

153

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|-----------|----------|--------------------|-----------|
| 786 | (111) VBR | LASALLE | 76 | 1 |
| | | ILLINOIS | CONTRACT NO. 66C58 | |

INDEX OF SHEETS

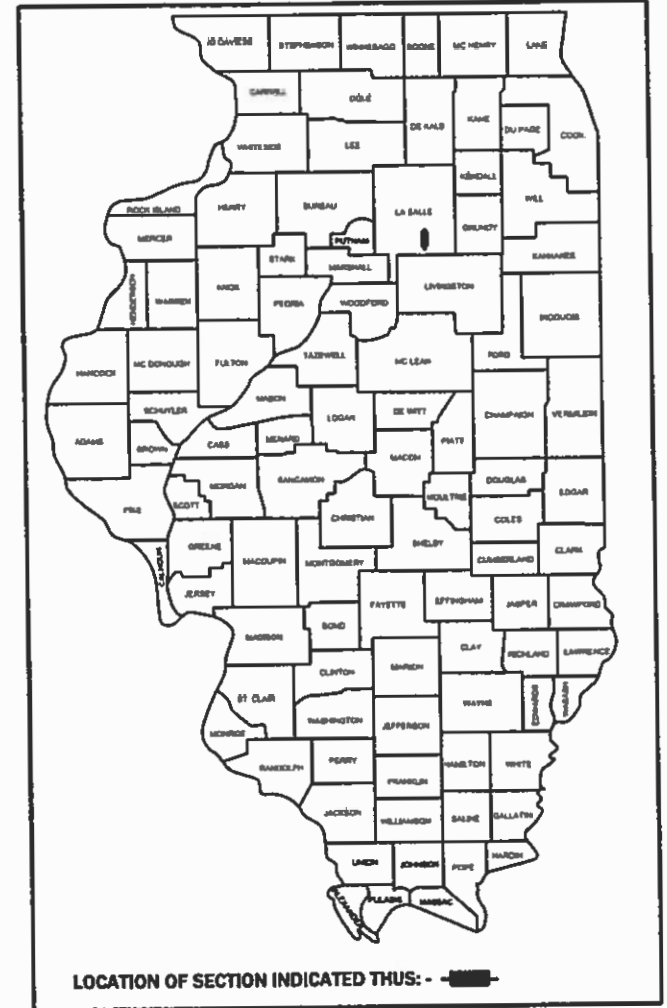
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**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 786 (IL 170)
SECTION (111) VBR
PROJECT STP-PCK8(429)
STRUCTURE REPLACEMENT
LASALLE COUNTY

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

D-93-008-17
P-93-015-13



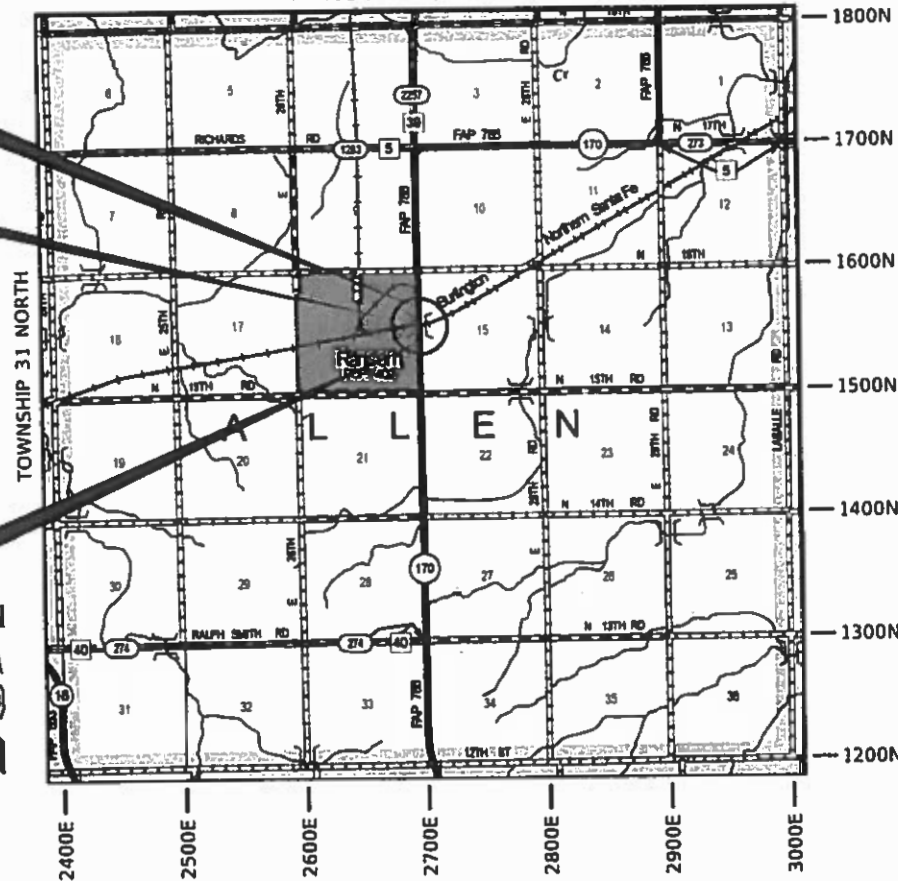
C-93-002-17

RANGE 5 EAST, 3RD. P.M.

BEGIN IMPROVEMENT
STA 688+50.00

BRIDGE REPLACEMENT
STA 700+41.13
EXIST SN 050-0073
PROP SN 050-0258

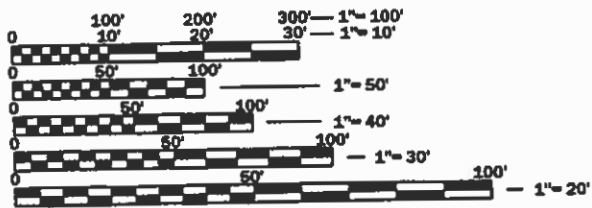
END IMPROVEMENT
STA 713+00.00



LOCATION MAP



GROSS LENGTH = 2,450 FT. = 0.464 MILE
NET LENGTH = 2,450 FT. = 0.464 MILE



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

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

DISTRICT 3 NO. (815) 434-6131
PROJECT ENGINEER: DAVID ALEXANDER, PE
UNIT CHIEF: BRADLEY DUNCAN, PE
CONTRACT NO. 66C58

Farnsworth
GROUP
2709 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax



John Zeman Date 5/4/18
JOHN ZEMAN
ILLINOIS PROFESSIONAL ENGINEER
NO. 062-065759
EXPIRATION 07/30/19

FUNCTIONAL CLASSIFICATION
RURAL MINOR ARTERIAL
(CLASS II TRUCK ROUTE)
2015 ADT = 1,300
P.V.=84.6% S.U.=4.6% M.U.=10.8%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *8-14-2018*
[Signature] REGIONAL ENGINEER

[Signature] ENGINEER OF DESIGN AND ENVIRONMENT

[Signature] DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

HIGHWAY STANDARDS

| | |
|-----------|-----------------------------------------------------------------------------------------|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001-02 | AREAS OF REINFORCEMENT BARS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 280001-07 | TEMPORARY EROSION CONTROL SYSTEMS |
| 420001-09 | PAVEMENT JOINTS |
| 420401-12 | PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB |
| 421001-03 | BAR REINFORCEMENT FOR CRC PAVEMENT |
| 482001-02 | HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT |
| 482011-03 | HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS |
| 515001-03 | NAME PLATE FOR BRIDGES |
| 542301-03 | PRECAST REINFORCED CONCRETE FLARED END SECTION |
| 542306-03 | PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION |
| 542401-03 | METAL END SECTION FOR PIPE CULVERTS |
| 601101-02 | CONCRETE HEADWALL FOR PIPE UNDERDRAIN |
| 602301-04 | INLET, TYPE A |
| 602406-08 | MANHOLE, TYPE A, 6' (1.83 M) DIAMETER |
| 602411-06 | MANHOLE, TYPE A, 7' (2.1 M) DIAMETER |
| 602701-02 | MANHOLE STEPS |
| 604001-04 | FRAME AND LIDS, TYPE 1 |
| 604036-03 | GRATE, TYPE 8 |
| 610001-08 | SHOULDER INLET WITH CURB |
| 630001-12 | STEEL PLATE BEAM GUARDRAIL |
| 630201-07 | PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL |
| 630301-08 | SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS |
| 631031-15 | TRAFFIC BARRIER TERMINAL, TYPE 6 |
| 666001-01 | RIGHT-OF-WAY MARKERS |
| 701001-02 | OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY |
| 701006-05 | OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE |
| 701201-04 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH |
| 701301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701311-03 | LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY |
| 701901-07 | TRAFFIC CONTROL DEVICES |
| 725001-01 | OBJECT AND TERMINAL MARKERS |
| 780001-05 | TYPICAL PAVEMENT MARKINGS |
| 781001-04 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |
| 782006 | GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS |
| BLR 21-9 | TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS |
| BLR 22-7 | TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS |

HMA MIXTURE REQUIREMENTS TABLE

| LOCATION(S): | IL 170, PLUMB ST BOTTOM LIFT SHLD | IL 170 | IL 170, PLUMB ST TOP LIFT SHLD |
|--------------------------------------------|--------------------------------------|-----------------------------|-----------------------------------|
| MIXTURE USE(S): | HMA BINDER | HMA LEVEL BINDER | HMA SURFACE COURSE |
| PG: | PG 64-22 | PG 64-22 | PG 64-22 |
| DESIGN AIR VOIDS: | 4.0% @ $N_{religion} = 50$ | 4.0% @ $N_{religion} = 50$ | 4.0% @ $N_{religion} = 50$ |
| MIXTURE COMPOSITION: (MIXTURE GRADIENT) | IL-19.0 | IL-9.5FG | IL-9.5 |
| FRICTION AGGREGATE: | | | MIXTURE C |
| MIXTURE WEIGHT: | 112 LBS/SQ YD/IN | 112 LBS/SQ YD/IN | 112 LBS/SQ YD/IN |
| QUALITY MANAGEMENT PROGRAM: | QC/QA | QC/QA | QC/QA |
| SUBLOT SIZE: | N/A | N/A | N/A |
| DENSITY TEST METHOD: | CORES | SATISFACTION OF ENGINEER | CORES |

GENERAL NOTES

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

THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK WILL BE INCLUDED IN THE COST OF THE HMA SURFACE.

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

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

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES WILL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDDED WILL BE DETERMINED BY THE ENGINEER.

ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

| | | |
|------------------------------|--------|---------------------------|
| GRANULAR MATERIALS | 2.05 | TONS / CU YD |
| HMA RESURFACING | 112 | LBS / SQ YD / IN |
| SHORT TERM PAVEMENT MARKING | 10 | FT /100 FT OF APPLICATION |
| MIX FOR CRACKS, JTS & FLGWYS | 0.0003 | TONS / SQ YD |
| LEVEL BINDER (HAND METHOD) | 0.0005 | TONS / SQ YD |

THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

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

1. COMMONWEALTH EDISON CO.
2. FAIRPOINT COMMUNICATIONS
3. BP PIPELINE
4. MEDIACOM
5. VILLAGE OF RANSOM

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

COMMITMENTS:

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

THE RESIDENT ENGINEER SHALL COORDINATE WITH THE LASALLE COUNTY HIGHWAY DEPARTMENT, THE LIVINGSTON COUNTY HIGHWAY DEPARTMENT, AND THE GRUNDY COUNTY HIGHWAY DEPARTMENT TO PERFORM AN INSPECTION OF COUNTY AND TOWNSHIP ROADS PARALLEL TO IL 170 AND WITHIN THE PROJECT VICINITY BEFORE AND AFTER THE DETOUR IS IN EFFECT, TO DOCUMENT THE ROAD CONDITION AND TO DETERMINE IF ANY DAMAGE TO THE LOCAL SYSTEM CAN BE ATTRIBUTED TO THE STATE AND LOCAL ROUTE MARKED DETOUR BEING IN PLACE.

WOODY PLANTS (INCLUDING TREES, BRUSH, BUSHES, AND UNDESIRABLE WOODY PLANTS) HAVING A TRUNK DIAMETER OF THREE (3) INCHES OR MORE AT A POINT MEASURED TWO (2) FEET ABOUT THE GROUND LINE SHALL NOT BE REMOVED BETWEEN APRIL 1 AND SEPTEMBER 30 DUE TO THREATENED AND ENDANGERED BAT SPECIES RESTRICTIONS. THIS RESTRICTION APPLIES TO ALL SPECIES OF TREES AND WOODY PLANTS.

DRAIN TILE LOCATED APPROXIMATELY AT STATION 707+00 RT IS TO BE LOCATED AND PRESERVED. THE SIZE OF THE TILE AND WHERE TILE DRAINS TO IS UNKNOWN. THE PROPERTY OWNER, JAMEY HAGI 815-992-1649, AND NEIGHBOR DALE JOHNSON 815-586-4644, ARE TO BE CONTACTED TO HELP LOCATE TILE.

THE CONDITION OF THE EXISTING DRAIN TILE FROM STATION 701+11, 75' RT TO STATION 703+83, 60' RT TO STATION 703+95, 64' LT WILL BE EVALUATED, AND THE RESIDENT ENGINEER WILL DETERMINE WHETHER ANY OF THE EXISTING DRAIN TILE SHOULD BE REPLACED.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

REVIEWED BY: *Don Benick*
DISTRICT STUDIES & PLANS ENGINEER

DATE: 8-13-18

EXAMINED BY: *ASV*
DISTRICT CONSTRUCTION ENGINEER

Michael A. Skot
DISTRICT MATERIALS ENGINEER

Tom H. Hays
DISTRICT OPERATIONS ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES
OF CONSTRUCTION: _____

INSPECTORS: _____

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | |
|----------|---------------------------------------|-------|----------------|-------------------------------------|------------------------------------|
| | | | | 80% FEDERAL 20% STATE ROADWAY | 80% FEDERAL 20% STATE BRIDGE |
| | | | | 0004 | 0010 |
| | | | | RURAL | S.N. 050-0258 |
| 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 6,092 | 6,092 | |
| 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 4,031 | 4,031 | |
| 20200100 | EARTH EXCAVATION | CU YD | 4,200 | 4,200 | |
| 20400800 | FURNISHED EXCAVATION | CU YD | 54,825 | 54,825 | |
| 20800150 | TRENCH BACKFILL | CU YD | 470 | 470 | |
| 25000100 | SEEDING, CLASS 1 | ACRE | 0.5 | 0.5 | |
| 25000210 | SEEDING, CLASS 2A | ACRE | 1 | 1 | |
| 25000300 | SEEDING, CLASS 3 | ACRE | 5.3 | 5.3 | |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 612 | 612 | |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 612 | 612 | |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 612 | 612 | |
| 25100115 | MULCH, METHOD 2 | ACRE | 1.5 | 1.5 | |
| 25100630 | EROSION CONTROL BLANKET | SQ YD | 24,302 | 24,302 | |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 675 | 675 | |

* SPECIALTY ITEM



USER NAME = dmeyer
PLOT SCALE = 2,000' = 1" IN.
PLOT DATE = 5/4/2018

DESIGNED - JJO/AMD
DRAWN - JDK/DJM
CHECKED - JCZ
DATE - 05/04/18

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 1 OF 9 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-----------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 3 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | |
|----------|--------------------------------------------|-------|----------------|-------------------------------------|------------------------------------|
| | | | | 80% FEDERAL 20% STATE ROADWAY | 80% FEDERAL 20% STATE BRIDGE |
| | | | | 0004 | 0010 |
| | | | | RURAL | S.N. 050-0258 |
| 28000305 | TEMPORARY DITCH CHECKS | FOOT | 884 | 884 | |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 2,913 | 2,913 | |
| 28000500 | INLET AND PIPE PROTECTION | EACH | 14 | 14 | |
| 28100105 | STONE RIPRAP, CLASS A3 | SQ YD | 24 | 24 | |
| 28100107 | STONE RIPRAP, CLASS A4 | SQ YD | 102 | 102 | |
| 28200200 | FILTER FABRIC | SQ YD | 102 | 102 | |
| 31100910 | SUBBASE GRANULAR MATERIAL, TYPE A 12" | SQ YD | 7,010 | 7,010 | |
| 35100700 | AGGREGATE BASE COURSE, TYPE A 8" | SQ YD | 786 | 786 | |
| 40200900 | AGGREGATE SURFACE COURSE, TYPE B | CU YD | 79 | 79 | |
| 40600275 | BITUMINOUS MATERIALS (PRIME COAT) | POUND | 17,494 | 17,494 | |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 5,401 | 5,401 | |
| 40600400 | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 3 | 3 | |
| 40600525 | LEVELING BINDER (HAND METHOD), N50 | TON | 4 | 4 | |
| 40600625 | LEVELING BINDER (MACHINE METHOD), N50 | TON | 20 | 20 | |

* SPECIALTY ITEM



| | | |
|------------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| | DRAWN - JDK/DJM | REVISED - |
| PLOT SCALE = 2,000' = 1" in. | CHECKED - JCZ | REVISED - |
| PLOT DATE = 5/4/2018 | DATE - 05/04/18 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 2 OF 9 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-----------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 4 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | |
|----------|---------------------------------------------------|-------|----------------|-------------------------------------|------------------------------------|
| | | | | 80% FEDERAL 20% STATE ROADWAY | 80% FEDERAL 20% STATE BRIDGE |
| | | | | 0004 | 0010 |
| | | | | RURAL | S.N. 050-0258 |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 347 | 347 | |
| 40603080 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | TON | 2,579 | 2,579 | |
| 40603310 | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 | TON | 789 | 789 | |
| 42000080 | PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB | SQ YD | 106 | 106 | |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 936 | 936 | |
| 48101500 | AGGREGATE SHOULDERS, TYPE B 6" | SQ YD | 776 | 776 | |
| 48102100 | AGGREGATE WEDGE SHOULDER, TYPE B | TON | 70 | 70 | |
| 48203029 | HOT-MIX ASPHALT SHOULDERS, 8" | SQ YD | 1,586 | 1,586 | |
| 50100100 | REMOVAL OF EXISTING STRUCTURES | EACH | 1 | | 1 |
| 50105220 | PIPE CULVERT REMOVAL | FOOT | 156 | 156 | |
| 50157300 | PROTECTIVE SHIELD | SQ YD | 275 | | 275 |
| 50200100 | STRUCTURE EXCAVATION | CU YD | 120 | | 120 |
| 50300225 | CONCRETE STRUCTURES | CU YD | 274.2 | | 274.2 |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 265.1 | | 265.1 |

* SPECIALTY ITEM



USER NAME = duncanbd
PLOT SCALE = 2,000' = 1" IN.
PLOT DATE = 8/9/2018

DESIGNED - JJO/AMD
DRAWN - JDK/DJM
CHECKED - JCZ
DATE - 05/04/18

REVISED - BDD 8/8/2018
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 3 OF 9 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-----------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 5 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | |
|----------|----------------------------------------------------------|-------|----------------|-------------------------------------|------------------------------------|
| | | | | 80% FEDERAL 20% STATE ROADWAY | 80% FEDERAL 20% STATE BRIDGE |
| | | | | 0004 | 0010 |
| | | | | RURAL | S.N. 050-0258 |
| 50300260 | BRIDGE DECK GROOVING | SQ YD | 862 | | 862 |
| 50300300 | PROTECTIVE COAT | SQ YD | 1,144 | | 1,144 |
| 50301350 | CONCRETE SUPERSTRUCTURE (APPROACH SLAB) | CU YD | 95.9 | | 95.9 |
| 50500105 | FURNISHING AND ERECTING STRUCTURAL STEEL | LSUM | 1 | | 1 |
| 50500505 | STUD SHEAR CONNECTORS | EACH | 4,554 | | 4,554 |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 122,360 | 3,150 | 119,210 |
| 51100100 | SLOPE WALL 4 INCH | SQ YD | 54 | | 54 |
| 51202305 | DRIVING PILES | FOOT | 1,668 | | 1,668 |
| 51203200 | TEST PILE METAL SHELLS | EACH | 3 | | 3 |
| 51500100 | NAME PLATES | EACH | 1 | | 1 |
| 52100520 | ANCHOR BOLTS, 1" | EACH | 48 | | 48 |
| 542A0223 | PIPE CULVERTS, CLASS A, TYPE 1 18" | FOOT | 4 | 4 | |
| 542A8321 | PIPE CULVERTS, CLASS A, TYPE 3 EQUIVALENT ROUND-SIZE 36" | FOOT | 104 | 104 | |
| 542D0220 | PIPE CULVERTS, CLASS D, TYPE 1 15" | FOOT | 62 | 62 | |

* SPECIALTY ITEM



USER NAME = dmeyer
PLOT SCALE = 2.0000" / in.
PLOT DATE = 5/4/2018

DESIGNED - JJO/AMD
DRAWN - JDK/DJM
CHECKED - JCZ
DATE - 05/04/18

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 4 OF 9 SHEETS STA. TO STA.

| | | | | |
|---------------------------|----------------------|-------------------|--------------------|----------------|
| F.A.P. RTE. 786 | SECTION (111) VBR | COUNTY LASALLE | TOTAL SHEETS 76 | SHEET NO. 6 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | |
|----------|----------------------------------------------------------------------------|-------|----------------|-------------------------------------|------------------------------------|
| | | | | 80% FEDERAL 20% STATE ROADWAY | 80% FEDERAL 20% STATE BRIDGE |
| | | | | 0004 | 0010 |
| | | | | RURAL | S.N. 050-0258 |
| 54213450 | END SECTIONS 15" | EACH | 4 | 4 | |
| 54213663 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18" | EACH | 1 | 1 | |
| 54214515 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 30" | EACH | 2 | 2 | |
| 54214521 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 36" | EACH | 1 | 1 | |
| 54247150 | GRATING FOR CONCRETE FLARED END SECTION 30" | EACH | 1 | 1 | |
| 550A4300 | STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 30" | FOOT | 208 | 208 | |
| 550B0050 | STORM SEWERS, CLASS B, TYPE 1 12" | FOOT | 8 | 8 | |
| 59100100 | GEOCOMPOSITE WALL DRAIN | SQ YD | 68 | | 68 |
| 60100945 | PIPE DRAINS 12" | FOOT | 402 | 402 | |
| 60224005 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 8 GRATE | EACH | 1 | 1 | |
| 60224446 | MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 2 | 2 | |
| 60236200 | INLETS, TYPE A, TYPE 8 GRATE | EACH | 1 | 1 | |
| 60500040 | REMOVING MANHOLES | EACH | 3 | 3 | |
| 61000050 | CONCRETE THRUST BLOCKS | EACH | 4 | 4 | |

* SPECIALTY ITEM



| | | |
|------------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| | DRAWN - JDK/DJM | REVISED - |
| PLOT SCALE = 2,000' = 1" IN. | CHECKED - JCZ | REVISED - |
| PLOT DATE = 5/4/2018 | DATE - 05/04/18 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 5 OF 9 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-----------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 7 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | |
|------------|----------------------------------------------------|-------|----------------|-------------------------------------|------------------------------------|
| | | | | 80% FEDERAL 20% STATE ROADWAY | 80% FEDERAL 20% STATE BRIDGE |
| | | | | 0004 | 0010 |
| | | | | RURAL | S.N. 050-0258 |
| 61100500 | EXPLORATION TRENCH 52" DEPTH | FOOT | 150 | 150 | |
| 61100605 | MISCELLANEOUS CONCRETE | CU YD | 2 | 2 | |
| 61101013 | STORM SEWERS PROTECTED, CLASS A, 12" | FOOT | 101 | 101 | |
| 61133100 | FIELD TILE JUNCTION VAULTS, 2' DIA. | EACH | 2 | 2 | |
| 61133300 | FIELD TILE JUNCTION VAULTS, 4' DIA. | EACH | 4 | 4 | |
| 61140100 | STORM SEWERS (SPECIAL), 10" | FOOT | 275 | 275 | |
| 61140200 | STORM SEWERS (SPECIAL), 12" | FOOT | 21 | 21 | |
| * 63000001 | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | FOOT | 1975 | 1975 | |
| * 63100085 | TRAFFIC BARRIER TERMINAL, TYPE 6 | EACH | 4 | 4 | |
| * 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | EACH | 4 | 4 | |
| 63200310 | GUARDRAIL REMOVAL | FOOT | 3,187 | 3,187 | |
| 66201120 | CONCRETE SHOULDER CURB | FOOT | 32 | 32 | |
| 66600105 | FURNISHING AND ERECTING RIGHT OF WAY MARKERS | EACH | 20 | 20 | |
| 66700205 | PERMANENT SURVEY MARKERS, TYPE 1 | EACH | 3 | 3 | |
| * | | | | | |

* SPECIALTY ITEM



USER NAME = duncanbd
DESIGNED - JJO/AMD
DRAWN - JDK/DJM
CHECKED - JCZ
PLOT SCALE = 2,000' = 1" IN.
PLOT DATE = 8/9/2018

REVISD - BDD 8/8/2018
REVISD -
REVISD -
DATE - 05/04/18
REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 6 OF 9 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|---------|--------------|-----------|
| 786 | (111) VBR | LASALLE | 76 | 8 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | |
|------------|-------------------------------------------------|--------|----------------|-------------------------------|------------------------------|
| | | | | 80% FEDERAL 20% STATE ROADWAY | 80% FEDERAL 20% STATE BRIDGE |
| | | | | 0004 | 0010 |
| | | | | RURAL | S.N. 050-0258 |
| * 66901001 | REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN | LSUM | 1 | 1 | |
| 66901002 | ON-SITE MONITORING OF REGULATED SUBSTANCES | CAL DA | 5 | 5 | |
| * 66901003 | REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT | L SUM | 1 | 1 | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 12 | 12 | |
| 67100100 | MOBILIZATION | LSUM | 1 | 1 | |
| 70100450 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | LSUM | 1 | 1 | |
| 70101830 | TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21 | LSUM | 1 | 1 | |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 320 | 320 | |
| 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SQ FT | 107 | 107 | |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 7,025 | 7,025 | |
| 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 580 | 580 | |
| * 72501000 | TERMINAL MARKER - DIRECT APPLIED | EACH | 4 | 4 | |
| * 78001110 | PAINT PAVEMENT MARKING - LINE 4" | FOOT | 13,510 | 13,510 | |
| * 78001130 | PAINT PAVEMENT MARKING - LINE 6" | FOOT | 1,160 | 1,160 | |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 31 | 31 | |

* SPECIALTY ITEM



USER NAME = dmeyer
 PLOT SCALE = 2.0000" / in.
 PLOT DATE = 5/4/2018

DESIGNED - JJO/AMD
 DRAWN - JDK/DJM
 CHECKED - JCZ
 DATE - 05/04/18

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 7 OF 9 SHEETS STA. TO STA.

| | | | | |
|---------------------------|----------------------|-------------------|--------------------|----------------|
| F.A.P. RTE. 786 | SECTION (111) VBR | COUNTY LASALLE | TOTAL SHEETS 76 | SHEET NO. 9 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | |
|------------|-------------------------------------------|-------|----------------|-------------------------------------|------------------------------------|
| | | | | 80% FEDERAL 20% STATE ROADWAY | 80% FEDERAL 20% STATE BRIDGE |
| | | | | 0004 | 0010 |
| | | | | RURAL | S.N. 050-0258 |
| * 78200006 | GUARDRAIL REFLECTORS, TYPE B | EACH | 14 | 14 | |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 31 | 31 | |
| X0326649 | LINEAR DELINEATOR PANELS, 6 INCH | EACH | 8 | 8 | |
| X0327980 | PAVEMENT MARKING REMOVAL - WATER BLASTING | SQ FT | 2,580 | 2,580 | |
| X1200108 | INLET BOX, SPECIAL | EACH | 4 | 4 | |
| X5860110 | GRANULAR BACKFILL FOR STRUCTURES | CU YD | 112 | | 112 |
| X7040650 | REMOVE TEMPORARY CONCRETE BARRIER | FOOT | 559 | 559 | |
| Z0016702 | DETOUR SIGNING | LSUM | 1 | 1 | |
| Z0018700 | DRAINAGE STRUCTURE TO BE REMOVED | EACH | 1 | 1 | |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 42 | 42 | |
| Z0033700 | LONGITUDINAL JOINT SEALANT | FOOT | 4,165 | 4,165 | |
| Z0046304 | PIPE UNDERDRAINS FOR STRUCTURES 4" | FOOT | 174 | | 174 |
| Z0048665 | RAILROAD PROTECTIVE LIABILITY INSURANCE | LSUM | 1 | 1 | |
| Z0065704 | BITUMINOUS COATED AGGREGATE SLOPEWALL 6" | SQ YD | 481 | | 481 |

* SPECIALTY ITEM



USER NAME = dmeyer
DESIGNED - JJO/AMD
DRAWN - JDK/DJM
CHECKED - JCZ
PLOT SCALE = 2,000' = 1" IN.
PLOT DATE = 5/4/2018
DATE - 05/04/18

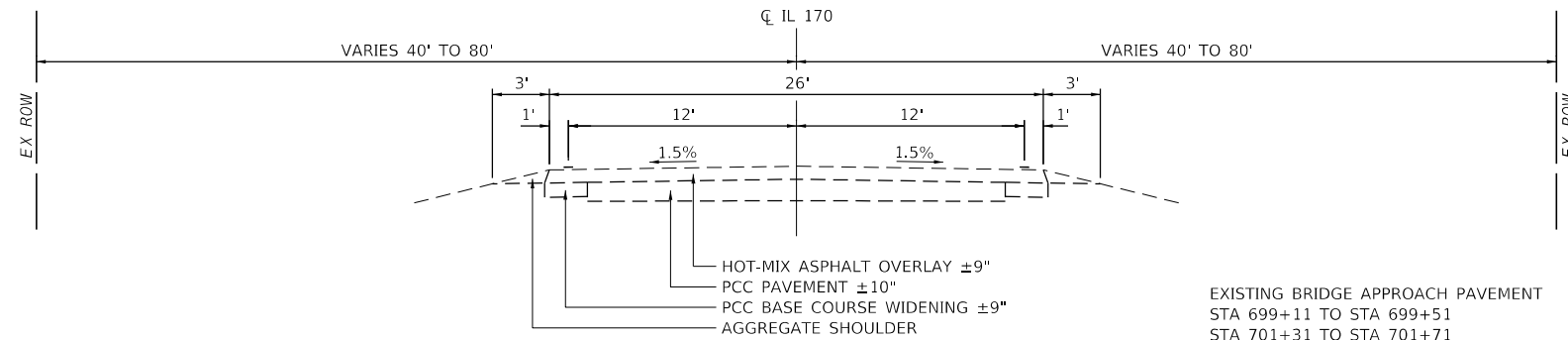
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 8 OF 9 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|---------|--------------|-----------|
| 786 | (111) VBR | LASALLE | 76 | 10 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

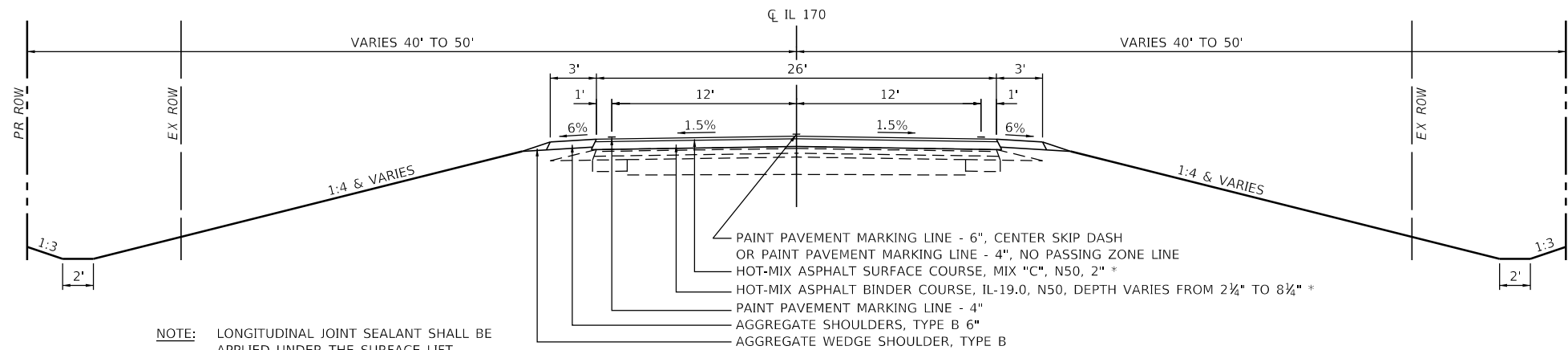


EXISTING TYPICAL CROSS SECTION

(LOOKING SOUTH)
 F.A.P. RTE. 786 (IL 170)
 STA 688+50 TO STA 699+11
 STA 701+71 TO STA 713+00

EXISTING BRIDGE APPROACH PAVEMENT
 STA 699+11 TO STA 699+51
 STA 701+31 TO STA 701+71

EXISTING S.N. 050-0073
 STA 699+51 TO STA 701+31

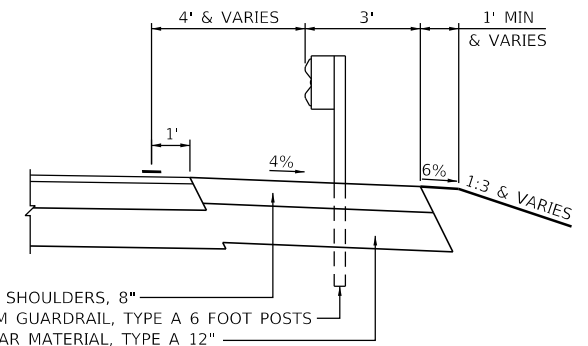


PROPOSED TYPICAL CROSS SECTION 1

(LOOKING SOUTH)
 F.A.P. RTE. 786 (IL 170)
 STA 688+50 TO STA 690+50
 STA 711+00 TO STA 713+00

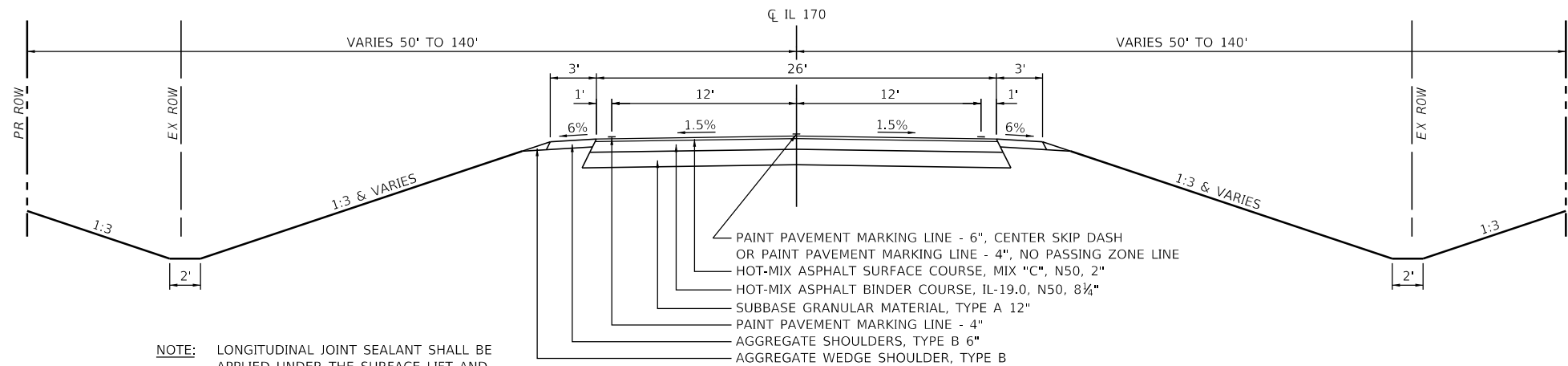
* = SEE "BUTT JOINT DETAIL"
 ON SHEET 2 OF "DETAILS"

NOTE: LONGITUDINAL JOINT SEALANT SHALL BE APPLIED UNDER THE SURFACE LIFT WITH AN APPLICATION RATE OF 1.80 LB/FT.



DETAIL AT GUARDRAIL

F.A.P. RTE. 786 (IL 170)
 STA 694+55.86 RT TO STA 699+32.76 RT
 STA 695+24.33 LT TO STA 699+26.23 LT
 STA 701+49.50 LT TO STA 709+13.90 LT
 STA 701+56.03 RT TO STA 708+45.43 RT



PROPOSED TYPICAL CROSS SECTION 2

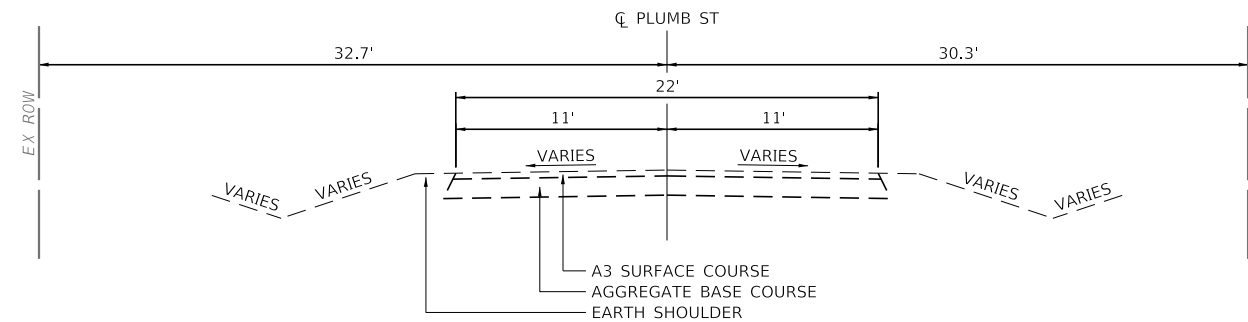
(LOOKING SOUTH)
 F.A.P. RTE. 786 (IL 170)
 STA 690+50 TO STA 698+98
 STA 701+84 TO STA 711+00

SEE HIGHWAY STANDARD 420401 PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
 STA 698+98 TO STA 699+12.15
 STA 701+70.11 TO STA 701+84

NOTE: LONGITUDINAL JOINT SEALANT SHALL BE APPLIED UNDER THE SURFACE LIFT AND UNDER THE TOP BINDER LIFT WITH AN APPLICATION RATE OF 1.80 LB/FT.

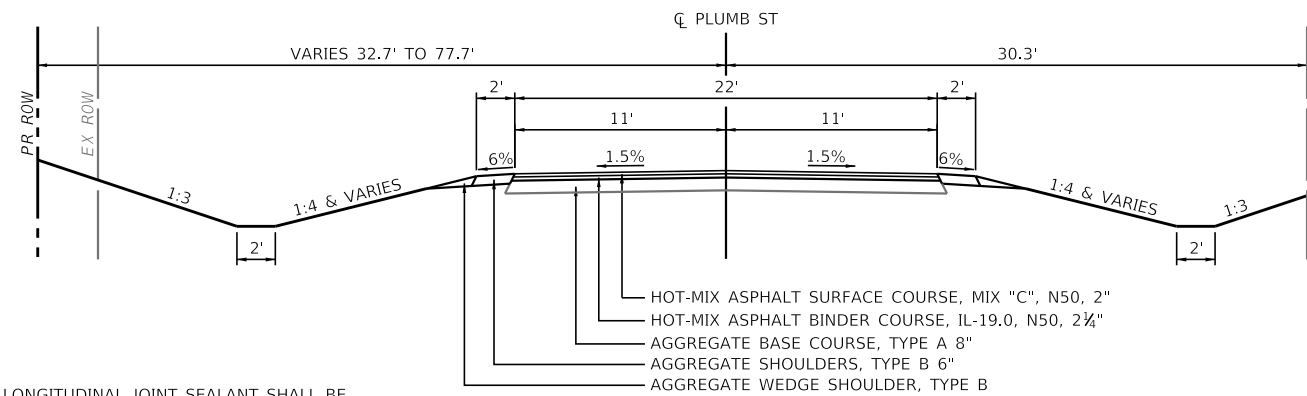
STRUCTURAL PAVEMENT DESIGN INFORMATION

| | | |
|------------------------------------------------------|--------------|----------------------------------|
| STRUCTURAL DESIGN TRAFFIC: | Year | 2028 |
| PV = | 1,243 | SU = 68 MU = 159 |
| ROAD/STREET CLASSIFICATION: | Class | III |
| PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE: | | |
| P = | 50% | S = 50% M = 50% |
| TRAFFIC FACTOR: | Actual TF = | 0.69 Minimum TF = 3.16 |
| PG GRADE: | Top Binder = | PG 64-22 Lower Binder = PG 64-22 |
| | Surface = | PG 64-22 |
| SUBGRADE SUPPORT RATING: | SSR = | POOR |



EXISTING TYPICAL CROSS SECTION

(LOOKING EAST)
 PLUMB ST
 STA 7+50 TO STA 9+87



PROPOSED TYPICAL CROSS SECTION

(LOOKING EAST)
 PLUMB ST
 STA 7+50 TO STA 9+87

NOTE: LONGITUDINAL JOINT SEALANT SHALL BE APPLIED UNDER THE SURFACE LIFT WITH AN APPLICATION RATE OF 1.80 LB/FT.

| | | |
|----------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| | DRAWN - JDK/DJM | REVISED - |
| PLOT SCALE = 10,000' / in. | CHECKED - JCZ | REVISED - |
| PLOT DATE = 5/4/2018 | DATE - 05/04/18 | REVISED - |

| | | | | |
|---------------------------|-----------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 13 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| LOCATION | | TREE REMOVAL (6 TO 15 UNITS DIAMETER) |
|----------|--------|------------------------------------------------|
| | | 20100110 |
| STATION | OFFSET | UNIT |
| 695+91.6 | -34.5 | 6 |
| 696+26.3 | -32.6 | 12 |
| 696+33.1 | -39.0 | 15 |
| 696+36.4 | 36.8 | 15 |
| 696+71.6 | 51.6 | 15 |
| 696+84.0 | -50.8 | 6 |
| 696+91.0 | -47.8 | 6 |
| 696+95.5 | 36.5 | 10 |
| 697+00.1 | -43.2 | 14 |
| 697+02.5 | -48.9 | 6 |
| 697+03.7 | 37.7 | 14 |
| 697+05.7 | 57.8 | 6 |
| 697+13.1 | 45.7 | 10 |
| 697+15.6 | -41.1 | 6 |
| 697+18.5 | 49.8 | 6 |
| 697+25.9 | -77.0 | 10 |
| 697+28.1 | -77.2 | 7 |
| 697+33.6 | 39.1 | 15 |
| 697+33.8 | 56.0 | 13 |
| 697+35.5 | 54.6 | 6 |
| 697+37.7 | -45.6 | 13 |
| 697+38.7 | 38.1 | 8 |
| 697+45.1 | 39.4 | 7 |
| 697+49.1 | -62.8 | 6 |
| 697+55.7 | -44.1 | 8 |
| 697+56.1 | 33.7 | 13 |
| 697+59.3 | -59.7 | 7 |
| 697+64.8 | -91.3 | 6 |
| 697+66.1 | 37.0 | 6 |
| 697+71.8 | 36.8 | 8 |
| 697+73.4 | -42.2 | 7 |
| 697+74.6 | 38.9 | 7 |
| 697+76.7 | 41.7 | 6 |
| 697+79.2 | 45.4 | 6 |
| 697+88.9 | 56.9 | 11 |
| 697+89.3 | -123.1 | 4 |
| 697+90.1 | -42.6 | 9 |
| 697+92.1 | 36.7 | 7 |
| 697+95.9 | -93.5 | 6 |
| 697+98.6 | -94.8 | 13 |
| 698+00.6 | 40.0 | 6 |
| 698+00.8 | -47.7 | 10 |
| 698+03.3 | -82.7 | 15 |
| 698+03.3 | -90.1 | 10 |
| 698+04.3 | -52.1 | 6 |
| 698+04.7 | -68.7 | 6 |
| 698+09.0 | -80.3 | 8 |
| 698+09.4 | -49.3 | 14 |
| 698+09.5 | 44.5 | 12 |
| 698+12.5 | 55.9 | 12 |
| 698+12.9 | 48.6 | 13 |
| 698+13.3 | 49.8 | 7 |
| 698+14.4 | -42.9 | 6 |
| 698+14.6 | 63.4 | 8 |
| 698+17.5 | 51.0 | 11 |
| 698+18.7 | -55.0 | 9 |
| 698+19.6 | -38.9 | 8 |
| 698+22.5 | 40.9 | 8 |
| 698+22.7 | -44.7 | 7 |
| 698+23.2 | 61.3 | 13 |
| 698+23.4 | 48.9 | 6 |
| 698+26.3 | -56.7 | 6 |
| 698+26.8 | -51.2 | 10 |
| 698+27.9 | 59.8 | 6 |
| 698+28.0 | 50.4 | 11 |
| SUBTOTAL | | 584 |

| LOCATION | | TREE REMOVAL (6 TO 15 UNITS DIAMETER) CONT. |
|----------|--------|---------------------------------------------------------|
| | | 20100110 |
| STATION | OFFSET | UNIT |
| 698+31.4 | -58.2 | 10 |
| 698+32.3 | -56.7 | 7 |
| 698+35.5 | 36.4 | 6 |
| 698+36.5 | 54.9 | 6 |
| 698+36.9 | -41.5 | 10 |
| 698+37.2 | 67.6 | 8 |
| 698+38.5 | -84.1 | 7 |
| 698+39.9 | -55.4 | 14 |
| 698+41.0 | -91.9 | 12 |
| 698+42.7 | -82.6 | 10 |
| 698+42.7 | -77.8 | 6 |
| 698+47.8 | 48.7 | 6 |
| 698+49.2 | 53.7 | 8 |
| 698+49.9 | -86.1 | 9 |
| 698+50.0 | -54.3 | 6 |
| 698+51.1 | -67.0 | 8 |
| 698+51.6 | -80.3 | 7 |
| 698+52.0 | -100.8 | 14 |
| 698+52.1 | -85.7 | 10 |
| 698+52.6 | 35.3 | 11 |
| 698+52.6 | -55.0 | 7 |
| 698+54.6 | -71.5 | 7 |
| 698+56.4 | -91.5 | 11 |
| 698+57.9 | 55.1 | 6 |
| 698+64.2 | 52.6 | 6 |
| 698+65.8 | -46.3 | 8 |
| 698+66.2 | -71.1 | 15 |
| 698+67.4 | 35.8 | 7 |
| 698+67.8 | -77.4 | 8 |
| 698+69.5 | -69.0 | 13 |
| 698+70.6 | -40.6 | 8 |
| 698+71.0 | 35.5 | 14 |
| 698+71.7 | -92.8 | 14 |
| 698+71.9 | 48.2 | 11 |
| 698+72.1 | -90.8 | 9 |
| 698+72.6 | 48.6 | 8 |
| 698+72.6 | -49.5 | 6 |
| 698+73.6 | -43.7 | 8 |
| 698+77.4 | -48.6 | 7 |
| 698+82.2 | 35.1 | 6 |
| 698+83.1 | -54.6 | 15 |
| 698+83.7 | 34.6 | 12 |
| 698+86.0 | -41.3 | 13 |
| 698+87.3 | -48.4 | 10 |
| 698+92.1 | 58.8 | 6 |
| 698+93.8 | 51.3 | 6 |
| 698+96.9 | 57.5 | 9 |
| 698+97.8 | 52.9 | 8 |
| 698+98.1 | -58.6 | 12 |
| 698+99.1 | -54.4 | 6 |
| 699+03.6 | 57.7 | 7 |
| 699+06.1 | 49.7 | 14 |
| 699+06.5 | -38.1 | 11 |
| 699+08.8 | 44.3 | 11 |
| 699+08.8 | -64.4 | 6 |
| 699+09.1 | -60.5 | 6 |
| 699+09.6 | 38.2 | 15 |
| 699+11.0 | -49.8 | 13 |
| 699+12.3 | -63.3 | 10 |
| 699+13.1 | -51.8 | 8 |
| 699+13.3 | -55.8 | 9 |
| 699+15.3 | -54.1 | 12 |
| 699+16.5 | 43.3 | 7 |
| 699+16.6 | 36.5 | 7 |
| 699+17.3 | 79.9 | 12 |
| SUBTOTAL | | 599 |

| LOCATION | | TREE REMOVAL (6 TO 15 UNITS DIAMETER) CONT. |
|----------|--------|---------------------------------------------------------|
| | | 20100110 |
| STATION | OFFSET | UNIT |
| 699+18.4 | 38.1 | 7 |
| 699+22.7 | 53.6 | 10 |
| 699+23.3 | 47.3 | 10 |
| 699+23.4 | 68.6 | 8 |
| 699+25.4 | -65.6 | 8 |
| 699+27.6 | 53.0 | 7 |
| 699+30.4 | -42.2 | 7 |
| 699+31.9 | 48.4 | 8 |
| 699+33.7 | 36.2 | 15 |
| 699+35.0 | 36.9 | 8 |
| 699+35.3 | 78.6 | 11 |
| 699+36.2 | 37.5 | 12 |
| 699+36.5 | 64.3 | 6 |
| 699+38.9 | -40.4 | 14 |
| 699+40.3 | -45.4 | 14 |
| 699+40.7 | 61.7 | 8 |
| 699+41.0 | -49.1 | 6 |
| 699+41.6 | 39.2 | 9 |
| 699+43.4 | -43.0 | 10 |
| 699+44.2 | -39.1 | 10 |
| 699+44.6 | 43.1 | 7 |
| 699+47.1 | 53.6 | 10 |
| 699+47.7 | 49.8 | 11 |
| 699+48.2 | -39.4 | 7 |
| 699+48.9 | -75.3 | 9 |
| 699+50.3 | 45.7 | 15 |
| 699+51.3 | 51.8 | 8 |
| 699+51.4 | 63.1 | 6 |
| 699+54.6 | -35.3 | 10 |
| 699+56.4 | 34.3 | 13 |
| 699+57.4 | 40.3 | 7 |
| 699+58.0 | -93.7 | 9 |
| 699+58.7 | 57.4 | 7 |
| 699+59.4 | -113.5 | 12 |
| 699+60.5 | 31.2 | 7 |
| 699+60.9 | -23.7 | 8 |
| 699+61.6 | -67.3 | 12 |
| 699+61.8 | 63.2 | 9 |
| 699+63.6 | -91.3 | 7 |
| 699+63.6 | 47.3 | 7 |
| 699+67.3 | -108.7 | 10 |
| 699+68.8 | -99.5 | 10 |
| 699+69.7 | -34.7 | 11 |
| 699+70.4 | 49.4 | 12 |
| 699+70.4 | -126.0 | 10 |
| 699+71.2 | 36.6 | 15 |
| 699+72.3 | -50.8 | 12 |
| 699+73.0 | 45.8 | 7 |
| 699+73.3 | 55.5 | 11 |
| 699+73.3 | -125.3 | 9 |
| 699+75.0 | -37.6 | 7 |
| 699+75.2 | -120.5 | 11 |
| 699+76.1 | -116.1 | 8 |
| 699+77.5 | 45.9 | 8 |
| 699+78.1 | 42.9 | 7 |
| 699+82.0 | -102.3 | 8 |
| 699+86.2 | -117.2 | 13 |
| 699+88.3 | -98.9 | 15 |
| 699+92.9 | -81.8 | 8 |
| 700+00.9 | 54.0 | 7 |
| 700+02.4 | 84.9 | 9 |
| 700+02.8 | 52.9 | 7 |
| 700+04.5 | 47.5 | 8 |
| 700+11.9 | 48.8 | 12 |
| 700+21.4 | 68.0 | 12 |
| SUBTOTAL | | 616 |

| LOCATION | | TREE REMOVAL (6 TO 15 UNITS DIAMETER) CONT. |
|----------|--------|---------------------------------------------------------|
| | | 20100110 |
| STATION | OFFSET | UNIT |
| 700+69.9 | -144.5 | 14 |
| 700+74.1 | -128.4 | 12 |
| 700+78.2 | -106.5 | 8 |
| 700+84.6 | -94.7 | 12 |
| 700+86.4 | -86.8 | 10 |
| 700+88.1 | -81.8 | 11 |
| 700+89.6 | -63.4 | 6 |
| 700+90.7 | -59.1 | 10 |
| 700+93.3 | -89.7 | 15 |
| 701+01.2 | 46.7 | 6 |
| 701+02.6 | -79.8 | 13 |
| 701+02.7 | 87.8 | 6 |
| 701+05.3 | -49.0 | 14 |
| 701+07.0 | -82.1 | 6 |
| 701+07.0 | 40.2 | 6 |
| 701+10.5 | 42.4 | 9 |
| 701+10.5 | 120.7 | 6 |
| 701+11.3 | 63.9 | 8 |
| 701+12.0 | -63.5 | 8 |
| 701+12.2 | 119.0 | 8 |
| 701+12.5 | 118.5 | 6 |
| 701+12.7 | -40.3 | 10 |
| 701+14.1 | 53.8 | 7 |
| 701+14.3 | -80.4 | 11 |
| 701+14.4 | -65.4 | 7 |
| 701+14.6 | 124.2 | 7 |
| 701+15.1 | 57.9 | 7 |
| 701+17.6 | 42.7 | 8 |
| 701+18.3 | 39.1 | 7 |
| 701+20.7 | -61.3 | 8 |
| 701+21.9 | -47.4 | 13 |
| 701+23.8 | 56.4 | 10 |
| 701+25.9 | 62.9 | 10 |
| 701+29.5 | -41.2 | 14 |
| 701+31.5 | 44.0 | 8 |
| 701+33.0 | -60.5 | 10 |
| 701+33.6 | -84.6 | 9 |
| 701+37.7 | -55.5 | 10 |
| 701+40.0 | -48.5 | 7 |
| 701+43.6 | 52.3 | 13 |
| 701+45.2 | 42.0 | 8 |
| 701+47.0 | -64.7 | 7 |
| 701+48.4 | -56.1 | 7 |
| 701+51.1 | 56.9 | 7 |
| 701+51.9 | 42.0 | 10 |
| 701+53.1 | -54.8 | 8 |
| 701+55.8 | 67.9 | 7 |
| 701+56.6 | 38.3 | 14 |
| 701+56.8 | 46.8 | 6 |
| 701+57.8 | -52.1 | 6 |
| 701+58.6 | 53.4 | 8 |
| 701+60.0 | 57.8 | 12 |
| 701+60.1 | 32.2 | 10 |
| 701+60.7 | 47.4 | 9 |
| 701+61.0 | -77.4 | 13 |
| 701+62.1 | 54.2 | 7 |
| 701+63.0 | 50.6 | 12 |
| 701+63.1 | 40.6 | 11 |
| 701+64.9 | 39.6 | 11 |
| 701+65.3 | -69.8 | 6 |
| 701+66.7 | 57.0 | 7 |
| 701+67.2 | 39.7 | 15 |
| 701+68.2 | 55.2 | 7 |
| 701+69.5 | -64.7 | 9 |
| 701+70.1 | 65.0 | 11 |
| SUBTOTAL | | 598 |

| LOCATION | | TREE REMOVAL (6 TO 15 UNITS DIAMETER) CONT. |
|----------|--------|---------------------------------------------------------|
| | | 20100110 |
| STATION | OFFSET | UNIT |
| 701+70.1 | 66.1 | 8 |
| 701+70.7 | -58.2 | 7 |
| 701+71.5 | -81.8 | 7 |
| 701+72.2 | 56.7 | 9 |
| 701+73.5 | 50.6 | 7 |
| 701+74.0 | 57.7 | 12 |
| 701+77.1 | 42.6 | 8 |
| 701+82.3 | 36.2 | 8 |
| 701+82.7 | -52.3 | 8 |
| 701+83.1 | 40.6 | 9 |
| 701+84.8 | -58.9 | 6 |
| 701+86.9 | 52.2 | 9 |
| 701+88.5 | 65.2 | 11 |
| 701+88.5 | 62.5 | 10 |
| 701+90.0 | -51.9 | 14 |
| 701+93.1 | 38.6 | 11 |
| 701+93.8 | -80.3 | 11 |
| 701+94.2 | -60.9 | 9 |
| 701+96.1 | 56.4 | 7 |
| 701+96.3 | -48.7 | 10 |
| 701+98.8 | -53.0 | 6 |
| 701+99.9 | 47.7 | 6 |
| 702+01.5 | -85.6 | 8 |
| 702+01.8 | -76.7 | 6 |
| 702+02.9 | -83.4 | 12 |
| 702+03.1 | -43.5 | 12 |
| 702+03.5 | 68.8 | 11 |
| 702+09.8 | 32.2 | 13 |
| 702+09.9 | -51.3 | 10 |
| 702+10.9 | -70.5 | 13 |
| 702+14.4 | -43.7 | 8 |
| 702+17.4 | 39.9 | 7 |
| 702+19.6 | -88.2 | 12 |
| 702+22.1 | 56.3 | 7 |
| 702+22.5 | -62.2 | 8 |
| 702+23.5 | 54.7 | 7 |
| 702+26.4 | -84.6 | 10 |
| 702+27.1 | 66.8 | 8 |
| 702+29.0 | 52.2 | 6 |
| 702+29.5 | -90.3 | 13 |
| 702+32.2 | -52.9 | 9 |
| 702+32.9 | 42.9 | 7 |
| 702+36.4 | -41.8 | 8 |
| 702+40.1 | 55.9 | 9 |
| 702+40.5 | -59.7 | 8 |
| 702+40.7 | 65.9 | 7 |
| 702+42.6 | 41.6 | 6 |
| 702+42.9 | 74.5 | 10 |
| 702+45.0 | -51.1 | 8 |
| 702+48.3 | -88.3 | 7 |
| 702+51.3 | 44.3 | 10 |
| 702+52.1 | 28.1 | 14 |
| 702+54.0 | 55.8 | 9 |
| 702+54.7 | 61.2 | 15 |
| 702+55.6 | -78.5 | 8 |
| 702+57.0 | 65.4 | 7 |
| 702+58.0 | 31.1 | 9 |
| 702+59.6 | -56.5 | 9 |
| 702+60.1 | 47.0 | 13 |
| 702+62.9 | 48.3 | 7 |
| 702+63.3 | 42.8 | 13 |
| 702+63.3 | -75.0 | 6 |
| 702+65.2 | 60.2 | 7 |
| 702+67.2 | -48.3 | 7 |
| 702+67.6 | 79.1 | 15 |
| SUBTOTAL | | 592 |

| LOCATION | | TREE REMOVAL (6 TO 15 UNITS DIAMETER) CONT. |
|----------|--------|---------------------------------------------------------|
| | | 20100110 |
| STATION | OFFSET | UNIT |
| 702+69.6 | -43.4 | 8 |
| 702+70.5 | 73.1 | 12 |
| 702+73.7 | 31.7 | 10 |
| 702+74.4 | -56.2 | 8 |
| 702+75.6 | 48.7 | 6 |
| 702+76.1 | 32.9 | 8 |
| 702+77.1 | 49.7 | 14 |
| 702+77.3 | 48.1 | 15 |
| 702+79.2 | -62.0 | 7 |
| 702+79.6 | 32.8 | 8 |
| 702+80.1 | 64.6 | 11 |
| 702+82.3 | 62.1 | 7 |
| 702+84.8 | 76.2 | 6 |
| 702+ | | |

| LOCATION | | TREE REMOVAL (6 TO 15 UNITS DIAMETER) CONT. |
|----------|--------|---------------------------------------------------------|
| | | 20100110 |
| STATION | OFFSET | UNIT |
| 704+38.9 | 39.5 | 6 |
| 704+42.8 | 82.3 | 10 |
| 704+43.4 | 41.1 | 11 |
| 704+44.2 | -48.8 | 6 |
| 704+44.9 | 70.9 | 12 |
| 704+45.6 | 31.8 | 8 |
| 704+47.5 | 35.3 | 9 |
| 704+47.8 | -39.3 | 13 |
| 704+47.9 | 64.5 | 7 |
| 704+48.3 | 45.8 | 7 |
| 704+48.4 | -64.2 | 7 |
| 704+50.1 | 46.1 | 13 |
| 704+51.1 | 64.7 | 7 |
| 704+52.1 | -69.3 | 11 |
| 704+52.2 | 43.8 | 7 |
| 704+52.7 | -43.5 | 8 |
| 704+56.3 | -42.0 | 7 |
| 704+57.0 | 31.2 | 6 |
| 704+59.9 | 66.5 | 12 |
| 704+61.7 | -47.7 | 6 |
| 704+62.0 | -41.5 | 8 |
| 704+63.8 | 52.0 | 6 |
| 704+64.9 | -75.3 | 9 |
| 704+67.1 | 48.4 | 9 |
| 704+67.4 | 32.7 | 6 |
| 704+68.7 | 33.8 | 10 |
| 704+69.1 | 34.8 | 6 |
| 704+71.4 | -33.0 | 10 |
| 704+75.0 | 68.2 | 15 |
| 704+76.1 | 62.2 | 7 |
| 704+76.2 | 32.5 | 11 |
| 704+78.1 | 66.8 | 6 |
| 704+79.8 | -44.2 | 6 |
| 704+80.0 | 45.9 | 9 |
| 704+80.5 | -75.1 | 11 |
| 704+80.7 | 38.5 | 11 |
| 704+81.7 | -65.3 | 8 |
| 704+84.7 | -71.2 | 13 |
| 704+84.7 | 44.9 | 11 |
| 704+85.8 | -63.3 | 12 |
| 704+85.8 | 65.5 | 8 |
| 704+87.9 | -36.1 | 9 |
| 704+88.1 | -50.0 | 6 |
| 704+89.6 | 33.5 | 6 |
| 704+89.9 | 30.4 | 7 |
| 704+90.9 | 35.7 | 13 |
| 704+91.0 | 60.5 | 12 |
| 704+92.0 | -61.9 | 8 |
| 704+92.9 | -68.6 | 8 |
| 704+95.1 | -70.1 | 5 |
| 704+95.6 | -43.3 | 13 |
| 704+95.7 | 31.3 | 7 |
| 704+95.8 | -60.2 | 7 |
| 704+97.9 | -38.1 | 6 |
| 705+00.7 | -45.2 | 8 |
| 705+01.9 | 44.6 | 11 |
| 705+02.9 | -66.6 | 9 |
| 705+02.9 | -47.4 | 8 |
| 705+03.3 | 34.1 | 8 |
| 705+04.5 | -39.7 | 11 |
| 705+06.9 | -42.5 | 10 |
| 705+09.1 | -59.8 | 8 |
| 705+09.6 | 62.0 | 12 |
| 705+10.3 | 45.8 | 7 |
| 705+14.8 | 60.8 | 14 |
| SUBTOTAL | | 578 |

| LOCATION | | TREE REMOVAL (6 TO 15 UNITS DIAMETER) CONT. |
|----------|--------|---------------------------------------------------------|
| | | 20100110 |
| STATION | OFFSET | UNIT |
| 705+15.0 | 49.9 | 7 |
| 705+15.3 | 29.8 | 7 |
| 705+24.1 | 47.0 | 7 |
| 705+24.3 | 32.4 | 13 |
| 705+24.3 | -60.5 | 10 |
| 705+25.0 | -32.0 | 6 |
| 705+25.6 | 43.0 | 14 |
| 705+27.6 | -36.9 | 7 |
| 705+27.9 | -30.4 | 8 |
| 705+31.7 | -31.8 | 10 |
| 705+31.7 | -29.5 | 8 |
| 705+33.4 | 42.3 | 8 |
| 705+34.0 | -36.9 | 7 |
| 705+34.9 | 60.1 | 15 |
| 705+38.9 | 47.2 | 10 |
| 705+40.1 | 35.3 | 11 |
| 705+43.3 | 51.9 | 7 |
| 705+43.9 | -29.7 | 8 |
| 705+45.0 | -31.4 | 6 |
| 705+45.3 | 48.7 | 6 |
| 705+46.3 | -39.0 | 8 |
| 705+47.6 | -35.9 | 10 |
| 705+48.3 | -56.1 | 7 |
| 705+49.7 | -59.8 | 6 |
| 705+51.4 | -29.5 | 14 |
| 705+51.4 | -65.1 | 6 |
| 705+52.2 | -39.4 | 6 |
| 705+52.4 | -56.4 | 9 |
| 705+53.6 | -54.5 | 8 |
| 705+58.2 | 57.0 | 12 |
| 705+58.9 | -58.3 | 6 |
| 705+59.3 | 56.2 | 11 |
| 705+60.5 | -54.9 | 7 |
| 705+61.2 | 57.7 | 12 |
| 705+61.4 | -58.3 | 6 |
| 705+62.1 | 54.7 | 13 |
| 705+63.2 | -57.1 | 8 |
| 705+68.6 | -41.0 | 8 |
| 705+70.7 | -31.8 | 6 |
| 705+72.9 | 54.7 | 10 |
| 705+76.2 | -29.4 | 15 |
| 705+76.6 | -58.3 | 6 |
| 705+78.4 | 37.4 | 8 |
| 705+83.2 | 52.8 | 10 |
| 705+96.0 | -39.4 | 8 |
| 706+00.5 | 51.4 | 8 |
| 706+00.9 | -39.4 | 8 |
| 706+01.7 | 44.1 | 6 |
| 706+02.2 | -29.8 | 8 |
| 706+12.4 | 53.4 | 7 |
| 706+15.3 | 35.8 | 7 |
| 706+16.4 | 30.0 | 6 |
| 706+16.5 | 62.2 | 7 |
| 706+19.7 | 45.5 | 6 |
| 706+20.5 | 39.7 | 6 |
| 706+21.5 | 56.1 | 8 |
| 706+25.5 | 30.2 | 7 |
| 706+26.1 | 72.7 | 14 |
| 706+27.9 | 34.8 | 9 |
| 706+27.9 | 26.2 | 6 |
| 706+32.9 | -42.9 | 12 |
| 706+33.3 | 55.9 | 7 |
| 706+36.6 | 106.9 | 7 |
| 706+39.3 | 113.0 | 13 |
| 706+39.3 | 33.0 | 8 |
| SUBTOTAL | | 555 |

| LOCATION | | TREE REMOVAL (6 TO 15 UNITS DIAMETER) CONT. |
|----------|--------|---------------------------------------------------------|
| | | 20100110 |
| STATION | OFFSET | UNIT |
| 706+40.5 | 53.3 | 12 |
| 706+40.8 | 72.0 | 15 |
| 706+42.2 | 37.5 | 12 |
| 706+44.1 | -59.1 | 6 |
| 706+44.8 | 110.2 | 14 |
| 706+45.8 | -59.8 | 6 |
| 706+47.0 | -29.3 | 12 |
| 706+47.5 | 49.8 | 8 |
| 706+49.3 | -37.4 | 7 |
| 706+54.2 | 43.5 | 11 |
| 706+58.4 | 47.9 | 6 |
| 706+59.8 | -52.6 | 9 |
| 706+61.6 | 32.6 | 9 |
| 706+62.1 | -29.1 | 8 |
| 706+62.5 | 45.0 | 15 |
| 706+63.6 | -36.3 | 8 |
| 706+63.8 | -34.0 | 14 |
| 706+63.8 | -38.3 | 8 |
| 706+65.5 | 44.6 | 14 |
| 706+66.1 | 32.1 | 8 |
| 706+67.5 | 34.9 | 10 |
| 706+77.6 | -57.4 | 8 |
| 706+79.0 | 48.0 | 8 |
| 706+81.7 | -57.6 | 6 |
| 706+82.3 | 41.1 | 6 |
| 706+83.4 | 73.0 | 13 |
| 706+84.3 | 75.4 | 9 |
| 706+87.3 | 76.1 | 9 |
| 706+87.7 | -36.4 | 6 |
| 706+90.1 | 42.3 | 13 |
| 706+95.2 | 45.4 | 11 |
| 706+99.9 | -35.0 | 9 |
| 707+00.3 | 29.8 | 14 |
| 707+04.1 | -56.4 | 11 |
| 707+04.1 | 40.7 | 7 |
| 707+06.8 | 46.2 | 12 |
| 707+09.6 | -34.3 | 12 |
| 707+11.1 | 41.3 | 11 |
| 707+16.6 | 31.7 | 6 |
| 707+17.5 | -43.0 | 7 |
| 707+18.9 | 43.0 | 9 |
| 707+22.8 | 44.8 | 9 |
| 707+25.7 | -51.0 | 8 |
| 707+27.8 | -30.6 | 12 |
| 707+28.2 | -48.7 | 8 |
| 707+28.6 | -35.2 | 10 |
| 707+33.0 | 40.4 | 12 |
| 707+34.8 | -31.3 | 6 |
| 707+35.7 | 41.1 | 8 |
| 707+36.0 | -31.4 | 12 |
| 707+40.7 | 40.1 | 10 |
| 707+44.7 | 42.5 | 7 |
| 707+47.1 | -34.6 | 6 |
| 707+47.2 | -35.1 | 8 |
| 707+47.2 | -34.0 | 8 |
| 707+49.5 | 39.4 | 8 |
| 707+51.4 | -33.3 | 14 |
| 707+58.1 | -45.1 | 11 |
| 707+60.8 | -44.1 | 11 |
| 707+61.2 | 41.3 | 8 |
| 707+63.0 | 40.7 | 6 |
| 707+65.0 | -30.5 | 13 |
| 707+72.0 | 41.2 | 8 |
| 707+75.2 | -28.7 | 8 |
| 707+75.7 | 42.3 | 9 |
| SUBTOTAL | | 616 |

| LOCATION | | TREE REMOVAL (6 TO 15 UNITS DIAMETER) CONT. |
|----------|--------|---------------------------------------------------------|
| | | 20100110 |
| STATION | OFFSET | UNIT |
| 707+77.4 | -31.0 | 6 |
| 707+78.0 | -30.0 | 8 |
| 707+81.1 | 40.2 | 12 |
| 707+82.1 | -27.6 | 12 |
| 707+82.5 | -26.7 | 8 |
| 707+87.7 | -41.7 | 13 |
| 707+92.5 | 40.0 | 10 |
| 707+93.7 | 40.5 | 11 |
| 707+94.4 | 37.8 | 15 |
| 707+96.2 | -39.0 | 8 |
| 707+99.2 | 37.6 | 14 |
| 707+99.7 | -43.2 | 14 |
| 708+04.5 | -33.6 | 7 |
| 708+30.7 | -30.7 | 15 |
| SUBTOTAL | | 153 |
| TOTAL | | 6,092 |

| LOCATION | | TREE REMOVAL (OVER 15 UNITS DIAMETER) |
|----------|--------|------------------------------------------------|
| | | 20100210 |
| STATION | OFFSET | UNIT |
| 695+89.6 | -35.0 | 38 |
| 696+05.0 | -31.1 | 42 |
| 696+15.1 | -32.0 | 18 |
| 696+24.4 | -41.0 | 21 |
| 696+35.0 | 32.2 | 25 |
| 696+42.4 | -35.6 | 21 |
| 696+45.2 | -40.0 | 25 |
| 696+48.8 | 38.6 | 22 |
| 696+65.5 | 40.6 | 30 |
| 696+75.3 | -34.4 | 27 |
| 696+85.5 | -36.0 | 18 |
| 697+00.6 | -43.3 | 25 |
| 697+05.3 | -37.1 | 30 |
| 697+05.7 | -36.1 | 29 |
| 697+16.0 | -40.0 | 16 |
| 697+23.1 | -73.9 | 26 |
| 697+32.3 | -49.0 | 33 |
| 697+41.6 | -35.1 | 23 |
| 697+41.9 | -40.9 | 27 |
| 697+42.0 | 36.5 | 20 |
| 697+43.0 | -90.6 | 18 |
| 697+49.5 | -97.7 | 22 |
| 697+49.6 | -49.5 | 17 |
| 697+50.7 | -38.9 | 24 |
| 697+55.3 | -50.9 | 34 |
| 697+59.6 | 32.5 | 23 |
| 697+74.1 | -42.8 | 25 |
| 697+79.3 | -41.9 | 20 |
| 697+81.1 | 40.1 | 37 |
| 697+82.7 | 38.5 | 16 |
| 697+83.3 | -82.6 | 18 |
| 697+83.5 | 37.9 | 22 |
| 697+89.3 | -45.3 | 18 |
| 697+89.9 | 54.4 | 20 |
| 697+93.8 | -131.4 | 28 |
| 697+94.5 | 47.2 | 17 |
| 697+95.7 | -66.8 | 17 |
| 698+18.3 | -72.2 | 48 |
| 698+39.8 | 45.8 | 36 |
| 698+54.5 | -82.5 | 20 |
| 698+58.6 | -39.4 | 16 |
| 698+62.5 | -46.4 | 21 |
| 698+63.7 | -57.6 | 16 |
| 698+67.8 | 35.7 | 22 |
| 698+82.0 | -107.2 | 18 |
| 698+85.4 | 39.9 | 19 |
| 698+85.7 | -87.0 | 16 |
| 698+86.4 | 45.7 | 19 |
| 698+99.0 | -95.4 | 52 |
| 699+13.1 | -42.7 | 20 |
| 699+20.7 | -74.0 | 18 |
| 699+25.3 | -100.0 | 32 |
| 699+37.7 | -54.0 | 24 |
| 699+39.9 | -119.4 | 24 |
| 699+40.0 | -82.1 | 28 |
| 699+44.8 | -31.5 | 22 |
| 699+48.7 | -102.7 | 36 |
| 699+49.9 | -39.1 | 28 |
| 699+59.3 | -107.3 | 38 |
| 699+68.7 | -135.9 | 19 |
| 699+70.7 | 79.4 | 24 |
| 699+76.7 | 41.6 | 24 |
| 700+83.4 | -75.4 | 18 |
| 701+09.1 | -44.3 | 37 |
| 701+09.3 | 96.7 | 16 |
| SUBTOTAL | | 1,603 |

| LOCATION | | TREE REMOVAL (OVER 15 UNITS DIAMETER) CONT. |
|----------|--------|---------------------------------------------------------|
| | | 20100210 |
| STATION | OFFSET | UNIT |
| 701+12.3 | -84.7 | 30 |
| 701+20.8 | -64.0 | 19 |
| 701+27.5 | -38.7 | 16 |
| 701+31.9 | -40.6 | 26 |
| 701+34.5 | 38.7 | 36 |
| 701+45.6 | 53.1 | 19 |
| 701+47.0 | -78.8 | 43 |
| 701+49.2 | -48.7 | 21 |
| 701+56.0 | -63.3 | 19 |
| 701+61.1 | -90.2 | 16 |
| 701+71.3 | -54.9 | 16 |
| 701+71.9 | -50.0 | 17 |
| 701+82.3 | -81.1 | 28 |
| 701+85.3 | -92.1 | 24 |
| 702+07.3 | -86.1 | 24 |
| 702+08.2 | -58.8 | 45 |
| 702+11.6 | 47.7 | 38 |
| 702+13.2 | 58.8 | 17 |
| 702+16.2 | -85.2 | 21 |
| 702+32.9 | 43.0 | 18 |
| 702+47.1 | -80.3 | 38 |
| 702+54.4 | 45.3 | 17 |
| 702+61.0 | -80.2 | 48 |
| 702+61.9 | -49.2 | 19 |
| 702+77.8 | -89.9 | 21 |
| 702+84.1 | -87.7 | 24 |
| 702+93.3 | -41.3 | 24 |
| 703+22.9 | -66.3 | 38 |
| 703+34.7 | 95.8 | 31 |
| 703+36.6 | 45.9 | 16 |
| 703+41.8 | -77.4 | 18 |
| 703+43.0 | 31.5 | 17 |
| 703+51.4 | -28.2 | 25 |
| 703+71.1 | -67.7 | 36 |
| 703+71.5 | 47.4 | 26 |
| 703+73.4 | -35.0 | 19 |
| 703+81.4 | 56.5 | 16 |
| 703+85.3 | 30.3 | 19 |
| 704+05.7 | 66.0 | 29 |
| 704+10.0 | 35.8 | 19 |
| 704+12.2 | -29.1 | 16 |
| 704+36.5 | -38.7 | 23 |
| 704+36.9 | -42.3 | 16 |
| 704+39.3 | 43.0 | 20 |
| 704+40.3 | 45.0 | 22 |
| 704+43.7 | -42.1 | 19 |
| 704+49.7 | -77.7 | 25 |
| 704+58.0 | -67.9 | 36 |
| 704+68.7 | -41.2 | 20 |
| 704+93.0 | -43.3 | 27 |
| 704+94.5 | 62.2 | 17 |
| 705+09.9 | 34.4 | 23 |
| 705+21.3 | 44.1 | 17 |
| 705+23.4 | -57.5 | 28 |
| 705+24.8 | -38.2 | 22 |
| 705+38.0 | 43.1 | 19 |
| 705+39.5 | -67.0 | 16 |
| 705+57.0 | 47.5 | 22 |
| 705+58.7 | 36.4 | 28 |
| 705+76.0 | -46.5 | 24 |
| 705+85.3 | -31.9 | 16 |
| 705+91.6 | -44.8 | 34 |

| SAPLING REMOVAL | | |
|-----------------|--------|------|
| STATION | OFFSET | UNIT |
| 696+84.2 | -38.2 | 5 |
| 696+89.3 | -51.7 | 4 |
| 696+96.1 | 37 | 5 |
| 697+08.4 | 48.1 | 4 |
| 697+49.3 | -94.3 | 5 |
| 697+49.6 | -45.8 | 4 |
| 697+49.8 | -49.1 | 5 |
| 697+56.6 | 42.9 | 5 |
| 697+60.6 | 41.5 | 4 |
| 697+69.0 | -68.2 | 5 |
| 697+69.0 | -92.8 | 4 |
| 697+73.9 | -87.5 | 4 |
| 697+78.8 | 42.7 | 4 |
| 697+80.4 | -105.3 | 4 |
| 697+80.4 | -106.1 | 4 |
| 697+85.8 | -54.2 | 5 |
| 697+89.3 | -123.1 | 4 |
| 697+94.5 | -54.3 | 5 |
| 697+96.3 | -93.5 | 4 |
| 697+96.8 | 38.7 | 4 |
| 698+03.7 | -62.1 | 4 |
| 698+15.4 | -79.1 | 4 |
| 698+15.4 | -53.6 | 4 |
| 698+18.9 | -46.2 | 4 |
| 698+27.0 | 52 | 5 |
| 698+27.6 | 63 | 4 |
| 698+27.8 | -88.9 | 4 |
| 698+28.4 | -42.9 | 5 |
| 698+34.8 | -86.3 | 5 |
| 698+35.6 | -39.4 | 4 |
| 698+35.6 | -87 | 5 |
| 698+40.7 | -78.8 | 4 |
| 698+47.4 | -95.3 | 4 |
| 698+50.3 | 45.2 | 4 |
| 698+50.7 | -42.6 | 4 |
| 698+55.9 | -71.8 | 4 |
| 698+59.6 | 40.9 | 4 |
| 698+63.0 | -41.3 | 4 |
| 698+66.2 | 47.2 | 4 |
| 698+77.5 | -78.8 | 4 |
| 698+78.9 | -87.2 | 4 |
| 698+79.8 | -87.7 | 4 |
| 698+81.0 | -50.1 | 5 |
| 698+82.1 | 51.5 | 4 |
| 698+87.1 | -53.5 | 4 |
| 698+89.5 | 51.1 | 4 |
| 698+89.5 | 45.5 | 4 |
| 698+95.0 | 59.4 | 4 |
| 699+02.7 | 42 | 4 |
| 699+06.5 | 44.9 | 5 |
| 699+10.1 | 42.4 | 5 |
| 699+13.8 | 45 | 5 |
| 699+15.9 | 66.4 | 4 |
| 699+18.1 | -60.2 | 5 |
| 699+25.8 | 51.7 | 4 |
| 699+26.2 | -51.2 | 4 |
| 699+27.6 | -42.3 | 4 |
| 699+37.1 | -90.6 | 5 |
| 699+50.4 | 58.8 | 4 |
| 699+58.2 | -85.8 | 5 |
| 699+61.2 | 30.3 | 4 |
| 699+64.0 | -123.1 | 4 |
| 699+65.4 | 49.2 | 5 |
| 699+66.3 | -95.4 | 4 |
| 699+69.2 | -122.4 | 4 |
| SUBTOTAL | | 280 |

| SAPLING REMOVAL CONT. | | |
|-----------------------|--------|------|
| STATION | OFFSET | UNIT |
| 699+71.9 | -90.2 | 4 |
| 699+72.4 | -94.7 | 4 |
| 699+79.3 | 91.1 | 4 |
| 699+88.0 | -89.3 | 4 |
| 700+67.9 | -136.3 | 5 |
| 700+74.3 | -111.5 | 4 |
| 700+77.2 | -109.6 | 5 |
| 700+79.1 | -44.1 | 4 |
| 700+81.4 | -44 | 4 |
| 700+82.3 | -86.7 | 4 |
| 700+82.5 | -48.5 | 4 |
| 700+84.1 | -44.1 | 4 |
| 700+89.9 | -61.9 | 4 |
| 700+90.3 | -60.6 | 5 |
| 700+95.2 | 55.4 | 4 |
| 700+96.0 | -81 | 4 |
| 700+96.2 | 45.4 | 5 |
| 700+98.6 | 80 | 5 |
| 700+98.7 | 105.6 | 4 |
| 700+99.4 | 84.5 | 4 |
| 701+02.7 | 90.6 | 4 |
| 701+03.0 | 37.2 | 4 |
| 701+03.6 | 99.3 | 4 |
| 701+05.7 | -61.8 | 5 |
| 701+06.9 | -71.2 | 4 |
| 701+08.4 | 40.3 | 5 |
| 701+08.6 | -85 | 4 |
| 701+10.2 | 30.3 | 5 |
| 701+11.0 | 48.3 | 5 |
| 701+13.4 | 38.2 | 5 |
| 701+14.8 | 39.7 | 5 |
| 701+15.5 | 36.2 | 5 |
| 701+17.5 | -44.3 | 4 |
| 701+18.8 | -49.5 | 4 |
| 701+18.8 | -62.1 | 4 |
| 701+24.5 | 25.5 | 5 |
| 701+25.4 | -80.7 | 4 |
| 701+30.6 | -90.8 | 5 |
| 701+33.3 | -45.3 | 4 |
| 701+42.0 | -42.3 | 5 |
| 701+43.9 | 41.8 | 4 |
| 701+50.9 | 30.7 | 4 |
| 701+57.0 | 57.4 | 4 |
| 701+60.7 | -50.3 | 5 |
| 701+63.4 | -48.6 | 5 |
| 701+65.4 | 63.1 | 4 |
| 701+67.8 | 56.7 | 4 |
| 701+68.2 | -58 | 4 |
| 701+75.4 | -77.6 | 5 |
| 701+76.4 | 38.1 | 4 |
| 701+77.7 | 38.4 | 5 |
| 701+77.9 | 37 | 5 |
| 701+78.9 | 57.5 | 5 |
| 701+83.4 | -53.2 | 4 |
| 701+84.5 | 38.3 | 5 |
| 701+88.2 | -82.1 | 4 |
| 702+01.2 | 28.1 | 4 |
| 702+03.0 | 46.6 | 5 |
| 702+05.6 | -41.6 | 5 |
| 702+10.4 | 37.3 | 5 |
| 702+11.5 | 65.6 | 5 |
| 702+18.3 | 36.6 | 5 |
| 702+23.5 | -49.3 | 5 |
| 702+24.5 | 56.1 | 5 |
| 702+29.3 | 57.2 | 5 |
| SUBTOTAL | | 290 |

| SAPLING REMOVAL CONT. | | |
|-----------------------|--------|------|
| STATION | OFFSET | UNIT |
| 702+29.4 | -69 | 5 |
| 702+31.9 | -42 | 5 |
| 702+32.3 | 33 | 4 |
| 702+32.5 | 43.5 | 5 |
| 702+33.5 | -84.7 | 5 |
| 702+41.0 | -44.7 | 4 |
| 702+42.0 | -44.5 | 5 |
| 702+45.9 | 54.1 | 4 |
| 702+46.6 | -67.6 | 4 |
| 702+50.2 | -47.4 | 5 |
| 702+52.9 | 75.8 | 4 |
| 702+54.5 | -42.5 | 4 |
| 702+60.9 | 72.7 | 5 |
| 702+61.9 | 53.4 | 4 |
| 702+72.6 | -57.6 | 4 |
| 702+72.7 | -64.5 | 4 |
| 702+74.7 | 60.4 | 5 |
| 702+75.5 | 84 | 4 |
| 702+81.6 | 45.2 | 5 |
| 702+85.7 | 43.4 | 4 |
| 702+86.0 | -56.6 | 4 |
| 702+86.3 | -77.3 | 4 |
| 702+86.3 | 44.8 | 5 |
| 702+88.6 | 35.5 | 5 |
| 702+92.6 | 44.9 | 5 |
| 702+93.1 | -48.6 | 5 |
| 702+97.2 | 46.1 | 5 |
| 703+00.6 | 37.6 | 4 |
| 703+03.3 | -58.2 | 5 |
| 703+11.0 | 76.9 | 4 |
| 703+12.2 | 52.1 | 5 |
| 703+15.4 | -50.2 | 5 |
| 703+15.5 | -33.8 | 4 |
| 703+22.2 | -59.4 | 4 |
| 703+32.7 | 56.8 | 5 |
| 703+43.6 | -80.3 | 5 |
| 703+44.6 | -80 | 4 |
| 703+44.9 | 75.8 | 5 |
| 703+48.8 | 85.3 | 4 |
| 703+49.3 | -80.5 | 4 |
| 703+54.1 | 70.6 | 4 |
| 703+61.1 | -40.3 | 4 |
| 703+63.2 | 67.3 | 4 |
| 703+66.9 | 65.8 | 4 |
| 703+67.5 | 34 | 5 |
| 703+68.1 | -30.8 | 4 |
| 703+69.6 | 47.9 | 4 |
| 703+71.6 | -75.6 | 4 |
| 703+73.1 | 32.8 | 4 |
| 703+77.6 | -87 | 4 |
| 703+80.3 | 36.1 | 4 |
| 703+82.1 | -41.5 | 5 |
| 703+82.4 | 41.6 | 4 |
| 703+82.6 | 92.3 | 4 |
| 703+87.1 | 46.4 | 4 |
| 703+89.1 | 53.4 | 5 |
| 703+91.7 | 73.1 | 5 |
| 703+96.1 | -35.9 | 5 |
| 703+99.4 | -43.7 | 5 |
| 704+04.1 | -43.6 | 5 |
| 704+05.3 | -60.8 | 4 |
| 704+10.5 | -32.5 | 5 |
| 704+13.2 | 134.9 | 4 |
| 704+13.6 | 129.1 | 5 |
| 704+15.3 | 125.3 | 5 |
| SUBTOTAL | | 290 |

| SAPLING REMOVAL CONT. | | |
|-----------------------|--------|------|
| STATION | OFFSET | UNIT |
| 704+24.6 | -75.6 | 4 |
| 704+25.3 | 53.1 | 4 |
| 704+25.9 | 34.9 | 5 |
| 704+26.6 | -73 | 5 |
| 704+27.2 | -74 | 4 |
| 704+29.3 | 84.7 | 5 |
| 704+30.6 | 82.8 | 5 |
| 704+32.6 | -43 | 4 |
| 704+32.8 | -39.7 | 5 |
| 704+41.6 | 68.5 | 4 |
| 704+45.0 | 62 | 5 |
| 704+48.9 | 42.7 | 5 |
| 704+61.3 | 82.6 | 4 |
| 704+68.3 | -70.8 | 4 |
| 704+68.9 | 32.1 | 4 |
| 704+69.9 | 39.4 | 4 |
| 704+71.4 | 31 | 5 |
| 704+73.9 | -71.8 | 4 |
| 704+76.2 | -71.8 | 4 |
| 704+78.9 | 63.3 | 4 |
| 704+79.6 | -60.2 | 4 |
| 704+79.8 | -69.6 | 5 |
| 704+81.0 | 50.9 | 4 |
| 704+81.0 | -73.5 | 5 |
| 704+82.1 | 34.2 | 4 |
| 704+82.7 | 42.2 | 4 |
| 704+84.9 | -42.9 | 4 |
| 704+85.0 | 70.5 | 4 |
| 704+86.9 | -62.3 | 4 |
| 704+87.2 | -70.1 | 4 |
| 704+88.0 | 33.7 | 5 |
| 704+92.4 | 43.6 | 4 |
| 704+92.5 | 62.5 | 4 |
| 704+95.1 | -70.1 | 5 |
| 705+02.8 | 53.2 | 5 |
| 705+07.2 | 52.3 | 5 |
| 705+07.2 | -47.6 | 5 |
| 705+07.6 | -60 | 5 |
| 705+13.4 | 28.8 | 5 |
| 705+14.1 | -59.2 | 4 |
| 705+19.1 | -46.4 | 4 |
| 705+22.5 | 29.8 | 5 |
| 705+24.0 | -43 | 5 |
| 705+29.5 | -25.3 | 5 |
| 705+32.5 | -39.3 | 4 |
| 705+32.8 | -47.5 | 5 |
| 705+33.4 | 50.4 | 4 |
| 705+37.3 | -48 | 4 |
| 705+40.6 | -64.5 | 4 |
| 705+47.6 | 49.1 | 4 |
| 705+52.2 | -64.5 | 5 |
| 705+53.7 | -48.1 | 5 |
| 705+53.8 | -65.8 | 4 |
| 705+54.7 | -45.6 | 5 |
| 705+55.5 | -33.9 | 4 |
| 705+62.9 | -47.5 | 5 |
| 705+63.8 | -34 | 4 |
| 705+65.7 | -43.9 | 4 |
| 705+85.7 | 43.4 | 5 |
| 705+90.0 | 41.7 | 5 |
| 705+94.3 | 45.7 | 4 |
| 705+97.6 | -36.5 | 4 |
| 706+00.5 | 49.3 | 4 |
| 706+03.3 | 44.5 | 4 |
| 706+04.1 | -33.8 | 4 |
| SUBTOTAL | | 287 |

| SAPLING REMOVAL CONT. | | |
|-----------------------|--------|-------|
| STATION | OFFSET | UNIT |
| 706+07.8 | -58.9 | 5 |
| 706+15.2 | -52.4 | 5 |
| 706+20.2 | -43.7 | 5 |
| 706+20.6 | 74 | 5 |
| 706+22.1 | 54.2 | 4 |
| 706+22.3 | -59.8 | 5 |
| 706+30.4 | 102.4 | 5 |
| 706+32.8 | 51.2 | 4 |
| 706+35.9 | 49.6 | 5 |
| 706+36.4 | 77.6 | 5 |
| 706+38.8 | 69.7 | 5 |
| 706+39.0 | 98.6 | 5 |
| 706+39.3 | 85.4 | 4 |
| 706+39.5 | 103.8 | 5 |
| 706+39.5 | 108.6 | 5 |
| 706+39.8 | 69.6 | 5 |
| 706+47.7 | -58.2 | 4 |
| 706+51.3 | -50.2 | 5 |
| 706+52.2 | 37.2 | 4 |
| 706+53.0 | 37.3 | 4 |
| 706+54.6 | 47.5 | 4 |
| 706+67.7 | 48.3 | 5 |
| 706+69.2 | 31.5 | 4 |
| 706+84.0 | 74.3 | 5 |
| 706+88.3 | -39.3 | 5 |
| 706+97.5 | -37.6 | 5 |
| 706+98.1 | 38.1 | 5 |
| 706+98.5 | -37.7 | 5 |
| 706+98.5 | 44.2 | 4 |
| 706+98.6 | -43.5 | 4 |
| 707+06.7 | 40.3 | 4 |
| 707+08.0 | -33.2 | 5 |
| 707+20.4 | -43.2 | 4 |
| 707+52.2 | 42.5 | 4 |
| 707+57.4 | 40.8 | 5 |
| 707+67.8 | -43.2 | 4 |
| 707+68.7 | 37.1 | 4 |
| 707+79.2 | 36.3 | 5 |
| 707+81.8 | 37.6 | 5 |
| 708+05.0 | 38.3 | 4 |
| SUBTOTAL | | 184 |
| TOTAL | | 1,331 |

NOTE:
SAPLING REMOVAL TABLES ARE FOR CONTRACTOR
INFORMATION ONLY. ANY DIAMETER LESS THAN
6 UNITS WILL NOT BE PAID FOR.



| | | |
|---------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| PLOT SCALE = 2,000' / in. | DRAWN - JDK/DJM | REVISED - |
| PLOT DATE = 5/4/2018 | CHECKED - JCZ | REVISED - |
| | DATE - 05/04/18 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NTS SHEET 3 OF 6 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-----------|------------------|--------------|-----------|
| 786 | (111) VBR | LASALLE | 76 | 16 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS | | FED. AID PROJECT | | |

| LANDSCAPING ITEMS | | | | | | | | | | |
|-------------------|--------|----|-----------|--------|------------------|-------------------|------------------|------------------------------|--------------------------------|-------------------------------|
| LOCATION | | | | | SEEDING, CLASS 1 | SEEDING, CLASS 2A | SEEDING, CLASS 3 | NITROGEN FERTILIZER NUTRIENT | PHOSPHORUS FERTILIZER NUTRIENT | POTASSIUM FERTILIZER NUTRIENT |
| | | | | | 25000100 | 25000210 | 25000300 | 25000400 | 25000500 | 25000600 |
| STATION | OFFSET | TO | STATION | OFFSET | ACRE | ACRE | ACRE | POUND | POUND | POUND |
| IL 170 | | | | | | | | | | |
| 688+50.00 | RT | | 694+50.00 | RT | | 0.4 | | 36 | 36 | 36 |
| 688+50.00 | LT | | 695+25.00 | LT | | 0.4 | | 36 | 36 | 36 |
| 694+50.00 | RT | | 699+96.00 | RT | | | 1.1 | 99 | 99 | 99 |
| 695+25.00 | LT | | 699+91.00 | LT | | | 0.9 | 81 | 81 | 81 |
| 700+92.00 | LT | | 710+00.00 | LT | | | 1.7 | 153 | 153 | 153 |
| 700+97.00 | RT | | 709+00.00 | RT | | | 1.6 | 144 | 144 | 144 |
| 710+00.00 | LT | | 713+00.00 | LT | | 0.2 | | 18 | 18 | 18 |
| 710+08.00 | RT | | 713+00.00 | RT | 0.3 | | | 27 | 27 | 27 |
| PLUMB STREET | | | | | | | | | | |
| 7+50.00 | LT/RT | | 9+87.00 | LT/RT | 0.2 | | | 18 | 18 | 18 |
| TOTAL | | | | | 0.5 | 1.0 | 5.30 | 612 | 612 | 612 |

| SCHEDULE OF EARTHWORK | | | | |
|-----------------------|------------------|--------------------------------------------------------------------|------------|----------------------|
| LOCATION | EARTH EXCAVATION | ESTIMATED CUT MATERIAL FOR EMBANKMENT ADJUSTED FOR SHRINKAGE (25%) | EMBANKMENT | FURNISHED EXCAVATION |
| | | 20200100 | | 20400800 |
| STATION TO STATION | CU YD | CU YD | CU YD | CU YD |
| IL 170 | | | | |
| 688+50 TO 699+42.5 | 1,485 | 1,115 | 24,530 | 23,415 |
| 701+40.1 TO 713+00 | 2,540 | 1,905 | 33,220 | 31,315 |
| PLUMB STREET | | | | |
| 07+50 TO 09+88 | 175 | 130 | 225 | 95 |
| TOTAL | | 4,200 | 3,150 | 57,975 |

| SCHEDULE OF EROSION CONTROL | | | | | | | | |
|-----------------------------|----------|----|---------|---------|----------------|-------------------------|-----------------------------------|---------------------------|
| LOCATION | | | | | MULCH METHOD 2 | EROSION CONTROL BLANKET | TEMPORARY EROSION CONTROL SEEDING | PERIMETER EROSION BARRIER |
| | | | | | 25100115 | 25100630 | 28000250 | 28000400 |
| STATION | O/S | TO | STATION | O/S | ACRE | SQ YD | POUND | FOOT |
| IL 170 | | | | | | | | |
| 688+50 | LT/RT | | 713+00 | LT/RT | | | 650 | |
| 688+50 | RT | | 694+50 | RT | 0.4 | | | |
| 688+50 | LT | | 695+25 | LT | 0.4 | | | |
| 689+50 | 49' LT | | 694+50 | 64' LT | | | | 500 |
| 692+00 | 59' RT | | 700+13 | 134' RT | | | | 818 |
| 694+50 | RT | | 699+96 | RT | | 4,838 | | |
| 695+25 | LT | | 699+91 | LT | | 3,881 | | |
| 696+50 | 96.5' LT | | 697+50 | 118.2' | | | | 103 |
| 700+75 | 139' LT | | 712+00 | 39' LT | | | | 1,130 |
| 700+92 | LT | | 710+00 | LT | | 7,905 | | |
| 700+97 | RT | | 709+00 | RT | | 7,678 | | |
| 701+15 | 139' RT | | 702+97 | 139' RT | | | | 182 |
| 708+00 | RT | | 709+00 | RT | | | | 100 |
| 710+00 | LT | | 713+00 | LT | 0.2 | | | |
| 710+08 | RT | | 713+00 | RT | 0.20 | | | |
| PLUMB STREET | | | | | | | | |
| 7+50 | LT/RT | | 9+87 | LT/RT | 0.30 | | 25 | |
| 8+50 | LT | | 9+30 | LT | | | | 80 |
| TOTAL | | | | | 1.5 | 24,302 | 675 | 2,913 |

| 28000305 - TEMPORARY DITCH CHECKS | | | | | |
|-----------------------------------|----------|--------|------------------|----------------|-------------------|
| STATION | TO STA | OFFSET | NO. DITCH CHECKS | SPACING (FOOT) | PAY LENGTH (FOOT) |
| IL 170 | | | | | |
| 689+50.0 | 690+50.0 | RT | 3 | 100 | 39 |
| 690+00.0 | 691+00.0 | LT | 2 | 100 | 26 |
| 692+00.0 | 694+64.0 | LT | 9 | 33 | 117 |
| 692+50.0 | 694+81.0 | RT | 8 | 33 | 104 |
| 695+25.0 | 697+00.0 | RT | 8 | 25.5 | 104 |
| 695+25.0 | 698+00.0 | LT | 12 | 25.5 | 156 |
| 697+50.0 | 698+00.0 | RT | 2 | 100 | 26 |
| 699+00.0 | 699+75.0 | LT/RT | 4 | 75 | 52 |
| 701+00.0 | 703+00.0 | LT | 3 | 100 | 39 |
| 701+25.0 | 706+25.0 | RT | 6 | 100 | 78 |
| 705+00.0 | 708+00.0 | LT | 3 | 150 | 39 |
| 708+00.0 | 709+00.0 | RT | 2 | 100 | 26 |
| 709+00.0 | 712+00.0 | LT | 3 | 100 | 39 |
| 712+00.0 | - | RT | 1 | NA | 13 |
| PLUMB STREET | | | | | |
| 8+87.0 | 9+19.0 | LT | 2 | 37 | 26 |
| TOTAL | | | | | 884 |

| LOCATION | | | INLET AND PIPE PROTECTION |
|----------|----------|--|---------------------------|
| | | | 28000500 |
| STATION | OFFSET | | EACH |
| 689+30.0 | 29.6' LT | | 1 |
| 699+04.0 | 15' LT | | 1 |
| 699+10.0 | 15' RT | | 1 |
| 701+10.6 | 74.7' RT | | 1 |
| 701+18.0 | 122' RT | | 1 |
| 701+72.0 | 15' LT | | 1 |
| 701+78.0 | 15' RT | | 1 |
| 703+80.0 | 108' RT | | 1 |
| 703+95.4 | 108' LT | | 1 |
| 707+50.0 | 52' LT | | 1 |
| 707+50.0 | 61' RT | | 1 |
| 710+43.7 | 38.5' LT | | 1 |
| 710+50.0 | 36' RT | | 1 |
| 711+28.5 | 30' RT | | 1 |
| TOTAL | | | 14 |

| AGGREGATE ITEMS | | | | | | | |
|-----------------|--------|----|-----------|--------|---------------------------------------|----------------------------------|----------------------------------|
| LOCATION | | | | | SUBBASE GRANULAR MATERIAL, TYPE A 12" | AGGREGATE BASE COURSE, TYPE A 8" | AGGREGATE SURFACE COURSE, TYPE B |
| | | | | | 31100910 | 35100700 | 40200900 |
| STATION | OFFSET | TO | STATION | OFFSET | SQ YD | SQ YD | CU YD |
| IL 170 | | | | | | | |
| 689+12.62 | LT | | | | | | 28 |
| 690+50.00 | LT/RT | | 698+98.00 | LT/RT | 2,610 | | |
| 694+61.26 | RT | | 699+30.26 | RT | 323 | | |
| 695+29.70 | LT | | 699+23.73 | LT | 272 | | |
| 701+52.00 | LT | | 709+08.50 | LT | 514 | | |
| 701+58.53 | RT | | 708+52.53 | RT | 472 | | |
| 701+84.00 | LT/RT | | 711+00.00 | LT/RT | 2,819 | | |
| 710+23.85 | LT | | | | | | 33 |
| PLUMB STREET | | | | | | | |
| 07+50.00 | LT/RT | | 09+87.00 | LT/RT | | 786 | |
| 08+31.23 | LT | | | | | | 18 |
| TOTAL | | | | | 7,010 | 786 | 79 |

| RIPRAP | | | | | | | |
|----------|--------|----|----------|--------|------------------------|------------------------|---------------|
| LOCATION | | | | | STONE RIPRAP, CLASS A3 | STONE RIPRAP, CLASS A4 | FILTER FABRIC |
| | | | | | 28100105 | 28100107 | 28200200 |
| STATION | OFFSET | TO | STATION | OFFSET | SQ YD | SQ YD | SQ YD |
| 698+95.0 | LT | | 699+05.0 | LT | 6 | | |
| 699+01.3 | RT | | 699+11.3 | RT | 6 | | |
| 701+70.9 | LT | | 701+80.9 | LT | 6 | | |
| 701+77.3 | RT | | 701+87.3 | RT | 6 | | |
| 707+41.5 | LT | | 707+58.5 | LT | | 30 | 30 |
| 707+41.5 | RT | | 707+58.5 | RT | | 30 | 30 |
| 709+09.0 | RT | | 709+27.1 | RT | | 21 | 21 |
| 711+18.6 | RT | | 711+35.4 | RT | | 21 | 21 |
| TOTAL | | | | | 24 | 102 | 102 |



USER NAME = dmeyer
 PLOT SCALE = 2,000' = 1" in.
 PLOT DATE = 5/4/2018

DESIGNED - JJO/AMD
 DRAWN - JDK/DJM
 CHECKED - JCZ
 DATE - 05/04/18

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NTS SHEET 4 OF 6 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-----------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 17 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| PAVEMENT ITEMS | | | | | | | | | | | | | |
|----------------|----|-----------|-----------------------------------|----------------------------------|--------------------------------------------|------------------------------------|---------------------------------------|----------------------------------------------|----------------------------------------------|----------------------------------------------|---------------------------------------------------|----------------------------------|----------------------------|
| LOCATION | | | BITUMINOUS MATERIALS (PRIME COAT) | BITUMINOUS MATERIALS (TACK COAT) | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | LEVELING BINDER (HAND METHOD), N50 | LEVELING BINDER (MACHINE METHOD), N50 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | HOT-MIX ASPHALT BINDER COURSE, 1L-19.0", N50 | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 | PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB | REINFORCEMENT BARS, EPOXY COATED | LONGITUDINAL JOINT SEALANT |
| STATION | TO | STATION | POUND | POUND | TON | TON | TON | SQ YD | TON | TON | SQ YD | POUND | FOOT |
| IL 170 | | | | | | | | | | | | | |
| 688+50.00 | | 689+10.00 | | 78 | | | | 173 | | | | | |
| 688+50.00 | | 690+20.00 | | 92 | | | | | | 56 | | | |
| 688+50.00 | | 713+00.00 | | | 3 | 4 | | | | | | | 3.928 |
| 689+60.00 | | 690+20.00 | | | | 10 | | | | | | | |
| 690+20.00 | | 698+98.00 | | 2,350 | | | | 1,193 | 286 | | | | |
| 690+50.00 | | 698+98.00 | 5,875 | | | | | | | | | | |
| 698+98.00 | | 699+12.15 | | | | | | | | 53 | 1,590 | | |
| 701+70.11 | | 701+84.00 | | | | | | | | 53 | 1,560 | | |
| 701+84.00 | | 711+00.00 | 6,346 | | | | | | | | | | |
| 701+84.00 | | 711+30.00 | | 2,538 | | | | 1,286 | 308 | | | | |
| 711+30.00 | | 711+90.00 | | | | 10 | | | | | | | |
| 711+30.00 | | 713+00.00 | | 94 | | | | | | 56 | | | |
| 712+40.00 | | 713+00.00 | | 78 | | | | 174 | | | | | |
| PLUMB STREET | | | | | | | | | | | | | |
| 07+50.00 | | 09+87.00 | 1,716 | 171 | | | | 100 | 83 | | | | 237 |
| TOTAL | | | 13,937 | 5,401 | 3 | 4 | 20 | 347 | 2,579 | 789 | 106 | 3,150 | 4,165 |

| STORM SEWER ITEMS | | | | | | | | | | | | | | | | | | |
|-------------------|-----------|----|-----------|-----------|-----------------|------------------------------------------------------|---------------------------------------------|---------------------------------------------------------|-----------------------------------|-----------------|---------------------------------------------|--------------------------------------------------------|------------------------------|-------------------|------------------------|------------------------|--------------------|----------------------------------|
| LOCATION | | | | | TRENCH BACKFILL | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 30" | GRATING FOR CONCRETE FLARED END SECTION 30" | STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 30" | STORM SEWERS, CLASS B, TYPE 1 12" | PIPE DRAINS 12" | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 8 GRATE | MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME CLOSED LID | INLETS, TYPE A, TYPE 8 GRATE | REMOVING MANHOLES | CONCRETE THRUST BLOCKS | MISCELLANEOUS CONCRETE | INLET BOX, SPECIAL | DRAINAGE STRUCTURE TO BE REMOVED |
| STATION | OFFSET | TO | STATION | OFFSET | CU YD | EACH | EACH | FOOT | FOOT | FOOT | EACH | EACH | EACH | EACH | CU YD | EACH | EACH | |
| 20800150 | | | | | 54214515 | 54247150 | 550A4300 | 550B0050 | 60100945 | 60224005 | 60224446 | 60236200 | 60500040 | 61000050 | 61100605 | X1200108 | Z0018700 | |
| 699+04.0 | 15.3' LT | | 699+03.96 | 114' LT | | | | | 97 | | | | | 1 | 0.5 | 1 | | |
| 699+10.3 | 15.3' RT | | 699+10.34 | 115.5' LT | | | | | 99 | | | | | 1 | 0.5 | 1 | | |
| 701+10.6 | 74.7' RT | | | | | | | | | | | | 1 | | | | | |
| 701+40.9 | 118.6' RT | | | | | | | | | | | | | | | | 1 | |
| 701+71.9 | 15.3' LT | | 701+71.92 | 120.4' LT | | | | | 103 | | | | | 1 | 0.5 | 1 | | |
| 701+78.3 | 15.3' RT | | 701+78.30 | 120.4' RT | | | | | 103 | | | | | 1 | 0.5 | 1 | | |
| 703+82.9 | 60' RT | | | | | | | | | | | | 1 | | | | | |
| 703+94.6 | 64.2' LT | | | | | | | | | | | | 1 | | | | | |
| 707+50.0 | 52' LT | | | | | | | | | 1 | | | | | | | | |
| 709+20.0 | 53' RT | | 710+00.00 | 36.5' RT | 37 | 1 | | 84 | | | | | | | | | | |
| 710+02.0 | 36' RT | | 710+50.00 | 24.7' RT | | | | 49 | | | 1 | | | | | | | |
| 710+50.0 | 24.7' RT | | | 36' RT | | | | | 8 | | 1 | 1 | | | | | | |
| 710+50.0 | 24.7' RT | | 711+25.00 | 30.2' RT | | 1 | 1 | 75 | | | | | | | | | | |
| TOTAL | | | | | 37 | 2 | 1 | 208 | 8 | 402 | 1 | 2 | 1 | 3 | 4 | 2 | 4 | 1 |

| FIELD TILE ITEMS | | | | | | | | | |
|------------------------------------|----------|----|-----------|----------|--------------------------------------|----------------------------|----------------------------|-------------------------------------|-------------------------------------|
| LOCATION | | | | | STORM SEWERS PROTECTED, CLASS A, 12" | STORM SEWER (SPECIAL), 10" | STORM SEWER (SPECIAL), 12" | FIELD TILE JUNCTION VAULTS, 2' DIA. | FIELD TILE JUNCTION VAULTS, 4' DIA. |
| STATION | OFFSET | TO | STATION | OFFSET | FOOT | FOOT | FOOT | EACH | EACH |
| 61101013 | | | | | 61140100 | 61140200 | 61133100 | 61133300 | |
| 701+18.08 | 122' RT | | 701+10.61 | 74.7' RT | 43 | | 1 | 1 | |
| 703+61.03 | 123' LT | | 703+95.40 | 108' LT | 36 | | | 1 | |
| 703+80.04 | 108' RT | | 703+81.54 | 83.1' RT | 22 | | 1 | | |
| 703+81.54 | 83.1' RT | | 703+82.94 | 60' RT | | 21 | | 1 | |
| 703+94.59 | 64.2' RT | | | | | | | 1 | |
| CONTINGENCY IN CASE OF DAMAGE TILE | | | | | | 275 | | | |
| TOTAL | | | | | 101 | 275 | 21 | 2 | 4 |

| REMOVAL ITEMS | | | | | |
|---------------|----|-----------|-----------------|------------------|-----------------------------------|
| LOCATION | | | TRENCH BACKFILL | PAVEMENT REMOVAL | REMOVE TEMPORARY CONCRETE BARRIER |
| STATION | TO | STATION | CU YD | SQ YD | FOOT |
| 20800150 | | | 44000100 | X7040650 | |
| 690+50.00 | | 691+50.00 | 142 | 289 | |
| 690+50.00 | | 693+00.00 | | | |
| 697+50.00 | | 699+00.00 | | | |
| 697+85.00 | | 703+44.00 | | | 559 |
| 699+00.00 | | 699+51.38 | | 154 | |
| 701+31.25 | | 701+80.00 | | 146 | |
| 701+80.00 | | 704+00.00 | | | |
| 707+40.00 | | 707+60.00 | | 58 | |
| 707+60.00 | | 710+00.00 | | | |
| 710+00.00 | | 711+00.00 | 152 | 289 | |
| TOTAL | | | 294 | 936 | 559 |



| | | |
|--------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| PLOT SCALE = 2.0000"/in. | DRAWN - JDK/DJM | REVISED - |
| PLOT DATE = 5/4/2018 | CHECKED - JCZ | REVISED - |
| | DATE - 05/04/18 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NTS SHEET 5 OF 6 SHEETS STA. TO STA.

| | | | | |
|---------------------------|----------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111)VBR | LASALLE | 76 | 18 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| PIPE CULVERT ITEMS | | | | | | | | | | | | |
|--------------------|--------|----|-----------|--------|-----------------|----------------------|------------------------------------|----------------------------------------------------------|------------------------------------|------------------|-----------------------------------------------------|----------------------------------------------------------|
| LOCATION | | | | | TRENCH BACKFILL | PIPE CULVERT REMOVAL | PIPE CULVERTS, CLASS A, TYPE 1 18" | PIPE CULVERTS, CLASS A, TYPE 3 EQUIVALENT ROUND-SIZE 36" | PIPE CULVERTS, CLASS D, TYPE 1 15" | END SECTIONS 15" | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18" | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, ERS 36" |
| | | | | | 20800150 | 50105220 | 542A0223 | 542A8321 | 542D0220 | 54213450 | 54213663 | 54214521 |
| STATION | OFFSET | TO | STATION | OFFSET | CU YD | FOOT | FOOT | FOOT | FOOT | EACH | EACH | EACH |
| 688+96.39 | LT | | 689+26.60 | LT | 4 | 28 | | | 30 | 2 | | |
| 709+01.88 | RT | | | | | 31 | | | | | | |
| 707+50.00 | LT/RT | | 707+50.00 | LT/RT | 95 | | 4 | 104 | | | 1 | 1 |
| 709+55.70 | RT | | 710+02.03 | RT | 22 | 46 | | | | | | |
| 709+57.10 | RT | | | | | 12 | | | | | | |
| 710+07.90 | LT | | 710+39.90 | LT | 18 | 20 | | | 32 | 2 | | |
| 711+53.81 | RT | | 711+72.92 | RT | | 19 | | | | | | |
| TOTAL | | | | | 139 | 156 | 4 | 104 | 62 | 4 | 1 | 1 |

| GUARDRAIL ITEMS | | | | | | | | | | | | |
|-----------------|--------|----|-----------|--------|---------------------------------------------|----------------------------------|----------------------------------------------------|-------------------|----------------------------------|------------------------------|----------------------------------|--|
| LOCATION | | | | | STEEL PLATE GUARDRAIL, TYPE A, 6 FOOT POSTS | TRAFFIC BARRIER TERMINAL, TYPE 6 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | GUARDRAIL REMOVAL | TERMINAL MARKER - DIRECT APPLIED | GUARDRAIL REFLECTORS, TYPE B | LINEAR DELINEATOR PANELS, 6 INCH | |
| | | | | | 63000001 | 63100085 | 63100167 | 63200310 | 72501000 | 78200006 | X0326649 | |
| STATION | OFFSET | TO | STATION | OFFSET | FOOT | EACH | EACH | FOOT | EACH | EACH | EACH | |
| 693+59.17 | LT | | 709+65.38 | LT | | | | 1,606 | | | | |
| 693+65.85 | RT | | 709+47.16 | RT | | | | 1,581 | | | | |
| 694+55.86 | 17' RT | | 695+05.86 | 16' RT | | | 1 | | 1 | | | |
| 695+05.86 | 16' RT | | 698+93.36 | 16' RT | 387.5 | | | | | 3 | | |
| 695+24.33 | 17' LT | | 695+74.33 | 16' LT | | | 1 | | 1 | | | |
| 695+74.33 | 16' LT | | 698+86.83 | 16' LT | 312.5 | | | | | 3 | | |
| 698+86.83 | 16' LT | | 699+26.23 | 16' LT | | 1 | | | | | | |
| 698+93.36 | 16' RT | | 699+32.76 | 16' RT | | 1 | | | | | | |
| 699+26.23 | 16' LT | | 701+49.50 | 16' LT | | | | | | | 4 | |
| 699+32.76 | 16' RT | | 701+56.03 | 16' RT | | | | | | | 4 | |
| 701+49.50 | 16' LT | | 701+88.90 | 16' LT | | 1 | | | | | | |
| 701+56.03 | 16' RT | | 701+95.43 | 16' RT | | 1 | | | | | | |
| 701+88.90 | 16' LT | | 708+63.90 | 16' LT | 675 | | | | | 4 | | |
| 701+95.43 | 16' RT | | 707+95.43 | 16' RT | 600 | | | | | 4 | | |
| 707+95.43 | 16' RT | | 708+45.43 | 17' RT | | | 1 | | 1 | | | |
| 708+63.90 | 16' LT | | 709+13.90 | 17' LT | | | 1 | | 1 | | | |
| TOTAL | | | | | 1975 | 4 | 4 | 3,187 | 4 | 14 | 8 | |

| PAVEMENT MARKING ITEMS | | | | | | | | | | | | |
|------------------------|--------|----|-----------|--------|----------------------------------|----------------------------------|-----------------------------------|-------------------------------------------|-------------------------------------------|--|--|--|
| LOCATION | | | | | PAINT PAVEMENT MARKING - LINE 4" | PAINT PAVEMENT MARKING - LINE 6" | RAISED REFLECTIVE PAVEMENT MARKER | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | PAVEMENT MARKING REMOVAL - WATER BLASTING | | | |
| | | | | | 78001110 | 78001130 | 78100100 | 78300200 | X0327980 | | | |
| STATION | OFFSET | TO | STATION | OFFSET | FOOT | FOOT | EACH | EACH | EACH | | | |
| 688+50.00 | | | 699+72.00 | | | 560 | | | | | | |
| 688+50.00 | LT/RT | | 713+00.00 | LT/RT | | | 31 | 31 | 2,580 | | | |
| 691+05.80 | | | 701+06.80 | | | | | | | | | |
| 699+72.00 | | | 709+65.90 | | | | | | | | | |
| 701+06.80 | | | 713+00.00 | | | 600 | | | | | | |
| TOTAL | | | | | 13,510 | 1,160 | 31 | 31 | 2,580 | | | |

NOTE: REFER TO SPECIAL PROVISION "PAINT PAVEMENT MARKING - TWO APPLICATIONS".

| TEMPORARY PAVEMENT MARKING | | | | | | | | | |
|----------------------------|--------|----|-----------|--------|-----------------------------|-------------------------------------|--------------------------------------|--------------------------------------|--|
| LOCATION | | | | | SHORT TERM PAVEMENT MARKING | SHORT TERM PAVEMENT MARKING REMOVAL | TEMPORARY PAVEMENT MARKING - LINE 4" | TEMPORARY PAVEMENT MARKING - LINE 6" | |
| | | | | | 70300100 | 70300150 | 70300220 | 70300240 | |
| STATION | OFFSET | TO | STATION | OFFSET | FOOT | SQ FT | FOOT | FOOT | |
| 688+50.00 | LT | | 699+51.00 | LT | | | | 280 | |
| 688+50.00 | LT/RT | | 713+00.00 | LT/RT | 320 | 107 | 7,025 | | |
| 701+31.00 | RT | | 713+00.00 | RT | | | | 300 | |
| TOTAL | | | | | 320 | 107 | 7,025 | 580 | |

| LOCATION | | | FURNISHING AND ERECTING RIGHT OF WAY MARKERS |
|----------|---------|----|----------------------------------------------|
| | | | 66600105 |
| STATION | OFFSET | TO | EACH |
| 688+00.0 | 40' LT | | 1 |
| 688+50.0 | 50' LT | | 1 |
| 688+50.0 | 40' RT | | 1 |
| 691+00.0 | 50' LT | | 1 |
| 693+00.0 | 65' LT | | 1 |
| 695+00.0 | 65' LT | | 1 |
| 695+50.0 | 80' RT | | 1 |
| 697+50.0 | 120' RT | | 1 |
| 698+00.0 | 130' LT | | 1 |
| 699+75.0 | 130' LT | | 1 |
| 700+13.3 | 135' RT | | 1 |
| 700+74.0 | 140' LT | | 1 |
| 701+15.0 | 140' RT | | 1 |
| 702+96.6 | 140' RT | | 1 |
| 704+00.0 | 130' LT | | 1 |
| 704+25.7 | 130' RT | | 1 |
| 708+00.0 | 80' RT | | 1 |
| 709+00.0 | 80' RT | | 1 |
| 709+45.0 | 150' RT | | 1 |
| 712+00.0 | 40' LT | | 1 |
| TOTAL | | | 20 |

| SHOULDER ITEMS | | | | | | | | | | |
|----------------|--------|----|-----------|--------|-----------------------------------|--------------------------------|-----------------------------------|-------------------------------|------------------------|--|
| LOCATION | | | | | BITUMINOUS MATERIALS (PRIME COAT) | AGGREGATE SHOULDERS, TYPE B 6" | AGGREGATE WEDGE SHOULDERS, TYPE B | HOT-MIX ASPHALT SHOULDERS, 8" | CONCRETE SHOULDER CURB | |
| | | | | | 40600275 | 48101500 | 48102100 | 48203029 | 66201120 | |
| STATION | OFFSET | TO | STATION | OFFSET | POUND | SQ YD | TON | SQ YD | FOOT | |
| IL 170 | | | | | | | | | | |
| 688+50.00 | LT | | 688+88.62 | LT | | 13 | 1 | | | |
| 688+50.00 | RT | | 694+44.60 | RT | | 198 | 17 | | | |
| 689+36.62 | LT | | 695+13.00 | LT | | 192 | 17 | | | |
| 694+44.60 | RT | | 699+30.26 | RT | 727 | | | 326 | 8 | |
| 695+13.00 | LT | | 699+23.73 | LT | 612 | | | 276 | 8 | |
| 701+52.00 | LT | | 709+25.20 | LT | 1156 | | | 517 | 8 | |
| 701+58.53 | RT | | 708+56.80 | RT | 1062 | | | 467 | 8 | |
| 708+56.80 | RT | | 709+07.48 | RT | | 17 | 2 | | | |
| 709+25.20 | LT | | 713+00.00 | LT | | 125 | 11 | | | |
| 709+92.04 | RT | | 713+00.00 | RT | | 109 | 9 | | | |
| PLUMB STREET | | | | | | | | | | |
| 7+50.00 | LT | | 8+64.14 | LT | | 26 | 3 | | | |
| 7+50.00 | RT | | 9+53.11 | RT | | 45 | 6 | | | |
| 8+64.14 | LT | | 9+84.00 | LT | | 51 | 4 | | | |
| TOTAL | | | | | 3557 | 776 | 70 | 1,586 | 32 | |



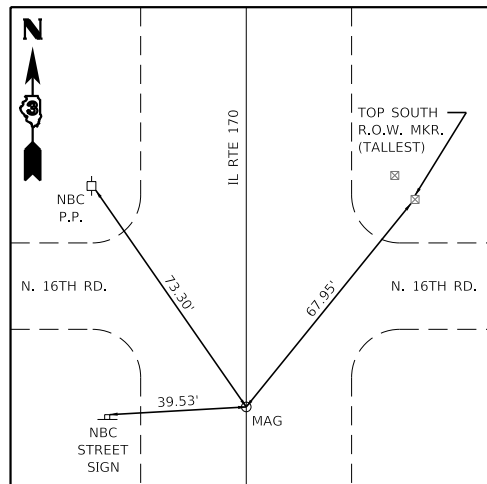
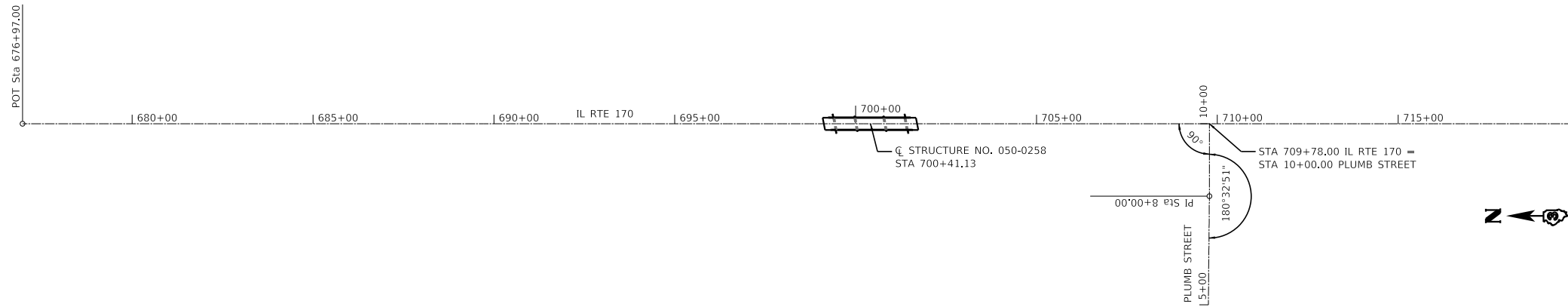
| | | |
|------------------------------|--------------------|------------------------|
| USER NAME = duncand | DESIGNED - JJO/AMD | REVISED - BDD 8/8/2018 |
| PLOT SCALE = 2,000' / 1" IN. | DRAWN - JDK/DJM | REVISED - |
| PLOT DATE = 8/9/2018 | CHECKED - JCZ | REVISED - |
| | DATE - 05/04/18 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

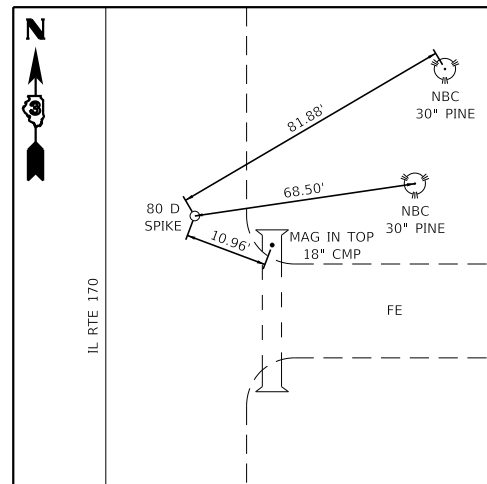
SCALE: NTS SHEET 6 OF 6 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|---------|--------------|-----------|
| 786 | (111) VBR | LASALLE | 76 | 19 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



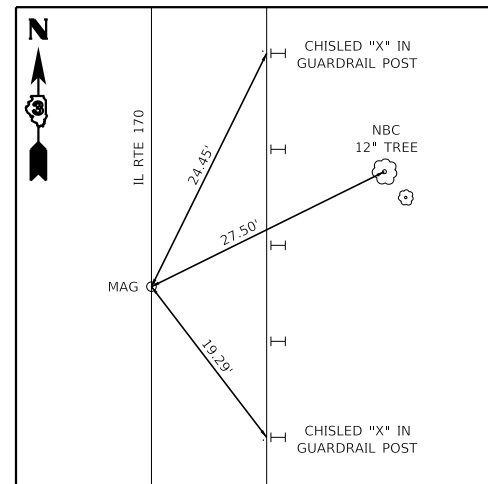
POT STA. 676+97.00

N 1638770.50
E 898509.78



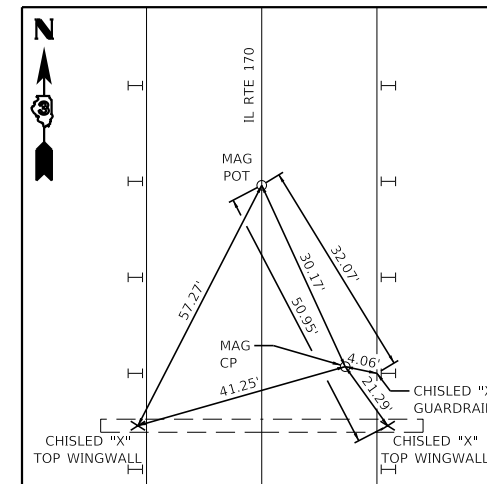
CONTROL POINT #170515

80 D SPIKE IN FE, NE QUAD
STA. 688+92.31/19.67' LT.
N 1637575.48
E 898542.64
ELEV. 697.90



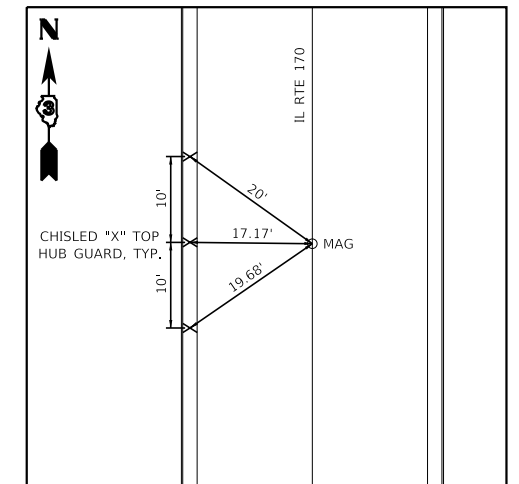
POT STA. 696+03.46

N 1636864.16
E 898530.82



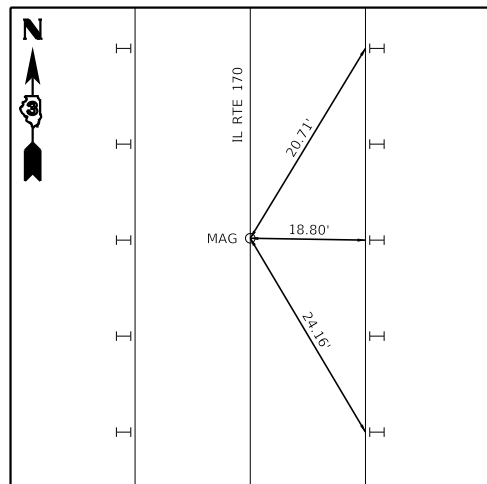
POT STA. 699+00.00 CONTROL POINT #170516

N 1636567.64
E 898534.10
MAG IN SHOULDER
STA. 699+27.02/13.44' LT.
N 1636540.77
E 898547.84
ELEV. 721.27



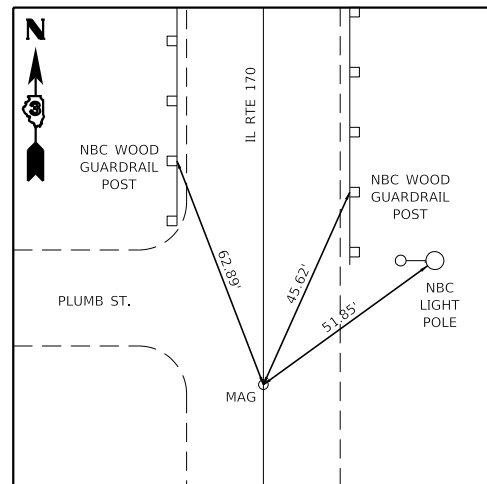
POT STA. 700+41.38 EX. S.N. 050-0073

N 1636426.27
E 898535.66



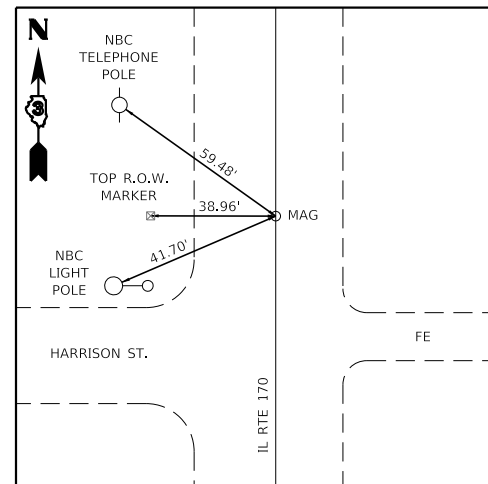
POT STA. 702+00.00

N 1636267.65
E 898537.41



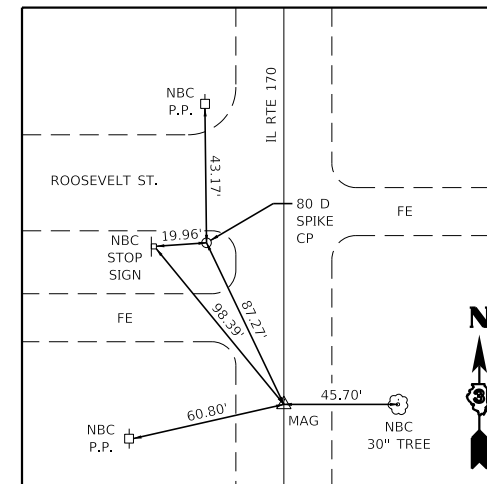
POT STA. 710+00.00

N 1635467.70
E 898546.24



POT STA. 715+02.89

N 1634964.84
E 898551.79



PI STA. 720+00.00 CONTROL POINT #170517

N 1634467.76
E 898557.28
80 D SPIKE IN SW QUAD OF
IL RTE 170 & ROOSEVELT ST.
STA. 719+15.33/21.16' RT.
N 1634552.20
E 898535.18
ELEV. 692.83

BENCHMARK #1

ELEV. 692.22
RAILROAD SPIKE IN LIGHT POLE NORTHWEST
QUADRANT OF IL RTE 170 & HARRISON STREET,
STA. 715+11.14/40.71' RT.

BENCHMARK #2

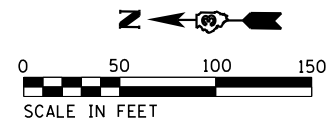
ELEV. 691.81
RAILROAD SPIKE IN LIGHT POLE OPPOSITE
PLUMB STREET, STA. 709+64.58/37.92' LT.

BENCHMARK #7

ELEV. 701.18
RAILROAD SPIKE IN POWER POLE,
STA. 693+58.78/38.49' RT.

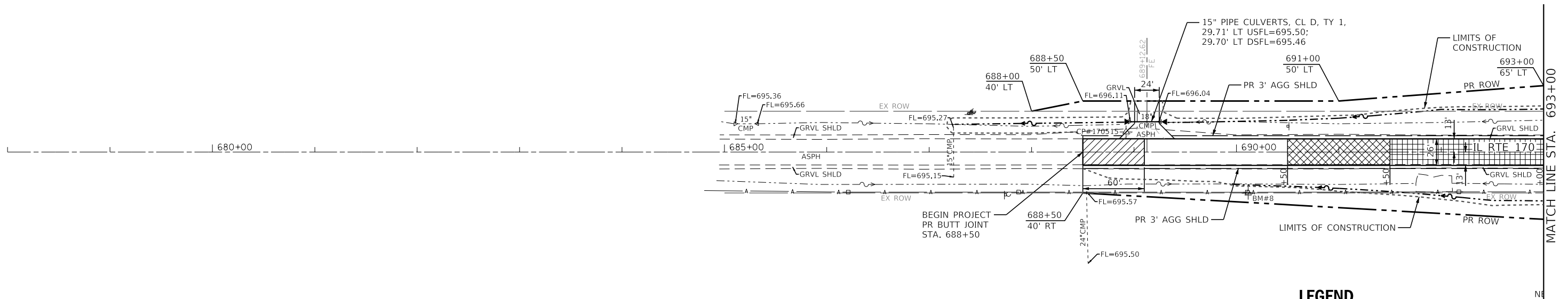
BENCHMARK #8

ELEV. 697.12
RAILROAD SPIKE IN POWER POLE,
STA. 690+11.44/40.22' RT.



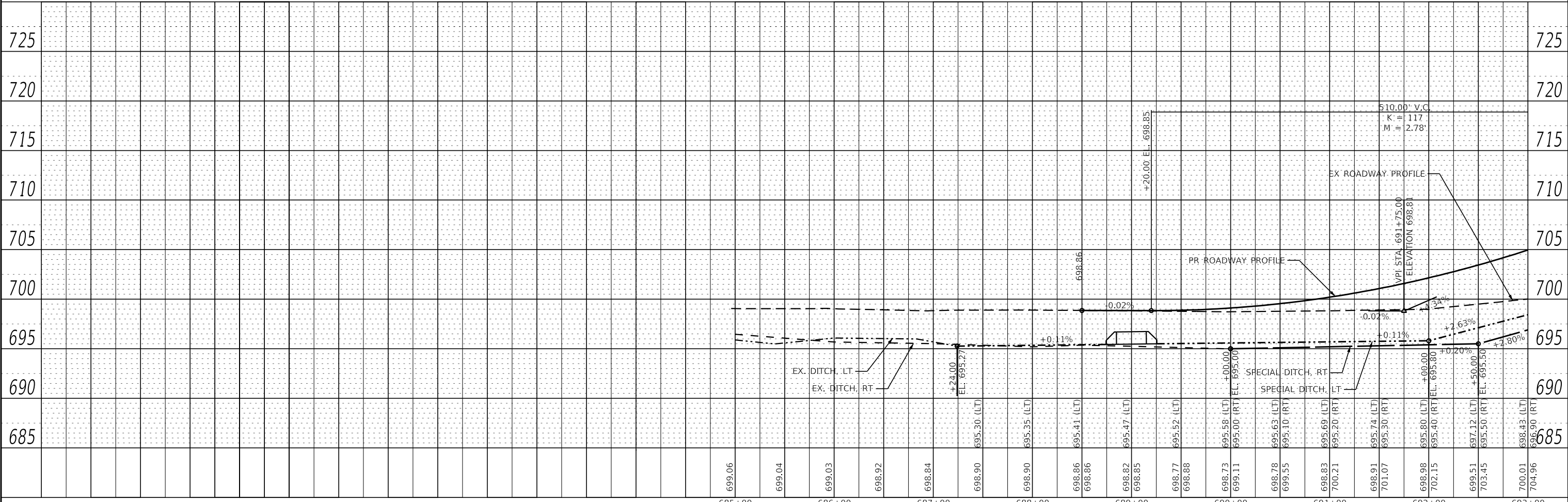
| | | |
|------|----------|------|
| PLAN | SURVEYED | DATE |
| | PLOTTED | |
| | ALIGNED | |
| | CHECKED | |
| | BY | |
| | NO. | |

| | | |
|---------|----------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | GRADES | |
| | CHECKED | |
| | BY | |
| | NO. | |



LEGEND

- HMA SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL
- BREAK PAVEMENT ACCORDING TO SECTION 205 OF THE STANDARD SPECIFICATIONS



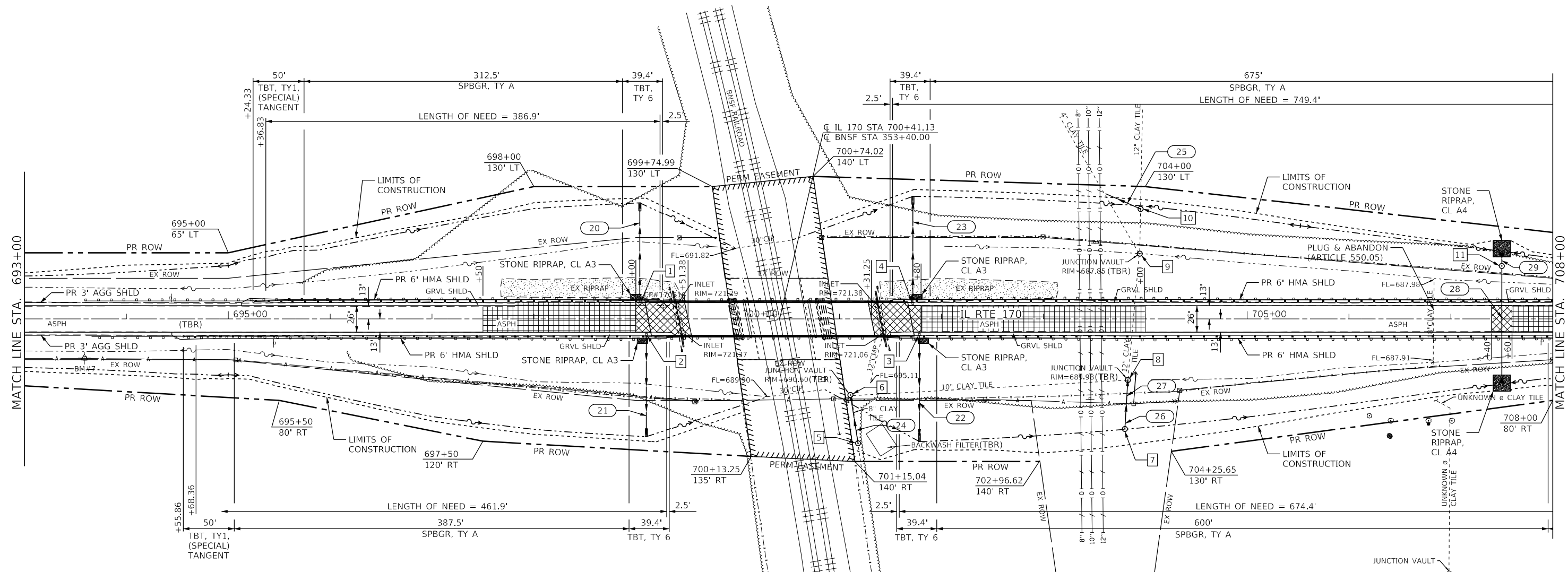
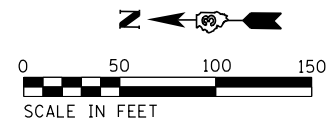
| | | |
|-----------------------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| PLOT SCALE = 1/100,000" = 1/16" = 1/32" | DRAWN - JDK/DJM | REVISED - |
| PLOT DATE = 5/4/2018 | CHECKED - JCZ | REVISED - |
| | DATE - 05/04/18 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 170 - PLAN AND PROFILE

SCALE: 1"=50' SHEET 1 OF 4 SHEETS STA. 685+00 TO STA. 693+00

| | | | | |
|---------------------------|-------------------|----------------|-----------------|--------------|
| F.A.P. RTE. 786 | SECTION (111) VBR | COUNTY LASALLE | TOTAL SHEETS 76 | SHEET NO. 21 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



- | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1 STA. 699+04, 15.29' LT TYPE G INLET BOX, STANDARD 610001</p> <p>2 STA. 699+10.34, 15.29' RT TYPE G INLET BOX, STANDARD 610001</p> <p>3 STA. 701+78.30, 15.29' RT TYPE G INLET BOX, STANDARD 610001</p> <p>4 STA. 701+71.92, 15.29' LT TYPE G INLET BOX, STANDARD 610001</p> <p>5 STA. 701+18.08, 121.99' RT FIELD TILE JUNCTION VAULT, 2' DIA OL RIM = 693.00 W INV = FIELD VERIFY E INV = GRADE TO DRAIN</p> <p>6 STA. 701+10.61, 74.67' RT FIELD TILE JUNCTION VAULT, 4' DIA CL RIM = 690.60 S INV = 686.59 E INV = 687.65 W INV = 688.63</p> <p>7 STA. 703+80.04, 108.00' RT FIELD TILE JUNCTION VAULT, 2' DIA OL RIM = 689.10 E INV = 684.26</p> | <p>8 STA. 703+82.94, 60.02' RT FIELD TILE JUNCTION VAULT, 4' DIA CL RIM = 704.32 N INV = 685.82 E INV = 685.74 W INV = 684.06</p> <p>9 STA. 703+94.59, 64.17' LT FIELD TILE JUNCTION VAULT, 4' DIA CL RIM = 703.00 NE INV = 686.62 E INV = 685.81 W INV = 685.80</p> <p>10 STA. 703+95.42, 108.00' LT FIELD TILE JUNCTION VAULT, 4' DIA OL RIM = 688.32 N INV = FIELD VERIFY E INV = FIELD VERIFY W INV = FIELD VERIFY</p> <p>11 STA. 707+50.00, 52.00' LT MH TA 6' DIA, T8 GRATE W/ FLAT SLAB TOP ONLY RIM = 692.50 W INV = 687.62 E INV = 687.58</p> | <p>20 PIPE DRAINS 12" W/ CONCRETE HEADWALLS</p> <p>21 PIPE DRAINS 12" W/ CONCRETE HEADWALLS</p> <p>22 PIPE DRAINS 12" W/ CONCRETE HEADWALLS</p> <p>23 PIPE DRAINS 12" W/ CONCRETE HEADWALLS</p> <p>24 STORM SEWERS PROTECTED, CLASS A, 12"</p> <p>25 STORM SEWERS PROTECTED, CLASS A, 12"</p> <p>26 STORM SEWERS PROTECTED, CLASS A, 12"</p> <p>27 STORM SEWERS (SPECIAL), 12"</p> <p>28 CULVERTS, CL A, TY 3, EQRS - 36" = 104 FT 63' RT USFL=688.40 49' LT DSFL=687.62 W/ PRC FES 36"</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

- 29 CULVERTS, CL A,
TY 1 - 18" = 4 FT
55' LT USFL = 687.58
65' LT DSFL = 687.50
W/ PRC FES 18"

BENCHMARK #7, ELEV. 701.19
STA. 693+58.78, 38.49' RT
RAILROAD SPIKE IN POWER POLE

BENCHMARK #0073, ELEV. 721.91
STA. 701+27.26, 17.16' LT
CHISELED SQUARE ON TOP OF SE WINGWALL

LEGEND

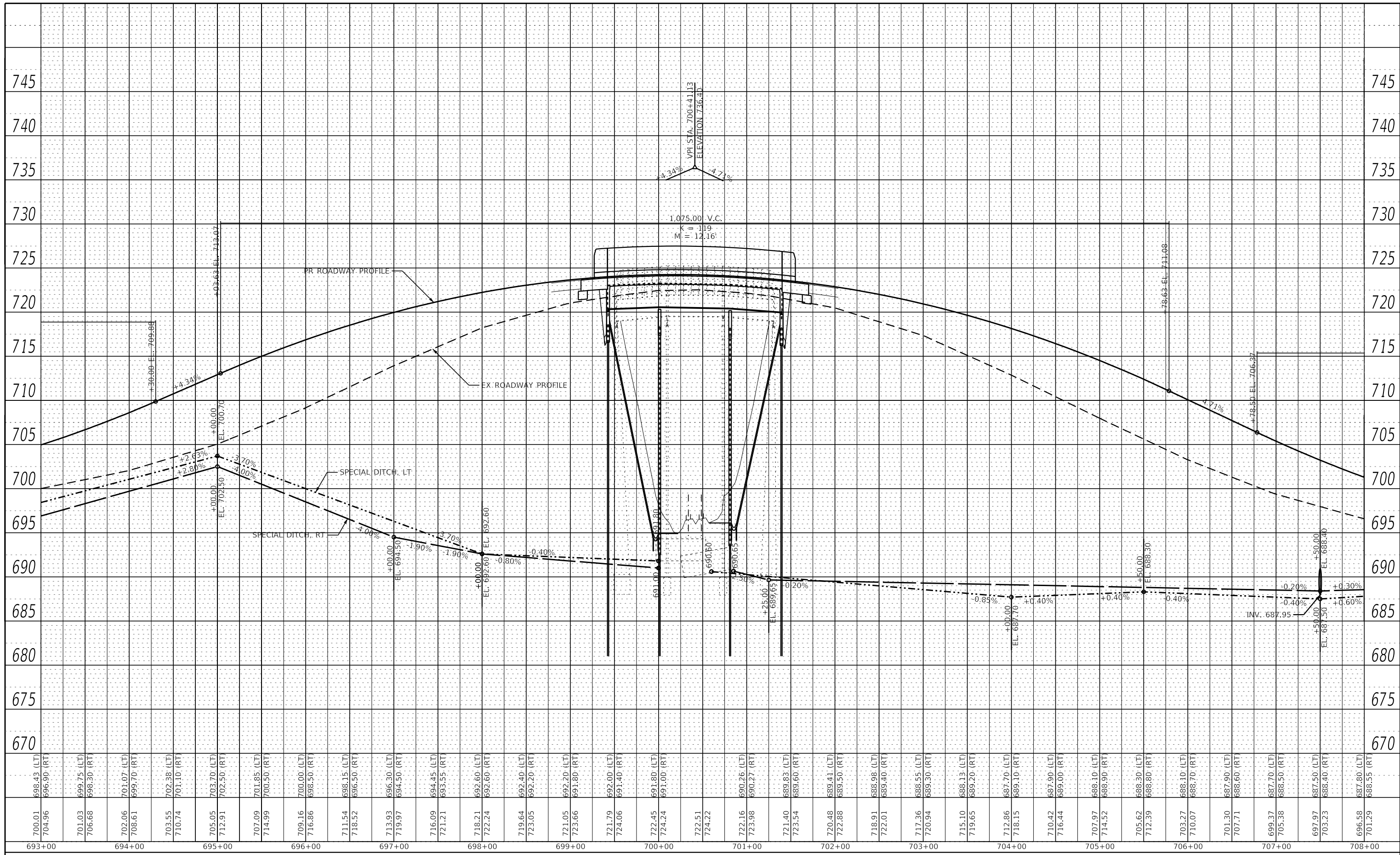
- HMA SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL
- BREAK PAVEMENT ACCORDING TO SECTION 205 OF THE STANDARD SPECIFICATIONS

| | | |
|------------------------------|--------------------|------------------------|
| USER NAME = duncand | DESIGNED - JJO/AMD | REVISED - BDD 8/8/2018 |
| PLOT SCALE = 100,0000' / in. | DRAWN - JDJ/DJM | REVISED - |
| PLOT DATE = 8/9/2018 | CHECKED - JCZ | REVISED - |
| | DATE - 05/04/18 | REVISED - |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|---------|--------------|-----------|
| 786 | (111) VBR | LASALLE | 76 | 22 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| | | | |
|------|-------------------|----|------|
| PLAN | REVIEWED | BY | DATE |
| | PLOTTED | | |
| | NOTE BOOK | | |
| | ALIGNMENT CHECKED | | |
| | NO. | | |
| | CADD FILE NAME | | |

| | | | |
|---------|-----------------------------|----|------|
| PROFILE | REVIEWED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOTATIONS CHECKED | | |
| | NO. | | |



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|
| 700.01 | 698.43 (LT) | 693+00 | 700.02 | 696.90 (RT) | 694+00 | 700.03 | 699.75 (LT) | 695+00 | 700.04 | 698.30 (RT) | 696+00 | 700.05 | 701.07 (LT) | 697+00 | 700.06 | 699.70 (RT) | 698+00 | 700.07 | 702.38 (LT) | 699+00 | 700.08 | 701.10 (RT) | 700+00 | 700.09 | 703.70 (LT) | 701+00 | 700.10 | 702.50 (RT) | 702+00 | 700.11 | 701.85 (LT) | 703+00 | 700.12 | 700.50 (RT) | 704+00 | 700.13 | 700.00 (LT) | 705+00 | 700.14 | 698.50 (RT) | 706+00 | 700.15 | 698.15 (LT) | 707+00 | 700.16 | 696.50 (RT) | 708+00 | 700.17 | 696.30 (LT) | | 700.18 | 694.50 (RT) | | 700.19 | 694.45 (LT) | | 700.20 | 693.55 (RT) | | 700.21 | 692.60 (LT) | | 700.22 | 692.60 (RT) | | 700.23 | 692.40 (LT) | | 700.24 | 692.20 (RT) | | 700.25 | 692.20 (LT) | | 700.26 | 691.80 (RT) | | 700.27 | 691.80 (LT) | | 700.28 | 691.00 (RT) | | 700.29 | 691.80 (LT) | | 700.30 | 690.26 (RT) | | 700.31 | 690.27 (LT) | | 700.32 | 689.83 (RT) | | 700.33 | 689.60 (LT) | | 700.34 | 689.41 (RT) | | 700.35 | 689.50 (LT) | | 700.36 | 688.98 (RT) | | 700.37 | 689.40 (LT) | | 700.38 | 688.55 (RT) | | 700.39 | 689.30 (LT) | | 700.40 | 688.13 (RT) | | 700.41 | 689.20 (LT) | | 700.42 | 688.13 (LT) | | 700.43 | 689.20 (RT) | | 700.44 | 687.70 (LT) | | 700.45 | 689.10 (RT) | | 700.46 | 687.90 (LT) | | 700.47 | 689.00 (RT) | | 700.48 | 688.10 (LT) | | 700.49 | 688.90 (RT) | | 700.50 | 688.30 (LT) | | 700.51 | 688.80 (RT) | | 700.52 | 688.10 (LT) | | 700.53 | 688.70 (RT) | | 700.54 | 687.90 (LT) | | 700.55 | 688.60 (RT) | | 700.56 | 687.70 (LT) | | 700.57 | 688.50 (RT) | | 700.58 | 687.50 (LT) | | 700.59 | 688.40 (RT) | | 700.60 | 687.80 (LT) | | 700.61 | 688.55 (RT) | |
|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--------|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|--------|-------------|--|



| | | |
|------------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| PLOT SCALE = 100,0000' / in. | DRAWN - JDK/DJM | REVISED - |
| PLOT DATE = 5/4/2018 | CHECKED - JCZ | REVISED - |
| | DATE - 05/04/18 | REVISED - |

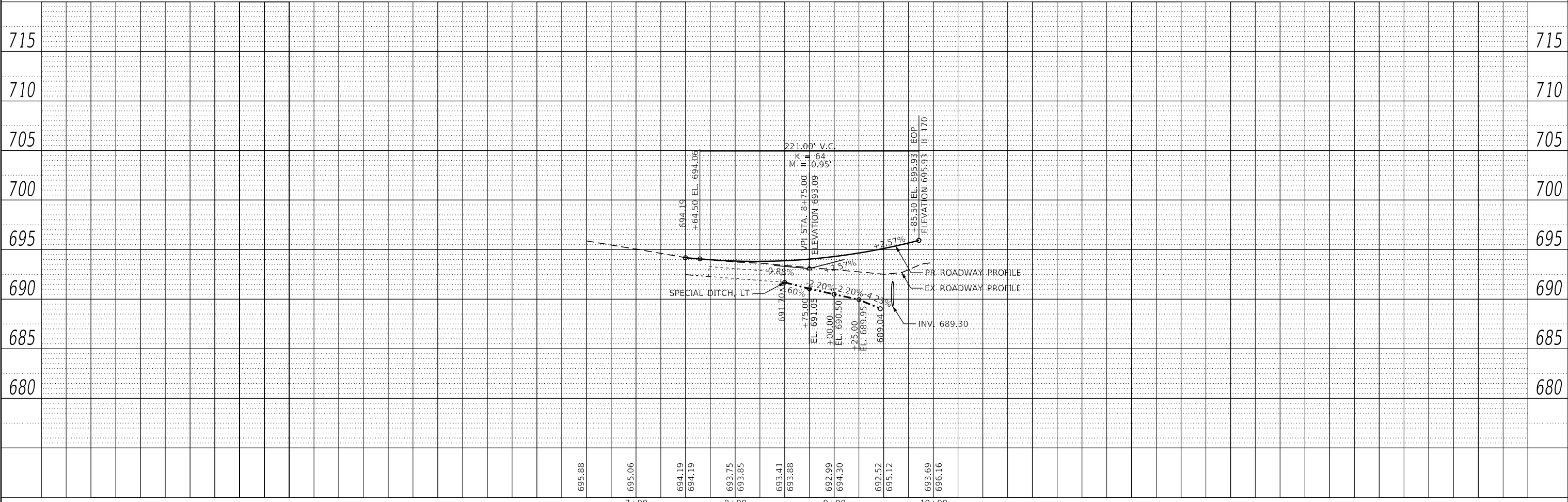
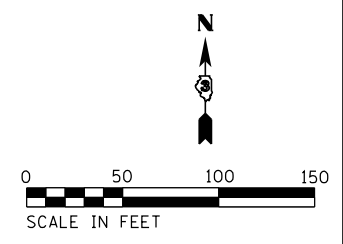
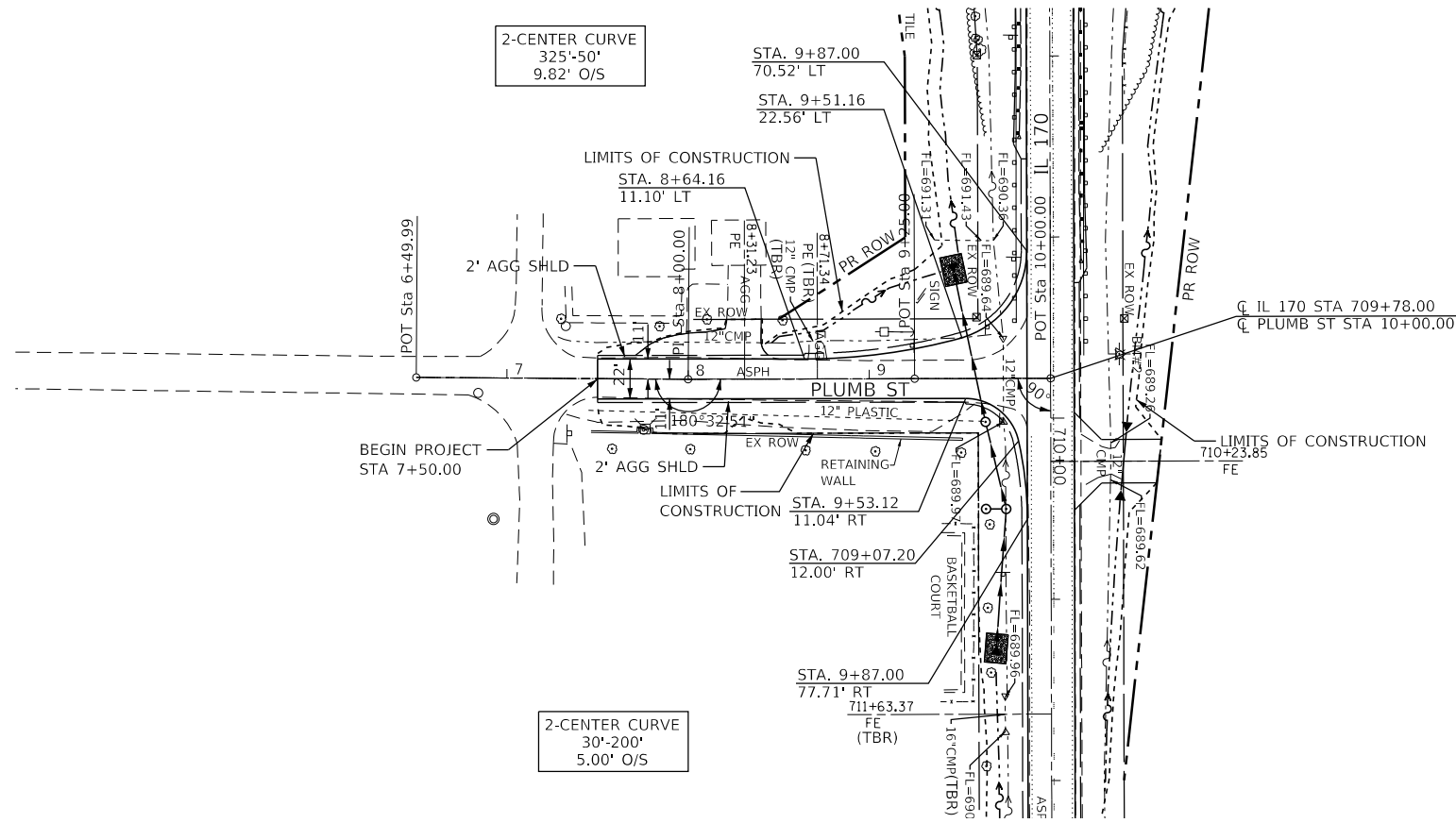
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | |
|----------------------------------|---------------------|
| IL 170 - PLAN AND PROFILE | |
| SCALE: 1"=50' | SHEET 3 OF 4 SHEETS |
| STA. 693+00 | TO STA. 708+00 |

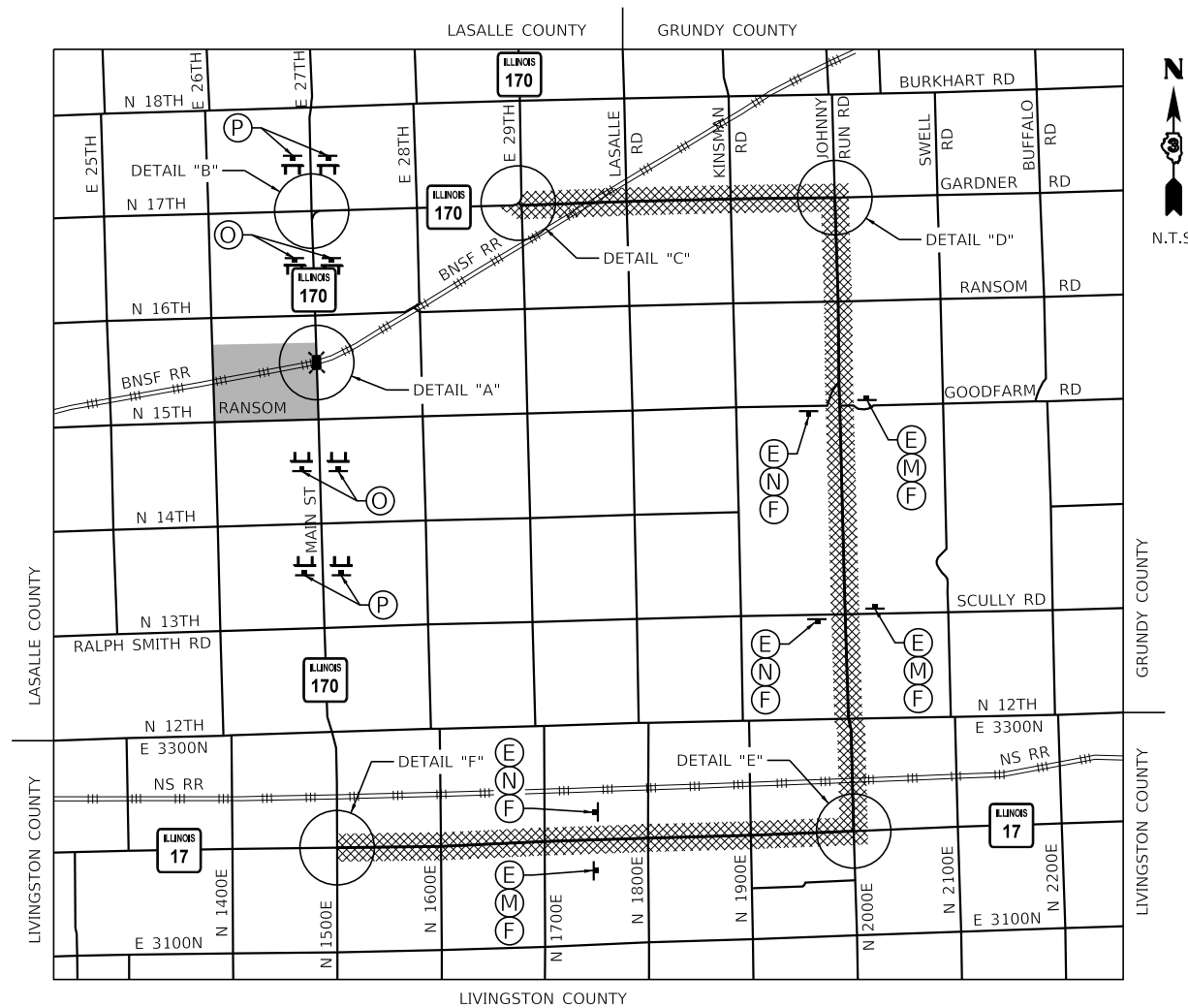
| | | | | |
|---------------------------|-------------------|----------------|-----------------|--------------|
| F.A.P. RTE. 786 | SECTION (111) VBR | COUNTY LASALLE | TOTAL SHEETS 76 | SHEET NO. 23 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| | | |
|------|----------|------|
| PLAN | SURVEYED | DATE |
| | PLOTTED | |
| | ALIGNED | |
| | CHECKED | |
| | DESIGNED | |
| | FILED | |
| | NO. | |

| | | |
|---------|-----------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | GRADES | |
| | CHECKED | |
| | STRUCTURE | |
| | NOTATING | |
| | CHKD | |
| | NO. | |



| | | | | | | | | | | | | |
|--------------------------------------------------------------------------------------------|------------------------------|--------------------|------------------------|-----------------------------------------------------------------|----------------------------------------|--|---------------------|-------------------|-----------------|---------------------------|--------------|--|
| <p>2708 McGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / info@f-w.com</p> | USER NAME = duncand | DESIGNED - JJO/AMD | REVISED - BDD 8/8/2018 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLUMB STREET - PLAN AND PROFILE | | F.A.P. RTE. 786 | SECTION (111) VBR | COUNTY LASALLE | TOTAL SHEETS 76 | SHEET NO. 25 | |
| | PLOT SCALE = 100,0000' / in. | CHECKED - JCZ | REVISED - | | SCALE: 1"=50' | | SHEET 1 OF 1 SHEETS | STA. 7+50.00 | TO STA. 9+85.50 | CONTRACT NO. 66C58 | | |
| | PLOT DATE = 8/9/2018 | DATE - 05/04/18 | REVISED - | | | | | | | ILLINOIS FED. AID PROJECT | | |
| | | | | | | | | | | | | |



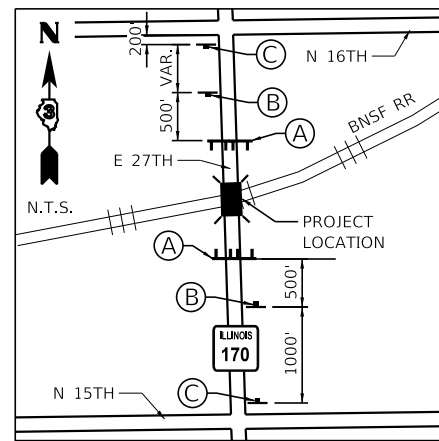
DETOUR MAP

NOTES

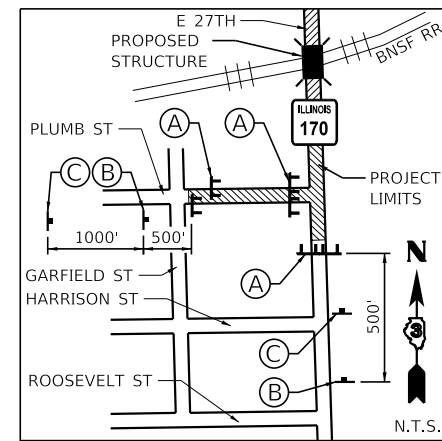
- 1.) ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
- 2.) ALL SIGNS NOT ATTACHED TO BARRICADES SHALL BE POST MOUNTED, UNLESS OTHERWISE NOTED.
- 3.) LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
- 4.) WORK SHALL BE DONE IN ACCORDANCE WITH BLR 21.
- 5.) TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES, THE HIGHWAY STANDARDS AND SPECIAL PROVISIONS.
- 6.) COVER ANY SIGNS DENOTING NORTH IL ROUTE 170 WITHIN A MILE RADIUS OF THE INTERSECTION BETWEEN IL ROUTE 170 AND IL ROUTE 17. COVER ANY SIGNS DENOTING SOUTH IL ROUTE 170 WITHIN A MILE RADIUS OF EITHER THE WEST OR EAST INTERSECTION BETWEEN IL ROUTE 170 AND GARDNER ROAD.
- 7.) COVER OR REMOVE ANY EXISTING CONFLICTING DESTINATION SIGNS (NOTE: NO DRILLING OR TAPE WILL BE ALLOWED ON THE SIGN FACE).
- 8.) CONFIRMATION SIGNS TO BE INSTALLED ADJACENT TO EXISTING ROUTE MARKER SIGNS.
- 9.) THE EXISTING "NARROW SHOULDER" SIGN AND POST SHALL BE REMOVED AND RETURNED TO THE DEPARTMENT, OTTAWA TRAFFIC. CONTACT PAUL WITCZAK AT 815-434-8498.

LEGEND

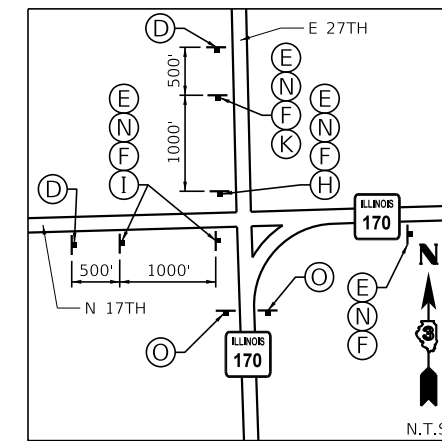
- TYPE III BARRICADES CONFORMING TO STD. 701901 WITH 2 FLASHING LIGHTS PER BARRICADE
- SIGNS ON PERMANENT SUPPORTS
- FLASHING LIGHT ABOVE SIGN
- 18"x18" ORANGE FLAG
- DETOUR ROUTE
- FO FLORESCENT ORANGE



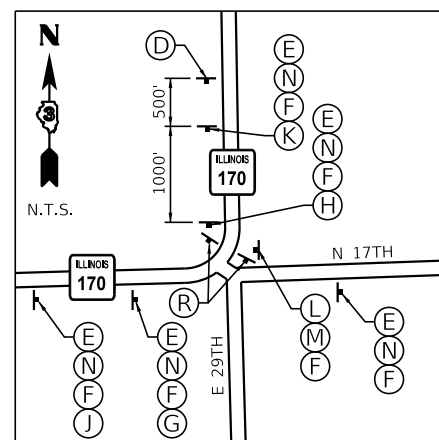
PROJECT LOCATION VICINITY (DETAIL "A")



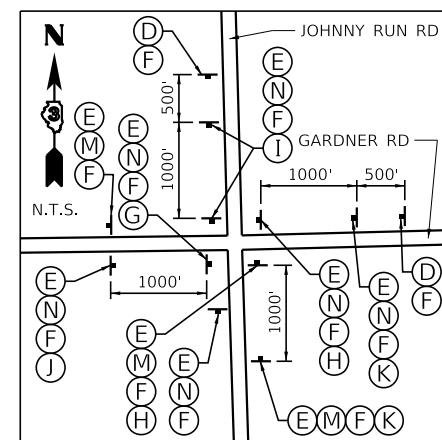
IL RTE 170/PLUMB ST INTERSECTION (DETAIL "A1")



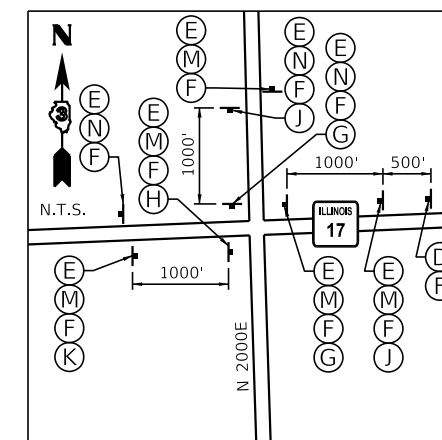
IL RTE 170/N 17TH INTERSECTION (DETAIL "B")



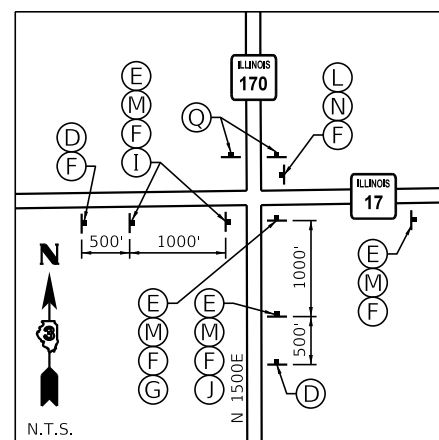
IL RTE 170/E 29TH INTERSECTION (DETAIL "C")



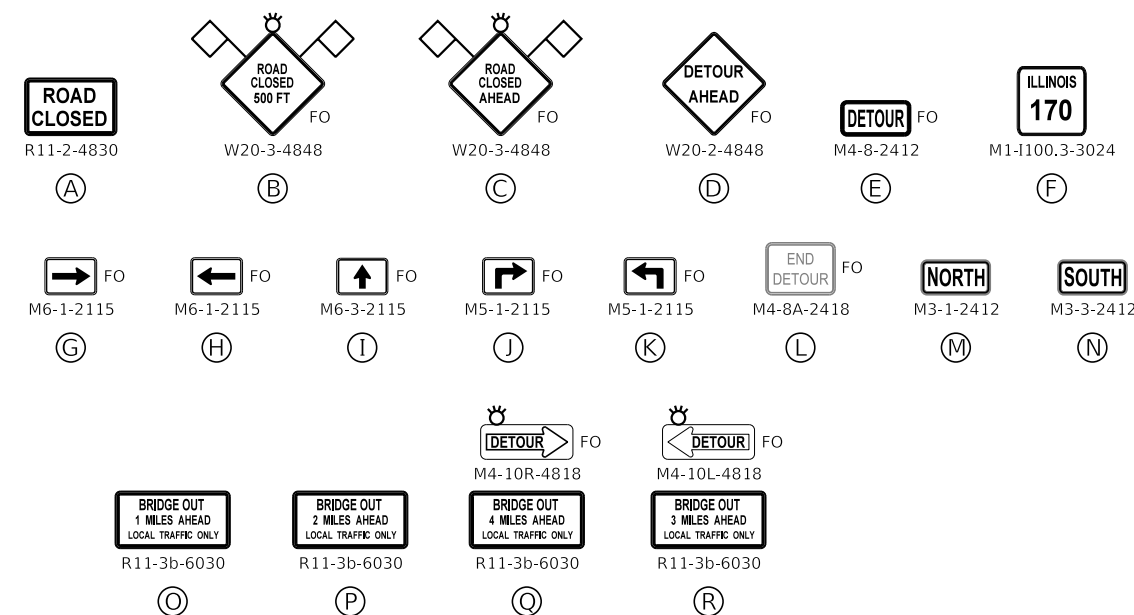
GARDNER RD/JOHNNY RUN RD INTERSECTION (DETAIL "D")

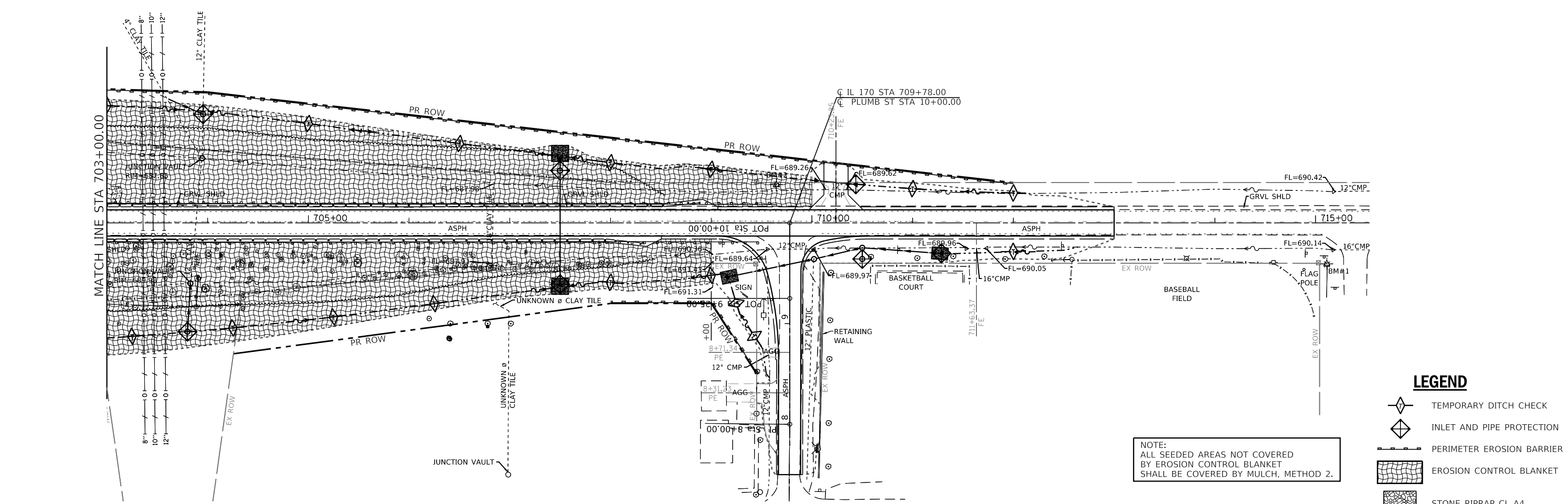
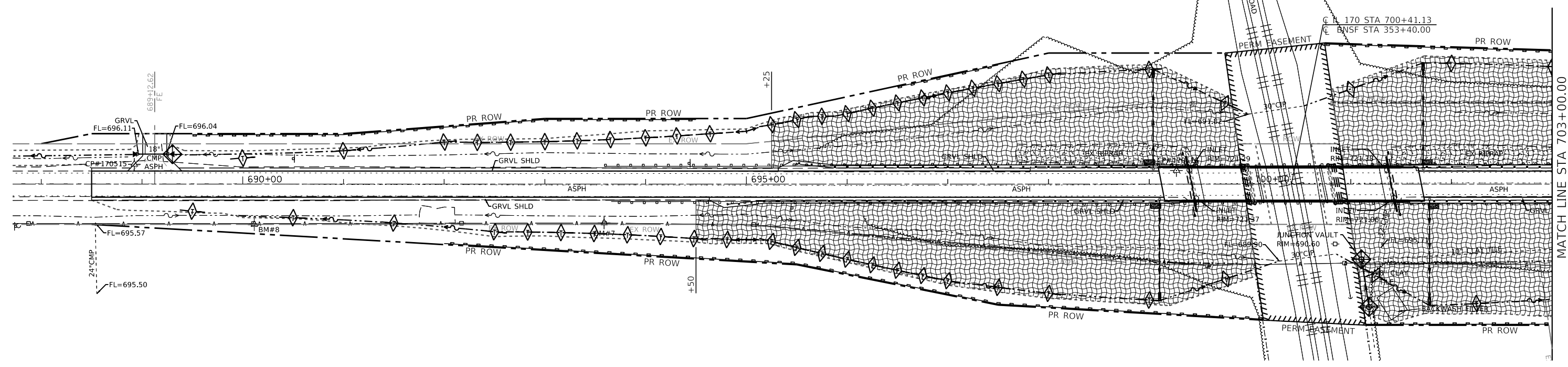
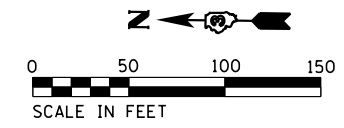


IL RTE 17/N 2000E INTERSECTION (DETAIL "E")



IL RTE 170/IL RTE 17 INTERSECTION (DETAIL "F")





LEGEND

- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION
- PERIMETER EROSION BARRIER
- EROSION CONTROL BLANKET
- STONE RIPRAP CL A4

NOTE:
ALL SEEDED AREAS NOT COVERED
BY EROSION CONTROL BLANKET
SHALL BE COVERED BY MULCH, METHOD 2.

Farnsworth GROUP
2709 McGRAW DRIVE
BLOOMINGTON, ILLINOIS 61704
(309) 663-9435 / info@f-w.com

| | | |
|------------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| PLOT SCALE = 100,0000' / in. | DRAWN - JDK/DJM | REVISED - |
| PLOT DATE = 5/4/2018 | CHECKED - JCZ | REVISED - |
| | DATE - 05/04/18 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION AND SEDIMENT CONTROL DETAILS

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. TO STA.

| | | | | |
|--------------------|-----------|----------|------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 27 |
| CONTRACT NO. 66C58 | | | | |
| | | ILLINOIS | FED. AID PROJECT | |

NORTHWEST 1/4 OF SEC. 15,
T. 31 N., R. 5 E., 3RD P.M.



SW COR. OF N.W. 1/4 SEC. 15, T. 31 N., R. 5 E., 3RD P.M.
MONUMENT RECORD # 2017-18795
SET P.K. NAIL
NORTHING: 1,636,159.50
EASTING: 898,546.80

PARCEL 3YL0001

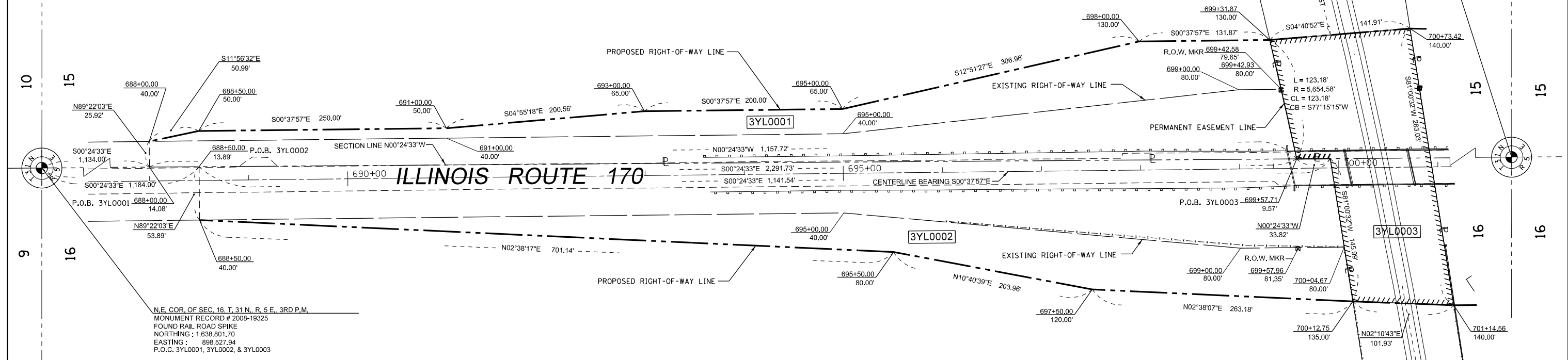
ATG TRUST COMPANY, TRUST NO. LT0104

TOTAL HOLDING = 110.000 AC. +/-
TOTAL R.O.W. REQUIRED = 1.694 AC. +/-
AREA IN EXISTING R.O.W. = 0.974 AC.
NET R.O.W. REQUIRED = 0.720 AC. +/-
REMAINDER = 108.306 AC. +/-

PARCEL 3YL0003

BNSF RAILWAY COMPANY

PERMANENT EASEMENT = 0.741 AC. +/-
PURPOSE: HIGHWAY AND BRIDGE CONSTRUCTION
AND MAINTENANCE



PARCEL 3YL0002

FS GRAIN, LLC

TOTAL HOLDING = 144.840 AC. +/-
TOTAL R.O.W. REQUIRED = 2.467 AC. +/-
AREA IN EXISTING R.O.W. = 1.635 AC.
NET R.O.W. REQUIRED = 0.832 AC. +/-
REMAINDER = 142.373 AC. +/-

SURVEYOR'S STATEMENT

I, JEFFERY J. CIMEI, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS. THAT THE SURVEY OF F.A.P. 786 (ILLINOIS 170) WAS MADE BY ME OR 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 RE-TRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



BY JEFFERY J. CIMEI, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3733 (EXPIRES NOV. 2018) DATED _____

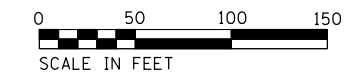
NOTE: GRID BEARINGS AND DISTANCES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, (GRID) EAST ZONE, (NAD-83, 2011 ADJ.).

ALL AREAS ARE BASED ON GROUND MEASUREMENTS

COMBINED FACTOR = 0.99995515

TOTAL HOLDING AREA TAKEN FROM TAX ASSESSOR (NOT SURVEYED)

NORTHEAST 1/4 OF SEC. 16,
T. 31 N., R. 5 E., 3RD P.M.



MODEL: \MODELS\NAMES
FILE NAMES: STILES

| | | |
|------------------------------|------------------|--------------------------------|
| USER NAME = duncanbd | DESIGNED - JJC | REVISED - 11-13-17 JJC NOTES |
| PLOT SCALE = 100,0000' / in. | DRAWN - JJC | REVISED - 11-30-17 JJC NOTES |
| PLOT DATE = 8/9/2018 | CHECKED - MB | REVISED - 2-15-18 JJC HATCHING |
| | DATE - 11-1-2017 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

| | |
|---------------|---------------------|
| PROJECT | JOB NO. R-93-005-17 |
| SCALE: 1"=50' | SHEET 1 OF 2 SHEETS |
| STA. 688+00 | TO STA. 701+14.56 |

| | | | | |
|---------------------|----------|------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | 111 VBR | LASALLE | 76 | 28 |
| CONTRACT NO. 66C58 | | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

NORTHWEST 1/4 OF SEC. 15,
T. 31 N., R. 5 E., 3RD P.M.

SOUTHWEST 1/4 OF SEC. 15,
T. 31 N., R. 5 E., 3RD P.M.

PARCEL 3YL0004

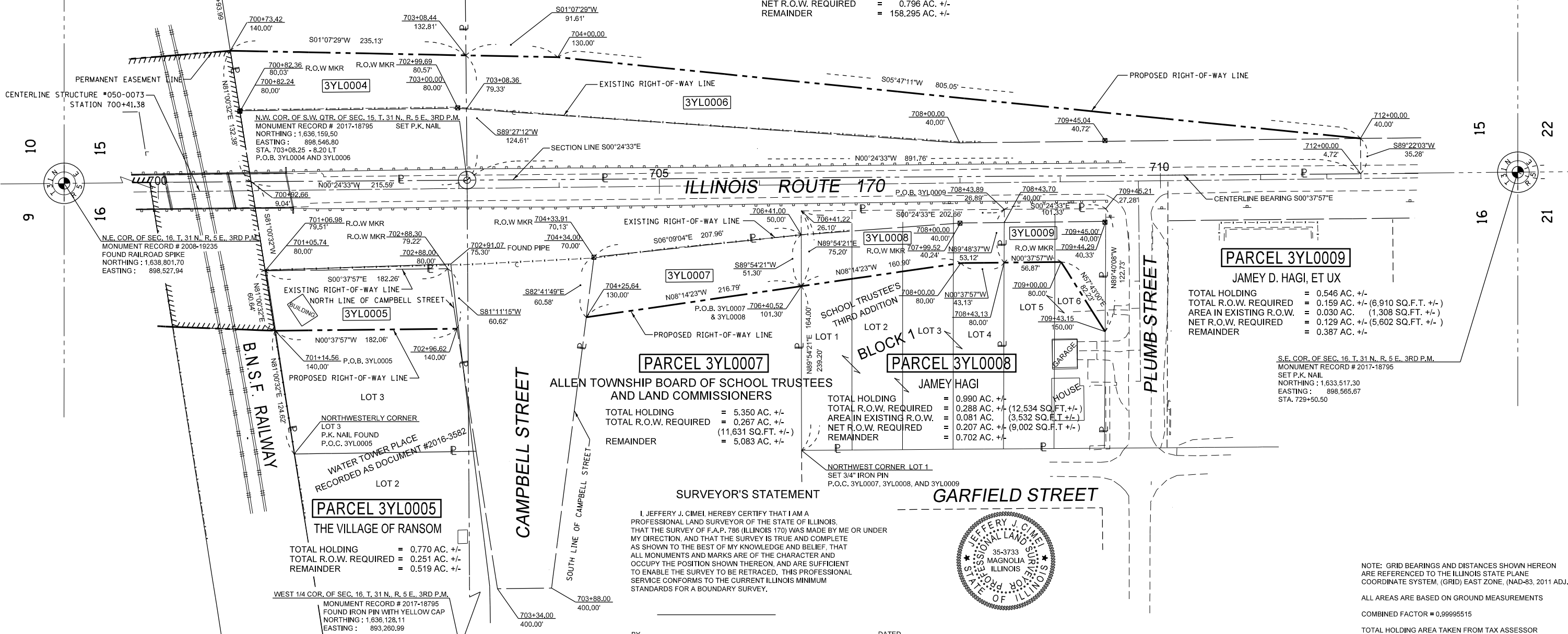
ATG TRUST COMPANY, TRUST NO. LT0104

TOTAL HOLDING = 40.000 AC. +/-
TOTAL R.O.W. REQUIRED = 0.660 AC. +/-
AREA IN EXISTING R.O.W. = 0.362 AC.
NET R.O.W. REQUIRED = 0.298 AC. +/-
REMAINDER = 39.340 AC. +/-

PARCEL 3YL0006

THE SHARPLESS FAMILY LIMITED PARTNERSHIP

TOTAL HOLDING = 160.000 AC. +/-
TOTAL R.O.W. REQUIRED = 1.705 AC. +/-
AREA IN EXISTING R.O.W. = 0.909 AC.
NET R.O.W. REQUIRED = 0.796 AC. +/-
REMAINDER = 158.295 AC. +/-



N.E. COR. OF SEC. 16, T. 31 N., R. 5 E., 3RD P.M.
MONUMENT RECORD # 2008-19235
FOUND RAILROAD SPIKE
NORTHING: 1,638,801.70
EASTING: 898,527.94

N.W. COR. OF S.W. QTR. OF SEC. 15, T. 31 N., R. 5 E., 3RD P.M.
MONUMENT RECORD # 2017-18795 SET P.K. NAIL
NORTHING: 1,636,159.50
EASTING: 898,546.80
STA. 703+08.25 - 8.20 LT
P.O.B. 3YL0004 AND 3YL0006

PARCEL 3YL0009
JAMEY D. HAGI, ET UX
TOTAL HOLDING = 0.546 AC. +/-
TOTAL R.O.W. REQUIRED = 0.159 AC. +/- (6,910 SQ.F.T. +/-)
AREA IN EXISTING R.O.W. = 0.030 AC. (1,308 SQ.F.T. +/-)
NET R.O.W. REQUIRED = 0.129 AC. +/- (5,602 SQ.F.T. +/-)
REMAINDER = 0.387 AC. +/-

S.E. COR. OF SEC. 16, T. 31 N., R. 5 E., 3RD P.M.
MONUMENT RECORD # 2017-18795
SET P.K. NAIL
NORTHING: 1,633,517.30
EASTING: 898,565.67
STA. 729+50.50

PARCEL 3YL0007
ALLEN TOWNSHIP BOARD OF SCHOOL TRUSTEES
AND LAND COMMISSIONERS
TOTAL HOLDING = 5.350 AC. +/-
TOTAL R.O.W. REQUIRED = 0.267 AC. +/-
REMAINDER = 5.083 AC. +/-

PARCEL 3YL0008
JAMEY HAGI
TOTAL HOLDING = 0.990 AC. +/-
TOTAL R.O.W. REQUIRED = 0.288 AC. +/- (12,534 SQ.F.T. +/-)
AREA IN EXISTING R.O.W. = 0.081 AC. (3,532 SQ.F.T. +/-)
NET R.O.W. REQUIRED = 0.207 AC. +/- (9,002 SQ.F.T. +/-)
REMAINDER = 0.702 AC. +/-

PARCEL 3YL0005
THE VILLAGE OF RANSOM
TOTAL HOLDING = 0.770 AC. +/-
TOTAL R.O.W. REQUIRED = 0.251 AC. +/-
REMAINDER = 0.519 AC. +/-

SURVEYOR'S STATEMENT

I, JEFFERY J. CIMEI, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.P. 786 (ILLINOIS 170) WAS MADE BY ME OR 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.

GARFIELD STREET

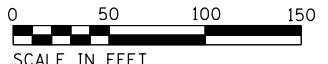


BY: JEFFERY J. CIMEI, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3733 (EXPIRES NOV. 2018) DATED _____

NORTHEAST 1/4 OF SEC. 16,
T. 31 N., R. 5 E., 3RD P.M.

SOUTHEAST 1/4 OF SEC. 16,
T. 31 N., R. 5 E., 3RD P.M.

NOTE: GRID BEARINGS AND DISTANCES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, (GRID) EAST ZONE, (NAD-83, 2011 ADJ.).
ALL AREAS ARE BASED ON GROUND MEASUREMENTS
COMBINED FACTOR = 0.99995515
TOTAL HOLDING AREA TAKEN FROM TAX ASSESSOR (NOT SURVEYED)



MODEL: 2
FILE NAMES: STILES

| | | |
|------------------------------|------------|--------------------------------|
| USER NAME = duncanbd | DESIGNED - | REVISED - 11-13-17 JJC NOTES |
| | DRAWN - | REVISED - 11-30-17 JJC NOTES |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - 2-15-18 JJC HATCHING |
| PLOT DATE = 8/9/2018 | DATE - | REVISED - |

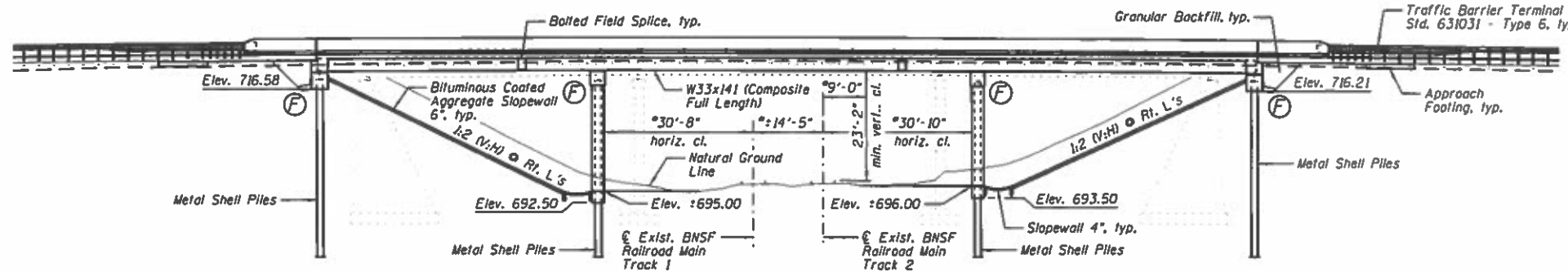
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| RIGHT OF WAY PLANS | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-----------------------------|----------------------------|-----------------------------------------------|--------------------|--------------|-----------|
| | | 786 | 111 VBR | LASALLE | 76 | 29 |
| | | ILLINOIS 170 | | CONTRACT NO. 66C58 | | |
| SCALE: 1"=50' | PROJECT SHEET 2 OF 2 SHEETS | JOB NO. R-93-005-17 | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | |
| | | STA. 700+50 TO STA. 712+00 | | | | |

Benchmarks: #2 Railroad Spike in light pole opposite Plumb Street, Elevation = 691.81, Sta. 709+64.58/37.92' LT.
 #7, Railroad Spike in power pole, Elevation = 701.18, Sta. 693+58.78/38.49' RT.

Existing Structure: Structure No. 050-0073 was originally built in 1935 as SBI Route 70-A, Section III V-B-C. In 1973, the concrete deck was replaced and the existing steel beams were cleaned and painted under section III-VBR. In 1990, the existing steel beams were cleaned and painted with an ALKYD system. In 2001, the haunch area on the north end of the bridge was repaired and the expansion joints were replaced. The superstructure consists of continuous three-span composite (positive moment region) rolled steel beams (30 WF) supporting a 7" thick reinforced concrete deck with a 1 1/2" thick bituminous wearing surface. The substructure consists of triangular shaped reinforced concrete counterfort abutment supported on spread footings and multi-column piers with a crash wall supported on spread footings. The back-to-back of abutment dimension measures 180'-4 1/2" and the out-to-out dimension measures 35'-0". The span lengths are 58'-6 1/2", 63'-4 1/2" and 58'-5 1/2". The structure is skewed 11°54'20" right forward. Bridge to be closed and traffic detoured during construction.

No Salvage.



LOADING HL-93

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

DESIGN SPECIFICATIONS

2015 Interim AASHTO LRFD Bridge Design Specifications, Customary U.S. Units, 7th Edition

DESIGN STRESSES

FIELD UNITS:

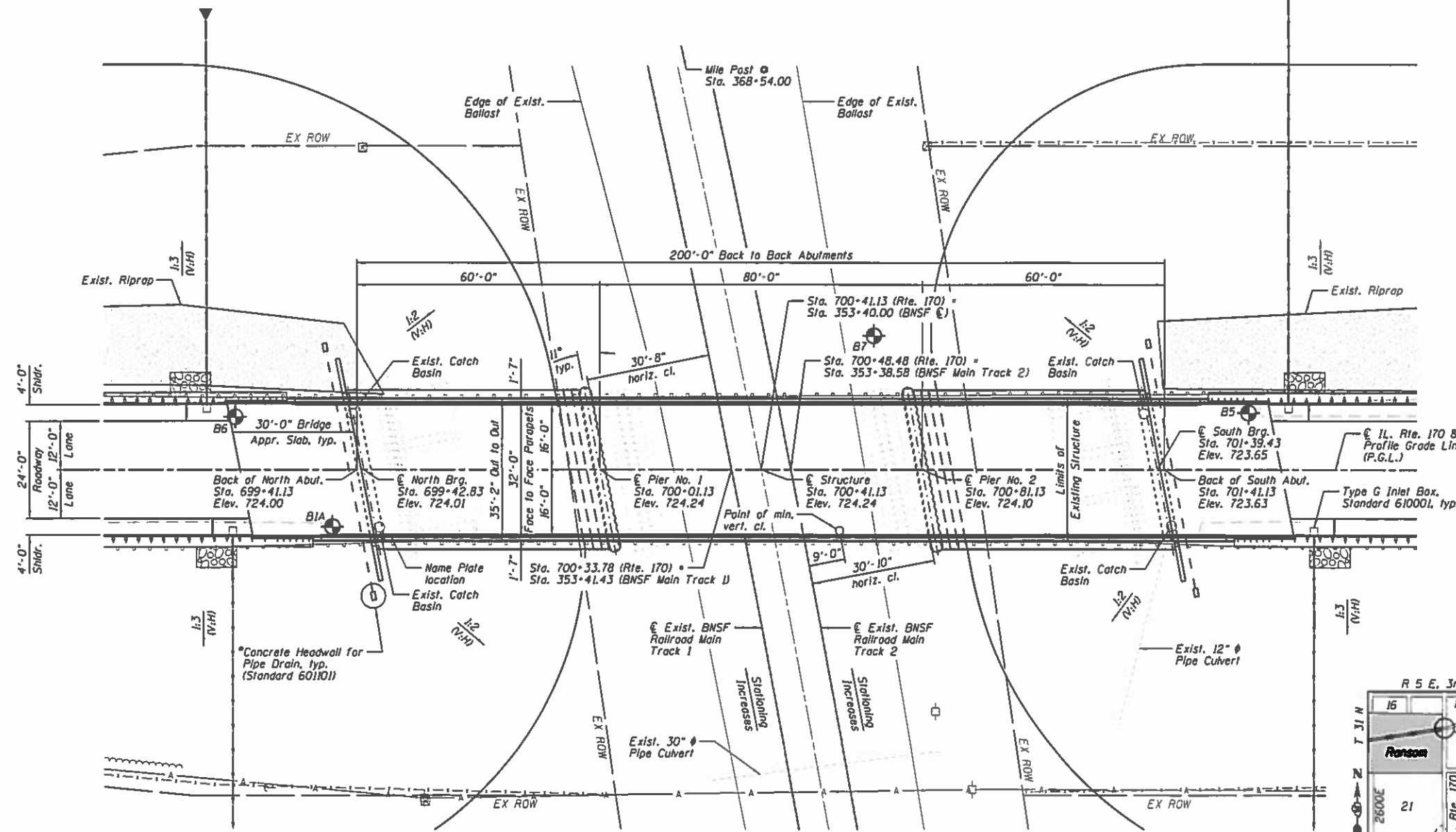
- f'c = 3,500 psi
- f'c = 4,000 psi (Superstructure Concrete)
- f'y = 60,000 psi (Reinforcement)
- f'y = 50,000 psi (AASHTO M270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.073
 Design Spectral Acceleration at 0.2 sec. (SD2) = 0.129
 Soil Site Class = C

INDEX OF SHEETS

| SHEET NO. | TITLE |
|-----------|-------------------------------------|
| 1 | GENERAL PLAN AND ELEVATION |
| 2 | GENERAL DATA |
| 3 | TOP OF SLAB ELEVATION LOCATIONS |
| 4-5 | TOP OF SLAB ELEVATIONS |
| 6 | TOP OF APPROACH SLAB ELEVATIONS |
| 7 | SUPERSTRUCTURE |
| 8 | SUPERSTRUCTURE DETAILS |
| 9 | DIAPHRAGM DETAILS |
| 10-11 | BRIDGE APPROACH SLAB DETAILS |
| 12-13 | STRUCTURAL STEEL |
| 14 | FIXED BEARING DETAILS |
| 15 | NORTH ABUTMENT |
| 16 | SOUTH ABUTMENT |
| 17 | PIER NO. 1 |
| 18 | PIER NO. 2 |
| 19 | METAL SHELL PILE DETAILS |
| 20 | CONCRETE PARAPET SLIPFORMING OPTION |
| 21-24 | SOIL BORING LOGS |

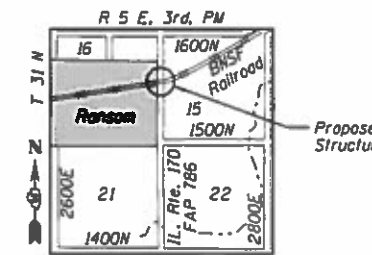


APPROVED
 For Structural Adequacy Only

John C. Zeman
 Engineer of Bridges & Structures



John C. Zeman Date 10/24/18
 JOHN C. ZEMAN
 ILLINOIS STRUCTURAL ENGINEER
 NO. 081-007515
 Exp. Date 11/30/18



GENERAL PLAN AND ELEVATION
IL. ROUTE 170 OVER
BNSF RAILROAD
F.A.P. 786 - SECTION (III) VBR
LASALLE COUNTY
STATION 700+41.13
STRUCTURE NO. 050-0258

NOTE:
 Proposed Right-of-Way not shown for clarity.

Farnsworth
 GROUP
 2708 MAGRAW DRIVE
 BLOMINGTON, ILLINOIS 61704
 (309) 663-8435 / info@farnsworth.com

| | |
|-----------------|---------|
| DESIGNED - PMG | REVISED |
| CHECKED - JCZ | REVISED |
| DRAWN - DJM | REVISED |
| CHECKED - JML | REVISED |
| DATE - 10/24/18 | |

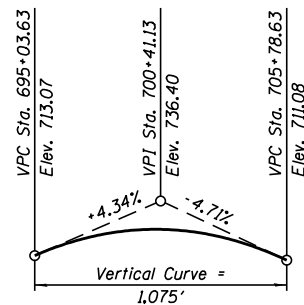
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 24 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-----------|---------|----------------------------|-----------|
| 786 | (III) VBR | LASALLE | 76 | 30 |
| CONTRACT NO. 66C58 | | | ILLINOISIFIED. AIO PROJECT | |

TOTAL BILL OF MATERIAL

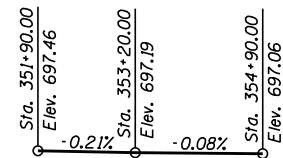
| ITEM | UNIT | SUPER | SUB | TOTAL |
|-------------------------------------------|---------|--------|--------|---------|
| Removal of Existing Structures | Each | 1 | | 1 |
| Protective Shield | Sq. Yd. | 275 | | 275 |
| Structure Excavation | Cu. Yd. | | 120 | 120 |
| Concrete Structures | Cu. Yd. | | 274.2 | 274.2 |
| Concrete Superstructure | Cu. Yd. | 265.1 | | 265.1 |
| Bridge Deck Grooving | Sq. Yd. | 862 | | 862 |
| Protective Coat | Sq. Yd. | 1,144 | | 1,144 |
| Concrete Superstructure (Approach Slab) | Cu. Yd. | 95.9 | | 95.9 |
| Furnishing and Erecting Structural Steel | L Sum | 1 | | 1 |
| Stud Shear Connectors | Each | 4,554 | | 4,554 |
| Reinforcement Bars, Epoxy Coated | Pound | 99,470 | 19,740 | 119,210 |
| Slope Wall 4 Inch | Sq. Yd. | | 54 | 54 |
| Driving Piles | Foot | | 1,668 | 1,668 |
| Test Pile Metal Shells | Each | | 3 | 3 |
| Name Plates | Each | 1 | | 1 |
| Anchor Bolts, 1" | Each | 48 | | 48 |
| Geocomposite Wall Drain | Sq. Yd. | | 68 | 68 |
| Granular Backfill for Structures | Cu. Yd. | | 112 | 112 |
| Pipe Underdrains for Structures 4" | Foot | | 174 | 174 |
| Bituminous Coated Aggregate Slopewall 6" | Sq. Yd. | | 481 | 481 |
| Furnishing Metal Shell Piles 16" x 0.312" | Foot | | 1,668 | 1,668 |



PROFILE GRADE
(Along \bar{C} Roadway)



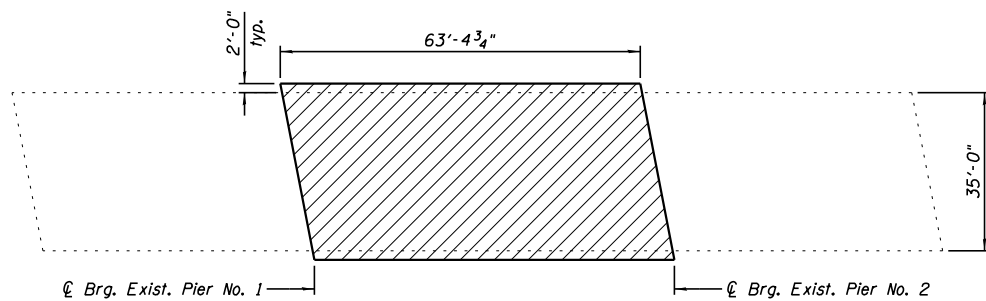
BNSF WEST BOUND TRACK PROFILE GRADE
(Top of rail along South rail)



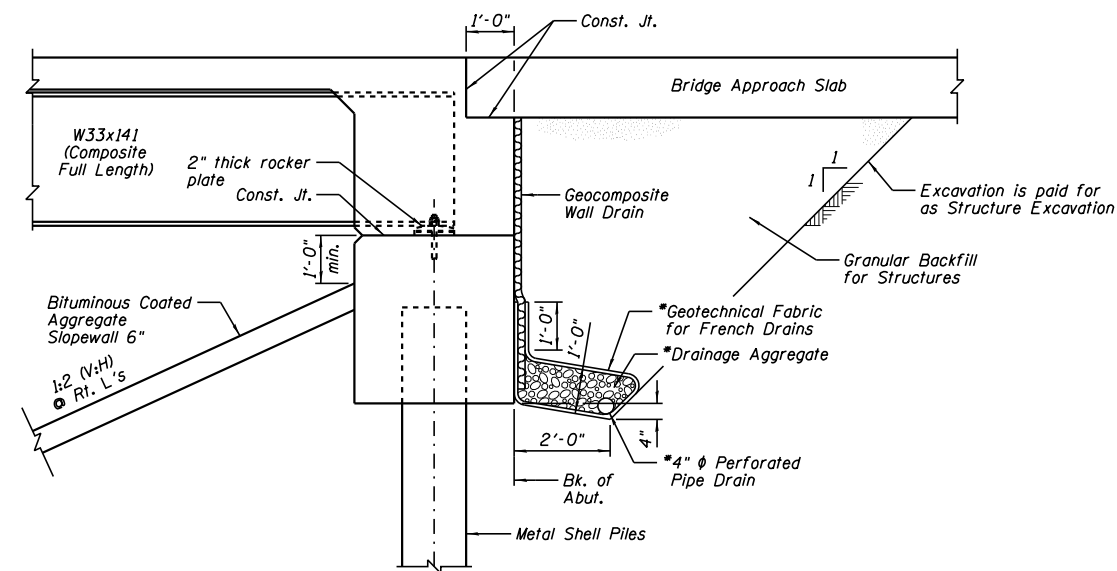
BNSF EAST BOUND TRACK PROFILE GRADE
(Top of rail along South rail)

STATION 700+41.13
BUILT 20... BY
STATE OF ILLINOIS
F.A.P. RT. 786 SEC. 111VBR
LOADING HL-93
STRUCTURE NO. 050-0258

NAME PLATE
See Std. 515001



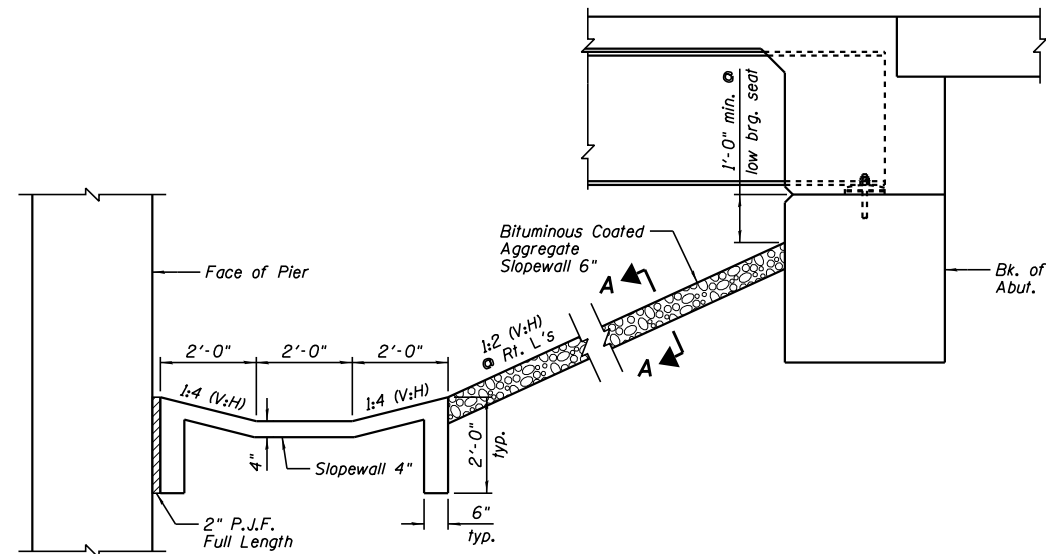
PLAN
(Limits of Protective Shield)



SECTION THRU ABUTMENT
(Horizontal dimensions \bullet Rt. L's)

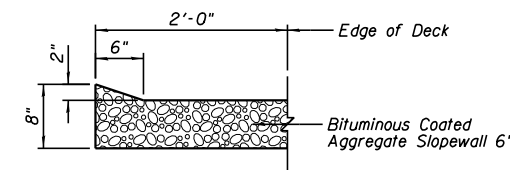
- NOTES:**
- Included in the cost of Pipe Underdrains for Structures (see Special Provisions).
 - All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

- GENERAL NOTES:**
- Fasteners shall be ASTM A325 Type 3. Bolts $\frac{7}{8}$ in. dia., holes $\frac{15}{16}$ in. dia., unless otherwise noted.
 - Calculated weight of Structural Steel = 187,440 lbs.
 - All structural steel shall be AASHTO M270 Grade 50W.
 - No field welding is permitted except as specified in the contract documents.
 - Reinforcement bars designated (E) shall be epoxy coated.
 - Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
 - The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
 - Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete diaphragm plus 1'-6". Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
 - Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 - The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

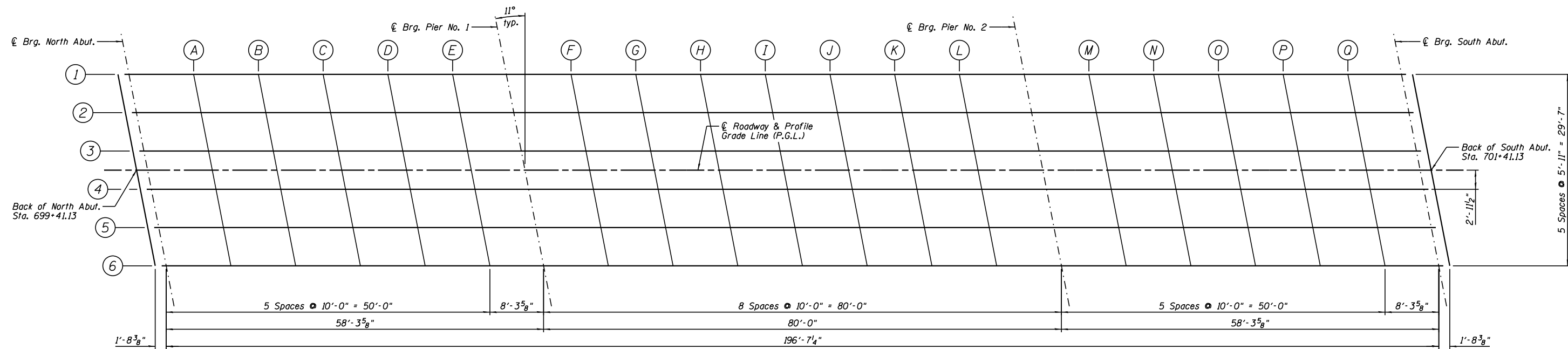


SECTION THRU SLOPEWALL
(Horizontal dimensions \bullet Rt. L's)

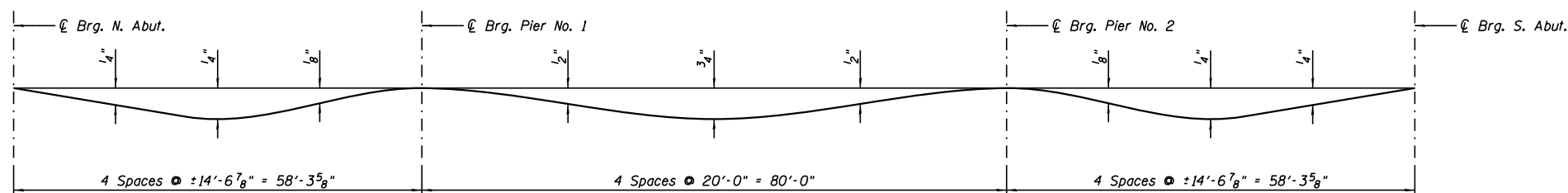
NOTE: Slope Wall 4" shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



SECTION A-A



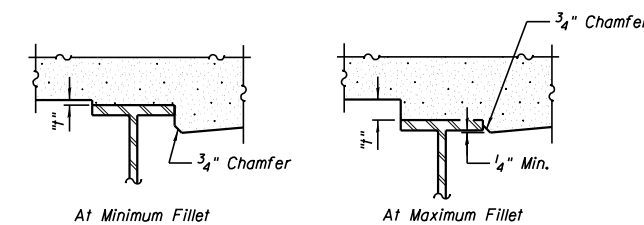
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection", as shown on Sheets 4 & 5 of 24.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 4 & 5 of 24, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

| | |
|-----------------|---------|
| DESIGNED - PMG | REVISED |
| CHECKED - JCZ | REVISED |
| DRAWN - DJM | REVISED |
| CHECKED - JML | REVISED |
| DATE - 10/24/18 | |

| | | | | |
|---------------------------|-----------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 32 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

BEAM 1

| Location | Station | Offset | Theoretical Grade Elevation | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|--------------------|-----------|--------|-----------------------------|---------------------------------------------------------------|
| Bk. of North Abut. | 699+38.25 | -14.79 | 723.74 | 723.74 |
| ☉ Brg. North Abut. | 699+39.95 | -14.79 | 723.75 | 723.75 |
| A | 699+49.95 | -14.79 | 723.81 | 723.83 |
| B | 699+59.95 | -14.79 | 723.86 | 723.89 |
| C | 699+69.95 | -14.79 | 723.91 | 723.93 |
| D | 699+79.95 | -14.79 | 723.95 | 723.96 |
| E | 699+89.95 | -14.79 | 723.98 | 723.98 |
| ☉ Brg. Pier No. 1 | 699+98.25 | -14.79 | 723.99 | 723.99 |
| F | 700+08.25 | -14.79 | 724.01 | 724.02 |
| G | 700+18.25 | -14.79 | 724.01 | 724.05 |
| H | 700+28.25 | -14.79 | 724.01 | 724.06 |
| I | 700+38.25 | -14.79 | 724.00 | 724.06 |
| J | 700+48.25 | -14.79 | 723.98 | 724.03 |
| K | 700+58.25 | -14.79 | 723.95 | 723.99 |
| L | 700+68.25 | -14.79 | 723.91 | 723.93 |
| ☉ Brg. Pier No. 2 | 700+78.25 | -14.79 | 723.86 | 723.86 |
| M | 700+88.25 | -14.79 | 723.81 | 723.81 |
| N | 700+98.25 | -14.79 | 723.75 | 723.76 |
| O | 701+08.25 | -14.79 | 723.68 | 723.70 |
| P | 701+18.25 | -14.79 | 723.60 | 723.62 |
| Q | 701+28.25 | -14.79 | 723.51 | 723.52 |
| ☉ Brg. South Abut. | 701+36.55 | -14.79 | 723.43 | 723.43 |
| Bk. of South Abut. | 701+38.25 | -14.79 | 723.41 | 723.41 |

BEAM 2

| Location | Station | Offset | Theoretical Grade Elevation | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|--------------------|-----------|--------|-----------------------------|---------------------------------------------------------------|
| Bk. of North Abut. | 699+39.40 | -8.88 | 723.85 | 723.85 |
| ☉ Brg. North Abut. | 699+41.10 | -8.88 | 723.86 | 723.86 |
| A | 699+51.10 | -8.88 | 723.92 | 723.94 |
| B | 699+61.10 | -8.88 | 723.98 | 724.00 |
| C | 699+71.10 | -8.88 | 724.02 | 724.04 |
| D | 699+81.10 | -8.88 | 724.06 | 724.07 |
| E | 699+91.10 | -8.88 | 724.09 | 724.09 |
| ☉ Brg. Pier No. 1 | 699+99.40 | -8.88 | 724.10 | 724.10 |
| F | 700+09.40 | -8.88 | 724.12 | 724.13 |
| G | 700+19.40 | -8.88 | 724.12 | 724.16 |
| H | 700+29.40 | -8.88 | 724.11 | 724.17 |
| I | 700+39.40 | -8.88 | 724.10 | 724.16 |
| J | 700+49.40 | -8.88 | 724.08 | 724.14 |
| K | 700+59.40 | -8.88 | 724.05 | 724.09 |
| L | 700+69.40 | -8.88 | 724.01 | 724.03 |
| ☉ Brg. Pier No. 2 | 700+79.40 | -8.88 | 723.97 | 723.97 |
| M | 700+89.40 | -8.88 | 723.91 | 723.91 |
| N | 700+99.40 | -8.88 | 723.85 | 723.86 |
| O | 701+09.40 | -8.88 | 723.78 | 723.80 |
| P | 701+19.40 | -8.88 | 723.70 | 723.72 |
| Q | 701+29.40 | -8.88 | 723.61 | 723.62 |
| ☉ Brg. South Abut. | 701+37.70 | -8.88 | 723.53 | 723.53 |
| Bk. of South Abut. | 701+39.40 | -8.88 | 723.51 | 723.51 |

BEAM 3

| Location | Station | Offset | Theoretical Grade Elevation | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|--------------------|-----------|--------|-----------------------------|---------------------------------------------------------------|
| Bk. of North Abut. | 699+40.55 | -2.96 | 723.95 | 723.95 |
| ☉ Brg. North Abut. | 699+42.25 | -2.96 | 723.96 | 723.96 |
| A | 699+52.25 | -2.96 | 724.02 | 724.04 |
| B | 699+62.25 | -2.96 | 724.08 | 724.10 |
| C | 699+72.25 | -2.96 | 724.12 | 724.14 |
| D | 699+82.25 | -2.96 | 724.15 | 724.17 |
| E | 699+92.25 | -2.96 | 724.18 | 724.18 |
| ☉ Brg. Pier No. 1 | 700+00.55 | -2.96 | 724.20 | 724.20 |
| F | 700+10.55 | -2.96 | 724.21 | 724.22 |
| G | 700+20.55 | -2.96 | 724.21 | 724.25 |
| H | 700+30.55 | -2.96 | 724.21 | 724.26 |
| I | 700+40.55 | -2.96 | 724.19 | 724.25 |
| J | 700+50.55 | -2.96 | 724.17 | 724.23 |
| K | 700+60.55 | -2.96 | 724.14 | 724.18 |
| L | 700+70.55 | -2.96 | 724.10 | 724.12 |
| ☉ Brg. Pier No. 2 | 700+80.55 | -2.96 | 724.05 | 724.05 |
| M | 700+90.55 | -2.96 | 724.00 | 724.00 |
| N | 701+00.55 | -2.96 | 723.93 | 723.95 |
| O | 701+10.55 | -2.96 | 723.86 | 723.88 |
| P | 701+20.55 | -2.96 | 723.78 | 723.80 |
| Q | 701+30.55 | -2.96 | 723.69 | 723.70 |
| ☉ Brg. South Abut. | 701+38.85 | -2.96 | 723.61 | 723.61 |
| Bk. of South Abut. | 701+40.55 | -2.96 | 723.59 | 723.59 |

☉ ROADWAY & PROFILE GRADE LINE (P.G.L.)

| Location | Station | Offset | Theoretical Grade Elevation | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|--------------------|-----------|--------|-----------------------------|---------------------------------------------------------------|
| Bk. of North Abut. | 699+41.13 | 0.00 | 724.00 | 724.00 |
| ☉ Brg. North Abut. | 699+42.83 | 0.00 | 724.01 | 724.01 |
| A | 699+52.83 | 0.00 | 724.07 | 724.09 |
| B | 699+62.83 | 0.00 | 724.12 | 724.15 |
| C | 699+72.83 | 0.00 | 724.17 | 724.19 |
| D | 699+82.83 | 0.00 | 724.20 | 724.21 |
| E | 699+92.83 | 0.00 | 724.23 | 724.23 |
| ☉ Brg. Pier No. 1 | 700+01.13 | 0.00 | 724.24 | 724.24 |
| F | 700+11.13 | 0.00 | 724.26 | 724.27 |
| G | 700+21.13 | 0.00 | 724.26 | 724.30 |
| H | 700+31.13 | 0.00 | 724.25 | 724.31 |
| I | 700+41.13 | 0.00 | 724.24 | 724.30 |
| J | 700+51.13 | 0.00 | 724.21 | 724.27 |
| K | 700+61.13 | 0.00 | 724.18 | 724.22 |
| L | 700+71.13 | 0.00 | 724.14 | 724.16 |
| ☉ Brg. Pier No. 2 | 700+81.13 | 0.00 | 724.10 | 724.10 |
| M | 700+91.13 | 0.00 | 724.04 | 724.04 |
| N | 701+01.13 | 0.00 | 723.97 | 723.99 |
| O | 701+11.13 | 0.00 | 723.90 | 723.92 |
| P | 701+21.13 | 0.00 | 723.82 | 723.84 |
| Q | 701+31.13 | 0.00 | 723.73 | 723.74 |
| ☉ Brg. South Abut. | 701+39.43 | 0.00 | 723.65 | 723.65 |
| Bk. of South Abut. | 701+41.13 | 0.00 | 723.63 | 723.63 |



| | |
|----------------|---------|
| DESIGNED - PMG | REVISED |
| CHECKED - JCZ | REVISED |
| DRAWN - DJM | REVISED |
| CHECKED - JML | REVISED |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 050-0258

SHEET NO. 4 OF 24 SHEETS

| | | | | |
|---------------------------|-----------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 33 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

BEAM 4

| Location | Station | Offset | Theoretical Grade Elevation | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|--------------------|-----------|--------|-----------------------------|---------------------------------------------------------------|
| Bk. of North Abut. | 699+41.71 | 2.96 | 723.96 | 723.96 |
| ☉ Brg. North Abut. | 699+43.41 | 2.96 | 723.97 | 723.97 |
| A | 699+53.41 | 2.96 | 724.03 | 724.04 |
| B | 699+63.41 | 2.96 | 724.08 | 724.10 |
| C | 699+73.41 | 2.96 | 724.12 | 724.14 |
| D | 699+83.41 | 2.96 | 724.16 | 724.17 |
| E | 699+93.41 | 2.96 | 724.18 | 724.18 |
| ☉ Brg. Pier No. 1 | 700+01.71 | 2.96 | 724.20 | 724.20 |
| F | 700+11.71 | 2.96 | 724.21 | 724.22 |
| G | 700+21.71 | 2.96 | 724.21 | 724.25 |
| H | 700+31.71 | 2.96 | 724.20 | 724.26 |
| I | 700+41.71 | 2.96 | 724.19 | 724.25 |
| J | 700+51.71 | 2.96 | 724.17 | 724.22 |
| K | 700+61.71 | 2.96 | 724.14 | 724.17 |
| L | 700+71.71 | 2.96 | 724.09 | 724.11 |
| ☉ Brg. Pier No. 2 | 700+81.71 | 2.96 | 724.05 | 724.05 |
| M | 700+91.71 | 2.96 | 723.99 | 723.99 |
| N | 701+01.71 | 2.96 | 723.92 | 723.94 |
| O | 701+11.71 | 2.96 | 723.85 | 723.87 |
| P | 701+21.71 | 2.96 | 723.77 | 723.79 |
| Q | 701+31.71 | 2.96 | 723.68 | 723.69 |
| ☉ Brg. South Abut. | 701+40.01 | 2.96 | 723.60 | 723.60 |
| Bk. of South Abut. | 701+41.71 | 2.96 | 723.58 | 723.58 |

BEAM 5

| Location | Station | Offset | Theoretical Grade Elevation | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|--------------------|-----------|--------|-----------------------------|---------------------------------------------------------------|
| Bk. of North Abut. | 699+42.86 | 8.88 | 723.87 | 723.87 |
| ☉ Brg. North Abut. | 699+44.56 | 8.88 | 723.89 | 723.89 |
| A | 699+54.56 | 8.88 | 723.94 | 723.96 |
| B | 699+64.56 | 8.88 | 723.99 | 724.02 |
| C | 699+74.56 | 8.88 | 724.04 | 724.06 |
| D | 699+84.56 | 8.88 | 724.07 | 724.08 |
| E | 699+94.56 | 8.88 | 724.09 | 724.09 |
| ☉ Brg. Pier No. 1 | 700+02.86 | 8.88 | 724.11 | 724.11 |
| F | 700+12.86 | 8.88 | 724.12 | 724.13 |
| G | 700+22.86 | 8.88 | 724.12 | 724.16 |
| H | 700+32.86 | 8.88 | 724.11 | 724.17 |
| I | 700+42.86 | 8.88 | 724.10 | 724.16 |
| J | 700+52.86 | 8.88 | 724.07 | 724.13 |
| K | 700+62.86 | 8.88 | 724.04 | 724.08 |
| L | 700+72.86 | 8.88 | 724.00 | 724.01 |
| ☉ Brg. Pier No. 2 | 700+82.86 | 8.88 | 723.95 | 723.95 |
| M | 700+92.86 | 8.88 | 723.89 | 723.89 |
| N | 701+02.86 | 8.88 | 723.82 | 723.84 |
| O | 701+12.86 | 8.88 | 723.75 | 723.77 |
| P | 701+22.86 | 8.88 | 723.67 | 723.69 |
| Q | 701+32.86 | 8.88 | 723.57 | 723.59 |
| ☉ Brg. South Abut. | 701+41.16 | 8.88 | 723.49 | 723.49 |
| Bk. of South Abut. | 701+42.86 | 8.88 | 723.47 | 723.47 |

BEAM 6

| Location | Station | Offset | Theoretical Grade Elevation | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|--------------------|-----------|--------|-----------------------------|---------------------------------------------------------------|
| Bk. of North Abut. | 699+44.01 | 14.79 | 723.77 | 723.77 |
| ☉ Brg. North Abut. | 699+45.71 | 14.79 | 723.79 | 723.79 |
| A | 699+55.71 | 14.79 | 723.84 | 723.86 |
| B | 699+65.71 | 14.79 | 723.89 | 723.91 |
| C | 699+75.71 | 14.79 | 723.93 | 723.95 |
| D | 699+85.71 | 14.79 | 723.97 | 723.98 |
| E | 699+95.71 | 14.79 | 723.99 | 723.99 |
| ☉ Brg. Pier No. 1 | 700+04.01 | 14.79 | 724.00 | 724.00 |
| F | 700+14.01 | 14.79 | 724.01 | 724.03 |
| G | 700+24.01 | 14.79 | 724.01 | 724.05 |
| H | 700+34.01 | 14.79 | 724.00 | 724.06 |
| I | 700+44.01 | 14.79 | 723.99 | 724.05 |
| J | 700+54.01 | 14.79 | 723.96 | 724.02 |
| K | 700+64.01 | 14.79 | 723.93 | 723.97 |
| L | 700+74.01 | 14.79 | 723.89 | 723.90 |
| ☉ Brg. Pier No. 2 | 700+84.01 | 14.79 | 723.83 | 723.83 |
| M | 700+94.01 | 14.79 | 723.78 | 723.78 |
| N | 701+04.01 | 14.79 | 723.71 | 723.72 |
| O | 701+14.01 | 14.79 | 723.63 | 723.65 |
| P | 701+24.01 | 14.79 | 723.55 | 723.57 |
| Q | 701+34.01 | 14.79 | 723.46 | 723.47 |
| ☉ Brg. South Abut. | 701+42.31 | 14.79 | 723.37 | 723.37 |
| Bk. of South Abut. | 701+44.01 | 14.79 | 723.36 | 723.36 |



| | |
|----------------|---------|
| DESIGNED - PMG | REVISED |
| CHECKED - JCZ | REVISED |
| DRAWN - DJM | REVISED |
| CHECKED - JML | REVISED |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 050-0258

SHEET NO. 5 OF 24 SHEETS

| | | | | |
|--------------------|-----------|---------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 34 |
| CONTRACT NO. 66C58 | | | ILLINOIS FED. AID PROJECT | |

DATE - 10/24/18

EAST CURB LINE / EAST FACE OF PARAPET

| Location | Station | Offset | Theoretical Grade Elevation |
|-----------------------|-----------|--------|-----------------------------|
| N. End of North Appr. | 699+08.96 | -16.42 | 723.47 |
| A | 699+18.96 | -16.42 | 723.56 |
| B | 699+29.04 | -16.00 | 723.65 |
| S. End of North Appr. | 699+39.04 | -16.00 | 723.72 |

EAST EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevation |
|-----------------------|-----------|--------|-----------------------------|
| N. End of North Appr. | 699+09.82 | -12.00 | 723.57 |
| A | 699+19.82 | -12.00 | 723.66 |
| B | 699+29.82 | -12.00 | 723.73 |
| S. End of North Appr. | 699+39.82 | -12.00 | 723.81 |

☉ ROADWAY & PROFILE GRADE LINE (P.G.L.)

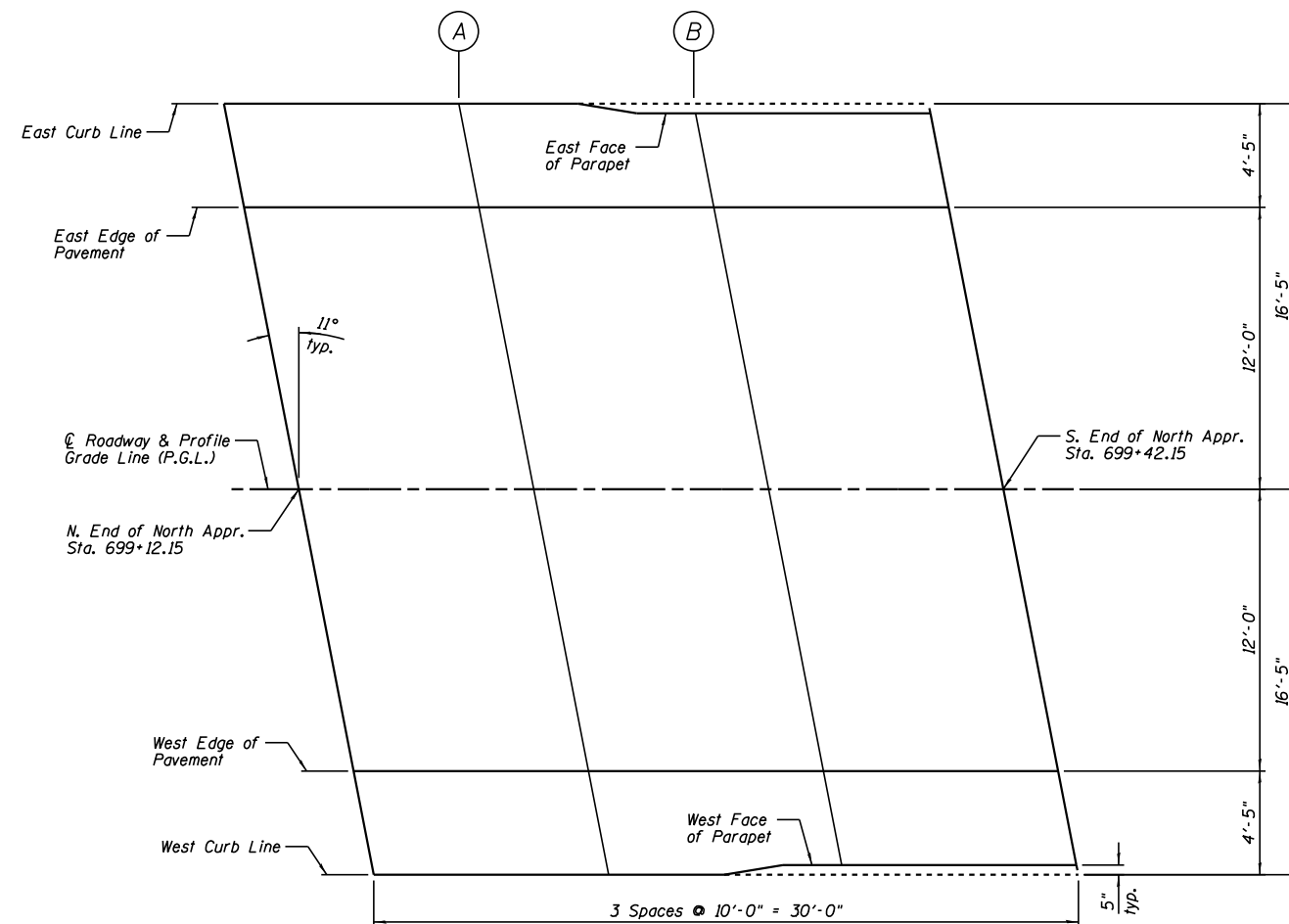
| Location | Station | Offset | Theoretical Grade Elevation |
|-----------------------|-----------|--------|-----------------------------|
| N. End of North Appr. | 699+12.15 | 0.00 | 723.78 |
| A | 699+22.15 | 0.00 | 723.86 |
| B | 699+32.15 | 0.00 | 723.94 |
| S. End of North Appr. | 699+42.15 | 0.00 | 724.01 |

WEST EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevation |
|-----------------------|-----------|--------|-----------------------------|
| N. End of North Appr. | 699+14.48 | 12.00 | 723.61 |
| A | 699+24.48 | 12.00 | 723.69 |
| B | 699+34.48 | 12.00 | 723.77 |
| S. End of North Appr. | 699+44.48 | 12.00 | 723.84 |

WEST CURB LINE / WEST FACE OF PARAPET

| Location | Station | Offset | Theoretical Grade Elevation |
|-----------------------|-----------|--------|-----------------------------|
| N. End of North Appr. | 699+15.34 | 16.42 | 723.53 |
| A | 699+25.34 | 16.42 | 723.61 |
| B | 699+35.26 | 16.00 | 723.69 |
| S. End of North Appr. | 699+45.26 | 16.00 | 723.76 |



NORTH APPROACH SLAB PLAN

EAST CURB LINE / EAST FACE OF PARAPET

| Location | Station | Offset | Theoretical Grade Elevation |
|-----------------------|-----------|--------|-----------------------------|
| N. End of South Appr. | 701+37.00 | -16.00 | 723.40 |
| A | 701+47.00 | -16.00 | 723.30 |
| B | 701+56.92 | -16.42 | 723.18 |
| S. End of South Appr. | 701+66.92 | -16.42 | 723.06 |

EAST EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevation |
|-----------------------|-----------|--------|-----------------------------|
| N. End of South Appr. | 701+37.78 | -12.00 | 723.48 |
| A | 701+47.78 | -12.00 | 723.37 |
| B | 701+57.78 | -12.00 | 723.26 |
| S. End of South Appr. | 701+67.78 | -12.00 | 723.14 |

☉ ROADWAY & PROFILE GRADE LINE (P.G.L.)

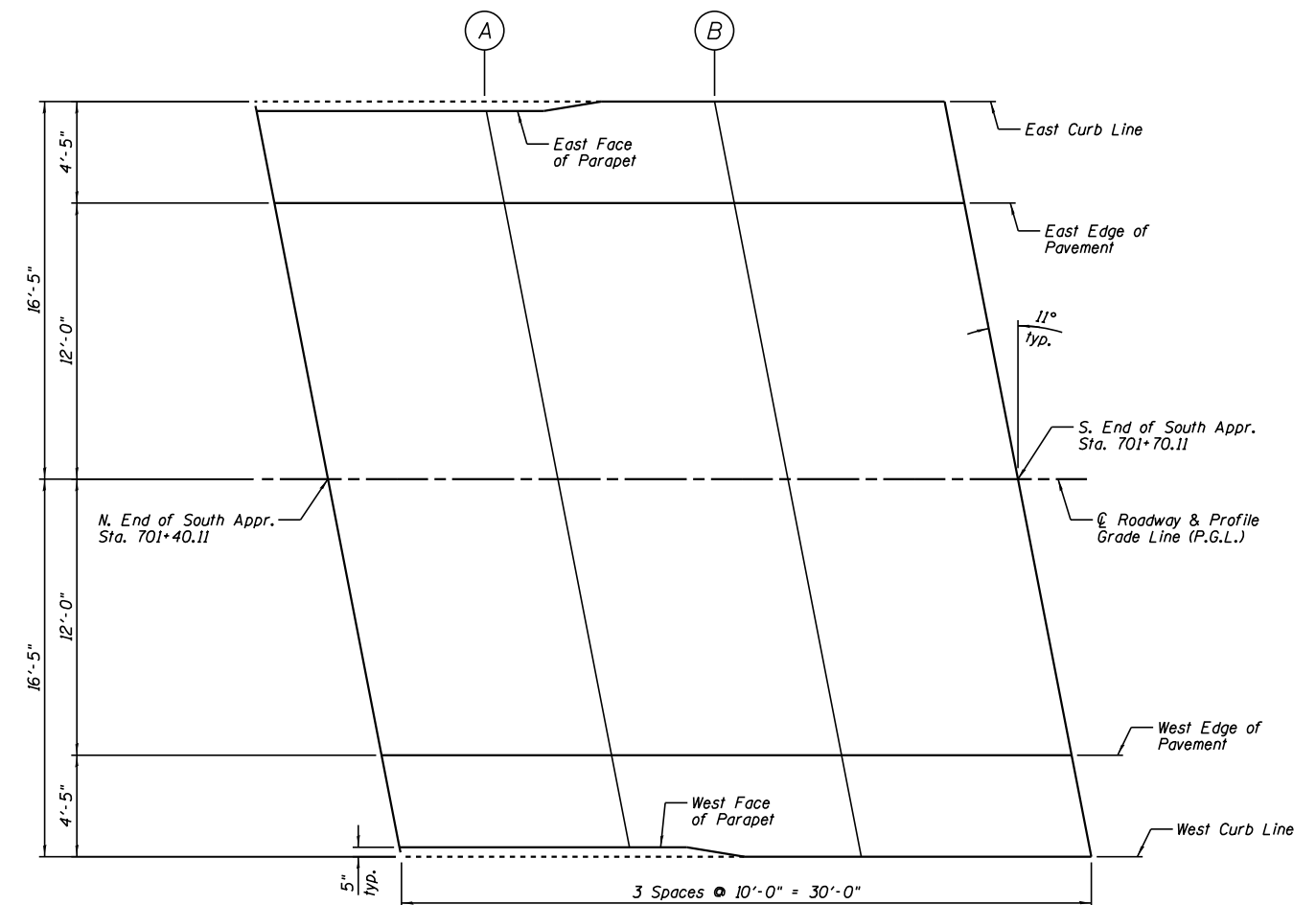
| Location | Station | Offset | Theoretical Grade Elevation |
|-----------------------|-----------|--------|-----------------------------|
| N. End of South Appr. | 701+40.11 | 0.00 | 723.64 |
| A | 701+50.11 | 0.00 | 723.53 |
| B | 701+60.11 | 0.00 | 723.42 |
| S. End of South Appr. | 701+70.11 | 0.00 | 723.30 |

WEST EDGE OF PAVEMENT

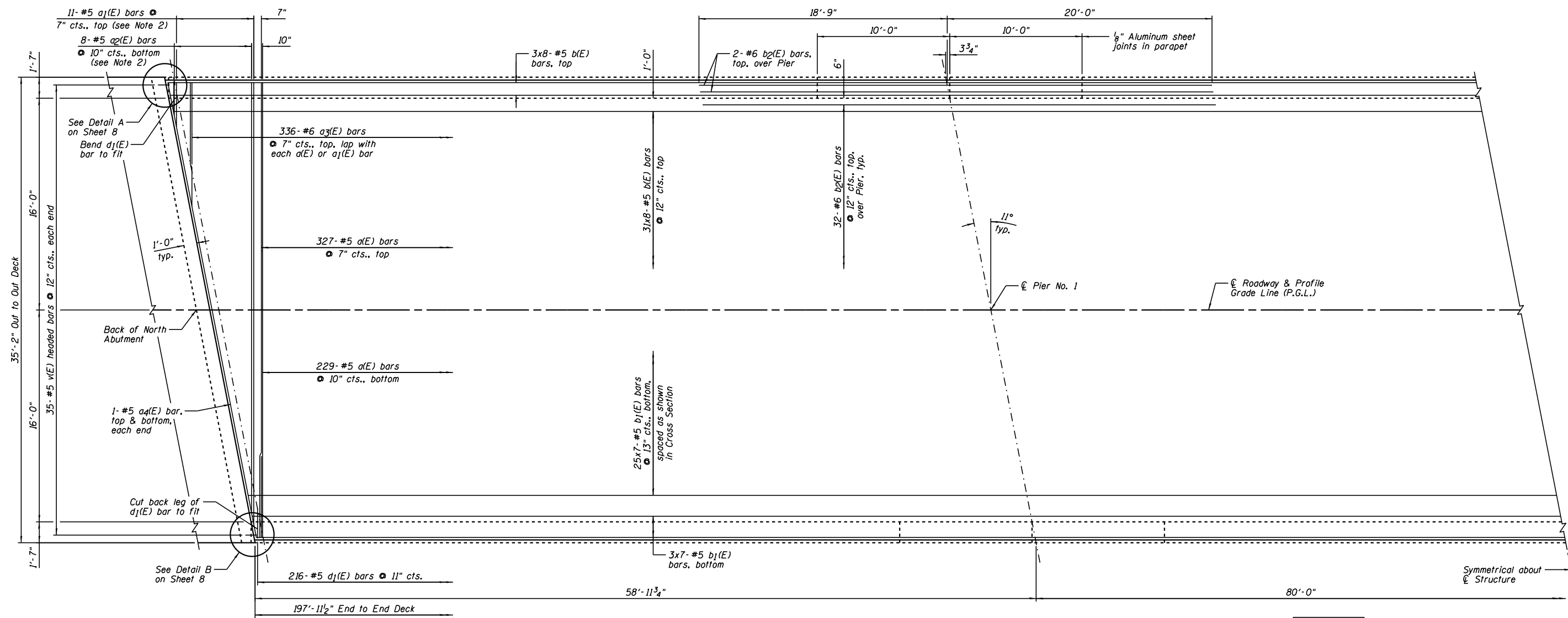
| Location | Station | Offset | Theoretical Grade Elevation |
|-----------------------|-----------|--------|-----------------------------|
| N. End of South Appr. | 701+42.44 | 12.00 | 723.43 |
| A | 701+52.44 | 12.00 | 723.32 |
| B | 701+62.44 | 12.00 | 723.20 |
| S. End of South Appr. | 701+72.44 | 12.00 | 723.08 |

WEST CURB LINE / WEST FACE OF PARAPET

| Location | Station | Offset | Theoretical Grade Elevation |
|-----------------------|-----------|--------|-----------------------------|
| N. End of South Appr. | 701+43.22 | 16.00 | 723.34 |
| A | 701+53.22 | 16.00 | 723.23 |
| B | 701+63.30 | 16.42 | 723.10 |
| S. End of South Appr. | 701+73.30 | 16.42 | 722.98 |

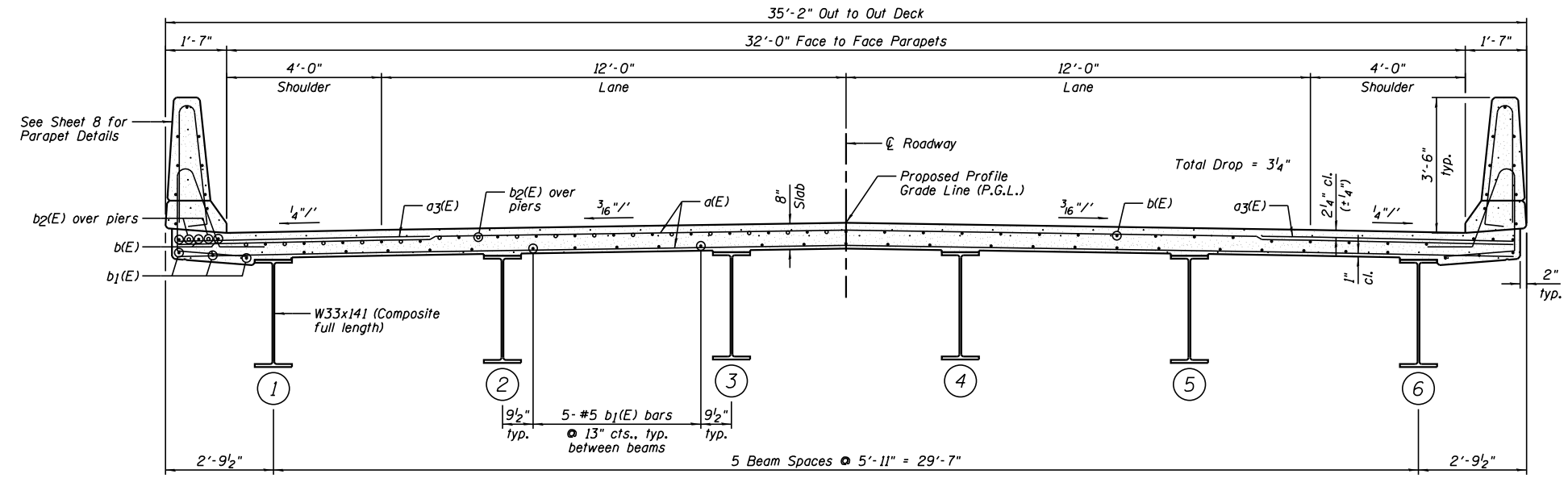


SOUTH APPROACH SLAB PLAN



HALF PLAN

BAR LAP
#5 - 3'-6"



NEAR PIER

CROSS SECTION
(Looking South @ \bar{C} of Bridge)

NEAR MIDSPAN

NOTES:

- 1.) See Sheet 8 for Superstructure Details and Bill of Material.
- 2.) Order a1(E) & a2(E) bars full length. Cut according to Bar Cutting Diagram on Sheet 8. Use remainder of bars in opposite end of deck.
- 3.) Bars indicated thus 3x8-#5 etc. indicates 3 lines of bars with 8 lengths per line.



DESIGNED - PMG
CHECKED - JCZ
DRAWN - DJM
DATE - 10/24/18

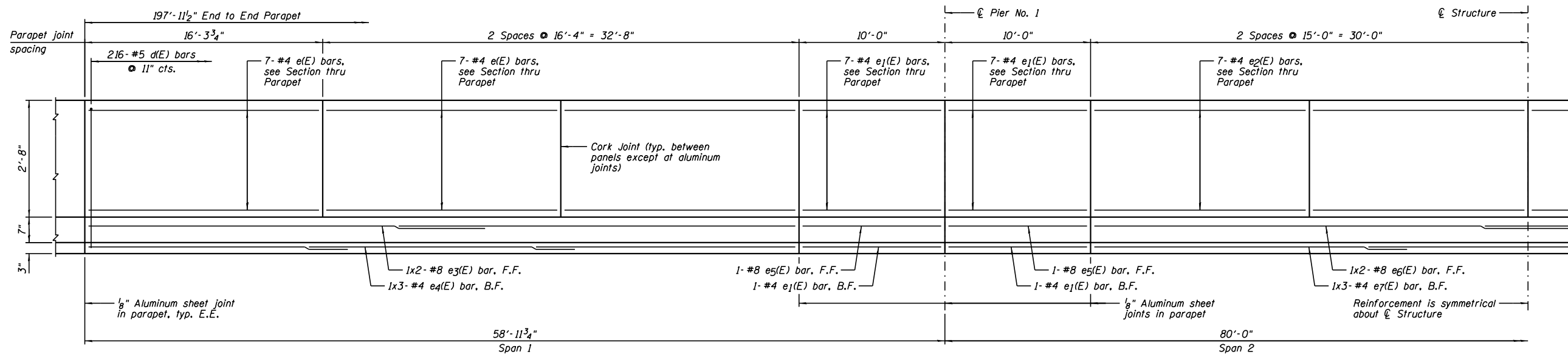
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REVIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 050-0258

SHEET NO. 7 OF 24 SHEETS

| | | | | |
|--------------------|-----------|---------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 36 |
| CONTRACT NO. 66C58 | | | ILLINOIS FED. AID PROJECT | |

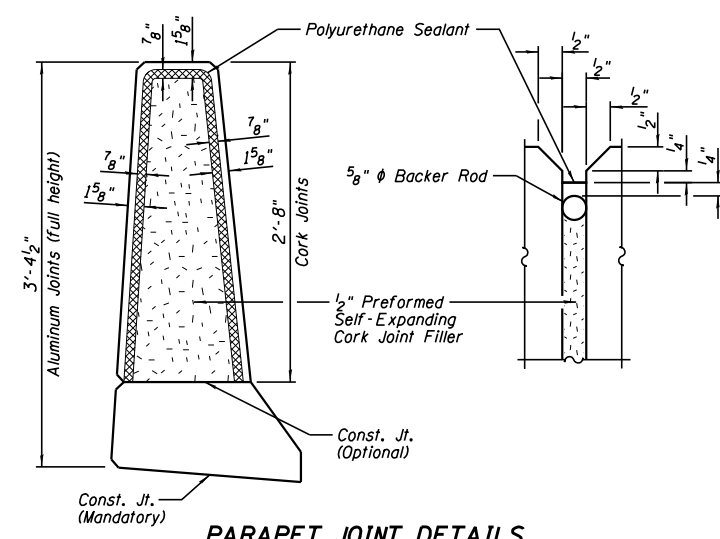


| BAR LAP | |
|---------|--------|
| #4 | 2'-5" |
| #8 | 5'-11" |

INSIDE ELEVATION OF PARAPET

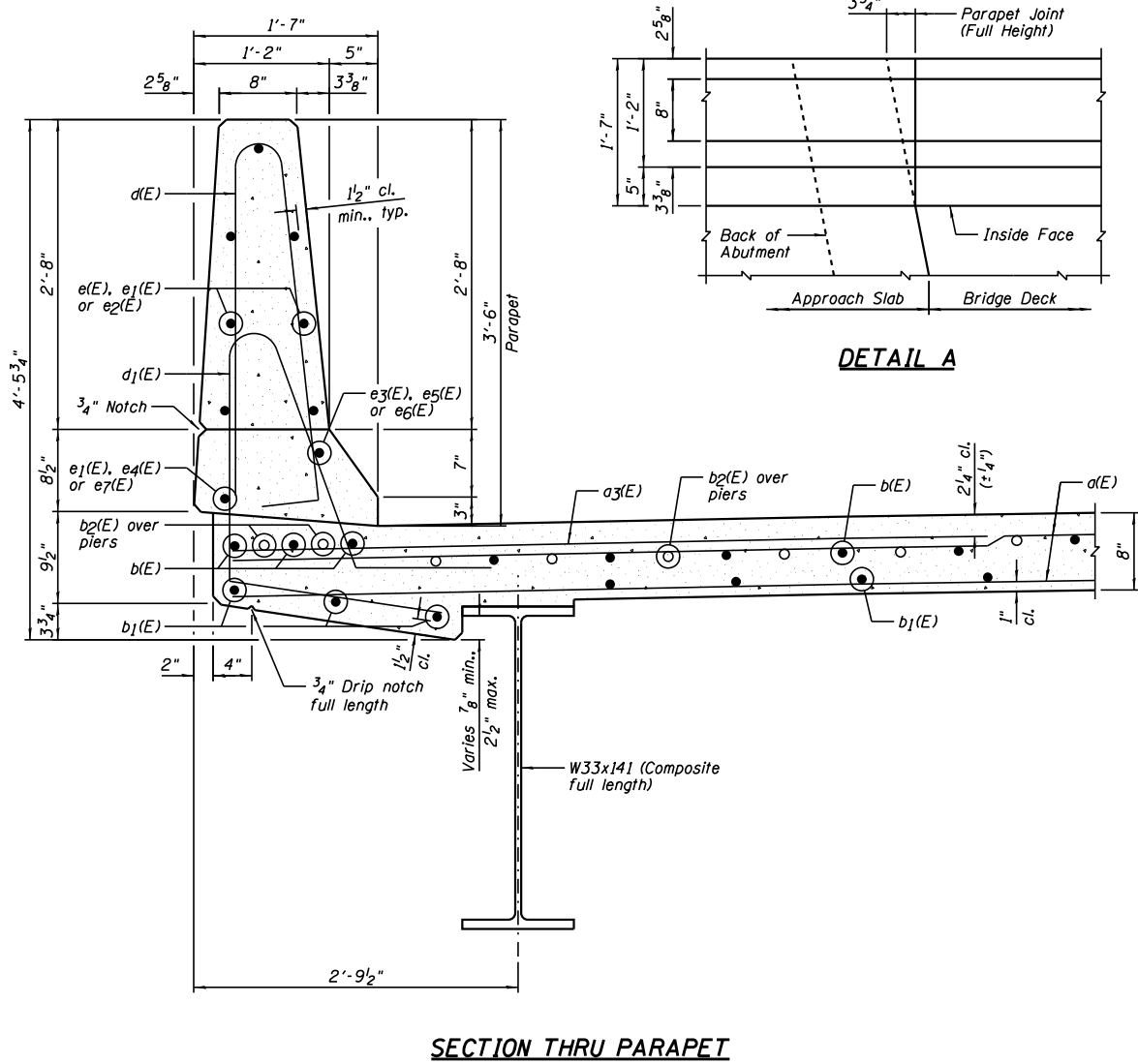
SUPERSTRUCTURE BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|---------|----------|---------|-------|
| a(E) | 556 | #5 | 34'-6" | — |
| a1(E) | 11 | #5 | 36'-8" | — |
| a2(E) | 8 | #5 | 35'-0" | — |
| a3(E) | 672 | #6 | 6'-6" | — |
| a4(E) | 4 | #5 | 35'-0" | — |
| b(E) | 296 | #5 | 27'-10" | — |
| b1(E) | 217 | #5 | 31'-3" | — |
| b2(E) | 72 | #6 | 38'-9" | — |
| d(E) | 432 | #5 | 6'-10" | ┘ |
| d1(E) | 432 | #5 | 7'-6" | ┘ |
| e(E) | 84 | #4 | 15'-11" | — |
| e1(E) | 64 | #4 | 9'-8" | — |
| e2(E) | 56 | #4 | 14'-8" | — |
| e3(E) | 8 | #8 | 27'-4" | — |
| e4(E) | 12 | #4 | 17'-10" | — |
| e5(E) | 4 | #8 | 9'-8" | — |
| e6(E) | 4 | #8 | 32'-10" | — |
| e7(E) | 6 | #4 | 21'-6" | — |
| m(E) | 8 | #6 | 35'-6" | — |
| m1(E) | 30 | #6 | 5'-6" | — |
| m2(E) | 12 | #6 | 2'-5" | — |
| m3(E) | 36 | #5 | 4'-0" | — |
| s(E) | 82 | #5 | 7'-0" | ┘ |
| s1(E) | 82 | #5 | 9'-4" | ┘ |
| v(E) | 70 | #5 | 3'-1" | ┘ |
| Item | Unit | Quantity | | |
| Concrete Superstructure | Cu. Yd. | 257.3 | | |
| Bridge Deck Grooving | Sq. Yd. | 660 | | |
| Protective Coat | Sq. Yd. | 894 | | |
| Reinforcement Bars, Epoxy Coated | Pound | 59,350 | | |

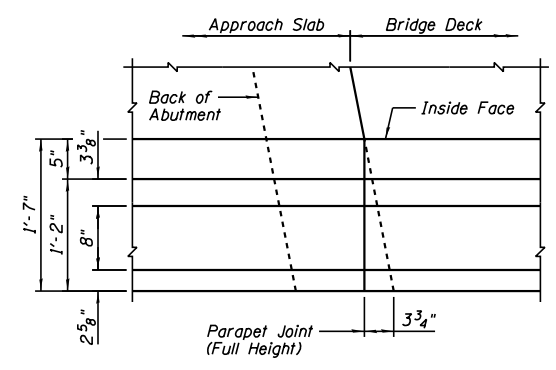


PARAPET JOINT DETAILS

Notes:
 The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 The 1/2" Preformed Self-Expanding Cork Joint Filler shall be according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

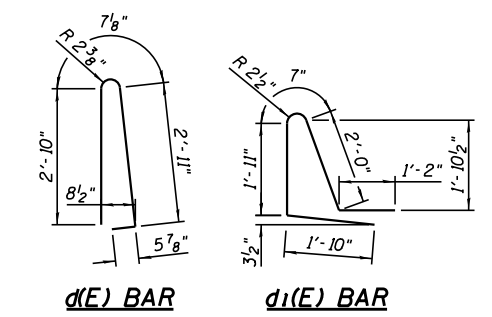


SECTION THRU PARAPET



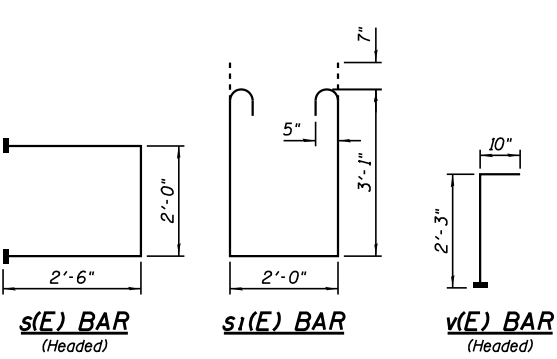
DETAIL A

DETAIL B



d(E) BAR

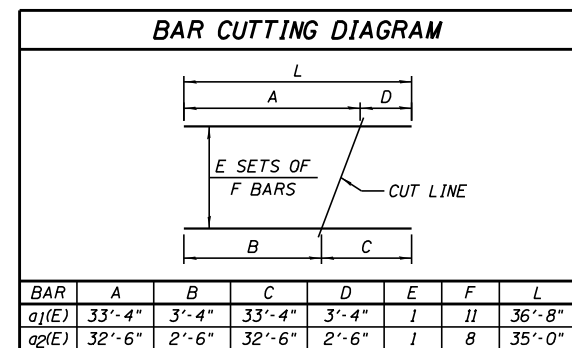
d1(E) BAR



s(E) BAR
(Headed)

s1(E) BAR

v(E) BAR
(Headed)



BAR CUTTING DIAGRAM

NOTES:

- 1.) Bars indicated thus 1x2-#8 etc. indicates 1 line of bars with 2 lengths per line.
- 2.) Inside Elevation of Parapet view is exaggerated vertically to show reinforcement.
- 3.) E.E. denotes Each End, B.F. denotes Back Face and F.F. denotes Front Face.
- 4.) For location of Detail A and Detail B, see Sheet 7.



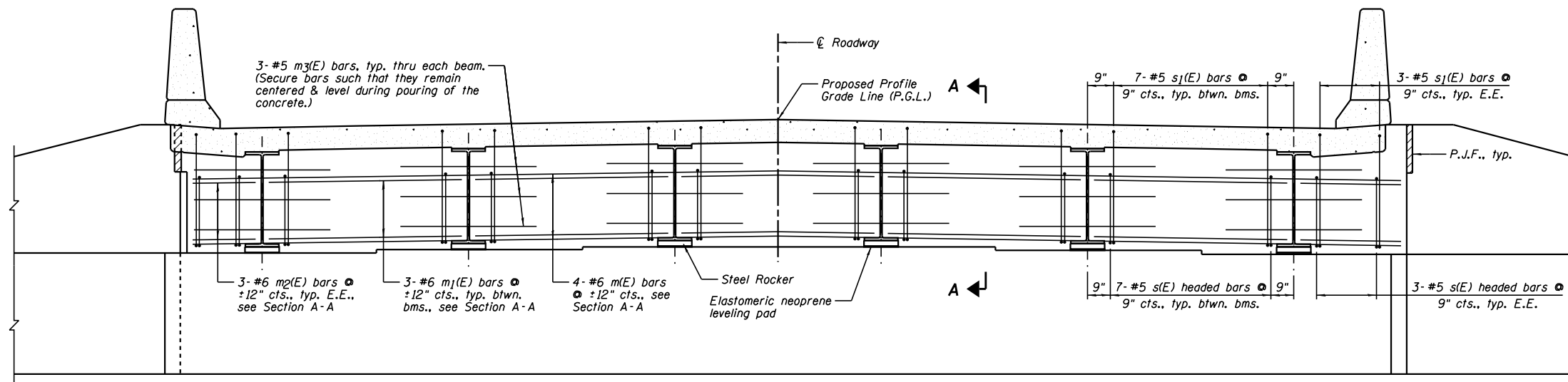
| | |
|----------------|---------|
| DESIGNED - PMG | REVISED |
| CHECKED - JCZ | REVISED |
| DRAWN - DJM | REVISED |
| CHECKED - JML | REVISED |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

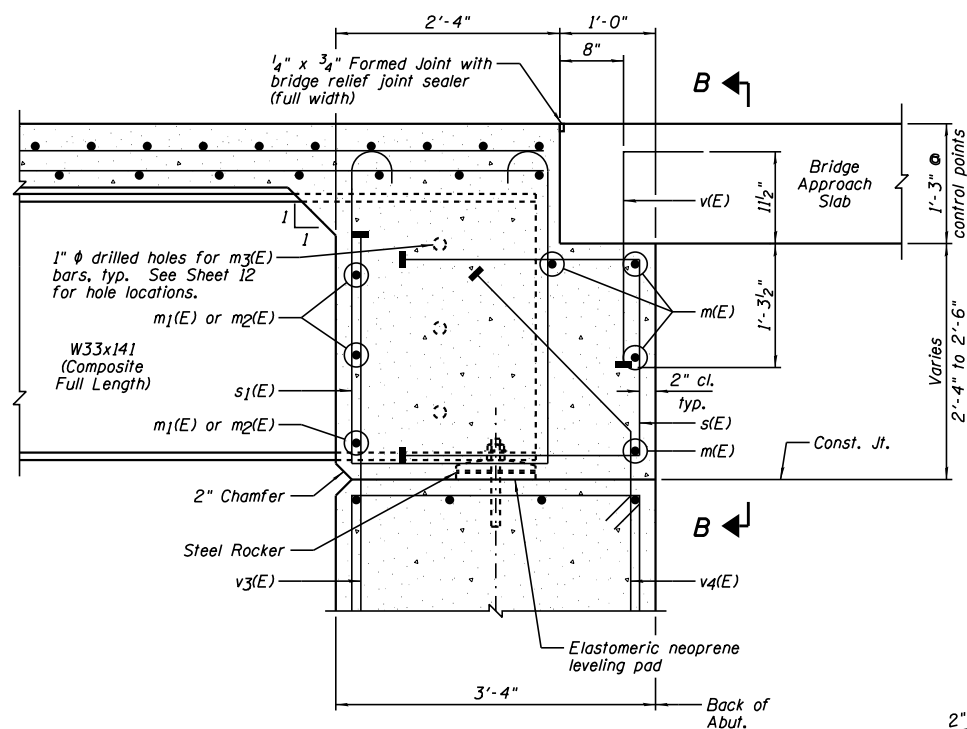
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 050-0258

SHEET NO. 8 OF 24 SHEETS

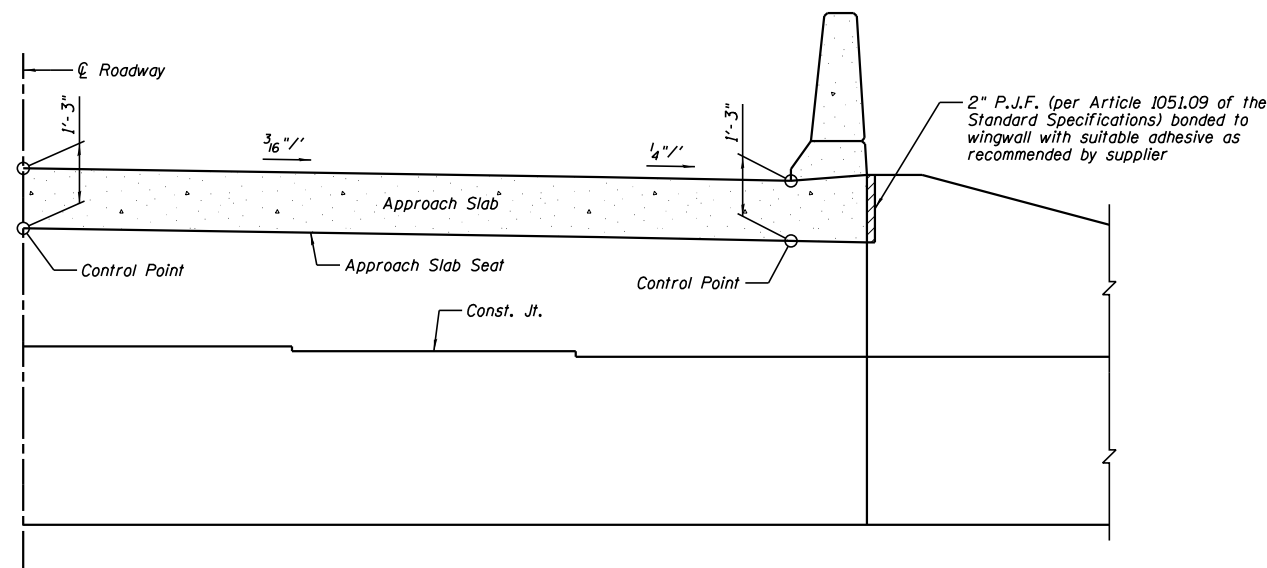
| | | | | |
|--------------------|-------------------|----------------|---------------------------|--------------|
| F.A.P. RTE. 786 | SECTION (111) VBR | COUNTY LASALLE | TOTAL SHEETS 76 | SHEET NO. 37 |
| CONTRACT NO. 66C58 | | | ILLINOIS FED. AID PROJECT | |



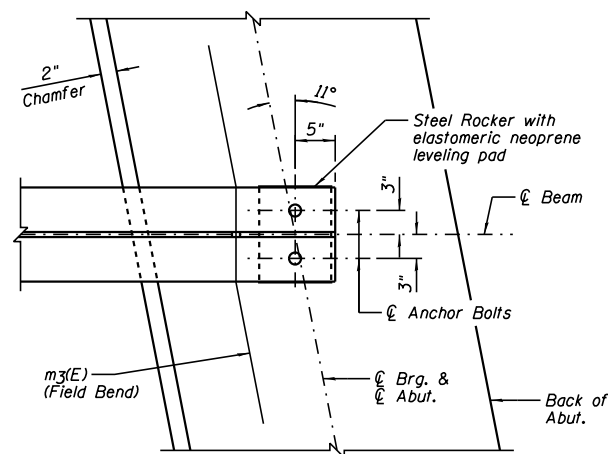
DIAPHRAGM AT ABUTMENT



SECTION A-A
(Horizontal dimensions @ Rt. L's)



SECTION B-B



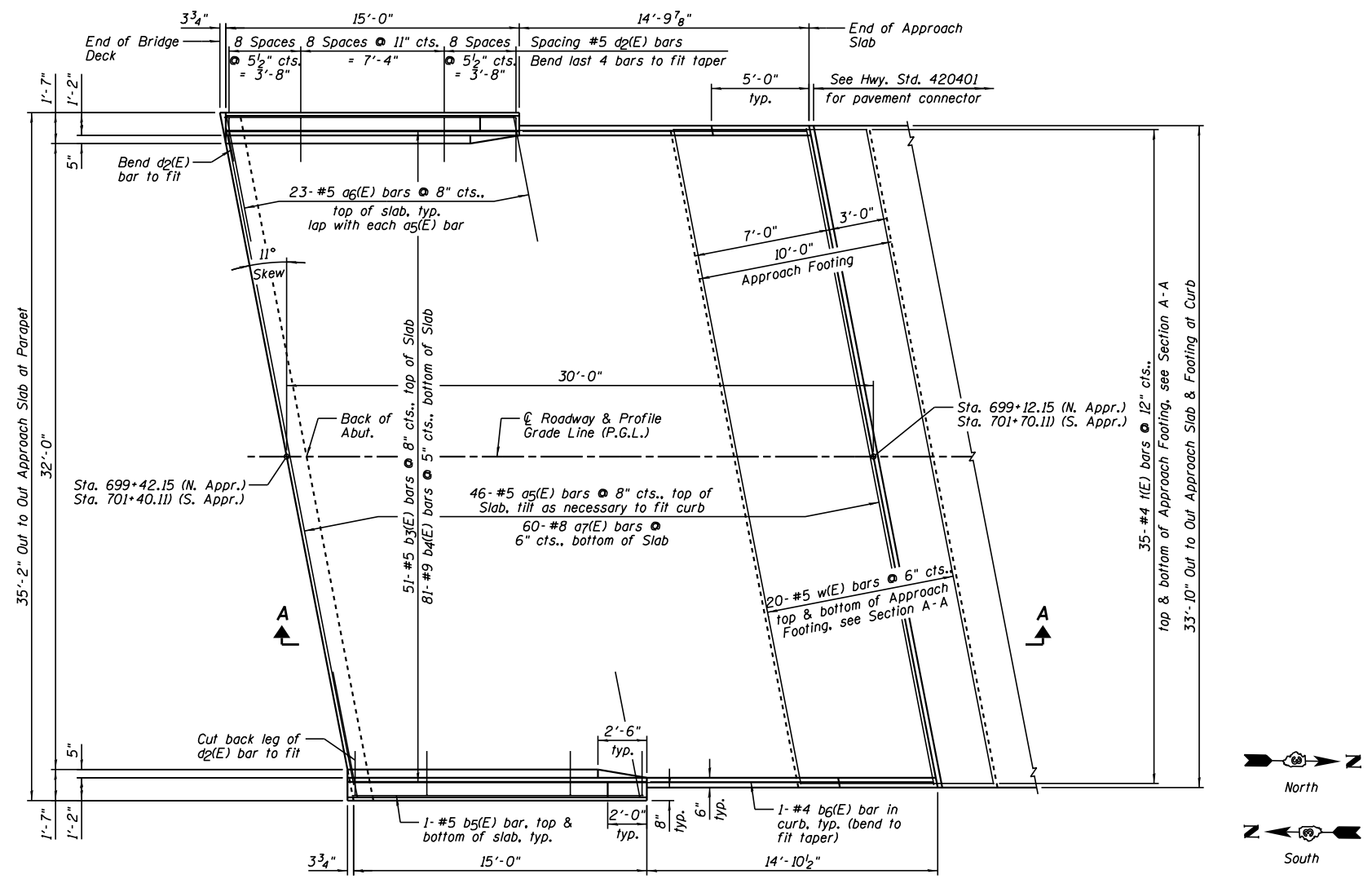
PLAN AT ABUTMENT
(Showing bottom flange of beam)

NOTES:

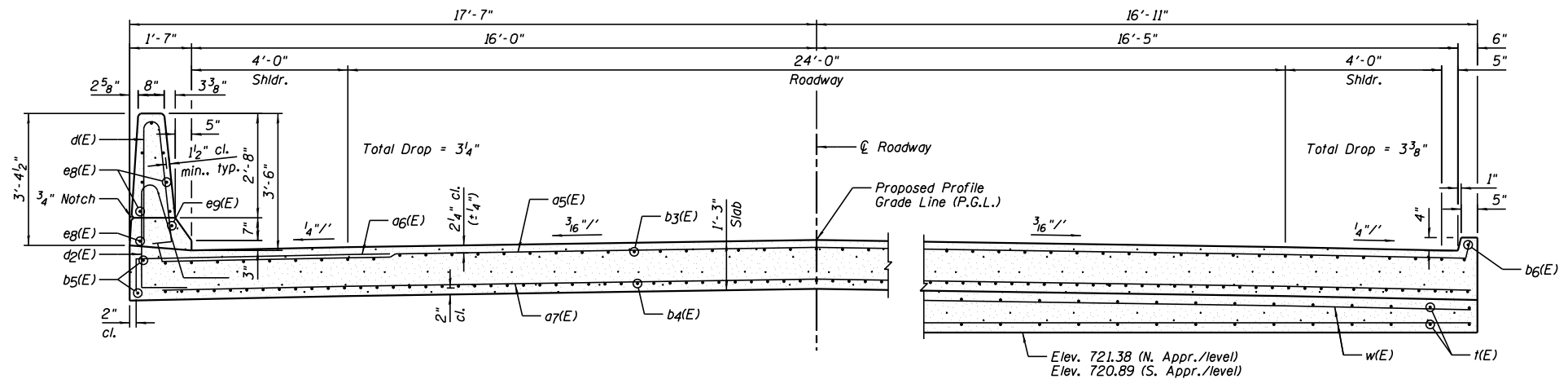
- 1.) Reinforcement bars in diaphragm are billed with Superstructure on Sheet 8.
- 2.) Concrete in diaphragm is included with Concrete Superstructure on Sheet 8.
- 3.) For details of bars s(E), s1(E) and v(E), see Sheet 8.
- 4.) The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- 5.) The approach slab seat shall have a constant slope determined from the control points shown.
- 6.) For bearing details, see Sheet 14.
- 7.) Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
- 8.) E.E. denotes Each End.

| | |
|-----------------|---------|
| DESIGNED - PMG | REVISED |
| CHECKED - JCZ | REVISED |
| DRAWN - DJM | REVISED |
| CHECKED - JML | REVISED |
| DATE - 10/24/18 | REVISED |

| | | | | |
|---------------------------|-----------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 38 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



PLAN



CROSS SECTION
(Looking South)



| | |
|-----------------|---------|
| DESIGNED - PMG | REVISED |
| CHECKED - JCZ | REVISED |
| DRAWN - DJM | REVISED |
| CHECKED - JML | REVISED |
| DATE - 10/24/18 | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 050-0258

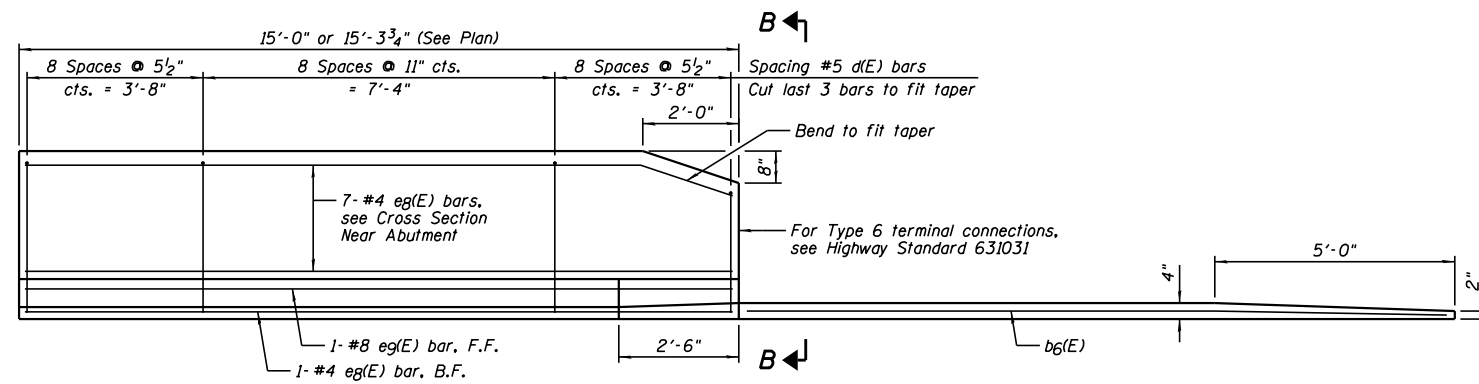
SHEET NO. 10 OF 24 SHEETS

| | | | | |
|--------------------|-----------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 39 |
| CONTRACT NO. 66C58 | | | | |

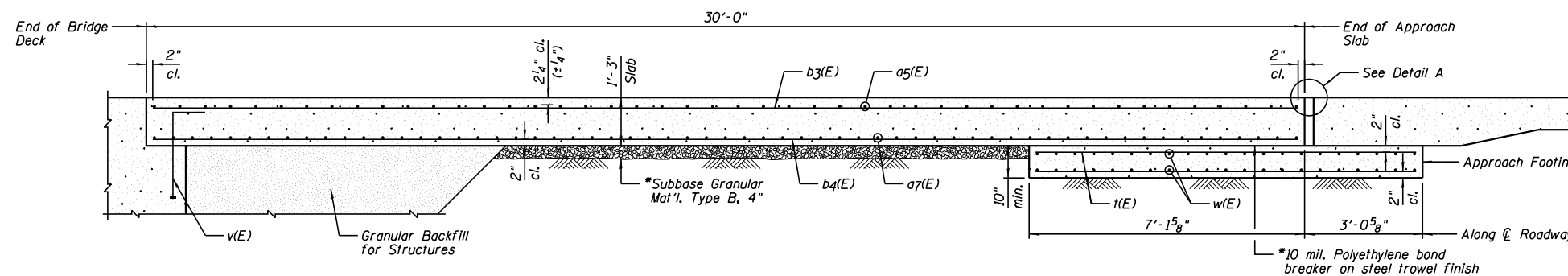
ILLINOIS FED. AID PROJECT

**TWO APPROACHES
BILL OF MATERIAL**

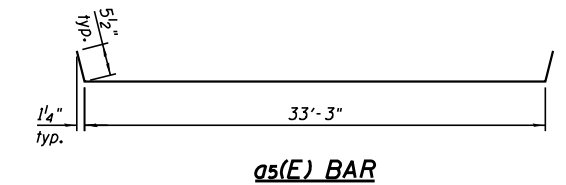
| Bar | No. | Size | Length | Shape |
|-----------------------------------------|---------|----------|--------|-------|
| a5(E) | 92 | #5 | 34'-2" | |
| a6(E) | 92 | #5 | 7'-4" | |
| a7(E) | 120 | #8 | 33'-6" | |
| b3(E) | 102 | #5 | 29'-8" | |
| b4(E) | 162 | #9 | 29'-8" | |
| b5(E) | 8 | #5 | 14'-8" | |
| b6(E) | 4 | #4 | 14'-5" | |
| d(E) | 100 | #5 | 6'-10" | |
| d2(E) | 100 | #5 | 7'-8" | |
| eg(E) | 32 | #4 | 14'-8" | |
| eg(E) | 4 | #8 | 14'-8" | |
| k(E) | 140 | #4 | 9'-10" | |
| w(E) | 80 | #5 | 34'-1" | |
| Item | Unit | Quantity | | |
| Concrete Structures | Cu. Yd. | 26.0 | | |
| Concrete Superstructure | Cu. Yd. | 7.8 | | |
| Bridge Deck Grooving | Sq. Yd. | 202 | | |
| Protective Coat | Sq. Yd. | 250 | | |
| Concrete Superstructure (Approach Slab) | Cu. Yd. | 95.9 | | |
| Reinforcement Bars, Epoxy Coated | Pound | 40,120 | | |



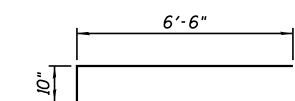
INSIDE ELEVATION OF PARAPET AND CURB



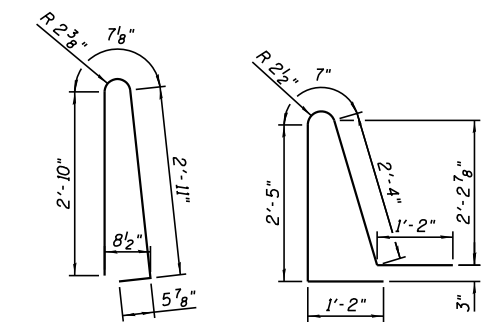
SECTION A-A



a5(E) BAR

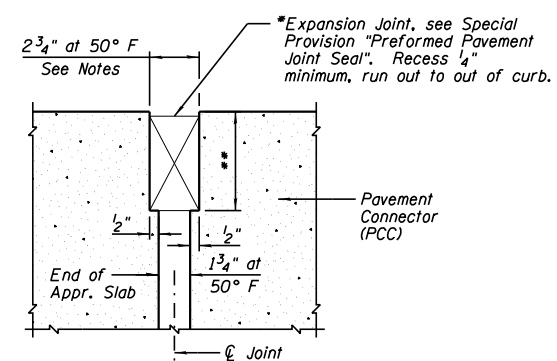


a6(E) BAR



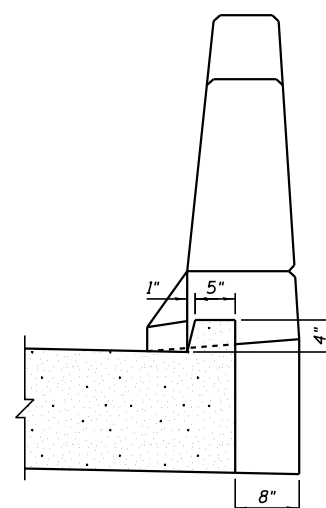
d(E) BAR

d2(E) BAR



DETAIL A

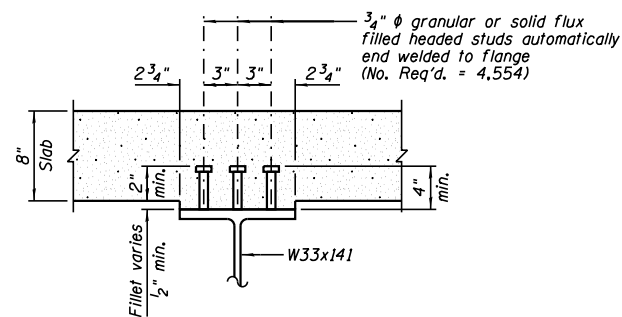
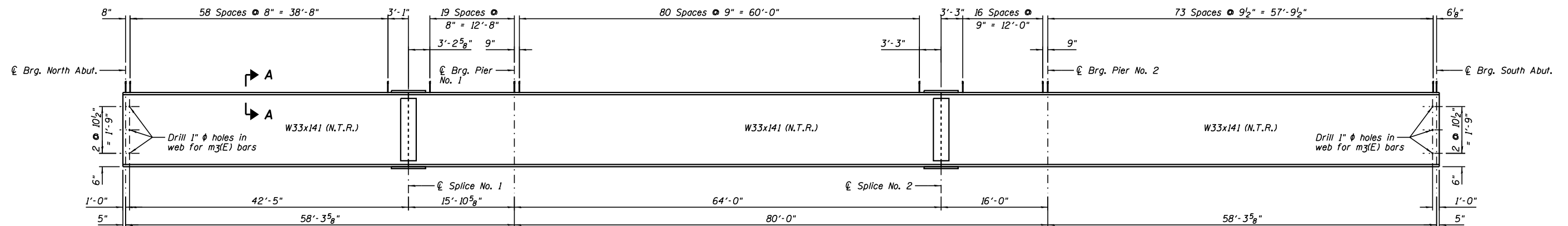
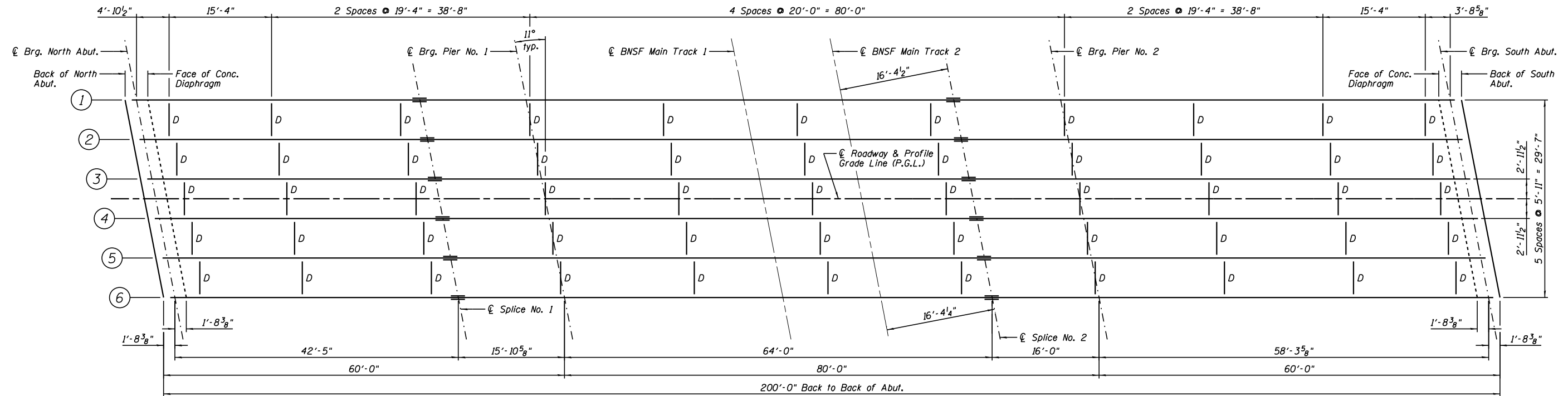
(Rt. L's)
**Per manufacturer recommendations



VIEW B-B

NOTES:

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



FABRICATED TOP OF BEAM ELEVATION TABLE

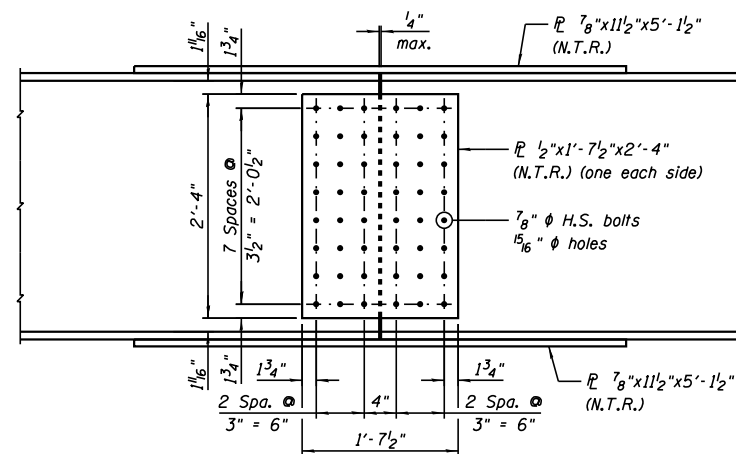
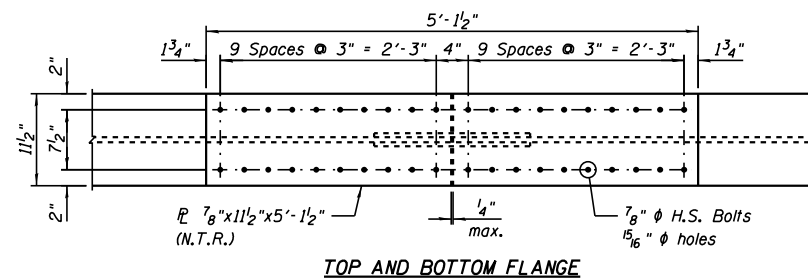
| Location | Beam No. 1 | Beam No. 2 | Beam No. 3 | Beam No. 4 | Beam No. 5 | Beam No. 6 |
|-----------------|------------|------------|------------|------------|------------|------------|
| ⊕ Brg. N. Abut. | 723.03 | 723.14 | 723.24 | 723.25 | 723.17 | 723.07 |
| ⊕ Splice No. 1 | 723.17 | 723.28 | 723.38 | 723.38 | 723.29 | 723.19 |
| ⊕ Pier No. 1 | 723.17 | 723.28 | 723.38 | 723.38 | 723.29 | 723.18 |
| ⊕ Splice No. 2 | 723.17 | 723.27 | 723.36 | 723.36 | 723.26 | 723.15 |
| ⊕ Pier No. 2 | 723.07 | 723.17 | 723.26 | 723.25 | 723.16 | 723.04 |
| ⊕ Brg. S. Abut. | 722.71 | 722.81 | 722.89 | 722.88 | 722.77 | 722.65 |

For fabrication use only.

NOTES:

- See Sheet 13 for Diaphragm & Splice Details.
- All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- Load carrying components designated "N.T.R." shall conform to the Impact Testing Requirements, Zone 2.

| INTERIOR BEAM MOMENT TABLE | | | | | |
|------------------------------------|--------------------|------------|-----------|------------|-----------|
| | 0.4 Sp. 1 | Pier No. 1 | 0.5 Sp. 2 | Pier No. 2 | 0.6 Sp. 3 |
| I_s | (in ⁴) | 7,450 | 7,450 | 7,450 | 7,450 |
| $I_c(n)$ | (in ⁴) | 21,144 | 21,144 | 21,144 | 21,144 |
| $I_c(3n)$ | (in ⁴) | 15,419 | 15,419 | 15,419 | 15,419 |
| $I_c(cr)$ | (in ⁴) | | 9,918 | | 9,918 |
| S_s | (in ³) | 448 | 448 | 448 | 448 |
| $S_c(n)$ | (in ³) | 680 | 680 | 680 | 680 |
| $S_c(3n)$ | (in ³) | 613 | 613 | 613 | 613 |
| $S_c(cr)$ | (in ³) | | 513 | | 513 |
| DC1 | (k/') | 0.766 | 0.766 | 0.766 | 0.766 |
| M _{DC1} | (k) | 145 | 369 | 225 | 369 |
| DC2 | (k/') | 0.173 | 0.173 | 0.173 | 0.173 |
| M _{DC2} | (k) | 34 | 86 | 52 | 86 |
| DW | (k/') | 0.267 | 0.267 | 0.267 | 0.267 |
| M _{DW} | (k) | 52 | 133 | 81 | 133 |
| LLDF | | 0.5609 | 0.5446 | 0.5311 | 0.5446 |
| M _{ℓ · IM} | (k) | 594 | 646 | 628 | 646 |
| M _u (Strength I) | (k) | 1,341 | 1,899 | 1,567 | 1,899 |
| φ _r M _n | (k) | 3,416 | 2,137 | 3,416 | 2,137 |
| f _s DC1 | (ksi) | 3.9 | 9.9 | 6.0 | 9.9 |
| f _s DC2 | (ksi) | 0.7 | 2.0 | 1.0 | 2.0 |
| f _s DW | (ksi) | 1.0 | 3.1 | 1.6 | 3.1 |
| f _s (ℓ · IM) | (ksi) | 10.5 | 15.1 | 11.1 | 15.1 |
| f _s (Service II) | (ksi) | 19.2 | 34.7 | 23.0 | 34.7 |
| 0.95R _h F _{yr} | (ksi) | 47.5 | 47.5 | 47.5 | 47.5 |
| f _s (TotalStrength I) | (ksi) | 25.6 | 46.0 | 30.6 | 46.0 |
| φ _r F _n | (ksi) | | | | |
| V _r | (k) | 22.8 | 21.3 | 21.3 | 22.8 |



SPLICE DETAILS
(12 - Required)

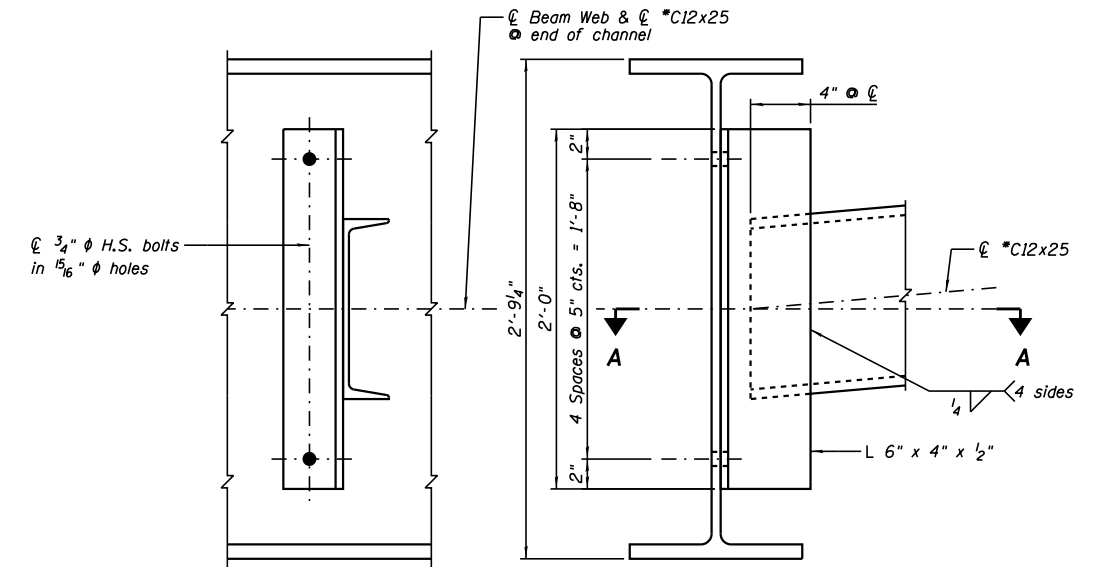
I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).

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

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

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

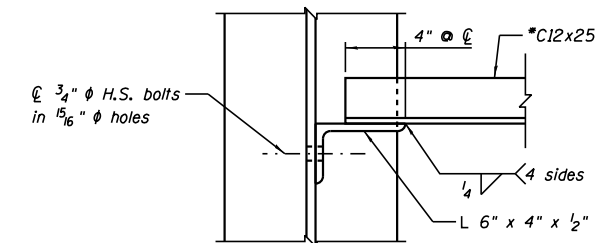
DC1: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
M_{ℓ · IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{ℓ · IM}
φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}
f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
M_{DC2} / S_{c(3n)} or M_{DC2} / S_{c(cr)} as applicable.
f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
M_{DW} / S_{c(3n)} or M_{DW} / S_{c(cr)} as applicable.
f_s (ℓ · IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_{ℓ · IM} / S_{c(n)} or M_{ℓ · IM} / S_{c(cr)} as applicable.
f_s (Service II): Sum of stresses as computed below (ksi).
f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (ℓ · IM)
0.95R_hF_{yr}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
f_s (TotalStrength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (ℓ · IM)
φ_rF_n: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
V_r: Maximum factored shear range in span computed according to Article 6.10.10.



DIAPHRAGM D
(55 - Required)

Note:
Two hardened washers required for each set of oversized holes.

*Alternate channel C12x30 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on C12x25 section. The C12x30, if utilized, shall be provided at no additional cost to the Department.

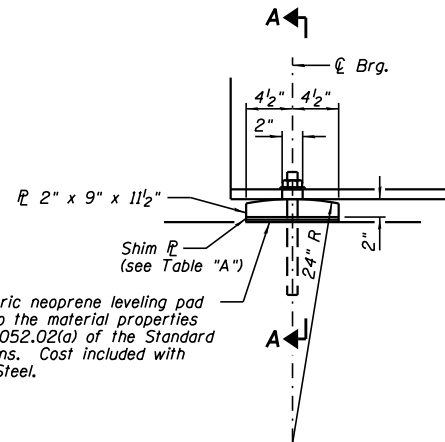


SECTION A-A

| INTERIOR BEAM REACTION TABLE | | | | |
|------------------------------|----------|----------|----------|----------|
| | Abut. | | Pier | |
| | Interior | Exterior | Interior | Exterior |
| LLDF | 0.6645 | 0.5200 | 0.6645 | 0.5200 |
| OCF | | 1.038 | | |
| R _{DC1} (k) | 15.3 | 14.4 | 58.9 | 55.8 |
| R _{DC2} (k) | 3.6 | 3.6 | 13.4 | 13.4 |
| R _{DW} (k) | 5.5 | 5.5 | 20.7 | 20.7 |
| R _ℓ (k) | 50.8 | 40.7 | 81.3 | 66.1 |
| R _{IM} (k) | 12.7 | 10.3 | 15.4 | 12.5 |
| R _{Total} (k) | 87.8 | 74.5 | 189.7 | 168.6 |

NOTES:

- 1.) See Sheet 12 for Diaphragm & Splice locations.
- 2.) All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- 3.) Load carrying components designated "N.T.R." shall conform to the Impact Testing Requirements, Zone 2.

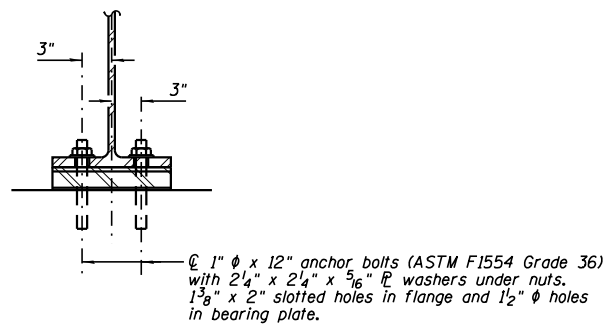


1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

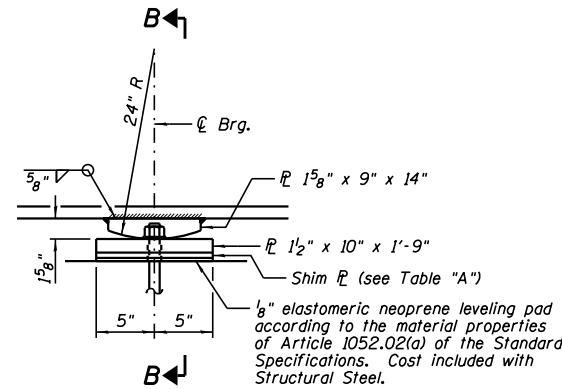
ELEVATION AT ABUTMENTS

FIXED BEARING

(At North Abutment - 6 Required)
(At South Abutment - 6 Required)



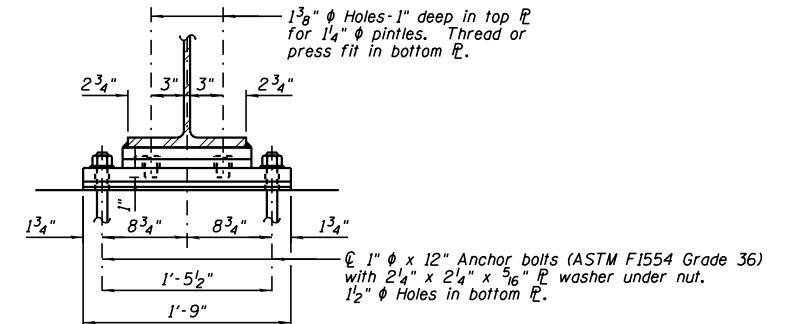
SECTION A-A



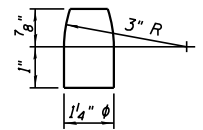
ELEVATION AT PIERS

FIXED BEARING

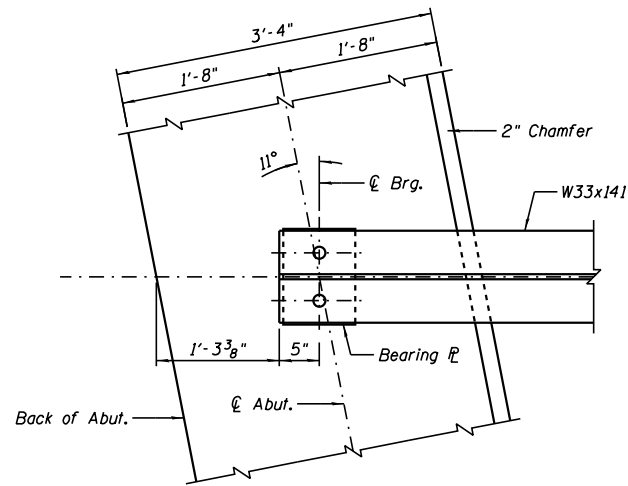
(At Pier No. 1 - 6 Required)
(At Pier No. 2 - 6 Required)



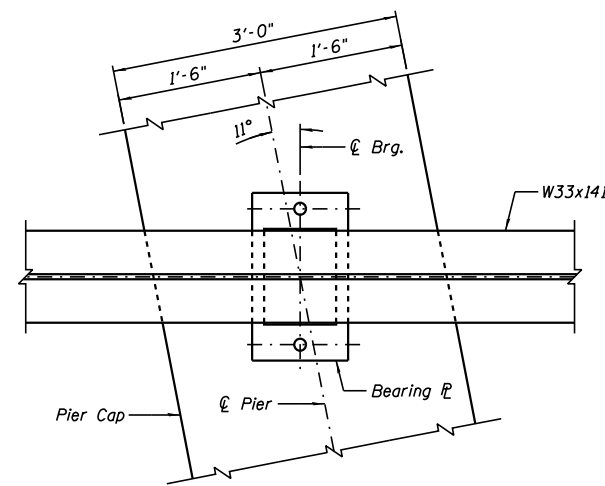
SECTION B-B



PINTLE



BEARING PLAN AT ABUTMENTS



BEARING PLAN AT PIERS

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

TABLE "A"

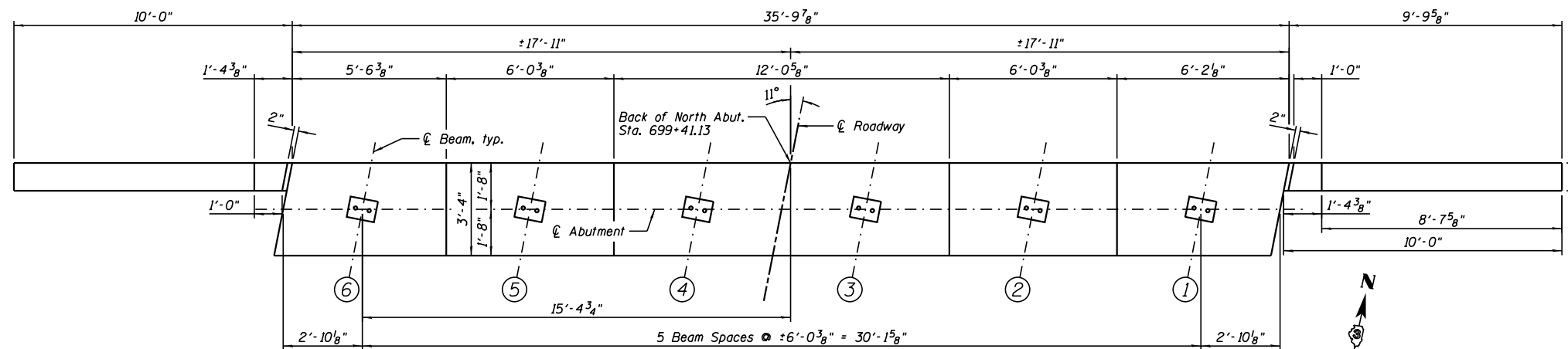
| Beam No. | Shim Thickness |
|-----------------|----------------|
| Pier No. 2 - 3 | 1/8" |
| South Abut. - 3 | 1/8" |

BILL OF MATERIAL

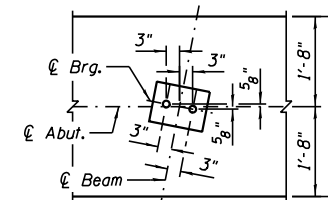
| Item | Unit | Total |
|------------------|------|-------|
| Anchor Bolts, 1" | Each | 48 |

NOTES:

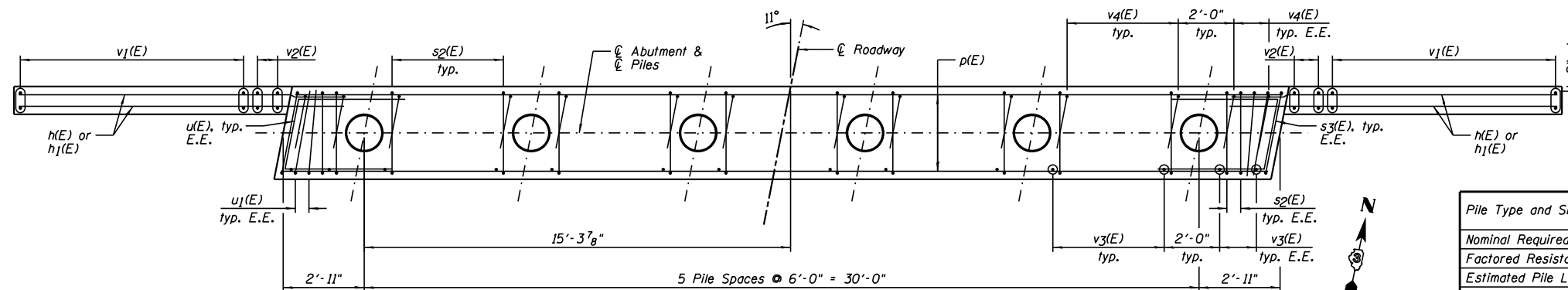
- The structural steel plates and pintles of the fixed bearing shall conform to the requirements of AASHTO M 270 Grade 50W.
- Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



BEARING PLAN



TYPICAL ANCHOR BOLT PLACEMENT DETAIL



REINFORCING PLAN

PILE DATA:

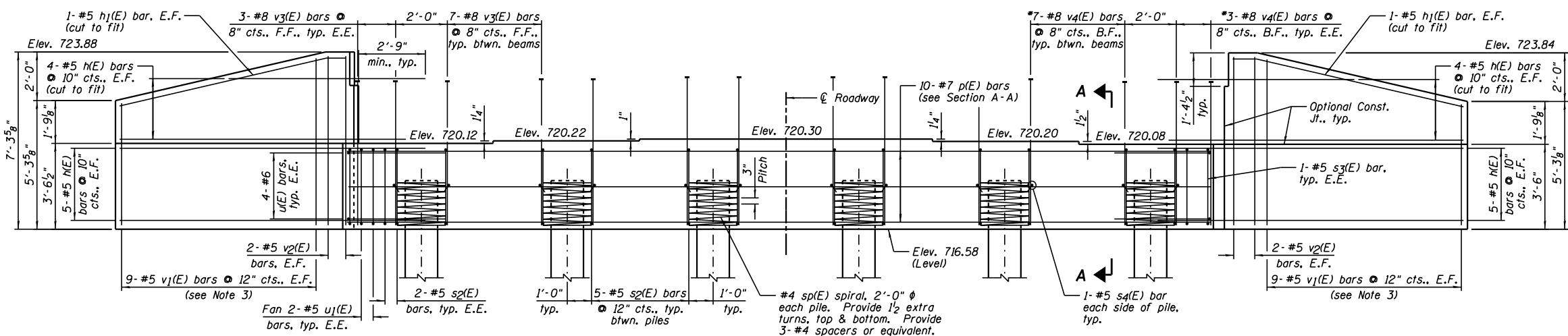
| | |
|-------------------------------|---------------------------------------------|
| Pile Type and Size | Metal Shell - 16 in. dia. x 0.312 in. walls |
| Nominal Required Bearing | 462 kips |
| Factored Resistance Available | 254 kips |
| Estimated Pile Length | 40 Feet |
| Number of Production Piles | 5 |
| Number of Test Piles | 1 |

**NORTH ABUTMENT
BILL OF MATERIAL**

| Bar | No. | Size | Length | Shape |
|-------|-----|------|--------|-------|
| h(E) | 36 | #5 | 12'-9" | — |
| h1(E) | 4 | #5 | 9'-10" | — |
| p(E) | 10 | #7 | 35'-5" | — |
| sp(E) | 29 | #5 | 13'-0" | — |
| s3(E) | 2 | #5 | 13'-2" | — |
| s4(E) | 12 | #5 | 4'-0" | — |
| sp(E) | 6 | #4 | 2'-0" | — |
| u(E) | 8 | #6 | 10'-5" | — |
| u1(E) | 4 | #5 | 9'-2" | — |
| v1(E) | 18 | #5 | 11'-8" | — |
| v2(E) | 8 | #5 | 6'-11" | — |
| v3(E) | 41 | #8 | 5'-11" | — |
| v4(E) | 41 | #8 | 6'-2" | — |

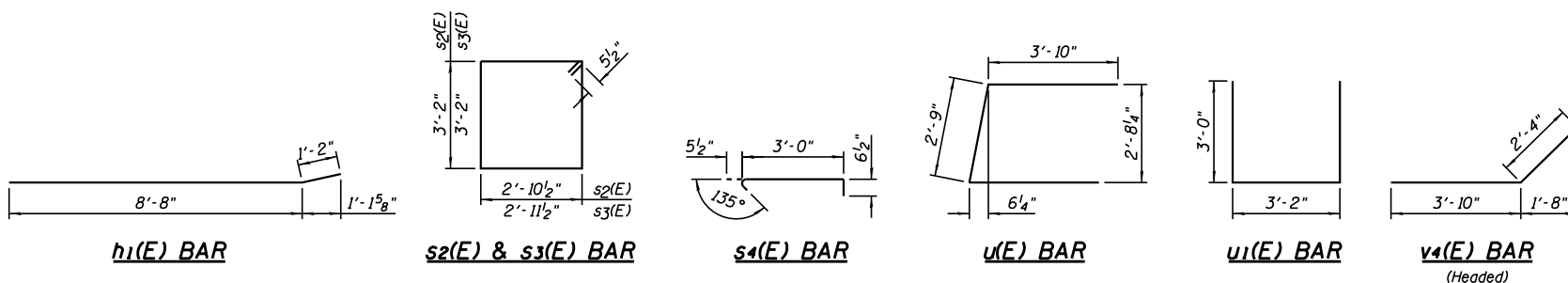
| Item | Unit | Quantity |
|-------------------------------------------|---------|----------|
| Structure Excavation | Cu. Yd. | 60 |
| Concrete Structures | Cu. Yd. | 20.7 |
| Reinforcement Bars, Epoxy Coated | Pound | 3,750 |
| Driving Piles | Foot | 200 |
| Test Pile Metal Shells | Each | 1 |
| Geocomposite Wall Drain | Sq. Yd. | 34 |
| Granular Backfill for Structures | Cu. Yd. | 56 |
| Pipe Underdrains for Structures 4" | Foot | 87 |
| Furnishing Metal Shell Piles 16" x 0.312" | Foot | 200 |

* Length is height of spiral.

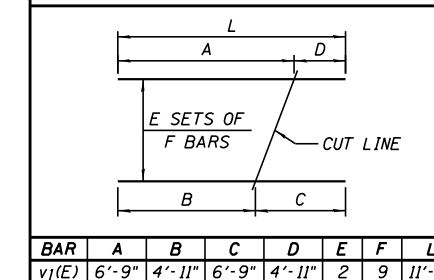


ELEVATION

(Looking North)
*Place parallel to Beam

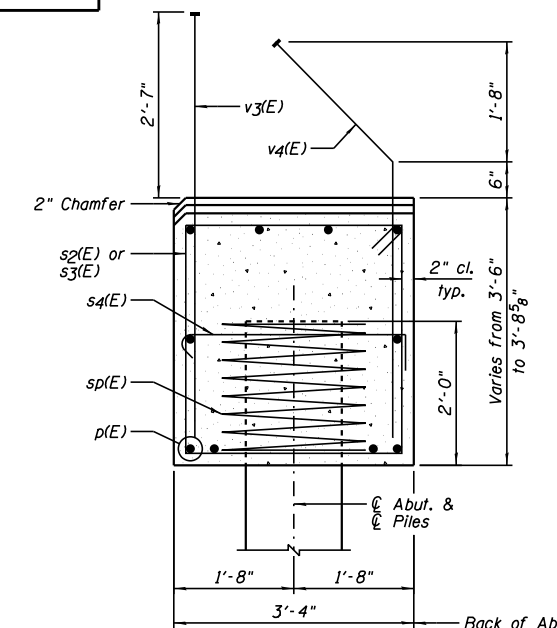


BAR CUTTING DIAGRAM



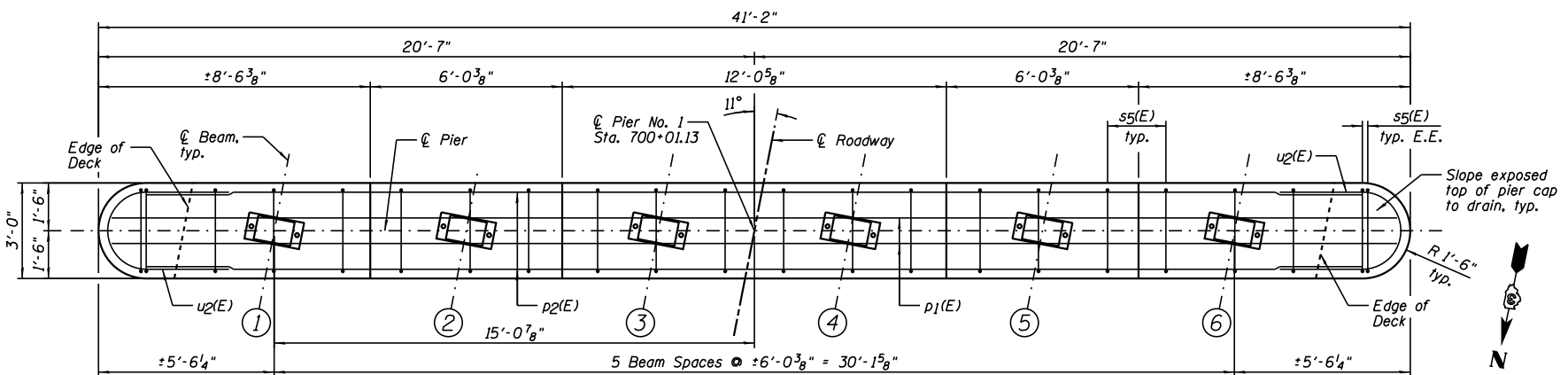
NOTES:

- Four steps monolithically with cap.
- Space reinforcement in cap to miss anchor bolts.
- Order v1(E) bars full length. Cut according to Bar Cutting Diagram. Use remainder of bars in opposite face of wingwall.
- E.F. denotes Each Face, E.E. denotes Each End, F.F. denotes Front Face and B.F. denotes Back Face.
- For Details of Piles, see Sheet 19.

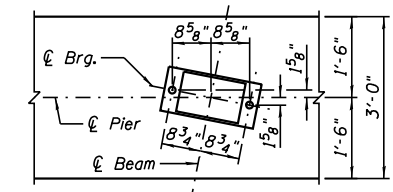


SECTION A-A

(Horiz. dimensions at Rt. L's)



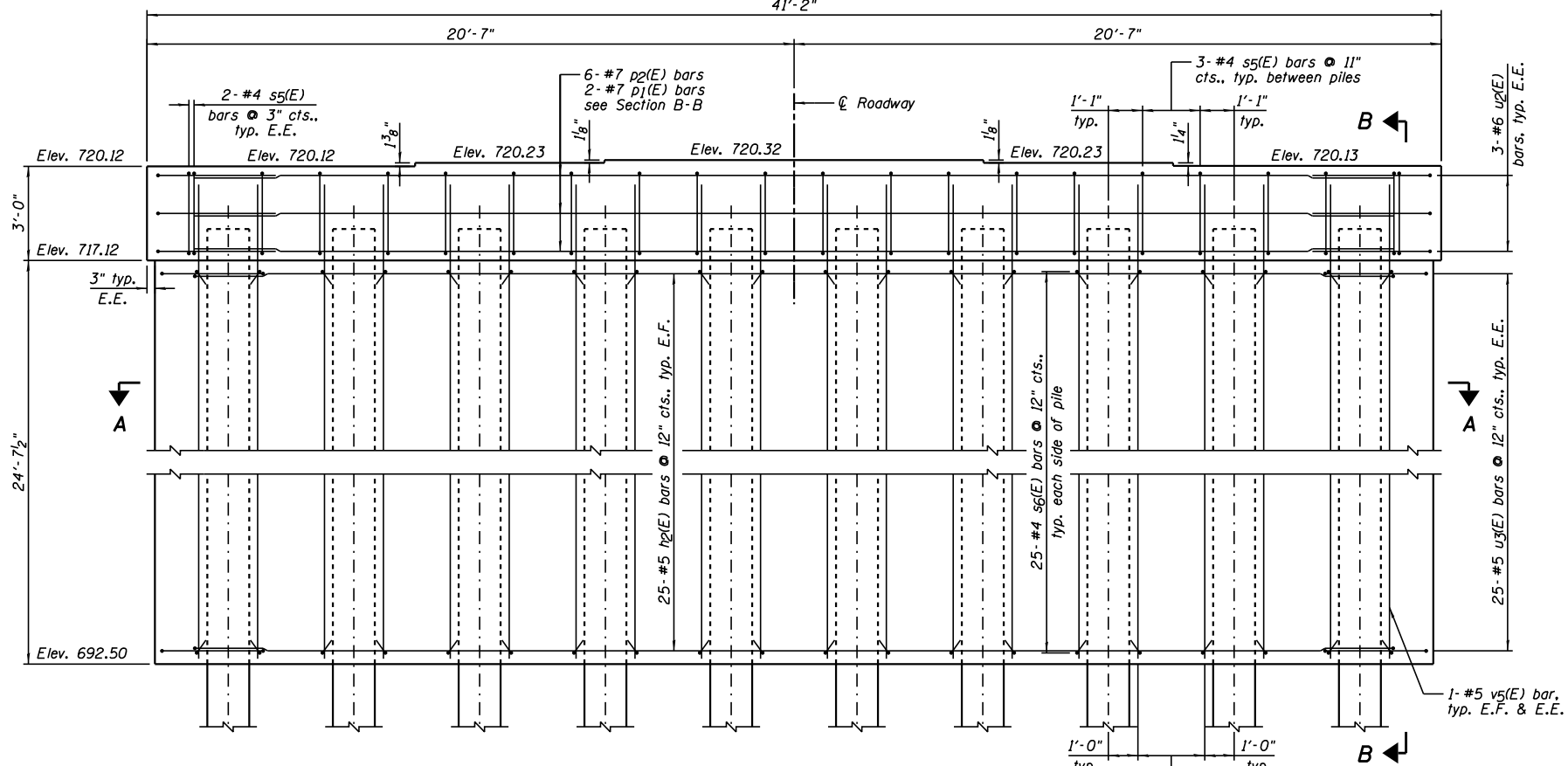
TOP PLAN



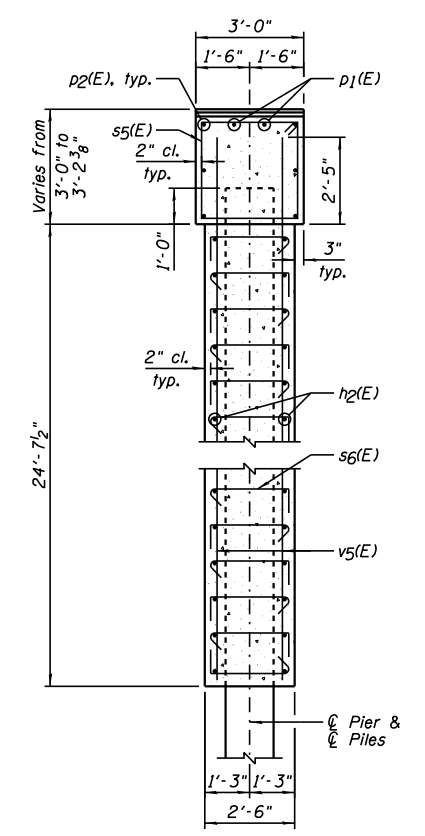
TYPICAL ANCHOR BOLT PLACEMENT DETAIL

**PIER NO. 1
BILL OF MATERIAL**

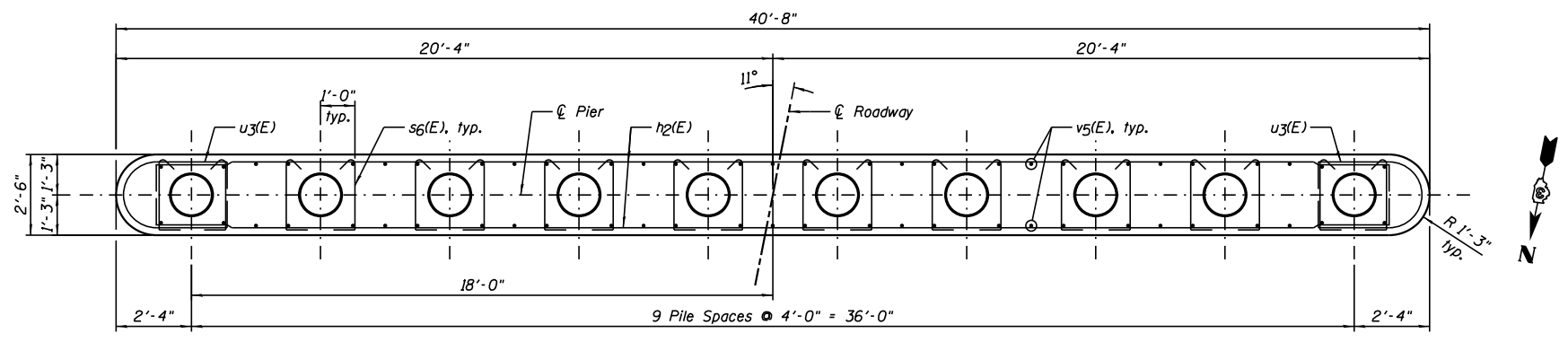
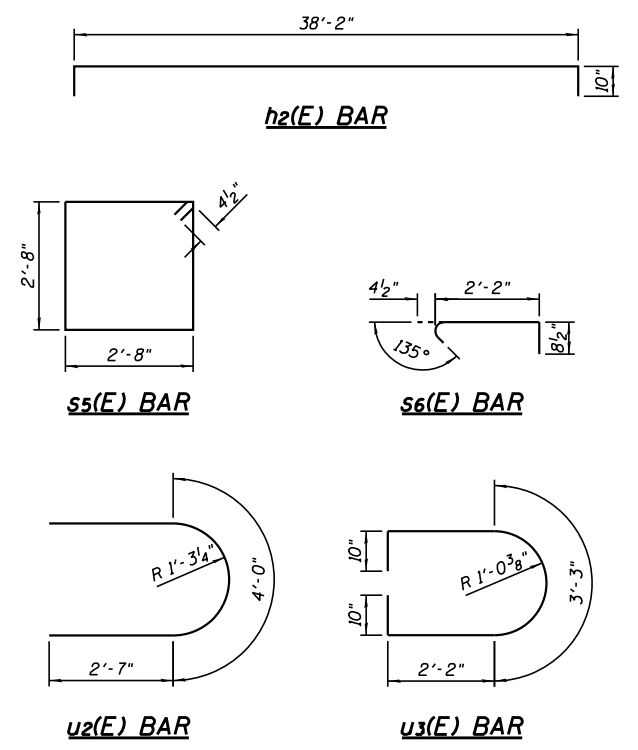
| Bar | No. | Size | Length | Shape |
|-------------------------------------------|-----|---------|----------|-------|
| h2(E) | 50 | #5 | 39'-10" | |
| p1(E) | 2 | #7 | 40'-8" | |
| p2(E) | 6 | #7 | 38'-2" | |
| s5(E) | 31 | #4 | 11'-5" | |
| s6(E) | 500 | #4 | 3'-3" | |
| u2(E) | 6 | #6 | 9'-2" | |
| u3(E) | 50 | #5 | 9'-3" | |
| v5(E) | 58 | #5 | 26'-11" | |
| Item | | Unit | Quantity | |
| Concrete Structures | | Cu. Yd. | 105.5 | |
| Reinforcement Bars, Epoxy Coated | | Pound | 6,230 | |
| Driving Piles | | Foot | 603 | |
| Test Pile Metal Shells | | Each | 1 | |
| Furnishing Metal Shell Piles 16" x 0.312" | | Foot | 603 | |



**ELEVATION
(Looking South)**



SECTION B-B



SECTION A-A

PILE DATA:

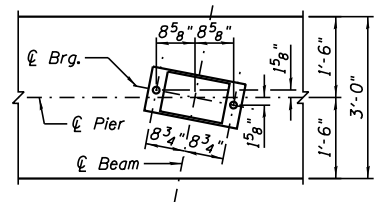
| | |
|-------------------------------|---------------------------------------------|
| Pile Type and Size | Metal Shell - 16 in. dia. x 0.312 in. walls |
| Nominal Required Bearing | 427 kips |
| Factored Resistance Available | 235 kips |
| Estimated Pile Length | 67 Feet |
| Number of Production Piles | 9 |
| Number of Test Piles | 1 |

NOTES:

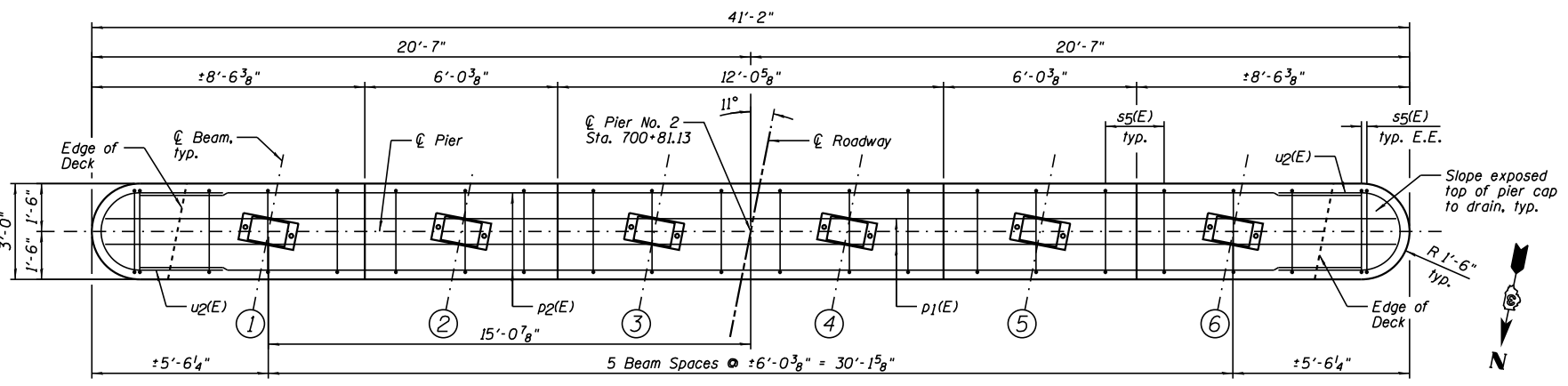
- 1.) Four steps monolithically with cap.
- 2.) Space reinforcement in cap to miss anchor bolts.
- 3.) E.F. denotes Each Face and E.E. denotes Each End.
- 4.) For Details of Piles, see Sheet 19.

**PIER NO. 2
BILL OF MATERIAL**

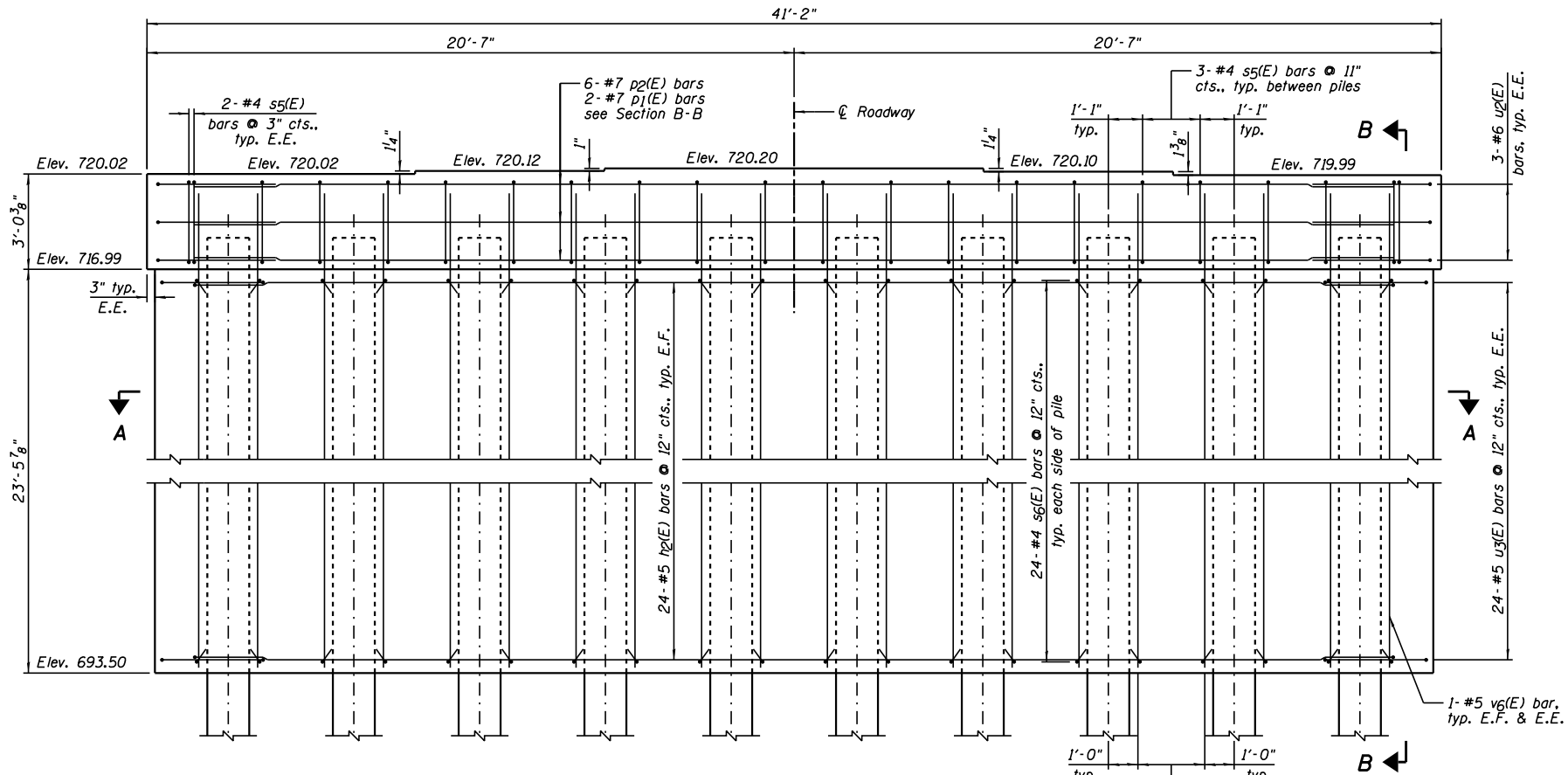
| Bar | No. | Size | Length | Shape | |
|----------------------------------------------|-----|------|---------|---------|----------|
| h2(E) | 48 | #5 | 39'-10" | | |
| p1(E) | 2 | #7 | 40'-8" | | |
| p2(E) | 6 | #7 | 38'-2" | | |
| s5(E) | 31 | #4 | 11'-5" | | |
| s6(E) | 480 | #4 | 3'-3" | | |
| u2(E) | 6 | #6 | 9'-2" | | |
| u3(E) | 48 | #5 | 9'-3" | | |
| v6(E) | 58 | #5 | 25'-9" | | |
| Item | | | | Unit | Quantity |
| Concrete Structures | | | | Cu. Yd. | 101.3 |
| Reinforcement Bars, Epoxy Coated | | | | Pound | 6,010 |
| Driving Piles | | | | Foot | 670 |
| Furnishing Metal Shell Piles 16" x 0.312" | | | | Foot | 670 |



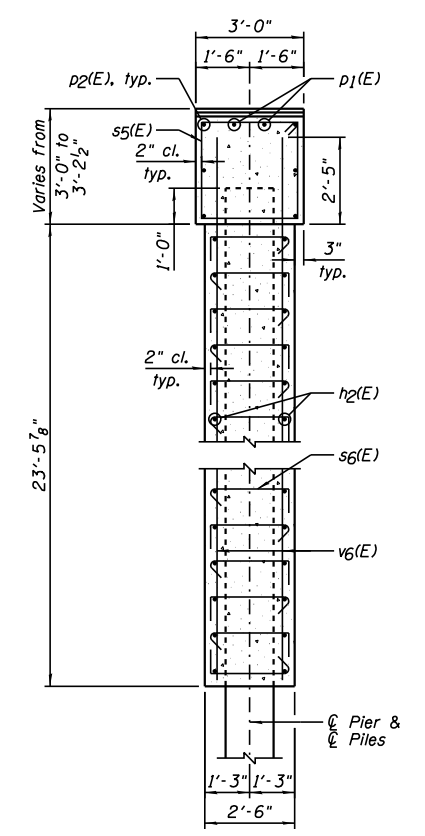
**TYPICAL ANCHOR BOLT
PLACEMENT DETAIL**



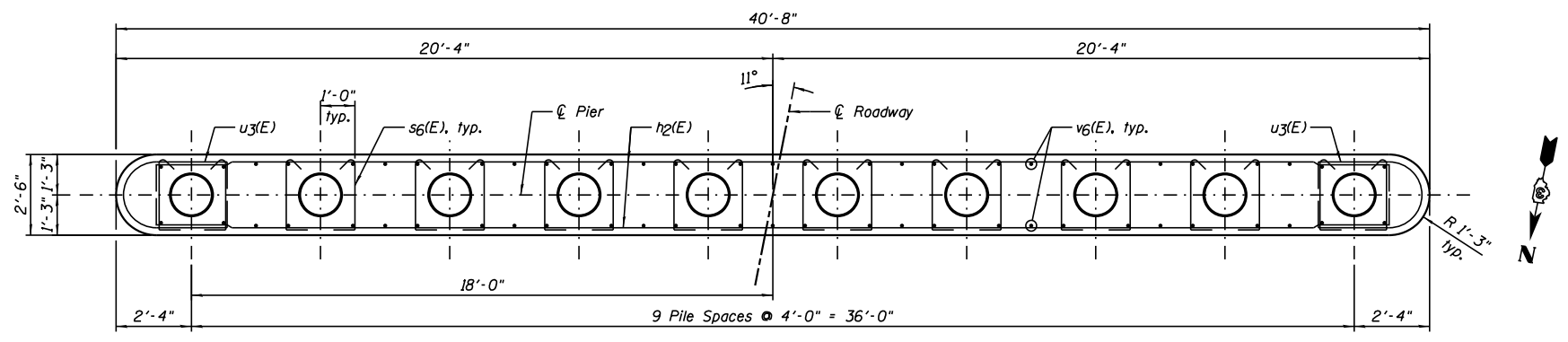
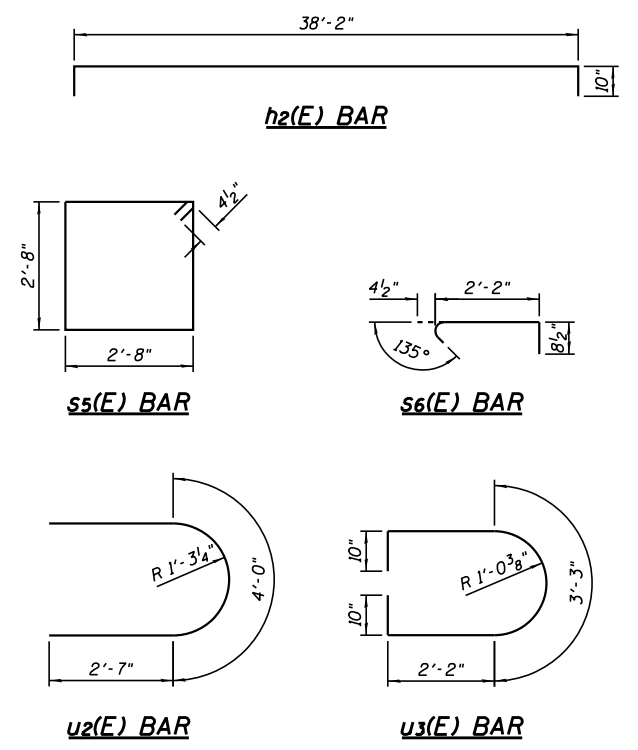
TOP PLAN



**ELEVATION
(Looking South)**



SECTION B-B



SECTION A-A

PILE DATA:

| | |
|-------------------------------|---------------------------------------------|
| Pile Type and Size | Metal Shell - 16 in. dia. x 0.312 in. walls |
| Nominal Required Bearing | 427 kips |
| Factored Resistance Available | 235 kips |
| Estimated Pile Length | 67 Feet |
| Number of Production Piles | 10 |
| Number of Test Piles | 0 |

NOTES:

- Four steps monolithically with cap.
- Space reinforcement in cap to miss anchor bolts.
- E.F. denotes Each Face and E.E. denotes Each End.
- For Details of Piles, see Sheet 19.



| | |
|-----------------|---------|
| DESIGNED - PMG | REVISED |
| CHECKED - JCZ | REVISED |
| DRAWN - DJM | REVISED |
| CHECKED - JML | REVISED |
| DATE - 10/24/18 | |

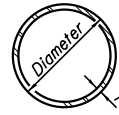
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER NO. 2
STRUCTURE NO. 050-0258**

SHEET NO. 18 OF 24 SHEETS

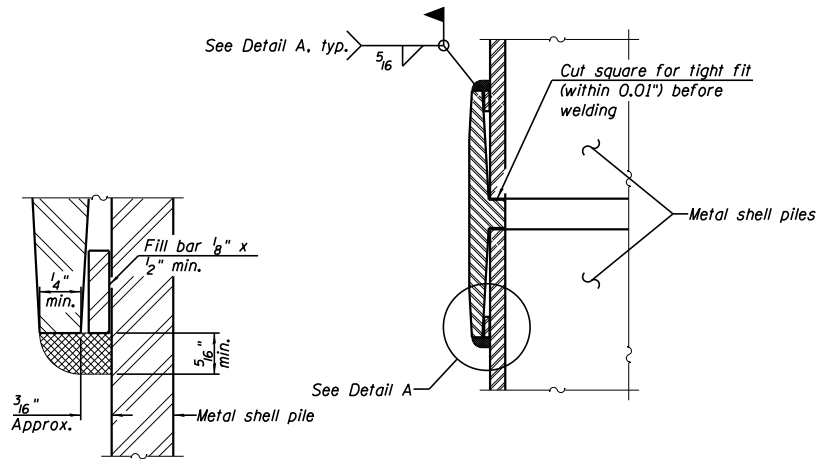
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-----------|---------|--------------|-----------|
| 786 | (111) VBR | LASALLE | 76 | 47 |
| CONTRACT NO. 66C58 | | | | |

ILLINOIS FED. AID PROJECT



METAL SHELL PILE TABLE

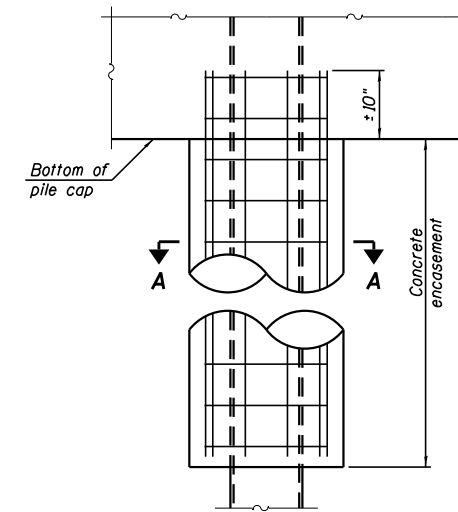
| Designation and outside diameter | Wall thickness t | Weight per foot (Lbs./ft.) | Inside volume (yd. ³ /ft.) |
|----------------------------------|------------------|----------------------------|---------------------------------------|
| PP12 | 0.250" | 31.37 | 0.0267 |
| PP14 | 0.250" | 36.71 | 0.0368 |
| PP14 | 0.312" | 45.61 | 0.0361 |
| PP16 | 0.312" | 52.32 | 0.0478 |
| PP16 | 0.375" | 62.64 | 0.0470 |



DETAIL A

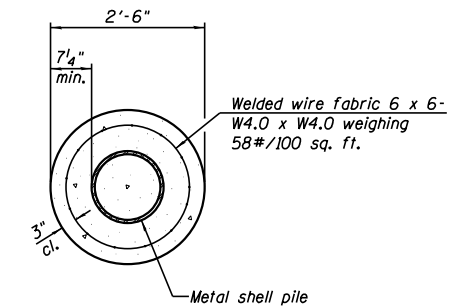
WELDED COMMERCIAL SPLICE

Notes:
 The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

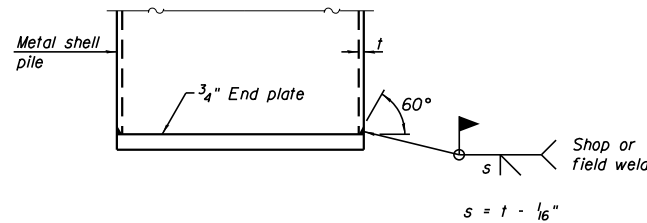


ELEVATION

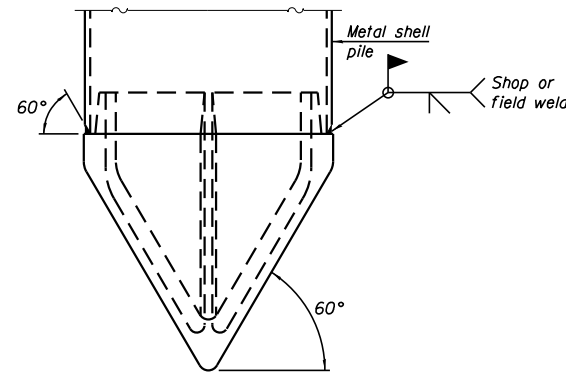
INDIVIDUAL PILE CONCRETE ENCASEMENT AT PIERS



SECTION A-A

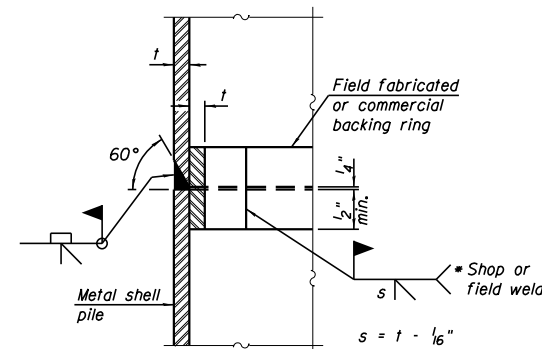


END PLATE ATTACHMENT



PILE SHOE ATTACHMENT

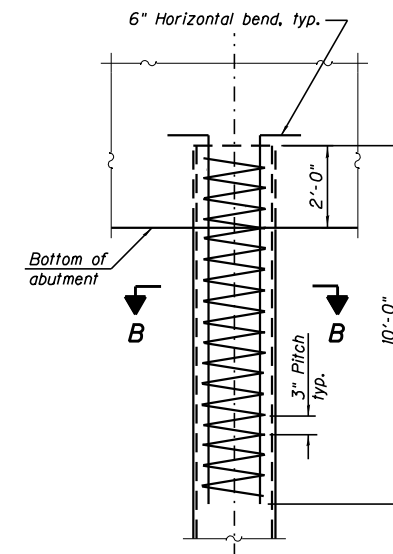
(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).



COMPLETE PENETRATION WELD SPLICE

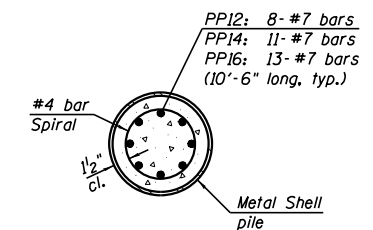
* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.

Note:
 The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

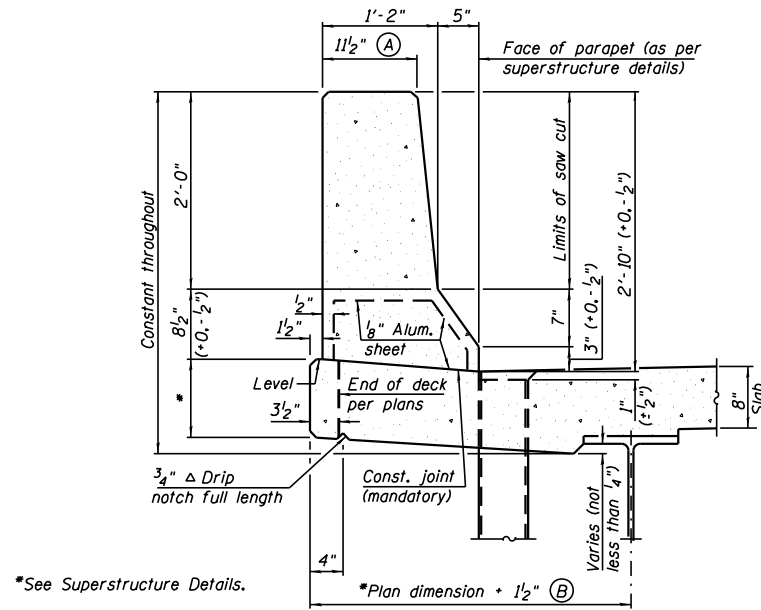


ELEVATION

REINFORCEMENT AT ABUTMENTS



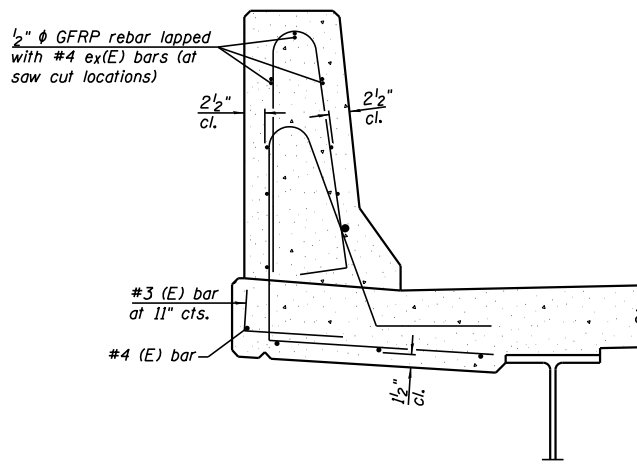
SECTION B-B



34" F SHAPE PARAPET SECTION
(Showing dimensions)

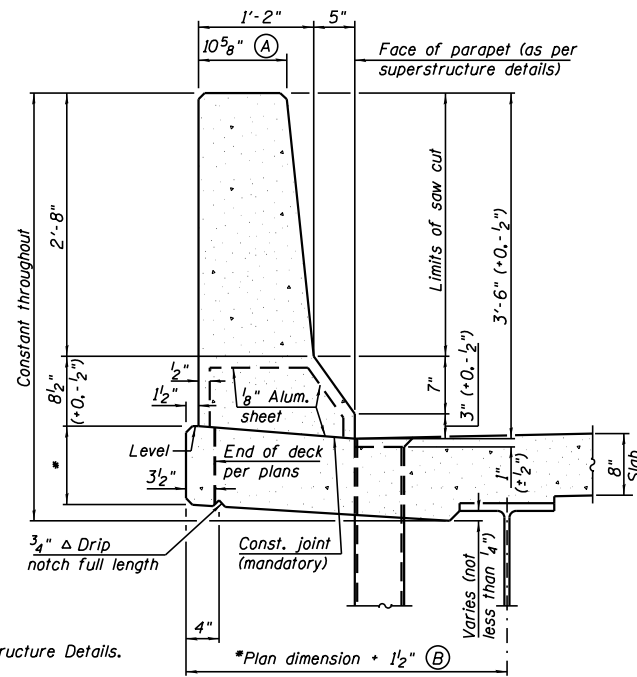
*See Superstructure Details.

*See Superstructure Details.



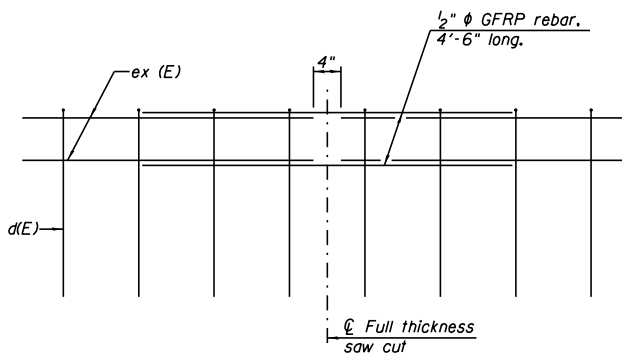
SECTION

(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



42" F SHAPE PARAPET SECTION
(Showing dimensions)

*See Superstructure Details.

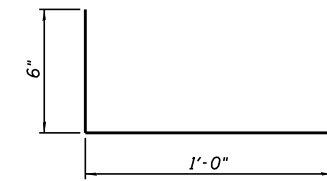


GFRP REBAR STIFFENING DETAIL

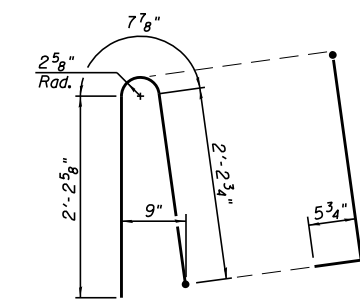
(Place as shown in parapet section at each parapet joint location.)

GENERAL NOTES

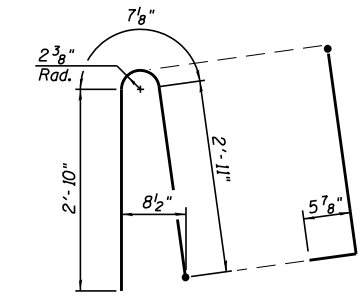
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet.
Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.
Steel superstructure shown. Other superstructure types similar.



#3 (E) BAR



ALTERNATE BAR d(E)
(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)
(For 42" parapet when conduit is present)



SOIL BORING LOG

ROUTE IL170 (SBI-70A) DESCRIPTION IL 170 over BNSF Railroad, 13.15 miles South of US 6 LOGGED BY Larry Myers

SECTION 111 VB LOCATION NW 1/4, SEC. 15, TWP. 31N, RNG. 5E, 3rd PM. Latitude 41.159014, Longitude -88.644568
COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

| STRUCT. NO. | Station | DEPTH (ft) | BLOWS (6") | UCS (tsf) | MOISTURE (%) | DESCRIPTION | DEPTH (ft) | BLOWS (6") | UCS (tsf) | MOISTURE (%) |
|--------------|------------|------------|------------|-----------|--------------|--------------------------------------------------------------------------------------------------------|------------|------------|-----------|--------------|
| 050-0073 | 700+41.38 | | | | | Surface Water Elev. _____ ft | | | | |
| | | | | | | Stream Bed Elev. _____ ft | | | | |
| 5 (S. Abut.) | 701+62 | | | | | Groundwater Elev.: _____ ft | | | | |
| | 14.0 ft LL | | | | | First Encounter _____ ft | | | | |
| | 720.97 | | | | | Upon Completion _____ ft | | | | |
| | | | | | | After _____ Hrs. | | | | |
| | | | | | | Augered Bituminous, Black, Brown Silty Clay (Fill) | 2 | | | |
| | | | | | | | 3 | 2.4 | | 24 |
| | | | | | | | 4 | B | | |
| | 718.47 | | | | | Stiff Black, Brown, Gray Silty Clay / Silty Clay Loam (Fill) with Heavy Topsoil mixed in | 2 | | | |
| | | | | | | | 3 | 1.8 | | 22 |
| | | | | | | | 3 | p | | |
| | | | | | | | -5 | | | |
| | | | | | | | 2 | | | |
| | | | | | | | 2 | 1.5 | | 26 |
| | | | | | | | 2 | p | | |
| | 713.97 | | | | | Stiff to Medium Black / Green Gray Silty Clay / Silty Clay Loam (Fill) with Heavy Topsoil mixed in | 2 | | | |
| | | | | | | | 3 | 1.0 | | 29 |
| | | | | | | | 3 | p | | |
| | | | | | | | -10 | | | |
| | | | | | | | 2 | | | |
| | | | | | | | 2 | 1.0 | | 24 |
| | | | | | | | 3 | p | | |
| | 708.97 | | | | | Stiff to Very Stiff Black / Green Gray Silty Clay / Silty Clay Loam (Fill) with Heavy Topsoil mixed in | 2 | | | |
| | | | | | | | 3 | 2.2 | | 22 |
| | | | | | | | 4 | B | | |
| | | | | | | | -15 | | | |
| | | | | | | | 2 | | | |
| | | | | | | | 3 | 2.4 | | 25 |
| | | | | | | | 4 | B | | |
| | | | | | | | 2 | | | |
| | | | | | | | 4 | 2.5 | | 24 |
| | | | | | | | 4 | B | | |
| | | | | | | | -20 | | | |
| | | | | | | | 4 | | | |
| | | | | | | | 5 | 5.2 | | 18 |
| | | | | | | | 8 | S | | |
| | | | | | | | 681.47 | | | |
| | | | | | | | -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 form 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE IL170 (SBI-70A) DESCRIPTION IL 170 over BNSF Railroad, 13.15 miles South of US 6 LOGGED BY Larry Myers

SECTION 111 VB LOCATION NW 1/4, SEC. 15, TWP. 31N, RNG. 5E, 3rd PM. Latitude 41.159014, Longitude -88.644568
COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

| STRUCT. NO. | Station | DEPTH (ft) | BLOWS (6") | UCS (tsf) | MOISTURE (%) | DESCRIPTION | DEPTH (ft) | BLOWS (6") | UCS (tsf) | MOISTURE (%) |
|--------------|------------|------------|------------|-----------|--------------|---------------------------------------------------------------|------------|------------|-----------|--------------|
| 050-0073 | 700+41.38 | | | | | Surface Water Elev. _____ ft | | | | |
| | | | | | | Stream Bed Elev. _____ ft | | | | |
| 5 (S. Abut.) | 701+62 | | | | | Groundwater Elev.: _____ ft | | | | |
| | 14.0 ft LL | | | | | First Encounter _____ ft | | | | |
| | 720.97 | | | | | Upon Completion _____ ft | | | | |
| | | | | | | After _____ Hrs. | | | | |
| | | | | | | Hard Gray Silty Clay Loam Till (continued) | 4 | | | |
| | | | | | | | 5 | 4.7 | | 17 |
| | | | | | | | 7 | B | | |
| | 678.97 | | | | | Very Stiff Gray Silty Clay / Silty Clay Loam Till (continued) | 4 | | | |
| | | | | | | | 5 | 3.9 | | 19 |
| | | | | | | | 7 | B | | |
| | | | | | | | -45 | | | |
| | | | | | | | 4 | | | |
| | | | | | | | 5 | 2.9 | | 19 |
| | | | | | | | 7 | B | | |
| | | | | | | | 3 | | | |
| | | | | | | | 5 | 3.0 | | 20 |
| | | | | | | | 7 | B | | |
| | | | | | | | -50 | | | |
| | | | | | | | 3 | | | |
| | | | | | | | 5 | 2.7 | | 20 |
| | | | | | | | 6 | B | | |
| | | | | | | | 3 | | | |
| | | | | | | | 5 | 2.9 | | 20 |
| | | | | | | | 7 | B | | |
| | | | | | | | -55 | | | |
| | | | | | | | 3 | | | |
| | | | | | | | 5 | 3.2 | | 20 |
| | | | | | | | 7 | B | | |
| | | | | | | | -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 form 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE IL170 (SBI-70A) DESCRIPTION IL 170 over BNSF Railroad, 13.15 miles South of US 6 LOGGED BY Larry Myers

SECTION 111 VB LOCATION NW 1/4, SEC. 15, TWP. 31N, RNG. 5E, 3rd PM. Latitude 41.159014, Longitude -88.644568
COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

| STRUCT. NO. | Station | DEPTH (ft) | BLOWS (6") | UCS (tsf) | MOISTURE (%) | DESCRIPTION | DEPTH (ft) | BLOWS (6") | UCS (tsf) | MOISTURE (%) |
|--------------|------------|------------|------------|-----------|--------------|---------------------------------------------------------------|------------|------------|-----------|--------------|
| 050-0073 | 700+41.38 | | | | | Surface Water Elev. _____ ft | | | | |
| | | | | | | Stream Bed Elev. _____ ft | | | | |
| 5 (S. Abut.) | 701+62 | | | | | Groundwater Elev.: _____ ft | | | | |
| | 14.0 ft LL | | | | | First Encounter _____ ft | | | | |
| | 720.97 | | | | | Upon Completion _____ ft | | | | |
| | | | | | | After _____ Hrs. | | | | |
| | | | | | | Very Stiff Gray Silty Clay / Silty Clay Loam Till (continued) | 3 | | | |
| | | | | | | | 4 | 2.5 | | 14 |
| | | | | | | | 5 | B | | |
| | | | | | | | -65 | | | |
| | | | | | | | 3 | | | |
| | | | | | | | 5 | 2.7 | | 21 |
| | | | | | | | 7 | B | | |
| | | | | | | | 3 | | | |
| | | | | | | | 5 | 2.9 | | 20 |
| | | | | | | | 6 | S | | |
| | | | | | | | -70 | | | |
| | | | | | | | 3 | | | |
| | | | | | | | 4 | 2.7 | | 21 |
| | | | | | | | 5 | S | | |
| | | | | | | | 629.47 | | | |
| | | | | | | | -80 | | | |
| | | | | | | | 2 | | | |
| | | | | | | | 4 | 2.9 | | 22 |
| | | | | | | | 6 | S | | |
| | | | | | | | -100 | | | |

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



| | |
|----------------|---------|
| DESIGNED - PMG | REVISED |
| CHECKED - JCZ | REVISED |
| DRAWN - DJM | REVISED |
| CHECKED - JML | REVISED |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS STRUCTURE NO. 050-0258

SHEET NO. 21 OF 24 SHEETS

| | | | | |
|--------------------|-----------|---------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 50 |
| CONTRACT NO. 66C58 | | | ILLINOIS FED. AID PROJECT | |



SOIL BORING LOG

ROUTE IL170 (SBI-70A) DESCRIPTION IL 170 over BNSF Railroad, 13.15 miles South of US 6 LOGGED BY Larry Myers

SECTION 111 VB LOCATION NW 1/4, SEC. 15, TWP. 31N, RNG. 5E, 3rd PM. Latitude 41.159695, Longitude -88.644587
COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

| STRUCT. NO. | Station | DEPTH (ft) | DEPTH (6") | UCS (tsf) | MOISTURE (%) | DESCRIPTION | DEPTH (ft) | DEPTH (6") | UCS (tsf) | MOISTURE (%) |
|--------------|-----------|------------|------------|-----------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|-----------|--------------|
| 050-0073 | 700+41.38 | | | | | Augered Bituminous, Black Silty Clay Loam (Fill) | | | | |
| 6 (N. Abut.) | 699+11 | | | | | Hard Brown and Gray Silty Clay / Silty Clay Loam (Fill) with Silt pockets and Layers with some layers of Black Topsoil (Fill) (continued) | 4 | | 4.5 | 19 |
| 13.0 ft LL | 721.02 | | | | | | 6 | | | |
| | | 718.52 | | | | Very Stiff Brown and Gray Silty Clay Loam Till (Fill) | 4 | 3.0 | 23 | |
| | | | | | | | 4 | | | |
| | | 716.02 | | | | Stiff to Very Stiff Black, Gray and Brown Silty Clay and Silty Clay Loam (Fill) with mixed Topsoil | 3 | 3.0 | 21 | |
| | | | | | | | 4 | | | |
| | | | | | | | 2 | | | |
| | | | | | | | 3 | 2.5 | 30 | |
| | | | | | | | 3 | | | |
| | | -10 | | | | | 2 | | | |
| | | | | | | Hard / Dense Black Silty Clay Loam Topsoil (Fill) and two layers of Gravel each 6"-8" - old road bed | 2 | 2.3 | 25 | |
| | | | | | | | 3 | | | |
| | | | | | | Very Stiff Bluish Gray Silty Clay Loess | 3 | 2.5 | 26 | |
| | | | | | | | 3 | | | |
| | | -15 | | | | Very Stiff to Hard Gray and Brown Silty Clay Loam Till | 2 | | | |
| | | | | | | | 3 | 2.0 | 27 | |
| | | | | | | | 4 | | | |
| | | | | | | | 2 | | | |
| | | | | | | Hard Brown to Gray Silty Clay Loam Till | 3 | 2.3 | 19 | |
| | | 702.02 | | | | | 5 | | | |
| | | | | | | | | | | |
| | | -20 | | | | | | | | |

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



SOIL BORING LOG

ROUTE IL170 (SBI-70A) DESCRIPTION IL 170 over BNSF Railroad, 13.15 miles South of US 6 LOGGED BY Larry Myers

SECTION 111 VB LOCATION NW 1/4, SEC. 15, TWP. 31N, RNG. 5E, 3rd PM. Latitude 41.159695, Longitude -88.644587
COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

| STRUCT. NO. | Station | DEPTH (ft) | DEPTH (6") | UCS (tsf) | MOISTURE (%) | DESCRIPTION | DEPTH (ft) | DEPTH (6") | UCS (tsf) | MOISTURE (%) |
|--------------|-----------|------------|------------|-----------|--------------|------------------------------------------------------------------------------------------------------|------------|------------|-----------|--------------|
| 050-0073 | 700+41.38 | | | | | Hard Brown to Gray Silty Clay Loam Till (continued) | 8 | | | |
| 6 (N. Abut.) | 699+11 | | | | | Very Stiff Gray Silty Clay / Silty Clay Loam Till - Very Uniform (continued) | 10 | 10.3 | 15 | |
| 13.0 ft LL | 721.02 | | | | | | 15 | | | |
| | | | | | | | 4 | | | |
| | | | | | | | 6 | 4.1 | 18 | |
| | | | | | | | 8 | | | |
| | | 676.52 | | | | Very Stiff Gray Silty Clay / Silty Clay Loam Till - Very Uniform | 2 | | | |
| | | | | | | | 3 | 2.5 | 20 | |
| | | | | | | | 5 | | | |
| | | | | | | | 1 | | | |
| | | | | | | | 3 | 2.3 | 20 | |
| | | | | | | | 5 | | | |
| | | -50 | | | | | 1 | | | |
| | | | | | | Hard / Dense Black Silty Clay Loam Topsoil (Fill) and two layers of Gravel each 6"-8" - old road bed | 3 | 2.5 | 20 | |
| | | | | | | | 5 | | | |
| | | | | | | | 1 | | | |
| | | | | | | Very Stiff to Hard Gray and Brown Silty Clay Loam Till | 4 | 2.7 | 21 | |
| | | | | | | | 5 | | | |
| | | | | | | | 3 | | | |
| | | | | | | | 4 | 2.7 | 22 | |
| | | | | | | | 5 | | | |
| | | -70 | | | | | 3 | | | |
| | | | | | | | 4 | 2.7 | 22 | |
| | | | | | | | 5 | | | |
| | | | | | | | 3 | | | |
| | | | | | | | 4 | 2.9 | 21 | |
| | | | | | | | 5 | | | |
| | | -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 form 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE IL170 (SBI-70A) DESCRIPTION IL 170 over BNSF Railroad, 13.15 miles South of US 6 LOGGED BY Larry Myers

SECTION 111 VB LOCATION NW 1/4, SEC. 15, TWP. 31N, RNG. 5E, 3rd PM. Latitude 41.159695, Longitude -88.644587
COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

| STRUCT. NO. | Station | DEPTH (ft) | DEPTH (6") | UCS (tsf) | MOISTURE (%) | DESCRIPTION | DEPTH (ft) | DEPTH (6") | UCS (tsf) | MOISTURE (%) |
|--------------|-----------|------------|------------|-----------|--------------|------------------------------------------------------------------------------|------------|------------|-----------|--------------|
| 050-0073 | 700+41.38 | | | | | Very Stiff Gray Silty Clay / Silty Clay Loam Till - Very Uniform (continued) | 2 | | | |
| 6 (N. Abut.) | 699+11 | | | | | | 4 | 2.7 | 21 | |
| 13.0 ft LL | 721.02 | | | | | | 5 | | | |
| | | | | | | | 3 | | | |
| | | | | | | | 4 | 2.7 | 22 | |
| | | | | | | | 5 | | | |
| | | 639.52 | | | | Very Stiff Gray Silty Clay / Silty Clay Loam Till - Very Uniform (continued) | 3 | | | |
| | | | | | | | 4 | 2.7 | 20 | |
| | | | | | | | 5 | | | |
| | | | | | | | 3 | | | |
| | | | | | | | 4 | 2.7 | 22 | |
| | | | | | | | 5 | | | |
| | | -90 | | | | | 3 | | | |
| | | | | | | | 4 | 2.7 | 21 | |
| | | | | | | | 5 | | | |
| | | -95 | | | | | 3 | | | |
| | | | | | | | 4 | 2.9 | 21 | |
| | | | | | | | 5 | | | |
| | | -100 | | | | | | | | |

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



| | |
|----------------|---------|
| DESIGNED - PMG | REVISED |
| CHECKED - JCZ | REVISED |
| DRAWN - DJM | REVISED |
| CHECKED - JML | REVISED |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 050-0258

SHEET NO. 22 OF 24 SHEETS

| | | | | |
|--------------------|-----------|---------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 51 |
| CONTRACT NO. 66C58 | | | ILLINOIS FED. AID PROJECT | |



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 2/8/00

ROUTE IL170 (SBI-70A) DESCRIPTION IL 170 over BNSF Railroad, 13.15 miles South of US 6 LOGGED BY LARRY K.

SECTION 111 VB LOCATION NW 1/4, SEC. 15, TWP. 31N, RNG. 5E, 3rd PM

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0073
Station 700+41.38
BORING NO. 1A
Station 699+35
Offset 14.0 ft Rt.
Ground Surface Elev. _____

| SOIL DESCRIPTION | DEPTH (ft) | BLOW COUNT (6") | UNCONSOLIDATED QUANTITY (tsf) | MOISTURE (%) | SURFACE WATER ELEV. (ft) | STREAM BED ELEV. (ft) | GROUNDWATER ELEV. (ft) | FIRST ENCOUNTER UPON COMPLETION (ft) | AFTER (ft) | DEPTH (ft) | BLOW COUNT (6") | UNCONSOLIDATED QUANTITY (tsf) | MOISTURE (%) |
|------------------------------------------------|------------|-----------------|-------------------------------|--------------|--------------------------|-----------------------|------------------------|--------------------------------------|------------|------------|-----------------|-------------------------------|--------------|
| | | | | | | | | | | | | | |
| Stiff Light Brown SILTY CLAY | 2 | | | | | | | | | 2 | | | |
| | 4 | | | | | | | | | 4 | 3.0 | | 30 |
| | 4 | 1.7 | 24 | | | | | | | 5 | | P | |
| Stiff Black SILTY CLAY (ORIGINAL GROUND) | 1 | | | | | | | | | 1 | | | |
| | 4 | 1.6 | 30 | | | | | | | 4 | | P | |
| | 5 | | | | | | | | | 5 | | | |
| End of Boring | | | | | | | | | | | | | |
| Stiff Brown SILTY CLAY | -5 | | | | | | | | | -25 | | | |
| | 2 | | | | | | | | | | | | |
| | 4 | 1.5 | 23 | | | | | | | | | P | |
| | 4 | | | | | | | | | | | | |
| Stiff Dark Brown & Gray SILTY CLAY LOAM TILL | 2 | | | | | | | | | | | | |
| | 2 | 1.5 | 33 | | | | | | | | | P | |
| | 3 | | | | | | | | | | | | |
| | -10 | | | | | | | | | -30 | | | |
| | 2 | | | | | | | | | | | | |
| | 3 | 1.5 | 25 | | | | | | | | | P | |
| | 3 | | | | | | | | | | | | |
| Stiff to Very Stiff Brown-Gray SILTY CLAY TILL | 2 | | | | | | | | | | | | |
| | 3 | 1.7 | 24 | | | | | | | | | P | |
| | 4 | | | | | | | | | | | | |
| | -15 | | | | | | | | | -35 | | | |
| | 3 | 2.0 | 23 | | | | | | | | | P | |
| | 4 | | | | | | | | | | | | |
| | 3 | | | | | | | | | | | | |
| | 3 | 2.8 | 24 | | | | | | | | | P | |
| | 5 | | | | | | | | | | | | |
| | -20 | | | | | | | | | -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 form 137 (Rev. 8-99)

SOIL BORING 050-0073.GPJ L DGT.GDT 1/11/04



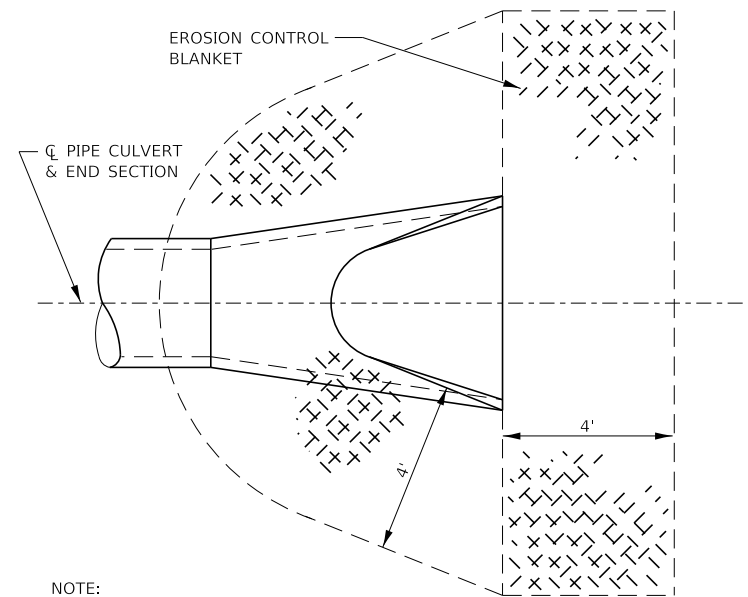
| | |
|-----------------|---------------|
| DESIGNED - PMG | REVISED |
| CHECKED - JCZ | REVISED |
| DRAWN - DJM | REVISED |
| DATE - 10/24/18 | CHECKED - JML |
| | REVISED |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS
STRUCTURE NO. 050-0258**

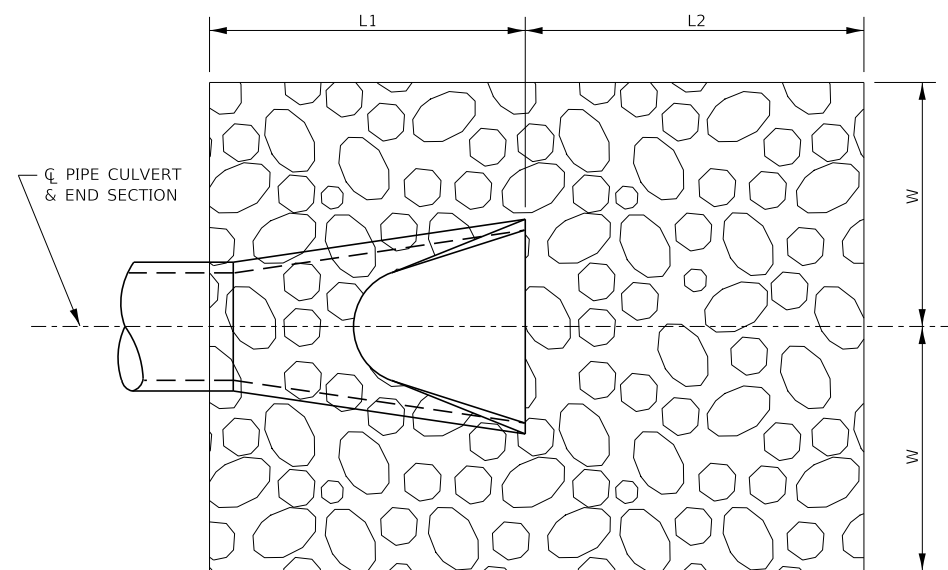
SHEET NO. 24 OF 24 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-----------|---------|---------------------------|-----------|
| 786 | (111) VBR | LASALLE | 76 | 53 |
| CONTRACT NO. 66C58 | | | ILLINOIS FED. AID PROJECT | |



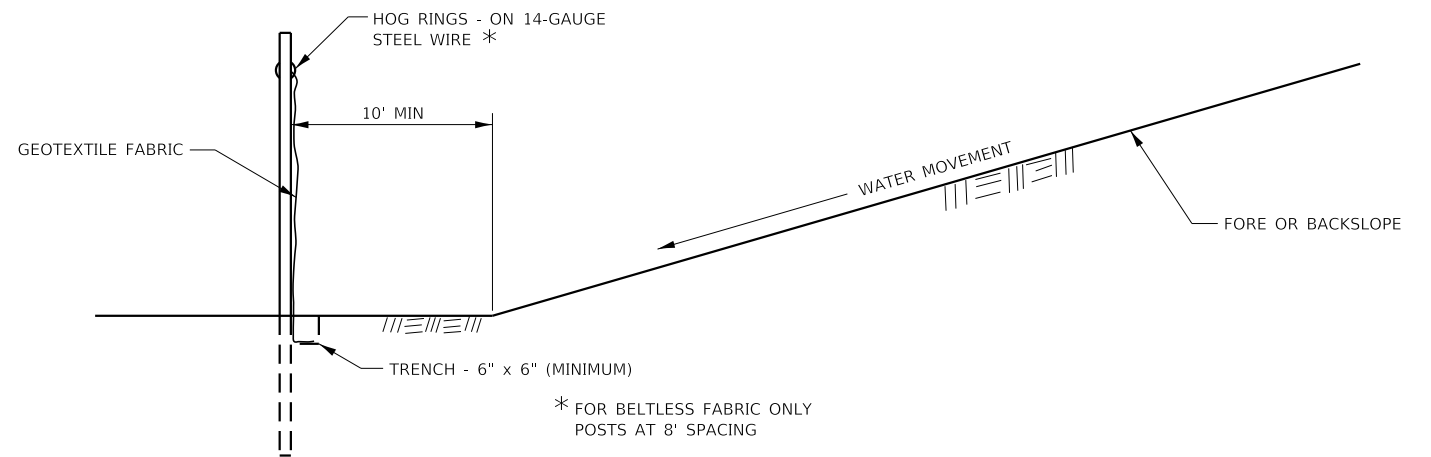
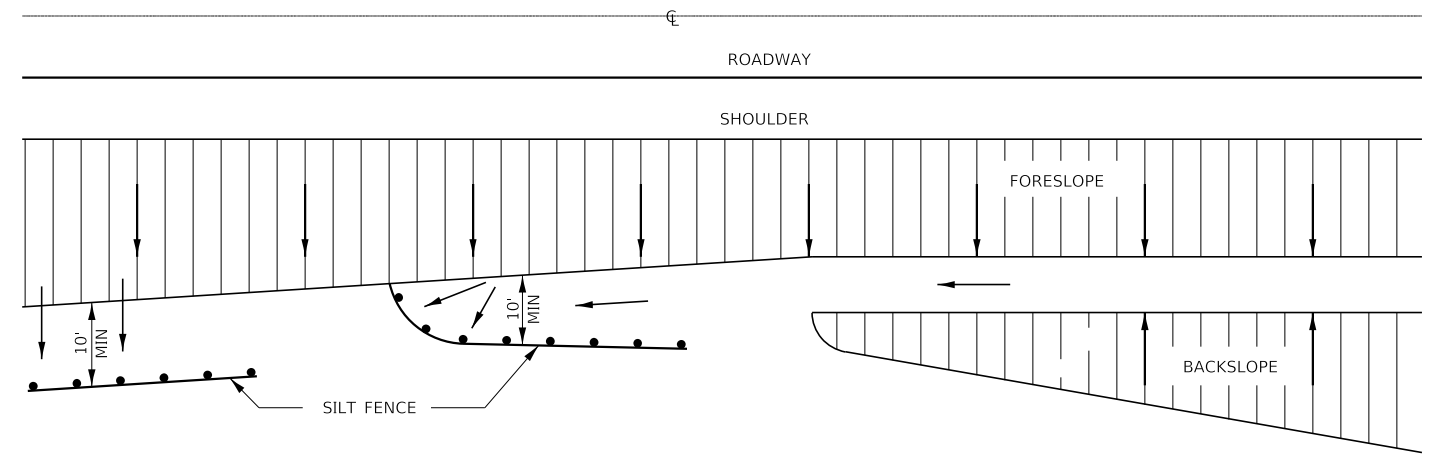
NOTE:
TO BE USED AT ALL END SECTIONS,
EXCEPT WHERE PROPOSED RIPRAP
WILL BE PLACED.

**DETAIL OF EROSION CONTROL BLANKET
LINING AROUND END SECTION**



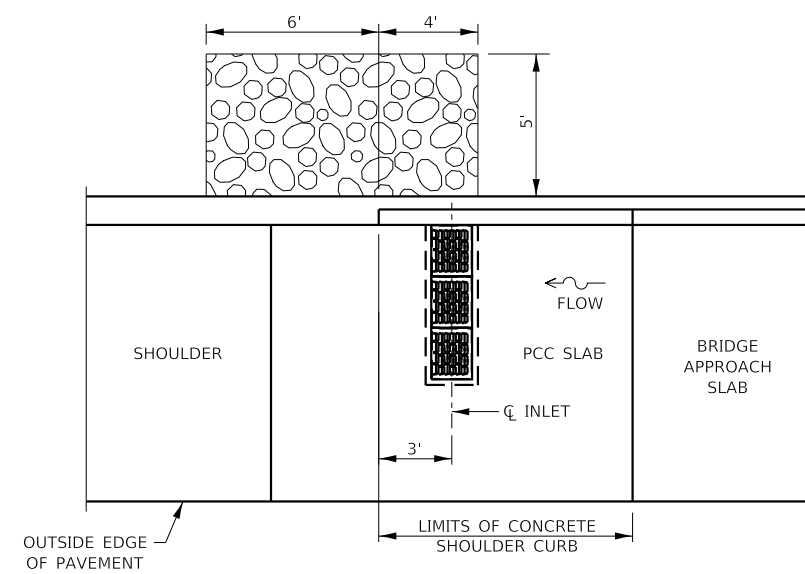
**DETAIL OF STONE RIPRAP
AROUND END SECTION**

| STA | O/S | L1 | L2 | W |
|--------|----------|----|-----|------|
| 707+50 | 65' LT | 4' | 12' | 8.5' |
| 707+50 | 63' RT | 8' | 8' | 8.5' |
| 709+20 | 53' RT | 6' | 10' | 6' |
| 711+25 | 30.2' RT | 6' | 10' | 6' |

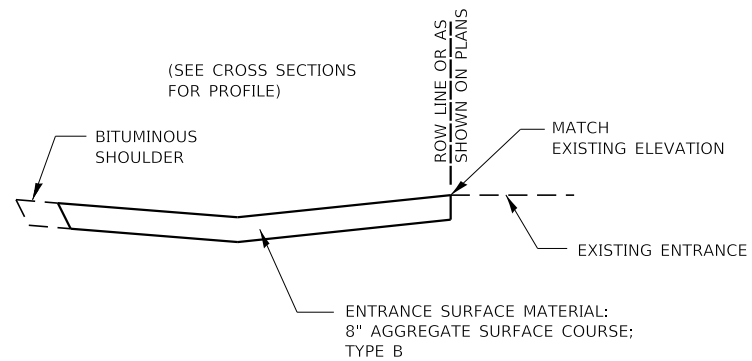
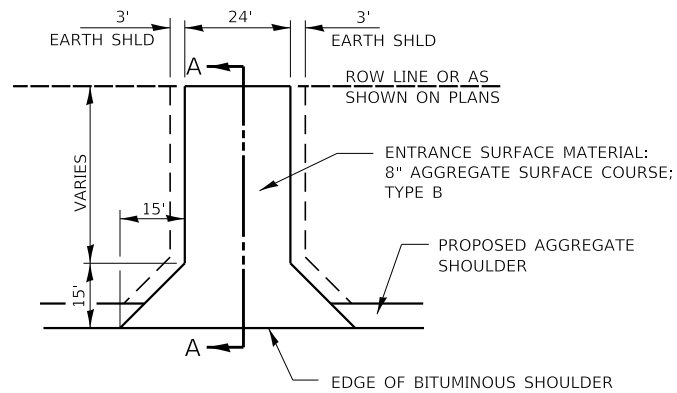


DETAILS OF SILT FENCE

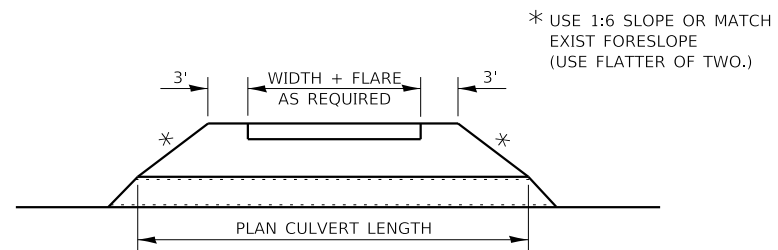
**EROSION CONTROL DETAILS
FOR SILT FENCE**



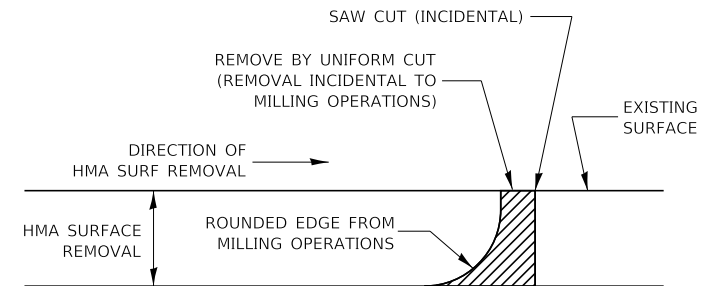
**DETAIL OF STONE RIPRAP
AT SHOULDER INLETS**



SECTION A-A



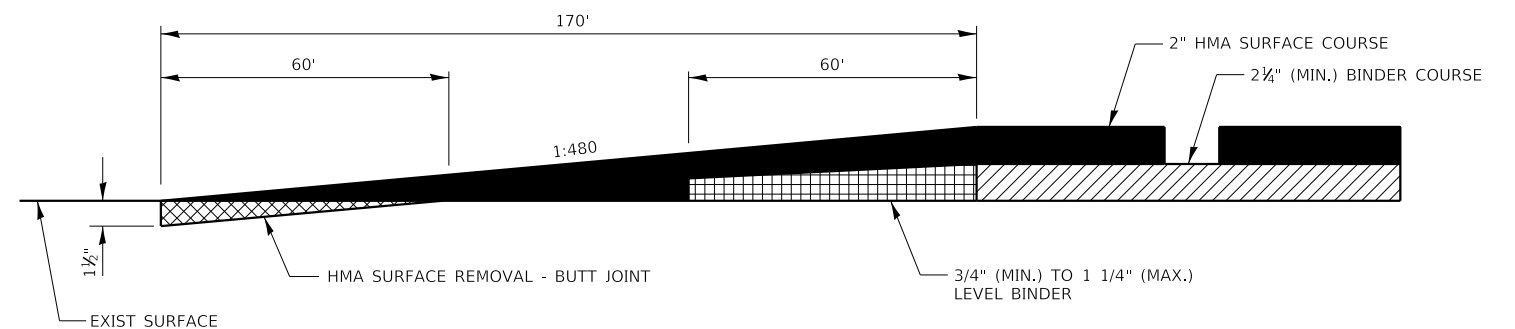
FIELD ENTRANCE DETAIL



NOTE:

WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.

HMA DETAIL AT BUTT JOINTS

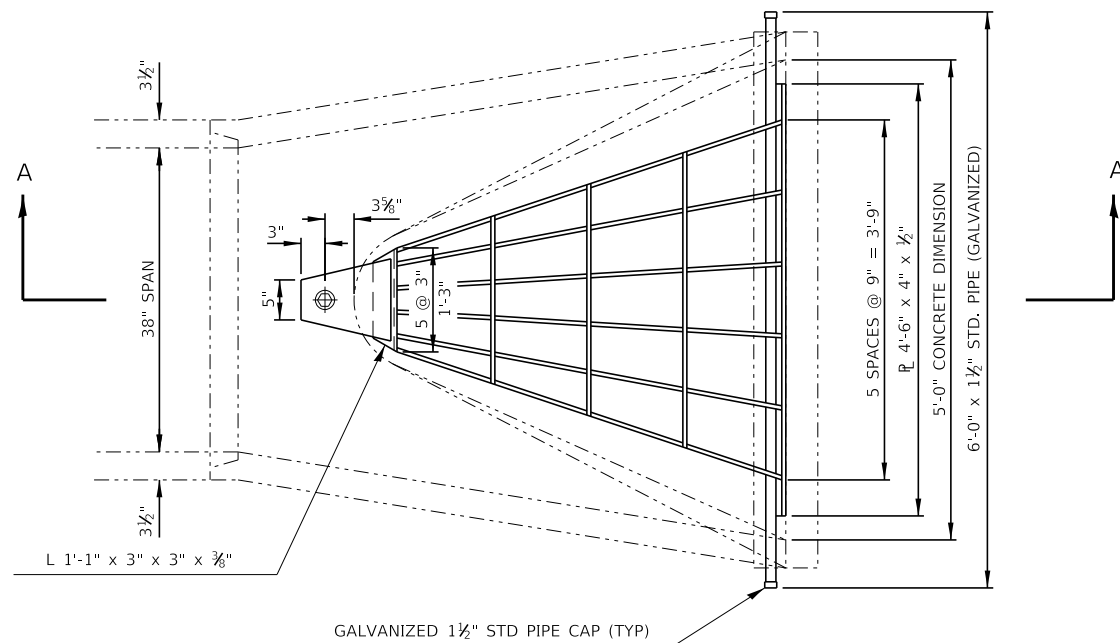


BUTT JOINT DETAIL

| | | |
|------------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| DRAWN - JDK/DJM | CHECKED - JCZ | REVISED - |
| PLOT SCALE = 2,000' = 1" IN. | DATE - 05/04/18 | REVISED - |
| PLOT DATE = 5/4/2018 | | |

| | | | |
|--------|---------------------|------|---------|
| SCALE: | SHEET 2 OF 6 SHEETS | STA. | TO STA. |
|--------|---------------------|------|---------|

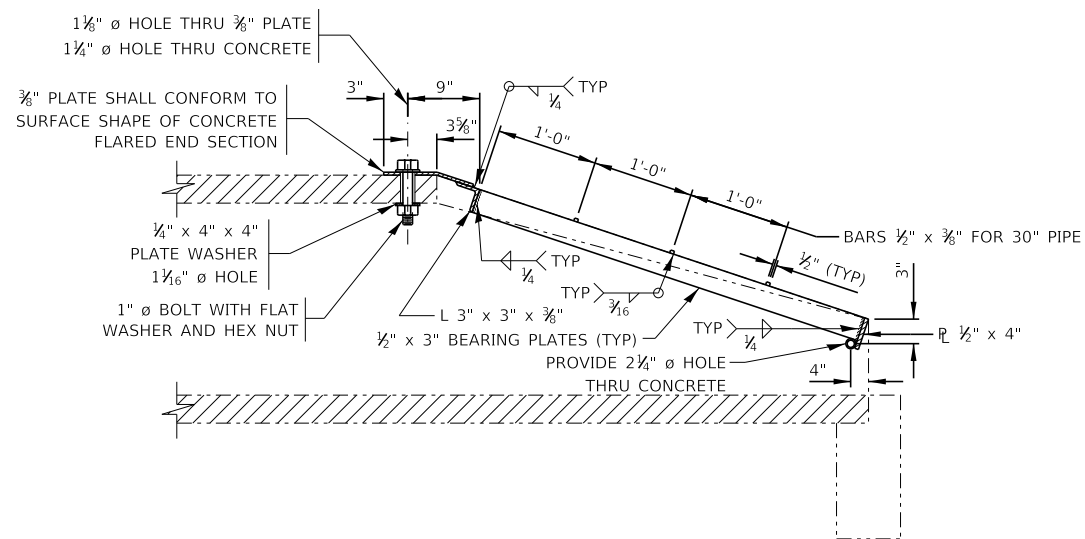
| | | | | |
|---------------------------|-------------------|----------------|-----------------|--------------|
| F.A.P. RTE. 786 | SECTION (111) VBR | COUNTY LASALLE | TOTAL SHEETS 76 | SHEET NO. 55 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



PLAN

APPROX WEIGHT OF STEEL = 224 LBS

**GRATING FOR HORIZONTAL ELLIPTICAL FLARED
END SECTION (FOR EQUIV. ROUND SIZE 30" PIPE)**



SECTION A-A

GENERAL NOTES

GRATING DETAILS SHOWN ARE INTENDED FOR USE WITH PARTICULAR SIZES OF PRECAST REINFORCED CONCRETE FLARED END SECTIONS AS SHOWN ON STANDARD 542306.

STRUCTURAL STEEL SHAPES AND PLATES SHALL BE IN ACCORDANCE WITH ARTICLE 1006.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

GALVANIZED STEEL PIPE SHALL BE IN ACCORDANCE WITH ARTICLE 542.07 (d) OF THE STANDARD SPECIFICATIONS. STEEL PIPE SHALL CONFORM TO ASTM A-53 (TYPE E OR S) GRADE B SCHEDULE 40.

BOLTS, NUTS AND WASHERS SHALL BE IN ACCORDANCE WITH ARTICLE 1006.08 OF THE STANDARD SPECIFICATIONS.

ALL FABRICATION SHALL BE COMPLETED AND READY FOR ASSEMBLY BEFORE GALVANIZING.

THE CORED HOLES IN THE PRECAST CONCRETE FLARED END SECTIONS SHALL BE TO THE DIAMETERS NOTED. IF CONE-OUT ON THE OTHER END OF THE HOLE OCCURS, THE HOLE SHALL BE FILLED WITH GROUT TO CORRECT DIAMETER OF THE HOLE.

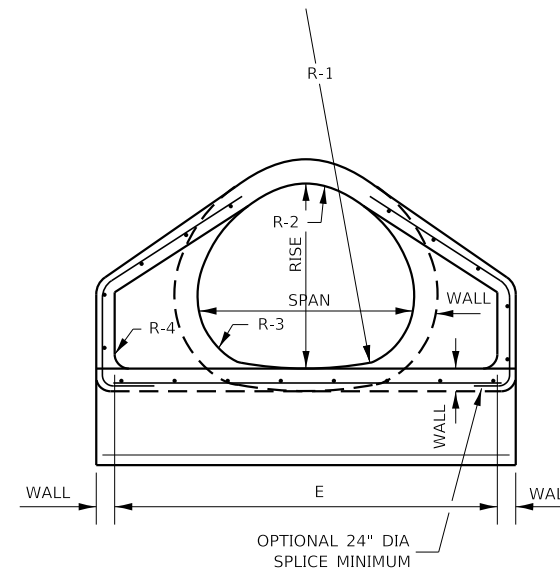
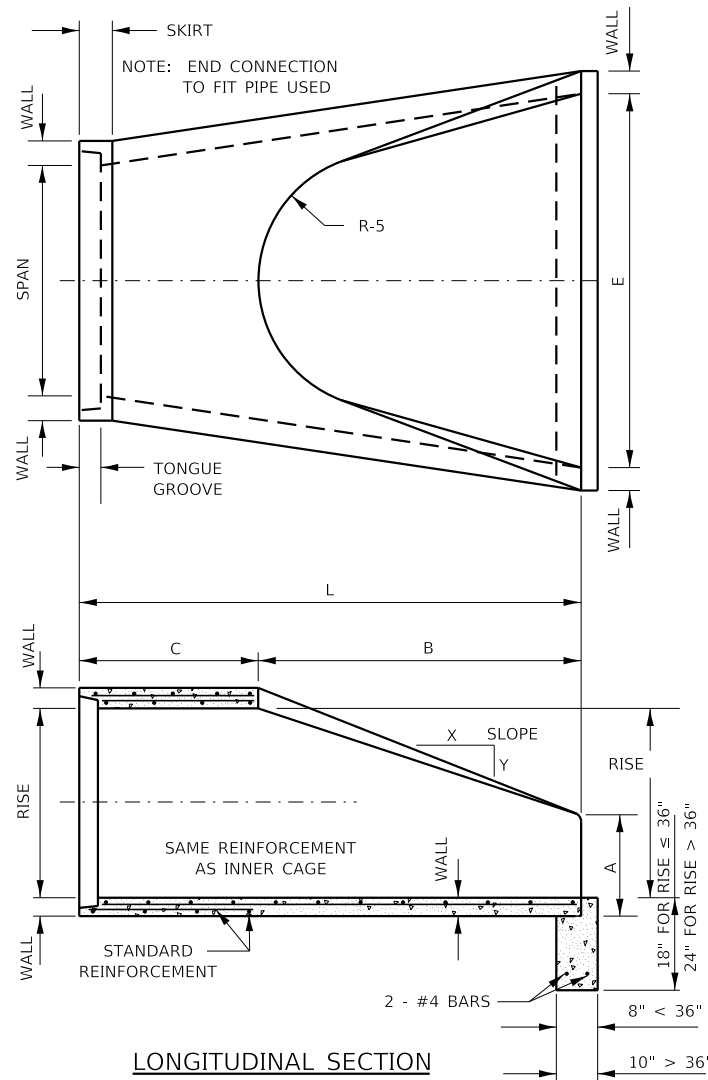
APPROXIMATE WEIGHT OF STEEL SHOWN INCLUDES TOTAL WEIGHT OF GRATING, BOLTS, WASHERS, NUTS AND STEEL PIPE.

THE CONTRACT UNIT PRICE "EACH" FOR GRATING FOR CONCRETE FLARED END SECTION EQUIVALENT ROUND-SIZE OF THE SIZE INDICATED SHALL INCLUDE FABRICATION AND INSTALLATION OF THE GRATING AS DETAILED HEREIN, INCLUDING FABRICATION OF THE NECESSARY MOUNTING HOLES IN THE FLARED END SECTION, THIS PRICE DOES NOT INCLUDE THE COST OF THE PRECAST CONCRETE FLARED END SECTIONS.

| | | |
|------------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| DRAWN - JDK/DJM | CHECKED - JCZ | REVISED - |
| PLOT SCALE = 2,0000' / 1 in. | DATE - 05/04/18 | REVISED - |
| PLOT DATE = 5/4/2018 | | |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|---------|--------------|-----------|
| 786 | (111) VBR | LASALLE | 76 | 56 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| SIZE | WALL | SPAN | RISE | L | B | C | E | A | SLOPE | R-1 | R-2 | R-3 | R-4 | R-5 |
|------|------|------|------|------|-----|-----|------|------|--------|------|------|------|-----|-----|
| 18" | 2½" | 22" | 13½" | 72" | 27" | 45" | 36" | 7" | 2.16:1 | 27½" | 13¾" | 5¼" | 2" | 12" |
| 24" | 3" | 28½" | 18" | 72" | 39" | 33" | 48" | 8" | 2.29:1 | 40½" | 14¾" | 4½" | 3" | 14" |
| 30" | 3½" | 36½" | 22½" | 72" | 48" | 24" | 60" | 10" | 2.34:1 | 51" | 18¾" | 6½" | 3" | 15" |
| 36" | 4" | 43¾" | 26½" | 96" | 60" | 36" | 72" | 10½" | 2.4:1 | 62" | 22½" | 6½" | 6" | 20" |
| 42" | 4½" | 51½" | 31½" | 96" | 60" | 36" | 78" | 15½" | 2.35:1 | 73" | 26½" | 7¾" | 6" | 22" |
| 48" | 5" | 58½" | 36" | 96" | 60" | 36" | 84" | 21" | 2.31:1 | 84" | 30" | 8½" | 6" | 22" |
| 54" | 5½" | 65" | 40" | 96" | 60" | 36" | 90" | 25½" | 2.26:1 | 92½" | 33¾" | 10" | 6" | 24" |
| 60" | 6" | 73" | 45" | 96" | 75" | 21" | 96" | 26" | 2.34:1 | 105" | 37½" | 11½" | 6" | 21" |
| 72" | 7" | 88" | 54" | 100" | 78" | 22" | 120" | 35" | 2.29:1 | 126" | 45" | 13¾" | 6" | 24" |



END VIEW

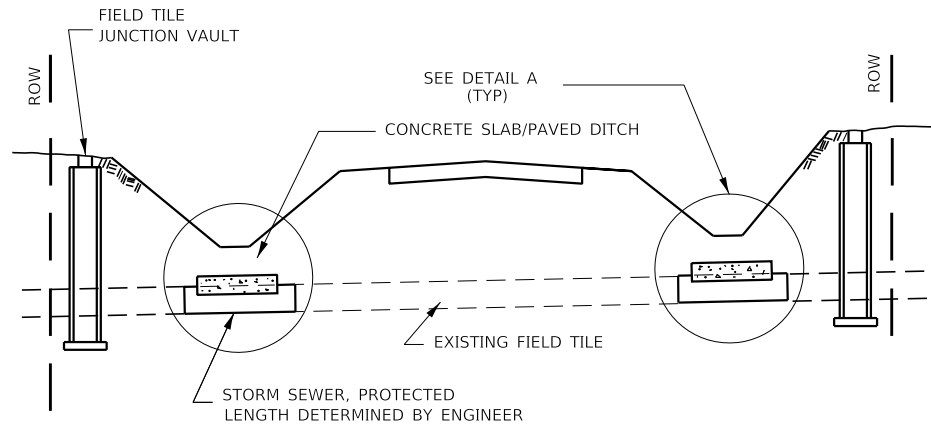
NOTES:

PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENT OF AASHTO M-206.

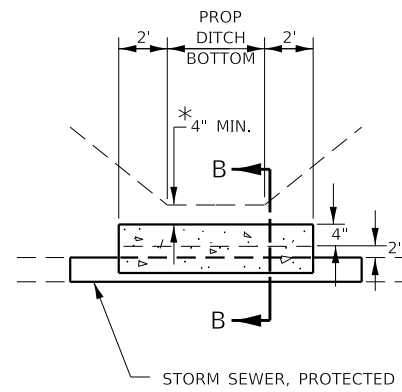
PRECAST CONCRETE FLARED END SECTION FOR PIPE ARCH DIAMETER REQUIRED SHALL BE AS INDICATED ON DETAIL PLAN FOR EACH INDIVIDUAL INSTALLATION.

THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS, COST INCLUDED IN THE END SECTION.

PRECAST REINFORCED CONCRETE ARCH DIAMETER FLARED END SECTION

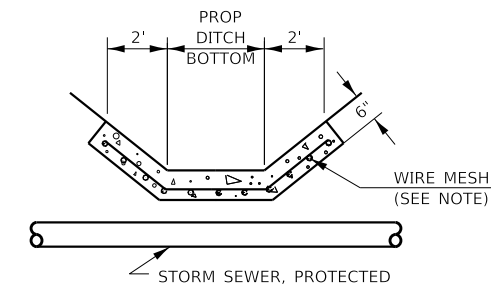


FIELD TILE REPLACEMENT

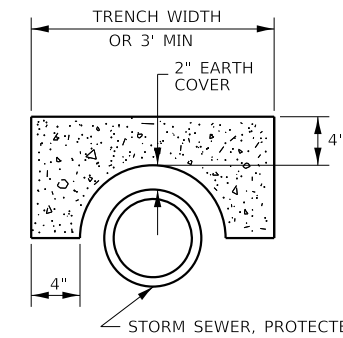


DETAIL A
NO SCALE

- * 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

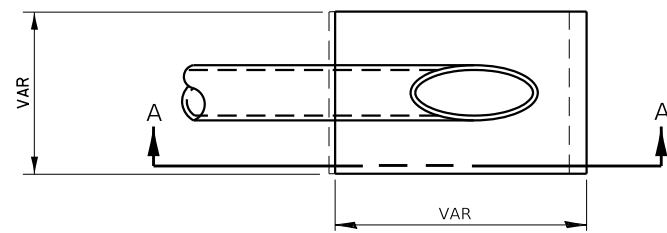


SECTION B-B

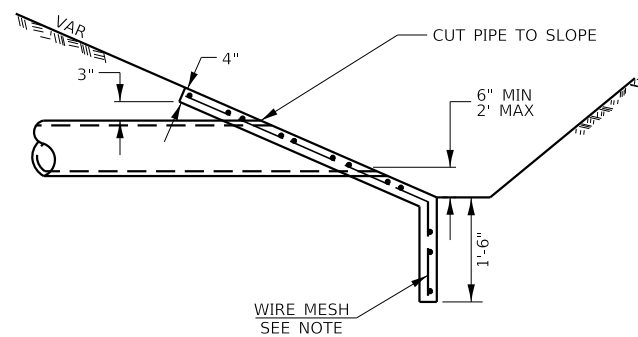
| ALTERNATE MATERIALS FOR WALLS | T |
|---------------------------------------------|----|
| PRECAST REINFORCED CONCRETE RISERS | 4" |
| CONCRETE MASONRY UNIT | 5" |
| MONOLITHIC CONCRETE | 6" |
| BUILDING BRICK, GRADE SW FROM CLAY OR SHALE | 8" |
| CONCRETE BUILDING BRICK, GRADE A | 8" |

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.



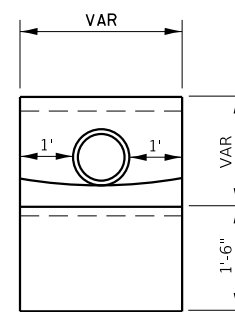
PLAN



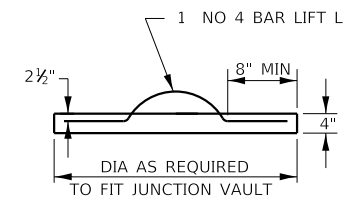
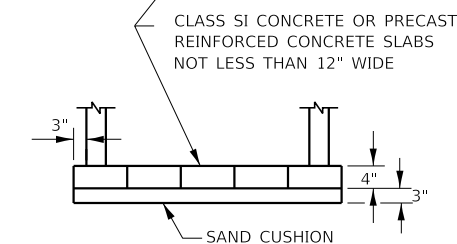
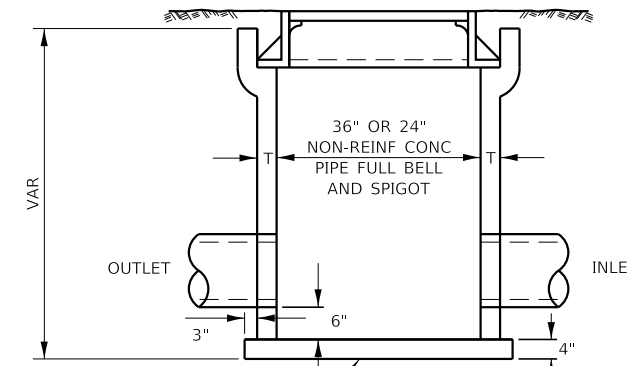
SECTION A-A

PIPE DRAINS & CONCRETE HEADWALLS

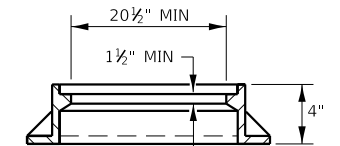
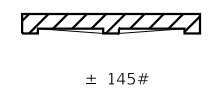
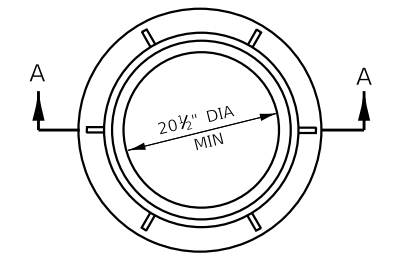
NOTE
COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ FT



END VIEW

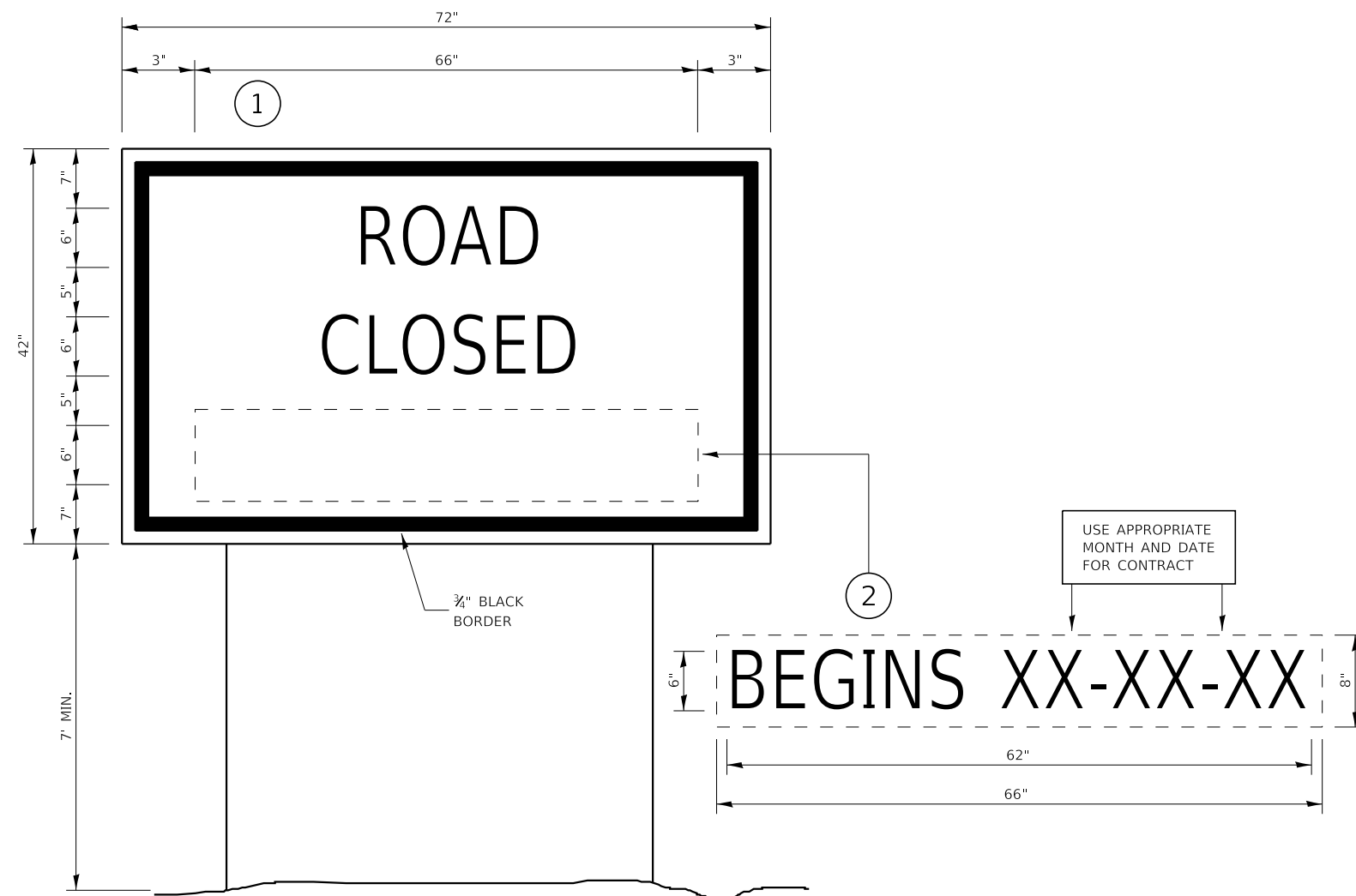


FIELD TILE JUNCTION VAULT



| | | |
|------------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| PLOT SCALE = 2,000' = 1" in. | DRAWN - JDK/DJM | REVISED - |
| PLOT DATE = 5/4/2018 | CHECKED - JCZ | REVISED - |
| | DATE - 05/04/18 | REVISED - |

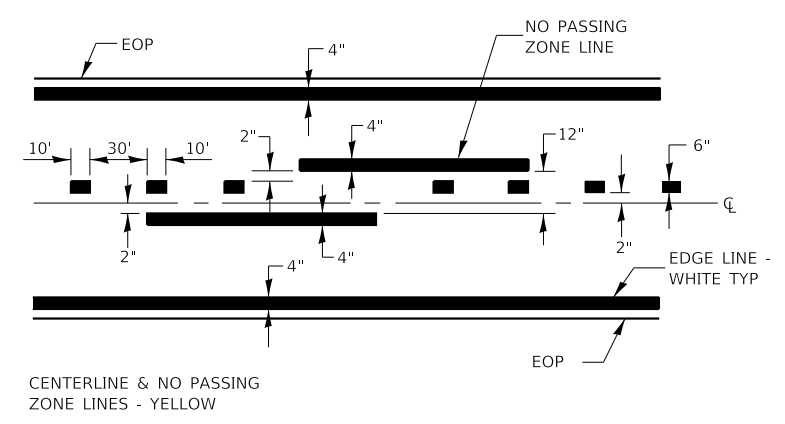
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|---------|--------------|-----------|
| 786 | (111) VBR | LASALLE | 76 | 58 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



TEMPORARY INFORMATION SIGNING

NOTES:

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE ROAD CLOSURE.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.



PAVEMENT MARKING

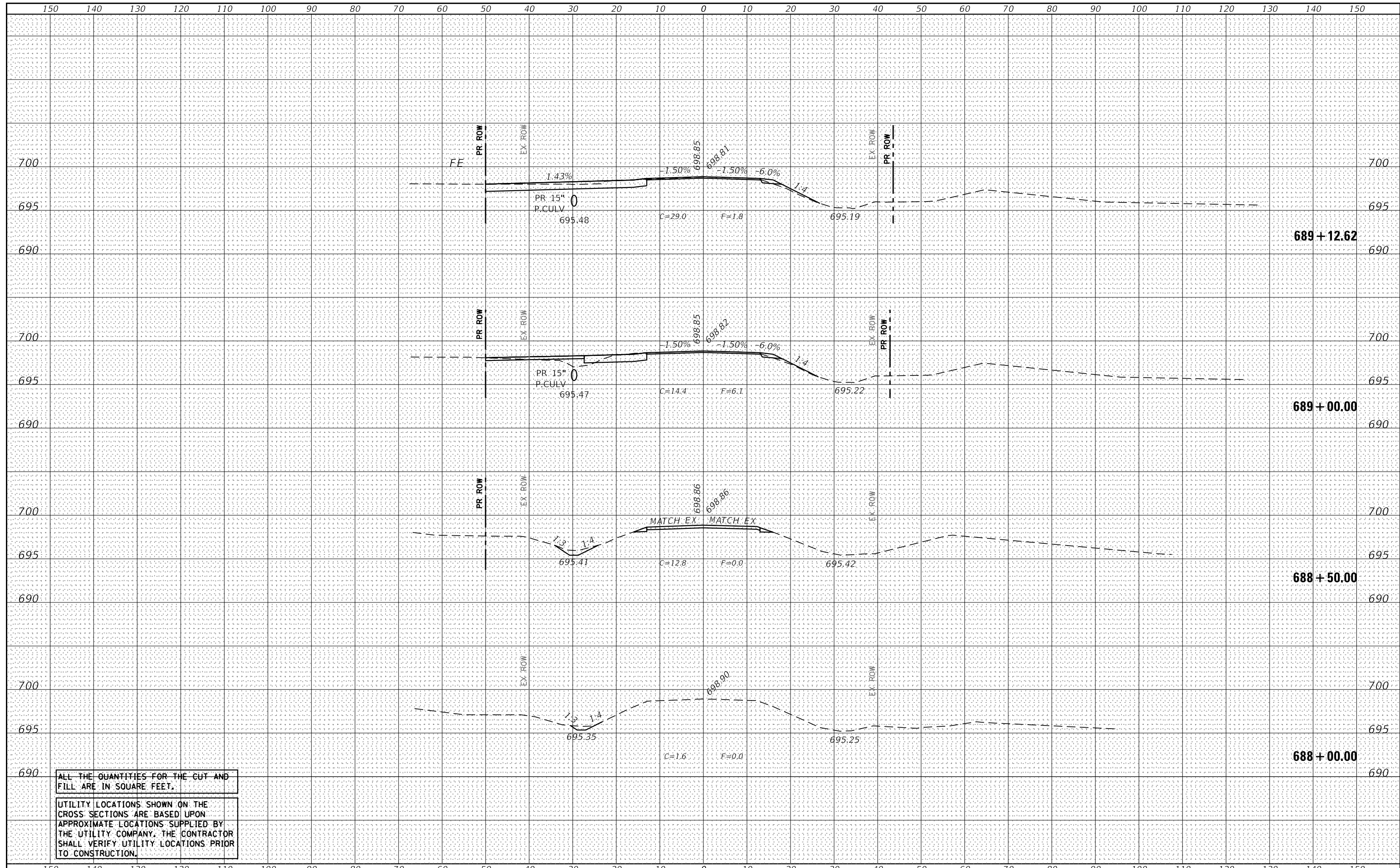
| | | |
|------------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| PLOT SCALE = 2,000' = 1" in. | DRAWN - JDK/DJM | REVISED - |
| PLOT DATE = 5/4/2018 | CHECKED - JCZ | REVISED - |
| | DATE - 05/04/18 | REVISED - |

| | | | |
|--------|---------------------|------|---------|
| SCALE: | SHEET 6 OF 6 SHEETS | STA. | TO STA. |
|--------|---------------------|------|---------|

| | | | | |
|---------------------------|-------------------|----------------|-----------------|--------------|
| F.A.P. RTE. 786 | SECTION (111) VBR | COUNTY LASALLE | TOTAL SHEETS 76 | SHEET NO. 59 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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

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

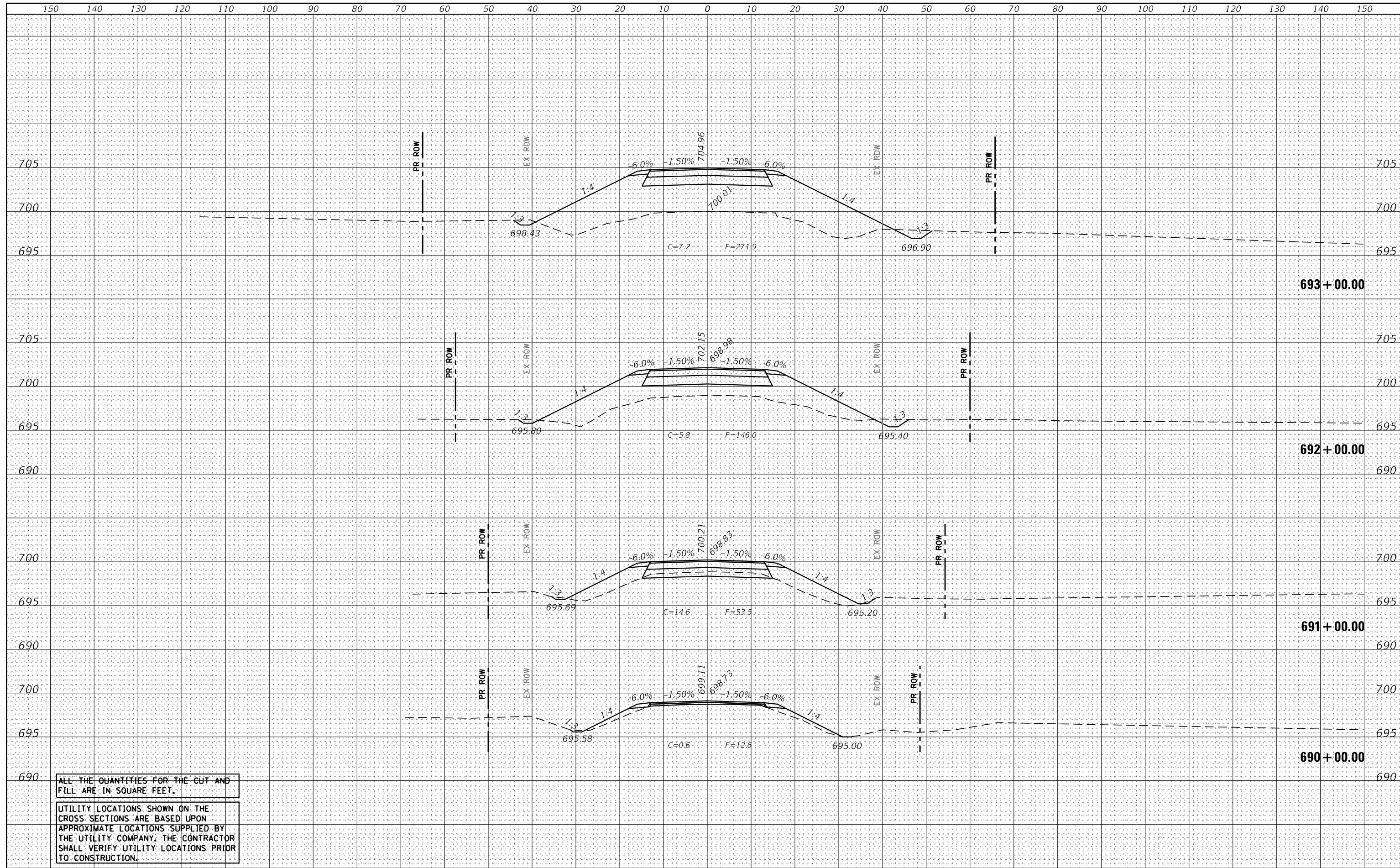


ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.

UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

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

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



ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.

UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

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

| | | |
|----------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| | DRAWN - JJO | REVISED - |
| PLOT SCALE = 20,000' / in. | CHECKED - JCZ | REVISED - |
| PLOT DATE = 5/4/2018 | DATE - 05/04/18 | REVISED - |

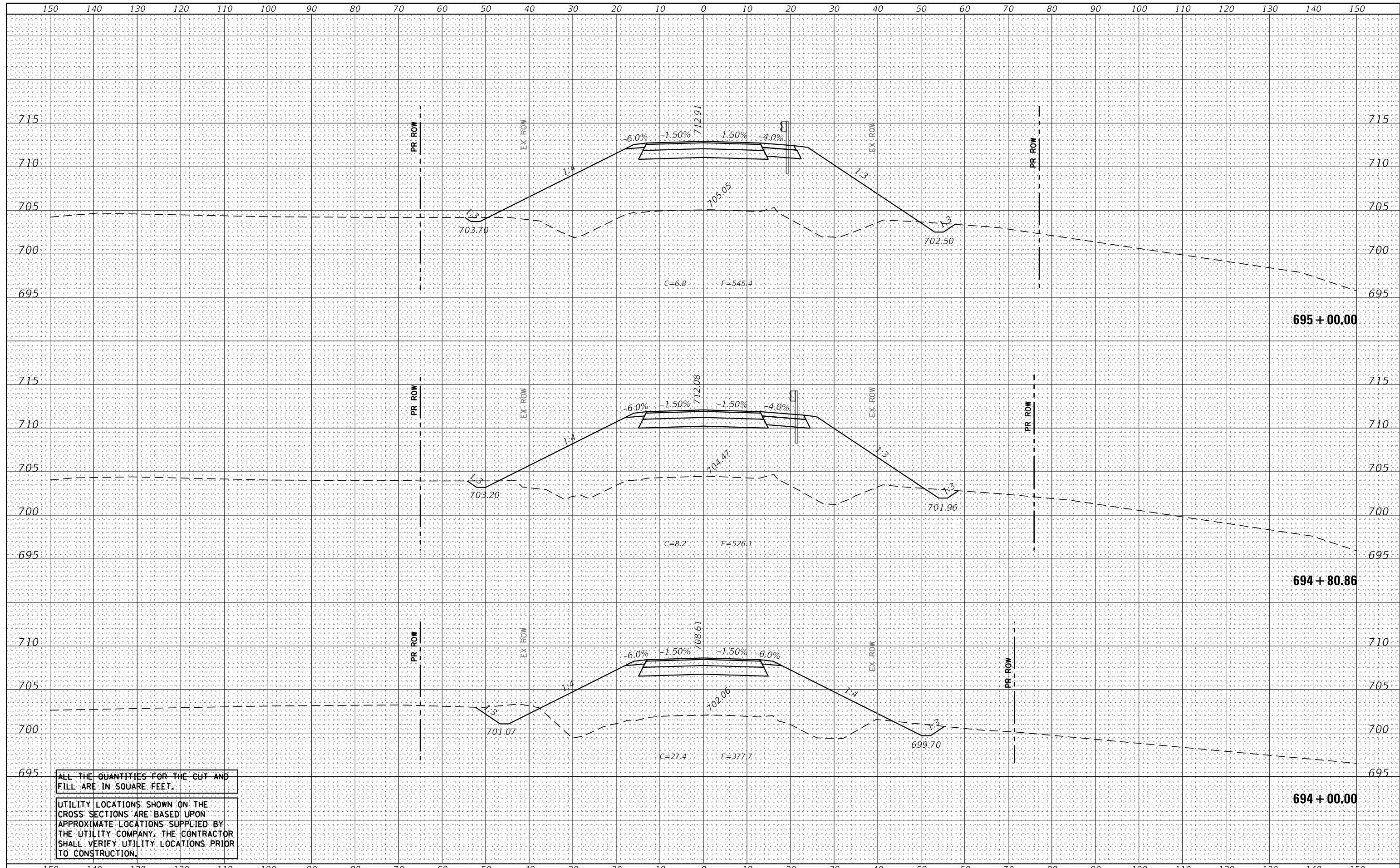
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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|------------------------------|----------------------|
| IL 170 CROSS SECTIONS | |
| SCALE: | SHEET 2 OF 15 SHEETS |
| STA. 690+00.00 | TO STA. 693+00.00 |

| | | | | |
|---------------------------|-------------------|----------------|-----------------|--------------|
| F.A.P. RTE. 786 | SECTION (111) VBR | COUNTY LASALLE | TOTAL SHEETS 76 | SHEET NO. 61 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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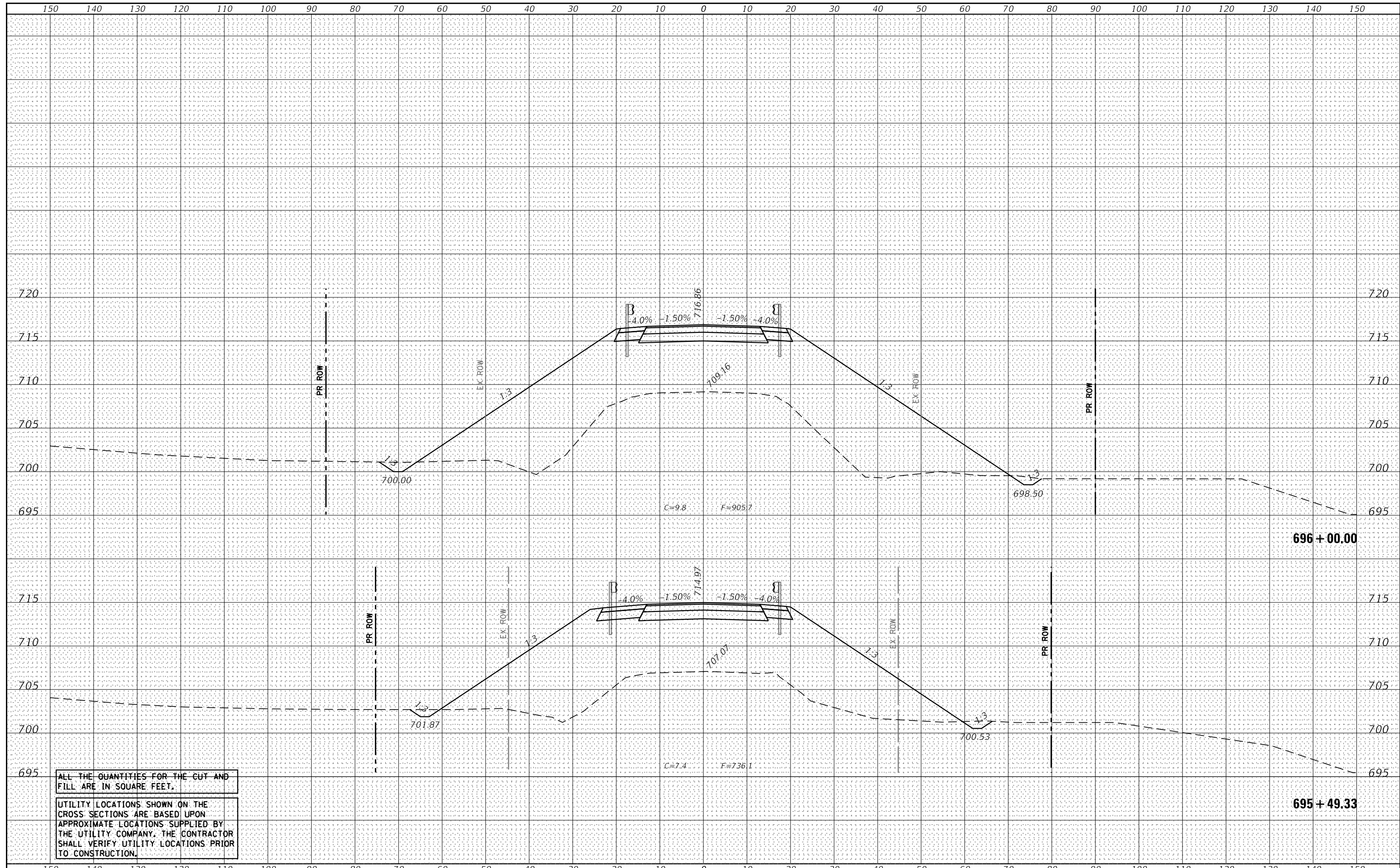


ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.

UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

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| DATE | |
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| FINAL SURVEY | SURVEYED |
| NOTE BOOK NO. | PLOTTED |
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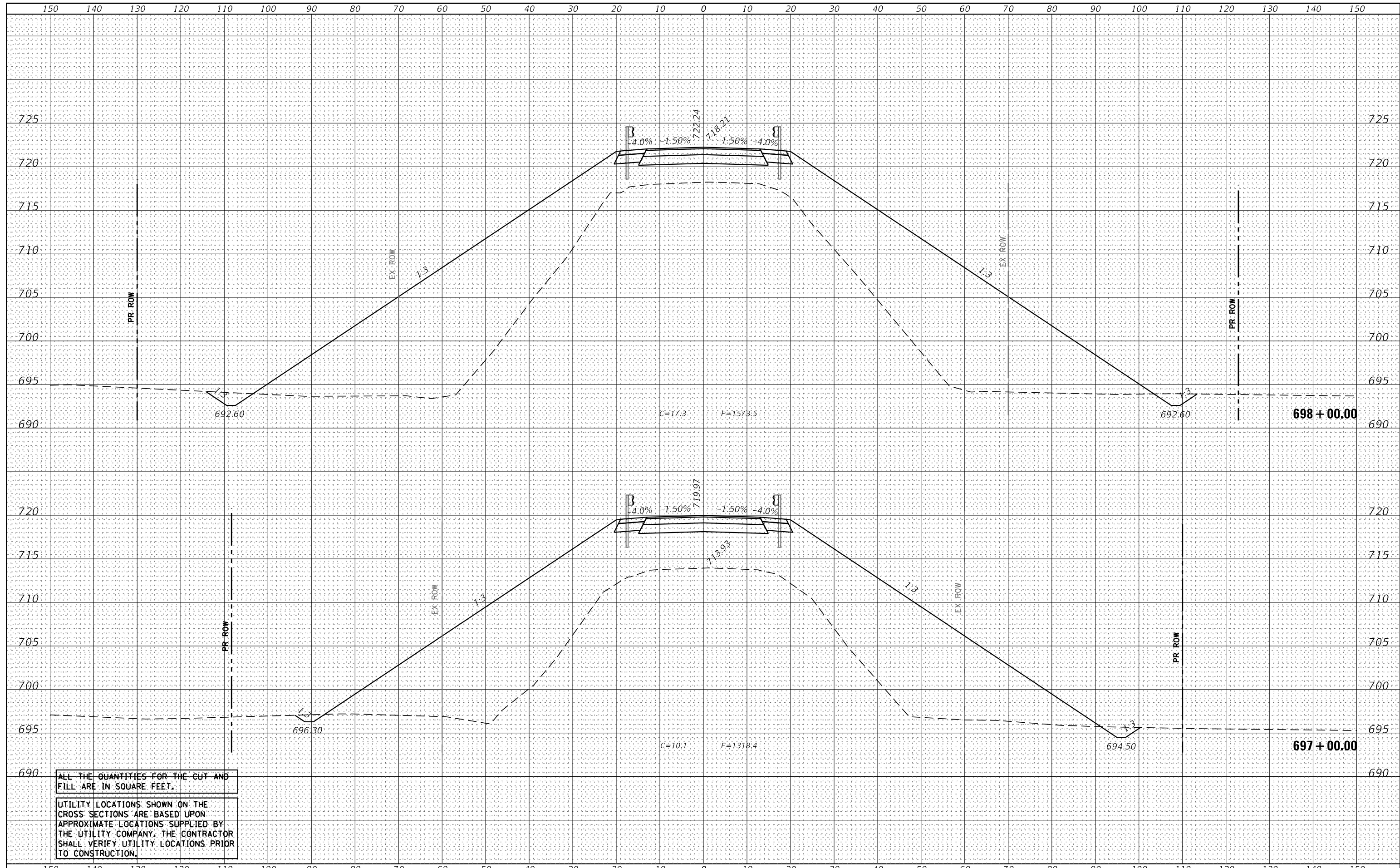


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| NOTE BOOK | PLOTTED |
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| DATE | |
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| ORIGINAL SURVEY | SURVEYED |
| NOTE BOOK | PLOTTED |
| NO. | TEMPLATE |
| | AREAS CHECKED |
| | AREAS CHECKED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



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Farnsworth GROUP
 2709 MCGRAW DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-8435 / info@f-w.com

| | | | | | |
|--------------|---------------|------------|----------|-----------|--|
| USER NAME = | dmeyer | DESIGNED - | JJO/AMD | REVISED - | |
| | | DRAWN - | JJO | REVISED - | |
| PLOT SCALE = | 20,000' / in. | CHECKED - | JCZ | REVISED - | |
| PLOT DATE = | 5/4/2018 | DATE - | 05/04/18 | REVISED - | |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

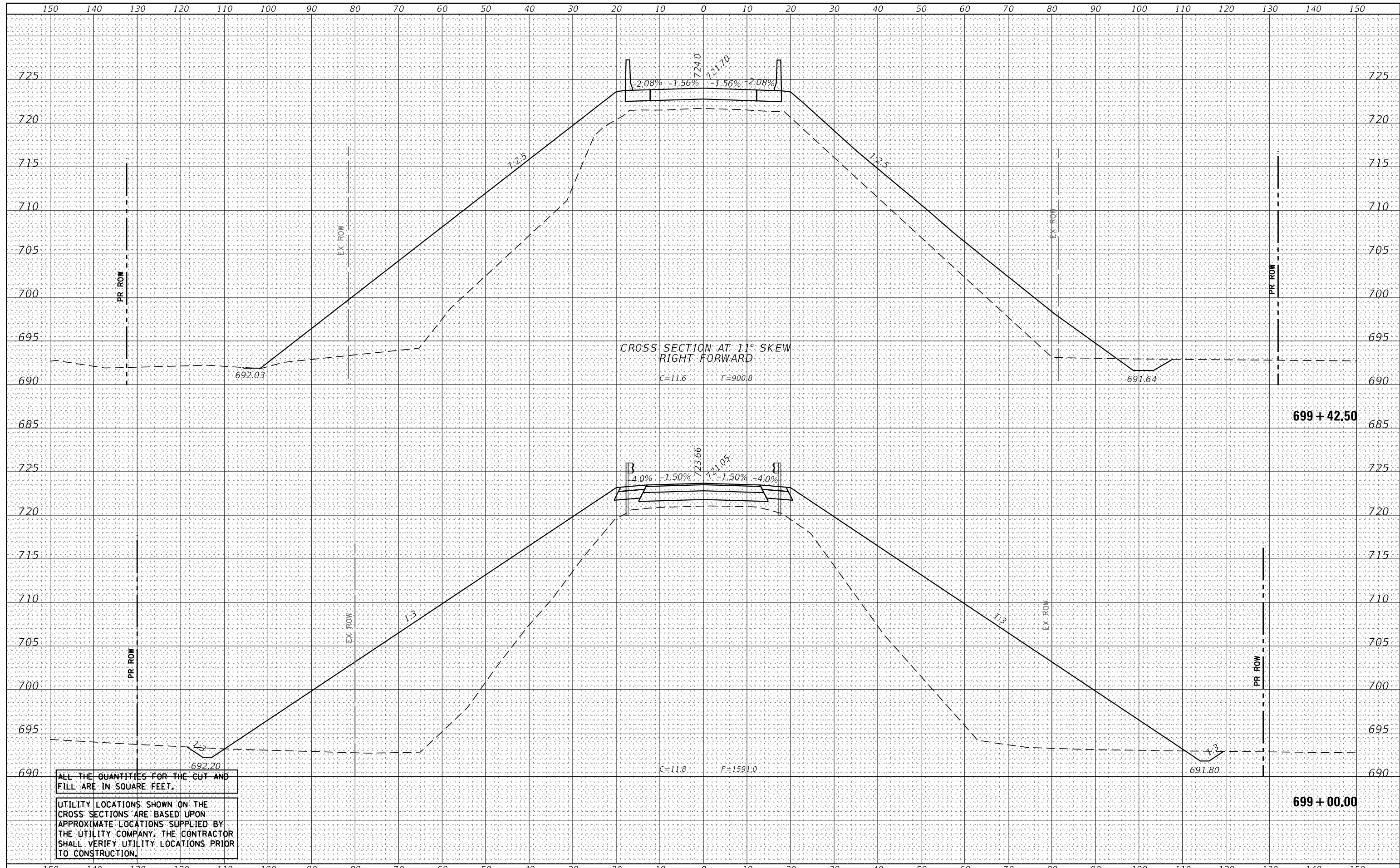
IL 170 CROSS SECTIONS

SCALE: SHEET 5 OF 15 SHEETS STA. 697+00.00 TO STA. 698+00.00

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 64 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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

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| DATE | |
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| ORIGINAL SURVEY | SURVEYED |
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| NO. | TEMPLATE |
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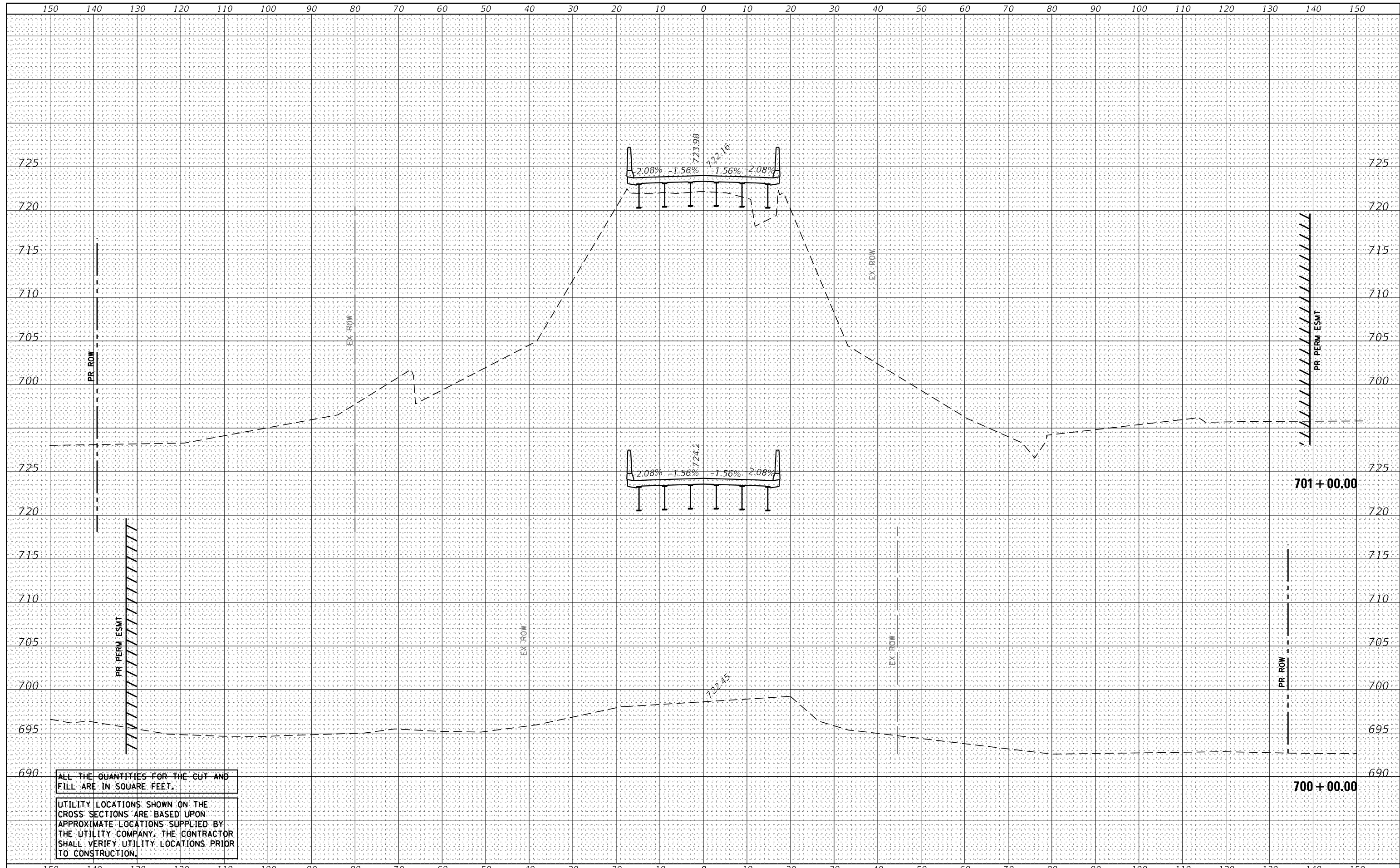


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| FINAL SURVEY | SURVEYED |
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Farnsworth GROUP
 2709 MCGRAW DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 663-8435 / info@f-w.com

| | | | | | |
|--------------|---------------|------------|----------|-----------|--|
| USER NAME = | dmyer | DESIGNED - | JJO/AMD | REVISED - | |
| | | DRAWN - | JJO | REVISED - | |
| PLOT SCALE = | 20,000' / in. | CHECKED - | JCZ | REVISED - | |
| PLOT DATE = | 5/4/2018 | DATE - | 05/04/18 | REVISED - | |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

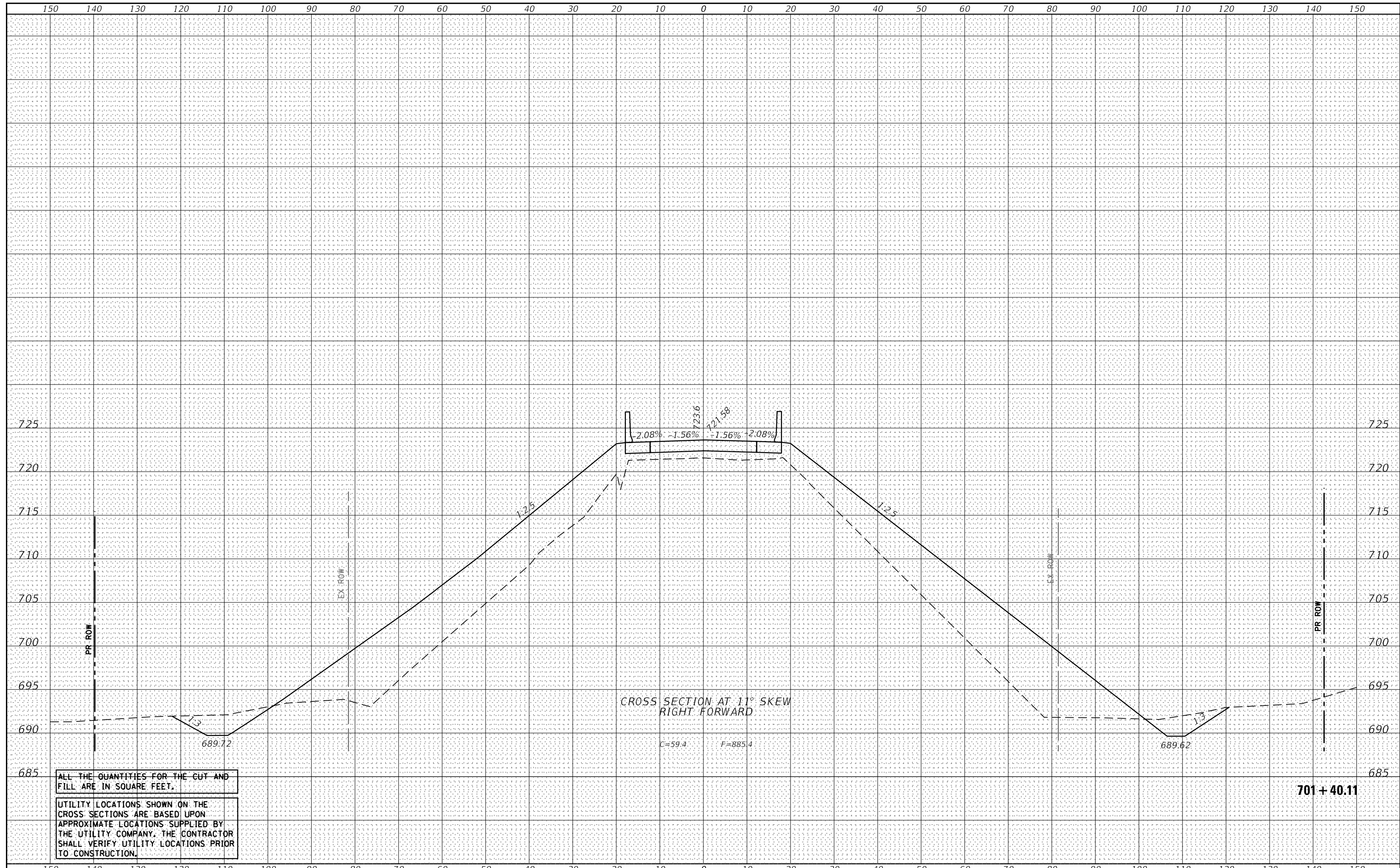
IL 170 CROSS SECTIONS

SCALE: SHEET 7 OF 15 SHEETS STA. 700+00.00 TO STA. 701+00.00

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 786 | (111) VBR | LASALLE | 76 | 66 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| DATE | |
| BY | |
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| SURVEYED PLOTTED | |
| TEMPLATE AREAS CHECKED | |

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| DATE | |
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| ORIGINAL SURVEY NO. | |
| SURVEYED PLOTTED | |
| TEMPLATE AREAS CHECKED | |



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701 + 40.11

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

| | | |
|----------------------------|--------------------|-----------|
| USER NAME = dmeyer | DESIGNED - JJO/AMD | REVISED - |
| PLOT SCALE = 20,000' / in. | DRAWN - JJO | REVISED - |
| PLOT DATE = 5/4/2018 | CHECKED - JCZ | REVISED - |
| | DATE - 05/04/18 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

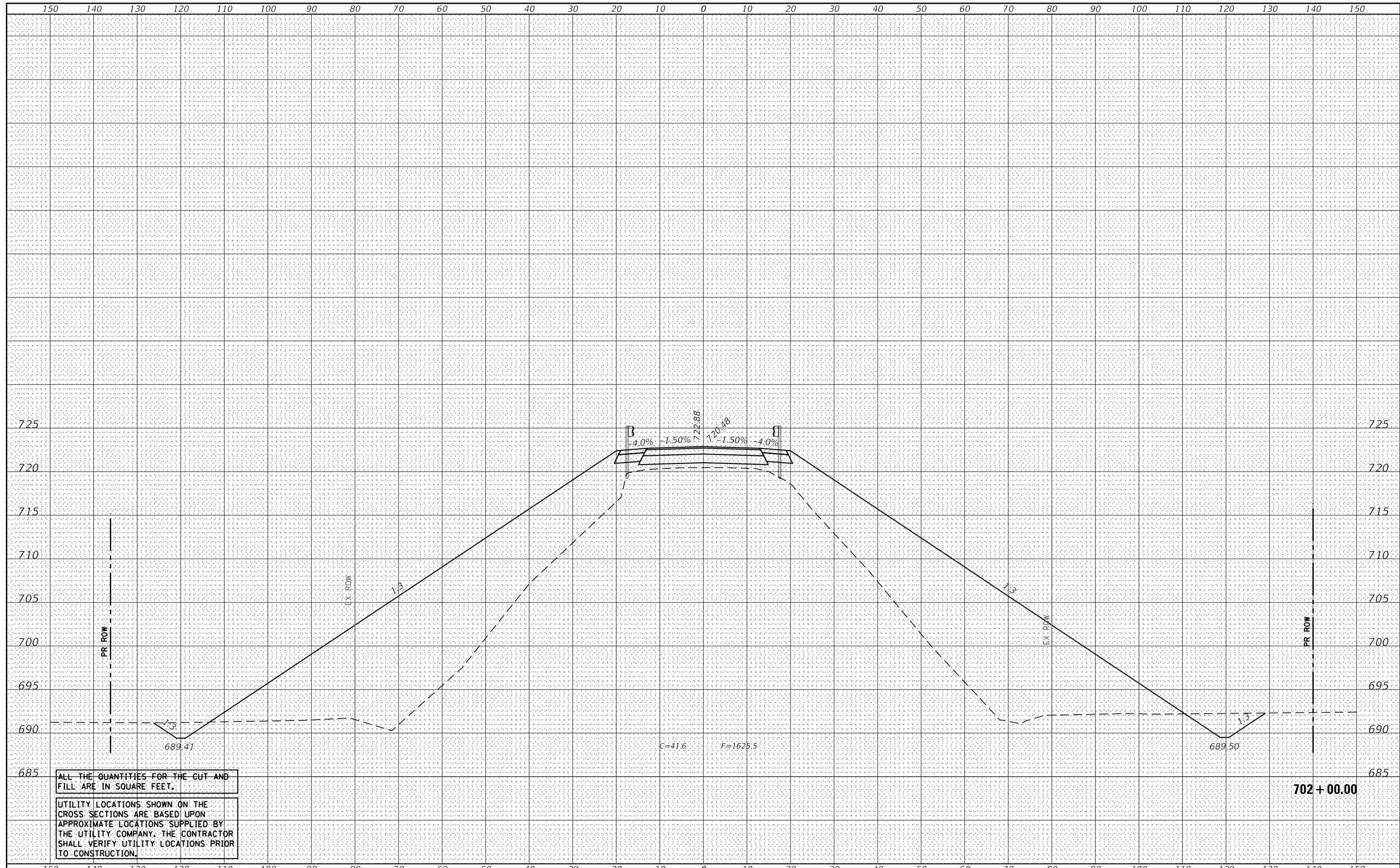
IL 170 CROSS SECTIONS

SCALE: SHEET 8 OF 15 SHEETS STA. 701+40.11 TO STA. 701+40.11

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| F.A.P. RTE. 786 | SECTION (111)VBR | COUNTY LASALLE | TOTAL SHEETS 76 | SHEET NO. 67 |
| CONTRACT NO. 66C58 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| DATE | |
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| FINAL SURVEY NO. | |
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| TEMPLATE AREAS CHECKED | |

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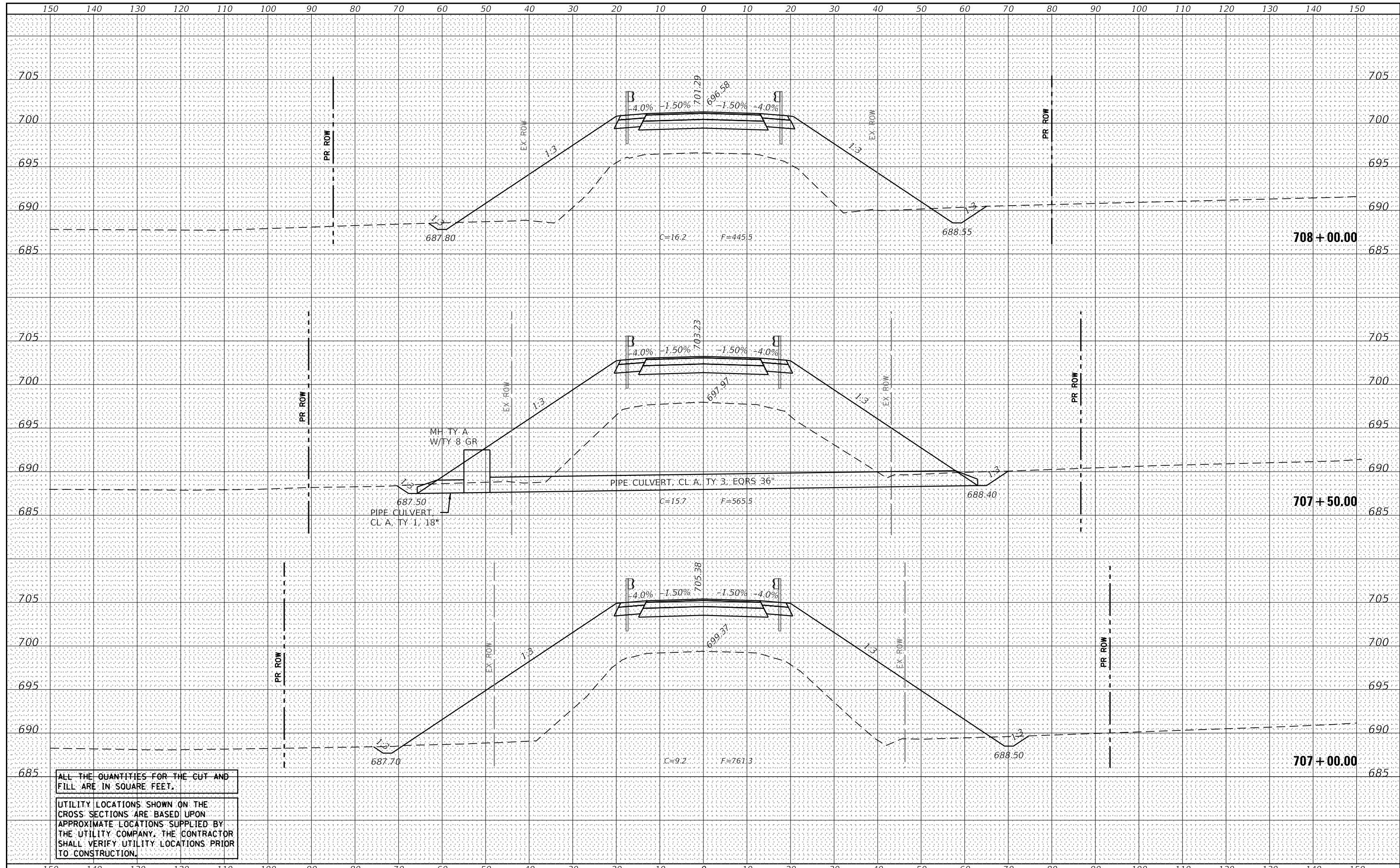
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702 + 00.00

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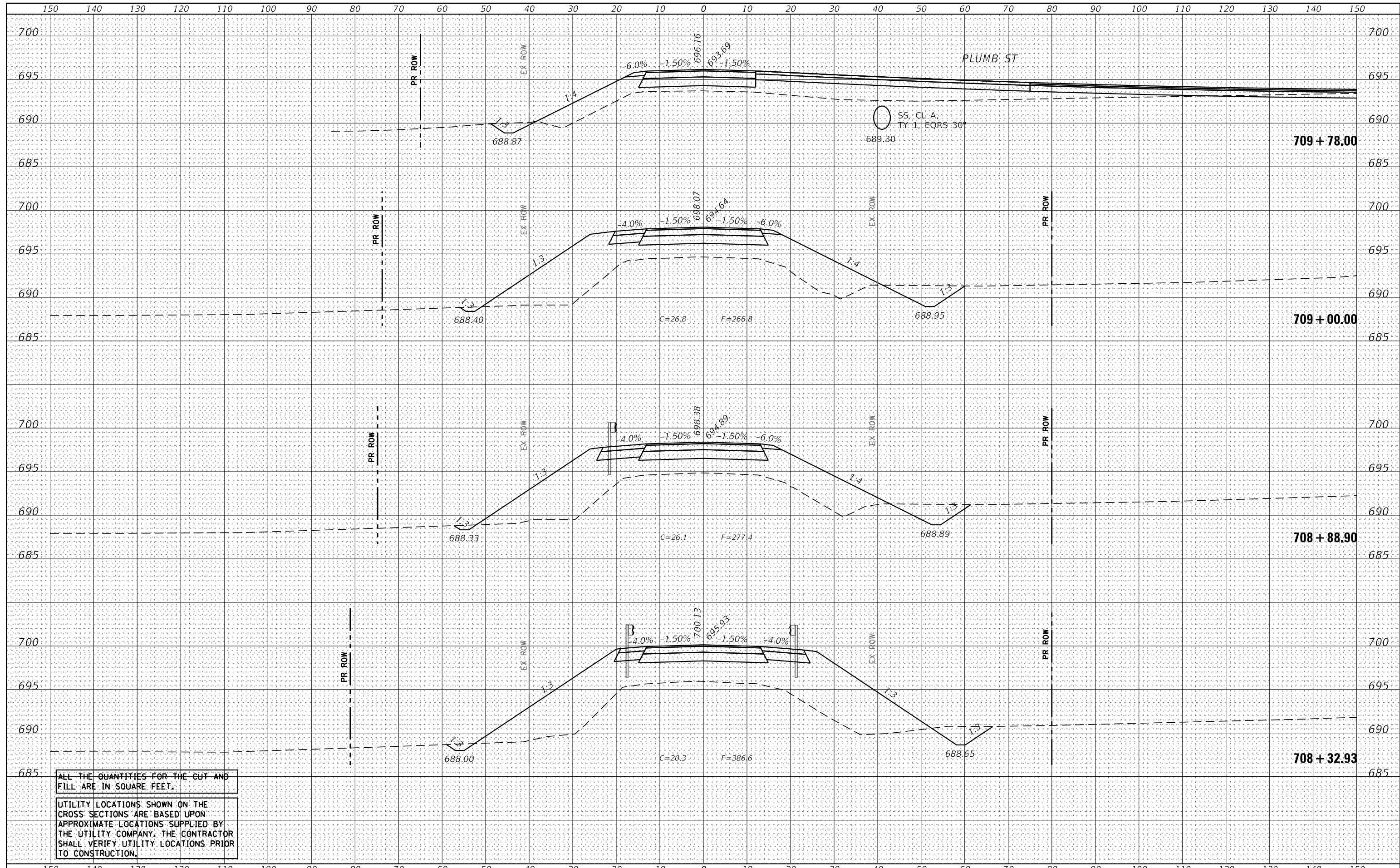


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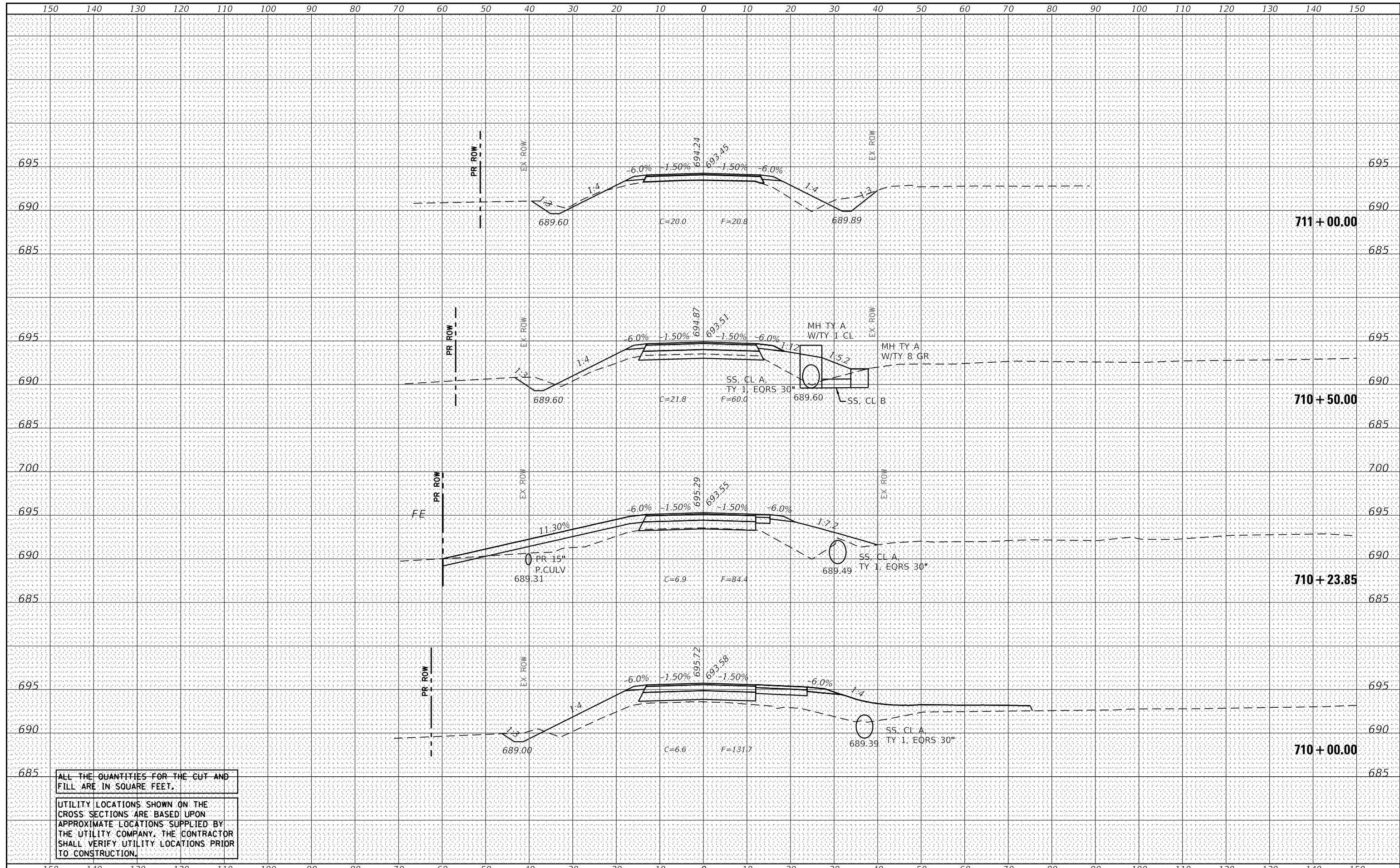


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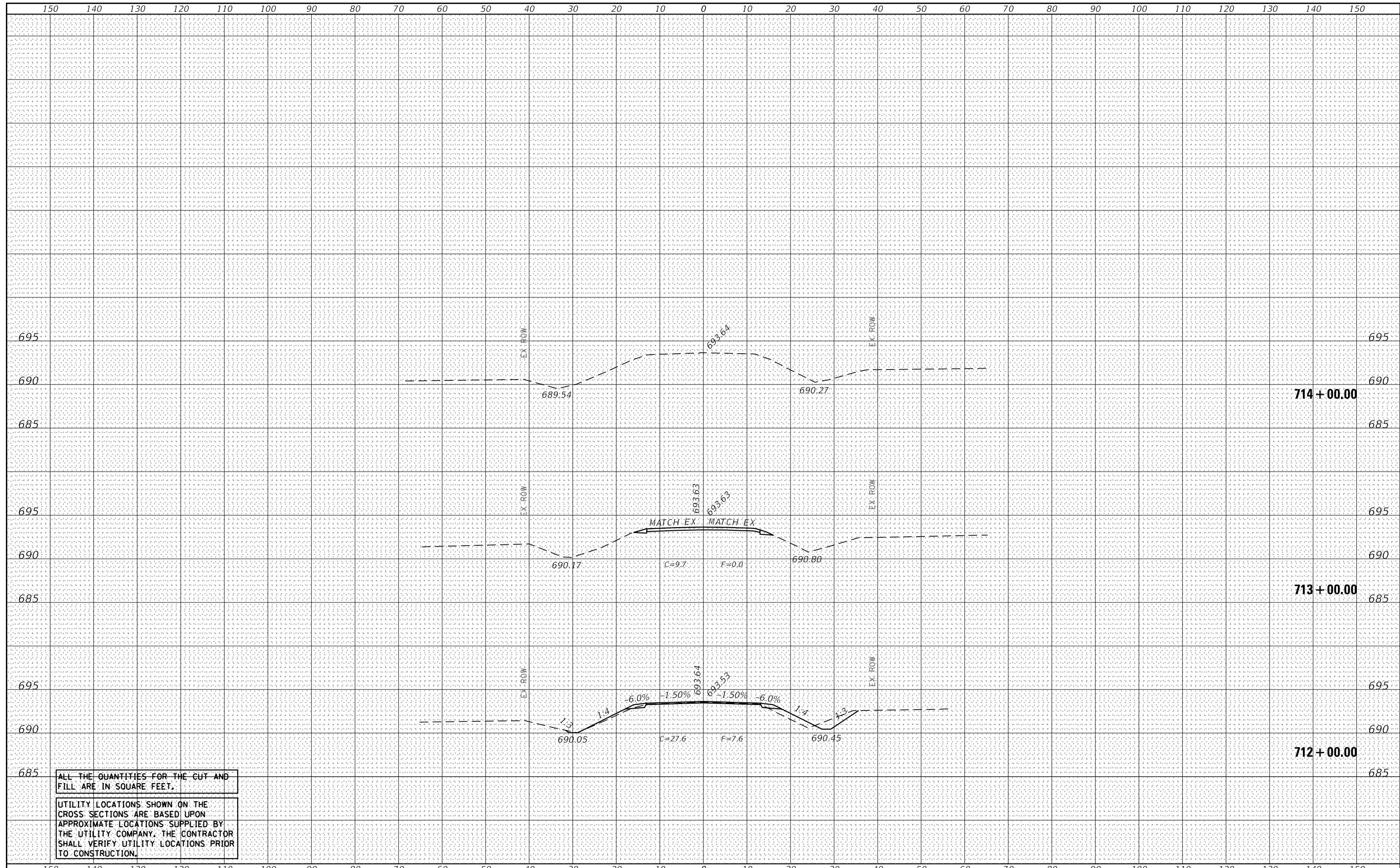


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| BY | |
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| NOTE BOOK NO. | |
| TEMPLATE AREAS CHECKED | |

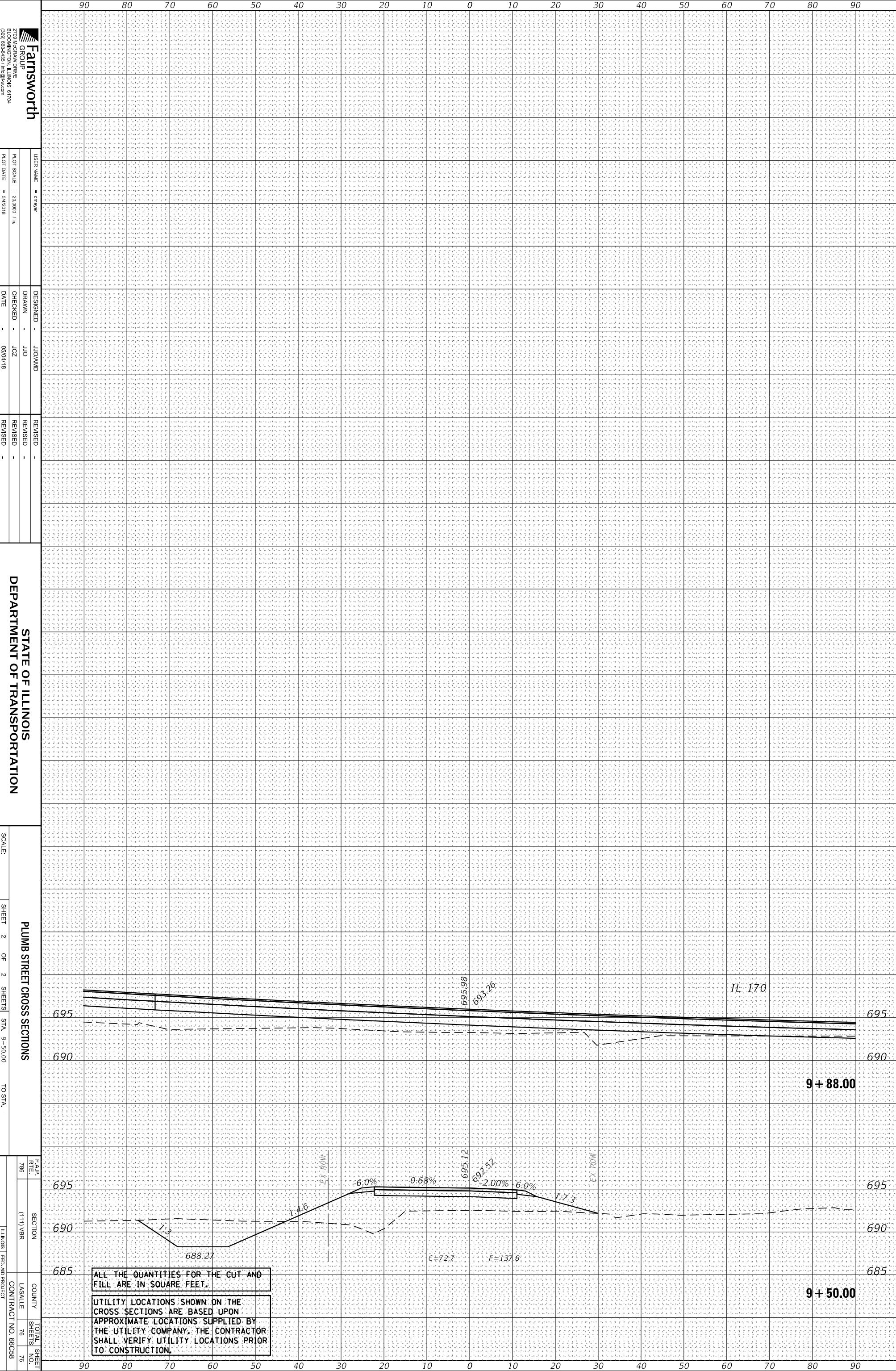


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| ORIGINAL SURVEY | SURVEYED _____ | BY _____ | DATE _____ |
| NOTE BOOK | PLOTTED _____ | | |
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| FINAL SURVEY | SURVEYED _____ | BY _____ | DATE _____ |
| NOTE BOOK | PLOTTED _____ | | |
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| | AREAS _____ | | |
| | AREAS CHECKED _____ | | |



Farnsworth
 GROUP
 2709 HARRISON DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 info@faw.com

USER NAME = dmeyer
 DRAWN - JJO
 CHECKED - JJC
 DATE - 05/04/18

DESIGNED - JJO/AMD
 DRAWN - JJO
 CHECKED - JJC
 DATE - 05/04/18

REVISED -
 DRAWN -
 CHECKED -
 DATE -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: _____
 SHEET 2 OF 2 SHEETS STA. 9+50.00 TO STA. _____

PLUMB STREET CROSS SECTIONS

F.A.P. RTE. 786
 SECTION (1111)BR
 COUNTY LSALE
 CONTRACT NO. 66058
 TOTAL SHEET SHEETS NO. 76

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