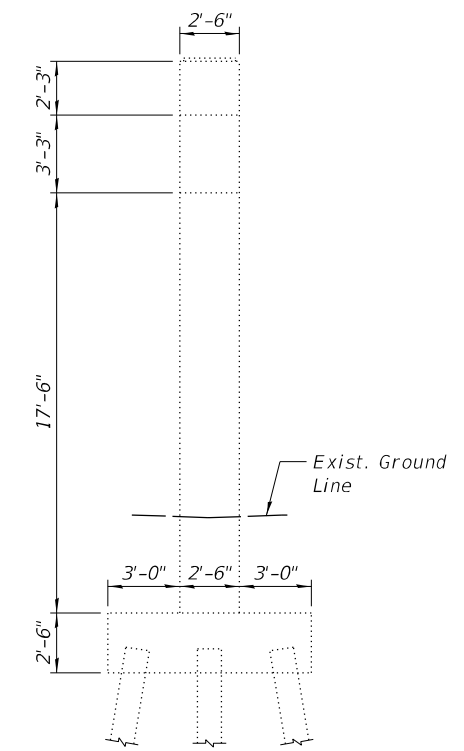


PIER NO. 2 NORTH END VIEW
(Looking South)




PIER NO. 2 WEST ELEVATION
(Looking East)

PIER NO. 2 EAST ELEVATION
(Looking West)



PIER NO. 2 SOUTH END VIEW
(Looking North)

LEGEND

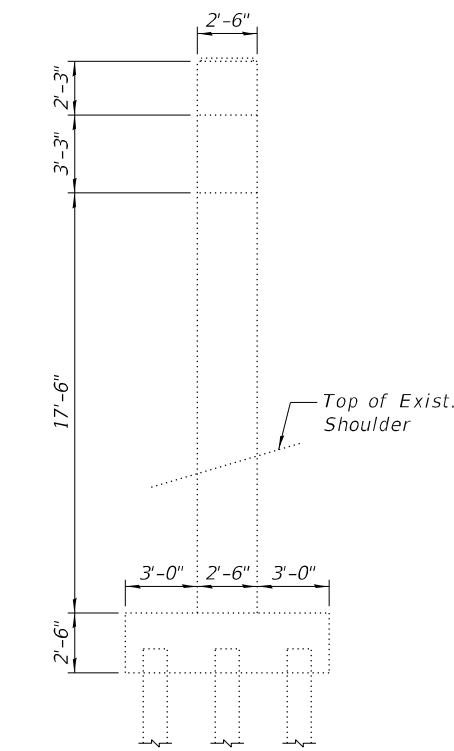
 Structural Repair of Concrete
(Depth Equal to or Less than 5 inches)

BILL OF MATERIAL

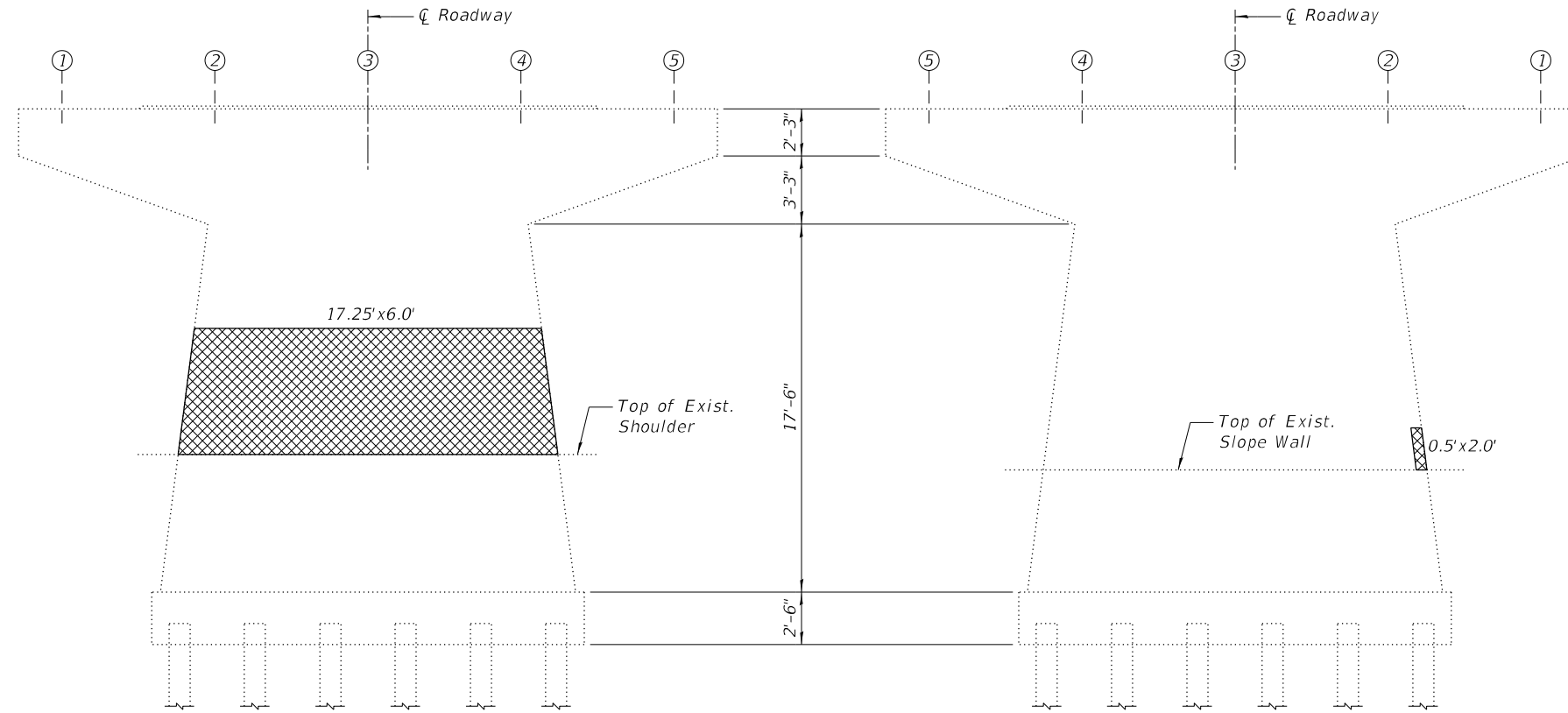
Item	Unit	Total
Concrete Sealer	Sq. Ft.	897
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	1

NOTES:

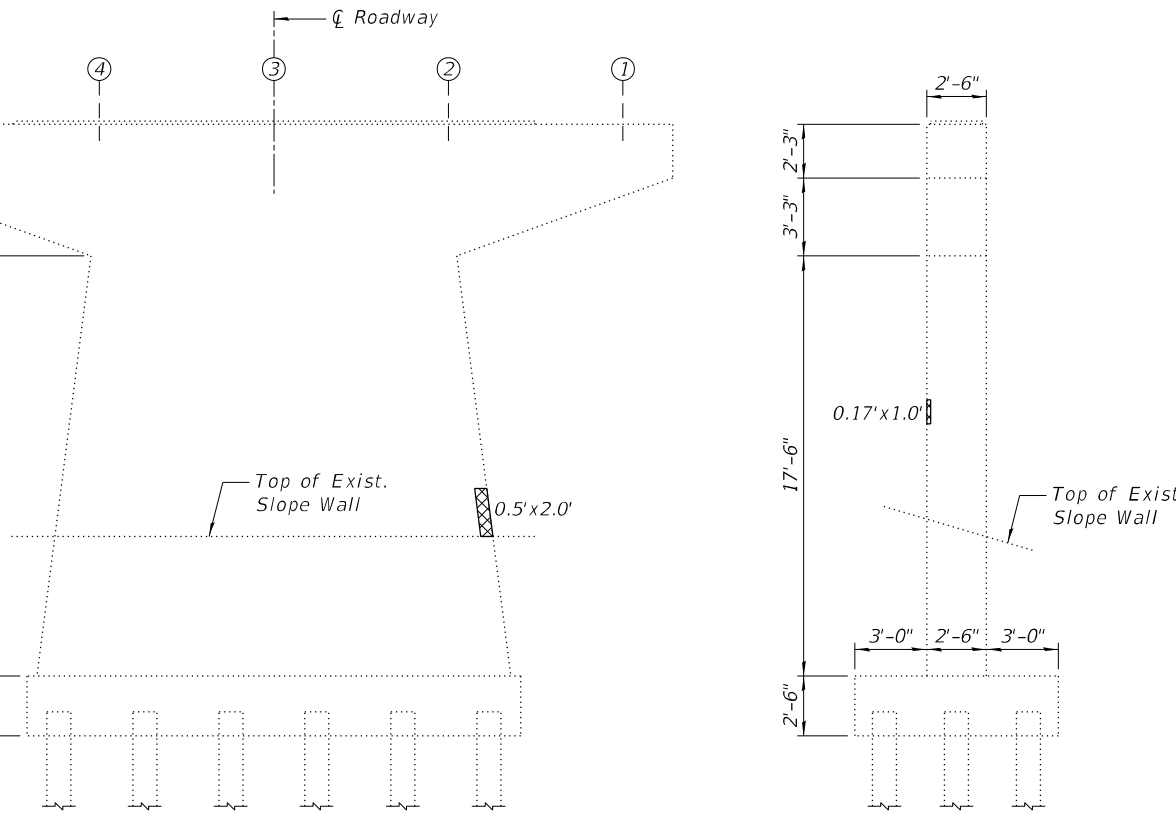
- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
- 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of pier located below the top of the cap.



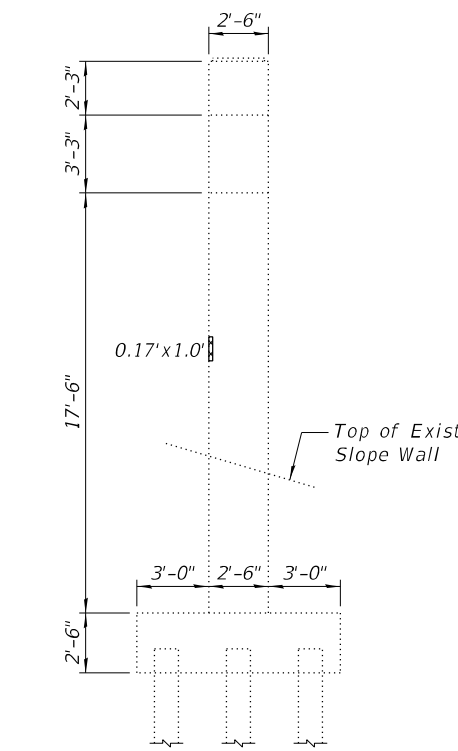
PIER NO. 3 NORTH END VIEW
(Looking South)



PIER NO. 3 WEST ELEVATION
(Looking East)




PIER NO. 3 EAST ELEVATION
(Looking West)



PIER NO. 3 SOUTH END VIEW
(Looking North)

LEGEND

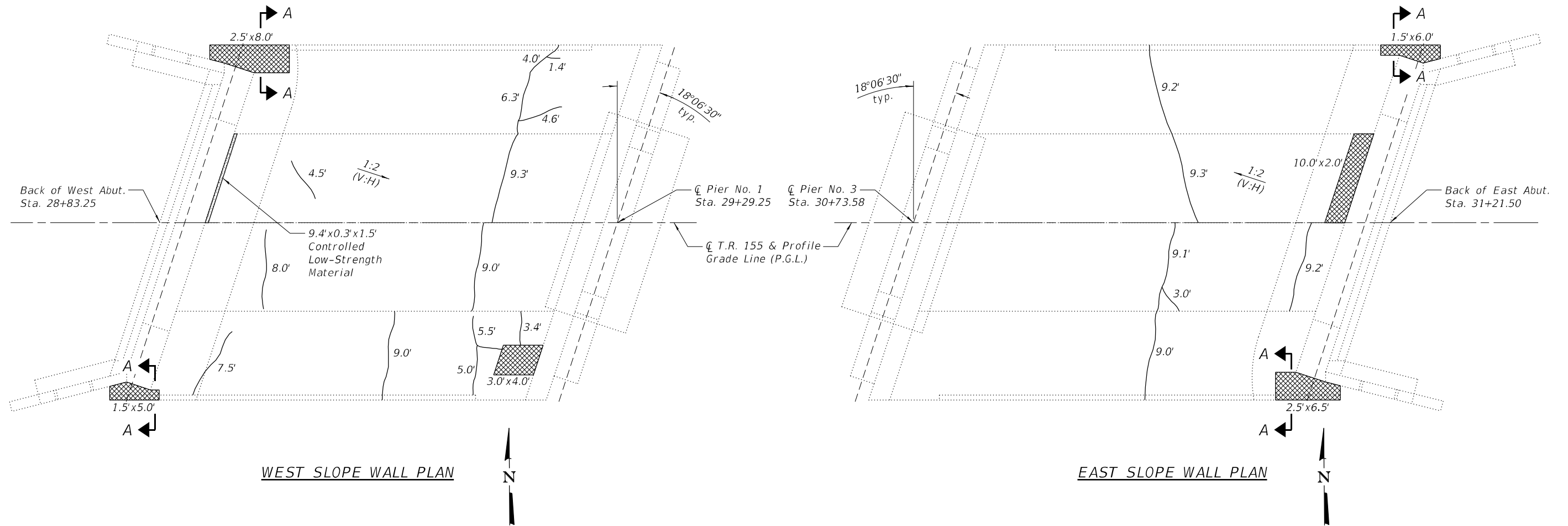
 Structural Repair of Concrete
(Depth Equal to or Less than 5 inches)

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	801
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	105

NOTES:

- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
- 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of pier located below the top of the cap.



WEST SLOPE WALL PLAN

EAST SLOPE WALL PLAN

LEGEND

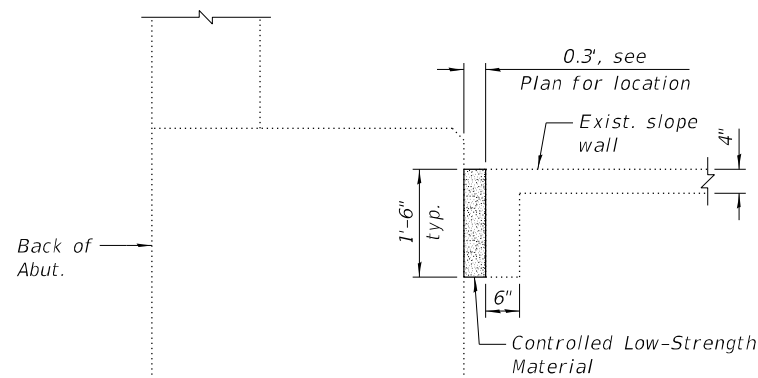
- Slope Wall Repair
- Controlled Low-Strength Material
- L.F. Slope Wall Crack Sealing

NOTES:

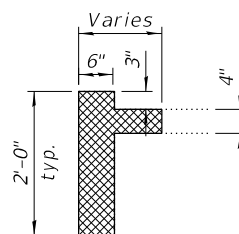
- 1.) Slope wall shall be reinforced with welded wire fabric. 6 in. x 6 in. - W4.0 x W4.0 weighing 58 lbs. per 100 sq. ft.
- 2.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
- 3.) The quantity shown for Controlled Low-Strength Material has been increased beyond the the dimensions indicated in the plan view shown on this sheet in order to provide a minimum of 5 Cu. Yd. for the purpose of establishing a unit price.
- 4.) The quantities shown for Slope Wall Crack Sealing have been increased beyond those identified in the Plan view shown on this sheet to account for sealing of open joints.

BILL OF MATERIAL

Item	Unit	Total
Controlled Low-Strength Material	Cu. Yd.	5.0
Slope Wall Crack Sealing	Foot	190
Slope Wall Repair	Sq. Yd.	10



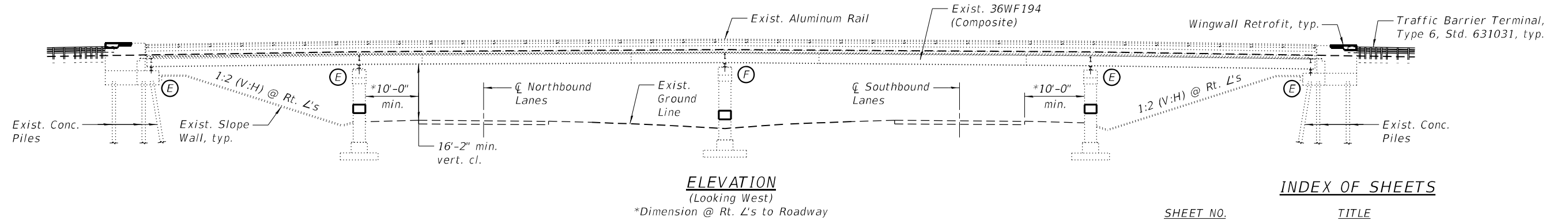
TYPICAL SECTION AT ABUTMENT



SECTION A-A

Existing Structure: Structure No. 038-0129 was constructed in 1967 as Section 38-5HB-3. The superstructure consists of a four-span continuous rolled steel beam with 7" cast-in-place concrete deck. The substructure consists of reinforced concrete spill-thru abutments supported by concrete piles and three column concrete piers on spread footings. The back-to-back of abutments length measures 343'-7" and the out-to-out deck measures 30'-0". The span lengths are 60'-2", 105'-9", 105'-9", and 63'-8". The structure is skewed 50°16'15" right forward. One lane of bi-directional traffic will be maintained utilizing stage construction.

No Salvage.



ELEVATION
(Looking West)

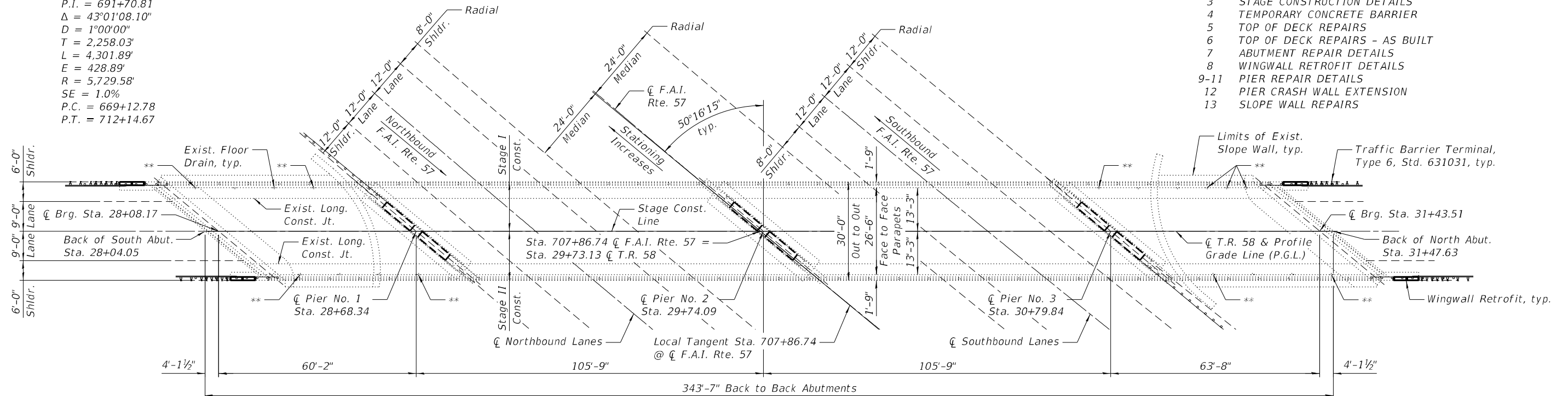
*Dimension @ Rt. L's to Roadway

I-57 HORIZONTAL CURVE DATA

P.I. = 691+70.81
 $\Delta = 43^{\circ}01'08.10''$
 $D = 1^{\circ}00'00''$
 $T = 2,258.03'$
 $L = 4,301.89'$
 $E = 428.89'$
 $R = 5,729.58'$
 $SE = 1.0\%$
 $P.C. = 669+12.78$
 $P.T. = 712+14.67$

INDEX OF SHEETS

SHEET NO.	TITLE
1	GENERAL PLAN AND ELEVATION
2	GENERAL DATA AND MISCELLANEOUS DETAILS
3	STAGE CONSTRUCTION DETAILS
4	TEMPORARY CONCRETE BARRIER
5	TOP OF DECK REPAIRS
6	TOP OF DECK REPAIRS - AS BUILT
7	ABUTMENT REPAIR DETAILS
8	WINGWALL RETROFIT DETAILS
9-11	PIER REPAIR DETAILS
12	PIER CRASH WALL EXTENSION
13	SLOPE WALL REPAIRS



PLAN

**Plug Exist. Deck Drains

SCOPE OF WORK

- 1.) Maintain one lane of bi-directional traffic utilizing stage construction.
- 2.) Crack sealing and concrete repair of bridge deck.
- 3.) Closure of deck drains.
- 4.) Remove existing joint seal and install replacement silicone joint sealer between bridge deck and abutment stem wall.
- 5.) Retrofit the existing wingwalls for upgraded approach and departure guardrails.
- 6.) Repair existing abutments and piers.
- 7.) Retrofit the existing pier crash walls.
- 8.) Repair existing slope wall.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

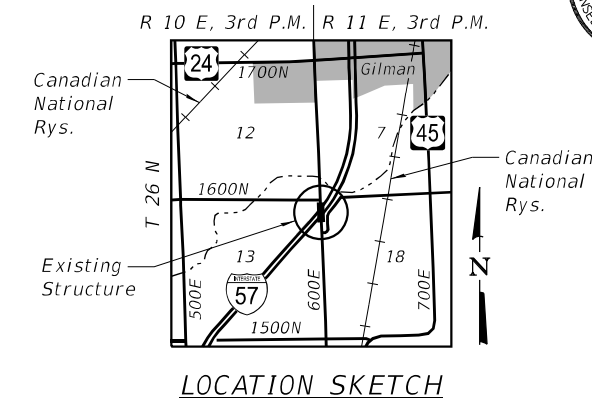
EXISTING DESIGN STRESSES

FIELD UNITS (1967):
 $f'_c = 3,500$ psi
 $f_y = 40,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Structural Steel)

PROPOSED DESIGN STRESSES

FIELD UNITS:
 $f'_c = 3,500$ psi
 $f'_c = 4,000$ psi (Superstructure)
 $f_y = 60,000$ psi (Reinforcement)

LOADING HS15-44
 No future wearing surface allowed.



LOCATION SKETCH



W. Mardaus
 WILLIAM MARDAUSS, P.E., S.E. DATE: 03/20/2026
 LICENSE EXPIRES 11/30/2026

T.R. 58 (CR 600E) OVER F.A.I. RTE. 57
F.A.I. RTE. 57 - SEC. *
IROQUOIS COUNTY
STATION 29+73.13
STRUCTURE NO. 038-0129

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 038-0129

SHEET NO. 1 OF 13 SHEETS



DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED
DATE - 03/20/2026	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

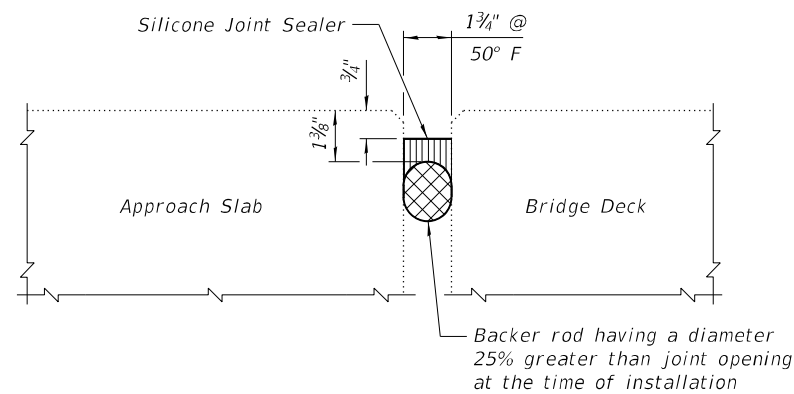
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR.D,CR	IROQUOIS	437	333
			CONTRACT NO. 66M80	
ILLINOIS				

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Structures	Cu. Yd.	12.5
Concrete Superstructure	Cu. Yd.	1.2
Protective Coat	Sq. Yd.	11
Reinforcement Bars, Epoxy Coated	Pound	1,720
Concrete Sealer	Sq. Ft.	15,619
Controlled Low-Strength Material	Cu. Yd.	1.9
Bridge Deck Concrete Crack Sealer	Foot	91
Slope Wall Crack Sealing	Foot	185
Slope Wall Repair	Sq. Yd.	45
Plug Existing Deck Drains	Each	10
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	48
Silicone Joint Sealer, 1.75"	Foot	91.5

GENERAL NOTES:

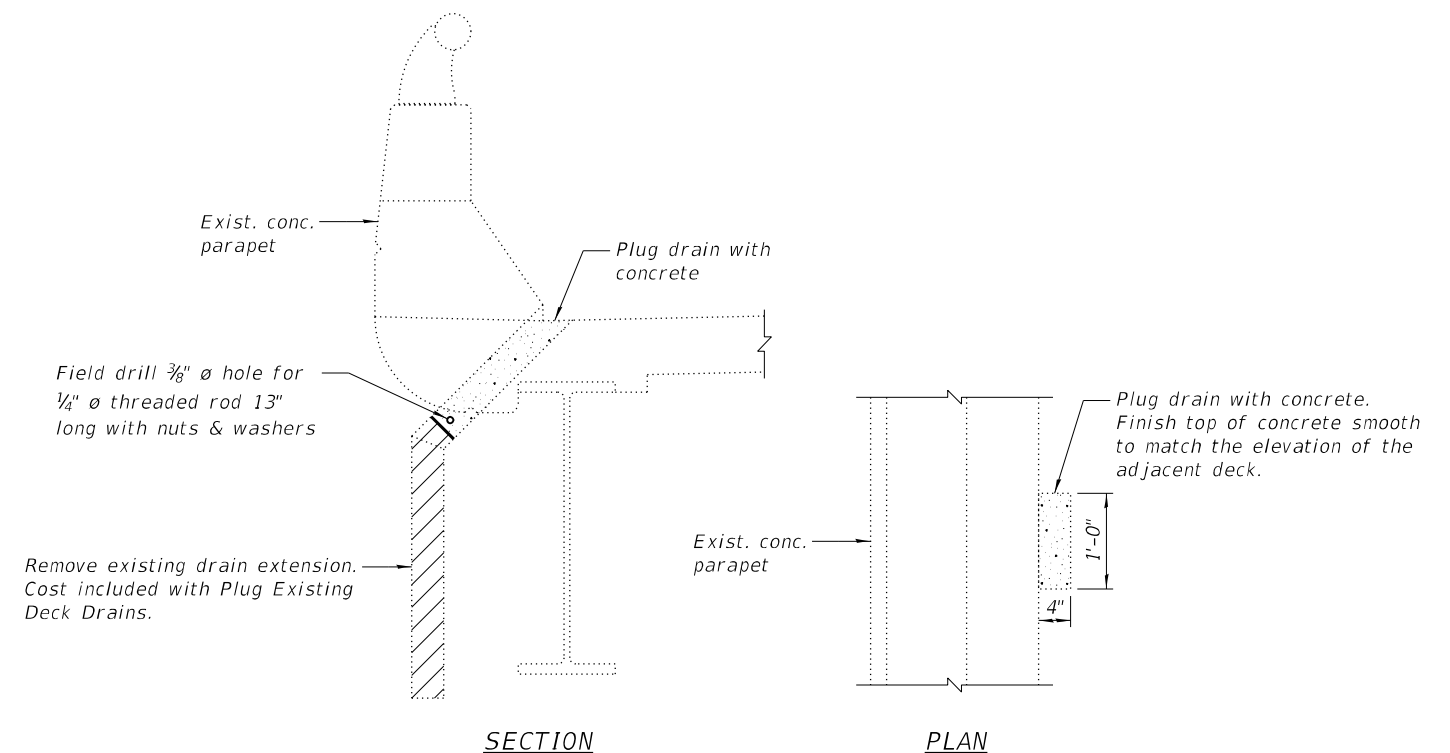
- 1.) Reinforcement bars designated (E) shall be epoxy coated.
- 2.) Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 3.) The Engineer shall show actual locations and size of deck repairs on As-built Plans.
- 4.) Protective Coat shall only be applied to new concrete areas including the top and vertical faces of the wingwall retrofit.
- 5.) Concrete Sealer shall be applied according to Section 587 of the Standard Specification to the existing top and inside vertical faces of the parapets, end posts, and wings; top surface of the bridge deck; all exposed faces of the abutments and wingwalls; and to all exposed faces of pier located below the bearings.
- 6.) The Contractor may request copies of existing construction plans that are currently on file with the Department. The request shall be in writing with the understanding that any reproduction cost will be at the Contractor's expense at no additional cost to the Department.
- 7.) The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with the pay item for which the work is required.



SILICONE JOINT SEALER DETAIL

AT ABUTMENT STEM WALL

Remove existing joint seal and install replacement silicone joint sealer at approach slabs.

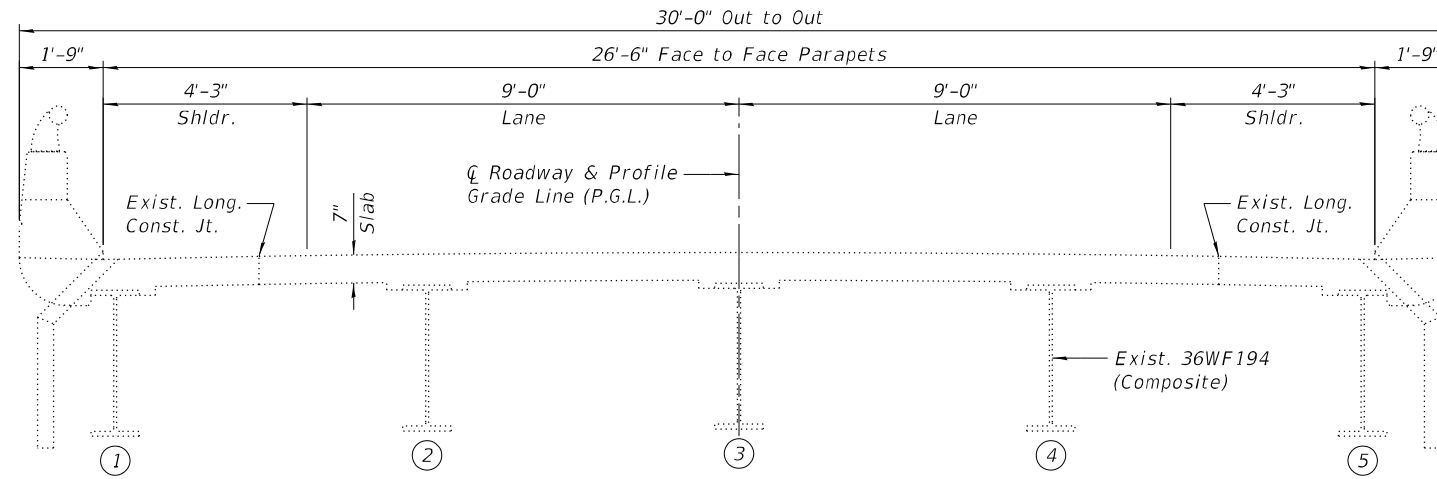


SECTION

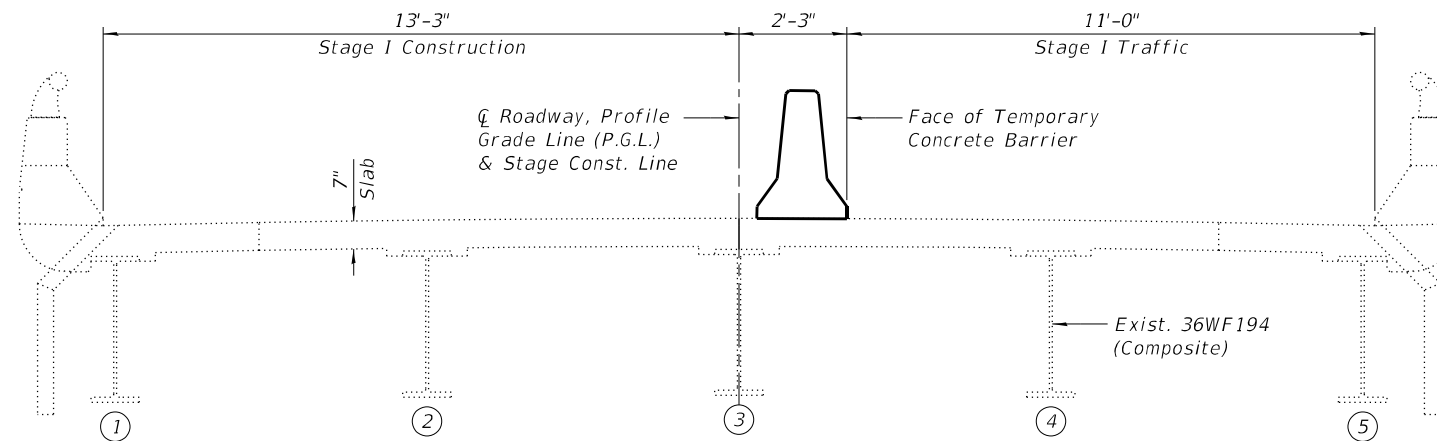
PLAN

DECK DRAIN CLOSURE DETAILS

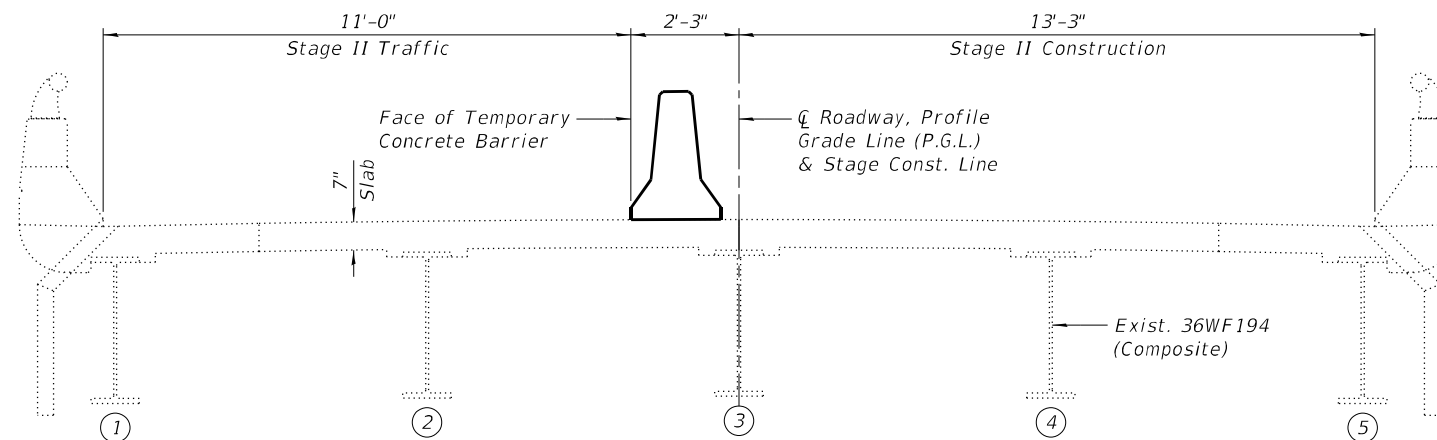
See Sheet 1 of 13 for locations.



EXISTING CROSS SECTION
(Looking North)



STAGE I CONSTRUCTION
(Looking North)

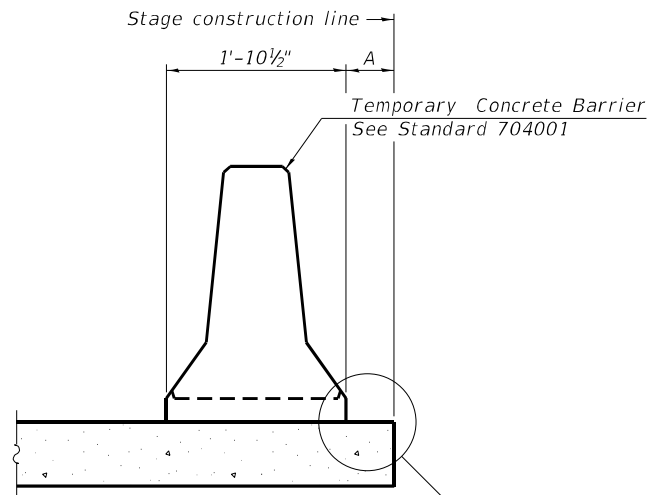


STAGE II CONSTRUCTION
(Looking North)

NOTE:
See Sheet 4 of 13 for Temporary Concrete Barrier.

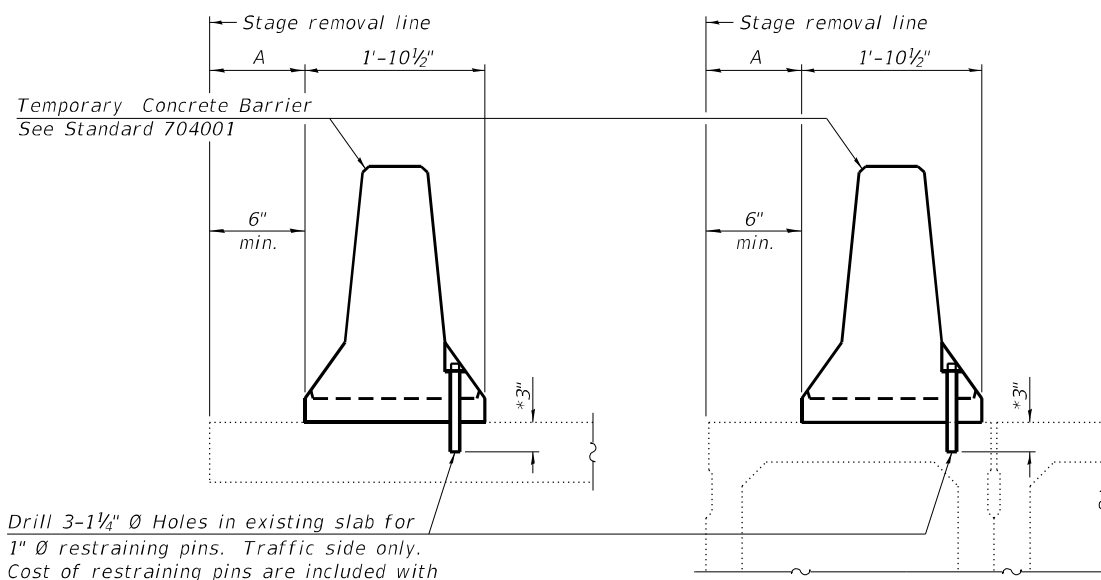
DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED
DATE - 03/20/2026	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	335
CONTRACT NO. 66M80			ILLINOIS	



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

NEW SLAB OR NEW DECK BEAM



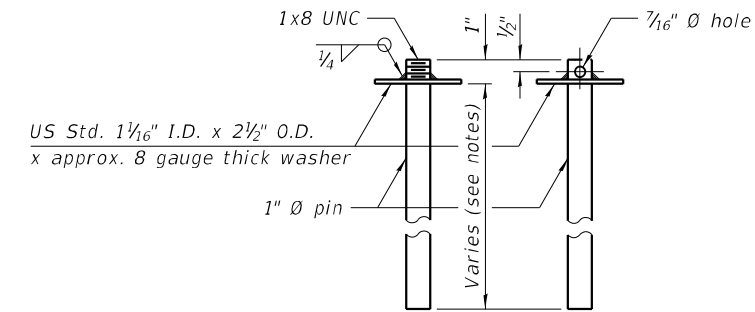
Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

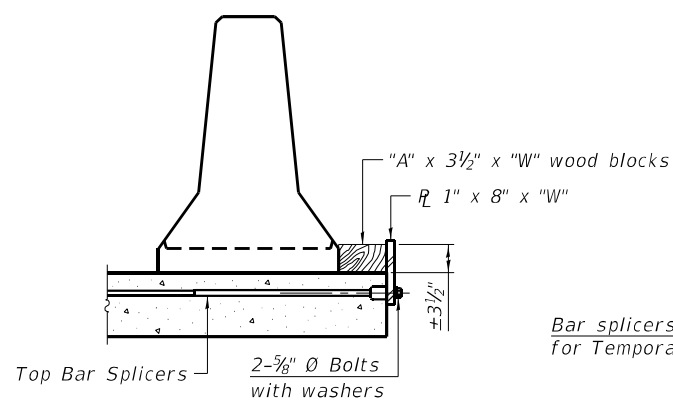
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

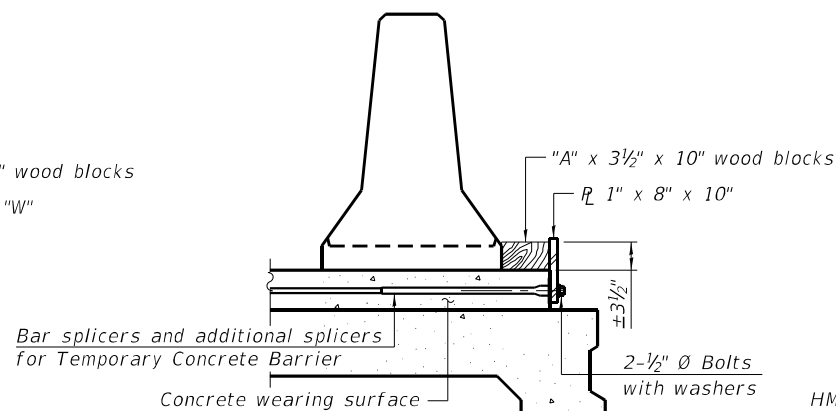
SECTIONS THRU SLAB OR DECK BEAM



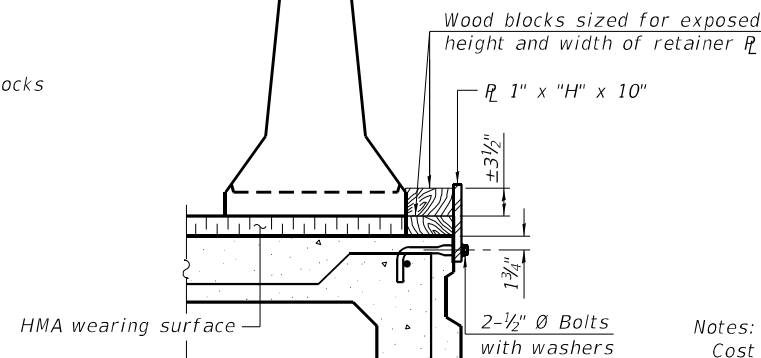
RESTRAINING PIN



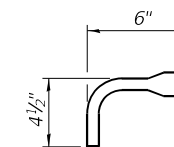
DETAIL I



DETAIL II



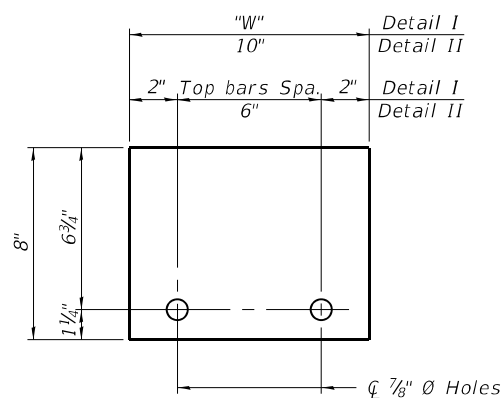
DETAIL III



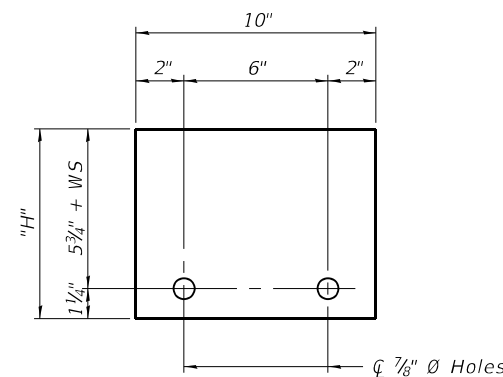
BAR SPLICER FOR #4 BAR - DETAIL III

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

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



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



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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023



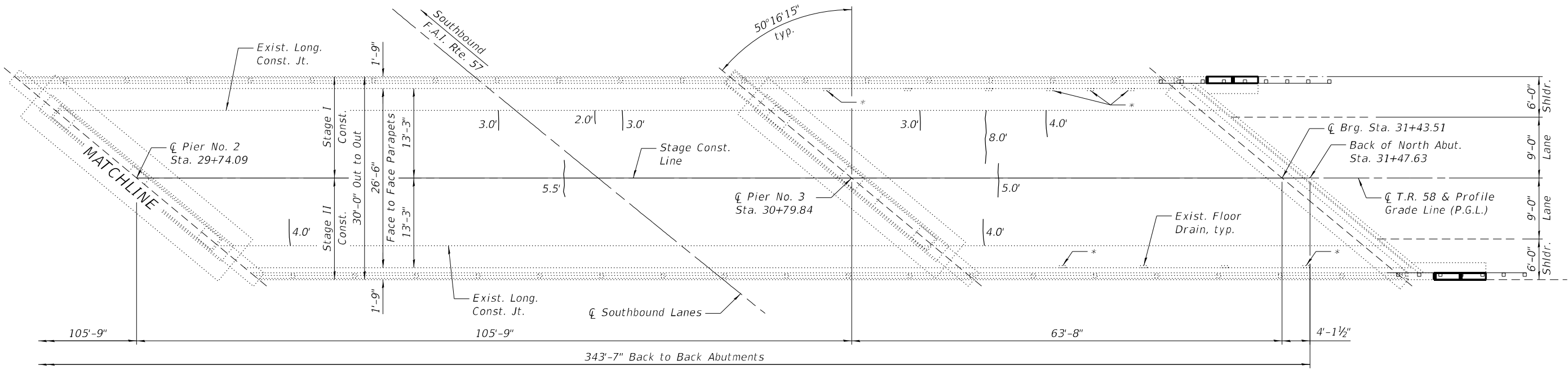
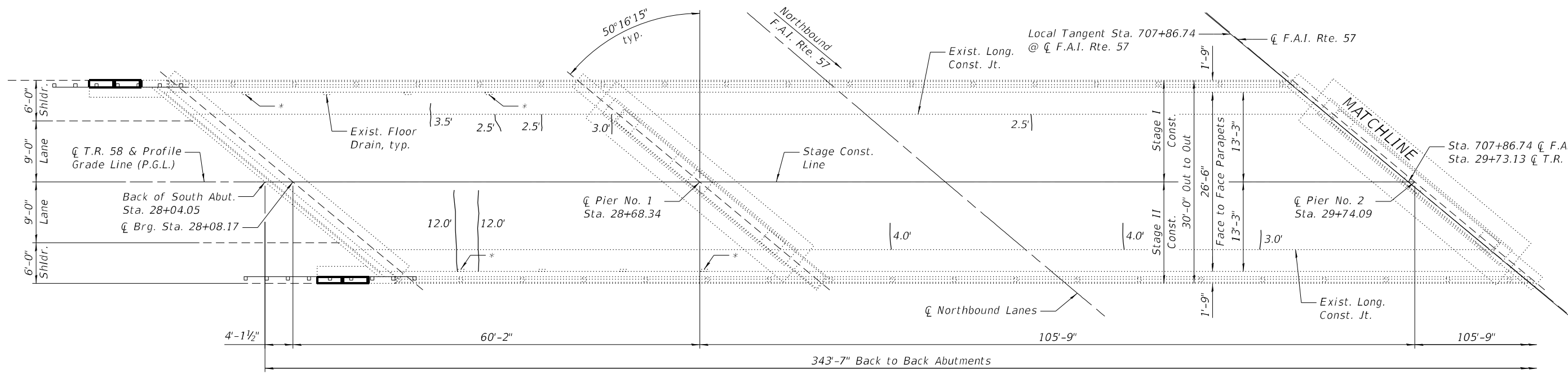
DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 038-0129**

SHEET NO. 4 OF 13 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR.D.CR	IROQUOIS	437	336
			CONTRACT NO. 66M80	
ILLINOIS				



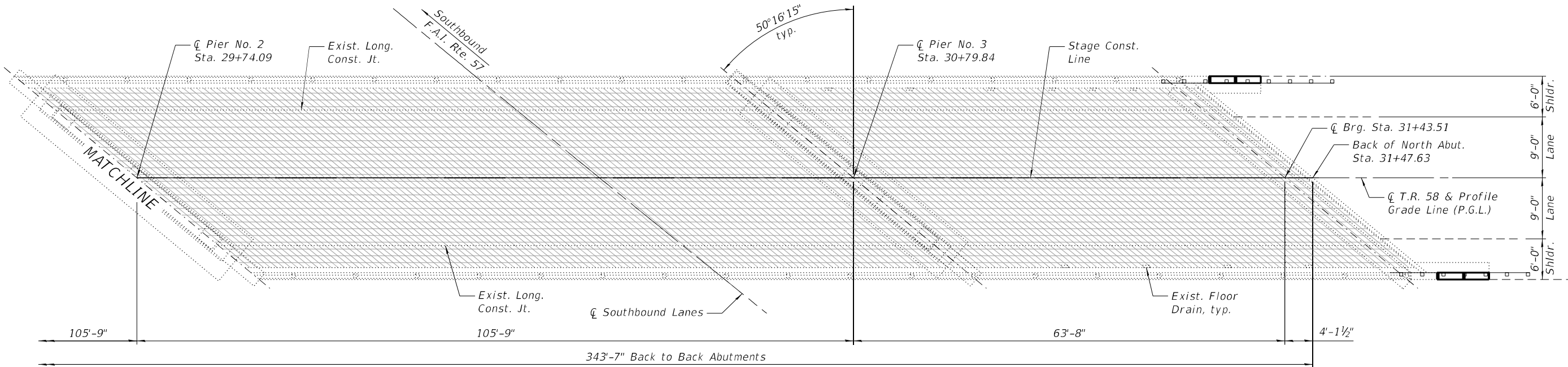
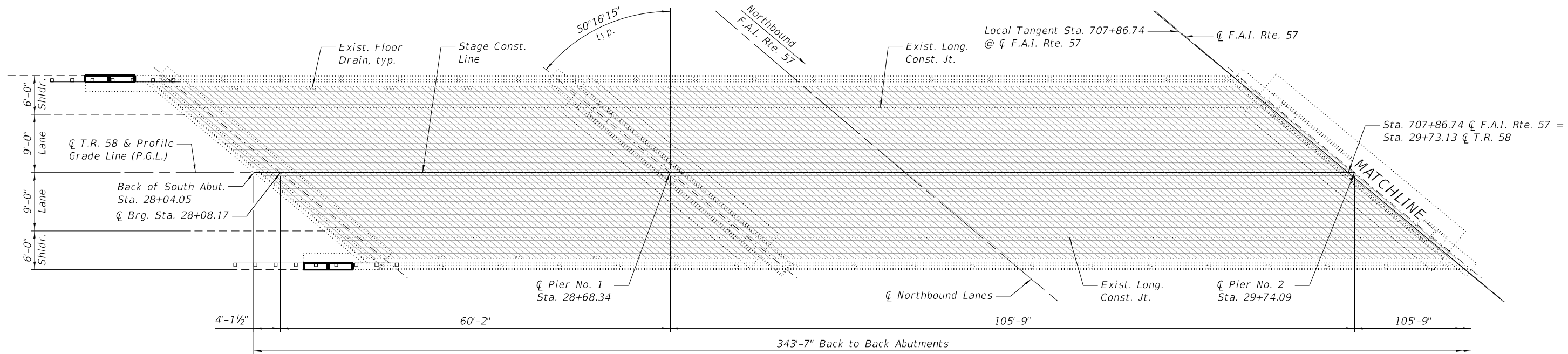
PLAN

LEGEND
 L.F. Bridge Deck Concrete Crack Sealer

BILL OF MATERIAL

Item	Unit	Total
Bridge Deck Concrete Crack Sealer	Foot	91

- NOTES:**
- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions, and documented by the Engineer on the As Built plan sheet.
 - 2.) *Plug Existing Deck Drains. See Deck Drain Closure Details on Sheet 2 of 13.

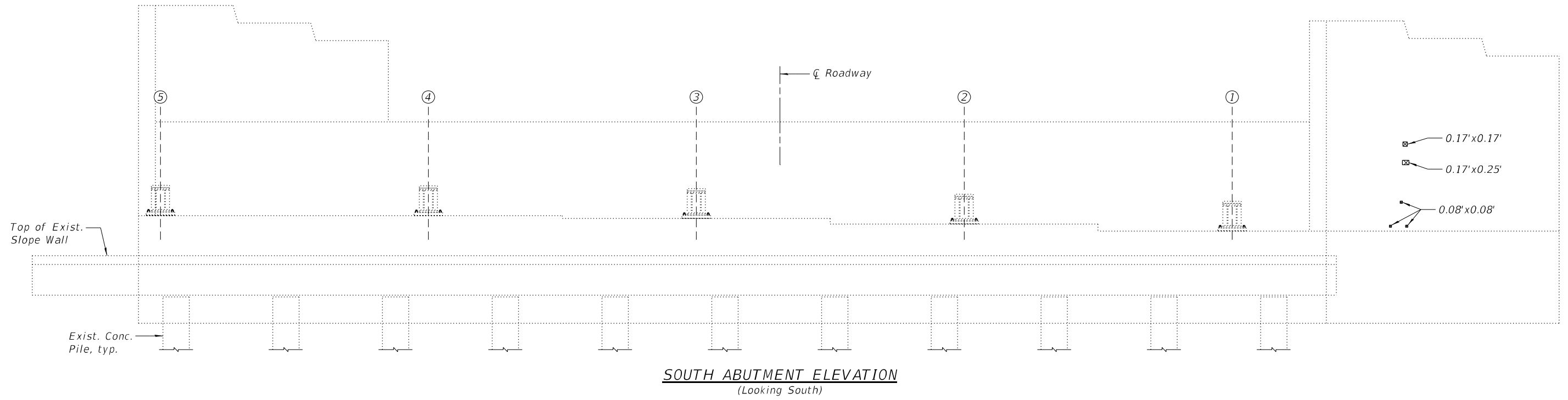


PLAN

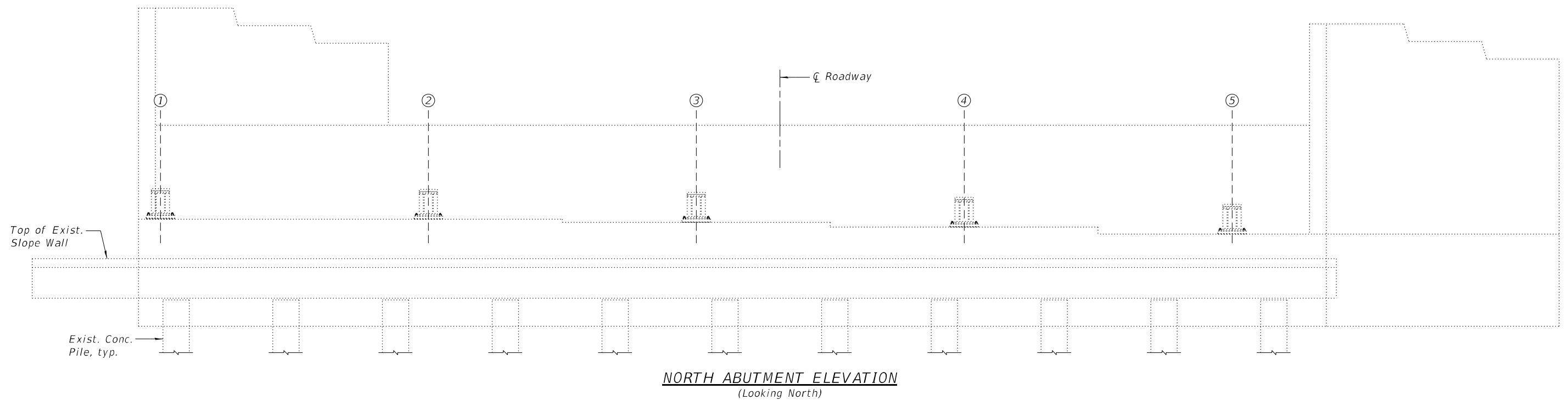
- NOTES:**
- 1.) The Engineer shall record the As Built deck slab repair areas on this sheet.
 - 2.) The reference grid was drawn in 1' transverse and longitudinal increments.

DESIGNED - CEL	REVISED
CHECKED - VPT	REVISED
DRAWN - DJM	REVISED
CHECKED - VPT	REVISED

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR.D.CR	IROQUOIS	437	338
			CONTRACT NO. 66M80	
ILLINOIS				



SOUTH ABUTMENT ELEVATION
(Looking South)



NORTH ABUTMENT ELEVATION
(Looking North)

LEGEND

Structural Repair of Concrete
(Depth Equal to or Less than
5 inches)

BILL OF MATERIAL

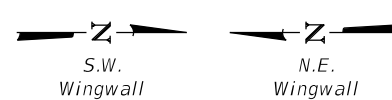
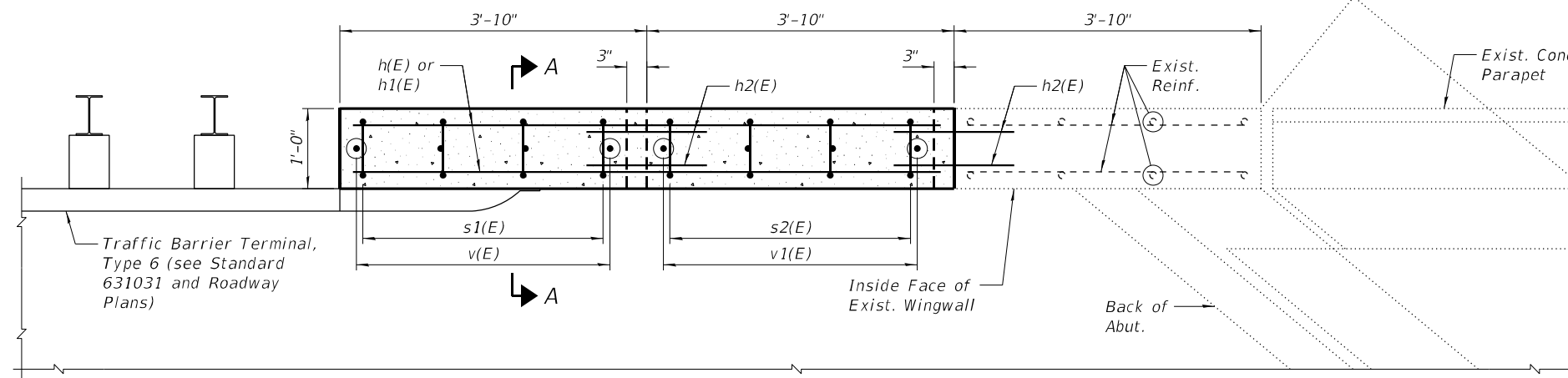
Item	Unit	Total
Concrete Sealer	Sq. Ft.	681
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	1

NOTES:

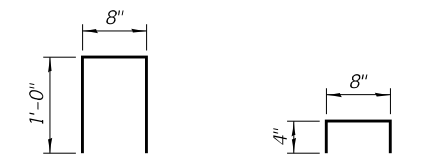
- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
- 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of the abutments and wingwalls, after installation of proposed wingwall retrofit.

FOUR WINGWALLS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	16	#4	7'-1"	—
h1(E)	16	#4	3'-3"	—
h2(E)	32	#4	1'-6"	—
s1(E)	16	#4	2'-8"	⊏
s2(E)	16	#4	1'-4"	⊏
v(E)	16	#4	2'-5"	⌋
v1(E)	16	#4	1'-9"	⌋
Item	Unit	Quantity		
Concrete Superstructure	Cu. Yd.	1.2		
Reinforcement Bars, Epoxy Coated	Pound	230		
Protective Coat	Sq. Yd.	11		
Concrete Sealer	Sq. Ft.	362		

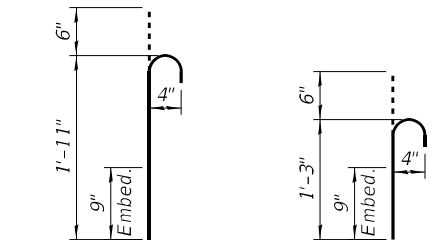


PLAN
(Southwest & Northeast Wingwall shown,
Southeast & Northwest Wingwall similar.)



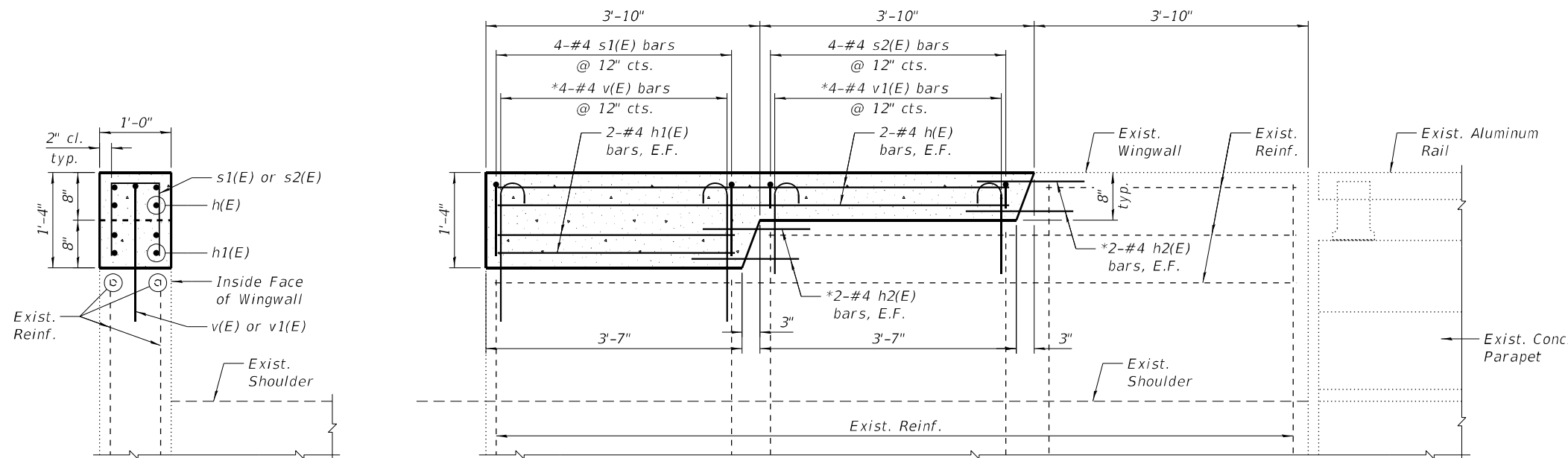
BAR s1(E)

BAR s2(E)



BAR v(E)

BAR v1(E)



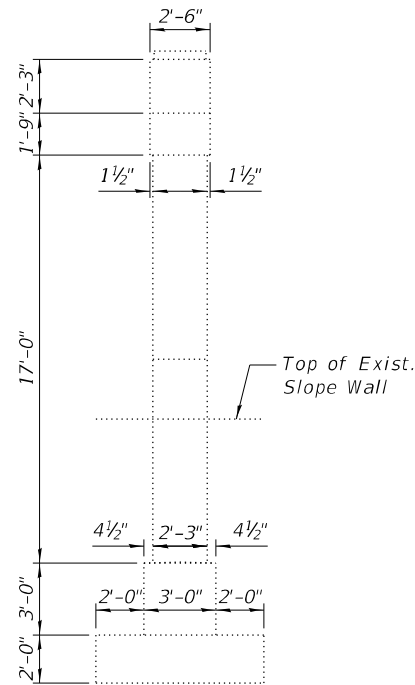
SECTION A-A

INSIDE ELEVATION

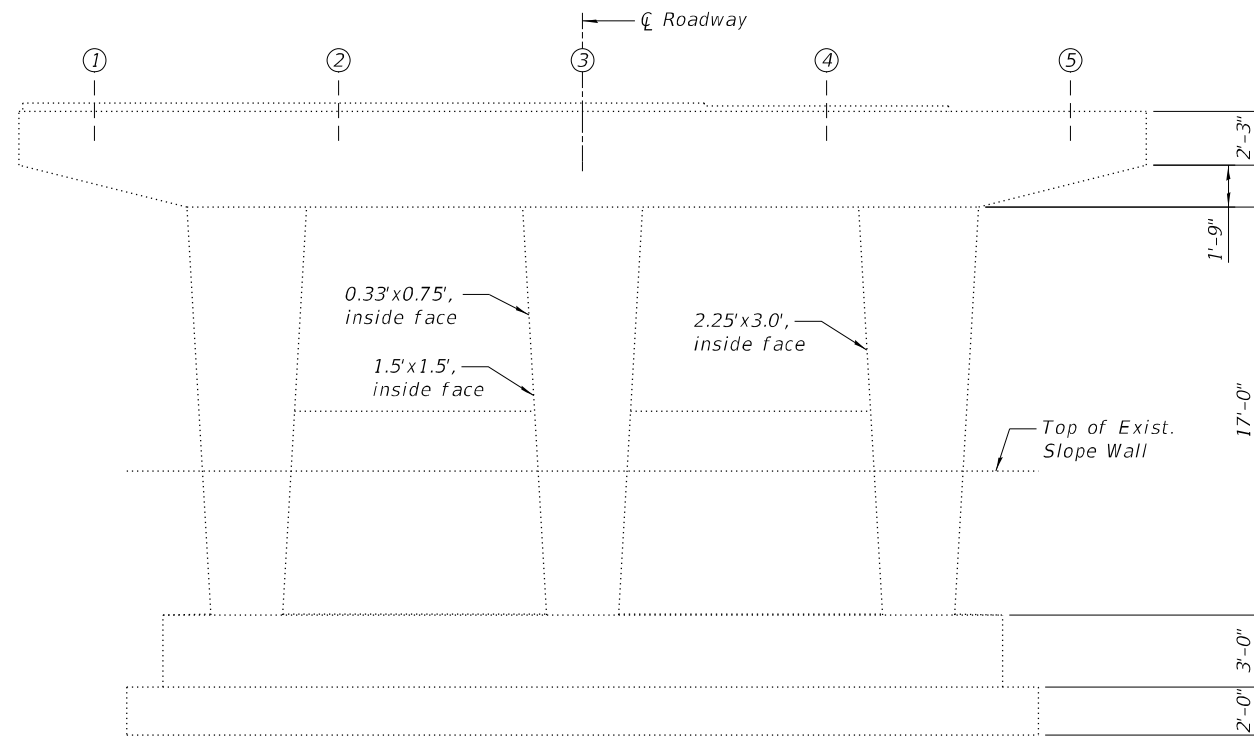
(Southwest & Northeast Wingwall shown,
Southeast & Northwest Wingwall similar.)
(Traffic Barrier Terminal, Type 6 not shown for clarity.
For Type 6 terminal connections, see Highway Standard 631031.)

NOTES:

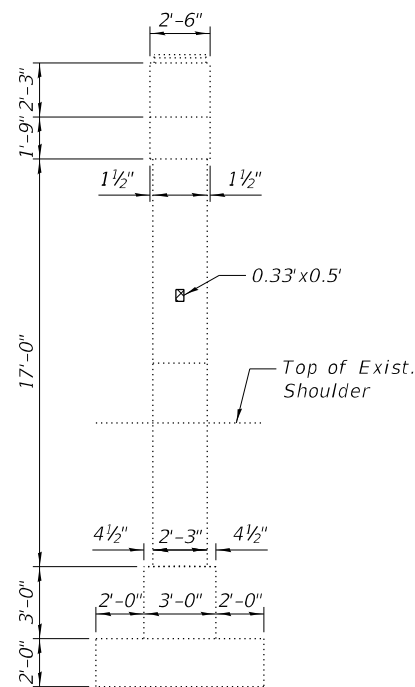
- *Epoxy grout h2(E), v(E), and v1(E) bars in 9" deep (min.) drilled holes, 3/4" ø, according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.
- E.F. denotes Each Face.
- Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed, previously existing faces of the wingwalls after installation of proposed wingwall retrofit.



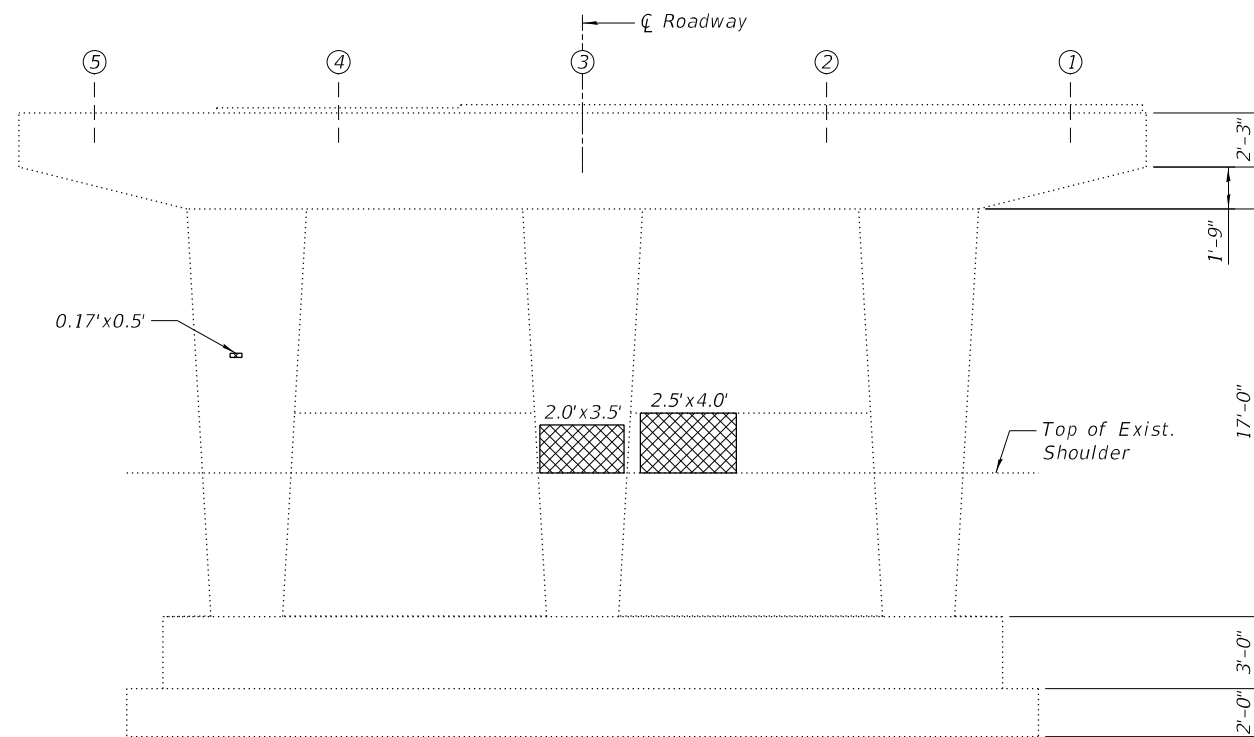
PIER NO. 1 WEST END VIEW
(Looking East)



PIER NO. 1 SOUTH ELEVATION
(Looking North)



PIER NO. 1 EAST END VIEW
(Looking West)



PIER NO. 1 NORTH ELEVATION
(Looking South)

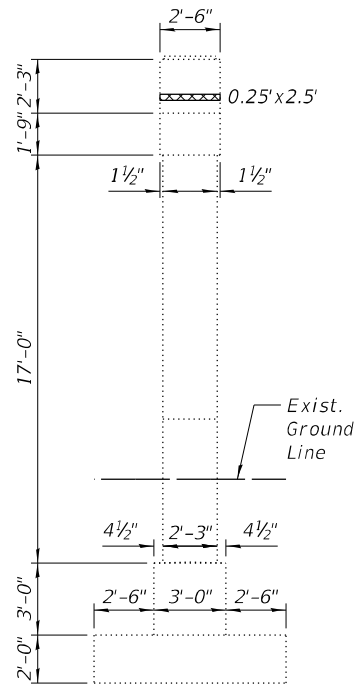
LEGEND

Structural Repair of Concrete
(Depth Equal to or Less than
5 inches)

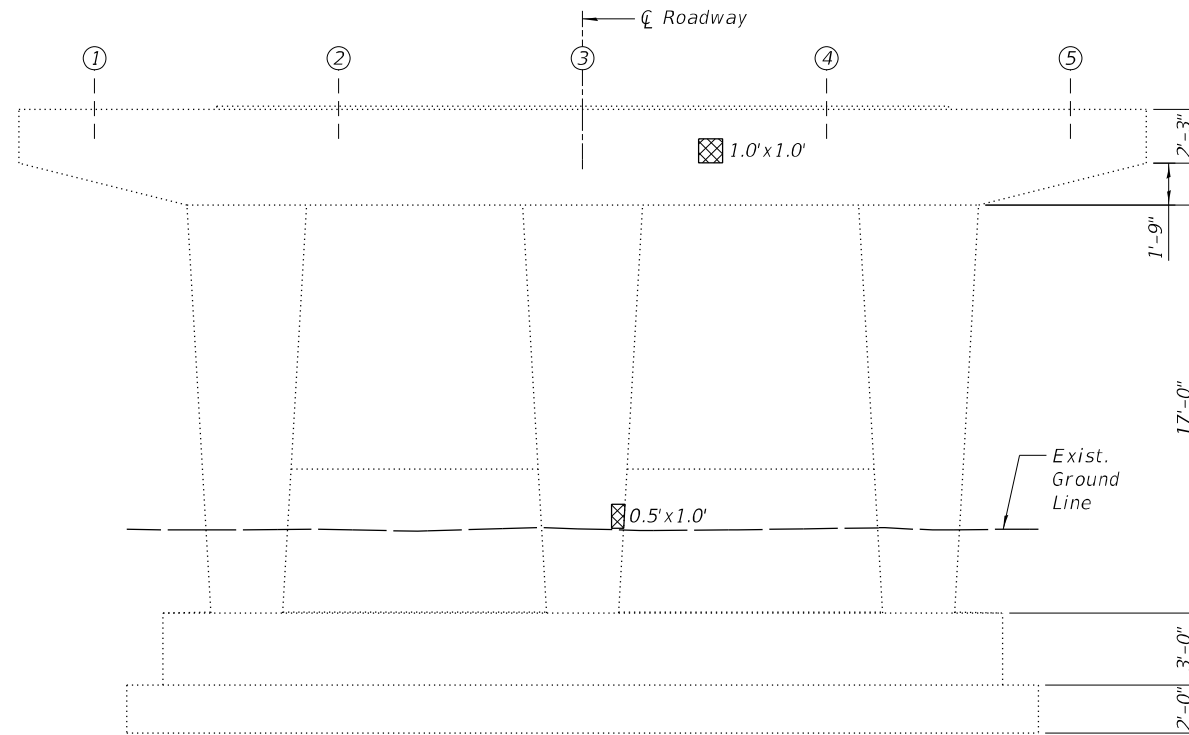
BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	866
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	27

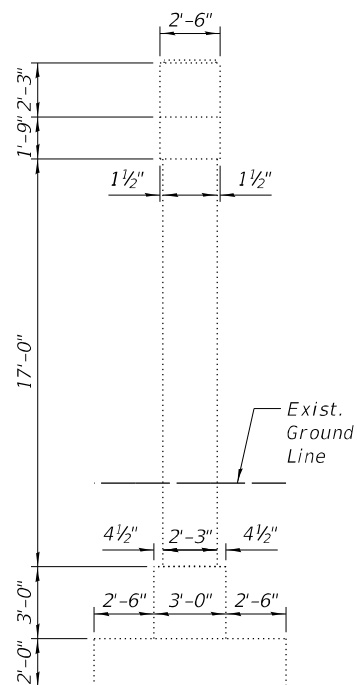
- NOTES:**
- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
 - 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of pier located below the bearings, after installation of proposed crash wall extensions.



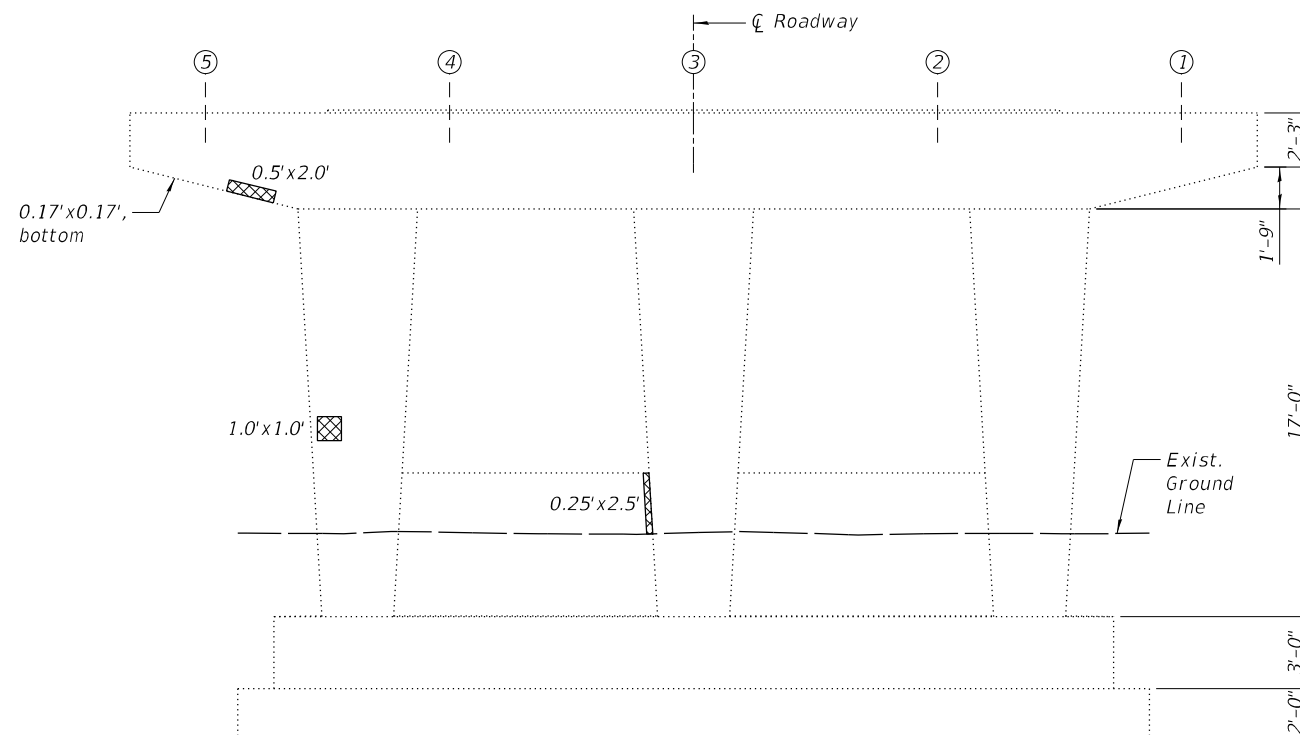
PIER NO. 2 WEST END VIEW
(Looking East)



PIER NO. 2 SOUTH ELEVATION
(Looking North)




PIER NO. 2 EAST END VIEW
(Looking West)



PIER NO. 2 NORTH ELEVATION
(Looking South)

LEGEND

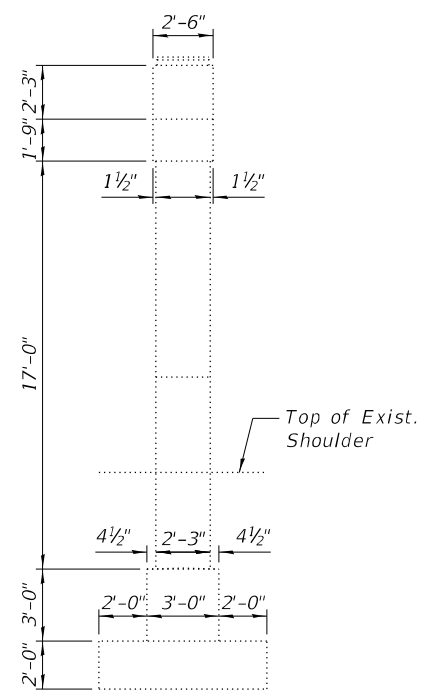
 Structural Repair of Concrete
(Depth Equal to or Less than
5 inches)

BILL OF MATERIAL

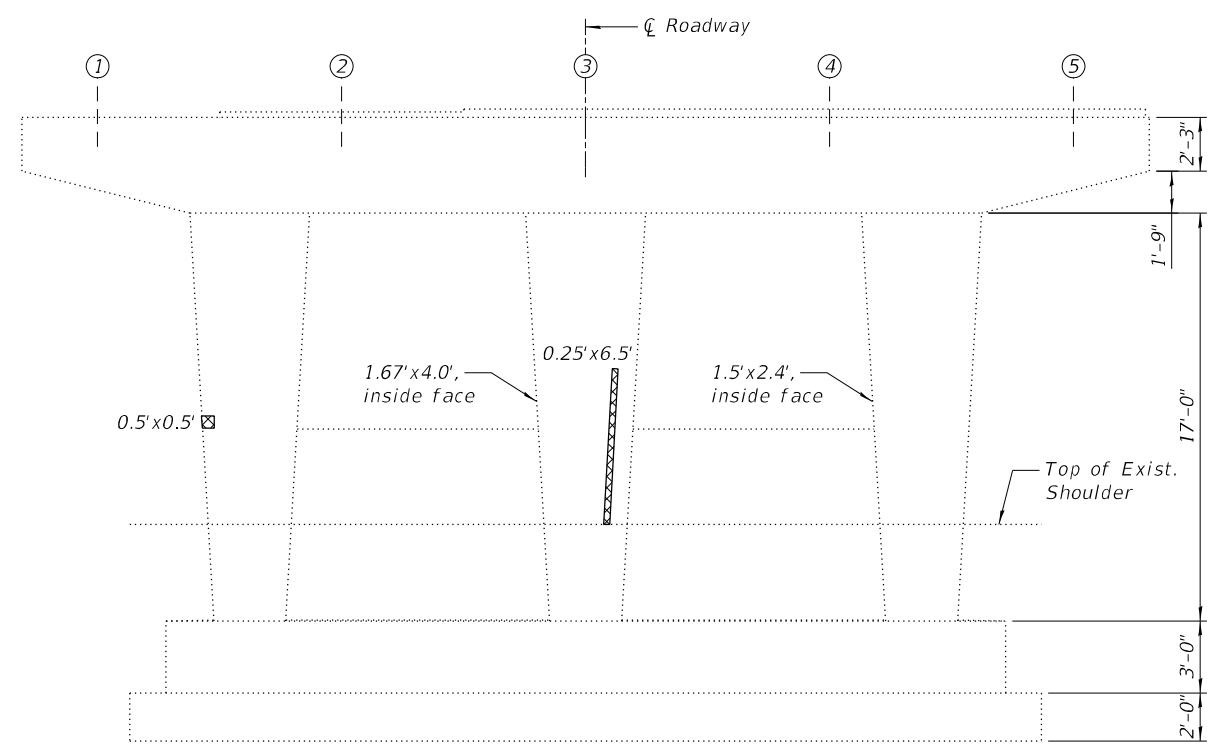
Item	Unit	Total
Concrete Sealer	Sq. Ft.	935
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	5

NOTES:

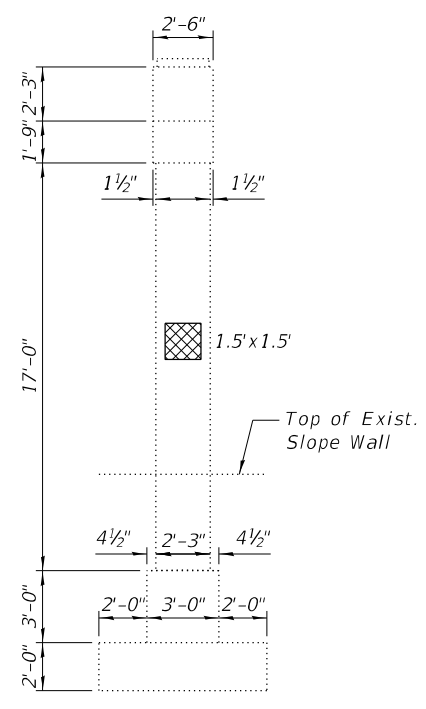
- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
- 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of pier located below the bearings, after installation of proposed crash wall extensions.



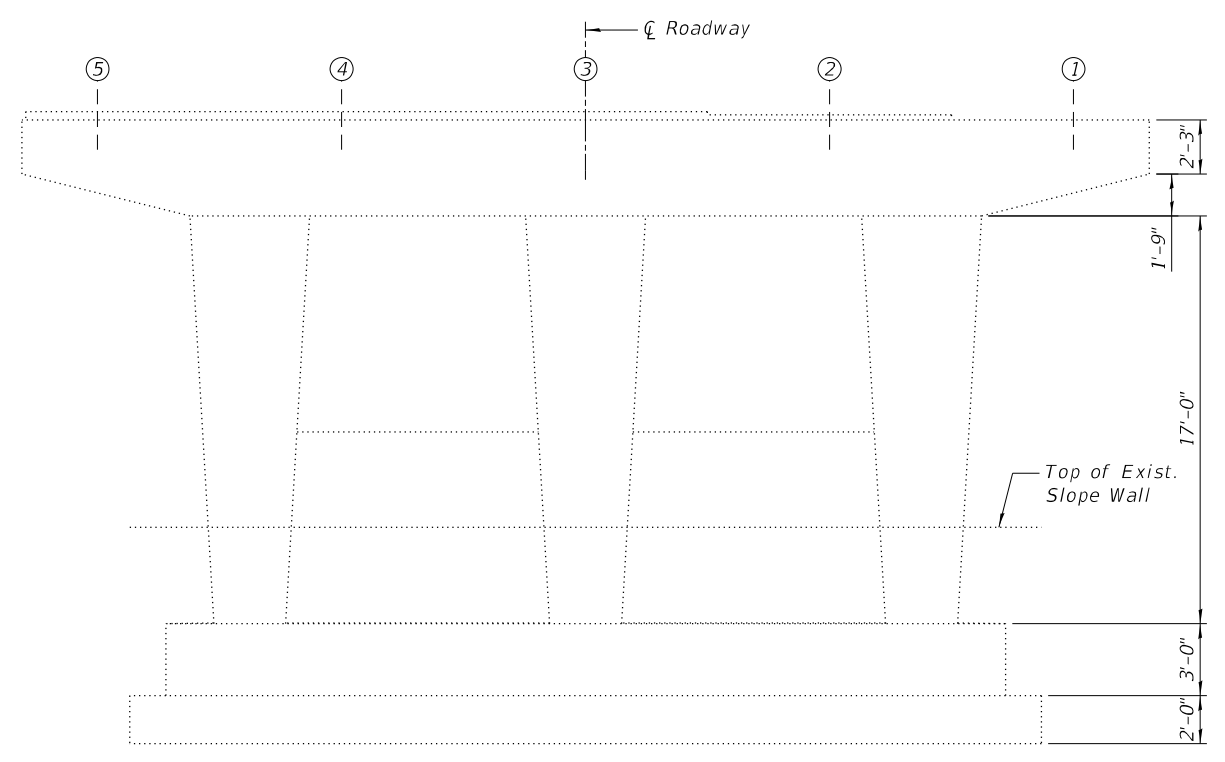
PIER NO. 3 WEST END VIEW
(Looking East)



PIER NO. 3 SOUTH ELEVATION
(Looking North)




PIER NO. 3 EAST END VIEW
(Looking West)



PIER NO. 3 NORTH ELEVATION
(Looking South)

LEGEND

 Structural Repair of Concrete
(Depth Equal to or Less than
5 inches)

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	981
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	15

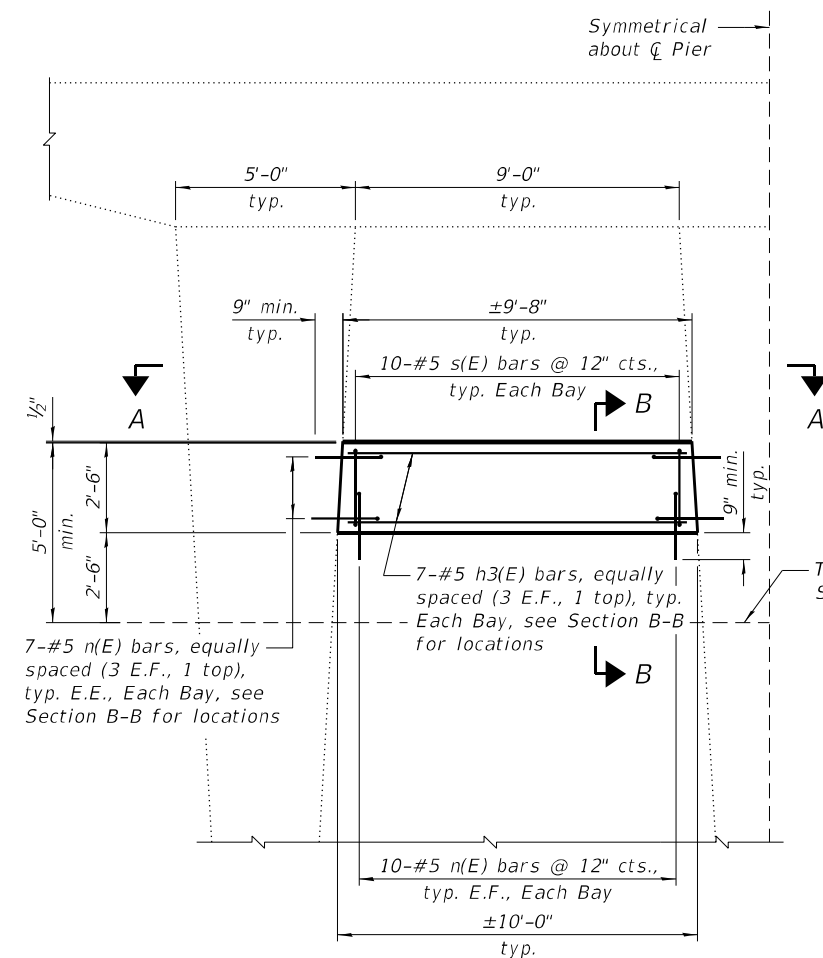
- NOTES:**
- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
 - 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of pier located below the bearings, after installation of proposed crash wall extensions.

**PIER NO. 1 & NO. 3
BILL OF MATERIAL**

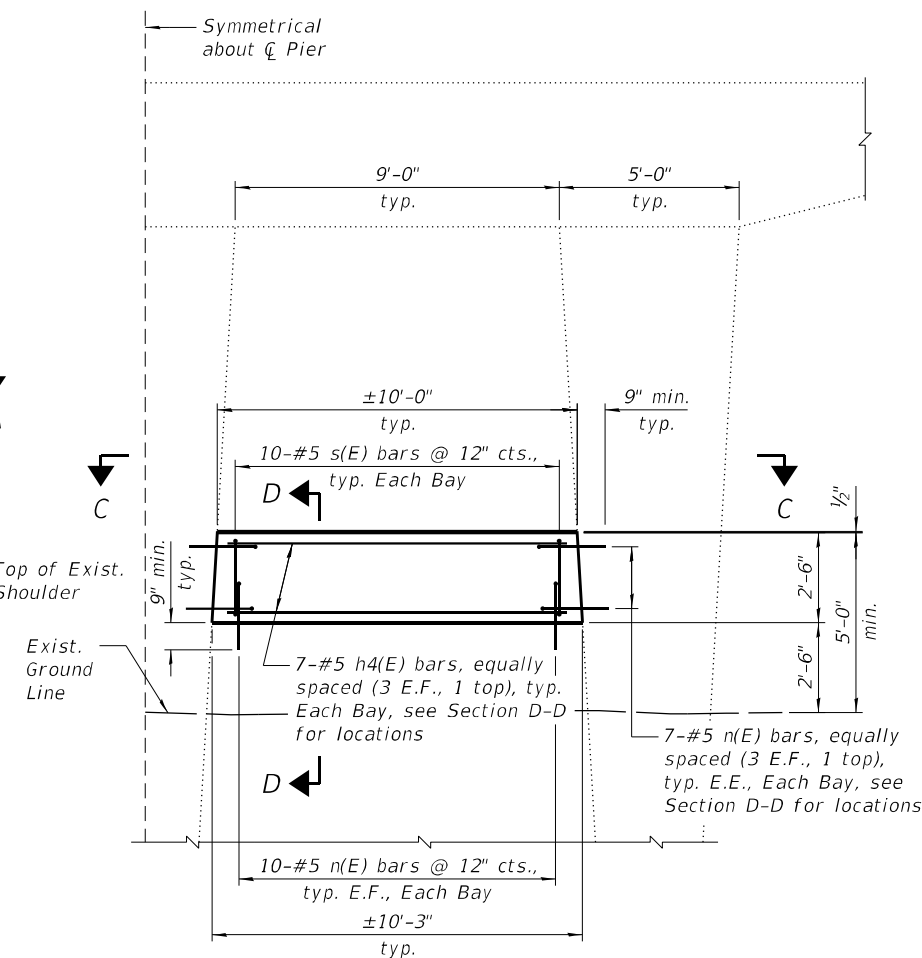
Bar	No.	Size	Length	Shape
h3(E)	28	#5	9'-4"	—
n(E)	136	#5	2'-5"	C
s(E)	40	#5	8'-11"	□
Item		Unit	Quantity	
Concrete Structures		Cu. Yd.	8.2	
Reinforcement Bars, Epoxy Coated		Pound	990	
Concrete Sealer		Sq. Ft.	284	

**PIER NO. 2
BILL OF MATERIAL**

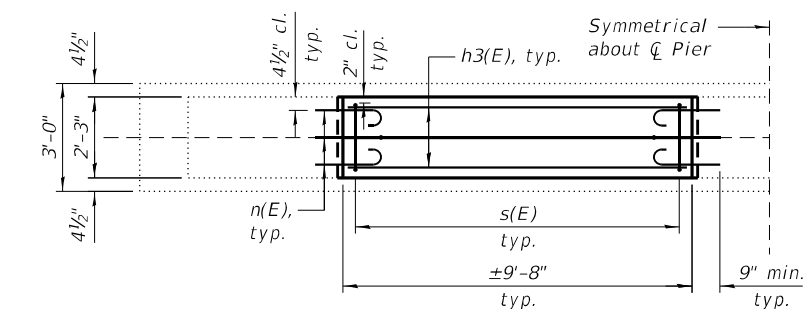
Bar	No.	Size	Length	Shape
h4(E)	14	#5	9'-8"	—
n(E)	68	#5	2'-5"	C
s(E)	20	#5	8'-11"	□
Item		Unit	Quantity	
Concrete Structures		Cu. Yd.	4.3	
Reinforcement Bars, Epoxy Coated		Pound	500	
Concrete Sealer		Sq. Ft.	147	



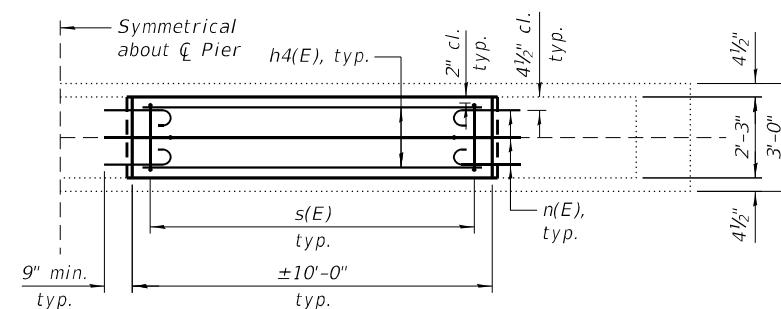
PIER NO. 1 & NO. 3 ELEVATION



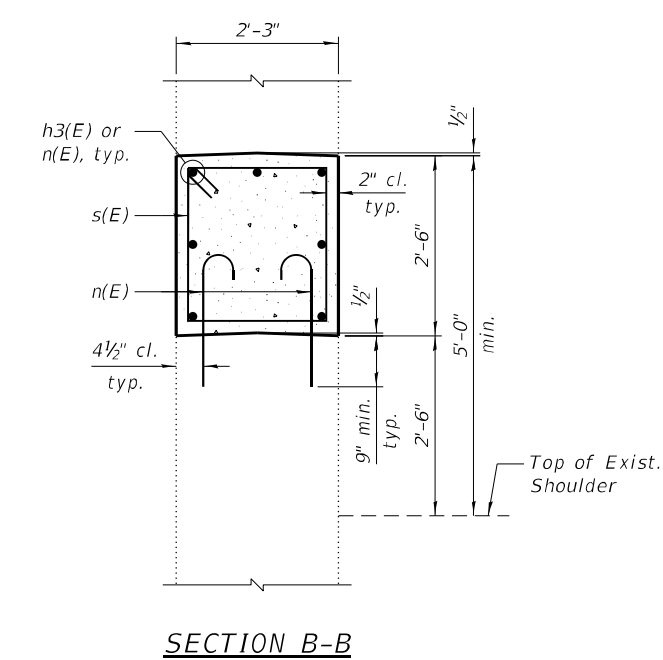
PIER NO. 2 ELEVATION



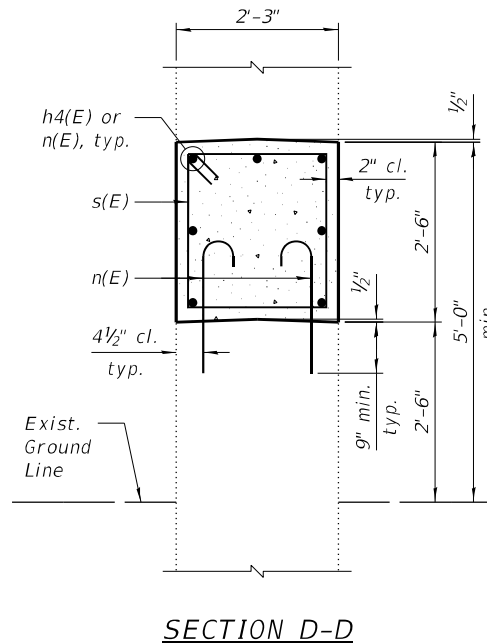
SECTION A-A



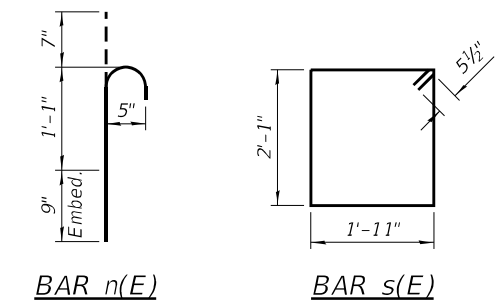
SECTION C-C



SECTION B-B

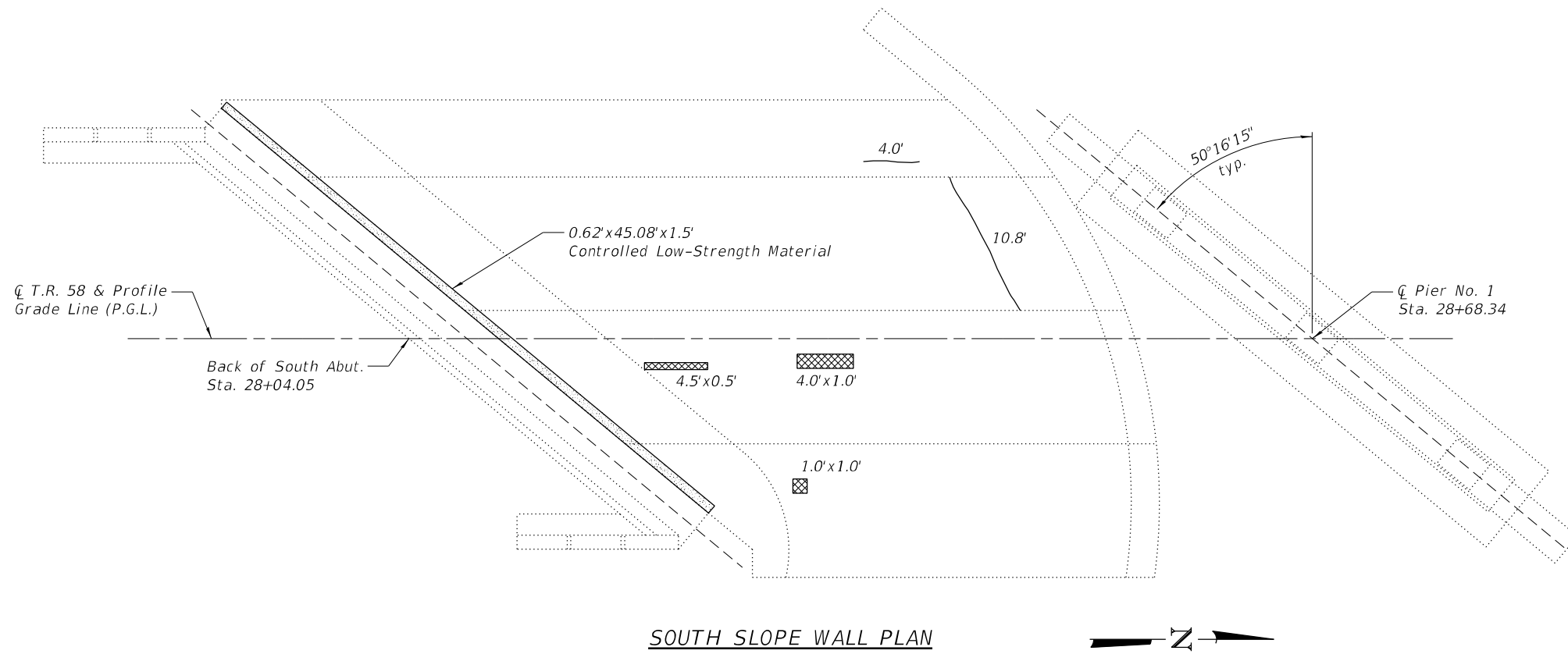


SECTION D-D

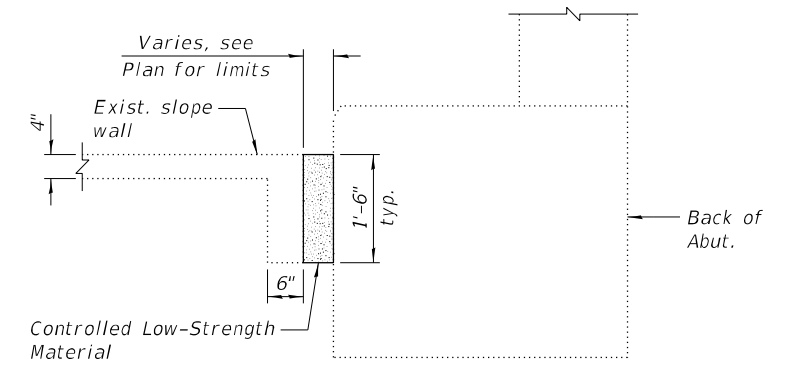
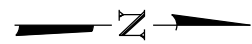


NOTES:

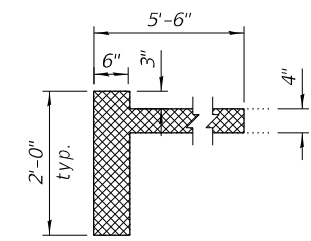
- 1.) Drill & epoxy grout #5 n(E) bars 9" min. into existing concrete according to Section 584 of the Standard Specifications.
- 2.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to all exposed faces of pier located below the bearings, after installation of proposed crash wall extensions.
- 3.) E.F. denotes Each Face and E.E. denotes Each End.



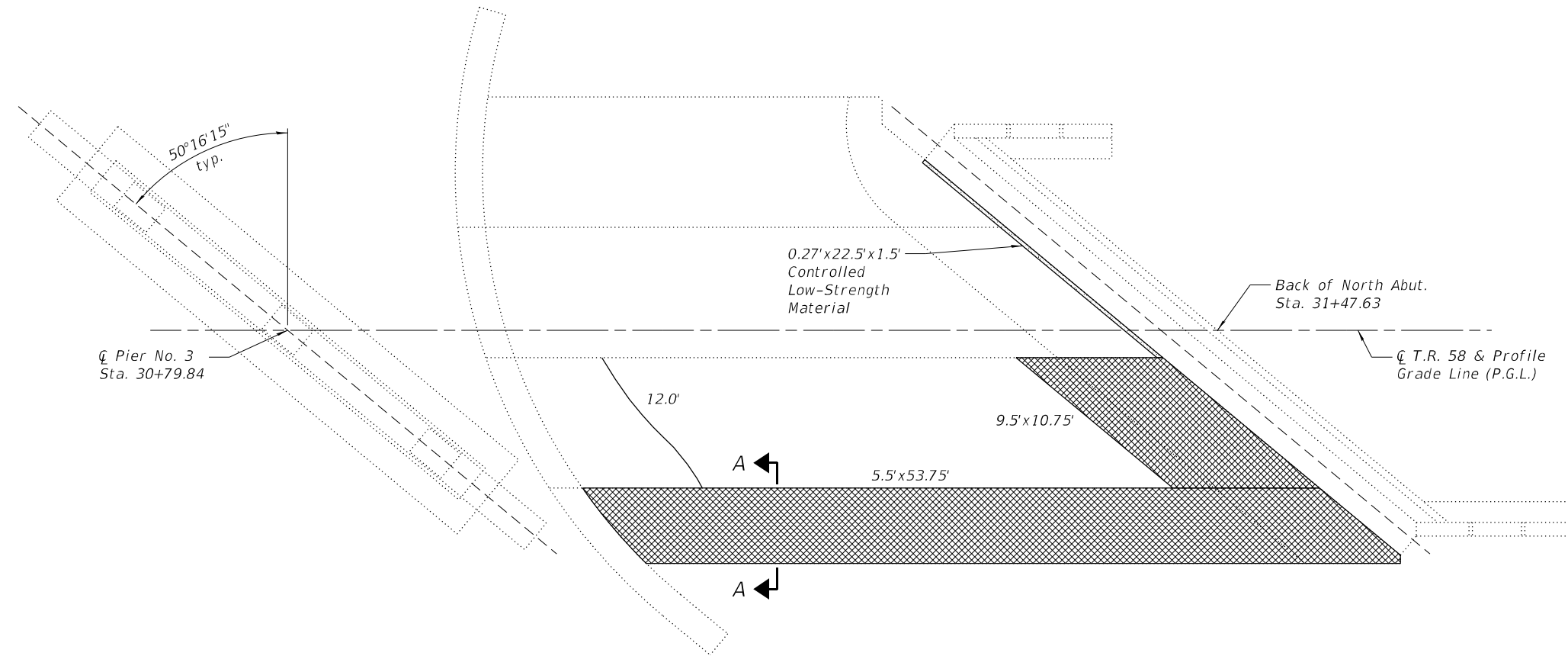
SOUTH SLOPE WALL PLAN



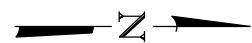
TYPICAL SECTION AT ABUTMENT



SECTION A-A



NORTH SLOPE WALL PLAN



LEGEND

- Slope Wall Repair
- Controlled Low-Strength Material
- Slope Wall Crack Sealing

BILL OF MATERIAL

Item	Unit	Total
Controlled Low-Strength Material	Cu. Yd.	1.9
Slope Wall Crack Sealing	Foot	185
Slope Wall Repair	Sq. Yd.	45

NOTES:

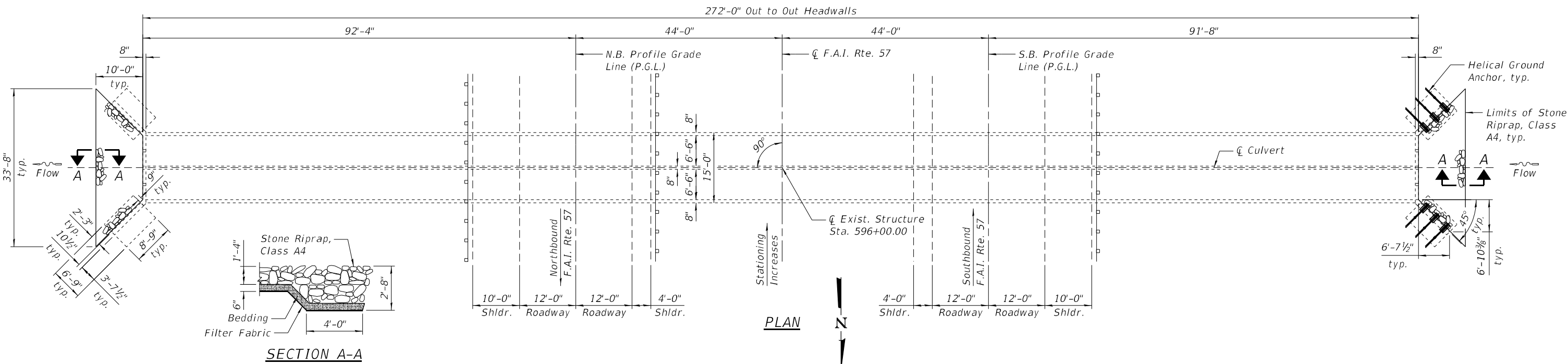
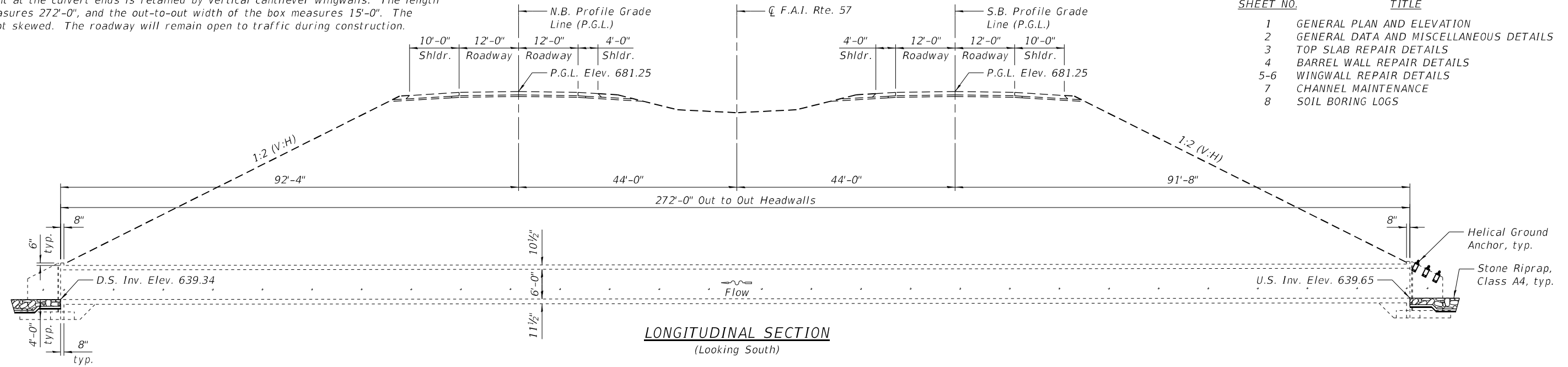
- 1.) Slope wall shall be reinforced with welded wire fabric. 6 in. x 6 in. - W4.0 x W4.0 weighing 58 lbs. per 100 sq. ft.
- 2.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
- 3.) The quantities shown for Slope Wall Crack Sealing have been increased beyond those identified in the Plan view shown on this sheet to account for sealing of open joints.

Existing Structure: S.N. 038-2509 was originally constructed in 1966 as Section 38-5VB. The structure consists of a double-barrel 6.5'x6.0' cast in place concrete box culvert. The embankment at the culvert ends is retained by vertical cantilever wingwalls. The length of the box measures 272'-0", and the out-to-out width of the box measures 15'-0". The structure is not skewed. The roadway will remain open to traffic during construction.

No Salvage.

INDEX OF SHEETS

SHEET NO.	TITLE
1	GENERAL PLAN AND ELEVATION
2	GENERAL DATA AND MISCELLANEOUS DETAILS
3	TOP SLAB REPAIR DETAILS
4	BARREL WALL REPAIR DETAILS
5-6	WINGWALL REPAIR DETAILS
7	CHANNEL MAINTENANCE
8	SOIL BORING LOGS



SCOPE OF WORK

- 1.) Cleaning of the box culvert to remove sediment and debris.
- 2.) Channel excavation to remove sediment and debris.
- 3.) Placement of riprap.
- 4.) Sealing of cracks in culvert barrel walls and top slab.
- 5.) Stabilization of wingwalls with helical ground anchors.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

EXISTING DESIGN STRESSES

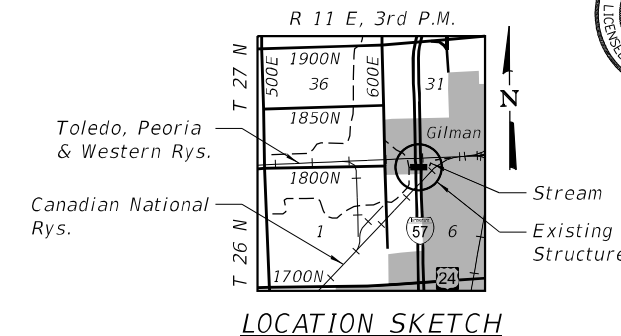
FIELD UNITS (1966):
 $f_y = 40,000$ psi (Reinforcement)
 $f'_c = 3,500$ psi (Barrel)
 $f'_c = 2,500$ psi (Wingwalls)

PROPOSED DESIGN STRESSES

FIELD UNITS:
 $f'_c = 3,500$ psi
 $f_y = 50,000$ psi (M270 Grade 50)

LOADING

This structure was not designed for vehicular loading.



W. Mardauss
 WILLIAM MARDAUSS, P.E., S.E. DATE: 03/20/2026
 LICENSE EXPIRES 11/30/2026

I-57 OVER STREAM
F.A.I. RTE. 57 - SEC. *
IROQUOIS COUNTY
STATION 596+00.00
STRUCTURE NO. 038-2509



DESIGNED - RNP	REVISION
CHECKED - VPT	REVISION
DRAWN - DJM	REVISION
CHECKED - VPT	REVISION

DATE - 03/20/2026

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 038-2509

SHEET NO. 1 OF 8 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR.D.CR	IROQUOIS	437	346

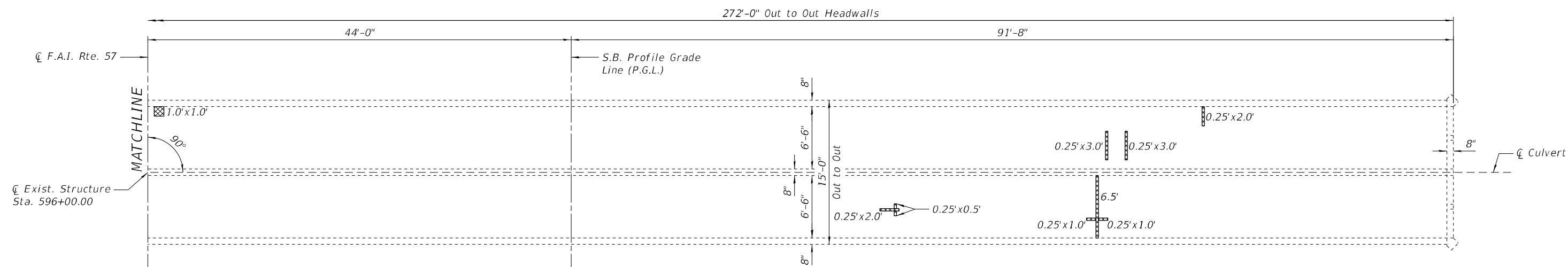
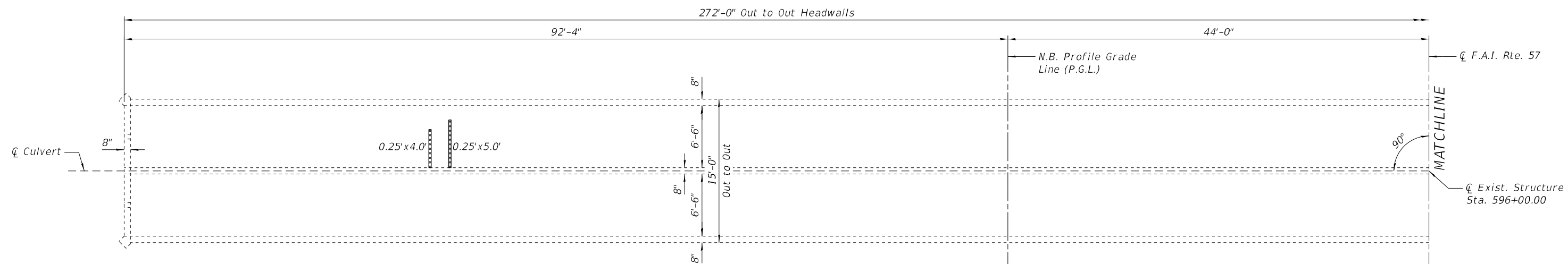
CONTRACT NO. 66M80
 ILLINOIS

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Channel Excavation	Cu. Yd.	1,817
Stone Riprap, Class A4	Sq. Yd.	103
Filter Fabric	Sq. Yd.	103
Box Culverts to be Cleaned	Foot	544
Helical Ground Anchors	Each	6
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	16
Rock Fill	Cu. Yd.	4

GENERAL NOTES:

- 1.) It shall be the Contractor's responsibility to verify the location of all utilities prior to starting construction.
- 2.) Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 3.) The Contractor may request copies of existing construction plans that are currently on file with the Department. The request shall be in writing with the understanding that any reproduction cost will be at the Contractor's expense at no additional cost to the Department.
- 4.) All structural steel shall conform to the requirements of AASHTO M270 Grade 50, unless otherwise noted.
- 5.) No field welding is permitted except as specified in the contract documents.
- 6.) Any elevations shown in these plans have been taken directly from the 1966 existing structure plans, and have been included here for reference. Such elevations have not been adjusted to account for the use of differing datums, nor have they been verified by field survey.



BOTTOM OF TOP SLAB PLAN



LEGEND

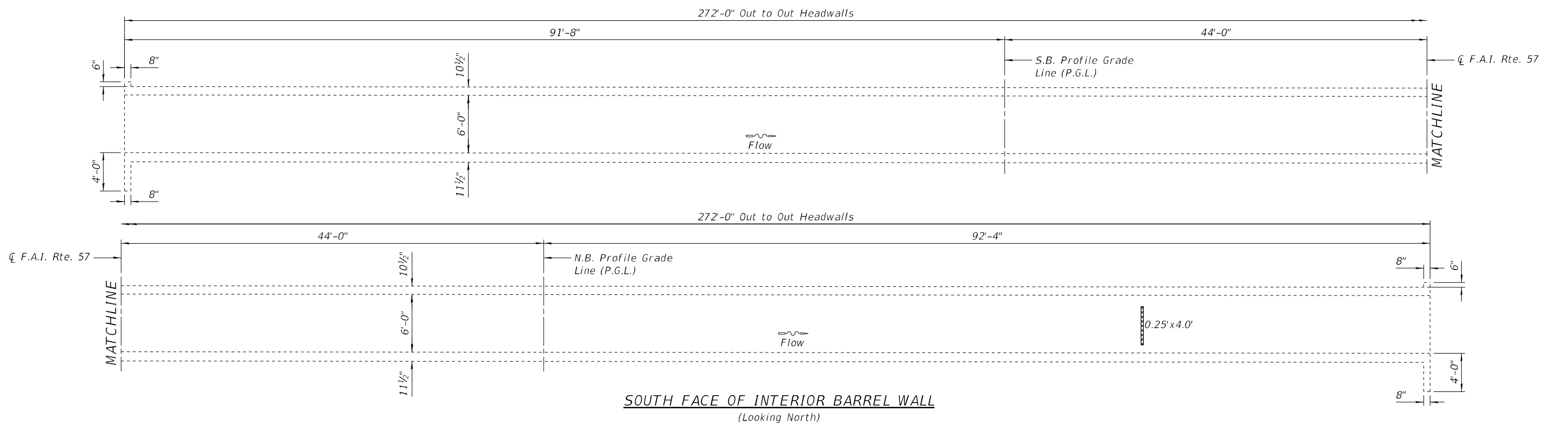
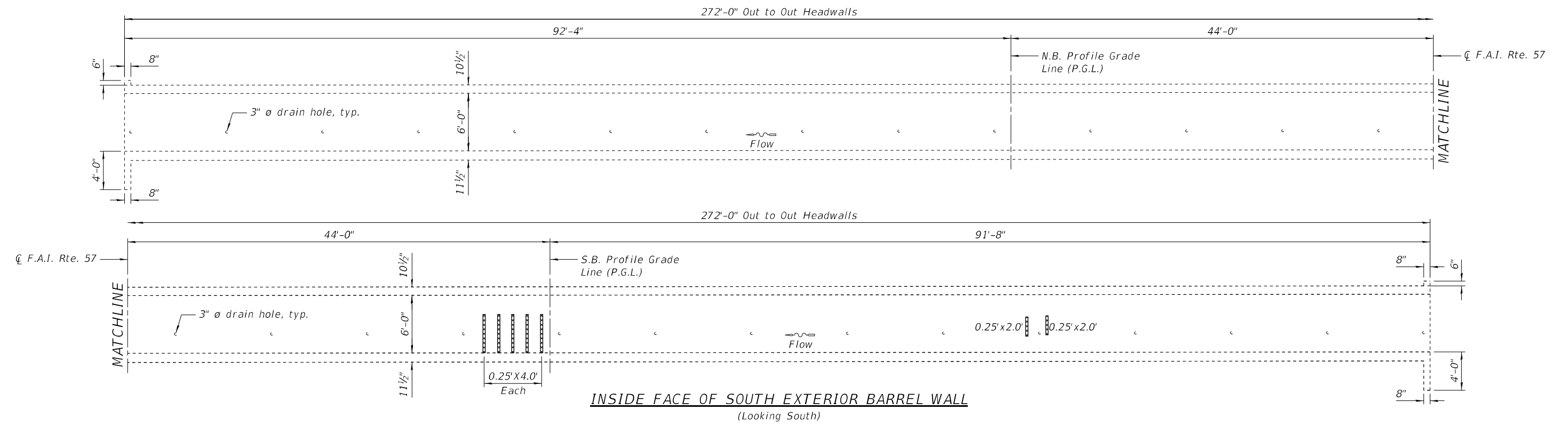
Structural Repair of Concrete
(Depth Equal to or Less than 5 inches)

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	9

NOTE:

The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.



LEGEND

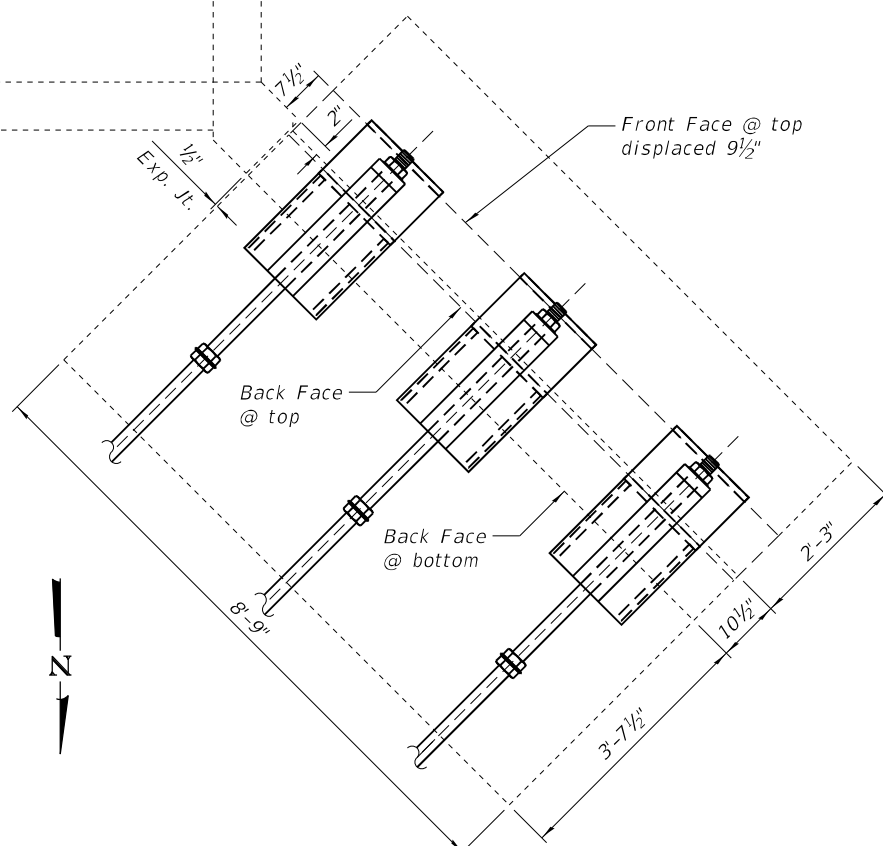
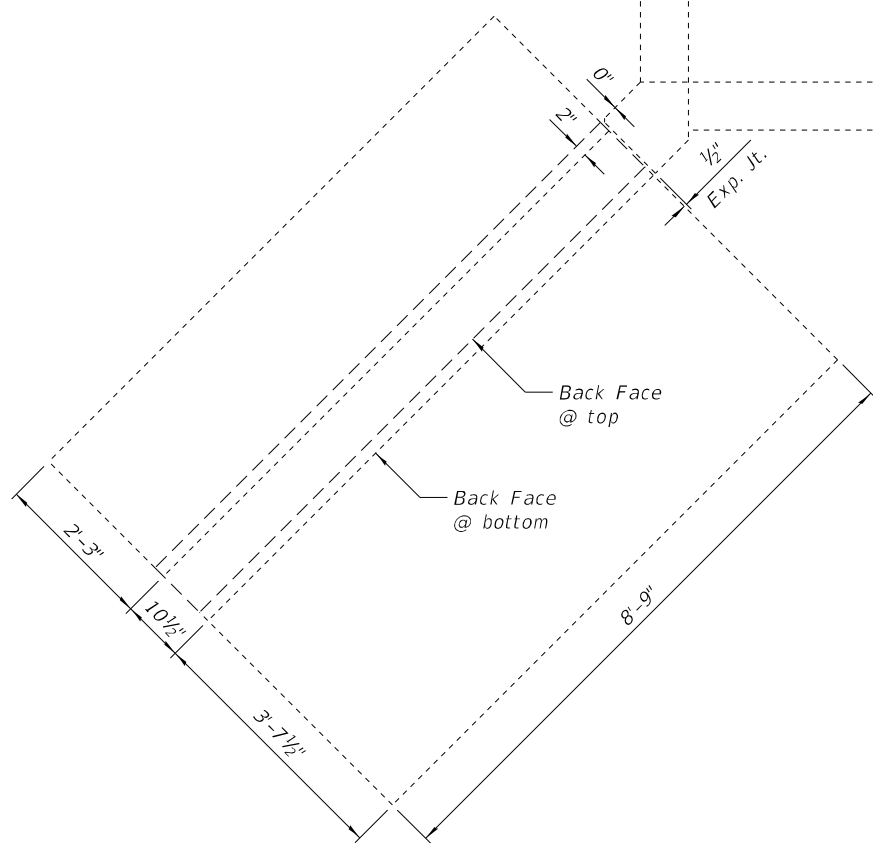
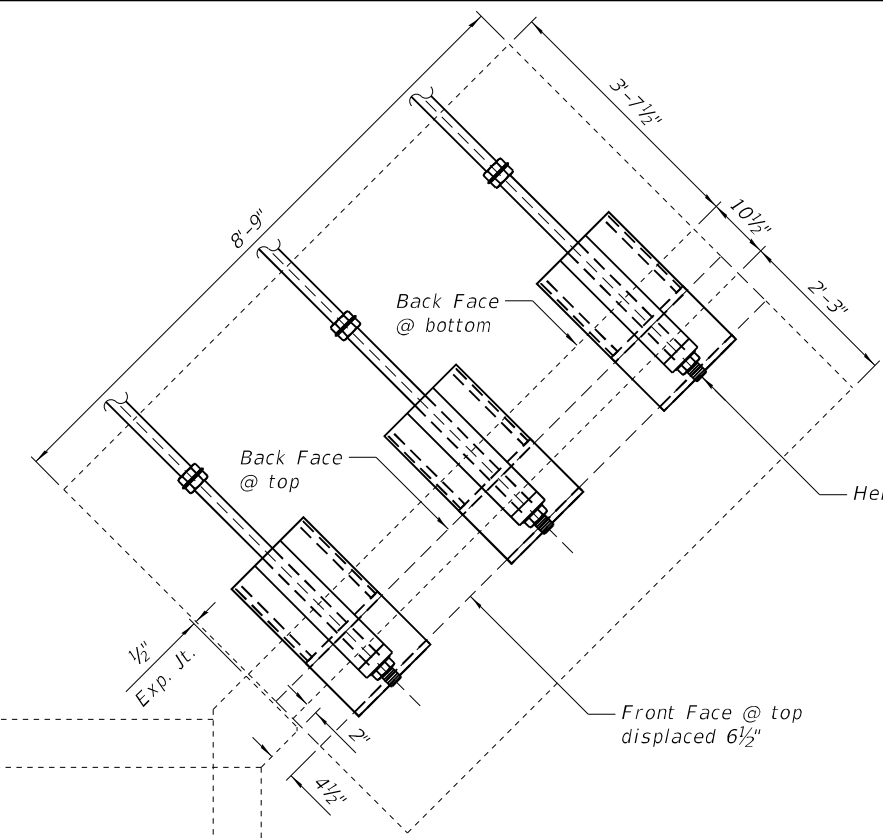
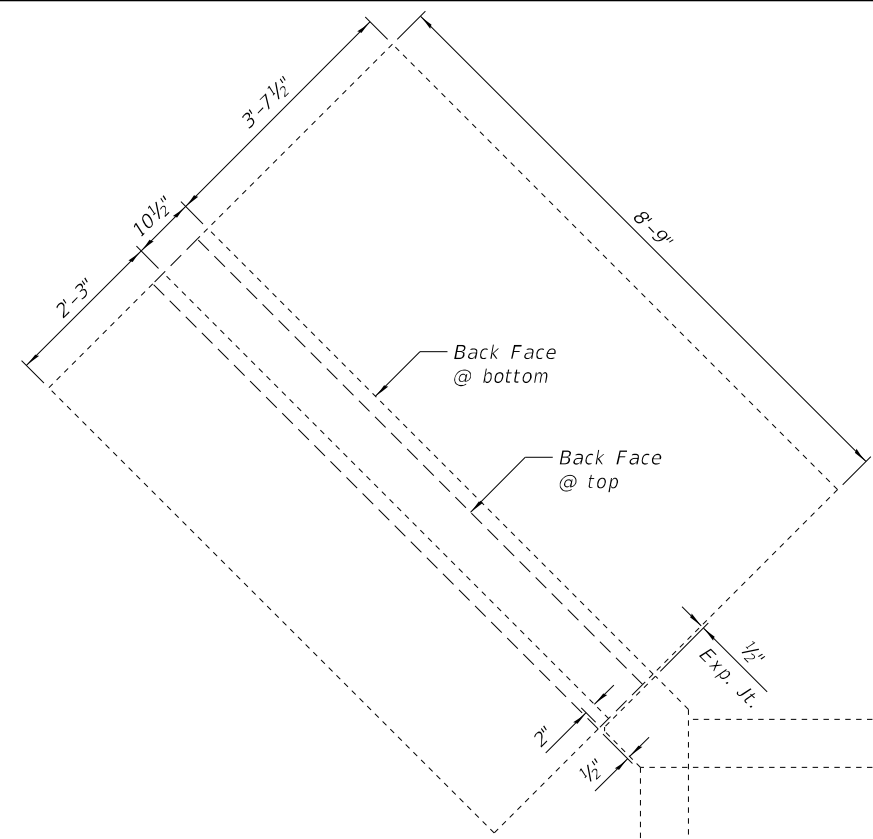
Structural Repair of Concrete
(Depth Equal to or Less than
5 inches)

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	7

NOTE:

The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.



PARTIAL PLAN
(Showing top of wingwall deflections)

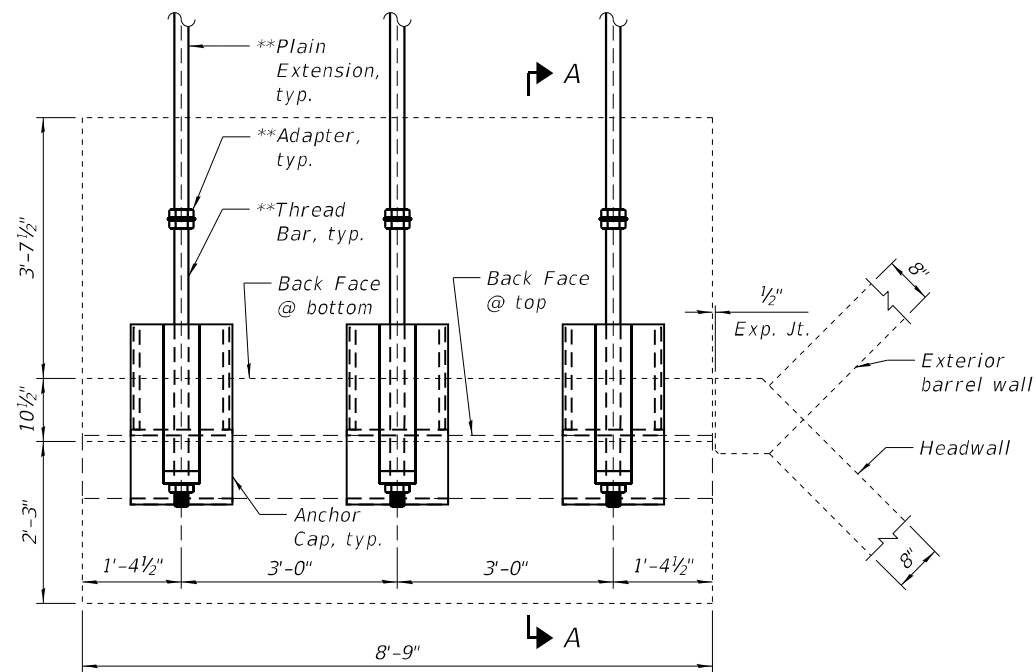


Flow ←

Flow ←

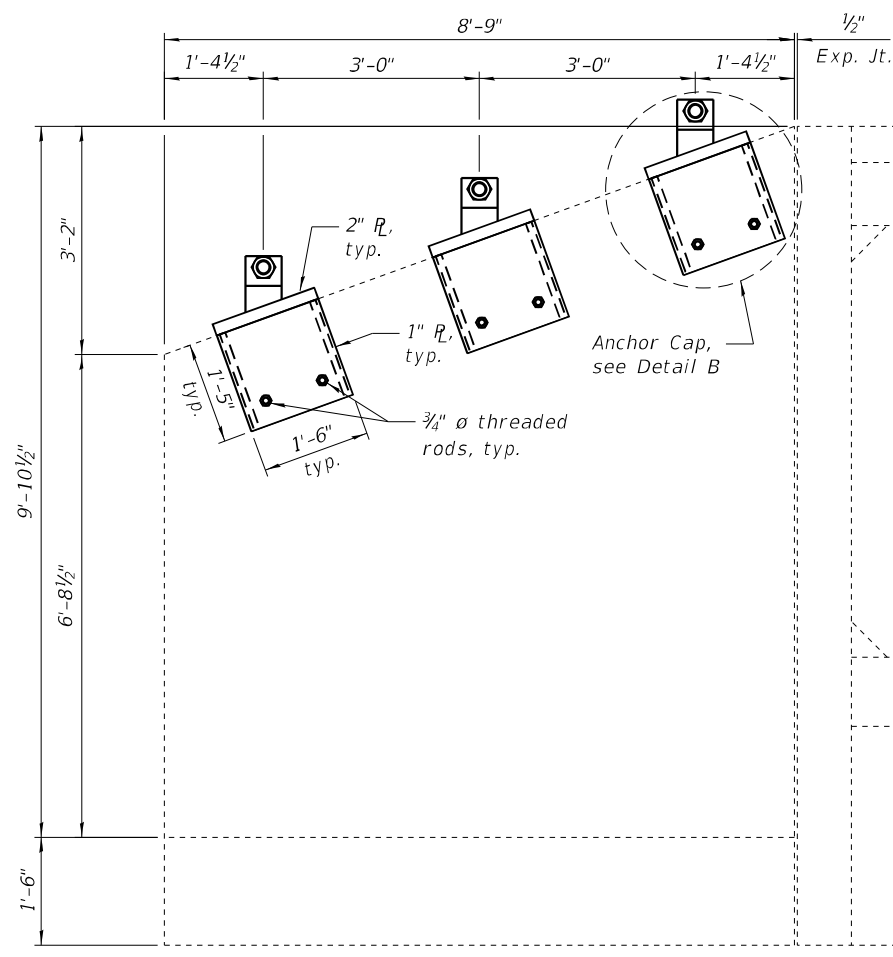
NOTES:

- 1.) Measurements shown are estimated based on field inspections conducted in September 2023. The actual measurements required for design and fabrication of the Helical Ground Anchors and components shall be verified according to the special provisions.
- 2.) See Sheet 6 of 8 for Helical Ground Anchor details.



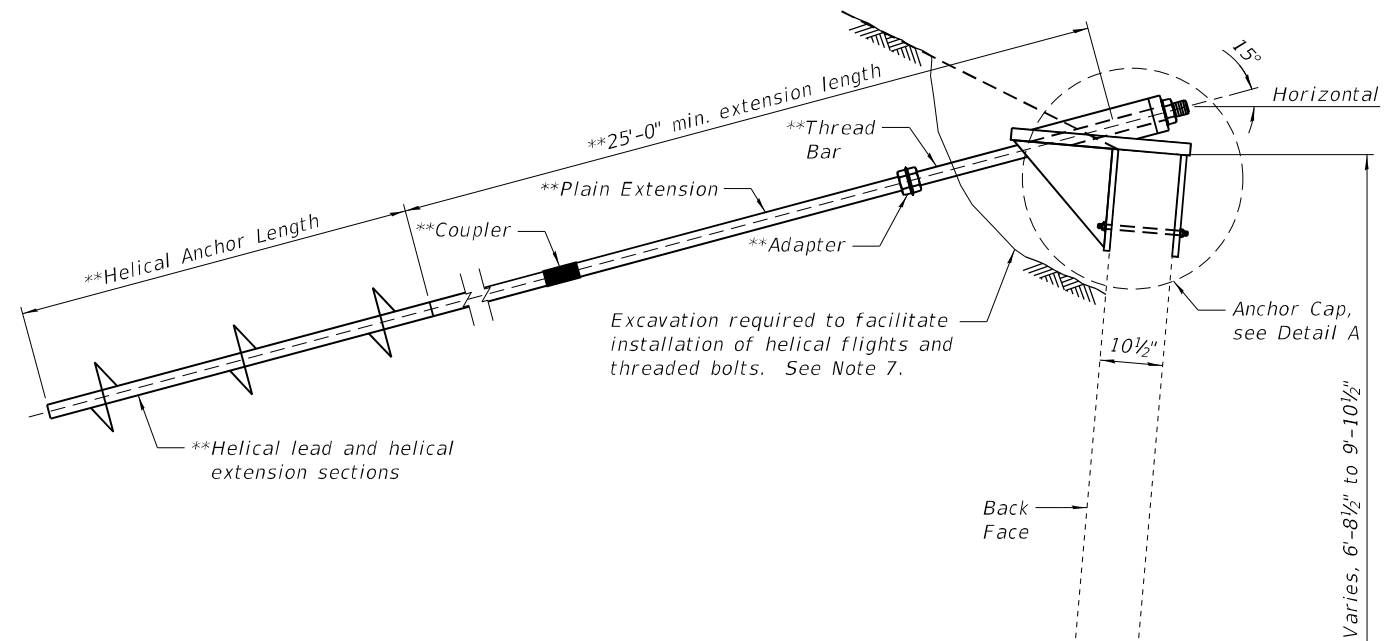
TYPICAL TOP PLAN

(Showing Northwest Wingwall, Southwest Wingwall similar)



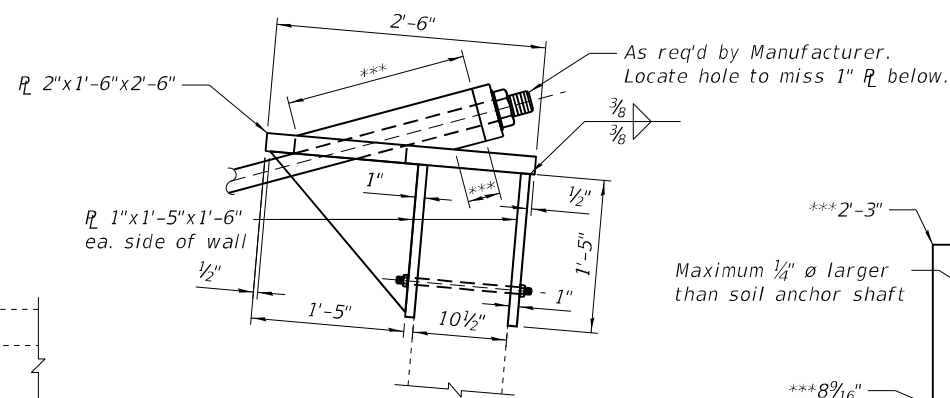
TYPICAL ELEVATION LOOKING AT FRONT FACE

(Showing Northwest Wingwall, Southwest Wingwall similar)

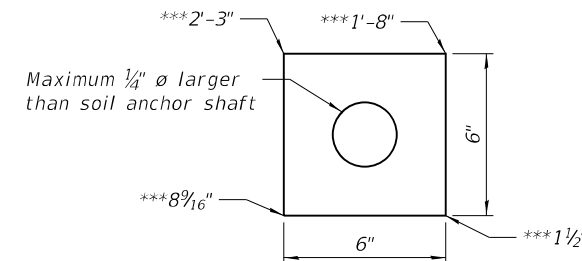


SECTION A-A

*Approximate angle, field verify

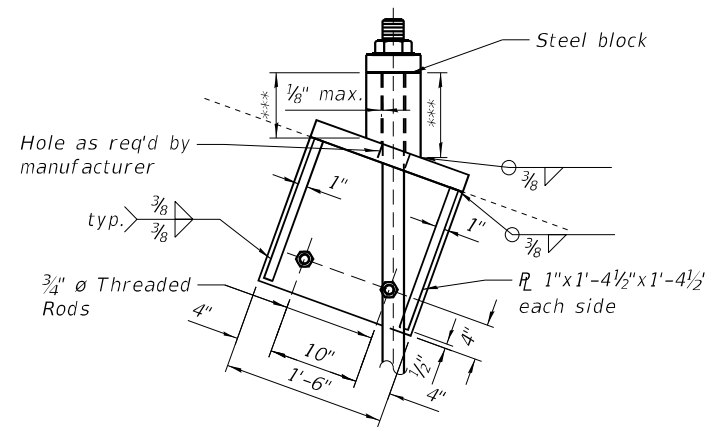


DETAIL A



DETAIL C

***measurement of height of steel block below top face



DETAIL B

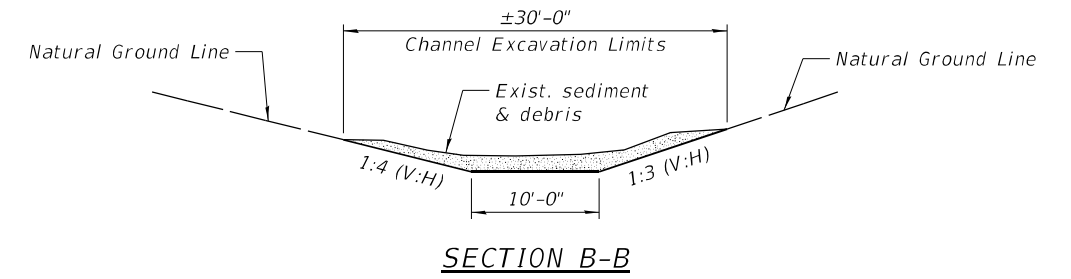
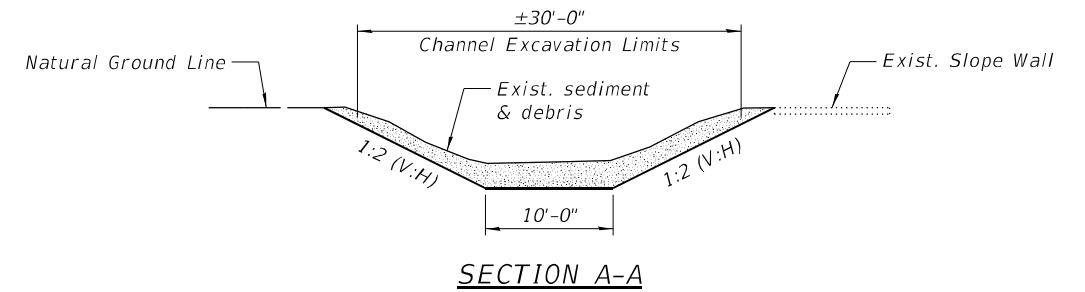
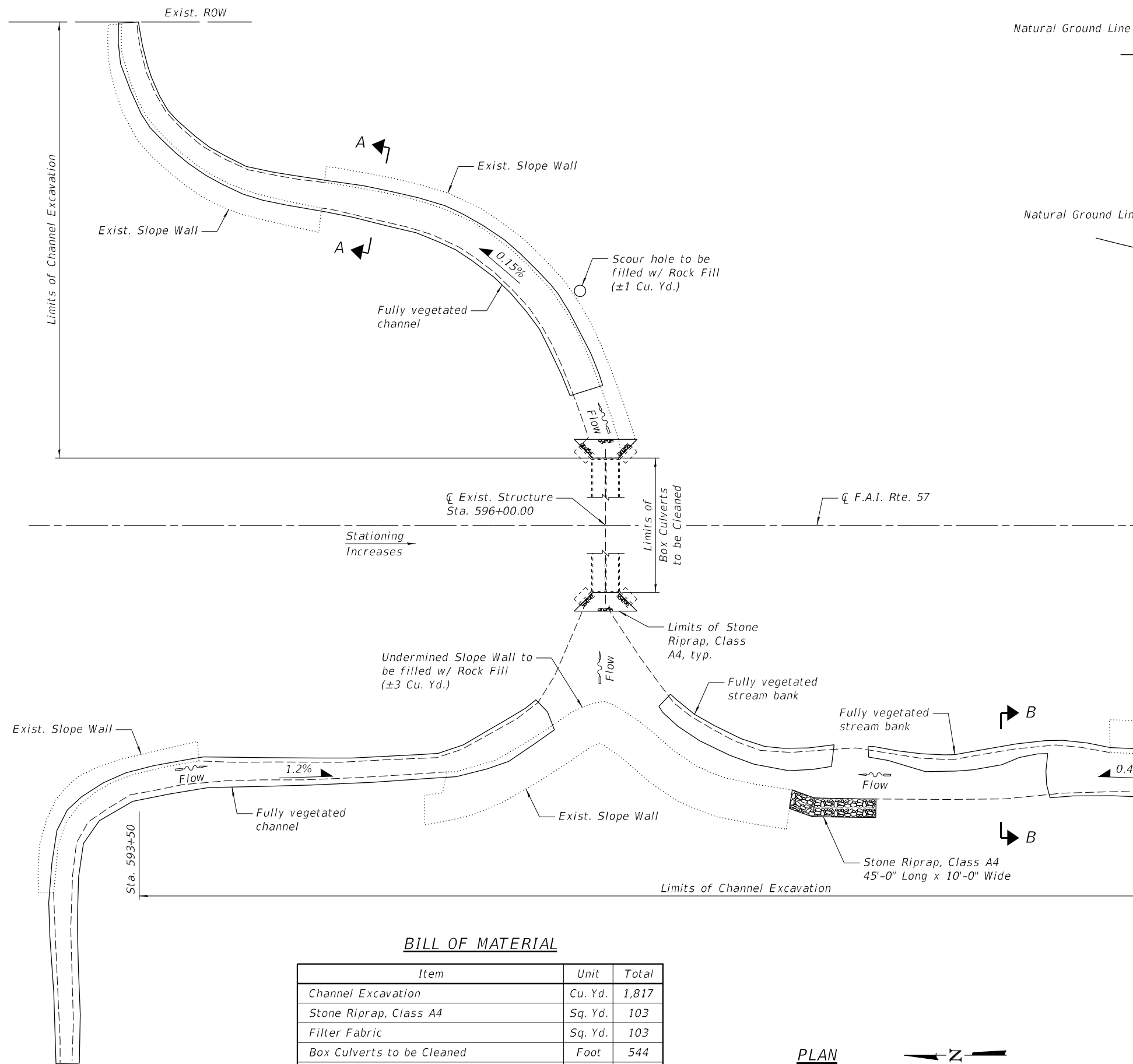
(Looking at Back Face)

BILL OF MATERIAL

Item	Unit	Total
Helical Ground Anchors	Each	6

NOTES:

- 1.) **Helical Ground Anchors shall be designed by the Manufacturer, see Special Provisions.
- 2.) The Contractor shall submit design calculations and shop drawings for proposed Helical Ground Anchors to the Engineer for review and approval.
- 3.) Helical Ground Anchor design load (Service) = 25 kips per anchor (max.). See the Special Provisions for testing requirements.
- 4.) Maximum allowable helix plate diameter as recommended by the supplier.
- 5.) All Helical Ground Anchor components, anchor caps, steel washers, shim plates, and steel angles shall be galvanized according to Article 509.05 of the Standard Specifications.
- 6.) The cost of drilling holes in concrete for the installation of threaded rods shall be included in the cost of Helical Ground Anchors.
- 7.) Excavation required for the installation of the Helical Ground Anchors and components will not be paid for separately, but will be included in the cost of the item for which it is required, in accordance with Section 502.13 of the Standard Specifications.



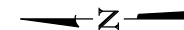
NOTES:

- 1.) Contractor to field verify existing streambed at upstream & downstream ends prior to riprap placement. Any voids in excess of riprap thicknesses as shown in Section A-A on Sheet 1 of 8 shall be filled with Rock Fill. Filling of voids paid for as Rock Fill.
- 2.) Clearing, Tree Removal and Protection, and Care and Repair of Existing Plant Material within the limits of Channel Excavation and the limits used for site access and operations by the Contractor will not be measured and paid for separately, but shall be included in the cost of Channel Excavation.
- 3.) The volumes of Channel Excavation and Rock Fill shown in the Bill of Material are estimated based on field observations conducted in September 2023. The estimated volumes shown on the plans shall be verified in the field by the Contractor, and agreed to in writing by the Engineer, prior to the start of construction. The work required for the Contractor to determine current estimated volumes will not be paid for separately, but shall be included in the cost of the item for which it is required.

BILL OF MATERIAL

Item	Unit	Total
Channel Excavation	Cu. Yd.	1,817
Stone Riprap, Class A4	Sq. Yd.	103
Filter Fabric	Sq. Yd.	103
Box Culverts to be Cleaned	Foot	544
Rock Fill	Cu. Yd.	4

PLAN



S. Abut N.B.L.				Surface Water El. None			
Boring No. 3				Groundwater El. at Completion None			
Station 593+48				After 24 Hours 642.33			
Offset 56 Ft. E. Imp.							
Elevation	Z	U	v (%)	Elevation	Z	U	v (%)
Ground Surface 646.53	0						
Very Stiff Black & Yellowish Brown CLAY	11	3.5	20	Very Stiff Gray CLAY (Till)	13	2.5	25
	643.03						
Very Stiff Yellowish Brown & Gray CLAY	7	3.3	20		4	2.7	25
	640.53						
Very Stiff Brown & Gray CLAY (Till)	7	2.3	23	Medium Gray SILT (Saturated)	520.53	1.8	2.1
	638.03					528.03	
Hard Brown & Gray CLAY (Till)	22	7.2	18	Hard Gray CLAY (Varved)	510	4.9	2.7
						505.53	
Very Stiff Gray CLAY (Till)	18	7.1	19	Very Stiff Gray CLAY (Varved)	503.03	11	3.5
Very Stiff Gray CLAY (Till)	15	4.5	18	Stiff Gray CLAY (Varved)	501.03	7	1.4
	590.53						
Very Stiff Gray CLAY (Till)	14	3.7	21				
Very Stiff Gray CLAY (Till)	12	2.9	22				
Very Stiff Gray CLAY (Till)	11	2.5	22				
Very Stiff Gray CLAY (Till)	11	2.1	22				
Very Stiff Gray CLAY (Till)	11	2.5	22				
Stiff Gray CLAY (Till)	12	2.3	22				
	616.53	-30					
Stiff Gray CLAY (Till)	10	2.4	22				
Very Stiff Gray CLAY (Till)	12	2.5	22				
Stiff Gray CLAY (Till)	11	2.4	25				
	609.03						
Very Stiff Gray CLAY (Till)	11	1.6	23				
	608.03						
Very Stiff Gray CLAY (Till)	12	2.3	22				
Very Stiff Gray CLAY (Till)	12	2.3	22				

S. Abut S.B.L.				Surface Water El. None			
Boring No. 4				Groundwater El. at Completion None			
Station 593+48				After 24 Hours 643.14			
Offset 32 Ft. E. Imp.							
Elevation	Z	U	v (%)	Elevation	Z	U	v (%)
Ground Surface 646.44	0						
Very Stiff Black & Yellowish Brown CLAY				Medium Gray SILT	605.44		
						604.44	
Stiff Black & Yellowish Brown CLAY	9	2.1	26	Very Stiff Gray CLAY (Till)			
	642.94						
Hard Brown & Gray CLAY (Till)	6	1.5	26	Hard Gray CLAY (Varved)	599.44	1.6	23
	640.44						
Very Stiff Gray CLAY (Till)	14	5.6	20	Very Stiff Gray CLAY (Varved)	595.44	1.6	23
Very Stiff Gray CLAY (Till)	10	7.5	17	Medium Gray SILT (Saturated)	593.94	3.0	22
Very Stiff Gray CLAY (Till)	17	7.2	19	Hard Gray CLAY (Varved)	592.94	5-15	4.3
	632.94						
Stiff Gray Clay (Till)	11	3.7	20	Stiff Gray CLAY (Till)	590.94	19	2.3
	620.44						
Stiff Gray CLAY (Till)	7	1.6	22				
Stiff Gray CLAY (Till)	7	1.6	24				
Stiff Gray CLAY (Till)	9	1.9	23				
Very Stiff Gray CLAY (Till)	8	1.9	24				
	620.44						
Very Stiff Gray CLAY (Till)	8	2.1	24				
Very Stiff Gray CLAY (Till)	10	2.3	23				
Stiff Gray CLAY (Till)	12	2.7	22				
	612.94						
Stiff Gray CLAY (Till)	9	1.5	24				
Very Stiff Gray CLAY (Till)	10	1.6	23				
	607.94						
Very Stiff Gray CLAY (Till)	14	2.7	22				

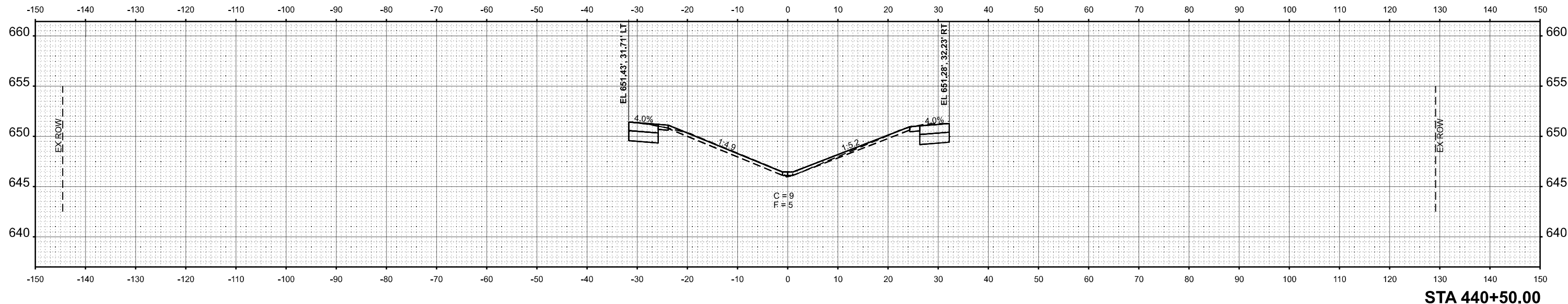
NOTE:

The boring logs shown here were obtained for the 1967 construction of Structures 038-0005 and 038-0006, roughly 250 feet North of Structure 038-2509. Design of the Helical Ground Anchors may require the Contractor to obtain additional borings, nearer to the locations of where the anchors are anticipated to be installed. All costs associated with procuring and analyzing additional soil borings will not be paid for separately, but shall be included in the cost of the work for which it is required.

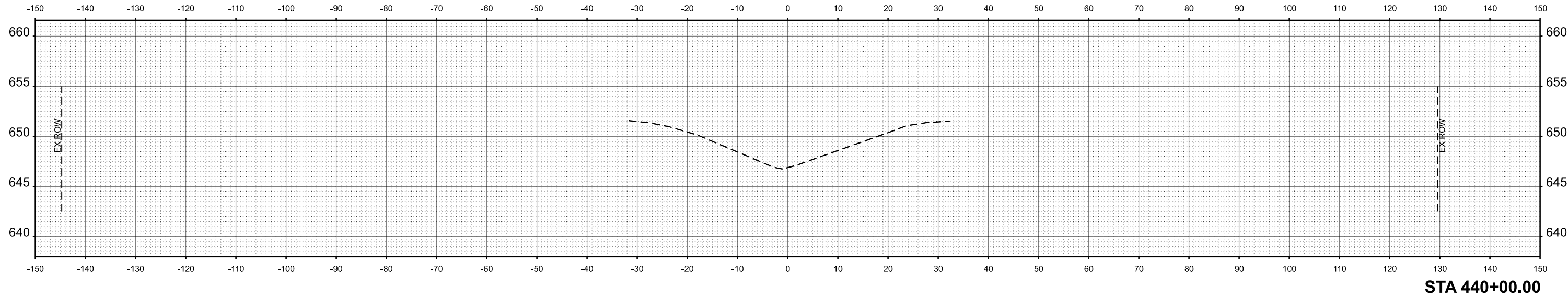
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

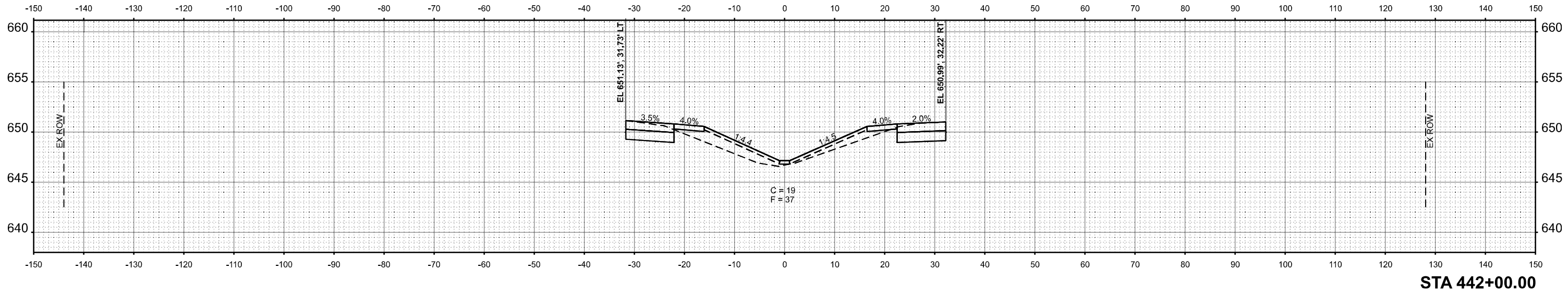
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CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

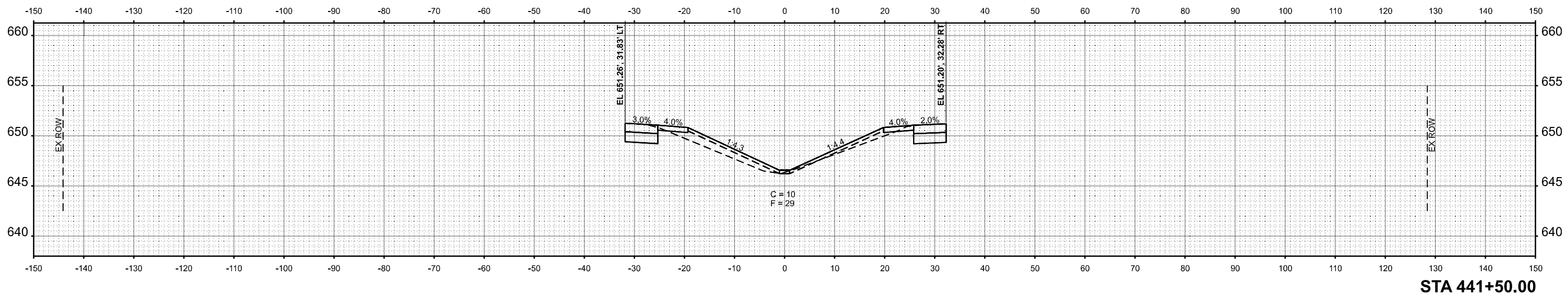
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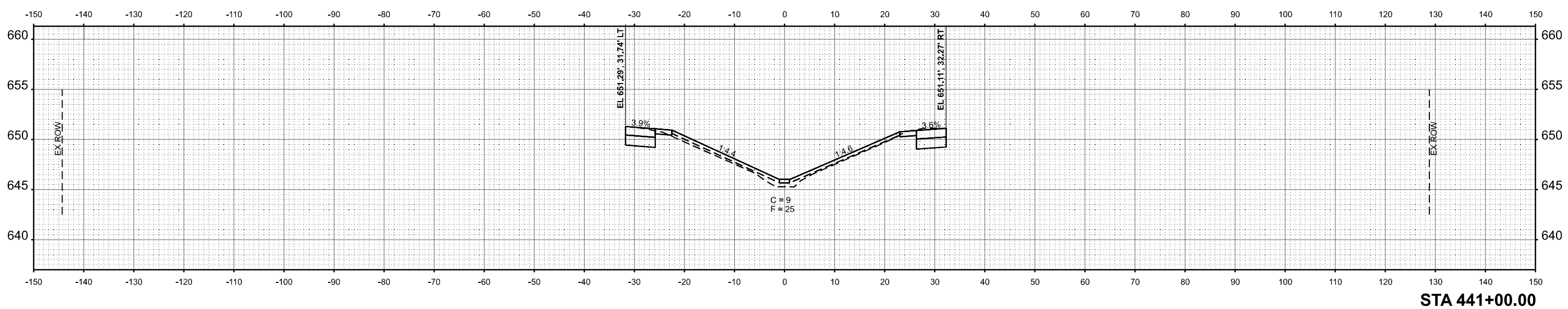
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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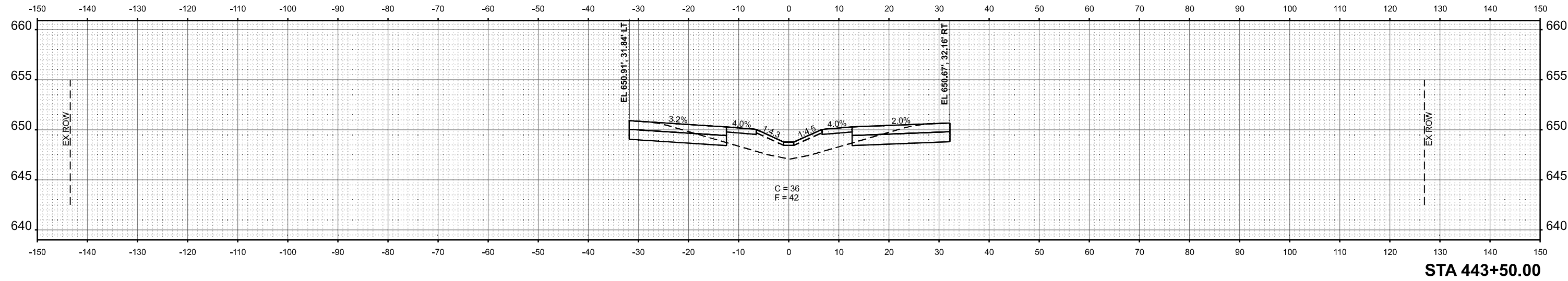
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CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

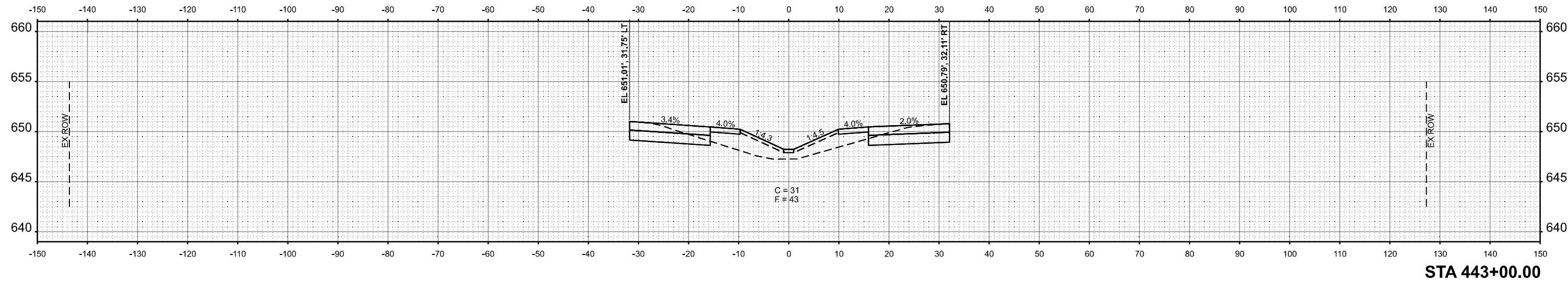
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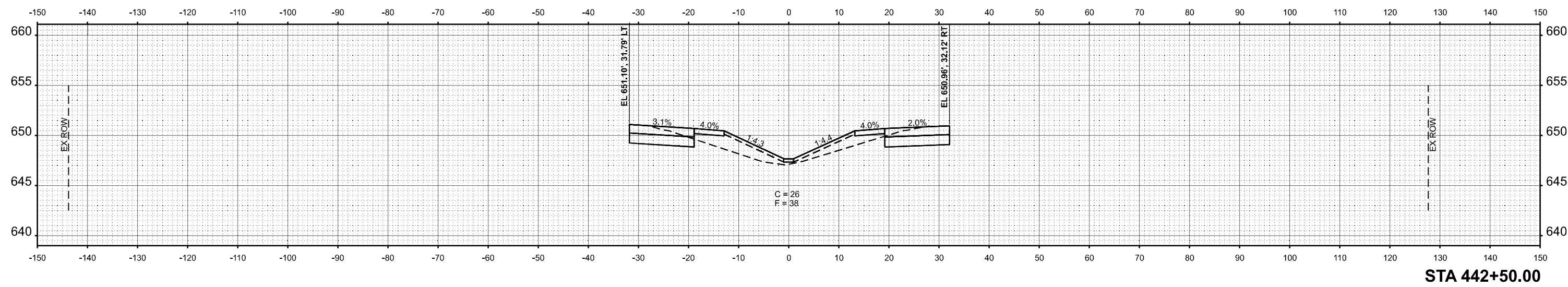
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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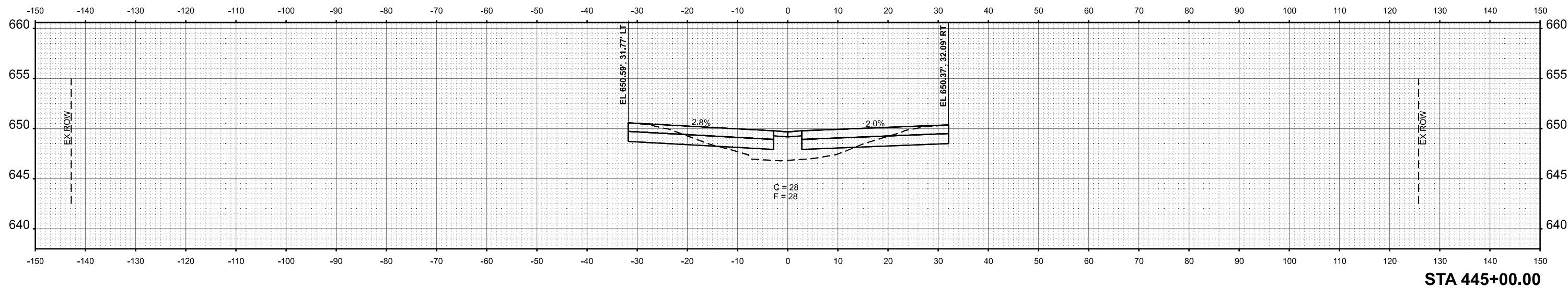
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ILLINOIS FED. AID PROJECT				

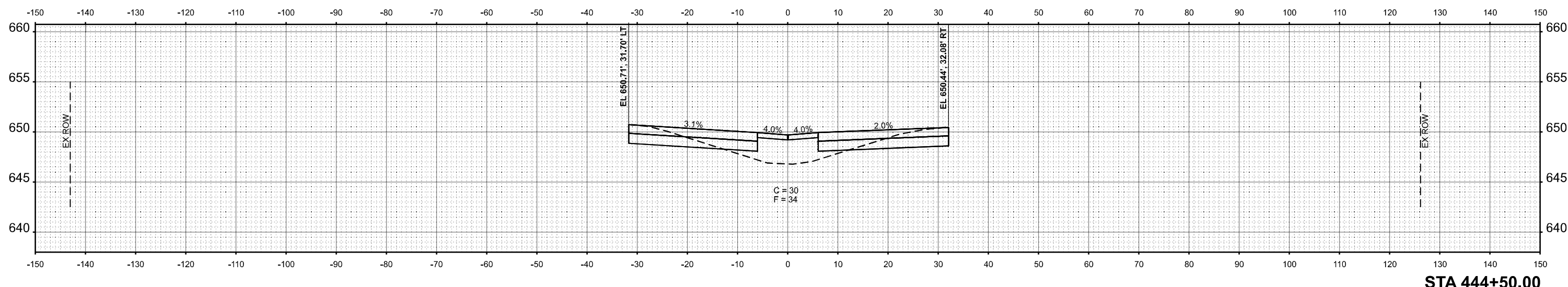
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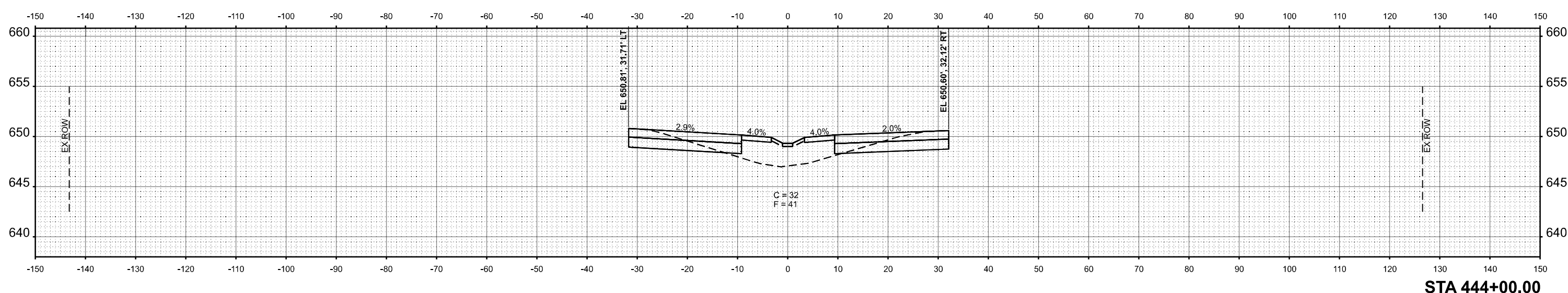
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STA 444+00.00



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

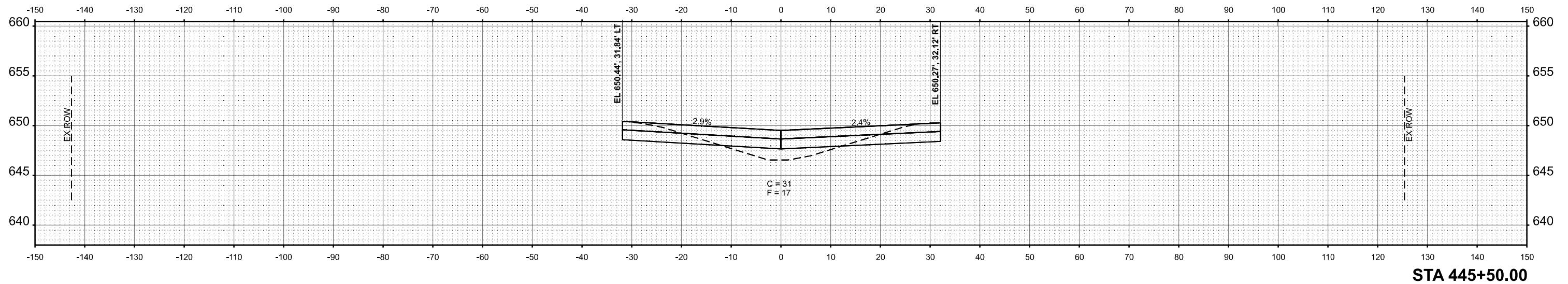
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CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

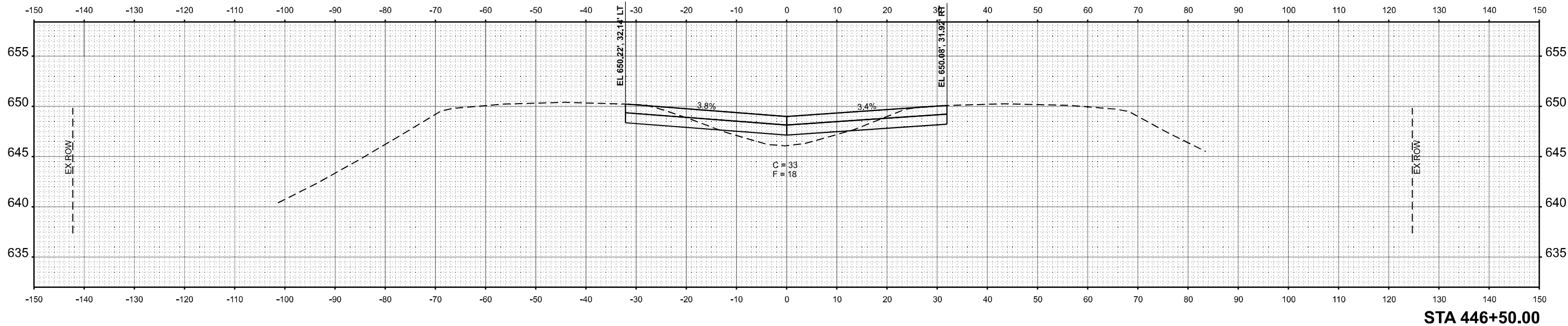
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ILLINOIS FED. AID PROJECT				

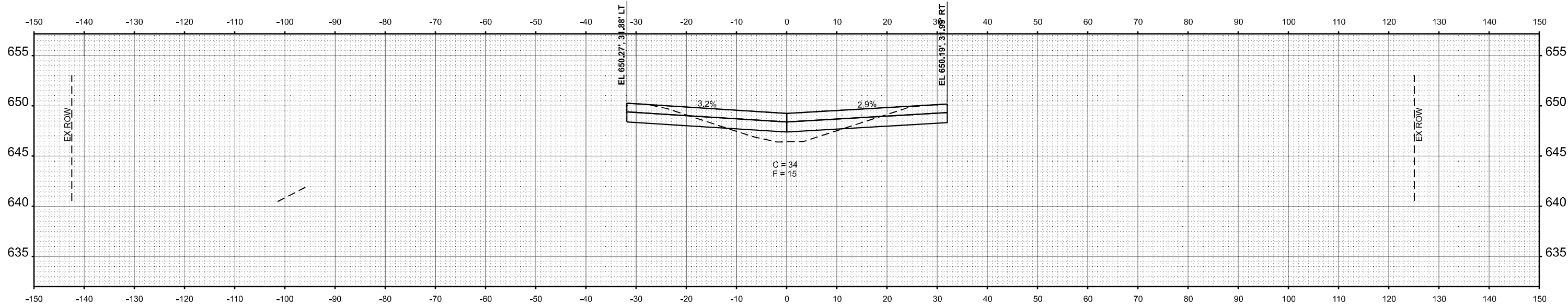
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STA 446+00.00



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	DRAWN -	REVISED -
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PLOT DATE = 3/2/2026	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

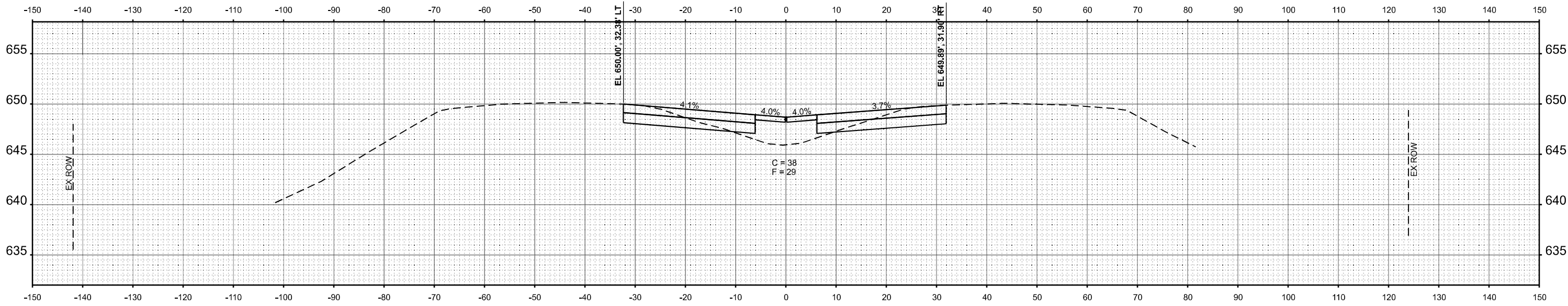
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CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

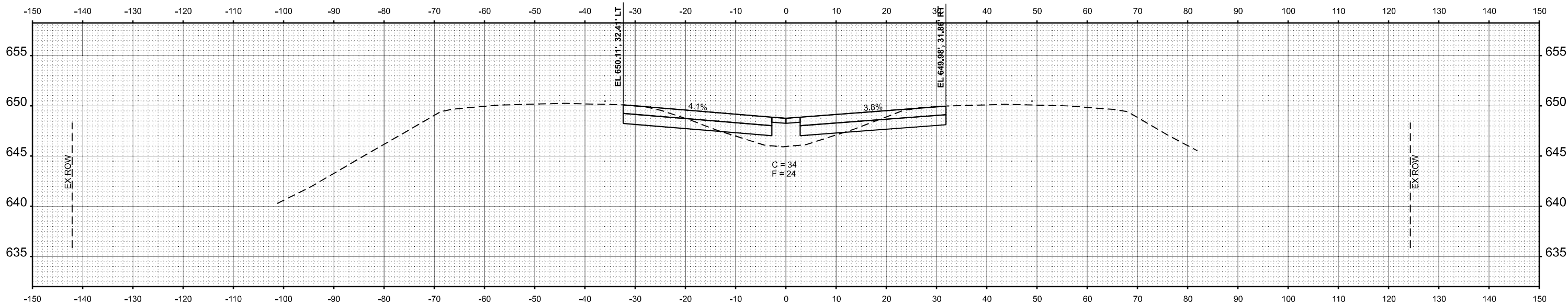
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ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 447+50.00



STA 447+00.00



USER NAME = CHAMLIN	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

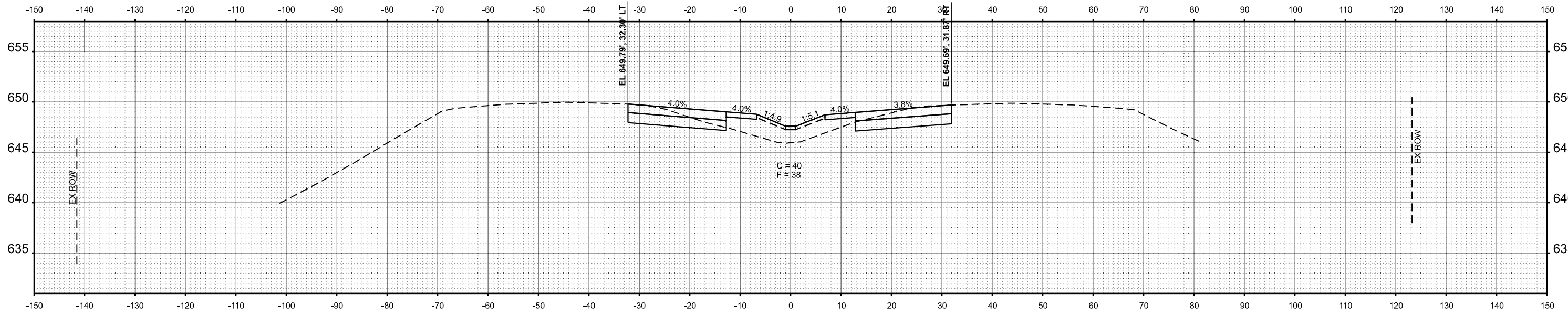
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	380
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

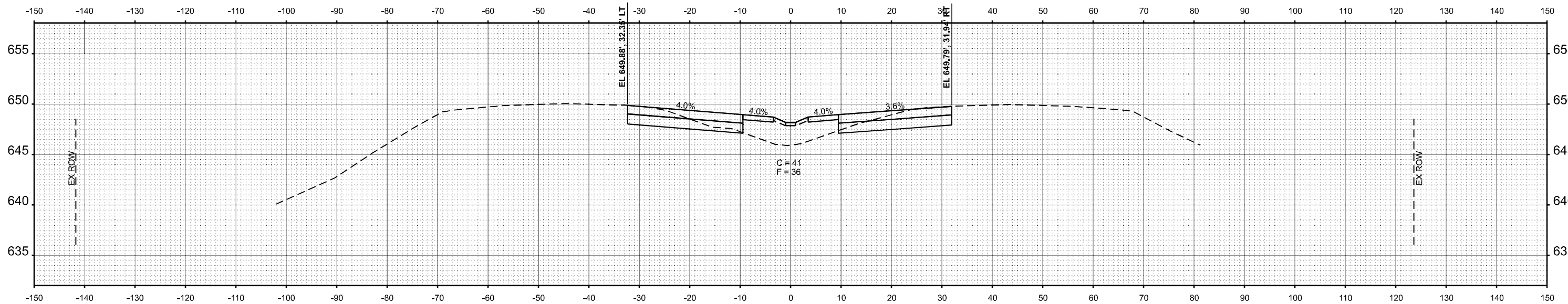
FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 448+50.00



STA 448+00.00



USER NAME = CHAMLIN	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

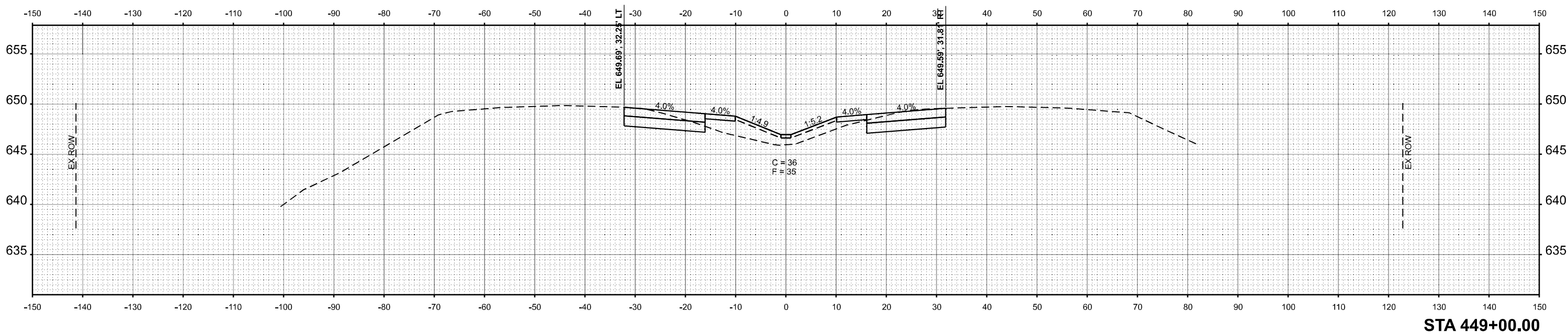
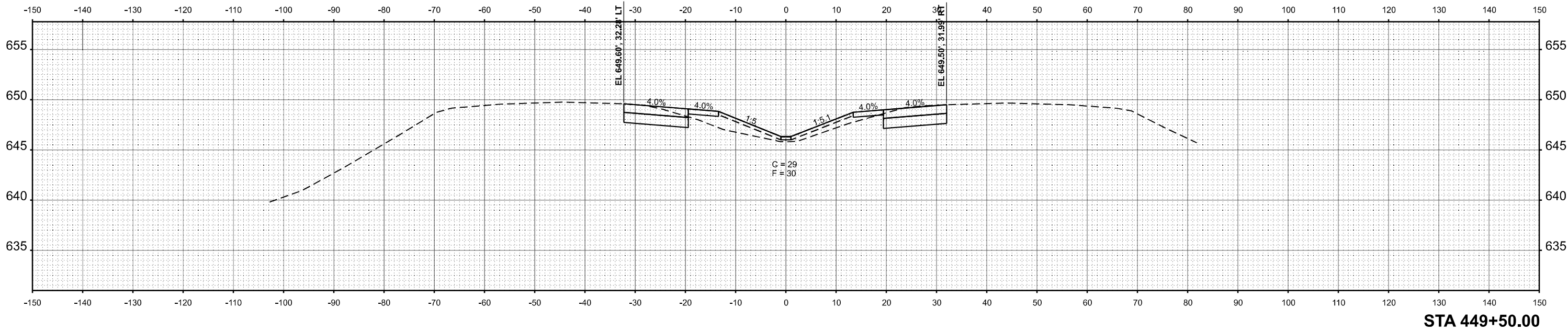
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	361
CONTRACT NO. 66M80				
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

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USER NAME = CHAMLIN
 PLOT SCALE = SSCALE\$
 PLOT DATE = 3/2/2026

DESIGNED -	REVISD -
DRAWN -	REVISD -
CHECKED -	REVISD -
DATE -	REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

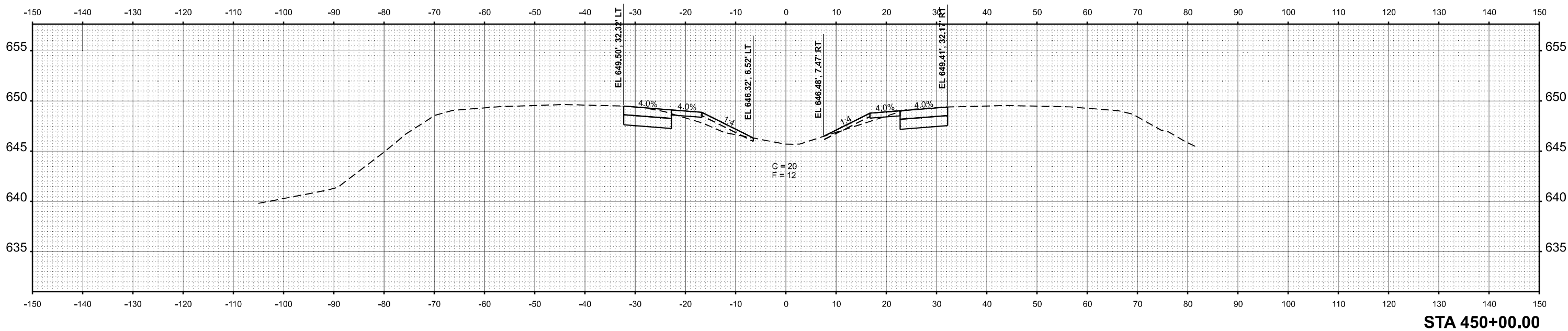
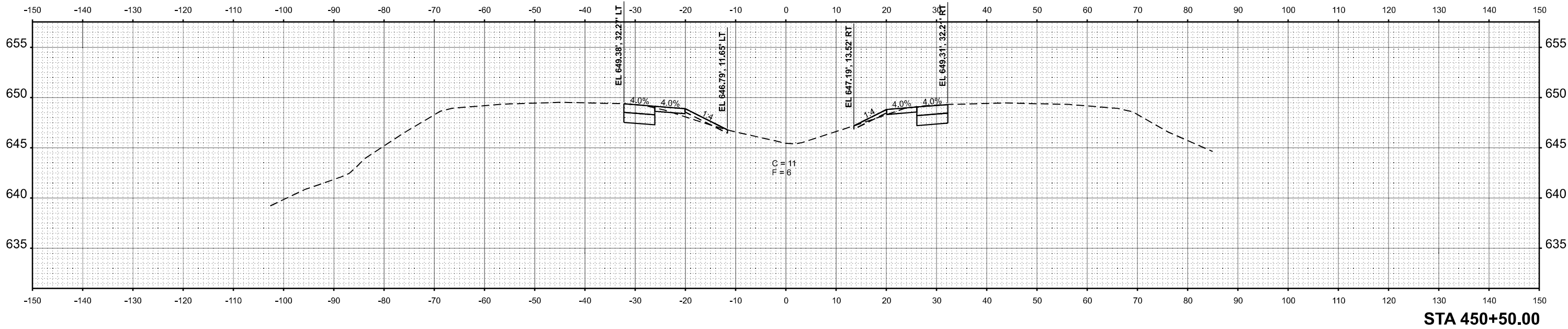
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	362
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		
	AREAS		
	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		
	AREAS		
	CHECKED		

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USER NAME = CHAMLIN	DESIGNED -	REVISED -
PLOT SCALE = SSCALE\$	DRAWN -	REVISED -
PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

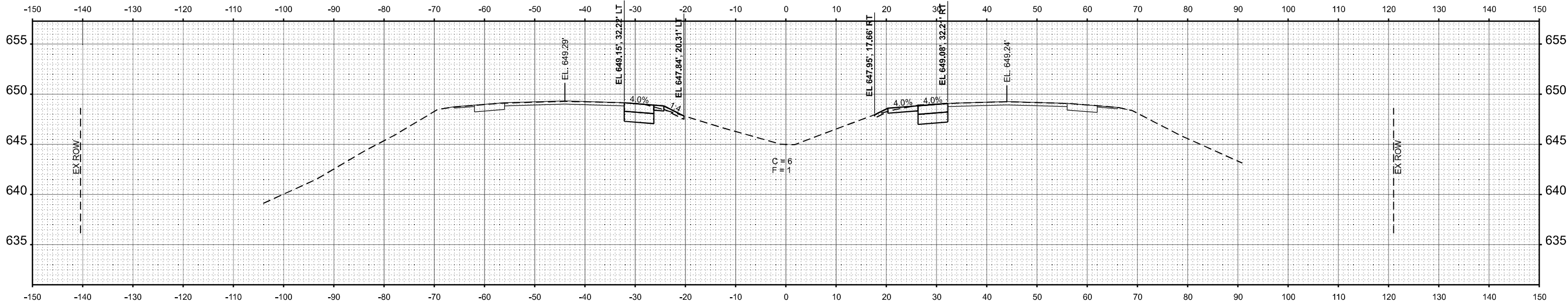
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

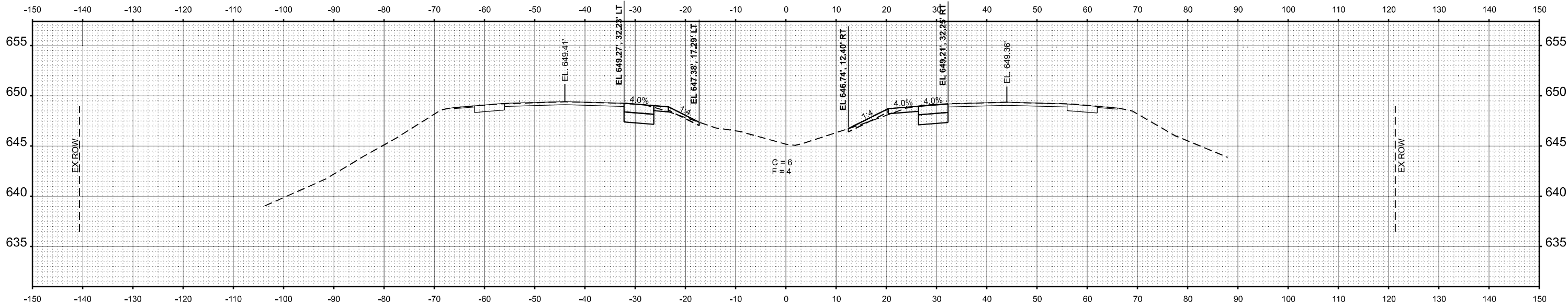
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

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STA 451+50.00



STA 451+00.00



USER NAME = CHAMLIN	DESIGNED -	REVISED -
PLOT SCALE = SSCALE\$	DRAWN -	REVISED -
PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

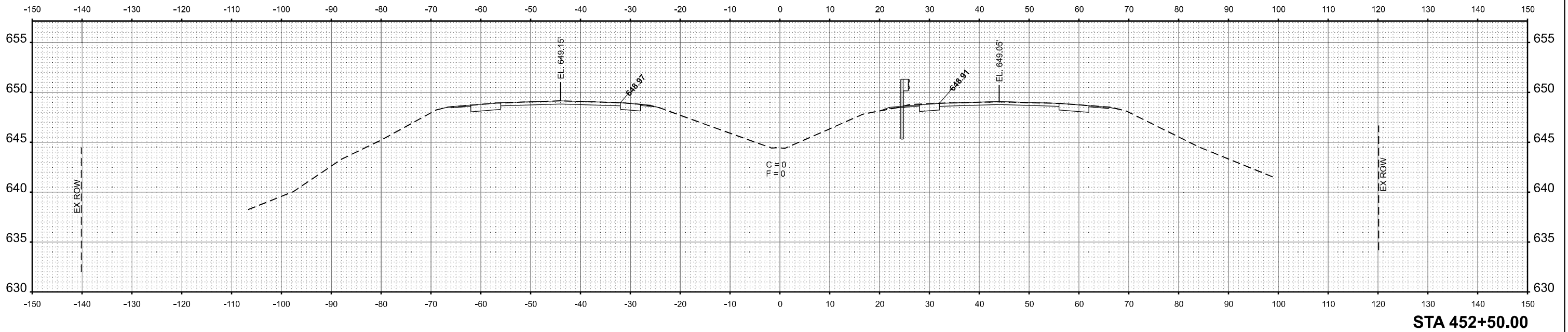
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

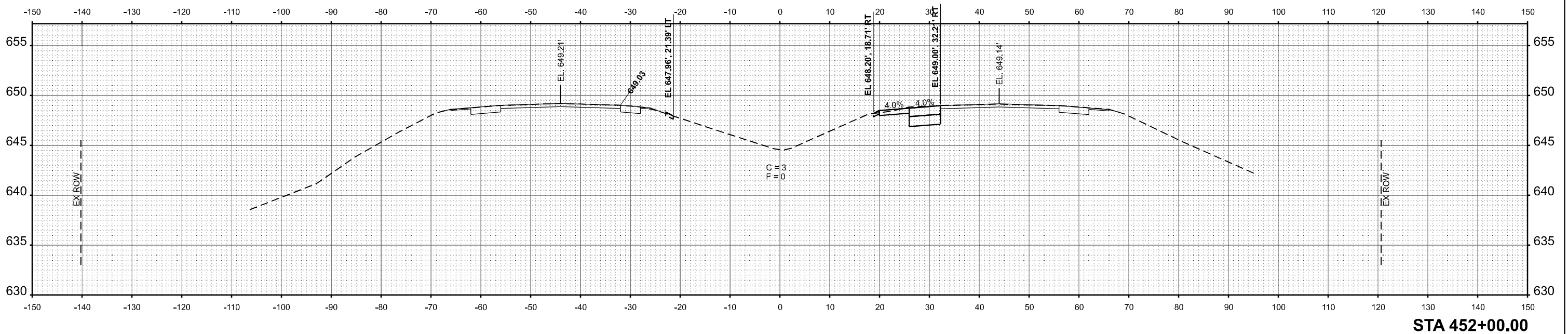
FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
NOTE BOOK	TEMPLATE		

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
NOTE BOOK	TEMPLATE		

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STA 452+50.00



STA 452+00.00



USER NAME =	CHAMLIN
DESIGNED -	
DRAWN -	
CHECKED -	
DATE -	3/2/2026

DESIGNED -	
REVISIED -	
CHECKED -	
DATE -	

REVISIED -	
REVISIED -	
REVISIED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

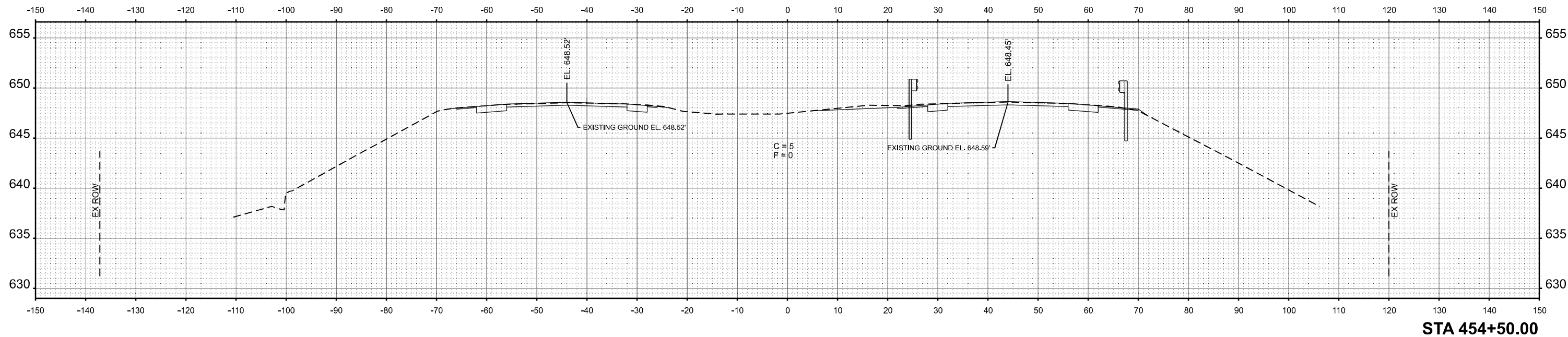
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	365
CONTRACT NO. 66M80				

ILLINOIS FED. AID PROJECT

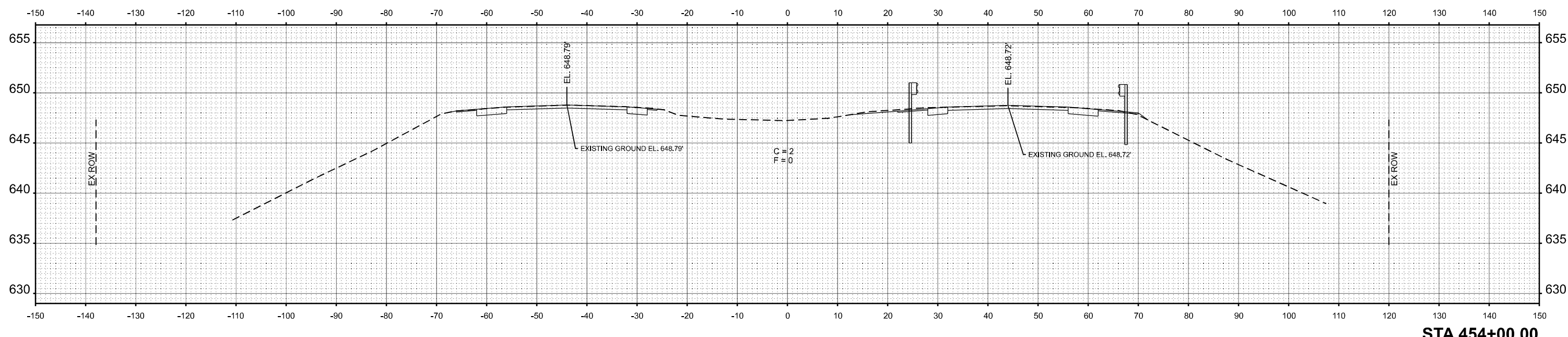
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

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STA 454+50.00



STA 454+00.00

USER NAME = CHAMLIN	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
PLOT DATE = 3/2/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
I-57**

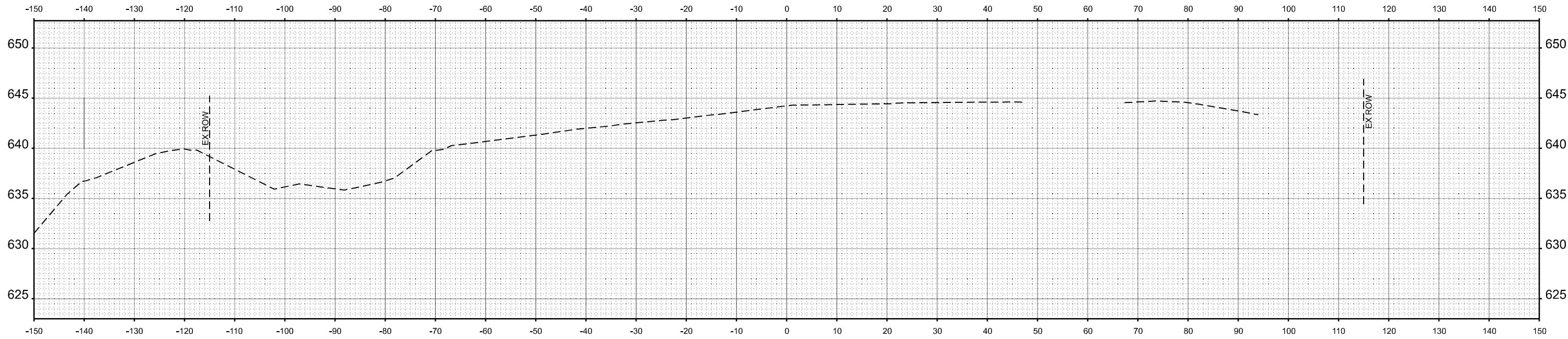
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

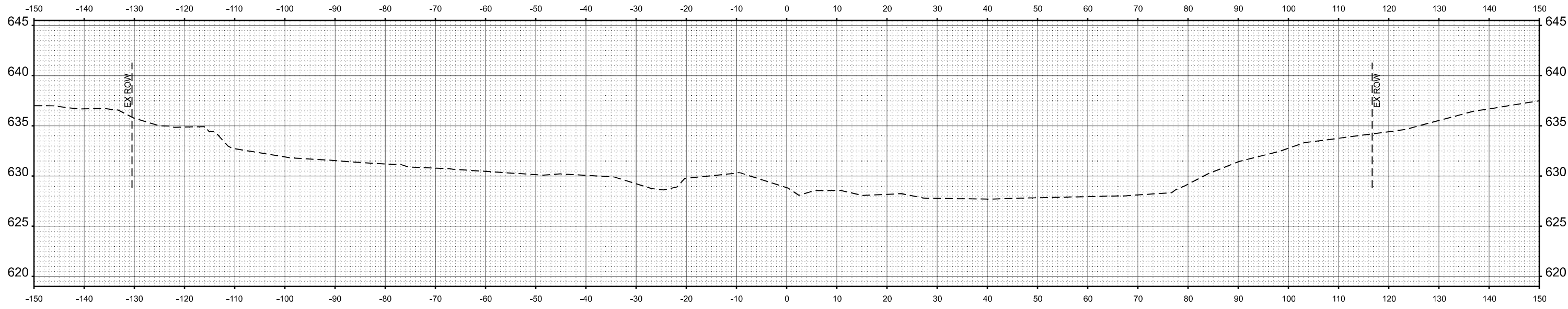
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NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

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STA 456+50.00



STA 456+00.00

USER NAME = CHAMLIN	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
I-57**

SCALE: SHEET OF SHEETS STA. TO STA.

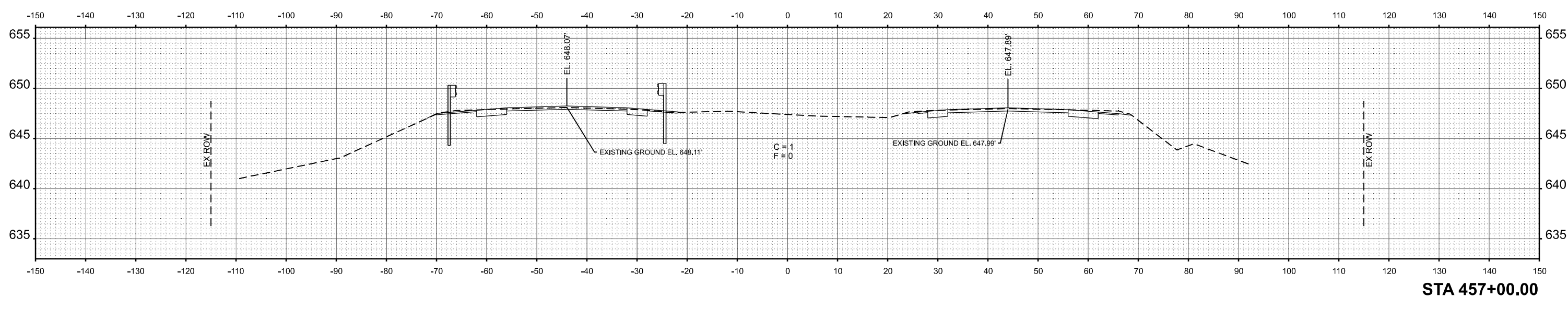
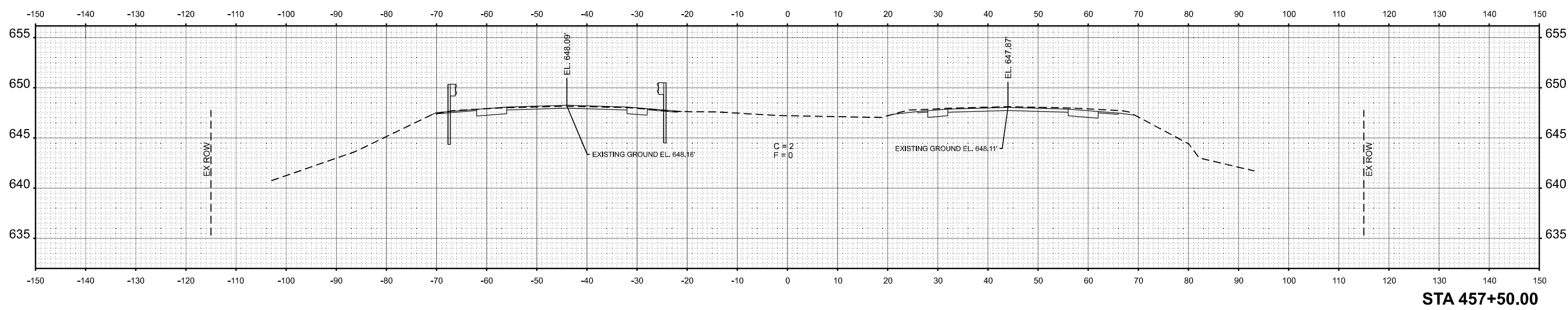
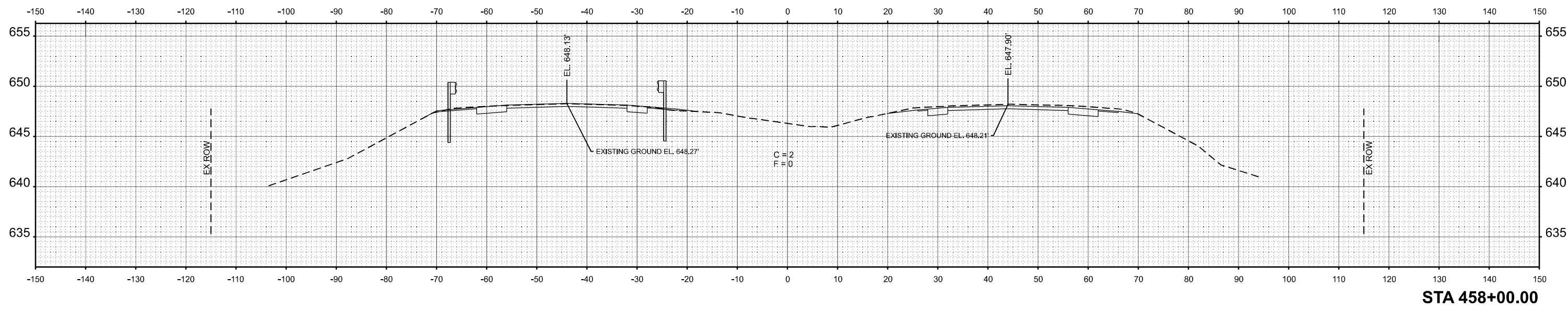
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	389
CONTRACT NO. 66M80				

ILLINOIS FED. AID PROJECT

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED
NOTE BOOK NO.	TEMPLATE AREAS CHECKED
BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED
NOTE BOOK NO.	TEMPLATE AREAS CHECKED
BY	DATE

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	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

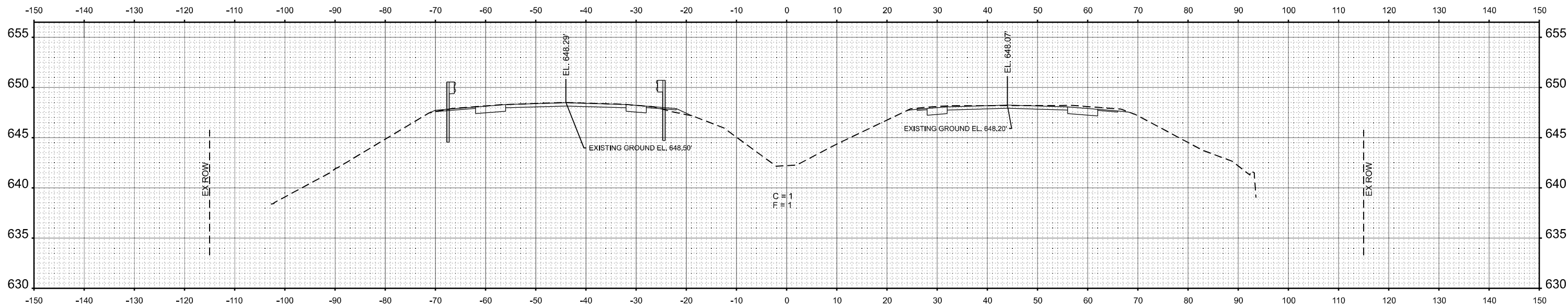
CROSS SECTIONS				
I-57				
SCALE:	SHEET	OF SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

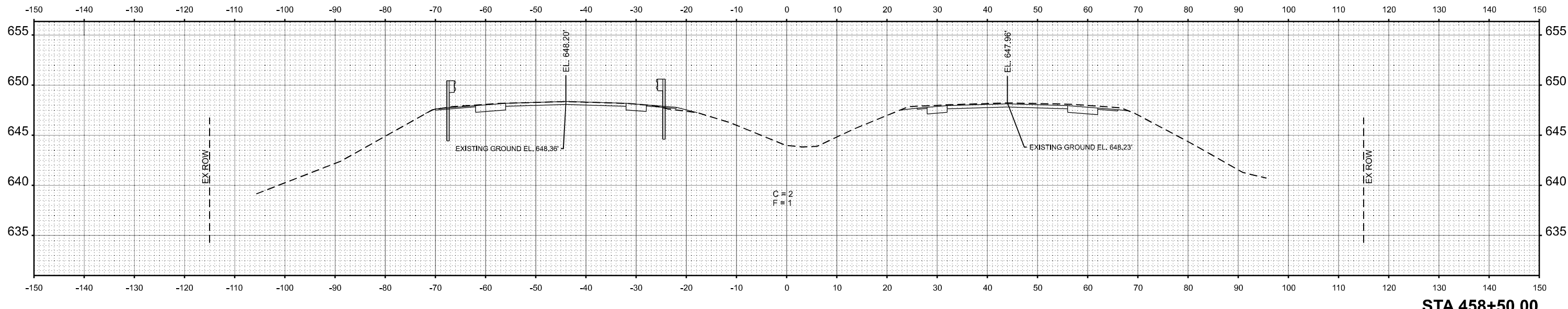
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	NOTE BOOK		
	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
NO.	TEMPLATE AREAS CHECKED		
	NOTE BOOK		
	AREAS CHECKED		

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STA 459+00.00



STA 458+50.00

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

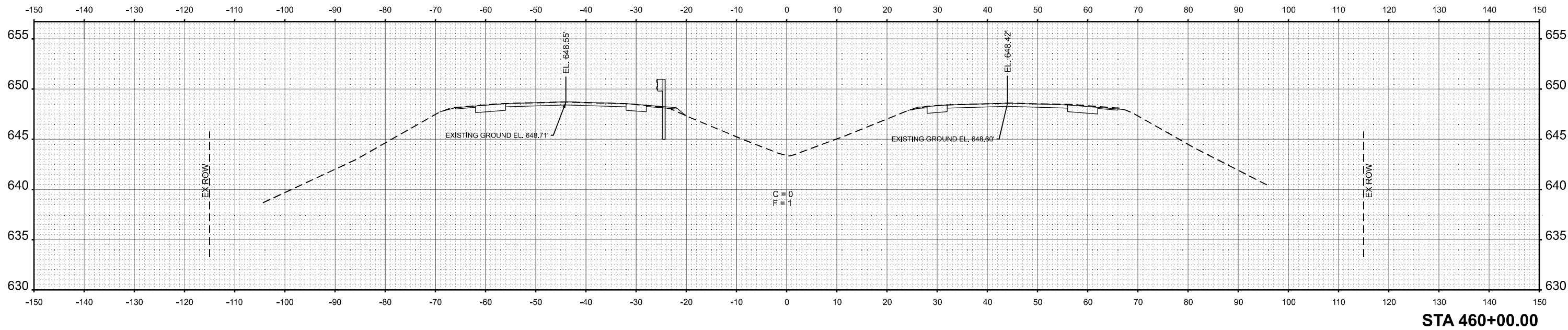
CROSS SECTIONS				
I-57				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	371
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

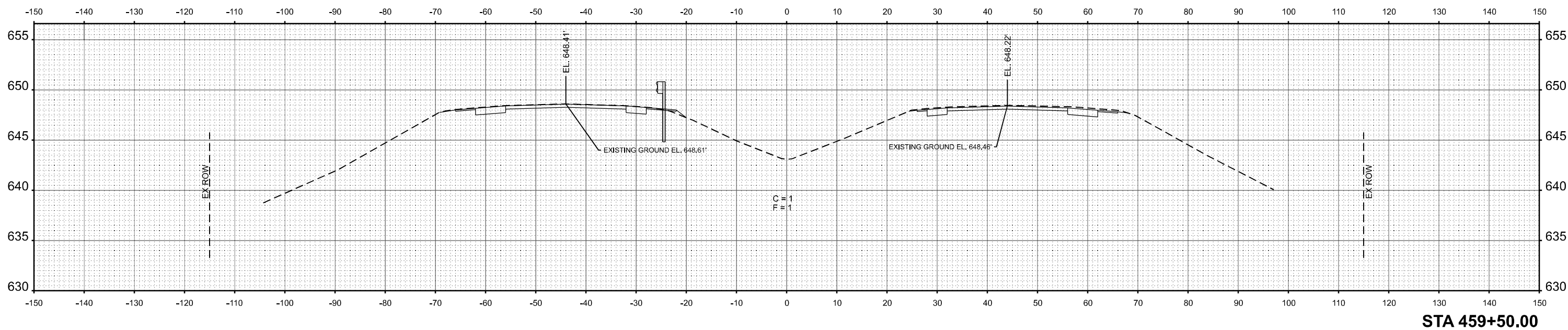
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NOTE BOOK	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
NOTE BOOK	TEMPLATE		
	AREAS CHECKED		

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STA 460+00.00



STA 459+50.00

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	DRAWN -	REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 I-57

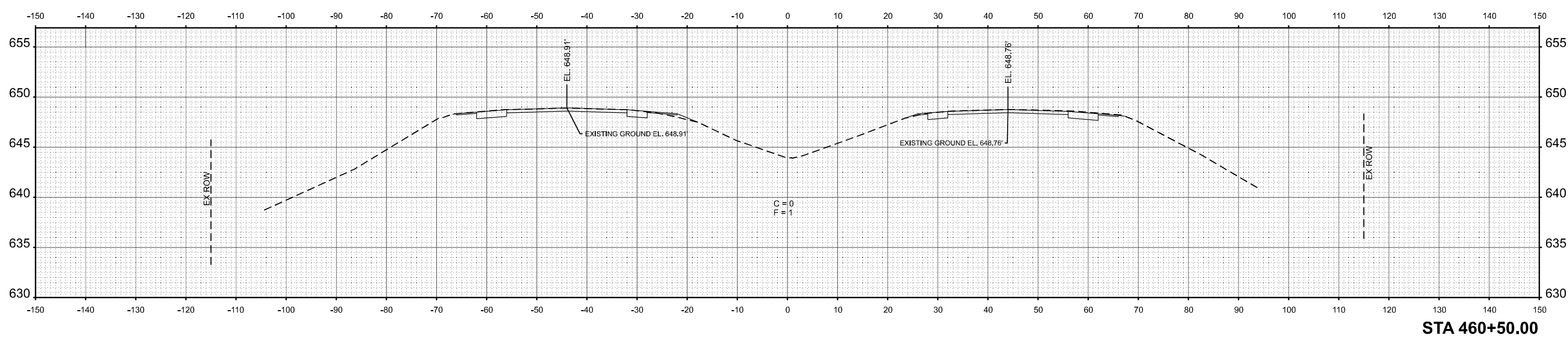
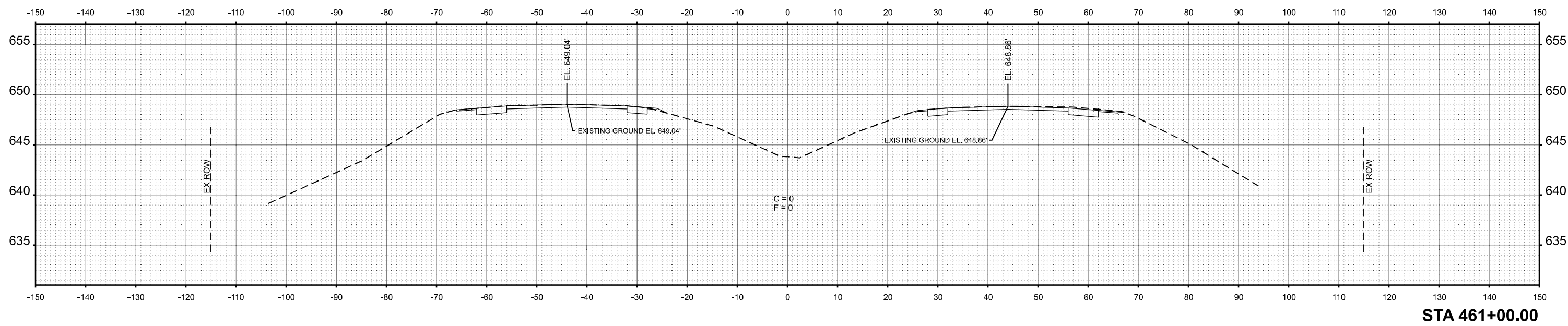
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	372
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

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	DRAWN -	REVISED -
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PLOT DATE = 3/2/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

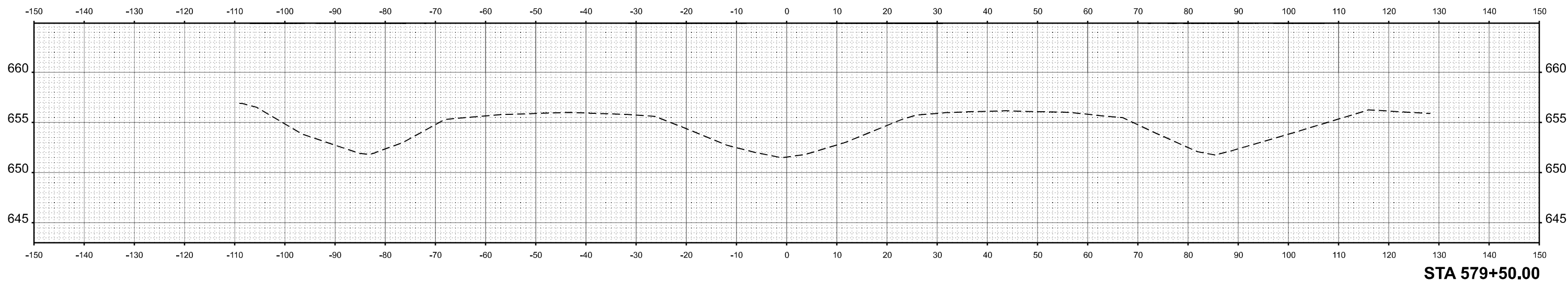
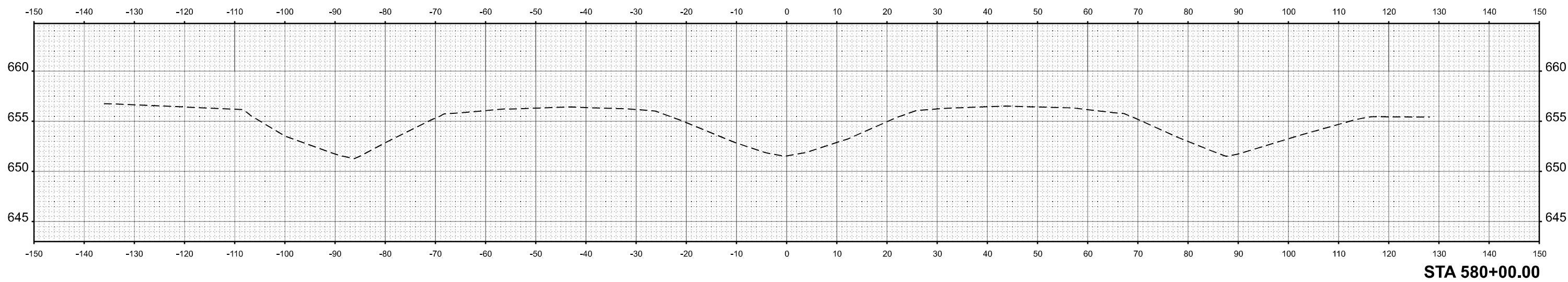
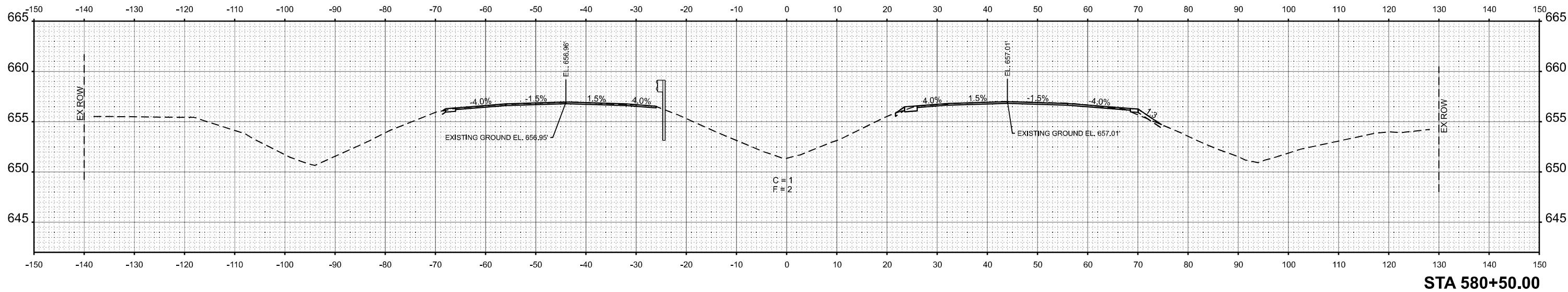
CROSS SECTIONS				
I-57				
SCALE:	SHEET	OF SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	373
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

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PLOT DATE =	3/2/2026	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

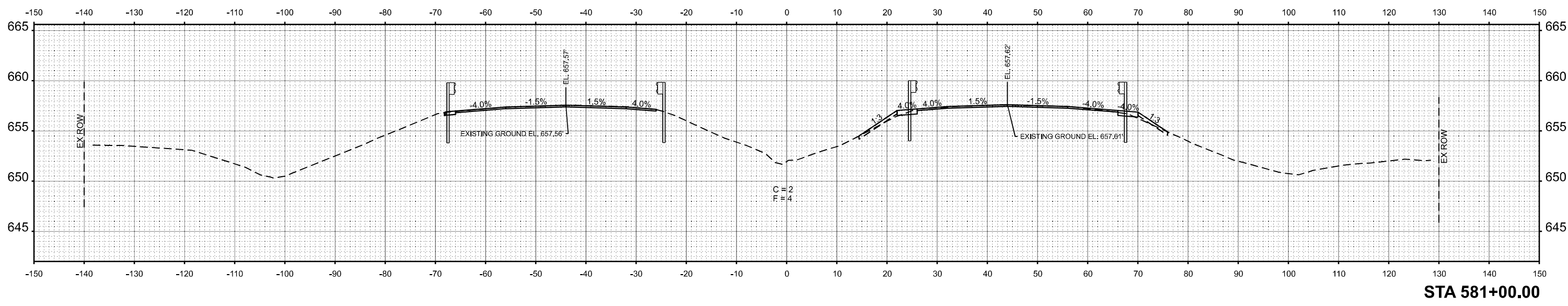
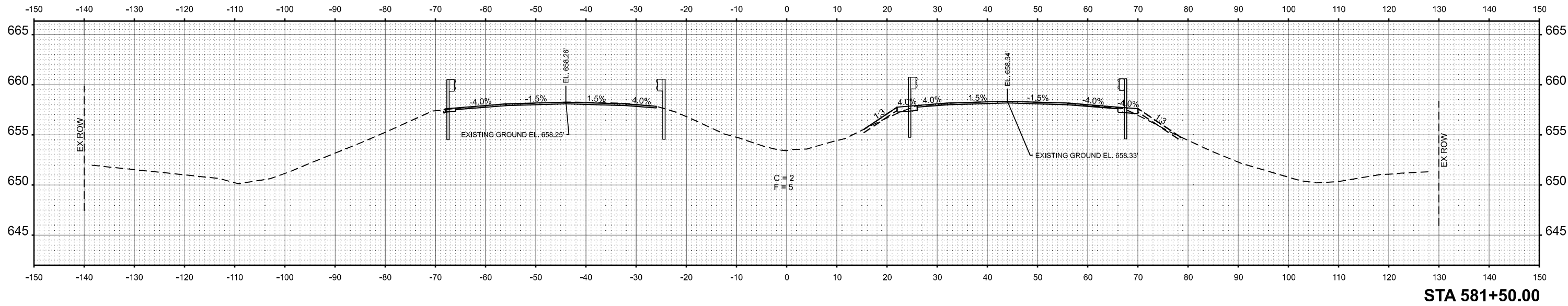
CROSS SECTIONS				
SCALE:	SHEET	OF	SHEETS	STA.
				TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	374
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

ORIGINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

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	DRAWN -	REVISED -
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PLOT DATE = 3/2/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

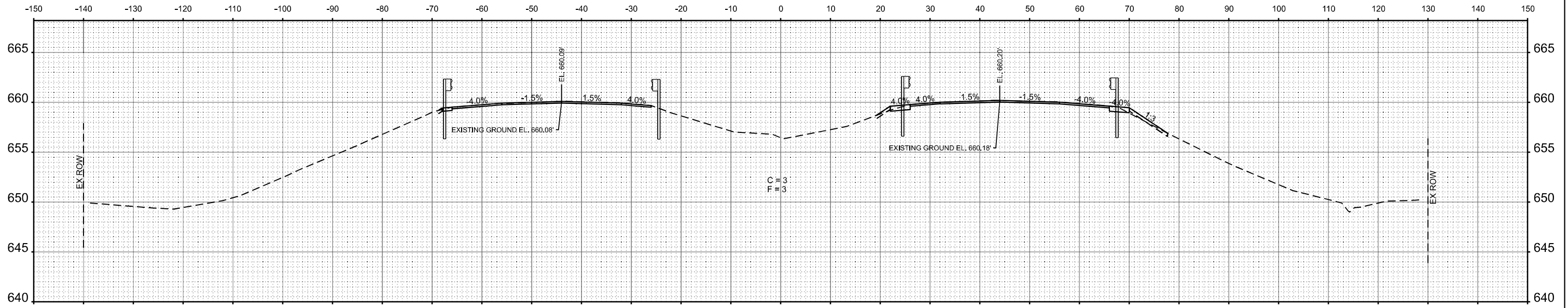
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

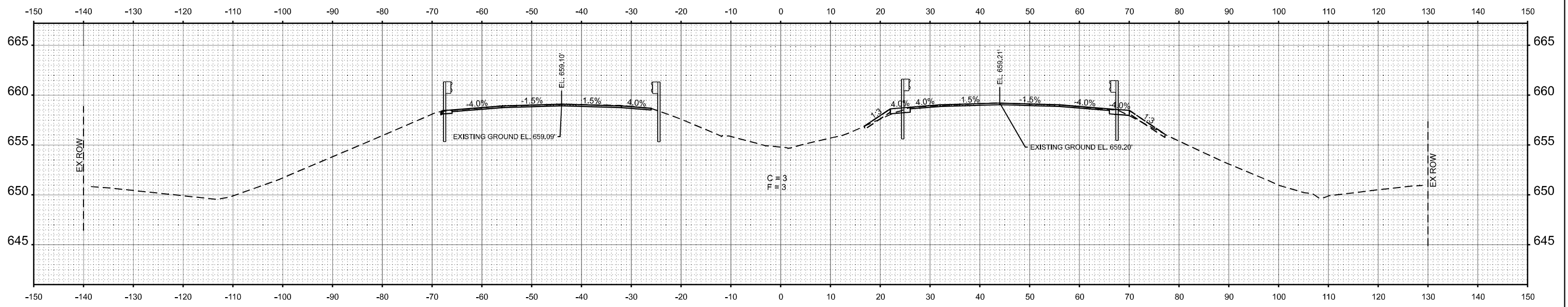
FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
NOTE BOOK NO.	TEMPLATE AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
NOTE BOOK NO.	TEMPLATE AREAS CHECKED		

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STA 582+50.00



STA 582+00.00



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PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE -	REVISED -

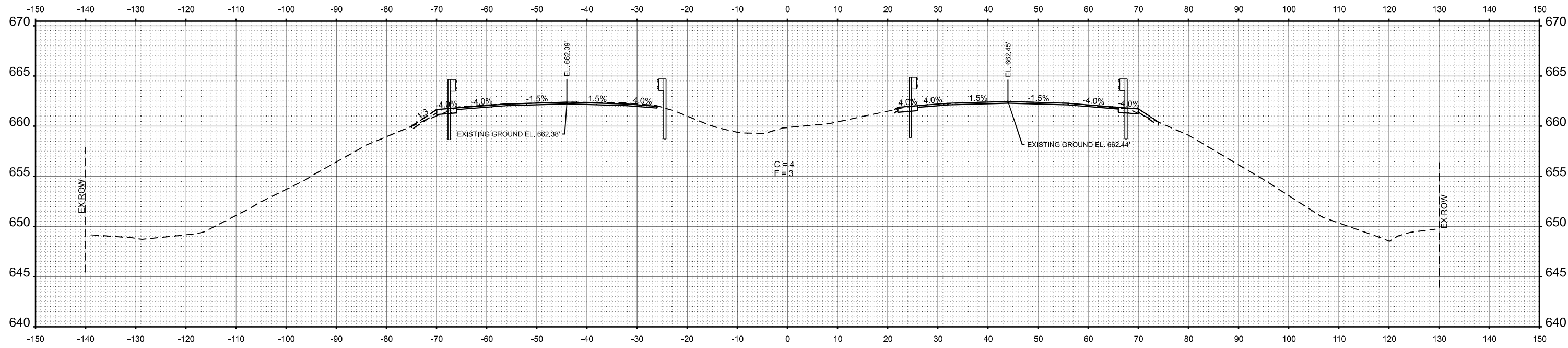
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

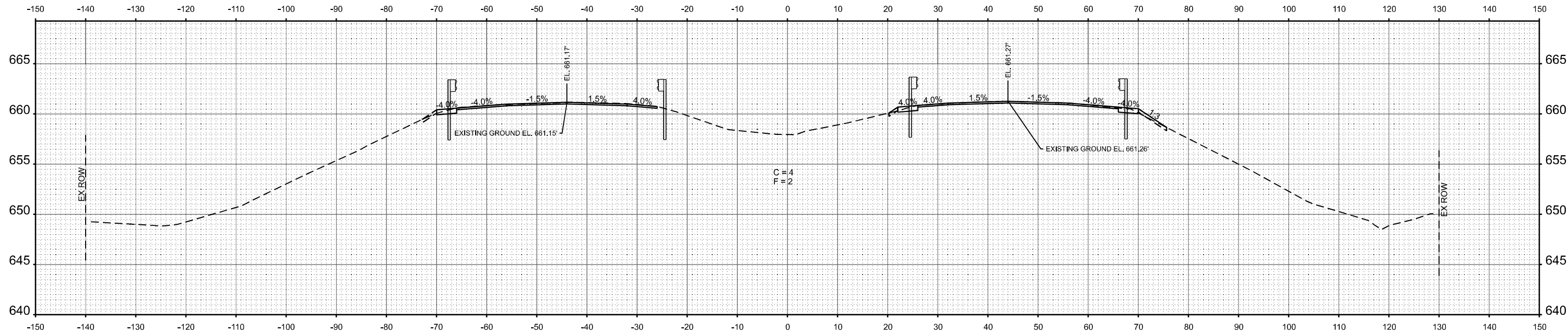
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	376
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



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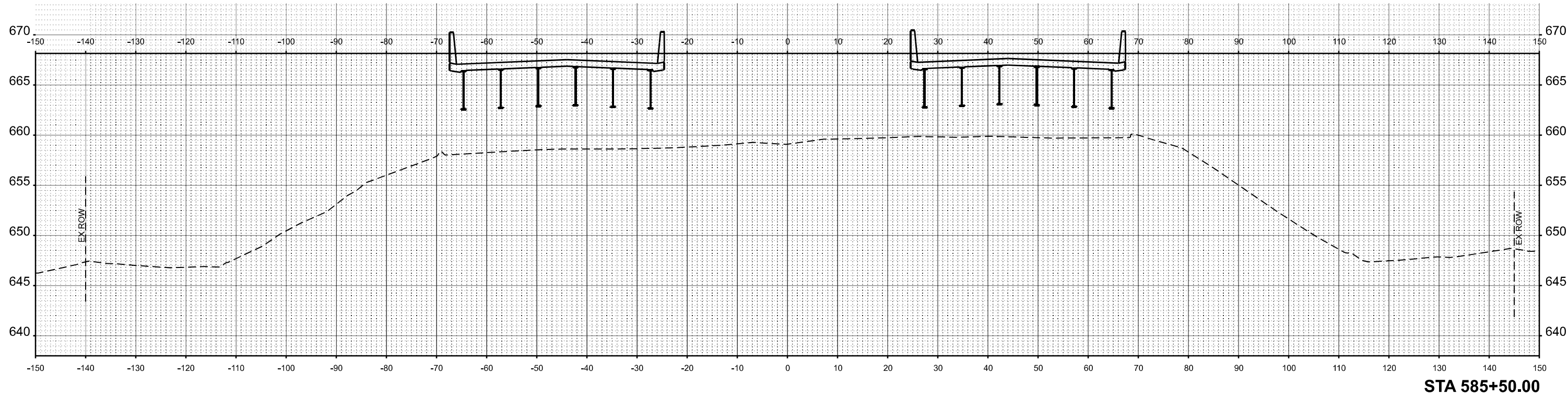
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

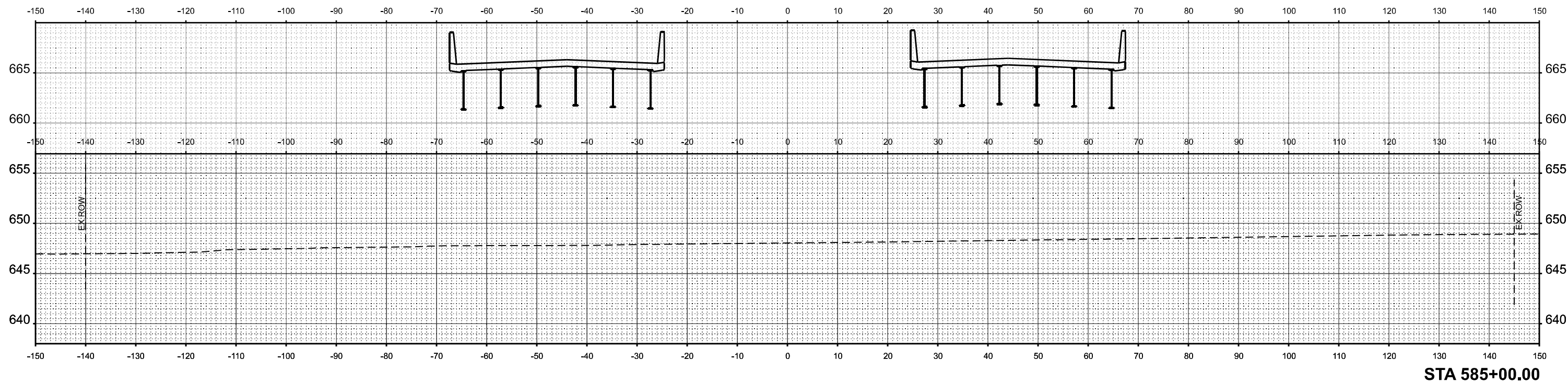
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	377
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		



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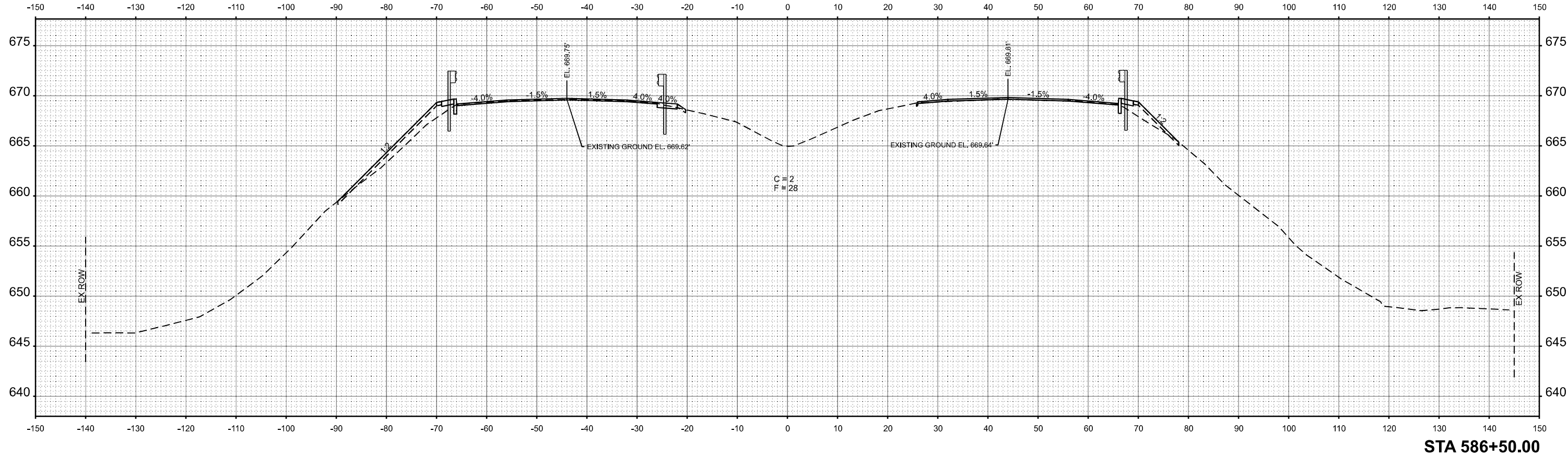
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

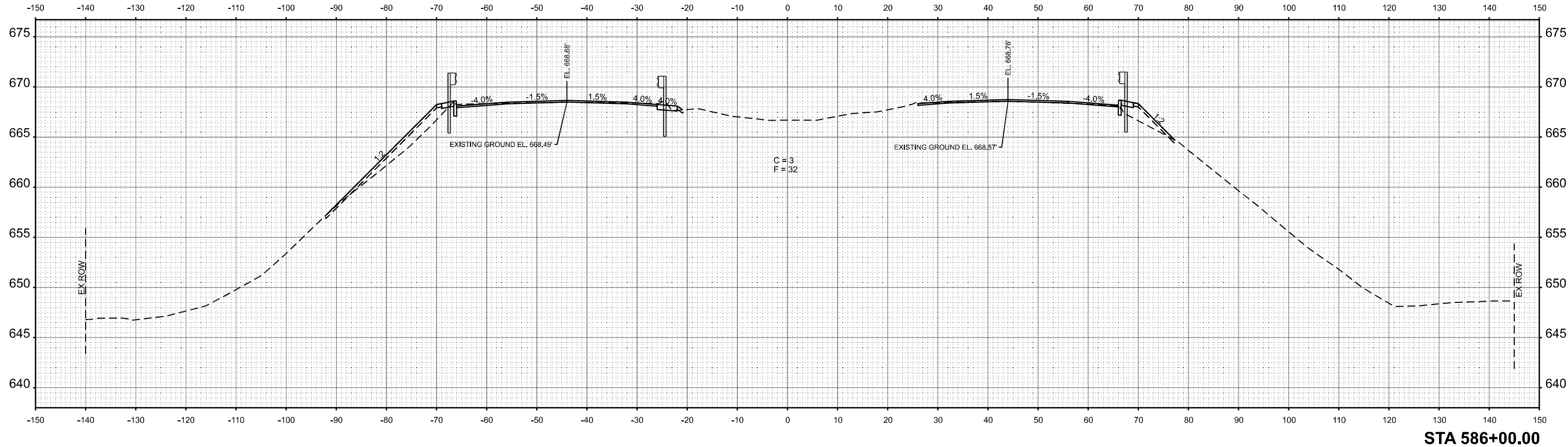
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	379
CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		



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PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: SHEET OF SHEETS STA. TO STA.

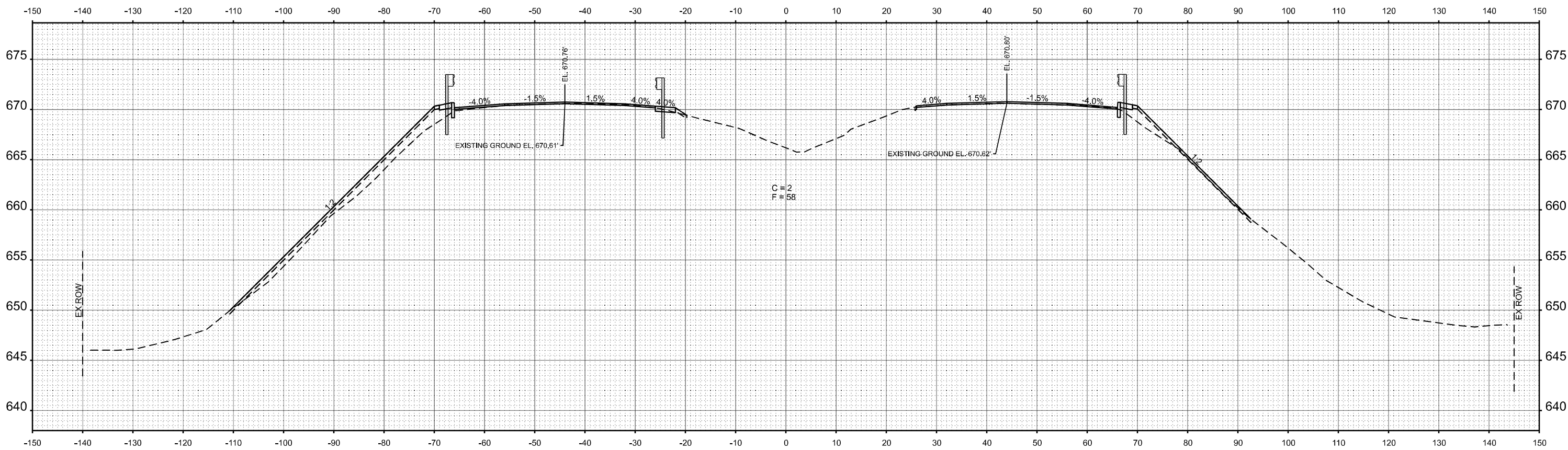
CROSS SECTIONS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	380
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 587+00.00



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PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

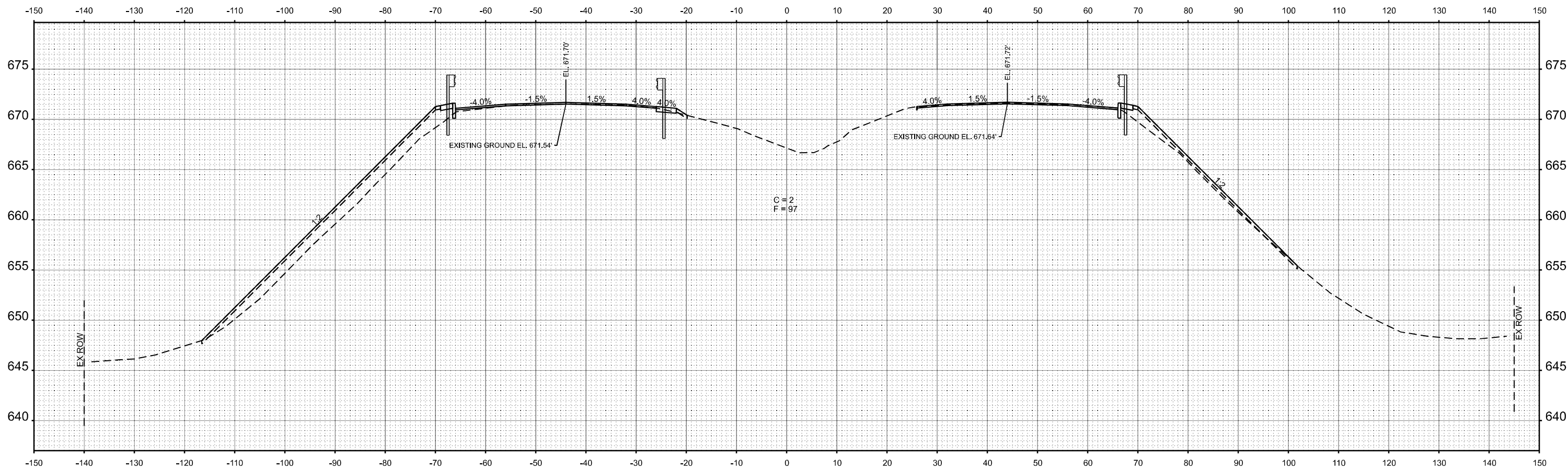
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	381
CONTRACT NO. 66M80				
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		

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STA 587+50.00



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

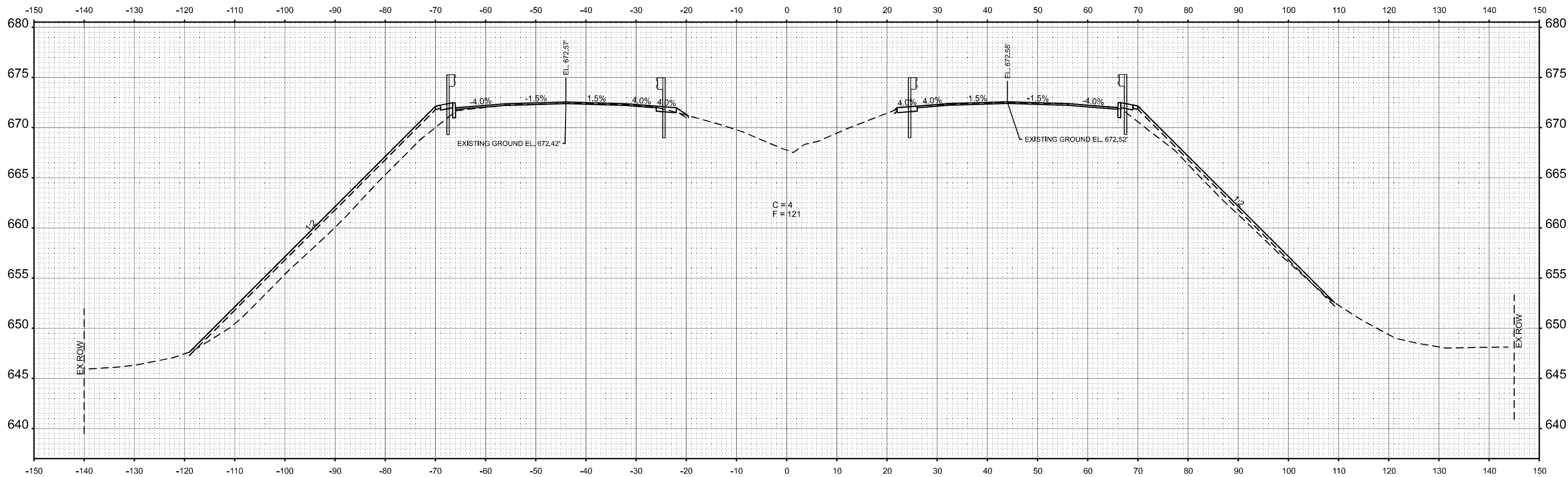
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	382
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 588+00.00



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	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

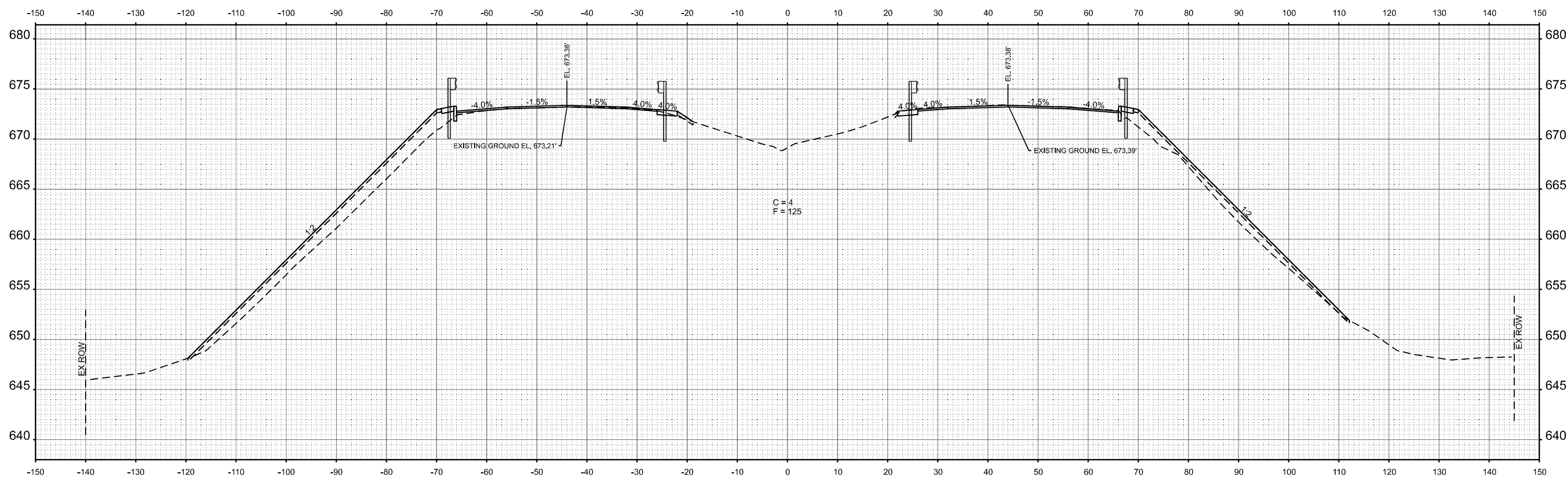
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	383
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 588+50.00



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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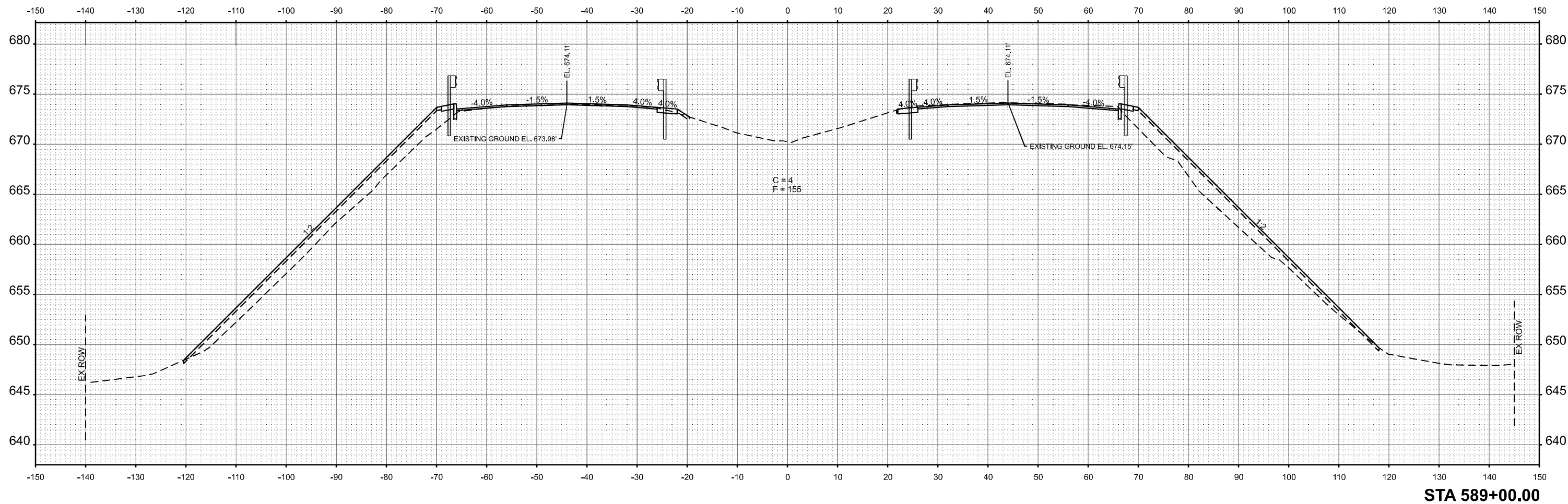
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	384
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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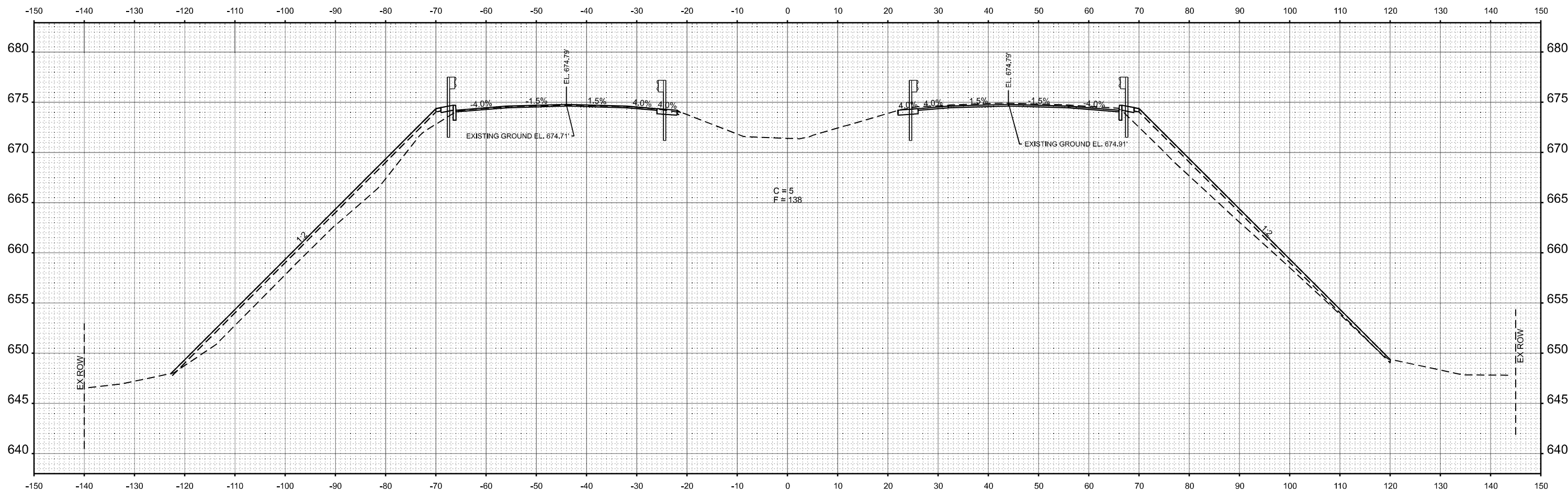
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	385
CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

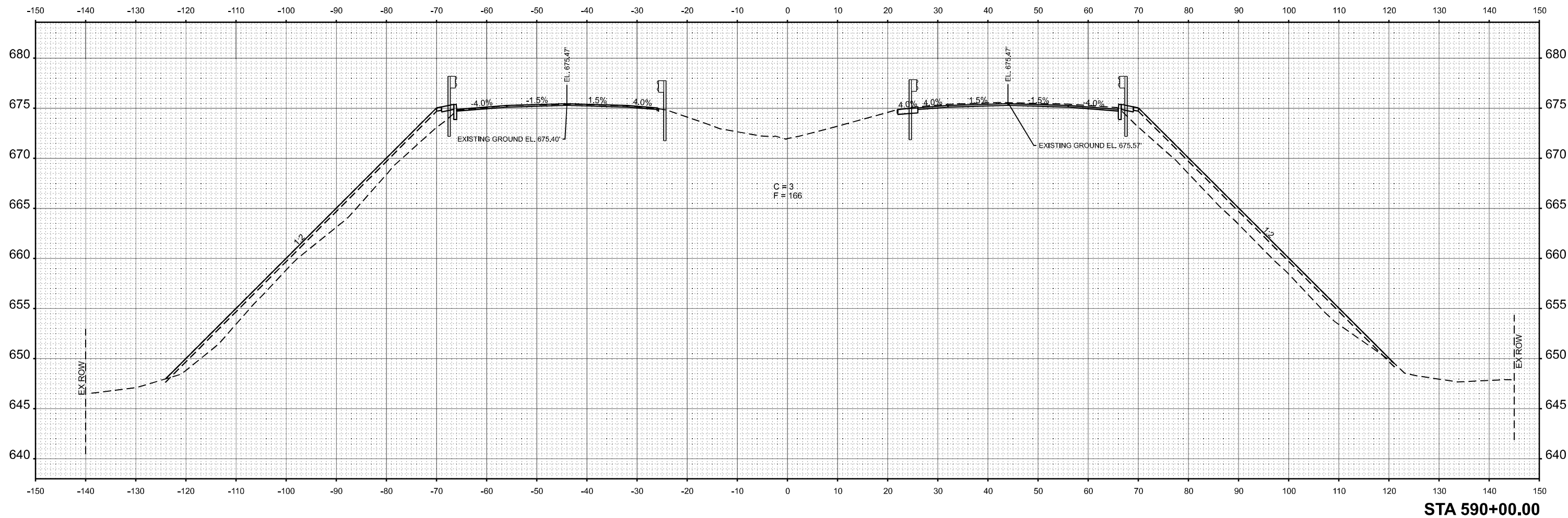
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	386
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

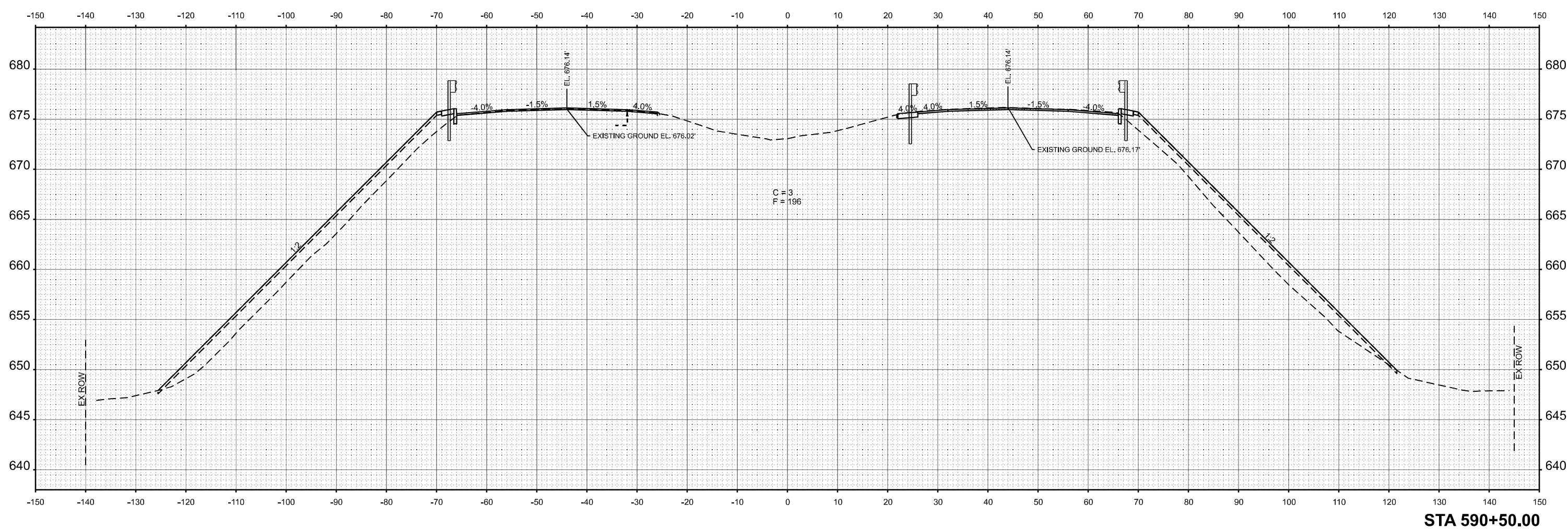
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	387
				CONTRACT NO. 66M80
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 590+50.00



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

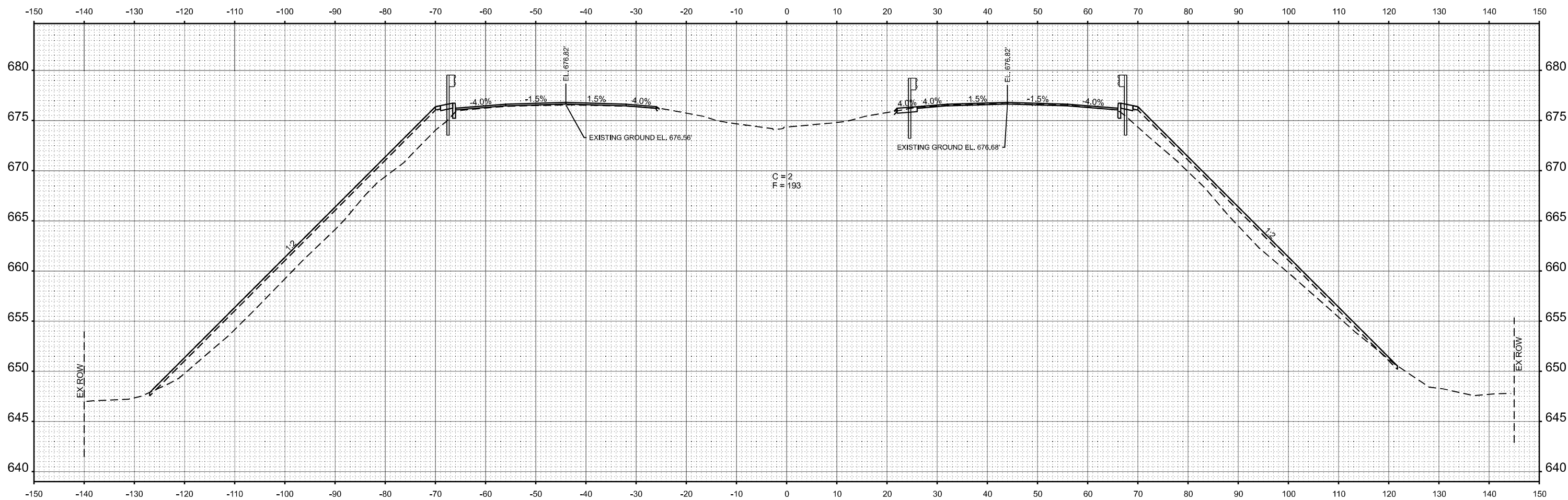
SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	388
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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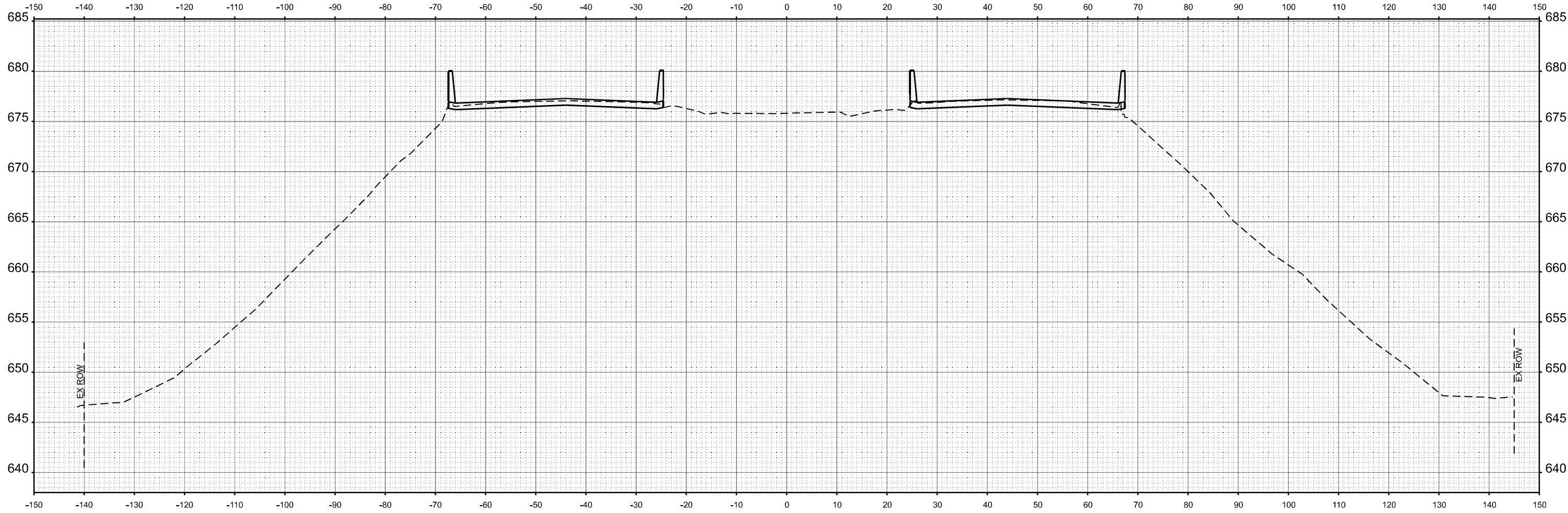
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	389
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

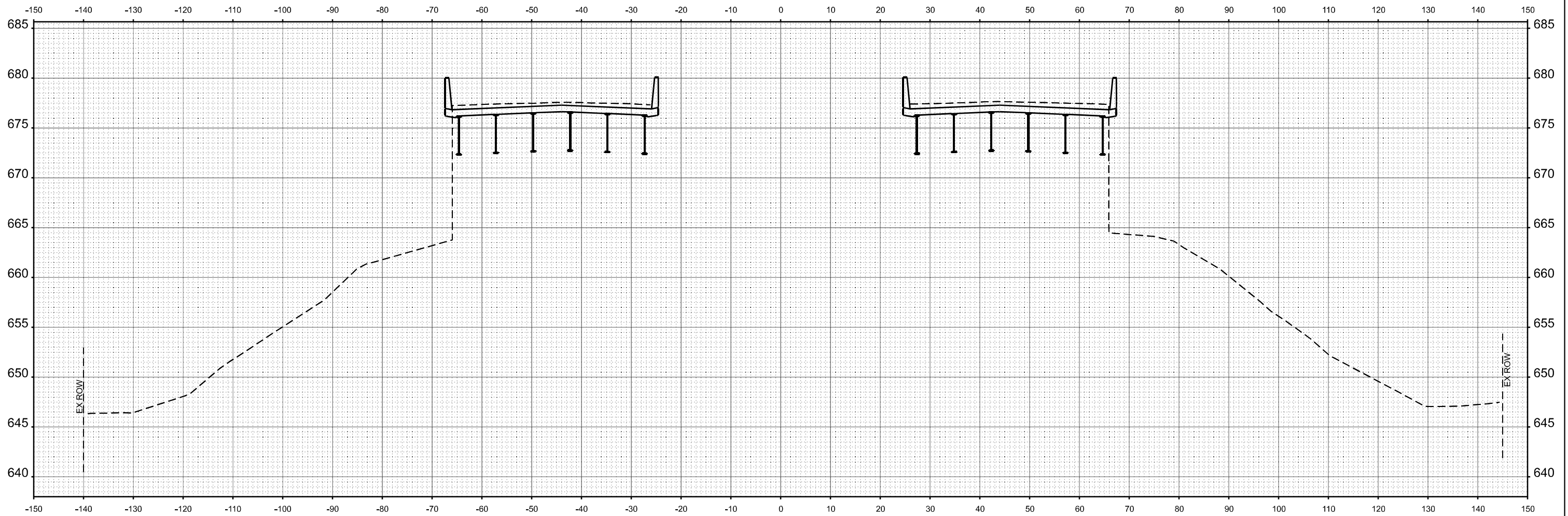
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	390
				CONTRACT NO. 66M80
ILLINOIS		FED. AID PROJECT		

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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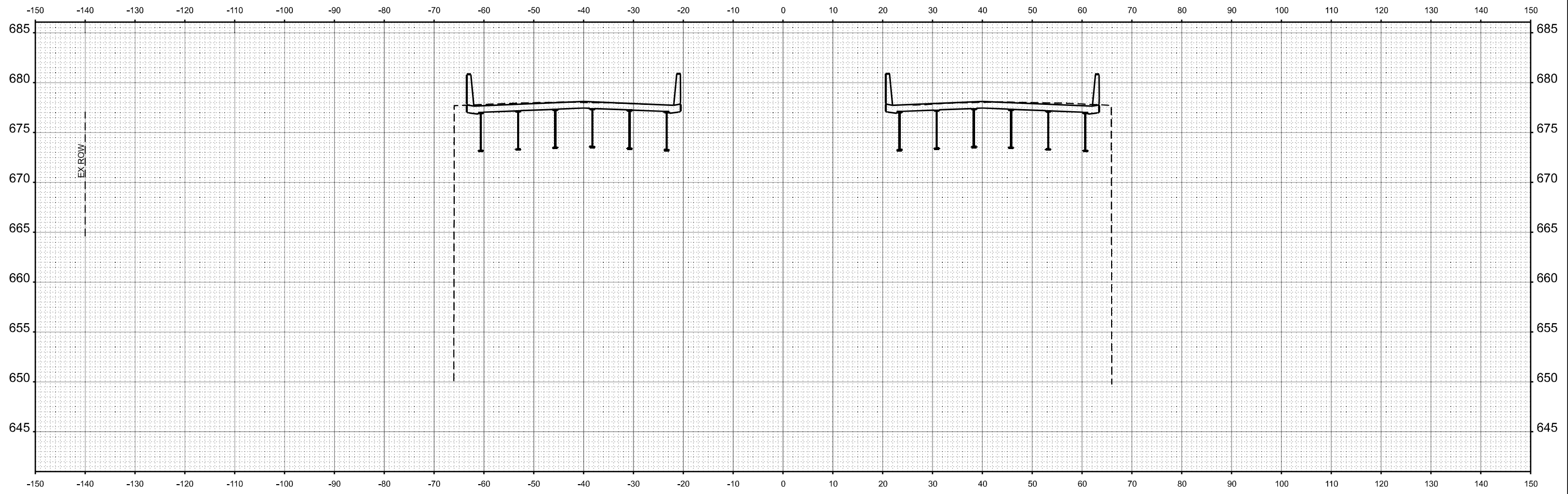
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	391
CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

FINAL SURVEY NO.	SURVEYED AREAS	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED AREAS	BY	DATE

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STA 592+50.00



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

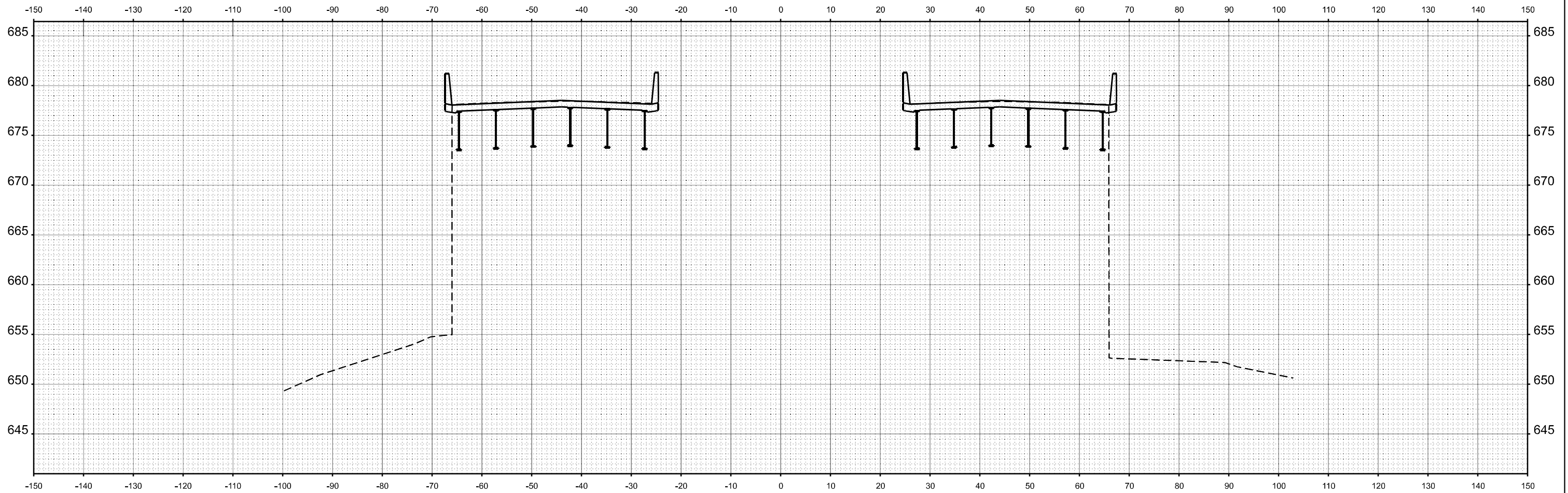
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SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	392
CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

FINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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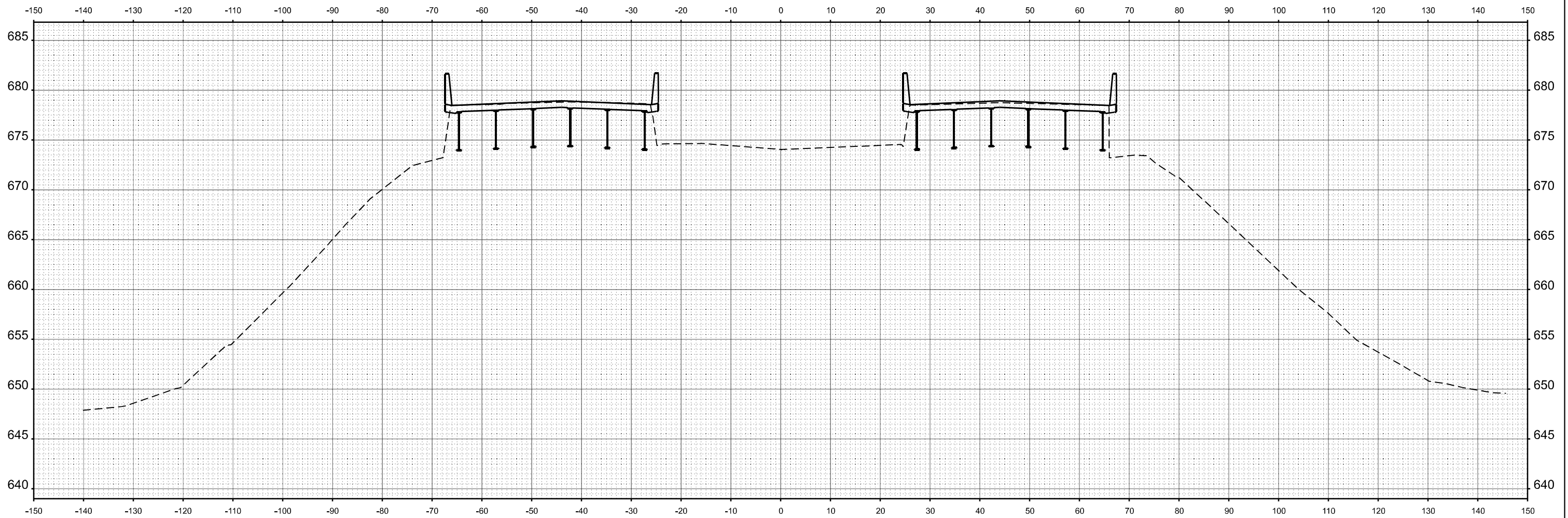
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	393
CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 593+50.00



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

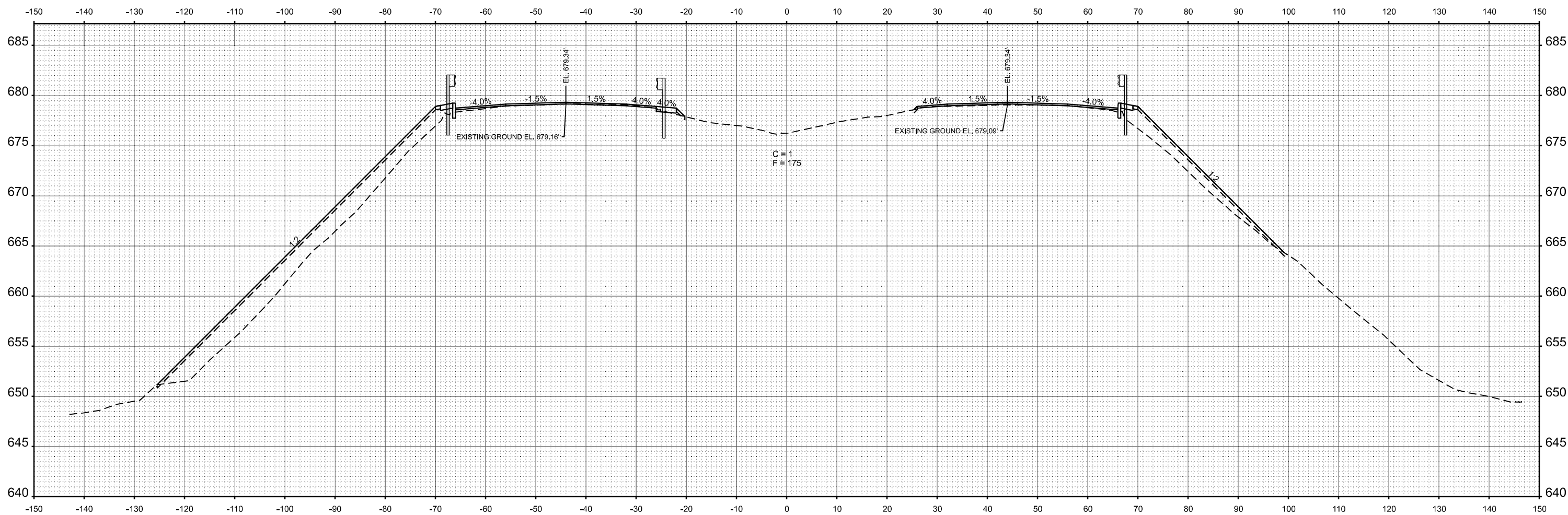
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	394
CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

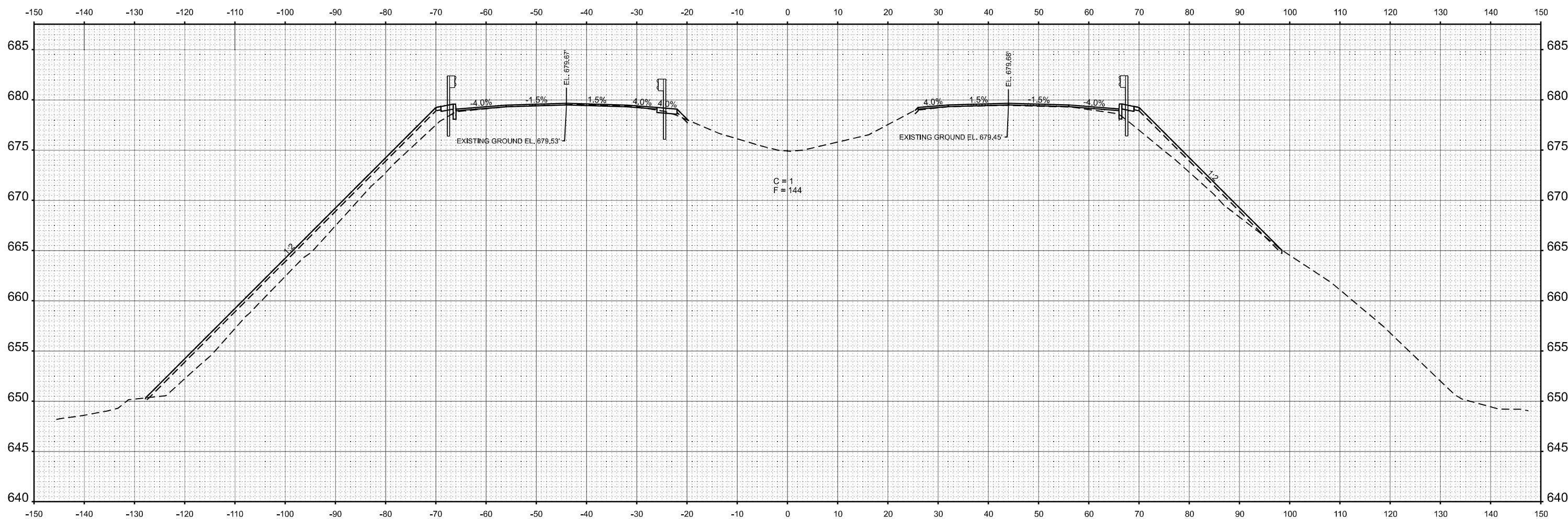
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	395
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 594+50.00



USER NAME = CHAMLIN	DESIGNED -	REVISED -
PLOT SCALE = SSCALE\$	DRAWN -	REVISED -
PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

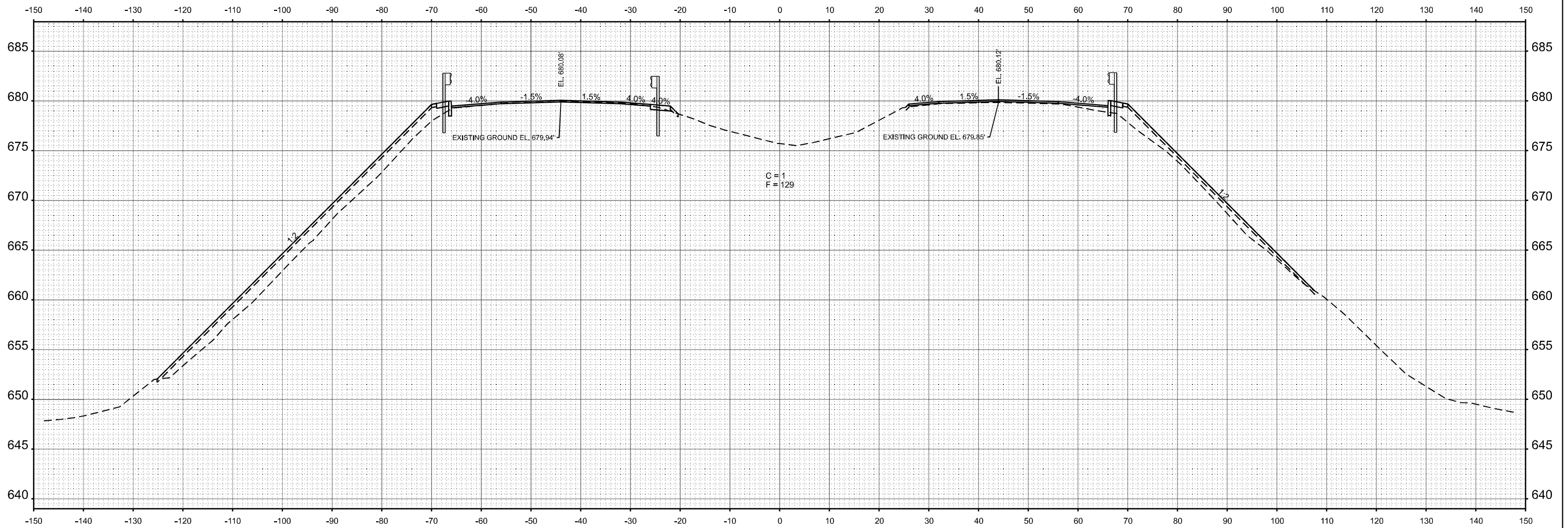
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	396
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 595+00.00



USER NAME = CHAMLIN	DESIGNED -	REVISED -
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	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

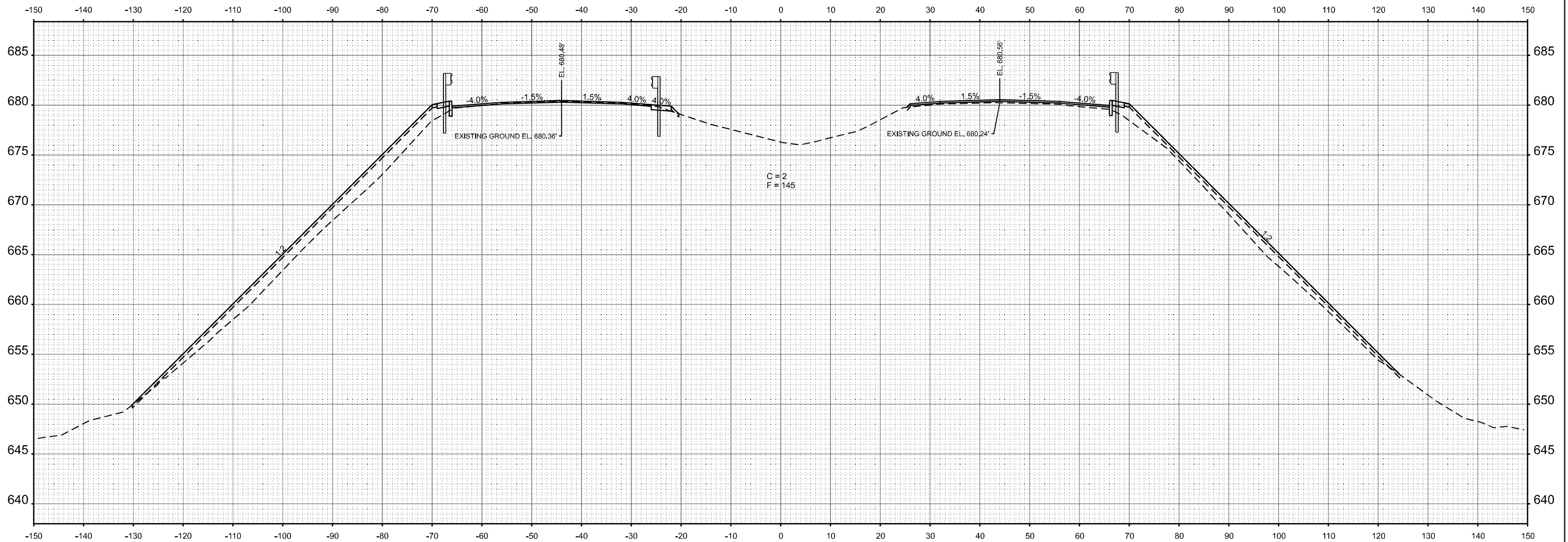
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	397
CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

FINAL SURVEY NO.	SURVEYED AREAS	BY	DATE
	PLOTTED AREAS		
	TEMPLATE AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED AREAS	BY	DATE
	PLOTTED AREAS		
	TEMPLATE AREAS		
	AREAS CHECKED		

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STA 595+50.00



USER NAME = CHAMLIN	DESIGNED -	REVISED -
PLOT SCALE = SSCALE\$	DRAWN -	REVISED -
PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

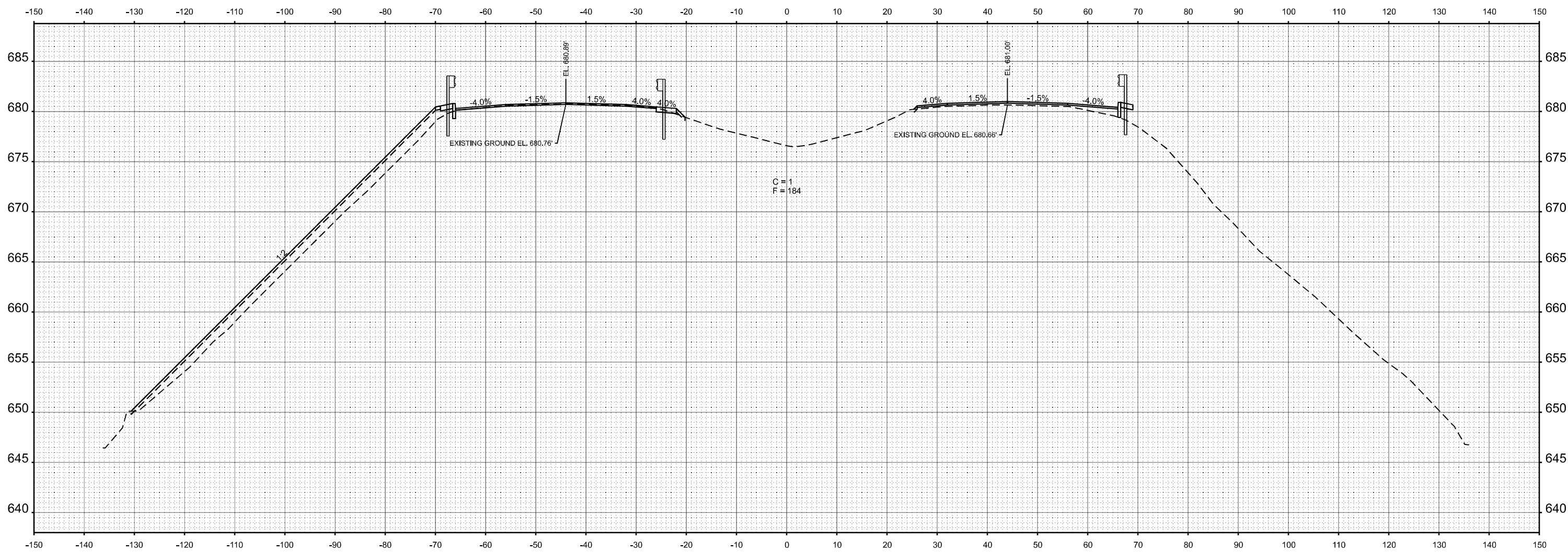
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	398
CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 596+00.00



USER NAME = CHAMLIN	DESIGNED -	REVISED -
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PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

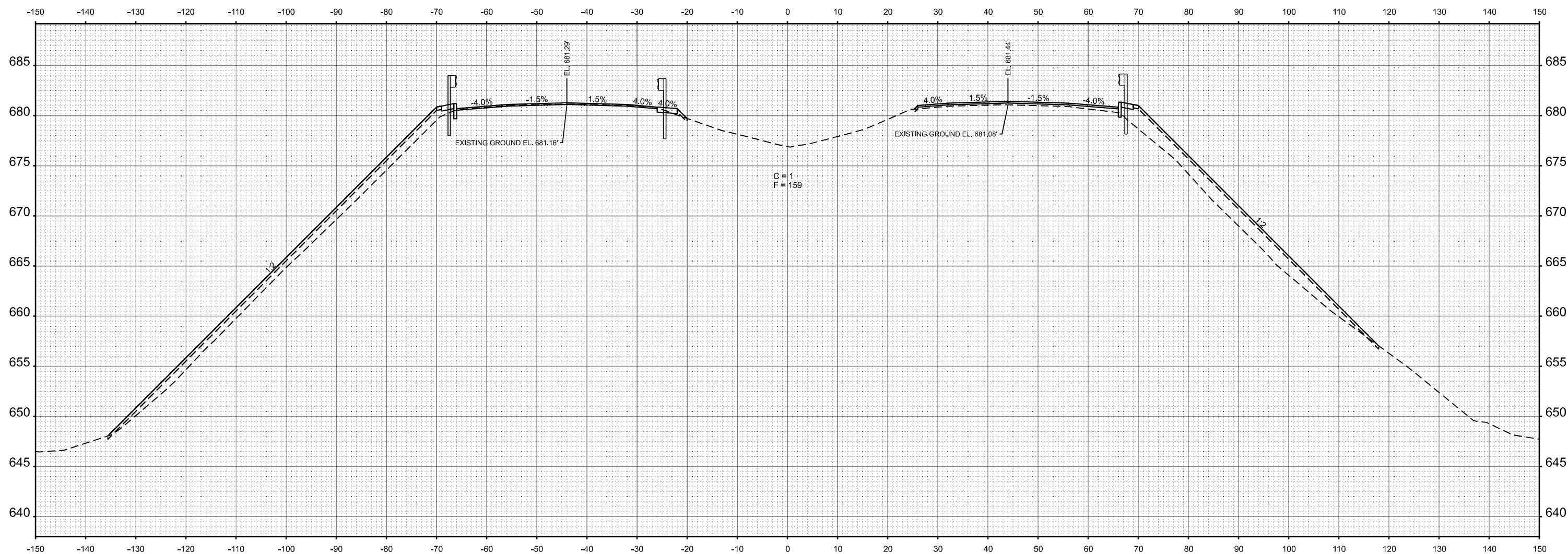
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	399
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 596+50.00



USER NAME = CHAMLIN	DESIGNED -	REVISED -
PLOT SCALE = SSCALE\$	DRAWN -	REVISED -
PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	400
CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		