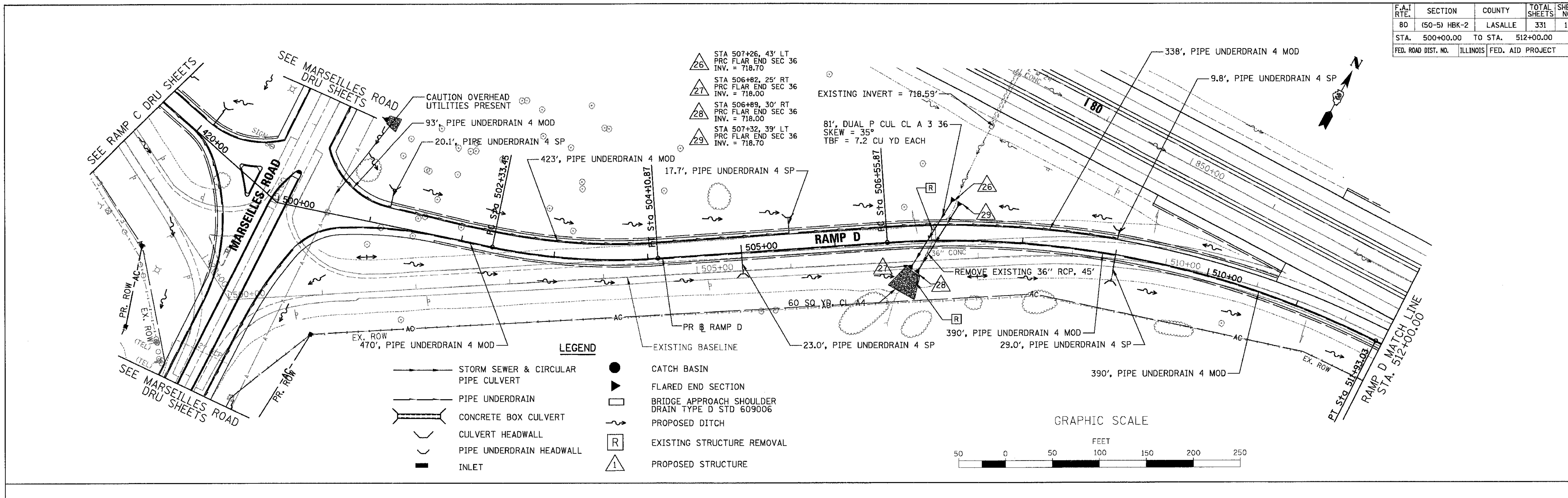
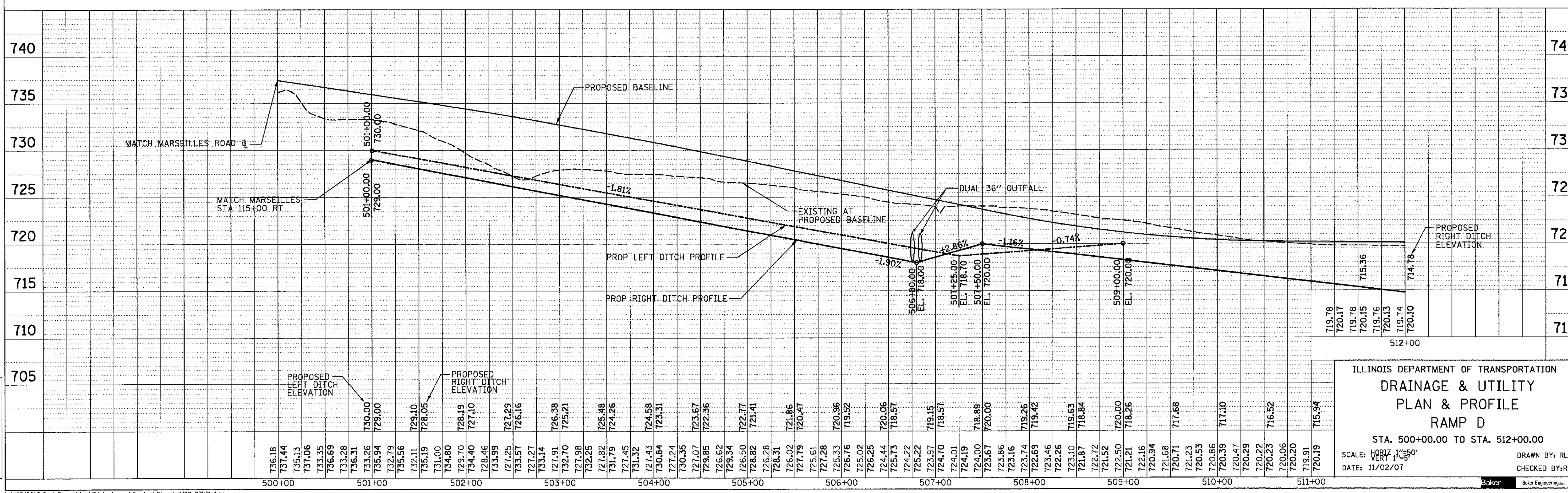
CONTRACT NO. 66600

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	101
STA. 500+00.00 TO STA. 512+00.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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11/5/2007

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE & UTILITY PLAN & PROFILE RAMP D

STA. 500+00.00 TO STA. 512+00.00

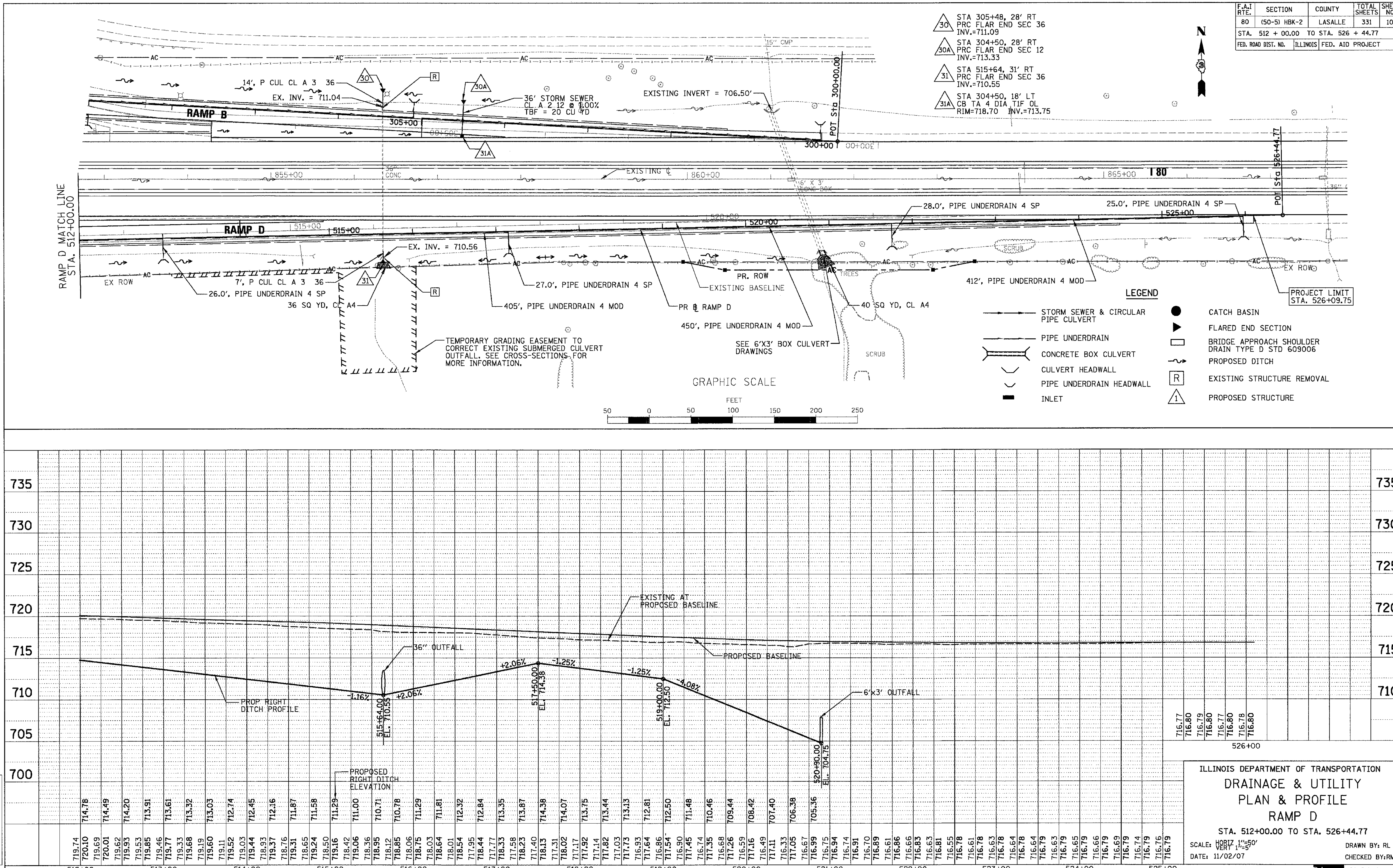
SCALE: HORIZ 1"=50' VERT 1"=5'
DATE: 11/02/07
DRAWN BY: RL
CHECKED BY: RM

Baker Engineering, Inc.

SHT. DRU-10 OF 11

CONTRACT NO. 66600

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	102
STA. 512 + 00.00 TO STA. 526 + 44.77				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STA 305+48, 28' RT PRC FLAR END SEC 36 INV.=711.09
STA 304+50, 28' RT PRC FLAR END SEC 12 INV.=713.33
STA 515+64, 31' RT PRC FLAR END SEC 36 INV.=710.55
STA 304+50, 18' LT CB TA 4 DIA TIF OL RIM=718.70 INV.=713.75
RAMP B
RAMP D
I 80
RAMP D MATCH LINE STA. 512+00.00
14', P CUL CL A 3 36
EX. INV. = 711.04
36' STORM SEWER CL A 2 12 @ 1.00% TBF = 20 CU YD
EXISTING INVERT = 706.50'
POT Sta 300+00.00
POT Sta 526+44.77
EXISTING ℄
28.0', PIPE UNDERDRAIN 4 SP
25.0', PIPE UNDERDRAIN 4 SP
EX. INV. = 710.56
7', P CUL CL A 3 36
26.0', PIPE UNDERDRAIN 4 SP
36 SQ YD, CL A4
27.0', PIPE UNDERDRAIN 4 SP
405', PIPE UNDERDRAIN 4 MOD
EXISTING BASELINE
PR ℄ RAMP D
450', PIPE UNDERDRAIN 4 MOD
PR. ROW
EX ROW
40 SQ YD, CL A4
412', PIPE UNDERDRAIN 4 MOD
PROJECT LIMIT STA. 526+09.75
TEMPORARY GRADING EASEMENT TO CORRECT EXISTING SUBMERGED CULVERT OUTFALL. SEE CROSS-SECTIONS FOR MORE INFORMATION.
SEE 6'X3' BOX CULVERT DRAWINGS
GRAPHIC SCALE
FEET
50 0 50 100 150 200 250
LEGEND
STORM SEWER & CIRCULAR PIPE CULVERT
PIPE UNDERDRAIN
CONCRETE BOX CULVERT
CULVERT HEADWALL
PIPE UNDERDRAIN HEADWALL
INLET
CATCH BASIN
FLARED END SECTION
BRIDGE APPROACH SHOULDER DRAIN TYPE D STD 609006
PROPOSED DITCH
EXISTING STRUCTURE REMOVAL
PROPOSED STRUCTURE
735
730
725
720
715
710
705
700
EXISTING AT PROPOSED BASELINE
PROPOSED BASELINE
36" OUTFALL
6'x3' OUTFALL
PROP RIGHT DITCH PROFILE
PROPOSED RIGHT DITCH ELEVATION
515+64.00 EL. 710.55
517+50.00 EL. 714.38
519+00.00 EL. 712.50
520+90.00 EL. 704.75
-1.16%
+2.06%
+2.06%
-1.25%
-1.25%
-4.08%
512+00
513+00
514+00
515+00
516+00
517+00
518+00
519+00
520+00
521+00
522+00
523+00
524+00
525+00
526+00

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE & UTILITY PLAN & PROFILE RAMP D

STA. 512+00.00 TO STA. 526+44.77

SCALE: HORIZ 1"=50' VERT 1"=5'

DATE: 11/02/07

DRAWN BY: RL

CHECKED BY: RM

Baker Engineering, Inc.

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11/5/2007

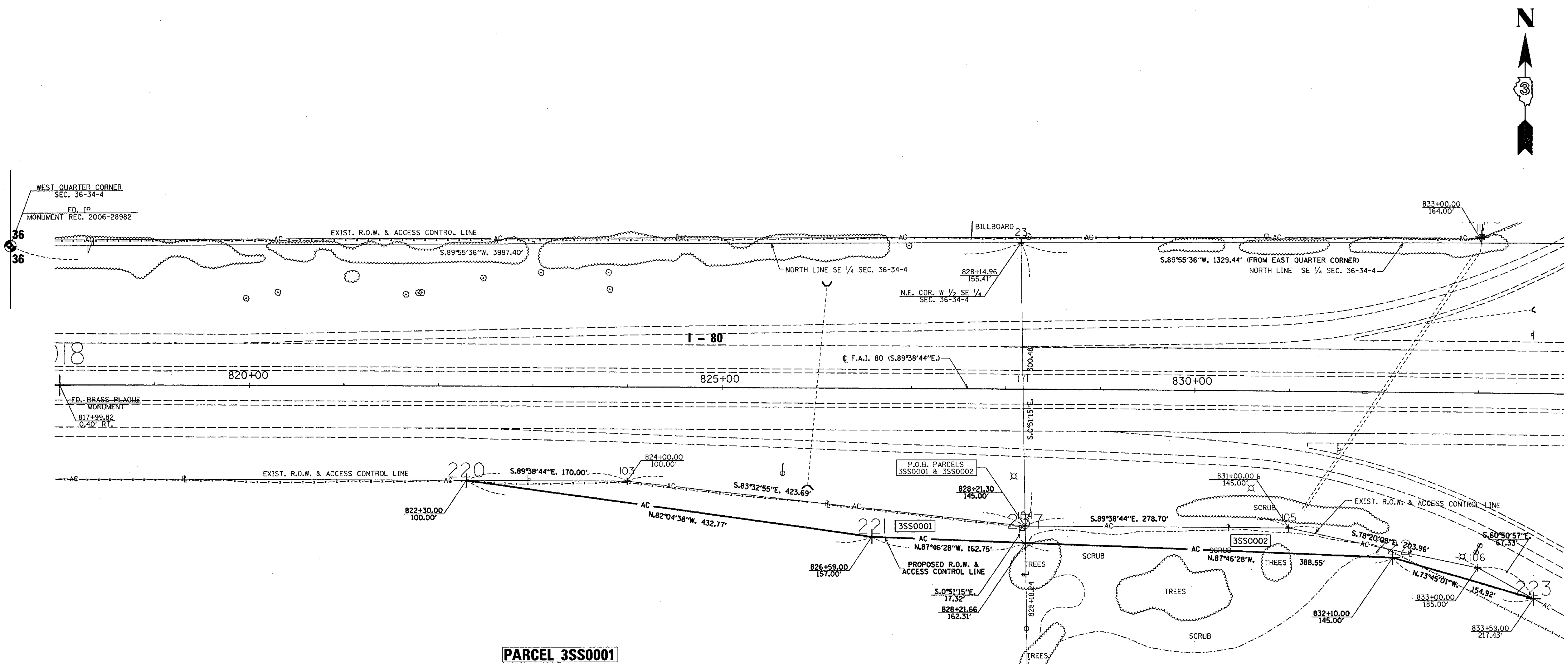
SHT. DRU-11 OF 11

RECORDED AS DOCUMENT NO.

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	102a
STA. 817+00	TO STA. 833+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

N.E. 1/4 OF SEC. 36, T.34N., R.4E. OF THE 3RD P.M.



PARCEL 3SS0001

THE EUGENE WAYNE DATTI TRUST & THE JANICE MARIE DATTI TRUST

TOTAL HOLDING	=	72.973 AC.±
TOTAL R.O.W. REQUIRED	=	0.285 AC.±
REMAINDER	=	72.688 AC.±

PARCEL 3SS0002

PLEASANT VIEW LUTHER HOME, OTTAWA, IL., et al.

TOTAL HOLDING	=	53.459 AC.±
TOTAL R.O.W. REQUIRED	=	0.218 AC.±
REMAINDER	=	53.241 AC.±

NOTE: ALL BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83)

SCALE 1" = 50'

0' 25' 50' 75' 100' 150' 200'

I VINCENT D. BRANDOW, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.I. 80 (INTERSTATE 80) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE:

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2655

SURVEY BOOK NO. ____________

11-30-06

EXPIRATION DATE

S.E. 1/4 OF SEC. 36, T.34N., R.4E. OF THE 3RD P.M.

11/16/07

RIGHT OF WAY PLANS

ROUTE	F.A.I. 80
SECTION	(50-5)HBK-2
PROJECT	
COUNTY	LASALLE
JOB NUMBER	R-93-005-04
STATION	817+00 TO 833+00
SHEET	1 OF 5 SCALE 1"=50'

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RECORDED AS DOCUMENT NO.

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	102b
STA. 833+00		TO STA. 849+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

N.E. 1/4 OF SEC. 36,
T.34N., R.4E. OF THE 3RD P.M.

N.W. 1/4 OF SEC. 31,
T.34N., R.5E. OF THE 3RD P.M.

EXIST. R.O.W. & ACCESS CONTROL LINE

EXIST. R.O.W. LINE

EXIST. ACCESS CONTROL LINE

24" CONC

N

833+85.00
200.00'

FD. R.O.W. MKR.
0.38'S. & 0.27'W.

833+00.00
164.80'

FD. R.O.W. MKR.
1.21'N. & 1.86'E.

P.O.C. PARCELS 1, 2 & 8

S.E. COR. NE 1/4 SEC. 36-34-4
SET PK NAIL
MONUMENT REC.
2006-28982

841+44.36 (I-80)
165.34'

121+65.42 (CO. HWY 15)
1.80' LT.

EAST LINE NE 1/4 SEC. 36-34-4

N.0°51'02"W. 734.83' (TO P.O.C. PARCEL "8")

125+00

36 31
36 31

S.89°55'36"W. 1329.44' (FROM EAST QUARTER CORNER)

NORTH LINE SE 1/4 SEC. 36-34-4

S.89°48'54"E. 1702.65'

ORIG. TOWNSHIP ROAD R.O.W.

I - 80

835+00

℄ F.A.I. 80 (S.89°38'44"E.)

840+00

845+00

I - 80

FD. RRS 0.06'E.

841+49.87 (I-80) =
120+00.00 (CO. HWY. 15)

(MARSEILLES ROAD)

CO. HWY. 15

EAST LINE SE 1/4 SEC. 36-34-4

℄ N.0°55'52"W.

115+00

833+00.00
185.00'

833+59.00
217.43'

AC

EXIST. R.O.W. & ACCESS CONTROL LINE

3SS0002
SEE SHEET 1 OF 5

837+73.46
445.25'
FD. IP 2.58'S.
& 0.57'W.

18" CONC

SIGN

3SS0003
SEE SHEET 4 OF 5

S.E. 1/4 OF SEC. 36,
T.34N., R.4E. OF THE 3RD P.M.

846+30.42
374.29'
FD. IP 0.34'S.

849+18.00
280.08'

3SS0006
SEE SHEET 4 OF 5

3SS0005
SEE SHEET 4 OF 5

NOTE: ALL BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83)

SCALE 1" = 50'

0' 25' 50' 75' 100' 150' 200'

S.W. 1/4 OF SEC. 31,
T.34N., R.5E. OF THE 3RD P.M.

11/16/07

RIGHT OF WAY PLANS

ROUTE	F.A.I. 80
SECTION	(50-5)HBK-2
PROJECT	
COUNTY	LASALLE
JOB NUMBER	R-93-005-04
STATION	833+00 TO 849+00
SHEET	2 OF 5 SCALE 1"=50'

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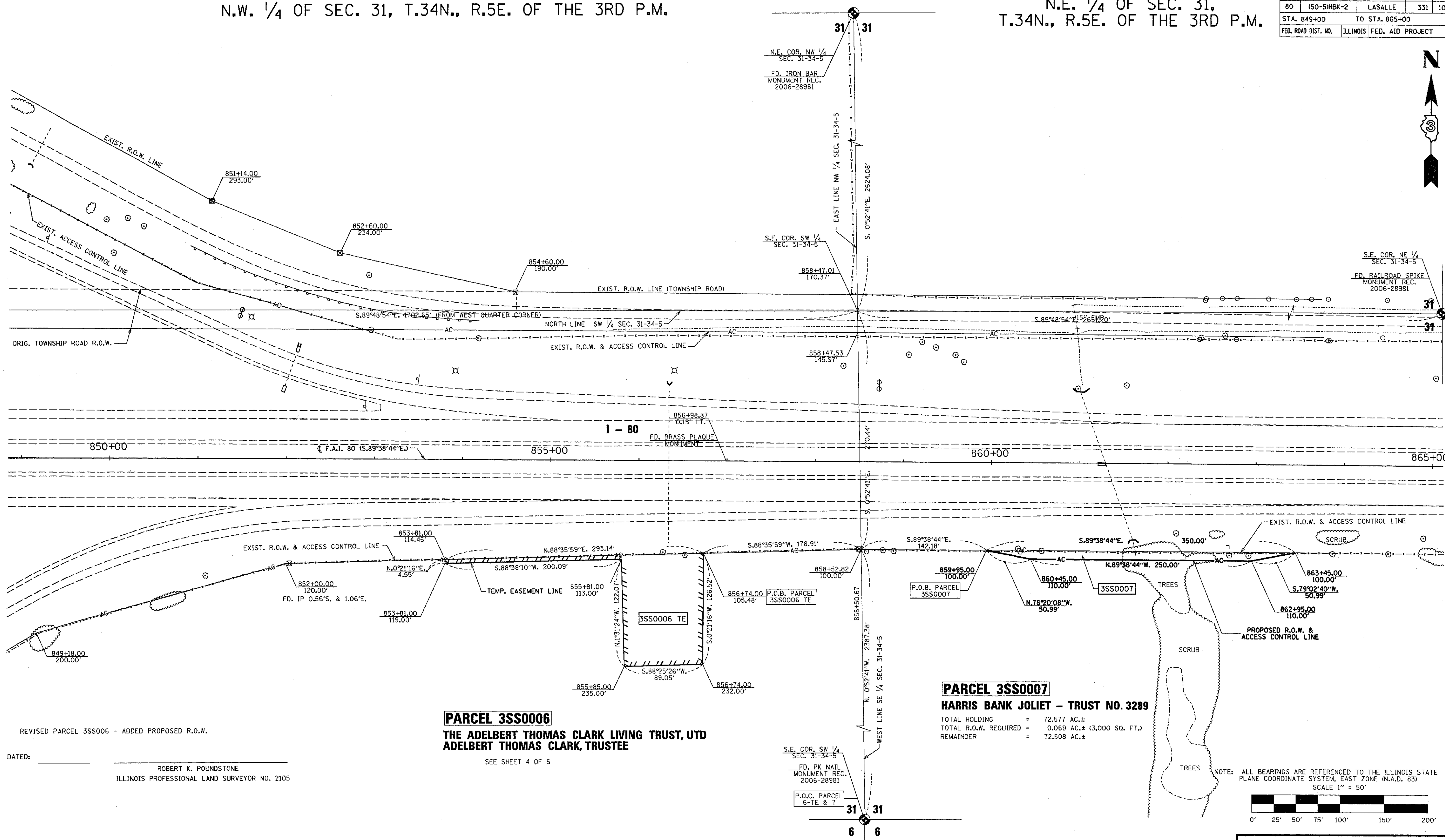
RECORDED AS DOCUMENT NO.

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	102c
STA. 849+00	TO STA. 865+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PARCEL 3SS0006

THE ADELBERT THOMAS CLARK LIVING TRUST, UTD
ADELBERT THOMAS CLARK, TRUSTEE

SEE SHEET 4 OF 5

PARCEL 3SS0007

HARRIS BANK JOLIET - TRUST NO. 3289

TOTAL HOLDING	=	72.577 AC.±
TOTAL R.O.W. REQUIRED	=	0.069 AC.± (3,000 SQ. FT.)
REMAINDER	=	72.508 AC.±

REVISED PARCEL 3SS006 - ADDED PROPOSED R.O.W.

DATED: ____________

ROBERT K. POUNDSTONE
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2105

NOTE: ALL BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83)

SCALE 1" = 50'

0' 25' 50' 75' 100' 150' 200'

11/16/07

RIGHT OF WAY PLANS

ROUTE	F.A.I. 80
SECTION	(50-5)HBK-2
PROJECT	
COUNTY	LASALLE
JOB NUMBER	R-93-005-04
STATION	849+00 TO 865+00
SHEET	3 OF 5 SCALE 1"=50'

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RECORDED AS DOCUMENT NO.

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	102d
STA. 105+00		TO STA. 117+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

S.E. 1/4 OF SEC. 36, T.34N., R.4E. OF THE 3RD P.M.

PARCEL 3SS0003

SPIRO NAJDANOVICH TRACT NO. 1
SPIRO & ANITA NAJDANOVICH TRACT NO. 2

TRACT NO. 1

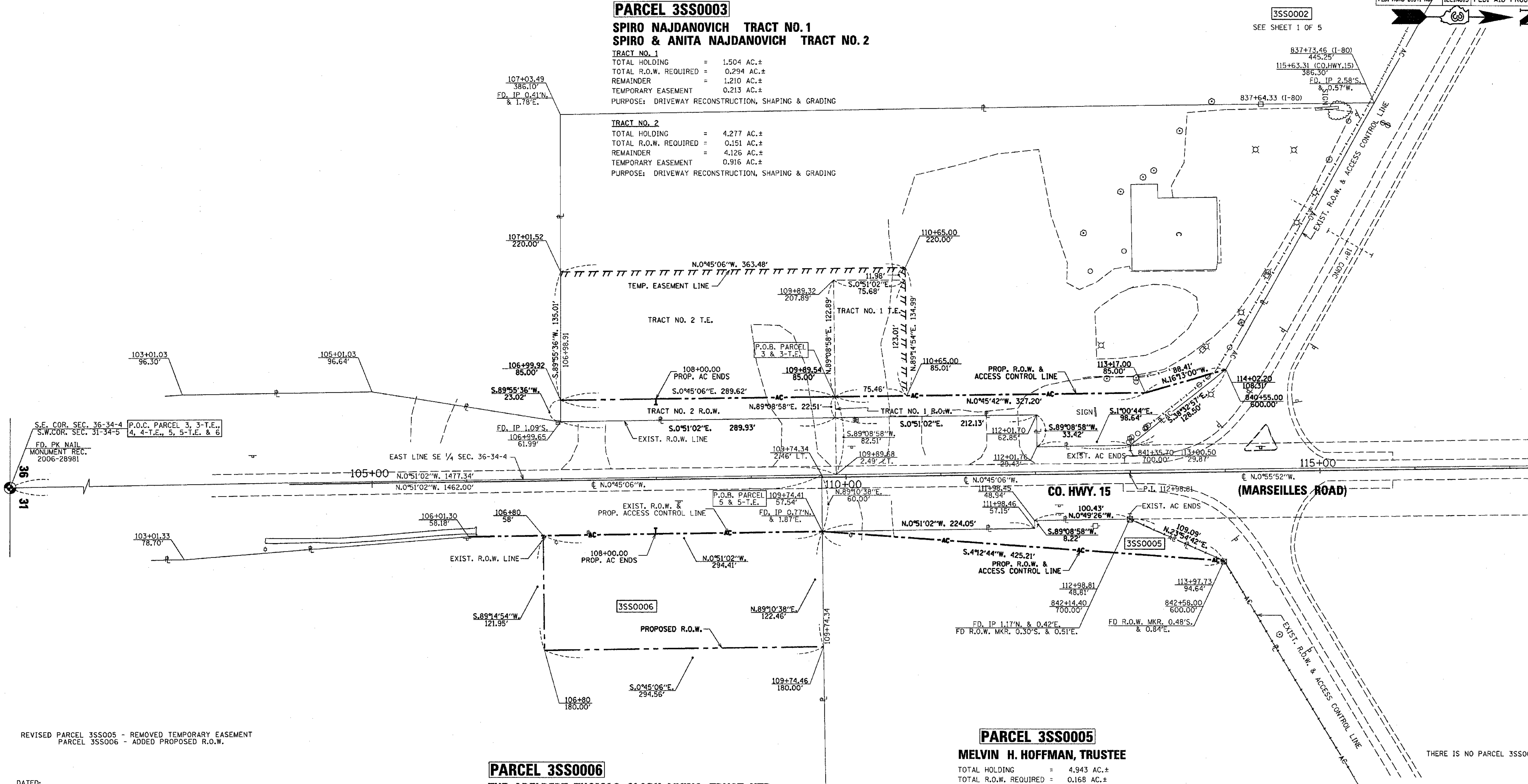
TOTAL HOLDING	=	1.504 AC.±
TOTAL R.O.W. REQUIRED	=	0.294 AC.±
REMAINDER	=	1.210 AC.±
TEMPORARY EASEMENT		0.213 AC.±

PURPOSE: DRIVEWAY RECONSTRUCTION, SHAPING & GRADING

TRACT NO. 2

TOTAL HOLDING	=	4.277 AC.±
TOTAL R.O.W. REQUIRED	=	0.151 AC.±
REMAINDER	=	4.126 AC.±
TEMPORARY EASEMENT		0.916 AC.±

PURPOSE: DRIVEWAY RECONSTRUCTION, SHAPING & GRADING



REVISED PARCEL 3SS005 - REMOVED TEMPORARY EASEMENT
PARCEL 3SS006 - ADDED PROPOSED R.O.W.

THERE IS NO PARCEL 3SS0004

DATED: ____________ ____________________

ROBERT K. POUNDSTONE
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2105

I VINCENT D. BRANDOW, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.I. 80 (INTERSTATE 80) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE:

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2655

11-30-06
EXPIRATION DATE

SURVEY BOOK NO. ____________

PARCEL 3SS0006

THE ADELBERT THOMAS CLARK LIVING TRUST, UTD
ADELBERT THOMAS CLARK, TRUSTEE

TOTAL HOLDING	=	79.140 AC.±
TOTAL R.O.W. REQUIRED	=	0.826 AC.±
REMAINDER	=	78.314 AC.±
TEMPORARY EASEMENT	=	0.286 AC.± SEE SHEET 3

PURPOSE: GRADING FOR DRAINAGE

PARCEL 3SS0005

MELVIN H. HOFFMAN, TRUSTEE

TOTAL HOLDING	=	4.943 AC.±
TOTAL R.O.W. REQUIRED	=	0.168 AC.±
REMAINDER	=	4.775 AC.±

SCALE 1" = 50'

0' 25' 50' 75' 100' 150' 200'

S.W. 1/4 OF SEC. 31, T.34N., R.5E. OF THE 3RD P.M.

NOTE: ALL BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83)

11/16/07

RIGHT OF WAY PLANS

ROUTE	F.A.I. 80		
SECTION	(50-5)HBK-2		
PROJECT			
COUNTY	LASALLE		
JOB NUMBER	R-93-005-04		
STATION	105+00	TO	117+00
SHEET	4 OF 5	SCALE	1"=50'

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RECORDED AS DOCUMENT NO.

CONTRACT NO. 66600

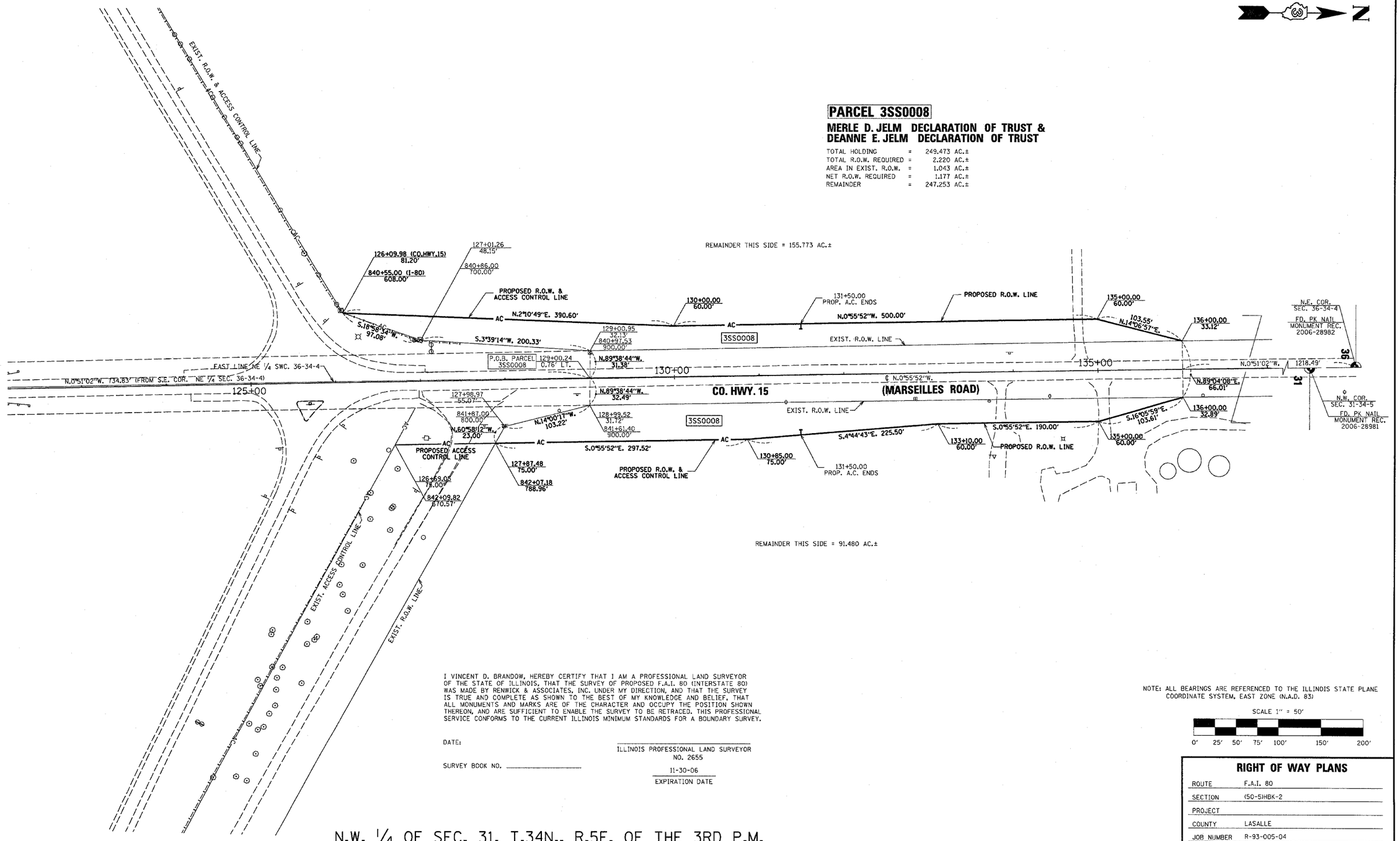
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	102e
STA. 123+00	TO STA. 137+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

N.E. 1/4 OF SEC. 36, T.34N., R.4E. OF THE 3RD P.M.

PARCEL 3SS0008

MERLE D. JELM DECLARATION OF TRUST &
DEANNE E. JELM DECLARATION OF TRUST

TOTAL HOLDING	=	249.473 AC.±
TOTAL R.O.W. REQUIRED	=	2.220 AC.±
AREA IN EXIST. R.O.W.	=	1.043 AC.±
NET R.O.W. REQUIRED	=	1.177 AC.±
REMAINDER	=	247.253 AC.±



I VINCENT D. BRANDOW, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.I. 80 (INTERSTATE 80) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE:

SURVEY BOOK NO. _____

ILLINOIS PROFESSIONAL LAND SURVEYOR
NO. 2655

11-30-06
EXPIRATION DATE

N.W. 1/4 OF SEC. 31, T.34N., R.5E. OF THE 3RD P.M.

NOTE: ALL BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83)

SCALE 1" = 50'

0' 25' 50' 75' 100' 150' 200'

RIGHT OF WAY PLANS

ROUTE	F.A.I. 80
SECTION	(50-5)HBK-2
PROJECT	
COUNTY	LASALLE
JOB NUMBER	R-93-005-04
STATION	123+00 TO 137+00
SHEET	5 OF 5 SCALE 1"=50'

11/16/07

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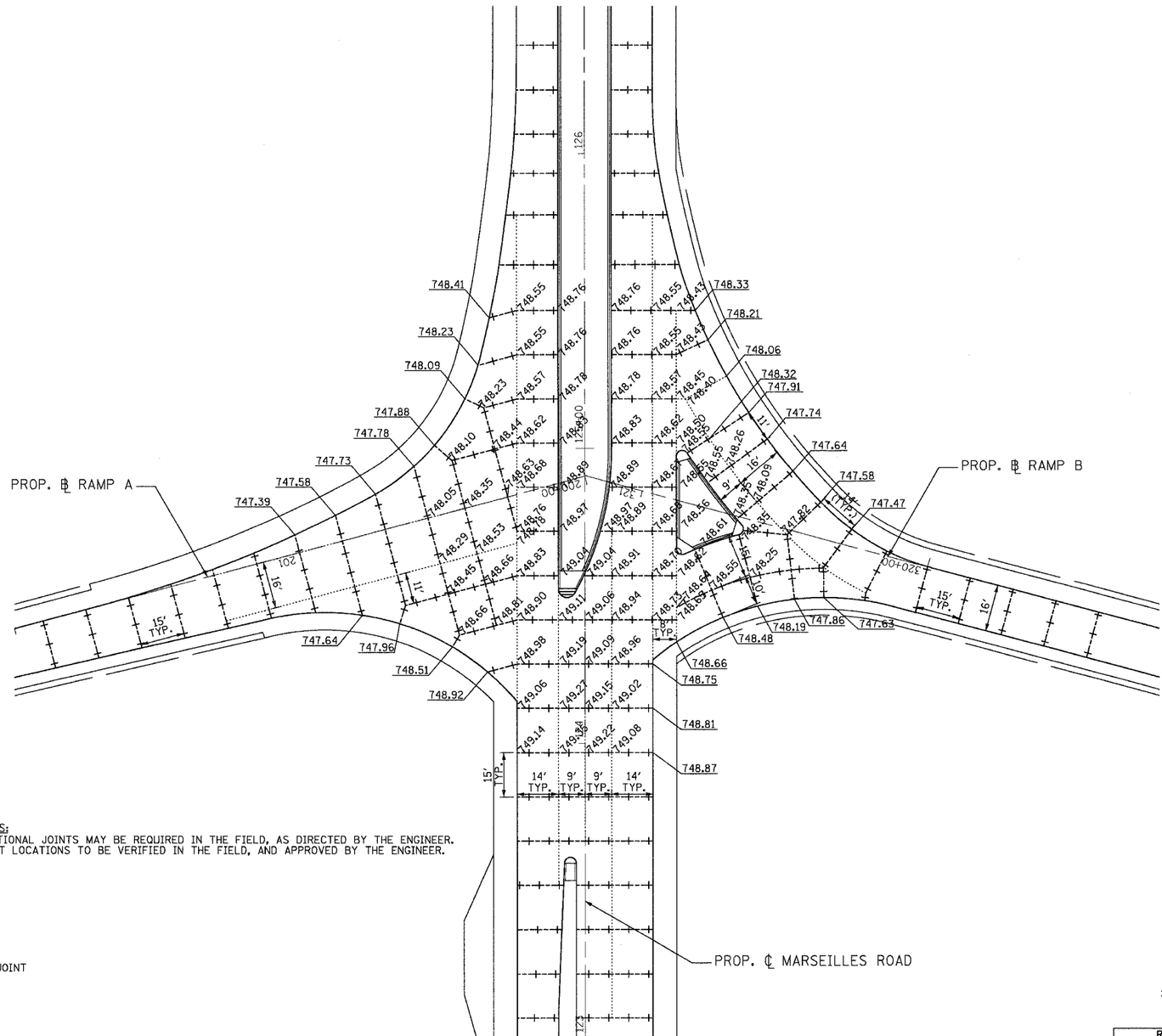
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	103
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:
ADDITIONAL JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER.
EXACT LOCATIONS TO BE VERIFIED IN THE FIELD, AND APPROVED BY THE ENGINEER.

LEGEND

..... LONGITUDINAL CONSTRUCTION JOINT

+-+-+ SAWED CONTRACTION JOINT

GRAPHIC SCALE

FEET

20 0 20 40 60 80 100

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MARSEILLES ROAD PAVEMENT JOINT AND ELEVATION PLAN

MARSEILLES ROAD, RAMPS A & B

SCALE: 1"=20' DRAWN BY: KM

DATE: 11/02/07 CHECKED BY: SE

Baker

Baker Engineering, NA

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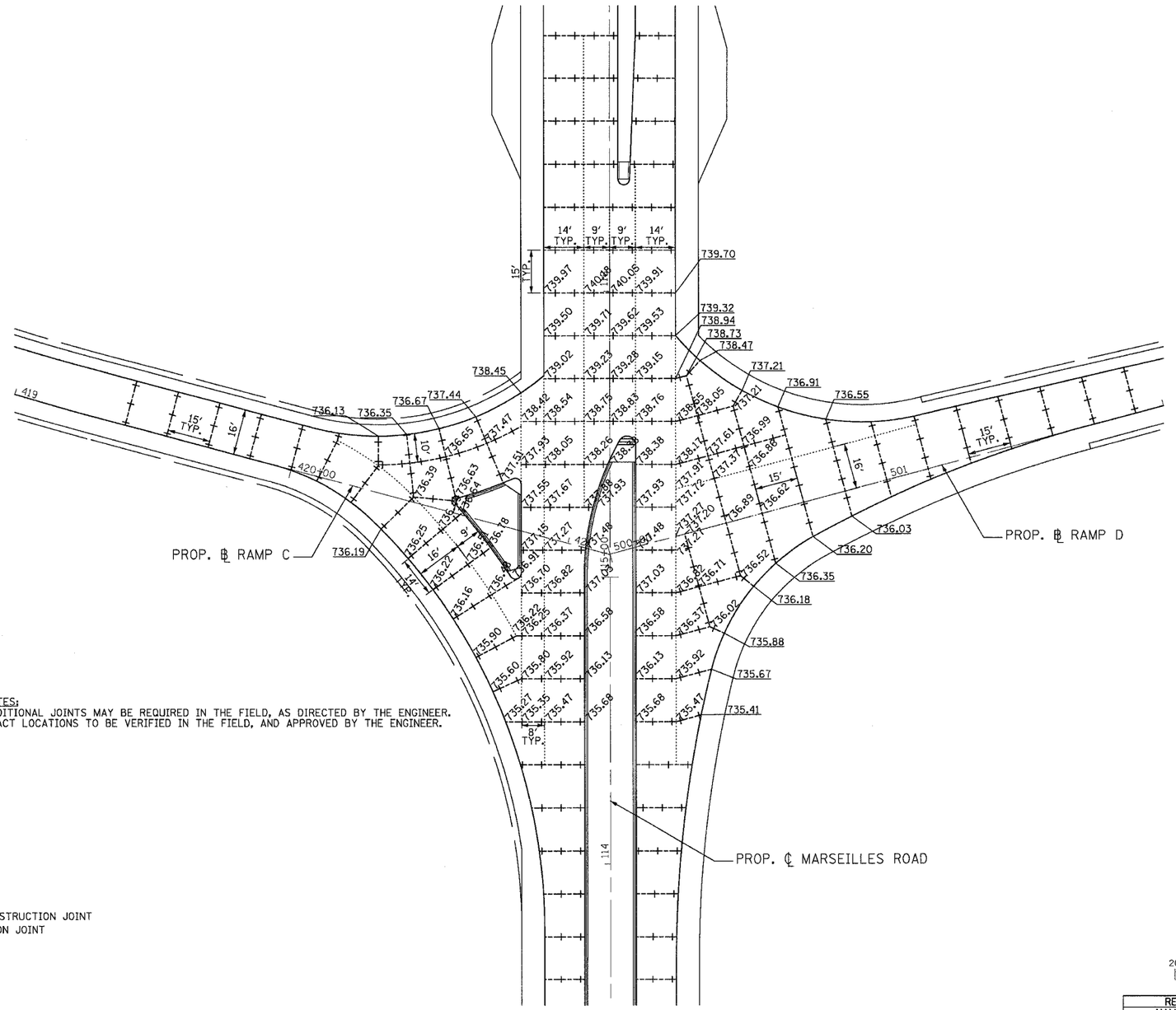
SHT. INT DET-01 OF 02

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	104
STA. 114+50	TO STA. 116+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES;
ADDITIONAL JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER.
EXACT LOCATIONS TO BE VERIFIED IN THE FIELD, AND APPROVED BY THE ENGINEER.

LEGEND

..... LONGITUDINAL CONSTRUCTION JOINT

+--+--+ SAWED CONTRACTION JOINT

GRAPHIC SCALE

FEET

20 0 20 40 60 80 100

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MARSEILLES ROAD PAVEMENT JOINT AND ELEVATION PLAN

MARSEIILES ROAD, RAMPS C & D

SCALE: 1"=20' DRAWN BY: KM

DATE: 11/02/07 CHECKED BY: SE

Baker

Baker Engineering, Inc.

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11/5/2007

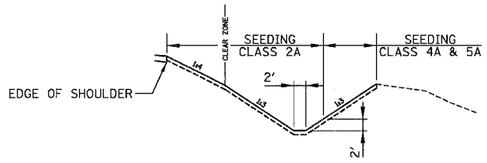
SHT. INT DET-02 OF 02

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	105
STA. 105+00.00	TO STA. 127+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTES:

1. INTERSTATE WHITE SKIP MARKINGS, SEPARATING PASSING AND DRIVING LANES SHALL BE 6", INLAID PREFORMED PLASTIC TYPE B TAPE.
2. 3 FOOT STRIP OF EROSION CONTROL BLANKET SHALL BE APPLIED NEXT TO ANY OUTSIDE SHOULDER IN AREAS THAT ARE SEEDED. IT WILL ALSO BE APPLIED TO AREAS WITH 3:1 OR STEEPER SIDE SLOPES.
3. ALL AREAS THAT ARE SEEDED AND DO NOT REQUIRE EROSION CONTROL BLANKET WILL USE MULCH, METHOD 2.
4. SEE I-80 & RAMP PMK SHEETS FOR ADDITIONAL PAVEMENT MARKING INFORMATION.

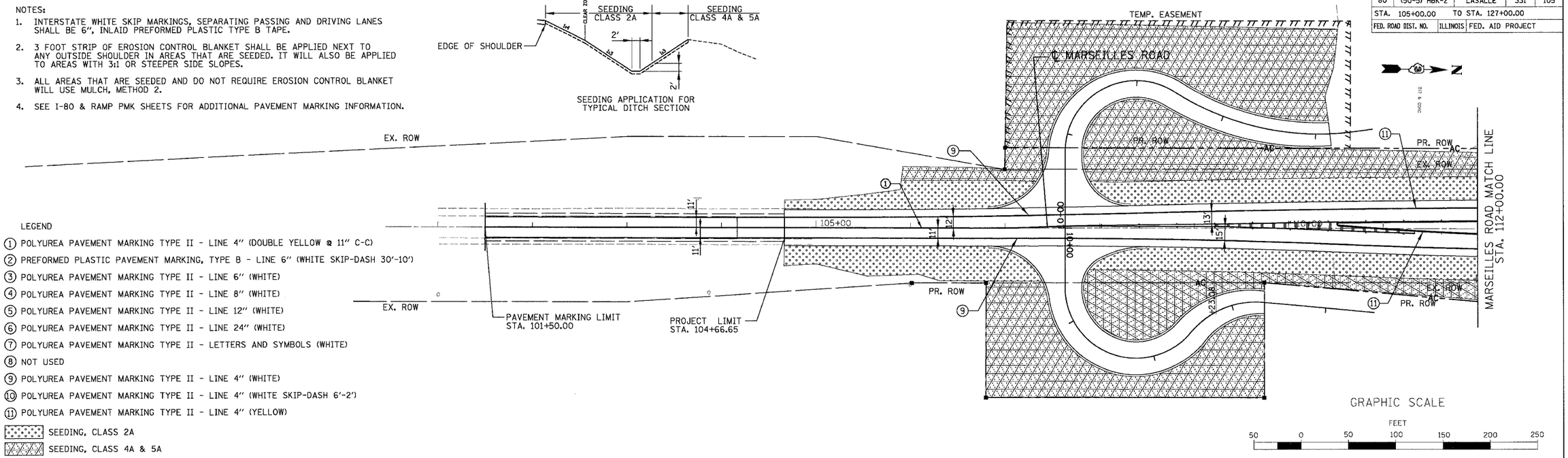


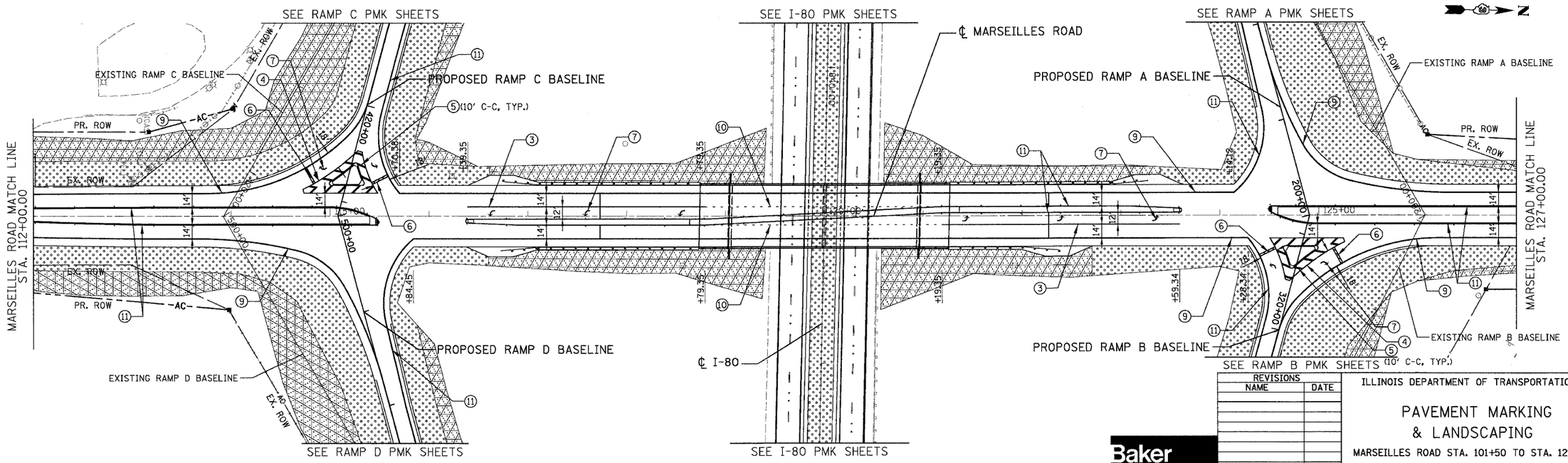
SEEDING APPLICATION FOR TYPICAL DITCH SECTION

LEGEND

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 11" C-C)
(2) PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" (WHITE SKIP-DASH 30'-10')
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(7) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS (WHITE)
(8) NOT USED
(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)

SEEDING, CLASS 2A
SEEDING, CLASS 4A & 5A
▶ RAISED REFLECTIVE PAVEMENT MARKERS





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & LANDSCAPING

MARSEILLES ROAD STA. 101+50 TO STA. 127+00

SCALE: 1"=50' DRAWN BY: KM
DATE: 11/02/07 CHECKED BY: SE

Baker Engineering, Inc.

SHT. PMK-01 OF 09

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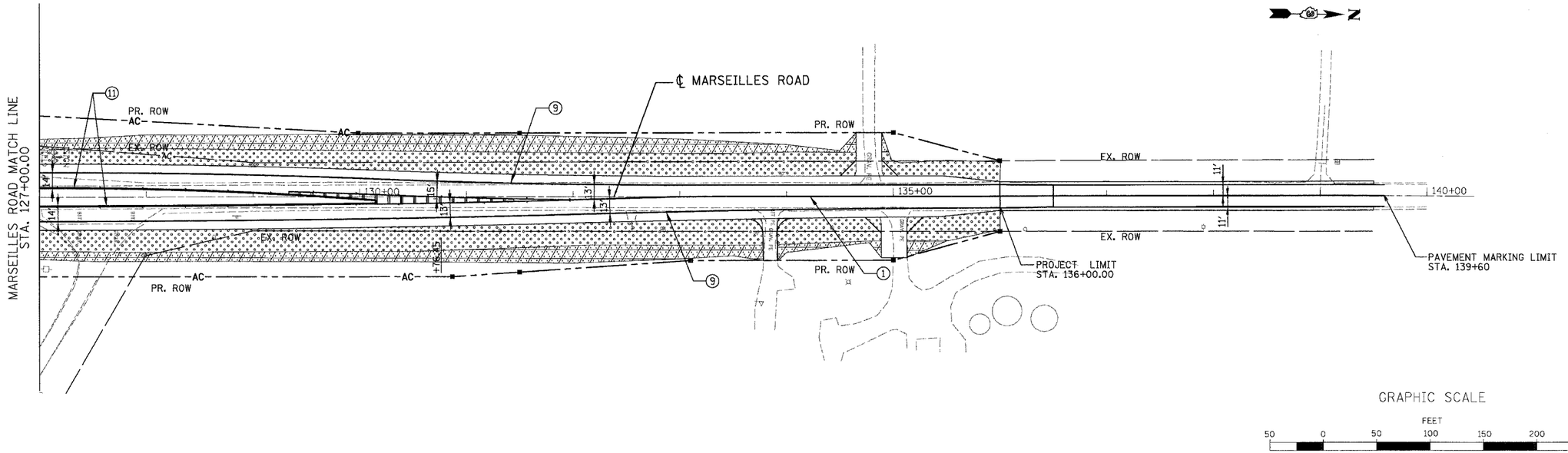
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	106
STA. 127+00.00	TO STA. 136+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

1. INTERSTATE WHITE SKIP MARKINGS, SEPARATING PASSING AND DRIVING LANES SHALL BE 6", INLAID PREFORMED PLASTIC TYPE B TAPE.
2. 3 FOOT STRIP OF EROSION CONTROL BLANKET SHALL BE APPLIED NEXT TO ANY OUTSIDE SHOULDER IN AREAS THAT ARE SEEDED. IT WILL ALSO BE APPLIED TO AREAS WITH 3:1 OR STEEPER SIDE SLOPES.
3. ALL AREAS THAT ARE SEEDED AND DO NOT REQUIRE EROSION CONTROL BLANKET WILL USE MULCH, METHOD 2.

LEGEND

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 11" C-C)
(2) PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" (WHITE SKIP-DASH 30'-10')
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(7) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS (WHITE)
(8) NOT USED
(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)

SEEDING, CLASS 2A
SEEDING, CLASS 4A & 5A
▶ RAISED REFLECTIVE PAVEMENT MARKERS

REVISIONS	
NAME	DATE

Baker
Baker Engineering, Inc

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & LANDSCAPING

MARSEILLES ROAD STA. 127+00 TO STA. 139+60

SCALE: 1"=50' DRAWN BY: KM
DATE: 11/02/07 CHECKED BY: SE

SHT. PMK-02 OF 09

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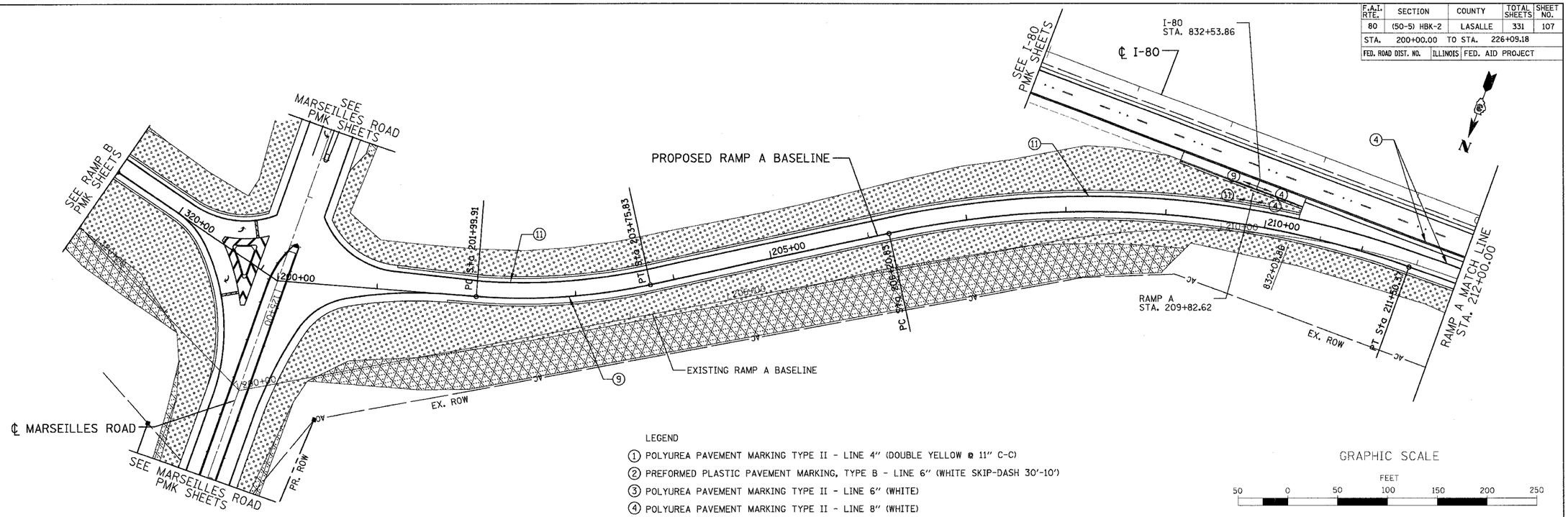
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	107
STA.	200+00.00 TO STA.	226+09.18		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 11" C-C)
2. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" (WHITE SKIP-DASH 30'-10')
3. POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE)
4. POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
5. POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
6. POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
7. POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS (WHITE)
8. NOT USED
9. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
10. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
11. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)

SEEDING, CLASS 2A

SEEDING, CLASS 4A & 5A

▶ RAISED REFLECTIVE PAVEMENT MARKERS

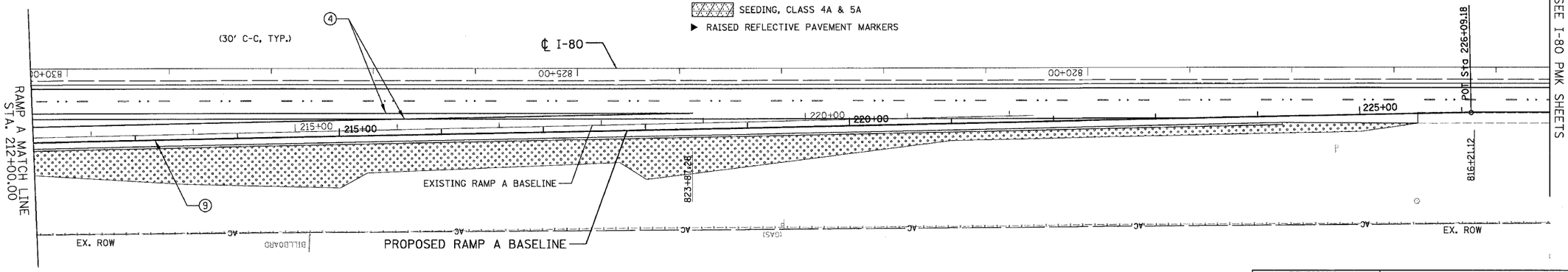
GRAPHIC SCALE

FEET

50 0 50 100 150 200 250

NOTES:

1. INTERSTATE WHITE SKIP MARKINGS, SEPARATING PASSING AND DRIVING LANES SHALL BE 6", INLAID PREFORMED PLASTIC TYPE B TAPE.
2. 3 FOOT STRIP OF EROSION CONTROL BLANKET SHALL BE APPLIED NEXT TO ANY OUTSIDE SHOULDER IN AREAS THAT ARE SEEDED. IT WILL ALSO BE APPLIED TO AREAS WITH 3:1 OR STEEPER SIDE SLOPES.
3. ALL AREAS THAT ARE SEEDED AND DO NOT REQUIRE EROSION CONTROL BLANKET WILL USE MULCH, METHOD 2.
4. SEE I-80 PMK SHEETS FOR ADDITIONAL PAVEMENT MARKING INFORMATION.



REVISIONS NAME	DATE

Baker

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & LANDSCAPING

MARSEILLES ROAD RAMP A

SCALE: 1"=50' DRAWN BY: KM

DATE: 11/02/07 CHECKED BY: SE

SHT. PMK-03 OF 09

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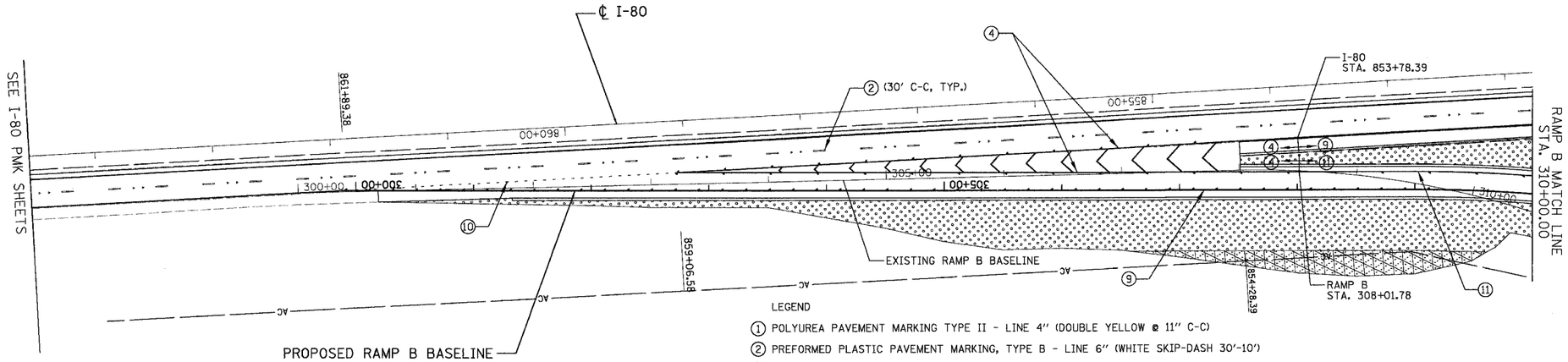
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	108
STA.	300+00.00 TO STA.	321+20.18		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

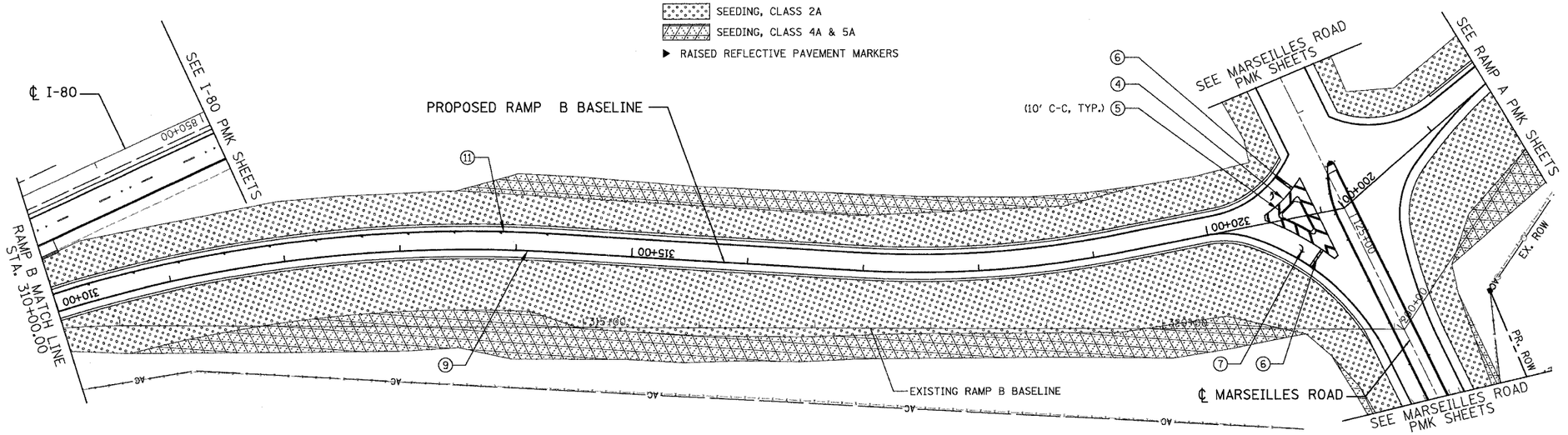
1. INTERSTATE WHITE SKIP MARKINGS, SEPARATING PASSING AND DRIVING LANES SHALL BE 6", INLAID PREFORMED PLASTIC TYPE B TAPE.
2. 3 FOOT STRIP OF EROSION CONTROL BLANKET SHALL BE APPLIED NEXT TO ANY OUTSIDE SHOULDER IN AREAS THAT ARE SEEDED. IT WILL ALSO BE APPLIED TO AREAS WITH 3:1 OR STEEPER SIDE SLOPES.
3. ALL AREAS THAT ARE SEEDED AND DO NOT REQUIRE EROSION CONTROL BLANKET WILL USE MULCH, METHOD 2.
4. SEE I-80 PMK SHEETS FOR ADDITIONAL PAVEMENT MARKING INFORMATION.

LEGEND

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 11" C-C)
(2) PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" (WHITE SKIP-DASH 30'-10')
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(7) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS (WHITE)
(8) NOT USED
(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
SEEDING, CLASS 2A
SEEDING, CLASS 4A & 5A
▶ RAISED REFLECTIVE PAVEMENT MARKERS

GRAPHIC SCALE

FEET
0 50 100 150 200 250



REVISIONS NAME	DATE

Baker
Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
& LANDSCAPING
MARSEILLES ROAD RAMP B

SCALE: 1"=50'
DATE: 11/02/07
DRAWN BY: KM
CHECKED BY: SE

SHT. PMK-04 OF 09

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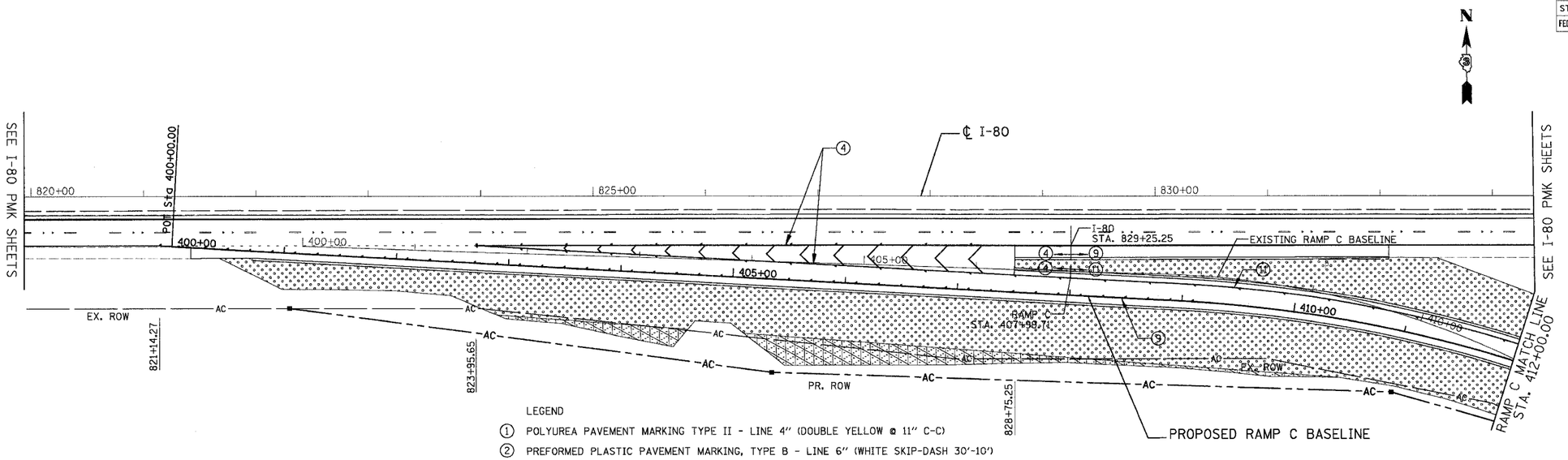
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	109
STA. 400+00.00	TO STA. 500+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 11" C-C)
2. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" (WHITE SKIP-DASH 30'-10')
3. POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE)
4. POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
5. POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
6. POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
7. POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS (WHITE)
8. NOT USED
9. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
10. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
11. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)

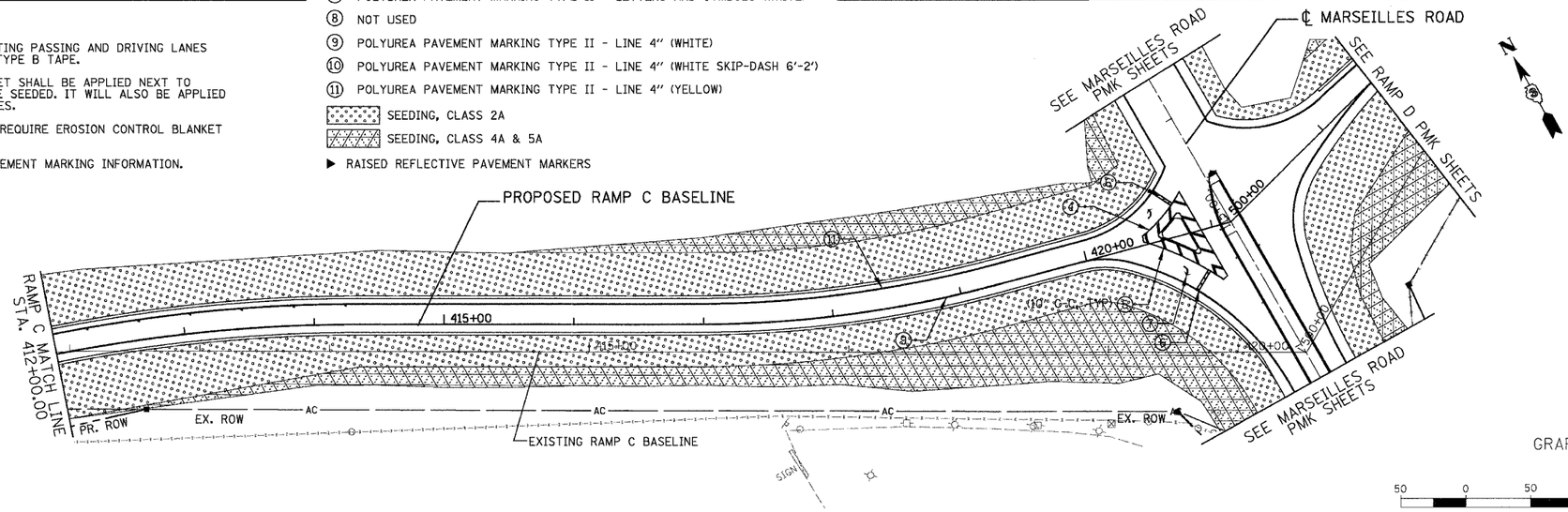
SEEDING, CLASS 2A

SEEDING, CLASS 4A & 5A

▶ RAISED REFLECTIVE PAVEMENT MARKERS

NOTES:

1. INTERSTATE WHITE SKIP MARKINGS, SEPARATING PASSING AND DRIVING LANES SHALL BE 6", INLAID PREFORMED PLASTIC TYPE B TAPE.
2. 3 FOOT STRIP OF EROSION CONTROL BLANKET SHALL BE APPLIED NEXT TO ANY OUTSIDE SHOULDER IN AREAS THAT ARE SEEDED. IT WILL ALSO BE APPLIED TO AREAS WITH 3:1 OR STEEPER SIDE SLOPES.
3. ALL AREAS THAT ARE SEEDED AND DO NOT REQUIRE EROSION CONTROL BLANKET WILL USE MULCH, METHOD 2.
4. SEE I-80 PMK SHEETS FOR ADDITIONAL PAVEMENT MARKING INFORMATION.



GRAPHIC SCALE

FEET

50 0 50 100 150 200 250

REVISIONS NAME	DATE

Baker

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & LANDSCAPING

MARSEILLES ROAD RAMP C

SCALE: 1"=50' DRAWN BY: KM

DATE: 11/02/07 CHECKED BY: SE

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11/5/2007

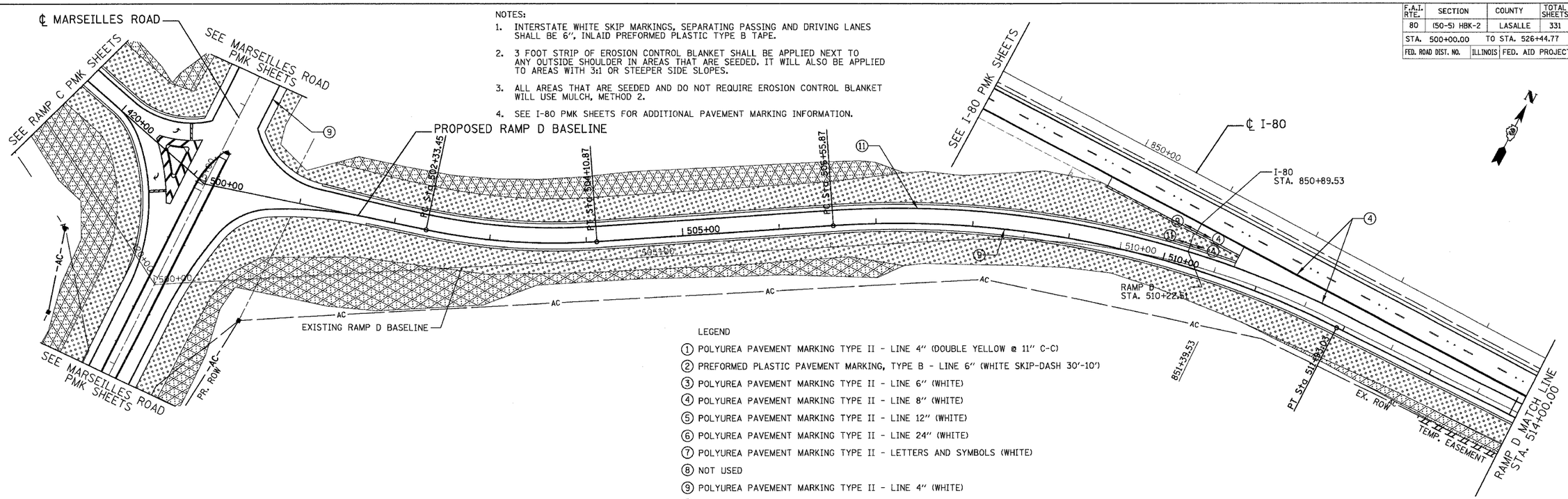
SHT. PMK-05 OF 09

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	110
STA. 500+00.00	TO STA. 526+44.77			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTES:

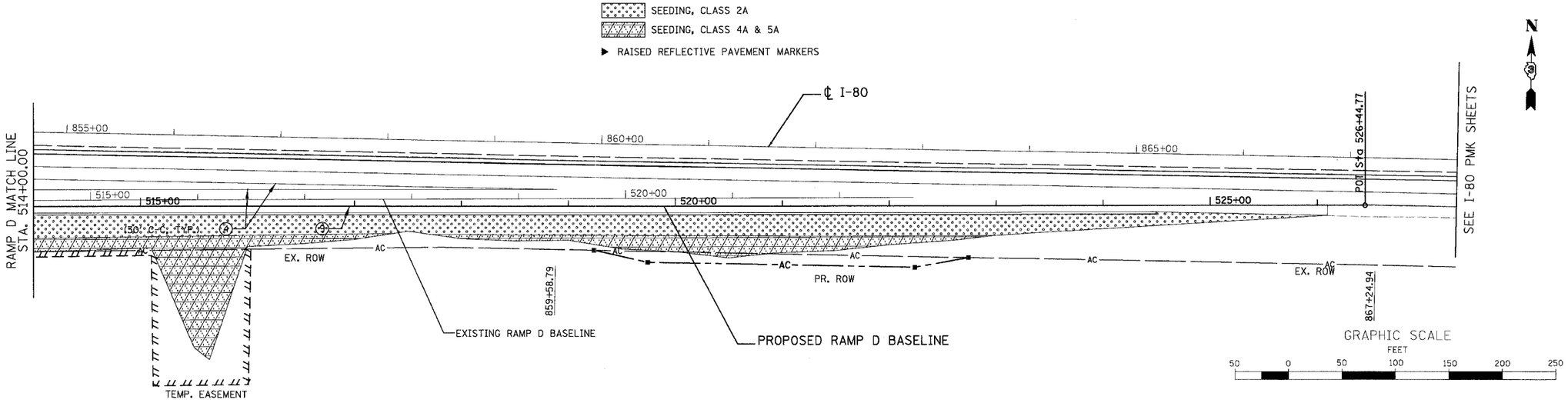
1. INTERSTATE WHITE SKIP MARKINGS, SEPARATING PASSING AND DRIVING LANES SHALL BE 6", INLAID PREFORMED PLASTIC TYPE B TAPE.
2. 3 FOOT STRIP OF EROSION CONTROL BLANKET SHALL BE APPLIED NEXT TO ANY OUTSIDE SHOULDER IN AREAS THAT ARE SEEDED. IT WILL ALSO BE APPLIED TO AREAS WITH 3:1 OR STEEPER SIDE SLOPES.
3. ALL AREAS THAT ARE SEEDED AND DO NOT REQUIRE EROSION CONTROL BLANKET WILL USE MULCH, METHOD 2.
4. SEE I-80 PMK SHEETS FOR ADDITIONAL PAVEMENT MARKING INFORMATION.



LEGEND

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 11" C-C)
(2) PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" (WHITE SKIP-DASH 30'-10')
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(7) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS (WHITE)
(8) NOT USED
(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)

SEEDING, CLASS 2A
SEEDING, CLASS 4A & 5A
▶ RAISED REFLECTIVE PAVEMENT MARKERS



GRAPHIC SCALE
FEET
50 0 50 100 150 200 250

REVISIONS NAME	DATE

Baker
Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & LANDSCAPING

MARSEILLES ROAD RAMP D

SCALE: 1"=50' DRAWN BY: KM
DATE: 11/02/07 CHECKED BY: SE

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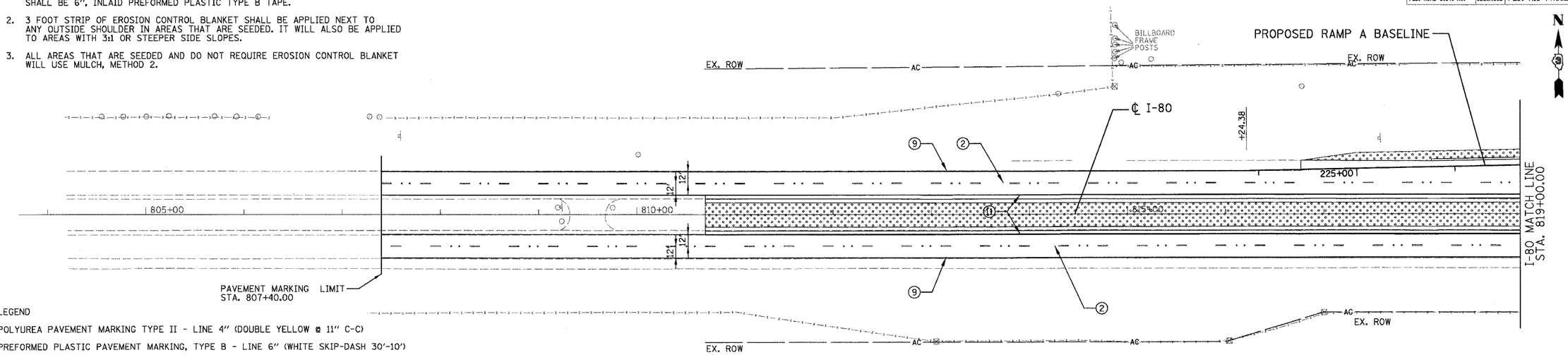
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	111
STA.	809+70.00 TO STA.	834+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTES:

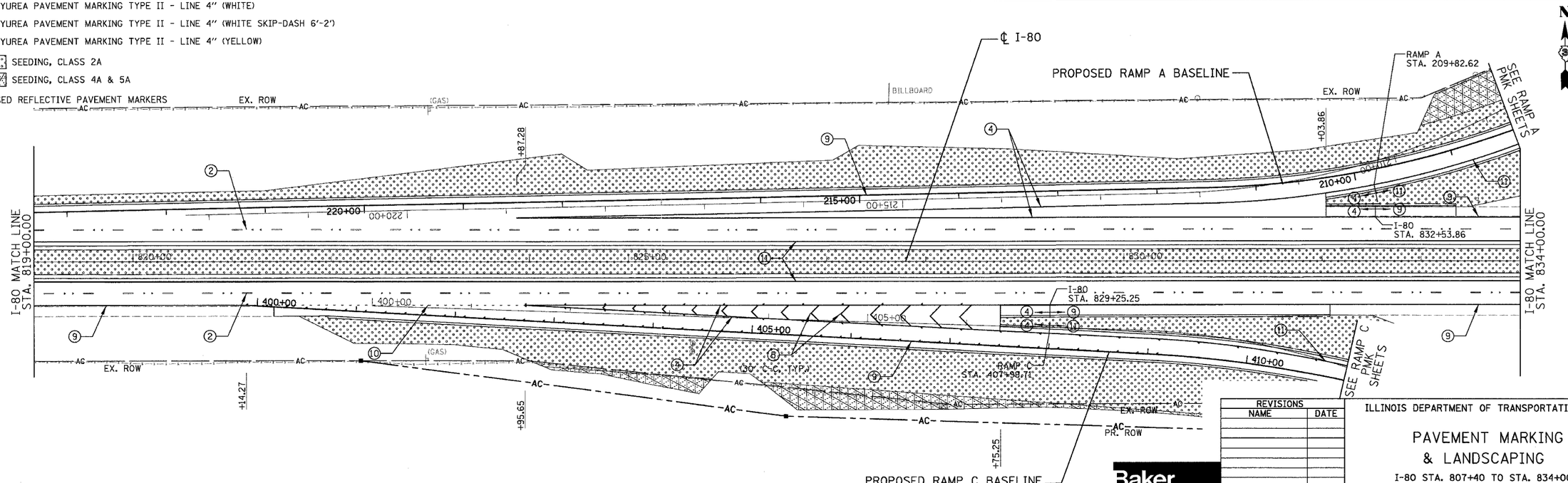
1. INTERSTATE WHITE SKIP MARKINGS, SEPARATING PASSING AND DRIVING LANES SHALL BE 6", INLAID PREFORMED PLASTIC TYPE B TAPE.
2. 3 FOOT STRIP OF EROSION CONTROL BLANKET SHALL BE APPLIED NEXT TO ANY OUTSIDE SHOULDER IN AREAS THAT ARE SEEDED. IT WILL ALSO BE APPLIED TO AREAS WITH 3:1 OR STEEPER SIDE SLOPES.
3. ALL AREAS THAT ARE SEEDED AND DO NOT REQUIRE EROSION CONTROL BLANKET WILL USE MULCH, METHOD 2.



LEGEND

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 11" C-C)
(2) PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" (WHITE SKIP-DASH 30'-10')
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(7) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS (WHITE)
(8) NOT USED
(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
SEEDING, CLASS 2A
SEEDING, CLASS 4A & 5A
▶ RAISED REFLECTIVE PAVEMENT MARKERS

GRAPHIC SCALE
FEET
50 0 50 100 150 200 250



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & LANDSCAPING

I-80 STA. 807+40 TO STA. 834+00

SCALE: 1"=50' DRAWN BY: KM
DATE: 11/02/07 CHECKED BY: SE

Baker
Baker Engineering, Inc.

SHT. PMK-07 OF 09

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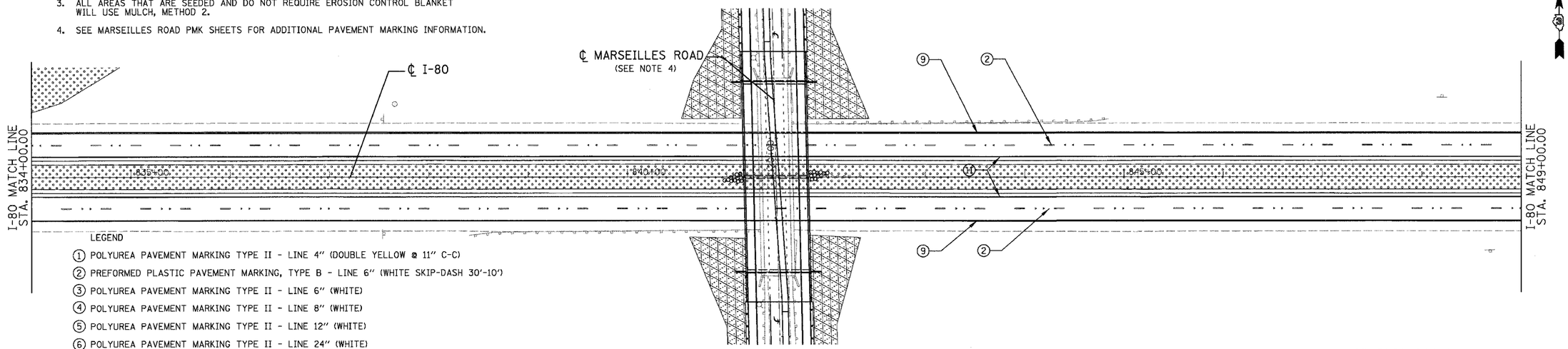
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	112
STA. 834+00.00 TO STA. 864+00.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTES:

1. INTERSTATE WHITE SKIP MARKINGS, SEPARATING PASSING AND DRIVING LANES SHALL BE 6", INLAID PREFORMED PLASTIC TYPE B TAPE.
2. 3 FOOT STRIP OF EROSION CONTROL BLANKET SHALL BE APPLIED NEXT TO ANY OUTSIDE SHOULDER IN AREAS THAT ARE SEEDED. IT WILL ALSO BE APPLIED TO AREAS WITH 3:1 OR STEEPER SIDE SLOPES.
3. ALL AREAS THAT ARE SEEDED AND DO NOT REQUIRE EROSION CONTROL BLANKET WILL USE MULCH, METHOD 2.
4. SEE MARSEILLES ROAD PMK SHEETS FOR ADDITIONAL PAVEMENT MARKING INFORMATION.



LEGEND

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 11" C-C)
(2) PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" (WHITE SKIP-DASH 30'-10')
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(7) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS (WHITE)
(8) NOT USED
(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)

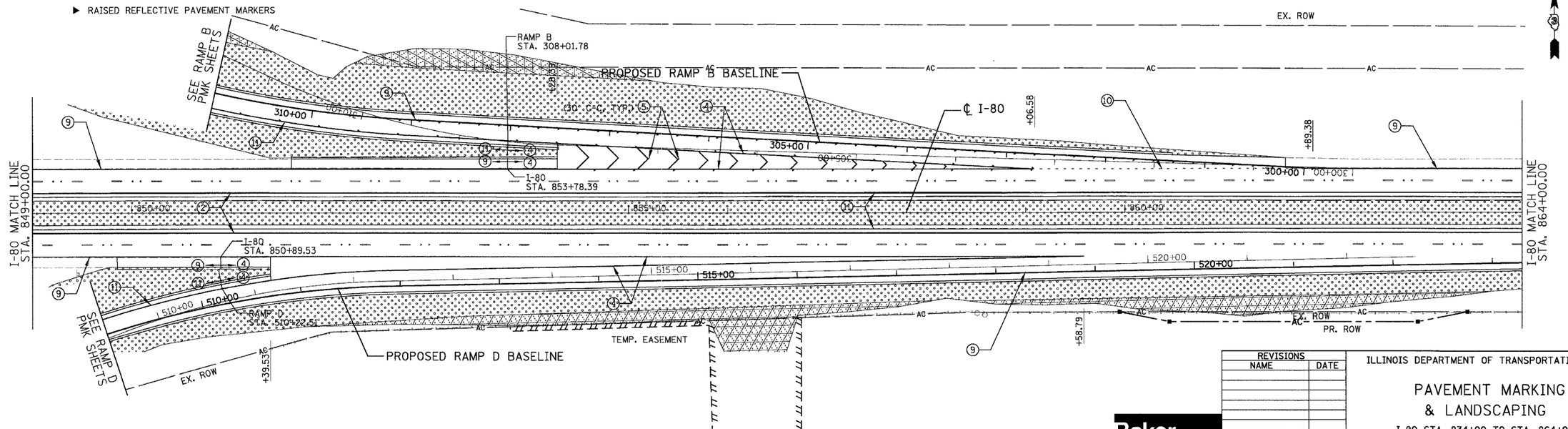
SEEDING, CLASS 2A
SEEDING, CLASS 4A & 5A
▶ RAISED REFLECTIVE PAVEMENT MARKERS

N

GRAPHIC SCALE

FEET

50 0 50 100 150 200 250



REVISIONS NAME	DATE

Baker
Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & LANDSCAPING

I-80 STA. 834+00 TO STA. 864+00

SCALE: 1"=50' DRAWN BY: KM
DATE: 11/02/07 CHECKED BY: SE

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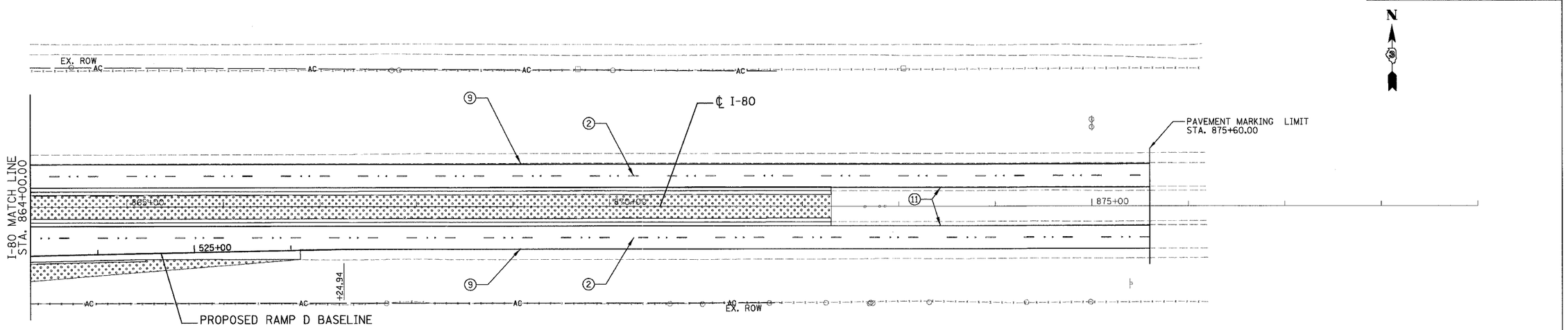
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	113
STA. 864+00.00 TO STA. 874+30.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GRAPHIC SCALE

FEET

50 0 50 100 150 200 250

LEGEND

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 11" C-C)

(2) PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" (WHITE SKIP-DASH 30'-10')

(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE)

(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)

(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)

(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)

(7) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS (WHITE)

(8) NOT USED

(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)

(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')

(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)

SEEDING, CLASS 2A

SEEDING, CLASS 4A & 5A

▶ RAISED REFLECTIVE PAVEMENT MARKERS

NOTES:

1. INTERSTATE WHITE SKIP MARKINGS, SEPARATING PASSING AND DRIVING LANES SHALL BE 6", INLAID PREFORMED PLASTIC TYPE B TAPE.
2. 3 FOOT STRIP OF EROSION CONTROL BLANKET SHALL BE APPLIED NEXT TO ANY OUTSIDE SHOULDER IN AREAS THAT ARE SEEDED. IT WILL ALSO BE APPLIED TO AREAS WITH 3:1 OR STEEPER SIDE SLOPES.
3. ALL AREAS THAT ARE SEEDED AND DO NOT REQUIRE EROSION CONTROL BLANKET WILL USE MULCH, METHOD 2.

REVISIONS	
NAME	DATE

Baker

Baker Engineering, Inc

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & LANDSCAPING

I-80 STA. 864+00 TO STA. 875+60

SCALE: 1"=50' DRAWN BY: KM

DATE: 11/02/07 CHECKED BY: SE

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11/5/2007

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-51)HBK-2	LASALLE	331	114
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF QUANTITIES

CODE NUMBER	DESCRIPTION	UNIT	QUANTITY
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	45
81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	35
81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	235
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	187
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	168
81300520	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 8" X 6"	EACH	2
81603040	UNIT DUCT, 600V, 2-1/C NO. 6, 1/C NO. 8 GROUND, (XLP-TYPE USE), 1" DIA., POLYETHYLENE	FOOT	13285
81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	243
81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	486
81800200	AERIAL CABLE, 2-1/C NO. 4, WITH MESSENGER WIRE	FOOT	4314
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	10791
82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	34
82500520	LIGHTING CONTROLLER TYPE CB-RCS, 60 AMP-480 VOLT	EACH	1
83052200	LIGHT POLE, FIBERGLASS ANCHOR BASE, 45 FT. M.H., 12 FT MAST ARM	EACH	34
83057220	LIGHT POLE, WOOD, 40 FOOT, CLASS 4	EACH	7
83057350	LIGHT POLE, WOOD, 60 FOOT, CLASS 4	EACH	7
83600357	LIGHT POLE FOUNDATION METAL, 15" BOLT CIRCLE, 8" X 8'	EACH	34
83800650	BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN	EACH	120
84100110	REMOVAL OF TEMPORARY LIGHTING UNITS	EACH	14
84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	12
84200700	LIGHTING FOUNDATION REMOVAL	EACH	12
84500110	REMOVAL OF LIGHTING CONTROLLER	EACH	1
84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1
X8440102	RELOCATE EXISTING LUMINAIRE	EACH	7

GENERAL NOTES:

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED.

ALL THREADS OF BOLTS SHALL BE COATED WITH A NON-LEAD BASED ANTI-SIEZE COMPOUND, SIMILAR TO LEAD PLATE, PRIOR TO ASSEMBLY.

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

180 & CH15 (MARSEILLES)

MARSEILLES TELEPHONE
AMERENIP
COMMONWEALTH EDISON
ILLINOIS BELL

IDOT DISTRICT 3 LUMINAIRE PERFORMANCE TABLE

Given Conditions
PROPOSED RAMP
Typical Section

ROADWAY DATA:	Pavement Width	16 ft.
	Number of Lanes	1
	Roadway Classification	Freeway Class B
	I.E.S. Surface Classification	R3
	Q-Zero Value	0.07
LIGHT POLE DATA:	Mounting Height	45 ft.
	Mast Arm Length	12 ft.
	Pole Set-Back From Edge of Pavement	20 ft.
LUMINAIRE DATA:	Lamp Type	250W HPS
	Lamp Lumens	28000
	I.E.S. Vertical Distribution	Medium
	I.E.S. Control of Distribution	Full Cutoff
	I.E.S. Lateral Distribution	III
	Total Light Loss Factor	0.70
LAYOUT DATA:	Spacing	175 ft.
	Configuration	SINGLE SIDE
	Luminaire Overhang Over EOP	-8 ft.

NOTE: Variations from the above specified I.E.S. distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.

Performance Requirements

NOTE: These performance requirements shall be the minimum acceptable standards of the photometric performance for the luminaire, based on the given conditions listed above.

ILLUMINATION:	Average Horizontal Illumination, E_{AVE}	0.90 fc
	Uniformity Ratio, E_{AVE}/E_{MIN}	2.50 : 1
LUMINANCE	Average Luminance, L_{ave}	0.60 cd/m^2
	Uniformity Ratio, L_{AVE}/L_{MIN}	1.50 : 1
	Uniformity Ratio, L_{MAX}/L_{MIN}	2.50 : 1
	Max. Veiling Luminance Ratio, L_V/L_{AVE}	0.25 : 1

IDOT DISTRICT 3 LUMINAIRE PERFORMANCE TABLE

Given Conditions
PROPOSED MARSEILLES ROAD
Typical Section

ROADWAY DATA:	Pavement Width	42 ft.
	Number of Lanes	3
	Roadway Classification	Collector, Low pedestrian conflict
	I.E.S. Surface Classification	R3
	Q-Zero Value	0.07
LIGHT POLE DATA:	Mounting Height	45 ft.
	Mast Arm Length	12 ft.
	Pole Set-Back From Edge of Pavement	20 ft.
LUMINAIRE DATA:	Lamp Type	250W HPS
	Lamp Lumens	28000
	I.E.S. Vertical Distribution	Medium
	I.E.S. Control of Distribution	Full Cutoff
	I.E.S. Lateral Distribution	III
	Total Light Loss Factor	0.70
LAYOUT DATA:	Spacing	220 ft.
	Configuration	SINGLE SIDE
	Luminaire Overhang Over EOP	-8 ft.

NOTE: Variations from the above specified I.E.S. distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.

Performance Requirements

NOTE: These performance requirements shall be the minimum acceptable standards of the photometric performance for the luminaire, based on the given conditions listed above.

ILLUMINATION:	Average Horizontal Illumination, E_{AVE}	0.60 fc
	Uniformity Ratio, E_{AVE}/E_{MIN}	2.50 : 1
LUMINANCE	Average Luminance, L_{ave}	0.40 cd/m^2
	Uniformity Ratio, L_{AVE}/L_{MIN}	2.40 : 1
	Uniformity Ratio, L_{MAX}/L_{MIN}	6.00 : 1
	Max. Veiling Luminance Ratio, L_V/L_{AVE}	0.40 : 1

Singh & Associates (184-001139)

PETER A. VANDEMOTTER 062-043483 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

10-31-07
exp. 11-30-07
Sheets 114 thru 127

E-1

SINGH & ASSOCIATES, INC. CONSULTING ENGINEERS
300 W. ADAMS ST. CHICAGO, IL 60606
TEL: (312) 629-0240 FAX: (312) 629-8449

Baker Engineering, Inc.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND SCHEDULE OF QUANTITIES

SCALE: NONE
DATE 10/31/07
DRAWN BY VC
CHECKED BY PV

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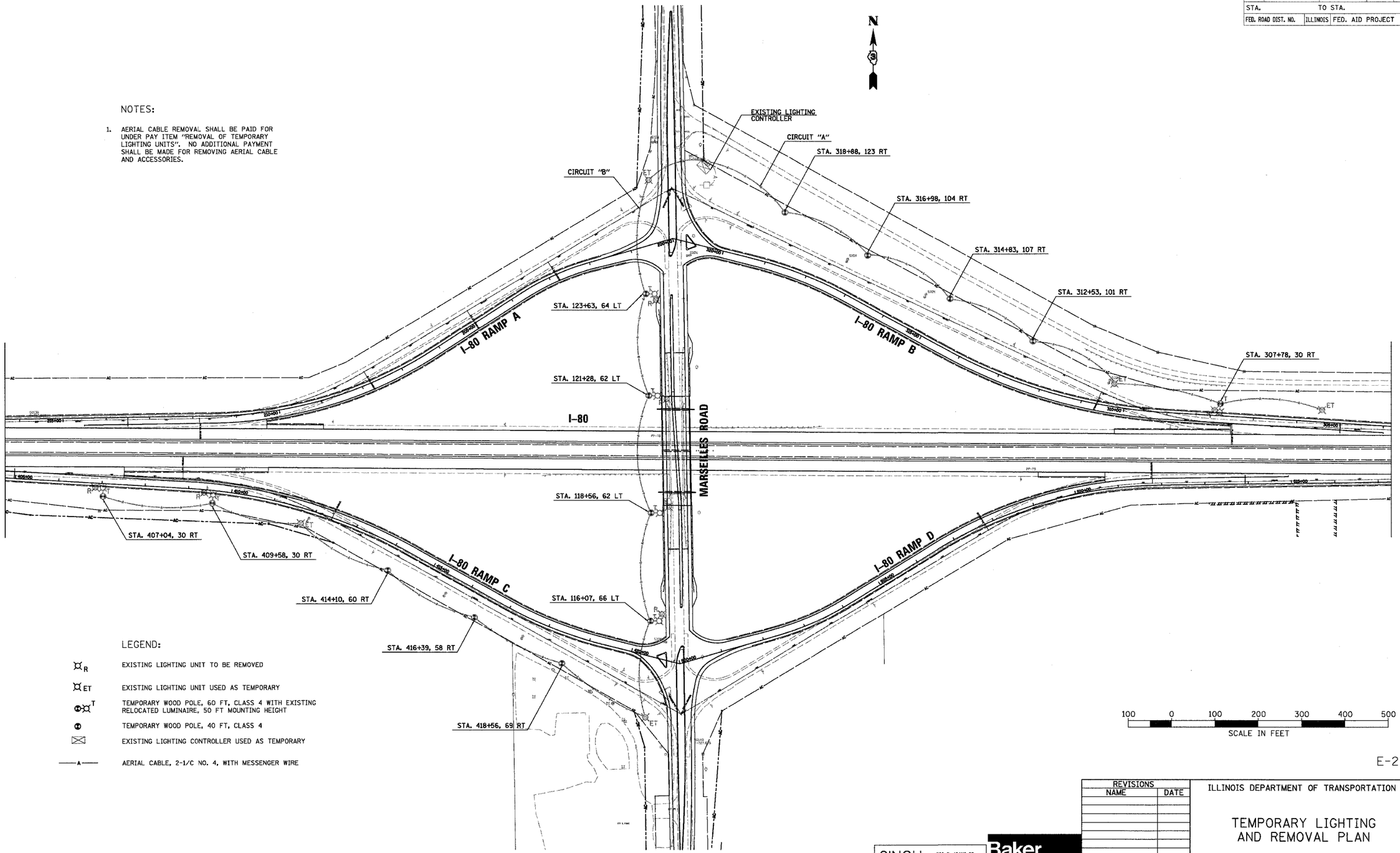
10/31/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	115
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTES:

1. AERIAL CABLE REMOVAL SHALL BE PAID FOR UNDER PAY ITEM "REMOVAL OF TEMPORARY LIGHTING UNITS". NO ADDITIONAL PAYMENT SHALL BE MADE FOR REMOVING AERIAL CABLE AND ACCESSORIES.



LEGEND:

$\boxtimes_R$	EXISTING LIGHTING UNIT TO BE REMOVED
$\boxtimes_{ET}$	EXISTING LIGHTING UNIT USED AS TEMPORARY
$\boxtimes^T$	TEMPORARY WOOD POLE, 60 FT, CLASS 4 WITH EXISTING RELOCATED LUMINAIRE, 50 FT MOUNTING HEIGHT
⊠	TEMPORARY WOOD POLE, 40 FT, CLASS 4
⊠	EXISTING LIGHTING CONTROLLER USED AS TEMPORARY
——A——	AERIAL CABLE, 2-1/C NO. 4, WITH MESSENGER WIRE

E-2

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHTING AND REMOVAL PLAN

SCALE: 1"=100'
DATE 11/02/07
DRAWN BY VG
CHECKED BY PV

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SINGH & ASSOCIATES, INC.
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FAX: (312) 629-8449

Baker
Baker Engineering, INC

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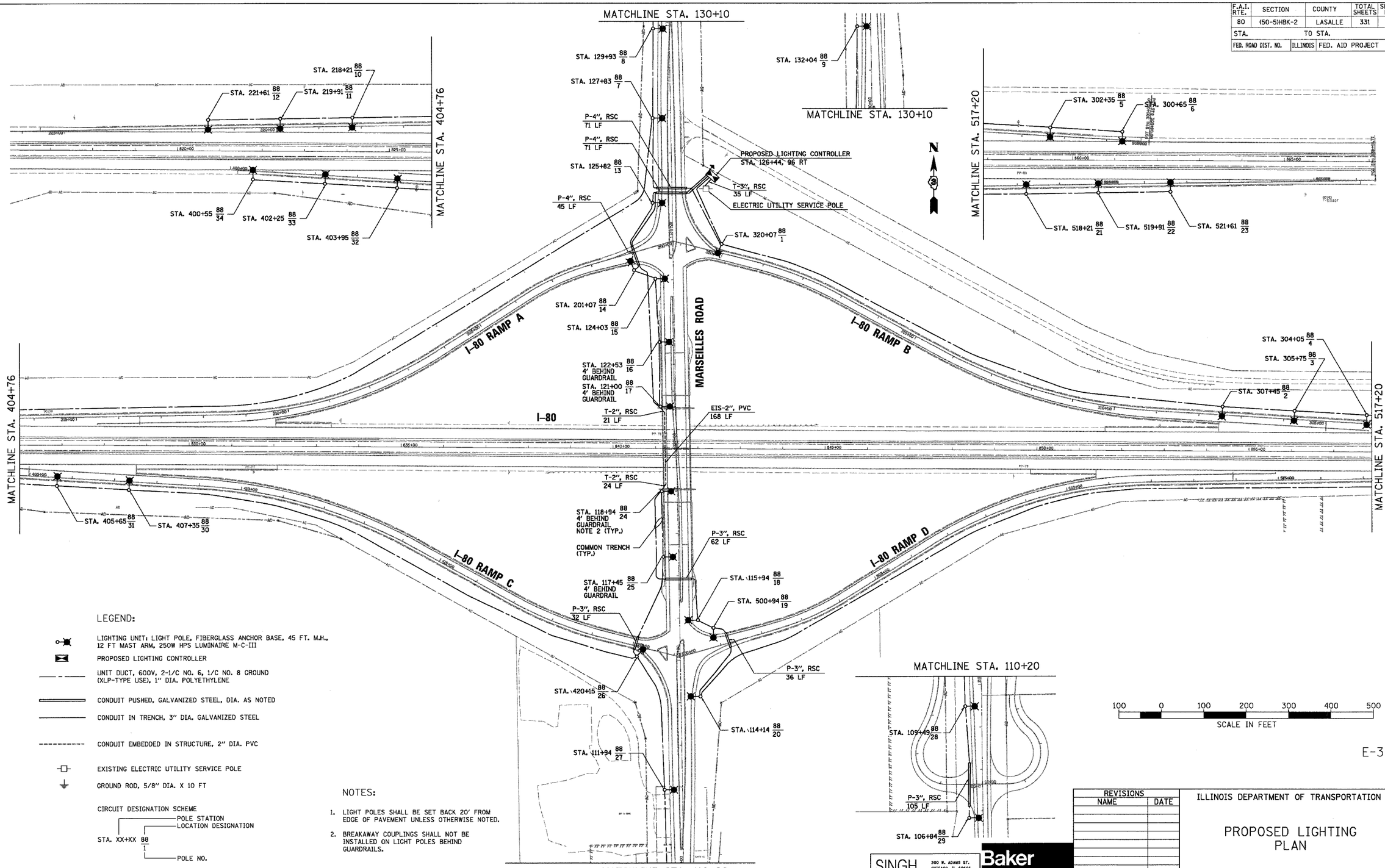
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	116
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND:

- LIGHTING UNIT: LIGHT POLE, FIBERGLASS ANCHOR BASE, 45 FT. M.H., 12 FT MAST ARM, 250W HPS LUMINAIRE M-C-III
- PROPOSED LIGHTING CONTROLLER
- UNIT DUCT, 600V, 2-1/C NO. 6, 1/C NO. 8 GROUND (XLP-TYPE USE), 1" DIA. POLYETHYLENE
- CONDUIT PUSHED, GALVANIZED STEEL, DIA. AS NOTED
- CONDUIT IN TRENCH, 3" DIA. GALVANIZED STEEL
- CONDUIT EMBEDDED IN STRUCTURE, 2" DIA. PVC
- EXISTING ELECTRIC UTILITY SERVICE POLE
- GROUND ROD, 5/8" DIA. X 10 FT

CIRCUIT DESIGNATION SCHEME

STA. XX+XX 88/1 — 88: POLE STATION; 1: POLE NO.

NOTES:

1. LIGHT POLES SHALL BE SET BACK 20' FROM EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
2. BREAKAWAY COUPLINGS SHALL NOT BE INSTALLED ON LIGHT POLES BEHIND GUARDRAILS.

100 0 100 200 300 400 500
SCALE IN FEET

E-3

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN

SCALE: 1"=100' DRAWN BY VG
DATE 11/02/07 CHECKED BY PV

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300 W. ADAMS ST. CHICAGO, IL 60606 TEL: (312) 629-0240 FAX: (312) 629-8449
Baker Engineering, Inc.

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11/5/2007

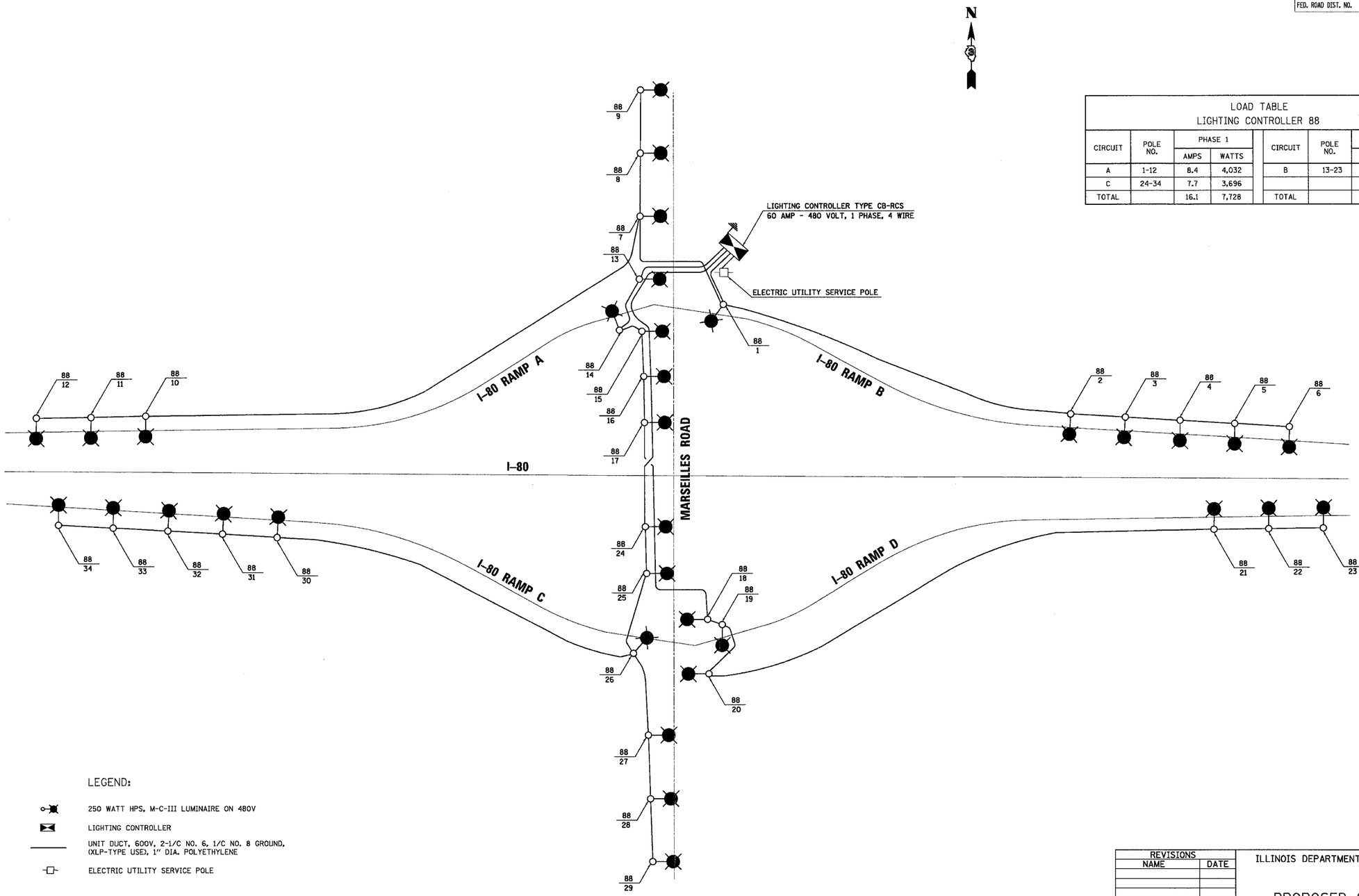
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	117
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

N

LOAD TABLE
LIGHTING CONTROLLER 88

CIRCUIT	POLE NO.	PHASE 1 AMPS	PHASE 1 WATTS	CIRCUIT	POLE NO.	PHASE 2 AMPS	PHASE 2 WATTS
A	1-12	8.4	4,032	B	13-23	7.7	3,696
C	24-34	7.7	3,696				
TOTAL		16.1	7,728	TOTAL		7.7	3,696



LEGEND:

- 250 WATT HPS, M-C-III LUMINAIRE ON 480V
- LIGHTING CONTROLLER
- UNIT DUCT, 600V, 2-1/C NO. 6, 1/C NO. 8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE
- ELECTRIC UTILITY SERVICE POLE

E-4

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED SINGLE LINE DIAGRAM

SCALE: NONE
DATE 11/02/07

DRAWN BY VG
CHECKED BY PV

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CONSULTING ENGINEERS
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CHICAGO, IL 60606
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FAX: (312) 629-0449

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Baker Engineering, Inc.

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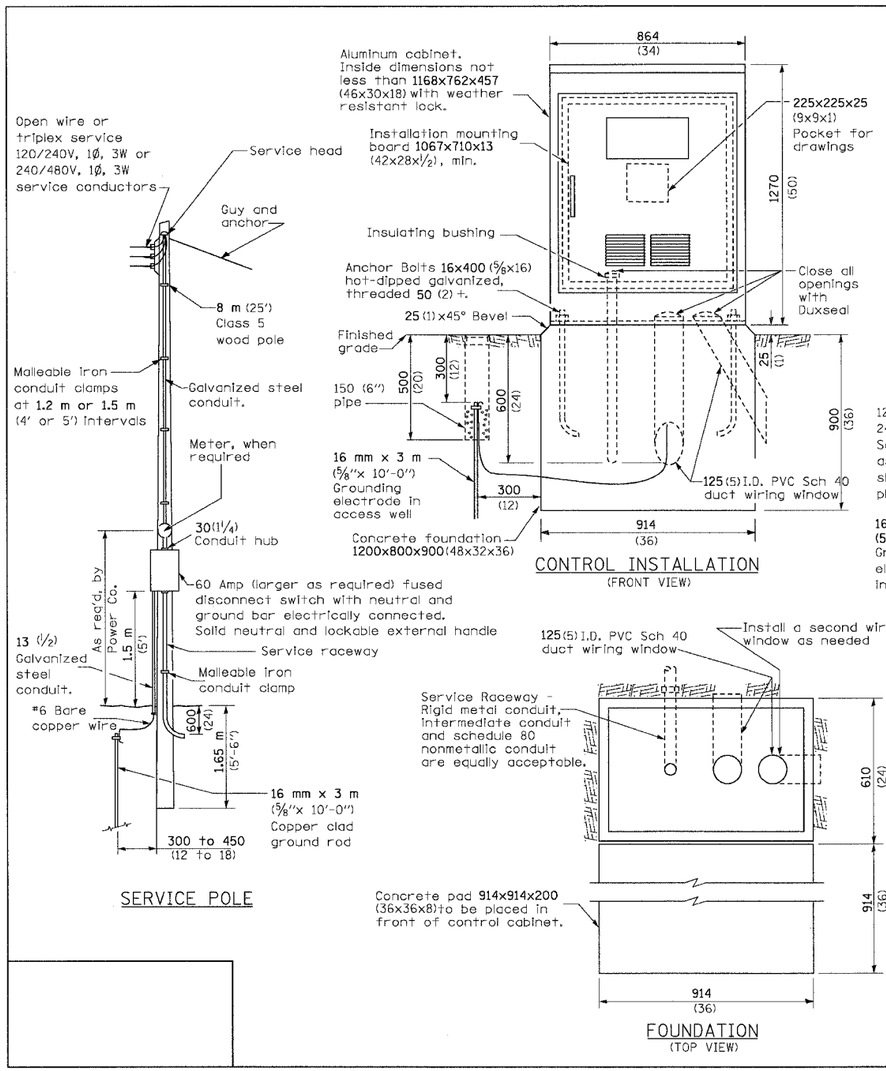
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	118
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



MATERIALS

- A Photocell w/ integral surge arrester (remote mount in urban areas)
- B 3 position selector switch HAND-OFF-AUTO
- C 100 amp* electrically held contactor, 120V operating coil
- D 15 amp, 1 pole, circuit breaker
- E 60 amp*, 2 pole, main circuit breaker
- F 20 amp*, 2 pole, branch circuit breaker (typ). 2 spare c.b. required but not shown
- G Surge arrestor
- H Transformer (see notes), 2 KVA*, 240/480V primary, 120/240V sec, single phase
- I GFCI duplex receptacle
- J Single pole, single throw switch
- K Shielded security fixture with 100W rough service incandescent lamp
- N_1 Neutral bar
- M Equipment ground bar
- N_2 & N Terminal block (typ)

(* = Size larger if the incoming service is 120/240V, 1Ø)

GENERAL NOTES

Locate service pole and control installation adjacent to R.O.W. line with a minimum distance of 9 m (30') from the edge of pavement. Locate in close proximity to the utility transformer so the service drop does not exceed 46 m (150ft) and the total distance of overhead and underground cable (utility transformer to lighting controller) does not exceed 76 m (250ft). Exact location shall be established by the Engineer.

Wiring shall be panel board fashion. All bends shall be right angles. All runs shall be vertical or parallel to panel board. Wires shall be grouped or laced.

All control installation components shall be U.L. listed.

Add receptacle, light, and switch in control cabinet.

For 480 V service, a step down transformer "H" is required.

Raceways shall terminate 75 (3) above top of concrete foundation.

Label equipment ground buss and neutral buss.

All dimensions are in millimeters (inches) unless otherwise shown.

Do not connect N_1 and M at the controller.

☐ 240 V. SERVICE
☒ 480 V. SERVICE

DATE	REVISIONS
	Corrected 1/19/06
1/17/07	Corrected

CONTROL INSTALLATION Base Mount Cabinet

LGT005.DGN

E-5

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS

SCALE: NONE
DATE 11/02/07
DRAWN BY VG
CHECKED BY PV

SINGH & ASSOCIATES, INC. CONSULTING ENGINEERS
300 W. ADAMS ST. CHICAGO, IL 60606 TEL: (312) 629-0240 FAX: (312) 629-0449
Baker Engineering, Inc

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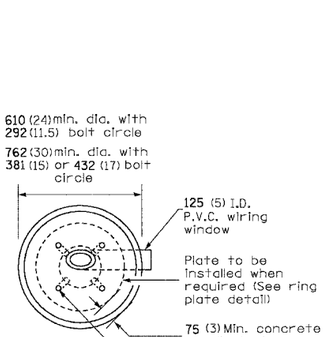
11/5/2007

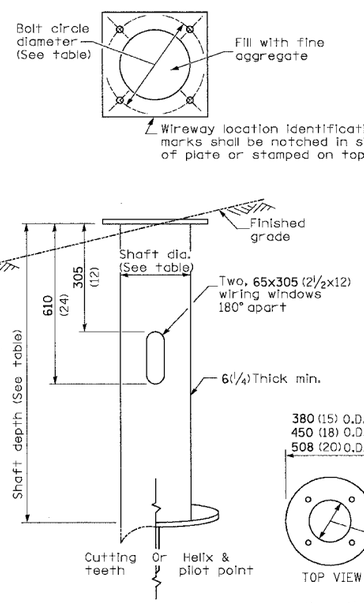
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	119
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

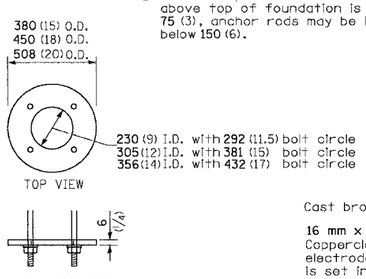
		STEEL FOUNDATION			CONCRETE FOUNDATION		
LIGHT POLE MOUNTING HEIGHT	BOLT CIRCLE DIAMETER	SHAFT DIAMETER	SHAFT DEPTH	TOP PLATE (min)	SHAFT DIAMETER	SHAFT DEPTH	ANCHOR ROD LENGTH ①
≤9.1 m (30')	292 (11.5)	220 (8⅝)	1.83 m (6')	300 x 300 x 25 12 x 12 x 1	610 (24)	1.52 m (5'-0")	1.45 m (4'-9")
9.4 m - 10.7 m (31'-35')	292 (11.5)	220 (8⅝)	1.83 m (6')	300 x 300 x 25 12 x 12 x 1	610 (24)	1.67 m (5'-6")	1.60 m (5'-3")
10.9 m - 12.2 m (36'-40')	381 (15) ③	220 (8⅝)	1.83 m (6') ②	375 x 375 x 31 15 x 15 x 1 1/4	762 (30)	1.83 m (6'-0")	1.75 m (5'-9")
12.5 m - 13.7 m (41'-45')	381 (15) ③	220 (8⅝)	1.83 m (6') ②	375 x 375 x 31 15 x 15 x 1 1/4	762 (30)	1.98 m (6'-6")	1.90 m (6'-3")
14.0 m - 15.2 m (46'-50')	381 (15) ③	220 (8⅝)	2.44 m (8')	375 x 375 x 31 15 x 15 x 1¼	762 (30)	2.13m (7'-0")	2.00 m (6'-9")

① Length does not include 100 (4) hook
② 220 mm x 2.44 m (8⅝"x 8'-0") for Twin luminaires
③ Bolt circle diam. shall be 430 (17) when a TB3-17 transformer base is used



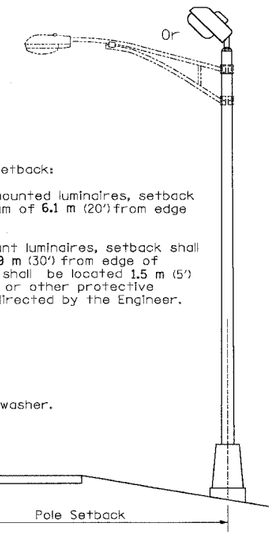


☒ STEEL FOUNDATION



RING PLATE DETAIL
(When rock is encountered and foundation is shallower)

☐ CONCRETE FOUNDATION



Pole Foundation Setback:

For horizontal mounted luminaires, setback shall be a minimum of 6.1 m (20') from edge of pavement.

For vertical mount luminaires, setback shall be a minimum of 9 m (30') from edge of pavement. Poles shall be located 1.5 m (5') behind guardrail or other protective barriers, or as directed by the Engineer.

Notes:

1) Wireway may be on front, back or side of foundation as required by the trenching. Place door of transformer base on wireway side to minimize the number of unit duct bends.
2) Top of schedule 40 125 (5) I.D. PVC wiring window, shall be flush with the top of foundation for drainage.
3) All foundations are designed to be located on slopes not exceeding 2:1 where soils have an unconfined compressive strength of at least 1.0 TSF. The contractor shall verify the soil strength during drilling for concrete foundations or by monitoring installation resistance on steel foundations and notify the engineer if other conditions are encountered.
4) Anchor rod shall be increased to 31 (1¼) diameter for 15.24 (50') mounting height or above.
5) TB3-17 transformer base is not to be used on metal foundation.
6) Foundation steel or concrete is to be used as marked.

All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS
10/7/02	Bridge Office depth calc.

LIGHT POLE FOUNDATION

LGT007-836

E-6

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS

SCALE: NONE
DATE 11/02/07
DRAWN BY VG
CHECKED BY PV

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS
300 E. ADAMS ST.
CHICAGO, IL 60604
TEL: (312) 629-0240
FAX: (312) 629-0449

Baker
Baker Engineering, Inc.

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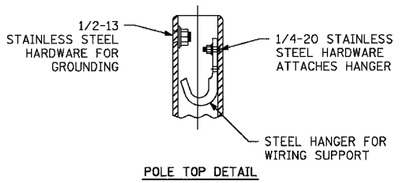
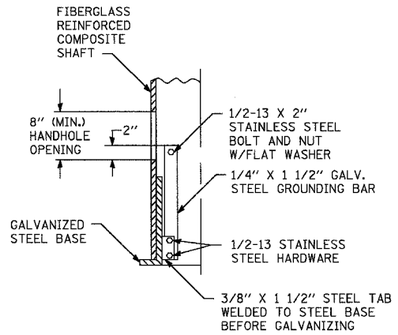
11/5/2007

CONTRACT NO. 66600

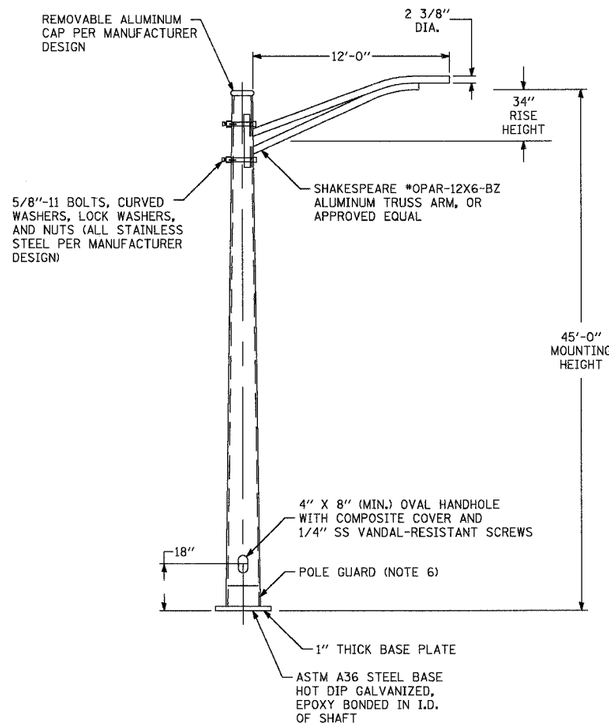
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	120
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

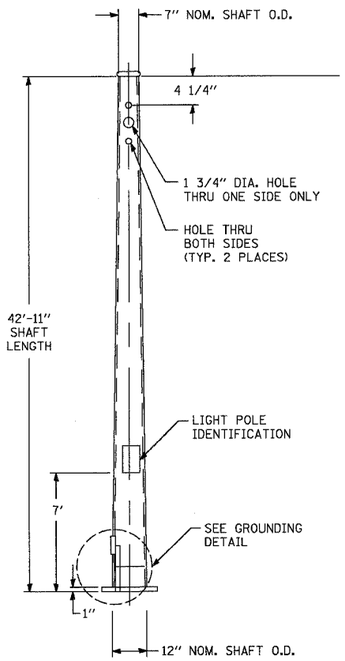


POLE TOP DETAIL

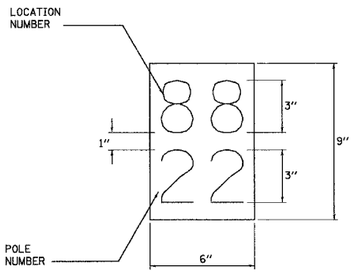


GROUNDING DETAIL





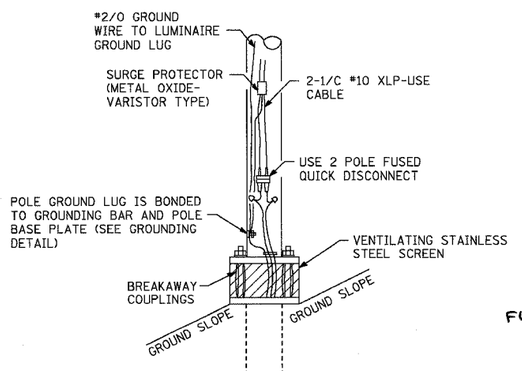
LIGHT POLE IDENTIFICATION:



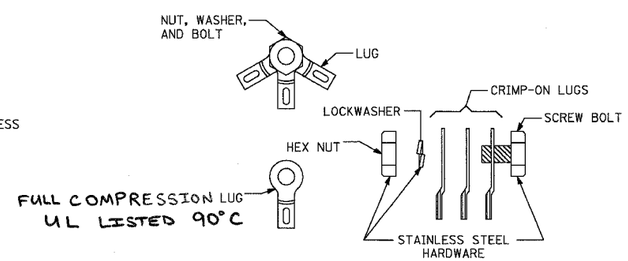
THE CONTRACTOR SHALL FURNISH AND INSTALL A LIGHT POLE IDENTIFICATION ON EACH LIGHT POLE PER SECTION 1069.06 OF THE S.S., AS SHOWN ABOVE, INCIDENTAL TO THE RESPECTIVE LIGHT POLE PAY ITEM. THE NUMERALS SHALL BE 3" HIGH SERIES "D", BLACK, SCREENED ON SILVER-WHITE TYPE B PRESSURE SENSITIVE REFLECTIVE SHEETING CONFORMING TO THE REQUIREMENTS OF SECTION T602.01 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS. THE NUMERALS SHALL CONFORM TO THE FHWA "STANDARD ALPHABETS FOR HIGHWAY SIGNS".

THE LIGHT POLE IDENTIFICATION SHALL BE APPLIED TO SIGN BASE MATERIAL AS SPECIFIED IN SECTION 1085.05 OF THE SUPPLEMENTAL SPECIFICATIONS, APPROXIMATELY 7' ABOVE THE ADJACENT PAVEMENT GRADE VISIBLE TO APPROACHING TRAFFIC IN ACCORDANCE WITH HIGHWAY STANDARD 2319.

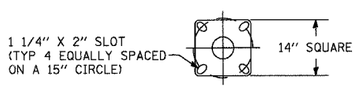
I-80 & CH15 (MARSEILLES) LOCATION NUMBER 88, POLE NUMBER 1-34



POLE WIRING, BREAKAWAY COUPLINGS, & STEEL FOUNDATION



GROUNDING ATTACHMENT DETAILS
NO SCALE



NOTES:

1 - FINISH: SMOOTH
2 - COLOR: DARK BRONZE (HIGH UV RESISTANCE POLYURETHANE FINISH)
3 - MATERIAL: FIBERGLASS REINFORCED COMPOSITE (65% GLASS BY WEIGHT)
4 - DESIGN, MATERIALS, AND FINISH (SEE IDOT SPECIFICATIONS)
5 - 110 MPH=Design Wind Speed PER CURRENT AASHTO with a 50 Year MINIMUM DESIGN LIFE
6 - PROVIDE POLE GUARD, SHAKESPEARE *PG12.5-Y5H OR APPROVED EQUAL, MOUNTED ABOVE POLE BASE PLATE
7 - THE GROUND WIRES INSIDE OF THE POLE SHALL BE INCLUDED IN THE COST OF "WIRE IN THE POLE", WHICH IS INCIDENTAL TO THE LUMINAIRE

E-7

REVISIONS	
NAME	DATE
RG	1/17/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
COMPOSITE POLE

SCALE: NONE DRAWN BY VG
DATE 11/02/07 CHECKED BY PV

SINGH
SINGH & ASSOCIATES, INC.
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FAX: (312) 629-6449

Baker
Baker Engineering, Inc.

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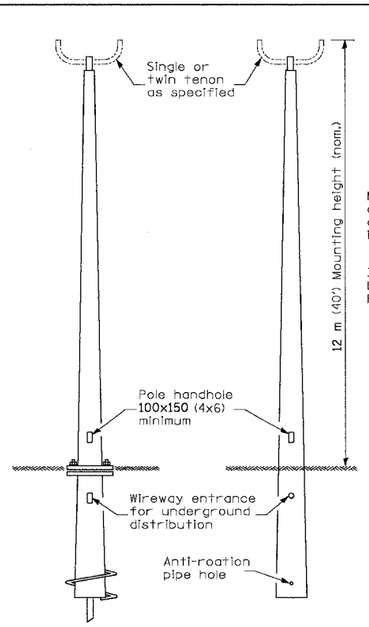
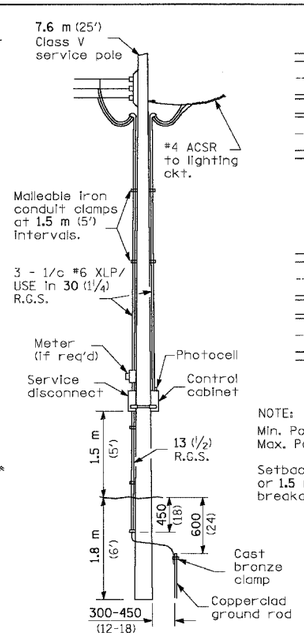
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	121
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



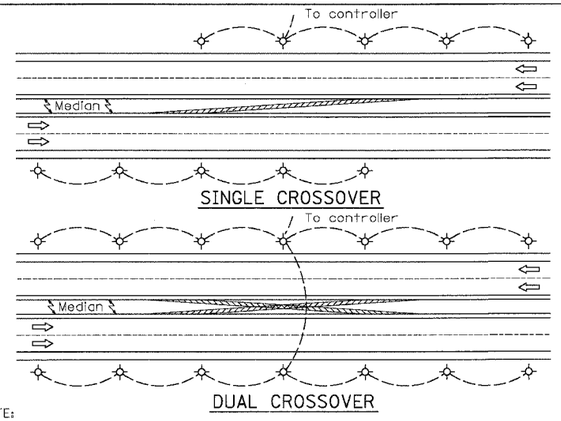
ANCHOR BASE W/ METAL FOUNDATION



SERVICE INSTALLATION

BUTT BASE

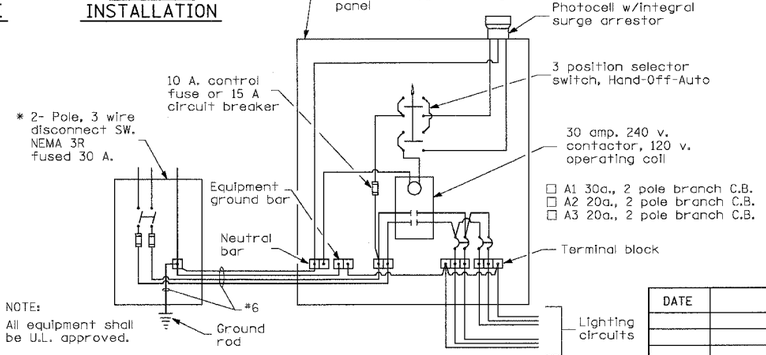
POLE, FIBERGLASS BREAKAWAY TYPE



NOTE:
Min. Pole spacing 60 m (200')
Max. Pole spacing 75 m (250')

Setback shall be min. 9 m (30') or 1.5 m (5') back of ditch, unless breakaway type pole is used.

1. Luminaire
2. Wood pole, class 3 or better
3. 63 (2½) Galv. steel conduit
4. Single offset pole band
5. Conduit bushing
6. Cable clamps on 600 (24) centers
7. 2/c #12 Type USE cable
8. 25 (1) Galv. steel conduit 3.0 m (10') in length



☐ A1 30a., 2 pole branch C.B.
☐ A2 20a., 2 pole branch C.B.
☐ A3 20a., 2 pole branch C.B.

NOTE:
All equipment shall be U.L. approved.

* 30 A. or 60 A., dependent upon utility co. rules.

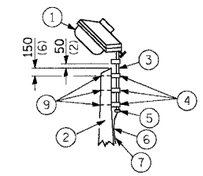
WIRING DIAGRAM

NOTE:

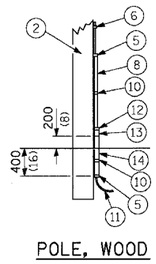
Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.

Luminaire(s) shall be oriented and the mounting angle adjusted as recommented by the Engineer.

Connect luminaire equipment ground to ACSR messenger.



9. 16 (⅝) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
10. Conduit clamps on 900 (36) centers
11. Unit duct
12. Threaded reducer
13. "C" Conduiet, threaded
14. 40 (1½) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



POLE, WOOD

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS

TEMPORARY ROADWAY LIGHTING

LGT014.M32

E-8

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS

SCALE: NONE
DATE 11/02/07

DRAWN BY VG
CHECKED BY PV

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS
300 W. ADAMS ST.
CHICAGO, IL 60606
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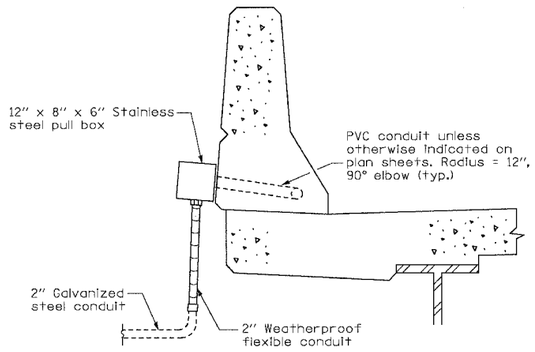
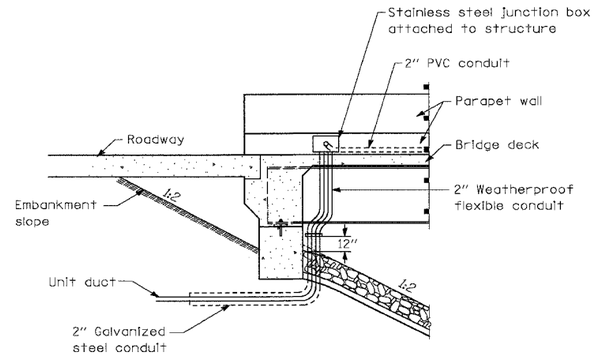
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	122
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PARAPET WALL ELEVATION



ELEVATION

All dimensions are in inches unless otherwise shown.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS

SCALE: NONE
DATE 11/02/07

DRAWN BY VG
CHECKED BY PV

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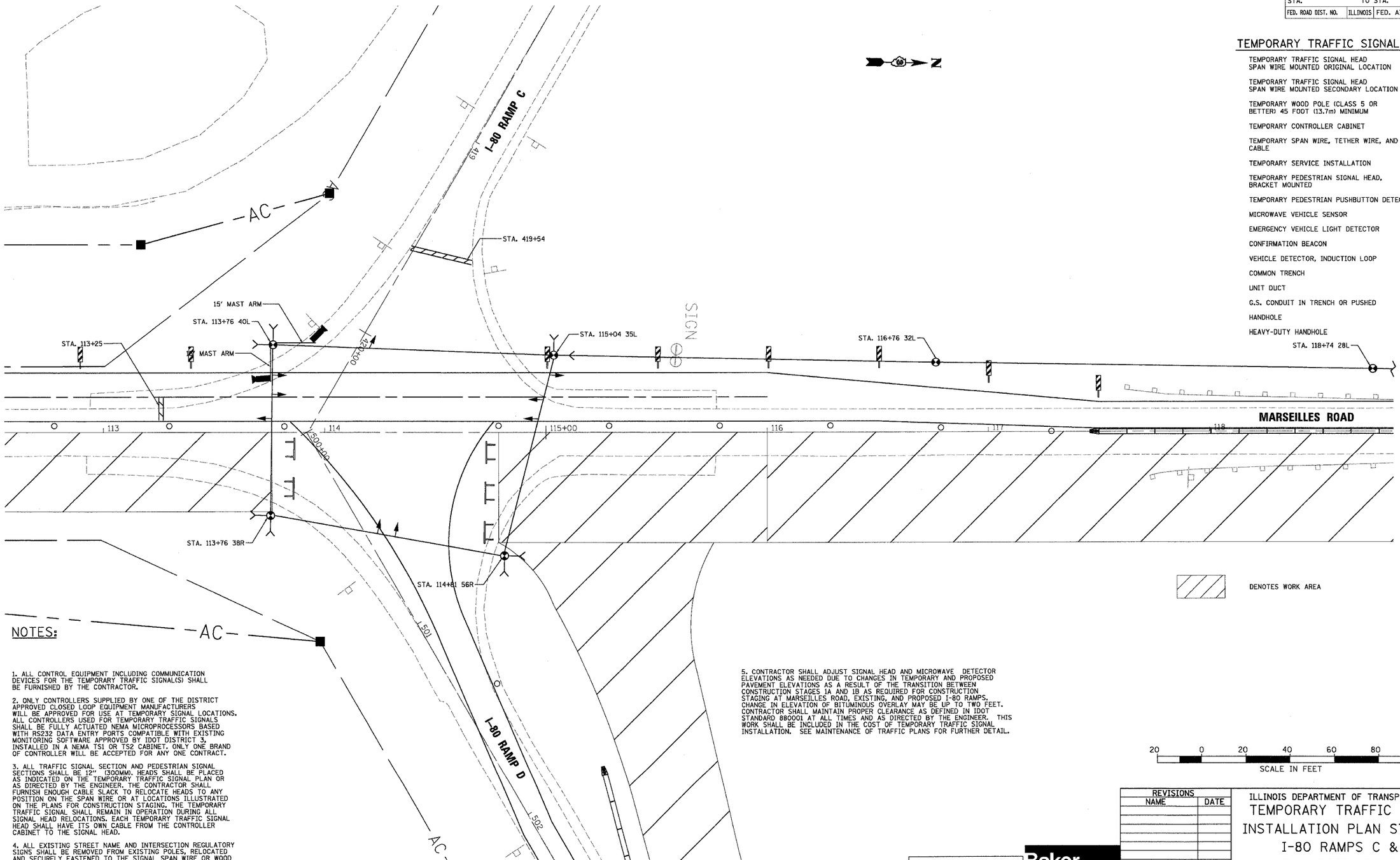
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	123
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR
- MICROWAVE VEHICLE SENSOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- COMMON TRENCH — CT
- UNIT DUCT — UD
- G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE — H
- HEAVY-DUTY HANDHOLE — HH

DENOTES WORK AREA

NOTES:

1. ALL CONTROL EQUIPMENT INCLUDING COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.

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20 0 20 40 60 80 100
SCALE IN FEET

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN STAGE 1A I-80 RAMPS C & D AT MARSEILLES ROAD

SCALE: 1"=20' DRAWN BY VG

DATE 11/02/07 CHECKED BY PV

SINGH SINGH & ASSOCIATES, INC. CONSULTING ENGINEERS
300 W. ADAMS ST. CHICAGO, IL 60606 TEL: (312) 629-0340 FAX: (312) 629-8448

Baker Baker Engineering, INC

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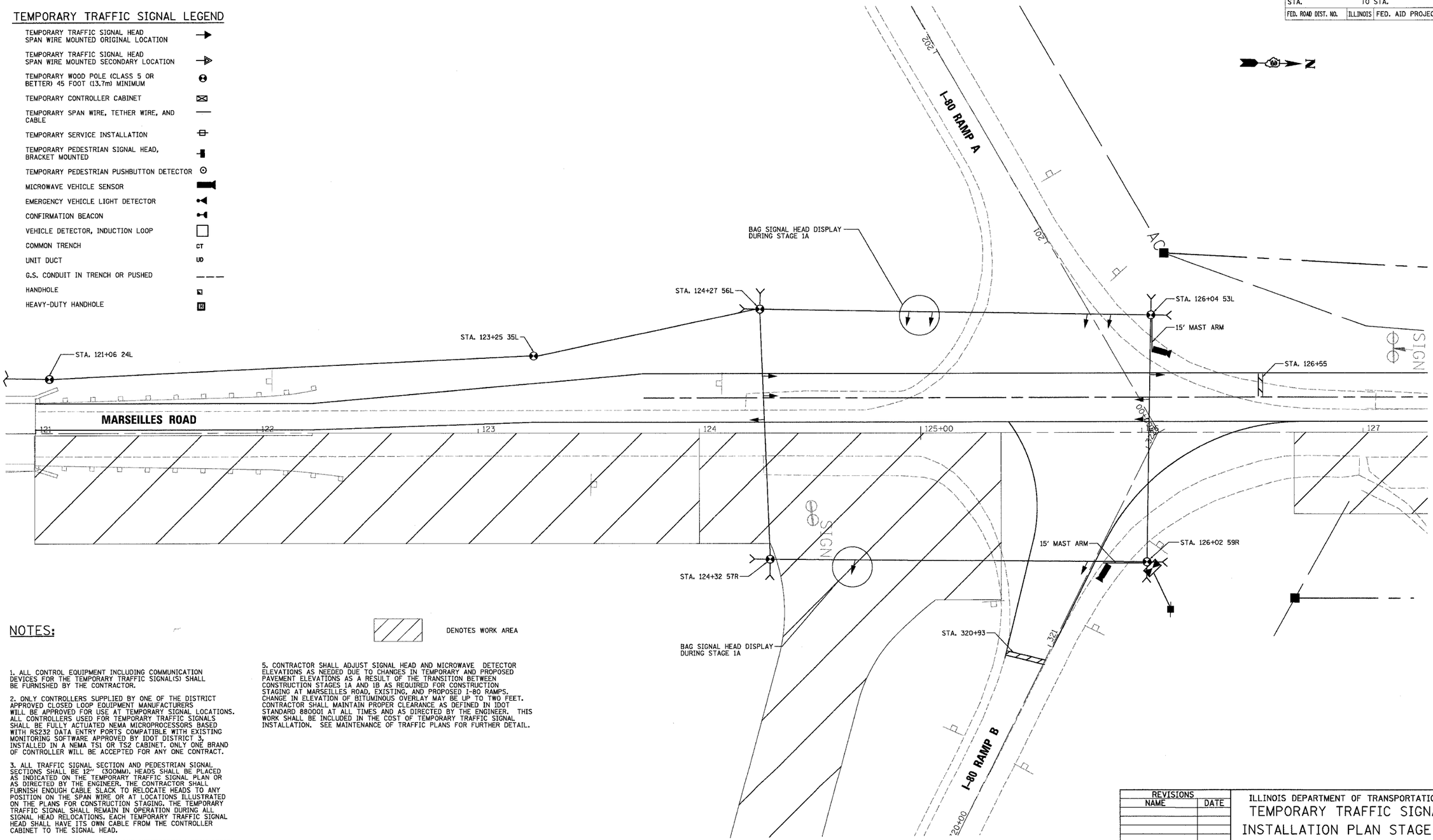
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	124
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR
- MICROWAVE VEHICLE SENSOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- COMMON TRENCH — CT
- UNIT DUCT — UD
- G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- HEAVY-DUTY HANDHOLE — H



DENOTES WORK AREA

NOTES:

1. ALL CONTROL EQUIPMENT INCLUDING COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.

2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSORS BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 3, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.

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REVISIONS NAME	DATE

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS
300 W. ADAMS ST.
CHICAGO, IL 60606
TEL: (312) 629-0240
FAX: (312) 629-8448

Baker
Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN STAGE 1A I-80 RAMPS A & B AT MARSEILLES ROAD

SCALE: 1"=20'
DRAWN BY VG
DATE 11/02/07
CHECKED BY PV

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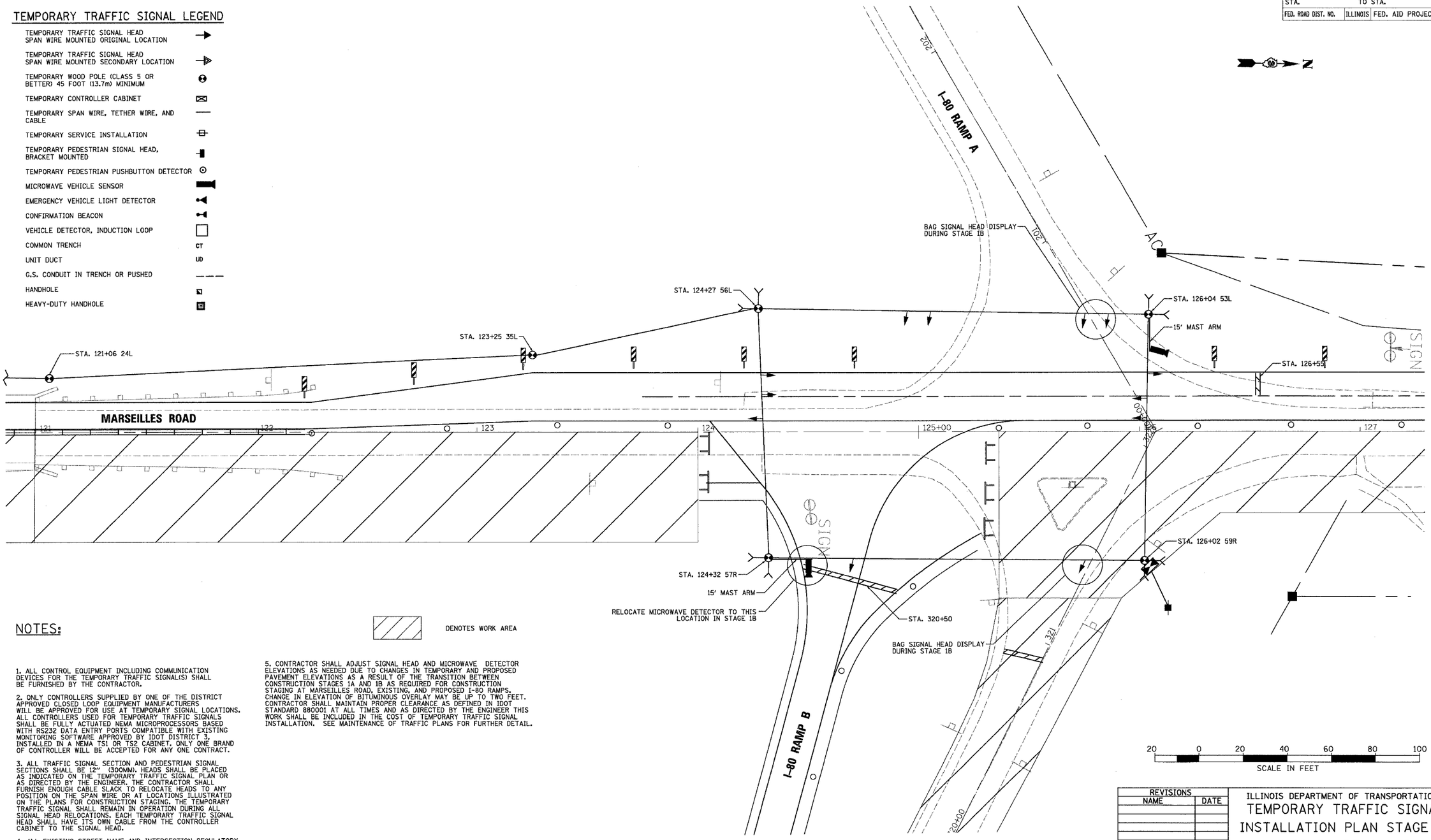
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	125
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR
- MICROWAVE VEHICLE SENSOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- COMMON TRENCH — CT
- UNIT DUCT — UD
- G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- HEAVY-DUTY HANDHOLE — HH



NOTES:

DENOTES WORK AREA

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REVISIONS NAME	DATE

SINGH — SINGH & ASSOCIATES, INC. CONSULTING ENGINEERS — 300 W. ADAMS ST. CHICAGO, IL 60606 TEL: (312) 629-0340 FAX: (312) 629-8449

Baker — Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN STAGE 1B I-80 RAMPS A & B AT MARSEILLES ROAD

SCALE: 1"=20' — DRAWN BY VG

DATE 11/02/07 — CHECKED BY PV

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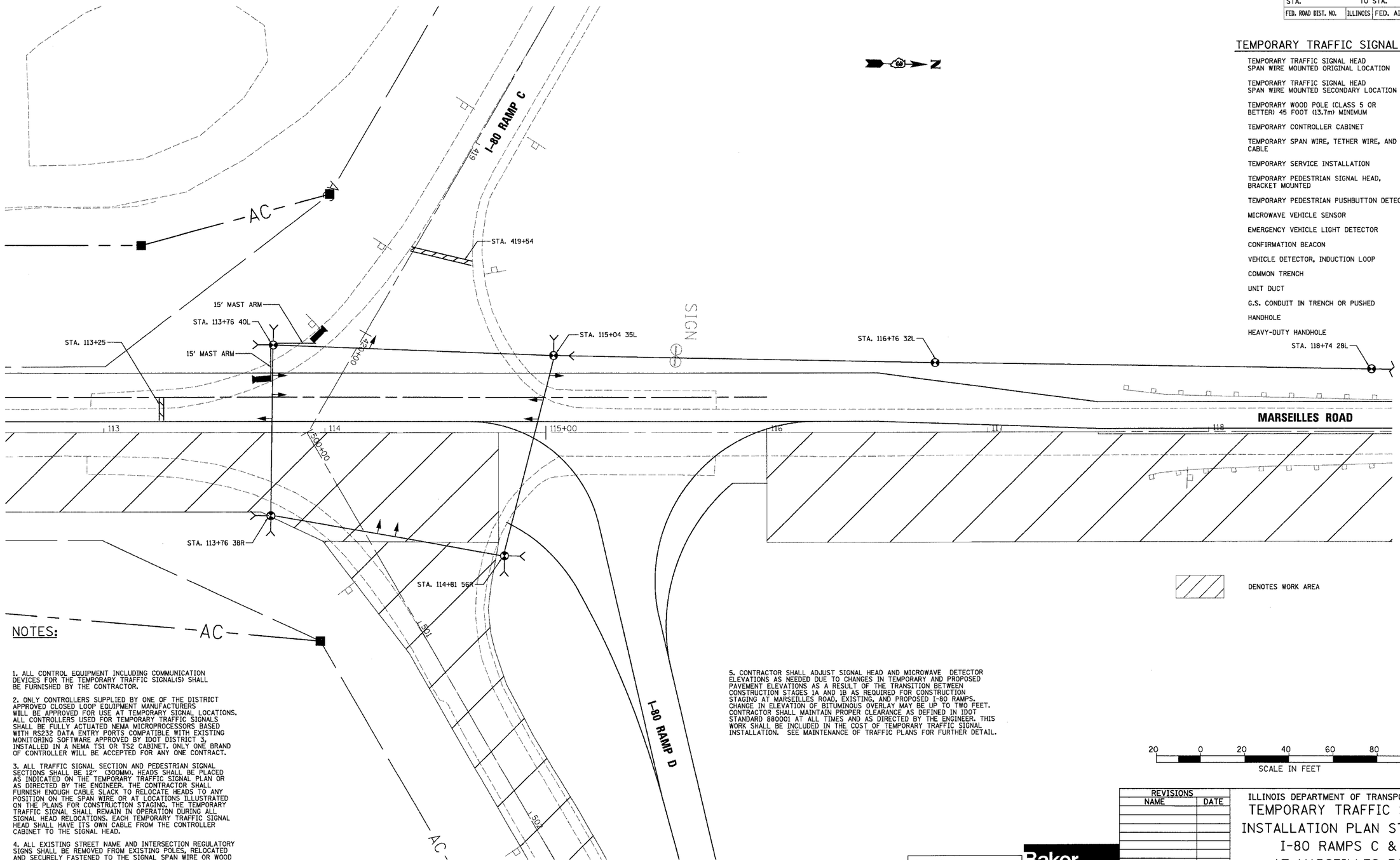
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	126
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR
- MICROWAVE VEHICLE SENSOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- COMMON TRENCH — CT
- UNIT DUCT — UD
- G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- HEAVY-DUTY HANDHOLE

DENOTES WORK AREA

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3. ALL TRAFFIC SIGNAL SECTION AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300MM). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.

4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.

5. CONTRACTOR SHALL ADJUST SIGNAL HEAD AND MICROWAVE DETECTOR ELEVATIONS AS NEEDED DUE TO CHANGES IN TEMPORARY AND PROPOSED PAVEMENT ELEVATIONS AS A RESULT OF THE TRANSITION BETWEEN CONSTRUCTION STAGES 1A AND 1B AS REQUIRED FOR CONSTRUCTION STAGING AT MARSEILLES ROAD, EXISTING, AND PROPOSED I-80 RAMPS. CHANGE IN ELEVATION OF BITUMINOUS OVERLAY MAY BE UP TO TWO FEET. CONTRACTOR SHALL MAINTAIN PROPER CLEARANCE AS DEFINED IN IDOT STANDARD 880001 AT ALL TIMES AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION. SEE MAINTENANCE OF TRAFFIC PLANS FOR FURTHER DETAIL.

20 0 20 40 60 80 100
SCALE IN FEET

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN STAGE 1B I-80 RAMPS C & D AT MARSEILLES ROAD

SCALE: 1"=20' DRAWN BY VG

DATE 11/02/07 CHECKED BY PV

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS
300 W. ADAMS ST.
CHICAGO, IL 60606
TEL: (312) 629-0240
FAX: (312) 629-8449

Baker
Baker Engineering, Inc.

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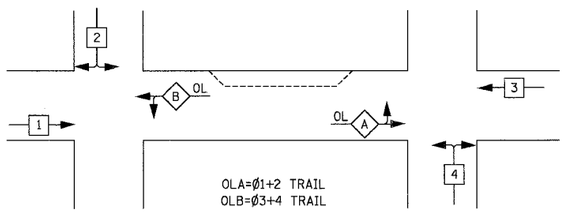
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	127
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SEQUENCE OF OPERATIONS																
PHASE	A								B							
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
NB MARSEILLES RD. AT RAMP C AND D	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R
RAMP C AT MARSEILLES RD.	R	R	R	←GG→	Y	R	R	R	R	R	R	R	R	R	R	R
NB MARSEILLES RD. AT RAMP A AND B	G ←G	G ←G	G ←G	G ←G	G ←G	G ←G	Y	R	R	R	R	R	R	R	R	R
SB MARSEILLES RD. AT RAMP A AND B	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R
RAMP B AT MARSEILLES RD.	R	R	R	R	R	R	R	R	R	R	R	←GG→	Y	R	R	R
SB MARSEILLES RD. AT RAMP C AND D	R	R	R	R	R	R	R	R	G ←G	G ←G	G ←G	G ←G	G ←G	G ←G	Y	R

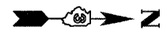
CONTROLLER SEQUENCE

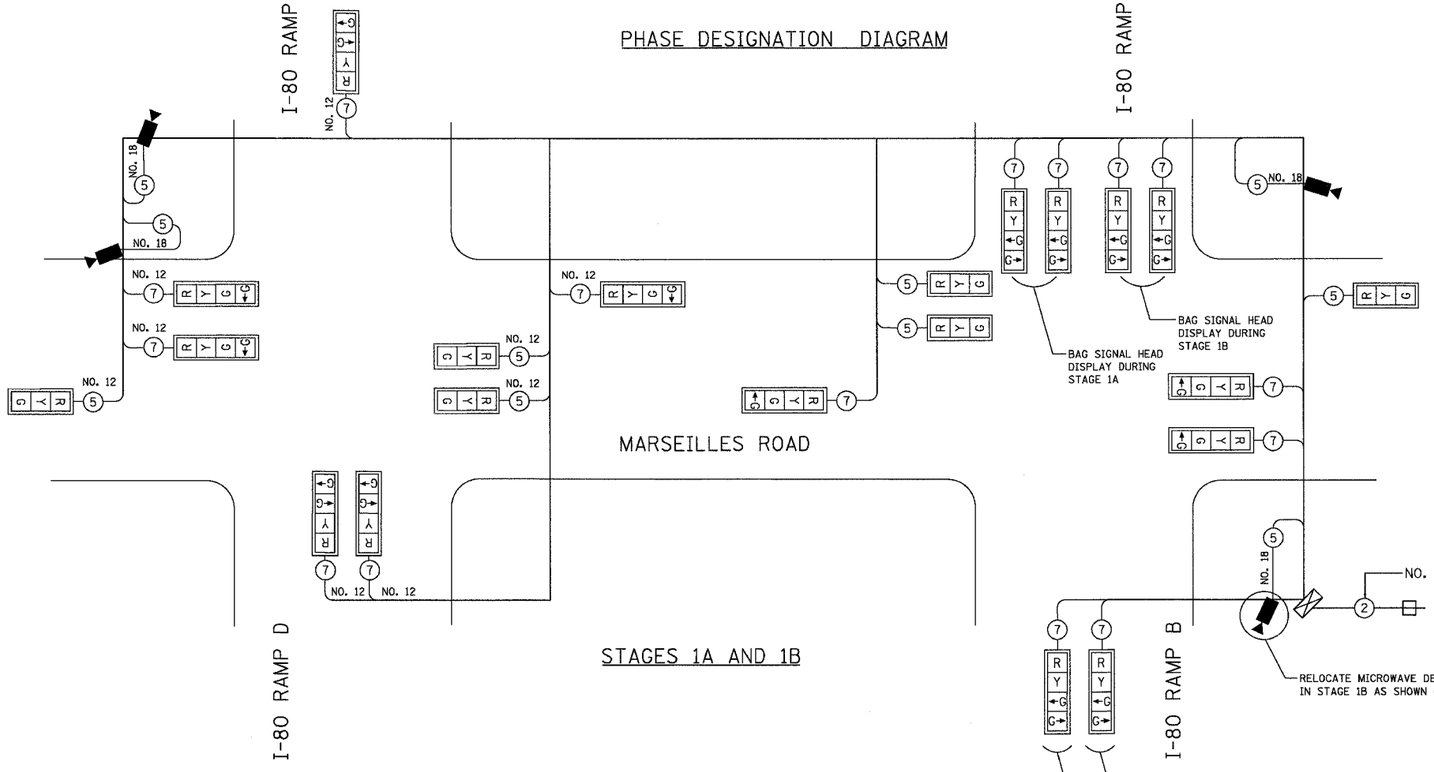


PHASE DESIGNATION DIAGRAM

LEGEND

- SINGLE ENTRY PHASE
- OL — OVERLAP
- ✳ — NUMBER REFERS TO ASSOCIATED PHASE





STAGES 1A AND 1B

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
TYPE	NO. LAMPS X	WATTAGE X	% OPERATION	
SIGNAL(RED)	18	17	0.50	153
(YELLOW)	18	25	0.25	112.5
(GREEN)	30	15	0.25	112.5
ARROW	--	12	0.10	--
PED. SIGNAL	--	25	1.00	--
CONTROLLER	1	100	1.00	100
ILLUM SIGN	--	--	0.05	--
FLASHER	--	--	0.50	--
ENERGY COSTS TO:			TOTAL =	478

ENERGY SUPPLY CONTACT:
PHONE: 800-892-7715
COMPANY: AMERENIP

TEMPORARY CABLE DIAGRAM LEGEND

- R — TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12"(300mm)
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SERVICE INSTALLATION
- (5) — INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- PEDESTRIAN PUSHBUTTON DETECTOR
- 12" (300mm) PEDESTRIAN SIGNAL SECTION
- MICROWAVE VEHICLE SENSOR
- SIGNAL FACE WITH BACKPLATE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE DIAGRAM STAGES 1A AND 1B

SCALE: NONE
DATE 11/02/07
DRAWN BY VG
CHECKED BY PV

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS
300 W. ADAMS ST.
CHICAGO, IL 60606
TELE (312) 629-0240
FAX: (312) 629-8449

Baker
Baker Engineering, Inc.

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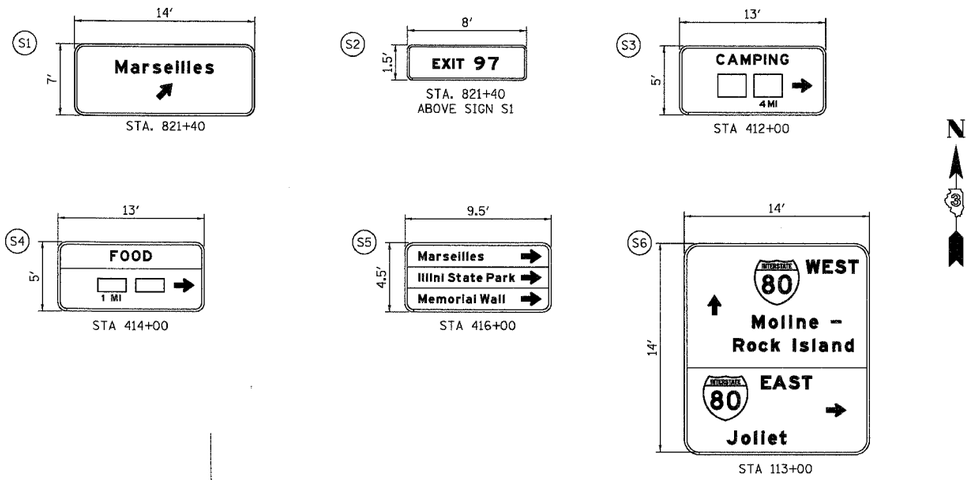
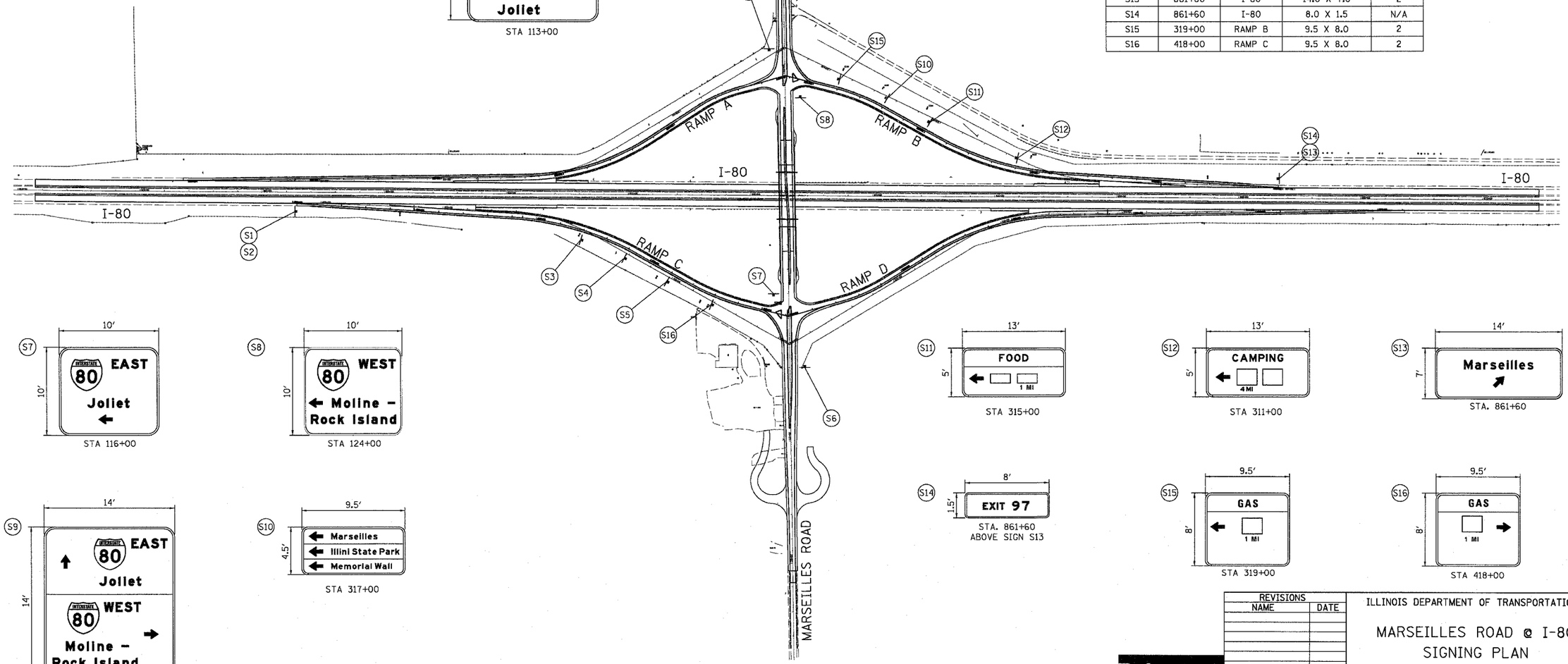
11/5/2007

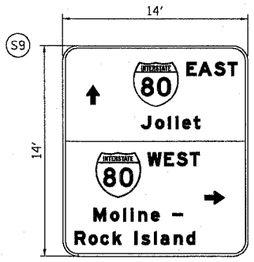
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	128
STA. N/A	TO STA. N/A			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





SIGN NO.	LOCATION		SIGN DIMENSION	SIGN SUPPORT (EACH)
S1	821+40	I-80	14.0 X 7.0	2
S2	821+40	I-80	8.0 X 1.5	N/A
S3	412+00	RAMP C	13.0 X 5.0	2
S4	414+00	RAMP C	13.0 X 5.0	2
S5	416+00	RAMP C	9.5 X 4.5	2
S6	113+00	MARSEILLES	14.0 X 14.0	2
S7	116+00	MARSEILLES	10.0 X 10.0	2
S8	124+00	MARSEILLES	10.0 X 10.0	2
S9	126+00	MARSEILLES	14.0 X 14.0	2
S10	317+00	RAMP B	9.5 X 4.5	2
S11	315+00	RAMP B	13.0 X 5.0	2
S12	311+00	RAMP B	13.0 X 5.0	2
S13	861+60	I-80	14.0 X 7.0	2
S14	861+60	I-80	8.0 X 1.5	N/A
S15	319+00	RAMP B	9.5 X 8.0	2
S16	418+00	RAMP C	9.5 X 8.0	2



REVISIONS NAME	DATE

Baker

Baker Engineering, Inc

ILLINOIS DEPARTMENT OF TRANSPORTATION

MARSEILLES ROAD @ I-80 SIGNING PLAN

SCALE: NOT TO SCALE
DATE: 11/16/07
DRAWN BY: KM
CHECKED BY: SE

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11/19/2007

SHT. SGN-01 OF 01

CONTRACT NO. 66600

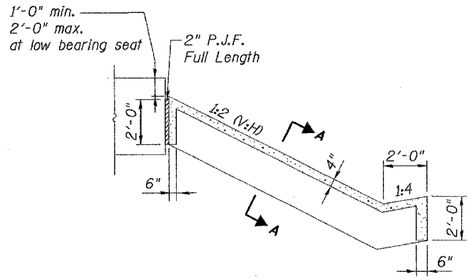
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	129
STA. 105+00	TO STA. 136+00			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S1 OF S22

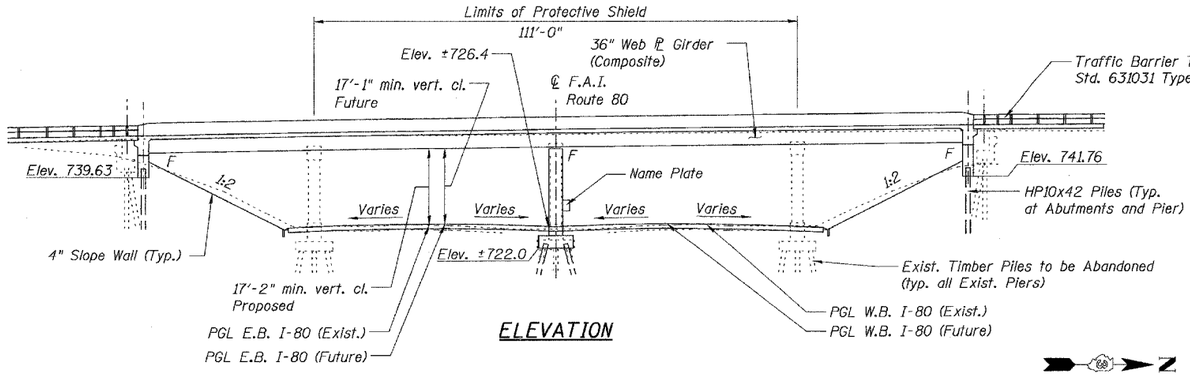
Bench Mark:
IDOT caps in ground with $\frac{5}{8}$" iron rods
1. Sta. 113+13.01 Offs. 23.85' R Elev. 727.68
2. Sta. 126+88.89 Offs. 31.71' R Elev. 748.21

Existing Structure: No. 050-0100. Built to carry CH 15 (Marseilles Rd.) over I-80 in 1960. The superstructure consists of a R.C. deck 202' long by 34'-0" wide on four-span simply supported pre-stressed concrete i-beams. One lane traffic shall be maintained during stage I construction and two lane traffic shall be maintained during stage II construction.

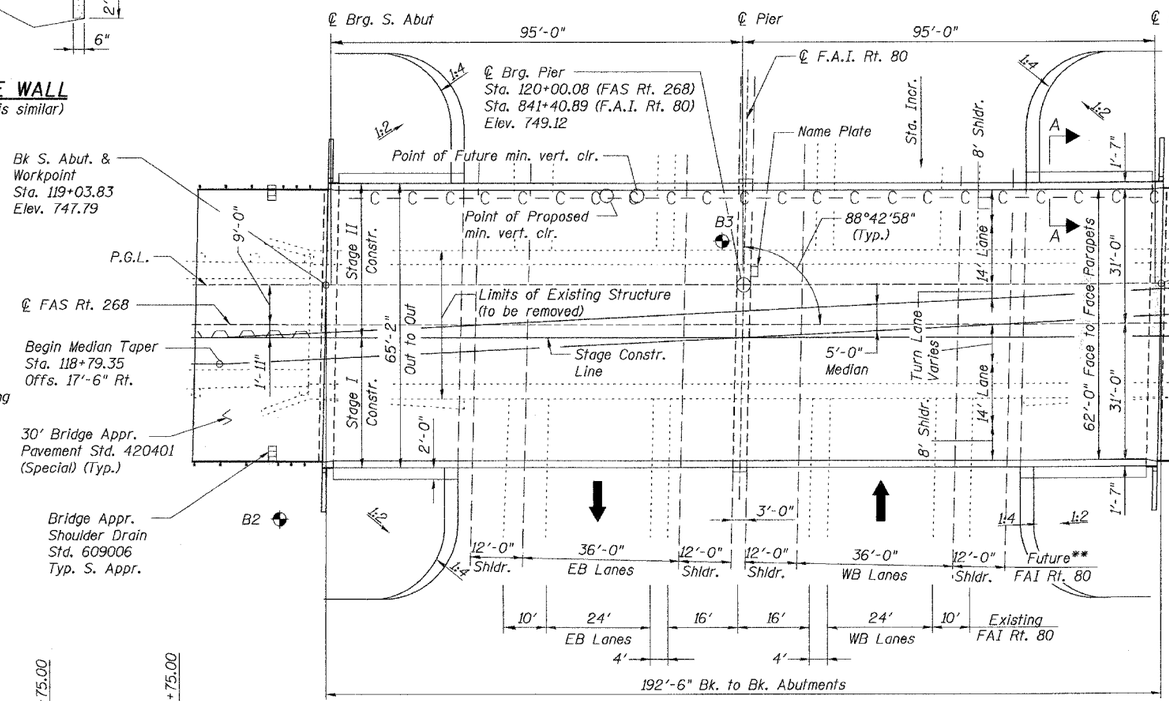
No Salvage.



SECTION THRU SLOPE WALL
(South Abutment shown, North is similar)

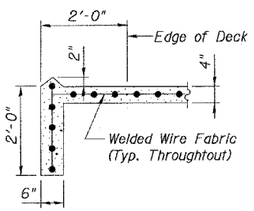


ELEVATION

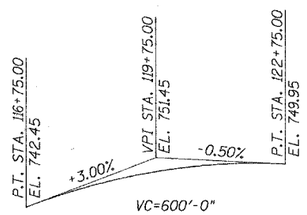


PLAN

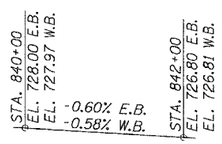
NOTES:
1) Slopewall shall be reinforced with welded wire fabric. 6in. x 6in. - W4.0 x W4.0 weighing 58 lbs. per 100 sq. ft.
2) Cost of removing existing 4" concrete slopewall is included in "Removal of Existing Structures".
3) Slopewalls and embankment must be constructed to accomodate the future FAI Rt.80. The future FAI Rt.80 will match the existing FAI Rt.80 at the existing outside edge of pavement.



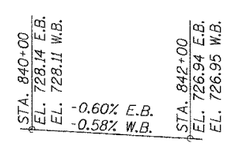
SECTION A-A



PROFILE GRADE MARSEILLES ROAD



PROFILE GRADE FAI Rt. 80
Existing



PROFILE GRADE FAI Rt. 80
Future **

LEGEND:
- Soil Boring
- —C—C—C— 2" Lighting Conduit

STATION 120+00.08
BUILT 20XX BY
STATE OF ILLINOIS
F.A.S. Rt. 268 SEC 50 5HBK-2
LOADING HS20
STR. NO. 050-0245

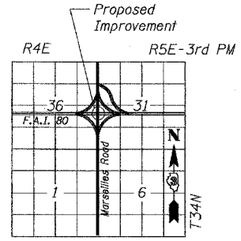
NAME PLATE
(See Std. 515001)

LOADING HS20-44
Allow 50 lb/ft² for future wearing surface

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (reinf.)
fy = 50,000 psi (M270 Grade 50)

SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04
Site Coefficient (S) = 1.0

DESIGN SPECIFICATIONS
2002 AASHTO, 17th edition
thru the 2005 errata



LOCATION SKETCH

LICENSED STRUCTURAL ENGINEER
KENTON P. ZINN
081-005826
STATE OF ILLINOIS

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E Anderson
ENGINEER OF BRIDGES AND STRUCTURES

Kenton P. Zinn
EXPIRES: 11/30/08

REVISIONS	
NAME	DATE

Baker
Baker Engineering, inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN AND ELEVATION
MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08 DESIGNED: DM DRAWN: RL
DATE: 10/19/07 CHECKED: KZ CHECKED: KZ

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10/18/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	130
STA. 105+00	TO STA. 136+00			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S2 OF S22

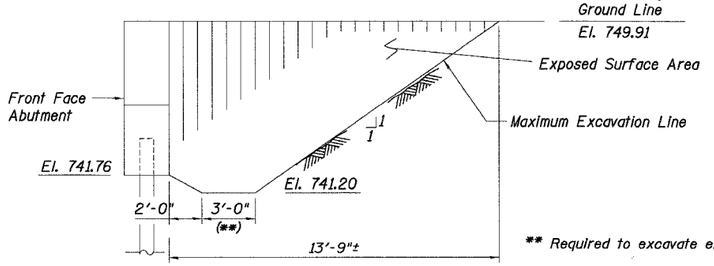
GENERAL NOTES:

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8" ϕ, open holes 15/16" ϕ, unless otherwise noted.
2. Calculated weight of Structural Steel = 315,000 lb. Gr. 50; 24000 lb. Gr. 36
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the Contractor will be paid for the quantity actually finished based upon the unit price bid for the work.
7. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearing.
8. The contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of the piles.
9. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color for the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8. See special provisions for Cleaning and Painting New Metal Structures.
10. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
11. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the engineer.
12. Concrete Sealer shall be applied to the designated areas of the Pier.

TOTAL BILL OF MATERIAL (BRIDGE)

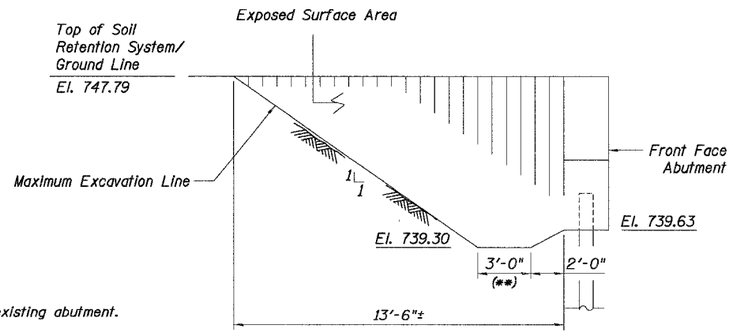
ITEM	UNIT	SUPERSTRUCTURE QUANTITY	SUBSTRUCTURE QUANTITY		TOTAL QUANTITY
			PIER	ABUTMENTS	
Porous Granular Embankment (Special)	Cu Yd			375	375
Removal of Existing Structures	Each				1
Geocomposite Wall Drain	Sq Ft			1,020	1,020
Structure Excavation	Cu Yd		100	685	785
Concrete Structures	Cu Yd		116	56	172
Concrete Superstructure	Cu Yd	412			412
Bridge Deck Grooving	Sq Yd	1,267			1,267
Anchor Bolts, 1"	Each			32	32
Anchor Bolts, 1 1/4"	Each		16		16
Protective Coat	Sq Yd	1,496			1,496
Furnishing and Erecting Structural Steel	L Sum	1			1
Stud Shear Connectors	Each	9,920			9,920
Reinforcement Bars, Epoxy Coated	Pound	103,310	19,020	9,660	131,990
Slopewall, 4"	Sq Yd			492	492
Name Plates	Each		1		1
Furnishing Steel Piles HP10x42	Ft		1,058	696	1,754
Driving Piles	Ft		1,058	696	1,754
Test Pile Steel HP10x42	Each		1	2	3
Concrete Box Culverts	Cu Yd				0
Temporary Soil Retention System	Sq Ft			160	160
Bar Splicers	Each	900	34	38	972
Protective Shield	Sq Yd	537			537
Pipe Underdrains for Structures, 4"	Ft			164	164
Concrete Sealer	Sq Ft		1,875		1,875

INDEX OF STRUCTURAL DRAWINGS

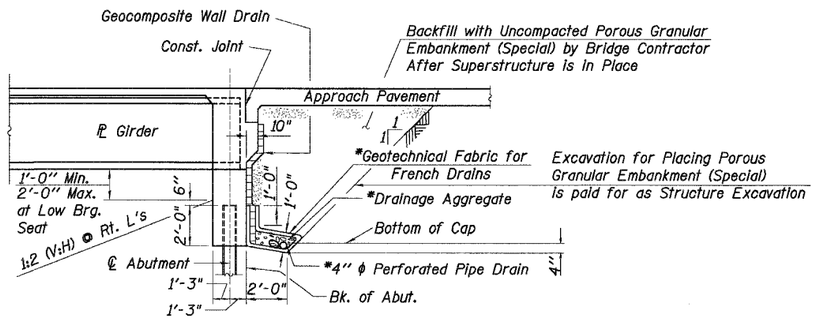


** Required to excavate existing abutment.

NORTH ABUTMENT



SOUTH ABUTMENT



SECTION THRU INTEGRAL ABUTMENT

TEMPORARY SOIL RETENTION SYSTEM DETAILS

Notes: The top elevation and length shown for the temporary soil retention system is estimated.

Hard driving may be encountered during any sheet piling installation. The contractor shall provide the appropriate driving equipment for the soil conditions indicated on the boring logs.

Payment for Temporary Soil Retention System is based upon the exposed surface area quantity only.

* Included in the cost of Pipe Underdrains for Structures.

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

REVISIONS	
NAME	DATE

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

GEN. NOTES & BILL OF MATERIAL

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245

LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/16/07
DESIGNED: JT DRAWN: RL
CHECKED: KZ CHECKED: JD

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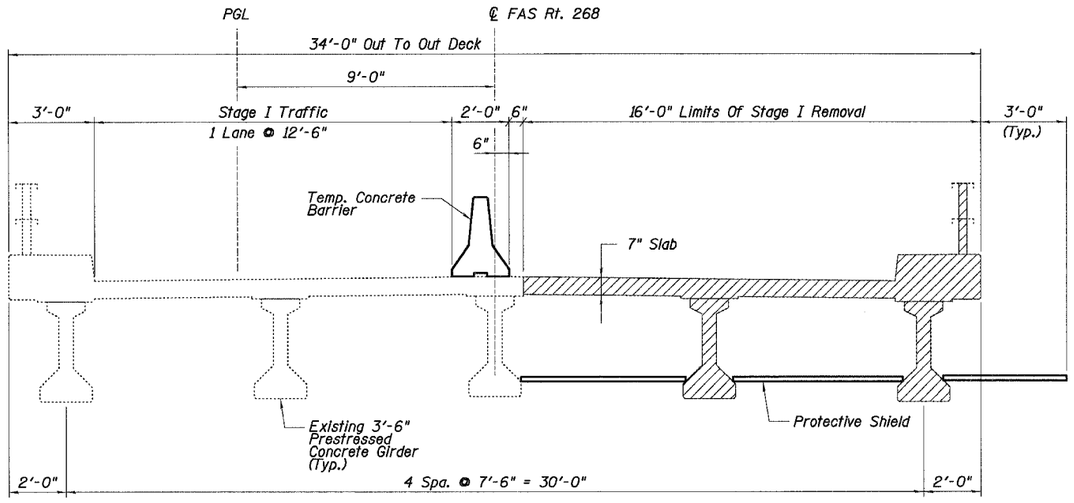
11/16/2007

CONTRACT NO. 66600

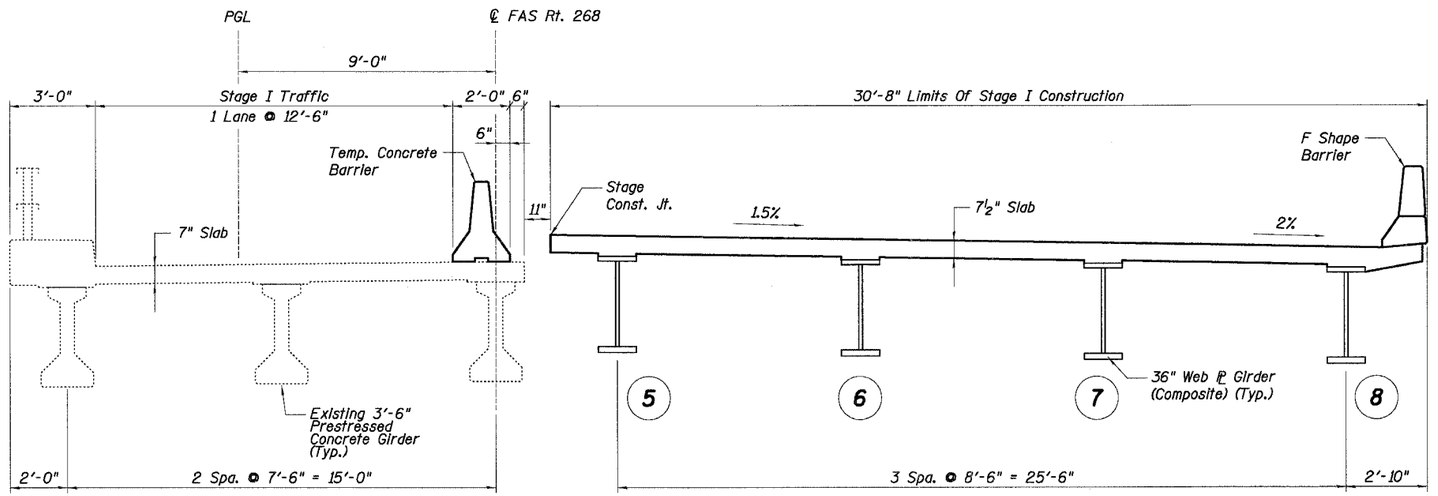
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	131
STA. 105+00	TO STA. 136+00			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S3 OF S22



STAGE I REMOVAL

(Looking Upstation)



STAGE I CONSTRUCTION

(Looking Upstation)

NOTES:

1. Work this sheet with Construction Staging II, sheet S4.
2. See roadway plans for Temporary Concrete Barrier quanities.
3. See sheet S5 for Temporary Concrete Barrier details.
4. See sheet S1 for limits of Protective Shield.

LEGEND:

- Existing
- Removal Of Existing

REVISIONS NAME	DATE

Baker

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION STAGING I

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245

LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/02/07

DESIGNED: KZ DRAWN: RL
CHECKED: JD CHECKED: KZ

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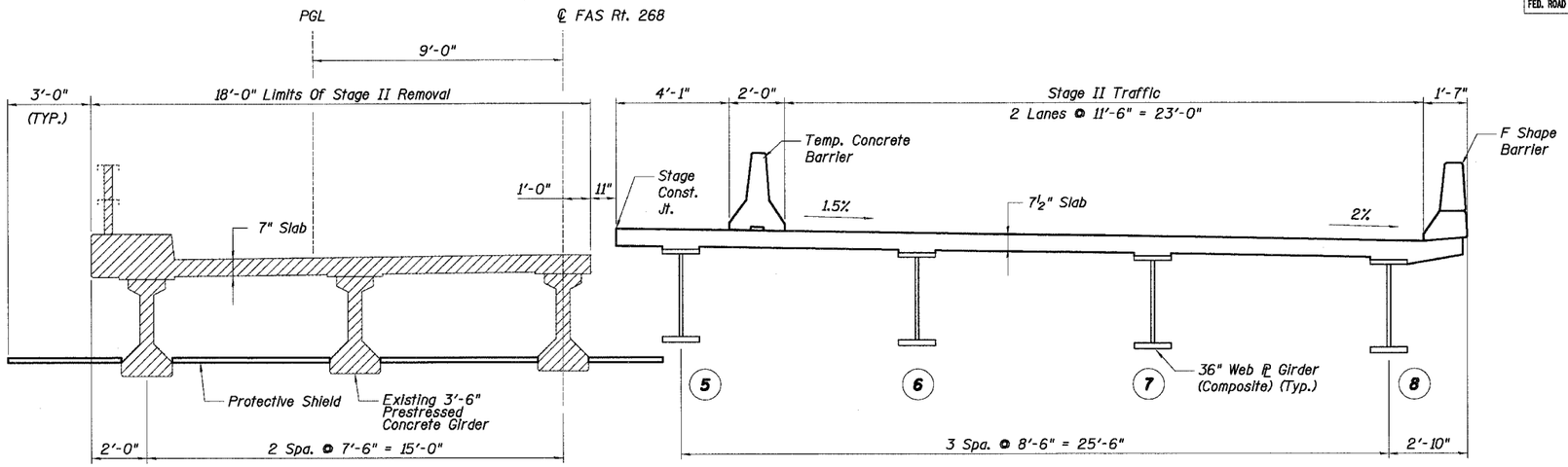
11/5/2007

CONTRACT NO. 66600

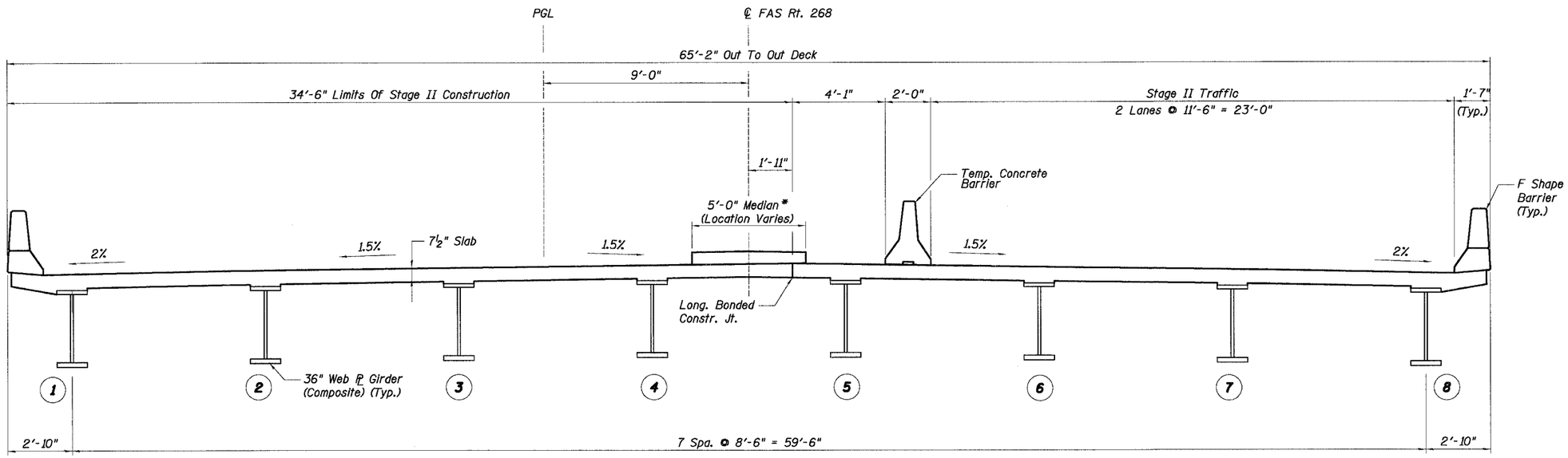
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	132
STA. 105+00	TO STA. 136+00			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S4 OF S22



STAGE II REMOVAL

(Looking Upstation)



STAGE II CONSTRUCTION

(Looking Upstation)

* See roadway MOT drawings for median staged construction details.

LEGEND:

- Existing
- Removal Of Existing

NOTES:

1. See roadway plans for Temporary Concrete Barrier quantities.
2. Work this sheet with Construction Staging I, sheet S3.
3. See sheet S5 for Temporary Concrete Barrier details.
4. See sheet S1 for limits of Protective Shield.

Baker

Baker Engineering, Inc.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION STAGING II

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245

LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/02/07
DESIGNED: KZ DRAWN: RL
CHECKED: JD CHECKED: KZ

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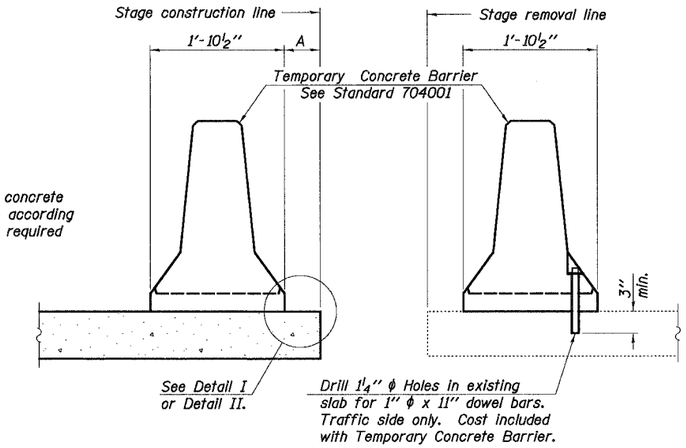
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	133
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S5 OF S22

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB EXISTING SLAB

SECTIONS THRU SLAB

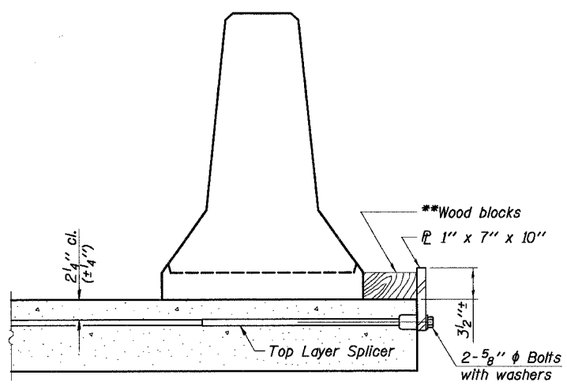
NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℙ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

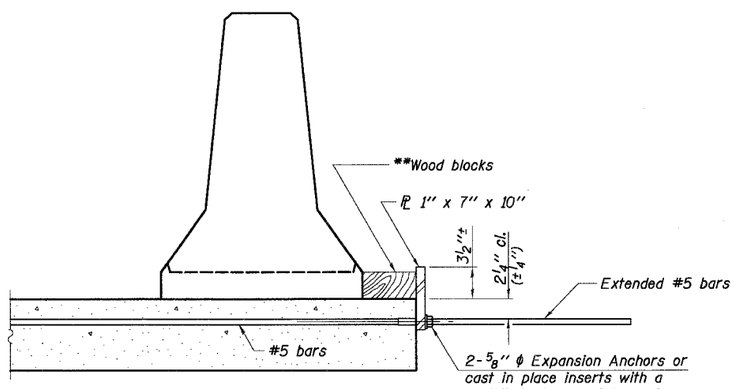
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel ℙ to the concrete slab with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.

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.

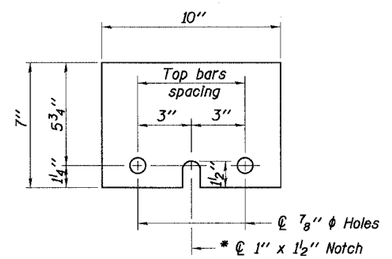


DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.



STEEL RETAINER ℙ 1" x 7" x 10"

* Required only with Detail II

REVISIONS	
NAME	DATE

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DESIGNED: KZ DRAWN: RL
DATE: 11/02/07 CHECKED: JD CHECKED: KZ

R-27 11-1-06

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11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	134
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S6 OF S22

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+04.30	20.75	747.44	747.44
S Abut Brg. ℄	119+05.55	20.75	747.46	747.46
A	119+15.55	20.75	747.63	747.68
B	119+25.55	20.75	747.78	747.87
C	119+35.55	20.75	747.93	748.05
D	119+45.55	20.75	748.08	748.21
E	119+55.55	20.75	748.22	748.33
F	119+65.55	20.75	748.35	748.44
G	119+75.55	20.75	748.48	748.54
H	119+85.55	20.75	748.60	748.63
J	119+95.55	20.75	748.72	748.72
Pier 1 Brg. ℄	120+00.55	20.75	748.78	748.78
K	120+10.55	20.75	748.88	748.89
L	120+20.55	20.75	748.98	749.02
M	120+30.55	20.75	749.08	749.15
N	120+40.55	20.75	749.17	749.27
P	120+50.55	20.75	749.25	749.38
R	120+60.55	20.75	749.33	749.46
S	120+70.55	20.75	749.40	749.51
T	120+80.55	20.75	749.47	749.54
U	120+90.55	20.75	749.53	749.56
N Abut Brg. ℄	120+95.55	20.75	749.56	749.56
Bk N Abut.	120+96.80	20.75	749.57	749.57

GIRDER 2

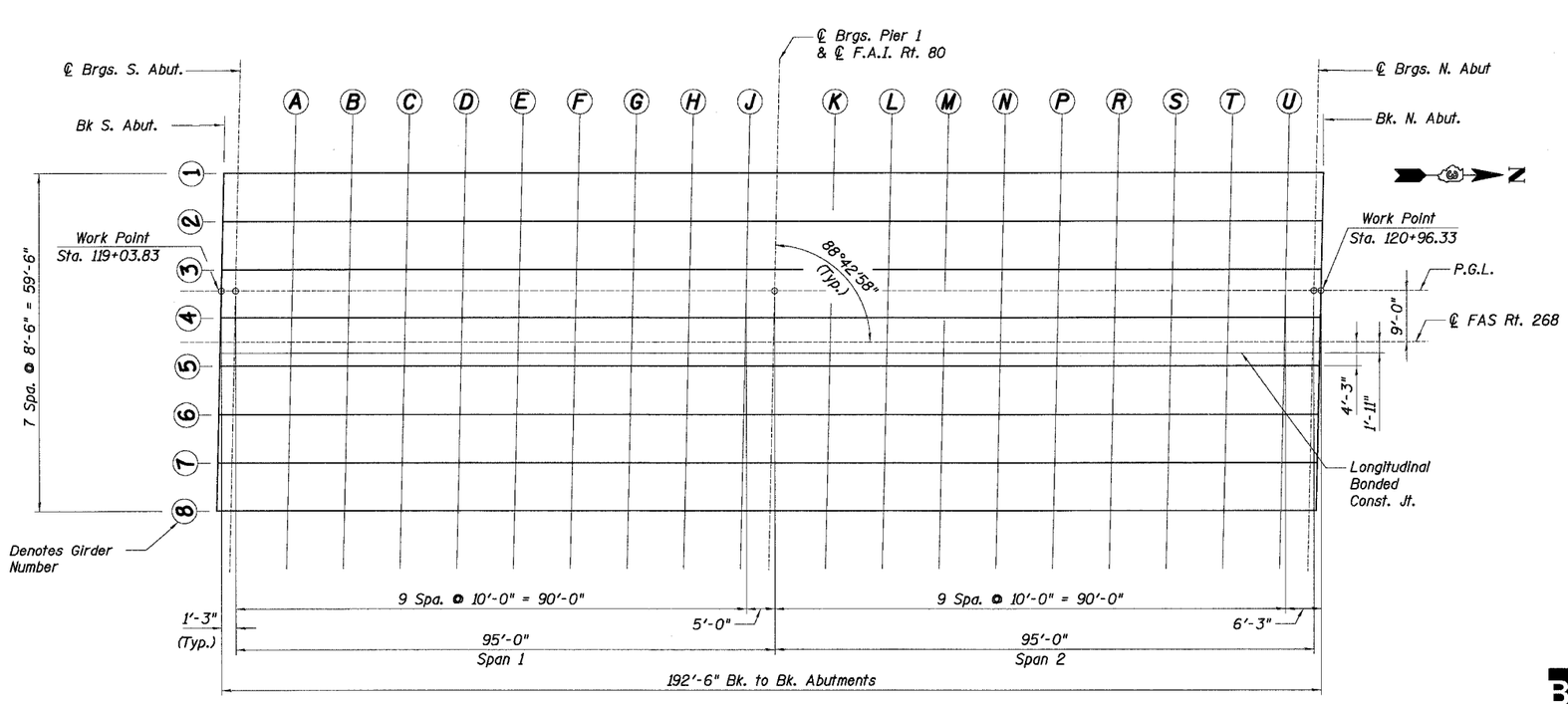
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+04.10	12.25	747.60	747.60
S Abut Brg. ℄	119+05.35	12.25	747.62	747.62
A	119+15.35	12.25	747.79	747.84
B	119+25.35	12.25	747.94	748.04
C	119+35.35	12.25	748.10	748.21
D	119+45.35	12.25	748.24	748.37
E	119+55.35	12.25	748.38	748.50
F	119+65.35	12.25	748.51	748.60
G	119+75.35	12.25	748.64	748.70
H	119+85.35	12.25	748.76	748.79
J	119+95.35	12.25	748.88	748.88
Pier 1 Brg. ℄	120+00.35	12.25	748.94	748.94
K	120+10.35	12.25	749.04	749.06
L	120+20.35	12.25	749.15	749.19
M	120+30.35	12.25	749.24	749.31
N	120+40.35	12.25	749.33	749.43
P	120+50.35	12.25	749.42	749.54
R	120+60.35	12.25	749.49	749.62
S	120+70.35	12.25	749.57	749.67
T	120+80.35	12.25	749.63	749.70
U	120+90.35	12.25	749.69	749.72
N Abut Brg. ℄	120+95.35	12.25	749.72	749.72
Bk N Abut.	120+96.60	12.25	749.73	749.73

GIRDER 3

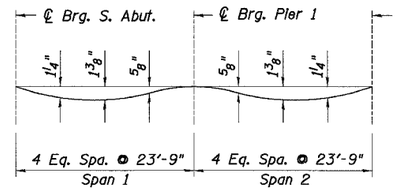
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+03.91	3.75	747.73	747.73
S Abut Brg. ℄	119+05.16	3.75	747.75	747.75
A	119+15.16	3.75	747.92	747.97
B	119+25.16	3.75	748.07	748.16
C	119+35.16	3.75	748.22	748.34
D	119+45.16	3.75	748.37	748.49
E	119+55.16	3.75	748.51	748.62
F	119+65.16	3.75	748.64	748.73
G	119+75.16	3.75	748.77	748.83
H	119+85.16	3.75	748.89	748.92
J	119+95.16	3.75	749.01	749.01
Pier 1 Brg. ℄	120+00.16	3.75	749.06	749.06
K	120+10.16	3.75	749.17	749.18
L	120+20.16	3.75	749.27	749.31
M	120+30.16	3.75	749.37	749.44
N	120+40.16	3.75	749.46	749.56
P	120+50.16	3.75	749.54	749.66
R	120+60.16	3.75	749.62	749.74
S	120+70.16	3.75	749.69	749.80
T	120+80.16	3.75	749.76	749.83
U	120+90.16	3.75	749.82	749.85
N Abut Brg. ℄	120+95.16	3.75	749.85	749.85
Bk N Abut.	120+96.41	3.75	749.86	749.86

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+03.72	4.75	747.72	747.72
S Abut Brg. ℄	119+04.97	4.75	747.74	747.74
A	119+14.97	4.75	747.90	747.95
B	119+24.97	4.75	748.06	748.15
C	119+34.97	4.75	748.21	748.33
D	119+44.97	4.75	748.35	748.48
E	119+54.97	4.75	748.49	748.61
F	119+64.97	4.75	748.63	748.72
G	119+74.97	4.75	748.75	748.81
H	119+84.97	4.75	748.88	748.90
J	119+94.97	4.75	748.99	749.00
Pier 1 Brg. ℄	119+99.97	4.75	749.05	749.05
K	120+09.97	4.75	749.16	749.17
L	120+19.97	4.75	749.26	749.30
M	120+29.97	4.75	749.35	749.43
N	120+39.97	4.75	749.44	749.55
P	120+49.97	4.75	749.53	749.65
R	120+59.97	4.75	749.61	749.73
S	120+69.97	4.75	749.68	749.78
T	120+79.97	4.75	749.75	749.82
U	120+89.97	4.75	749.81	749.83
N Abut Brg. ℄	120+94.97	4.75	749.83	749.83
Bk N Abut.	120+96.22	4.75	749.84	749.84



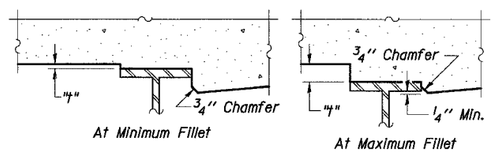
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

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.



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

FILLET HEIGHTS

REVISIONS NAME	DATE

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08 DESIGNED: JT DRAWN: RL
DATE: 11/02/07 CHECKED: KZ CHECKED: KZ

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11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	135
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S7 OF S22

P.G.L.

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+03.83	0.00	747.79	747.79
S Abut Brg. ℄	119+05.08	0.00	747.81	747.81
A	119+15.08	0.00	747.97	748.02
B	119+25.08	0.00	748.13	748.22
C	119+35.08	0.00	748.28	748.40
D	119+45.08	0.00	748.42	748.55
E	119+55.08	0.00	748.56	748.68
F	119+65.08	0.00	748.70	748.79
G	119+75.08	0.00	748.83	748.88
H	119+85.08	0.00	748.95	748.97
J	119+95.08	0.00	749.06	749.07
Pier 1 Brg. ℄	120+00.08	0.00	749.12	749.12
K	120+10.08	0.00	749.23	749.24
L	120+20.08	0.00	749.33	749.37
M	120+30.08	0.00	749.43	749.50
N	120+40.08	0.00	749.51	749.62
P	120+50.08	0.00	749.60	749.72
R	120+60.08	0.00	749.68	749.80
S	120+70.08	0.00	749.75	749.86
T	120+80.08	0.00	749.82	749.89
U	120+90.08	0.00	749.88	749.90
N Abut Brg. ℄	120+95.08	0.00	749.91	749.91
Bk N Abut.	120+96.33	0.00	749.91	749.91

LONGITUDINAL CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+03.59	10.92	747.62	747.62
S Abut Brg. ℄	119+04.84	10.92	747.64	747.64
A	119+14.84	10.92	747.81	747.86
B	119+24.84	10.92	747.96	748.06
C	119+34.84	10.92	748.12	748.23
D	119+44.84	10.92	748.26	748.39
E	119+54.84	10.92	748.40	748.52
F	119+64.84	10.92	748.53	748.62
G	119+74.84	10.92	748.66	748.72
H	119+84.84	10.92	748.78	748.81
J	119+94.84	10.92	748.90	748.90
Pier 1 Brg. ℄	119+99.84	10.92	748.96	748.96
K	120+09.84	10.92	749.06	749.08
L	120+19.84	10.92	749.17	749.21
M	120+29.84	10.92	749.26	749.33
N	120+39.84	10.92	749.35	749.45
P	120+49.84	10.92	749.44	749.56
R	120+59.84	10.92	749.51	749.64
S	120+69.84	10.92	749.59	749.69
T	120+79.84	10.92	749.65	749.72
U	120+89.84	10.92	749.71	749.74
N Abut Brg. ℄	120+94.84	10.92	749.74	749.74
Bk N Abut.	120+96.09	10.92	749.75	749.75

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+03.53	13.25	747.59	747.59
S Abut Brg. ℄	119+04.78	13.25	747.61	747.61
A	119+14.78	13.25	747.77	747.82
B	119+24.78	13.25	747.93	748.02
C	119+34.78	13.25	748.08	748.20
D	119+44.78	13.25	748.23	748.35
E	119+54.78	13.25	748.37	748.48
F	119+64.78	13.25	748.50	748.59
G	119+74.78	13.25	748.63	748.68
H	119+84.78	13.25	748.75	748.77
J	119+94.78	13.25	748.87	748.87
Pier 1 Brg. ℄	119+99.78	13.25	748.92	748.92
K	120+09.78	13.25	749.03	749.04
L	120+19.78	13.25	749.13	749.17
M	120+29.78	13.25	749.23	749.30
N	120+39.78	13.25	749.32	749.42
P	120+49.78	13.25	749.40	749.52
R	120+59.78	13.25	749.48	749.60
S	120+69.78	13.25	749.55	749.66
T	120+79.78	13.25	749.62	749.69
U	120+89.78	13.25	749.68	749.70
N Abut Brg. ℄	120+94.78	13.25	749.71	749.71
Bk N Abut.	120+96.03	13.25	749.71	749.71

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+03.34	21.75	747.46	747.46
S Abut Brg. ℄	119+04.59	21.75	747.48	747.48
A	119+14.59	21.75	747.65	747.70
B	119+24.59	21.75	747.80	747.89
C	119+34.59	21.75	747.95	748.07
D	119+44.59	21.75	748.10	748.22
E	119+54.59	21.75	748.24	748.35
F	119+64.59	21.75	748.37	748.46
G	119+74.59	21.75	748.50	748.56
H	119+84.59	21.75	748.62	748.65
J	119+94.59	21.75	748.74	748.74
Pier 1 Brg. ℄	119+99.59	21.75	748.79	748.79
K	120+09.59	21.75	748.90	748.91
L	120+19.59	21.75	749.00	749.04
M	120+29.59	21.75	749.10	749.17
N	120+39.59	21.75	749.19	749.29
P	120+49.59	21.75	749.27	749.39
R	120+59.59	21.75	749.35	749.47
S	120+69.59	21.75	749.42	749.53
T	120+79.59	21.75	749.49	749.56
U	120+89.59	21.75	749.55	749.58
N Abut Brg. ℄	120+94.59	21.75	749.58	749.58
Bk N Abut.	120+95.84	21.75	749.59	749.59

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+03.15	30.25	747.33	747.33
S Abut Brg. ℄	119+04.40	30.25	747.35	747.35
A	119+14.40	30.25	747.52	747.57
B	119+24.40	30.25	747.67	747.77
C	119+34.40	30.25	747.83	747.94
D	119+44.40	30.25	747.97	748.10
E	119+54.40	30.25	748.11	748.23
F	119+64.40	30.25	748.24	748.33
G	119+74.40	30.25	748.37	748.43
H	119+84.40	30.25	748.49	748.52
J	119+94.40	30.25	748.61	748.61
Pier 1 Brg. ℄	119+99.40	30.25	748.67	748.67
K	120+09.40	30.25	748.77	748.79
L	120+19.40	30.25	748.88	748.92
M	120+29.40	30.25	748.97	749.04
N	120+39.40	30.25	749.06	749.16
P	120+49.40	30.25	749.15	749.27
R	120+59.40	30.25	749.22	749.35
S	120+69.40	30.25	749.30	749.40
T	120+79.40	30.25	749.36	749.43
U	120+89.40	30.25	749.42	749.45
N Abut Brg. ℄	120+94.40	30.25	749.45	749.45
Bk N Abut.	120+95.65	30.25	749.46	749.46

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+02.96	38.75	747.17	747.17
S Abut Brg. ℄	119+04.21	38.75	747.19	747.19
A	119+14.21	38.75	747.36	747.41
B	119+24.21	38.75	747.51	747.60
C	119+34.21	38.75	747.66	747.78
D	119+44.21	38.75	747.81	747.94
E	119+54.21	38.75	747.95	748.06
F	119+64.21	38.75	748.08	748.17
G	119+74.21	38.75	748.21	748.27
H	119+84.21	38.75	748.33	748.36
J	119+94.21	38.75	748.45	748.45
Pier 1 Brg. ℄	119+99.21	38.75	748.51	748.51
K	120+09.21	38.75	748.61	748.62
L	120+19.21	38.75	748.71	748.75
M	120+29.21	38.75	748.81	748.88
N	120+39.21	38.75	748.90	749.00
P	120+49.21	38.75	748.98	749.11
R	120+59.21	38.75	749.06	749.19
S	120+69.21	38.75	749.13	749.24
T	120+79.21	38.75	749.20	749.27
U	120+89.21	38.75	749.26	749.29
N Abut Brg. ℄	120+94.21	38.75	749.29	749.29
Bk N Abut.	120+95.46	38.75	749.30	749.30

REVISIONS	
NAME	DATE

Baker

Baker Engineering, INC.

ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245

LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/02/07
DESIGNED: JT DRAWN: RL
CHECKED: KZ CHECKED: KZ

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11/2/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	136
STA. 105+00	TO STA. 136+00			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S8 OF S22

SOUTH APPROACH PAVEMENT - WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevation
End App. Slab	118+74.32	22.00	746.94
A	118+84.32	22.00	747.12
B	118+94.32	22.00	747.30
Bk. S. Abut.	119+04.32	22.00	747.47

SOUTH APPROACH PAVEMENT - WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
End App. Slab	118+74.14	14.00	747.06
A	118+84.14	14.00	747.24
B	118+94.14	14.00	747.41
Bk. S. Abut.	119+04.14	14.00	747.58

SOUTH APPROACH PAVEMENT - PGL

Location	Station	Offset	Theoretical Grade Elevation
End App. Slab	118+73.83	0.00	747.26
A	118+83.83	0.00	747.44
B	118+93.83	0.00	747.62
Bk. S. Abut.	119+03.83	0.00	747.79

SOUTH APPROACH PAVEMENT - STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevation
End App. Slab	118+73.59	10.92	747.09
A	118+83.59	10.92	747.27
B	118+93.59	10.92	747.45
Bk. S. Abut.	119+03.59	10.92	747.62

SOUTH APPROACH PAVEMENT - EAST EDGE OF PAVEMENT

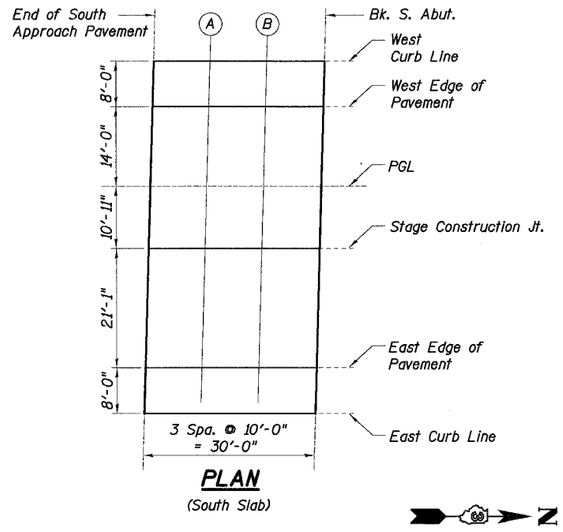
Location	Station	Offset	Theoretical Grade Elevation
End App. Slab	118+73.11	32.00	746.77
A	118+83.11	32.00	746.95
B	118+93.11	32.00	747.13
Bk. S. Abut.	119+03.11	32.00	747.30

SOUTH APPROACH PAVEMENT - EAST CURB LINE

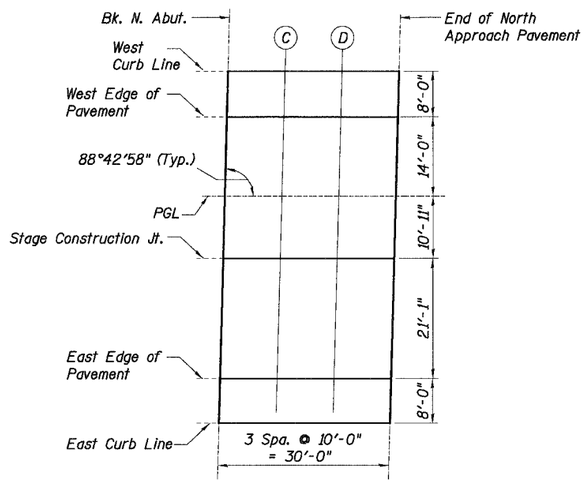
Location	Station	Offset	Theoretical Grade Elevation
End App. Slab	118+72.93	40.00	746.65
A	118+82.93	40.00	746.83
B	118+92.93	40.00	747.00
Bk. S. Abut.	119+02.93	40.00	747.17

NORTH APPROACH PAVEMENT - EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevation
End App. Slab	120+65.43	40.00	749.12
A	120+75.43	40.00	749.19
B	120+85.43	40.00	749.25
Bk. N. Abut.	120+95.43	40.00	749.31



PLAN
(South Slab)



PLAN
(North Slab)

NORTH APPROACH PAVEMENT - WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevation
End App. Slab	120+66.82	22.00	749.40
A	120+76.82	22.00	749.47
B	120+86.82	22.00	749.53
Bk. N. Abut.	120+96.82	22.00	749.58

NORTH APPROACH PAVEMENT - WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
End App. Slab	120+66.64	14.00	749.52
A	120+76.64	14.00	749.58
B	120+86.64	14.00	749.65
Bk. N. Abut.	120+96.64	14.00	749.70

NORTH APPROACH PAVEMENT - PGL

Location	Station	Offset	Theoretical Grade Elevation
End App. Slab	120+66.33	0.00	749.72
A	120+76.33	0.00	749.79
B	120+86.33	0.00	749.86
Bk. N. Abut.	120+96.33	0.00	749.91

NORTH APPROACH PAVEMENT - STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevation
End App. Slab	120+66.09	10.92	749.56
A	120+76.09	10.92	749.63
B	120+86.09	10.92	749.69
Bk. N. Abut.	120+96.09	10.92	749.75

NORTH APPROACH PAVEMENT - EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
End App. Slab	120+65.61	32.00	749.24
A	120+75.61	32.00	749.31
B	120+85.61	32.00	749.37
Bk. N. Abut.	120+95.61	32.00	749.43

REVISIONS NAME	DATE

Baker
Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/02/07
DESIGNED: KZ DRAWN: RL
CHECKED: GWG CHECKED: KZ

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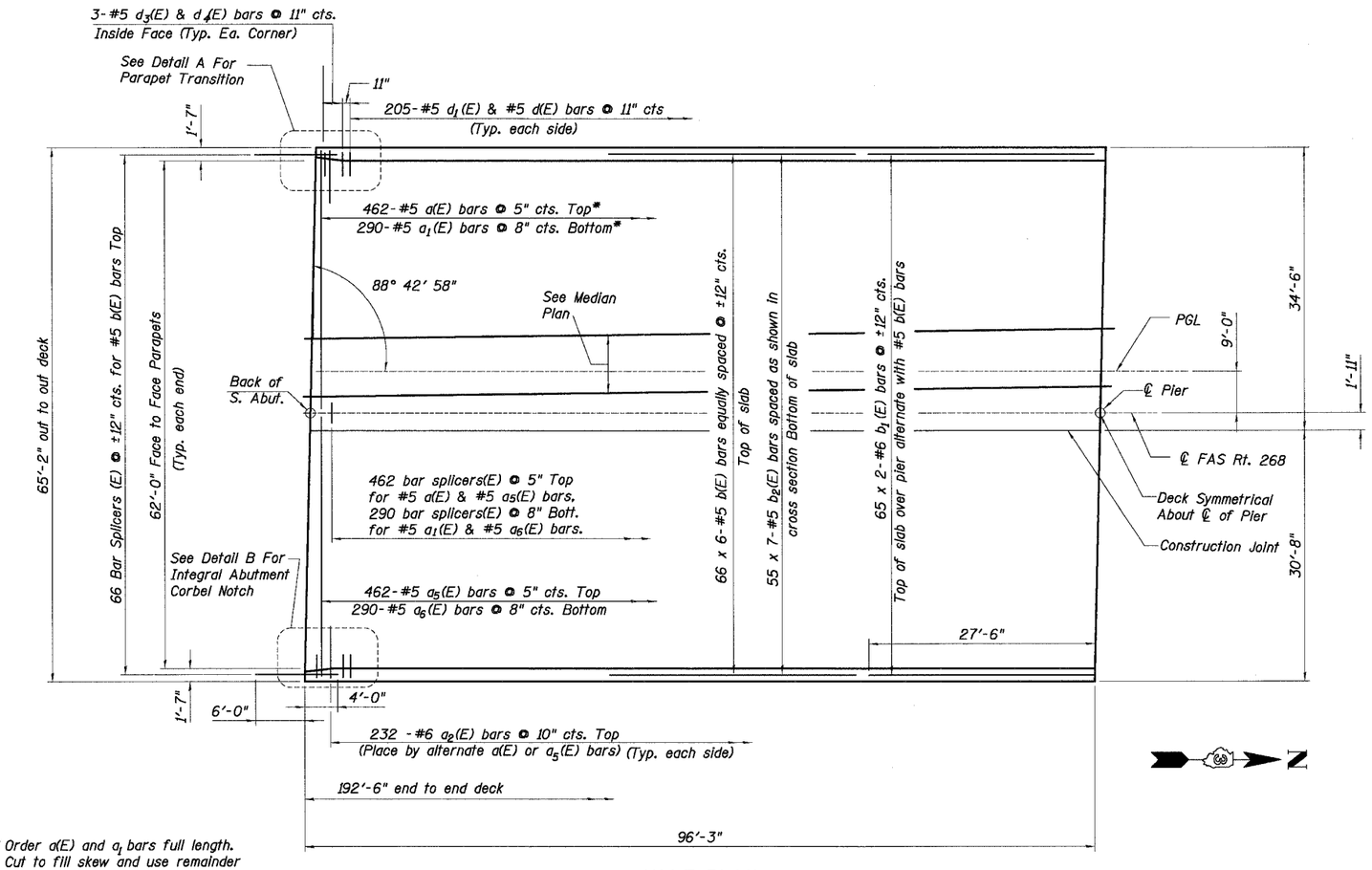
11/5/2007

CONTRACT NO. 66600

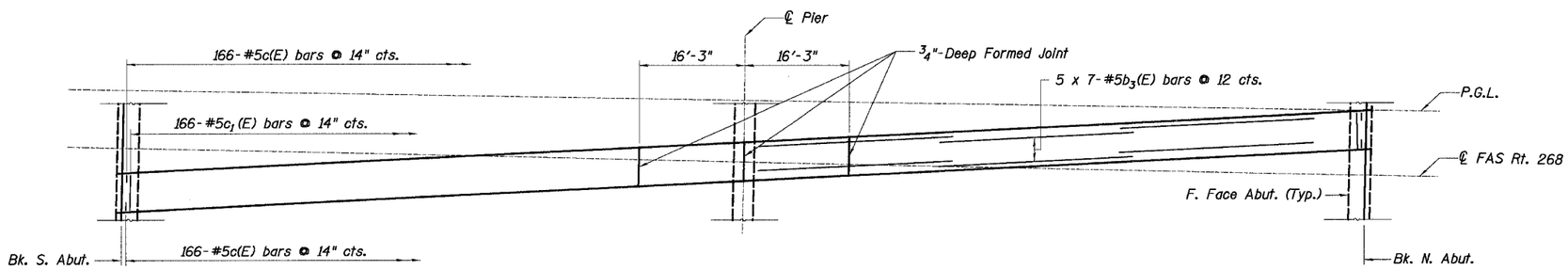
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	137
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S9 OF S22



* Order d(E) and a_1 bars full length. Cut to fill skew and use remainder of bars in opposite end.

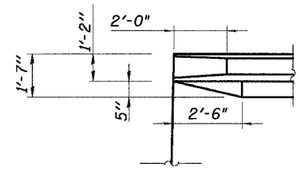
HALF PLAN



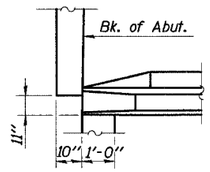
MEDIAN PLAN

Min. Bar Lap Lengths

#5 bar = 1'-8"
#6 bar = 2'-0"



DETAIL A



DETAIL B

Notes:

1. See Sheet S9 and S10 for superstructure details and Bill of Material.
2. Bars indicated thus 55 x 7-#5 etc. indicates 55 lines of bars with 7 lengths per line.
3. See sheet S10 for parapet reinforcement.
4. Place all transverse 'a' bars perpendicular to the P.G.L.
5. See sheet S1 for start and end locations of median taper.

REVISIONS NAME	DATE

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK AND MEDIAN PLAN

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08 DESIGNED: DM DRAWN: RL
DATE: 11/02/07 CHECKED: KZ CHECKED: KZ

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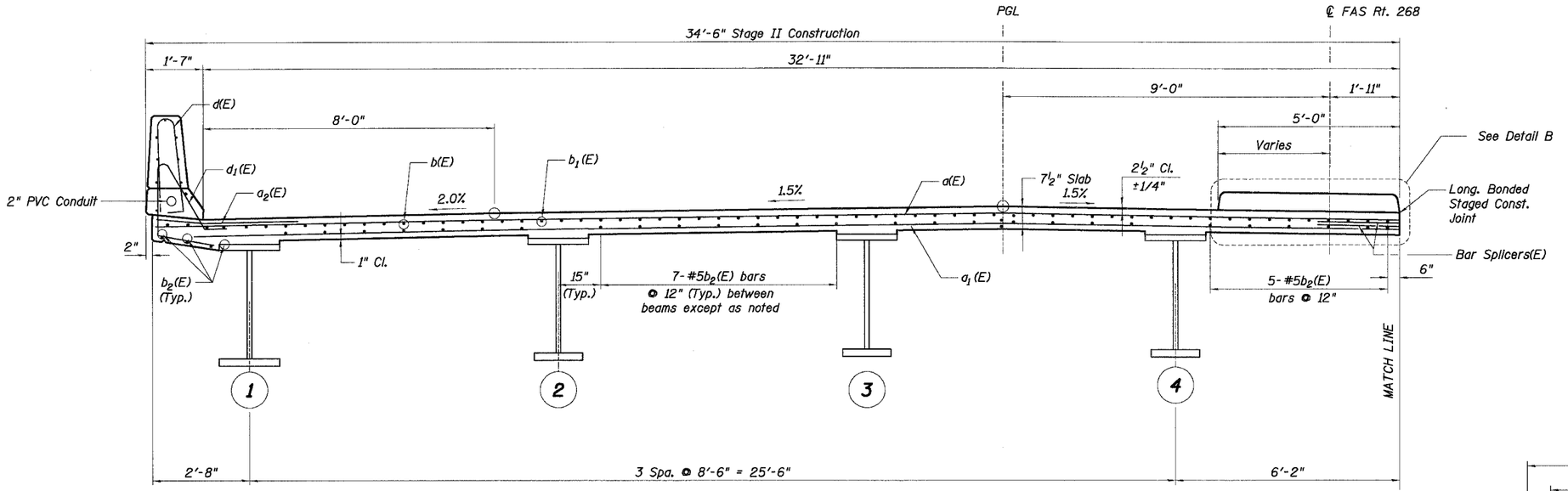
11/5/2007

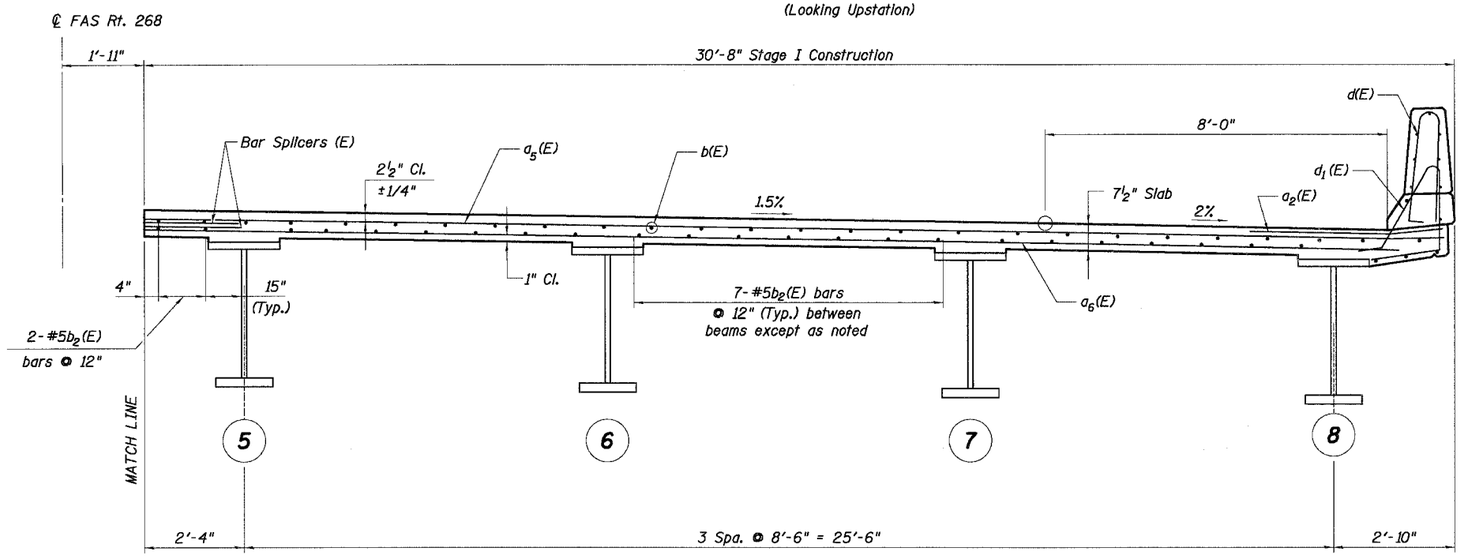
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	138
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

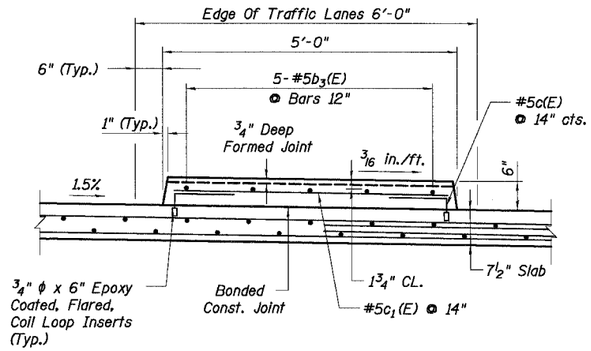
SHEET NO. S10 OF S22



NEAR PIER
(Looking Upstation)



NEAR MIDSPAN
(Looking Upstation)



DETAIL B

Notes:

1. Work this sheet with Sheets S9 & S11.
2. All concrete edges shall have ¾" chamfer.
3. The PVC conduit encased in the parapet shall have a minimum clearance of 1" from all reinforcement. See lighting plans for additional details.
4. The cost of Epoxy Coated, Flared, Coil Loop Inserts is included with "Reinforcement Bars, Epoxy Coated"

REVISIONS	
NAME	DATE

Baker

Baker Engineering, PC.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245

LA SALLE COUNTY — SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/02/07
DESIGNED: JT — DRAWN: RL
CHECKED: KZ — CHECKED: KZ

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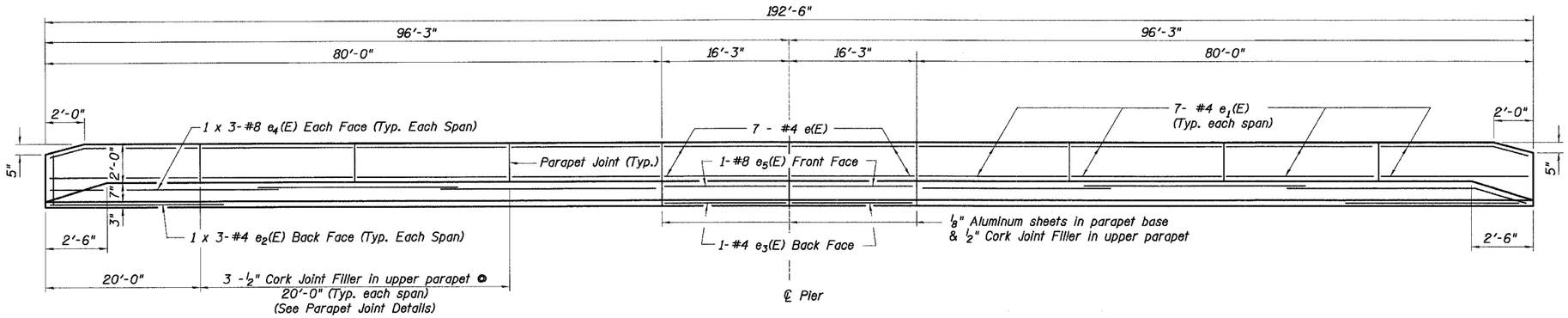
11/5/2007

CONTRACT NO. 66600

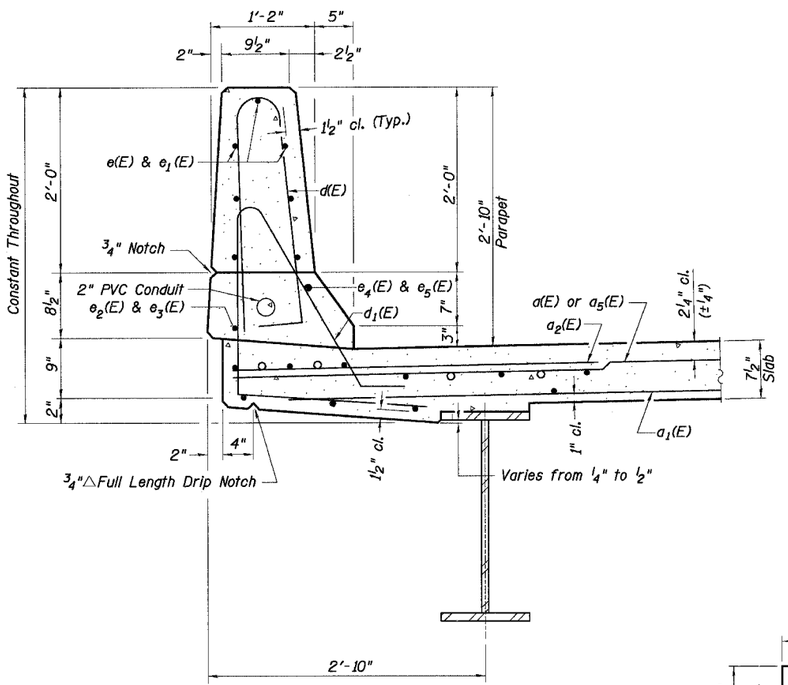
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	139
STA. 105+00	TO STA. 136+00			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S11 OF S22

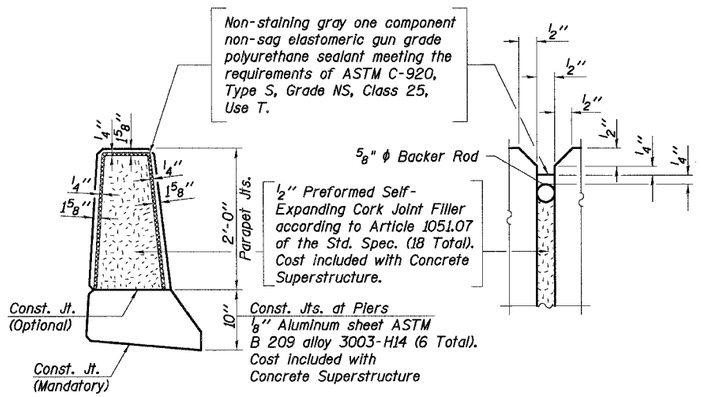


INSIDE ELEVATION OF PARAPET

(West parapet shown, east is similar)

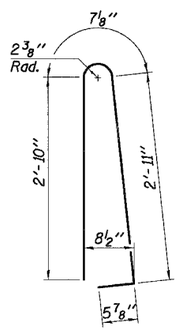


SECTION THRU PARAPET

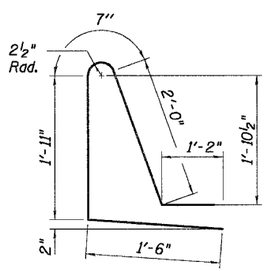


PARAPET JOINT DETAILS

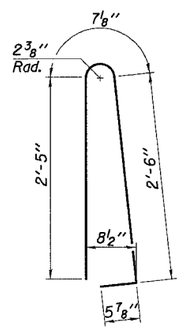
BAR c(E)



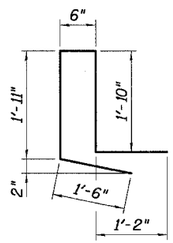
BAR d(E)



BAR d1(E)



BAR d3(E)



BAR d4(E)

MIN. BAR LAP LENGTHS

#4 - 1'-8"
#5 - 2'-2"
#6 - 2'-7"
#8 - 4'-6"

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	462	# 5	34'-2"	——
d1(E)	290	# 5	33'-6"	——
d2(E)	462	# 6	4'-6"	——
d5(E)	462	# 5	30'-4"	——
d6(E)	290	# 5	29'-8"	——
b(E)	396	# 5	33'-6"	——
b1(E)	65	# 6	55'-0"	——
b2(E)	385	# 5	29'-0"	——
b3(E)	35	# 5	29'-0"	——
c(E)	332	# 5	1'-8"	⌜
c1(E)	166	# 5	3'-8"	——
d(E)	410	# 5	6'-10"	⌈⌉
d1(E)	410	# 5	7'-2"	⌊⌋
d3(E)	12	# 5	6'-0"	⌈⌉
d4(E)	12	# 5	5'-3"	⌊⌋
e(E)	28	# 4	15'-11"	
e1(E)	112	# 4	19'-8"	——
e2(E)	12	# 4	27'-9"	——
e3(E)	4	# 4	15'-11"	——
e4(E)	12	# 8	29'-7"	——
e5(E)	4	# 8	15'-11"	——
				——
Reinforcement Bars, Epoxy Coated			Pound	95,710
Concrete Superstructure			Cu. Yds.	365
Bar Splicers			Each	884
Protective Coat			Sq. Yd.	1,496
Bridge Deck Grooving			Sq. Yd.	1,267

Notes:

1. Bars indicated thus 1 x 4-#5 etc. indicates 1 line of bars with 4 lengths per line.
2. Any e-type bar shall not pass through aluminum sheets.
3. Work this sheet with sheets S-8 & S-9.

REVISIONS NAME	DATE

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARAPET AND MEDIAN REINFORCEMENT

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245

LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/02/07
DESIGNED: JT DRAWN: RL
CHECKED: KZ CHECKED: KZ

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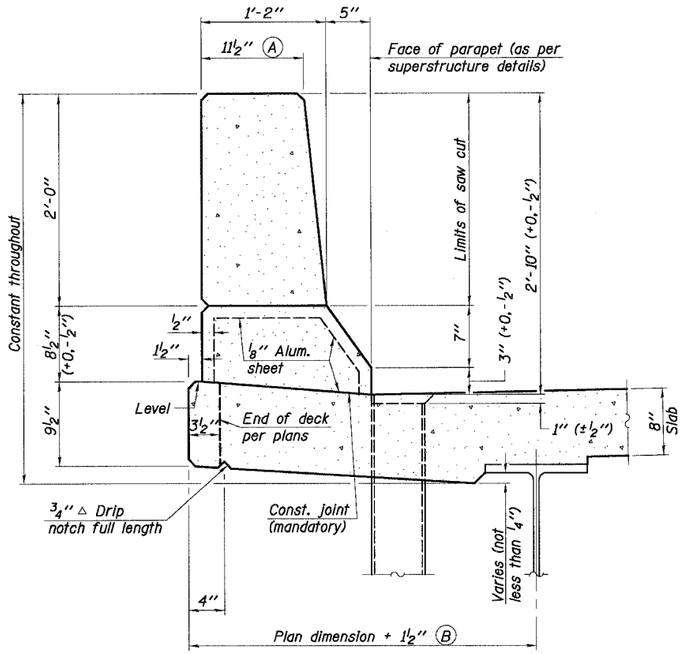
11/7/2007

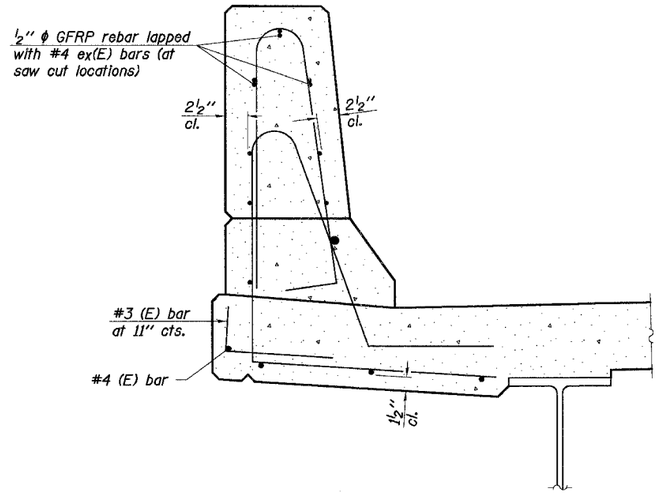
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	139a
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S11a OF S22



SECTION
(Showing dimensions)

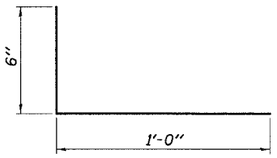


SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

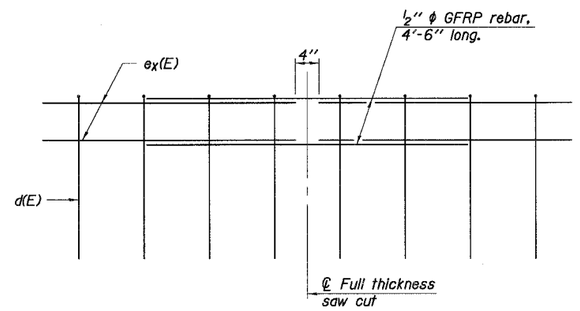
GENERAL NOTES

All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B= 0.0165 cu. yds./ft. of parapet.

Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

REVISIONS NAME	DATE

Baker
Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08 DESIGNED: DM DRAWN: RL
DATE: 11/02/07 CHECKED: KZ CHECKED: KZ

SFP-34 5-9-2007

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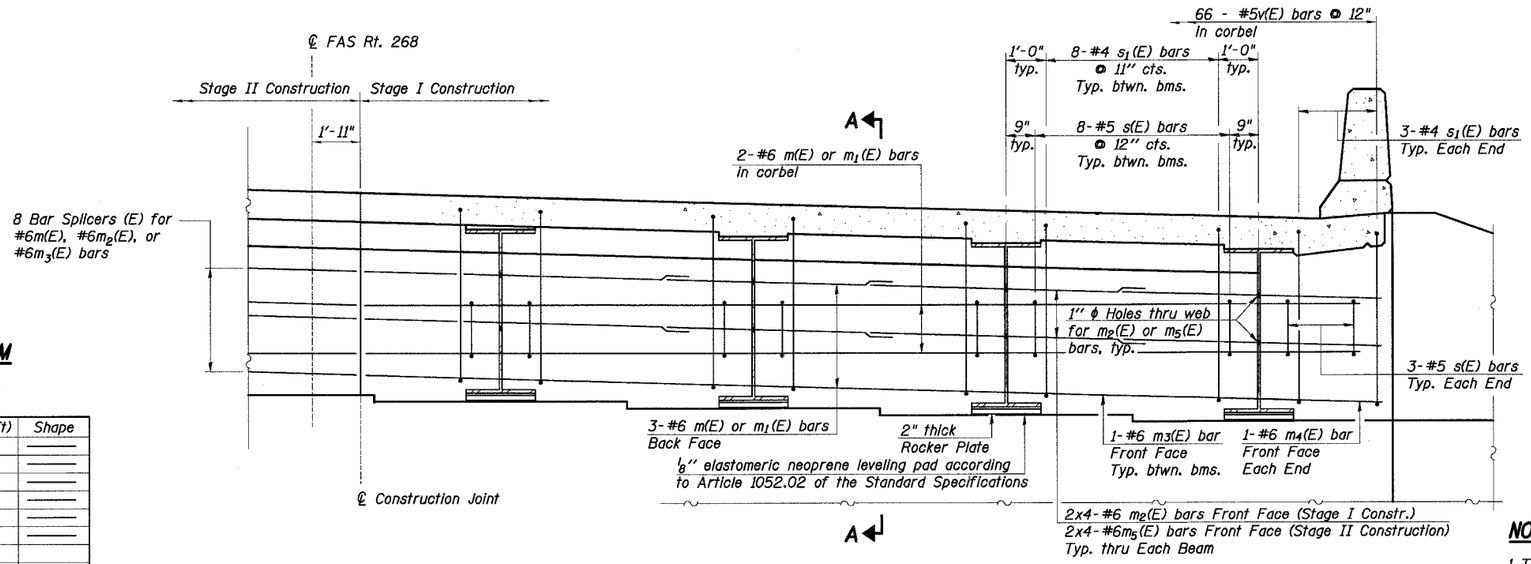
11/7/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	140
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S12 OF S22

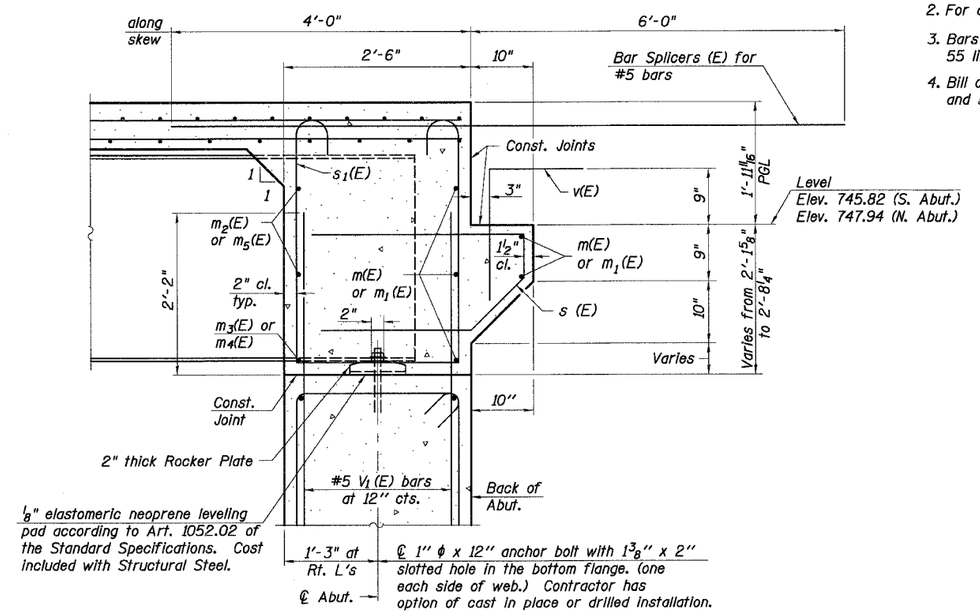


ABUTMENT DIAPHRAM BILL OF MATERIAL

Bar	No.	Size	Length (ft)	Shape
m(E)*	10	# 6	30'-4"	———
m1(E)*	10	# 6	34'-2"	———
m2(E)	16	# 6	9'-9"	———
m3(E)	14	# 6	8'-2"	———
m4(E)	4	# 6	2'-6"	———
m5(E)	16	# 6	10'-9"	———
s(E)	124	# 5	6'-6"	⊐
s1(E)	124	# 4	10'-6"	⊏⊐
v(E)	132	# 5	3'-2"	⌐
Concrete Superstructures			Cu. Yd.	50
Reinforcement Bars, Epoxy Coated			Pound	3,800
Bar Splicers			Each	16

* m(E) bars are for Stage I Construction.
m_1(E) bars are for Stage II construction.

DIAPHRAGM ELEVATION AT ABUTMENT



SECTION A-A

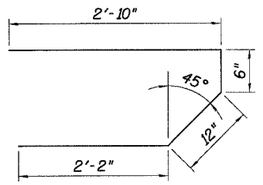
Dimensions at right angles to abutment, except as shown.

NOTES:

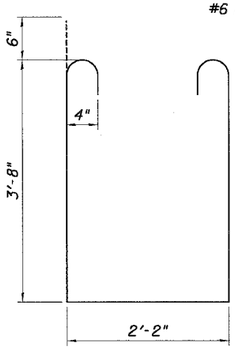
1. The s(E) and s_1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
2. For anchor bolt details see sheet S15.
3. Bars indicated thus 55 x 7-#5 etc. indicates 55 lines of bars with 7 lengths per line.
4. Bill of Material contains quantities for both the north and south abutment diaphragms.

MIN. BAR LAP

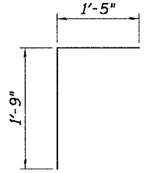
#6 bar = 2'-9"



BAR s(E)



BAR s_1(E)



BAR v(E)

Baker Engineering, INC.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTEGRAL ABUTMENT DIAPHRAGM DETAIL

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245

LA SALLE COUNTY — SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/02/07
DESIGNED: DM — DRAWN: RL
CHECKED: KZ — CHECKED: KZ

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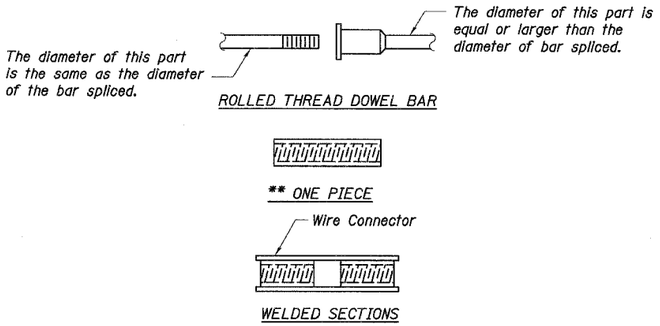
11/5/2007

CONTRACT NO. 66600

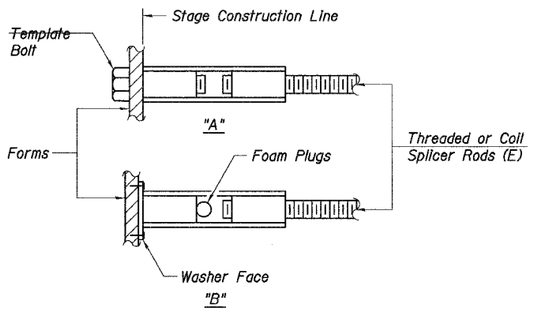
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	141
STA. 105+00	TO STA. 136+00			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S13 OF S22



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

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

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

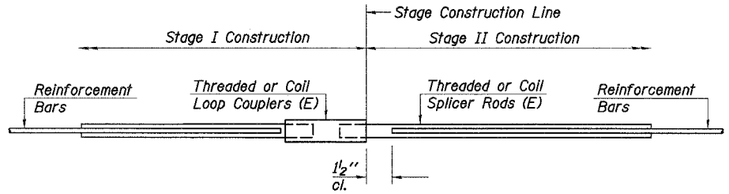
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

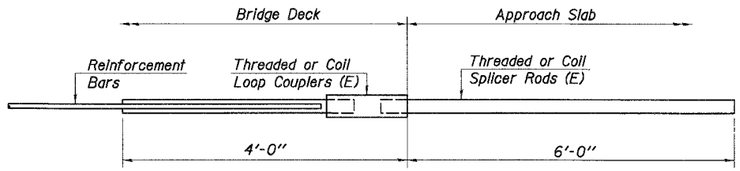
① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

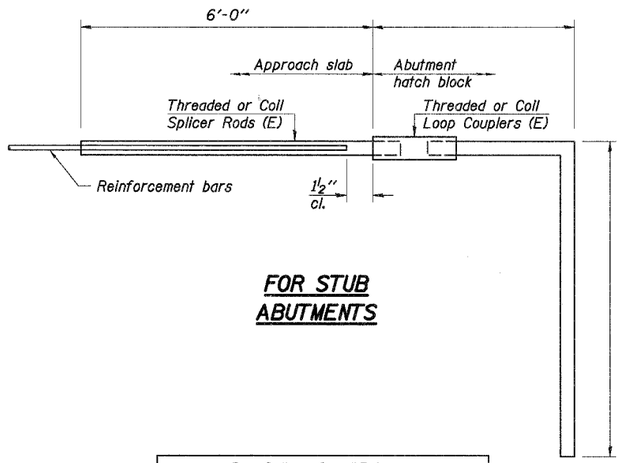
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8





FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 132



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =

STANDARD

Bar Size	No. Assemblies Required	Location
#5	752	Deck
#6	16	Abut. Diaphragms
#5	12	Abutments
#4	8	Abutments
#7	10	Abutments
#8	8	Abutments
#5	34	Pier

REVISIONS	
NAME	DATE

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08 DESIGNED: DM DRAWN: RL
DATE: 11/16/07 CHECKED: KZ CHECKED: KZ

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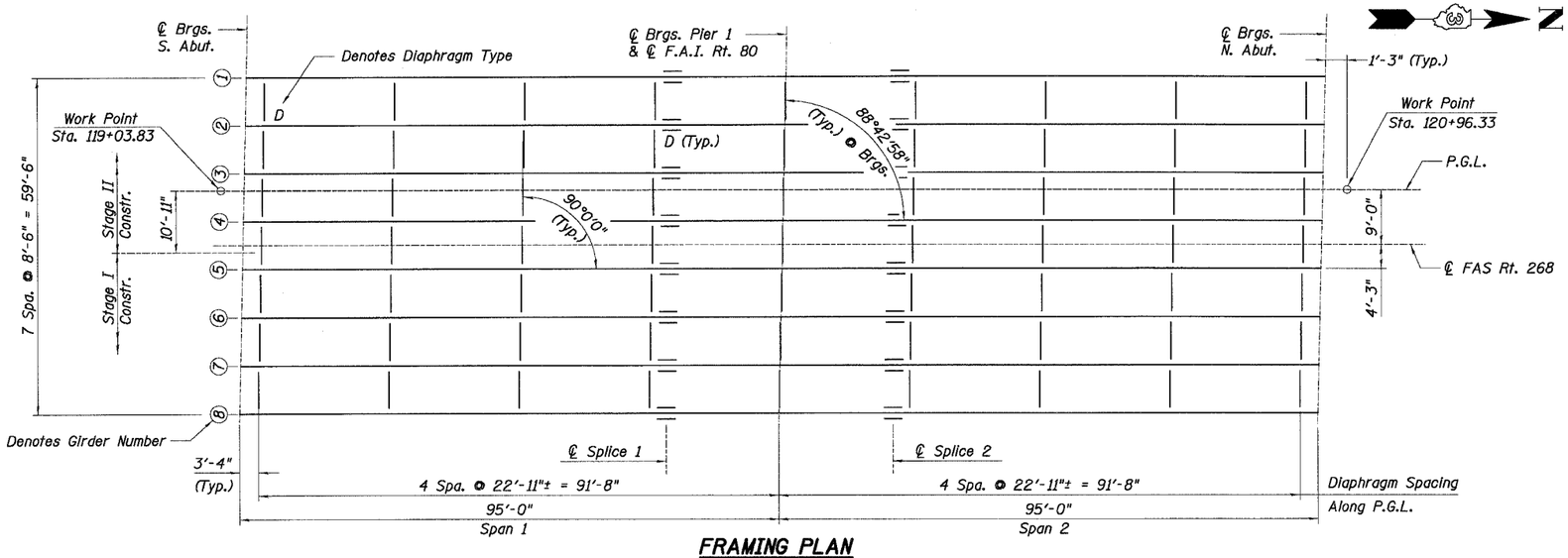
11/16/2007

BSD-1 11-1-06

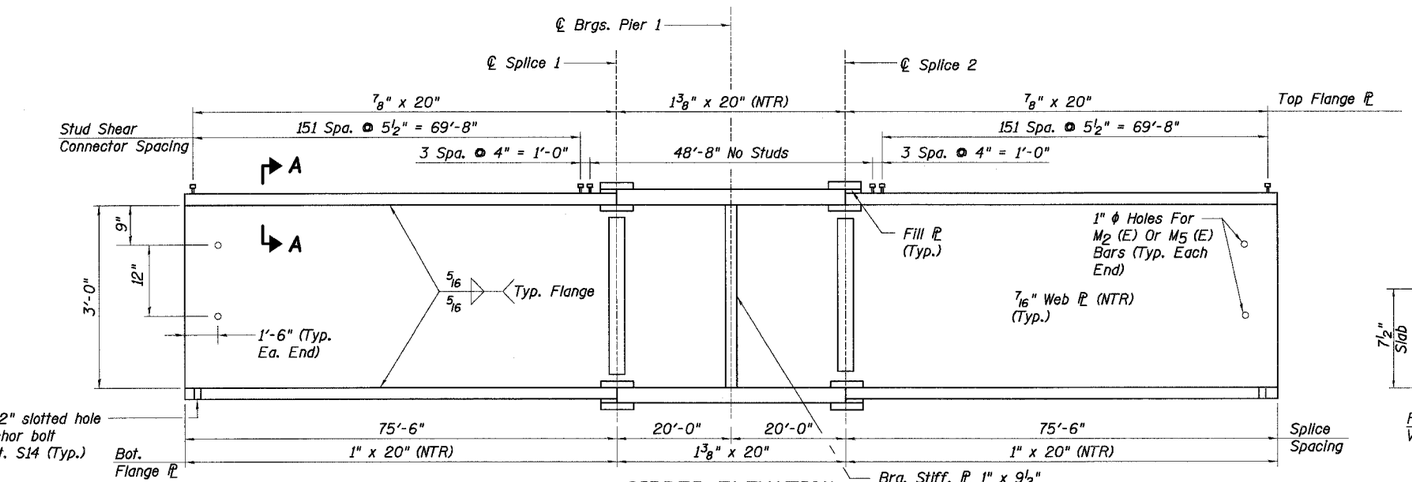
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	142
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

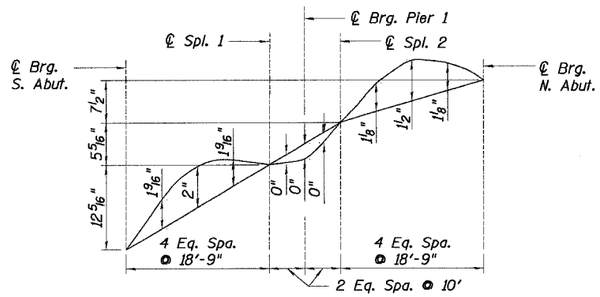
SHEET NO. S14 OF S22



FRAMING PLAN



GIRDER ELEVATION



CAMBER DIAGRAM

Notes:

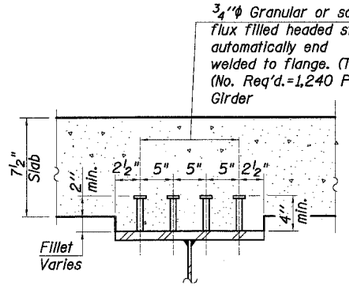
1. Load carrying components designated "NTR" shall conform to the supplemental requirements for Notch Toughness, Zone 2.
2. For Diaphgram and Girder Splice details, see Sheet S13.
3. All cross frames or diaphagms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
4. The struuctural steel for the girders, bearing stiffeners, and all splice material except fill plates shall conform to the requirements of AASHTO M270, Gr. 50.

INTERIOR GIRDER MOMENT TABLE

Item	Unit	0.4 Sp. 1 & 0.6 Sp. 2	Pier 1
I_S (non-comp)	(in^4)	14,456	20,917
I_C (n) (comp)	(in^4)	33,141	-
I_C 3(n) (comp)	(in^4)	24,589	-
S_C (non-comp)	(in^4)	798	1,080
Sc (n) (comp)	(in^3)	1,026	-
S_C 3(n) (comp)	(in^3)	951	-
Z	(in^3)	1,028	1,172
D_{ℓ}	('K)	1.03	1.65
M_{ℓ}	('K)	604	1,948
S_{ℓ}	K/ft	0.54	-
MS_{ℓ}	('K)	350	-
M_L	('K)	970	689
M (Imp)	('K)	220	156
$5/3[M_L + M_{(Imp)}]$	('K)	1,983	1,408
M_a	('K)	3,606	4,363
M_u	('K)	4,283	4,881
fs_{ℓ} non-comp	(ksi)	9.9	21.6
fs_{ℓ} (comp)	(ksi)	4.4	-
$fs\ 5/3[M_L + M_{(Imp)}]$	(ksi)	23.2	15.6
fs (Overload))	(ksi)	36.7	37.2
fs (Total)	(ksi)	-	-
VR	(K)	71	-

INTERIOR GIRDER REACTION TABLE

Item	Unit	Pier 1	Abutments
R_{ℓ}	(K)	192	56
R_L	(K)	82	58
R (imp)	(K)	19	13
R (Total)	(K)	293	127



SECTION A-A

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).

Ic(n) and Sc(n) are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.

Ic(3n) and Sc(3n) are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads (see AASHTO 10.38)

VR is the maximum Live Load + Impact shear range in Span.

Ma (Applied Moment) = $1.3[M_{\ell} + Ms_{\ell} + 5/3\ (M_L + M_{sw})]$.

Z is the plastic section modulus used to determine the fully plastic moments in the composite and non-composite areas.

The Plastic Moment capacity (Mu) is computed according to AASHTO 10.48.1 and 10.50.1.1.

fs (Overload) is the sum of the stresses due to $M_{\ell} + Ms_{\ell} + 5/3\ (M_L + M_{sw})$.

fs (Total) is the sum of the stresses due to $1.3[M_{\ell} + Ms_{\ell} = 5/3\ (M_L + M_{sw})]$

TOP OF WEB ELEVATIONS

Girder Number	℄ Brg. S. Abut.	℄ Splice 1	℄ Brg. Pier 1	℄ Splice 2	℄ Brg. N. Abut.
1	746.70	747.77	747.97	748.21	748.79
2	746.86	747.93	748.12	748.37	748.95
3	746.98	748.06	748.25	748.50	749.08
4	746.96	748.04	748.23	748.48	749.06
5	746.83	747.91	748.10	748.35	748.93
6	746.70	747.78	747.97	748.22	748.80
7	746.57	747.65	747.84	748.09	748.68
8	746.41	747.49	747.68	747.93	748.51

(For Fabrication Only)

Baker Engineering, Inc

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND GIRDER ELEVATION

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245

LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/02/07
DESIGNED: JT DRAWN: RL
CHECKED: KZ CHECKED: KZ

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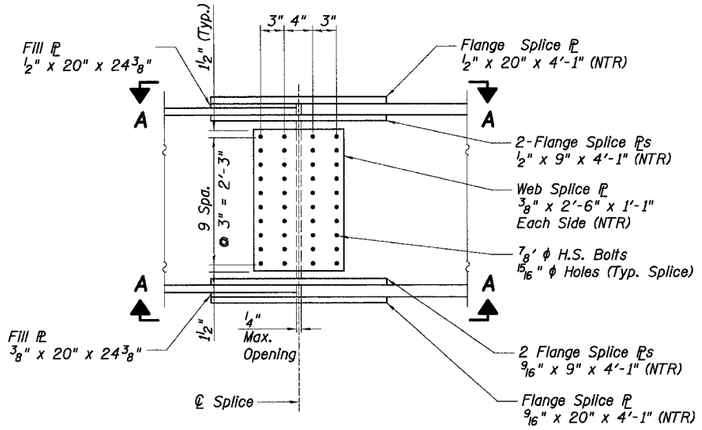
11/5/2007

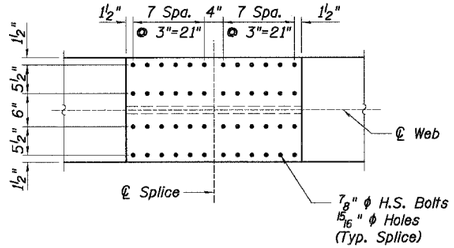
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	143
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

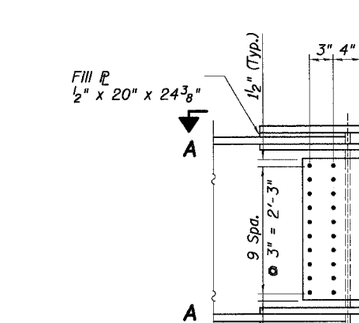
SHEET NO. S15 OF S22



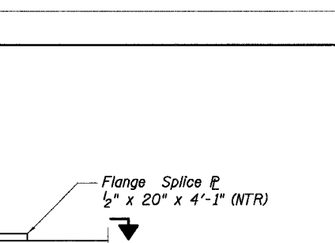
TYPICAL SPICE ELEVATION



VIEW A-A

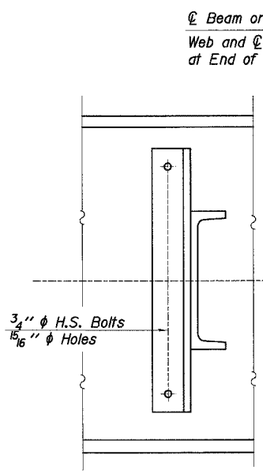


SECTION AT PIER

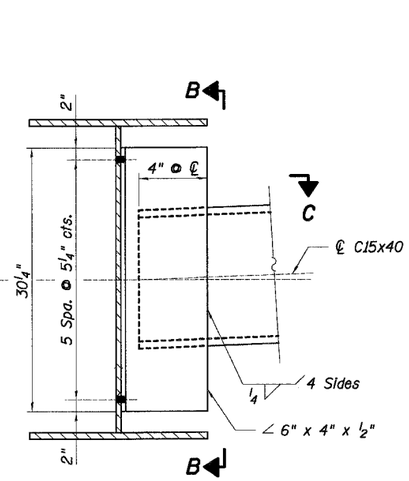


DETAIL 2

DETAIL 1

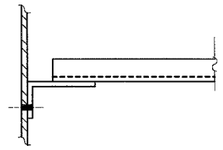


SECTION B-B



DIAPHRAGM D

(63 Required)



SECTION C-C

NOTES:

1. For splice and diaphragm locations, see Sheet S12.
2. Load carrying components designated "NTR" shall conform to the supplemental requirements for Notch Toughness, Zone 2.
3. Two hardened washers shall be required over all diaphragm oversize holes.
4. All new structure steel diaphragms, and connection angles shall be AASHTO M270 Gr.36.

REVISIONS NAME	DATE

Baker Engineering, INC.

ILLINOIS DEPARTMENT OF TRANSPORTATION

STEEL DETAILS

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08 DESIGNED: JT DRAWN: RL
DATE: 11/02/07 CHECKED: KZ CHECKED: KZ

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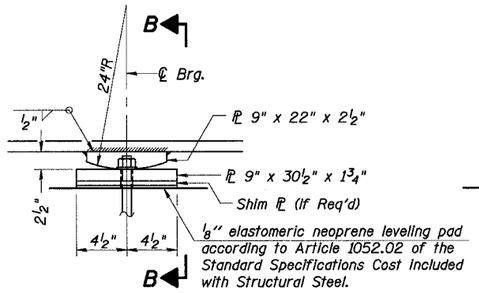
11/5/2007

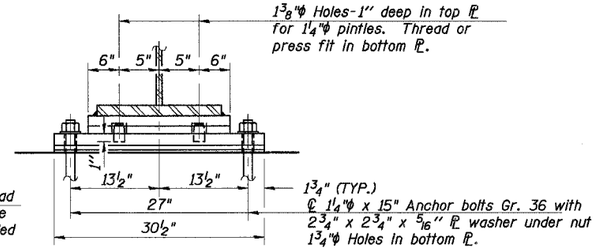
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	144
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

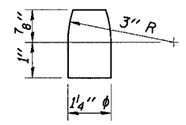
SHEET NO. S16 OF S22



ELEVATION AT PIER

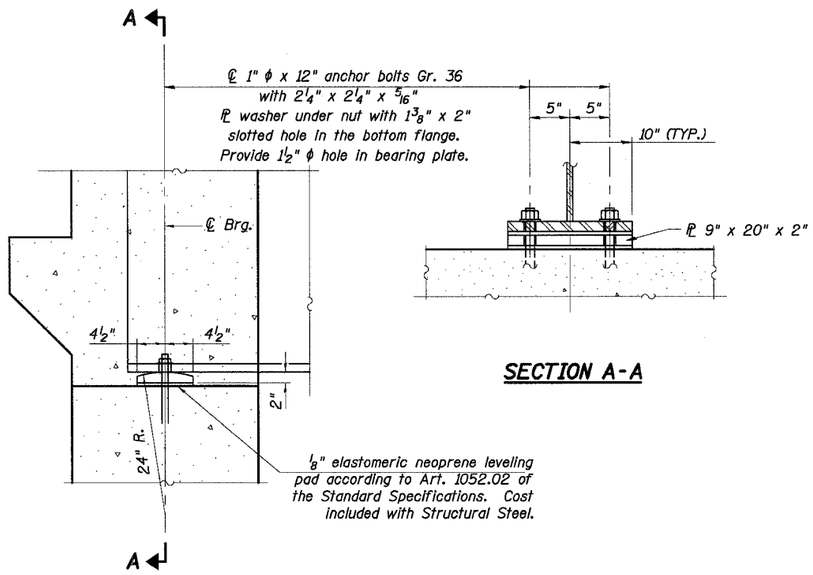


SECTION B-B



PINTLE

FIXED BEARING AT PIER
(8 Req'd)



ELEVATION AT ABUTMENT

SECTION A-A

INTEGRAL ABUTMENT BEARING
(16 Req'd)

NOTES:

1. Cost of bearing assemblies, excluding anchor bolts, to be included with "Furnishing and Erecting Structural Steel."
2. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
3. Anchor bolts at fixed bearings may be either cast in place or installed as holes drilled after the supporting member is in place.
4. Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
5. The structural steel for the bearings shall conform to the requirements of AASHTO M270, Gr. 50.
6. Anchor bolts shall be ASTM F1554 all-thread (or an engineer-approved alternate material) of the grade and diameters specified, ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (FY = 36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

REVISIONS NAME	DATE

Baker

Baker Engineering, INC.

ILLINOIS DEPARTMENT OF TRANSPORTATION

BEARING DETAILS

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/02/07
DESIGNED: JT DRAWN: RL
CHECKED: KZ CHECKED: KZ

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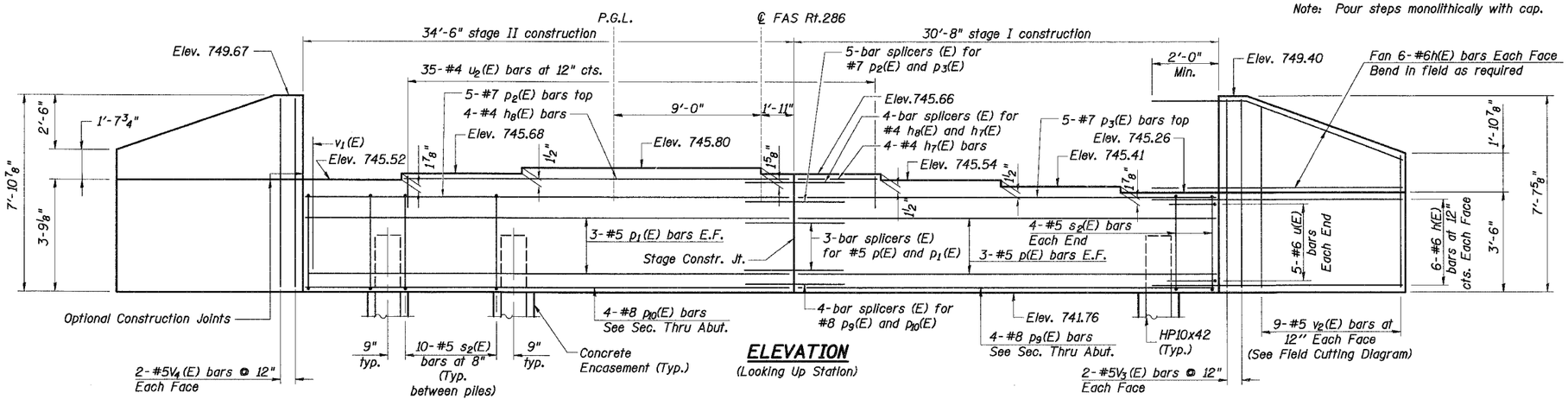
11/7/2007

CONTRACT NO. 66600

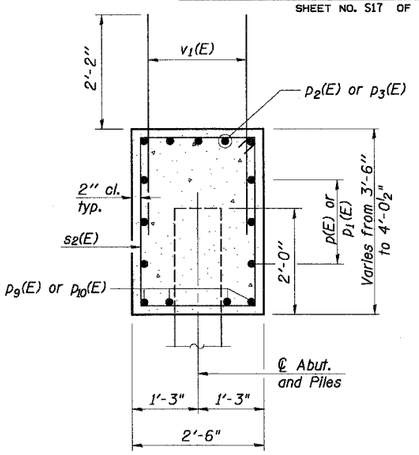
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	145
STA. 105+00	TO STA. 136+00			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 517 OF S22



ELEVATION

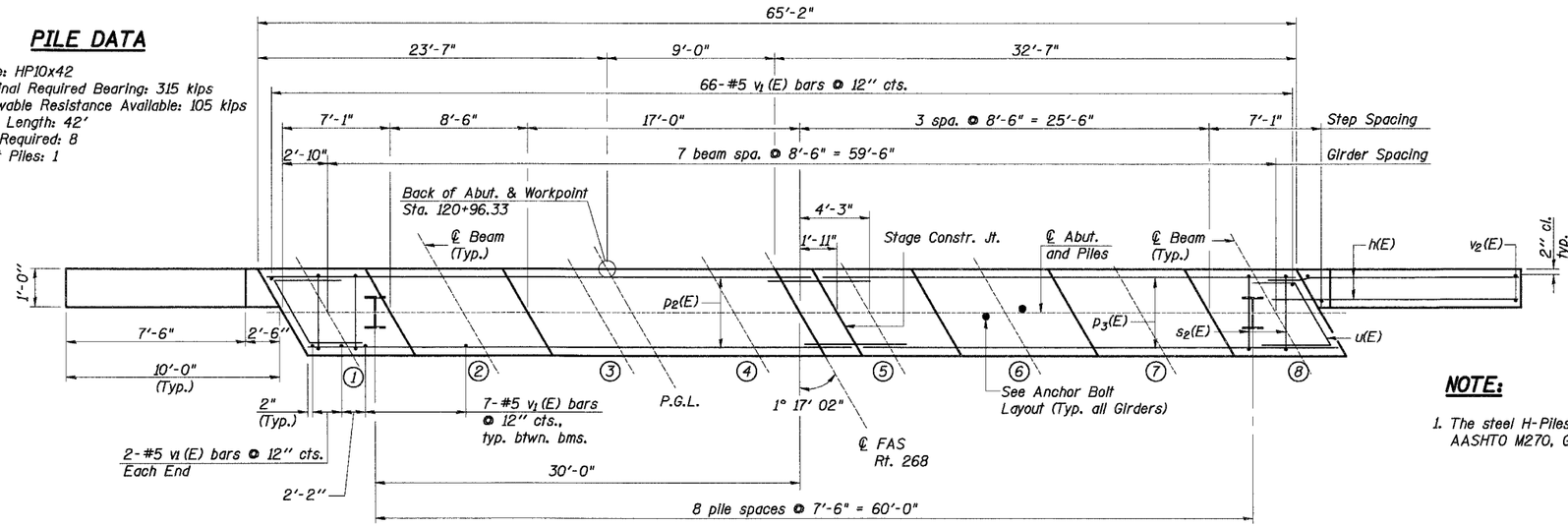
(Looking Up Station)



SEC. THRU ABUT.

PILE DATA

Type: HP10x42
Nominal Required Bearing: 315 kips
Allowable Resistance Available: 105 kips
Est. Length: 42'
No. Required: 8
Test Piles: 1



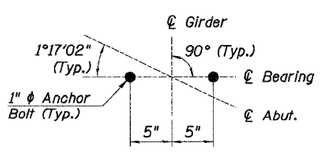
PLAN

BILL OF MATERIAL

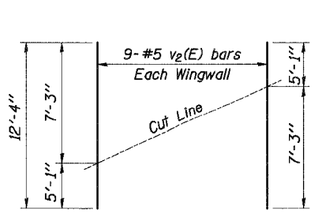
Bar	No.	Size	Length (ft)	Shape
h(E)	48	# 6	12'-1"	——
h7(E)	4	# 4	6'-3"	——
h8(E)	4	# 4	27'-1"	——
p(E)	6	# 5	30'-4"	——
p1(E)	6	# 5	34'-2"	——
p2(E)	5	# 7	34'-2"	——
p3(E)	5	# 7	30'-4"	——
p9(E)	4	# 8	30'-4"	——
p10(E)	4	# 8	34'-2"	——
s2(E)	88	# 5	11'-5"	⌐
u(E)	10	# 6	8'-2"	⌐¬
u2(E)	35	# 4	5'-0"	⌐¬
v1(E)	119	# 5	4'-4"	——
v2(E)	18	# 5	12'-4"	——
v3(E)	4	# 5	7'-3"	——
v4(E)	4	# 5	7'-6"	——
Concrete Structures			Cu. Yd.	28
Reinforcement Bars, Epoxy Coated			Pound	4,830
Structure Excavation			Cu. Yd.	347
Bar Splicers			Each	19

NOTE:

1. The steel H-Piles shall be according to AASHTO M270, Grade 50.

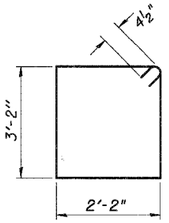


ANCHOR BOLT LAYOUT

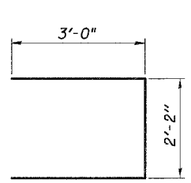


FIELD CUTTING DIAGRAM

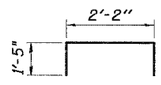
Order $v_2(E)$ full length. Cut as shown and use remainder of bars in opposite face.



BAR s2(E)



BAR u(E)



BAR u2(E)

REVISIONS NAME	DATE

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08 DESIGNED: DM DRAWN: DM
DATE: 11/16/07 CHECKED: KZ CHECKED: KZ

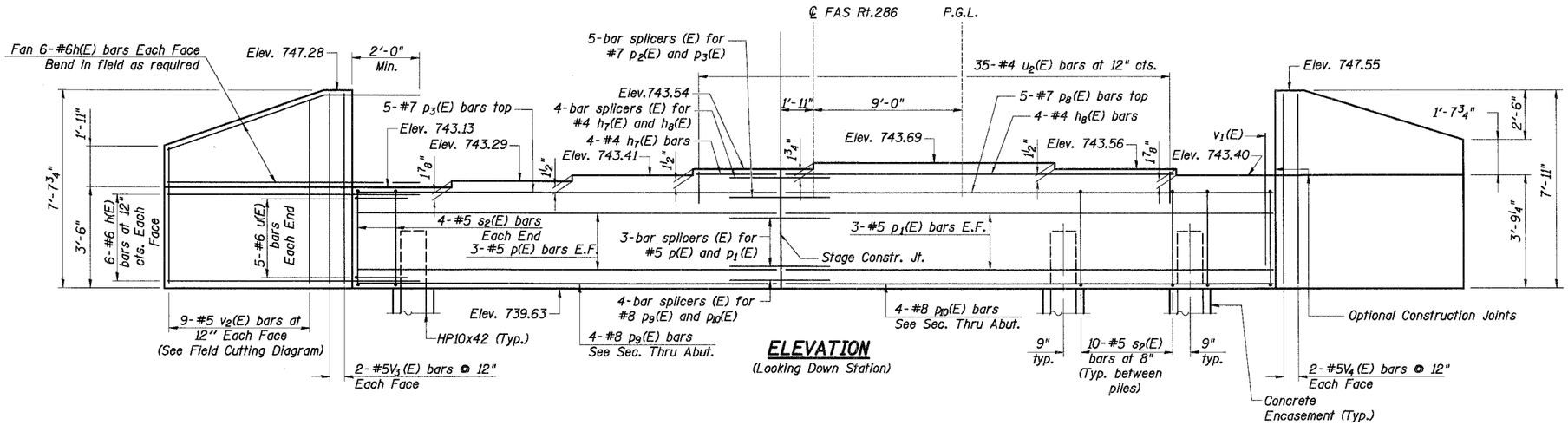
h:\107496\3.0 deliverables\3.3 structure\Drawings\Final\North Abut.dgn
11/16/2007

CONTRACT NO. 66600

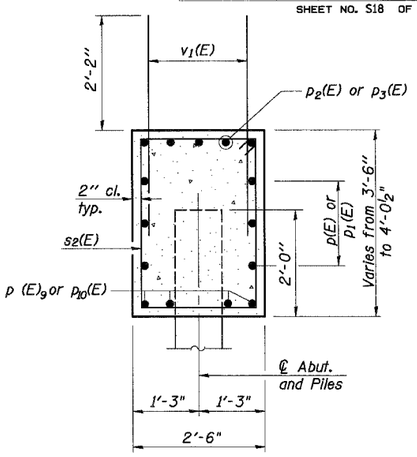
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	146
STA. 105+00	TO STA. 136+00			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S18 OF S22

Notes: Pour steps monolithically with cap.



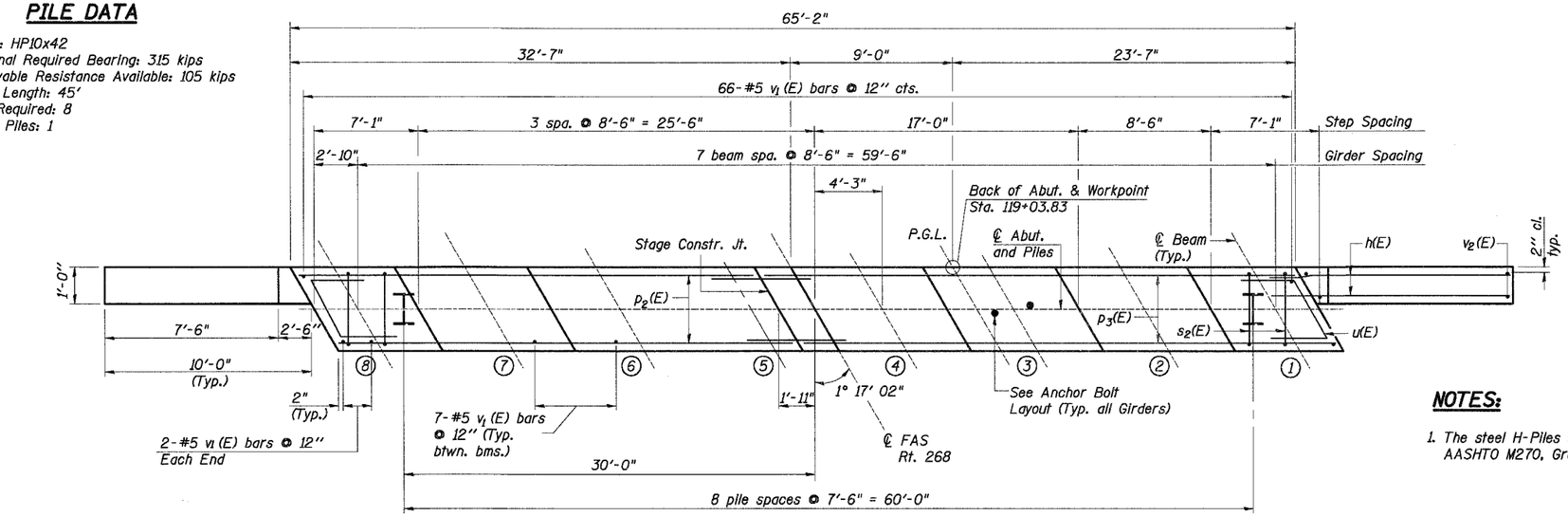
ELEVATION
(Looking Down Station)



SEC. THRU ABUT.

PILE DATA

Type: HP10x42
Nominal Required Bearing: 315 kips
Allowable Resistance Available: 105 kips
Est. Length: 45'
No. Required: 8
Test Piles: 1



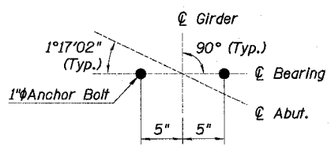
PLAN

BILL OF MATERIAL

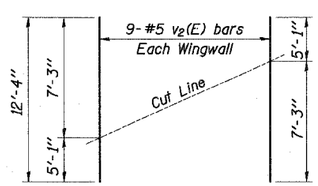
Bar	No.	Size	Length (ft)	Shape
h(E)	48	# 6	12'-1"	——
h7(E)	4	# 4	6'-3"	——
h8(E)	4	# 4	27'-1"	——
p(E)	6	# 5	30'-4"	——
p1(E)	6	# 5	34'-2"	——
p2(E)	5	# 7	34'-2"	——
p3(E)	5	# 7	30'-4"	——
p9(E)	4	# 8	30'-4"	——
p10(E)	4	# 8	34'-2"	——
s2(E)	88	# 5	11'-5"	□
u(E)	10	# 6	8'-2"	⊐
u2(E)	35	# 4	5'-0"	⊓
v1(E)	119	# 5	4'-4"	——
v2(E)	18	# 5	12'-4"	——
v3(E)	4	# 5	7'-3"	——
v4(E)	4	# 5	7'-6"	——
Concrete Structures		Cu. Yd.	28	
Reinforcement Bars, Epoxy Coated		Pound	4,830	
Structure Excavation		Cu. Yd.	338	
Bar Splicers		Each	19	

NOTES:

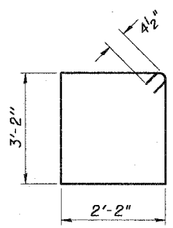
1. The steel H-Piles shall be according to AASHTO M270, Grade 50.



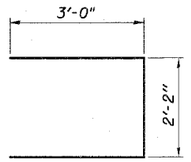
ANCHOR BOLT LAYOUT



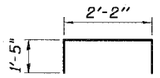
FIELD CUTTING DIAGRAM
Order $v_2(E)$ full length. Cut as shown and use remainder of bars in opposite face.



BAR s2(E)



BAR u(E)



BAR u2(E)

REVISIONS NAME	DATE

Baker
Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT

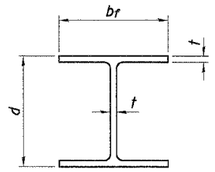
MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DESIGNED: DM DRAWN: DM
DATE: 11/16/07 CHECKED: KZ CHECKED: KZ

h:\07496\3.0 deliverables\3.3 structure\Drawings\Final\South Abut.dgn
11/16/2007

CONTRACT NO. 66600

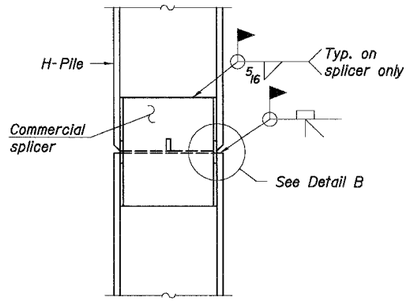
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	146a
STA. 105+00	TO STA. 136+00			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S18a OF S22

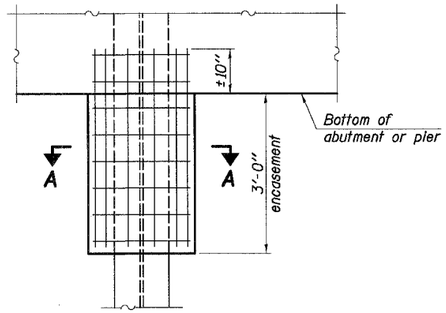


STEEL PILE TABLE

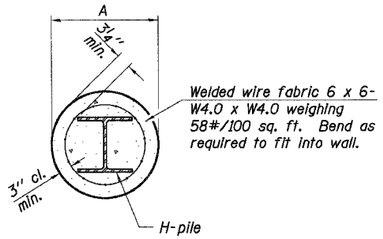
Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	$14\frac{1}{4}''$	$14\frac{7}{8}''$	$\frac{13}{16}''$	30″
x102	14″	$14\frac{3}{4}''$	$\frac{11}{16}''$	30″
x89	$13\frac{7}{8}''$	$14\frac{3}{4}''$	$\frac{5}{8}''$	30″
x73	$13\frac{5}{8}''$	$14\frac{5}{8}''$	$\frac{1}{2}''$	30″
HP 12x84	$12\frac{1}{4}''$	$12\frac{1}{4}''$	$\frac{11}{16}''$	24″
x74	$12\frac{1}{8}''$	$12\frac{1}{4}''$	$\frac{5}{8}''$	24″
x63	12″	$12\frac{1}{8}''$	$\frac{1}{2}''$	24″
x53	$11\frac{3}{4}''$	12″	$\frac{7}{16}''$	24″
HP 10x57	10″	$10\frac{1}{4}''$	$\frac{9}{16}''$	24″
x42	$9\frac{3}{4}''$	$10\frac{1}{8}''$	$\frac{7}{16}''$	24″
HP 8x36	8″	$8\frac{1}{8}''$	$\frac{7}{16}''$	18″



ELEVATION



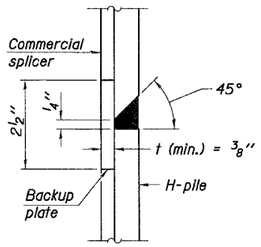
ELEVATION



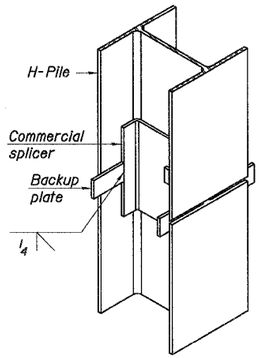
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

PILE ENCASEMENT

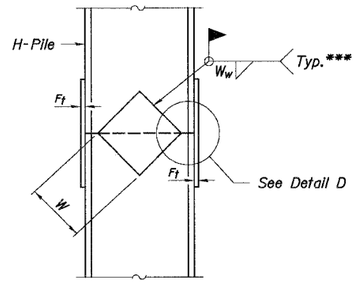


DETAIL "B"

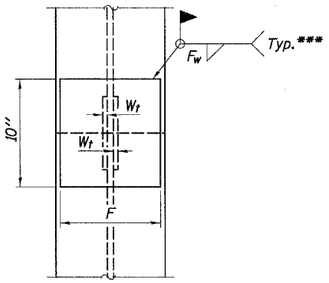


ISOMETRIC VIEW

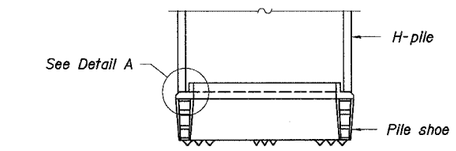
WELDED COMMERCIAL SPLICE



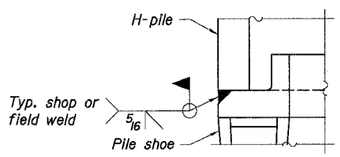
ELEVATION



END VIEW

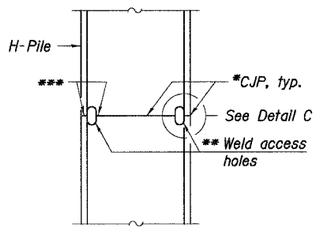


ELEVATION

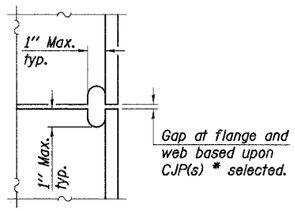


DETAIL A

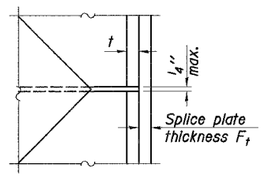
H-PILE SHOE ATTACHMENT



ELEVATION



DETAIL C



DETAIL D

COMPLETE PENETRATION WELD SPLICE

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.
Cost of Concrete Encasement and Welded Wire Fabric is included in "Furnishing Steel Piles HP10X42".

Designation	F	F_t	F_w	W	W_t	W_w
HP 14x117	$12\frac{1}{2}''$	1″	$\frac{7}{8}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x102	$12\frac{1}{2}''$	$\frac{7}{8}''$	$\frac{3}{4}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x89	$12\frac{1}{2}''$	$\frac{3}{4}''$	$\frac{11}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x73	$12\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{9}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
HP 12x84	10″	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x74	10″	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x63	10″	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x53	10″	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 10x57	8″	$\frac{3}{4}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x42	8″	$\frac{5}{8}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 8x36	7″	$\frac{5}{8}''$	$\frac{7}{16}''$	$4\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$

WELDED PLATE FIELD SPLICE

* Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.

** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.

*** Interrupt welds ¼″ from end of each pile.

REVISIONS NAME	DATE

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

STEEL H-PILES

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08 DESIGNED: DM DRAWN: RL
DATE: 11/16/07 CHECKED: KZ CHECKED: KZ

F-HP 11-1-06

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11/16/2007

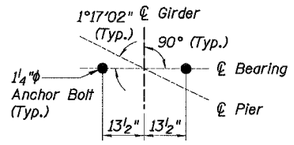
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	147
STA. 105+00	TO STA. 136+00			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

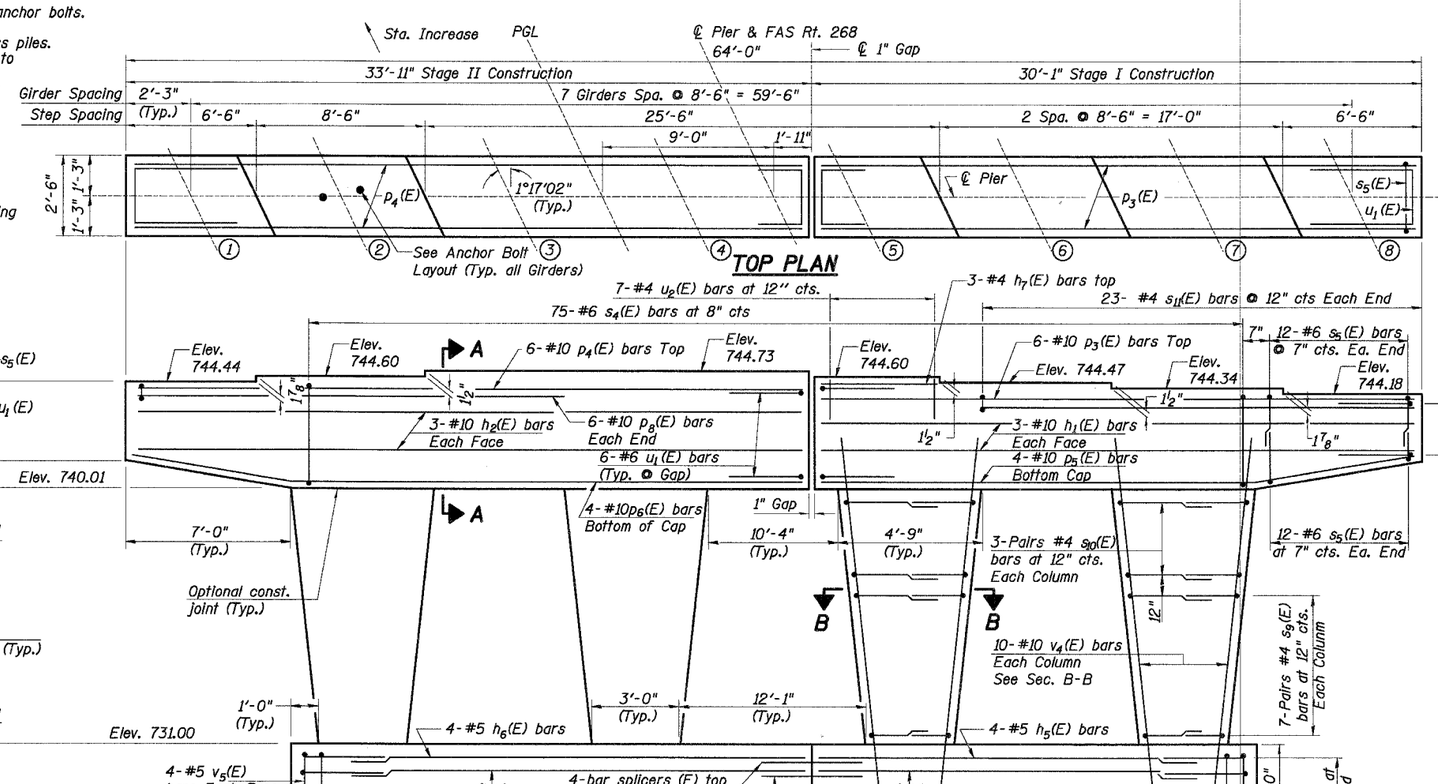
SHEET NO. S19 OF S22

NOTES:

1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. Space reinforcement in footing to miss piles.
4. The steel H-Piles shall be according to AASHTO M270, Grade 50.
5. Apply Concrete Sealer to all exposed Pier surfaces from top of pier cap to bottom of Crash Wall.



ANCHOR BOLT LAYOUT

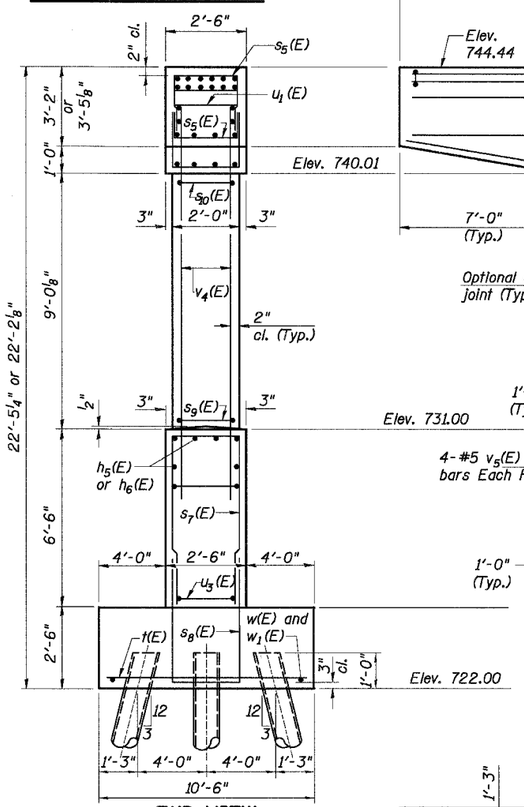


TOP PLAN

ELEVATION

(Looking Up Station)

FOOTING PLAN



END VIEW

PILE DATA

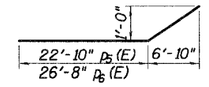
Type: HP10x42
Nominal Required Bearing: 315 kips
Allowable Resistance Available: 105 kips
Est. Length: 46'
No. Required: 23
Test Piles: 1

Battered Pile -

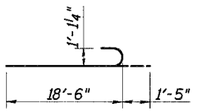
Vertical Pile -

MIN LAP LENGTH

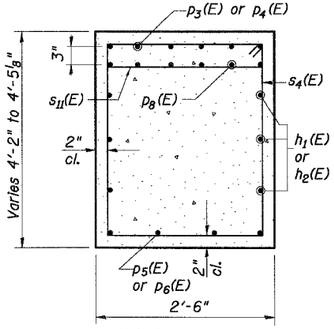
#5 - 2'-2"
#7 - 3'-5"



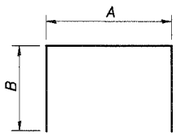
BARS p5(E) & p6(E)



BAR v4(E)

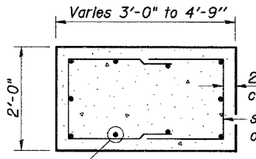


SECTION A-A

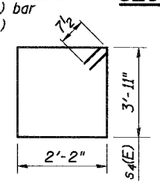


BARS A & B DIMENSIONS

Bar	A	B
s5(E)	2'-2"	2'-9"
s7(E)	2'-2"	6'-4"
s8(E)	2'-2"	5'-8"
s9(E)	1'-8"	2'-8"
s10(E)	1'-8"	3'-0"
s11(E)	5"	2'-2"
u1(E)	2'-2"	3'-8"
u2(E)	2'-2"	2'-2"
u3(E)	2'-2"	2'-10"



SECTION B-B



BAR s4(E)

BILL OF MATERIAL

Bar	No.	Size	Length(ft)	Shape
h1(E)	6	# 10	29'-8"	
h2(E)	6	# 10	33'-6"	
h5(E)	16	# 5	22'-11"	
h6(E)	16	# 5	26'-8"	
h7(E)	3	# 4	6'-3"	
n1(E)	8	# 5	4'-5"	
p3(E)	6	# 10	29'-8"	
p4(E)	6	# 10	33'-6"	
p5(E)	4	# 10	29'-9"	
p6(E)	4	# 10	33'-7"	
p8(E)	12	# 10	22'-0"	
s4(E)	75	# 6	13'-5"	
s5(E)	48	# 6	7'-8"	
s7(E)	52	# 7	14'-10"	
s8(E)	52	# 7	13'-6"	
s9(E)	56	# 4	7'-0"	
s10(E)	24	# 4	7'-8"	
s11(E)	46	# 4	4'-9"	
t(E)	80	# 8	10'-0"	
u1(E)	22	# 6	9'-6"	
u2(E)	7	# 4	6'-6"	
u3(E)	14	# 5	7'-10"	
v4(E)	40	# 10	19'-11"	
v5(E)	8	# 5	6'-4"	
w(E)	18	# 5	23'-11"	
w1(E)	18	# 5	27'-8"	
Structure Excavation		Cu. Yd.	100	
Concrete Structures		Cu. Yd.	116	
Reinforcement Bars, Epoxy Coated		Pound	19,020	
Bar Splicers		Each	34	
Concrete Sealer		Sq. Ft.	1,875	

REVISIONS NAME	DATE

Baker Engineering, Inc

ILLINOIS DEPARTMENT OF TRANSPORTATION

PIER

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/16/07
DESIGNED: DM DRAWN: DM
CHECKED: KZ CHECKED: KZ

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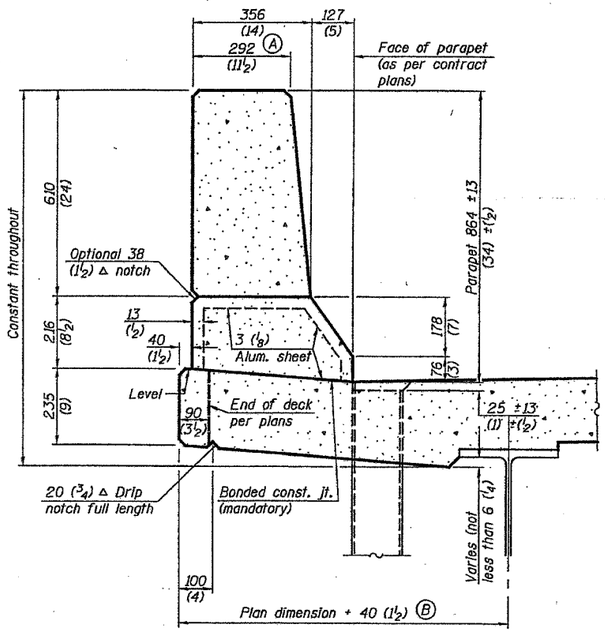
11/16/2007

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

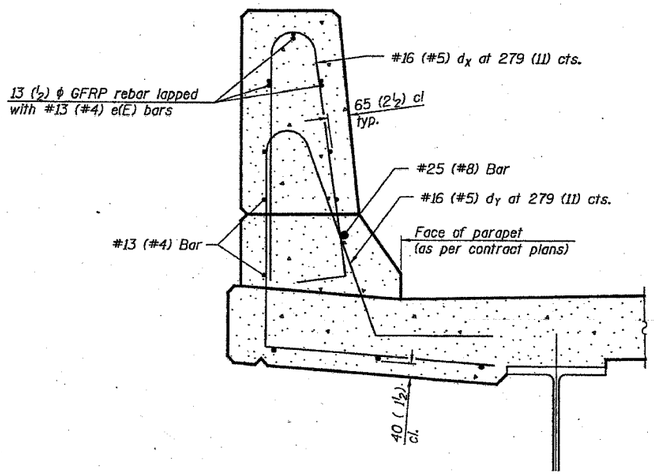
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	(60-3)H-1	LaSalle		147A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

Contract # 66600



SECTION
(Showing dimensions)



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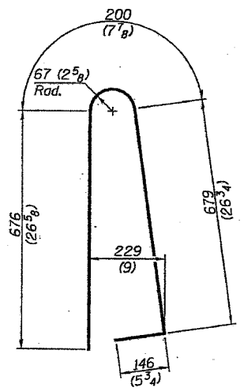
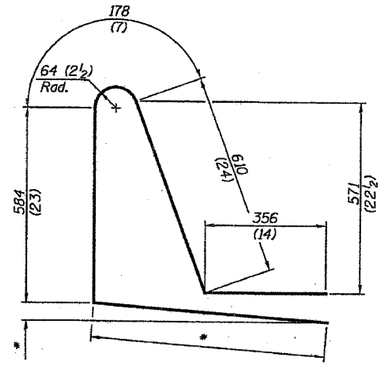
(Showing required reinforcement)



BAR d_x(e)

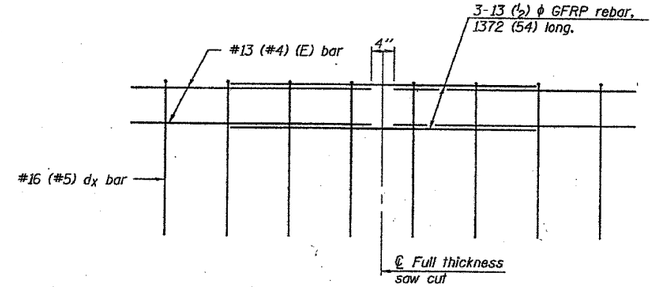


BAR d_Y(e)
* Per contract plans

GENERAL NOTES

All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B= 0.0422 m /m (.0165 cu. yds./ft.) of parapet.

Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all other locations. Adjust/add joint locations to maintain 3 to 6 meter (10 to 20 foot) spacing.



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section)

CONCRETE PARAPET SLIPFORMING OPTION

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	148
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S20 OF S22

BORING NO. B1

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 1 of 2

Date 8/6/03

ROUTE FAI 80 DESCRIPTION COUNTY HIGHWAY 15 OVER FAI 80 NORTH OF MARSEILLES LOGGED BY IDOT-LM

SECTION (50-5HBK-2) LOCATION NW 1/4, SEC. 32, TWP. 34N, RNG. 5E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTOMATIC

STRUCT. NO. 050-0100
Station 20+00

BORING NO. 01 NO. ABUT
Station 18+75
Offset 42.00ft LT
Ground Surface Elev. 743.63 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion DRY ft
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
AUGERED Dark Brown SILTY CLAY LOAM				
741.63				
Very Stiff Brown SILTY CLAY LOAM (FILL)		3		
		4	2.9	27.0
		6	S	
739.83				
Hard Brown SILTY CLAY LOAM TILL		3		
	-5	6	6.9	17.0
		9	S	
		5		
		7	6.2	17.0
		9	S	
	-10	5		
		9	8.0	17.0
		12	S	
731.63				
Very Stiff Gray SILTY CLAY LOAM TILL		5		
		8	3.6	15.0
		10	B	
	-15	4		
		6	3.3	15.0
		10	B	
727.13				
Hard Gray SILTY CLAY LOAM TILL		5		
		8	6.0	15.0
		10	B	
	-20	6		
Hard Gray SILTY CLAY LOAM TILL *(continued)*		8	6.7	15.0
		10	B	
722.13				
Very Stiff Gray SILTY CLAY LOAM TILL		3		
		5	2.9	17.0
		7	B	
	-25	4		
		5	3.6	18.0
		8	B	
	-30	3		
		5	3.6	17.0
		8	B	
	-35	3		
		7	4.0	17.0
		9	B	
	-40	6		

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

BBS, from 137 (Rev. 8-99)

BORING NO. B1

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 2 of 2

Date 8/6/03

ROUTE FAI 80 DESCRIPTION COUNTY HIGHWAY 15 OVER FAI 80 NORTH OF MARSEILLES LOGGED BY IDOT-LM

SECTION (50-5HBK-2) LOCATION NW 1/4, SEC. 32, TWP. 34N, RNG. 5E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTOMATIC

STRUCT. NO. 050-0100
Station 20+00

BORING NO. 01 NO. ABUT
Station 18+75
Offset 42.00ft LT
Ground Surface Elev. 743.63 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion DRY ft
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very Stiff Gray SILTY CLAY LOAM TILL *(continued)*		9	3.1	18.0
		14	B	
700.63				
Hard Gray SILTY CLAY LOAM TILL				
	-45	3		
		7	5.1	17.0
		11	B	
	-50	4		
		7	4.0	19.0
		10	B	
692.63				
End of Boring	-55			
	-60			

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

BBS, from 137 (Rev. 8-99)

REVISIONS NAME	DATE

Baker
Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS I

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DESIGNED: DRAWN:
DATE: 11/02/07 CHECKED: CHECKED:

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11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	149
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S21 OF S22

BORING NO. B2

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 1 of 2

Date 8/7/03

ROUTE FAI 80 DESCRIPTION COUNTY HIGHWAY 15 OVER FAI 80 NORTH OF MARSEILLES LOGGED BY IDOT-LM

SECTION (50-5HBK-2) LOCATION NW 1/4, SEC. 32, TWP. 34N, RNG. 5E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTOMATIC

STRUCT. NO. 050-0100
Station 20+00

BORING NO. 02 SO. ABUT
Station 21+18
Offset 40.00ft LT
Ground Surface Elev. 741.12 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion 692.1 ft ▽
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
AUGERED Brown SILTY CLAY LOAM (FILL)				
739.62				
Hard Dark Brown SILTY CLAY LOAM		5		
		6	4.5	18.0
		6	P	
737.62				
Hard Brown SILTY CLAY LOAM		4		
	-5	8	4.5	14.0
		11	P	
735.12				
Very Stiff Brown SILTY CLAY LOAM		5		
		9	3.5	17.0
		9	S	
732.62				
Hard Brown SILTY CLAY LOAM TILL		4		
	-10	6	8.0	18.0
		11	S	
		5		
		9	8.0	18.0
		13	S	
727.12				
Very Stiff Gray SILTY CLAY LOAM TILL		3		
	-15	6	3.6	17.0
		9	B	
		4		
		4	3.3	17.0
		7	B	
		3		
	-20	5	3.6	16.0
Very Stiff Gray SILTY CLAY LOAM TILL *(continued)*				
		8	B	
		2		
		6	3.6	15.0
		7	B	
		3		
716.12	-25	6	4.0	15.0
Brown Fine to Coarse SAND with LOAMY SAND & GRAVEL		10	-	20.0
714.12		5		
Hard Gray SILTY CLAY LOAM TILL		8	6.2	16.0
		12	B	
		3		
	-30	7	4.0	17.0
		9	B	
709.12				
Very Stiff Gray SILTY CLAY LOAM TILL		3		
	-35	5	2.9	17.0
		8	B	
	-40			

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

BBS, from 137 (Rev. 8-99)

BORING NO. B2

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 2 of 2

Date 8/7/03

ROUTE FAI 80 DESCRIPTION COUNTY HIGHWAY 15 OVER FAI 80 NORTH OF MARSEILLES LOGGED BY IDOT-LM

SECTION (50-5HBK-2) LOCATION NW 1/4, SEC. 32, TWP. 34N, RNG. 5E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTOMATIC

STRUCT. NO. 050-0100
Station 20+00

BORING NO. 02 SO. ABUT
Station 21+18
Offset 40.00ft LT
Ground Surface Elev. 741.12 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion 692.1 ft ▽
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very Stiff Gray SILTY CLAY LOAM TILL *(continued)*				
		2		
	-45	6	3.1	18.0
		9	B	
694.12				
Very Stiff Gray SANDY CLAY LOAM with Layers of Fine to Coarse SAND & SANDY LOAM				
▽		3		
	-50	5	2.5	16.0
		7	P	
		4		
	-55	8	3.3	19.0
685.62		12	B	
End of Boring				
	-60			

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

BBS, from 137 (Rev. 8-99)

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11/5/2007

REVISIONS NAME	DATE

Baker
Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS II

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08 DESIGNED: DRAWN:
DATE: 11/02/07 CHECKED: CHECKED:

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	150
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S22 OF S22

BORING NO. B3

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 1 of 2

Date 8/8/03

ROUTE FAI 80 DESCRIPTION COUNTY HIGHWAY 15 OVER FAI 80 NORTH OF MARSEILLES LOGGED BY IDOT-LM

SECTION (50-5HBK-2) LOCATION NW 1/4, SEC. 32, TWP. 34N, RNG. 5E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTOMATIC

STRUCT. NO. 050-0100
Station 20+00

BORING NO. 03 CENTER PIER
Station 20+07
Offset 22.00ft RT
Ground Surface Elev. 726.55 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter _____ ft
Upon Completion DRY ft
After _____ Hrs. _____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
AUGERED Brown SILTY CLAY LOAM			
724.55			
Stiff Gray SILTY CLAY LOAM	4		
	3	1.8	17.0
	3	S	
722.05			
-5 Very Stiff Gray SILTY CLAY LOAM TILL	2		
	4	3.6	16.0
	5	B	
720.05			
Hard Gray SILTY CLAY LOAM TILL	3		
	4	4.7	18.0
	7	B	
-10	4		
	8	5.8	17.0
		B	
715.05			
Very Stiff Gray CLAY LOAM TILL	2		
	5	2.7	16.0
	6	B	
-15	2		
	4	-	-
	6	-	
	2		
	4	2.9	18.0
	6	B	
-20	3		
Very Stiff Gray CLAY LOAM TILL (continued)	4	2.7	18.0
	6	B	
	2		
	5	2.9	18.0
	6	B	
702.55			
Stiff Gray CLAY LOAM TILL			
-25	2		
	4	1.4	15.0
	5	B	
699.55			
Very Stiff Gray CLAY LOAM TILL			
-30	3		
	5	2.9	18.0
	9	B	
694.55			
Hard Gray CLAY LOAM TILL			
	2		
-35	2		
	7	4.5	18.0
	10	B	
688.55			
Very Stiff Gray CLAY LOAM TILL			
-40	3		

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

BBS, from 137 (Rev. 8-99)

BORING NO. B3

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 2 of 2

Date 8/8/03

ROUTE FAI 80 DESCRIPTION COUNTY HIGHWAY 15 OVER FAI 80 NORTH OF MARSEILLES LOGGED BY IDOT-LM

SECTION (50-5HBK-2) LOCATION NW 1/4, SEC. 32, TWP. 34N, RNG. 5E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTOMATIC

STRUCT. NO. 050-0100
Station 20+00

BORING NO. 03 CENTER PIER
Station 20+07
Offset 22.00ft RT
Ground Surface Elev. 726.55 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter _____ ft
Upon Completion DRY ft
After _____ Hrs. _____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very Stiff Gray CLAY LOAM TILL (continued)	6	3.1	18.0
	10	B	
-45	3		
	6	3.6	20.0
	10	B	
678.55			
Hard Brown CLAY LOAM TILL			
-50	5		
	14	6.2	16.0
	15	S	
673.55			
Very Stiff Gay CLAY LOAM TILL			
-55	4		
	8	3.1	18.0
	10	B	
670.55			
End of Boring			
-80			

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

BBS, from 137 (Rev. 8-99)

REVISIONS	
NAME	DATE

Baker
Baker Engineering, Inc

ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS III

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/02/07 DESIGNED: DRAWN: CHECKED: CHECKED:

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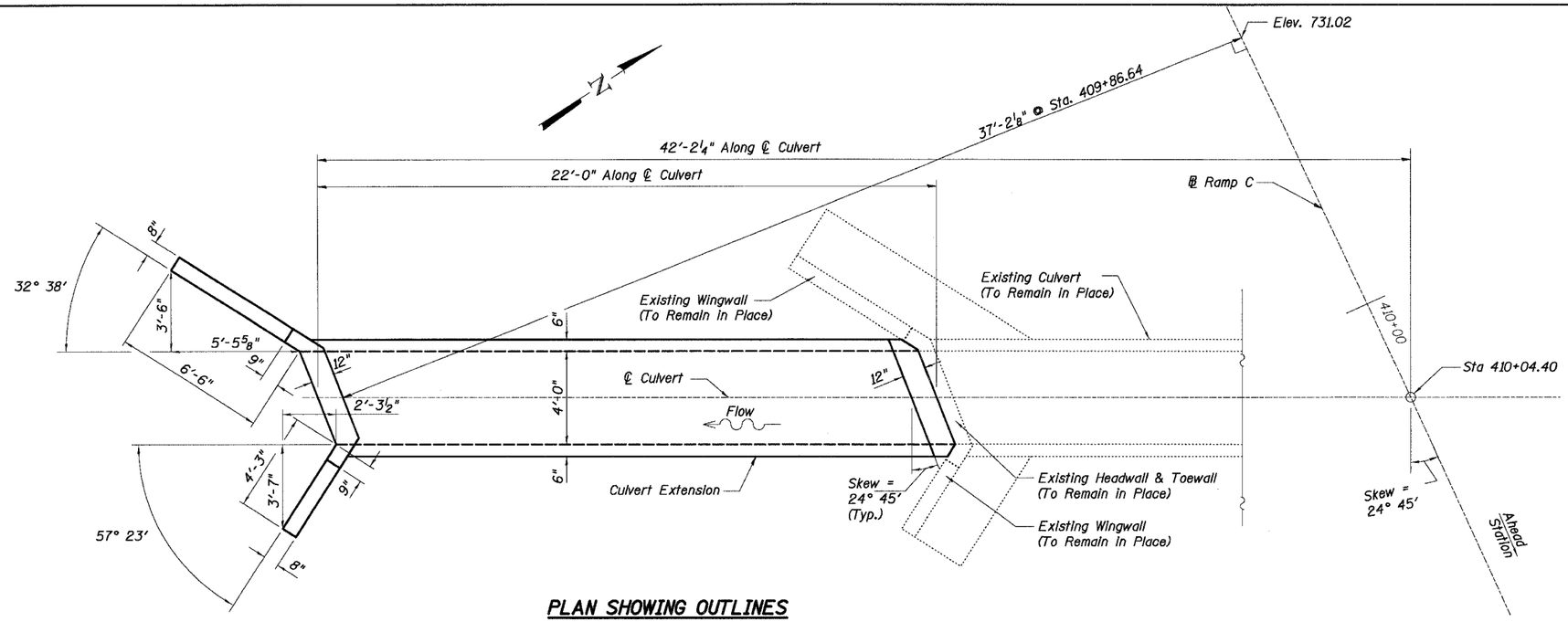
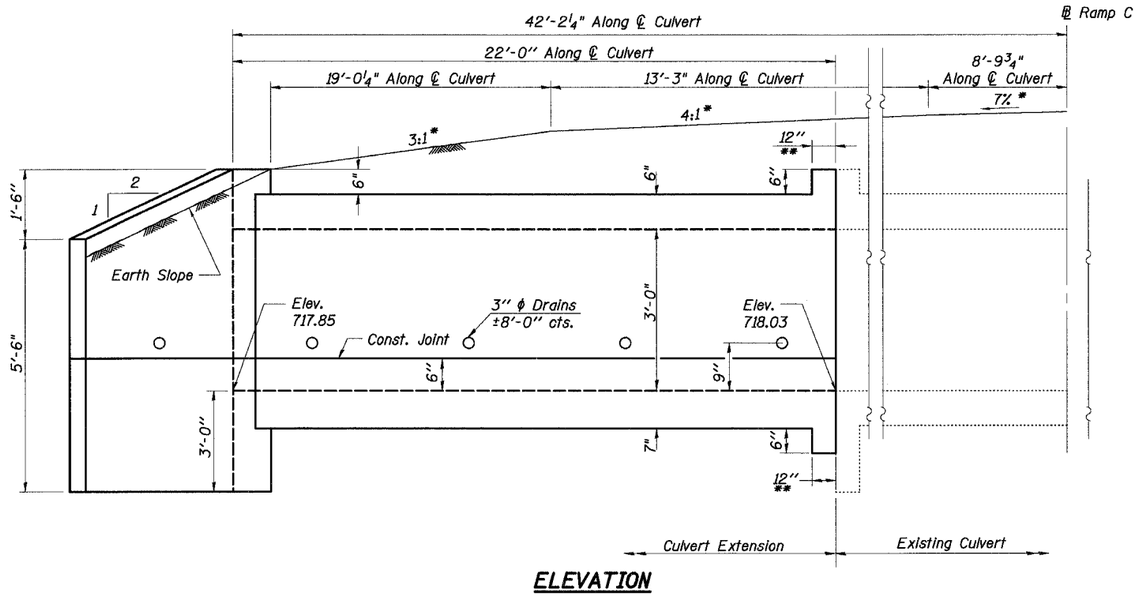
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	151
STA. 105+00	TO STA. 136+00			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



PLAN SHOWING OUTLINES



ELEVATION

* Slopes are Normal to ℄ Ramp C
** Normal to Face of Component

Note: Existing Invert Elevation at North End of Culvert = 720.43
Existing Culvert Length Along ℄ Culvert is Approximately 304'-2"

REVISIONS NAME	DATE

Baker
Baker Engineering, P.C.

ILLINOIS DEPARTMENT OF TRANSPORTATION

4'x3' BOX CULVERT EXTENSION GENERAL PLAN & ELEVATION

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DATE: 11/02/07
DESIGNED: DM DRAWN: DM
CHECKED: GG CHECKED: GG

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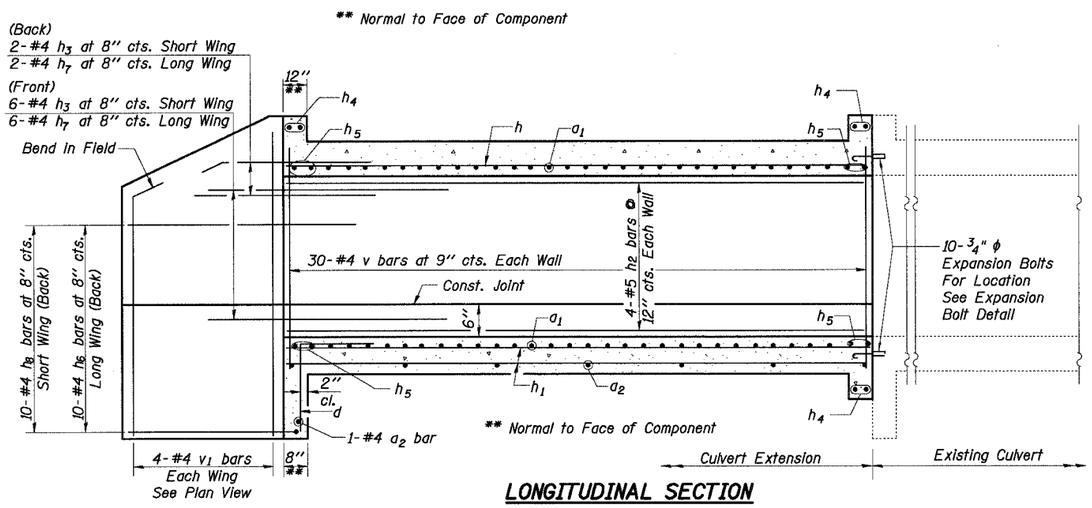
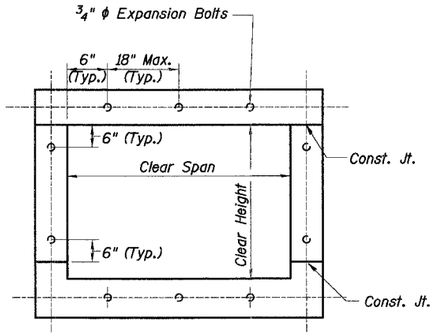
11/5/2007

CONTRACT NO. 66600

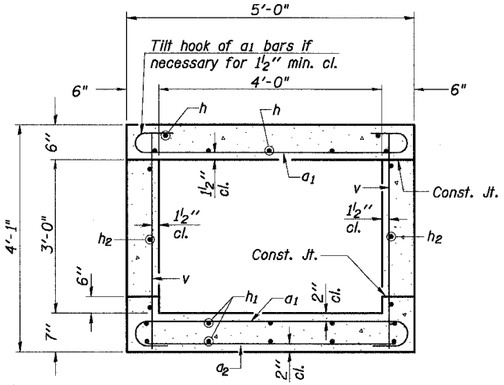
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	152
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



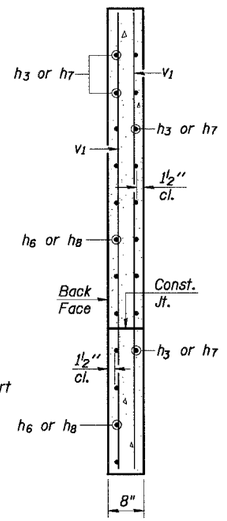
LONGITUDINAL SECTION



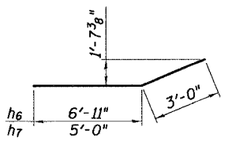
EXPANSION BOLT DETAIL



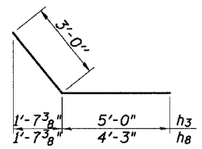
SECTION THRU BARREL



SECTION A-A



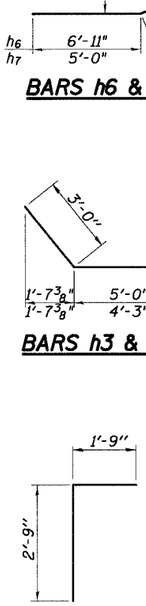
BARS h6 & h7



BARS h3 & h8

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	88	# 6	6'-0"	
a2	12	# 4	4'-8"	
d	5	# 4	4'-6"	
h	7	# 6	21'-8"	
h1	10	# 4	21'-8"	
h2	8	# 5	21'-8"	
h3	8	# 4	8'-0"	
h4	6	# 6	4'-1"	
h5	8	# 6	5'-2"	
h6	10	# 4	9'-11"	
h7	8	# 4	8'-0"	
h8	10	# 4	7'-3"	
v	62	# 4	3'-9"	
v1	8	# 4	6'-8"	
Concrete Box Culverts		Cu Yd	10	
Reinforcement Bars		Pound	1,890	



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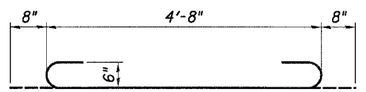
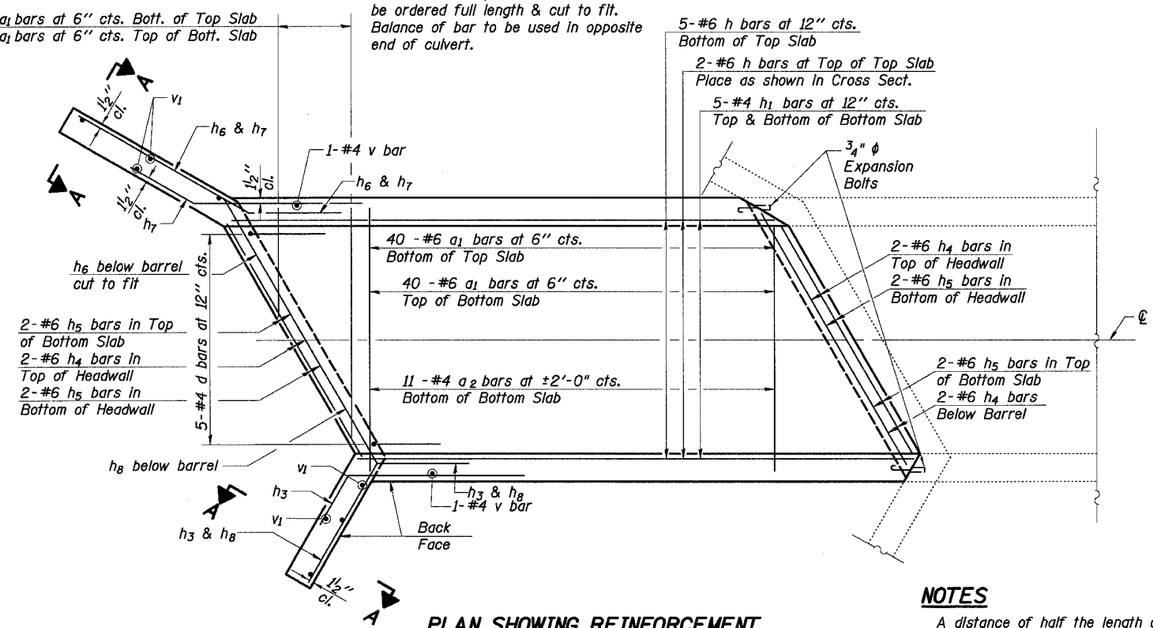


BAR a1



PLAN SHOWING REINFORCEMENT

DESIGN STRESSES

fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44 & ALT.

NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.

Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.

All construction joints shall be bonded.

Expansion bolts shall be 3/4" φ hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete.

If necessary, cut to fit bars in the culvert extension at the interface between the existing culvert and the culvert extension.

Cost of 3/4" φ Expansion Bolts to be included with Concrete Box Culverts.

REVISIONS NAME	DATE

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

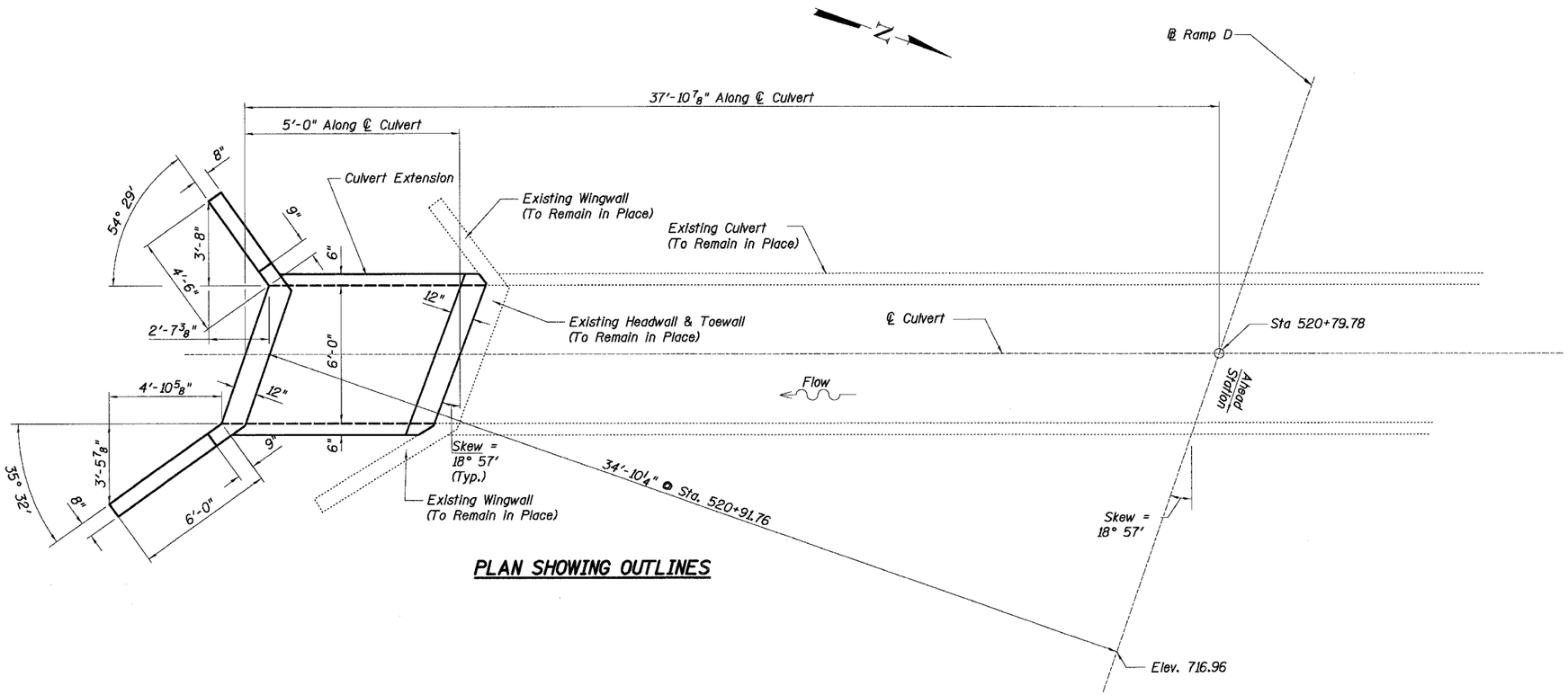
4'X3' BOX CULVERT EXTENSION DETAILS

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DESIGNED: DM DRAWN: DM
DATE: 11/02/07 CHECKED: GG CHECKED: GG

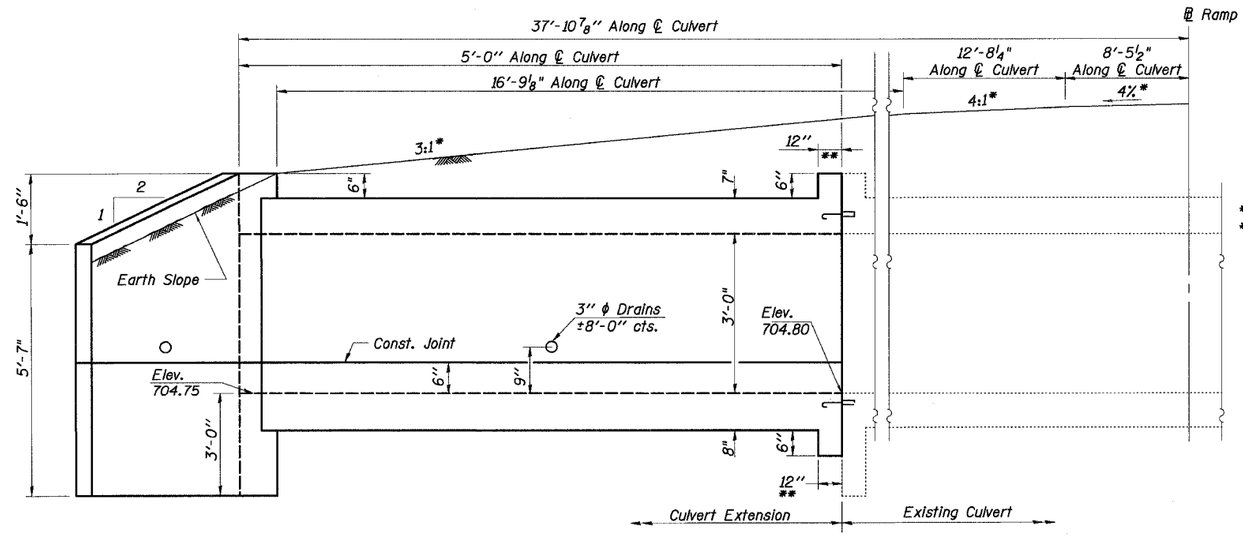
h:\07496\3.0 deliverables\3.3 structure\Drawings\Final\Culvert 4x3 Details.dgn
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	153
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



PLAN SHOWING OUTLINES



* Slopes are Normal to ℄ Ramp D
** Normal to Face of Component

Note: Existing Invert Elevation at North End of Culvert = 706.50
Existing Culvert Length Along ℄ Culvert is Approximately 177'-5"

ELEVATION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

6'x3' BOX CULVERT EXTENSION GENERAL PLAN & ELEVATION

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245

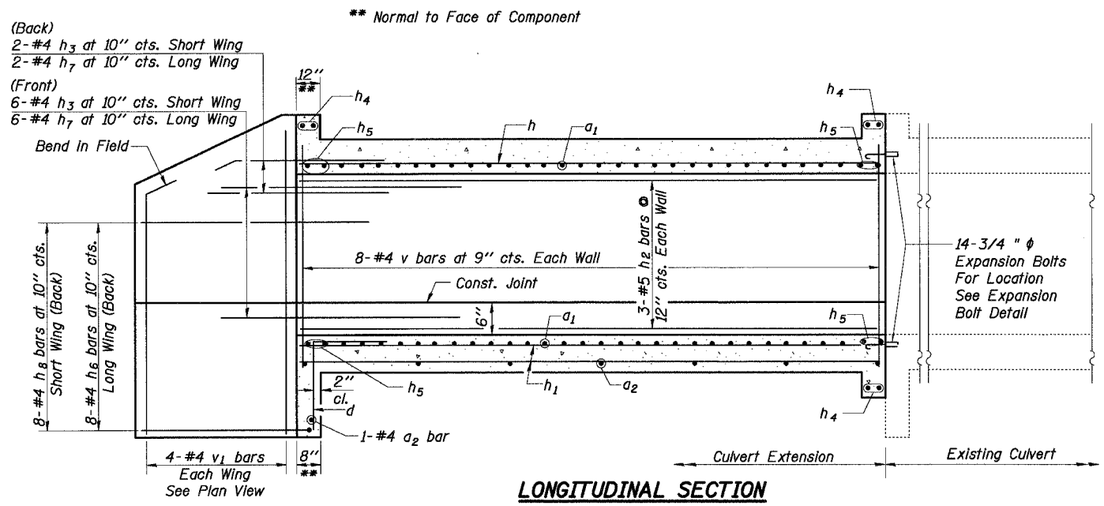
LA SALLE COUNTY — SECTION 50-5HBK-2
STATION 120+00.08 — DESIGNED: DM — DRAWN: DM
DATE: 11/02/07 — CHECKED: GG — CHECKED: GG

Baker
Baker Engineering, Inc.

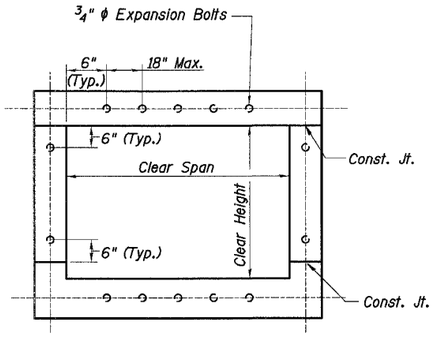
h:\07496\3.0 deliverables\3.3 structure\Drawings\Final\Gen Pln & Elev6x3.dgn
11/5/2007

CONTRACT NO. 66600

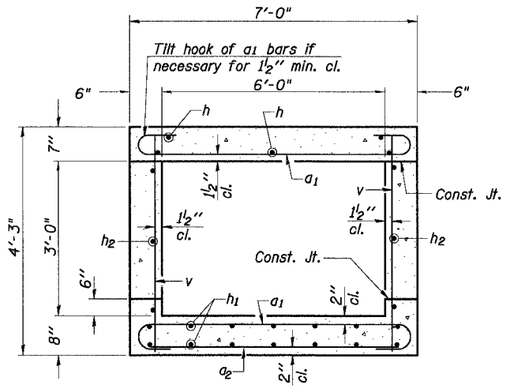
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	154
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



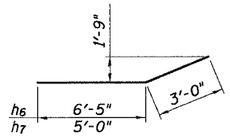
LONGITUDINAL SECTION



EXPANSION BOLT DETAIL



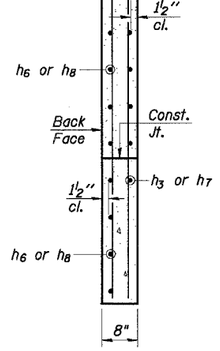
SECTION THRU BARREL



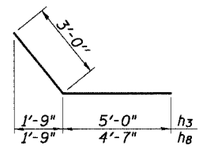
BARS h6 & h7

BILL OF MATERIAL

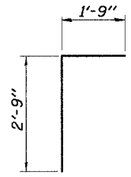
Bar	No.	Size	Length	Shape
a1	16	# 7	8'-4"	
a2	4	# 4	6'-8"	
d	7	# 4	4'-6"	
h	9	# 7	4'-8"	
h1	14	# 4	4'-8"	
h2	6	# 5	4'-8"	
h3	8	# 4	8'-0"	
h4	6	# 6	6'-1"	
h5	8	# 6	7'-1"	
h6	8	# 4	9'-5"	
h7	8	# 4	8'-0"	
h8	8	# 4	7'-7"	
v	18	# 4	3'-11"	
v1	8	# 4	6'-9"	
Concrete Box Culverts			Cu. Yd.	5
Reinforcement Bars			Pound	870



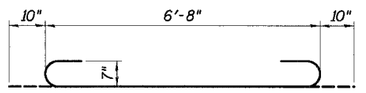
SECTION A-A



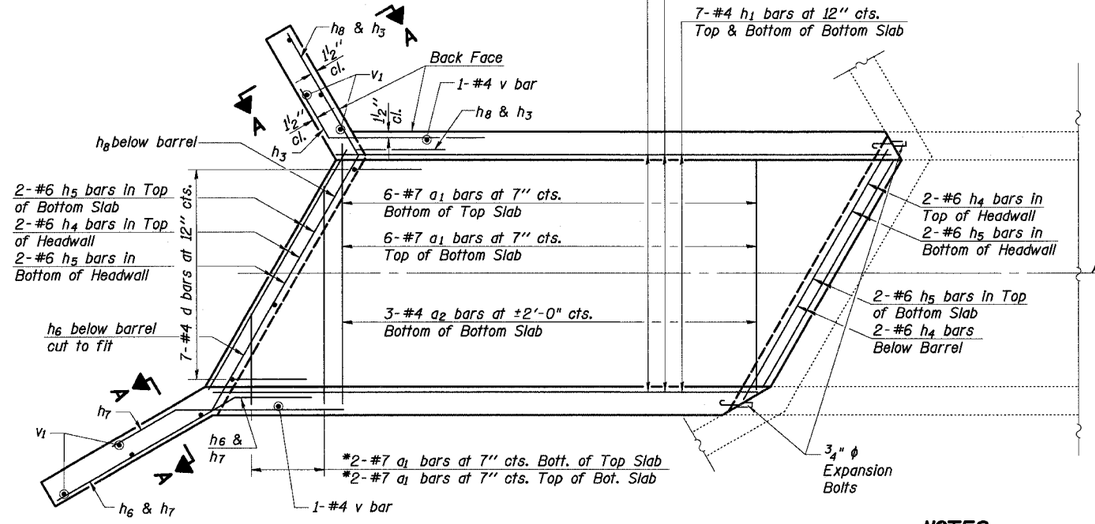
BARS h3 & h8



BAR d



BAR a1



PLAN SHOWING REINFORCEMENT

DESIGN STRESSES

fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44 & ALT.

NOTES

Barrel shall be poured monolithically with the wingwalls.

Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.

All construction joints shall be bonded.

Expansion bolts shall be 3/4" ϕ hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete.

If necessary, cut to fit bars in the culvert extension at the interface between the existing culvert and the culvert extension.

Cost of 3/4" ϕ Expansion Bolts to be included with Concrete Box Culverts.

REVISIONS	
NAME	DATE

Baker

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

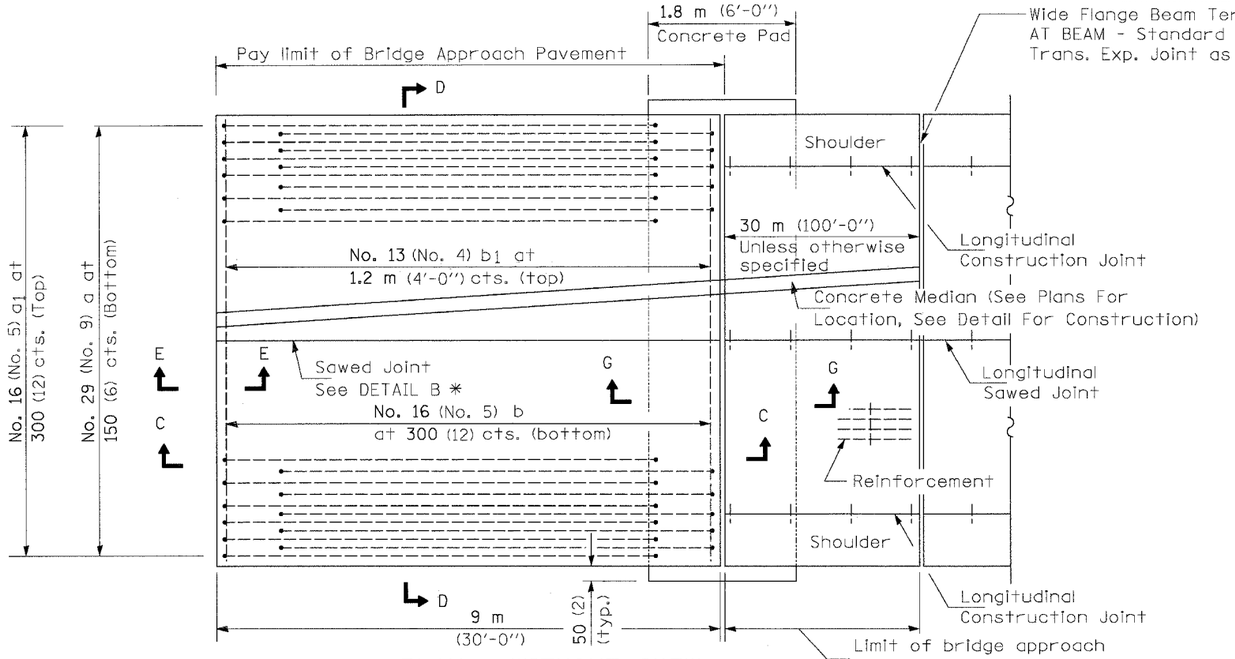
6'X3' BOX CULVERT EXTENSION DETAILS

MARSEILLES ROAD (FAS Rt. 268)
OVER I-80 (F.A.I. ROUTE 80)
STRUCTURE NUMBER 050-0245
LA SALLE COUNTY SECTION 50-5HBK-2
STATION 120+00.08
DESIGNED: DM DRAWN: DM
DATE: 11/02/07 CHECKED: GG CHECKED: GG

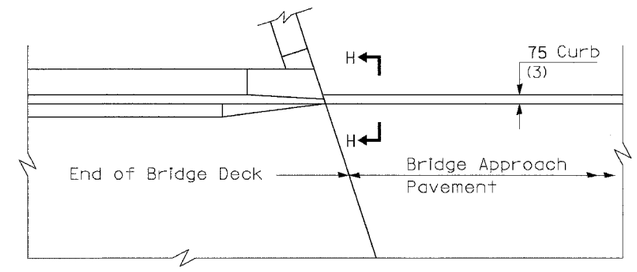
h:\07496\3.0 deliverables\3.3 structure\Drawings\Final\Culvert 6x3 Details.dgn
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	155
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

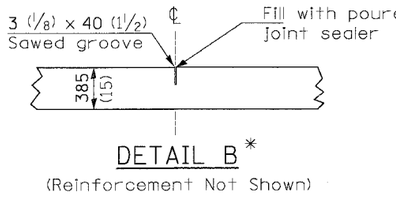


PLAN - WITHOUT SKEW

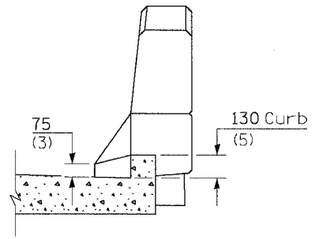


PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT

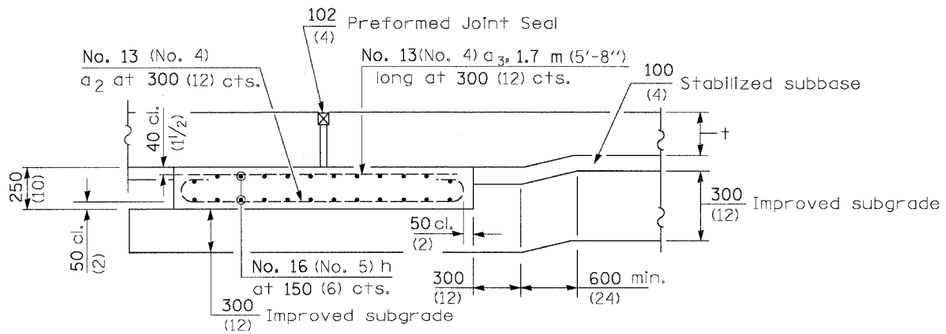
* Saw ℄ or lane edge if poured two or more lane widths at a time.
** Omit Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.



DETAIL B *
(Reinforcement Not Shown)



SECTION H - H



SECTION G-G - RIGID PAVEMENT
(Showing reinforcement)

GENERAL NOTES

THICKNESS-"t"=Thickness of Pavement.

See Standard 421001 for reinforcement details not shown.

See Standard 420001 for joint details not shown.

REVISIONS NAME	DATE

Baker
Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH PAVEMENT (SPECIAL) DETAIL

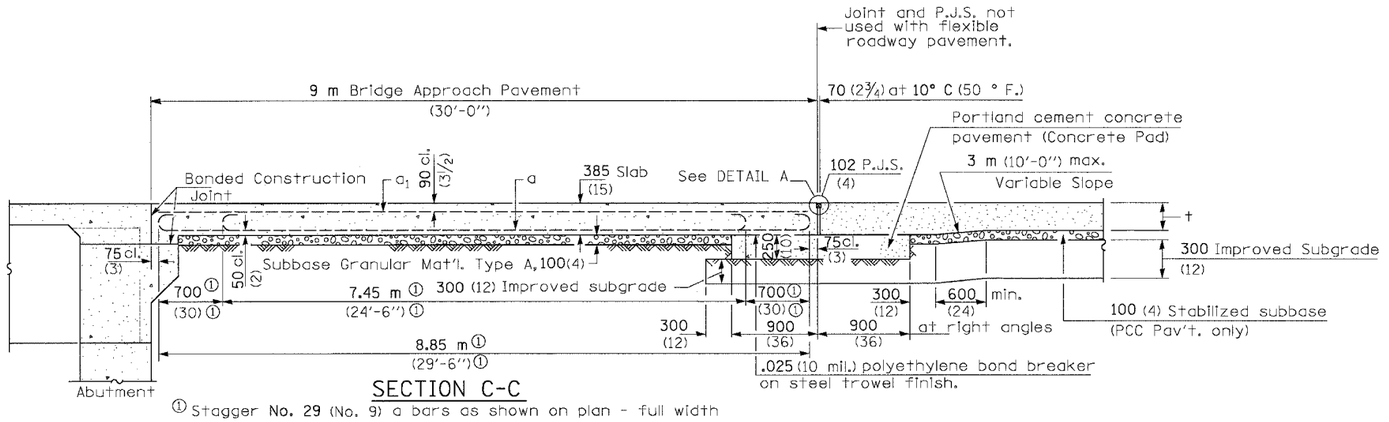
SCALE: NONE
DATE: 11/02/07
DRAWN BY: KM
CHECKED BY: SE

SHT DET-01 OF 11

h:\107496\3.0 deliverables\3.2 roadway\design\sheets\180_Bridge_Approach_DET01.dgn
11/5/2007

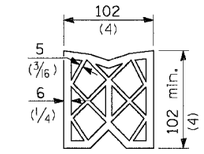
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	156
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

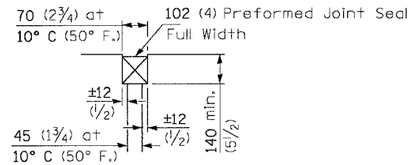


SECTION C-C

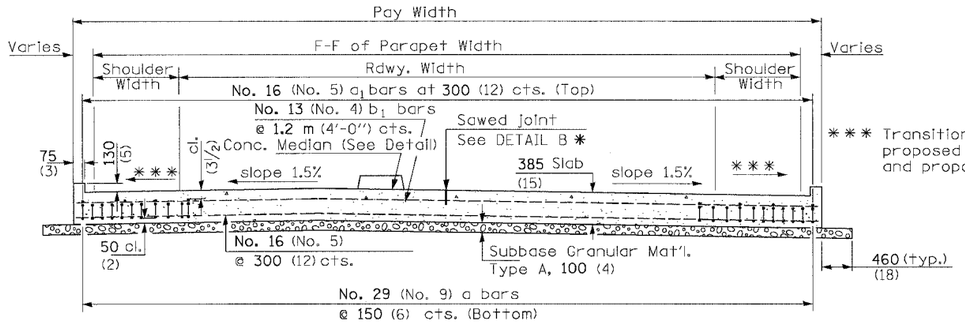
① Stagger No. 29 (No. 9) a bars as shown on plan - full width



PREFORMED JOINT SEAL



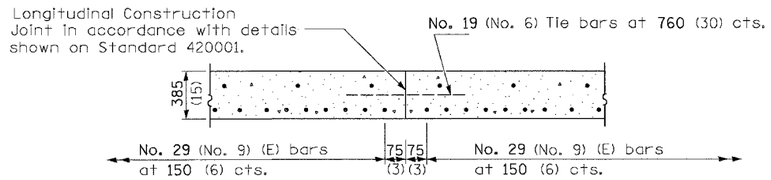
DETAIL A



✱✱✱ Transition shoulder between proposed roadway 4% shoulder slope and proposed 2% bridge shoulder slope

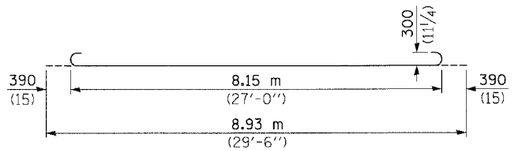
SECTION D-D

(See Plan for Dimensions not shown)
All reinforcement bars shall be epoxy coated.

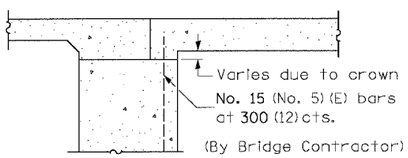


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

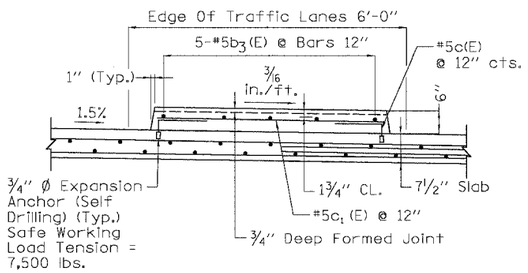
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



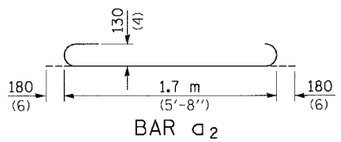
BAR a



SECTION E-E
(Integral Abutments)



CONCRETE MEDIAN



BAR a2

DESIGN STRESSES
fy = 400 MPa (60,000 p.s.i.)
f'c = 24 MPa (3,500 p.s.i.)
n = 8.5

All dimensions are in millimeters (inches) unless otherwise shown.

GENERAL NOTES

THICKNESS-"t"=Thickness of Pavement.

See Standard 421001 for reinforcement details not shown.

See Standard 420001 for joint details not shown.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH PAVEMENT (SPECIAL) DETAIL

SCALE: NONE
DATE: 11/02/07
DRAWN BY: KM
CHECKED BY: SE

Baker Engineering, Inc.

SHT DET-02 OF 11

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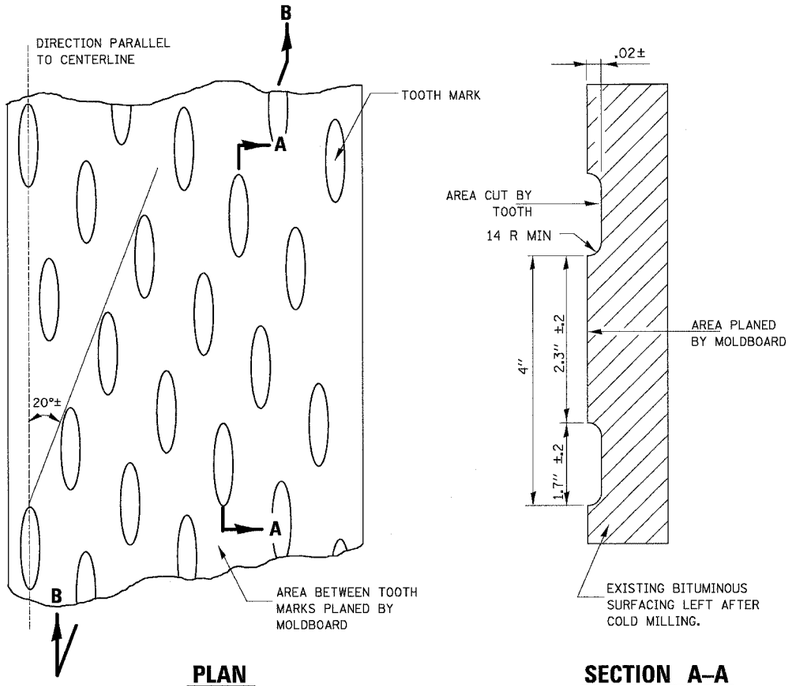
11/5/2007

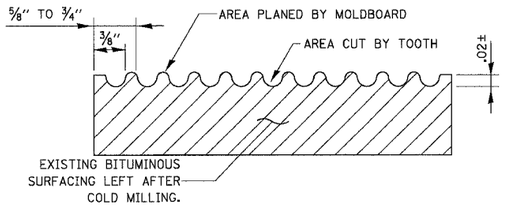
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	157
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

SECTION A–A

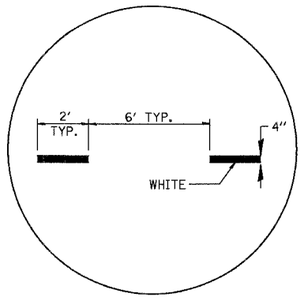


SECTION B–B
PROJECTED PERPENDICULAR TO CENTERLINE

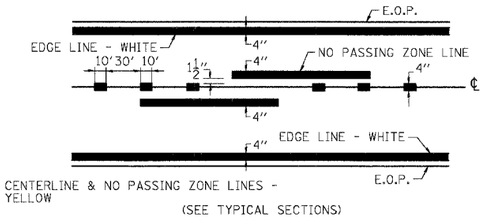
1. COLD MILLING SHALL CONSIST OF TWO PROCESSES: CUTTING WITH CARBIDE TEETH MOUNTED ON A ROTATING DRUM, AND PLANING WITH A MOLDBOARD MOUNTED IMMEDIATELY BEHIND THE CUTTING DRUM.
2. OTHER SIMILAR PATTERNS WILL BE ACCEPTABLE IF THEY CONSIST OF A SMOOTH, FLAT PLANED SURFACE INTERSPERSED WITH A PATTERN OF DISCONTINOUS LONGITUDINAL STRIATIONS.

REQUIRED COLD MILLED SURFACE TEXTURE

440–2



780-6



PAVEMENT MARKING

780-8

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

Baker Engineering, inc.

SCALE: NONE
DATE: 11/02/07
DRAWN BY: KM
CHECKED BY: SE

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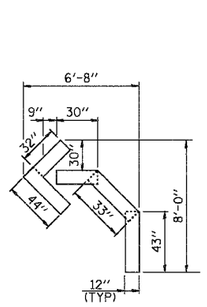
11/5/2007

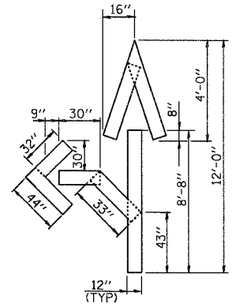
SHT DET-03 OF 11

CONTRACT NO. 66600

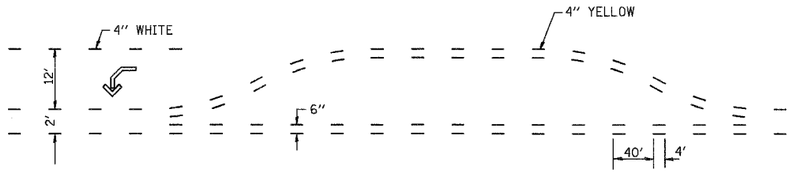
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	158
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



QUANTITY
12" LINE = 16 LIN. FT.
OR 4" LINE = 48 LIN. FT.

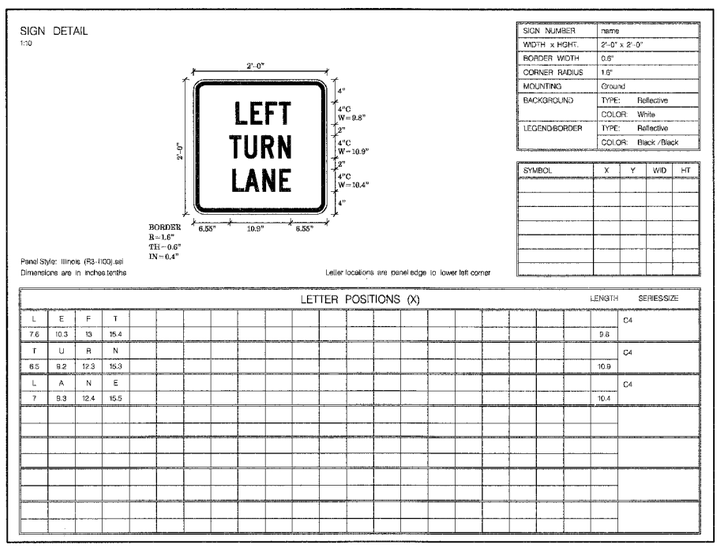


QUANTITY
12" LINE = 29 LIN. FT.
OR 4" LINE = 87 LIN. FT.



SHORT-TERM PAVEMENT MARKING FOR MEDIANS AND ARROWS

703-1

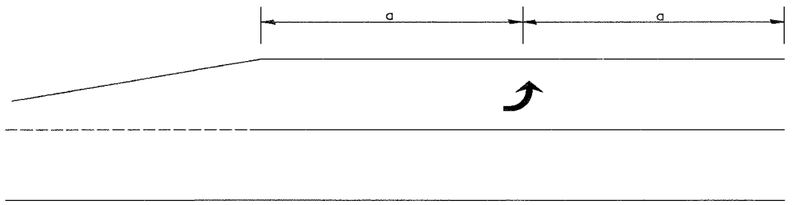


SIGN NUMBER	Name
WIDTH x HGHT.	2'-0" x 2'-0"
BORDER WIDTH	0.6"
CORNER RADIUS	1.6"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: White
LEGEND/BORDER	TYPE: Reflective
	COLOR: Black / Black

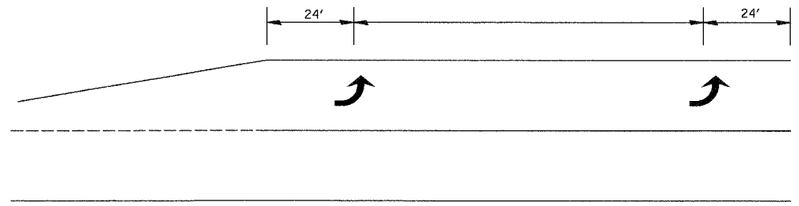
SYMBOL	X	Y	WID	HT

LETTER POSITIONS (X)

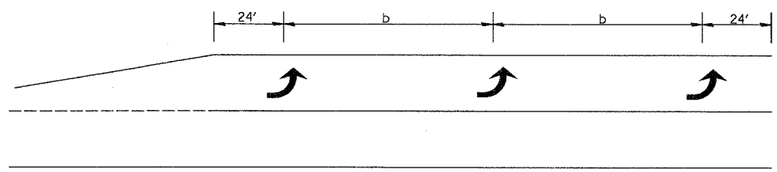
																						LENGTH	SERIES/SIZE
L	E	F	T																				C4
7.6	10.3	13	15.4																			9.8	
T	U	R	N																				C4
6.5	9.2	12.3	15.3																			10.9	
L	A	N	E																				C4
7	9.3	12.4	15.5																			10.4	



99' AND UNDER



100' TO 149'



150' AND LONGER

TYPICAL PLACEMENT OF ARROWS
IN TURN LANES

780-10

REVISIONS NAME	DATE

Baker
Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

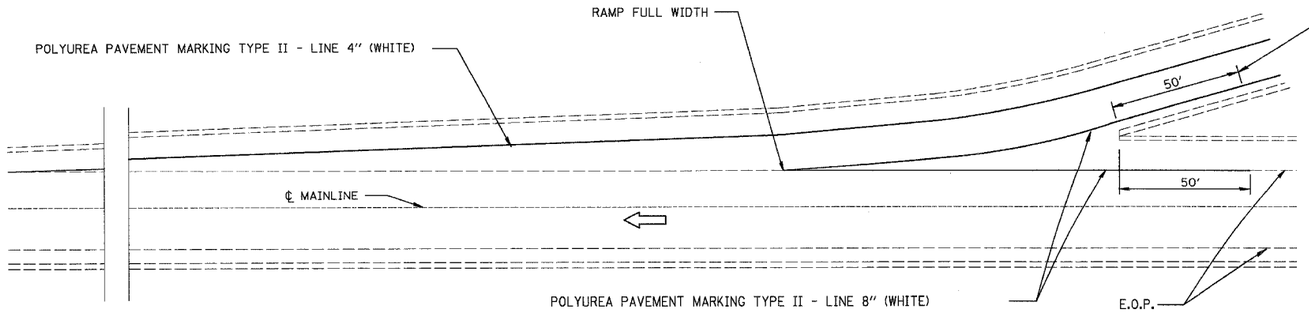
SCALE: NONE
DATE: 11/16/07

DRAWN BY: KM
CHECKED BY: SE

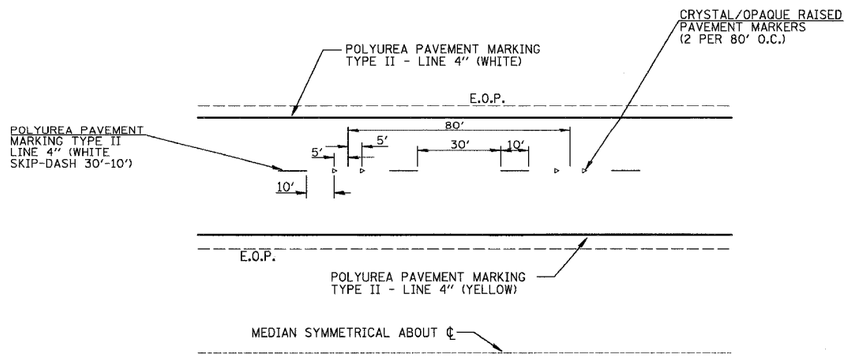
H:\107496\3.0 deliverables\3.2 roadway\Design\Sheets\180_DET02.dgt
11/19/2007

CONTRACT NO. 66600

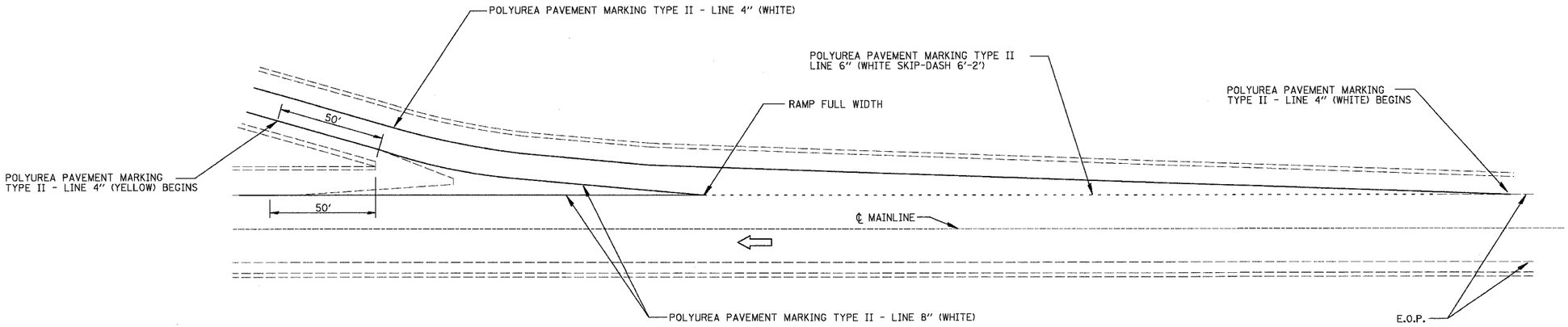
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	159
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS



TYPICAL PAVEMENT MARKINGS



TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

780-12

REVISIONS NAME	DATE

Baker

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

SCALE: NONE

DATE: 11/02/07

DRAWN BY: KM

CHECKED BY: SE

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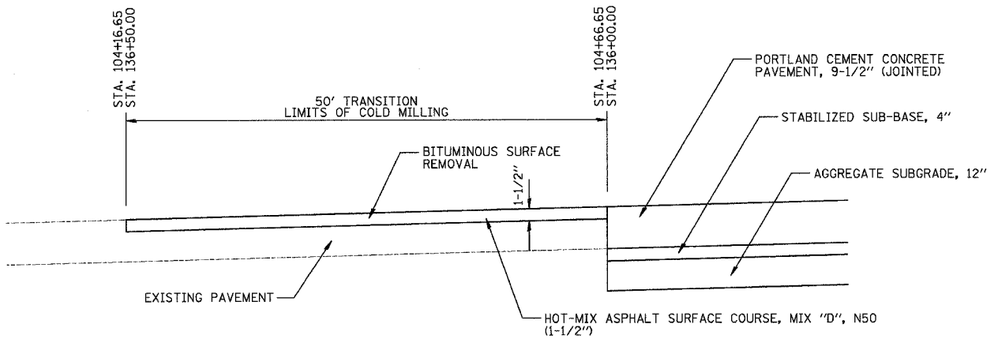
11/5/2007

SHT DET-05 OF 11

CONTRACT NO. 66600

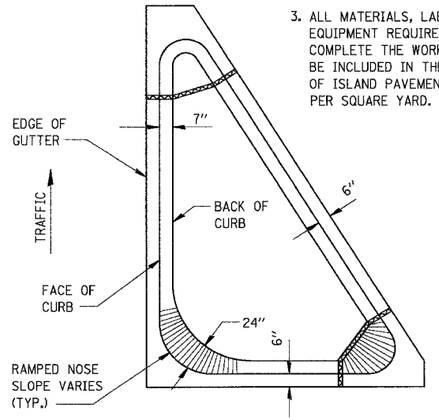
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	160
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



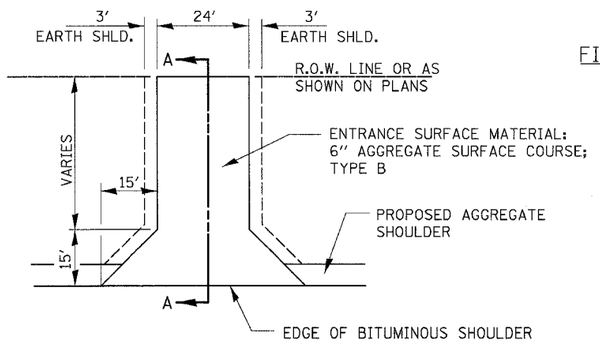
PAVEMENT INLAY DETAIL
MARSEILLES ROAD
NTS

GENERAL NOTES:

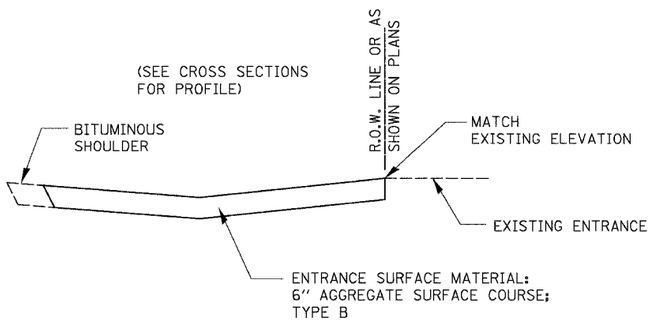
1. THE CURB AND GUTTER CONFIGURATION SHALL BE M- 4.06
2. SEE STD. 606001 & AND 606301 FOR ADDITIONAL DETAILS.
3. ALL MATERIALS, LABOR, AND EQUIPMENT REQUIRED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE COST OF ISLAND PAVEMENT (SPECIAL) PER SQUARE YARD.



606-1



FIELD ENTRANCE DETAIL
NTS



402-1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT INLAY DETAIL

SCALE: NONE
DATE: 11/02/07
DRAWN BY: KM
CHECKED BY: SE

Baker
Baker Engineering, Inc.

SHT DET-06 OF 11

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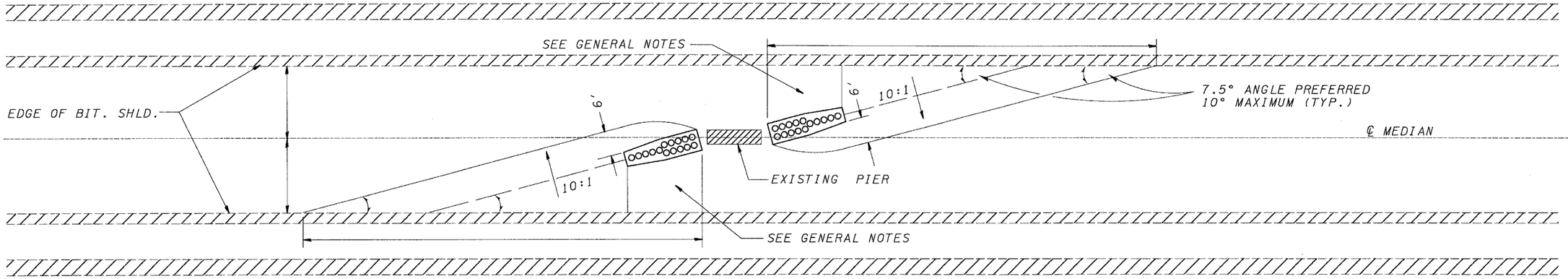
11/5/2007

CONTRACT NO. 66600

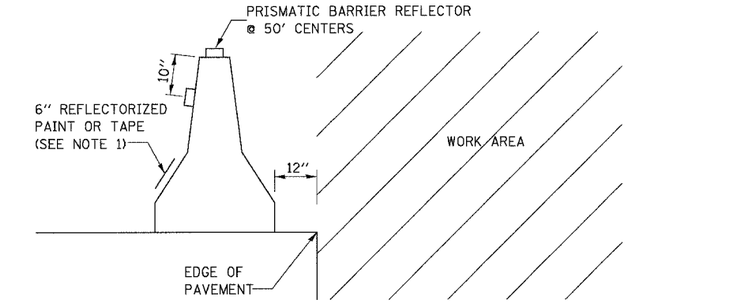
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	161
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



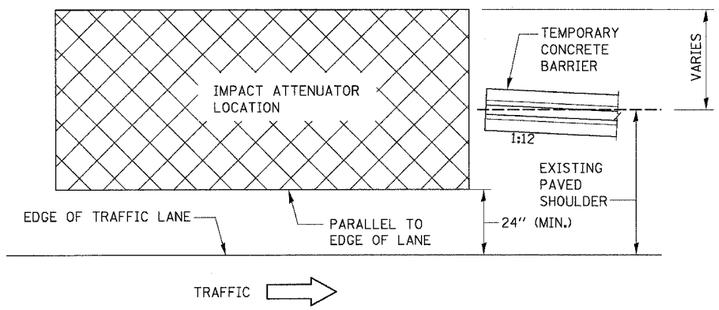
INERTIAL BARRIER LAYOUT AND GRADING PLAN

GENERAL NOTES

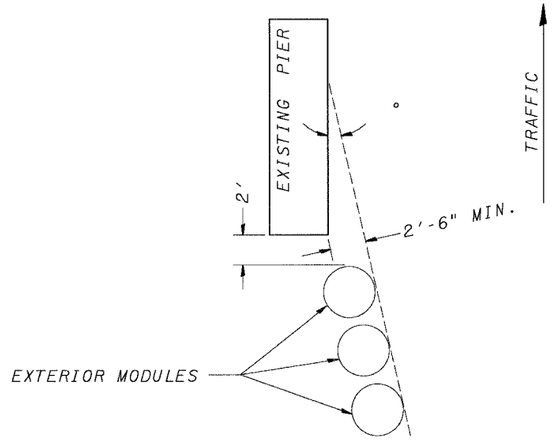
1. THE 10:1 SLOPE CONTROLS NOSE OF ATTENUATOR BASE ELEVATION.
2. ATTENUATOR BASE GRADE PARALLELS EDGE OF PAVEMENT GRADE.
3. SLOPE ADJACENT TO ATTENUATOR BASE SHALL BE 10:1 OR FLATTER.



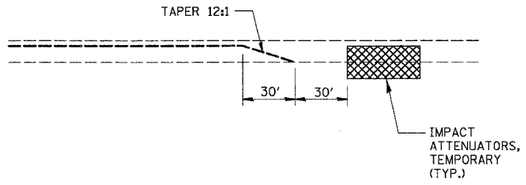
RAMP TERMINAL REMOVAL /RECONSTRUCTION TRAFFIC CONTROL DEVICE DETAIL LAYOUT

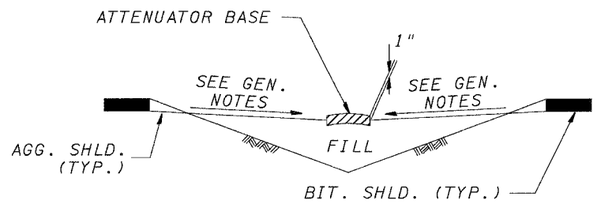


IMPACT ATTENUATORS, TEMPORARY OR RELOCATED (NON-REDIRECTIVE), TEST LEVEL 3



EXTERIOR MODULE LAYOUT





SECTION A – A

631-1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INERTIAL BARRIER
INSTALLATION DETAILS

SCALE: NONE
DATE: 11/02/07
DRAWN BY: KM
CHECKED BY: SE

Baker
Baker Engineering, P.C.

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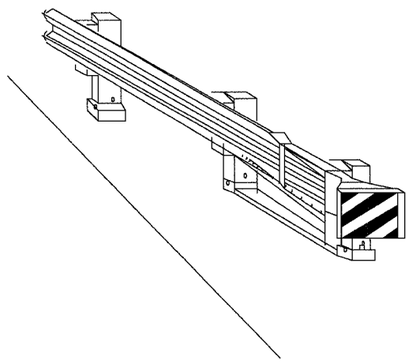
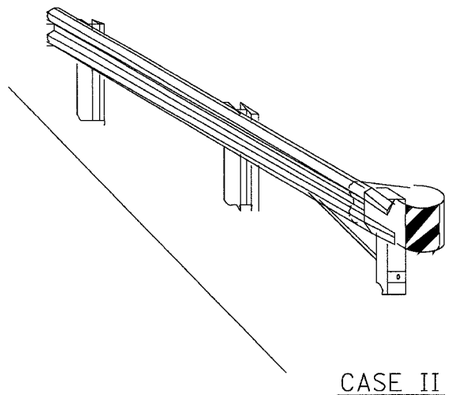
11/5/2007

CONTRACT NO. 66600

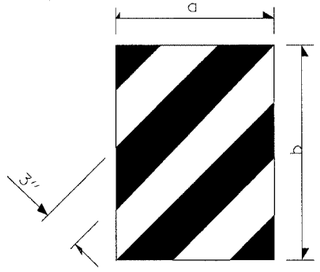
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	162
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

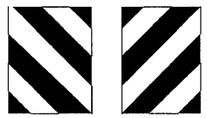


CASE I



CASE II





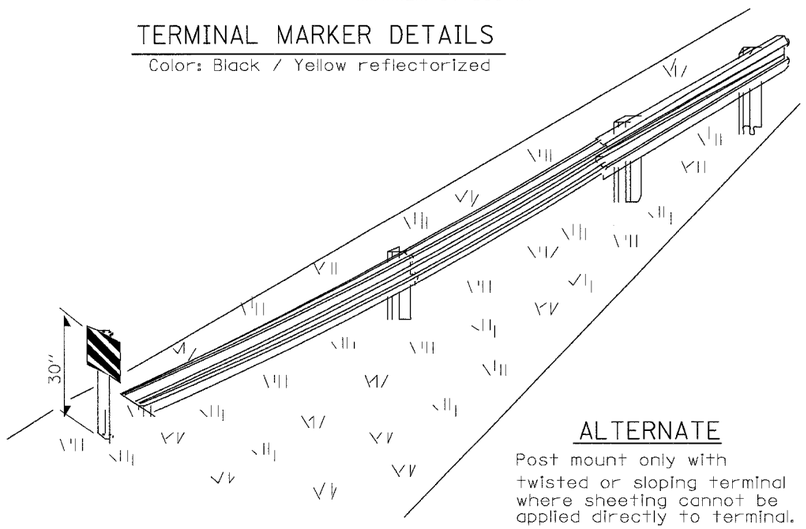
LEFT RIGHT

DIMENSION	CASE I *	CASE II
a	15	18
b	20	16

*Minimum of 300 in^2

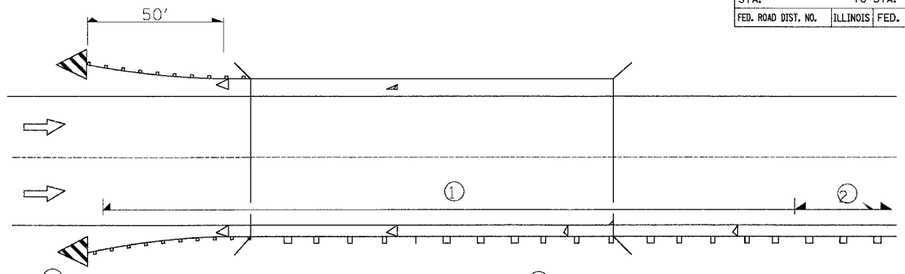
TERMINAL MARKER DETAILS

Color: Black / Yellow reflectorized



ALTERNATE

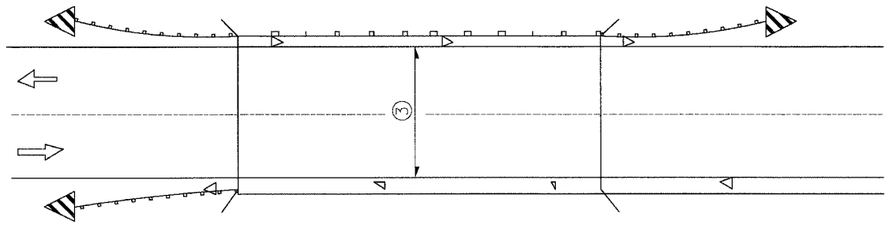
Post mount only with twisted or sloping terminal where sheeting cannot be applied directly to terminal.



① Spacing 80 ft max. for first 400 ft or curve spacing shown in Standard 635001, whichever is less (min. 4 reflectors regardless of length).

② After 400 ft, transition to normal delineator spacing shown in Standard 635001, and continue as required.

ONE-WAY TRAFFIC



③ Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the pavement is less than 24" wider than the pavement approaching the bridge.

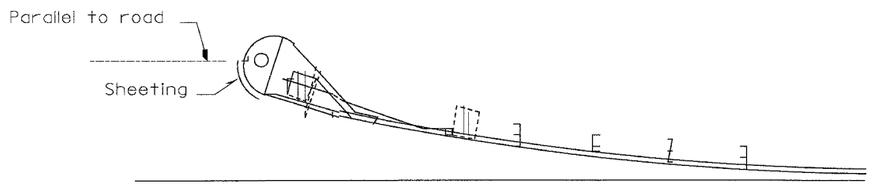
◁ Monodirectional silver

◀ Monodirectional amber

◥◤ Terminal Marker - Black/Yellow Left or Right as appropriate

TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTIORS



SHEETING POSITION: CASE II

635-1

REVISIONS NAME	DATE

Baker

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

REFLECTOR AND TERMINAL MARKER PLACEMENT

SCALE: NONE

DATE: 11/02/07

DRAWN BY: KM

CHECKED BY: SE

SHT. DET-08 OF 11

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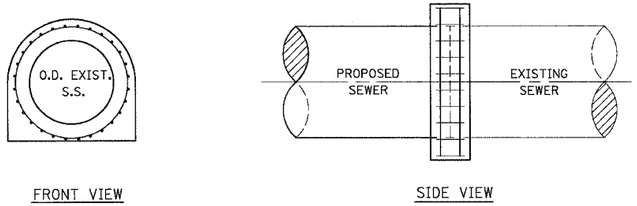
11/5/2007

CONTRACT NO. 66600

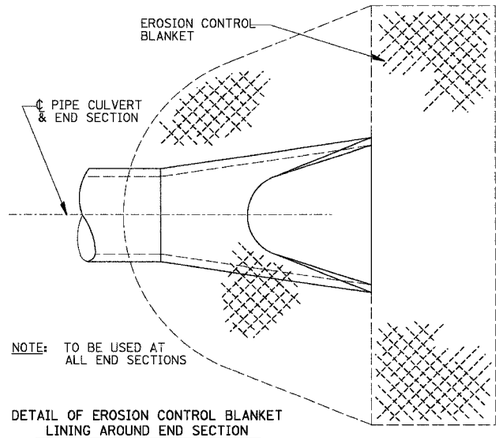
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	163
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CONCRETE COLLAR FOR SEWER CONNECTION

550-1

SHEET	STATION	OFFSET	PIPE SIZE DIA. (IN)	CLASS SP CONC. (CY)
DRU-11	515+64	21' RT	36"	0.83
DRU-11	305+38	12' RT	36"	0.83

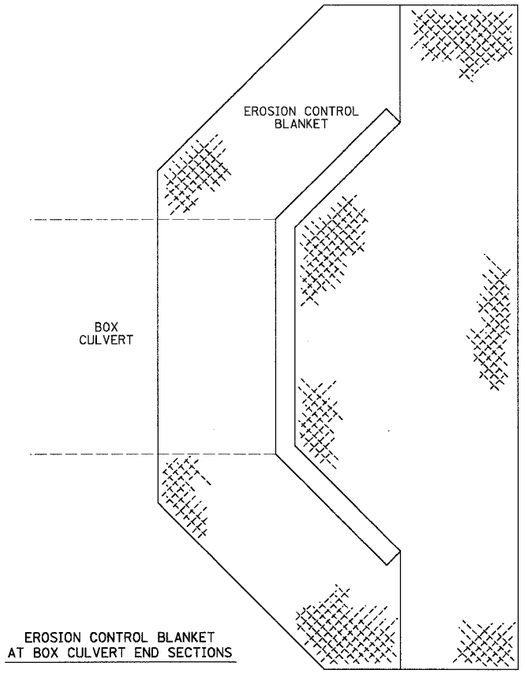


NOTE: TO BE USED AT ALL END SECTIONS

DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION

NOTE: PRC FLARED END SECTION SHOWN. TREATMENT SAME FOR OTHER END SECTIONS.

251-2



EROSION CONTROL BLANKET AT BOX CULVERT END SECTIONS

251-3

REVISIONS NAME	DATE

Baker

Baker Engineering, Inc.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS

SCALE: NONE

DATE: 11/02/07

DRAWN BY: KM

CHECKED BY: SE

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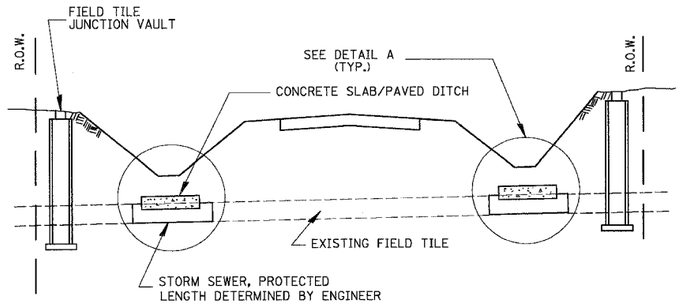
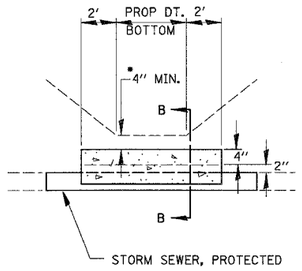
11/5/2007

CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	164
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





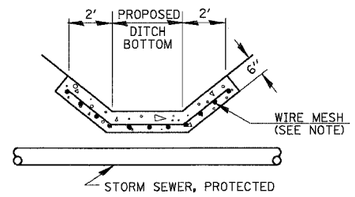
DETAIL A

NO SCALE

*IF A 4" COVER CAN NOT BE PROVIDED A PAVED DITCH SHALL BE CONSTRUCTED AS SHOWN IN DETAIL C.

NOTES

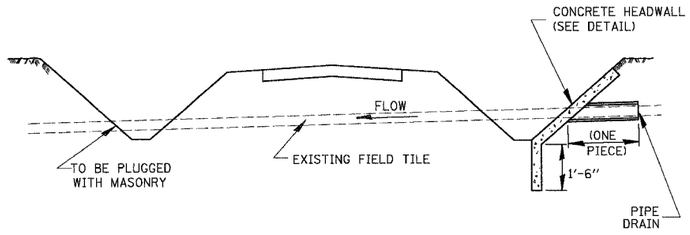
1. WIDTH OF CONCRETE SLAB SHALL BE THE SAME AS THE TRENCH WIDTH IN ACCORDANCE WITH SECTION 550 OF THE STD. SPECIFICATIONS, OR 3' MIN.
2. CONCRETE FOR SLAB, HEADWALL AND PAVED DITCH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE."
3. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.

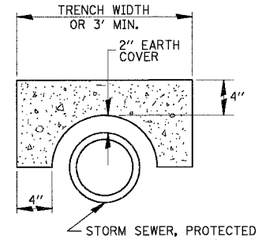


DETAIL C

NO SCALE

ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RISERS	4"
CONCRETE MASONRY UNIT	5"
MONOLITHIC CONCRETE	6"
BUILDING BRICK, GRADE SW FROM CLAY OR SHALE	8"
CONCRETE BUILDING BRICK, GRADE A	8"

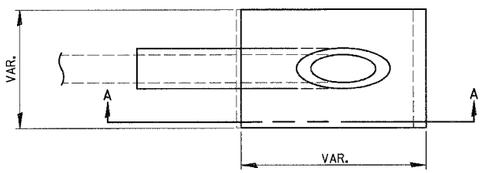




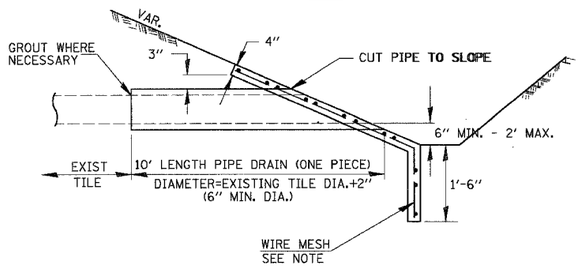
NOTES

1. THE CONTRACT UNIT PRICE FOR FIELD TILE JUNCTION VAULT SHALL INCLUDE THE COST OF FURNISHING AND PLACING THE FRAME AND GRATE OR PRECAST CONCRETE LID AND WHEN REQUIRED, THE SAND CUSHION.
2. ALL FIELD TILE JUNCTION VAULTS SHALL BE 2'-0" IN DIAMETER UNLESS OTHERWISE NOTED ON THE PLANS.

FIELD TILE REPLACEMENT



PLAN

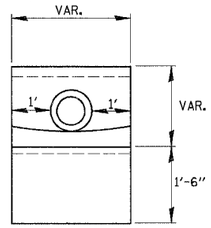


SECTION A-A

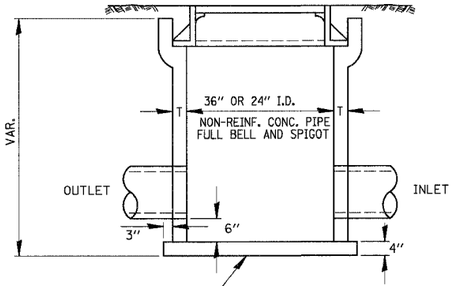
CLASS SI CONCRETE HEADWALLS

NOTES

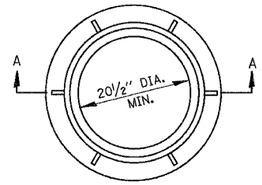
1. ANY STORM SEWER OR FIELD TILE OUTLET INTO A DITCH SHALL HAVE A HEADWALL BUILT IN ACCORDANCE WITH THIS DETAIL.
2. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.



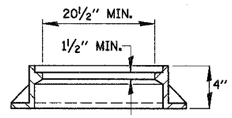
END VIEW



FIELD TILE JUNCTION VAULT



± 145°



SECTION A-A

611-2
(APPLIES TO MARSEILLES ROAD)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS

SCALE: NONE
DATE: 11/02/07

DRAWN BY: KM
CHECKED BY: SE

Baker Engineering, Inc.

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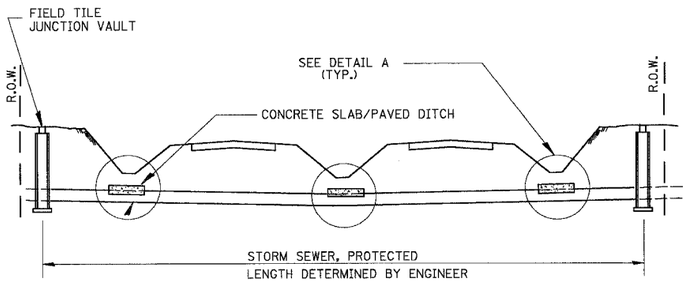
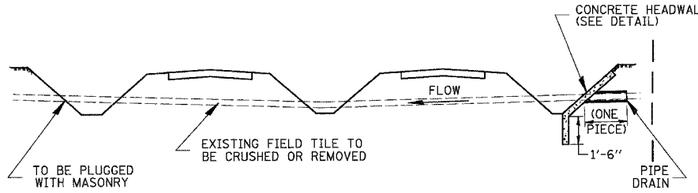
11/5/2007

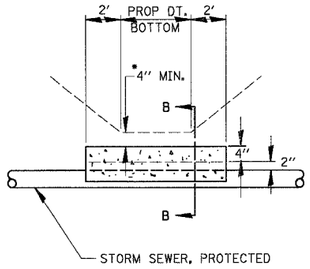
CONTRACT NO. 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	LASALLE	331	165
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





FIELD TILE REPLACEMENT



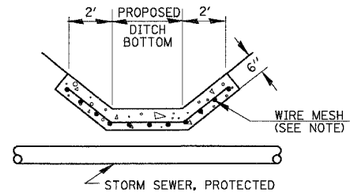
DETAIL A

NO SCALE

*IF A 4" COVER CAN NOT BE PROVIDED A PAVED DITCH SHALL BE CONSTRUCTED AS SHOWN IN DETAIL C.

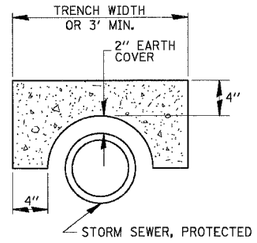
NOTES

1. WIDTH OF CONCRETE SLAB SHALL BE THE SAME AS THE TRENCH WIDTH IN ACCORDANCE WITH SECTION 550 OF THE STD. SPECIFICATIONS, OR 3' MIN.
2. CONCRETE FOR SLAB, HEADWALL AND PAVED DITCH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE."
3. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58* PER 100 SQ. FT.



DETAIL C

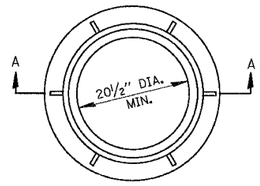
NO SCALE

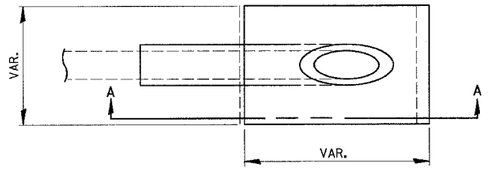


ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RISERS	4"
CONCRETE MASONRY UNIT	5"
MONOLITHIC CONCRETE	6"
BUILDING BRICK, GRADE SW FROM CLAY OR SHALE	8"
CONCRETE BUILDING BRICK, GRADE A	8"

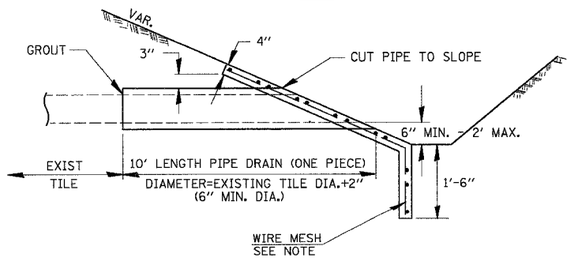
NOTES

1. THE CONTRACT UNIT PRICE FOR FIELD TILE JUNCTION VAULT SHALL INCLUDE THE COST OF FURNISHING AND PLACING THE FRAME AND GRATE OR PRECAST CONCRETE LID AND WHEN REQUIRED, THE SAND CUSHION.
2. ALL FIELD TILE JUNCTION VAULTS SHALL BE 2'-0" IN DIAMETER UNLESS OTHERWISE NOTED ON THE PLANS.





PLAN

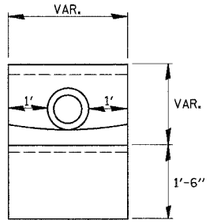


SECTION A-A

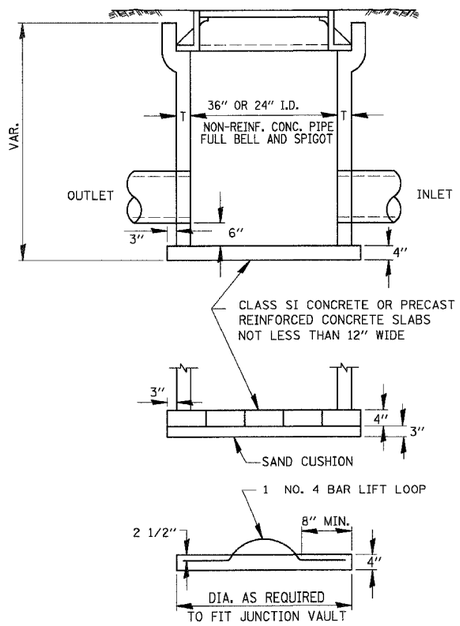
CLASS SI CONCRETE HEADWALLS

NOTES

1. ANY STORM SEWER SPECIAL OR BACKSLOPE DRAIN OUTLET INTO A DITCH SHALL HAVE A HEADWALL BUILT IN ACCORDANCE WITH THIS DETAIL.
2. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58* PER 100 SQ. FT.

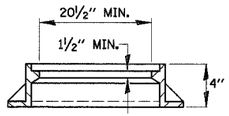


END VIEW



FIELD TILE JUNCTION VAULT

± 145*



SECTION A-A

611-1
(APPLIES TO I-80)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS

SCALE: NONE
DATE: 11/02/07

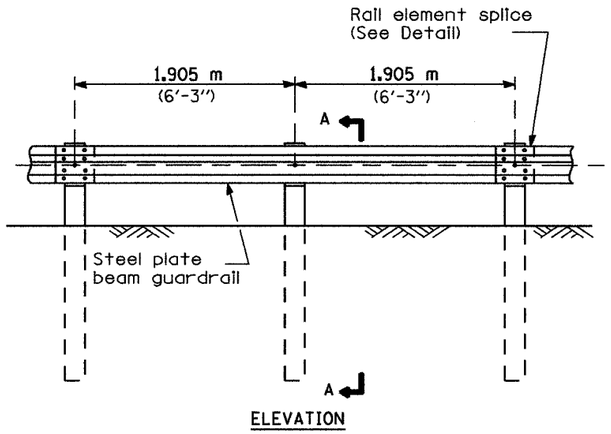
DRAWN BY: KM
CHECKED BY: SE

Baker
Baker Engineering, Inc.

h:\07496\3.0 deliverables\3.2 roadway\design\sheets\I80_drn_DET03.dgn
11/5/2007

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE		165A
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

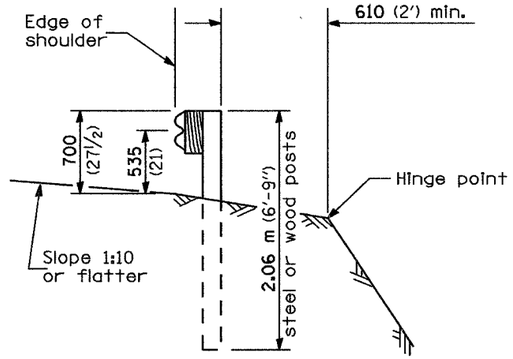
CONTRACT # 66600



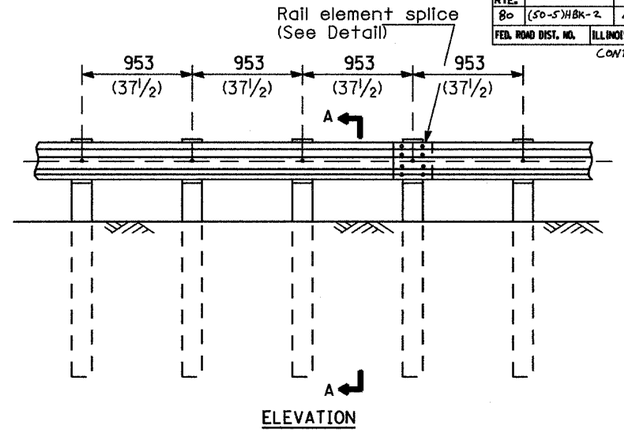
ELEVATION

TYPE A

1.905 m (6'-3") Typical post spacing



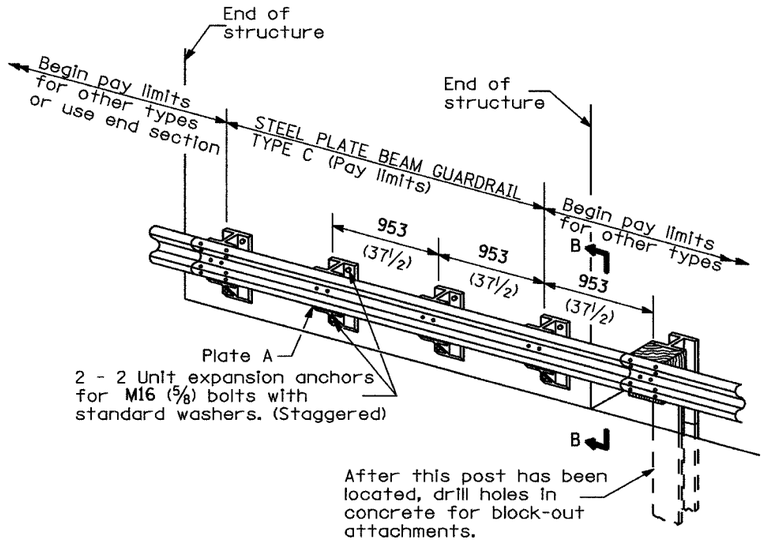
SECTION A-A



ELEVATION

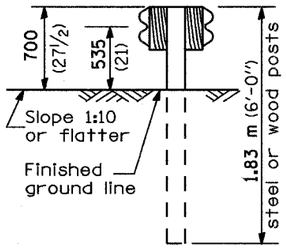
TYPE B

953 (37½) Closed post spacing

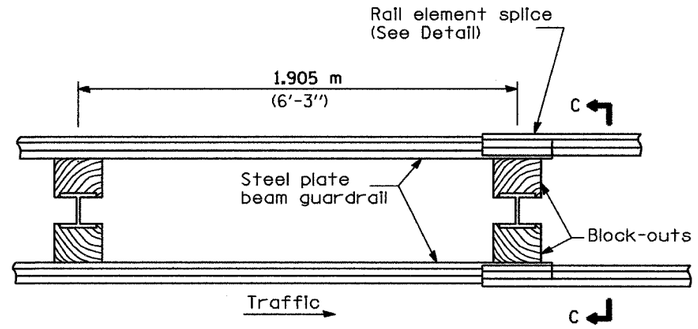


TYPE C

953 (37½) Block-out spacing



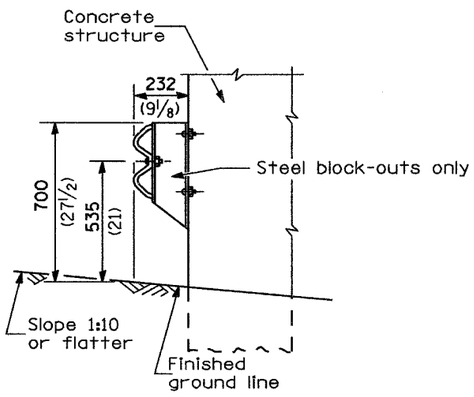
SECTION C-C



PLAN

TYPE D

Double steel plate beam guardrail
1.905 m (6'-3") typical post spacing



SECTION B-B

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in millimeters (inches) unless otherwise shown.

The existing steel posts may be drilled to match the bolt pattern shown herein for the wood block-out, or a new steel post shall be provided.

This detail is applicable to the guardrail system used prior to January 1, 2007. For details on the Midwest Guardrail System, see Standard 630001.

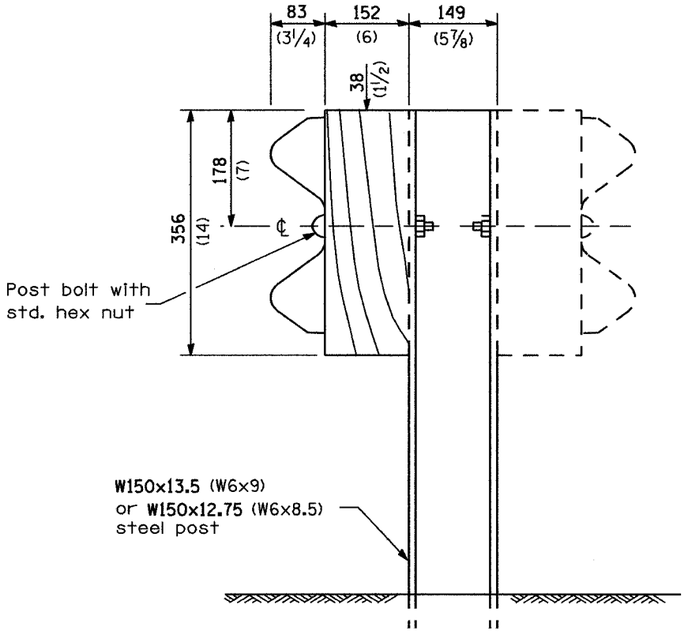
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL

(Sheet 1 of 4)

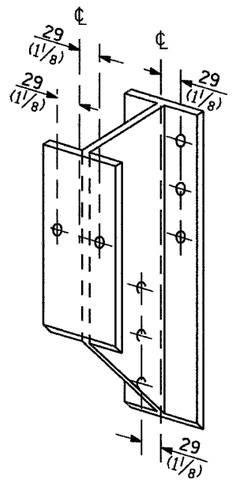
DETAIL

CONTRACT # 66600

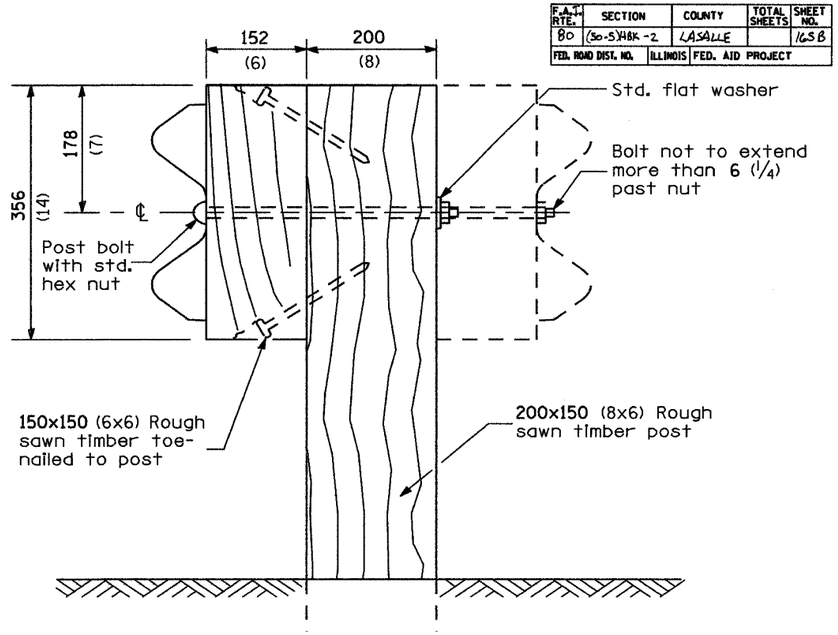
F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(80-5)H8K-2	LASALLE		165B
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



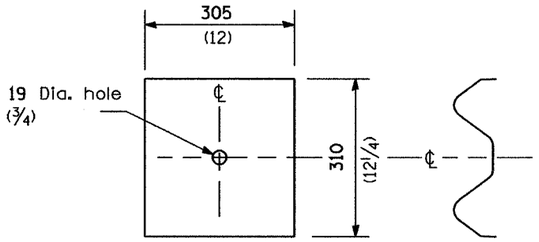
STEEL POST CONSTRUCTION



STEEL BLOCK-OUT DETAIL



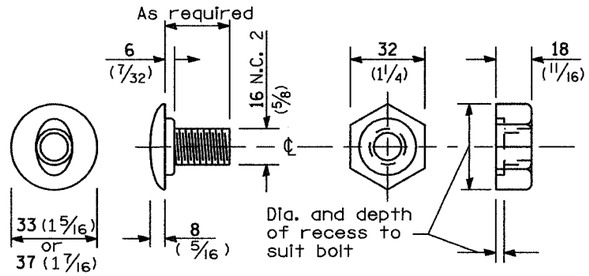
WOOD POST CONSTRUCTION



NOTE

Plate A shall be placed between rail element and block-out at non-splice mounting points only when steel block-outs are used.

PLATE A



POST OR SPLICE BOLT & NUT

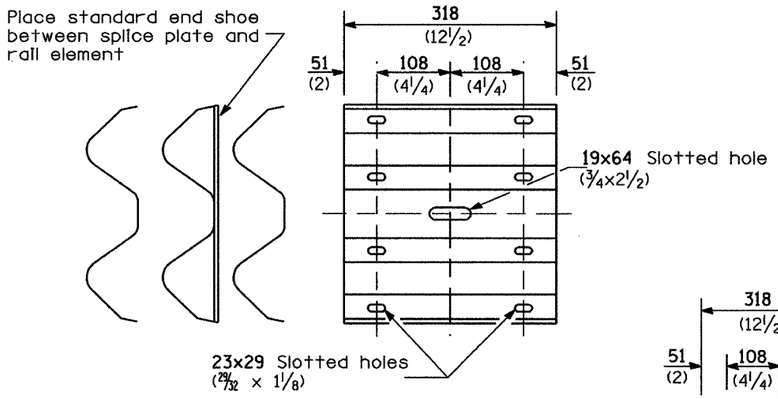
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL

(Sheet 2 of 4)

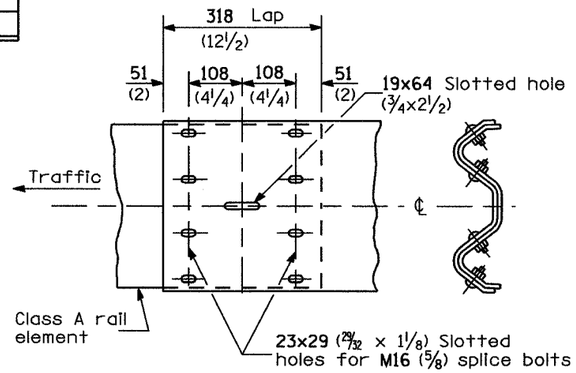
DETAIL

CONTRACT # 66600

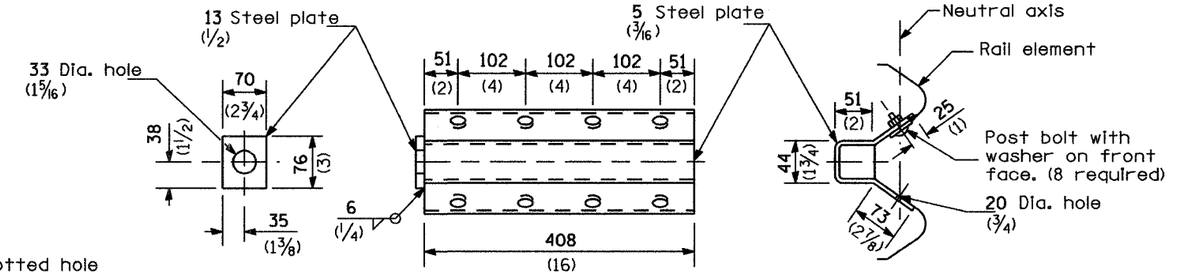
F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)H&K-2	LASALLE		16SC
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SPLICE PLATE



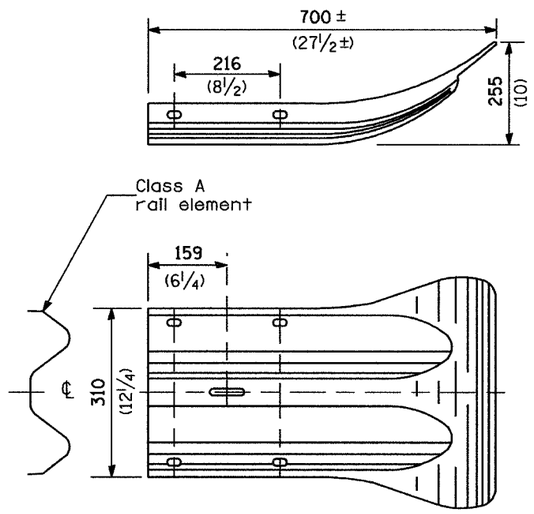
RAIL ELEMENT SPLICE



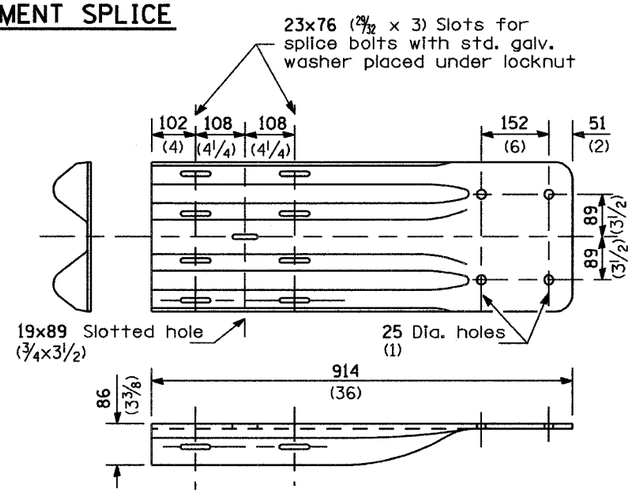
NOTE

Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

ANCHOR PLATE T DETAILS



END SECTION



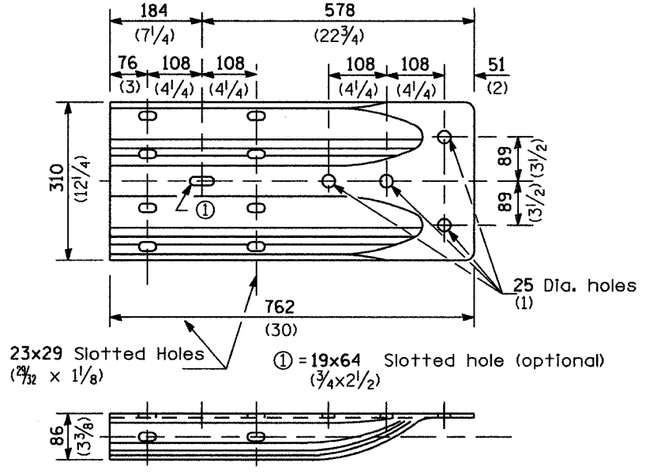
NOTE

When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

END SHOE



ALTERNATE END SHOE

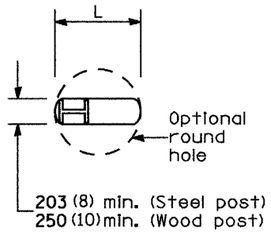
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL

(Sheet 3 of 4)

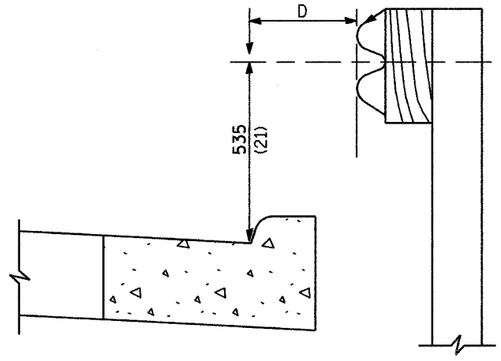
DETAIL

CONTRACT # 66600

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)R&X-2	LASALLE		1650
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



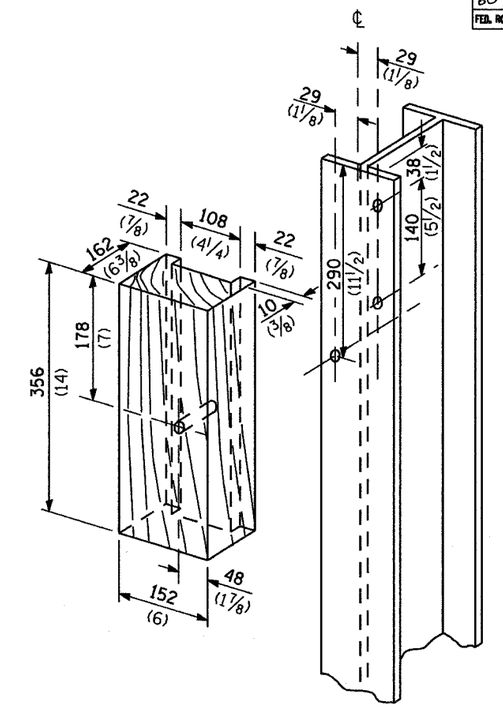
PLAN



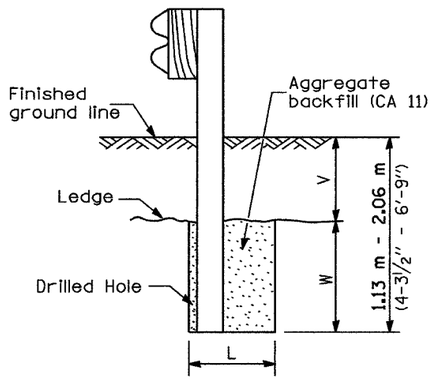
Note:
If it is necessary for D to be more than 300 (12) and less than 3.0 m (10'-0") type M-5 (M-2) curb and gutter (Std. 606001) shall be used in front of and in advance of the guardrail.

GUARDRAIL PLACED BEHIND CURB

(D = 0 desirable to 300 (12) maximum)



WOOD BLOCK-OUT AND STEEL POST DETAILS

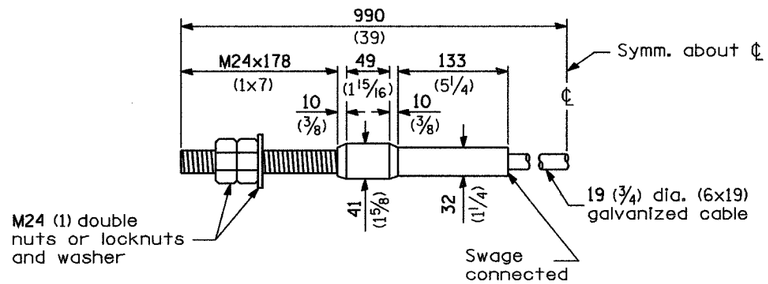


Note:
Ledge line is top of rock ledge or hard slag fill.

ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

V	W	L	
		Steel Post	Wood Post
0 - 460 (0 - 18)	610 (24)	530 (21)	580 (23)
>460 - 825 (>18 - 41.5)	305 (12)	203 (8)	250 (10)
>825 - 1.13 m (>41.5 - 53.5)	305 - 0 (12 - 0)	203 (8)	250 (10)



CABLE ASSEMBLY

(18,100 kg (40,000 lbs.) min. breaking strength)
Tighten to taut tension.

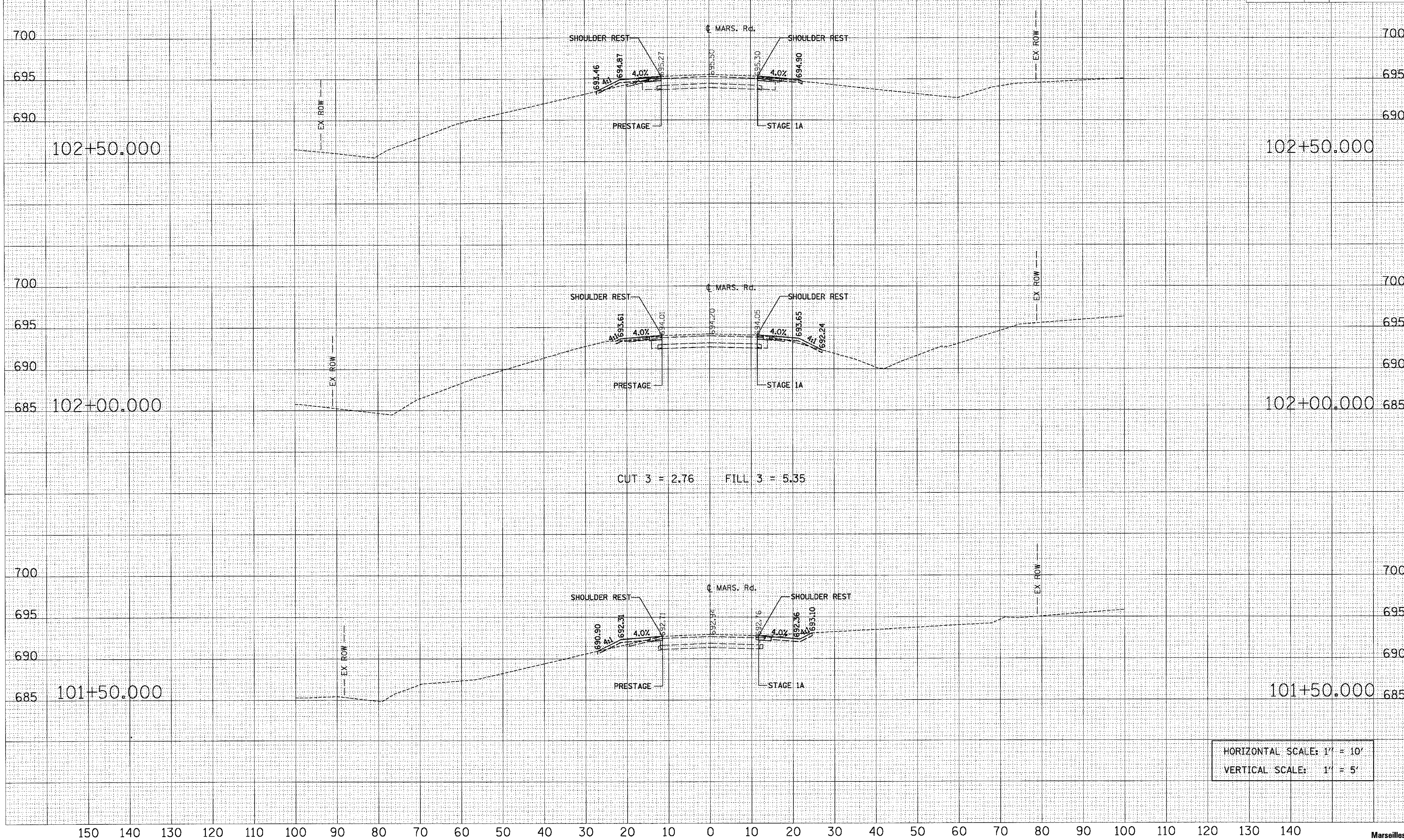
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL

(Sheet 4 of 4)

DETAIL

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	166
STA. 101+50.000 TO STA. 102+50.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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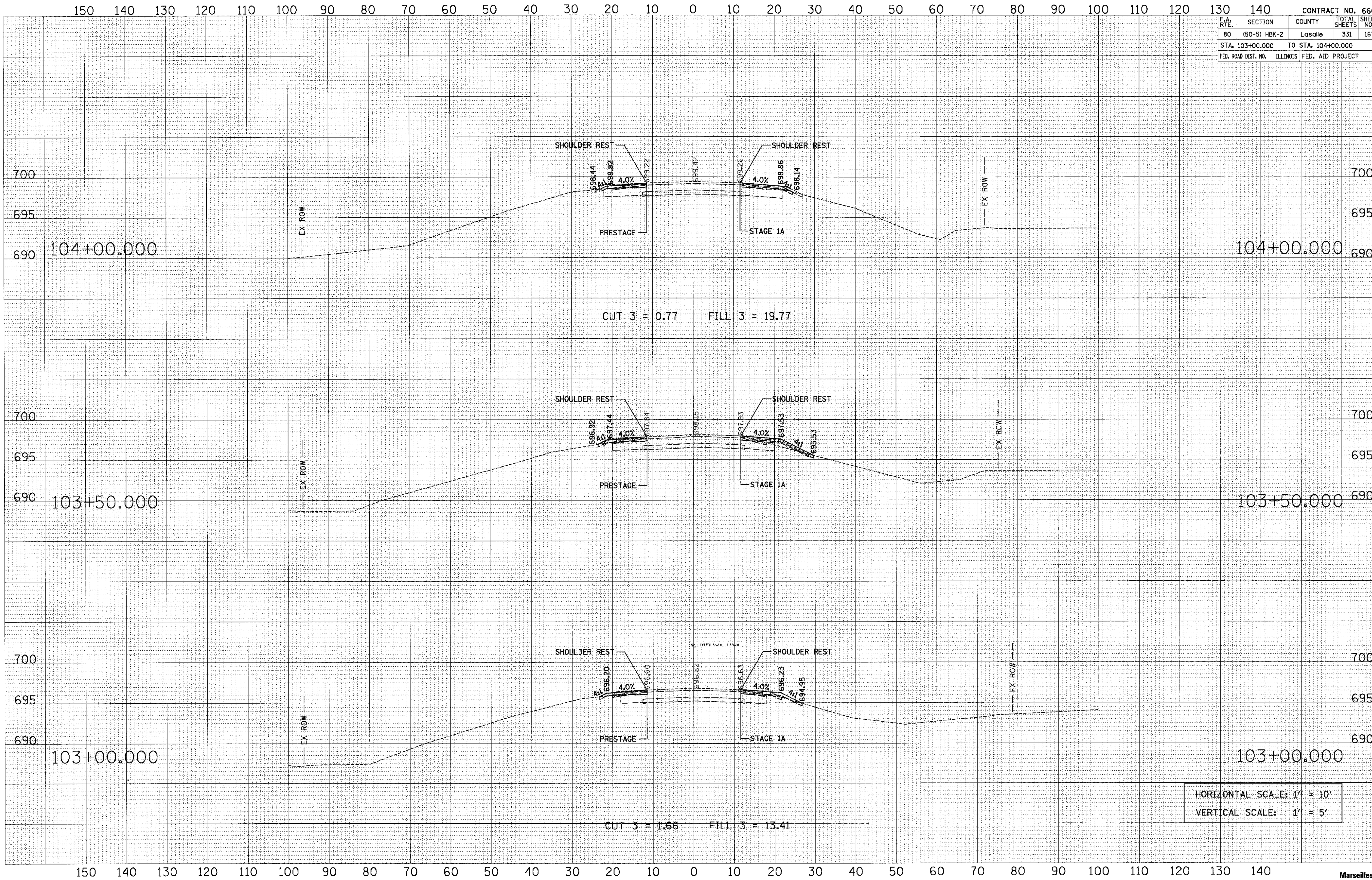
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gysherman

Marseilles Rd.

Sta. 101+50.000 to Sta. 102+50.000

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	167
STA. 103+00.000 TO STA. 104+00.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



HORIZONTAL SCALE: 1'' = 10'
VERTICAL SCALE: 1'' = 5'

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USER NAME = gyharmon

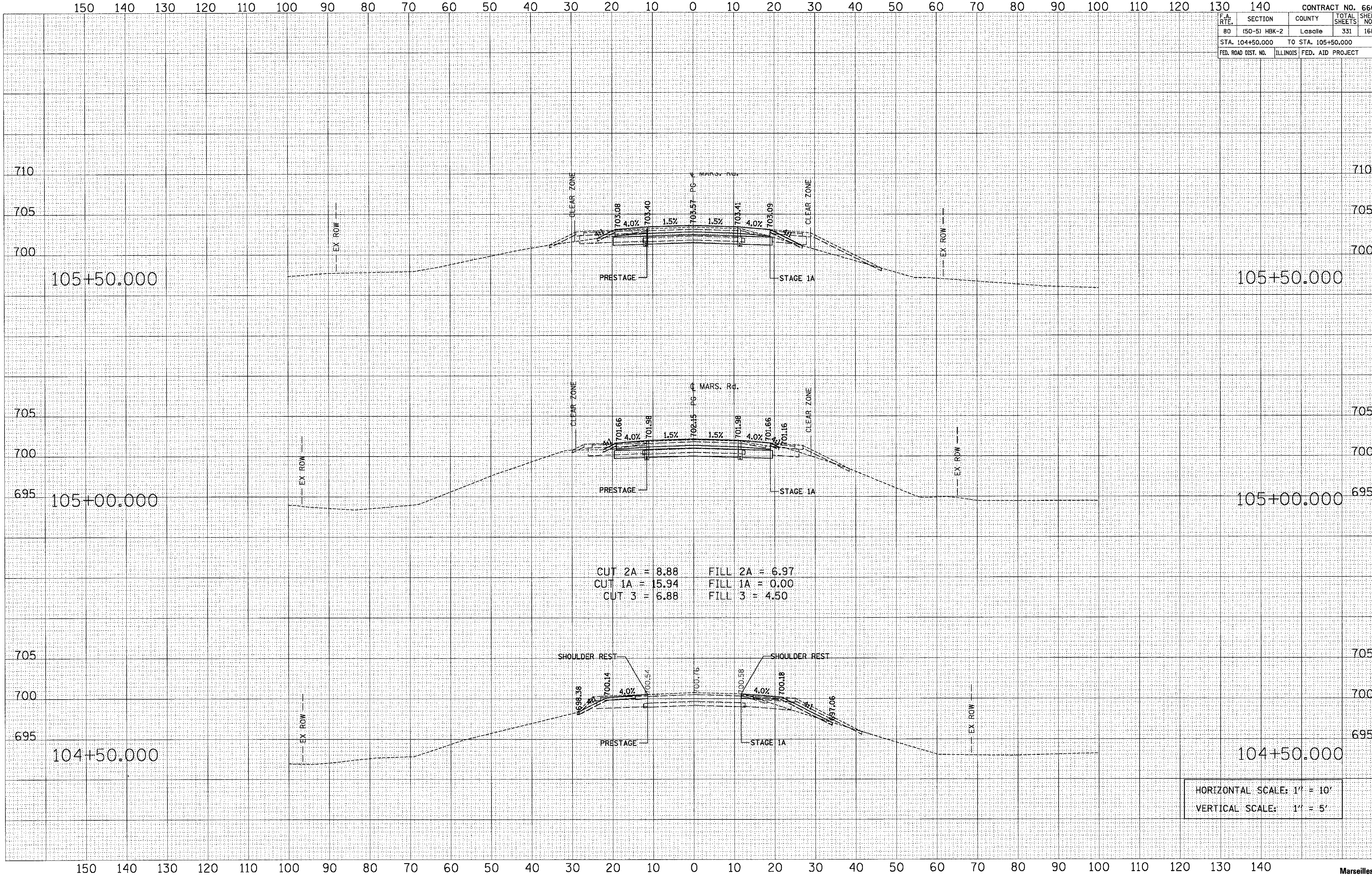
Marseilles Rd.
Sta. 103+00.000 to Sta. 104+00.000

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	168

STA. 104+50.000 TO STA. 105+50.000

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



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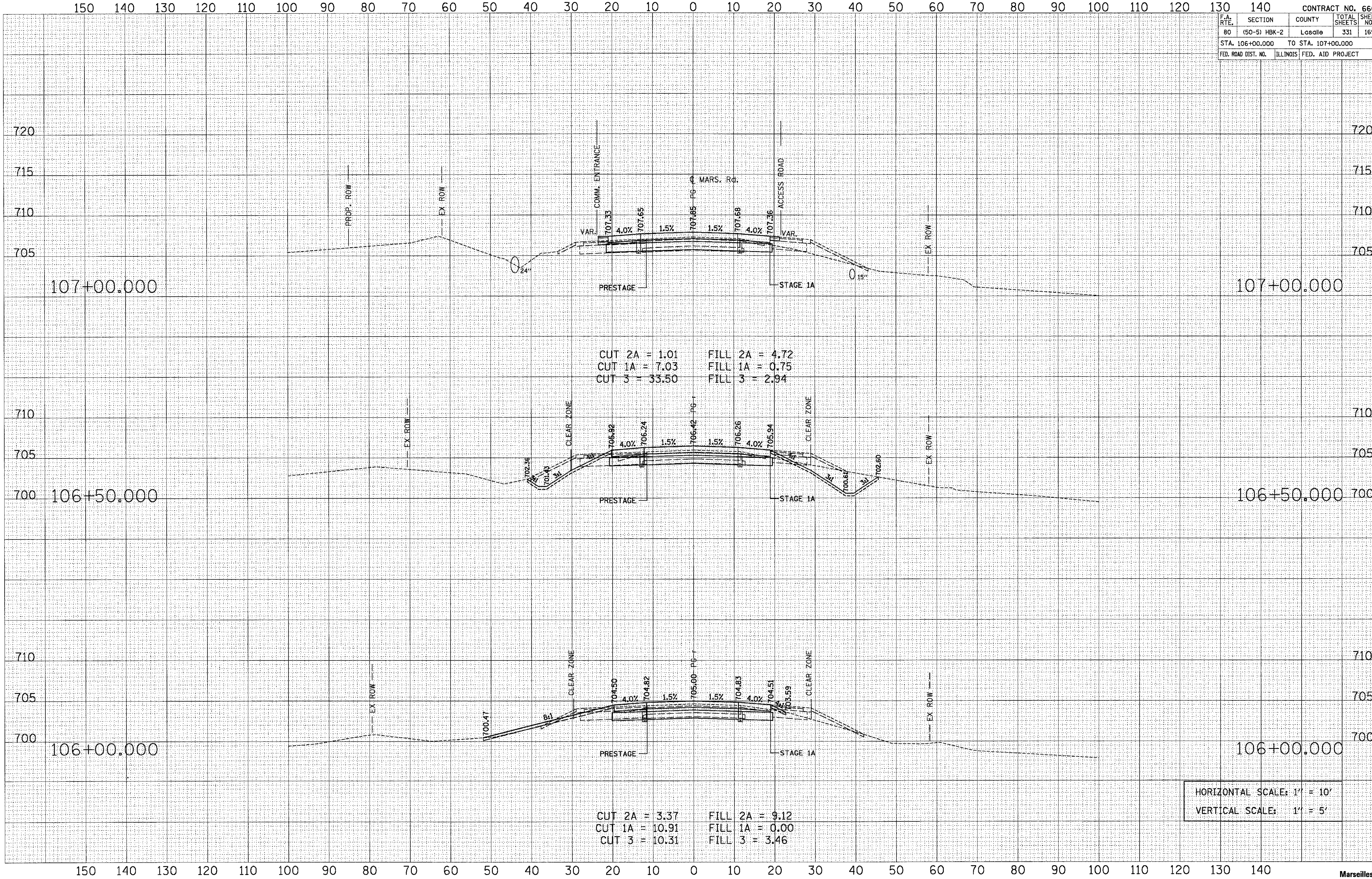
Marseilles Rd.

Sta. 104+50.000 to Sta. 105+50.000

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	169
STA. 106+00.000 TO STA. 107+00.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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CUT 1A = 7.03 FILL 1A = 0.75
CUT 3 = 33.50 FILL 3 = 2.94

CUT 2A = 3.37 FILL 2A = 9.12
CUT 1A = 10.91 FILL 1A = 0.00
CUT 3 = 10.31 FILL 3 = 3.46

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

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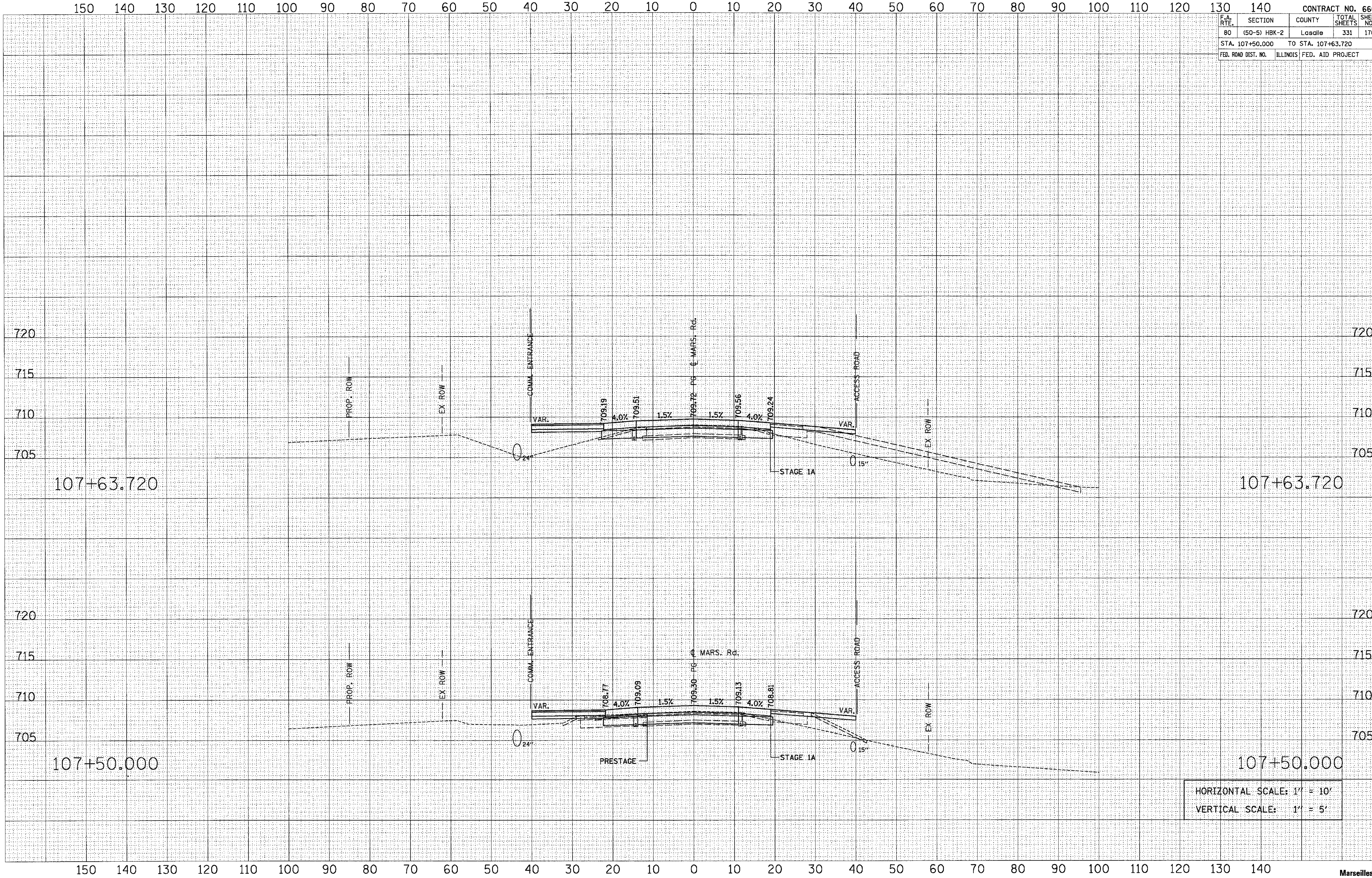
CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	170
STA. 107+50.000 TO STA. 107+63.720				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

Marseilles Rd.

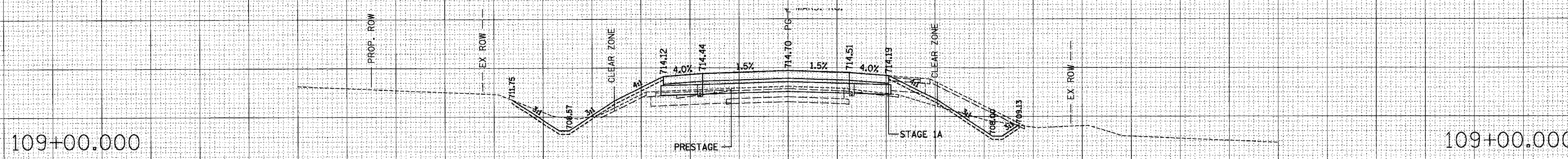
Sta. 107+50.000 to Sta. 107+63.720

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	171

CONTRACT NO. 66600

STA. 108+00.000 TO STA. 109+00.000

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



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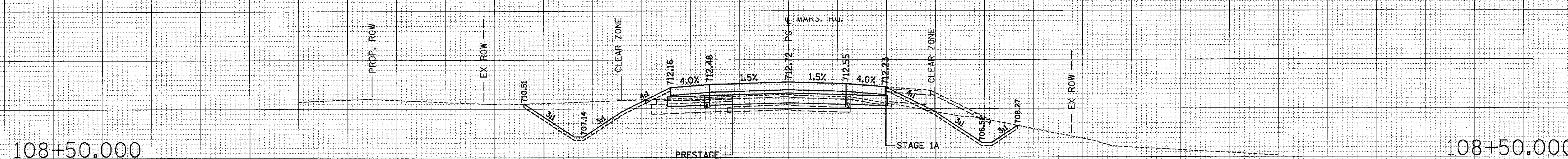
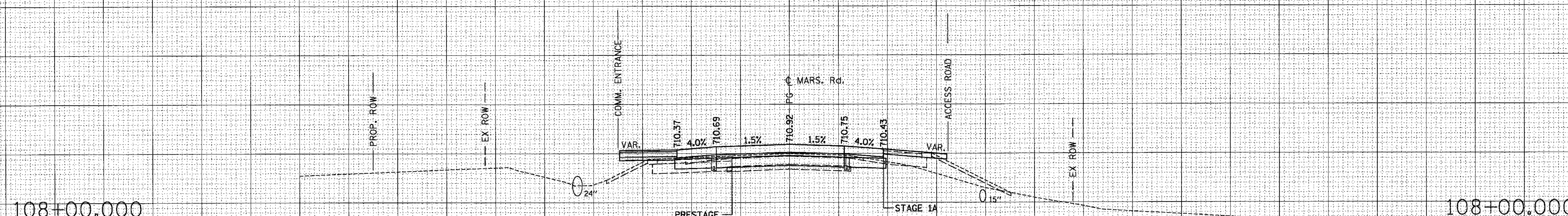
CUT 1A = 0.39 FILL 1A = 13.11
CUT 3 = 38.51 FILL 3 = 2.92





HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

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USER NAME =

Marseilles Rd.
Sta. 108+00.000 to Sta. 109+00.000

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	172
STA. 109+50.000	TO STA. 110+50.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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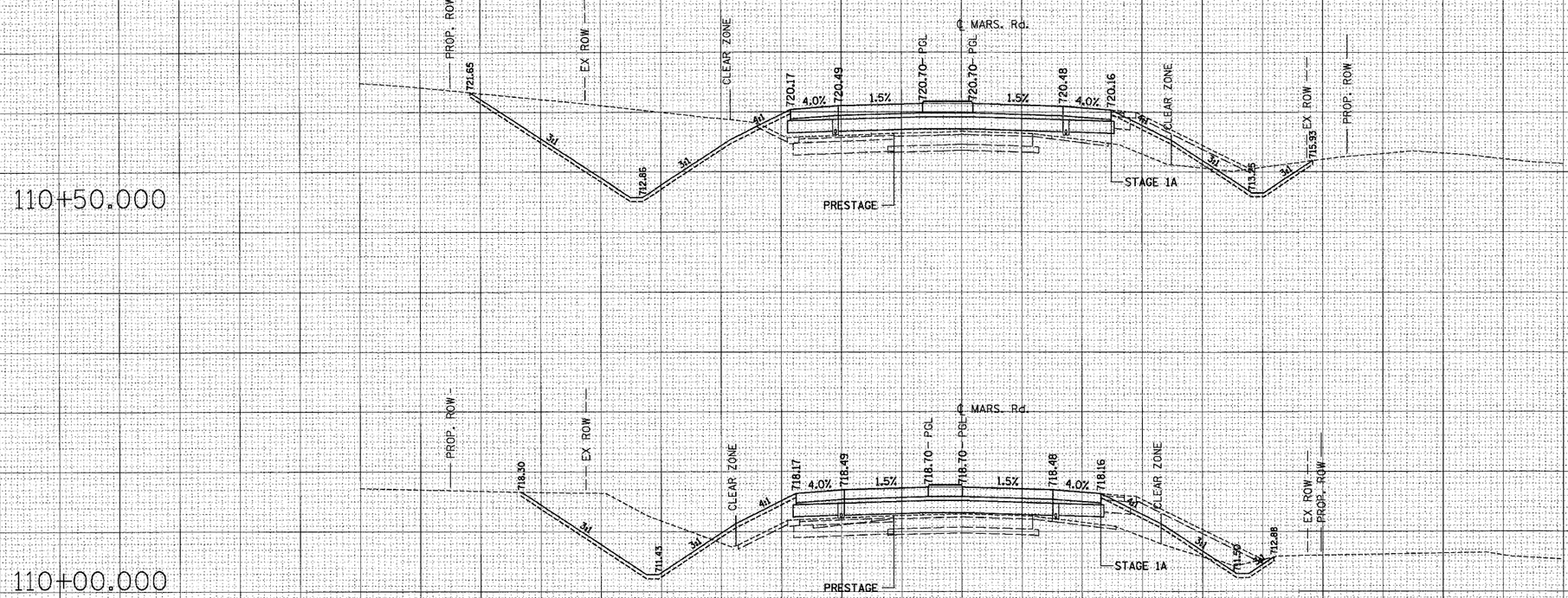

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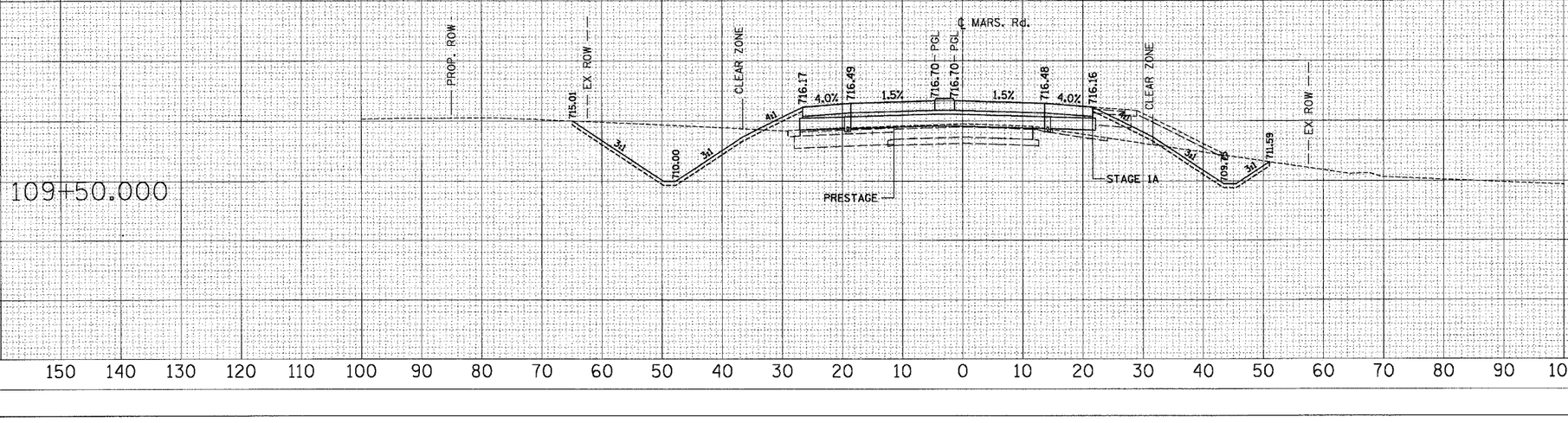
CUT 3 = 2.51 FILL 3 = 69.88



HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

Marseilles Rd.
Sta. 109+50.000 to Sta. 110+50.000

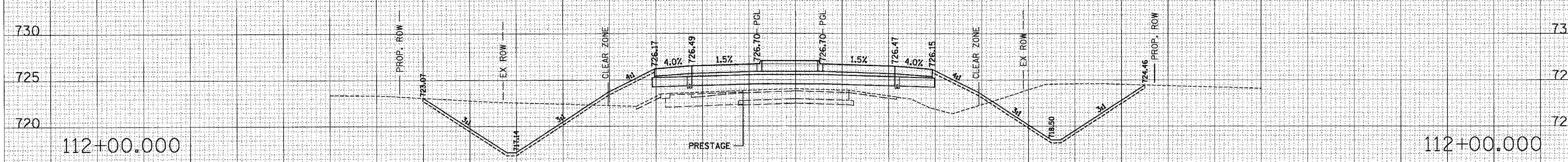
	BY	DATE
FINAL SURVEY	SURVEYED	
	PLOTTED	
NOTE BOOK	PROFILE	
NO.	AREAS	
	AREAS CHECKED	

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

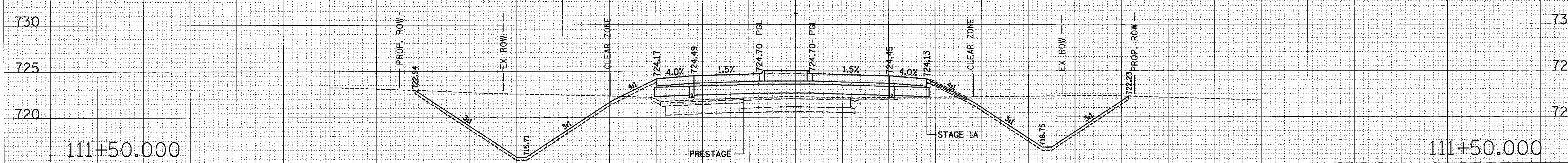
PLOT DATE = 11/1/2007
PLOT NAME = c:\projects\...MOD_pms.pss
PLOT SCALE = 10.0000 ' / IN.
USER NAME = cgalhernan

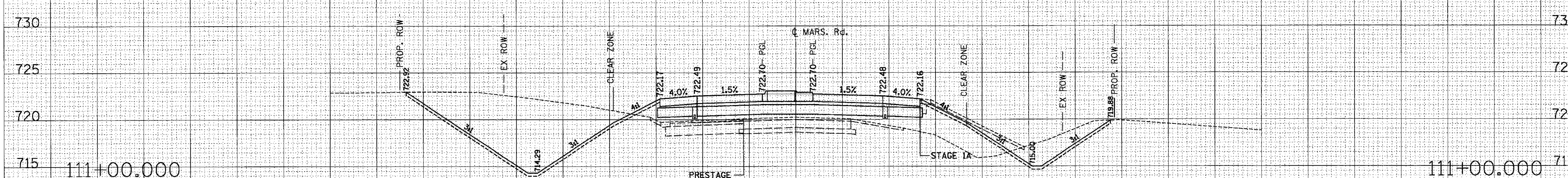
CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	173
STA. 111+00.000 TO STA. 112+00.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CUT 2A = 102.03 FILL 2A = 94.29
CUT 1A = 106.72 FILL 1A = 85.12





CUT 2A = 204.19 FILL 2A = 62.73
CUT 1A = 0.00 FILL 1A = 39.94
CUT 3 = 46.61 FILL 3 = 1.09

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

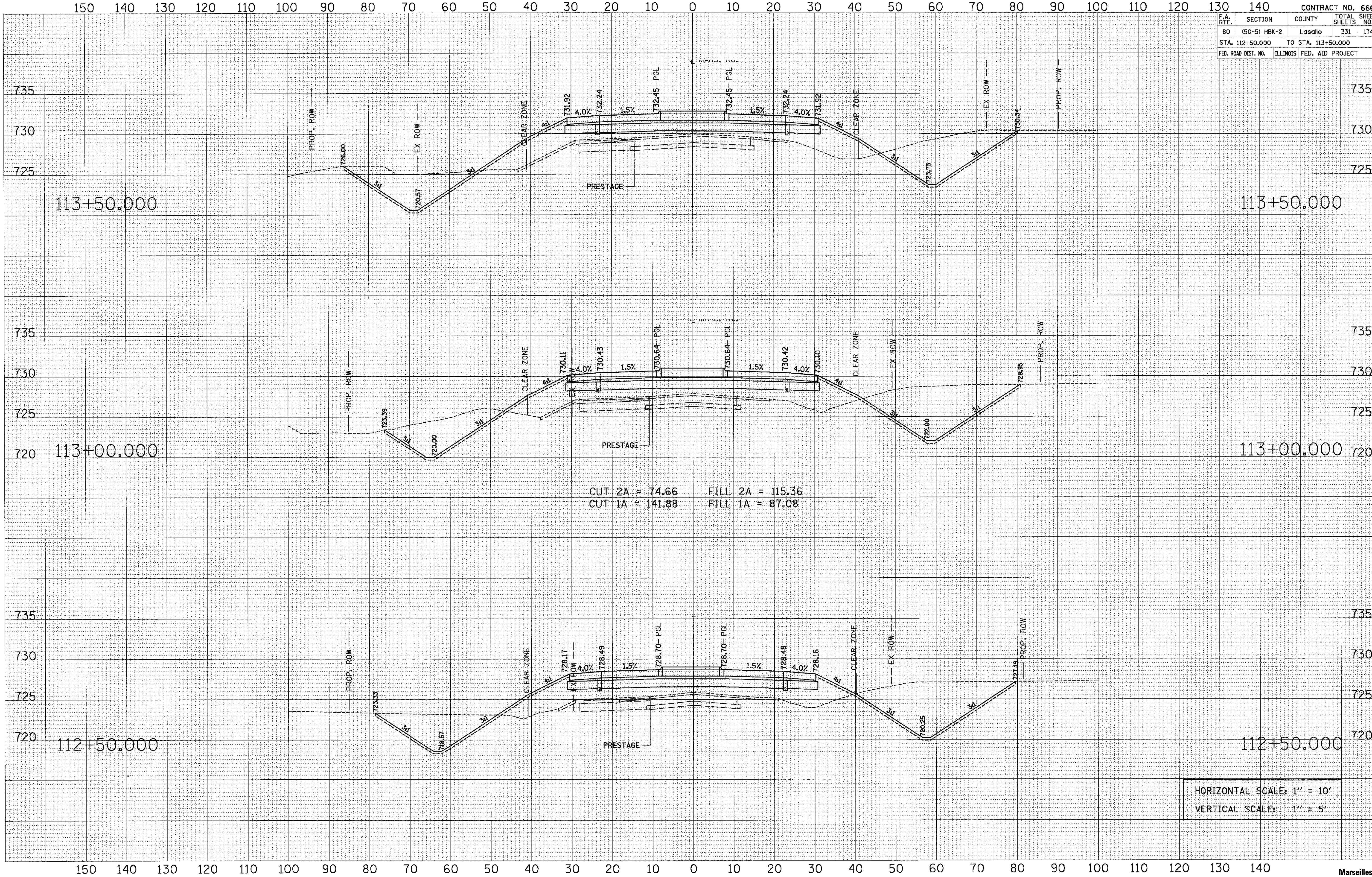
FINAL SURVEY NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gysherman

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	174
STA. 112+50.000 TO STA. 113+50.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

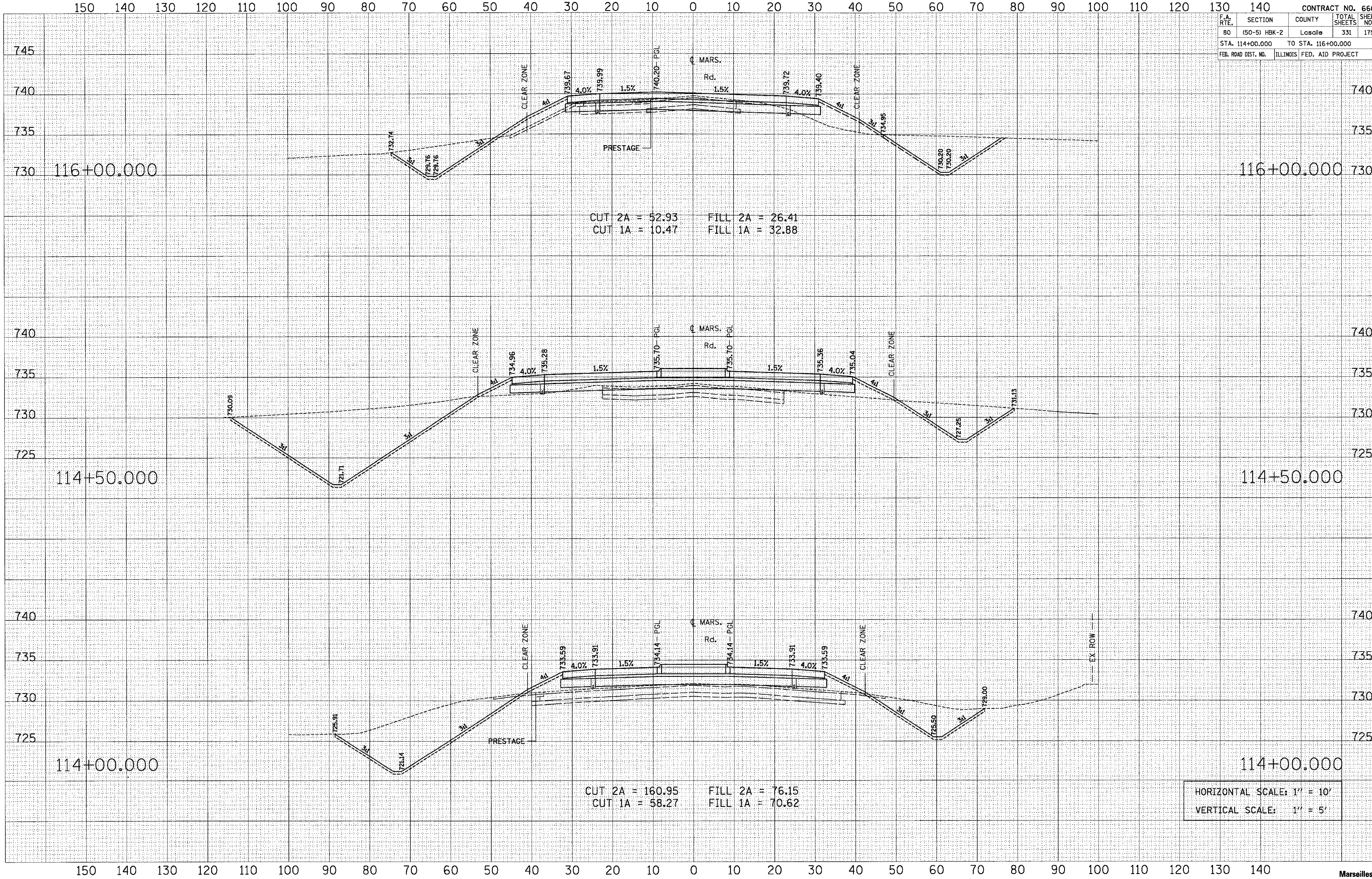
ORIGINAL SURVEY
NOTE BOOK NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gysherman

Marseilles Rd.
Sta. 112+50.000 to Sta. 113+50.000

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	175
STA. 114+00.000 TO STA. 116+00.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



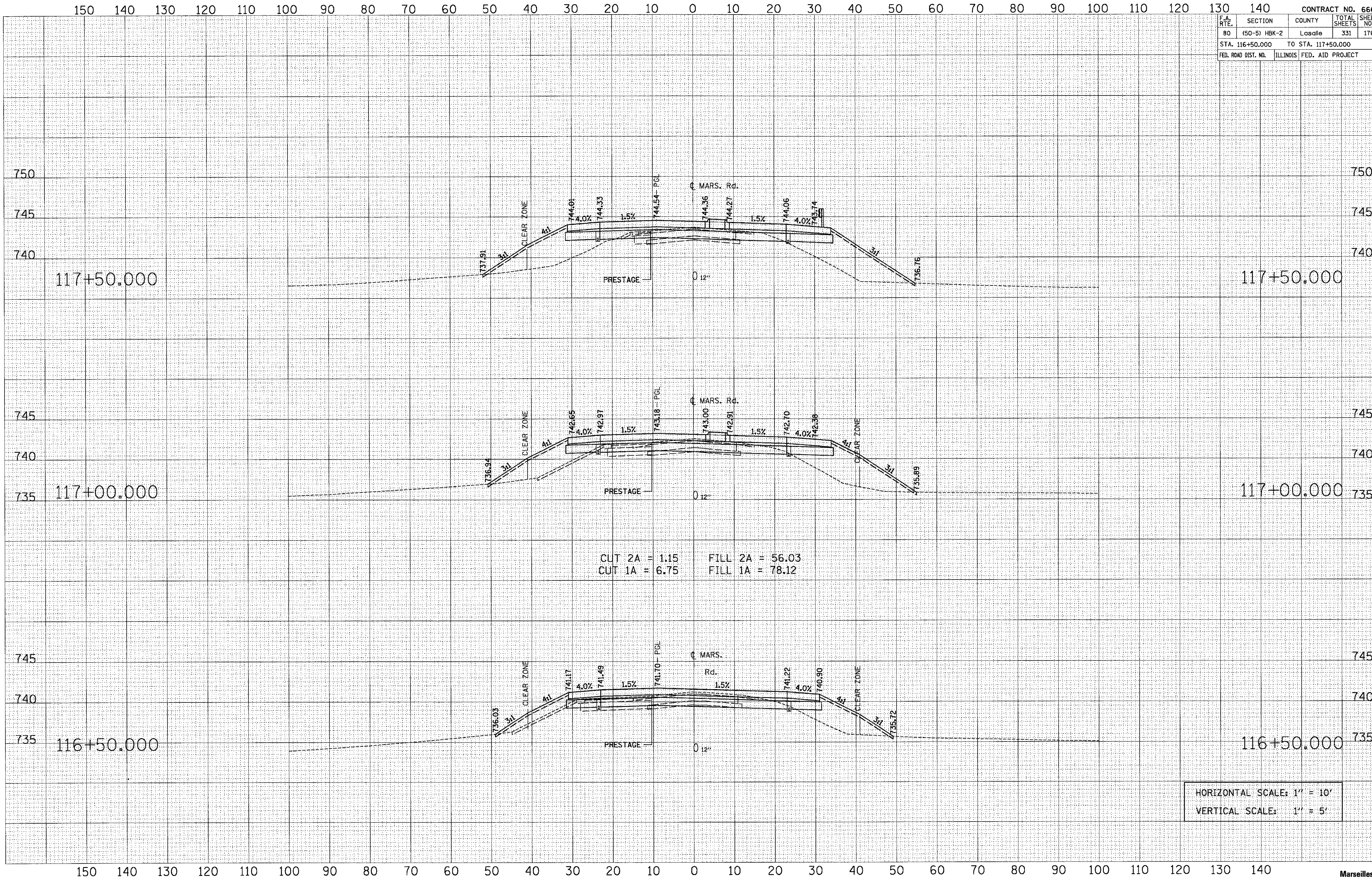
FINAL SURVEY NOTE BOOK NO. ___ SURVEYED PLOTTED TEMPLATE AREAS AREAS CHECKED BY DATE

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

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gysherman

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	176
STA. 116+50.000	TO STA. 117+50.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



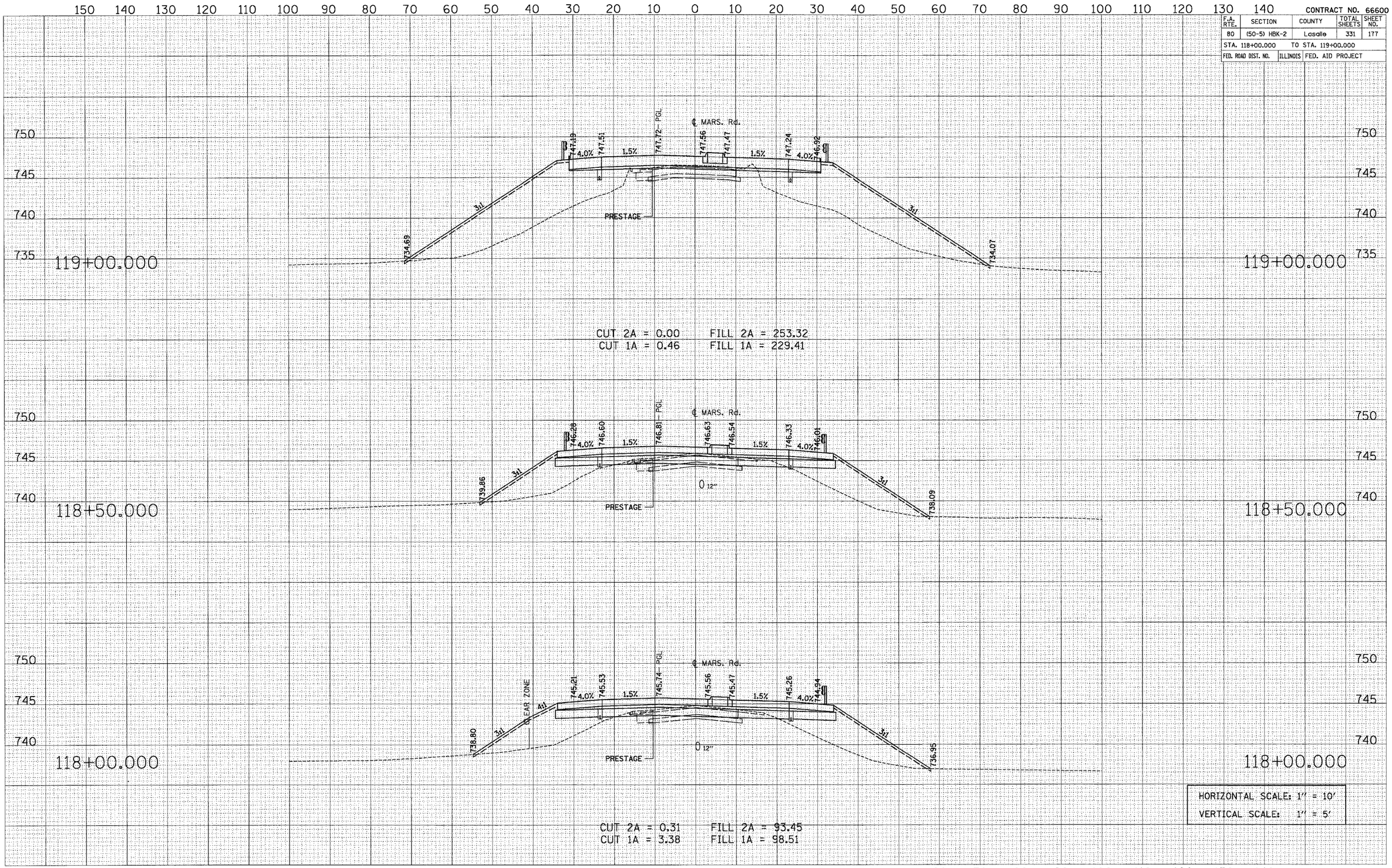
FINAL SURVEY	
NOTE BOOK	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED
NO.	

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

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gyshermen

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	177
STA. 118+00.000	TO STA. 119+00.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CUT 2A = 0.00 FILL 2A = 253.32
CUT 1A = 0.46 FILL 1A = 229.41

CUT 2A = 0.31 FILL 2A = 93.45
CUT 1A = 3.38 FILL 1A = 98.51

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

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

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

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD.pxa,pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gpatterson

Marseilles Rd.
Sta. 118+00.000 to Sta. 119+00.000

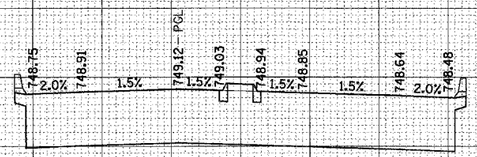
CONTRACT NO. 66600

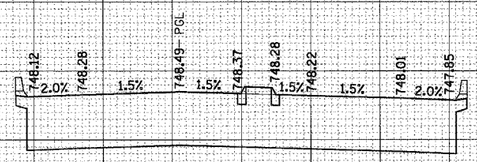
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	178
STA. 119+50.000	TO STA. 120+00.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

750 745 740 735 730

120+00.000





119+50.000

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

Marseilles Rd.

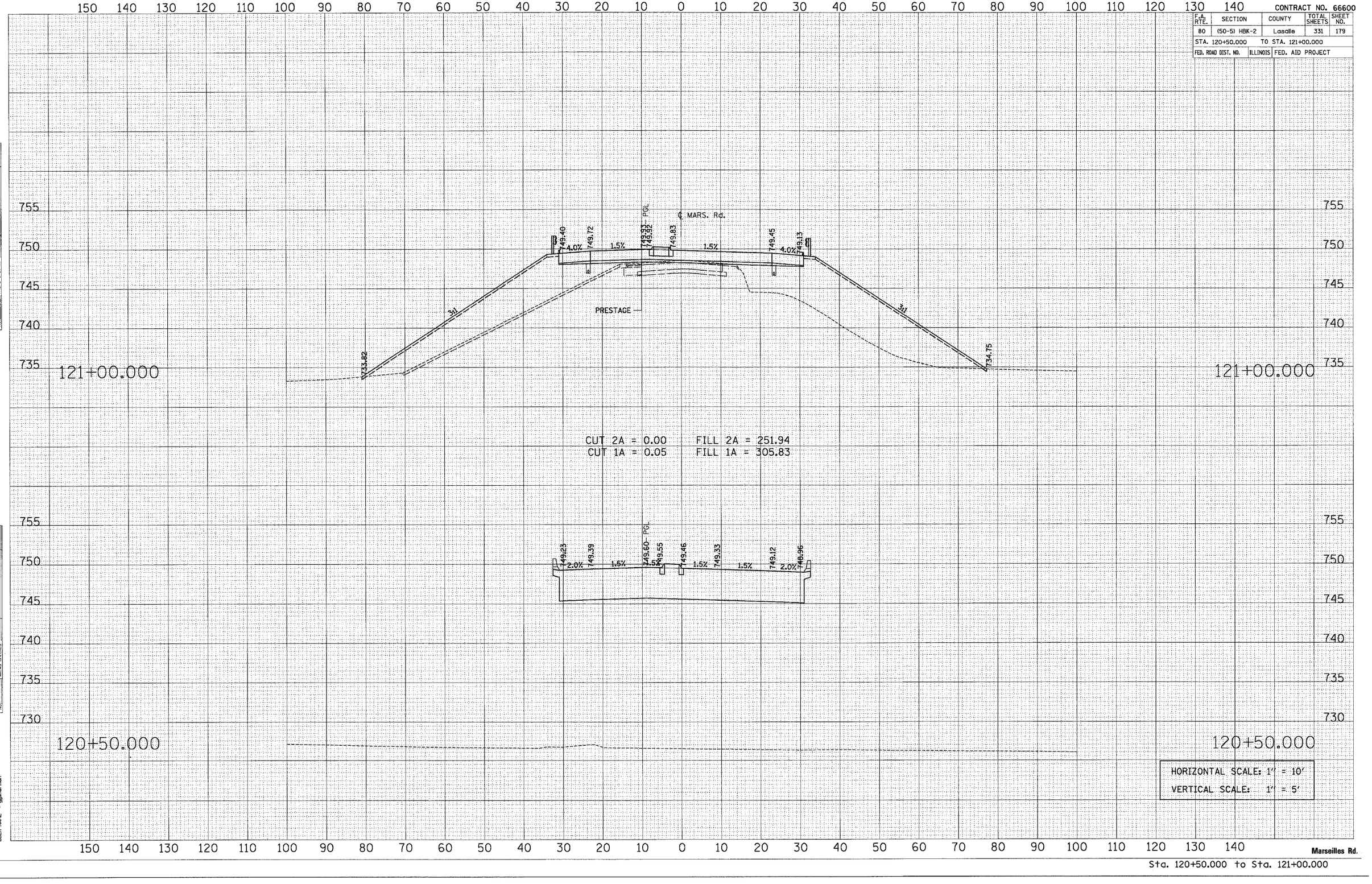
Sta. 119+50.000 to Sta. 120+00.000

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

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD.pss
PLOT SCALE = 10.000 / IN
USER NAME = dgallerman

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	179
STA. 120+50.000		TO STA. 121+00.000		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

PLOT DATE = 11/1/2007
FILE NAME = c:\projects\...MOD.pmodpe
PLOT SCALE = 10.0000 ' / IN.
USER NAME = Sutherman

Marseilles Rd.
Sta. 120+50.000 to Sta. 121+00.000

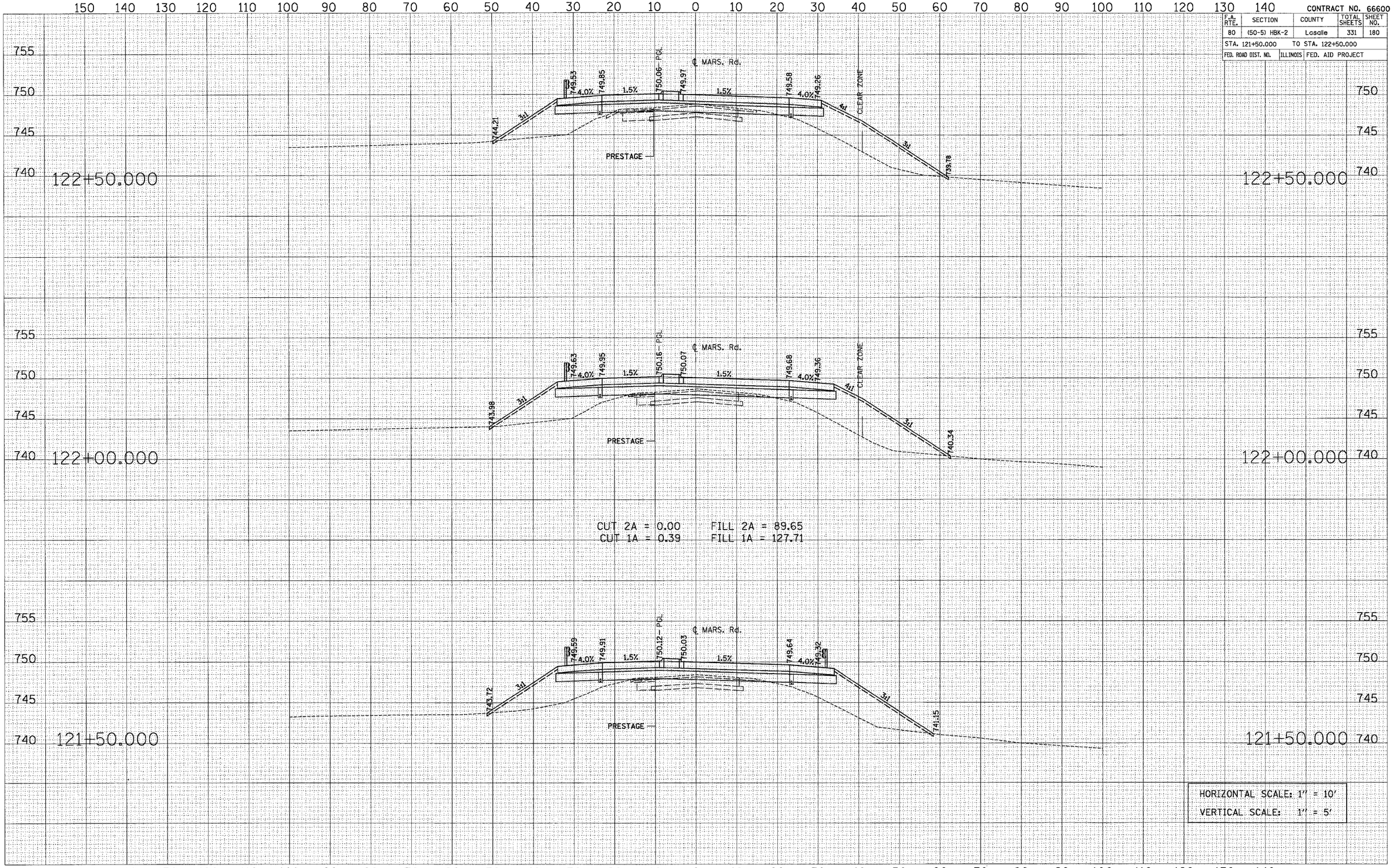
CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	180
STA. 121+50.000	TO STA. 122+50.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

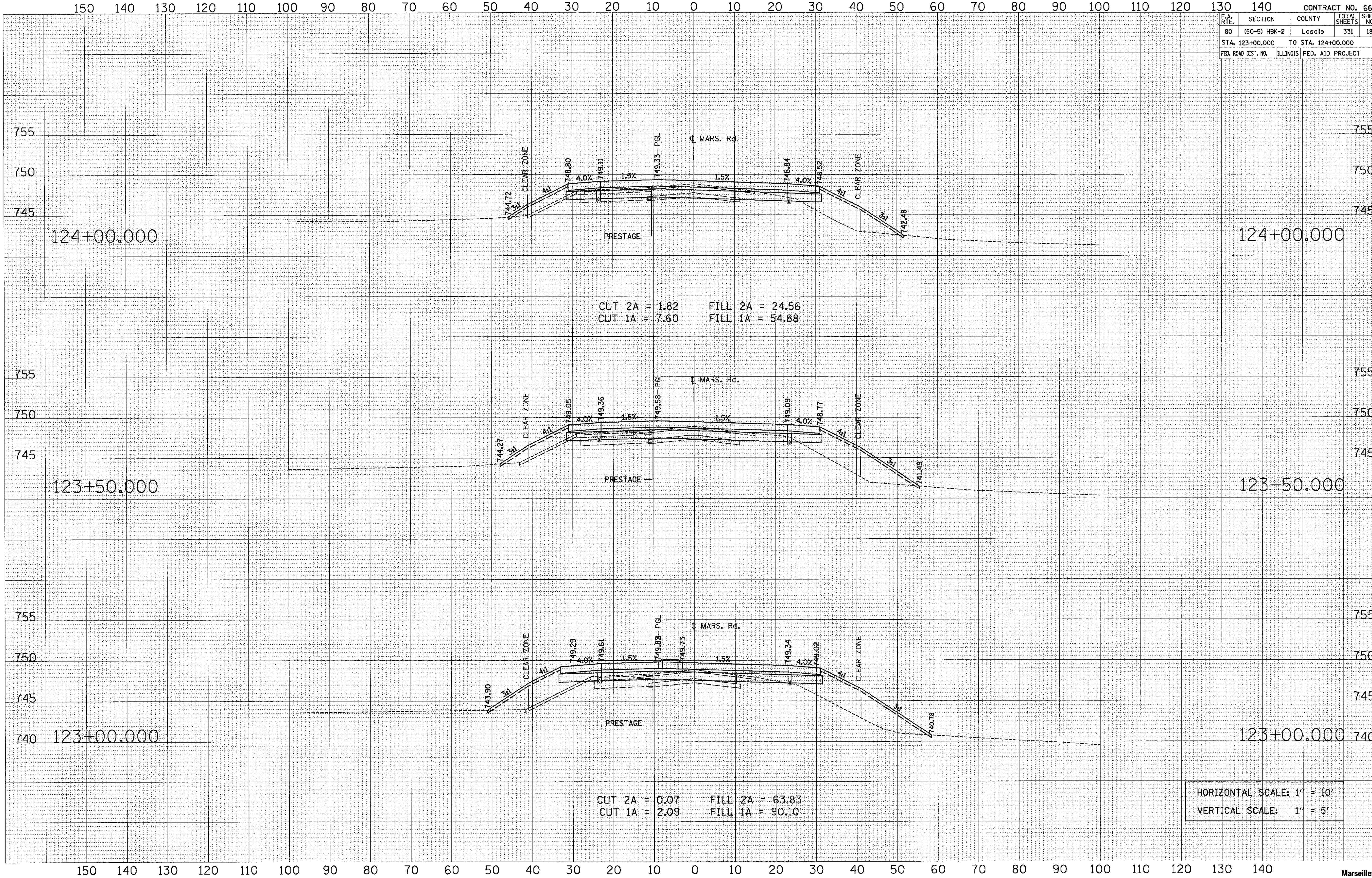
ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MCD.pxspss
PLOT SCALE = 10.000 ' / IN.
USER NAME = sgherman



CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	181
STA. 123+00.000 TO STA. 124+00.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CUT 2A = 1.82 FILL 2A = 24.56
CUT 1A = 7.60 FILL 1A = 54.88

CUT 2A = 0.07 FILL 2A = 63.83
CUT 1A = 2.09 FILL 1A = 90.10

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

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

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

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gyharman

Marseilles Rd.

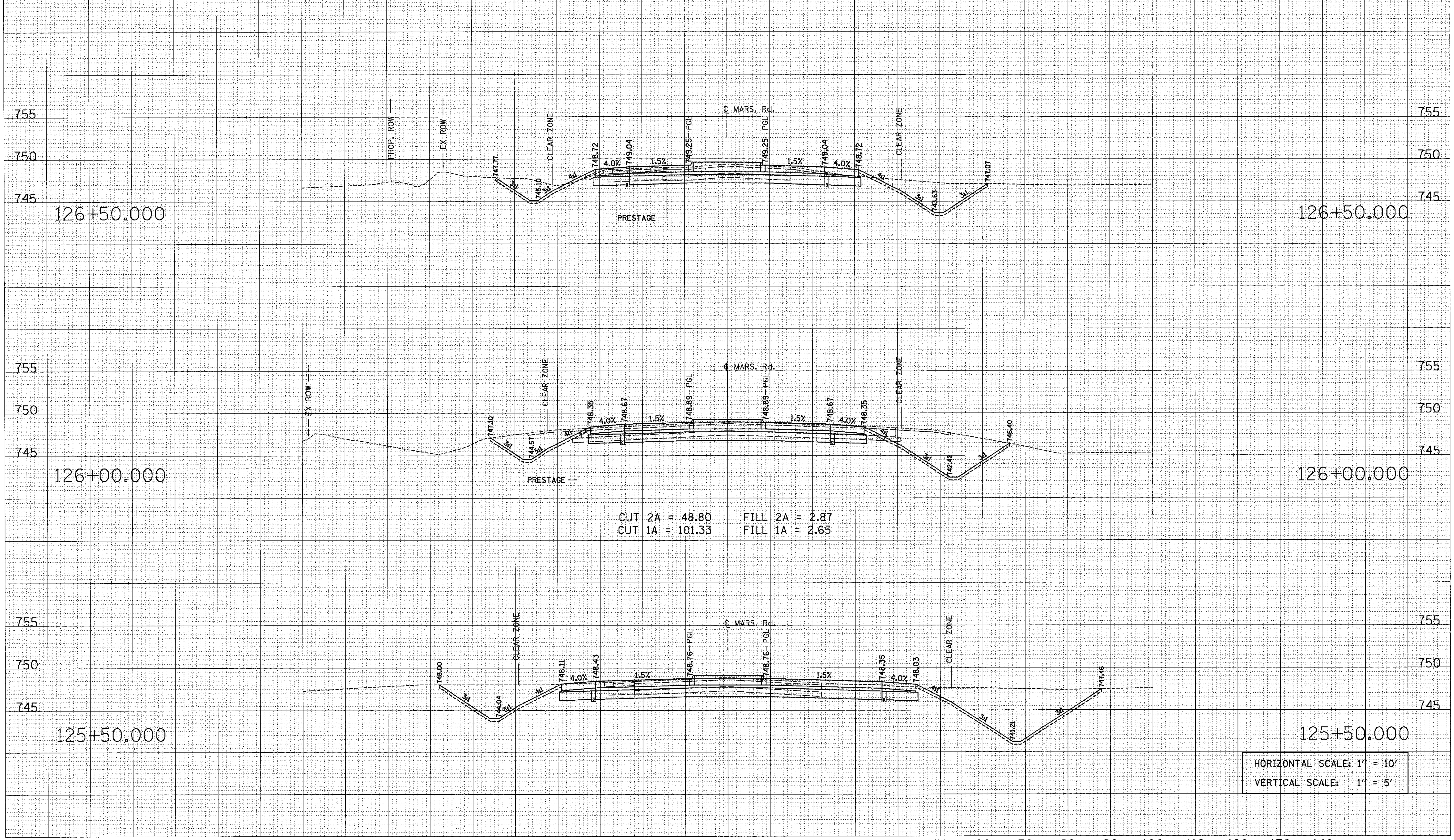
Sta. 123+00.000 to Sta. 124+00.000

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	182

CONTRACT NO. 66600

STA. 125+50.000 TO STA. 126+50.000

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



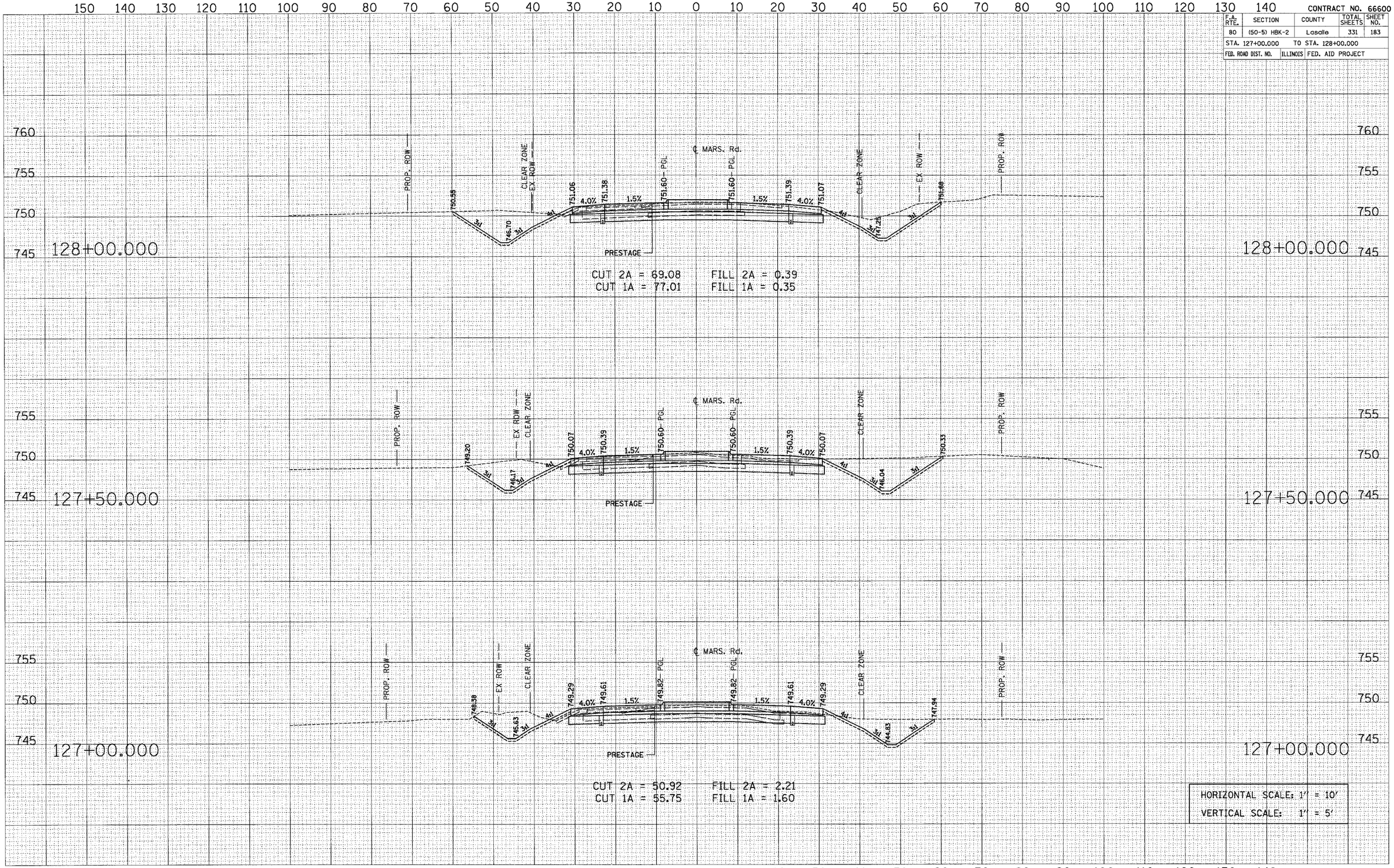
FINAL SURVEY | NOTE BOOK NO.___ | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gysherman

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	183
STA. 127+00.000	TO STA. 128+00.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

ORIGINAL SURVEY
FINAL SURVEY

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD.pss
PLOT SCALE = 10.0000 / IN.
USER NAME = dgutherson

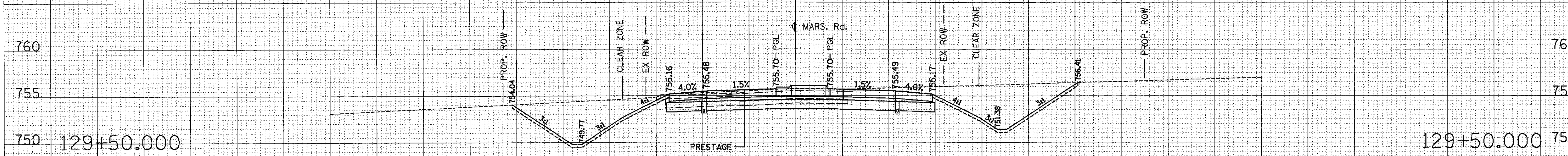
Marseilles Rd.
Sta. 127+00.000 to Sta. 128+00.000

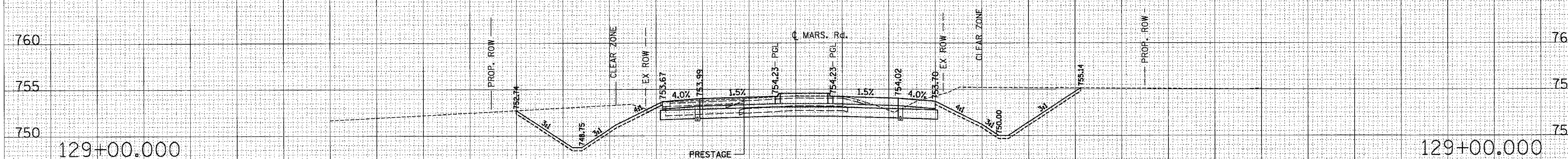
CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	184

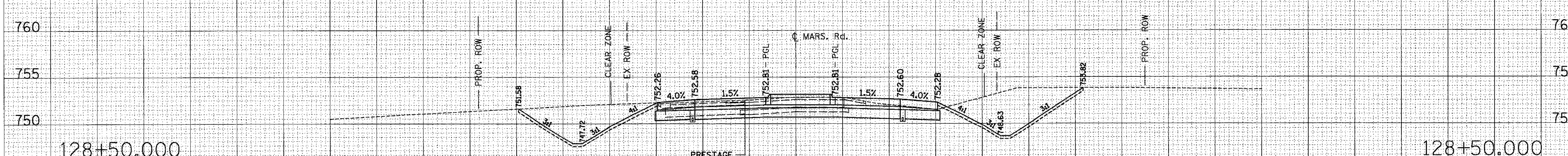
STA. 128+50.000 TO STA. 129+50.000

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





CUT 2A = 81.07 FILL 2A = 1.05
CUT 1A = 122.91 FILL 1A = 0.00



HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

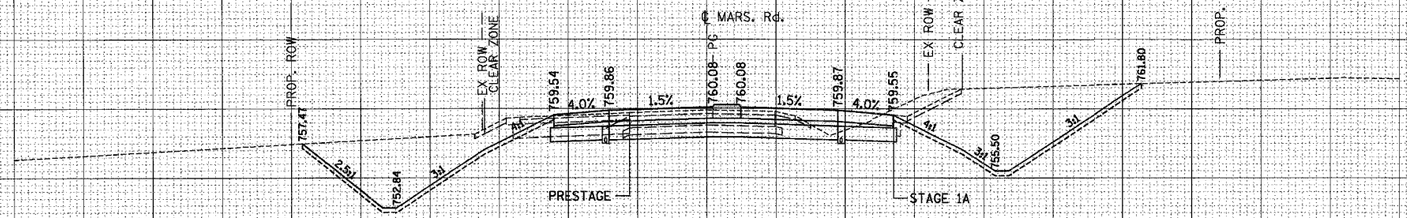
FINAL SURVEY | NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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

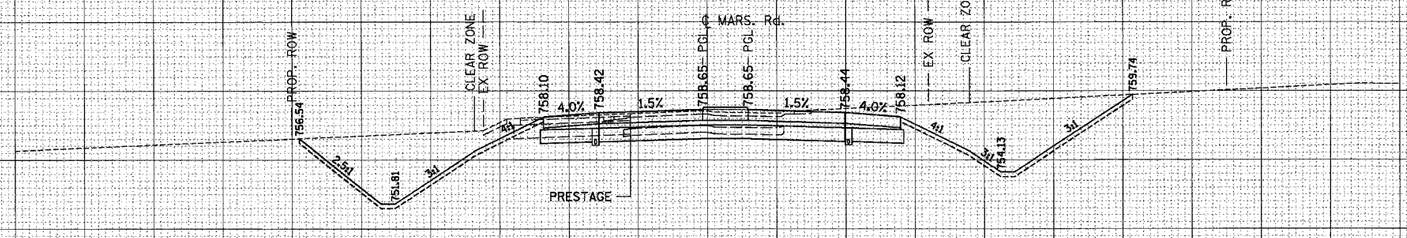
PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gysherman

CONTRACT NO. 66600

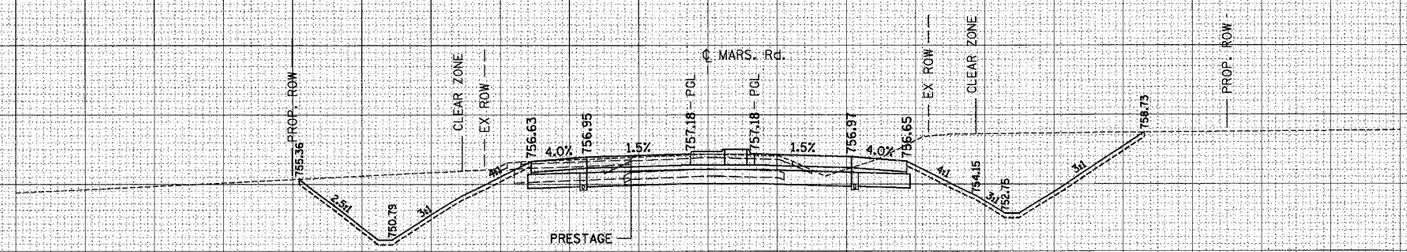
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	185
STA. 130+00.000	TO STA. 131+00.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CUT 2A = 98.10 FILL 2A = 3.00
CUT 1A = 18.11 FILL 1A = 0.00
CUT 3 = 112.14 FILL 3 = 1.34



CUT 2A = 97.56 FILL 2A = 2.37
CUT 1A = 146.29 FILL 1A = 0.00



HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

Marseilles Rd.
Sta. 130+00.000 to Sta. 131+00.000

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

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

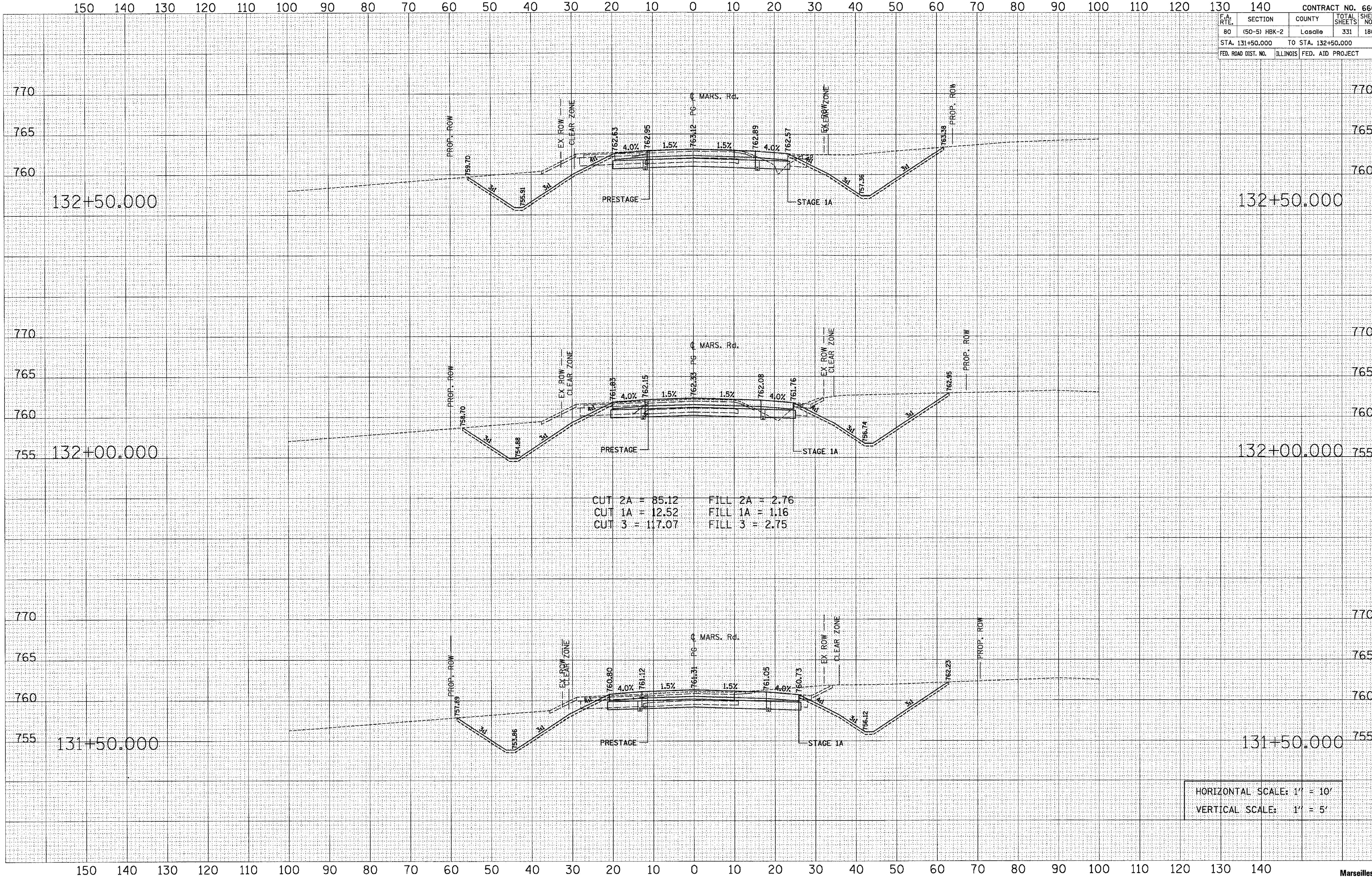
PLOT DATE = 11/1/2007
FILE NAME = marseilles_MED.pxsupxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = sgahlerman

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	186

CONTRACT NO. 66600

STA. 131+50.000 TO STA. 132+50.000

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



CUT 2A = 85.12 FILL 2A = 2.76
CUT 1A = 12.52 FILL 1A = 1.16
CUT 3 = 117.07 FILL 3 = 2.75

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

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

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

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gyhorman

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	187
STA. 133+00.000	TO STA. 133+84.890			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

PLOT DATE = 11/1/2007
FILE NAME = c:\projects\e_MOD_pro\pave
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gjahlerman

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

770
765
760

133+84.890

PROP. ROW — EX ROW — CLEAR ZONE — ℄ MARS. Rd. — PG — EX ROW — CLEAR ZONE — PROP. ROW

762.02 — 3:1 — 758.67 — 3:1 — 4' — 8' — 763.68 — 4.0% — 764.00 — 1.5% — 764.16 — 1.5% — 763.97 — 4.0% — 763.65 — 4.0% — 753.18 — 4.0% — 764.28

PRESTAGE — STAGE 1A — 0 15'

133+84.890

133+50.000

PROP. ROW — EX ROW — CLEAR ZONE — ℄ MARS. Rd. — PG — CLEAR ZONE — EX ROW — PROP. ROW

761.51 — 3:1 — 757.95 — 3:1 — 4' — 4' — 763.56 — 4.0% — 763.88 — 1.5% — 764.05 — 1.5% — 763.85 — 4.0% — 763.53 — 4' — 4' — 758.60 — 3:1 — 763.72

PRESTAGE — STAGE 1A

133+50.000

133+00.000

PROP. ROW — EX ROW — CLEAR ZONE — ℄ MARS. Rd. — PG — CLEAR ZONE — EX ROW — PROP. ROW

760.79 — 3:1 — 756.83 — 3:1 — 4' — 4' — 763.21 — 4.0% — 763.53 — 1.5% — 763.69 — 1.5% — 763.48 — 4.0% — 763.16 — 4' — 4' — 757.98 — 3:1 — 763.47

PRESTAGE — STAGE 1A

133+00.000

CUT 2A = 84.83 FILL 2A = 1.98
CUT 1A = 15.96 FILL 1A = 0.36
CUT 3 = 88.15 FILL 3 = 2.95

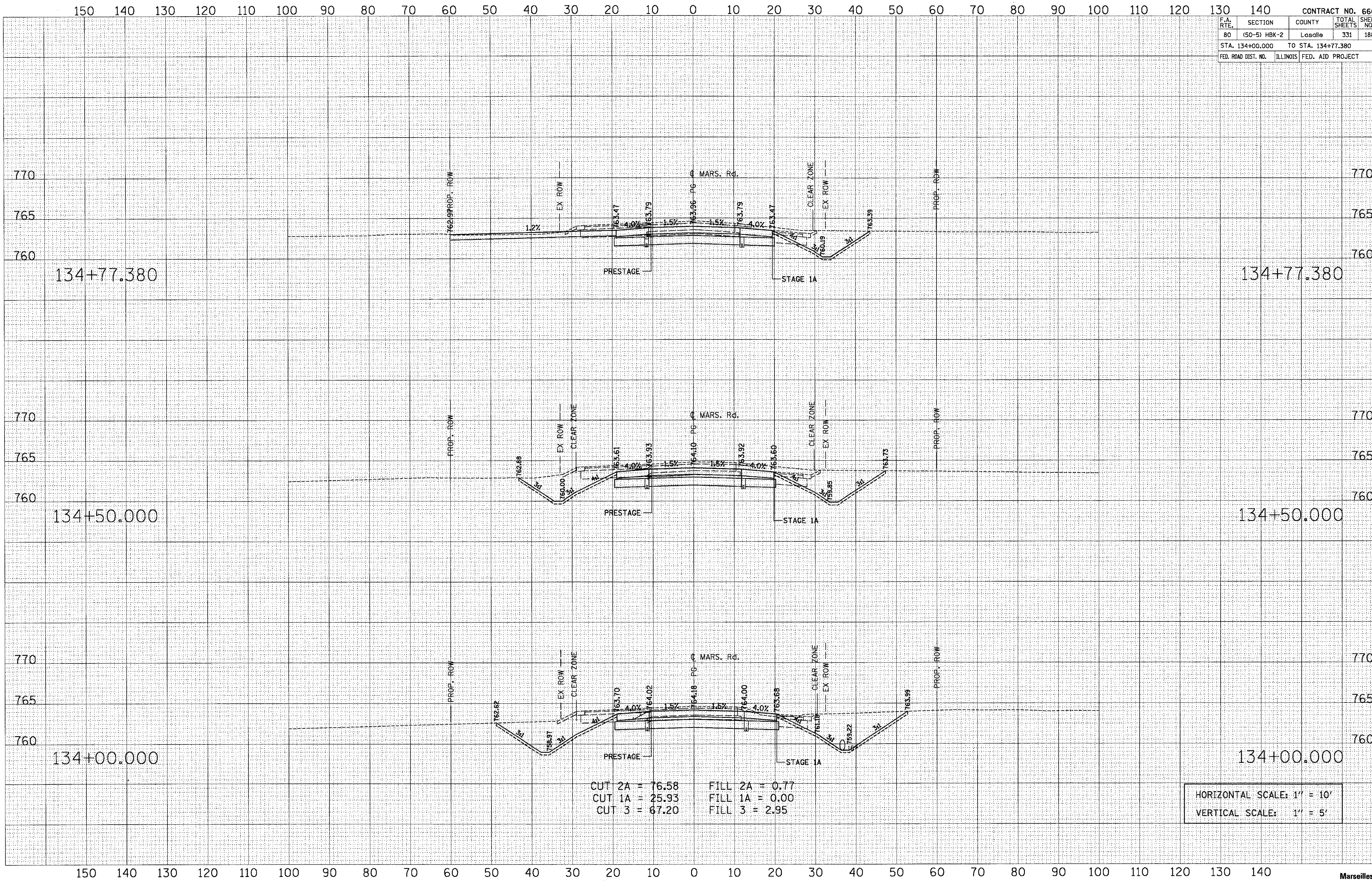
HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

Marseilles Rd.

Sta. 133+00.000 to Sta. 133+84.890

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	188
STA. 134+00.000 TO STA. 134+77.380				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CUT 2A = 76.58	FILL 2A = 0.77
CUT 1A = 25.93	FILL 1A = 0.00
CUT 3 = 67.20	FILL 3 = 2.95

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

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

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

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gysherman

Marseilles Rd.

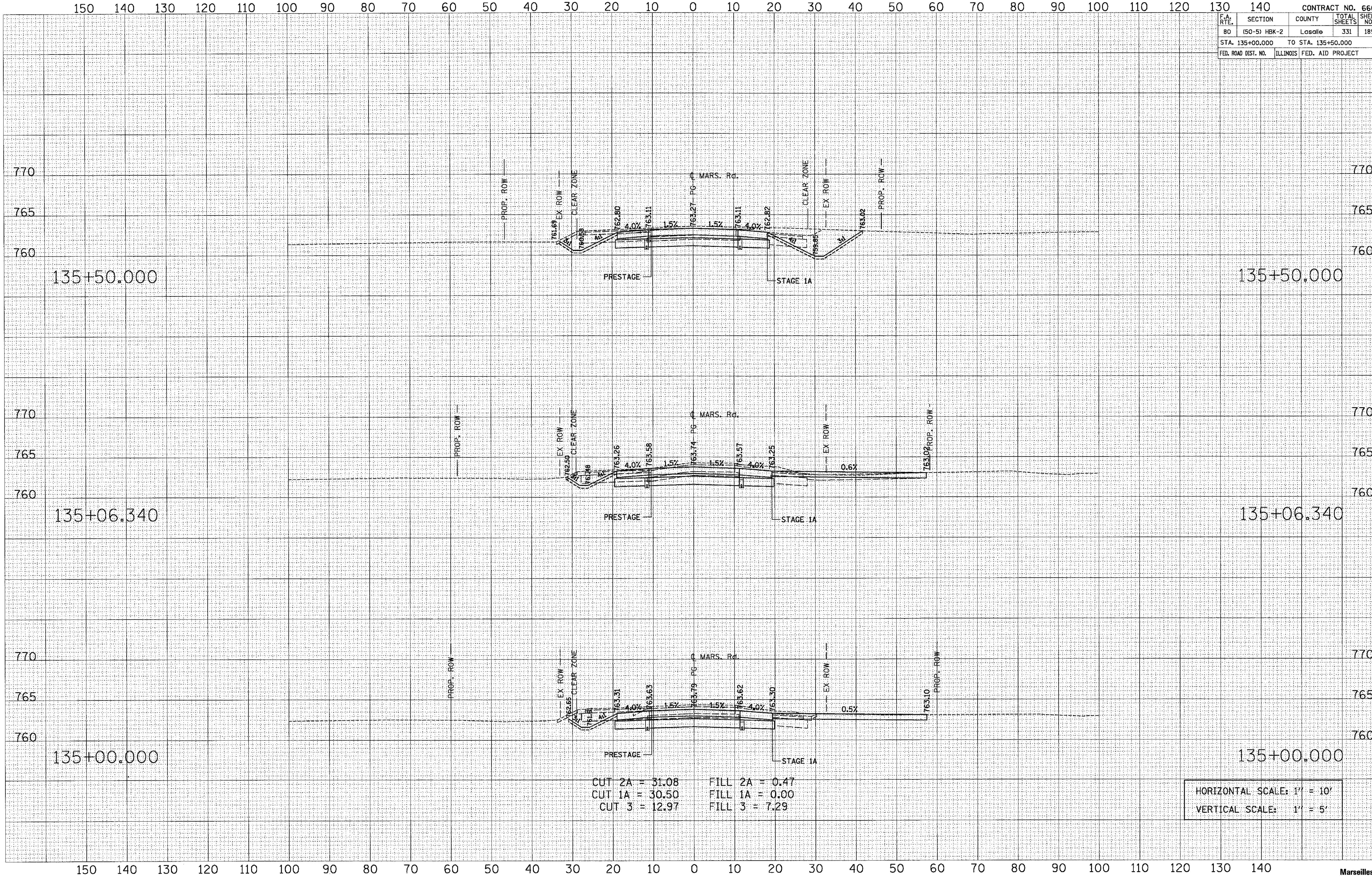
Sta. 134+00.000 to Sta. 134+77.380

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	189

STA. 135+00.000 TO STA. 135+50.000

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



CUT 2A = 31.08 FILL 2A = 0.47

CUT 1A = 30.50 FILL 1A = 0.00

CUT 3 = 12.97 FILL 3 = 7.29

HORIZONTAL SCALE: 1" = 10'

VERTICAL SCALE: 1" = 5'

FINAL SURVEY / ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — BY — DATE

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.

Marseilles Rd.

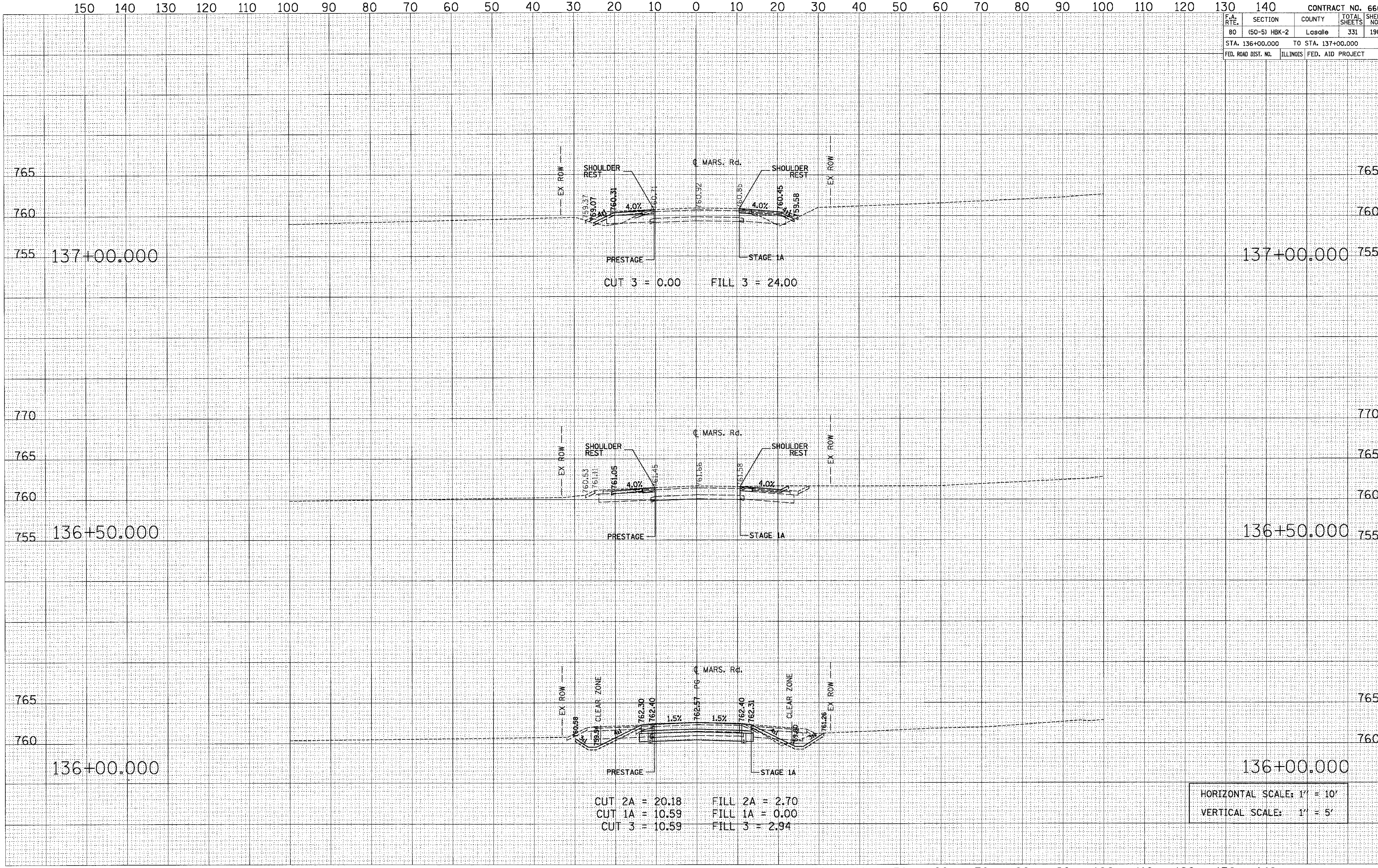
Sta. 135+00.000 to Sta. 135+50.000

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	190

STA. 136+00.000 TO STA. 137+00.000

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



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

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

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gsherman

Marseilles Rd.

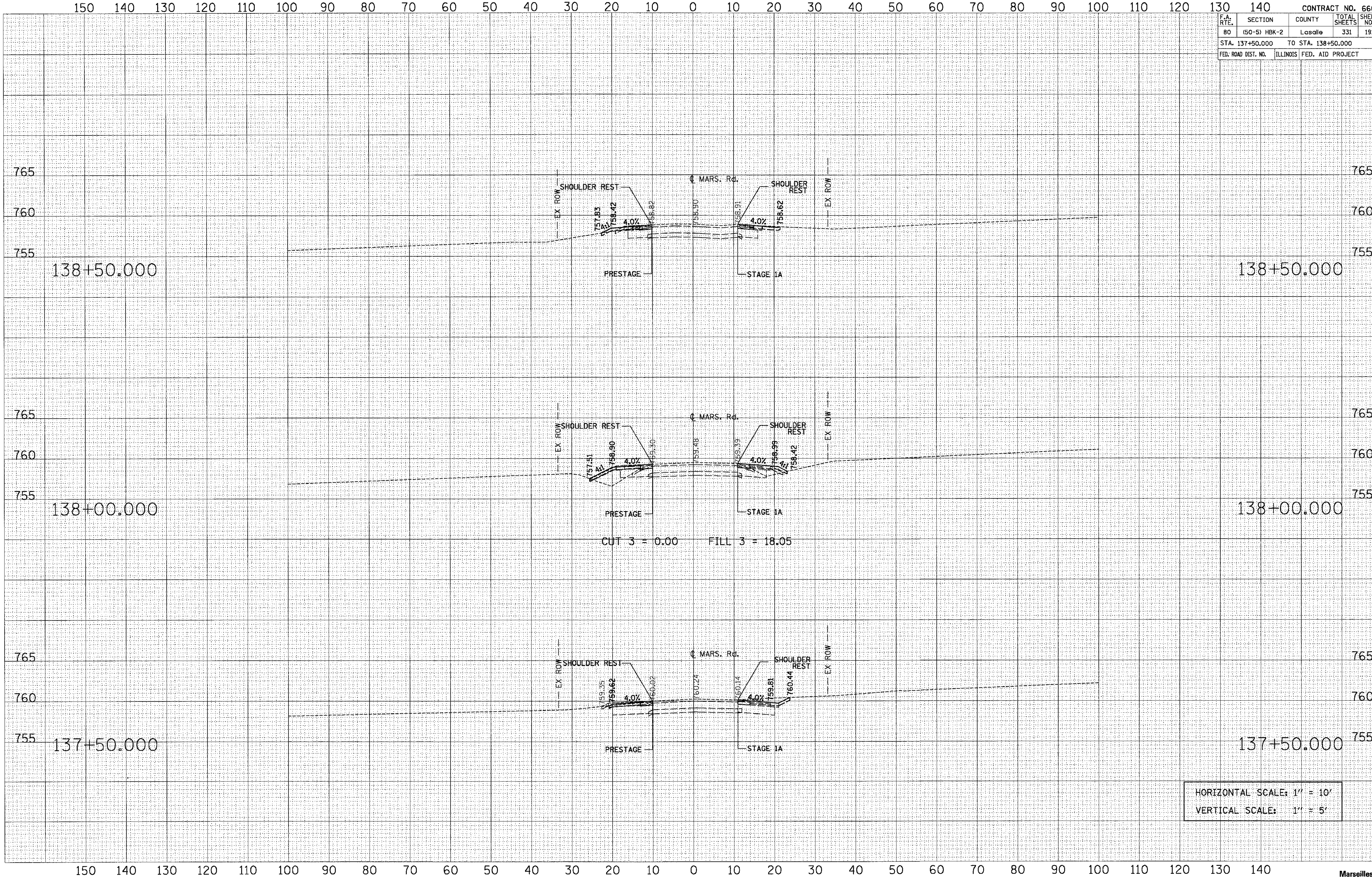
Sta. 136+00.000 to Sta. 137+00.000

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	191

STA. 137+50.000 TO STA. 138+50.000

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



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

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

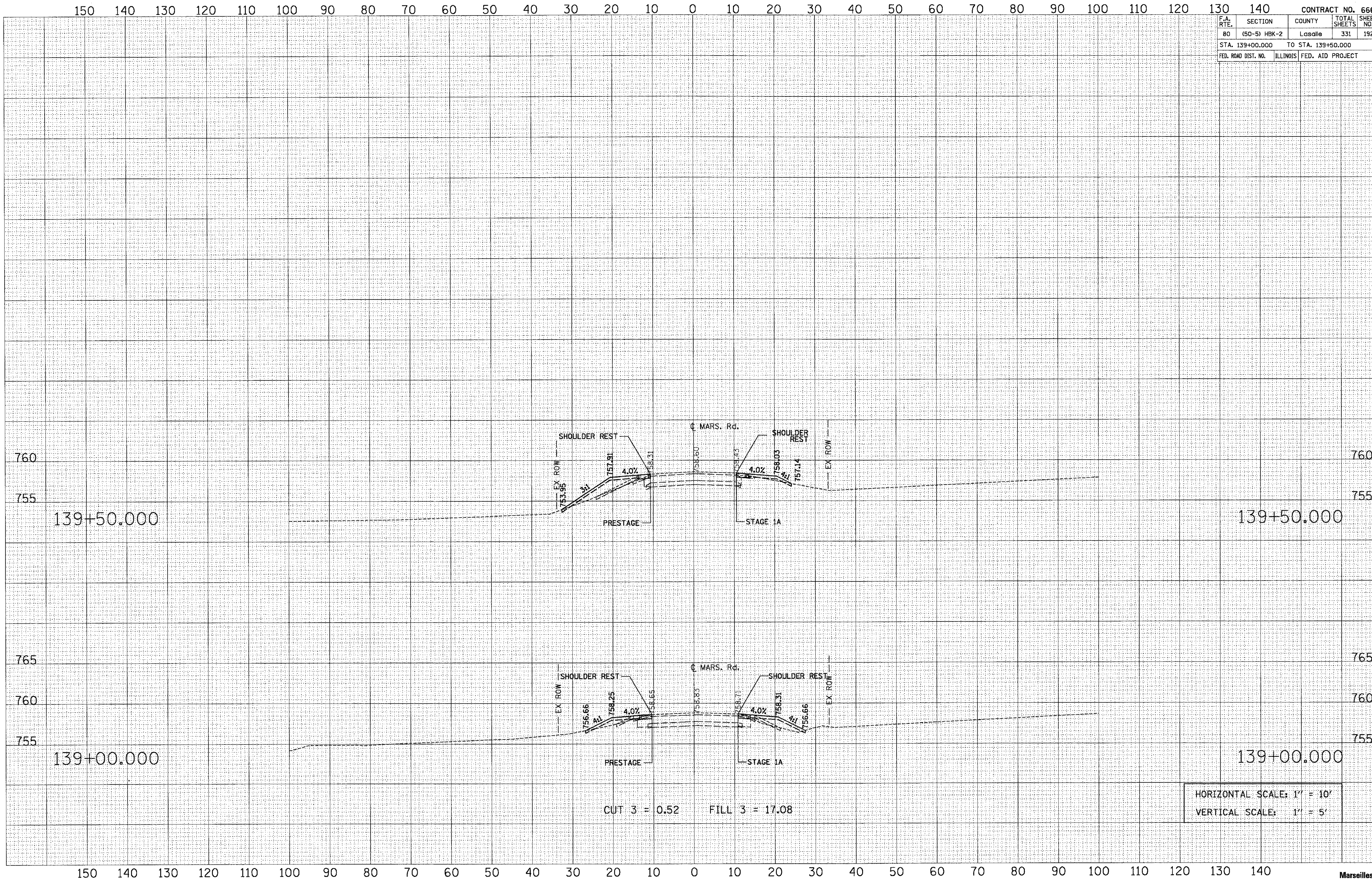
PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gysherman

Marseilles Rd.

Sta. 137+50.000 to Sta. 138+50.000

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	192
STA. 139+00.000 TO STA. 139+50.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

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

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

PLOT DATE = 11/1/2007
FILE NAME = marseilles_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gyoharman

Marseilles Rd.

Sta. 139+00.000 to Sta. 139+50.000

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	193
STA. 101+50.000		TO STA. 102+50.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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

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

PLOT DATE = 11/1/2007
FILE NAME = temp_MARS_MOD.pss.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gpatterson

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

700
695
690
685

102+50.000

EX ROW

PRESTAGE

694.49 695.20 695.27 695.50 695.30 695.11 694.95

℄ MARS. Rd.

102+00.000

691.49 691.75 691.84 691.01 694.20 694.05 693.76 693.50

101+50.000

691.79 692.23 692.71 692.94 692.76 692.85 692.93

CUT = 3.10 FILL = 0.00

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

Temp. Marseilles

Sta. 101+50.000 to Sta. 102+50.000

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	194
STA. 103+00.000	TO STA. 104+00.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

700
695
690

104+00.000

EX ROW

PRESTAGE

698.38
699.03
2.0%
699.22

℄ MARS. Rd.

699.41
699.26
698.94
698.64

EX ROW

104+00.000

CUT = 10.25 FILL = 0.00

103+50.000

697.03
697.68
2.0%
697.84

℄ MARS. Rd.

698.15
697.93
697.41
697.07

103+00.000

695.95
696.49
2.0%
696.60

℄ MARS. Rd.

696.82
696.63
696.28
695.98

CUT = 6.53 FILL = 0.26

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

Temp. Marseilles

Sta. 103+00.000 to Sta. 104+00.000

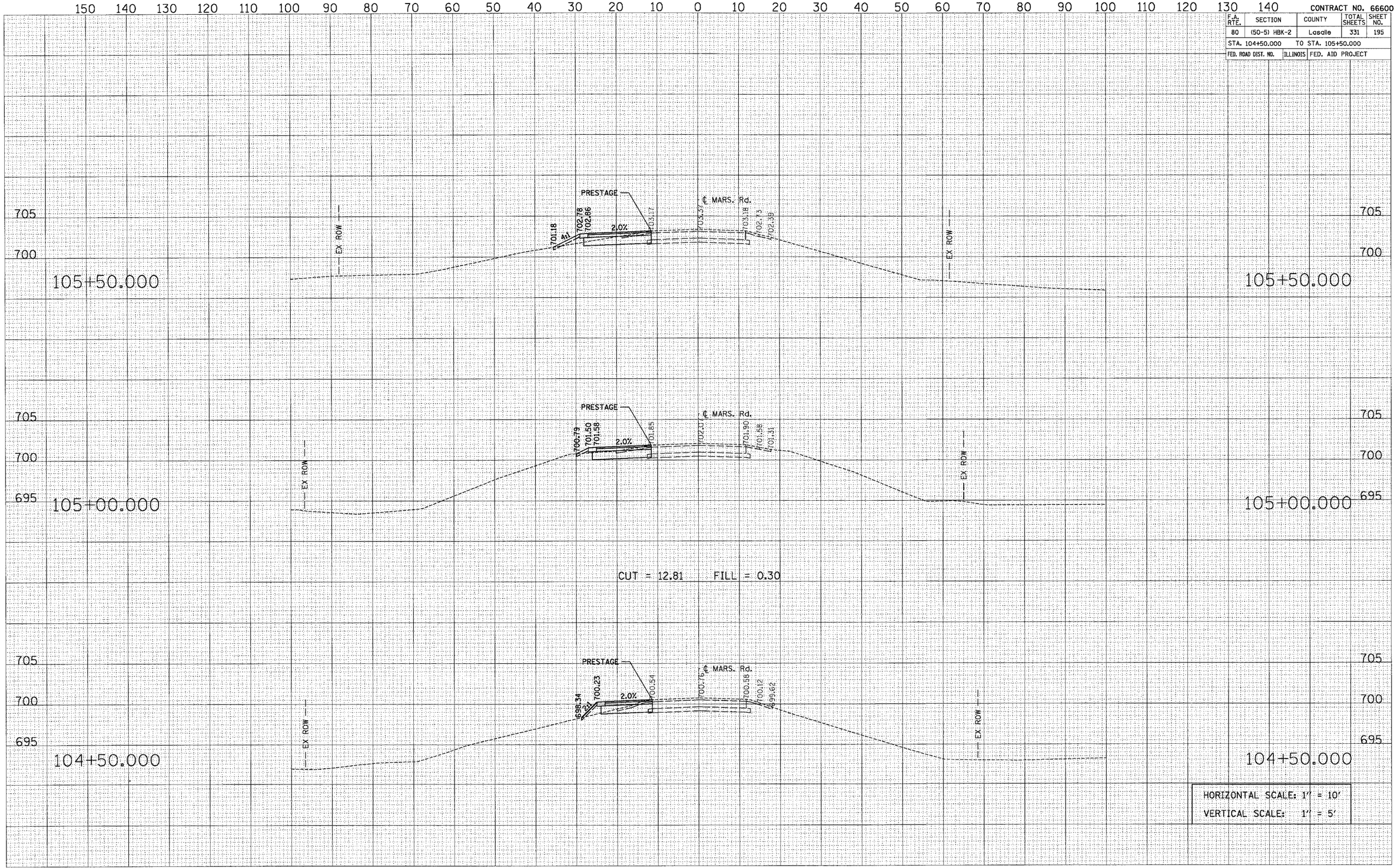
ORIGINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

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

PLOT DATE = 11/1/2007
FILE NAME = temp_MARS_MOD_pss.pss
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gpfisherman

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	195
STA. 104+50.000	TO STA. 105+50.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



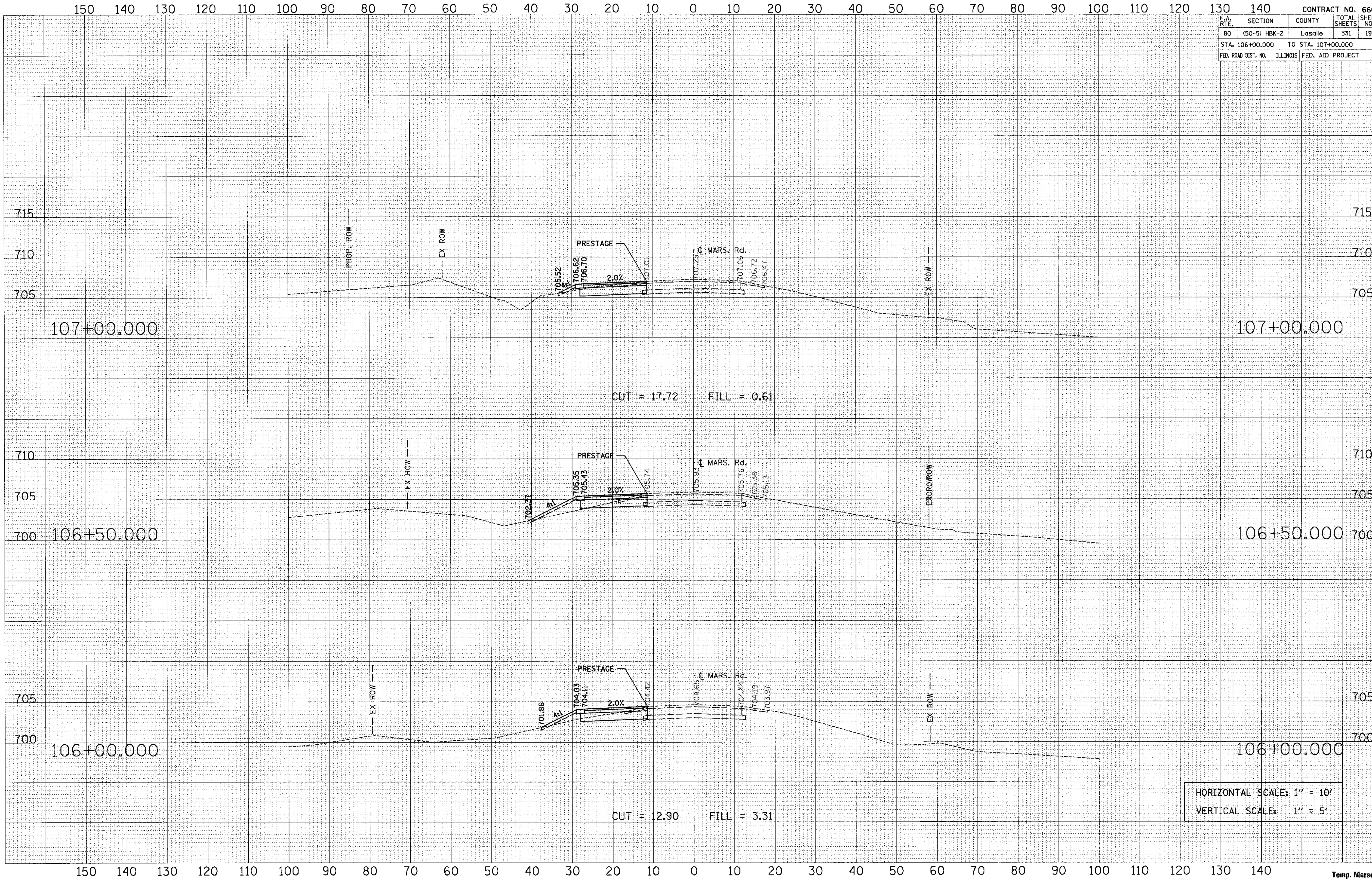
Sta. 104+50.000 to Sta. 105+50.000

Temp. Marseilles

PLOT DATE = 11/1/2007
FILE NAME = temp_MRSL_MOD.pss.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gjohnson

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	196
STA. 106+00.000 TO STA. 107+00.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

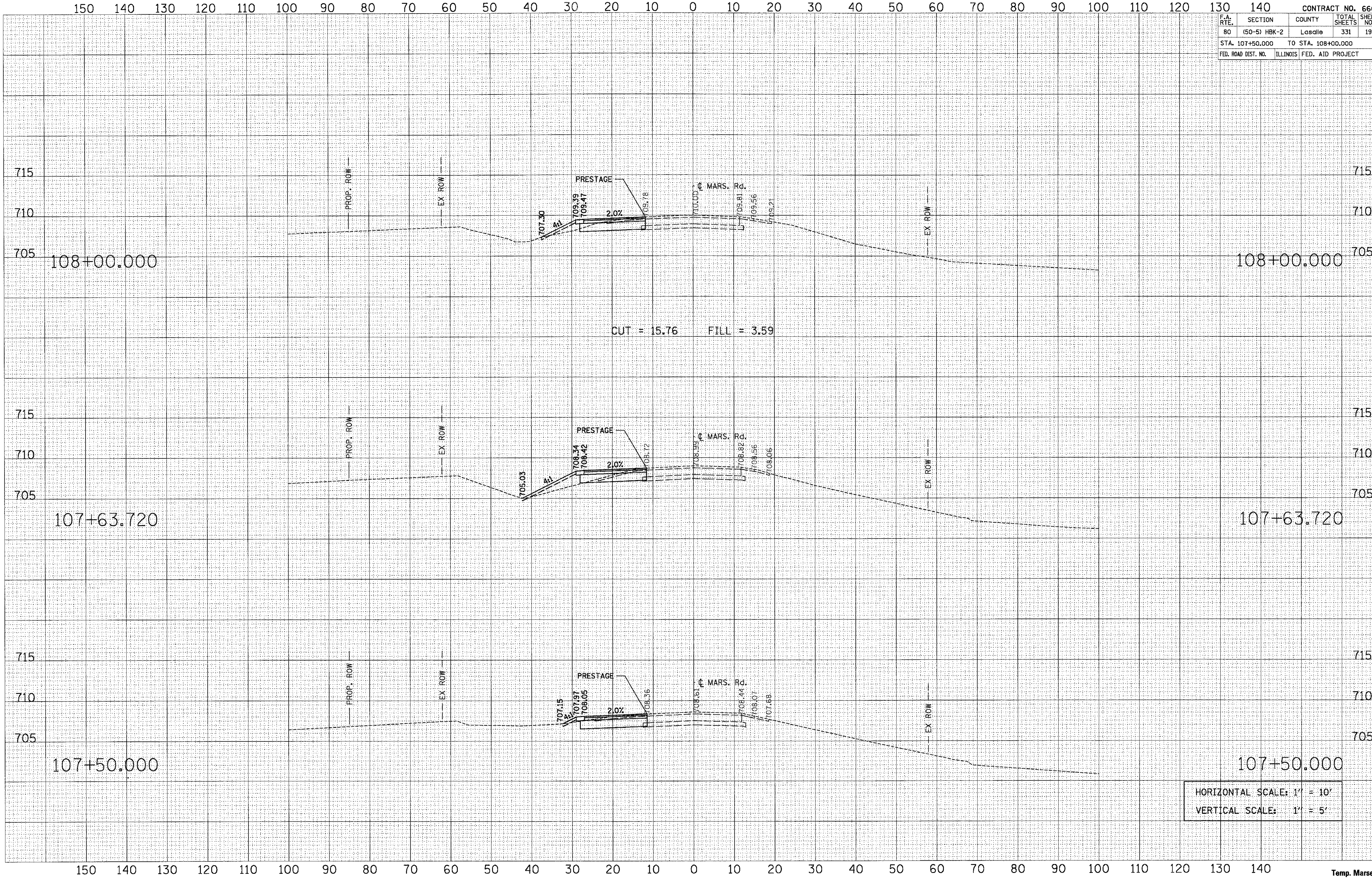
PLOT DATE = 11/1/2007
FILE NAME = temp_MARS_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gysherman

Temp. Marseilles

Sta. 106+00.000 to Sta. 107+00.000

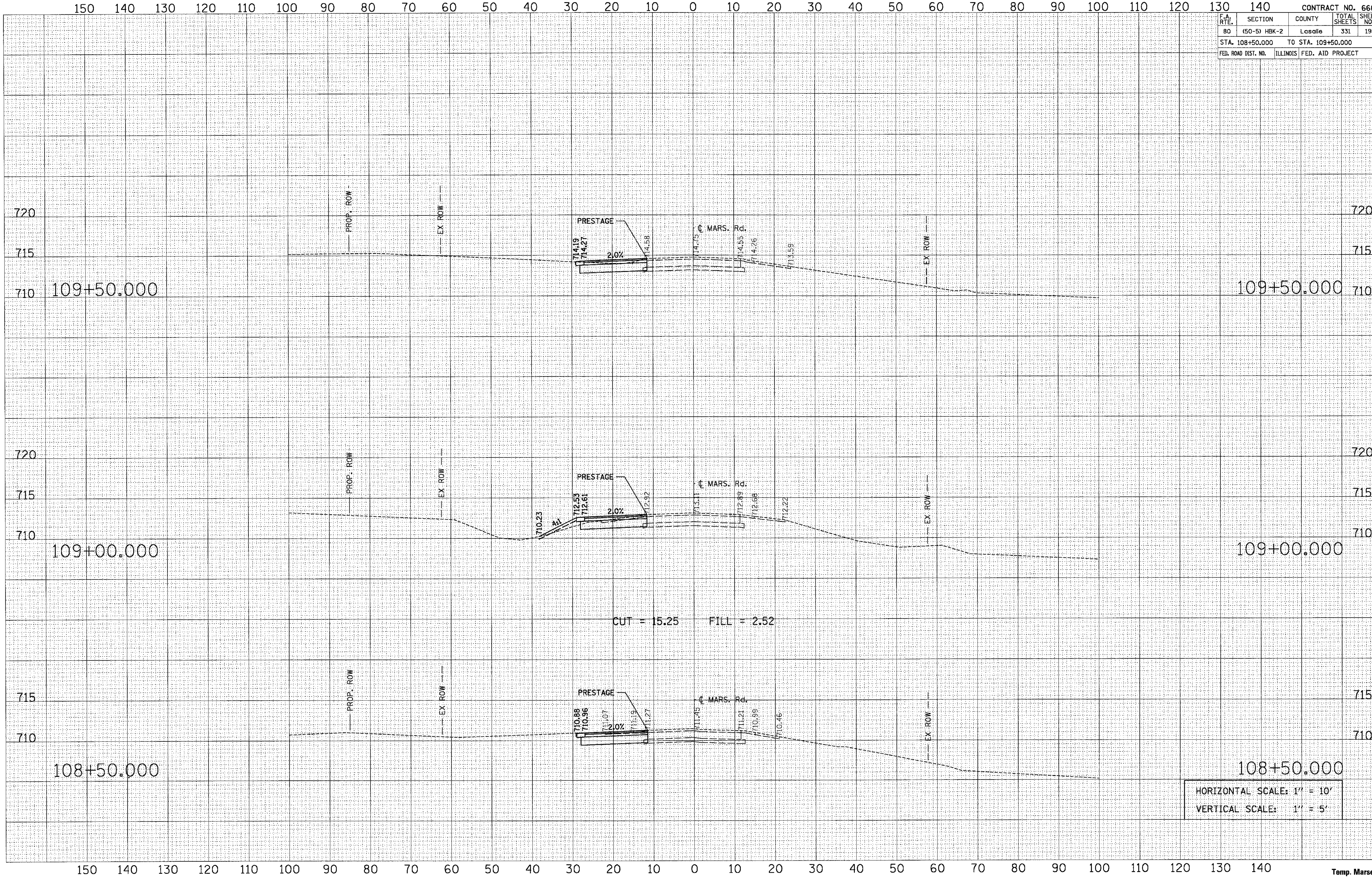
CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	197
STA. 107+50.000 TO STA. 108+00.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	198
STA. 108+50.000 TO STA. 109+50.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

PLOT DATE = 11/1/2007
FILE NAME = temp_MARS_MOD_pxs.pxs
PLOT SCALE = 10.0000 ' / IN.
USER NAME = gysherman

Temp. Marseilles

Sta. 108+50.000 to Sta. 109+50.000

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	199
STA. 110+00.000		TO STA. 111+00.000		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

PLOT DATE = 11/1/2007
FILE NAME = c:\projects\MARS_MOD_pms.pse
PLOT SCALE = 10.0000 ' / IN.
USER NAME = sgahernan

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

730
725
720

PROP. ROW
EX ROW
PRESTAGE
2.0%
℄ MARS. Rd.
EX ROW
PROP. ROW

720.26 719.78 719.91 720.04 720.10 720.26 720.08 719.80 719.09

111+00.000

CUT = 24.42 FILL = 0.00

725
720

719.06 717.81 717.89 718.24 718.21 718.38 718.21 718.01 717.40

110+50.000

725
720
715

713.89 715.93 716.01 716.33 716.47 716.29 716.09 715.41

110+00.000

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

CUT = 16.01 FILL = 2.03

Temp. Marseilles

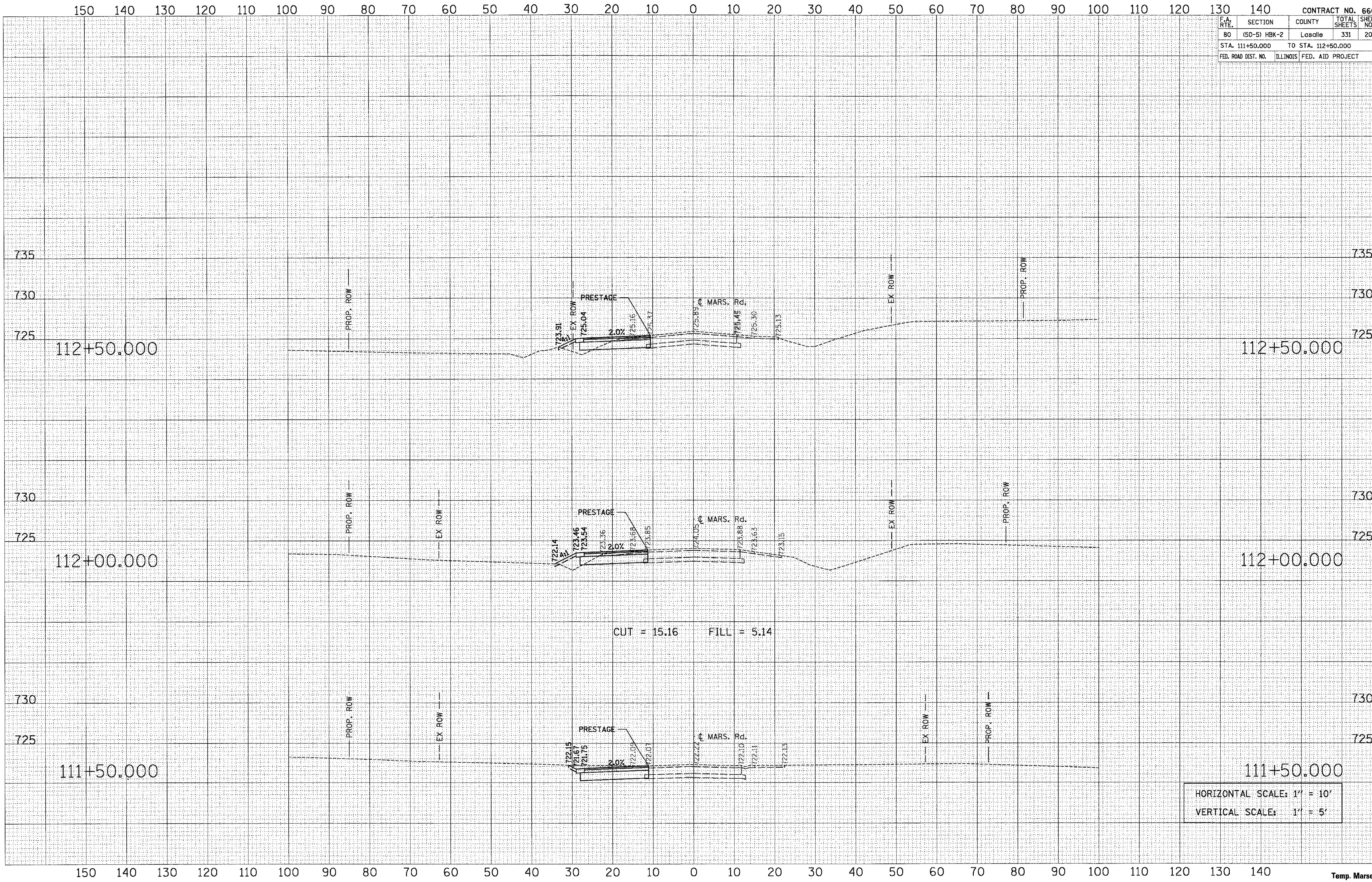
Sta. 110+00.000 to Sta. 111+00.000

CONTRACT NO. 66600

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5) HBK-2	Lasalle	331	200

STA. 111+50.000 TO STA. 112+50.000

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



PLOT DATE = 11/1/2007
FILE NAME = temp_MARS_MOD_pxs.pxs
PLOT SCALE = 10.0000 / IN.

Temp. Marseilles

Sta. 111+50.000 to Sta. 112+50.000