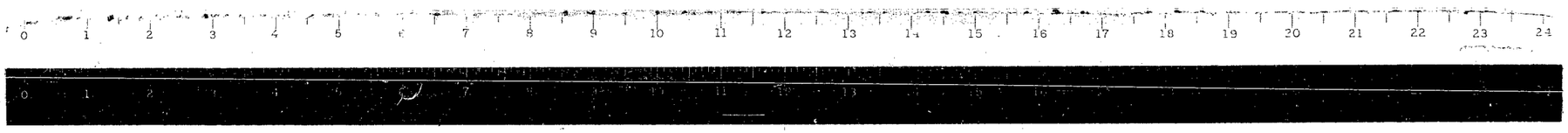
RT. EAT-57

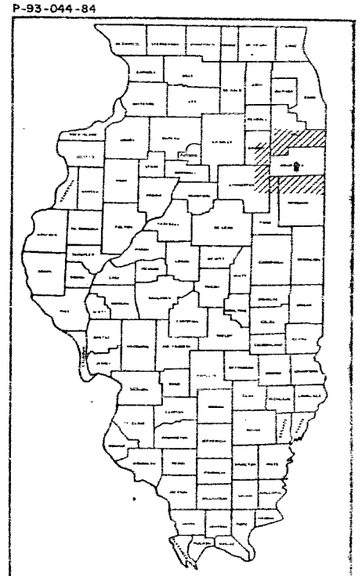
SEC. 139 HBR



FAI RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	139 HBR	KANKAKEE	62	1
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	0	

ACIR-57-6(148)312

P-93-044-84



LOCATION OF SECTION INDICATED THUS: —

I - 57 1989 ADT 15,700
RT. 17 1988 ADT 14,000

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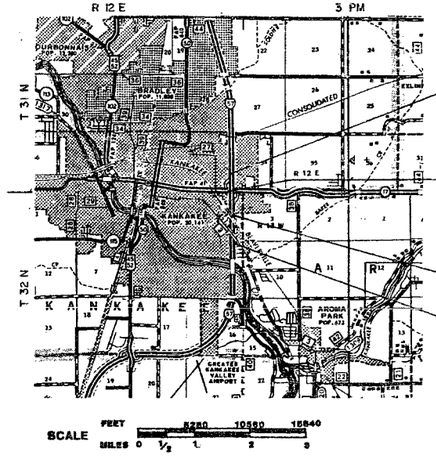
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

SCALES { PLAN 0 50' 100' 150' 200' / PROFILE HOR. 0 50 100 150 200 / PROFILE VERT. 0 5 10 15 20 / CROSS-SECTIONS HOR. 0 5 10 15 20 / VERT. 0 5 10 15 20

FAI ROUTE - 57 (I-57)
SECTION: 139HBR
PROJECT: ACIR-57-6 (148)312
KANKAKEE COUNTY
C-93-057-87

TRAFFIC DATA:
FAI RTE 57 ADT = 14,400 (1983)
= 21,600 (2003)
DHV = 2,700 (2003)
DESIGN SPEED = 70 MPH
CLASS = TRUNK



PROJECT BEGINS
STA. 174+83.21

DUAL 3 SPAN CONTINUOUS
WF BEAM STRUCTURES
BRIDGE REHABILITAION,
DECK WIDENING & REPLACEMENT
STA 190+09.01 TO STA 191+75.10

STATION EQUATION
STA. 212+00 (BK.)
STA. 212+05.25 (AHD.)

PROJECT ENDS
STA.238+80

GROSS & NET LENGTH OF PROJECT : 6396.79 FEET = 1.212 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 12/2 88 — DISTRICT ENGINEER
EXAMINED 12-28 88 — ASSOCIATE OF PLANS AND CONTRACTS
PASSED 12-29 88 — DIRECTOR OF FINANCE
APPROVED 12-30 88 — DIRECTOR DIVISION OF HIGHWAYS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED 1-4-89
FOR DIVISION ADMINISTRATOR — DATE

REVISED 12-11-87

RECEIVED
DEC - 9 1988
ILLINOIS DIVISION
SPRINGFIELD, ILLINOIS

STANDARDS

1527-9	MANHOLE, TYPE A
1686-4	SYMBOLS AND ABBREVIATIONS
2113-2	NAME PLATE FOR BRIDGES
2122-12	CONCRETE MEDIANS
2149-11	DELINEATORS
2203-14	P.C.C. BASE COURSE WITH BITUMINOUS CONCRETE BINDER AND SURFACE COURSE
2213-4	FRAME AND LIDS, TYPE 1
2228-4	METAL END SECTION FOR PIPE CULVERTS
2230-14	STEEL PLATE BEAM GUARDRAIL
2237-10	SHOULDER DETAILS - SHOULDER WITH B.A.M. STABILIZATION
2262-4	REINFORCED CONCRETE ELBOW AND PRECAST REINFORCED CONCRETE FLARED END SECTION
2298-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2299-10	DESIGN OF TRAFFIC CONTROL DEVICES
2300-3	FLAGMAN TRAFFIC CONTROL SIGN
2307-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES SHORT-TIME OPERATION, DAY OR NIGHT
2308-4	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (CASE VIII), RURAL, MOVING OPERATION, MULTILANE DIV., DAY
2313-5	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES MULTILANE DIV. AND UNDIV., RURAL, DAY OR NIGHT
2314-5	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES MULTILANE DIV. AND UNDIV., RURAL, DAY OR NIGHT
2316-10	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES MULTILANE DIV. AND UNDIV., RURAL, OVER ONE DAY
2323-8	PAVEMENT JOINTS
2324-6	BRIDGE APPROACH SHOULDER PAVEMENT
2327-9	SUB-SURFACE DRAINS
2333-3	CONCRETE BARRIER
2336-4	TRAFFIC BARRIER TERMINAL, TYPE 1 AND 1A
2337-2	TRAFFIC BARRIER TERMINAL, TYPE 2
2340-4	TRAFFIC BARRIER TERMINAL, TYPE 5 & 5A
2341-1	TRAFFIC BARRIER TERMINAL, TYPE 6
2350-3	METAL POSTS (SIGNS, MARKERS, AND DELINEATORS)
2355	EARTH MEDIAN DITCH CHECK
2360-3	BRIDGE APPROACH PAVEMENT (50 FT.)
2362-2	CONCRETE HEADWALL FOR PIPE DRAINS
2363-1	APPLICATION OF TYPE A AND B METAL POSTS
2381	TEMPORARY EROSION CONTROL SYSTEMS
2383-1	TEMPORARY CONCRETE BARRIER
2384-1	DRAINAGE STRUCTURES, TYPES 1, 2 & 3
2385	FRAME AND GRATE, TYPE 20
2387	FRAMES AND GRATES, TYPE 22
2419	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES MULTILANE DIVIDED AND UNDIVIDED, RURAL, DAY OR NIGHT OPERATIONS
CASE U-2	TRAFFIC CONTROL AND PROTECTION
2343-5	EXIT RAMP TERMINAL

SQUAD CHIEF: M. JONES
PROJECT ENGINEER: G. MOUNTS
J.U.L.I.E. 1-800-892-0123

CONTRACT NO. 42780

KANKAKEE COUNTY SECTION 139 HBR F.A. ROUTE I-57

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2122-12	CONCRETE MEDIANS
2149-11	DELINEATORS
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2228-4	METAL END SECTION FOR PIPE CULVERTS
2230-14	STEEL PLATE BEAM GUARDRAIL
2237-10	SHOULDER DETAILS - SHOULDER WITH B.A.M. STABILIZATION
2262-4	REINFORCED CONCRETE ELBOW AND PRECAST REINFORCED CONCRETE FLARED END SECTION
2298-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2299-10	DESIGN OF TRAFFIC CONTROL DEVICES
300-3	FLAGMAN TRAFFIC CONTROL SIGN
2307-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES SHORT-TIME OPERATION, DAY OR NIGHT
2308-4	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (CASE VIII), RURAL, MOVING OPERATION, MULTILANE DIV., DAY
2313-5	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES MULTILANE DIV. AND UNDIV., RURAL, DAY OR NIGHT
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2316-10	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES MULTILANE DIV. AND UNDIV., RURAL, OVER ONE DAY
2323-9	PAVEMENT JOINTS
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2350-3	METAL POSTS (SIGNS, MARKERS, AND DELINEATORS)
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2363-1	APPLICATION OF TYPE A AND B METAL POSTS
2381	TEMPORARY EROSION CONTROL SYSTEMS
2383-1	TEMPORARY CONCRETE BARRIER
2384-1	DRAINAGE STRUCTURES, TYPES 1, 2 & 3
2385	FRAME AND GRATE, TYPE 20
2387	FRAMES AND GRATES, TYPE 22
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CASE U-2	TRAFFIC CONTROL AND PROTECTION
2343-5	**EXIT RAMP TERMINAL**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

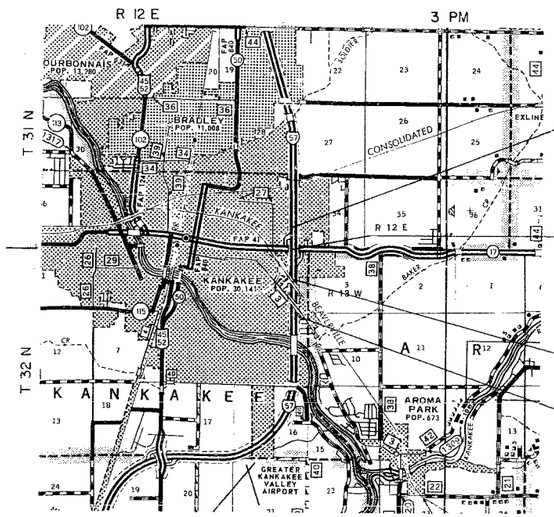
FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	139 HBR	KANKAKEE	62	1
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*ACIR-57-6(148)312

SCALES
- PLAN
- PROFILE HOR.
- PROFILE VERT.
- CROSS-SECTIONS HOR.
- VERT.

0' 50' 100' 150' 200'
0' 50' 100' 150' 200'
0' 5' 10' 15' 20'
0' 10' 20' 30' 40'
0' 5' 10' 15' 20'

FAI ROUTE -57 (I-57)
SECTION: 139HBR
PROJECT: ACIR-57-6 (148)312
KANKAKEE COUNTY
C-93-057-87



TRAFFIC DATA:
FAI RTE 57 ADT = 14,400 (1983)
= 21,600 (2003)
DHV = 2,700 (2003)
DESIGN SPEED = 70 MPH
CLASS = TRUNK

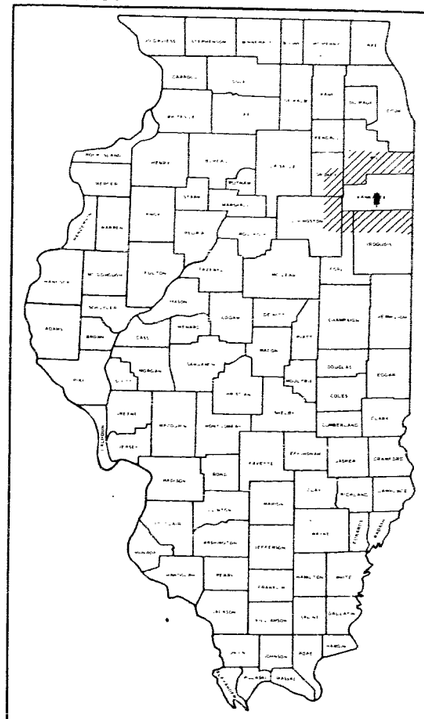
PROJECT BEGINS STA. 174+83.21

DUAL 3 SPAN CONTINUOUS WF BEAM STRUCTURES BRIDGE REHABILITAION, DECK WIDENING & REPLACEMENT STA 190+09.01 TO STA 191+75.10

STATION EQUATION STA. 212+00 (BK.) STA. 212+05.25 (AHD.)

PROJECT ENDS STA.238+80

P-93-044-84



LOCATION OF SECTION INDICATED THUS: —

I - 57 1988 ADT 15,700
ILL 17 1988 ADT 14,900

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 12/2 19 87 — DISTRICT ENGINEER
EXAMINED 12-3 19 87 — ENGINEER OF PLANS AND CONTRACTS
PASSED 12-3 19 87 — ENGINEER OF DESIGN
APPROVED 12-9 19 87 — DIRECTOR DIVISION OF HIGHWAYS

GROSS & NET LENGTH OF PROJECT : 6396.79 FEET = 1.212 MILES

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR **DATE**

REVISED 12-11-87

SQUAD CHIEF: M. JONES
PROJECT ENGINEER: G. MOUNTS
J.U.L.I.E. 1-800-892-0123

CONTRACT NO. 42780

KANKAKEE COUNTY SECTION 139 HBR F.A. ROUTE I-57

KANKAKEE CO. SEC. 139 HBR #14

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CASE U-2	TRAFFIC CONTROL AND PROTECTION
2343-5	**EXIT RAMP TERMINAL**

SQUAD CHIEF: M. JONES
PROJECT ENGINEER: G. MOUNTS
J.U.L.I.E. 1-800-892-0123

CONTRACT NO. 42780

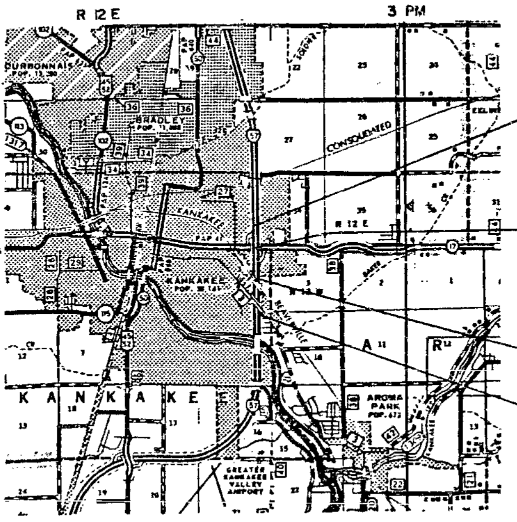
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

SCALES: PLAN 0' 50' 100' 150' 200'; PROFILE HOR. 0' 50' 100' 150' 200'; PROFILE VERT.; CROSS-SECTIONS HOR.; VERT.

FAI ROUTE -57 (I-57)
SECTION: 139HBR
PROJECT: ACIR-57-6 (148)312
KANKAKEE COUNTY
C-93-057-87

TRAFFIC DATA:
FAI RTE 57 ADT = 14,400 (1983)
= 21,600 (2003)
DHV = 2,700 (2003)
DESIGN SPEED = 70 MPH
CLASS = TRUNK



PROJECT BEGINS STA. 174+83.21

DUAL 3 SPAN CONTINUOUS WF BEAM STRUCTURES BRIDGE REHABILITAION, DECK WIDENING & REPLACEMENT STA 190+09.01 TO STA 191+75.10

STATION EQUATION STA. 212+00 (BK.) STA. 212+05.25 (AHD.)

PROJECT ENDS STA. 238+80

SCALE FEET 0 5280 10560 15840; MILES 0 1/2 1 2 3

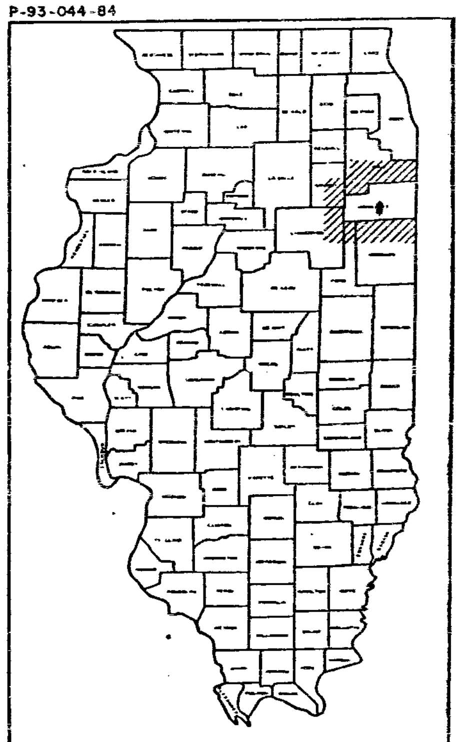
GROSS & NET LENGTH OF PROJECT : 6396.79 FEET - 1.212 MILES

AS REVISED

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	139 HBR	KANKAKEE	62	1A

ACIR-57-6(148)312

P-93-044-84



LOCATION OF SECTION INDICATED THUS:

I-57 1988 ADT 15,700
B.L. 17 1988 ADT 14,900

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 12/2 19 87 — DISTRICT ENGINEER
EXAMINED 12-23 19 87 — ENGINEER OF PLANS AND CONTRACTS
PASSED 12-23 19 87 — ENGINEER OF DESIGN
APPROVED 12-23 19 87 — DIRECTOR, DIVISION OF HIGHWAYS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

REVISED 12-11-87

KANKAKEE CO. SEC. 139 HBR #14

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(* Includes Sheets 41A, 41B, 42A, 42B & 43A)

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2343-5	EXIT RAMP TERMINAL

SQUAD CHIEF: M. JONES
PROJECT ENGINEER: G. HOUNTS
J.U.L.I.E. 1-800-892-0123

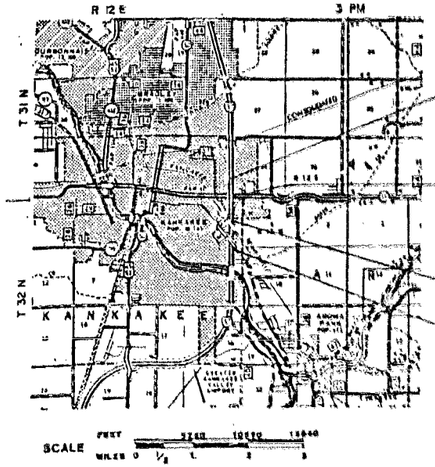
CONTRACT NO. 42780

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

SCALES: PLAN, PROFILE HOR., PROFILE VERT., CROSS-SECTIONS HOR., VERT.

FAI ROUTE -57 (I-57)
SECTION: 139HBR
PROJECT: ACIR-57-6 (148)312
KANKAKEE COUNTY
C-93-057-87



TRAFFIC DATA:
FAI RTE 57 ADT = 14,400 (1983)
= 21,800 (2003)
DHV = 2,700 (2003)
DESIGN SPEED = 70 MPH
CLASS = TRUNK

PROJECT BEGINS STA. 174+83.21

DUAL 3 SPAN CONTINUOUS WF BEAM STRUCTURES BRIDGE REHABILITATION, DECK WIDENING & REPLACEMENT STA 190+08.10 TO STA 194+75.10

STATION EQUATION STA. 212+00 (BK.) STA. 212+03.28 (AHD.)

PROJECT ENDS STA. 236+80

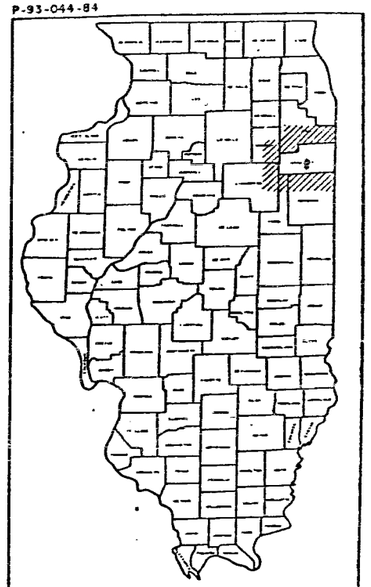
GROSS & NET LENGTH OF PROJECT : 6396.79 FEET - 1.212 MILES

AS REVISED

FAI RTE	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
57	139 HBR	KANKAKEE	62	18

ACIR-57-6(148)312

P-93-044-84



LOCATION OF SECTION INDICATED THUS: —

I - 57 1988 ADT 15,700
ILL 17 1988 ADT 14,900

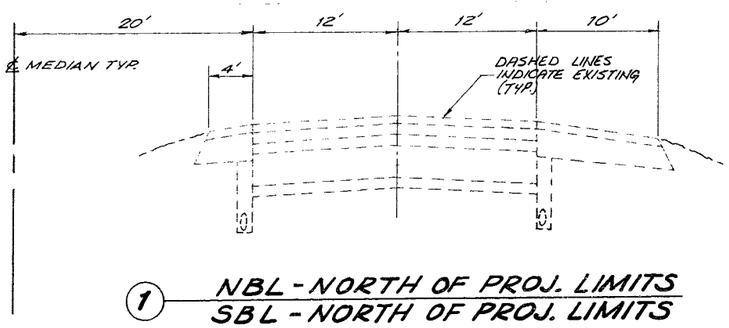
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 12/2 '87
RECOMMENDED 12-23 '87
PASSED 12-24 '87
APPROVED 12-24 '87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DIVISION ENGINEER — DATE

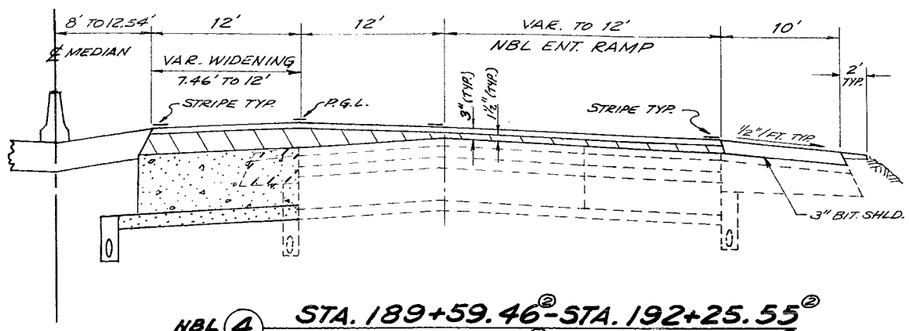
As Revised 3-28-88 T.M. As Revised 6-9-88 L.M.

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FAI 57	139HBR	KANKAKEE		2
F.H.W.A. REG. 4	ILLINOIS	PROJECT		



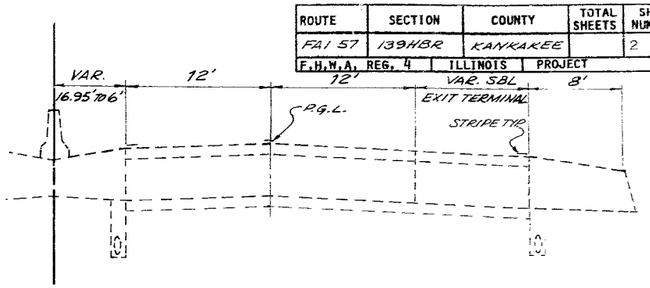
(1) NBL - NORTH OF PROJ. LIMITS / SBL - NORTH OF PROJ. LIMITS

NOTE: THE 20' MEDIAN DIMENSION AS SHOWN ABOVE REMAINS CONSTANT FROM NORTH OF THE PROJECT LIMITS TO STA. 203+97.89 FOR BOTH NBL & SBL. OTHER DIMENSIONS REMAIN CONSTANT.

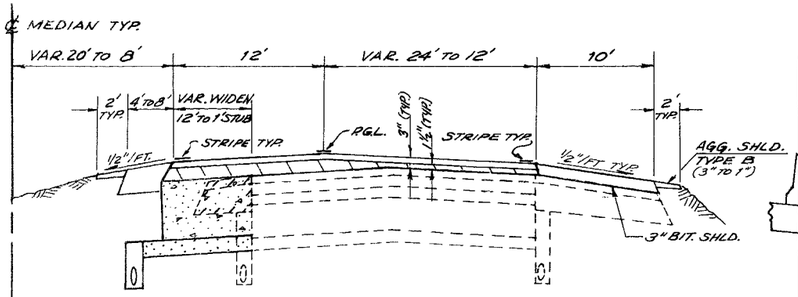


NBL (4) STA. 189+59.46② - STA. 192+25.55② / STA. 192+25.55② - STA. 198+50± ①

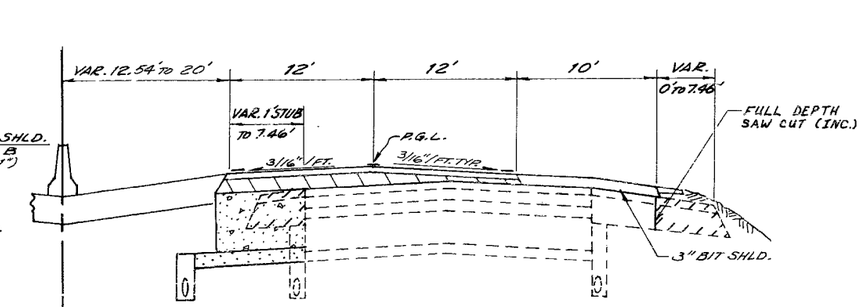
① NBL ENT. GORE ② BRIDGE APPR'S. & BRIDGE OMISSIONS



NBL (7) STA. 207+65 - STA. 215+00

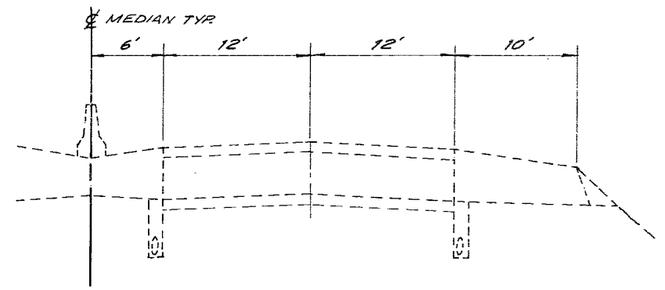


NBL (2) STA. 177+50 - STA. 183+50



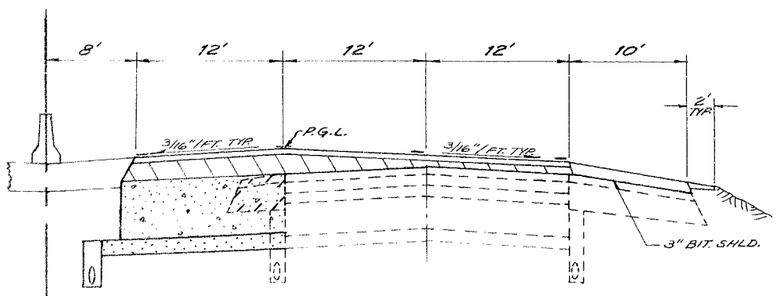
NBL (5) STA. 198+50① - STA. 203+97.89

① NBL ENT. GORE

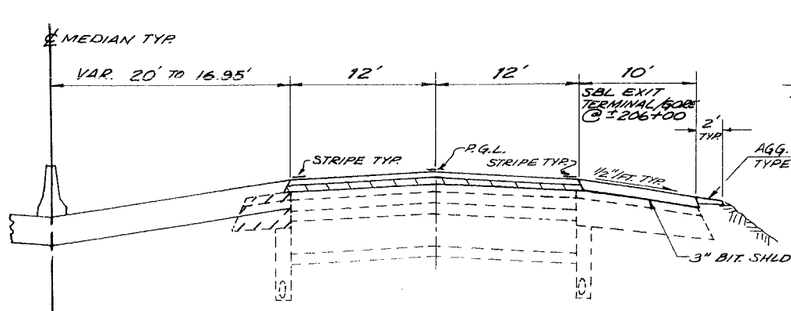


(8) NBL - SOUTH OF PROJ. LIMITS / SBL - SOUTH OF PROJ. LIMITS

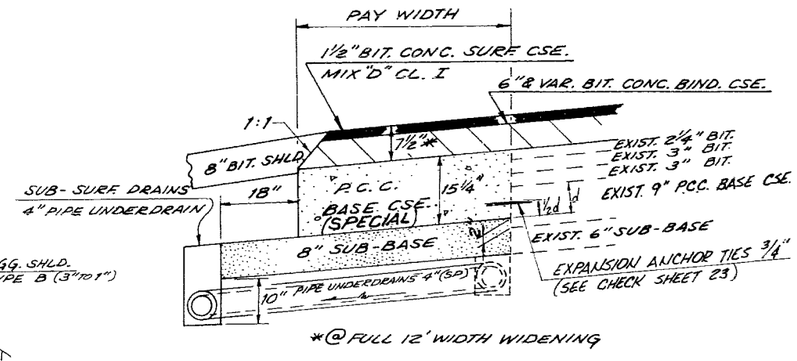
NOTE: PROVIDE FOR A NOMINAL 3" RESURFACING OVER LANES NOT WIDENED. USE 1½" BIT. SURFACE CSE. PLUS 1½" BINDER CSE. TYPICAL - NBL & SBL



NBL (3) STA. 183+50 - STA. 189+59.46



NBL (6) STA. 203+97.89 - STA. 207+65

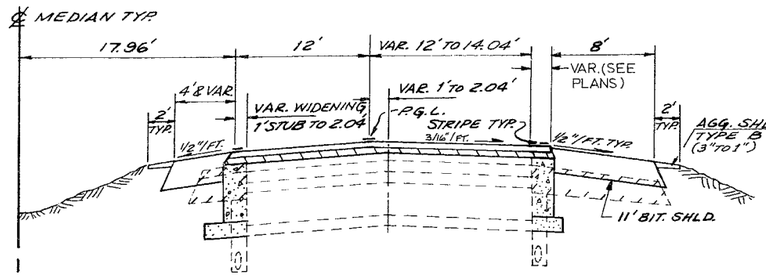


DETAIL OF WIDENING

TYPICAL SECTIONS - NORTH BOUND LANES

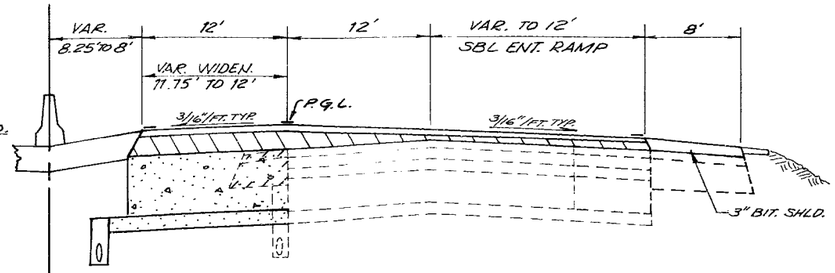
PE-4 12-4-87 MWH

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FAI 57	139HBR	KANKAKEE		3
F.H.W.A. REG. 4	ILLINOIS	PROJECT		



SBL (2) STA. 174+83.21 - STA. 179+22 ①

① SBL EXIT TERMINAL STUB

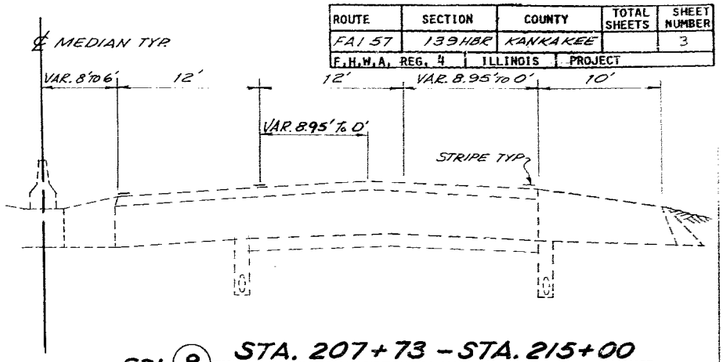


SBL (5) STA. ±186+00 ③ - STA. 189+58.55 ④

STA. 189+58.55 ④ STA. 192+24.64 ④

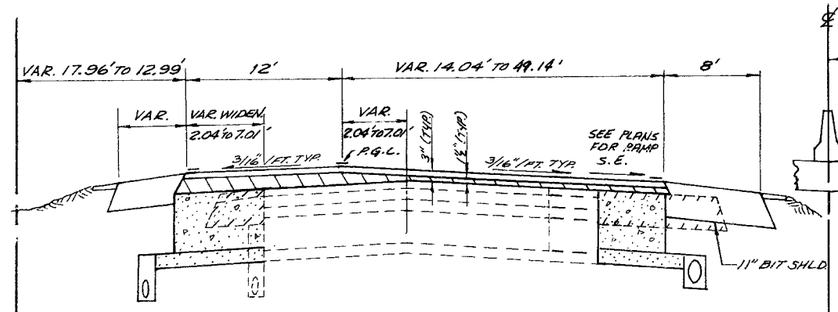
③ SBL ENT. GORE

④ BRIDGE APPR'S. & OMISSIONS



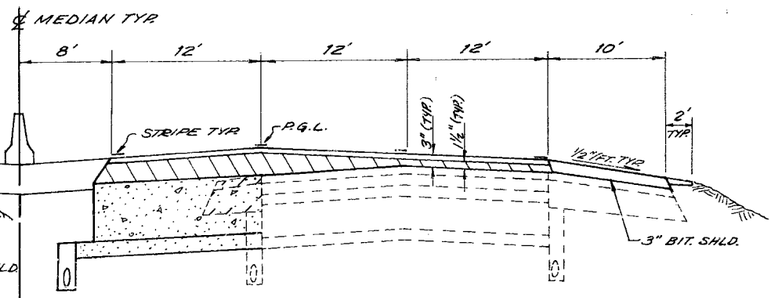
SBL (8) STA. 207+73 - STA. 215+00

NOTES:
FOR SBL (1) & (9) - SEE NBL TYP. SEC. SHEET 2

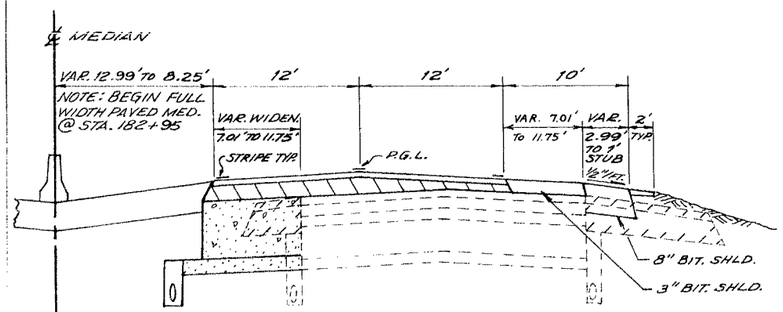


SBL (3) STA. 179+22 - STA. 182+30 ②

② SBL EXIT GORE

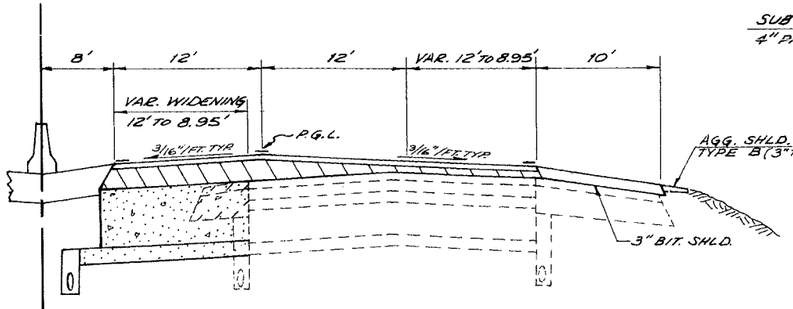


SBL (6) STA. 192+24.64 - STA. 203+97.89



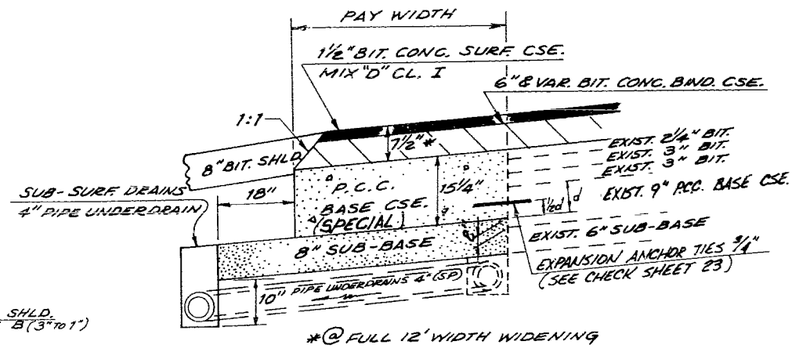
SBL (4) STA. 182+30 ② - STA. ±186+00 ③

② SBL EXIT GORE ③ SBL ENT. GORE



SBL (7) STA. 203+97.89 - STA. 207+73

NOTE: TRANSITION P.G.L. TO MATCH EXIST. @ STA. 207+73



DETAIL OF WIDENING

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: Andrew Sankus
M.J. DISTRICT ENGINEER OF DESIGN

DATE: November 30, 1987

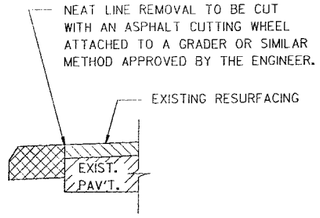
EXAMINED BY:
DISTRICT ENGINEER OF CONSTRUCTION
DISTRICT ENGINEER OF MAINTENANCE
DISTRICT ENGINEER OF MATERIALS
DISTRICT ENGINEER OF TRAFFIC
DISTRICT ENGINEER OF PLANNING

REV. 12-9-87 M.W.H.

TYPICAL SECTIONS-SOUTH BOUND LANES

R.V.S.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		4
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT	P-93-044-84	



DETAIL OF EXISTING
BITUMINOUS SHOULDER REMOVAL

SOUTH BOUND EXIT TERMINAL WIDENING	
OFFSET FROM EXIST. E.O.P. TO PROP. E.O.P.	
STA.	OFFSET
175+00	1.65
+50	3.39
176+00	5.08
+50	6.67
177+00	8.24
+50	9.90
178+00	11.58
+50	13.34
179+00	15.01
+50	16.64
180+00	16.95
+50	15.86
181+00	13.58
+50	9.24
182+00	4.89
+50	2.06

GENERAL NOTES

THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

SEEDING SHALL BE PLACED ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS. NUTRIENTS, MULCH, AND ASPHALT, IF REQUIRED, SHALL BE APPLIED TO ALL SEEDING AREAS. THE SEEDING SHALL BE DONE ACCORDING TO ARTICLES 642 AND 643 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

EXCEPT AS NOTED IN THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

FOR ALL TEMPORARY PAVEMENT MARKINGS ON FINAL SURFACES (I.E., MAINLINE PAVEMENT), ONLY TEMPORARY PAVEMENT MARKING TAPE SHALL BE USED.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

PROTECTIVE COAT SHALL BE APPLIED TO THE SURFACES OF NEW CONCRETE ACCORDING TO ARTICLES 408.23 AND/OR 503.12 OF THE STANDARD SPECIFICATIONS.

THE ENGINEER SHALL DETERMINE THE LOCATION OF THE STEEL PLATE BEAM GUARDRAIL. NO S.P.B.G.R. ELEMENT SHALL BE BUILT BELOW THE MINIMUM HEIGHTS SHOWN IN STANDARD 2230. EXCEPT AT TERMINAL SECTIONS (TYPE 1 OR TYPE 1A), THE S.P.B.G.R. SHALL BE ALIGNED WITH NO HORIZONTAL OR VERTICAL CURVATURE ALLOWED EXCEPT AS DIRECTED BY THE ENGINEER.

THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW BITUMINOUS PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN IN THE PLANS.

STRIP REFLECTIVE CRACK CONTROL SHALL BE PLACED UNDER A MIN 3" OF BITUMINOUS AT LOCATIONS WHEREVER THE WIDENING PROVIDES FOR LESS THAN A 12' LANE WIDTH. ALSO ALONG THE SBL EXIT RAMP PCC WIDENING JOINT.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.[illegible] OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES.

GRANULAR MATERIALS	2.05	TONS/CU YD
BITUMINOUS MATERIALS PRIME COAT	0.08	GAL/SQ YD OR .375 GAL/SQ YD
AGGREGATE PRIME COAT	0.002	TONS/SQ YD
BITUMINOUS CONCRETE SURFACE COURSE	112	LBS/SQ YD/INCH
NITROGEN FERTILIZER NUTRIENT	80	LBS/ACRE
PHOSPHORUS FERTILIZER NUTRIENT	160	LBS/ACRE
POTASSIUM FERTILIZER NUTRIENT	80	LBS/ACRE
TEMPORARY PAVEMENT MARKING	10	FT/100 FT OF APPLICATION
MIXTURE FOR CRACKS, JOINTS & FLANGEWAYS	0.0003	TONS/SQ YD
MULCH METHOD 5	2	TONS/ACRE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.26 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED.

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

COMMONWEALTH EDISON COMPANY
NORTHERN ILLINOIS GAS

REVISIONS	
NAME	DATE
J.R	12-10-87

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND DETAILS

SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	139 HBR	KANKAKEE		5
STA		TO STA		
FED. ROAD DIST. NO	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 1000-3A RDWY	X271-2A BRIDGE	1000-3A APPROACH
20200100	EARTH EXCAVATION	CU YD	3,844	3,844		
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	17	17		
20200800	GRADING AND SHAPING DITCHES	LIN FT	1,000	1,000		
20700100	EMBANKMENT	CU YD	2,063	2,063		
21000100	TRENCH BACKFILL	CU YD	571	571		
21300700	SUB-BASE GRANULAR MATERIAL, TYPE A 8"	SQ YD	7,415	7,415		
21501200	AGGREGATE SHOULDERS, TYPE B	TON	640	640		
21900100	BITUMINOUS SHOULDERS 3"	SQ YD	4,429	4,429		
21900600	BITUMINOUS SHOULDERS 8"	SQ YD	6,306	6,306		
21900820	BITUMINOUS SHOULDERS 11"	SQ YD	5,355	5,355		
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2,555	2,555		
40600300	AGGREGATE (PRIME COAT)	TON	65	65		
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	6	6		
40600700	BITUMINOUS CONCRETE BINDER COURSE	TON	4,478	4,478		
40601300	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D; CLASS I	TON	2,544	2,544		
40601960	STRIP REFLECTIVE CRACK CONTROL TREATMENT	LIN FT	3,795	3,795		
40801140	BRIDGE APPROACH PAVEMENT (STANDARD 2360)	SQ YD	812			812
40801500	PC CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	SQ YD	79			79
50102400	CONCRETE REMOVAL	CU YD	82		82	
50102900	EXPANSION BOLTS 3/4 INCH	EACH	128		128	
50101600	REMOVAL OF EXISTING SUPERSTRUCTURE	L SUM	1		1	
50200100	STRUCTURE EXCAVATION	CU YD	150		150	
50300100	FLOOR DRAINS	EACH	24		24	
50300120	PREFORMED JOINT SEAL 2 1/2"	LIN FT	102		102	
50300130	PREFORMED JOINT SEAL 4"	LIN FT	102		102	
50300300	PROTECTIVE COAT	SQ YD	2,150		2,150	
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	16		16	
50300320	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	16		16	
50300400	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	9	9		
50400300	CLASS X CONCRETE	CU YD	144		144	
50401010	CLASS X CONCRETE COLLAR	CU YD	0.2	0.2		
50700100	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
50700300	ERECTING STRUCTURAL STEEL	L SUM	1		1	
50700500	STUD SHEAR CONNECTORS	EACH	6,848		6,848	
50900300	CLEANING AND PAINTING STEEL BRIDGE	L SUM	1		1	
51113660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1		
51113663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1		
51115547	METAL END SECTIONS 12"	EACH	2			2
51200100	REINFORCEMENT BARS	POUND	48,360		14,710	33,650
51200200	REINFORCEMENT BARS, EPOXY COATED	POUND	116,350		116,350	
51301600	FURNISHING STEEL PILES HP12X53	LIN FT	1,280		1,280	
51302700	DRIVING STEEL PILES	LIN FT	1,280		1,280	
51304600	METAL SHOES	EACH	24		24	
51400100	NAME PLATES	EACH	2		2	
60300500	STORM SEWERS, TYPE 1 12"	LIN FT	1,745	1,745		
60300700	STORM SEWERS, TYPE 1 15"	LIN FT	99	99		
60700500	PIPE DRAINS 12"	LIN FT	60			60
60707600	PIPE UNDERDRAINS 4"	LIN FT	8,534	8,534		
60708100	PIPE UNDERDRAINS 4" (SPECIAL)	LIN FT	301	301		
61218400	MANHOLES, TYPE A, 4'- DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1		
61247000	TYPE C INLET BOX, STANDARD 2324	EACH	2			2
61247160	DRAINAGE STRUCTURES, TYPE 1 WITH TWO TYPE 20 FRAMES AND GRATES	EACH	7	7		
61247170	DRAINAGE STRUCTURES, TYPE 2 WITH TWO TYPE 22 FRAMES AND GRATES	EACH	2	2		
61255500	MANHOLES TO BE ADJUSTED	EACH	1	1		
61260000	MANHOLES TO BE REMOVED	EACH	1	1		
61265200	INLETS TO BE REMOVED	EACH	2	2		
61623711	CONCRETE MEDIAN	SQ FT	5,240	5,240		
61624810	CONCRETE BARRIER, DOUBLE FACE	LIN FT	2,304	2,304		
61625510	TEMPORARY CONCRETE BARRIER	LIN FT	1,290		1,290	
61700036	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	963	963		
61700070	BITUMINOUS SURFACE REMOVAL (COLD MILLING), VARIABLE DEPTH	SQ YD	2,666	2,666		
61700100	PAVEMENT REMOVAL	SQ YD	545			545
61701430	BITUMINOUS SHOULDER REMOVAL	SQ YD	5,169	5,169		
61703100	MEDIAN REMOVAL	SQ FT	5,240	5,240		
61800100	SLOPE WALL 4 INCH	SQ YD	340		340	
50300250	CLASS X CONCRETE SUPERSTRUCTURES	CU YD	482		482	
51303600	TEST PILES STEEL HP12X53	EACH	2		2	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 1000-3A RDWY	X271-2A BRIDGE	1000-3A APPROACH
62800000	STEEL PLATE BEAM GUARD RAIL, TYPE A	LIN FT	1,312.5	125		1,187.5
62800005	STEEL PLATE BEAM GUARD RAIL, TYPE B	LIN FT	25	25		
62800010	STEEL PLATE BEAM GUARD RAIL, TYPE C	LIN FT	12.5	12.5		
62800035	TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	3	1		2
62800040	TRAFFIC BARRIER TERMINAL, TYPE 1A	EACH	1	1		
62800045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	1		2
62800070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2			2
62800085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2			2
† 62802230	REMOVAL AND REINSTALLATION OF EXISTING TRAFFIC BARRIER TERMINAL, TYPE 3B	EACH	1	1		
63200100	DELINEATORS	EACH	75	75		
63200300	REMOVING AND RESETTING DELINEATORS	EACH	44	44		
63300300	STEEL PLATE BEAM GUARD RAIL REMOVAL	LIN FT	1,647.5	75		1,572.5
63301100	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL, SINGLE RAIL	LIN FT	287.5			287.5
64200110	SEEDING, CLASS 1A	ACRE	0.9	0.9		
64200400	NITROGEN FERTILIZER NUTRIENT	POUND	152	152		
64200500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	304	304		
64200600	POTASSIUM FERTILIZER NUTRIENT	POUND	152	152		
64300150	MULCH, METHOD 5	TON	1.6	1.6		
64300820	HAY OR STRAW BALES	EACH	25	25		
64300400	EXCELSIOR BLANKET	SQ YD	5,330	5,330		
64600400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9		
64700090	TEMPORARY PAVEMENT MARKING	LIN FT	1,407	1,407		
64800800	TRAFFIC CONTROL AND PROTECTION, STANDARD 2316	L SUM	1	1		
64801665	TRAFFIC CONTROL AND PROTECTION, U-2 (SPECIAL)	L SUM	1		1	
64801800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1		
65000100	MOBILIZATION	L SUM	1	1		
X0320311	GLARE SCREEN BLADE TYPE 2	LIN FT	5,485	5,319	166	
X0320312	GLARE SCREEN BLADE (REPLACEMENT)	EACH	50	50		
64201820	SEEDING, CLASS V (MODIFIED)	ACRE	1.0	1.0		
Z0013500	CONCRETE THRUST BLOCKS	EACH	2			2
Z0013700	CONSTRUCTING TEST STRIP	EACH	2	2		
⊙ Z0014800	CULVERT TO BE CLEANED	LIN FT	191	191		
⊙ Z0020300	EPOXY CRACK SEALING	LIN FT	22		22	
Z0022200	EXPANSION TIE ANCHORS 3/4"	EACH	2,401	2,401		
Z0037400	PAVEMENT MARKING REMOVAL	LIN FT	1,319	1,319		
⊙ Z0051800	REPAIR CONCRETE STRUCTURES	SQ FT	90		90	
Z0062000	SAW CUTTING	LIN FT	5,176	5,176		
Z0077800	WOOD POST	EACH	25	25		
T4281300	HANDHOLE TO BE ADJUSTED	EACH	1	1		
✳ T5010200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	LIN FT	23,198	23,198		
✳ T5010400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	LIN FT	2,566	2,566		
✳ T5010500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	LIN FT	3,310	3,310		
✳ T5010600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	LIN FT	935	935		
T5080100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	67	67		
T5090100	PRISMATIC CURB REFLECTOR	EACH	110	110		
T5100300	GUARD RAIL REFLECTORS	EACH	36	6		30
X0320544	CHANGEABLE MESSAGE SIGN	CAL MO	9	9		
X3041600	PORTLAND CEMENT CONCRETE BASE COURSE (SPECIAL)	SQ YD	6,416	6,416		
X0320545	SLOPE WALL REPAIR	SQ FT	10		10	
51100433	PIPE CULVERTS, TYPE 1 RCCP 18"	LIN FT	12	12		
✳ 66060200	BARE COPPER WIRE, 1/C NO. 6	LIN FT	447	447		
✳ 66100300	UNIT DUCT, 2-600V XLP #6,1" POLYETHYLENE	LIN FT	427	427		
✳ 66200100	TRENCH AND BACKFILL FOR ROADWAY LIGHTING	LIN FT	427	427		
✳ 66500100	LIGHT POLE FOUNDATION	EACH	2	2		
✳ L0008900	REMOVE AND RELOCATE EXISTING LIGHT STANDARD	EACH	2	2		
⊡ Z0076600	TRAINEES	HOUR	1,000			

✳ SPECIALTY ITEMS (SEE SPECIAL REVISIONS)

⊙ NON-PARTICIPATING

⊡ CONSTR. TYPE CODE: Y080

† CONSTR. TYPE CODE: SFTY-3N

REVISED KT 12-10-87

SUMMARY OF QUANTITIES

Rev. 1-21-88

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 57	139 HBR	KANKAKEE		6
STA.		TO STA.		

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

MAINLINE AND RAMP QUANTITIES

LOCATION STATION TO STATION	SUB-BASE GRANULAR MATERIAL TYPE A 8″ SQ. YD.	P.C.C. BASE COURSE SPECIAL SQ. YD.	EXPANSION TIE ANCHORS 3/4″ EACH	BITUMINOUS MATERIALS PRIME COAT GALLON	AGGREGATE PRIME COAT TON	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS TON	BIT. CONC. BINDER COURSE TON	BIT. CONC. SURF. COURSE MIXTURE 'D' CLASS 'I' TON	BITUMINOUS SHOULDER 3″ SQ. YD.	BITUMINOUS SHOULDER 8″ SQ. YD.	BITUMINOUS SHOULDER 11″ SQ. YD.	BITUMINOUS SHOULDER REMOVAL SQ. YD.	AGGREGATE SHOULDER TYPE B TON	STRIP REFLECT. CRACK CONTROL TREATMENT LIN. FT.	BITUMINOUS SURF. REMOVAL BUTT JOINT SQ. YD.	BITUMINOUS SURF. REMOVAL COLD MILLING VAR. DEPTH SQ. YD.	PAVEMENT REMOVAL SQ. YD.	SAW CUTTING LIN. FT.
NORTHBOUND LANE 176+30 TO 177+50*				38	1		14	43					6		160			
177+50 TO 183+50	563	463	240	200	4		306	169	667	400			31	600				600
183+50 TO 189+59.46	957	855	244	203	4		510	206	677	542			16			331		609
189+59.46 TO 192+25.55										96							271	
192+25.55 TO 198+50	862	758	250	125	3		513	141		671				456				624
198+50 TO 203+97.89	358	267	219	156	3		208	123	609	990		227	14	548				548
203+97.89 TO 207+65				94	2		83	83	278	734			9		267			
SOUTHBOUND LANE 173+63.21 TO 174+83.21*				38	1		14	43					6		160			
174+83.21 TO 179+22	79	44	87	109	2		117	98	245	217			6	218				218
179+22 TO 182+30	216	166	123	62	2		117	69		245			8	308				308
182+30 TO 186+00	470	408	148	101	2		225	83	366	396		411	19	370				370
186+00 TO 189+58.55	561	502	143	72	2		256	81		324			9	108		423		359
189+58.55 TO 192+24.64										99							274	
192+24.64 TO 203+97.89	1842	1647	469	450	9		1106	396	1304	1043			30			1912		1173
203+97.89 TO 207+73	525	461	150	129	3		153	132	283	326			10	367	220			367
NORTHBOUND LANE ENTRANCE RAMP 6+13.92 TO 12+00**				68	2		101	101			502	502	23		31			
12+00 TO 13+00				17	1		18	18			89	89	4					
13+00 TO 16+00				66	2		70	70			267	267	12					
16+00 TO 17+00				17	1		18	18			89	89	4					
17+00 TO 21+75				59	1	1	62	62			422	422	18					
21+75 TO 22+35				7	1		2	9			53	53	2					
NORTHBOUND LANE EXIT RAMP 6+50 TO 21+75**				189	5	2	206	206			1469	1469	300					
21+75 TO 22+35				7	1		2	9			53	53	10		31			
SOUTHBOUND LANE ENTRANCE RAMP 0+00 TO 3+30**				38	1		65	65			269	269	13					
3+30 TO 4+30				17	1		18	18			89	89	4					
4+30 TO 5+50				27	1		28	28			107	107	5					
5+50 TO 6+50				17	1		18	18			89	89	4					
6+50 TO 9+57				38	1	1	39	40			273	273	12					
9+57 TO 9+87				4	1		2	5							47			
SOUTHBOUND LANE EXIT RAMP 174+83.21 TO 10+90**	982	845	328	203	5	2	205	205			1584	760	63	820				
10+90 TO 11+20				4	1		2	5							47			
TOTALS	7415	6416	2401	2555	65	6	4478	2544	4429	6306	5355	5169	640	3795	963	2666	545	5176

* INCLUDES QUANTITY OF BIT. CONC. SURF. FOR SHOULDER TAPER 3″ TO 0″

** INCLUDES QUANTITY OF BIT. CONC. BINDER AND SURFACE FOR GORE AREAS

STATION EQUATION STA. 179+22 MAINLINE = 0+00 S.B. EXIT RAMP

REVISIONS	
NAME	DATE
L.J.S.	12-10-87

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRAWN BY CADD

MAINLINE AND RAMP QUANTITIES

SCALE:
DATE
DRAWN BY RG
CHECKED BY

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 57	139 HBR	KANKAKEE		7
STA.		TO STA.		
FED.ROAD DIST. NO. 7	ILLINOIS	FED.AID PROJECT		

STORM SEWER SCHEDULE

STATION	TRENCH BACKFILL CU. YD.	STORM SEWER TYPE 1 12" LIN. FT.	STORM SEWER TYPE 1 15" LIN. FT.	PIPE CULVERT TYPE 1, RCCP 18" LIN. FT.	DRAINAGE STRUCTURE TYPE 1 WITH 2 T20 FRAME AND GRATE EACH	DRAINAGE STRUCTURE TYPE 2 WITH 2 T22 FRAME AND GRATE EACH	MANHOLE TYPE A-IC 4' DIAMETER EACH	P.R.C. FLARED END SECTION 15" EACH	P.R.C. FLARED END SECTION 18" EACH	MANHOLE TO BE REMOVED EACH	INLET TO BE REMOVED EACH	CLASS X CONCRETE COLLAR CU. YD.	COMMENTS
178+00 60' RT. 181+94 TO 182+00 182+00 TO 182+99	7		99	12				1	1			0.2	REMOVAL OF PAVED DITCH - INCIDENTAL
183+00 183+01 TO 185+99 186+00	80	298			1 1								REMOVAL OF PAVED DITCH - INCIDENTAL
186+01 TO 188+99 189+00 191+95	88	298			1	1							REMOVAL OF PAVED DITCH - INCIDENTAL
192+00 191+98 TO 192+56 192+58	26	58								1	1		
192+58 3.5' RT. 197+00 195+01 TO 197+99	100	298			1		1						CONNECTION TO EXISTING 18" STORM SEWER INCIDENTAL TO MANHOLE.
198+00 198+01 TO 200+99 201+00	97	298			1 1								
201+01 TO 203+99 204+00 204+01 TO 205+98	99 74	298 197			1								
206+00						1					1		ALL CONNECTIONS TO EXISTING STORM SEWER INCIDENTAL TO DRAINAGE STRUCTURE.
TOTALS	571	1745	99	12	7	2	1	1	1	1	2	0.2	

REVISIONS	
NAME	DATE
L.J.S.	12-10-87

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAWN BY CADD

STORM SEWER SCHEDULE

DRAWN BY RG

DATE

CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		8
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

MEDIAN EDGE OF PAVEMENT OFFSETS

STATION	EXIST MEDIAN EOP	PROP MEDIAN EOP
NBL		
177+50	20' LT	19' LT
178+00	20' LT	18.08' LT
+50	20' LT	17.17' LT
179+00	20' LT	16.25' LT
+50	20' LT	15.33' LT
180+00	20' LT	14.42' LT
+50	20' LT	13.50' LT
181+00	20' LT	12.58' LT
+50	20' LT	11.67' LT
182+00	20' LT	10.75' LT
+50	20' LT	9.83' LT
183+00	20' LT	8.92' LT
183+50 TO 189+59.46	20' LT	8' LT
192+25.55 TO 193+93.77	20' LT	8' LT
194+00	20' LT	8' LT
+50	20' LT	8.07' LT
195+00	20' LT	8.25' LT
+50	20' LT	8.53' LT
196+00	20' LT	8.93' LT
+50	20' LT	9.43' LT
197+00	20' LT	10.05' LT
+50	20' LT	10.77' LT
198+00	20' LT	11.60' LT
+50	20' LT	12.54' LT
+95.83	20' LT	13.50' LT
199+00	20' LT	13.59' LT
+50	20' LT	14.62' LT
200+00	20' LT	15.55' LT
+50	20' LT	16.36' LT
201+00	20' LT	17.06' LT
+50	20' LT	17.66' LT
202+00	20' LT	18.15' LT
+50	20' LT	18.52' LT
203+00	20' LT	18.79' LT
+50	20' LT	18.95' LT
+97.89	20' LT	19' LT

STATION	EXIST MEDIAN EOP	PROP MEDIAN EOP
SBL		
177+03.83	20' RT	19' RT
+50	20' RT	18.95' RT
178+00	20' RT	18.80' RT
+50	20' RT	18.53' RT
179+00	20' RT	18.16' RT
+50	20' RT	17.68' RT
180+00	20' RT	17.09' RT
+50	20' RT	16.39' RT
181+00	20' RT	15.58' RT
+50	20' RT	14.66' RT
182+00	20' RT	13.63' RT
+05.89	20' RT	13.50' RT
+50	20' RT	12.58' RT
183+00	20' RT	11.63' RT
+50	20' RT	10.80' RT
184+00	20' RT	10.07' RT
+50	20' RT	9.45' RT
185+00	20' RT	8.94' RT
+50	20' RT	8.54' RT
186+00	20' RT	8.25' RT
+50	20' RT	8.07' RT
187+00	20' RT	8.00' RT
187+07.95 TO 189+58.55	20' RT	8' RT
192+24.64 TO 203+97.89	20' RT	8' RT
204+00	20' RT	8' RT
+50	19.94' RT	8' RT
205+00	19.76' RT	8' RT
+50	19.46' RT	8' RT
206+00	19.05' RT	8' RT
+50	18.52' RT	8' RT
207+00	17.87' RT	8' RT
+50	17.11' RT	8' RT
+65	16.86' RT	8' RT

LANDSCAPING

LOCATION STA TO STA	SEEDING CLASS 1A ACRE	SEEDING CLASS V (MOD) ACRE	NITR FERT NUTR LBS	PHOS FERT NUTR LBS	POTAS FERT NUTR LBS	MULCH METH 5 TON	EXCELSIOR BLANKET SQ YD
MEDIAN							
175+00 TO 182+71	0.4		32	64	32	0.4	970
OUTSIDE SLOPES							
186+00 TO 190+10		0.4	32	64	32		1,940
191+75 TO 198+00		0.6	48	96	48	0.2	2,420
GRAD & SHAP DITCHES							
172+00 TO 182+00	0.5		40	80	40	1	
TOTALS	0.9	1.0	152	304	152	1.6	5,330

EARTHWORK SUMMARY

LOCATION STA TO STA	THEORETICAL CUT (CU YD)	THEORETICAL FILL (CU YD)	FILL X CF* (CU YD)	EMBANKMENT (CU YD)
**	–	142	185	185
175+00 TO 190+00	2,381	2,638	3,430	1,049
192+00 TO 207+65	1,463	1,763	2,292	829
TOTALS	3,844	4,543	5,907	2,063

* COMPACTION FACTOR EQUALS 1.3

** 185 CU.YD. EMBANKMENT REQUIRED AT MAINLINE SHOULDER REMOVAL LOCATIONS (SEE TYPICAL SECTIONS)

THERMOPLASTIC PAVEMENT MARKING LINE

LOCATION STA TO STA	4" WHITE LIN FT	4" YELLOW LIN FT	6" WHITE LIN FT	8" WHITE LIN FT	12" WHITE LIN FT	12" YELLOW LIN FT
NBL						
176+30 TO 183+50	720	720	180			
183+50 TO 191+75.55	826	826	413			
191+75.55 TO 215+00	770	2,324	591			
EXIT GORE	214			400	128	
ENT GORE				1,260		
MEDIAN GORE						482
SBL						
173+63.21 TO 190+08.55	873	1,647	411			
190+08.55 TO 203+97.89	1,389	1,389	695			
203+97.89 TO 215+00	1,102	1,102	276			
EXIT GORE	130			820	270	
ENT GORE				830		
NBL EXIT RAMP	1,585	1,490				
NBL ENT RAMP	1,621	1,040				
SBL EXIT RAMP	1,100	800				55
SBL ENT RAMP	965	555				
SUBTOTALS	11,295	11,903	2,566	3,310	398	537
TOTALS	23,198		2,566	3,310	935	

GLARE SCREEN BLADES TYPE 2

LOCATION STA TO STA	LENGTH LIN FT	COMMENTS
182+95 TO 190+09	714	MEDIAN BARRIER
190+09 TO 191+75	166	WEST BRIDGE MEDIAN PARAPET ONLY
191+75 TO 207+65	1,590	MEDIAN BARRIER
STAGE I CONSTRUCTION	880	TEMPORARY CONCRETE BARRIER
STAGE II CONSTRUCTION	410	TEMPORARY CONCRETE BARRIER; 880 LIN FT FROM STAGE I
207+65 TO 238+80	1,725	MEDIAN BARRIER, 1,290 LIN FT FROM STAGES I & II
TOTALS	5,485	

SCHEDULE OF CURB, GUARDRAIL, AND PAVEMENT MARKERS

LOCATION	PRISMATIC CURB REFLECTORS (EACH) AMBER MONO-DIRECTIONAL	PRISMATIC BARRIER REFLECTORS (EACH) MONO-DIRECTIONAL AMBER	PRISMATIC BARRIER REFLECTORS (EACH) MONO-DIRECTIONAL WHITE	GUARDRAIL REFLECTORS (EACH) CRYSTAL MONO-DIRECTIONAL	RAISED REFLECTIVE PAVEMENT MARKERS (EACH) CRYSTAL MONO-DIRECTIONAL
NORTHBOUND RAMP MEDIAN					
STA 16+13 TO 23+25	78	--		--	--
SOUTHBOUND RAMP MEDIAN					
STA 8+31.77 TO 11+40	31	--		--	--
CL MAINLINE ROADWAY					
STA 182+99 TO 189+69					
STA 192+15 TO 207+60	--	46		--	250
CL STRUCTURE (MEDIAN)					
STA 190+09.46 TO 191+75.55	--	4		--	--
BRIDGE PARAPETS (OUTSIDE)					
STA 190+09.46 TO 191+75.55	--	--	8	--	--
MAINLINE RDWY & STRUCTURE					
NORTHBOUND	--	--		15	--
SOUTHBOUND	--	--		15	--
RAMPS					
NORTHBOUND	--	--		3	--
SOUTHBOUND	--	9		3	--
GORE AREA					
NORTHBOUND EXIT	--	--		--	55
SOUTHBOUND EXIT	--	--		--	62
TOTALS	110	59	8	36	367

PAVEMENT MARKING REMOVAL

LOCATION	DESCRIPTION	LENGTH LIN FT
SBL ENT RAMP	SOLID 8" WHITE	200
NBL ENT RAMP	SOLID 8" WHITE	200
SBL 207+65 TO 215+00	SOLID 4" YELLOW	735
SBL 207+65 TO 215+00	DASHED 6" WHITE	184
TOTAL		1,319

DELINEATORS

LOCATION	REM & RESET DELINEATORS SINGLE REFL EACH	REM & RESET DELINEATORS DOUBLE REFL EACH	DELINEATORS SINGLE REFL EACH	DELINEATORS DOUBLE REFL EACH
NBL MAINLINE	3		4	
SBL MAINLINE	3		4	
NBL ENT RAMP	9	3	15	3
NBL EXIT RAMP	5	2	19	
SBL ENT RAMP	5	5	18	
SBL EXIT RAMP	4	5	9	3
TOTALS	44		75	

TEMPORARY PAVEMENT MARKING

SHOULDERS

SBL EXIT 0+00 TO 6+00
52 LIN FT WHITE

SBL EXIT ALONG RETAINING WALL
300 LIN FT YELLOW

NBL EXIT 0+00 TO 15+00
120 LIN FT WHITE

NB MAINLINE MEDIAN
40 LIN FT YELLOW

MAINLINE

895 LIN FT WHITE

TOTAL
1,407 LIN FT

REVISIONS	
NAME	DATE
KT	12-2-87
KT	12-10-87

ILLINOIS DEPARTMENT OF TRANSPORTATION

QUANTITY SCHEDULES

SCALE: VERT. HORIZ.

DATE

DRAWN BY

CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		9
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

OUTLETS FOR MEDIAN PIPE UNDERDRAINS

EXIST OUTLET	PROPOSED OUTLET	CASE	4" PIPE UNDER-DRAIN SPECIAL	COMMENTS
180+00 LT	180+00 LT	I	17	RELOCATE EXIST CONC HEADWALL TO NEW LOCATION. BEGIN PROPOSED 4" PIPE UNDERDRAIN 180+00 LT.
182+00 RT	180+00 RT	I	17	RELOCATE EXIST CONC HEADWALL TO NEW LOCATION. BEGIN PROPOSED 4" PIPE UNDERDRAIN 180+00 RT.
185+00 LT	183+00	II	20	OUTLET TO MEDIAN DRAINAGE STRUCTURE.
186+00 RT	186+00	II	19	OUTLET TO MEDIAN DRAINAGE STRUCTURE.
200+00 LT	201+00	II	20	OUTLET TO MEDIAN DRAINAGE STRUCTURE. END PROPOSED 4" PIPE UNDERDRAIN 201+00 LT.
200+00 RT	201+00	II	19	OUTLET TO MEDIAN DRAINAGE STRUCTURE.
205+00 LT		III		REMOVE EXIST OUTLET. COUPLE EXIST 4" PIPE UNDERDRAIN.
205+00 RT		III		REMOVE EXIST OUTLET. COUPLE EXIST 4" PIPE UNDERDRAIN.
	206+00 LT	IV	18	CONSTRUCT NEW OUTLET TO MEDIAN DRAINAGE STRUCTURE FOR EXIST PIPE UNDERDRAIN.
	206+00 RT	IV	19	CONSTRUCT NEW OUTLET TO MEDIAN DRAINAGE STRUCTURE. END PROPOSED 4" PIPE UNDERDRAIN 206+00 RT.
TOTAL			149	

NOTE: ALL CONNECTIONS NECESSARY TO CONSTRUCT THE PROPOSED PIPE UNDERDRAINS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE NEW PIPE UNDERDRAINS.

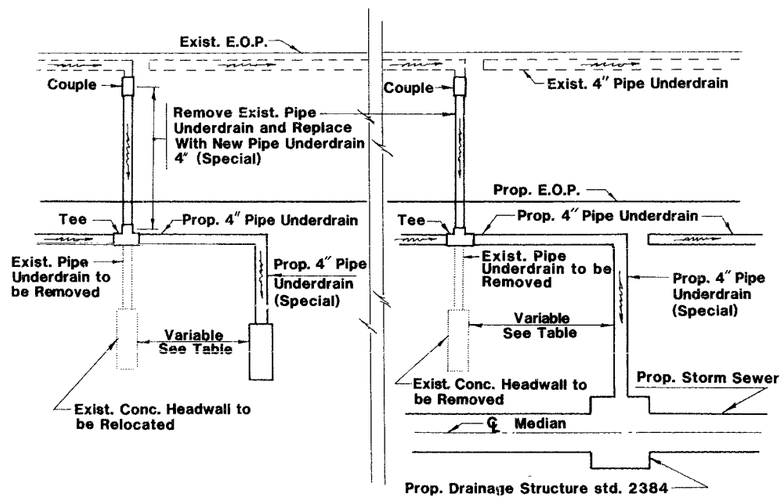
EXISTING CONCRETE HEADWALLS NOT REINSTALLED SHALL BECOME PROPERTY OF THE CONTRACTOR.

PIPE UNDERDRAINS

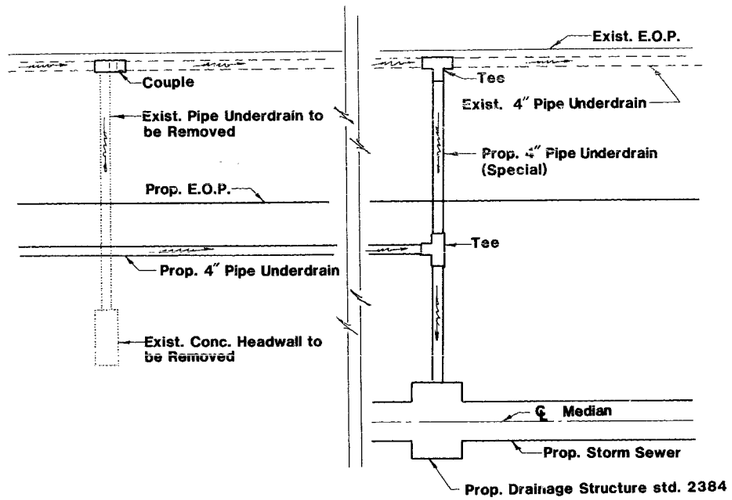
LOCATION STA TO STA	PIPE UNDERDRAINS 4" LIN FT	PIPE UNDERDRAINS 4" SPECIAL LIN FT	CONC HEADWALL FOR PIPE DRAINS EACH
MAINLINE			
180+00 TO 189+55 LT	955		
180+00 TO 189+55 RT	955		
192+30 TO 201+00 LT	870		
192+30 TO 206+00 RT	1,370		
NBL ENT RAMP			
12+10 TO 21+00 LT	890		
16+00 LT		18	1
21+00 LT		18	1
NBL EXIT RAMP			
6+55 TO 21+00 RT	1,445		
10+00 TO 14+60 LT	460		
10+00 LT		18	1
12+00 RT		18	1
17+00 RT		18	1
21+00 RT		18	1
SBL ENT RAMP			
3+50 TO 7+00 LT	350		
7+00 LT		18	1
SBL EXIT RAMP*			
174+83 TO 192+22	439		
0+00 TO 8+00 RT	800		
0+00 RT		8	1
4+50 RT		18	1
174+83 RT			**
TOTALS	8,532	152	9

* STA 179+22 MAINLINE = STA. 0+00 SBL EXIT RAMP

** **TIE INTO EXISTING PIPE UNDERDRAINS**



CASE I CASE II



CASE III CASE IV

REVISIONS	
NAME	DATE
JR	12-10-87

ILLINOIS DEPARTMENT OF TRANSPORTATION

PIPE UNDERDRAINS

SCALE: VERT. HORIZ.

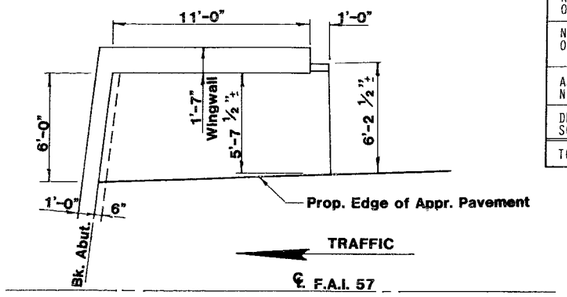
DATE

DRAWN BY

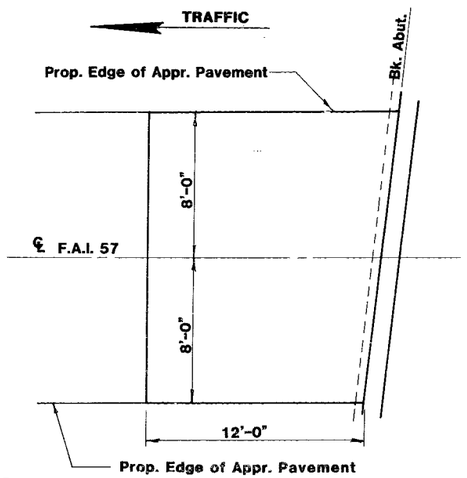
CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		10
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

BRIDGE APPROACH SHOULDER PAVEMENT						
LOCATION	AREA SQ YD	TY C INLET BOX STD 2324 EACH	PIPE DRAINS LIN FT	METAL END SEC 12" EACH	CONCRETE THRUST BLOCKS EACH	COMMENTS
SBL APPROACHING BRIDGE OUTSIDE SHOULDER	9.7	1	30	1	1	SEE DETAIL & STD 2324
SBL DEPARTING BRIDGE OUTSIDE SHOULDER	8.1					IN ACCORDANCE WITH STD 2324
NBL APPROACHING BRIDGE OUTSIDE SHOULDER	7.9					SEE DETAIL & STD 2324
NBL DEPARTING BRIDGE OUTSIDE SHOULDER	10.3	1	30	1	1	IN ACCORDANCE WITH STD 2324; ℄ INLETS TO 3'-6" FROM END WW - ACCOMMODATE GUARDRAIL
APPROACHING BRIDGE NORTH MEDIAN SHOULDER	21.7					CONSTRUCT AS ONE SHOULDER PAVEMENT; SEE DETAIL & STD 2324
DEPARTING BRIDGE SOUTH MEDIAN SHOULDER	21.7					CONSTRUCT AS ONE SHOULDER PAVEMENT; SEE DETAIL & STD 2324
TOTALS	79.4	2	60	2	2	

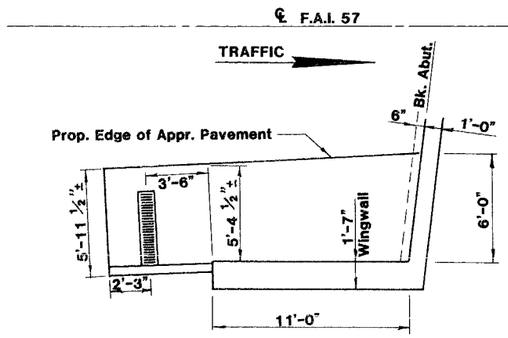


N.B.L. BRIDGE APPROACH SHOULDER PAVEMENT OUTSIDE SHOULDER

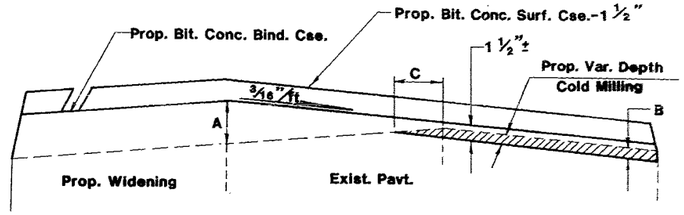


BRIDGE APPROACH SHOULDER PAVEMENT NORTH & SOUTH MEDIAN

SLOPE TO DRAIN-SEE PLANS



S.B.L. BRIDGE APPROACH SHOULDER PAVEMENT OUTSIDE SHOULDER



VARIABLE DEPTH COLD MILLING
SEE SPECIAL PROVISIONS

VARIABLE DEPTH COLD MILLING				
LOCATION STA TO STA	A INCHES	B INCHES	C FEET	AREA SQ YD
NBL				
188+00 TO 189+59.46				331
188+00	6	0	6.67	
189+00	3 1/2	2 1/2	6.67	
189+59.46	5 3/4	0	6.67	
SBL				
188+00 TO 189+58.55*				423
188+00	6	0	2	
189+00	5 1/4	3/4	2	
189+58.55	6 1/4	0	2	
192+24.64 TO 203+00**				1,912
192+24.64	8	1 1/2	4	
193+00	6 3/4	1 1/2	4	
194+00	6 3/4	1 1/2	4	
195+00	6 1/4	1 1/2	4	
196+00	5 1/2	1 1/2	4	
197+00	5 1/2	1 1/2	4	
198+00	4 1/2	1 1/2	4	
199+00	4 3/4	1 1/2	4	
200+00	4 1/2	1 1/2	4	
201+00	6	1 1/2	4	
202+00	6	1 1/2	4	
202+50	6	1 1/2	4	
203+00	6	0	4	
TOTAL				2,666

* COLD MILLING ALSO REQUIRED ON ENTRANCE RAMP
** COLD MILLING REQUIRED TO REMOVE EXISTING RUTTED BIT. SURFACE

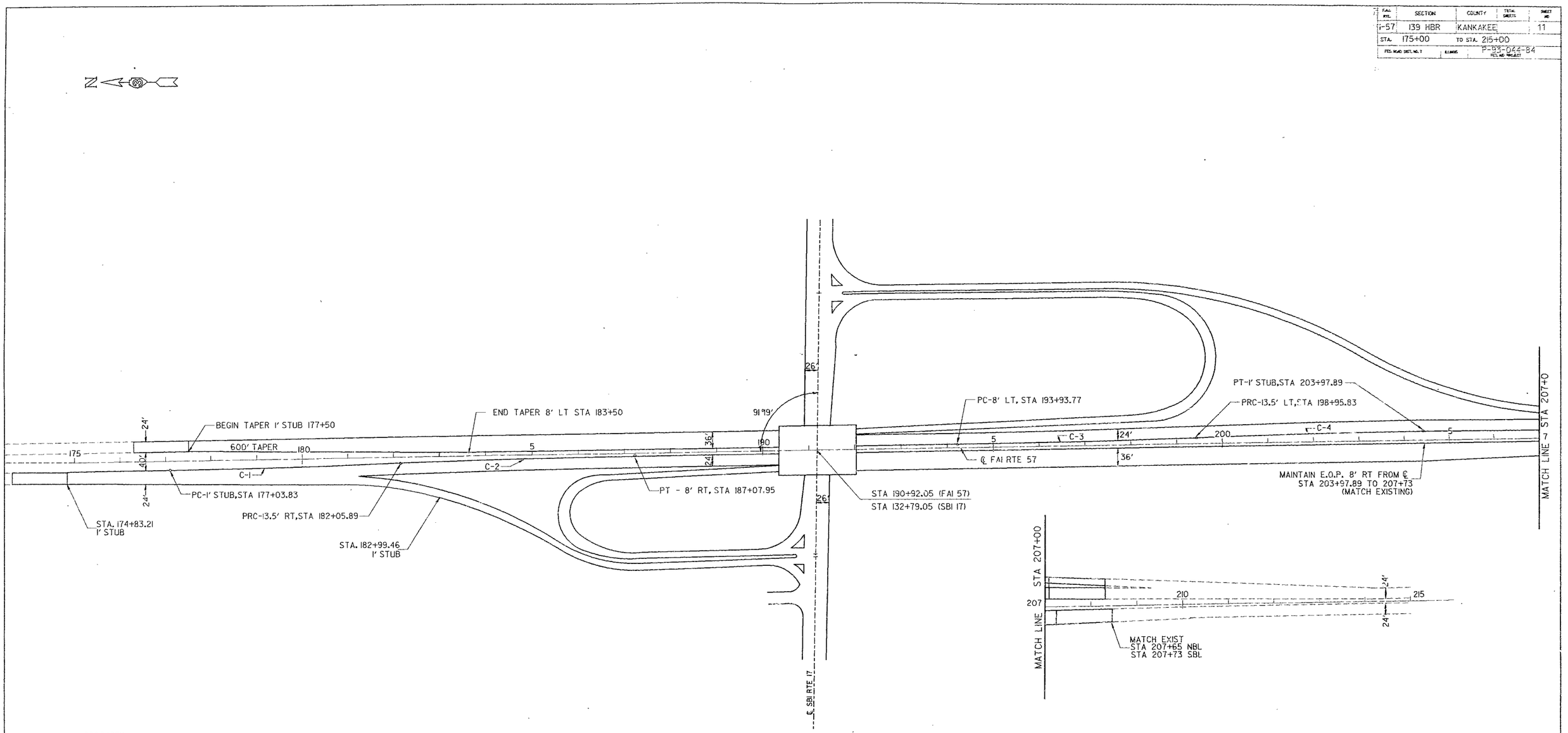
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BRIDGE APPR. SHLD PAV'T & VAR. DEPTH COLD MILLING

SCALE: VERT. HORIZ.
DATE
DRAWN BY
CHECKED BY

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		11
STA. 175+00	TO STA. 215+00			
FED. ROAD DIST. NO. 7	ILLINOIS	P-83-022-84 FED. AID PROJECT		



PROPOSED
CURVE DATA - CURVES 1 THRU 4

Δ= 1° 15' 19"
D= 0° 15' 00"
R= 22,918.31
L= 502.11
T= 251.06
E= 1.38

FOR RAMP DETAILS SEE SHEET 16
FOR MEDIAN DETAILS SEE SHEET 22

NOTE:
GLARE SCREEN BLADES
TO BE INSTALLED FROM
STA 182+95 TO STA 238+80

REVISIONS	
NAME	DATE
LMT	11-5-87
LMT	11-23-87
LMT	12-10-87

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRAWN BY CADD

SCHEMATIC DRAWING
FAI ROUTE 57 / ILL ROUTE 17 INTERCHANGE

SCALE: 1"=100'
DRAWN BY LMT
DATE 10-29-87
CHECKED BY MEJ

RECD FORM D/6/83--REVISED 2/84

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		12
STA. 175+00		TO STA. 185+00		
FED. ROAD DIST. NO. 7	ILLINOIS	P-93-044-84 FED. AID PROJECT		

FAI 57

CURVE DATA - CURVES 1 THRU 4

Δ= 1° 15' 19"
D= 0° 15' 00"
R= 22,918.31
L= 502.11
T= 251.06
E= 1.38

BEGIN IMPROVEMENT NBL
STA 177+50, 1' STUB
N.B. LANES BEGIN
600' TAPER 19' LT

EARTH MEDIAN
DITCH CHECK
STA 177+87
TOP ELEV = 297.5

120' BIT TAPER W/ BUTT JOINT (SEE DETAILS)

OMIT AGG SHLD IN MEDIAN
179+50 TO 182+71

STA 182+00
1- 15" PRC FL END SECT
INV OUT = 300.60

STA 183+00
DRAINAGE STRUCT TY 1 W/2 T20 F & G
INV IN = 301.40
INV OUT = 301.20
MEDIAN ELEV = 305.17

END OF 600' TAPER, STA 183+50, 8' LT

EXIST R.O.W.

EXIST UNDERDRAIN OUTLET (TYP) FOR TREATMENT OF EXIST MEDIAN OUTLETS SEE SCHEDULE

600' TAPER

CURVE 1

CURVE 2

SOUTHBOUND EXIT RAMP FOR ILL RTE 17

EDGE OF PAVEMENT

EDGE OF SHOULDER

BEGIN IMPROVEMENT SBL
STA 174+83.21
1' STUB

℄ FAI 57 & STRUCTURE

PC STA 177+03.83, 1' STUB
S.B. LANES 19' RT

GRADING AND SHAPING DITCHES - SEE SPECIAL PROVISIONS

STA 178+72.51
58' RT

STA 178+05 RT
EXTEND EXIST 18" RCCP W/
12 LIN FT P CUL T 1 RCCP 18"
18" PRC FLARED END SECTION
0.2 CU YD CLASS X CONC COLLAR
EXIST CULVERT TO BE CLEANED - 52 LIN FT

PRC, STA 182+05.89
13.5' RT

PC STA 181+67.33
69.72' RT
760' RAD

EXIST CULVERT TO BE CLEANED - 139 LIN FT
24" X 139'

EXIST R.O.W.

BEGIN CONCRETE BARRIER, (STD 2333), AND FULL WIDTH PAVED MEDIAN
STA 182+95
SEE DETAIL SHEET
BEGIN GLARE SCREEN BLADES, TYPE 2
STA 182+95

REINSTALLATION OF EXISTING TRAFFIC BARRIER TERMINAL TYPE 3B, STA 182+71
(SEE SPECIAL PROVISIONS)

PT STA 182+99.46
86.16' RT 1' STUB
760' RAD

MATCH LINE STA 185+00

SOUTH BOUND EXIT S.E.

3/16 "/FT CROSS SLOPE 174+83.21 TO 180+83

TRANSITION S.E. 3/16 "/FT @ 180+83
TO 0.038 '/FT @ 182+33

TRANSITION S.E. 0.038 '/FT @ 182+33
TO 0.080 '/FT IN 150' ON SB EXIT RAMP
MATCH EXISTING S.E.

▨ P.C.C. WIDENING

FOR RAMP DETAILS, SEE SHEET 16 & 17
FOR MEDIAN DETAILS SEE SHEET 22

ADJUST SIDESLOPES AS NECESSARY TO PROTECT TREES ALONG WEST RIGHT OF WAY - STA. 179+00 TO STA. 182+00 (SEE CROSS SECTIONS)

DRAWN BY C.A.D.D.
REV. BY LMT 12-10-87

PLAN
SURVEYED
PLOTTED
BM NOTED
NOTE BOOK
NO.
DATE
BY
CHECKED
AT GRADE
CADD FILE NAME

PROFILE
SURVEYED
PLOTTED
BM NOTED
NOTE BOOK
DATE
BY
CHECKED
STRUCTURE NOTATIONS ADDED

BM: P.K. NAIL IN PAVED SHOULDER
SBL 16' RT ℄ STA 189+35
ELEV 319.85

BM: PAINT MARK ON S.W. CORNER
OF LIGHT POLE #37/13
70' LT ℄ STA 204+30
ELEV 309.57

SOUTH BOUND EXIT RAMP

PROPOSED MAIN LINE RT EOP
PROPOSED RAMP LT EOP

PROPOSED RAMP RT EOP

PROP RAMP ℄ E.O.P. ELEVATIONS
298.57
299.24
299.91
300.53
301.22
301.84
302.34
303.48
303.96

(P.G.L.) NBL & SBL

15" X 99' SS TY 1 @ 0.61%

12" X 298' S.S. TY. 1 @ 2.42%

300.60
301.20
301.40

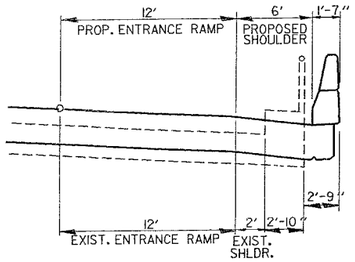
EXISTING NBL & SBL ℄ ELEV

FOR MEDIAN ELEVATIONS
SEE TABLE ON SHEET 22

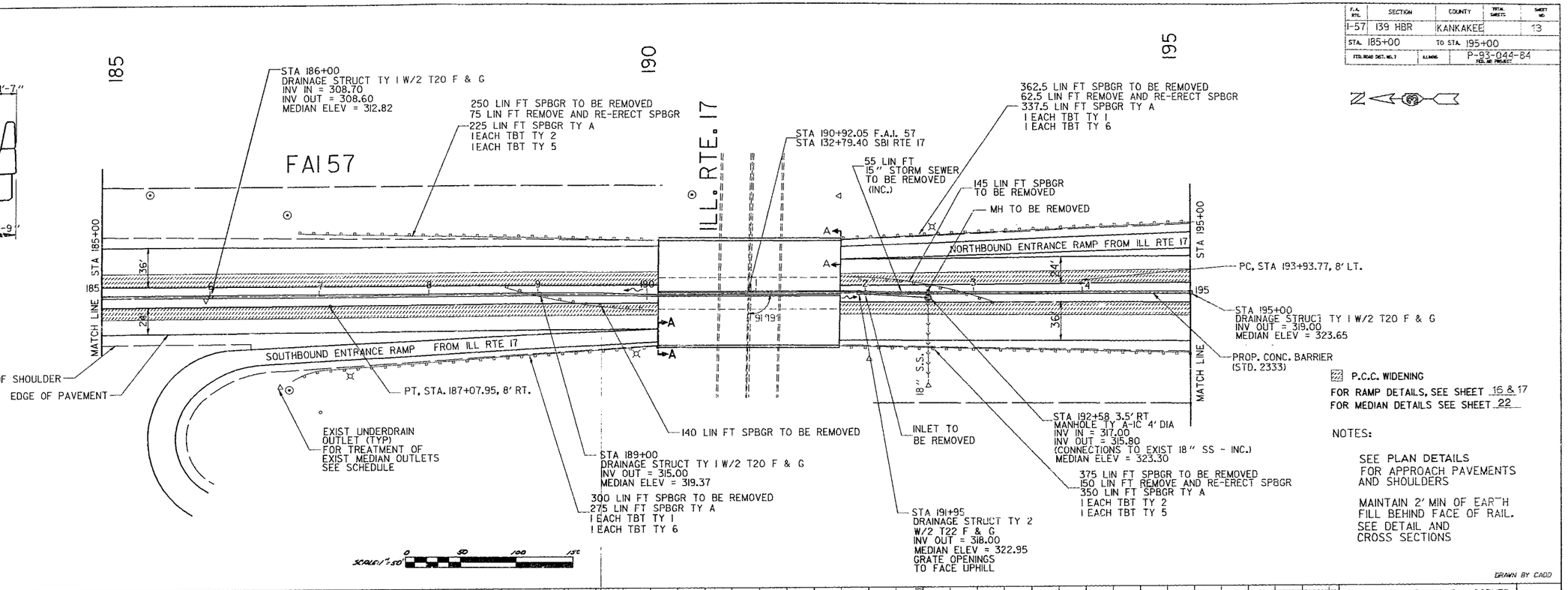
	173	174	175	6	7	8	9	180	1	2	3	4	185
NBL			298.57	299.22	299.96	300.68	301.36	302.05	302.71	303.77	305.33	307.50	310.15
			298.82	299.47	300.21	300.96	301.67	302.38	303.08	304.16	305.73	307.94	310.50
SBL			298.54	299.26	299.98	300.63	301.37	302.04	302.81	303.81	305.49	307.43	310.13
			298.79	299.51	300.23	300.90	301.65	302.35	303.13	304.16	305.78	307.84	310.50

STA 175+00 TO 185+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		13
STA. 185+00		TO STA. 195+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT P-93-044-84		



SECTION A-A



CURVE DATA - CURVES 1 THRU 4

Δ = 19°59'19"
D= 0°15'00"
R= 22,918.31
L= 502.11
T= 251.06
E= 1.38

P.C.C. WIDENING

FOR RAMP DETAILS, SEE SHEET 16 & 17
FOR MEDIAN DETAILS SEE SHEET 22

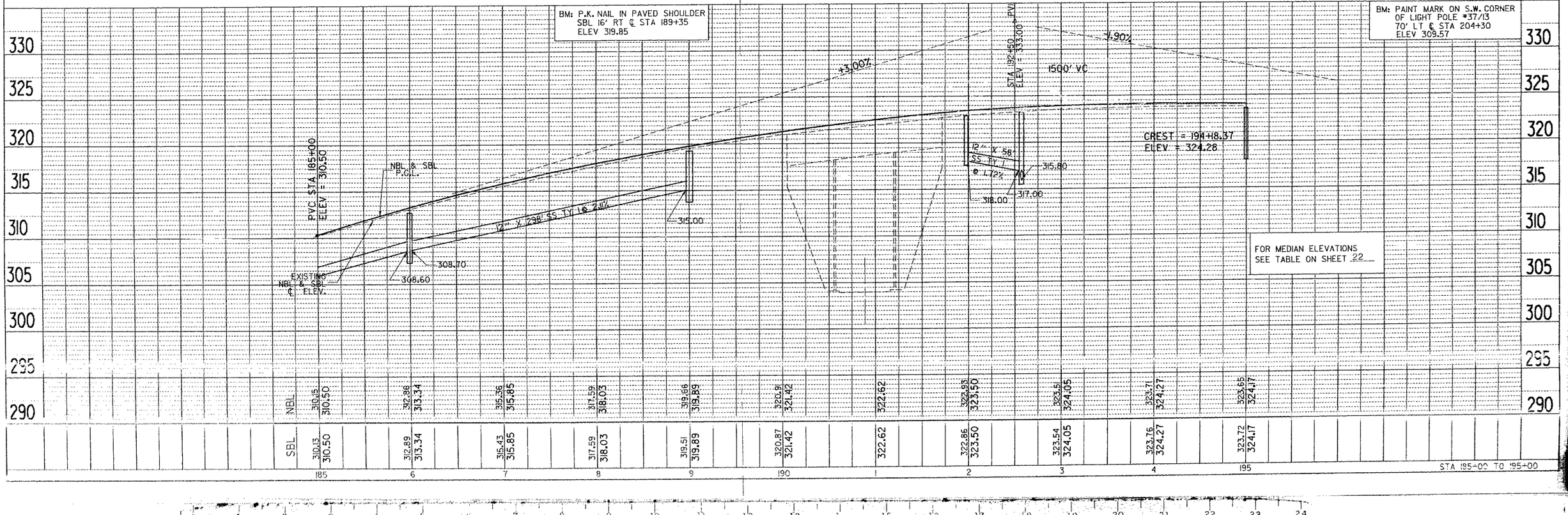
NOTES:

SEE PLAN DETAILS FOR APPROACH PAVEMENTS AND SHOULDERS

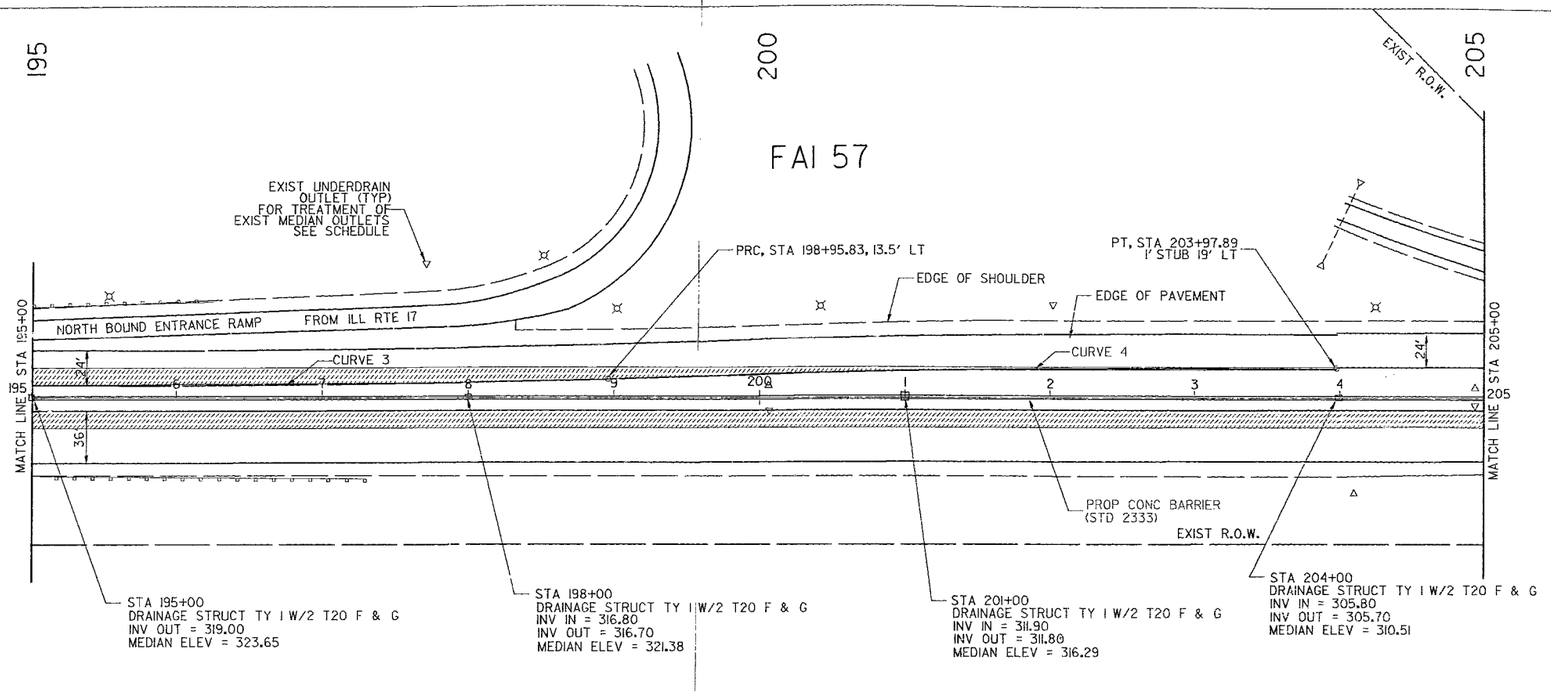
MAINTAIN 2' MIN OF EARTH FILL BEHIND FACE OF RAIL. SEE DETAIL AND CROSS SECTIONS

SCALE: 1"=50'

DRAWN BY CADD



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		14
STA. 195+00		TO STA. 205+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	P-93-044-84	



CURVE DATA - CURVES 1 THRU 4

Δ = 1° 15' 19"
D= 0° 15' 00"
R= 22,918.31
L= 502.11
T= 251.06
E= 1.38

SCALE: 1" = 50'

P.C.C. WIDENING

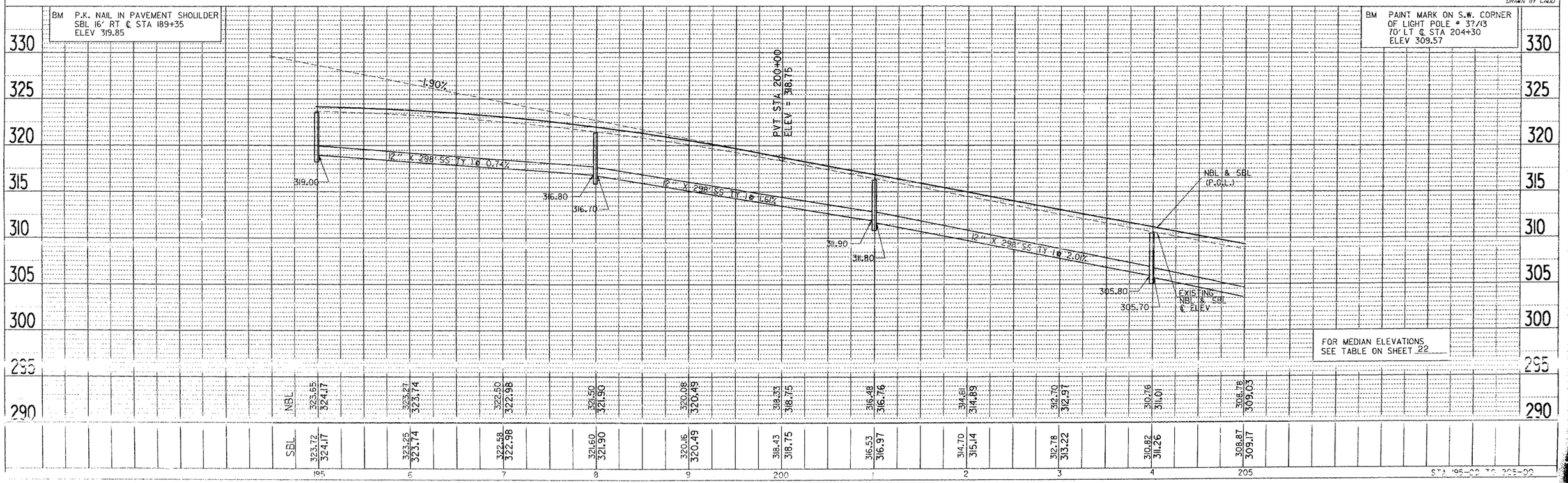
FOR GUARD RAIL DETAILS SEE PREVIOUS SHEET

FOR RAMP DETAILS SEE SHEET 16 & 17
FOR MEDIAN DETAILS SEE SHEET 22

DRAWN BY CADD

BM P.K. NAIL IN PAVEMENT SHOULDER SBL 16' RT ℄ STA 189+35 ELEV 319.85

BM PAINT MARK ON S.W. CORNER OF LIGHT POLE # 37/13 70' LT ℄ STA 204+30 ELEV 309.57



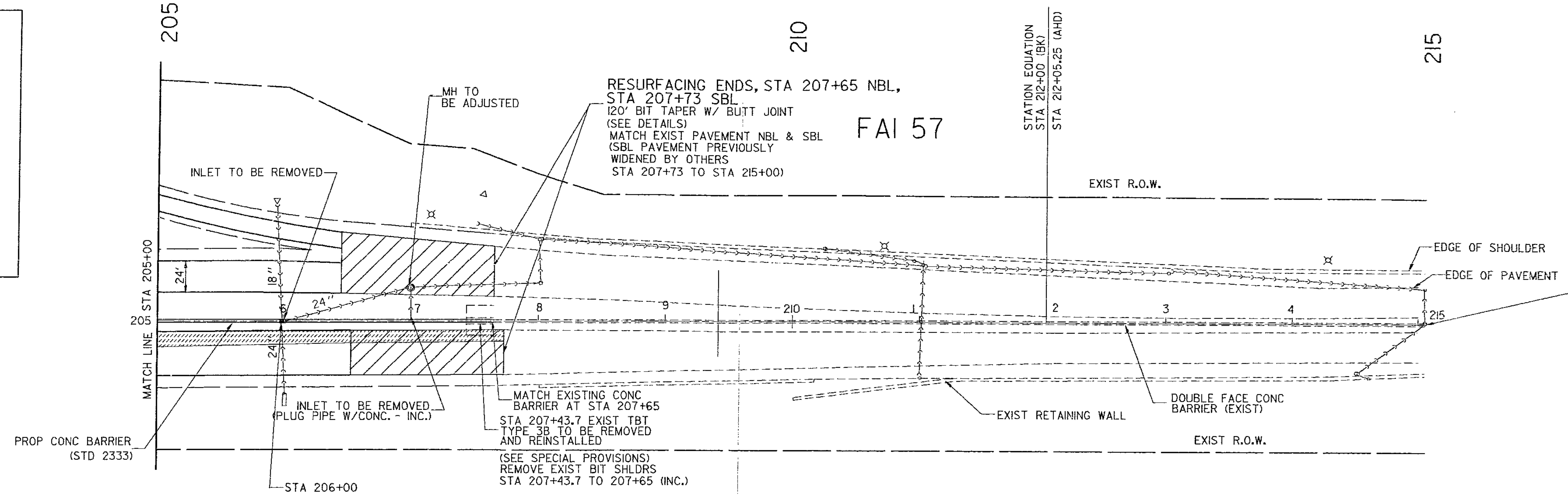
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		15
STA. 205+00	TO STA. 215+00			
FED. ROAD DIST. NO. 7	ILLINOIS	P-93-044-84		

ORIGINAL 1956 CURVE DATA
FOR INFORMATION ONLY

CURVE 1
PC STA 203+97.89
32' LT & RT
PT STA 209+41.58
25.12' LT & RT
R = 21,485.94'

CURVE 2
PC STA 209+50.06
24.88' LT & RT
PT STA 215+00
18' LT & RT
R = 21,485.94'

STA EQ'N STA 212+00 BK =
STA 212+05.25 AH



THERMOPLASTIC PAVEMENT MARKING ENDS STA 215+00

GLARE SCREEN, BLADE TYPE ENDS STA 238+80

CURVE DATA - CURVES 1 THRU 4

Δ = 1° 15' 19"
D = 0° 15' 00"
R = 22,918.31
L = 502.11
T = 251.06
E = 1.38

NOTE:

MATCH EXIST SBL CROWN STA 207+73
SEE SBL TYPICAL SECTIONS
BEGIN CROWN TRANSITION STA 203+97.89

P.C.C. WIDENING
FOR RAMP DETAILS, SEE SHEET 16 & 17
FOR MEDIAN DETAILS SEE SHEET 22

SCALE: 1"=50' 0 50 100 150

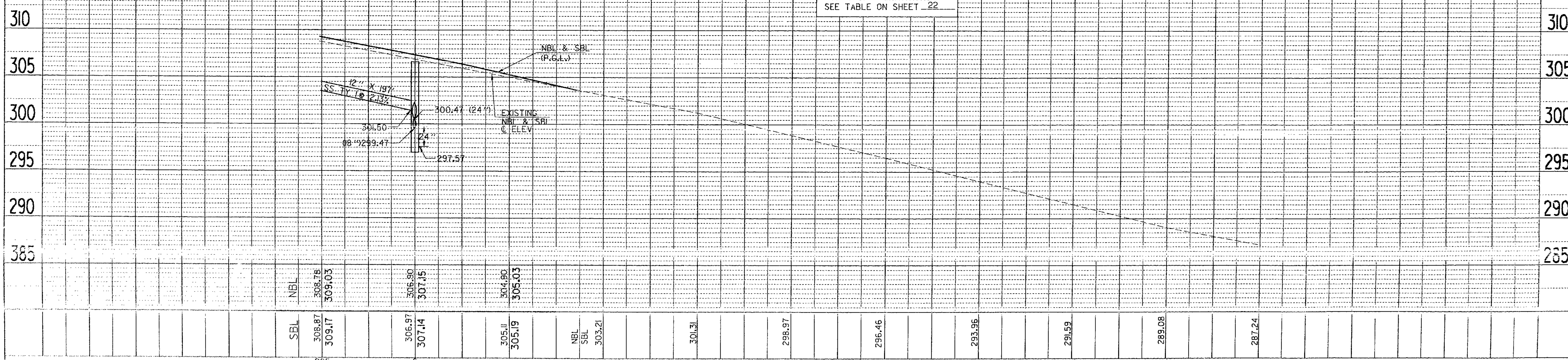
DRAWN BY CADD

BM: P.K. NAIL IN PAVED SHOULDER SBL 16' RT ℄ STA 189+35 ELEV 319.85

BM: PAINT MARK ON S.W. CORNER OF LIGHT POLE #37/13 70' LT ℄ STA 204+30 ELEV 309.57

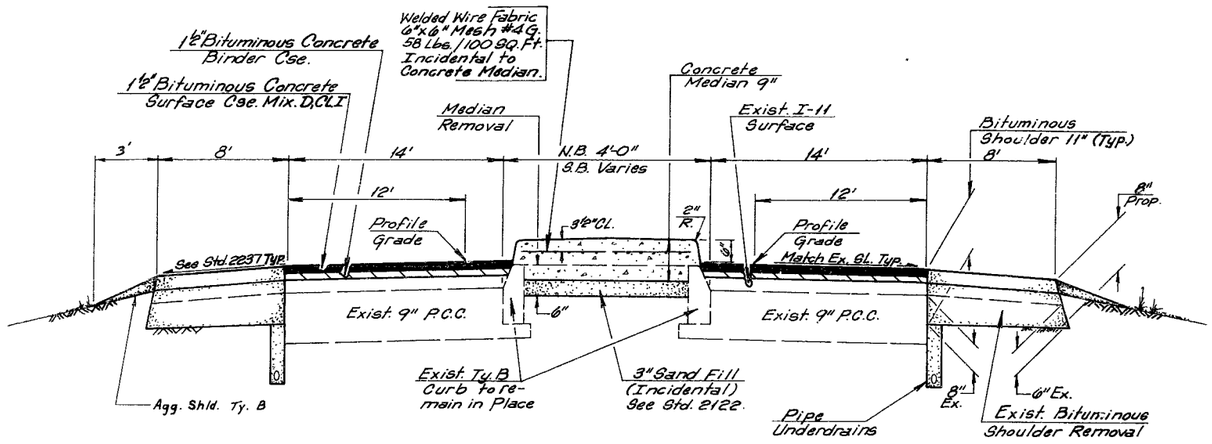
EXISTING PROFILES, STA 207+00 TO STA 215+00, TAKEN FROM PLANS

FOR MEDIAN ELEVATIONS SEE TABLE ON SHEET 22

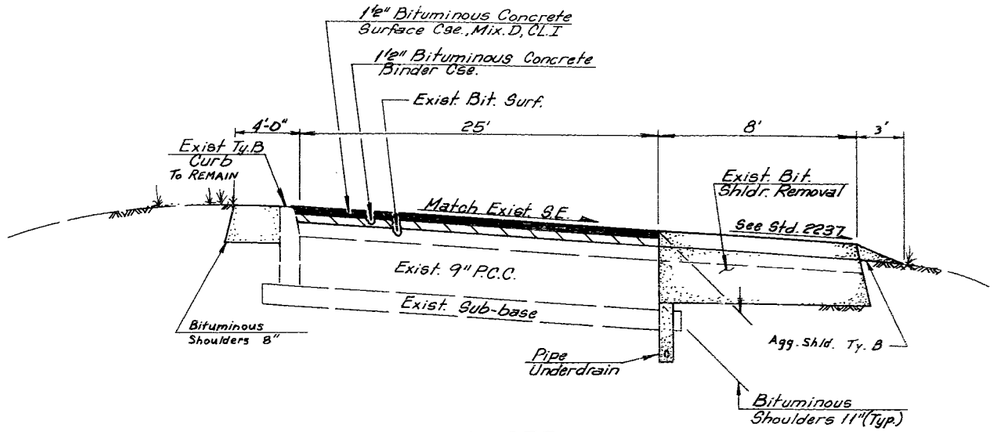


STA 205+00 TO 215+00

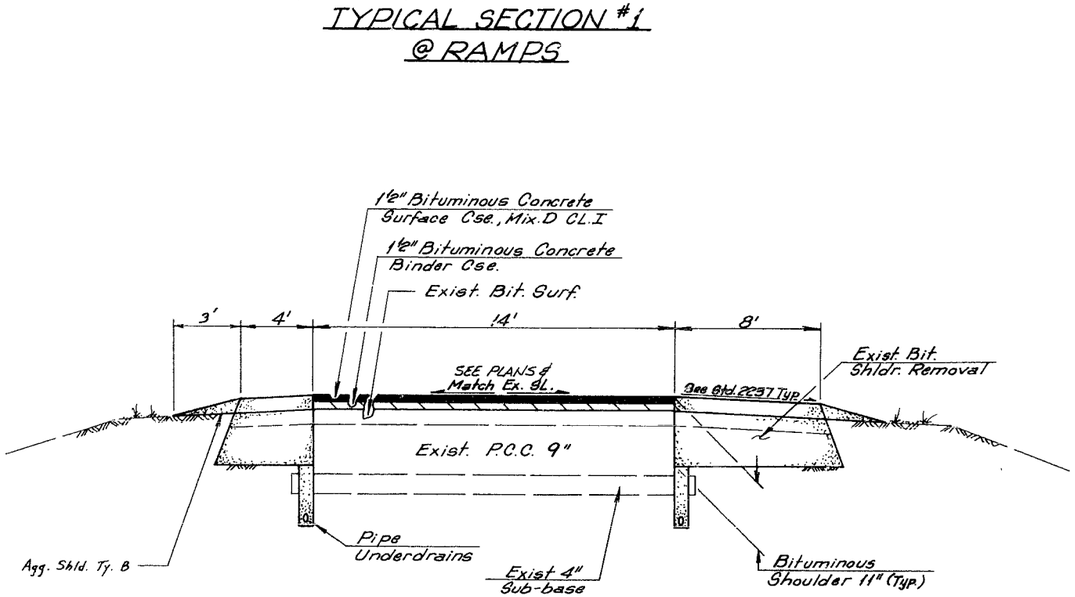
RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		18
F.H.W.A. REG. 4	ILLINOIS	PROJECT		



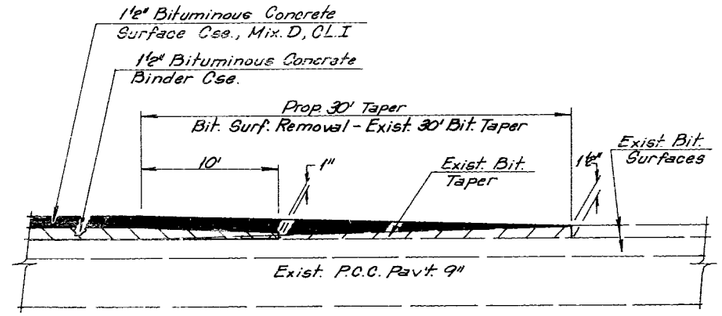
PROPOSED
TYPICAL SECTION #1
@ RAMPS



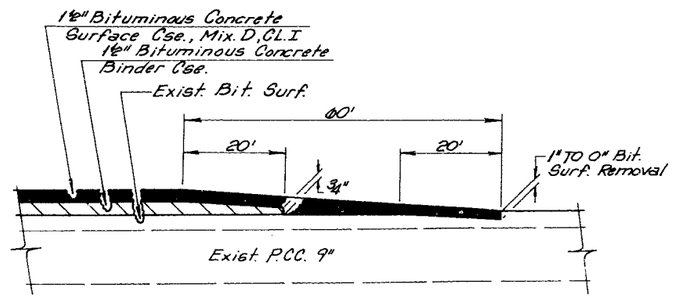
PROPOSED
TYPICAL SECTION #3
@ RAMPS



PROPOSED
TYPICAL SECTION #2
@ RAMPS



TAPER @ RAMPS
SOUTHBOUND RAMPS
OFF RT. 17

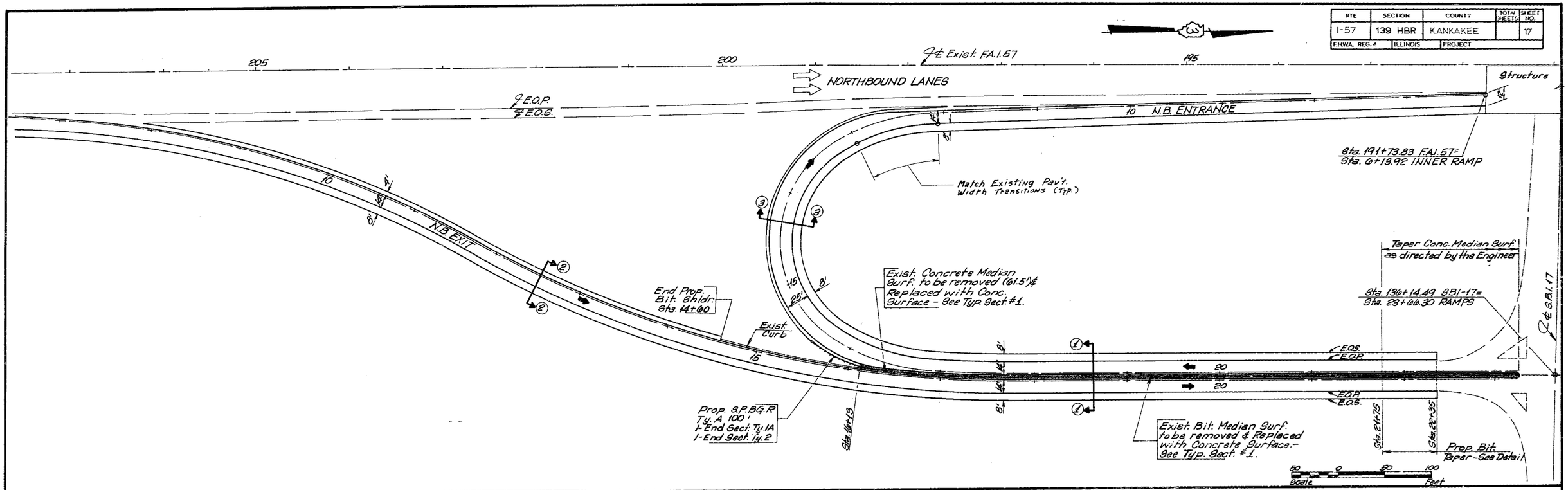


TAPER @ RAMPS
NORTHBOUND RAMPS
OFF RT. 17

TYPICAL SECTIONS &
TAPER DETAILS FOR RAMPS

REV. 12-9-87 M.W.W.

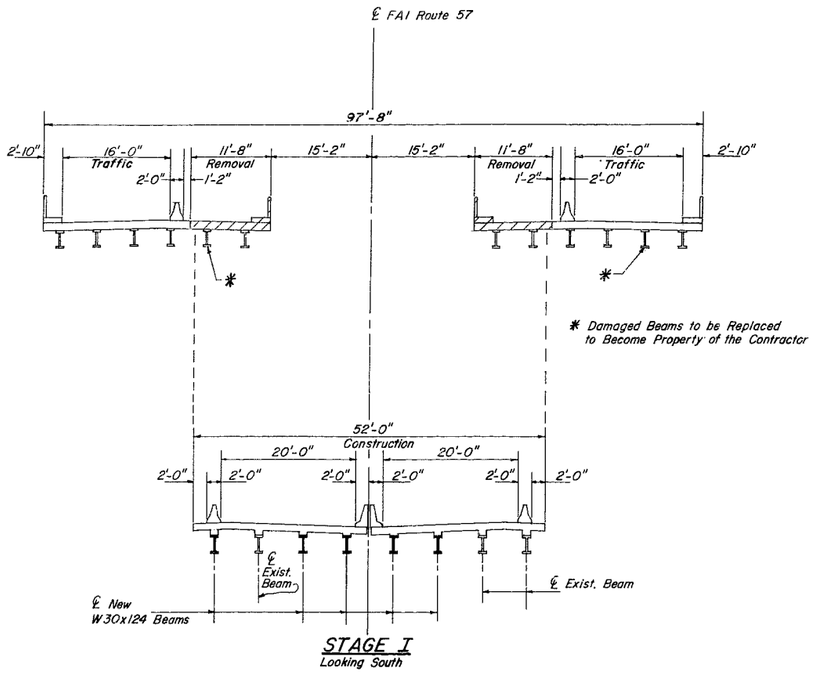
RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		17
F.H.W.A. REG. 4	ILLINOIS	PROJECT		



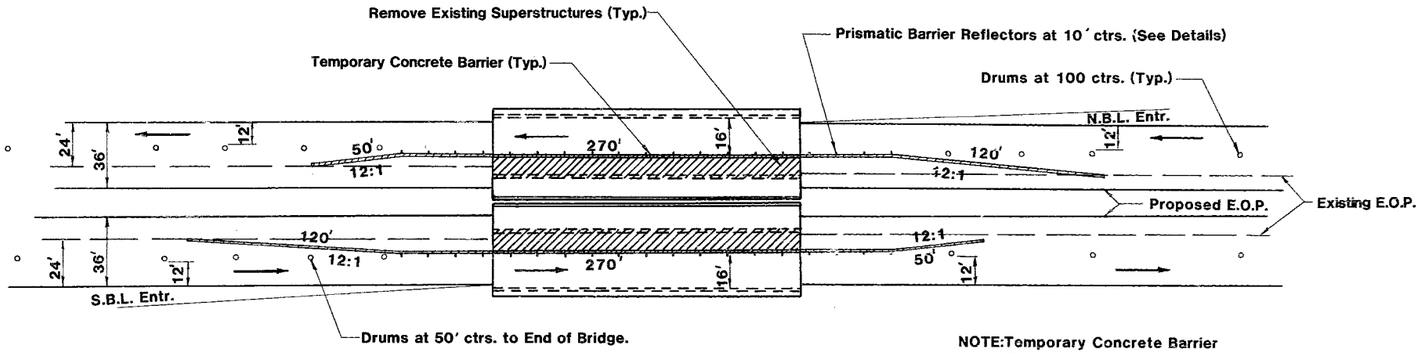
GUARDRAIL TREATMENT @ S.B. EXIT

DETAILS @ N.B. & S.B. RAMPS S.B.I. 17 & F.A.I. 57

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	139 HBR	KANKAKEE		18
STA	TO STA			
FED. ROAD DIST. NO	ILLINOIS	FED. AID PROJECT		

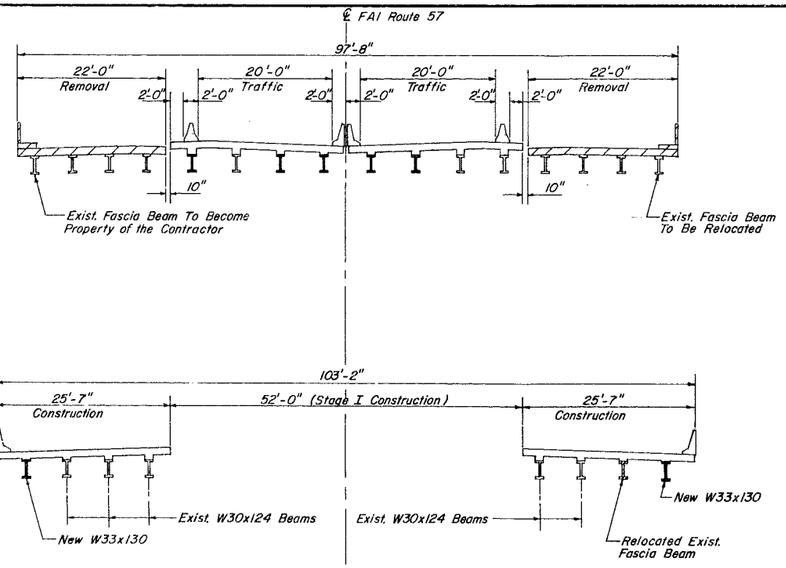


STAGE I
Looking South

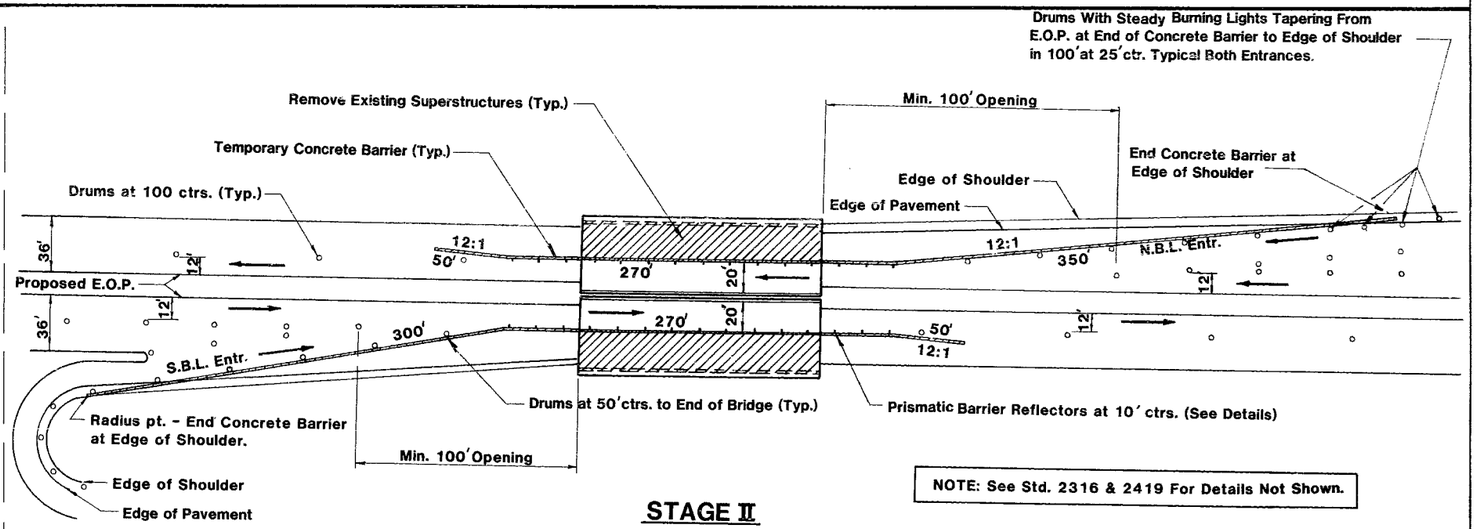


STAGE I

NOTE:Temporary Concrete Barrier Terminal Sections Required But Not Shown Here.



STAGE II
Looking South



STAGE II

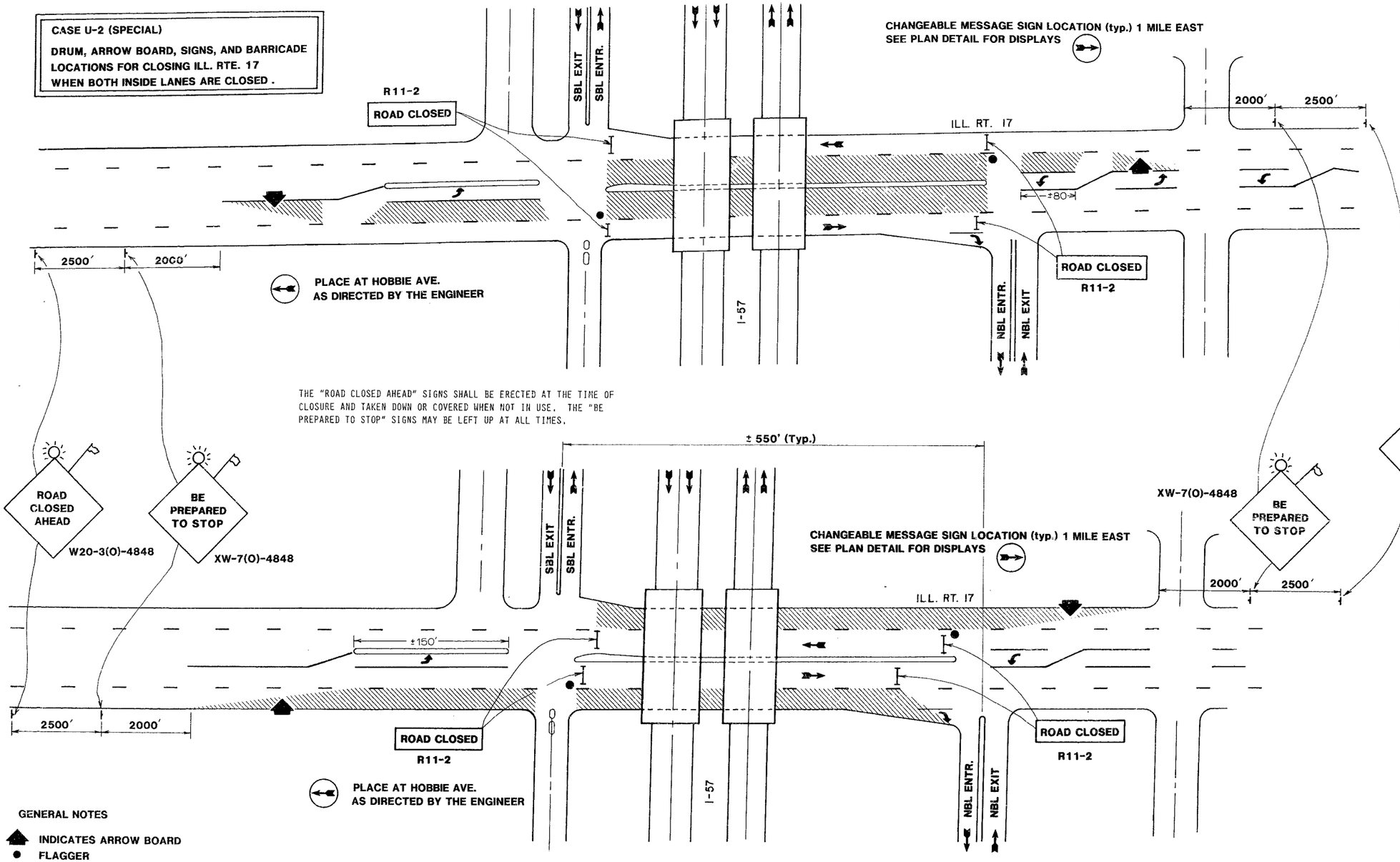
NOTE: See Std. 2316 & 2419 For Details Not Shown.

STAGE CONSTRUCTION
I-57 OVER ILL. RTE. 17

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		19
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	P-93-044-84	

CASE U-2 (SPECIAL)

DRUM, ARROW BOARD, SIGNS, AND BARRICADE LOCATIONS FOR CLOSING ILL. RTE. 17 WHEN BOTH INSIDE LANES ARE CLOSED .



THE "ROAD CLOSED AHEAD" SIGNS SHALL BE ERECTED AT THE TIME OF CLOSURE AND TAKEN DOWN OR COVERED WHEN NOT IN USE. THE "BE PREPARED TO STOP" SIGNS MAY BE LEFT UP AT ALL TIMES.

TWO SPECIAL SIGNS TO BE FURNISHED BY THE CONTRACTOR. ONE SHALL BE PLACED 1/2 MILE NORTH OF ILLINOIS 50 ON THE SOUTHBOUND LANE I-57 OUTSIDE SHOULDER. THE SECOND SHALL BE PLACED 1/2 MILE SOUTH OF ILLINOIS 17 AT THE INTERSTATE - "ILLINOIS 17 EXIT - ARROW" SIGN ON THE SOUTHBOUND LANE I-57 OUTSIDE SHOULDER. SIGN SHALL BE COVERED WHEN CONSTRUCTION OPERATIONS WILL NOT RESUME WITHIN TWO HOURS. SIGNS SHALL BE REMOVED WHEN CONSTRUCTION OPERATIONS, WHICH REQUIRE THE CLOSING, ARE NOT SCHEDULED TO BEGIN WITHIN 24 HOURS. THESE SIGNS SHALL BE SKID MOUNTED. SIGNS SHALL BE 48" X 48" WITH BLACK 6" "D" SIZE LETTERS AND NUMBERS ON A CONSTRUCTION ORANGE REFLECTIVE BACKGROUND. THE COST OF FURNISHING AND MAINTAINING THESE SIGNS SHALL BE CONSIDERED INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION, CASE U-2 (SPECIAL).

TWO SPECIAL SIGNS TO BE FURNISHED BY THE CONTRACTOR. ONE SHALL BE PLACED 1/2 MILE SOUTH OF U.S. 45/52 ON THE NORTHBOUND LANE I-57 OUTSIDE SHOULDER. THE SECOND SHALL BE PLACED 1/2 MILE SOUTH OF ILLINOIS 17 AT THE INTERSTATE - "ILLINOIS 17 EXIT - ARROW" SIGN ON THE NORTHBOUND LANE I-57 OUTSIDE SHOULDER. SIGNS SHALL BE COVERED WHEN CONSTRUCTION OPERATIONS WILL NOT RESUME WITHIN TWO HOURS. SIGNS SHALL BE REMOVED WHEN CONSTRUCTION OPERATIONS, WHICH REQUIRE THE CLOSING, ARE NOT SCHEDULED TO BEGIN WITHIN 24 HOURS. THESE SIGNS SHALL BE SKID MOUNTED. SIGNS SHALL BE 48" X 48" WITH BLACK 6" "D" SIZE LETTERS AND NUMBERS ON A CONSTRUCTION ORANGE REFLECTIVE BACKGROUND. THE COST OF FURNISHING AND MAINTAINING THESE SIGNS SHALL BE CONSIDERED INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION, CASE U-2 (SPECIAL).

GENERAL NOTES

- INDICATES ARROW BOARD
- FLAGGER

- 18 in.x 18 in. ORANGE FLAG
- TYPE III BARRICADES
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- CLOSURE AREA

ALL GENERAL NOTES INDICATED IN CASE U-2 WILL APPLY
ALL SIGNING INDICATED IN CASE U-2 WILL APPLY
SEE SPECIAL PROVISIONS
CLOSURES SHALL BE COORDINATED WITH CHANGEABLE MESSAGE SIGN DISPLAYS

CASE U-2 (SPECIAL)

DRUM, ARROW BOARD, SIGNS, AND BARRICADE LOCATIONS FOR CLOSING ILL. RTE. 17 WHEN BOTH OUTSIDE LANES ARE CLOSED.

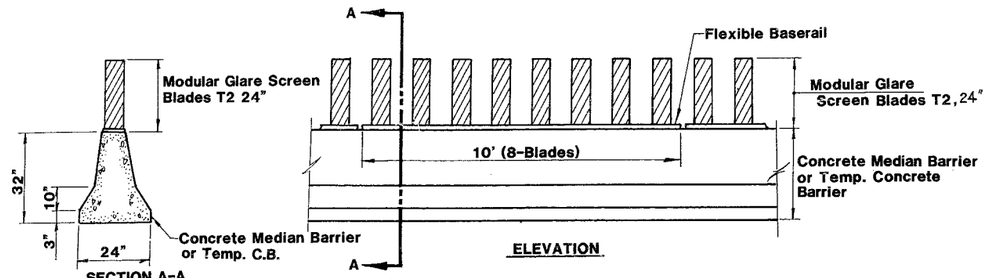
The Contractor Shall Verify All Dimensions Before Ordering Materials.

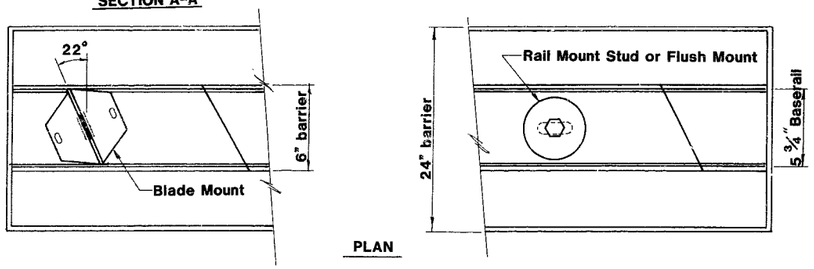
ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION CASE U-2 (SPECIAL)

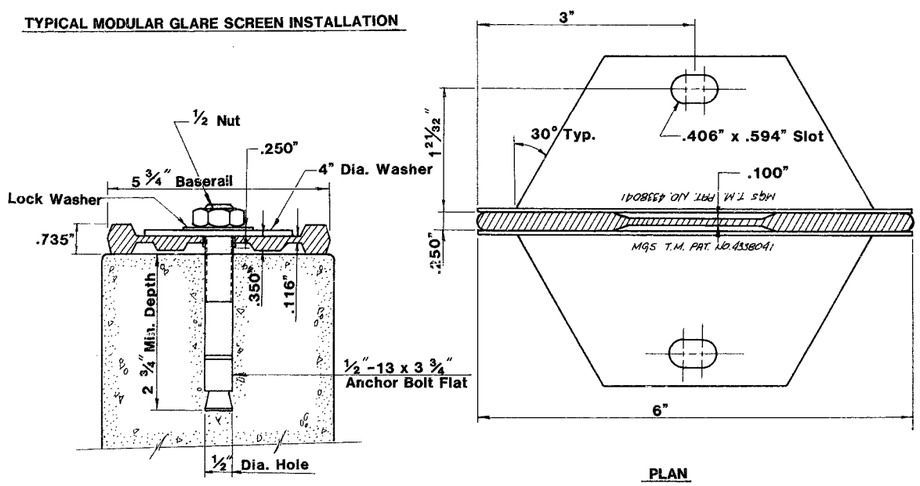
SCALE VERT. HORIZ. NOT TO SCALE DRAWN BY CHECKED BY

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
I-57	139 HBR	KANKAKEE		20
F.H.W.A. REG. 4	ILLINOIS	PROJECT		

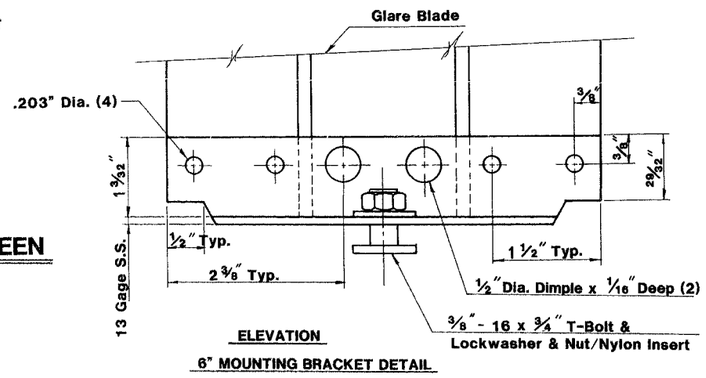




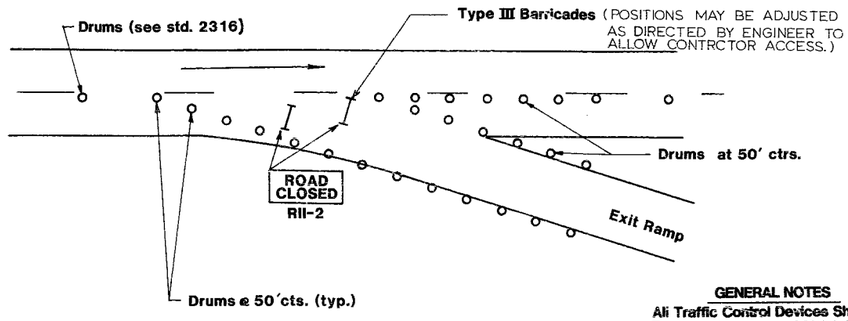
TYPICAL MODULAR GLARE SCREEN INSTALLATION

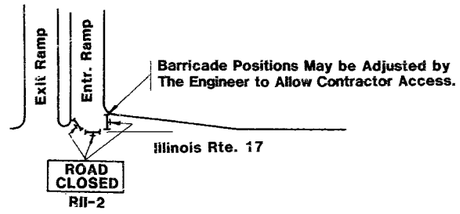


STUD MOUNT - MECHANICAL RECOMMENED FOR PERMANENT INSTALLATION



MODULAR GLARE SCREEN DETAILS





GENERAL NOTES

All Traffic Control Devices Shown Shall be Furnished, Erected, and Maintained by The Contractor.

⊢ Indicates Type III Barricades Conforming to Std. 2299 With Two Flashing Lights per Barricade

o Drums
See std. 2419 for Other Details

Traffic Control and Protection as Detailed on This Sheet Shall be Paid at The Contract Lump Sum Price For Traffic Control and Protection (Special)

Ramp Closures Shall be Coordinated With Std. 2419. The "Exit Sign - Special" Shall be Removed or Covered During Ramp Closure.

TRAFFIC CONTROL AND PROTECTION (SPECIAL)

MODULAR GLARE SCREEN DETAILS

TRAFFIC CONTROL AND PROTECTION (SPECIAL)

FAI RTE.	SECTION	COUNTY	STA. SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		21
STA. 175+00		TO STA. 215+00		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	P-53-044-84

CLOSING THE SOUTH BOUND LANE EXIT RAMP TO ILL RT 17

CHANGEABLE MESSAGE SIGN #1
LOCATION: ½MILE NORTH OF ILLINOIS ROUTE 50 ON SBL SHOULDER

1 ST DISPLAY	ILLINOIS 17 EXIT RAMP CLOSED
2 ND DISPLAY	17 TRAFFIC USE EXIT 315 OR EXIT 308

CHANGEABLE MESSAGE SIGN #2
LOCATION: ½MILE NORTH OF ILLINOIS ROUTE 17 AT THE FIRST INTERSTATE - "ILLINOIS 17 EXIT - ARROW" SIGN LOCATION ON SBL SHOULDER

1 ST DISPLAY	ILLINOIS 17 EXIT RAMP CLOSED
2 ND DISPLAY	ILLINOIS 17 TRAFFIC USE NEXT EXIT

CLOSING THE NORTH BOUND LANE EXIT RAMP TO ILL RT 17

CHANGEABLE MESSAGE SIGN #1
LOCATION: ½MILE SOUTH OF US ROUTE 45/52 ON NBL SHOULDER

1 ST DISPLAY	ILLINOIS 17 EXIT RAMP CLOSED
2 ND DISPLAY	17 TRAFFIC USE EXIT 308 OR EXIT 315

CHANGEABLE MESSAGE SIGN #2
LOCATION: ½MILE SOUTH OF ILLINOIS ROUTE 17 AT THE FIRST INTERSTATE - "ILLINOIS 17 EXIT - ARROW" SIGN LOCATION ON NBL SHOULDER

1 ST DISPLAY	ILLINOIS 17 EXIT RAMP CLOSED
2 ND DISPLAY	ILLINOIS 17 TRAFFIC USE NEXT EXIT

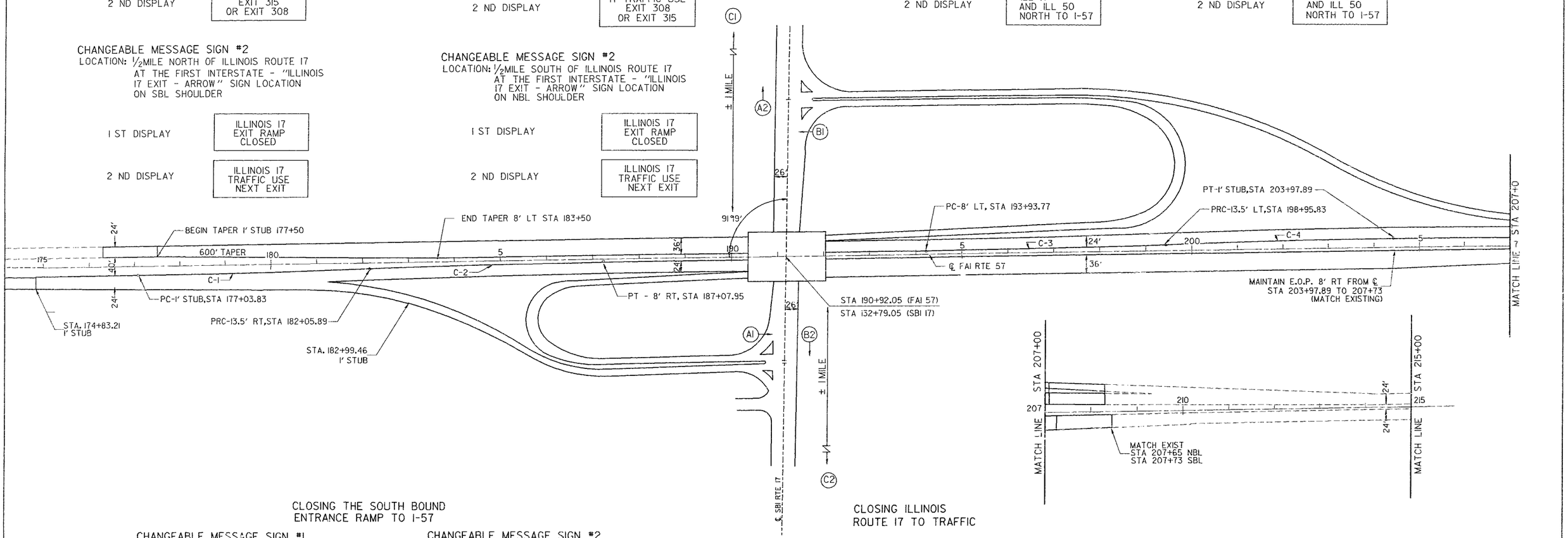
CLOSING THE NORTH BOUND ENTRANCE RAMP TO I-57

CHANGEABLE MESSAGE SIGN #1
LOCATION: SEE LOCATION (B1) - FACING NORTH

1 ST DISPLAY	NORTH BOUND RAMP CLOSED USE
2 ND DISPLAY	ILL 17 → AND ILL 50 NORTH TO I-57

CHANGEABLE MESSAGE SIGN #2
LOCATION: SEE LOCATION (B2) - FACING WEST

1 ST DISPLAY	NORTH BOUND RAMP CLOSED USE
2 ND DISPLAY	ILL 17 WEST AND ILL 50 NORTH TO I-57



CLOSING THE SOUTH BOUND ENTRANCE RAMP TO I-57

CHANGEABLE MESSAGE SIGN #1
LOCATION: SEE LOCATION (A1) - FACING SOUTH

1 ST DISPLAY	SOUTH BOUND RAMP CLOSED USE
2 ND DISPLAY	← ILL 17 AND ILL 50 SOUTH TO I-57

CHANGEABLE MESSAGE SIGN #2
LOCATION: SEE LOCATION (A2) - FACING EAST

1 ST DISPLAY	SOUTH BOUND RAMP CLOSED USE
2 ND DISPLAY	ILL 17 WEST AND ILL 50 SOUTH TO I-57

CLOSING ILLINOIS ROUTE 17 TO TRAFFIC

CHANGEABLE MESSAGE SIGN #1 & #2
LOCATION: 1 MILE EAST OF I-57 (C1) - FACING EAST
AT ILL 17/HOBBIE AVENUE INTERSECTION (C2) - FACING WEST

1 ST DISPLAY (BOTH SIGNS TYP)	ALL LANES CLOSED 1 MI. AHEAD
2 ND DISPLAY	BE PREPARED TO STOP
3 RD DISPLAY	EXPECT 10 MINUTE DELAY

NOTE:

SEE SPECIAL PROVISIONS FOR OPERATING CHANGEABLE MESSAGE SIGN

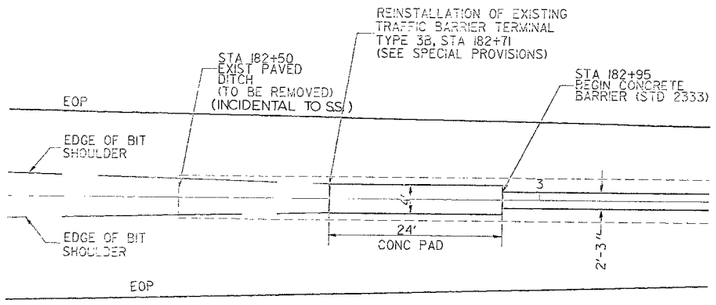
REVISIONS	
NAME	DATE
LMT	11-5-87
LMT	11 23-87
LMT	12-10-87

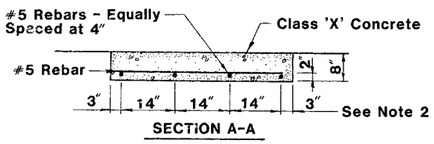
ILLINOIS DEPARTMENT OF TRANSPORTATION
DRAWN BY CADD

CHANGEABLE MESSAGE SIGN LOCATIONS AND DISPLAYS FAI ROUTE 57 / ILL ROUTE 17 INTERCHANGE

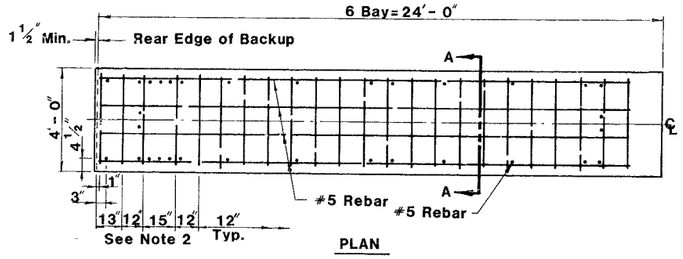
SCALE: 1"=100'
DRAWN BY LMT
DATE 10-29-87
CHECKED BY MEJ

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
I-57	139 HBR	KANKAKEE		22
F.H.W.A. REG. 4	ILLINOIS	PROJECT		





SECTION A-A



PLAN

NOTES: 1. Use The Existing Steel Platform of The Traffic Barrier Terminal, Type 3 as a Template to Mark The Concrete Anchor Bolt Locations.

2. Accurate Placement of Reinforcing Steel is Critical to Avoid Interference With Concrete Anchor Bolts.

CONCRETE PAD DETAILS FOR TRAFFIC BARRIER TERMINAL TYPE 3B

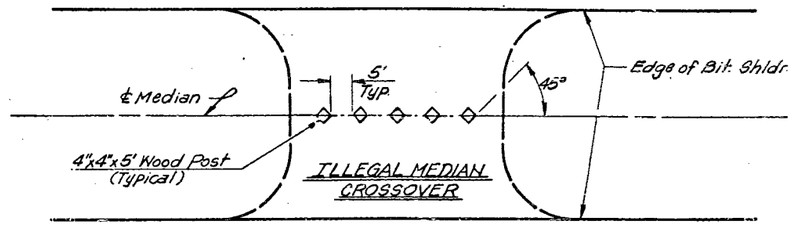
CENTERLINE I-57

MEDIAN ELEVATIONS

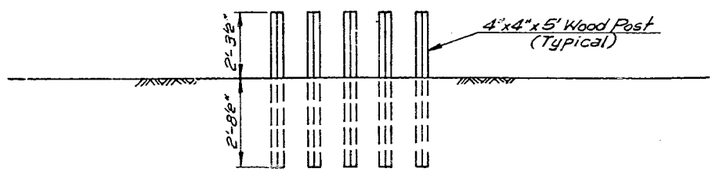
STA	CL MEDIAN ELEV	SBL SHLD SLOPE FT/FT	NBL SHLD SLOPE FT/FT
182+71	304.68	.036	.041
183+00	305.17	.036	.041
184+00	307.42	.023	.041
185+00	309.98	.041	.041
186+00	312.82	.040	.041
187+00	315.33	.041	.041
188+00	317.51	.041	.041
189+00	319.37	.041	.041
190+00	320.90	BRIDGE APPROACH SHLD PAVT	
191+00	BRIDGE DECK		
192+00	322.98	BRIDGE APPROACH SHLD PAVT	
193+00	323.53	.041	.041
194+00	323.75	.041	.041
195+00	323.65	.041	.040
196+00	323.22	.041	.037
197+00	322.46	.041	.033
198+00	321.38	.041	.028
199+00	319.97	.041	.024
200+00	318.23	.041	.020
201+00	316.29	.061	.016
202+00	314.40	.069	.016
203+00	312.47	.070	.016
204+00	310.51	.070	.016
205+00	308.54	.055	.016
206+00	306.67	.035	.016
207+00	304.57	.054	.016
207+65	303.20	MATCH EXISTING	

MEDIAN ELEVATIONS FROM 185+00 TO 200+00 ARE BASED ON A 1,500' VERTICAL CURVE WITH:

G1 = +3.00
G2 = -1.90
PVI STA 192+50 ELE = 332.48

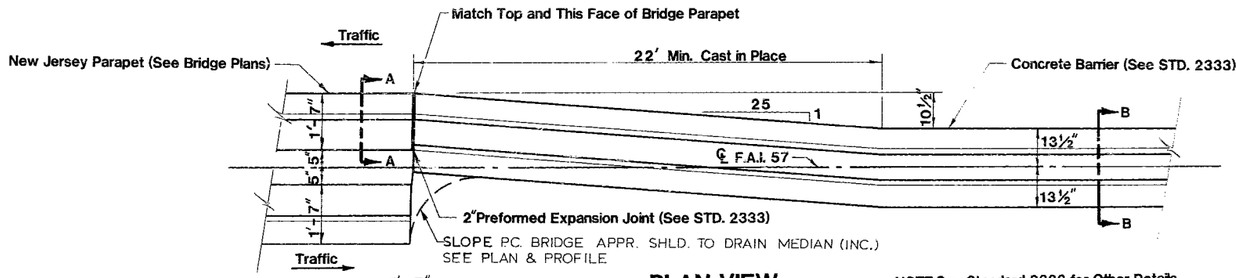


PLAN



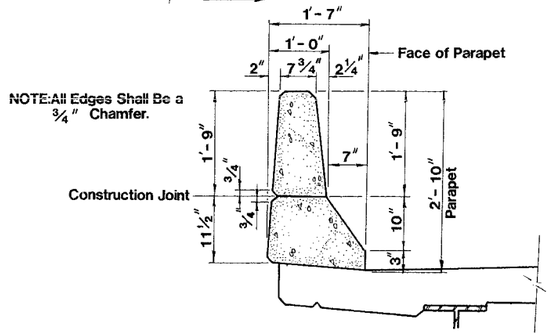
ELEVATION

WOOD POST DETAIL

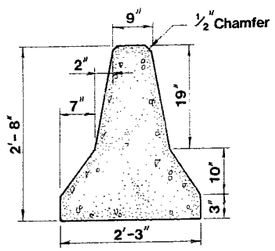


PLAN VIEW

NOTE: See Standard 2333 for Other Details



SECTION A-A



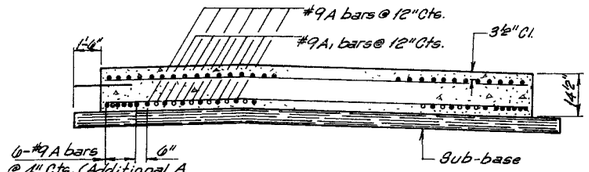
SECTION B-B

MEDIAN BARRIER CONNECTION TO DUEL STRUCTURES

(Typical at Both Ends)

MEDIAN DETAILS

RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		23
F.H.W.A. REG. 4	ILLINOIS	PROJECT		

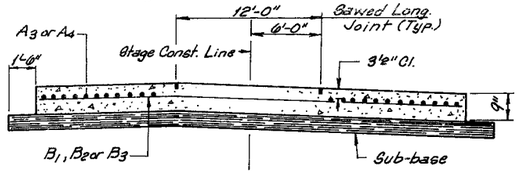


SECTION A-A

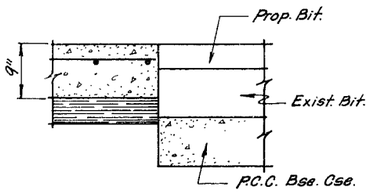
Note:

When the road plans show curb and gutter, gutter or bridge approach shoulder pavement adjacent to approach slabs, place ½" ϕ steel tie bars at 2'-6" centers in accordance with the details for Bulkhead Longitudinal Construction Joint shown on Standard 2323. Cost of the tie bars will be included in the contract unit price for the adjacent item.

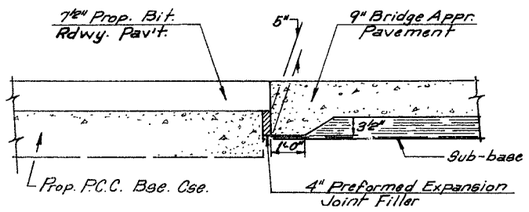
Transitions for curb and gutter shall be as shown on the plans.



SECTION B-B



SECTION C-C

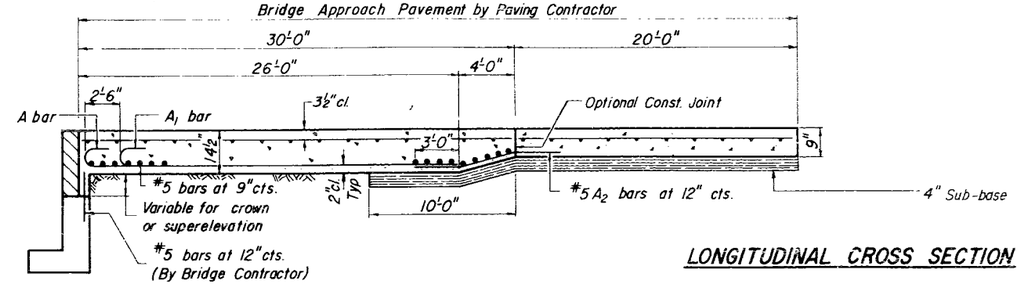


SECTION D-D
EXPANSION JOINT

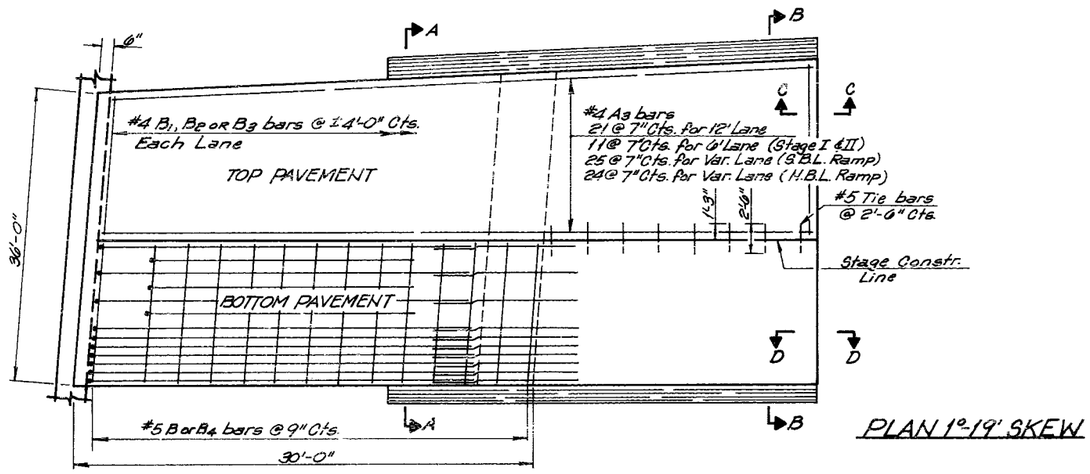
An expansion joint in accordance with standard 2323 is required between the proposed pavement and the approach pavement.

NOTE: The 4" sub-base shall be of the same material as under adjacent pavement. See special provisions. The cost of tie bars, sub-base and bituminious prime shall be included in the cost of Bridge Approach Pavement. Fan all A and A_3 bars to match skew of entrance ramps.

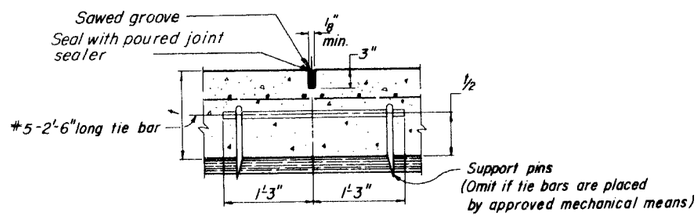
Note Tilt hook of #9 bars for min. 3½" cl. Use 1'-4" Min. Lap for #4 bars.
Use 1'-8" Min Lap for #5 bars.



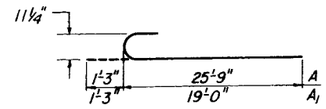
LONGITUDINAL CROSS SECTION



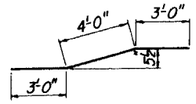
PLAN 1°-19' SKEW



SAWED LONG. JOINT



BARS A & A_1



BAR A_2

GENERAL NOTES

The Contractor at his option may place the subbase monolithic with the bridge approach pavement. When this option is used, the subbase may be constructed to the same width as the pavement.

The asphaltic surface shall be omitted from the bridge approach pavement when the adjacent structure has no asphaltic surface.

BRIDGE APPROACH PAVEMENT (MODIFIED)

QUANTITIES FOR 50 FOOT APPROACH SLAB

RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139HBR	KANKAKEE		24
F.H.W.A. REG. 4	ILLINOIS	PROJECT		

NBL & SBL DEPARTING THE BRIDGE

Skew Angle	Bottom Reinforcement: #5 B bars No.	#5 B bars Length	Bottom Reinforcement: A, A_1, A_2	Top Reinforcement: B_1, B_2	#4 A_3 bars No.	#4 A_3 bars Length	#4 A_4 bars No.	#4 A_4 bars Length	Total Weight bars-lbs.
1°-19'	40	17'-9"	23 16 23	13 13	64	25'-8"	—	—	5440

For Additional Information - See Std. 2360

36-FOOT WIDTH PAVEMENT MODIFIED

	Skew Angle	No.	B	Length	A, A_1, A_2	B_1, B_2	#4 A_3 bars No.	#4 A_3 bars Length	#4 A_4 bars No.	#4 A_4 bars Length	Total Weight bars-lbs.
STAGE I	1°-19'	40		17'-9"	23 16 23	13 13	64	25'-8"	—	—	5440
STAGE II	1°-19'	40		17'-9"	23 16 23	13 13	64	25'-8"	—	—	5440

#9 A BARS 27'-0"; #9 A_1 BARS 20'-3"; #5 A_2 BARS 10'-0"
#4 B_1 BARS 11'-6"; #4 B_2 BARS 5'-6"

BRIDGE APPROACH PAVEMENT 200 SQ.YDS.

NBL APPROACHING THE BRIDGE

Skew Angle	Bottom Reinforcement: #5 B & B_4 Bars No.	B B_4	Length	Bottom Reinforcement: A, A_1, A_2	Top Reinforcement: B_1, B_2, B_3	#4 A_3 bars No.	#4 A_3 bars Length	#4 A_4 bars No.	#4 A_4 bars Length	Total Weight bars-lbs.
1°-19'	40	B	17'-9"	23 16 23	13 13 —	64	25'-8"	—	—	5440
1°-19'	40	B_4	18'-9"	25 16 25	— 13 13	70	25'-8"	—	—	5810

For Additional Information - See Sheet 1 of 2.

36-FOOT WIDTH PAVEMENT MODIFIED

	Skew Angle	No.	B	Length	A, A_1, A_2	B_1, B_2, B_3	#4 A_3 bars No.	#4 A_3 bars Length	#4 A_4 bars No.	#4 A_4 bars Length	Total Weight bars-lbs.
STAGE I	1°-19'	40	B	17'-9"	23 16 23	13 13 —	64	25'-8"	—	—	5440
STAGE II	1°-19'	40	B_4	19'-4"	27 16 27	— 13 13	72	25'-8"	—	—	6080

#9 A BARS 27'-0"; #9 A_1 BARS 20'-3"; #5 A_2 BARS 10'-0"
#4 B_1 BARS 11'-6"; #4 B_2 BARS 5'-6"; #4 B_3 BARS 14'-3"

BRIDGE APPROACH PAVEMENT 207.6 SQ.YDS.

SBL APPROACHING THE BRIDGE

For Additional Information - See Sheet 1 of 2.

36-FOOT WIDTH PAVEMENT MODIFIED

	Skew Angle	No.	B	Length	A, A_1, A_2	B_1, B_2, B_3	#4 A_3 bars No.	#4 A_3 bars Length	#4 A_4 bars No.	#4 A_4 bars Length	Total Weight bars-lbs.
STAGE I	1°-19'	40	B	17'-9"	23 16 23	13 13 —	64	25'-8"	—	—	5440
STAGE II	1°-19'	40	B_4	19'-4"	27 16 27	— 13 13	72	25'-8"	—	—	6080

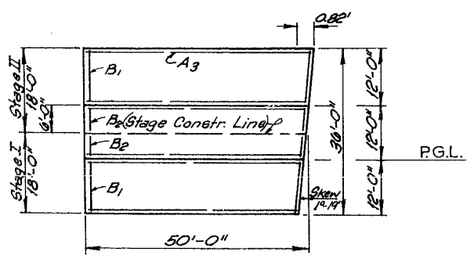
#9 A BARS 27'-0"; #9 A_1 BARS 20'-3"; #5 A_2 BARS 10'-0"
#4 B_1 BARS 11'-6"; #4 B_2 BARS 5'-6"; #4 B_3 BARS 14'-3"

BRIDGE APPROACH PAVEMENT 207.6 SQ.YDS.

NOTE: In STAGE II, B_4 and B_3 bars shall be field cut to fit the ramp

NOTE: In STAGE II, B_4 and B_3 bars shall be field cut to fit the ramp

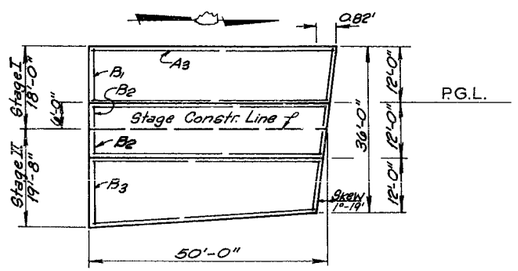
TOP OF SLAB BAR ARRANGEMENT



NOTE: A keyed longitudinal construction joint in accordance with details shown on standard 2323 will be required between stage I & II.

Bar Splicers (Couplers) shall be used to splice the #5 B bars between Stage I & Stage II. See " BAR SPLICER (COUPLER)" detail sheet.

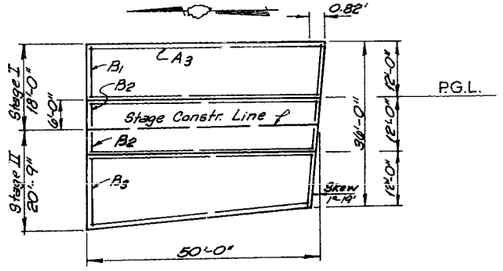
TOP OF SLAB BAR ARRANGEMENT



NOTE: A keyed longitudinal construction joint in accordance with details shown on standard 2323 will be required between stage I & II.

Bar Splicers (Couplers) shall be used to splice the #5 B & B_4 bars between Stage I & Stage II. See " BAR SPLICER (COUPLER)" detail sheet.

TOP OF SLAB BAR ARRANGEMENT



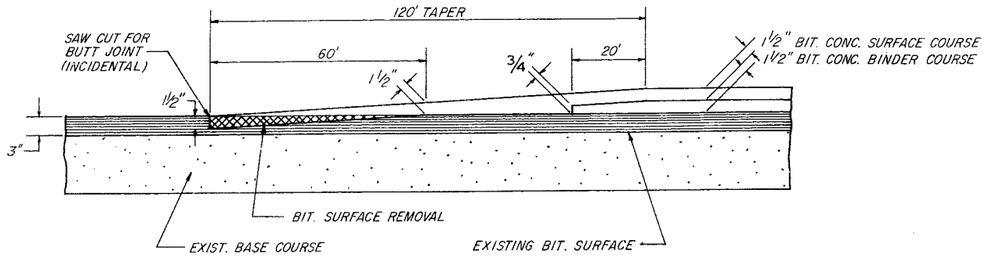
NOTE: A keyed longitudinal construction joint in accordance with details shown on standard 2323 will be required between stage I & II.

Bar Splicers (Couplers) shall be used to splice the #5 B & B_4 bars between Stage I & Stage II. See " BAR SPLICER (COUPLER)" detail sheet.

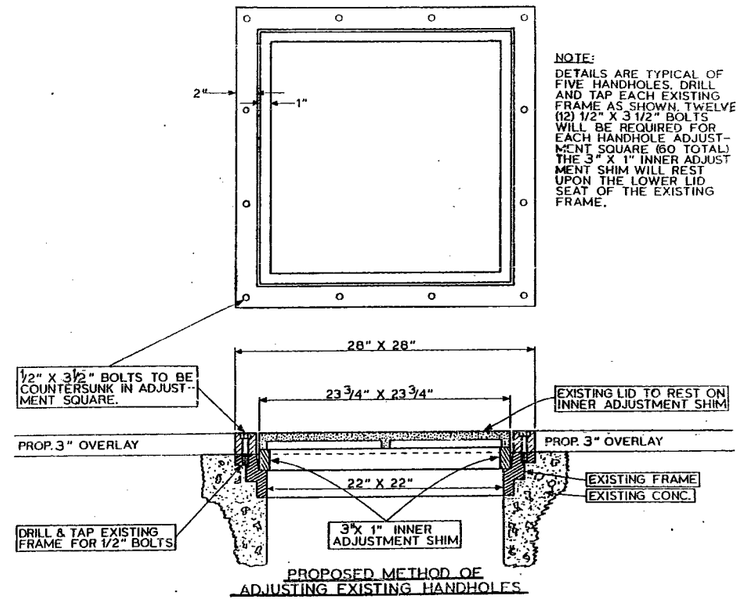
BRIDGE APPROACH PAVEMENT MODIFIED

SHEET 2 OF 2.

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-57	139 HBR	KANKAKEE		25
STA		TO STA		
FED. ROAD DIST NO 7	ILLINOIS	IR-57-6(144)312 FED. AID PROJECT		



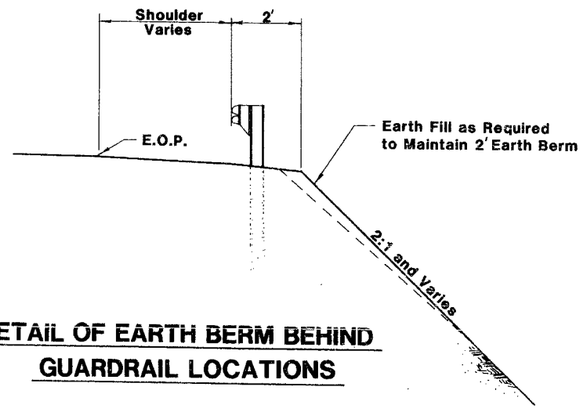
DETAIL OF BUTT JOINT & TAPER AT EXISTING BIT. SURFACE



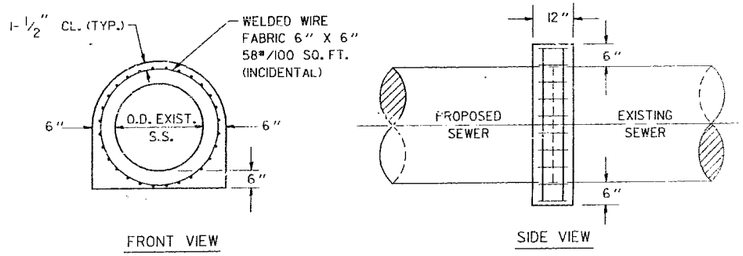
NOTE:
DETAILS ARE TYPICAL OF FIVE HANDHOLES. DRILL AND TAP EACH EXISTING FRAME AS SHOWN. TWELVE (12) 1/2" X 3 1/2" BOLTS WILL BE REQUIRED FOR EACH HANDHOLE ADJUSTMENT SQUARE (60 TOTAL) THE 3" X 1" INNER ADJUSTMENT SHIM WILL REST UPON THE LOWER LID SEAT OF THE EXISTING FRAME.

PROPOSED METHOD OF ADJUSTING EXISTING HANDHOLES

SBL EXIT RAMP (SEE RAMP PLANS)



DETAIL OF EARTH BERM BEHIND GUARDRAIL LOCATIONS



CONCRETE COLLAR FOR CULVERT EXTENSION

STA 178+05 RT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAILS FAI 57

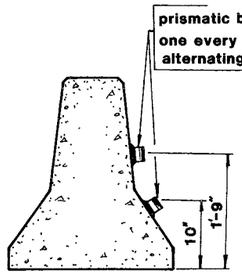
SCALE VERT. HORIZ. NTS

DRAWN BY

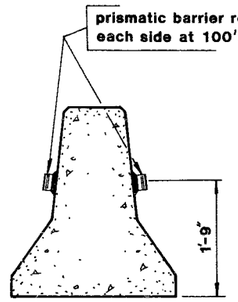
DATE 5/4/87

CHECKED BY

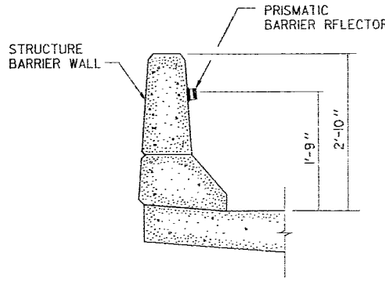
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		26
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	P-93-044-84 FED. AID PROJECT		



TEMPORARY CONCRETE BARRIER



PERMANENT CONCRETE BARRIER



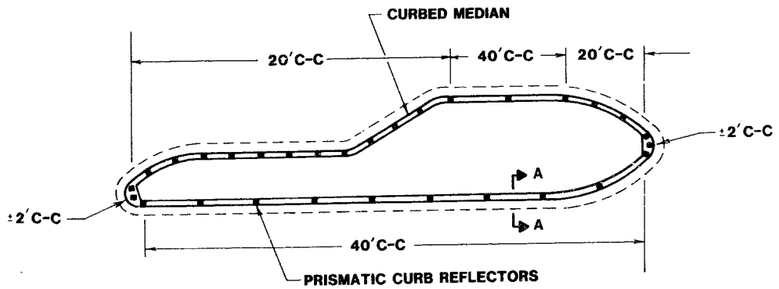
NOTES:

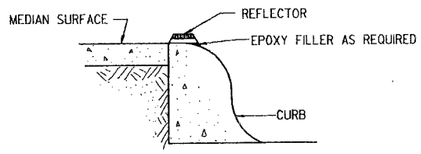
REFLECTORS SHALL BE MONO DIRECTIONAL AND COLORED WHITE/AMBER

SPACING SHALL BE 50' CENTER TO CENTER.

REFER TO THE STANDARD SPCIFICATIONS FOR TRAFFIC CONTROL ITEMS ADOPTED FEBRUARY 1, 1984, SECTION T508 FOR ADDITIONAL INFORMATION.

PRISMATIC BARRIER REFLECTOR DETAIL





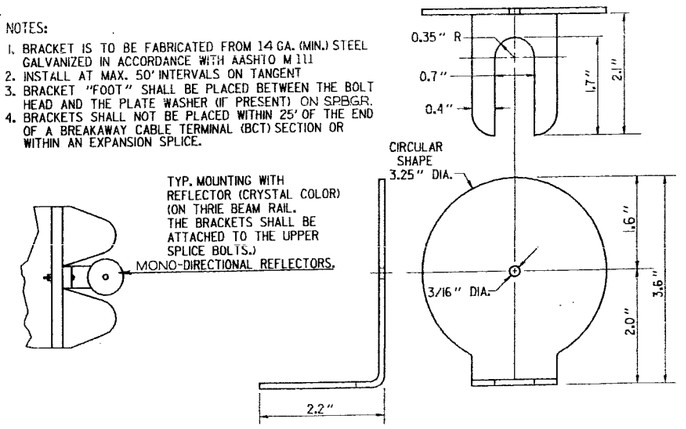
SEC. A-A

1. PRISMATIC REFLECTORS SHALL BE POSITIONED BACK TO BACK AT EACH LOCATION IN ORDER TO MAKE THEM BI-DIRECTIONAL.
2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.
3. PRISMATIC REFLECTORS SHALL BE AMBER IN COLOR.

PRISMATIC CURB REFLECTORS AT CURBED MEDIANS

NOTES:

1. BRACKET IS TO BE FABRICATED FROM 14 GA. (MIN.) STEEL GALVANIZED IN ACCORDANCE WITH AASHTO M 111
2. INSTALL AT MAX. 50' INTERVALS ON TANGENT
3. BRACKET "FOOT" SHALL BE PLACED BETWEEN THE BOLT HEAD AND THE PLATE WASHER (IF PRESENT) ON SPBGR.
4. BRACKETS SHALL NOT BE PLACED WITHIN 25' OF THE END OF A BREAKAWAY CABLE TERMINAL (BCT) SECTION OR WITHIN AN EXPANSION SPLICE.



GUARD RAIL REFLECTOR BRACKET

MISCELLANEOUS DETAILS

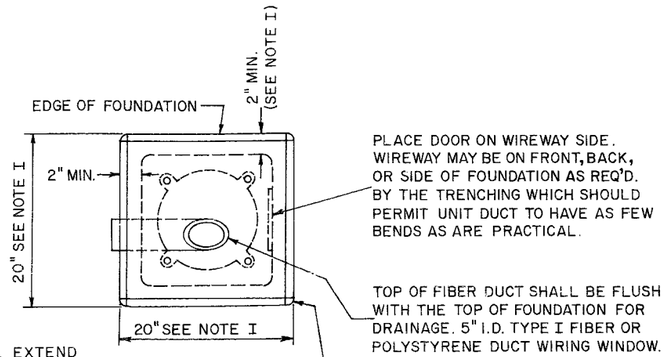
ROUTE	SECTION	COUNTY	TOT. SHEETS	SHEET #
I-57	139 HBR	KANKAKEE		26A

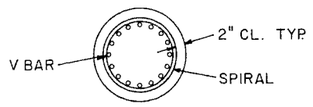
HIGH MAST DESIGN TABLE

TOWER#	STATION#	DIM. "A"

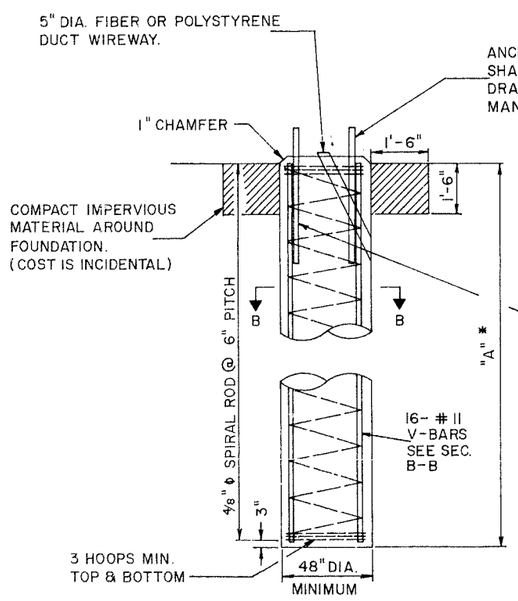
LOW MOUNT DESIGN TABLE

MOUNTING HEIGHT	FOUNDATION DEPTH
30' OR LESS	5'-0"
31'-35'	6'-0"
36'-40'	7'-0"
41'-45'	7'-6"
46'-50'	8'-0"





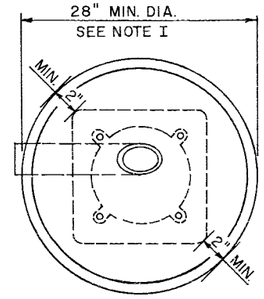
SECTION B-B



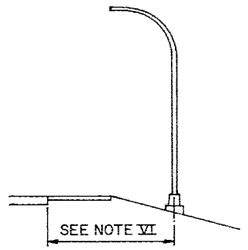
* NOTE:
DIMENSION "A" IS BASIS OF PAYMENT.

NOTE:
CONCRETE FOR FOUNDATION SHALL BE IN ACCORDANCE WITH APPLICABLE PORTION OF SECTION 504 OF THE STANDARD SPECIFICATIONS.

HIGH MAST POLE FOUNDATION



ALTERNATE FOUNDATION



NOTE VI:
LOW MOUNT POLE FOUNDATION SETBACK FROM EDGE OF PAVEMENT SHALL BE 20' MINIMUM FOR BREAKAWAY BASE POLES; 5' BEHIND GUARDRAIL OR OTHER PROTECTIVE BARRIERS UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DESIGN DATA

BOLT CIRCLE	"A"	"B"	MOUNTING HEIGHT
15"	10"	72"	55'
15"	10"	60"	50'
15"	8"	60"	45'
11 1/2"	8"	60"	35'

NOTE:
AFTER POURING CONCRETE, THE FORM SHALL REMAIN UNDISTURBED OVERNIGHT.

THE TOP 15" ONLY SHALL BE FORMED. CONCRETE BOUNDED BY UNDISTURBED EARTH ONLY SHALL FILL THE REMAINDER OF THE HOLE.

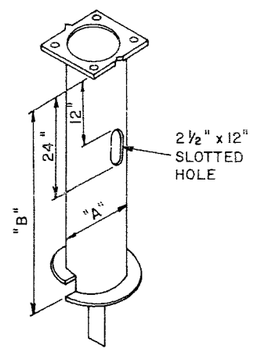
NOTE I:
MINIMUM CLEARANCE FROM THE OUTSIDE EDGE OF FOUNDATION TO ANY PART OF THE POLE BASEPLATE SHALL BE 2".

NOTE II:
THE DEPTH OF THE FOUNDATION MAY BE REDUCED 6" FOR EVERY FOOT OF ROCK ENCOUNTERED WITH A MINIMUM DEPTH OF 4'-6". WHEN THE DEPTH OF THE FOUNDATION IS DECREASED TO LESS THAN 6' THE ANCHOR BOLTS SHALL BE CUT, THREADED, AND A STEEL PLATE 20"x 20"x 1/4" SHALL BE INSTALLED ON THE ANCHOR BOLTS 6" ABOVE THE BOTTOM OF THE EXCAVATION. THE COST SHALL BE INCIDENTAL TO THE FOUNDATION.

NOTE III:
ON PARAPET WALLS USE 1 1/4" ϕ ANCHOR BOLTS. USE SELF-LOCKING NUT AND FLAT WASHER. DO NOT USE LOCKWASHER. (FOR DETAILS SEE STANDARD III/2.35 OF BRIDGE DESIGN MANUAL)

NOTE IV:
BEND RADIUS SHALL BE FOUR TIMES BOLT DIAMETER.

NOTE V:
CONNECT GROUND WIRES TO POLE BASE GROUND LUG, NOT ANCHOR BOLTS OR TRANSFORMER BASE.

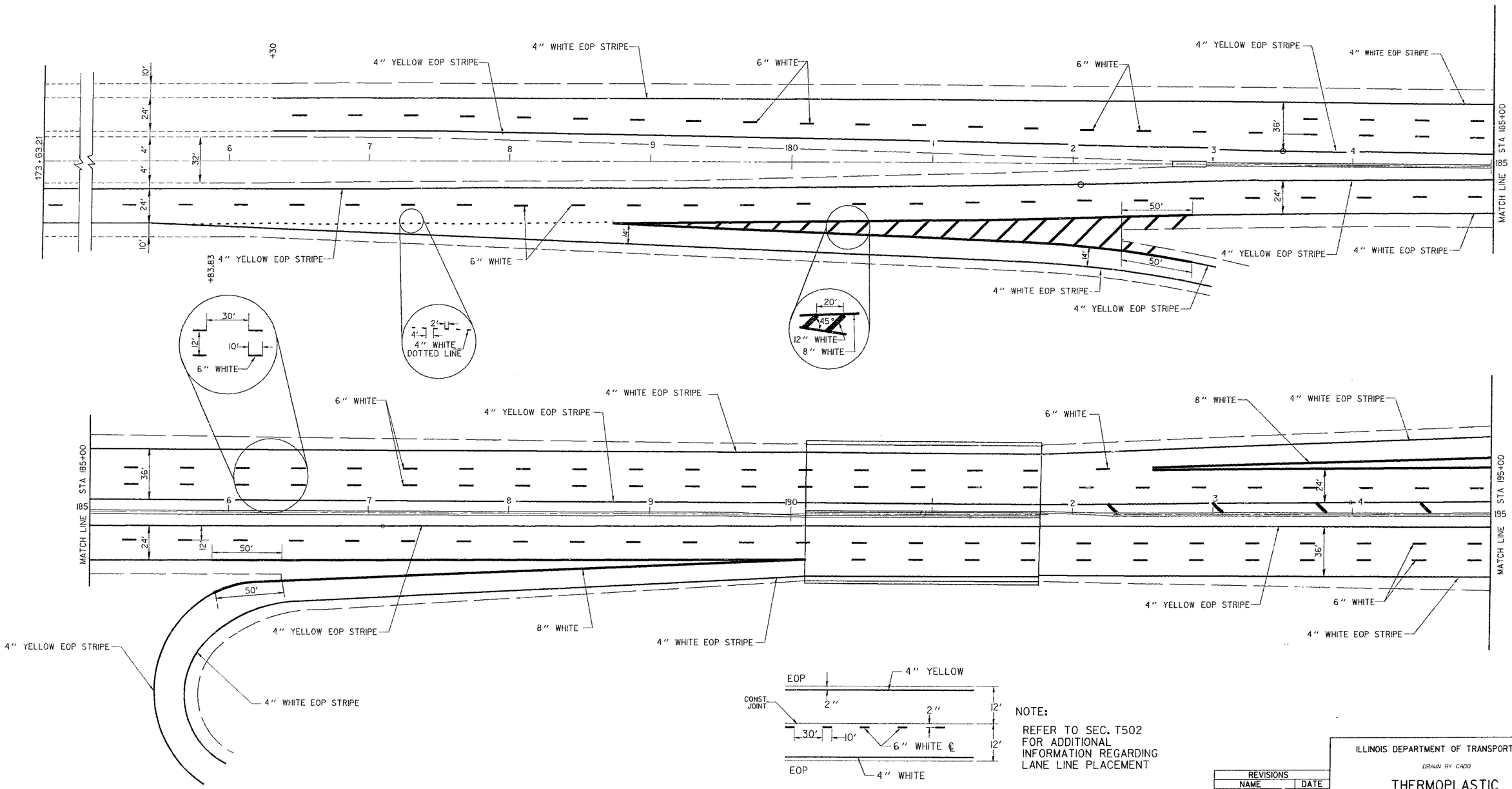


POLE FOUNDATION STEEL

DRAWN JULY 22, 1983 BY: J. L. PUTNAM	POLE FOUNDATION

As Rec'd from Spfld. 1-84

FAS RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		27
STA. 175+00		TO STA. 195+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	P-93-044-84	



PAVEMENT MARKING DETAIL

NOTE:

REFER TO SEC. T502 FOR ADDITIONAL INFORMATION REGARDING LANE LINE PLACEMENT

REVISIONS	
NAME	DATE
LMT	11-24-87
LMT	12-10-87

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAWN BY CADD

THERMOPLASTIC PAVEMENT MARKING DETAILS

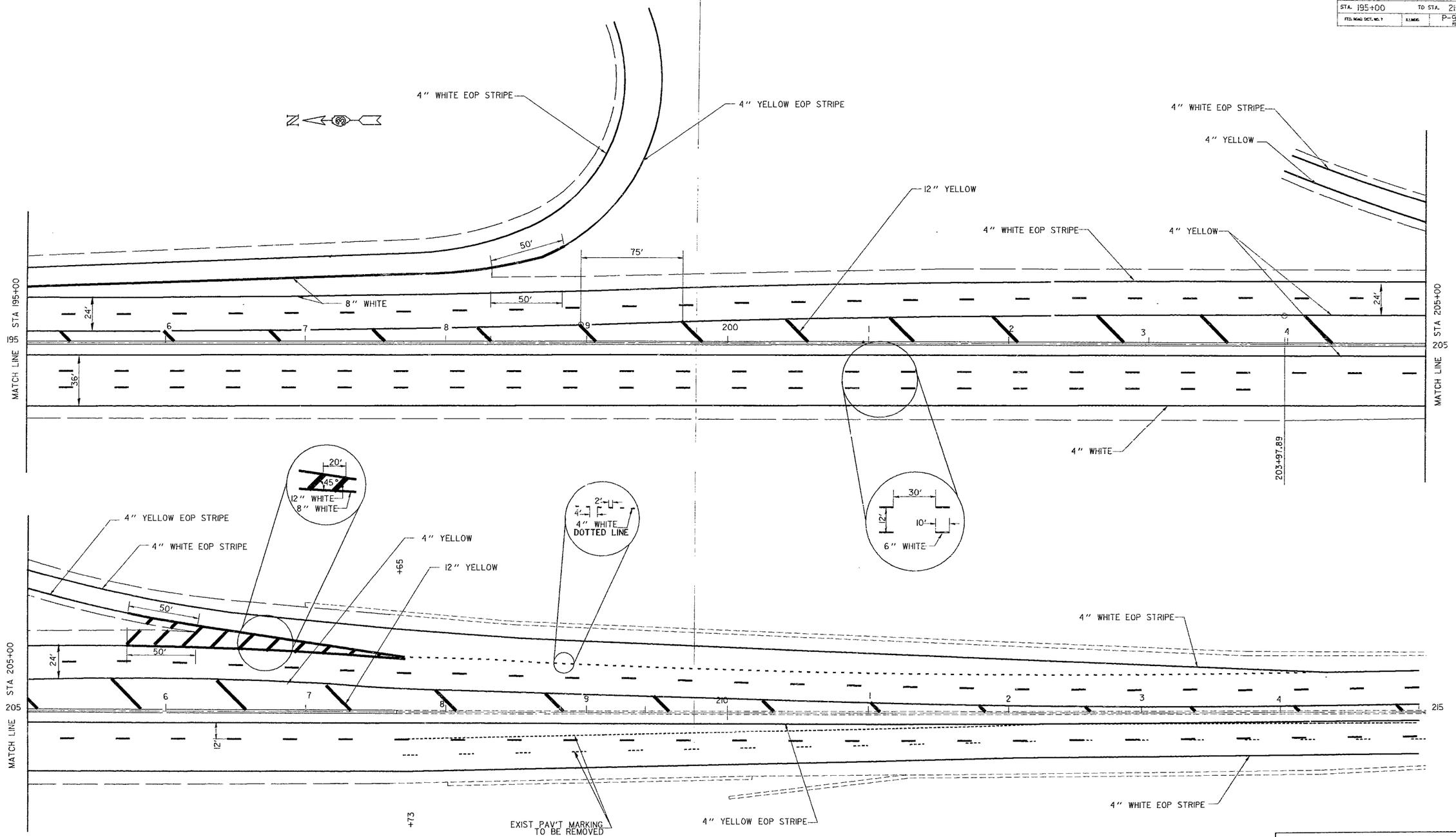
DRAWN BY LMT

DATE 11-9-87

CHECKED BY MWW

RECD FROM DI. 2/2/88--GEL CREATED 2/18/88

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		28
STA. 195+00		TO STA. 215+00		
FED. ROAD DIST. NO. 7	ILLINOIS	P-93-044-84 FED. AID PROJECT		



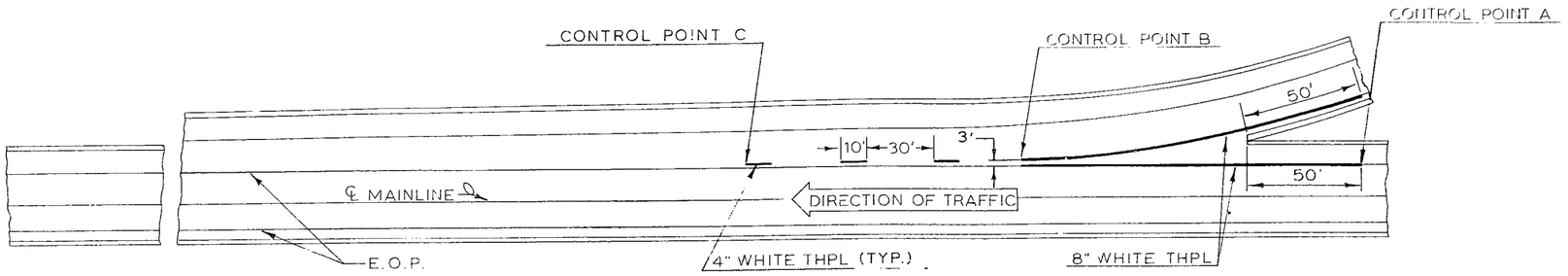
REVISIONS	
NAME	DATE
LMT	11-24-87

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRAWN BY CADD

THERMOPLASTIC PAVEMENT MARKING DETAILS

DRAWN BY LMT
CHECKED BY MWW
DATE 11-4-87

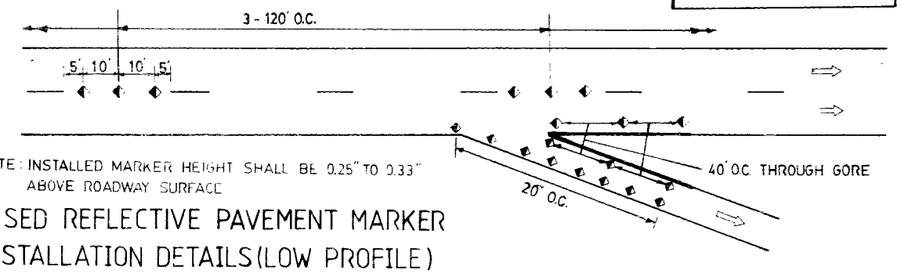
F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	139 HBR	KANKAKEE		29
STA		TO STA		
FED. ROAD DIST. NO	ILLINOIS	FED. AID PROJECT		



THERMOPLASTIC PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS

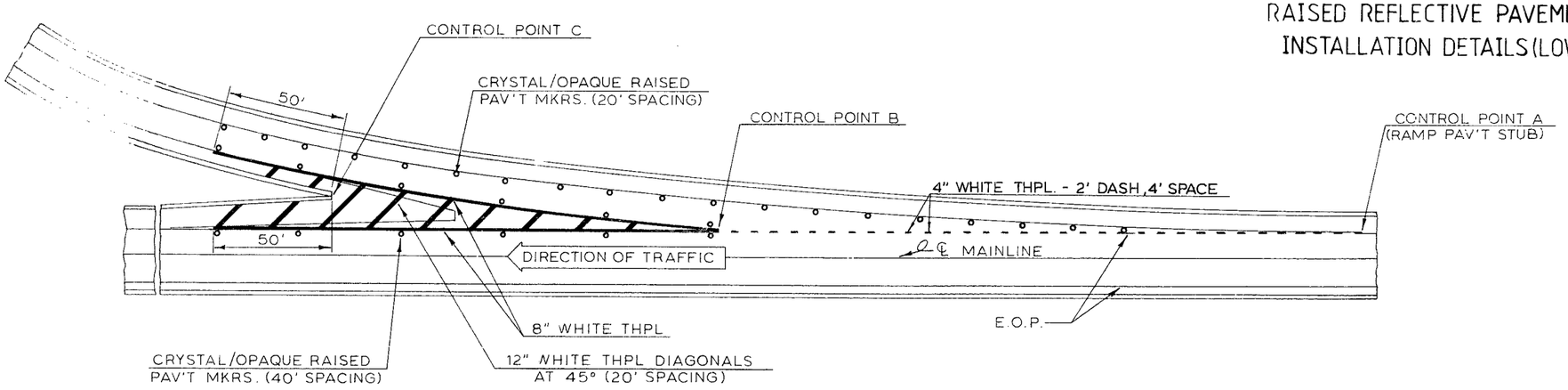
LEGEND
- Amber/Amber
- Amber/ Opaque
- Crystal/Crystal
- Crystal/ Opaque
- Red /Crystal

Freeway & Freeway Exit Ramp



NOTE: INSTALLED MARKER HEIGHT SHALL BE 0.25" TO 0.33" ABOVE ROADWAY SURFACE

RAISED REFLECTIVE PAVEMENT MARKER INSTALLATION DETAILS (LOW PROFILE)

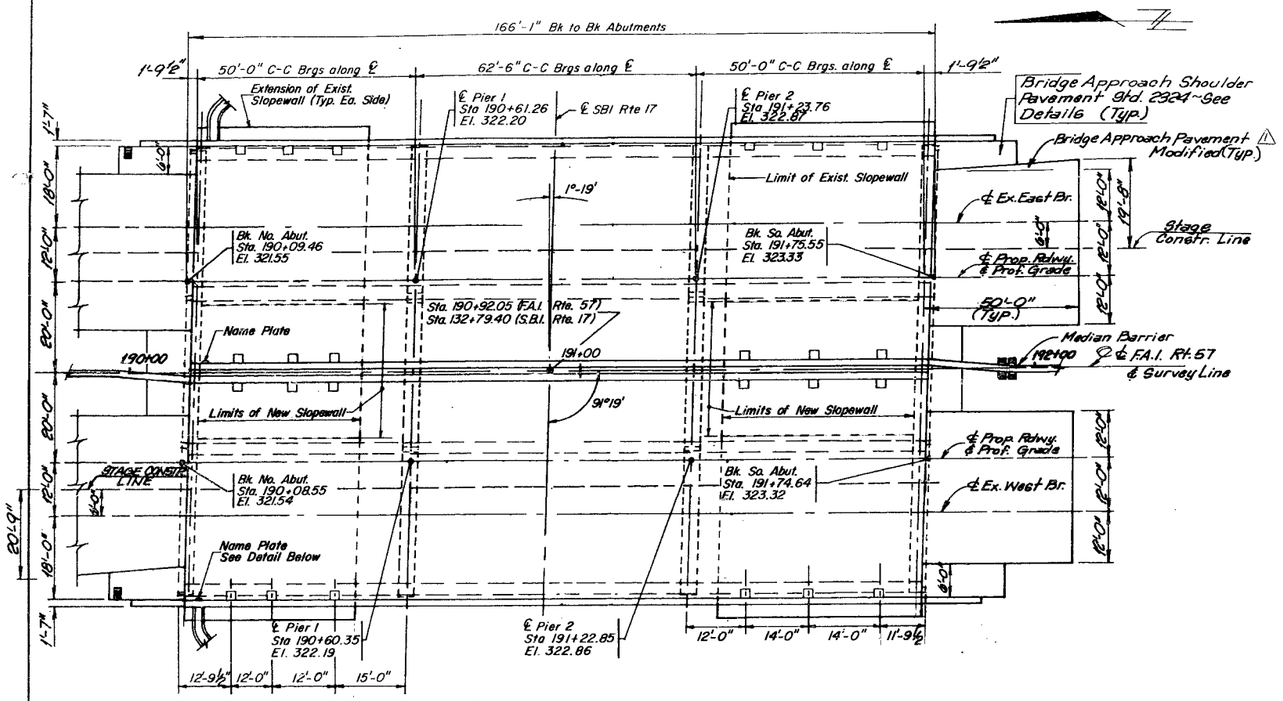


THERMOPLASTIC PAVEMENT MARKING FOR EXIT RAMP TERMINALS

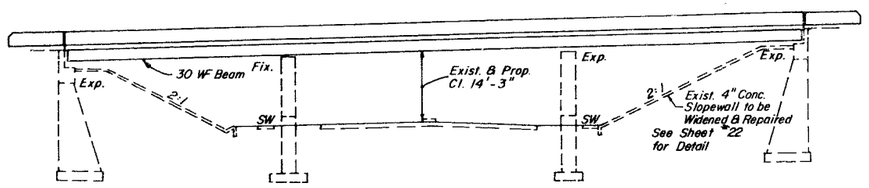
THERMOPLASTIC PAV'T MARKING DETAILS
MLP

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139HBR	KANKAKEE		30
STA	TO STA			
FED. ROAD DIST NO	ILLINOIS	FED. AID PROJECT		

SHEET #1



PLAN



ELEVATION

GENERAL NOTES ⚠

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD 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 THE SCOPE OF THE WORK HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM FLANGE OF BEAMS NOR TO THE TOP FLANGE FOR A DISTANCE EQUAL TO ONE-FOURTH THE SPAN LENGTH EACH WAY FROM THE PIER SUPPORTS. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.

ANCHOR BOLTS SHALL BE SET BEFORE BOLTING DIAPHRAGMS OVER SUPPORTS.

BEARING SEAT SURFACES SHALL BE CONSTRUCTED OR ADJUSTED TO THE DESIGNATED ELEVATIONS WITHIN A TOLERANCE OF 1/8". ADJUSTMENT SHALL BE MADE EITHER BY GRINDING THE SURFACE OR BY SHIMMING THE BEARING. TWO 1/8" ADJUSTING SHIMS, OF THE DIMENSIONS OF THE BOTTOM BEARING PLATE, SHALL BE PROVIDED FOR EACH BEARING IN ADDITION TO ALL OTHER PLATES OR SHIMS. (FOR TYPE 1 ELASTOMERIC BEARINGS, SHIMS OF THE DIMENSIONS OF TOP PLATE SHALL BE PROVIDED AND PLACED AS DETAILED).

ALL EXISTING TOP FLANGE SURFACES WHICH SHALL BE IN CONTACT WITH NEW CONCRETE SHALL BE CLEANED TO SATISFY ART. 509.06(b) METHOD II AND LOCATIONS TO RECEIVE STUDS SHALL BE CLEANED TO BARE METAL PER ART. 507.08 (m)(2). COST OF THIS WORK IS INCIDENTAL TO REMOVAL OF EXISTING SUPER STRUCTURE.

EXPANSION BOLTS SHALL CONSIST OF APPROVED EXPANSION ANCHORS PROVIDING MIN. CERTIFIED PROOF LOAD = 4080 LBS. AND 3/4" ϕ x 12" HOOKED BOLTS.

FASTENERS SHALL BE HIGH STRENGTH 3/4" ϕ BOLTS WITH 13/16" ϕ OPEN HOLES UNLESS OTHERWISE NOTED.

CALCULATED WEIGHT OF STRUCTURAL STEEL = 164,000 LBS

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42 OR M-53 GRADE 60.

"The three coat lead and chromate free alkyd paint system shall be used for field painting of Existing Structural Steel. The color of the final finish coat shall be *Dist.8 Brown.*

"The three coat lead and chromate free alkyd paint system shall be used for shop and field painting of New Structural Steel. The color of the final finish coat shall be *Dist. 8 Brown.*

"All contact surface areas of new and existing structural steel shall be free of paint or lacquer."

Tightening and inspection of all high strength bolt connections shall conform to the requirements of the latest issue of the Specification for Structural Joints using ASTM A325 (M164) or A490 (M253) bolts for slip-critical connections. Except tightening methods using either the load indicating washers or the calibrated wrench are not allowed.

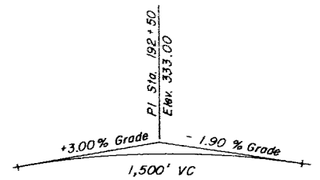
All structural steel fabricators performing work on the main load carrying components of steel structures shall be certified under Category I (AISC) of the Quality Certification Program.

Calculated Weight for Erecting Structural Steel = 161,200 Lbs.

New H.S. bolts for new connections of existing steel and to fill existing holes included in Calculated Weight of Erecting Structural Steel.

See Special Provisions for lead and chromate free alkyd paint system.

The Contractor shall drive one Steel HP12x53 test pile at each abutment in a permanent location as directed by the Engineer before ordering the remainder of piles.



Profile Grade F.A.I. Rte. 57 (Both Bridges)

TOTAL BILL OF MATERIAL ⚠

ITEM	UNIT	QUANTITY SUB STRUCTURE	QUANTITY SUPER STRUCTURE	QUANTITY TOTAL
REMOVAL OF EXISTING SUPER STRUCTURES	L. SUM	-	1	1
FURNISHING STEEL PILES (HP 12x53)	LIN. FT.	1280	-	1280
DRIVING STEEL PILES	LIN. FT.	1280	-	1280
METAL SHOES	EACH	24	-	24
Erecting Structural Steel	L. SUM	-	1	1
SHEAR STUD CONNECTORS	EACH	-	6848	6848
FURNISHING & ERECTING STRUCTURAL STEEL	L. SUM	-	1	1
REINFORCEMENT BARS	LBS.	14710	-	14710
REINF. BARS (EPOXY COATED)	LBS.	850	115500	116350
CLASS X CONCRETE	C.Y.	144		144
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	-	16	16
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	-	16	16
NAME PLATE	EACH	-	2	2
PREFORMED JOINT SEAL (2¼")	LIN. FT.	-	102	102
PREFORMED JOINT SEAL (4")	LIN. FT.	-	102	102
FLOOR DRAINS (6" ϕ)	EACH	-	24	24
** CLEANING & PAINTING STEEL BRIDGE	L. SUM	-	1	1
CONCRETE REMOVAL	C.Y.	82	-	82
EXPANSION BOLTS (3/4" ϕ)	EACH	128	-	128
STRUCTURE EXCAVATION	C.Y.	150	-	150
* PROTECTIVE COAT	S.Y.	-	2150	2150
TEST PILES (STEEL HP12X53)	EACH	2	-	2
CLASS X CONCRETE (SUPERSTRUCTURES)	C.Y.	-	482	482
SLOPE WALL, 4"	S.Y.	340	-	340
REPAIR CONCRETE STRUCTURES	SQ. FT.	90	-	90
EPOXY CRACK SEALING	LIN. FT.	22	-	22
SLOPEWALL REPAIRS	SQ. FT.	10	-	10

* Includes Roadway Surface
** Existing Structural Steel, including bearings shall be cleaned in accordance with method II.

STATION 192+92.05
REBUILT 198_ BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC. 139-HBR
F.A. PROJECT ACIM-57-6(148)
LOADING HS20 & ALT.
STR. NO. 046-0006

TYP. NAME PLATE DETAIL

Note: 1. Existing Name Plate to be Relocated Near New Name Plate. Cost Incidental.
2. See Standard 2113 for Location of the Name Plate.
3. Name Plate for Adjacent Structure will be Similar Except the Str. No. will be 046-0007.

BENCH MARK: NORTHWEST MOST BOLT OF "CHICAGO-CHAMPAIGN" SIGN BASE, NORTH SIDE OF ILL. 17 @ ℄ OF RAMPS, EAST OF I-57. ELEV. 306.07

EXISTING STRUCTURE: EXISTING BRIDGES ARE DUAL GRADE SEPARATION STRUCTURES. SUPER STRUCTURE IS A CONCRETE DECK ON 3 SPAN CONTINUOUS WBEAMS. SUB STRUCTURE IS 3 COLUMN CONCRETE PIERS AND OPEN ABUTMENTS.

PROPOSED STRUCTURE: THE SCOPE OF WORK INCLUDES WIDENING EXISTING PIERS AND ABUTMENTS IN THE MEDIAN AREA, REMOVAL AND REPLACEMENT OF CONCRETE DECKS, DISASSEMBLE EXISTING STRUCTURAL STEEL AND RE-ERECT, ADDING NEW BEAMS, REPLACE BEARINGS AT ABUTMENTS AND REPOSITION BEARINGS AT PIERS.

TWO-WAY TRAFFIC WILL BE MAINTAINED AT ALL TIMES BY STAGE CONSTRUCTION.

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
James L. Kaufmann
Engineer of Bridges and Structures

DESIGN DATA: SPECIFICATIONS

1983 A.A.S.H.T.O. STANDARD & 1984 thru 1986 INTERIM SPECIFICATION FOR HIGHWAY BRIDGES.

LOADING: NEW CONSTRUCTION ONLY

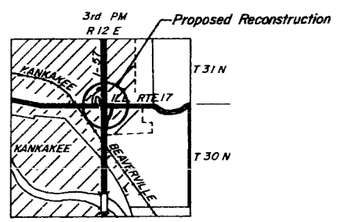
HS20-44 & ALTERNATE WITH ALLOWANCE FOR 25 LBS. PER SQ. FT. FUTURE WEARING SURFACE.

DESIGN STRESSES: NEW CONSTRUCTION

F'c = 3,000 psi (Sub)
F'c = 3,500 psi (Super)
Fy = 60,000 psi (Reinforcement)
Fs = 18,000 psi (Existing)
Fs = 20,000 psi (New)

ROLAND H. BERGER 37169 DIRECTOR ILLINOIS

RH By



REVISIONS NAME	DATE
A.F.	11-16-87
R	11-30-87

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATIONS

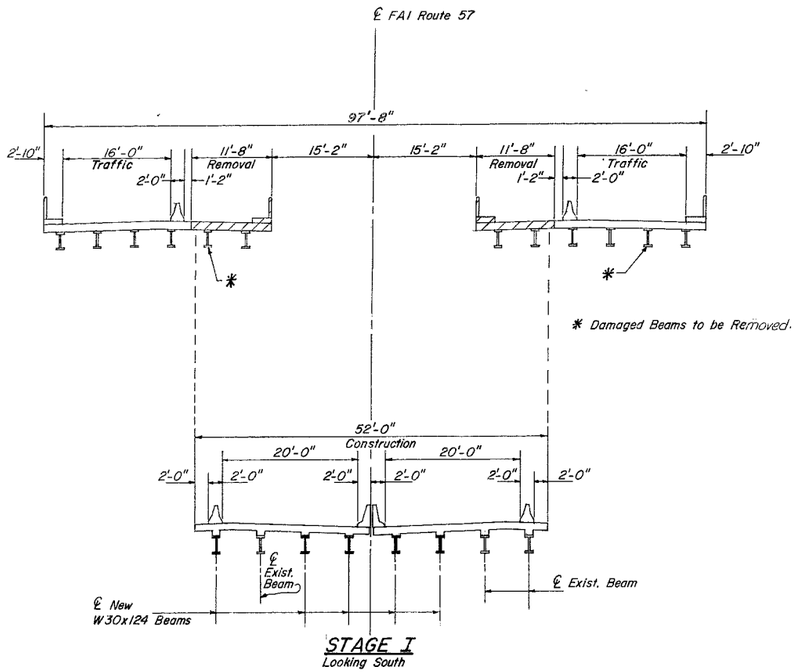
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE 3/10/86
DRAWN BY C.R.S.
CHECKED BY P.L.S.

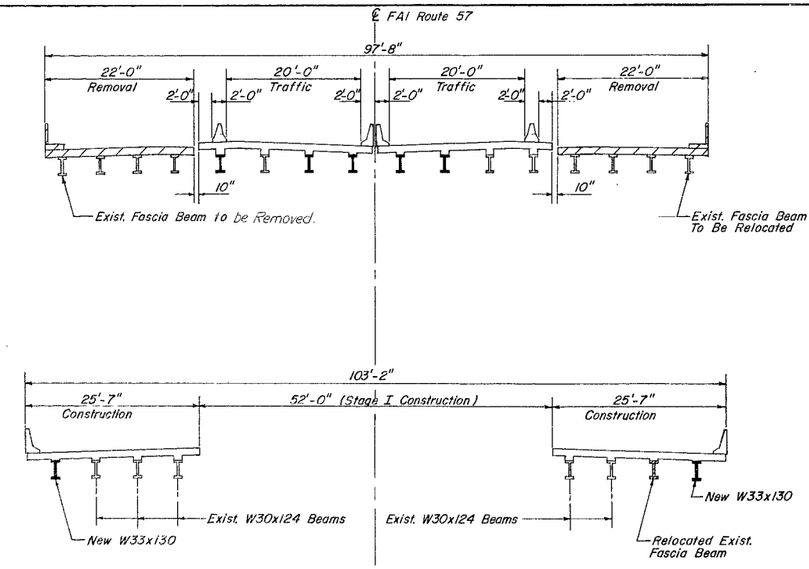
⚠ Revised 1-21-88

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-57	139 HBR	KANKAKEE		31
STA		TO STA		
FED. ROAD DIST NO	ILLINOIS	FED. AID PROJECT		

SHT # 2



STAGE I
Looking South



STAGE II
Looking South

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

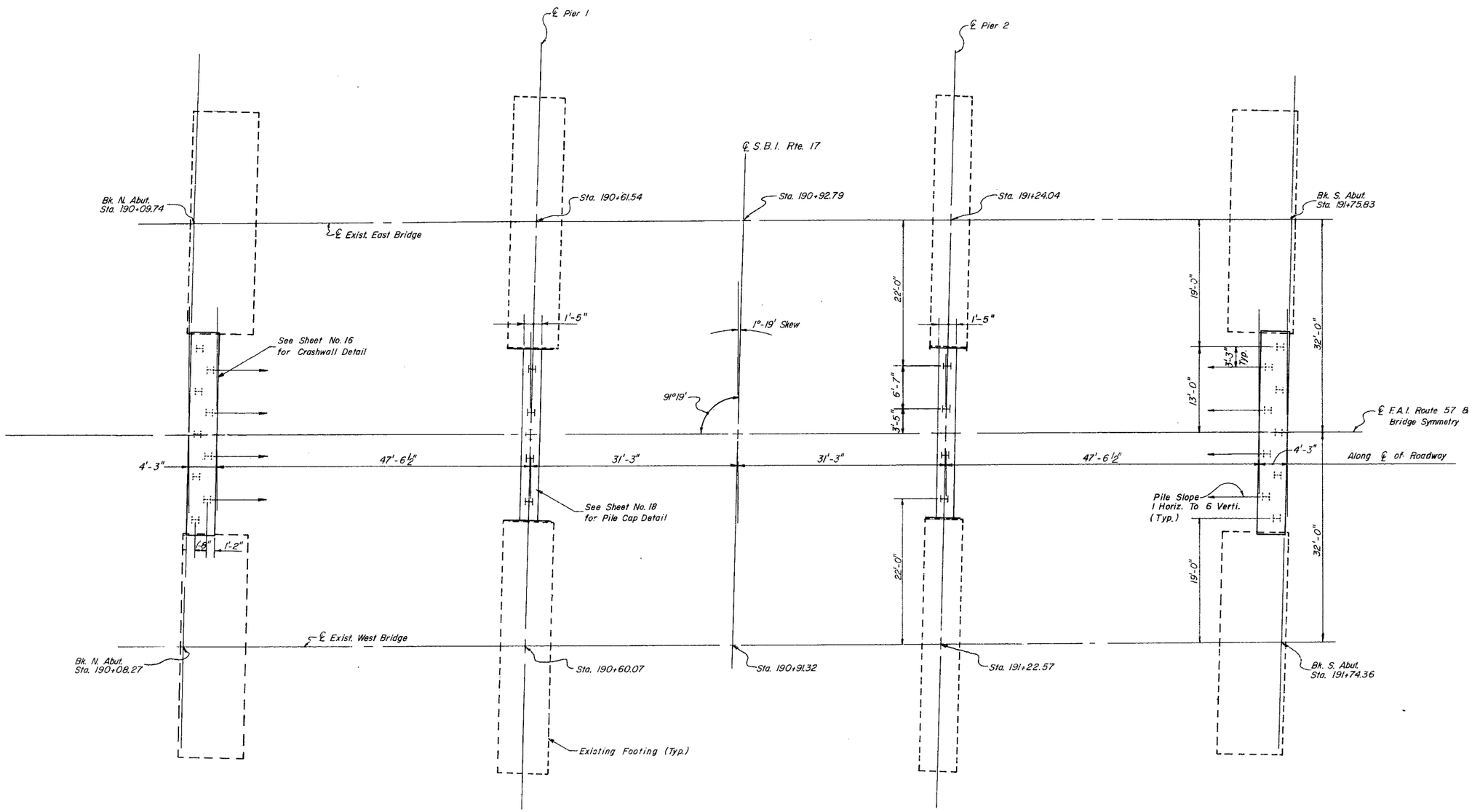
STAGE CONSTRUCTION

I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006, 0007

SCALE VERT. 1" = 5/32"
HORIZ.
DRAWN BY G.R.S.
DATE 10-29-86
CHECKED BY P.L.S

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	139-HB-BR	KANKAKEE		32
STA	TO STA			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	P-93-044-84	

SHEET # 3



FOOTING PLAN

HP 12x53 - Point Bearing Piles (Typ) (Driven to Refusal)

NOTE: All Horizontal Dimensions are Along ℄ of Roadway.
All Transverse Dimensions are ⊥ to ℄ of Roadway Except as Noted.

⚠ Boring Location Removed.

REVISIONS	
NAME	DATE
JR	12-1-87

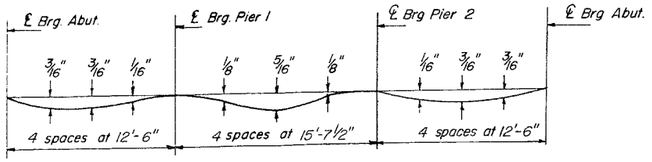
BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

FOOTING PLAN
I-57 OVER I.L. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE
DATE
DRAWN BY G.R.S.
CHECKED BY R.L.S

⚠ Revised 1-21-88

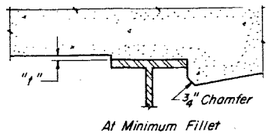


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



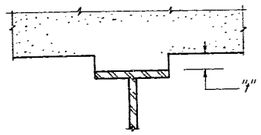
At Minimum Fillet

At Maximum Fillet

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I.R.S. I-57	139-HB-2R	KANKAKEE		33
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT. P-83-044-84		

SHEET NO.
SHEETS

SHEET # 4



To determine "f": 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" shown below, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

Girder 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF N. ABUT.	190+10.10	-27'-5"	321.11	321.11
℄ BRG - N. ABUT.	190+11.89		321.13	321.13
b	190+21.89		321.26	321.27
c	190+31.89		321.39	321.41
d	190+41.89		321.51	321.53
e	190+51.89		321.63	321.64
℄ PIER 1	190+61.89		321.75	321.75
f	190+71.89		321.87	321.88
g	190+81.89		321.98	322.00
h	190+91.89		322.09	322.12
i	191+01.89		322.19	322.21
j	191+11.89		322.29	322.30
℄ PIER 2	191+24.39		322.42	322.42
k	191+34.39		322.51	322.52
l	191+44.39		322.60	322.62
m	191+54.39		322.69	322.71
n	191+64.39		322.77	322.78
℄ BRG - S ABUT.	191+74.39		322.86	322.86
BK. OF S. ABUT.	191+76.18	-27'-5"	322.87	322.87

Girder 2

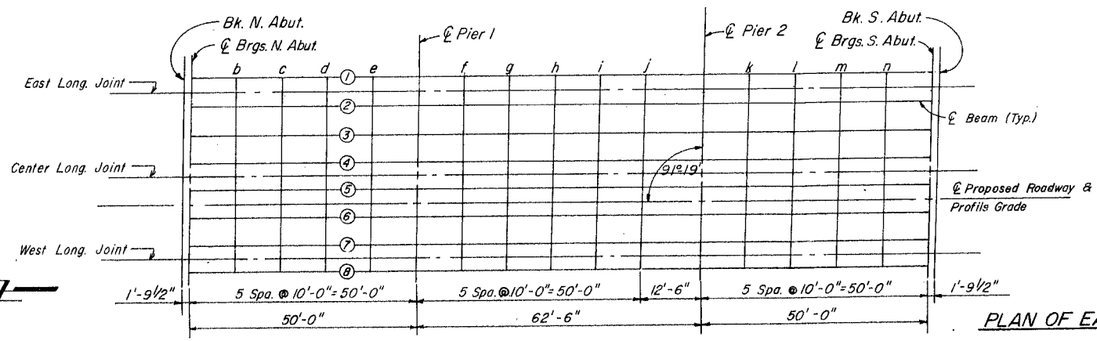
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF N. ABUT.	190+09.96	-21'-3"	321.22	321.22
℄ BRG-N ABUT	190+11.75		321.24	321.24
b	190+21.75		321.37	321.38
c	190+31.75		321.50	321.52
d	190+41.75		321.62	321.64
e	190+51.75		321.74	321.75
℄ PIER 1	190+61.75		321.86	321.86
f	190+71.75		321.98	321.99
g	190+81.75		322.09	322.11
h	190+91.75		322.20	322.23
i	191+01.75		322.30	322.32
j	191+11.75		322.40	322.41
℄ PIER 2	191+24.25		322.53	322.53
k	191+34.25		322.62	322.63
l	191+44.25		322.71	322.73
m	191+54.25		322.80	322.82
n	191+64.25		322.89	322.90
℄ BRG- S. ABUT.	191+74.25		322.97	322.97
BK. OF S. ABUT.	191+76.04	-21'-3"	322.99	322.99

Girder 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF N. ABUT.	190+09.81	-15'-1"	321.31	321.31
℄ BRG - N ABUT.	190+11.60		321.34	321.34
b	190+21.60		321.47	321.48
c	190+31.60		321.60	321.62
d	190+41.60		321.72	321.74
e	190+51.60		321.84	321.85
℄ PIER 1	190+61.60		321.96	321.96
f	190+71.60		322.08	322.09
g	190+81.60		322.19	322.21
h	190+91.50		322.30	322.33
i	191+01.60		322.40	322.42
j	191+11.60		322.50	322.51
℄ PIER 2	191+24.10		322.63	322.63
k	191+34.10		322.72	322.73
l	191+44.10		322.81	322.83
m	191+54.10		322.90	322.92
n	191+64.10		322.99	323.00
℄ BRG - S ABUT	191+74.10		323.07	323.07
BK. OF S. ABUT.	191+75.89	-15'-1"	323.09	323.09

Girder 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK OF N. ABUT.	190+09.67	-8'-11"	321.41	321.41
℄ BRG N. ABUT	190+11.46		321.44	321.44
b	190+21.46		321.57	321.58
c	190+31.46		321.70	321.72
d	190+41.46		321.82	321.84
e	190+51.46		321.94	321.95
℄ PIER 1	190+61.46		322.06	322.06
f	190+71.46		322.18	322.19
g	190+81.46		322.29	322.31
h	190+91.46		322.40	322.43
i	191+01.46		322.50	322.52
j	191+11.46		322.60	322.61
℄ PIER 2	191+23.96		322.73	322.73
k	191+33.96		322.82	322.83
l	191+43.96		322.91	322.93
m	191+53.96		323.00	323.02
n	191+63.96		323.09	323.10
℄ BRG-S ABUT.	191+73.96		323.17	323.17
BK. OF S. ABUT.	191+75.75	-8'-11"	323.19	323.19



PLAN OF EAST BRIDGE

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

E-S 6-1-82

ILLINOIS DEPARTMENT OF TRANSPORTATION

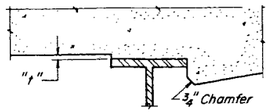
DECK ELEVATIONS - EAST BRIDGE

I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

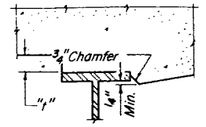
SCALE VERT.
HORIZ.
DATE

DRAWN BY G.R.S.
CHECKED BY P.L.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



At Minimum Fillet

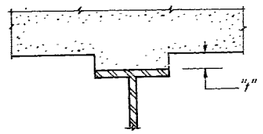


At Maximum Fillet

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
F.A.I. 57	139-HB-9R	KANKAKEE		34
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT. P-95-046-84		

SHEET NO.
SHEETS

SHEET #5



To determine "f": 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" shown below, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

Girder 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF N. ABUT.	190+09.53	-2'-9"	321.50	321.50
℄ BRG.- N. ABUT	190+11.32		321.53	321.53
b	190+21.32		321.66	321.67
c	190+31.32		321.79	321.81
d	190+41.32		321.91	321.93
e	190+51.32		322.03	322.04
℄ PIER 1	190+61.32		322.15	322.15
f	190+71.32		322.27	322.28
g	190+81.32		322.38	322.40
h	190+91.32		322.49	322.52
i	191+01.32		322.59	322.61
j	191+11.32		322.69	322.70
℄ PIER 2	191+23.82		322.82	322.82
k	191+33.82		322.91	322.92
l	191+43.82		323.00	323.02
m	191+53.82		323.09	323.11
n	191+63.82		323.18	323.19
℄ BRG - S ABUT	191+73.82		323.26	323.26
BK. OF S. ABUT	191+75.61	-2'-9"	323.28	323.28

Girder 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK OF N. ABUT.	190+09.39	3'-5"	321.49	321.49
℄ BRG.- N. ABUT	190+11.18		321.52	321.52
b	190+21.18		321.65	321.66
c	190+31.18		321.78	321.80
d	190+41.18		321.90	321.92
e	190+51.18		322.02	322.03
℄ PIER 1	190+61.18		322.14	322.14
f	190+71.18		322.26	322.27
g	190+81.18		322.37	322.39
h	190+91.18		322.48	322.51
i	191+01.18		322.58	322.60
j	191+11.18		322.68	322.69
℄ PIER 2	191+23.68		322.81	322.81
k	191+33.68		322.90	322.91
l	191+43.68		322.99	323.01
m	191+53.68		323.08	323.10
n	191+63.68		323.17	323.18
℄ BRG - S ABUT	191+73.68		323.25	323.25
BK OF S. ABUT.	191+75.47	3'-5"	323.26	323.26

Girder 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK OF N ABUT	190+09.24	10'-0"	321.38	321.38
℄ BRG. N ABUT	190+11.03		321.41	321.41
b	190+21.03		321.54	321.55
c	190+31.03		321.67	321.69
d	190+41.03		321.79	321.81
e	190+51.03		321.91	321.92
℄ PIER 1	190+61.03		322.03	322.03
f	190+71.03		322.15	322.16
g	190+81.03		322.26	322.28
h	190+91.03		322.37	322.40
i	191+01.03		322.47	322.49
j	191+11.03		322.57	322.58
℄ PIER 2	191+23.53		322.70	322.70
k	191+33.53		322.79	322.80
l	191+43.53		322.88	322.90
m	191+53.53		322.97	322.99
n	191+63.53		323.06	323.07
℄ BRG - S. ABUT	191+73.53		323.14	323.14
BK. OF S. ABUT.	191+75.32	10'-0"	323.15	323.15

Girder 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF N. ABUT.	190+09.09	16'-7"	321.26	321.26
℄ BRG - N. ABUT	190+10.88		321.28	321.28
b	190+20.88		321.41	321.42
c	190+30.88		321.54	321.56
d	190+40.88		321.67	321.69
e	190+50.88		321.79	321.80
℄ PIER 1	190+60.88		321.91	321.91
f	190+70.88		322.02	322.03
g	190+80.88		322.13	322.15
h	190+90.88		322.24	322.27
i	191+00.88		322.35	322.37
j	191+10.88		322.45	322.46
℄ PIER 2	191+23.38		322.57	322.57
k	191+33.38		322.67	322.68
l	191+43.38		322.76	322.78
m	191+53.38		322.85	322.87
n	191+63.38		322.93	322.94
℄ BRG - S. ABUT	191+73.38		323.01	323.01
BK OF S. ABUT.	191+75.17	16'-7"	323.03	323.03

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

E-S 6-1-82

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - EAST BRIDGE

I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE

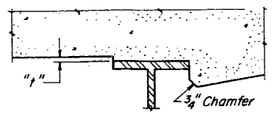
DRAWN BY G. A. S.
CHECKED BY F. L. S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

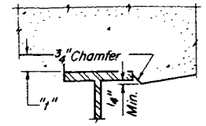
ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
F.A.I. 57	139-HB-BR	KANKAKEE		35
FED ROAD DIST NO. 7	ILLINOIS	FED AID PROJECT P-53-044-84		

SHEET NO.
SHEETS

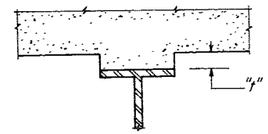
SHEET # 6



At Minimum Fillet



At Maximum Fillet



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" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

E. Bridge - E. Long. Jt.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut	190+10.01	-24'-0"	321.18	321.18
℄ Bear. N. Abut.	11.80		321.20	321.20
b	21.80		321.33	321.34
c	31.80		321.46	321.48
d	41.80		321.58	321.60
e	51.80		321.70	321.71
℄ Pier 1	61.80		321.82	321.82
f	71.80		321.94	321.95
g	81.80		322.05	322.07
h	91.80		322.16	322.19
i	191+01.80		322.26	322.28
j	11.80		322.36	322.37
℄ Pier 2	24.30		322.49	322.49
k	34.30		322.58	322.59
l	44.30		322.67	322.69
m	54.30		322.76	322.78
n	64.30		322.85	322.86
℄ Bear. S. Abut.	74.30		322.93	322.93
Bk. of S. Abut.	76.09	-24'-0"	322.94	322.94

E. Bridge - Center Long. Jt.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	190+09.60	-6'-0"	321.45	321.45
℄ Bear. N. Abut.	11.39		321.48	321.48
b	21.39		321.61	321.62
c	31.39		321.74	321.76
d	41.39		321.86	321.88
e	51.39		321.98	321.99
℄ Pier 1	61.39		322.10	322.10
f	71.39		322.22	322.23
g	81.39		322.33	322.35
h	91.39		322.44	322.47
i	191+01.39		322.54	322.56
j	11.39		322.64	322.65
L Pier 2	23.89		322.77	322.77
k	33.89		322.86	322.87
l	43.89		322.95	322.97
m	53.89		323.04	323.06
n	63.89		323.12	323.13
℄ Bear. S. Abut.	73.89		323.21	323.21
Bk. of S. Abut.	75.68	-6'-0"	323.22	323.22

E. Bridge - W. Long. Jt.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	190+09.18	12'-0"	321.35	321.35
℄ Bear. N. Abut.	10.97		321.38	321.38
b	20.97		321.51	321.52
c	30.97		321.64	321.66
d	40.97		321.76	321.78
e	50.97		321.88	321.89
℄ Pier 1	60.97		322.00	322.00
f	70.97		322.12	322.13
g	80.97		322.23	322.25
h	90.97		322.34	322.37
i	191+00.97		322.44	322.46
j	10.97		322.54	322.55
℄ Pier 2	23.47		322.67	322.67
k	33.47		322.76	322.77
l	43.47		322.85	322.87
m	53.47		322.94	322.96
n	63.47		323.03	323.04
℄ Bear. S. Abut.	73.47		323.11	323.11
Bk. of S. Abut.	75.26	12'-0"	323.12	323.12

DESIGNED	
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E-S 6-1-82

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - EAST BRIDGE

I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE

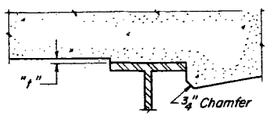
DRAWN BY G.A.S.
CHECKED BY P.E.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

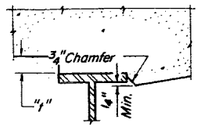
ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
F.A.I. 57	139-HBR	KANKAKEE		36
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: P-93-044-84		

SHEET NO.
SHEETS

SHEET # 7



At Minimum Fillet



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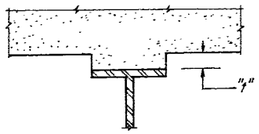


To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet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

FILLET HEIGHTS

Girder 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK OF N. ABUT	190+08.92	-16'-7"	321.25	321.25
℄ BRG-N ABUT	190+10.71		321.27	321.27
b	190+20.71		321.40	321.41
c	190+30.71		321.53	321.55
d	190+40.71		321.66	321.68
e	190+50.71		321.78	321.79
℄ PIER 1	190+60.71		321.90	321.90
f	190+70.71		322.01	322.02
g	190+80.71		322.12	322.14
h	190+90.71		322.23	322.26
i	191+00.71		322.34	322.36
j	191+10.71		322.44	322.45
℄ PIER 2	191+23.21		322.57	322.57
k	191+33.21		322.66	322.67
l	191+43.21		322.75	322.77
m	191+53.21		322.84	322.86
n	191+63.21		322.92	322.93
℄ BRG-S. ABUT	191+73.21	↓	323.01	323.01
BK. OF S. ABUT	191+75.00	-16'-7"	323.02	323.02

Girder 2

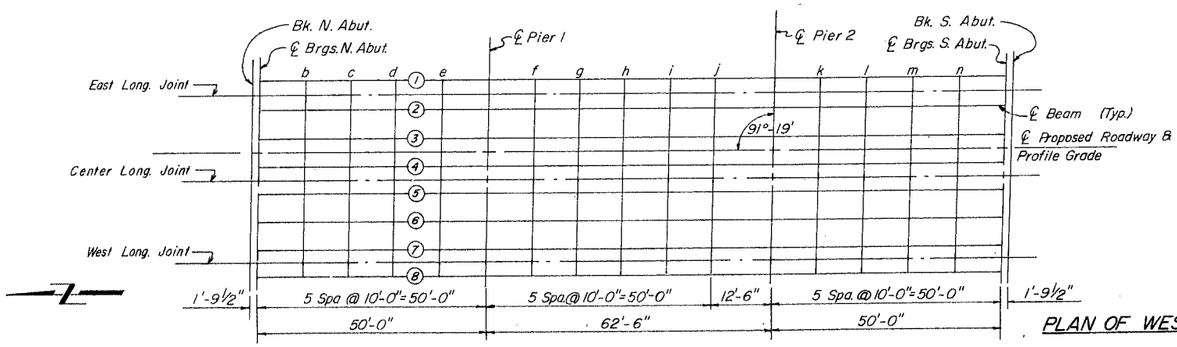
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF N. ABUT.	190+08.77	-10'-0"	321.38	321.38
℄ BRG N. ABUT.	190+10.56		321.40	321.40
b	190+20.56		321.53	321.54
c	190+30.56		321.66	321.68
d	190+40.56		321.79	321.81
e	190+50.56		321.91	321.92
℄ PIER 1	190+60.56		322.03	322.03
f	190+70.56		322.14	322.15
g	190+80.56		322.25	322.27
h	190+90.56		322.36	322.39
i	191+00.56		322.47	322.49
j	191+10.56		322.57	322.58
℄ PIER 2	191+23.06		322.70	322.70
k	191+33.06		322.79	322.80
l	191+43.06		322.88	322.90
m	191+53.06		322.97	322.99
n	191+63.06		323.05	323.06
℄ BRG.-S. ABUT.	191+73.06	↓	323.14	323.14
BK. OF S. ABUT.	191+74.85	-10-0"	323.15	323.15

Girder 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK OF N. ABUT	190+08.62	-3'-5"	321.48	321.48
℄ BRG N. ABUT	190+10.41		321.50	321.50
b	190+20.41		321.63	321.64
c	190+30.41		321.76	321.78
d	190+40.41		321.89	321.91
e	190+50.41		322.01	322.02
℄ PIER 1	190+60.41		322.13	322.13
f	190+70.41		322.24	322.25
g	190+80.41		322.36	322.38
h	190+90.41		322.46	322.49
i	191+00.41		322.57	322.59
j	191+10.41		322.67	322.68
℄ PIER 2	191+22.91		322.80	322.80
k	191+32.91		322.89	322.90
l	191+42.91		322.98	323.00
m	191+52.91		323.07	323.09
n	191+62.91		323.16	323.17
℄ BRG-S ABUT	191+71.79	↓	323.24	323.24
BK OF S ABUT	191+74.70	-3'-5"	323.25	323.25

Girder 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK OF N. ABUT	190+08.48	2'-9"	321.49	321.49
℄ BRG-N. ABUT	190+10.27		321.51	321.51
b	190+20.27		321.64	321.65
c	190+30.27		321.77	321.79
d	190+40.27		321.90	321.92
e	190+50.27		322.02	322.03
℄ PIER 1	190+60.27		322.14	322.14
f	190+70.27		322.25	322.26
g	190+80.27		322.37	322.39
h	190+90.27		322.47	322.50
i	191+00.27		322.58	322.60
j	191+10.27		322.68	322.69
℄ PIER 2	191+22.77		322.81	322.81
k	191+32.77		322.90	322.91
l	191+42.77		322.99	323.01
m	191+52.77		323.08	323.10
n	191+62.77		323.17	323.18
℄ BRG-S. ABUT.	191+72.77	↓	323.25	323.25
BK OF S. ABUT.	191+74.56	2'-9"	323.26	323.26



PLAN OF WEST BRIDGE

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

E-S 6-1-82

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - WEST BRIDGE

I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE

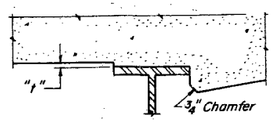
DRAWN BY G.R.S.
CHECKED BY P.L.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
F.A.I. 57	139-HB-BR	KANKAKEE		37
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: P-95-044-84		

SHEET NO.
SHEETS

SHEET # 8



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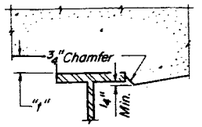

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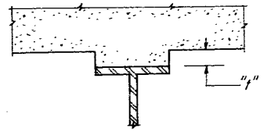


To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet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

FILLET HEIGHTS

Girder 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF N. ABUT	190+08.34	8'-11"	321.39	321.39
℄ BRG- N. ABUT.	190+10.13		321.41	321.41
b	190+20.13		321.55	321.56
c	190+30.13		321.67	321.69
d	190+40.13		321.80	321.82
e	190+50.13		321.92	321.93
℄ PIER 1	190+60.13		322.04	322.04
f	190+70.13		322.16	322.17
g	190+80.13		322.27	322.29
h	190+90.13		322.38	322.41
i	191+00.13		322.48	322.50
j	191+10.13		322.59	322.60
℄ PIER 2	191+22.63		322.71	322.71
k	191+32.63		322.80	322.81
l	191+42.63		322.90	322.92
m	191+52.63		322.98	323.00
n	191+62.63		323.07	323.08
℄ BRG- S. ABUT	191+72.63	↓	323.15	323.15
BK OF S. ABUT	191+74.42	8'-11"	323.16	323.16

Girder 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF N. ABUT	190+08.20	15'-1"	321.29	321.29
℄ BRG-N ABUT	190+09.99		321.31	321.31
b	190+19.99		321.45	321.46
c	190+29.99		321.57	321.59
d	190+39.99		321.70	321.72
e	190+49.99		321.82	321.83
℄ PIER 1	190+59.99		321.94	321.94
f	190+69.99		322.06	322.07
g	190+79.99		322.17	322.19
h	190+89.99		322.28	322.31
i	190+99.99		322.36	322.40
j	191+09.99		322.48	322.49
℄ PIER 2	191+22.49		322.61	322.61
k	191+32.49		322.70	322.71
l	191+42.49		322.80	322.82
m	191+52.49		322.88	322.90
n	191+62.49		322.97	322.98
℄ BRG- S. ABUT	191+72.49	↓	323.05	323.05
BK. OF S. ABUT.	191+74.28	15'-1"	323.07	323.07

Girder 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF N. ABUT.	190+08.05	21'-3"	321.20	321.20
℄ BRG-N. ABUT	190+09.84		321.22	321.22
b	190+19.84		321.36	321.37
c	190+29.84		321.48	321.50
d	190+39.84		321.61	321.63
e	190+49.84		321.73	321.74
℄ PIER 1	190+59.84		321.85	321.85
f	190+69.84		321.96	321.97
g	190+79.84		322.08	322.10
h	190+89.84		322.19	322.22
i	190+99.84		322.29	322.31
j	191+09.84		322.39	322.40
℄ PIER 2	191+22.34		322.52	322.52
k	191+32.34		322.61	322.62
l	191+42.34		322.70	322.72
m	191+52.34		322.79	322.81
n	191+62.34		322.88	322.89
℄ BRG.- S. ABUT.	191+72.34	↓	322.96	322.96
BK. OF S. ABUT.	191+74.13	21'-3"	322.98	322.98

Girder 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF N. ABUT.	109+07.91	27'-5"	321.08	321.08
℄ BRG-N ABUT.	109+09.70		321.10	321.10
b	109+19.70		321.24	321.25
c	109+29.70		321.36	321.38
d	109+39.70		321.49	321.51
e	109+49.70		321.61	321.62
℄ PIER 1	109+59.70		321.73	321.73
f	109+69.70		321.84	321.85
g	109+79.70		321.96	321.98
h	109+89.70		322.07	322.10
i	109+99.70		322.17	322.19
j	191+09.70		322.27	322.28
℄ PIER 2	191+22.20		322.40	322.40
k	191+32.20		322.49	322.50
l	191+42.20		322.58	322.60
m	191+52.20		322.67	322.69
n	191+62.20		322.76	322.77
℄ BRG-S ABUT	191+72.20	↓	322.84	322.84
BK. OF S. ABUT	191+73.99	27'-5"	322.86	322.86

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

E-S 6-1-82

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - WEST BRIDGE

I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

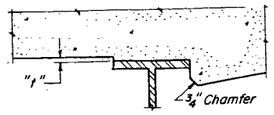
SCALE VERT.
HORIZ.
DATE

DRAWN BY O. R. S.
CHECKED BY R. L. S.

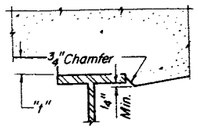
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
S.B.I. I-I. ST	139-HB-BR	KANKAKEE		38
FED ROAD DIST NO 7	ILLINOIS	FED AID PROJECT: P-53-044-84		

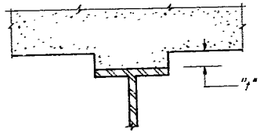
SHEET NO.
SHEETS
SHEET # 9



At Minimum Fillet



At Maximum Fillet



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" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

W. Bridge - E. Long. Jt.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	190+08.82	-12'-0"	321.35	321.35
℄ Bear. N. Abut.	10.61		321.37	321.37
b	20.61		321.50	321.51
c	30.61		321.63	321.65
d	40.61		321.76	321.78
e	50.61		321.88	321.89
℄ Pier 1	60.61		322.00	322.00
f	70.61		322.11	322.12
g	80.61		322.22	322.24
h	90.61		322.33	322.36
i	191+00.61		322.44	322.46
j	10.61		322.54	322.55
℄ Pier 2	23.11		322.66	322.66
k	33.11		322.76	322.77
l	43.11		322.85	322.87
m	53.11		322.94	322.96
n	63.11		323.02	323.03
℄ Bear. S. Abut.	73.11		323.11	323.11
Bk. of S. Abut.	74.90	-12'-0"	323.12	323.12

W. Bridge - Center Long. Jt.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	190+08.40	6'-0"	321.44	321.44
℄ Bear. N. Abut.	10.19		321.46	321.46
b	20.19		321.59	321.60
c	30.19		321.72	321.74
d	40.19		321.84	321.86
e	50.19		321.97	321.98
℄ Pier 1	60.19		322.09	322.09
f	70.19		322.20	322.21
g	80.19		322.31	322.33
h	90.19		322.42	322.45
i	191+00.19		322.53	322.55
j	10.19		322.63	322.64
℄ Pier 2	22.69		322.75	322.75
k	32.69		322.85	322.86
l	42.69		322.94	322.96
m	52.69		323.03	323.05
n	62.69		323.11	323.12
℄ Bear. S. Abut.	72.69		323.20	323.20
Bk. of S. Abut.	74.48	6'-0"	323.21	323.21

W. Bridge - W. Long. Jt.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	190.07.99	24'-0"	321.15	321.15
℄ Bear. N. Abut.	9.78		321.17	321.17
b	19.78		321.30	321.31
c	29.78		321.43	321.45
d	39.78		321.56	321.58
e	49.78		321.68	321.69
℄ Pier 1	59.78		321.80	321.80
f	69.78		321.92	321.93
g	79.78		322.03	322.05
h	89.78		322.14	322.17
i	99.78		322.24	322.26
j	191+09.78		322.34	322.35
℄ Pier 2	22.28		322.47	322.47
k	32.28		322.56	322.57
l	42.28		322.66	322.68
m	52.28		322.74	322.76
n	62.28		322.83	322.84
℄ Bear. S. Abut.	72.28		322.91	322.91
Bk. of S. Abut.	74.07	24'-0"	322.93	322.93

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

E-S 6-1-82

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - WEST BRIDGE

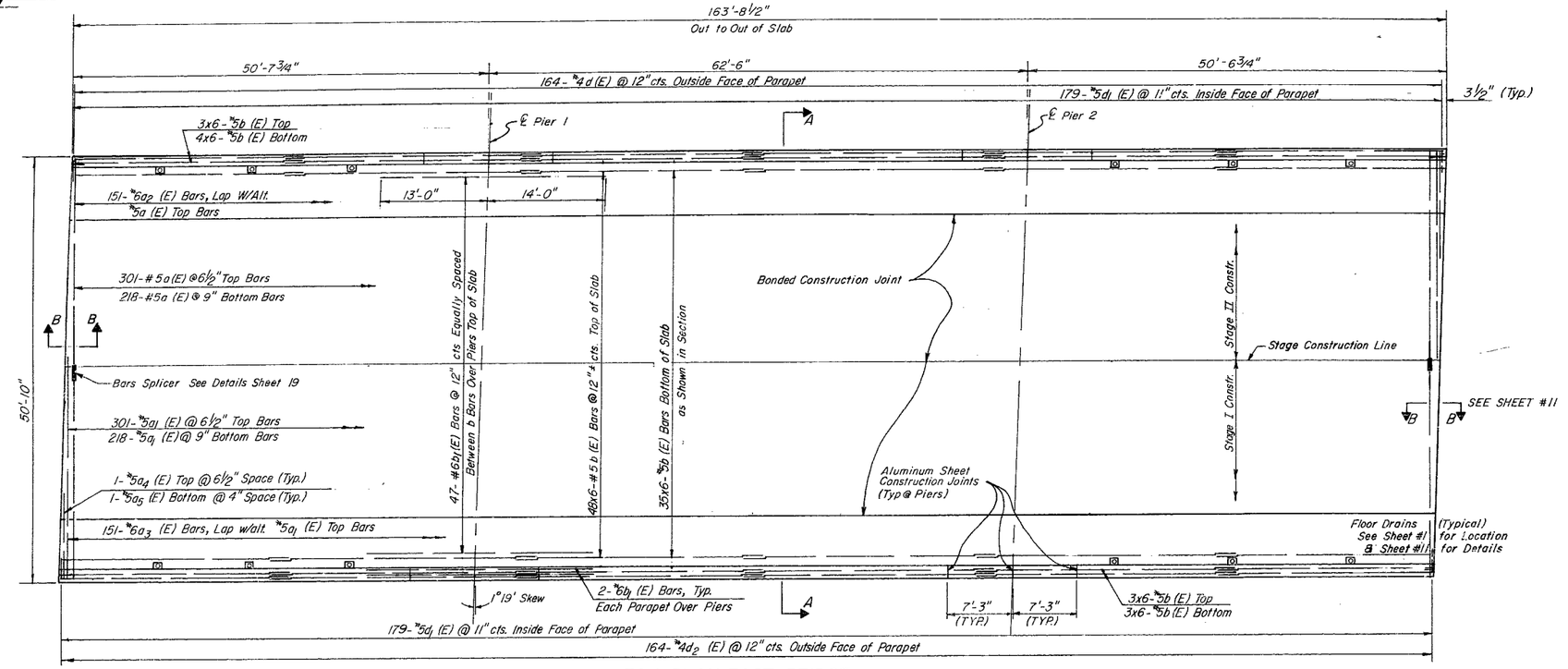
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE

DRAWN BY G.A.S.
CHECKED BY P.L.S.

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	139-HB-BR	KANKAKEE		39
STA		TO STA		
FED. ROAD DIST NO 7	ILLINOIS	P-95-044-84 FED. AID PROJECT		

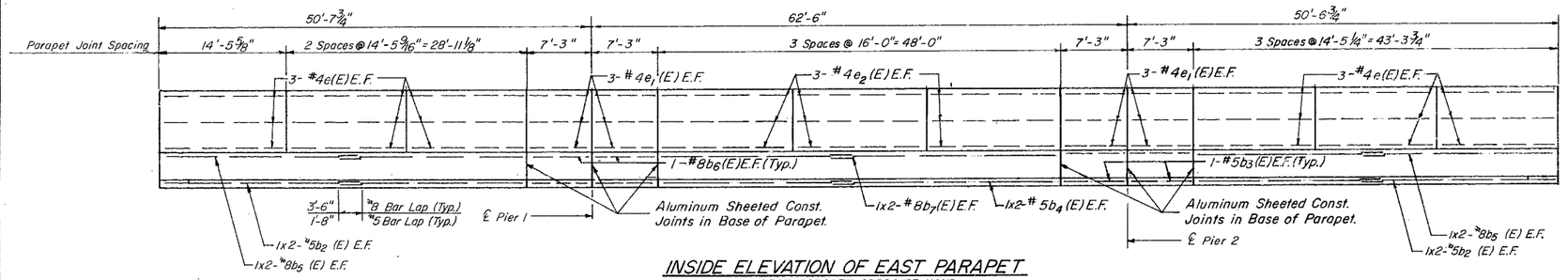
SHEET # 10



DECK PLAN EAST BRIDGE

WEST BRIDGE OPPOSITE HAND

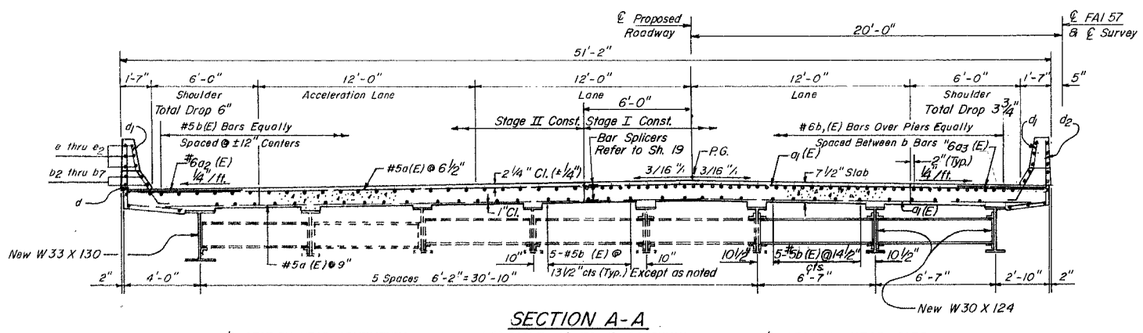
BAR SCHEDULE (One Bridge)				
BAR	NO.	SIZE	LENGTH	SHAPE
a (E)	519	5	25' - 2"	
a1 (E)	519	5	24' - 9"	
a2 (E)	151	6	5' - 2"	
a3 (E)	151	6	4' - 0"	
a4 (E)	2	5	10' - 9"	
a5 (E)	2	5	9' - 10"	
b (E)	576	5	28' - 3"	
b1 (E)	102	6	27' - 0"	
b2 (E)	16	5	22' - 4"	
b3 (E)	16	5	7' - 0"	
b4 (E)	8	5	24' - 8"	
b5 (E)	16	8	23' - 3"	
b6 (E)	16	8	7' - 0"	
b7 (E)	8	8	25' - 7"	
d (E)	164	4	6' - 2"	
d1 (E)	358	5	3' - 11"	
d2 (E)	164	4	5' - 1"	
x (E)	108	5	4' - 10"	
e (E)	72	4	14' - 2"	
e_1 (E)	48	4	7' - 1"	
e_2 (E)	72	4	15' - 10"	



INSIDE ELEVATION OF EAST PARAPET

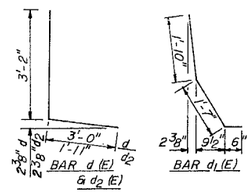
WEST PARAPET OPPOSITE HAND

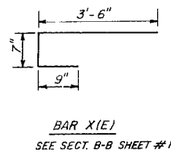
BILL OF MATERIAL		
ITEM	UNIT	QUANTITY
REINFORCEMENT BARS (Epoxy Coated)	LBS.	115500
CLASS X CONCRETE SUPER.	C.Y.	482
FLOOR DRAINS	Ea.	24



SECTION A-A

½ SECTION NEAR ABUTMENTS (@ RIGHT ∠'s TO ℄ ROADWAY) ½ SECTION NEAR PIER





BAR X (E)

SEE SECT. B-B SHEET # 11

NOTES:
BARS INDICATED THUS 48 X 6-#5 etc. INDICATES 48 LINES OF BARS WITH 6 LENGTHS PER LINE.
REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

#5 BARS SHALL BE LAPPED @ 1'-8" MIN.

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

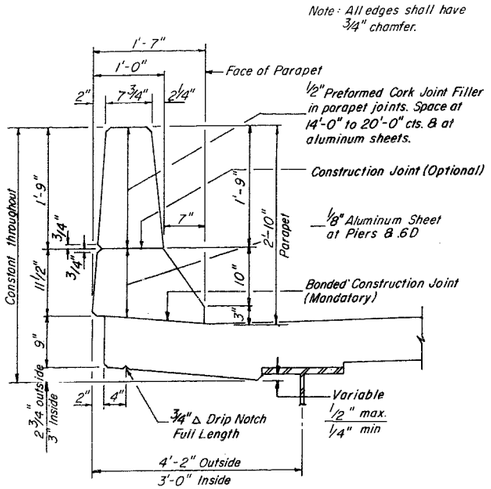
DECK PLAN & DETAILS

I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

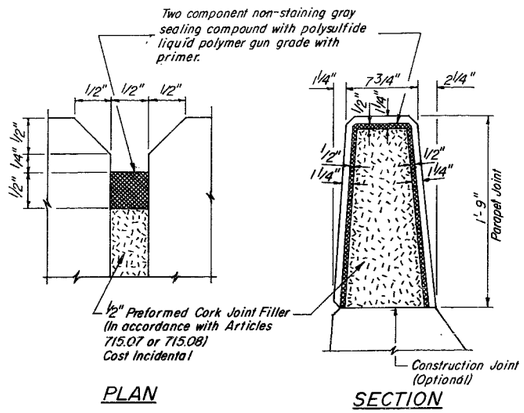
SCALE VERT. HORIZ. NTS
DRAWN BY TFW
DATE 2/14/86
CHECKED BY P.L.S.

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	139-HBR	KANKAKEE		40
STA		TO STA		
FED. ROAD DIST. NO. 7	ILLINOIS	P-93-044-84 FED. AID PROJECT		

SHEET # 11



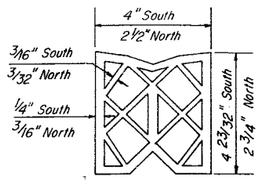
TYPICAL PARAPET SECTION



PLAN

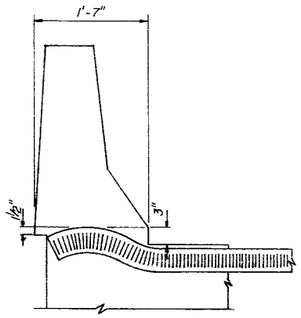
SECTION

DETAILS OF PARAPET JOINT

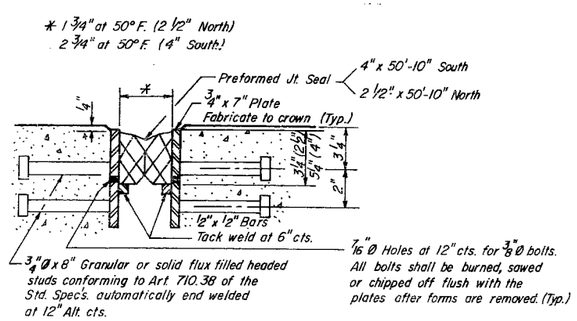


Note: Install Joint seal Full width After stage II Deck pour. Fabricate Expansion Joint to Crown.

PREFORMED JOINT SEAL



END OF SEAL TREATMENT

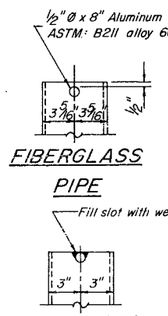


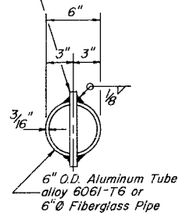
JOINT DETAIL

Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. The surface of the Fiberglass pipe shall be free of bond inhibiting agents.

The exterior surfaces of the Floor Drains and attachments shall be painted as specified for new structural steel.

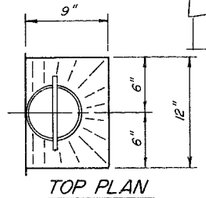
The exterior surfaces of the aluminum tube shall be given a washcoat pre-treatment in accordance with Steel Structures Painting Council specification SSPC-SP1 and SSPC-Paint 27 prior to painting.



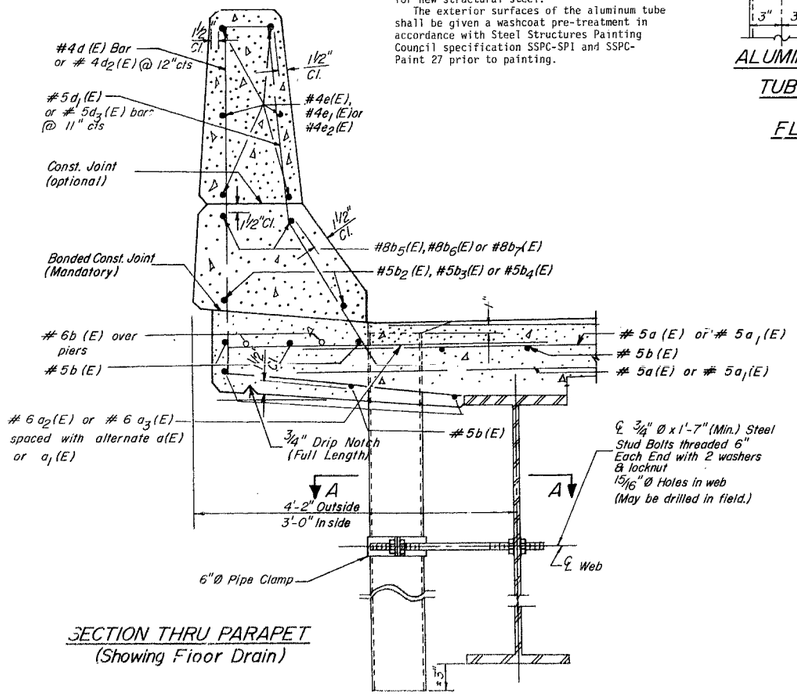


TOP PLAN (Showing Aluminum Tube)

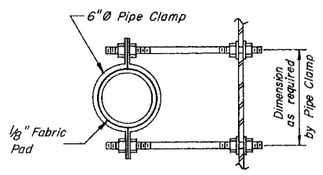
FLOOR DRAIN DETAILS



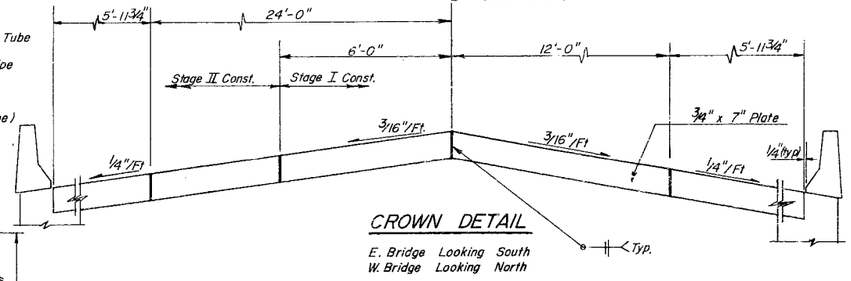
TOP PLAN



SECTION THRU PARAPET (Showing Floor Drain)



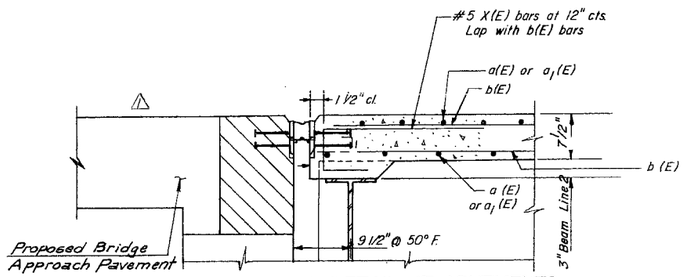
SECTION A-A



CROWN DETAIL

E. Bridge Looking South
W. Bridge Looking North

Note: After fabrication all surfaces of the steel plates shall be given one shop coat of paint specified for Structural Steel.



OPEN JOINT DETAIL AT ABUTMENTS (SEE SHEET # 10 SEC. B-B)

REVISIONS	
NAME	DATE
A.F.	11-16-87
R	12-1-87

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARAPET, DRAINAGE AND OPEN-JOINT DETAILS

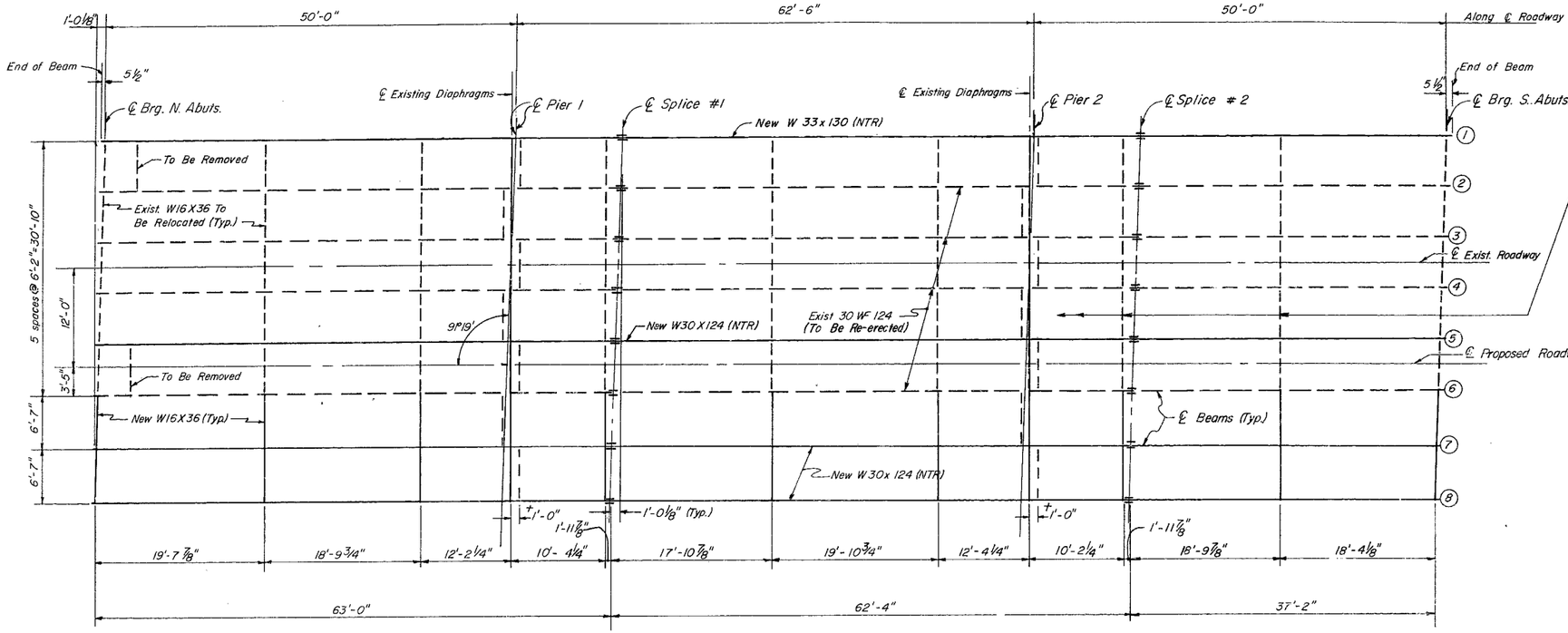
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SHEET # 2 of 2
SCALE VERT. NTS HORIZ.
DATE 2/18/86

DRAWN BY G.R.B.
CHECKED BY P.L.S.

⚠ Revised 1-21-88

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	139 HB BR	KANKAKEE		41
STA	TO STA			
FED. ROAD DIST. NO 7	ILLINOIS	P-93-044-84 FED. AID PROJECT		

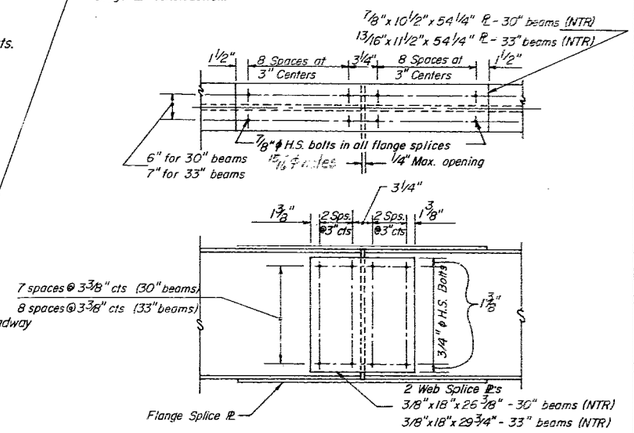


FRAMING PLAN EAST BRIDGE

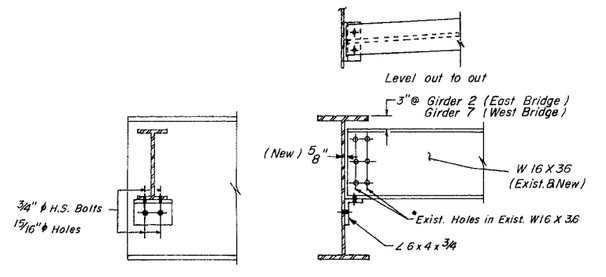
NTR Indicates Notch Toughness Required

† Diaphragms Over Piers Staggered @ 1'-0" each side from ℄ existing diaphragms.

Bolted connections on interior diaphragms between beams 4 & 5 are not to be tightened until completion of Stage II construction. SHEET # 12



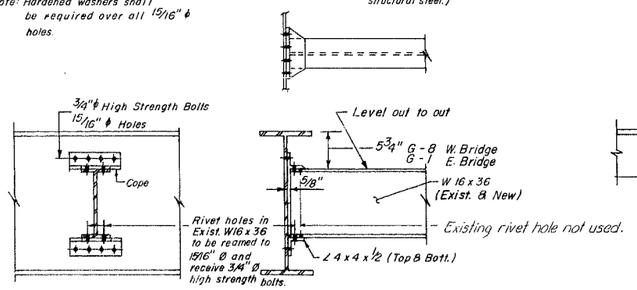
SPLICE DETAIL



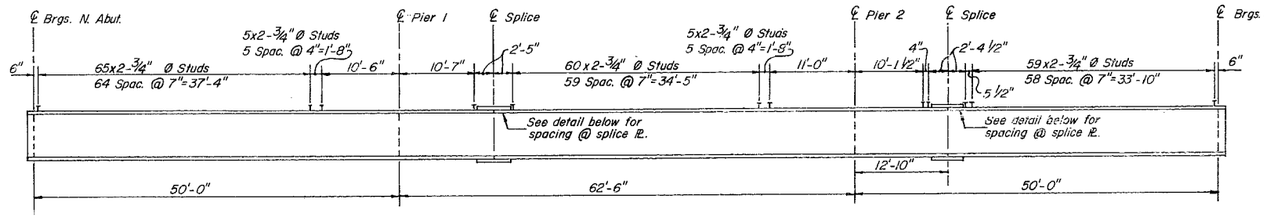
END DIAPHRAGM

*Exist. holes in W16 X 36 to be filled with bolts. (Cost to be incidental to re-erecting existing structural steel.)

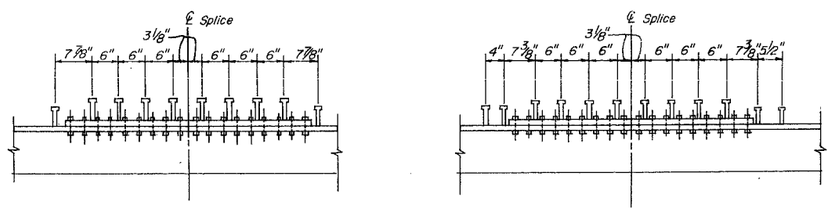
Note: Hardened washers shall be required over all 15/16" ϕ holes.



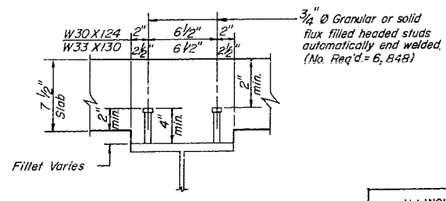
INTERIOR DIAPHRAGM



BEAM ELEVATION SHOWING SHEAR CONNECTOR SPACING



SHEAR CONNECTOR SPACING



SHEAR STUDS

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

FRAMING PLAN (EAST BRIDGE) & STEEL DETAILS

I-57 OVER I.L.L. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

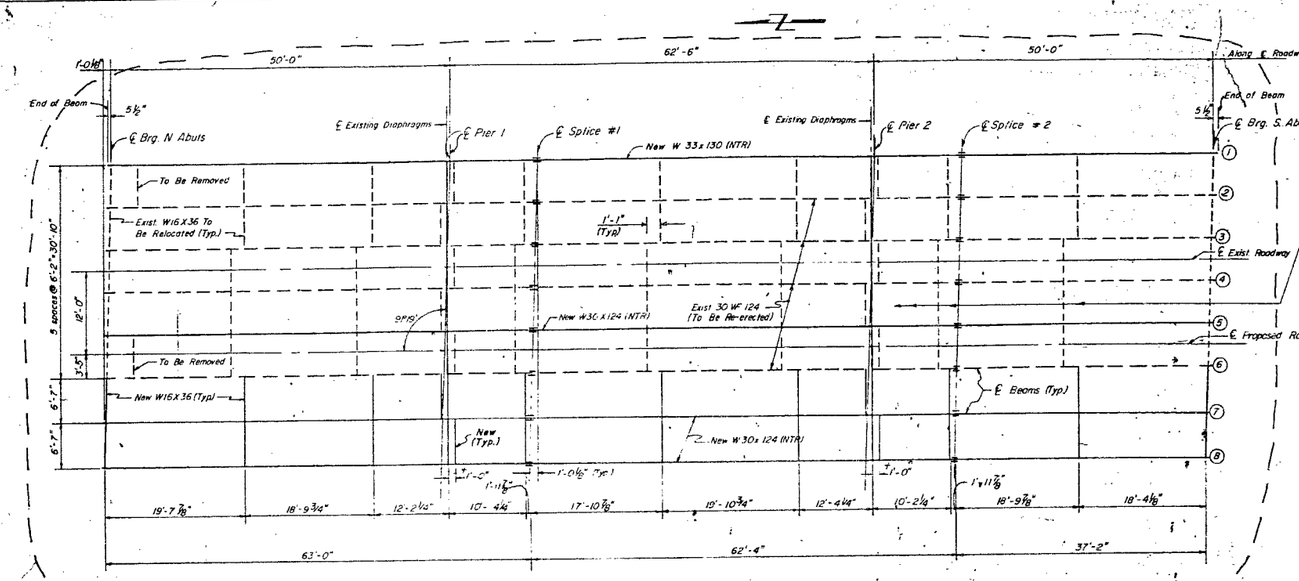
SCALE VERT.
HORIZ.
DATE

DRAWN BY G.P.S.
CHECKED BY P.L.S.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	139 HB BR	KANKAKEE		
STA.		TO STA.		
	ILLINOIS		F-93-064-84 FED. AID PROJECT	

Bolted connections on interior diaphragms between beams 4 & 5 are not to be tightened until completion of Stage II construction.

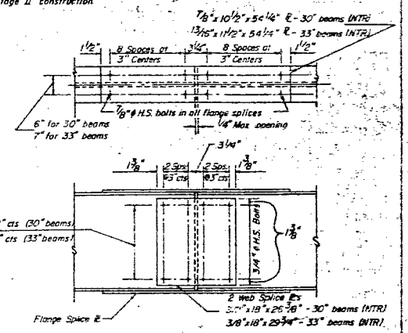
SHEET # 12



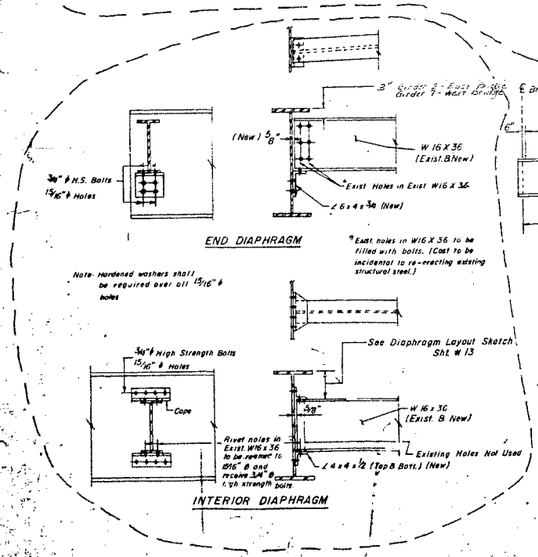
FRAMING PLAN EAST BRIDGE

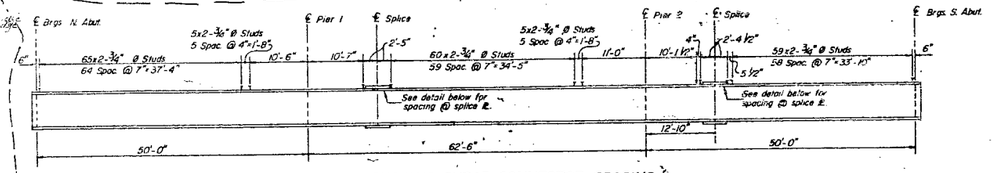
NTR Indicates Notch Toughness Required

† Diaphragms over Piers Staggered @ 1'-0" each side from ℄ existing diaphragms.

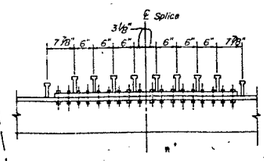


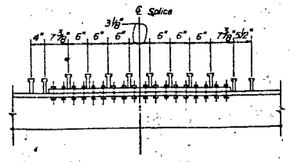
SPLICE DETAIL



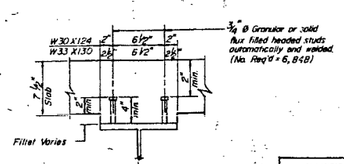


BEAM ELEVATION SHOWING SHEAR CONNECTOR SPACING





SHEAR CONNECTOR SPACING



SHEAR STUDS

⅞" ϕ Granular or solid flux filled headed studs automatically and welded. (No. Req'd = 6,848)

AS REVISED

REVISIONS	
NAME	DATE
PLS/MEH	3/14/88

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS - DEPARTMENT OF TRANSPORTATION

FRAMING PLAN (EAST BRIDGE) & STEEL DETAILS

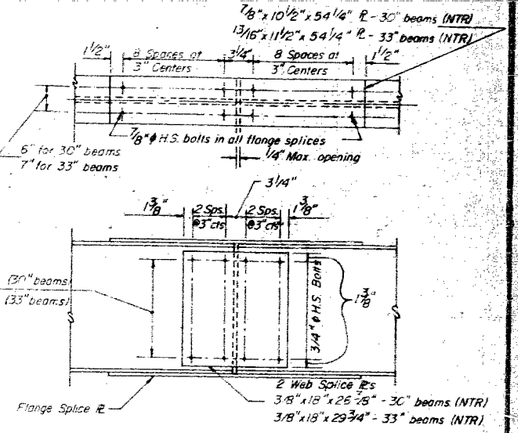
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT. HORIZ.
DATE
DRAWN BY GRS
CHECKED BY R.L.S.

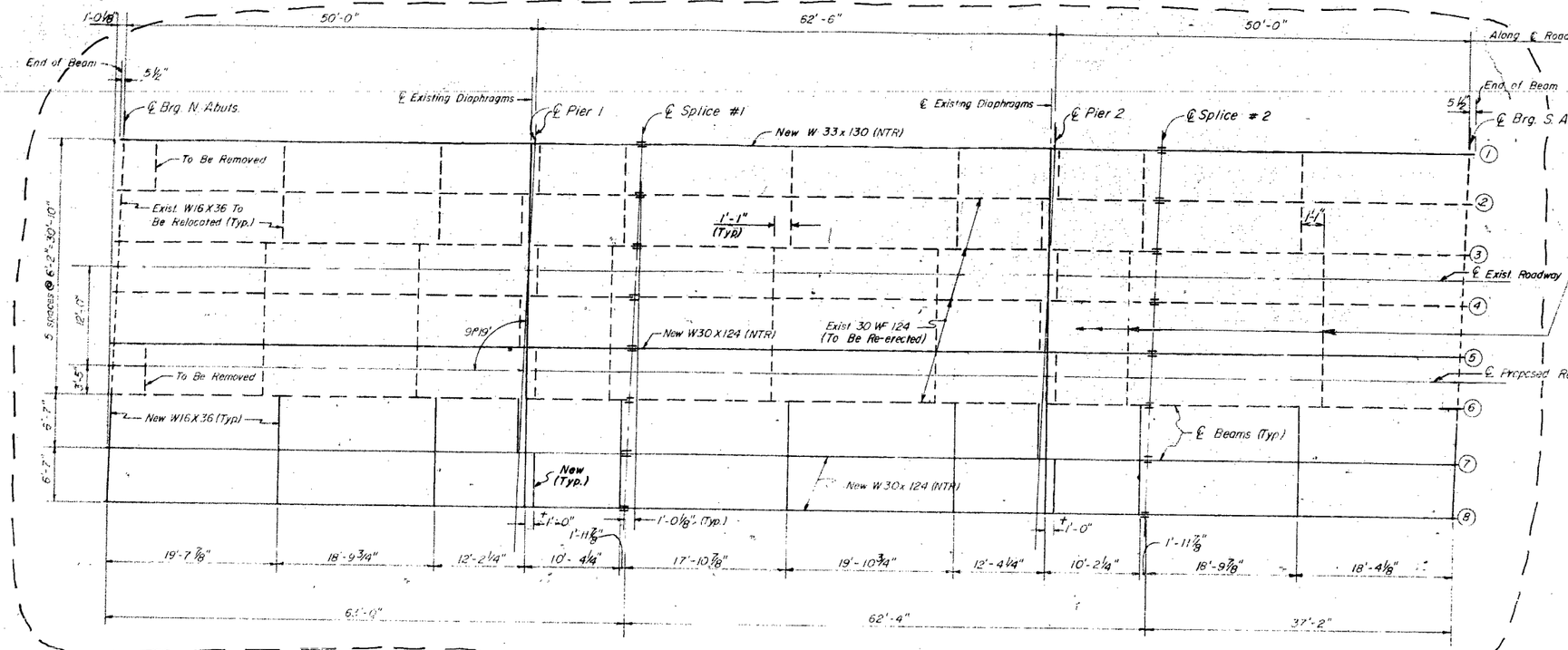
As Revised 3-28-88 TM

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	139 HB BR	KANKAKEE		4(17)
STA	TO STA			
FED. ROAD DIST NO 7	ILLINOIS		P-95-066-84 FED. AID PROJECT	

Bolted connections on interior diaphragms between beams 4 & 5 SHEET # 12 are not to be tightened until completion of Stage II construction.



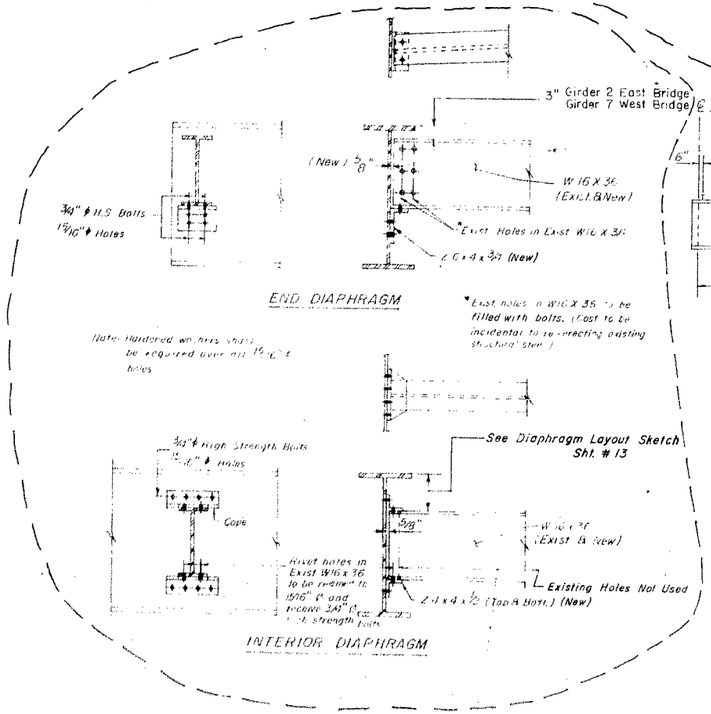
SPLICE DETAIL

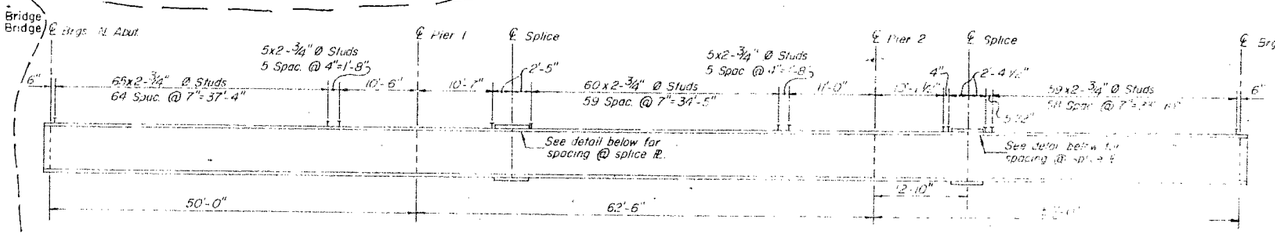


FRAMING PLAN EAST BRIDGE

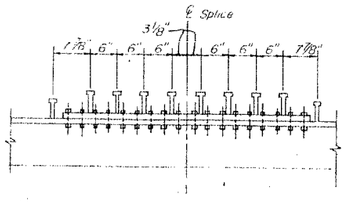
NTR Indicates Notch Toughness Required

± Diaphragms over Piers Staggered @ 1'-0" each side from ℄ existing diaphragms.

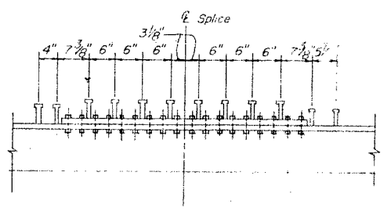




BEAM ELEVATION SHOWING SHEAR CONNECTOR SPACING

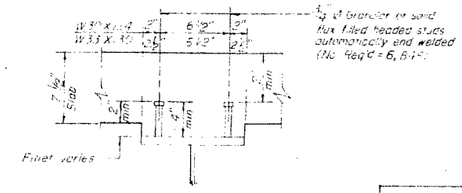


SPLICE # 1



SPLICE # 2

SHEAR CONNECTOR SPACING



SHEAR STUDS

AS REVISED

REVISIONS	
NAME	DATE
PLS/MEH	3/14/88
PLS/A.P.	5/19/88

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

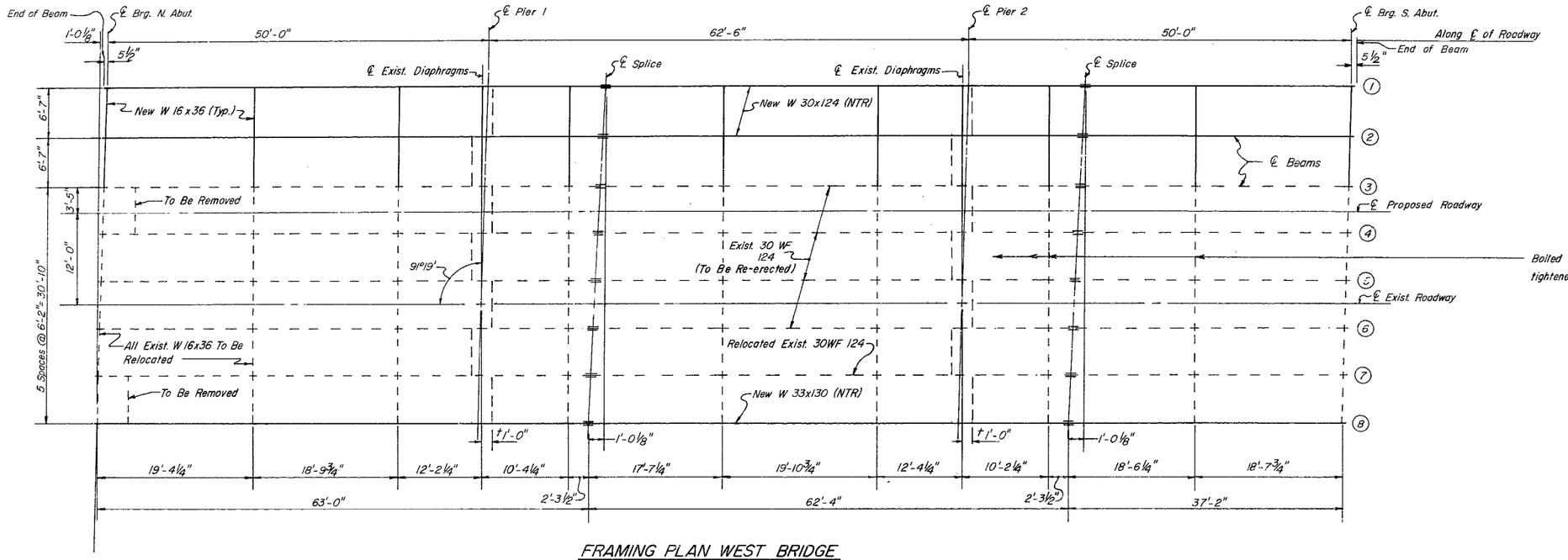
FRAMING PLAN (EAST BRIDGE) & STEEL DETAILS

I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT. / HORIZ.
DATE
DRAWN BY
CHECKED BY

As Revised 3-29-88 T. M. As Revised 6-9-88 L.W.

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-57	139 HBR	KANKAKEE		42
STA		TO STA		
FED. ROAD DIST NO	ILLINOIS	FED. AID PROJECT		



Bolted Connections on interior diaphragms between beams 4 & 5 are not to be tightened until completion of Stage II construction.

FRAMING PLAN WEST BRIDGE

NTR Indicates Notch Toughness Required
† Diaphragms Over Piers Staggered @ 1'-0" Each Side From Existing Diaphragms.

TOP OF BEAM ELEVATIONS

	Beam No.	N. Abut.	Pier 1	N. Splice	Pier 2	S. Splice	S. Abut.
East Bridge	1	320.34	320.96	321.11	321.63	321.75	322.07
	2	320.45	321.07	321.22	321.74	321.86	322.18
	3	320.55	321.17	321.32	321.84	321.96	322.28
	4	320.64	321.27	321.41	321.93	322.05	322.37
	5	320.74	321.36	321.51	322.03	322.15	322.47
	6	320.73	321.35	321.49	322.02	322.13	322.46
	7	320.62	321.24	321.39	321.91	322.03	322.35
	8	320.49	321.12	321.26	321.78	321.90	322.22
West Bridge	1	320.48	321.11	321.26	321.78	321.90	322.22
	2	320.61	321.24	321.39	321.91	322.03	322.35
	3	320.71	321.34	321.49	322.01	322.13	322.45
	4	320.72	321.35	321.50	322.02	322.14	322.46
	5	320.62	321.25	321.40	321.92	322.04	322.36
	6	320.52	321.15	321.30	321.82	321.94	322.26
	7	320.43	321.05	321.20	321.72	321.84	322.16
	8	320.31	320.94	321.09	321.61	321.73	322.05

INTERIOR/(EXTERIOR) STRINGERS MOMENT TABLE

	0.4 Span 1 & 3		Pier 1 & 2		0.5 Span 2	
Is ($in.^4$)	5360	(6710)	5360	(6710)	5360	(6710)
Ic ($in.^4$)	15600	(18760)	——	——	15600	(18760)
Ss ($in.^3$)	355	(406)	355	(406)	355	(406)
Sc ($in.^3$)	554	(613)	—	—	554	(613)
℄ (K/FT)	0.80	(1.0)	0.8	(1.0)	0.8	(1.0)
M ℄ ('K)	141	(176)	247	(309)	138	(170)
fs For Non Composite (ksi)	4.77	(5.20)	8.35	(9.13)	4.67	(5.02)
S ℄ (K/FT)	0.26	(0.26)	0.26	(0.26)	0.26	(0.26)
Ms ℄ ('K)	50	(50)	69	(69)	58	(58)
M ℄ + Imp ('K)	419	(537)	222	(292)	463	(590)
M Total ('K)	469	(587)	291	(361)	521	(648)
fs Composite (ksi)	10.17	(11.61)	(9.85)	(10.67)	11.43	(12.83)
fs Total (ksi)	14.94	(16.81)	18.20	(19.80)	16.10	(17.85)
VR (K)	35	(45)	—	—	38	(49)

NOTES:

MOMENT TABLE: SYMMETRICAL - COMPOSITE - 3 SPAN STRINGERS (COMPOSITE IN POSITIVE MOMENT AREA ONLY)

ALL INTERIOR BEAMS - W30x124

TWO EXTERIOR BEAMS (with 4'-2" OVERHANG)-W33x130

TABLE PREPARED FOR W30x124 AND CORRESPONDING VALUES FOR W33 ARE SHOWN ( )

I_S AND S_S ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE NONCOMPOSITE SECTION USED IN COMPUTING FS TOTAL.

I_C AND S_C ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING FS TOTAL.

VR IS THE MAXIMUM LL + IMPACT SHEAR RANGE IN SPAN.

REACTION TABLE

REACTION	Abutment		Pier	
R ℄ (K)	20.10	(23.90)	66	(78.5)
R ℄ (K)	34.50	(44.0)	40.8	(52)
R Impact (K)	9.50	(12.20)	11.2	(14.4)
R Total (K)	63.70	(80.10)	116.80	(144.9)

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

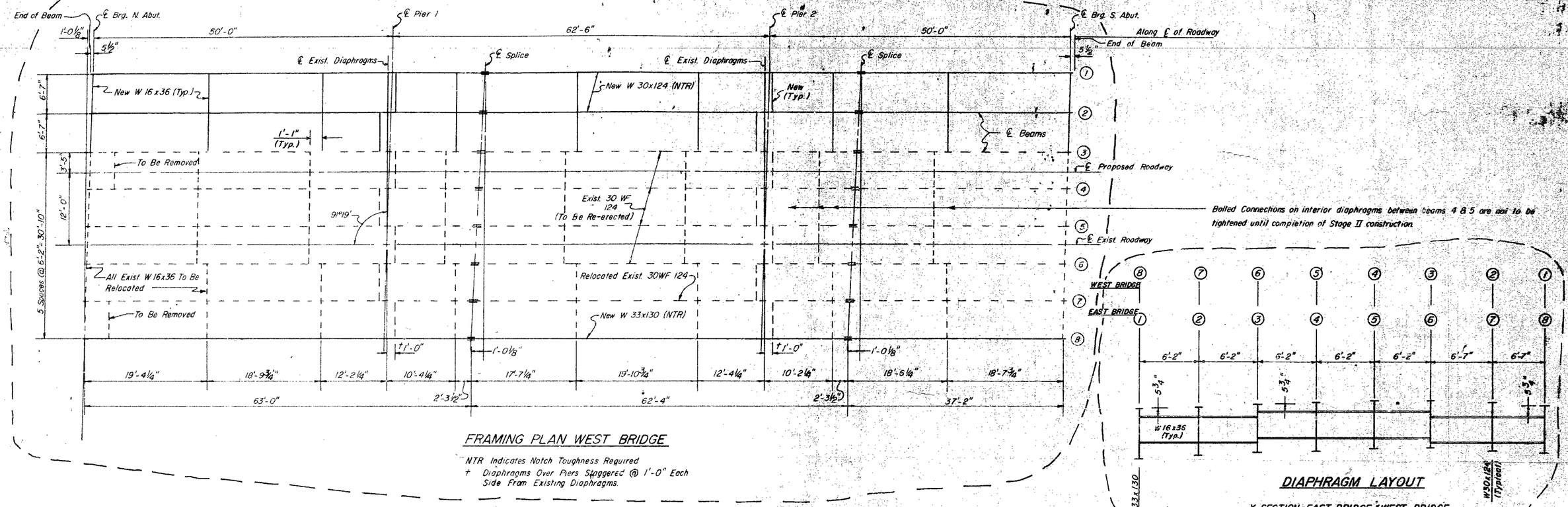
FRAMING PLAN (WEST BRIDGE)
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE

DRAWN BY G.R.B.
CHECKED BY R.L.S.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA		TO STA		
FED. ROAD DIST. NO.	ILLINOIS		CONTRACT NO.	

SHEET # 13



FRAMING PLAN WEST BRIDGE

NTR Indicates Notch Toughness Required

† Diaphragms Over Piers Staggered @ 1'-0" Each Side From Existing Diaphragms.

DIAPHRAGM LAYOUT

X-SECTION EAST BRIDGE / WEST BRIDGE

All Girders W30x124 (Unless Noted)

All Diaphragms W16x36 (New & Exist.)

FOR LOCATIONS SEE PLAN SHEETS # 12 & 13

TOP OF BEAM ELEVATIONS

	Beam No.	N. Abut.	Pier 1	N. Splice	Pier 2	S. Splice	S. Abut.
East Bridge	1	320.34	320.96	321.11	321.63	321.75	322.07
	2	320.45	321.07	321.22	321.74	321.86	322.18
	3	320.55	321.17	321.32	321.84	321.96	322.28
	4	320.64	321.27	321.41	321.93	322.05	322.37
	5	320.74	321.36	321.51	322.03	322.15	322.47
	6	320.73	321.35	321.49	322.02	322.13	322.46
	7	320.62	321.24	321.39	321.91	322.03	322.35
	8	320.43	321.12	321.26	321.78	321.90	322.22
West Bridge	1	320.48	321.11	321.26	321.78	321.90	322.22
	2	320.61	321.24	321.39	321.91	322.03	322.35
	3	320.71	321.34	321.49	322.01	322.13	322.45
	4	320.72	321.35	321.50	322.02	322.14	322.46
	5	320.62	321.25	321.40	321.92	322.04	322.36
	6	320.52	321.15	321.30	321.82	321.94	322.26
	7	320.43	321.05	321.20	321.72	321.84	322.16
	8	320.31	320.94	321.09	321.61	321.73	322.05

INTERIOR/(EXTERIOR) STRINGERS MOMENT TABLE

	0.4 Span 1 & 3		Pier 1 & 2		0.5 Span 2	
Is (in^4)	5360	(6710)	5360	(6710)	5360	(6710)
Ic (in^4)	15600	(18760)	——	——	15600	(18760)
Ss (in^3)	355	(406)	355	(406)	355	(406)
Sc (in^3)	554	(613)	—	—	554	(613)
℄ (K/FT)	0.80	(1.0)	0.8	(1.0)	0.8	(1.0)
M ℄ ('K)	141	(176)	247	(309)	138	(170)
fs For Non Composite (ksi)	4.77	(5.20)	8.35	(9.13)	4.67	(5.02)
S ℄ (K/FT)	0.26	(0.26)	0.26	(0.26)	0.26	(0.26)
Ms ℄ ('K)	50	(50)	69	(69)	58	(58)
M ℄ + Imp ('K)	419	(537)	222	(292)	463	(590)
M Total ('K)	469	(587)	291	(361)	521	(648)
fs Composite (ksi)	10.17	(11.61)	(9.85)	(10.67)	11.43	(12.83)
fs Total (ksi)	14.94	(16.81)	18.20	(19.80)	16.10	(17.85)
VR (K)	35	(45)	—	—	38	(49)

NOTES:

MOMENT TABLE: SYMMETRICAL - COMPOSITE - 3 SPAN STRINGERS (COMPOSITE IN POSITIVE MOMENT AREA ONLY)

ALL INTERIOR BEAMS - W30x124

TWO EXTERIOR BEAMS (with 1'-2" OVERHANG)-W33x130

TABLE PREPARED FOR W30x124 AND CORRESPONDING VALUES FOR W33 ARE SHOWN ( )

Is AND Ss ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE NONCOMPOSITE SECTION USED IN COMPUTING fs TOTAL.

Ic AND Sc ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING fs TOTAL.

VR IS THE MAXIMUM LL + IMPACT SHEAR RANGE IN SPAN.

REACTION TABLE

REACTION	Abutment		Pier	
R ℄ (K)	20.10	(23.90)	66	(78.5)
R ℄ (K)	34.50	(44.0)	40.8	(52)
R Impact (K)	9.50	(12.20)	11.2	(14.4)
R Total (K)	63.70	(80.10)	116.80	(144.9)

AS REVISED

REVISIONS	
NAME	DATE
PLS/MEH	3/14/88

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

FRAMING PLAN (WEST BRIDGE)

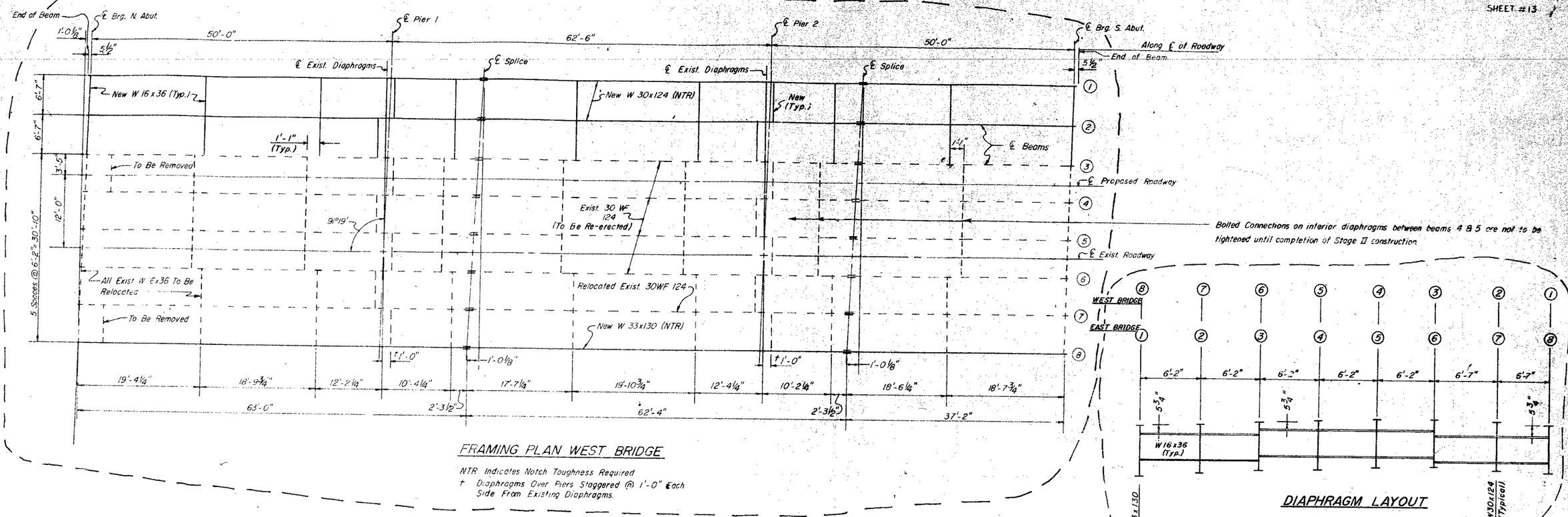
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT. HORIZ.
DATE
DRAWN BY C.R.S.
CHECKED BY P.L.S.

As Revised 3-28-88 TM.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				13
STA		TO STA		
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJ. NO.	

SHEET #13



FRAMING PLAN WEST BRIDGE

NTR Indicates Notch Toughness Required

† Diaphragms Over Piers Staggered @ 1'-0" Each Side From Existing Diaphragms.

DIAPHRAGM LAYOUT

X-SECTION EAST BRIDGE / WEST BRIDGE

All Girders W30x124 (Unless Noted)

All Diaphragms W16x36 (New & Exist.)

FOR LOCATIONS SEE PLAN SHEETS # 12 & 13

TOP OF BEAM ELEVATIONS

	Beam No.	N. Abut	Pier 1	N. Splice	Pier 2	S. Splice	S. Abut.
East Bridge	1	320.34	320.36	321.11	321.63	321.75	322.07
	2	320.45	321.07	321.22	321.74	321.86	322.18
	3	320.56	321.17	321.32	321.84	321.96	322.28
	4	320.64	321.27	321.41	321.93	322.05	322.37
	5	320.74	321.36	321.51	322.03	322.15	322.47
	6	320.73	321.35	321.49	322.02	322.13	322.46
	7	320.62	321.24	321.39	321.91	322.03	322.35
	8	320.43	321.12	321.26	321.78	321.90	322.22
West Bridge	1	320.48	321.11	321.26	321.78	321.90	322.22
	2	320.61	321.24	321.39	321.91	322.03	322.35
	3	320.71	321.34	321.49	322.01	322.13	322.45
	4	320.72	321.35	321.50	322.02	322.14	322.46
	5	320.62	321.25	321.40	321.92	322.04	322.36
	6	320.52	321.15	321.31	321.82	321.94	322.26
	7	320.43	321.05	321.20	321.72	321.84	322.16
	8	320.31	320.94	321.09	321.61	321.73	322.05

AS REVISED

INTERIOR/(EXTERIOR) STRINGERS MOMENT TABLE

	0.4 Span 1 & 3		Pier 1 & 2		0.5 Span 2	
Is (in^4)	5360	(6710)	5360	(6710)	5360	(6710)
Ic (in^4)	15600	(18760)	—	—	15600	(18760)
Ss (in^3)	355	(406)	355	(406)	355	(406)
Sc (in^3)	554	(613)	—	—	554	(613)
℄ (K/FT)	0.80	(1.0)	0.8	(1.0)	0.8	(1.0)
M ℄ ('K)	141	(176)	247	(309)	138	(170)
fs For Non Composite (ksi)	4.77	(5.20)	8.35	(9.13)	4.67	(5.02)
S ℄ (K/FT)	0.26	(0.26)	0.26	(0.26)	0.26	(0.26)
Ms ℄ ('K)	50	(50)	69	(69)	58	(58)
M ℄ + Imp ('K)	419	(537)	222	(292)	463	(590)
M Total ('K)	469	(587)	291	(361)	521	(648)
fs Composite (ksi)	10.17	(11.61)	(9.85)	(10.67)	11.43	(12.83)
fs Total (ksi)	14.94	(16.81)	18.20	(19.80)	16.10	(17.85)
VR (K)	35	(45)	—	—	38	(49)

NOTES:

MOMENT TABLE: SYMMETRICAL - COMPOSITE - 3 SPAN STRINGERS (COMPOSITE IN POSITIVE MOMENT AREA ONLY)

ALL INTERIOR BEAMS - W30x124

TWO EXTERIOR BEAMS (with 4'-2" OVERHANG)-W33x130

TABLE PREPARED FOR W30x124 AND CORRESPONDING VALUES FOR W33 ARE SHOWN ( )

I_S AND S_S ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE NONCOMPOSITE SECTION USED IN COMPUTING FS TOTAL.

I_C AND S_C ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING FS TOTAL.

VR IS THE MAXIMUM LL + IMPACT SHEAR RANGE IN SPAN.

REACTION TABLE

REACTION	Abutment		Pier	
R ℄ (K)	20.10	(23.90)	66	(78.5)
R ℄ (K)	34.50	(44.0)	40.8	(52)
R Impact (K)	9.50	(12.20)	11.2	(14.4)
R Total (K)	63.70	(80.10)	116.80	(144.9)

As Revised 3-28-89 T.M. As Revised 6-9-88 L.W.

REVISIONS	
NAME	DATE
PLS/MEH	3/14/88
PLS/AP	5/19/88

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

FRAMING PLAN (WEST BRIDGE)

I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE -

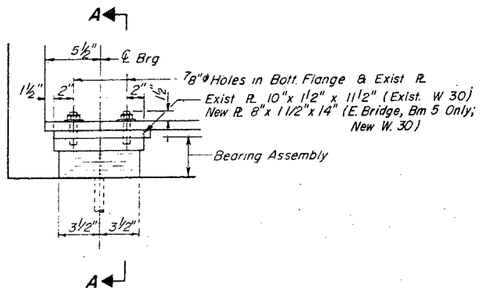
DRAWN BY B.K.B.
CHECKED BY E.B.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

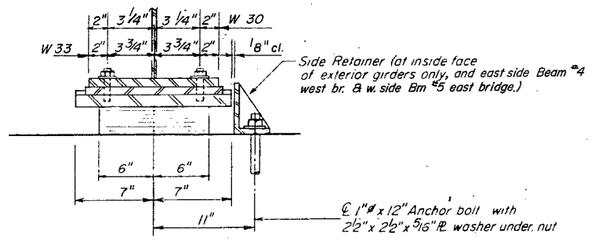
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139HBR	KANKAKEE		43

SHEET NO.
SHEETS

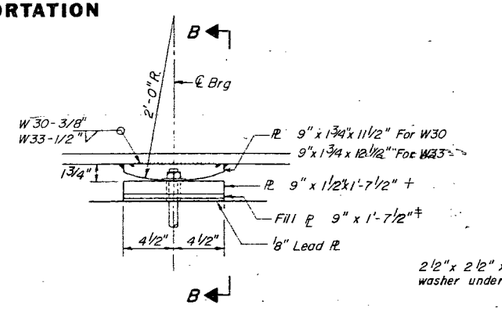
SHEET #14



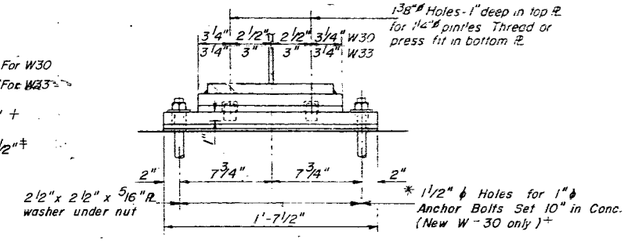
ELEVATION AT ABUT.



SECTION A-A



ELEVATION AT PIER



SECTION B-B

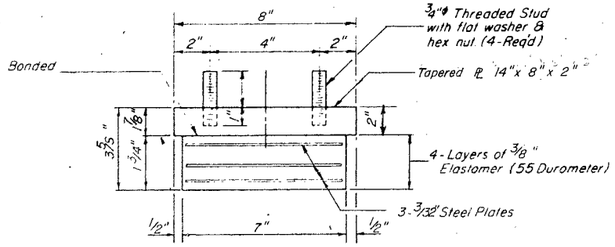
FIXED BEARING
@ PIER 1
(7 new required)

† Existing Masonry PL To Remain In Place For W-33
See Anchor Bolt Splicing Detail For Existing W-30

‡ 1 1/4" Fill PL's @ B-3 (E. Bridge), B-6 (W. Bridge)
2 7/8" Fill PL's @ B-4 (E. Bridge), B-5 (W. Bridge)
1/2" Fill PL's @ B-1 (E. Bridge), B-8 (W. Bridge)

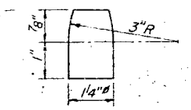
TYPE I ELASTOMERIC EXP. BRG. @ N. ABUT.
(For New and Existing Beams)

*Note: After beams have been erected holes at expansion bearings shall be drilled and anchor bolts grouted in place. Anchor bolts at fixed bearings may be built into the masonry.

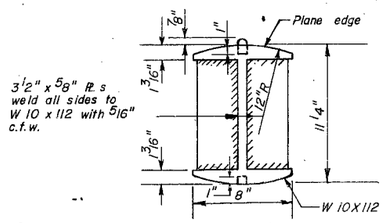


BEARING ASSEMBLY

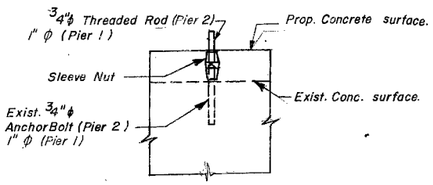
Note Shim plates shall not be placed under Bearing Assembly.



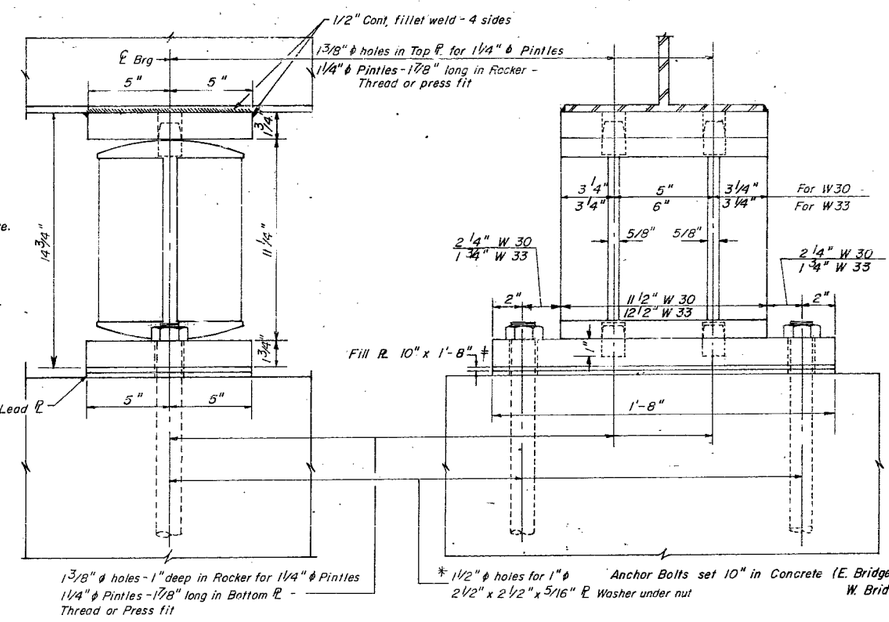
PINTLE



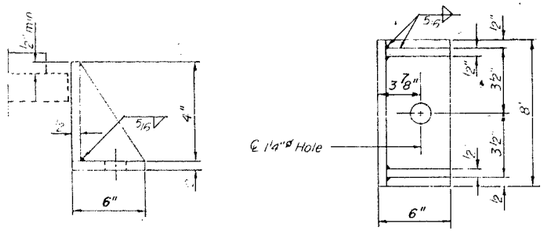
ROCKER DETAIL



ANCHOR BOLT SPLICING DETAIL
(For Existing Bearings @ Piers)



EXPANSION BEARING @ PIER 2
(7 new required)



SIDE RETAINER
(Equivalent Rolled Angle with Stiffeners will be Allowed in Lieu of Welded Plates)

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	16

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

I-2-E1 6-1-82

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
I-57 OVER ILL. RTE. 17
SECTION 139 HBR.
KANKAKEE COUNTY
S.N. 046-0006-0007

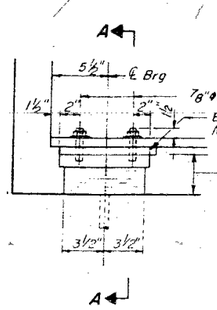
SCALE VERT. HORIZ. NTS
DRAWN BY T.F.W
DATE 2/21/85
CHECKED BY R.L.S

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

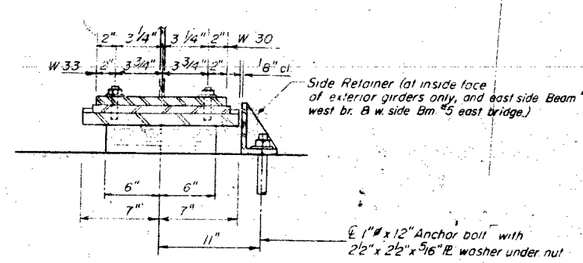
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				43A
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. SHEETS

SHEET #14



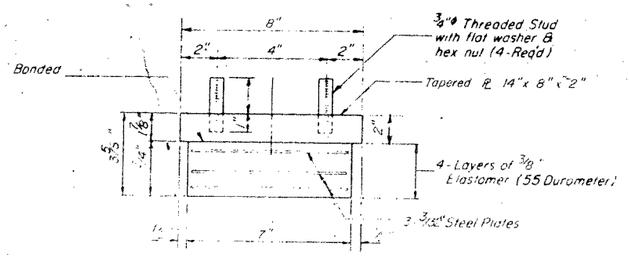
ELEVATION AT ABUT.



SECTION A-A

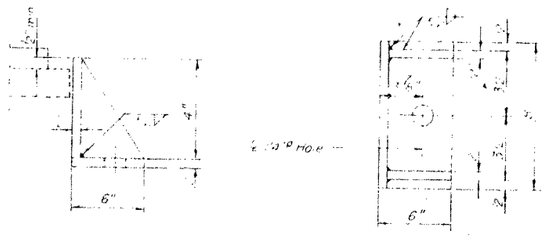
TYPE I ELASTOMERIC EXP. BRG. @ N. ABUT.

(For New and Existing Beams)



BEARING ASSEMBLY

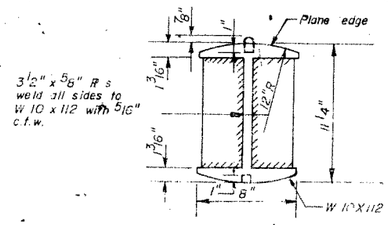
Note Shim plates shall not be placed under Bearing Assembly



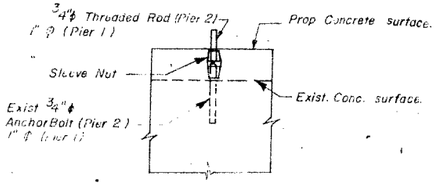
SIDE RETAINER

(Equivalent Rolled Angle with Stiffeners will be Allowed in Lieu of Welded Plates)

*Note: After beams have been erected holes at expansion bearings shall be drilled and anchor bolts grouted in place. Anchor bolts at fixed bearings may be built into the masonry.



ROCKER DETAIL

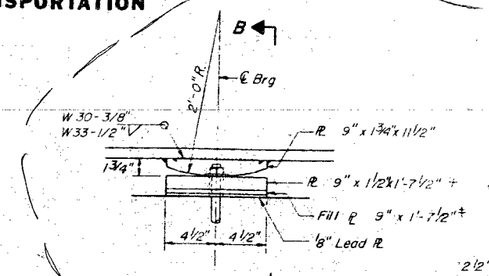


ANCHOR BOLT SPLICING DETAIL

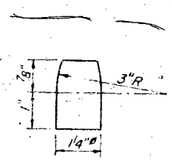
(For Existing Bearings @ Piers)

BILL OF MATERIAL

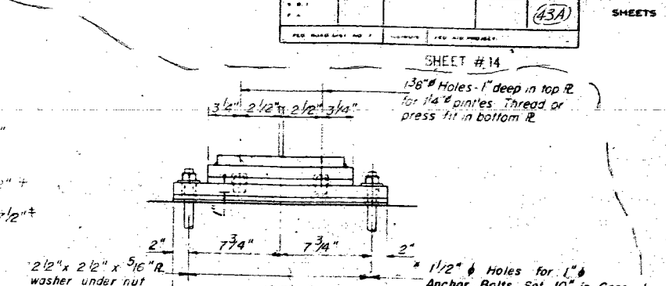
Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	16



ELEVATION AT PIER



PINTLE



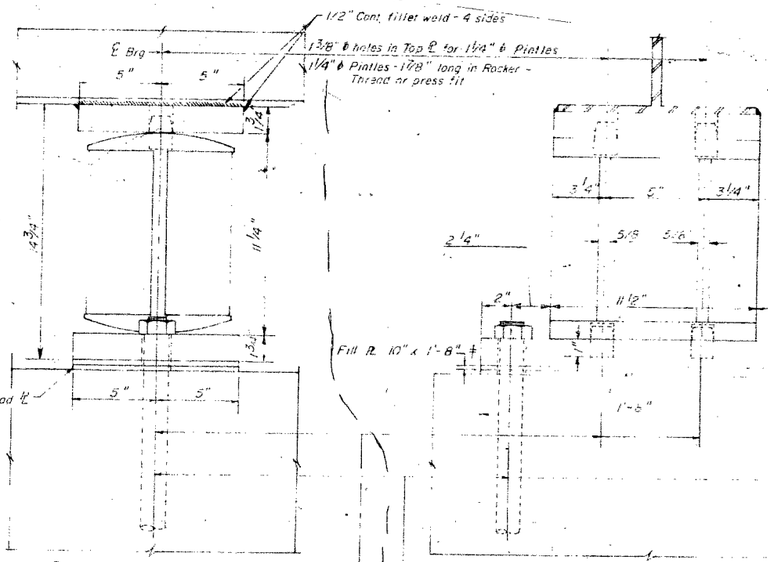
SECTION B-B

FIXED BEARING @ PIER 1

(7 new sole PL's & 4 new masonry PL's required)

+ Existing Masonry PL To Remain In Place - See Anchor Bolt Spacing Detail For Existing W 30

‡ 1¼" Fill PL's @ B-3 (E. Bridge), B-6 (W. Bridge)
2⅞" Fill PL's @ B-4 (E. Bridge), B-5 (W. Bridge)
1/2" Fill PL's @ B-1 (E. Bridge), B-8 (W. Bridge)



EXPANSION BEARING @ PIER 2

(4 new required)

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

AS REVISED

I-2-E1 6-1-82
As Revised 6-9-88 L.W.

REVISIONS	
NAME	DATE
PLS/AP	5/19/88

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

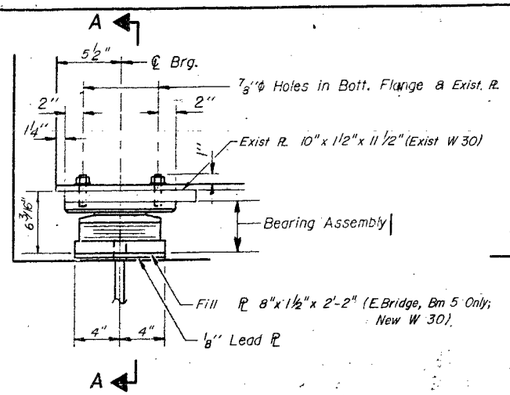
SCALE VERT. NTS HORIZ.
DRAWN BY T.F.W.
DATE 2/21/85
CHECKED BY R.J.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

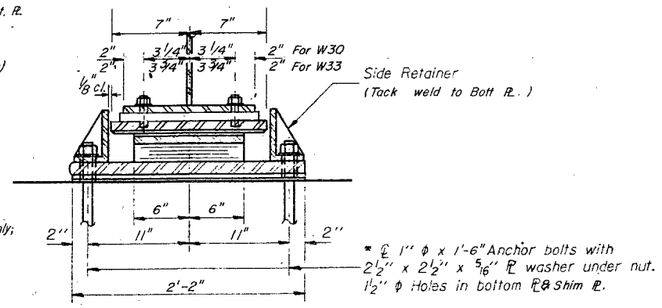
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. I-57	139 HBR	KANKAKEE		44
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. SHEETS

SHEET # 15

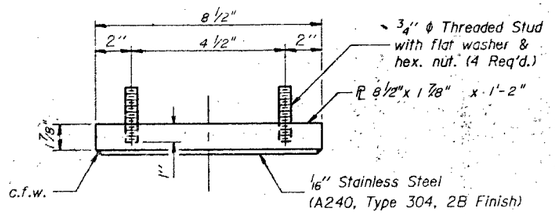


ELEVATION AT ABUT.

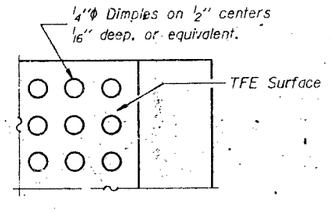


SECTION A-A

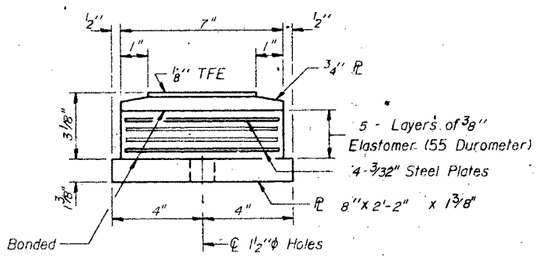
TYPE II TFE ELASTOMERIC EXP. BRG. @ S. ABUT.

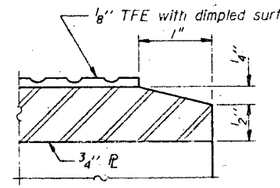


TOP BEARING ASSEMBLY



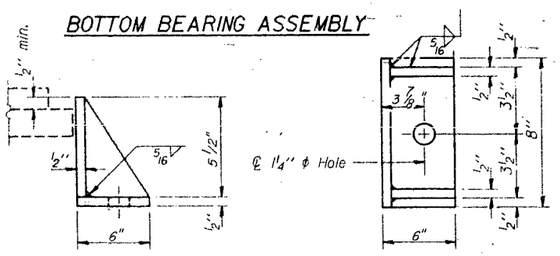
PLAN-TFE SURFACE





SECTION THRU TFE

BOTTOM BEARING ASSEMBLY

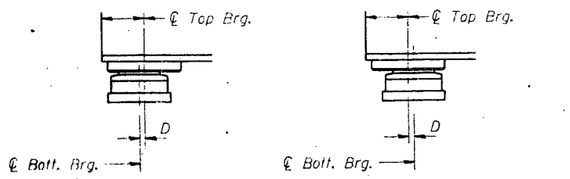


SIDE RETAINER

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

Note: The 1/8" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



SETTING ANCHOR BOLTS AT EXP. BRG.

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp of 50° F.

NOTE: Bearing seat surfaces shall be constructed or adjusted to the designated Elevations within a tolerance of 1/8". Adjustment shall be made either by Grinding the surface or by shimming the bearing. Two 1/8" Adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. (For Type I Elastomeric bearings, shims of the dimensions of top plate shall be provided and placed as detailed.)

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	16

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

19
EXAMINED
ENGINEER OF BRIDGE DESIGN
PASSED
ENGINEER OF BRIDGES AND STRUCTURES
APPROVED
DIRECTOR OF HIGHWAYS

I-2-E2 12-1-83

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

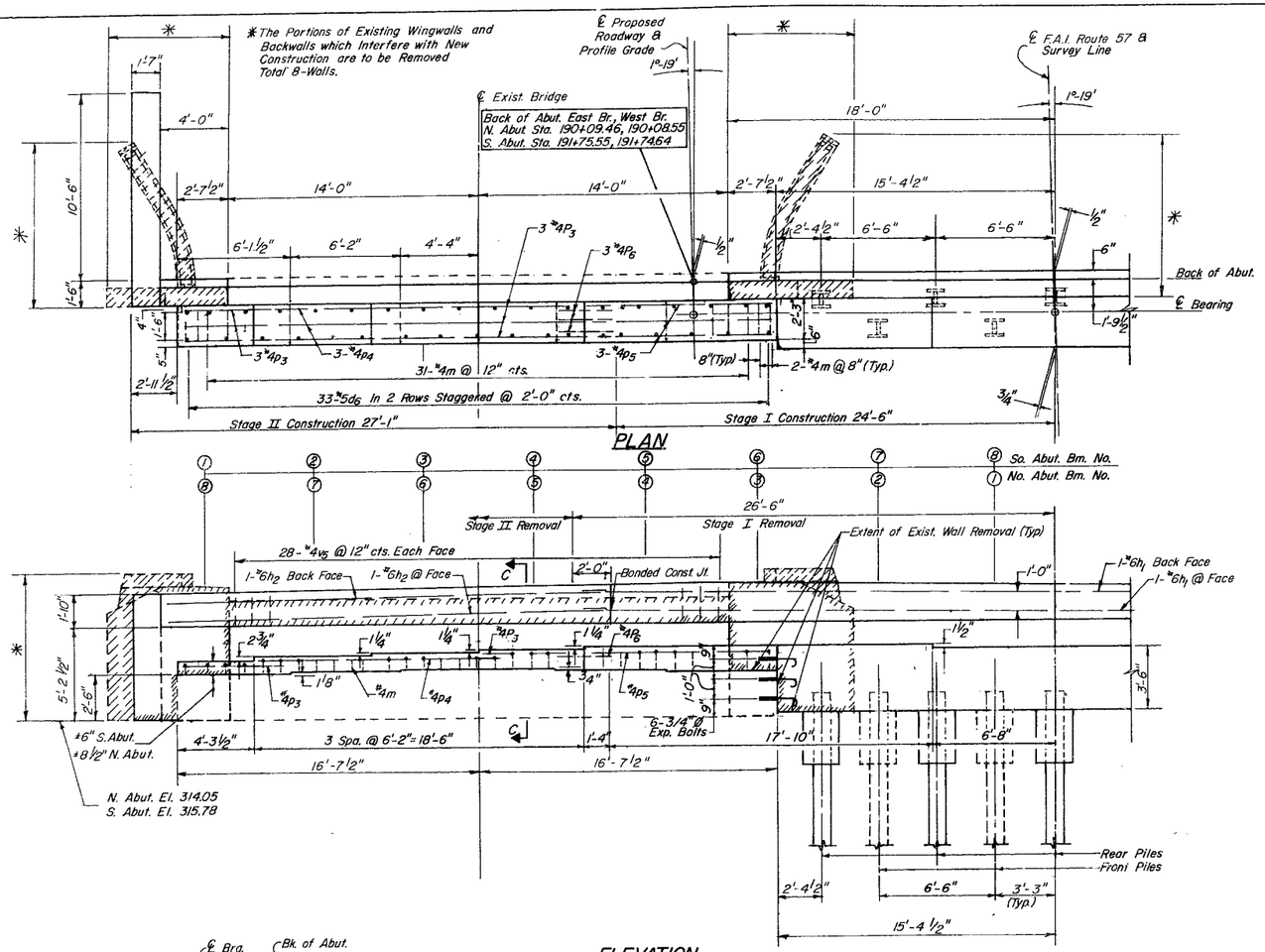
ILLINOIS DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0066-0097

SCALE VERT. NTS HORIZ.
DATE 2/24/86
DRAWN BY TFW
CHECKED BY R.L.S.

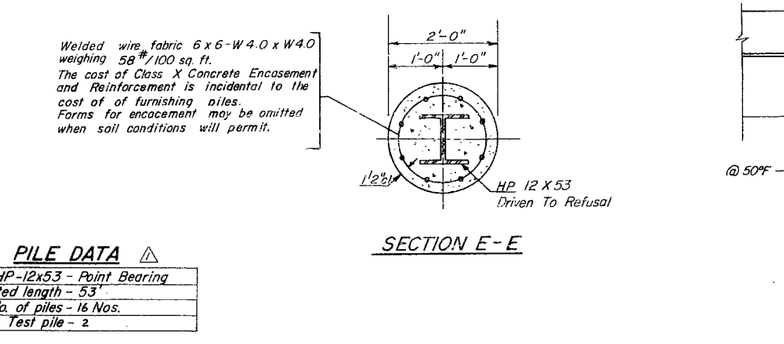
F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
				45
STA	TO STA			
FED. ROAD DIST. NO	ILLINOIS	FED. AID PROJECT		

SHEET # 16

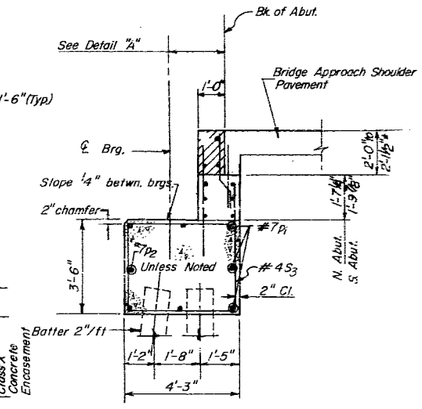


PLAN

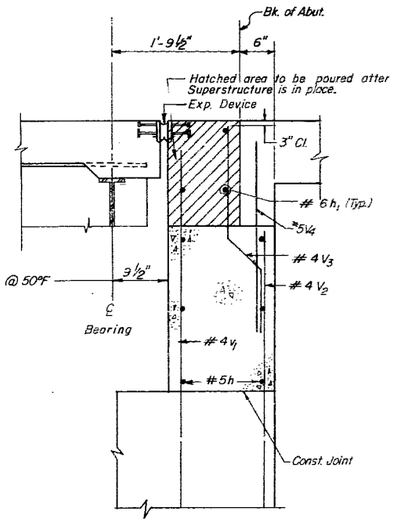
ELEVATION
(So. Abut. Looking South
No. Abut. Looking North)



ELEVATION



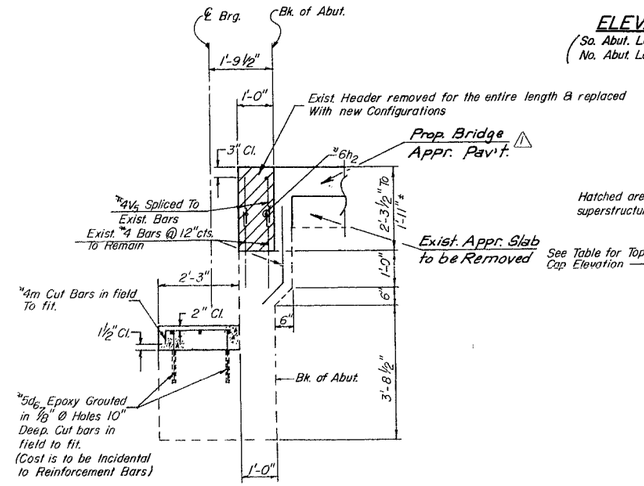
SEC. A-A



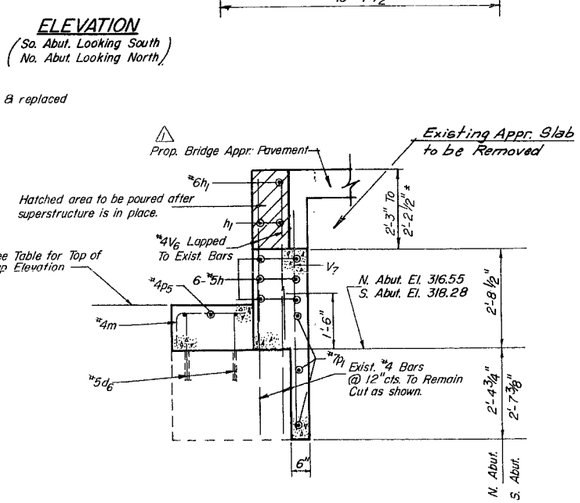
DETAIL - A

Welded wire fabric 6 x 6 - W4.0 x W4.0 weighing 58 #/100 sq. ft.
The cost of Class X Concrete Encasement and Reinforcement is incidental to the cost of of furnishing piles.
Forms for encacement may be omitted when soil conditions will permit.

SECTION E-E



SEC. C-C



SEC. B-B

PILE DATA ⚠

Type HP-12x53 - Point Bearing
Estimated length - 53'
No. of piles - 16 Nos.
Test pile - 2

BEAM SEAT ELEVATIONS

BRIDGE	ABUT.	℄ BRG. @ BEAMS							
		①	②	③	④	⑤	⑥	⑦	⑧
EAST	NORTH	317.27	317.50	317.60	317.69	317.78	317.78	317.79	317.66
	SOUTH	318.77	319.00	319.10	319.19	319.29	319.29	319.30	319.17
WEST	NORTH	317.65	317.78	317.76	317.77	317.67	319.57	317.48	317.24
	SOUTH	319.17	319.30	319.28	319.29	319.18	319.08	318.98	318.75

NOTE: Where existing concrete is removed contractor shall be careful not to damage exist. rebars which need to be lapped to new bars.
** · All existing rebars to be cleaned and incorporated in new concrete.

REVISIONS	
NAME	DATE
A.F.	11-16-87
JR	12-1-87

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

ABUTMENTS & WINGWALLS
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006, 0007

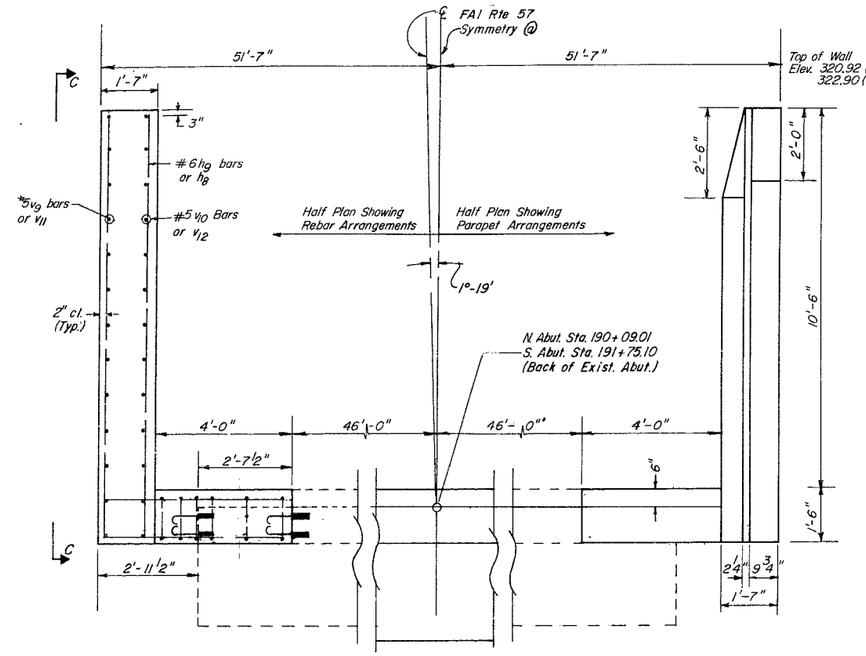
SHEET 1 of 2
SCALE VERT.
HORIZ.
DATE

DRAWN BY C.R.S
CHECKED BY R.L.S

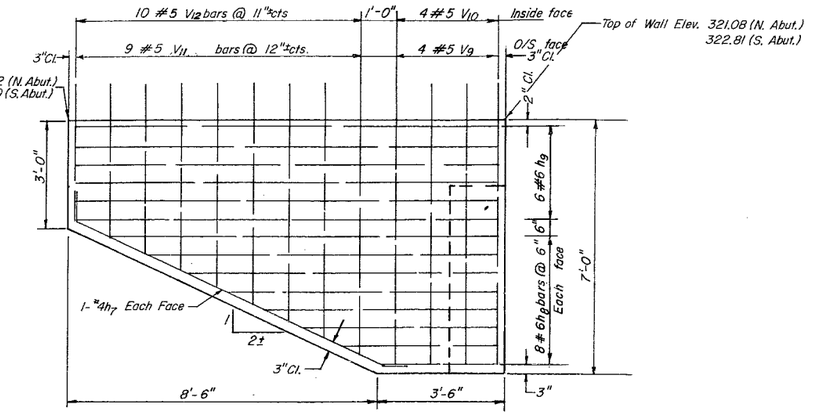
⚠ Revised 1-21-88

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-57	139HBR	KANKAKEE		46
STA		TO STA		
FED. ROAD DIST NO	ILLINOIS	FED. AID PROJECT		

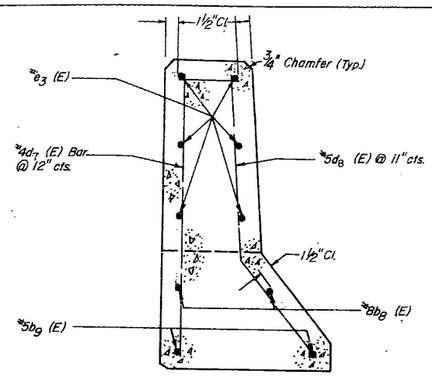
SHEET #17



PLAN - WING WALLS



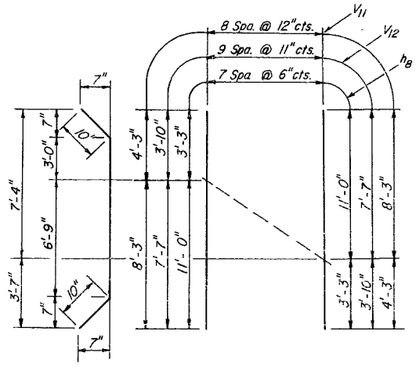
VIEW C-C



SECTION THRU WINGWALL PARAPET

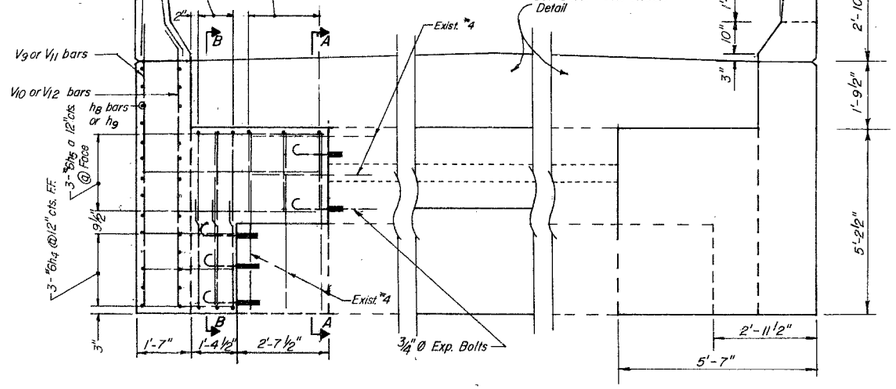
BILL OF MATERIALS

	ITEM	UNIT	QUANTITY
	CLASS X CONCRETE	CU. YD.	90
	REINFORCEMENT BARS	POUND	8860
	CONCRETE REMOVAL	CU. YD.	71
⚠1	FURNISHING STEEL PILES HP 12 x 53	LIN. FT.	848
⚠1	DRIVING STEEL PILES	LIN. FT.	848
⚠1	METAL SHOES	EACH	16
	EXPANSION BOLTS (3/4"Ø)	EACH	88
⚠1	**TEST PILES** Steel HP12x53	**EACH**	2

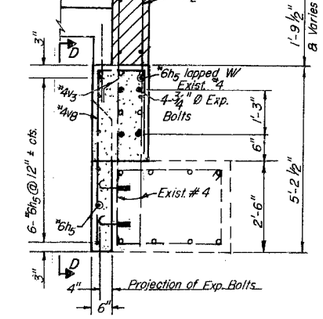


BAR V_{12} CUTTING DIAGRAM

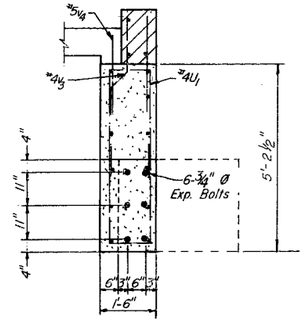
BAR SCHEDULE (2-Abut.)				
BAR	NO	SIZE	LENGTH	SHAPE
b8 (E)	8	8	11' - 9"	
b9 (E)	8	5	11' - 9"	
d7 (E)	52	4	2' - 10"	
d8 (E)	56	5	3' - 2"	
e3 (E)	24	4	11' - 9"	
h	12	5	35' - 9"	
h1	12	6	25' - 11"	
h2	12	5	25' - 3"	
h4	12	6	2' - 8"	
h5	30	6	5' - 3"	
h7	8	4	11' - 6"	
h8	32	6	14'-3"	
h9	48	6	11'-6"	
m	140	4	2' - 10"	
p1	6	7	35' - 9"	
p2	10	7	30' - 6"	
p3	24	4	5' - 6"	
p4	12	4	13'- 9"	
p5	12	4	10' - 0"	
p6	12	4	3' - 0"	
s3	80	4	14' - 11"	
u1	24	4	7' - 1"	
v1	62	4	5' - 2"	
v2	78	4	3' - 0"	
v3	78	4	3' - 7"	
v4	78	5	2' - 2"	
v5	224	4	1' - 6"	
v6	24	4	4' - 6"	
v7	12	4	6' - 0"	
v8	12	4	8' - 6"	
v9	16	5	8'-0"	
v10	16	5	8'-0"	
v11	18	5	12'-6"	
v12	20	5	11'-5"	
d6	144	5	1' -11"	



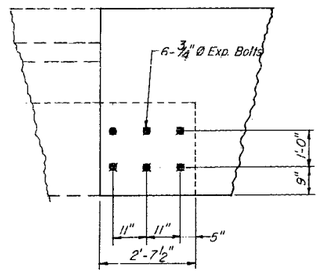
ELEVATION - WING WALLS



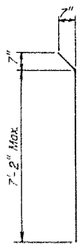
SECTION A-A



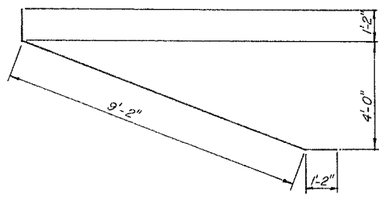
SECTION B-B



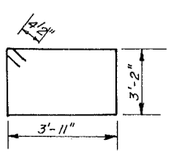
VIEW D-D
(Rebars not shown for clarity)



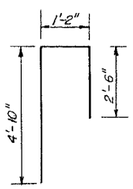
BAR V_{10}



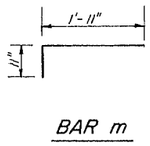
BAR h_7



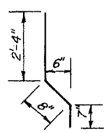
BAR S_3



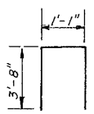
BAR V_8



BAR m



BAR V_3



BAR U_1

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

REVISIONS	
NAME	DATE
JR	12-1-87

ILLINOIS DEPARTMENT OF TRANSPORTATION

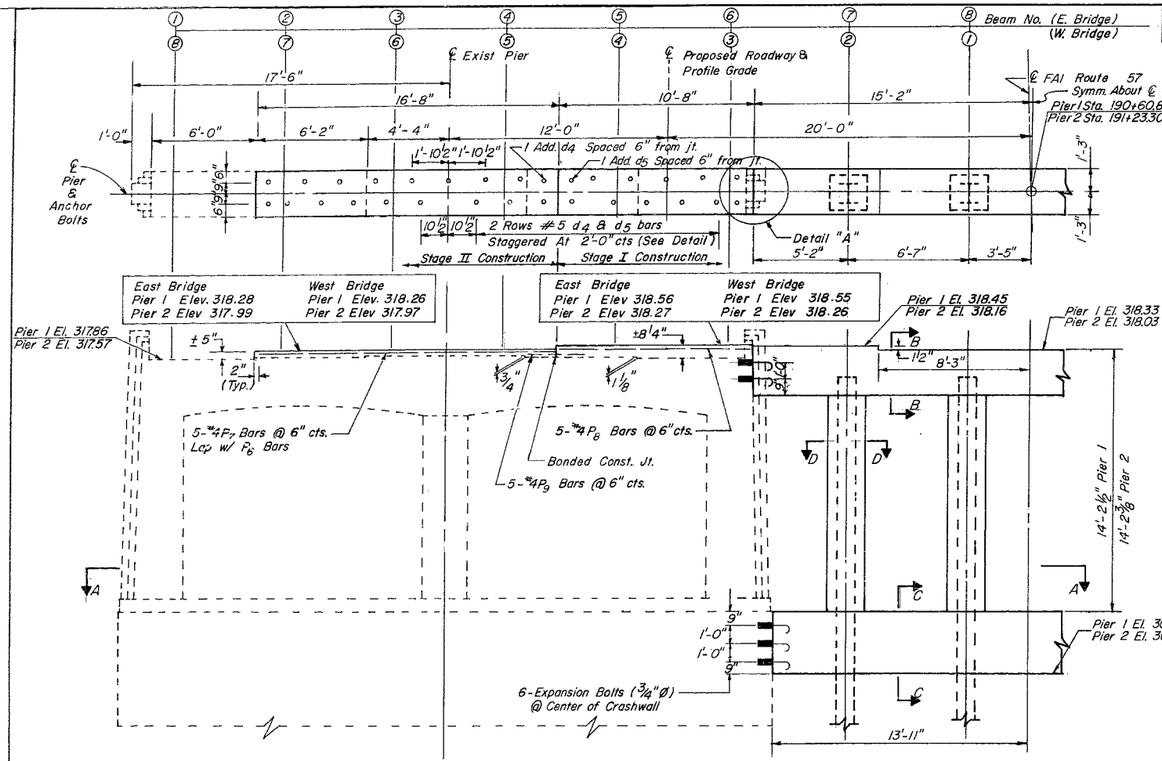
ABUTMENTS & WINGWALLS
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SHEET #2 of 2
SCALE VERT. HORIZ.
DATE
DRAWN BY G.R.S.
CHECKED BY R.L.S.

⚠1 Revised 1-21-88

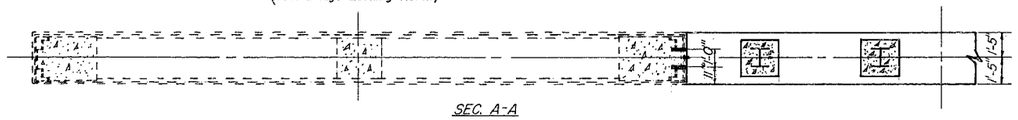
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-57	139HBR	KANKAKEE		47
STA		TO STA		
FED. ROAD DIST NO	ILLINOIS	FED. AID PROJECT		

SHEET # 18



ELEVATION

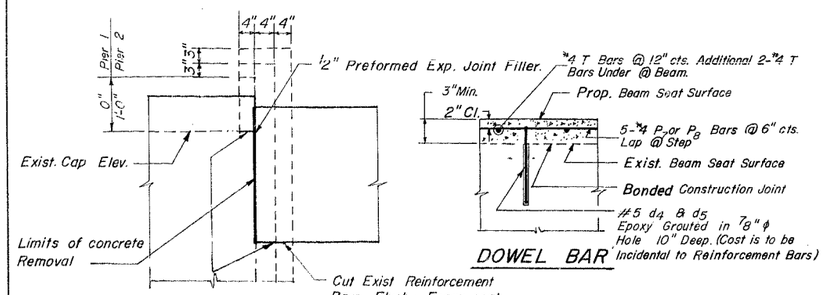
(East Bridge Looking South)
(West Bridge Looking North)



SEC. A-A

DETAIL -A

SEC. D-D

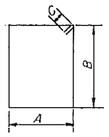


DOWEL BAR

SECTION E-E

BAR SCHEDULE (2-Piers)

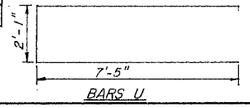
BAR	NO.	SIZE	LENGTH	SHAPE
P	14	7	29'-8"	——
P_7	20	4	16'-4"	——
P_8	20	4	10'-4"	——
S	50	4	9'-5"	⊿
S_1	128	4	7'-5"	⊿
S_2	52	4	11'-5"	⊿
T	148	4	2'-2"	——
U	16	6	16'-11"	⊏
P_9	20	4	3'-0"	——
V	64	8	15'-11"	——
W	20	5	27'-4"	——
d_4	72	5	1'-1"	——
d_5	48	5	1'-4"	——



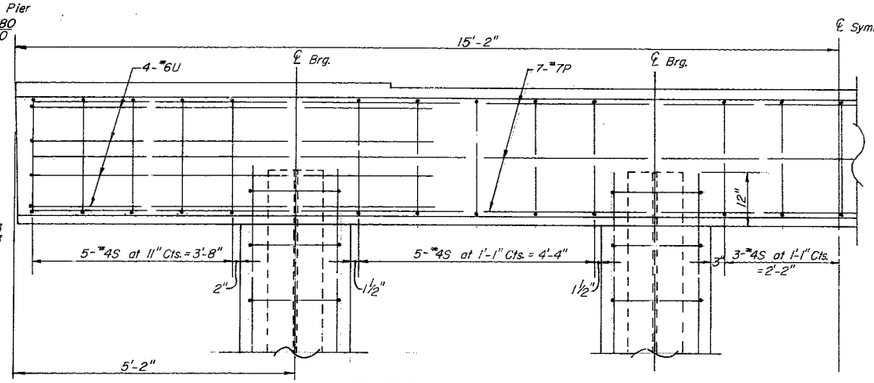
BARS S, S_1, S_2

BAR DIMENSION

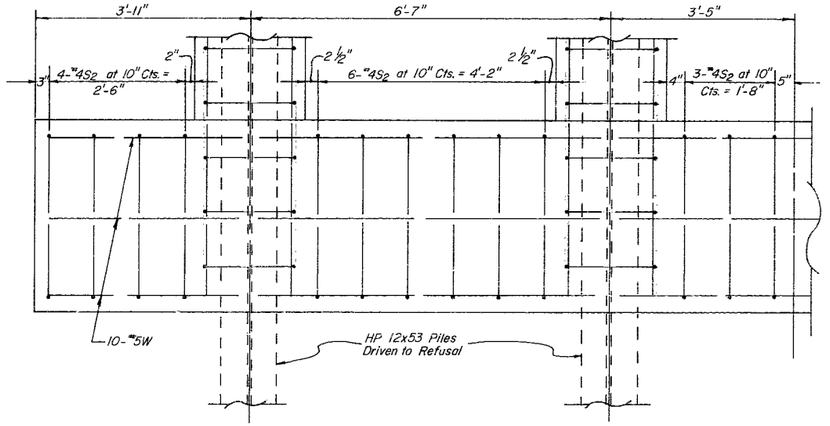
BAR	A	B	C
S	2'-2"	2'-2"	4½"
S_1	1'-8"	1'-8"	4½"
S_2	2'-4"	3'-0"	4½"



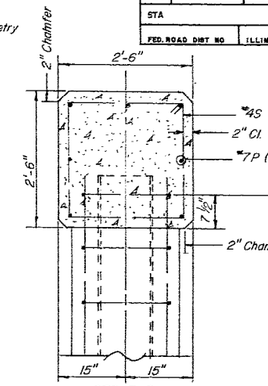
BARS U



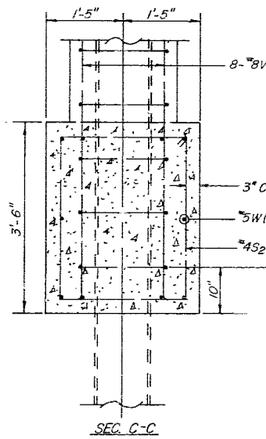
PILE CAP ELEVATION



CRASHWALL ELEVATION



SEC. B-B



SEC. C-C

BILL OF MATERIALS

ITEM	UNIT	QUANTITY
CLASS X CONCRETE	CU. YD.	54
REINFORCEMENT BARS	POUND	6700
CONCRETE REMOVAL	CU. YD.	1
FURNISHING STEEL PILES HP 12x53	LIN. FT.	432
DRIVING STEEL PILES	LIN. FT.	432
METAL SHOES	EACH	8
EXPANSION BOLTS (¾"Ø)	EACH	40

PILE DATA

Type HP-12x53 - Point Bearing
Estimated length - 54'
No. of piles - 8 Nos.
Test pile - None

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

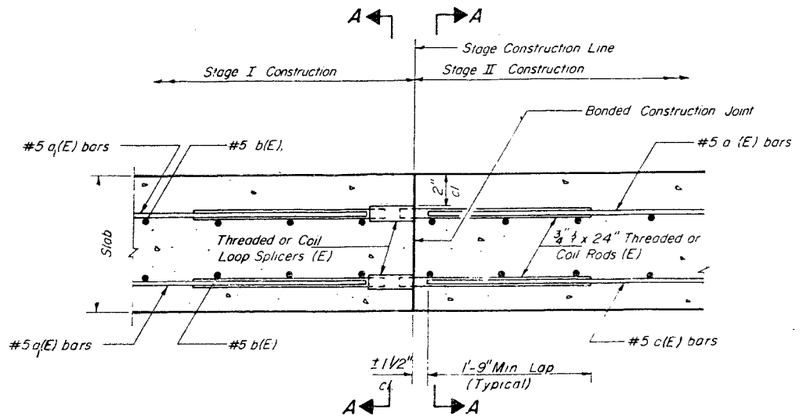
ILLINOIS DEPARTMENT OF TRANSPORTATION

PIERS 1 & 2

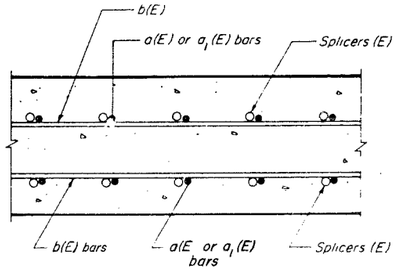
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE

DRAWN BY G.R.S.
CHECKED BY P.L.S.



SECTION THRU SLAB



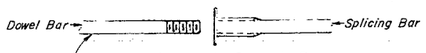
SECTION A-A

SPLICER DETAILS

(No Req'd 1034)

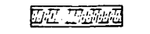
Cost incidental to reinforcement bars (Epoxy Coated).

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Rolled Thread Dowel Bar

Ø of Dowel Bar = Ø of Spliced Bar

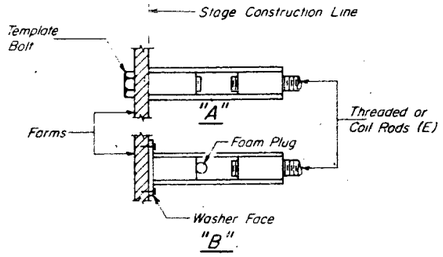


****ONE PIECE**

WELDED SECTIONS

SPLICER ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used



INSTALLATION AND SETTING METHODS

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

NOTES

Steel Splicer (Coupler) assembly shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars

Steel Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length and have effective tensile stress area equal or greater than that of the lapped reinforcement bars

All reinforcement bars shall be lapped and tied to the splicer rods

Splicer (coupler) assembly in the slab shall be epoxy coated in accordance with the requirements for reinforcement bars

Other systems of similar design may be submitted to the Engineer for approval Approval shall be based on certified test results from an approved testing laboratory that the proposed splicer (coupler) assembly satisfies the following requirements:

(1) Minimum Capacity = $1.5 \times f_y \times A_t$ (Tension in kips)

(2) Minimum *Pull-out Strength = $1.25 \times fs_{allow} \times A_t$ (Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in k s i
fs_{allow} = Allowable tensile stress in lapped reinforcement bars in k s i (Service Load)
A_t = Tensile stress area of lapped reinforcement bars
* 28 day concrete

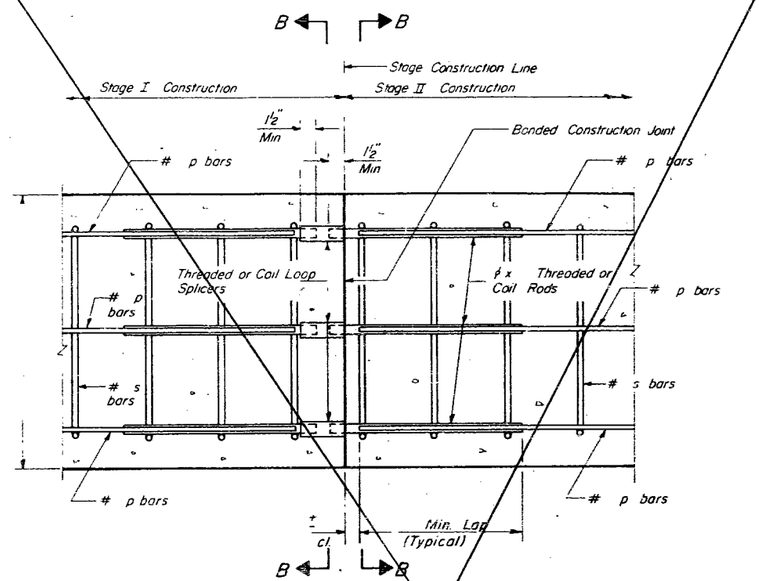
Typical Splicer (Coupler) Assembly Sizes

In Slabs	#5 bar lap with ¾" ϕ Splicer (Coupler) x 2'-0" Splicer Rods	Minimum Capacity = 230 kips - tension	Minimum Pull-out Strength = 92 kips - tension
In Sub-structures	#7 bar lap with 1" ϕ Splicer (Coupler) x 3'-5" Splicer Rods	Minimum Capacity = 451 kips - tension	Minimum Pull-out Strength = 180 kips - tension
	#8 bar lap with 1¼" ϕ Splicer (Coupler) x 4'-6" Splicer Rods	Minimum Capacity = 589 kips - tension	Minimum Pull-out Strength = 236 kips - tension

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		48
FED ROAD DIST NO 7	ILL ROUTE	FED AID PROJECT		

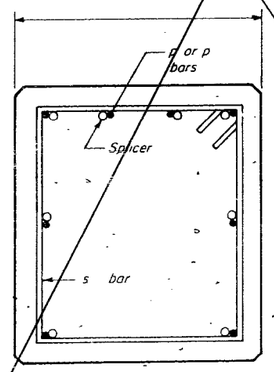
SHEET NO. - SHEETS

SHEET # 19



SECTION THRU ABUTMENTS AND PIERS

No epoxy coating required



SECTION B-B

SPLICER DETAILS

(No Req'd)

Cost incidental to reinforcement bars.

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

BSD-1 12-1-87

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

BAR SPLICER (COUPLER) DETAILS AT STAGE CONSTRUCTION

I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 045-0006-0007

SCALE VERT.
HORIZ.
DATE

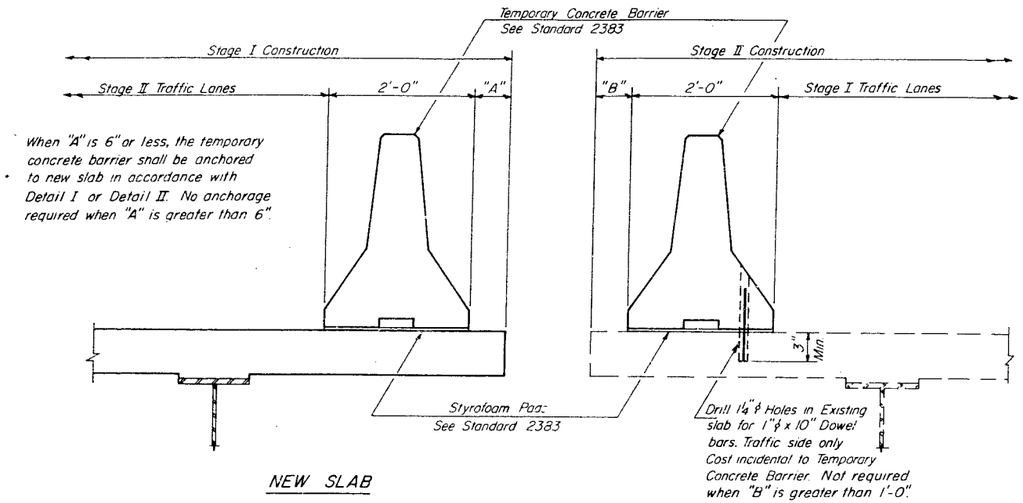
DRAWN BY G.R.G.
CHECKED BY P.L.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	139 HBR	KANKAKEE		49
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

SHEET # 20



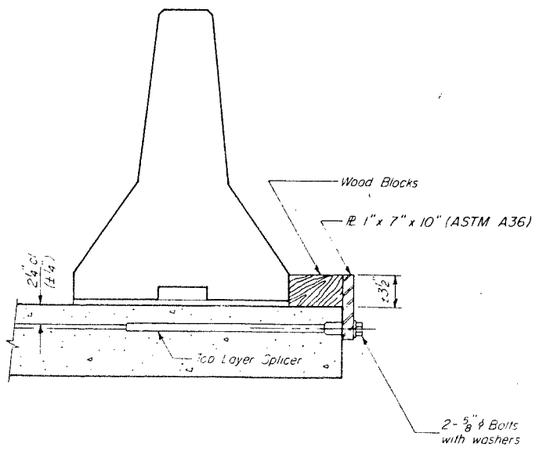
SECTIONS THRU SLAB

NOTES

Detail I - With Bar Splicer or Couplers
Connect one (1) 1" x 7" x 10" steel PL to the top layer of couplers with 2 - ⅝" ϕ bolts screwed to coupler at approximate ℄ of each 10'-0" barrier panel.

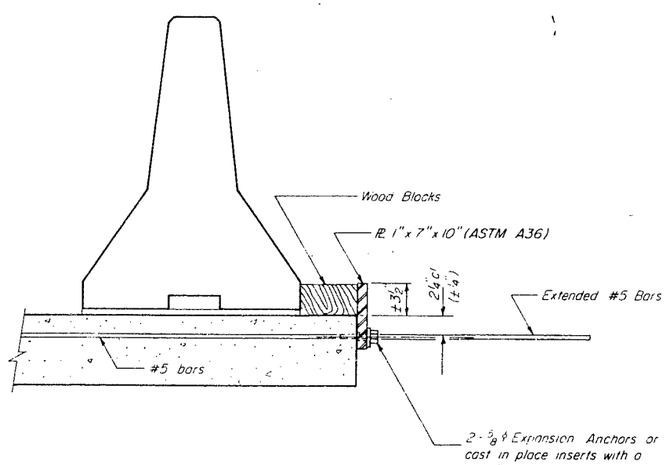
Detail II - With Extended Reinforcement Bars
Connect one (1) 1" x 7" x 10" steel PL to the concrete slab with 2 - ⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each 10'-0" barrier panel.

Cost of anchorage is incidental to Temporary Concrete Barrier.



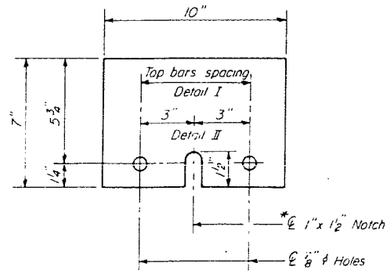
DETAIL I

The 1" x 7" x 10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place



DETAIL II

The 1" x 7" x 10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



PL 1" x 7" x 10"

* Required only with Detail II

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

R-27 6-15-83

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE

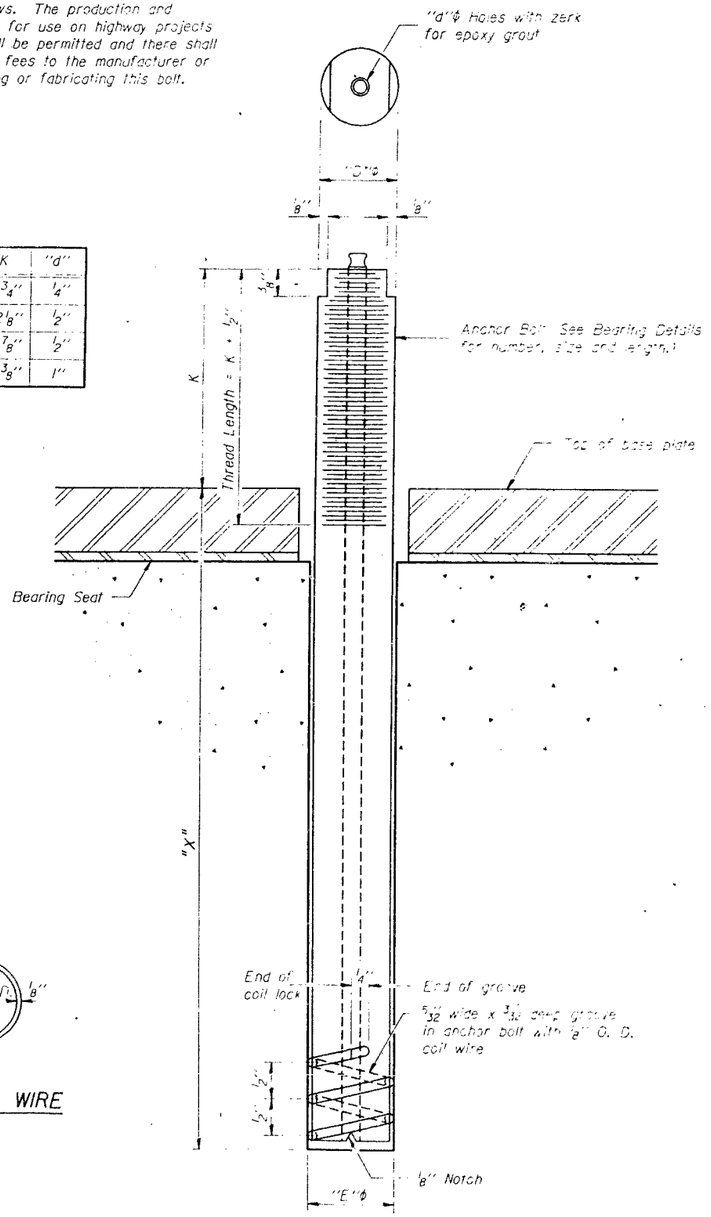
DRAWN BY G.R.S.
CHECKED BY R.L.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

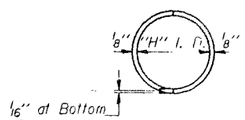
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I-57	139 HBR	KANKAKEE		50
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

SHEET # 21



D	E	H	K	"d"
1"	1⅛"	13/16"	1¾"	¼"
1½"	1⅝"	1 5/16"	2⅛"	½"
2"	2⅛"	1 13/16"	2⅞"	½"
2½"	2⅝"	2 5/16"	3⅜"	1"



PLAN-COIL WIRE

ILLINOIS COIL-LOCK ANCHOR BOLT

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A519, Grade 1026 and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system comforming to ASTM C881, Type I, Grade I and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes in accordance with the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer conforming to ASTM A307.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

LOCATION	"X"
Pier 1	14"
Pier 2	14"
N. Abut.	11"
S. Abut.	12"
S. Abut. Bm. 5 E. Bridge Only	13½"

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

Anchor bolts, nuts and washers shall be completely coated by either the hot-dipped process conforming with AASHTO M232 or the mechanical plating method conforming to ASTM B695, Class 50. Zinc coated nuts shall be tapped oversize in accordance with the requirements of AASHTO M291 and shall meet the supplementary requirements S1.1 thru S1.2.1 of the same specifications for lubricant and testing.

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

ABB-1 12-1-83

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

ANCHOR BOLT DETAILS FOR BEARINGS

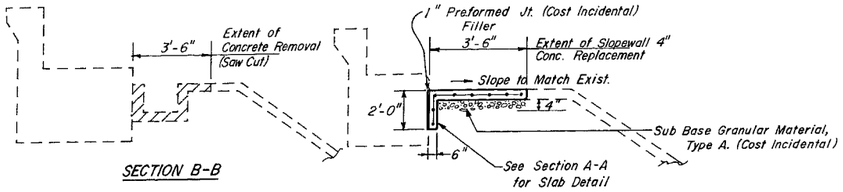
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE

DRAWN BY G.R.S.
CHECKED BY R.L.S.

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-57	139HBR	KANKAKEE		51
STA		TO STA		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET # 22



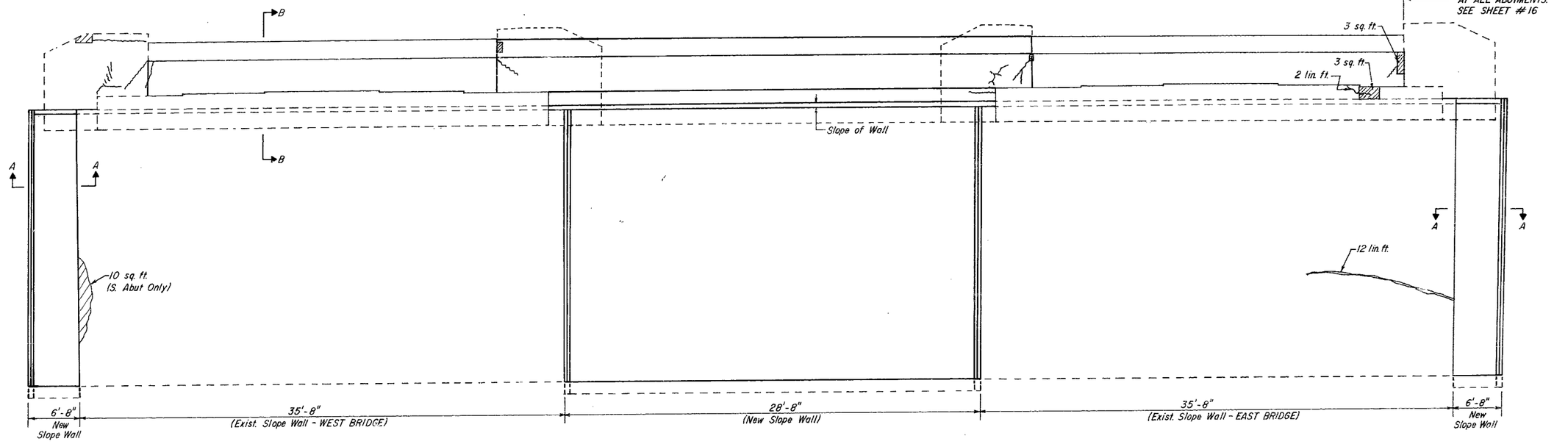
SECTION B-B

EXIST. CONC. GUTTER REMOVAL

(@ N. Abuts. Only)

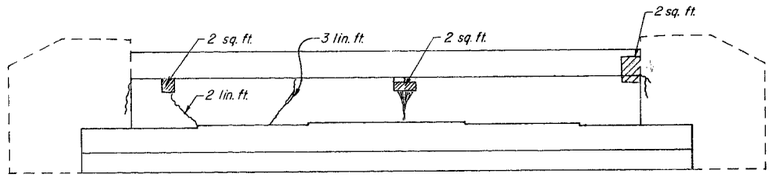
NEW CONCRETE SECTION

(@ N. Abuts. Only)

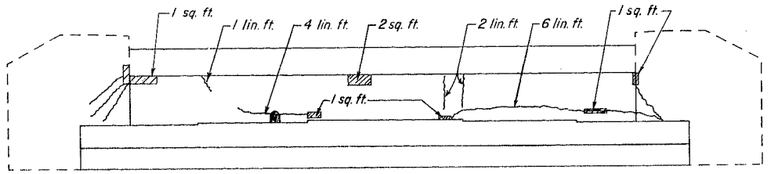


SLOPE WALLS AT N. ABUT. (Looking North)

(Slope Walls At S. Abut. Similar)



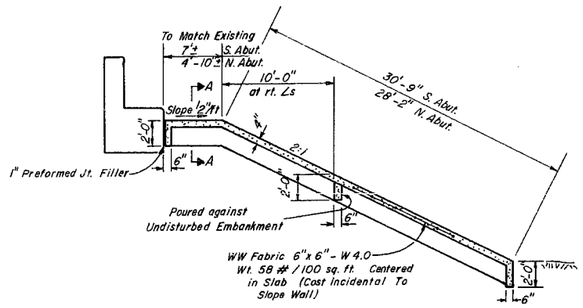
EAST BRIDGE



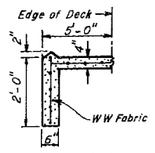
WEST BRIDGE

ELEVATION - S. ABUTMENT

(Looking South)



TYPICAL SECTION THRU NEW SLOPE WALL



SECTION A-A

BILL OF MATERIALS

ITEM	UNIT	QUANTITY
REPAIR CONCRETE STRUCTURE	SQ. FT.	19
EPOXY CRACK SEALING	L. FT.	22
SLOPE WALL, 4"	S. Y.	340
CONCRETE REMOVAL	C.Y.	10
SLOPE WALL REPAIR	SQ. FT.	10

Note: Engineer in field will determine the extent of slope wall repairs.

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

ABUTMENT REPAIRS AND NEW SLOPE WALL

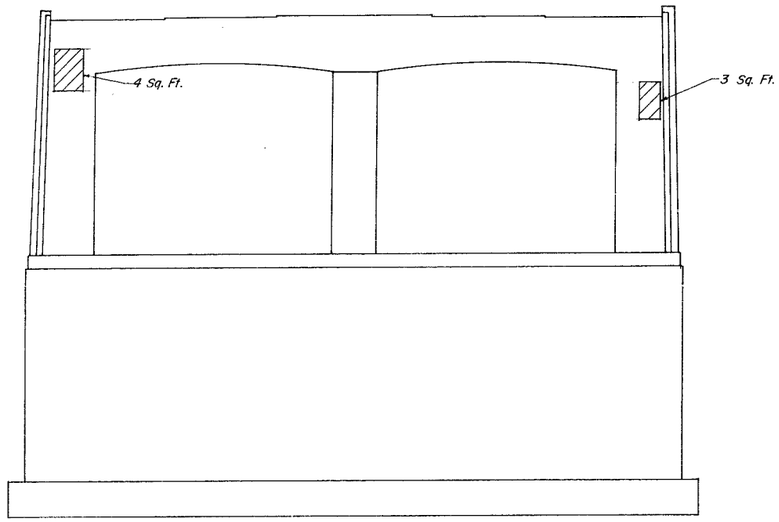
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE

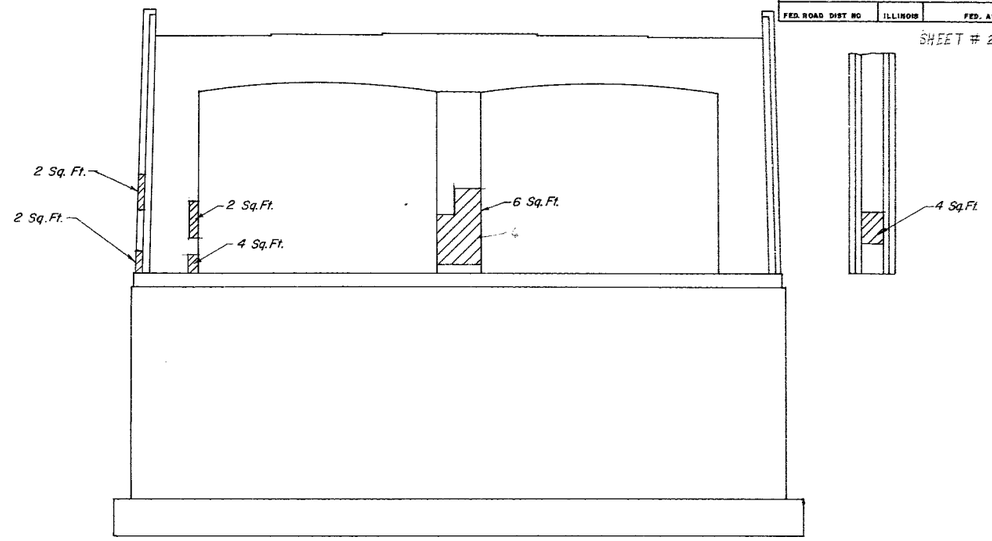
DRAWN BY G.R.S.
CHECKED BY R.L.S.

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-57	139 HBR	KANKAKEE		52
STA		TO STA		
FED. ROAD DIST NO	ILLINOIS	FED. AID PROJECT		

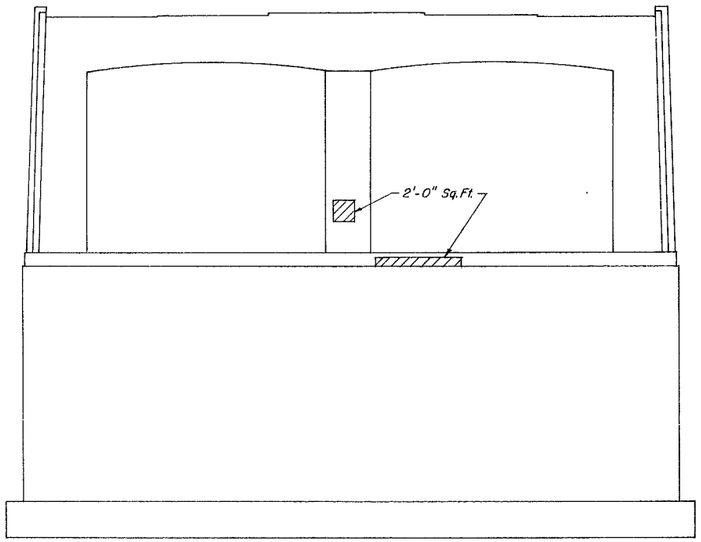
SHEET # 23



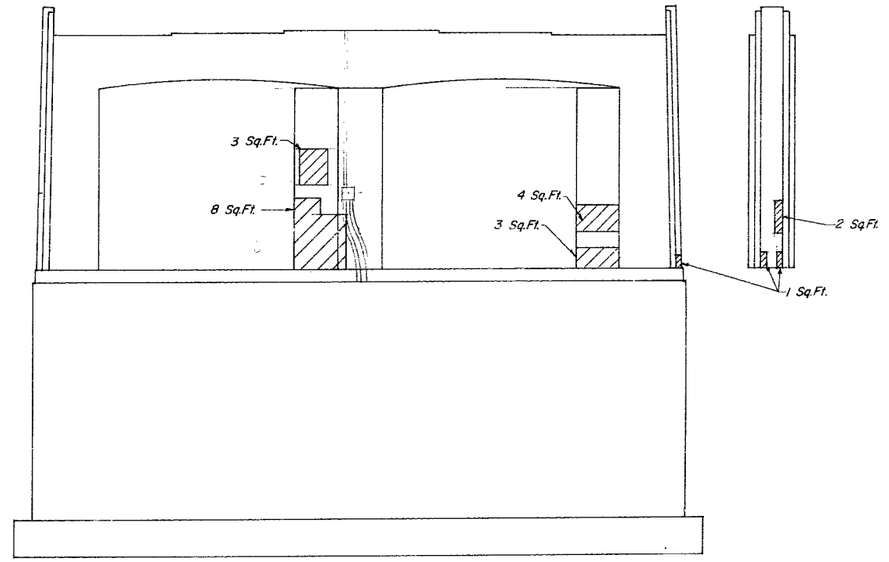
PIER 1
N. FACE



PIER 2
N. FACE



PIER 1
S. FACE



PIER 2
S FACE

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

WEST BRIDGE
PIER REPAIRS

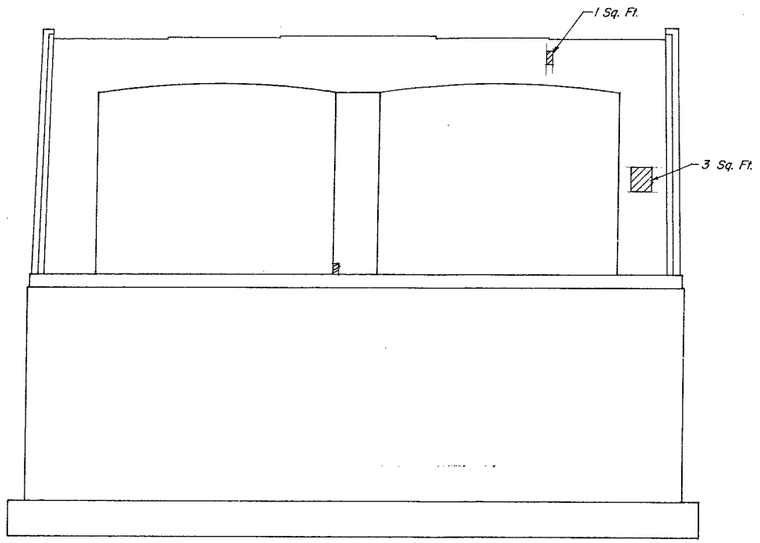
I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE

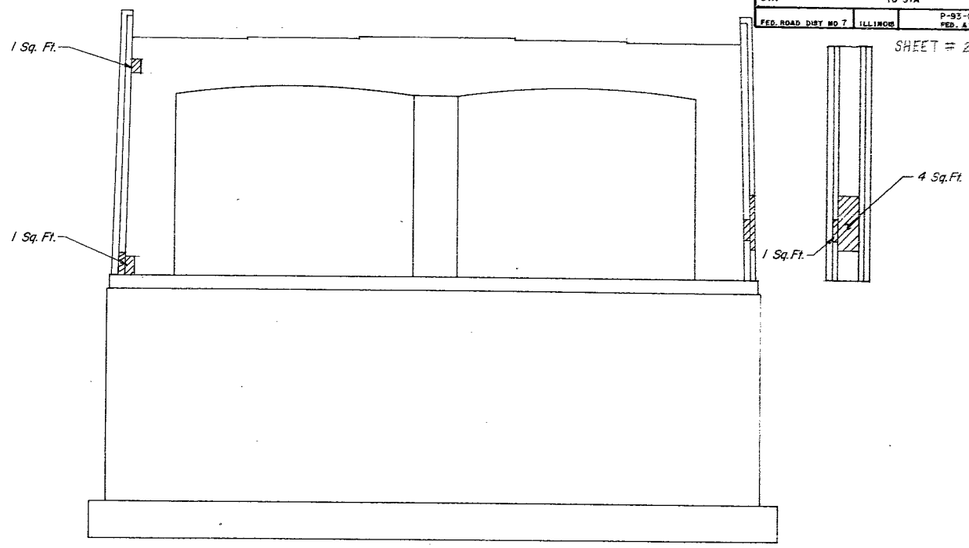
DRAWN BY G. A. S.
CHECKED BY P. L. S.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	139-HB-BR	KANKAKEE		53
STA		TO STA		
FED. ROAD DIST NO. 7	ILLINOIS	P-93-044-84 FED. AID PROJECT		

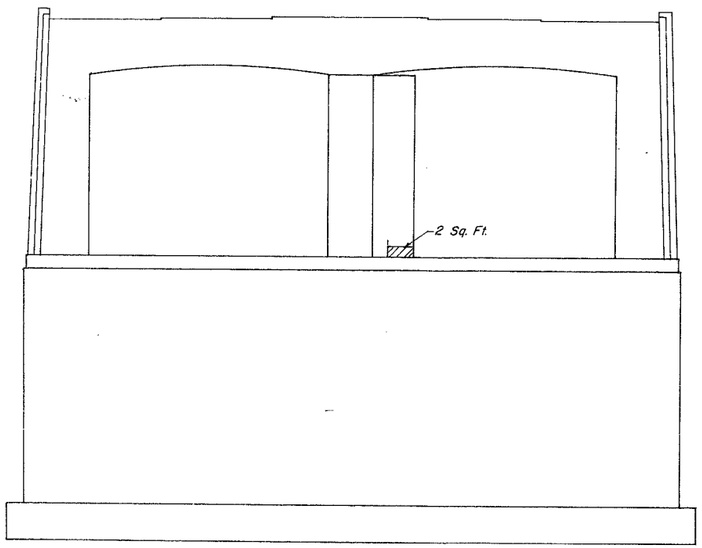
SHEET # 24



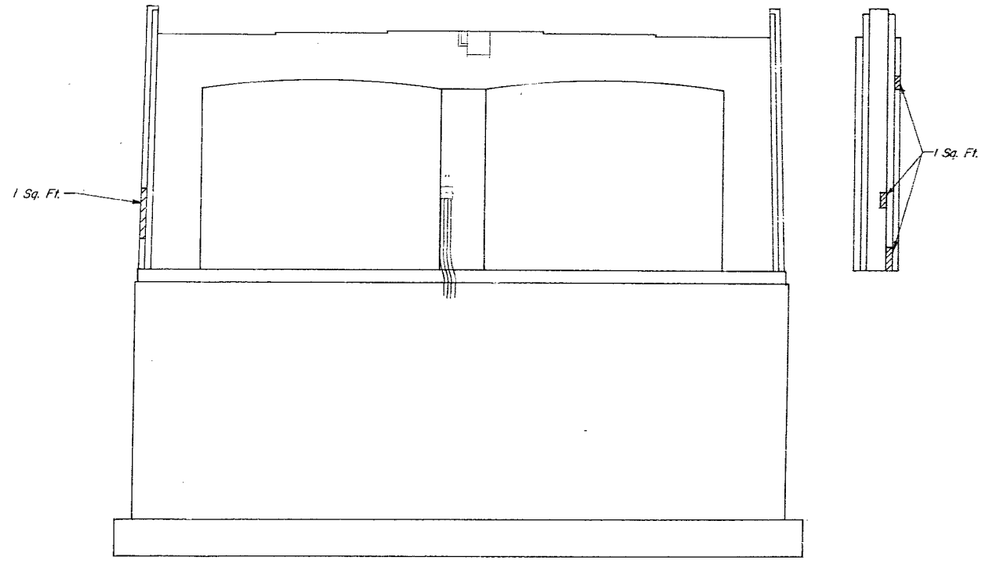
PIER 1
N. FACE



PIER 2
N. FACE



PIER 1
S. FACE



PIER 2
S. FACE

BILL OF MATERIAL		
ITEM	UNIT	QUANTITY
REPAIR CONCRETE STRUCTURES	SQ. FT.	71

REVISIONS	
NAME	DATE

BYRD, TALLAMY, MACDONALD & LEWIS
CONSULTING ENGINEERS
A DIVISION OF WILBUR SMITH & ASSOCIATES
ROSELLE, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION

EAST BRIDGE
PIER REPAIRS

I-57 OVER ILL. RTE. 17
SECTION 139 HBR
KANKAKEE COUNTY
S.N. 046-0006-0007

SCALE VERT.
HORIZ.
DATE

DRAWN BY G. B. S.
CHECKED BY A. L. S.

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FRI. 57	139 HBR	KANKAKEE		54
F.H.H.A. REG. 4	ILLINOIS	PROJECT		

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

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

300.96

300.90

300

295

290

C=48

295.8

F=40

EARTH MEDIAN DITCH CHECK
STA. 177+87 TOP ELEV.=297.5
(9 Cu. Yd.)

178 + 00

295.5

C=58

F=40

177 + 00

295.3

C=34

F=30

176 + 00

C=15

F=15

175 + 00

EARTHWORK BEGINS
STA. 174+83.21
C=14 F=0

EX. R.O.W.

EX. R.O.W.

100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100

STA. 175+00 To STA. 178+00

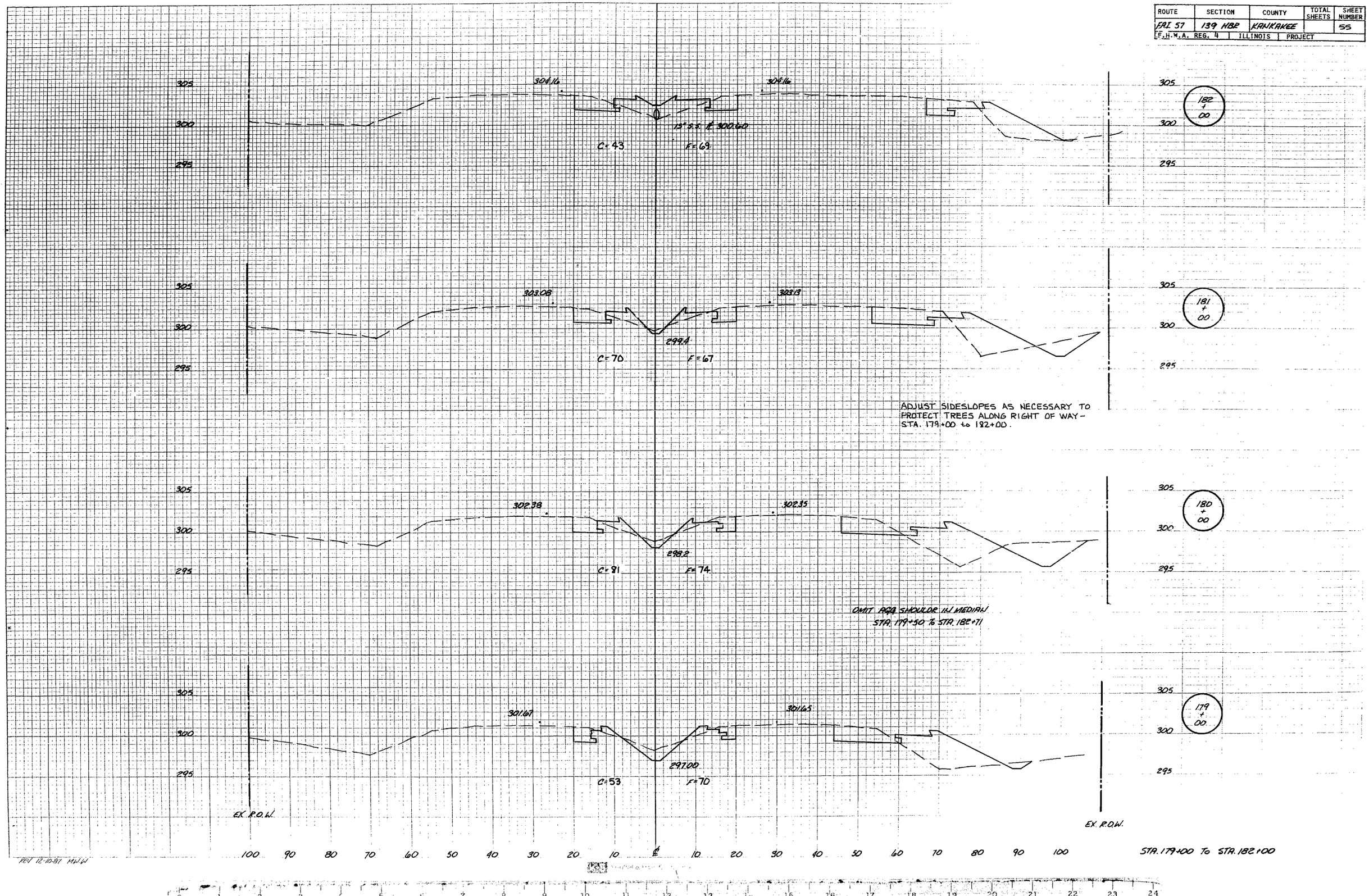
REV 12-10-81 MWH

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FAI 57	139 HBR	KANKAKEE		55
F.H.W.A. REG. 4	ILLINOIS	PROJECT		

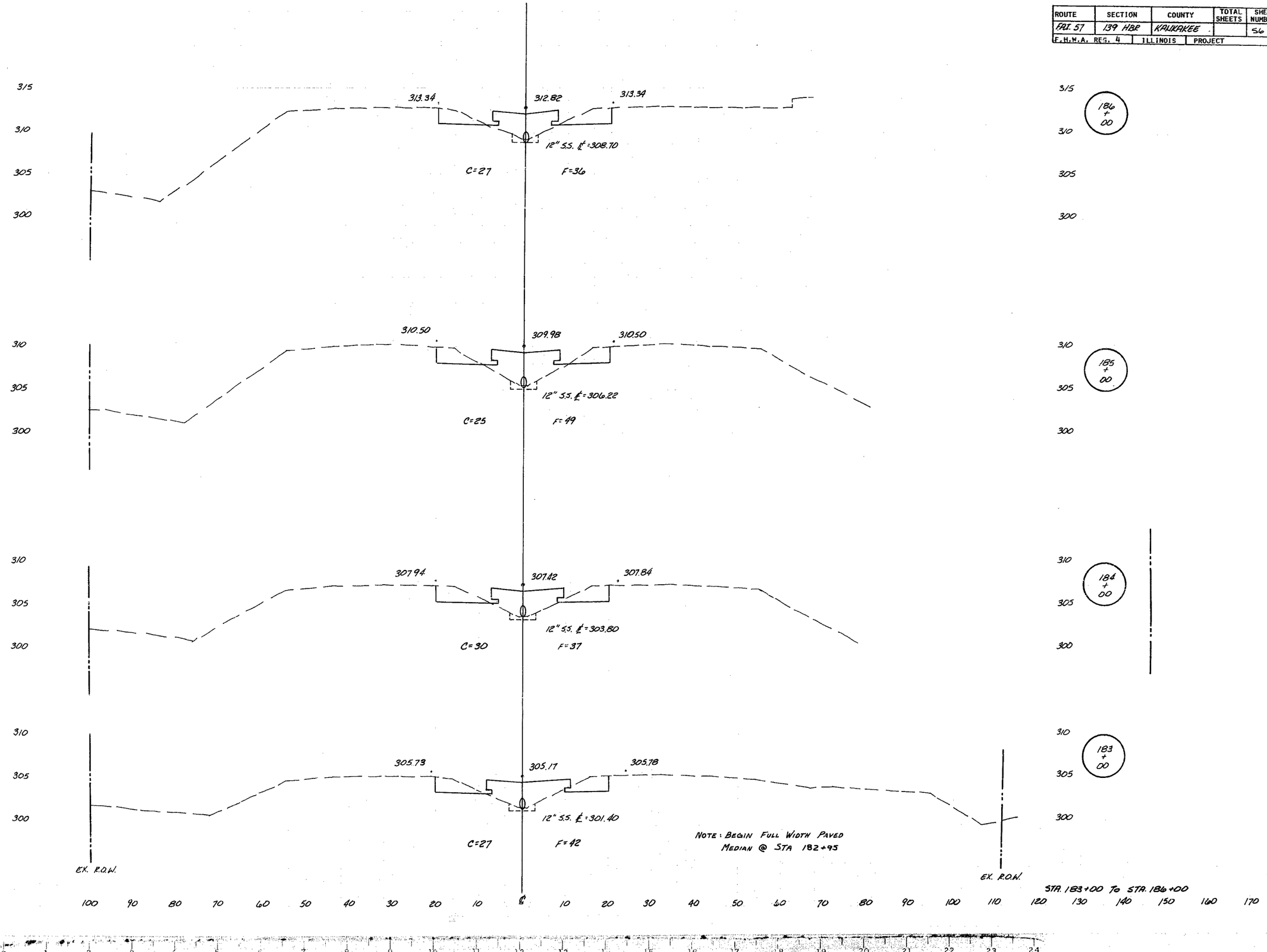
FINAL SURVEY NOTE BOOK	NO.	DATE
SURVEYED		
PLOTTED		BY
TEMPLATE		
AREAS		
AREAS CHECKED		

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

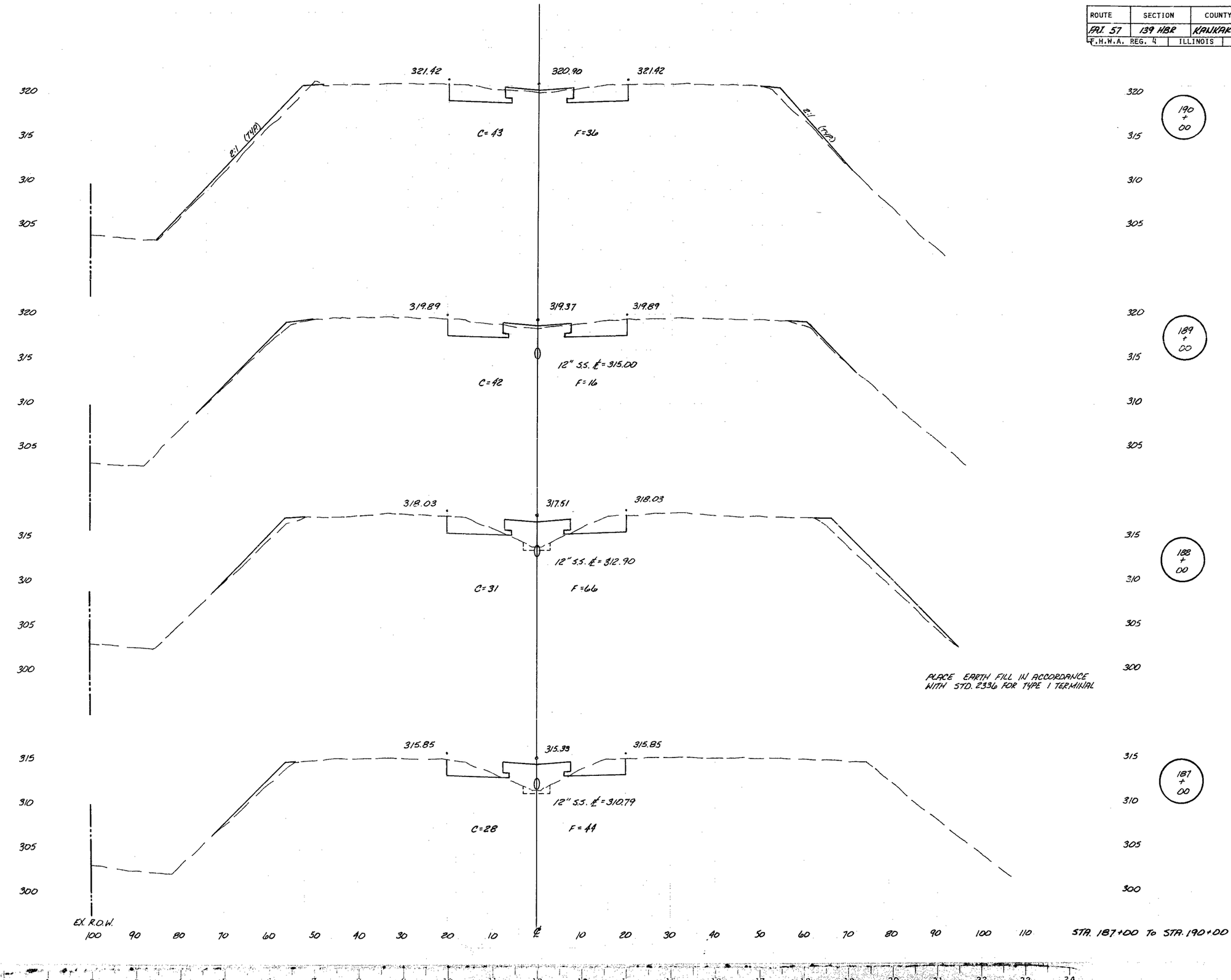


REV 12-10-87 MJW

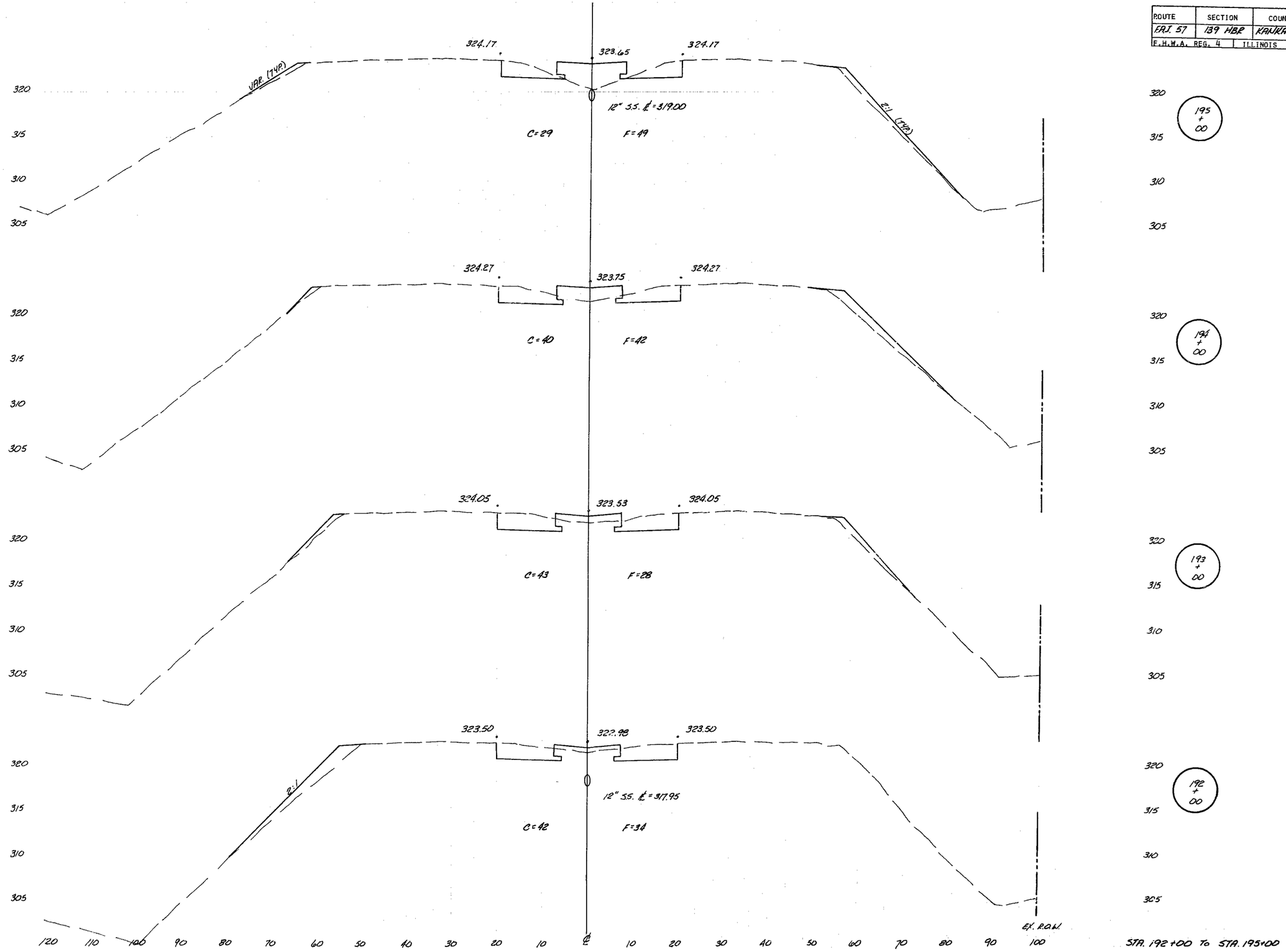
ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FAI. 57	139 HBR	KANKAKEE		56
F.H.W.A. REG. 4	ILLINOIS	PROJECT		



ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FAI. 57	139 HBR	KANKAKEE		57
F.H.W.A. REG. 4	ILLINOIS	PROJECT		



ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
F.A.I. 57	139 HBR	KANKAKEE		58
F.H.W.A. REG. 4	ILLINOIS	PROJECT		

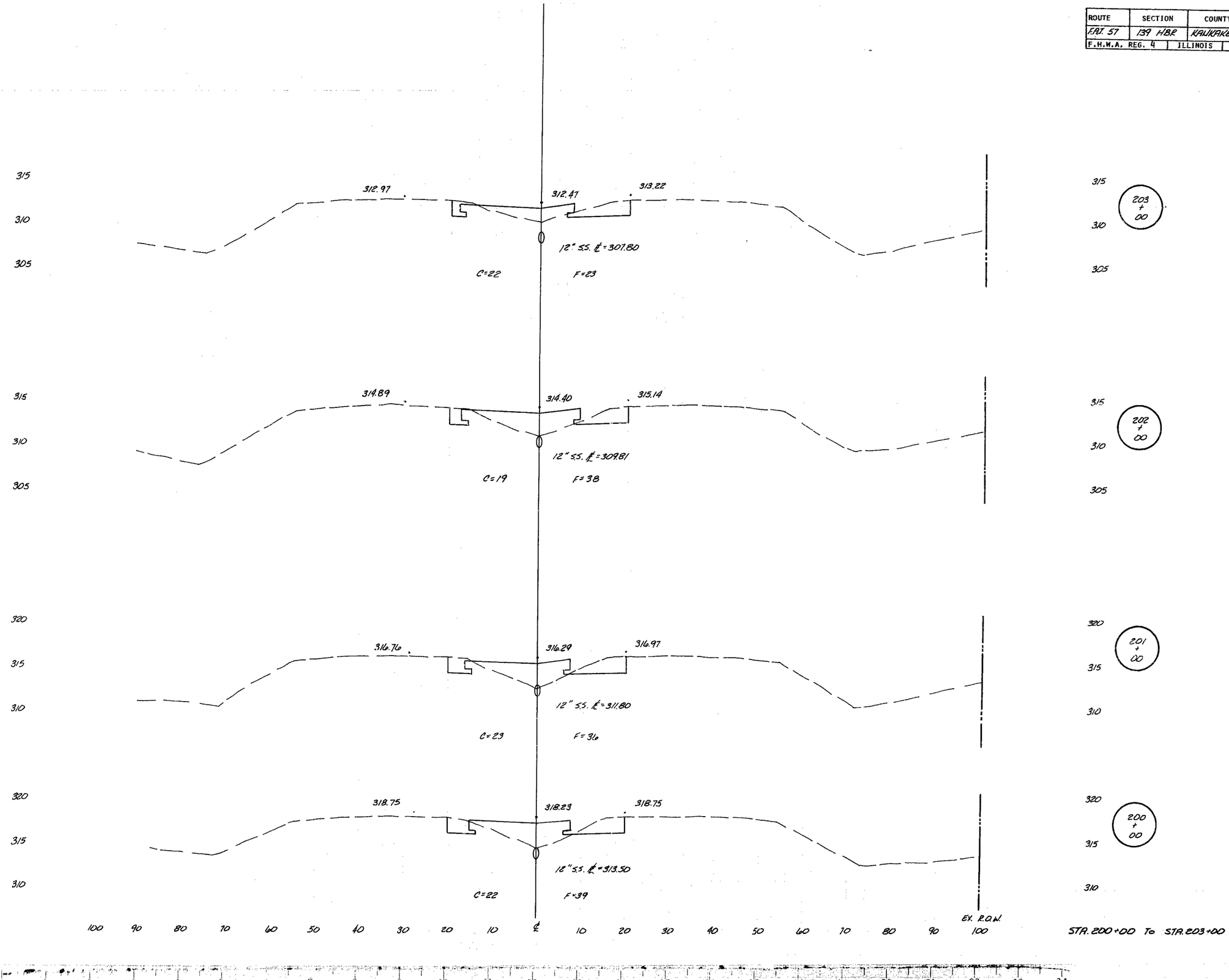


STA. 192+00 To STA. 195+00

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
F.A.I. 57	139 HBR	KANKAKEE		59
F.H.W.A. REG. 4	ILLINOIS	PROJECT		

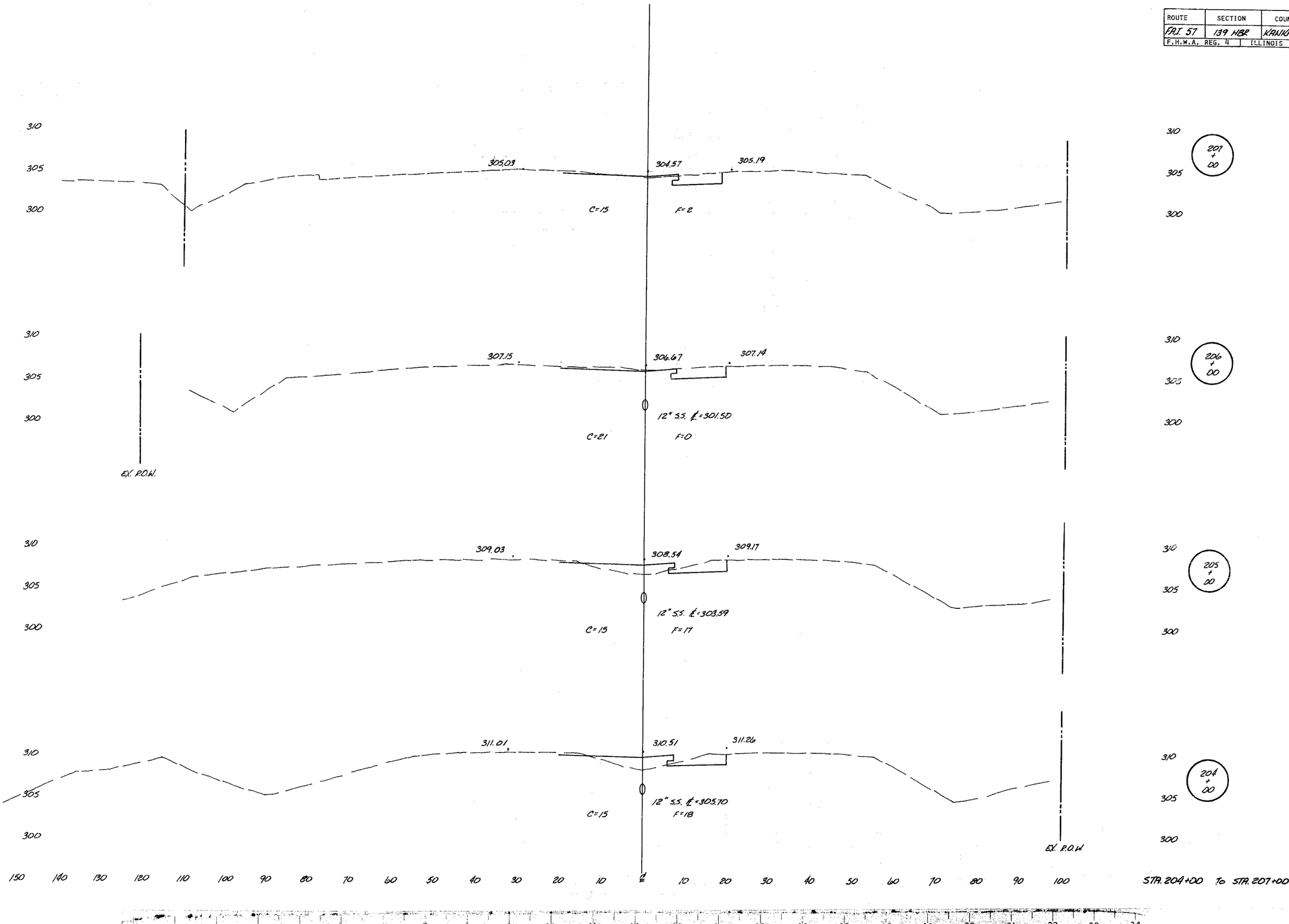
320.49 319.97 320.49
12" S.S. @ = 315.11
C=26 F=36
321.90 321.38 321.90
12" S.S. @ = 316.70
C=29 F=36
322.98 322.46 322.98
12" S.S. @ = 317.53
C=30 F=46
323.74 323.22 323.74
12" S.S. @ = 318.27
C=28 F=50
VAR.
PLACE EARTH FILL IN ACCORDANCE WITH STD. 2336 FOR TYPE 1 TERMINAL
2:1 (TYP.)
EX. P.O.W.
320 315 310 305
199 + 00
198 + 00
197 + 00
196 + 00
120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100
STA. 196+00 To STA. 199+00
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FAT. 57	139 HBR	KANKAKEE		60
F.H.W.A. REG. 4	ILLINOIS	PROJECT		



STA. 200+00 To STA. 203+00

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FAI 57	139 HBR	KANKAKEE		61
F.H.W.A. REG. 4	ILLINOIS	PROJECT		



ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FAI. 57	139 HBR	KANKAKEE	62	62.
F.H.W.A. REG. 4	ILLINOIS	PROJECT