

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

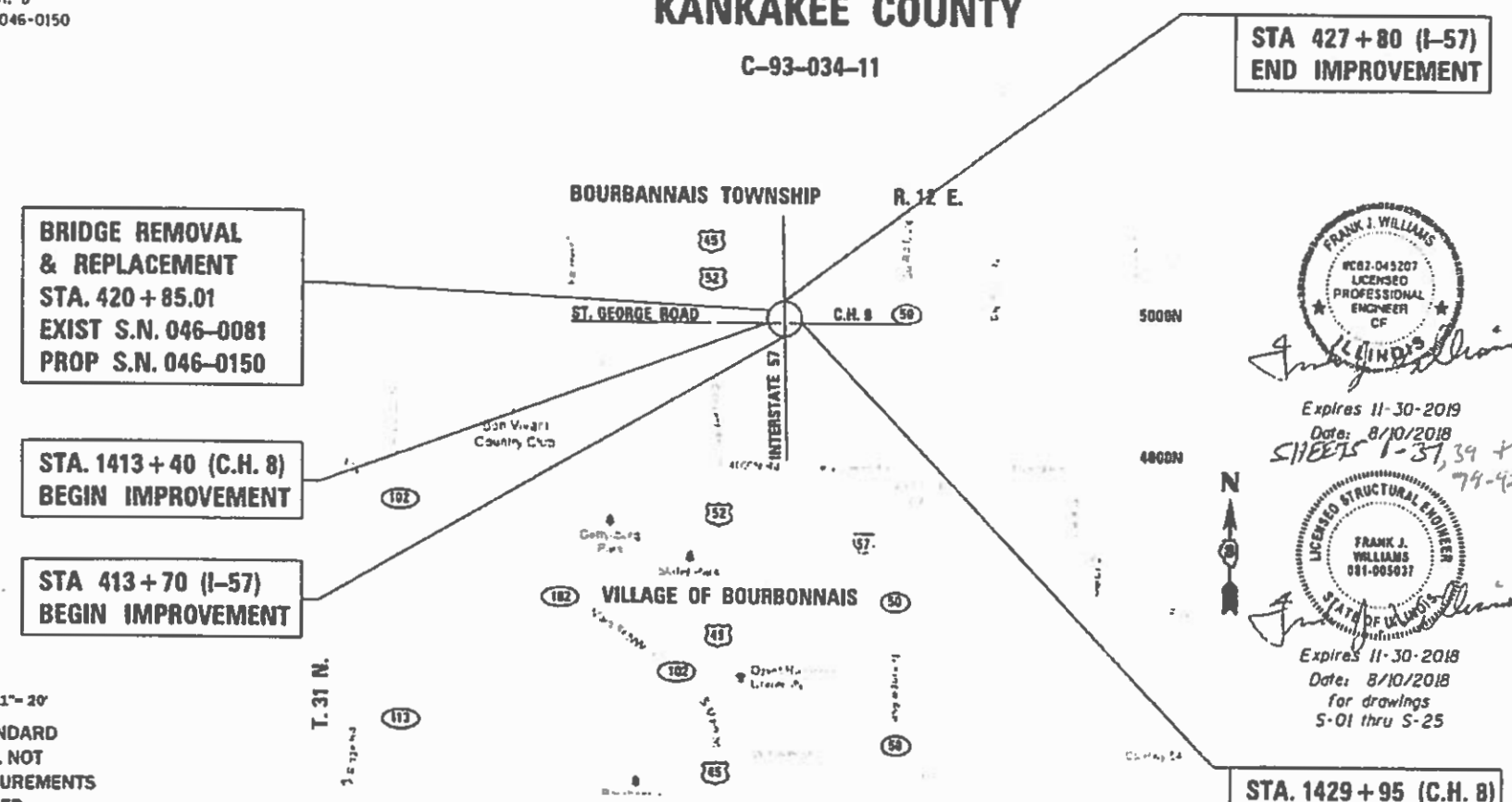
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	1
		ALPHABETICALLY	CONTRACT NO. 66956	

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PROPOSED HIGHWAY PLANS

F.A.I. ROUTE 57 (I-57)
SECTION: 46-2(1)HBR-1
PROJECT: NHPP-AU8A(821)
BRIDGE REMOVAL AND REPLACEMENT
C.H. 8 OVER I-57
KANKAKEE COUNTY

D-93-028-11 P-93-029-06



STA 427 + 80 (I-57)
END IMPROVEMENT

FRANK J. WILLIAMS
#082-045207
LICENSED PROFESSIONAL ENGINEER
OF
Expire 11-30-2019
Date: 8/10/2018
SHEETS 1-37, 39 + 79-92

FRANK J. WILLIAMS
#081-005037
LICENSED STRUCTURAL ENGINEER
OF
Expire 11-30-2018
Date: 8/10/2018
for drawings S-01 thru S-25

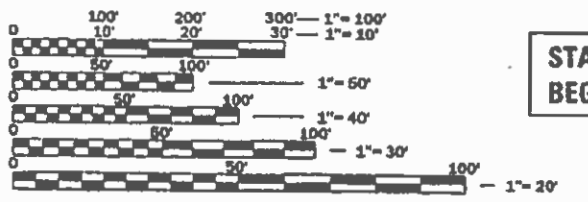
FUNCTIONAL CLASSIFICATION: INTERSTATE
P.V. = 78.8% S.U. = 4.0% M.U. = 17.2%
2017 ADT = 31,800

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 17, 2018
Karin Hordick (ms)
REGIONAL ENGINEER

Oct 5, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

Oct 5, 2018
DIRECTOR OF PLANNING PROJECT IMPLEMENTATION



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

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

DISTRICT 3 - 815-434-6131
PROJECT ENGINEER: JOE KANNEL, P.E.
UNIT CHIEF: MICHELE LINDEMANN, P.E.
CONTRACT NO. 66956

C.H. 8
GROSS LENGTH OF PROJECT = 1,655 FEET = 0.313 MILES
NET LENGTH OF PROJECT = 1,655 FEET = 0.313 MILES

I-57
GROSS LENGTH OF PROJECT = 1,410 FEET = 0.267 MILES
NET LENGTH OF PROJECT = 1,410 FEET = 0.267 MILES

PLANS PREPARED BY:
KNIGHT
Engineers & Architects
631 East Boughn Road
Bolingbrook, IL 60440
Phone: 708.342.1250

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LIST OF ILLINOIS DOT HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND DECIMAL OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
482006-03	HMA SHOULDER ADJACENT TO RIGID PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
542001-06	CONCRETE END SECTIONS FOR PIPE CULVERTS 15" (375 MM) THRU 84" (2100 MM) DIA.
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311-07	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTIONS
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
602001-02	CATCH BASIN, TYPE A
604091-03	FRAME AND GRATE TYPE 24
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606006-04	OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-6.24 (B-15.60)
630001-12	STEEL PLATE BEAM GUARDRAIL
630301-08	SHOULDER WIDENING FOR TYPE I (SPECIAL) GUARDRAIL TERMINALS
631031-15	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-02	DELINEATORS
642001-02	SHOULDER RUMBLE STRIPS, 16 IN.
643001-02	SAND MODULE IMPACT ATTENUATOR
664001-02	CHAIN LINK FENCE
665001-02	WOVEN WIRE FENCE
666001-01	RIGHT OF WAY MARKERS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701400-09	APPROACH TO LANE CLOSURE, FREEWAY / EXPRESSWAY
701401-11	LANE CLOSURE, FREEWAY / EXPRESSWAY
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS >= 45 MPH
701451-05	RAMP CLOSURE, FREEWAY / EXPRESSWAY
701901-07	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
B.L.R. 17-4	TRAFFIC CONTROL DEVICES - DAY LABOR CONSTRUCTION
B.L.R. 22-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (TWO-LANE TWO WAY RURAL TRAFFIC) (ROAD CLOSED TO THRU TRAFFIC)

GENERAL NOTES

1. THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.
2. THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE.

GENERAL NOTES CONTINUED

3. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
4. BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
5. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
6. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
7. SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.
8. ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.
9. ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.
10. ALL ELEVATIONS REFER TO U.S.C.S. MEAN SEA LEVEL DATUM.
11. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
12. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.
13. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05 TONS / CU YD
HMA RESURFACING	112 LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10 FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003 TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005 TONS / SQ YD
SUPPLEMENTAL WATERING	3 GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2 LB / SQ YD / APPLICATION
AGGREGATE DITCH CHECKS	5 TONS AGGREGATE
14. THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.
15. MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
 - AT&T UNDERGROUND CABLE
 - AQUA ILLINOIS 12" DI WATER MAIN
 - COMCAST UNDERGROUND CABLE
 - COM ED OVERHEAD WIRES
 - NICOR GAS GAS MAIN
 - VILLAGE OF BOURBONNAIS SANITARY SEWER & FORCE MAIN

COMMITMENTS

IN ORDER TO PROTECT INDIANA BATS AND NORTHERN LONG-EARED BATS, NO TREES 3 INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL BE CLEARED BETWEEN APRIL 1 AND SEPTEMBER 30.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: *Tom Benoit*
DISTRICT STUDIES & PLANS ENGINEER

DATE: 8-17-18

EXAMINED BY: *Kyle Vidyan*
DISTRICT CONSTRUCTION ENGINEER

Michael Asht
DISTRICT MATERIALS ENGINEER

John...
DISTRICT OPERATIONS ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES OF CONSTRUCTION: _____

INSPECTORS: _____

MIXTURES TABLE

LOCATIONS & MIXTURE USES	CH 8 FULL DEPTH PAVEMENT				POLYMERIZED HMA SURFACE (I-57)	HMA SHOULDERS (I-57) BOTTOM LIFTS	HMA SHOULDERS (I-57) TOP LIFTS (1 1/2")	POLYMERIZED HMA SURFACE (TEMP. FOR I-57 RUMBLES)
	* HMA BASE COURSE, 8"	POLYMERIZED HMA BINDER COURSE, 2 1/4"	POLYMERIZED HMA SURFACE 2"	POLYMERIZED HMA SURFACE 2"				
BINDER GRADE (PG)	PG64-22	SBS PG70-28	SBS PG70-28	SBS PG70-28	PG64-22	PG70-28	SBS PG70-28	
DESIGN AIR VOIDS	4.0% @ N70	4.0% @ N70	4.0% @ N70	4.0% @ N90	4.0% @ N70	4.0% @ N70	4.0% @ N70	
MIXTURE COMPOSITION	IL-19.0	IL-9.5	IL-9.5	IL-9.5	IL-19.0	IL-9.5	IL-9.5	
FRICTION AGGREGATE			MIXTURE D	MIXTURE E		MIXTURE C	MIXTURE C	
MIXTURE WEIGHT	112 LBS/SY/IN	112 LBS/SY/IN	112 LBS/SY/IN	112 LBS/SY/IN	112 LBS/SY/IN	112 LBS/SY/IN	112 LBS/SY/IN	
QUALITY MANAGEMENT PROGRAM	QC/OA	QC/OA	QC/OA	QC/OA	QC/OA	QC/OA	QC/OA	
SUBLOT SIZE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
DENSITY TEST METHOD	CORES/ CORRELATION	CORES/ CORRELATION	CORES/ CORRELATION	CORES	CORES	CORES	CORES	

* USE FULL DEPTH PAVEMENT (HMA BASE COURSE DEPTH VARIES) WHEN CONSTRUCTING PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
				0010 SN046-0150 90% FED 10% STATE	0004 ROADWAY 100% COUNTY
CODE NO	ITEM	UNIT	TOTAL QUANTITY		
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	358	358	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	212	212	
20101000	TEMPORARY FENCE	FOOT	500	500	
20200100	EARTH EXCAVATION	CU YD	1,048	1,048	
20400800	FURNISHED EXCAVATION	CU YD	27,239	20,939	6,300
20800150	TRENCH BACKFILL	CU YD	265	265	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	2,358	2,358	
25000210	SEEDING, CLASS 2A	ACRE	3.05	3.05	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	275	275	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	275	275	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	275	275	
25100115	MULCH, METHOD 2	ACRE	3.05	3.05	
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	14,786	14,786	
25100900	TURF REINFORCEMENT MAT	SQ YD	121	121	

* SPECIALTY ITEM

FILED

	USER NAME = dcorral	DESIGNED - D.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -			57	46-2(1)HR-1	KANKAKEE	92	3
	PLOT DATE =	CHECKED - F.J.W.	REVISED -			CONTRACT NO. 66956				
	DATE - 08-10-2018	REVISED -		SCALE: NONE	SHEET NO. OF 11 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITY	0010 SN046-0150 90% FED 10% STATE	0004 ROADWAY 100% COUNTY
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	821	821	
28000305	TEMPORARY DITCH CHECKS	FOOT	233	233	
28000400	PERIMETER EROSION BARRIER	FOOT	3,138	3,138	
28000500	INLET AND PIPE PROTECTION	EACH	4	4	
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	19,877	19,877	
30300112	AGGREGATE SUBGRADE IMPROVEMENT, 12"	SQ YD	5,680	4,613	1067
40200800	AGGREGATE SURFACE COURSE, TYPE B	TONS	46	46	
40603515	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	344	344	
40603570	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TONS	760	760	
40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	22,047	22,047	
40701926	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12-1/4"	SQ YD	5,189	4,122	1067
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	116	116	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4,277	2,438	1,839
44000100	PAVEMENT REMOVAL	SQ YD	3,284	3,284	

* SPECIALTY ITEM

9FILES

	USER NAME = dcarroll	DESIGNED - D.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:100	DRAWN - D.M.S.	REVISED -				57	46-2(1)HBR-1	KANKAKEE	92	4
PLOT DATE =	CHECKED - F.J.W.	REVISED -	SCALE: NONE		SHEET NO. 2 OF 11 SHEETS	STA.	TO STA.	CONTRACT NO. 66956			
	DATE - 08-10-2018	REVISED -	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT								

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITY	0010 SN046-0150 90% FED 10% STATE	0004 ROADWAY 100% COUNTY
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1-1/2"	SQ YD	12,696	12,696	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	50	50	
44004250	PAVED SHOULDER REMOVAL	SQ YD	379	379	
48101500	AGGREGATE SHOULDERS, TYPE B, 6"	SQ YD	793	793	
48101620	AGGREGATE SHOULDERS, TYPE B, 10"	SQ YD	238	238	
48203039	HOT-MIX ASPHALT SHOULDERS, 10-1/2"	SQ YD	178	178	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50104400	CONCRETE HEADWALL REMOVAL	EACH	2	2	
50105220	PIPE CULVERT REMOVAL	FOOT	234	234	
50157300	PROTECTIVE SHIELD	SQ YD	435	435	
50200100	STRUCTURE EXCAVATION	CU YD	356	356	
50300225	CONCRETE STRUCTURES	CU YD	240.2	240.2	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	505.3	505.3	
50300260	BRIDGE DECK GROOVING	SQ YD	1,671	1,671	

* SPECIALTY ITEM

FILED \$



USER NAME = dcarroll	DESIGNED - D.M.S.	REVISED -
	DRAWN - D.M.S.	REVISED -
PLOT SCALE = 1:100	CHECKED - F.J.W.	REVISED -
PLOT DATE =	DATE - 08-10-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


SUMMARY OF QUANTITIES			
SCALE: NONE	SHEET NO. 3 OF 11 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	5
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			CONTRACT NO. 66956	

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITY	0010 SN046-0150 90% FED 10% STATE	0004 ROADWAY 100% COUNTY
50300280	CONCRETE ENCASEMENT	CU YD	7.8	7.8	
50300300	PROTECTIVE COAT	SQ YD	2,362	2,362	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	210.0	210.0	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	
50500505	STUD SHEAR CONNECTORS	EACH	8,940	8,940	
50800105	REINFORCEMENT BARS	POUND	66	66	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	219,430	219,430	
50800515	BAR SPLICERS	EACH	144	144	
50800530	MECHANICAL SPLICERS	EACH	64	64	
50901735	BRIDGE FENCE RAILING (SIDEWALK)	FOOT	279	279	
50901750	PARAPET RAILING	FOOT	279	279	
51100100	SLOPE WALL, 4 INCH	SQ YD	740	740	
51201610	FURNISHING STEEL PILES HP12 x 63	FOOT	1,732	1,732	
51202305	DRIVING PILES	FOOT	1,732	1,732	

* SPECIALTY ITEM

FILED \$

	USER NAME = dcarroll	DESIGNED - D.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:100	DRAWN - D.M.S.	REVISED -				57	46-2(1)HR-1	KANKAKEE	92	6
	PLOT DATE =	CHECKED - F.J.W.	REVISED -				CONTRACT NO. 66956				
	DATE - 08-10-2018	REVISED -		SCALE: NONE	SHEET NO. 4 OF 11 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
				0010 SN046-0150 90% FED 10% STATE	0004 ROADWAY 100% COUNTY
CODE NO	ITEM	UNIT	TOTAL QUANTITY		
51203610	TEST PILE STEEL HP12 x 63	EACH	3	3	
51204650	PILE SHOES	EACH	52	52	
51500100	NAME PLATES	EACH	1	1	
52100520	ANCHOR BOLTS, 1"	EACH	40	40	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	20	20	
54002080	EXPANSION BOLTS 3/4 INCH x 18 INCH	EACH	24	24	
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	5	5	
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2	
54248510	CONCRETE COLLAR	CU YD	0.8	0.8	
54260315	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTION	FOOT	66	66	
54261636	CONCRETE END SECTION, STANDARD 542001, 36", 1:6	EACH	2	2	
542A0241	PIPE CULVERTS, CLASS A, TYPE 1 36"	FOOT	52	52	
542A2749	PIPE CULVERTS, CLASS A, TYPE 4 24"	FOOT	139	139	

* SPECIALTY ITEM

FILED \$



USER NAME = dcarroll	DESIGNED - D.M.S.	REVISED -
	DRAWN - D.M.S.	REVISED -
PLOT SCALE = 1:100	CHECKED - F.J.W.	REVISED -
PLOT DATE =	DATE - 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 5 OF 11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	7
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			CONTRACT NO. 66956	

REV. 9/12/18

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITY	0010 SN046-0150 90% FED 10% STATE	0004 ROADWAY 100% COUNTY
550A0340	STORM SEWERS, CLASS A, TYPE 2, 12"	FOOT	104	104	
550A0360	STORM SEWERS, CLASS A, TYPE 2, 15"	FOOT	35	35	
550A0480	STORM SEWERS, CLASS A, TYPE 2, 48"	FOOT	120	120	
58700300	CONCRETE SEALER	SQ FT	1,811	1,811	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	136	136	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4	
60100945	PIPE DRAINS 12"	FOOT	305	305	
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	EACH	34	34	
60108501	PIPE UNDERDRAINS, TYPE 3	EACH	2496	2496	
60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	1	1	
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	8	8	
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1	
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	20	20	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	843	843	

* SPECIALTY ITEM

FILED \$



USER NAME = dcarroll	DESIGNED - D.M.S.	REVISED -
	DRAWN - D.M.S.	REVISED -
PLOT SCALE = 1:100	CHECKED - F.J.W.	REVISED -
PLOT DATE =	DATE - 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 6 OF 11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	8
CONTRACT NO. 66956			FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT	

REV. 9/12/18

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITY	0010 SN046-0150 90% FED 10% STATE	0004 ROADWAY 100% COUNTY
61000050	CONCRETE THRUST BLOCKS	EACH	6	6	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1,150	1,150	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	2,035	2,035	
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	5,640	5,640	
64300450	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
64301090	ATTENUATOR BASE	SQ YD	56	56	
66400105	CHAIN LINK FENCE, 4'	FOOT	422		422
66500105	WOVEN WIRE FENCE, 4'	FOOT	445	445	
* 66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	16	16	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	10	
67100100	MOBILIZATION	L SUM	1	1	
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1	

* SPECIALTY ITEM

FILED

	USER NAME = dslive	DESIGNED - D.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:1000	CHECKED - F.J.W.	REVISED -				57	46-2(1)HBR-1	KANKAKEE	92	9
PLOT DATE =	DATE - 08-10-2018	REVISED -	SCALE: NONE		SHEET NO. 7 OF 11 SHEETS	STA.	TO STA.	CONTRACT NO. 66956			
							FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITY	0010 SN046-0150 90% FED 10% STATE	0004 ROADWAY 100% COUNTY
70101835	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	135	135	
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	395	395	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	132	132	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	12,450	12,450	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,362.5	1,362.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,312.5	1,312.5	
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
* 72000100	SIGN PANEL - TYPE 1	SQ FT	89	89	
* 72000200	SIGN PANEL - TYPE 2	SQ FT	56	56	
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	5	5	
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	90	90	

* SPECIALTY ITEM

\$FILEL\$

	USER NAME = dcorral	DESIGNED - D.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -				57	46-2(1)HBR-1	KANKAKEE	92	10
	PLOT DATE =	CHECKED - F.J.W.	REVISED -				CONTRACT NO. 66956				
	DATE - 08-10-2018	REVISED -		SCALE: NONE	SHEET NO. 8 OF 11 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				0010 SNO46-0150 90% FED 10% STATE	0004 ROADWAY 100% COUNTY
73000100	WOOD SIGN SUPPORT	FOOT	140	140	
73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	1	1	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13,293	13,293	
* 78000300	THERMOPLASTIC PAVEMENT MARKING - LINE 5"	FOOT	114	114	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	716	716	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	104	104	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1,671	1,671	
* 78009012	MODIFIED UERTHANE PAVEMENT MARKING - LINE 12"	FOOT	100	100	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	95	95	
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	19	19	
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
* 80400100	ELECTRIC SERVICE INSTALLATION	EACH	1	1	
* 81028760	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2 1/2" DIA.	FOOT	300	300	
* 81603010	UNIT DUCT, 600V, 2-1C NO. 10 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1,150	1,150	

* SPECIALTY ITEM

PLOT FILED

	USER NAME = dcorral	DESIGNED - D.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1:1000	CHECKED - F.J.W.	REVISED -				57	46-2(1)HBR-1	KANKAKEE	92	11	
PLOT DATE =	DATE - 08-10-2018	REVISED -			SCALE: NONE	SHEET NO. 9 OF 11 SHEETS	STA. TO STA.	CONTRACT NO. 66956				
							FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				0010 SNO46-0150 90% FED 10% STATE	0004 ROADWAY 100% COUNTY
* 82500330	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240 VOLT, 60 AMP	EACH	1	1	
* 83003500	LIGHT POLE, ALUMINUM, 45 FT. M.H., 12 FT. DAVIT ARM	EACH	4	4	
* 83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	26	26	
* X0325969	PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE BOARD	CAL DA	8	8	
* X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	64	64	
* X0326880	MESSAGE BOARD VEHICLE DRIVER	HOUR	64	64	
* X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1,829	1,829	
* X1400113	LUMINAIRE, LED, HORIZONTAL MOUNT, MEDIUM WATTAGE	EACH	4	4	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	299	299	
X6020096	MANHOLES, TYPE A, 6'-DIAMETER, WITH 2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	1	1	
X6431120	REMOVE IMPACT ATTENUATOR SAND MODULE	EACH	2	2	
X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1	
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	250	250	
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	4,150	4,150	

* SPECIALTY ITEM

FILES

	USER NAME = dslive	DESIGNED - D.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - D.M.S.	REVISED -	57			46-2(1)HBR-1	KANKAKEE	92	12	
PLOT SCALE = 1/100	CHECKED - F.J.W.	REVISED -	CONTRACT NO. 66956							
PLOT DATE =	DATE - 08-10-2018	REVISED -	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT							
				SCALE: NONE		SHEET NO. 10 OF 11 SHEETS		STA. TO STA.		REV. 9/12/18

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITY	0010 SN046-0150 90% FED 10% STATE	0004 ROADWAY 100% COUNTY
X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	56	56	
Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	133	133	
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	2820	2820	
Z0034105	MATERIAL TRANSFER DEVICE	TON	760	760	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	188	188	

* SPECIALTY ITEM

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KNIGHT
Engineers & Architects

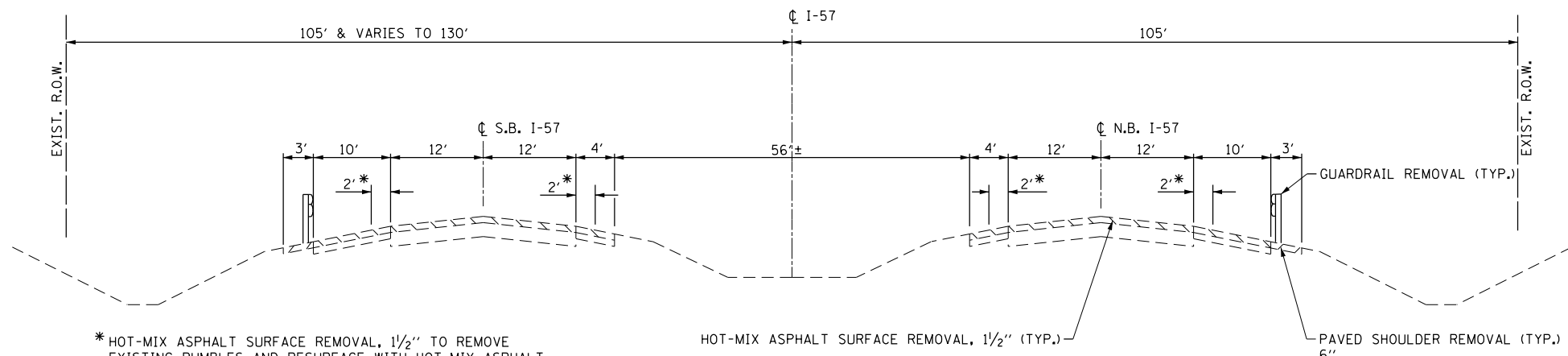
USER NAME = dslive	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE =	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 11 OF 11 SHEETS STA. TO STA.

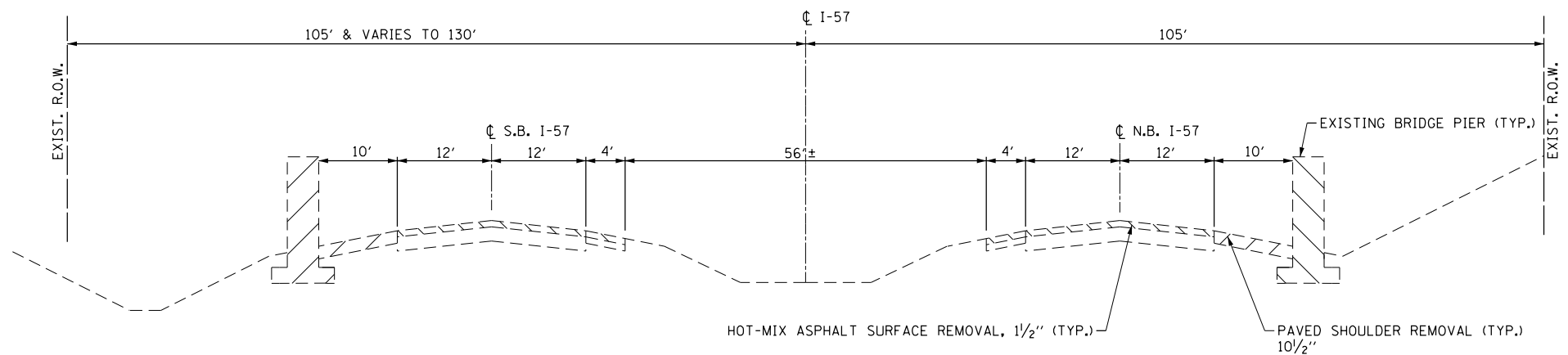
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	13
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			CONTRACT NO. 66956	



*HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" TO REMOVE EXISTING RUMBLES AND RESURFACE WITH HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70, 1 1/2" IN A PRE-STAGE PRIOR TO SHIFTING TRAFFIC IN STAGE 1 FOR THE OUTSIDE SHOULDERS AND DURING STAGE 1 ON THE INSIDE SHOULDERS PRIOR TO SHIFTING TRAFFIC FOR STAGE 2.

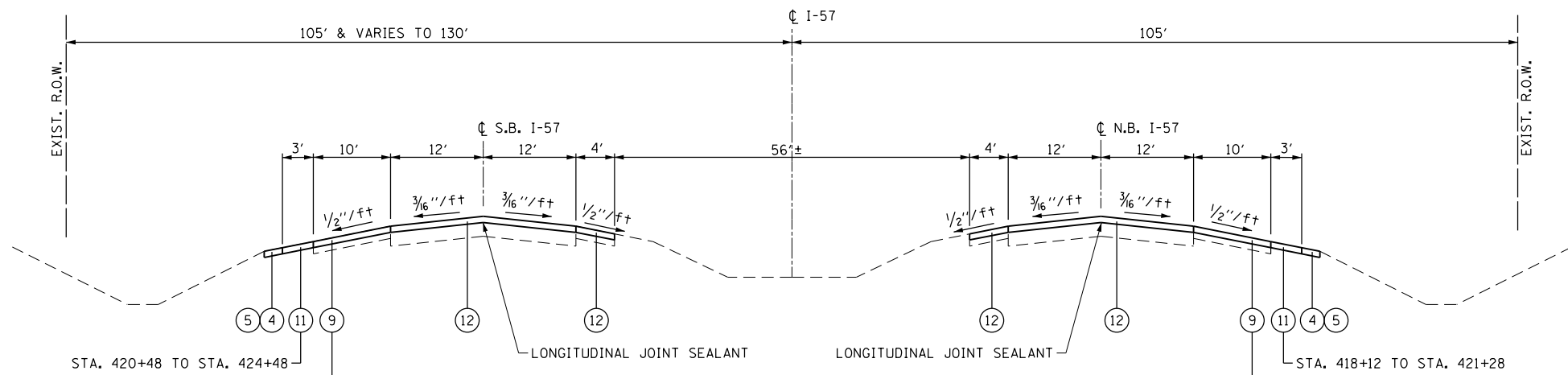
EXISTING TYPICAL SECTION 1

STA. 413+70 TO STA. 420+48
STA. 421+28 TO STA. 427+80



EXISTING TYPICAL SECTION 2

STA. 420+48 TO STA. 421+28



PROPOSED TYPICAL SECTION 3

STA. 413+70 TO STA. 427+80

PROPOSED LEGEND

- ① HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12 1/4" :
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, N70, 2 1/4"
HOT-MIX ASPHALT BASE COURSE, 8"
- ② AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ④ TOPSOIL EXCAVATION AND PLACEMENT
- ⑤ SEEDING, CLASS 2A, MULCH, METHOD 2 & HEAVY DUTY EROSION CONTROL BLANKET
- ⑥ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30, 2"
- ⑦ CHAIN LINK FENCE, 4'
- ⑧ HOT-MIX ASPHALT SHOULDERS, 10 1/2"
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70, 1 1/2"
HOT-MIX ASPHALT BASE COURSE, 9"
- ⑨ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70, 1 1/2"
- ⑩ AGGREGATE SHOULDERS, TYPE B, 6"
- ⑪ AGGREGATE SHOULDERS, TYPE B, 10"
- ⑫ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90, 11*2"

FILED \$



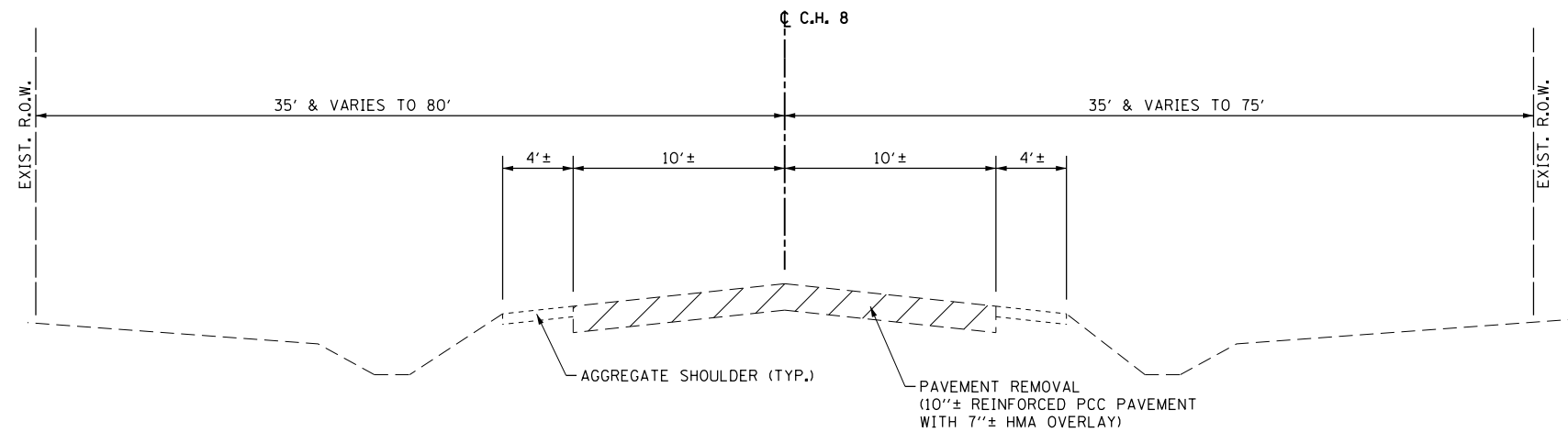
USER NAME = dcorral	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE =	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED TYPICAL SECTIONS
I-57**

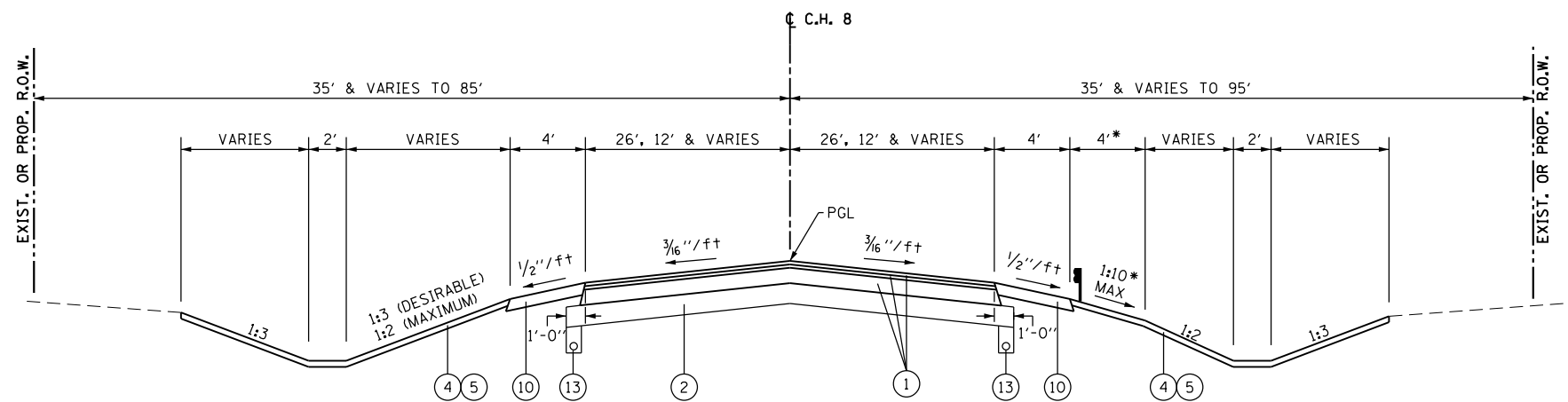
SCALE: 1" = 20' SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	14
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION 4

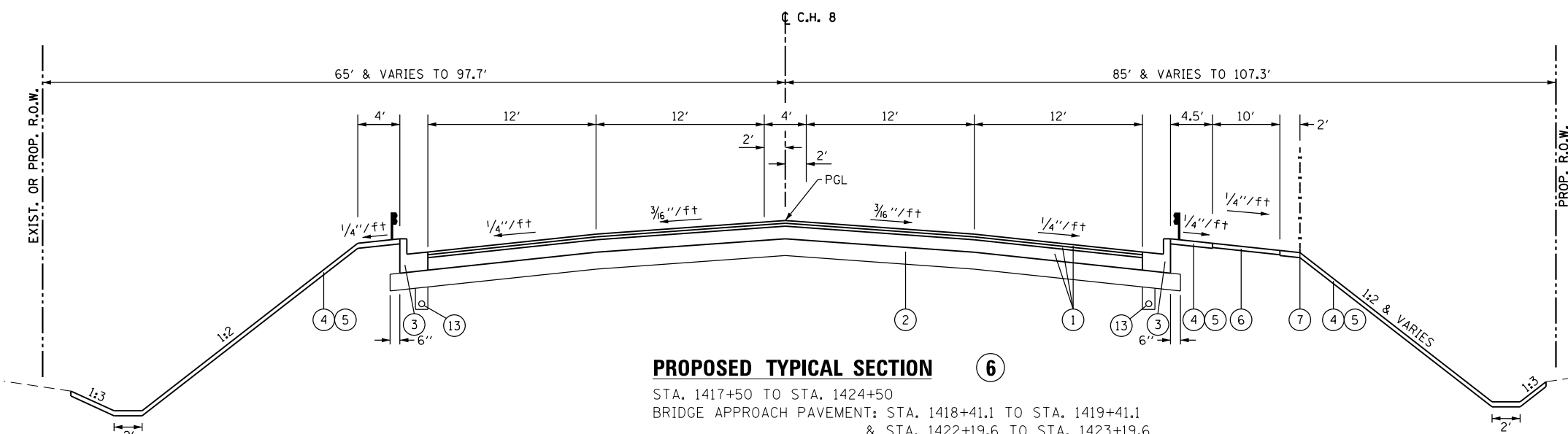
STA. 1413+40 TO STA. 1429+95
 BRIDGE OMISSION: STA. 1419+68.5 TO STA. 1421+94.2



PROPOSED TYPICAL SECTION 5

STA. 1413+40 TO STA. 1417+50
 STA. 1424+50 TO STA. 1429+95

* USE WHERE GUARDRAIL IS BEING INSTALLED. SYMMETRICAL ABOUT C.



PROPOSED TYPICAL SECTION 6

STA. 1417+50 TO STA. 1424+50
 BRIDGE APPROACH PAVEMENT: STA. 1418+41.1 TO STA. 1419+41.1
 & STA. 1422+19.6 TO STA. 1423+19.6
 BRIDGE AND APPROACH SLAB OMISSION: STA. 1419+41.1 TO STA. 1422+19.6

PROPOSED LEGEND

- ① HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12 1/4" :
 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, N70, 2 1/4"
 HOT-MIX ASPHALT BASE COURSE, 8"
- ② AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ④ TOPSOIL EXCAVATION AND PLACEMENT (6")
- ⑤ SEEDING, CLASS 2A, MULCH, METHOD 2 & HEAVY DUTY EROSION CONTROL BLANKET
- ⑥ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- ⑦ CHAIN LINK FENCE, 4'
- ⑧ HOT-MIX ASPHALT SHOULDERS, 10 1/2"
 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70, 1 1/2"
 HOT-MIX ASPHALT BASE COURSE, 9"
- ⑨ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70, 1 1/2"
- ⑩ AGGREGATE SHOULDERS, TYPE B, 6"
- ⑪ AGGREGATE SHOULDERS, TYPE B, 10"
- ⑫ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90, 11*2"
- ⑬ PIPE UNDERDRAINS, TYPE 3

9FILES



USER NAME = dcarroll	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:100	DRAWN - D.M.S.	REVISED -
PLOT DATE =	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EXISTING AND PROPOSED TYPICAL SECTIONS			
C.H. 8			
SCALE: 1" = 20'	SHEET NO. OF SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	15
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

AGGREGATE SUBGRADE IMPROVEMENT, 12"				CONSTRUCTION CODE	
FROM STATION	TO STATION	AREA (SQ YD)		0010 SNO46-0150	0004 ROADWAY 100% COUNTY
1413+40	1418+00	1,607			
1418+00	1429+95	4,613			
TOTAL			5,680	4,613	1,067

HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12 1/4"				CONSTRUCTION CODE	
FROM STATION	TO STATION	AREA (SQ YD)		0010 SNO46-0150	0004 ROADWAY 100% COUNTY
1413+40	1419+41	2,305			
1422+20	1429+95	2,884			
TOTAL			5,189	4,122	1,067

PIPE CULVERT REMOVAL			
STATION	SIDE (LT/RT)		LENGTH (FT)
1414+75	LT		65
1424+40	CROSS		98
1426+30	LT		41
1428+50	RT		30
TOTAL			234

TREE REMOVAL SCHEDULE			
STATION	OFFSET	6" TO 15" DIA UNIT	OVER 15" DIA UNIT
1414+54	36' L	12"	
1414+65	42' L	8"	
1415+00	35' L		30"
1415+15	35' L	12"	
1415+30	35' L		16"
1415+61	35' L		30"
1415+78	35' L		16"
1415+90	35' L		28"
1416+07	34' L	12"	
1416+20	34' L		16"
1416+38	46' L		16"
1416+48	41' L	12"	
1416+85	47' L	10"	
1417+00	49' L		24"
1417+41	33' L	8"	
1417+49	57' L	12"	
1417+62	56' L	14"	
1417+63	34' L	10"	
1417+78	38' L	10"	
1417+83	59' L		20"
1417+86	34' L	10"	
1418+03	39' L	12"	
1418+43	40' L	6"	
1418+53	35' L	6"	
1418+63	37' L	6"	
1418+67	68' L	14"	
1418+73	34' L	8"	
1418+91	49' L	14"	
1418+96	37' L	6"	
1419+09	34' L	8"	
1419+10	44' L	8"	
1419+21	38' L	8"	
1419+32	33' L	8"	
1419+33	41' L	8"	
1419+43	32' L	8"	
1419+46	75' L		16"
1419+52	42' L	8"	
1419+55	45' L	8"	
1419+55	36' L	8"	
1419+74	77' R	8"	
1421+91	23' L	8"	
1421+95	39' L	6"	
1421+98	49' L	6"	
1422+00	29' L	6"	
1422+08	34' L	8"	
1422+30	34' L	8"	
1422+47	35' L	6"	
1422+78	35' L	10"	
1423+12	31' L	6"	
1423+36	33' L	6"	
1423+62	31' L	6"	
TOTAL		358"	212"

AGGREGATE SURFACE COURSE, TYPE B			
FROM STATION	TO STATION		TON
1428+41			46
TOTAL			46

PCC SIDEWALK 5"			
FROM STATION	TO STATION	AREA (SQ YD)	
1417+50	1419+41.1	1937	
1422+19.6	1424+50	2338	
TOTAL			4275

PAVED SHOULDER REMOVAL			
FROM STATION	TO STATION	SIDE (LT/RT)	AREA (SQ YD)
418+13	421+28	RT	174
420+48	424+49	LT	205
TOTAL			379

AGGREGATE SHOULDERS, TYPE B, 6"			
FROM STATION	TO STATION	SIDE (LT/RT)	AREA (SQ YD)
1413+40	1417+26.3	LT	171.5
1413+40	1417+26.3	RT	171.5
1424+73.7	1429+95	LT	231.6
1424+73.7	1428+30.3	RT	156.9
1428+52.9	1429+95	RT	61.7
TOTAL			793

PAVEMENT MARKING REM. GRINDING			
FROM STATION	TO STATION	AREA (SQ YD)	
413+70	425+20	911	
416+20	427+80	918	
TOTAL			1,829

HOT-MIX ASPHALT SHOULDERS, 10 1/2"			
FROM STATION	TO STATION	SIDE (LT/RT)	AREA (SQ YD)
420+48	421+28	LT	88.9
420+48	421+28	RT	88.9
TOTAL			178

REMOVE SIGN PANEL ASSEMBLY - TYPE A			
STATION	SIDE (LT/RT)		QUANTITY (EACH)
1418+71	LT		1
1418+71	RT		1
1422+05	RT		1
1424+38	LT		1
1425+67	LT		1
TOTAL			5

AGGREGATE SHOULDERS, TYPE B, 10"			
FROM STATION	TO STATION	SIDE (LT/RT)	AREA (SQ YD)
420+48	424+48	LT	133.0
418+12	421+28	RT	105.0
TOTAL			238

SHOULDER RUMBLE STRIPS, 16 INCH			
FROM STATION	TO STATION	SIDE (LT/RT)	LENGTH (FOOT)
413+70	427+80	N.B. LT	1,410
413+70	427+80	N.B. RT	1,410
413+70	427+80	S.B. LT	1,410
413+70	427+80	S.B. RT	1,410
TOTAL			5,640

REMOVE CONCRETE FOUNDATION			
FROM STATION	OFFSET		QUANTITY (EACH)
1422+03	94' RT		1
TOTAL			1

CONCRETE HEADWALL REMOVAL			
STATION	OFFSET		QUANTITY (EACH)
1419+98	49' LT		1
1419+99	49' RT		1
TOTAL			2

PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB			
FROM STATION	TO STATION	AREA (SQ YD)	
1419+31.1	1419+41.1	58	
1422+19.6	1422+29.5	58	
TOTAL			116

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90			
FROM STATION	TO STATION		TONS
413+70	427+80	RT.	380
413+70	427+80	LT.	380
TOTAL			760

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70			
FROM STATION	TO STATION		TONS
413+70	427+80	RT.	171
413+70	427+80	LT.	173
TOTAL			344

COMBINATION CURB AND GUTTER REMOVAL			
FROM STATION	TO STATION	SIDE (LT/RT)	LENGTH (FT)
420+43	420+68	RT	25
421+02	421+27	LT	25
TOTAL			50

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6,24			
FROM STATION	TO STATION	SIDE (LT/RT)	LENGTH (FOOT)
1417+50.0	1419+41.1	LT	191.1
1417+50.0	1419+41.1	RT	191.1
1422+19.6	1424+50.0	LT	230.4
1422+19.6	1424+50.0	RT	230.4
TOTAL			843

REMOVE IMPACT ATTENUATOR SAND MODULE		
STATION		*QUANTITY (EACH)
420+50		1
421+20		1
TOTAL		2

PAVEMENT REMOVAL			
FROM STATION	TO STATION	OFFSET	AREA (SQ FT)
1413+70	427+80	RT	66
1413+70	427+80	LT	66
TOTAL			132

PAVEMENT REMOVAL			
FROM STATION	TO STATION		AREA (SQ YD)
1413+40	1419+68.5		1,435
1421+92.4	1429+95		1,849
TOTAL			3,284

GUARDRAIL REMOVAL			
FROM STATION	TO STATION	SIDE (LT/RT)	LENGTH (FOOT)
1416+38.4	1419+68.5	LT	330.1
1416+29.9	1419+68.5	RT	338.6
1421+92.4	1425+81.5	LT	389.1
1421+92.4	1425+69.3	RT	376.9
418+14.1	420+68.4	RT	254.3
421+01.7	424+47.6	LT	345.9
TOTAL			2,035

*THE UNIT "EACH" REFERS TO AN ENTIRE ARRAY OF BARRELS. REFER TO THE SPECIAL PROVISION FOR DETAILS.

9FILES



USER NAME = dcorral	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NONE SHEET NO. 1 OF 4 SHEETS STA. 1413+40 TO STA. 1429+95

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	16
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

DRAINAGE STRUCTURES												
STRUCTURE NO.	STATION	OFFSET	INLET TY A	CB TY A	MH 6' DIA.	CONCRETE THRUST	PRC FES	PRC FES	PRC FES	CONC ES	TRVRS	MH ADJUST
			TY 24 F&G	5' DIA. TY 8 GRATE	TY 1 FRAME CL W/ RES	BLOCKS	12"	15"	24"	542001 36 1:6	PIPE GRT CON ES	(EACH)
			(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(FOOT)	(EACH)
1	1417+55	26' L	1									
2	1417+55	26' R	1									
3	1418+25	26' L	1									
4	1418+25	26' R	1									
5	1423+25	26' L	1									
6	1423+25	26' R	1									
7	1424+45	26' L	1									
8	1424+45	26' R	1									
9	1418+25	63' L		1								
10	1419+50	70' L			1							
---	1417+55	46' L				1						
---	1418+25	56' L				1						
---	1419+91.3	80' L					1					
---	1423+25	74' L				1						
---	1423+25	89' R				1						
---	1424+45	61' L				1						
---	1424+45	75' R				1						
---	1417+55	56' L					1					
---	1419+98	80' L						1		33		
---	1419+98	103' R							1	33		
---	1423+25	80' L					1					
---	1423+25	91' R					1					
---	1424+40	70' L							1			
---	1424+40	81' R							1			
---	1424+45	68' L					1					
---	1424+45	81' R					1					
---	420+00	110' L									1	
TOTAL			8	1	1	6	5	1	2	2	66	1

PIPE UNDERDRAIN SCHEDULE					
NO.	STATION OFFSET	STATION OFFSET	PIPE UNDERDRAINS	PIPE UNDERDRAIN	CONCRETE HEADWALL
			TYPE 3	(SPECIAL) 4"	FOR PIPE DRAINS
			(FOOT)	(FOOT)	(EACH)
U1	1414+00, 12'L	1414+00, 20'L		8	
U2	1414+00	1417+50	351		
U3	1417+55	1418+25	65		
U4	1418+25	1419+41	114		
U5	1414+00, 12'R	1414+00, 21'R		9	
U6	1414+00	1417+50	351		
U7	1417+55	1418+25	65		
U8	1418+25	1419+41	114		
U9	1422+20	1423+25	103		
U10	1423+25	1424+45	115		
U11	1424+50	1429+50	500		
U12	1429+50, 12'L	1429+50, 19'L		7	
U13	1422+20	1423+25	103		
U14	1423+25	1424+45	115		
U15	1424+50	1429+50	500		
U16	1429+50, 12'R	1429+50, 22'R		10	
UD1	1414+00, 20'L				1
UD2	1414+00, 21'R				1
UD3	1429+50, 19'L				1
UD4	1429+50, 22'R				1
TOTAL			2,496	34	4

CLASS SI CONCRETE (OUTLET)		
STATION	OFFSET	QUANTITY (CU YD)
1417+05	45' LT	4.4
1417+05	47' RT	4.5
1425+00	62' LT	5.7
1425+00	58' RT	5.4
TOTAL		20

STORM SEWER AND CULVERT PIPE SCHEDULE									
FROM STRUCTURE NO.	STATION	OFFSET	PIPE CULVERT	PIPE CULVERT	STORM SEWER	STORM SEWER	STORM SEWER	PIPE DRAIN	TRENCH BACKFILL
			CL A TY1 36"	CL A TY4 24"	CL A TY2 12"	CL A TY2 15"	CL A TY2 48"	12"	(CU YD)
			(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(CU YD)
1	1417+55	26' L						23	
2	1417+55	26' R			52				12
3	1418+25	26' L						57	
4	1418+25	26' R			52				12
5	1423+25	26' L						60	
6	1423+25	26' R						70	28
7	1424+45	26' L						47	
8	1424+45	26' R						48	28
9	1418+25	63' L					120		
10	1419+50	70' L				35			
FES	1419+98	88' R	30						
EXIST. HDWL.	1419+98	49' L	22						
FES	1424+40	81' R		139					185
TOTAL			52	139	104	35	120	305	265

STABILIZED CONSTRUCTION ENTRANCE				
FROM STATION	TO STATION	SIDE (LT/RT)	AREA (SQ YD)	
1413+40	1413+90	LT	66.7	
1429+45	1429+95	RT	66.7	
TOTAL			133	

MATERIAL TRANSFER DEVICE				
FROM STATION	TO STATION	SIDE	AREA (SQ YD)	
413+70	427+80	N.B.	511.5	
413+70	427+80	S.B.	511.5	
TOTAL			1,023	

LONGITUDINAL JOINT SEALANT				
FROM STATION	TO STATION	SIDE	LENGTH (FT)	
413+70	427+80	N.B.	1410	
413+70	427+80	S.B.	1410	
TOTAL			2,820	

DRAINAGE			
STATION	OFFSET	REINFORCEMENT BARS (POUND)	CONCRETE COLLAR (CU YD)
1419+98	80' LT	33	0.416
1419+98	103' RT	33	0.416
TOTAL		66	0.83

LANDSCAPING								
FROM STATION	TO STATION	SIDE (LT/RT)	HEAVY DUTY EROSION CONTROL BLANKET	MULCH, METHOD 2	SEEDING, CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT
			(SQ YD)	(ACRE)	(ACRE)	(POUND)	(POUND)	(POUND)
1413+40	1420+14	LT	2,517	0.52	0.52	47	47	47
1413+40	1420+14	RT	2,915	0.60	0.60	54	54	54
419+70	422+00	MEDIAN	1,439	0.30	0.30	27	27	27
1421+47	1429+95	LT	4,155	0.86	0.86	77	77	77
1421+47	1428+35	RT	3,644	0.75	0.75	68	68	68
1428+48	1429+95	RT	116	0.02	0.02	2	2	2
TOTAL			14,786	3.05	3.05	275	275	275

INLET AND PIPE PROTECTION			
STATION	OFFSET		QUANTITY (EACH)
1418+25	61' LT		1
1419+98	88' RT		1
1424+41	81' RT		1
421+97	10' RT		1
TOTAL			4

PERIMETER EROSION BARRIER				
FROM STATION	TO STATION	SIDE (LT/RT)	LENGTH (FOOT)	
1413+40	1420+09	LT	696	
1413+40	1420+14	RT	645	
1420+54	1421+03	LT	49	
1420+59	1421+08	RT	49	
1421+48	1429+95	LT	831	
1421+51	1429+95	RT	868	
TOTAL			3,138	

TEMPORARY EROSION CONTROL				
FROM STATION	TO STATION	SIDE (LT/RT)	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY EROSION CONTROL BLANKET
			(POUND)	(SQ YD)
1413+40	1429+95	LT	347	8,406
1413+40	1429+95	RT	474	11,471
TOTAL			821	19,877

TEMPORARY DITCH CHECKS					
FROM STATION	TO STATION	SIDE (LT/RT)	QUANTITY (EACH)	LENGTH (FOOT)	
1413+40	1416+40	LT	4	33.2	
1413+40	1416+23	RT	5	41.5	
1418+00	1419+72	RT	3	24.9	
1420+00	1420+00	LT	1	8.3	
1423+00	1427+00	RT	6	49.8	
1423+12	1426+00	LT	5	41.5	
1427+85	1429+95	LT	3	24.9	
1429+95	1429+95	RT	1	8.3	
TOTAL			28	233	

TURF REINFORCEMENT MAT				
STATION	OFFSET	DIMENSIONS	AREA (SQ YD)	
1417+00	45' LT	6' X 9'	6.0	
1417+00	47' RT	6' X 9'	6.0	
1417+55	60' LT	6' X 9'	6.0	
1419+98	80' LT	20' X 20'	44.4	
1423+25	80' LT	6' X 9'	6.0	
1423+25	91' RT	6' X 9'	6.0	
1424+43	70' LT	12' X 16'	21.3	
1424+43	81' RT	12' X 10'	13.3	
1425+00	62' LT	6' X 9'	6.0	
1425+00	58' RT	6' X 9'	6.0	
TOTAL			121	

9FILES



USER NAME = dcorral	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:100	DRAWN - D.M.S.	REVISED -
PLOT DATE	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES			
SCALE: NONE	SHEET NO. 2 OF 4 SHEETS	STA. 1413+40	TO STA. 1429+95
TOTAL SHEETS 92			
SHEET NO. 17			
CONTRACT NO. 66956			

F.A.I. RTE. 57	SECTION 46-2(1)HBR-1	COUNTY KANKAKEE	TOTAL SHEETS 92	SHEET NO. 17
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

EARTHWORK SCHEDULE							
FUND CODE	EARTH EXCAVATION (SUITABLE CUT)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE (+) WASTE / (-) SHORTAGE	TOPSOIL EXCAVATION (6" ESTIMATED THICKNESS)	TOPSOIL PLACEMENT (6")	TOPSOIL BALANCE (+) WASTE / (-) SHORTAGE
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
TOTAL	1,048	789	28,028	-27,239	2,358	1,851	507
0004 ROADWAY 100% COUNTY				-6,300			
0010 SN046-0150	1,048	789	28,028	-20,939	2,358	1,851	507

NOTE: "TOPSOIL EXCAVATION AND PLACEMENT" SHALL BE MEASURED FOR PAYMENT BASED ON THE TOTAL VOLUME OF TOPSOIL EXCAVATED. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND PROPER DISPOSAL OF THE WASTE TOPSOIL FROM THE PROJECT SITE. THIS WORK, IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, IS INCLUDED IN THE PAY ITEM "TOPSOIL EXCAVATION AND PLACEMENT."

TEMPORARY FENCE				
FROM STATION	OFFSET	TO STATION	OFFSET	LENGTH (FOOT)
1419+47.00	97.0 L	1419+77.00	107.0 R	250
1421+83.00	97.0 L	1421+88.00	107.0 R	250
TOTAL				500

FURNISHING AND ERECTING RIGHT OF WAY MARKERS		
STATION	OFFSET	(EACH)
1416+50.0	46.8' RT.	1
1417+50.0	85.0' RT.	1
1418+50.0	98.0' RT.	1
1419+77.7	107.0' RT.	1
1421+88.2	107.3' RT.	1
1424+50.0	95.0' RT.	1
1425+50.0	58.0' RT.	1
1427+00.0	45.0' RT.	1
1428+00.0	45.0' RT.	1
1428+30.0	35.0' RT.	1
1421+82.8	97.7' LT.	1
1424+50.0	85.0' LT.	1
1425+50.0	53.8' LT.	1
1426+10.2	50.0' LT.	1
1428+00.0	50.0' LT.	1
1429+50.0	35.0' LT.	1
TOTAL		16

CHAIN LINK FENCE, 4'					CONSTRUCTION CODE	
FROM STATION	OFFSET	TO STATION	OFFSET	LENGTH (FOOT)	0010 SN046-0150	0004 ROADWAY 100% COUNTY
1417+50.0	45.1 R	1419+41.1	42.2 R	191.1		
1422+19.6	42.1 R	1424+50.0	45.1 R	230.4		
TOTAL				422	0	422

NOTE: CHAIN LINK FENCE, 4' SHALL BE 100% COUNTY COST

WOVEN WIRE FENCE, 4'				
FROM STATION	OFFSET	TO STATION	OFFSET	LENGTH (FOOT)
1418+55.2	31.2 R	1419+41.1	31.2 R	85.9
1422+19.6	30.8 R	1423+08.9	31.8 R	89.3
1419+48.4	95.7 L	1419+69.2	30.0 L	69.0
1419+68.2	40.7 R	1419+77.7	107.0 R	67.1
1421+82.8	97.7 L	1421+92.6	30.3 L	68.2
1421+88.2	107.3 R	1421+92.6	41.1 R	65.9
TOTAL				445

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PAVEMENT MARKING SCHEDULE									
STATION	COLOR	LOCATION	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	URETHANE PAVEMENT MARKING LINE 4"	THERMOPLASTIC PAVEMENT MARKING LINE 5"	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	URETHANE PAVEMENT MARKING LINE 12"	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	RAISED REFLECTIVE PAVEMENT MARKER
			FOOT	FOOT		FOOT	FOOT	FOOT	EACH
STA. 1413+40 STA. 1416+60	2X YELLOW	C. L.	640						4
STA. 1416+60 STA. 1425+40	4X YELLOW	C. L.	2,404	1,114					15
STA. 1425+40 STA. 1429+95	5" YELLOW	C. L.			114				6
STA. 1413+40 STA. 1429+95	WHITE	RT.	2,077	278.5					
STA. 1413+40 STA. 1429+95	WHITE	LT.	2,077	278.5					
STA. 1416+60 STA. 1425+40	WHITE	RT.				25	60		
STA. 1416+60 STA. 1425+40	WHITE	LT.				79	40		
STA. 1425+40 STA. 1429+95	4" YELLOW	C. L.	455						
STA. 413+70 STA. 427+80	WHITE	N. B. RT.	1,410					358	35
STA. 413+70 STA. 427+80	YELLOW	N. B. LT.	1,410						
STA. 413+70 STA. 427+80	WHITE	S. B. RT.	1,410					358	35
STA. 413+70 STA. 427+80	YELLOW	S. B. LT.	1,410						
TOTAL			13,293	1,671	114	104	100	716	95

TEMPORARY CONCRETE BARRIER				
STATION	LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	
		(FOOT)	(FOOT)	
STA. 418+70 STA. 425+30	S. B. LT.	662.5	675.0	
STA. 416+20 STA. 422+70	N. B. RT.	650.0	638.0	
STA. 425+89 STA. 426+42	S. B. LT.	50.0		
TOTAL		1,362.5	1,312.5	

LINEAR DELINEATOR PANELS, 6"			
FROM STATION	TO STATION	SIDE (LT/RT)	(EACH)
416+20	422+70	RT.	26
418+70	425+30	LT.	27
425+89	426+42	LT.	3
1419+41	1422+20	LT.	8
TOTAL			64

GUARDRAIL SCHEDULE						
FROM STATION	TO STATION	SIDE (LT/RT)	S. P. B. GUARDRAIL, TYPE A, 6 FOOT POSTS (FOOT)	GUARDRAIL REFLECTORS TYPE A (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 (EACH)
1415+10.46	1415+60.46	RT			1	
1415+60.46	1418+97.96	RT	337.5	5		
1418+97.96	1419+41.10	RT				1
1416+62.96	1417+12.96	LT			1	
1417+12.96	1419+12.96	LT	200	4		
1419+12.96	1419+56.10	LT				1
1422+19.60	1422+62.74	RT				1
1422+62.74	1424+87.74	RT	225	4		
1424+87.74	1425+37.74	RT			1	
1422+04.60	1422+47.74	LT				1
1422+47.74	1426+35.24	LT	387.5	6		
1426+35.24	1426+85.24	LT			1	
TOTAL			1,150	19	4	4

IMPACT ATTENUATORS (NON-REDIRECTIVE) TEST LEVEL 3		
STATION		QUANTITY (EACH)
420+37.2		1
421+22.5		1
TOTAL		2

ATTENUATOR BASE		
STATION		AREA (SQ YD)
420+37.2		28.0
421+22.5		28.0
TOTAL		56

INTERSTATE 57 PAVING SCHEDULE				
FROM STATION	TO STATION	SIDE (LT/RT)	HMA SURFACE, MIX "E" TON	HMA SURFACE REMOVAL, 1 1/2" SQ YD
413+70	427+80	LT	370	6,348
413+70	427+80	RT	370	6,348
TOTAL			740	12,696

IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE) TEST LEVEL 3		
STATION		QUANTITY (EACH)
416+00		1
425+30		1
TOTAL		2

IMPACT ATTENUATORS, RELOCATE (FULLY-REDIRECTIVE) TEST LEVEL 3		
STATION		QUANTITY (EACH)
416+18		1
419+18		1
TOTAL		2

SIGNING QUANTITIES							
PAY ITEM		*ALL SIGN PANELS ARE TYPE 1 WITH THE EXCEPTION OF THOSE THAT ARE GREATER THAN 9 SQ FT AND ARE MARKED WITH AN ASTERISK, WHICH ARE SIGN PANEL, TYPE 2.				WOOD SIGN SUPPORT	TELESCOPING STEEL SIGN SUPPORT
STATION	OFFSET	DESCRIPTION	(IN)	(IN)	(SQ FT)	(FOOT)	(FOOT)
*1413+45	RT	W14-3	64	48	21.3	14.0	
1413+50	LT	W2-2	30	36	7.5	14.0	
1413+50	RT	R2-1	30	36	7.5	14.0	
1416+60	LT	W1-8	18	24	3.0		15.0
1416+60	LT	OM3-R	12	36	3.0		
1417+05	LT	W1-8	18	24	3.0		15.0
1417+05	LT	OM3-R	12	36	3.0		
1417+50	LT	W1-8	18	24	3.0		15.0
1417+50	LT	OM3-R	12	36	3.0		
1419+25	LT	W8-25	36	36	9.0	14.0	
1423+00	RT	W8-25	36	36	9.0	14.0	
1424+50	RT	W1-8	18	24	3.0		15.0
1424+50	RT	OM3-R	12	36	3.0		
1424+95	RT	W1-8	18	24	3.0		15.0
1424+95	RT	OM3-R	12	36	3.0		
1425+40	RT	W1-8	18	24	3.0		15.0
1425+40	RT	OM3-R	12	36	3.0		
1425+75	RT	R4-2	24	30	5.0	14.0	
1425+75	LT	R2-1	30	36	7.5	14.0	
1427+00	RT	R2-1	30	36	7.5	14.0	
* 420+17	RT	W3-1	30	84	17.5	14.0	
* 421+40	LT	W3-1	30	84	17.5	14.0	
TOTALS							
				TYPE 1	89.0		
				TYPE 2	56.3	140.0	90.0

TEMPORARY PAVEMENT MARKING SCHEDULE & REMOVAL				
STATION	LOCATION	LINE 4"	REMOVAL	
		(FOOT)	(SQ FT)	
STA. 416+20 STA. 427+80	S. B. (3 EACH LANES)	3,480	1,160	
STA. 413+70 STA. 425+20	N. B. (3 EACH LANES)	3,450	1,150	
STA. 416+85 STA. 425+50	S. B. (3 EACH LANES)	2,595	865	
STA. 415+10 STA. 424+85	N. B. (3 EACH LANES)	2,925	975	
TOTAL		12,450	4,150	

PINNING TEMPORARY CONCRETE BARRIER				
FROM STATION	TO STATION	OFFSET	QUANTITY (EACH)	
420+20	421+60	LT	28	
420+20	421+60	RT	28	
TOTAL			56	

SHORT TERM PAVEMENT MARKING & REMOVAL				
FROM STATION	TO STATION	OFFSET	LENGTH (FOOT)	
413+70.00	427+80.00	RT	197.5	
413+70.00	427+80.00	LT	197.5	
TOTAL			395	

FILED \$



USER NAME = dcarroll	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

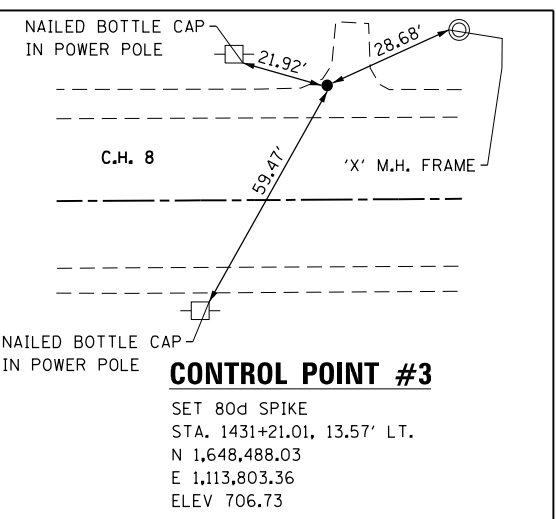
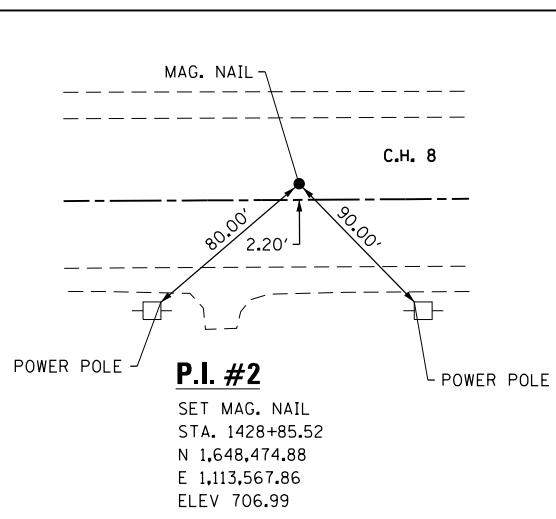
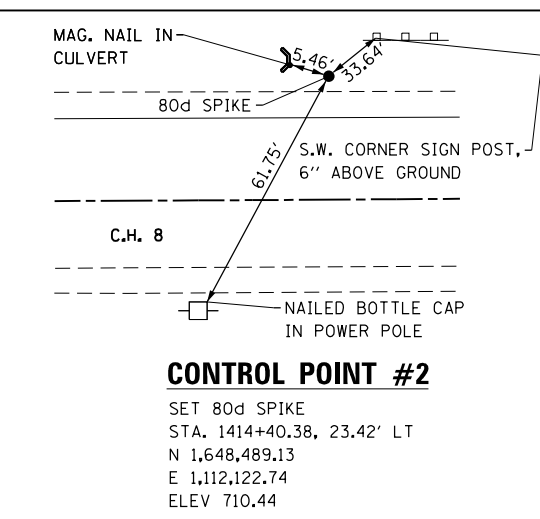
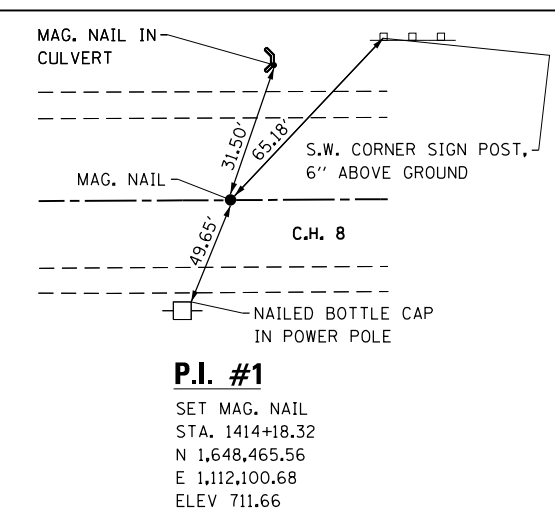
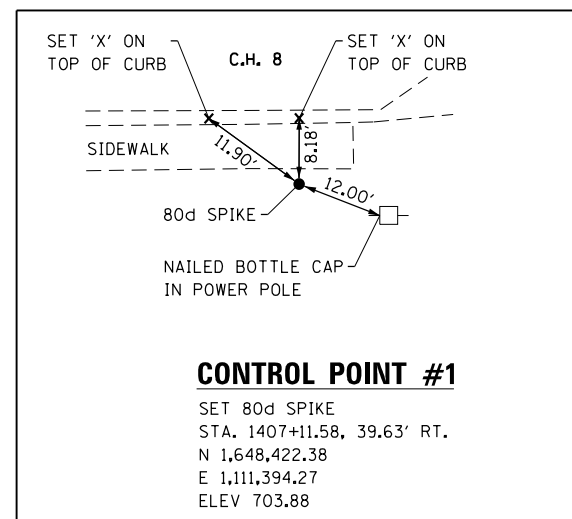
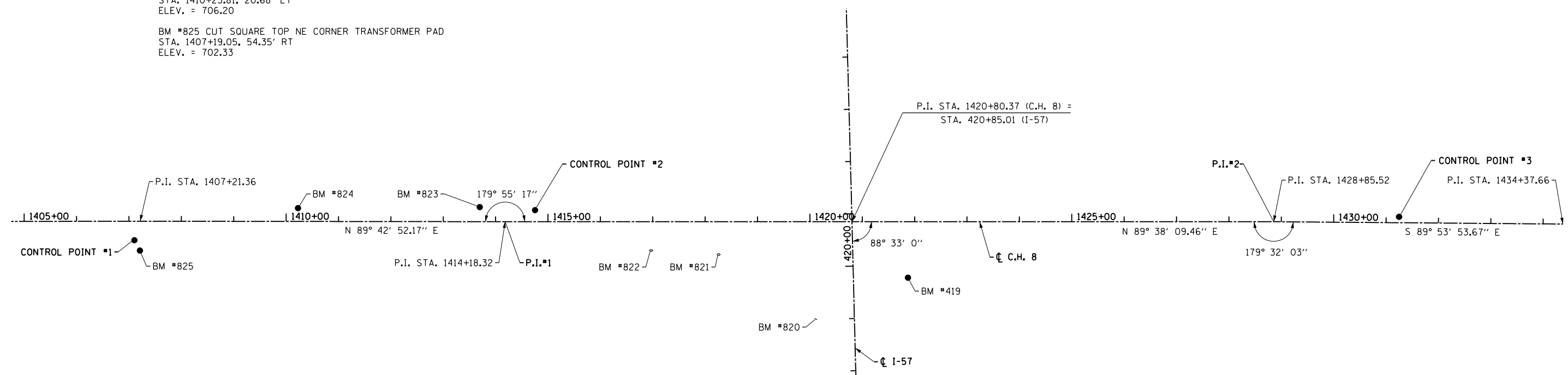
SCHEDULE OF QUANTITIES			
SCALE: NONE	SHEET NO. 4 OF 4 SHEETS	STA. 1413+40 TO STA. 1429+95	

F.A.I. RTE. 57	SECTION 46-2(1)HBR-1	COUNTY KANKAKEE	TOTAL SHEETS 92	SHEET NO. 19
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			CONTRACT NO. 66956	



BENCHMARKS

- BM #419 TOP OF R.O.W. MARKER
STA. 1421+87.93, 107.09' RT
ELEV. = 706.69
- BM #820 CUT SQUARE TOP NE CORNER DRAINAGE INLET
STA. 1420+13.41, 185.21' RT
ELEV. = 708.52
- BM #821 RR SPIKE IN POWER POLE
STA. 1418+26.23, 63.47' RT
ELEV. = 711.97
- BM #822 RR SPIKE IN POWER POLE
STA. 1415+58.84, 45.33' RT
ELEV. = 712.85
- BM #823 7/8" REBAR PROPERTY CORNER
STA. 1413+73.63, 30.60 LT
ELEV. = 709.02
- BM #824 CUT SQUARE TOP CURB
STA. 1410+25.81, 20.68' LT
ELEV. = 706.20
- BM #825 CUT SQUARE TOP NE CORNER TRANSFORMER PAD
STA. 1407+19.05, 54.35' RT
ELEV. = 702.33



P:\FILES\...



USER NAME = dcorroll	DESIGNED - D.M.S.	REVISED -
	DRAWN - D.M.S.	REVISED -
PLOT SCALE = 1:200	CHECKED - F.J.W.	REVISED -
PLOT DATE =	DATE - 08-10-2018	REVISED -

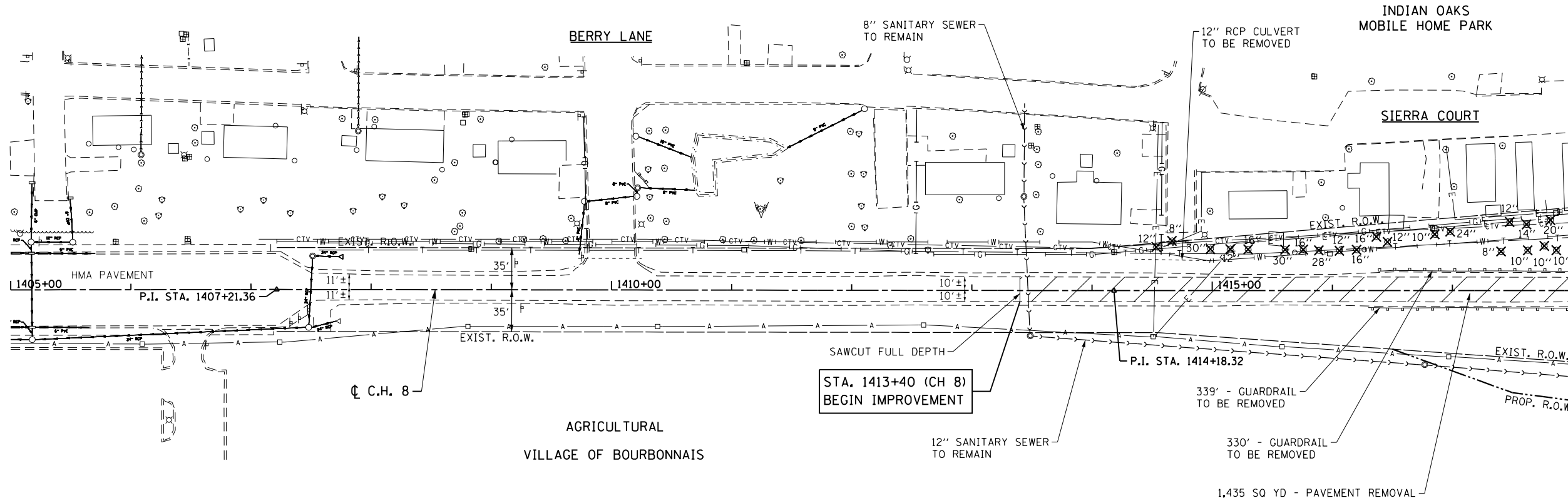
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT PLAN & TIES I-57			
SCALE: 1" = 100'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	20
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



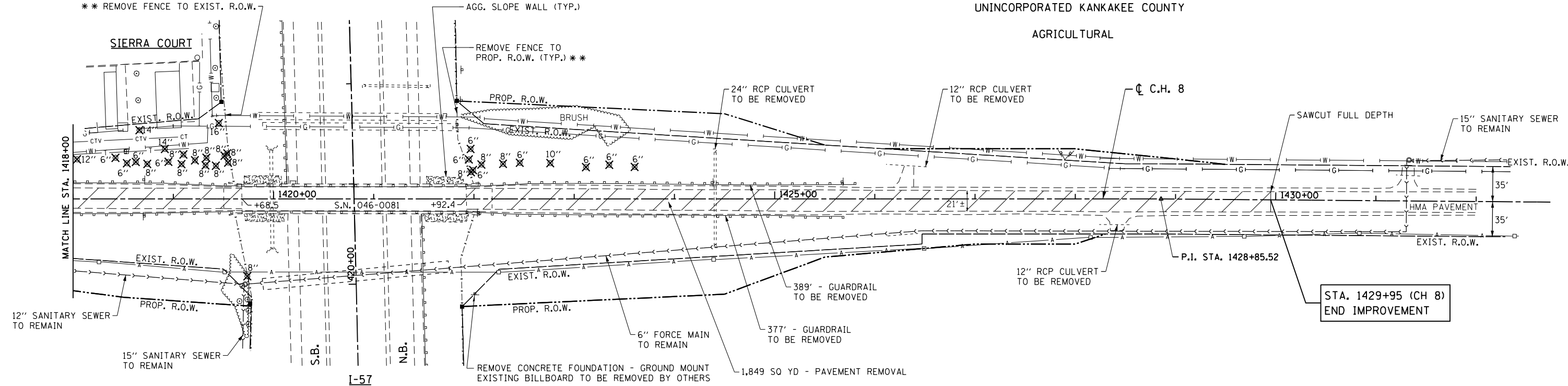
VILLAGE OF BOURBONNAIS



AGRICULTURAL
VILLAGE OF BOURBONNAIS

UNINCORPORATED KANKAKEE COUNTY

AGRICULTURAL



STA. 1429+95 (CH 8)
END IMPROVEMENT

** COST TO BE INCLUDED IN EARTH EXCAVATION

REMOVAL LEGEND

- TREE REMOVAL
- REMOVAL ITEMS

AGRICULTURAL
VILLAGE OF BOURBONNAIS

KNIGHT
Engineers & Architects

USER NAME = dcorral	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE =	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

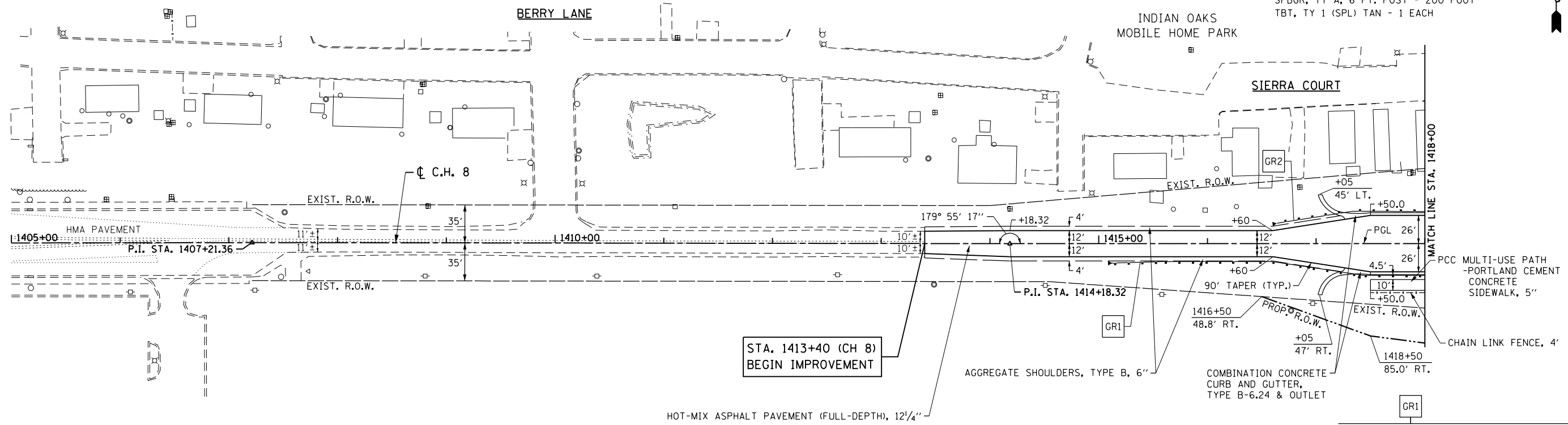
EXISTING CONDITIONS AND REMOVAL PLAN
C.H. 8

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 1413+40 TO STA. 1429+95

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	21
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

VILLAGE OF BOURBONNAIS
SW 1/4 SECTION 31 - 12 - 5

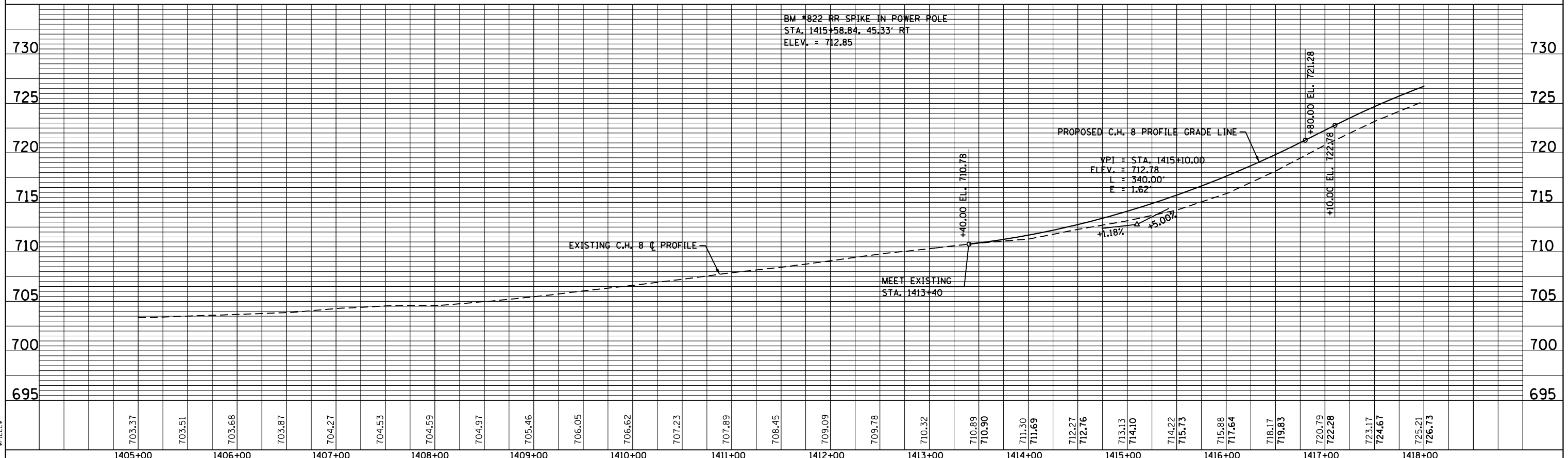
GR2
FROM STA. 1419+56.1 TO STA. 1416+62.96, LT.
TBT, TY 6 - 1 EACH
SPBGR, TY A, 6 FT. POST - 200 FOOT
TBT, TY 1 (SPL) TAN - 1 EACH



STA. 1413+40 (CH 8)
BEGIN IMPROVEMENT

NW 1/4 SECTION 31 - 12 - 8

FROM STA. 1419+41.1 TO STA. 1415+10.46, RT.
TBT, TY 6 - 1 EACH
SPBGR, TY A, 6 FT. POST - 337.5 FOOT
TBT, TY 1 (SPL) TAN - 1 EACH
STA 1418+54 TO 1419+41



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1405+00	1406+00	1407+00	1408+00	1409+00	1410+00	1411+00	1412+00	1413+00	1414+00	1415+00	1416+00	1417+00	1418+00																							
703.37	703.51	703.68	703.87	704.27	704.53	704.59	704.97	705.46	706.05	706.62	707.23	707.89	708.45	709.09	709.78	710.32	710.89	710.90	711.30	711.69	712.27	712.76	713.13	714.10	714.22	715.73	715.88	717.64	718.17	719.83	720.79	722.28	723.17	724.67	725.21	726.73

KNIGHT
Engineers & Architects

USER NAME = dcarroll	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:100	DRAWN - D.M.S.	REVISED -
DATE = 08-10-2018	CHECKED - F.J.W.	REVISED -
	DATE = 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PLAN AND PROFILE
C.H. 8
SCALE: 1" = 50'
SHEET NO. 1 OF 2 SHEETS
STA. 1405+00 TO STA. 1418+00

F.A.I. RTE. 57	SECTION 46-2(1)HBR-1	COUNTY KANKAKEE	TOTAL SHEETS 92	SHEET NO. 22
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

SW 1/4 SECTION 31 - 12 - 5

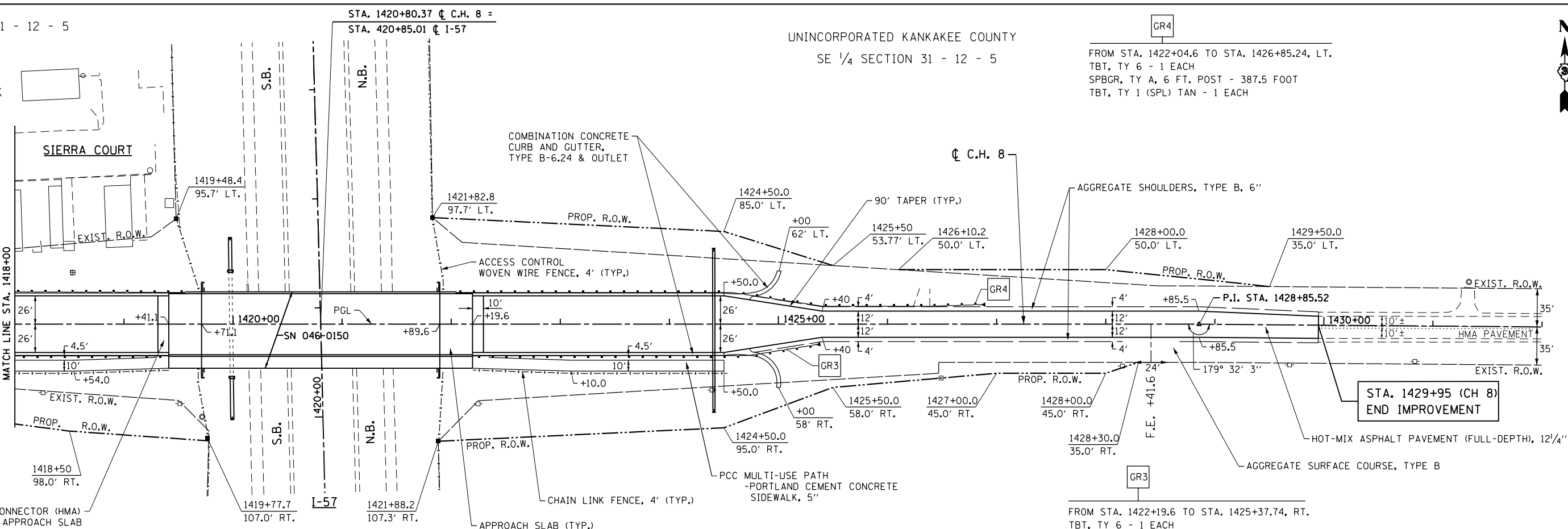
UNINCORPORATED KANKAKEE COUNTY
SE 1/4 SECTION 31 - 12 - 5

FROM STA. 1422+04.6 TO STA. 1426+85.24, LT.
TBT, TY 6 - 1 EACH
SPBGR, TY A, 6 FT. POST - 387.5 FOOT
TBT, TY 1 (SPL) TAN - 1 EACH

INDIAN OAKS
MOBILE HOME PARK

SIERRA COURT

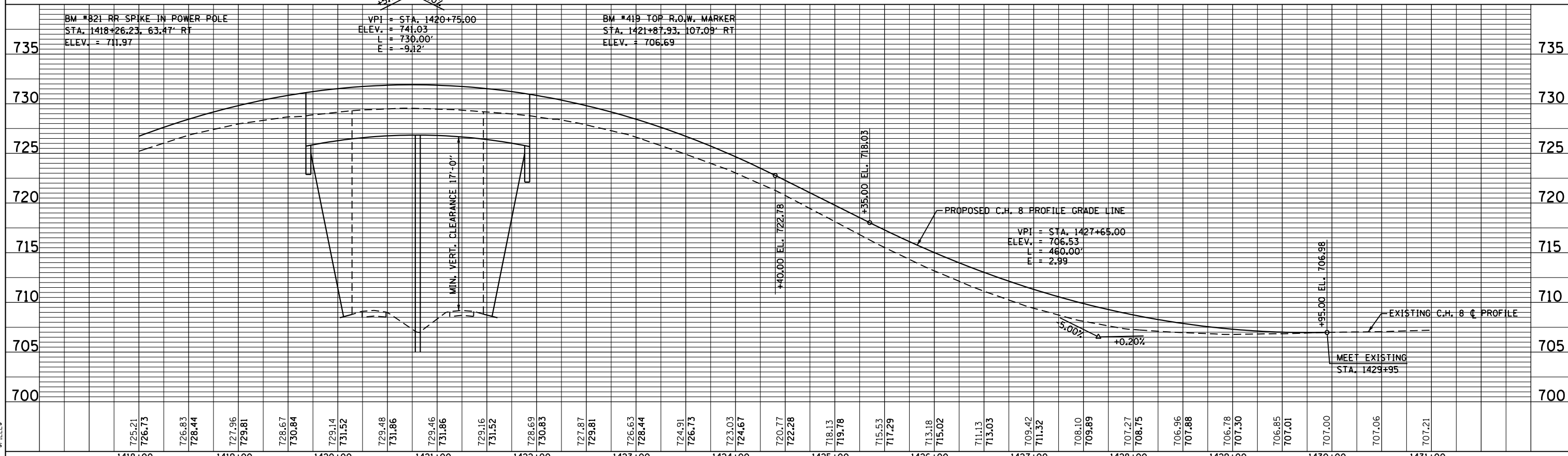
MATCH LINE STA. 1418+00



NW 1/4 SECTION 31 - 12 - 8

VILLAGE OF BOURBONNAIS
NE 1/4 SECTION 31 - 12 - 8

FROM STA. 1422+19.6 TO STA. 1425+37.74, RT.
TBT, TY 6 - 1 EACH
SPBGR, TY A, 6 FT. POST - 225 FOOT
TBT, TY 1 (SPL) TAN - 1 EACH
STA 1422+19 TO 1423+10



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KNIGHT
Engineers & Architects

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PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PLAN AND PROFILE
C.H. 8

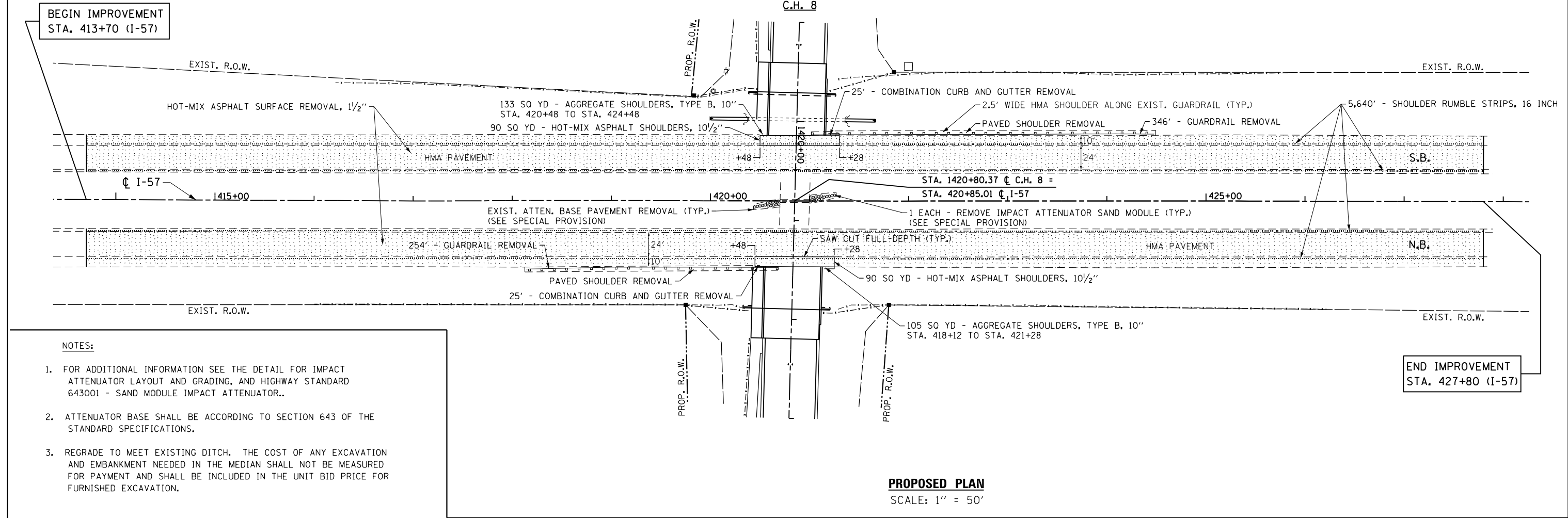
SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS STA. 1418+00 TO STA. 1431+00

F.A.I. RTE. 57	SECTION 46-2(1)HBR-1	COUNTY KANKAKEE	TOTAL SHEETS 92	SHEET NO. 23
CONTRACT NO. 66956			FED. ROAD DIST. NO. 3 (ILLINOIS) FED. AID PROJECT	



BEGIN IMPROVEMENT
STA. 413+70 (I-57)

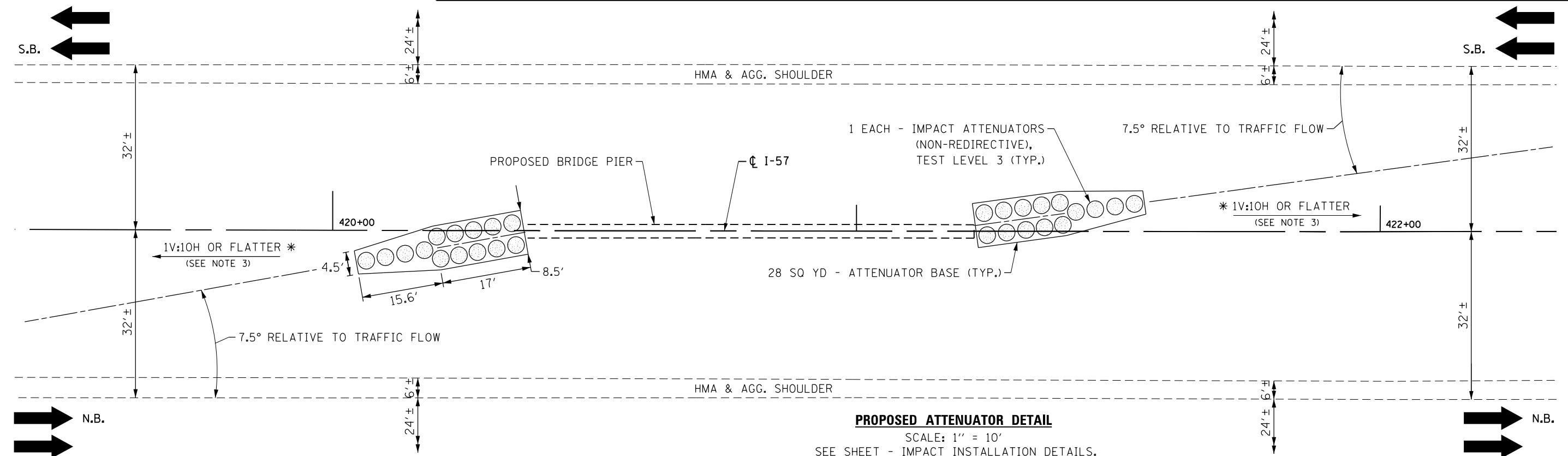
END IMPROVEMENT
STA. 427+80 (I-57)



NOTES:

1. FOR ADDITIONAL INFORMATION SEE THE DETAIL FOR IMPACT ATTENUATOR LAYOUT AND GRADING, AND HIGHWAY STANDARD 643001 - SAND MODULE IMPACT ATTENUATOR..
2. ATTENUATOR BASE SHALL BE ACCORDING TO SECTION 643 OF THE STANDARD SPECIFICATIONS.
3. REGRADE TO MEET EXISTING DITCH. THE COST OF ANY EXCAVATION AND EMBANKMENT NEEDED IN THE MEDIAN SHALL NOT BE MEASURED FOR PAYMENT AND SHALL BE INCLUDED IN THE UNIT BID PRICE FOR FURNISHED EXCAVATION.

PROPOSED PLAN
SCALE: 1" = 50'



PROPOSED ATTENUATOR DETAIL
SCALE: 1" = 10'
SEE SHEET - IMPACT INSTALLATION DETAILS.

9FILES



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PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

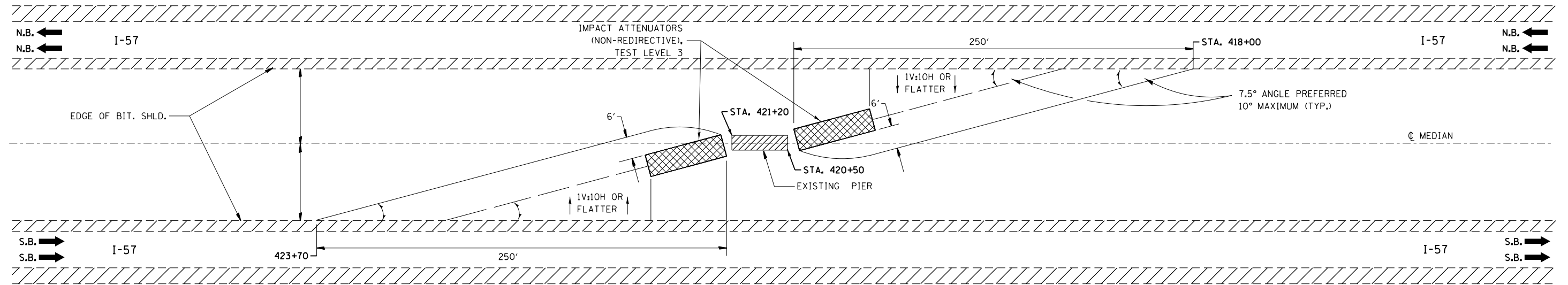
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PLAN I-57			
SCALE: 1" = 50'	SHEET NO.	OF SHEETS	STA. TO STA.

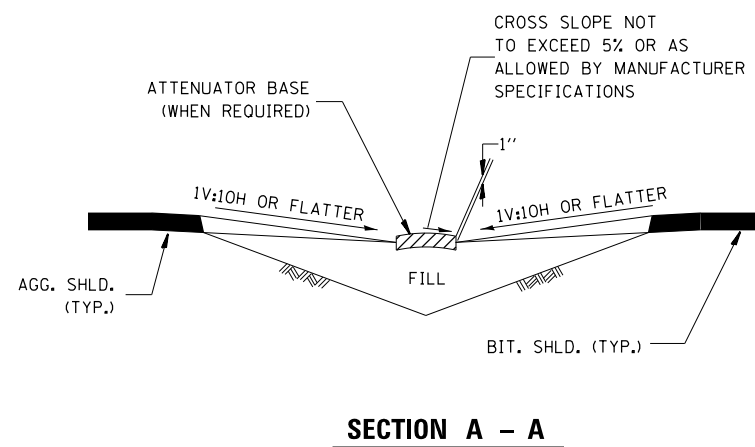
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	24
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. THE 10:1 SLOPE CONTROLS NOSE OF ATTENUATOR BASE ELEVATION.
2. ATTENUATOR BASE GRADE PARALLELS EDGE OF PAVEMENT GRADE.
3. SLOPE ADJACENT TO ATTENUATOR BASE SHALL BE 10:1 OR FLATTER.



IMPACT ATTENUATOR LAYOUT AND GRADING PLAN

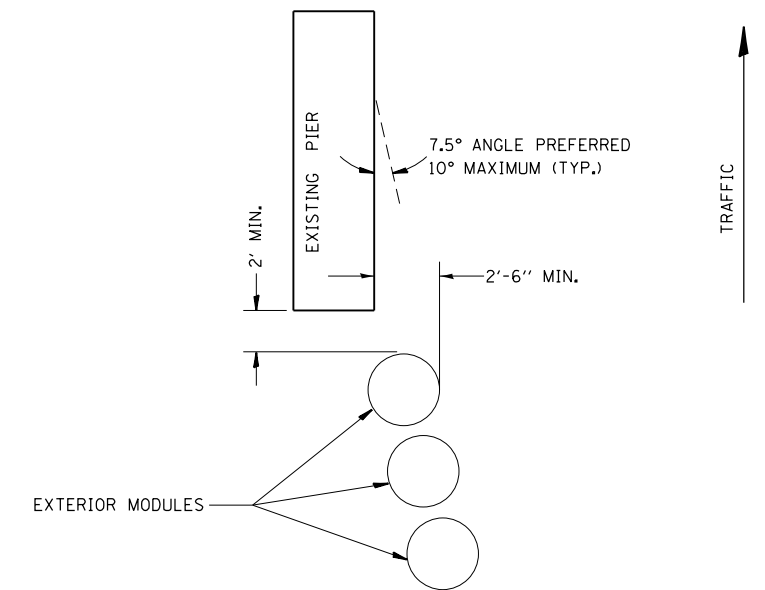


SECTION A - A

NOTE:

ATTENUATOR BASE SHALL BE PER MANUFACTURER SPECIFICATIONS EXCEPT SAND MODULE SYSTEMS SHALL HAVE THE FOLLOWING ADDITIONAL REQUIREMENTS:

1. ATTENUATOR BASE SHALL PROVIDE A 1' BUFFER ALONG THE SIDES AND FRONT OF THE ARRAY.
2. SAND MODULE SYSTEMS SHALL BE PLACED ON A HMA OR CONCRETE BASE.



TYPICAL EXTERIOR MODULE LAYOUT

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PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE =	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

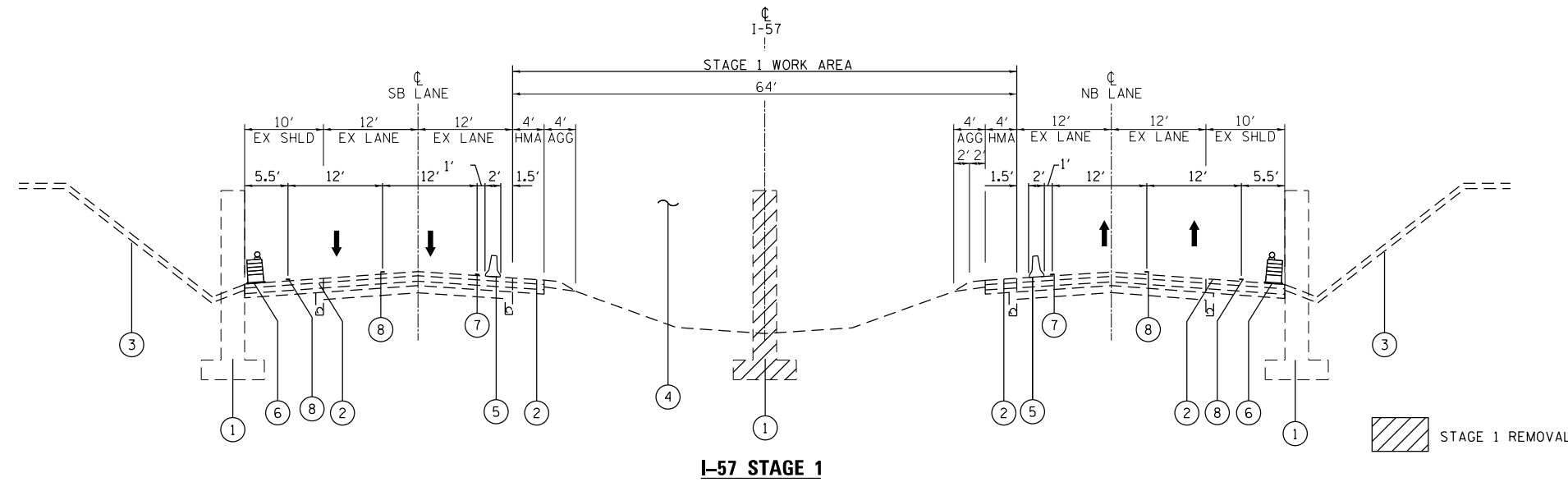
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IMPACT ATTENUATOR LAYOUT I-57			
SCALE: NONE	SHEET NO.	OF SHEETS	STA. TO STA.

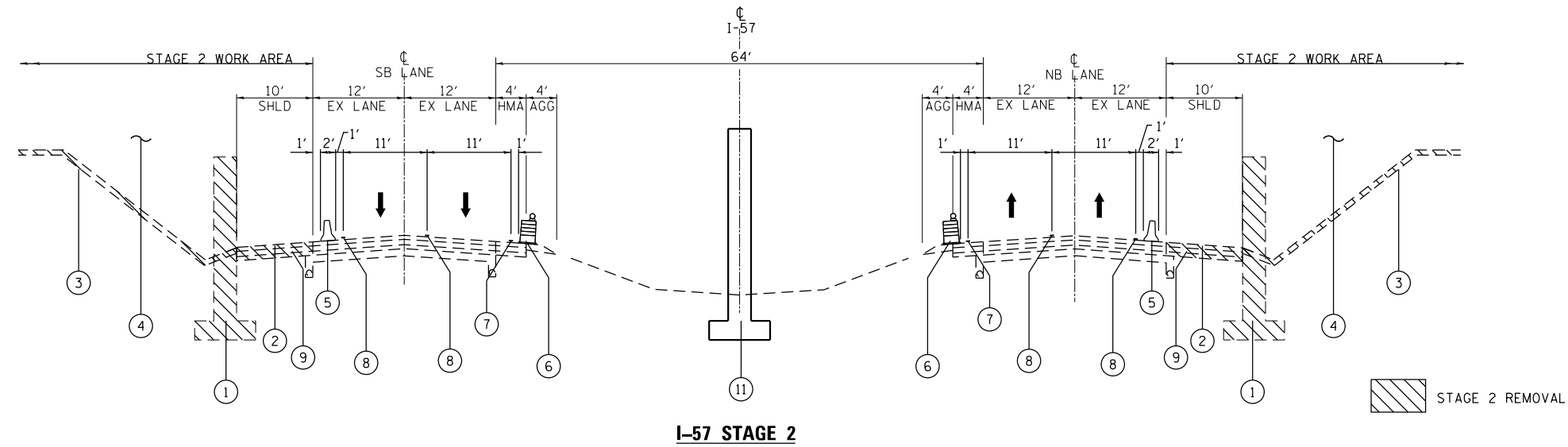
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CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

LEGEND

- ① EXISTING PIER
- ② EXISTING HMA SHOULDER
- ③ EXISTING SLOPE WALL
- ④ WORK ZONE
- ⑤ TEMPORARY CONCRETE BARRIER
- ⑥ DRUM - SEE SPECIAL PROVISION FOR LIGHTS ON BARRICADES FOR APPLICATION OF STEADY BURNING OR FLASHING LIGHTS ON BARRICADES
- ⑦ TEMPORARY PAVEMENT MARKING - LINE 4" (YELLOW)
- ⑧ TEMPORARY PAVEMENT MARKING - LINE 4" (WHITE)
- ⑨ HMA SHOULDERS, 10 1/2"
- ⑩ AGG SHOULDERS TYPE B, 10"
- ⑪ PROPOSED PIER



I-57 STAGE 1



I-57 STAGE 2

SUGGESTED MAINTENANCE OF TRAFFIC STAGING SEQUENCE

PRE-STAGE 1:

- A. REMOVE EXISTING SHOULDER RUMBLE STRIPS. REMOVE 1-1/2" DEEP X 2' WIDE EXISTING SHOULDER BITUMINOUS MATERIAL AND REPLACE WITH POLYMERIZED HMA SURFACE COURSE, MIX "C", N70, 1-1/2".
- B. PLACE DETOUR ROUTE SIGNAGE FOR FULL CLOSURE OF INTERSTATE 57 (NIGHTTIME CLOSURES 9:00 PM TO 5:00 AM) TO REMOVE EXISTING BEAMS AND SUPERSTRUCTURE.
- C. CLOSE C.H. 8 (ST. GEORGE ROAD) IN ACCORDANCE WITH DETOUR PLAN.
- D. CLOSE NORTHBOUND I-57 AND SHIFT NORTHBOUND TRAFFIC TO DETOUR ROUTE VIA THE NORTHBOUND EXIT RAMP TO IL-50 AT THE BOURBONNAIS INTERCHANGE.
- E. REMOVE BEAMS AND SUPERSTRUCTURE OVER NORTHBOUND TRAFFIC LANES.
- F. REOPEN NORTHBOUND I-57 AND SHIFT NORTHBOUND DETOUR TRAFFIC BACK TO INTERSTATE.

- G. CLOSE SOUTHBOUND I-57 AND SHIFT SOUTHBOUND TRAFFIC TO DETOUR ROUTE VIA EXIT RAMP TO COUNTY HIGHWAY 9 AT THE MANTENO INTERCHANGE.
- H. REMOVE BEAMS AND SUPERSTRUCTURE OVER SOUTHBOUND TRAFFIC LANES.
- I. REOPEN SOUTHBOUND I-57 AND SHIFT SOUTHBOUND DETOUR TRAFFIC BACK TO INTERSTATE.

STAGE 1:

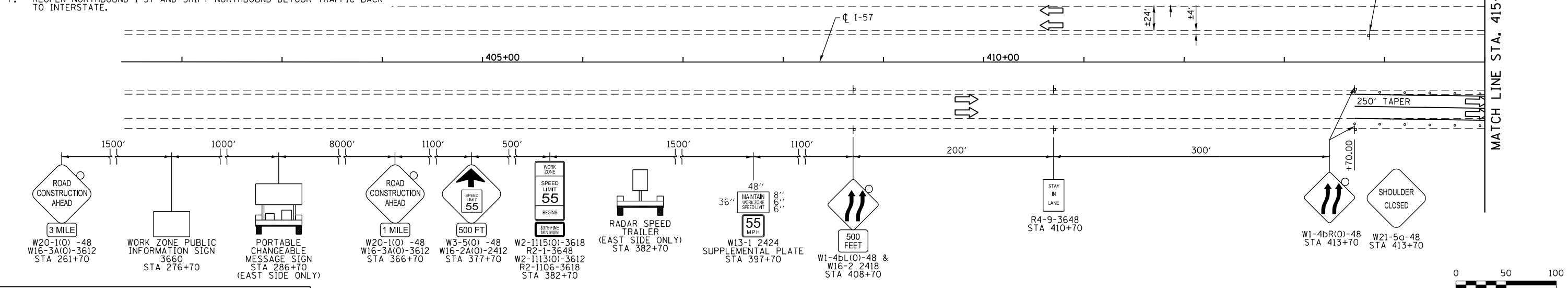
- A. SHIFT NORTHBOUND AND SOUTHBOUND TRAFFIC AWAY FROM THE MEDIAN/INSIDE SHOULDER UTILIZING A PORTION OF THE EXISTING OUTSIDE 10 FOOT WIDE HMA SHOULDERS TO MAINTAIN 2-12 FOOT TRAVEL LANES IN EACH DIRECTION.
- B. REMOVE CENTER PIER OF EXISTING BRIDGE.
- C. CONSTRUCT NEW PIER FOR PROPOSED STRUCTURE.

- D. CONSTRUCT ATTENUATOR BASES AND PLACE ATTENUATORS AFTER PIER CONSTRUCTION IS COMPLETE.

STAGE 2:

- A. SHIFT TRAFFIC TOWARD THE MEDIAN UTILIZING A PORTION OF THE NEWLY CONSTRUCTED INSIDE HMA SHOULDERS TO MAINTAIN 2-11' TRAVEL LANES IN EACH DIRECTION.
- B. REMOVE OUTSIDE PIERS AND ABUTMENTS.
- C. GRADE NEW BRIDGE EMBANKMENT.
- D. CONSTRUCT NEW ABUTMENTS.
- E. RECONSTRUCT OUTSIDE SHOULDERS ON I-57 AS SHOWN ON PLANS.

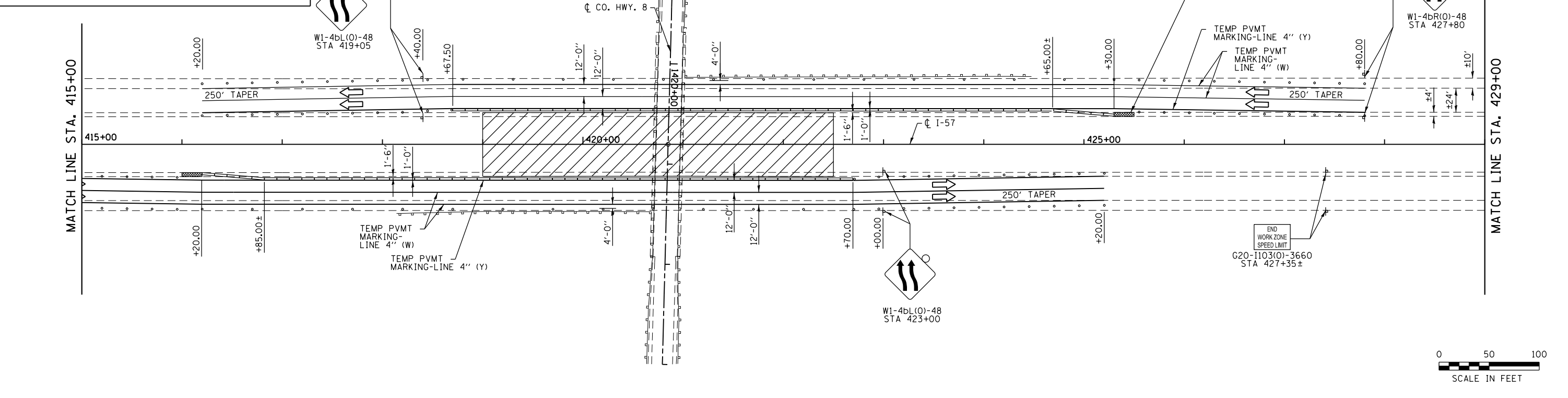
- F. PLACE BEAMS UTILIZING DIRECTIONAL CLOSURES DURING NIGHTTIME HOURS OR UTILIZE MARKED DETOUR DURING NIGHTTIME HOURS (9:00 PM TO 5:00 AM) TO PLACE NEW BEAMS.
- G. SHIFT TRAFFIC BACK TO NORMAL TRAVEL LANES AFTER BEAM PLACEMENT.
- H. COMPLETE CONSTRUCTION OF BRIDGE SUPERSTRUCTURE, APPROACHES, GUARDRAIL, FINAL GRADING, SEEDING, ETC. ON C.H. 8.



LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- DRUMS @ 50' CENTERS, 25' CENTERS ALONG TAPERS. SEE SPECIAL PROVISION FOR LIGHTS ON BARRICADES FOR APPLICATION OF MONO-DIRECTIONAL STEADY BURNING OR FLASHING LIGHTS
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)
- TEMPORARY CONCRETE BARRIER

TEMPORARY CONCRETE BARRIER	
NORMAL POSTED SPEED	TAPER RATIO
40 MPH & ABOVE	12:1
BELOW & 40 MPH	8:1



KNIGHT
Engineers & Architects

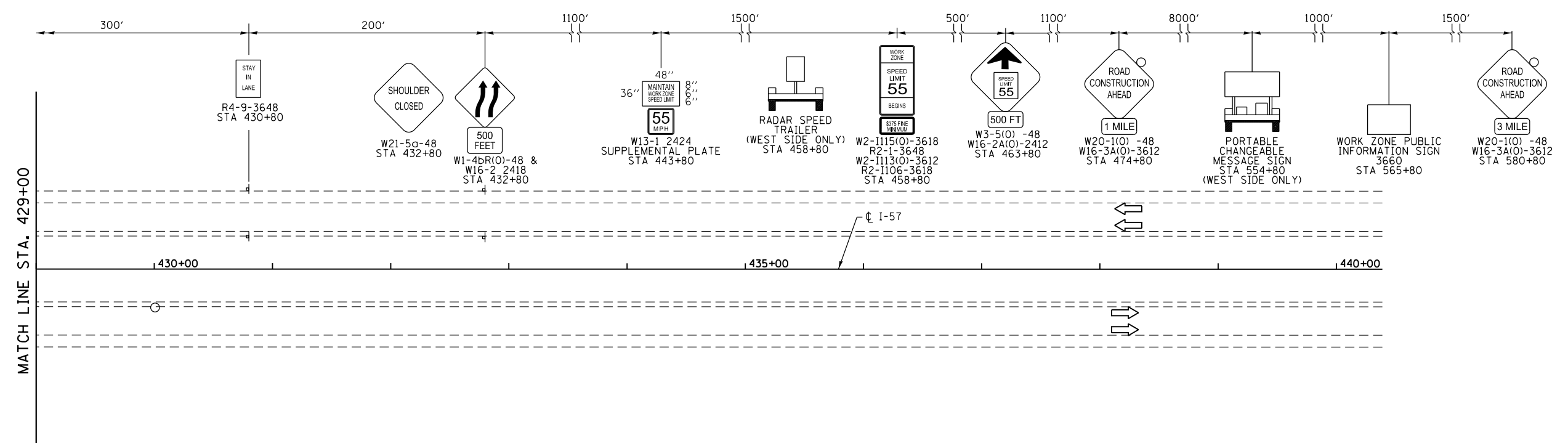
USER NAME = dcarroll	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE = 8/16/2018	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION






MAINTENANCE OF TRAFFIC
I-57 STAGE 1

SCALE: SHEET OF SHEETS STA. TO STA.

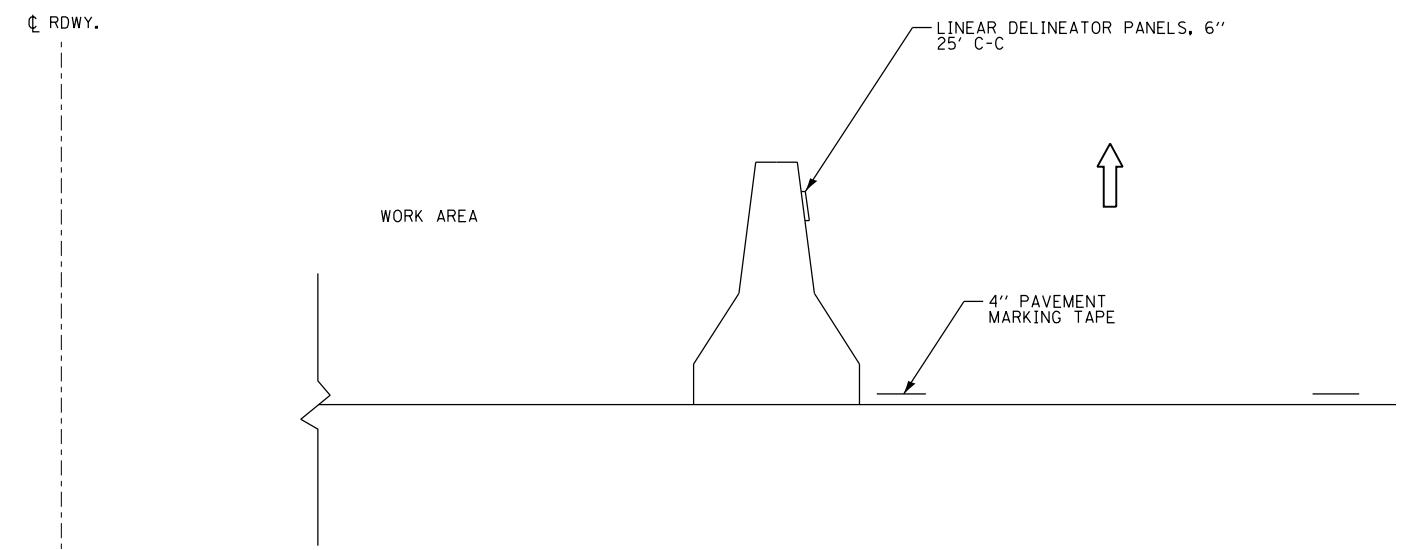
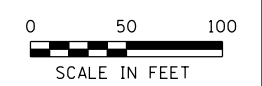
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1) HBR-1	KANKAKEE	92	27
CONTRACT NO. 66956				
ILLINOIS FED. AID PROJECT				



LEGEND

-  WORK ZONE
-  DIRECTION OF TRAFFIC
-  DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS @ 50' CENTERS, 25' CENTERS ALONG TAPERS
-  IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)
-  TEMPORARY CONCRETE BARRIER

TEMPORARY CONCRETE BARRIER	
NORMAL POSTED SPEED	TAPER RATIO
40 MPH & ABOVE	12:1
BELOW & 40 MPH	8:1



- NOTES:
1. THE COLOR OF THE PAVEMENT MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.



USER NAME = dcarroll	DESIGNED - D.M.S.	REVISED -
	DRAWN - D.M.S.	REVISED -
PLOT SCALE = 1:100	CHECKED - F.J.W.	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-10-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

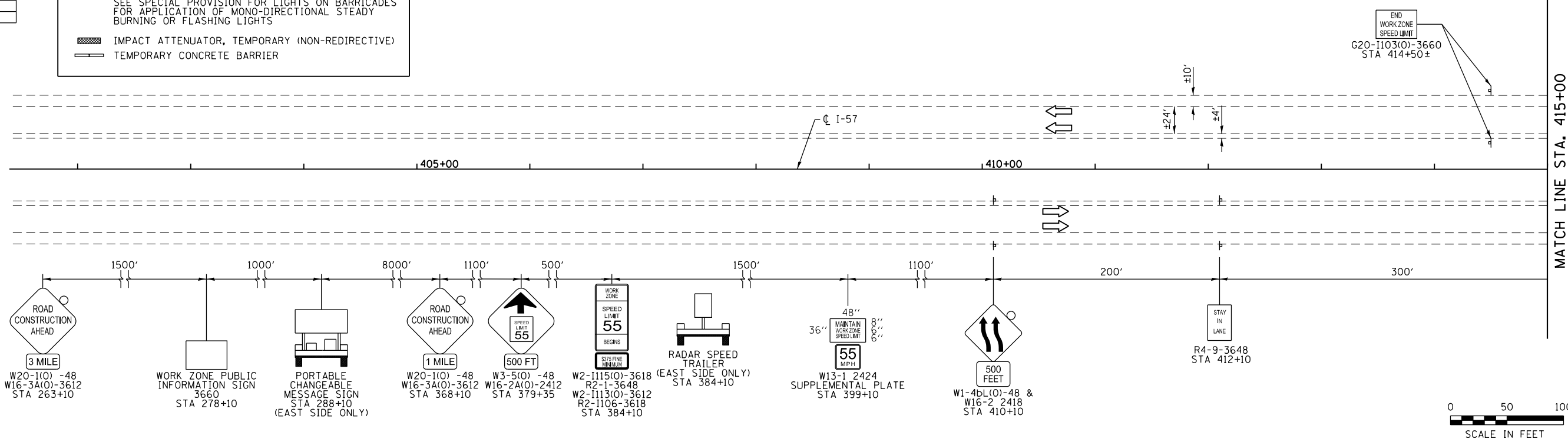
MAINTENANCE OF TRAFFIC I-57 STAGE 1			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1) HBR-1	KANKAKEE	92	28
CONTRACT NO. 66956				
ILLINOIS FED. AID PROJECT				

TEMPORARY CONCRETE BARRIER	
NORMAL POSTED SPEED	TAPER RATIO
40 MPH & ABOVE	12:1
BELOW & 40 MPH	8:1

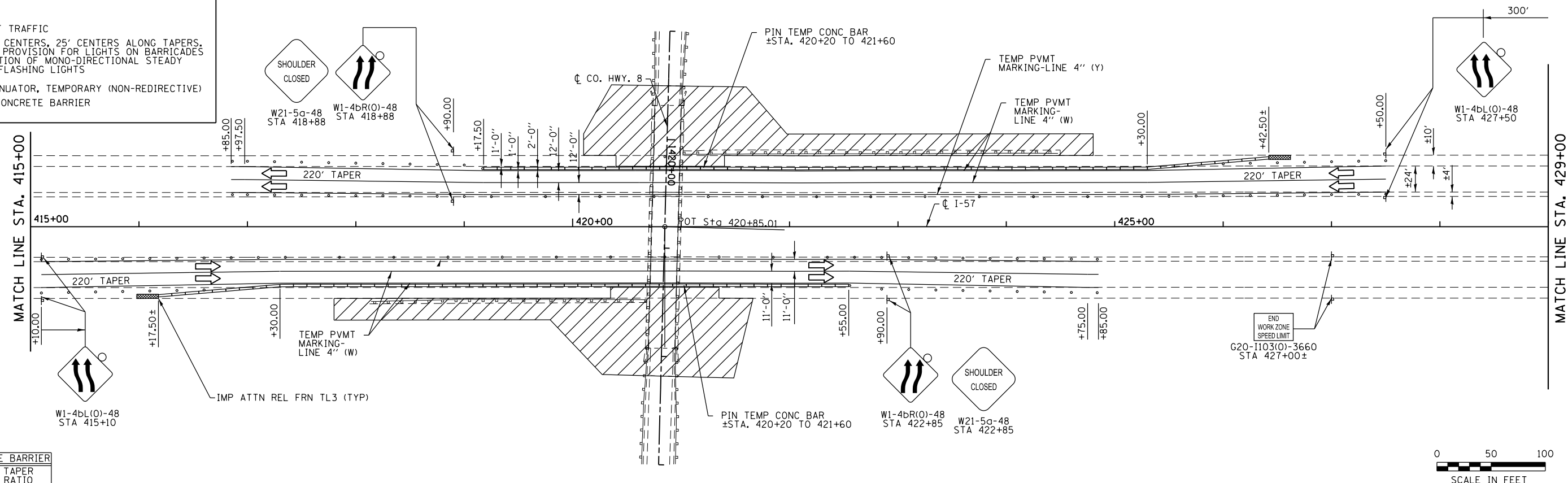
LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- DRUMS @ 50' CENTERS, 25' CENTERS ALONG TAPERS. SEE SPECIAL PROVISION FOR LIGHTS ON BARRICADES FOR APPLICATION OF MONO-DIRECTIONAL STEADY BURNING OR FLASHING LIGHTS
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)
- TEMPORARY CONCRETE BARRIER



LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- DRUMS @ 50' CENTERS, 25' CENTERS ALONG TAPERS. SEE SPECIAL PROVISION FOR LIGHTS ON BARRICADES FOR APPLICATION OF MONO-DIRECTIONAL STEADY BURNING OR FLASHING LIGHTS
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)
- TEMPORARY CONCRETE BARRIER



TEMPORARY CONCRETE BARRIER	
NORMAL POSTED SPEED	TAPER RATIO
40 MPH & ABOVE	12:1
BELOW & 40 MPH	8:1

KNIGHT
Engineers & Architects

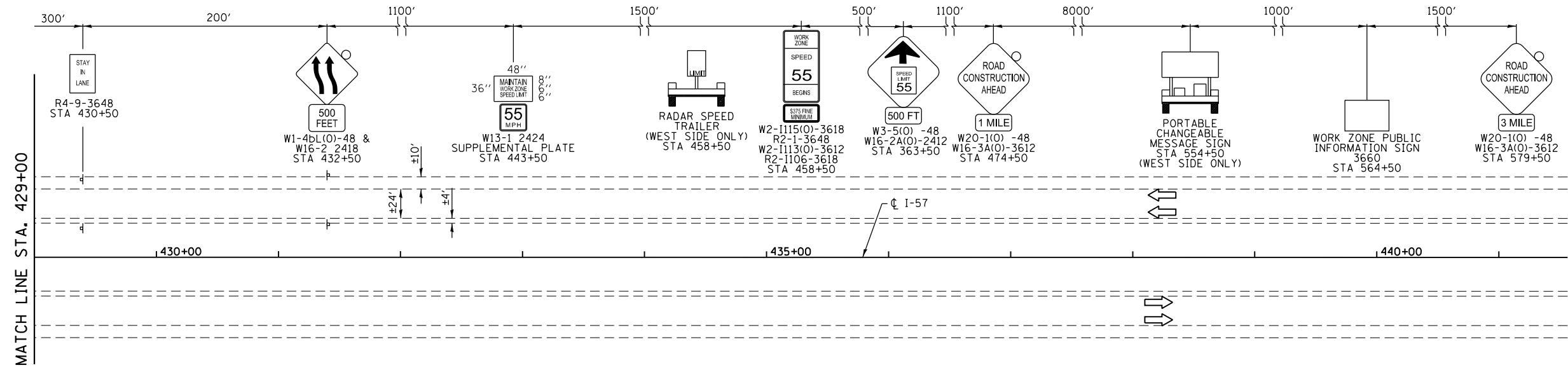
USER NAME = dcarroll	DESIGNED D.M.S.	REVISED -
	DRAWN D.M.S.	REVISED -
PLOT SCALE = 1:100	CHECKED F.J.W.	REVISED -
PLOT DATE = 8/16/2018	DATE 08-10-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
I-57 STAGE 2**

SCALE: SHEET OF SHEETS STA. TO STA.

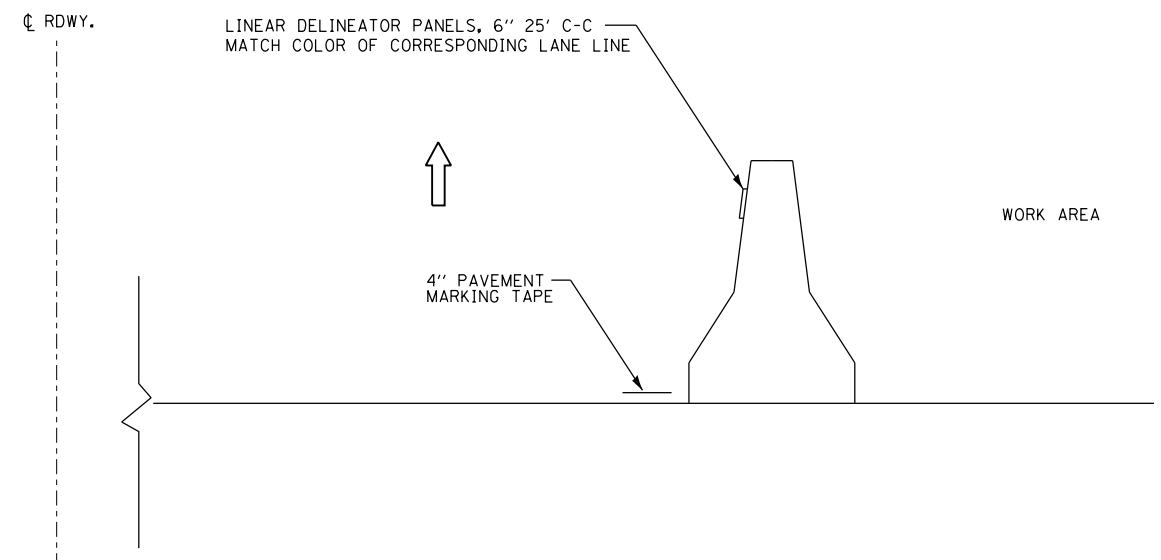
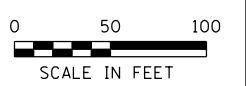
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1) HBR-1	KANKAKEE	92	29
CONTRACT NO. 66956				
ILLINOIS FED. AID PROJECT				



LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- DRUMS @ 50' CENTERS, 25' CENTERS ALONG TAPERS. SEE SPECIAL PROVISION FOR LIGHTS ON BARRICADES FOR APPLICATION OF MONO-DIRECTIONAL STEADY BURNING OR FLASHING LIGHTS
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)
- TEMPORARY CONCRETE BARRIER

TEMPORARY CONCRETE BARRIER	
NORMAL POSTED SPEED	TAPER RATIO
40 MPH & ABOVE	12:1
BELOW & 40 MPH	8:1



- NOTES:
- THE COLOR OF THE PAVEMENT MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.



USER NAME = dcarroll	DESIGNED D.M.S.	REVISED -
PLOT SCALE = 1:1000	DRAWN D.M.S.	REVISED -
PLOT DATE = 8/16/2018	CHECKED F.J.W.	REVISED -
	DATE 08-10-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
I-57 STAGE 2**

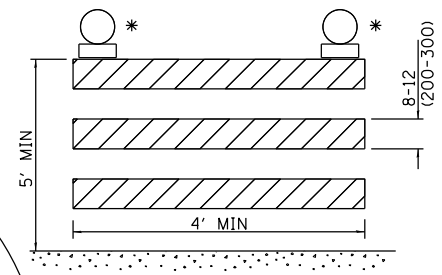
SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1) HBR-1	KANKAKEE	92	30
CONTRACT NO. 66956				
ILLINOIS FED. AID PROJECT				

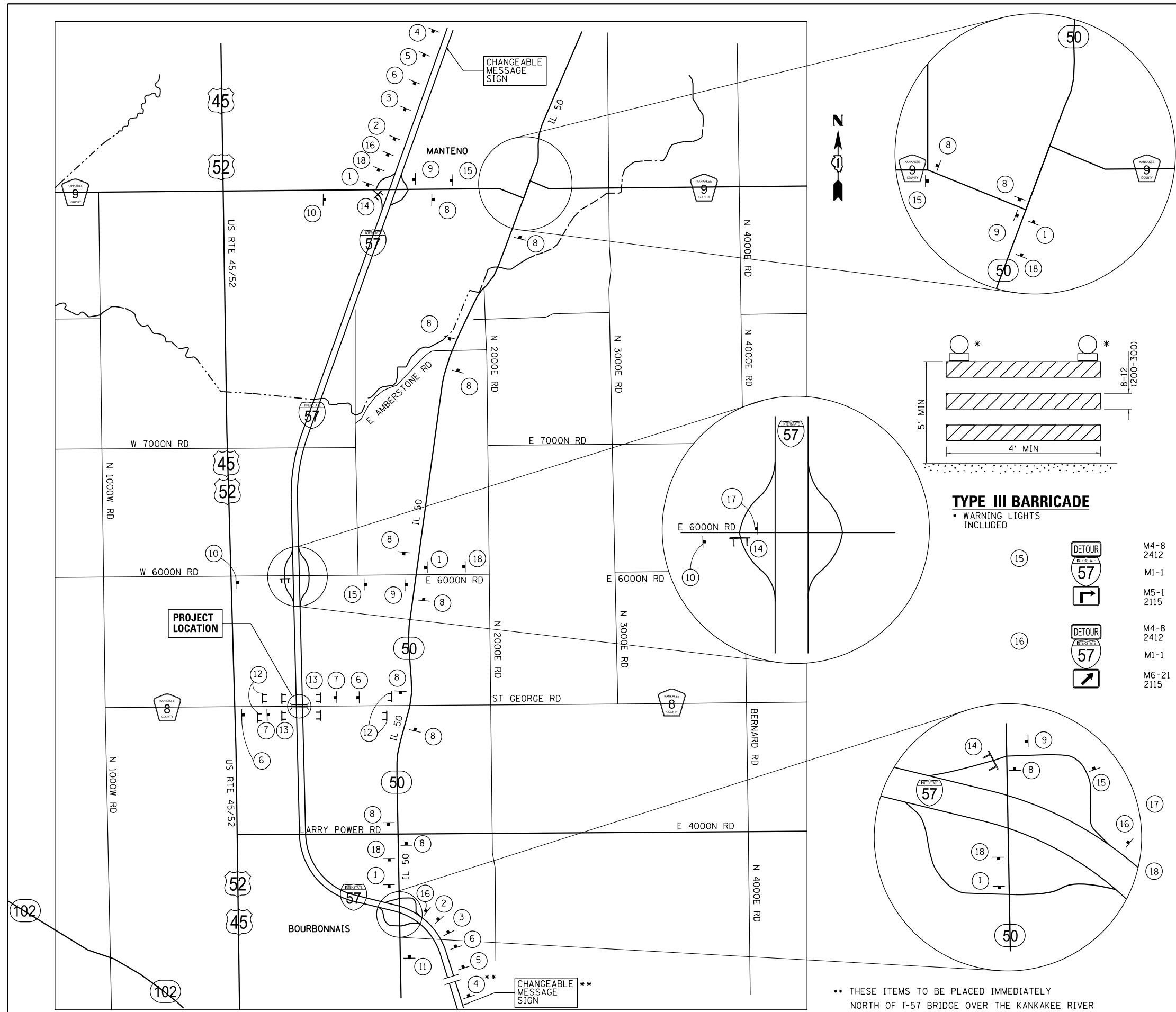
LEGEND

- FLASHING LIGHT
- ◇ 18" x 8" ORANGE FLAG
- ⊥ SIGN
- ⌌ TYPE III BARRICADE

1		M4-8 2412 M1-1 M6-1 2115	8		M4-8 2412 M1-1 M6-3 2115
2		R11-3a 6030	9		M4-8 2412 M1-1 M6-1 2115
3		R11-3a 6030	10		M3-3 2412 M1-1
4		R11-3a 6030	11		M3-1 2412 M1-1
5		W20-2 4848	12		R11-4 6030
6		W20-3 4848	13		R11-2 4830
7		W20-3 4848	14		R11-2 4830
		M3-3 2412 M1-1			
		R11-2 4830			
		M4-8 2412 M1-1 M5-1 2115			



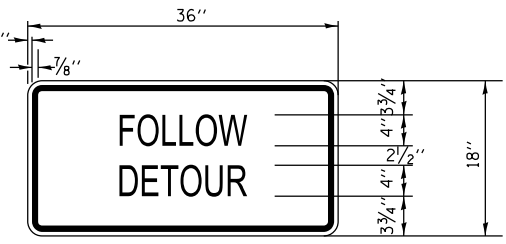
TYPE III BARRICADE
• WARNING LIGHTS INCLUDED



•• THESE ITEMS TO BE PLACED IMMEDIATELY NORTH OF I-57 BRIDGE OVER THE KANKAKEE RIVER

NOTES:

1. AREA = 4.50 SQ. FT.
2. TOTAL AREA REQUIRED (X SIGNS) = XX.X SQ. FT.
3. 4" SERIES LETTERS
4. LEGEND = BLACK
5. BACKGROUND = ORANGE FLUORESCENT



SIGN DETAIL
SIGN PANEL - TYPE 1

KNIGHT
Engineers & Architects

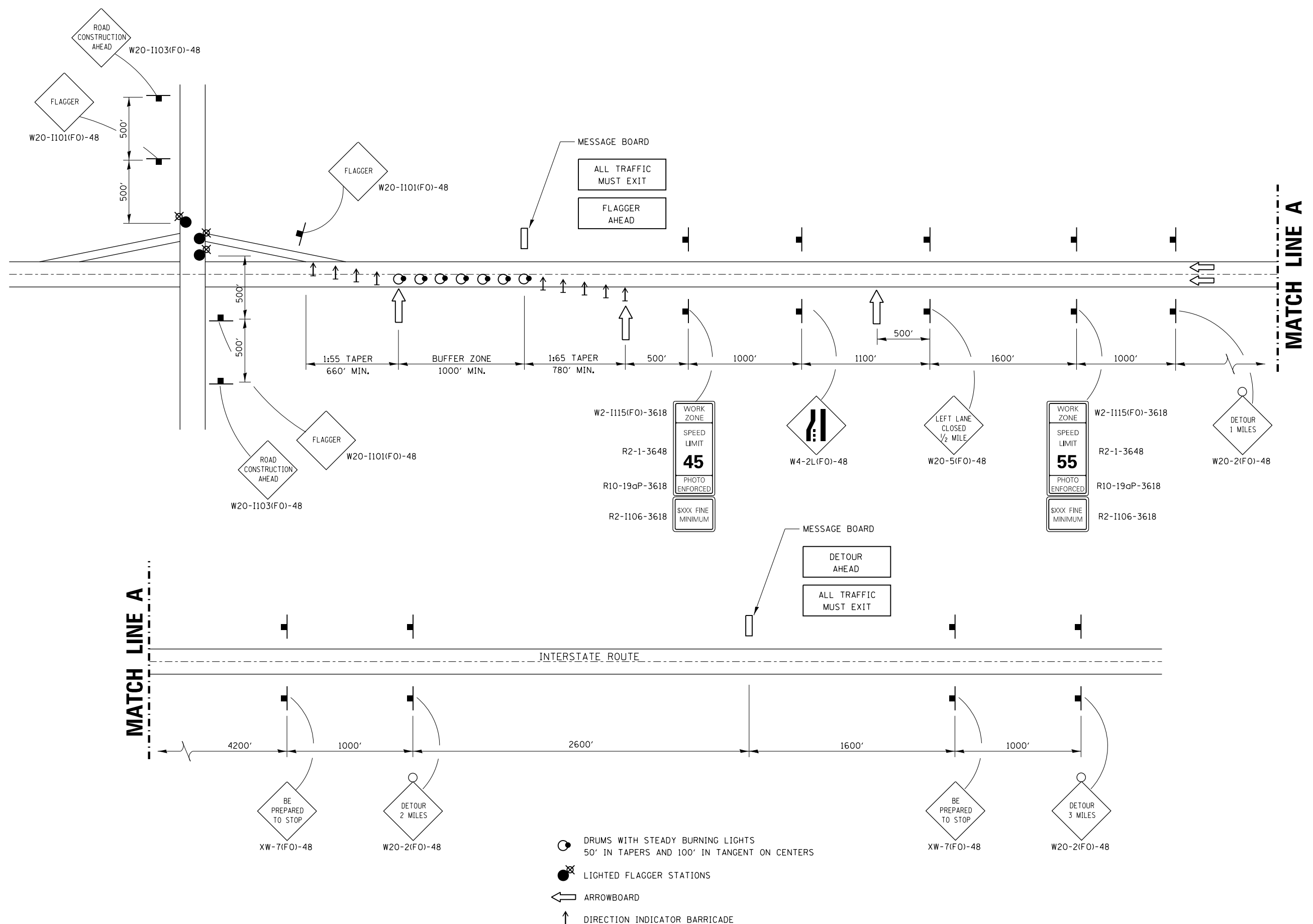
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PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE = 8/16/2018	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 DETOUR ROUTE
INTERSTATE CLOSURE

SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

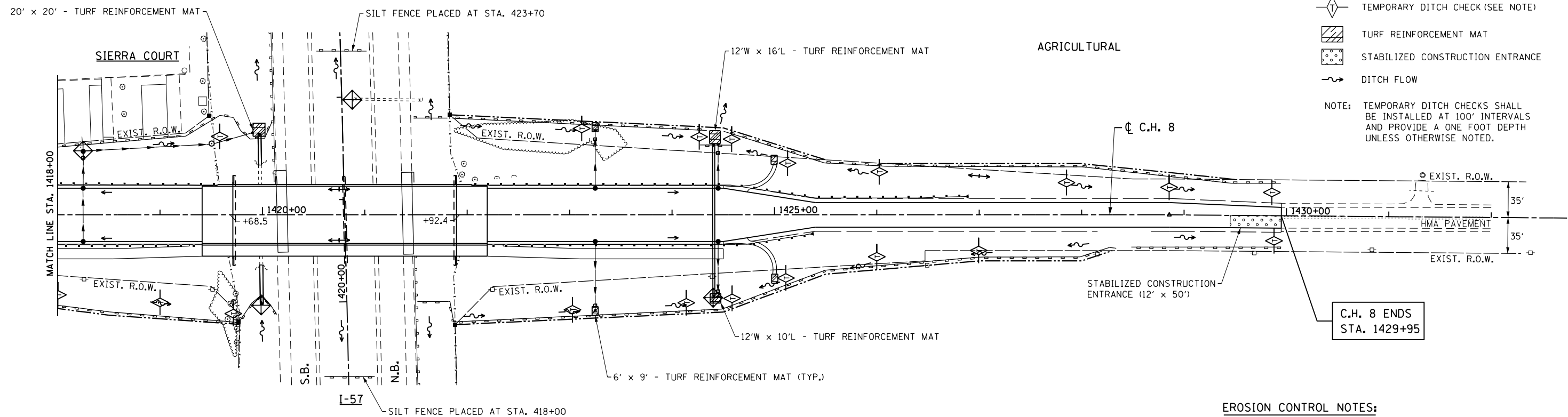
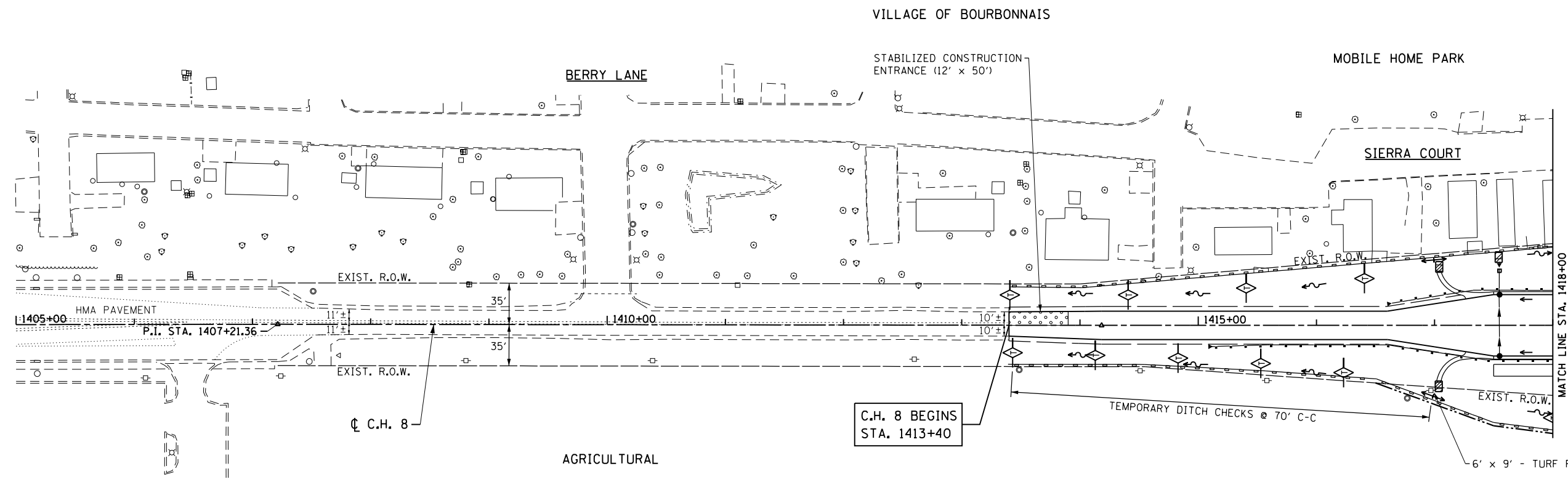
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1) HBR-1	KANKAKEE	92	31
CONTRACT NO. 66956				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



- DRUMS WITH STEADY BURNING LIGHTS
50' IN TAPERS AND 100' IN TANGENT ON CENTERS
- LIGHTED FLAGGER STATIONS
- ARROWBOARD
- DIRECTION INDICATOR BARRICADE

USER NAME = dcorral	DESIGNED - D.M.S.	REVISED -
	DRAWN - D.M.S.	REVISED -
PLOT SCALE = 1:100	CHECKED - F.J.W.	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-10-2018	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	42-2(1) HBR-1	KANKAKEE	92	32
CONTRACT NO. 66956				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



EROSION CONTROL LEGEND

- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION OR HEADWALL PROTECTION
- TEMPORARY DITCH CHECK (SEE NOTE)
- TURF REINFORCEMENT MAT
- STABILIZED CONSTRUCTION ENTRANCE
- DITCH FLOW

NOTE: TEMPORARY DITCH CHECKS SHALL BE INSTALLED AT 100' INTERVALS AND PROVIDE A ONE FOOT DEPTH UNLESS OTHERWISE NOTED.

EROSION CONTROL NOTES:

1. TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET WILL BE PLACED ON ALL ERODIBLE EARTH AREAS AS DIRECTED BY THE ENGINEER AS PER THE SPECIFICATIONS.
2. INSTALL TURF REINFORCEMENT MAT AS SOON AS POSSIBLE AFTER INSTALLATION OF THE FLARED END SECTIONS.

FILED



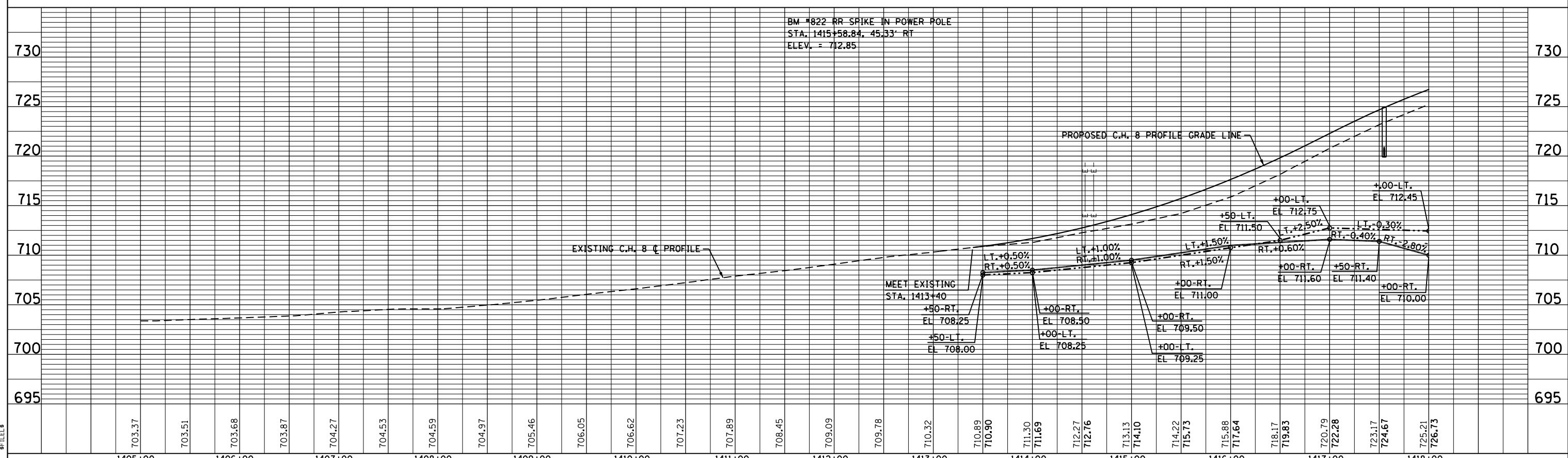
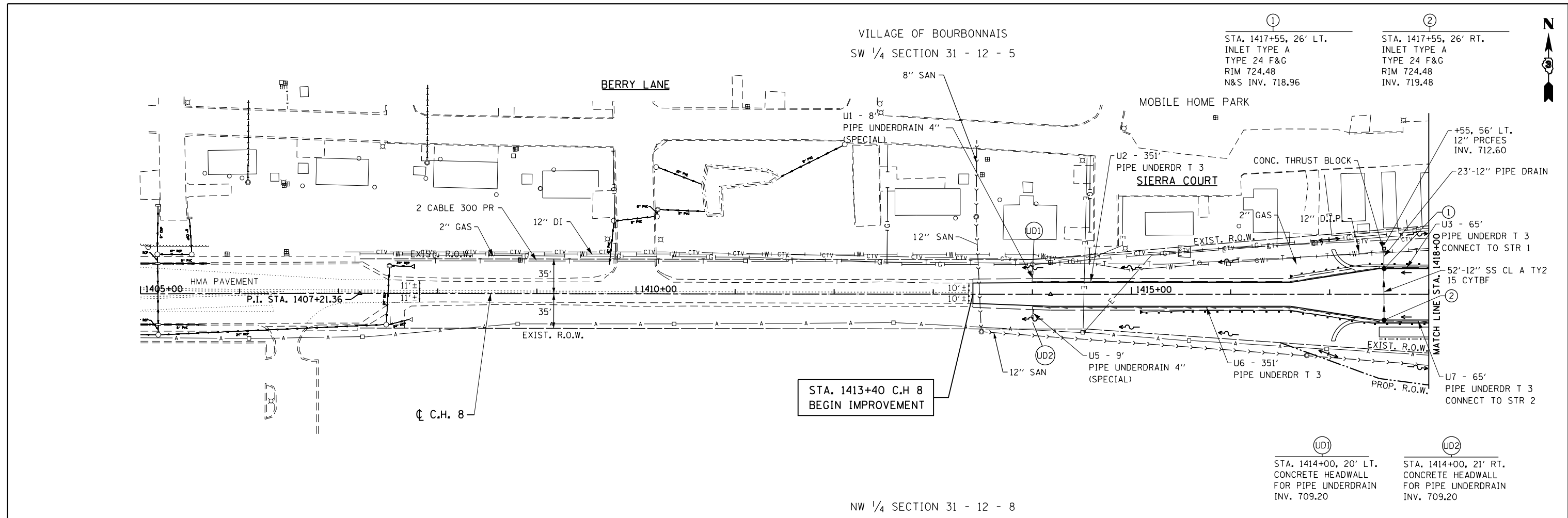
USER NAME = dcorral	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:100	DRAWN - D.M.S.	REVISED -
PLOT DATE =	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
I-57**

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 1413+40 TO STA. 1429+95

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	33
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



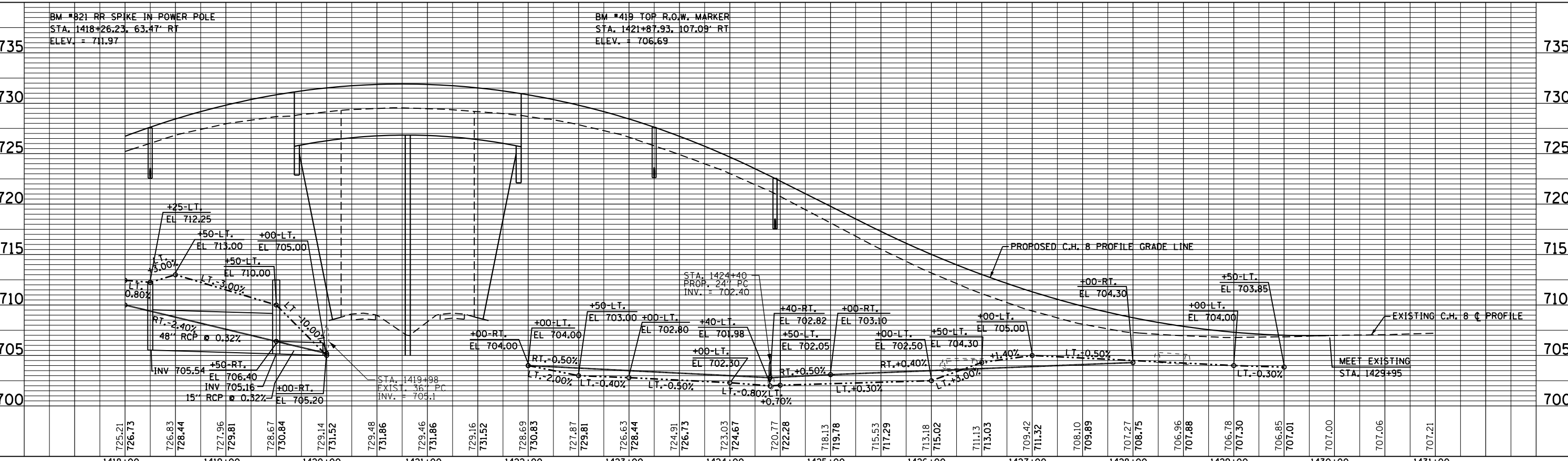
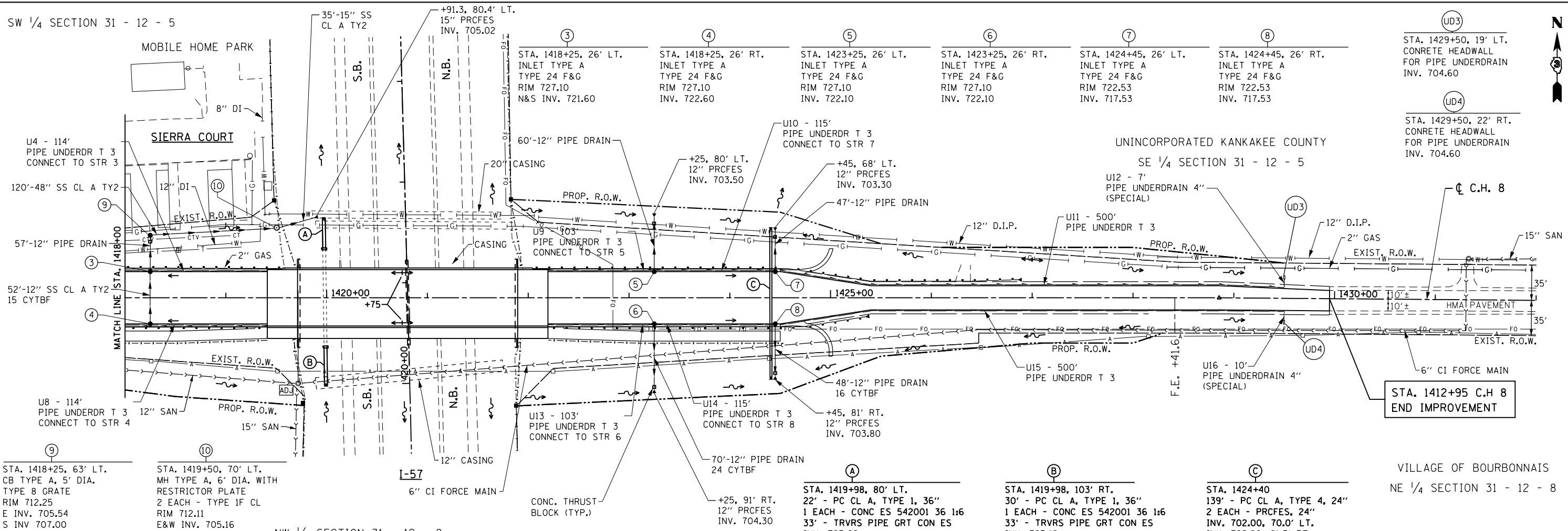
703.37	703.51	703.68	703.87	704.27	704.53	704.59	704.97	705.46	706.05	706.62	707.23	707.89	708.45	709.09	709.78	710.32	710.89	710.90	711.30	711.69	712.27	712.76	713.13	714.10	714.22	715.73	715.88	717.64	718.17	719.83	720.79	722.28	723.17	724.67	725.21	726.73	
1405+00	1406+00	1407+00	1408+00	1409+00	1410+00	1411+00	1412+00	1413+00	1414+00	1415+00	1416+00	1417+00	1418+00																								

KNIGHT Engineers & Architects	USER NAME = dcarroll	DESIGNED - D.M.S.	REVISED -
	PLOT SCALE = 1:1000	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -	

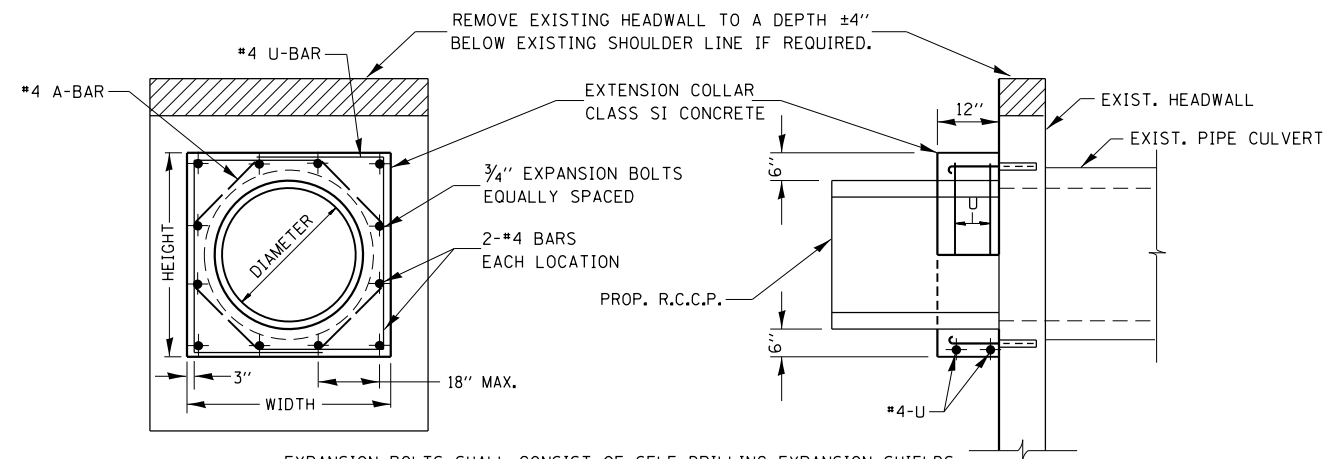
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		DRAINAGE PLAN AND PROFILE C.H. 8	
SCALE: 1" = 50'	SHEET NO. 1 OF 2 SHEETS	STA. 1405+00	TO STA. 1418+00

F.A.I. RTE. 57	SECTION 46-2(1)HBR-1	COUNTY KANKAKEE	TOTAL SHEETS 92	SHEET NO. 34
CONTRACT NO. 66956			FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT	

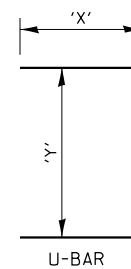
SW 1/4 SECTION 31 - 12 - 5



	USER NAME = FWilliams	DESIGNED - D.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE PLAN AND PROFILE C.H. 8		F.A.I. RTE. 57	SECTION 46-2(1)HR-1	COUNTY KANKAKEE	TOTAL SHEETS 92	SHEET NO. 35
	PLOT SCALE = 1:1000	CHECKED - F.J.W.	REVISED -		SCALE: 1" = 50'	SHEET NO. 2 OF 2 SHEETS	STA. 1418+00 TO STA. 1431+00	CONTRACT NO. 66956		FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT	
PLOT DATE	DATE - 08-10-2018	REVISED -									



EXPANSION BOLTS SHALL CONSIST OF SELF DRILLING EXPANSION SHIELDS AND 3/4" DIA. HOOKED BOLTS. HOOKED BOLTS SHALL EXTEND A MINIMUM OF 9" INTO NEW CONCRETE.
 MINIMUM CERTIFIED PROOF LOAD = 4,080 LBS



A-BAR

U-BAR

QUANTITIES ARE FOR ONE SIDE ONLY

LOCATION	EXISTING CULVERT SIZE	PIPE DIMENSION	PIPE AREA	EXTENSION COLLAR		A-BAR			U-BAR		CLASS SI CONC. COLLAR	REINFORCEMENT BARS	3/4" DIA. EXPANSION BOLTS
				WIDTH	HEIGHT	12	'X'	'Y'	IN.	IN.			
1419+98	36	36	11	56	56	12	37	50	0.42	33	12		
1419+98	36	36	11	56	56	12	37	50	0.42	33	12		

COLLAR DETAIL (R.C.C.P. EXTENSION OF PIPE CULVERT)

FILED \$

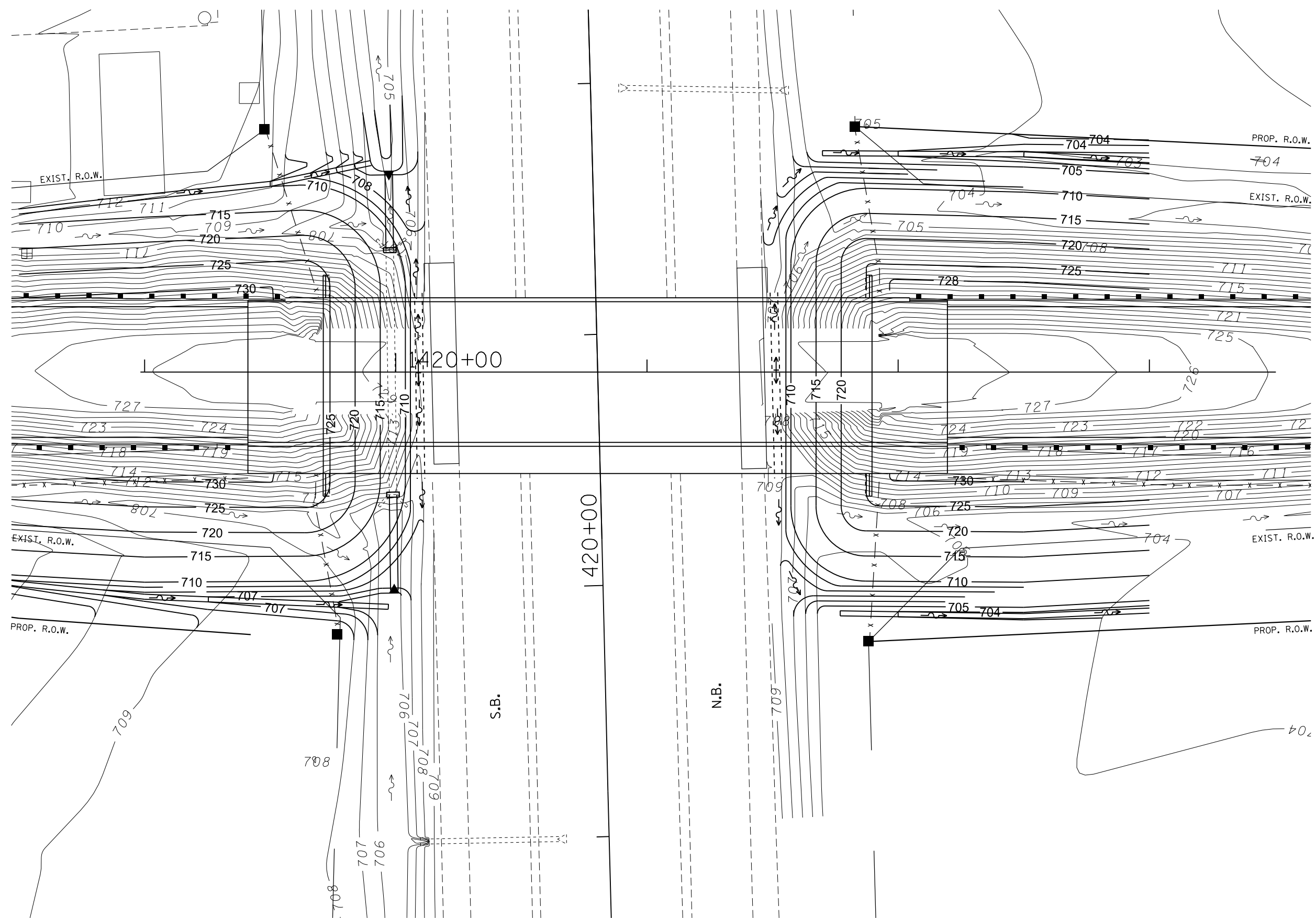


USER NAME = dcorral	DESIGNED - D.M.S.	REVISED -
	DRAWN - D.M.S.	REVISED -
PLOT SCALE = 1:100	CHECKED - F.J.W.	REVISED -
PLOT DATE =	DATE - 08-10-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRAINAGE DETAIL			
SCALE: NONE	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	36
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			CONTRACT NO. 66956	



I-57

FILED \$



USER NAME = dcorral	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:40	DRAWN - D.M.S.	REVISED -
PLOT DATE =	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GRADING PLAN I-57 AT C.H. 8			
SCALE: 1" = 20'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	37
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

SW 1/4 OF SEC. 5, T.31N., R.12E. OF THE 3RD P.M.

SE 1/4 OF SEC. 5, T.31N., R.12E. OF THE 3RD P.M.

N 1/4 COR SEC. 5
SET CUT "+"
N = 1,653,851.24
E = 1,112,502.70



3WY0002

NUCOR STEEL KANKAKEE, INC.

TOTAL HOLDING = 161.200 AC.±
TOTAL R.O.W. REQUIRED = 0.235 AC.±
TRACT 1 = 0.230 AC.±
TRACT 2 = 0.005 AC.± (238 SQ. FT.)
REMAINDER = 160.965 AC.±

3WY0003

ABART INVESTMENT CORPORATION

TOTAL HOLDING = 0.442 AC.±
TOTAL R.O.W. REQUIRED = 0.054 AC.± (2,359 SQ. FT.)
REMAINDER = 0.388 AC.±

1 P.O.C. 3WY0001, 3WY0002-TRACT 1 & TRACT 2, 3WY0003 & 3WY0004

P.O.B. 3WY0002 TRACT 1 & 3WY0003

3WY0003

3WY0002 TRACT 2

ST. GEORGE ROAD

ROAD

57

FAL

3WY0001

CHERYL L. BURNS, et al.

TOTAL HOLDING = 71.000 AC.±
TOTAL R.O.W. REQUIRED = 0.175 AC.±
REMAINDER = 70.825 AC.±

3WY0004

NUCOR STEEL KANKAKEE, INC.

TOTAL HOLDING = 332.890 AC.±
TOTAL R.O.W. REQUIRED = 0.275 AC.±
REMAINDER = 332.615 AC.±

- 2 1426+47.17 2.51'
- 3 N86°44'16"W 53.57'
- 4 1427+29.68 37.34'

EXISTING ACCESS CONTROL ENDS STA. 1414+00

EXISTING ACCESS CONTROL ENDS STA. 1414+00

EXISTING ACCESS CONTROL ENDS STA. 1426+00

EXISTING ACCESS CONTROL ENDS STA. 1426+00

I DARRELL A. POUNDSTONE, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.I. 57 AND ST. GEORGE ROAD WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE: _____ ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3485
SURVEY BOOK NO. _____ 11-30-2012 EXPIRATION DATE

S 1/4 COR SEC. 8
RECOVERED CHISELED "+"
MONUMENT RECORD #201200780
N = 1,643,141.66
E = 1,112,928.10



NW 1/4 OF SEC. 8, T.31N., R.12E. OF THE 3RD P.M.

NE 1/4 OF SEC. 8, T.31N., R.12E. OF THE 3RD P.M.

FILE NAME =	USER NAME = POUNDSTONE	DESIGNED -	REVISED 8-15-17 JJC #4 TOTAL AREA
		DRAWN -	REVISED 9-7-17 JJC ACCESS CONTROL NOTES
	PLOT SCALE = 1" = 50'	CHECKED -	REVISED 9-8-17 JJC NAME CHANGE (2)
	PLOT DATE = APRIL 16, 2012	DATE -	REVISED 10-5-17 JJC NAME CHANGE (3)

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RIGHT OF WAY PLANS

PROJECT _____ JOB NO. R-93-001-12
SCALE: 1"=100' SHEET NO. 1 OF 1 SHEETS STA. 1416+00 TO STA. 1430+00

F.A.I. RTE. FAL 57 (I-57)	SECTION 46-2 (I)HBR-1	COUNTY KANKAKEE	TOTAL SHEETS 92	SHEET NO. 38
CONTRACT NO. 66956			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT	



Renwick & Associates, Inc.
Professional Engineers & Land Surveyors
1304 Genl Circle, Suite 4 • Ottawa, IL 61350

11-28-17 JJC NAME CHANGE (2)

VILLAGE OF BOURBONNAIS

MOBILE HOME PARK

SPEED LIMIT 45

DO NOT PASS

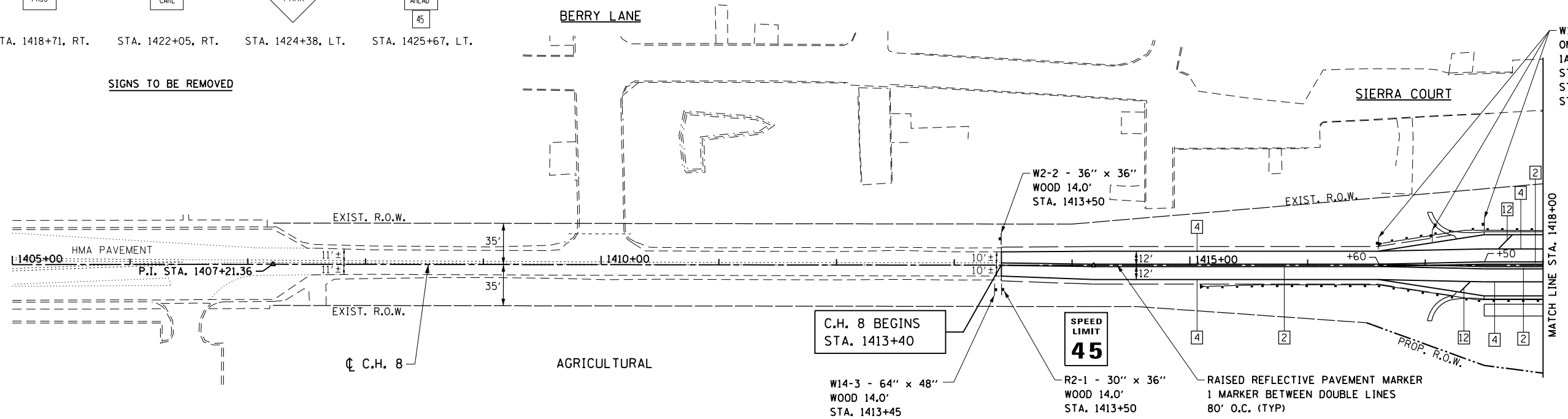
PASS WITH CARE



SPEED ZONE AHEAD 45

STA. 1418+71, LT. STA. 1418+71, RT. STA. 1422+05, RT. STA. 1424+38, LT. STA. 1425+67, LT.

SIGNS TO BE REMOVED



W1-8 - 18" x 24"
OM3-R - 12" x 36"
1A @ 15.0'
STA. 1416+60
STA. 1417+05
STA. 1417+50

C.H. 8 BEGINS
STA. 1413+40

SPEED LIMIT 45

W14-3 - 64" x 48"
WOOD 14.0'
STA. 1413+45

R2-1 - 30" x 36"
WOOD 14.0'
STA. 1413+50

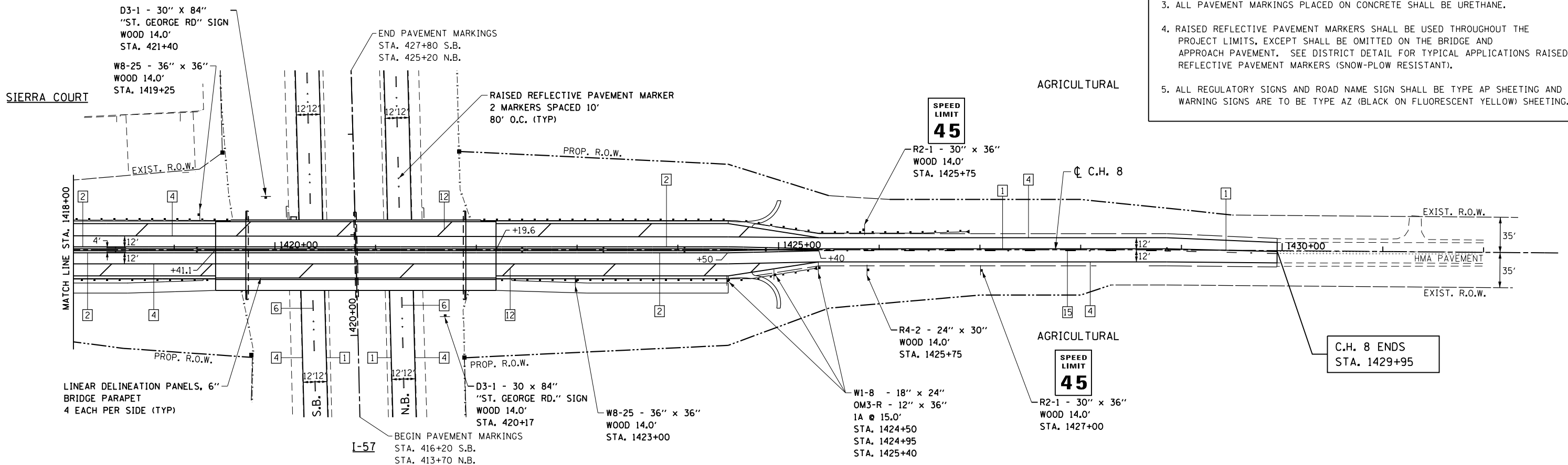
RAISED REFLECTIVE PAVEMENT MARKER
1 MARKER BETWEEN DOUBLE LINES
80' O.C. (TYP)

LEGEND

- | | | | |
|---|--|---|---|
| 1 LINE 4" (YELLOW SOLID LINE) | 5 LINE 6" (WHITE SOLID LINE) | 9 LINE 12" (YELLOW SOLID LINE) | 13 LINE 24" (WHITE STOP BAR) |
| 2 LINE 4" (DOUBLE YELLOW SOLID LINES) | 6 LINE 6" (WHITE LANE LINE - 10' DASH, 30' SKIP) | 10 LINE 12" (YELLOW DIAGONAL LINE) | 14 LETTERS AND SYMBOLS (TYP.) |
| 3 LINE 4" (YELLOW - 10' DASH, 30' SKIP) | 7 LINE 6" (WHITE LANE LINE - 2' DASH, 6' SKIP) | 11 LINE 12" (WHITE SOLID LINE) | 15 LINE 5" YELLOW SKIP-DASH (10' DASH - 30' SKIP) |
| 4 LINE 4" (WHITE SOLID LINE) | 8 LINE 8" (WHITE SOLID LINE) | 12 LINE 12" (WHITE DIAGONAL LINE @ 75' C-C) | |

NOTES:

- THE CONTRACTOR SHALL REPLACE THE BRIDGE MOUNTED "ST. GEORGE ROAD" SIGN WITH TWO NEW "ST GEORGE ROAD" SIGNS. SIGNS SHALL BE POST MOUNTED, WITH TWO WOOD POSTS ON THE I-57 ROW PRIOR TO THE STRUCTURE.
- ALL PAVEMENT MARKINGS PLACED ON ASPHALT SHALL BE THERMOPLASTIC.
- ALL PAVEMENT MARKINGS PLACED ON CONCRETE SHALL BE URETHANE.
- RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED THROUGHOUT THE PROJECT LIMITS, EXCEPT SHALL BE OMITTED ON THE BRIDGE AND APPROACH PAVEMENT. SEE DISTRICT DETAIL FOR TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT).
- ALL REGULATORY SIGNS AND ROAD NAME SIGN SHALL BE TYPE AP SHEETING AND ALL WARNING SIGNS ARE TO BE TYPE AZ (BLACK ON FLUORESCENT YELLOW) SHEETING.



SPEED LIMIT 45

R2-1 - 30" x 36"
WOOD 14.0'
STA. 1425+75

C.H. 8

SPEED LIMIT 45

W1-8 - 18" x 24"
OM3-R - 12" x 36"
1A @ 15.0'
STA. 1424+50
STA. 1424+95
STA. 1425+40

C.H. 8 ENDS
STA. 1429+95

KNIGHT
Engineers & Architects

USER NAME = dcorroll	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE =	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
C.H. 8

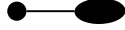





SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. 1413+40 TO STA. 1429+95

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	39
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

NOTES:

1. CONTRACTOR TO EXERCISE CAUTION WHEN INSTALLING FOUNDATIONS AND LIGHT POLES TO AVOID DAMAGE TO EXISTING UNDERGROUND UTILITIES AND AERIAL POWER CABLES AND ENSURE ADEQUATE HORIZONTAL CLEARANCE FROM OVERHEAD POWER LINES.
2. 2 1/2" DIA. CNC. TO BE BORED UNDER PAVEMENT.
3. THE CONTRACTOR SHALL SET POLES 5' BEHIND GUARD RAIL OR MULTI USE PATH.
4. NO POLE TO BE INSTALLED IN THE FLOWLINE OF DITCH. POLE SETBACK TO BE ADJUSTED IF NECESSARY AS DIRECTED BY THE ENGINEER.

LEGEND

-  PROPOSED LIGHTING UNIT, ALUMINUM, 45' M.H. WITH 12' DAVIT ARM, LED HORIZONTAL MOUNT LUMINAIRE, ON 30" CONCRETE FOUNDATION.
-  PROPOSED PEDESTAL MOUNTED LIGHTING CONTROLLER, 240V, SINGLE PHASE.
-  PROPOSED COILABLE NONMETALLIC CONDUIT, SIZE AND LENGTH AS NOTED.
-  PROPOSED UNIT DUCT, SIZE AS NOTED.
-  PROPOSED ELECTRIC SERVICE
-  EXISTING ELECTRIC UTILITY POLE

HIGHWAY STANDARDS

- 821101-02 LUMINAIRE WIRING IN POLE
- 825011-03 LIGHTING CONTROLLER PEDESTAL MOUNTED, 240V
- 830006-04 LIGHT POLE ALUMINUM DAVIT ARM
- 836001-03 LIGHT POLE FOUNDATION

BILL OF MATERIALS

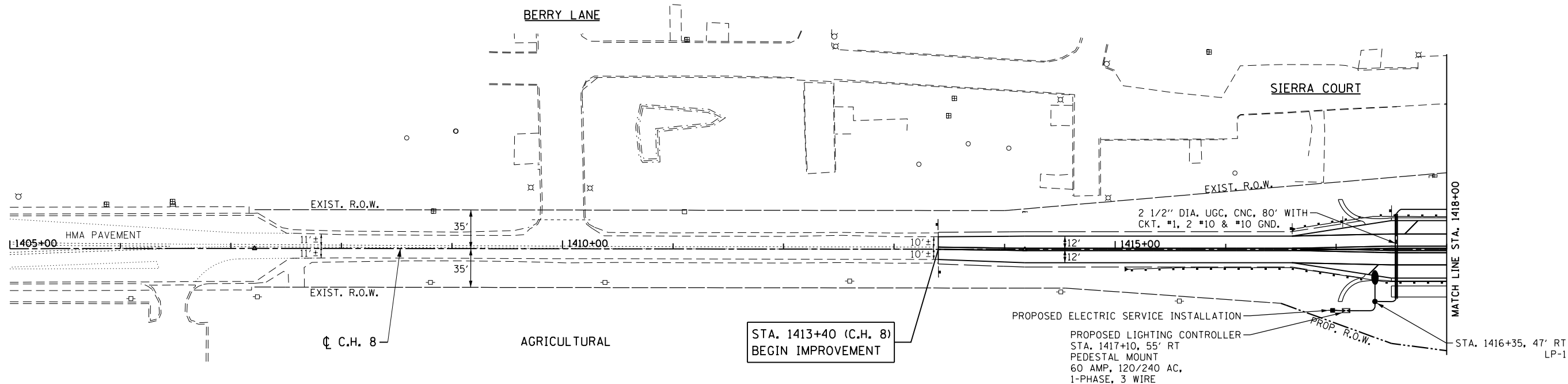
DESCRIPTION	UNIT	QUANTITY
		TOTALS
ELECTRIC SERVICE INSTALLATION	EACH	1
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2 1/2" DIA.	FOOT	300
UNIT DUCT, 600V, 2-1C NO.10, 1/C NO.10 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1150
LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 60AMP	EACH	1
LIGHT POLE, ALUMINUM, 45 FT. M.H., 12 FT. DAVIT ARM	EACH	4
LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	26
LUMINAIRE, LED, HORIZONTAL MOUNT, MEDIUM WATTAGE	EACH	4

INDEX OF SHEETS

- RL-1 GENERAL NOTES, SCHEDULES, AND INDEX OF SHEETS
- RL-2 PROPOSED LIGHTING PLAN AND WIRING DIAGRAM

LIGHTING SCHEDULE OF QUANTITIES

FILED \$



STA. 1413+40 (C.H. 8)
BEGIN IMPROVEMENT

2 1/2" DIA. UGC, CNC, 80' WITH
CKT. #1, 2 #10 & #10 GND.

PROPOSED ELECTRIC SERVICE INSTALLATION

PROPOSED LIGHTING CONTROLLER
STA. 1417+10, 55' RT
PEDESTAL MOUNT
60 AMP, 120/240 AC,
1-PHASE, 3 WIRE

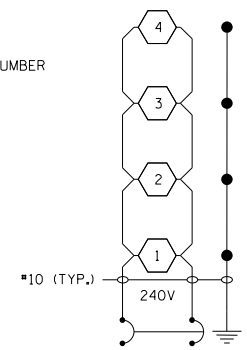
STA. 1416+35, 47' RT
LP-1

WIRING DIAGRAM LEGEND

- PROPOSED LED LUMINAIRE, MEDIUM WATTAGE. NUMBER INSIDE CIRCLE INDICATES POLE NUMBER.
- GROUND ROD

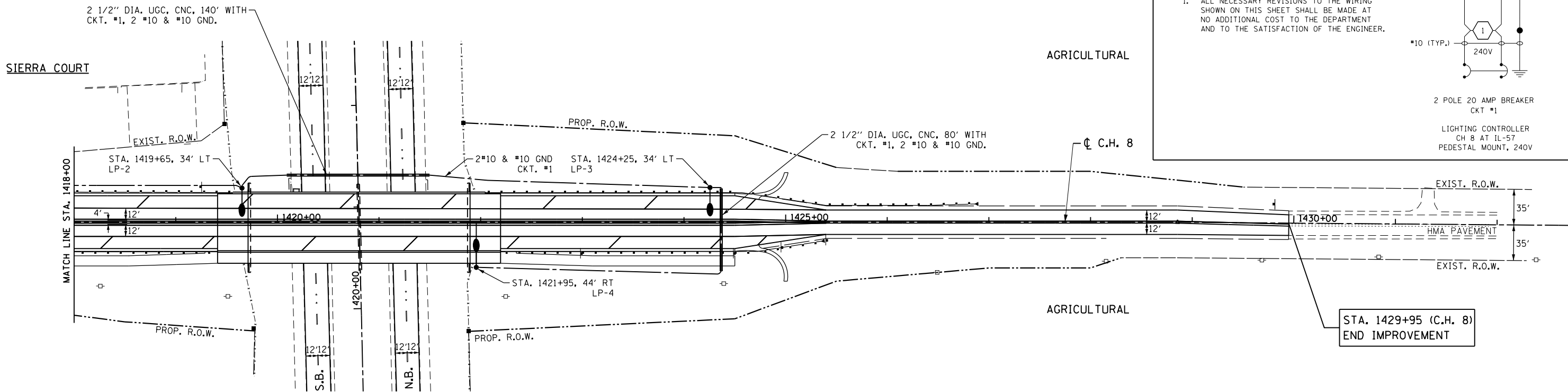
NOTES:

1. ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.



2 POLE 20 AMP BREAKER
CKT #1

LIGHTING CONTROLLER
CH 8 AT IL-57
PEDESTAL MOUNT, 240V



STA. 1429+95 (C.H. 8)
END IMPROVEMENT

I-57

RL-2

FILED \$



USER NAME = dcorral	DESIGNED - D.M.S.	REVISED -
PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE =	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN AND WIRING DIAGRAM
C.H. 8

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 1413+40 TO STA. 1429+95

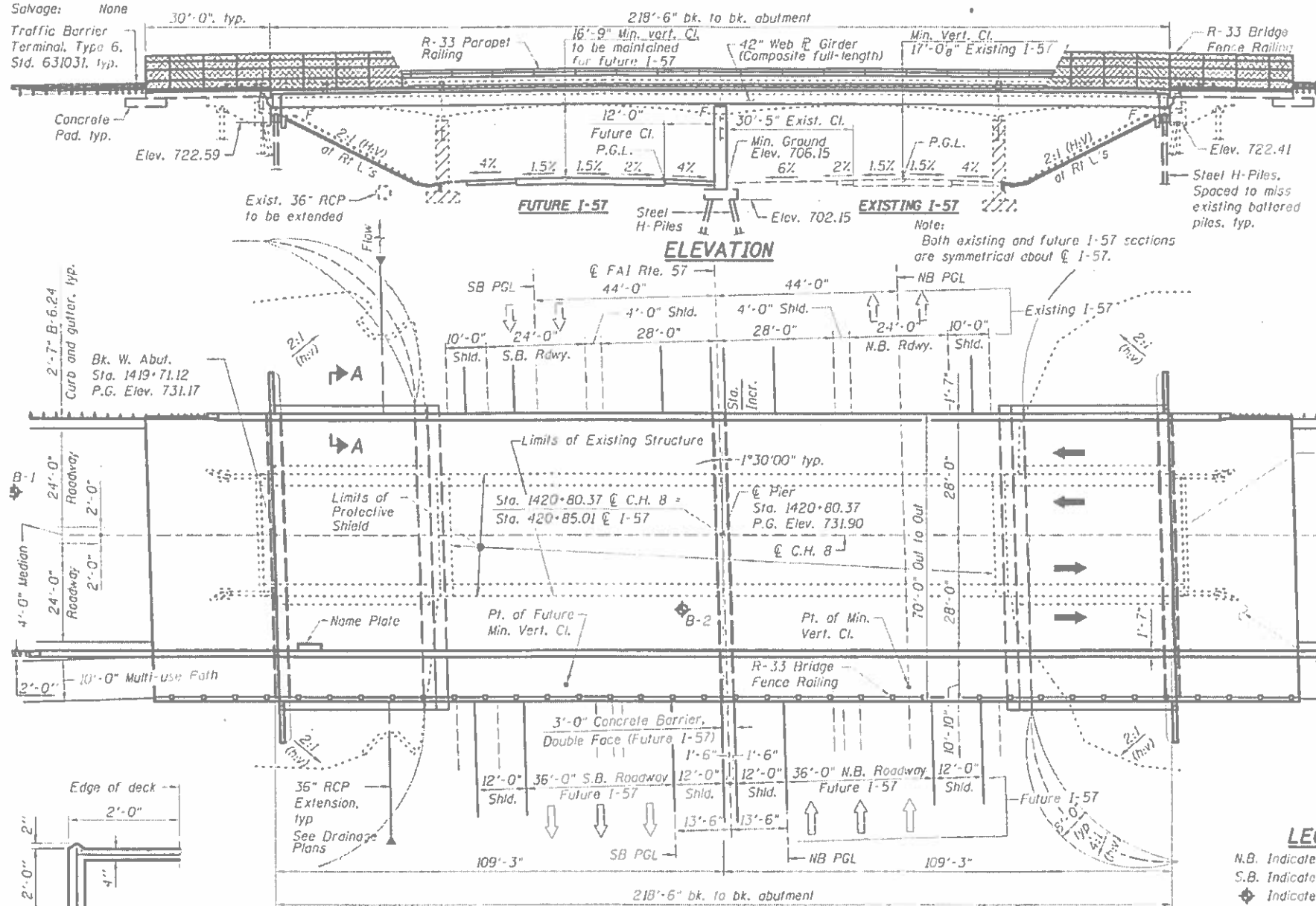
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	41
FED. ROAD DIST. NO. 3 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 66956	

Benchmark: B.M. # 419 - Top of R.O.W. Marker, Sta. 419+78 (I-57), 10'4" Rt., Elev. 706.61

Existing Structure: S.N. 046-0081, originally built under FAI-57, Section 46-2(DHBR-1) in 1963. Bridge consists of a four span continuous haunched R.C. deck girder superstructure supported by three hammerhead piers founded on spread footings and 2 pile bent abutments. 226'-0" bk. to bk. abutments, 29'-8" out-to-out. Entire structure to be removed and replaced. CH-8 will be closed and traffic detoured during construction. Temporary shoulder closures, lane shifts and intermittent total closures will be required on I-57.

Salvage: None

Traffic Barrier Terminal, Type 6, Std. 631031, typ.



APPROVED
For Structural Adequacy Only
Dr. Carl Ruppberg
Engineer of Bridges & Structures

INDEX OF SHEETS

- S-01 General Plan & Elevation
- S-02 General Notes & Total Bill of Material
- S-03 Top of Slab Elevations-I
- S-04 Top of Slab Elevations-II
- S-05 Top of Slab Elevations-III
- S-06 Top of West Approach Slab Elevations
- S-07 Top of East Approach Slab Elevations
- S-08 Deck Plan
- S-09 Deck Cross Section
- S-10 Superstructure Details
- S-11 Integral Abutment Diaphragm Details
- S-12 Bridge Approach Slab Details-I
- S-13 Bridge Approach Slab Details-II
- S-14 Bridge Fence Railing, Sidewalk Mounted
- S-15 Framing Plan
- S-16 Structural Steel Details
- S-17 Bearing Details
- S-18 West Abutment Details
- S-19 East Abutment Details
- S-20 Pier Details
- S-21 HP Pile Details
- S-22 Bar Splicer Assembly and Mechanical Splicer Details
- S-23 Soil Boring Logs-I
- S-24 Soil Boring Logs-II
- S-25 Soil Boring Logs-III

DESIGN STRESSES

FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
fy = 36,000 psi (M270 Grade 36)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S₀₁) = 0.072g
Design Spectral Acceleration at 0.2 sec. (S₀₅) = 0.125g
Soil Site Class = C

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications with 2010 Interims

LOADING HL-93

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

STATION 420+85.01
BUILT 20 BY
STATE OF ILLINOIS
F.A.I. ROUTE 57
SECTION 46-2(DHBR-1)
LOADING HL-93
STRUCTURE NO. 046-0150

NAME PLATE
See Std. 515001

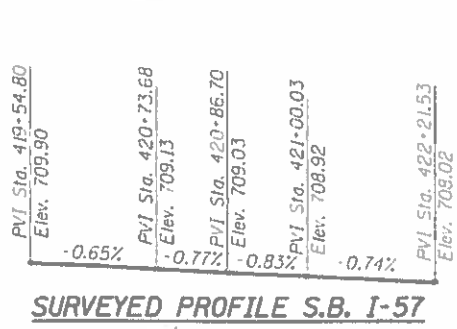
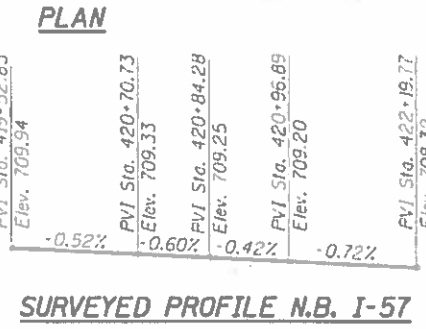
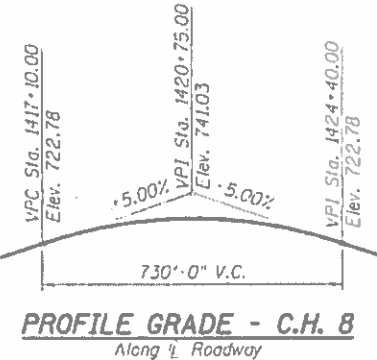
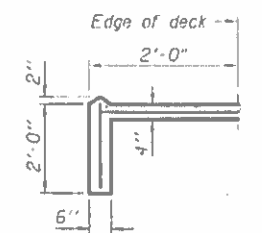


Expires 11-30-2018
Date: 8/9/2018
for drawings
S-01 thru S-25

LEGEND:

- N.B. Indicates Northbound
- S.B. Indicates Southbound
- ◆ Indicates Soil Boring Location

SECTION A-A



GENERAL PLAN & ELEVATION
C.H. 8 (INDIAN OAKS RD./ST. GEORGE RD.)
OVER FAI RTE. 57 - SEC. 46-2(DHBR-1)
KANKAKEE COUNTY
STATION 420+85.01
STRUCTURE NO. 046-0150

KNIGHT Engineers & Architects	DESIGNED - FJW	REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NUMBER 046-0150 SHEET NO. S-01 OF 32 SHEETS	F.A.I./P. RTE. 57	SECTION 46-2(DHBR-1)	COUNTY KANKAKEE	TOTAL SHEETS 92	SHEET NO. 42
	SCALE - NONE DATE - 8/10/2018	CHECKED - AMD DRAWN - DJC CHECKED - AMD			REVISIONS REVISIONS REVISIONS REVISIONS	CONTRACT NO. 66956 FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			

GENERAL NOTES:

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8 in. diameter, holes 15/16 in. diameter, unless otherwise noted.

Calculated weight of Structural Steel
M270 Grade 50 = 440,610 lbs.
M270 Grade 36 = 40,860 lbs.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the pier columns & crashwall.

The Inorganic Zinc Rich Primer/ Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where noted otherwise. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5 G 4/8.

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

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

Slipforming of the parapets is not allowed.

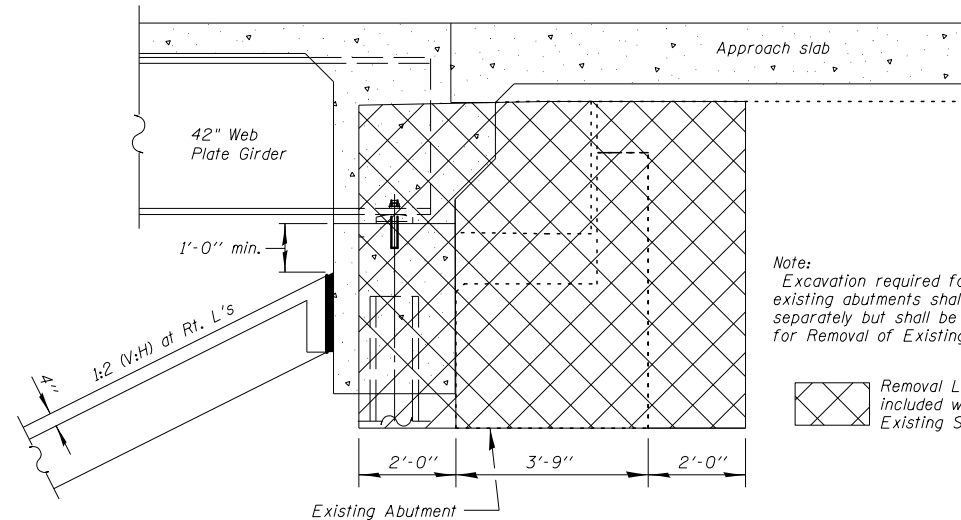
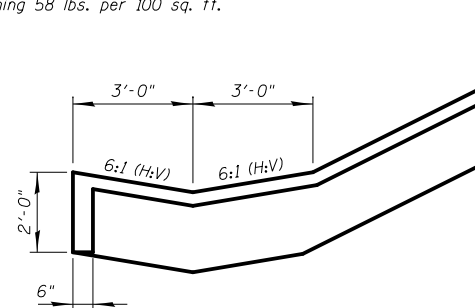
Reinforcement bars designated (E) shall be epoxy coated.

The item for Removal of Existing Structures shall include the complete removal of the existing bridge, including the superstructure, existing slope walls, and existing piers and abutments as specified in Section 501 of the Standard Specifications.

BILL OF MATERIAL - SECTION THRU INTEGRAL ABUTMENT

Item	Unit	Quantity
Structure Excavation	Cu Yd	163
Slope Wall 4 inch	Sq Yd	740
Geocomposite Wall Drain	Sq Yd	136
Pipe Underdrains for Structures 4"	Foot	188
Granular Backfill for Structures	Cu Yd	299

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.



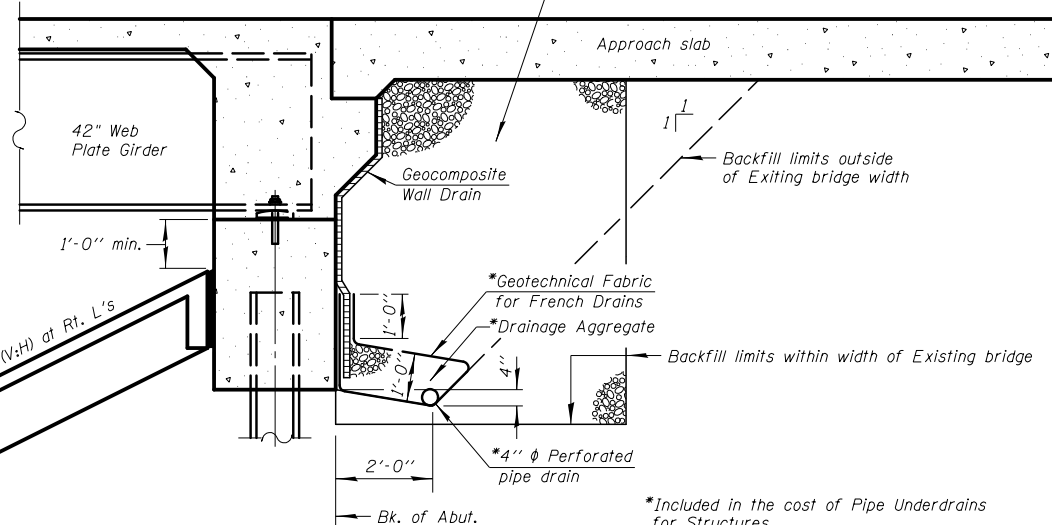
SECTION THRU EXISTING ABUTMENT

Showing Removal of Existing Structure and excavation limits included with Removal of Existing Structures within existing bridge width

Note: Excavation required for removing the existing abutments shall not be paid for separately but shall be included in the cost for Removal of Existing Structures.

Removal Limits & Excavation included with Removal of Existing Structures

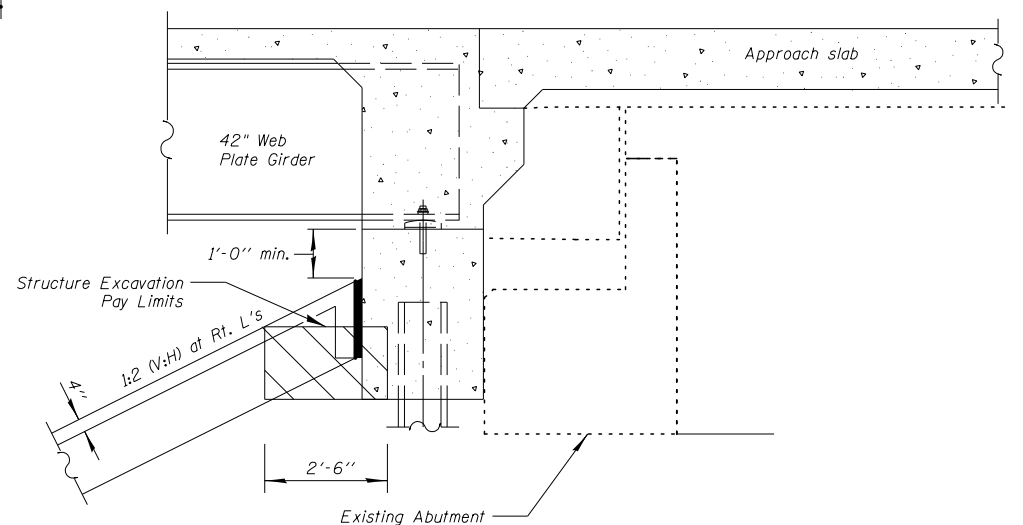
Backfill with Granular Backfill for Structures by Bridge Contractor after superstructure is in place



SECTION THRU INTEGRAL ABUTMENT

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

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



SECTION THRU INTEGRAL ABUTMENT

Showing Pay Limits for Structure Excavation within existing bridge width

TOTAL BILL OF MATERIAL

DESCRIPTION	UNIT	SUPER.	SUB.	TOTAL
Removal of Existing Structures	Each	-	-	1
** Protective Shield	Sq Yd	435	-	435
Structure Excavation	Cu Yd	-	356	356
Concrete Structures	Cu Yd	-	240.2	240.2
Concrete Superstructure	Cu Yd	505.3	-	505.3
Bridge Deck Grooving	Sq Yd	1671	-	1671
Concrete Encasement	Cu Yd	-	7.8	7.8
Protective Coat	Sq Yd	2,362	-	2,362
Concrete Superstructure (Approach Slab)	Cu Yd	210.0	-	210.0
Furnishing and Erecting Structural Steel	L Sum	1	-	1
Stud Shear Connectors	Each	8,940	-	8,940
Reinforcement Bars, Epoxy Coated	Pound	182,710	36,720	219,430
Bar Splicers	Each	144	-	144
Mechanical Splicers	Each	-	64	64
Bridge Fence Railing (Sidewalk)	Foot	279	-	279
Parapet Railing	Foot	279	-	279
Sloped Wall 4 Inch	Sq Yd	-	740	740
Furnishing Steel Piles HP 12 x 63	Foot	-	1,732	1,732
Driving Piles	Foot	-	1,732	1,732
Test Piles, Steel HP 12 x 63	Each	-	3	3
Pile Shoes	Each	-	52	52
Name Plates	Each	1	-	1
Anchor Bolts, 1"	Each	40	-	40
Anchor Bolts, 1 1/4"	Each	20	-	20
Concrete Sealer	Sq Ft	-	1,811	1,811
Geocomposite Wall Drain	Sq Yd	-	136	136
Granular Backfill for Structures	Cu Yd	-	299	299
Pipe Underdrains for Structures 4"	Foot	-	188	188

** The item for Protective Shield is provided for Removal of Existing Structures. The quantity is based on an out-to-out width of 29'-8" and a length of 132'-0".

KNIGHT
Engineers & Architects

DESIGNED - FJW	REVISION
CHECKED - AMD	REVISION
SCALE - NONE	REVISION
DATE - 8/10/2018	REVISION
DRAWN - DJC	REVISION
CHECKED - AMD	REVISION

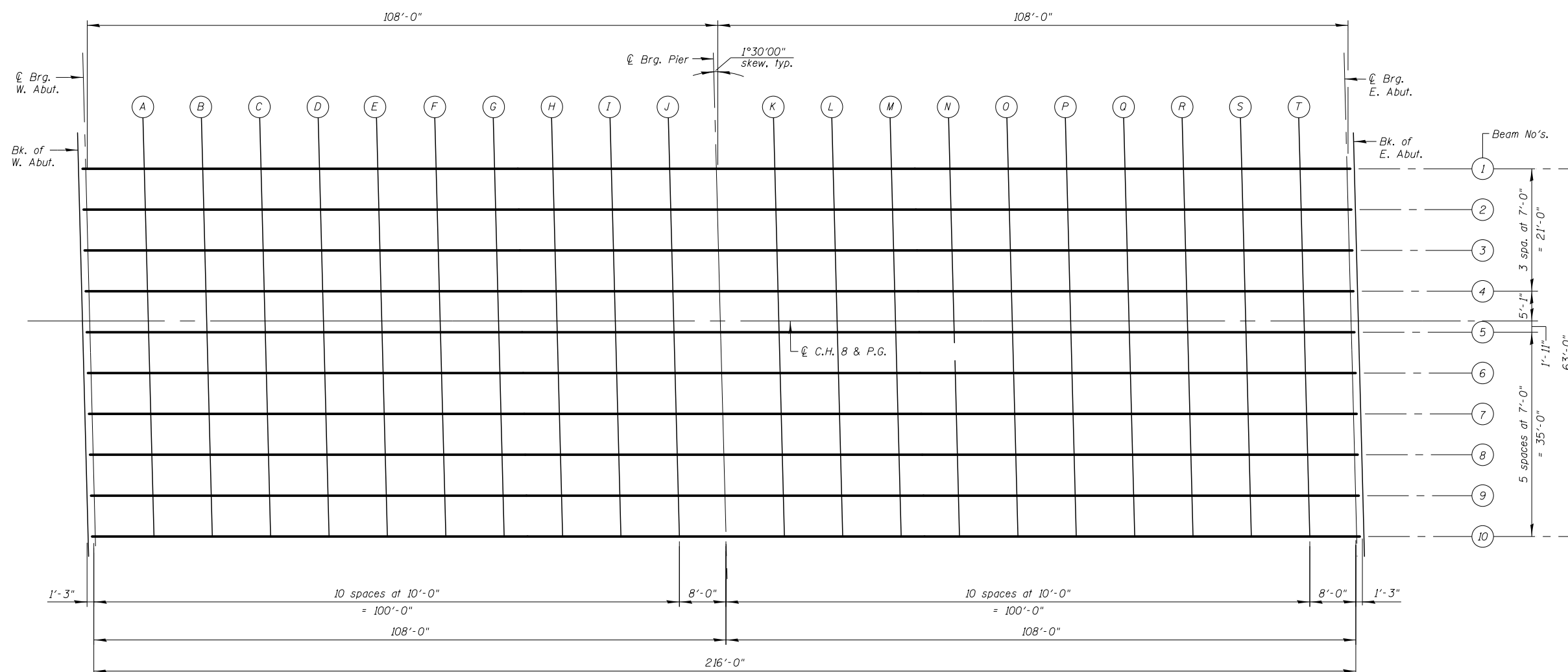
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & TOTAL BILL OF MATERIAL
STRUCTURE NUMBER 046-0150

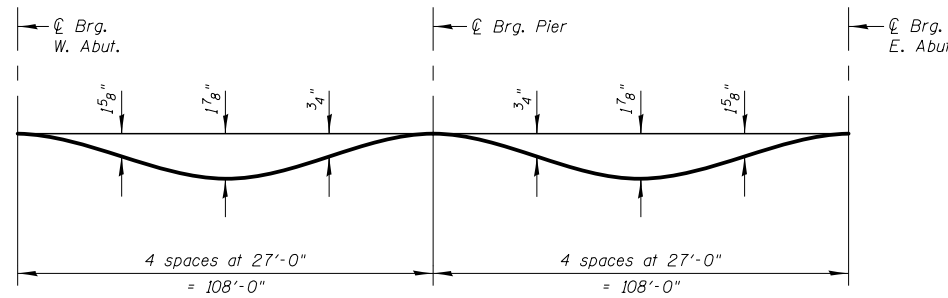
SHEET NO. S-02 OF 32 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	43
CONTRACT NO. 66956				

FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT

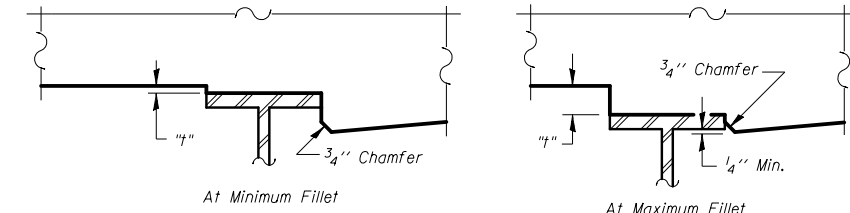


PLAN



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on Sht's. S4 thru S5



FILLET HEIGHTS

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sht's. S4 & S5, minus slab thickness, equals the fillet heights "t" above top flange of beams.

KNIGHT
Engineers & Architects

SCALE	NONE
DATE	8/10/2018

DESIGNED	FJW
CHECKED	AMD
DRAWN	DJC
CHECKED	AMD

REVISED	
REVISED	
REVISED	
REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS-I
STRUCTURE NUMBER 046-0150

SHEET NO. S-03 OF 32 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	44
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

BEAM 1					BEAM 2					BEAM 3				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. W. ABUT.	1419+70.44	-26.08	730.69	730.69	BK. W. ABUT.	1419+70.63	-19.08	730.83	730.83	BK. W. ABUT.	1419+70.81	-12.08	730.97	730.97
CL. BRG. W. ABUT.	1419+71.69	-26.08	730.70	730.70	CL. BRG. W. ABUT.	1419+71.88	-19.08	730.85	730.85	CL. BRG. W. ABUT.	1419+72.06	-12.08	730.99	730.99
A	1419+81.69	-26.08	730.84	730.90	A	1419+81.88	-19.08	730.99	731.04	A	1419+82.06	-12.08	731.12	731.18
B	1419+91.69	-26.08	730.96	731.07	B	1419+91.88	-19.08	731.11	731.21	B	1419+92.06	-12.08	731.23	731.35
C	1420+01.69	-26.08	731.07	731.21	C	1420+01.88	-19.08	731.21	731.36	C	1420+02.06	-12.08	731.35	731.50
D	1420+11.69	-26.08	731.16	731.32	D	1420+11.88	-19.08	731.31	731.47	D	1420+12.06	-12.08	731.45	731.61
E	1420+21.69	-26.08	731.24	731.40	E	1420+21.88	-19.08	731.39	731.55	E	1420+22.06	-12.08	731.52	731.69
F	1420+31.69	-26.08	731.31	731.45	F	1420+31.88	-19.08	731.45	731.60	F	1420+32.06	-12.08	731.59	731.73
G	1420+41.69	-26.08	731.36	731.47	G	1420+41.88	-19.08	731.51	731.61	G	1420+42.06	-12.08	731.64	731.75
H	1420+51.69	-26.08	731.40	731.46	H	1420+51.88	-19.08	731.54	731.61	H	1420+52.06	-12.08	731.68	731.75
I	1420+61.69	-26.08	731.42	731.45	I	1420+61.88	-19.08	731.57	731.60	I	1420+62.06	-12.08	731.71	731.73
J	1420+71.69	-26.08	731.43	731.43	J	1420+71.88	-19.08	731.58	731.58	J	1420+72.06	-12.08	731.72	731.72
CL. BRG. PIER	1420+79.69	-26.08	731.43	731.43	CL. BRG. PIER	1420+79.88	-19.08	731.58	731.58	CL. BRG. PIER	1420+80.06	-12.08	731.71	731.71
K	1420+89.69	-26.08	731.42	731.44	K	1420+89.88	-19.08	731.57	731.58	K	1420+90.06	-12.08	731.70	731.72
L	1420+99.69	-26.08	731.39	731.43	L	1420+99.88	-19.08	731.54	731.58	L	1421+00.06	-12.08	731.67	731.71
M	1421+09.69	-26.08	731.35	731.42	M	1421+09.88	-19.08	731.50	731.57	M	1421+10.06	-12.08	731.63	731.70
N	1421+19.69	-26.08	731.30	731.40	N	1421+19.88	-19.08	731.44	731.54	N	1421+20.06	-12.08	731.58	731.68
O	1421+29.69	-26.08	731.23	731.36	O	1421+29.88	-19.08	731.37	731.50	O	1421+30.06	-12.08	731.51	731.64
P	1421+39.69	-26.08	731.15	731.29	P	1421+39.88	-19.08	731.29	731.44	P	1421+40.06	-12.08	731.43	731.57
Q	1421+49.69	-26.08	731.05	731.20	Q	1421+49.88	-19.08	731.20	731.34	Q	1421+50.06	-12.08	731.33	731.48
R	1421+59.69	-26.08	730.94	731.08	R	1421+59.88	-19.08	731.09	731.22	R	1421+60.06	-12.08	731.22	731.36
S	1421+69.69	-26.08	730.82	730.93	S	1421+69.88	-19.08	730.96	731.07	S	1421+70.06	-12.08	731.10	731.20
T	1421+79.69	-26.08	730.68	730.74	T	1421+79.88	-19.08	730.83	730.88	T	1421+80.06	-12.08	730.96	731.02
CL. BRG. E. ABUT.	1421+87.69	-26.08	730.55	730.56	CL. BRG. E. ABUT.	1421+87.88	-19.08	730.71	730.71	CL. BRG. E. ABUT.	1421+88.06	-12.08	730.84	730.84
BK. E. ABUT.	1421+88.94	-26.08	730.53	730.54	BK. E. ABUT.	1421+89.13	-19.08	730.69	730.69	BK. E. ABUT.	1421+89.31	-12.08	730.82	730.82

BEAM 4					CL. C.H. 8 & P.G.					BEAM 5				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. W. ABUT.	1419+70.99	-5.08	731.08	731.08	BK. W. ABUT.	1419+71.12	0.00	731.17	731.17	BK. W. ABUT.	1419+71.18	1.92	731.14	731.14
CL. BRG. W. ABUT.	1419+72.24	-5.08	731.10	731.10	CL. BRG. W. ABUT.	1419+72.37	0.00	731.18	731.18	CL. BRG. W. ABUT.	1419+72.43	1.92	731.16	731.15
A	1419+82.24	-5.08	731.24	731.29	A	1419+82.37	0.00	731.32	731.37	A	1419+82.43	1.92	731.29	731.35
B	1419+92.24	-5.08	731.36	731.46	B	1419+92.37	0.00	731.44	731.55	B	1419+92.43	1.92	731.41	731.52
C	1420+02.24	-5.08	731.46	731.61	C	1420+02.37	0.00	731.54	731.69	C	1420+02.43	1.92	731.52	731.66
D	1420+12.24	-5.08	731.56	731.72	D	1420+12.37	0.00	731.64	731.80	D	1420+12.43	1.92	731.61	731.77
E	1420+22.24	-5.08	731.63	731.80	E	1420+22.37	0.00	731.72	731.88	E	1420+22.43	1.92	731.69	731.85
F	1420+32.24	-5.08	731.70	731.84	F	1420+32.37	0.00	731.78	731.92	F	1420+32.43	1.92	731.75	731.89
G	1420+42.24	-5.08	731.75	731.86	G	1420+42.37	0.00	731.83	731.94	G	1420+42.43	1.92	731.80	731.91
H	1420+52.24	-5.08	731.79	731.86	H	1420+52.37	0.00	731.87	731.94	H	1420+52.43	1.92	731.84	731.91
I	1420+62.24	-5.08	731.81	731.84	I	1420+62.37	0.00	731.90	731.92	I	1420+62.43	1.92	731.87	731.89
J	1420+72.24	-5.08	731.82	731.83	J	1420+72.37	0.00	731.90	731.91	J	1420+72.43	1.92	731.87	731.88
CL. BRG. PIER	1420+80.24	-5.08	731.82	731.82	CL. BRG. PIER	1420+80.37	0.00	731.90	731.90	CL. BRG. PIER	1420+80.43	1.92	731.87	731.87
K	1420+90.24	-5.08	731.81	731.83	K	1420+90.37	0.00	731.89	731.89	K	1420+90.43	1.92	731.86	731.87
L	1421+00.24	-5.08	731.78	731.82	L	1421+00.37	0.00	731.86	731.90	L	1421+00.43	1.92	731.83	731.87
M	1421+10.24	-5.08	731.74	731.81	M	1421+10.37	0.00	731.82	731.89	M	1421+10.43	1.92	731.79	731.86
N	1421+20.24	-5.08	731.69	731.79	N	1421+20.37	0.00	731.77	731.88	N	1421+20.43	1.92	731.73	731.84
O	1421+30.24	-5.08	731.62	731.74	O	1421+30.37	0.00	731.70	731.84	O	1421+30.43	1.92	731.66	731.79
P	1421+40.24	-5.08	731.53	731.68	P	1421+40.37	0.00	731.61	731.78	P	1421+40.43	1.92	731.58	731.73
Q	1421+50.24	-5.08	731.44	731.59	Q	1421+50.37	0.00	731.52	731.68	Q	1421+50.43	1.92	731.49	731.63
R	1421+60.24	-5.08	731.33	731.47	R	1421+60.37	0.00	731.41	731.54	R	1421+60.43	1.92	731.38	731.51
S	1421+70.24	-5.08	731.20	731.31	S	1421+70.37	0.00	731.28	731.38	S	1421+70.43	1.92	731.25	731.36
T	1421+80.24	-5.08	731.07	731.12	T	1421+80.37	0.00	731.14	731.19	T	1421+80.43	1.92	731.11	731.17
CL. BRG. E. ABUT.	1421+88.24	-5.08	730.95	730.95	CL. BRG. E. ABUT.	1421+88.37	0.00	731.03	731.02	CL. BRG. E. ABUT.	1421+88.43	1.92	730.99	730.99
BK. E. ABUT.	1421+89.49	-5.08	730.93	730.93	BK. E. ABUT.	1421+89.62	0.00	731.01	731.01	BK. E. ABUT.	1421+89.68	1.92	730.97	730.97

BEAM 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. W. ABUT.	1419+71.36	8.92	731.03	731.03
CL. BRG. W. ABUT.	1419+72.61	8.92	731.05	731.05
A	1419+82.61	8.92	731.18	731.24
B	1419+92.61	8.92	731.30	731.41
C	1420+02.61	8.92	731.41	731.55
D	1420+12.61	8.92	731.50	731.66
E	1420+22.61	8.92	731.58	731.74
F	1420+32.61	8.92	731.64	731.78
G	1420+42.61	8.92	731.69	731.80
H	1420+52.61	8.92	731.73	731.80
I	1420+62.61	8.92	731.76	731.78
J	1420+72.61	8.92	731.77	731.77
CL. BRG. PIER	1420+80.61	8.92	731.76	731.76
K	1420+90.61	8.92	731.75	731.76
L	1421+00.61	8.92	731.72	731.76
M	1421+10.61	8.92	731.68	731.75
N	1421+20.61	8.92	731.62	731.73
O	1421+30.61	8.92	731.55	731.68
P	1421+40.61	8.92	731.47	731.61
Q	1421+50.61	8.92	731.37	731.52
R	1421+60.61	8.92	731.26	731.40
S	1421+70.61	8.92	731.14	731.25
T	1421+80.61	8.92	731.00	731.06
CL. BRG. E. ABUT.	1421+88.61	8.92	730.88	730.88
BK. E. ABUT.	1421+89.86	8.92	730.86	730.86

BEAM 7

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. W. ABUT.	1419+71.54	15.92	730.91	730.91
CL. BRG. W. ABUT.	1419+72.79	15.92	730.93	730.93
A	1419+82.79	15.92	731.06	731.12
B	1419+92.79	15.92	731.18	731.29
C	1420+02.79	15.92	731.29	731.43
D	1420+12.79	15.92	731.38	731.54
E	1420+22.79	15.92	731.46	731.62
F	1420+32.79	15.92	731.52	731.67
G	1420+42.79	15.92	731.58	731.68
H	1420+52.79	15.92	731.61	731.68
I	1420+62.79	15.92	731.64	731.66
J	1420+72.79	15.92	731.65	731.65
CL. BRG. PIER	1420+80.79	15.92	731.64	731.64
K	1420+90.79	15.92	731.63	731.64
L	1421+00.79	15.92	731.60	731.64
M	1421+10.79	15.92	731.56	731.63
N	1421+20.79	15.92	731.50	731.60
O	1421+30.79	15.92	731.43	731.56
P	1421+40.79	15.92	731.35	731.49
Q	1421+50.79	15.92	731.25	731.40
R	1421+60.79	15.92	731.14	731.28
S	1421+70.79	15.92	731.02	731.13
T	1421+80.79	15.92	730.88	730.94
CL. BRG. E. ABUT.	1421+88.79	15.92	730.76	730.76
BK. E. ABUT.	1421+90.04	15.92	730.74	730.74

BEAM 8

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. W. ABUT.	1419+71.73	22.92	730.77	730.77
CL. BRG. W. ABUT.	1419+72.98	22.92	730.79	730.79
A	1419+82.98	22.92	730.92	730.98
B	1419+92.98	22.92	731.04	731.15
C	1420+02.98	22.92	731.15	731.29
D	1420+12.98	22.92	731.24	731.40
E	1420+22.98	22.92	731.32	731.48
F	1420+32.98	22.92	731.38	731.52
G	1420+42.98	22.92	731.43	731.54
H	1420+52.98	22.92	731.47	731.53
I	1420+62.98	22.92	731.49	731.52
J	1420+72.98	22.92	731.50	731.50
CL. BRG. PIER	1420+80.98	22.92	731.50	731.50
K	1420+90.98	22.92	731.48	731.50
L	1421+00.98	22.92	731.45	731.50
M	1421+10.98	22.92	731.41	731.48
N	1421+20.98	22.92	731.36	731.46
O	1421+30.98	22.92	731.29	731.41
P	1421+40.98	22.92	731.20	731.35
Q	1421+50.98	22.92	731.10	731.25
R	1421+60.98	22.92	730.99	731.13
S	1421+70.98	22.92	730.87	730.98
T	1421+80.98	22.92	730.73	730.79
CL. BRG. E. ABUT.	1421+88.98	22.92	730.61	730.61
BK. E. ABUT.	1421+90.23	22.92	730.59	730.59

BEAM 9

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. W. ABUT.	1419+71.91	29.92	730.64	730.64
CL. BRG. W. ABUT.	1419+73.16	29.92	730.66	730.66
A	1419+83.16	29.92	730.79	730.85
B	1419+93.16	29.92	730.91	731.02
C	1420+03.16	29.92	731.02	731.16
D	1420+13.16	29.92	731.11	731.27
E	1420+23.16	29.92	731.18	731.35
F	1420+33.16	29.92	731.25	731.39
G	1420+43.16	29.92	731.30	731.41
H	1420+53.16	29.92	731.34	731.41
I	1420+63.16	29.92	731.36	731.39
J	1420+73.16	29.92	731.37	731.37
CL. BRG. PIER	1420+81.16	29.92	731.37	731.37
K	1420+91.16	29.92	731.35	731.37
L	1421+01.16	29.92	731.32	731.37
M	1421+11.16	29.92	731.28	731.35
N	1421+21.16	29.92	731.22	731.33
O	1421+31.16	29.92	731.15	731.28
P	1421+41.16	29.92	731.07	731.22
Q	1421+51.16	29.92	730.97	731.12
R	1421+61.16	29.92	730.86	731.00
S	1421+71.16	29.92	730.74	730.85
T	1421+81.16	29.92	730.60	730.66
CL. BRG. E. ABUT.	1421+89.16	29.92	730.48	730.48
BK. E. ABUT.	1421+90.41	29.92	730.46	730.46

BEAM 10

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. W. ABUT.	1419+72.09	36.92	730.79	730.79
CL. BRG. W. ABUT.	1419+73.34	36.92	730.81	730.81
A	1419+83.34	36.92	730.94	731.00
B	1419+93.34	36.92	731.06	731.16
C	1420+03.34	36.92	731.16	731.29
D	1420+13.34	36.92	731.25	731.40
E	1420+23.34	36.92	731.33	731.47
F	1420+33.34	36.92	731.40	731.51
G	1420+43.34	36.92	731.45	731.53
H	1420+53.34	36.92	731.48	731.54
I	1420+63.34	36.92	731.51	731.53
J	1420+73.34	36.92	731.51	731.52
CL. BRG. PIER	1420+81.34	36.92	731.51	731.51
K	1420+91.34	36.92	731.50	731.50
L	1421+01.34	36.92	731.47	731.49
M	1421+11.34	36.92	731.42	731.49
N	1421+21.34	36.92	731.37	731.46
O	1421+31.34	36.92	731.30	731.42
P	1421+41.34	36.92	731.21	731.35
Q	1421+51.34	36.92	731.12	731.26
R	1421+61.34	36.92	731.00	731.13
S	1421+71.34	36.92	730.88	730.97
T	1421+81.34	36.92	730.74	730.79
CL. BRG. E. ABUT.	1421+89.34	36.92	730.62	730.62
BK. E. ABUT.	1421+90.59	36.92	730.60	730.60

KNIGHT

Engineers & Architects

DESIGNED - FJW	REVISED
CHECKED - AMD	REVISED
DRAWN - DJC	REVISED
CHECKED - AMD	REVISED

SCALE - NONE
DATE - 8/10/2018

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS-III
STRUCTURE NUMBER 046-0150**

SHEET NO. S-05 OF 32 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	46
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER			
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF WEST APPROACH PAVEMENT	1419+40.39	-28.00	730.17
A1	1419+50.39	-28.00	730.35
A2	1419+60.39	-28.00	730.52
E. END OF WEST APPROACH PAVEMENT	1419+70.39	-28.00	730.67

NORTH EDGE OF PAVEMENT			
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF WEST APPROACH PAVEMENT	1419+40.44	-26.00	730.21
A1	1419+50.44	-26.00	730.39
A2	1419+60.44	-26.00	730.56
E. END OF WEST APPROACH PAVEMENT	1419+70.44	-26.00	730.71

NORTH LANE LINE			
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF WEST APPROACH PAVEMENT	1419+40.75	-14.00	730.46
A1	1419+50.75	-14.00	730.64
A2	1419+60.75	-14.00	730.80
E. END OF WEST APPROACH PAVEMENT	1419+70.75	-14.00	730.95

C.H. 8 & P.G.			
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF WEST APPROACH PAVEMENT	1419+41.12	0.00	730.68
A1	1419+51.12	0.00	730.85
A2	1419+61.12	0.00	731.02
E. END OF WEST APPROACH PAVEMENT	1419+71.12	0.00	731.17

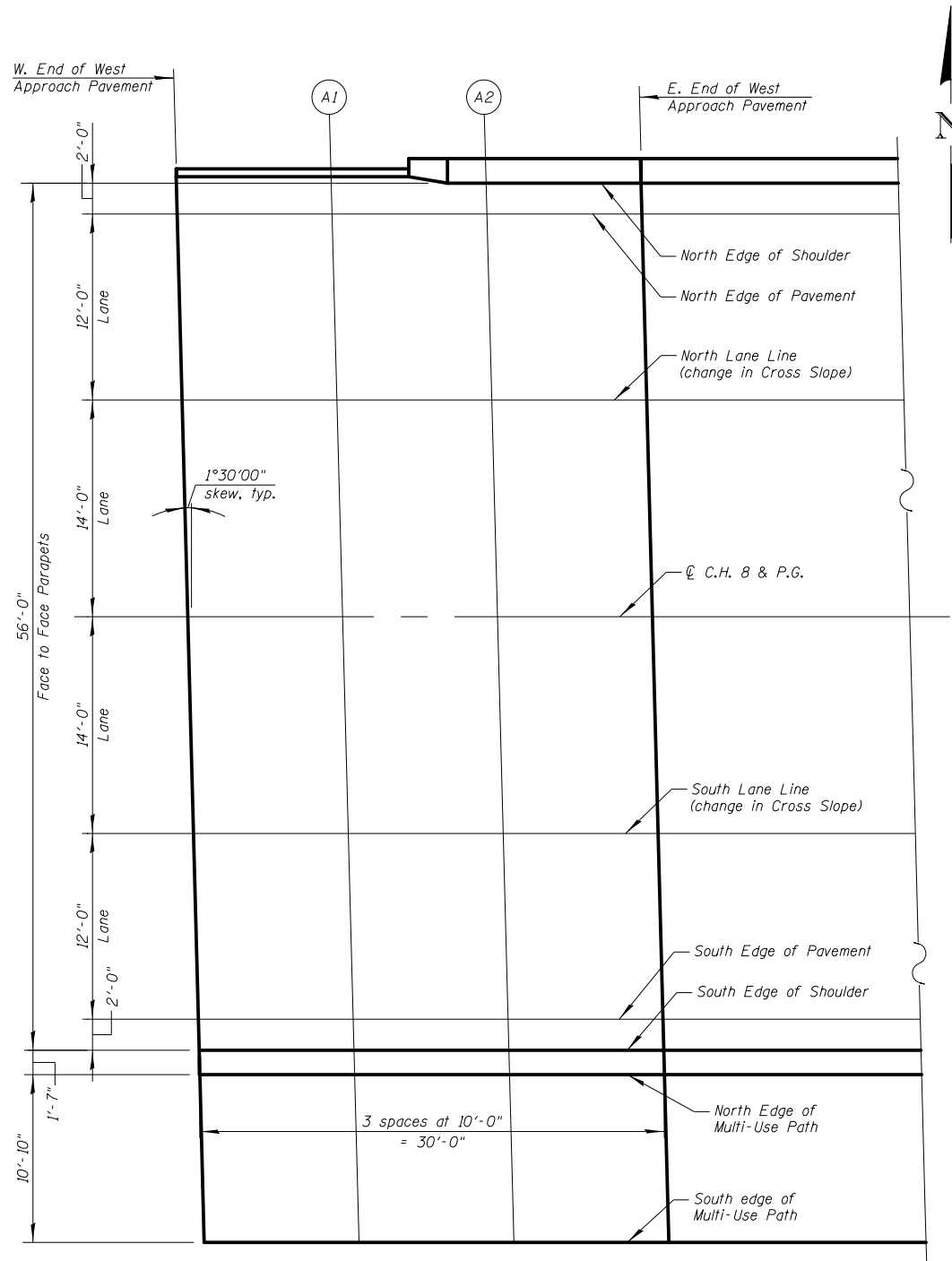
SOUTH LANE LINE			
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF WEST APPROACH PAVEMENT	1419+41.49	14.00	730.47
A1	1419+51.49	14.00	730.65
A2	1419+61.49	14.00	730.81
E. END OF WEST APPROACH PAVEMENT	1419+71.49	14.00	730.96

SOUTH EDGE OF PAVEMENT			
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF WEST APPROACH PAVEMENT	1419+41.80	26.00	730.24
A1	1419+51.80	26.00	730.42
A2	1419+61.80	26.00	730.58
E. END OF WEST APPROACH PAVEMENT	1419+71.80	26.00	730.73

SOUTH EDGE OF SHOULDER			
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF WEST APPROACH PAVEMENT	1419+41.85	28.00	730.20
A1	1419+51.85	28.00	730.38
A2	1419+61.85	28.00	730.54
E. END OF WEST APPROACH PAVEMENT	1419+71.85	28.00	730.69

NORTH EDGE OF MULTI-USE PATH			
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF WEST APPROACH PAVEMENT	1419+41.89	29.58	730.17
A1	1419+51.89	29.58	730.35
A2	1419+61.89	29.58	730.51
E. END OF WEST APPROACH PAVEMENT	1419+71.89	29.58	730.66

SOUTH EDGE OF MULTI-USE PATH			
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF WEST APPROACH PAVEMENT	1419+42.18	40.42	730.39
A1	1419+52.18	40.42	730.58
A2	1419+62.18	40.42	730.73
E. END OF WEST APPROACH PAVEMENT	1419+72.18	40.42	730.88



PLAN

KNIGHT
Engineers & Architects

DESIGNED - FJW	REVISED
CHECKED - AMD	REVISED
DRAWN - DJC	REVISED
CHECKED - AMD	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NUMBER 046-0150

SHEET NO. S-06 OF 32 SHEETS

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	47
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF EAST APPROACH PAVEMENT	1421+88.89	-28.00	730.53
A3	1421+98.89	-28.00	730.36
A4	1422+08.89	-28.00	730.19
E. END OF EAST APPROACH PAVEMENT	1422+18.89	-28.00	730.00

NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF EAST APPROACH PAVEMENT	1421+88.94	-26.00	730.57
A3	1421+98.94	-26.00	730.40
A4	1422+08.94	-26.00	730.23
E. END OF EAST APPROACH PAVEMENT	1422+18.94	-26.00	730.04

NORTH LANE LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF EAST APPROACH PAVEMENT	1421+89.25	-14.00	730.80
A3	1421+99.25	-14.00	730.64
A4	1422+09.25	-14.00	730.46
E. END OF EAST APPROACH PAVEMENT	1422+19.25	-14.00	730.27

☉ C.H. 8 & P.G.

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF EAST APPROACH PAVEMENT	1421+89.62	0.00	731.01
A3	1421+99.62	0.00	730.84
A4	1422+09.62	0.00	730.66
E. END OF EAST APPROACH PAVEMENT	1422+19.62	0.00	730.47

SOUTH LANE LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF EAST APPROACH PAVEMENT	1421+89.99	14.00	730.79
A3	1421+99.99	14.00	730.62
A4	1422+09.99	14.00	730.45
E. END OF EAST APPROACH PAVEMENT	1422+19.99	14.00	730.26

SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF EAST APPROACH PAVEMENT	1421+90.30	26.00	730.54
A3	1422+00.30	26.00	730.38
A4	1422+10.30	26.00	730.20
E. END OF EAST APPROACH PAVEMENT	1422+20.30	26.00	730.01

SOUTH EDGE OF SHOULDER

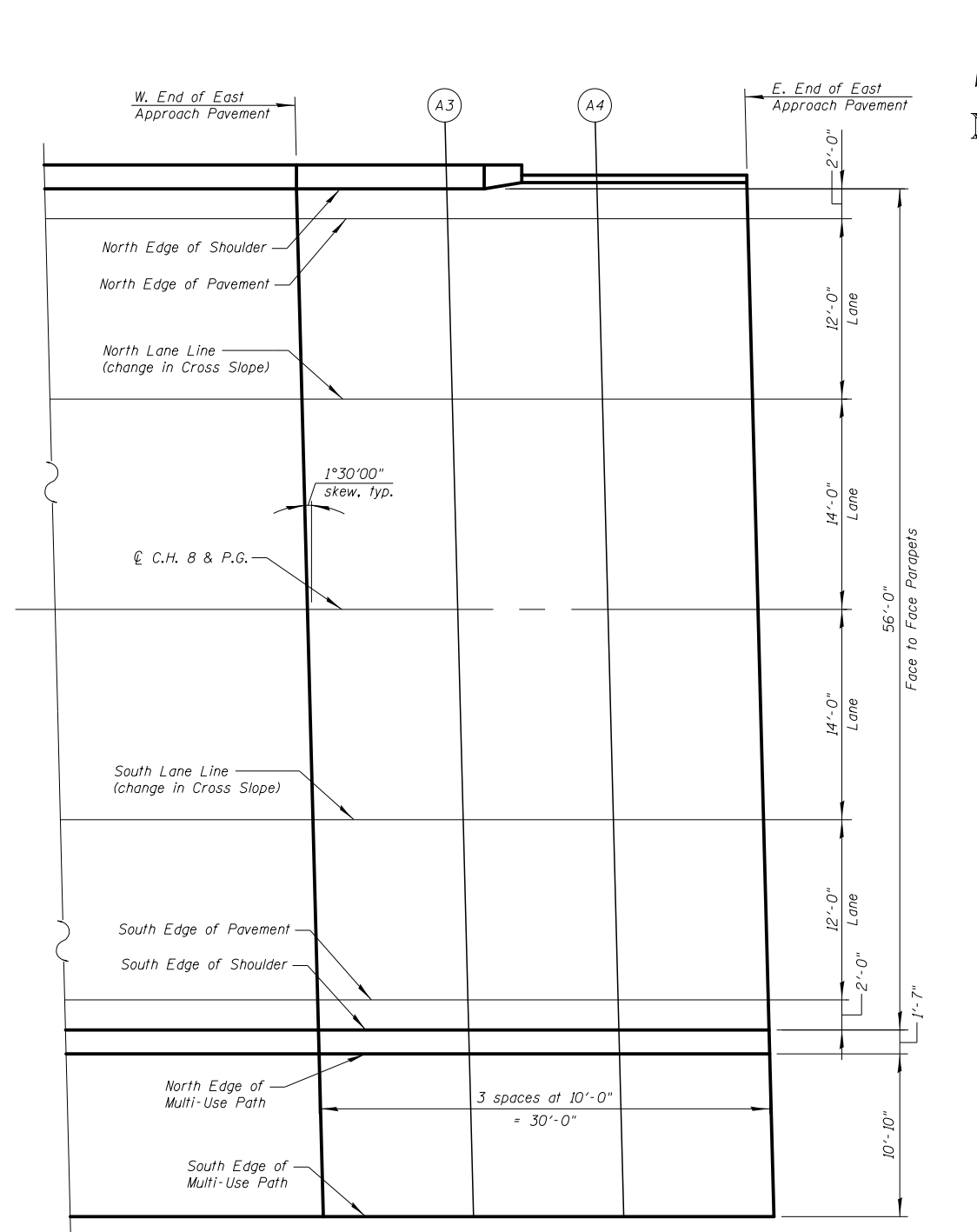
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF EAST APPROACH PAVEMENT	1421+90.35	28.00	730.50
A3	1422+00.35	28.00	730.34
A4	1422+10.35	28.00	730.16
E. END OF EAST APPROACH PAVEMENT	1422+20.35	28.00	729.97

NORTH EDGE OF MULTI-USE PATH

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF EAST APPROACH PAVEMENT	1421+90.39	29.58	730.47
A3	1422+00.39	29.58	730.31
A4	1422+10.39	29.58	730.13
E. END OF EAST APPROACH PAVEMENT	1422+20.39	29.58	729.94

SOUTH EDGE OF MULTI-USE PATH

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
W. END OF EAST APPROACH PAVEMENT	1421+90.68	40.42	730.67
A3	1422+00.68	40.42	730.53
A4	1422+10.68	40.42	730.35
E. END OF EAST APPROACH PAVEMENT	1422+20.68	40.42	730.16



PLAN



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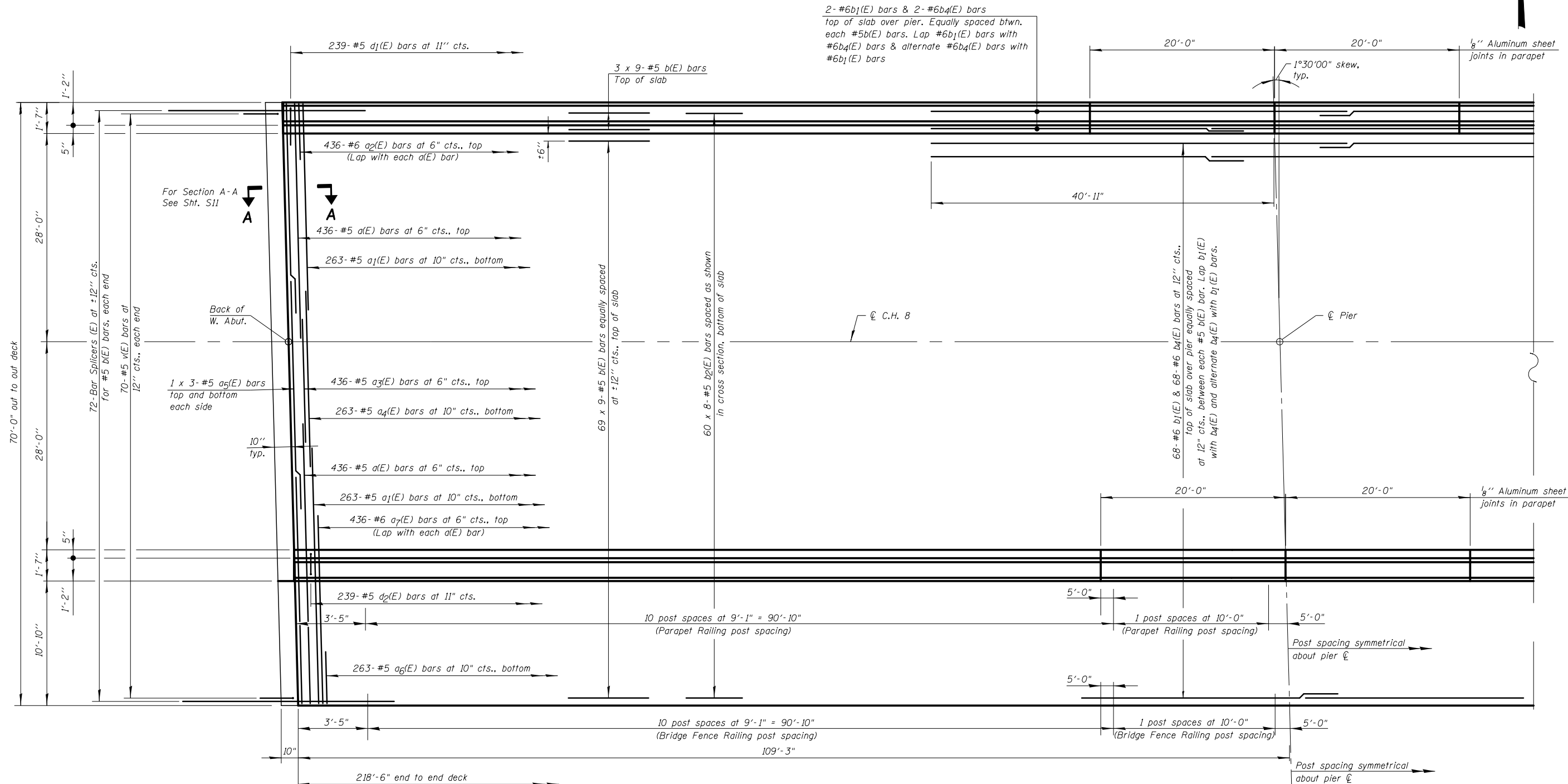
DESIGNED - FJW	REVIS
CHECKED - AMD	REVIS
SCALE - NONE	REVIS
DATE - 8/10/2018	REVIS
DRAWN - DJC	REVIS
CHECKED - AMD	REVIS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NUMBER 046-0150**

SHEET NO. S-07 OF 32 SHEETS

F.A./P. RTE. 57	SECTION 46-2(1)HBR-1	COUNTY KANKAKEE	TOTAL SHEETS 92	SHEET NO. 48
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



PARTIAL PLAN

MIN. BAR LAP:

#5 bars = 2'-6"
#6 bars = 3'-0"

Notes:
For Deck Cross Section, see Sht. S9.
For Superstructure Details & Bill of Material, see Sht. S10.
Reinforcement bars designated thus 60x8-#5 etc., indicates 60 lines of bars with 8 lengths per line.

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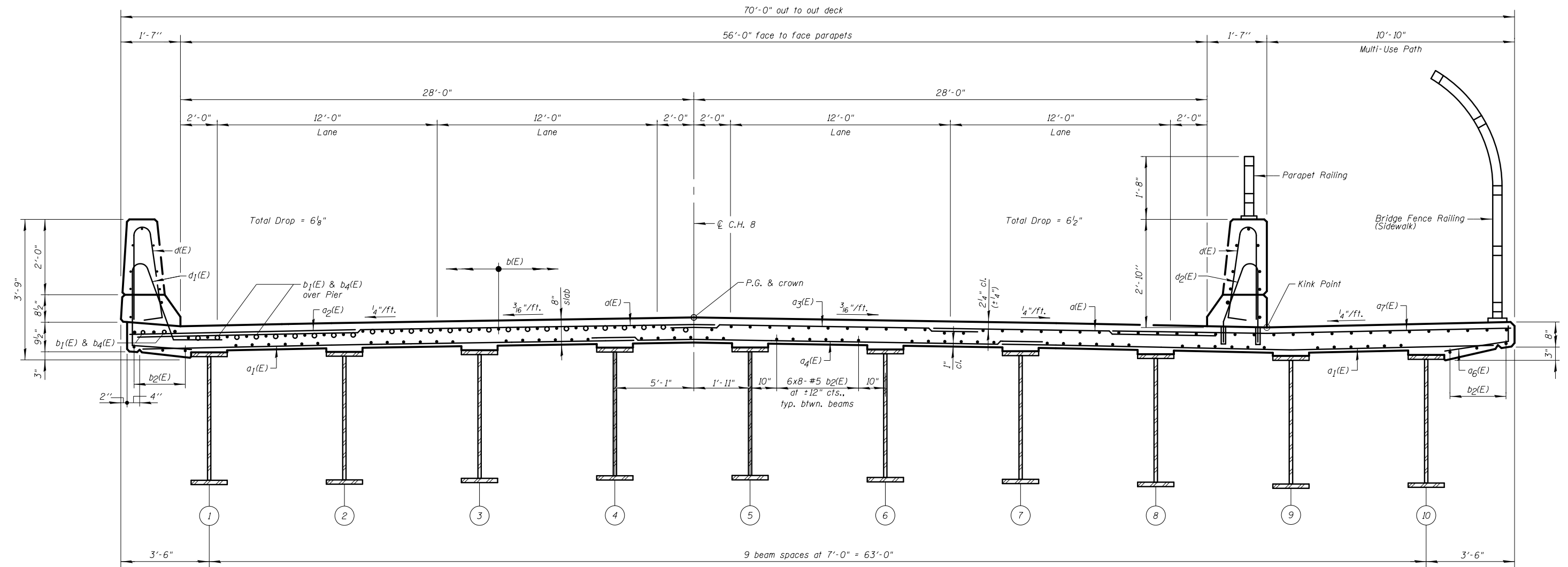
DESIGNED - FJW	REVISED
CHECKED - AMD	REVISED
DRAWN - DJC	REVISED
CHECKED - AMD	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
STRUCTURE NUMBER 046-0150

SHEET NO. S-08 OF 32 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	49
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



NEAR PIER

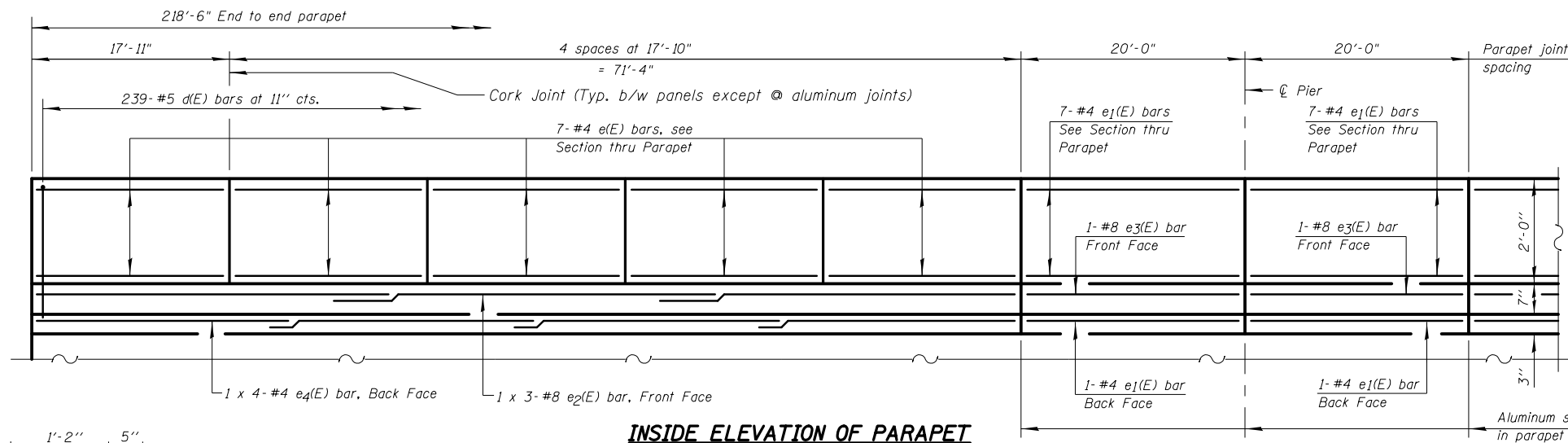
NEAR MIDSPAN

CROSS SECTION
(Looking East)

Note:

The top of the multi-use path shall be finished in accordance with Art. 424.06, except the surface shall not be divided by grooves.

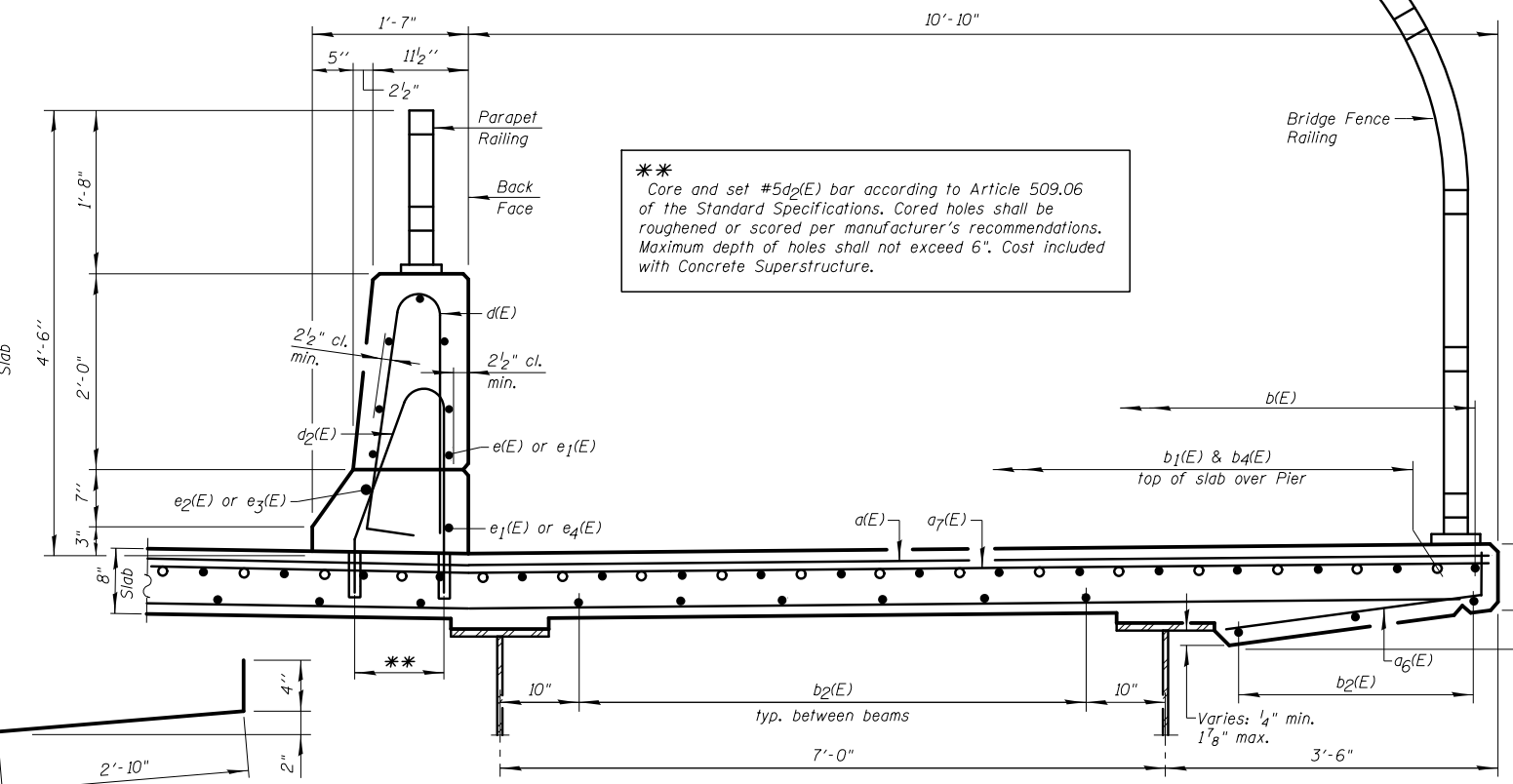
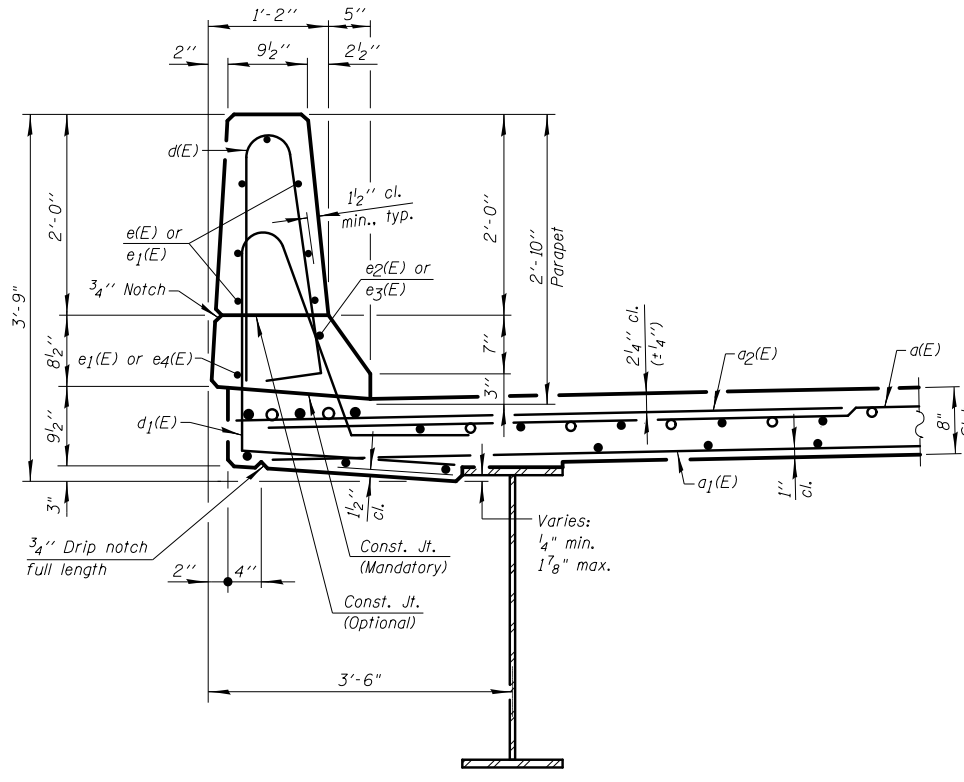
KNIGHT Engineers & Architects	DESIGNED - FJW	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK CROSS SECTION STRUCTURE NUMBER 046-0150	F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - AMD	REVISED			57	46-2(1)HBR-1	KANKAKEE	92	50
	SCALE - NONE	REVISED			CONTRACT NO. 66956				
DATE - 8/10/2018	CHECKED - AMD	REVISED	SHEET NO. S-09 OF 32 SHEETS			FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			



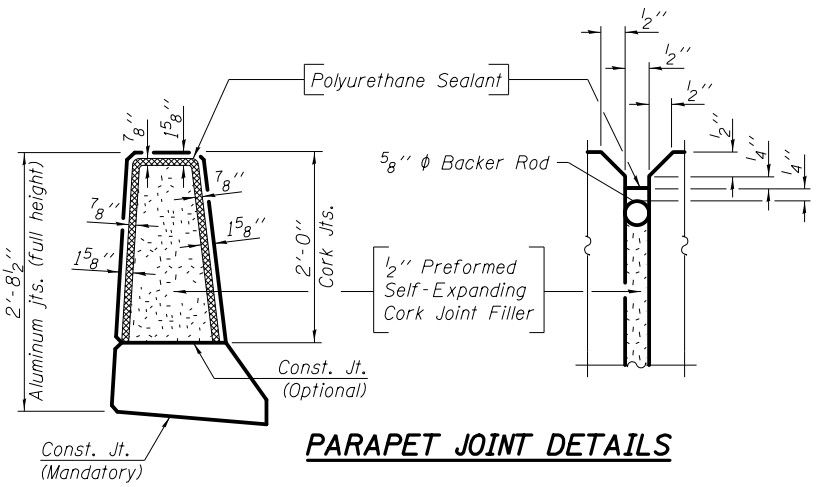
Notes:
 The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The Polyurethane Sealant shall be non-staining gray one component non-sag elastomeric gun grade meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8" backer rod.

SUPERSTRUCTURE BILL OF MATERIAL

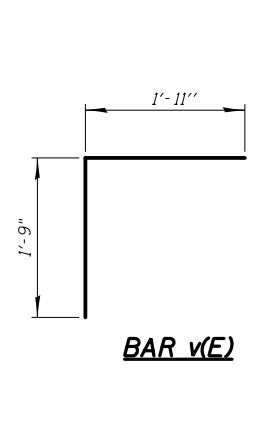
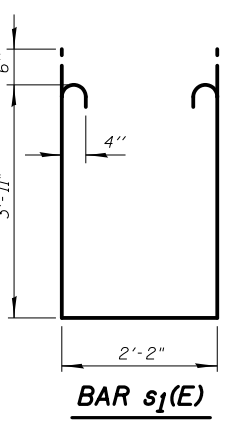
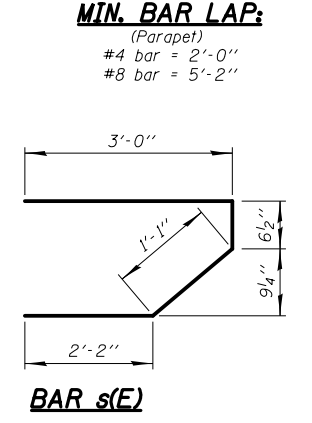
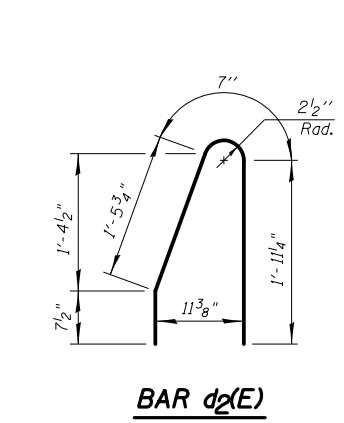
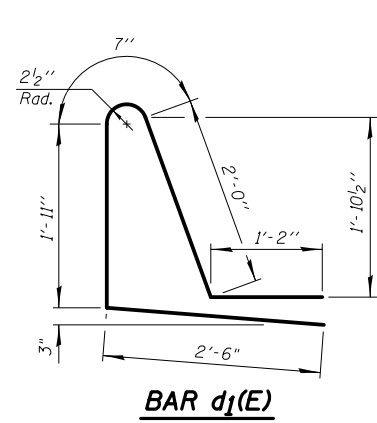
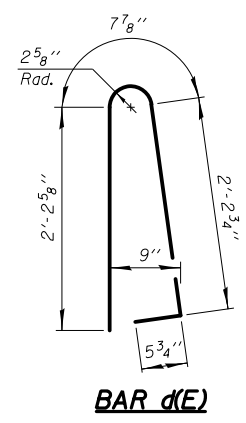
Bar	No.	Size	Length	Shape
a(E)	872	#5	29'-1"	—
a1(E)	526	#5	24'-9"	—
a2(E)	436	#6	6'-6"	—
a3(E)	436	#5	16'-6"	—
a4(E)	263	#5	25'-2"	—
a5(E)	12	#5	24'-11"	—
a6(E)	263	#5	3'-2"	└
a7(E)	436	#6	17'-2"	—
b(E)	648	#5	26'-6"	—
b1(E)	70	#6	45'-0"	—
b2(E)	480	#5	29'-6"	—
b4(E)	70	#6	39'-10"	—
d(E)	478	#5	5'-7"	┌
d1(E)	239	#5	8'-2"	┌
d2(E)	239	#5	4'-8"	┌
e(E)	140	#4	17'-6"	—
e1(E)	32	#4	19'-8"	—
e2(E)	12	#8	33'-1"	—
e3(E)	4	#8	19'-8"	—
e4(E)	16	#4	23'-9"	—
m(E)	30	#6	25'-6"	—
m1(E)	40	#6	10'-4"	—
m2(E)	18	#6	6'-9"	—
m3(E)	4	#6	3'-2"	—
s(E)	138	#5	6'-10"	└
s1(E)	120	#4	11'-0"	└
v(E)	140	#5	3'-8"	└
Reinforcement Bars, Epoxy Coated		Pound	126,530	
Concrete Superstructure		Cu Yd	495.3	
Bridge Deck Grooving		Sq Yd	1311	
Protective Coat		Sq Yd	1868	



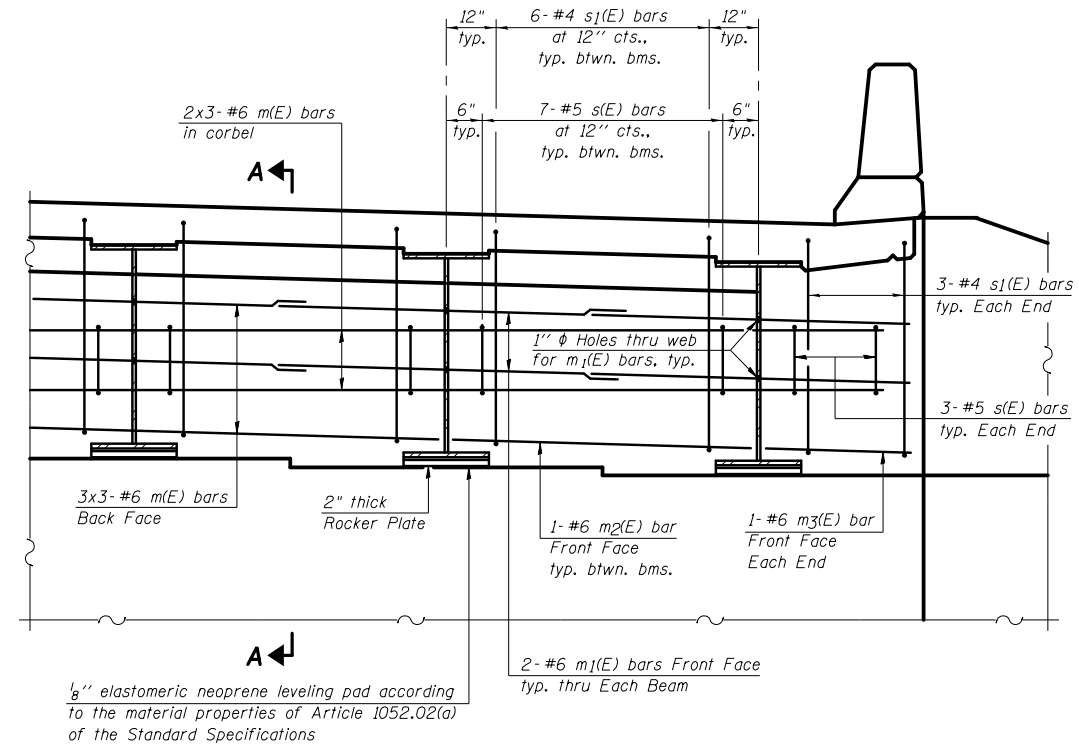
 Core and set #5d2(E) bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of holes shall not exceed 6". Cost included with Concrete Superstructure.



BAR a6(E)



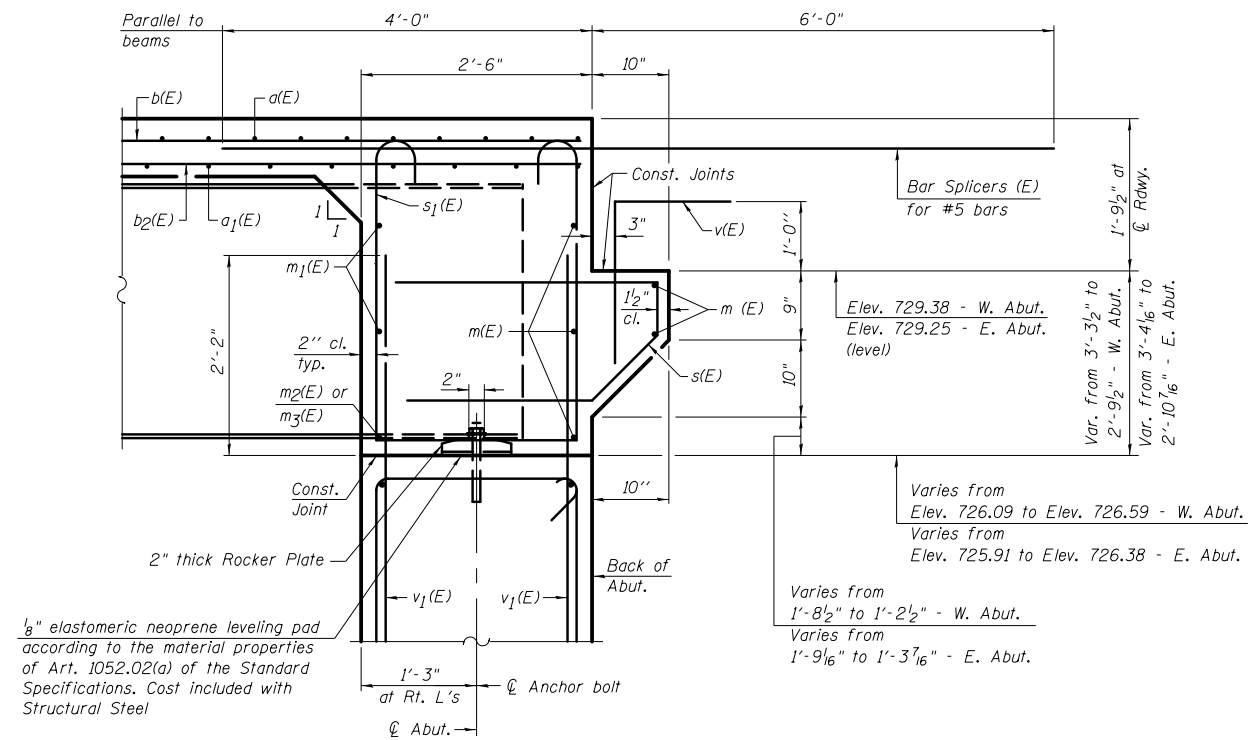
MIN. BAR LAP:
 (Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"



DIAPHRAGM ELEVATION AT ABUTMENT

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on Sht. S10.
 Concrete in diaphragm is included with Concrete Superstructure on Sht. S10.
 For details of bars s(E) & s₁(E) see Sht. S10.
 The s(E) and s₁(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

MIN. BAR LAP
 #6 bar = 3'-4"



SECTION A-A

Dimensions at right angles to abutment, except as shown

SI-DS1 1-27-12

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DESIGNED - FJW	REVISED
CHECKED - AMD	REVISED
DRAWN - DJC	REVISED
CHECKED - AMD	REVISED
SCALE - NONE	
DATE - 8/10/2018	

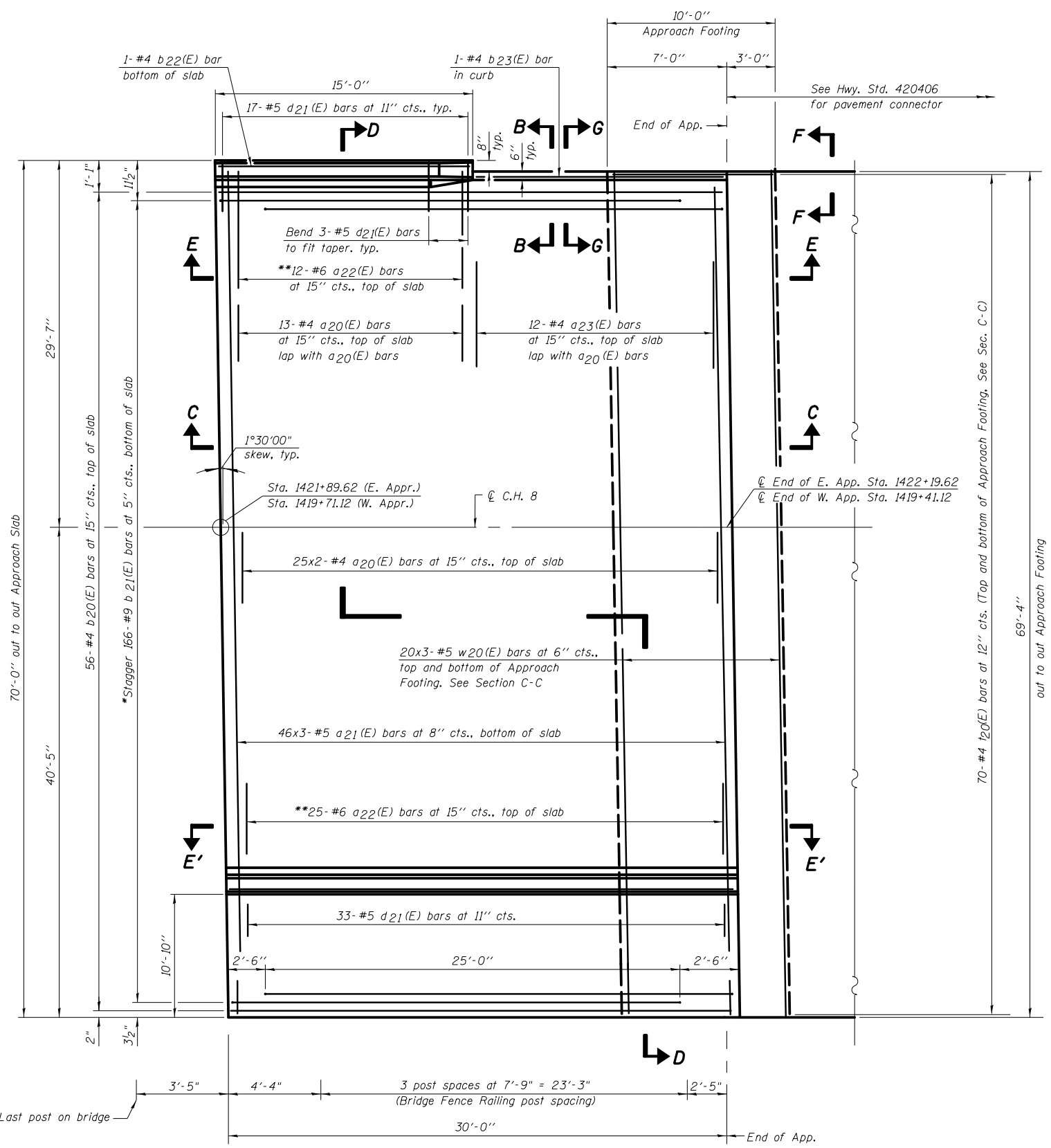
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INTEGRAL ABUTMENT DIAPHRAGM DETAILS
 STRUCTURE NUMBER 046-0150

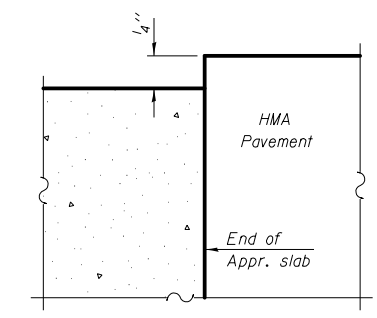
SHEET NO. S-11 OF 32 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	52
CONTRACT NO. 66956				

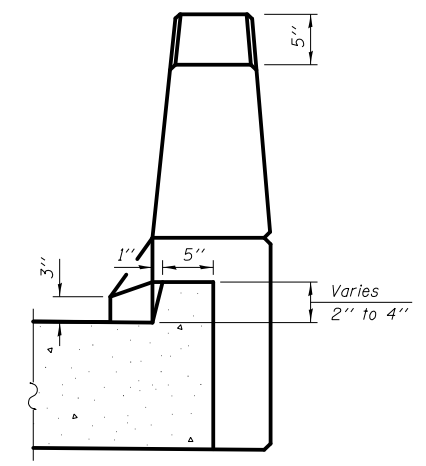
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT



Notes:
See Sht. S13 for Sections C-C, D-D & G-G and Views E-E, & E'-E', a(E) and a1(E) bar spacings measured along ∅ Rdwy.



HMA PAVEMENT
DETAIL A
See Highway Standard 420406



VIEW B-B

MIN. BAR LAP:
#4 Bar = 1'-10"
#5 Bar = 2'-6"

PLAN

(East approach slab shown - West approach slab opposite hand)

- *Tilt #9 b21(E) bars as required to maintain clearance.
- **Space between a20(E) bars, typ. each parapet.

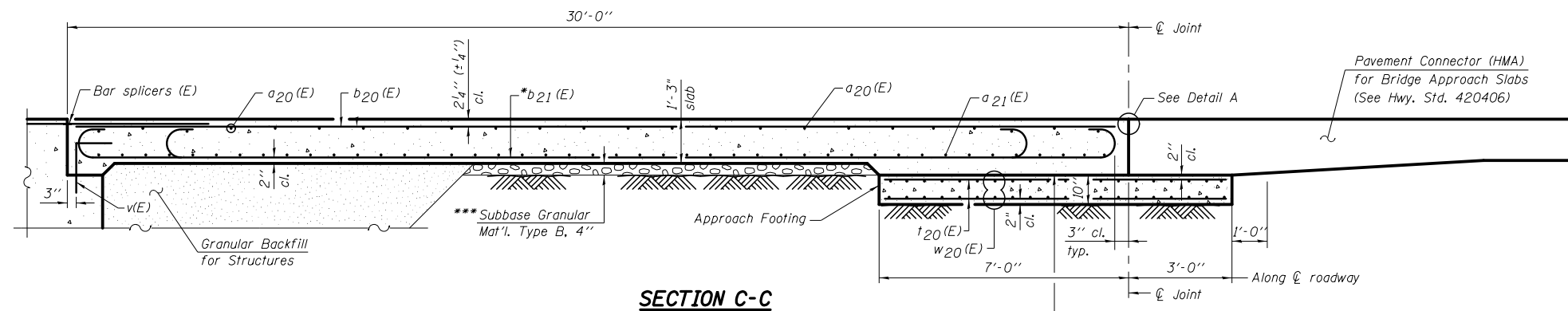
(Sheet 1 of 2)

KNIGHT Engineers & Architects	DESIGNED - FJW	REVISION	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS-I STRUCTURE NUMBER 046-0150	F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - AMD	REVISION			57	46-2(1)HBR-1	KANKAKEE	92	53
	SCALE - NONE	DRAWN - DJC			REVISION	CONTRACT NO. 66956			
DATE - 8/10/2018	CHECKED - AMD	REVISION	SHEET NO. S-12 OF 32 SHEETS			FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			

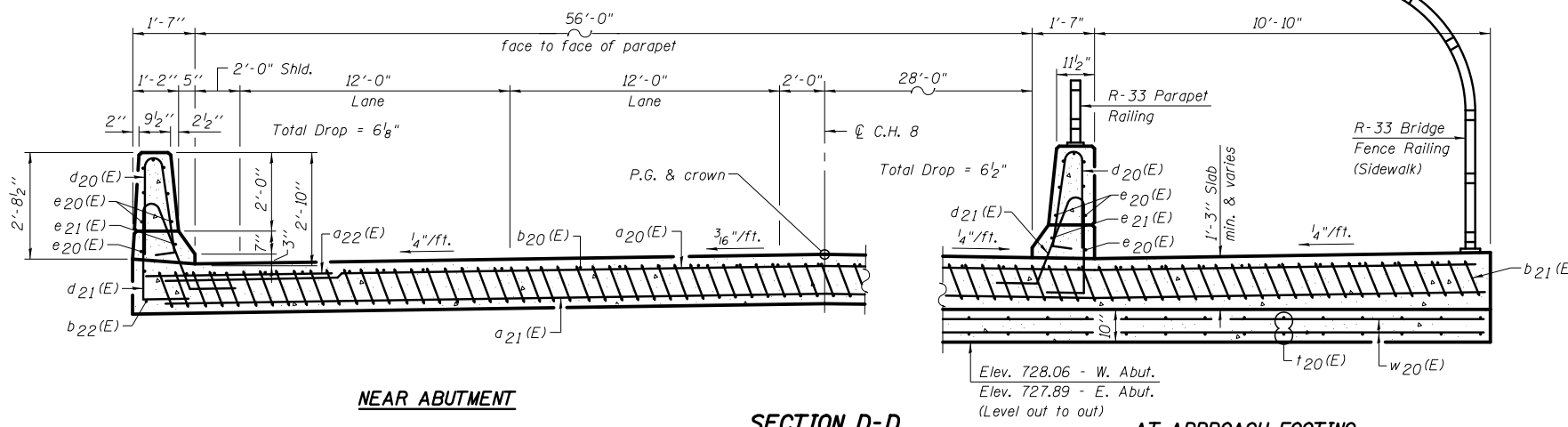
Notes:
 See Sht. S12 for Detail A
 For v(E) bar details, see Sht. S10.
 For bar splicer details, see Sht. S22.
 For additional parapet details, see Sht. S12.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see Sht. S2.

**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a20(E)	126	#4	24'-5"	—
a21(E)	276	#5	24'-8"	—
a22(E)	74	#6	6'-6"	—
a23(E)	24	#4	23'-10"	—
b20(E)	112	#4	29'-8"	—
b21(E)	332	#9	29'-9"	—
b22(E)	2	#4	14'-8"	—
b23(E)	2	#4	14'-4"	—
d20(E)	100	#5	5'-7"	—
d21(E)	100	#5	7'-8"	—
e20(E)	44	#4	14'-8"	—
e21(E)	2	#8	14'-8"	—
e22(E)	2	#8	29'-8"	—
e23(E)	2	#4	29'-8"	—
t20(E)	280	#4	9'-8"	—
w20(E)	240	#5	24'-8"	—
Concrete Structures	Cu Yd	43.0		
Concrete Superstructure	Cu Yd	10.0		
Bridge Deck Grooving	Sq Yd	360		
Concrete Superstructure (Approach Slab)	Cu Yd	210.0		
Protective Coat	Sq Yd	494		
Reinforcement Bars, Epoxy Coated	Pound	56,180		



SECTION C-C



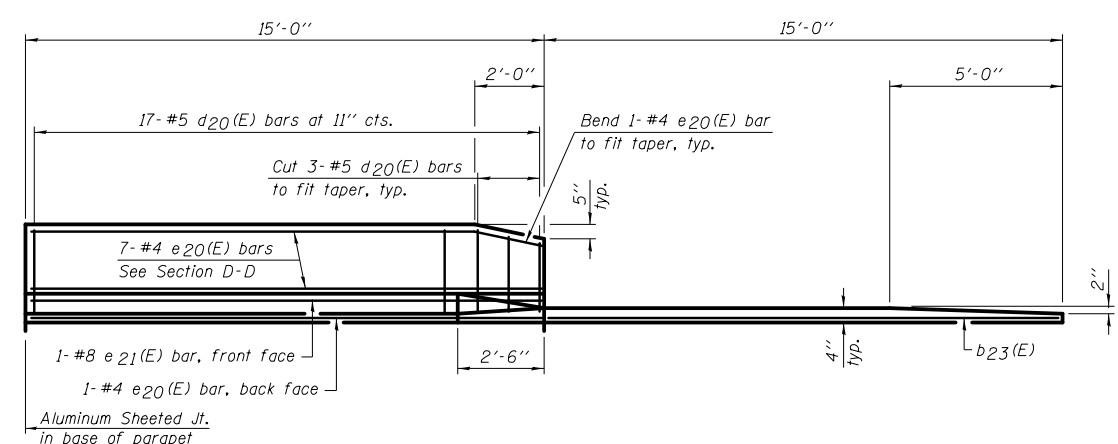
NEAR ABUTMENT

SECTION D-D

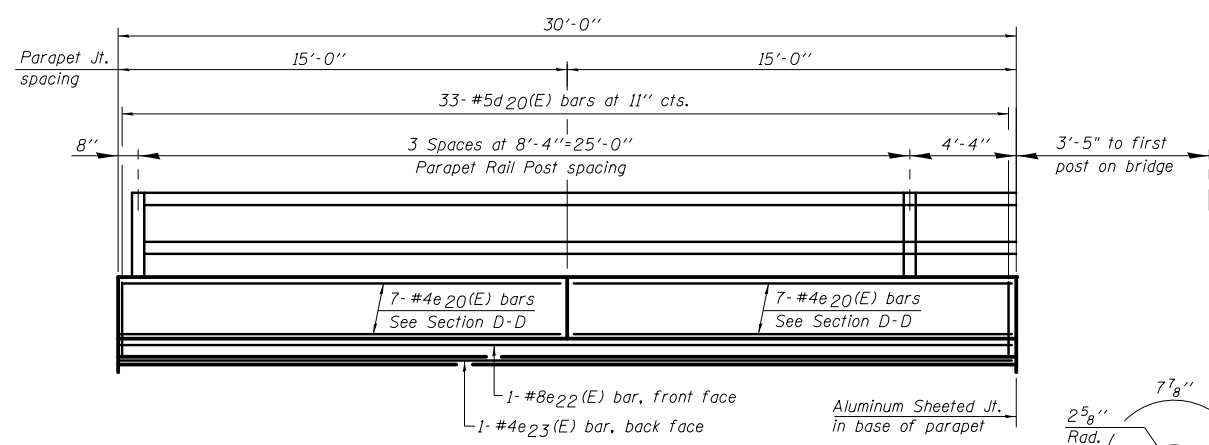
(See Plan for dimensions not shown)

AT APPROACH FOOTING

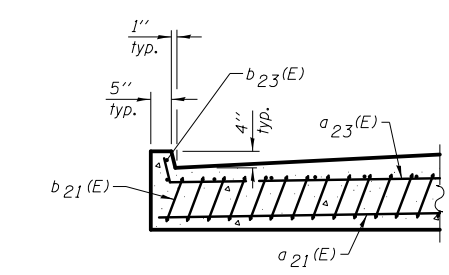
*Tilt #9 b21(E) bars as required to maintain clearance.
 ***Cost included with Concrete Superstructure (Approach Slab)



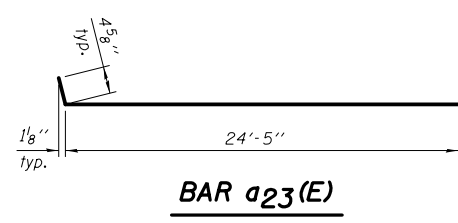
VIEW E-E



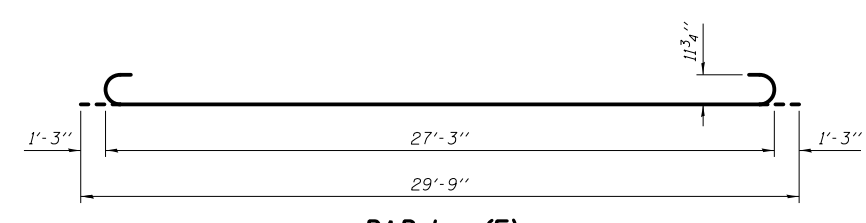
VIEW E'-E'



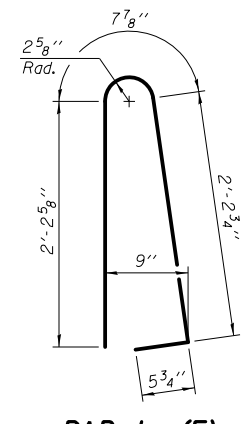
SECTION G-G



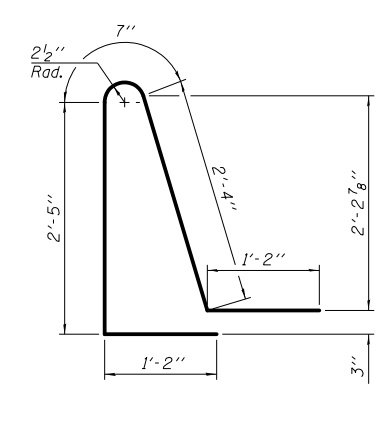
BAR a23(E)



BAR b21(E)



BAR d20(E)



BAR d21(E)

(Sheet 2 of 2)

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DESIGNED - FJW	REVISION
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DRAWN - DJC	REVISION
CHECKED - AMD	REVISION
SCALE - NONE	
DATE - 8/10/2018	

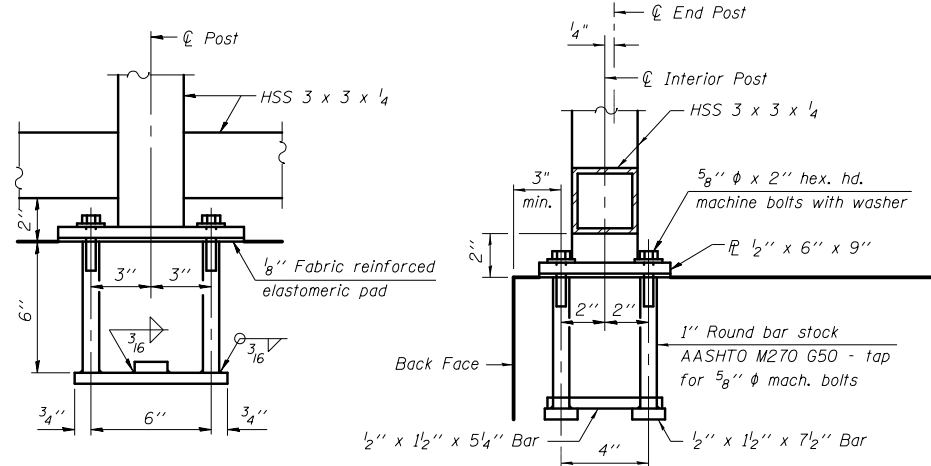
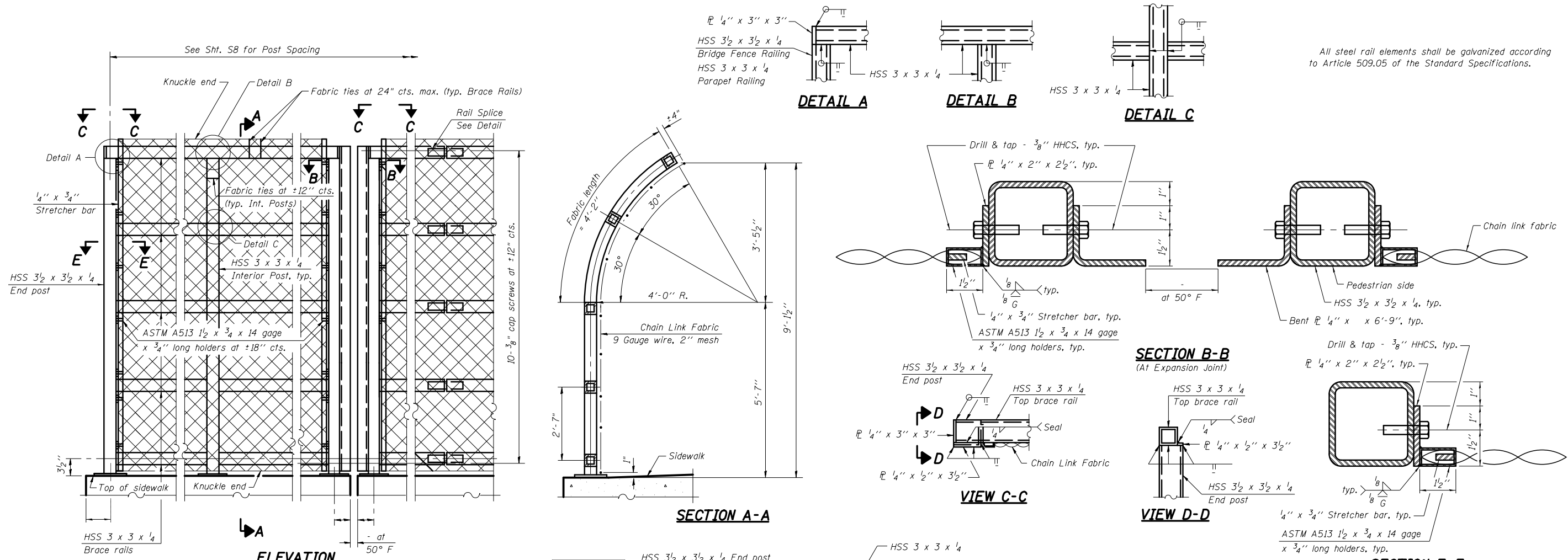
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS-II
 STRUCTURE NUMBER 046-0150**

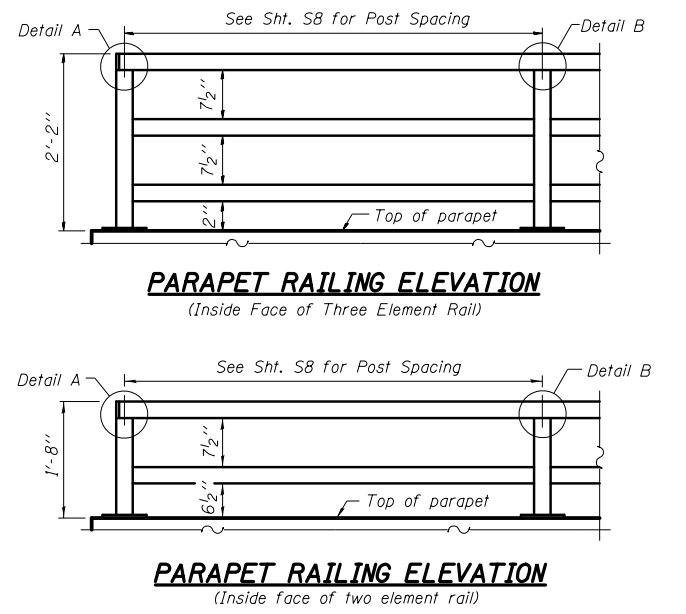
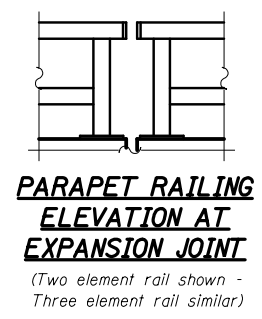
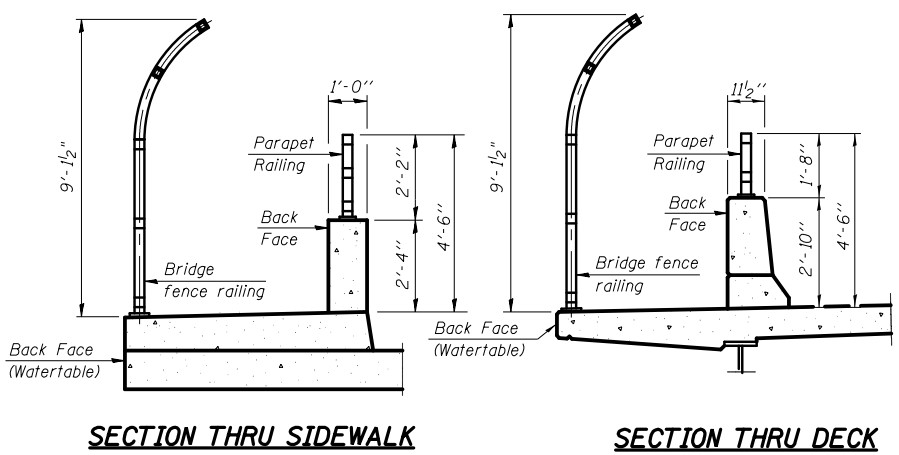
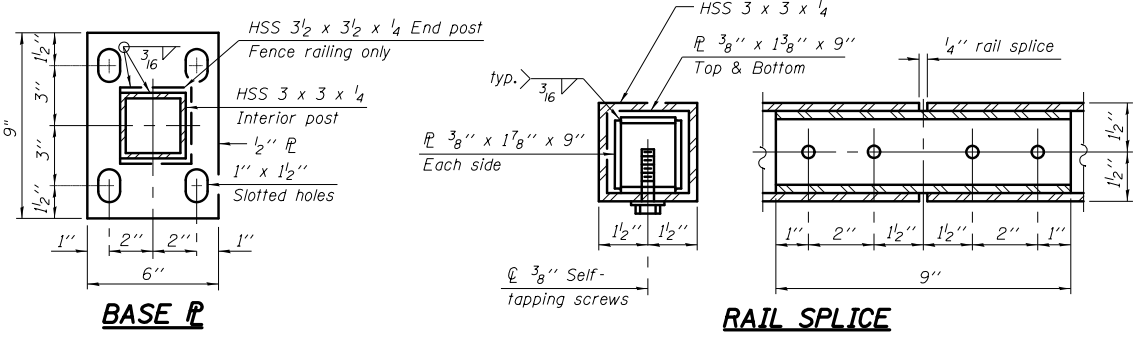
SHEET NO. S-13 OF 32 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	54
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



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



BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing (Sidewalk)	Foot	279
Parapet Railing	Foot	279

Notes:
 All structural steel tubing, post and railing, for parapet railing shall be CVN tested according to 1006.34(b) of the Standard Specifications.
 CVN testing may be omitted for Bridge Fence Railing.

R-33 7-1-10 (10'-0" Maximum Post Spacing)

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DESIGNED - FJW	REVISD
CHECKED - AMD	REVISD
DRAWN - DJC	REVISD
CHECKED - AMD	REVISD

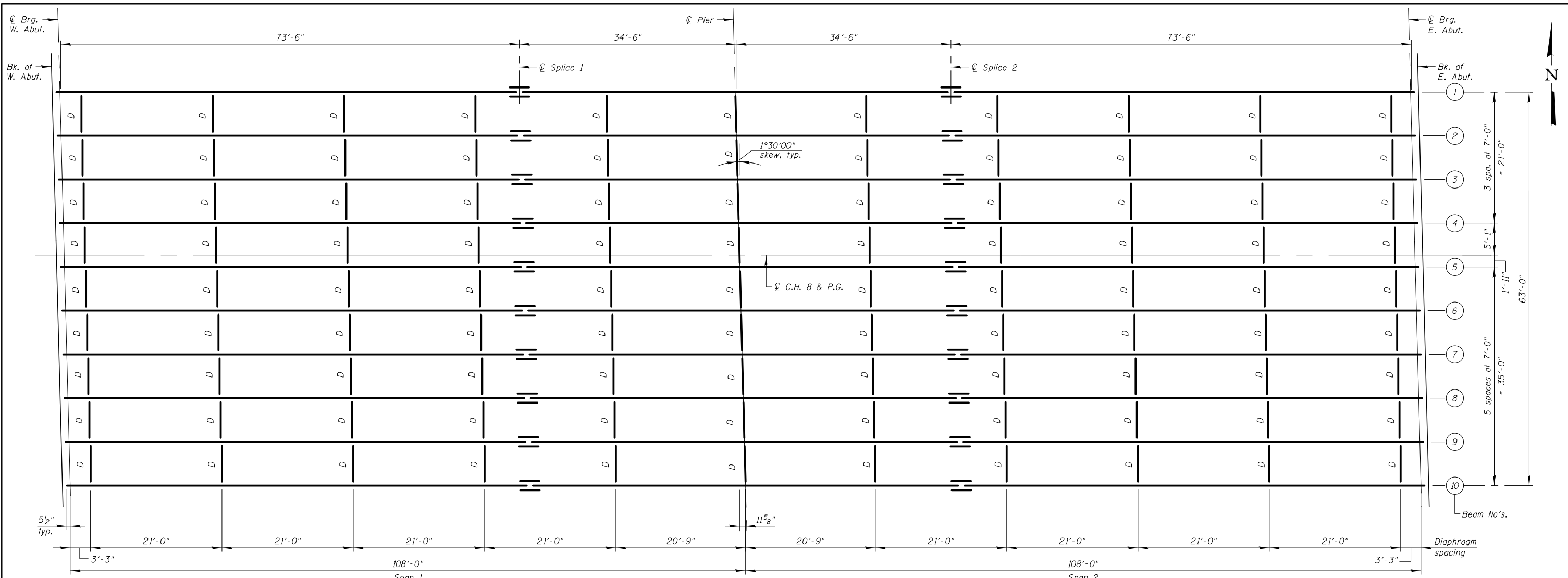
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING, SIDEWALK MOUNTED
 STRUCTURE NUMBER 046-0150

SHEET NO. S-14 OF 32 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	55
CONTRACT NO. 66956				

FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT



PLAN

INTERIOR GIRDER MOMENT TABLE		
	0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in ⁴) 11,611	38,362
$I_c(n)$	(in ⁴) 30,549	-
$I_c(3n)$	(in ⁴) 23,163	-
$I_c(cr)$	(in ⁴) -	43,648.6
S_s	(in ³) 552.6	1,650.0
$S_c(n)$	(in ³) 776.3	-
$S_c(3n)$	(in ³) 716.6	-
$S_c(cr)$	(in ³) -	2,054.4
DC1	(k/ft) 0.955	1.08
M _{DC1}	(k) 572.6	1,910.8
DC2	(k/ft) 0.092	0.092
M _{DC2}	(k) 61.1	169.6
DW	(k/ft) 0.334	0.334
M _{DW}	(k) 221.4	615.7
$M_{\ell} \cdot IM$	(k) 1,322.6	1,861.6
M_u (Strength I)	(k) 3,438.7	6,782.0
$\phi_r M_n$	(k) 3,864	7,088.0
f_s DC1	(ksi) 12.43	13.90
f_s DC2	(ksi) 1.02	0.99
f_s DW	(ksi) 3.71	3.60
f_s ($\ell \cdot IM$)	(ksi) 20.44	10.87
f_s (Service II)	(ksi) 43.73	32.62
$0.95R_n F_y F$	(ksi) 47.50	47.50
f_s (Total)(Strength I)	(ksi) -	-
$\phi_r F_n$	(ksi) -	-
V_r	(k) 59.3	58.9

INTERIOR GIRDER REACTION TABLE		
	Abut.	Pier
R_{DC1}	(k) 33.9	137.5
R_{DC2}	(k) 3.4	13.1
R_{DW}	(k) 12.3	47.5
$R_{\ell} \cdot IM$	(k) 84.0	168.8
R_{Total}	(k) 133.6	366.9

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).

$I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).

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

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

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

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

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

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

$M_{\ell} \cdot IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).

$1.25(M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\ell} \cdot IM$

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

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

M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s ($\ell \cdot IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).

$M_{\ell} \cdot IM / S_c(n)$ or $M_{\ell} \cdot IM / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).

$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s(\ell \cdot IM)$

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

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

$1.25(f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s(\ell \cdot IM)$

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

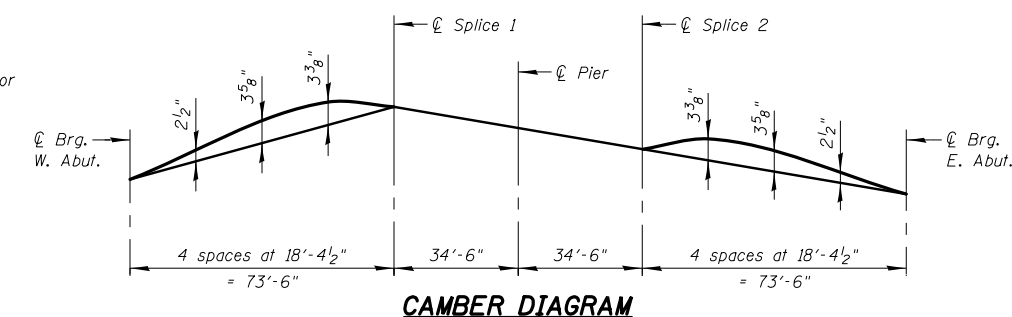
V_r : Maximum factored shear range in span computed according to Article 6.10.10.

Note:
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

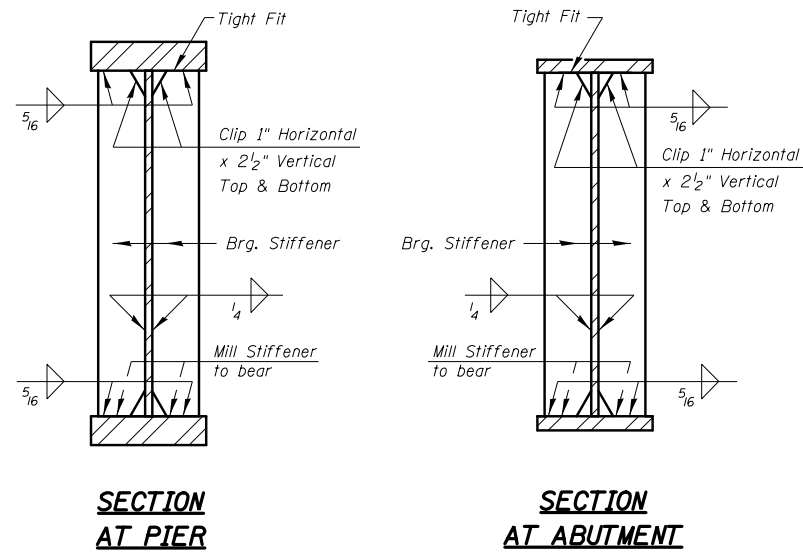
*****TOP OF WEB ELEVATIONS**

Beam No.	℄ Brg. W. Abut.	℄ Splice 1	℄ Pier	℄ Splice 2	℄ Brg. E. Abut.
1	729.90	730.51	730.49	730.47	729.77
2	730.05	730.66	730.64	730.61	729.91
3	730.19	730.80	730.77	730.75	730.04
4	730.30	730.91	730.88	730.86	730.15
5	730.36	730.96	730.93	730.91	730.19
6	730.25	730.85	730.82	730.80	730.08
7	730.13	730.73	730.70	730.68	729.96
8	729.99	730.58	730.56	730.53	729.81
9	729.86	730.45	730.43	730.40	729.68
10	730.01	730.60	730.57	730.54	729.82

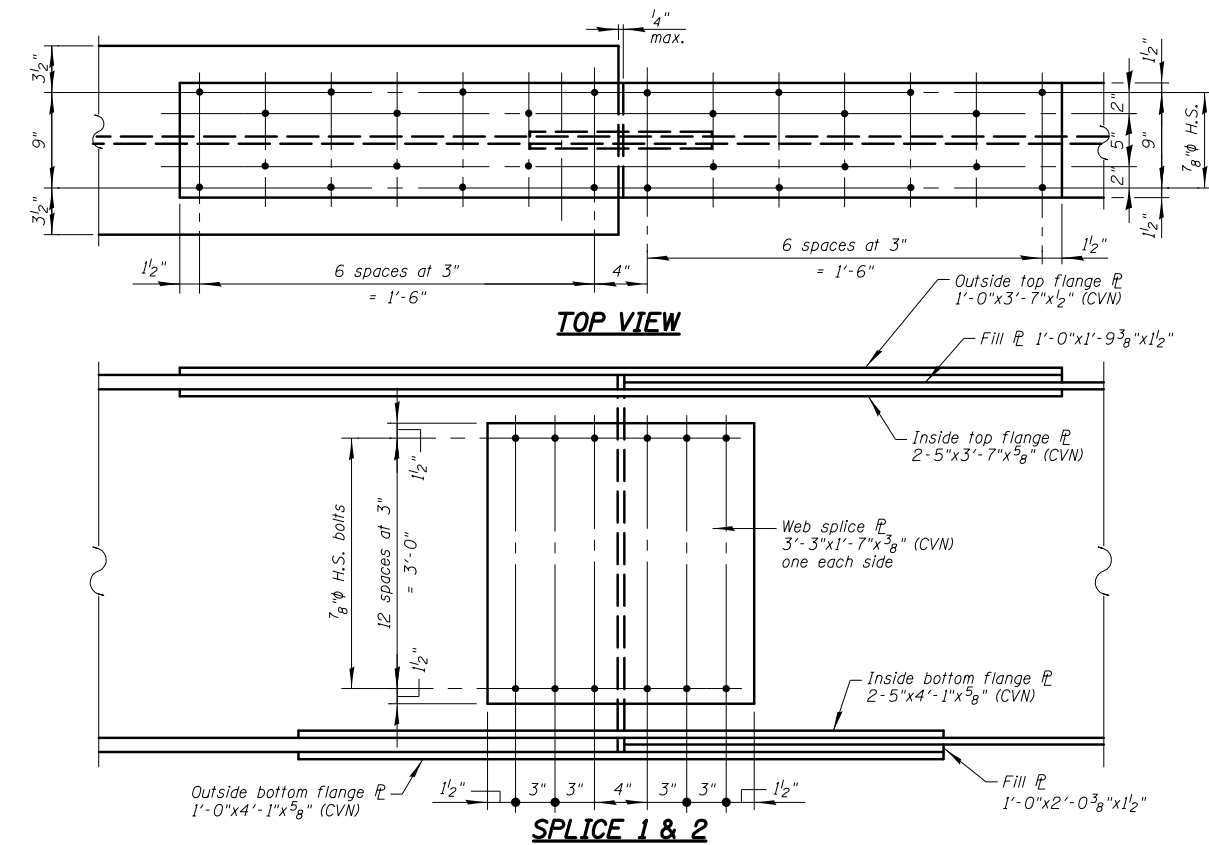
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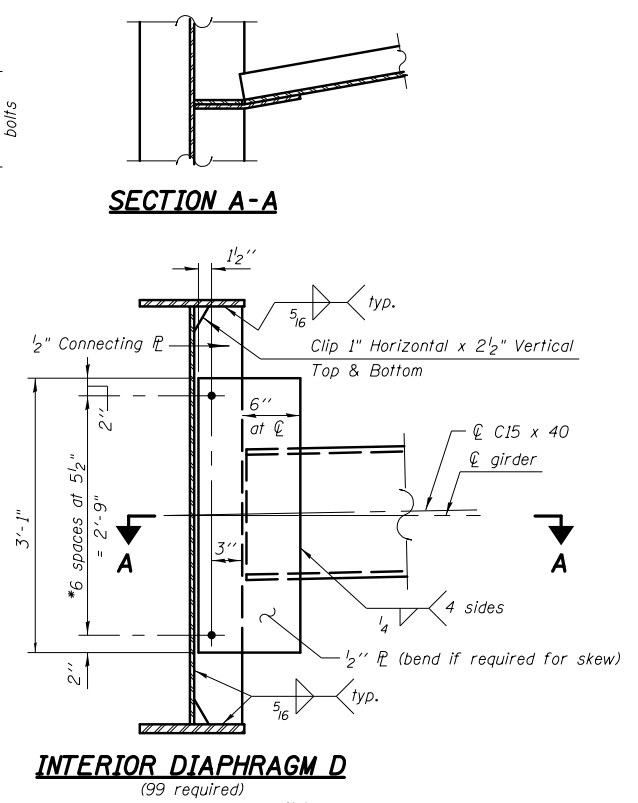
CAMBER DIAGRAM



BEARING STIFFENER DETAILS

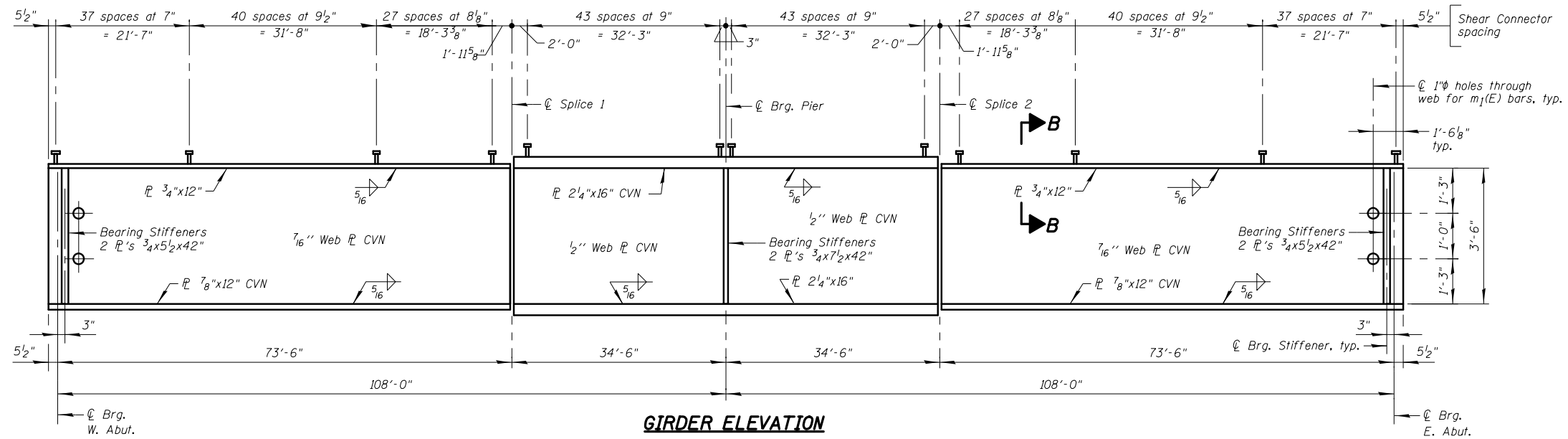


FIELD SPLICE DETAILS
(20 required)



Note:
Two hardened washers required for each set of oversized holes.
* 3/4" φ HS bolts, 1 5/16" φ holes

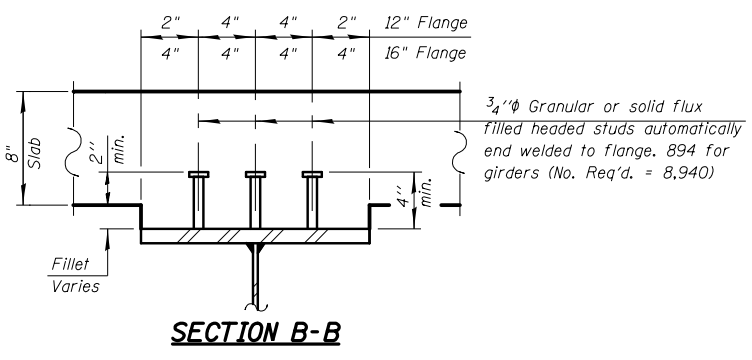
Note:
CVN denotes Charpy-V-Notch impact energy requirements, zone 2.



GIRDER ELEVATION

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	L Sum	1



SECTION B-B

KNIGHT
Engineers & Architects

SCALE - NONE
DATE - 8/10/2018

DESIGNED - FJW
CHECKED - AMD
DRAWN - DJC
CHECKED - AMD

REVISED
REVISED
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

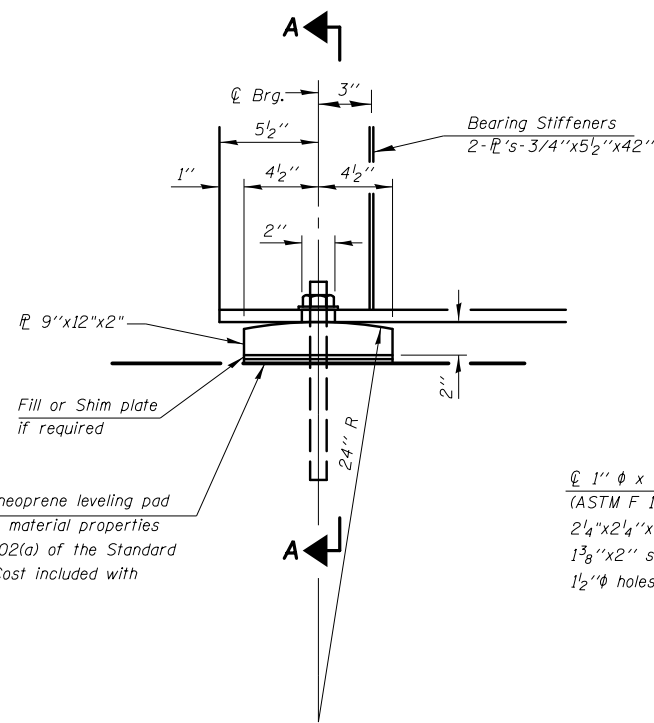
STRUCTURAL STEEL DETAILS
STRUCTURE NUMBER 046-0150

SHEET NO. S-16 OF 32 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	57

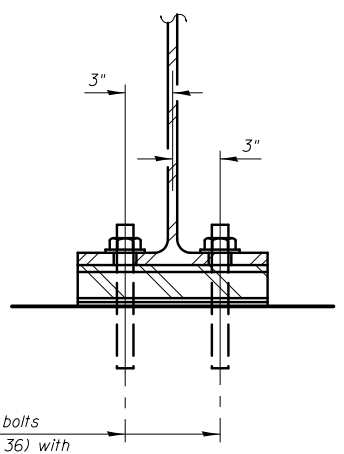
CONTRACT NO. 66956

FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT



ELEVATION AT ABUTMENT

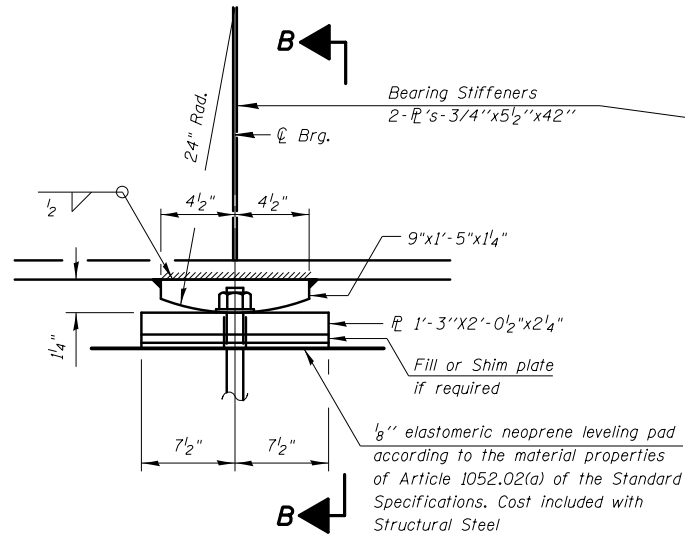
Note:
For East Abut. at Beam No. 5 Provide 5/8" steel fill plate. Cost included with Structural Steel



SECTION A-A

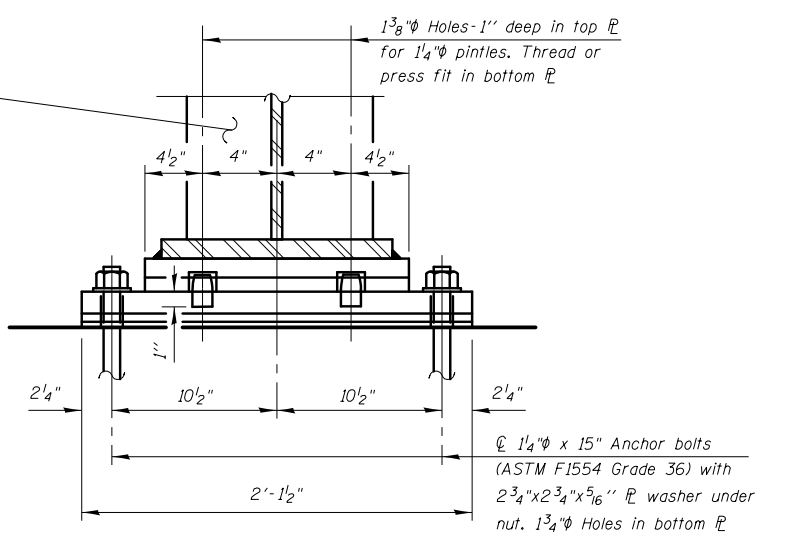
1" ϕ x 12" anchor bolts (ASTM F 1554, Grade 36) with 2 1/4"x2 1/4"x5/16" PL washer under nut. 1 3/8"x2" slotted hole in flange. 1 1/2" ϕ holes in bearing plate

FIXED BEARING
(20 required)



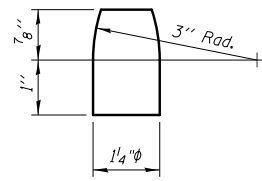
ELEVATION AT PIER

FIXED BEARING
(10 required)



SECTION B-B

Note:
Provide 5/8" steel fill plate at Beam No. 5 at the ϕ pier. Cost included with Structural Steel.



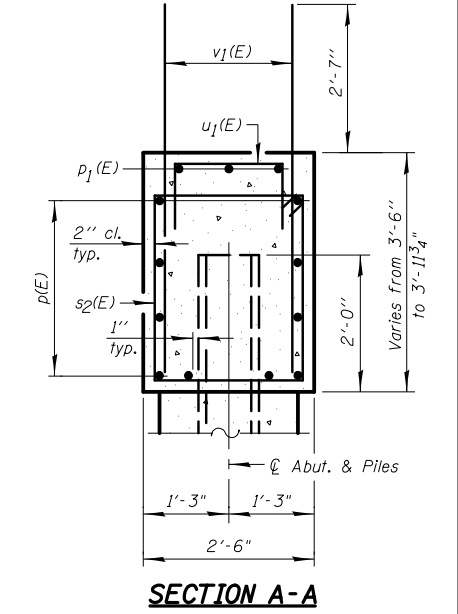
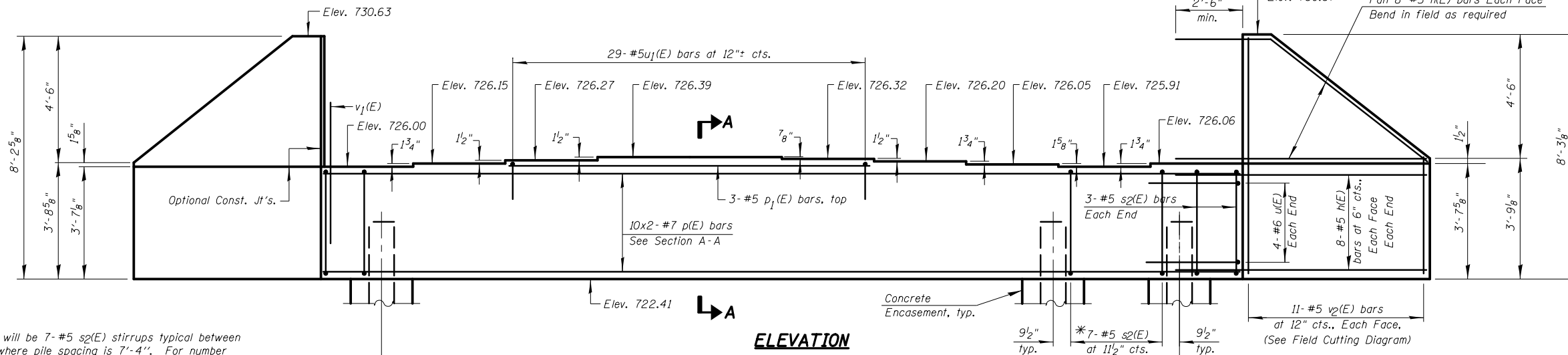
PINTLE

Notes:
Anchor bolts shall be according to Article 521.06 of the Standard Specifications.
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral support is used.
Two 1/8" (in.) adjusting shims shall be provided for each bearing in addition to all other plates or shims.
The Structural Steel Plates & Pintles of all Bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	40
Anchor Bolts, 1 1/4"	Each	20

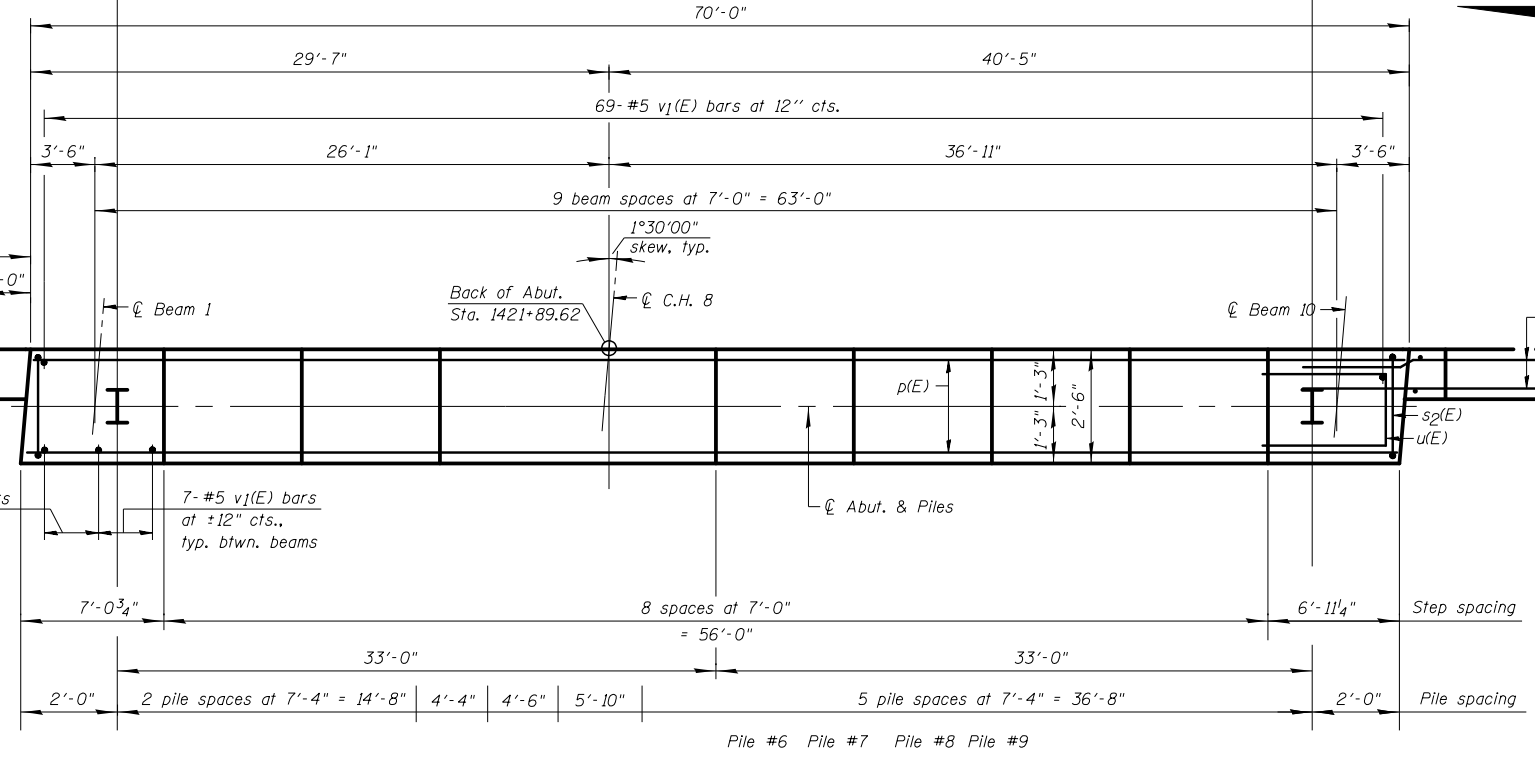
Notes:
 Four steps monolithically with cap.
 Space reinforcement bars in cap to miss anchor bolts.



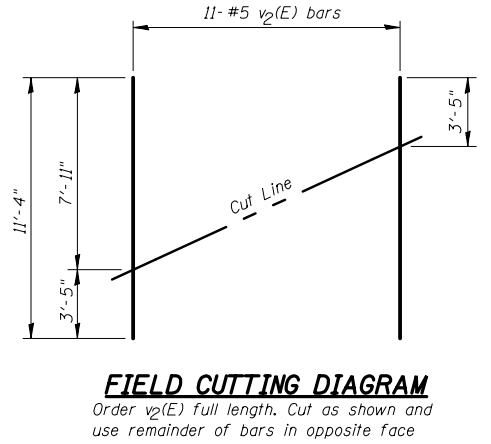
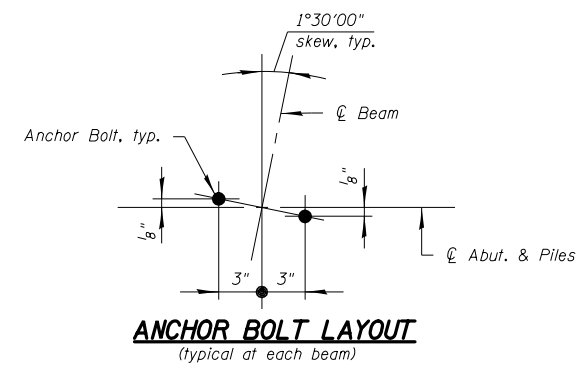
* There will be 7-#5 s2(E) stirrups typical between piles where pile spacing is 7'-4". For number of stirrups between piles with spacing other than 7'-4" see table below.

STIRRUPS BETWEEN PILES

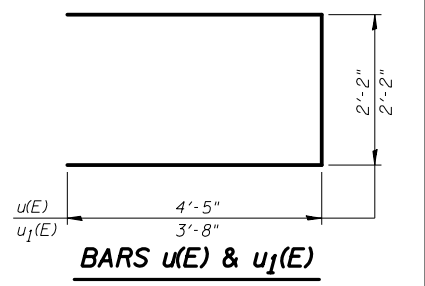
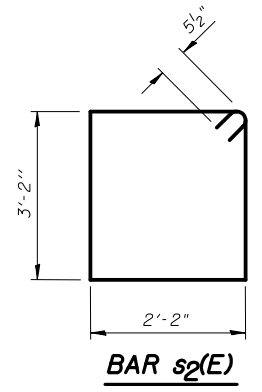
Pile Spacing	Stirrup Spacing (In.)	# of s2 bars
5'-10"	10 1/4"±	5
4'-6"	11 3/4"±	3
4'-4"	11"	3



PILE DATA
 Type: Steel HP 12x63 with pile shoes
 Nominal Required Bearing: 497 kips
 Factored Resistance Available: 273 kips
 Est. Length: 45 ft.
 No. Production Piles: 10
 No. Test Piles: 1



MIN. BAR LAP:
 #5 bars = 2'-6"
 #6 bars = 4'-5"



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	64	#5	13'-3"	—
p(E)	20	#7	37'-1"	—
p1(E)	3	#5	27'-8"	—
s2(E)	66	#5	11'-7"	□
u(E)	8	#6	11'-0"	U
u1(E)	29	#5	9'-6"	U
v1(E)	138	#5	6'-5"	—
v2(E)	22	#5	11'-4"	—
Structure Excavation		Cu Yd	45	
Concrete Structures		Cu Yd	29.1	
Reinforcement Bars, Epoxy Coated		Pound	4,890	
Furnishing Steel Piles, HP 12x63		Foot	450	
Driving Piles		Foot	450	
Test Pile, Steel HP 12x63		Each	1	
Concrete Encasement		Cu Yd	3.9	
Pile Shoes		Each	11	

For details of piles and Concrete Encasement, see Sht. S21.
 For details of Bar Splicers, see Sht. S22.

KNIGHT
 Engineers & Architects

DESIGNED - FJW	REVISIONS
CHECKED - AMD	REVISIONS
DRAWN - DJC	REVISIONS
DATE - 8/10/2018	REVISIONS

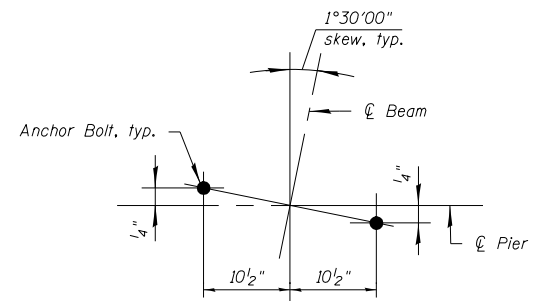
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
 STRUCTURE NUMBER 046-0150

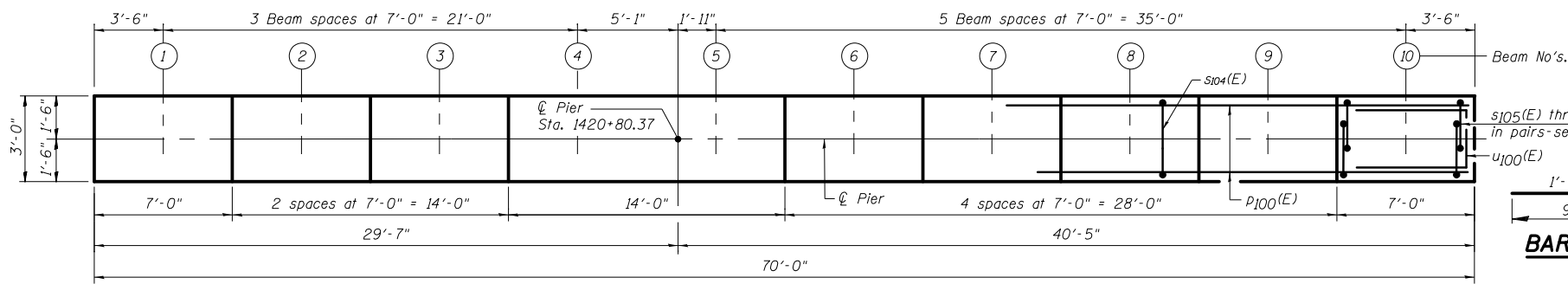
SHEET NO. S-19 OF 32 SHEETS

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	60
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

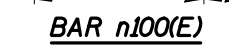
Notes:
Space reinforcement in cap to miss anchor bolts.
Four steps monolithically with cap.
For details of piles, see Sht. S21.



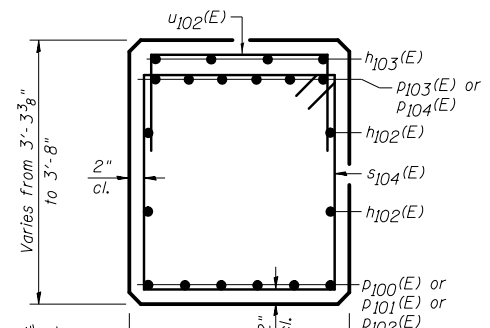
ANCHOR BOLT LAYOUT
(typical at each beam)



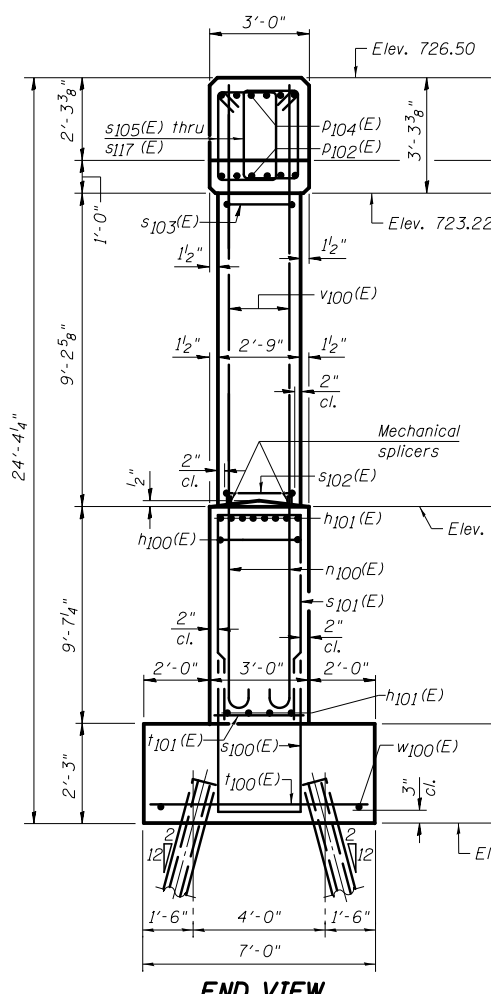
TOP PLAN



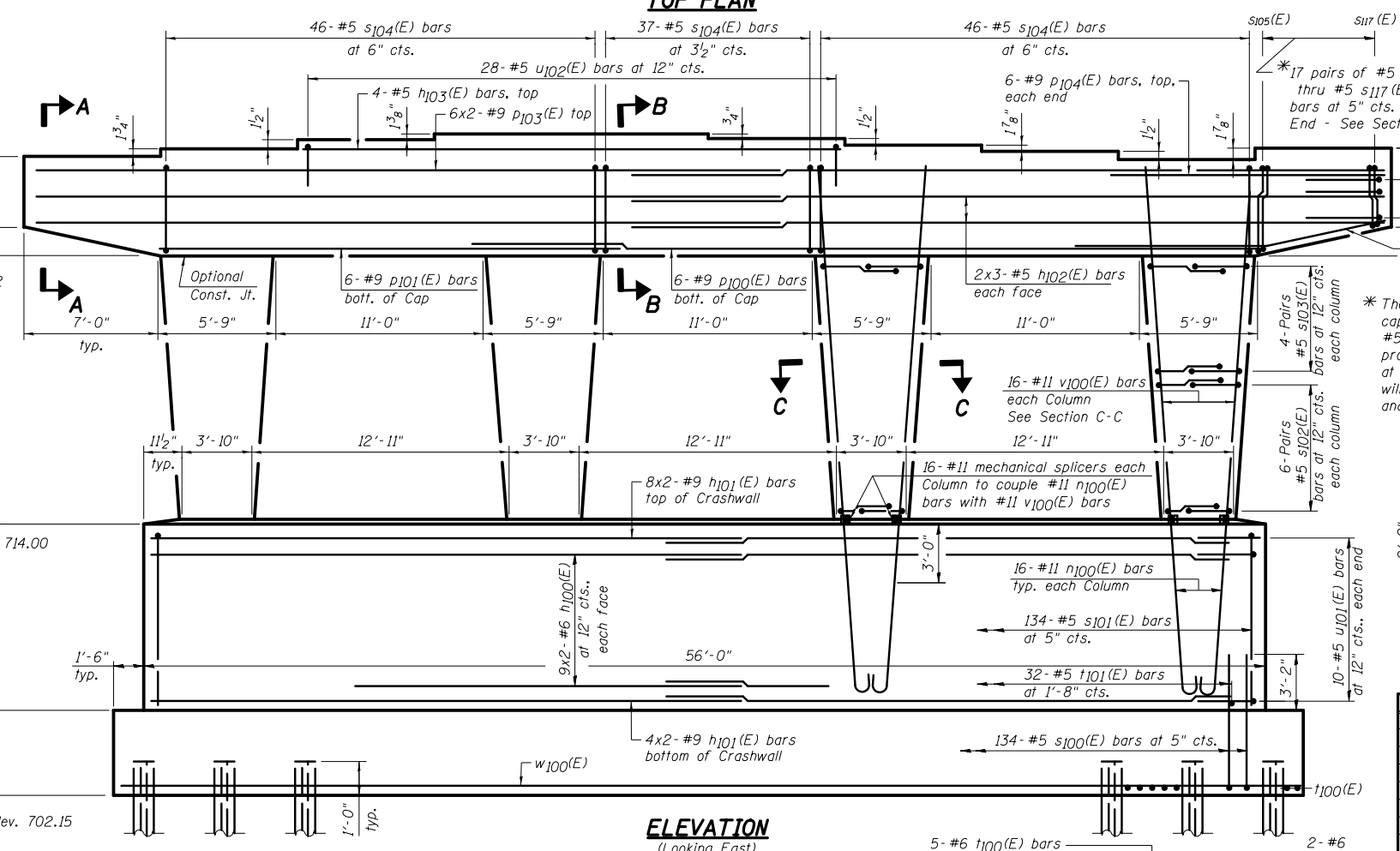
BAR n100(E)



SECTION B-B

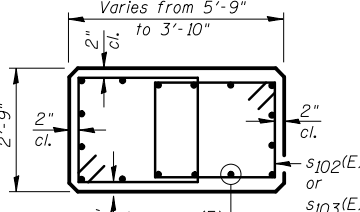


END VIEW



ELEVATION
(Looking East)

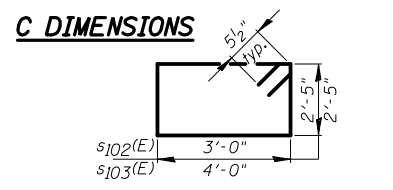
* The order of stirrup placement in the pier cap overhang shall begin with a pair of #5 s105(E) stirrups at the column and progress in numerical order thru #5 s117(E) at the outside edge of the cap. (Note there will be two pairs of s110(E), s112(E), s114(E), and s116(E) bars at each cap overhang.)



SECTION C-C

Bar	C
s104(E)	3'-1"
s105(E)	3'-0"
s106(E)	2'-11"
s107(E)	2'-10"
s108(E)	2'-9"
s109(E)	2'-8"
s110(E)	2'-7"
s111(E)	2'-6"
s112(E)	2'-5"
s113(E)	2'-4"
s114(E)	2'-3"
s115(E)	2'-2"
s116(E)	2'-1"
s117(E)	2'-0"

Bars s104(E) thru s117(E)



BARS s102(E) & s103(E)

BARS s100(E), s101(E), u100(E), u101(E) & u102(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h100(E)	36	#6	29'-9"	—
h101(E)	24	#9	32'-2"	—
h102(E)	12	#5	24'-11"	—
h103(E)	4	#5	27'-8"	—
n100(E)	64	#11	11'-0"	U
P100(E)	6	#9	40'-8"	—
P101(E)	6	#9	23'-11"	—
P102(E)	12	#9	15'-6"	—
P103(E)	12	#9	39'-8"	—
P104(E)	12	#9	16'-0"	—
s100(E)	134	#5	13'-0"	□
s101(E)	134	#5	21'-2"	□
s102(E)	56	#5	11'-9"	□
s103(E)	40	#5	13'-9"	□
s104(E)	129	#5	12'-5"	□
s105(E)	4	#5	10'-7"	□
s106(E)	4	#5	10'-5"	□
s107(E)	4	#5	10'-3"	□
s108(E)	4	#5	10'-1"	□
s109(E)	4	#5	9'-11"	□
s110(E)	8	#5	9'-9"	□
s111(E)	4	#5	9'-7"	□
s112(E)	8	#5	9'-5"	□
s113(E)	4	#5	9'-3"	□
s114(E)	8	#5	9'-1"	□
s115(E)	4	#5	8'-11"	□
s116(E)	8	#5	8'-9"	□
s117(E)	4	#5	8'-7"	□
u100(E)	74	#6	6'-8"	—
u101(E)	32	#5	2'-8"	—
u102(E)	6	#6	12'-8"	□
u101(E)	20	#5	10'-8"	□
u102(E)	28	#5	7'-2"	□
v100(E)	64	#11	12'-2"	—
w100(E)	16	#5	30'-7"	—
Structure Excavation	Cu Yd		103.0	
Concrete Structures	Cu Yd		139.1	
Reinforcement Bars, Epoxy Coated	Pound		27,030	
Furnishing Steel Piles HP 12x63	Foot		812	
Driving Piles	Foot		812	
Test Pile, Steel HP 12x63	Each		1	
Pile Shoes	Cu Yd		30	
Concrete Sealer	Sq Ft		1,811	

MIN. BAR LAP:
#5 bars = 2'-6"
#6 bars = 3'-10"
#9 bars = 9'-8" (top bars)
#9 bars = 8'-7" (bottom bars)

PILE DATA
Type: HP 12x63 with pile shoes
Nominal Required Bearing: 497 kips
Factored Resistance Available: 273 kips
Est. Length: 28'-0"
No. Production Piles: 29
No. Test Piles: 1

TOP OF BEARING SEAT ELEVATIONS AT PIER

Beam No.	1	2	3	4	5	6	7	8	9	10
Top of Seat Elevations	726.50	726.65	726.78	726.89	726.89	726.83	726.71	726.57	726.44	726.58

KNIGHT
Engineers & Architects

DESIGNED - FJW
CHECKED - AMD
SCALE - NONE
DATE - 8/10/2018

DRAWN - DJC
CHECKED - AMD

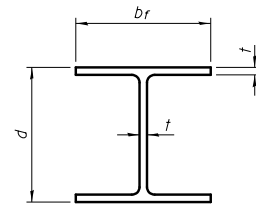
REVISED
REVISED
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DETAILS
STRUCTURE NUMBER 046-0150

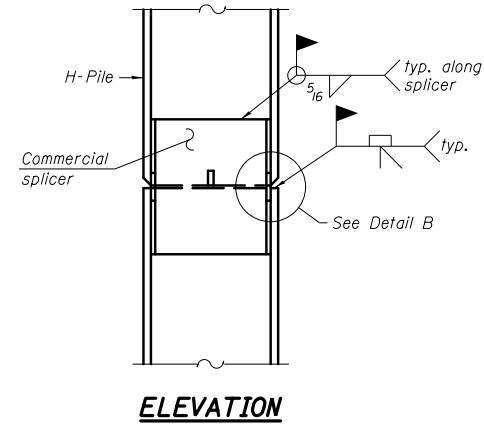
SHEET NO. S-20 OF 32 SHEETS

F.A./P RTE. 57 SECTION 46-2(1)HBR-1 COUNTY KANKAKEE TOTAL SHEETS 92 SHEET NO. 61 CONTRACT NO. 66956
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT

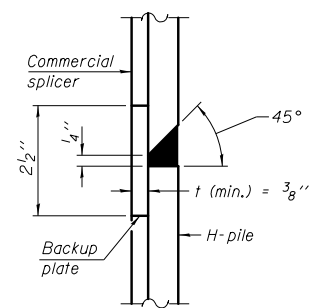


STEEL PILE TABLE

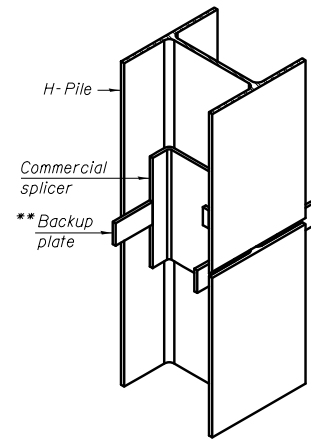
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

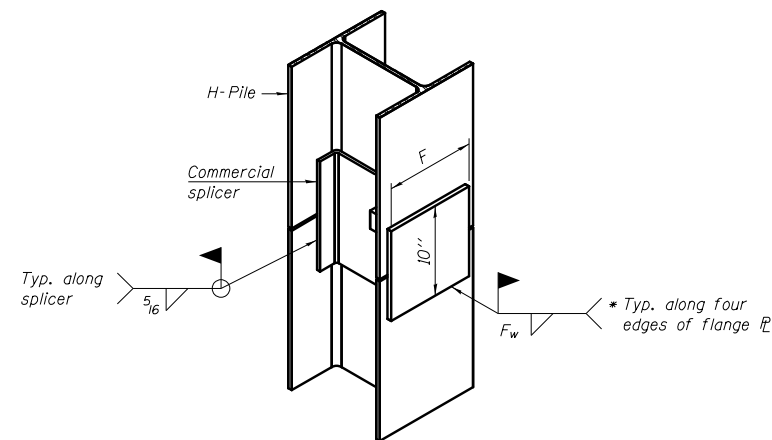


DETAIL "B"



ISOMETRIC VIEW

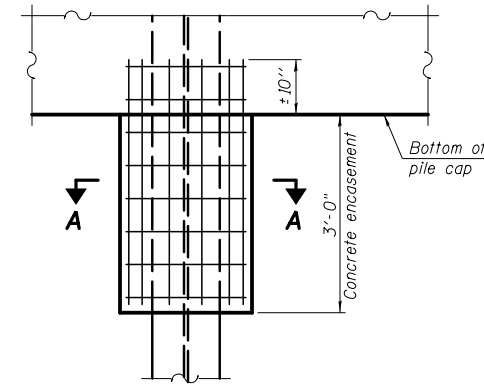
WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW

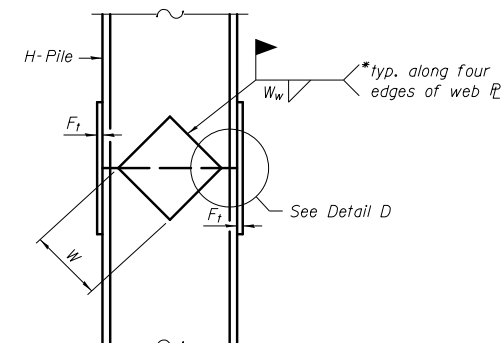
WELDED COMMERCIAL SPLICE ALTERNATE

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

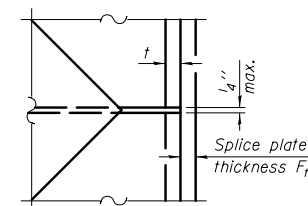


ELEVATION

PILE ENCASEMENT

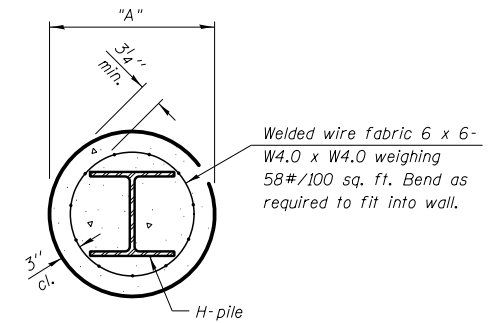


ELEVATION



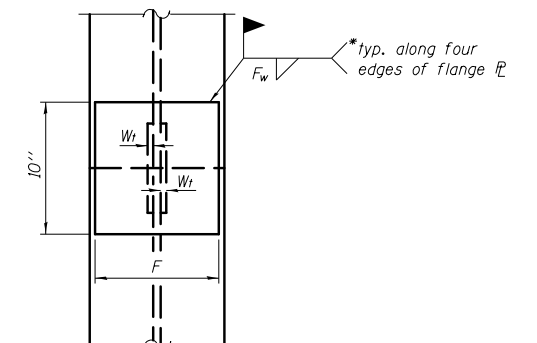
DETAIL D

WELDED PLATE FIELD SPLICE



SECTION A-A

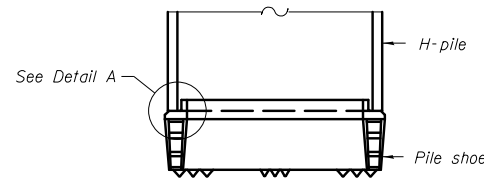
Note:
Forms for encasement may be omitted when soil conditions permit



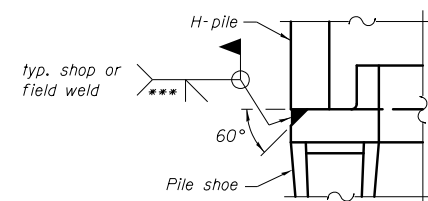
END VIEW

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/2"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/2"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/2"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

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



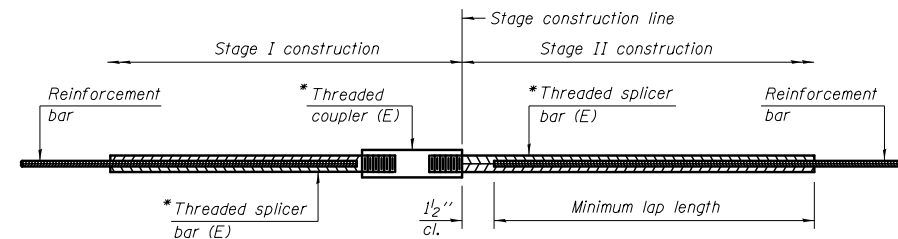
ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT

F-HP 1-27-12



STANDARD BAR SPLICER ASSEMBLY

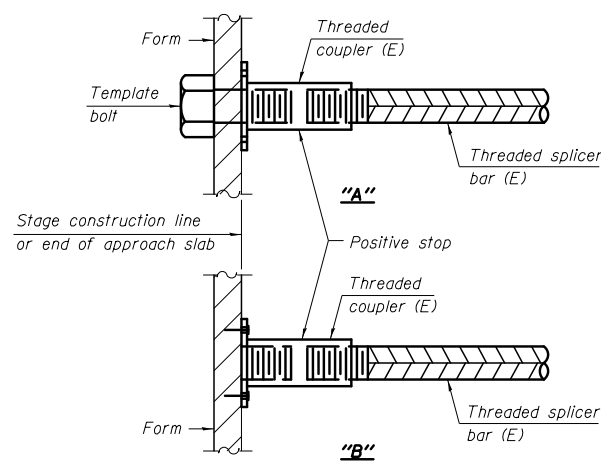
Bar size to be spliced	Minimum Lap Lengths					
	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

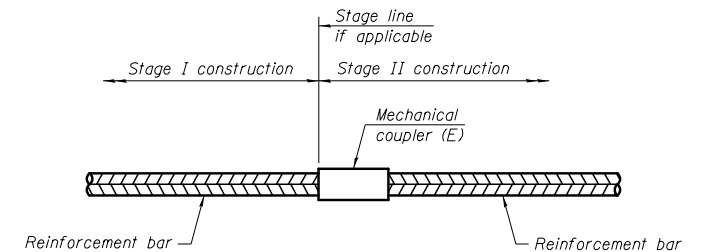
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



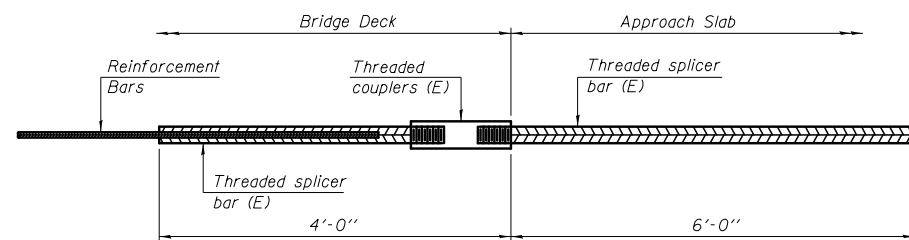
INSTALLATION AND SETTING METHODS

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



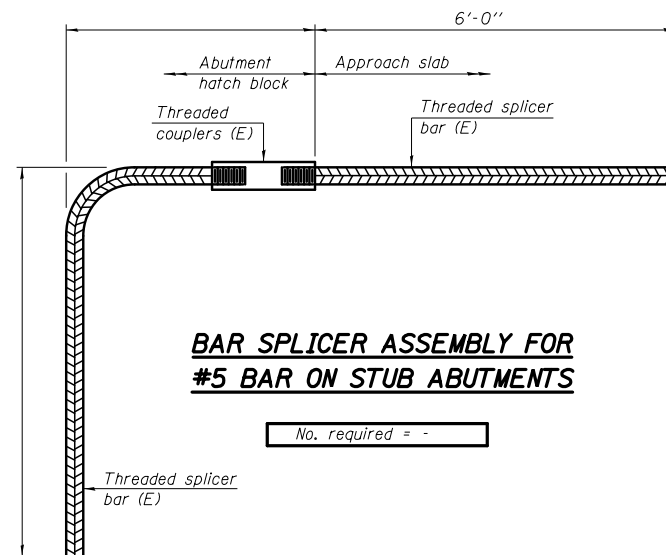
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier Columns	#11	64



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 144



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = -

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

BSD-1 1-27-12

KNIGHT
 Engineers & Architects

DESIGNED - FJW	REVISED
CHECKED - AMD	REVISED
DRAWN - DJC	REVISED
CHECKED - AMD	REVISED
SCALE - NONE	
DATE - 8/10/2018	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NUMBER 046-0150

SHEET NO. S-22 OF 32 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	63
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

ROUTE I-57 (FAI 57) DESCRIPTION St. George Road (CH 8) over I-57, 2.2 miles North of IL 50 LOGGED BY Larry Myers

SECTION 46-2 (1) HBR-1 LOCATION SW 1/4, SEC. 5, TWP. 31N, RNG. 12E

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0081 (Exist.)
Station 420+85.00 (I-57)
BORING NO. 1 (N.W. Quad.)
Station 1418+87 (CH 8)
Offset 11.00ft Lt.
Ground Surface Elev. 727.24 ft

DEPTH (ft)	BLOW COUNT	UNIFIED SOIL CLASSIFICATION	MOISTURE (%)	COMPOUND SOIL CLASSIFICATION	DEPTH (ft)	BLOW COUNT	UNIFIED SOIL CLASSIFICATION	MOISTURE (%)	COMPOUND SOIL CLASSIFICATION
0		Surface Water Elev.			0		Surface Water Elev.		
0		Stream Bed Elev.			0		Stream Bed Elev.		
0		Groundwater Elev.:			0		Groundwater Elev.:		
0		First Encounter			0		First Encounter		
0		Upon Completion			0		Upon Completion		
0		After Hrs.			0		After Hrs.		
0		Hard Brown Silty Clay Loam Till			0		Hard Brown Silty Clay Loam Till		
4					4				
5	5.8	*Sample Achieved Maximum Possible Qu on Rimac (continued)	17.3		5	5.8	17.3		
9	S				9	S			
3		Hard to Very Stiff Brown and Gray Silty Clay Loam Till (Fill) with Some Silty Clay and Black Topsoil Mixed at 14'			3		Hard to Very Stiff Brown and Gray Silty Clay Loam Till (Fill) with Some Silty Clay and Black Topsoil Mixed at 14'		
4	4.3		17.0		4	4.3	17.0		
5	P				5	P			
3					3				
2	3.0		16.9		2	3.0	16.9		
3	P				3	P			
3		Hard Gray Silty Clay Loam/Silty Clay Till			3		Hard Gray Silty Clay Loam/Silty Clay Till		
4	4.3		14.3		4	4.3	14.3		
4	P				4	P			
2					2				
3	4.0		22.2		3	4.0	22.2		
4	B				4	B			
3		Very Stiff Gray Silty Clay Loam/Silty Clay Till			3		Very Stiff Gray Silty Clay Loam/Silty Clay Till		
4	3.9		18.5		4	3.9	18.5		
6	B				6	B			
3					3				
4	4.6		17.0		4	4.6	17.0		
6	B				6	B			
4		Hard Gray Silty Clay Loam Till			4		Hard Gray Silty Clay Loam Till		
9					9				
10	10.9	*Sample Achieved Maximum Possible Qu on Rimac	15.0		10	10.9	15.0		
	S*					S*			

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE I-57 (FAI 57) DESCRIPTION St. George Road (CH 8) over I-57, 2.2 miles North of IL 50 LOGGED BY Larry Myers

SECTION 46-2 (1) HBR-1 LOCATION SW 1/4, SEC. 5, TWP. 31N, RNG. 12E

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 046-0081 (Exist.)
Station 420+85.00 (I-57)
BORING NO. 1 (N.W. Quad.)
Station 1418+87 (CH 8)
Offset 11.00ft Lt.
Ground Surface Elev. 727.24 ft

DEPTH (ft)	BLOW COUNT	UNIFIED SOIL CLASSIFICATION	MOISTURE (%)	COMPOUND SOIL CLASSIFICATION	DEPTH (ft)	BLOW COUNT	UNIFIED SOIL CLASSIFICATION	MOISTURE (%)	COMPOUND SOIL CLASSIFICATION
0		Surface Water Elev.			0		Surface Water Elev.		
0		Stream Bed Elev.			0		Stream Bed Elev.		
0		Groundwater Elev.:			0		Groundwater Elev.:		
0		First Encounter			0		First Encounter		
0		Upon Completion			0		Upon Completion		
0		After Hrs.			0		After Hrs.		
5		Hard Gray Silty Clay Loam Till (continued)			5		Hard Gray Silty Clay Loam Till (continued)		
8	7.8		16.8		8	7.8	16.8		
12	S				12	S			
4					4				
7	5.0		18.0		7	5.0	18.0		
8	S				8	S			
4					4				
5	6.0		15.8		5	6.0	15.8		
9	S				9	S			
6		Dense Dolostone Gravel to Boulder Size with Loam and Sand Matrix with Free Water			6		Dense Dolostone Gravel to Boulder Size with Loam and Sand Matrix with Free Water		
11					11				
14					14				
12					12				
6		Assumed Dolostone Rock Surface			6		Assumed Dolostone Rock Surface		
677.24	-50				677.24	-50			
676.74	100/1	End of Boring			676.74	100/1	End of Boring		

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE I-57 (FAI 57) DESCRIPTION St. George Road (CH 8) over I-57, 2.2 miles North of IL 50 LOGGED BY Larry Myers

SECTION 46-2 (1) HBR-1 LOCATION NW 1/4, SEC. 8, TWP. 31N, RNG. 12E

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	046-0081 (Exist.)	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
Station	420+85.00 (I-57)	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O
BORING NO.	2 (Center Pier)	P	O	S	I	Groundwater Elev.:		P	O	S	I
Station	1420+70 (CH 8)	T	W	S	T	First Encounter	ft	H	S	Qu	T
Offset	20.00ft Rt.	H	S	Qu	T	Upon Completion	677.9 ft	(ft)	(/6")	(tsf)	(%)
Ground Surface Elev.	706.89 ft	(ft)	(/6")	(tsf)	(%)	After	Hrs.	(ft)	(/6")	(tsf)	(%)
Augered Black and Brown Silty Clay Loam (Fill)	704.39					Hard Gray Silty Clay/Silty Clay Loam Till (continued)		4			
								8	7.6	16.0	
								10	S		
Very Stiff to Hard Brown and Black Silty Clay Loam/Silty Clay (Fill)	702.39		5					4			
			5		20.9			7	4.5	17.5	
			6					9	S		
Medium to Stiff Brown Silty Clay and Brown (Fill) Sand	699.39						681.89	-25			
			2			Stiff to Hard Brown and Gray Silty Clay Loam, Clay, Silt, Sand and Gravel and Loam with Weathered Dolostone Pieces		4			
			1	1.0	22.9			9	*	18.4	
			3	P				9	P		
Hard Brown Silty Clay Loam Till with Free Water at Fill/Natural Boundary	695.39					* This sampling interval contained layers of several different types of soil. When these layers were tested with a Pocket Penetrometer the Qu ranged from 1.5 to 4.5 tsf.		3			
			4		16.8			3	2.0	19.5	
			5	S				4	P		
			4					50			
			6	6.6	18.4			675.89	100/4'		13.3
			8	S		Assumed Dolostone Surface - Auger Refusal.		675.39			
Hard Gray Silty Clay/Silty Clay Loam Till			6			End of Boring					
			8	6.8	15.0						
			10	S							
			4								
			7	5.4	15.2						
			10	S							
			4								
			7	5.4	16.1						
			9	S							

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE I-57 (FAI 57) DESCRIPTION St. George Road (CH 8) over I-57, 2.2 miles North of IL 50 LOGGED BY Larry Myers

SECTION 46-2 (1) HBR-1 LOCATION NE 1/4, SEC. 8, TWP. 31N, RNG. 12E

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft	Stream Bed Elev. _____ ft	Groundwater Elev.: First Encounter _____ ft	Upon Completion _____ ft	After _____ Hrs. _____ ft	D E P T H	B L O W S	U C S Qu	M O I S T	Description		
																(ft)	(/6")
046-0081 (Exist.) 420+85.00 (I-57)	3 (S.E. Quad.) 1422+73 (CH 8) 11.00ft Rt. 727.02 ft														Very Stiff to Hard Gray and Brown Silty Clay Loam/Silty Clay Till (Fill) with some Loess and Topsoil mixed in (continued)		
046-0081 (Exist.) 420+85.00 (I-57)	3 (S.E. Quad.) 1422+73 (CH 8) 11.00ft Rt. 727.02 ft														Very Stiff Gray and Brown Silty Clay/Silty Clay Loam Till (Fill) with some Loess and Topsoil mixed in		
046-0081 (Exist.) 420+85.00 (I-57)	3 (S.E. Quad.) 1422+73 (CH 8) 11.00ft Rt. 727.02 ft														Hard Brown and Gray Silty Clay Loess		
046-0081 (Exist.) 420+85.00 (I-57)	3 (S.E. Quad.) 1422+73 (CH 8) 11.00ft Rt. 727.02 ft														Hard Brown and Gray Silty Clay Loam (Till) with silt pockets at 36'		
046-0081 (Exist.) 420+85.00 (I-57)	3 (S.E. Quad.) 1422+73 (CH 8) 11.00ft Rt. 727.02 ft														Very Stiff to Hard Gray and Brown Silty Clay Loam/Silty Clay Till (Fill) with some Loess and Topsoil mixed in		

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



SOIL BORING LOG

ROUTE I-57 (FAI 57) DESCRIPTION St. George Road (CH 8) over I-57, 2.2 miles North of IL 50 LOGGED BY Larry Myers

SECTION 46-2 (1) HBR-1 LOCATION NE 1/4, SEC. 8, TWP. 31N, RNG. 12E

COUNTY Kankakee DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

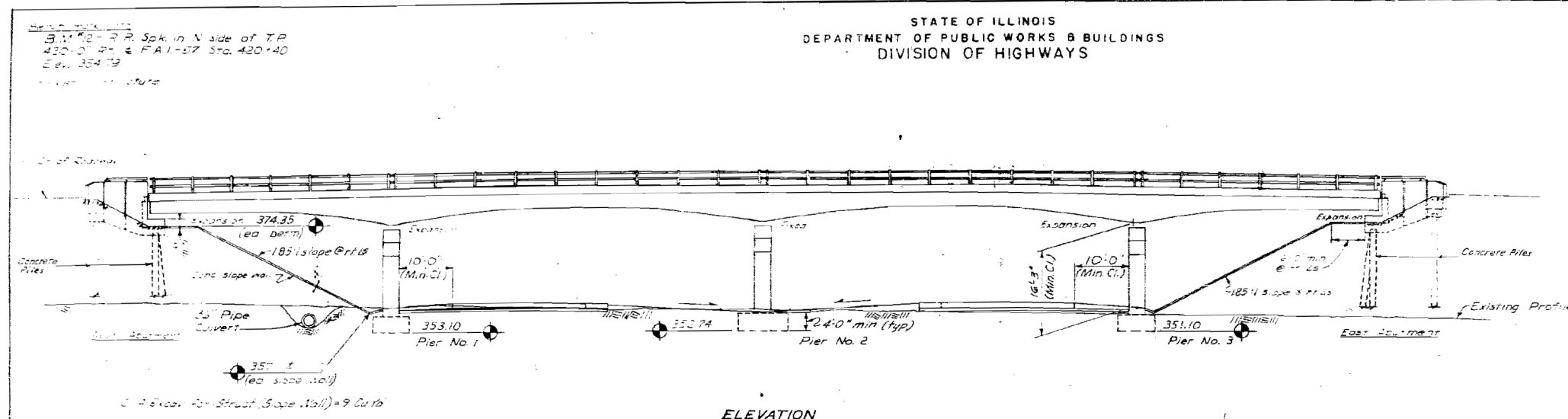
STRUCT. NO.	Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft	Stream Bed Elev. _____ ft	Groundwater Elev.: First Encounter _____ ft	Upon Completion _____ ft	After _____ Hrs. _____ ft	D E P T H	B L O W S	U C S Qu	M O I S T	Description		
																(ft)	(/6")
046-0081 (Exist.) 420+85.00 (I-57)	3 (S.E. Quad.) 1422+73 (CH 8) 11.00ft Rt. 727.02 ft														Very Stiff Gray Silty Clay/Silty Clay Loam Till (continued)		
046-0081 (Exist.) 420+85.00 (I-57)	3 (S.E. Quad.) 1422+73 (CH 8) 11.00ft Rt. 727.02 ft														Medium to Very Stiff Brown/Rust Loam, Clay Loam, Silt, Sand/Gravel		
046-0081 (Exist.) 420+85.00 (I-57)	3 (S.E. Quad.) 1422+73 (CH 8) 11.00ft Rt. 727.02 ft														* This sampling interval contained layers of several different types of soil. When these layers were tested with a Pocket Penetrometer the Qu ranged from 1.5 to 4.5 tsf.		
046-0081 (Exist.) 420+85.00 (I-57)	3 (S.E. Quad.) 1422+73 (CH 8) 11.00ft Rt. 727.02 ft														Gray to Tan Limestone/Dolostone. Auger refusal at 48.5'. End of Boring		

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

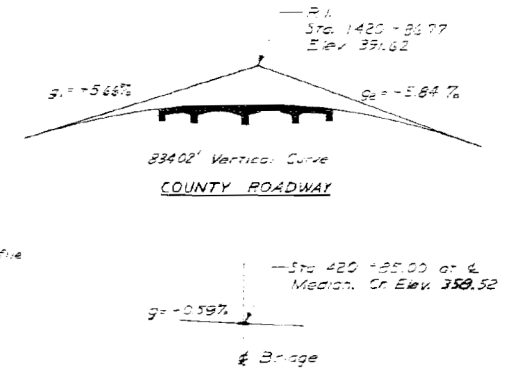
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	22	SHEET NO.	7
FAI NO.	57	DATE	11/14/18
STA.	420+00	PROJECT	EXISTING PLANS
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			

SHEET
OF 10

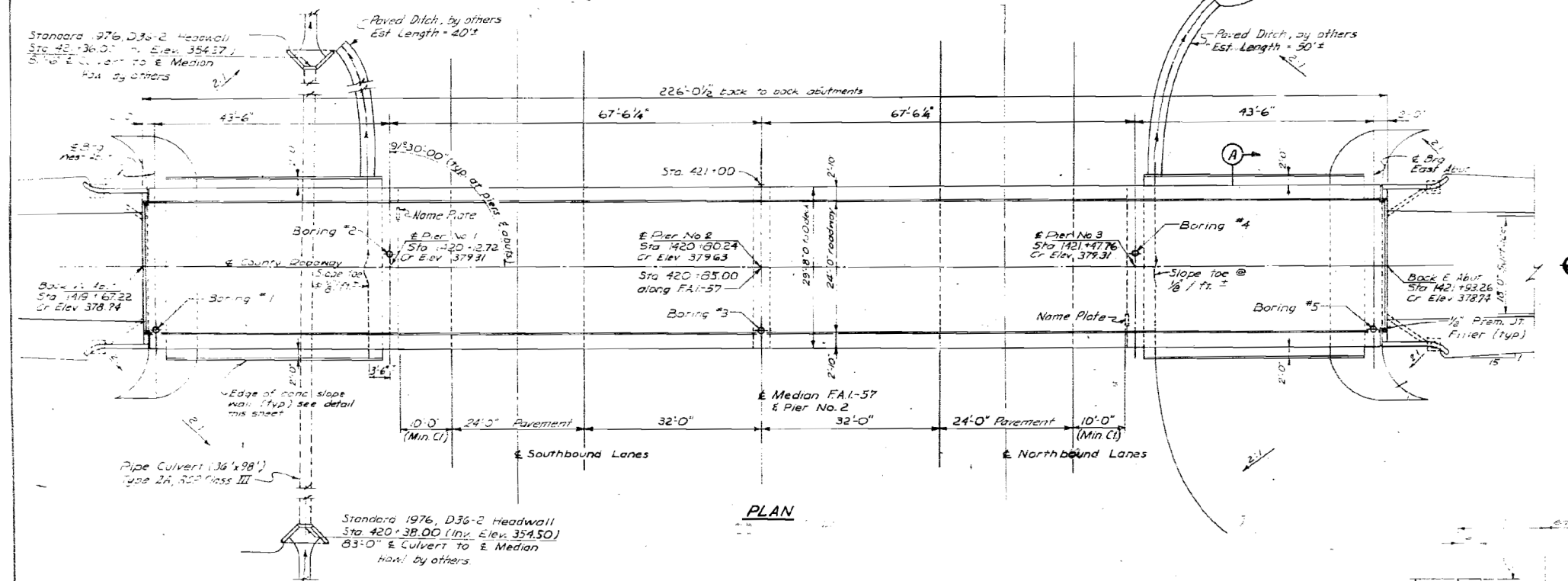


ELEVATION

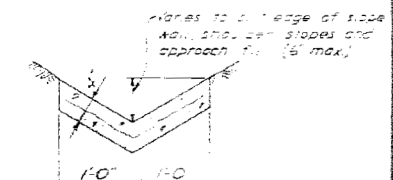


F.A.I.-57
(Same for both sides)
GRADE PROFILES

Note: County Roadway Classification E-1, Modified



PLAN



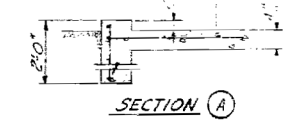
Reinforce with wire mesh weighing not less than 50 lbs per 100 sq. ft. (incidental to cost of paved ditch)

Note: Paved Ditch to be constructed after grading of F.A.I.-57 to suit ground conditions in the field. Paved Ditch, rdw's and F.A.I.-57 grading & paving by Contractor for Sec 46-21.

PAVED DITCH

BILL OF MATERIAL

Item	Unit	Quantity
Slope Wall 4'	Sq. Yds.	33.6



SECTION A

FOR INFORMATION ONLY

DESIGNED	FJB	EXAMINED	
CHECKED	L.J.L.	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES	
DRAWN	L.C.H.	PASSED	
CHECKED	L.J.L.	ENGINEER OF DESIGN	
		APPROVED	
		CITY HIGHWAY ENGINEER	

ILLINOIS DIVISION OF HIGHWAYS
GENERAL PLAN AND ELEVATION
F.A.I. RT 57 SEC 46-2(1)HB-1
KANKAKEE COUNTY
STRUCTURE NO. 7
STATION 420+85.00

REVISIONS: Change Steel Piles @ Pier 2 to Cast. Piles --- Steel Piles @ Pier 2, #3, 4, 5 @ 1-28-18 --- 21' SLOPE WALL 4'

KNIGHT
Engineers & Architects

SCALE	NONE
DATE	8/10/2018

DESIGNED	FJW
CHECKED	AMD
DRAWN	DJC
CHECKED	AMD

REVISED	
REVISED	
REVISED	
REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NUMBER 046-0150
SHEET NO. S-26 OF 32 SHEETS

F.A.I./P.R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HB-1	KANKAKEE	92	67
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

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

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. RT. 57		KANKAKEE	92	68
STA.		TO STA.		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

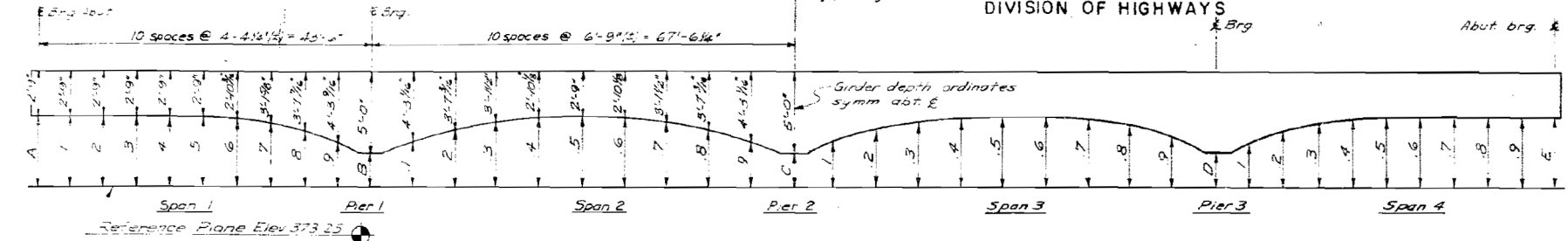
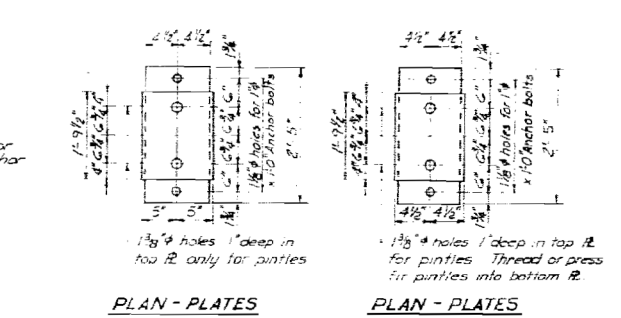
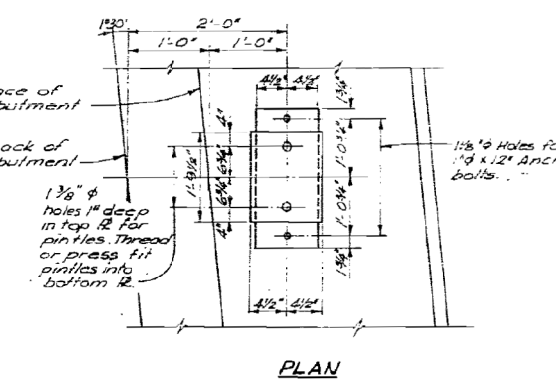
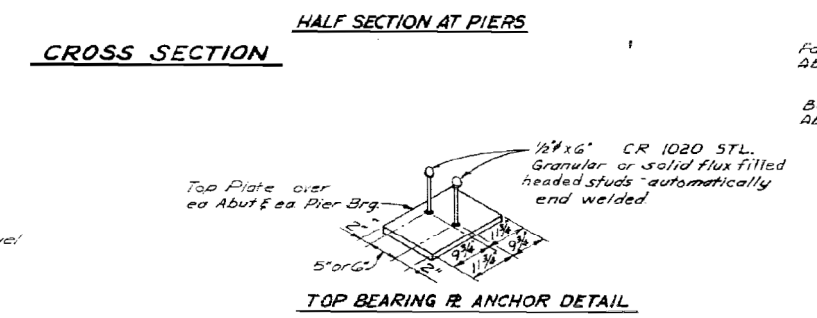
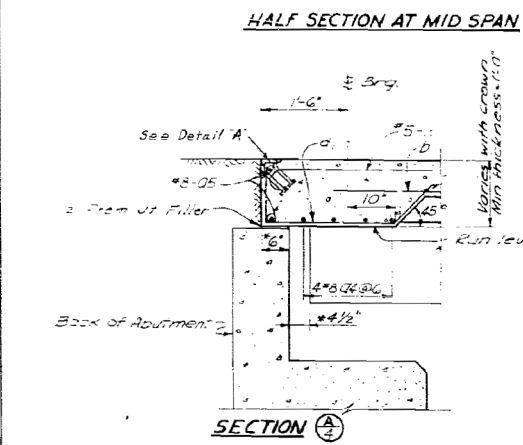
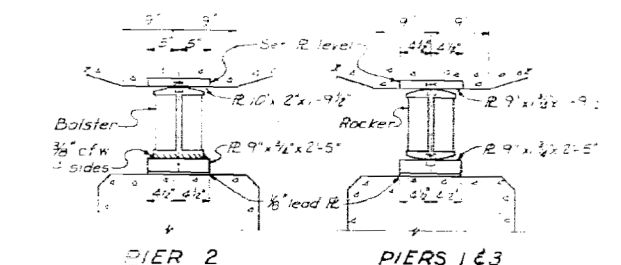
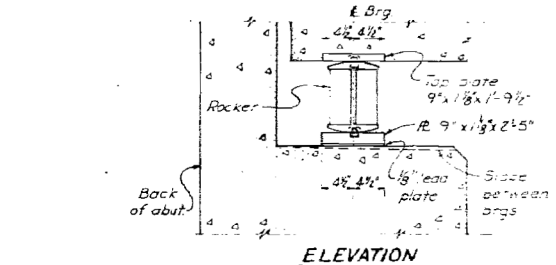
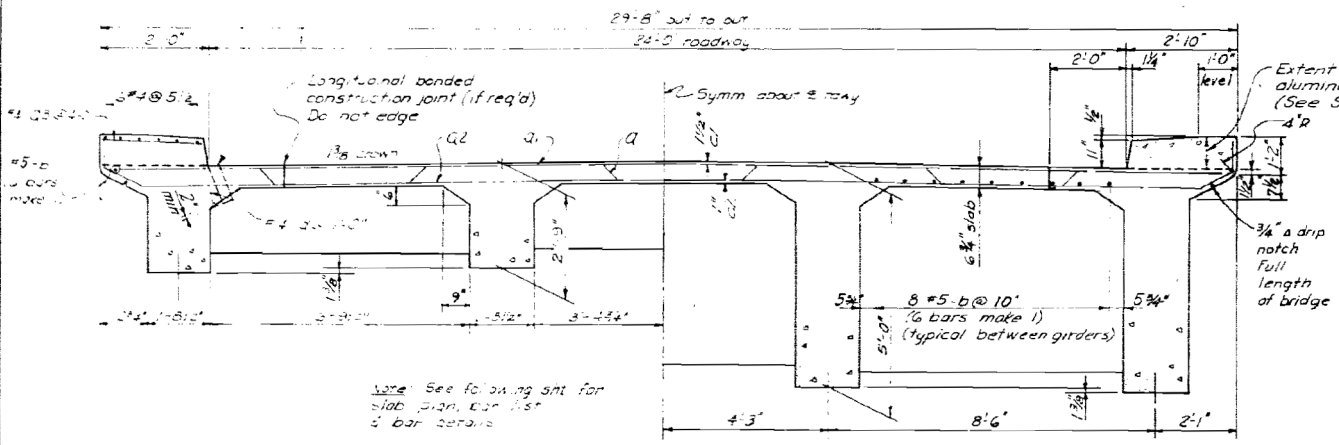


TABLE OF ORDINATES
SHEET 3 OF 10

GIRDER	POINT	1	2	3	4	5	6	7	8	9	POINT	
①	A	2'-7 1/2"	2'-8 1/2"	2'-9 1/2"	2'-10 1/2"	2'-11 1/2"	2'-12 1/2"	2'-13 1/2"	2'-14 1/2"	2'-15 1/2"	B	
	B	0'-11 1/2"	1'-8 1/2"	2'-5 1/2"	3'-2 1/2"	3'-11 1/2"	3'-5 1/2"	3'-4 1/2"	3'-1 1/2"	2'-7 1/2"	1'-11 1/2"	C
	C	1'-2 1/2"	1'-11 1/2"	2'-7 1/2"	3'-1 1/2"	3'-4 1/2"	3'-5 1/2"	3'-4 1/2"	3'-0 1/2"	2'-5 1/2"	1'-8 1/2"	D
	D	0'-11 1/2"	1'-7 1/2"	2'-2 1/2"	2'-7 1/2"	2'-10 1/2"	2'-11 1/2"	2'-10 1/2"	2'-4 1/2"	2'-9 1/2"	2'-14 1/2"	E
②	A	2'-9 1/2"	2'-10 1/2"	2'-11 1/2"	2'-12 1/2"	2'-13 1/2"	2'-14 1/2"	2'-15 1/2"	2'-16 1/2"	2'-17 1/2"	B	
	B	1'-0 1/2"	1'-10 1/2"	2'-7 1/2"	3'-1 1/2"	3'-5 1/2"	3'-7 1/2"	3'-6 1/2"	3'-2 1/2"	2'-9 1/2"	2'-14 1/2"	C
	C	1'-4 1/2"	2'-1 1/2"	2'-9 1/2"	3'-2 1/2"	3'-6 1/2"	3'-7 1/2"	3'-5 1/2"	3'-1 1/2"	2'-9 1/2"	1'-10 1/2"	D
	D	1'-0 1/2"	1'-5 1/2"	2'-4 1/2"	2'-9 1/2"	3'-0 1/2"	3'-0 1/2"	3'-0 1/2"	2'-11 1/2"	2'-10 1/2"	2'-10 1/2"	E

Notes:
1 Ordinates include dead load deflection.
Contractor shall allow for settlement of forms and shrinkage.
2 Girders #1 and #3 are similar to girders #1 and #2 respectively by rotation thru 180°.

FOR INFORMATION ONLY



BILL OF MATERIAL - SUPERSTRUCTURE

Item	Unit	Quantity
Class 1 Concrete	Cu. Yds.	367.7
Reinforcement Bars	Lbs.	9797.9
Structural Steel	Lbs.	2556

NOTE:
Aluminum floor drains and aluminum sheets in curb joints are incidental to cost of Class 1 Concrete

* These dimensions are for 50° temperature. If temperature is above or below 50° or if abutments have moved, make appropriate corrections to give the required dimensions at 50°.

DESIGNED: KJH

CHECKED: RD

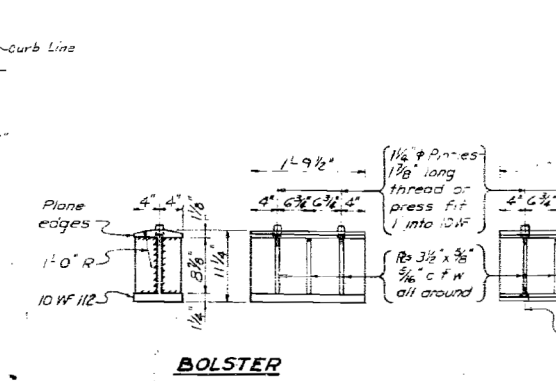
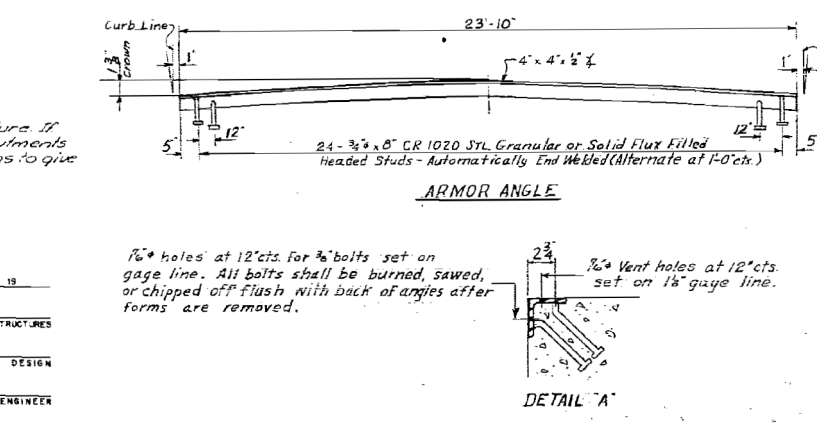
DRAWN: LLS

CHECKED: RD

EXAMINED: ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

PASSED: ENGINEER OF DESIGN

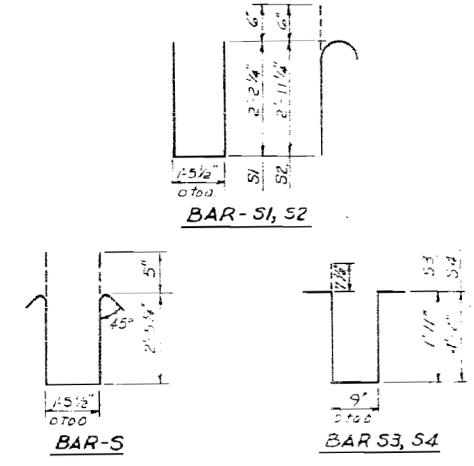
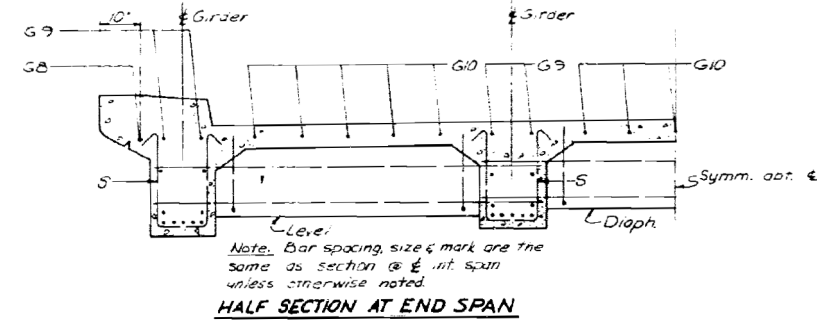
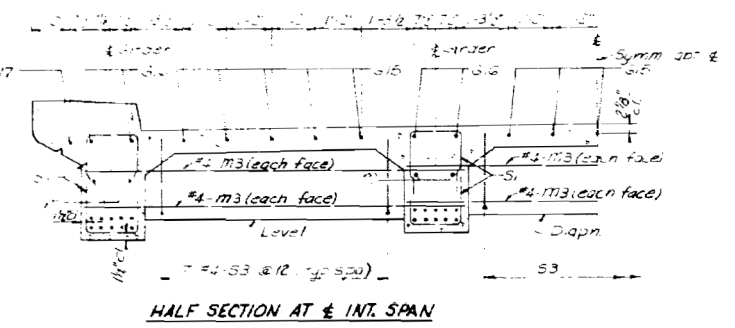
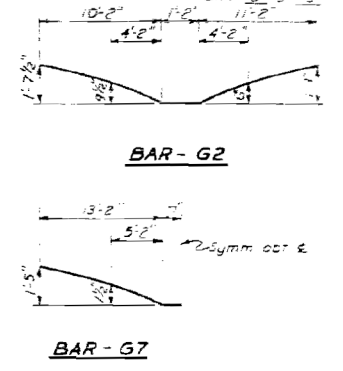
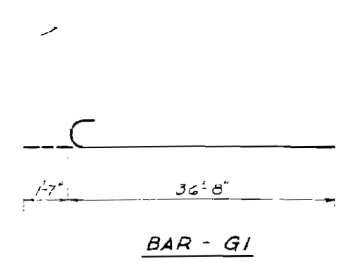
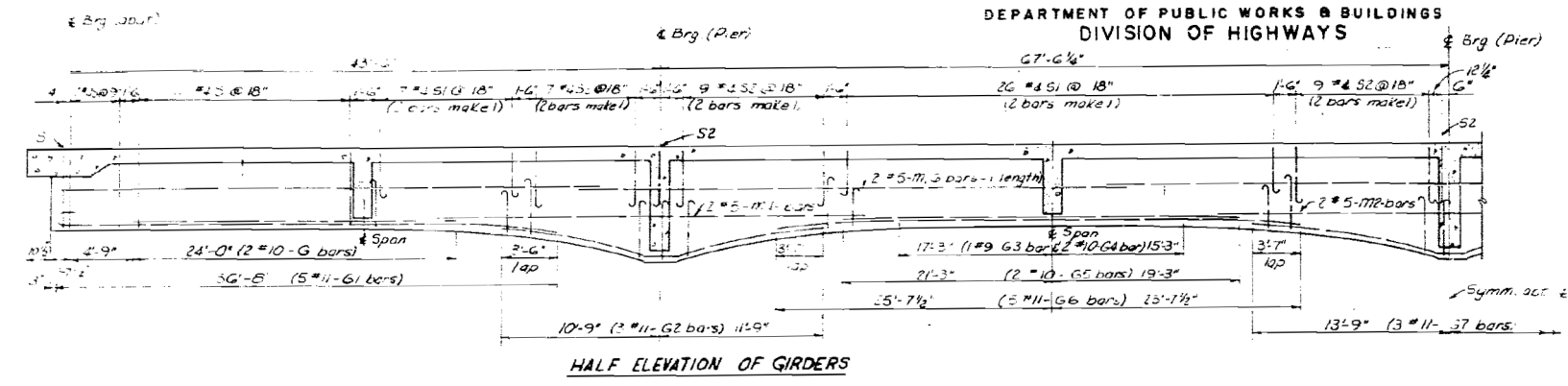
APPROVED: CHIEF HIGHWAY ENGINEER



ILLINOIS DIVISION OF HIGHWAYS
SUPERSTRUCTURE
CROSS SECTION, BEARING DETAILS
AND GIRDER ORDINATES
F.A.I. RT. 57 SEC. 46-2114B-1
KANKAKEE COUNTY
STRUCTURE NO. 7
STATION 420+85.00

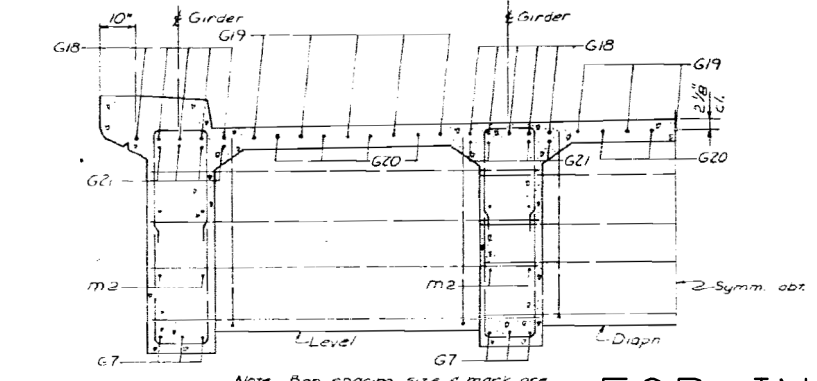
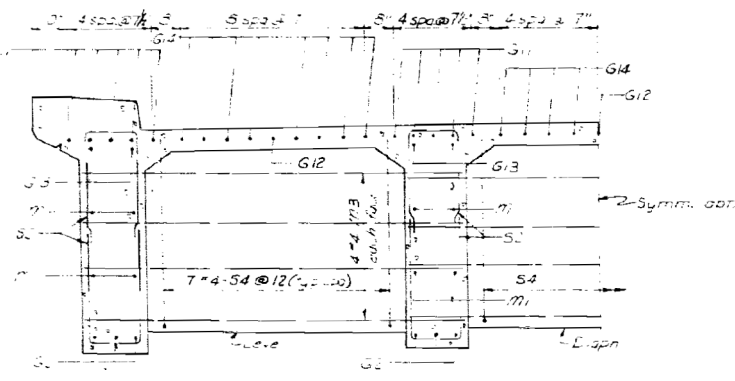
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SEC	CD. NO.	TOTAL SHEETS	SHEET NO.
FAI-57	46	211HB-1	22	1
KANKAKEE COUNTY				
STRUCTURE NO. 7				
STATION 420+85.00				

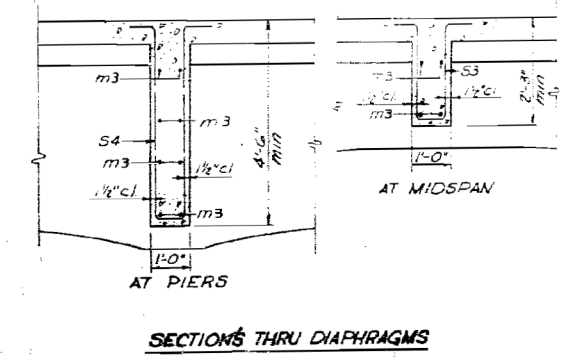
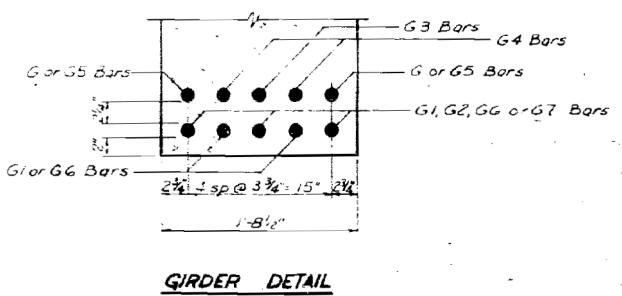


BAR LIST - GIRDERS

Bar No	Size	Length	Shape
S	#10	24'-0"	
G	#10	38'-3"	
G2	#11	22'-9"	
S2	#9	32'-6"	
G2	#10	32'-6"	
G5	#10	41'-6"	
G6	#11	49'-3"	
G7	#12	27'-9"	
G8	#12	19'-3"	
G9	#16	21'-0"	
S3	#10	29'-0"	
S4	#10	45'-9"	
G2	#8	30'-0"	
G3	#10	19'-6"	
S14	#8	30'-0"	
G5	#10	32'-9"	
G6	#10	33'-0"	
G7	#12	29'-0"	
S5	#10	40'-0"	
S9	#8	52'-0"	
S10	#12	32'-6"	
S2	#10	25'-6"	
S	#12	7'-2"	
S	#12	6'-10"	
S2	#12	8'-4"	
S3	#12	5'-10"	
S2	#12	5'-4"	
M	#12	38'-2"	
M	#12	30'-6"	
M2	#12	32'-3"	
M3	#12	9'-6"	



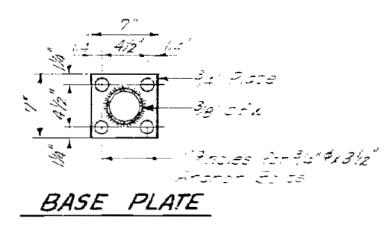
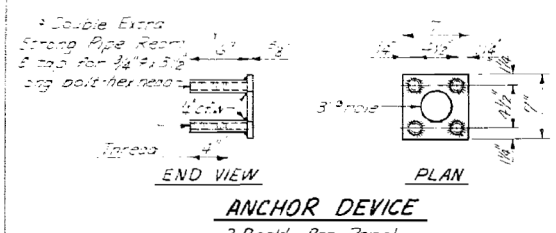
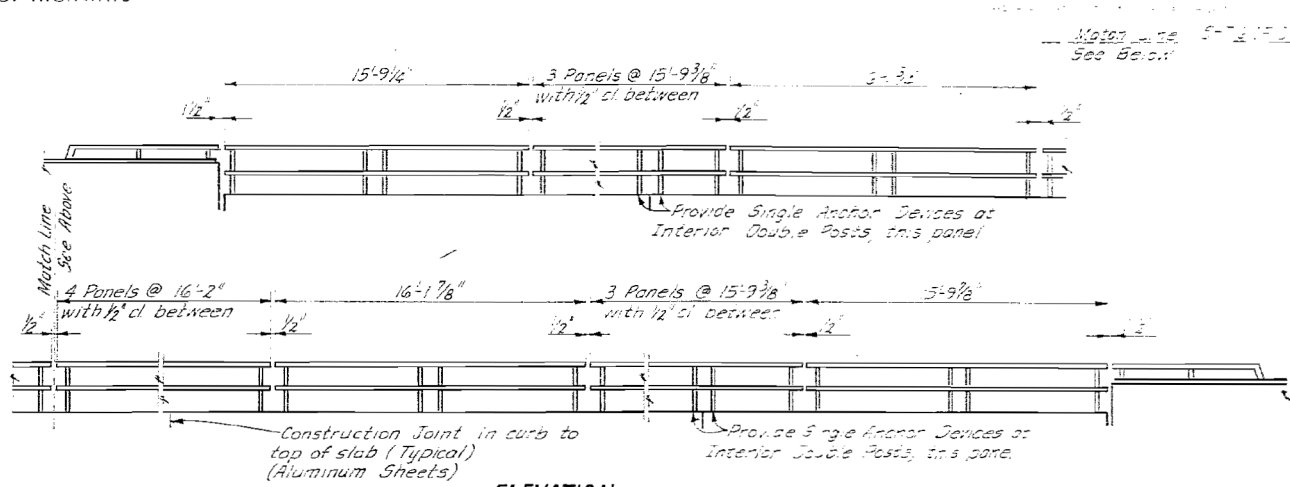
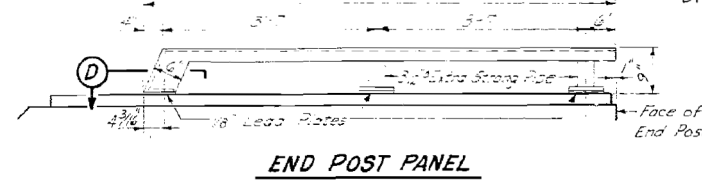
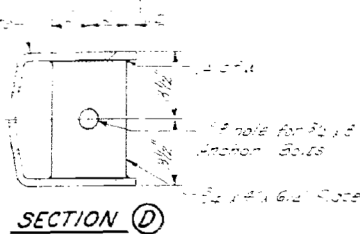
FOR INFORMATION ONLY



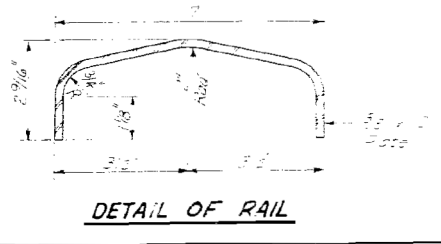
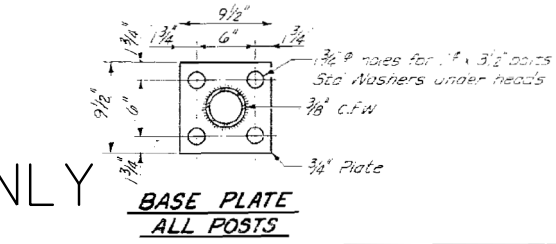
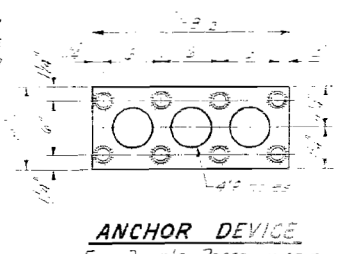
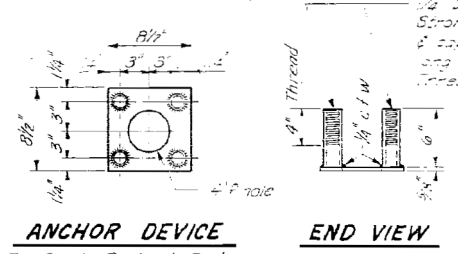
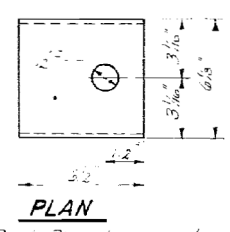
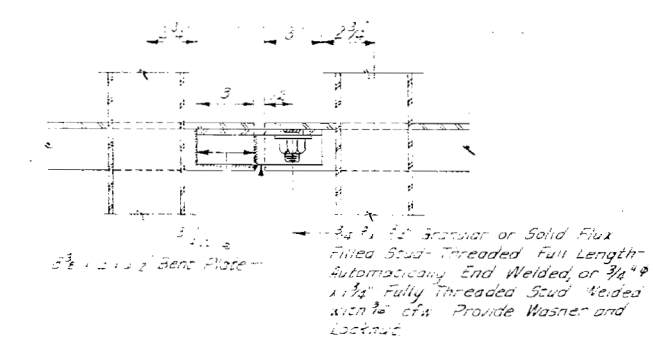
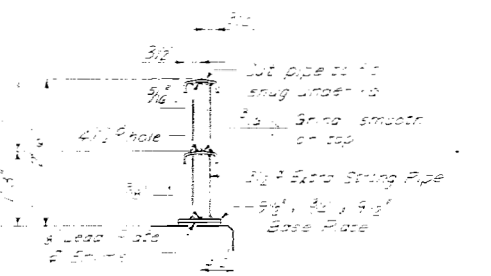
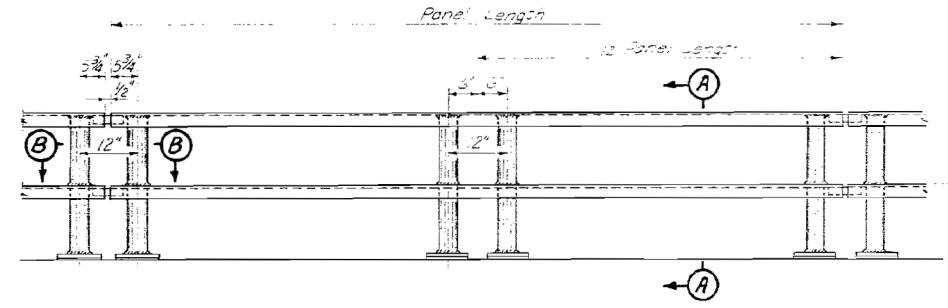
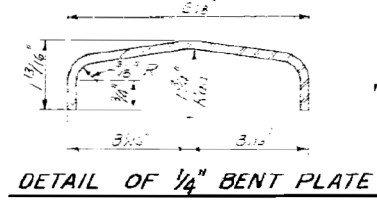
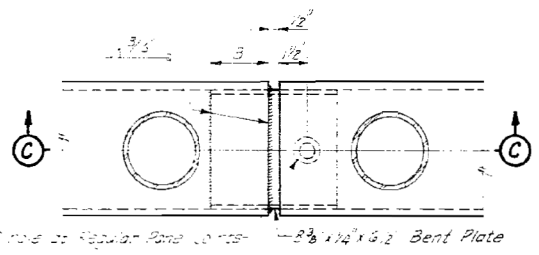
DESIGNED RJD	EXAMINED
CHECKED KJH	PASSED
DRAWN L.L.S.	APPROVED
CHECKED KJH	

NOTE: For Bill of Material - Superstructure see sheet 3.

ILLINOIS DIVISION OF HIGHWAYS
SUPERSTRUCTURE GIRDER DETAILS
FAI, RT. 57 SEC 46-2(1)HB-1
KANKAKEE COUNTY
STRUCTURE NO. 7
STATION 420+85.00



END POST PANEL DETAILS



GENERAL NOTES

After erection of posts and washers and before painting or one coat of red lead and two coats of white lead paint.

Provide 1/2 inch and 3/4 inch slots for 50% of the Posts.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Handrail	Linear Feet	480
Washers	Each	480
Anchor Bolts	Each	480

ILLINOIS DIVISION OF HIGHWAYS
METAL HANDRAIL
FAI RTE 57 SEC. 46-2(W)H-1
KANKAKEE COUNTY
STA 420+85.00

FOR INFORMATION ONLY

DESIGNED: WRT
CHECKED: L.J.L.
DRAWN: L.S.
CHECKED: WRT

EXAMINED:
PASSED:
APPROVED:

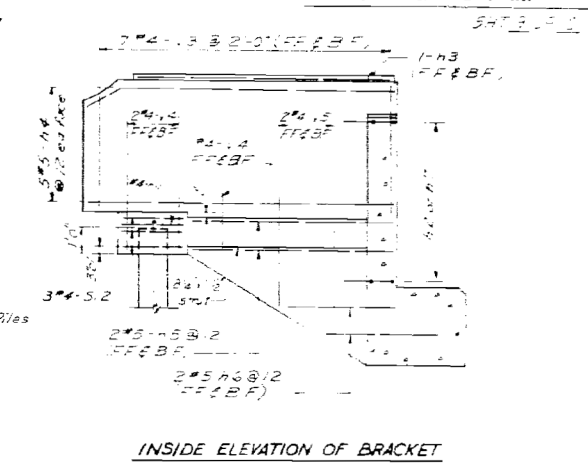
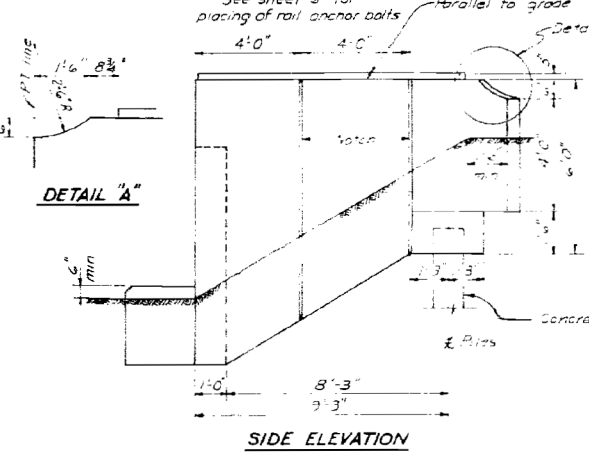
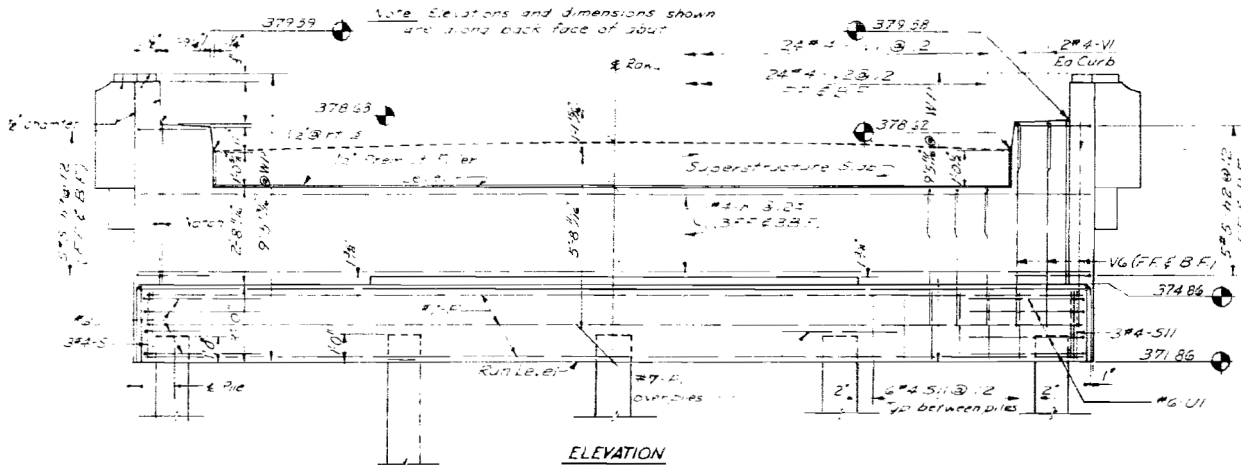
REVISIONS:
1-25-63

DESIGNED	REVISIONS
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DJC	REVIS
DJC	REVIS
DJC	REVIS
DJC	REVIS

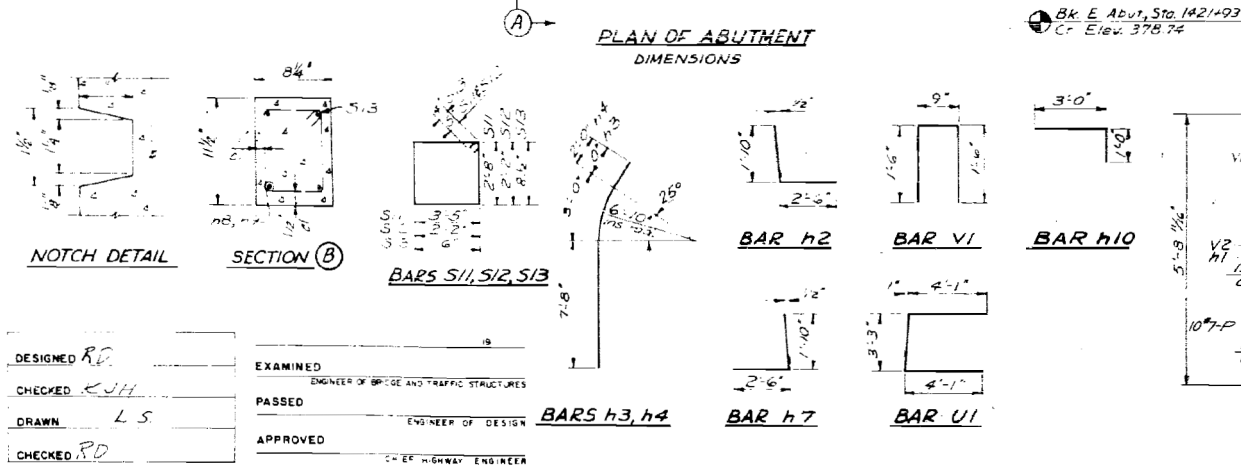
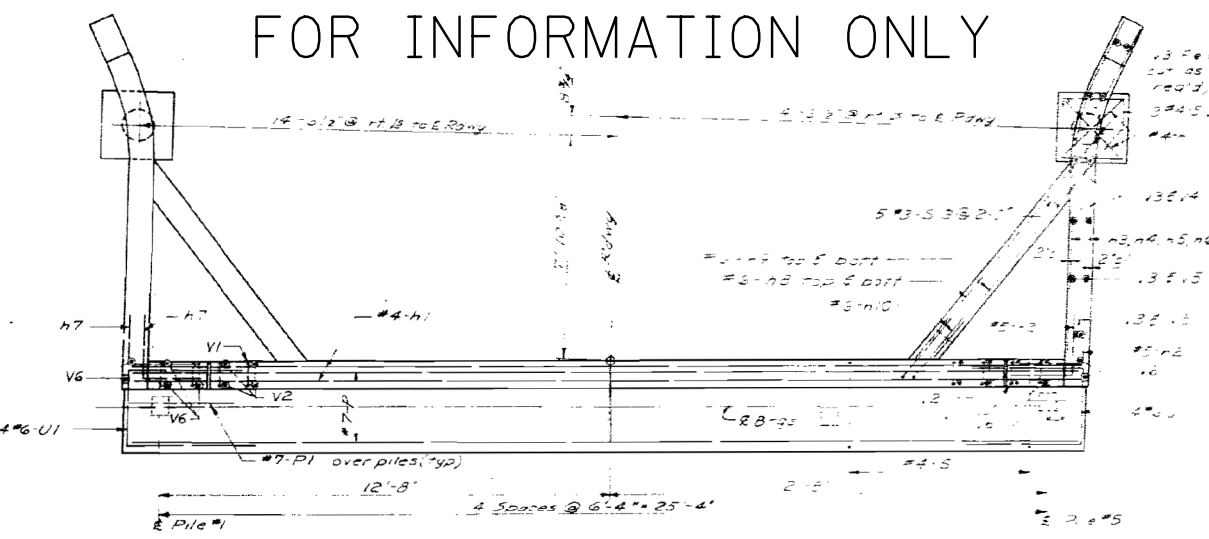
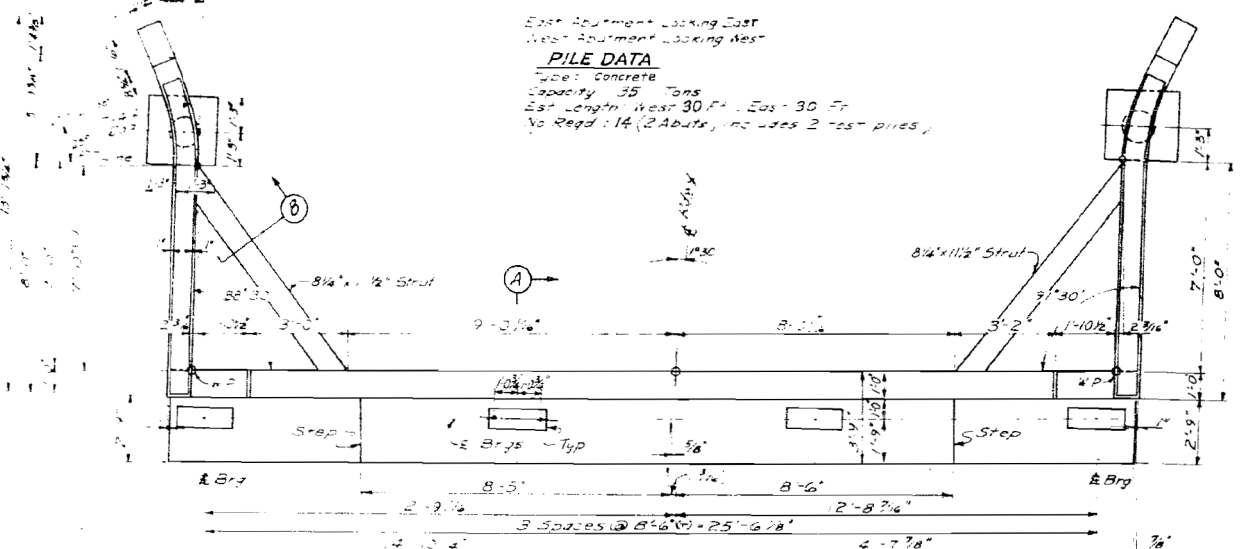
F.A.I./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(W)HBR-1	KANKAKEE	92	70
CONTRACT NO. 66956				

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

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA-57	1	KANKAKEE	22	4
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



FOR INFORMATION ONLY



Bar No.	Size	Length	Shape	Bar No.	Size	Length	Shape
h1	#4	29'-3"		S11	#5	15'-0"	
h2	#5	4'-4"		S12	#5	9'-6"	
h3	#5	10'-8"		S13	#5	3'-1"	
h4	#5	12'-8"		U1	#6	1'-5"	
h5	#5	7'-0"		V1	#4	3'-9"	
h6	#5	5'-6"		V2	#4	4'-0"	
h7	#5	4'-4"		V3	#4	4'-3"	
h8	#6	10'-6"		V4	#4	3'-6"	
h9	#6	9'-6"		V5	#4	3'-6"	
h10	#6	4'-0"		V6	#4	5'-9"	
h11	#4	3'-0"					
P	#7	29'-3"					
PI	#7	4'-0"					

Item	Unit	Quantity
Class 1 Concrete (Curbs)	cu yd	44.5
Reinforcement Bars	Lbs	4,329
Concrete Piles	cu ft	500
Test Pile (Concrete)	Each	2

ILLINOIS DIVISION OF HIGHWAYS
ABUTMENTS
FA1 RT 57 SEC 46-2(1)HB-1
KANKAKEE COUNTY
STRUCTURE NO. 7
STATION 420+85.00

DESIGNED: R.D.
CHECKED: K.J.H.
DRAWN: L.S.
CHECKED: R.D.

EXAMINED: ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED: ENGINEER OF DESIGN
APPROVED: ILLINOIS HIGHWAY ENGINEER

REVISIONS: ELEVATION: Change Steel Piles to Concrete. (Struct. C-2). Pile Data: Type is Steel to Concrete. Est. Length: Change West from 30 ft. to 30 ft. East from 30 ft. to 30 ft. 1-25-63. 5-20 Elevation: Change Timber Piles to Concrete Piles. Note: No. of Piles. See also and 1-25-63. Bill of Materials: Change 336 cu ft. of Steel Piles to 350 cu ft. of Concrete Piles. Change Test Pile - Steel to Concrete. Change Piles - Out.

KNIGHT
Engineers & Architects

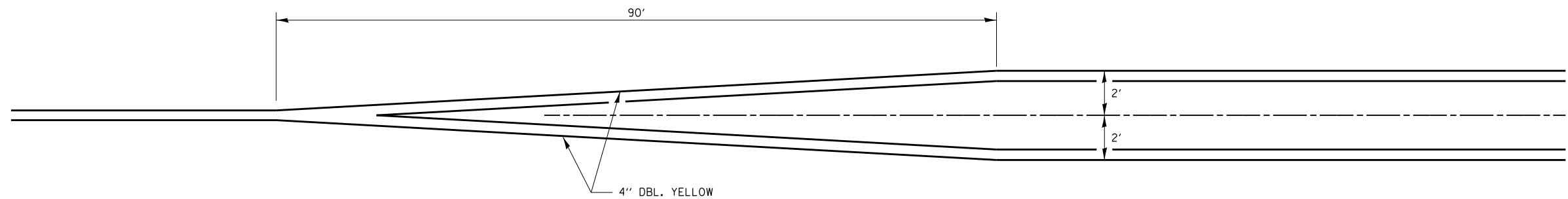
DESIGNED - FJW	REVISIONS
CHECKED -	REVISIONS
DRAWN - DJC	REVISIONS
CHECKED -	REVISIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

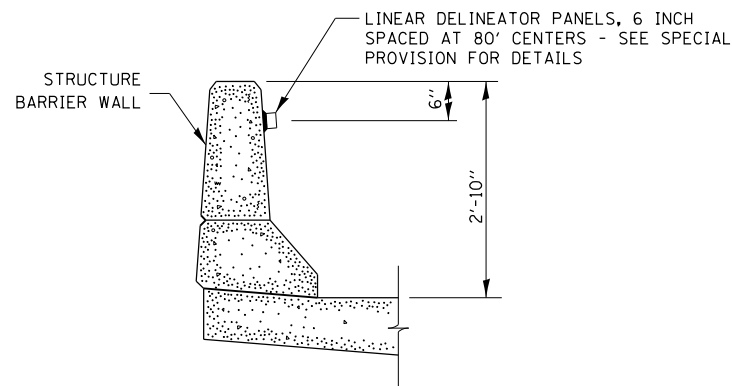
EXISTING PLANS
STRUCTURE NUMBER 046-0150
SHEET NO. S-32 OF 32 SHEETS

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HB-1	KANKAKEE	92	73
CONTRACT NO. 66956				

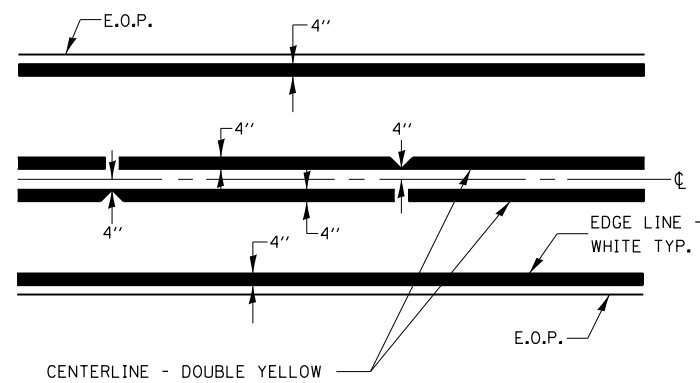
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT



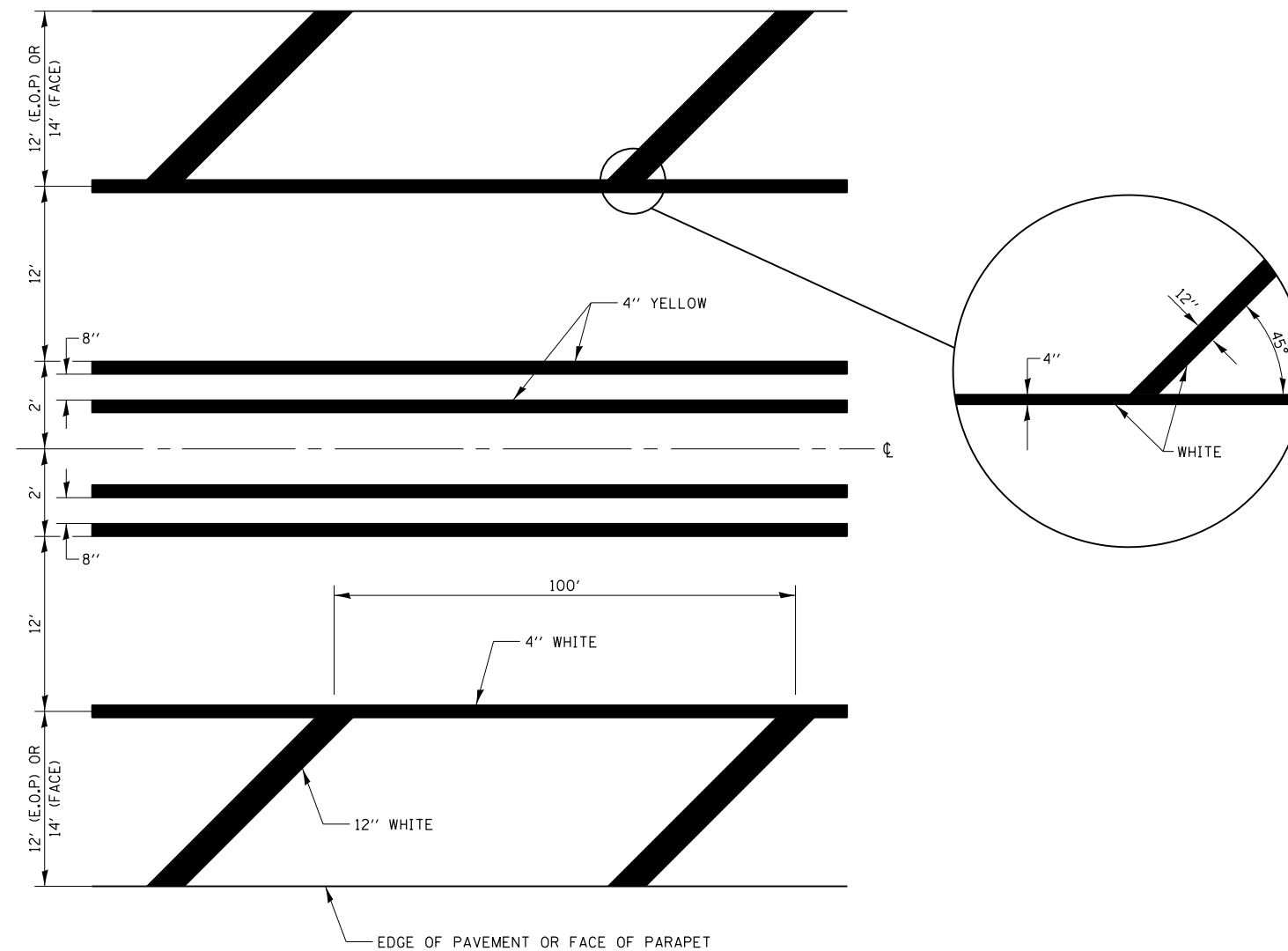
APPROACH TO 4' MEDIAN



LINEAR DELINEATOR PANELS, 6 INCH



PAVEMENT MARKING 2-LANE SECTION



PAVEMENT MARKING 2-LANE WITH 4' MEDIAN

FILED \$

KNIGHT
Engineers & Architects

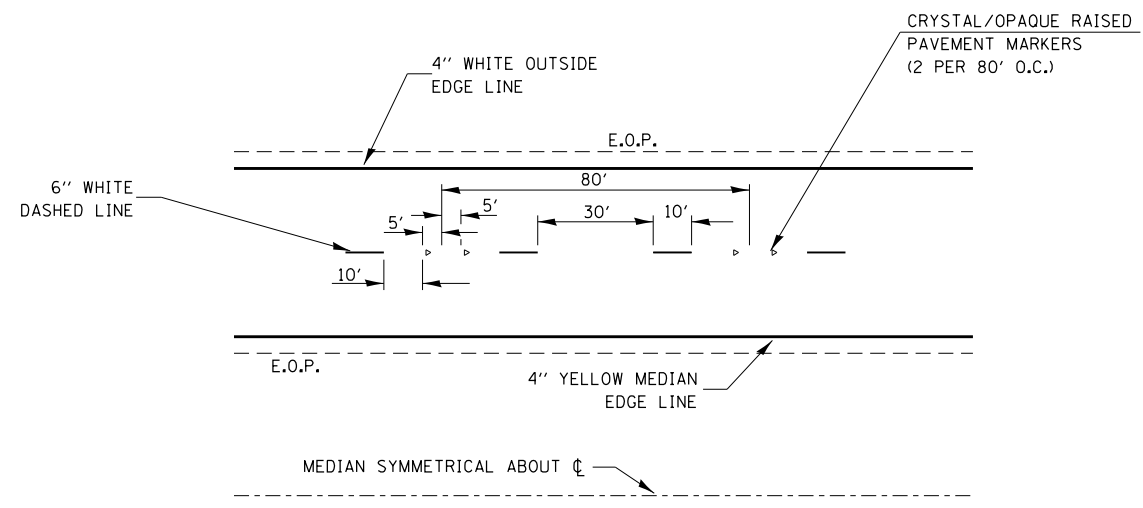
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PLOT SCALE = 1:1000	DRAWN - D.M.S.	REVISED -
PLOT DATE =	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

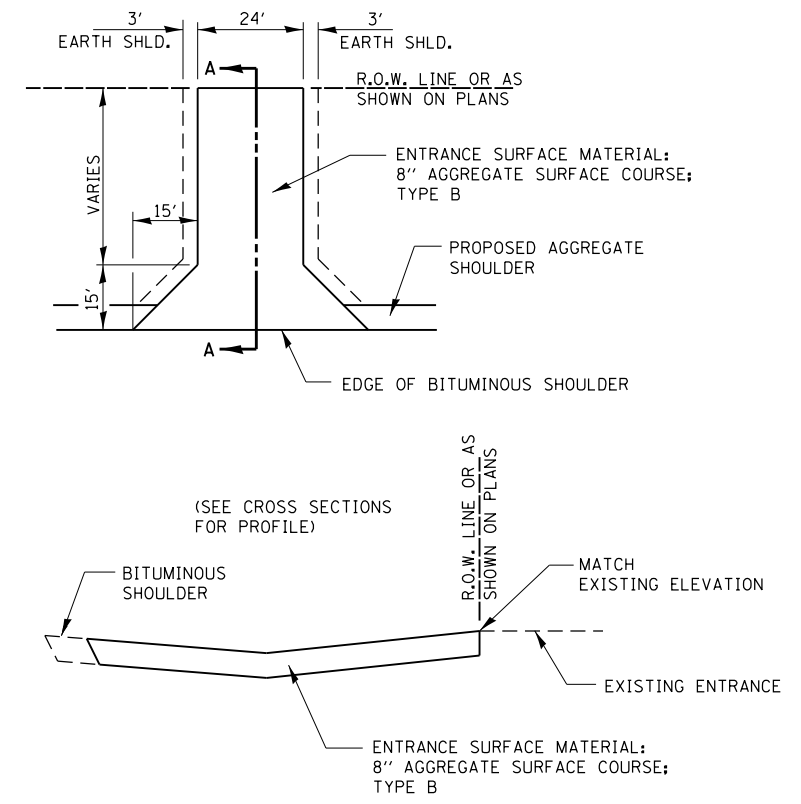
DETAILS

SCALE: NONE SHEET NO. OF SHEETS STA. 1413+40 TO STA. 1429+95

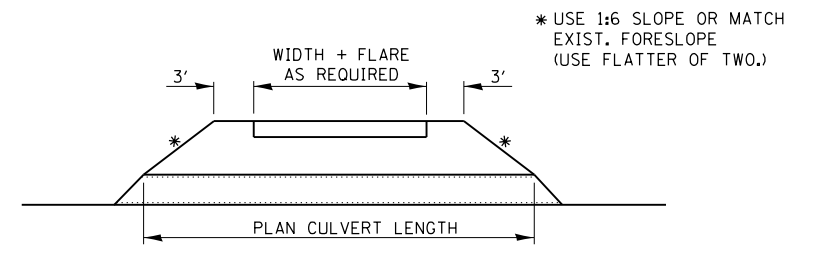
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	74
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



**TYPICAL PAVEMENT MARKINGS
FOR USE ON I-57**



SECTION A-A



FIELD ENTRANCE DETAIL

FILED \$

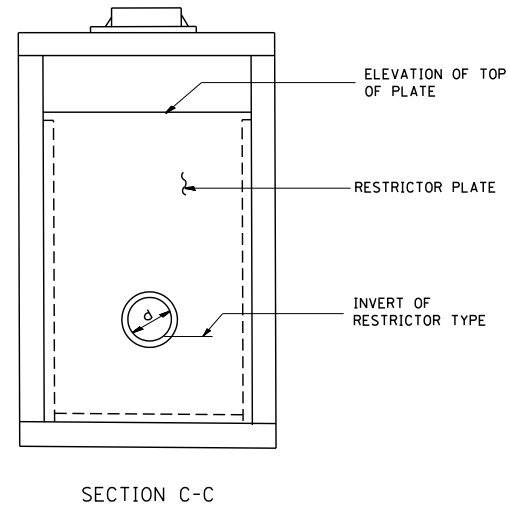
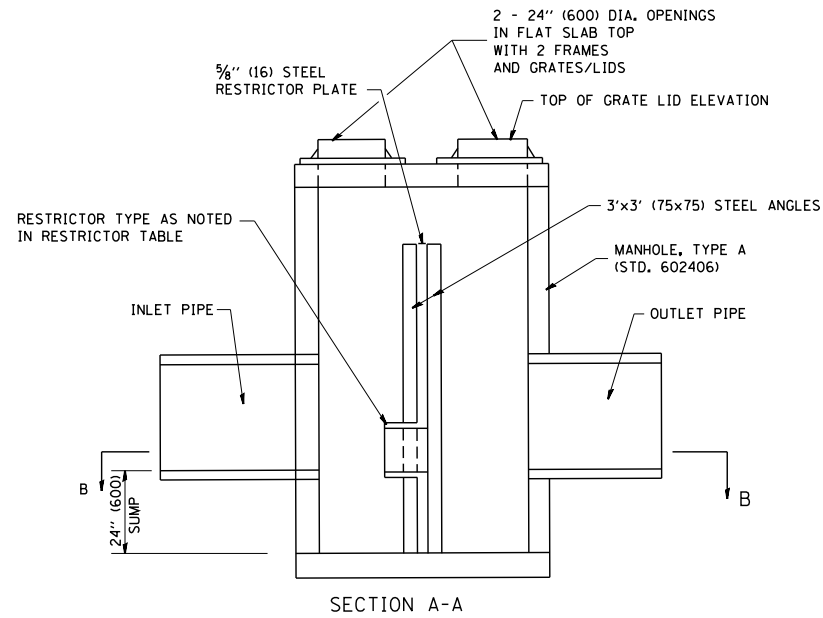
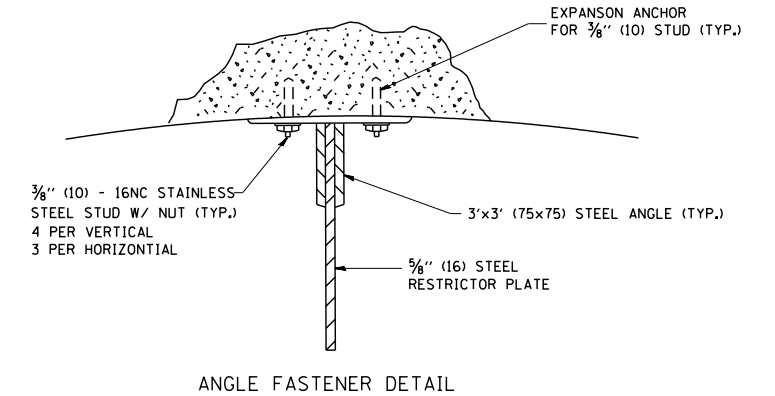
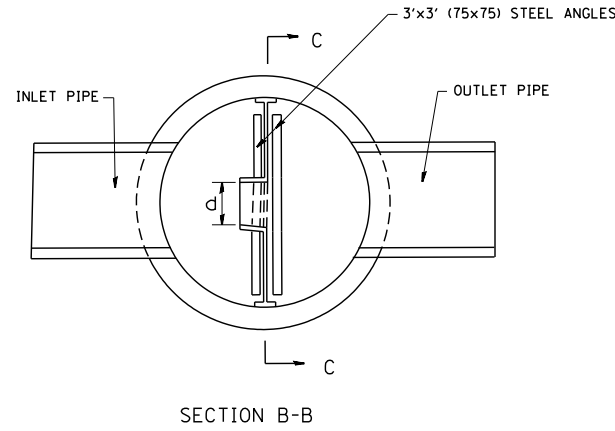
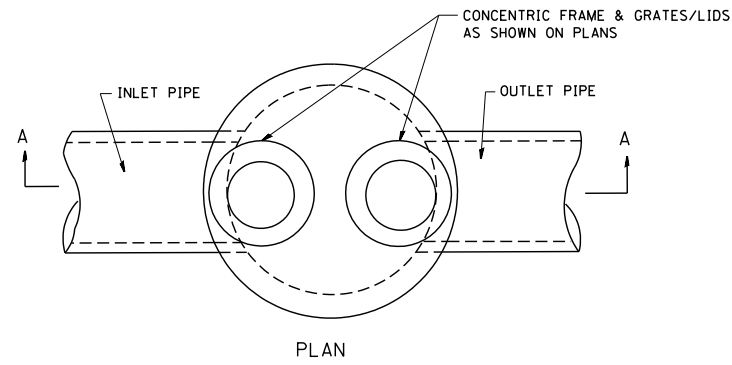


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	DRAWN - D.M.S.	REVISED -
PLOT SCALE = 1:100	CHECKED - F.J.W.	REVISED -
PLOT DATE =	DATE - 08-10-2018	REVISED -

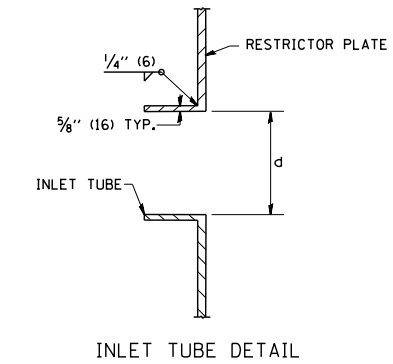
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS			
SCALE: NONE	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	75
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

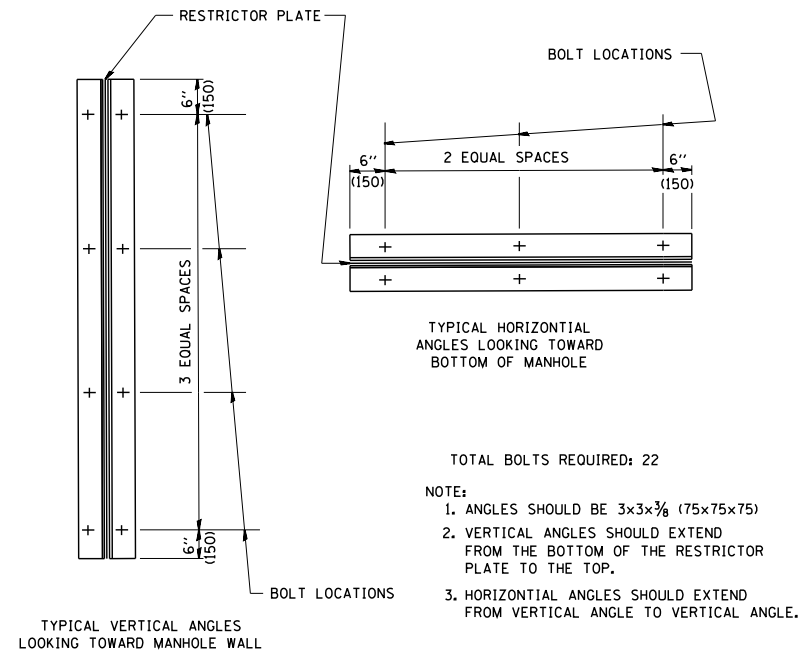


- NOTES:
1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
 2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
 3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 6 FT. (1.8 m)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
1419+50	6'	2-T1F CL	2	4.8"	705.16	709.54

MANHOLE WITH RESTRICTOR PLATE



RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

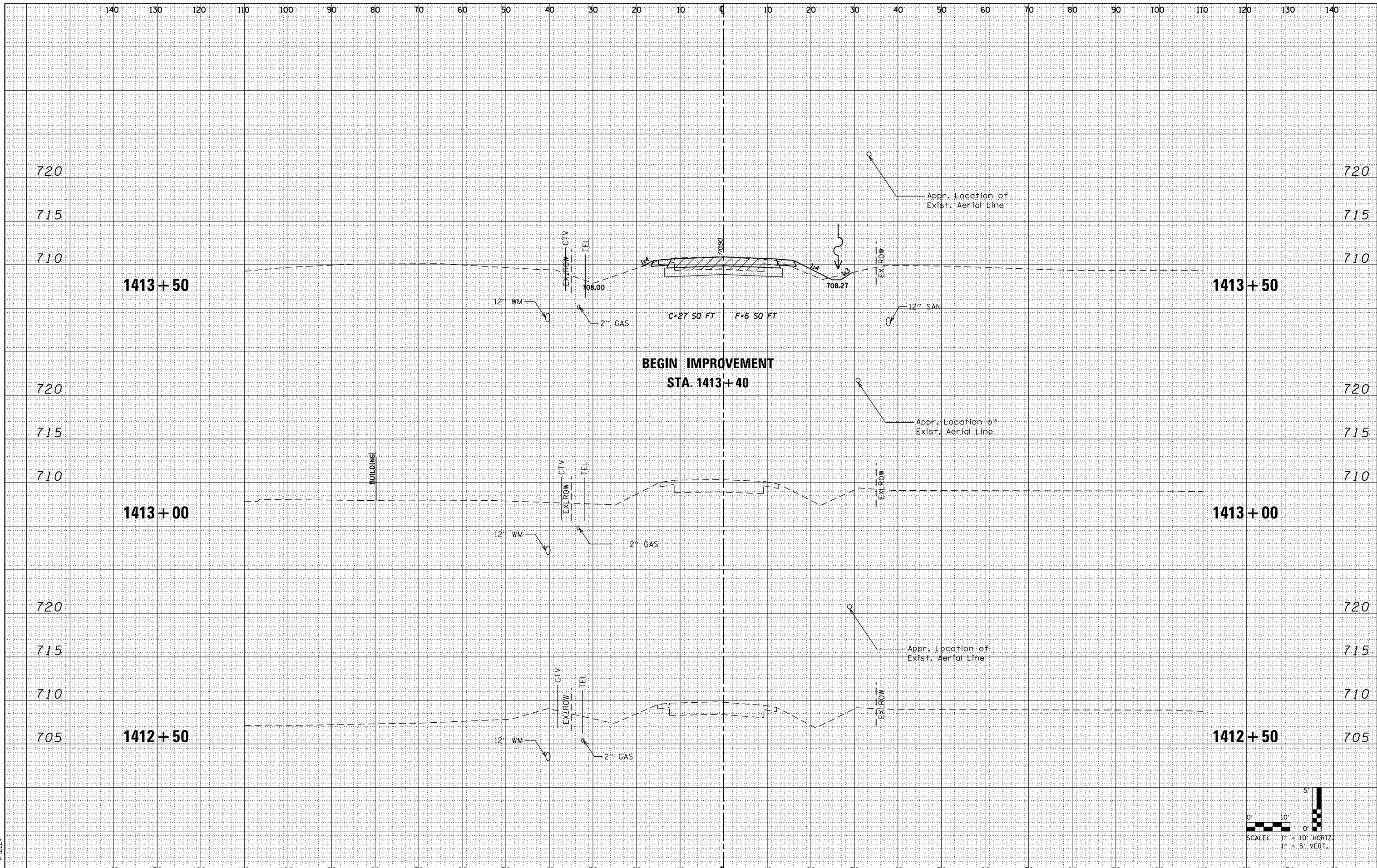
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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		DRAWN -	REVISED - E. GOMEZ 08-28-00
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-08-01
	PLOT DATE = 1/4/2008	DATE - 09-09-94	REVISED -

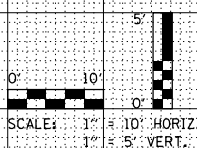
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	
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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2 (1) HBR-1	KANKAKEE	92	76
BD600-04 (BD-12)		CONTRACT NO. 66956		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**BEGIN IMPROVEMENT
STA. 1413+40**



KNIGHT
Engineers & Architects

USER NAME - FWilliams	DESIGNED - D.M.S.	REVISED -
	DRAWN - D.M.S.	REVISED -
PLOT SCALE = 1:20	CHECKED - F.J.W.	REVISED -
PLOT DATE	DATE - 08-10-2018	REVISED -

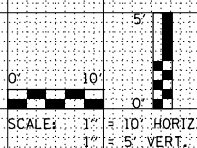
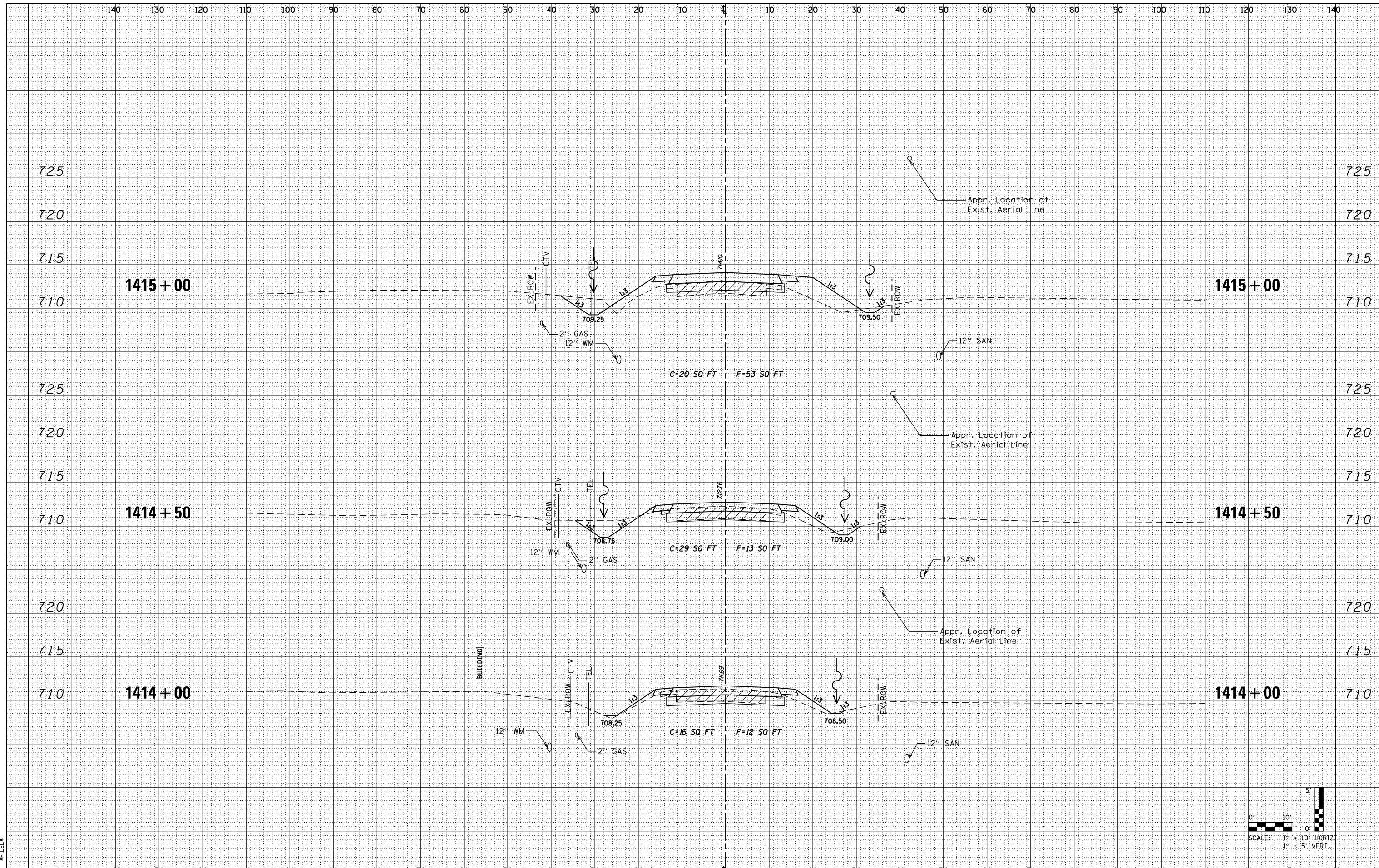
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
C.H. 8**

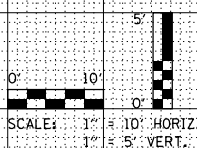
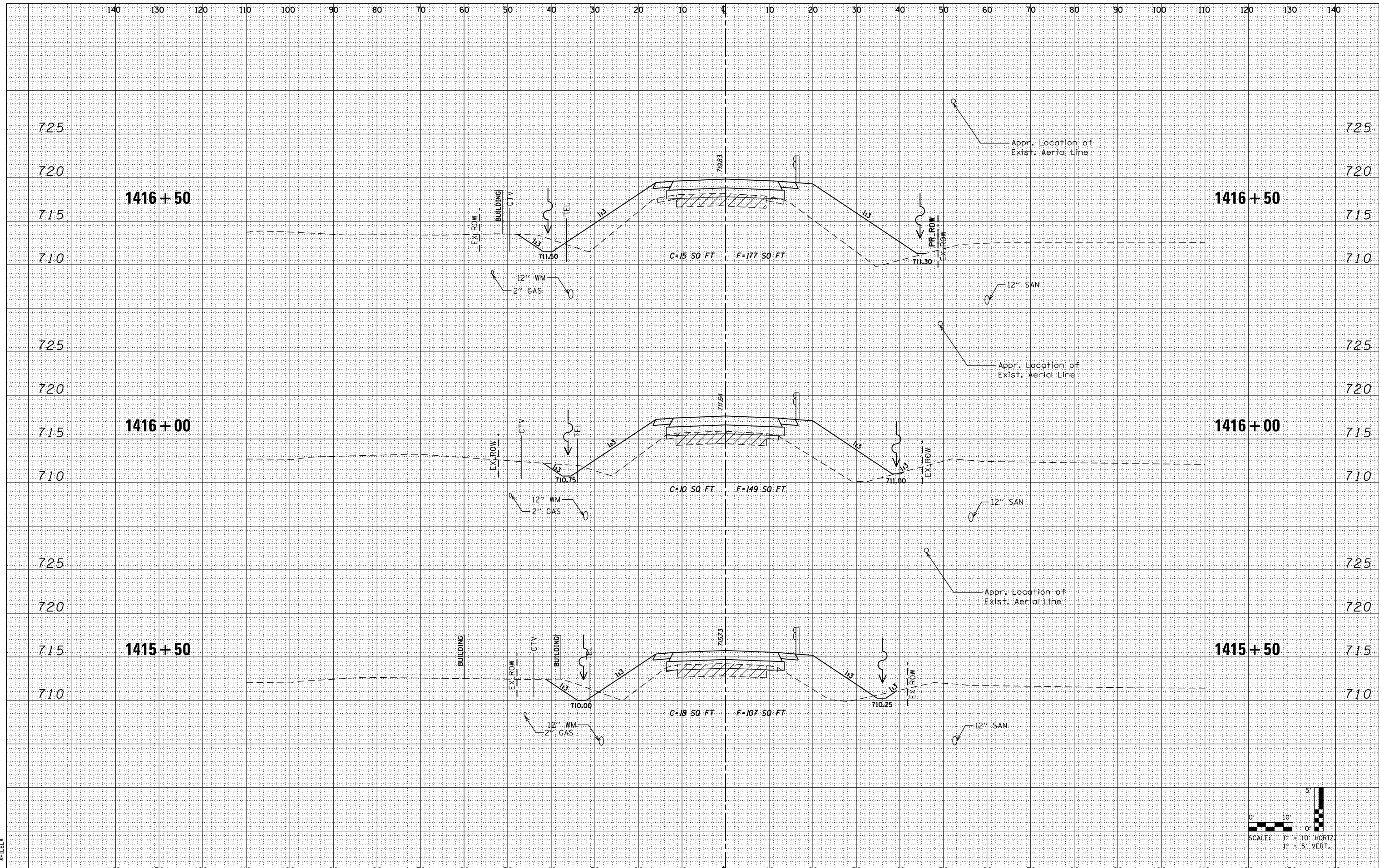
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	77
CONTRACT NO. 66956				

FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT



	USER NAME = FWilliams	DESIGNED - D.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS C.H. 8	F.A.I. RTE. 57	SECTION 46-2(1)HBR-1	COUNTY KANKAKEE	TOTAL SHEETS 92	SHEET NO. 78
	PLOT SCALE = 1:200	CHECKED - F.J.W.	REVISED -			SCALE: NONE	SHEET NO. 2 OF 16 SHEETS	STA. TO STA.	CONTRACT NO. 66956	
	PLOT DATE	DATE - 08-10-2018	REVISED -							



KNIGHT
Engineers & Architects

USER NAME - FWilliams
DESIGNED - D.M.S.
DRAWN - D.M.S.
CHECKED - F.J.W.
DATE - 08-10-2018

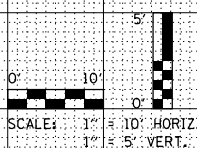
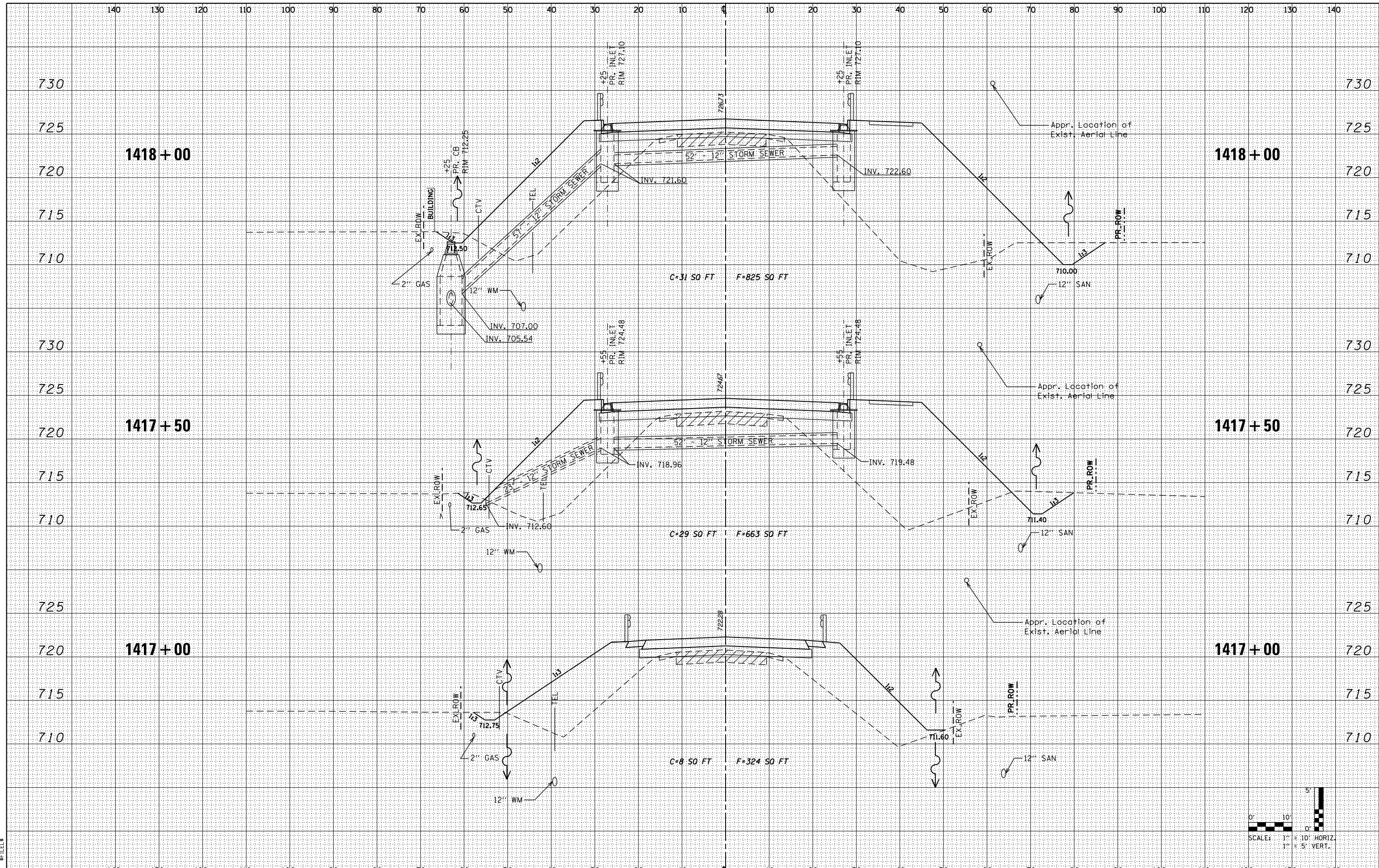
REVISIONS
REVISOR
DATE

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
C.H. 8**

SCALE: NONE SHEET NO. 3 OF 16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	79
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



KNIGHT
Engineers & Architects

USER NAME = FWilliams
DESIGNED - D.M.S.
DRAWN - D.M.S.
CHECKED - F.J.W.
DATE - 08-10-2018

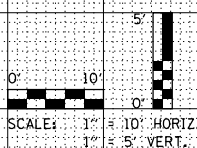
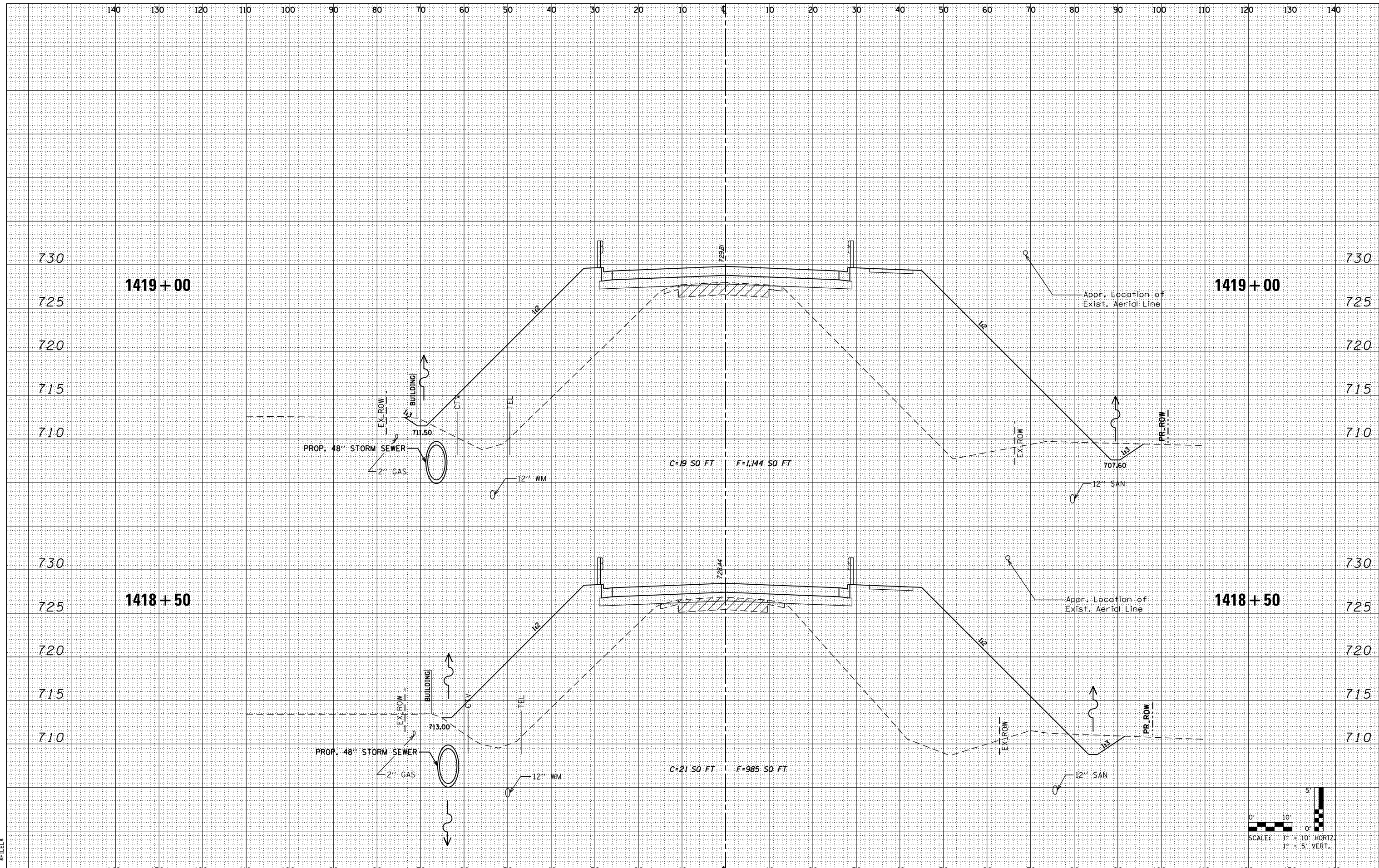
REVISIONS
REVISOR
DATE

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
C.H. 8**

SCALE: NONE SHEET NO. 4 OF 16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	80
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



KNIGHT
Engineers & Architects

USER NAME = FWilliams
 DESIGNED - D.M.S.
 DRAWN - D.M.S.
 CHECKED - F.J.W.
 PLOT SCALE = 1/2"=1'-0"
 PLOT DATE = 08-10-2018

REVISIONS
 REVISED -
 REVISED -
 REVISED -
 REVISED -

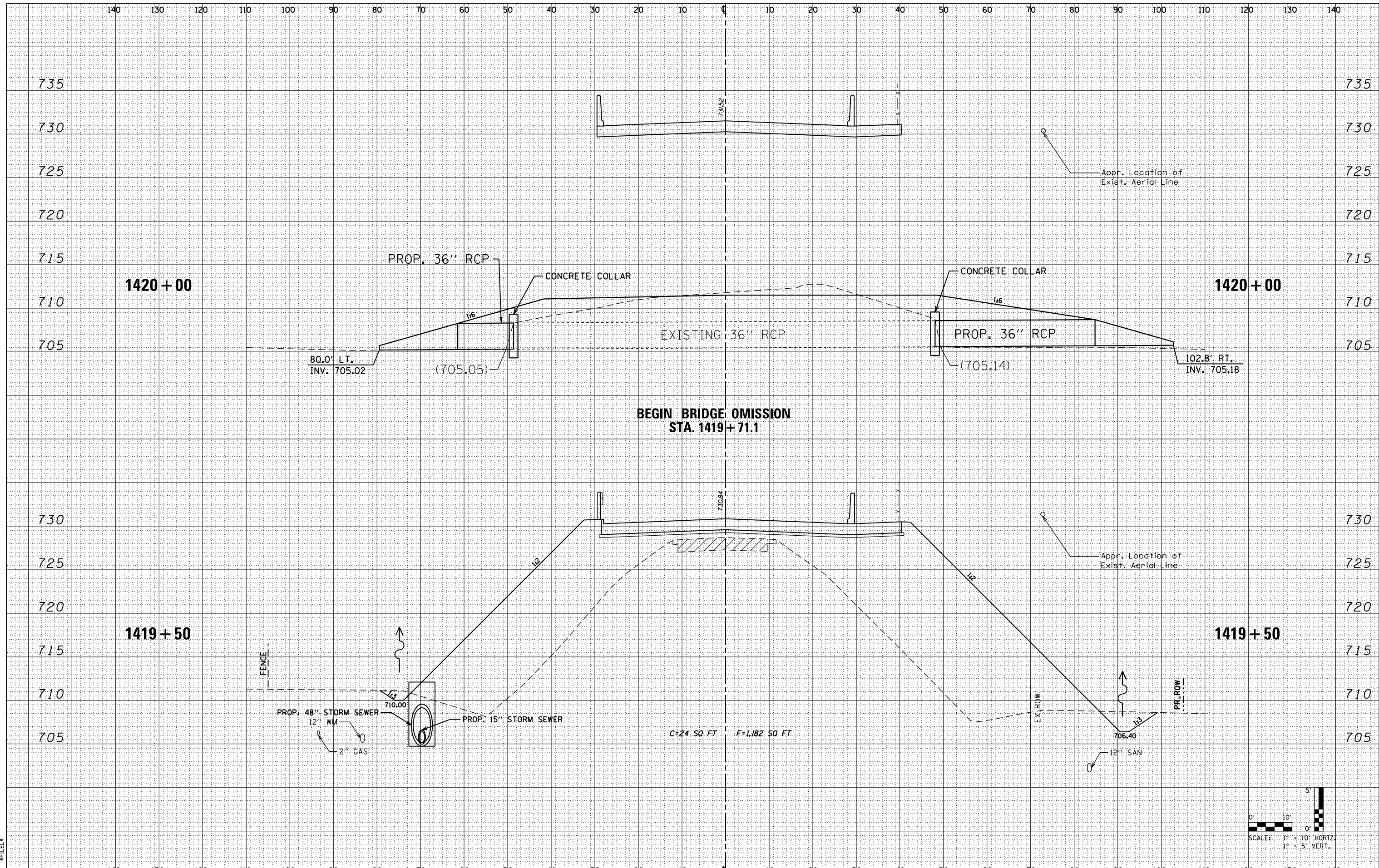
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 C.H. 8**

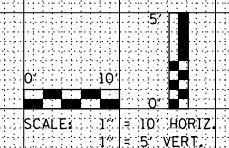
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	81
CONTRACT NO. 66956				

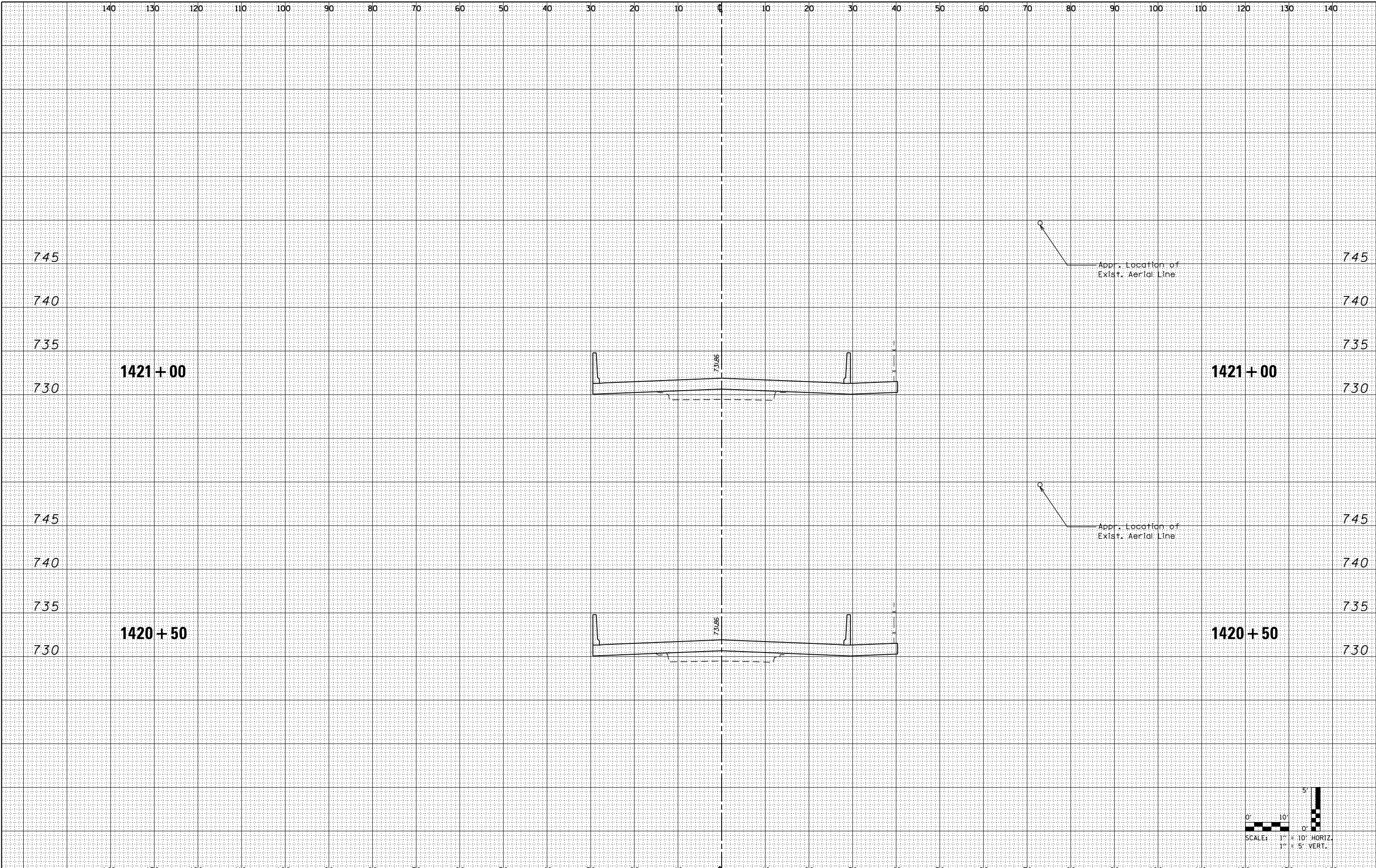
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT



**BEGIN BRIDGE OMISSION
STA. 1419+71.1**



	USER NAME - FWilliams	DESIGNED - D.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS C.H. 8		F.A.I. RTE. 57	SECTION 46-2(1)HR-1	COUNTY KANKAKEE	TOTAL SHEETS 92	SHEET NO. 82
	PLOT SCALE = 1/2"=10'	DRAWN - D.M.S.	REVISED -		SCALE: NONE	SHEET NO. 6 OF 16 SHEETS	STA. TO STA.	CONTRACT NO. 66956		FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT	
	PLOT DATE	CHECKED - F.J.W.	REVISED -								
		DATE - 08-10-2018	REVISED -								



8/FILES



USER NAME = FWilliams
 PLOT SCALE = 1:20
 PLOT DATE

DESIGNED - D.M.S.
 DRAWN - D.M.S.
 CHECKED - F.J.W.
 DATE - 08-10-2018

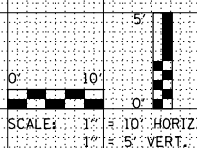
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

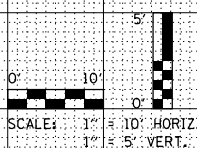
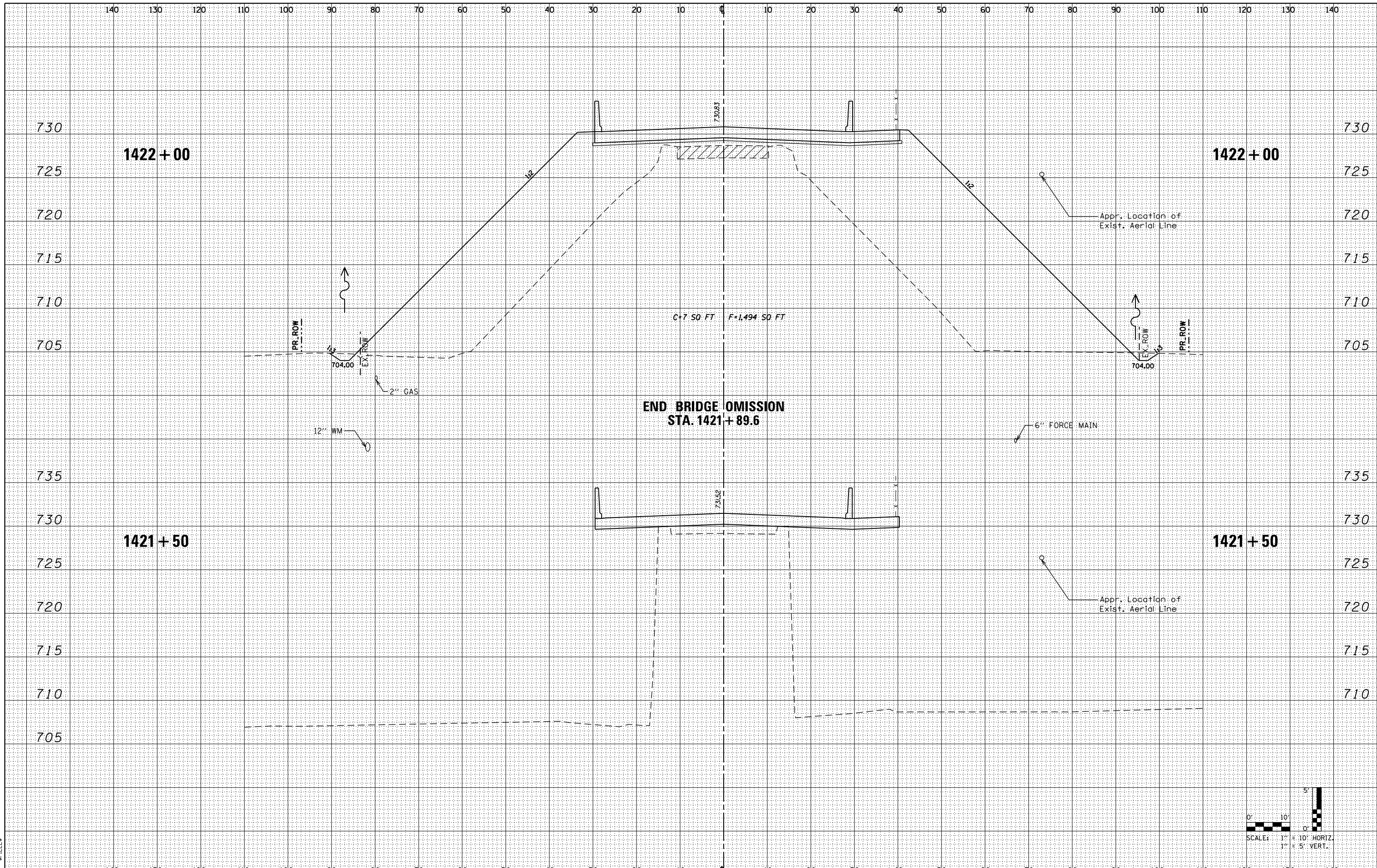
**CROSS SECTIONS
 C.H. 8**

SCALE: NONE SHEET NO. 7 OF 16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	83
CONTRACT NO. 66956				



FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT



KNIGHT
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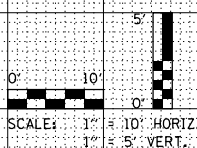
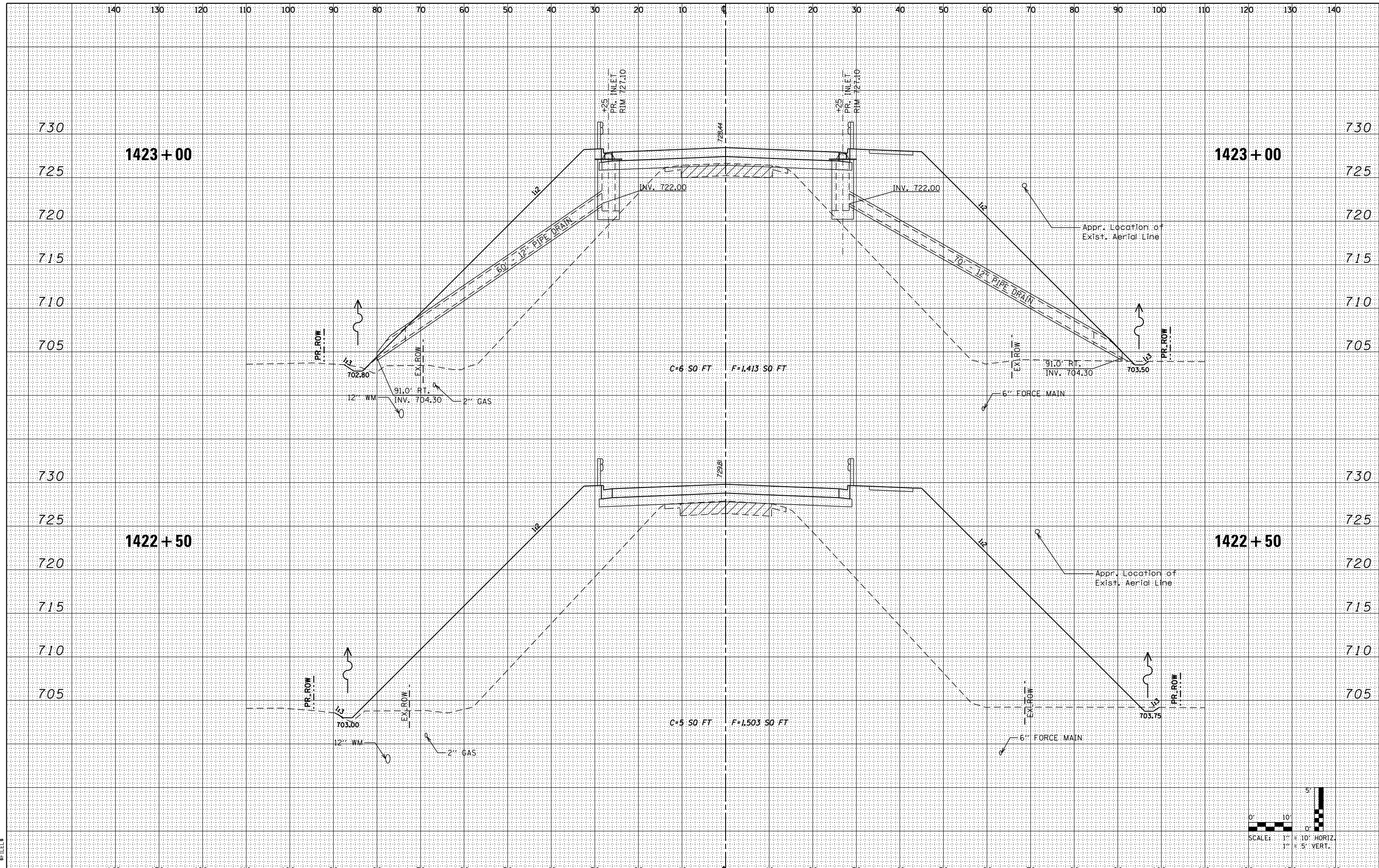
USER NAME - FWilliams	DESIGNED - D.M.S.	REVISED -
	DRAWN - D.M.S.	REVISED -
PLOT SCALE - 1:20	CHECKED - F.J.W.	REVISED -
PLOT DATE	DATE - 08-10-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
C.H. 8

SCALE: NONE SHEET NO. 8 OF 16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	84
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



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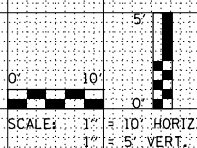
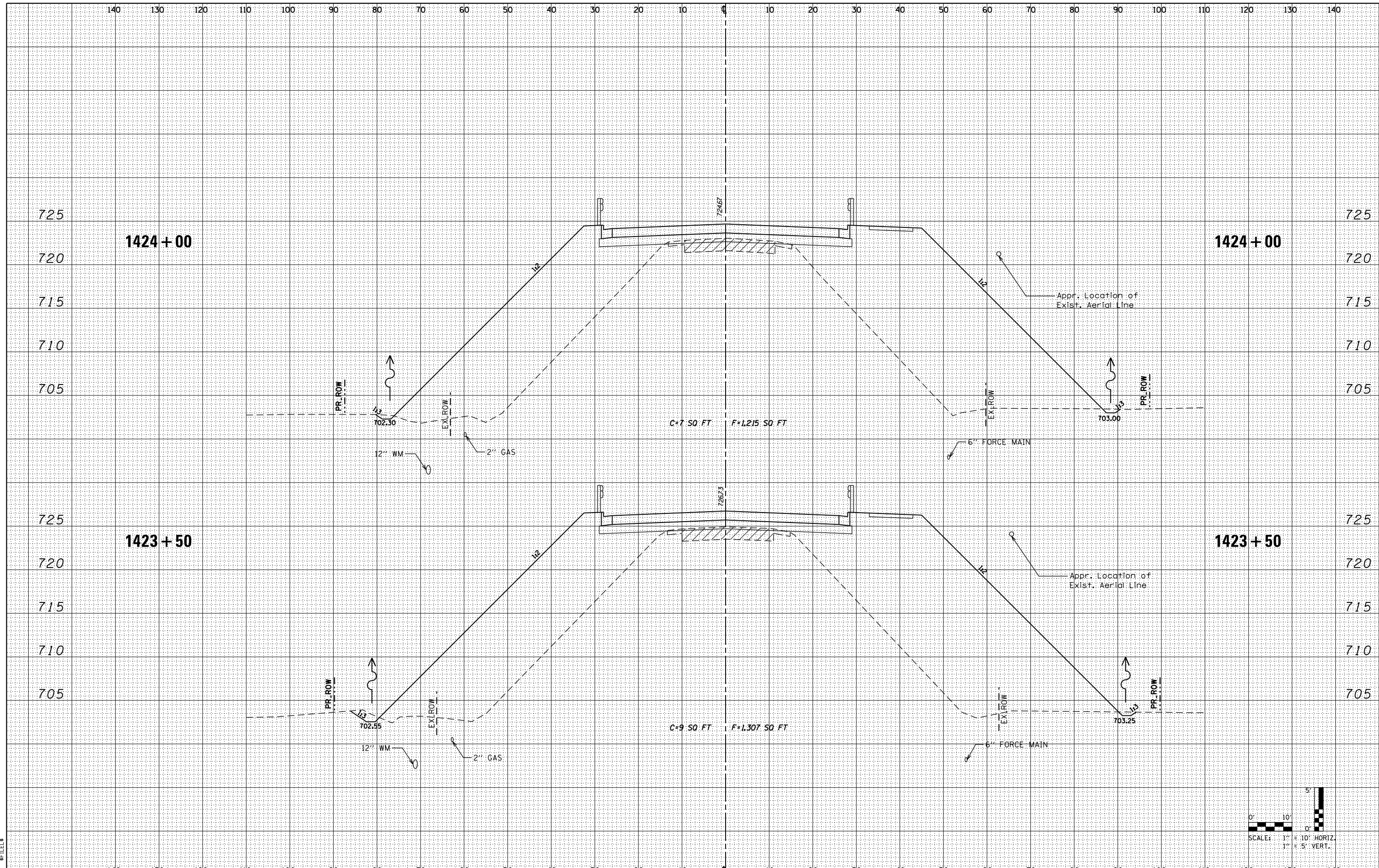
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PLOT SCALE = 1/2"=1'	DRAWN - D.M.S.	REVISED -
PLOT DATE	CHECKED - F.J.W.	REVISED -
	DATE - 08-10-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

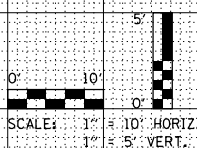
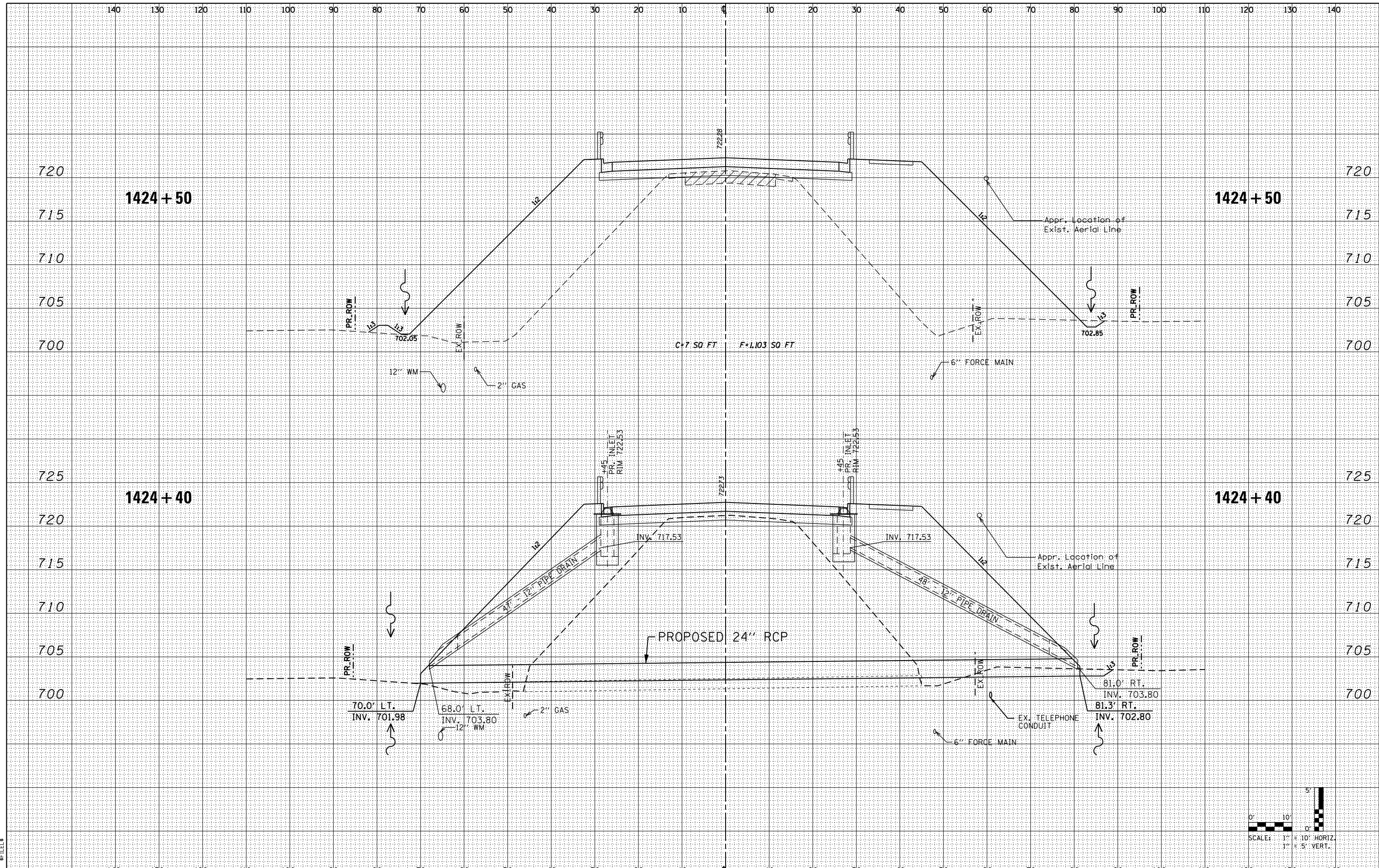
**CROSS SECTIONS
C.H. 8**

SCALE: NONE SHEET NO. 9 OF 16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HBR-1	KANKAKEE	92	85
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



	USER NAME - FWilliams PLOT SCALE - 1/2"=10' PLOT DATE	DESIGNED - D.M.S. DRAWN - D.M.S. CHECKED - F.J.W. DATE - 08-10-2018	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS C.H. 8		F.A.I. RTE. 57 SECTION 46-2(1)HBR-1 COUNTY KANKAKEE TOTAL SHEETS 92 SHEET NO. 86 CONTRACT NO. 66956
	SCALE: NONE SHEET NO. 10 OF 16 SHEETS STA. TO STA.				FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT		



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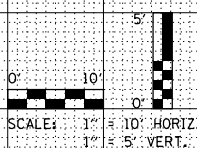
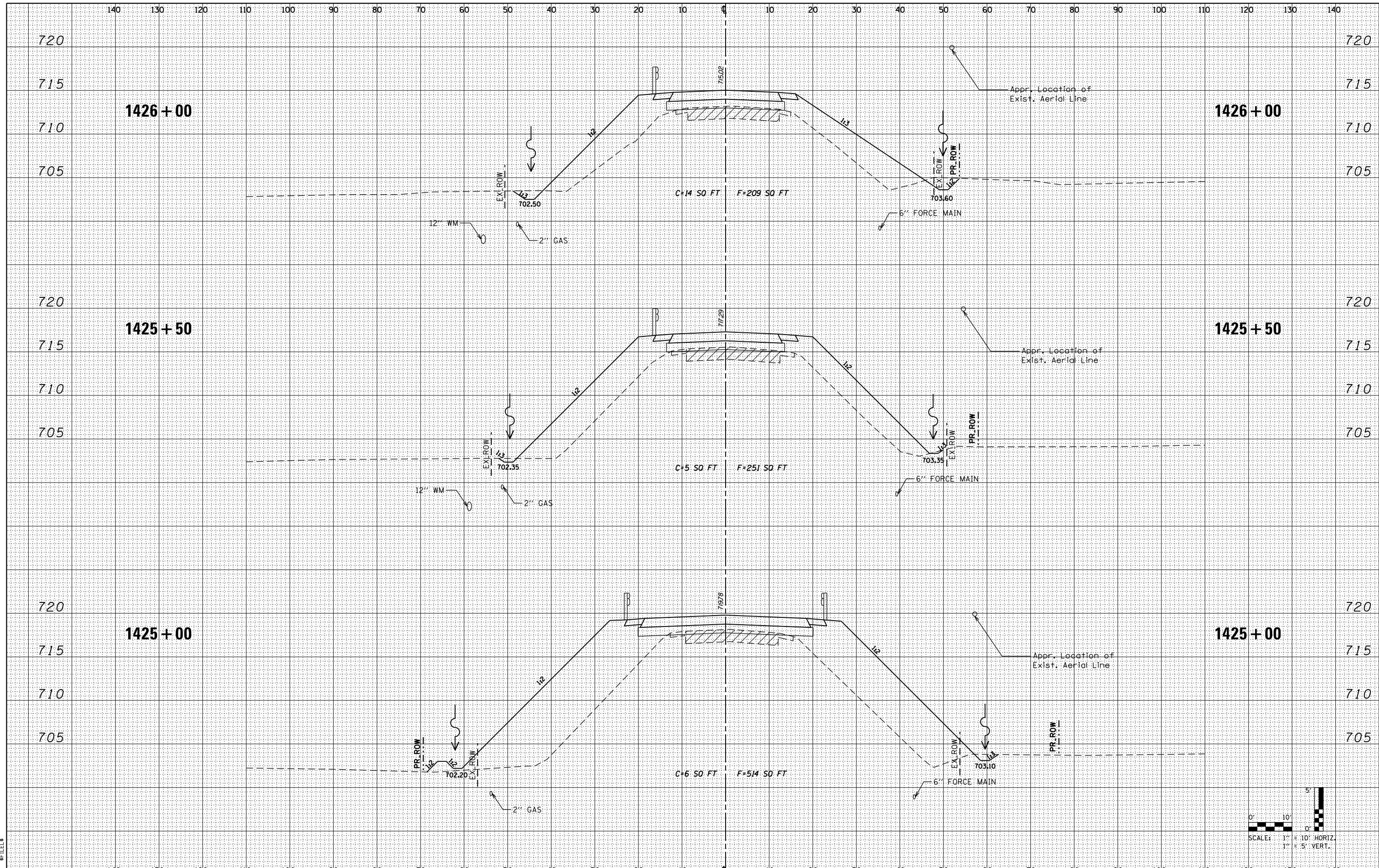
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 DESIGNED - D.M.S.
 DRAWN - D.M.S.
 CHECKED - F.J.W.
 PLOT SCALE = 1:20
 PLOT DATE

DESIGNED - D.M.S.
 DRAWN - D.M.S.
 CHECKED - F.J.W.
 DATE - 08-10-2018

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 C.H. 8
 SCALE: NONE
 SHEET NO. 11 OF 16 SHEETS
 STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	87
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



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USER NAME - FWilliams	DESIGNED - D.M.S.	REVISED -
	DRAWN - D.M.S.	REVISED -
PLOT SCALE = 1:200	CHECKED - F.J.W.	REVISED -
PLOT DATE	DATE - 08-10-2018	REVISED -

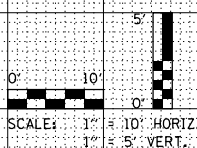
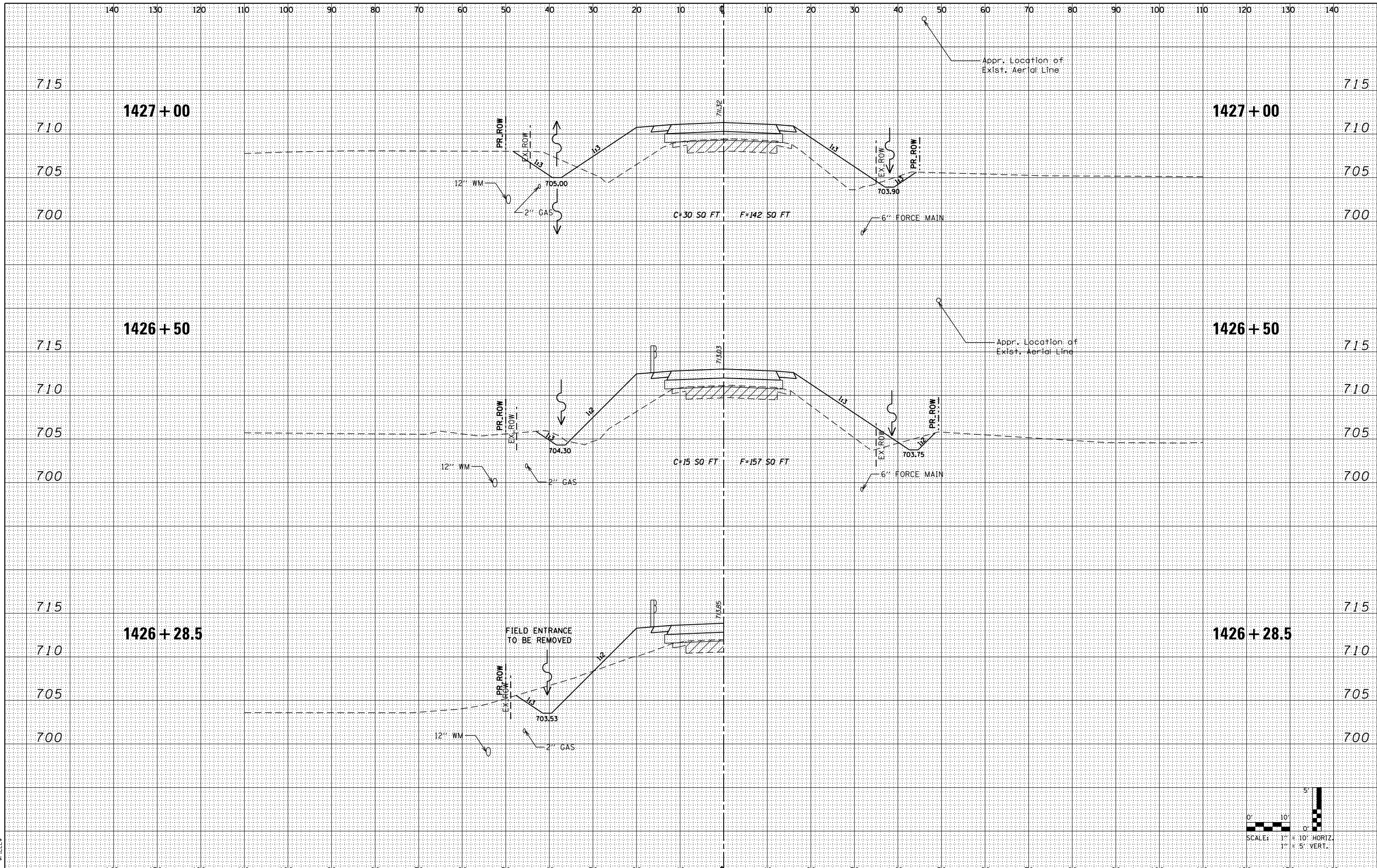
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
C.H. 8

SCALE: NONE SHEET NO. 12 OF 16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	88
				CONTRACT NO. 66956

FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT



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USER NAME = FWilliams
PLOT SCALE = 1:20
PLOT DATE

DESIGNED - D.M.S.
DRAWN - D.M.S.
CHECKED - F.J.W.
DATE - 08-10-2018

REVISED -
REVISED -
REVISED -
REVISED -

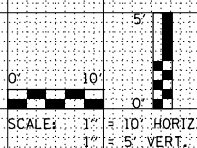
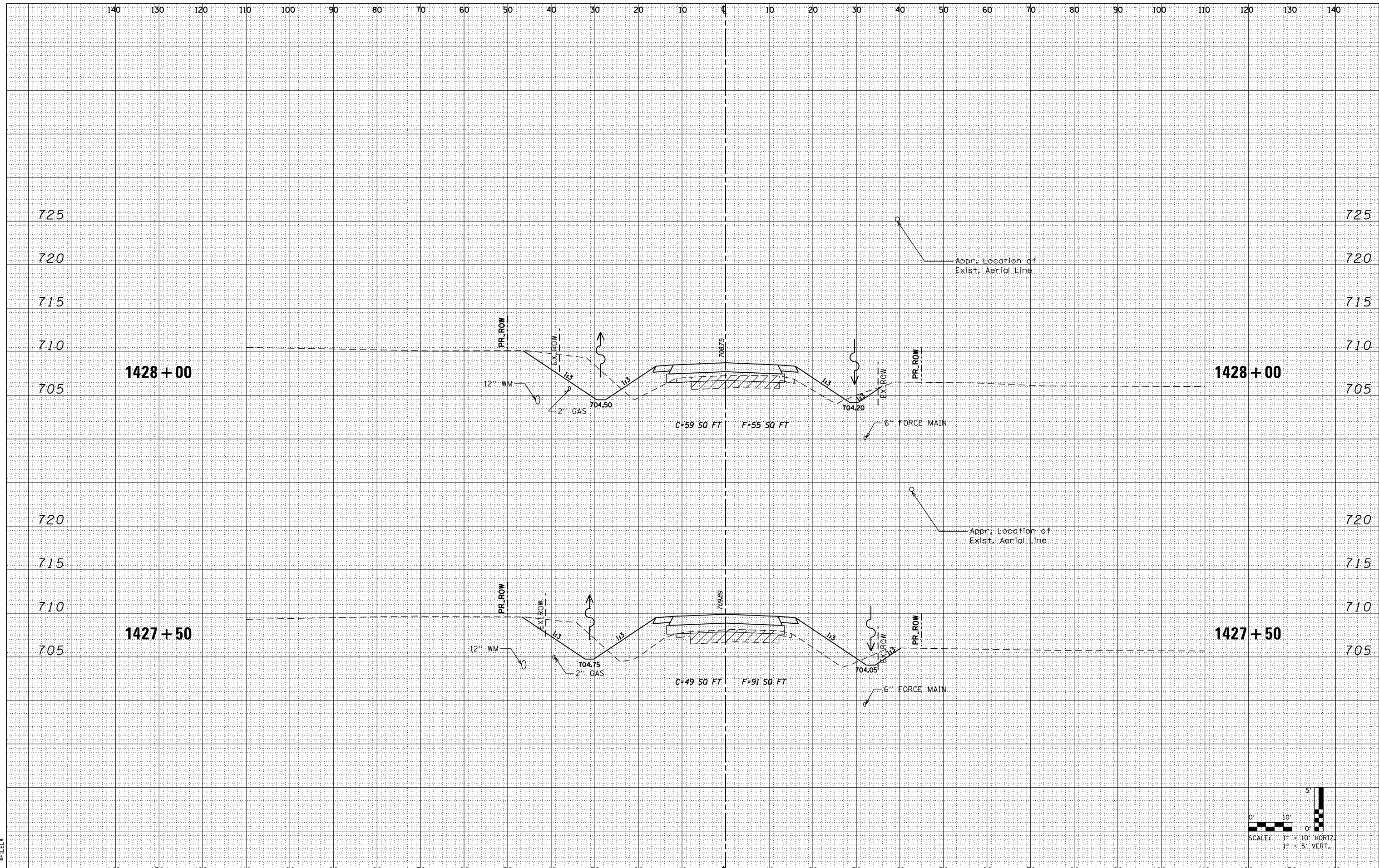
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
C.H. 8**

SCALE: NONE SHEET NO. 13 OF 16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	89
CONTRACT NO. 66956				

FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT



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USER NAME = FWilliams
 DESIGNED - D.M.S.
 DRAWN - D.M.S.
 CHECKED - F.J.W.
 DATE - 08-10-2018

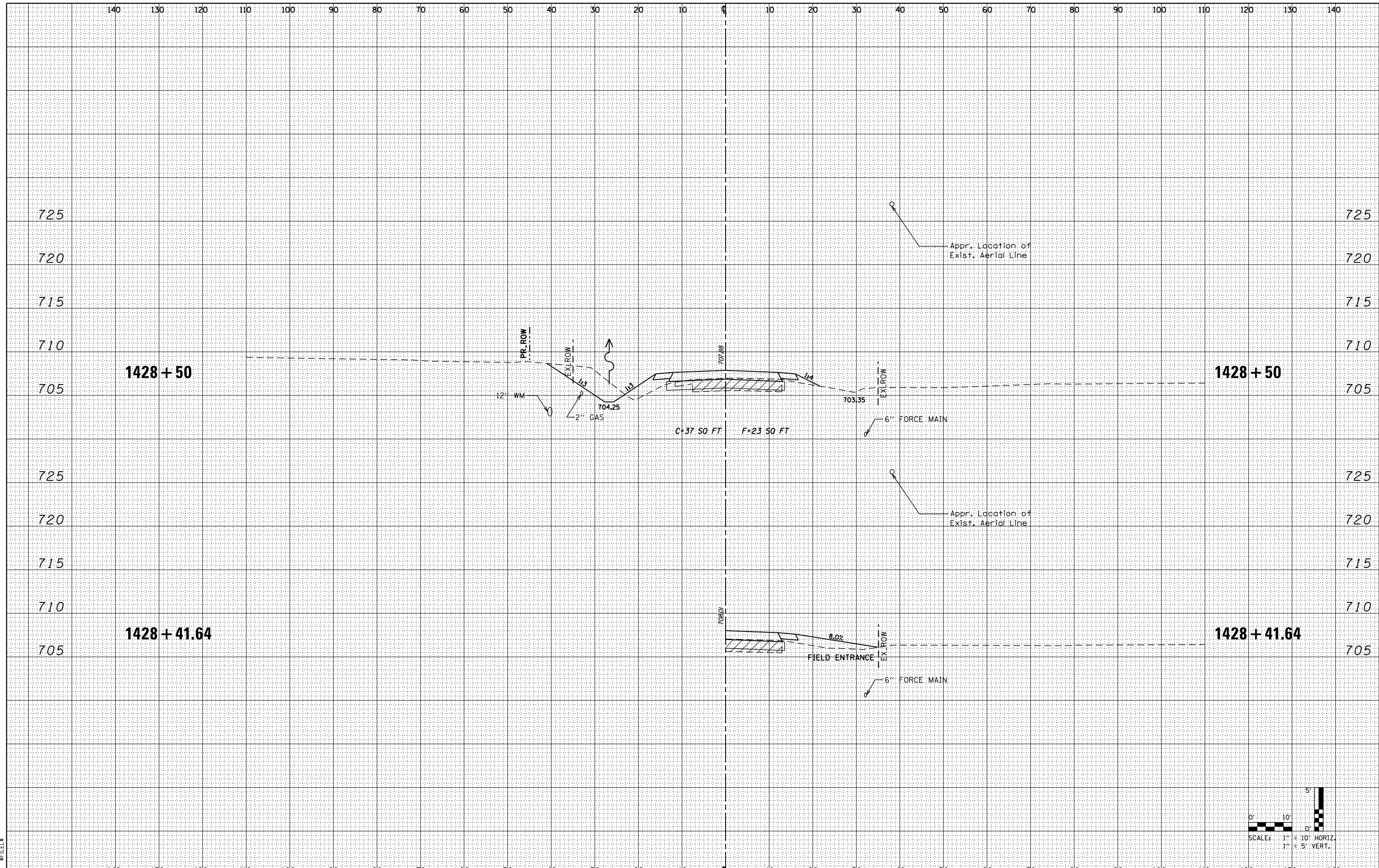
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
C.H. 8

SCALE: NONE SHEET NO. 14 OF 16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	90
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



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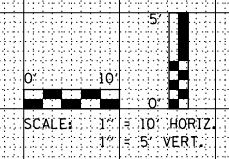
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	DRAWN - D.M.S.	REVISED -
PLOT SCALE = 1:20	CHECKED - F.J.W.	REVISED -
PLOT DATE	DATE - 08-10-2018	REVISED -

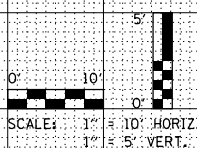
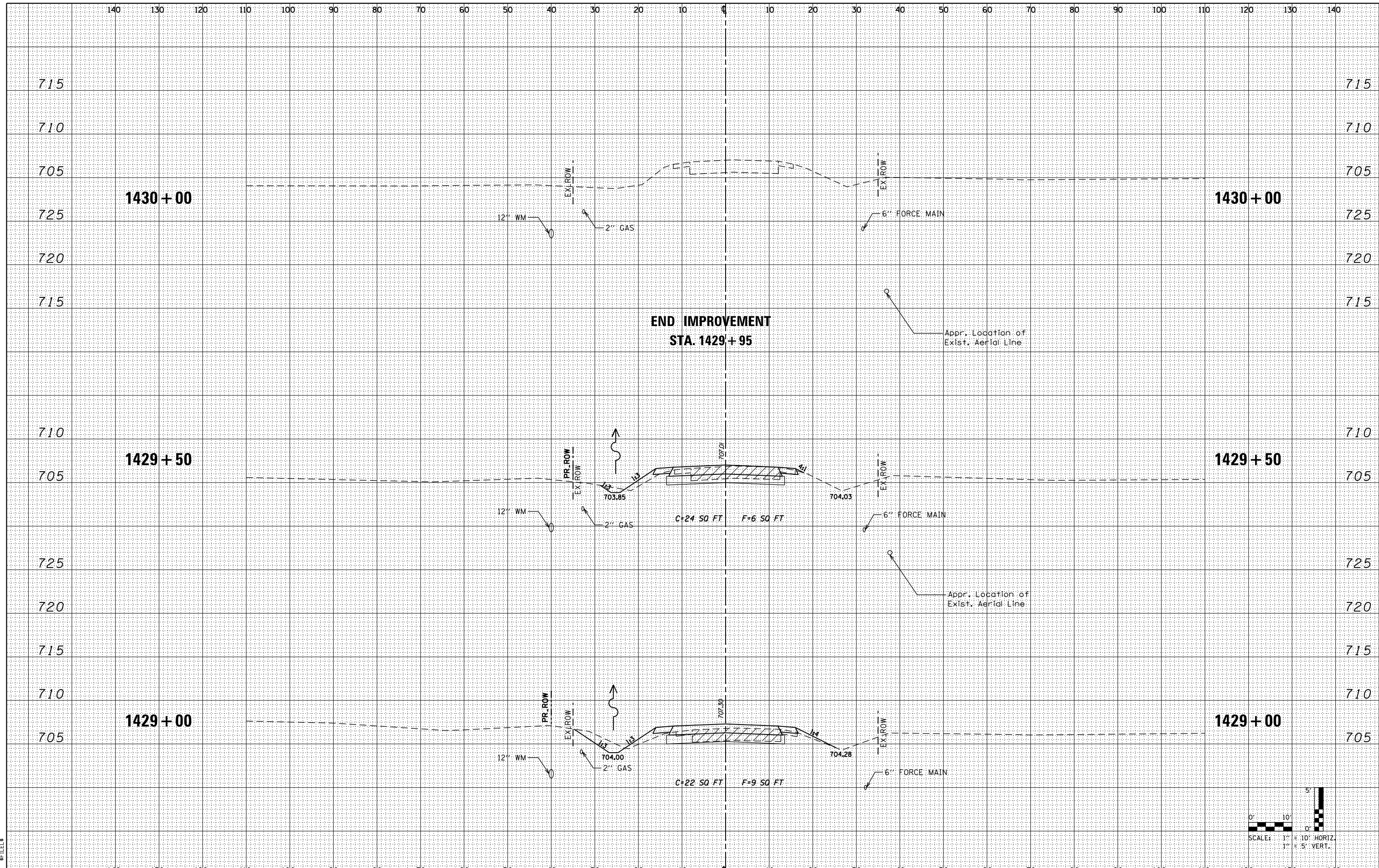
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
C.H. 8

SCALE: NONE SHEET NO. 15 OF 16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	91
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				





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USER NAME - FWilliams	DESIGNED - D.M.S.	REVISED -
	DRAWN - D.M.S.	REVISED -
PLOT SCALE = 1:200	CHECKED - F.J.W.	REVISED -
PLOT DATE	DATE - 08-10-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
C.H. 8**

SCALE: NONE SHEET NO. 16 OF 16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	46-2(1)HR-1	KANKAKEE	92	92
CONTRACT NO. 66956				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				