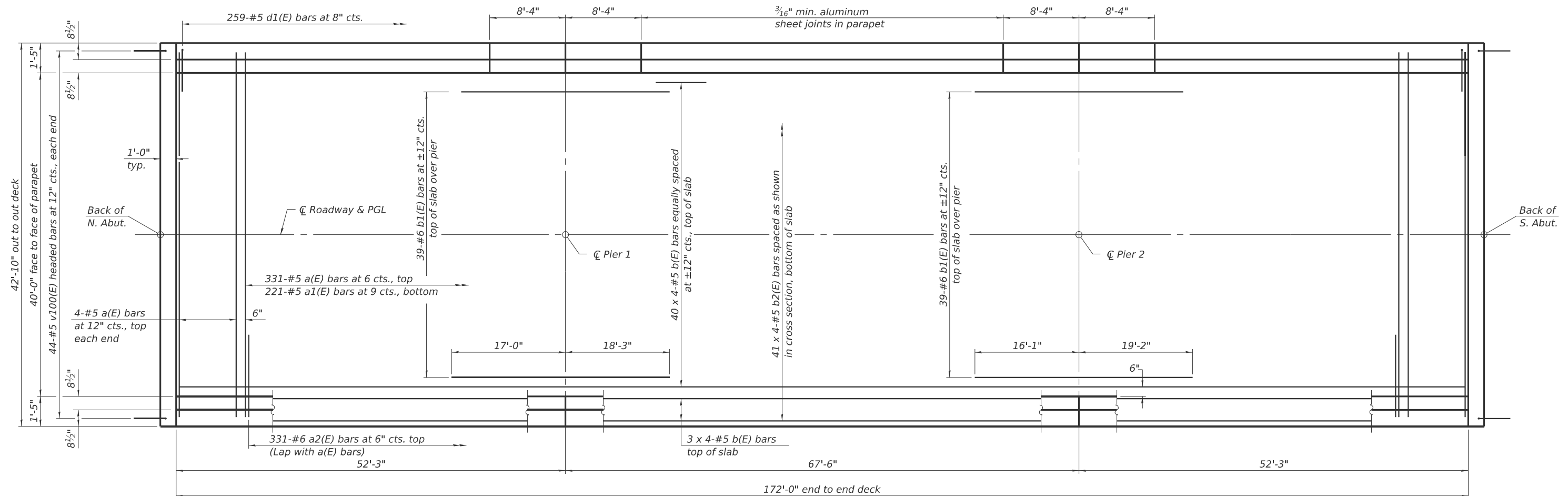


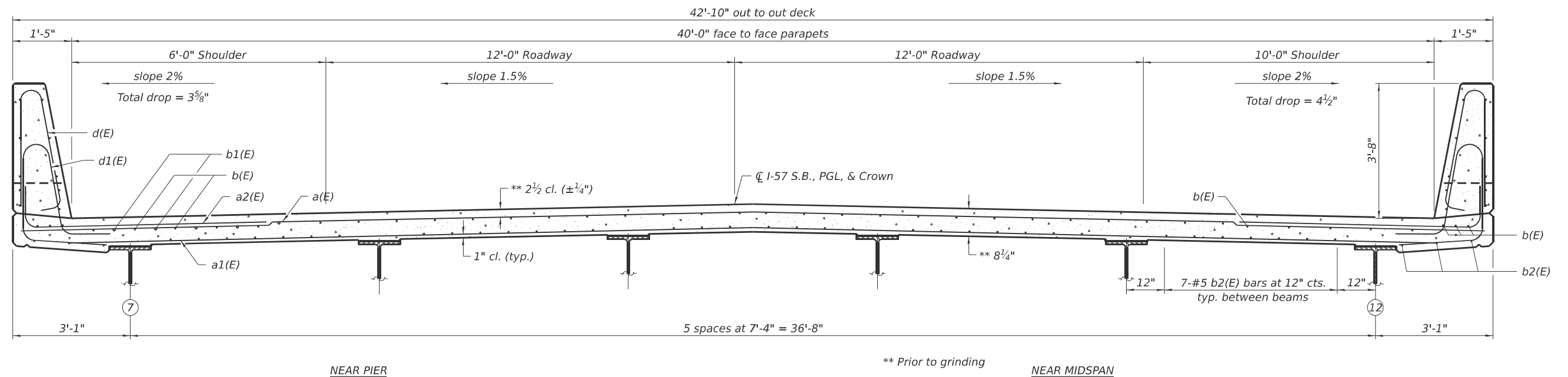


MINIMUM BAR LAP

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

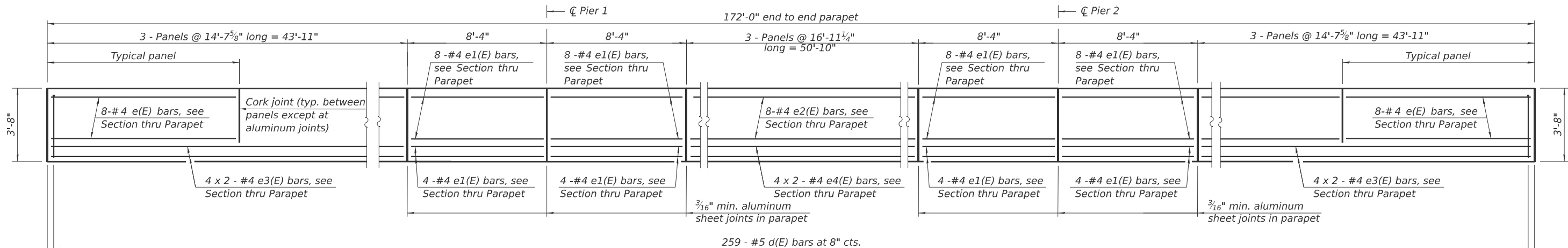
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 038-0006 (SB)

SCALE:	SHEET 16	OF 39	SHEETS	STA.	TO STA.
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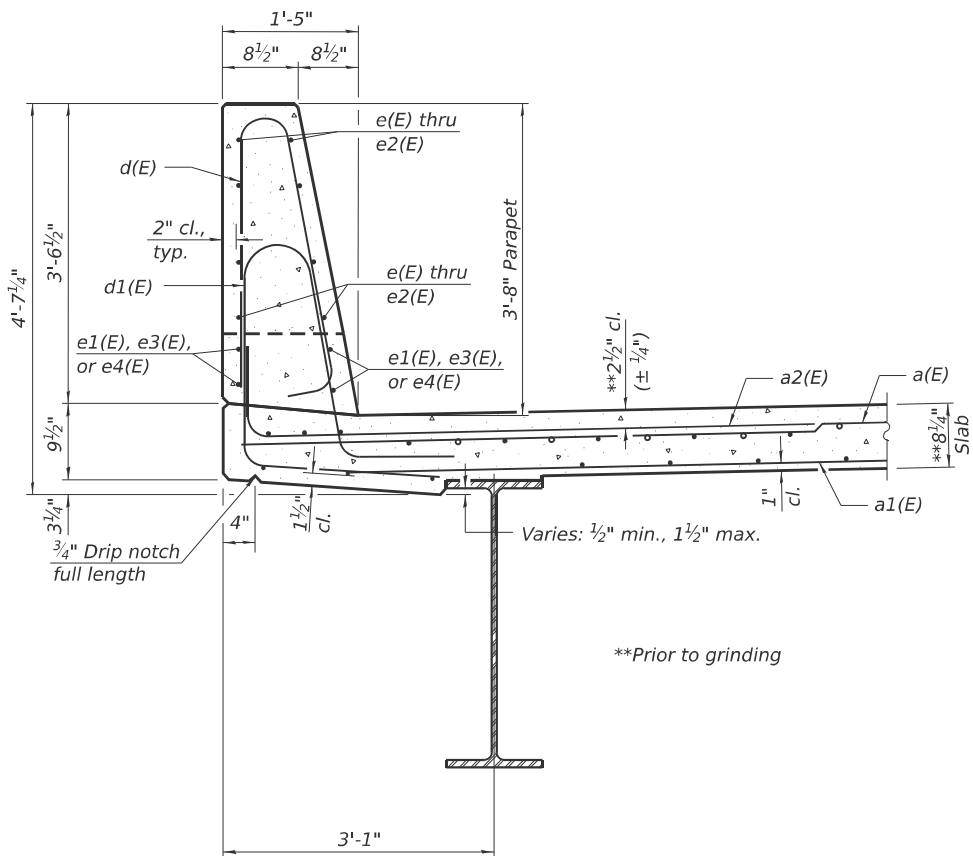
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	201
		CONTRACT NO. 66M80		
ILLINOIS		FED. AID PROJECT		

MODEL: Default
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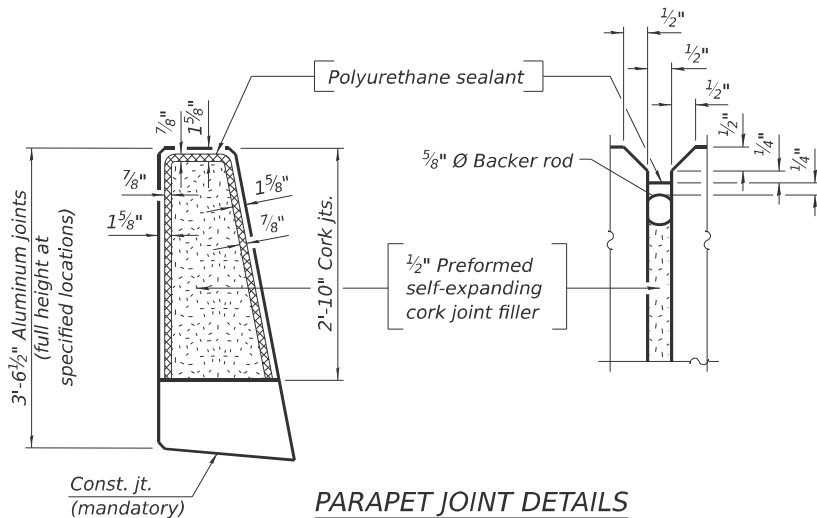


INSIDE ELEVATION OF PARAPET

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

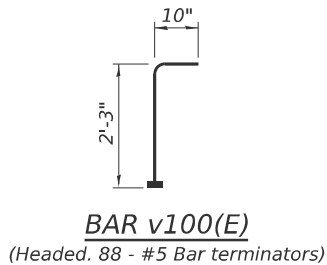


SECTION THRU PARAPET

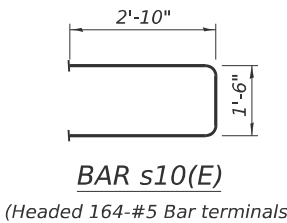


PARAPET JOINT DETAILS

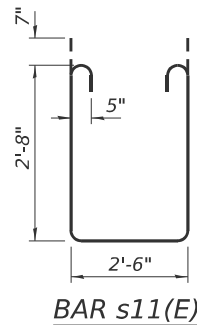
Notes:
The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and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



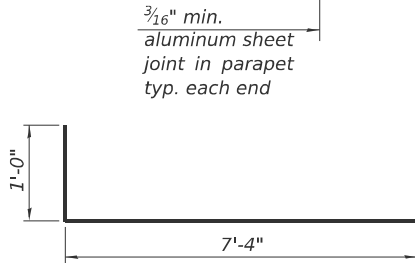
BAR v100(E)
(Headed 88 - #5 Bar terminators)



BAR s10(E)
(Headed 164-#5 Bar terminals)



BAR s11(E)



BAR a2(E)

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

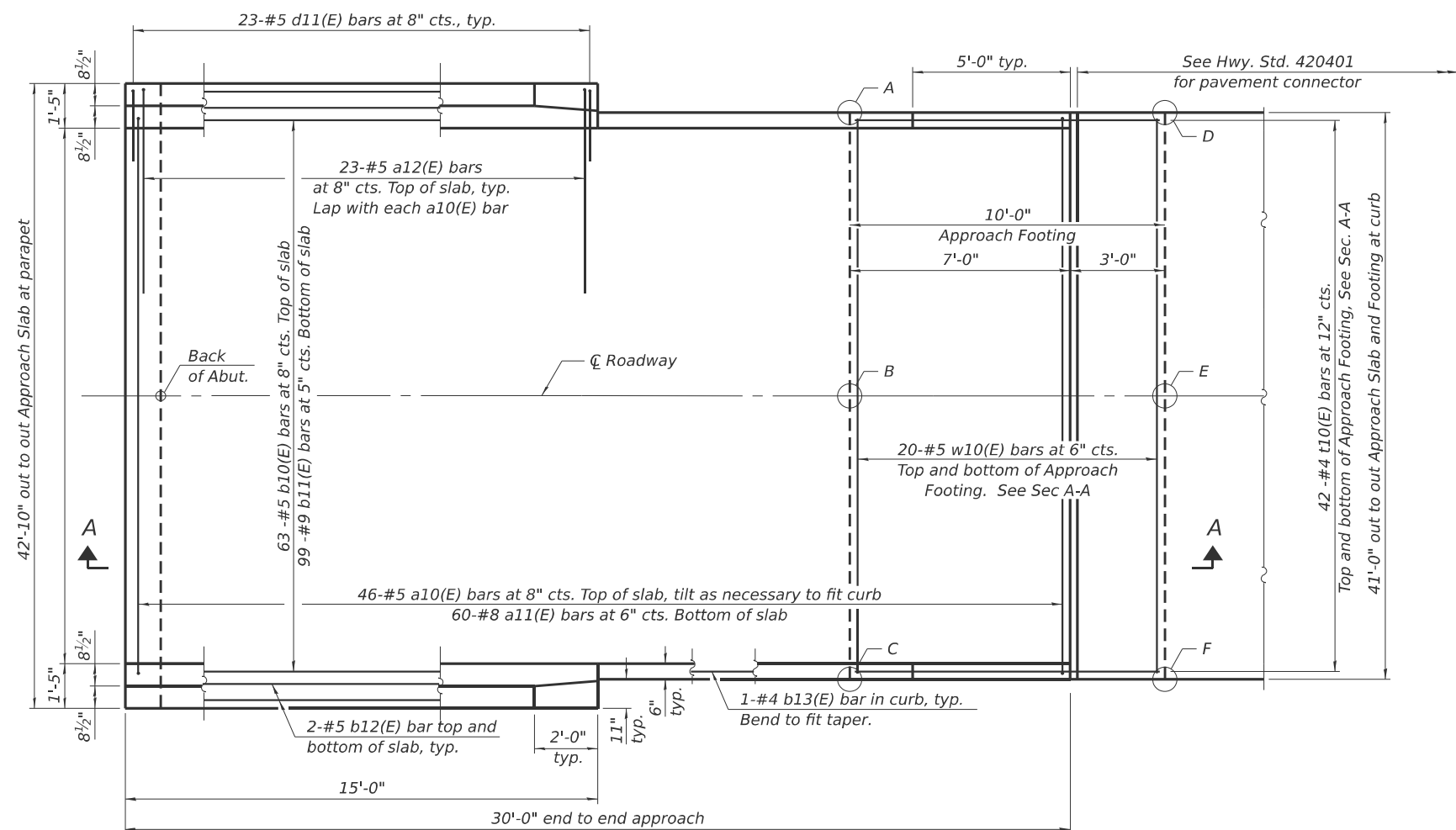
REVISED -
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 038-0006 (SB)

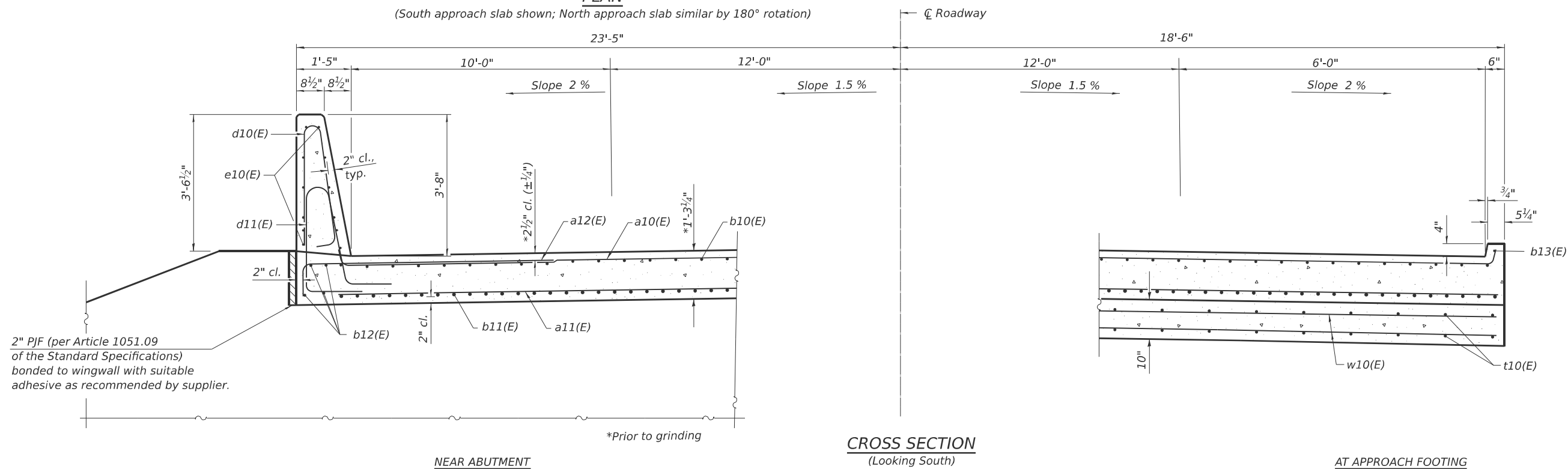
SCALE: SHEET 17 OF 39 SHEETS STA. TO STA.

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



PLAN

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



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.	675.76	674.93	A - N.E.	677.47	676.64
B - S.☐	676.07	675.24	B - N.☐	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.☐	675.99	675.16	E - S.☐	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)



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

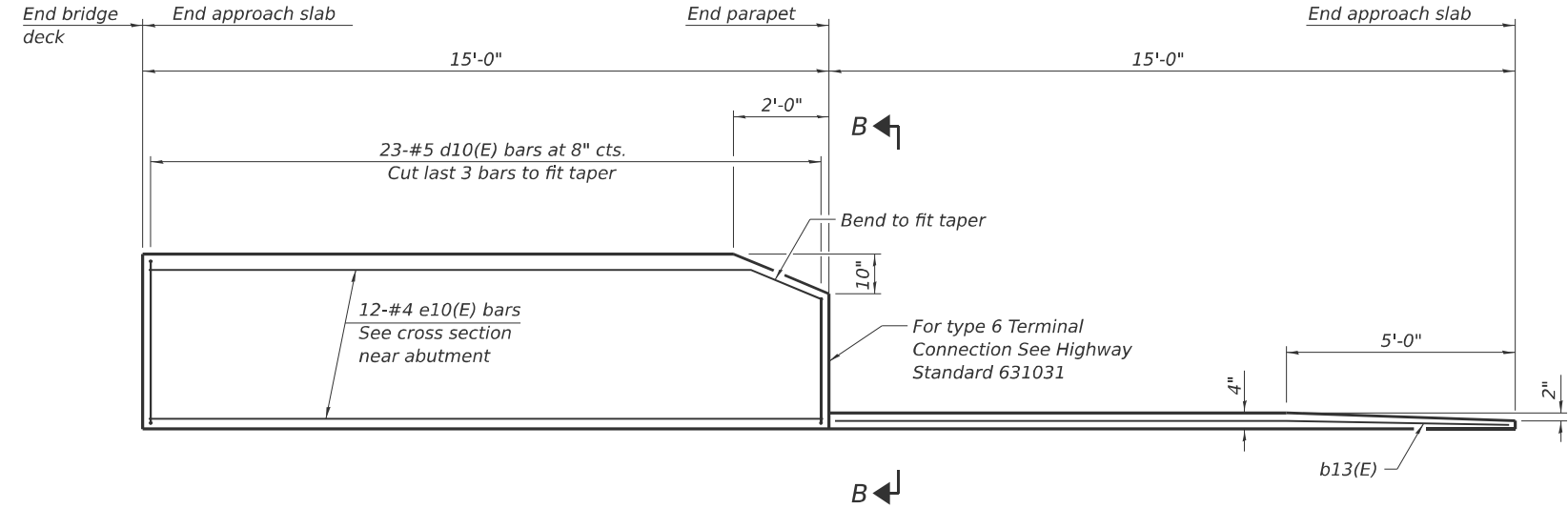
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

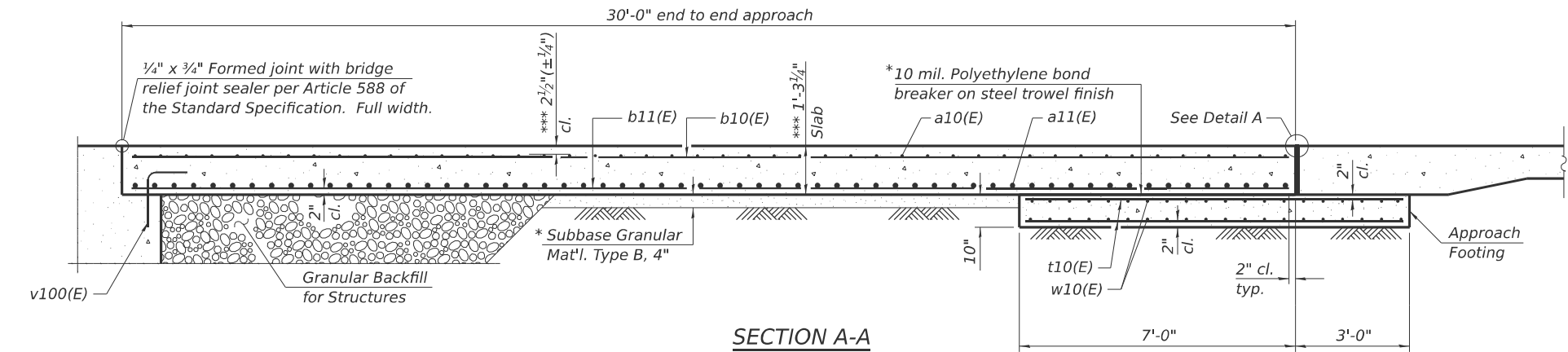
SCALE:	SHEET 19	OF 39	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	204
		CONTRACT NO. 66M80		
		ILLINOIS	FED. AID PROJECT	

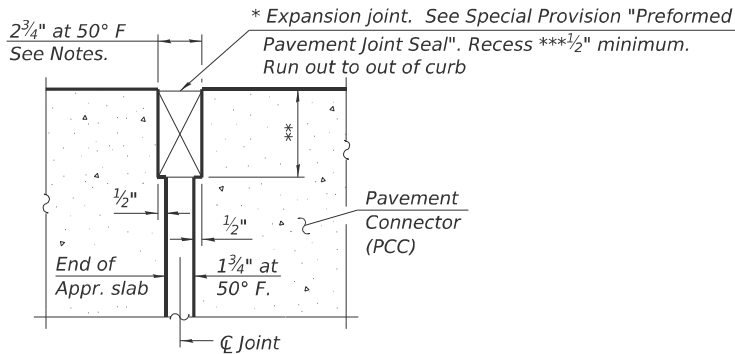
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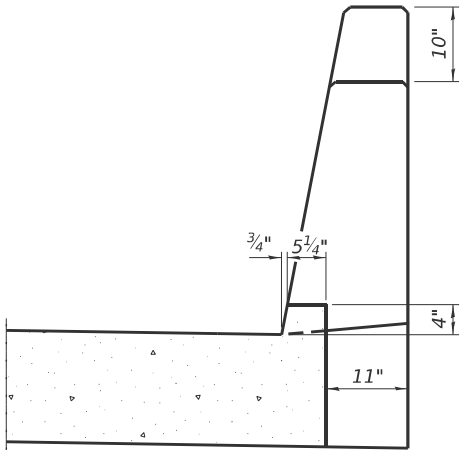
INSIDE ELEVATION OF PARAPET AND CURB



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.

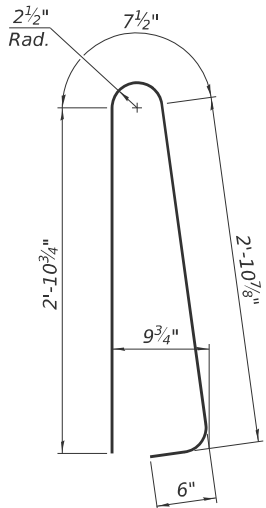
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

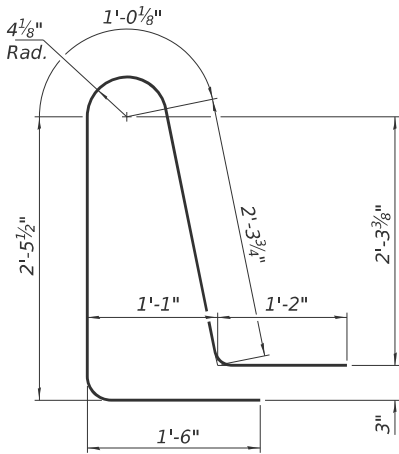
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

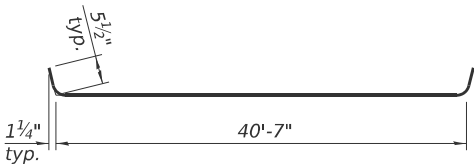
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 39.



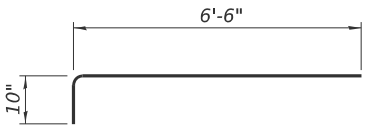
BAR d10(E)



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

BAIA-CIP-44CS-0

4-4-2025



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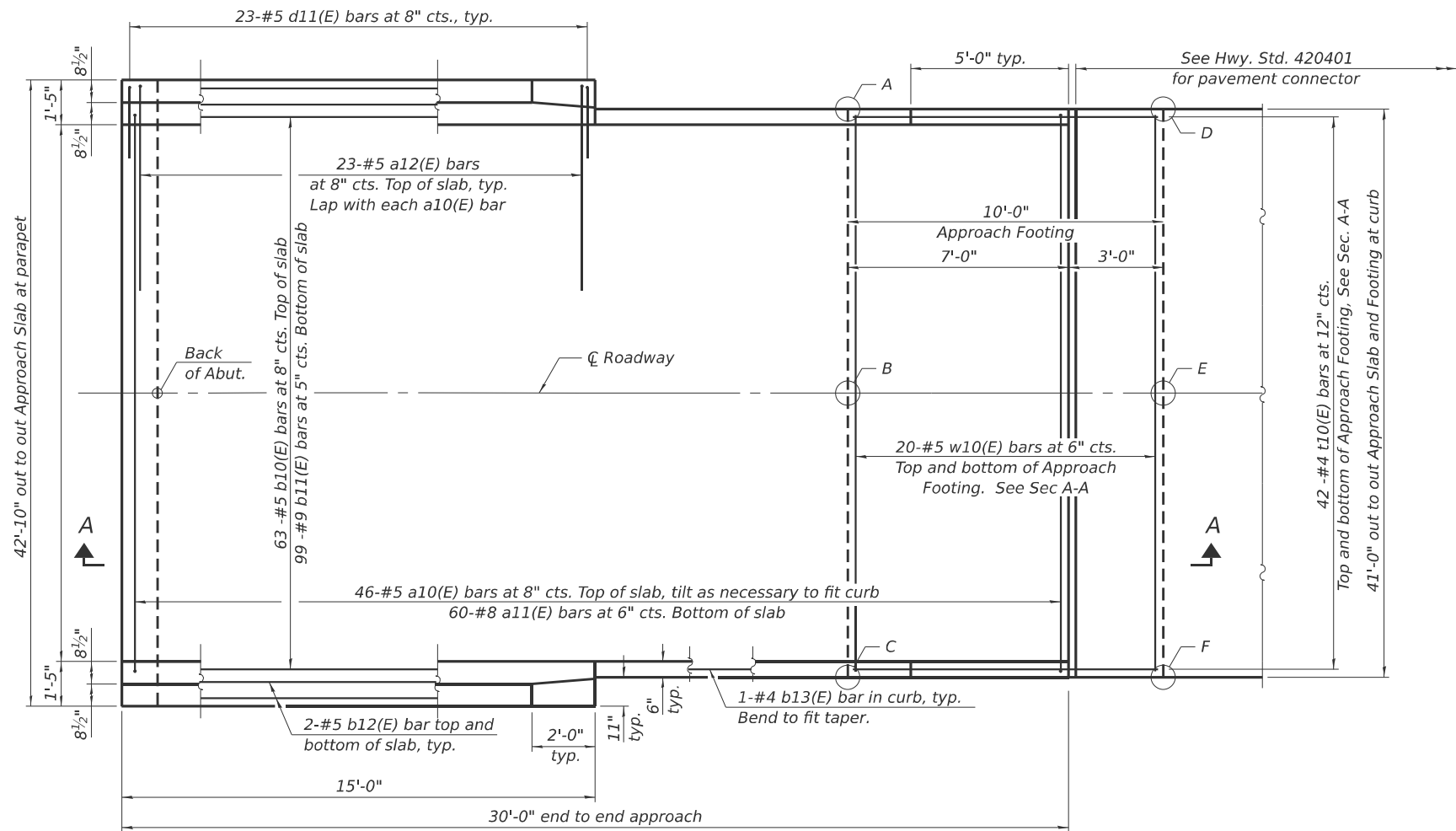
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: SHEET 20 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	205
CONTRACT NO. 66M80				
ILLINOIS FED.AID PROJECT				

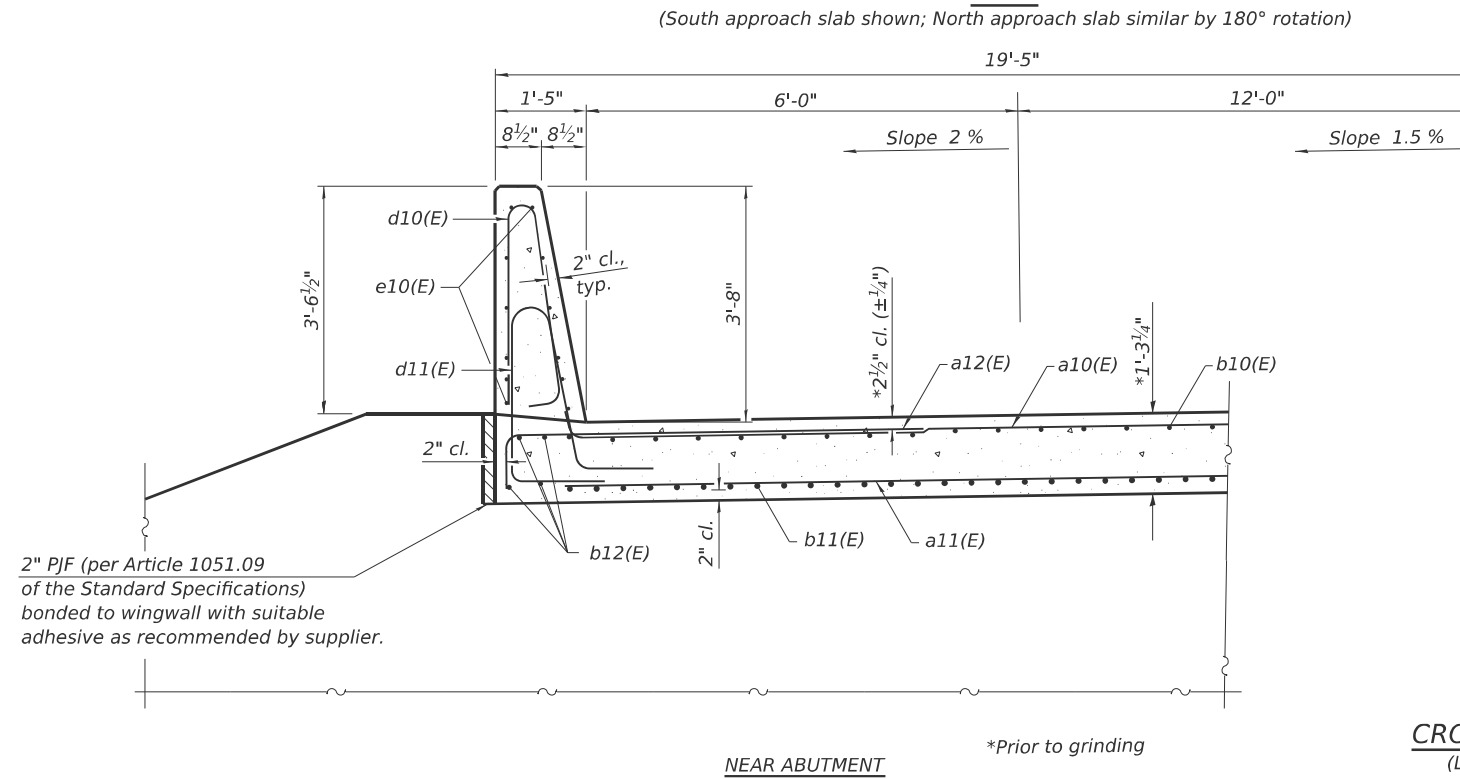
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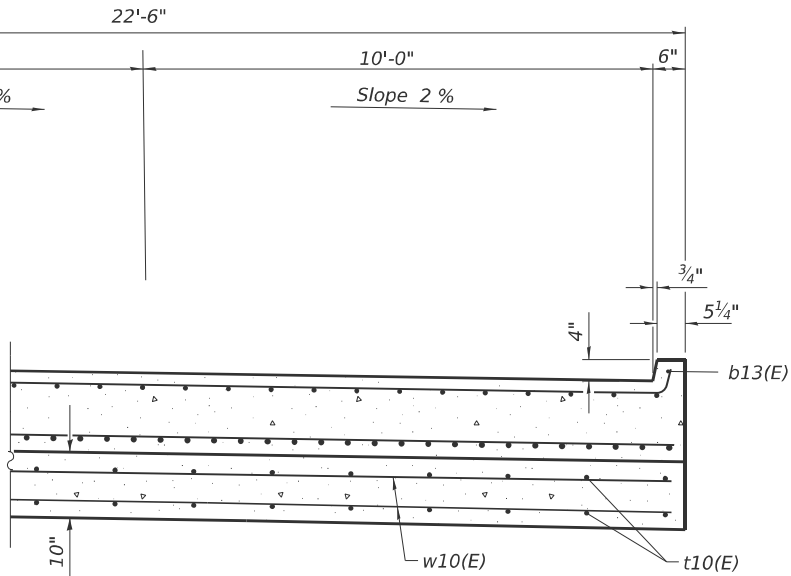
TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING

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

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



CROSS SECTION
(Looking South)



AT APPROACH FOOTING

BAIA-CIP-44CS-0

4-4-2025

(Sheet 1 of 2)



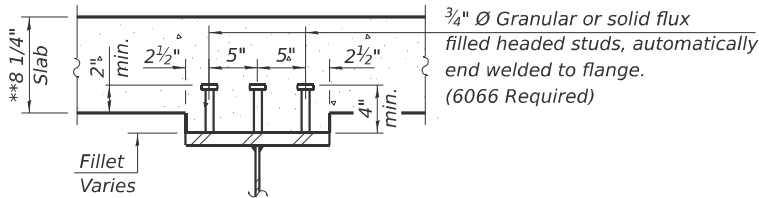
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	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

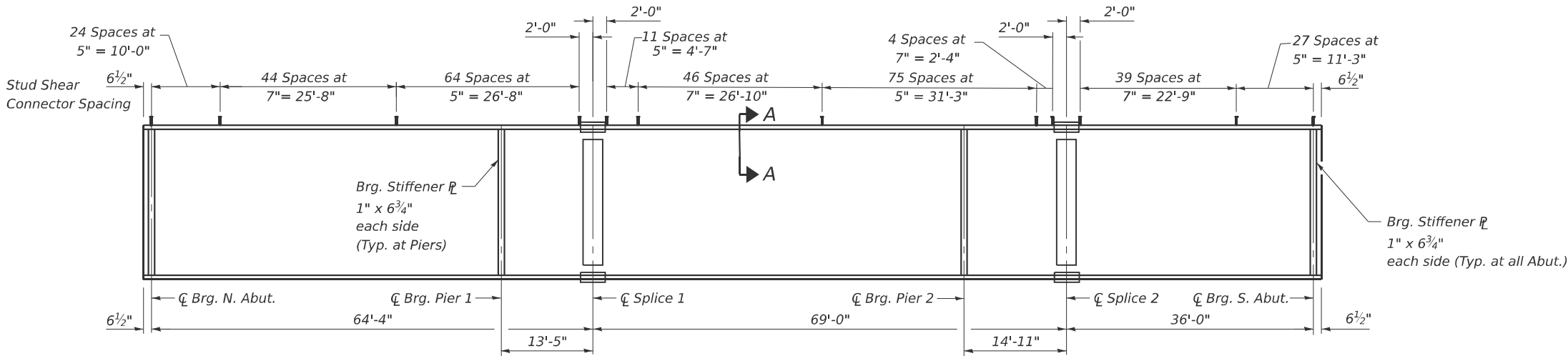
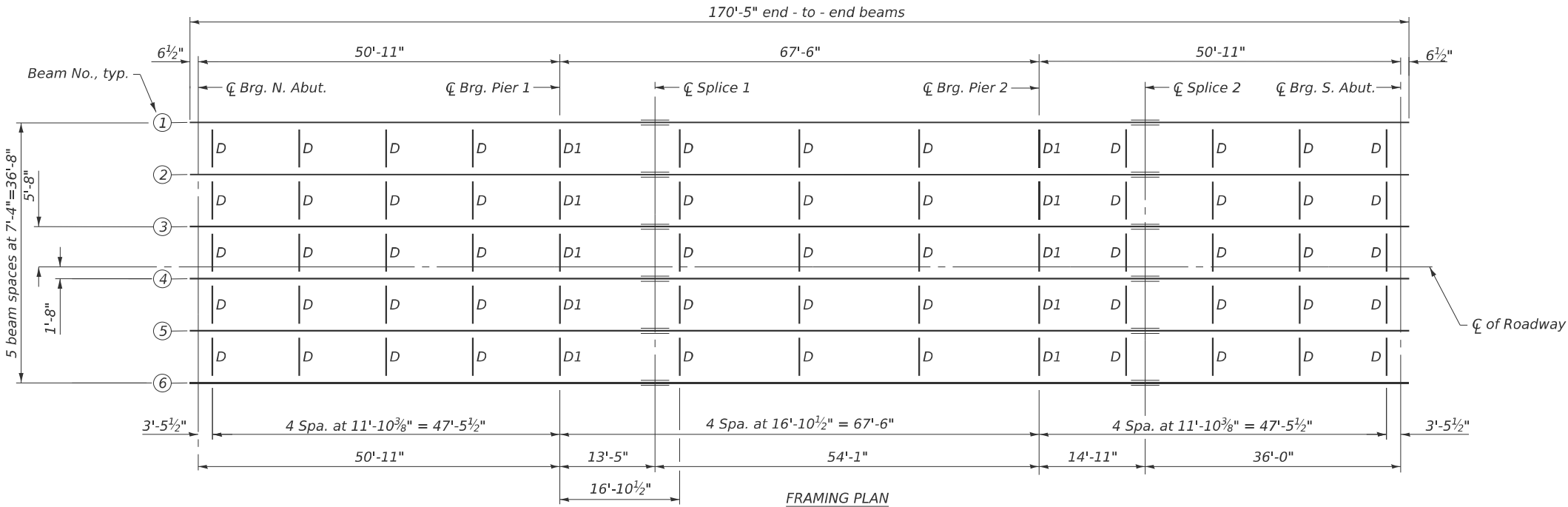
SCALE: SHEET 21 OF 39 SHEETS STA. TO STA.

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	C Bearing N. Abut.	C Bearing Pier 1	C Splice 1	C Bearing Pier 2	C Splice 2	C 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
FILE NAME: C:\Users\666501-05\DOT-I-57 Structure Project-TP&W RP and 2nd St\Survey D366M80\SN038-0005_0006\Consultant_Data\Chamlin_2025\Design\0380005_0006-66M80-023-STL_FRAM_PLN_0005.dgn



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

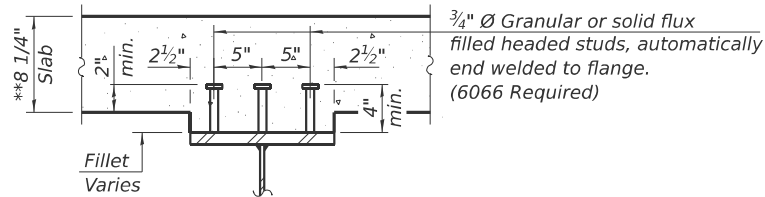
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

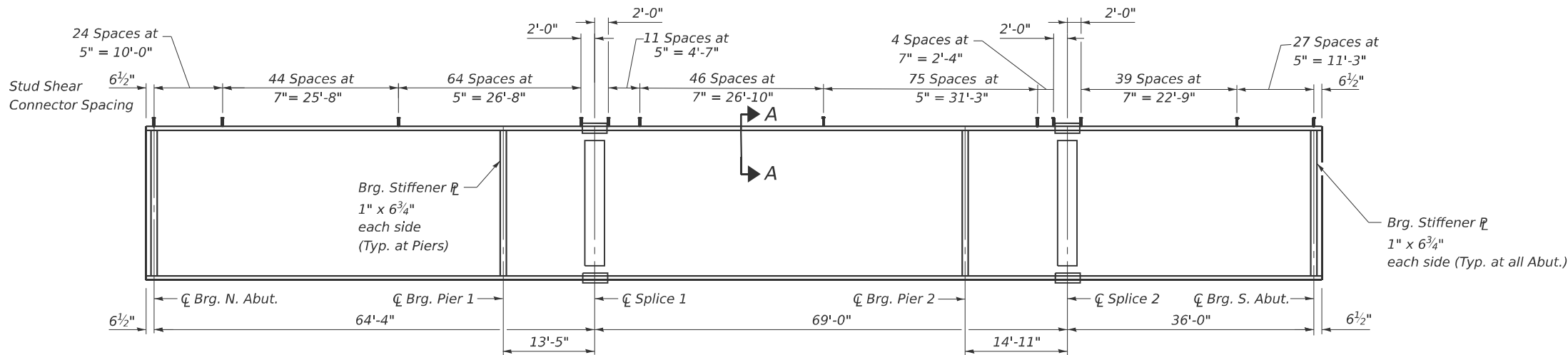
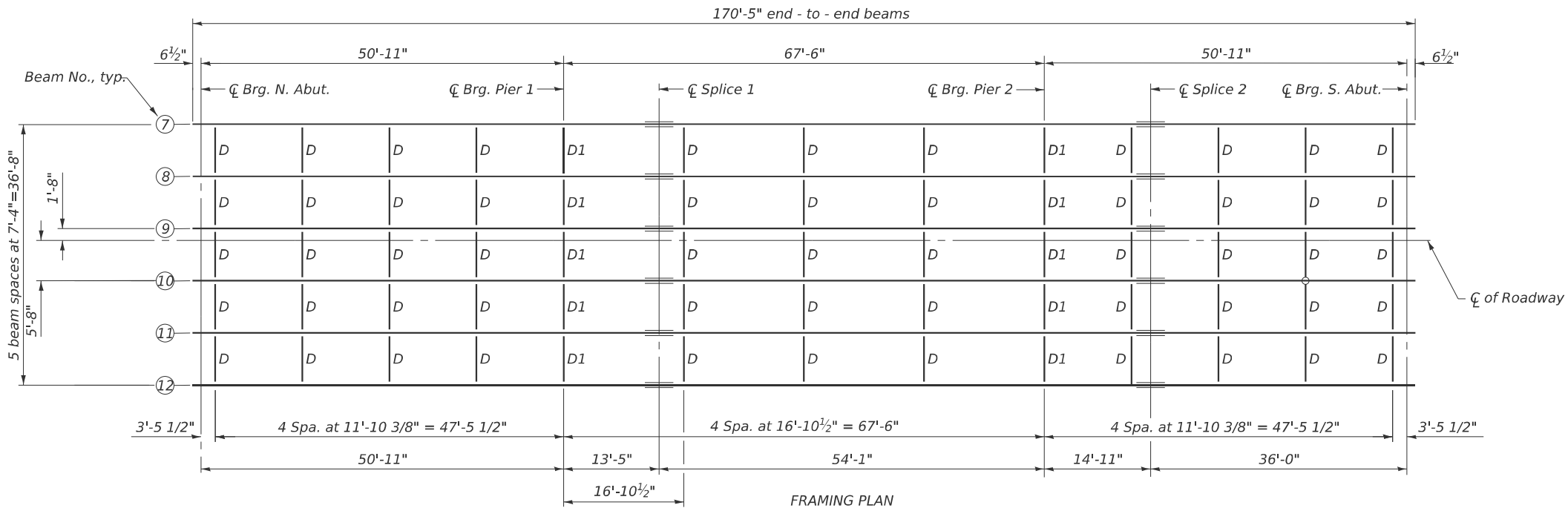
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	208
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

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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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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				

MODEL: Default
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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	—
Vr	(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 per BM selection 3.8.10

- 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).
- Vr: 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_{ℓ})



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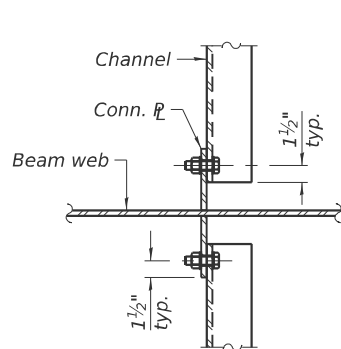
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

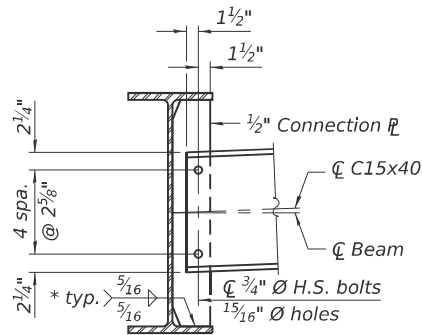
SCALE: SHEET 25 OF 39 SHEETS STA. TO STA.

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	

MODEL: Default
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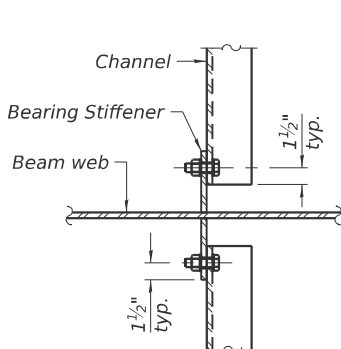


DETAIL A

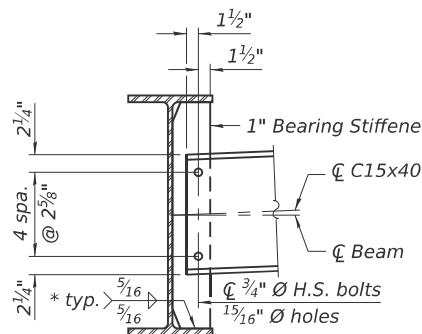


INTERIOR DIAPHRAGM - D

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

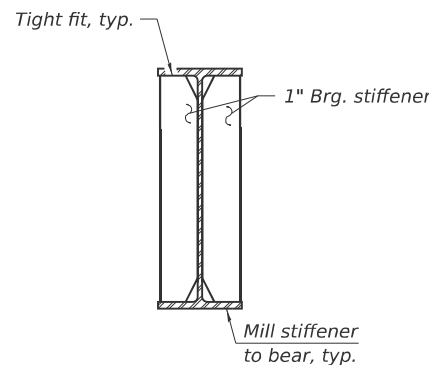


DETAIL A1



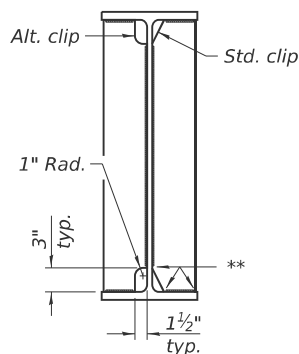
INTERIOR DIAPHRAGM - D1

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



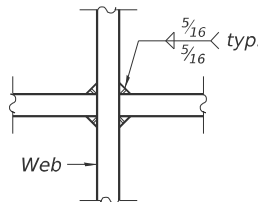
BEARING STIFFENER
AT ABUTMENT AND PIER

(48 Required)

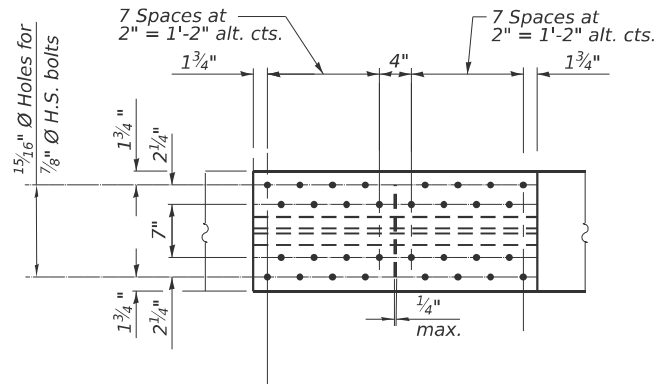


WELD LIMITS AND CLIP DETAILS

** Stop welds 1/4" ($\pm 1/8$ ") from edges as shown.
Typical.

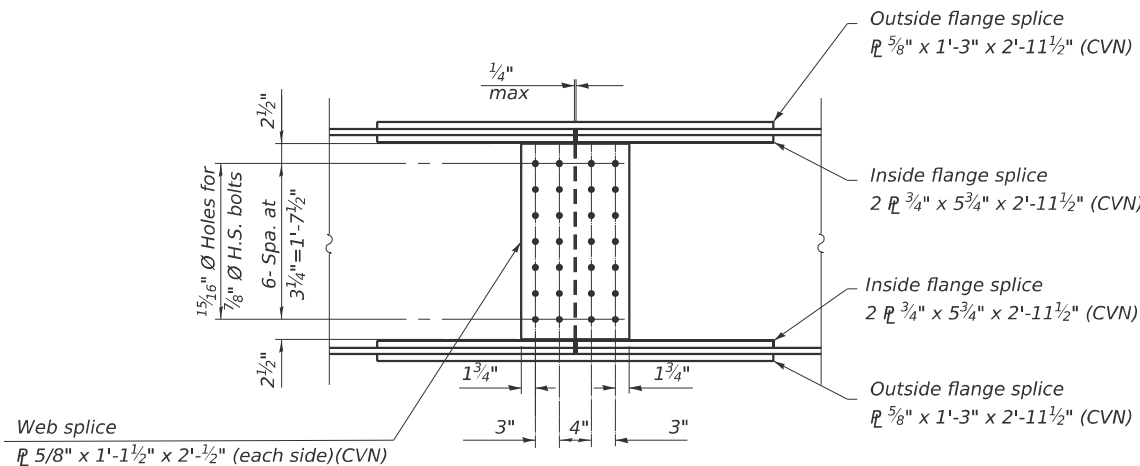


WEB WELD DETAIL



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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DATE	- 04/21/2025

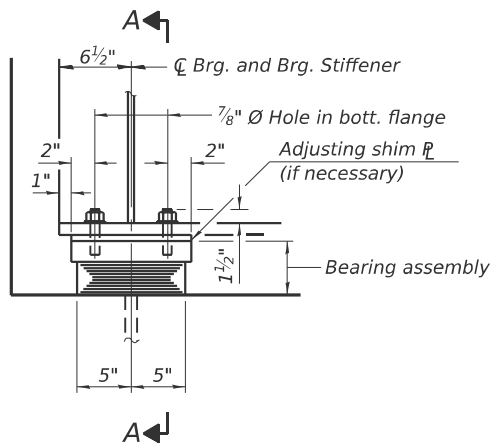
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REVISED	-
REVISED	-
REVISED	-

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DEPARTMENT OF TRANSPORTATION

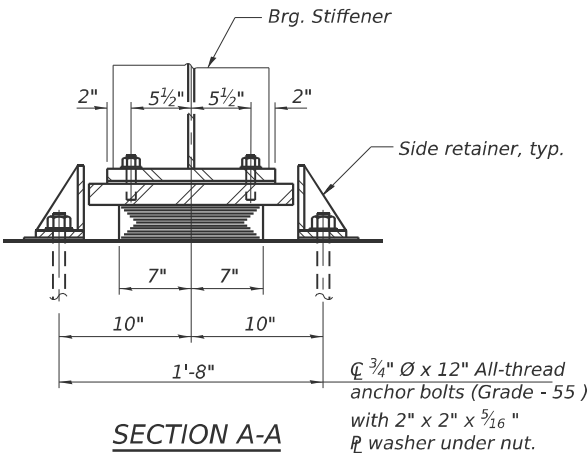
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 038-0005 (NB) & 038-0006 (SB)

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				

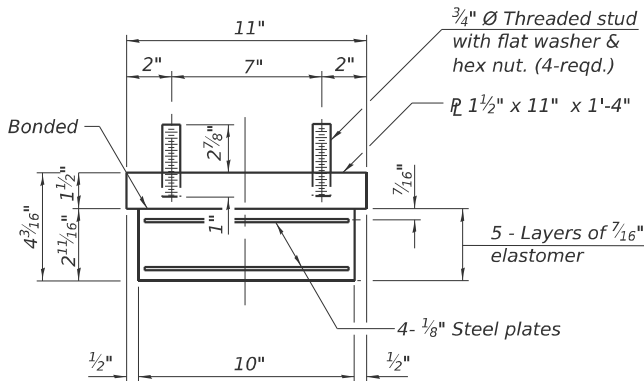


ELEVATION AT ABUT.



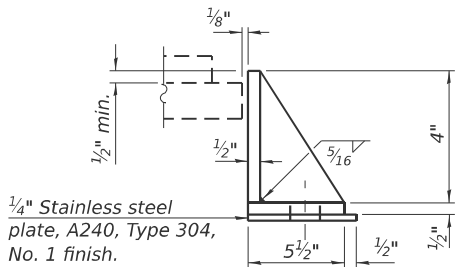
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



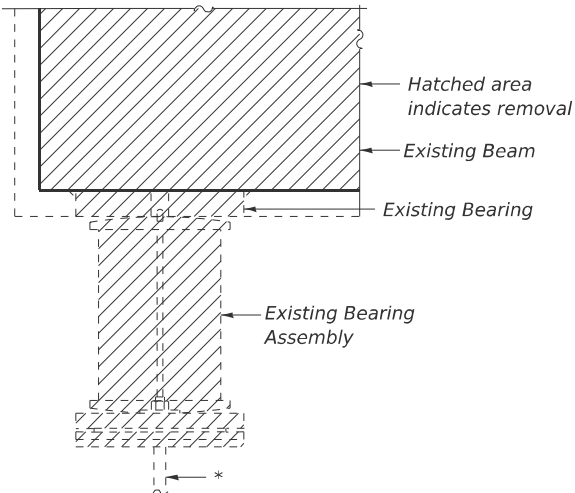
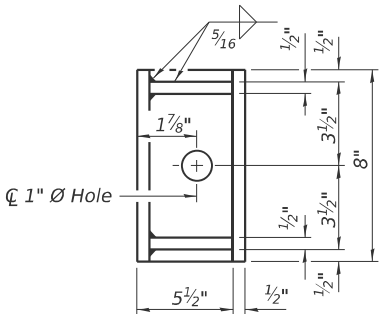
BEARING ASSEMBLY

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

MODEL: Default
FILE NAME: C:\Users\666501-05\DOT-I-57 Structure Project\TP&W RP and 2nd St\Survey D366M80\SN038-0005_0006\Consultant_Data\Chamlin_2025\Design\0380005_0006-66M80-027-ABUT_BRG_DET.DGN

I-2E-1

5/15/2023



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
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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.



1/4" Stainless steel plate, A240, Type 304, No. 1 finish.

1/8"

1/2" min.

1/2"

5/16"

4 1/4"

7 7/8"

1/2"

1/2"

SIDE RETAINER

Technical drawing of a rectangular plate with a hole. The drawing shows the front and top views. The front view is a rectangle with a hole in the center. The hole is labeled "Ø 1" Hole". The dimensions are as follows:

- Overall width: $7\frac{7}{8}"$
- Overall height: $12"$
- Hole diameter: $1"$
- Distance from the top edge to the top of the hole: $1\frac{7}{8}"$
- Distance from the bottom edge to the bottom of the hole: $5\frac{3}{2}"$
- Distance from the left edge to the left of the hole: $5\frac{1}{2}"$
- Distance from the right edge to the right of the hole: $5\frac{1}{2}"$
- Thickness of the plate: $\frac{1}{2}"$
- Radius of the hole: $\frac{5}{16}"$



FIXED BEARING

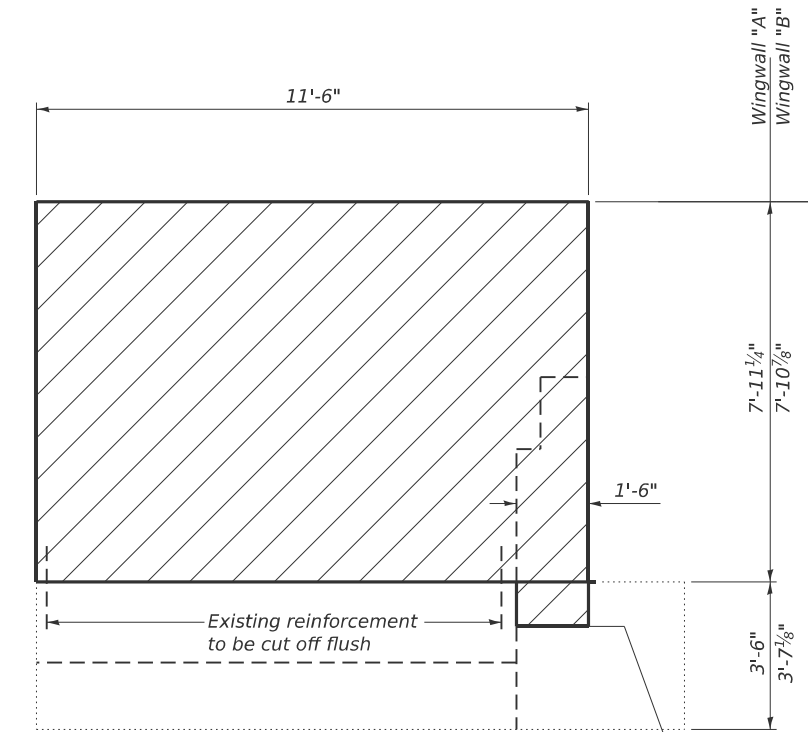


At fixed bearings, all bearing plates and pintles shall be metallized. See special provisions for "Metallizing of Structural Steel".

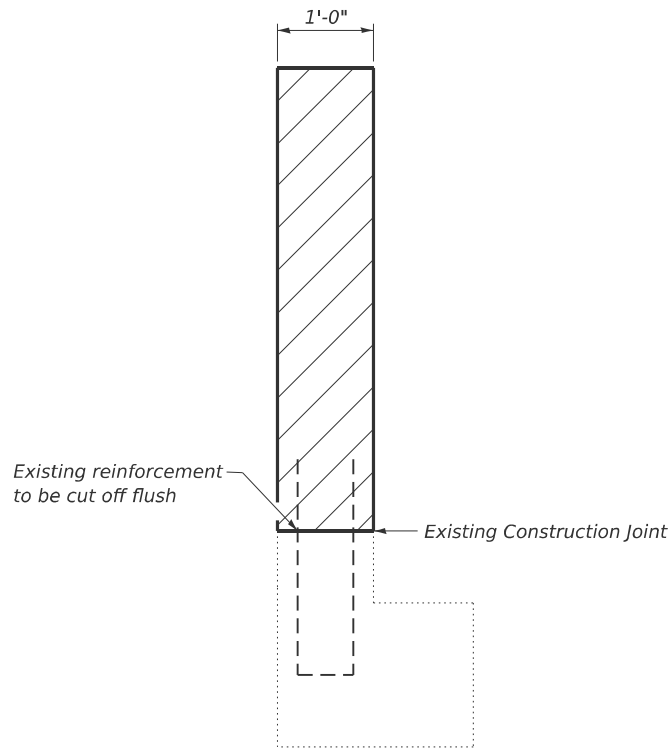
BILL OF MATERIAL

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

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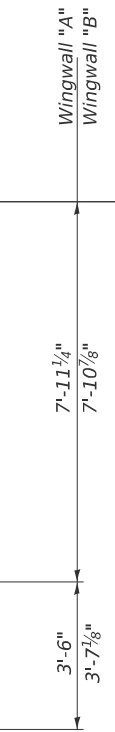
Wingwall Elevation
(S.B. North Abutment West Wingwall shown, other wingwalls similar)



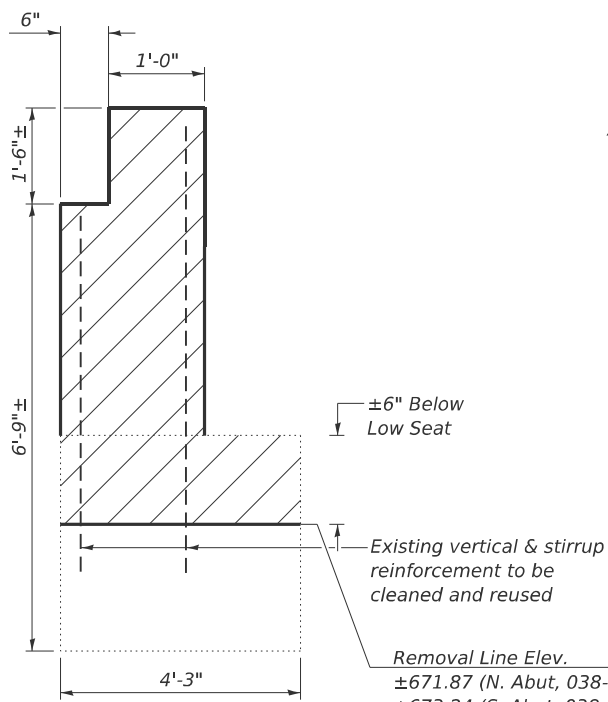
Section A-A

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

Item	Unit	Total
Concrete Removal	Cu. Yd.	40.7



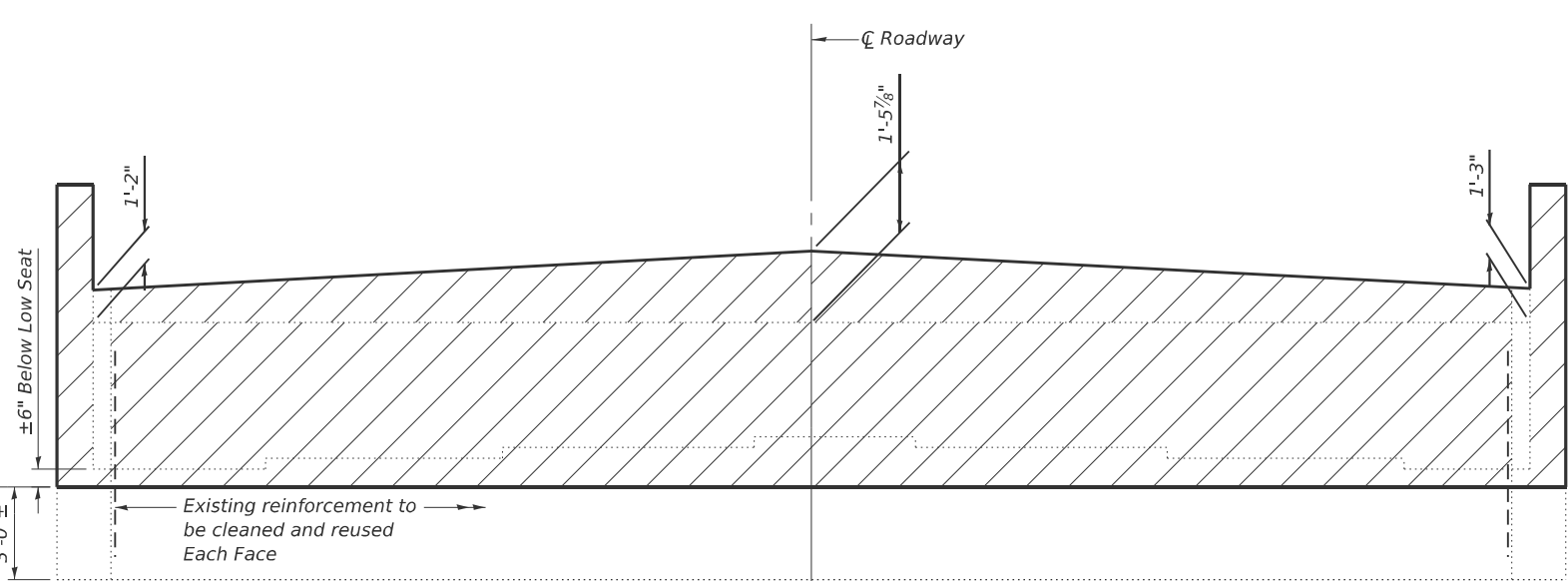
Removal Line Elev.
±671.87 (N. Abut, 038-0005 (NB))
±673.24 (S. Abut, 038-0005 (NB))
±671.97 (N. Abut, 038-0006 (SB))
±673.22 (S. Abut, 038-0006 (SB))



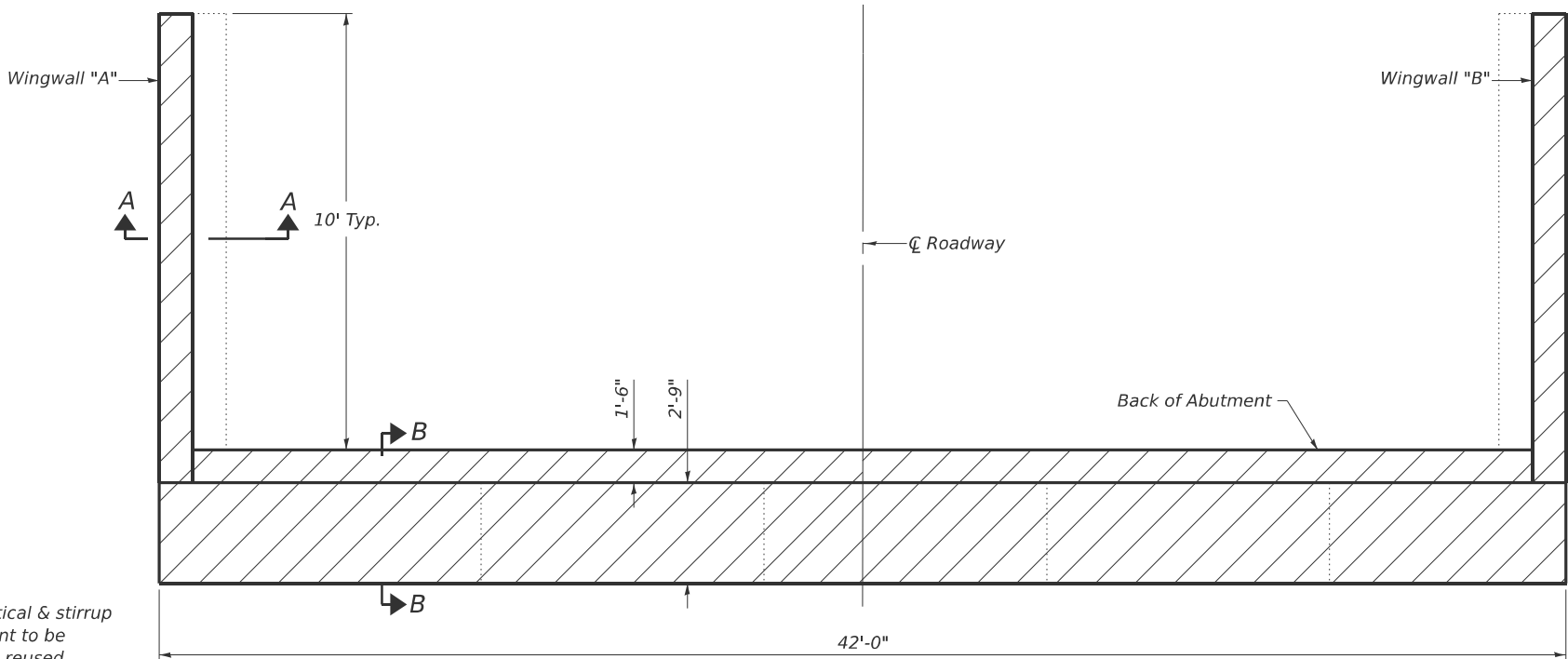
Section B-B

Structure No. 038-0006
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)



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

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

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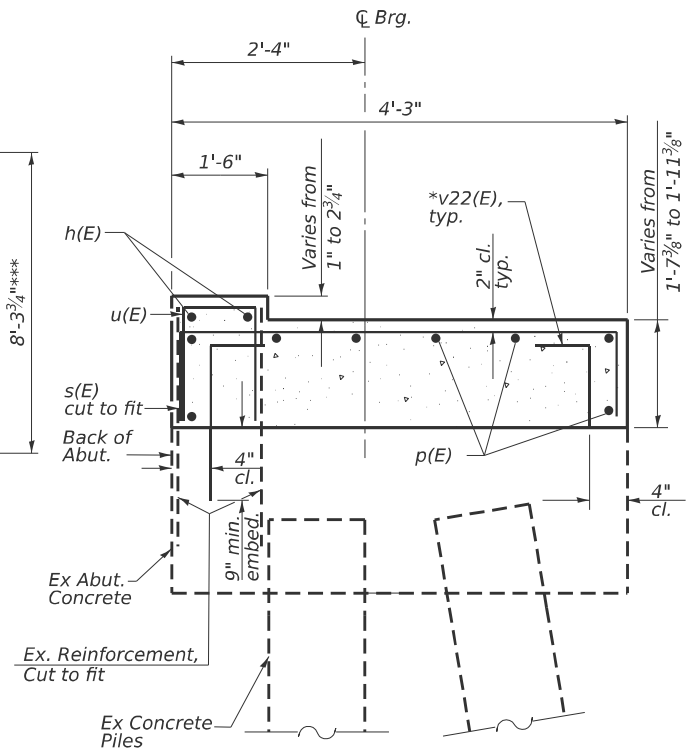
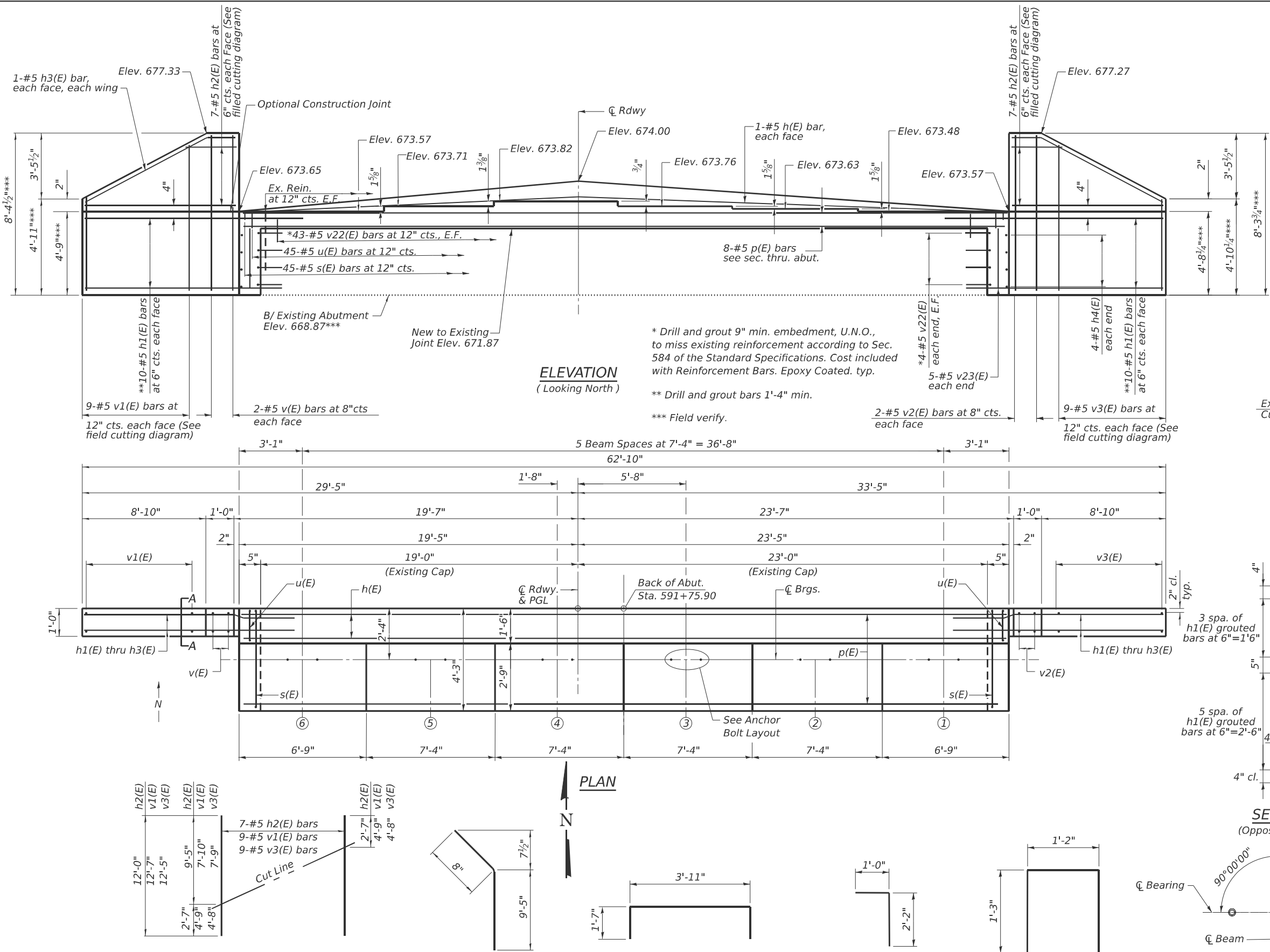
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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				

MODEL: Default
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SEC. THRU ABUT.

BILL OF MATERIAL

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

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

AI-SB-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	-

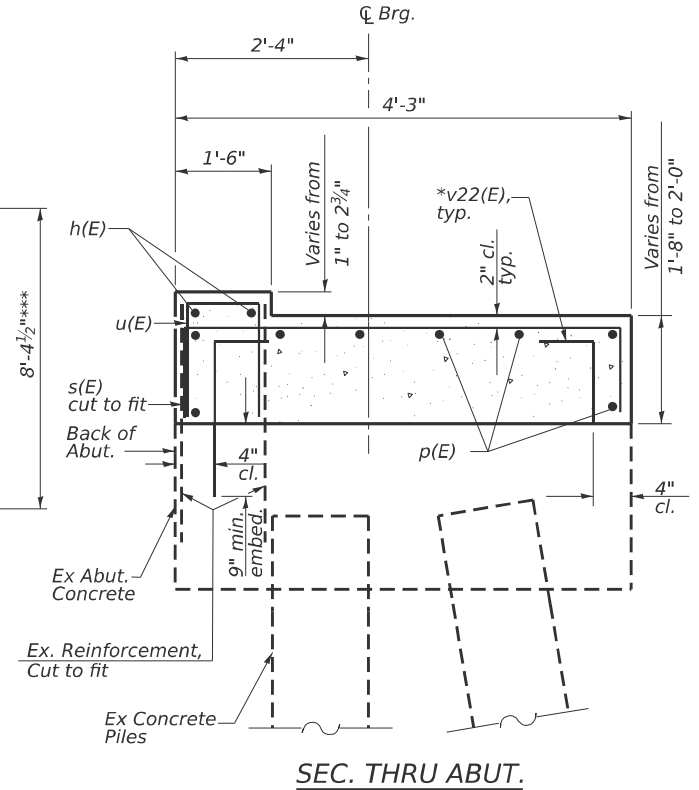
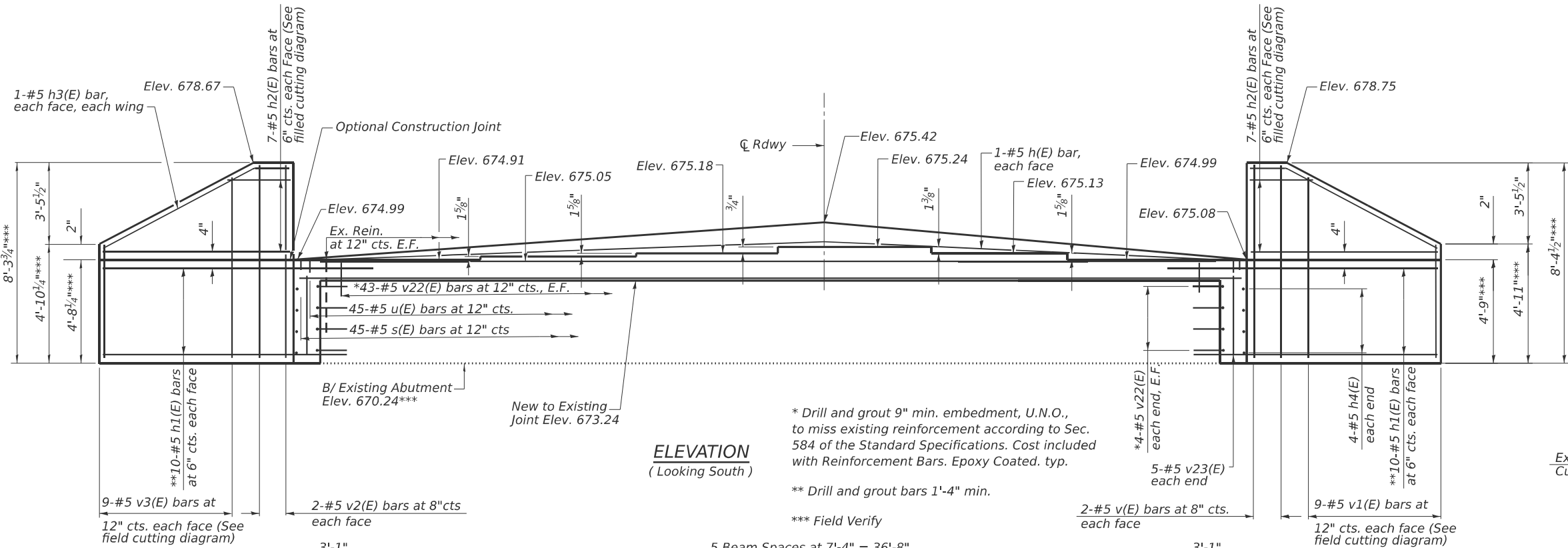
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT
STRUCTURE NO. 038-0005 (NB)

SCALE: SHEET 30 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	215
CONTRACT NO. 66M80				
ILLINOIS FED.AID PROJECT				

MODEL: Default
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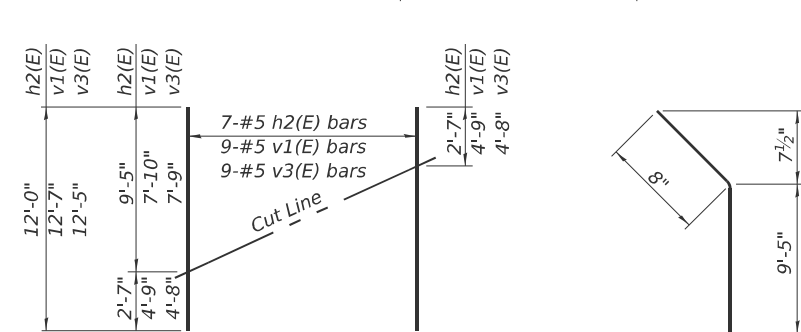
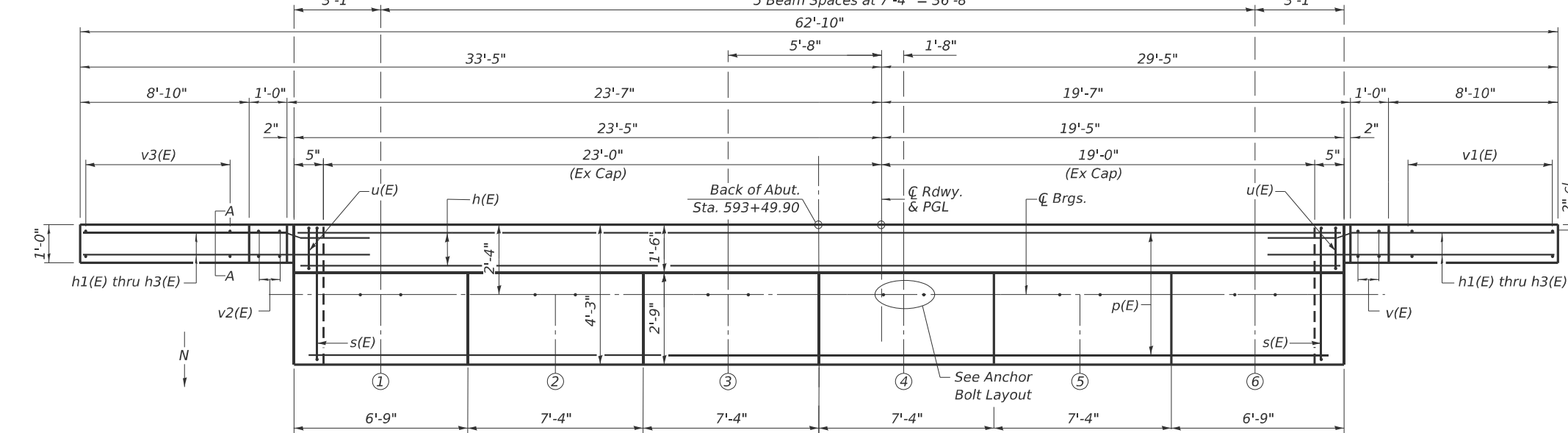


BILL OF MATERIAL

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.	18.2
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



FIELD CUTTING DIAGRAM

Order h2(E), v1(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.

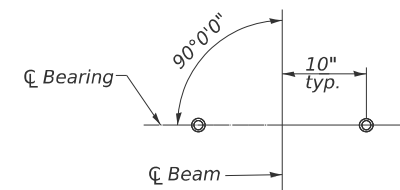
BAR h3(E)

BAR s(E)

BAR v22(E)

BAR u(E)

SECTION A-A (Opposite Wing Similar)



ANCHOR BOLT LAYOUT

AI-SB-0

4-4-2025



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

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DRAWN	- LAG
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DATE	- 04/21/2025

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REVISED	-
REVISED	-
REVISED	-

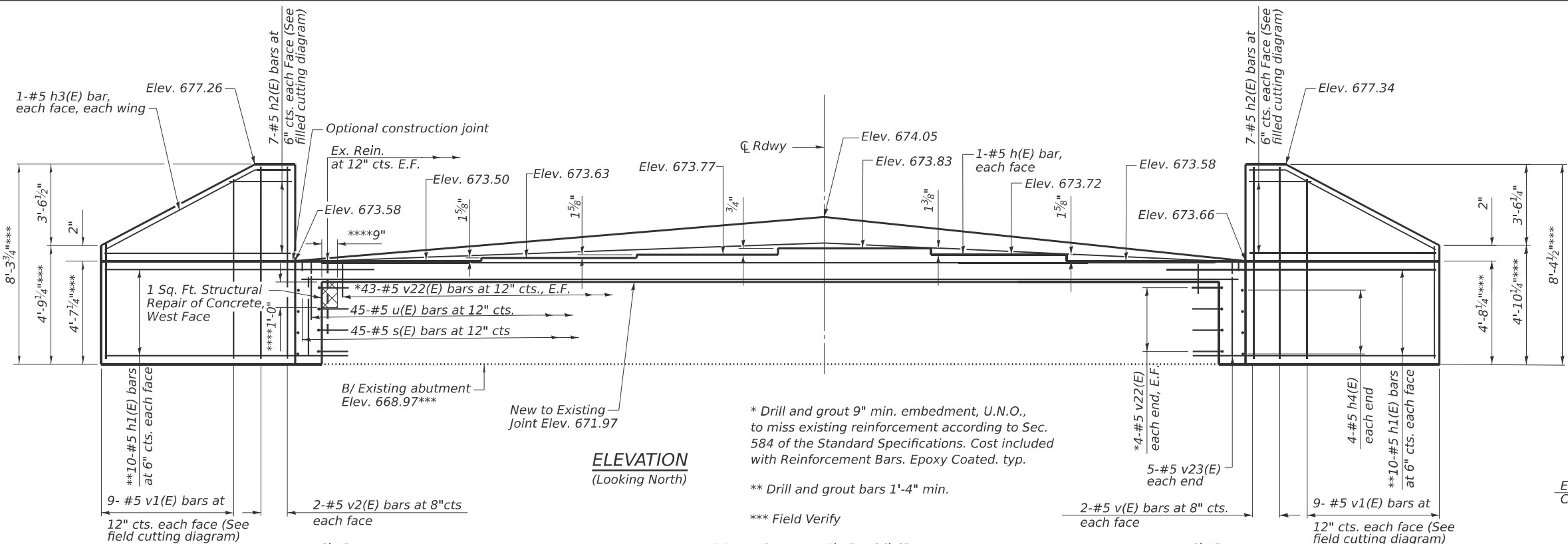
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
STRUCTURE NO. 038-0005 (NB)

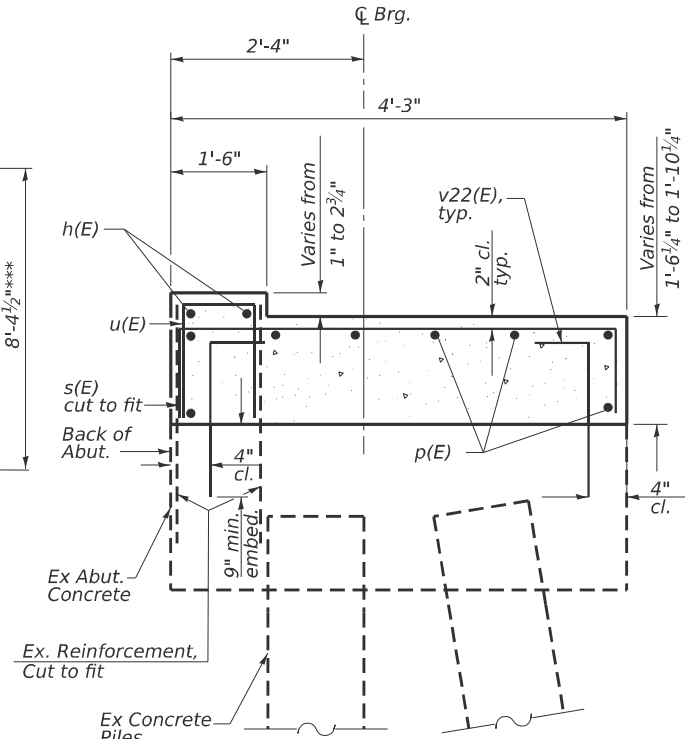
SCALE: SHEET 31 OF 39 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR.D.CR	IROQUOIS	437	216
CONTRACT NO. 66M80				
ILLINOIS FED.AID PROJECT				

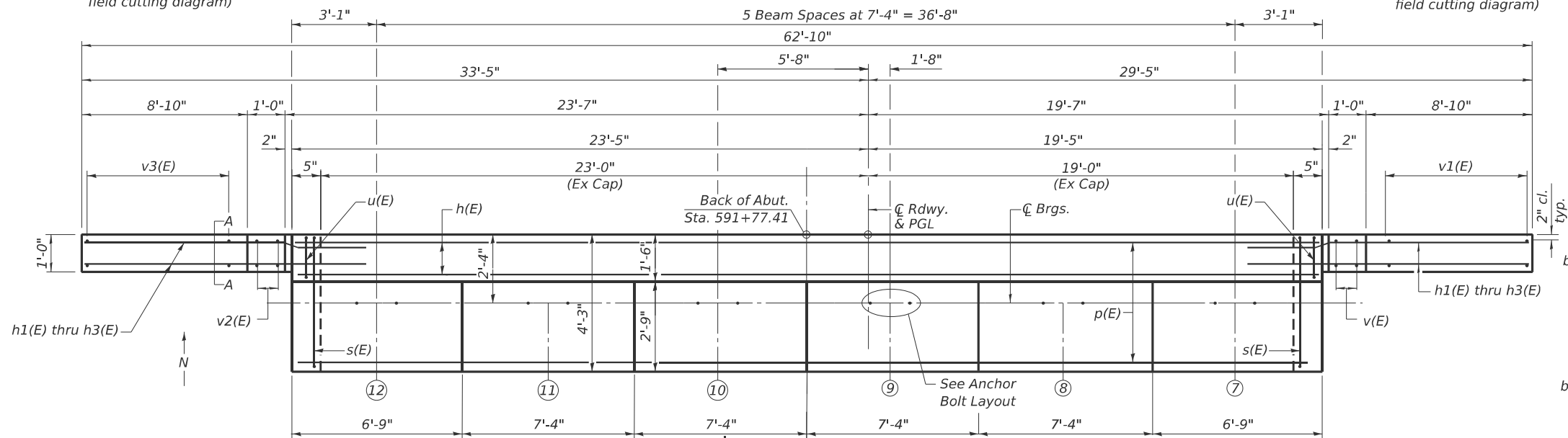
MODEL: Default
FILE NAME: G:\Users\686501-05\DOT-I-57 Structure Project\TP&W RP and 2nd St\Survey D366M80\SN038-0005_0006\Consultant_Data\Chamlin_2025\Design\0380005_0006-66M80-032-N_ABUT_0006.dgn



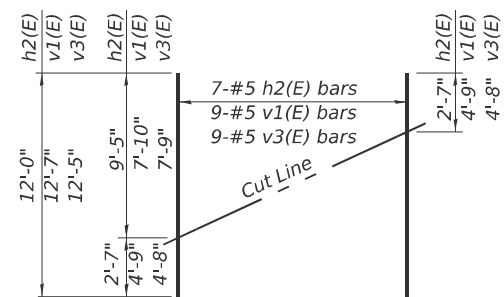
ELEVATION
(Looking North)



SEC. THRU ABUT.

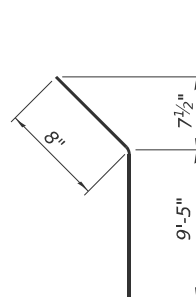


PLAN

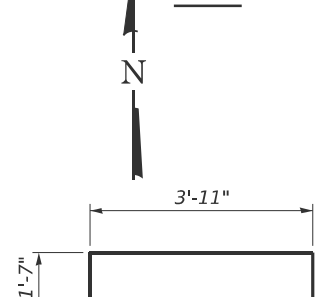


FIELD CUTTING DIAGRAM

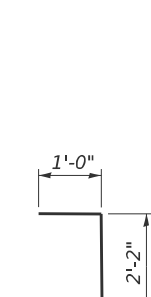
Order h2(E), v1(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



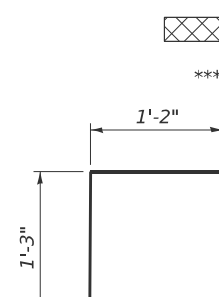
BAR h3(E)



BAR s(E)

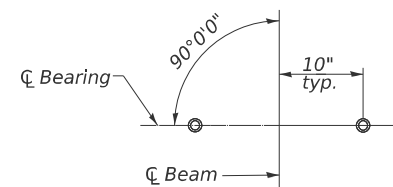


BAR v22(E)

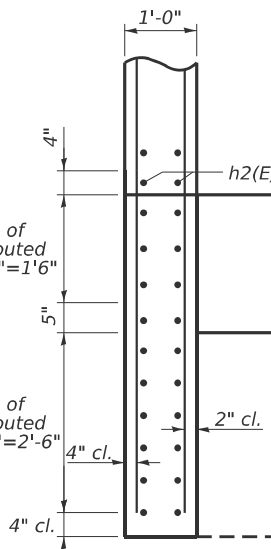


BAR u(E)

Structural Repair of Concrete (depth equal to or less than 5 inches)
**** Indicates South Face



ANCHOR BOLT LAYOUT



SECTION A-A
(Opposite Wing Similar)

BILL OF MATERIAL

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.	17.3
Reinforcement Bars, Epoxy Coated			Pound	2,360
Structural Repair of Concrete (depth equal to or less than 5 inches)			Sq. Ft.	2

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

AI-SB-0

4-4-2025



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 -

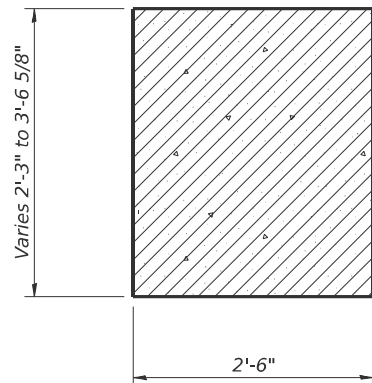
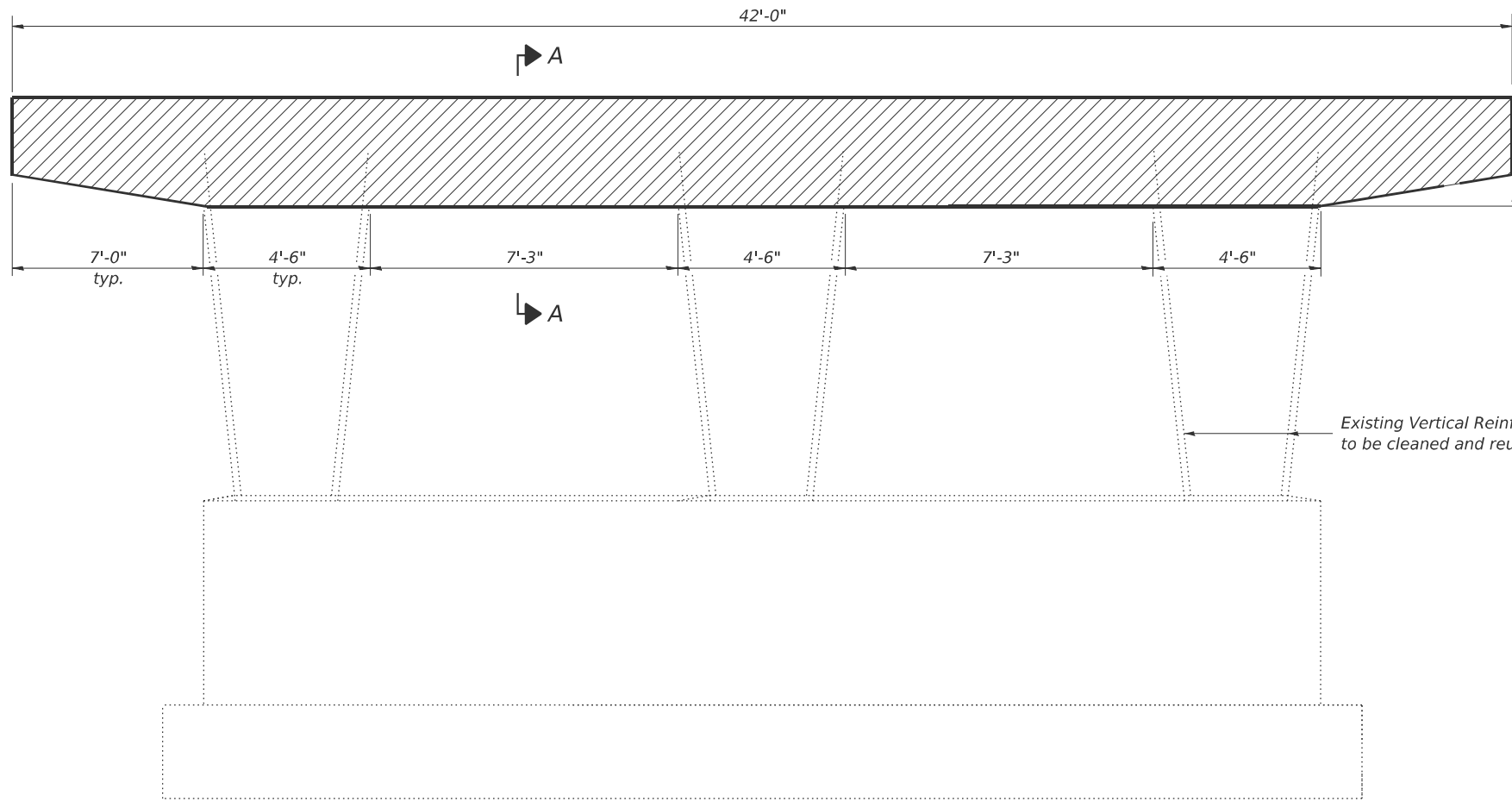
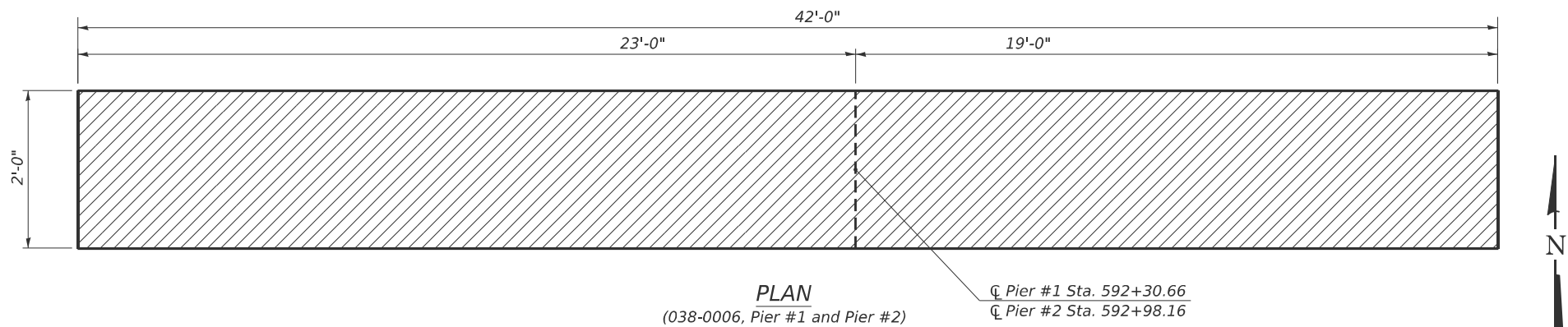
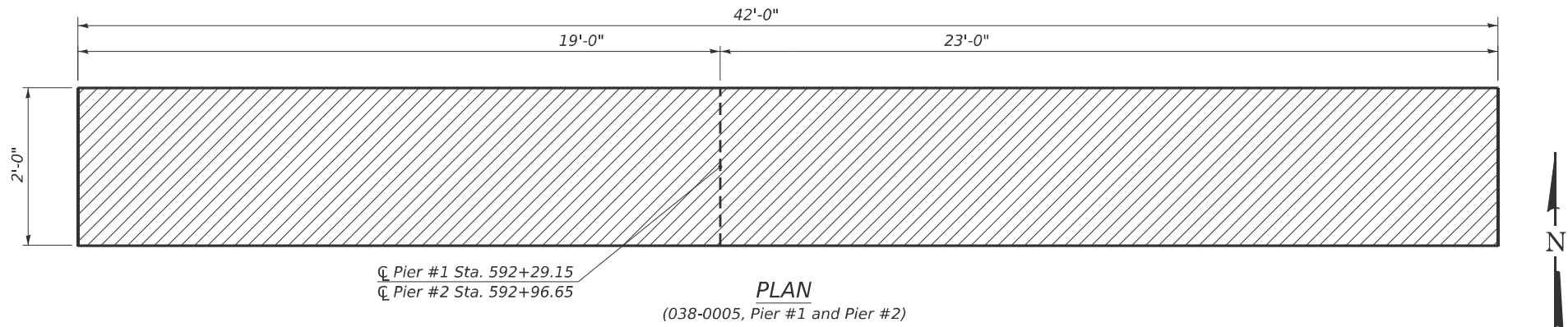
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT
STRUCTURE NO. 038-0006 (SB)

SCALE: SHEET 32 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 437 217
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\SN038-0005_0006\Consultant_Data\Chamlin_2025\Design\0380005_0006-66M80-P-034-PIER_REM_AND_REP.dgn



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

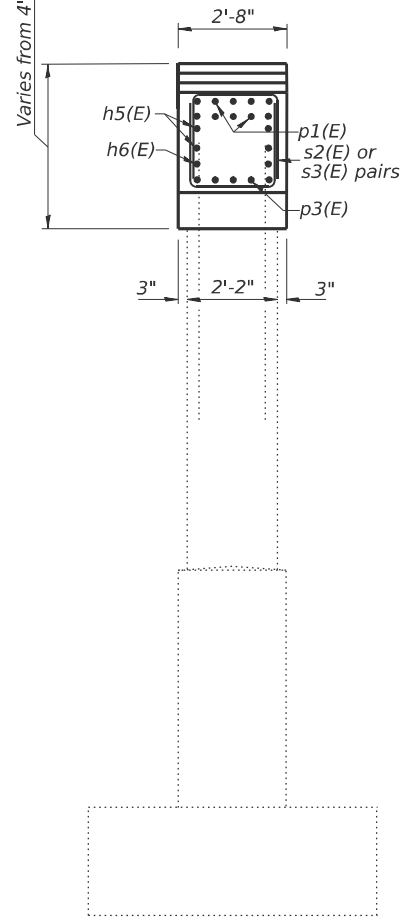
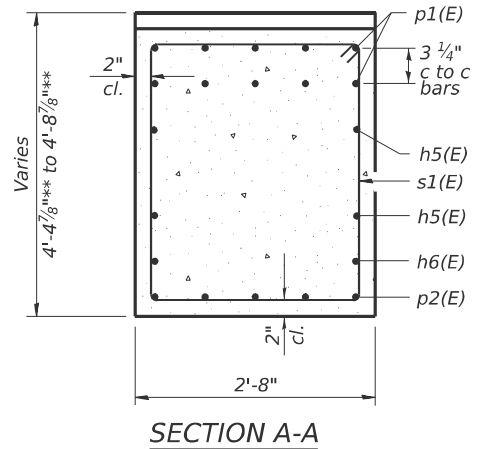
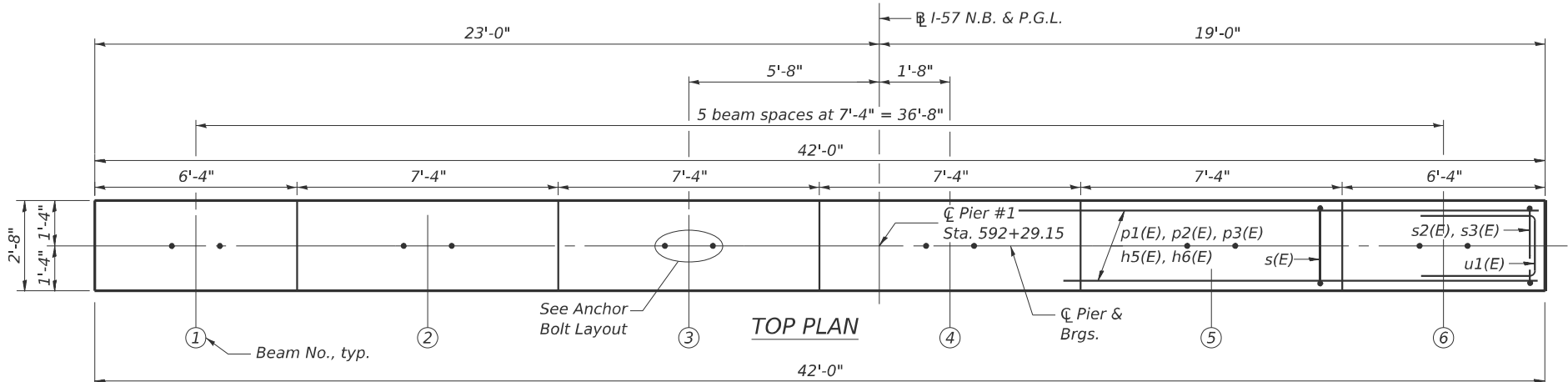
PIER REMOVAL
STRUCTURE NO. 038-0005 (NB) & 038-0006 (SB)

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

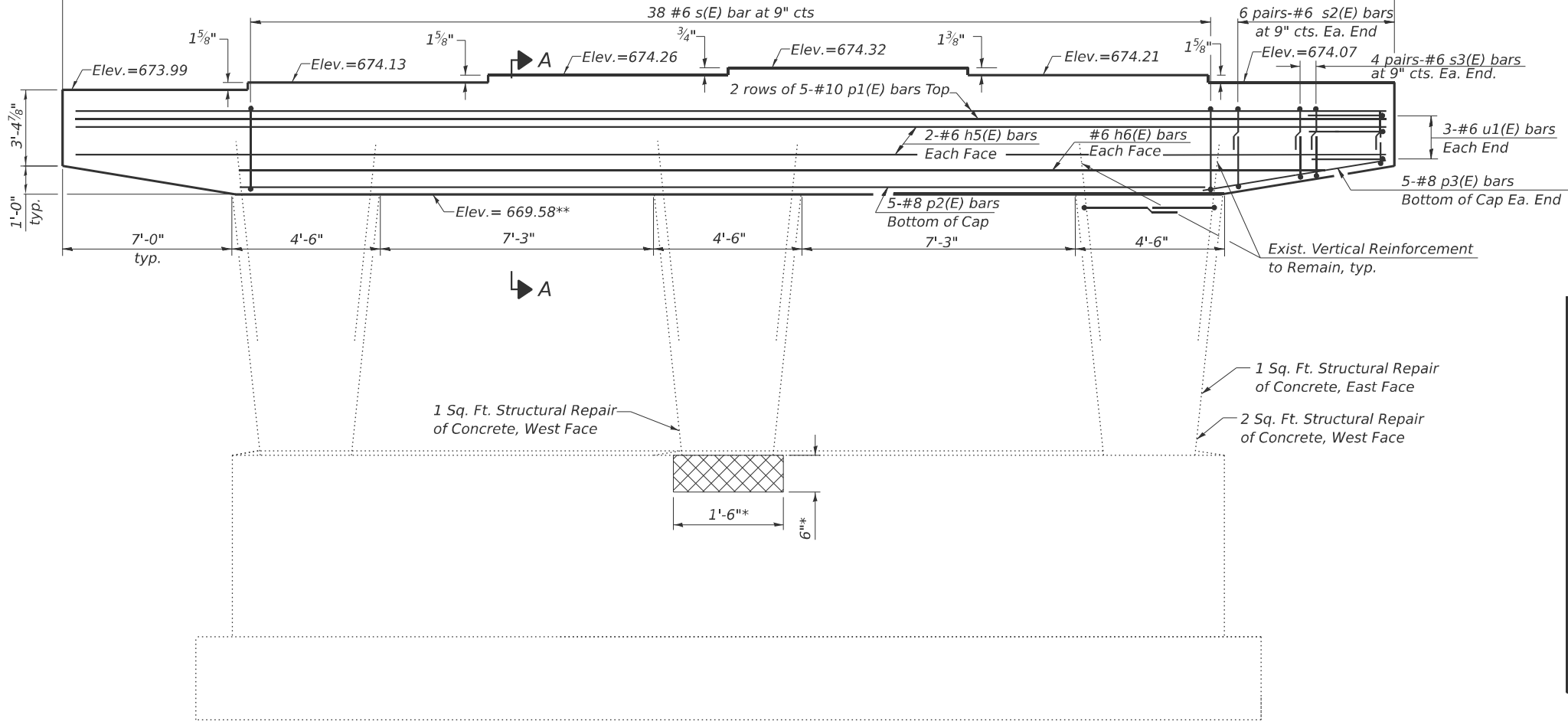
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	219
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: C:\Users\666501-05-IDOT-I-57 Structure Projects-TP&W RP and 2nd St\Survey D366M80\SN038-0005_0006\Consultant_Data\Chamlin_2025\Design\0380005_0006-66M80-035-PIER_1_DETS_0005.dgn

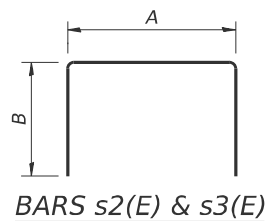
Varies from 4'-4 $\frac{7}{8}$ "** to 4'-8 $\frac{1}{8}$ "**



END VIEW

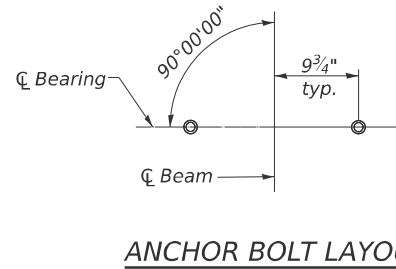
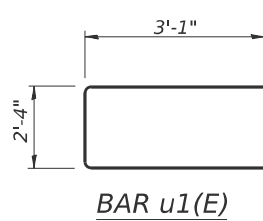
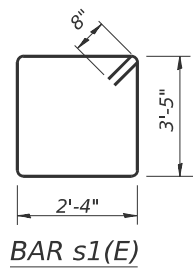


ELEVATION
(North Face)



A & B DIMENSIONS

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



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

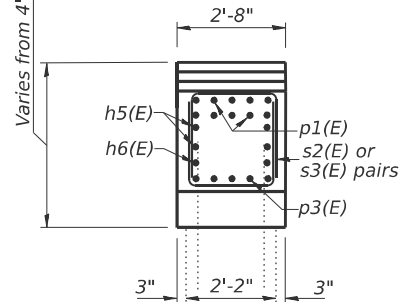
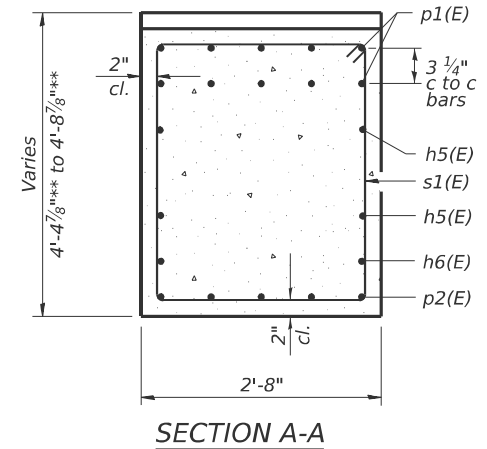
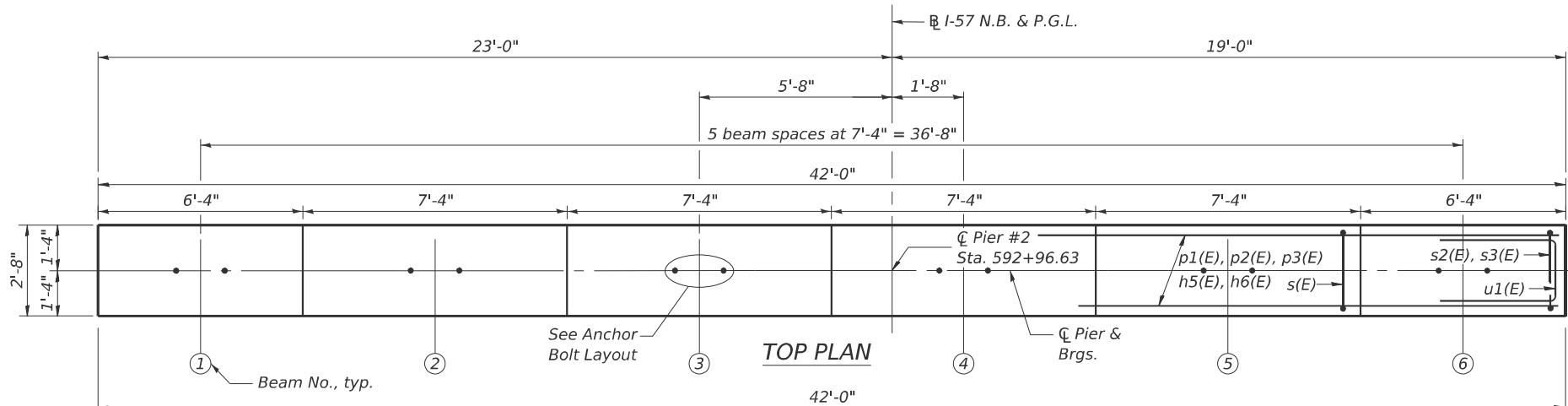
PIER 1 DETAILS
STRUCTURE NO. 038-0005 (NB)

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

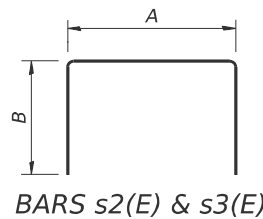
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	220
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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Varies from 4'-4 7/8"*** to 4'-8 7/8"***



END VIEW



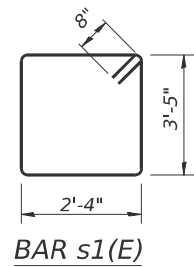
BARS s2(E) & s3(E)

A & B DIMENSIONS

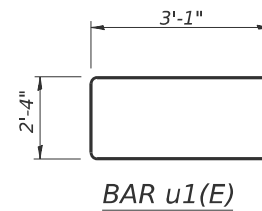
Bar	A	B
s2(E)	2'-4"	2'-10"
s3(E)	2'-4"	2'-5"



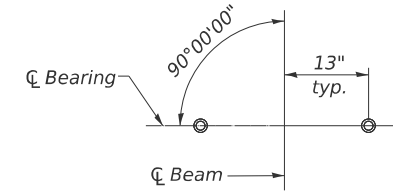
ELEVATION
(North Face)



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
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

P-5

4-4-2025



USER NAME	= CHAMLIN
DESIGNED	- PDF
DRAWN	- LAG
CHECKED	- JLS
DATE	- 04/21/2025
REVIS	-

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

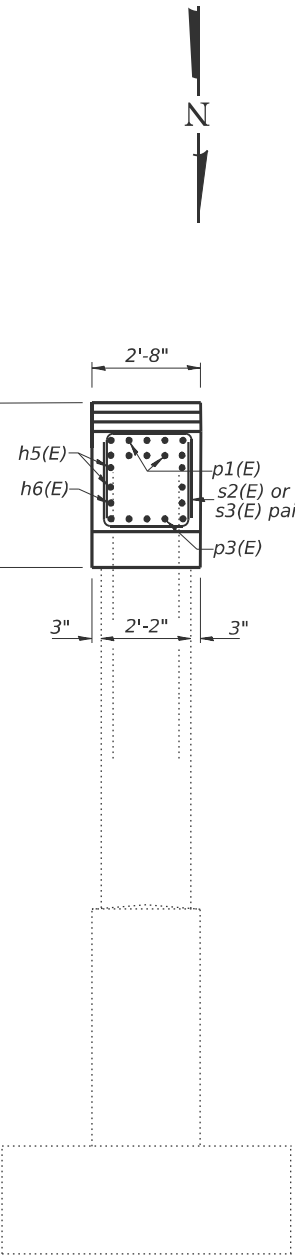
PIER 2 DETAILS
STRUCTURE NO. 038-0005 (NB)

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

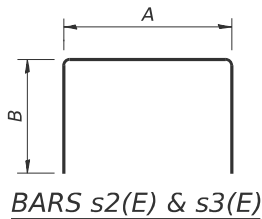
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	221
			CONTRACT NO. 66M80	
		ILLINOIS	FED. AID PROJECT	

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



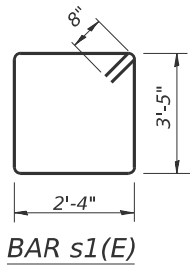
END VIEW



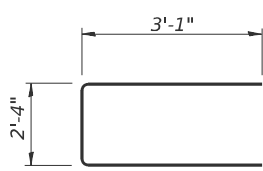
BARS s2(E) & s3(E)

A & B DIMENSIONS

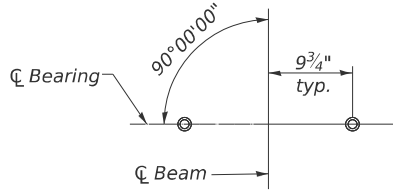
Bar	A	B
s2(E)	2'-4"	2'-10"
s3(E)	2'-4"	2'-5"



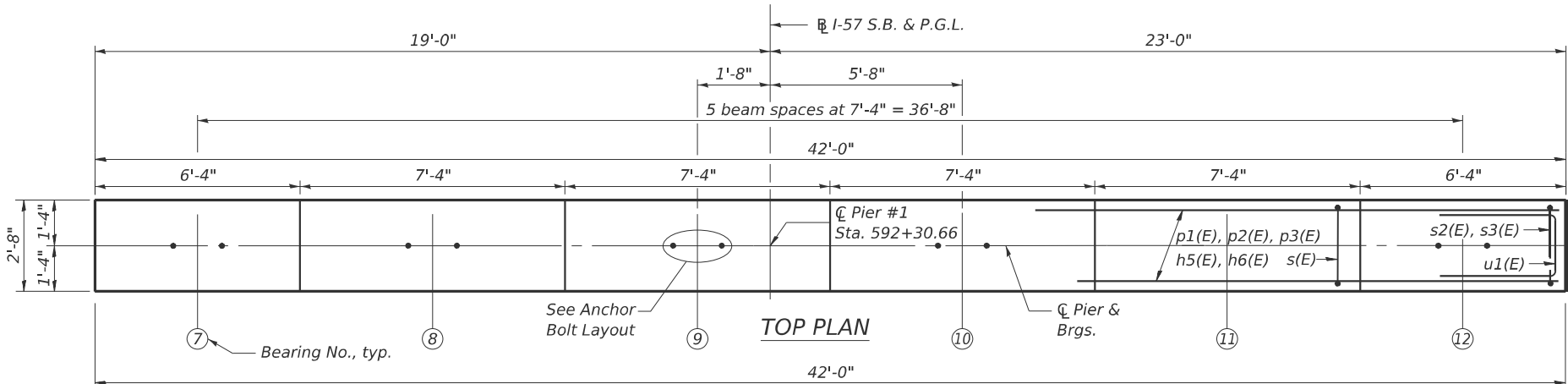
BAR s1(E)



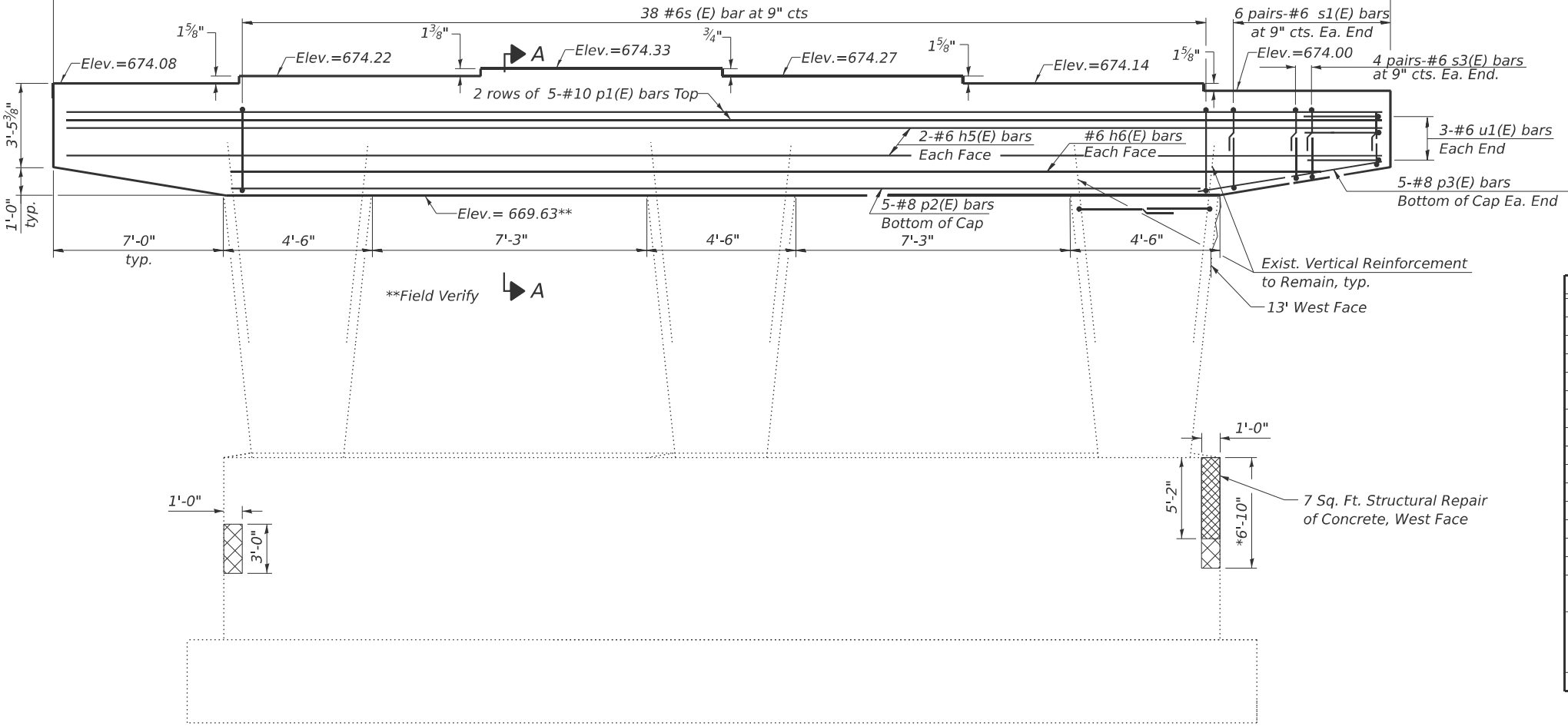
BAR u1(E)



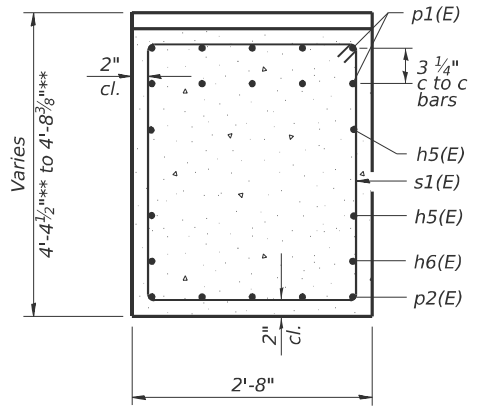
ANCHOR BOLT LAYOUT



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

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

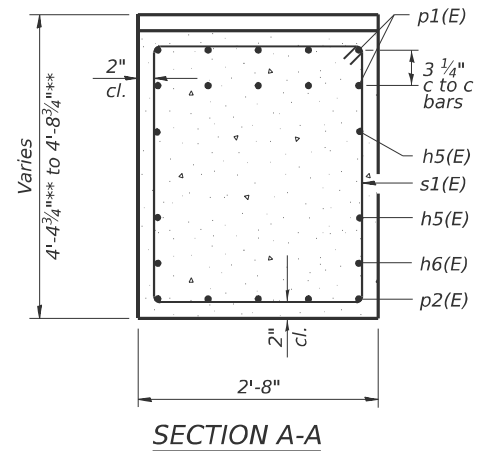
REVISED -
REVISED -
REVISED -
REVISED -

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



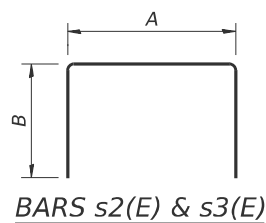
<i>Bar</i>	<i>No.</i>	<i>Size</i>	<i>Length</i>	<i>Shape</i>
<i>h5(E)</i>	4	#6	41'-8"	
<i>h6(E)</i>	2	#6	35'-8"	
<i>p1(E)</i>	10	#10	41'-8"	
<i>p2(E)</i>	5	#8	27'-8"	
<i>p3(E)</i>	10	#8	7'-0"	
<i>s1(E)</i>	38	#6	12'-10"	
<i>s2(E)</i>	24	#6	8'-0"	
<i>s3(E)</i>	16	#6	7'-2"	
<i>u1(E)</i>	6	#6	8'-6"	
<i>Concrete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

**** Field Verify**

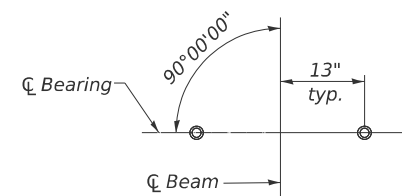
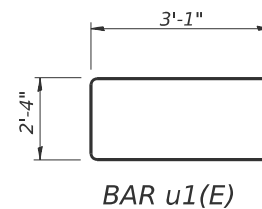
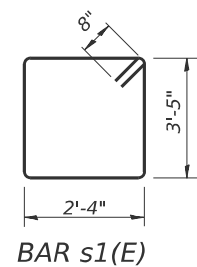
Notes:
Space reinforcement in cap to miss anchor bolts.

Pour steps monolithically with cap.

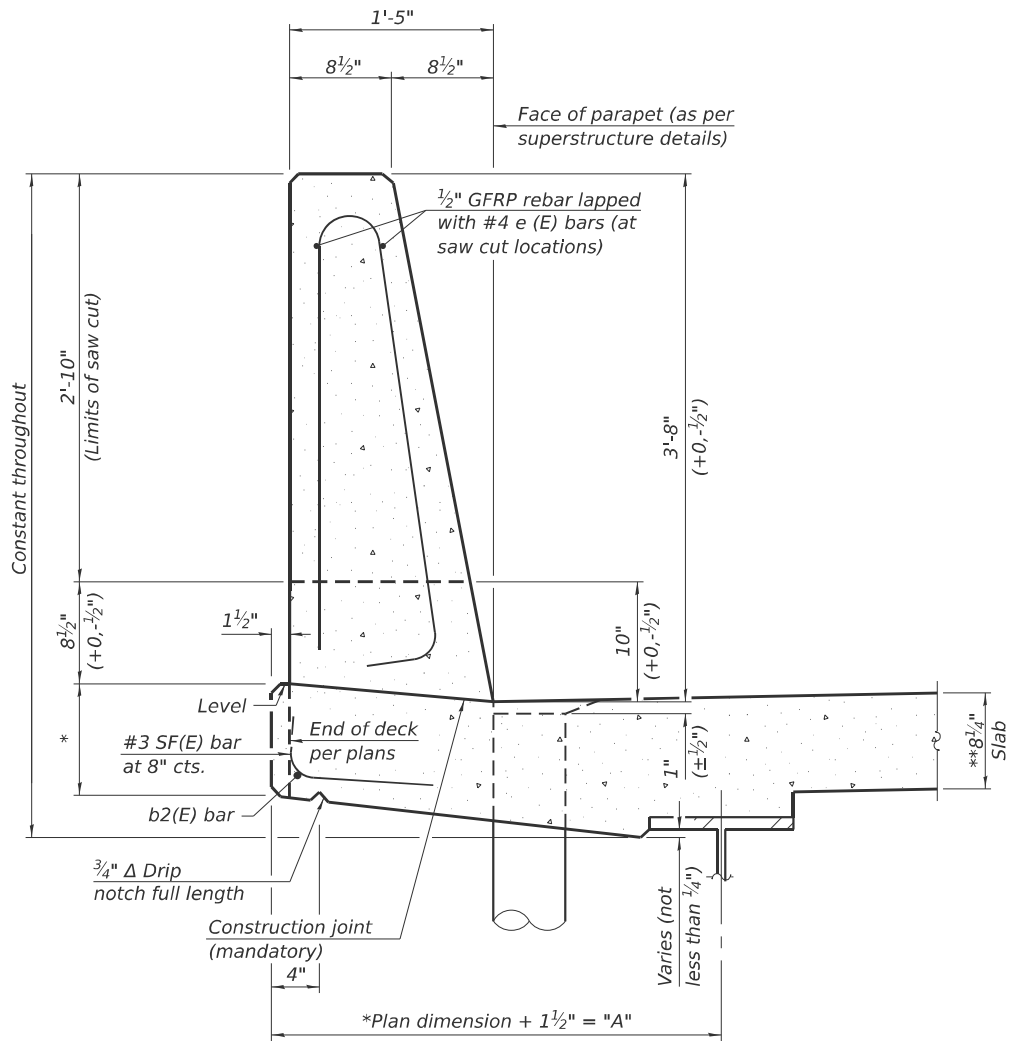
Existing Reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with concrete removal



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



MODEL: Default
FILE NAME: C:\Users\666501-05-IDOT-I-57 Structure Projects-TP&W RP and 2nd St\Survey D366M80\SM039-005_0006\Consultant_Data\Chamlin_2025\Design\0380005_0006-66M80-039-CONC PARA SLIPFORM_OPT.dgn

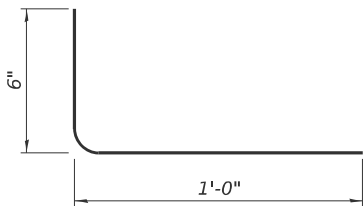


44" CONSTANT-SLOPE
PARAPET SECTION

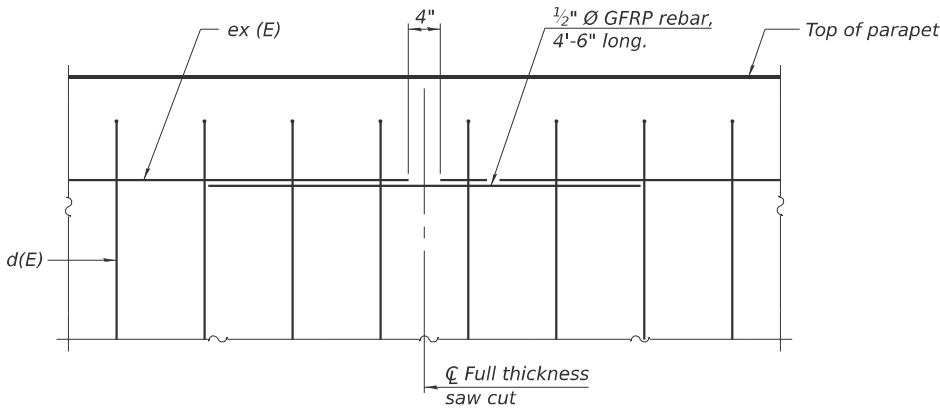
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*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				

Existing Structures: Structure 038-0007 (NB) and 038-0008 (SB) were originally constructed in 1967 as Section 38-5-HB-I. 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.

ELEVATION

Existing Creosoted Piles (Typ.)

Existing Concrete Piles at Abutments (Typ.)

Proposed Riprap Class A4 (Typ.)

Existing 36" CMP lined with 30" Pipe

Existing Spread Footings at Piers (Typ.)

1:2 (V:H) at Rt. L's (Typ.)

* min. cl.

1.5% 1.5%

Ⓐ Ⓑ

Elev. 648.84 (NB)
Elev. 647.51 (SB)

Ⓐ 8'-0½" at Rt. L's
Ⓑ 10'-7½" at Rt. L's

Exist. 24WF76 Beams (To be made Composite Full Length)

Existing 36" CMP lined with 30" Pipe

Elev. 648.30 (NB)
Elev. 647.51 (SB)

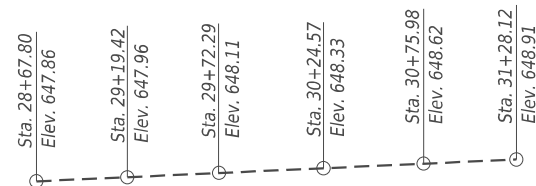
Ⓢ W. 2nd St.

Traffic Barrier Terminal Type 6 (Std. 631031) Typ.

¾" N.B. - 14'-11⅝" S.B.
¼" N.B. - 14'-9⅜" S.B.

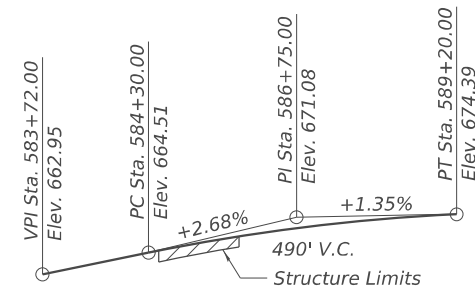
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PLAN



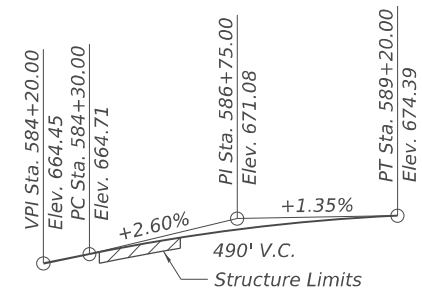
(Established from Survey)
(Along W. 2nd St. ☐)

- Traffic Barrier Terminal Type 6
(Std. 631031) Typ.



(Along ~~B~~ I-57 NB)

(Up to 1/4" to be ground off the bridge deck and bridge approach slabs.
The profile grade shown is the final grade after grinding)



(Along B I-57 SB)

(Up to 1/4" to be ground off the bridge deck and bridge approach slabs.
The profile grade shown is the final grade after grinding)

Municipal Rte. 1060 - W. 2nd Street
Functional Class: Local
ADT: 450 (2022); 960 (2046)
ADTT: 95 (2022); 202 (2046)
Design Speed: 25 m.p.h.
Posted Speed: 25 m.p.h.
Two-Way Traffic
Directional Distribution: 50% (EB)/50% (WB)

FAI Rte. 57 - I-57
Functional Class: Interstate
ADT: 16,900 (2021); 21,125 (2046)
ADTT: 7,575 (2021); 9,464 (2046)
DHV: 1,690 (2046)
Design Speed: 70 m.p.h.
Posted Speed: 70 m.p.h.
Two-Way Traffic
Directional Distribution: 50% (NB)/50% (SB)

- 1 General Plan and Elevation
- 2 General Data
- 3-5 Top of Slab Elevations (NB)
- 6-8 Top of Slab Elevations (SB)
- 9 Top of North Approach Slab Elevation (NB)
- 10 Top of South Approach Slab Elevation (NB)
- 11 Top of North Approach Slab Elevation (SB)
- 12 Top of South Approach Slab Elevation (SB)
- 13 Superstructure (NB)
- 14 Superstructure Details (NB)
- 15 Diaphragm Details (NB)
- 16 Superstructure (SB)
- 17 Superstructure Details (SB)
- 18 Diaphragm Details (SB)
- 19-20 Bridge Approach Slab Details (NB)
- 21-22 Bridge Approach Slab Details (SB)
- 23 Framing Plan (NB)
- 24 Framing Plan (SB)
- 25 Structural Steel Details
- 26 North Abutment Bearing Details (NB)
- 27 South Abutment Bearing Details (NB)
- 28 North Abutment Bearing Details (SB)
- 29 South Abutment Bearing Details (SB)
- 30 Abutment Concrete Removal
- 31 North Abutment (NB)
- 32 South Abutment (NB)
- 33 North Abutment (SB)
- 34 South Abutment (SB)
- 35 Pier 1 Repairs (NB)
- 36 Pier 2 Repairs (NB)
- 37 Pier 1 Repairs (SB)
- 38 Pier 2 Repairs (SB)
- 39 Pier 1 Details (NB)
- 40 Pier 2 Details (NB)
- 41 Pier 1 Details (SB)
- 42 Pier 2 Details (SB)
- 43 Concrete Parapet Slipforming Option

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

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

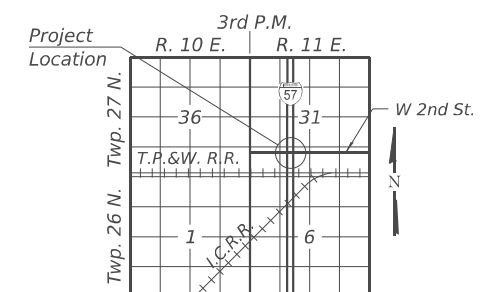
FIELD UNITS (NEW CONST.)

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

$f_c = 1,400 \text{ psi}$ (Substructure)
 $f_s = 20,000 \text{ psi}$ (Reinforcement)
 $f_s = 20,000 \text{ psi}$ (Structural Steel)

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

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



LOCATION SKETCH

I-57 OVER W. 2ND ST.

IROQUOIS COUNTY

STATION 585+11.67

STRUCTURE NUMBER 038-0007 (N.B.)

STRUCTURE NUMBER 038-0008 (S.B.)

USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 9/12/2025	DATE = 05/07/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE:	SHEET 1	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	225
		CONTRACT NO. 66M80		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
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(PJP (per Article 1051.09 of the Standard Specifications) full width and vertically at edges bonded to abutment cap with suitable adhesive as recommended by supplier.

1'-0"

**Granular Backfill for Structures

Bridge Approach Slab

Excavation is paid for as Structure Excavation

1'-0" min.

2'-4"

Geocomposite Wall Drain

1'-0"

1'-0"

4"-3"

2'-0"

Bk. of Abut.

Fabric Reinforced Elastomeric Mat according to Section 1028 of the Standard Specifications and installed according to applicable requirements of Article 520.09 of the Standard Specifications. Fabric mat shall be 24" wide and attached full width and vertically at edges to the abutment cap with a 3/8" x 5" galvanized plate per Article 509.05 and 1/2" Ø stainless steel expansion bolts with nuts and washers at 12" cts. according to Article 1006.29(d) of the Standard Specifications. Cost included with Concrete Superstructure.

* Geotechnical fabric for french drains

* Drainage aggregate

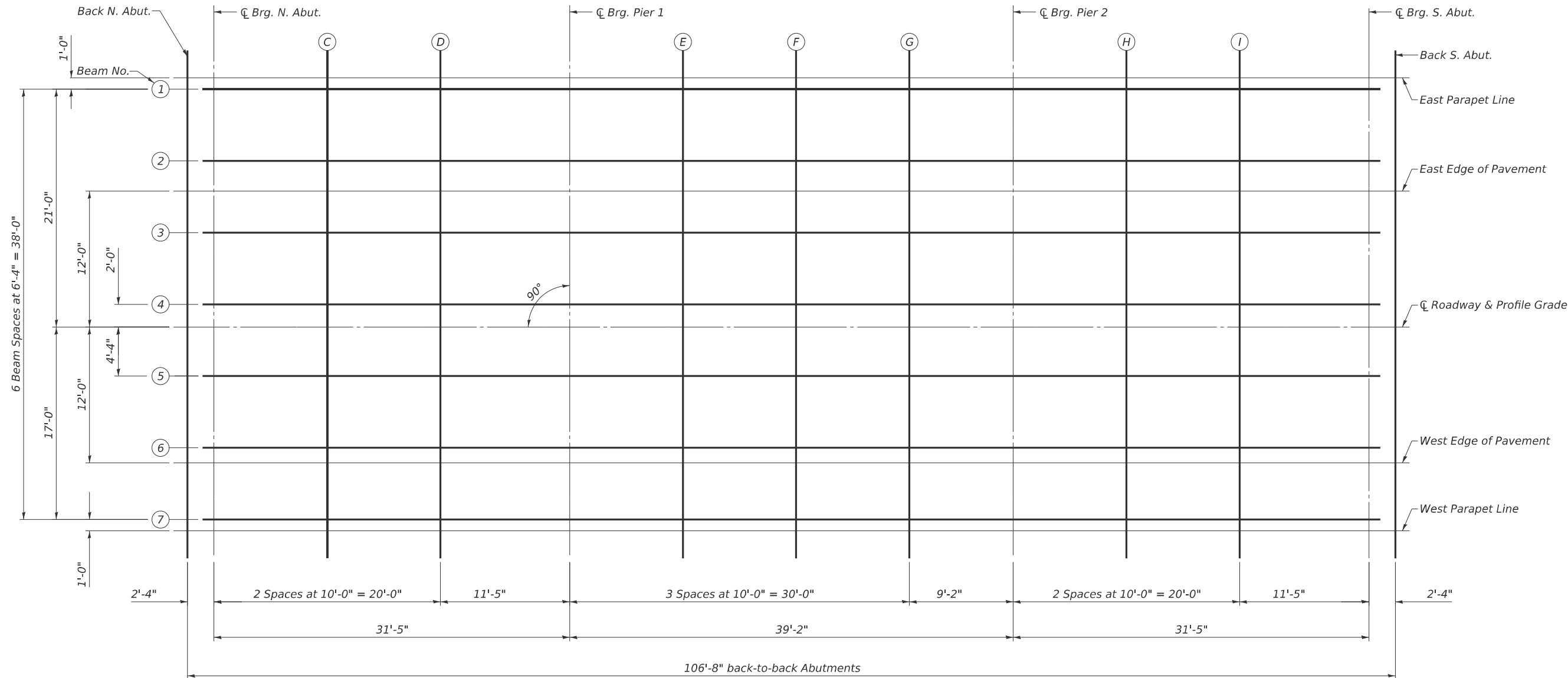
* 4" Ø Perforated pipe underdrain

(Horiz. dim. at Rt. $\angle$'s)

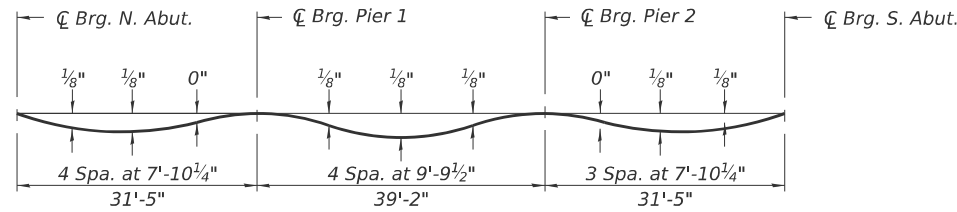
**** Granular Backfill for Structures shall follow Standard Specification 586 except the course aggregate shall be grade CA 7, CA 11, or CA 14.**

ILLINOIS	FED. AID PROJECT
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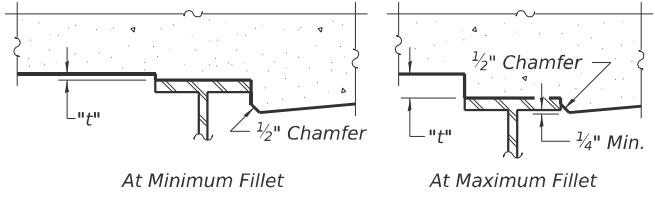


PLAN
(Structure No. 038-0007 (NB))



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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	DRAWN - LAG	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. 038-0007 (NB)

SCALE: SHEET 3 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	227
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_0008-66M80-03-005-TOP_OF_SLAB_ELEV.S 0007.dgn

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



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

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		

MODEL: Default
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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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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	-
CHECKED	-	JLS	REVISED	-
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	

MODEL: Default
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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

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. 038-0008 (SB)

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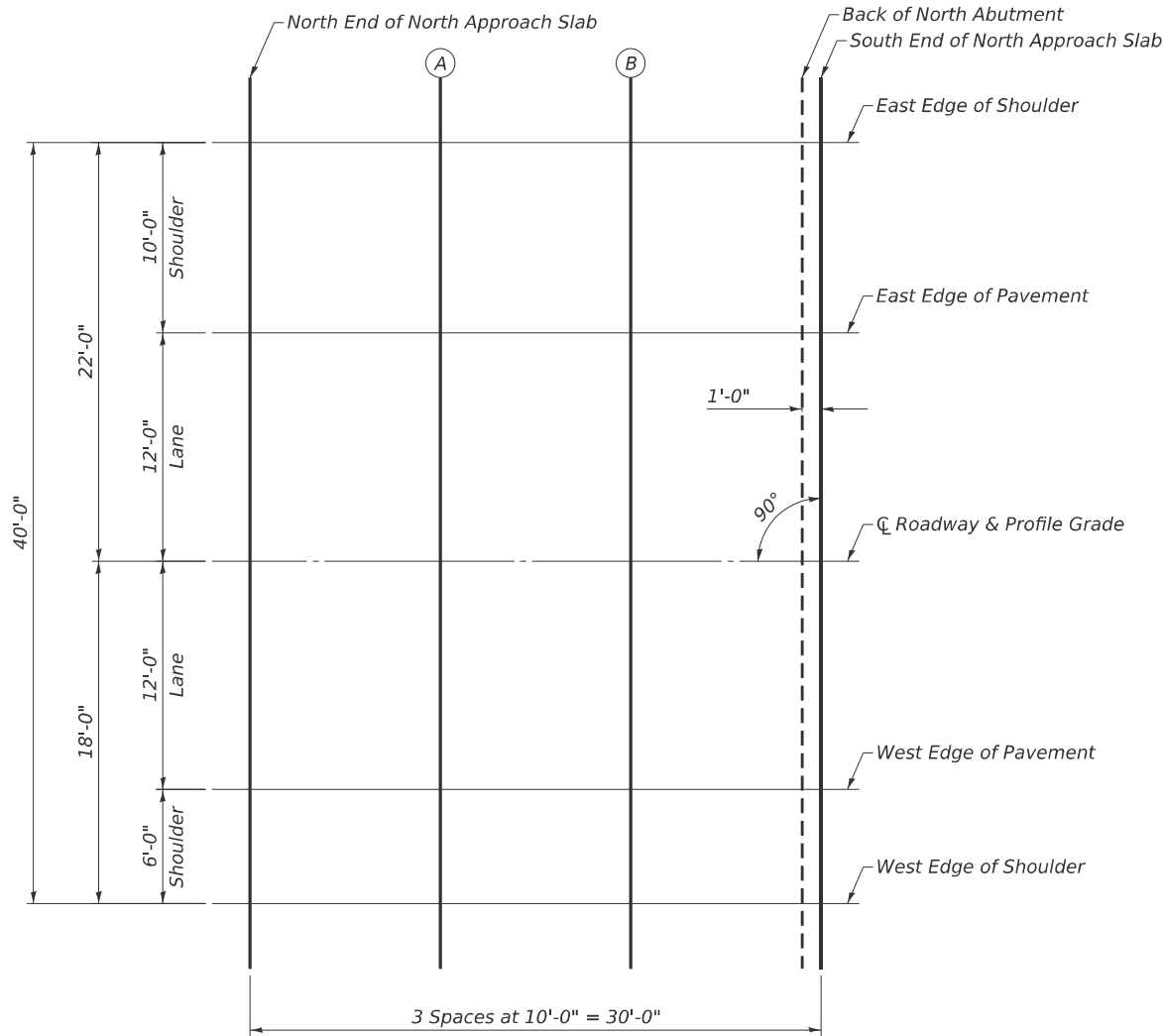
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	232
CONTRACT NO. 66M80				
ILLINOIS FED.AID PROJECT				

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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

E-AS1

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

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

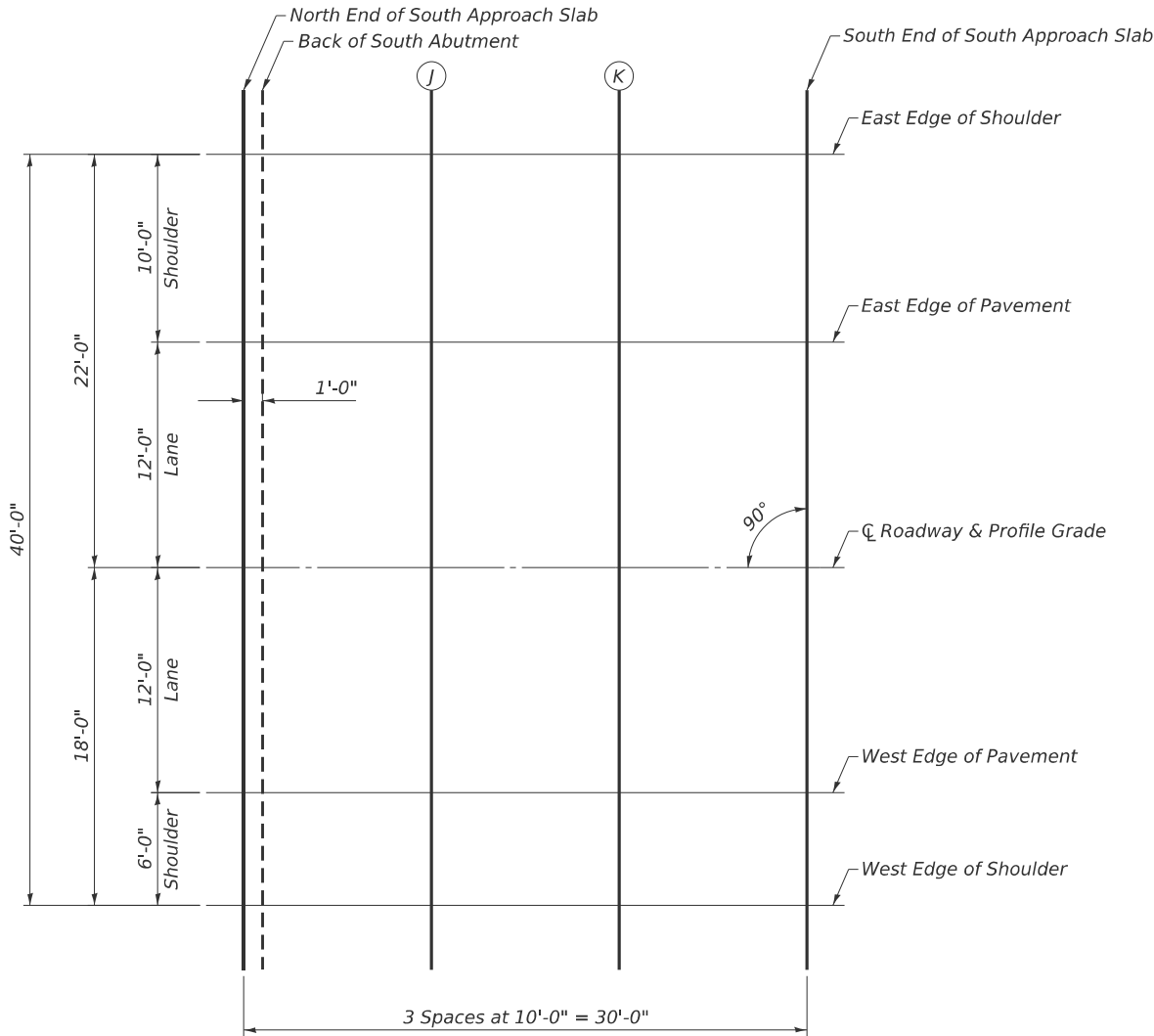
SCALE: SHEET 9 OF 43 SHEETS STA. TO STA.

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



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

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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

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

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

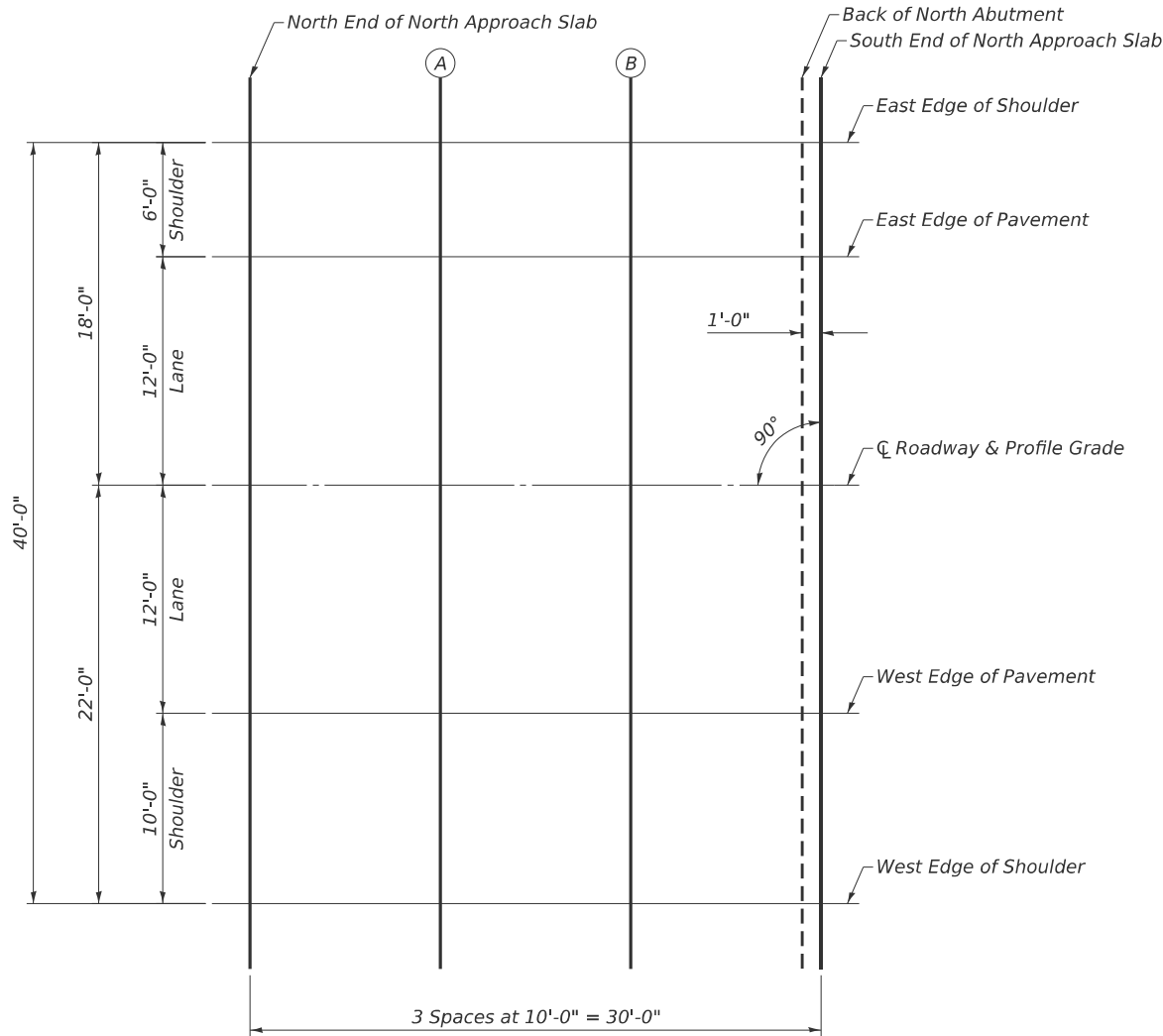
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	234
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

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
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

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				

MODEL: Default
FILE NAME: C:\Users\686501-05-IDOT-I-57 Structure Projects-TP&W RP and 2nd SI\Survey D366M80\SI\038-0007_0008\Consultant_Data\Chamlin_2025\Design\0380007_0008-66M80-0-12-TOP_OF_S_APP_SLAB_ELEVS_0008.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

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

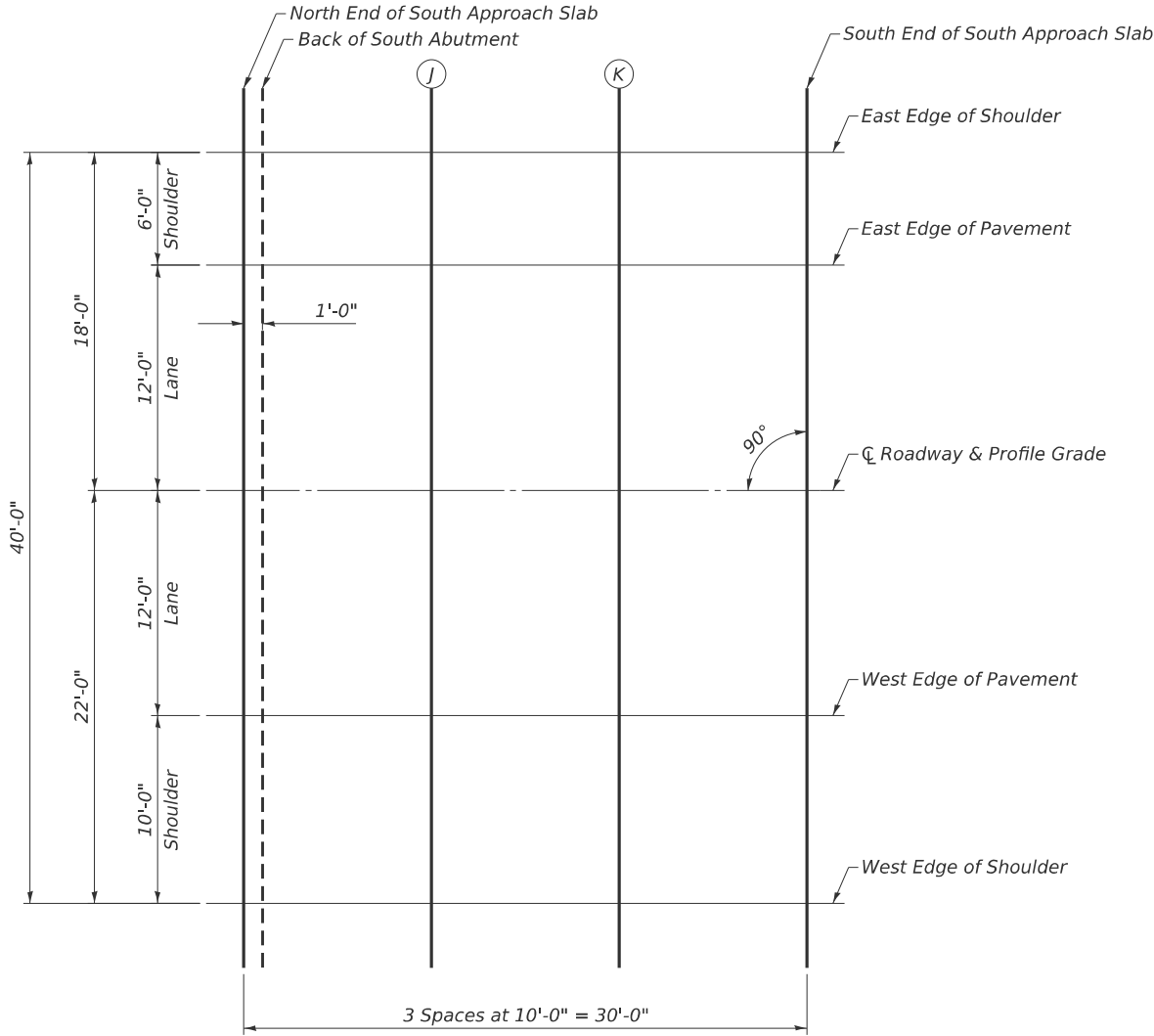
SCALE: SHEET 12 OF 43 SHEETS STA. TO STA.

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



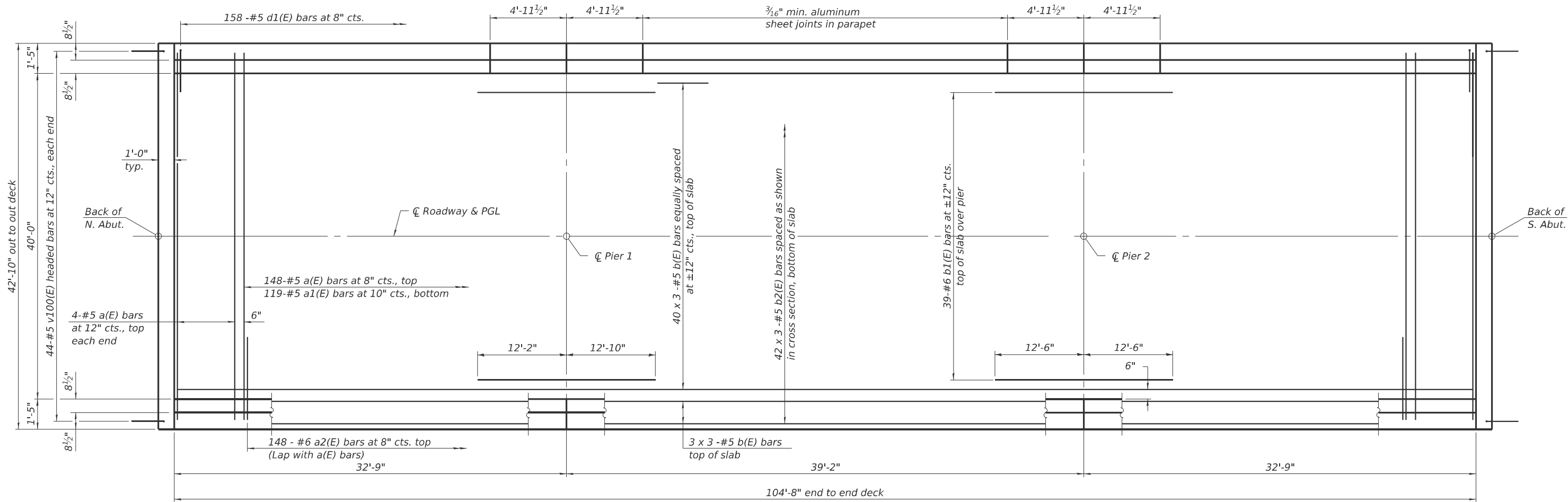
PLAN



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

MODEL: Default
FILE NAME: C:\Users\666501-05-IDOT-I-57 Structure Projects\TP&W RP and 2nd St\Survey\0380007_0008\Consultant_Data\Chamlin_2025\Design\0380007_0008-66M80-013-SUPERSTR_0007.dgn

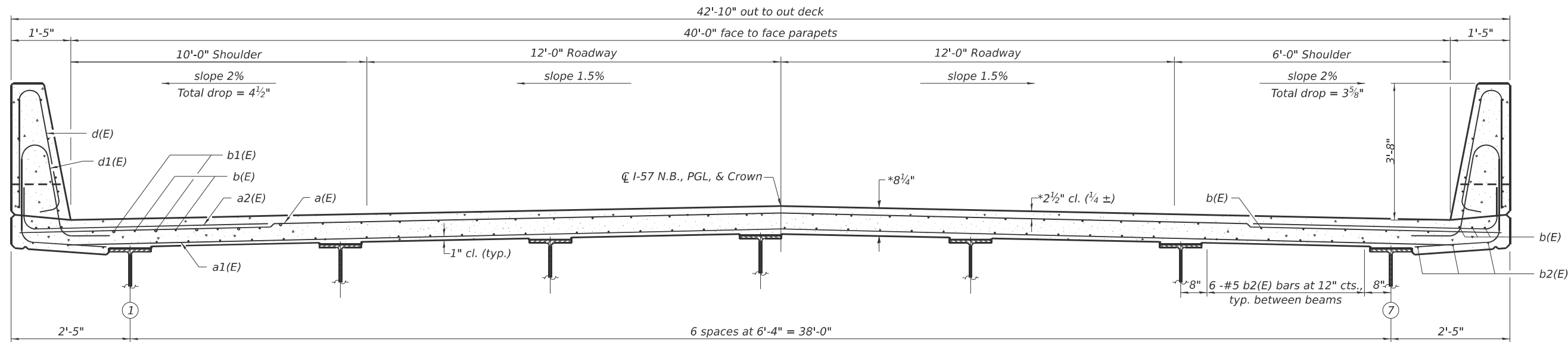


PLAN

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.



NEAR PIER

NEAR MIDSPAN

* Prior to grinding

CROSS SECTION
(Looking South)

SI-SB-2-0

4-4-2025



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
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	CHECKED - JLS	REVISED -
PLOT DATE = 3/2/2026	DATE - 04/21/2025	REVISED -

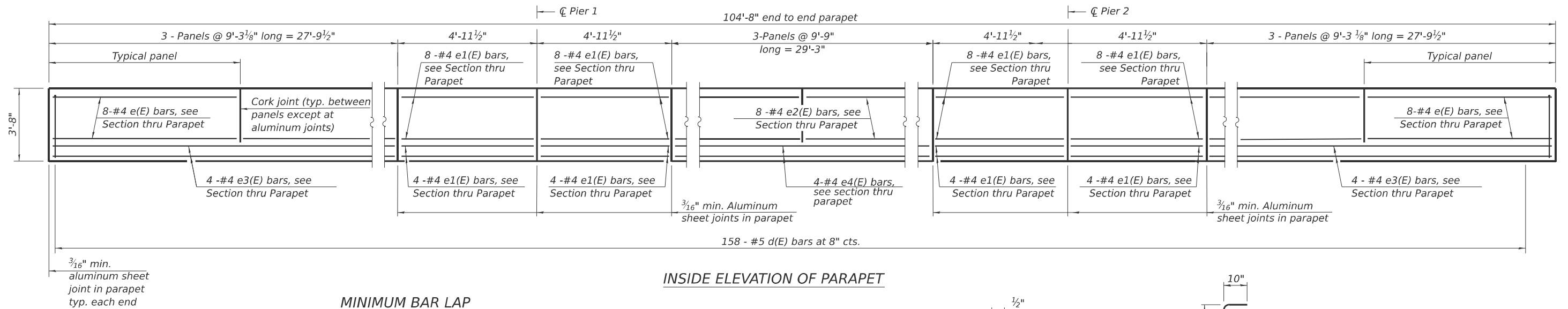
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 038-0007 (NB)

SCALE: SHEET 13 OF 43 SHEETS STA. TO STA.

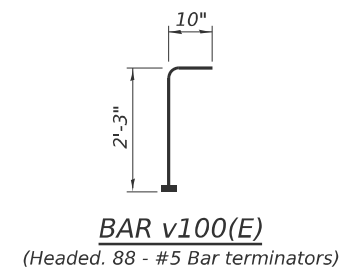
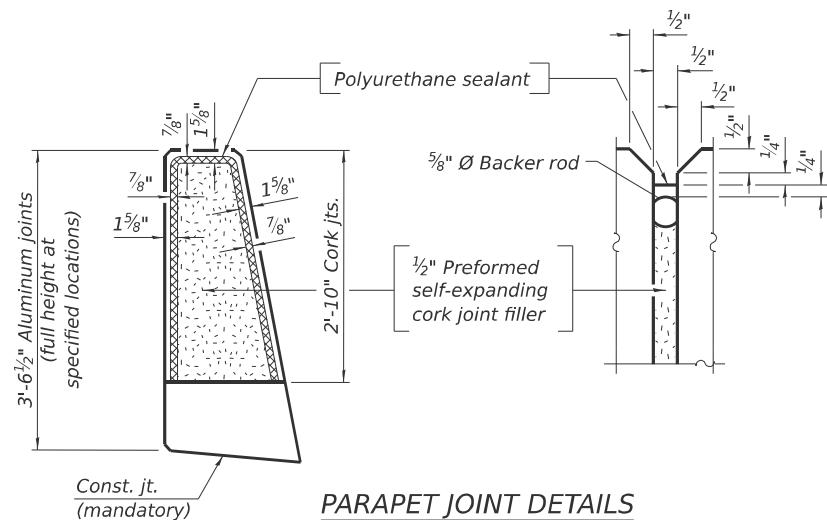
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	237
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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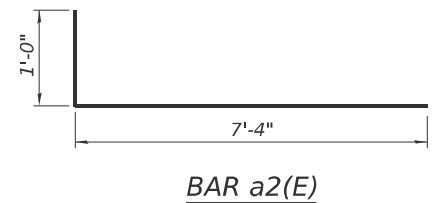


MINIMUM BAR LAP
#4 bar = 2'-5"

INSIDE ELEVATION OF PARAPET

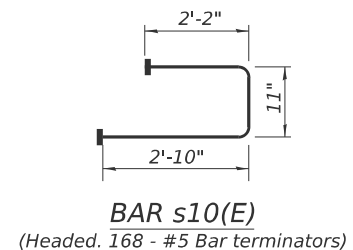


BAR a2(E)

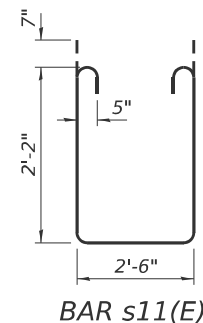


SUPERSTRUCTURE BILL OF MATERIAL

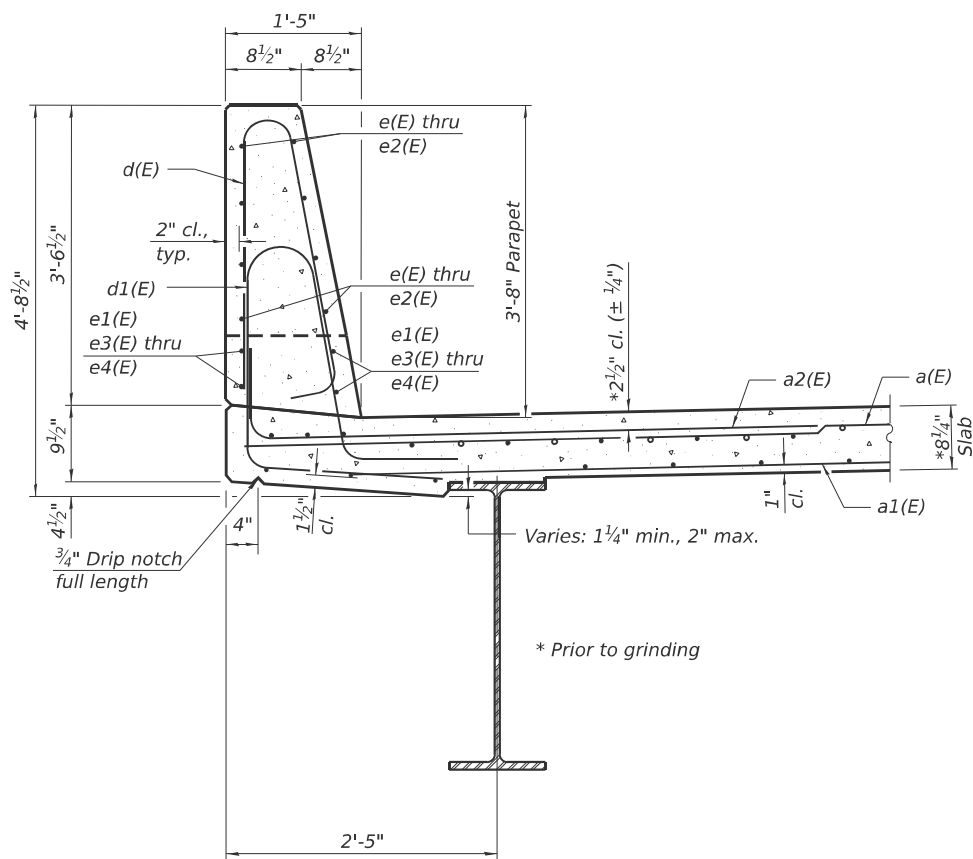
Bar	No.	Size	Length	Shape
a(E)	156	#5	42'-6"	—
a1(E)	119	#5	40'-6"	—
a2(E)	296	#6	8'-4"	└
b(E)	138	#5	37'-6"	—
b1(E)	78	#6	27'-3"	—
b2(E)	126	#5	37'-6"	—
d(E)	316	#5	7'-0"	└
d1(E)	316	#5	8'-5"	└
e(E)	96	#4	8'-11"	—
e1(E)	96	#4	4'-7"	—
e2(E)	48	#4	9'-5"	—
e3(E)	16	#4	27'-6"	—
e4(E)	8	#4	28'-11"	—
m10(E)	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



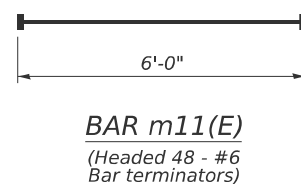
BAR s11(E)



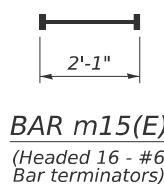
Notes:
The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and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



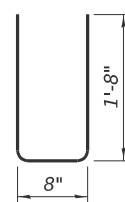
SECTION THRU PARAPET



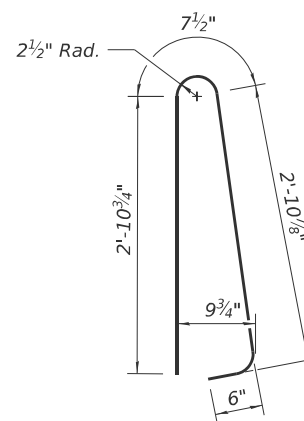
BAR m15(E)
(Headed 16 - #6 Bar terminators)



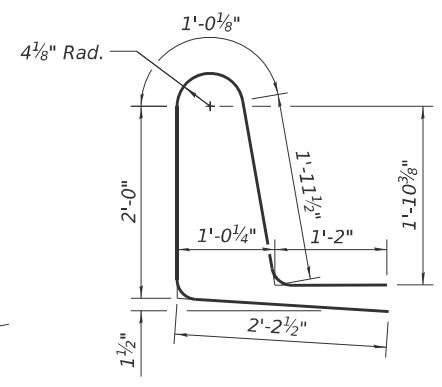
BAR u10(E)



BAR d(E)



BAR d1(E)



SDI-SB-2

4-4-2025



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

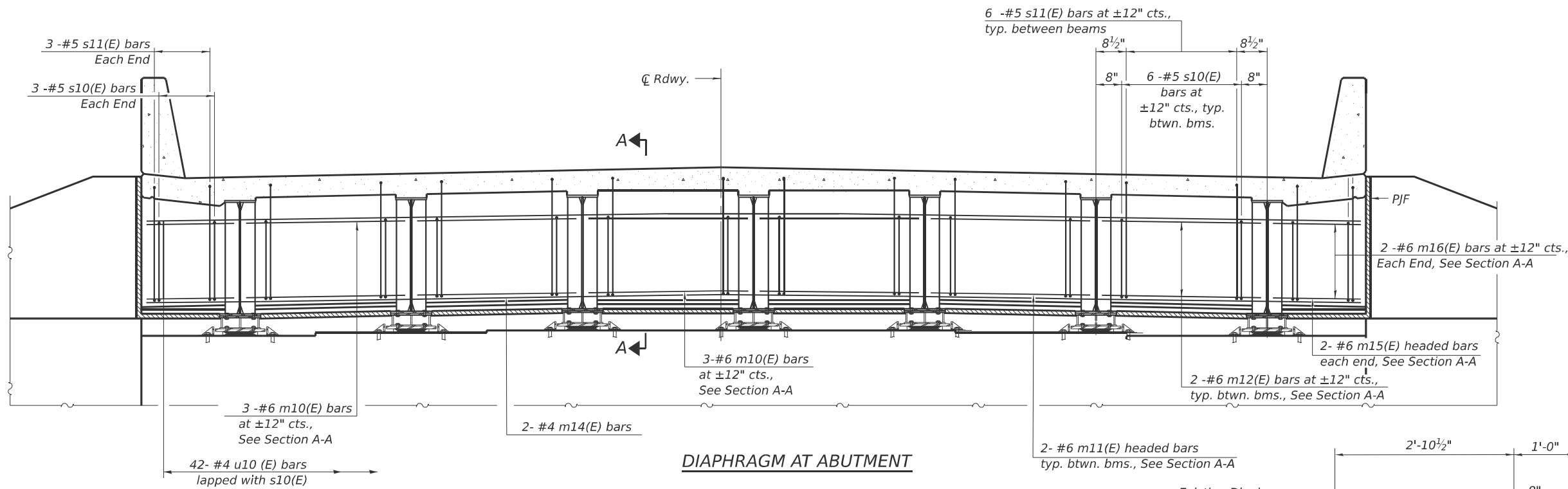
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 038-0007 (NB)

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

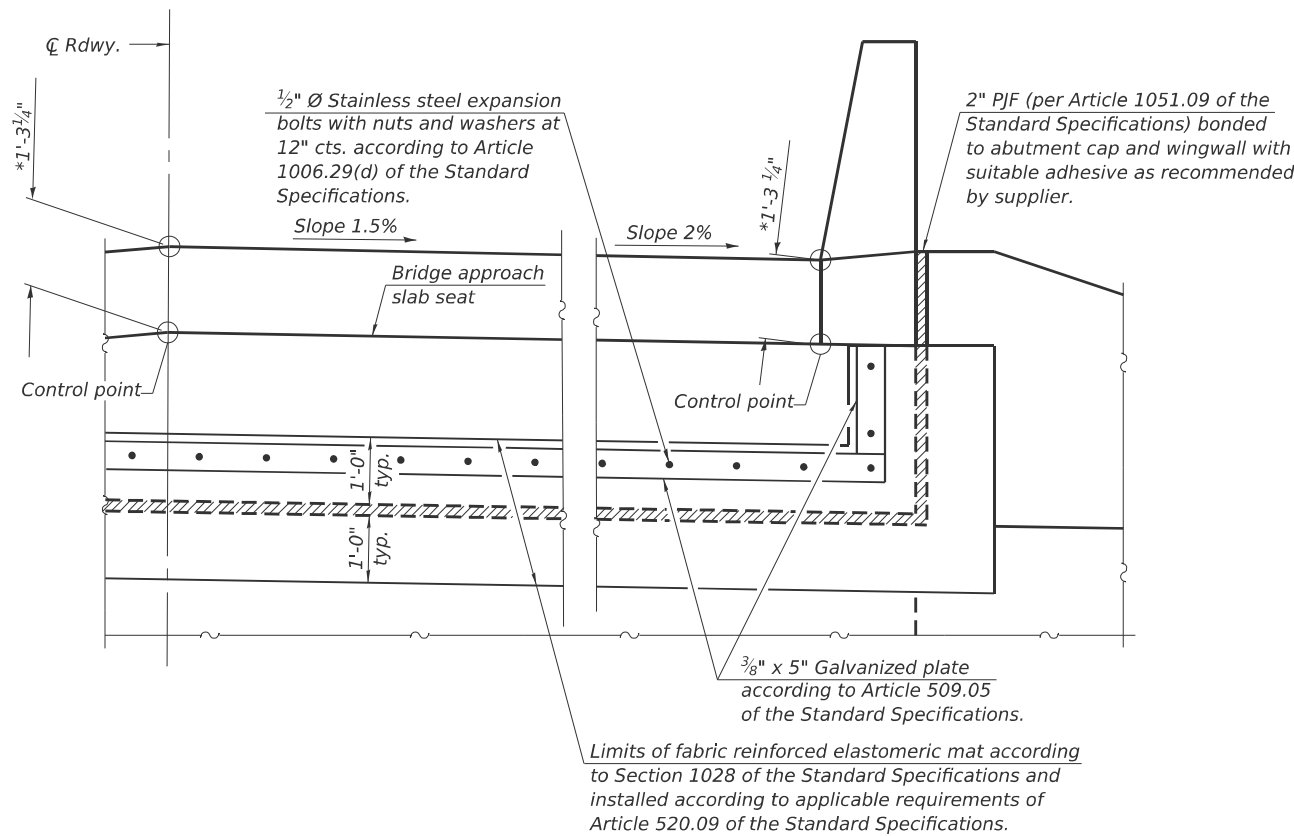
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

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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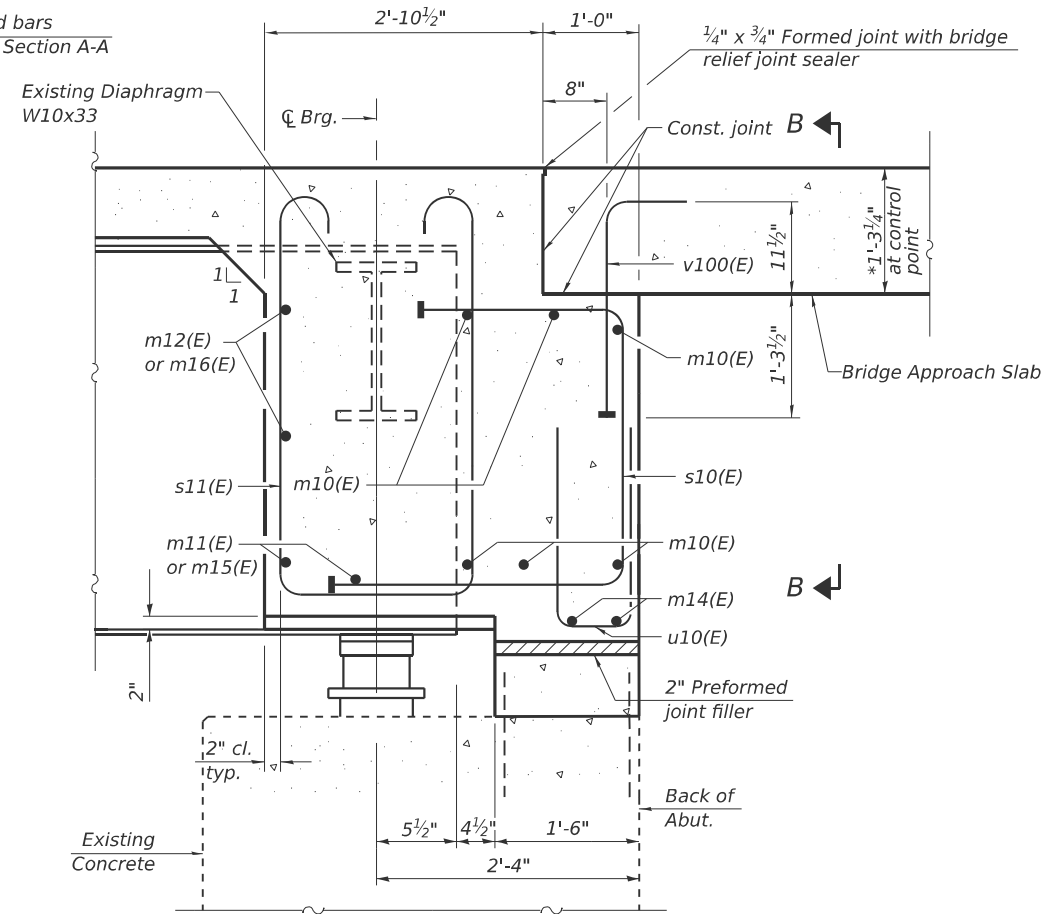


DIAPHRAGM AT ABUTMENT



SECTION B-B
(Looking at back of abutment)

*Prior to grinding



SECTION A-A

*Prior to grinding

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	-

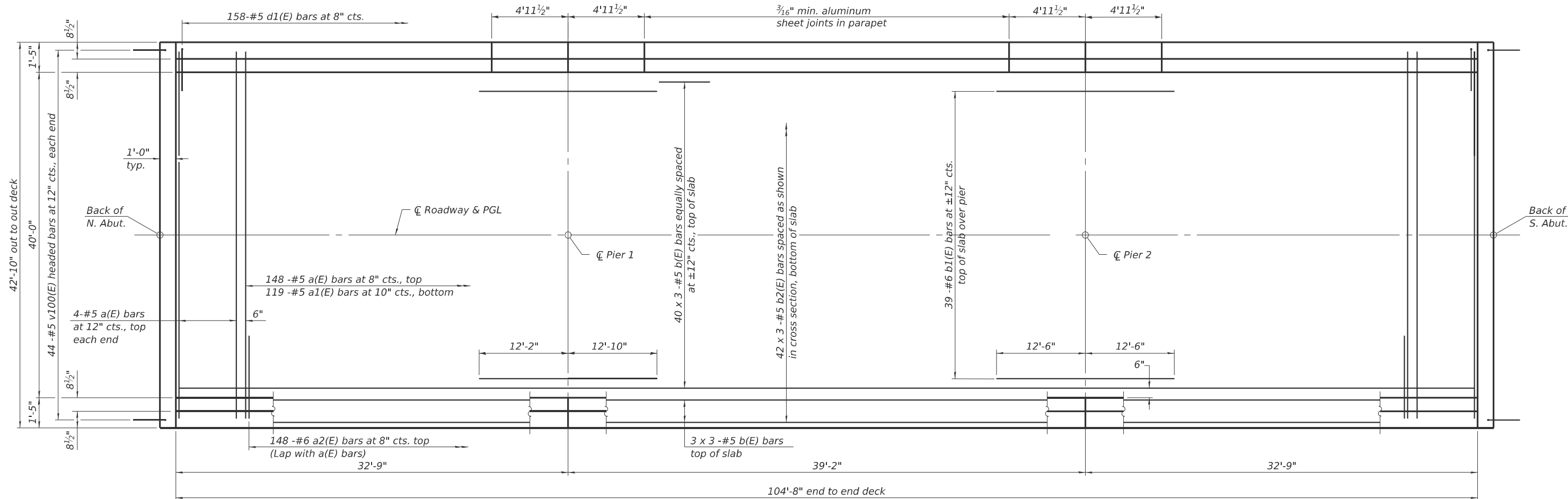
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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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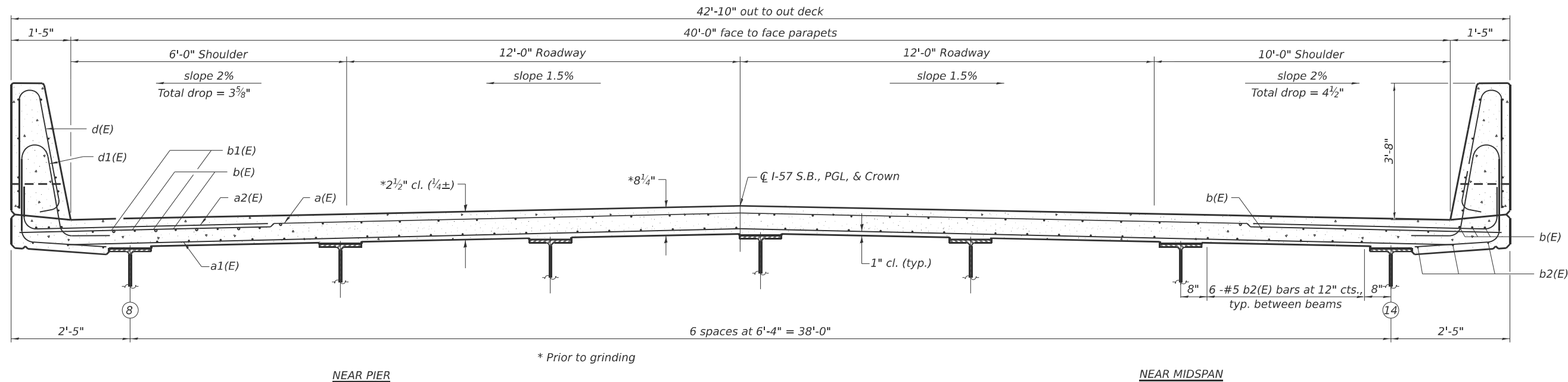


PLAN

MINIMUM BAR LAP

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

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

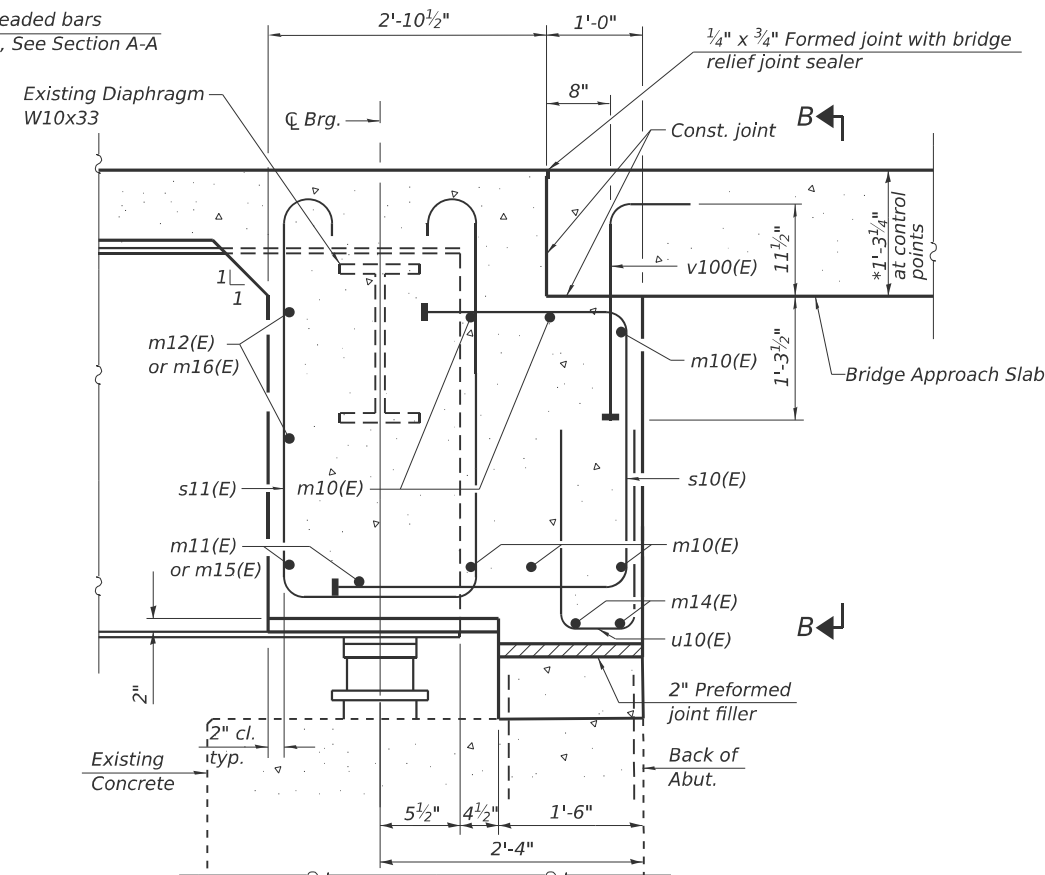
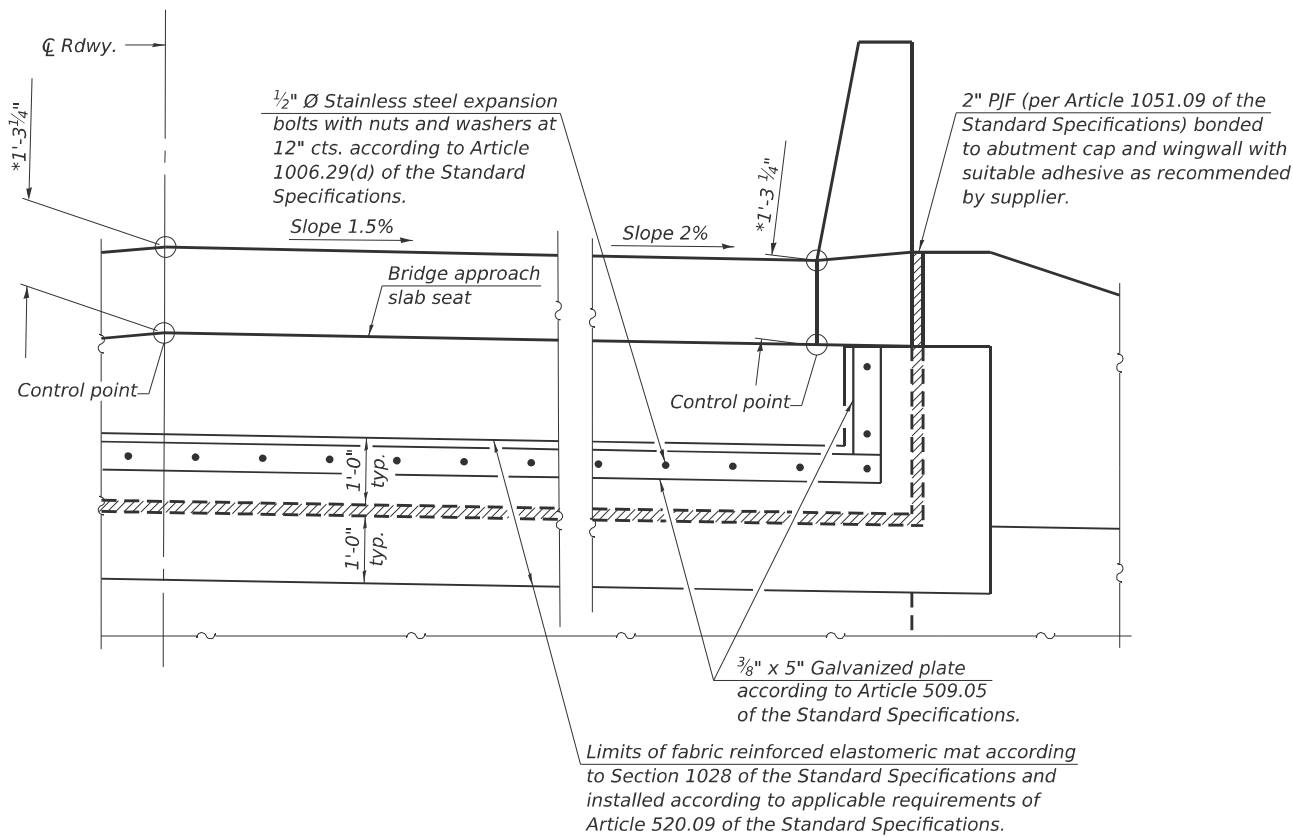
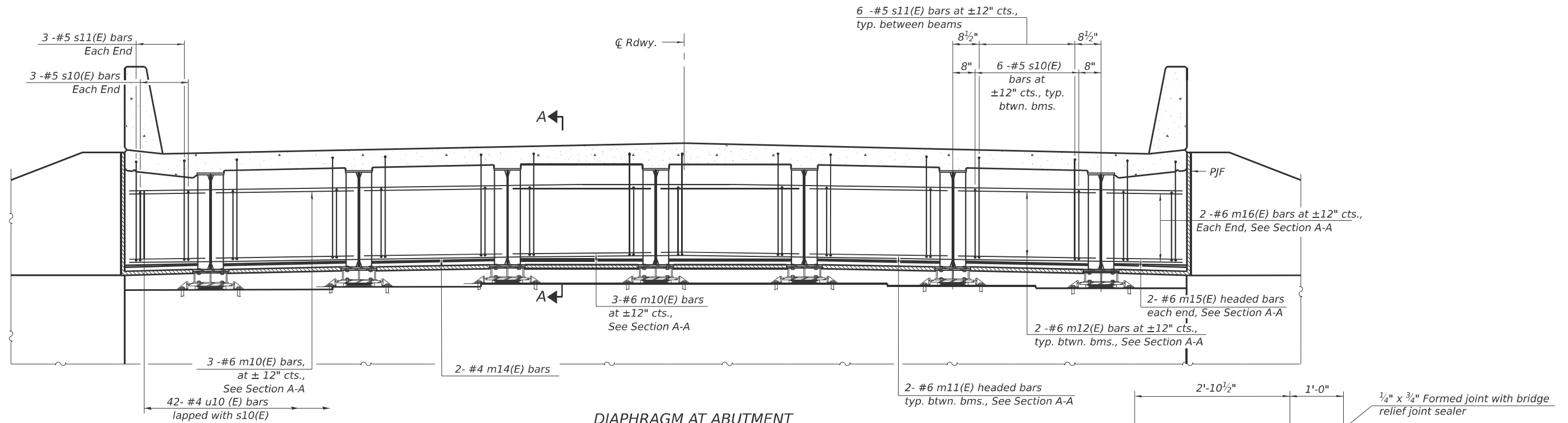
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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				

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Notes:
See sheet 17 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	-
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PLOT DATE	= 2/26/2026	DATE	- 04/21/2025	REVISED	-

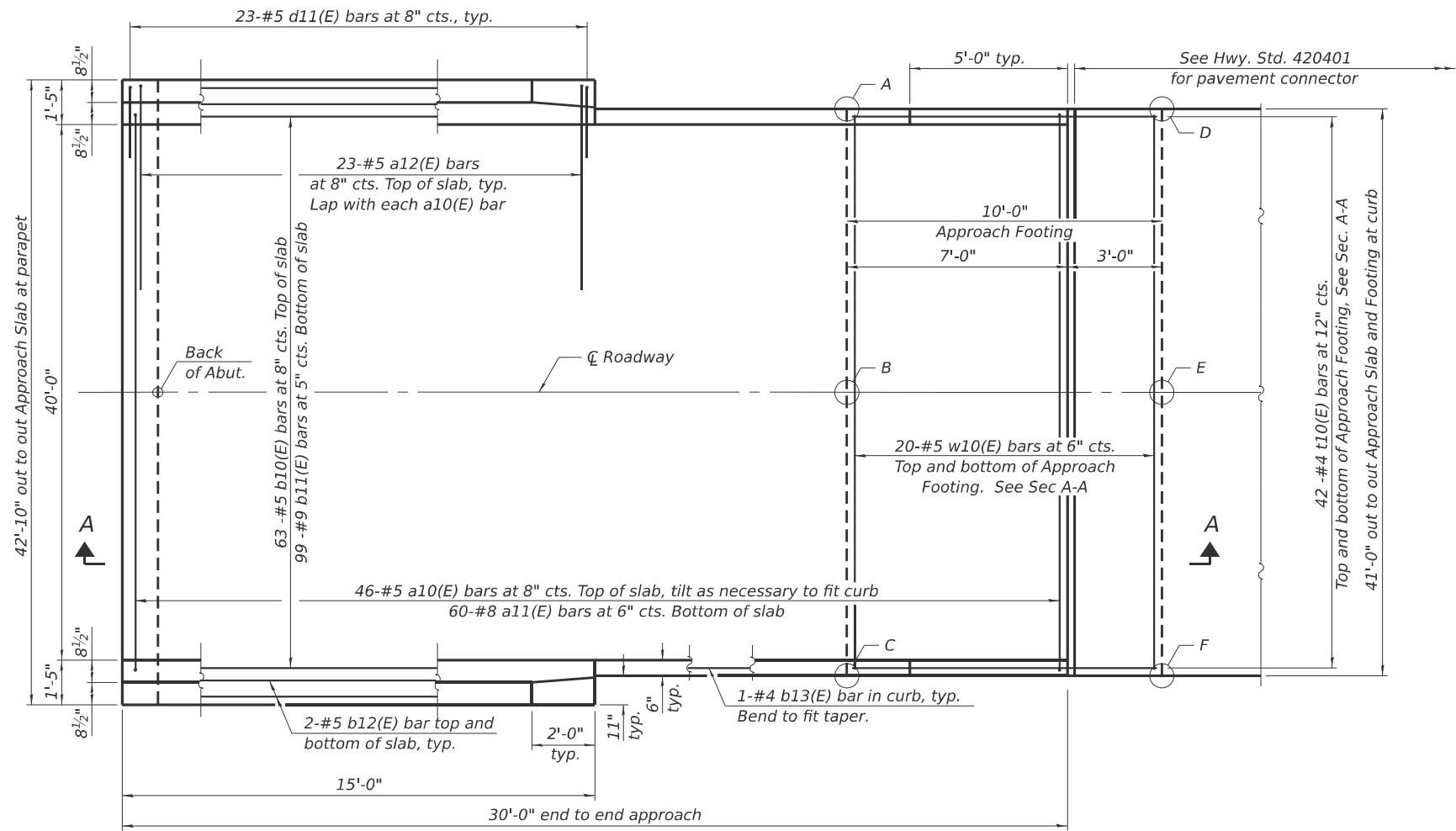
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 038-0008 (SB)

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

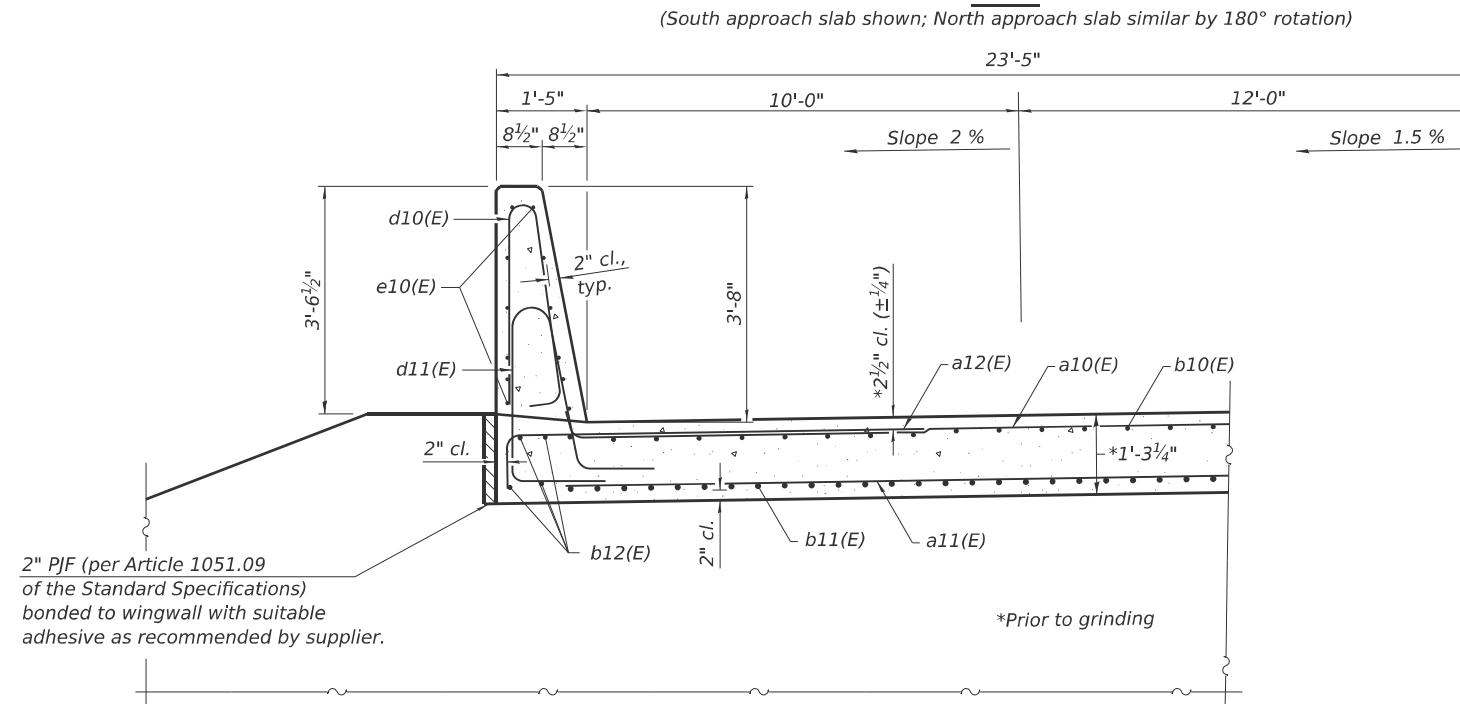
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR.D,CR	IROQUOIS	437	242
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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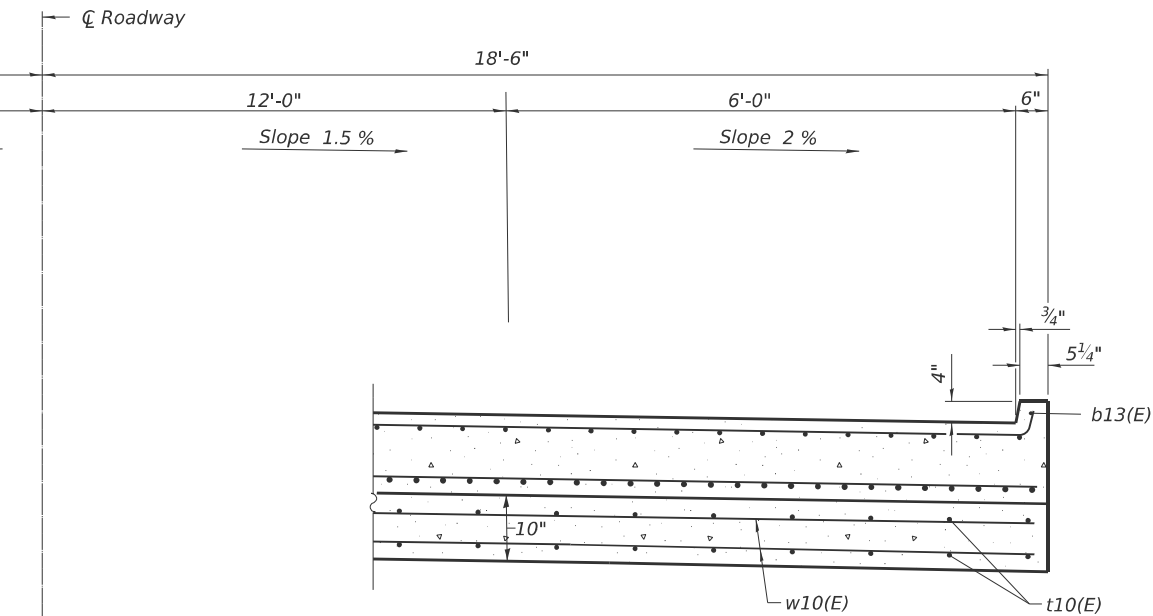
PLAN

(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.	663.14	662.31	A - N.E.	666.76	665.93
B - S.Ç.	663.45	662.62	B - N.Ç.	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.Ç.	663.18	662.35	E - S.Ç.	667.37	666.54
F - N.E.	662.79	661.96	F - S.W.	667.06	666.23

BAIA-CIP-44CS-0

4-4-2025



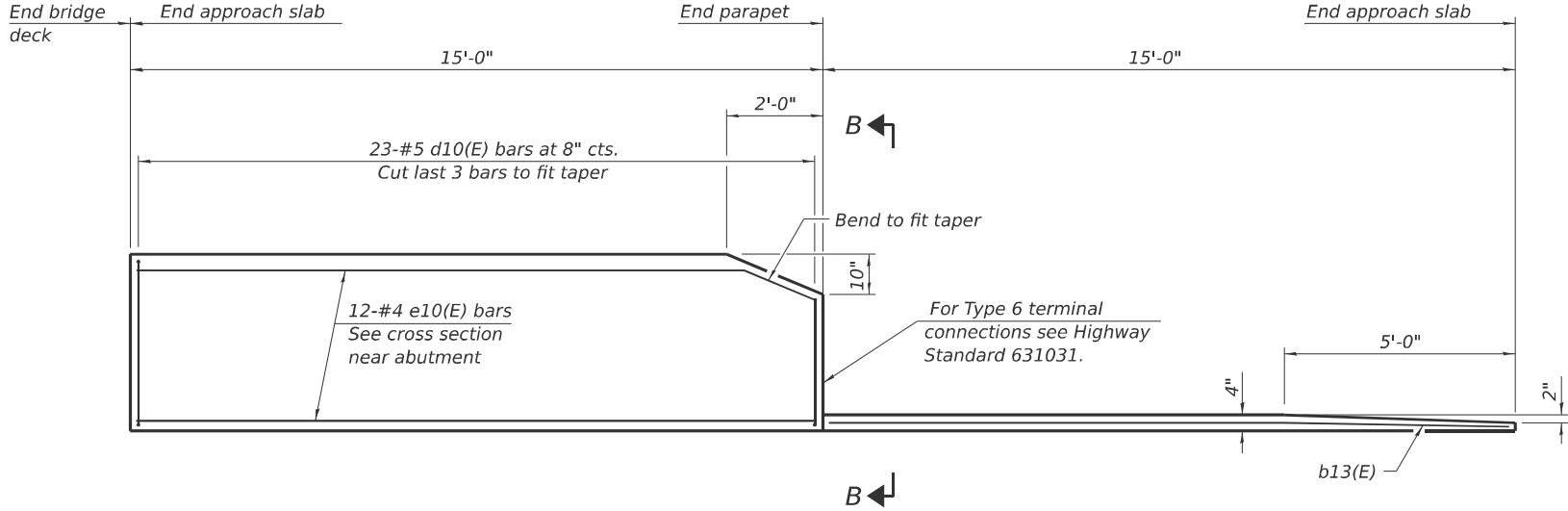
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	DRAWN - LAG	REVISED -
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PLOT DATE = 2/26/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

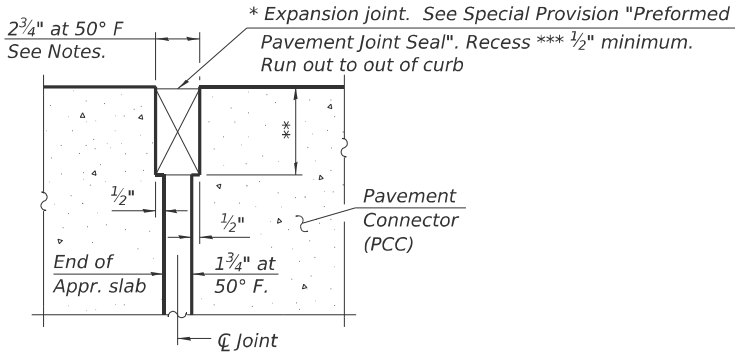
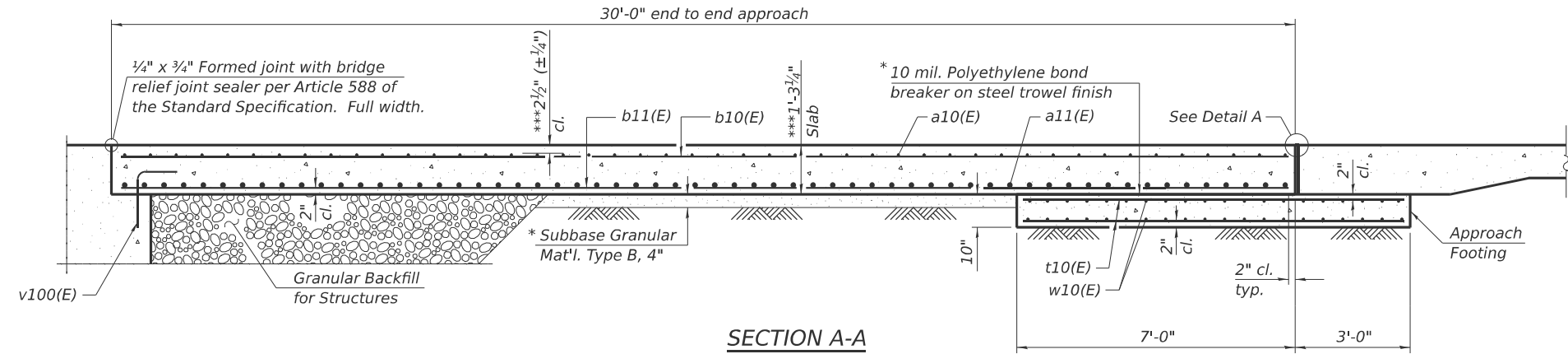
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 038-0007 (NB)

SCALE: SHEET 19 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	243
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				



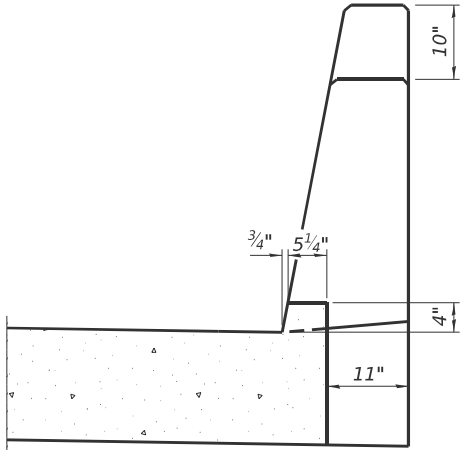
INSIDE ELEVATION OF PARAPET AND CURB



* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

*** Prior to grinding



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.

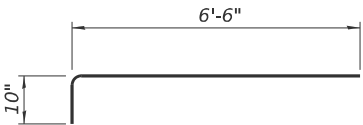
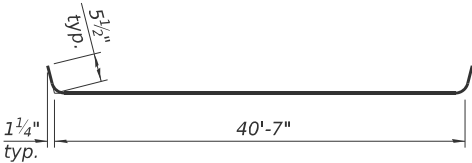
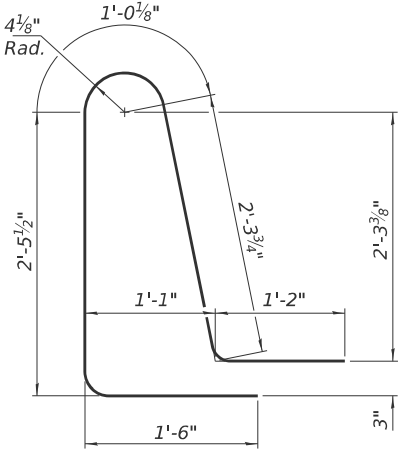
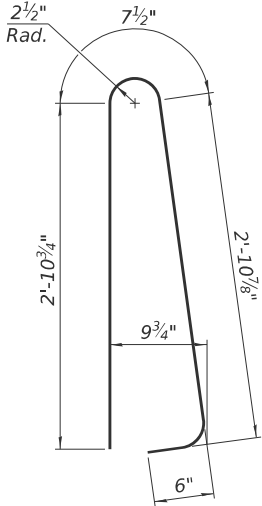
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

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.



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 -

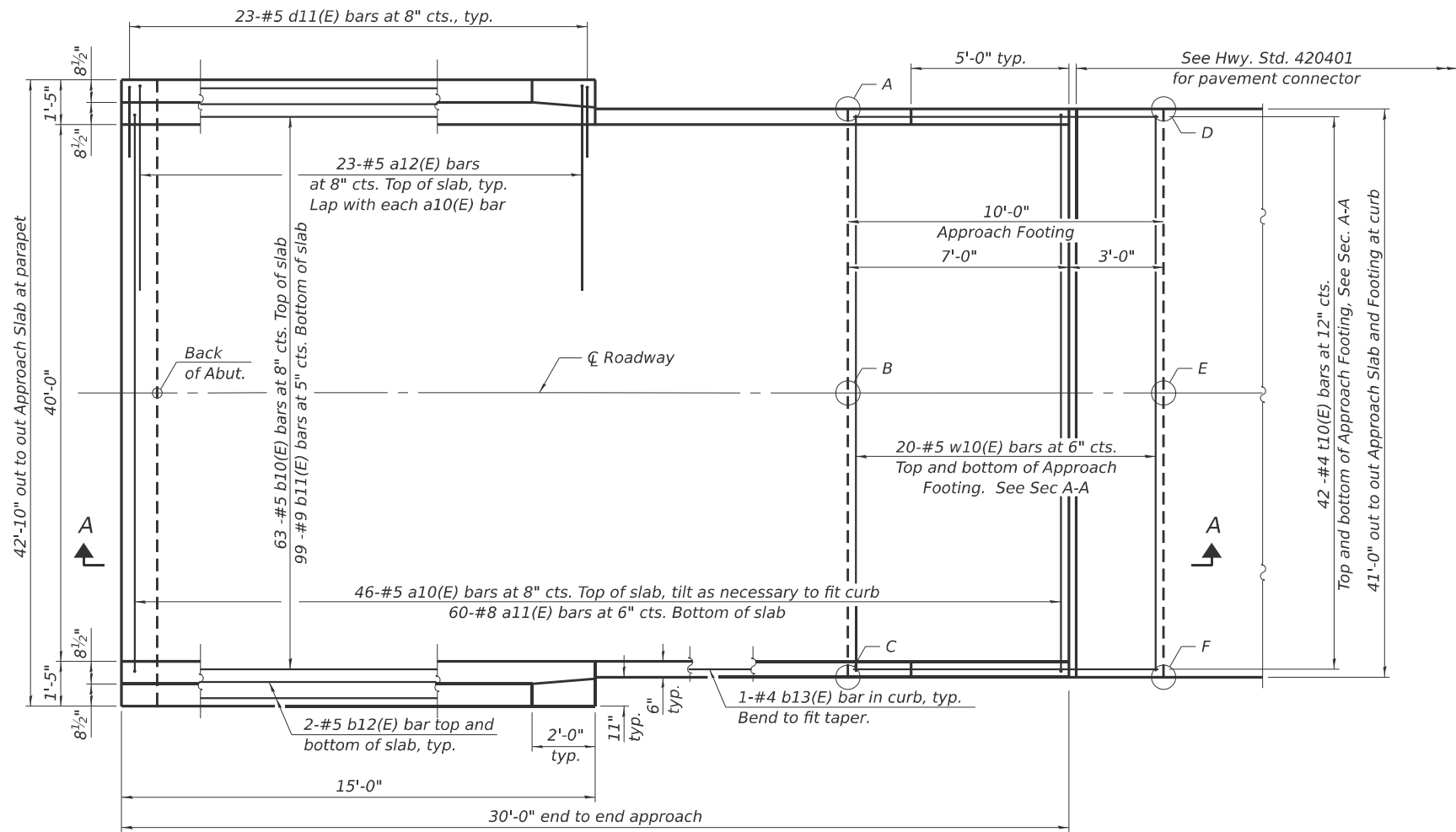
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

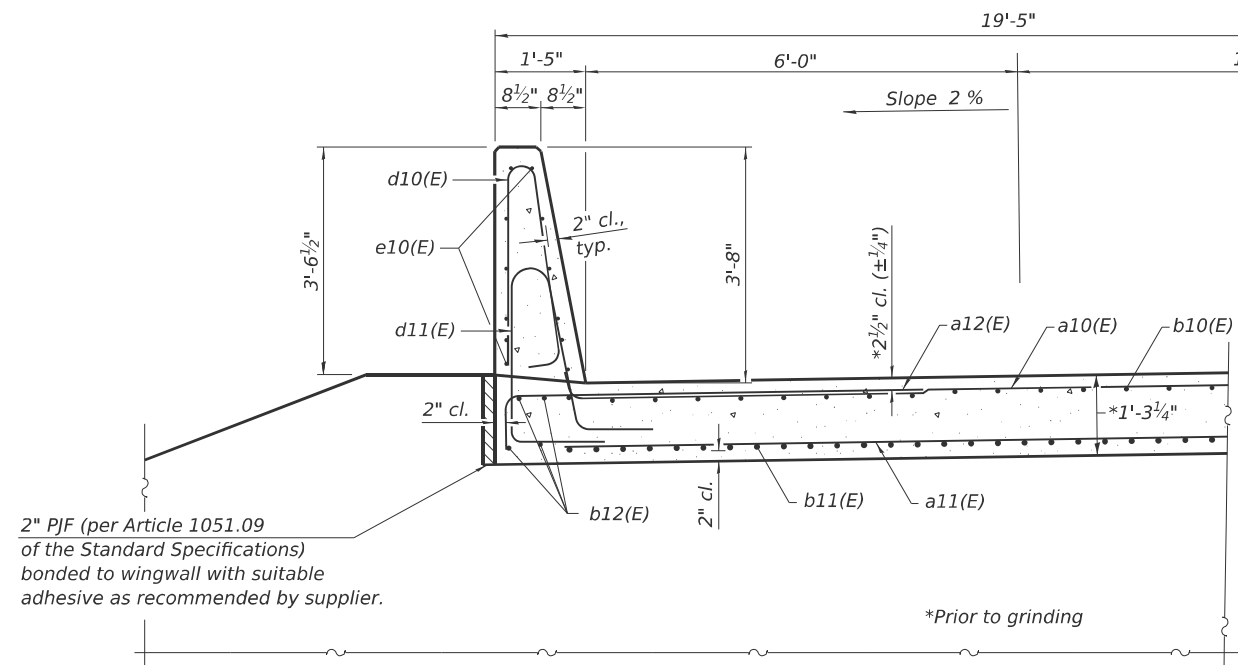
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	244
CONTRACT NO. 66M80				
ILLINOIS FED.AID PROJECT				

MODEL: Default
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PLAN

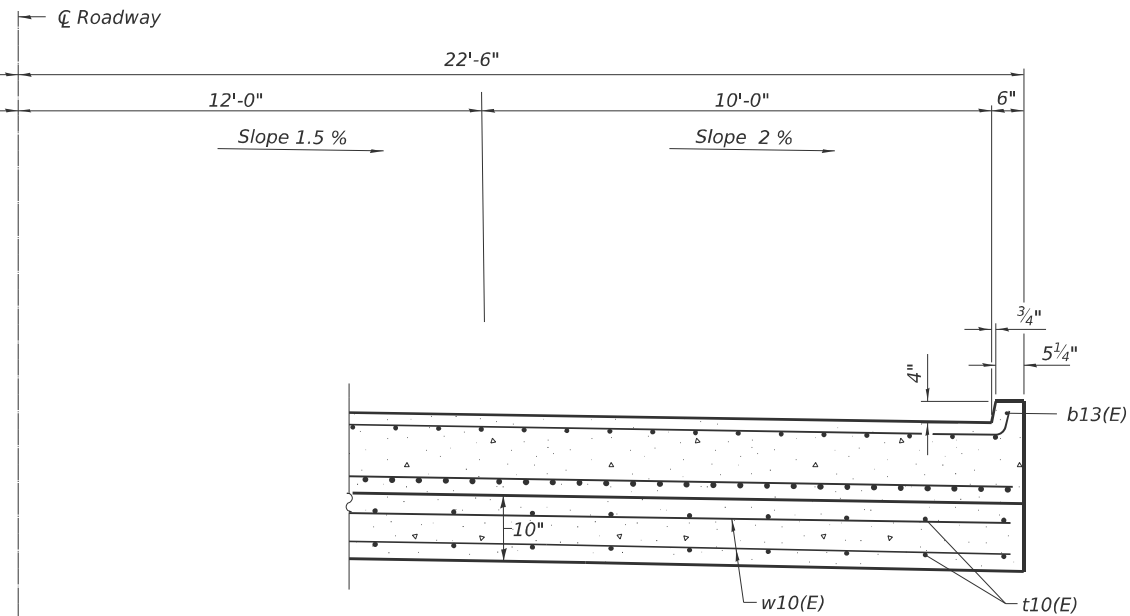
(South approach slab shown; North approach slab similar by 180° rotation)



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



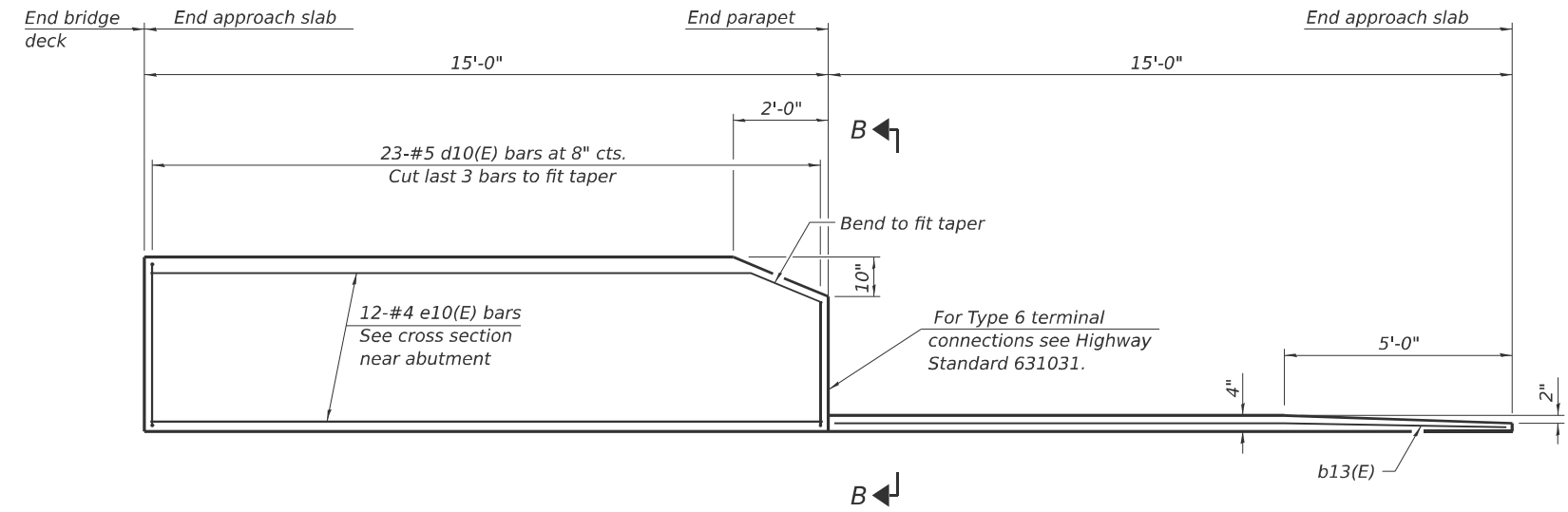
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	DRAWN - LAG	REVISED -
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PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

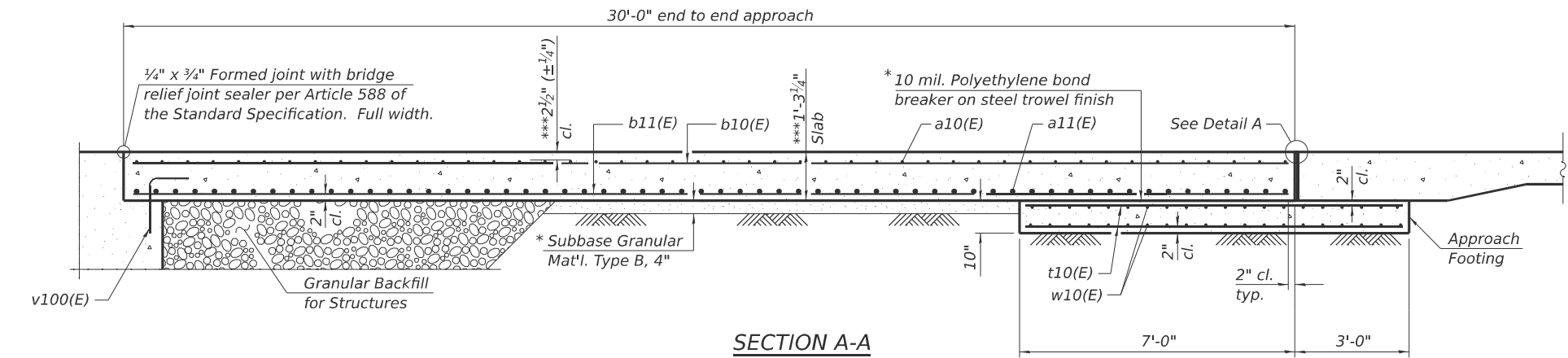
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 038-0008 (SB)

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

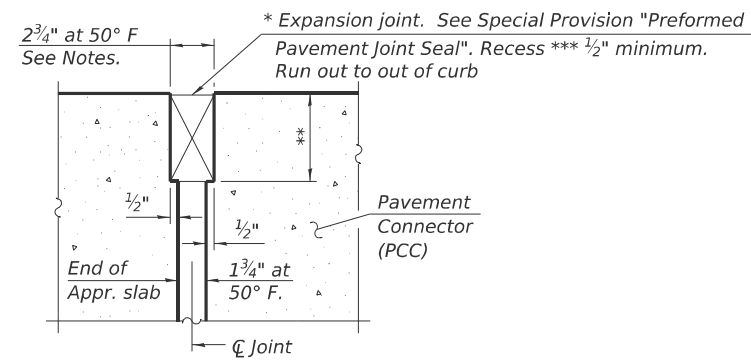
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	245
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				



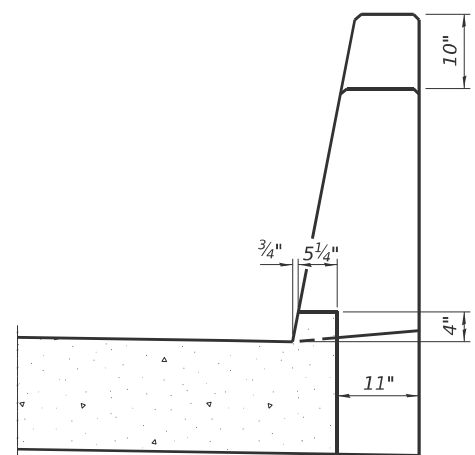
INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A

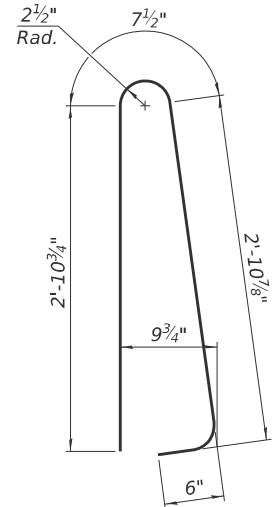


DETAIL A
(at Rt. L's)

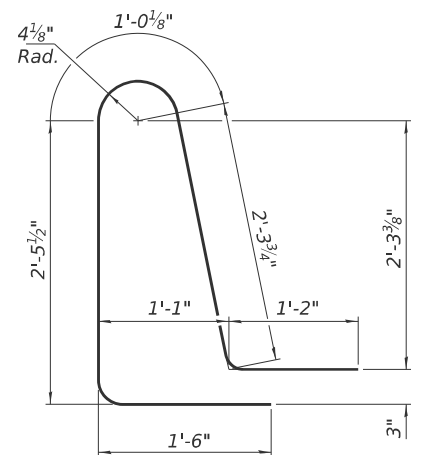


VIEW B-B

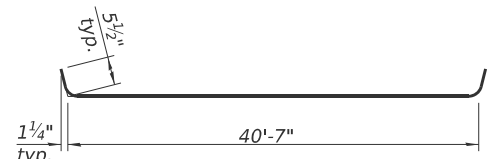
Notes:
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach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



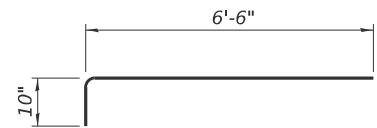
BAR d10(E)



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

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

BAIA-CIP-44CS-0 4-4-2025

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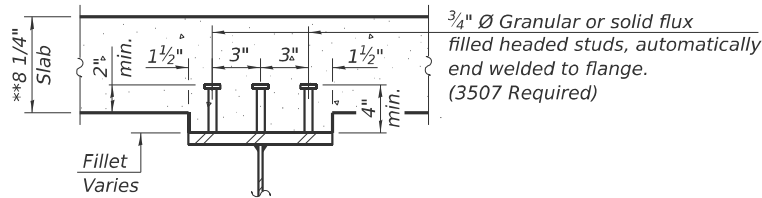
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	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

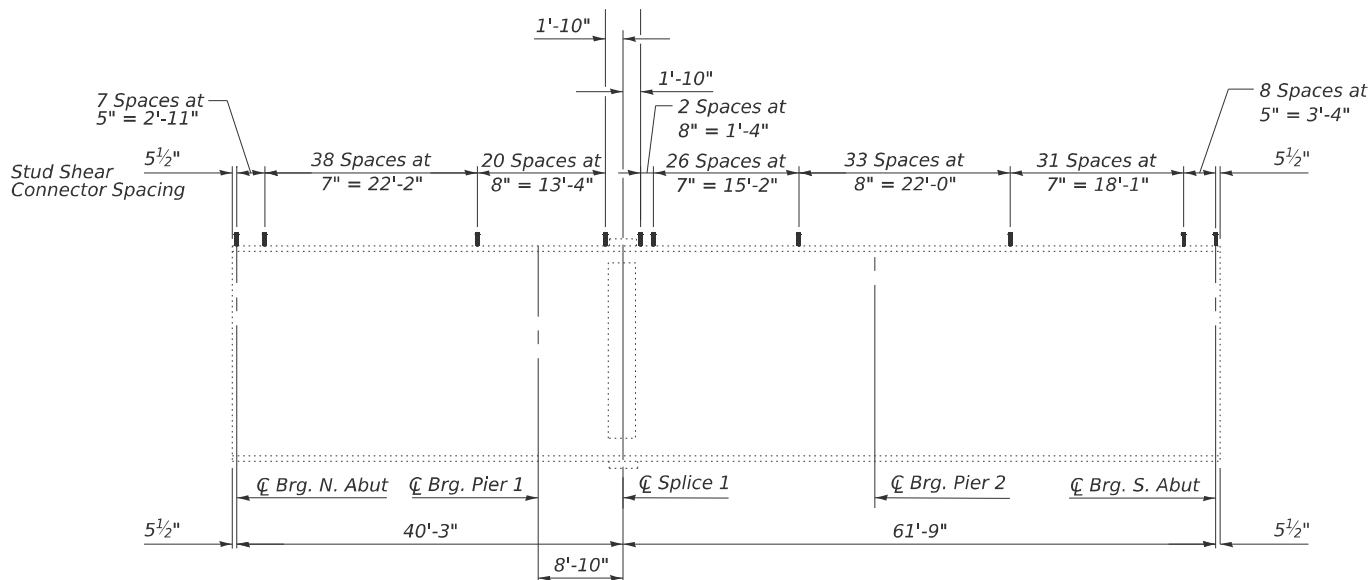
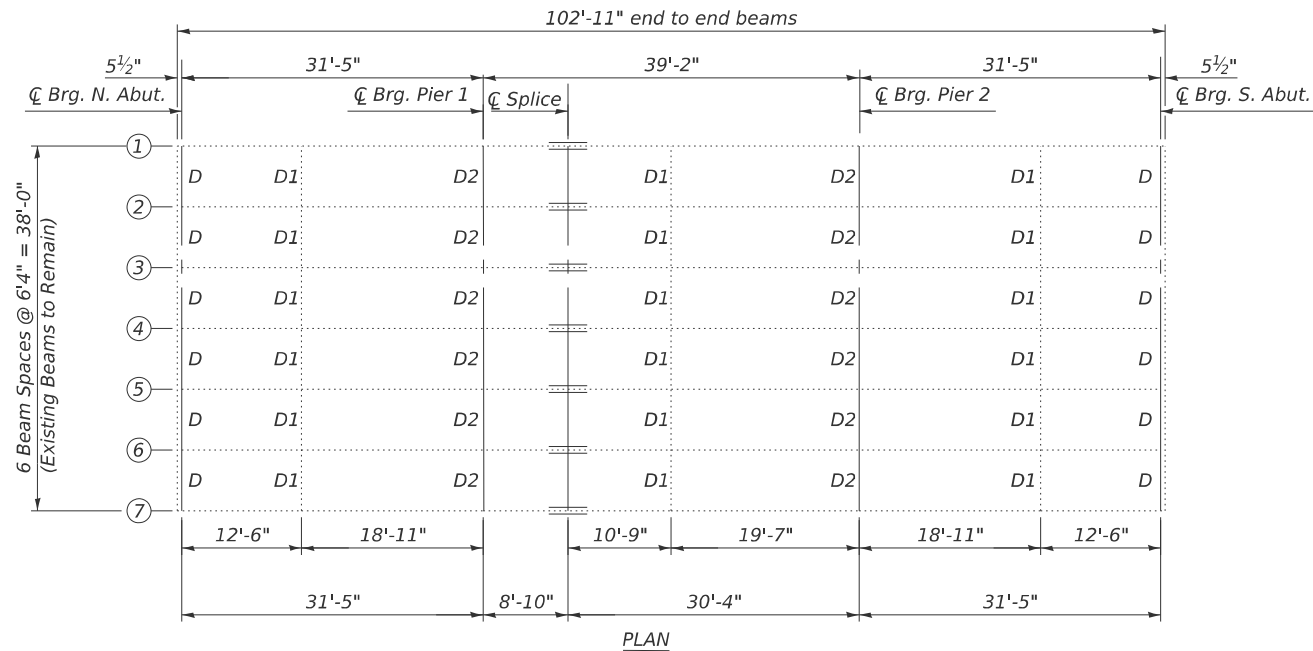
SCALE: SHEET 22 OF 43 SHEETS STA. TO STA.

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				



SECTION A-A

**Prior to grinding



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. Existing Studs to be removed and ground smooth. Cast included in Removal of Existing Concrete Deck.

MODEL: Default
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USER NAME	= CHAMLIN	DESIGNED -	PDF	REVISED -	
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PLOT DATE	= 3/2/2026	DATE	= 04/21/2025	REVISED -	

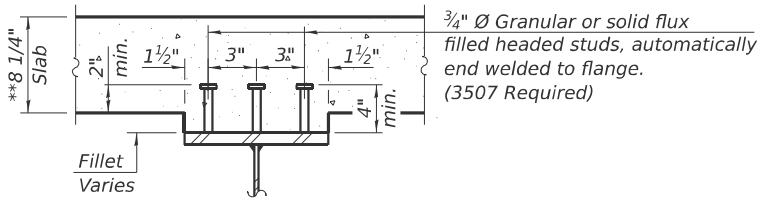
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

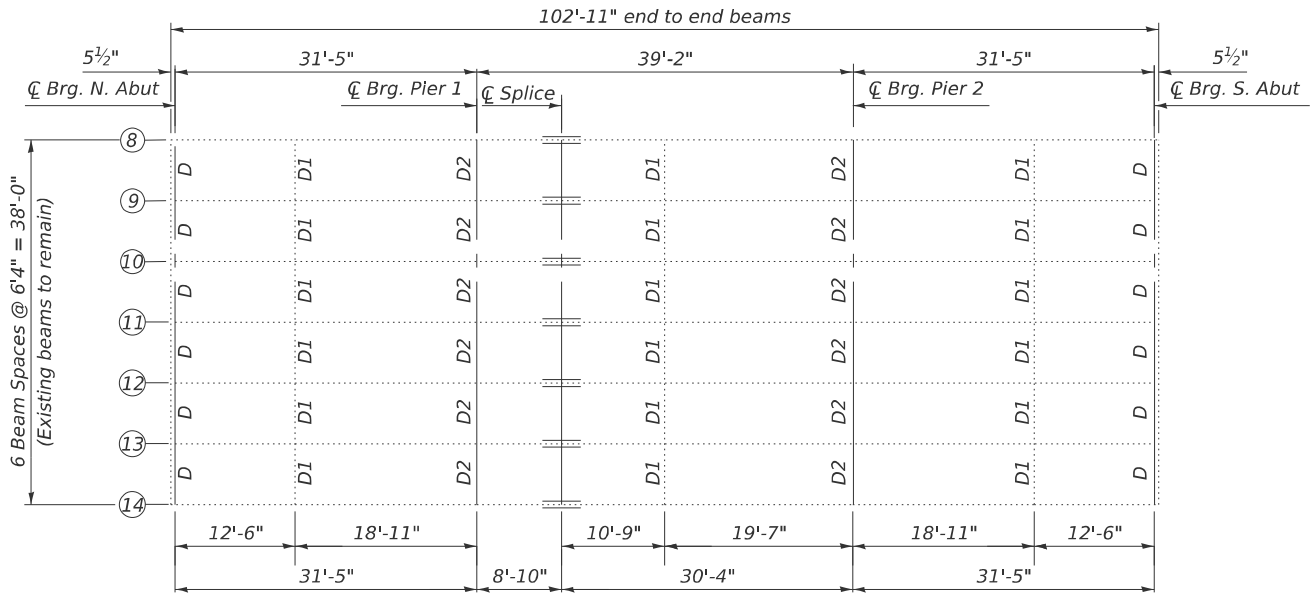
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	247
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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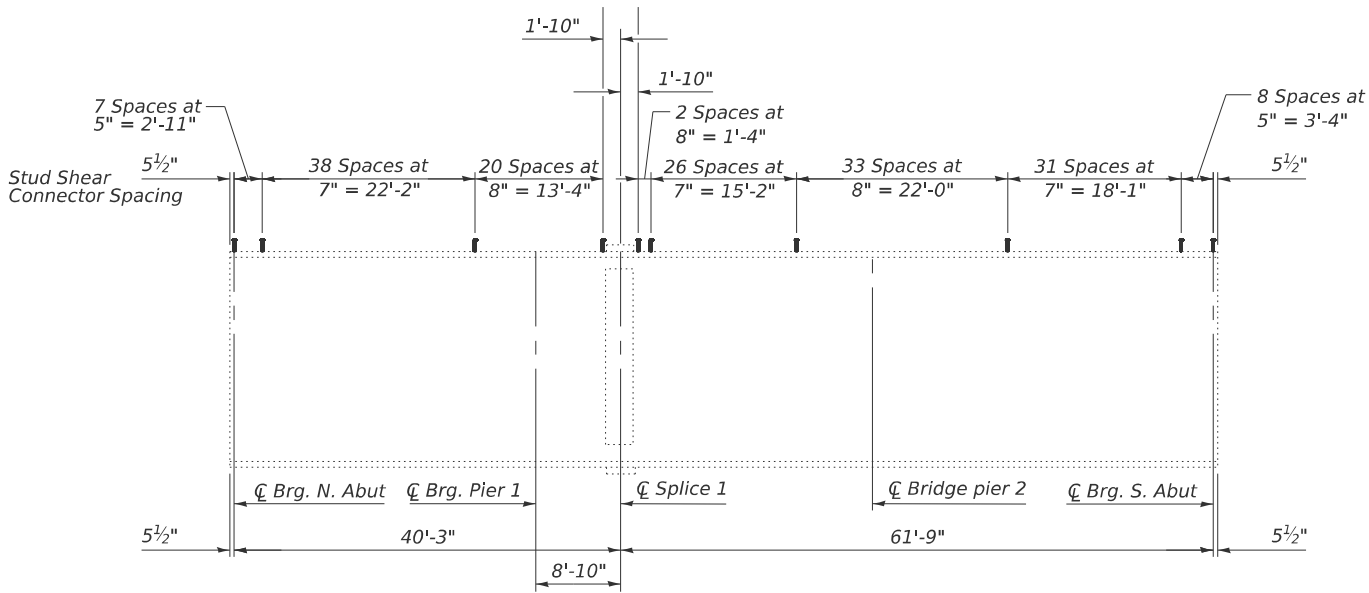


SECTION A-A

**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. Existing studs to be removed and ground smooth. Cost included in Removal of Existing Concrete Deck.



USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
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	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	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_k	([/] k)	156.3	118.3	156.7	118.3
M_{IM}	([/] k)	46.9	35.5	47.0	35.5
$\frac{5}{3} [M_\text{k} + M_{IM}]$	([/] 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	654.2	915.8	654.2
$f_s \varnothing_{non-comp}$	(ksi)	3.4	6.3	3.3	6.3
$f_s \varnothing_{(comp)}$	(ksi)	0.9	2.1	0.9	2.1
$f_s (\frac{2}{3} M_{LL} + M_{IM})$	(ksi)	13.7	14.1	13.7	14.1
$f_s \text{ (Overload)}$	(ksi)	18.0	22.6	17.9	22.6
$f_s \text{ (Total)}$	(ksi)	23.4	29.3	23.2	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_k	(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 slab per BM Section 3.8.10.

- 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_k : Un-factored live load moment (kip-ft.).
- M_{IM} : Un-factored moment due to impact (kip-ft.).
- M_a : Factored design moment (kip-ft.).
- $1.3 [M_\varnothing + M_{S_\varnothing} + \frac{5}{3} (M_\text{k} + M_I)]$
- 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.).
- $f_s \text{ (Overload)}$: Sum of stresses as computed from the moments below (ksi).
- $[M_\varnothing + M_{S_\varnothing} + \frac{5}{3} (M_\text{k} + M_I)]$
- $f_s \text{ (Total)}$: Sum of stresses as computed from the moments below on non-compact section (ksi).
- $1.3 [M_\varnothing + M_{S_\varnothing} + \frac{5}{3} (M_\text{k} + M_I)]$
- VR: Maximum k + impact shear range within the composite portion of the span for stud shear connector design (kips).



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

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

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REVISED	-
REVISED	-
REVISED	-

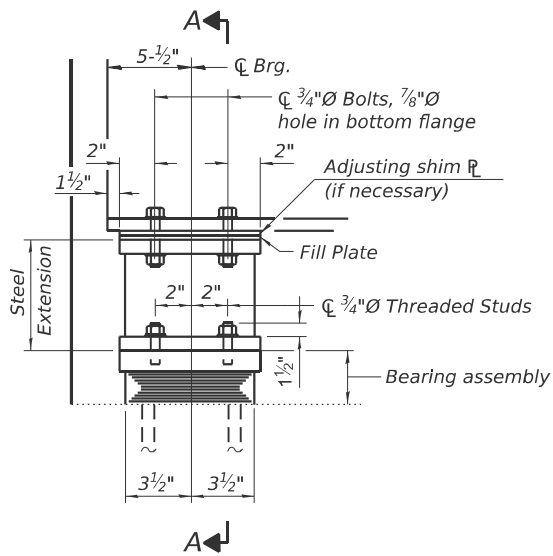
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

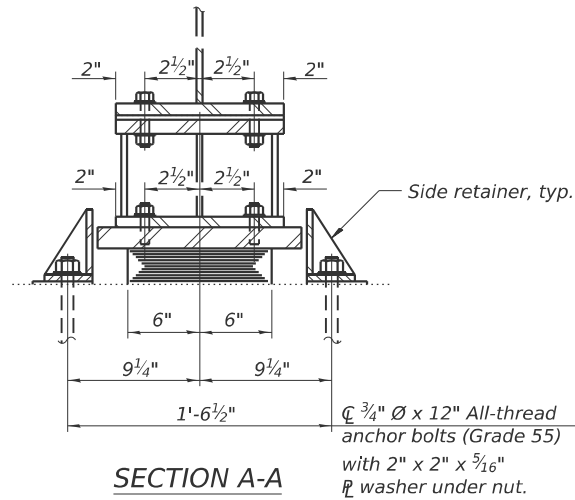
SCALE:	SHEET 25	OF 43	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	249
CONTRACT NO. 66M80				
ILLINOIS		FED. AID PROJECT		

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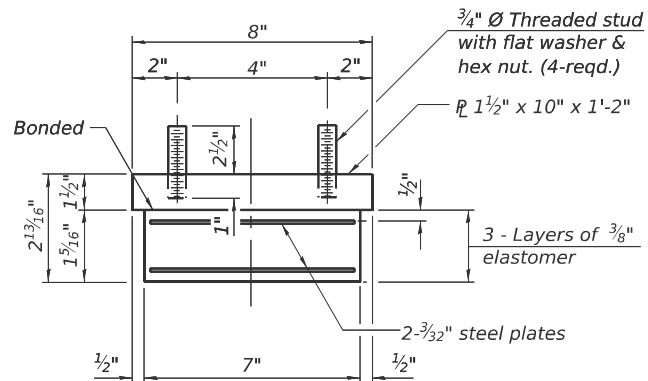


ELEVATION AT ABUT.



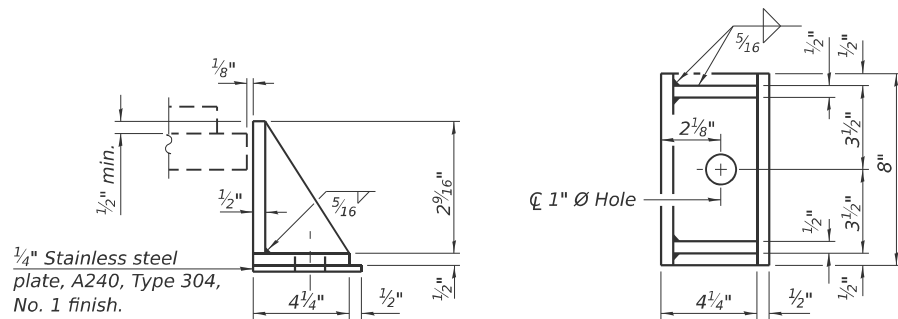
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

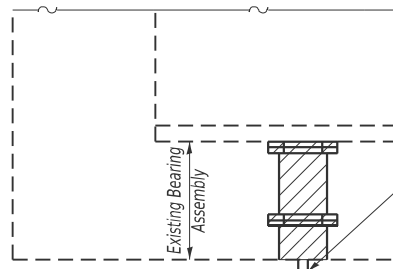
Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER

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

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.



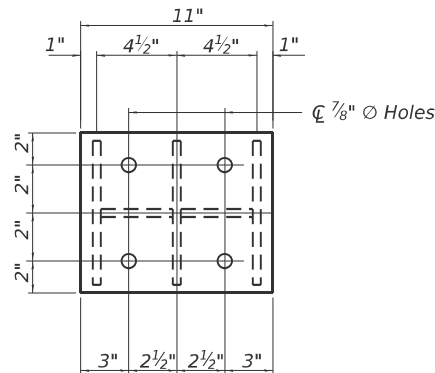
EXISTING BEARING REMOVAL DETAIL

Notes for Jack and Remove Existing Bearings:

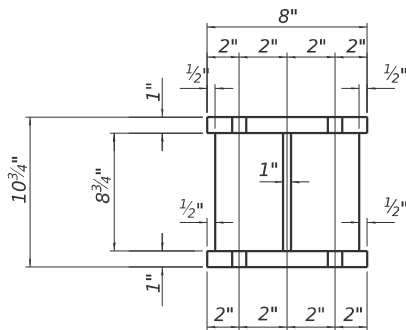
The Contractor shall submit, for approval by the Engineer, plans for the jacking and removing the existing bearings at the abutments prior to commencing any related work.
Jacking and removal of existing bearings shall be done after the existing concrete deck is removed.
The new bearings shall be in place 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

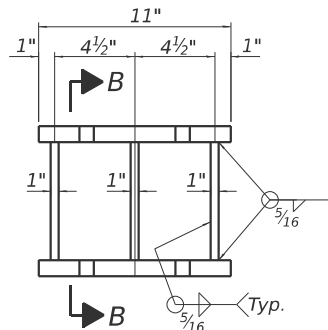
	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7
N. Abut. (038-0007)	0"	0"	1/4"	1/4"	0"	1/8"	0"



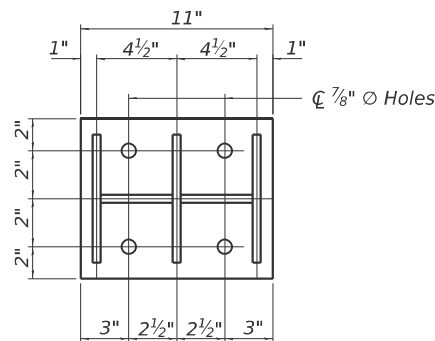
PLAN - TOP EXTENSION PLATE



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 -

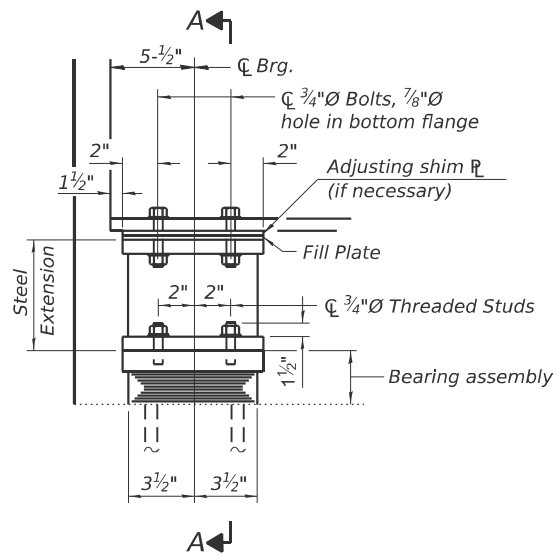
STATE OF ILLINOIS
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NORTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 038-0007 (NB)

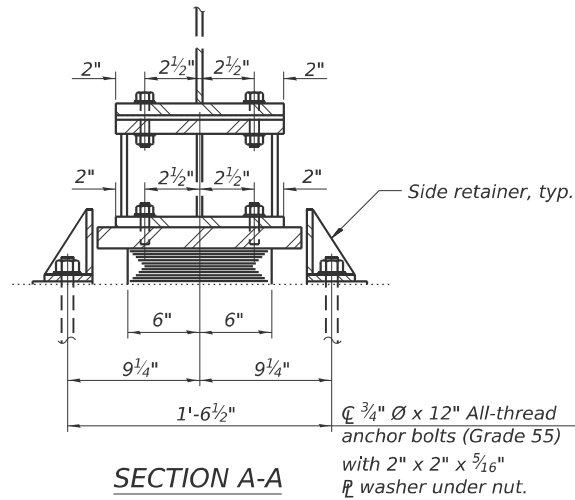
SCALE: SHEET 26 OF 43 SHEETS STA. TO STA.

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
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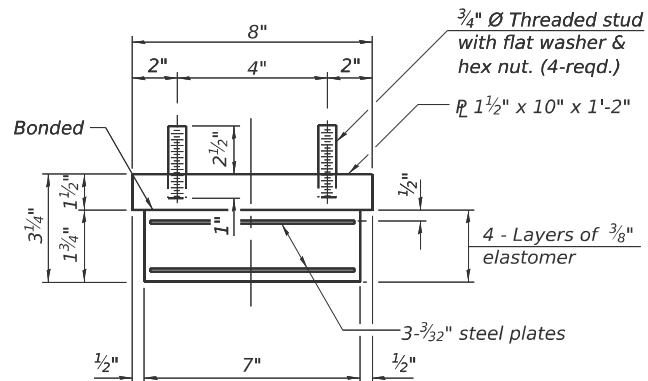


ELEVATION AT ABUT.



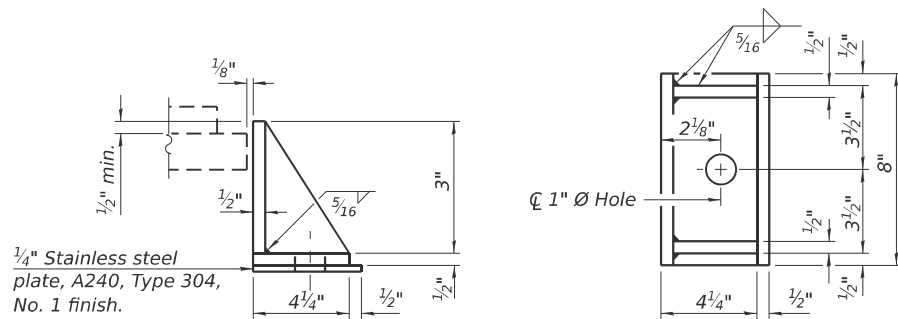
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

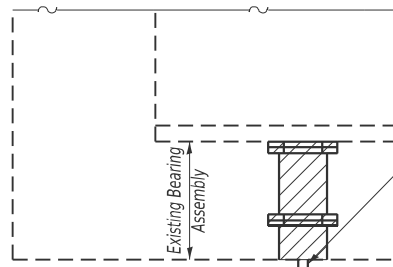
Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER

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

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.



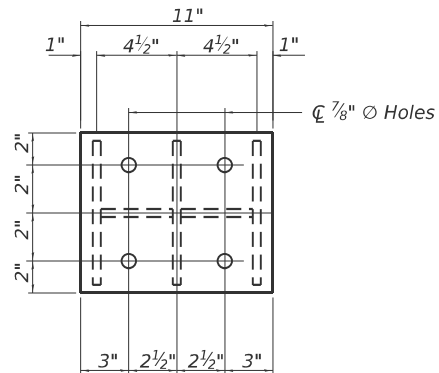
EXISTING BEARING REMOVAL DETAIL

Notes for Jack and Remove Existing Bearings:

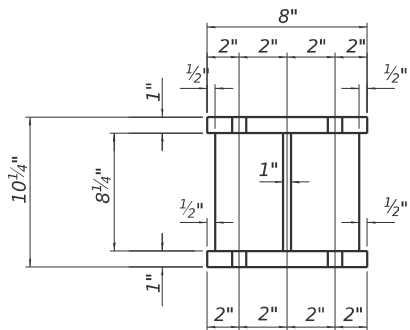
The Contractor shall submit, for approval by the Engineer, plans for the jacking and removing the existing bearings at the abutments prior to commencing any related work.
Jacking and removal of existing bearings shall be done after the existing concrete deck is removed.
The new bearings shall be in place 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

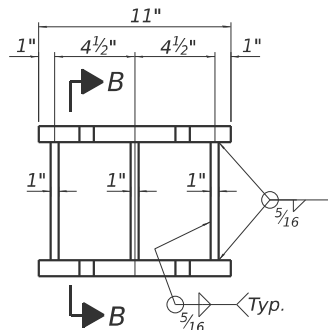
	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7
S. Abut. (038-0007)	1/8"	0"	1/4"	1/4"	0"	1/8"	1/8"



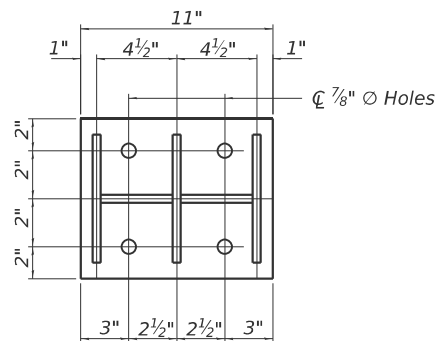
PLAN - TOP EXTENSION PLATE



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



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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

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: 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_0008-66M80-028-ABUT_BRG_DET.Dgn



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

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

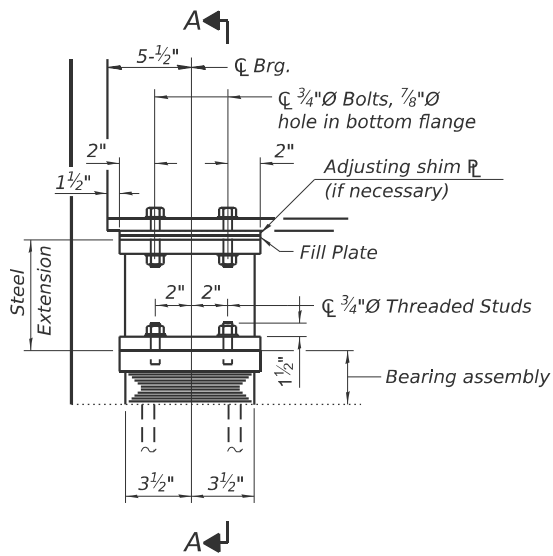
NORTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 038-0008 (SB)

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

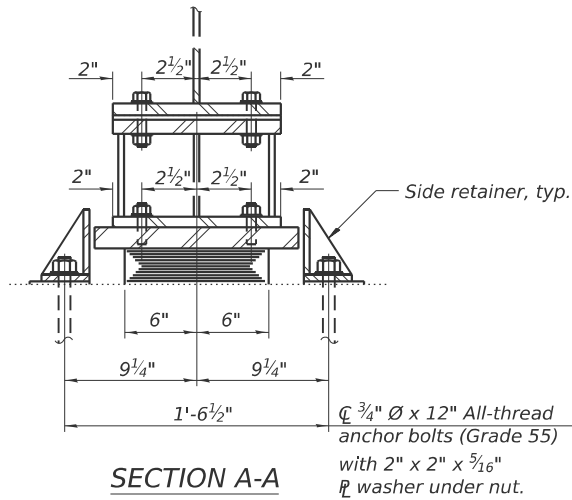
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4.38-5)BR.D,CR	IROQUOIS	437	252
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

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"

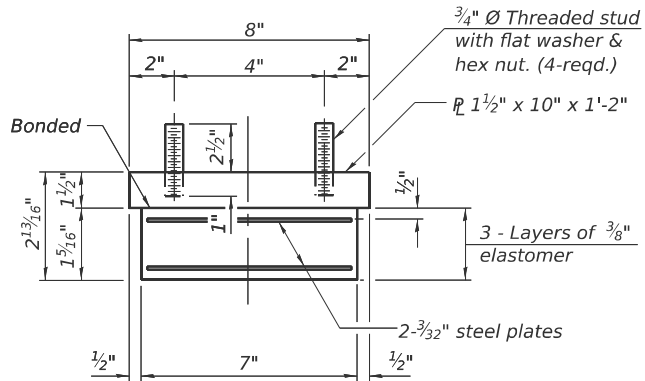


ELEVATION AT ABUT.



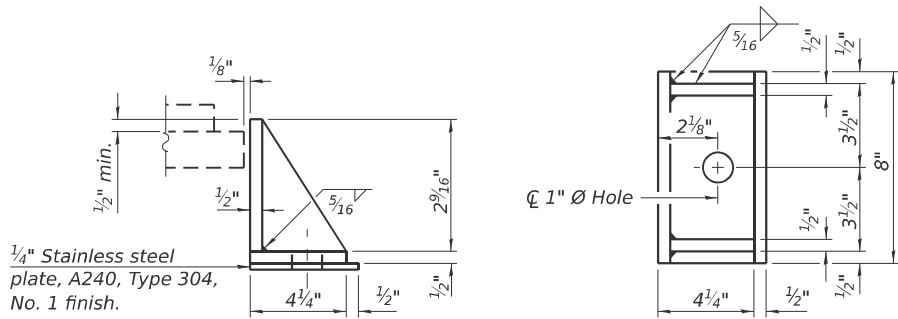
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

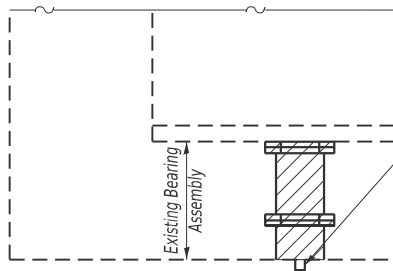
Note:
Shim plates shall not be placed under bearing assembly.



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.

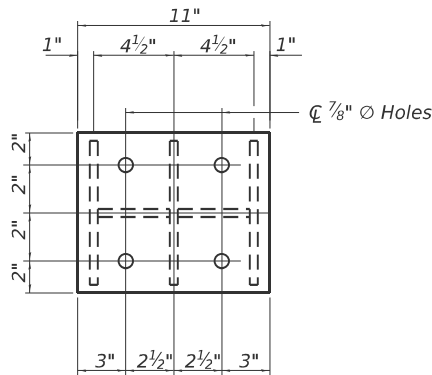


EXISTING BEARING REMOVAL DETAIL

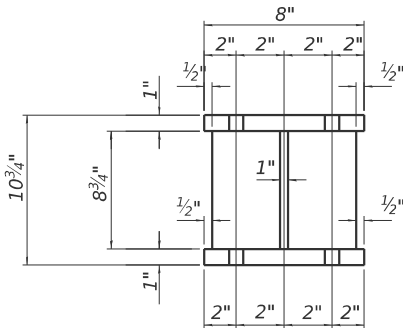
Core and remove existing anchor bolts. Grind bearing surface level as necessary. Cost is included in "Jack and Remove Existing Bearings".

Notes for Jack and Remove Existing Bearings:

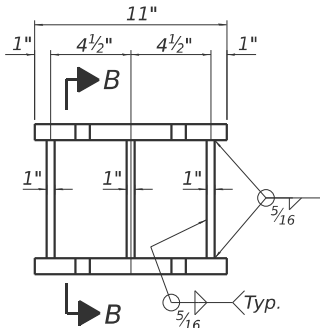
The Contractor shall submit, for approval by the Engineer, plans for the jacking and removing the existing bearings at the abutments prior to commencing any related work.
Jacking and removal of existing bearings shall be done after the existing concrete deck is removed.
The new bearings shall be in place 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.



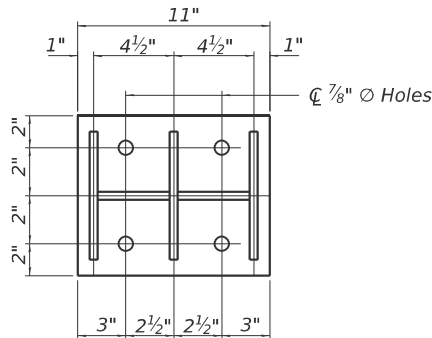
PLAN - TOP EXTENSION PLATE



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	930

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

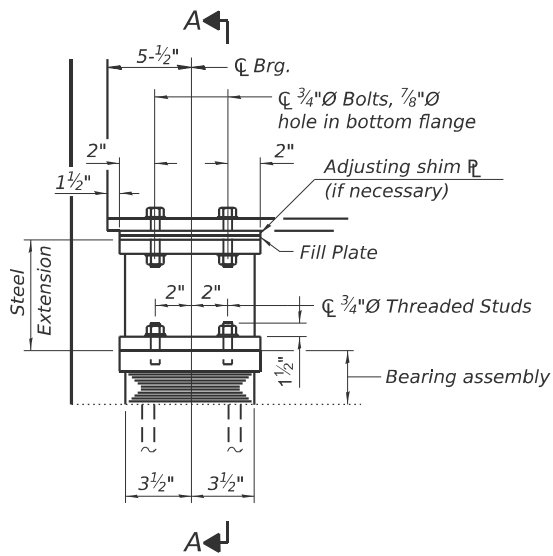
SOUTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 038-0008 (SB)

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

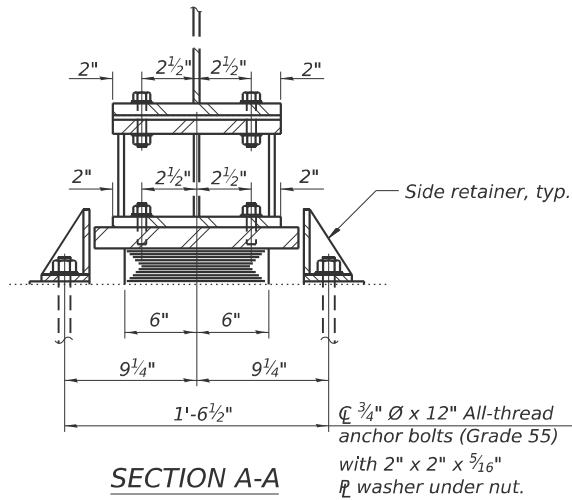
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4.38-5)BR.D,CR	IROQUOIS	437	253
				CONTRACT NO. 66M80
				ILLINOIS FED. AID PROJECT

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"

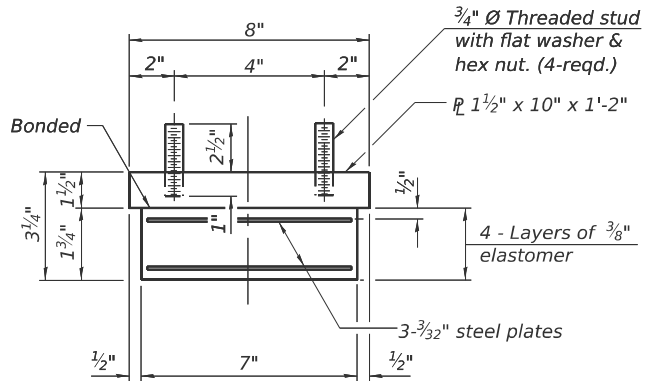


ELEVATION AT ABUT.



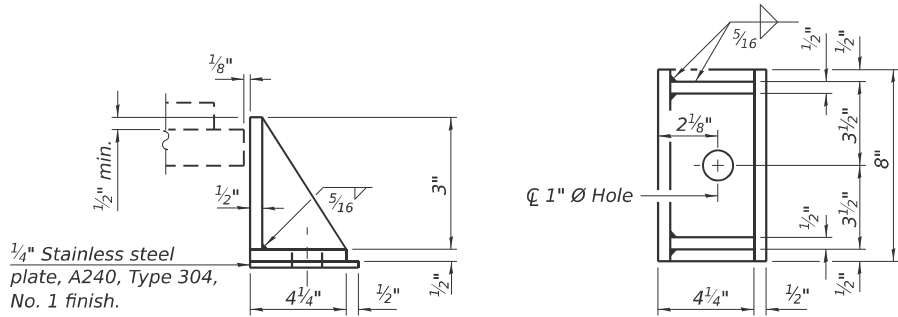
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

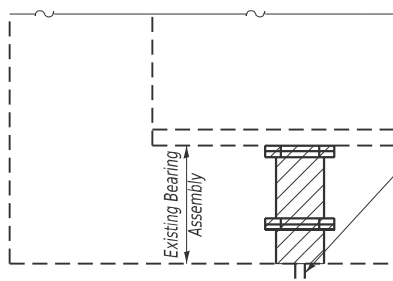
Note:
Shim plates shall not be placed
under bearing assembly.



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.

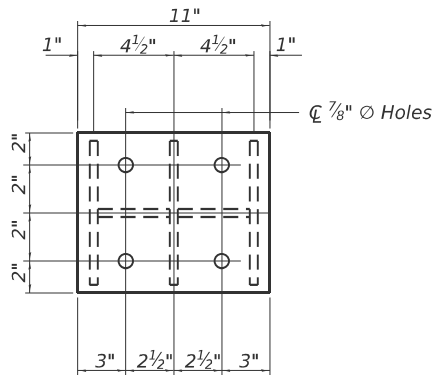


EXISTING BEARING
REMOVAL DETAIL

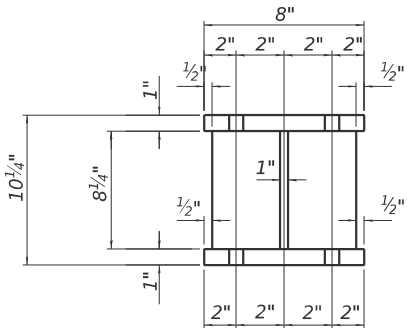
Core and remove existing anchor bolts. Grind bearing surface level as necessary. Cost is included in "Jack and Remove Existing Bearings".

Notes for Jack and Remove Existing Bearings:

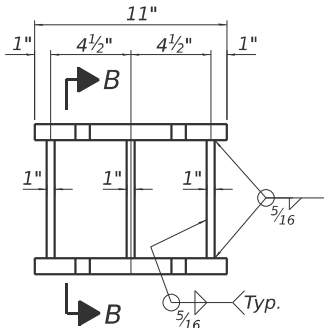
The Contractor shall submit, for approval by the Engineer, plans for the jacking and removing the existing bearings at the abutments prior to commencing any related work.
Jacking and removal of existing bearings shall be done after the existing concrete deck is removed.
The new bearings shall be in place 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.



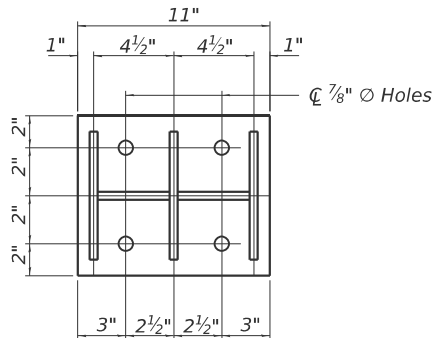
PLAN - TOP EXTENSION PLATE



SECTION B-B



STEEL EXTENSION DETAIL

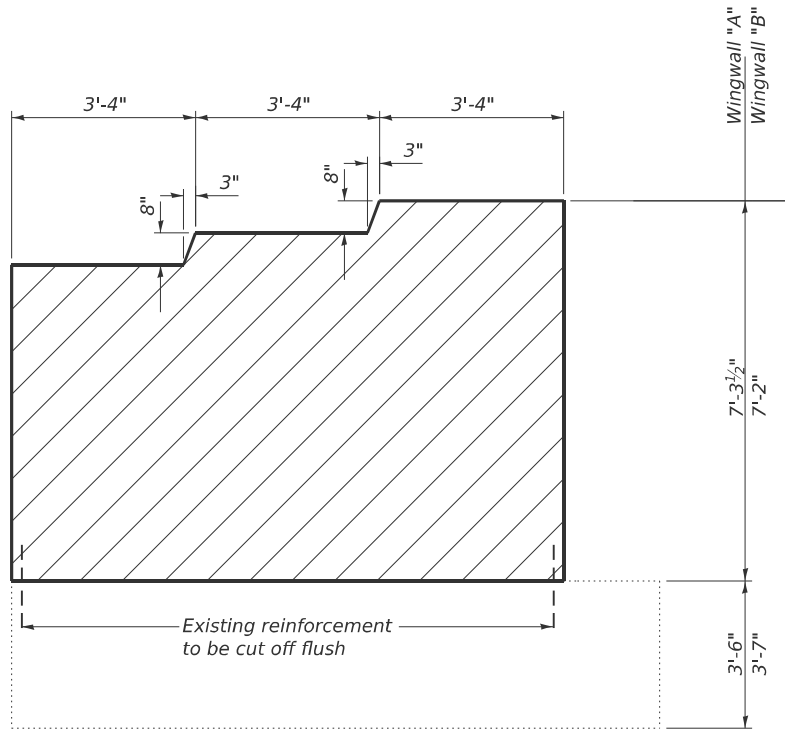


PLAN - BOTTOM EXTENSION PLATE

BILL OF MATERIAL

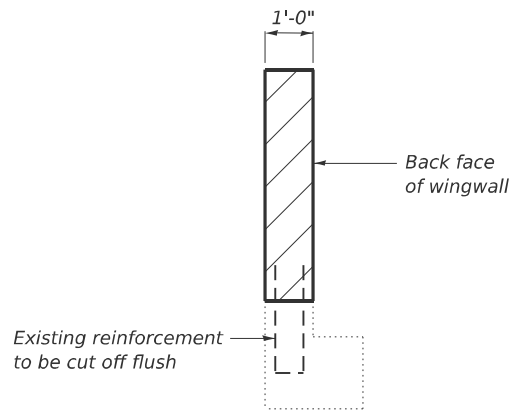
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	7
Anchor Bolts, 3/4"	Each	14
Jack and Remove Existing Bearings	Each	7
Furnishing and Erecting Structural Steel	Pound	1,000

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

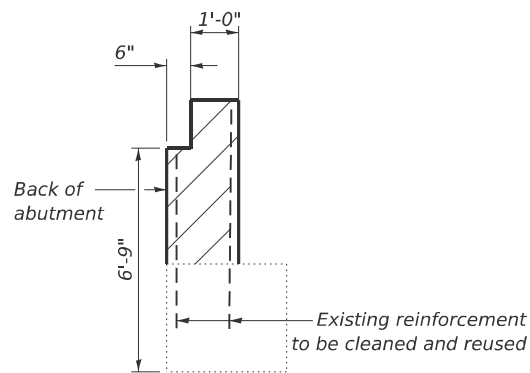


Wingwall Elevation

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



Section A-A



Section B-B

Structure No. 038-0007

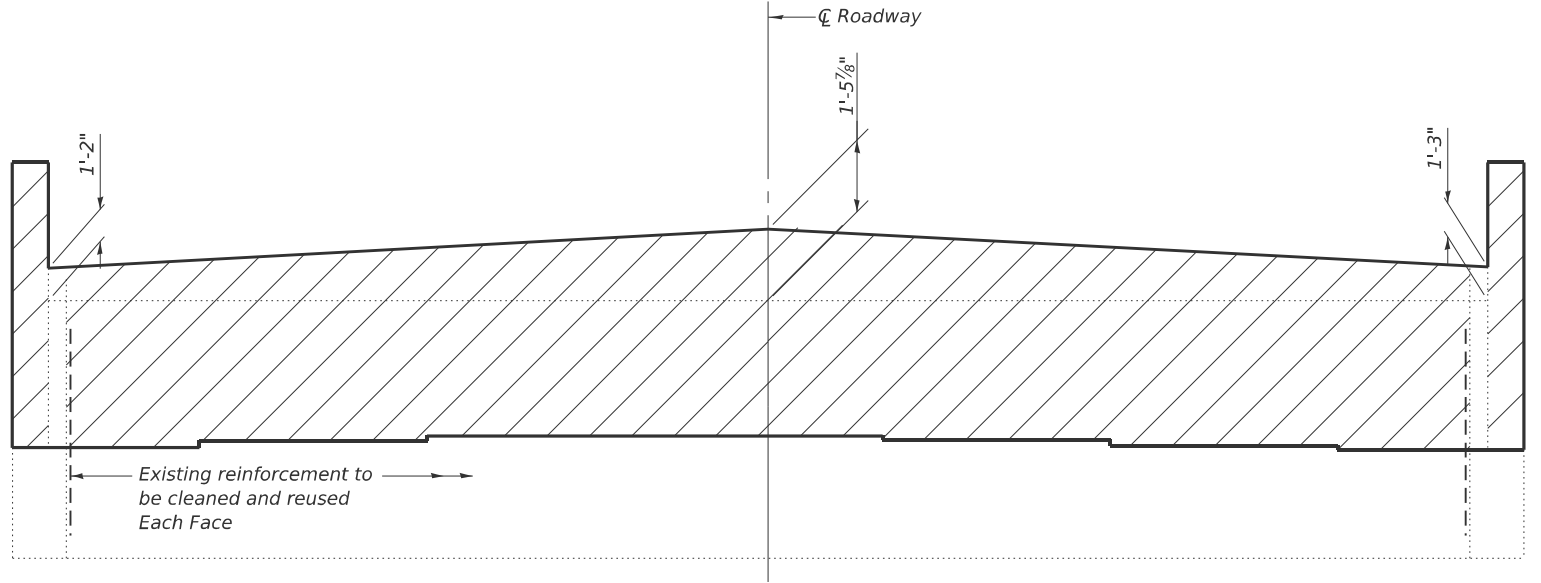
Bill of Material - 2 Abutments

Item	Unit	Total
Concrete Removal	Cu. Yd.	28.1

Structure No. 038-0008

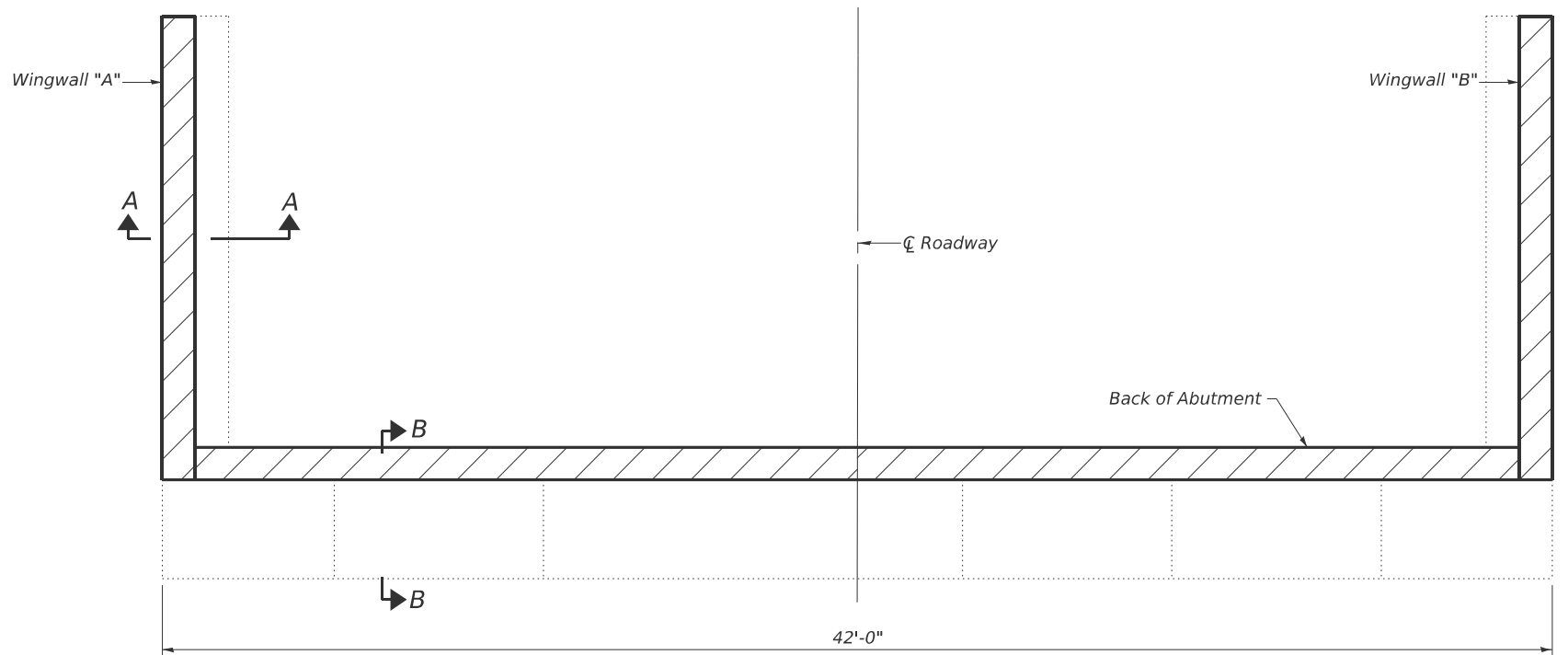
Bill of Material - 2 Abutments

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

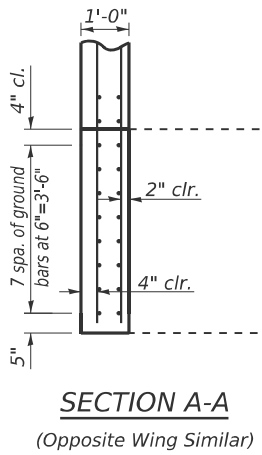
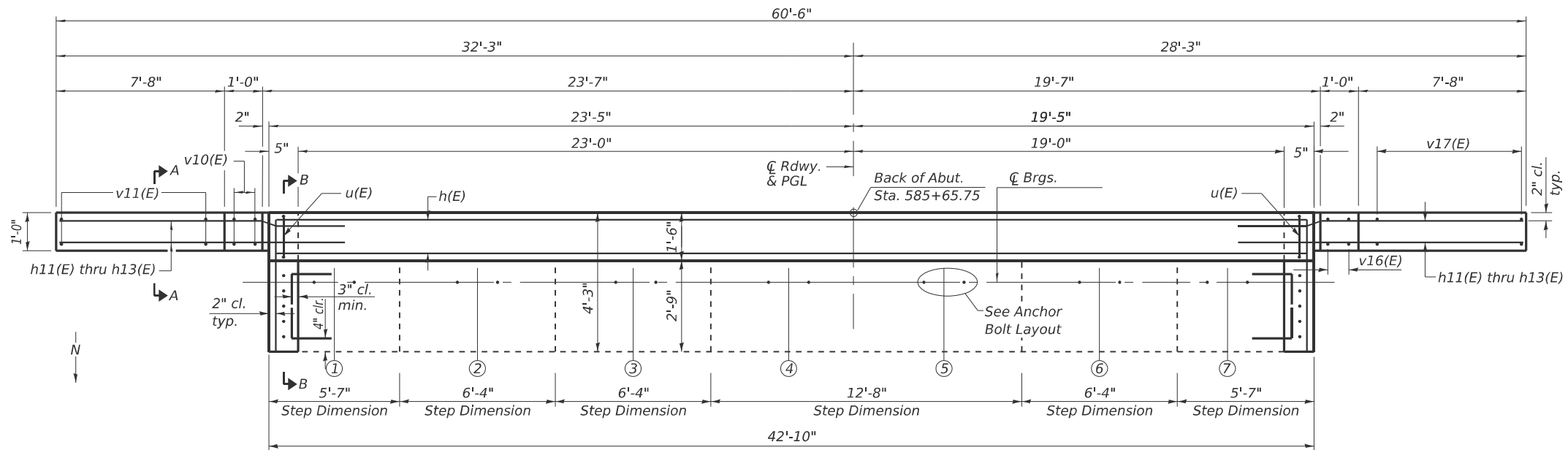
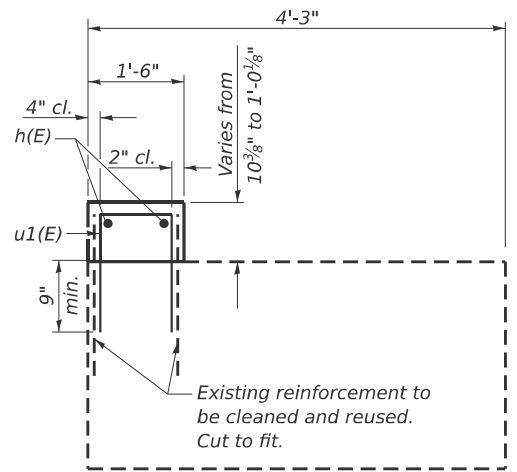
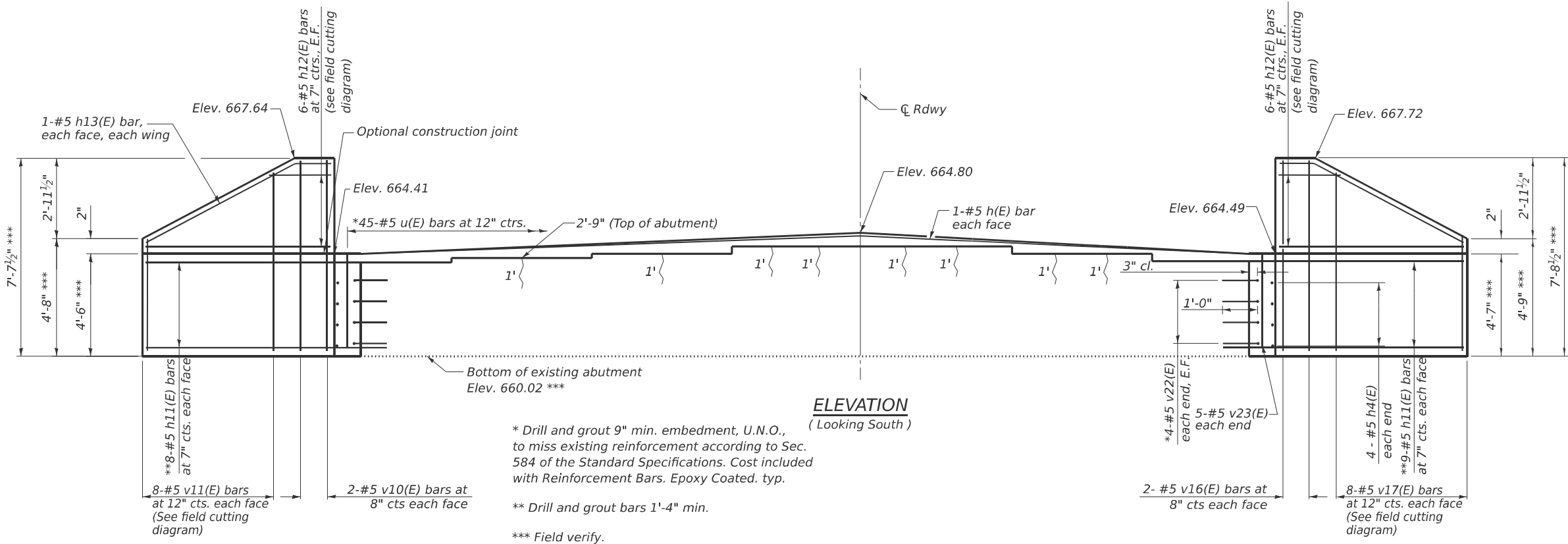
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

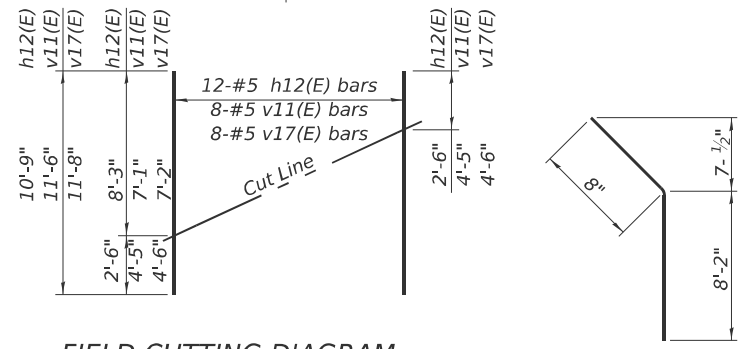
SCALE: SHEET 30 OF 43 SHEETS STA. TO STA.

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				

MODEL: Default
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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	3'-10"	
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"	
Structure Excavation			Cu. Yd.	65.7
Concrete Structures			Cu. Yd.	6.8
Reinforcement Bars, Epoxy Coated			Pound	1,170
Epoxy Crack Injection			Foot	11



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

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

AI-SB-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 -

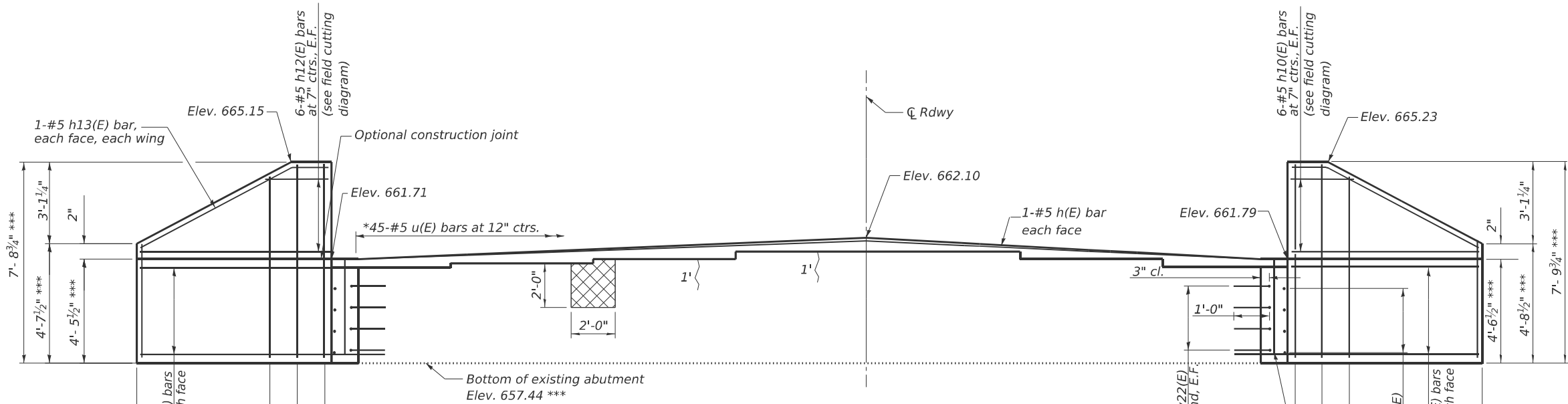
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
STRUCTURE NO. 038-0007 (NB)

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

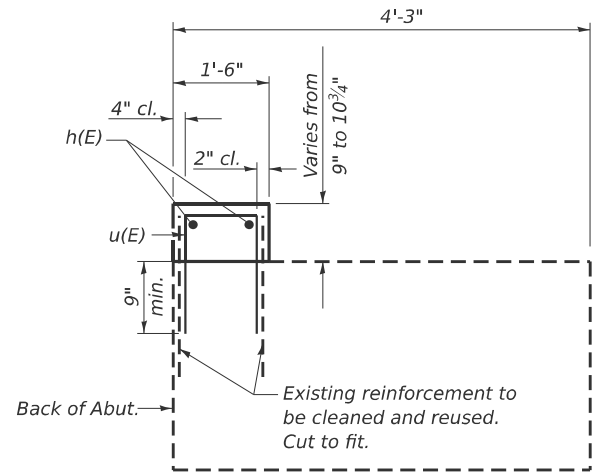
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	256
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: G:\Users\686501-05-IDOT-157 Structure Projects-TP&W RP and 2nd St\SURVEY\2025\Design\0380007_0008\66M80-033-N_ABUT_0008.dgn



* Drill and grout 9" min. embedment, U.N.O., to miss existing reinforcement according to Sec. 584 of the Standard Specifications. Cost included with Reinforcement Bars. Epoxy Coated. typ.
** Drill and grout bars 1'-4" min.
*** Field verify.

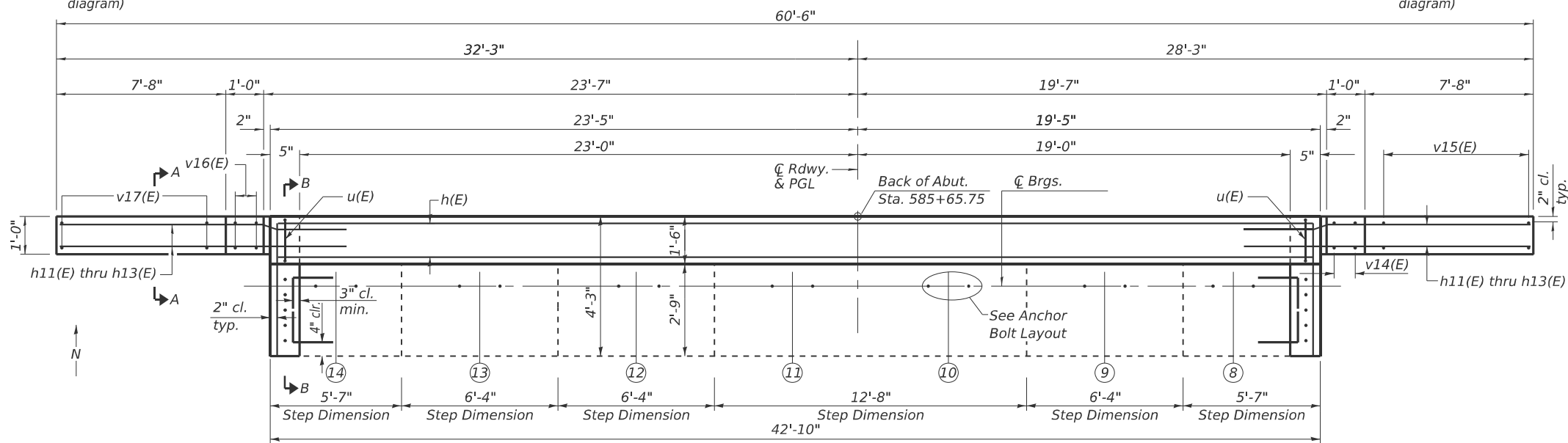
ELEVATION
(Looking North)



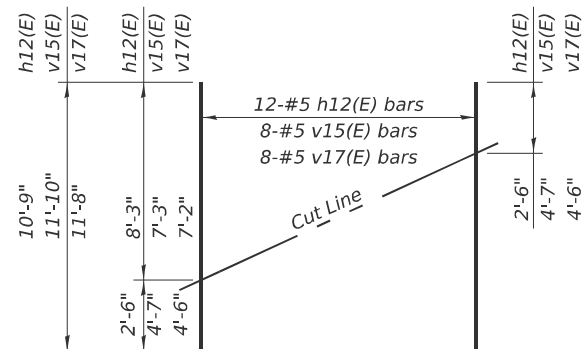
SEC. THRU ABUT.

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	3'-10"	
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"	
Structure Excavation			Cu. Yd.	66.0
Concrete Structures			Cu. Yd.	6.5
Reinforcement Bars, Epoxy Coated			Pound	1,190
Structural Repair of Concrete (depth equal to or less than 5 inches)			Sq. Ft.	4
Epoxy Crack Injection			Foot	2

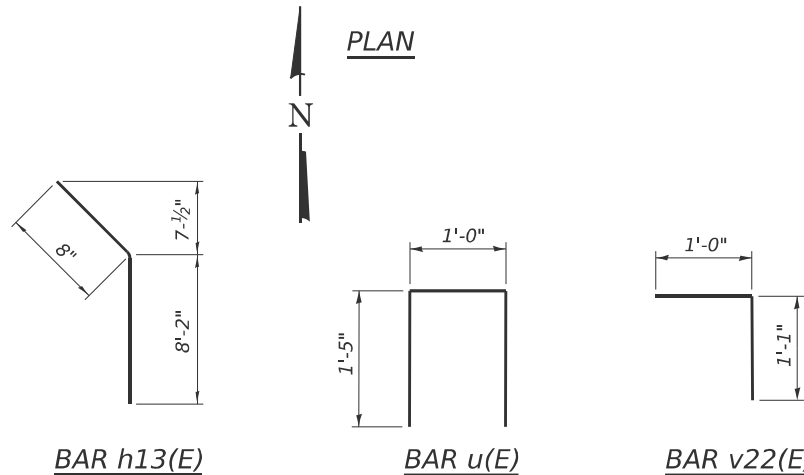


SECTION A-A
(Opposite Wing Similar)



FIELD CUTTING DIAGRAM

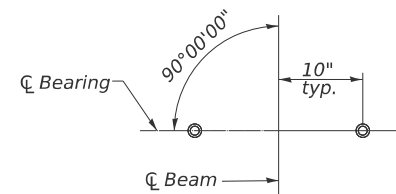
Order h12(E), v15(E), and v17(E) full length.
Cut as shown and use remainder of bars in opposite face.



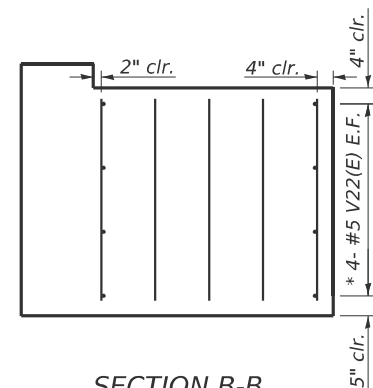
BAR h13(E)

BAR u(E)

BAR v22(E)



ANCHOR BOLT LAYOUT



SECTION B-B

~ 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

AI-SB-0

4-4-2025



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

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DATE = 04/21/2025

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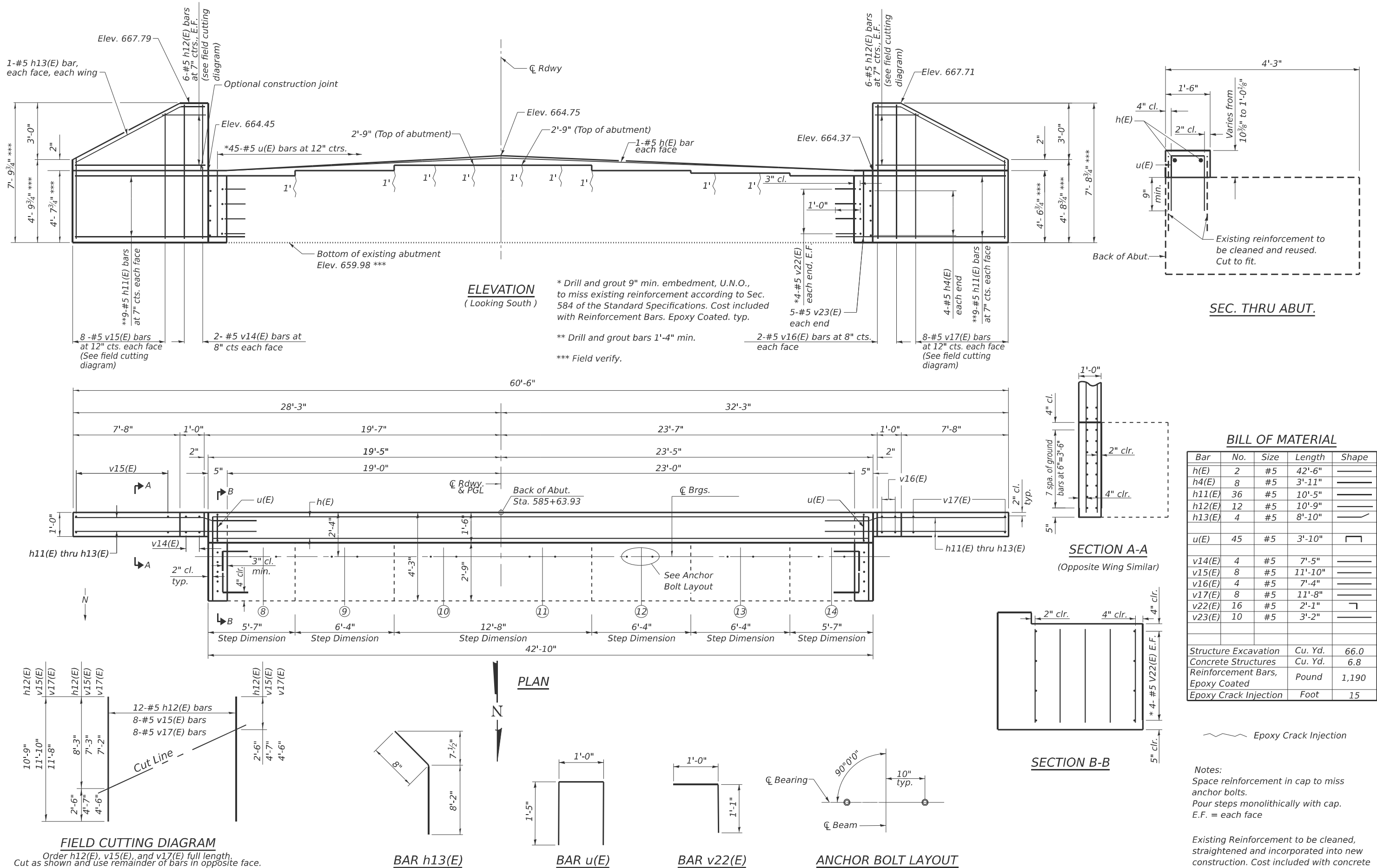
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT
STRUCTURE NO. 038-0008 (SB)

SCALE: SHEET 33 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 437 257
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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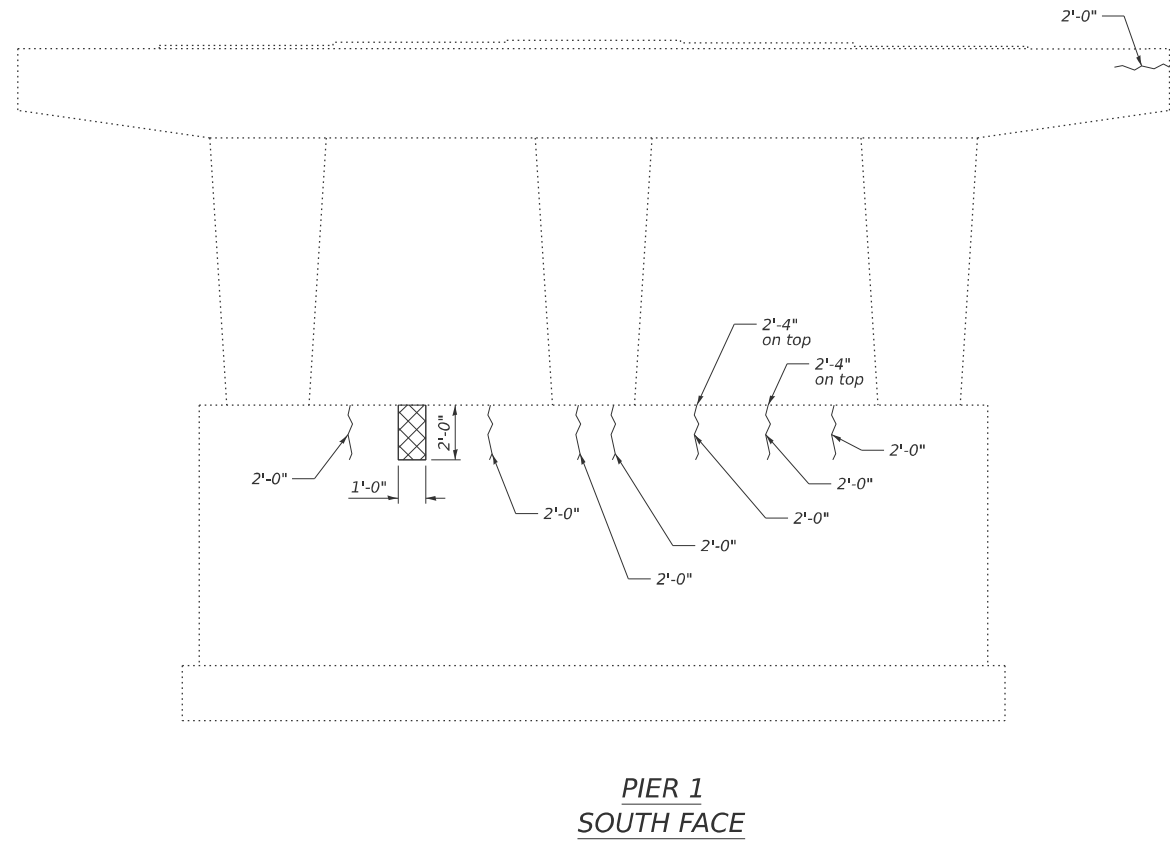
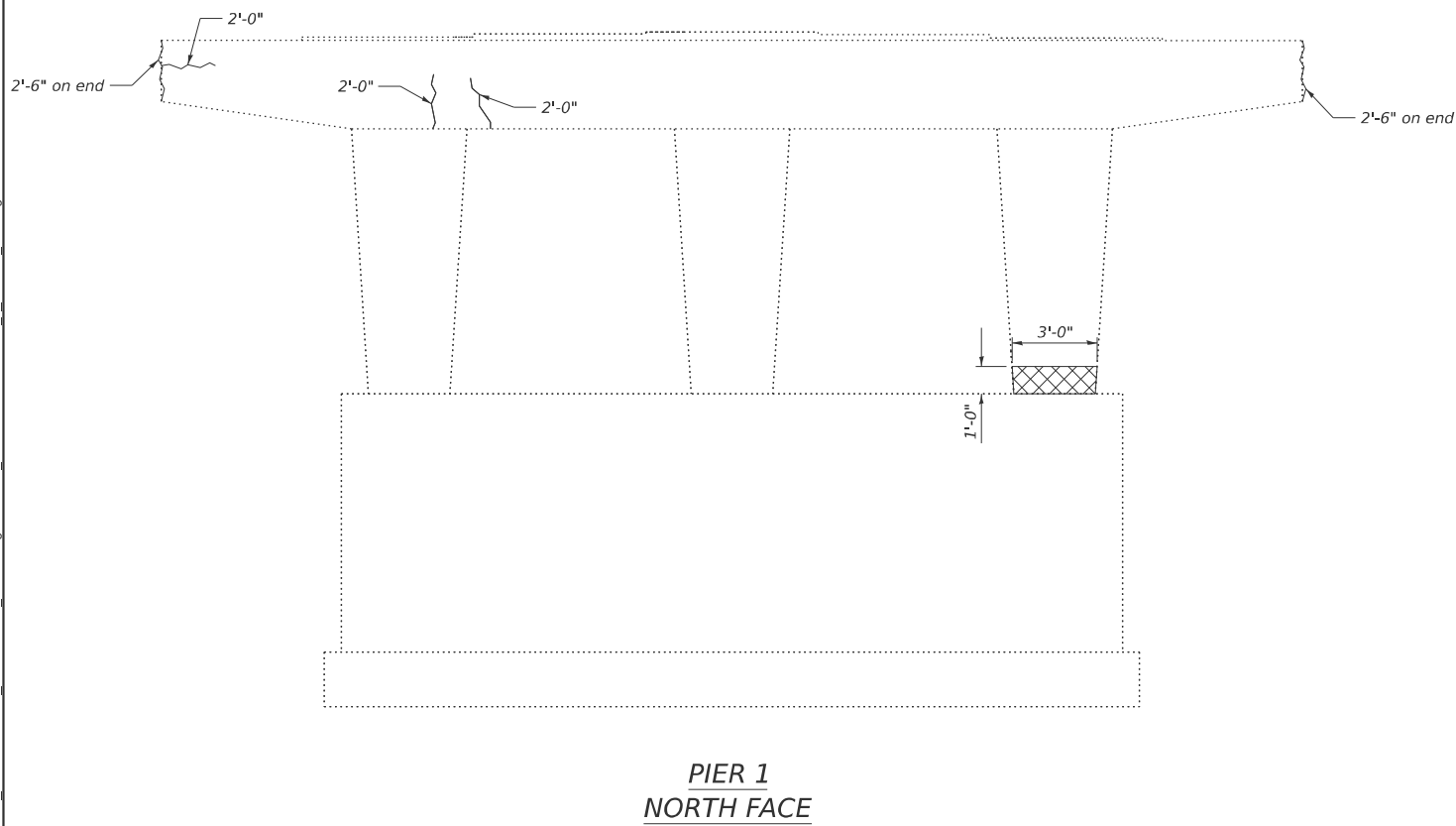
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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				

MODEL: Default
FILE NAME: G:\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_0008-66M80-035-PIER_1_REPAIR_0007.dgn



~ Epoxy Crack Injection
X 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



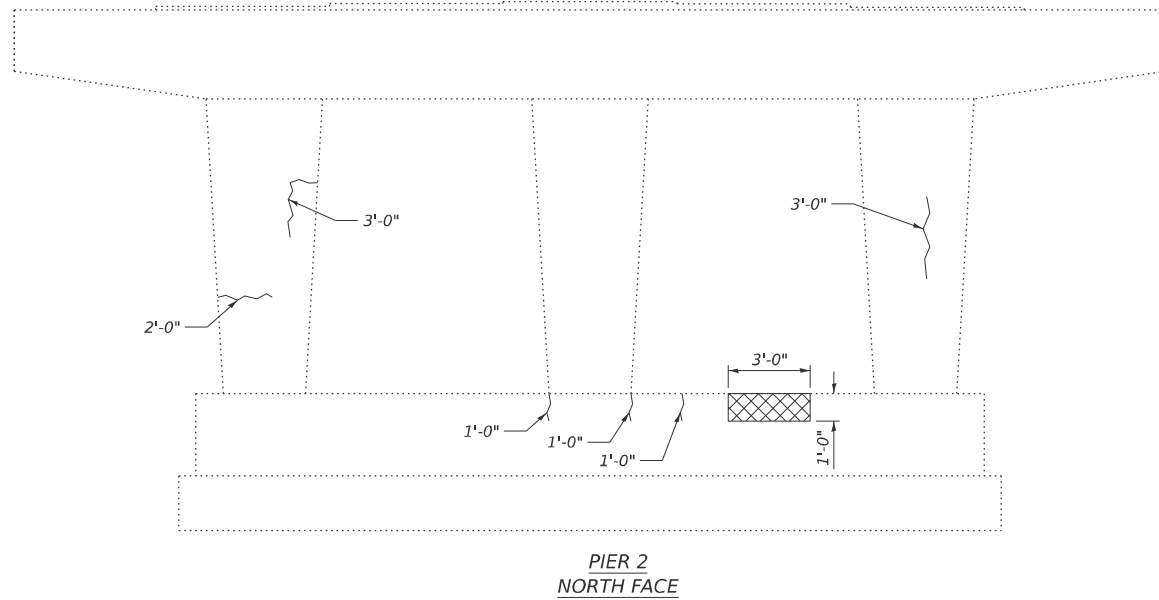
USER NAME = CHAMLIN	DESIGNED - PDF	REVISED -
	DRAWN - LAG	REVISED -
	CHECKED - JLS	REVISED -
PLOT DATE = 2/27/2026	DATE - 04/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

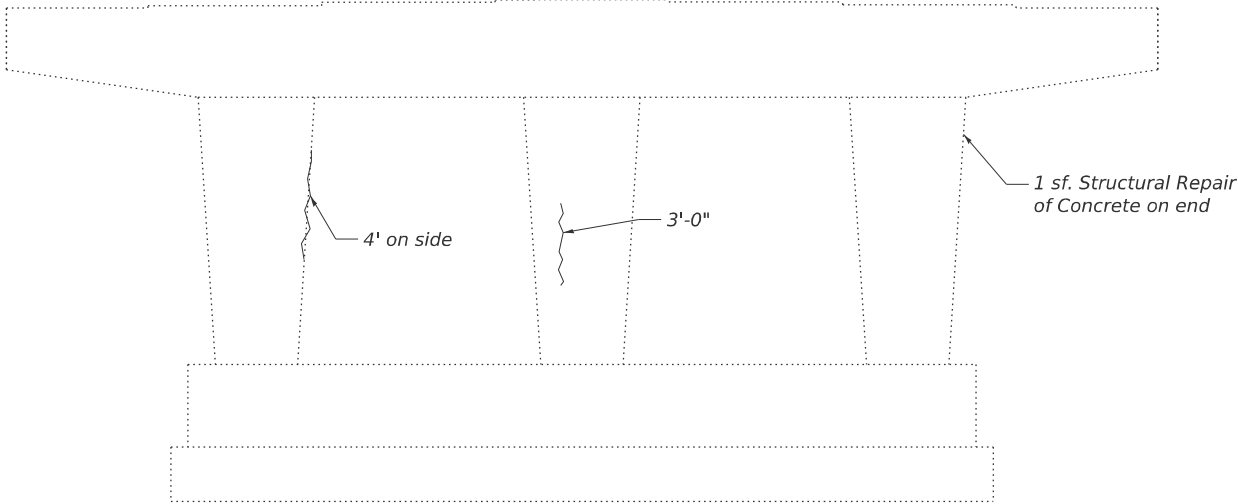
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-4,38-5)BR,D,CR	IROQUOIS	437	259
CONTRACT NO. 66M80				
ILLINOIS FED. AID PROJECT				

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

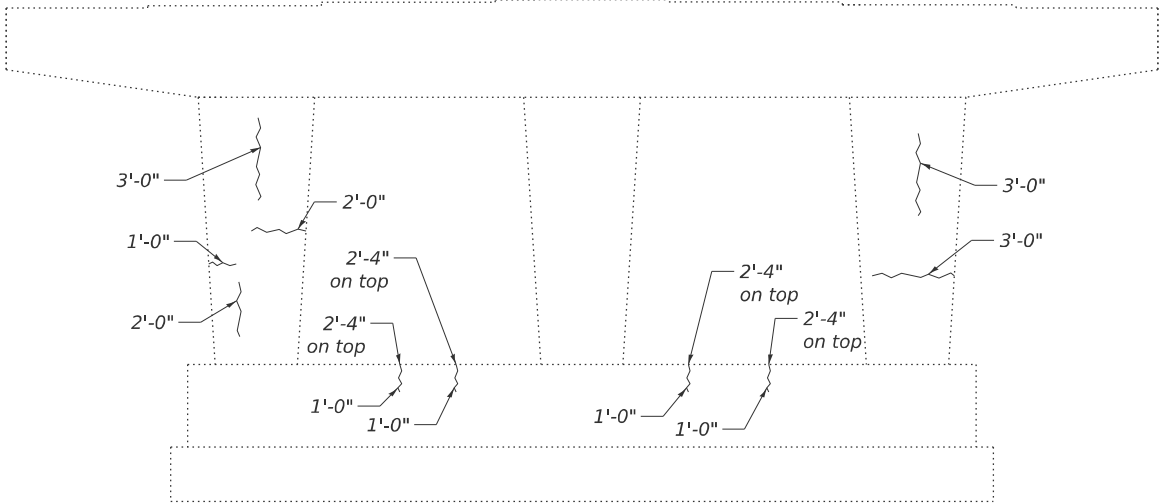
BILL OF MATERIAL

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

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 |                    |          |              |           |

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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 |

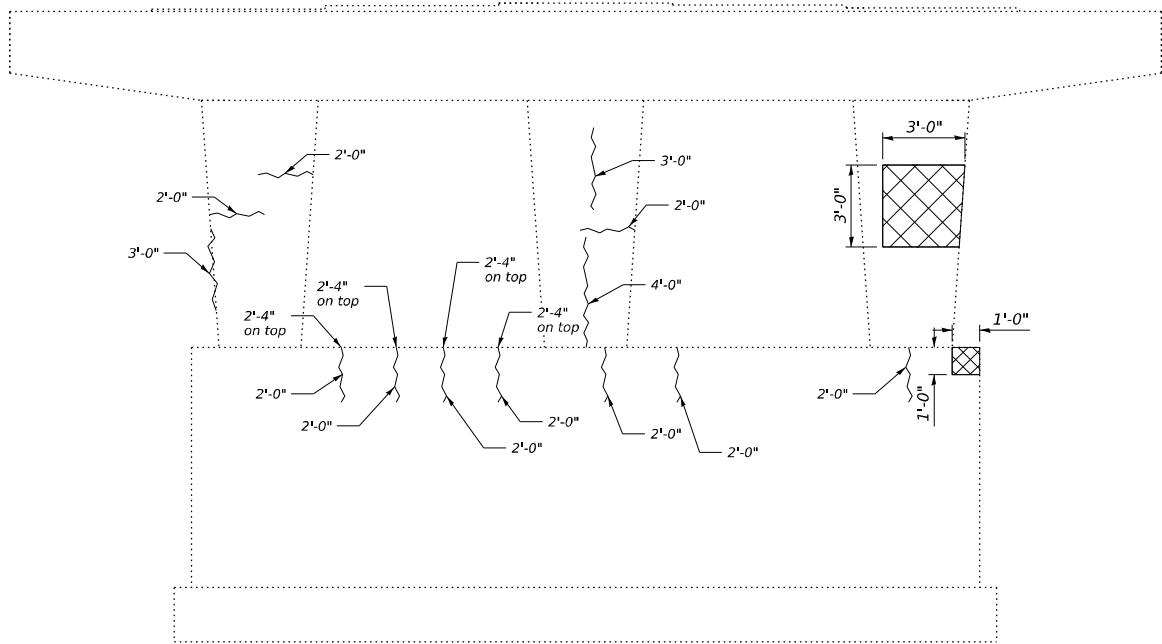
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

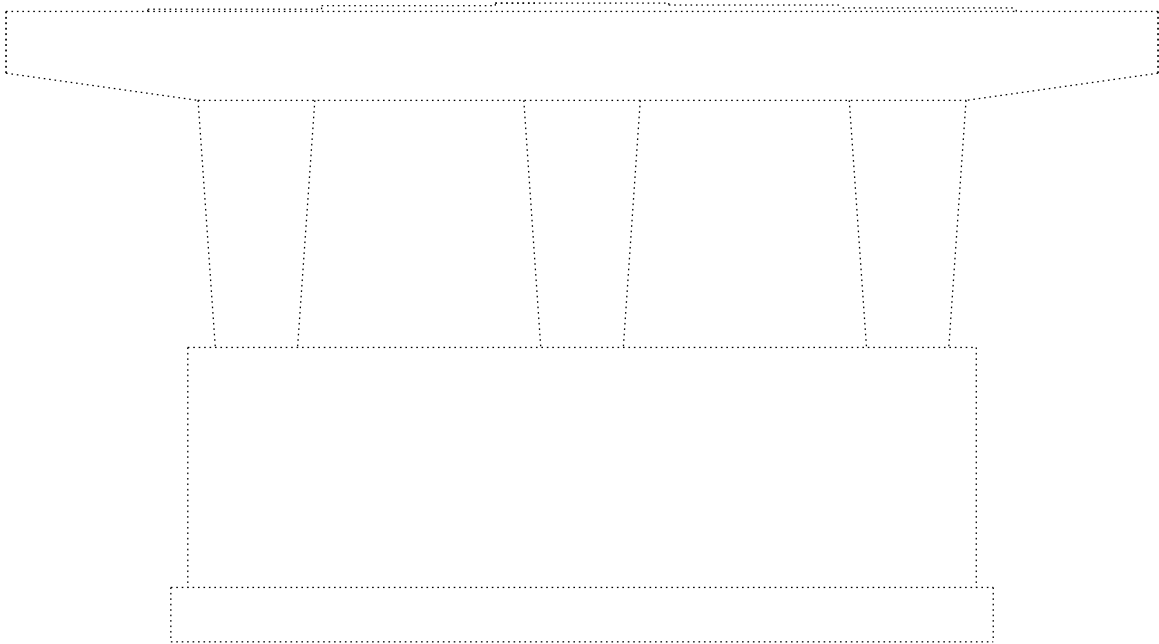
PIER 2 REPAIR  
STRUCTURE NO. 038-0008 (SB)

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

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



PIER 2  
NORTH FACE



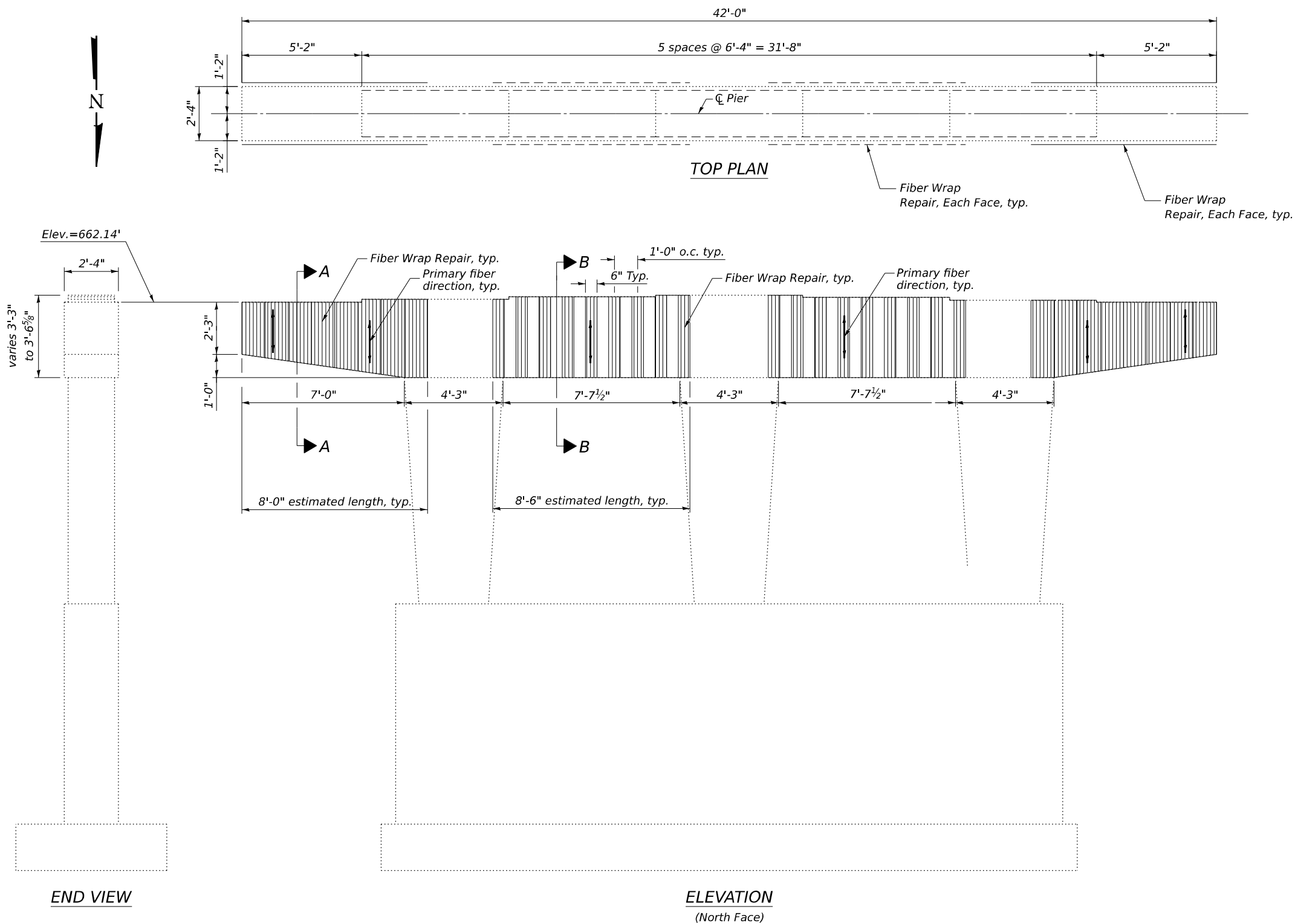
PIER 2  
SOUTH FACE

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

BILL OF MATERIAL

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

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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 |                    |          |              |           |

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

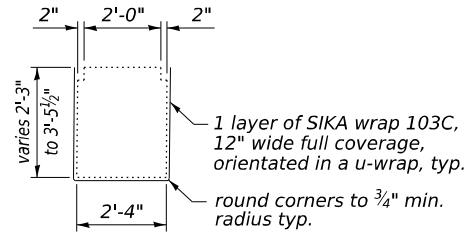
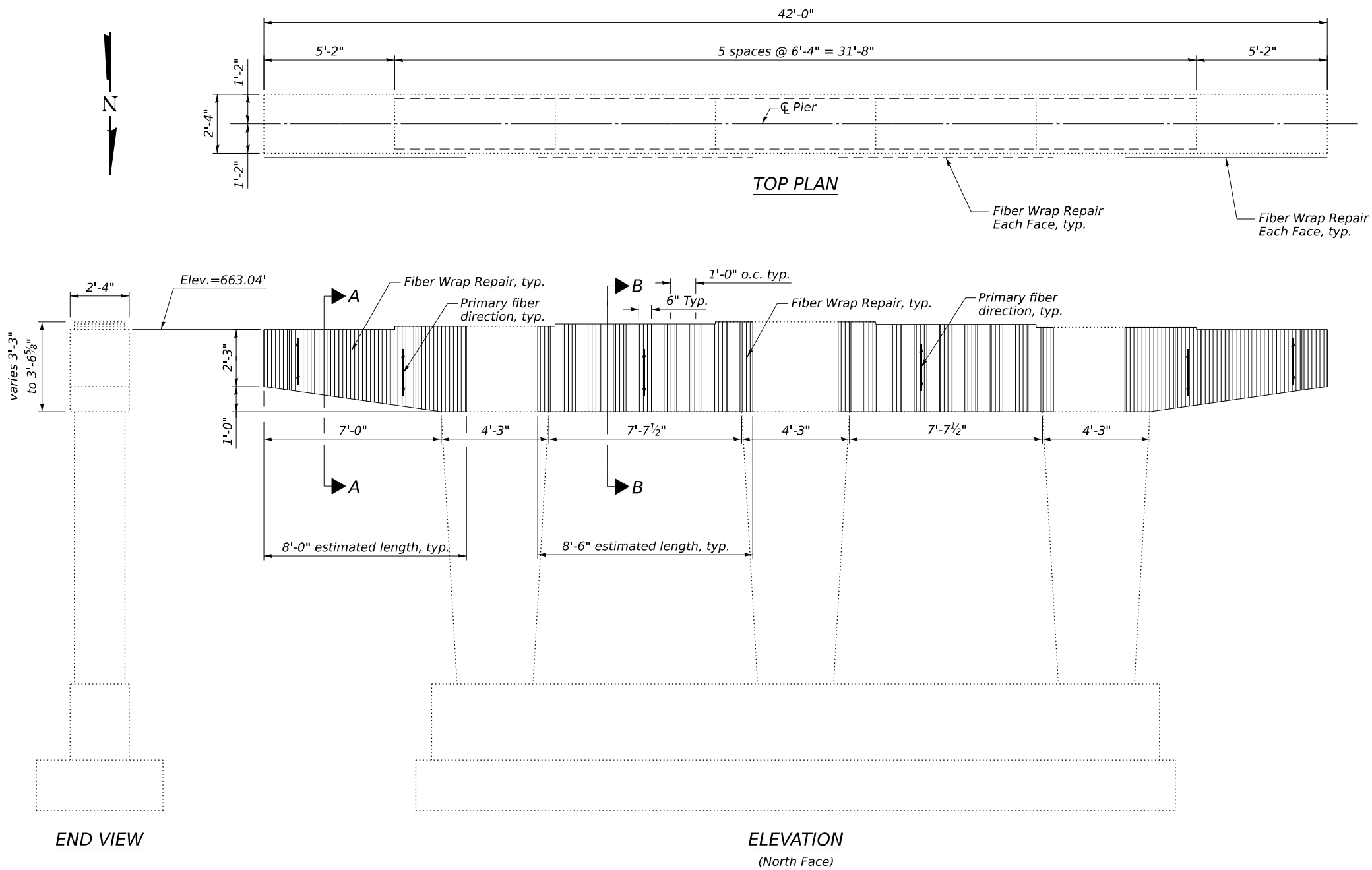
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

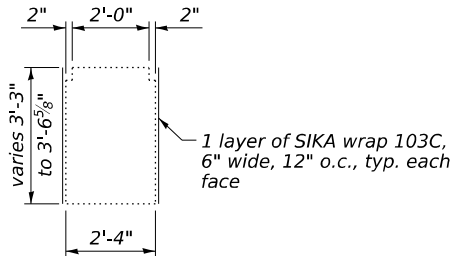
PIER 2 DETAILS  
STRUCTURE NO. 038-0007 (NB)

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

| F.A.I.<br>RTE.            | SECTION            | COUNTY   | TOTAL<br>SHEETS | SHEET<br>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  
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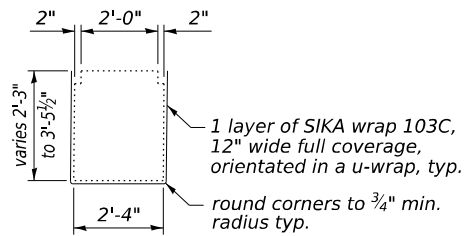
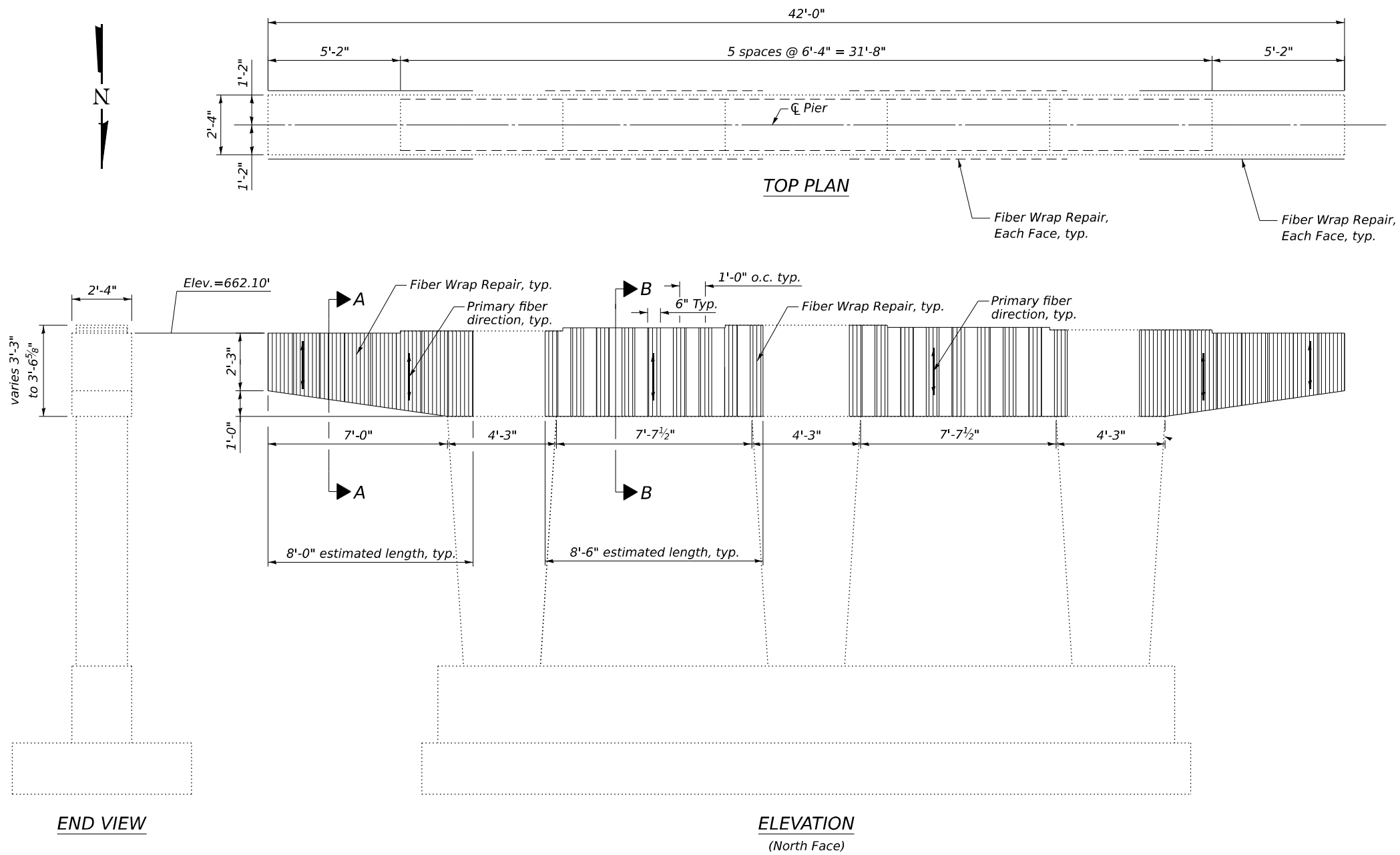
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| USER NAME = CHAMLIN   | DESIGNED - PDF    | REVISED - |
|                       | DRAWN - LAG       | REVISED - |
|                       | CHECKED - JLS     | REVISED - |
| PLOT DATE = 2/27/2026 | DATE - 04/21/2025 | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

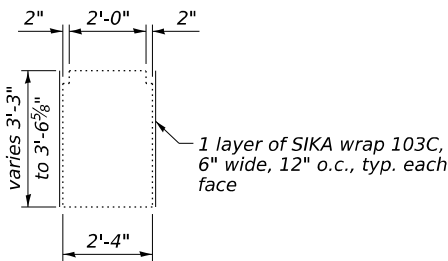
PIER 1 DETAILS  
STRUCTURE NO. 038-0008 (SB)

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 |           |



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

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|-----------|--------------|
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| REVISIONS |              |
| DRAWN     | - LAG        |
| CHECKED   | - JLS        |
| DATE      | - 04/21/2025 |

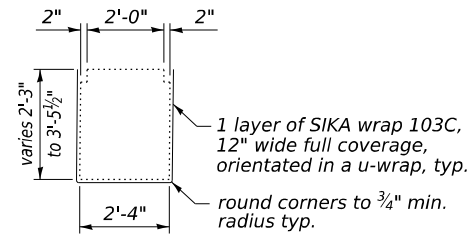
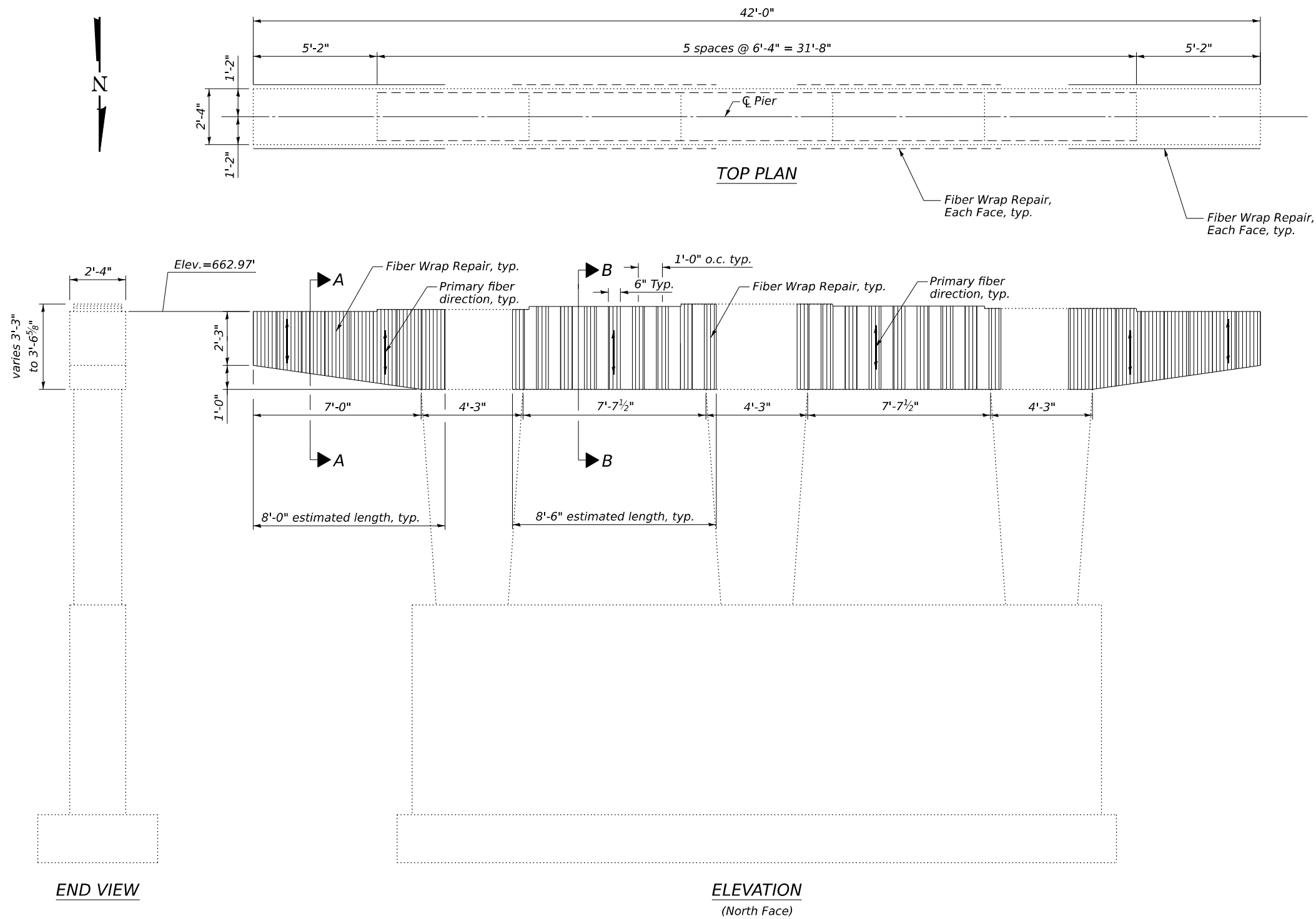
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

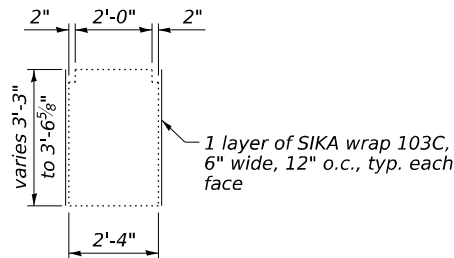
PIER 2 DETAILS  
STRUCTURE NO. 038-0008 (SB)

|        |          |       |        |      |         |
|--------|----------|-------|--------|------|---------|
| 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

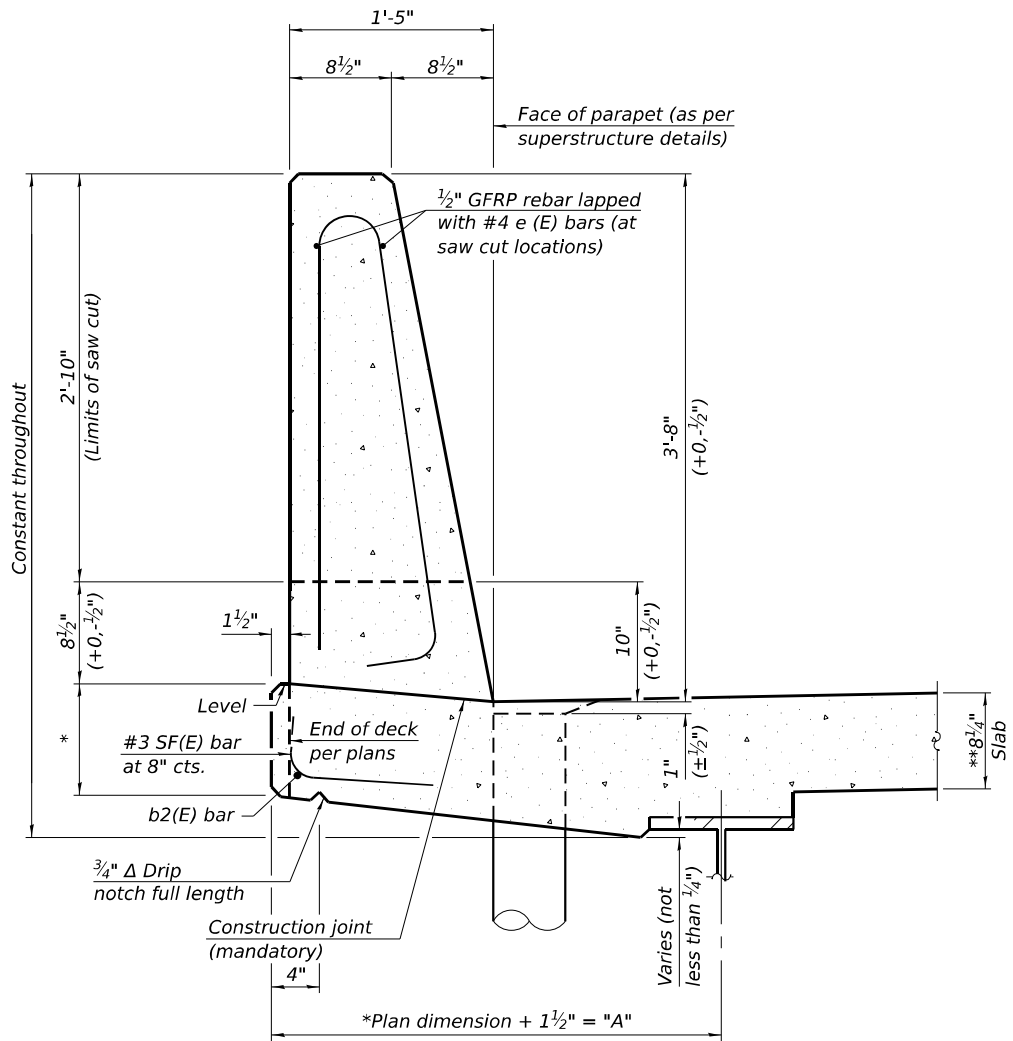
BILL OF MATERIAL

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

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



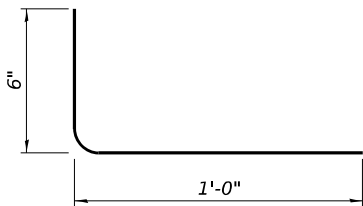
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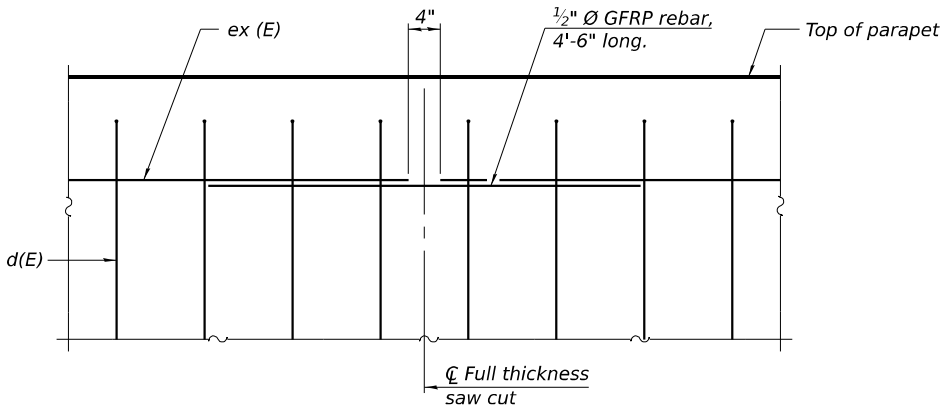
44" CONSTANT-SLOPE  
PARAPET SECTION

(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 |                    |          |              |           |



- 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

*See Std. 515001*

*See Std. 515001*

Diagram illustrating the cross-section of a stone riprap structure. The structure consists of a layer of Stone Riprap (Class A4) resting on a Bedding layer, which is supported by a Filter fabric. The dimensions shown are:

- Stone Riprap (Class A4) layer thickness: 1'-4"
- Bedding layer thickness: 2'-8"
- Filter fabric layer thickness: 6"
- Overall width: 4'-0"

| Event / Limit | Design Scour Elevations (ft.) |        |        |          |          |
|---------------|-------------------------------|--------|--------|----------|----------|
| State         | 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   |          |

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

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.

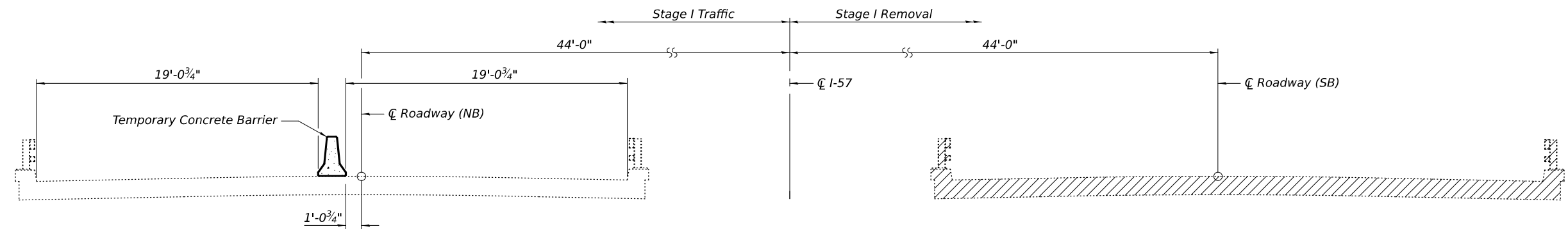
| ITEM                                    | UNIT    | SUPER   | SUB   | TOTAL   |
|-----------------------------------------|---------|---------|-------|---------|
| Stone Riprap, Class A4                  | Sq. Yd. |         | 2,464 | 2,464   |
| Filter Fabric                           | Sq. Yd. |         | 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   |

(Horiz. dim. at Rt.  $\angle$ 's)

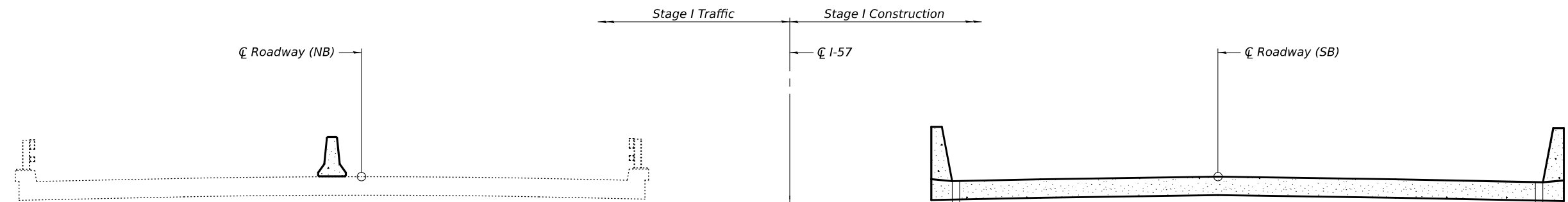
**Note:**  
*All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).*

| Drainage Area = 36.2 sq. mi.      Low Grade Elev. 648.00 @ Sta. 457+00 |       |       |                         |        |       |            |       |               |        |
|------------------------------------------------------------------------|-------|-------|-------------------------|--------|-------|------------|-------|---------------|--------|
| Flood                                                                  | Freq. | Q     | Opening Ft <sup>2</sup> |        | Nat.  | Head - Ft. |       | Headwater El. |        |
|                                                                        |       |       | Yr.                     | C.F.S. |       | Exist.     | Prop. | H.W.E.        | Exist. |
| 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  |

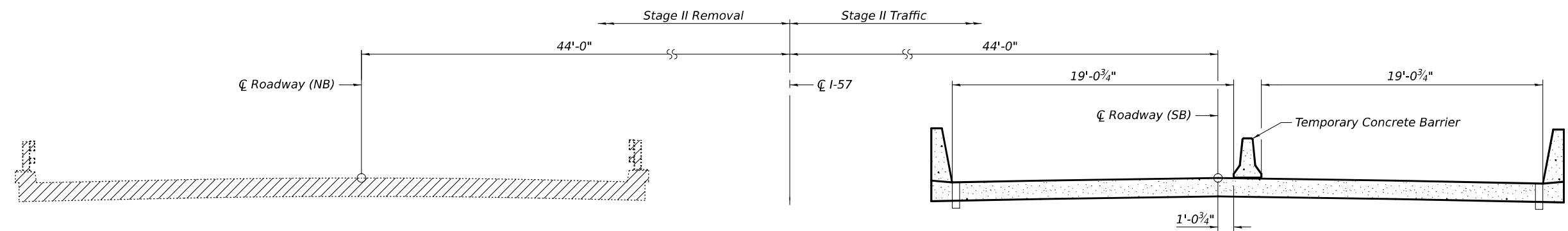
Existing 10 Year Average Velocity: 2.0 ft/sec  
Proposed 10 Year Average Velocity: 1.7 ft/sec



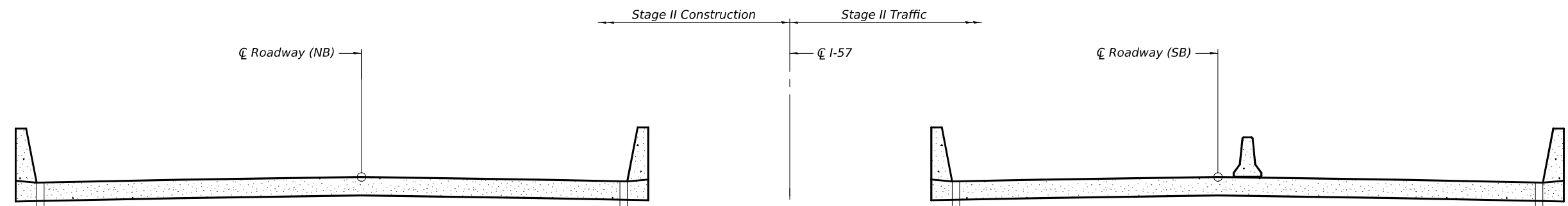
### STAGE I REMOVAL



### STAGE I CONSTRUCTION



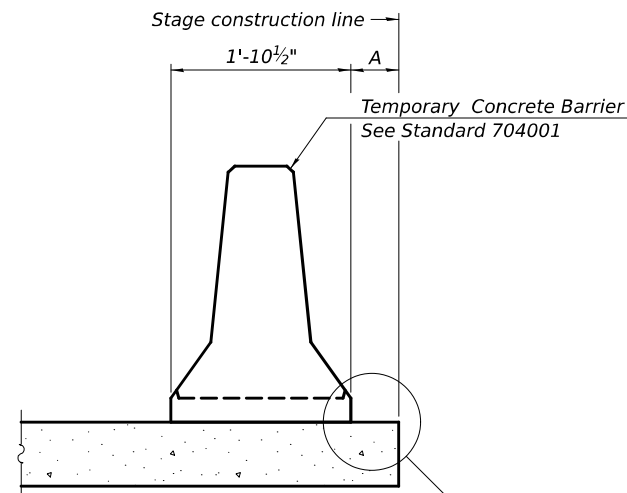
## STAGE II REMOVAL



## 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.

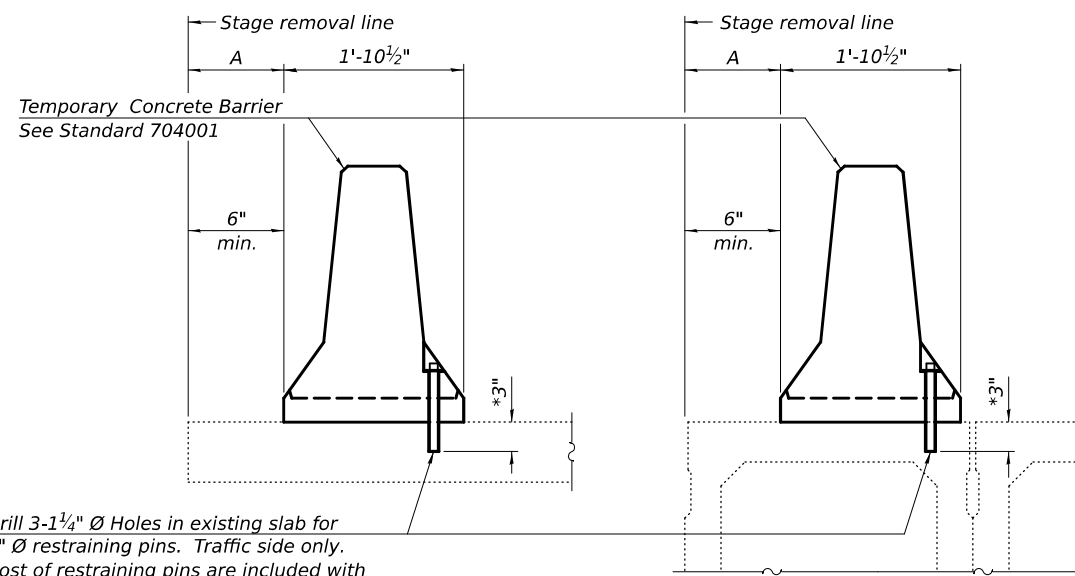
|                              |                                                                                                                                                                                                                                                                            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



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

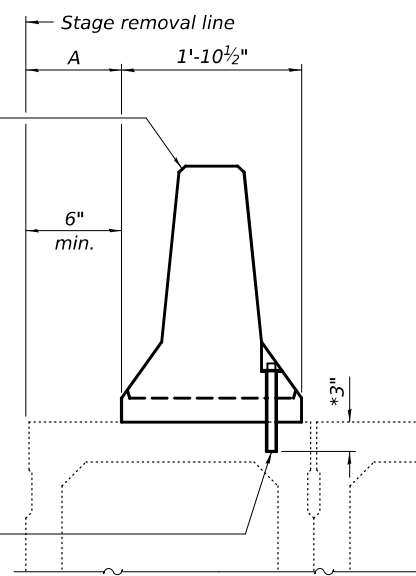
— See Detail I, II or III

NEW SLAB OR NEW DECK BEAM



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

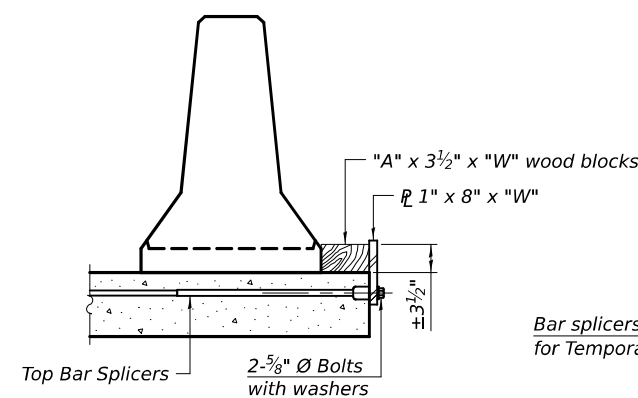
EXISTING SLAB



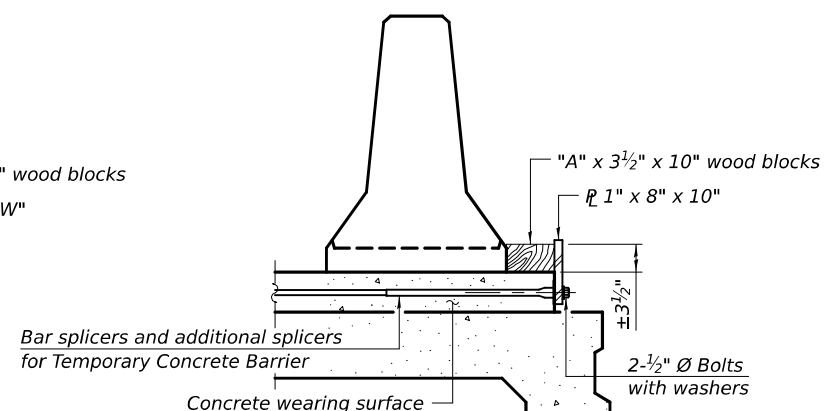
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

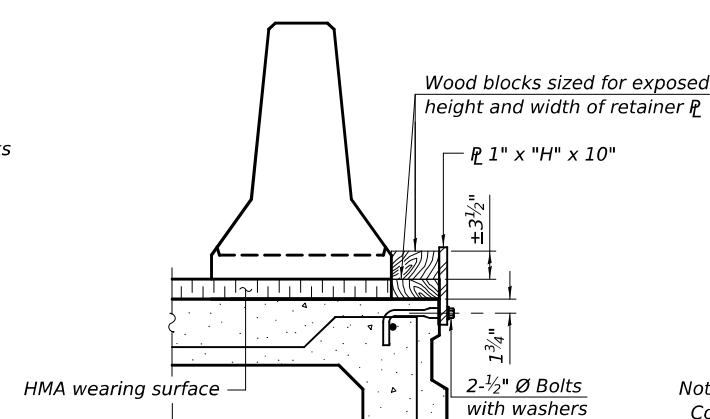
SECTIONS THRU SLAB OR DECK BEAM



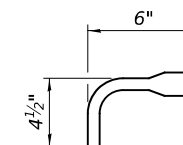
DETAIL I



DETAIL II



DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

*Cost of retainer assembly is included with Temporary Concrete Barrier.*

A retainer assembly shall be located at the approximate 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  $1\frac{1}{2}$ ", 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

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

Technical drawing of a rectangular plate with the following dimensions and specifications:

- Overall width: 10"
- Overall height:  $10\frac{1}{2}"$
- Distance from left edge to first hole center: 2"
- Distance between hole centers: 6"
- Distance from second hole center to right edge: 2"
- Distance from top edge to hole center line:  $5\frac{3}{4}" + WS$
- Distance from bottom edge to hole center line:  $1\frac{1}{4}"$
- Hole specification:  $\varnothing \frac{7}{8}"$  Holes

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

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

|          |                                                                                                                           |
|----------|---------------------------------------------------------------------------------------------------------------------------|
| EXAMINED | <br>ENGINEER OF BRIDGE DESIGN          |
| PASSED   | <br>ENGINEER OF BRIDGES AND STRUCTURES |

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

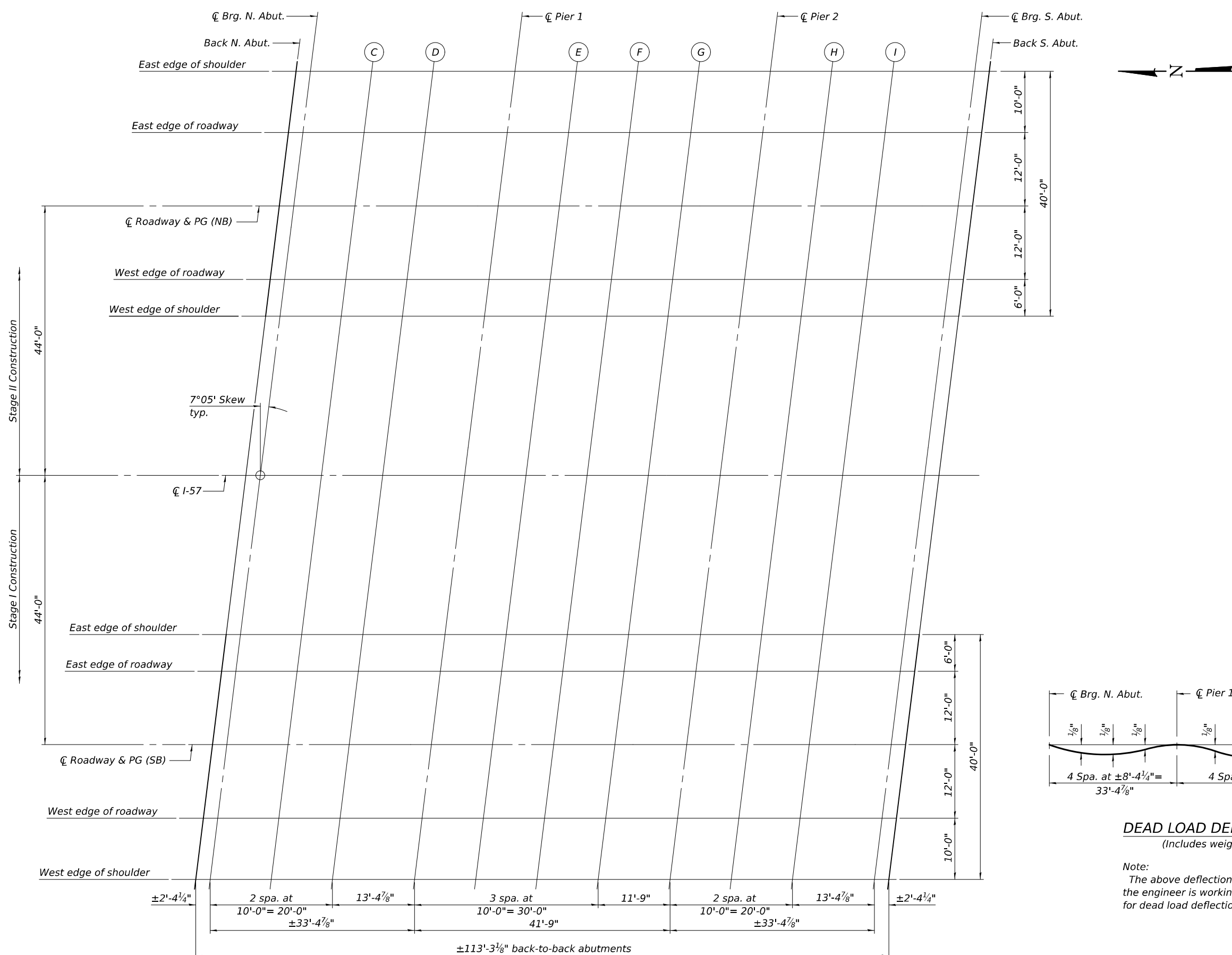
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

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

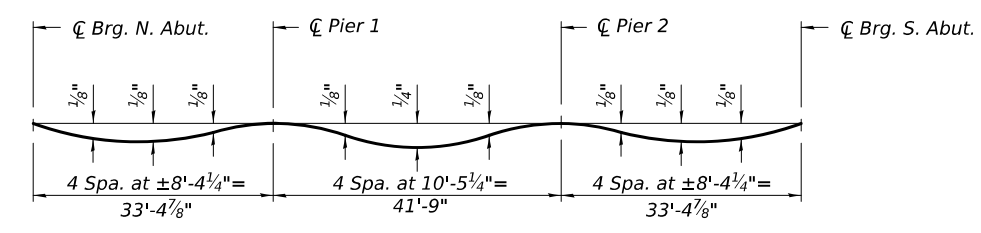
SHEET 4 OF 25 SHEETS

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

MODEL: 0380009 010-c6m80-205  
FILE NAME: I:\projects\0380009\010-c6m80-205\Drawings\0380009\010-c6m80-205\0380009-66M80.dgn



PLAN



DEAD LOAD DEFLECTION DIAGRAM  
(Includes weight of concrete only.)

Note:  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding.

|                  |                              |                                                                                                                                        |                                                                                                                                               |                                                   |                                                                       |             |                      |                    |                           |           |     |
|------------------|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------|-------------|----------------------|--------------------|---------------------------|-----------|-----|
| FILE NAME: _____ | DESIGNED - RYAN P. NEGANGARD | EXAMINED <div><br/>ENGINEER OF BRIDGE DESIGN</div> | DATE MAY 1, 2026                                                                                                                              | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | TOP OF SLAB ELEVATIONS<br>STRUCTURE NO. 038-0009 (NB) & 038-0010 (SB) | F.A.I. RTE. | SECTION              | COUNTY             | TOTAL SHEETS              | SHEET NO. |     |
|                  | CHECKED - TIFFANY L. ADAMS   |                                                                                                                                        | PASSED <div><br/>ENGINEER OF BRIDGES AND STRUCTURES</div> |                                                   |                                                                       | REVISED     | 57                   | (38-4B-2)BR        | IROQUOIS                  | 437       | 272 |
|                  | DRAWN - ANDRO R. SAMANIEGO   | REVISED -                                                                                                                              |                                                                                                                                               |                                                   |                                                                       |             |                      | CONTRACT NO. 66M80 |                           |           |     |
|                  | CHECKED - R.P.N. / T.L.A.    |                                                                                                                                        |                                                                                                                                               |                                                   |                                                                       |             | SHEET 5 OF 25 SHEETS |                    | ILLINOIS FED. AID PROJECT |           |     |



MODEL: 0380009 010-c6m80-206  
FILE NAME: I:\projects\p2\c6m80\0380009\0380009-CADData\Structures\0380009-66M80.dgn

EAST EDGE OF SHOULDER

| Location        | Station   | Offset | Theoretical<br>Grade<br>Elevations | Theoretical Grade<br>Elevations<br>Adjusted For Dead<br>Load Deflection<br>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<br>Grade<br>Elevations | Theoretical Grade<br>Elevations<br>Adjusted For Dead<br>Load Deflection<br>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<br>Grade<br>Elevations | Theoretical Grade<br>Elevations<br>Adjusted For Dead<br>Load Deflection<br>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<br>Grade<br>Elevations | Theoretical Grade<br>Elevations<br>Adjusted For Dead<br>Load Deflection<br>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<br>Grade<br>Elevations | Theoretical Grade<br>Elevations<br>Adjusted For Dead<br>Load Deflection<br>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 |
| CHECKED - TIFFANY L. ADAMS   | PASSED   |
| DRAWN - ANDRO R. SAMANIEGO   |          |
| CHECKED - R.P.N. / T.L.A.    |          |

|                                                                                                                           |                  |
|---------------------------------------------------------------------------------------------------------------------------|------------------|
| <br>ENGINEER OF BRIDGE DESIGN          | DATE MAY 1, 2026 |
| <br>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.<br>RTE. | SECTION     | COUNTY             | TOTAL<br>SHEETS  | SHEET<br>NO. |
| 57             | (38-4B-2)BR | IROQUOIS           | 437              | 273          |
|                |             | CONTRACT NO. 66M80 |                  |              |
|                |             | ILLINOIS           | FED. AID PROJECT |              |

*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                                                                      |

CL ROADWAY & PG (SB)

| Location        | Station   | Offset | Theoretical<br>Grade<br>Elevations | Theoretical Grade<br>Elevations<br>Adjusted For Dead<br>Load Deflection<br>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<br>Grade<br>Elevations | Theoretical Grade<br>Elevations<br>Adjusted For Dead<br>Load Deflection<br>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 | EXAMINED | <br>ENGINEER OF BRIDGE DESIGN          | DATE      | MAY 1, 2026 | <div style="text-align: center;"> <b>STATE OF ILLINOIS</b><br/> <b>DEPARTMENT OF TRANSPORTATION</b> </div> | <div style="text-align: center;"> <b>TOP OF SLAB ELEVATIONS</b><br/> <b>STRUCTURE NO. 038-0010 (SB)</b> </div> |  |  |  |  | F.A.I. RTE.                                                 | SECTION     | COUNTY   | TOTAL SHEETS | SHEET NO. |
| CHECKED - TIFFANY L. ADAMS   |          |                                                                                                                             |           |             |                                                                                                            |                                                                                                                |  |  |  |  | 57                                                          | (38-4B-2)BR | IROQUOIS | 437          | 274       |
| DRAWN - ANDRO R. SAMANIEGO   | PASSED   | <br>ENGINEER OF BRIDGES AND STRUCTURES | REVISED - |             |                                                                                                            | <div style="text-align: center;"> SHEET 7 OF 25 SHEETS </div>                                                  |  |  |  |  | <div style="text-align: center;"> CONTRACT NO. 66M80 </div> |             |          |              |           |
| CHECKED - R.P.N. / T.L.A.    |          |                                                                                                                             | REVISED - |             |                                                                                                            |                                                                                                                |  |  |  |  |                                                             |             |          |              |           |



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

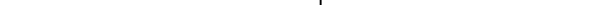
| <i>Location</i>                | <i>Station</i>   | <i>Offset</i> | <i>Theoretical<br/>Grade<br/>Elevations</i> | <i>Theoretical Grade<br/>Elevations Adjusted<br/>For Grinding</i> |
|--------------------------------|------------------|---------------|---------------------------------------------|-------------------------------------------------------------------|
| <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

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

WEST EDGE OF SHOULDER

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

|                              |          |                                                                                                                                        |           |             |                                                               |                                                                                  |                      |                  |          |              |           |
|------------------------------|----------|----------------------------------------------------------------------------------------------------------------------------------------|-----------|-------------|---------------------------------------------------------------|----------------------------------------------------------------------------------|----------------------|------------------|----------|--------------|-----------|
| DESIGNED - RYAN P. NEGANGARD | EXAMINED | <div><br/>ENGINEER OF BRIDGE DESIGN</div>          | DATE      | MAY 1, 2026 | <div>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</div> | <div>TOP OF NORTH APPROACH SLAB ELEVATIONS<br/>STRUCTURE NO. 038-0009 (NB)</div> | F.A.I. RTE.          | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
| CHECKED - TIFFANY L. ADAMS   | PASSED   | <div><br/>ENGINEER OF BRIDGES AND STRUCTURES</div> | REVISED - |             |                                                               |                                                                                  | 57                   | (38-4B-2)BR      | IROQUOIS | 437          | 275       |
| DRAWN - ANDRO R. SAMANIEGO   |          |                                                                                                                                        | REVISED - |             |                                                               |                                                                                  | CONTRACT NO. 66M80   |                  |          |              |           |
| CHECKED - R.P.N. / T.L.A.    |          |                                                                                                                                        |           |             |                                                               |                                                                                  | SHEET 8 OF 25 SHEETS |                  |          |              |           |
|                              |          |                                                                                                                                        |           |             |                                                               |                                                                                  | 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+67.32 | -22.00 | 647.69                       | 647.71                                             |
| J                       | 456+77.32 | -22.00 | 647.69                       | 647.71                                             |
| K                       | 456+87.32 | -22.00 | 647.69                       | 647.71                                             |
| S. End of S. Appr. Slab | 456+97.32 | -22.00 | 647.69                       | 647.71                                             |

EAST EDGE OF ROADWAY

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

CL ROADWAY & PG (NB)

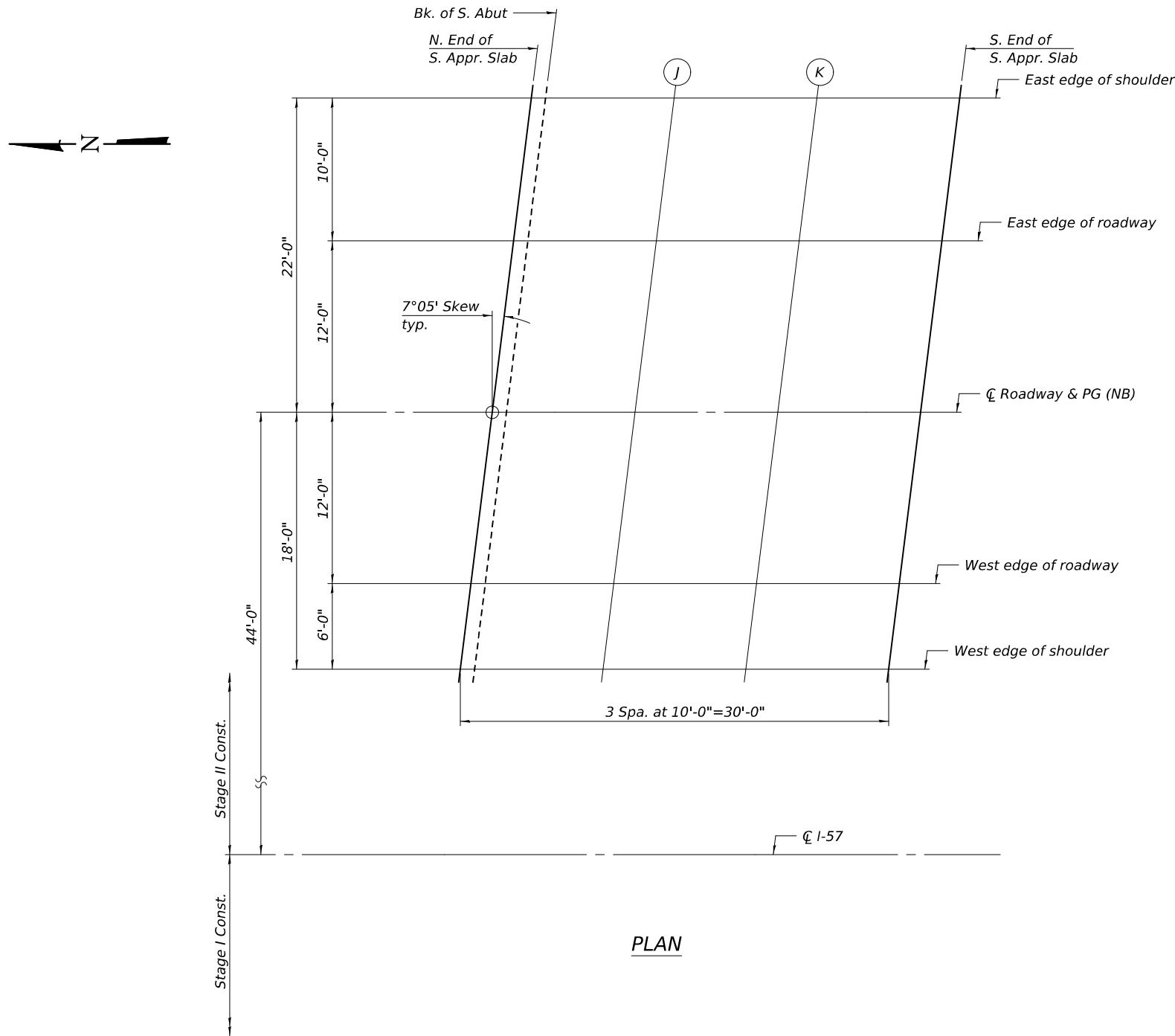
| Location                | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Grinding |
|-------------------------|-----------|--------|------------------------------|----------------------------------------------------|
| N. End of S. Appr. Slab | 456+64.59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

WEST EDGE OF ROADWAY

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

WEST EDGE OF SHOULDER

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



PLAN

MODEL: 0380009 010456M80-209  
FILE NAME: I:\projects\0380009\0380009\0380009\CADData\Structures\0380009-66M80.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 | <br>ENGINEER OF BRIDGE DESIGN          |
| PASSED   | <br>ENGINEER OF BRIDGES AND STRUCTURES |

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

SHEET 9 OF 25 SHEETS

| F.A.I. RTE.               | SECTION     | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|----------|--------------|-----------|
| 57                        | (38-4B-2)BR | IROQUOIS | 437          | 276       |
| 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+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)

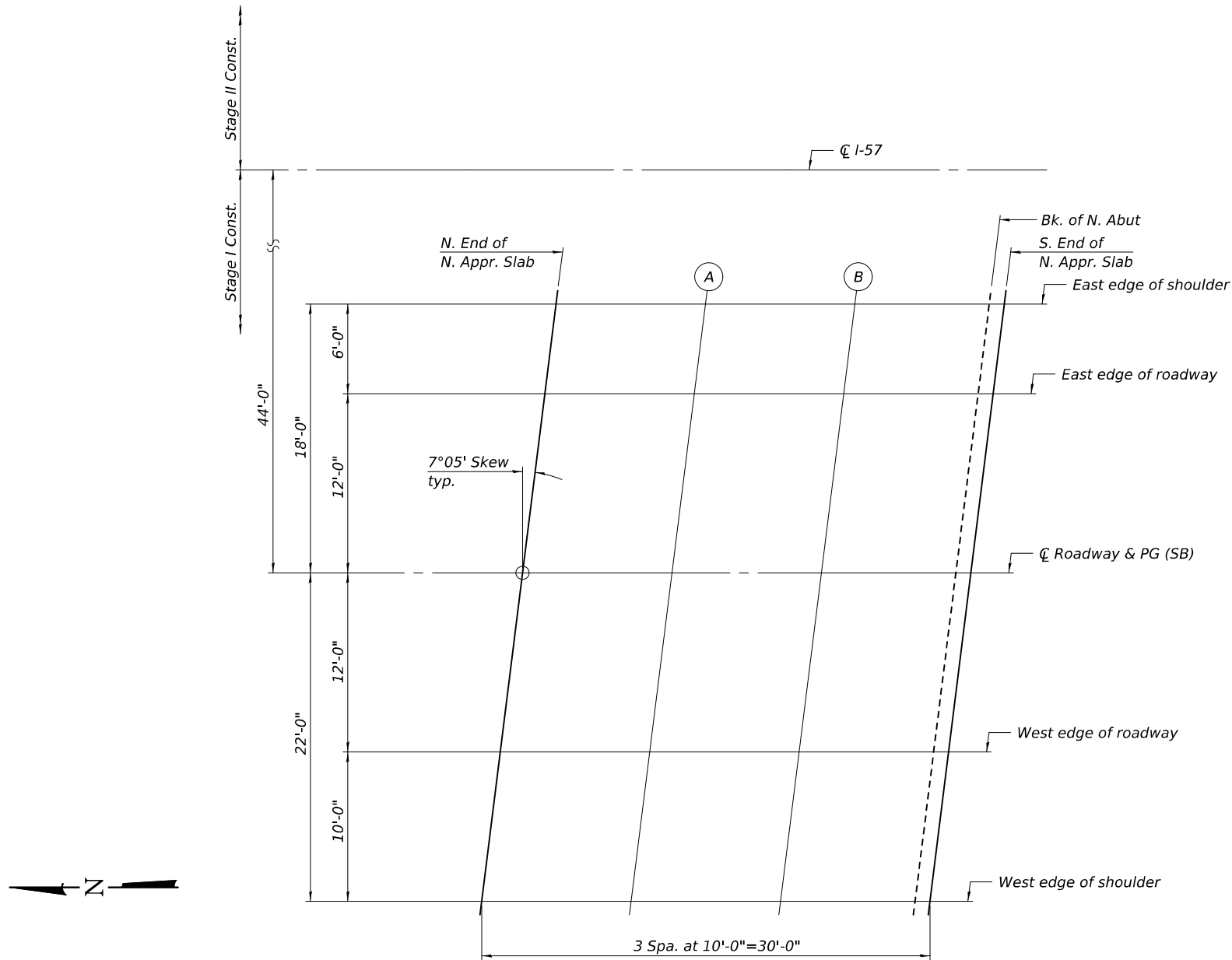
| Location                | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Grinding |
|-------------------------|-----------|--------|------------------------------|----------------------------------------------------|
| N. End of N. Appr. Slab | 455+12.41 | 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 010-046M80-010  
FILE NAME: I:\projects\0380010\010-046M80-010\0380010-046M80-010\0380010-046M80-010.dgn

|          |   |                    |
|----------|---|--------------------|
| 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

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 |             |          |              |           |

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EAST EDGE OF SHOULDER

| Location                | Station   | Offset | Theoretical<br>Grade<br>Elevations | Theoretical Grade<br>Elevations Adjusted<br>For Grinding |
|-------------------------|-----------|--------|------------------------------------|----------------------------------------------------------|
| N. End of S. Aprr. 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. Aprr. 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<br/>Grade<br/>Elevations</i> | <i>Theoretical Grade<br/>Elevations Adjusted<br/>For Grinding</i> |
|---------------------------------|----------------|---------------|---------------------------------------------|-------------------------------------------------------------------|
| <i>N. End of S. Aprpr. 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. Aprpr. 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<br/>Grade<br/>Elevations</i> | <i>Theoretical Grade<br/>Elevations Adjusted<br/>For Grinding</i> |
|---------------------------------|------------------|---------------|---------------------------------------------|-------------------------------------------------------------------|
| <i>N. End of S. Aprpr. 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. Aprpr. 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<br/>Grade<br/>Elevations</i> | <i>Theoretical Grade<br/>Elevations Adjusted<br/>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>                                                     |











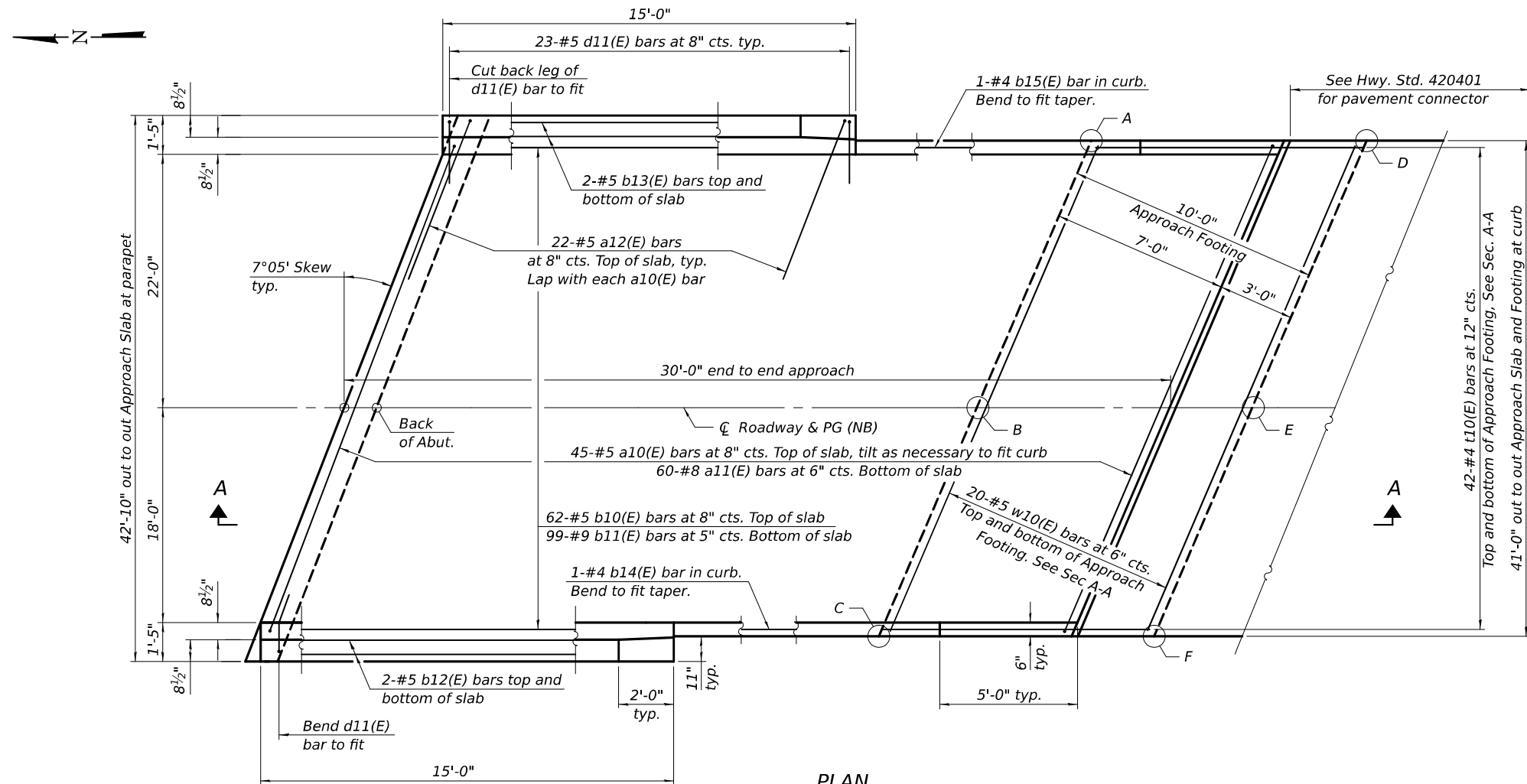






\*Burn, grind smooth, and epoxy seal existing anchor bolts flush with proposed concrete surfaces. Cost included with Removal of Existing Superstructure.

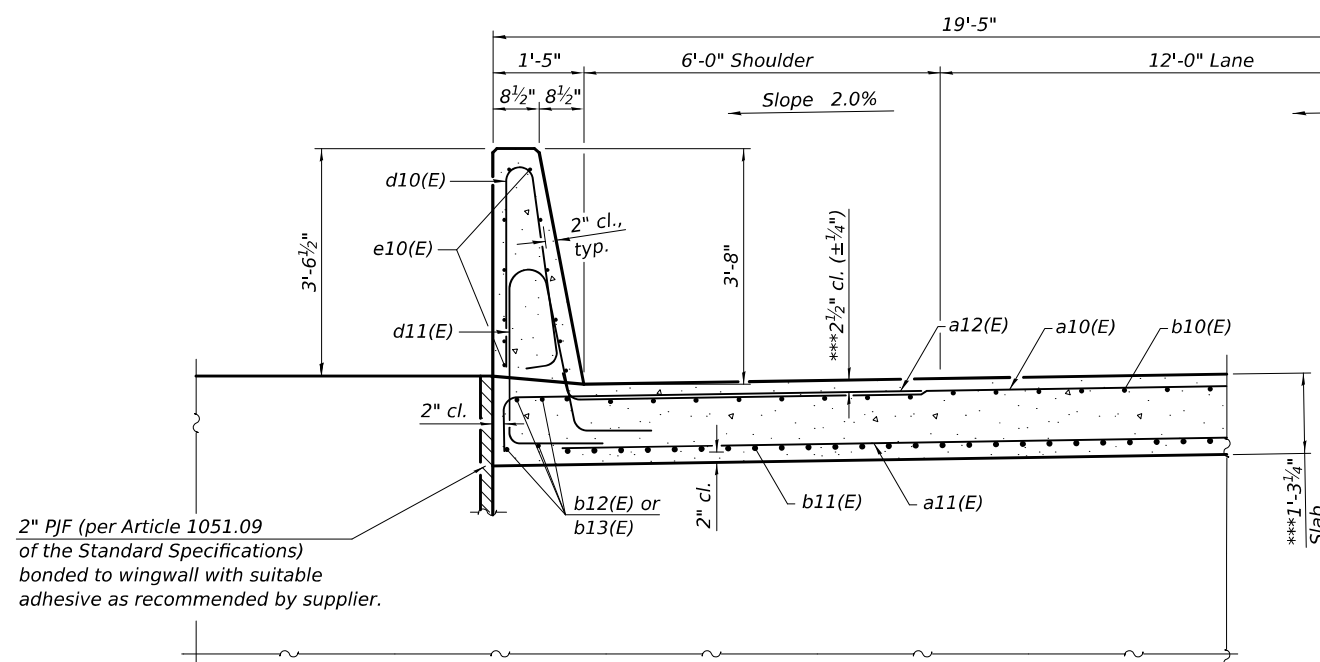
|                              |                                                                                                                                    |                  |                                                                                                            |                                                                                                                             |  |  |  |  |                                                             |             |          |              |           |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|--|--|--|--|-------------------------------------------------------------|-------------|----------|--------------|-----------|
| DESIGNED - RYAN P. NEGANGARD | EXAMINED <br>ENGINEER OF BRIDGE DESIGN        | DATE MAY 1, 2026 | <div style="text-align: center;"> <b>STATE OF ILLINOIS</b><br/> <b>DEPARTMENT OF TRANSPORTATION</b> </div> | <div style="text-align: center;"> <b>PIER EXTENSIONS</b><br/> <b>STRUCTURE NO. 038-0009 (NB) &amp; 038-0010 (SB)</b> </div> |  |  |  |  | F.A.I. RTE.                                                 | SECTION     | COUNTY   | TOTAL SHEETS | SHEET NO. |
| CHECKED - TIFFANY L. ADAMS   |                                                                                                                                    |                  |                                                                                                            |                                                                                                                             |  |  |  |  | 57                                                          | (38-4B-2)BR | IROQUOIS | 437          | 284       |
| DRAWN - ANDRO R. SAMANIEGO   | PASSED <br>ENGINEER OF BRIDGES AND STRUCTURES | REVISED -        |                                                                                                            | <div style="text-align: center;"> SHEET 17 OF 25 SHEETS </div>                                                              |  |  |  |  | <div style="text-align: center;"> CONTRACT NO. 66M80 </div> |             |          |              |           |
| CHECKED - R.P.N. / T.L.A.    |                                                                                                                                    | REVISED -        |                                                                                                            |                                                                                                                             |  |  |  |  |                                                             |             |          |              |           |



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

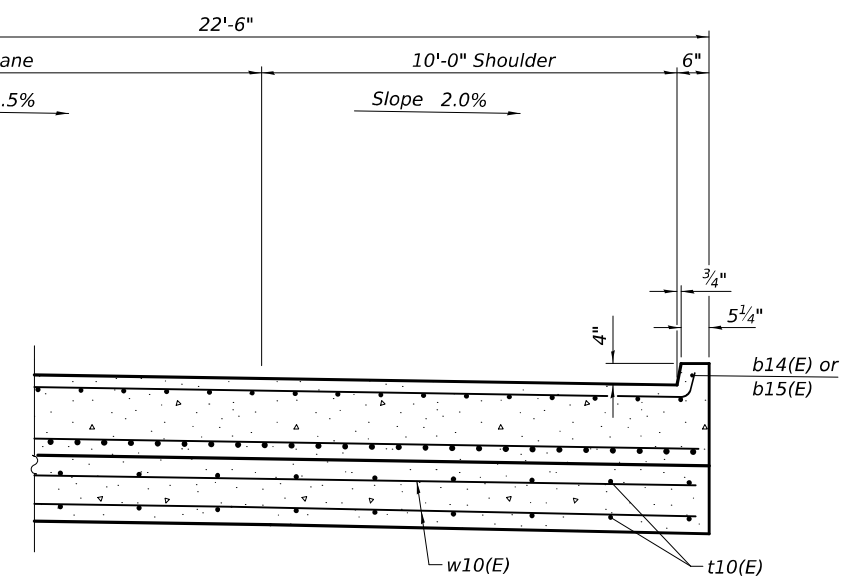
**TOP AND BOTTOM ELEVATIONS  
FOR APPROACH FOOTING**

| North Approach     |        |        | South Approach     |        |        |
|--------------------|--------|--------|--------------------|--------|--------|
| Point/<br>Location | Top    | Bottom | Point/<br>Location | Top    | Bottom |
| A - SW             | 646.60 | 645.77 | A - NE             | 646.43 | 645.60 |
| B - S C            | 646.91 | 646.08 | B - N C            | 646.82 | 645.99 |
| C - SE             | 646.51 | 645.68 | C - NW             | 646.51 | 645.68 |
| D - NW             | 646.61 | 645.78 | D - SE             | 646.43 | 645.60 |
| E - N C            | 646.91 | 646.08 | E - S C            | 646.82 | 645.99 |
| F - NE             | 646.52 | 645.69 | F - SW             | 646.51 | 645.68 |



**NEAR ABUTMENT**

**CROSS SECTION**  
(Looking North)



**AT APPROACH FOOTING**

(Sheet 1 of 3)

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

EXAMINED - *Mark Shuffin*  
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**

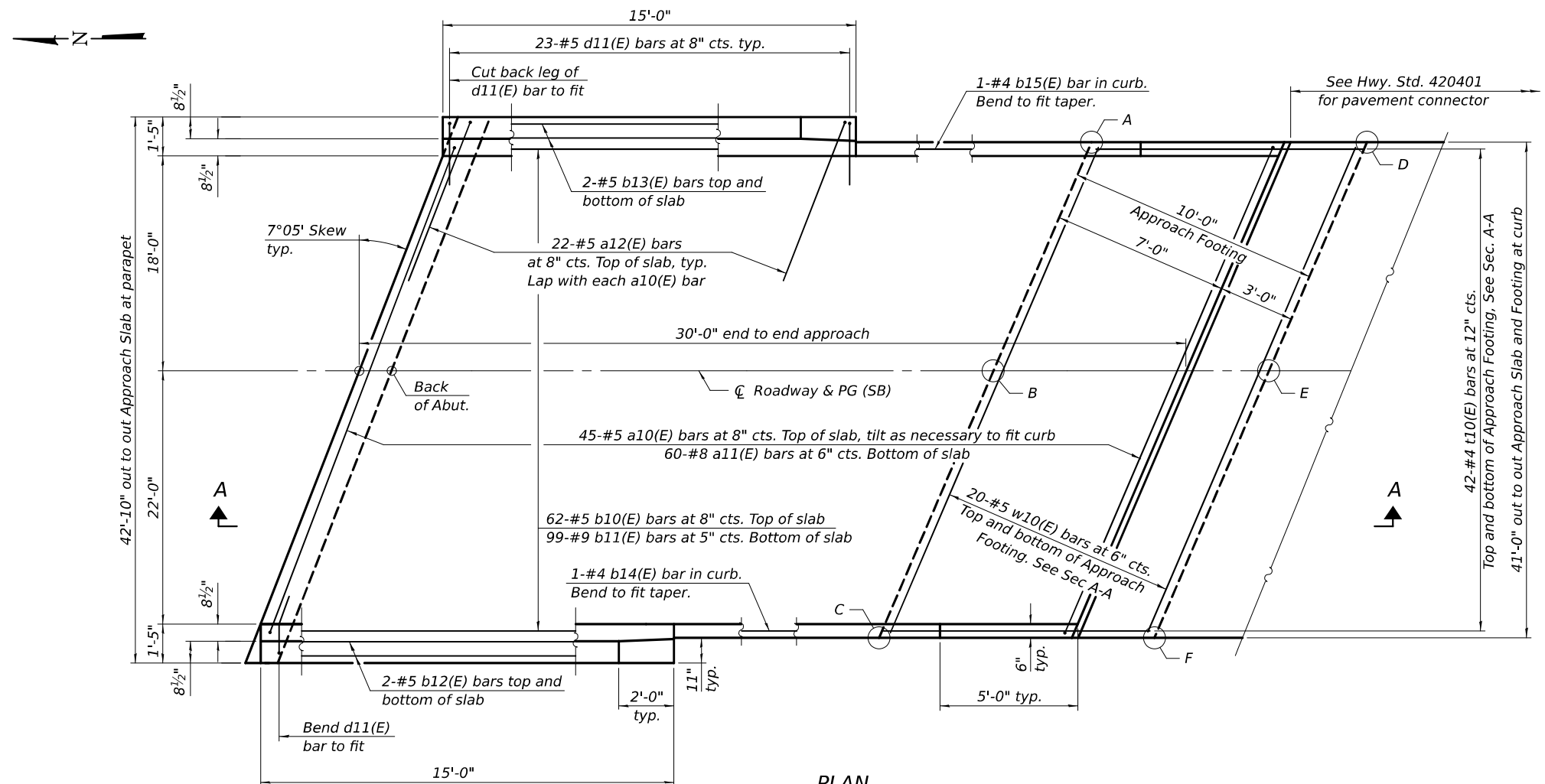
**BRIDGE APPROACH SLAB  
STRUCTURE NO. 038-0009 (NB)**

SHEET 18 OF 25 SHEETS

| F.A.I.<br>RTE.     | SECTION     | COUNTY   | TOTAL<br>SHEETS | SHEET<br>NO. |
|--------------------|-------------|----------|-----------------|--------------|
| 57                 | (38-4B-2)BR | IROQUOIS | 437             | 285          |
| CONTRACT NO. 66M80 |             |          |                 |              |

ILLINOIS FED. AID PROJECT

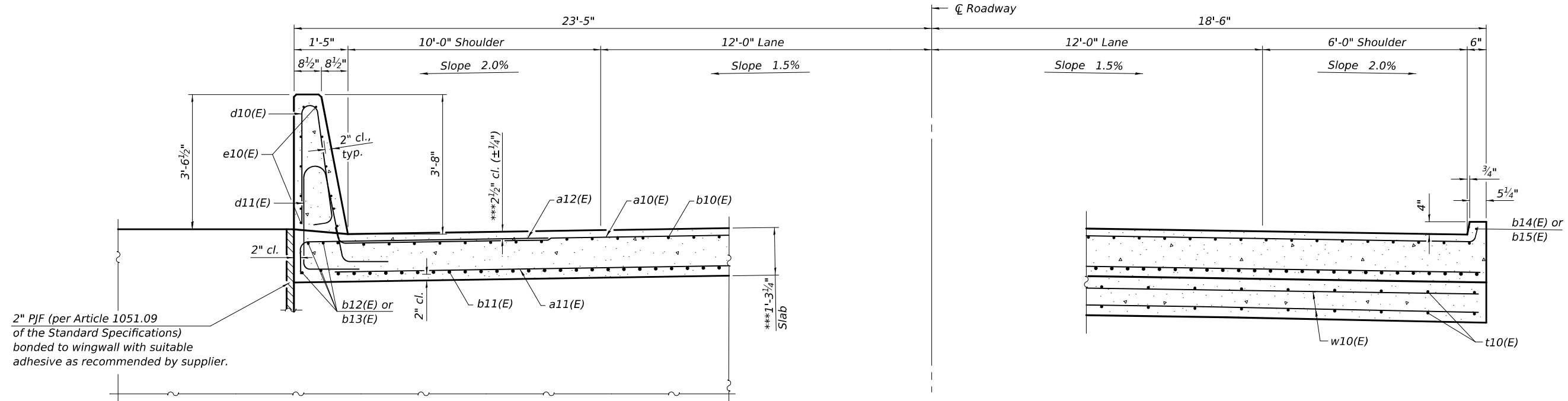
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FILE NAME: I:\projects\0380009\010-046M80\0380009-CADD\Data\Structures\0380009-66M80.dgn  
5/1/2026 2:43:10 PM



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

**TOP AND BOTTOM ELEVATIONS  
FOR APPROACH FOOTING**

| North Approach     |        |        | South Approach     |        |        |
|--------------------|--------|--------|--------------------|--------|--------|
| Point/<br>Location | Top    | Bottom | Point/<br>Location | Top    | Bottom |
| A - SW             | 646.65 | 645.82 | A - NE             | 646.36 | 645.53 |
| B - S CL           | 647.03 | 646.20 | B - N CL           | 646.67 | 645.84 |
| C - SE             | 646.71 | 645.88 | C - NW             | 646.29 | 645.46 |
| D - NW             | 646.67 | 645.84 | D - SE             | 646.35 | 645.52 |
| E - N CL           | 647.06 | 646.23 | E - S CL           | 646.66 | 645.83 |
| F - NE             | 646.74 | 645.91 | F - SW             | 646.27 | 645.44 |



**NEAR ABUTMENT**

**CROSS SECTION**  
(Looking North)

**AT APPROACH FOOTING**

(Sheet 2 of 3)

MODEL: 0380010 010-046M80-219  
 PROJECT: 0380010 010-046M80-219  
 DRAWING: 0380010 010-046M80-219  
 SHEET: 0380010 010-046M80-219

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

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

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

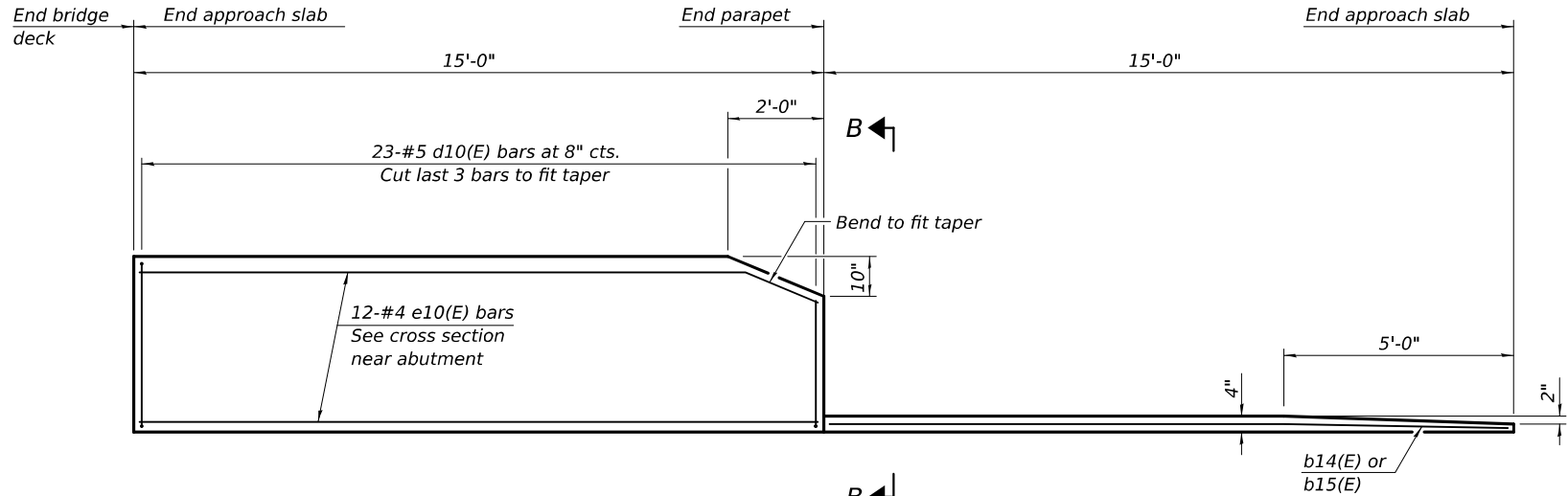
**BRIDGE APPROACH SLAB  
STRUCTURE NO. 038-0010 (SB)**

SHEET 19 OF 25 SHEETS

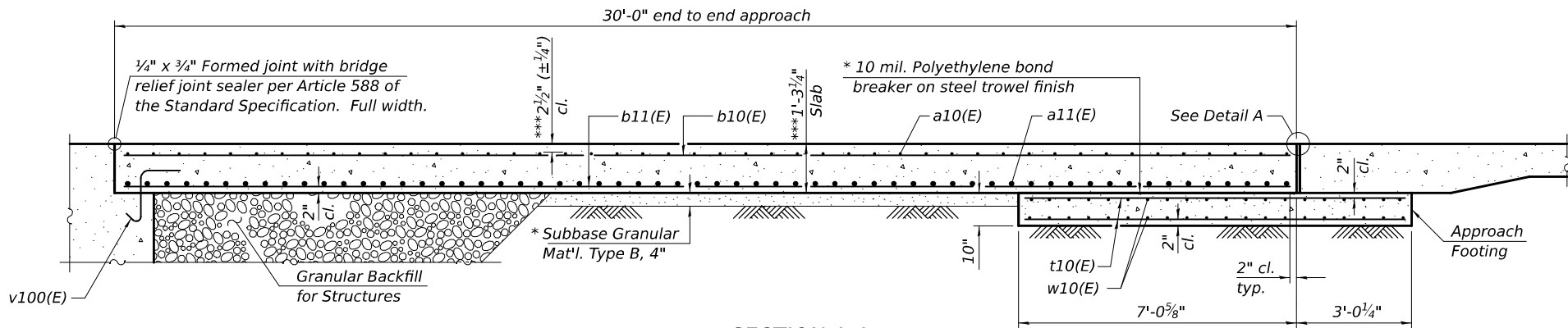
| F.A.I.<br>RTE.     | SECTION     | COUNTY   | TOTAL<br>SHEETS | SHEET<br>NO. |
|--------------------|-------------|----------|-----------------|--------------|
| 57                 | (38-4B-2)BR | IROQUOIS | 437             | 286          |
| CONTRACT NO. 66M80 |             |          |                 |              |

ILLINOIS FED. AID PROJECT

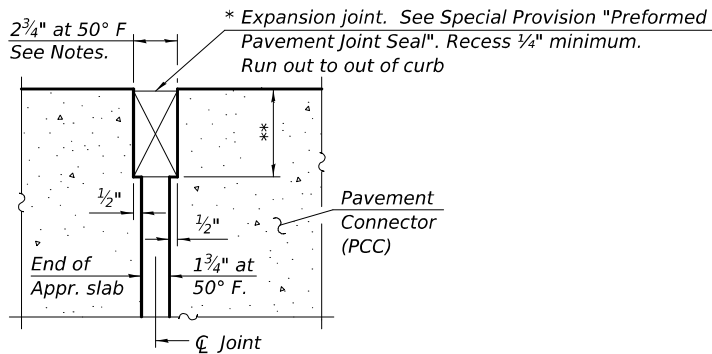
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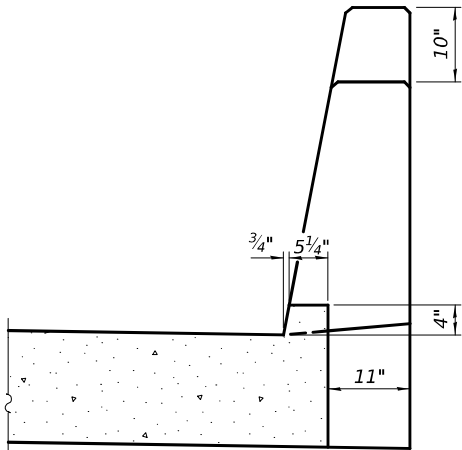
INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A

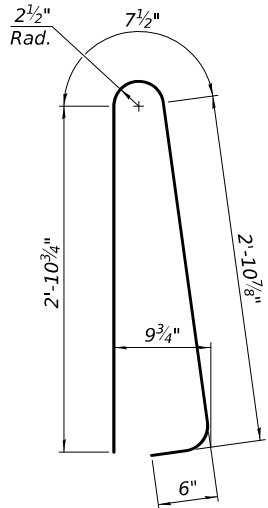


DETAIL A  
(at Rt. L's)

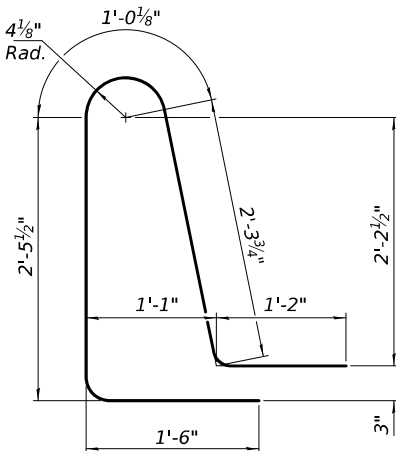


VIEW B-B

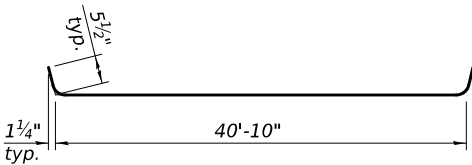
Notes:  
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach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



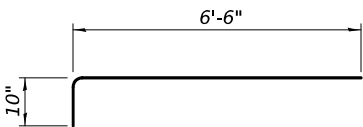
BAR d10(E)



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.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

(Sheet 3 of 3)

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

EXAMINED

Mark Shuffin  
ENGINEER OF BRIDGE DESIGN

DATE MAY 1, 2026

PASSED

Quate W. Mann  
ENGINEER OF BRIDGES AND STRUCTURES

REVISED -

REVISED -

| 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 |             |          |              |           |

SHEET 20 OF 25 SHEETS

MODEL: 0380009 010-046M80-220  
FILE NAME: I:\projects\0380009\010-046M80-220\0380009-CADD\Data\Structures\0380009-66M80.dgn  
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TYPE I ELASTOMERIC EXP. BRG.



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

Notes:

- Headed studs and connection plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
- The connection plates and structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
- Two ½ 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, connection plates, shim plates, nuts, and washers shall be galvanized according to AASHTO M111 or M232 as applicable.

## BILL OF MATERIAL

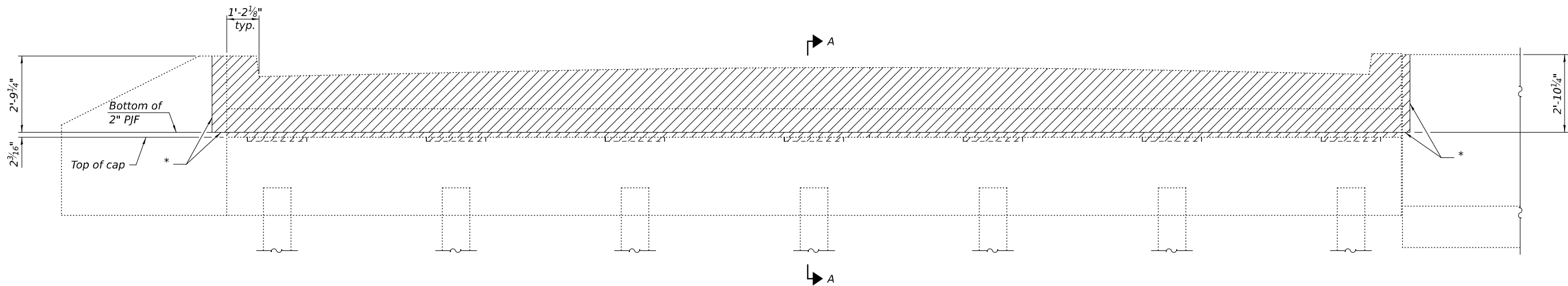
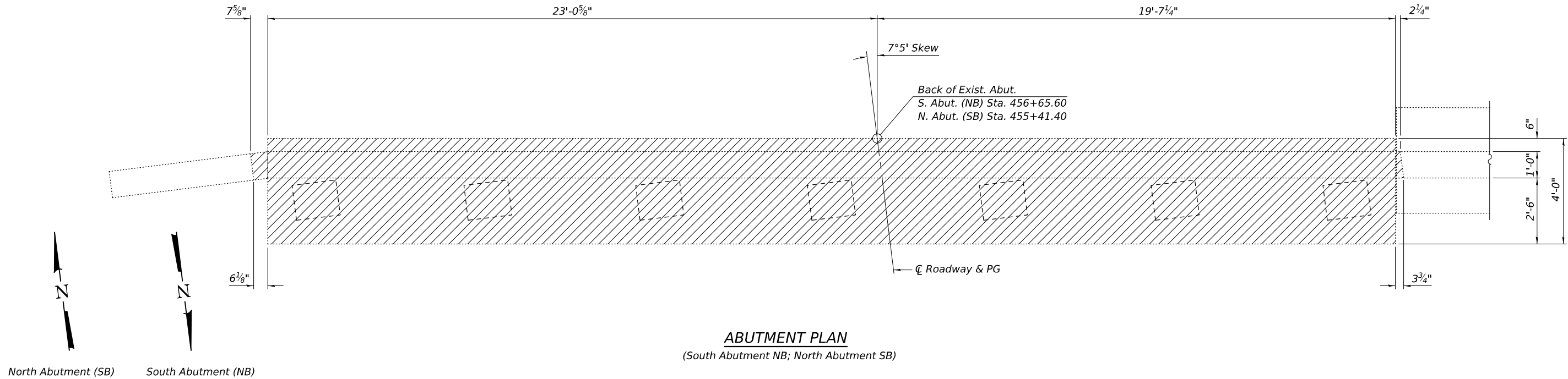
| Item                                 | Unit | Total |
|--------------------------------------|------|-------|
| Elastomeric Bearing Assembly, Type I | Each | 28    |
|                                      |      |       |

|                              |                                                                                                |                  |                                                   |                       |             |           |     |     |                           |         |        |              |           |
|------------------------------|------------------------------------------------------------------------------------------------|------------------|---------------------------------------------------|-----------------------|-------------|-----------|-----|-----|---------------------------|---------|--------|--------------|-----------|
| DESIGNED - RYAN P. NEGANGARD | EXAMINED  | DATE MAY 1, 2026 | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | BEARING DETAILS       |             |           |     |     | F.A.I. RTE.               | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| CHECKED - TIFFANY L. ADAMS   | ENGINEER OF BRIDGE DESIGN                                                                      |                  |                                                   | 57                    | (38-4B-2)BR | IRROQUOIS | 437 | 288 |                           |         |        |              |           |
| DRAWN - ANDRO R. SAMANIEGO   | PASSED    | REVISED -        |                                                   |                       |             |           |     |     | CONTRACT NO. 66M80        |         |        |              |           |
| CHECKED - R.P.N. / T.L.A.    | ENGINEER OF BRIDGES AND STRUCTURES                                                             | REVISED -        |                                                   | SHEET 21 OF 25 SHEETS |             |           |     |     | ILLINOIS FED. AID PROJECT |         |        |              |           |





MODEL: 0380009 010-06M80-023  
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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 | -           |

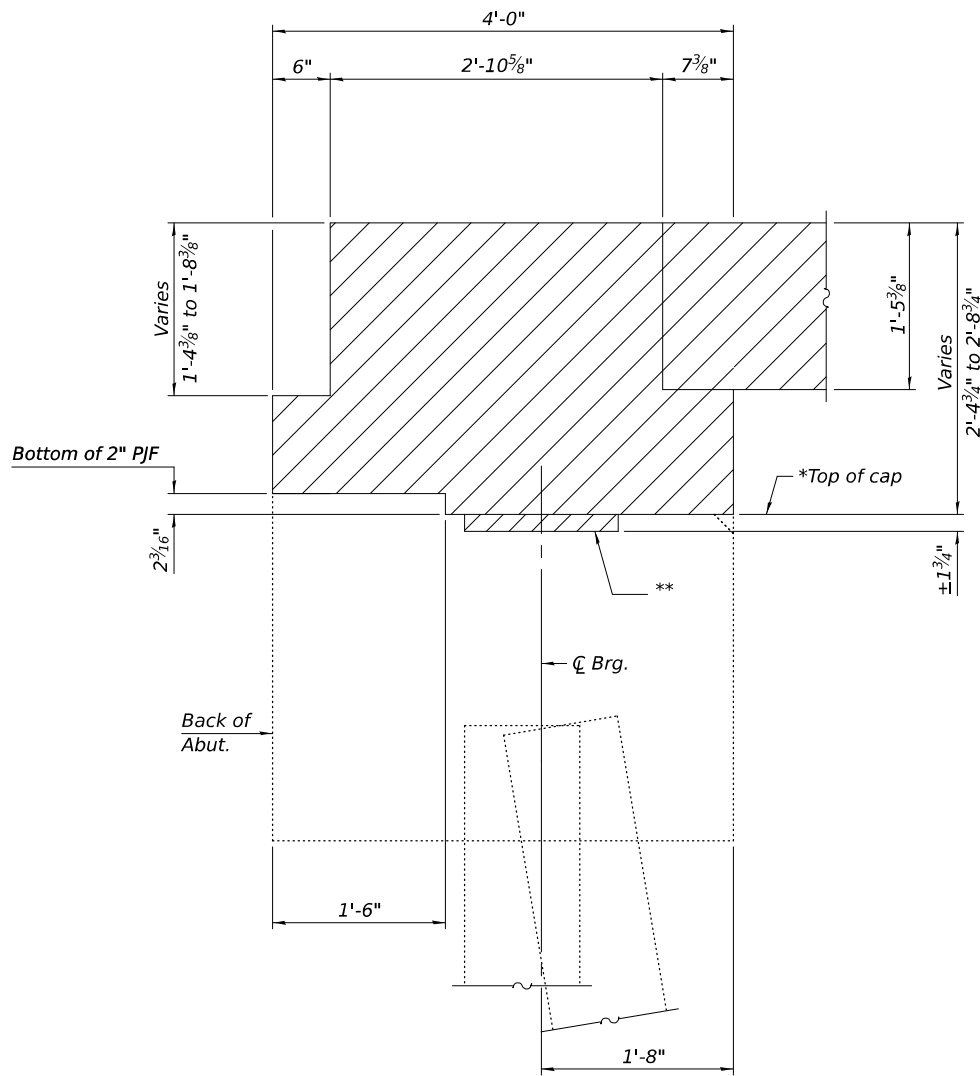
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

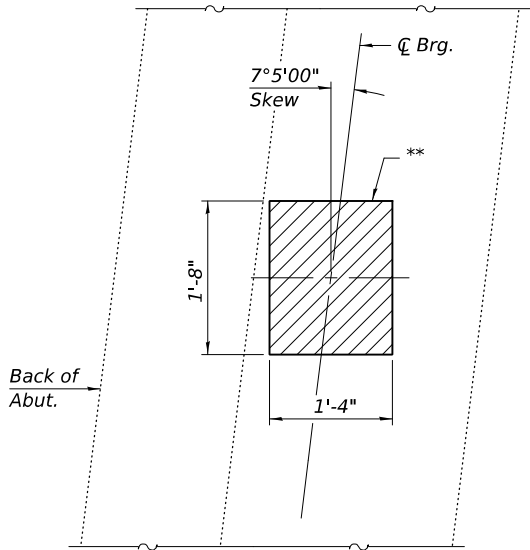
SHEET 23 OF 25 SHEETS

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





**SECTION A-A**  
(Horizontal dimensions are at right L's)



**CONCRETE REPLACEMENT UNDER BEARINGS**

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

\*\* Remove and repour a portion of concrete under the bearings. Cost included with Removal of Existing Superstructure.

Note:  
Hatched area indicates concrete removal.  
Cost included with Removal of Existing Superstructure.

MODEL: 0380009 010-06M80-024  
FILE NAME: I:\projects\0380009\010-06M80-024\0380009-010-06M80-024.dgn

|          |   |                    |
|----------|---|--------------------|
| 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)**

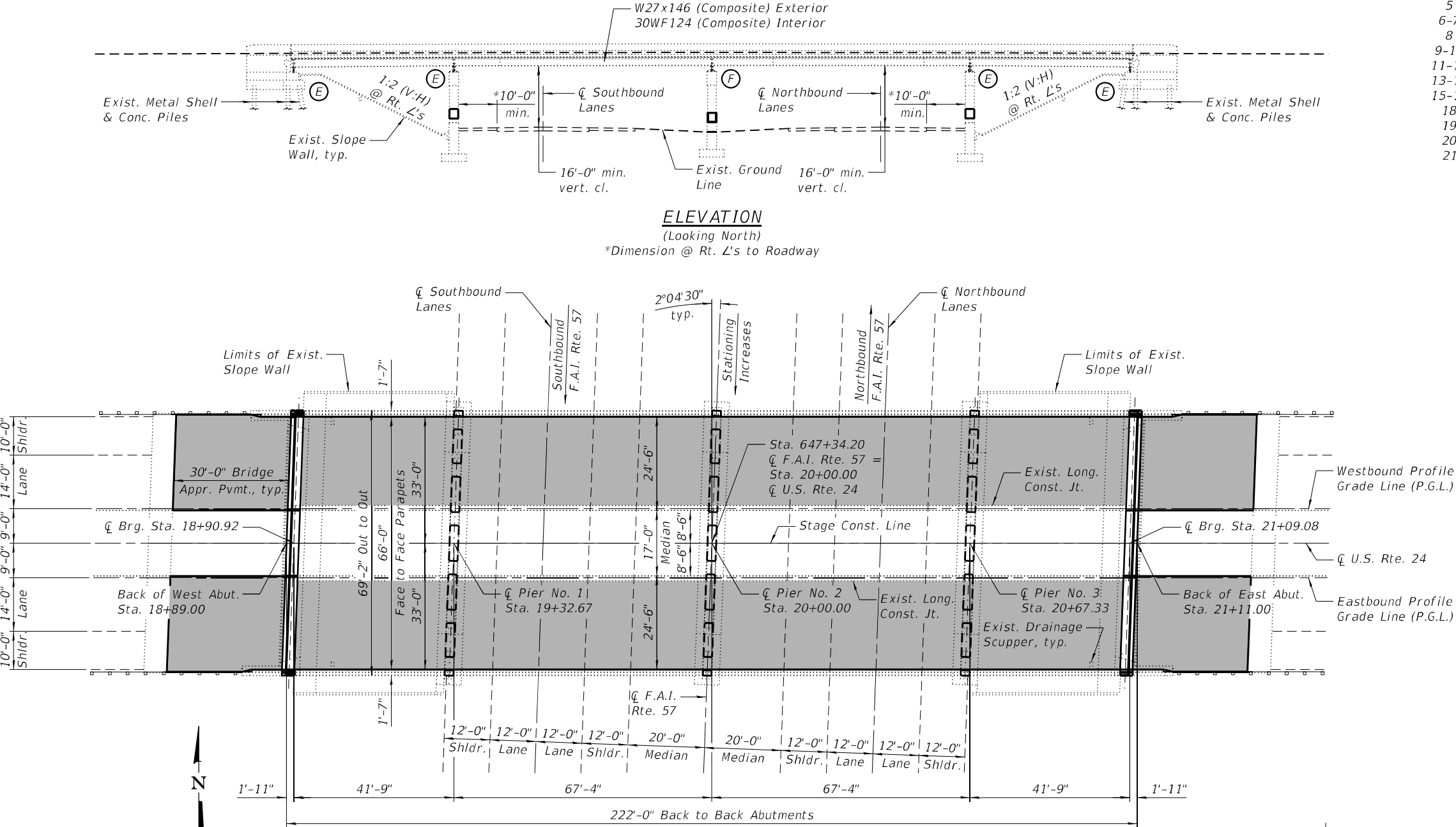
SHEET 24 OF 25 SHEETS

| F.A.I. RTE.               | SECTION     | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|----------|--------------|-----------|
| 57                        | (38-4B-2)BR | IROQUOIS | 437          | 291       |
| CONTRACT NO. 66M80        |             |          |              |           |
| ILLINOIS FED. AID PROJECT |             |          |              |           |



Existing Structure: S.N. 038-0031 was originally constructed in 1967 as Section 38-5HB-2. In 2003, the deck was replaced and widened, the piers were widened, outside beams were added, and new wingwalls and abutment stems were constructed. The structure is a four span continuous R.C. deck slab that is composite with the wide-flange, steel I-beam stringers, supported by stub abutments on both metal shell and concrete piles, and piers on spread footings. The back-to-back abutment length measures 222'-0" and the out-to-out deck measures 69'-2". The span lengths are 41'-9", 67'-4", 67'-4", and 41'-9". The structure is skewed 2°04'30" left forward. One lane of traffic in each direction will be maintained utilizing stage construction.

No Salvage.



SCOPE OF WORK

- 1.) Maintain one lane of traffic in each direction utilizing stage construction.
- 2.) Install protective shield over driving lanes.
- 3.) Scarification of approach slabs and bridge deck for latex concrete overlay.
- 4.) Concrete repair of bridge deck and approach slabs.
- 5.) Repair existing median curbs.
- 6.) Repair existing parapets.
- 7.) Replace existing expansion joints with Preformed Joint Strip Seal.
- 8.) Remove existing joint seal and install replacement silicone joint sealer at approach slabs.
- 9.) Fully clean and paint the existing structural steel and bearings.
- 10.) Repair existing abutments and piers.
- 11.) Pier crash wall modifications.
- 12.) Repair existing slope walls.

PLAN

LEGEND

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

INDEX OF SHEETS

| SHEET NO. | TITLE                                                   |
|-----------|---------------------------------------------------------|
| 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):

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

FIELD UNITS (2002):

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

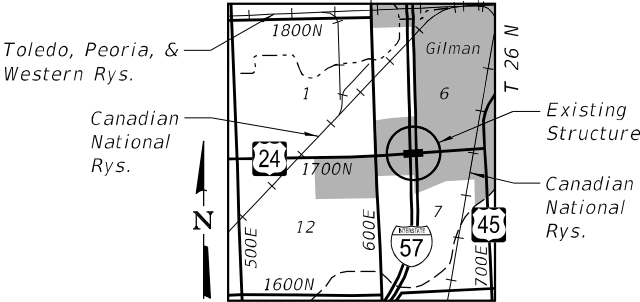
PROPOSED DESIGN STRESSES

FIELD UNITS:

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

LOADING HS20-44

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



LOCATION SKETCH



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

U.S. RTE. 24 OVER F.A.I. RTE. 57

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

IROQUOIS COUNTY

STATION 20+00.00

STRUCTURE NO. 038-0031



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

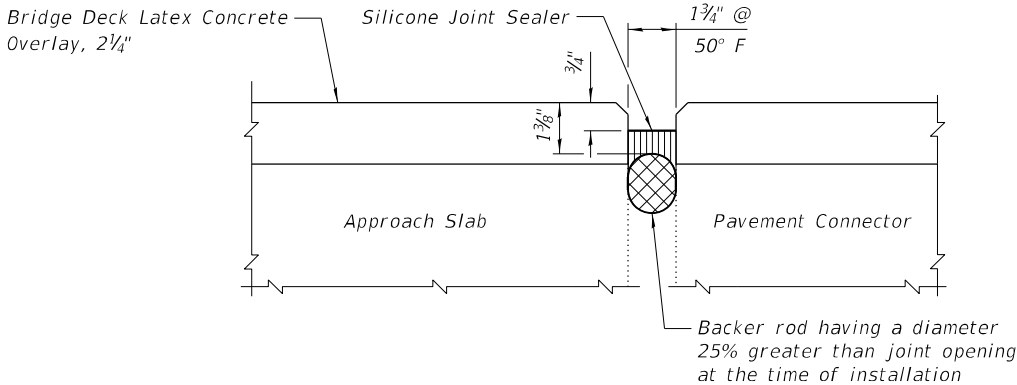
ILLINOIS

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.
- 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.

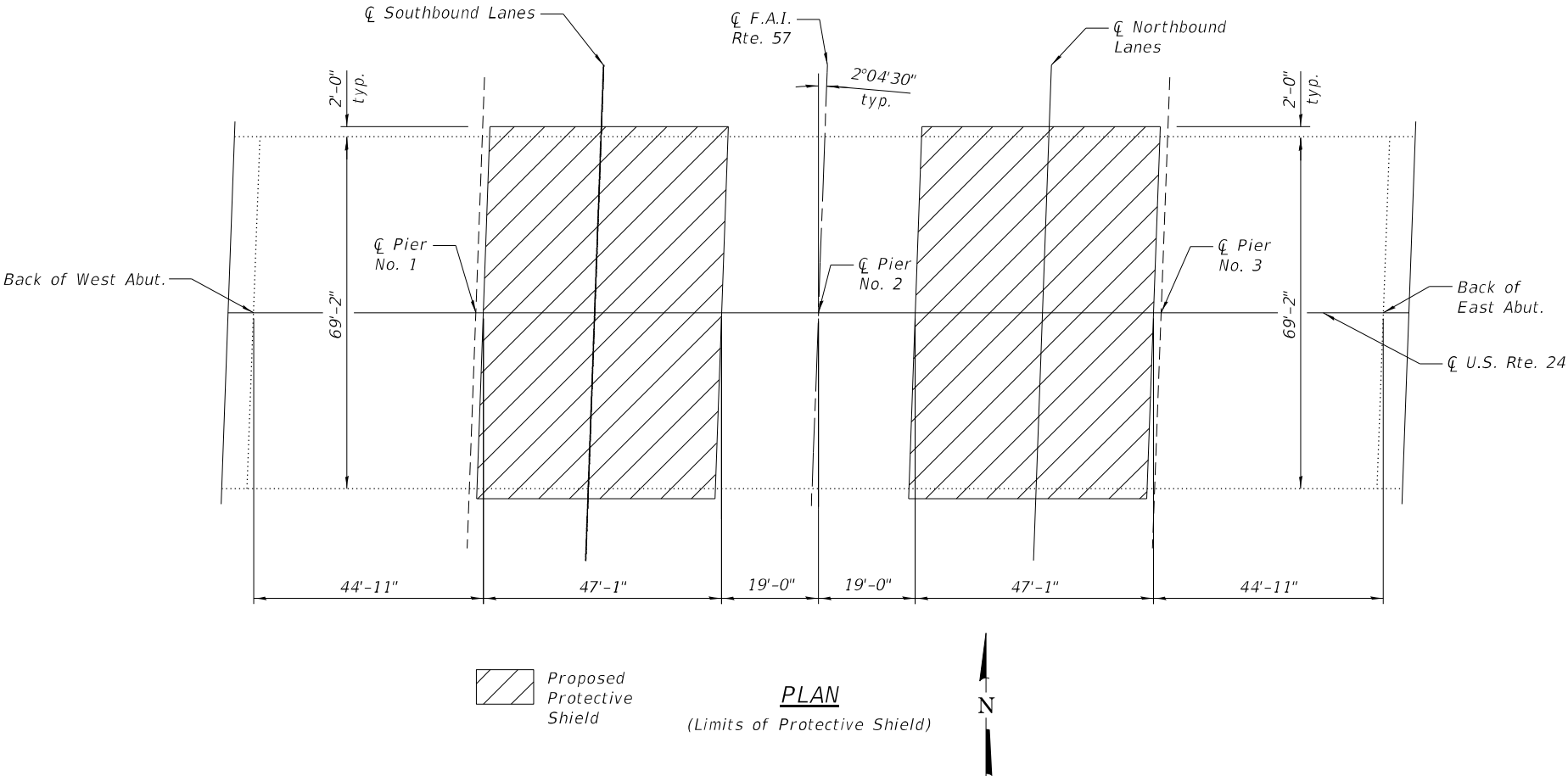
TOTAL BILL OF MATERIAL

| 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

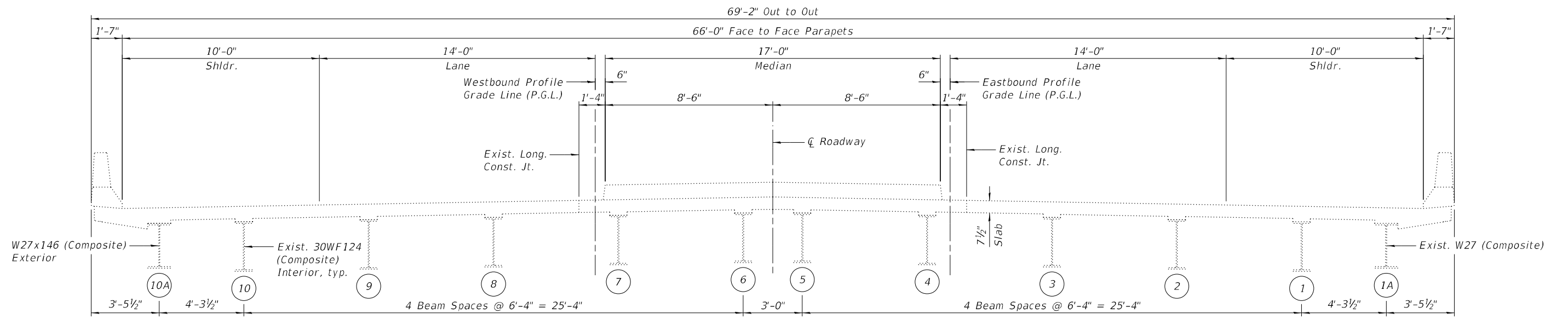
Remove existing joint seal and install replacement silicone joint sealer at approach slabs.



Proposed Protective Shield

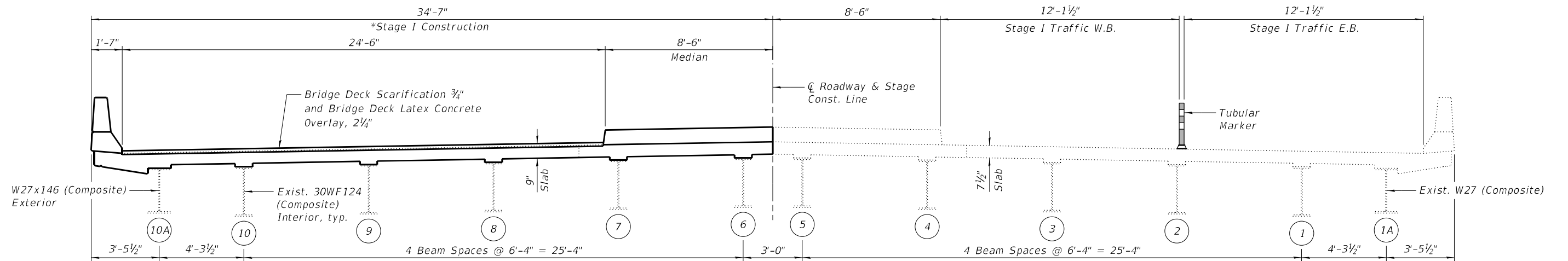
PLAN

(Limits of Protective Shield)



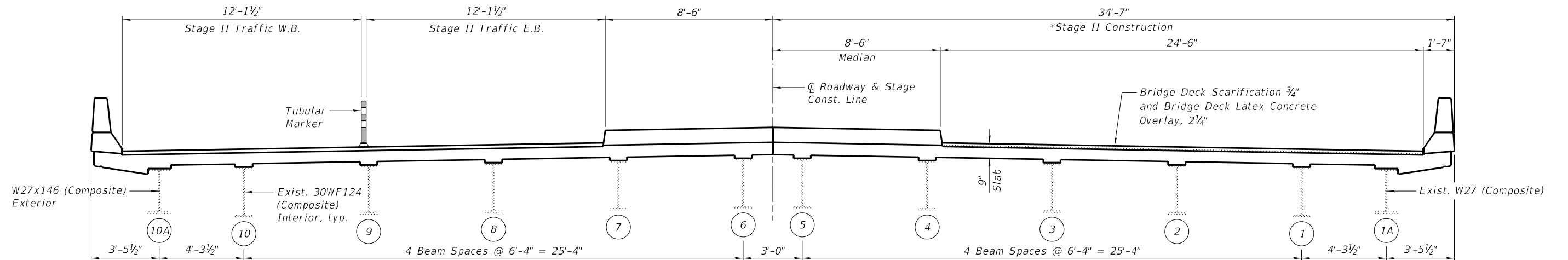
### EXISTING CROSS SECTION

(Looking East)  
\*Joint Replacement



### STAGE I CONSTRUCTION

(Looking East)  
\*Joint Replacement

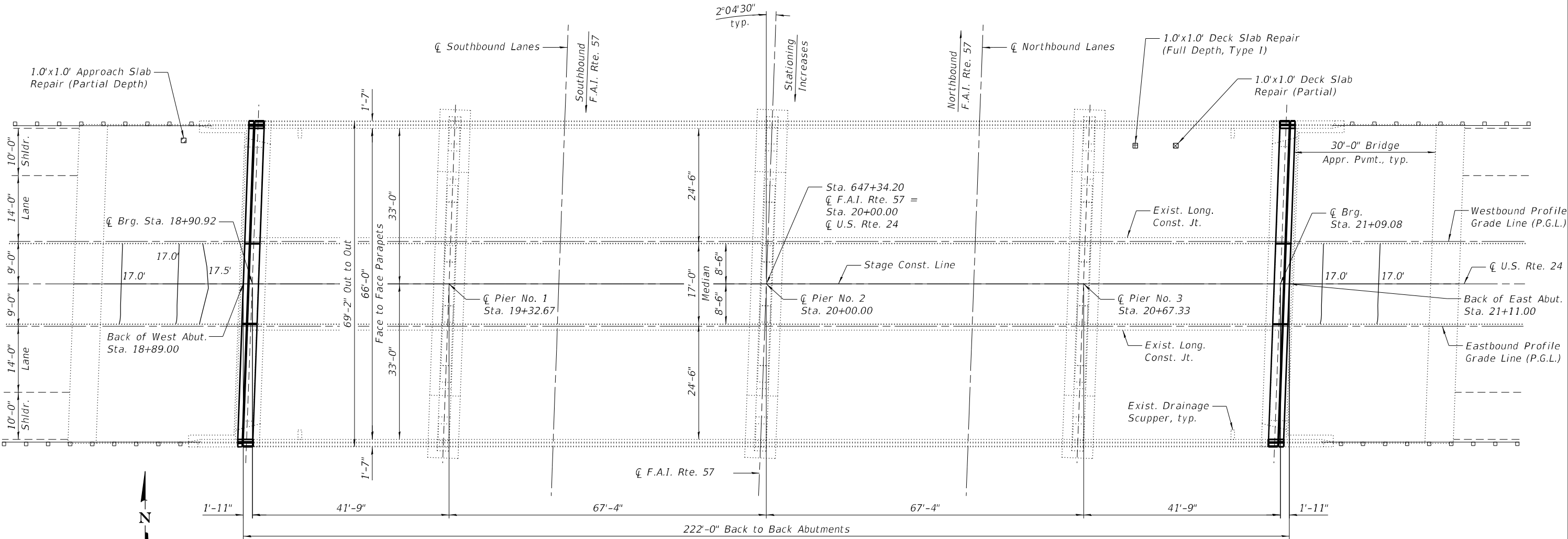


### STAGE II CONSTRUCTION

(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:

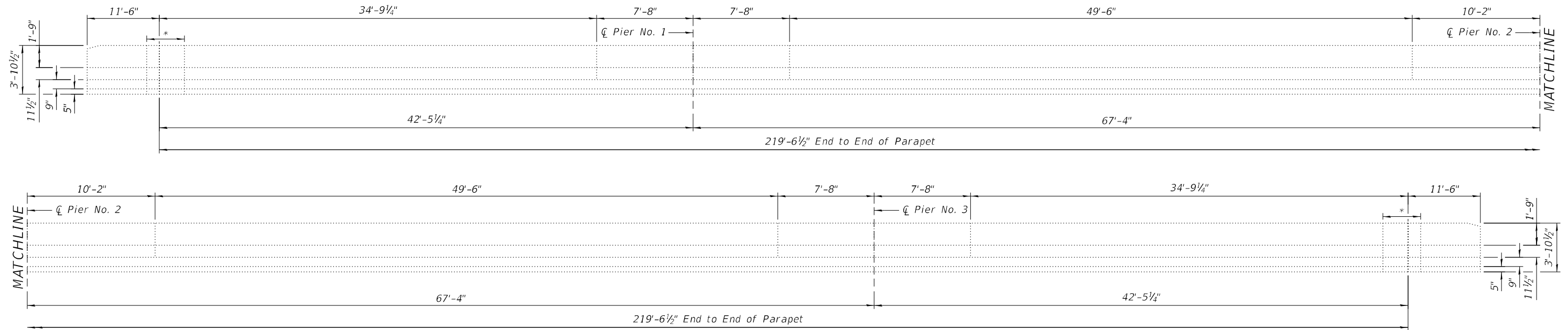
- 1.) The repair areas shown are estimated based on a field inspection conducted in September 2023. The actual repair areas required shall be verified according to the special provisions, and documented by the Engineer on the As Built plan sheet.
- 2.) \*Areas of Deck Slab Repair (Partial) and Approach 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.



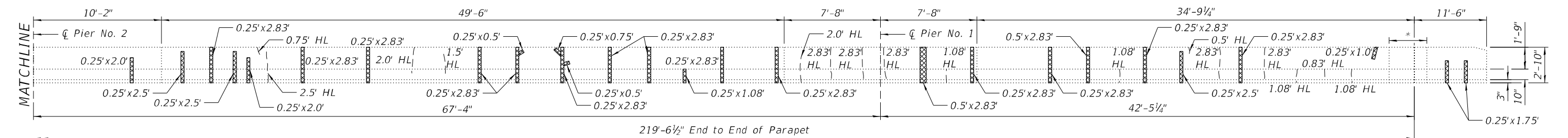
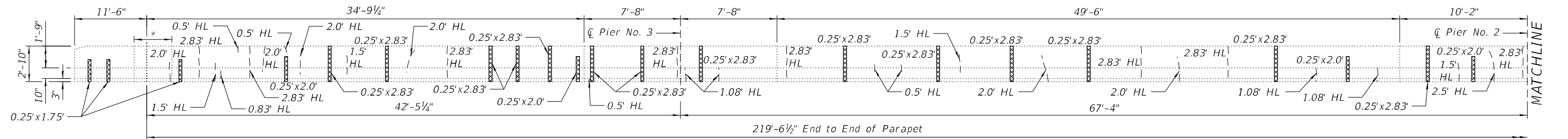








ELEVATION - OUTSIDE FACE OF SOUTH PARAPET  
(Looking North)



ELEVATION - INSIDE FACE OF SOUTH PARAPET  
(Looking South)

LEGEND

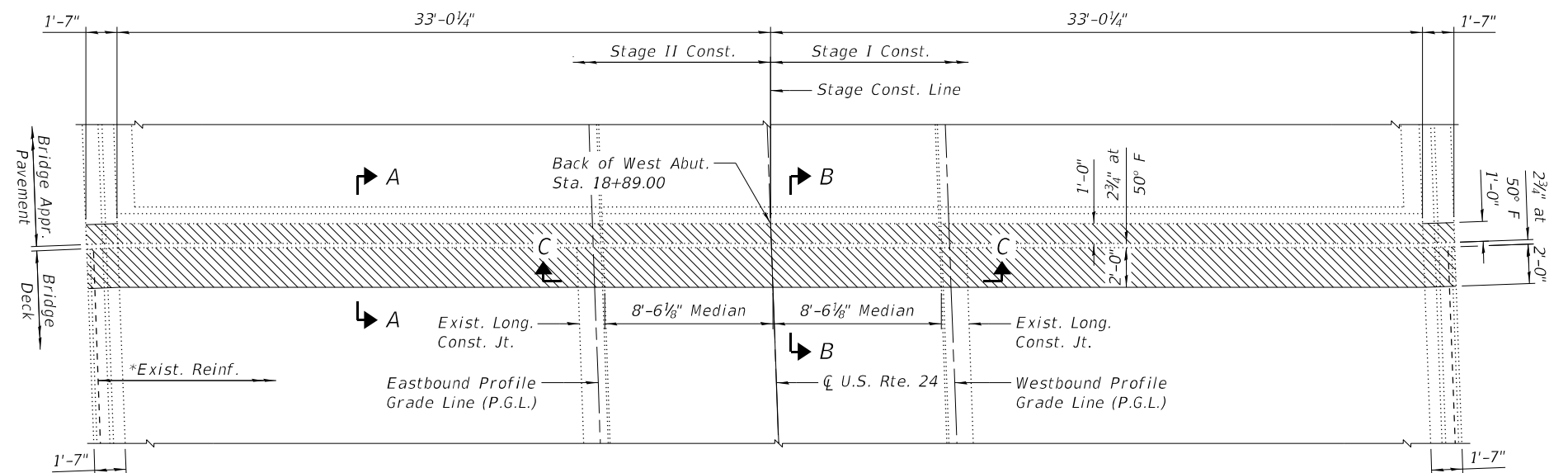
-  Structural Repair of Concrete  
(Depth Equal to or Less than  
5 inches)
- L.F. HL  
--- Hairline Crack

BILL OF MATERIAL

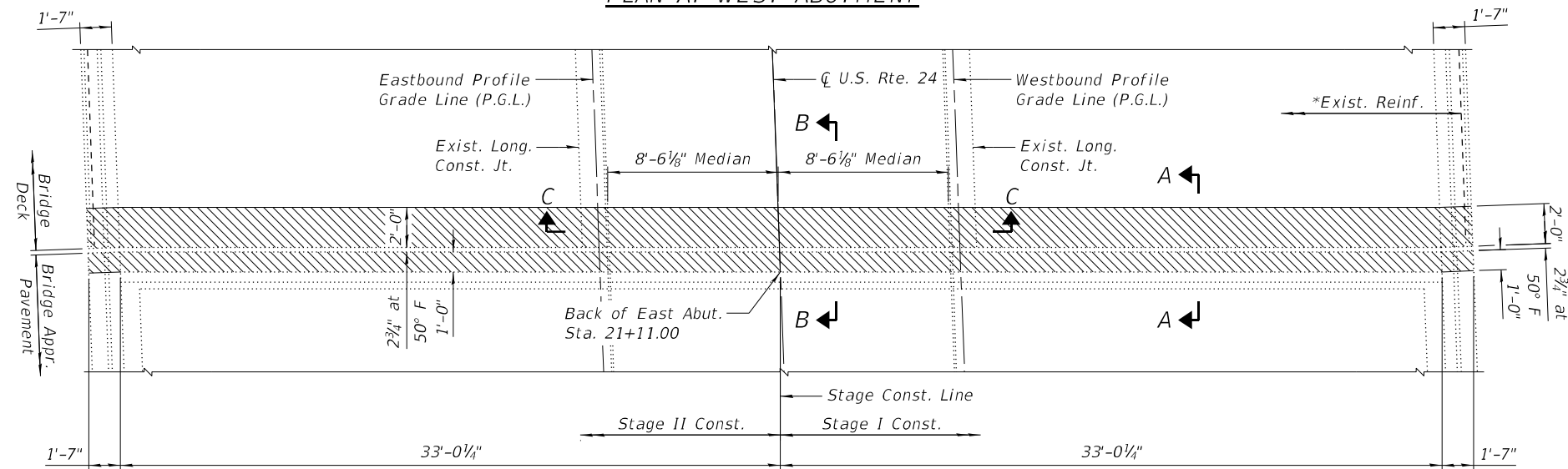
| Item                                                                    | Unit    | Total |
|-------------------------------------------------------------------------|---------|-------|
| Structural Repair of Concrete<br>(Depth Equal to or Less Than 5 Inches) | Sq. Ft. | 30    |

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.

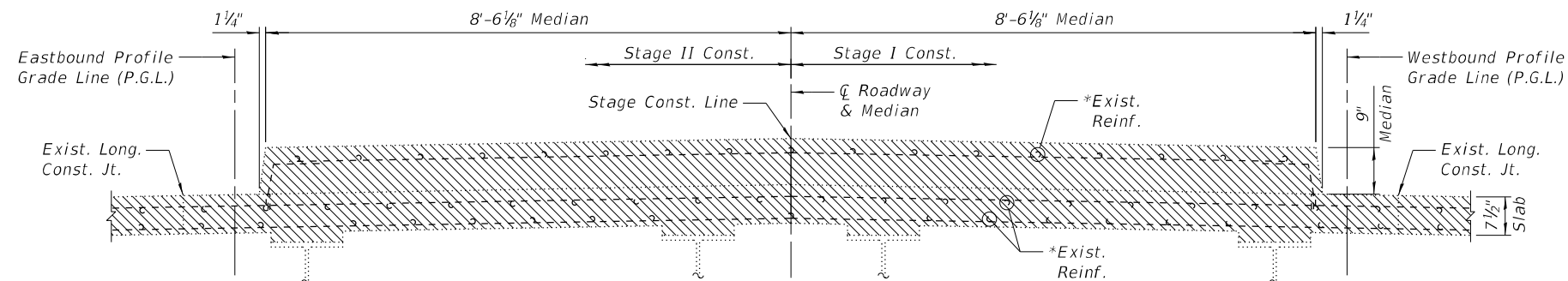


PLAN AT WEST ABUTMENT

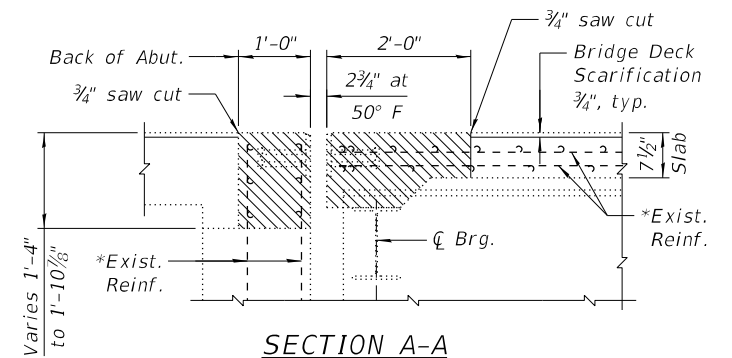


PLAN AT EAST ABUTMENT

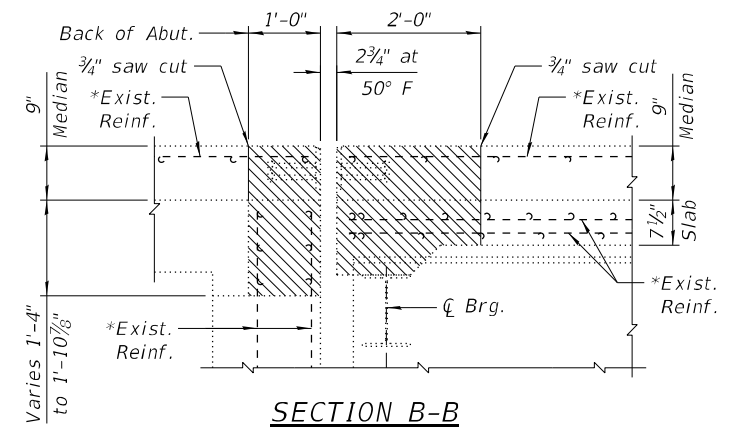
PARTIAL PLAN SHOWING CONCRETE REMOVAL  
Exist. Reinf. in median & parapet not shown for clarity.



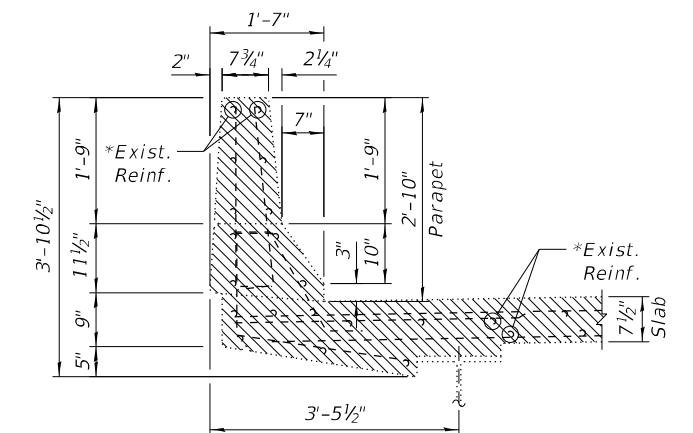
SECTION C-C



SECTION A-A



SECTION B-B



SECTION THRU PARAPET

LEGEND



BILL OF MATERIAL

| Item             | Unit    | Total |
|------------------|---------|-------|
| Concrete Removal | Cu. Yd. | 21.4  |

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.