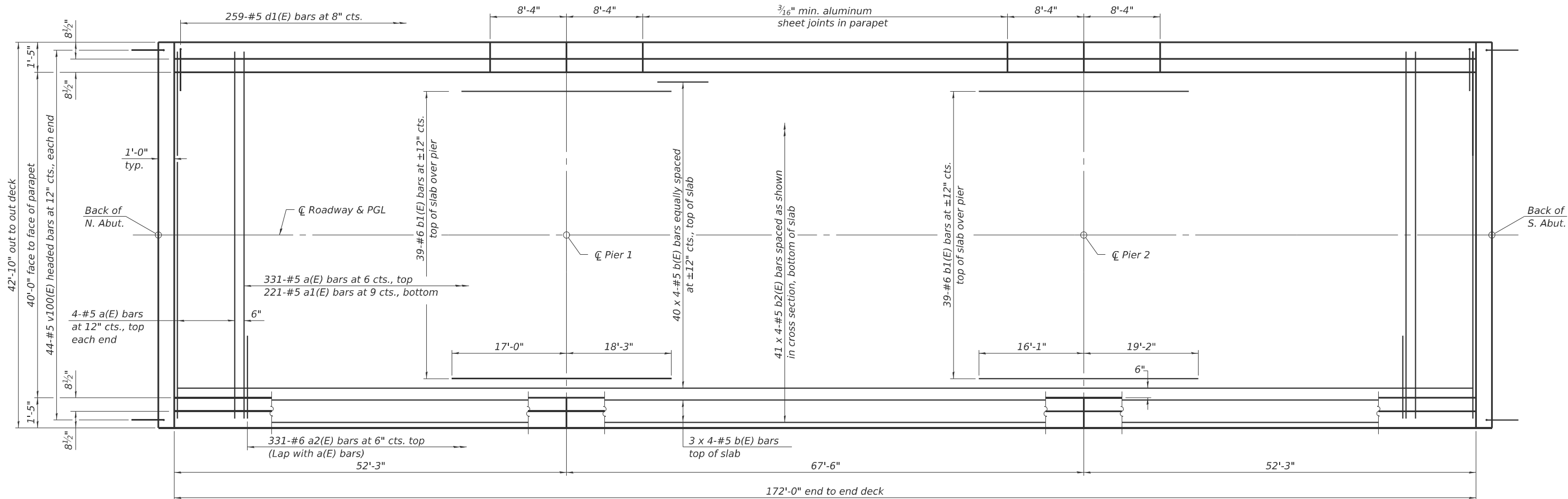


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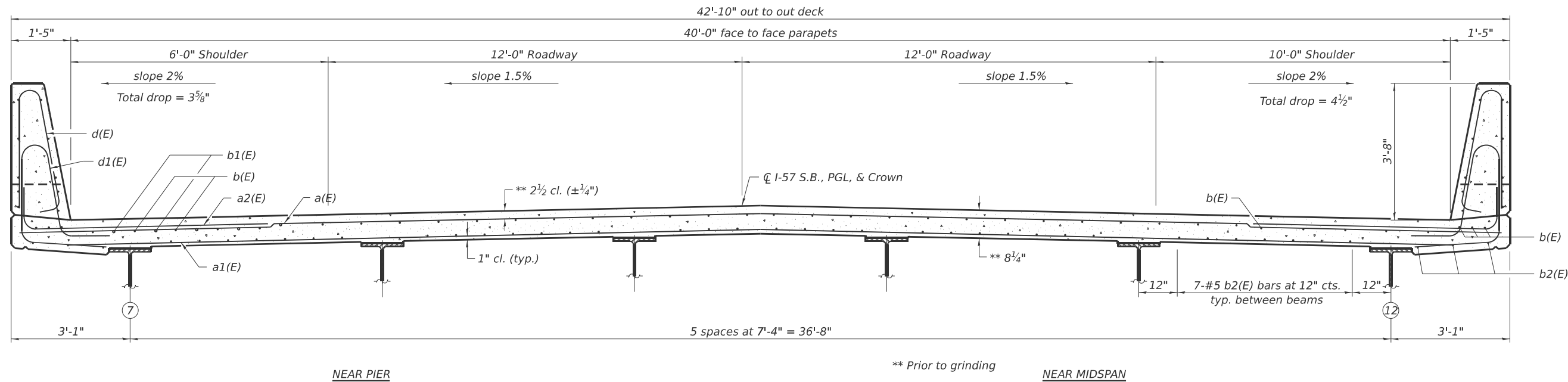


PLAN

MINIMUM BAR LAP

#5 bar = 3'-10"
#6 BAR = 4'-10"

Notes:
See sheet 17 of 39 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



CROSS SECTION
(Looking South)

SI-SB-2-0

4-4-2025



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
	DRAWN - LAG	REVISED -
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PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

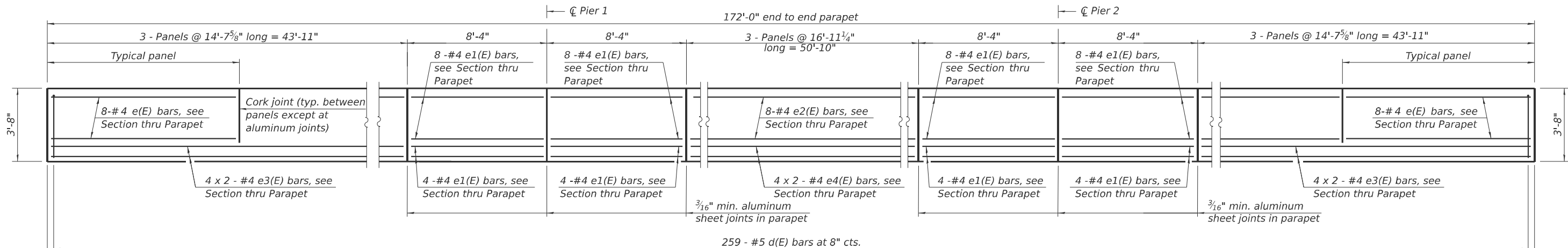
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 038-0006 (SB)

SCALE: SHEET 16 OF 39 SHEETS STA. TO STA.

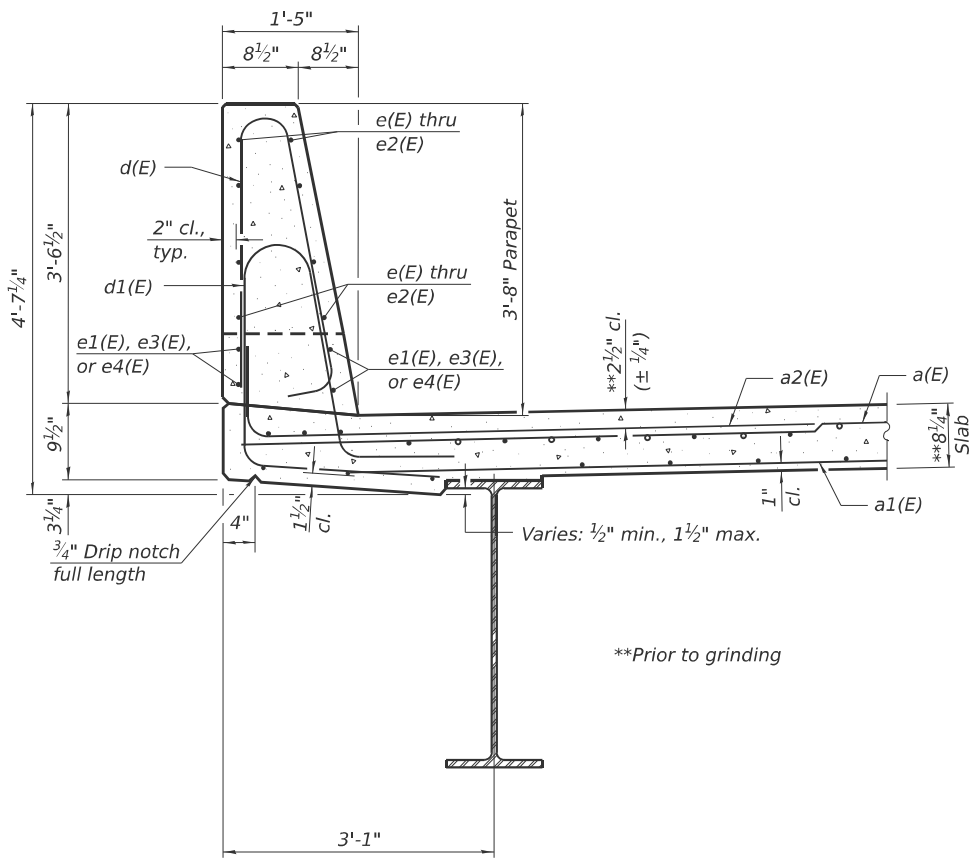
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	201
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

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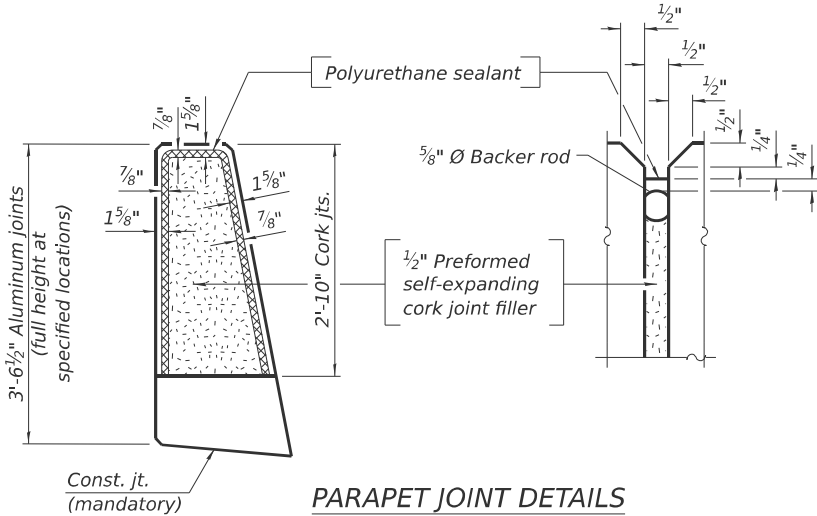


INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP
#4 bar = 2'-5"

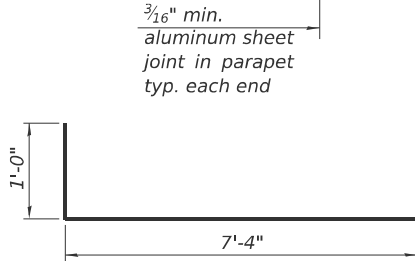
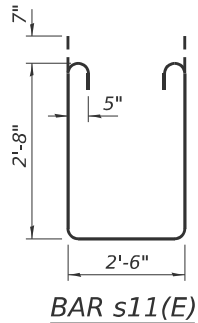
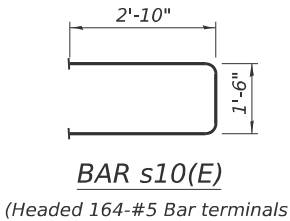
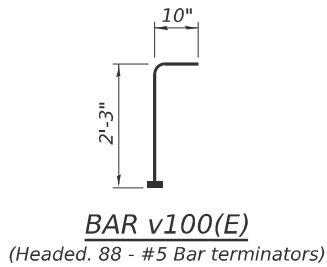


SECTION THRU PARAPET



PARAPET JOINT DETAILS

Notes:
The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Bar terminators, paid for separately. See Total Bill of Material.



SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	339	#5	42'-6"	—
a1(E)	221	#5	41'-6"	—
a2(E)	662	#6	8'-4"	—
b(E)	184	#5	45'-10"	—
b1(E)	78	#6	32'-5"	—
b2(E)	164	#5	45'-10"	—
d(E)	518	#5	7'-0"	—
d1(E)	518	#5	8'-5"	—
e(E)	96	#4	14'-4"	—
e1(E)	96	#4	8'-0"	—
e2(E)	48	#4	16'-8"	—
e3(E)	32	#4	23'-0"	—
e4(E)	16	#4	26'-6"	—
m10(E)	10	#6	42'-6"	—
m11(E)	20	#6	7'-0"	—
m12(E)	20	#6	7'-0"	—
m14(E)	4	#4	42'-6"	—
m15(E)	8	#6	2'-9"	—
m16(E)	8	#6	2'-9"	—
s10(E)	82	#5	7'-2"	—
s11(E)	82	#5	9'-0"	—
u10(E)	82	#4	3'-8"	—
v100(E)	88	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated			Lbs.	67,190
Concrete Superstructure			Cu. Yds.	275.9

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

SDI-SB-2

4-4-2025



USER NAME	= CHAMLIN
PLOT DATE	= 2/27/2026

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DATE	- 04/21/2025

REVISED	-
REVISED	-
REVISED	-
REVISED	-

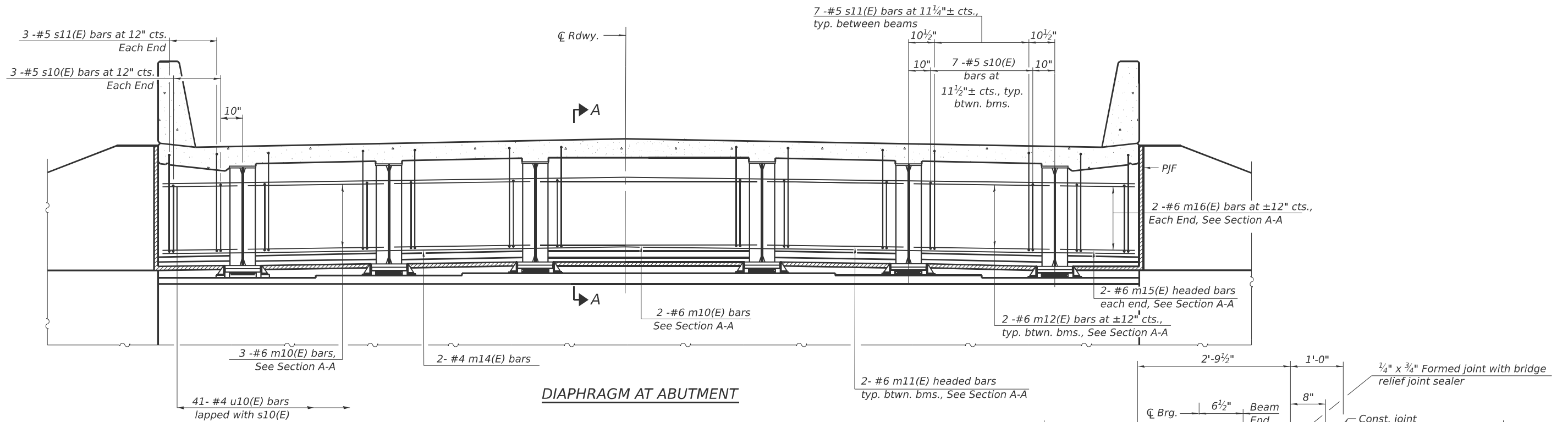
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 038-0006 (SB)

SCALE: SHEET 17 OF 39 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	202
				CONTRACT NO. 66M80
ILLINOIS FED.AID PROJECT				

MODEL: Default
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SECTION A-A *Prior to grinding

Notes:
See sheet 17 of 39 for superstructure details and Bill of Material.
See sheet 2 of 39 for further details of PJP and fabric reinforced elastomeric mat.
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

ELEVATION
(Looking at back of abutment)

*Prior to grinding

DIA-SB-0

4-4-2025



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	DRAWN - LAG	REVISED -
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PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

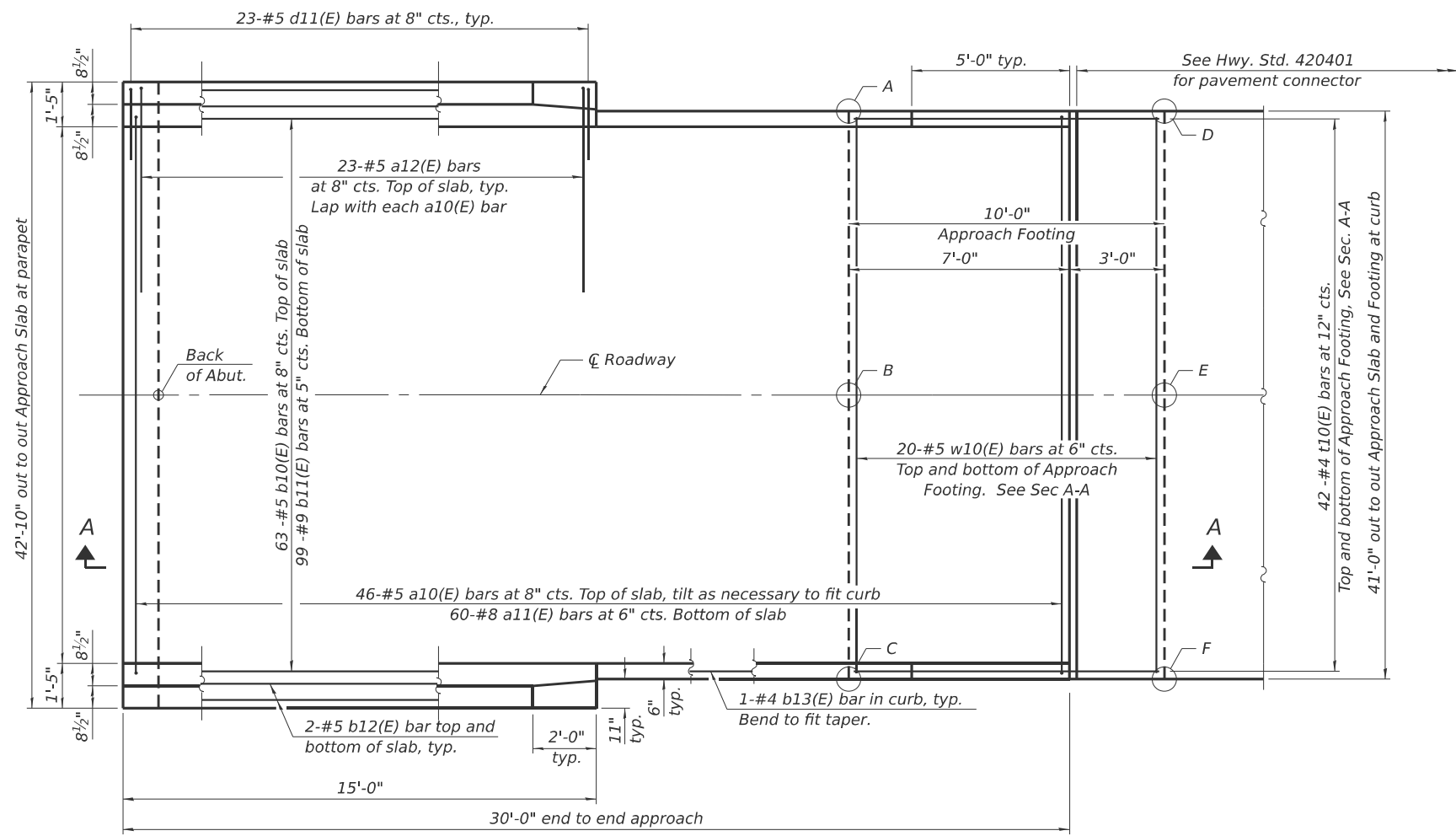
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 038-0006 (SB)

SCALE: SHEET 18 OF 39 SHEETS STA. TO STA.

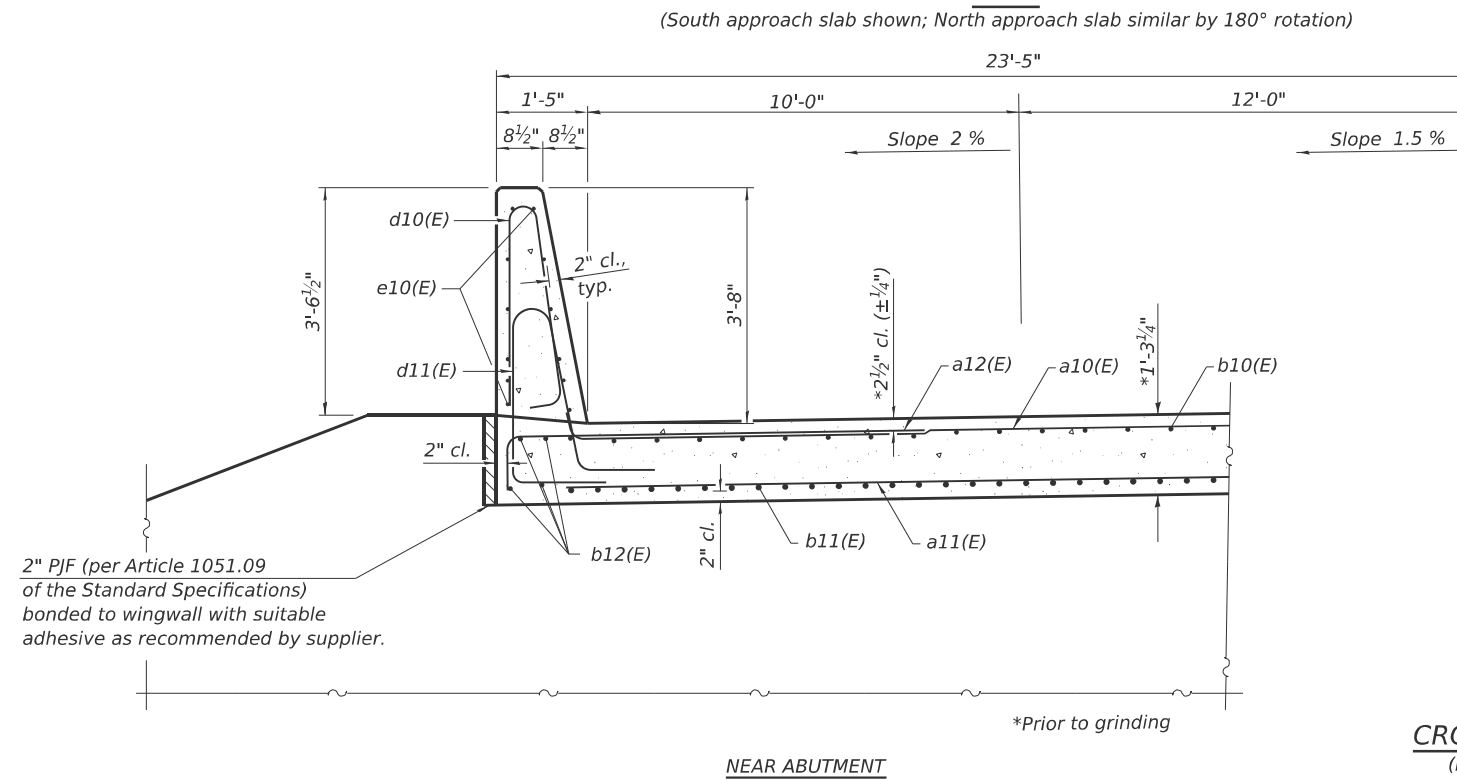
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57	(38-4,38-5)BR,D,CR	IROQUOIS	437	203
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

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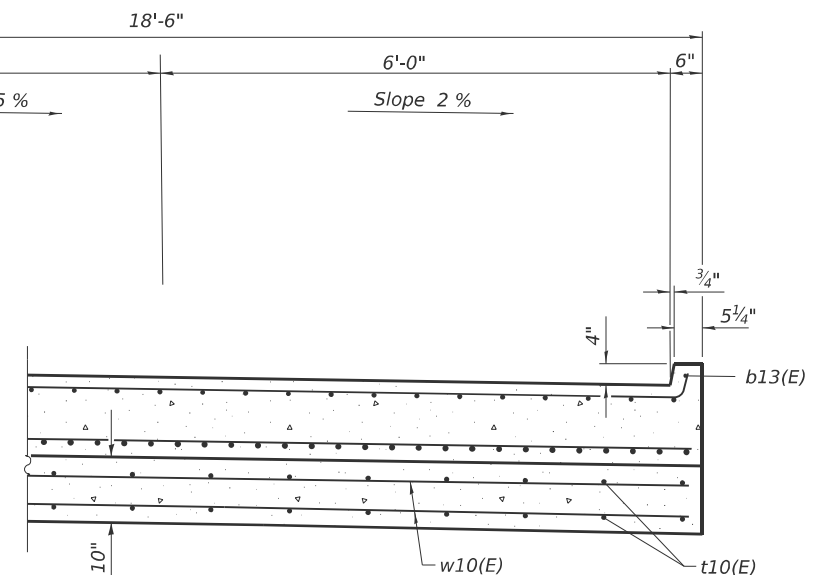


PLAN

(South approach slab shown; North approach slab similar by 180° rotation)



CROSS SECTION
(Looking South)



**TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING**

North Approach			South Approach		
Point/Location	Top	Bottom	Point/Location	Top	Bottom
A - S.W.	675.76	674.93	A - N.E.	677.47	676.64
B - S. CL	676.07	675.24	B - N. CL	677.86	677.03
C - S.E.	675.68	674.85	C - N.W.	677.55	676.72
D - N.W.	675.68	674.85	D - S.E.	677.55	676.72
E - N. CL	675.99	675.16	E - S. CL	677.94	677.11
F - N.E.	675.60	674.77	F - S.W.	677.63	676.80

BAIA-CIP-44CS-0

4-4-2025

(Sheet 1 of 2)



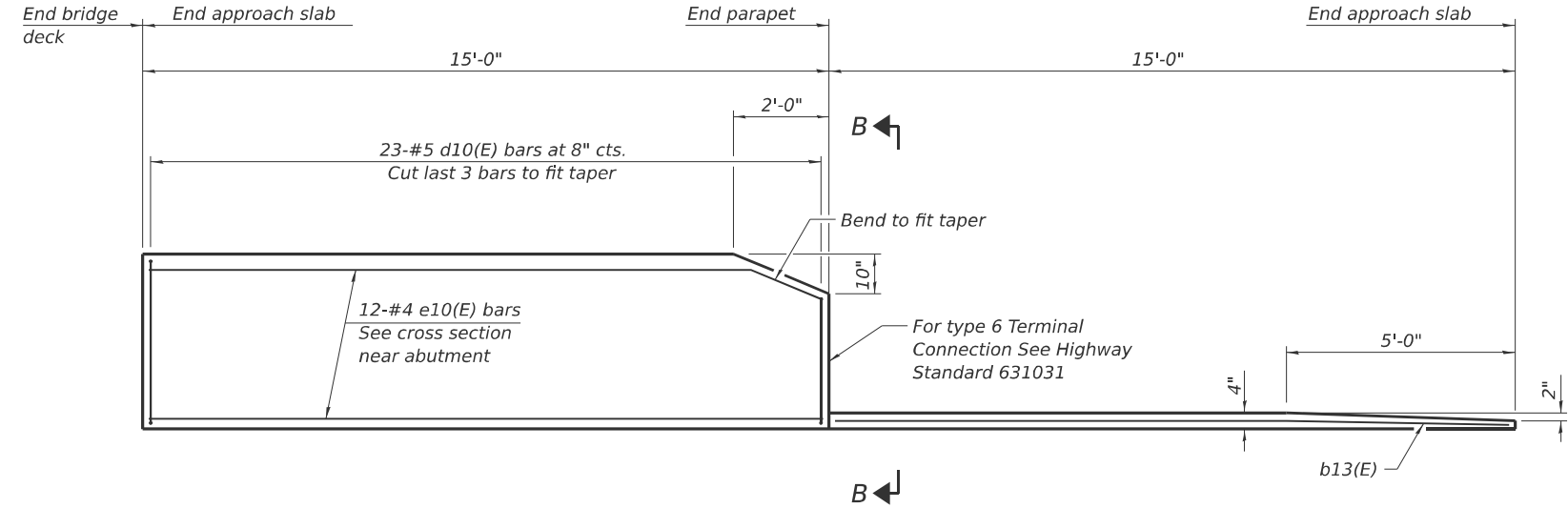
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PLOT DATE	= 2/27/2026	DATE	- 04/21/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

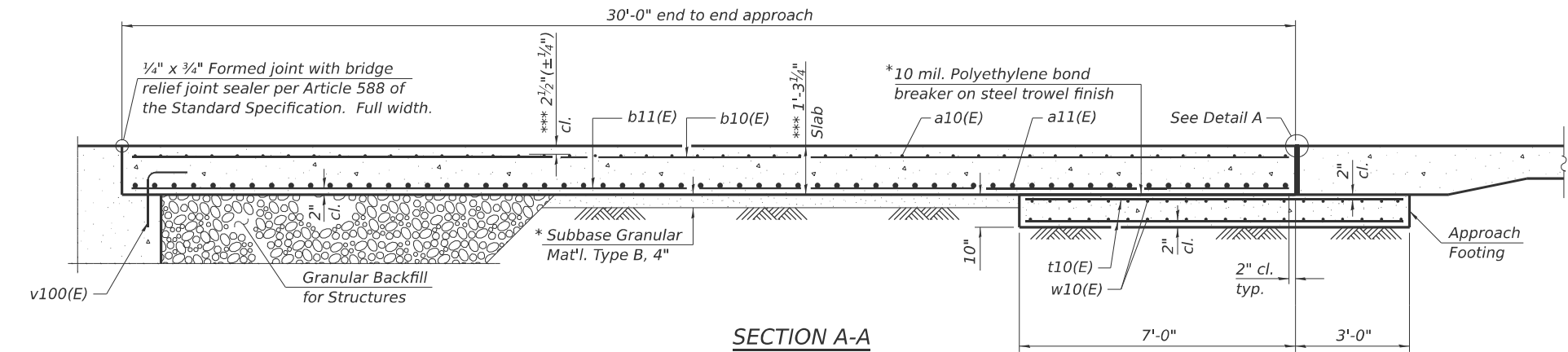
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 038-0005 (NB)

SCALE: SHEET 19 OF 39 SHEETS STA. TO STA.

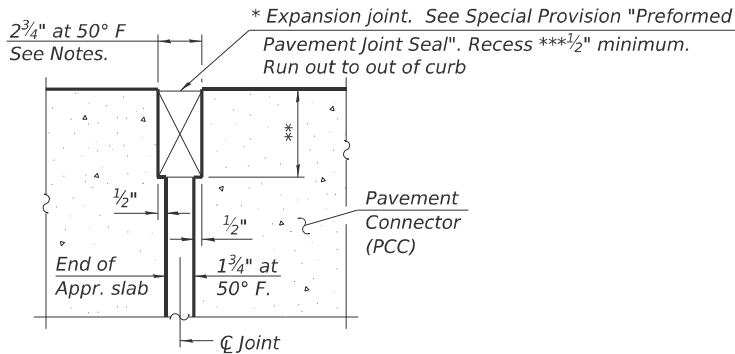
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				



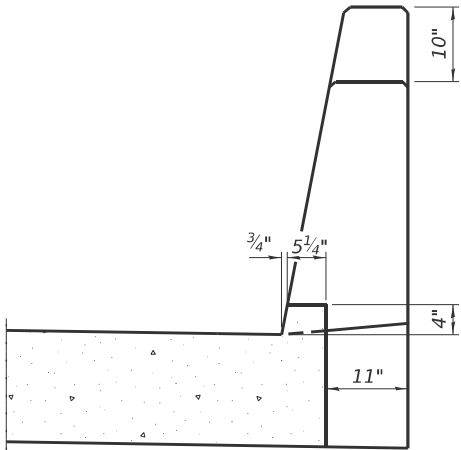
INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A

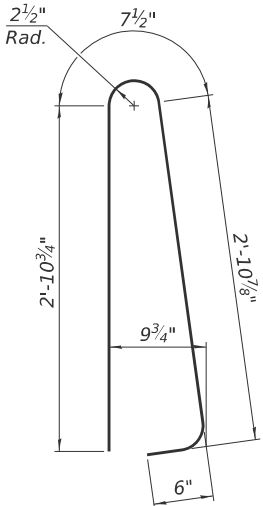


DETAIL A
(at Rt. L's)

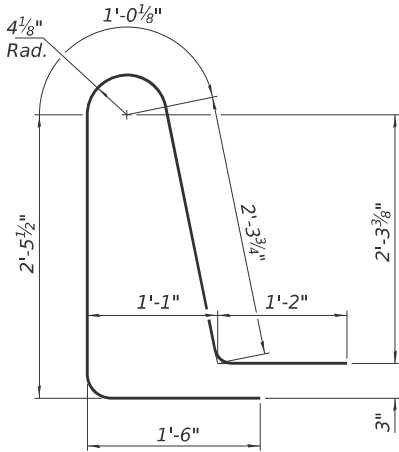


VIEW B-B

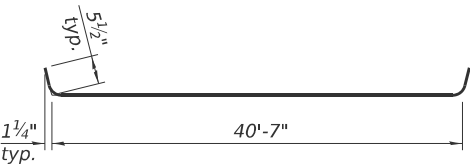
Notes:
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 39.



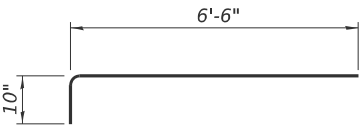
BAR d10(E)



BAR d11(E)



BAR a10(E)



BAR a12(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	41'-6"	
a11(E)	120	#8	40'-8"	
a12(E)	92	#5	7'-4"	
b10(E)	126	#5	29'-8"	
b11(E)	198	#9	29'-8"	
b12(E)	16	#5	14'-8"	
b13(E)	4	#4	14'-8"	
d10(E)	92	#5	7'-0"	
d11(E)	92	#5	8'-6"	
e10(E)	48	#4	14'-8"	
t10(E)	168	#4	9'-8"	
w10(E)	80	#5	40'-8"	
Concrete Superstructure			Cu. Yd.	8.3
Concrete Superstructure (Approach Slab)			Cu. Yd.	117.0
Concrete Structures			Cu. Yd.	25.2
Reinforcement Bars, Epoxy Coated			Pound	48,310

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4-4-2025

(Sheet 2 of 2)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 038-0005 (NB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	205
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

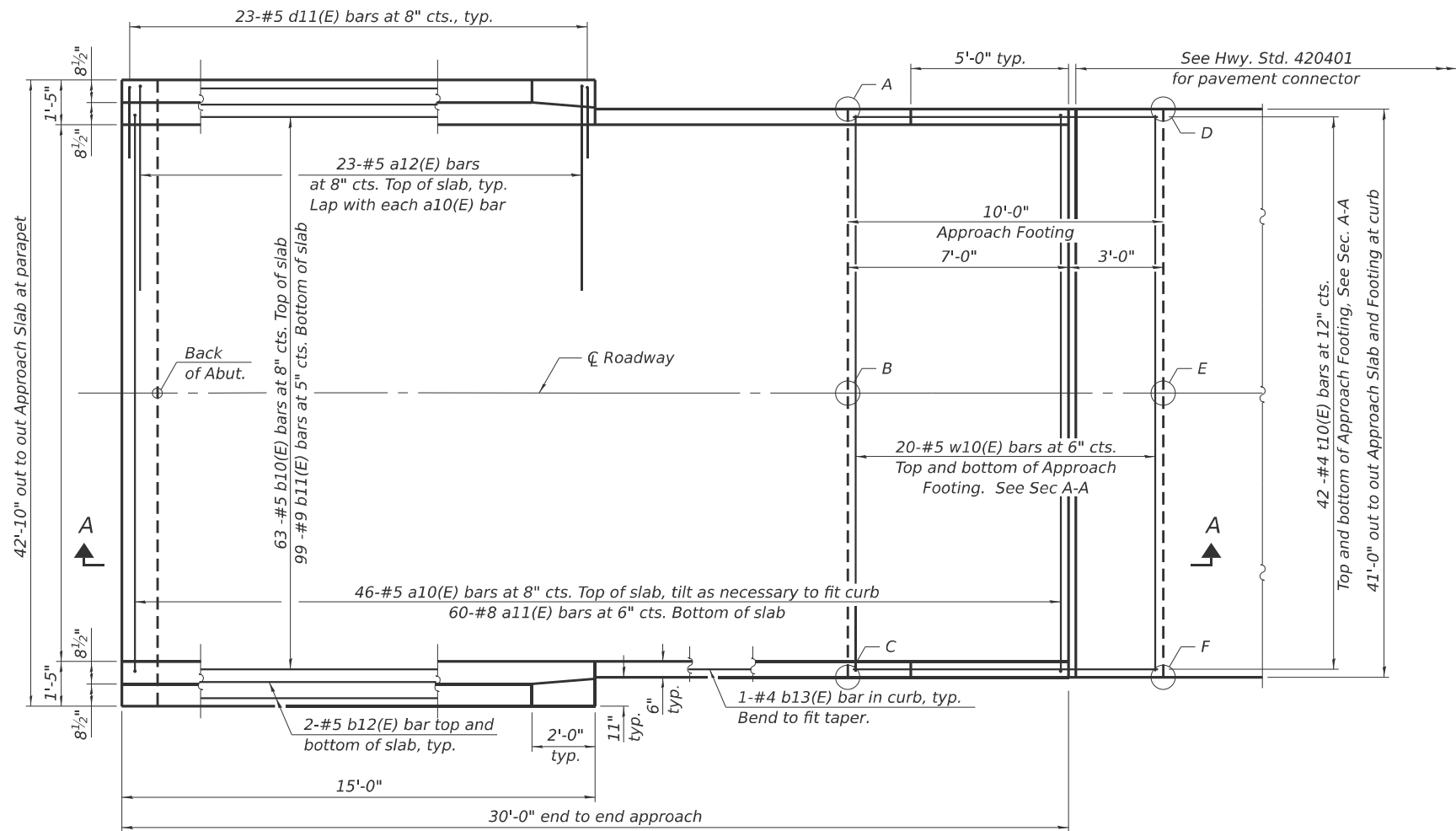
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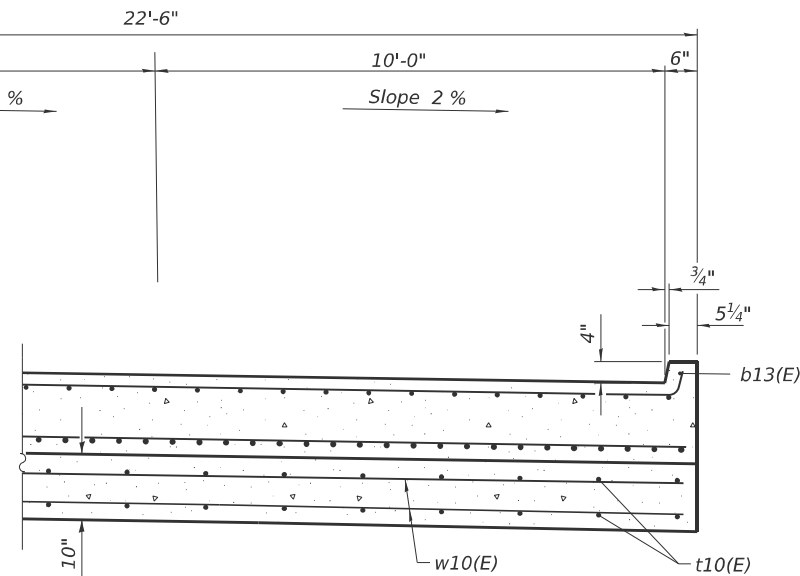
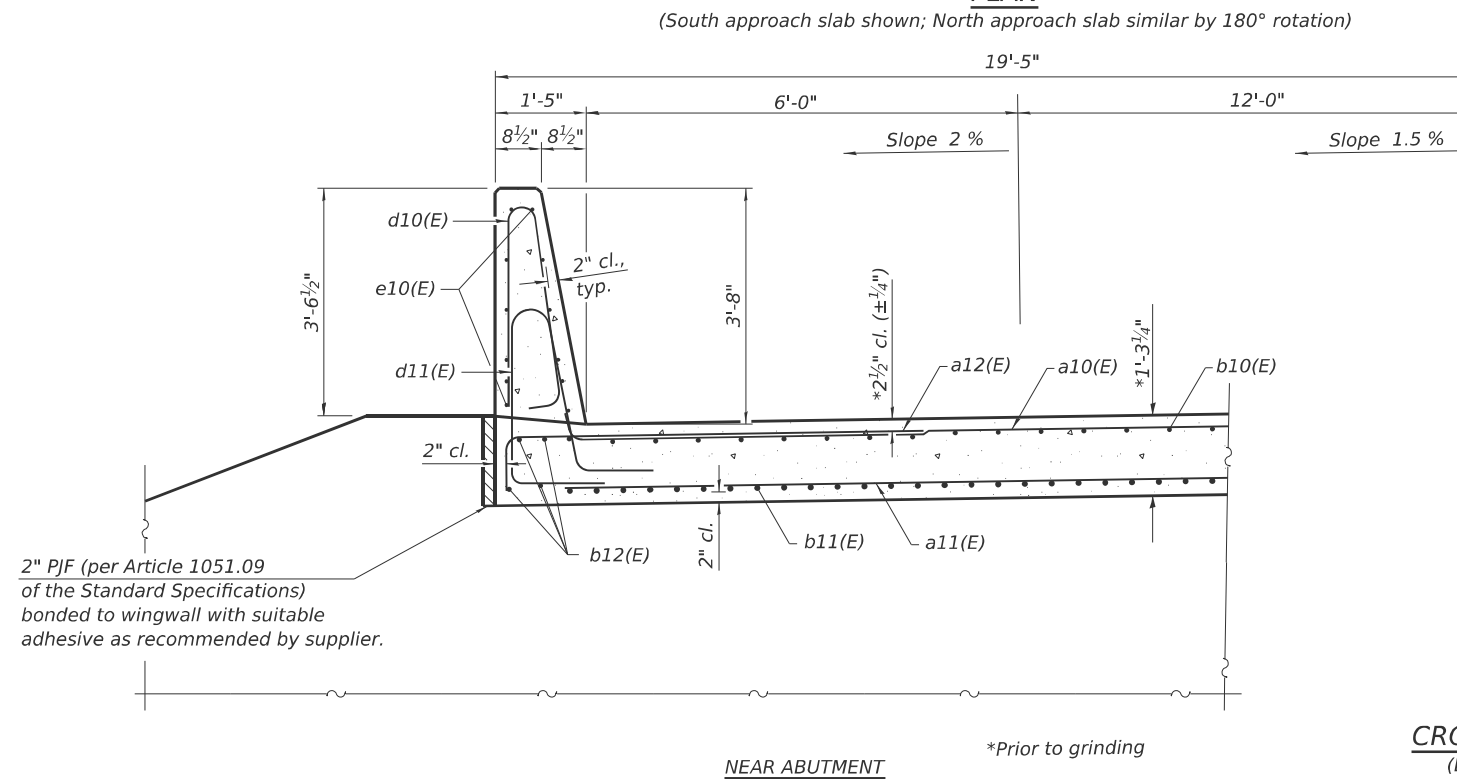


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PLAN
(South approach slab shown; North approach slab similar by 180° rotation)



AT APPROACH FOOTING

**TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING**

North Approach			South Approach		
Point/Location	Top	Bottom	Point/Location	Top	Bottom
A - S.W.	675.70	674.87	A - N.E.	677.56	676.73
B - S.☐	676.09	675.26	B - N.☐	677.87	677.04
C - S.E.	675.78	674.95	C - N.W.	677.48	676.65
D - N.W.	675.62	674.79	D - S.E.	677.64	676.81
E - N.☐	676.01	675.18	E - S.☐	677.95	677.12
F - N.E.	675.70	674.87	F - S.W.	677.56	676.73

BAIA-CIP-44CS-0

4-4-2025

(Sheet 1 of 2)



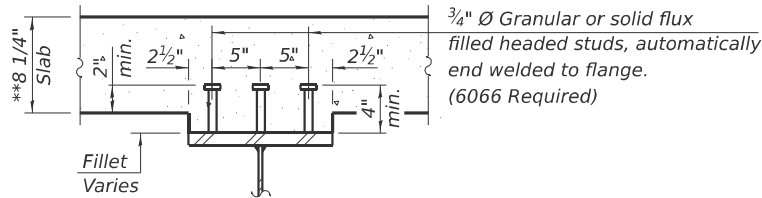
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 038-0006 (SB)**

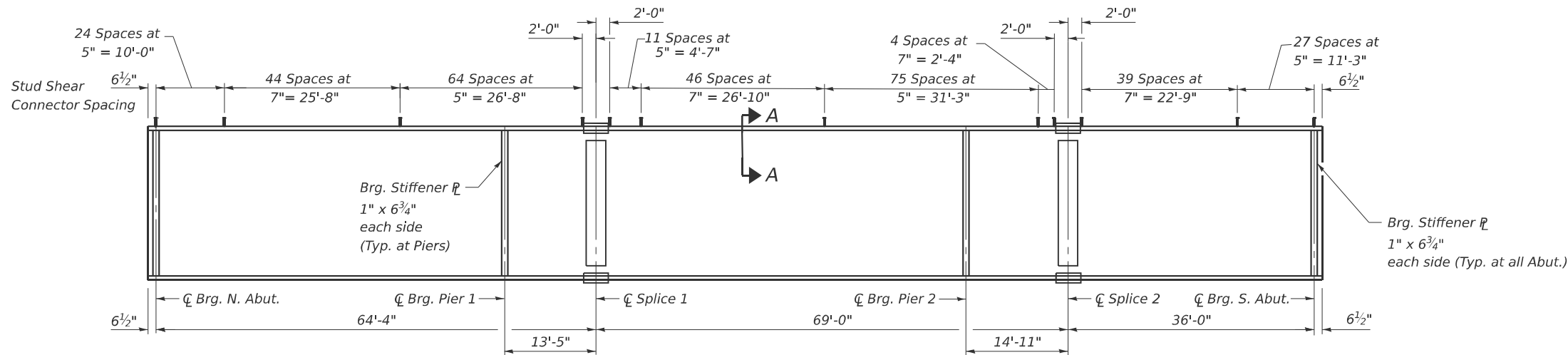
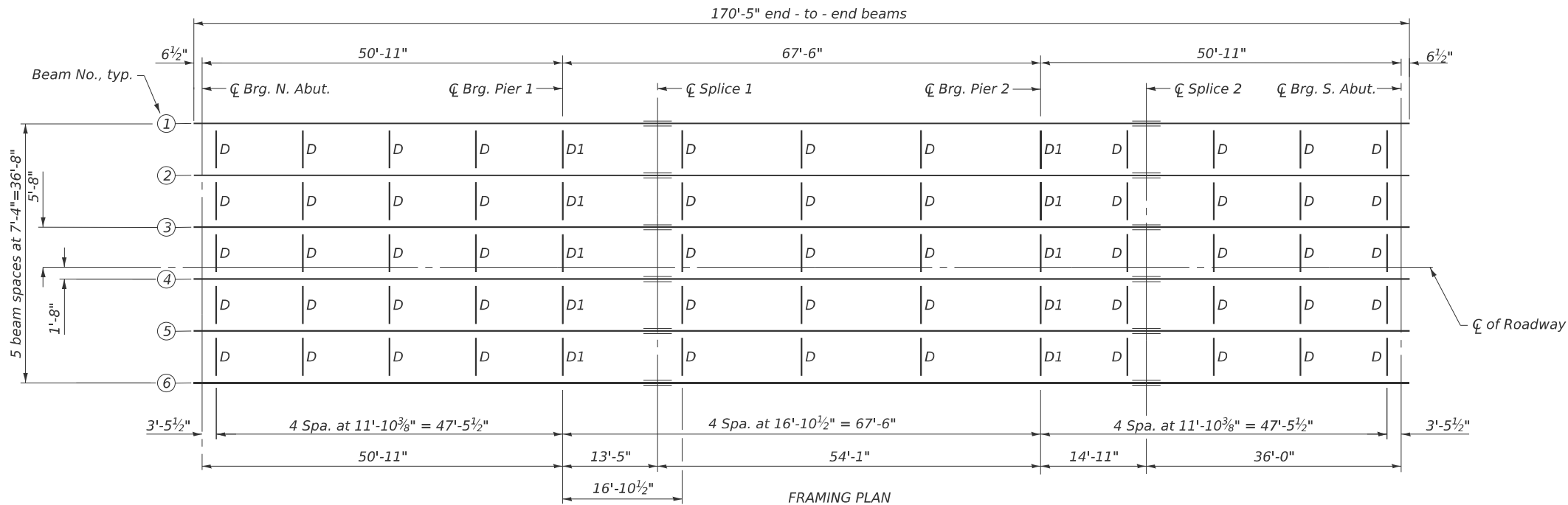
SCALE: SHEET 21 OF 39 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	206
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				



SECTION A-A

**Prior to grinding



BEAM ELEVATION
(All beams are W30x173, AASHTO M270, Grade 50, CVN)

* TOP OF BEAM ELEVATIONS

Location	℄ Bearing N. Abut.	℄ Bearing Pier 1	℄ Splice 1	℄ Bearing Pier 2	℄ Splice 2	℄ Bearing S. Abut.
Beam 1	676.45	676.87	676.98	677.42	677.54	677.83
Beam 2	676.60	677.01	677.12	677.57	677.69	677.98
Beam 3	676.71	677.13	677.24	677.68	677.80	678.10
Beam 4	676.77	677.19	677.30	677.74	677.86	678.16
Beam 5	676.66	677.08	677.19	677.63	677.75	678.05
Beam 6	676.53	676.95	677.06	677.50	677.62	677.92

*For fabrication use only.

Notes:

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
See sheet 26 of 39 for additional structural steel details.

All diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer.
Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

MODEL: Default
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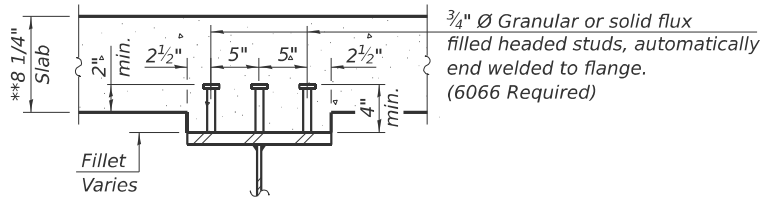
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PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

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DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLAN
STRUCTURE NO. 038-0005 (NB)

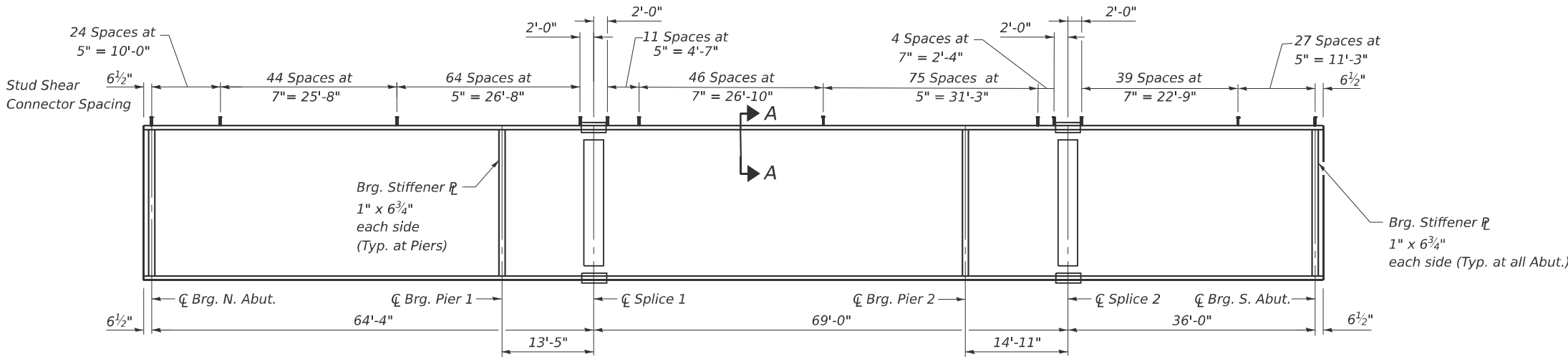
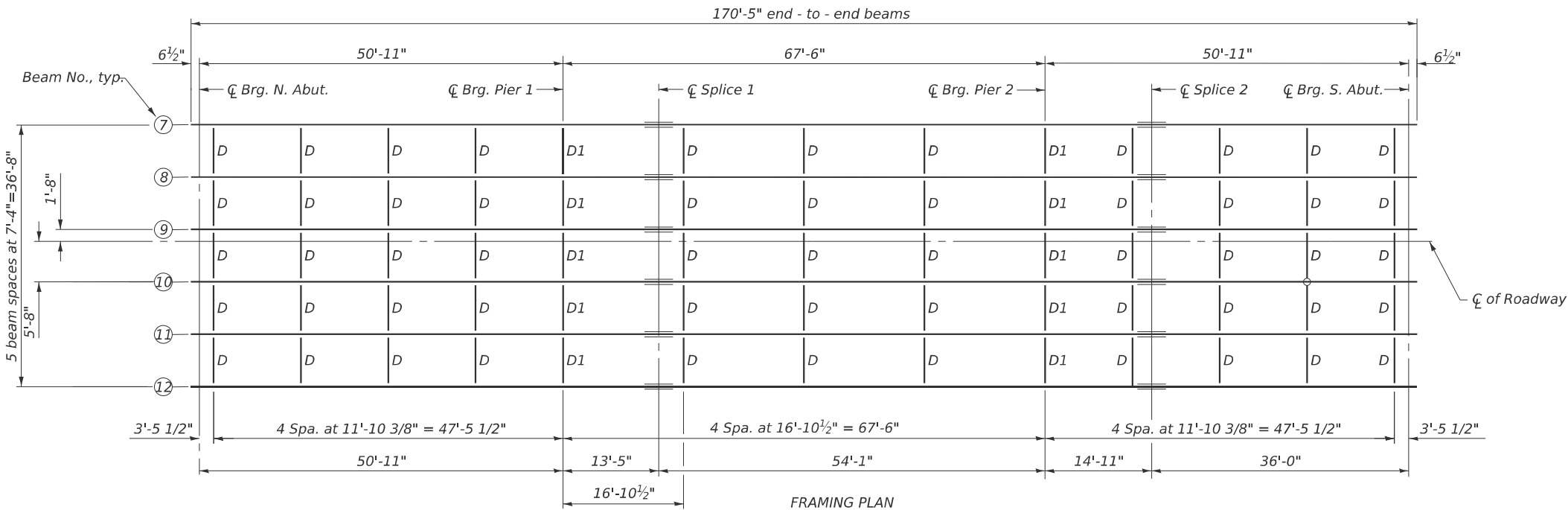
SCALE: SHEET 23 OF 39 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	208
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				



SECTION A-A

**Prior to grinding



BEAM ELEVATION
(All beams are W30x173, AASHTO M270, Grade 50, CVN)

* TOP OF BEAM ELEVATIONS

Location	℄ Bearing N. Abut.	℄ Bearing Pier 1	℄ Splice 1	℄ Bearing Pier 2	℄ Splice 2	℄ Bearing S. Abut.
Beam 7	676.54	676.96	677.07	677.51	677.63	677.93
Beam 8	676.67	677.09	677.20	677.64	677.76	678.06
Beam 9	676.78	677.20	677.31	677.75	677.87	678.17
Beam 10	676.72	677.14	677.25	677.69	677.81	678.11
Beam 11	676.61	677.03	677.14	677.58	677.70	677.99
Beam 12	676.46	676.88	676.99	677.43	677.55	677.85

*For fabrication use only.

Notes:
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
See sheet 26 of 39 for additional structural steel details.
All diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

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PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLAN
STRUCTURE NO. 038-0006 (SB)

SCALE: SHEET 24 OF 39 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	209
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

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INTERIOR BEAM MOMENT TABLE						
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	PIER 2	0.6 Sp. 3
I_s	(in ⁴)	8230	8230	8230	8230	8230
$I_c(n)$	(in ⁴)	22045.9	—	22045.9	—	22045.9
$I_c(3n)$	(in ⁴)	16297.8	—	16297.8	—	16297.8
$I_c(cr)$	(in ⁴)	—	10840	—	10840	—
S_s	(in ³)	541.6	541.6	541.6	541.6	541.6
$S_c(n)$	(in ³)	779.4	—	779.4	—	779.4
$S_c(3n)$	(in ³)	709.4	—	709.4	—	709.4
$S_c(cr)$	(in ³)	—	594.3	—	594.3	—
S_x	(in ³)	777.47	—	776.98	—	777.47
DC1	(k/')	0.956	0.956	0.956	0.956	0.956
M_{DC1}	(k)	159.4	345.3	199.3	345.3	159.4
DC2	(k/')	0.192	0.192	0.192	0.192	0.192
M_{DC2}	(k)	32	69.3	40	69.3	32
DW	(k/')	0.17	0.17	0.17	0.17	0.17
M_{DW}	(k)	27.8	60.2	34.7	60.2	27.8
LLDF		0.633	0.61	0.587	0.61	0.633
$M_{\ell + IM}$	(k)	547.3	551.4	564.1	551.4	547.3
f_t (Strength I)	(ksi)	0.0	0.0	0.0	0.0	0.0
$M_u + \frac{1}{3} f_t S_x$	(k)	1238.6	—	1338.3	—	1238.6
$\Phi_f M_n$	(k)	3786.8	—	3786.8	—	3786.8
f_s DC1	(ksi)	3.5	7.7	4.4	7.7	3.5
f_s DC2	(ksi)	0.5	1.4	0.7	1.4	0.5
f_s DW	(ksi)	0.5	1.2	0.6	1.2	0.5
$f_s (\ell + IM)$	(ksi)	8.4	11.1	8.7	11.1	8.4
f_t (Service II)	(ksi)	0.0	0.0	0.0	0.0	0.0
$f_s + \frac{f_t}{2}$ (Service II)	(ksi)	15.5	24.6	17	24.6	15.5
Service II Resistance	(ksi)	47.5	47.5	47.5	47.5	47.5
$f_s + \frac{f_t}{3}$ (Strength I)	(ksi)	—	32.4	—	32.4	—
$\Phi_f F_n$	(ksi)	—	50	—	50	—
V_f	(k)	16.3	—	16.7	—	16.3

BEAM REACTION TABLE				
	N Abut.	Pier 1	PIER 2	S. ABUT
LLDF	0.767	0.77	0.77	0.767
OCF	—	—	—	—
R_{DC1}	(k) * 41.9	63.4	63.4	* 41.9
R_{DC2}	(k) 3.5	12.7	12.7	3.5
R_{DW}	(k) 3.1	11	11	3.1
R_{ℓ}	(k) 54.6	102.8	102.8	54.6
R_{IM}	(k) 14.2	22.6	22.6	14.2
R_{Total} (Strength I) (Impact)	(k) 181.7	331.1	331.1	181.7
R_{Total} (Strength I) (No Impact)	(k) 156.8	291.6	291.6	156.8

RDC1 includes service reaction due to weight of approach slab and parapet on approach slab

- 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 (in.⁴ and in.³).
- $I_c(n), S_c(n)$: 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 (in.⁴ and in.³).
- $I_c(3n), S_c(3n)$: 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 (in.⁴ and in.³).
- $I_c(cr), S_c(cr)$: 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 (in.⁴ and in.³).
- S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).
- 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.).
- LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
- $M_{\ell + IM}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u : Strength I load combination of factored design moments (kip-ft.).
1.25 ($M_{DC1} + M_{DC2}$) + 1.5 $M_{DW} + 1.75 M_{\ell + IM}$
- f_t : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).
- $\Phi_f M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (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_s
- 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.
- $f_s (\ell + IM)$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_{\ell + IM} / S_c(n)$ or $M_{\ell + IM} / S_c(cr)$ as applicable.
- $f_s + f_t / 2$ (Service II): Sum of stresses as computed below (ksi).
 f_s DC1 + f_s DC2 + f_s DW + 1.3 $f_s (\ell + IM) + f_t / 2$
- Service II Resistance: Composite (0.95 $R_h F_{yt}$) or noncomposite (0.80 $R_h F_{yt}$) stress capacity according to Article 6.10.4.2 (ksi).
- $f_s + f_t / 3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi).
1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 $f_s (\ell + IM) + f_t / 3$
- $\Phi_f F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).
- V_f : Maximum factored shear range in span computed according to Article 6.10.10.
- OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.
- R_{DC1} : Un-factored reaction due to non-composite dead load (kip).
- R_{DC2} : Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).
- R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).
- R_{ℓ} : Un-factored live load reaction (kip).
- R_{IM} : Un-factored dynamic load allowance (impact) (kip).
- R_{Total} (Strength I) (Impact): Strength I load combination of factored design reactions (kip).
1.25 ($R_{DC1} + R_{DC2}$) + 1.5 $R_{DW} + 1.75 (R_{\ell} + R_{IM})$
- R_{Total} (Strength I) (No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).
1.25 ($R_{DC1} + R_{DC2}$) + 1.5 $R_{DW} + 1.75 (R_{\ell})$



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED - 05/12/2026 PDF
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 5/14/2026	DATE - 04/21/2025	REVISED -

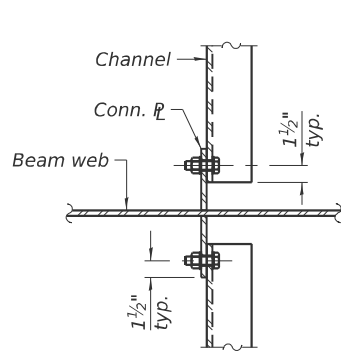
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 038-0005 (NB) & 038-0006 (SB)

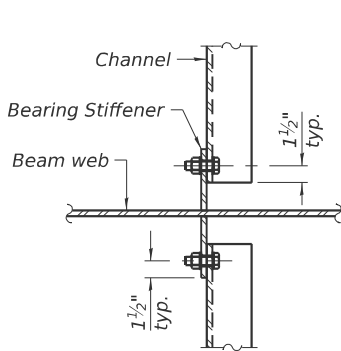
SCALE: SHEET 25 OF 39 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4, 38-5) BR. D. CR	IROQUOIS	437	210
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

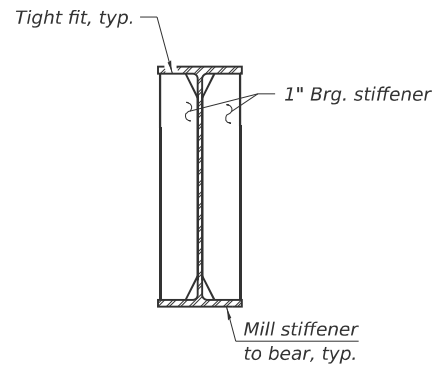
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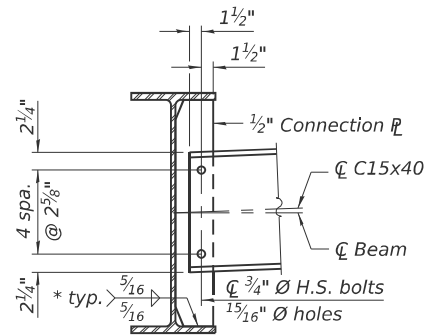
DETAIL A



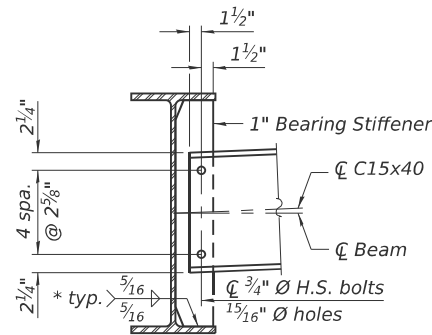
DETAIL A1



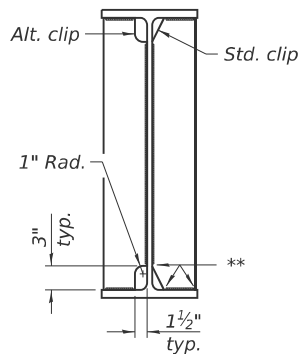
BEARING STIFFENER
AT ABUTMENT AND PIER
(48 Required)



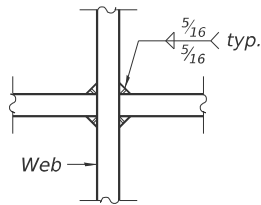
INTERIOR DIAPHRAGM - D
* 3 sides of each stiffener and/or
connection P.
(110 Required)



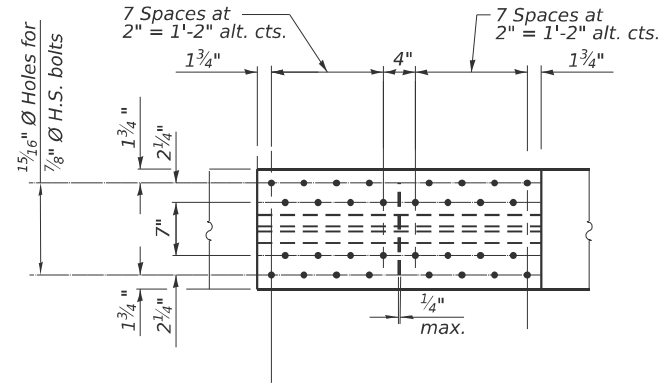
INTERIOR DIAPHRAGM - D1
* 3 sides of each stiffener and/or
connection P.
(20 Required)



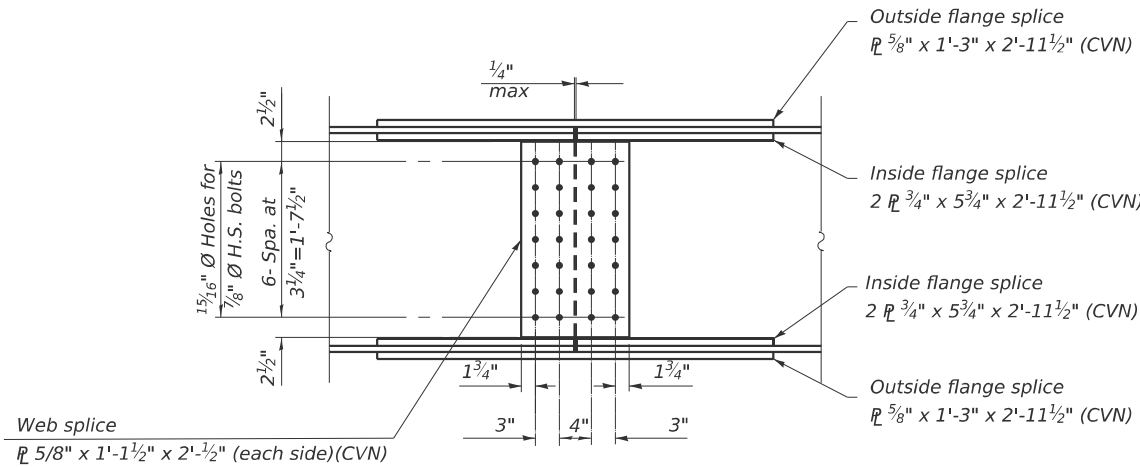
WELD LIMITS AND CLIP DETAILS
** Stop welds 1/4" ($\pm 1/8$ ") from edges as shown.
Typical.



WEB WELD DETAIL



PLAN
(Top and Bottom Flange)



ELEVATION

SPLICE DETAIL
(24 Required)

Notes:
Two hardened washers required for each set of oversized holes.
Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.

Load carrying components designated "CVN" shall conform to the Cherry-V-Notch Impact Energy Requirement, Zone 2.
All beams, bearing stiffeners and splices shall be AASHTO M270 Grade 50.



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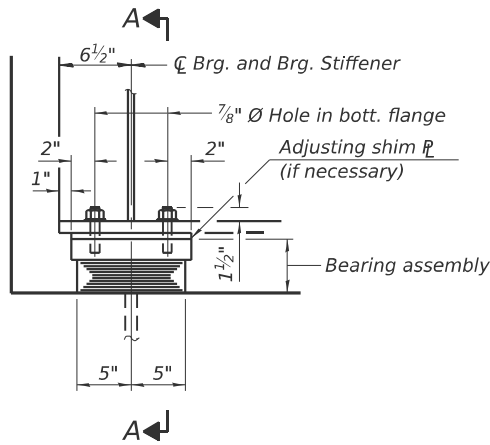
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 038-0005 (NB) & 038-0006 (SB)

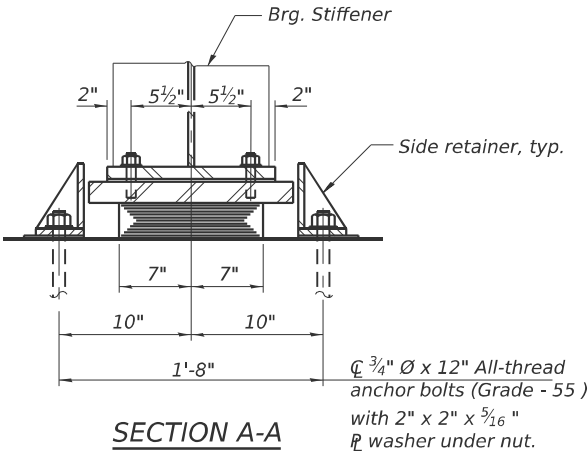
SCALE: SHEET 26 OF 39 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	211
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

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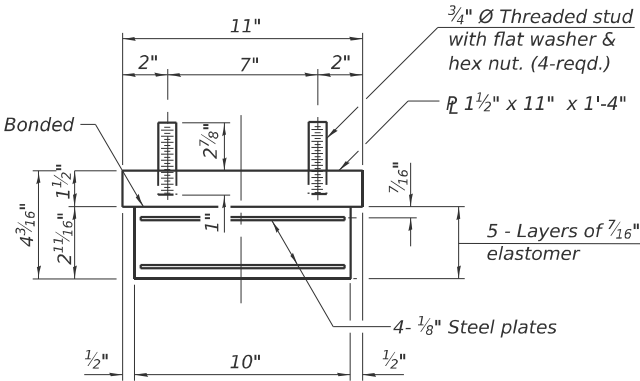


ELEVATION AT ABUT.



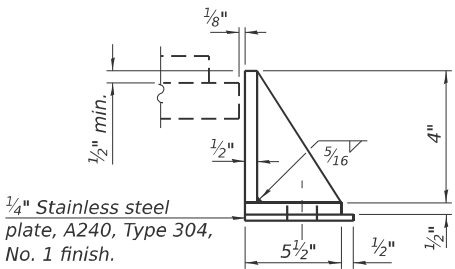
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



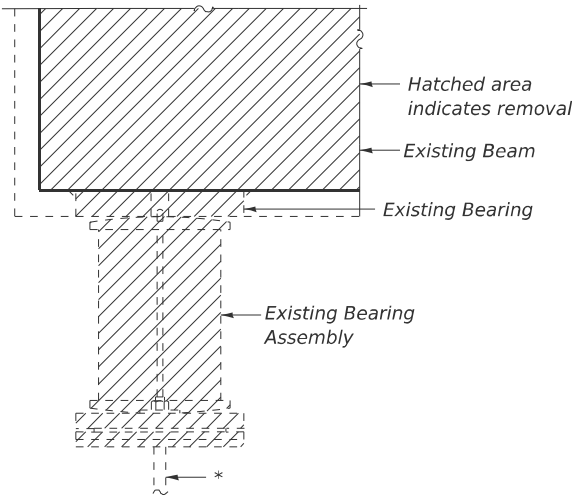
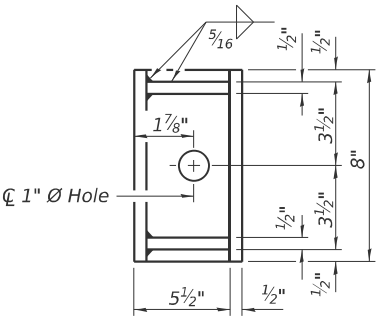
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER

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



EXISTING BEARING REMOVAL DETAIL

Cost include with Removal of Existing Superstructure

* Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolts smooth and seal with epoxy.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24
Anchor Bolts, 3/4"	Each	48

I-2E-1

5/15/2023



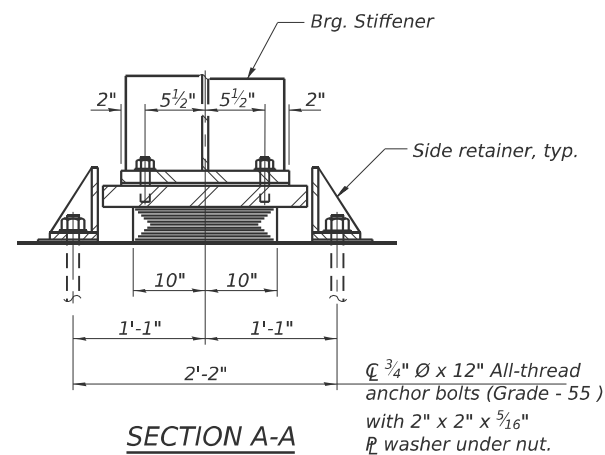
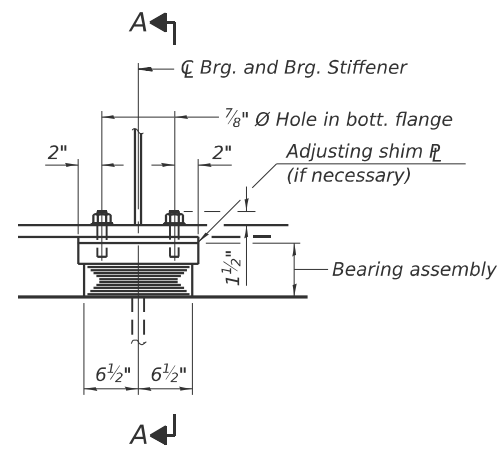
USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

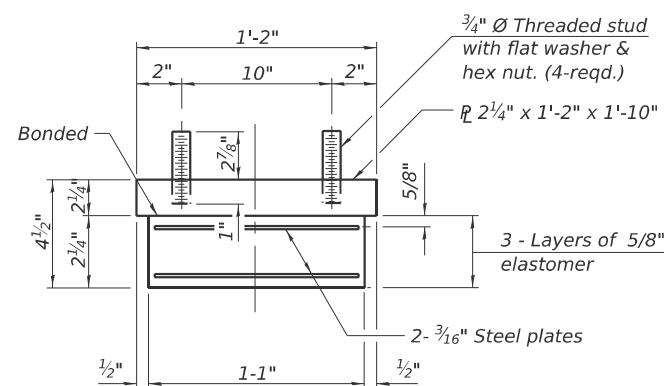
ABUTMENT BEARING DETAILS
STRUCTURE NO. 038-0005 (NB) & 038-0006 (SB)

SCALE: SHEET 27 OF 39 SHEETS STA. TO STA.

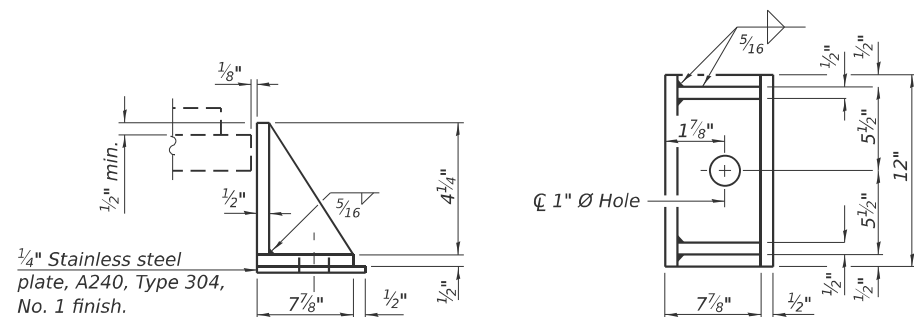
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	212
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				



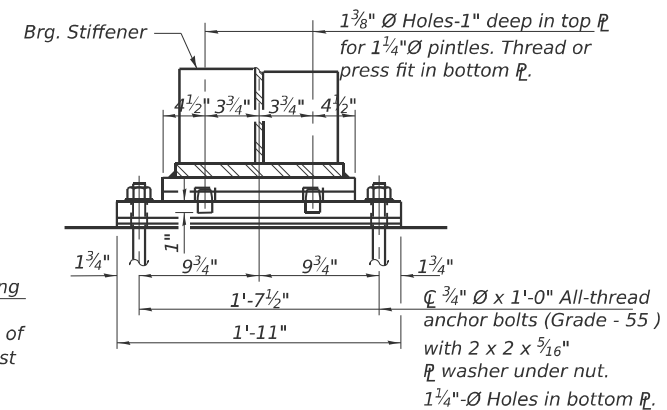
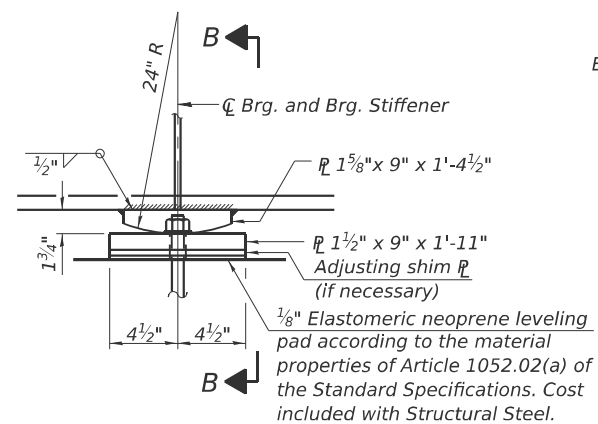
TYPE I ELASTOMERIC EXP. BRG.



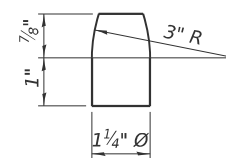
Note:
Shim plates shall not be placed
under bearing assembly.



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



FIXED BEARING



Notes:
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

The structural steel plates and pintles shall conform to the requirements of AASHTO M270 Grade 50.

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

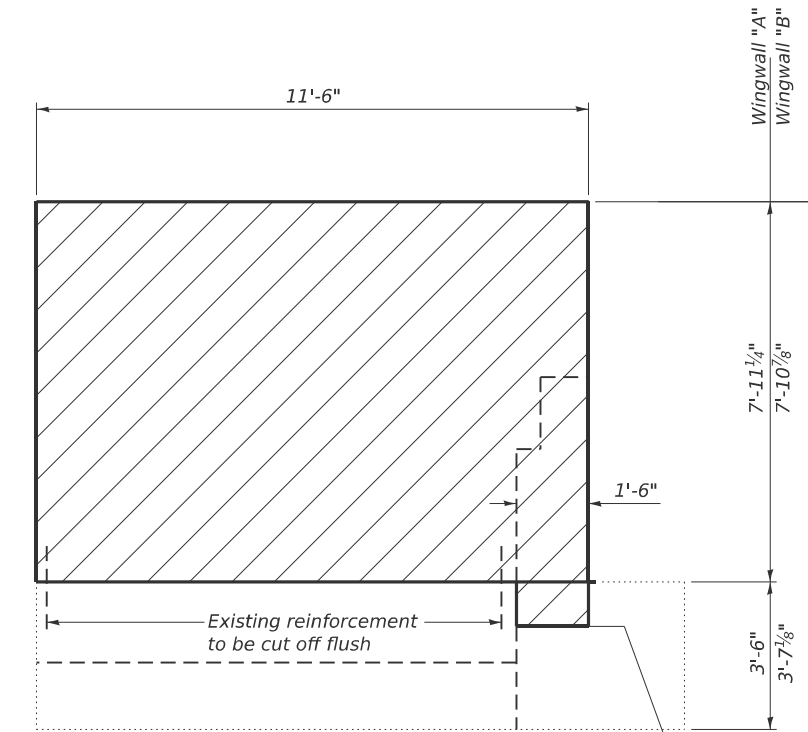
All bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

At fixed bearings, all bearing plates and pintles shall be metallized. See special provisions for "Metallizing of Structural Steel".

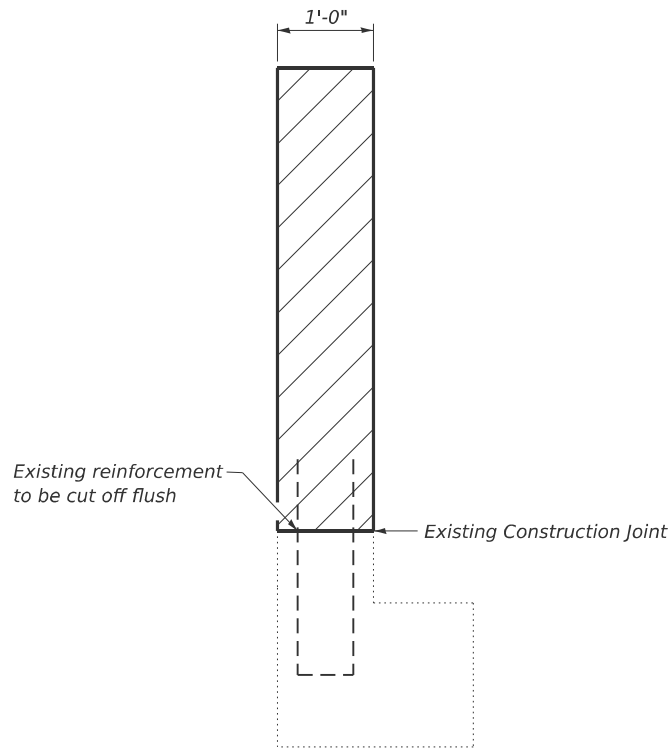
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, $\frac{3}{4}$ "	Each	48

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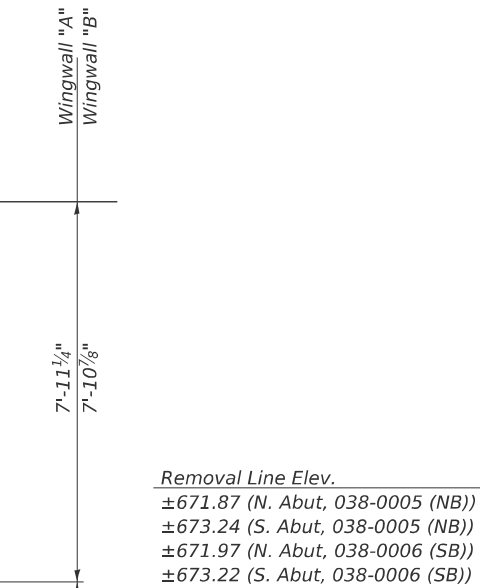
Wingwall Elevation
(S.B. North Abutment West Wingwall shown, other wingwalls similar)



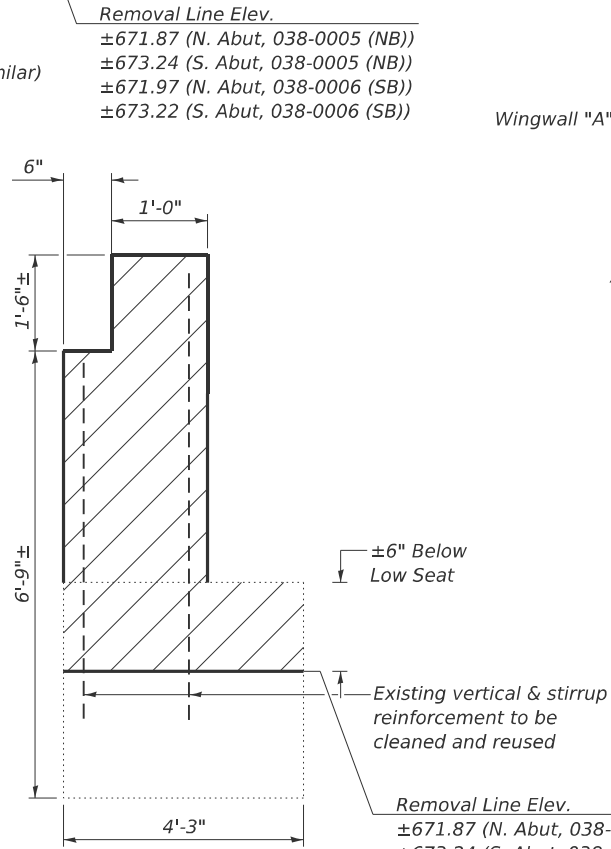
Section A-A

Structure No. 038-0005
Bill of Material - 2 Abutments

Item	Unit	Total
Concrete Removal	Cu. Yd.	40.7



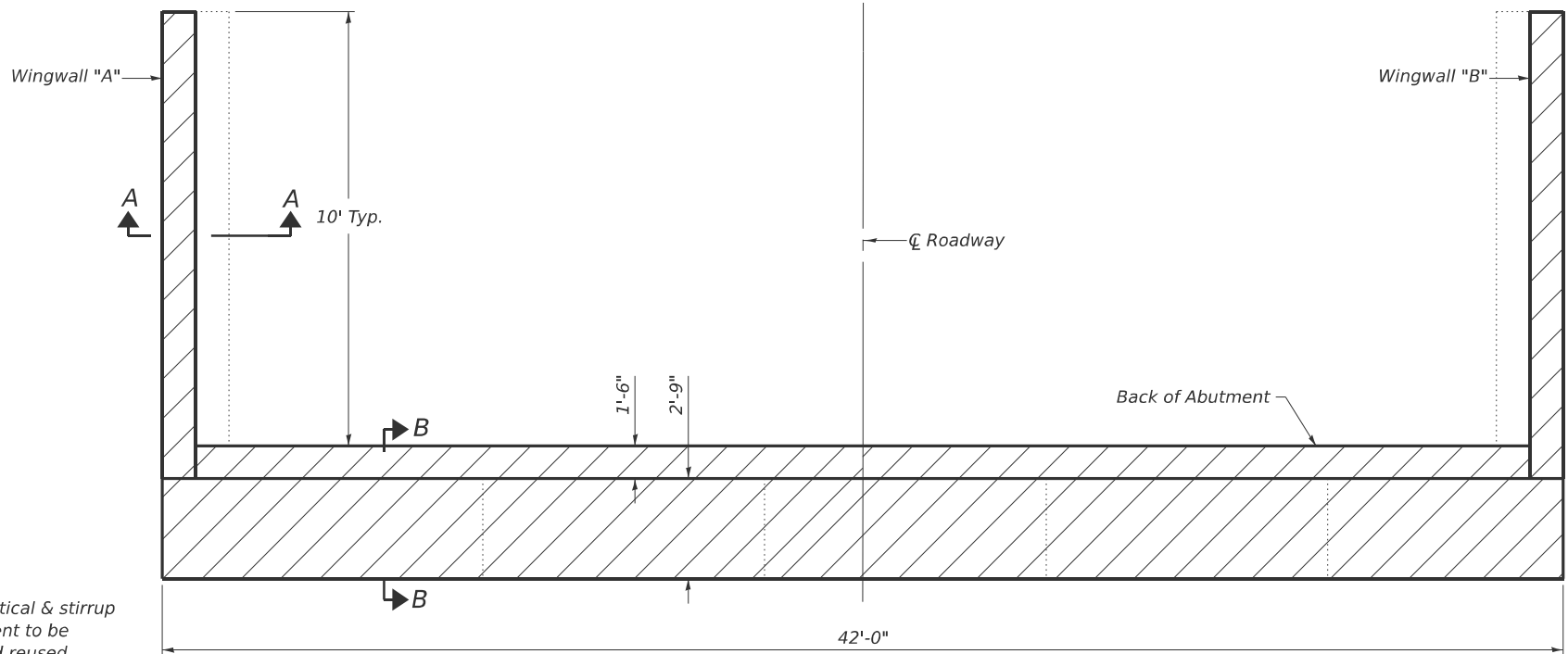
Elevation
(S.B. North Abutment shown, S.B. South Abutment and N.B. abutments similar)



Section B-B

Structure No. 038-0006
Bill of Material - 2 Abutments

Item	Unit	Total
Concrete Removal	Cu. Yd.	40.7



Plan
(S.B. North Abutment shown, S.B. South Abutment and N.B. abutments similar)

Notes:
Hatched areas indicate Concrete Removal.
Existing reinforcement extending into new construction shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.
Existing reinforcement not extending into new construction shall be cut off flush and sealed with epoxy. Cost included with Concrete Removal.
Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.



USER NAME	= CHAMLIN
DESIGNED	- PDF
DRAWN	- LAG
CHECKED	- JLS
DATE	- 04/21/2025
PLOT DATE	= 2/27/2026

DESIGNED	- PDF
DRAWN	- LAG
CHECKED	- JLS
DATE	- 04/21/2025

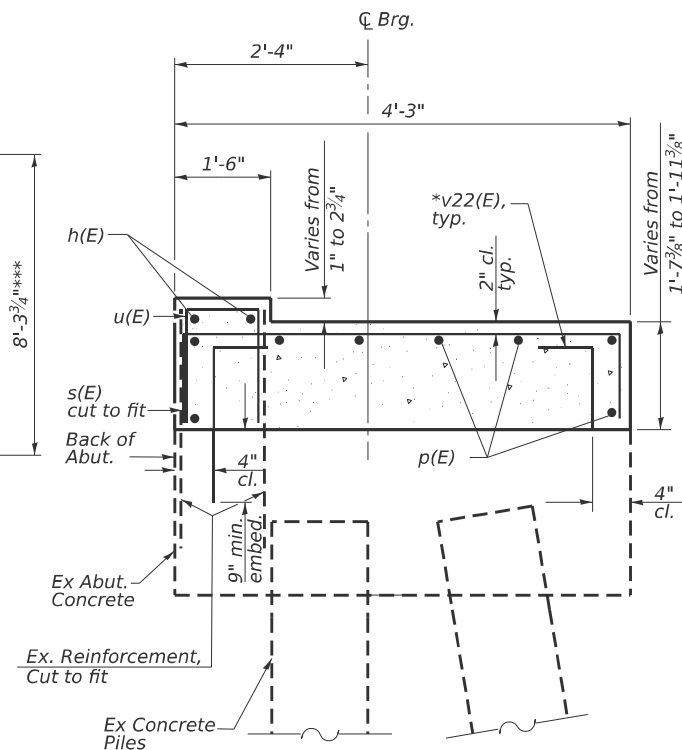
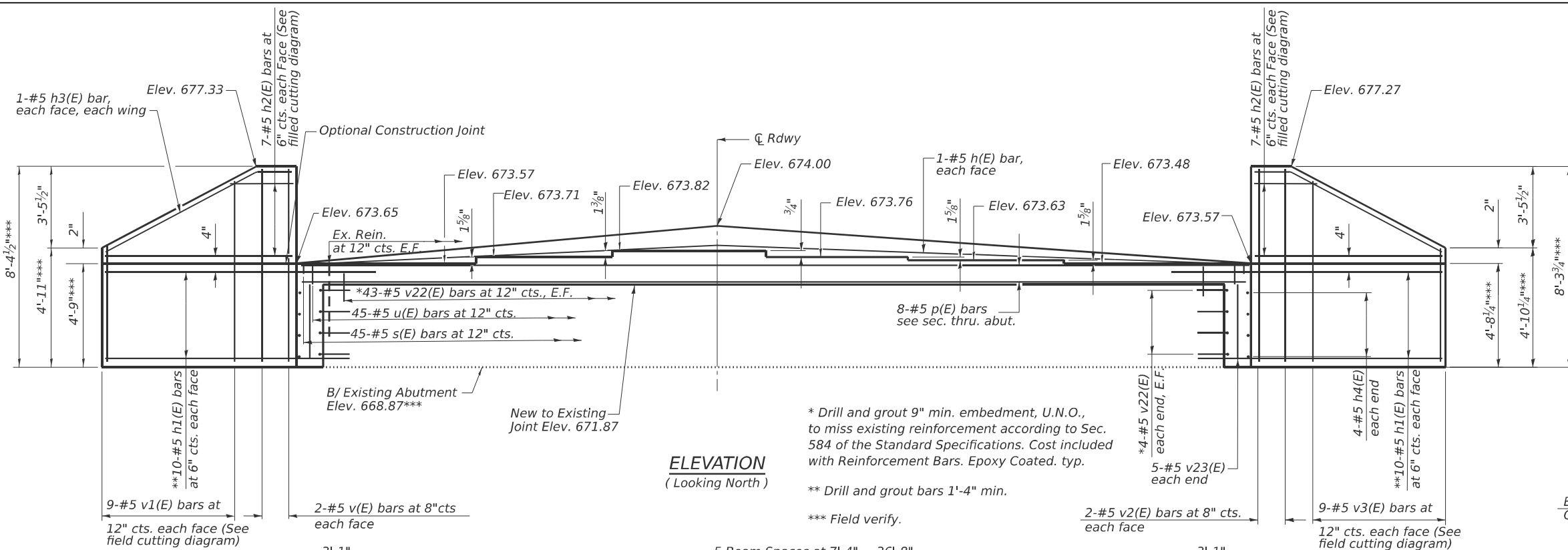
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

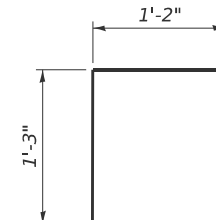
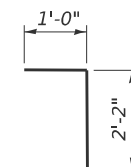
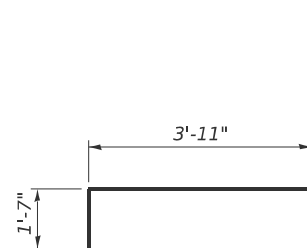
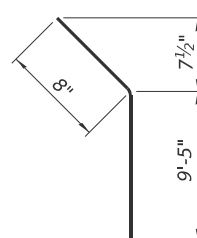
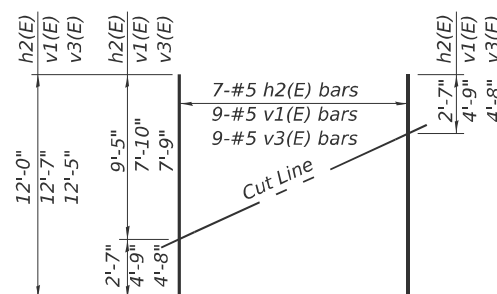
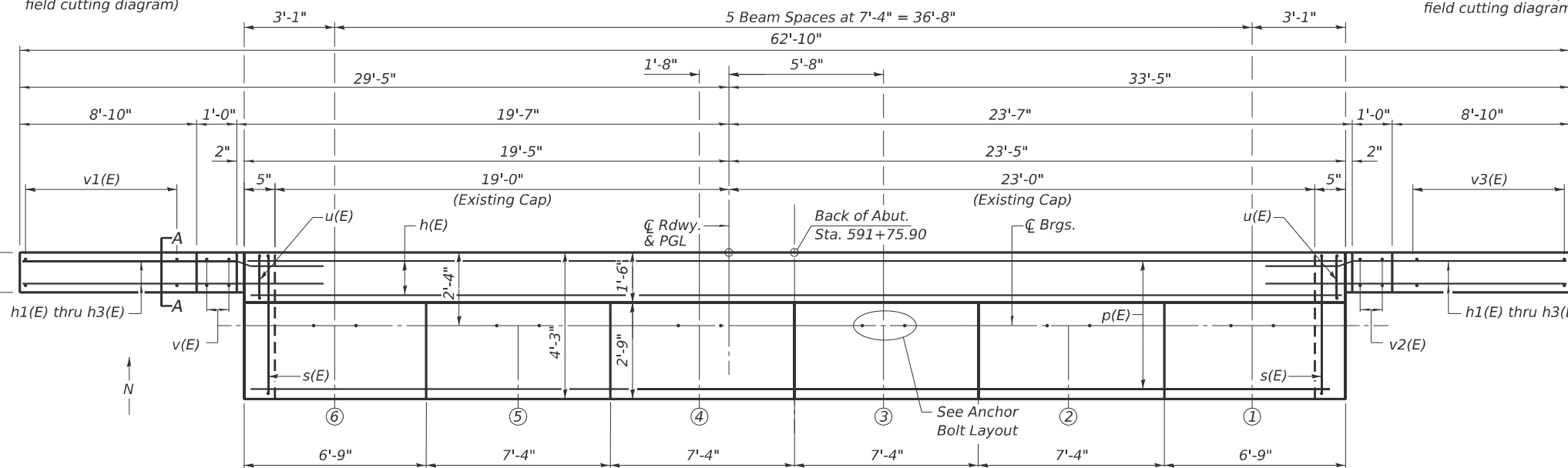
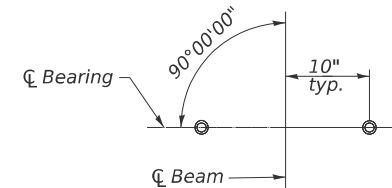
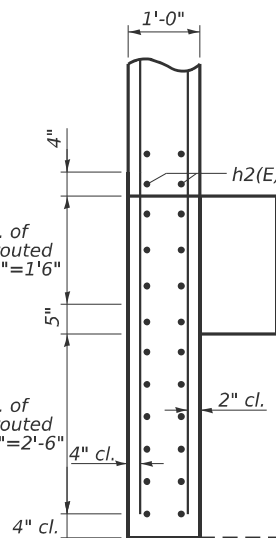
ABUTMENT CONCRETE REMOVAL
STRUCTURE NO. 038-0005 (NB) & 038-0006 (SB)

SCALE: SHEET 29 OF 39 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	214
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				



Bar	No.	Size	Length	Shape
h(E)	2	#5	42'-6"	_____
h1(E)	40	#5	11'-7"	_____
h2(E)	14	#5	12'-0"	_____
h3(E)	4	#5	10'-1"	_____
h4(E)	8	#5	3'-11"	_____
p(E)	8	#5	42'-6"	_____
s(E)	45	#5	7'-1"	┌┐
u(E)	45	#5	3'-8"	┌┐
v(E)	4	#5	8'-0"	_____
v1(E)	9	#5	12'-7"	_____
v2(E)	4	#5	7'-11"	_____
v3(E)	9	#5	12'-5"	_____
v22(E)	102	#5	3'-2"	└
v23(E)	10	#5	3'-8"	_____
Structure Excavation			Cu. Yd.	79.1
Concrete Structures			Cu. Yd.	17.9
Reinforcement Bars,				
Epoxy Coated			Pound	2,360



Order $h_2(E)$, $v_1(E)$ and $v_3(E)$ full length. Cut as shown and use remainder of bars in opposite face.

BAR h3(E)

 $BAR\ s(E)$

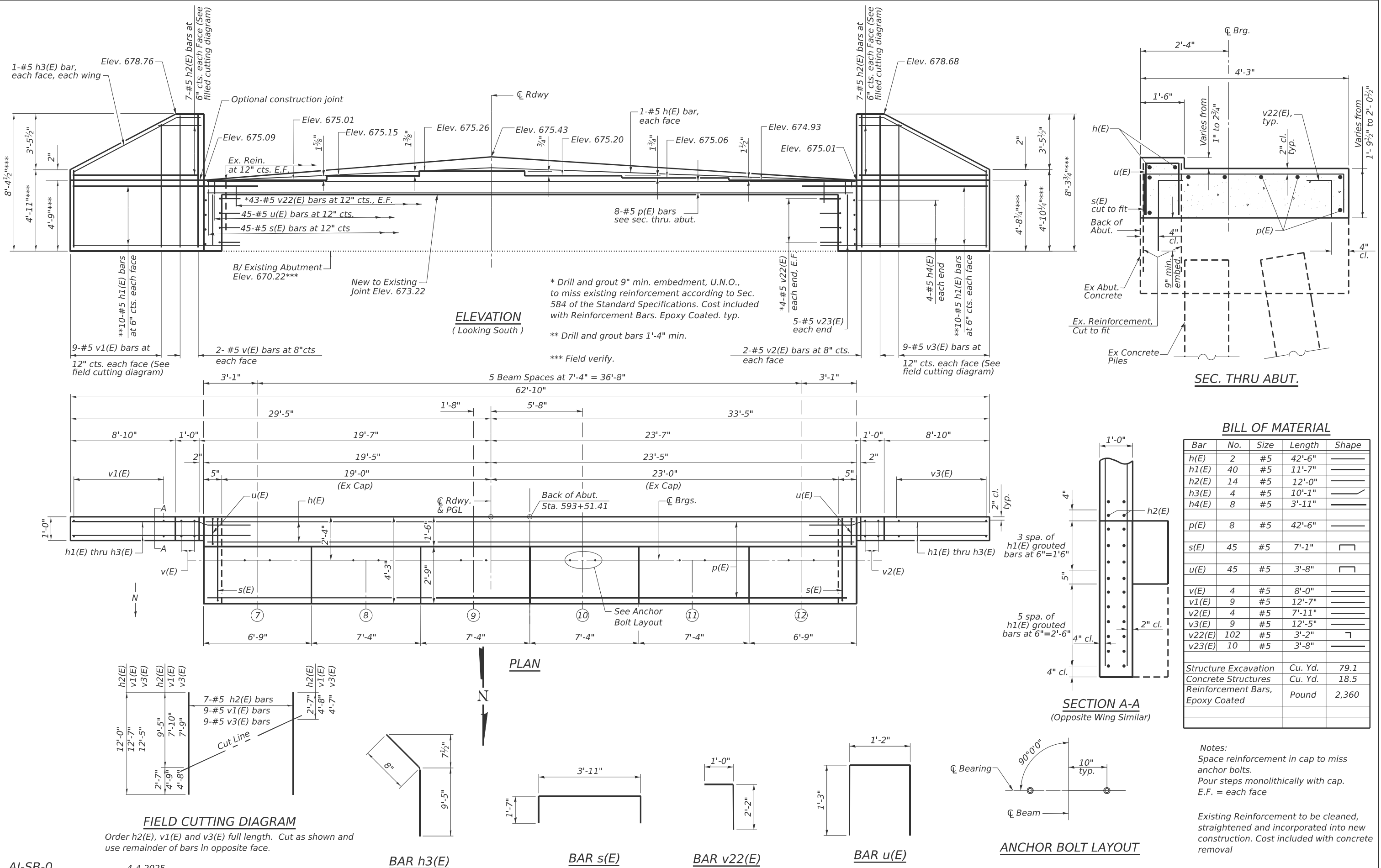
BAR v22(E)

BAR $u(E)$

ANCHOR BOLT LAYOUT

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
E.F. = each face

Existing Reinforcement to be cleaned,
straightened and incorporated into new
construction. Cost included with concrete
removal

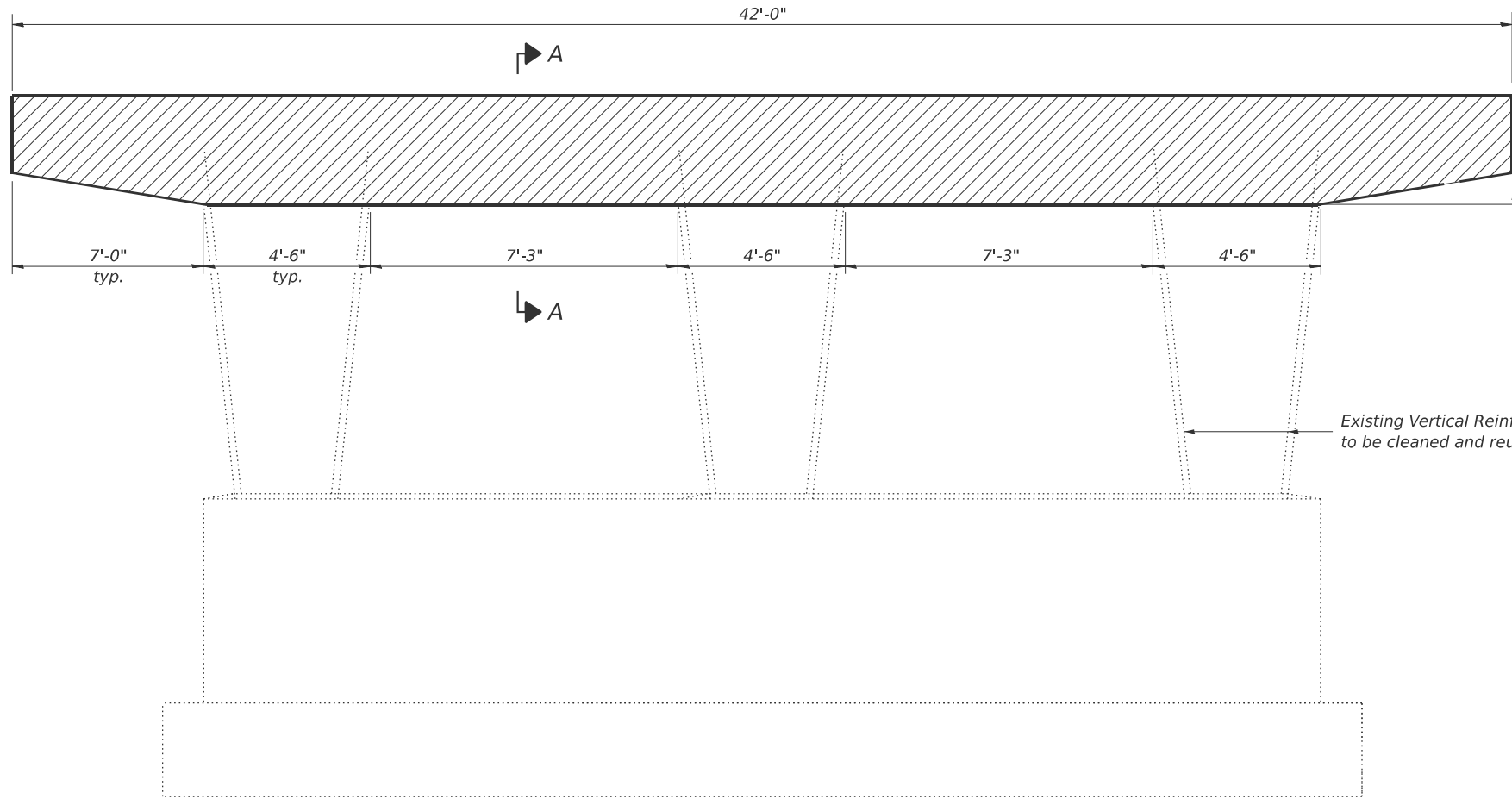
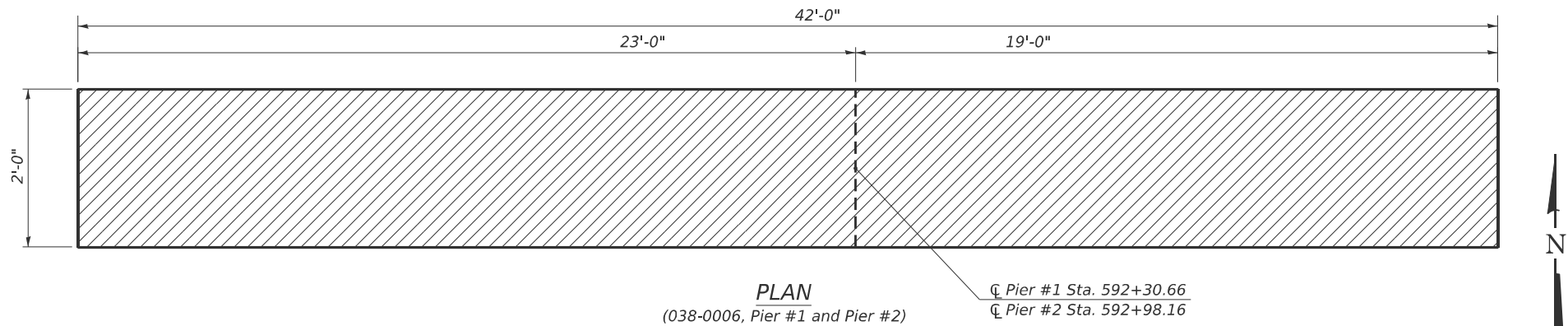
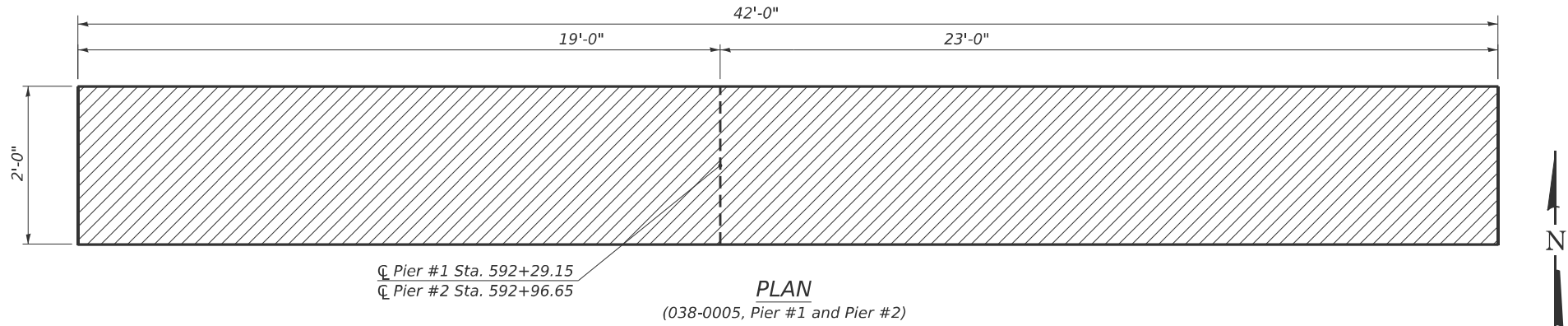


Bar	No.	Size	Length	Shape
h(E)	2	#5	42'-6"	————
h1(E)	40	#5	11'-7"	————
h2(E)	14	#5	12'-0"	————
h3(E)	4	#5	10'-1"	————/
h4(E)	8	#5	3'-11"	————
p(E)	8	#5	42'-6"	————
s(E)	45	#5	7'-1"	┌┐
u(E)	45	#5	3'-8"	┌┐
v(E)	4	#5	8'-0"	————
v1(E)	9	#5	12'-7"	————
v2(E)	4	#5	7'-11"	————
v3(E)	9	#5	12'-5"	————
v22(E)	102	#5	3'-2"	└
v23(E)	10	#5	3'-8"	————
Structure Excavation			Cu. Yd.	79.1
Concrete Structures			Cu. Yd.	18.5
Reinforcement Bars, Epoxy Coated			Pound	2,360

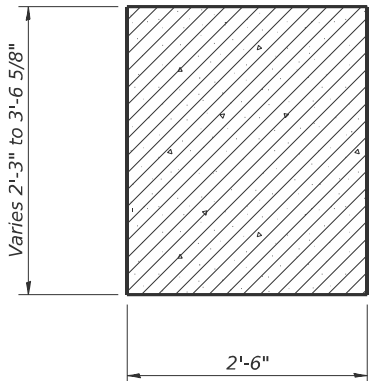
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
E.F. = each face

Existing Reinforcement to be cleaned, straightened and incorporated into new construction. Cost included with concrete removal

MODEL: Default
FILE NAME: C:\Users\666501-05-IDOT-I-57 Structure Projects-TP&W RP and 2nd St\SURVEY\038-0005_0006\Consultant_Data\Chamlin_2025\Design\0380005_0006-66M80-P-034-PIER_REM_AND_REP.dgn



Concrete Removal



STRUCTURE NO. 038-0005
BILL OF MATERIAL-2 PIERS

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	25.2

STRUCTURE NO. 038-0006
BILL OF MATERIAL-2 PIERS

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	25.2

Notes:

Hatched areas indicate Concrete Removal.

Existing reinforcement extending into new construction shall be cleaned, straightened, and incorporated into new construction. Cost included with Concrete Removal.

Existing reinforcement not extending into new construction shall be cut off flush and sealed with epoxy. Cost included with Concrete Removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.

P-5

4-4-2025



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

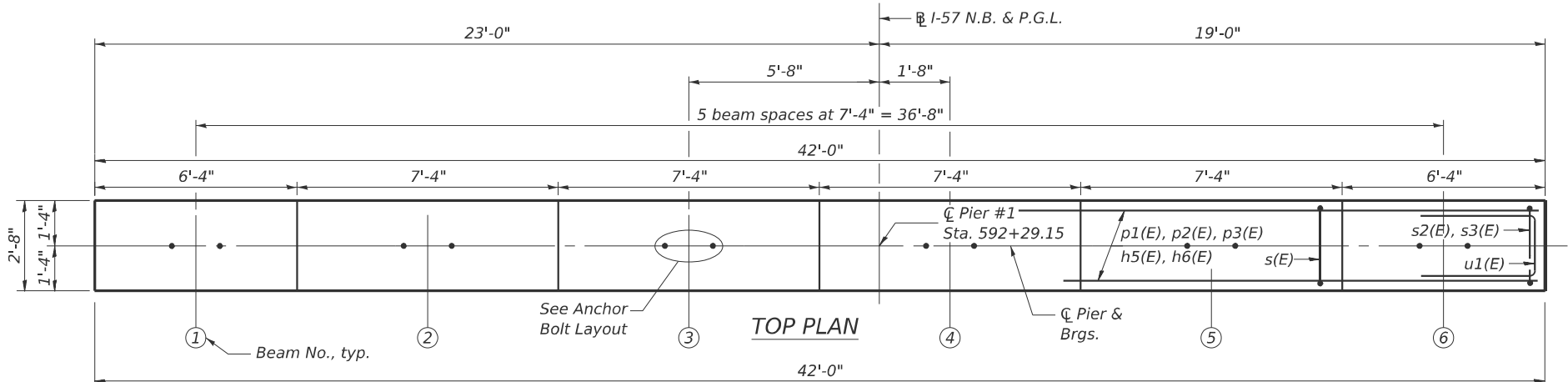
PIER REMOVAL
STRUCTURE NO. 038-0005 (NB) & 038-0006 (SB)

SCALE: SHEET 34 OF 39 SHEETS STA. TO STA.

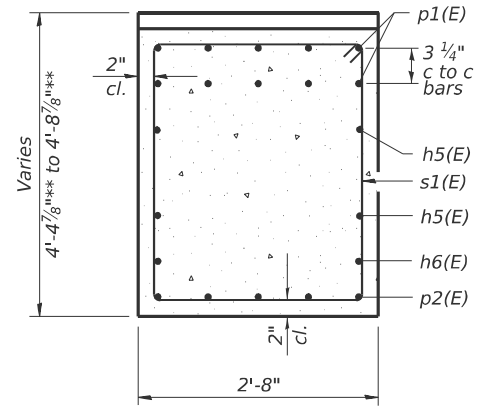
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	219
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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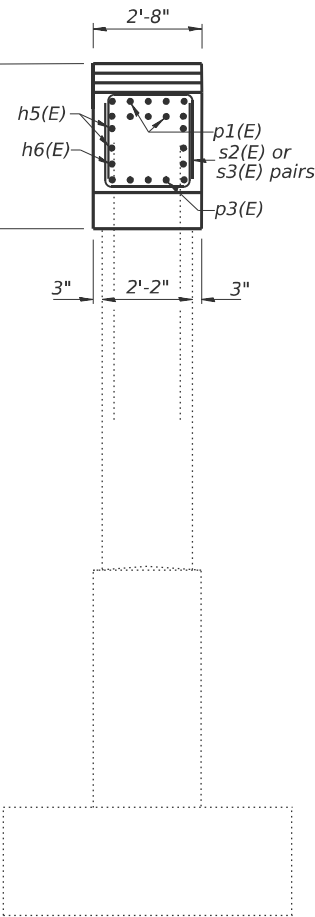
Varies from 4'-4⁷/₈** to 4'-8¹/₈***



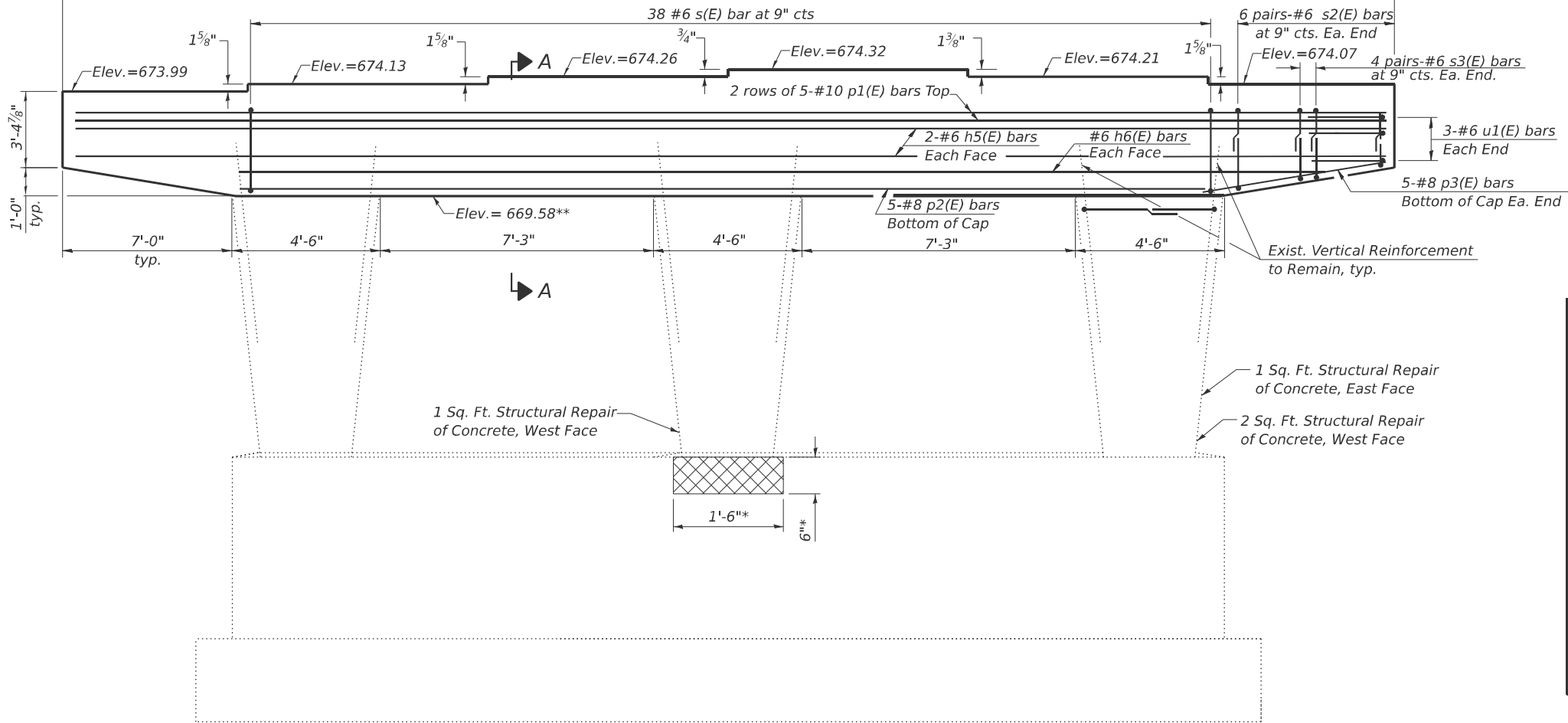
TOP PLAN



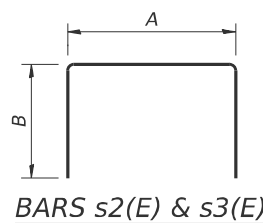
SECTION A-A



END VIEW



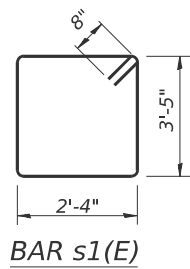
ELEVATION
(North Face)



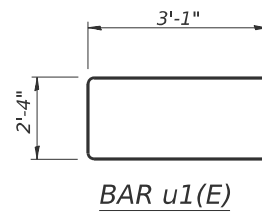
BARS s2(E) & s3(E)

A & B DIMENSIONS

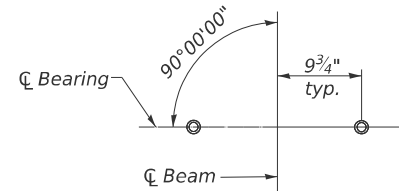
Bar	A	B
s2(E)	2'-4"	2'-10"
s3(E)	2'-4"	2'-5"



BAR s1(E)



BAR u1(E)



ANCHOR BOLT LAYOUT

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	4	#6	41'-8"	—
h6(E)	2	#6	35'-8"	—
p1(E)	10	#10	41'-8"	—
p2(E)	5	#8	27'-8"	—
p3(E)	10	#8	7'-0"	—
s1(E)	38	#6	12'-10"	□
s2(E)	24	#6	8'-0"	□
s3(E)	16	#6	7'-2"	□
u1(E)	6	#6	8'-6"	□
Concrete Structures			Cu. Yd.	18.3
Reinforcement Bars, Epoxy Coated			Pound	3,980
Structural Repair of Concrete (depth equal to or less than 5 inches)			Sq. Ft.	5

Structural Repair of Concrete (depth equal to or less than 5 inches)

* Indicates South Face

** Field Verify

Notes:
Space reinforcement in cap to miss anchor bolts.

Pour steps monolithically with cap.

Existing Reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with concrete removal

P-5

4-4-2025



USER NAME	= CHAMLIN
PLOT DATE	= 2/27/2026

DESIGNED	- PDF	REVISED	-
DRAWN	- LAG	REVISED	-
CHECKED	- JLS	REVISED	-
DATE	- 04/21/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

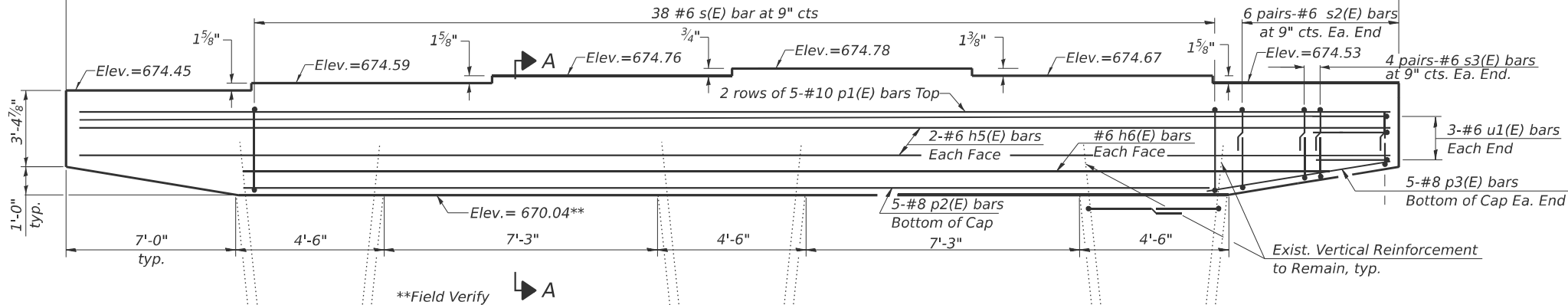
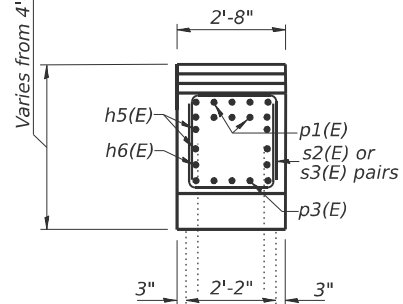
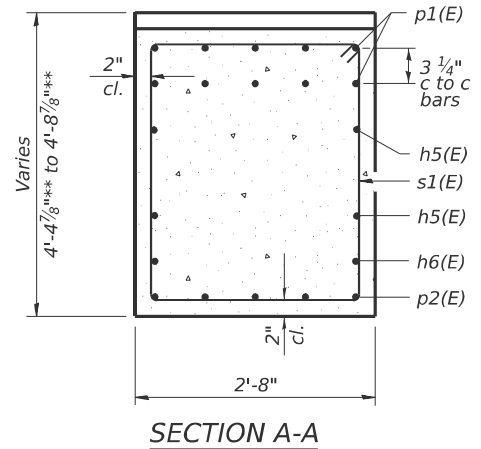
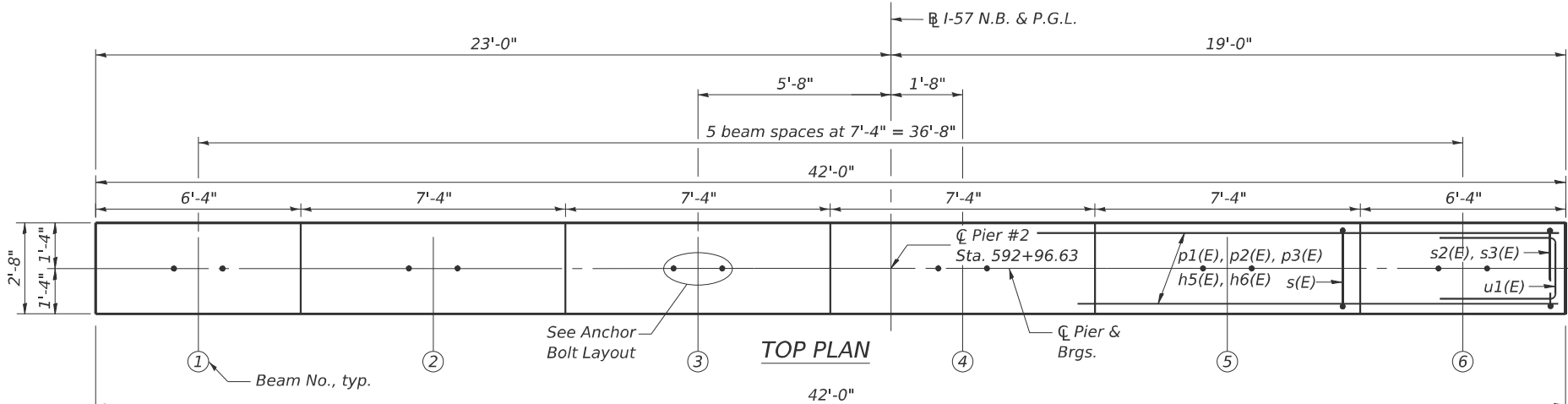
PIER 1 DETAILS
STRUCTURE NO. 038-0005 (NB)

SCALE: SHEET 35 OF 39 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	220
CONTRACT NO. 66M80				
ILLINOIS FED.AID PROJECT				

MODEL: Default
FILE NAME: C:\Users\666501-05-IDOT-I-57 Structure Projects-TP&W RP and 2nd SI\Survey D366M80\SI038-0005_0006\Consultant_Data\Chamlin_2025\Design\0380005_0006-66M80-036-PIER_2_DETS_0005.dgn

Varies from 4'-4 7/8"*** to 4'-8 7/8"***



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	4	#6	41'-8"	—
h6(E)	2	#6	35'-8"	—
p1(E)	10	#10	41'-8"	—
p2(E)	5	#8	27'-8"	—
p3(E)	10	#8	7'-0"	—
s1(E)	38	#6	12'-10"	□
s2(E)	24	#6	8'-0"	□
s3(E)	16	#6	7'-2"	□
u1(E)	6	#6	8'-6"	—
Concrete Structures				Cu. Yd. 18.3
Reinforcement Bars, Epoxy Coated				Pound 3,980
Structural Repair of Concrete (depth equal to or less than 5 inches)				Sq. Ft. 5
Epoxy Crack Injection				Foot 4

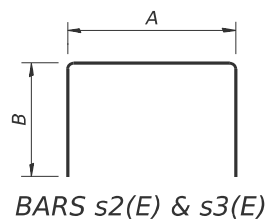
- ~~~~~ Epoxy Crack Injection
- XXXXX Structural Repair of Concrete (depth equal to or less than 5 inches)
- * Indicates South Face
- ** Field Verify

Notes:
Space reinforcement in cap to miss anchor bolts.

Pour steps monolithically with cap.

Existing Reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with concrete removal

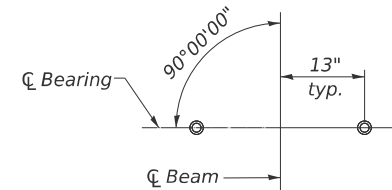
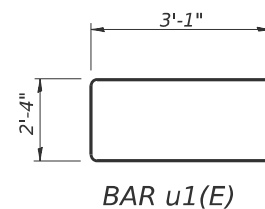
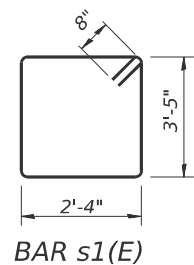
END VIEW



A & B DIMENSIONS

Bar	A	B
s2(E)	2'-4"	2'-10"
s3(E)	2'-4"	2'-5"

ELEVATION (North Face)



ANCHOR BOLT LAYOUT

P-5

4-4-2025



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
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	CHECKED - JLS	REVISED -
DATE = 04/21/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

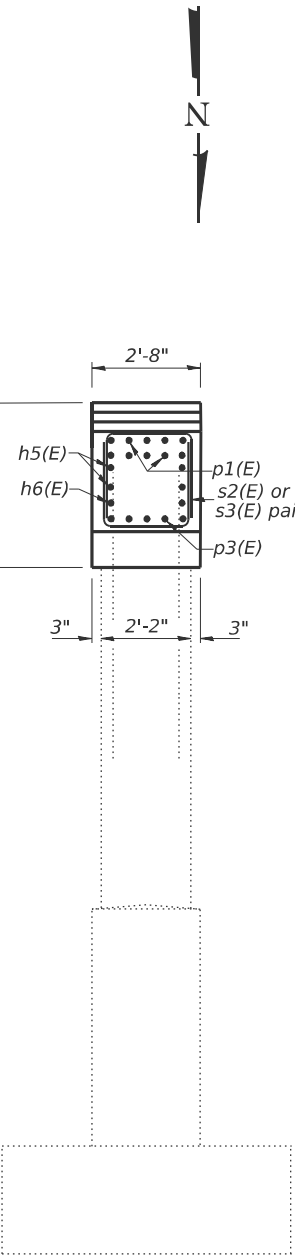
PIER 2 DETAILS
STRUCTURE NO. 038-0005 (NB)

SCALE: SHEET 36 OF 39 SHEETS STA. TO STA.

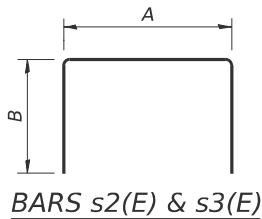
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	221
CONTRACT NO. 66M80				
ILLINOIS FED.AID PROJECT				

MODEL: Default
FILE NAME: C:\Users\666501-05-IDOT-I-57 Structure Projects-TP&W RP and 2nd SI\Survey D366M80\SI038-0005_0006\Consultant_Data\Chamlin_2025\Design\0380005_0006-66M80-037-PIER_1_DETS_0006.dgn

Varies from 4'-4 1/2"*** to 4'-8 3/8"***



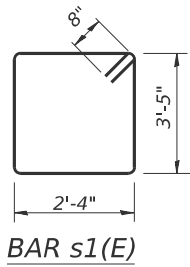
END VIEW



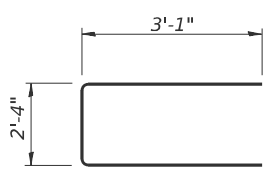
BARS s2(E) & s3(E)

A & B DIMENSIONS

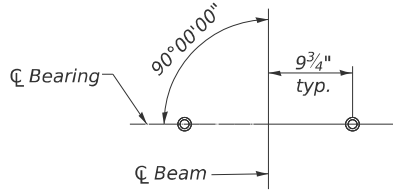
Bar	A	B
s2(E)	2'-4"	2'-10"
s3(E)	2'-4"	2'-5"



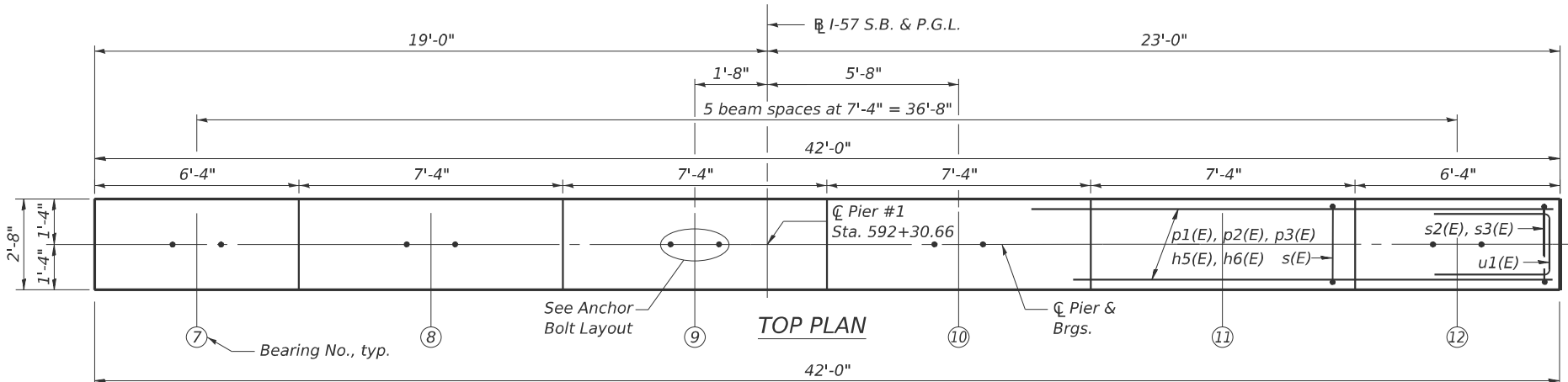
BAR s1(E)



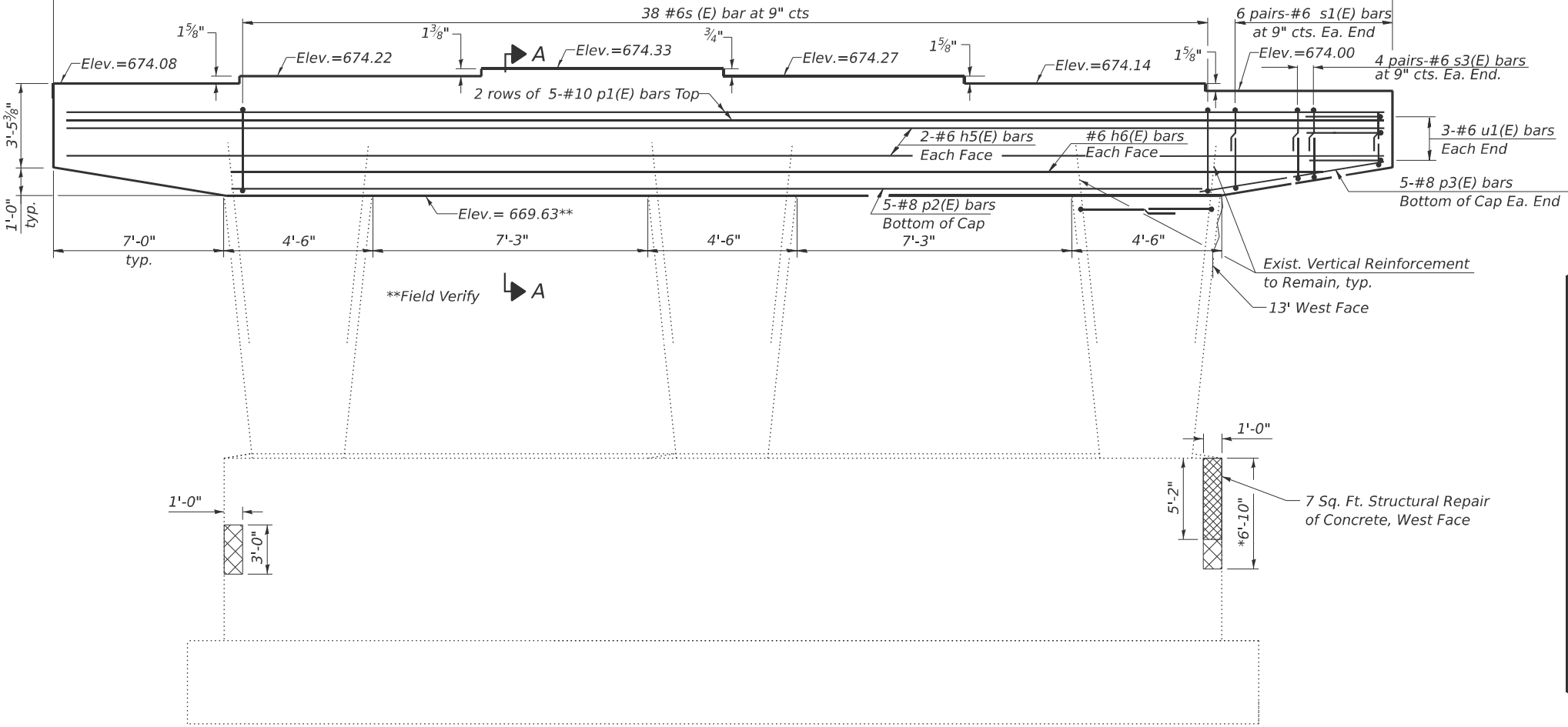
BAR u1(E)



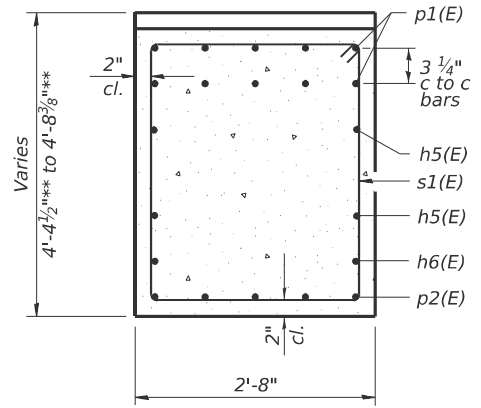
ANCHOR BOLT LAYOUT



TOP PLAN



ELEVATION
(North Face)



SECTION A-A

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	4	#6	41'-8"	=====
h6(E)	2	#6	35'-8"	=====
p1(E)	10	#10	41'-8"	=====
p2(E)	5	#8	27'-8"	=====
p3(E)	10	#8	7'-0"	=====
s1(E)	38	#6	12'-10"	□
s2(E)	24	#6	8'-0"	□
s3(E)	16	#6	7'-2"	□
u1(E)	6	#6	8'-6"	=====
Concrete Structures			Cu. Yd.	18.2
Reinforcement Bars, Epoxy Coated			Pound	3,980
Structural Repair of Concrete (depth equal to or less than 5 inches)			Sq. Ft.	23
Epoxy Crack Injection			Foot	13

- ~ Epoxy Crack Injection
- ☒ Structural Repair of Concrete (depth equal to or less than 5 inches)
- * Indicates South Face
- ** Field Verify

Notes:
Space reinforcement in cap to miss anchor bolts.

Pour steps monolithically with cap.

Existing Reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with concrete removal

P-5

4-4-2025



USER NAME = CHAMLIN
PLOT DATE = 2/27/2026

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DATE - 04/21/2025

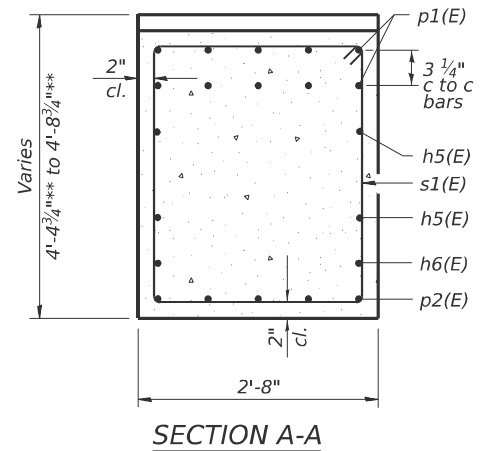
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 DETAILS
STRUCTURE NO. 038-0006 (SB)

SCALE: SHEET 37 OF 39 SHEETS STA. TO STA.

F.A.I. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
57 (38-4,38-5)BR,D,CR IROQUOIS 437 222
CONTRACT NO. 66M80
ILLINOIS FED.AID PROJECT



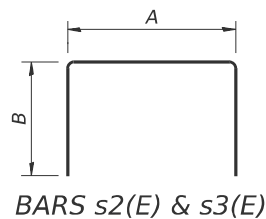
<u>BILL OF MATERIAL</u>				
Bar	No.	Size	Length	Shape
h5(E)	4	#6	41'-8"	
h6(E)	2	#6	35'-8"	
p1(E)	10	#10	41'-8"	
p2(E)	5	#8	27'-8"	
p3(E)	10	#8	7'-0"	
s1(E)	38	#6	12'-10"	
s2(E)	24	#6	8'-0"	
s3(E)	16	#6	7'-2"	
u1(E)	6	#6	8'-6"	
Concrete Structures			Cu. Yd.	18.2
Reinforcement Bars,			Pound	3,980
Epoxy Coated				

** *Field Verify*

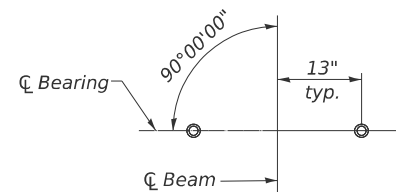
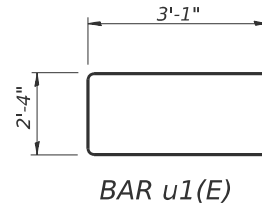
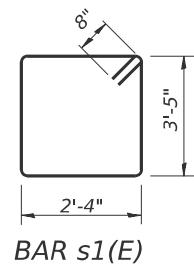
Notes:
Space reinforcement in cap to miss anchor bolts.

Pour steps monolithically with cap.

Existing Reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with concrete removal

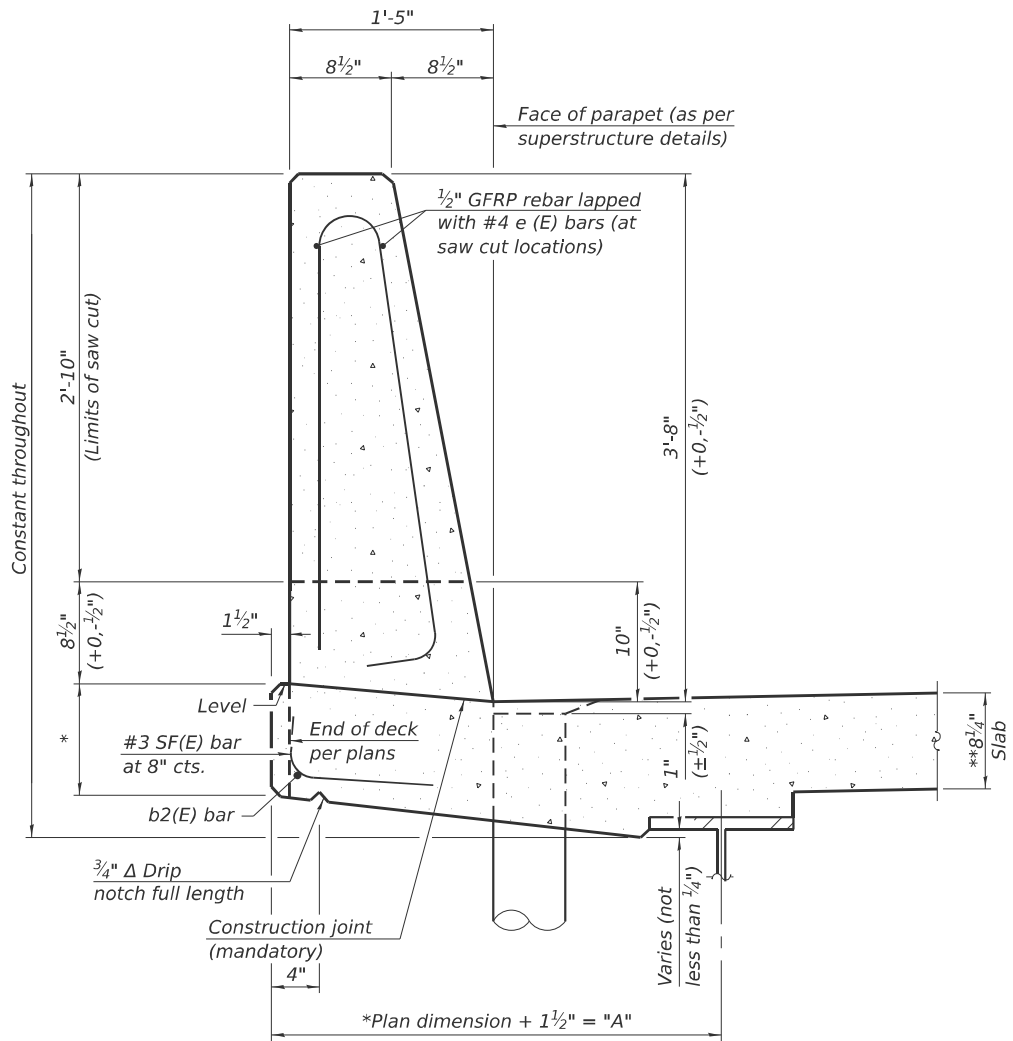


Bar	A	B
s2(E)	2'-4"	2'-10"
s3(E)	2'-4"	2'-5"



ANCHOR BOLT LAYOUT

MODEL: Default
FILE NAME: C:\Users\666501-05-IDOT-I-57 Structure Projects-TP&W RP and 2nd St\Survey D366M80\SN039-005_0006\Consultant_Data\Chamlin_2025\Design\0380005_0006-66M80-039-CONC PARA SLIPFORM OPT.dgn

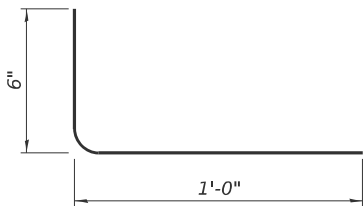


44" CONSTANT-SLOPE
PARAPET SECTION

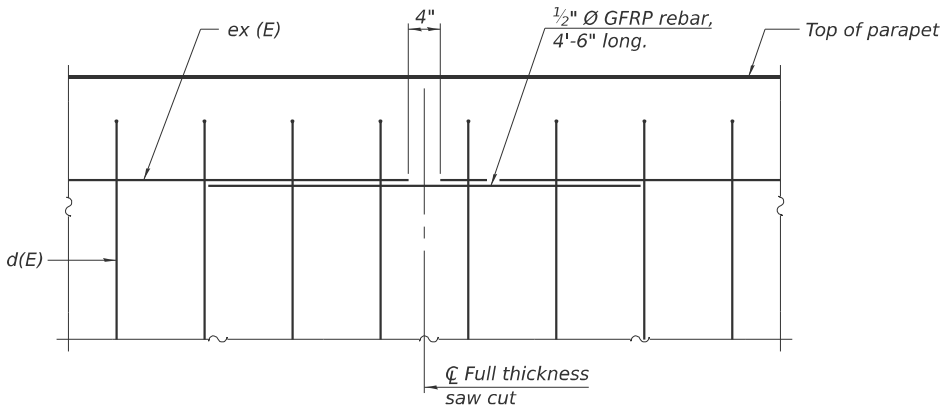
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.

**Prior to grinding



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

(Place as shown in parapet section
at each parapet joint location.)

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

SFP 39-44

10/27/2023



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 038-0005 (NB) & 038-0006 (SB)

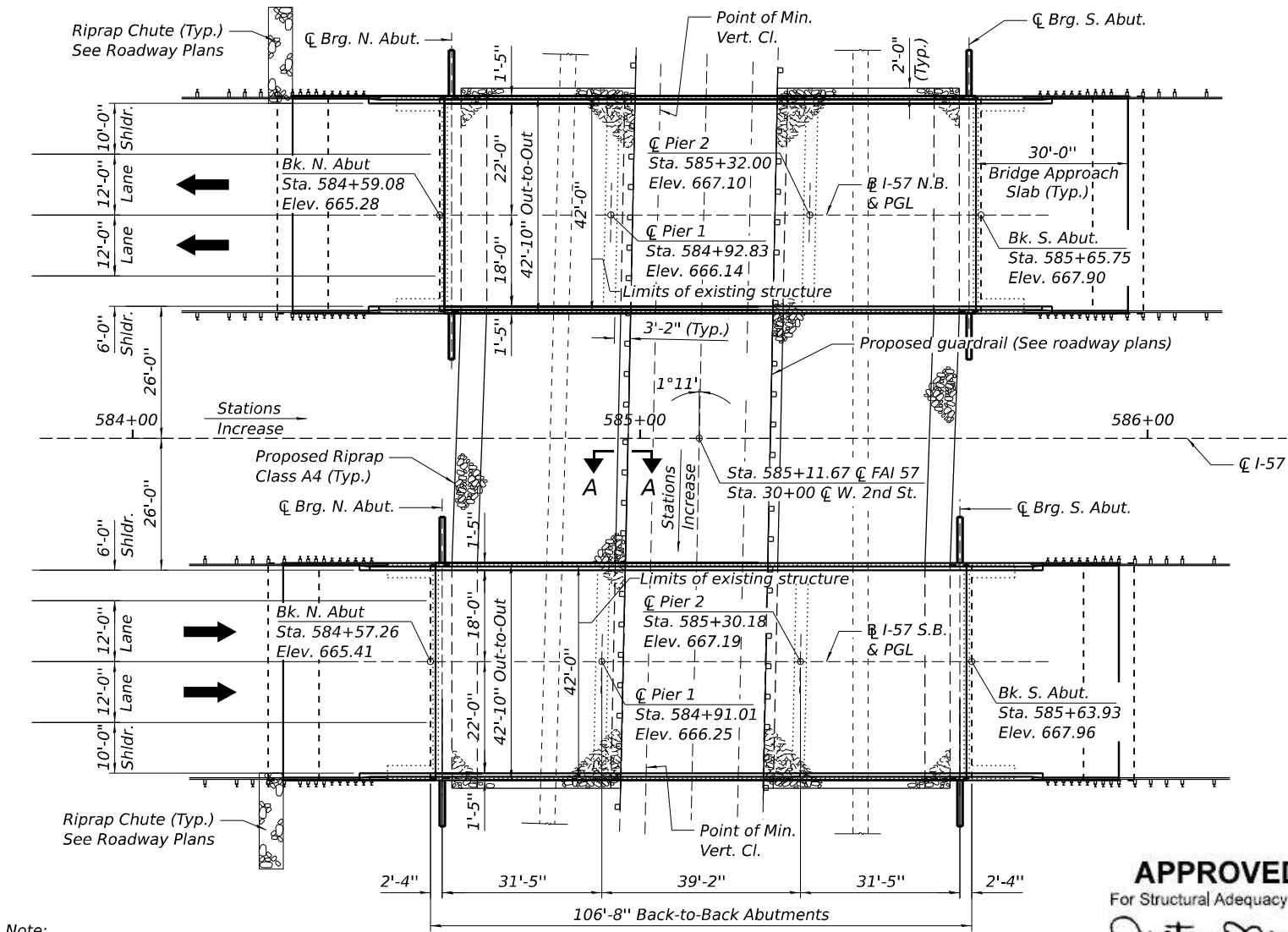
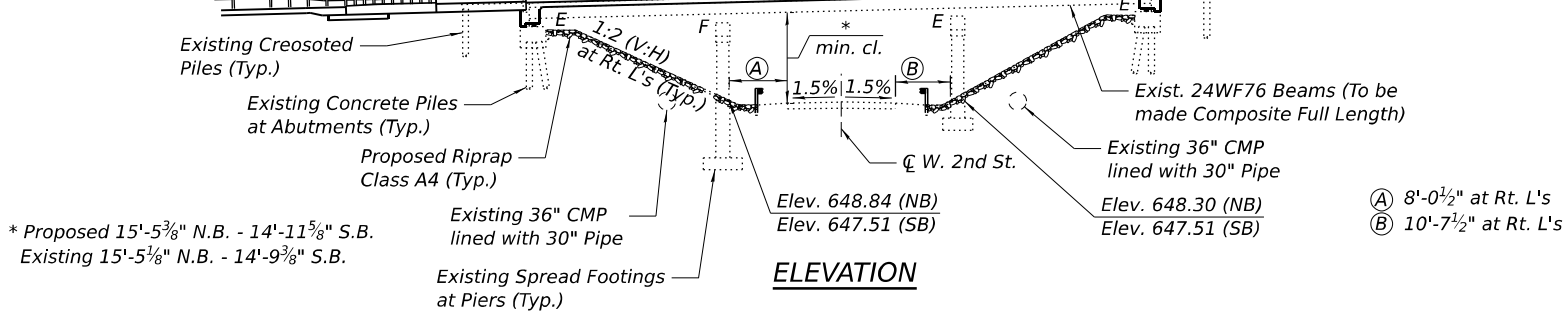
SCALE: SHEET 39 OF 39 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	224
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

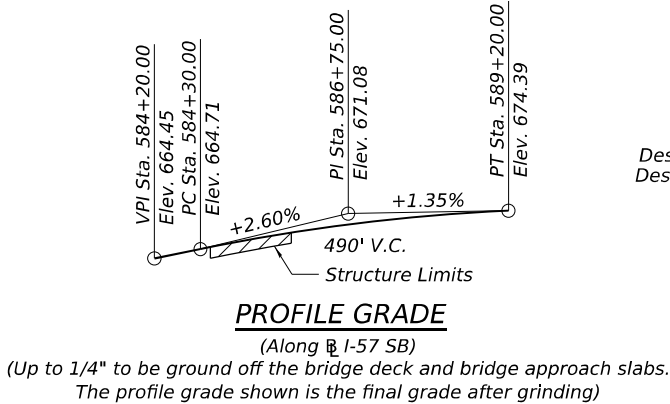
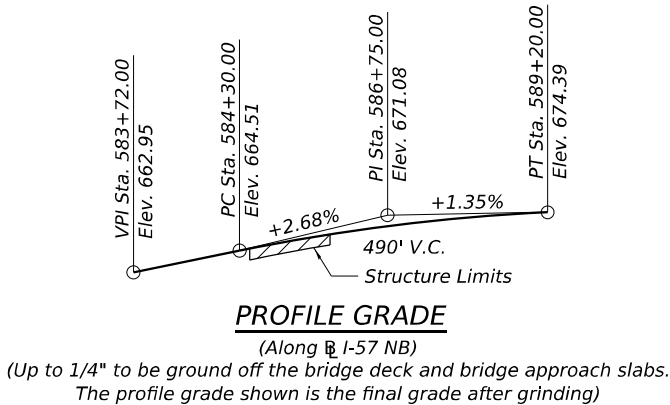
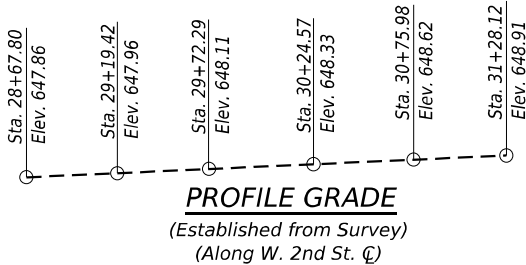
Benchmark: BM 331: "Cut square" located in the NE corner of the NW wingwall of SN 038-0008 - Station 584+49.23, 66.35' Rt, Elev. 667.39

Existing Structures: Structure 038-0007 (NB) and 038-0008 (SB) were originally constructed in 1967 as Section 38-5-HB-1. In 1976, a bituminous wearing surface was applied. In 2000, the deck was scarified and a 3" microsilica overlay was applied. In 2012, the structural steel was painted. The structures are three span bridges (31'-5", 39'-2" and 31'-5") and consist of continuous non-composite multi-girder steel WF beams. The substructure consists of concrete stub abutments on concrete piles and multi-column piers on spread footings. The bridges are 106'-8" long from back to back abutments. The out to out of deck width is 42'-0". The piers are skewed at 1°11'00" left ahead but the abutments and centerline of pier bearings are at rt angles to the centerline of I-57. Aluminum handrails on concrete parapets are present on both sides. The deck is to be removed and replaced while traffic is routed to the other side of I-57 via median crossovers.

No Salvage.



Note:
Up to 1/4 inch to be ground off the bridge deck and bridge approach slabs. Elevations shown in Plan represent elevation after grinding.
For Section A-A, see Sheet 2 of 43.



INDEX OF SHEETS

- General Plan and Elevation
- General Data
- Top of Slab Elevations (NB)
- Top of Slab Elevations (SB)
- Top of North Approach Slab Elevation (NB)
- Top of South Approach Slab Elevation (NB)
- Top of North Approach Slab Elevation (SB)
- Top of South Approach Slab Elevation (SB)
- Superstructure (NB)
- Superstructure Details (NB)
- Diaphragm Details (NB)
- Superstructure (SB)
- Superstructure Details (SB)
- Diaphragm Details (SB)
- Bridge Approach Slab Details (NB)
- Bridge Approach Slab Details (SB)
- Framing Plan (NB)
- Framing Plan (SB)
- Structural Steel Details
- North Abutment Bearing Details (NB)
- South Abutment Bearing Details (NB)
- North Abutment Bearing Details (SB)
- South Abutment Bearing Details (SB)
- Abutment Concrete Removal
- North Abutment (NB)
- South Abutment (NB)
- North Abutment (SB)
- South Abutment (SB)
- Pier 1 Repairs (NB)
- Pier 2 Repairs (NB)
- Pier 1 Repairs (SB)
- Pier 2 Repairs (SB)
- Pier 1 Details (NB)
- Pier 2 Details (NB)
- Pier 1 Details (SB)
- Pier 2 Details (SB)
- Concrete Parapet Slipforming Option

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition
2006 Seismic Retrofitting Manual for Highway Structures: Part I - Bridges (FHWA-HRT-06-032)

LOADING HS20-44

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

DESIGN STRESSES

FIELD UNITS (NEW CONST.)

f_c = 4,000 psi (Superstructure)
f_c = 3,500 psi (Substructure)
f_y = 60,000 psi (Reinforcement)

FIELD UNITS (EX. CONST.)

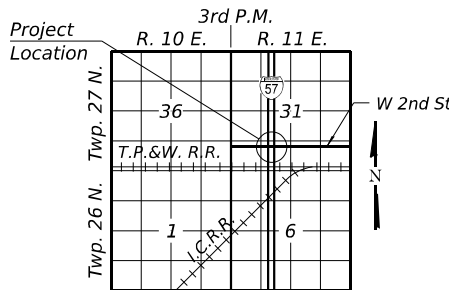
f_c = 1,400 psi (Substructure)
f_s = 20,000 psi (Reinforcement)
f_s = 20,000 psi (Structural Steel)

SEISMIC DATA

Seismic Retrofit Category (SRC) = A
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.111g
Design Spectral Acceleration at 0.2 sec. (S_{D05}) = 0.179g
Soil Site Class = D
Performance Level = I

SCOPE OF WORK:

- Remove and replace existing concrete deck and approach slabs.
- Clean and paint existing beam ends.
- Make new deck composite full length by installing shear studs.
- Reconfigure existing abutments and wingwalls to semi-integral configuration.
- Strengthen pier caps using fiber wraps.
- Remove and replace elastomeric bearings at abutments.
- Repair existing substructure units.
- Remove and replace slopewall with Riprap Class A4



GENERAL PLAN & ELEVATION

I-57 OVER W. 2ND ST.

F.A.I. ROUTE 57 - SEC. (38-5HB-1)D

IROQUOIS COUNTY

STATION 585+11.67

STRUCTURE NUMBER 038-0007 (N.B.)

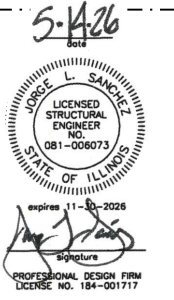
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	CHECKED - JLS	REVISED -
PLOT DATE = 9/12/2025	DATE = 05/07/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED
For Structural Adequacy Only
Justin Mann
Engineer of Bridges & Structures



GENERAL PLAN & ELEVATION
STRUCTURE NO. 038-0007 (NB) & 038-0008 (SB)

SCALE: SHEET 1 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4, 38-5) BR, D, CR	IROQUOIS	437	225
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	--	1,123	1,123
Filter Fabric	Sq. Yd.	--	1,123	1,123
Concrete Removal	Cu. Yd.	--	56.2	56.2
Slope Wall Removal	Sq. Yd.	--	1,236	1,236
Removal of Existing Concrete Deck	Each	2	--	2
Protective Shield	Sq. Yd.	996	--	996
Structure Excavation	Cu. Yd.	--	263.1	263.1
Concrete Structures	Cu. Yd.	--	76.9	76.9
Concrete Superstructures	Cu. Yd.	371.3	--	371.3
Bridge Deck Grooving (longitudinal)	Sq. Yd.	1,463.8	--	1,463.8
Protective Coat	Sq. Yd.	1,206.6	--	1,206.6
Concrete Superstructure (Approach Slab)	Cu. Yd.	234	--	234
Furnishing and Erecting Structural Steel	Pound	3920	--	3920
Stud Shear Connectors	Each	6,594	--	6,594
Reinforcement Bars, Epoxy Coated	Pound	174,320	5,280	179,600
Name Plates	Each	2	--	2
Elastomeric Bearing Assembly, Type 1	Each	28	--	28
Anchor Bolts, 3/4"	Each	56	--	56
Granular Backfill for Structures	Cu. Yd.	--	263.1	263.1
Epoxy Crack Injection	Foot	--	161	161
Geocomposite Wall Drain	Sq. Yd.	--	154.9	154.9
Pipe Underdrains for Structures 4"	Foot	--	282	282
Fiber Wrap	Sq. Ft.	--	788	788
Bar Terminators	Each	640	--	640
Jack and Remove Existing Bearing	Each	--	28	28
Containment and Disposal of Lead Paint Cleaning Residues No. 1	L. Sum.	1	--	1
Containment and Disposal of Lead Paint Cleaning Residues No. 2	L. Sum.	1	--	1
Cleaning and Painting Steel Bridge 1	L. Sum.	1	--	1
Cleaning and Painting Steel Bridge 2	L. Sum.	1	--	1
Structural Repair of Concrete (depth equal to or less than 5 inches)	Sq. Ft.	--	24	24
Diamond Grinding (Bridge Section)	Sq. Yd.	1,463	--	1,463

STA. 585+11.67
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. Rt. 57 Sec. (38-5HB-1)D
LOADING HL-93
STR. NO. 038-0007

STA. 585+11.67
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. Rt. 57 Sec. (38-5HB-1)D
LOADING HL-93
STR. NO. 038-0008

NAME PLATE

See Std. 515001

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

BYPASS FLOWRATE FROM BRIDGE LIMITS
(END OF APPROACH SLAB) TO ROADWAY
(SN 038-0007: N.B. BRIDGE)

	NW Curbline	SW Curbline	NE Curbline	SE Curbline
Q (C.F.S.)	0.418	N/A	0.505	N/A

BYPASS FLOWRATE FROM BRIDGE LIMITS
(END OF APPROACH SLAB) TO ROADWAY
(SN 038-0008: S.B. BRIDGE)

	NW Curbline	SW Curbline	NE Curbline	SE Curbline
Q (C.F.S.)	0.505	N/A	0.418	N/A

GENERAL NOTES

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

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.

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.

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

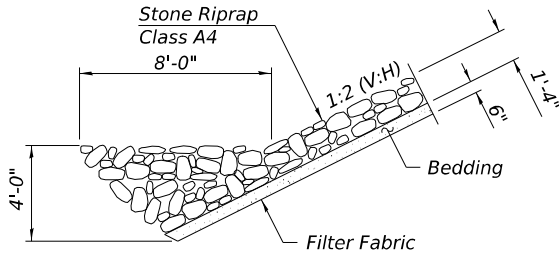
Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel within 5'-0" ft. (measured along the beam) of either side of the deck joints shall be cleaned per Near White Blast Cleaning - SSPC-SP10. The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC-SP15.

The designate areas cleaned per Near White Blast Cleaning and per Commercial Grade Power Tool Cleaning shall be painted according to the requirements of the Organic Zinc-Rich Primer/Epoxy Intermediate Coat/Urethane Topcoat (OZ/E/U) paint system. 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. 7.5G 4/8.

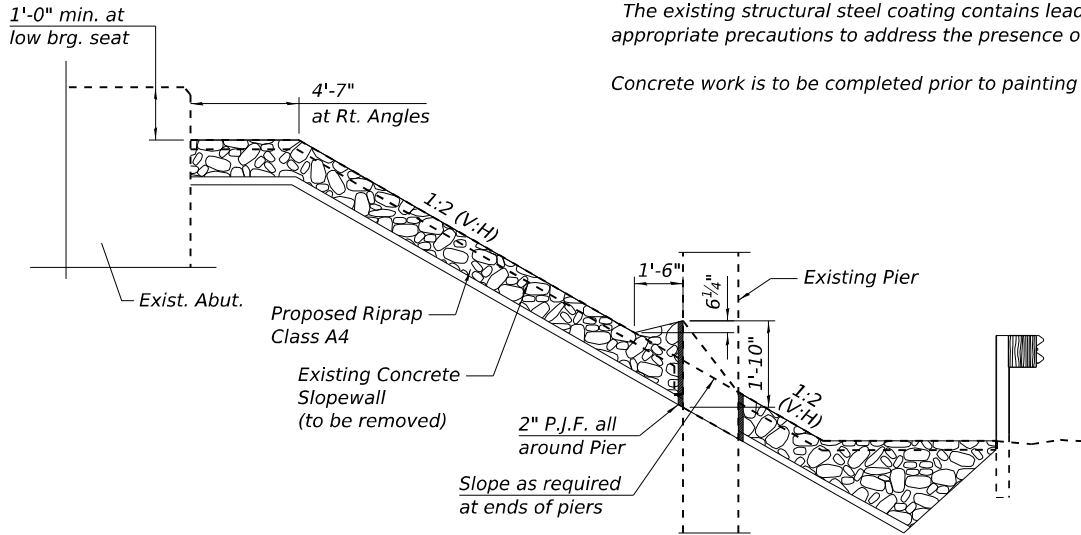
The finishing machine rails shall be placed on the top of the top flange of the exterior beams within the deck pour. Beam blocks shall be placed between beams at all tie locations in each bay for the full width of the deck pour.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

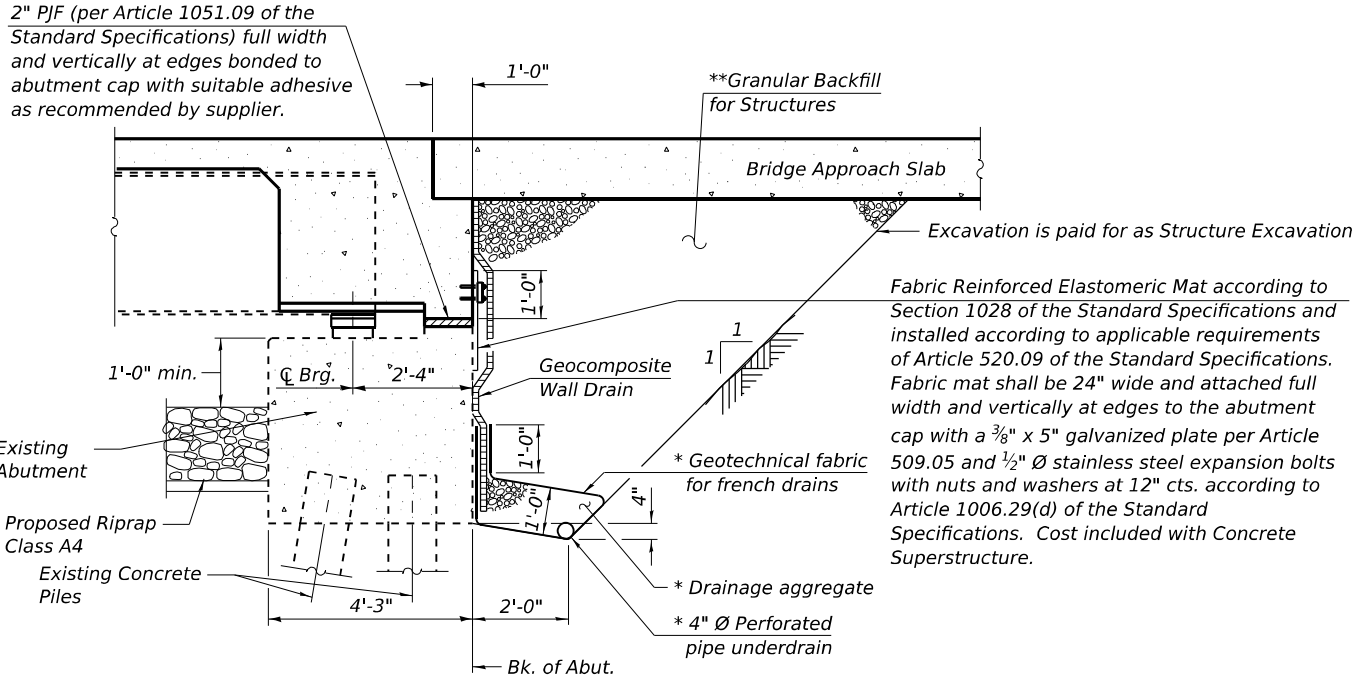
Concrete work is to be completed prior to painting of beams.



SECTION THRU
RIPRAP
(SECTION A-A)



SECTION THRU RIPRAP SLOPEWALL
(North and South Slope Wall Replacement)



SECTION THRU SEMI-INTEGRAL ABUTMENT

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

* Included in the cost of Pipe Underdrains for Structures.

** Granular Backfill for Structures shall follow Standard Specification 586 except the course aggregate shall be grade CA 7, CA 11, or CA 14.

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

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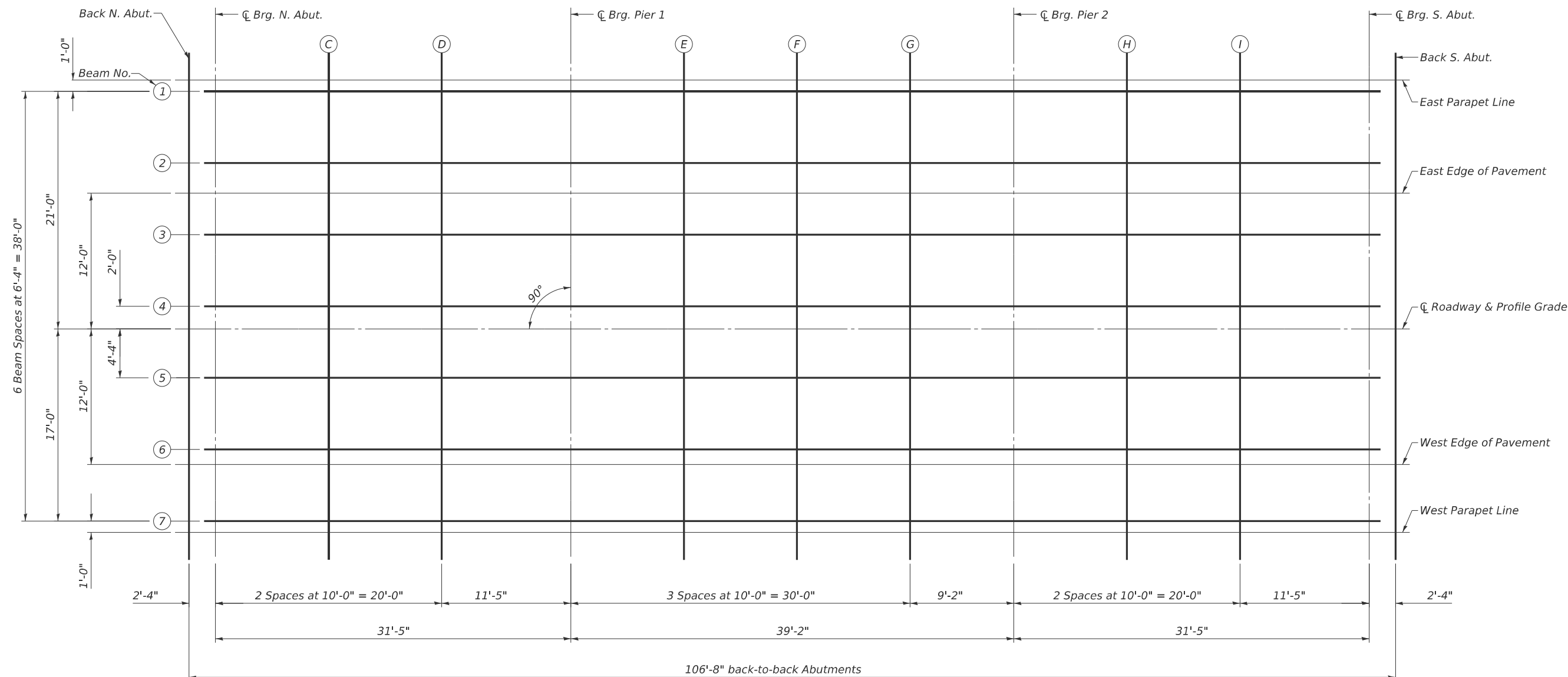
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PLOT DATE = 5/14/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

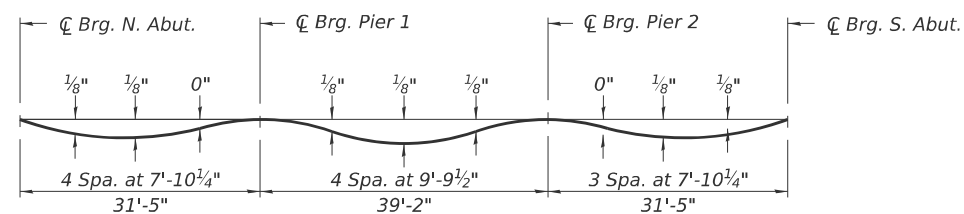
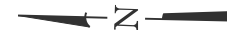
GENERAL DATA
STRUCTURE NO. 038-0007 (NB) & 038-0008 (SB)

SCALE: SHEET 2 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4, 38-5) BR. D. CR	IROQUOIS	437	226
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

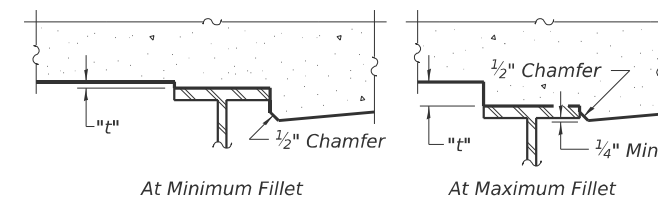


PLAN
(Structure No. 038-0007 (NB))



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 and grinding as shown on sheets 4 and 5 of 43.



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

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 4 and 5 of 43. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

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East Parapet Line				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+59.08	-22.00	664.90	664.92
CL Brg. N. Abut.	584+61.41	-22.00	664.96	664.98
C	584+71.41	-22.00	665.22	665.25
D	584+81.41	-22.00	665.47	665.50
CL Brg. Pier 1	584+92.83	-22.00	665.76	665.78
E	585+02.83	-22.00	666.01	666.04
F	585+12.83	-22.00	666.26	666.29
G	585+22.83	-22.00	666.50	666.53
CL Brg. Pier 2	585+32.00	-22.00	666.72	666.74
H	585+42.00	-22.00	666.96	666.99
I	585+52.00	-22.00	667.20	667.23
CL Brg. S. Abut.	585+63.42	-22.00	667.46	667.48
Back S. Abut.	585+65.75	-22.00	667.52	667.54

Beam 1				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+59.08	-21.00	664.92	664.94
CL Brg. N. Abut.	584+61.41	-21.00	664.98	665.00
C	584+71.41	-21.00	665.24	665.27
D	584+81.41	-21.00	665.49	665.52
CL Brg. Pier 1	584+92.83	-21.00	665.78	665.80
E	585+02.83	-21.00	666.03	666.06
F	585+12.83	-21.00	666.28	666.31
G	585+22.83	-21.00	666.52	666.55
CL Brg. Pier 2	585+32.00	-21.00	666.74	666.76
H	585+42.00	-21.00	666.98	667.01
I	585+52.00	-21.00	667.22	667.25
CL Brg. S. Abut.	585+63.42	-21.00	667.48	667.50
Back S. Abut.	585+65.75	-21.00	667.54	667.56

Beam 2				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+59.08	-14.67	665.04	665.07
CL Brg. N. Abut.	584+61.41	-14.67	665.11	665.13
C	584+71.41	-14.67	665.36	665.39
D	584+81.41	-14.67	665.62	665.65
CL Brg. Pier 1	584+92.83	-14.67	665.91	665.93
E	585+02.83	-14.67	666.16	666.18
F	585+12.83	-14.67	666.40	666.44
G	585+22.83	-14.67	666.65	666.67
CL Brg. Pier 2	585+32.00	-14.67	666.87	666.89
H	585+42.00	-14.67	667.11	667.13
I	585+52.00	-14.67	667.34	667.37
CL Brg. S. Abut.	585+63.42	-14.67	667.61	667.63
Back S. Abut.	585+65.75	-14.67	667.66	667.69

East Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+59.08	-12.00	665.10	665.12
CL Brg. N. Abut.	584+61.41	-12.00	665.16	665.18
C	584+71.41	-12.00	665.42	665.45
D	584+81.41	-12.00	665.67	665.70
CL Brg. Pier 1	584+92.83	-12.00	665.96	665.98
E	585+02.83	-12.00	666.21	666.24
F	585+12.83	-12.00	666.46	666.49
G	585+22.83	-12.00	666.70	666.73
CL Brg. Pier 2	585+32.00	-12.00	666.92	666.94
H	585+42.00	-12.00	667.16	667.19
I	585+52.00	-12.00	667.40	667.43
CL Brg. S. Abut.	585+63.42	-12.00	667.66	667.68
Back S. Abut.	585+65.75	-12.00	667.72	667.74

Beam 3				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+59.08	-8.33	665.15	665.17
CL Brg. N. Abut.	584+61.41	-8.33	665.21	665.23
C	584+71.41	-8.33	665.47	665.50
D	584+81.41	-8.33	665.73	665.75
CL Brg. Pier 1	584+92.83	-8.33	666.02	666.04
E	585+02.83	-8.33	666.26	666.29
F	585+12.83	-8.33	666.51	666.54
G	585+22.83	-8.33	666.76	666.78
CL Brg. Pier 2	585+32.00	-8.33	666.98	667.00
H	585+42.00	-8.33	667.22	667.24
I	585+52.00	-8.33	667.45	667.48
CL Brg. S. Abut.	585+63.42	-8.33	667.72	667.74
Back S. Abut.	585+65.75	-8.33	667.77	667.79

Beam 4				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+59.08	-2.00	665.25	665.27
CL Brg. N. Abut.	584+61.41	-2.00	665.31	665.33
C	584+71.41	-2.00	665.57	665.60
D	584+81.41	-2.00	665.82	665.85
CL Brg. Pier 1	584+92.83	-2.00	666.11	666.13
E	585+02.83	-2.00	666.36	666.39
F	585+12.83	-2.00	666.61	666.64
G	585+22.83	-2.00	666.85	666.88
CL Brg. Pier 2	585+32.00	-2.00	667.07	667.09
H	585+42.00	-2.00	667.31	667.34
I	585+52.00	-2.00	667.55	667.58
CL Brg. S. Abut.	585+63.42	-2.00	667.81	667.83
Back S. Abut.	585+65.75	-2.00	667.87	667.89



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PLOT DATE	= 2/27/2026

DESIGNED	-	PDF	REVISED	-
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CHECKED	-	JLS	REVISED	-
DATE	-	04/21/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0007 (NB)

SCALE:	SHEET 4	OF 43	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	228
CONTRACT NO. 66M80				
		ILLINOIS	FED. AID PROJECT	

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CL Roadway & Profile Grade				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+59.08	0.00	665.28	665.30
CL Brg. N. Abut.	584+61.41	0.00	665.34	665.36
C	584+71.41	0.00	665.60	665.63
D	584+81.41	0.00	665.85	665.88
CL Brg. Pier 1	584+92.83	0.00	666.14	666.16
E	585+02.83	0.00	666.39	666.42
F	585+12.83	0.00	666.64	666.67
G	585+22.83	0.00	666.88	666.91
CL Brg. Pier 2	585+32.00	0.00	667.10	667.12
H	585+42.00	0.00	667.34	667.37
I	585+52.00	0.00	667.58	667.61
CL Brg. S. Abut.	585+63.42	0.00	667.84	667.86
Back S. Abut.	585+65.75	0.00	667.90	667.92

Beam 5				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+59.08	4.33	665.21	665.23
CL Brg. N. Abut.	584+61.41	4.33	665.27	665.29
C	584+71.41	4.33	665.53	665.56
D	584+81.41	4.33	665.79	665.81
CL Brg. Pier 1	584+92.83	4.33	666.08	666.10
E	585+02.83	4.33	666.32	666.35
F	585+12.83	4.33	666.57	666.60
G	585+22.83	4.33	666.82	666.84
CL Brg. Pier 2	585+32.00	4.33	667.04	667.06
H	585+42.00	4.33	667.28	667.30
I	585+52.00	4.33	667.51	667.54
CL Brg. S. Abut.	585+63.42	4.33	667.78	667.80
Back S. Abut.	585+65.75	4.33	667.83	667.85

Beam 6				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+59.08	10.67	665.12	665.14
CL Brg. N. Abut.	584+61.41	10.67	665.18	665.20
C	584+71.41	10.67	665.44	665.47
D	584+81.41	10.67	665.69	665.72
CL Brg. Pier 1	584+92.83	10.67	665.98	666.00
E	585+02.83	10.67	666.23	666.26
F	585+12.83	10.67	666.48	666.51
G	585+22.83	10.67	666.72	666.75
CL Brg. Pier 2	585+32.00	10.67	666.94	666.96
H	585+42.00	10.67	667.18	667.21
I	585+52.00	10.67	667.42	667.45
CL Brg. S. Abut.	585+63.42	10.67	667.68	667.70
Back S. Abut.	585+65.75	10.67	667.74	667.76

West Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+59.08	12.00	665.10	665.12
CL Brg. N. Abut.	584+61.41	12.00	665.16	665.18
C	584+71.41	12.00	665.42	665.45
D	584+81.41	12.00	665.67	665.70
CL Brg. Pier 1	584+92.83	12.00	665.96	665.98
E	585+02.83	12.00	666.21	666.24
F	585+12.83	12.00	666.46	666.49
G	585+22.83	12.00	666.70	666.73
CL Brg. Pier 2	585+32.00	12.00	666.92	666.94
H	585+42.00	12.00	667.16	667.19
I	585+52.00	12.00	667.40	667.43
CL Brg. S. Abut.	585+63.42	12.00	667.66	667.68
Back S. Abut.	585+65.75	12.00	667.72	667.74

Beam 7				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+59.08	17.00	665.00	665.02
CL Brg. N. Abut.	584+61.41	17.00	665.06	665.08
C	584+71.41	17.00	665.32	665.35
D	584+81.41	17.00	665.57	665.60
CL Brg. Pier 1	584+92.83	17.00	665.86	665.88
E	585+02.83	17.00	666.11	666.14
F	585+12.83	17.00	666.36	666.39
G	585+22.83	17.00	666.60	666.63
CL Brg. Pier 2	585+32.00	17.00	666.82	666.84
H	585+42.00	17.00	667.06	667.09
I	585+52.00	17.00	667.30	667.33
CL Brg. S. Abut.	585+63.42	17.00	667.56	667.58
Back S. Abut.	585+65.75	17.00	667.62	667.64

West Parapet Line				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+59.08	18.00	664.98	665.00
CL Brg. N. Abut.	584+61.41	18.00	665.04	665.06
C	584+71.41	18.00	665.30	665.33
D	584+81.41	18.00	665.55	665.58
CL Brg. Pier 1	584+92.83	18.00	665.84	665.86
E	585+02.83	18.00	666.09	666.12
F	585+12.83	18.00	666.34	666.37
G	585+22.83	18.00	666.58	666.61
CL Brg. Pier 2	585+32.00	18.00	666.80	666.82
H	585+42.00	18.00	667.04	667.07
I	585+52.00	18.00	667.28	667.31
CL Brg. S. Abut.	585+63.42	18.00	667.54	667.56
Back S. Abut.	585+65.75	18.00	667.60	667.62



USER NAME	= CHAMLIN
PLOT DATE	= 2/27/2026

DESIGNED	-	PDF	REVISED	-
DRAWN	-	LAG	REVISED	-
CHECKED	-	JLS	REVISED	-
DATE	-	04/21/2025	REVISED	-

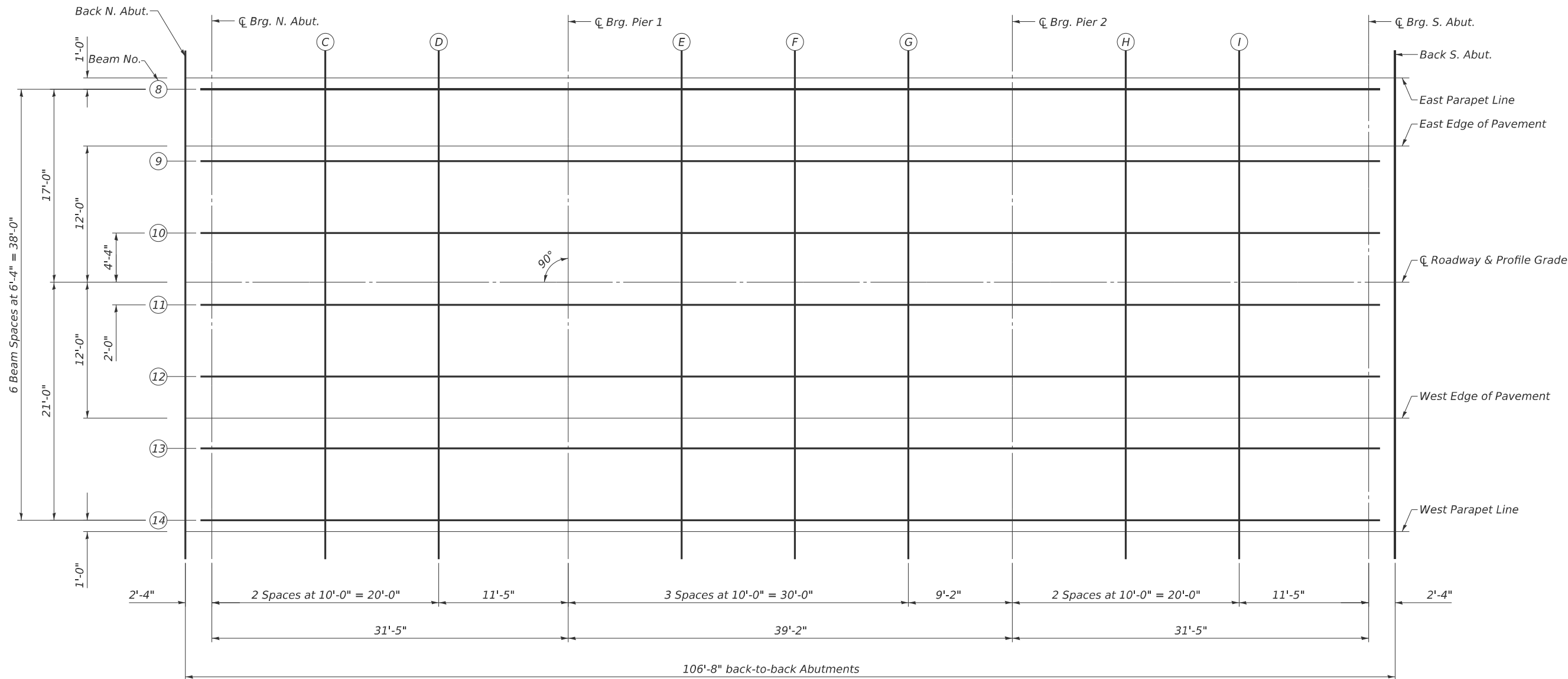
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0007 (NB)

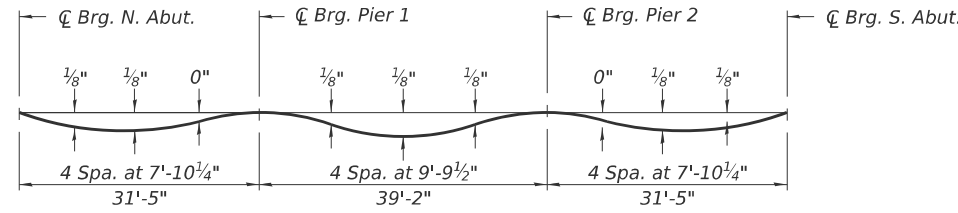
SCALE:	SHEET 5	OF 43	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	229
CONTRACT NO. 66M80				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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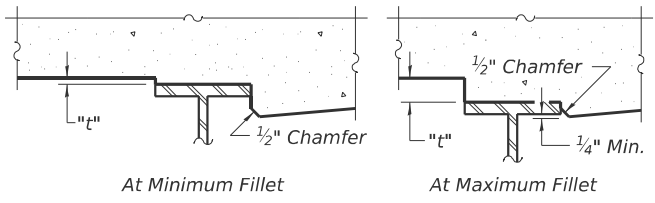


PLAN
(Structure No. 038-0008 (SB))



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 and grinding as shown on sheets 4 and 5 of 43.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown below, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 4 and 5 of 43. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
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PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 6 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	230
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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East Parapet Line				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+57.26	-18.00	665.11	665.13
CL Brg. N. Abut.	584+59.59	-18.00	665.17	665.19
C	584+69.59	-18.00	665.42	665.45
D	584+79.59	-18.00	665.67	665.70
CL Brg. Pier 1	584+91.01	-18.00	665.95	665.97
E	585+01.01	-18.00	666.19	666.22
F	585+11.01	-18.00	666.43	666.46
G	585+21.01	-18.00	666.67	666.70
CL Brg. Pier 2	585+30.18	-18.00	666.89	666.91
H	585+40.18	-18.00	667.12	667.15
I	585+50.18	-18.00	667.35	667.38
CL Brg. S. Abut.	585+61.60	-18.00	667.61	667.63
Back S. Abut.	585+63.93	-18.00	667.66	667.68

Beam 8				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+57.26	-17.00	665.13	665.15
CL Brg. N. Abut.	584+59.59	-17.00	665.19	665.21
C	584+69.59	-17.00	665.44	665.47
D	584+79.59	-17.00	665.69	665.72
CL Brg. Pier 1	584+91.01	-17.00	665.97	665.99
E	585+01.01	-17.00	666.21	666.24
F	585+11.01	-17.00	666.45	666.48
G	585+21.01	-17.00	666.69	666.72
CL Brg. Pier 2	585+30.18	-17.00	666.91	666.93
H	585+40.18	-17.00	667.14	667.17
I	585+50.18	-17.00	667.37	667.40
CL Brg. S. Abut.	585+61.60	-17.00	667.63	667.65
Back S. Abut.	585+63.93	-17.00	667.68	667.70

East Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+57.26	-12.00	665.23	665.25
CL Brg. N. Abut.	584+59.59	-12.00	665.29	665.31
C	584+69.59	-12.00	665.54	665.57
D	584+79.59	-12.00	665.79	665.82
CL Brg. Pier 1	584+91.01	-12.00	666.07	666.09
E	585+01.01	-12.00	666.31	666.34
F	585+11.01	-12.00	666.55	666.58
G	585+21.01	-12.00	666.79	666.82
CL Brg. Pier 2	585+30.18	-12.00	667.01	667.03
H	585+40.18	-12.00	667.24	667.27
I	585+50.18	-12.00	667.47	667.50
CL Brg. S. Abut.	585+61.60	-12.00	667.73	667.75
Back S. Abut.	585+63.93	-12.00	667.78	667.80

Beam 9				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+57.26	-10.67	665.25	665.27
CL Brg. N. Abut.	584+59.59	-10.67	665.31	665.33
C	584+69.59	-10.67	665.56	665.59
D	584+79.59	-10.67	665.81	665.84
CL Brg. Pier 1	584+91.01	-10.67	666.09	666.11
E	585+01.01	-10.67	666.33	666.36
F	585+11.01	-10.67	666.57	666.60
G	585+21.01	-10.67	666.81	666.84
CL Brg. Pier 2	585+30.18	-10.67	667.03	667.05
H	585+40.18	-10.67	667.26	667.29
I	585+50.18	-10.67	667.49	667.52
CL Brg. S. Abut.	585+61.60	-10.67	667.75	667.77
Back S. Abut.	585+63.93	-10.67	667.80	667.82

Beam 10				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+57.26	-4.33	665.34	665.37
CL Brg. N. Abut.	584+59.59	-4.33	665.40	665.42
C	584+69.59	-4.33	665.65	665.68
D	584+79.59	-4.33	665.90	665.93
CL Brg. Pier 1	584+91.01	-4.33	666.18	666.20
E	585+01.01	-4.33	666.43	666.45
F	585+11.01	-4.33	666.67	666.70
G	585+21.01	-4.33	666.91	666.93
CL Brg. Pier 2	585+30.18	-4.33	667.12	667.14
H	585+40.18	-4.33	667.35	667.38
I	585+50.18	-4.33	667.59	667.62
CL Brg. S. Abut.	585+61.60	-4.33	667.85	667.87
Back S. Abut.	585+63.93	-4.33	667.90	667.92

CL Roadway & Profile Grade				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+57.26	0.00	665.41	665.43
CL Brg. N. Abut.	584+59.59	0.00	665.47	665.49
C	584+69.59	0.00	665.72	665.75
D	584+79.59	0.00	665.97	666.00
CL Brg. Pier 1	584+91.01	0.00	666.25	666.27
E	585+01.01	0.00	666.49	666.52
F	585+11.01	0.00	666.73	666.76
G	585+21.01	0.00	666.97	667.00
CL Brg. Pier 2	585+30.18	0.00	667.19	667.21
H	585+40.18	0.00	667.42	667.45
I	585+50.18	0.00	667.65	667.68
CL Brg. S. Abut.	585+61.60	0.00	667.91	667.93
Back S. Abut.	585+63.93	0.00	667.96	667.98



USER NAME	= CHAMLIN
PLOT DATE	= 2/27/2026

DESIGNED	-	PDF	REVISED	-
DRAWN	-	LAG	REVISED	-
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DATE	-	04/21/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0008 (SB)

SCALE:	SHEET 7	OF 43	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	231
		CONTRACT NO. 66M80		
		ILLINOIS	FED.AID PROJECT	

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Beam 11				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+57.26	2.00	665.38	665.40
CL Brg. N. Abut.	584+59.59	2.00	665.44	665.46
C	584+69.59	2.00	665.69	665.72
D	584+79.59	2.00	665.94	665.97
CL Brg. Pier 1	584+91.01	2.00	666.22	666.24
E	585+01.01	2.00	666.46	666.49
F	585+11.01	2.00	666.70	666.73
G	585+21.01	2.00	666.94	666.97
CL Brg. Pier 2	585+30.18	2.00	667.16	667.18
H	585+40.18	2.00	667.39	667.42
I	585+50.18	2.00	667.62	667.65
CL Brg. S. Abut.	585+61.60	2.00	667.88	667.90
Back S. Abut.	585+63.93	2.00	667.93	667.95

Beam 12				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+57.26	8.33	665.28	665.31
CL Brg. N. Abut.	584+59.59	8.33	665.34	665.36
C	584+69.59	8.33	665.59	665.62
D	584+79.59	8.33	665.84	665.87
CL Brg. Pier 1	584+91.01	8.33	666.12	666.14
E	585+01.01	8.33	666.37	666.39
F	585+11.01	8.33	666.61	666.64
G	585+21.01	8.33	666.85	666.87
CL Brg. Pier 2	585+30.18	8.33	667.06	667.08
H	585+40.18	8.33	667.29	667.32
I	585+50.18	8.33	667.53	667.56
CL Brg. S. Abut.	585+61.60	8.33	667.79	667.81
Back S. Abut.	585+63.93	8.33	667.84	667.86

West Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+57.26	12.00	665.23	665.25
CL Brg. N. Abut.	584+59.59	12.00	665.29	665.31
C	584+69.59	12.00	665.54	665.57
D	584+79.59	12.00	665.79	665.82
CL Brg. Pier 1	584+91.01	12.00	666.07	666.09
E	585+01.01	12.00	666.31	666.34
F	585+11.01	12.00	666.55	666.58
G	585+21.01	12.00	666.79	666.82
CL Brg. Pier 2	585+30.18	12.00	667.01	667.03
H	585+40.18	12.00	667.24	667.27
I	585+50.18	12.00	667.47	667.50
CL Brg. S. Abut.	585+61.60	12.00	667.73	667.75
Back S. Abut.	585+63.93	12.00	667.78	667.80

Beam 13				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+57.26	14.67	665.18	665.20
CL Brg. N. Abut.	584+59.59	14.67	665.23	665.26
C	584+69.59	14.67	665.49	665.52
D	584+79.59	14.67	665.73	665.76
CL Brg. Pier 1	584+91.01	14.67	666.02	666.04
E	585+01.01	14.67	666.26	666.29
F	585+11.01	14.67	666.50	666.53
G	585+21.01	14.67	666.74	666.76
CL Brg. Pier 2	585+30.18	14.67	666.95	666.97
H	585+40.18	14.67	667.19	667.21
I	585+50.18	14.67	667.42	667.45
CL Brg. S. Abut.	585+61.60	14.67	667.68	667.70
Back S. Abut.	585+63.93	14.67	667.73	667.75

Beam 14				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+57.26	21.00	665.05	665.07
CL Brg. N. Abut.	584+59.59	21.00	665.11	665.13
C	584+69.59	21.00	665.36	665.39
D	584+79.59	21.00	665.61	665.64
CL Brg. Pier 1	584+91.01	21.00	665.89	665.91
E	585+01.01	21.00	666.13	666.16
F	585+11.01	21.00	666.37	666.40
G	585+21.01	21.00	666.61	666.64
CL Brg. Pier 2	585+30.18	21.00	666.83	666.85
H	585+40.18	21.00	667.06	667.09
I	585+50.18	21.00	667.29	667.32
CL Brg. S. Abut.	585+61.60	21.00	667.55	667.57
Back S. Abut.	585+63.93	21.00	667.60	667.62

West Parapet Line				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Dead Load Deflection and Grinding
Back N. Abut.	584+57.26	22.00	665.03	665.05
CL Brg. N. Abut.	584+59.59	22.00	665.09	665.11
C	584+69.59	22.00	665.34	665.37
D	584+79.59	22.00	665.59	665.62
CL Brg. Pier 1	584+91.01	22.00	665.87	665.89
E	585+01.01	22.00	666.11	666.14
F	585+11.01	22.00	666.35	666.38
G	585+21.01	22.00	666.59	666.62
CL Brg. Pier 2	585+30.18	22.00	666.81	666.83
H	585+40.18	22.00	667.04	667.07
I	585+50.18	22.00	667.27	667.30
CL Brg. S. Abut.	585+61.60	22.00	667.53	667.55
Back S. Abut.	585+63.93	22.00	667.58	667.60



USER NAME	= CHAMLIN
PLOT DATE	= 2/27/2026

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DRAWN	-	LAG	REVISED	-
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DATE	-	04/21/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0008 (SB)

SCALE:	SHEET 8	OF 43	SHEETS	STA.	TO STA.
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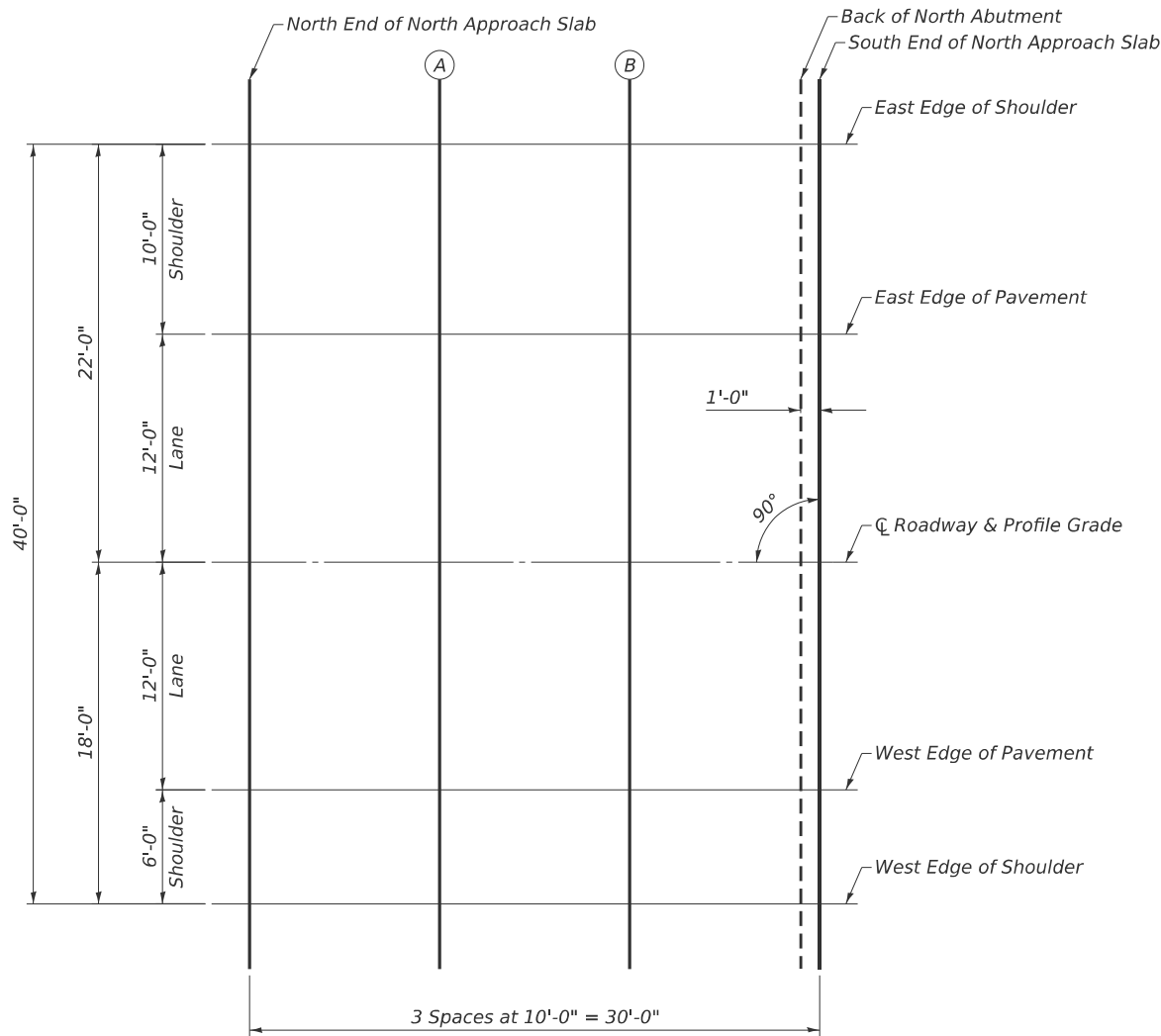
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	232
CONTRACT NO. 66M80				
ILLINOIS FED.AID PROJECT				

MODEL: Default
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East Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	584+30.08	-22.00	664.13	664.15
A	584+40.08	-22.00	664.40	664.42
B	584+50.08	-22.00	664.66	664.68
South End of North Approach Slab	584+60.08	-22.00	664.92	664.94

East Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	584+30.08	-12.00	664.33	664.35
A	584+40.08	12.00	664.60	664.62
B	584+50.08	-12.00	664.86	664.88
South End of North Approach Slab	584+60.08	-12.00	665.12	665.14

CL Roadway & Profile Grade				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	584+30.08	0.00	664.51	664.53
A	584+40.08	0.00	664.78	664.80
B	584+50.08	0.00	665.04	665.06
South End of North Approach Slab	584+60.08	0.00	665.30	665.32



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West Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	584+30.08	12.00	664.33	664.35
A	584+40.08	12.00	664.60	664.62
B	584+50.08	12.00	664.86	664.88
South End of North Approach Slab	584+60.08	12.00	665.12	665.14

West Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	584+30.08	18.00	664.21	664.23
A	584+40.08	18.00	664.48	664.50
B	584+50.08	18.00	664.74	664.76
South End of North Approach Slab	584+60.08	18.00	665.00	665.02

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5-15-2023



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PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 038-0007 (NB)

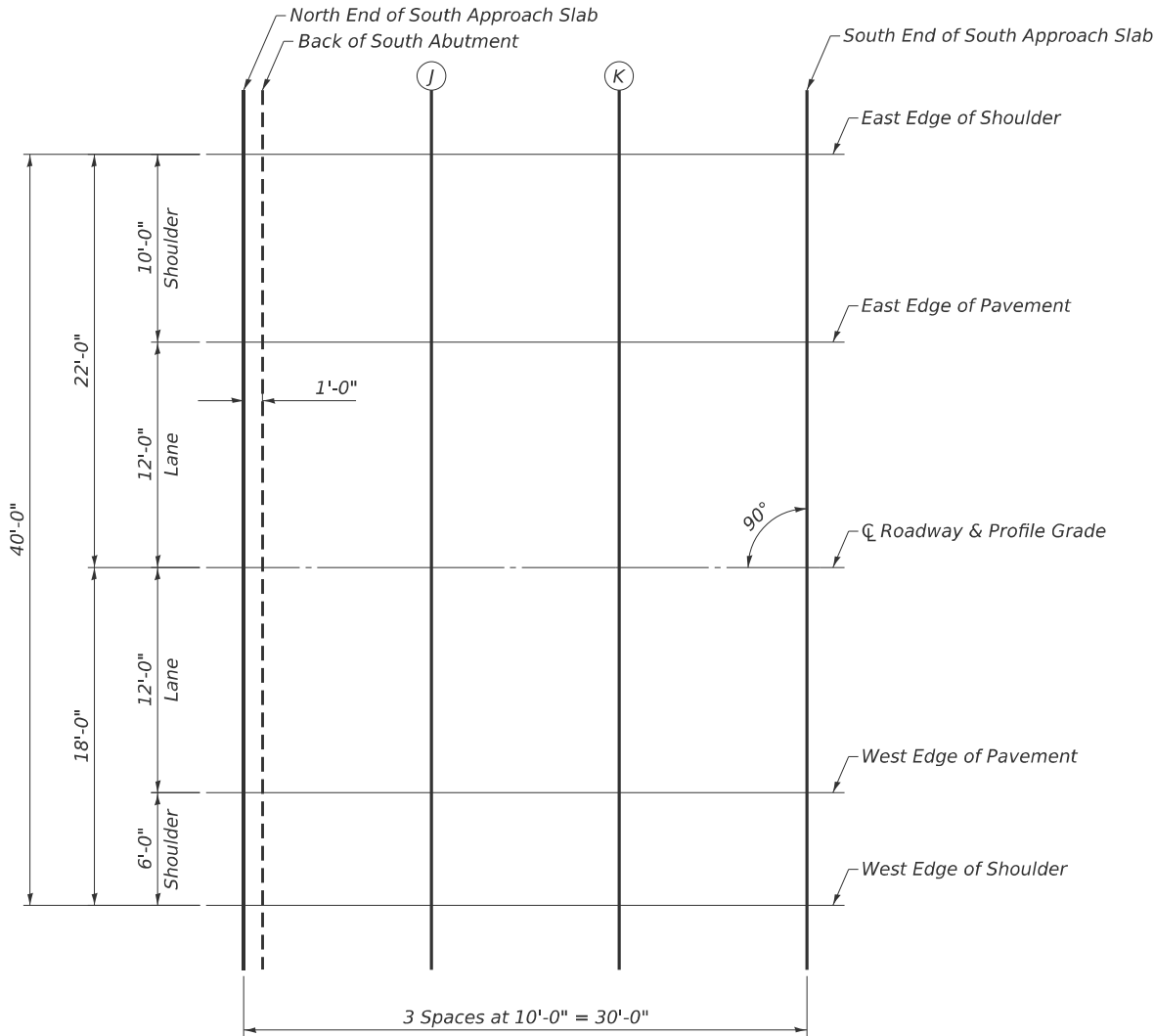
SCALE: SHEET 9 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	233
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

East Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	585+64.75	-22.00	667.49	667.51
J	585+74.75	-22.00	667.72	667.74
K	585+84.75	-22.00	667.95	667.97
South End of South Approach Slab	585+94.75	-22.00	668.18	668.20

East Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	585+64.75	-12.00	667.69	667.71
J	585+74.75	12.00	667.92	667.94
K	585+84.75	-12.00	668.15	668.17
South End of South Approach Slab	585+94.75	-12.00	668.38	668.40

CL Roadway & Profile Grade				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	585+64.75	0.00	667.87	667.89
J	585+74.75	0.00	668.10	668.12
K	585+84.75	0.00	668.33	668.35
South End of South Approach Slab	585+94.75	0.00	668.56	668.58



PLAN



West Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	585+64.75	12.00	667.69	667.71
J	585+74.75	12.00	667.92	667.94
K	585+84.75	12.00	668.15	668.17
South End of South Approach Slab	585+94.75	12.00	668.38	668.40

West Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	585+64.75	18.00	667.57	667.59
J	585+74.75	18.00	667.80	667.82
K	585+84.75	18.00	668.03	668.05
South End of South Approach Slab	585+94.75	18.00	668.26	668.28

MODEL: Default
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USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 038-0007 (NB)

SCALE: SHEET 10 OF 43 SHEETS STA. TO STA.

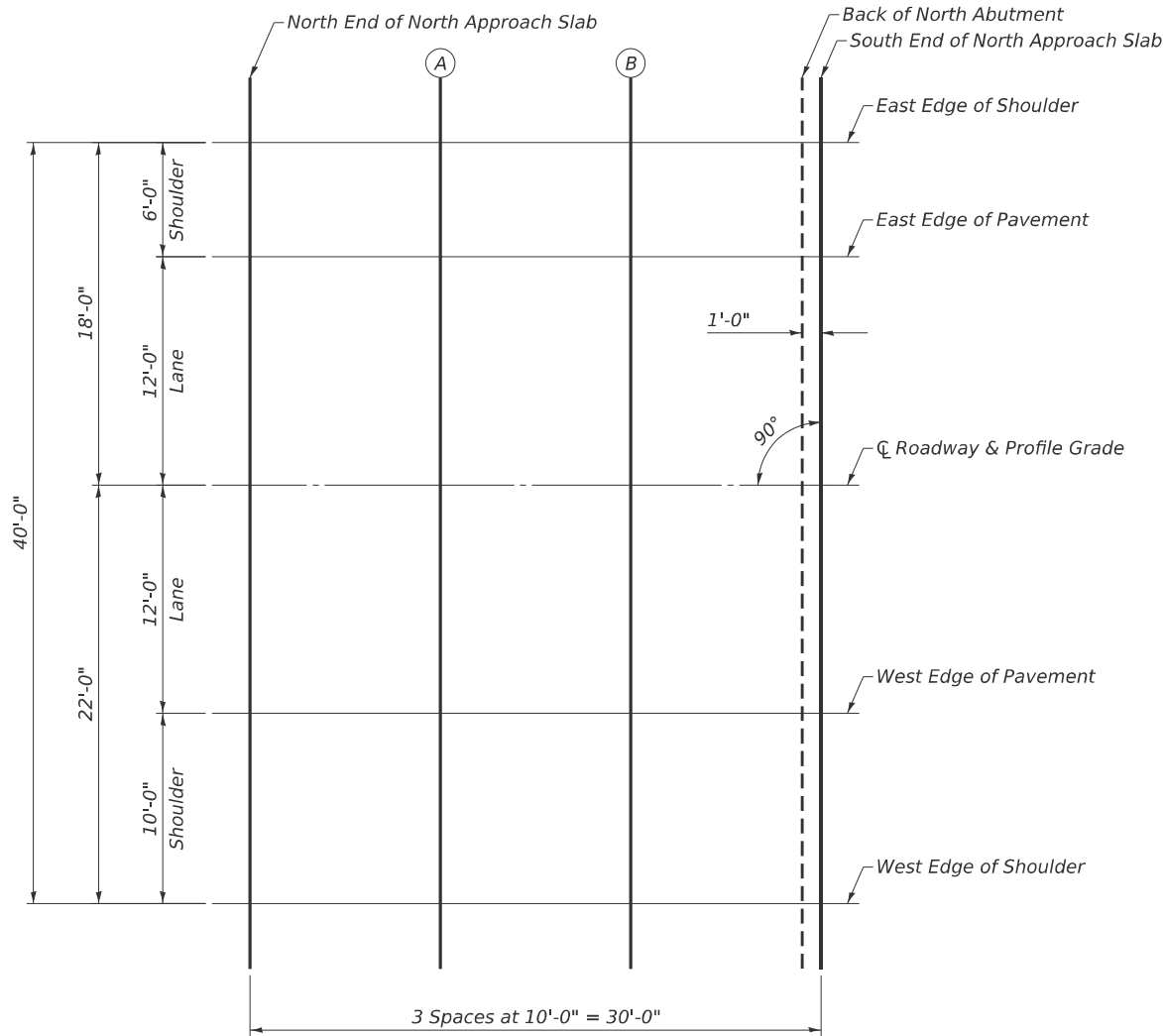
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	234
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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East Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	584+28.26	-18.00	664.36	664.38
A	584+38.26	-18.00	664.62	664.64
B	584+48.26	-18.00	664.88	664.90
South End of North Approach Slab	584+58.26	-18.00	665.13	665.15

East Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	584+28.26	-12.00	664.48	664.50
A	584+38.26	-12.00	664.74	664.76
B	584+48.26	-12.00	665.00	665.02
South End of North Approach Slab	584+58.26	-12.00	665.25	665.27

CL Roadway & Profile Grade				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	584+28.26	0.00	664.66	664.68
A	584+38.26	0.00	664.92	664.94
B	584+48.26	0.00	665.18	665.20
South End of North Approach Slab	584+58.26	0.00	665.43	665.45



PLAN



West Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	584+28.26	12.00	664.48	664.50
A	584+38.26	12.00	664.74	664.76
B	584+48.26	12.00	665.00	665.02
South End of North Approach Slab	584+58.26	12.00	665.25	665.27

West Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of North Approach Slab	584+28.26	22.00	664.28	664.30
A	584+38.26	22.00	664.54	664.56
B	584+48.26	22.00	664.80	664.82
South End of North Approach Slab	584+58.26	22.00	665.05	665.07

E-AS1

5-15-2023



USER NAME	= CHAMLIN
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DATE	- 04/21/2025

REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 038-0008 (SB)

SCALE:	SHEET 11	OF 43	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	235
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

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	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

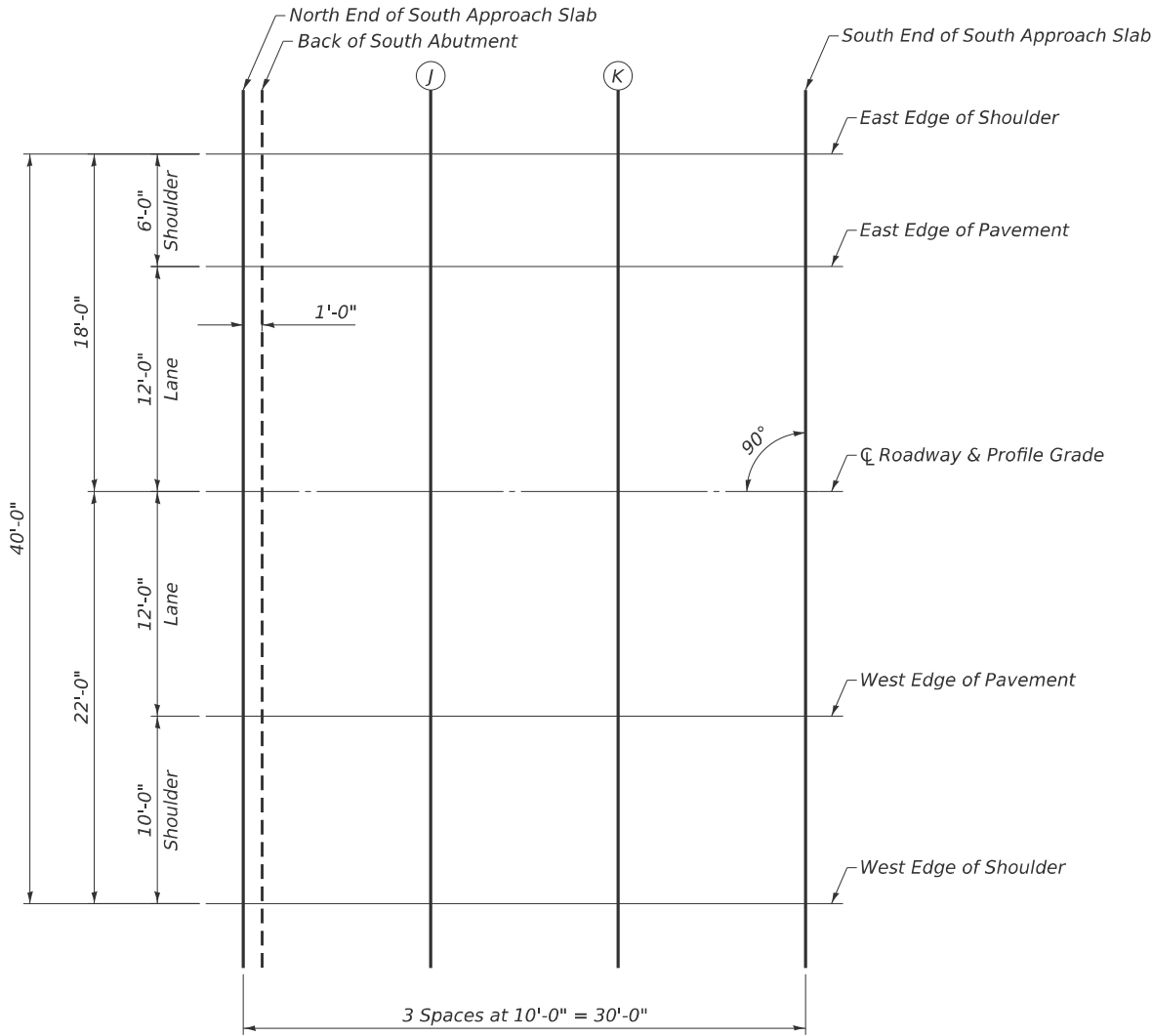
TOP OF SOUTH APPROACH SLAB ELEVATIONS STRUCTURE NO. 038-0008 (SB)	
SCALE:	SHEET 12 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	236
CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

East Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	585+62.93	-18.00	667.64	667.66
J	585+72.93	-18.00	667.87	667.89
K	585+82.93	-18.00	668.09	668.11
South End of South Approach Slab	585+92.93	-18.00	668.31	668.33

East Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	585+62.93	-12.00	667.76	667.78
J	585+72.93	12.00	667.99	668.01
K	585+82.93	-12.00	668.21	668.23
South End of South Approach Slab	585+92.93	-12.00	668.43	668.45

CL Roadway & Profile Grade				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	585+62.93	0.00	667.94	667.96
J	585+72.93	0.00	668.17	668.19
K	585+82.93	0.00	668.39	668.41
South End of South Approach Slab	585+92.93	0.00	668.61	668.63

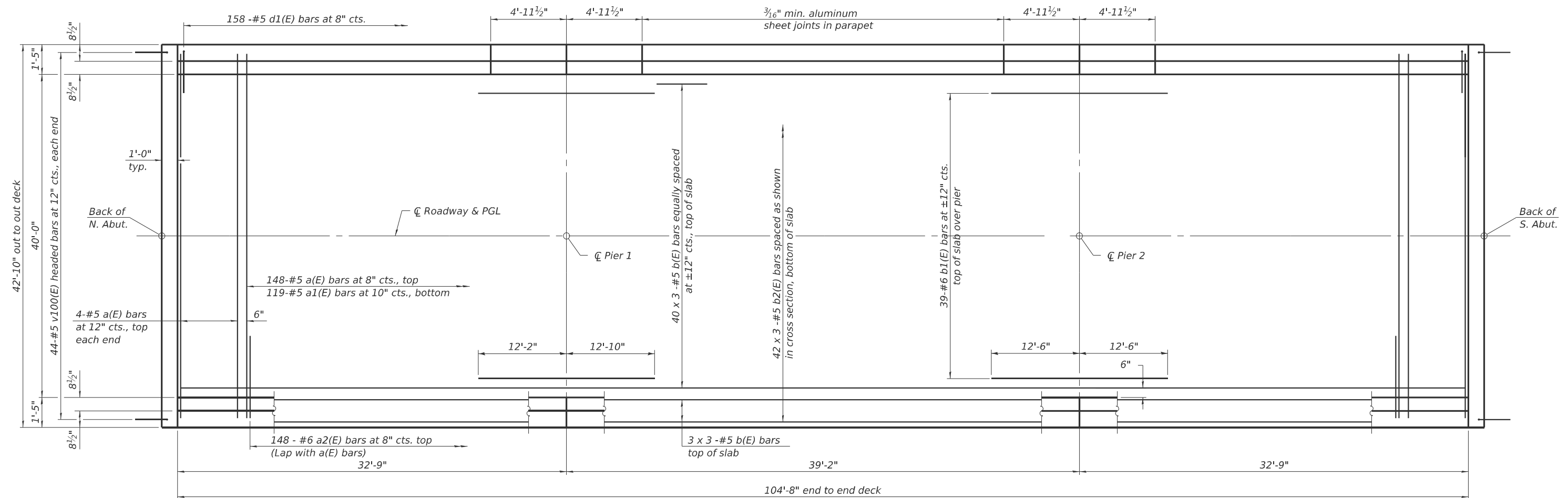


PLAN



West Edge of Pavement				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	585+62.93	12.00	667.76	667.78
J	585+72.93	12.00	667.99	668.01
K	585+82.93	12.00	668.21	668.23
South End of South Approach Slab	585+92.93	12.00	668.43	668.45

West Edge of Shoulder				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations adjusted for Grinding
North End of South Approach Slab	585+62.93	22.00	667.56	667.58
J	585+72.93	22.00	667.79	667.81
K	585+82.93	22.00	668.01	668.03
South End of South Approach Slab	585+92.93	22.00	668.23	668.25

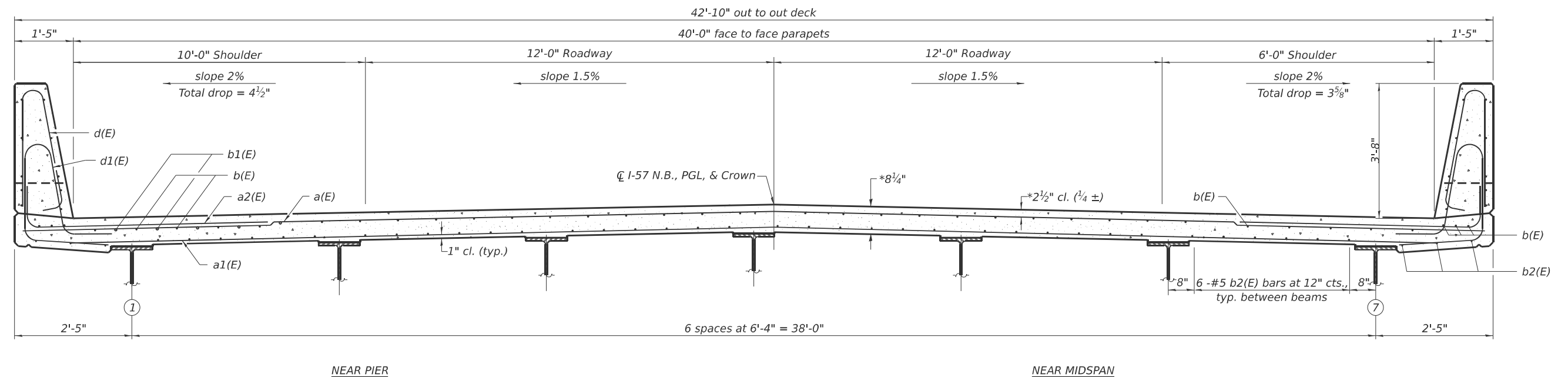


PLAN

MINIMUM BAR LAP

#5 bar = 3'-10"
#6 bar = 4'-10"

Notes:
See sheet 14 of 43 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



CROSS SECTION
(Looking South)

SI-SB-2-0

4-4-2025



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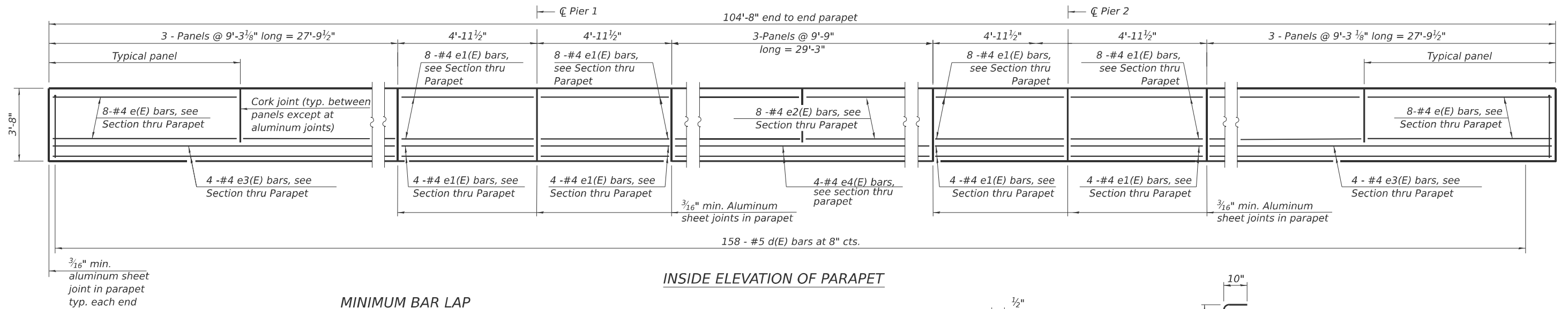
SUPERSTRUCTURE
STRUCTURE NO. 038-0007 (NB)

SCALE:	SHEET 13	OF 43	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	237
		CONTRACT NO. 66M80		
ILLINOIS		FED. AID PROJECT		

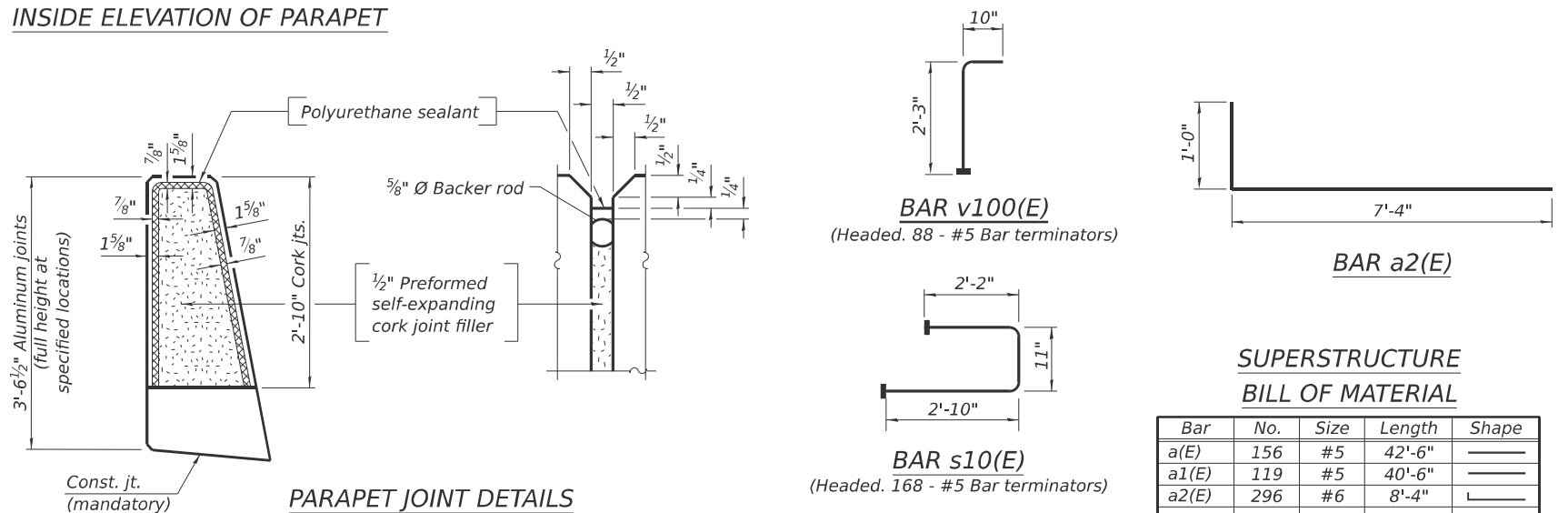
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MINIMUM BAR LAP
#4 bar = 2'-5"

INSIDE ELEVATION OF PARAPET



BAR v100(E)
(Headed. 88 - #5 Bar terminators)

BAR a2(E)

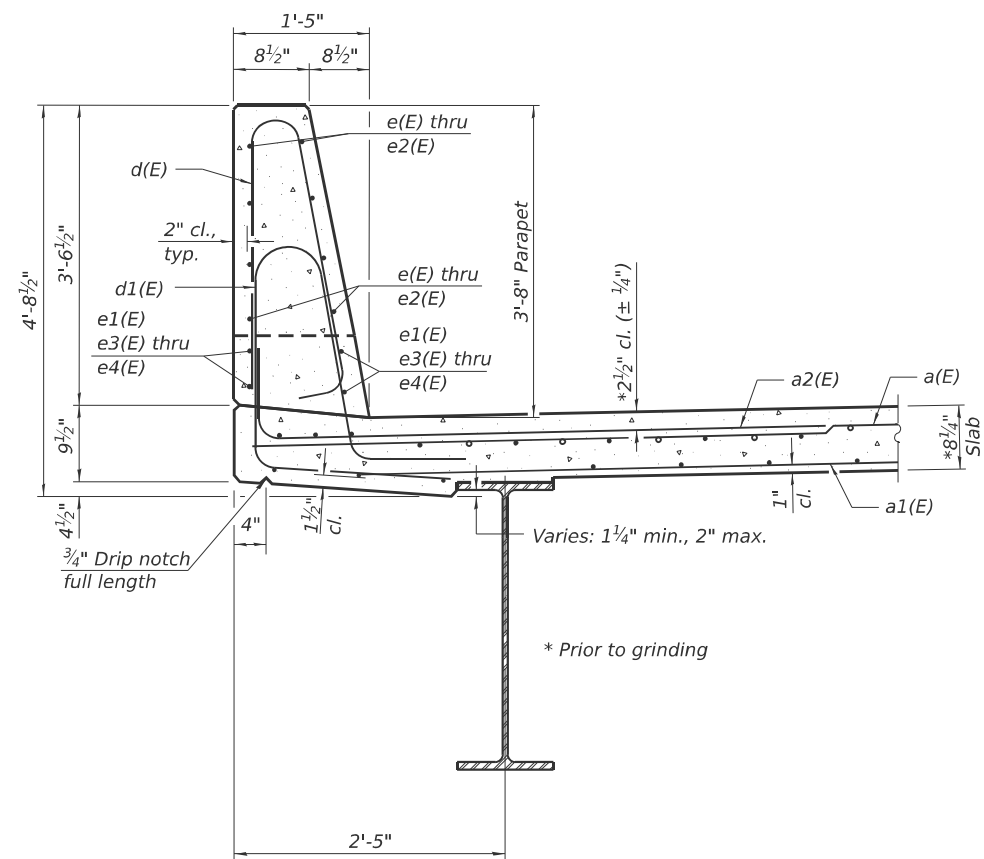
BAR s10(E)
(Headed. 168 - #5 Bar terminators)

BAR s11(E)

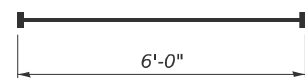
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	156	#5	42'-6"	—
a1(E)	119	#5	40'-6"	—
a2(E)	296	#6	8'-4"	└
b(E)	138	#5	37'-6"	—
b1(E)	78	#6	27'-3"	—
b2(E)	126	#5	37'-6"	—
d(E)	316	#5	7'-0"	└
d1(E)	316	#5	8'-5"	└
e(E)	96	#4	8'-11"	—
e1(E)	96	#4	4'-7"	—
e2(E)	48	#4	9'-5"	—
e3(E)	16	#4	27'-6"	—
e4(E)	8	#4	28'-11"	—
m10(E)	12	#6	42'-6"	—
m11(E)	24	#6	6'-0"	—
m12(E)	24	#6	6'-0"	—
m14(E)	4	#4	42'-6"	—
m15(E)	8	#6	2'-1"	—
m16(E)	8	#6	2'-1"	—
s10(E)	84	#5	5'-11"	└
s11(E)	84	#5	8'-0"	└
u10(E)	84	#4	2'-6"	└
v100(E)	88	#5	3'-1"	└
Reinforcement Bars, Epoxy Coated			Lbs.	38,870
Concrete Superstructure			Cu. Yds.	176.1

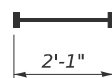
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



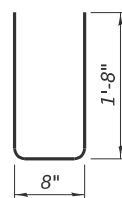
SECTION THRU PARAPET



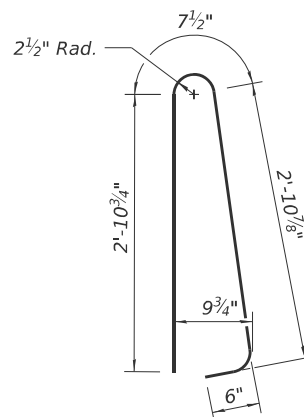
BAR m11(E)
(Headed 48 - #6 Bar terminators)



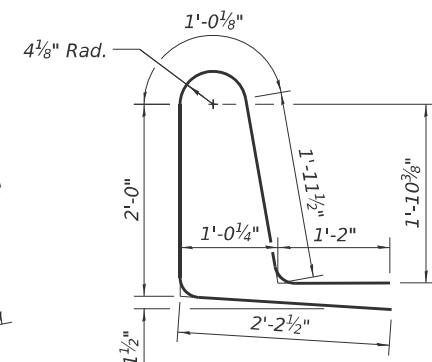
BAR m15(E)
(Headed 16 - #6 Bar terminators)



BAR u10(E)



BAR d(E)



BAR d1(E)

SDI-SB-2

4-4-2025



USER NAME	= CHAMLIN
PLOT DATE	= 2/26/2026

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DATE	- 04/21/2025	REVISED	-

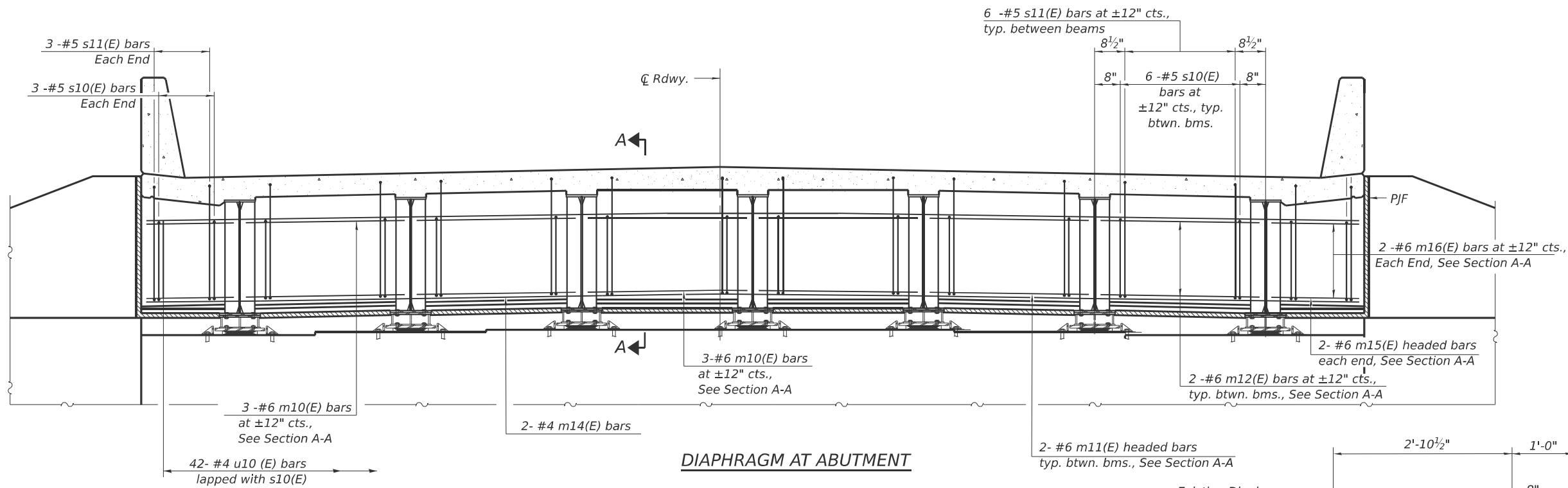
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 038-0007 (NB)**

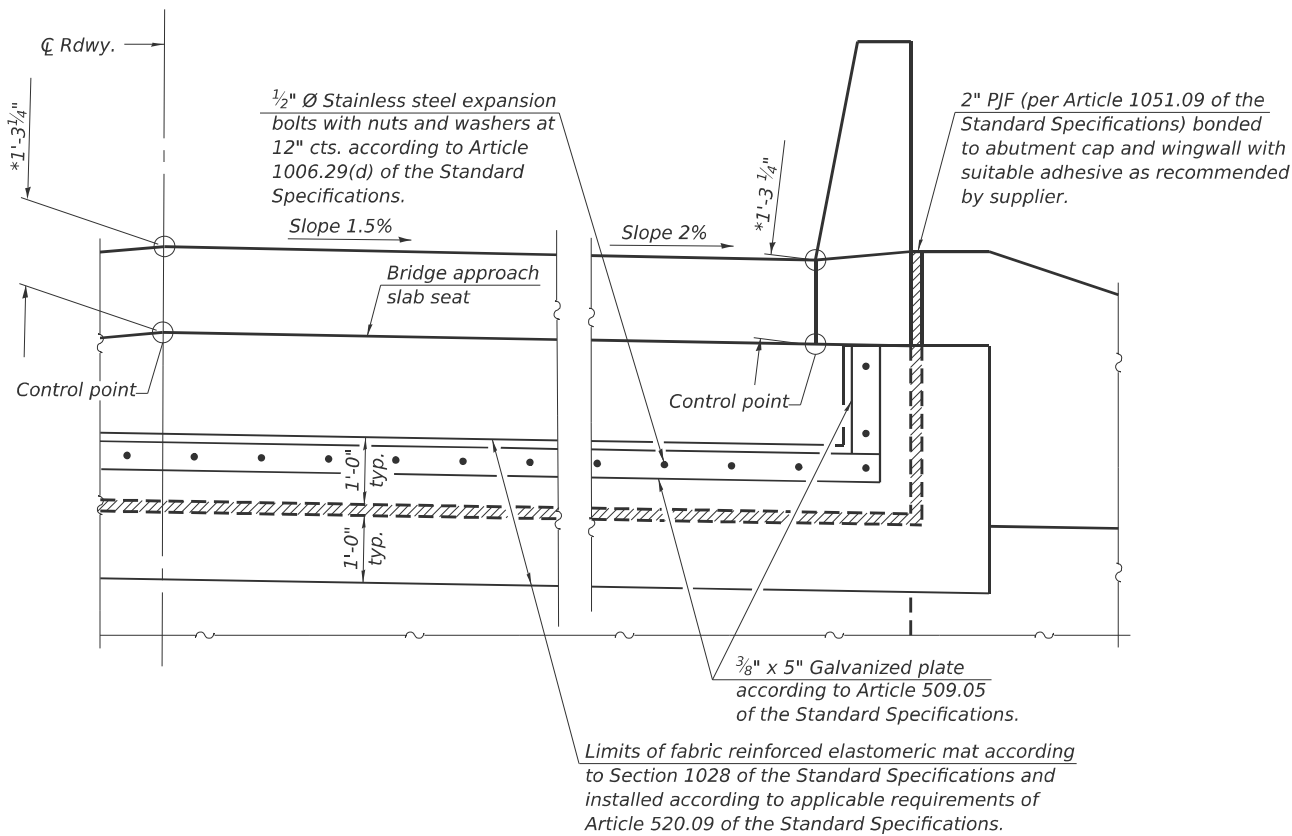
SCALE: SHEET 14 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	238
CONTRACT NO. 66M80				
ILLINOIS FED.AID PROJECT				

MODEL: Default
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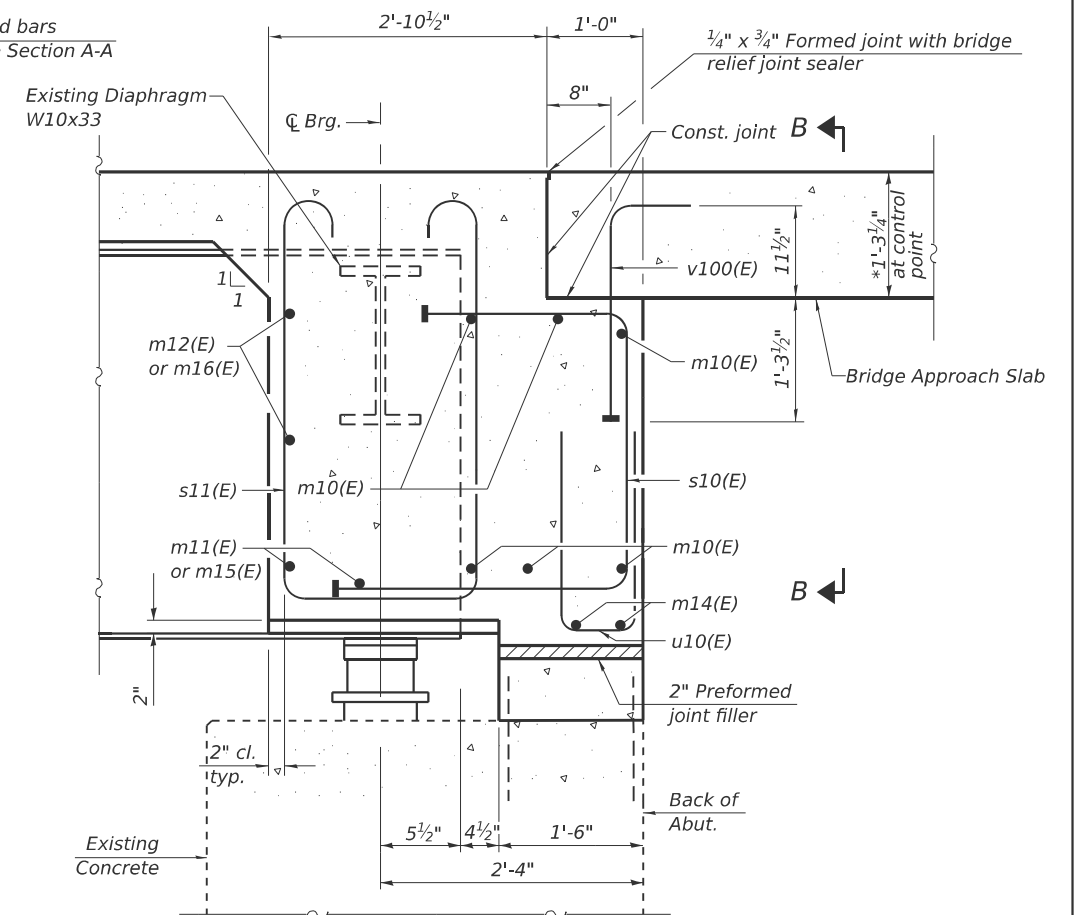


DIAPHRAGM AT ABUTMENT



SECTION B-B
(Looking at back of abutment)

*Prior to grinding



*Prior to grinding

SECTION A-A

Notes:

See sheet 14 of 43 for superstructure details and Bill of Material.

See sheet 2 of 43 for PJF details.

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

Cost of fabric reinforced elastomeric mat, galvanized plate, stainless
steel expansion bolts with nuts and washers and installation are
included in the cost of Concrete Superstructure.

DIA-SB-0

4-4-2025



USER NAME	= CHAMLIN	DESIGNED	- PDF	REVISED	-
		DRAWN	- LAG	REVISED	-
		CHECKED	- JLS	REVISED	-
PLOT DATE	= 2/26/2026	DATE	- 04/21/2025	REVISED	-

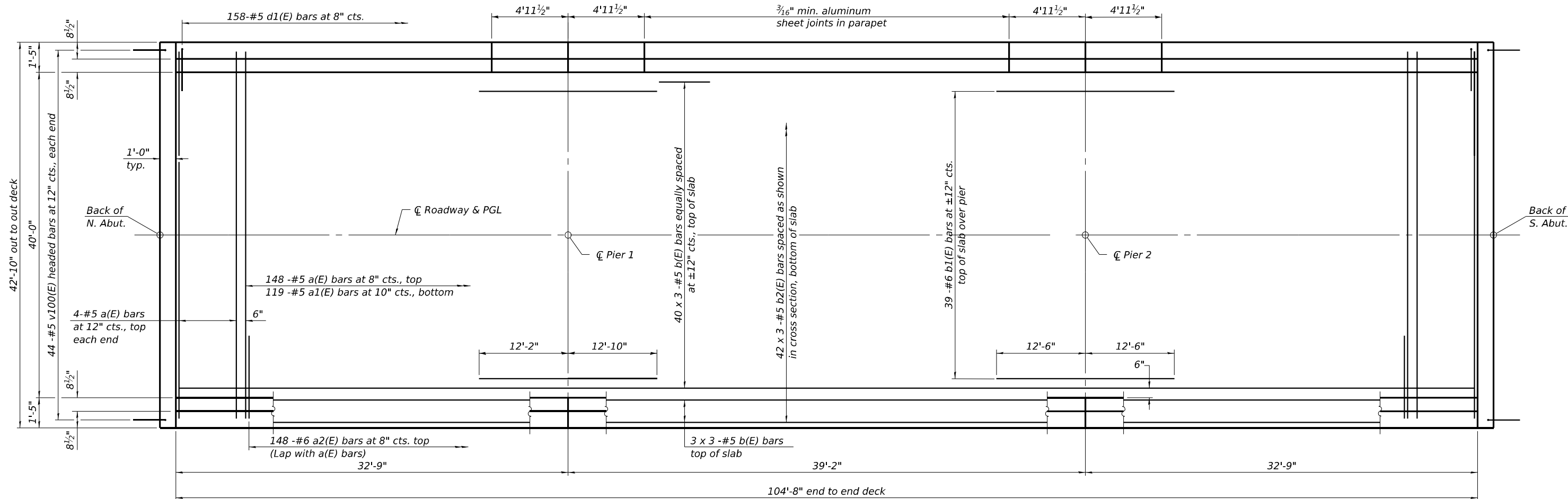
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 038-0007 (NB)

SCALE: SHEET 15 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4.38-5)BR,D,CR	IROQUOIS	437	239
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

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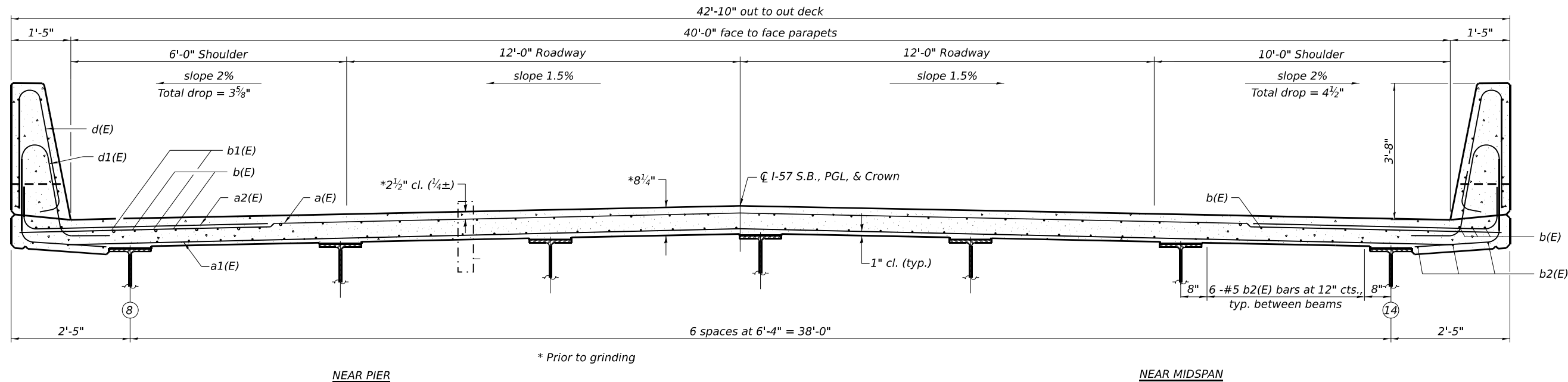


MINIMUM BAR LAP

#5 bar = 3'-10"
#6 bar = 4'-10"

PLAN

Notes:
See sheet 17 of 43 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



CROSS SECTION (Looking South)

SI-SB-2-0

4-4-2025



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED - 05/12/2026 PDF
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	CHECKED - JLS	REVISED -
PLOT DATE = 5/14/2026	DATE - 04/21/2025	REVISED -

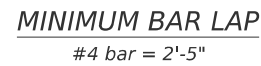
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 16 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4, 38-5) BR. D. CR	IROQUOIS	437	240
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

REV. 5/28/26



3'-6 1/2" Aluminum joints
(full height at
specified locations)

2'-10" Cork jts.

1/2" Preformed
self-expanding
cork joint filler

5/8" Ø Backer rod

Polyurethane sealant

Const. jt.
(mandatory)

PARAPET JOINT DETAILS

BAR v100(E)
(Headed. 88 - #5 Bar terminators)

BAR s10(E)
(Hheaded. 168 - #5 Bar terminators)

Bar	No.	Size	Length	Shape
a(E)	156	#5	42'-6"	
a1(E)	119	#5	40'-6"	
a2(E)	296	#6	8'-4"	
b(E)	138	#5	37'-6"	
b1(E)	78	#6	27'-3"	
b2(E)	126	#5	37'-6"	
d(E)	316	#5	7'-0"	
d1(E)	316	#5	8'-5"	
e(E)	96	#4	8'-11"	
e1(E)	96	#4	4'-7"	
e2(E)	48	#4	9'-5"	
e3(E)	16	#4	27'-6"	
e4(E)	8	#4	28'-11"	
m10(E)	12	#6	42'-6"	
m11(E)	24	#6	6'-0"	
m12(E)	24	#6	6'-0"	
m14(E)	4	#4	42'-6"	
m15(E)	8	#6	2'-1"	
m16(E)	8	#6	2'-1"	
s10(E)	84	#5	5'-11"	
s11(E)	84	#5	8'-0"	
u10(E)	84	#4	2'-6"	
v100(E)	88	#5	3'-1"	
Reinforcement Bars, Epoxy Coated			Lbs.	38,870
Concrete Superstructure			Cu. Yds.	178.4

Technical drawing of a parapet cross-section showing dimensions and reinforcement details. The drawing includes the following dimensions and labels:

- Overall width: $2' - 5"$
- Top width segments: $8\frac{1}{2}"$ and $8\frac{1}{2}"$
- Overall height: $4' - 9\frac{1}{2}"$
- Parapet height: $3' - 8"$ Parapet
- Vertical dimensions on the left: $3' - 6\frac{1}{2}"$, $10"$, and $5"$
- Horizontal dimensions at the base: $4"$, $1\frac{1}{2}"$ cl., and $1"$ cl.
- Reinforcement labels: $d(E)$, $d1(E)$, $e1(E)$, $e3(E)$ thru $e4(E)$, $e(E)$ thru $e2(E)$, $e1(E)$, $e3(E)$ thru $e4(E)$, $a2(E)$, $a(E)$, and $a1(E)$
- Other labels: $2" \text{ cl., typ.}$, $2\frac{1}{4}" \text{ cl. } (\pm \frac{1}{4})$, $\frac{3}{4}" \text{ Drip notch full length}$, and $*8\frac{1}{4}" \text{ Slab}$
- Note: $\text{Varies: } \frac{1}{4}" \text{ min., } 1\frac{3}{4}" \text{ max.}$
- Footnote: $* \text{ Prior to grinding}$

A horizontal beam is shown with a fixed support on the left end. A dimension line below the beam indicates a length of 6'-0".

2'-1"

8"

1'-8"

Technical drawing of a U-shaped channel section. The drawing shows the profile of the channel with the following dimensions:

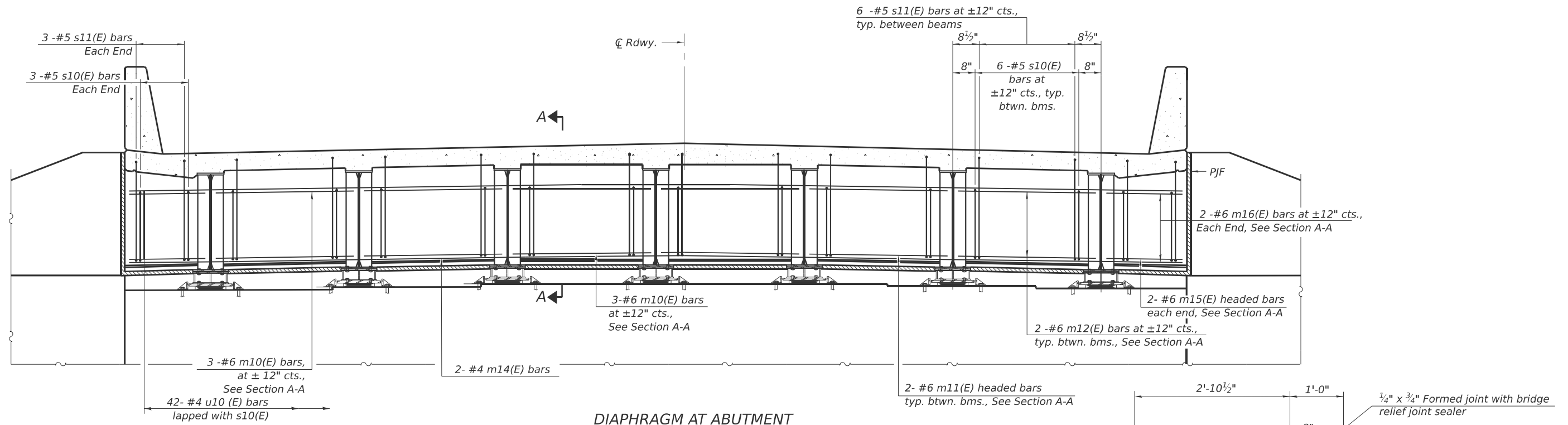
- Top flange width: $1'-0\frac{1}{8}"$
- Top flange thickness: $\frac{3}{16}"$
- Web thickness: $\frac{1}{2}"$
- Channel depth: $2'-0"$
- Bottom flange width: $1'-0\frac{1}{4}"$
- Bottom flange thickness: $\frac{1}{2}"$
- Channel width at the base: $2'-2\frac{1}{2}"$
- Channel width at the top: $1'-10\frac{3}{8}"$
- Radius of the top flange: $4\frac{1}{8}"$ Rad.
- Radius of the bottom flange: $1'-0\frac{1}{4}"$

Chamlin & Associates

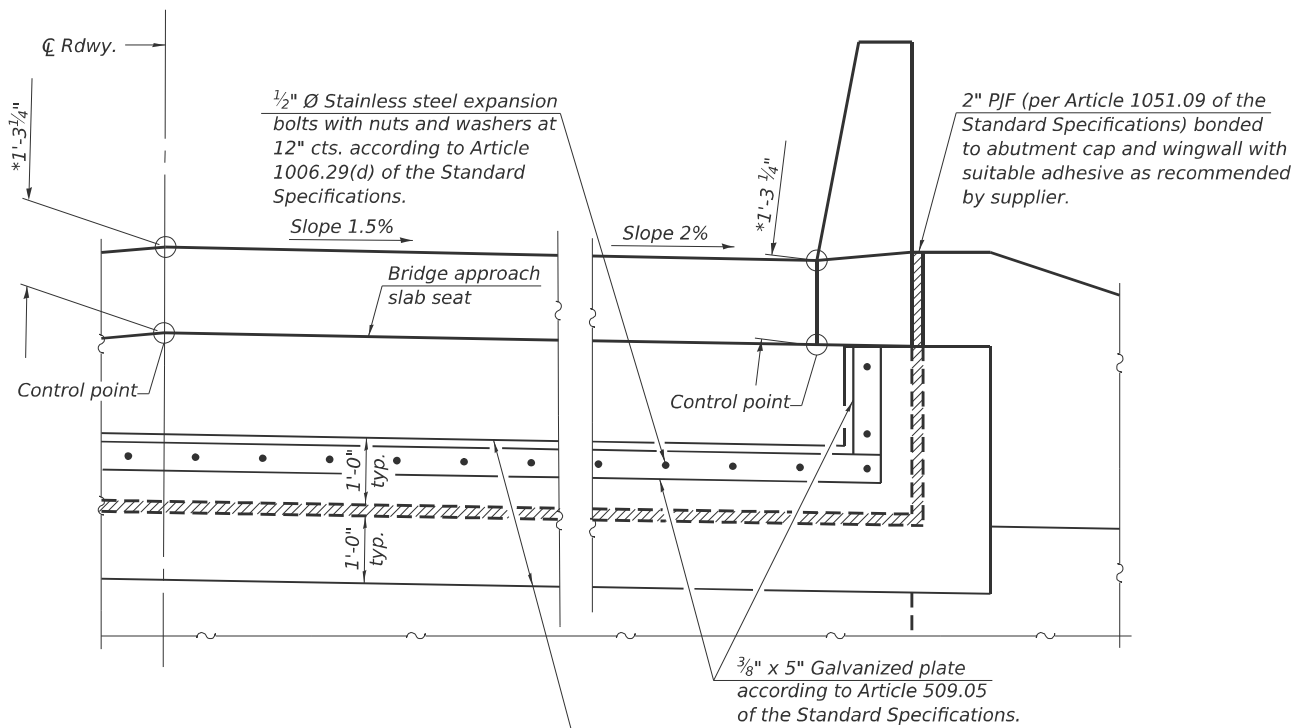
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 038-0008 (SB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	241
		CONTRACT NO. 66M80		
ILLINOIS		FED. AID PROJECT		

MODEL: Default
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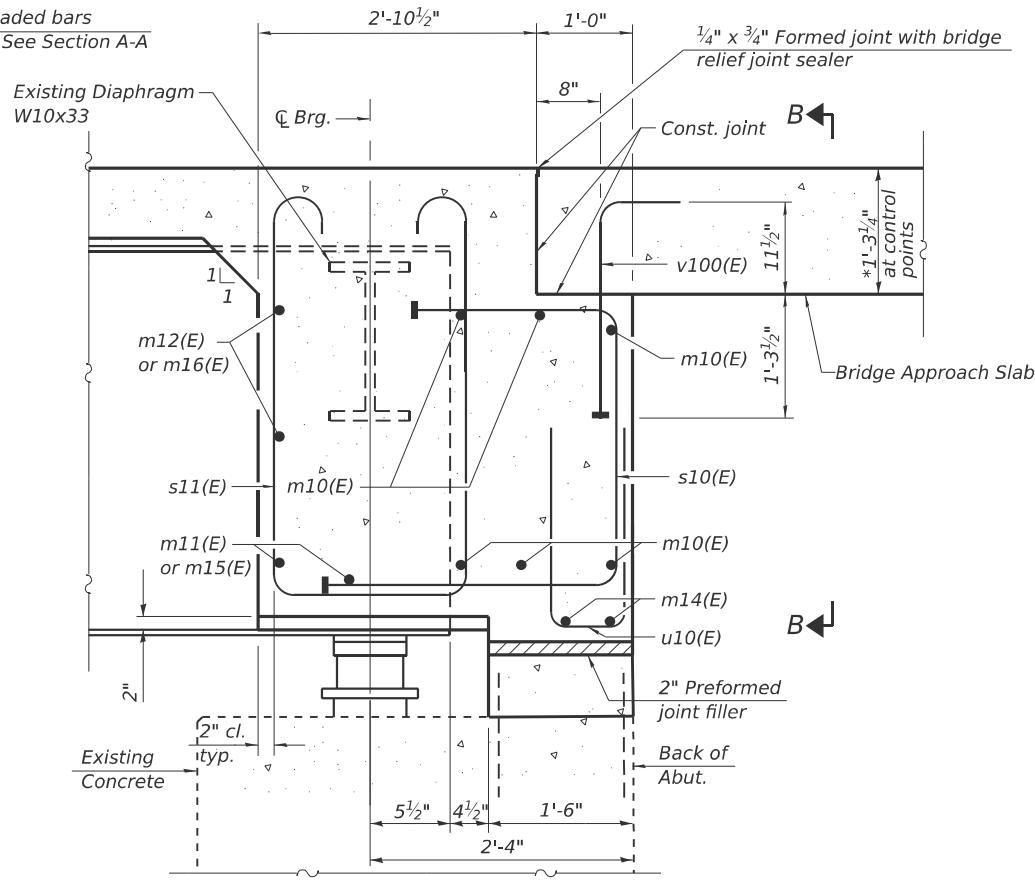


DIAPHRAGM AT ABUTMENT



SECTION B-B
(Looking at back of abutment)

*Prior to grinding



SECTION A-A

*Prior to grinding

Notes:
See sheet 17 of 43 for superstructure details and Bill of Material.
See sheet 2 of 43 for P/JF details.
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

DIA-SB-0

4-4-2025



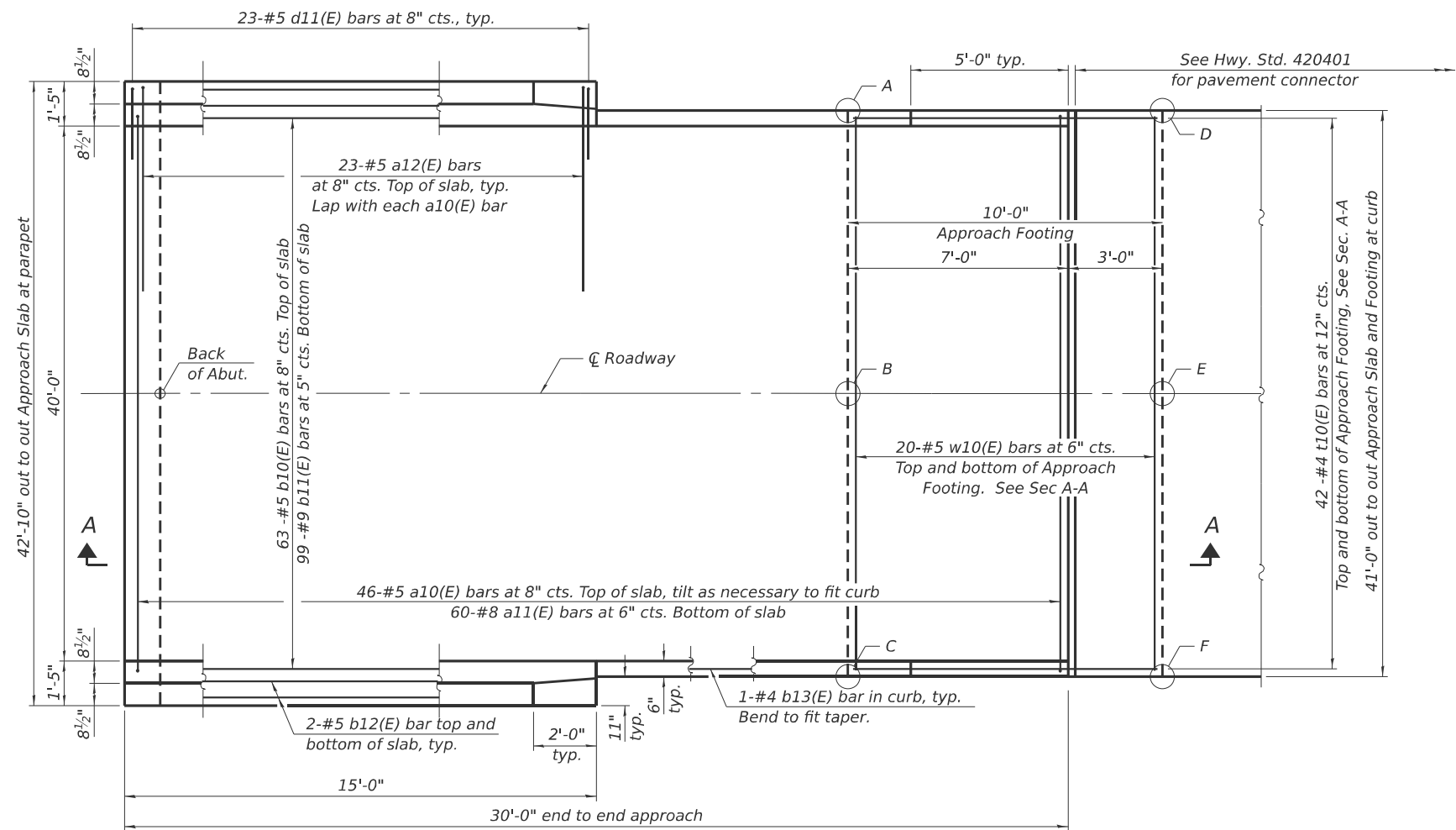
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		DRAWN	- LAG	REVISED	-
		CHECKED	- JLS	REVISED	-
PLOT DATE	= 2/26/2026	DATE	- 04/21/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 038-0008 (SB)

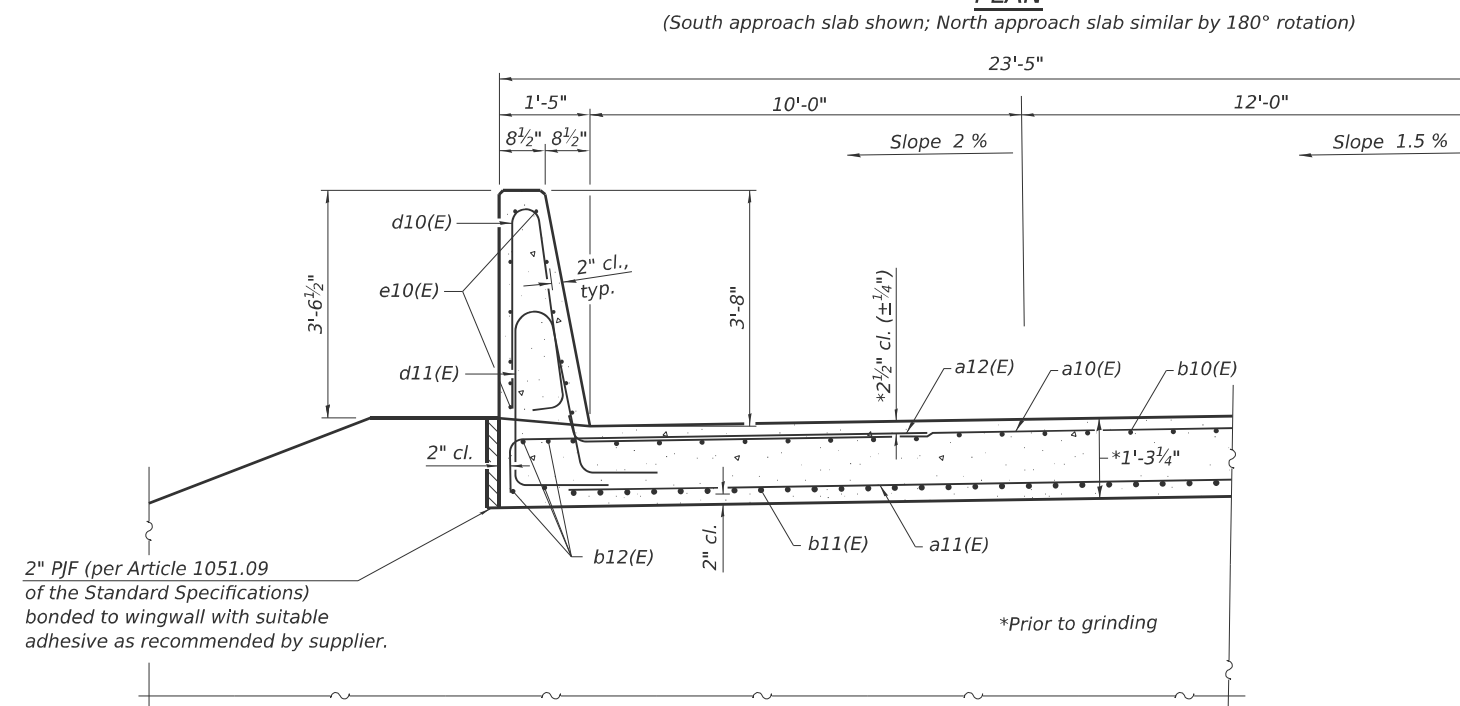
SCALE: SHEET 18 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR.D,CR	IROQUOIS	437	242
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

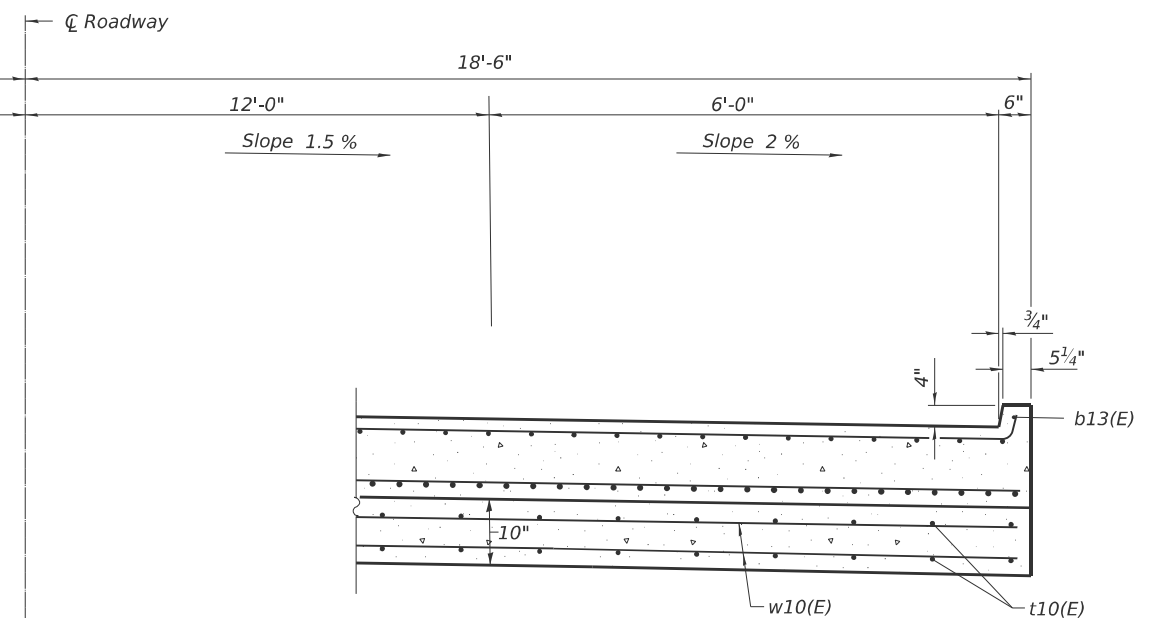


PLAN

(South approach slab shown; North approach slab similar by 180° rotation)



NEAR ABUTMENT



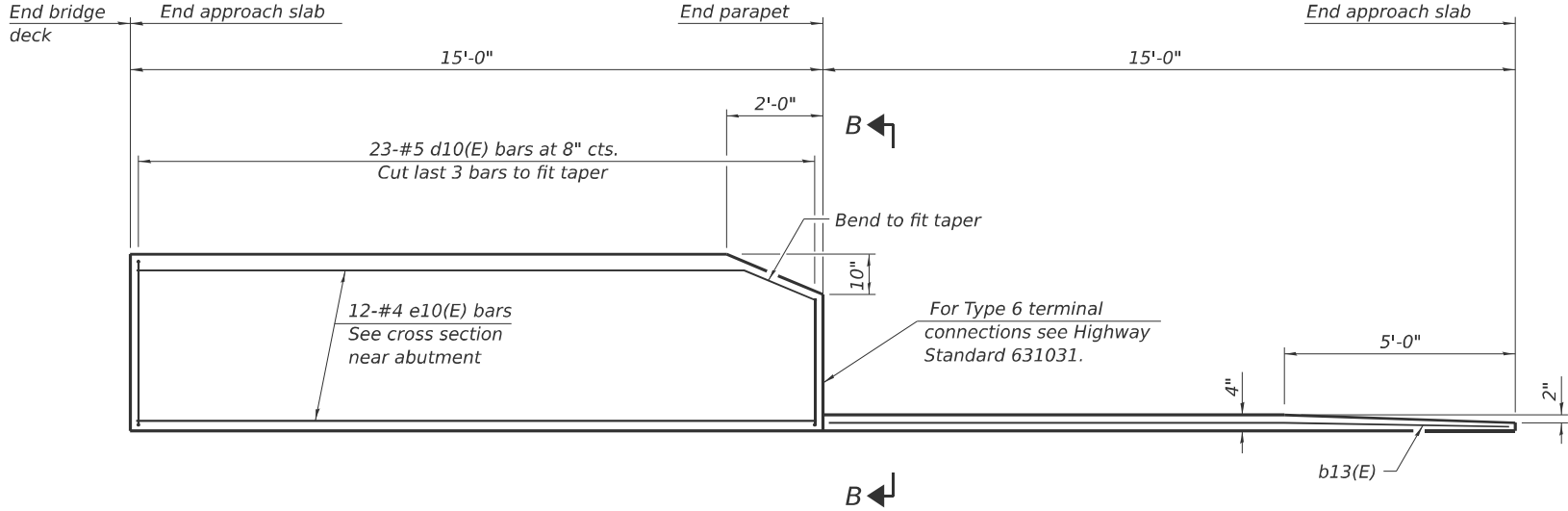
CROSS SECTION
(Looking South)

(Looking South)

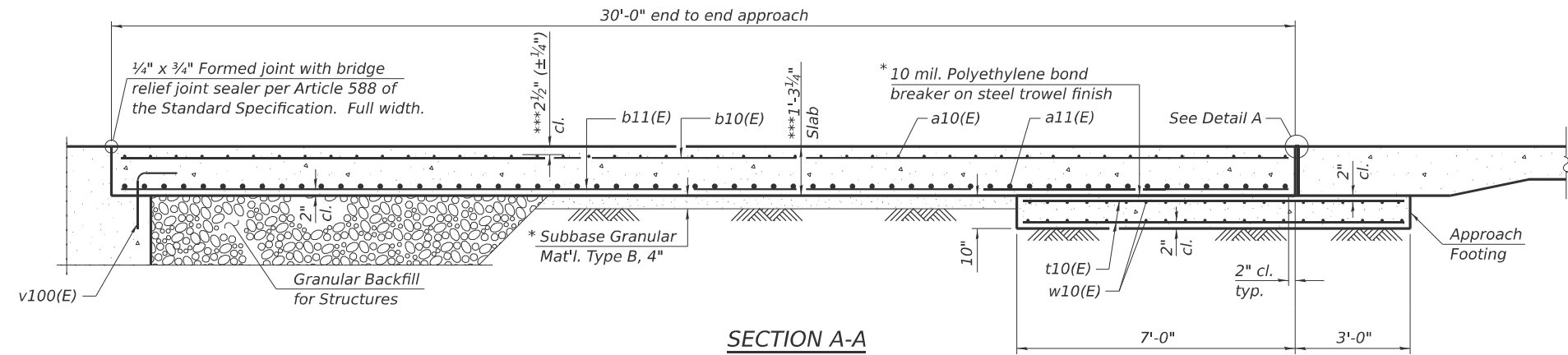
AT APPROACH FOOTING

TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING

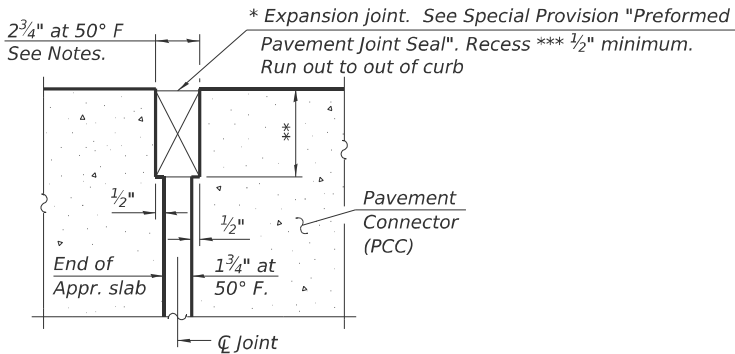
North Approach			South Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - S.W.	663.14	662.31	A - N.E.	666.76	665.93
B - S.Œ.	663.45	662.62	B - N.Œ.	667.15	666.32
C - S.E.	663.06	662.23	C - N.W.	666.84	666.01
D - N.W.	662.87	662.04	D - S.E.	666.98	666.15
E - N.Œ.	663.18	662.35	E - S.Œ.	667.37	666.54
F - N.E.	662.79	661.96	F - S.W.	667.06	666.23



INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A

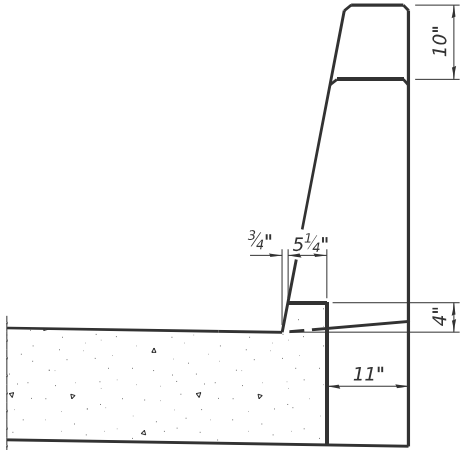


DETAIL A
(at Rt. L's)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

*** Prior to grinding



VIEW B-B

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

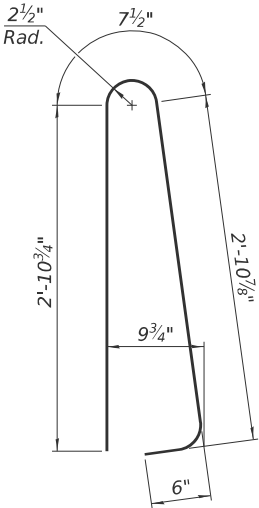
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

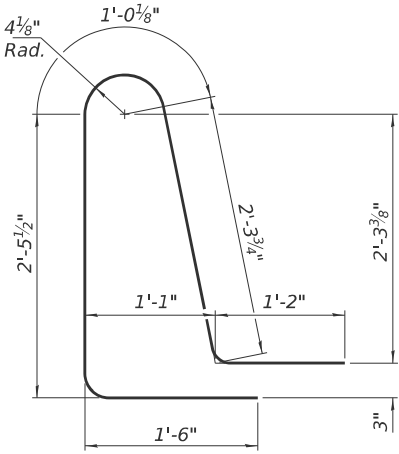
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

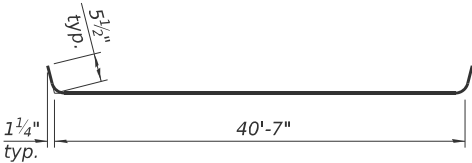
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 43.



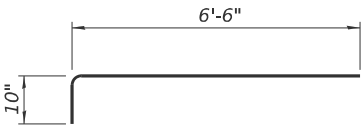
BAR d10(E)



BAR d11(E)



BAR a10(E)



BAR a12(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	41'-3"	
a11(E)	120	#8	40'-8"	
a12(E)	92	#5	7'-4"	
b10(E)	126	#5	29'-8"	
b11(E)	198	#9	29'-8"	
b12(E)	16	#5	14'-8"	
b13(E)	4	#4	14'-8"	
d10(E)	92	#5	7'-0"	
d11(E)	92	#5	8'-6"	
e10(E)	48	#4	14'-8"	
t10(E)	168	#4	9'-8"	
w10(E)	80	#5	40'-8"	
Concrete Superstructure			Cu. Yd.	8.3
Concrete Superstructure (Approach Slab)			Cu. Yd.	117.0
Concrete Structures			Cu. Yd.	25.2
Reinforcement Bars, Epoxy Coated			Pound	48,290

BAIA-CIP-44CS-0

4-4-2025



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

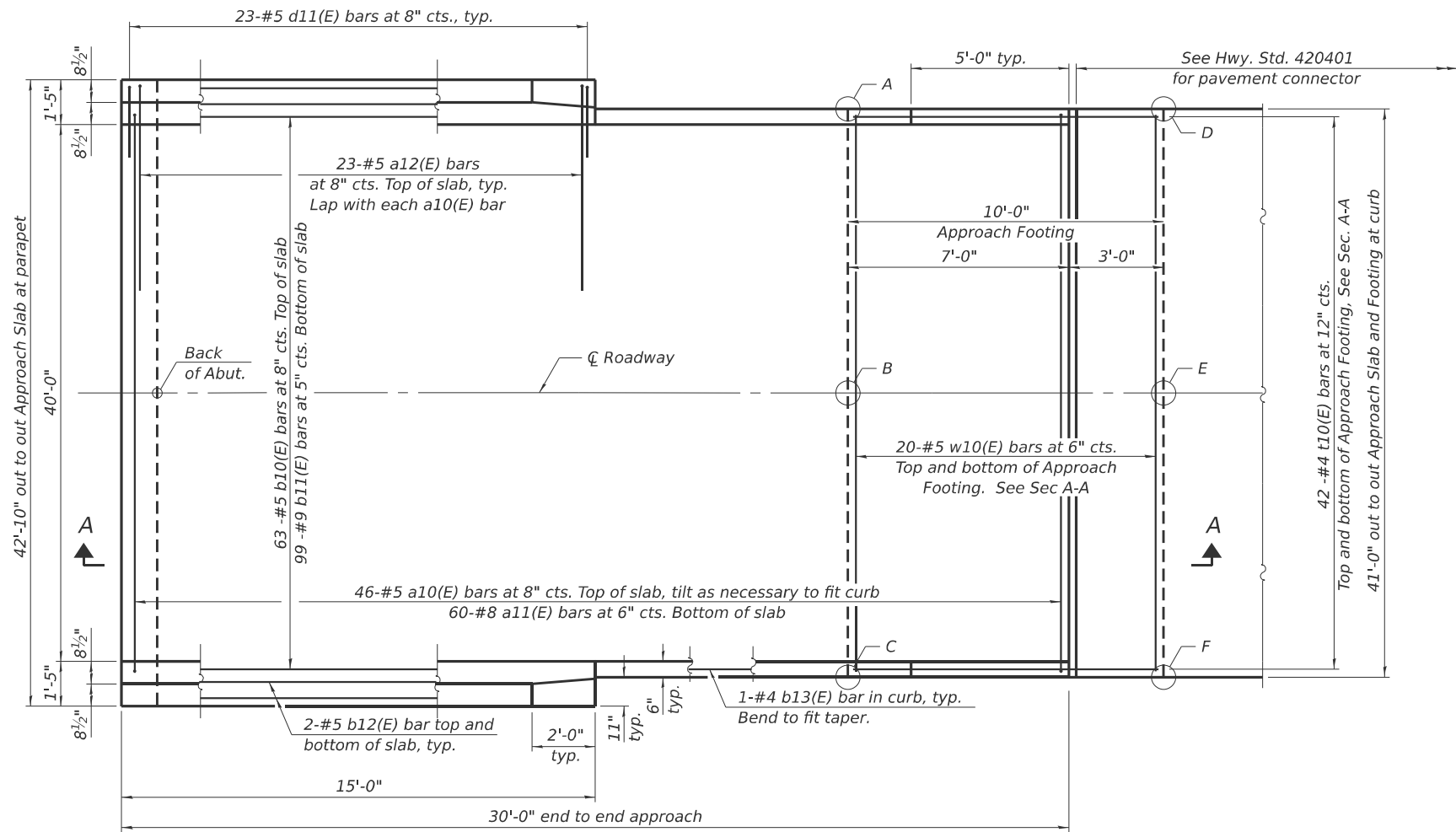
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 038-0007 (NB)

SCALE: SHEET 20 OF 43 SHEETS STA. TO STA.

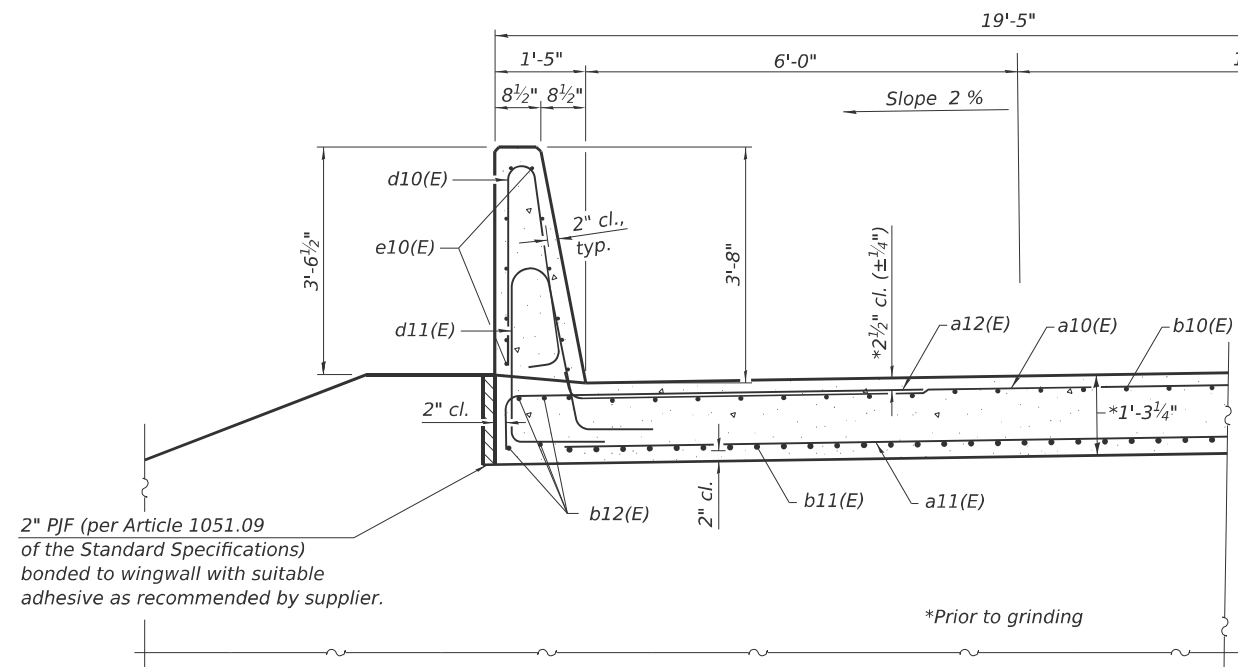
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	244
CONTRACT NO. 66M80				
ILLINOIS FED.AID PROJECT				

MODEL: Default
FILE NAME: C:\Users\666501-05-IDOT-I-57 Structure Projects-TP&W RP and 2nd St\Survey D366M80\SN038-0007_0008\Consultant_Data\Chamlin_2025\Design\0380007_0008-66M80-02-APP_SLAB_DET_0008.dgn



PLAN

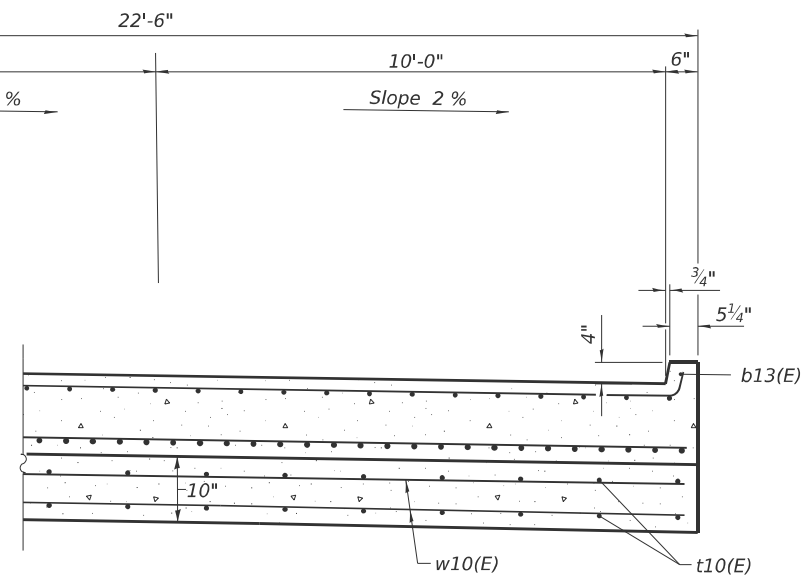
(South approach slab shown; North approach slab similar by 180° rotation)



NEAR ABUTMENT

CROSS SECTION

(Looking South)



AT APPROACH FOOTING

**TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING**

North Approach			South Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - S.W.	663.21	662.37	A - N.E.	666.89	666.06
B - S.☐	663.60	662.76	B - N.☐	667.20	666.37
C - S.E.	663.29	662.45	C - N.W.	666.81	665.98
D - N.W.	662.97	662.13	D - S.E.	667.11	666.28
E - N.☐	663.36	662.52	E - S.☐	667.42	666.59
F - N.E.	663.05	662.21	F - S.W.	661.03	666.20

BAIA-CIP-44CS-0

4-4-2025



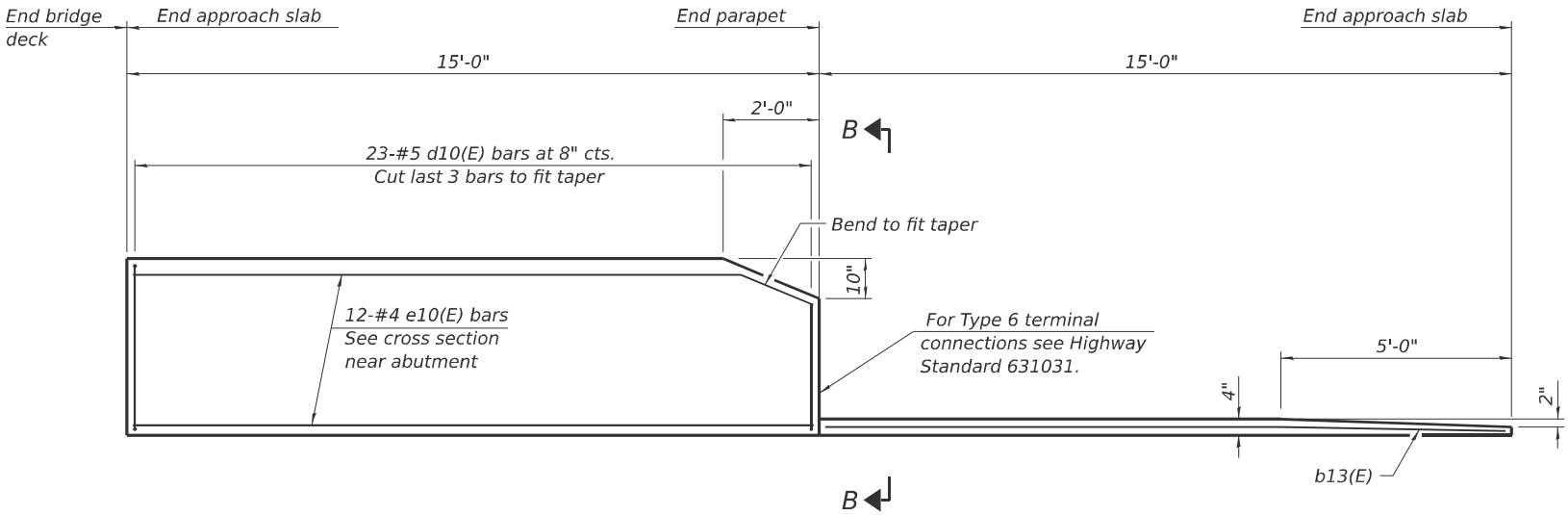
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	DRAWN - LAG	REVISED -
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PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

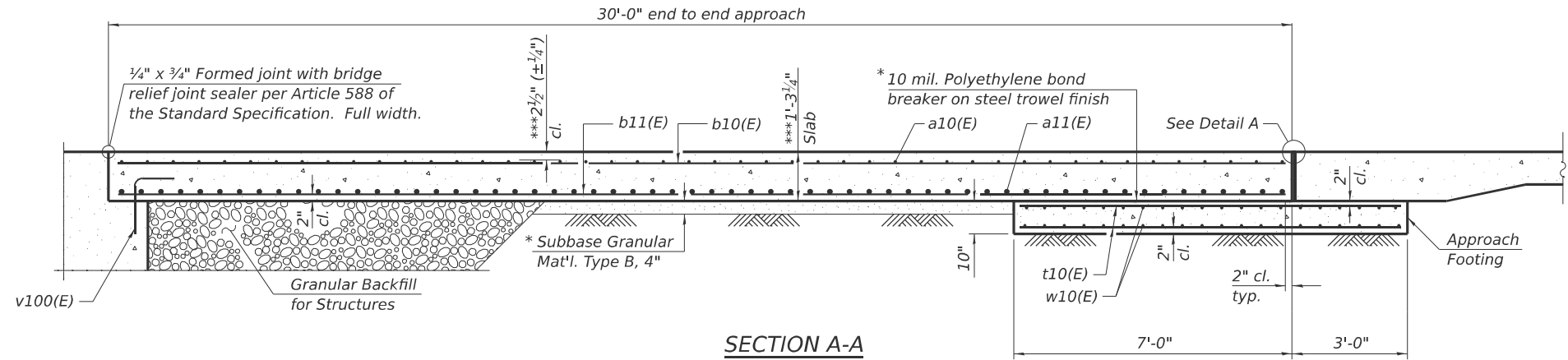
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 21 OF 43 SHEETS STA. TO STA.

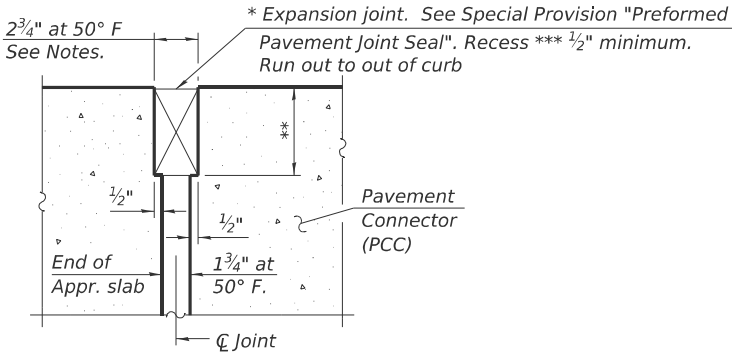
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	245
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				



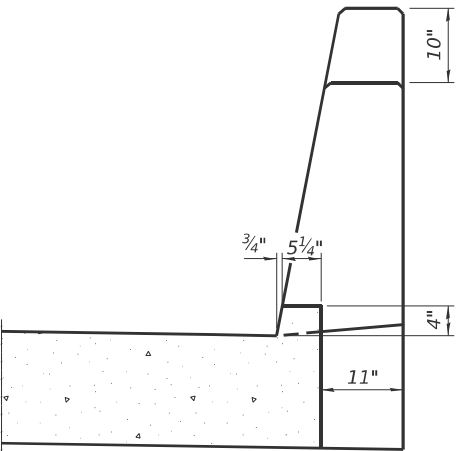
INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A



DETAIL A
(at Rt. L's)



VIEW B-B

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

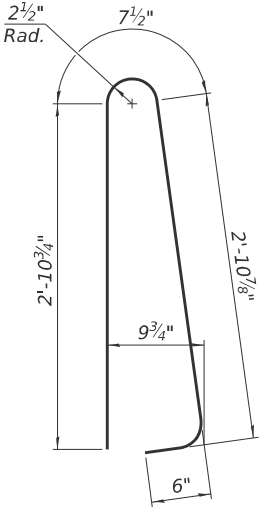
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

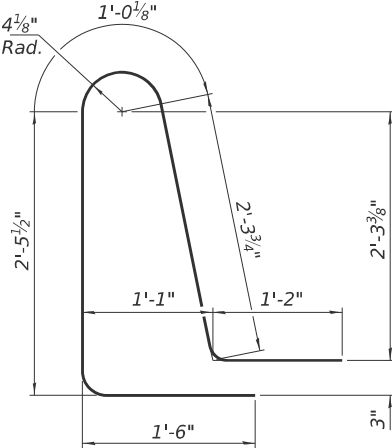
The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 43.



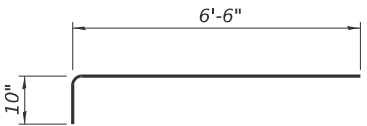
BAR d10(E)



BAR d11(E)



BAR a10(E)



BAR a12(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	41'-3"	
a11(E)	120	#8	40'-8"	
a12(E)	92	#5	7'-4"	
b10(E)	126	#5	29'-8"	
b11(E)	198	#9	29'-8"	
b12(E)	16	#5	14'-8"	
b13(E)	4	#4	14'-8"	
d10(E)	92	#5	7'-0"	
d11(E)	92	#5	8'-6"	
e10(E)	48	#4	14'-8"	
t10(E)	168	#4	9'-8"	
w10(E)	80	#5	40'-8"	
Concrete Superstructure			Cu. Yd.	8.3
Concrete Superstructure (Approach Slab)			Cu. Yd.	117.0
Concrete Structures			Cu. Yd.	25.2
Reinforcement Bars, Epoxy Coated			Pound	48,290

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

*** Prior to grinding

BAIA-CIP-44CS-0

4-4-2025

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DESIGNED	- PDF
DRAWN	- LAG
CHECKED	- JLS
PLOT DATE	= 2/27/2026
DATE	- 04/21/2025

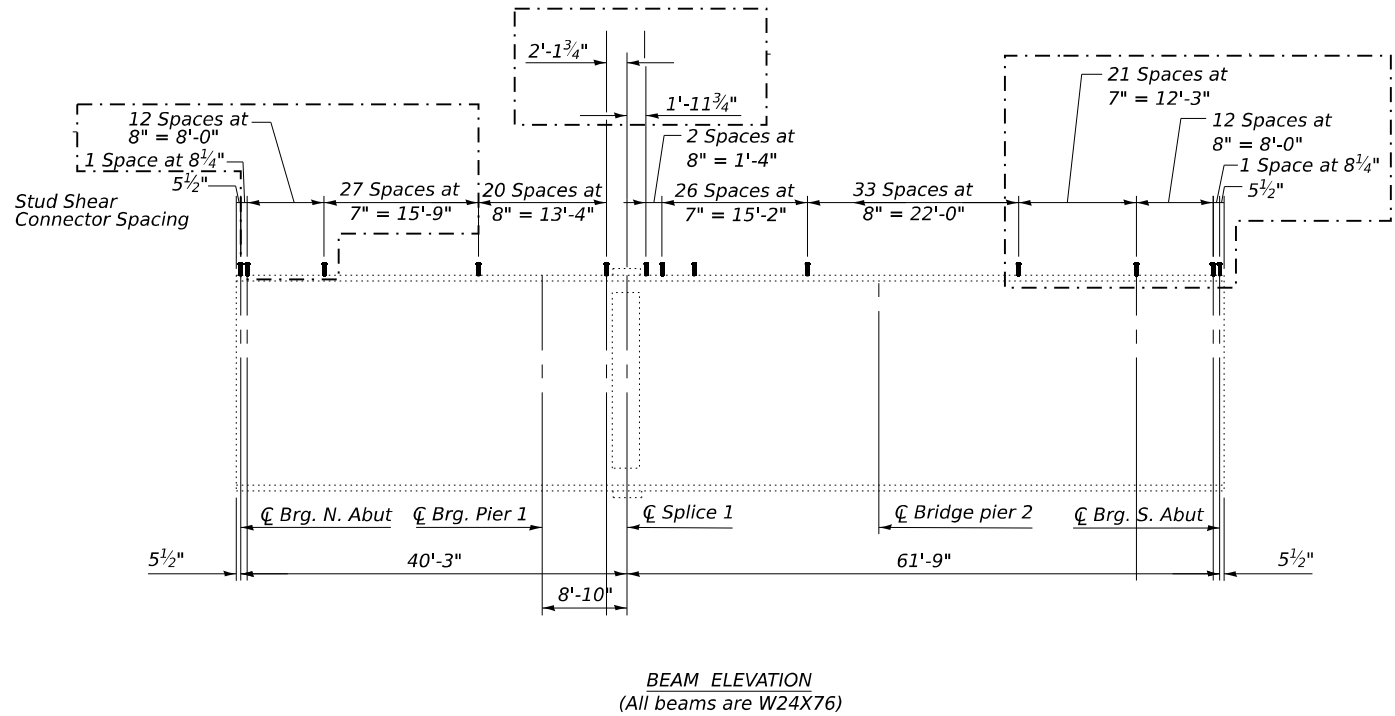
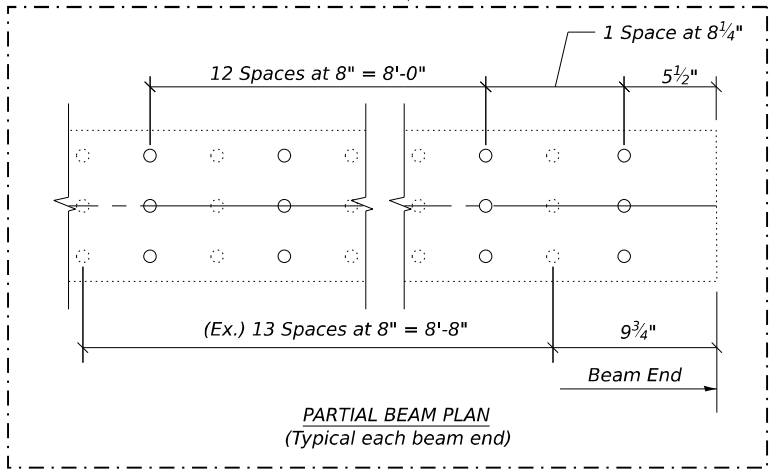
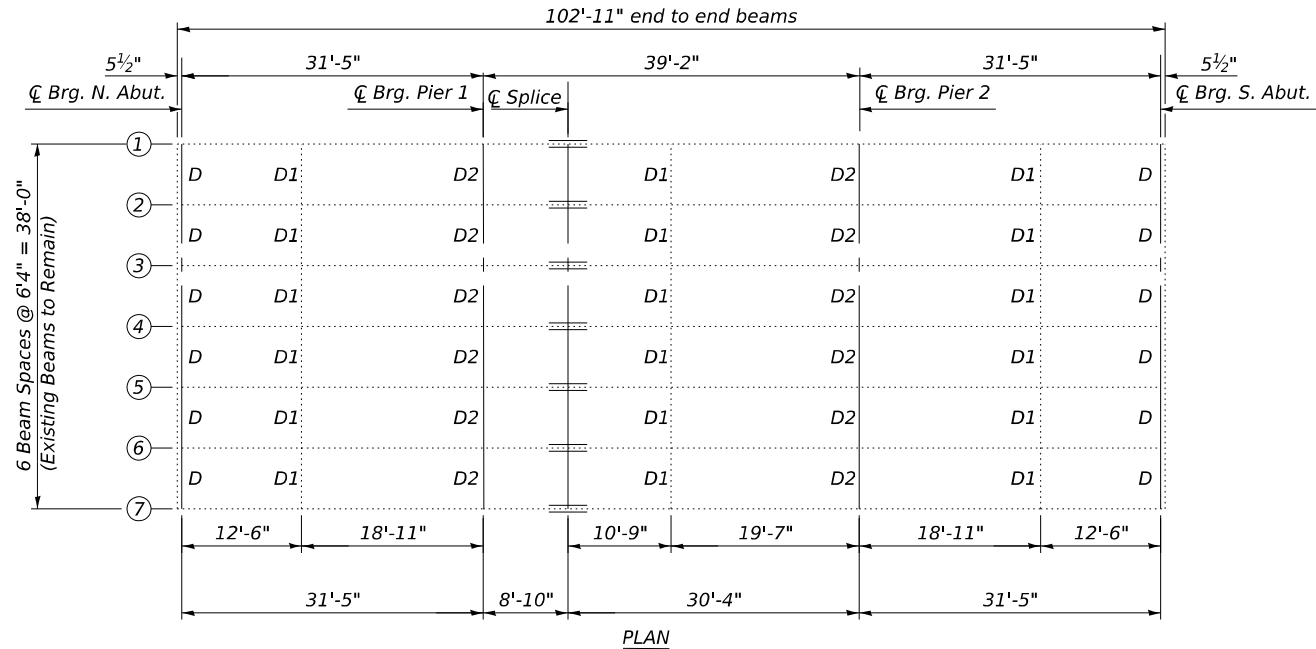
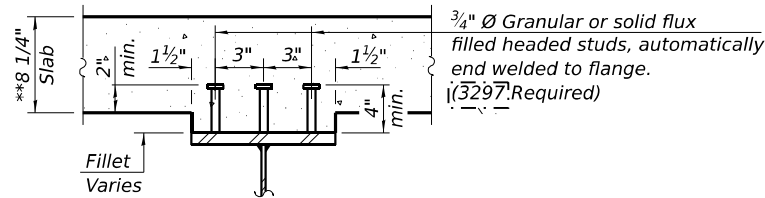
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REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 22 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	246
CONTRACT NO. 66M80				
ILLINOIS FED.AID PROJECT				



Notes:

Existing Diaphragm designations D, D1 & D2 are shown for reference only, from existing plans. All Existing diaphragms shall remain in place. Existing W24x76 beams are to remain in place.

Cast included in Removal of Existing Concrete Deck.

MODEL: Default
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USER NAME = CHAMLIN	DESIGNED - PDF	REVISED - 05/12/2026 PDF
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 5/14/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

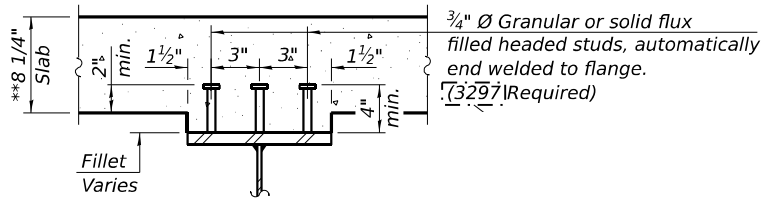
STEEL FRAMING PLAN
STRUCTURE NO. 038-0007 (NB)

SCALE: SHEET 23 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4, 38-5) BR. D. CR	IROQUOIS	437	247
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

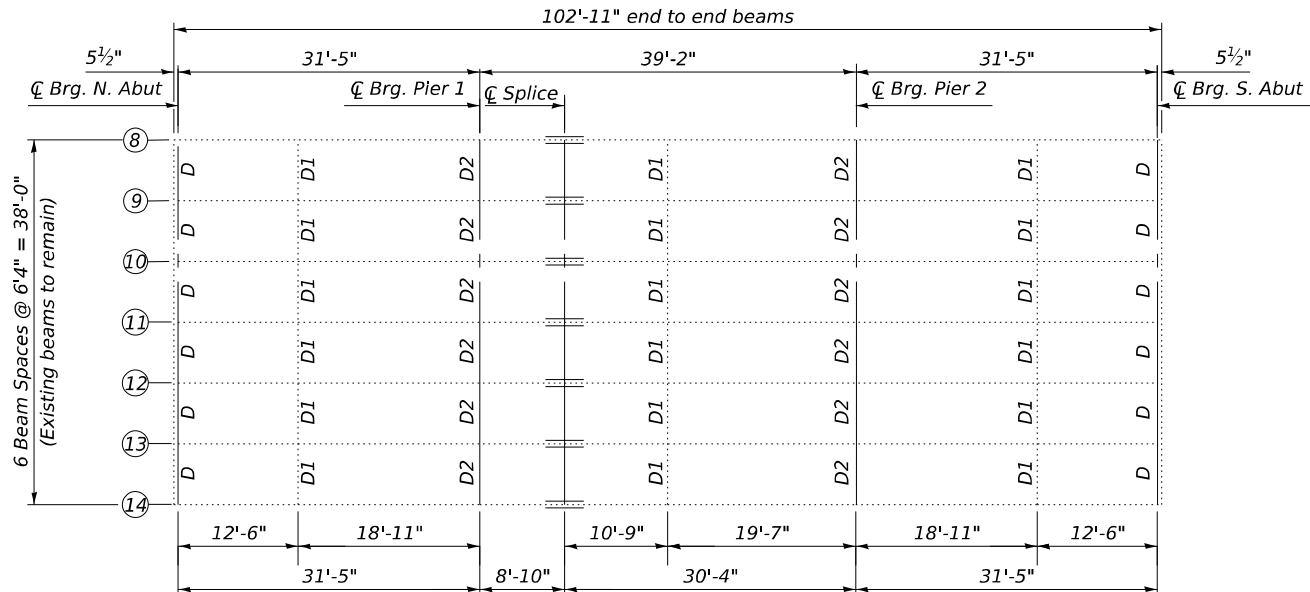
REV. 5/28/26

MODEL: Default
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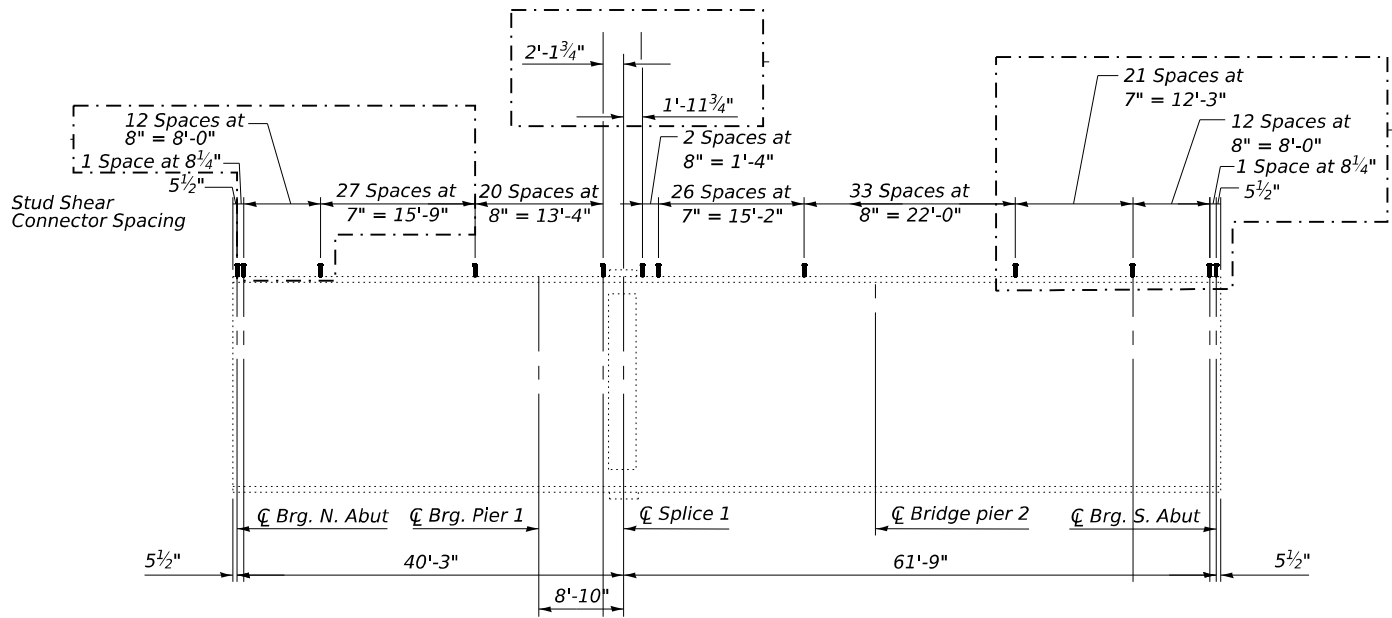
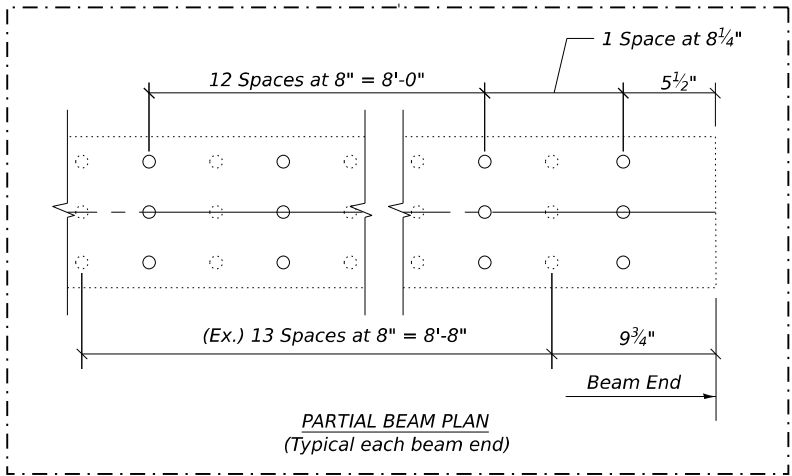


SECTION A-A

**Prior to grinding



PLAN



BEAM ELEVATION
(All beams are W24X76)

Notes:
Existing Diaphragm designations D, D1 & D2 are shown for reference only, from existing plans. All Existing diaphragms shall remain in place. Existing W24x76 beams are to remain in place.
Cost included in Removal of Existing Concrete Deck.



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED - 05/12/2026 PDF
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 5/14/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLAN
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 24 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4, 38-5) BR. D. CR	IROQUOIS	437	248
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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INTERIOR GIRDER MOMENT TABLE					
		0.4 Sp. 1 0.6 Sp. 3	Pier 1	0.5 Sp. 2	PIER 2
I_s	(in ⁴)	2100	2100	2100	2100
$I_c(n)$	(in ⁴)	7469.6	3262.2	7469.6	3262.2
$I_c(3n)$	(in ⁴)	5712.7	3262.2	5712.7	3262.2
S_s	(in ³)	175.8	175.8	175.8	175.8
$S_c(n)$	(in ³)	297.5	218.1	297.5	218.1
$S_c(3n)$	(in ³)	269.2	218.1	269.2	218.1
Z	(in ³)	175.8	175.8	175.8	175.8
$\varnothing$	(k [/])	0.734	0.734	0.734	0.734
$M_\varnothing$	([/] k)	49.9	92.8	48.1	92.8
$S_\varnothing$	(k [/])	0.3	0.3	0.3	0.3
$M_{S_\varnothing}$	([/] k)	20.8	38.8	20.1	38.8
M_I	([/] k)	156.3	118.3	156.7	118.3
M_{IM}	([/] k)	46.9	35.5	47.0	35.5
$\frac{5}{3} [M_\text{I} + M_{IM}]$	([/] k)	338.6	256.2	339.5	256.2
M_a	([/] k)	532.2	504.1	530.0	504.1
M_u	([/] k)	901.8	-	915.8	-
$f_s \varnothing_{non-comp}$	(ksi)	3.4	6.3	3.3	6.3
$f_s \varnothing_{(comp)}$	(ksi)	0.9	2.1	0.9	2.1
$f_s (\frac{5}{3} M_{LL} + M_{IM})$	(ksi)	13.7	14.1	13.7	14.1
$f_s (Overload)$	(ksi)	18.0	22.6	17.9	22.6
$f_s (Total)$	(ksi)	-	29.3	-	29.3
VR	(k)	31.0	50.0	32.0	50.0

GIRDER REACTION TABLE					
		N Abut.	Pier 1	Pier 2	S. Abut
$R_{\varnothing}$	(k)	* 33.0	41.0	41.0	* 33.0
R_I	(k)	31.7	40.5	40.5	31.7
R_{IM}	(k)	9.5	12.1	12.1	9.5
R_{Total}	(k)	132.1	167.2	167.2	132.1

* RDL includes service reaction due to weight of approach slab and parapet on approach.

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in.⁴ and in.³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to long-term composite live loads (in.⁴ and in.³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
- Z : Plastic Section Modulus of the steel section in non-composite areas (in.³).
- $\varnothing$: Un-factored non-composite dead load (kip-ft.).
- $M_\varnothing$: Un-factored moment due to non-composite dead load (kip-ft.).
- $S_\varnothing$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
- $M_{S_\varnothing}$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
- M_I : Un-factored live load moment (kip-ft.).
- M_{IM} : Un-factored moment due to impact (kip-ft.).
- M_a : Factored design moment (kip-ft.).
- $1.3 [M_\varnothing + M_{S_\varnothing} + \frac{5}{3} (M_\text{I} + M_I)]$
- M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
- $f_s (Overload)$: Sum of stresses as computed from the moments below (ksi).
- $[M_\varnothing + M_{S_\varnothing} + \frac{5}{3} (M_\text{I} + M_I)]$
- $f_s (Total)$: Sum of stresses as computed from the moments below on non-compact section (ksi).
- $1.3 [M_\varnothing + M_{S_\varnothing} + \frac{5}{3} (M_\text{I} + M_I)]$
- VR: Maximum I_x + impact shear range within the composite portion of the span for stud shear connector design (kips).



USER NAME	= CHAMLIN
PLOT DATE	= 5/13/2026

DESIGNED	-	PDF
DRAWN	-	LAG
CHECKED	-	JLS
DATE	-	04/21/2025

REVISED	-	1 05/12/2026	PDF
REVISED	-		
REVISED	-		
REVISED	-		

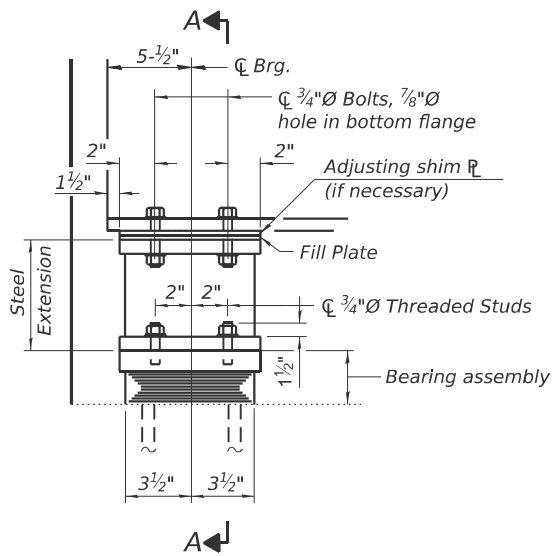
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 038-0007 (NB) & 038-0008 (SB)

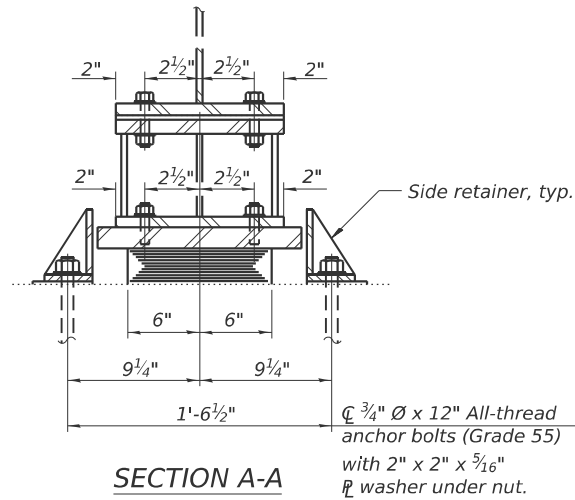
SCALE:	SHEET 25	OF 43	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4, 38-5) BR. D. CR	IROQUOIS	437	249
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: G:\Users\666501-05-IDOT-157 Structure Projects\TP&W RP and 2nd St\Survey\ D366M80\SN038-0007_0008\Consultant_Data\Chamlin_2025\Design\0380007_0008-66M80-026-ABUT_BRG_DET.Dgn

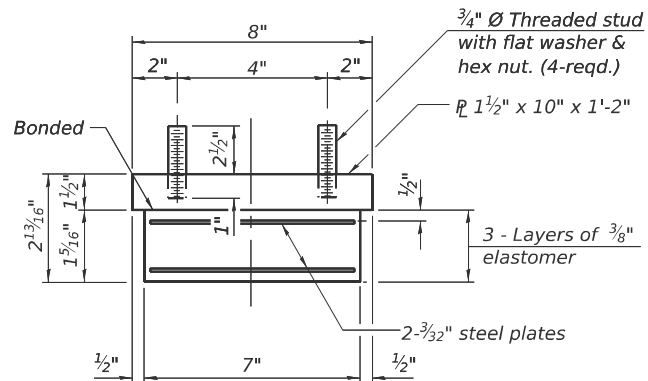


ELEVATION AT ABUT.



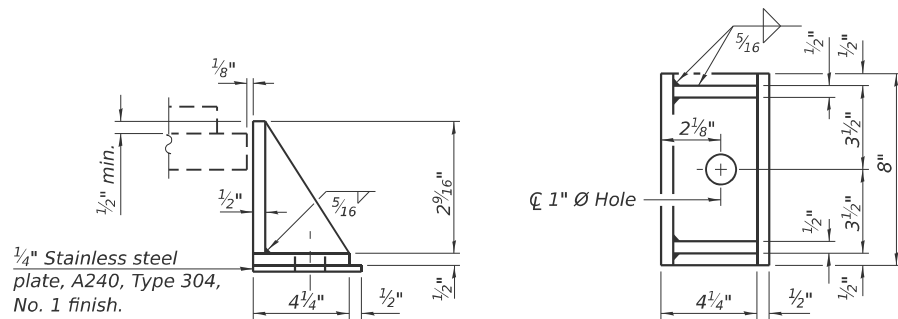
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

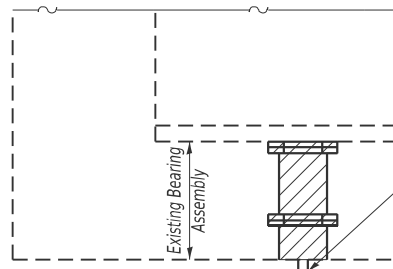
Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER

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

Notes:
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Steel Extensions, fill plates, shim plates, and connection bolts are included with Furnishing and Erecting Structural Steel.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
The steel extensions, fill plates, and structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed shown on bearing details.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



EXISTING BEARING REMOVAL DETAIL

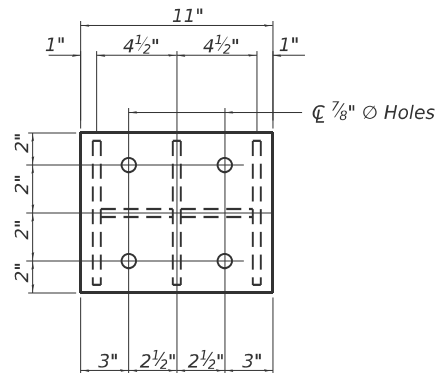
Core and remove existing anchor bolts. Grind bearing surface level as necessary. Cost is included in "Jack and Remove Existing Bearings".

Notes for Jack and Remove Existing Bearings:

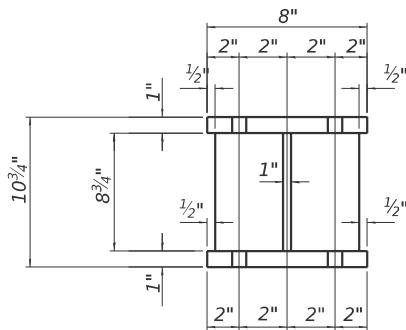
The Contractor shall submit, for approval by the Engineer, plans for the jacking and removing the existing bearings at the abutments prior to commencing any related work.
Jacking and removal of existing bearings shall be done after the existing concrete deck is removed.
The new bearings shall be in place and the jacks lowered prior to pouring the new deck.
The dead load reaction per beam (weight of steel only) at each abutment is 1k.
The minimum jack capacity is 2k per beam.

TABLE OF FILL PLATE THICKNESSES

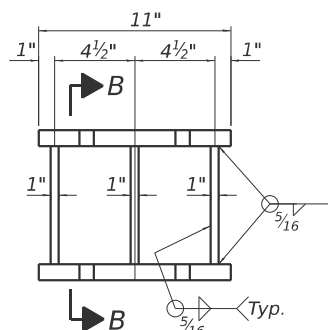
	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7
N. Abut. (038-0007)	0"	0"	1/4"	1/4"	0"	1/8"	0"



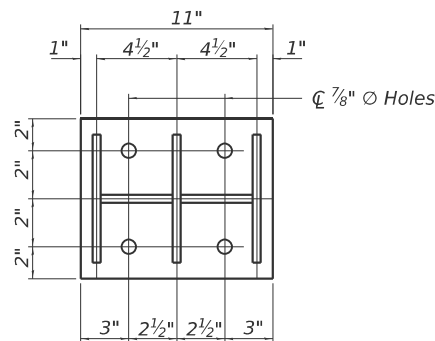
PLAN - TOP EXTENSION PLATE



SECTION B-B



STEEL EXTENSION DETAIL



PLAN - BOTTOM EXTENSION PLATE

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	7
Anchor Bolts, 3/4"	Each	14
Jack and Remove Existing Bearings	Each	7
Furnishing and Erecting Structural Steel	Pound	990



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

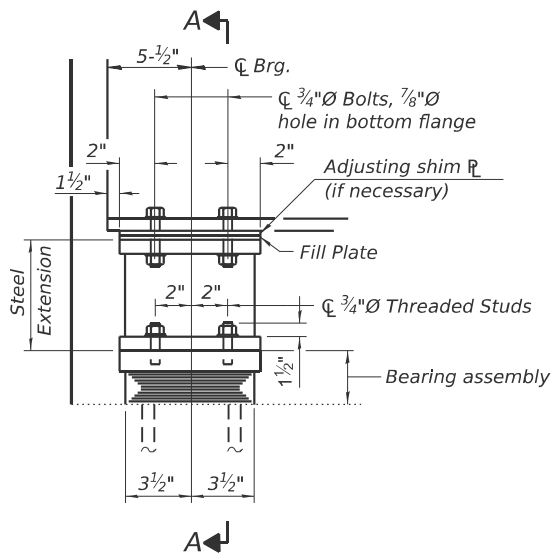
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 038-0007 (NB)

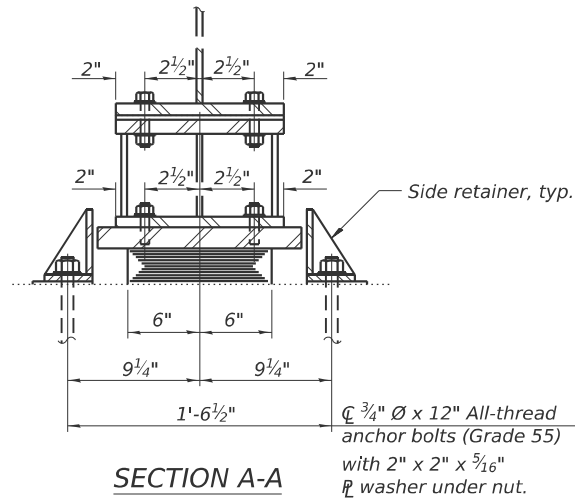
SCALE: SHEET 26 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4.38-5)BR.D,CR	IROQUOIS	437	250
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: G:\Users\666501-05-IDOT-157 Structure Projects\TP&W RP and 2nd St\Survey\ D366M80\SN038-0007_0008\Consultant_Data\Chamlin_2025\Design\0380007_0009-66M80-027-ABUT_BRG_DET.Dgn

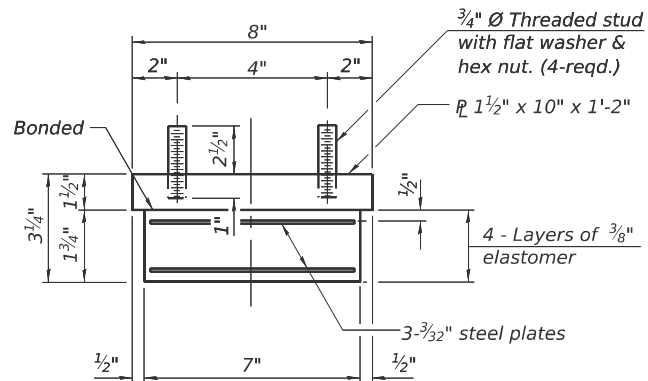


ELEVATION AT ABUT.



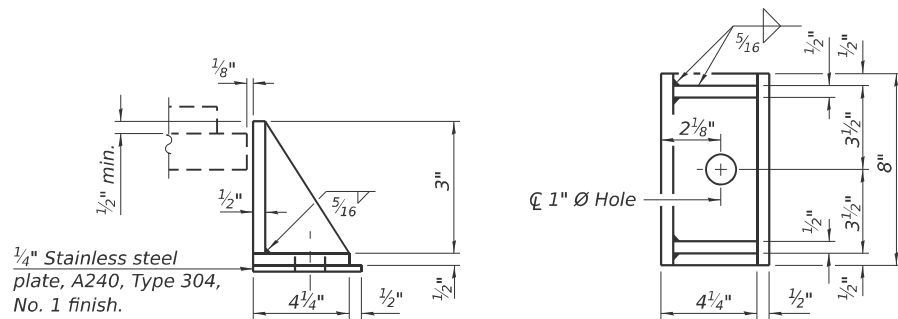
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER

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

Notes:

Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

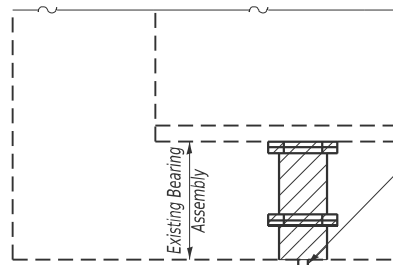
Steel Extensions, fill plates, shim plates, and connection bolts are included with Furnishing and Erecting Structural Steel.

Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

The steel extensions, fill plates, and structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

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

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



EXISTING BEARING REMOVAL DETAIL

Core and remove existing anchor bolts. Grind bearing surface level as necessary. Cost is included in "Jack and Remove Existing Bearings".

Notes for Jack and Remove Existing Bearings:

The Contractor shall submit, for approval by the Engineer, plans for the jacking and removing the existing bearings at the abutments prior to commencing any related work.

Jacking and removal of existing bearings shall be done after the existing concrete deck is removed.

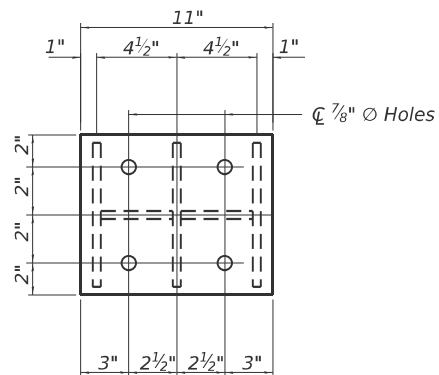
The new bearings shall be in place and the jacks lowered prior to pouring the new deck.

The dead load reaction per beam (weight of steel only) at each abutment is 1k.

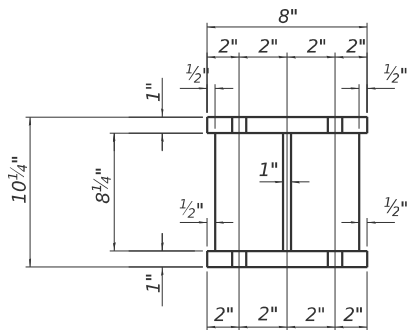
The minimum jack capacity is 2k per beam.

TABLE OF FILL PLATE THICKNESSES

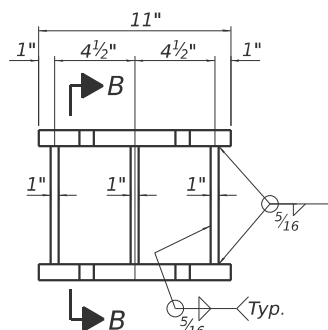
	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7
S. Abut. (038-0007)	1/8"	0"	1/4"	1/4"	0"	1/8"	1/8"



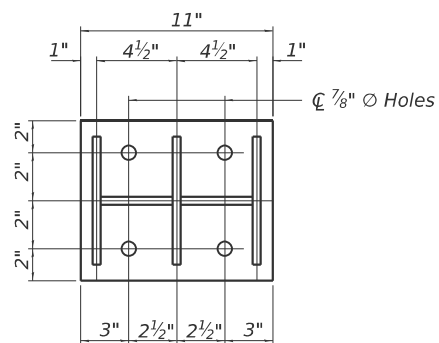
PLAN - TOP EXTENSION PLATE



SECTION B-B



STEEL EXTENSION DETAIL



PLAN - BOTTOM EXTENSION PLATE

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	7
Anchor Bolts, 3/4"	Each	14
Jack and Remove Existing Bearings	Each	7
Furnishing and Erecting Structural Steel	Pound	1,000



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

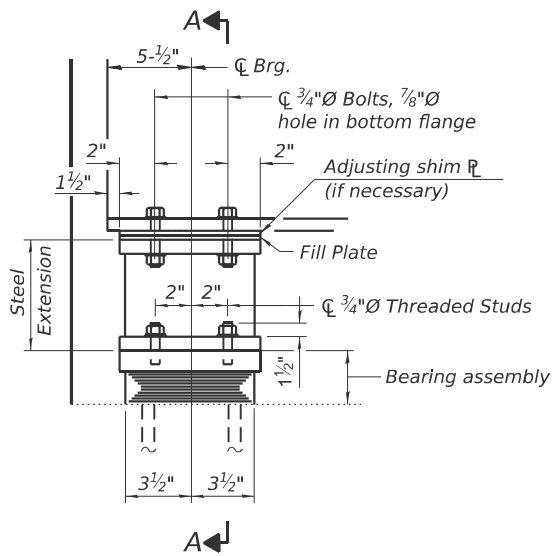
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 038-0007 (NB)

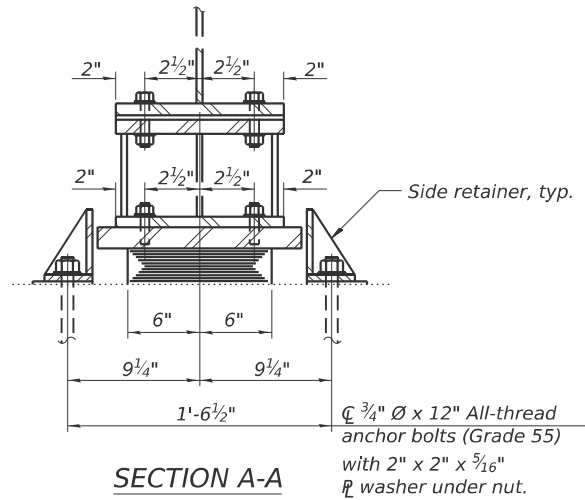
SCALE: SHEET 27 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4.38-5)BR.D,CR	IROQUOIS	437	251
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: G:\Users\666501-05-IDOT-157 Structure Projects\TP&W RP and 2nd St\Survey\ D366M80\SN038-0007_0008\Consultant_Data\Chamlin_2025\Design\0380007_0008-66M80-028-ABUT_BRG_DET.Dgn

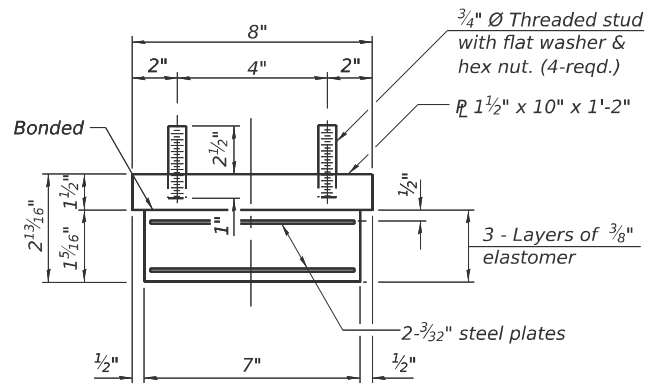


ELEVATION AT ABUT.



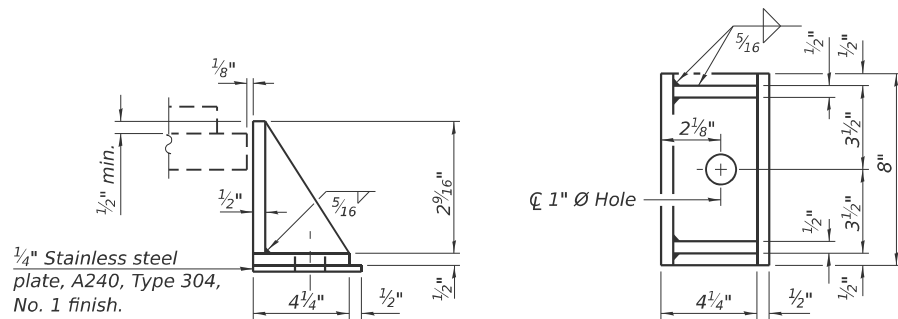
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

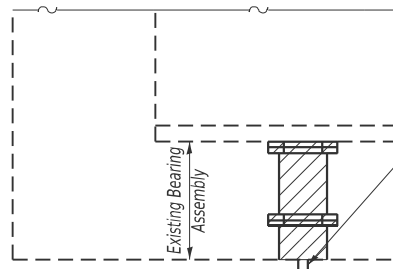
Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER

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

Notes:
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Steel Extensions, fill plates, shim plates, and connection bolts are included with Furnishing and Erecting Structural Steel.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
The steel extensions, fill plates, and structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed shown on bearing details.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



EXISTING BEARING REMOVAL DETAIL

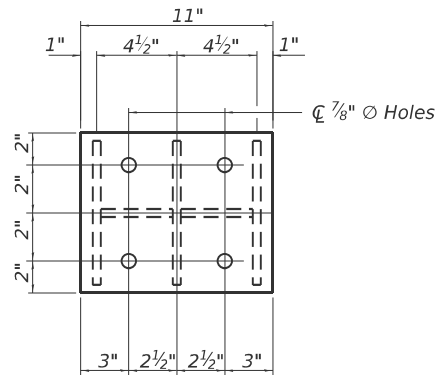
Core and remove existing anchor bolts. Grind bearing surface level as necessary. Cost is included in "Jack and Remove Existing Bearings".

Notes for Jack and Remove Existing Bearings:

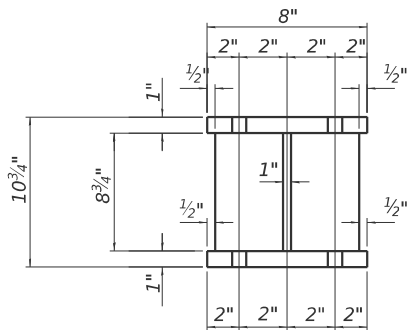
The Contractor shall submit, for approval by the Engineer, plans for the jacking and removing the existing bearings at the abutments prior to commencing any related work.
Jacking and removal of existing bearings shall be done after the existing concrete deck is removed.
The new bearings shall be in place and the jacks lowered prior to pouring the new deck.
The dead load reaction per beam (weight of steel only) at each abutment is 1k.
The minimum jack capacity is 2k per beam.

TABLE OF FILL PLATE THICKNESSES

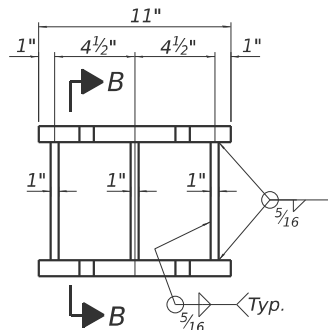
	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7
N. Abut. (038-0008)	0"	1/8"	0"	1/8"	1/4"	1/8"	0"



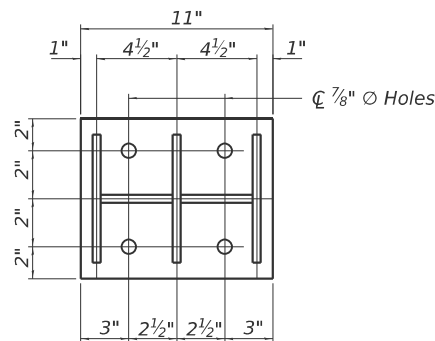
PLAN - TOP EXTENSION PLATE



SECTION B-B



STEEL EXTENSION DETAIL



PLAN - BOTTOM EXTENSION PLATE

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	7
Anchor Bolts, 3/4"	Each	14
Jack and Remove Existing Bearings	Each	7
Furnishing and Erecting Structural Steel	Pound	930



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 28 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4.38-5)BR,D,CR	IROQUOIS	437	252
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: C:\Users\666501-05-IDOT-157 Structure Projects\TP&W RP and 2nd St\Survey\ D366M80\SN038-0007_0008\Consultant_Data\Chamlin_2025\Design\0380007_0008-66M80-029-ABUT_BRG_DET.Dgn



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

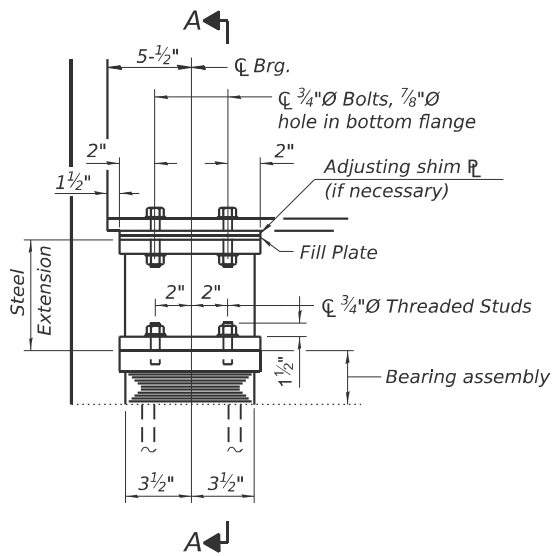
SOUTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 29 OF 43 SHEETS STA. TO STA.

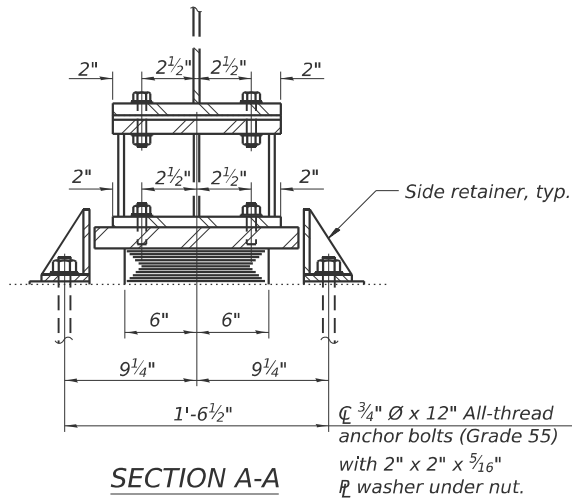
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4.38-5)BR.D,CR	IROQUOIS	437	253
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

TABLE OF FILL PLATE THICKNESSES

	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7
S. Abut. (038-0008)	0"	1/8"	0"	1/8"	1/4"	1/8"	0"

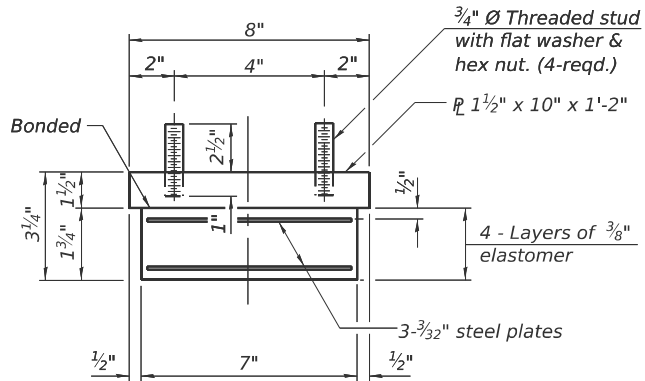


ELEVATION AT ABUT.



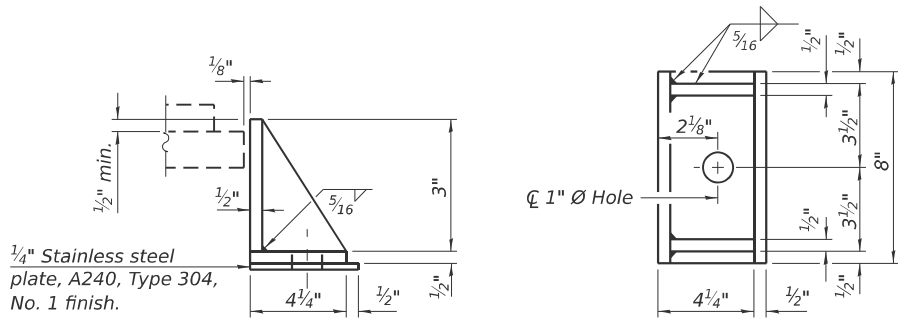
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

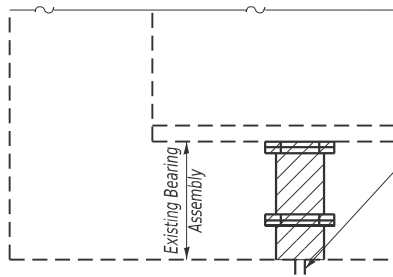
Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER

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

Notes:
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Steel Extensions, fill plates, shim plates, and connection bolts are included with Furnishing and Erecting Structural Steel.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
The steel extensions, fill plates, and structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed shown on bearing details.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

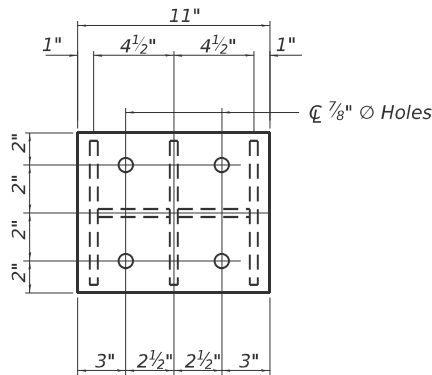


EXISTING BEARING
REMOVAL DETAIL

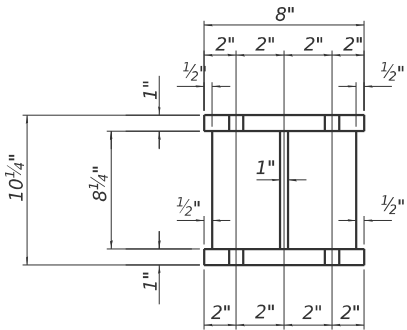
Core and remove existing anchor bolts. Grind bearing surface level as necessary. Cost is included in "Jack and Remove Existing Bearings".

Notes for Jack and Remove Existing Bearings:

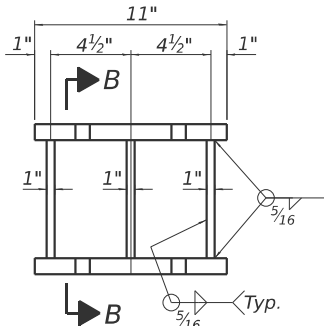
The Contractor shall submit, for approval by the Engineer, plans for the jacking and removing the existing bearings at the abutments prior to commencing any related work.
Jacking and removal of existing bearings shall be done after the existing concrete deck is removed.
The new bearings shall be in place and the jacks lowered prior to pouring the new deck.
The dead load reaction per beam (weight of steel only) at each abutment is 1k.
The minimum jack capacity is 2k per beam.



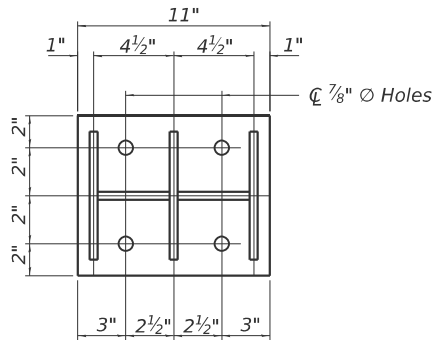
PLAN - TOP EXTENSION PLATE



SECTION B-B



STEEL EXTENSION DETAIL

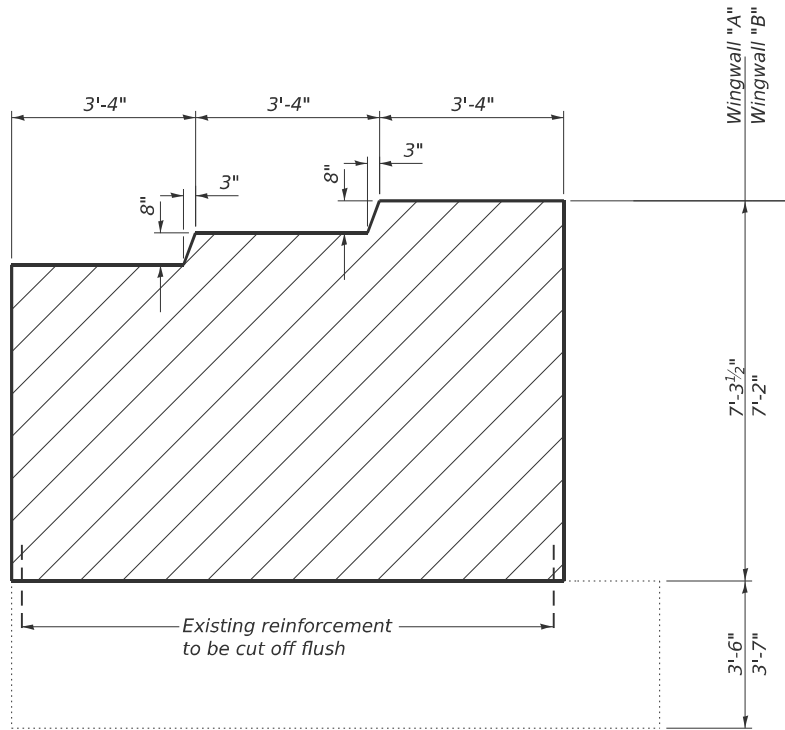


PLAN - BOTTOM EXTENSION PLATE

BILL OF MATERIAL

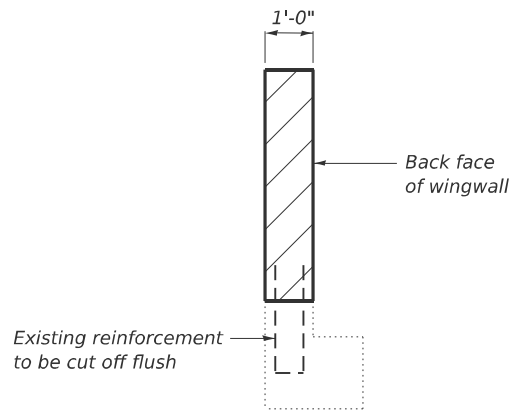
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	7
Anchor Bolts, 3/4"	Each	14
Jack and Remove Existing Bearings	Each	7
Furnishing and Erecting Structural Steel	Pound	1,000

MODEL: Default
FILE NAME: G:\Users\666501-05-IDOT-I-57 Structure Projects-TP&W RP and 2nd St\SURVEY\038-0007_0008\Consultant_Data\Chamlin_2025\Design\0380007_0008-66M80-430-ABUT_CONC_REM.dgn

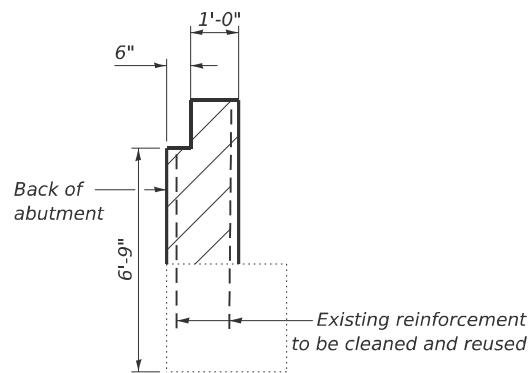


Wingwall Elevation

(S.B. North Abutment West Wingwall shown, other wingwalls similar)



Section A-A



Section B-B

Structure No. 038-0007

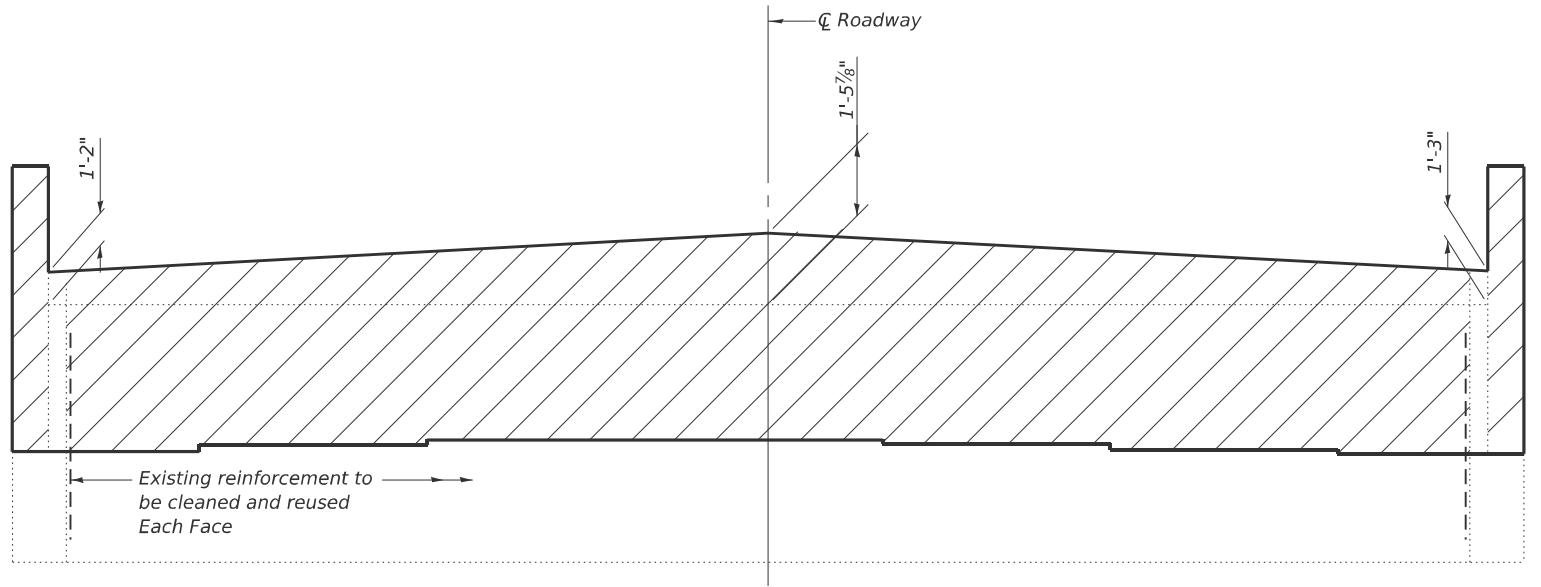
Bill of Material - 2 Abutments

Item	Unit	Total
Concrete Removal	Cu. Yd.	28.1

Structure No. 038-0008

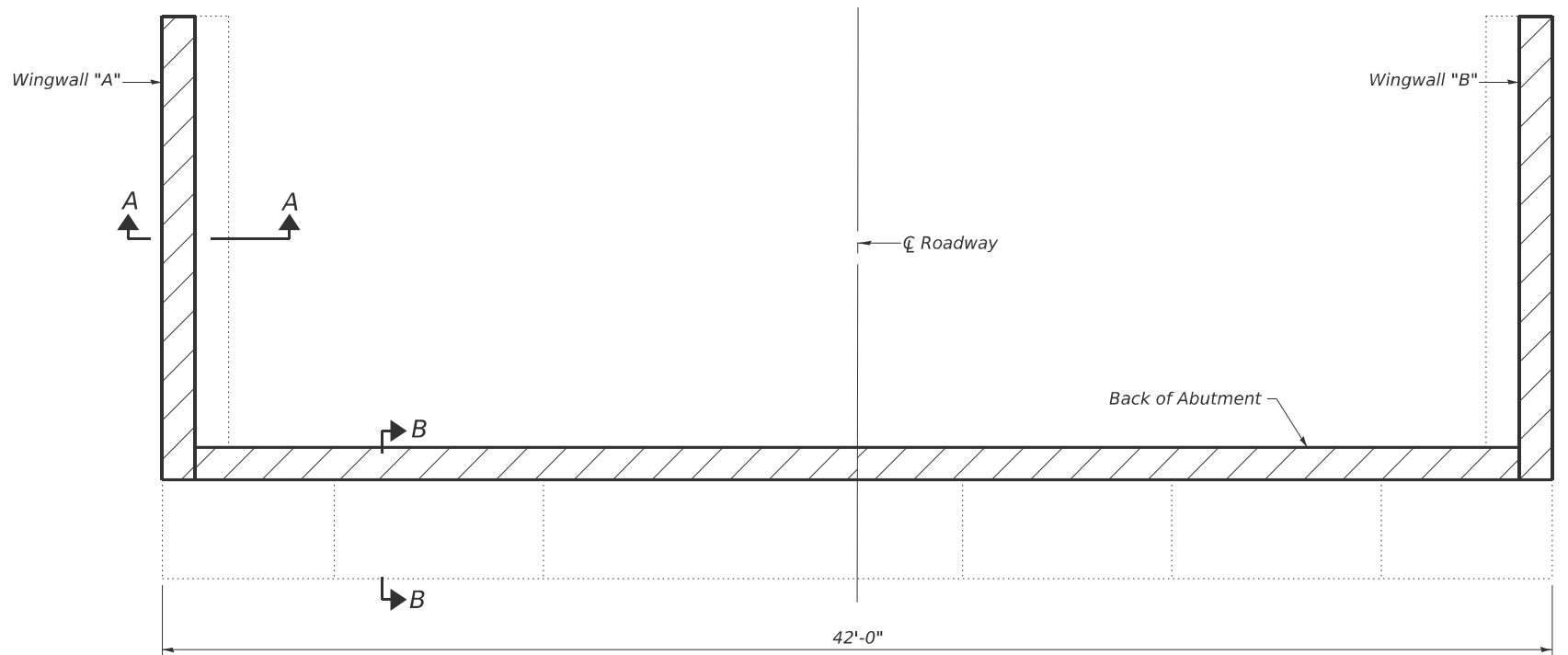
Bill of Material - 2 Abutments

Item	Unit	Total
Concrete Removal	Cu. Yd.	28.1



Elevation

(S.B. North Abutment shown, S.B. South Abutment and N.B. abutments similar)



Plan

(S.B. North Abutment shown, S.B. South Abutment and N.B. abutments similar)

Notes:
Hatched areas indicate Concrete Removal.
Existing reinforcement extending into new construction shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.
Existing reinforcement not extending into new construction shall be cut off flush and sealed with epoxy. Cost included with Concrete Removal.
Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.



USER NAME	= CHAMLIN
PLOT DATE	= 2/27/2026

DESIGNED	-	PDF
DRAWN	-	LAG
CHECKED	-	JLS
DATE	-	04/21/2025

REVISED	-
REVISED	-
REVISED	-
REVISED	-

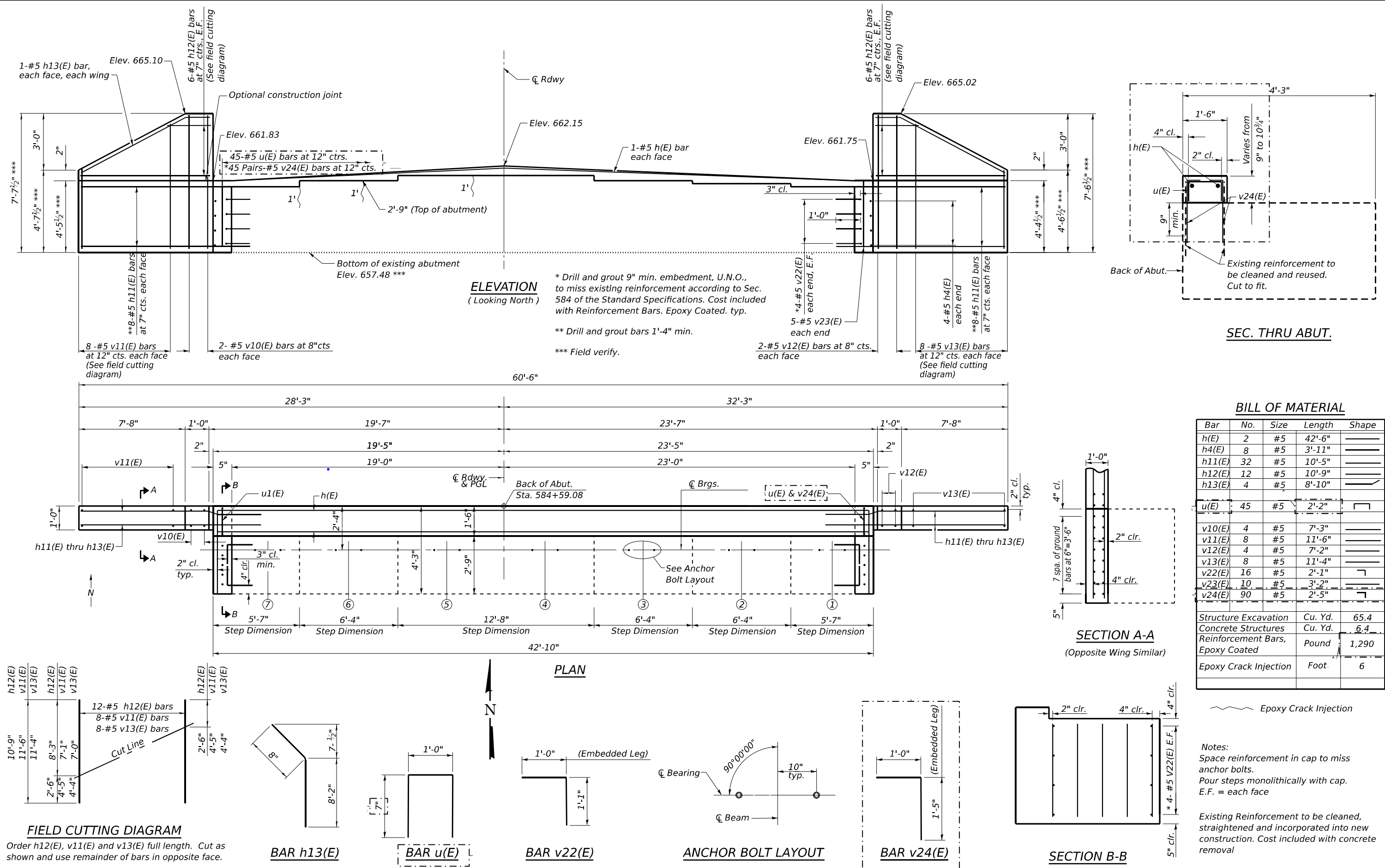
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT CONCRETE REMOVAL
STRUCTURE NO. 038-0007 (NB) & 038-0008 (SB)

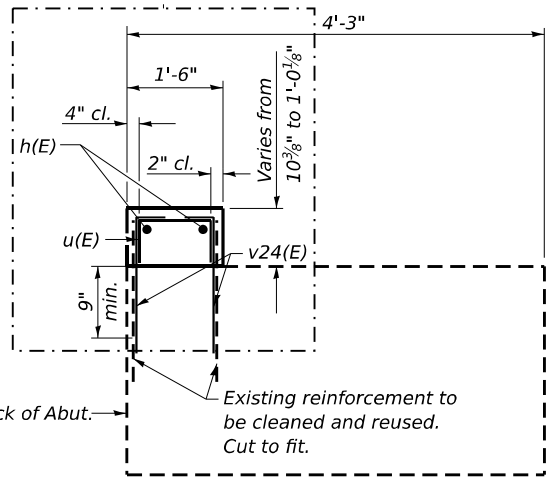
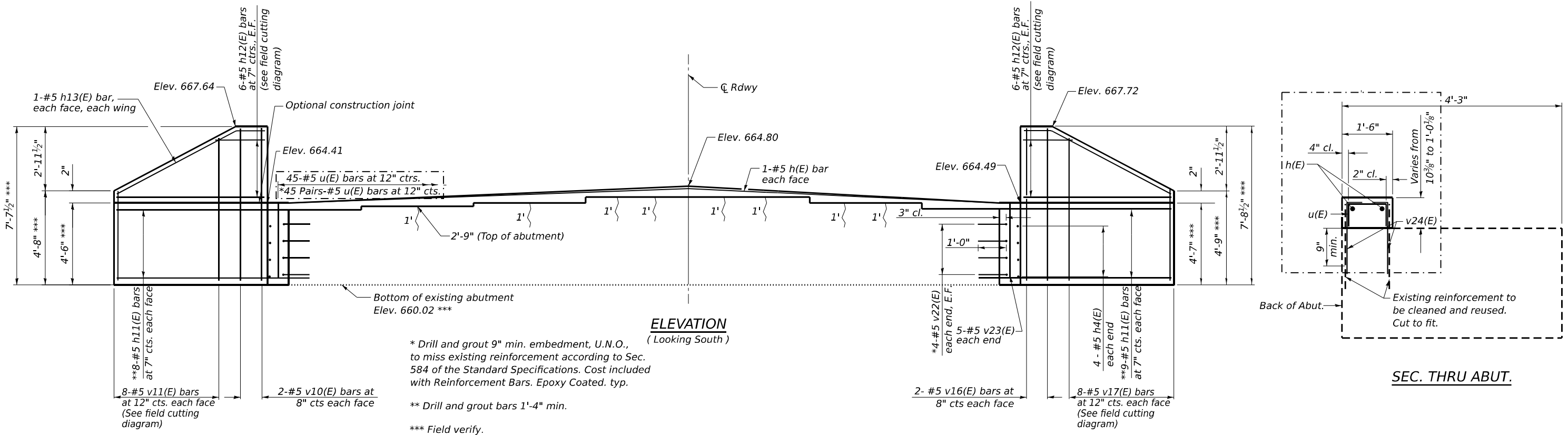
SCALE: SHEET 30 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	254
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

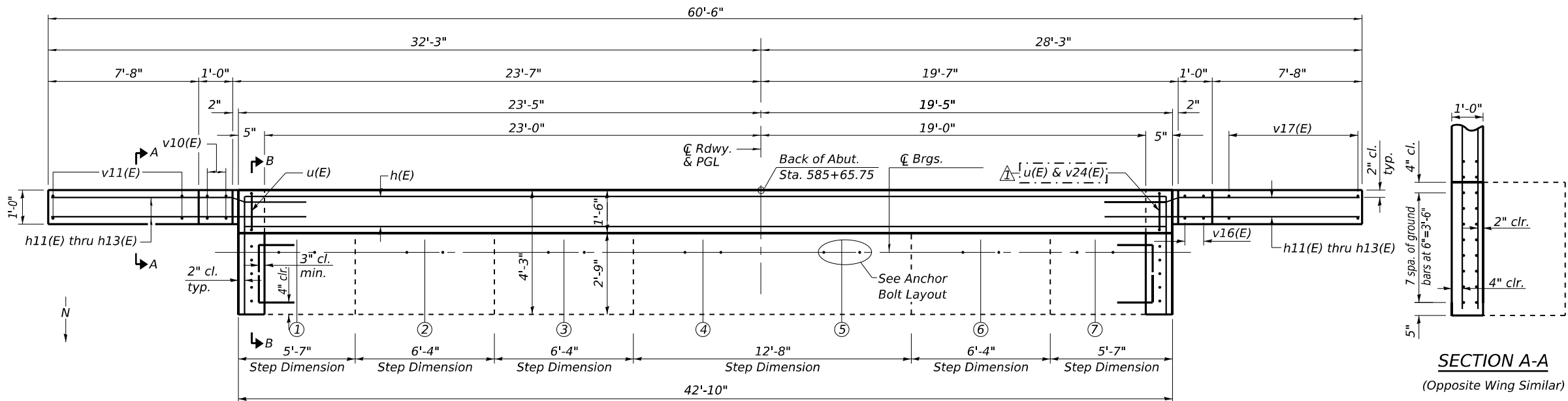
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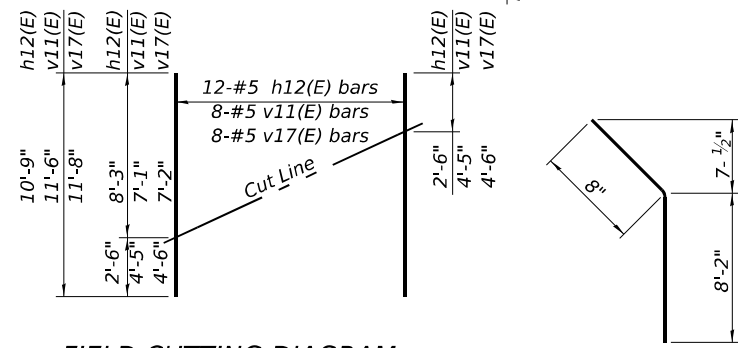
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SEC. THRU ABUT.



SECTION A-A
(Opposite Wing Similar)



FIELD CUTTING DIAGRAM

Order h12(E), v11(E) and v17(E) full length. Cut as shown and use remainder of bars in opposite face.

BAR h13(E)

BAR u(E)

BAR v22(E)

ANCHOR BOLT LAYOUT

BAR v24(E)

SECTION B-B

Epoxy Crack Injection

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
E.F. = each face

Existing Reinforcement to be cleaned, straightened and incorporated into new construction. Cost included with concrete removal

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	2	#5	42'-6"	
h4(E)	8	#5	3'-11"	
h11(E)	34	#5	10'-5"	
h12(E)	12	#5	10'-9"	
h13(E)	4	#5	8'-10"	
u(E)	45	#5	2'-2"	
v10(E)	4	#5	7'-3"	
v11(E)	8	#5	11'-6"	
v16(E)	4	#5	7'-4"	
v17(E)	8	#5	11'-8"	
v22(E)	16	#5	2'-1"	
v23(E)	10	#5	3'-2"	
v24(E)	90	#5	2'-5"	
Structure Excavation			Cu. Yd.	65.7
Concrete Structures			Cu. Yd.	6.8
Reinforcement Bars, Epoxy Coated			Pound	1,310
Epoxy Crack Injection			Foot	11

AI-SB-0

4-4-2025



USER NAME	= CHAMLIN
PLOT DATE	= 5/14/2026

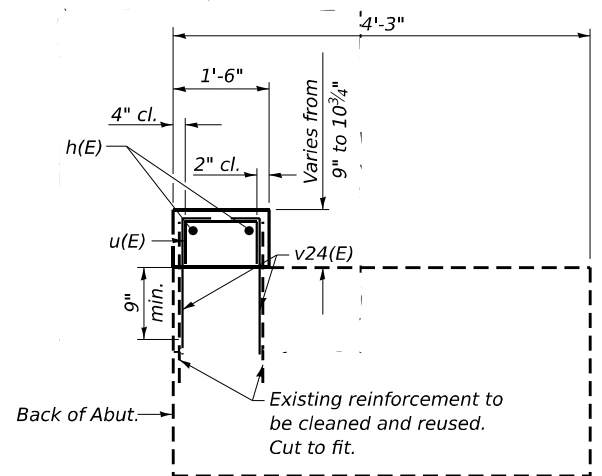
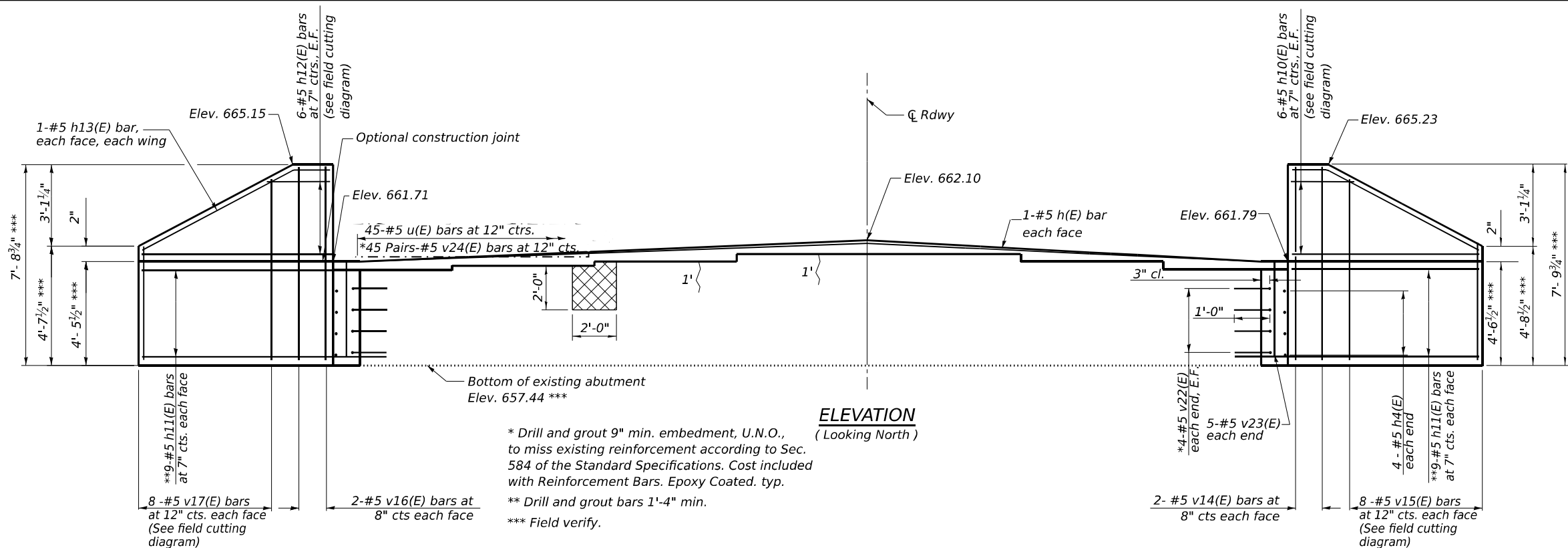
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DRAWN	- LAG	REVISED	-
CHECKED	- JLS	REVISED	-
DATE	- 04/21/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
STRUCTURE NO. 038-0007 (NB)

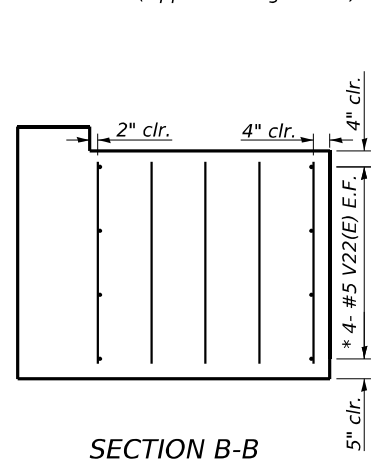
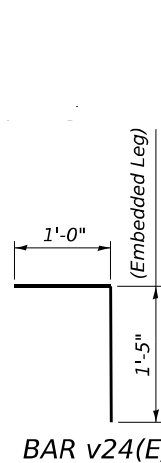
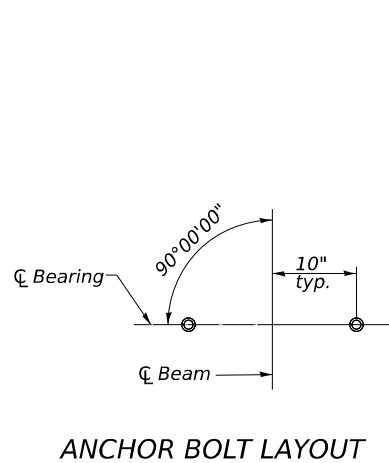
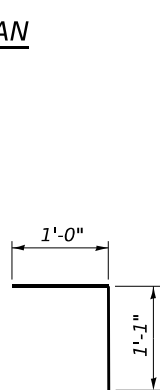
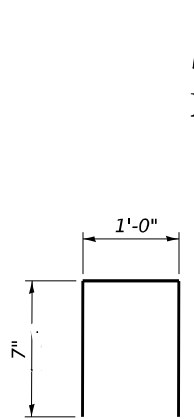
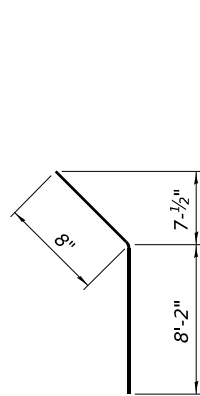
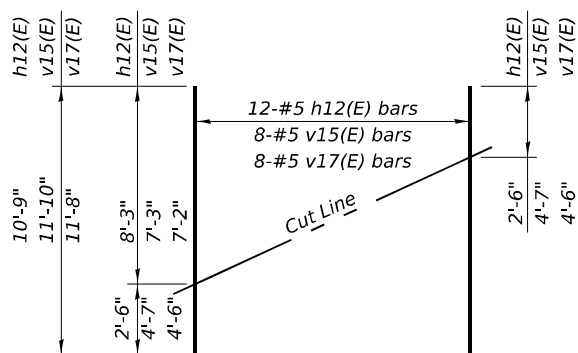
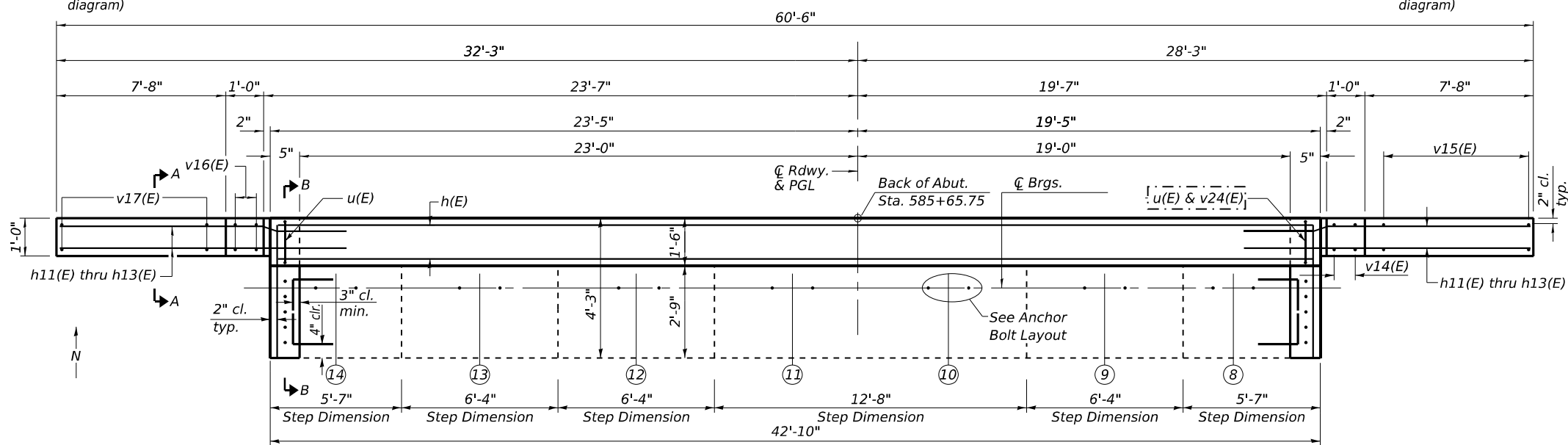
SCALE: SHEET 32 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4, 38-5) BR. D. CR	IROQUOIS	437	256
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	2	#5	42'-6"	_____
h4(E)	8	#5	3'-11"	_____
h11(E)	36	#5	10'-5"	_____
h12(E)	12	#5	10'-9"	_____
h13(E)	4	#5	8'-10"	_____
u(E)	45	#5	2'-2"	┐
v14(E)	4	#5	7'-5"	_____
v15(E)	8	#5	11'-10"	_____
v16(E)	4	#5	7'-4"	_____
v17(E)	8	#5	11'-8"	_____
v22(E)	16	#5	2'-1"	┐
v23(E)	10	#5	3'-2"	_____
v24(E)	90	#5	2'-5"	┐
Structure Excavation			Cu. Yd.	66.0
Concrete Structures			Cu. Yd.	6.5
Reinforcement Bars, Epoxy Coated			Pound	1,340
Structural Repair of Concrete (depth equal to or less than 5 inches)			Sq. Ft.	4
Epoxy Crack Injection			Foot	2



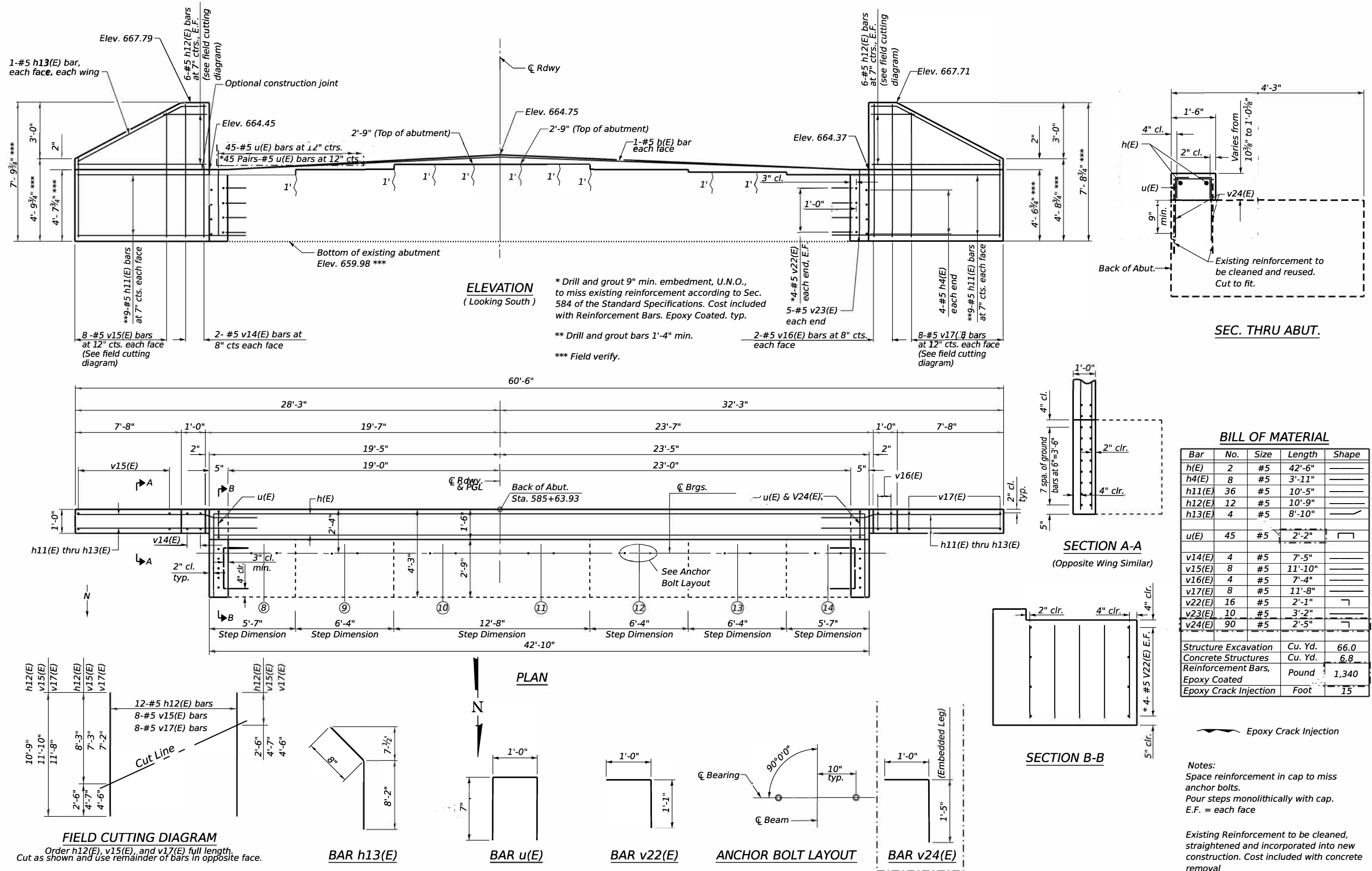
 Epoxy Crack Injection

 Structural Repair of Concrete
(depth equal to or less than 5 inches)

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
E.F. = each face

Existing Reinforcement to be cleaned, straightened and incorporated into new construction. Cost included with concrete removal

MODEL: Default
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2025\Design\038007_0008-66M80-034-S ABUT_0008.dgn



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED - 05/12/2026 PDF
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 5/13/2026	DATE = 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

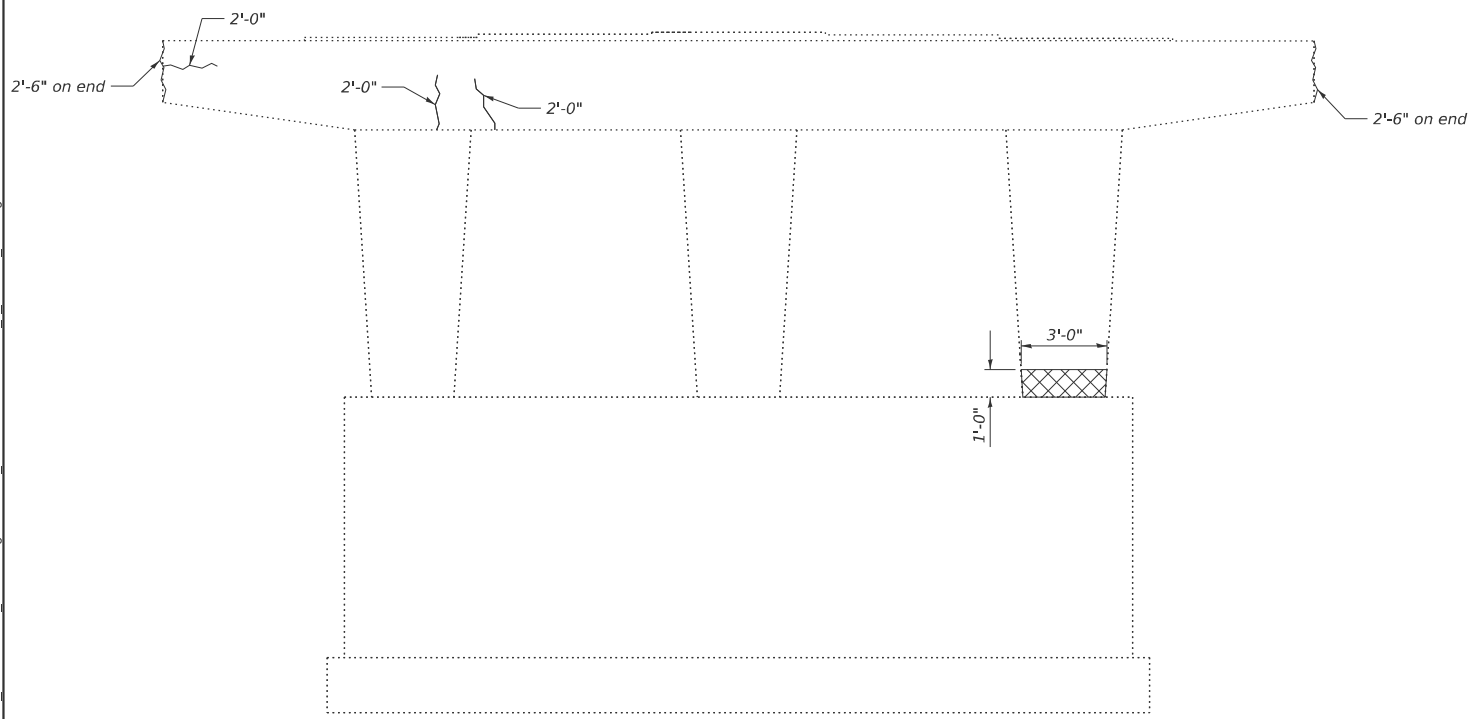
SOUTH ABUTMENT
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 34 OF 43 SHEETS STA. TO STA.

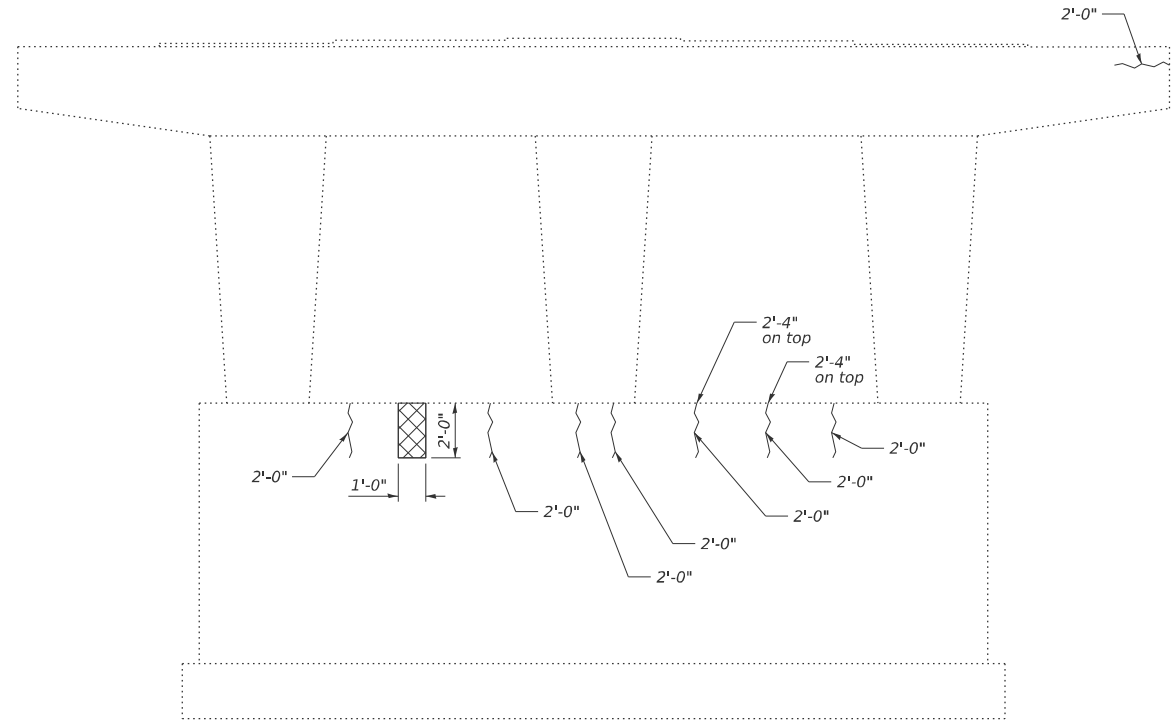
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4, 38-5) BR, D, CR	IROQUOIS	437	258
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

REV. 5/28/26

MODEL: Default
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PIER 1
NORTH FACE



PIER 1
SOUTH FACE

- ~ ~ ~ ~ ~ Epoxy Crack Injection
- XXXXX Structural Repair of Concrete
(depth equal to or less than 5 inches)

BILL OF MATERIAL

Structural Repair of Concrete (depth equal to or less than 5 inches)	Sq. Ft.	5
Epoxy Crack Injection	Foot	32



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

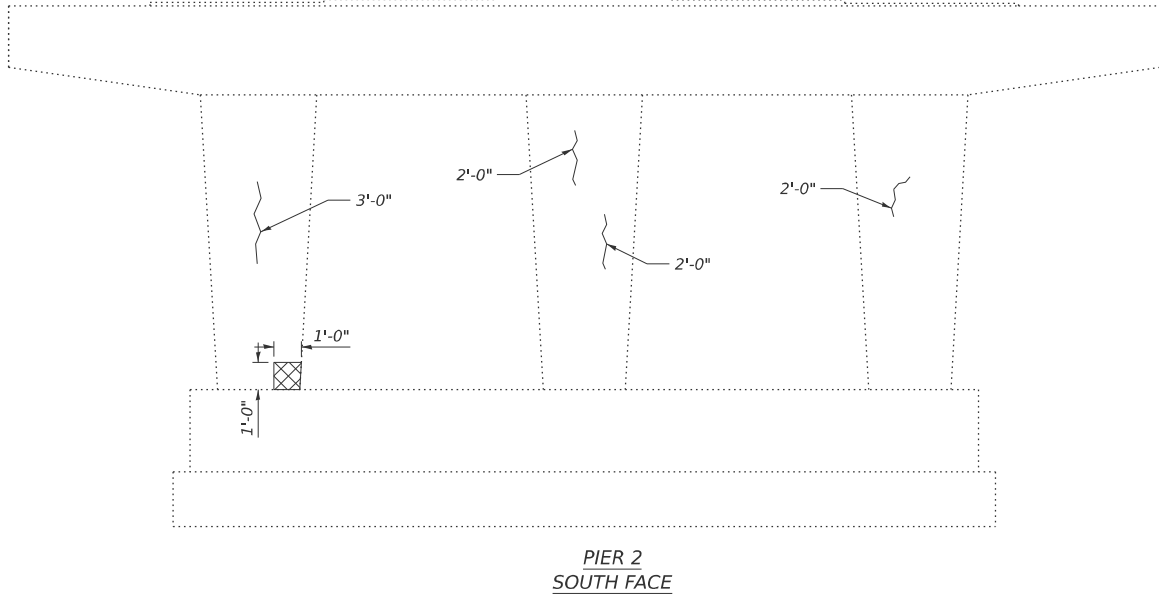
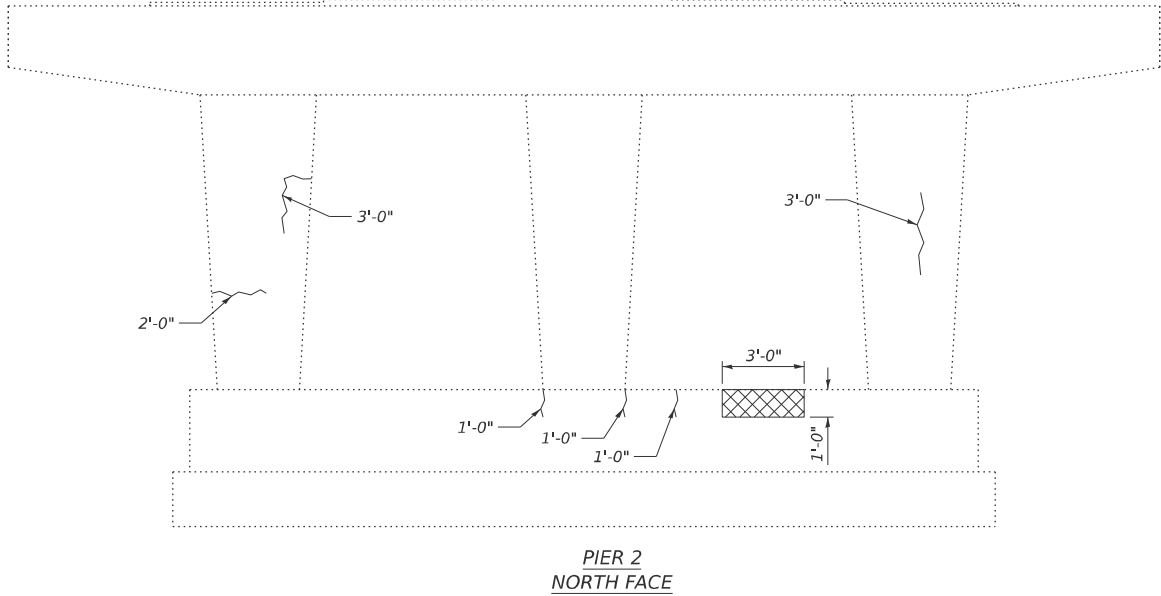
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 REPAIR
STRUCTURE NO. 038-0007 (NB)

SCALE: SHEET 35 OF 43 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	259
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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~~~~~ Epoxy Crack Injection  
[Cross-hatched box] Structural Repair of Concrete  
(depth equal to or less than 5 inches)

**BILL OF MATERIAL**

|                                                                            |         |    |
|----------------------------------------------------------------------------|---------|----|
| Structural Repair of<br>Concrete (depth equal to<br>or less than 5 inches) | Sq. Ft. | 4  |
| Epoxy Crack Injection                                                      | Foot    | 20 |



|                       |                   |           |
|-----------------------|-------------------|-----------|
| USER NAME = CHAMLIN   | DESIGNED - PDF    | REVISED - |
|                       | DRAWN - LAG       | REVISED - |
|                       | CHECKED - JLS     | REVISED - |
| PLOT DATE = 2/27/2026 | DATE - 04/21/2025 | REVISED - |

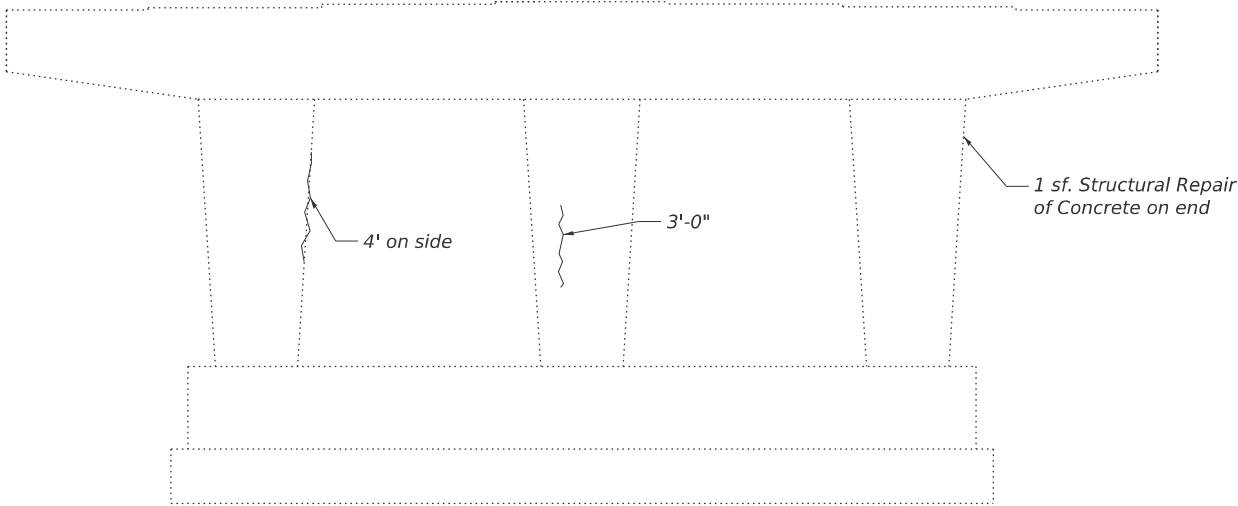
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER 2 REPAIR  
STRUCTURE NO. 038-0007 (NB)

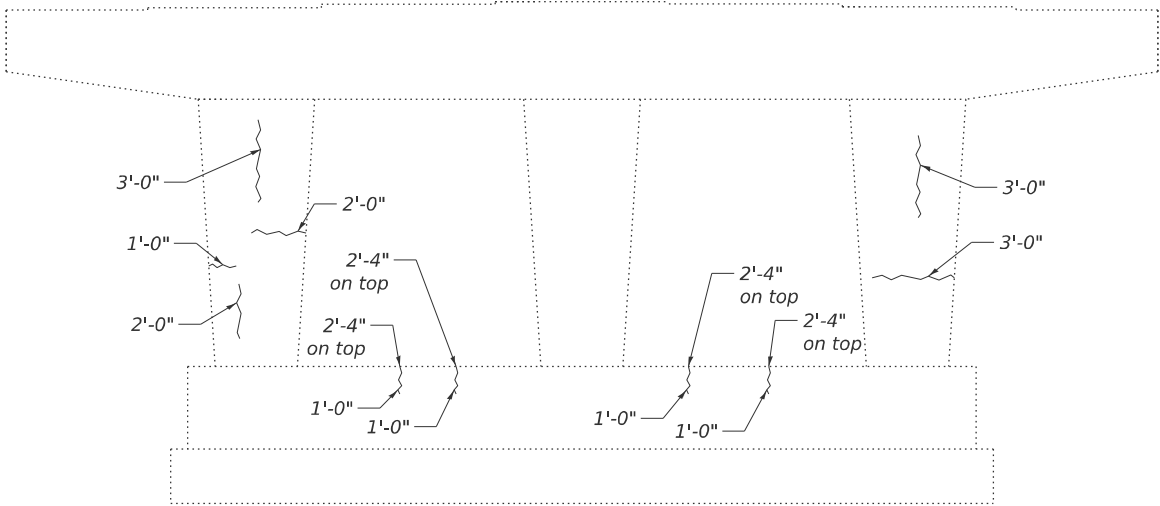
SCALE: SHEET 36 OF 43 SHEETS STA. TO STA.

| F.A.I.<br>RTE.            | SECTION            | COUNTY   | TOTAL<br>SHEETS | SHEET<br>NO. |
|---------------------------|--------------------|----------|-----------------|--------------|
| 57                        | (38-4,38-5)BR,D,CR | IROQUOIS | 437             | 260          |
| CONTRACT NO. 66M80        |                    |          |                 |              |
| ILLINOIS FED. AID PROJECT |                    |          |                 |              |

MODEL: Default  
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PIER 1  
NORTH FACE



PIER 1  
SOUTH FACE

~~~~~ Epoxy Crack Injection

BILL OF MATERIAL

| | | |
|--|---------|----|
| Structural Repair of Concrete (depth equal to or less than 5 inches) | Sq. Ft. | 1 |
| Epoxy Crack Injection | Foot | 35 |



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = CHAMLIN | DESIGNED - PDF | REVISED - |
| | DRAWN - LAG | REVISED - |
| | CHECKED - JLS | REVISED - |
| PLOT DATE = 2/27/2026 | DATE - 04/21/2025 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 REPAIR
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 37 OF 43 SHEETS STA. TO STA.

| | | | | |
|---------------------------|--------------------|----------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | (38-4,38-5)BR,D,CR | IROQUOIS | 437 | 261 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: Default
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| | |
|-----------|-------------|
| USER NAME | = CHAMLIN |
| PLOT DATE | = 2/27/2026 |

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| DESIGNED | - | PDF |
| DRAWN | - | LAG |
| CHECKED | - | JLS |
| DATE | - | 04/21/2025 |

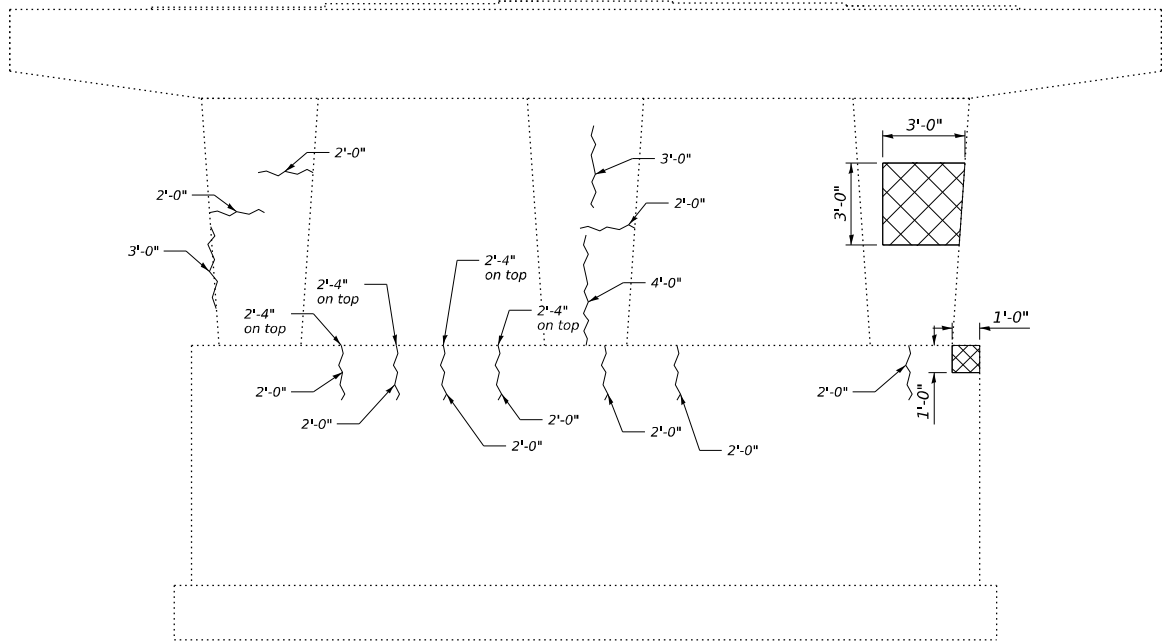
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

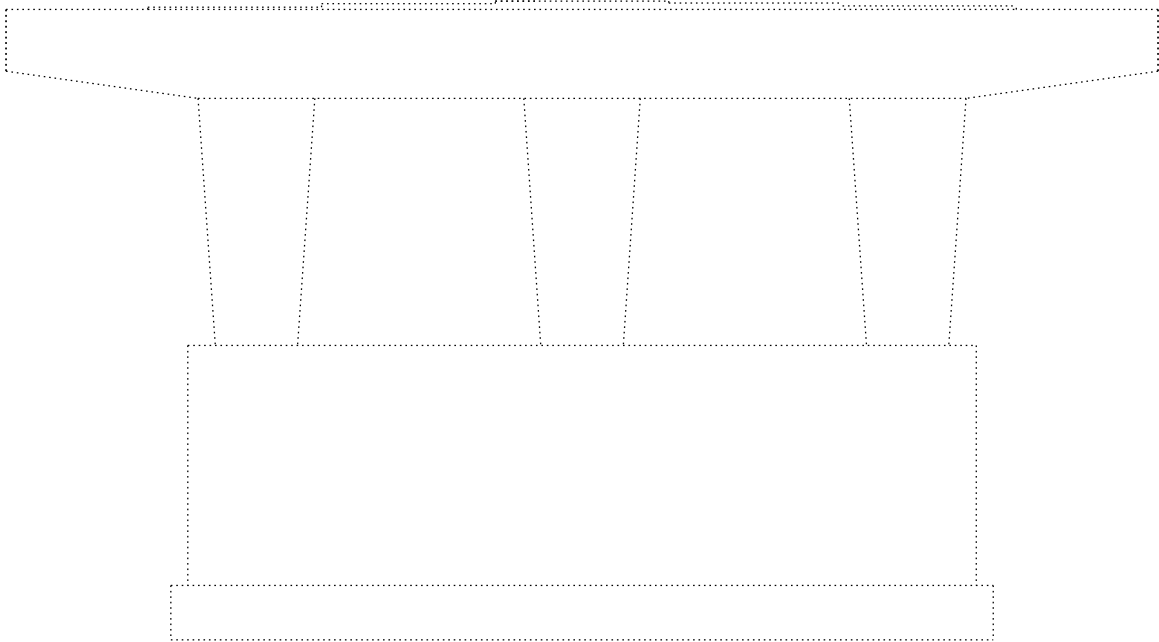
PIER 2 REPAIR
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 38 OF 43 SHEETS STA. TO STA.

| | | | | |
|---------------------------|--------------------|----------|-----------------|--------------|
| F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. |
| 57 | (38-4,38-5)BR,D,CR | IROQUOIS | 437 | 262 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



PIER 2
NORTH FACE



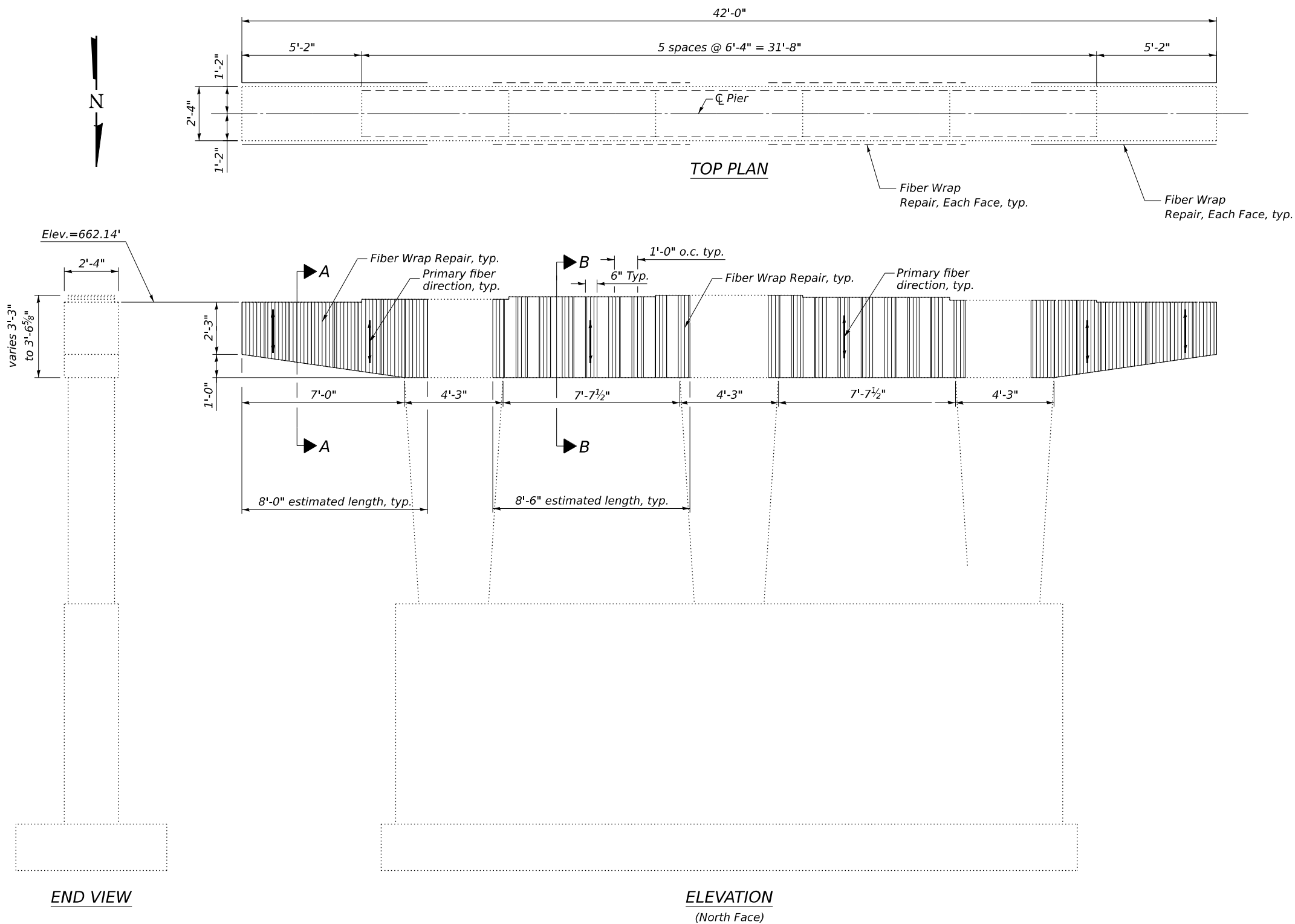
PIER 2
SOUTH FACE

- ~~~~~ Epoxy Crack Injection
- XXXXX Structural Repair of Concrete
(depth equal to or less than 5 inches)

BILL OF MATERIAL

| | | |
|--|---------|----|
| Structural Repair of
Concrete (depth equal to
or less than 5 inches) | Sq. Ft. | 10 |
| Epoxy Crack Injection | Foot | 40 |

MODEL: Default
FILE NAME: C:\Users\666501-05-IDOT-I-57 Structure Projects-TP&W RP and 2nd SI\Survey D366M80\SI038-0007_0008\Consultant_Data\Chamlin_2025\Design\0380007_0008-66M80-038-PIER_1_DETS_0007.dgn



SECTION A-A

SECTION B-B

BILL OF MATERIAL

| Fiber Wrap | Sq. Ft. | 197 |
|------------|---------|-----|
|------------|---------|-----|

Fiber Wrap Notes:
Prior to installation surface must be clean, sound, and dry. Remove dust, laitance, grease, curing compounds, impregnations, waxes, foreign articles, disintegrated materials, and other bond inhibiting materials from the surface.

Existing uneven surfaces must be filled with an appropriate repair mortar prior to Fiber Wrap repair installation.

Cracks with width greater than 0.012 inches must be stabilized using epoxy injection methods when directed and approved by the Engineer.

Prior to placing the Fiber Wrap repair material, the concrete surface is to be sandblasted and cleaned.

System is a vapor barrier. Don't encapsulate concrete if any surface moisture is present.

Carbon fabric is non-reactive. However, caution must be used when handling since a fine "Carbon Dust" may be present on the surface. Gloves and protective face masks must, therefore, be worn to protect against any respiratory problems and skin irritation.

General installation procedures are given in the special provisions "Fiber Wrap".

It is the Contractor's responsibility to remove any protrusions in the concrete in the Fiber Wrap repair area.

Concrete edges shall be rounded to at least 3/4" radius and smoothed to a surface finish prior to application of Fiber Wrap.

If hollow or deteriorated concrete is detected, repair per special provision "Structural Repair of Concrete" prior to Fiber Wrap repair. Repair shall be performed per Structural Repair of Concrete.



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = CHAMLIN | DESIGNED - PDF | REVISED - |
| | DRAWN - LAG | REVISED - |
| | CHECKED - JLS | REVISED - |
| PLOT DATE = 2/27/2026 | DATE - 04/21/2025 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 DETAILS
STRUCTURE NO. 038-0007 (NB)

SCALE: SHEET 39 OF 43 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|--------------------|----------|--------------|-----------|
| 57 | (38-4,38-5)BR,D,CR | IROQUOIS | 437 | 263 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: Default
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| | |
|-----------|--------------|
| USER NAME | = CHAMLIN |
| DESIGNED | - PDF |
| DRAWN | - LAG |
| CHECKED | - JLS |
| PLOT DATE | = 2/27/2026 |
| DATE | - 04/21/2025 |

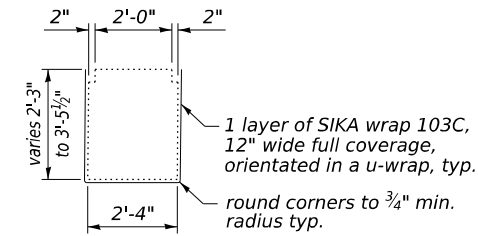
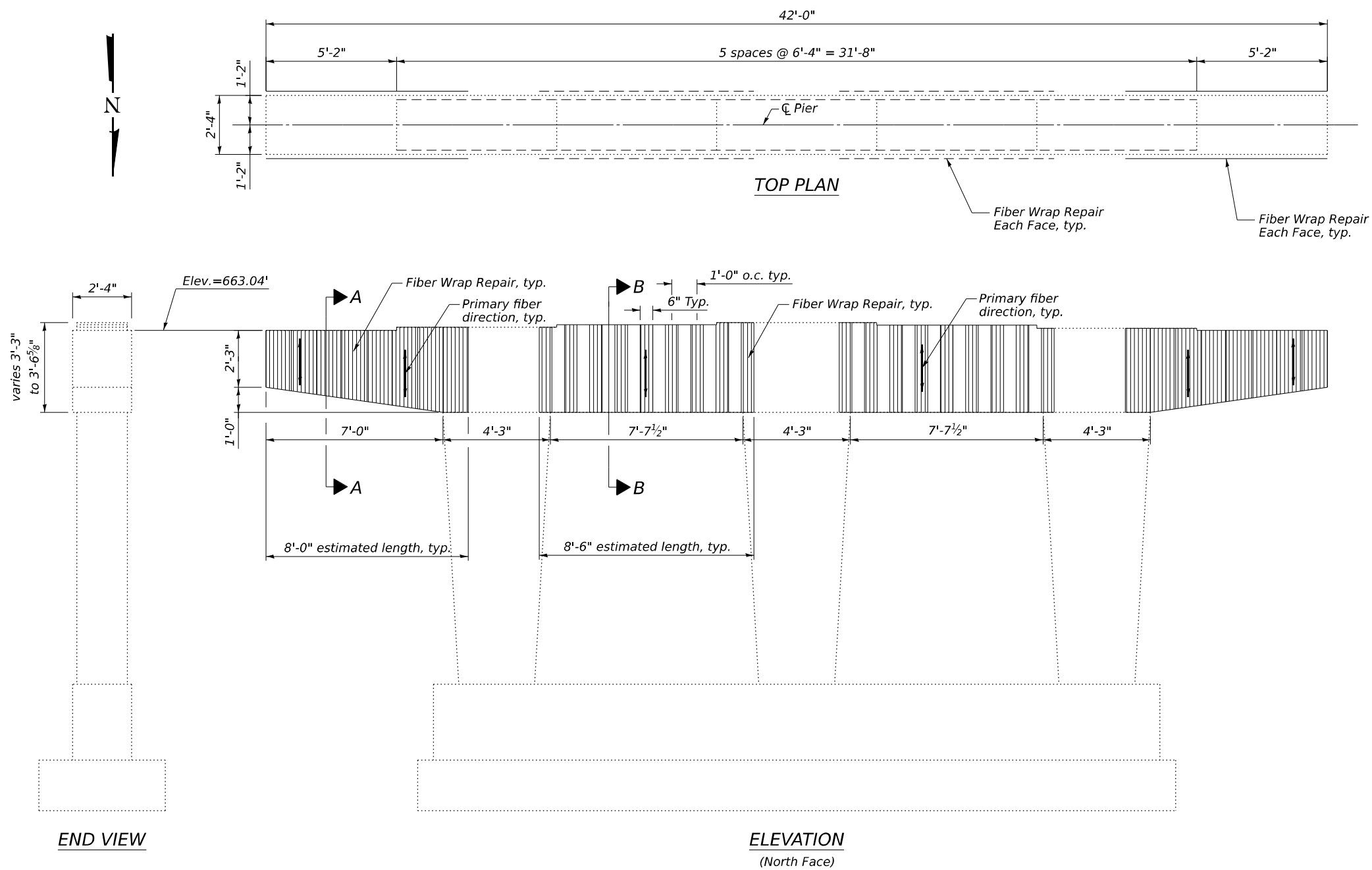
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|----------|--------------|---------|---|
| DESIGNED | - PDF | REVISED | - |
| DRAWN | - LAG | REVISED | - |
| CHECKED | - JLS | REVISED | - |
| DATE | - 04/21/2025 | REVISED | - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

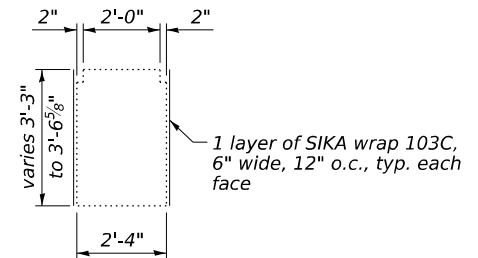
PIER 2 DETAILS
STRUCTURE NO. 038-0007 (NB)

SCALE: SHEET 40 OF 43 SHEETS STA. TO STA.

| F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. |
|--------------------|--------------------|----------|------------------|--------------|
| 57 | (38-4,38-5)BR,D,CR | IROQUOIS | 437 | 264 |
| CONTRACT NO. 66M80 | | | | |
| | | ILLINOIS | FED. AID PROJECT | |



SECTION A-A



SECTION B-B

BILL OF MATERIAL

| Fiber Wrap | Sq. Ft. | 197 |
|------------|---------|-----|
|------------|---------|-----|

For "Fiber Wrap" Notes,
See sheet 39 of 43.

MODEL: Default
FILE NAME: C:\Users\686501-05-IDOT-157 Structure Projects\TP&W RP and 2nd St\Survey D366M80\SM038-0007_0008\Consultant_Data\Chamlin_2025\Design\0380007_0008-66M80-041-PIER_1_DETS_0008.dgn



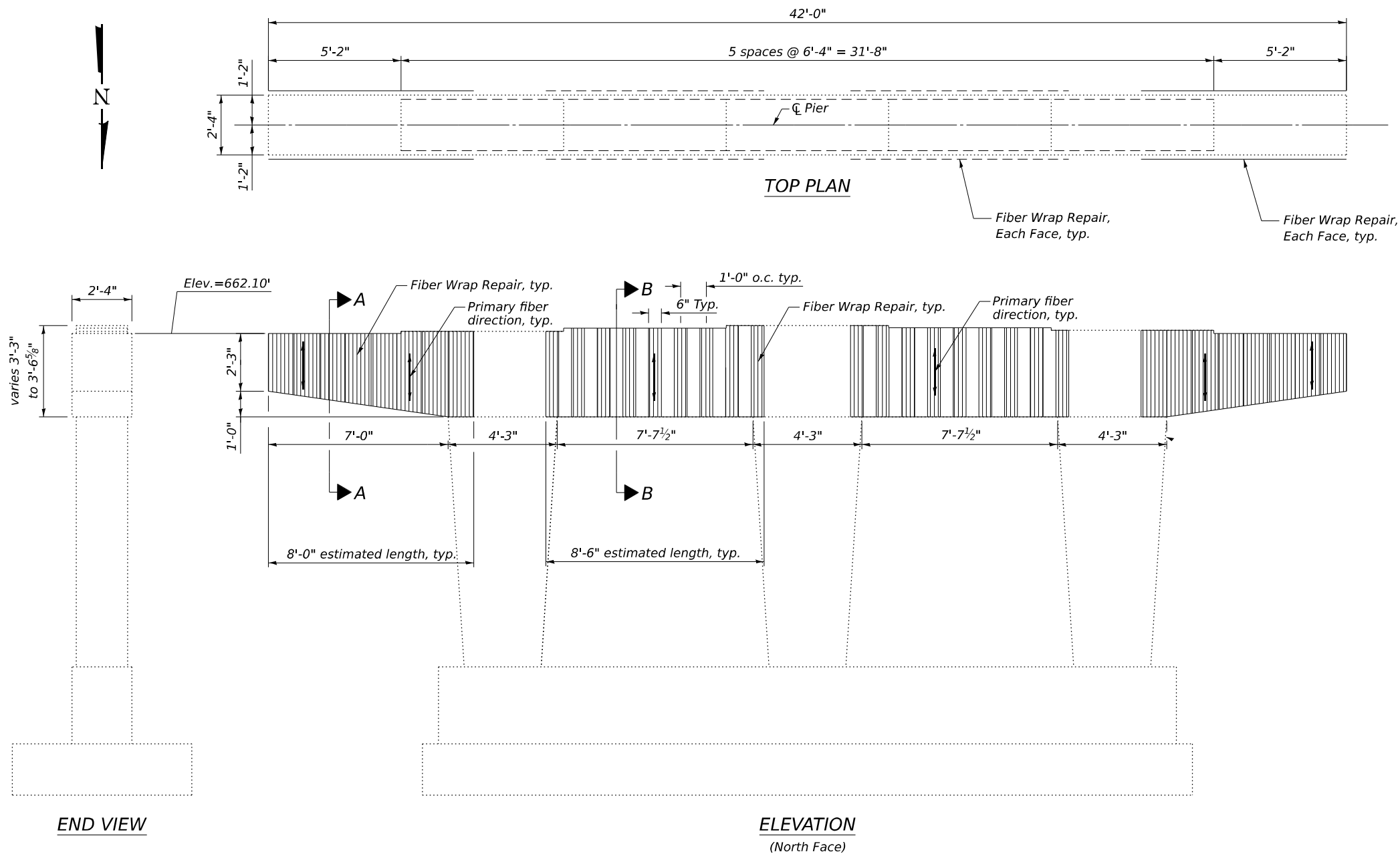
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| | DRAWN - LAG | REVISED - |
| | CHECKED - JLS | REVISED - |
| PLOT DATE = 2/27/2026 | DATE - 04/21/2025 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 DETAILS
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 41 OF 43 SHEETS STA. TO STA.

| F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. |
|--------------------|--------------------|----------|-----------------|--------------|
| 57 | (38-4,38-5)BR,D,CR | IROQUOIS | 437 | 265 |
| CONTRACT NO. 66M80 | | | | |
| | | ILLINOIS | FED.AID PROJECT | |



2" 2'-0" 2"
varies 2'-3" to 3'-5 1/2"
1 layer of SIKa wrap 103C, 12" wide full coverage, orientated in a u-wrap, typ.
2'-4" round corners to 3/4" min. radius typ.

SECTION A-A

2" 2'-0" 2"
varies 3'-3" to 3'-6 5/8"
1 layer of SIKa wrap 103C, 6" wide, 12" o.c., typ. each face
2'-4"

SECTION B-B

BILL OF MATERIAL

| Fiber Wrap | Sq. Ft. | 197 |
|------------|---------|-----|
|------------|---------|-----|

For "Fiber Wrap" Notes,
See sheet 39 of 43.

MODEL: Default
FILE NAME: C:\Users\686501-05-IDOT-I-57 Structure Projects-TP&W RP and 2nd St\Survey D366M80\SM038-0007_0008\Consultant_Data\Chamlin_2025\Design\0380007_0008-66M80-042-PIER_2_DETS_0008.dgn



| | |
|-----------|-------------|
| USER NAME | = CHAMLIN |
| DESIGNED | - PDF |
| DRAWN | - LAG |
| CHECKED | - JLS |
| PLOT DATE | = 2/27/2026 |

| | |
|----------|--------------|
| DESIGNED | - PDF |
| DRAWN | - LAG |
| CHECKED | - JLS |
| DATE | - 04/21/2025 |

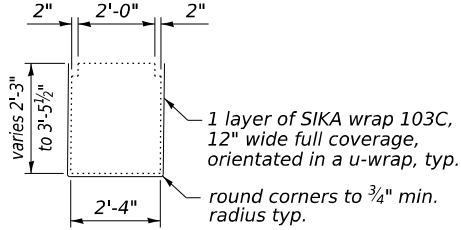
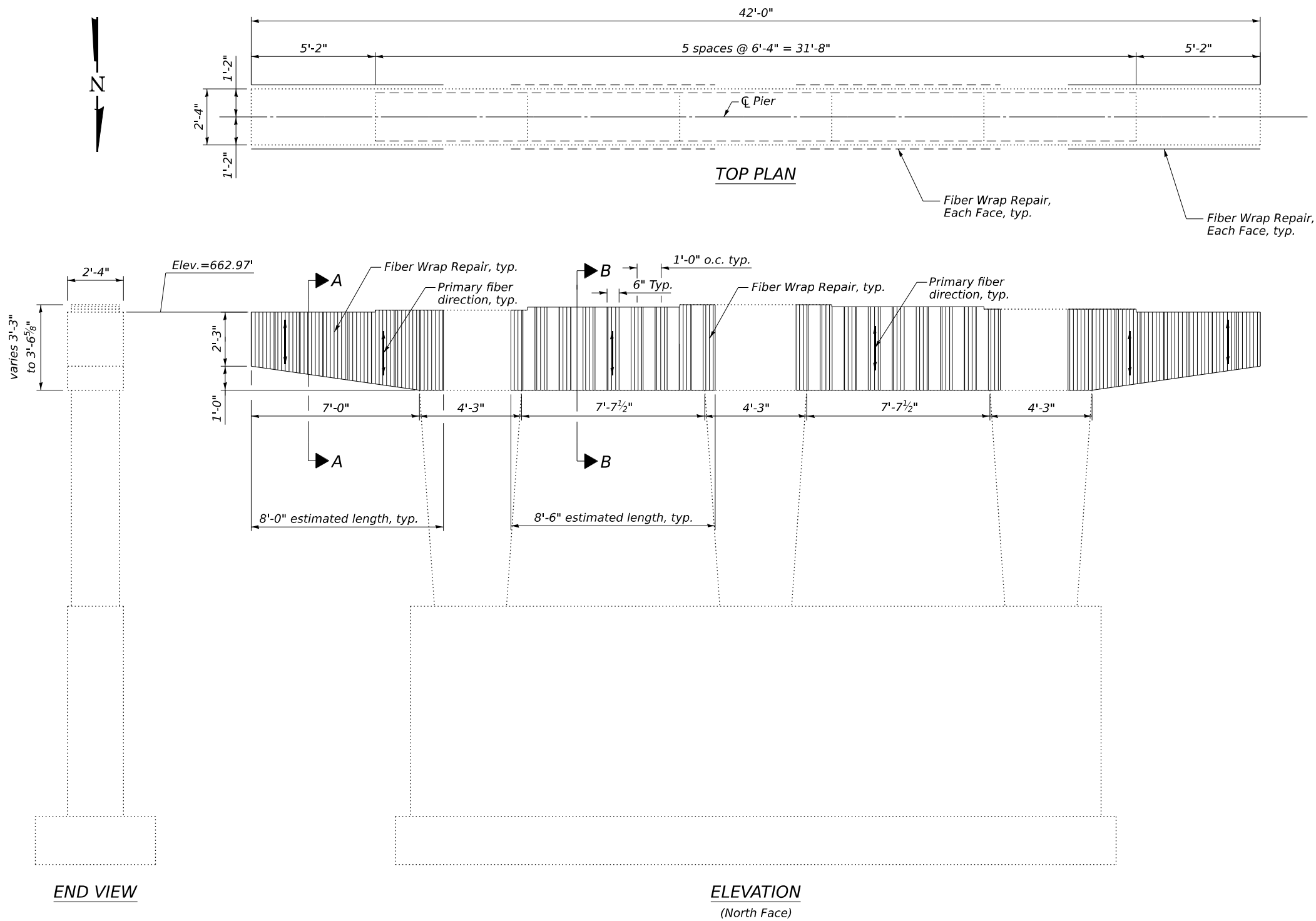
| | |
|---------|---|
| REVISED | - |
| REVISED | - |
| REVISED | - |
| REVISED | - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

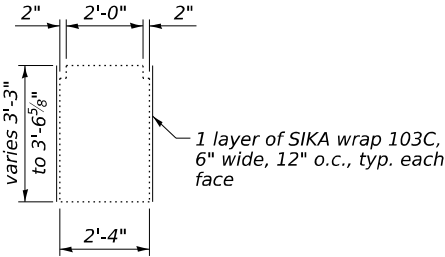
PIER 2 DETAILS
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 42 OF 43 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|--------------------|----------|------------------|-----------|
| 57 | (38-4,38-5)BR,D,CR | IROQUOIS | 437 | 266 |
| CONTRACT NO. 66M80 | | | | |
| | | ILLINOIS | FED. AID PROJECT | |



SECTION A-A



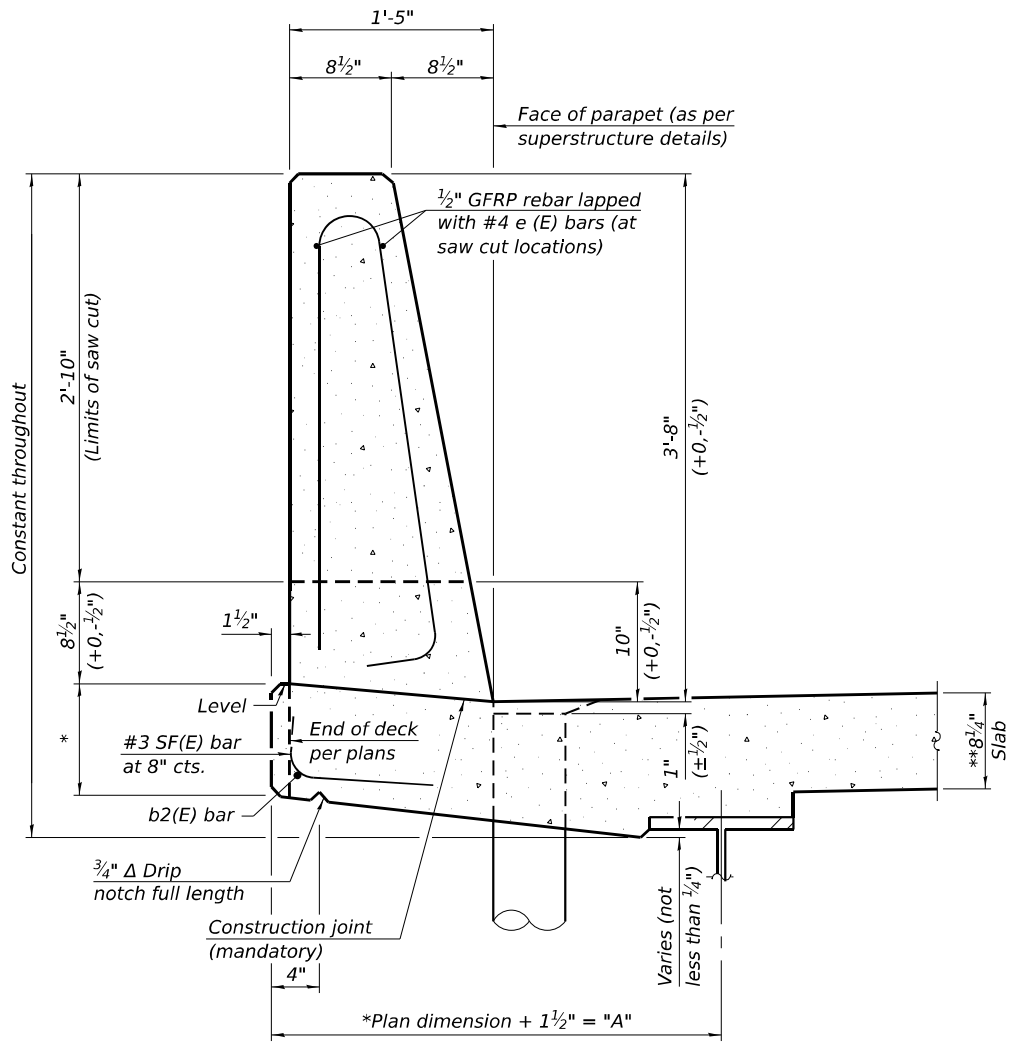
SECTION B-B

BILL OF MATERIAL

| | | |
|------------|---------|-----|
| Fiber Wrap | Sq. Ft. | 197 |
|------------|---------|-----|

For "Fiber Wrap" Notes,
See sheet 39 of 43.

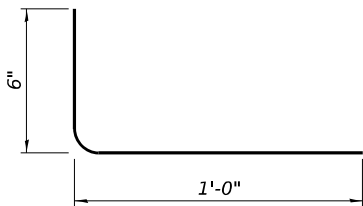
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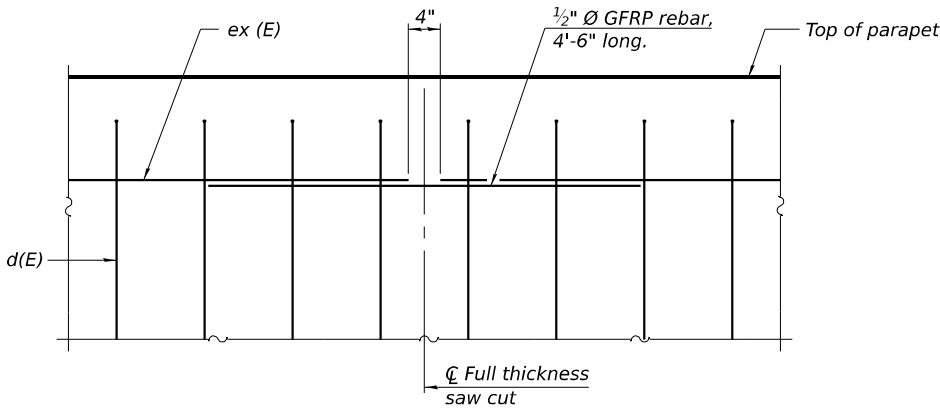
44" CONSTANT-SLOPE
PARAPET SECTION

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.
**Prior to grinding



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

(Place as shown in parapet section
at each parapet joint location.)

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

SFP 39-44

10/27/2023



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = CHAMLIN | DESIGNED - PDF | REVISED - |
| | DRAWN - LAG | REVISED - |
| | CHECKED - JLS | REVISED - |
| PLOT DATE = 2/27/2026 | DATE - 04/21/2025 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 038-0007 (NB) & 038-0008 (SB)

SCALE: SHEET 43 OF 43 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|--------------------|----------|--------------|-----------|
| 57 | (38-4,38-5)BR,D,CR | IROQUOIS | 437 | 267 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

INDEX OF SHEETS

- 1 - General Plan & Elevation
- 2 - General Data
- 3 - Stage Construction Details
- 4 - Temporary Concrete Barrier
- 5-7 - Top of Slab Elevations
- 8-11 - Top of Approach Slab Elevations
- 12-13 - Superstructure
- 14-15 - Superstructure Details
- 16 - Diaphragm Details
- 17 - Pier Extensions
- 18-20 - Bridge Approach Slab Details
- 21 - Bearing Details
- 20-24 - Concrete Removal
- 25 - Concrete Parapet Slipforming Option

STA. 456+03.50
BUILT 20 BY
STATE OF ILLINOIS
F.A.I. Rt. 57 Sec. (38-4B-2)BR
LOADING HL-93
STR. NO. 038-0009

NAME PLATE

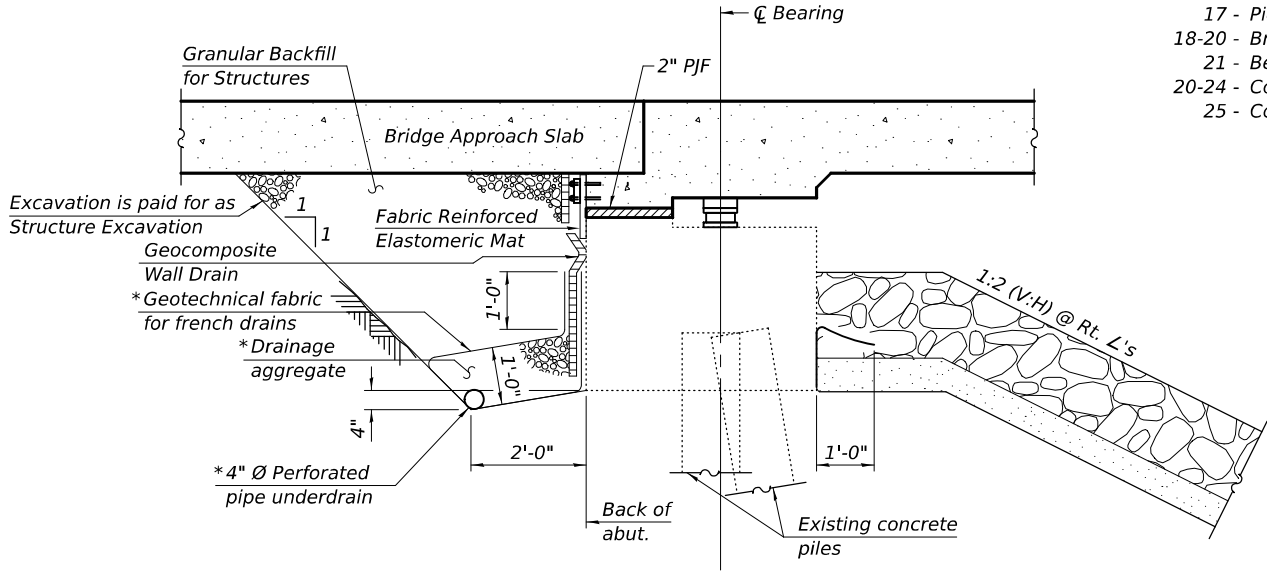
See Std. 515001

STA. 456+03.50
BUILT 20 BY
STATE OF ILLINOIS
F.A.I. Rt. 57 Sec. (38-4B-2)BR
LOADING HL-93
STR. NO. 038-0010

NAME PLATE

See Std. 515001

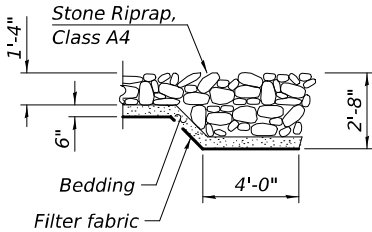
Existing Name Plate shall be cleaned and relocated
next to new Name Plate. Cost included with Name Plates.



SECTION THRU SEMI-INTEGRAL ABUTMENT
(Horiz. dim. at Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

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 A-A

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.
The Contractor shall make allowance for the deflection of forms, shrinkage, and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
The existing bearings contain lead plates. The Contractor shall take precautions to deal with the presence of lead on this project.
The Contractor is advised that the existing concrete superstructure is a continuous structure and removal must be done in a proper sequence, possibly with falsework support. The sequence of removal and the use of any required falsework is the responsibility of the Contractor.

TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPER | SUB | TOTAL |
|---|---------|---------|-------|---------|
| Stone Riprap, Class A4 | Sq. Yd. | | 2,464 | 2,464 |
| Filter Fabric | Sq. Yd. | | 2,464 | 2,464 |
| Removal of Existing Superstructures | Each | 2 | | 2 |
| Slope Wall Removal | Sq. Yd. | | 2,188 | 2,188 |
| Structure Excavation | Cu. Yd. | | 148 | 148 |
| Floor Drains | Each | 24 | | 24 |
| Concrete Structures | Cu. Yd. | | 51.0 | 51.0 |
| Concrete Superstructure | Cu. Yd. | 583.8 | | 583.8 |
| Protective Coat | Sq. Yd. | 1,811 | | 1,811 |
| Concrete Superstructure (Approach Slab) | Cu. Yd. | 240.1 | | 240.1 |
| Reinforcement Bars, Epoxy Coated | Pound | 330,640 | | 330,640 |
| Name Plates | Each | 2 | | 2 |
| Elastomeric Bearing Assembly, Type 1 | Each | 28 | | 28 |
| Granular Backfill for Structures | Cu. Yd. | | 132 | 132 |
| Geocomposite Wall Drain | Sq. Yd. | | 88 | 88 |
| Pipe Underdrains for Structures 4" | Foot | | 230 | 230 |
| Bridge Deck Grooving (Longitudinal) | Sq. Yd. | 913 | | 913 |
| Diamond Grinding (Bridge Section) | Sq. Yd. | 1,651 | | 1,651 |

WATERWAY INFORMATION

| Drainage Area = 36.2 sq. mi. Low Grade Elev. 648.00 @ Sta. 457+00 | | | | | | | | | |
|---|-----------|-------|-------------------------|-------|-------------|------------|-------|---------------|-------|
| Flood | Freq. Yr. | Q | Opening Ft ² | | Nat. H.W.E. | Head - Ft. | | Headwater El. | |
| | | | Exist. | Prop. | | Exist. | Prop. | Exist. | Prop. |
| Ten-Year | 10 | 1,350 | 673 | 785 | 641.6 | 0.2 | 0.2 | 641.7 | 641.7 |
| Design | 50 | 2,060 | 751 | 869 | 642.6 | 0.4 | 0.4 | 642.9 | 642.9 |
| Base | 100 | 2,360 | 778 | 897 | 642.9 | 0.4 | 0.4 | 643.3 | 643.3 |
| Scour Check | 200 | 2,670 | 803 | 924 | 643.2 | 0.5 | 0.5 | 643.7 | 643.6 |
| Max. Calc. | 500 | 3,080 | 833 | 956 | 643.5 | 0.6 | 0.5 | 644.1 | 644.1 |

Existing 10 Year Average Velocity: 2.0 ft/sec
Proposed 10 Year Average Velocity: 1.7 ft/sec

DESIGN SCOUR ELEVATION TABLE -

S.N. 038-0009 (N.B.)

| Event / Limit State | Design Scour Elevations (ft.) | | | | |
|---------------------|-------------------------------|--------|--------|----------|----------|
| | N. Abut. | Pier 1 | Pier 2 | S. Abut. | Item 113 |
| Q100 | 642.59 | 624.87 | 624.87 | 642.45 | 8 |
| Q200 | 642.59 | 624.87 | 624.87 | 642.45 | |
| Design | 642.59 | 624.87 | 624.87 | 642.45 | |

DESIGN SCOUR ELEVATION TABLE -

S.N. 038-0010 (S.B.)

| Event / Limit State | Design Scour Elevations (ft.) | | | | |
|---------------------|-------------------------------|--------|--------|----------|----------|
| | N. Abut. | Pier 1 | Pier 2 | S. Abut. | Item 113 |
| Q100 | 642.62 | 624.87 | 624.87 | 642.46 | 8 |
| Q200 | 642.62 | 624.87 | 624.87 | 642.46 | |
| Design | 642.62 | 624.87 | 624.87 | 642.46 | |

DESIGNED - RYAN P. NEGANGARD
CHECKED - TIFFANY L. ADAMS
DRAWN - ANDRO R. SAMANIEGO
CHECKED - R.P.N. / T.L.A.

EXAMINED
Mark Shellen
ENGINEER OF BRIDGE DESIGN
PASSED
Quater W. Mann
ENGINEER OF BRIDGES AND STRUCTURES

DATE MAY 1, 2026
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 038-0009 (NB) & 038-0010 (SB)

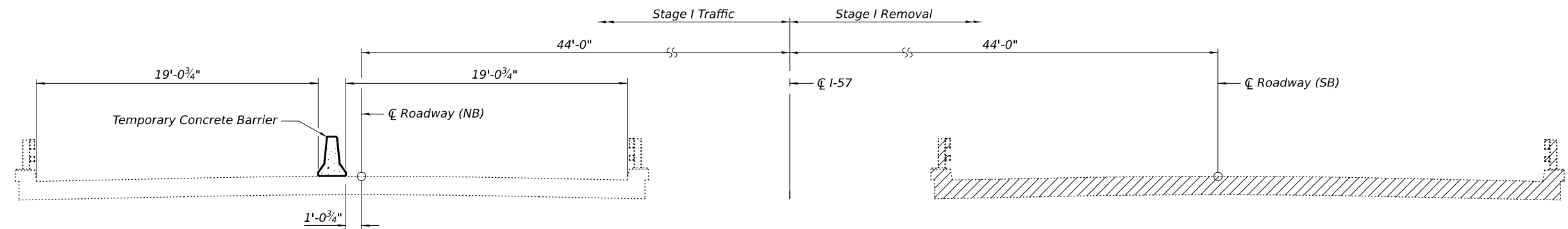
SHEET 2 OF 25 SHEETS

F.A.I. RTE. 57 SECTION (38-4B-2)BR COUNTY IROQUOIS TOTAL SHEETS 437 SHEET NO. 269 CONTRACT NO. 66M80 ILLINOIS FED. AID PROJECT

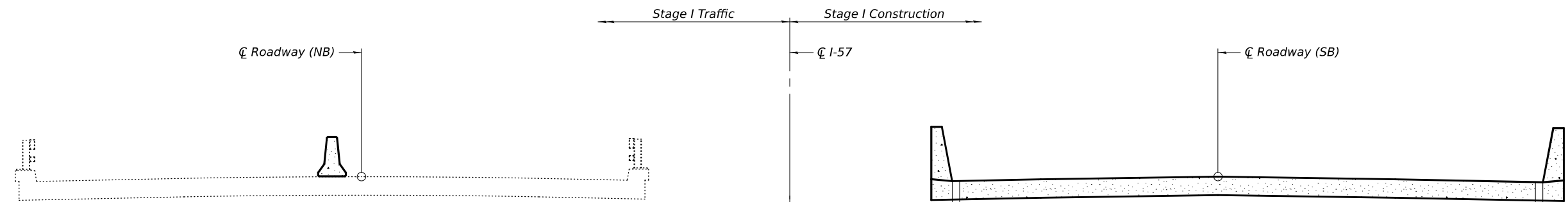
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5/1/2026

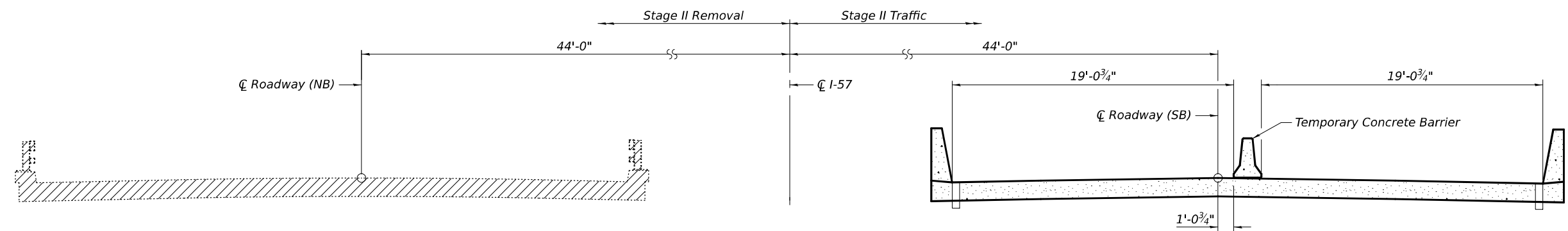
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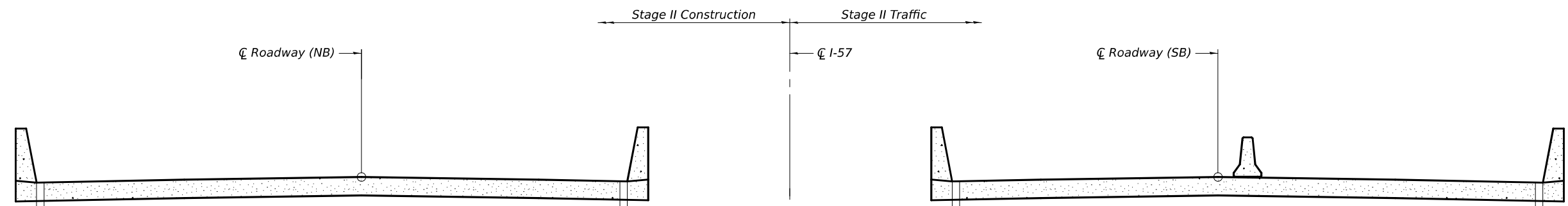
STAGE I REMOVAL



STAGE I CONSTRUCTION



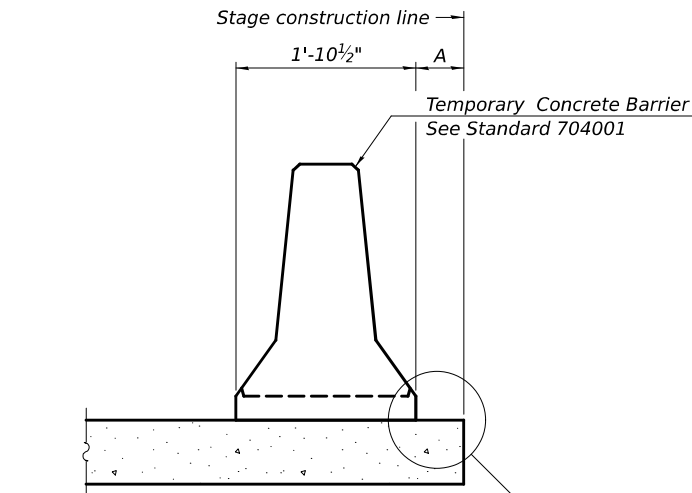
STAGE II REMOVAL



STAGE II CONSTRUCTION

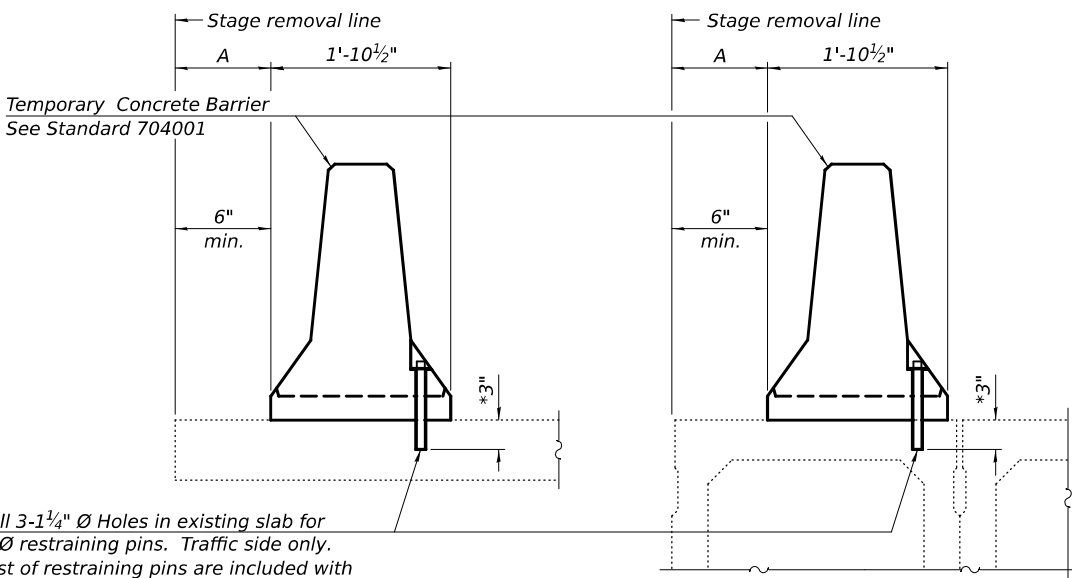
Notes:
 All cross sections are looking South.
 Hatched area indicates Removal of Existing Superstructures.
 For quantity of Temporary Concrete Barrier,
 see Roadway Plans. See sheet 4 of 25 for details.

| | | | | | | | | | |
|------------------------------|--|----------------------|--|--|-------------|----------|--------|--------------|-----------|
| DESIGNED - RYAN P. NEGANGARD | <div>EXAMINED</div> <div>
ENGINEER OF BRIDGE DESIGN</div> <div>PASSED</div> <div>
ENGINEER OF BRIDGES AND STRUCTURES</div> | DATE MAY 1, 2026 | <div>STATE OF ILLINOIS</div> <div>DEPARTMENT OF TRANSPORTATION</div> | <div>STAGE CONSTRUCTION DETAILS</div> <div>STRUCTURE NO. 038-0009 (NB) & 038-0010 (SB)</div> | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| CHECKED - TIFFANY L. ADAMS | | 57 | | | (38-4B-2)BR | IROQUOIS | 437 | 270 | |
| DRAWN - ANDRO R. SAMANIEGO | | CONTRACT NO. 66M80 | | | | | | | |
| CHECKED - R.P.N. / T.L.A. | | SHEET 3 OF 25 SHEETS | | | | | | | |



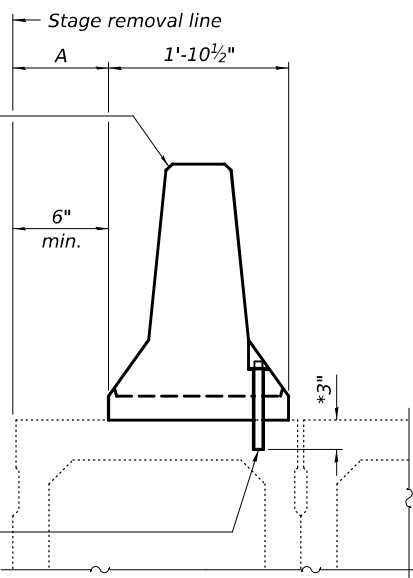
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



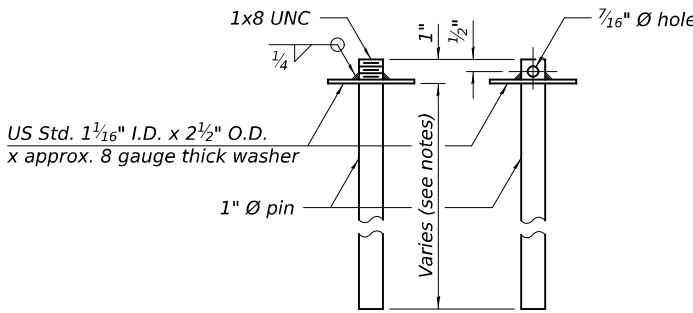
Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins is included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB



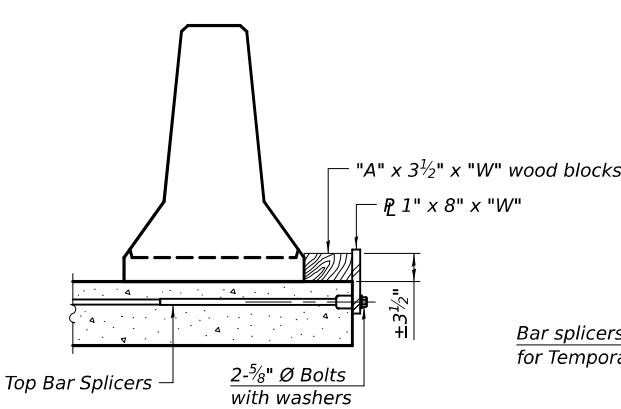
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

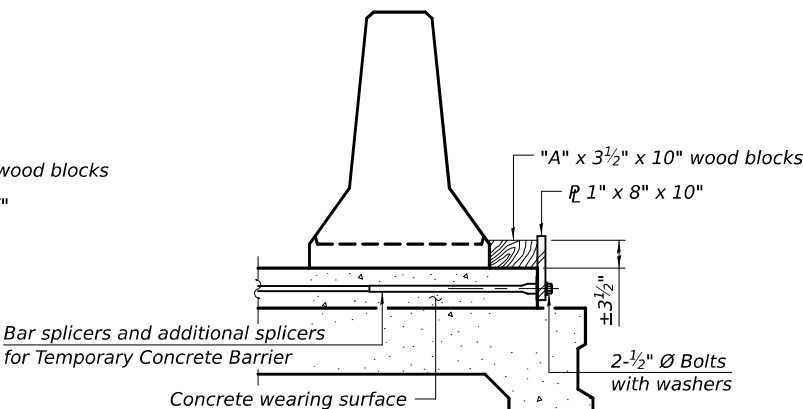


RESTRAINING PIN

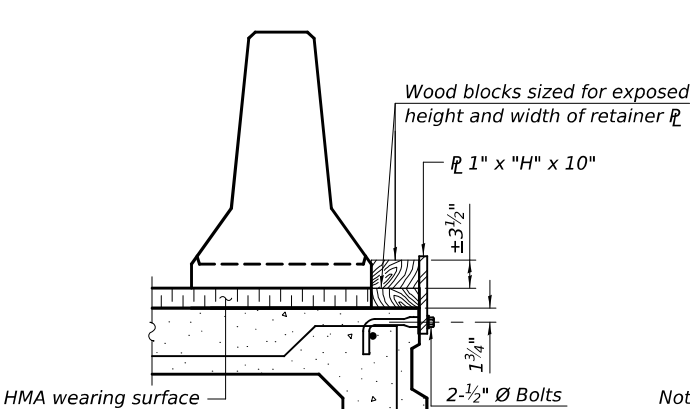
SECTIONS THRU SLAB OR DECK BEAM



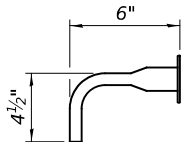
DETAIL I



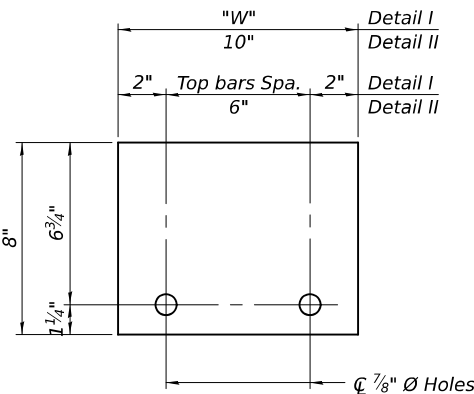
DETAIL II



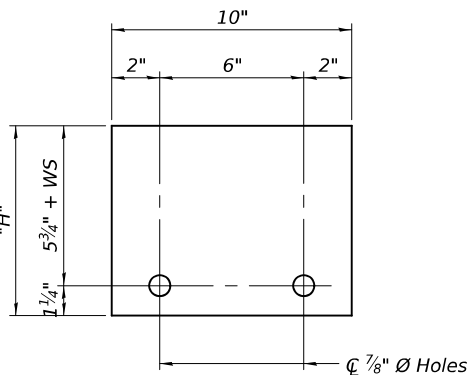
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

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

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

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

RAILING CRITERIA

| | |
|----------------------|-----|
| NCHRP 350 Test Level | 3 |
| Railing Weight (plf) | 440 |

R-27

5-15-2023

MODEL: 0380009 010-046M80-004
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| | |
|------------|--------------------|
| DESIGNED - | RYAN P. NEGANGARD |
| CHECKED - | TIFFANY L. ADAMS |
| DRAWN - | ANDRO R. SAMANIEGO |
| CHECKED - | R.P.N. / T.L.A. |

| | | | |
|----------|---|-----------|-------------|
| EXAMINED | <i>Mark Shuffin</i>
ENGINEER OF BRIDGE DESIGN | DATE | MAY 1, 2026 |
| PASSED | <i>Quater W. Mann</i>
ENGINEER OF BRIDGES AND STRUCTURES | REVISED - | |
| | | REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 038-0009 (NB) & 038-0010 (SB)

SHEET 4 OF 25 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|----------|--------------|-----------|
| 57 | (38-4B-2)BR | IROQUOIS | 437 | 271 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: 0380009 010-c6m80-206
FILE NAME: I:\projects\p22\m80\0380009\0380009-CADData\Structures\0380009-66M80.dgn

EAST EDGE OF SHOULDER

| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations
Adjusted For Dead
Load Deflection
and Grinding |
|-----------------|-----------|--------|------------------------------------|---|
| Bk. N. Abut. | 455+55.07 | -22.00 | 647.76 | 647.78 |
| ☐ Brg. N. Abut. | 455+57.42 | -22.00 | 647.75 | 647.77 |
| C | 455+67.42 | -22.00 | 647.75 | 647.78 |
| D | 455+77.42 | -22.00 | 647.74 | 647.77 |
| ☐ Pier 1 | 455+90.83 | -22.00 | 647.73 | 647.75 |
| E | 456+00.83 | -22.00 | 647.72 | 647.75 |
| F | 456+10.83 | -22.00 | 647.71 | 647.75 |
| G | 456+20.83 | -22.00 | 647.71 | 647.74 |
| ☐ Pier 2 | 456+32.58 | -22.00 | 647.70 | 647.72 |
| H | 456+42.58 | -22.00 | 647.69 | 647.72 |
| I | 456+52.58 | -22.00 | 647.69 | 647.72 |
| ☐ Brg. S. Abut. | 456+65.98 | -22.00 | 647.69 | 647.71 |
| Bk. S. Abut. | 456+68.33 | -22.00 | 647.69 | 647.71 |

EAST EDGE OF ROADWAY

| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations
Adjusted For Dead
Load Deflection
and Grinding |
|-----------------|-----------|--------|------------------------------------|---|
| Bk. N. Abut. | 455+53.83 | -12.00 | 647.96 | 647.98 |
| ☐ Brg. N. Abut. | 455+56.18 | -12.00 | 647.96 | 647.98 |
| C | 455+66.18 | -12.00 | 647.95 | 647.98 |
| D | 455+76.18 | -12.00 | 647.94 | 647.97 |
| ☐ Pier 1 | 455+89.58 | -12.00 | 647.93 | 647.95 |
| E | 455+99.58 | -12.00 | 647.92 | 647.95 |
| F | 456+09.58 | -12.00 | 647.91 | 647.95 |
| G | 456+19.58 | -12.00 | 647.91 | 647.94 |
| ☐ Pier 2 | 456+31.33 | -12.00 | 647.90 | 647.92 |
| H | 456+41.33 | -12.00 | 647.90 | 647.92 |
| I | 456+51.33 | -12.00 | 647.89 | 647.93 |
| ☐ Brg. S. Abut. | 456+64.74 | -12.00 | 647.89 | 647.91 |
| Bk. S. Abut. | 456+67.09 | -12.00 | 647.89 | 647.91 |

☐ ROADWAY & PG (NB)

| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations
Adjusted For Dead
Load Deflection
and Grinding |
|-----------------|-----------|--------|------------------------------------|---|
| Bk. N. Abut. | 455+52.34 | 0.00 | 648.14 | 648.16 |
| ☐ Brg. N. Abut. | 455+54.69 | 0.00 | 648.14 | 648.16 |
| C | 455+64.69 | 0.00 | 648.13 | 648.16 |
| D | 455+74.69 | 0.00 | 648.12 | 648.15 |
| ☐ Pier 1 | 455+88.09 | 0.00 | 648.11 | 648.13 |
| E | 455+98.09 | 0.00 | 648.10 | 648.13 |
| F | 456+08.09 | 0.00 | 648.09 | 648.13 |
| G | 456+18.09 | 0.00 | 648.09 | 648.12 |
| ☐ Pier 2 | 456+29.84 | 0.00 | 648.08 | 648.10 |
| H | 456+39.84 | 0.00 | 648.08 | 648.10 |
| I | 456+49.84 | 0.00 | 648.07 | 648.11 |
| ☐ Brg. S. Abut. | 456+63.25 | 0.00 | 648.07 | 648.09 |
| Bk. S. Abut. | 456+65.60 | 0.00 | 648.07 | 648.09 |

WEST EDGE OF ROADWAY

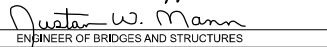
| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations
Adjusted For Dead
Load Deflection
and Grinding |
|-----------------|-----------|--------|------------------------------------|---|
| Bk. N. Abut. | 455+50.85 | 12.00 | 647.96 | 647.98 |
| ☐ Brg. N. Abut. | 455+53.20 | 12.00 | 647.96 | 647.98 |
| C | 455+63.20 | 12.00 | 647.95 | 647.98 |
| D | 455+73.20 | 12.00 | 647.94 | 647.97 |
| ☐ Pier 1 | 455+86.60 | 12.00 | 647.93 | 647.95 |
| E | 455+96.60 | 12.00 | 647.92 | 647.95 |
| F | 456+06.60 | 12.00 | 647.91 | 647.95 |
| G | 456+16.60 | 12.00 | 647.91 | 647.94 |
| ☐ Pier 2 | 456+28.35 | 12.00 | 647.90 | 647.92 |
| H | 456+38.35 | 12.00 | 647.90 | 647.92 |
| I | 456+48.35 | 12.00 | 647.89 | 647.93 |
| ☐ Brg. S. Abut. | 456+61.75 | 12.00 | 647.89 | 647.91 |
| Bk. S. Abut. | 456+64.11 | 12.00 | 647.89 | 647.91 |

WEST EDGE OF SHOULDER

| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations
Adjusted For Dead
Load Deflection
and Grinding |
|-----------------|-----------|--------|------------------------------------|---|
| Bk. N. Abut. | 455+50.10 | 18.00 | 647.84 | 647.86 |
| ☐ Brg. N. Abut. | 455+52.45 | 18.00 | 647.84 | 647.86 |
| C | 455+62.45 | 18.00 | 647.83 | 647.86 |
| D | 455+72.45 | 18.00 | 647.82 | 647.85 |
| ☐ Pier 1 | 455+85.86 | 18.00 | 647.81 | 647.83 |
| E | 455+95.86 | 18.00 | 647.80 | 647.83 |
| F | 456+05.86 | 18.00 | 647.80 | 647.83 |
| G | 456+15.86 | 18.00 | 647.79 | 647.82 |
| ☐ Pier 2 | 456+27.61 | 18.00 | 647.78 | 647.80 |
| H | 456+37.61 | 18.00 | 647.78 | 647.80 |
| I | 456+47.61 | 18.00 | 647.77 | 647.81 |
| ☐ Brg. S. Abut. | 456+61.01 | 18.00 | 647.77 | 647.79 |
| Bk. S. Abut. | 456+63.36 | 18.00 | 647.77 | 647.79 |

| | | |
|------------------------------|---|---------------------|
| DESIGNED - RYAN P. NEGANGARD | EXAMINED

ENGINEER OF BRIDGE DESIGN | DATE
MAY 1, 2026 |
| CHECKED - TIFFANY L. ADAMS | | |
| DRAWN - ANDRO R. SAMANIEGO | | |
| CHECKED - R.P.N. / T.L.A. | | |

| |
|--|
| PASSED

ENGINEER OF BRIDGES AND STRUCTURES |
|--|

| |
|----------|
| REVISD - |
| REVISD - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0009 (NB)

SHEET 6 OF 25 SHEETS

| | | | | |
|--------------------|-------------|----------|------------------|--------------|
| F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. |
| 57 | (38-4B-2)BR | IROQUOIS | 437 | 273 |
| CONTRACT NO. 66M80 | | | | |
| | | ILLINOIS | FED. AID PROJECT | |

MODEL: 0380010 010-66M80-207
FILE NAME: I:\projects\p2\cadd\p2\documents\DOT Office\Bureau of Bridges and Structures\CBM Projects\0380010\CBM Data\Structures\0380010-66M80.dgn

EAST EDGE OF SHOULDER

| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations
Adjusted For Dead
Load Deflection
and Grinding |
|-----------------|-----------|--------|------------------------------------|---|
| Bk. N. Abut. | 455+43.64 | -18.00 | 647.92 | 647.94 |
| ☐ Brg. N. Abut. | 455+45.99 | -18.00 | 647.91 | 647.93 |
| C | 455+55.99 | -18.00 | 647.88 | 647.92 |
| D | 455+65.99 | -18.00 | 647.86 | 647.89 |
| ☐ Pier 1 | 455+79.39 | -18.00 | 647.82 | 647.84 |
| E | 455+89.39 | -18.00 | 647.80 | 647.83 |
| F | 455+99.39 | -18.00 | 647.77 | 647.81 |
| G | 456+09.39 | -18.00 | 647.75 | 647.78 |
| ☐ Pier 2 | 456+21.14 | -18.00 | 647.72 | 647.74 |
| H | 456+31.14 | -18.00 | 647.70 | 647.73 |
| I | 456+41.14 | -18.00 | 647.68 | 647.71 |
| ☐ Brg. S. Abut. | 456+54.55 | -18.00 | 647.65 | 647.67 |
| Bk. S. Abut. | 456+56.90 | -18.00 | 647.65 | 647.67 |

EAST EDGE OF ROADWAY

| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations
Adjusted For Dead
Load Deflection
and Grinding |
|-----------------|-----------|--------|------------------------------------|---|
| Bk. N. Abut. | 455+42.89 | -12.00 | 648.04 | 648.06 |
| ☐ Brg. N. Abut. | 455+45.25 | -12.00 | 648.03 | 648.05 |
| C | 455+55.25 | -12.00 | 648.01 | 648.04 |
| D | 455+65.25 | -12.00 | 647.98 | 648.01 |
| ☐ Pier 1 | 455+78.65 | -12.00 | 647.95 | 647.97 |
| E | 455+88.65 | -12.00 | 647.92 | 647.95 |
| F | 455+98.65 | -12.00 | 647.89 | 647.93 |
| G | 456+08.65 | -12.00 | 647.87 | 647.90 |
| ☐ Pier 2 | 456+20.40 | -12.00 | 647.84 | 647.86 |
| H | 456+30.40 | -12.00 | 647.82 | 647.85 |
| I | 456+40.40 | -12.00 | 647.80 | 647.83 |
| ☐ Brg. S. Abut. | 456+53.80 | -12.00 | 647.78 | 647.80 |
| Bk. S. Abut. | 456+56.15 | -12.00 | 647.77 | 647.79 |

☐ ROADWAY & PG (SB)

| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations
Adjusted For Dead
Load Deflection
and Grinding |
|-----------------|-----------|--------|------------------------------------|---|
| Bk. N. Abut. | 455+41.40 | 0.00 | 648.22 | 648.24 |
| ☐ Brg. N. Abut. | 455+43.75 | 0.00 | 648.22 | 648.24 |
| C | 455+53.75 | 0.00 | 648.19 | 648.22 |
| D | 455+63.75 | 0.00 | 648.16 | 648.20 |
| ☐ Pier 1 | 455+77.16 | 0.00 | 648.13 | 648.15 |
| E | 455+87.16 | 0.00 | 648.10 | 648.13 |
| F | 455+97.16 | 0.00 | 648.08 | 648.12 |
| G | 456+07.16 | 0.00 | 648.05 | 648.08 |
| ☐ Pier 2 | 456+18.91 | 0.00 | 648.02 | 648.04 |
| H | 456+28.91 | 0.00 | 648.00 | 648.03 |
| I | 456+38.91 | 0.00 | 647.98 | 648.02 |
| ☐ Brg. S. Abut. | 456+52.31 | 0.00 | 647.96 | 647.98 |
| Bk. S. Abut. | 456+54.66 | 0.00 | 647.95 | 647.97 |

WEST EDGE OF ROADWAY

| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations
Adjusted For Dead
Load Deflection
and Grinding |
|-----------------|-----------|--------|------------------------------------|---|
| Bk. N. Abut. | 455+39.91 | 12.00 | 648.05 | 648.07 |
| ☐ Brg. N. Abut. | 455+42.26 | 12.00 | 648.04 | 648.06 |
| C | 455+52.26 | 12.00 | 648.01 | 648.05 |
| D | 455+62.26 | 12.00 | 647.99 | 648.02 |
| ☐ Pier 1 | 455+75.67 | 12.00 | 647.95 | 647.97 |
| E | 455+85.67 | 12.00 | 647.93 | 647.96 |
| F | 455+95.67 | 12.00 | 647.90 | 647.94 |
| G | 456+05.67 | 12.00 | 647.88 | 647.91 |
| ☐ Pier 2 | 456+17.42 | 12.00 | 647.85 | 647.87 |
| H | 456+27.42 | 12.00 | 647.83 | 647.85 |
| I | 456+37.42 | 12.00 | 647.80 | 647.84 |
| ☐ Brg. S. Abut. | 456+50.82 | 12.00 | 647.78 | 647.80 |
| Bk. S. Abut. | 456+53.17 | 12.00 | 647.78 | 647.80 |

WEST EDGE OF SHOULDER

| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations
Adjusted For Dead
Load Deflection
and Grinding |
|-----------------|-----------|--------|------------------------------------|---|
| Bk. N. Abut. | 455+38.67 | 22.00 | 647.85 | 647.87 |
| ☐ Brg. N. Abut. | 455+41.02 | 22.00 | 647.84 | 647.86 |
| C | 455+51.02 | 22.00 | 647.82 | 647.85 |
| D | 455+61.02 | 22.00 | 647.79 | 647.82 |
| ☐ Pier 1 | 455+74.42 | 22.00 | 647.76 | 647.78 |
| E | 455+84.42 | 22.00 | 647.73 | 647.76 |
| F | 455+94.42 | 22.00 | 647.70 | 647.74 |
| G | 456+04.42 | 22.00 | 647.68 | 647.71 |
| ☐ Pier 2 | 456+16.17 | 22.00 | 647.65 | 647.67 |
| H | 456+26.17 | 22.00 | 647.63 | 647.66 |
| I | 456+36.17 | 22.00 | 647.61 | 647.64 |
| ☐ Brg. S. Abut. | 456+49.58 | 22.00 | 647.58 | 647.60 |
| Bk. S. Abut. | 456+51.93 | 22.00 | 647.58 | 647.60 |

| | |
|------------|--------------------|
| DESIGNED - | RYAN P. NEGANGARD |
| CHECKED - | TIFFANY L. ADAMS |
| DRAWN - | ANDRO R. SAMANIEGO |
| CHECKED - | R.P.N. / T.L.A. |

| | |
|----------|---|
| EXAMINED | 
ENGINEER OF BRIDGE DESIGN |
| PASSED | 
ENGINEER OF BRIDGES AND STRUCTURES |

| | |
|-----------|-------------|
| DATE | MAY 1, 2026 |
| REVISED - | |
| REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 038-0010 (SB)

SHEET 7 OF 25 SHEETS

| | | | | |
|----------------|-------------|--------------------|------------------|--------------|
| F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. |
| 57 | (38-4B-2)BR | IROQUOIS | 437 | 274 |
| | | CONTRACT NO. 66M80 | | |
| | | ILLINOIS | FED. AID PROJECT | |

EAST EDGE OF SHOULDER

| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations Adjusted
For Grinding |
|-------------------------|-----------|--------|------------------------------------|--|
| N. End of N. Appr. Slab | 455+26.08 | -22.00 | 647.78 | 647.80 |
| A | 455+36.08 | -22.00 | 647.77 | 647.79 |
| B | 455+46.08 | -22.00 | 647.76 | 647.78 |
| S. End of N. Appr. Slab | 455+56.08 | -22.00 | 647.76 | 647.78 |

EAST EDGE OF ROADWAY

| <i>Location</i> | <i>Station</i> | <i>Offset</i> | <i>Theoretical
Grade
Elevations</i> | <i>Theoretical Grade
Elevations Adjusted
For Grinding</i> |
|--------------------------------|------------------|---------------|---|---|
| <i>N. End of N. Appr. Slab</i> | <i>455+23.35</i> | <i>0.00</i> | <i>648.16</i> | <i>648.18</i> |
| <i>A</i> | <i>455+33.35</i> | <i>0.00</i> | <i>648.15</i> | <i>648.17</i> |
| <i>B</i> | <i>455+43.35</i> | <i>0.00</i> | <i>648.15</i> | <i>648.17</i> |
| <i>S. End of N. Appr. Slab</i> | <i>455+53.35</i> | <i>0.00</i> | <i>648.14</i> | <i>648.16</i> |

WEST EDGE OF ROADWAY

| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations Adjusted
For Grinding |
|-------------------------|-----------|--------|------------------------------------|--|
| N. End of N. Appr. Slab | 455+21.86 | 12.00 | 647.98 | 648.00 |
| A | 455+31.86 | 12.00 | 647.97 | 647.99 |
| B | 455+41.86 | 12.00 | 647.97 | 647.99 |
| S. End of N. Appr. Slab | 455+51.86 | 12.00 | 647.96 | 647.98 |

WEST EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Grinding |
|-------------------------|-----------|--------|------------------------------|--|
| N. End of N. Appr. Slab | 455+21.11 | 18.00 | 647.86 | 647.88 |
| A | 455+31.11 | 18.00 | 647.86 | 647.88 |
| B | 455+41.11 | 18.00 | 647.85 | 647.87 |
| S. End of N. Appr. Slab | 455+51.11 | 18.00 | 647.84 | 647.86 |

| <i>Location</i> | <i>Station</i> | <i>Offset</i> | <i>Theoretical
Grade
Elevations</i> | <i>Theoretical Grade
Elevations Adjusted
For Grinding</i> |
|--------------------------------|------------------|---------------|---|---|
| <i>N. End of S. Appr. Slab</i> | <i>456+67.32</i> | <i>-22.00</i> | <i>647.69</i> | <i>647.71</i> |
| <i>J</i> | <i>456+77.32</i> | <i>-22.00</i> | <i>647.69</i> | <i>647.71</i> |
| <i>K</i> | <i>456+87.32</i> | <i>-22.00</i> | <i>647.69</i> | <i>647.71</i> |
| <i>S. End of S. Appr. Slab</i> | <i>456+97.32</i> | <i>-22.00</i> | <i>647.69</i> | <i>647.71</i> |

| <i>Location</i> | <i>Station</i> | <i>Offset</i> | <i>Theoretical
Grade
Elevations</i> | <i>Theoretical Grade
Elevations Adjusted
For Grinding</i> |
|---------------------------------|------------------|---------------|---|---|
| <i>N. End of S. Aprpr. Slab</i> | <i>456+66.08</i> | <i>-12.00</i> | <i>647.89</i> | <i>647.91</i> |
| <i>J</i> | <i>456+76.08</i> | <i>-12.00</i> | <i>647.89</i> | <i>647.91</i> |
| <i>K</i> | <i>456+86.08</i> | <i>-12.00</i> | <i>647.89</i> | <i>647.91</i> |
| <i>S. End of S. Aprpr. Slab</i> | <i>456+96.08</i> | <i>-12.00</i> | <i>647.89</i> | <i>647.91</i> |

| <i>Location</i> | <i>Station</i> | <i>Offset</i> | <i>Theoretical
Grade
Elevations</i> | <i>Theoretical Grade
Elevations Adjusted
For Grinding</i> |
|--------------------------------|------------------|---------------|---|---|
| <i>N. End of S. Appr. Slab</i> | <i>456+64.59</i> | <i>0.00</i> | <i>648.07</i> | <i>648.09</i> |
| <i>J</i> | <i>456+74.59</i> | <i>0.00</i> | <i>648.07</i> | <i>648.09</i> |
| <i>K</i> | <i>456+84.59</i> | <i>0.00</i> | <i>648.07</i> | <i>648.09</i> |
| <i>S. End of S. Appr. Slab</i> | <i>456+94.59</i> | <i>0.00</i> | <i>648.07</i> | <i>648.09</i> |

| <i>Location</i> | <i>Station</i> | <i>Offset</i> | <i>Theoretical
Grade
Elevations</i> | <i>Theoretical Grade
Elevations Adjusted
For Grinding</i> |
|--------------------------------|------------------|---------------|---|---|
| <i>N. End of S. Aprr. Slab</i> | <i>456+63.10</i> | <i>12.00</i> | <i>647.89</i> | <i>647.91</i> |
| <i>J</i> | <i>456+73.10</i> | <i>12.00</i> | <i>647.89</i> | <i>647.91</i> |
| <i>K</i> | <i>456+83.10</i> | <i>12.00</i> | <i>647.89</i> | <i>647.91</i> |
| <i>S. End of S. Aprr. Slab</i> | <i>456+93.10</i> | <i>12.00</i> | <i>647.89</i> | <i>647.91</i> |

| <i>Location</i> | <i>Station</i> | <i>Offset</i> | <i>Theoretical
Grade
Elevations</i> | <i>Theoretical Grade
Elevations Adjusted
For Grinding</i> |
|--------------------------------|------------------|---------------|---|---|
| <i>N. End of S. Appr. Slab</i> | <i>456+62.35</i> | <i>18.00</i> | <i>647.77</i> | <i>647.79</i> |
| <i>J</i> | <i>456+72.35</i> | <i>18.00</i> | <i>647.77</i> | <i>647.79</i> |
| <i>K</i> | <i>456+82.35</i> | <i>18.00</i> | <i>647.77</i> | <i>647.79</i> |
| <i>S. End of S. Appr. Slab</i> | <i>456+92.35</i> | <i>18.00</i> | <i>647.77</i> | <i>647.79</i> |



EAST EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Grinding |
|-------------------------|-----------|--------|------------------------------|--|
| N. End of N. Appr. Slab | 455+14.65 | -18.00 | 647.99 | 648.01 |
| A | 455+24.65 | -18.00 | 647.97 | 647.99 |
| B | 455+34.65 | -18.00 | 647.94 | 647.96 |
| S. End of N. Appr. Slab | 455+44.65 | -18.00 | 647.91 | 647.93 |

EAST EDGE OF ROADWAY

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Grinding |
|-------------------------|-----------|--------|------------------------------|--|
| N. End of N. Appr. Slab | 455+13.90 | -12.00 | 648.11 | 648.13 |
| A | 455+23.90 | -12.00 | 648.09 | 648.11 |
| B | 455+33.90 | -12.00 | 648.06 | 648.08 |
| S. End of N. Appr. Slab | 455+43.90 | -12.00 | 648.04 | 648.06 |

CL ROADWAY & PG (SB)

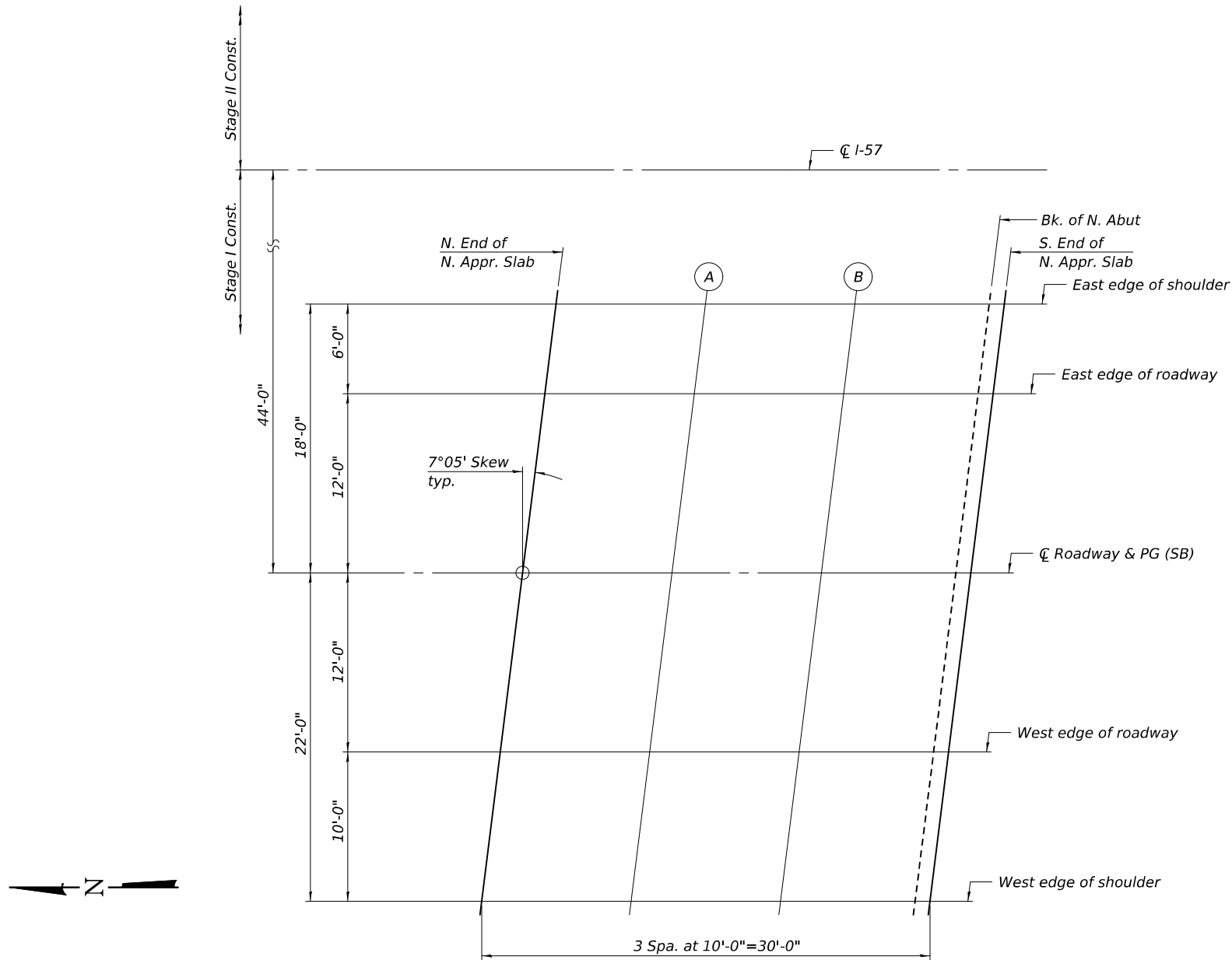
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Grinding |
|-------------------------|-----------|--------|------------------------------|--|
| N. End of N. Appr. Slab | 455+12.41 | 0.00 | 648.30 | 648.32 |
| A | 455+22.41 | 0.00 | 648.27 | 648.29 |
| B | 455+32.41 | 0.00 | 648.25 | 648.27 |
| S. End of N. Appr. Slab | 455+42.41 | 0.00 | 648.22 | 648.24 |

WEST EDGE OF ROADWAY

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Grinding |
|-------------------------|-----------|--------|------------------------------|--|
| N. End of N. Appr. Slab | 455+10.92 | 12.00 | 648.12 | 648.14 |
| A | 455+20.92 | 12.00 | 648.10 | 648.12 |
| B | 455+30.92 | 12.00 | 648.07 | 648.09 |
| S. End of N. Appr. Slab | 455+40.92 | 12.00 | 648.04 | 648.06 |

WEST EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Grinding |
|-------------------------|-----------|--------|------------------------------|--|
| N. End of N. Appr. Slab | 455+09.68 | 22.00 | 647.92 | 647.94 |
| A | 455+19.68 | 22.00 | 647.90 | 647.92 |
| B | 455+29.68 | 22.00 | 647.87 | 647.89 |
| S. End of N. Appr. Slab | 455+39.68 | 22.00 | 647.85 | 647.87 |



PLAN

MODEL: 0380010 010-06M80-010
FILE NAME: I:\projects\0380010\010-06M80-010\010-06M80-010\010-06M80-010.dgn
PROJECT: 0380010 010-06M80-010
DRAWN BY: ANDRO R. SAMANIEGO
CHECKED BY: R.P.N. / T.L.A.
DATE: MAY 1, 2026
DESIGNED BY: RYAN P. NEGANGARD
CHECKED BY: TIFFANY L. ADAMS
DRAWN BY: ANDRO R. SAMANIEGO
CHECKED BY: R.P.N. / T.L.A.

EXAMINED
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

DATE
MAY 1, 2026
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 038-0010 (SB)

SHEET 10 OF 25 SHEETS

| | | | | |
|---------------------------|-------------|----------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | (38-4B-2)BR | IROQUOIS | 437 | 277 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

EAST EDGE OF SHOULDER

| Location | Station | Offset | Theoretical
Grade
Elevations | Theoretical Grade
Elevations Adjusted
For Grinding |
|-------------------------|-----------|--------|------------------------------------|--|
| N. End of S. Appr. Slab | 456+55.89 | -18.00 | 647.65 | 647.67 |
| J | 456+65.89 | -18.00 | 647.64 | 647.66 |
| K | 456+75.89 | -18.00 | 647.62 | 647.64 |
| S. End of S. Appr. Slab | 456+85.89 | -18.00 | 647.61 | 647.63 |

EAST EDGE OF ROADWAY

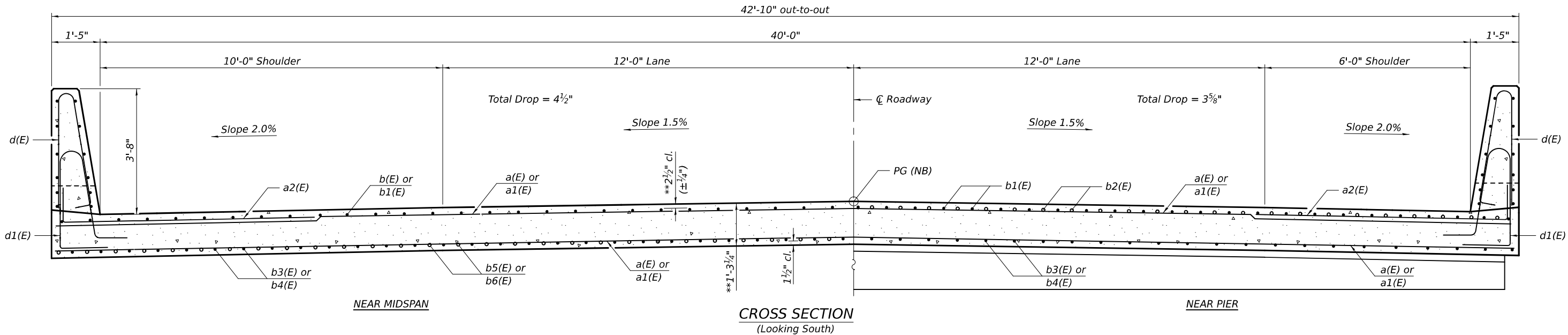
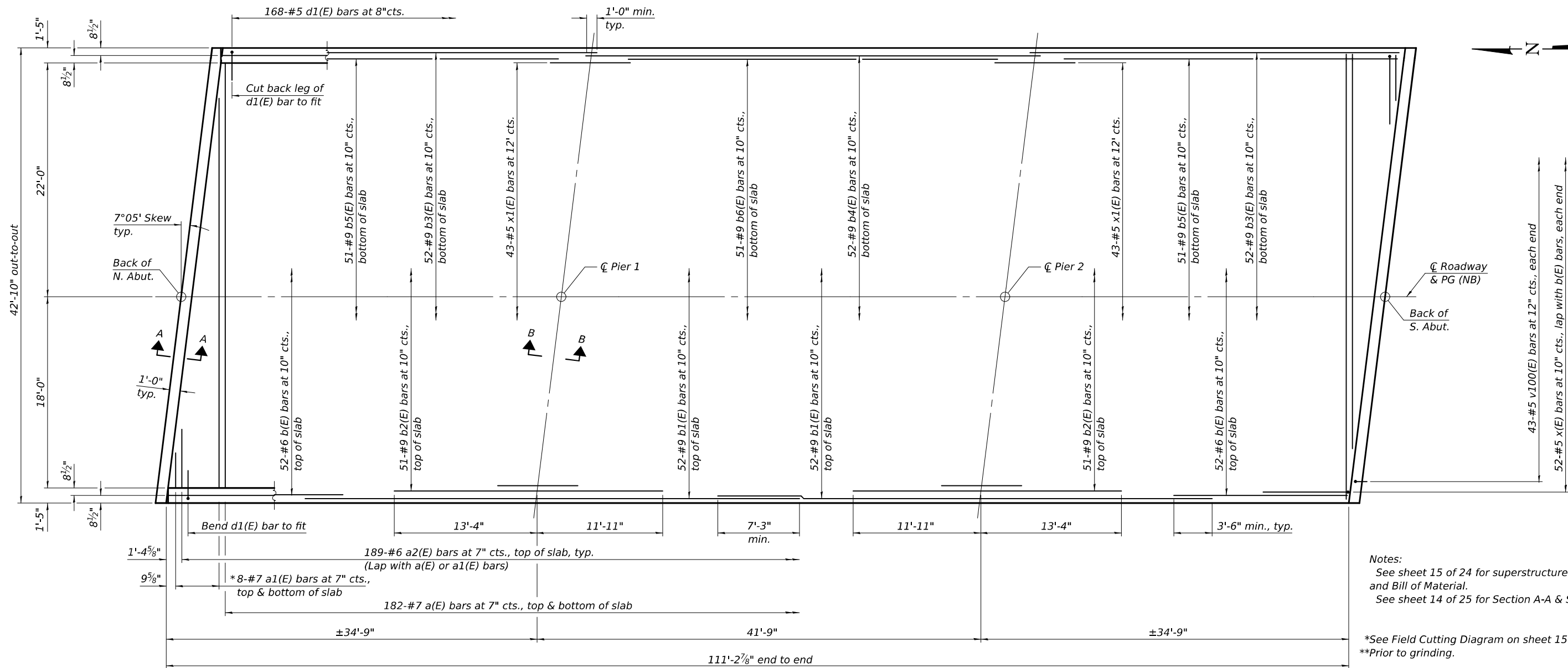
| <i>Location</i> | <i>Station</i> | <i>Offset</i> | <i>Theoretical
Grade
Elevations</i> | <i>Theoretical Grade
Elevations Adjusted
For Grinding</i> |
|--------------------------------|----------------|---------------|---|---|
| <i>N. End of S. Appr. Slab</i> | 456+53.65 | 0.00 | 647.96 | 647.98 |
| <i>J</i> | 456+63.65 | 0.00 | 647.94 | 647.96 |
| <i>K</i> | 456+73.65 | 0.00 | 647.93 | 647.95 |
| <i>S. End of S. Appr. Slab</i> | 456+83.65 | 0.00 | 647.91 | 647.93 |

WEST EDGE OF ROADWAY

| <i>Location</i> | <i>Station</i> | <i>Offset</i> | <i>Theoretical
Grade
Elevations</i> | <i>Theoretical Grade
Elevations Adjusted
For Grinding</i> |
|--------------------------------|------------------|---------------|---|---|
| <i>N. End of S. Appr. Slab</i> | <i>456+52.16</i> | <i>12.00</i> | <i>647.78</i> | <i>647.80</i> |
| <i>J</i> | <i>456+62.16</i> | <i>12.00</i> | <i>647.76</i> | <i>647.78</i> |
| <i>K</i> | <i>456+72.16</i> | <i>12.00</i> | <i>647.75</i> | <i>647.77</i> |
| <i>S. End of S. Appr. Slab</i> | <i>456+82.16</i> | <i>12.00</i> | <i>647.74</i> | <i>647.76</i> |

WEST EDGE OF SHOULDER

| <i>Location</i> | <i>Station</i> | <i>Offset</i> | <i>Theoretical
Grade
Elevations</i> | <i>Theoretical Grade
Elevations Adjusted
For Grinding</i> |
|--------------------------------|------------------|---------------|---|---|
| <i>N. End of S. Appr. Slab</i> | <i>456+50.92</i> | <i>22.00</i> | <i>647.58</i> | <i>647.60</i> |
| <i>J</i> | <i>456+60.92</i> | <i>22.00</i> | <i>647.56</i> | <i>647.58</i> |
| <i>K</i> | <i>456+70.92</i> | <i>22.00</i> | <i>647.55</i> | <i>647.57</i> |
| <i>S. End of S. Appr. Slab</i> | <i>456+80.92</i> | <i>22.00</i> | <i>647.54</i> | <i>647.56</i> |



MODEL: 038009 0104c6M80-212
FILE NAME: I:\projects\038009\0104c6M80-212\038009-0104c6M80-212\038009-0104c6M80-212.dgn

| | | |
|----------|---|--------------------|
| DESIGNED | - | RYAN P. NEGANGARD |
| CHECKED | - | TIFFANY L. ADAMS |
| DRAWN | - | ANDRO R. SAMANIEGO |
| CHECKED | - | R.P.N. / T.L.A. |

| | |
|----------|---|
| EXAMINED |  |
| PASSED |  |

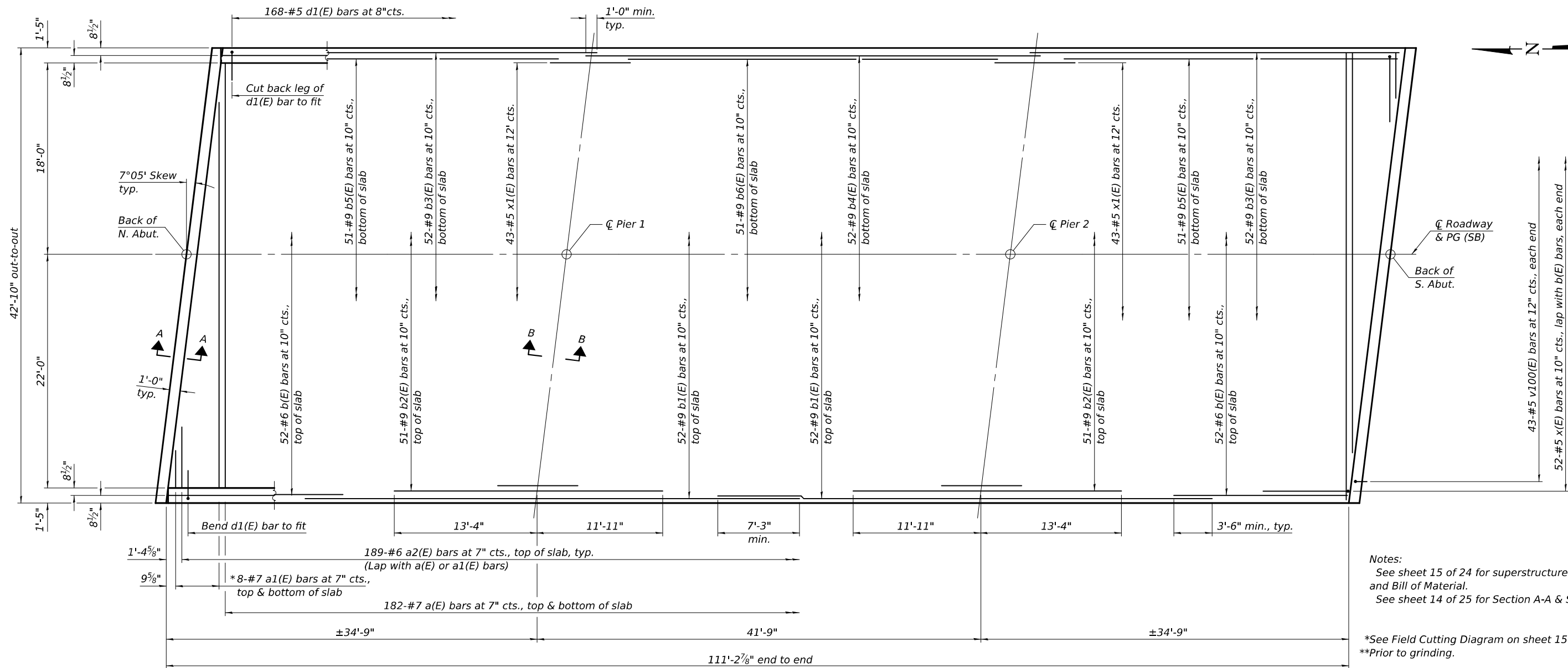
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| DATE | MAY 1, 2026 |
| REVISED | - |
| REVISED | - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 038-0009 (NB)

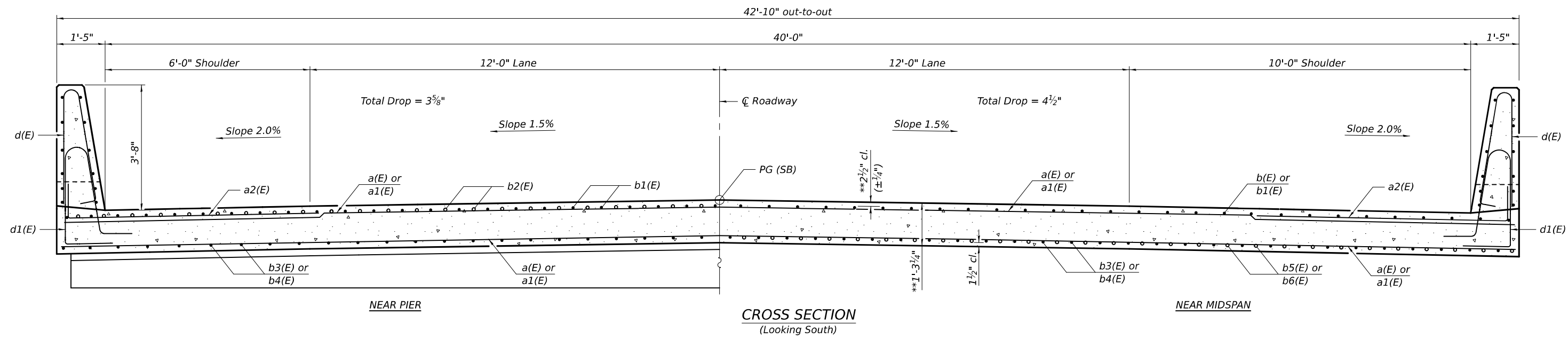
SHEET 12 OF 25 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|----------|--------------|-----------|
| 57 | (38-4B-2)BR | IROQUOIS | 437 | 279 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



Notes:
See sheet 15 of 24 for superstructure details and Bill of Material.
See sheet 14 of 25 for Section A-A & Section B-B.

*See Field Cutting Diagram on sheet 15 of 25.
**Prior to grinding.



MODEL: 038009 01046M80-213
FILE NAME: I:\projects\038009\01046M80-213\038009-01046M80-213\038009-01046M80-213.dgn
5/1/2026 2:43:05 PM

| | |
|------------|--------------------|
| DESIGNED - | RYAN P. NEGANGARD |
| CHECKED - | TIFFANY L. ADAMS |
| DRAWN - | ANDRO R. SAMANIEGO |
| CHECKED - | R.P.N. / T.L.A. |

| | |
|----------|---|
| EXAMINED | <i>Mark Shellen</i>
ENGINEER OF BRIDGE DESIGN |
| PASSED | <i>Justin W. Mann</i>
ENGINEER OF BRIDGES AND STRUCTURES |

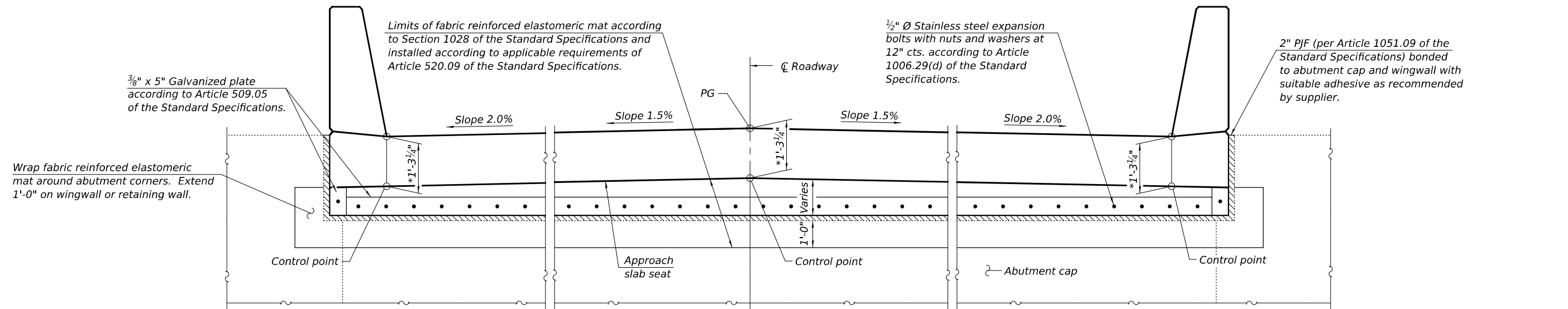
| | |
|-----------|-------------|
| DATE | MAY 1, 2026 |
| REVISED - | |
| REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 038-0010 (SB)

SHEET 13 OF 25 SHEETS

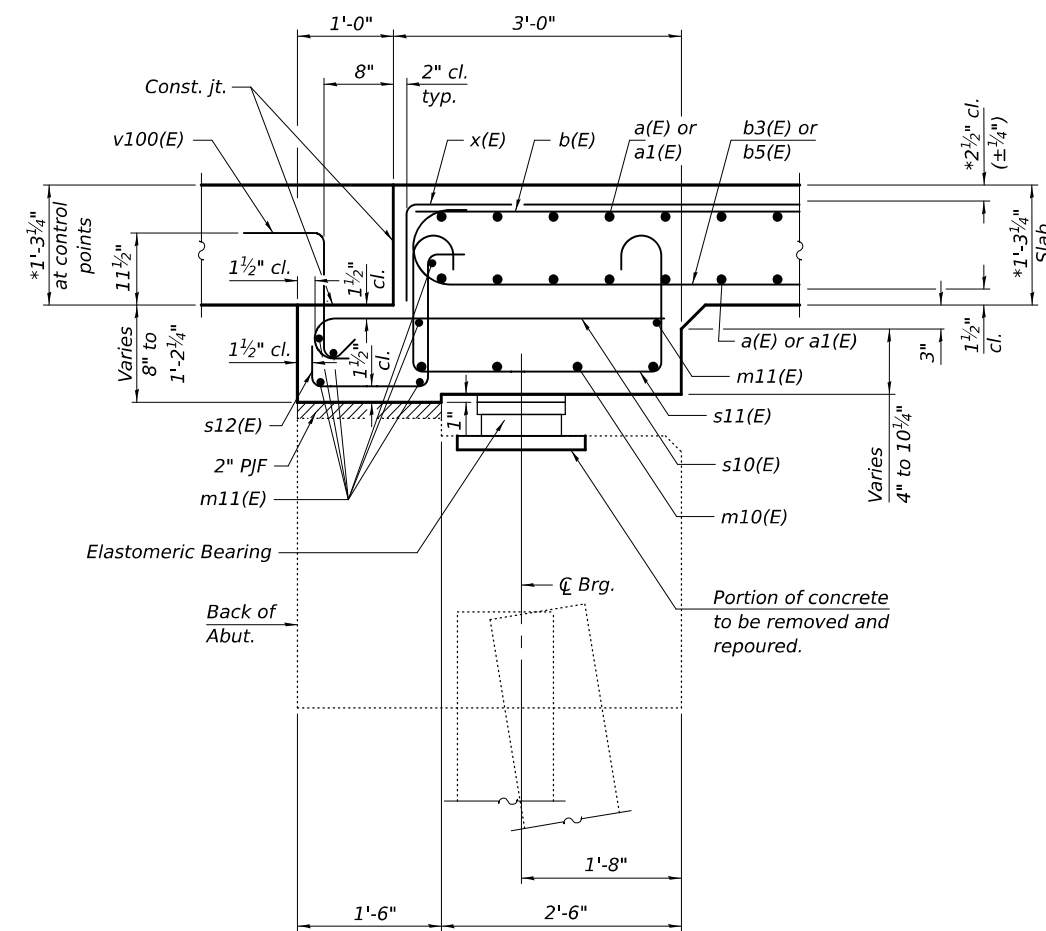
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------------|-------------|----------|--------------|-----------|
| 57 | (38-4B-2)BR | IROQUOIS | 437 | 280 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS / FED. AID PROJECT | | | | |



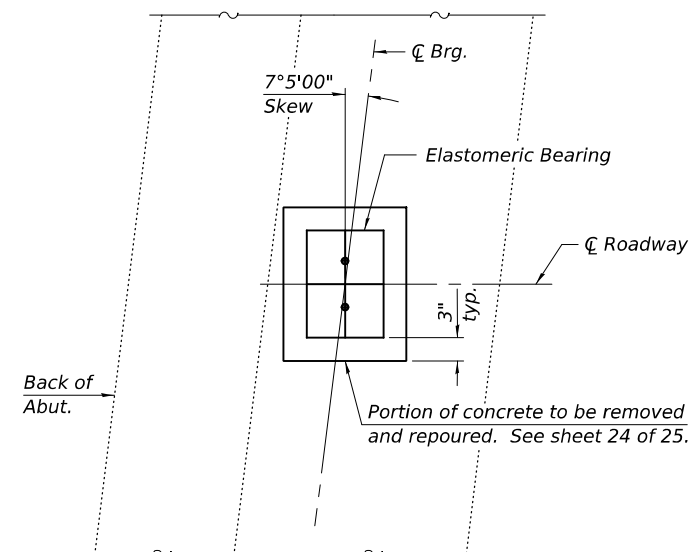
APPROACH SLAB SEAT
(Looking at back of abutment)

*Prior to grinding

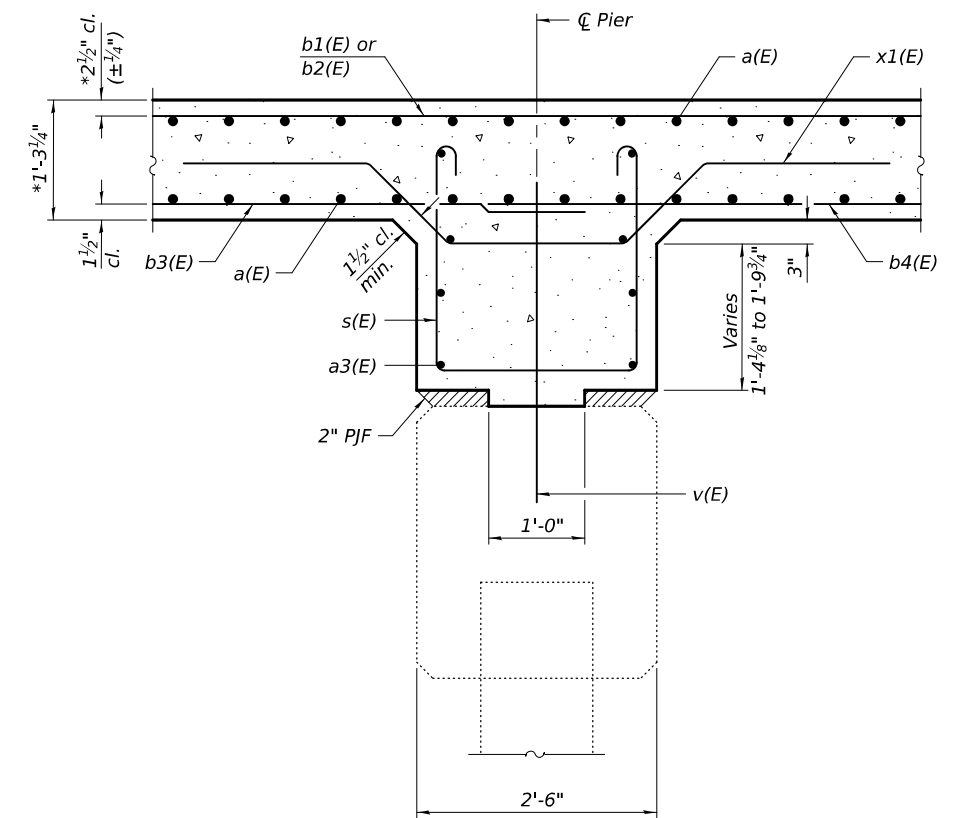
Notes:
See sheet 15 of 25 for superstructure details and Bill of Material.
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.



SECTION A-A



PLAN AT ABUTMENT
(Showing bottom of bearing)



SECTION B-B

MODEL: 038009 010-csbM80-014
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| | |
|------------|--------------------|
| DESIGNED - | RYAN P. NEGANGARD |
| CHECKED - | TIFFANY L. ADAMS |
| DRAWN - | ANDRO R. SAMANIEGO |
| CHECKED - | R.P.N. / T.L.A. |

| | |
|----------|---|
| EXAMINED | <i>Mark Shellen</i>
ENGINEER OF BRIDGE DESIGN |
| PASSED | <i>Quater W. Mann</i>
ENGINEER OF BRIDGES AND STRUCTURES |

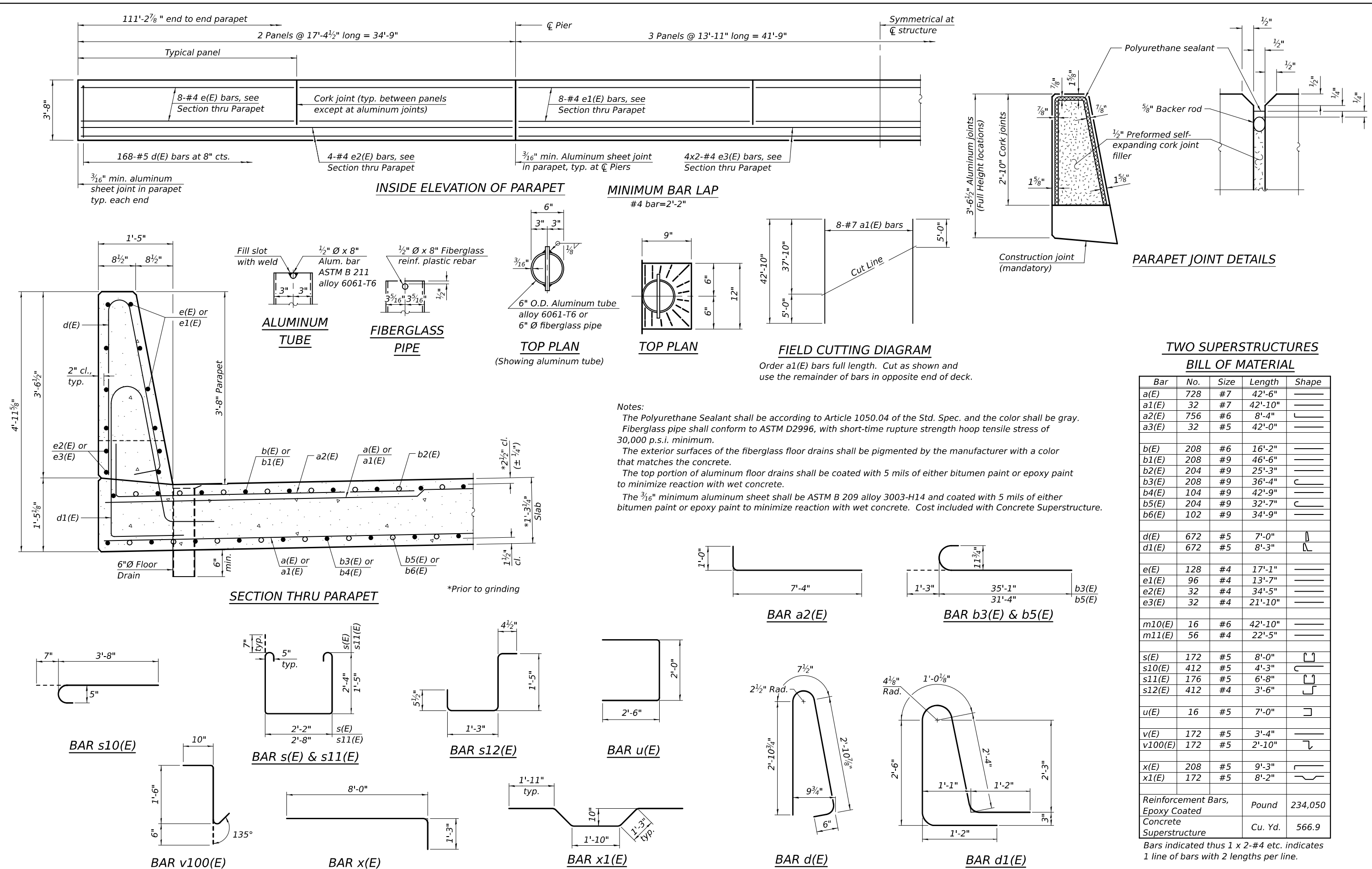
| | |
|-----------|-------------|
| DATE | MAY 1, 2026 |
| REVISED - | |
| REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

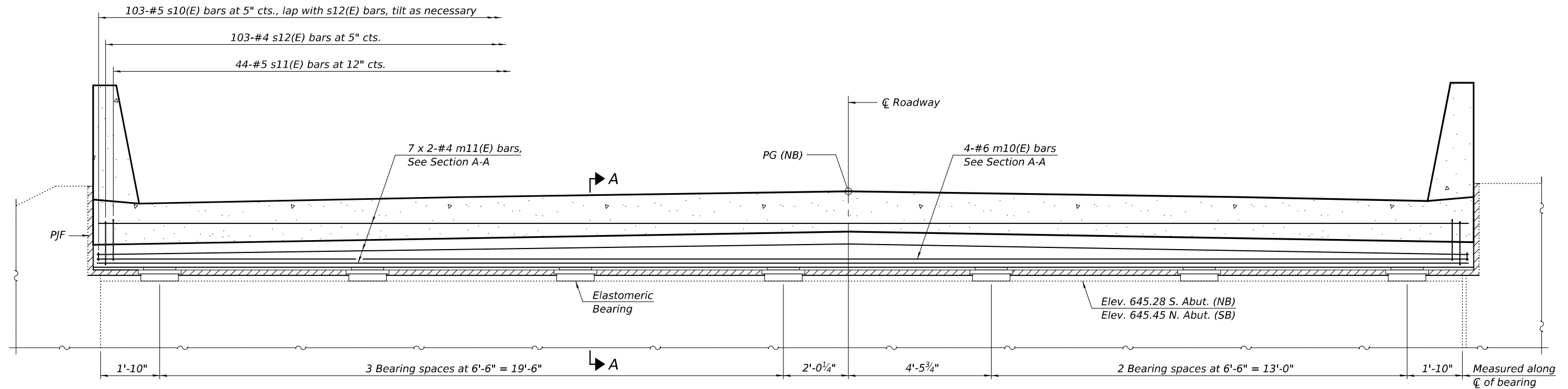
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 038-0009 (NB) & 038-0010 (SB)

SHEET 14 OF 25 SHEETS

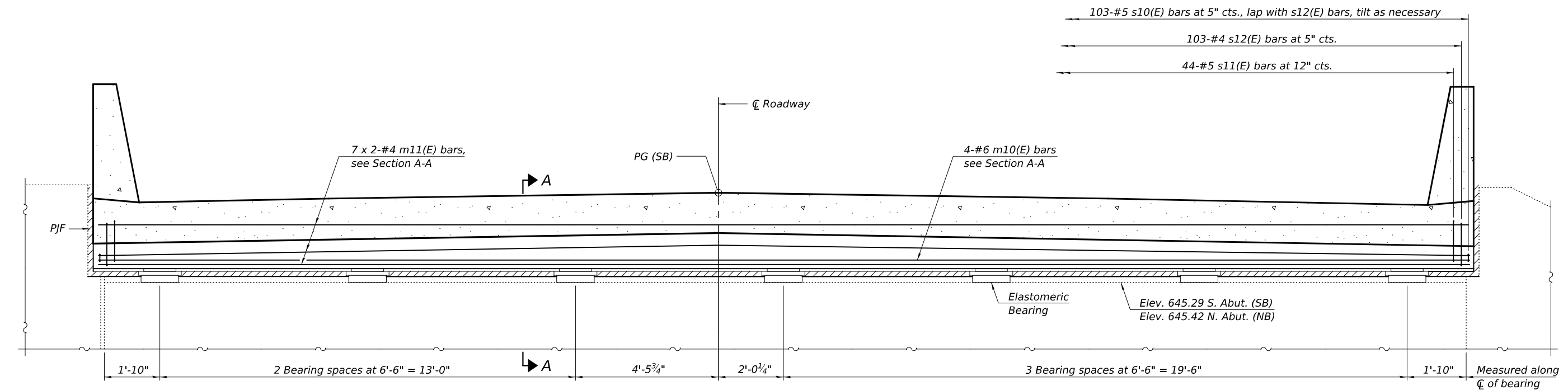
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|----------|--------------|-----------|
| 57 | (38-4B-2)BR | IROQUOIS | 437 | 281 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



MODEL: 038009 010-cs6186-015
PROJECT: 038009 010-cs6186-015
DRAWING: 038009 010-cs6186-015
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DIAPHRAGM AT SOUTH ABUTMENT (NB)
(South Abutment NB looking South; North Abutment SB similar)



DIAPHRAGM AT SOUTH ABUTMENT (SB)
(South Abutment SB looking South; North Abutment NB similar)

MINIMUM BAR LAP
#4 bar = 2'-0"

Notes:
See sheet 15 of 25 for superstructure details and Bill of Material.
See sheet 14 of 25 for Section A-A.
The s10(E), s11(E) and s12(E) bars shall be placed parallel to the centerline of roadway.
Spacing for these bars shall be at right angles to the centerline of roadway.
See sheet 14 of 25 for PJF details.

MODEL: 0380009 010-csbM80-216
FILE NAME: I:\projects\0380009\010-csbM80-216\0380009-010-csbM80-216.dgn
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| | |
|------------|--------------------|
| DESIGNED - | RYAN P. NEGANGARD |
| CHECKED - | TIFFANY L. ADAMS |
| DRAWN - | ANDRO R. SAMANIEGO |
| CHECKED - | R.P.N. / T.L.A. |

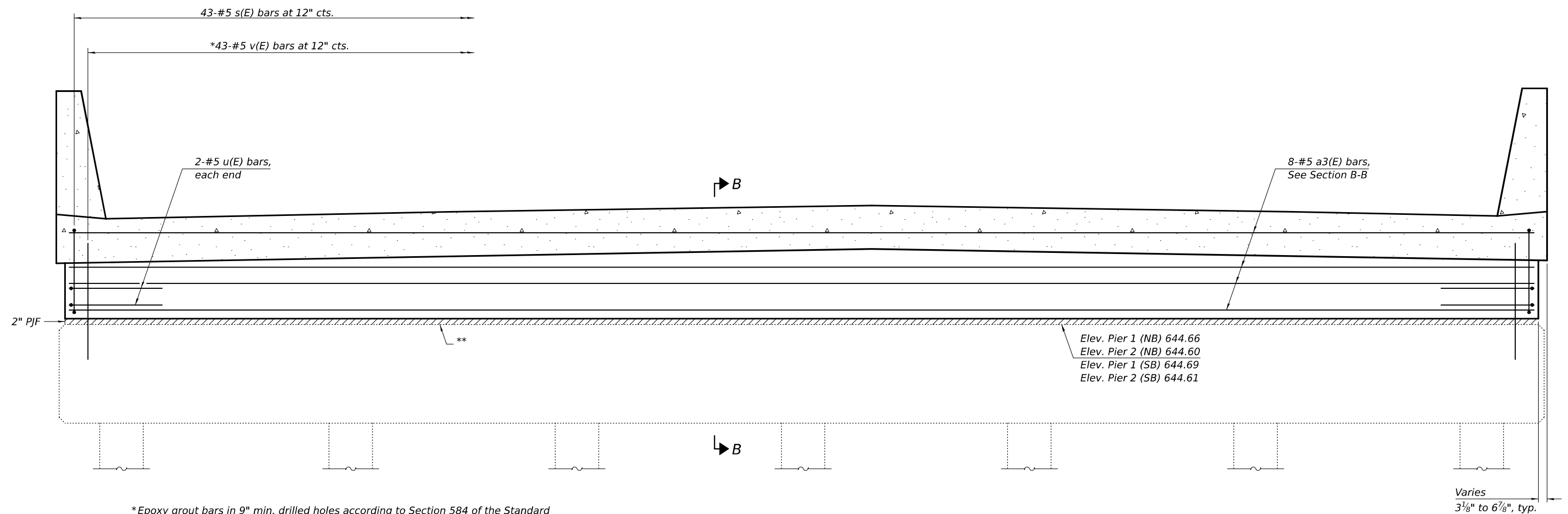
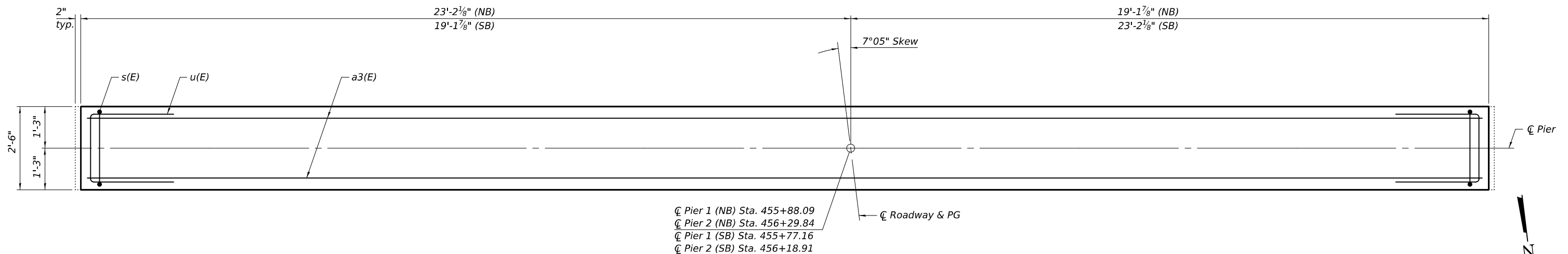
| | |
|----------|--|
| EXAMINED | <i>Mark Shuffin</i>
ENGINEER OF BRIDGE DESIGN |
| PASSED | <i>Quate W. Mann</i>
ENGINEER OF BRIDGES AND STRUCTURES |

| | |
|-----------|-------------|
| DATE | MAY 1, 2026 |
| REVISED - | |
| REVISED - | |

| |
|---|
| STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION |
|---|

| |
|--|
| DIAPHRAGM DETAILS
STRUCTURE NO. 038-0009 (NB) & 038-0010 (SB) |
| SHEET 16 OF 25 SHEETS |

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|----------|--------------|-----------|
| 57 | (38-4B-2)BR | IROQUOIS | 437 | 283 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



*Epoxy grout bars in 9" min. drilled holes according to Section 584 of the Standard Specifications. Cost included with the Reinforcement Bars, Epoxy Coated, typ.

***Burn, grind smooth, and epoxy seal existing anchor bolts flush with proposed concrete surfaces. Cost included with Removal of Existing Superstructure.*

ELEVATION
(NB Piers shown looking South, SB Piers similar)

Notes:
See sheet 15 of 25 for additional superstructure details and Bill of Material.
See sheet 14 of 25 for Section B-B.

| | | |
|----------|---|--------------------|
| DESIGNED | - | RYAN P. NEGANGARD |
| CHECKED | - | TIFFANY L. ADAMS |
| DRAWN | - | ANDRO R. SAMANIEGO |
| CHECKED | - | R.P.N. / T.L.A. |

EXAMINED _____
ENGINEER OF BRIDGE DESIGN

PASSED _____
ENGINEER OF BRIDGES AND STRUCTURES

| | |
|---------|-------------|
| DATE | MAY 1, 2026 |
| REVISED | - |
| REVISED | - |

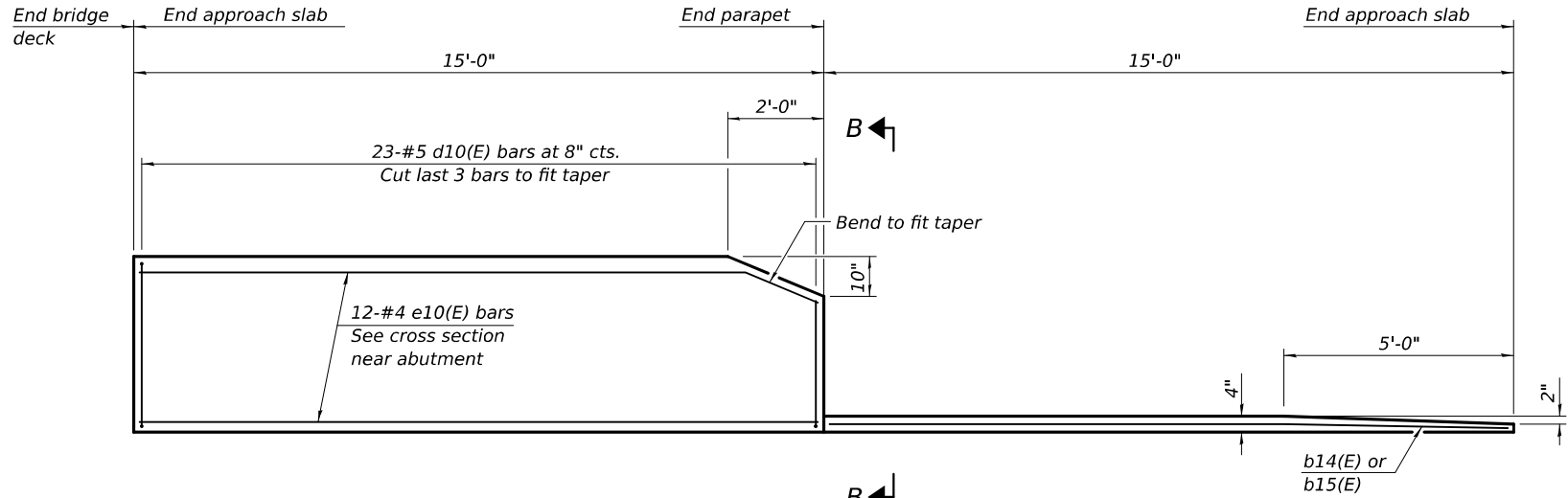
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER EXTENSIONS
STRUCTURE NO. 038-0009 (NB) & 038-0010 (SB)

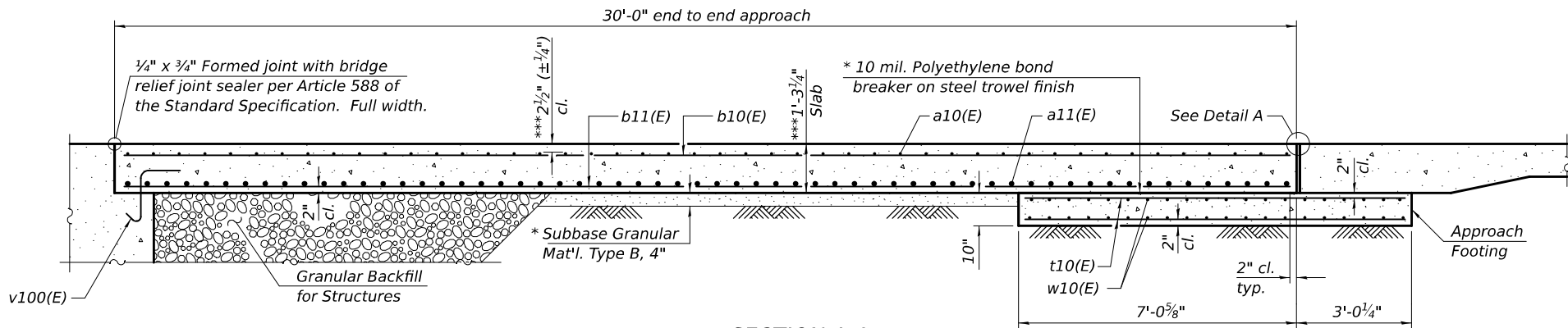
SHEET 17 OF 25 SHEETS

| | | | | |
|--------------------|-------------|------------------|-----------------|--------------|
| F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. |
| 57 | (38-4B-2)BR | IROQUOIS | 437 | 284 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS | | FED. AID PROJECT | | |

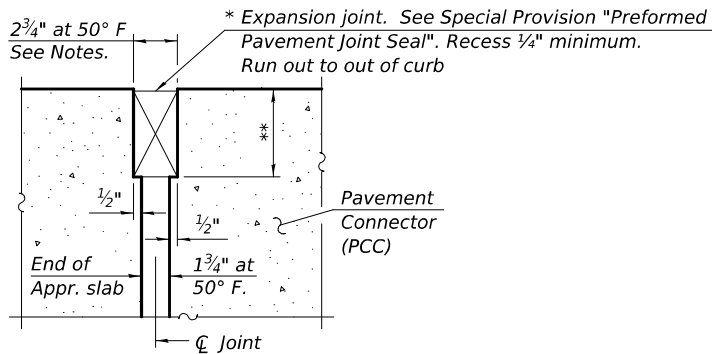
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| ILLINOIS | FED. AID PROJECT |
|----------|------------------|



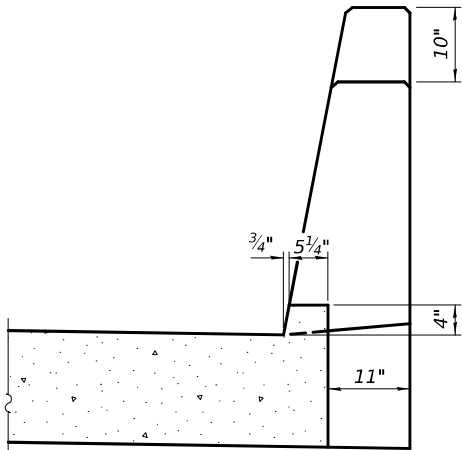
INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A



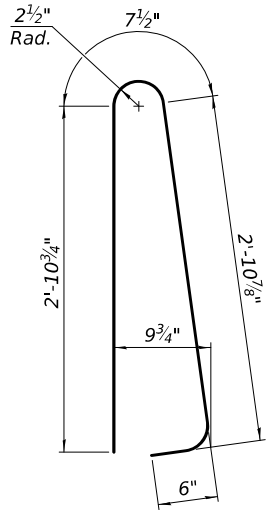
DETAIL A
(at Rt. L's)



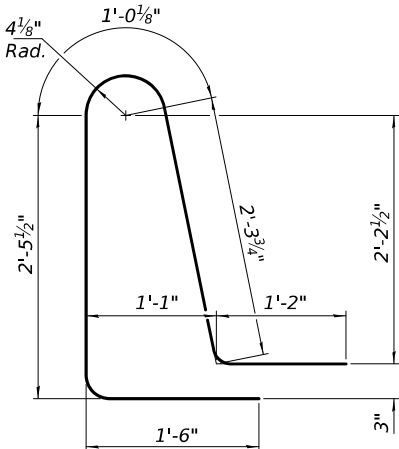
VIEW B-B

Notes:

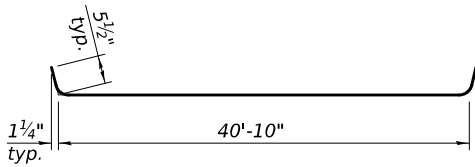
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 25.



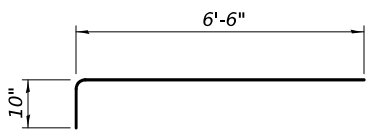
BAR d10(E)



BAR d11(E)



BAR a10(E)



BAR a12(E)

FOUR APPROACHES
BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|---|-----|------|---------|--------|
| a10(E) | 180 | #5 | 41'-9" | |
| a11(E) | 240 | #8 | 41'-0" | |
| a12(E) | 176 | #5 | 7'-4" | |
| b10(E) | 248 | #5 | 29'-8" | |
| b11(E) | 396 | #9 | 29'-8" | |
| b12(E) | 16 | #5 | 14'-10" | |
| b13(E) | 16 | #5 | 14'-7" | |
| b14(E) | 4 | #4 | 14'-8" | |
| b15(E) | 4 | #4 | 14'-9" | |
| d10(E) | 184 | #5 | 7'-0" | |
| d11(E) | 184 | #5 | 8'-6" | |
| e10(E) | 96 | #4 | 14'-8" | |
| t10(E) | 336 | #4 | 9'-9" | |
| w10(E) | 160 | #5 | 41'-0" | |
| Concrete Superstructure | | | Cu. Yd. | 16.9 |
| Concrete Superstructure (Approach Slab) | | | Cu. Yd. | 240.1 |
| Concrete Structures | | | Cu. Yd. | 51.0 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 96,590 |

* Cost included with Concrete Superstructure (Approach Slab).
** Per manufacturer recommendations
*** Prior to grinding.

(Sheet 3 of 3)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 038-0009 (NB) & 038-0010 (SB)

SHEET 20 OF 25 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|----------|--------------|-----------|
| 57 | (38-4B-2)BR | IROQUOIS | 437 | 287 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

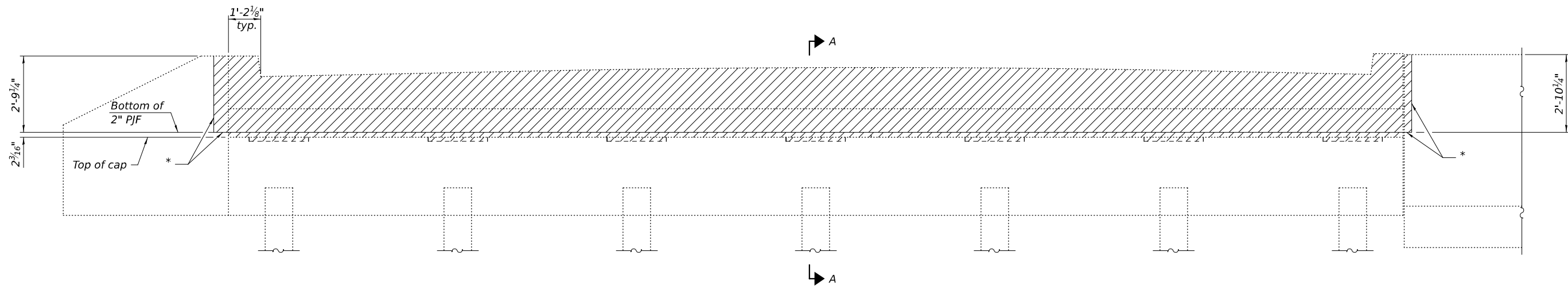
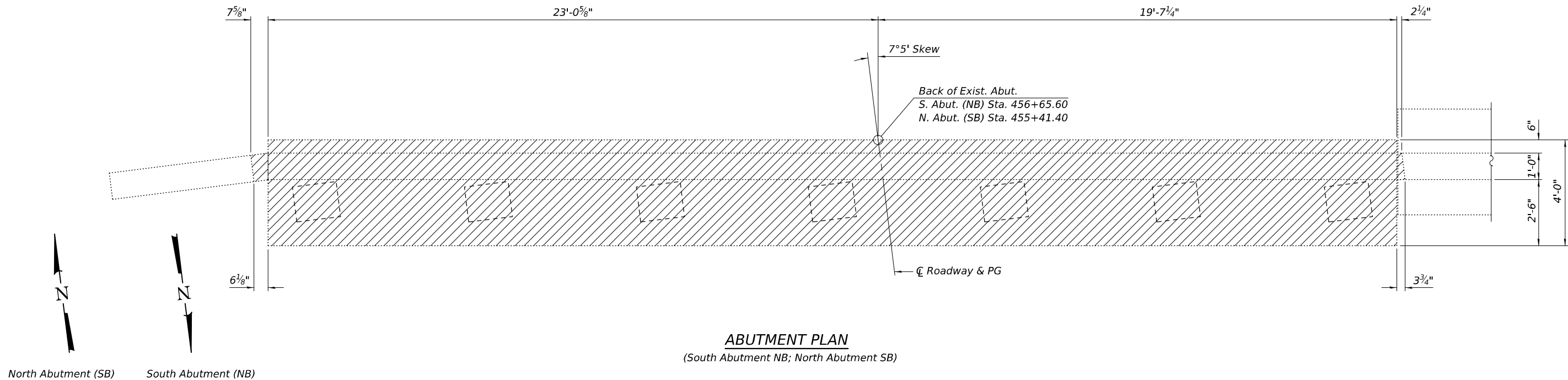
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DESIGNED - RYAN P. NEGANGARD
CHECKED - TIFFANY L. ADAMS
DRAWN - ANDRO R. SAMANIEGO
CHECKED - R.P.N. / T.L.A.

EXAMINED
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

DATE MAY 1, 2026
REVISED -
REVISED -

MODEL: 0380009 010-06M80-023
FILE NAME: I:\projects\0380009\0380009\CADD\Bridges and Structures\CBM\Project\0380009\CADD\Bridges and Structures\0380009-66M80.dgn
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* Sawcut existing wingwall or retaining wall.
Burn, grind smooth, and epoxy seal existing reinforcement
and anchor bolts flush with proposed concrete surfaces. Cost
included with Removal of Existing Superstructure.

Notes:
Hatched area indicates concrete removal. Cost
included with Removal of Existing Superstructure.
See sheet 24 of 25 for Section A-A.

| | | |
|----------|---|--------------------|
| DESIGNED | - | RYAN P. NEGANGARD |
| CHECKED | - | TIFFANY L. ADAMS |
| DRAWN | - | ANDRO R. SAMANIEGO |
| CHECKED | - | R.P.N. / T.L.A. |

| | |
|----------|---|
| EXAMINED |  |
| PASSED |  |

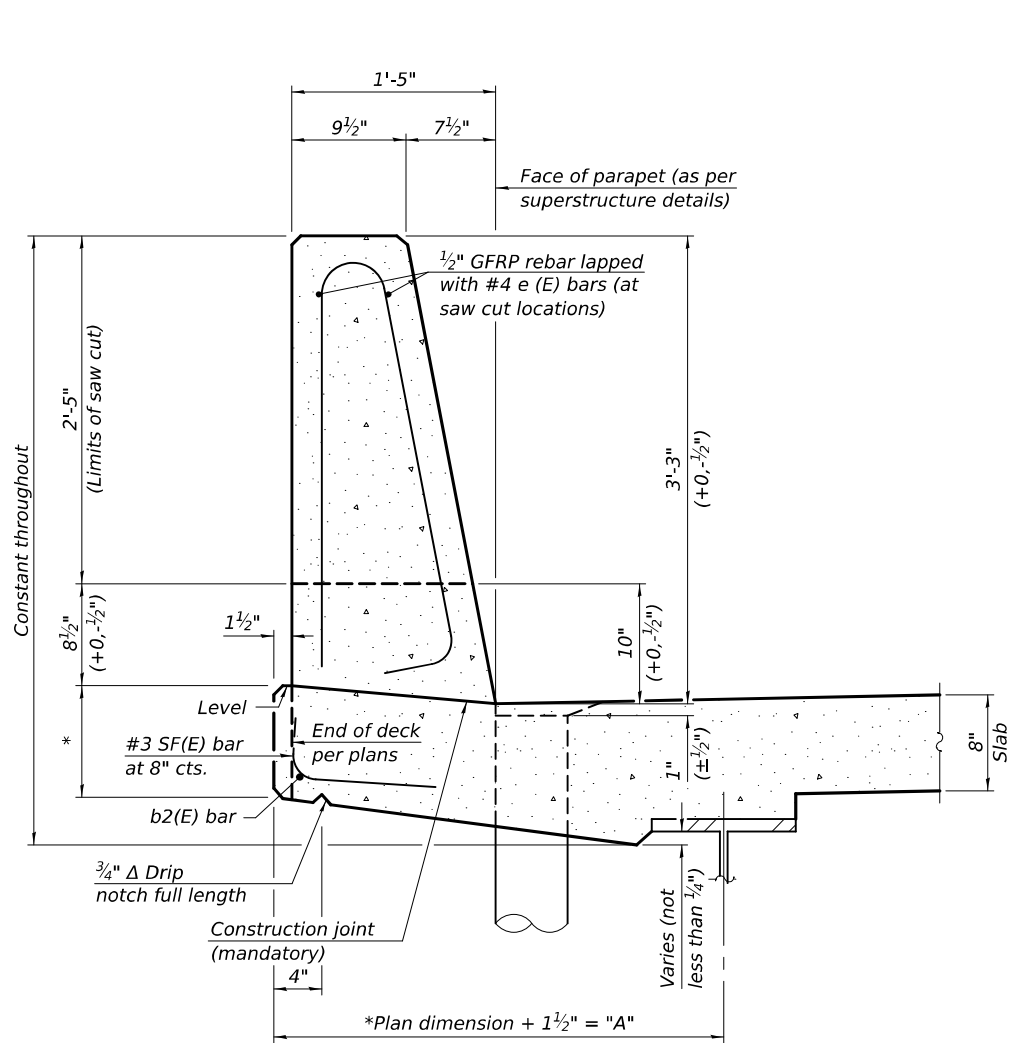
| | |
|---------|-------------|
| DATE | MAY 1, 2026 |
| REVISED | - |
| REVISED | - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL
STRUCTURE NO. 038-0009 (NB) & 038-0010 (SB)

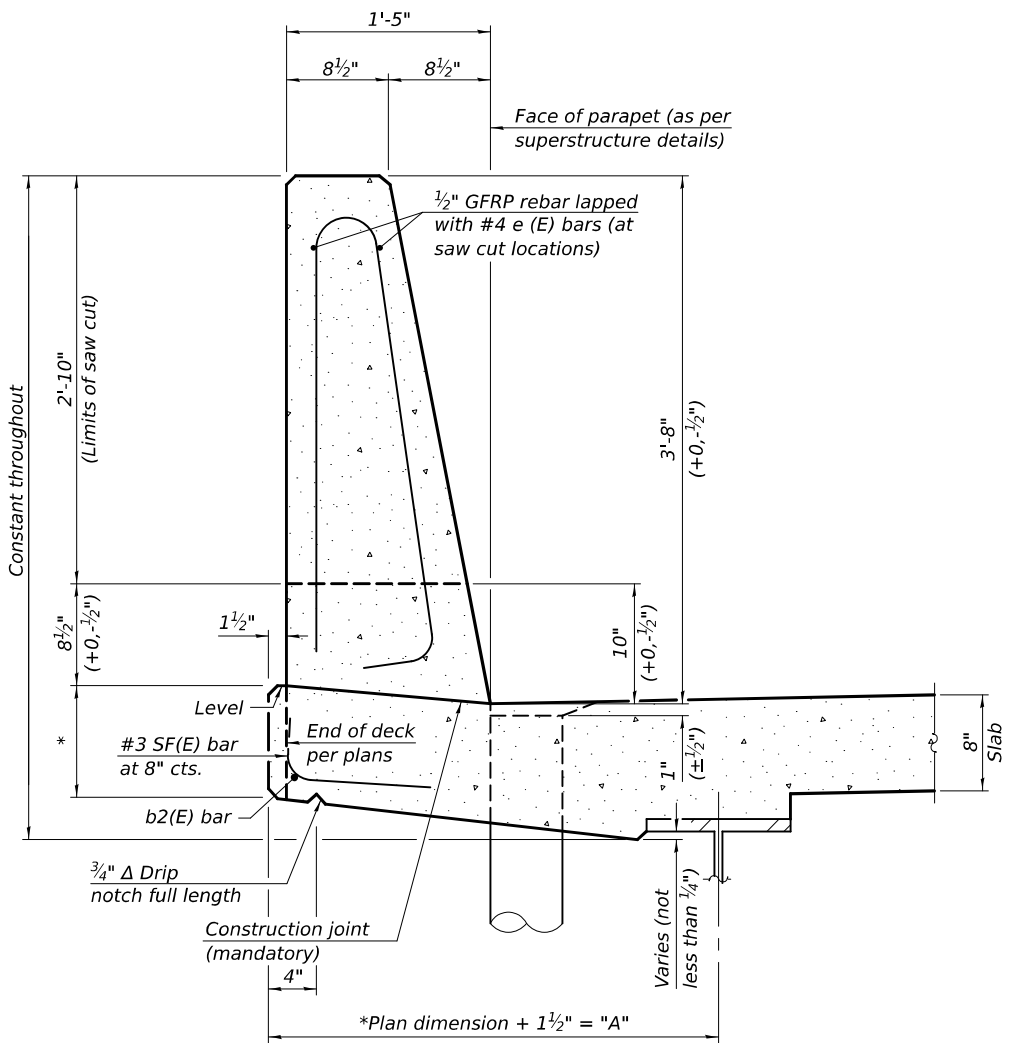
SHEET 23 OF 25 SHEETS

| F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. |
|---------------------------|-------------|----------|-----------------|--------------|
| 57 | (38-4B-2)BR | IROQUOIS | 437 | 290 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



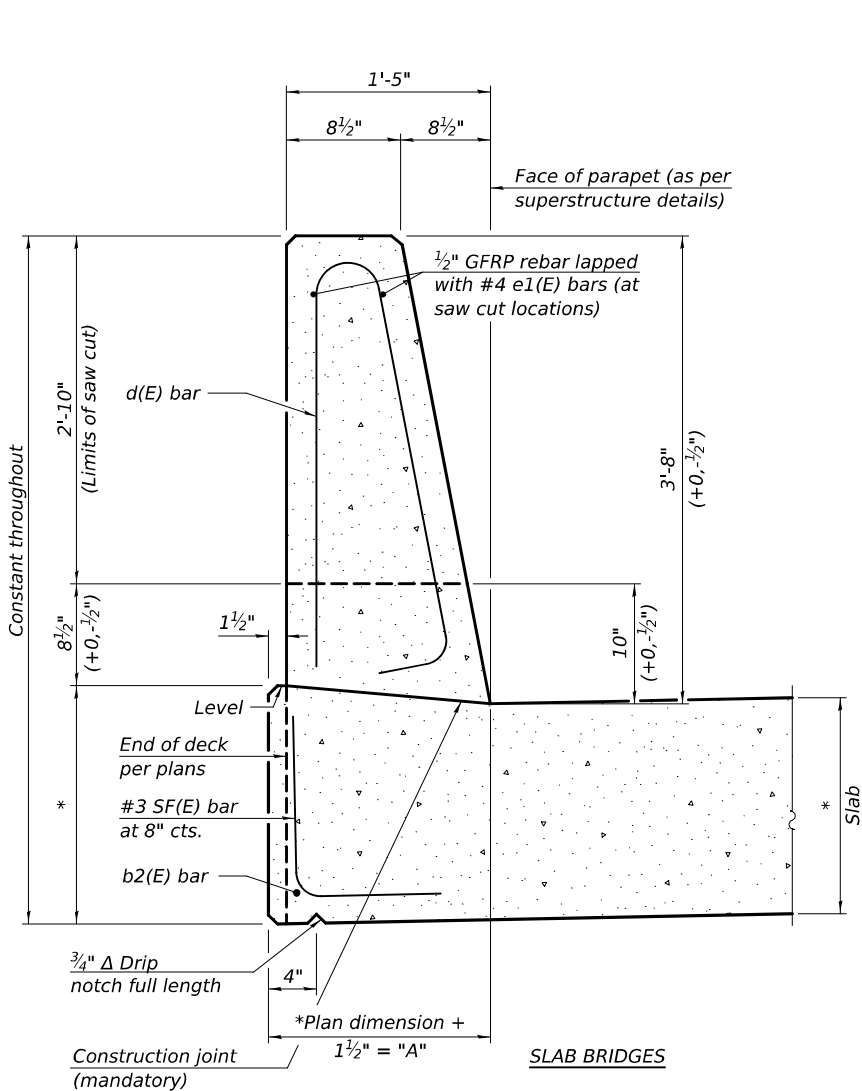
**39" CONSTANT-SLOPE
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



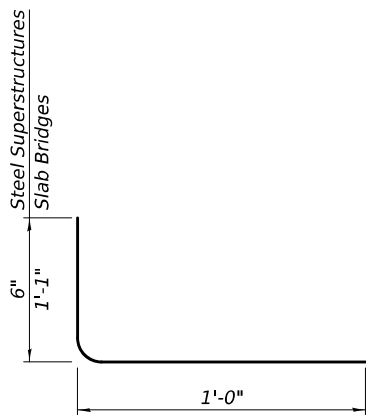
**44" CONSTANT-SLOPE
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

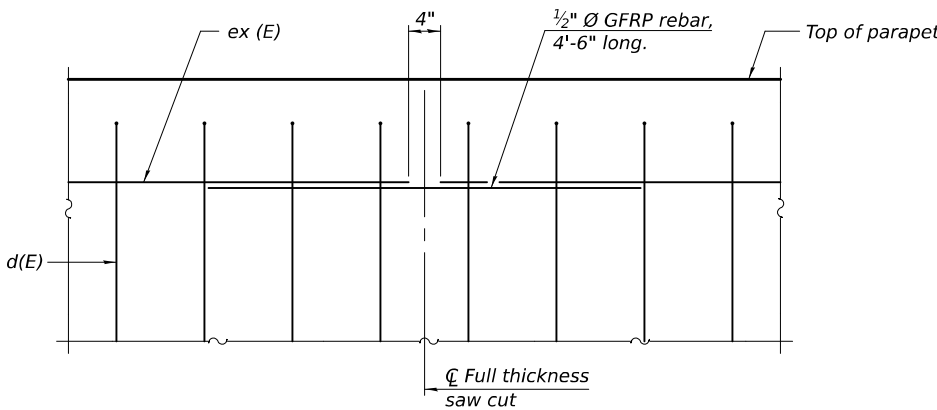


**44" CONSTANT-SLOPE
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

(Place as shown in parapet section
at each parapet joint location.)

Notes:
All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.
Additional concrete needed to revise dimension "A" (39" and 44" parapets):
Steel Superstructures: 0.00348 cu. yds./ft.
Slab Bridge Superstructures: 0.00659 cu. yds./ft.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel and slab superstructures shown. Other superstructure types similar.

MODEL: 038009 010-csbM80-225
FILE NAME: I:\projects\038009\010-csbM80-225\CADData\Structures\038009-66M80.dgn
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| | |
|------------|--------------------|
| DESIGNED - | RYAN P. NEGANGARD |
| CHECKED - | TIFFANY L. ADAMS |
| DRAWN - | ANDRO R. SAMANIEGO |
| CHECKED - | R.P.N. / T.L.A. |

| | |
|----------|---|
| EXAMINED | <i>Mark Shellen</i>
ENGINEER OF BRIDGE DESIGN |
| PASSED | <i>Quater W. Mann</i>
ENGINEER OF BRIDGES AND STRUCTURES |

| | |
|-----------|-------------|
| DATE | MAY 1, 2026 |
| REVISED - | |
| REVISED - | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 038-0009 (NB) & 038-0010 (SB)**

SHEET 25 OF 25 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|----------|--------------|-----------|
| 57 | (38-4B-2)BR | IROQUOIS | 437 | 292 |
| CONTRACT NO. 66M80 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

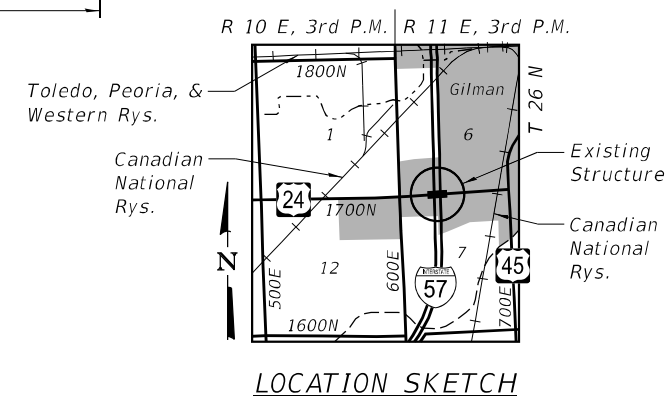
No Salvage.



- PLAN

LEGEND

Limits of Bridge Deck Scarification $\frac{3}{4}$ ",
Bridge Deck Latex Concrete Overlay, $2\frac{1}{4}$ "



| <u>SHEET NO.</u> | <u>TITLE</u> |
|------------------|---|
| 1 | GENERAL PLAN AND ELEVATION |
| 2 | GENERAL DATA AND MISCELLANEOUS DETAILS |
| 3 | STAGE CONSTRUCTION DETAILS |
| 4 | DECK, MEDIAN CURB, AND APPROACH SLAB REPAIRS |
| 5 | DECK, MEDIAN CURB, AND APPROACH SLAB REPAIRS - AS BUILT |
| 6-7 | PARAPET REPAIR DETAILS |
| 8 | JOINT REMOVAL DETAILS |
| 9-10 | JOINT REPLACEMENT DETAILS |
| 11-12 | PREFORMED JOINT STRIP SEAL - SIDEWALK |
| 13-14 | ABUTMENT REPAIR DETAILS |
| 15-17 | PIER REPAIR DETAILS |
| 18 | PIER CRASH WALL REMOVAL DETAILS |
| 19 | PIER CRASH WALL EXTENSION |
| 20 | SLOPE WALL REPAIRS |
| 21 | BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS |

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications
for Highway Bridges

EXISTING DESIGN STRESSES

FIELD UNITS (1966):

$f'_c = 3,500 \text{ psi}$
 $f_y = 40,000 \text{ psi (Reinforcement)}$
 $f_y = 40,000 \text{ psi (Structural Steel)}$

FIELD UNITS (2002):

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

PROPOSED DESIGN STRESSES

FIELD UNITS:

$f'_c = 3,500 \text{ psi}$
 $f'_c = 4,000 \text{ psi}$ (Superstructure)
 $f_y = 60,000 \text{ psi}$ (Reinforcement)

LOADING HS20-44

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 038-0031

SHEET NO. 1 OF 21 SHEETS

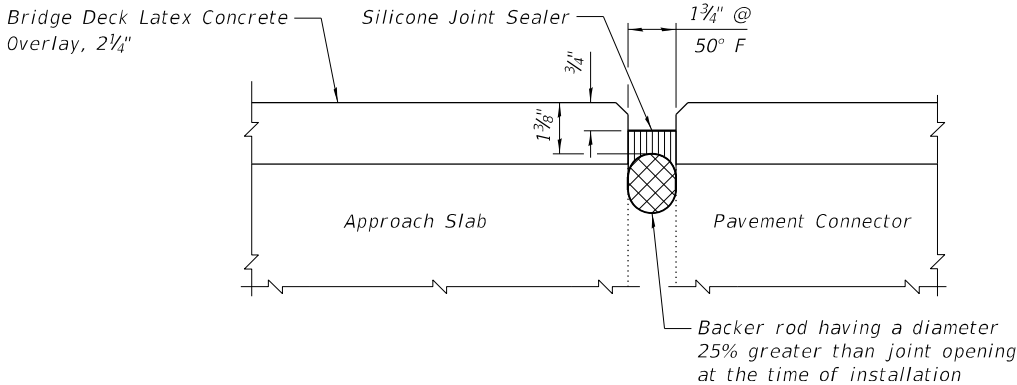
| F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. |
|----------------|--------------------|--------------------|-----------------|--------------|
| 57 | (38-4,38-5)BR,D.CR | IROQUOIS | 437 | 293 |
| | | CONTRACT NO. 66M80 | | |
| | | ILLINOIS | | |

GENERAL NOTES:

- 1.) Reinforcement bars designated (E) shall be epoxy coated.
- 2.) Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or detrimental foreign material shall be removed from the surfaces that will be in contact with new concrete (SSPC-SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.
As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding ¼ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
- 3.) Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 4.) Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the Contractor's expense.
- 5.) The Engineer shall show actual locations and size of deck, median curb, and approach slab repairs on As-built Plans.
- 6.) Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.
- 7.) Protective Coat shall only be applied to new concrete areas, including the deck and parapet at the joint replacement, and the top surface of the Latex Concrete Overlay.
- 7.) Protective Coat shall also be applied to the finished surfaces of all concrete repairs to the parapets.
- 8.) Concrete Sealer shall be applied according to Section 587 of the Standard Specifications to the existing top and inside vertical faces of the parapets, end posts, and wings; all exposed faces of the abutments and wingwalls; and to all exposed faces of the piers located below the bearings after installation of proposed crash wall extensions.
- 9.) Cleaning and painting of the existing structural steel shall be as specified in the special provisions for Cleaning and Painting Existing Steel Structures. All girders, bearings and other structural steel shall be cleaned per Near White Blast Cleaning – SSPC-SP10. The designated areas cleaned per Near White Blast Cleaning shall be painted according to the requirements of the Organic Zinc-Rich Primer / Epoxy / Urethane (OZ/E/U) paint system. 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 girders shall be Interstate Green, Munsell No. 7.5G 4/8.
- 10.) SSPC QP1 and QP2 Contractor Certification is required for this Contract.
- 11.) All concrete related work shall be completed prior to any painting of structural steel.
- 12.) The Contractor may request copies of existing construction plans that are currently on file with the Department. The request shall be in writing with the understanding that any reproduction cost will be at the Contractor's expense at no additional cost to the Department.
- 13.) A minimum of (4) air monitors will be required to monitor abrasive blasting operations at this site. See special provisions for "Containment and Disposal of Lead Paint Cleaning Residues."
- 14.) The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.
- 15.) All structural steel shall conform to AASHTO Classification M-270 Gr. 36 unless otherwise noted.

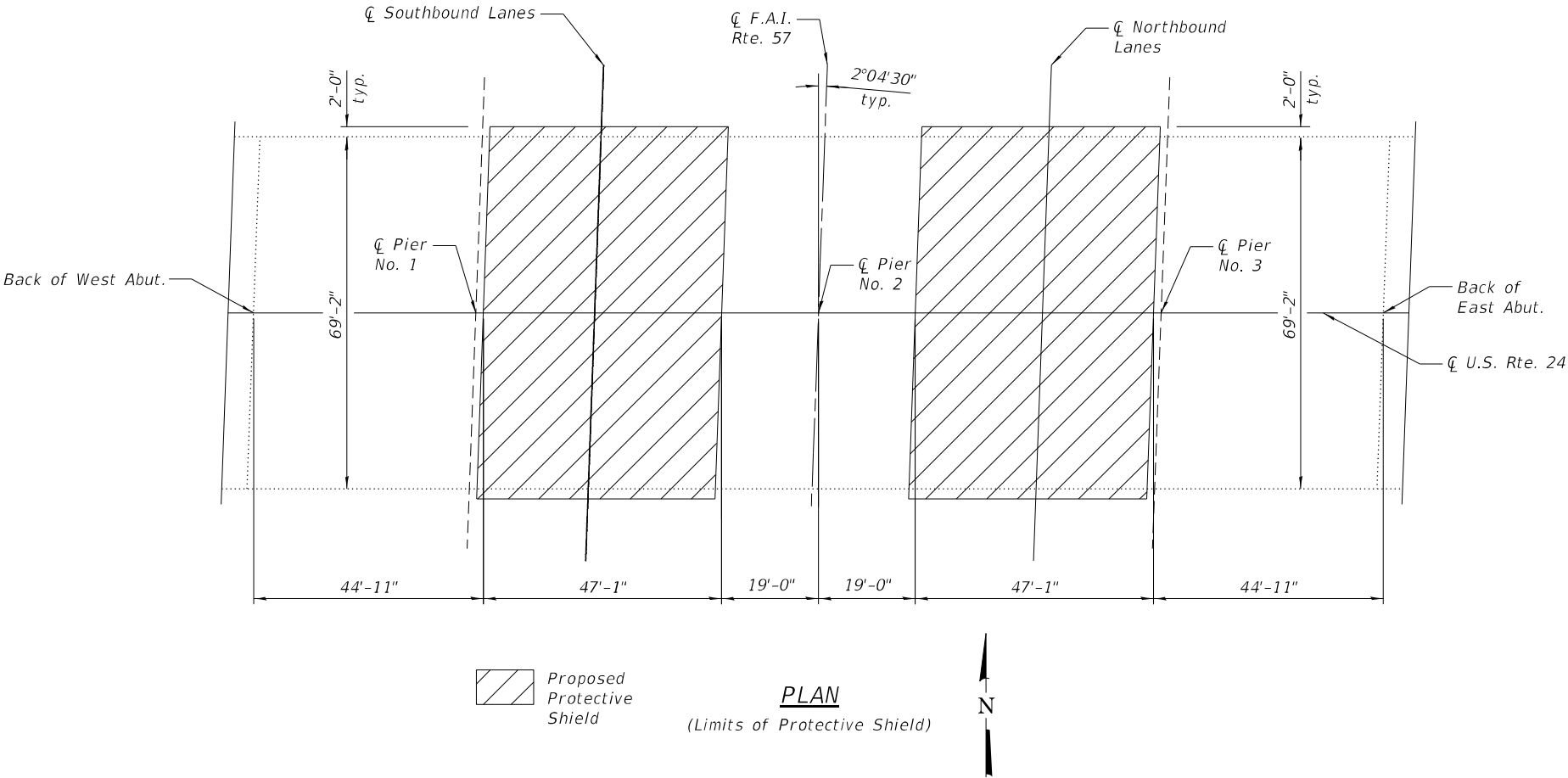
TOTAL BILL OF MATERIAL

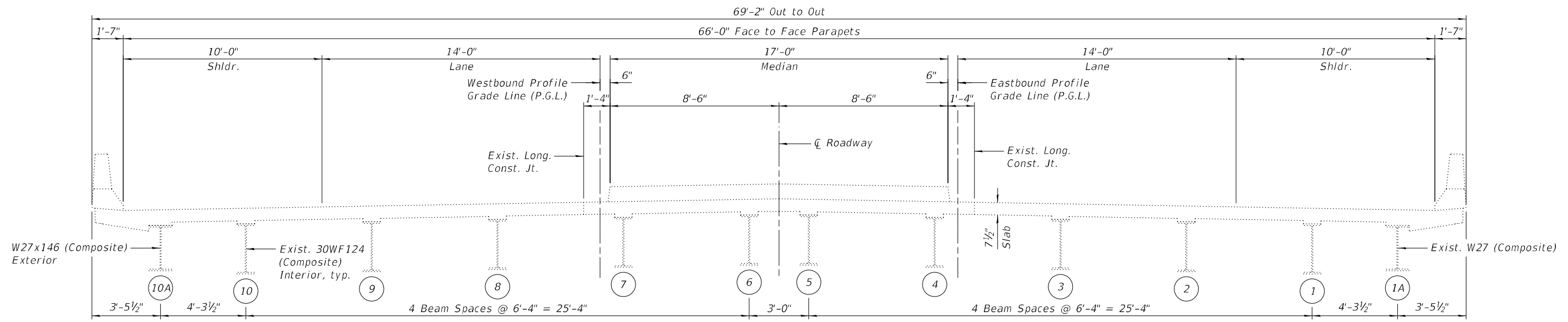
| ITEM | UNIT | TOTAL |
|--|---------|-------|
| Concrete Removal | Cu. Yd. | 30.1 |
| Protective Shield | Sq. Yd. | 766 |
| Concrete Structures | Cu. Yd. | 36.3 |
| Concrete Superstructure | Cu. Yd. | 23.0 |
| Bridge Deck Grooving | Sq. Yd. | 1,410 |
| Protective Coat | Sq. Yd. | 1,582 |
| Reinforcement Bars, Epoxy Coated | Pound | 7,040 |
| Bar Splicers | Each | 36 |
| Preformed Joint Strip Seal | Foot | 136.0 |
| Concrete Sealer | Sq. Ft. | 8,592 |
| Bridge Deck Concrete Crack Sealer | Foot | 86 |
| Slope Wall Crack Sealing | Foot | 236 |
| Slope Wall Repair | Sq. Yd. | 5 |
| Bridge Deck Latex Concrete Overlay, 2 1/4 Inches | Sq. Yd. | 1,501 |
| Containment and Disposal of Lead Paint Cleaning Residues No. 1 | L Sum | 1 |
| Cleaning and Painting Steel Bridge No. 1 | L Sum | 1 |
| Bridge Deck Scarification 3/4" | Sq. Yd. | 1,501 |
| Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches) | Sq. Ft. | 714 |
| Deck Slab Repair (Full Depth, Type I) | Sq. Yd. | 5 |
| Silicone Joint Sealer, 1.75" | Foot | 100 |



SILICONE JOINT SEALER DETAIL
AT APPROACH SLAB

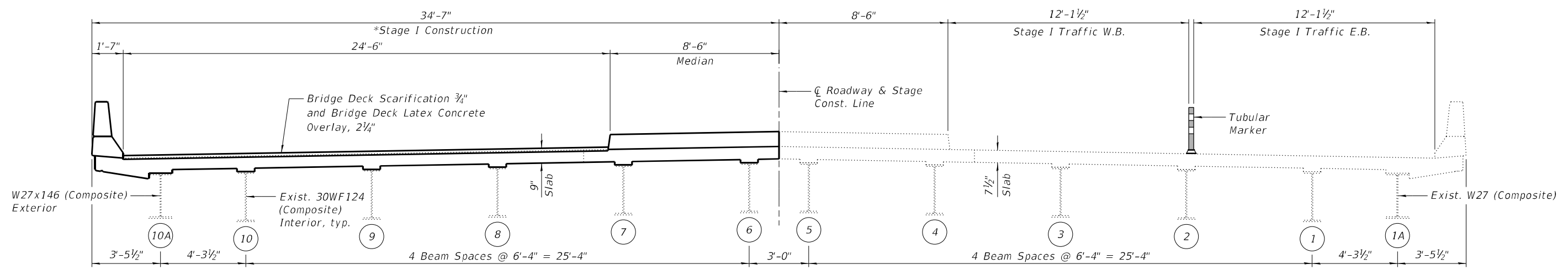
Remove existing joint seal and install replacement silicone joint sealer at approach slabs.





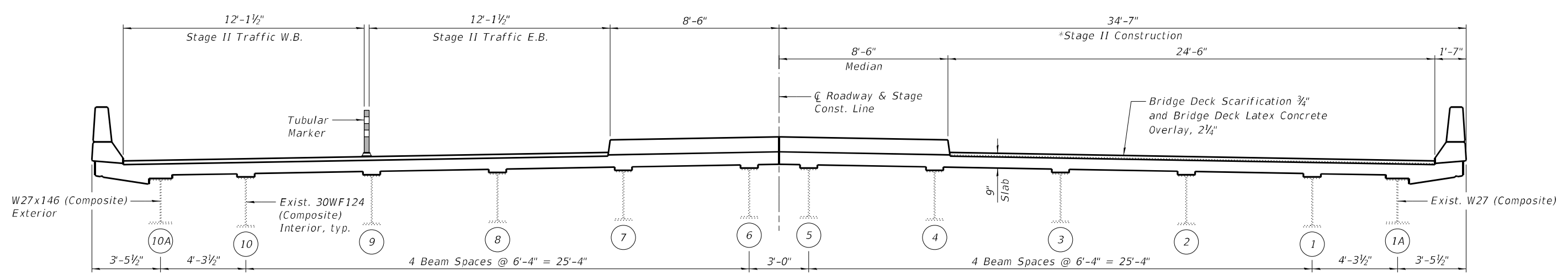
EXISTING CROSS SECTION

(Looking East)
*Joint Replacement



STAGE I CONSTRUCTION

(Looking East)
*Joint Replacement

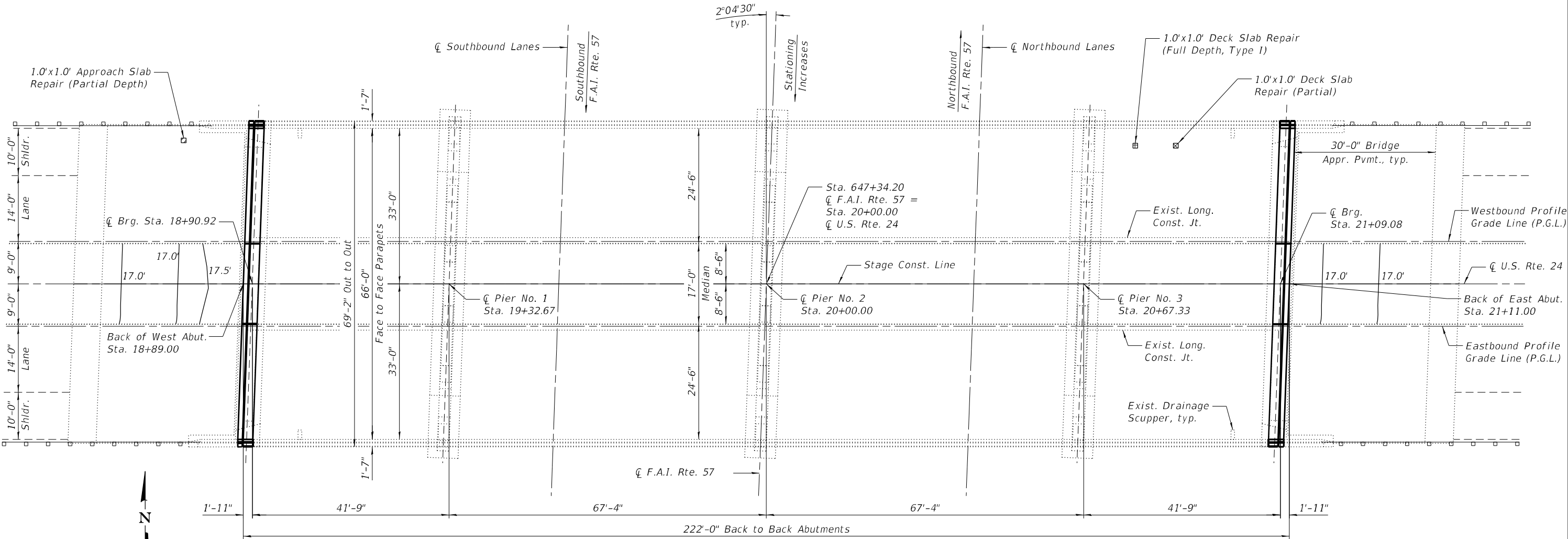


STAGE II CONSTRUCTION

(Looking East)
*Joint Replacement

NOTE:

See Highway Standard 701901 for Tubular Marker.



PLAN

LEGEND

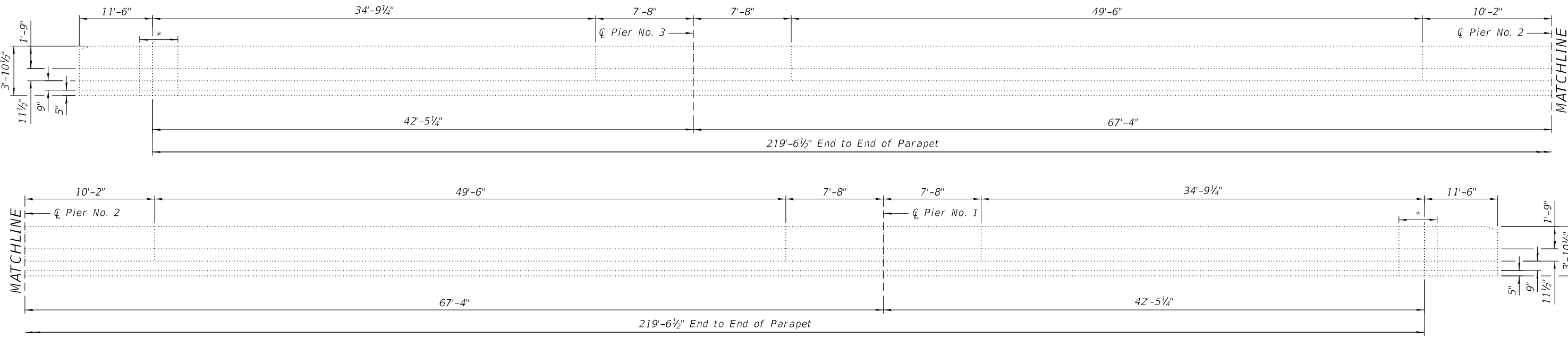
- L.F. Bridge Deck Concrete Crack Sealer
- *Approach Slab Repair (Partial Depth)
- *Deck Slab Repair (Partial)
- Deck Slab Repair (Full Depth, Type I)

BILL OF MATERIAL

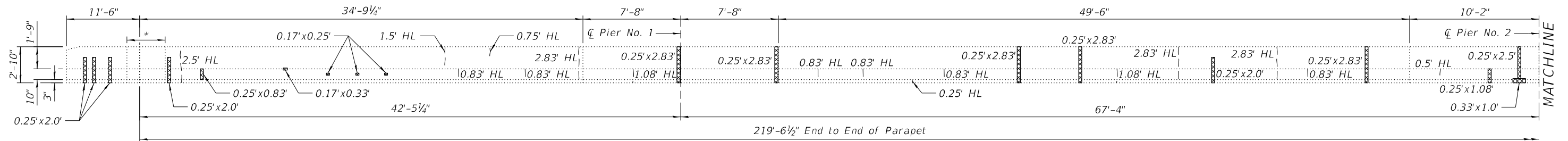
| Item | Unit | Total |
|---------------------------------------|---------|-------|
| Bridge Deck Concrete Crack Sealer | Foot | 86 |
| Deck Slab Repair (Full Depth, Type I) | Sq. Yd. | 5 |

NOTES:

- 1.) The repair areas shown are estimated based on a field inspection conducted in September 2023. The actual repair areas required shall be verified according to the special provisions, and documented by the Engineer on the As Built plan sheet.
- 2.) *Areas of Deck Slab Repair (Partial) and Approach Slab Repair (Partial Depth) are for information only. Cost included with Bridge Deck Latex Concrete Overlay, 2 1/4".
- 3.) Quantities displayed in the Bill of Material with units of Sq. Yd. have been increased beyond the areas indicated in the Plan view shown on this sheet in order to provide a minimum of 5 Sq. Yd. for the purpose of establishing a unit price.



ELEVATION - OUTSIDE FACE OF NORTH PARAPET
(Looking South)



ELEVATION - INSIDE FACE OF NORTH PARAPET
(Looking North)

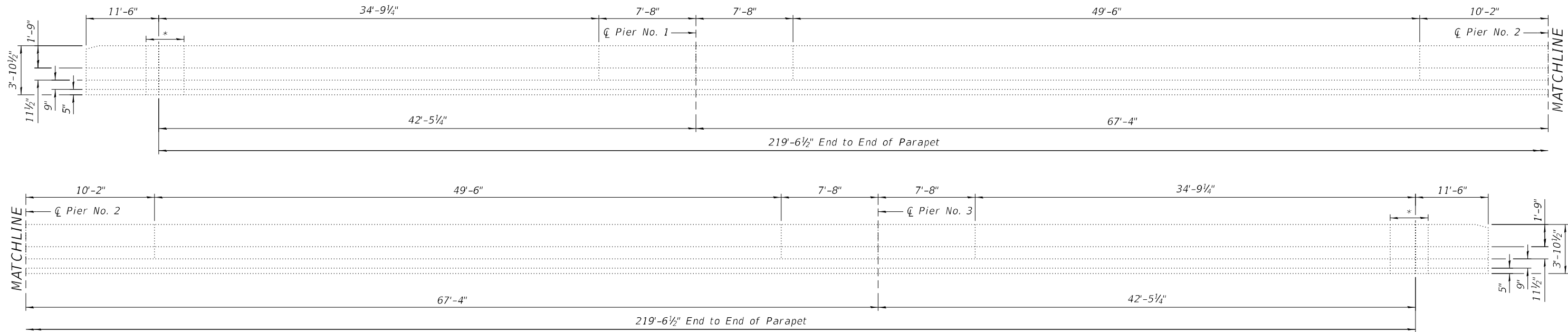
LEGEND

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

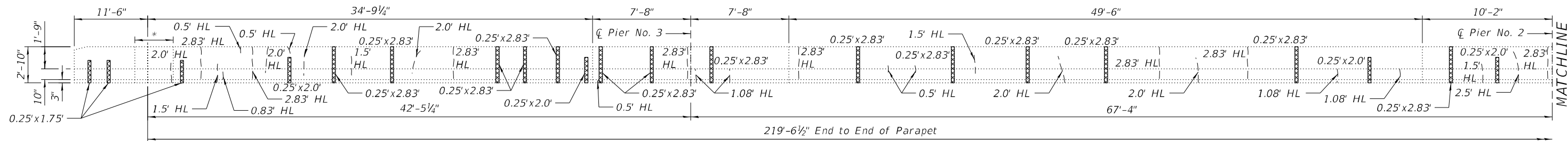
 L.F. HL
Hairline Crack

| BILL OF MATERIAL | | |
|---|---------|-------|
| Item | Unit | Total |
| Structural Repair of Concrete
(Depth Equal to or Less Than 5 Inches) | Sq. Ft. | 14 |

- NOTES:**
- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
 - 2.) Lengths of Hairline Cracks for information only.
 - 3.) *See Joint Removal Details on Sheet 8 of 21.



ELEVATION - OUTSIDE FACE OF SOUTH PARAPET
(Looking North)



ELEVATION - INSIDE FACE OF SOUTH PARAPET
(Looking South)

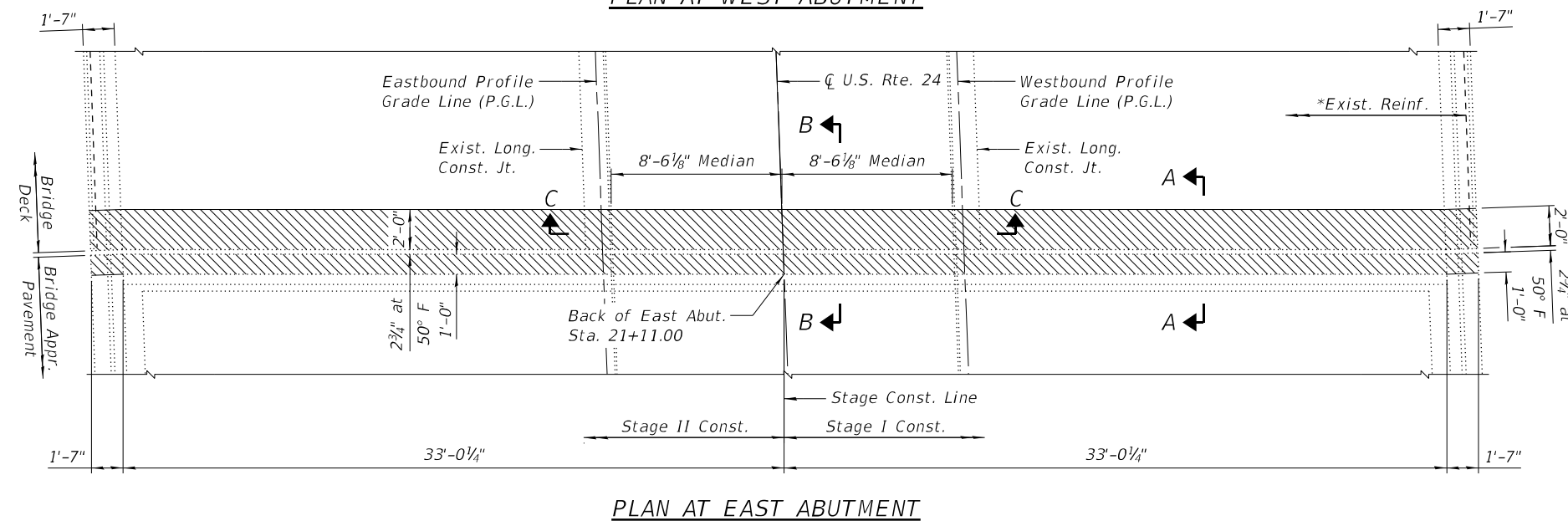
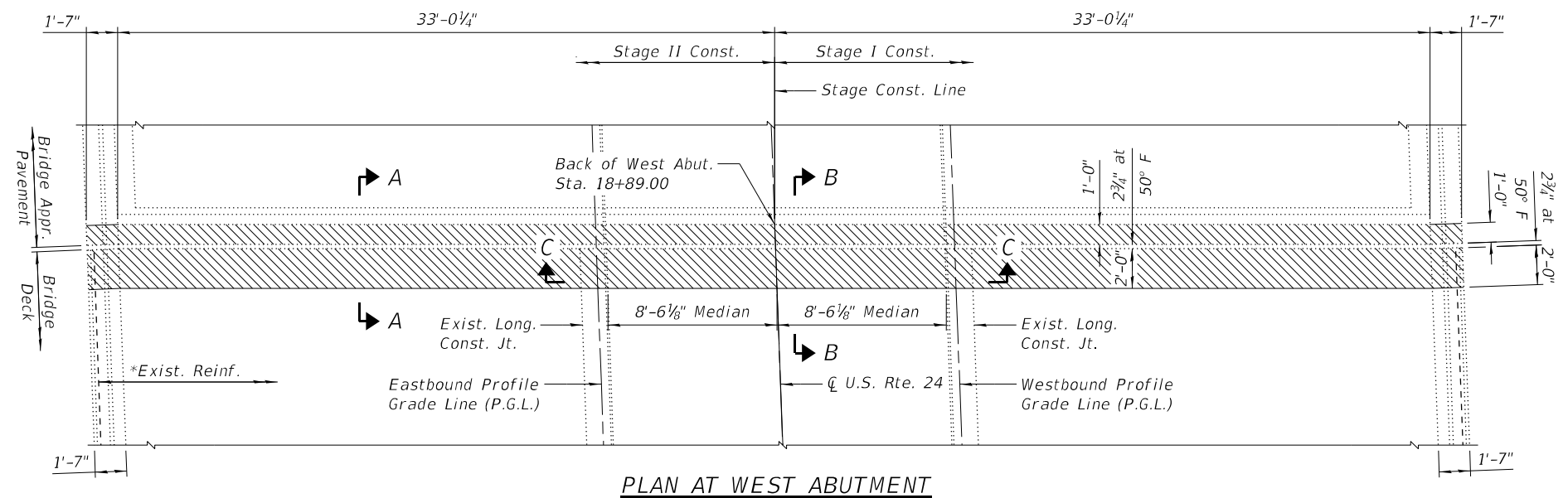
LEGEND

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

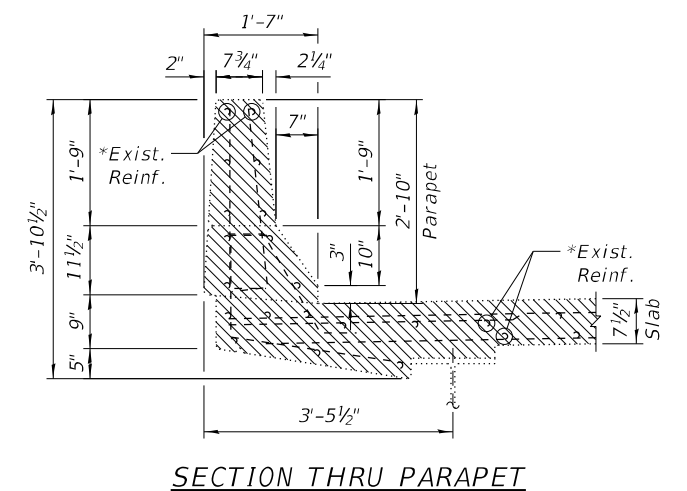
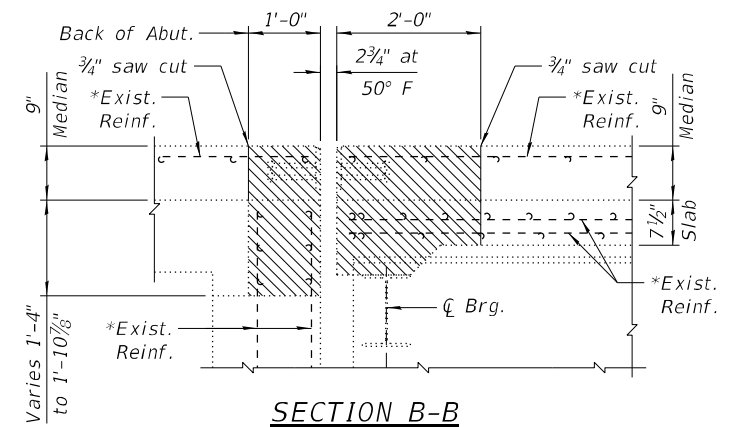
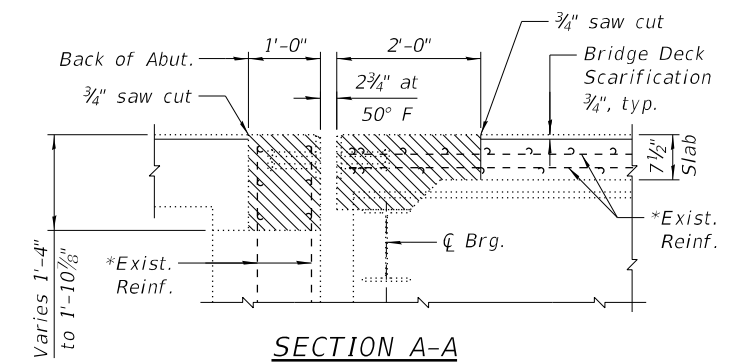
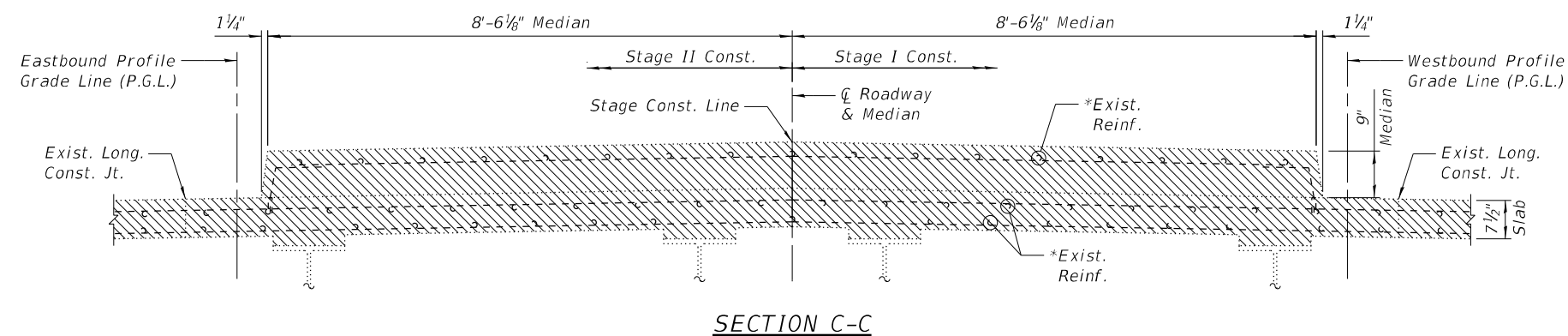
L.F. HL
--- Hairline Crack

| BILL OF MATERIAL | | |
|---|---------|-------|
| Item | Unit | Total |
| Structural Repair of Concrete
(Depth Equal to or Less Than 5 Inches) | Sq. Ft. | 30 |

- NOTES:**
- 1.) The repair areas shown are estimated based on field inspections conducted in September 2023. The actual repair areas required shall be verified according to the special provisions.
 - 2.) Lengths of Hairline Cracks for information only.
 - 3.) *See Joint Removal Details on Sheet 8 of 21.



PARTIAL PLAN SHOWING CONCRETE REMOVAL
Exist. Reinf. in median & parapet not shown for clarity.



LEGEND



Concrete Removal

BILL OF MATERIAL

| <i>Item</i> | <i>Unit</i> | <i>Total</i> |
|-------------------------|----------------|--------------|
| <i>Concrete Removal</i> | <i>Cu. Yd.</i> | <i>21.4</i> |

NOTES:

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